

**IRIS Public Record****Key Information****Main:** GROUP/0416/BOMBARDMENT (LIGHT)**Document Type:****Call Number:** GP-416-SU-OP-S**IRIS Number:** 00092014**Accessions Notes:****Old Accession Nbr:****Title:****Beginning Date:****End Date:****Publication Date:** 1945/02/02**Classification** UNCLAS**Media** Roll #: 0000001716 First Frame: 831 Last Frame: 921 Linear Feet: 0

Old MFlm Roll # B0536

Audio Rec:

NUMPAGE 90

**Title Extensions:****Abstract****Descriptive** TITLE SUPPLIED.**Notes:****Title** MISSION REPORTS AND PHOTOGRAPHS: TARGET ROAD JUNCTIONS EUSKIRCHEN,  
**Added** GERMANY  
**Entries****Author:****Subject:****Major Command:****Administrative Markings**

No Administrative Markings Listed

**Security Review Information:**

|                       |                      |                   |
|-----------------------|----------------------|-------------------|
| <b>Rcvd:</b>          | <b>Rel</b>           | <b>1985/03/05</b> |
| <b>Indexer ID: 33</b> | <b>Entered Date:</b> |                   |
| <b>QC ID:</b>         | <b>QC'd Date:</b>    |                   |
| <b>Scanner ID:</b>    | <b>Scanned Date:</b> |                   |
| <b>Acc ID</b>         | <b>Acc Date:</b>     |                   |

CENTRAL INDEX

TARGET Euskirchen DATE 7-2-45 NO. A/C 39 MISS. # 197 F.O.# 730

STATUS Attacked BRIEFING OFFICER \_\_\_\_\_

1. IX BC Synopsis of Mission -
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JKI JES V JEA

JEA 3/03

OP

OP

FROM 97TH COMBAT BOMB WING  
TO COBOMGP 416  
COBOMGP 409

02/0150A

44

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

F-013-E BT

INTELLIGENCE SUPPLEMENT NO.1 TO FIELD ORDER NO.149-730

1. TARGET - EUSKIRCHEN (F-330295). SUPPLY CENTER.
2. TACTICAL SIGNIFICANCE - RECENT REPORTS STATE THAT THIS TOWN IS VERY ACTIVE AS A SUPPLY CENTER AND IS BEING USED AS A HOUSING CENTER FOR TROOPS IN ROUTE TO THE FRONT.
3. PHOTO COVER:  
IX TAC. T/236  
7/1637 PRINT NO'S 3127,3128  
US 7 GR/1379 PRINT NO.7086  
5006E/5306  
US 30/5370 PRINT NO.1086  
IX TAC D/337  
MAP COVERAGE:  
4414 SHEET 5306  
4416 SHEET S-1
4. FLAK - SEE CURRENT FLAK MAP.
5. BOMBLINE - TARGET WELL BEYOND BOMBLINE.

COMCBTWIG 97

BT 02/0150A

CES AR

NININININININ

JKI R.....02/0108A

RA RSS AR

JKI R.....02/0108A

RSS AR

JES R.....02/0209A

DC AR

OIJJF OIITA OIJKI OIJPO OIJES V OIJE 4/22 OP OP  
T (OIITA PASS TO OIJJF)

FROM 97TH COMBAT BOMB WING 02/0220A  
TO COMBOMDIV NINE  
COBOMGP 410  
COBOMGP 416  
COBOMGP 409  
1ST PROV PATHFINDER SQDN.

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

F-14-E

97TH COMBAT BOMB WING  
APO 140  
02 FEBRUARY 1945

FIELD ORDER NO. 149-730

MAPS - NORMAL

1. B. REF. CURRENT BOMBLINE COUNTER BATTERY FIRE WILL BE ARRANGED ON ALL TARGETS TO NEUTRALIZE ENEMY FLAK WITHIN RANGE.

(2) 2TAF WILL FURNISH AREA COVER FOR THE 409TH AND 416TH GROUPS.  
19TH TAC WILL FURNISH AREA COVER FOR THE 410TH GROUP.

2. THIS WING WILL ATTACK TARGETS IN GERMANY.

ZERO HOUR PLAN "A" 2/1200A  
ZERO HOUR PLAN "B" 2/1200A

PLAN "A"

3. A. 409TH BOMB GROUP

(9) M.P.I. MAP SERIES GSGS 4414 SHEET NO. 5306. ONE FLIGHT ON EACH OF THE FOLLOWING GRID COORDS: 32752931, 32532943, 32532958, 32622983, 33012962, AND 33252948. INTER VALOMETER SETTING MINIMUM.

(12) T.O.T. ZERO PLUS 40 MINUTES.

B. 410TH BOMB GROUP

(1) STADTKYLL ROAD JUNCTION (L142953)

(2) 36 A/C BOMBING BY FLIGHTS OF 6 A/C.

(4) BASE TO I.P. TO TARGET.

(5) TARGET TURN LEFT TO RP TO BASE.

(6) BOMB AT 12,000 FEET OR BELOW CLOUD COVER DOWN TO BUT NOT BELOW 5,000 FEET.

(7) 5025N 0602E.

(8) GEN: W TO E.

(9) M.P.I. NINTH A.F. 2ND PHASE INTERPRETATION REPORT US10/D548 TWO FLIGHTS ON EACH OF THE FOLLOWING REFERENCES, 047011, 051009 AND 055005.

(10) 6 X 500 LB. GP. FUSE 1/10 SEC NOSE 1/40 SEC TAIL.

(11) 5025N 0602E

(12) TOT ZERO PLUS 10 MINUTES.

(13) IN THE EVENT THE PRIMARY TARGET CANNOT BE ATTACKED AN ALTERNATE TARGET 10 MILES OR MORE FROM THE BOMBLINE IN ENEMY HELD TERRITORY WILL BE BOMBED.

C. 416TH BOMB GROUP

(9) M.P.I. MAP SERIES GSGS 4414 SHEET NO. 5306. ONE FLIGHT ON EACH OF THE FOLLOWING GRID COORDS: 32772948, 32702970, 32902980, 33002938, 33082983 AND 33302965. INTERVALOMETER SETTING MINIMUM

(12) TOT ZERO PLUS 20 MINUTES.

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

FOR 409TH AND 416TH GROUPS ONLY.

(5) TARGET : EUSKIRCHEN XX ( F-330295)

(6) 36 A/C BOMBING BY FLIGHTS OF 6 A/C.

(7) ROUTE OUT : BASE TO 5038N 0602E 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 COVER DOWN TO BUT NOT BELOW 6,000 FEET. DROP 1,000 FEET AFTER BOMBING.

(10) I.P. 5033N 0634E

(11) AXIS OF ATTACK : GEN SW TO NE.

(13) BOMB LOAD 14 X 250 LB. GP. FUSED 1/10 SEC NOSE 1/40 SEC TAIL.

(14) R.P. 5038N 0602E

(15) IF CLOUD COVER PREVENTS VISUAL BOMBING GROUP WILL BOMB PRIMARY TARGET IN FOLLOWING PRIORITY  
A. GROUP "GEE"  
B. TARGET E.T.A.

## PLAN "B"

## 3. A. 409TH BOMB GROUP

- (9) M.P.I. IF BOMBING IS VISUAL AND BY FLIGHTS ONE FLIGHT ON EACH M.P.I. AS GIVEN IN PARA. 3.A(9) PLAN "A".  
IF BOMBING IS VISUAL BY BOXES, ONE BOX ON EACH OF THE FOLLOWING GRID COORD. GSGS 4414 SHEET 5306, 33012962 AND 33252948. PPF M.P.I. GRID COORD. 32952960.  
INTERVALOMETER SETTING 50 FEET.  
(12) TOT ZERO PLUS 20 MINUTES.

## B. 414TH BOMB GROUP

- (2) 2 BOXES OF 18 A/C WITH ONE PPF A/C  
(4) BASE TO 5028N 0548E TO TARGET.  
(5) TARGET TURN LEFT TO 5025N 0602E TO BASE.  
(6) BOMB AT 12,500 FEET. MINIMUM ALTITUDE FOR VISUAL BOMBING WILL BE 5,000 FEET. DROP 1,000 FEET AFTER BOMBING.  
(9) M.P.I. NINTH A.F. 2ND PHASE INTERPRETATION REPORT DS10/D548  
IF BOMBING IS VISUAL AND BY FLIGHTS, 2 FLIGHTS ON EACH OF THE FOLLOWING REFERENCES: 047011, 051009 AND 055005.  
IF BOMBING IS VISUAL AND BY BOXES ONE BOX ON EACH OF THE FOLLOWING REFERENCES: 047011 AND 055005.  
PPF M.P.I. GRID COORD: 14209532.  
(10) 6 X 500 LB GP FUSED 1/10 SEC NOSE 1/40 SEC TAIL.  
(12) T.O.T. ZERO HOUR.  
(13) IF VISUAL CONDITIONS EXIST AT PRIMARY 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 PPF A/C OR NOT. IF BOMBING VISUALLY GROUP WILL BOMB BY FLIGHTS IF WEATHER PERMITS, AND WILL USE 5025N 0602E AS A VISUAL I.P. IF BOMBING BY FLIGHTS IS IMPOSSIBLE BUT A SMALL BREAK IN THE CLOUDS PERMITS BOMBING BY BOXES OF 18 A/C, GROUP MAY CONTINUE ON PPF ROUTE TO TARGET OR RETURN TO 5025N 0602E TO BOMB VISUALLY. IF PATHFINDER EQUIPMENT FAILS AND PRIMARY TARGET CANNOT BE BOMBED VISUALLY, AN ALTERNATE TARGET 10 MILES OR MORE FROM THE BOMBLINE IN ENEMY HELD TERRITORY WILL BE BOMBED.

## C. 416TH BOMB GROUP

- (9) M.P.I. IF BOMBING IS VISUAL AND BY FLIGHTS ONE FLIGHT ON EACH M.P.I. AS GIVEN IN PARA. 3. C. (9). IF BOMBING IS VISUAL AND BY BOXES ONE BOX ON EACH OF THE FOLLOWING GRID COORDS ON GSGS 4414 SHEET 5306: 32772948, AND 32702970.  
PPF M.P.I. GRID COORD 32952960.  
INTERVALOMETER SETTING 50 FEET.  
(12) T.O.T. ZERO HOUR PLUS 10 MINUTES.

## X. (1) - (4) NO CHANGES.

FOR 409TH AND 416TH GROUPS ONLY

- (5) TARGET: EUSKIRCHEN (F-330295)  
(6) AIRCRAFT REQUIRED: 2 BOXES OF 18 A/C WITH ONE PPF A/C.  
(7) ROUTE OUT: BASE TO 5047N 0611E TO TARGET.  
(8) ROUTE BACK: TARGET TURN RIGHT TO 5037N 0602E TO BASE.  
(9) ALTITUDE: BOMB AT 12,500 FEET. MINIMUM ALTITUDE FOR VISUAL BOMBING WILL BE 6,000 FEET. DROP 1,000 FEET AFTER BOMBING.  
(10) BOMB LOAD: 14 X 250 LB GP FUSED 1/10 SEC NOSE, 1/40 SEC TAIL.  
(11) IF VISUAL CONDITIONS EXIST AT PRIMARY TARGET. BOMBING WILL BE BY VISUAL MEANS. THE DECISION TO BOMB VISUALLY WILL BE THE RESPONSIBILITY OF THE A-26 BOX LEADER AND THEY WILL DO SO WHETHER THEY CAN CONTACT THE P.P.F. A/C OR NOT. IF BOMBING VISUALLY, GROUPS WILL BOMB BY FLIGHTS IF WEATHER PERMITS, AND WILL USE 5033N 0634E AS A VISUAL I.P. IF BOMBING BY FLIGHTS IS IMPOSSIBLE BUT A SMALL BREAK IN THE CLOUD PERMITS BOMBING BY BOXES OF 18 A/C, GROUP MAY CONTINUE ON P.P.F. ROUTE TO TARGET OR RETURN TO 5033N 0634E TO BOMB VISUALLY. IF 10/10 CLOUD COVER OBSCURES THE TARGET, GROUP WILL BOMB PRIMARY TARGET IN THE FOLLOWING PRIORITY.  
A. P.P.F.  
B. GROUP "GEE"  
C. TARGET E.T.A.

4. NO CHANGE.

5. COMMUNICATIONS

PLAN "A" AND "B"

A. 409TH BOMB GROUP

(2) KINGPIN

(4,5) SWEEPSTAKES

B. 410TH BOMB GROUP

(2) FUTURE

(3) JUDITH

(4) RIPSAW

C. 416TH BOMB GROUP

(2) BYLAW

(4,5) SWEEPSTAKES

*3 minutes before 1 P.  
no contact*

X. GENERAL INSTRUCTIONS

(11) BYLAW AND KINGPIN WILL CALL ~~DECLINE~~, FUTURE WILL CALL BLEND-  
WELL ON C/C AT LEAST 15 MIN PRIOR TO TROOP LINE ADVISING  
HOW MUCH THEY ARE AHEAD OR BEHIND SCHEDULE.

KINGPIN AND FUTURE WILL ALSO CALL SAME STATIONS WHEN  
LEAVING TARGET AREA STATING THEY HAVE COMPLETED OR ABANDONED  
OPS.

COMCBTWIG 97

BT02/0220A

CES / CW AR

OIJKI R... '.....02/0338A RSS AR

OIJES R.....02/0345A FR AR

OIJPO R.....~~XXXXXX~~ 02/0345A LB AR

OIITA R.....

TIC

02/0348A AT AR

;81

OIITA OIJJF OIJKI OIJES OIJPO V OIJE 6/02  
(OIITA PASS TO OIJJF)

OP OP

FROM 97TH COMBAT BOMB WING 02/0650A  
TO COMBOMDIV NINE  
COBOMGP 410  
COBOMGP 409  
COBOMGP 416  
1ST PROV PATHFINDER SQDN

F-49

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

F-16-E

97TH COMBAT BOMB WING  
APO 140  
2 FEBRUARY 1945

ANNEX NO.2 TO FIELD ORDER NO.149-730

CHANGE PARA.3 X. (7). PLAN "B" TO READ :

BASE TO 5047N 0602E TO TARGET

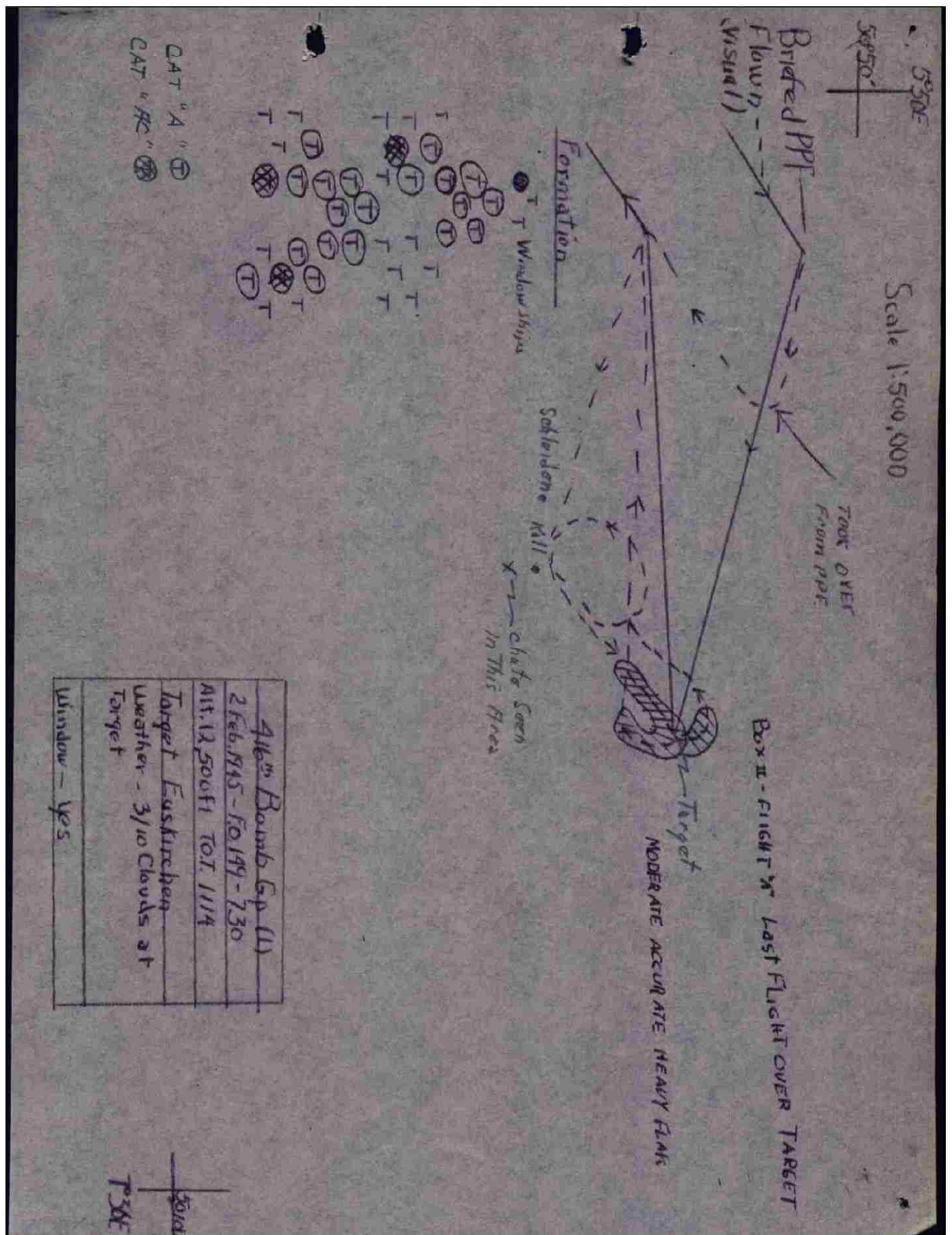
COMCBTWIG 97

BT 02/0650A

CES AR

|              |               |    |     |
|--------------|---------------|----|-----|
| OIJKI R..... | 02/0650A      | FD | AR  |
| OIJPO R..... | 02/0655A      | LB | AR  |
| OIJES R..... | 02/0655AHHHDC |    | HWR |
| OIITA R..... | 02/0100A      | AT | AR  |

TV



MISSION NO. 197

LOADING LIST

2 FEBRUARY 1945

BOX I

FLIGHT I

1. 444 J  
MAJOR R F PRICE  
LT A R HAND  
S/S C FETKO  
S/S S L HEITELL

4. 395 W  
LT J W WRIGHT  
SGT D W VANGALDER

2. 063 A  
LT C C MISH  
LT R E SHAFT  
S/S J H ROBERTS  
S/S P G EUGA

5. 274 S  
LT L J PRUGHA  
T/S C O WILSON\*

3. 233 F  
LT R A RUSSELL  
S/S H J SILVA

6. 321 T  
LT J W BLEVINS  
SGT F GENTRY

FLIGHT II

1. 178 L  
CAPT D F SHEA  
LT O R KOCH  
T/S J F GOGGIN  
S/S A TERAN

4. 205 M  
LT J R WARREN  
S/S S M TUNPIN

2. 223 B  
LT E G BISHOP  
SGT M O HARRIS

5. 337 O  
LT J A COOK  
SGT T R LANGLEY

3. 2315 L-1  
CAPT R O GRUETZEMASHER  
S/S J J RICKETSON

6. 330 P  
LT J O SEWELL  
S/S J A HUMMER

FLIGHT III

1. 467 W-2  
LT R J ROONEY  
LT R L KIPK  
SGT S R CANDELL  
SGT V B RACCIO

4. 307 N-1  
LT R B HALL  
S/S L C BURGER

2. 073 J-1  
LT D B GRUNIG  
LT B C MORRIS  
S/S M R DIAS  
SGT H J NOWOSTELSKI

5. 286 D  
LT W MUSGROVE  
S/S M LIGER

3. 239 N  
LT E O TURNER  
SGT J SIENKIEWICZ

6. 321 V  
F/O J A GREEN  
SGT A KURVALEK

SPARE

326 W-3  
LT M WALLMAN  
SGT A HELT

MISSION 197

BOX I

2 FEBRUARY 1945

- 1 -

MISSION NO. 197

LOADING LIST  
BOX II  
FLIGHT I

2 FEBRUARY 1945

1. 081 P  
CAPT G H McNULTY  
LT W FORMA  
S/S W F FUEHRER  
S/S K G LAGERMAN

4. 264 I  
LT J H MONTEROSE  
S/S J W FELKEL

2. 026 M  
LT C S STANLEY  
P/O J H BLOUNT  
S/S C B COLLIER  
SGT J C EDENBURN

5. 290 L  
LT W L HALE  
S/S D H BENTZLER

3. 259 H  
LT J K COLQUITT  
SGT A R HOOD

6. 305 U  
LT F W HARRIS  
SGT C W WILLIFORD

FLIGHT II

1. 085 T  
LT COL J G NAPIER  
LT D L MOORE  
SGT N D WEST  
SGT C E TRANCHINA

4. 252 D  
LT D W SORRELS  
S/S H I TRIBER

2. 354 S  
LT C S JORDAN  
S/S K F JENSEN

5. 344 O  
LT R B HACKLEY  
SGT O T HAWK

3. 229 B  
LT D O TURNER  
S/S M R REYES

6. 241 F  
LT J J FARLEY  
SGT E R HARDESTY

FLIGHT III

1. 185 G  
LT C J BROWN  
LT J E KIRKIN  
S/S H E SUNDERLAND  
S/S D J RIO

4. 271 R  
LT W A MERCHANT  
SGT E F BERKES

2. 356 C-1  
LT H M VAN NOORDEN  
S/S R I STEFFEY

5. 352 J  
LT A E HLIVKO  
SGT R E GRAUB

3. 313 B-1  
LT A REMISZEWSKI  
S/S F D IORIO

6. 208 L  
LT G L MILHORN  
SGT D CHEST

SPARE

306 X  
LT C M ANDERSON  
SGT J H DEATHERAGE

W I N D O W

710 Y  
LT F S BREWSTER  
LT L W DENNIS  
S/S W O CLARK & SGT M H KIMBALL

023 X  
LT F W HENDERSON  
S/S R J BROWN  
S/S H S FESSLER

024 E  
LT D E SMITH  
SGT R DESTEFANO  
S/S D R ABRIOLA

F/O 149-730

CONFIDENTIAL

INTERVIEW FORM

PILOT Prucha A/C# 274 BOX I

CASUALTIES

| BOMBS :                | ON         | BATTLE DAMAGE | "A-C" | "E" |
|------------------------|------------|---------------|-------|-----|
| <u>14</u> X <u>250</u> |            |               |       |     |
| X                      | RETURNED   |               |       |     |
| X                      | JETTISONED | <u>116</u>    |       |     |

FLARE: Could hear bombs below.

XXHA.

ENEMY AIRCRAFT ENCOUNTERS:

nil.

OBSERVATIONS:

Smoke in center of town  
& from bridge.  
1 Aro went back peeked off with  
doors open. after bombing.

POSITION IN FORMATION

|   |   |   |  |
|---|---|---|--|
|   | X |   |  |
| X |   | X |  |
|   | X |   |  |
| X |   | X |  |

|   |   |   |  |
|---|---|---|--|
| X |   |   |  |
| X | X | X |  |
|   | X |   |  |
| X |   | X |  |

INTERROGATOR

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F/O 149-730

CONFIDENTIAL

INTER. FORM

PILOT Wright A/C# 335 BOX I

CASUALTIES

BOMBS : 14 F250 ON P.T. : BATTLE DAMAGE  
X RETURNED : "A-C" : "E"  
X JETTISONED : 3 holes :

FLAK: Just before B. release + followed  
in turn - XX H A (exp. at T.)

ENEMY AIRCRAFT ENCOUNTERS:

X split

OBSERVATIONS:

hit in turn

POSITION IN FORMATION

X  
X X  
X X  
X X

I

X X  
X X  
X X

INTERROGATOR

CONFIDENTIAL

*Shes*

198

I

### C. S. U. L. T. I. E. S.

BOMBS :

4 X 2500N

: BATTLE DAMAGE

x

RETURNED

Y

JETTISONED

FLAK:

after T.A. - XXH/

ENEMY AIRCRAFT ENCOUNTERS:

~~Aspid~~

OBSERVATIONS:

1109-12,700 ft. IA

is to a hill to N - 600 ft.

POSITION IN FORMATION

X  
X X  
X X  
X X

$$\begin{array}{ccc} & X & \\ X & & X \\ & X & \\ X & & X \end{array}$$

The first X

INTERROG. TOR

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F/O 149-730

CONFIDENTIAL

INTERCOM

PILOT Warren A/C# 205 BOX I

CASUALTIES

|         |                           |               |       |     |
|---------|---------------------------|---------------|-------|-----|
| BOMBS : | <u>14</u> X <u>150</u> ON | BATTLE DAMAGE |       |     |
|         | X RETURNED                |               | "A-C" | "E" |
|         | X JETTISONED              | <u>nil</u>    |       |     |

FLAK: XHA - at target - 30 sec. before & followed into turn off.

ENEMY AIRCRAFT ENCOUNTERS:

nil.

OBSERVATIONS:

check 1st flight for greater accuracy.  
Bombs seemed to hit to right of and into town.

POSITION IN FORMATION

|   |   |   |   |  |
|---|---|---|---|--|
|   |   | X |   |  |
|   | X |   | X |  |
|   |   | X |   |  |
|   | X |   | X |  |
| X | X |   |   |  |
| X |   |   |   |  |
|   |   | X |   |  |
|   | X | X | X |  |
|   |   | X |   |  |

S  
 INTERCOM

CONFIDENTIAL

BX

BOTTLE DAMAGE

RETURNED

JET II SONED

FLICK:

XXXX, on Bombardier

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

OBSERVATIONS:  
wallman (G) #151T fell out of formation after dropping  
bombs followed formation back into friendly territory  
gunner saw a sheet of flame from R engine then  
lost sight of him plane was under control losing  
altitude fast.

Camera

POSITION IN FORMATION

X  
X X  
X  
X X

X  
X X  
X

$$\begin{array}{ccc} & X & \\ X & & X \\ & X & \\ X & & X \end{array}$$

MAZ

INTERROG. TOR

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F/O 149-730

CONFIDENTIAL

INTERVIEW FORM

PILOT Green

W/O# 321

BOX I

CASUALTIES

BOMBS : 14 250 ON P.T. BATTLE DAMAGE

X RETURNED

X JETTISONED

-X-

FLAK: XXXHA - At target -

ENEMY AIRCRAFT ENCOUNTERS:

X-

OBSERVATIONS: Bombs hit in center of

town -

P447 Cover

POSITION IN FORMATION

X  
X X  
X  
X X

X  
X  
X  
X X

X  
X X  
X X  
X X

T.W.S.

INTERROGATOR

CONFIDENTIAL

F/O 149-730

CONFIDENTIAL

INTER. FORM

PILOT [Signature] M/C# 307 BOX I

CASUALTIES

| BOMBS :  |  | ON       | BATTLE DAMAGE | SHOOT | WENT |
|----------|--|----------|---------------|-------|------|
| <u>X</u> |  | RETURNED | ✓             |       |      |
| <u>X</u> |  | JETTERED |               |       |      |

FLAK: XX H/A

ENEMY AIRCRAFT ENCOUNTERS:

[Handwritten squiggly line]

OBSERVATIONS:

[Large handwritten squiggly line]

Camera

POSITION IN FORMATION

|   |   |  |  |
|---|---|--|--|
| X | X |  |  |
| X | X |  |  |
| X | X |  |  |
| X | X |  |  |
| X | X |  |  |
| X | X |  |  |
| X | X |  |  |
| X | X |  |  |
| X | X |  |  |
| X | X |  |  |

MAZ  
INTERROGATOR

CONFIDENTIAL

F/O 149-736

CONFIDENTIAL

INTERVIEW FORM

PILOT

*Swell*

W/O#

330

BOX

*I*

CASUALTIES

BOMBS :

*14 returned*

BATTLE DAMAGE

"A-C"

"E"

RETURNED

JETMISSED

*nil*

FLAK:

*XXHA - some just before target. and XXH after target. at edge of town. Enskirchen.*

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

*but bay doors probably didn't completely open. So release mech. didn't activate. Repeatedly flicked switch & had everything pre-set. Red light didn't come on in air.*

*Bridge at Enskirchen was hit by some one before us.*

POSITION IN FORMATION

*X  
X X  
X  
X X*

*X  
X X  
X  
X X*

*X  
X X  
X  
X X*

*S*

INTERVIEWER

CONFIDENTIAL

F/O 149-730

CONFIDENTIAL

INTERFORM

PILOT Mish A/C# 063 BOX I

CASUALTIES

BOOMBS : 4 X250 ON Prm : BATTLE DAMAGE  
: "A-C" : "E"  
X RETURNED : ✓ :  
X JETTISONED : :  
:

FLAK:

XX HA 10 seconds before dropped  
an all way round turn off target (Right  
turn off tgt - none after leveled off)

ENEMY AIRCRAFT ENCOUNTERS:

None

OBSERVATIONS:

Bombers feel little to No M.D.I  
Window ship - right engine  
smoking - right after turn off target  
Possibly a chute in tgt area  
right after turn off tgt

POSITION IN FORMATION

X  
X X (X)  
X  
X X  
X  
  
X X  
X X X  
X X X  
X X  
X X

INTERRECTOR

CONFIDENTIAL

TITERR. FORM

PILOT

Belvins

 $\text{In } C_{\frac{11}{14}}$ 

321

BOX

I

## CASUALTIES

BOMBS : 14 X 250 GN.

RETURNED

JETTISONED

BATTLE DAMAGE

VT 1-C 58

THE

FLINK:

XX HA Turn off tgt.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

formo in Tgt

Cameria

POSITION IN REGULATION

X  
X X  
X  
X  
X

X  
X X  
X X  
X X

X X X  
X X X  
X X X

MAZ

INTERROG. TOR

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TITLER, FORM

PILOT Quetzalcoatl A/C# 2315 BOX 1

## CASUALTIES

BOMBS : X ON                      : BATTLE DAMAGE : "A-C" : "E"

14 X 250 RETURNED

X JETTISONED

FLAK: XXHA - at target

ENEMY AIRCRAFT ENCOUNTERS:

X -

OBSERVATIONS:

OBSERVATIONS: None -  
Didn't see header release - so did not drop

POSITION IN COLLECTION

X  
X X  
X X  
X X

X X  
X X  
X X

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F/O 149-730

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INTERFORM

PILOT

Russell

A/C# 233

BOX

I

CASUALTIES

BOMBS :

X

ON

BATTLE DAMAGE

X

"E"

14 X 250

RETURNED

X

JETTISONED

FLAK:

XXHA- as turning off target-

ENEMY AIRCRAFT ENCOUNTERS:

X-

OBSERVATIONS:- Reason for bombs not dropping undetermined

POSITION IN FORMATION

(X) X  
X X  
X X

X  
X X  
X X  
X X

X  
X X  
X X

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INTER. FORM

PILOT

50

$$12/3\frac{11}{12}$$

BOX

## CASUALTIES

BOMBS : 12 250 ON

BATTLE DAMAGE

27-1-C19

92-15-57

五

RETURNED

五

JETRI SONED

WLM:

K21A over 79T

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN POPULATION

X  
X X  
X X

X  
X X  
X X  
X X

X X  
X X  
X X

MAZ

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# CASUALTIES

FLAK: XXAA on bomb run 479T.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS: Bombs in Town

POSITION IN POPULATION

X  
X X  
X X

X  
X X  
X X

X X X  
X X X  
X X X

MAZ  
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INTER. FORM

PILOT

Shumig

A/CN

073

BOX

I

CASUALTIES

BOMBS :

4 250 ON P.T.

BATTLE DAMAGE

"A-C"

"E"

X

RETURNED

X

JETTISONED

X

FLAK:

XXHA - at target area -

ENEMY AIRCRAFT ENCOUNTERS:

X

OBSERVATIONS:

Bombs all over the town -  
good results.

POSITION IN FORMATION

X  
X X  
X X  
X X

X X  
X X  
X X

X  
X X  
X X  
X X

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INTER. FORM

PILOT McNulty

A/C# 081

BOX II

CASUALTIES

BOOMBS : 4 250 ON             
          X       RETURNED  
          X       JETISONED

BATTLE DAMAGE

1 hole

FLAK: on B.R. + moulton tree off TAD  
ret from town. XXHA - below followed  
light flak on turn onto target  
ret. hand turn off

ENEMY AIRCRAFT ENCOUNTERS:

spills - local

OBSERVATIONS:

2 runs on target.  
no flak on 1st run - didn't go  
over target - but turned short with  
left hand turn.  
in center of town -

1120-11900 H. 1

POSITION IN FORMATION

          X  
          X X  
          X  
          X X  
  
X X  
X X X  
X X X  
  
X X X  
X X X  
X X X

Hoppe  
INTERROGATOR

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INTERFORM

PILOT

Jarris

h/c#

305

BOX

II

CASUALTIES

BOBBS : 14 X 250 ON

BATTLE DAMAGE

"L-C"

"E"

X

RETURNED

X

X

JETTERED

1 in nose

FLAK:

XXHA target a around the turn  
white puff ahead a final run. alt.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Made 360 when lide B/N  
wanted to be certain of target  
The flak came on next  
approach to target.

POSITION IN FORMATION

X  
X X  
X  
X

X  
X X  
X X  
X X

X  
X X  
X X  
X X

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PILOT Stanley      S/C# 026      BOX II

CASUALTIES

| BOMBS : | 250 | ON         | BATTLE DAMAGE | "A-C" | "E" |
|---------|-----|------------|---------------|-------|-----|
| X       |     | RETURNED   | 1 hole        |       |     |
| X       |     | JET-ISONED |               |       |     |

FLAK: XXHA.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Went was falling to right of track  
below. Check where they flew.

Good scout.

409 seemed to be getting heavier fire  
just after we left.

POSITION IN FORMATION

|   |   |   |
|---|---|---|
| X | X | X |
| X | X | X |
| X | X | X |

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INTER. FORM

PILOT ~~Arnold~~ Sorrels A/C# 252 BOX II

CASUALTIES

| BOMBS : | 14 X 250 ON | BATTLE DAMAGE | "A-C" | "E" |
|---------|-------------|---------------|-------|-----|
| X       | RETURNED    |               |       |     |
| X       | JETTISONED  |               |       |     |

FLAK: right after start of B. P. + on turn off  
T. XX-XXXX at alt. mostly behind

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION

X X  
X X  
X X  
X X  
X X  
X X

X  
X X  
X X  
X X

2

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INTER. FORM

PILOT Napier A/C# 085 BOX II

CASUALTIES

BOMBS : 4 X 250 ON PT HEAVY DAMAGE

|   | RETURNED | 2 holes | "A-C" | "E" |
|---|----------|---------|-------|-----|
| X |          |         |       |     |
| X |          |         |       |     |

FLAK:

Zulrich + T. A + turn off (off)  
XXHA XXXHA

ENEMY AIRCRAFT ENCOUNTERS:

Spits.

OBSERVATIONS:

in town - good  
#2 did not bomb w/ flt.  
B-26 - no chutes at start of  
B.R.  
B-26-1034 - smoking - no  
chutes.  
E. Smith, D.E. going in OK

POSITION IN FORMATION

|   |   |  |
|---|---|--|
|   | X |  |
| X | X |  |
|   | X |  |
| X | X |  |

|   |   |
|---|---|
| X | X |
| X | X |
| X | X |

(2)

to field

1107 + 12,100 ft.

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CASUALTIES

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN RELATION

$$\begin{array}{ccc} & X & \\ X & & X \\ & X & \\ X & & X \end{array}$$

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INTER. FORM

PILOT H Linko A/C# 352 BOX II

CASUALTIES

| BOMBS :                | ON         | PT. | BATTLE DAMAGE | "A-C" | "E" |
|------------------------|------------|-----|---------------|-------|-----|
| <u>14</u> X <u>250</u> |            |     |               |       |     |
| X                      | RETURNED   |     | X             |       |     |
| X                      | JETTISONED |     |               |       |     |

FLAK: XXHA - In target area

ENEMY AIRCRAFT ENCOUNTERS:

X

OBSERVATIONS:

POSITION IN FORMATION

|   |   |     |   |   |
|---|---|-----|---|---|
|   |   | X   |   |   |
|   | X |     | X |   |
|   |   | X   |   |   |
|   | X |     | X |   |
|   |   |     |   |   |
| X | X |     | X | X |
|   | X |     | X | X |
| X | X | (X) | X | X |

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BOX



JETTISONED

X X  
X X  
X X

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INTERFORM

PILOT Millman A/C# 208 BOX II

CASUALTIES

|         |           |          |            |            |               |          |       |     |
|---------|-----------|----------|------------|------------|---------------|----------|-------|-----|
| BOMBS : | <u>14</u> | <u>X</u> | <u>250</u> | ON         | BATTLE DAMAGE | <u>X</u> |       |     |
|         | <u>X</u>  |          |            | RETURNED   |               |          | "A-C" | "E" |
|         | <u>X</u>  |          |            | JETTISONED |               |          |       |     |

FLAK: - XXX H-I, over town, and scattered  
X H-I in outlying area -

ENEMY AIRCRAFT ENCOUNTERS:

X -

OBSERVATIONS:

Bombs hit in center of town.  
 lots of smoke coming from town.  
 No flights missed target - all bombs  
 hit town -

POSITION IN FORMATION

|     |   |   |   |   |
|-----|---|---|---|---|
|     |   | X |   |   |
|     | X |   | X |   |
|     |   | X |   |   |
|     | X |   | X |   |
| X   | X |   |   | X |
| X   |   |   | X | X |
| X   | X |   | X | X |
| (X) | X |   | X | X |

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INTER. FORM

PILOT Shackley A/C# 344 BOX II

CASUALTIES

| BOMBS :                | ON             | BATTLE DAMAGE | "A-C" | "E" |
|------------------------|----------------|---------------|-------|-----|
| <u>14</u> X <u>250</u> | ON <u>P.I.</u> | X             |       |     |
| X                      | RETURNED       |               |       |     |
| X                      | JETTISONED     |               |       |     |

FLAK: XXH I in target area - followed all way out as far as range of guns

ENEMY AIRCRAFT ENCOUNTERS:

X

OBSERVATIONS: P47 P38 Spit covering area - Target full of smoke -

POSITION IN FORMATION

|   |  |   |   |
|---|--|---|---|
|   |  | X |   |
| X |  | X | X |
|   |  | X |   |
| X |  | X | X |

|   |   |   |
|---|---|---|
| X | X |   |
| X | X | X |
| X | X | X |
| X | X | X |

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INTERROGATOR

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BOX

BATTLE DAMAGE

RETURNED

X

JETTISONED

77 57

“A-C”

上

mil

FLK:

XXHA - target -  
just before release pt.  
into turn tracked.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION

|   |   |   |
|---|---|---|
|   | X |   |
| X |   | X |
|   | X |   |
| X |   | X |

X X  
X X  
X X

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BOX

BATTLE DAMAGE

JETTISONED

XXAA 2' before bombs away. over T9

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN CORPORATION

$$\begin{array}{ccc} & X & \\ X & & X \\ & X & \\ X & & X \end{array}$$

X  
X X  
X  
X X

X  
X  
X

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INTER. FORM

PILOT Montano A/C# 364 BOX IT

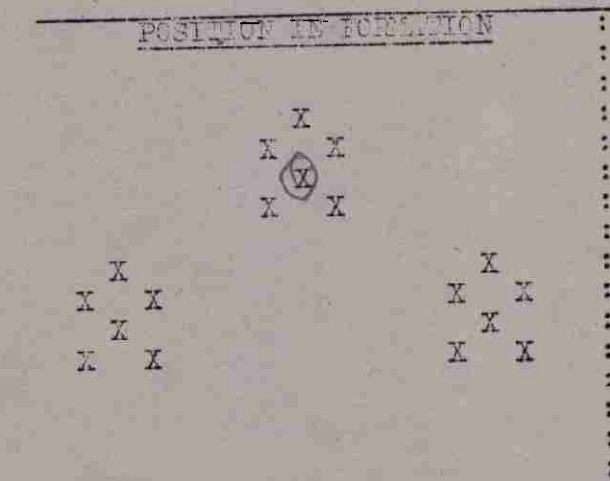
CASUALTIES

| BOMBS : | ON         | BATTLE DAMAGE | "A-C" | "B" |
|---------|------------|---------------|-------|-----|
| X       | RETURNED   | :             | :     | :   |
| X       | JEPRISONED | ✓             | :     | :   |

FLAK: XXXX on Bomber + town of Tgt

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS: Bombs in town



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CONFIDENTIAL

BOX

CASUALTIES

BOMBS : 14 250 ON returned BATTLE DAMAGE

Σ

1998

Y

JETTI SOMED

FLUX:

XXHA flash at target & turn off to right.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS: could not see bond hole.

Held bombs because was not sure  
that lead ship dropped.

1 A/c from 409<sup>th</sup> came down on sight of  
N/E out.

no other obs.

POSITION IN COLLECTION

X  
X  
X  
X

$$\begin{array}{ccc} & X & \\ X & & X \\ & X & \\ X & & X \end{array}$$
$$\begin{array}{ccc} & X & \\ X & & X \\ & X & \\ X & & X \end{array}$$

*Kuo*  
INTERREG TOP

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F/O 149-730 CONFIDENTIAL INTERVIEW FORM

PILOT Farley A/C# 241 BOX II

CASUALTIES

BOMBS : 14 X 20 ON - 9 - BATTLE DAMAGE X

|                     | "A" | "A-C" | "E" |
|---------------------|-----|-------|-----|
| <u>X</u> RETURNED   | :   | :     | :   |
| <u>X</u> JETTISONED | :   | :     | :   |

FLAK: XX HA - at target - followed out,

ENEMY AIRCRAFT ENCOUNTERS:

X -

OBSERVATIONS: Bombs went early because  
reason for drop unknown -  
Bombs fell in Forest, Rotgen K-9830

Impulse bombing, lead ship transmitter not  
turned on, but this ships green light was on -

POSITION IN FORMATION

|   |   |   |   |   |
|---|---|---|---|---|
|   |   | X |   |   |
|   | X |   | X |   |
|   |   | X |   |   |
|   | X |   | X |   |
|   |   |   |   |   |
| X | X |   |   |   |
|   |   |   | X |   |
| X | X |   | X | X |
|   |   |   | X |   |
|   |   |   | X |   |

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INTERFORM

PILOT

Van Norden

A/C#

356

BOX

II

CASUALTIES

BOMBS :

14

X 250

ON

P

BATTLE DAMAGE

"A"

"A-C"

"E"

X

RETURNED

X

JETTISONED

FLAK:

XX HA at target

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Smoke seen over town - could not  
see bombs burst -  
no obs.

POSITION IN FORMATION

II

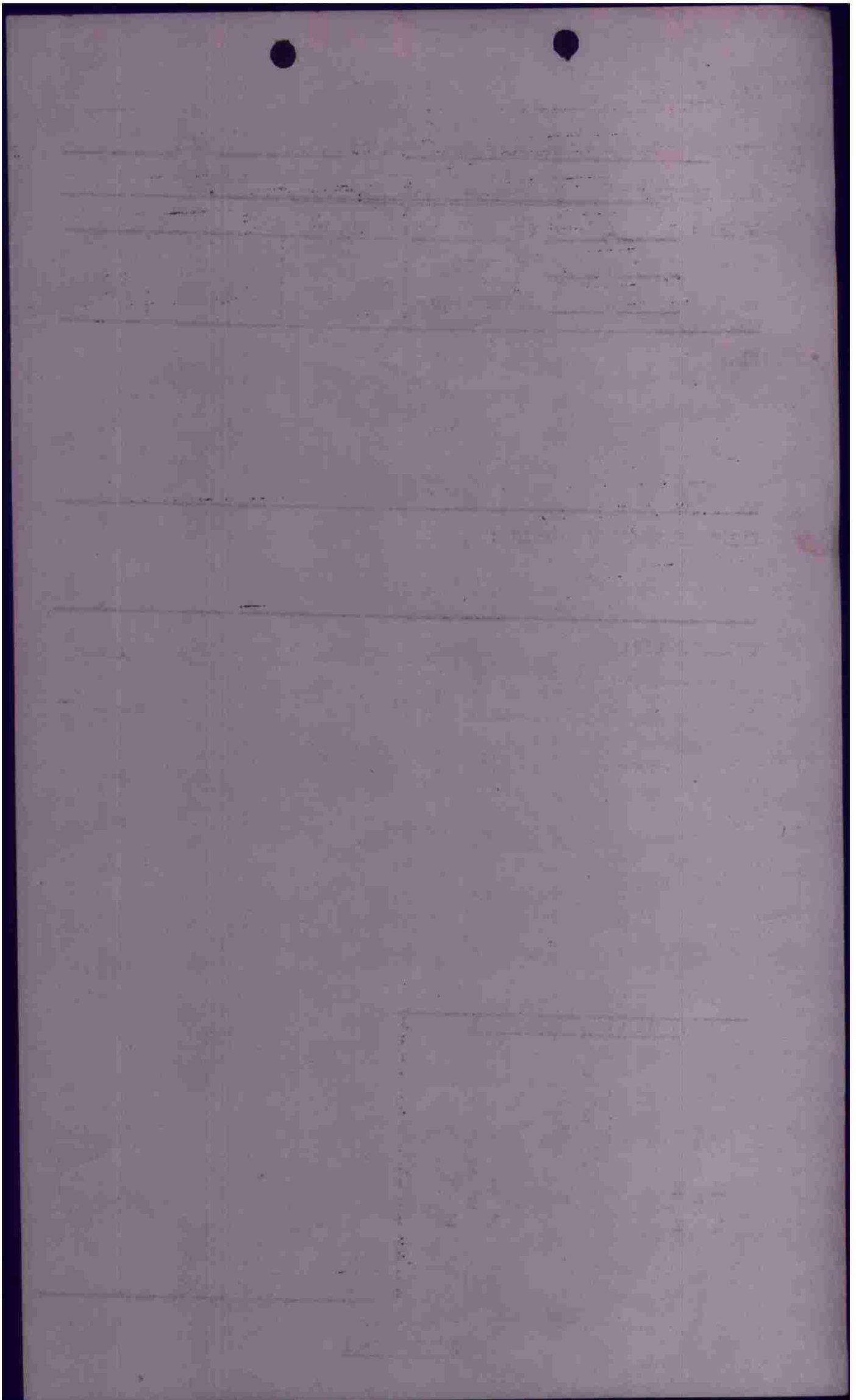
|   |   |   |  |  |
|---|---|---|--|--|
|   | X |   |  |  |
| X |   | X |  |  |
|   | X |   |  |  |
| X |   | X |  |  |

|   |   |  |   |   |
|---|---|--|---|---|
| X | X |  | X |   |
| X | X |  | X | X |
| X | X |  | X | X |

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INTER. FORM

PILOT

Jordan

A/C#

354

BOX

II

CASUALTIES

BOMBS :

X

ON

BATTLE DAMAGE

"A-C"

"E"

14

X

580

RETURNED

X

JETTISONED

FLAK:

XXI

on bomb run over target.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Mechanical Malfunction

Camera  
POSITION IN FORMATION

X  
X X  
X  
X X

X  
X X  
X X  
X X

X  
X X  
X X  
X X

MAZ

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HYPER. FORM

PILOT

 $\text{Exp } 3 \frac{11}{16}$ 

BOX

C. SULTIES

BCIES :

13.250

SIN

BATTLE DAMAGE

53.  $\int_0^1 \frac{1}{x^2+1} dx$

116

五

RETURNED

五

JET TISONED

1 hole.

FLICK:

FLAK: + two bursts - flak on 2d vent  
could see bursts ahead at other  
flights other time. XXNA.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Shackle of other one was not on  
right. Checked up.  
1st Box hats good.

POSITION IN COLLECTION

X  
X X X  
X X X

|   |   |   |
|---|---|---|
|   | X |   |
| X |   | X |
|   | X |   |
| X |   | X |

X X X  
X X X

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SECRET  
MISSION WINDOW REPORT

1. Did Window planes precede the formation? If so, give?

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

(1) less to 1/2 mile ahead.

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

(1) below 500-600 ft. below or above.

(2) 1/2 mile to right off track, left or right.

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

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

(2) Window seem to be on all sides of flight ft. off track, left or right.

2. Did first box or flight sow Window for following box or flight? If so, give: no

a. Distance between units.

(1) \_\_\_\_\_ ft. ahead.

(2) \_\_\_\_\_ ft. ahead.

(3) \_\_\_\_\_ ft. ahead.

b. Position of succeeding boxes or flights relative to lead box or flight.

(1) \_\_\_\_\_ ft. below or above.

(2) \_\_\_\_\_ ft. off track left or right.

3. If flak occurred during bomb run give course of each bombing unit and Window planes.

a. Window Planes.

(1) \_\_\_\_\_ degrees.

*Window planes followed course of bombing planes. Curled back at bomb line still very*

b. Box or flight I

\_\_\_\_\_ degrees.

II \_\_\_\_\_ degrees.

III \_\_\_\_\_ degrees.

4. T.O.T. of Window aircraft. 7106

5. Comments as to effectiveness of Window.

flak was accurate.

(this report, when properly filled out, will be classified (SECRET))

*used window at bombline in over target & bombline out.*

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INTER. FORM

PILOT Brewster

A/C# 710

BOX Windsor

CASUALTIES

| BOMBS :  | ON             | BATTLE DAMAGE | "A-C" | "E" |
|----------|----------------|---------------|-------|-----|
| <u>X</u> | <u>Windsor</u> |               |       |     |
| <u>X</u> | RETURNED       |               |       |     |
| <u>X</u> | JETTISONED     | <u>none</u>   |       |     |

FLAK: flak to left at first flight.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS: 1/2 mile to right of formation  
Flak in area of 024. not known whether  
he was hit or not. No flak seen in area  
of 023 who landed at 158.

Smoke in center of town & on NE side  
of town. Believed from bombs.

POSITION IN FORMATION

|   |   |   |   |
|---|---|---|---|
|   |   | X |   |
|   | X |   | X |
|   |   | X |   |
|   | X |   | X |
| X |   |   |   |
|   | X |   |   |
| X |   |   |   |
|   |   | X |   |
|   | X |   | X |
|   |   | X |   |
|   | X |   | X |

Wrs.  
 INTERROGATOR

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SECRET  
MISSION WINDOW REPORT

1. Did Window planes precede the formation? If so, give:
  - a. Average distance of Window planes ahead of the formation through the flak area.
    - (1) \_\_\_\_\_ ft. ahead.
  - b. Position of Window planes with respect to formation through the flak area.
    - (1) \_\_\_\_\_ ft. below or above.
    - (2) \_\_\_\_\_ ft. off track, left or right.
  - c. Position of observed window cloud with respect to the formation.
    - (1) \_\_\_\_\_ ft. below or above.
    - (2) \_\_\_\_\_ ft. off track, left or right.
2. Did first box or flight sow window for following box or flight? If so, give:
  - a. Distance between units.
    - (1) \_\_\_\_\_ ft. ahead.
    - (2) \_\_\_\_\_ ft. ahead.
    - (3) \_\_\_\_\_ ft. ahead.
  - b. Position of succeeding boxes or flights relative to lead box or flight.
    - (1) \_\_\_\_\_ ft. below or above.
    - (2) \_\_\_\_\_ ft. off track left or right.
3. If flak occurred during bomb run give course of each bombing unit and Window planes.
  - a. Window Planes.
    - (1) \_\_\_\_\_ degrees.
  - b. Box or flight I \_\_\_\_\_ degrees.  
                   II \_\_\_\_\_ degrees.  
                   III \_\_\_\_\_ degrees.
4. T.O.T. of Window aircraft. \_\_\_\_\_
5. Comments as to effectiveness of Window.

(this report, when properly filled out, will be classified  
(SECRET))

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9th B.D. IS-2 Report

|                     |                        |            |
|---------------------|------------------------|------------|
| 416 TH              | 9th B.D. (N) WING 97th | B          |
| GROUP               | DATE 2 February 1945   | EUSKIRCHEN |
| OTHER UNITS. TARGET |                        |            |
|                     | FIRST PHASE            | P.P.C.     |
|                     | INTERPRETATION         | TARGET FLT |

A. TARGET BRIEFED EUSKIRCHEN PRIMARY SECONDARY

Box I 3 Road junctions in northern edge of town.  
M.P.I. Box II 3 Road junctions in southern edge of town.

A.P. SAME

C. NO. AND TYPE OF A/C DISPATCHED 11 A-20's (3 window)  
29 A-26's NO. OF A/C ATTACKING 30

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

E. NO. AND SIZE OF BOMBS DROPPED 339 x 250 GP 1/10 -- 1/40

F. HEADING OF A/C WHEN BOMBS DROPPED Box I & Box II Flt A - 55 deg.  
Box II Flt B - 0 Flt C - 70 deg.

G. TIME BOMBS DROPPED Box I Flight A - 1114 Box II Flight A - 1120  
B - 1115 B - 1117  
F. ACTIVITY AT TARGET C - 1121

#### J. RESULTS OF BOMBING:

BOX I - FLT. A EXCEL. Bombed together with one pattern when C Flt. leader not airborne. 50% of bombs within 1000 ft. of DMPI with center of bursts 990 ft. NW of DMPI. Bombs hit across highway and buildings on N edge of town.

(VISUAL) FLT. C

FLT. B UNDET. No strike photos due to violent evasive action. Visual reports state that bombs hit in center of town with probable excellent results.

BOX II - FLT. A EXCEL. All bombs within 1000 ft. of DMPI with center of pattern 300 ft NW of DMPI. Excellent pattern of bursts hit in town destroying buildings and blocking roads.

FLT. B EXCEL. 98% of bombs within 1000 ft of DMPI with center of bursts 660 ft SW of DMPI. Concentrated pattern of bursts in center of town destroying buildings and blocking roads.

FLT. C UNDET. No strike photos due to violent evasive action, 1 photo taken from the oblique as ship was leaving target area shows smoke rising from target. As this Flt. was last to bomb and made 2 runs Bombardier stated that this smoke was from his Flt. No rating is possible as pattern is too much dispersed and no AP is visible.

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

U.S.-2 FORM No. 106-3 Prepare separate sheet for each target bombed

|                            |        |            |      |            |
|----------------------------|--------|------------|------|------------|
| DATE                       | TARGET | IX BC 97TH | WING | 416TH      |
| DATE                       |        |            |      | GROU       |
| ATTACKING UNIT             |        |            |      |            |
| FIRST PHASE INTERPRETATION |        |            |      | TARGET HIT |

A. TARGET BRIEFED \_\_\_\_\_ PRIMARY  
 \_\_\_\_\_ SECONDARY  
 \_\_\_\_\_ CASUAL

M.P.I. \_\_\_\_\_

A.P. \_\_\_\_\_

B. TARGET ATTACKED \_\_\_\_\_ TILES FROM PRIMARY  
 \_\_\_\_\_ DIRECTION FROM PRIMARY

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

D. NO. AND TYPE OF A/C DISPATCHED \_\_\_\_\_ A-20'S NO. OF A/C ATTACKING \_\_\_\_\_

E. BOMBING BY \_\_\_\_\_ IN FOLLOWING ORDER \_\_\_\_\_

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

G. HEADING OF A/C WHERE BOMBS DROPPED \_\_\_\_\_ DEGREES MAG.

H. TIME BOMBS DROPPED \_\_\_\_\_

I. ACTIVITY AT TARGET: \_\_\_\_\_

K. RESULTS OF BOMBING: \_\_\_\_\_

UNSATISFACTORY BOMBING REPORTGROUP 116TH BOMB GROUP (L)MISSION OF 2 FEBRUARY 1945TO EUSKIRCHENREASONS FOR GROSS BOMBING OR  
FAILURE TO ATTACK PRIMARY

| <u>NAMES</u>                                   | <u>RESULTS</u>   | <u>REASONS FOR GROSS BOMBING OR<br/>FAILURE TO ATTACK PRIMARY</u>                                                                                |
|------------------------------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| BOX I - Flt A. <u>Maj. R. F. Price (P)</u>     | <u>EXCELLENT</u> |                                                                                                                                                  |
| <u>Lt. A. R. Hand (B/N)</u>                    |                  |                                                                                                                                                  |
| Flt B. <u>Capt. D. F. Shea (P)</u>             | <u>UNDET.</u>    | No photo coverage due to evasive action off target. B/N estimated bombs 300 ft. right of briefed aiming point.                                   |
| <u>Lt. O. R. Koch (B/N)</u>                    |                  |                                                                                                                                                  |
| Flt. C.                                        | <u>No Rating</u> | Flight leader not airborne due to flat tire at take-off. Flight was instructed to bomb on flight A. Bombs included in pattern of Flight A Box I. |
| BOX II - Flt A. <u>Capt. G. M. McNulty (P)</u> | <u>EXCELLENT</u> |                                                                                                                                                  |
| <u>Lt. W. Forman (B/N)</u>                     |                  |                                                                                                                                                  |
| Flt B. <u>Lt. Col. J. G. Napier (P)</u>        | <u>EXCELLENT</u> |                                                                                                                                                  |
| <u>Lt. D. L. Moore (B/N)</u>                   |                  |                                                                                                                                                  |
| Flt. C. <u>Lt. C. J. Brown (P)</u>             | <u>UNDET.</u>    | No photo coverage due to evasive action off target. B/N estimates bombs 200 ft. right of briefed aiming point.                                   |
| <u>Lt. J. E. Kerns (B/N)</u>                   |                  |                                                                                                                                                  |

Flights A, B and C of Box I and Flight B, Box II bombed on first run. Flights A and C of Box II bombed on second run.

WILLIAM M. LYTTLE  
CAPTAIN, AIR CORPS  
GROUP BOMBARDIER

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IX B.C. 8-2 Fort Worth, Texas

PHOTOGRAPHIC REPORT

|                      |       |       |          |
|----------------------|-------|-------|----------|
| CAMERAS INSTALLED    | ____% | GROUP | 410TH    |
| CAMERAS PHOTOGRAPHIC | ____% | WING  | 97TH CBW |
| CAMERA FAILURES      | ____% | DATE  | ____     |
| PERSONNEL FAILURES   | ____% |       |          |
| OTHERS               | ____% |       |          |

|      |                |         |
|------|----------------|---------|
| ____ | TARGET         | ____    |
| ____ | ALT.           | ____ft  |
| ____ | TRUE AIR SPEED | ____mph |
| ____ | GROUND SPEED   | ____mph |

|      |                |         |
|------|----------------|---------|
| ____ | TARGET         | ____    |
| ____ | ALT.           | ____ft  |
| ____ | TRUE AIR SPEED | ____mph |
| ____ | GROUND SPEED   | ____mph |

|      |                |         |
|------|----------------|---------|
| ____ | TARGET         | ____    |
| ____ | ALT.           | ____ft  |
| ____ | TRUE AIR SPEED | ____mph |
| ____ | GROUND SPEED   | ____mph |

| BOX NO. | A/C NO. | CAM. TYPE | F.L. | INT. | PRINTED SCORIES | UNPRINT. SCORIES | EXPLANATION |
|---------|---------|-----------|------|------|-----------------|------------------|-------------|
| 1       | 1       | 1         |      |      |                 |                  |             |
| 2       | 2       | 2         |      |      |                 |                  |             |
| 3       | 3       | 3         |      |      |                 |                  |             |
| 4       | 4       | 4         |      |      |                 |                  |             |
| 5       | 5       | 5         |      |      |                 |                  |             |
| 6       | 6       | 6         |      |      |                 |                  |             |
| 7       | 7       | 7         |      |      |                 |                  |             |
| 8       | 8       | 8         |      |      |                 |                  |             |
| 9       | 9       | 9         |      |      |                 |                  |             |
| 10      | 10      | 10        |      |      |                 |                  |             |
| 11      | 11      | 11        |      |      |                 |                  |             |
| 12      | 12      | 12        |      |      |                 |                  |             |
| 13      | 13      | 13        |      |      |                 |                  |             |
| 14      | 14      | 14        |      |      |                 |                  |             |
| 15      | 15      | 15        |      |      |                 |                  |             |
| 16      | 16      | 16        |      |      |                 |                  |             |
| 17      | 17      | 17        |      |      |                 |                  |             |
| 18      | 18      | 18        |      |      |                 |                  |             |
| 19      | 19      | 19        |      |      |                 |                  |             |
| 20      | 20      | 20        |      |      |                 |                  |             |
| 21      | 21      | 21        |      |      |                 |                  |             |
| 22      | 22      | 22        |      |      |                 |                  |             |
| 23      | 23      | 23        |      |      |                 |                  |             |
| 24      | 24      | 24        |      |      |                 |                  |             |
| 25      | 25      | 25        |      |      |                 |                  |             |
| 26      | 26      | 26        |      |      |                 |                  |             |
| 27      | 27      | 27        |      |      |                 |                  |             |
| 28      | 28      | 28        |      |      |                 |                  |             |
| 29      | 29      | 29        |      |      |                 |                  |             |
| 30      | 30      | 30        |      |      |                 |                  |             |
| 31      | 31      | 31        |      |      |                 |                  |             |
| 32      | 32      | 32        |      |      |                 |                  |             |
| 33      | 33      | 33        |      |      |                 |                  |             |
| 34      | 34      | 34        |      |      |                 |                  |             |
| 35      | 35      | 35        |      |      |                 |                  |             |
| 36      | 36      | 36        |      |      |                 |                  |             |
| 37      | 37      | 37        |      |      |                 |                  |             |
| 38      | 38      | 38        |      |      |                 |                  |             |
| 39      | 39      | 39        |      |      |                 |                  |             |
| 40      | 40      | 40        |      |      |                 |                  |             |
| 41      | 41      | 41        |      |      |                 |                  |             |
| 42      | 42      | 42        |      |      |                 |                  |             |
| 43      | 43      | 43        |      |      |                 |                  |             |
| 44      | 44      | 44        |      |      |                 |                  |             |
| 45      | 45      | 45        |      |      |                 |                  |             |
| 46      | 46      | 46        |      |      |                 |                  |             |
| 47      | 47      | 47        |      |      |                 |                  |             |
| 48      | 48      | 48        |      |      |                 |                  |             |
| 49      | 49      | 49        |      |      |                 |                  |             |
| 50      | 50      | 50        |      |      |                 |                  |             |
| 51      | 51      | 51        |      |      |                 |                  |             |
| 52      | 52      | 52        |      |      |                 |                  |             |
| 53      | 53      | 53        |      |      |                 |                  |             |
| 54      | 54      | 54        |      |      |                 |                  |             |
| 55      | 55      | 55        |      |      |                 |                  |             |
| 56      | 56      | 56        |      |      |                 |                  |             |
| 57      | 57      | 57        |      |      |                 |                  |             |
| 58      | 58      | 58        |      |      |                 |                  |             |
| 59      | 59      | 59        |      |      |                 |                  |             |
| 60      | 60      | 60        |      |      |                 |                  |             |
| 61      | 61      | 61        |      |      |                 |                  |             |
| 62      | 62      | 62        |      |      |                 |                  |             |
| 63      | 63      | 63        |      |      |                 |                  |             |
| 64      | 64      | 64        |      |      |                 |                  |             |
| 65      | 65      | 65        |      |      |                 |                  |             |
| 66      | 66      | 66        |      |      |                 |                  |             |
| 67      | 67      | 67        |      |      |                 |                  |             |
| 68      | 68      | 68        |      |      |                 |                  |             |
| 69      | 69      | 69        |      |      |                 |                  |             |
| 70      | 70      | 70        |      |      |                 |                  |             |
| 71      | 71      | 71        |      |      |                 |                  |             |
| 72      | 72      | 72        |      |      |                 |                  |             |
| 73      | 73      | 73        |      |      |                 |                  |             |
| 74      | 74      | 74        |      |      |                 |                  |             |
| 75      | 75      | 75        |      |      |                 |                  |             |
| 76      | 76      | 76        |      |      |                 |                  |             |
| 77      | 77      | 77        |      |      |                 |                  |             |
| 78      | 78      | 78        |      |      |                 |                  |             |
| 79      | 79      | 79        |      |      |                 |                  |             |
| 80      | 80      | 80        |      |      |                 |                  |             |
| 81      | 81      | 81        |      |      |                 |                  |             |
| 82      | 82      | 82        |      |      |                 |                  |             |
| 83      | 83      | 83        |      |      |                 |                  |             |
| 84      | 84      | 84        |      |      |                 |                  |             |
| 85      | 85      | 85        |      |      |                 |                  |             |
| 86      | 86      | 86        |      |      |                 |                  |             |
| 87      | 87      | 87        |      |      |                 |                  |             |
| 88      | 88      | 88        |      |      |                 |                  |             |
| 89      | 89      | 89        |      |      |                 |                  |             |
| 90      | 90      | 90        |      |      |                 |                  |             |
| 91      | 91      | 91        |      |      |                 |                  |             |
| 92      | 92      | 92        |      |      |                 |                  |             |
| 93      | 93      | 93        |      |      |                 |                  |             |
| 94      | 94      | 94        |      |      |                 |                  |             |
| 95      | 95      | 95        |      |      |                 |                  |             |
| 96      | 96      | 96        |      |      |                 |                  |             |
| 97      | 97      | 97        |      |      |                 |                  |             |
| 98      | 98      | 98        |      |      |                 |                  |             |
| 99      | 99      | 99        |      |      |                 |                  |             |
| 100     | 100     | 100       |      |      |                 |                  |             |

REMARKS:

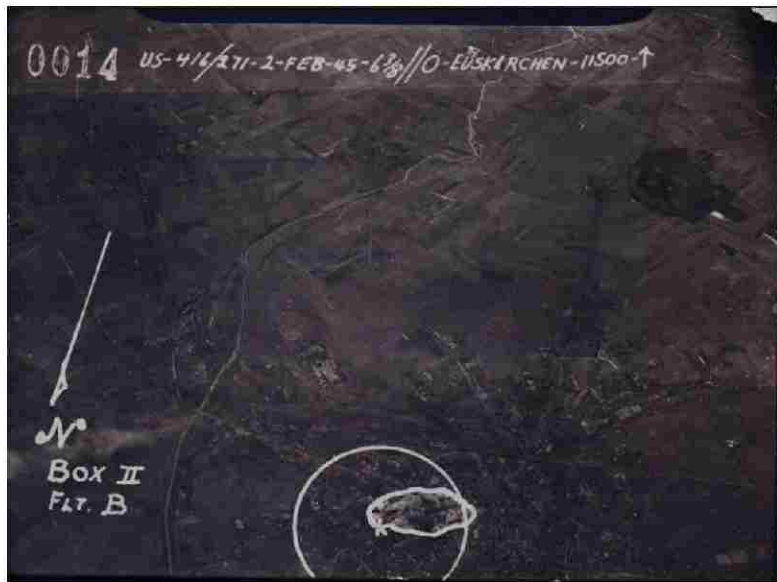
\_\_\_\_\_  
Photographic Officer

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[illegible]

| Box #    | Cospl        | Date     | F/O      | Target   | Alt.    | Box Leader | T/O   | 15 min. |
|----------|--------------|----------|----------|----------|---------|------------|-------|---------|
| Box #    | Cospl        | Date     | F/O      | Target   | Alt.    | Box Leader | T/O   | 15 min. |
| II       |              | 2 Feb 45 | 149      | 130      | 149     | 130        | TOT   |         |
|          |              |          |          |          |         |            | L/D   |         |
| A/C      | Fell to Bomb | ATT      | Bomb 1st | Bomb 2nd | A/C Dem | E/A        | Pers. |         |
| Pos. No. | Reason       | T        | S        | T        | R       | M          | D     | A       |
| 1        | 081          | ✓        | ✓        | ✓        | ✓       | ✓          | ✓     | ✓       |
| 2        | 026          | ✓        | ✓        | ✓        | ✓       | ✓          | ✓     | ✓       |
| 3        | 259          | ✓        | ✓        | ✓        | ✓       | ✓          | ✓     | ✓       |
| 4        | 264          | ✓        | ✓        | ✓        | ✓       | ✓          | ✓     | ✓       |
| 5        | 190          | ✓        | ✓        | ✓        | ✓       | ✓          | ✓     | ✓       |
| 6        | 305          | ✓        | ✓        | ✓        | ✓       | ✓          | ✓     | ✓       |
| 1        | 085          | ✓        | ✓        | ✓        | ✓       | ✓          | ✓     | ✓       |
| 2        | 354          | ✓        | ✓        | ✓        | ✓       | ✓          | ✓     | ✓       |
| 3        | 229          | ✓        | ✓        | ✓        | ✓       | ✓          | ✓     | ✓       |
| 4        | 252          | ✓        | ✓        | ✓        | ✓       | ✓          | ✓     | ✓       |
| 5        | 344          | ✓        | ✓        | ✓        | ✓       | ✓          | ✓     | ✓       |
| 6        | 291          | ✓        | ✓        | ✓        | ✓       | ✓          | ✓     | ✓       |
| 1        | 185          | ✓        | ✓        | ✓        | ✓       | ✓          | ✓     | ✓       |
| 2        | 336          | ✓        | ✓        | ✓        | ✓       | ✓          | ✓     | ✓       |
| 3        | 313          | ✓        | ✓        | ✓        | ✓       | ✓          | ✓     | ✓       |
| 4        | 241          | ✓        | ✓        | ✓        | ✓       | ✓          | ✓     | ✓       |
| 5        | 352          | ✓        | ✓        | ✓        | ✓       | ✓          | ✓     | ✓       |
| 6        | 208          | ✓        | ✓        | ✓        | ✓       | ✓          | ✓     | ✓       |
| 306      |              | ✓        | ✓        | ✓        | ✓       | ✓          | ✓     | ✓       |



To C.G., 9th Bomb. Division, Att. A2  
 C.G., 91st Bomb. Wing, Att. A2.  
 From 416th Bomb Group.

Confidential

Explosion for 2 February 1945

A. ~~From~~ 416th Bomb Group L.

B. Eushin ~~them~~ (F-330295)

C. 11 A20's  
 29 A26's

D- 8 A20's attack primary.  
 22 A26's primary.

3 A20's carried window only.

1 A26 bomb dropped early. Fell in forest at K980300

E. ~~to A26's failed to bomb.~~

1 A26 turned back when in the vicinity  
 of Sachem. Had fire in electrical  
 system. Landed at A69 as instructed  
 by parade.

2 A26 did not bomb. Pilots could not see  
 leader drop his bombs.

F. 353 X 250 GP on primary  
~~80 X 250 GP returned~~  
 28 X 250 GP returned. pilots of 2 A26 A/C  
 could not see leader drop.  
 1 X 250 GP. returned. <sup>missing</sup> Shackle ~~not~~ on properly  
 14 X 250 GP returned. pilot was instructed  
 by parade to land at A69 when  
 he reported a fire in his electrical  
 system. Left formation near Asher.

Boys  
 G. FLT A. - Good.  
 FLT B. Fair to good  
 FLT C. bombed on FLT A. ~~Flight leader of flight C~~  
~~did not take off. Flight leader not~~  
 airborne. A/C had a flat <sup>fire</sup>  
 Boys  
 FLT A. ~~Good~~.  
 Excellent  
 B. Good to excellent  
 C. Good to Excellent

H. 1 A20 landed at A78. Full extent of damage is  
 unknown. ~~Radio~~ Fire reported in gunners  
 compartment. (Window A/C) ~~Fire~~ <sup>started by</sup> ~~believed to be~~ <sup>fire</sup>  
 1 A20 landed at A58. Pilot landed because A/C  
 was low on gas. no battle damage reported.  
 (Window A/C)  
 19 A/C Damaged Cat. A. (Flash)  
 3 A/C damaged Cat AC (Flash).

I. ~~Person~~ reported as believed to be dead. no confirmation yet  
 1 person <sup>received</sup>  
 1 person missing. parachuted from damaged A/C. believed to have landed  
 J. moderate to intense heavy accurate flash near <sup>parade</sup>  
 at the target and on right turn off target to  
 E250230

K. 0-0-0.

at F150155

L. Box I 12,500 ft IND.  
 Box II 12,000 ft IND.

M. Box 1

File A - 1114

B - 1115

C - 1114

Box 2.

A - 1120

B - 1117

C - 1121

Note.

formation leader called sweepstakes  
 and decline but could not contact  
 two minutes before reaching  
 D.P. but could not contact either one.

ITA JEA V JKI JKI 8/82 P P

FROM COBOMGR 416 021435A  
TO COMBOMDIV NINE ATTN: SIGNAL OFFICER  
COMCBTWIG 97 (INFO)

BT

CONFIDENTIAL 416BG F-34-J

A - VS - 26

B - 2 FEBRUARY 1945 (0947-1220)

C - J - JIG CALLED DIVISION HEADQUARTERS ON CHANNEL B BUT COULD NOT ESTABLISH CONTACT, THEREFORE HE CALLED DIVISION HEADQUARTERS ON CHANNEL D, ESTABLISHED CONTACT AND REPORTED OPERATION COMPLETED.  
P - PETER ESTABLISHED CONTACT WITH DIVISION HEADQUARTERS AND REPORTED OPERATIONS COMPLETED.

D - J - JIG CALLED FIGHTER GROUND CONTROL CENTER BUT DID NOT HEAR REPLY. WINGMEN MONITORING CHANNEL C DID HEAR REPLY HOWEVER.  
J - JIG ATTEMPTED TO ESTABLISH CONTACT WITH DECLINE BUT RECEIVED NO REPLY. WINGMEN HEARD CALL UP BUT DID NOT HEAR ANY REPLY.

E - NONE

F - NONE

G - NONE

H - NONE

I - NONE

J - NONE

K - NONE

AYLESWORTH COBOMGR 416

BT 02/1435A

WJF BBB

ITA R .....02/1925A EG KKK  
JEA R.....02/1925A FK KK

ITA JEA V JKI JKI 10/02 OP OP  
 FROM 416TH BOMB GROUP 021700A  
 TO CG, 9TH BOMBARDMENT DIVISION ATT: A-2  
 CG, 97TH COMBAT BOMB WING ATT: A-2  
 BT

CONFIDENTIAL 416BG F-36-D OPFLASH FOR 2 FEBRUARY 1945.

- A. 416TH BOMB GROUP (L)  
 B. EUSKIRCHEN-(F-330295) - *type of target*  
 C. 11 A-20'S  
 29 A-26'S  
 D. 8 A-20'S ATTACKED PRIMARY  
 22 A-26'S ATTACKED PRIMARY  
 3 A-20'S CARRIED WINDOW ONLY  
 1 A-26 BOMBS DROPPED EARLY - FELL IN FOREST AT K980300  
 E. 1 A-26 TURNED BACK WHEN IN THE VICINITY OF AACHEN. HAD FIRE IN ELECTRICAL SYSTEM. LANDED AT A-69 AS INSTRUCTED BY PARADE.  
 2 A-26'S DID NOT BOMB. PILOTS COULD NOT SEE LEADER DROP BOMBS.  
 1 A-26 DID NOT BOMB. INTERVALOMETER MALFUNCTION  
 1 A-26 DID NOT BOMB IT IS BELIEVED THAT PILOT COULD NOT GET BOMBAY DOORS ALL THE WAY OPEN. FURTHER INVESTIGATION IS BEING CONDUCTED.  
 1 A-26 DID NOT BOMB REASON UNKNOWN - INVESTIGATION BEING CONDUCTED. (IMPULSE BOMBING EQUIPMENT)  
 F. 339 X 250 GP ON PRIMARY  
 28 X 250 GP RETURNED - PILOTS OF 2 A-26'S COULD NOT SEE LEADER DROP.  
 1 X 250 GP RETURNED - MALFUNCTION OF SHACKLE.  
 14 X 250 GP RETURNED - PILOT WAS INSTRUCTED BY PARADE TO LAND AT A-69 WHEN HE REPORTED A FIRE IN HIS ELECTRICAL SYSTEM. LEFT FORMATION NEAR AACHEN ON WAY TO TARGET.  
 14 X 250 GP DROPPED SHORT IN FOREST AT K980300  
 14 X 250 GP RETURNED . INTERVALOMETER MALFUNCTION  
 14 X 250 GP RETURNED . IT IS BELIEVED PILOT COULD NOT GET BOMBAY DOORS ALL THE WAY OPEN.  
 14 X 250 GP RETURNED . RETURNED REASON UNKNOWN. INVESTIGATION BEING CONDUCTED.  
 (IMPULSE EQUIPMENT)  
 G. BOX I  
 FLT A - GOOD  
 FLT B - FAIR TO GOOD  
 FLT C - BOMBED ON FLT A. FLIGHT LEADER OF FLIGHT C HAD FLAT TIRE IN MARSHALLING AREA. DID NOT TAKE OFF RESULTS SAME AS FLIGHT A(GOOD)  
 BOX II  
 FLT A - EXCELLENT  
 FLT B - GOOD TO EXCELLENT  
 FLT C - GOOD TO EXCELLENT  
 H. 1 A-20 LANDED AT A-78. FULL EXTENT OF DAMAGE IS UNKNOWN. FIRE REPORTED IN GUNNER'S COMPARTMENT (WINDOW A/C). FIRE BELIEVED STARTED BY FLAK.  
 19 A/C DAMAGED CAT. A(FLAK)  
 3 A/C DAMAGED CAT. AC(FLAK)  
 I. 1 PERSON (GUNNER) REPORTED AS BELIEVED TO BE DEAD. NO CONFIRMATION YET. REC'D. - A-78  
 1 PERSON MISSING - PARACHUTED FROM DAMAGED A/C WHICH LANDED AT A-78.  
 PARACHUTE LAST SEEN NEAR BOMBLINE IN ENEMY TERRITORY NEAR F-150155.  
 J. MODERATE TO INTENSE HEAVY ACCURATE FLAK AT THE TARGET AND ON RIGHT TURN OFF TARGET TO F-250230. FORMATION ENGAGED JUST BEFORE BOMB RELEASE TRACKED AROUND TRUN. EACH FLIGHT APPEARED TO BE ENGAGED SEPARATELY AS IT APPROACHED.  
 K. 0-0-0  
 L. BOX I 12,500 FT. (INDICATED)  
 BOX II 12,500 FT. (INDICATED)  
 M. BOX I BOX II  
 FLT A 1114 FLT A 1121  
 FLT B 1115 FLT B 1117  
 FLT C 1114 FLT C 1120

NOTE: FORMATION LEADER CALLED SWEEPSTAKES ON CHANNEL "C" TWO MINUTES BEFORE REACHING IP, COULD NOT MAKE CONTACT.  
 FORMATION LEADER CALLED DECLINE ON CHANNEL "C" THREE MINUTES BEFORE REACHING I.P. COULD NOT MAKE CONTACT REASON UNKNOWN.

AYLESWORTH COBOMGR416

XXXXXXXXXXXXXXXXXX

BT 02/1700A

WJF BBBB 021918A AL KKKK  
 ITA P .....  
 JE ..... 02/1921A RL K

THIS PAGE DECLASSIFIED IAW EO12958

ITA JEA V JKI JKI 1 02 P P  
T-(

FROM: 416TH BOMB GP (L) 02/1800A  
TO : CO 1ST PATHFINDER SQUADRON (PROV)  
9TH BOMBARDMENT DIV (M) INFO COPY  
97TH COMBAT BOMBARDMENT WING (L) INFO COPY

CONFID. BT

416BG F-40-E

PPF LEAD SATISFACTORY ON OPERATIONAL MISSION THIS DATE. GROUP BOMBED  
VISUALLY BY FLIGHTS

AYLESWORTH COBOMGP 416

BT 02/1800A

WJF AR

ITA R.....02/2120A MD AR

JE A R.....02/2120A RL AR

THIS PAGE DECLASSIFIED IAW EO12958

ITA JEA V JKI JKI 13/02 OP OP

FROM : HQ 416TH BOMB GP (L) S-2 P/I 02/2015A  
TO: HQ, 9TH BOMB DIV (M) ATT: A-2 P/I  
HQ, 97TH WING, ATT: A-2 STAFF DUTY OFFICER

SECRET BT

416BG F-41-D

B. EUSKIRCHEN

G. BOX I FLIGHT A-1114  
B-1115

BOX II FLIGHT A-1120  
B-1117  
C-1121

J. BOX I FLIGHT A EXCEL. BOMBED TOGETHER WITH ONE PATTERN WHEN C FLIT.  
FLIGHT C LEADER NOT AIRBORNE. 50 0/0 OF BOMBS WITHIN  
1000 FT. OF DMPI WITH CENTER OF BURSTS 990 FT.  
NW OF DMPI. BOMBS HIT ACROSS HIGHWAY AND  
BUILDINGS ON N EDGE OF TOWN.

FLIGHT B UNDET. NO STRIKE PHOTOS DUE TO VIOLENT EVASIVE ACT-  
ION. VISUAL REPORTS STATE THAT BOMBS HIT IN  
CENTER OF TOWN WITH PROBABLE EXCELLENT RE-  
SULTS.

BOX II FLIGHT A EXCEL. ALL BOMBS WITHIN 1000 FT. OF DMPI WITH CENTER  
(VISUAL) OF PATTERN 300 FT NW OF DMPI. EXCELLENT PAT-  
TERNTF BURSTS HIT IN TOWN DESTROYING BUILD-  
INGS AND BLOCKING ROADS.

FLIGHT B EXCEL 98 0/0 OF BOMBS WITHIN 1000 FT OF DMPI WITH  
CENTER OF BURSTS 660 FT SW OF DMPI. CON-  
CENTRATED PATTERN OF BURSTS IN CENTER OF  
TOWN DESTROYING BUILDINGS AND BLOCKING  
ROADS.

FLIGHT C UNDET NO STRIKE PHOTOS DUE TO VIOLENT EVASIVE  
ACTION. 1 PHOTO TAKEN FROM THE OBLIQUE  
AS SHIP WAS LEAVING TARGET AREA SHOWS  
SMOKE RISING FROM TARGET. AS THIS FLT  
AS LAST TO BOMB AND MADE 2 RUNS BOMBARD-  
IER STATED THAT THIS SMOKE WAS FROM HIS FLT  
NO RATING IS POSSIBLE AS PATTERN IS TO  
MUCH DISPERSED AND NO AP IS VISABLE.

K. NO UNSATISFACTORY BOMBING REPORT.

M. 1. 9 - 100 0/0  
2. 0 - 0 0/0  
3. 0 - 0 0/0

BT 02/2015A

WJF BBBB

ITA R.....02/2114A MD K  
JEA R.....PWXWQQT RL K

IMI PLS

JEA R.....PWXWQQT RL K

THE TIME IS IN LETTERS HERE

02/21159

OK79&G OK

*Intel*  
USAAF FORM 34A

SECRET

SECRET

AUTH: CO STA 1-55

DATE: 4 Feb 1945

INIT:

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

TO: Commanding General, 9th Bombardment Division (B), APO 140, U.S. Army  
Attention: Statistical Control

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

Ref: Oprep A No. 205 for 24 hrs. ending midnight 2 February 1945  
Mission or Operation No. 197 97th CGP F-4 140-720

A. Short Narrative of Operation:

Target Bushiro  
Place of take-off Station A-55  
Place of landing Station A-55  
Take-off time 0944 Landing time 1114  
Time over target 1114-1122 Bombing Altitude 12,500  
Nature of mission Bombing Other None  
Weather No clouds, Visibility 10 miles.  
Results Good, 100%, 100%, 100%, 100%, 100%.  
Enemy opposition Adversely to intense heavy accurate fire.

B. Type & model of aircraft:

1. Dispatched 11 - A-20's  
20 - A-26's

2. Attacking target (indicate target) or completing mission.

|                    |                |
|--------------------|----------------|
| <u>3 - A-20's</u>  | <u>100%</u>    |
| <u>8 - A-20's</u>  | <u>Bushiro</u> |
| <u>10 - A-26's</u> | <u>Bushiro</u> |

3. Abortive due to:

(1) Weather: \_\_\_\_\_

(2) Personnel: 0 - A-26's - Pilots failed to see leader aircraft.

(3) Mechanical: 1 - A-26 - Intermittent master relay and release switch-  
out of contact lost out of adjustment. 1 - A-26 - Fire in electrical  
system.

(4) Other: 1 - A-26 - System functioned properly on ground. Believed that  
pilot did not allow doors to fully open before attempting to release. 1 - A-26 - Functioned  
properly on ground, similar failure previously. Under further investigation. 1 - A-26 - "

4. Missing (i.e. cause and place unknown) None

5. Destroyed - before reaching target None  
giving cause where known \_\_\_\_\_

6. Destroyed - over or after leaving None  
target giving cause where known \_\_\_\_\_

7. Damaged (give category & cause) 7 - A-20's & 12 - A-26's - Category A - Fire  
3 - A-26's damaged, 10 - Fire, 1 - A-26 Category B - Fire.

8. Sorties 11 - A-20's  
20 - A-26's

\* possible malfunction of impulse bombing equipment.

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(over)

USAF FORM 344 (as of 1-1)

SECRET

## D. Total operational flying hours

a. Day (Sunrise to sunset)

1-20-50 11:00 - 11:00  
1-21-50 11:00 - 11:00

b. Night (Sunset to sunrise)

None

## E. Ammunition by caliber:

a. Total carried into air 1-20-50 11:00 - 11:00  
1-21-50 11:00 - 11:00  
b. Expended on operations None  
c. Lost on wrecked or missing a/c None

## F. Bombs, flares, etc. used:

a. Total carried into air 1-20-50 11:00 - 11:00  
1-21-50 11:00 - 11:00  
b. Expended on operations: 1-20-50 11:00 - 11:00  
(List targets separately) 1-21-50 11:00 - 11:00

c. Jettisoned

1-20-50 11:00 - 11:00

d. Lost or wrecked on  
missing a/c

None

e. Total Returned

1-20-50 11:00 - 11:00

## G. Own Personnel Casualties:

| Type of Casualty  | Pilot | Co-pilot | Nav | Bomb | R.Gun | E.Gun | T.Gun |
|-------------------|-------|----------|-----|------|-------|-------|-------|
| Killed in Action  | 0     | 0        | 0   | 0    | 0     | 1     | 0     |
| Missing in Action | 0     | 0        | 0   | 0    | 0     | 0     | 1     |
| Seriously Wounded | 0     | 0        | 0   | 0    | 0     | 0     | 0     |
| Slightly Wounded  | 0     | 0        | 0   | 0    | 0     | 0     | 0     |

## H. Enemy aircraft by type or description (tentative claims):

a. Destroyed None

b. Prob. Destroyed None

c. Damaged None

For the Commanding Officer:

GEORGE SCHENKEL,  
Captain, Air Corps,  
Adjutant.

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BOMBING INFORMATION REPORT

Miss # 197

|                           |          |               |                        |               |            |               |                |     |
|---------------------------|----------|---------------|------------------------|---------------|------------|---------------|----------------|-----|
| Date                      | 2 Feb 45 | Target name   | Backirchen             | Size bomb     | 250        | Primary       | (X)            |     |
| Group                     | 426      | Bombardier    | Lt. A. R. Hand         | Tot. Bombs    | 120        | Alternate     | ( )            |     |
| F.O.#                     | 142-750  | Navigator     | Lt. A. R. Hand         | Fuse nose     | 1/10       | Casual        | ( )            |     |
| Box                       | 1        | Pilot         | Maj. R. P. Price       | Fuse tail     | 1/10       | Sync. sight'g | (X)            |     |
| Flight                    | 1 & 3    | Sqdn #        | 463                    | Radial error  | 990        | Fixed ang.    | ( )            |     |
| # A/C                     | 10       | Bmbdr's grade | 60                     | Bad miss ( )  | Altitude   | 12500         | No aiming      | ( ) |
| 3 ( )                     | 12 (X)   | Last score    | 76.9                   | No photos ( ) | Runs prim. | 1             | Dropped on     | ( ) |
| 4 ( )                     | 18 ( )   | Missions led  | 32                     | No attack ( ) | Runs sec.  |               | another flight | ( ) |
| 6 ( )                     |          | Tot. missions | 52                     | Unobsvd. ( )  | Run time   | 40 sec.       | Briefed PFF    | ( ) |
| Pinpoint (X)              | Area ( ) | Line ( )      | Auto pilot in ship ( ) |               |            | PFF used      | ( )            |     |
| Mercury erection used ( ) |          | " " used ( )  |                        |               |            | ABR used      | ( )            |     |

|                     |          |                     |         |                   |         |
|---------------------|----------|---------------------|---------|-------------------|---------|
| No difficulties     | 0 a (X)  | Navigation          |         | Pilotage          |         |
| No information      | 0 b ( )  | No trouble          | 3 a (X) | No trouble        | 6 a (X) |
| Planning            |          | Missed check pts.   | 3 b ( ) | Altitude wrong    | 6 b ( ) |
| No trouble          | 1 a ( )  | Picked wrong I.P.   | 3 c ( ) | Evasive action    | 6 c ( ) |
| Battle smoke        | 1 b ( )  | I.P. not found      | 3 d ( ) | Turn too soon     | 6 d ( ) |
| Bomb smoke          | 1 c ( )  | Missed I. P.        | 3 e ( ) | Poor on P.D.I.    | 6 e ( ) |
| Target identity     | 1 d ( )  | Bad course from IP  | 3 f ( ) | Poor on intercom. | 6 f ( ) |
| IP identification   | 1 e ( )  | Other               | 3 g ( ) | Other             | 6 g ( ) |
| Similar targets     | 1 f ( )  | Sighting            |         | Interference      |         |
| No photos           | 1 g ( )  | Good run            | 4 a (X) | No trouble        | 7 a (X) |
| Poor photos         | 1 h ( )  | Gyro caged          | 4 b ( ) | Prop wash         | 7 b ( ) |
| Poor maps           | 1 i ( )  | Gyro tumbled        | 4 c ( ) | Collision course  | 7 c ( ) |
| Poor check points   | 1 j ( )  | roor level          | 4 d ( ) | Ships above       | 7 d ( ) |
| Poor briefing       | 1 k ( )  | Extended vis. in    | 4 e ( ) | Ships below       | 7 e ( ) |
| No brfd alternate   | 1 l ( )  | Preset drift off    | 4 f ( ) | Other             | 7 f ( ) |
| Other               | 1 m ( )  | Wrong disc speed    | 4 g ( ) | Malfunctions      |         |
| Weather             |          | Indices crossed     | 4 h ( ) | No trouble        | 8 a (X) |
| Tenths clouds below | 2/10     | Poor range sync.    | 4 i ( ) | Controls          | 8 b ( ) |
| Altitude of tops    | 3000 ft. | Poor defl. sync.    | 4 j ( ) | Intercom.         | 8 c ( ) |
| Tenths clouds above | 1000     | Other               | 4 k ( ) | Bombsight         | 8 d ( ) |
| Altitude of bottoms |          | Bombing             |         | Bomb doors        | 8 e ( ) |
| Visibility, miles   | 10       | No trouble          | 5 a (X) | Release           | 8 f ( ) |
| Cloud over target   | 2 a ( )  | P.D.I. not on       | 5 b ( ) | Intervalometer    | 8 g ( ) |
| Haze, none          | 2 b ( )  | Intrvlmtr net set   | 5 c ( ) | P.D.I.            | 8 h ( ) |
| " slight            | 2 c ( )  | Bomb switch off     | 5 d ( ) | Auto pilot        | 8 i ( ) |
| " medium            | 2 d ( )  | Late salvo          | 5 e ( ) | Other             | 8 j ( ) |
| " heavy             | 2 e ( )  | Picked wrong A.P.   | 5 f ( ) | Enemy             |         |
| Weather as briefed  | 2 f ( )  | Did not locate A.P. | 5 g ( ) | No trouble        | 9 a ( ) |
| Wind wrong          | 2 g ( )  | A.P. found late     | 5 h ( ) | Some flak on run  | 9 b (X) |
| Clouds wrong        | 2 h (X)  | Other               | 5 i ( ) | Rough air, flak   | 9 c ( ) |
| Visibility wrong    | 2 i ( )  |                     |         | Damaged, flak     | 9 d ( ) |
| Other               | 2 j ( )  |                     |         | Bombardier hit    | 9 e ( ) |
|                     |          |                     |         | Pilot hit         | 9 f ( ) |
|                     |          |                     |         | Fighter attack    | 9 g ( ) |
|                     |          |                     |         | Other             | 9 h ( ) |

Remarks: All difficulties checked above shall be mentioned here. Give an account of the troubles in the order of their occurrence. If there were several troubles underline the most important one. Try to give reasons for the difficulties when they are not apparent. Place the time that the trouble occurred.

Weather 2 h: Briefed 10/10 cloud cover over target (PFF).

Enemy 9 b: XXXX flak on bomb run and turn off target.

Flight C, box 1 flight leader was not airborne due to flat tire on take-off. Flight was instructed to release bombs on lead flight. This accounts for the 12 ship formation instead of the briefed 6 ship formation. Bombs hit in one pattern.

Signature

SECRET

WILLIAM M. LEBEL  
Captain, Air Corps.  
Bombardier Navigator.

REPRODUCED BY 902ND ENG. A.F. HQ. GO. IX ENGINEER COMMAND # 701

## SECRET

## BOMBING INFORMATION REPORT

|                           |          |               |                  |               |                        |               |                |     |
|---------------------------|----------|---------------|------------------|---------------|------------------------|---------------|----------------|-----|
| Date                      | 2 Feb 45 | Target name   | Backstroken      | Size bomb     | 550                    | Primary       | (X)            |     |
| Group                     | 416      | Bombardier    | Lt. O. E. Koch   | Tot. Bombs    | 56                     | Alternate     | ( )            |     |
| F.O.#                     | 119-730  | Navigator     | Lt. O. E. Koch   | Fuse nose     | 1/10                   | Casual        | ( )            |     |
| Box                       | 1        | Pilot         | Capt. D. E. Shaw | Fuse tail     | 1/10                   | Sync. sight'g | (X)            |     |
| Flight                    | 2        | Sqdn #        | 670              | Radial error  | 3000                   | Fixed ang.    | ( )            |     |
| # A/C                     | 1        | Bmbdr's grade |                  | Bad miss ( )  | Altitude               | 12700         | No aiming      | ( ) |
| 3 ( ) 12 ( )              |          | Last score    | 30               | No photos (X) | Runs prim.             | 1             | Dropped on     | ( ) |
| 4 ( ) 18 ( )              |          | Missions led  | 1                | No attack ( ) | Runs sec.              |               | another flight | ( ) |
| 6 (X)                     |          | Tot. missions | 15               | Unobsvd. ( )  | Run time               | 45 min.       | Briefed PFF    | ( ) |
| Pinpoint (X)              |          | Area ( )      |                  | Line ( )      | Auto pilot in ship ( ) |               | PFF used       | ( ) |
| Mercury erection used ( ) |          |               |                  | " " used ( )  |                        |               | ARR used       | ( ) |

|                     |          |                     |         |                   |         |
|---------------------|----------|---------------------|---------|-------------------|---------|
| No difficulties     | 0 a ( )  | Navigation          |         | Pilotage          |         |
| No information      | 0 b ( )  | No trouble          | 3 a (X) | No trouble        | 6 a (X) |
| Planning            |          | Missed check pts.   | 3 b ( ) | Altitude wrong    | 6 b ( ) |
| No trouble          | 1 a ( )  | Picked wrong I.P.   | 3 c ( ) | Evasive action    | 6 c ( ) |
| Battle smoke        | 1 b ( )  | I.P. not found      | 3 d ( ) | Turn too soon     | 6 d ( ) |
| Bomb smoke          | 1 c ( )  | Missed I. P.        | 3 e ( ) | Poor on P.D.I.    | 6 e ( ) |
| Target identity     | 1 d ( )  | Bad course from IP  | 3 f ( ) | Poor on intercom. | 6 f ( ) |
| IP identification   | 1 e ( )  | Other               | 3 g ( ) | Other             | 6 g ( ) |
| Similar targets     | 1 f ( )  | Sighting            |         | Interference      |         |
| No photos           | 1 g (X)  | Good run            | 4 a (X) | No trouble        | 7 a ( ) |
| Poor photos         | 1 h ( )  | Gyro caged          | 4 b ( ) | Prop wash         | 7 b ( ) |
| Poor maps           | 1 i ( )  | Gyro tumbled        | 4 c ( ) | Collision course  | 7 c ( ) |
| Poor check points   | 1 j ( )  | roor level          | 4 d ( ) | Ships above       | 7 d ( ) |
| Poor briefing       | 1 k ( )  | Extended vis. in    | 4 e ( ) | Ships below       | 7 e ( ) |
| No brfd alternate   | 1 l ( )  | Preset drift off    | 4 f ( ) | Other             | 7 f ( ) |
| Other               | 1 m ( )  | Wrong disc speed    | 4 g ( ) | Malfunctions      |         |
| Weather             |          | Indices crossed     | 4 h ( ) | No trouble        | 8 a (X) |
| Tenths clouds below | 3/10     | Poor range sync.    | 4 i ( ) | Controls          | 8 b ( ) |
| Altitude of tops    | 1000 ft. | Poor defl. sync.    | 4 j ( ) | Intercom.         | 8 c ( ) |
| Tenths clouds above | None     | Other               | 4 k ( ) | Bombsight         | 8 d ( ) |
| Altitude of bottoms |          | Bombing             |         | Bomb doors        | 8 e ( ) |
| Visibility, miles   | 10       | No trouble          | 5 a (X) | Release           | 8 f ( ) |
| Cloud over target   | 2 a ( )  | P.D.I. not on       | 5 b ( ) | Intervalometer    | 8 g ( ) |
| Haze, none          | 2 b ( )  | Intrvlmtr net set   | 5 c ( ) | P.D.I.            | 8 h ( ) |
| " slight            | 2 c ( )  | Bomb switch off     | 5 d ( ) | Auto pilot        | 8 i ( ) |
| " medium            | 2 d ( )  | Late salvo          | 5 e ( ) | Other             | 8 j ( ) |
| " heavy             | 2 e ( )  | Picked wrong A.P.   | 5 f ( ) | Enemy             |         |
| Weather as briefed  | 2 f ( )  | Did not locate A.P. | 5 g ( ) | No trouble        | 9 a ( ) |
| Wind wrong          | 2 g ( )  | A.P. found late     | 5 h ( ) | Some flak on run  | 9 b (X) |
| Clouds wrong        | 2 h ( )  | Other               | 5 i ( ) | Rough air, flak   | 9 c ( ) |
| Visibility wrong    | 2 i ( )  |                     |         | Damaged, flak     | 9 d ( ) |
| Other               | 2 j ( )  |                     |         | Bombardier hit    | 9 e ( ) |
|                     |          |                     |         | Pilot hit         | 9 f ( ) |
|                     |          |                     |         | Fighter attack    | 9 g ( ) |
|                     |          |                     |         | Other             | 9 h ( ) |

Remarks: All difficulties checked above shall be mentioned here. Give an account of the troubles in the order of their occurrence. If there were several troubles underline the most important one. Try to give reasons for the difficulties when they are not apparent. Place the time that the trouble occurred.

Weather 2 h: Briefed 10/10 cloud cover over target (VFR).

Enemy 9 b: XMA flak on bomb run and turn off target.

Planning 1 g: No photo coverage due to evasive action.

Signature

SECRET

REPRODUCED BY 902ND ENG. A.F. HQ. CO. IN ENGINEER COMMAND # 201.

WILLIAM H. LUTER  
Captain, Air Corps.  
Bombardier - Navigator.

## S E C R E T

## BOMBING INFORMATION REPORT

|                           |           |               |                     |               |                        |               |                |     |
|---------------------------|-----------|---------------|---------------------|---------------|------------------------|---------------|----------------|-----|
| Date                      | 2 Feb. 45 | Target name   | Buckingham          | Size bomb     | 250                    | Primary       | (X)            |     |
| Group                     | 116       | Bombardier    | 1st. Lt. F. F. F.   | Tot. Bombs    | 50                     | Alternate     | ( )            |     |
| F.O.#                     | 116-750   | Navigator     | 1st. Lt. F. F. F.   | Fuse nose     | 1/10                   | Casual        | ( )            |     |
| Box                       | 2         | Pilot         | Capt. C. M. McElroy | Fuse tail     | 1/10000                | Sync. sight'g | (X)            |     |
| Flight                    | 1         | Sqdn #        | 448                 | Intrvlmtr     | 50 ft.                 | Fixed ang.    | ( )            |     |
| # A/C                     | 5         | Bmbdr's grade | 1st Lt              | Bad miss ( )  | Altitude               | 11200         | No aiming      | ( ) |
| 3 ( ) 12 ( )              |           | Last score    | 75                  | No photos ( ) | Runs prim.             | 1             | Dropped on     | ( ) |
| 4 ( ) 18 ( )              |           | Missions led  | 25                  | No attack ( ) | Runs sec.              |               | another flight | ( ) |
| 6 (X)                     |           | Tot. missions | 55                  | Unobsvd. ( )  | Run time               | 62            | Briefed PFF    | ( ) |
| Pinpoint (X)              |           | Area ( )      |                     | Line ( )      | Auto pilot in ship ( ) |               | PFF used       | ( ) |
| Mercury erection used ( ) |           | "             | "                   | used ( )      |                        |               | ABR used       | ( ) |

|                     |         |                     |         |                   |         |
|---------------------|---------|---------------------|---------|-------------------|---------|
| No difficulties     | 0 a ( ) | Navigation          |         | Pilotage          |         |
| No information      | 0 b ( ) | No trouble          | 3 a (X) | No trouble        | 6 a (X) |
| Planning            |         | Missed check pts.   | 3 b ( ) | Altitude wrong    | 6 b ( ) |
| No trouble          | 1 a (X) | Picked wrong I.P.   | 3 c ( ) | Evasive action    | 6 c ( ) |
| Battle smoke        | 1 b ( ) | I.P. not found      | 3 d ( ) | Turn too soon     | 6 d ( ) |
| Bomb smoke          | 1 c ( ) | Missed I. P.        | 3 e ( ) | Poor on P.D.I.    | 6 e ( ) |
| Target identity     | 1 d ( ) | Bad course from IP  | 3 f ( ) | Poor on intercom. | 6 f ( ) |
| IP identification   | 1 e ( ) | Other               | 3 g ( ) | Other             | 6 g ( ) |
| Similar targets     | 1 f ( ) | Sighting            |         | Interference      |         |
| No photos           | 1 g ( ) | Good run            | 4 a (X) | No trouble        | 7 a (X) |
| Poor photos         | 1 h ( ) | Gyro caged          | 4 b ( ) | Prop wash         | 7 b ( ) |
| Poor maps           | 1 i ( ) | Gyro tumbled        | 4 c ( ) | Collision course  | 7 c ( ) |
| Poor check points   | 1 j ( ) | roor level          | 4 d ( ) | Ships above       | 7 d ( ) |
| Poor briefing       | 1 k ( ) | Extended vis. in    | 4 e ( ) | Ships below       | 7 e ( ) |
| No brfd alternate   | 1 l ( ) | Preset drift off    | 4 f ( ) | Other             | 7 f ( ) |
| Other               | 1 m ( ) | Wrong disc speed    | 4 g ( ) | Malfunctions      |         |
| Weather             |         | Indices crossed     | 4 h ( ) | No trouble        | 8 a (X) |
| Tenths clouds below | 2/10    | Poor range sync.    | 4 i ( ) | Controls          | 8 b ( ) |
| Altitude of tops    | 3000 ft | Poor defl. sync.    | 4 j ( ) | Intercom.         | 8 c ( ) |
| Tenths clouds above | 2000    | Other               | 4 k ( ) | Bombsight         | 8 d ( ) |
| Altitude of bottoms |         | Bombing             |         | Bomb doors        | 8 e ( ) |
| Visibility, miles   | 10      | No trouble          | 5 a (X) | Release           | 8 f ( ) |
| Cloud over target   | 2 a ( ) | P.D.I. not on       | 5 b ( ) | Intervalometer    | 8 g ( ) |
| Haze, none          | 2 b ( ) | Intrvlmtr net set   | 5 c ( ) | P.D.I.            | 8 h ( ) |
| " slight            | 2 c ( ) | Bomb switch off     | 5 d ( ) | Auto pilot        | 8 i ( ) |
| " medium            | 2 d ( ) | Late salvo          | 5 e ( ) | Other             | 8 j ( ) |
| " heavy             | 2 e ( ) | Picked wrong A.P.   | 5 f ( ) | Enemy             |         |
| Weather as briefed  | 2 f ( ) | Did not locate A.P. | 5 g ( ) | No trouble        | 9 a ( ) |
| Wind wrong          | 2 g ( ) | A.P. found late     | 5 h ( ) | Some flak on run  | 9 b (X) |
| Clouds wrong        | 2 h (X) | Other               | 5 i ( ) | Rough air, flak   | 9 c ( ) |
| Visibility wrong    | 2 i ( ) |                     |         | Damaged, flak     | 9 d ( ) |
| Other               | 2 j ( ) |                     |         | Bombardier hit    | 9 e ( ) |
|                     |         |                     |         | Pilot hit         | 9 f ( ) |
|                     |         |                     |         | Fighter attack    | 9 g ( ) |
|                     |         |                     |         | Other             | 9 h ( ) |

Remarks: All difficulties checked above shall be mentioned here. Give an account of the troubles in the order of their occurrence. If there were several troubles underline the most important one. Try to give reasons for the difficulties when they are not apparent. Place the time that the trouble occurred.

Section 2 b: Briefed 10/10 cloud cover over target (PFF).  
 Section 2 b: 2000 flak on bomb run and turn off target.

Signature

S E C R E T

REPRODUCED BY 902ND ENG. A.F. HQ. CO.

 WILLIAM H. LIND,  
 CAPTAIN, AIR CORPS,  
 ENGINEER COMMAND, 101

## SECRET

## BOMBING INFORMATION REPORT

|                           |          |               |                      |                        |            |               |                |     |
|---------------------------|----------|---------------|----------------------|------------------------|------------|---------------|----------------|-----|
| Date                      | 2 May 45 | Target name   | Radstrohm            | Size bomb              | 250        | Primary       | (X)            |     |
| Group                     | 1st      | Bombardier    | 1st. D.L. Moore      | Tot. Bombs             | 60         | Alternate     | ( )            |     |
| F.O.#                     | 100-700  | Navigator     | 1st. D.L. Moore      | Fuse nose              | 1/10       | Casual        | ( )            |     |
| Box                       | 2        | Pilot         | 1st. Col. J.G. Moore | Fuse tail              | 1/10       | Sync. sight'g | ( )            |     |
| Flight                    | 2        | Sqdn #        | 460                  | Radial error           | 400        | Intrvlmtr     | 50 ft.         |     |
| # A/C                     | 1        | Bmbdr's grade | 03                   | Bad miss ( )           | Altitude   | 1200          | No aiming      | ( ) |
| 3 ( )                     | 12 ( )   | Last score    | 05.3                 | No photos ( )          | Runs prim. | 1             | Dropped on     | ( ) |
| 4 ( )                     | 18 ( )   | Missions led  | 3                    | No attack ( )          | Runs sec.  |               | another flight | ( ) |
| 6 (X)                     |          | Tot. missions | 30                   | Unobsvd. ( )           | Run time   | 3             | Briefed PFF    | ( ) |
| Pinpoint (X)              | Area ( ) | Line ( )      |                      | Auto pilot in ship ( ) |            |               | PFF used       | ( ) |
| Mercury erection used ( ) |          | " " used      | ( )                  |                        |            |               | ARR used       | ( ) |

|                     |         |                     |         |                   |         |
|---------------------|---------|---------------------|---------|-------------------|---------|
| No difficulties     | 0 a (X) | Navigation          |         | Pilotage          |         |
| No information      | 0 b ( ) | No trouble          | 3 a (X) | No trouble        | 6 a (X) |
| Planning            |         | Missed check pts.   | 3 b ( ) | Altitude wrong    | 6 b ( ) |
| No trouble          | 1 a (X) | Picked wrong I.P.   | 3 c ( ) | Evasive action    | 6 c ( ) |
| Battle smoke        | 1 b ( ) | I.P. not found      | 3 d ( ) | Turn too soon     | 6 d ( ) |
| Bomb smoke          | 1 c ( ) | Missed I. P.        | 3 e ( ) | Poor on P.D.I.    | 6 e ( ) |
| Target identity     | 1 d ( ) | Bad course from IP  | 3 f ( ) | Poor on intercom. | 6 f ( ) |
| IP identification   | 1 e ( ) | Other               | 3 g ( ) | Other             | 6 g ( ) |
| Similar targets     | 1 f ( ) | Sighting            |         | Interference      |         |
| No photos           | 1 g ( ) | Good run            | 4 a (X) | No trouble        | 7 a (X) |
| Poor photos         | 1 h ( ) | Gyro caged          | 4 b ( ) | Prop wash         | 7 b ( ) |
| Poor maps           | 1 i ( ) | Gyro tumbled        | 4 c ( ) | Collision course  | 7 c ( ) |
| Poor check points   | 1 j ( ) | floor level         | 4 d ( ) | Ships above       | 7 d ( ) |
| Poor briefing       | 1 k ( ) | Extended vis. in    | 4 e ( ) | Ships below       | 7 e ( ) |
| No brfd alternate   | 1 l ( ) | Preset drift off    | 4 f ( ) | Other             | 7 f ( ) |
| Other               | 1 m ( ) | Wrong disc speed    | 4 g ( ) | Malfunctions      |         |
| Weather             |         | Indices crossed     | 4 h ( ) | No trouble        | 8 a (X) |
| Tenths clouds below | 2/10    | Poor range sync.    | 4 i ( ) | Controls          | 8 b ( ) |
| Altitude of tops    | 3000 ft | Poor defl. sync.    | 4 j ( ) | Intercom.         | 8 c ( ) |
| Tenths clouds above | 1000    | Other               | 4 k ( ) | Bombsight         | 8 d ( ) |
| Altitude of bottoms | 100     | Bombing             |         | Bomb doors        | 8 e ( ) |
| Visibility, miles   |         | No trouble          | 5 a (X) | Release           | 8 f ( ) |
| Cloud over target   | 2 a ( ) | P.D.I. not on       | 5 b ( ) | Intervalometer    | 8 g ( ) |
| Haze, none          | 2 b ( ) | Intrvlmtr not set   | 5 c ( ) | P.D.I.            | 8 h ( ) |
| " slight            | 2 c ( ) | Bomb switch off     | 5 d ( ) | Auto pilot        | 8 i ( ) |
| " medium            | 2 d ( ) | Late salvo          | 5 e ( ) | Other             | 8 j ( ) |
| " heavy             | 2 e ( ) | Picked wrong A.P.   | 5 f ( ) | Enemy             |         |
| Weather as briefed  | 2 f ( ) | Did not locate A.P. | 5 g ( ) | No trouble        | 9 a ( ) |
| Wind wrong          | 2 g ( ) | A.P. found late     | 5 h ( ) | Some flak on run  | 9 b (X) |
| Clouds wrong        | 2 h (X) | Other               | 5 i ( ) | Rough air, flak   | 9 c ( ) |
| Visibility wrong    | 2 i ( ) |                     |         | Damaged, flak     | 9 d ( ) |
| Other               | 2 j ( ) |                     |         | Bombardier hit    | 9 e ( ) |
|                     |         |                     |         | Pilot hit         | 9 f ( ) |
|                     |         |                     |         | Fighter attack    | 9 g ( ) |
|                     |         |                     |         | Other             | 9 h ( ) |

Remarks: All difficulties checked above shall be mentioned here. Give an account of the troubles in the order of their occurrence. If there were several troubles underline the most important one. Try to give reasons for the difficulties when they are not apparent. Place the time that the trouble occurred.

Station 2 h: Released 10/10 cloud cover over target (ITT).  
 Station 9 h: 10/10 flak on bomb run and turn off target.

Signature

WILLIAM H. JONES

CAPTAIN, AIR CORPS

ENGINEER COMMAND

SECRET

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| Mercury erection used |         | Pilotage          |         |
|-----------------------|---------|-------------------|---------|
| No difficulties       | 0 a (X) | No trouble        | 6 a (X) |
| No information        | 0 b ( ) | Altitude wrong    | 6 b ( ) |
| Planning              |         | Evasive action    | 6 c ( ) |
| No trouble            | 1 a ( ) | Turn too soon     | 6 d ( ) |
| Battle smoke          | 1 b ( ) | Poor on P.D.I.    | 6 e ( ) |
| Bomb smoke            | 1 c ( ) | Poor on intercom. | 6 f ( ) |
| Target identity       | 1 d ( ) | Other             | 6 g ( ) |
| IP identification     | 1 e ( ) | Interference      |         |
| Similar targets       | 1 f ( ) | No trouble        | 7 a (X) |
| No photos             | 1 g (X) | Prop wash         | 7 b ( ) |
| Poor photos           | 1 h ( ) | Collision course  | 7 c ( ) |
| Poor maps             | 1 i ( ) | Ships above       | 7 d ( ) |
| Poor check points     | 1 j ( ) | Ships below       | 7 e ( ) |
| Poor briefing         | 1 k ( ) | Other             | 7 f ( ) |
| No brfd alternate     | 1 l ( ) | Malfunctions      |         |
| Other                 | 1 m ( ) | No trouble        | 8 a (X) |
| Weather               |         | Controls          | 8 b ( ) |
| Tenths clouds below   | 2/30    | Intercom.         | 8 c ( ) |
| Altitude of tops      | 3000 ft | Bombsight         | 8 d ( ) |
| Tenths clouds above   | None    | Bomb doors        | 8 e ( ) |
| Altitude of bottoms   |         | Release           | 8 f ( ) |
| Visibility, miles     | 30      | Intervalometer    | 8 g ( ) |
| Cloud over target     | 2 a ( ) | P.D.I.            | 8 h ( ) |
| Haze, none            | 2 b ( ) | Auto pilot        | 8 i ( ) |
| " slight              | 2 c ( ) | Other             | 8 j ( ) |
| " medium              | 2 d ( ) | Enemy             |         |
| " heavy               | 2 e ( ) | No trouble        | 9 a ( ) |
| Weather as briefed    | 2 f ( ) | Some flak on run  | 9 b (X) |
| Wind wrong            | 2 g ( ) | Rough air, flak   | 9 c ( ) |
| Clouds wrong          | 2 h (X) | Damaged, flak     | 9 d ( ) |
| Visibility wrong      | 2 i ( ) | Bombardier hit    | 9 e ( ) |
| Other                 | 2 j ( ) | Pilot hit         | 9 f ( ) |
|                       |         | Fighter attack    | 9 g ( ) |
|                       |         | Other             | 9 h ( ) |

Henry 9 b : KIMA Flak on bomb run and turn off target.  
Made second run because on first run was not completely synchronized at time bombs were to go away. Returned to 1P for second run.

REPRODUCED BY 902ND ENG. A.F. HQ. CO. IX ENGINEER COMMAND # 701

**CONFIDENTIAL**

HEADQUARTERS  
416TH BOMBARDMENT GROUP (L)  
OFFICE OF THE RADAR OFFICER

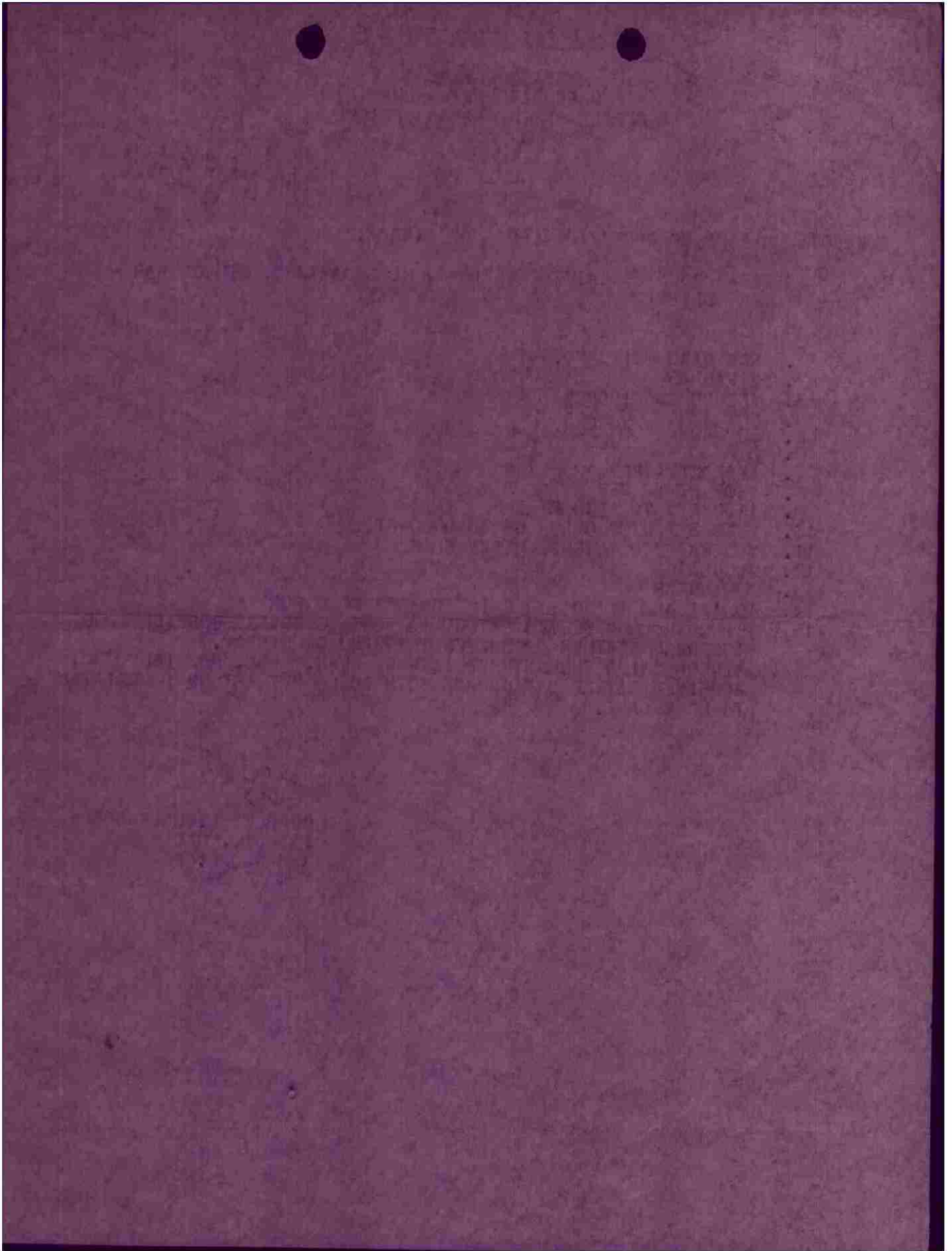
APD 140, U S ARMY  
2 FEBRUARY 1945

SUBJECT: REPORT OF OPERATIONAL USE OF WINDOW.

TO : RADAR COUNTERMEASURES OFFICER, HEADQUARTERS, 9TH BOMBARDMENT DIVISION(M), APO 140, U S ARMY.

1. RCM DISPENSING NO. 41
2. 2 FEB 45
3. AROUND ENSKIRCHEN
4. 50° 33N 06° 34E
5. 50° 49N 06° 50E
6. 3
7. APPROXIMATELY 18 BOXES
8. 260° AT 52 MPH
9. 1150 FT. TO 1270 FT
10. 2 TO 3 TENTHS CLOUD UP TO 6000 FT
11. MODERATE TO INTENSE HEAVY FLAK
12. ACCURATE
13. 3 MINUTES
14. 19 'A' AND 3 'AC'; 2 SHIPS UNACCOUNTED FOR
15. (A) WINDOW CLOUD SEEMED PATCHY TO SOME OBSERVERS POSSIBLY DUE TO ROUGH WEATHER OR UNEVEN THROWING OF WINDOW.  
(B) WINDOW SHIPS ENCOUNTERED INTENSE FLAK. ONE, POSSIBLY TWO, RECEIVED BATTLE DAMAGE AND BOTH COULD NOT RETURN IMMEDIATELY TO HOME BASE.

*CF*  
CHARLES F. GUNDERSON  
1ST LT., OAC  
RADAR OFFICER



S E C R E T

HEADQUARTERS  
9TH BOMBARDMENT DIVISION (M)APO # 140  
3 February 1945MISSION SUMMARY #24

2 February 1945

Section I

Field Order #730

| <u>GROUP</u> | <u>TARGET</u>                                 | <u>MISSION RESULT</u>                                                                                                                                   |
|--------------|-----------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|
| 416 BG:      | Stadtkyll (L-142953)<br>Communication Center  | Undet. (EFF)                                                                                                                                            |
| 386 BG:      | Hillesheim (L-242885)<br>Communication Center | Undet. (EFF)                                                                                                                                            |
| 391 BG:      | Gernund (F-125200)<br>Communication Center    | Box I      A.B. (EFF)<br>Box II      A.B. (EFF)                                                                                                         |
| 416 BG:      | Euskirchen (F-330295)<br>Communication Center | Box I - Flight A - Excellent<br>Flight B - Undet.<br>Flight C - Excellent<br>Box II - Flight A - Excellent<br>Flight B - Excellent<br>Flight C - Undet. |
| 409 BG:      | " "                                           | Box I      Unsat.<br>Box II - Flight A - Fair<br>Flight B - Fair<br>Flight C - Excellent                                                                |
| 323 BG:      | Ober-Vilkerath (F-714634)<br>Railroad Bridge  | Box I      Poor (EFF)<br>Box II      Poor (EFF)                                                                                                         |
| 394 BG:      | " "                                           | Box I - Flight A - Undet.<br>Flight B - Undet.<br>Flight C - P.N.B.<br>Box II -      P.N.B.                                                             |
| 387 BG:      | Rosbach (F-919436)<br>Railroad Bridge         | Box I      Excellent<br>Box II      Good                                                                                                                |
| 397 BG:      | " "                                           | Box I      P.N.B.<br>Box II      P.N.B.                                                                                                                 |
| 322 BG:      | Nassau (M-040907)<br>Railroad Bridge          | Box I - Flight A - Undet.<br>Flight B - Undet.<br>Flight C - Unsat.<br>Box II - Flight A - Undet.<br>Flight B - Undet.<br>Flight C - Excellent          |
| 344 BG:      | " "                                           | Box I      Excellent<br>Box II      Unsat.                                                                                                              |

- A -

S E C R E T

## S E C R E T

GROUP NARRATIVE

Eleven groups attacked four communication centers, five railroad bridges, one road bridge and one town, recording UNDETERMINED TO EXCELLENT results.

Stadtkyll (Communication Center)

419 BG: 43 a/c dispatched (including 1 FFF), 40 dropping 236 x 500 GP on Primary. 3 window a/c.

No losses, battle damage, casualties.

Fighter Control was not contacted. Leader had difficulty contacting "Blondwell" and was not free to call Fighter Control until beyond IP.

Bombing by boxes on FFF lead from 12,200 - 12,500 feet.

No photo coverage or visual observation of results due to cloud cover.

Hillshain (Communication Center)

386 BG: 38 a/c dispatched (including 1 FFF), 32 dropping 252 x 500 GP on Primary. 3 window a/c.

3 a/c failed to bomb: mechanical.

No losses, 6 a/c battle damaged, no casualties.

"Sweepstakes" contacted 4 minutes prior to IP and desired information obtained.

Bombing by boxes on FFF lead from 12,000 - 12,640 feet.

No photo coverage or visual observation of results due to cloud cover.

Gernsd (Communication Center)

391 BG: 37 a/c dispatched (including 1 FFF), 34 dropping 528 x 250 GP, 4 x 500 GP on and in vicinity of Primary. 3 window a/c.

No losses, battle damage, casualties.

"Sweepstakes" contacted 1-1/2 minutes prior to IP and desired information obtained.

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

Boxes I and II - A.B. Bombs fell about 4 miles NW of P/A in a loose concentration in woods, and across 2 roadways, river and lake. FFF signals were poor. Bombardier thought he heard release signal and dropped, but navigator did not get signal and checked on "EE" fix, then tried to warn bombardier not to drop.

Box I, Flight B - UNDETERMINED. Bombs failed to release on FFF run. Bombardier attempted to bomb P/T visually. Bombs again failed to release and so bombs were salvaged at F-175135 with no photo coverage. Visual observations reported poor results. (3 a/c this flight released on FFF). Bombs mentioned above were salvaged in enemy territory.

- B -

S E C R E T

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Muskirchen (Communication Center)

416 BG: 41 a/c dispatched (including 29 A-26, 11 A-20, 1 B-26-FFF), 22 A-26, 8 A-26 dropping 339 x 250 GP on Primary. 1 A-26 dropped 14 x 250 GP short (friendly territory) 8 miles NW of Gemund (K-980300). Reason: undetermined. 3 window a/c.

7 a/c failed to bomb: 3 (A-26), mechanical; 2 (A-26), personnel; 2, other - 1 (A-26), undetermined; 1 FFF, turned back when group elected to bomb visually.

No losses, 22 a/c battle damaged, one crewman missing. Gunner of an A-20 bailed out when a fire broke out in a/c. Chute was last seen near bomb line in enemy territory (F-150155). No further information as a/c landed at Florennes/Juzaine.

"Sweepstakes" called 2 minutes prior to IP, but no contact was made.

Bombing by flights on group lead from 12,500 feet.

Box I - Flight A & C - EXCELLENT. Bombed together with one pattern when C flight leader not airborne. 50% of bombs within 1000' of DMPI with center of bursts 990' NW of DMPI. Bombs hit across highway and buildings on N edge of town.

Flight B - UNDETERMINED. No photos due to violent evasive action. Visual reports state that bombs hit in center of town with probable Excellent results.

Box II - Flight A - EXCELLENT. All bombs within 1000' of DMPI with center of pattern 300' NW of DMPI. Excellent pattern of bursts hit in town destroying buildings and blocking roads.

Flight B - EXCELLENT. 98% of bombs within 1000' of DMPI with center of bursts 660' SW of DMPI. Concentrated pattern of bursts in center of town destroying buildings and blocking roads.

Flight C - UNDETERMINED. No photos due to violent evasive action. 1 photo taken from the oblique as ship was leaving target area shows smoke rising from target. As this flight was last to bomb and made 2 runs, bombardier stated that this smoke was from this flight. No rating is possible as pattern is too much dispersed and no AP is visible.

409 BG: 42 a/c dispatched (including 30 A-26, 11 A-20, 1 B-26-FFF), 30 A-26, 8 A-20, 1 B-26 dropping 443 x 250 GP, 4 x 500 GP on and in vicinity of Primary. 3 window a/c.

2 a/c lost, 23 other a/c battle damaged, 2 crewmen wounded, 8 missing.

Of the 2 a/c mentioned above as lost, 1 A-20 had one wing shot off and was last seen spinning in 5 miles SW of Bruhl (F-380451) - enemy territory. 1 chute reported. The other a/c lost was an A-26 which suffered battle damage. The crew of the A-26 bailed out 2 miles E of Durberg (P-410975) - friendly territory.

Of the 8 crewmen missing, 2 bailed out when their a/c went on single engine. The location of incident is undetermined at time of this report, as pilot landed a/c at Le Culot.

"Sweepstakes" contacted 10 minutes prior to IP and desired information obtained.

Bombing by box (Box I) and flights (Box II) on group lead from 10,900 - 11,000 feet.

- C -

S E C R E T

S E C R E T

Box I - **UNSATISFACTORY**. Personnel error - bombardier bombed from 11,000 feet with data for 12,500 feet set in sight. Did not pre-set drift, and bombs went away before bombardier could synchronize. Flights B and C bombed with this flight, because they did not hear radio transmission to bomb by flight. Pattern is in two parts. Approx. 3500' NE of the DMPI. Pattern blankets portions of two minor roads, a bridge carrying one of these roads over a stream, and some unidentified buildings. Main weight of bombs in open fields.

Box II - Flights A & B - **FAIR**. 30% of bombs within 1000' radius of the DMPI. Center of excellent concentration is approx. 1250' ESE of DMPI. Pattern blankets a main street intersection in Euskirchen (Box I DMPI). All streets leading to the intersection, as well as many adjacent buildings, have probably received direct hits or near misses. Inasmuch as the lead bombardier's a/c was lost to flak, it can not be ascertained whether or not a sighting operation was completed. It has been assumed that he selected his A.P. as briefed for visual box bombing.

Flight C - **EXCELLENT**. 95% of bombs within a 1000' radius of DMPI. Center of excellent concentration approx. 785' ENE of DMPI. Pattern blankets a main street and adjacent buildings in this part of town.

Ober-Vilkerath (Railroad Bridge)

323 BG: 37 a/c dispatched (including 1 FFF), 31 dropping 120 x 1000 GP, 4 x 500 GP on and in vicinity of Primary. 3 window a/c.

3 a/c failed to bomb: mechanical.

No losses, 5 a/c battle damaged, no casualties.

"Sweepstakes" was contacted 3 minutes prior to IP and desired information obtained.

Bombing by boxes on FFF lead from 12,500 - 13,800 feet.

Box I & II - **POOR**. 20% of bombs fell within 1000' of DMPI in a scattered pattern. 2 bombs hit 210' NE of DMPI, but no damage to the bridge is noted. Bombs fell across roadway and near target. No. 2 a/c, Flight C, Box II had accidental release. No. 5 a/c, Flight C, Box II released on No. 2 a/c. Bombs fell near a small roadway 11-1/2 miles SSE of DMPI (F-764467). No damage is noted.

394 BG: 36 a/c dispatched (including 1 FFF), 4 dropping 8 x 2000 GP on and in vicinity of Primary. 18 a/c (including 1 FFF) dropped 36 x 2000 GP, 4 x 500 GP on OTHER targets. Bomb disposition unknown of 10 a/c which landed away from base. 3 window a/c.

1 a/c failed to bomb: mechanical.

No losses, 20 a/c battle damaged, 4 crewmen wounded.

Of the a/c, mentioned above, as bomb disposition unknown 5 landed at Rogieres-en-Haye, 3 at Toul/Croix-de-Metz, 1 at Sandweiler, 1 at Domain/Prouvy.

2 a/c crash-landed: 1 at base because wheels failed to lock, 1 at Sandweiler for reason undetermined at time of this report.

Fighter Control information lacking as leader landed away from base.

- D -

S E C R E T

S E C R E T

Bombing by flights and box on group lead from 12,000 feet. FFF bombed a railroad at F-850440 after group elected to bomb visually.

Box I - Flight A - No photos. A/c landed away.

Flight B - No photos. A/c landed away.

Flight C - P.N.B. 3 a/c of this flight bombed a road bridge (S-721640) 3000' NNE of target due to inability to landmarks because of snow on the ground. 2 bombs fell on highway and across R.R. tracks. 4 other bombs fell in open fields with no damage.

Box II - P.N.B. This box became separated from Box I because of clouds while forming. Bombardier, while sighting on a casual target, town of Saffig (L-772980), was hit in head by flak and thrown slightly off course, but released bombs which fell 200' W of chosen aiming point into the town of Saffig.

#### Rosbach (Railroad Bridge)

387 BG: 38 a/c dispatched (including 1 FFF), 30 dropping 56 x 2000 GP, 4 x 500 GP on Primary. Bomb disposition unknown of 1 a/c which landed at Sandweiler. 3 window a/c.

4 a/c failed to bomb: mechanical.

No losses, 5 a/c battle damaged, no casualties.

Attempt was made to contact "Sweepstakes" 3 minutes prior to IP, but no contact was made.

Bombing by boxes on group lead from 12,750 - 13,300 feet.

Box I - EXCELLENT. 75% of bursts inside 1000' radius in split pattern, MPI of which is 450' E of DMPI. The main pattern scored hits to rails on N bridge approach and heavy damage to town. Other pattern to SE scoring possible hits to rail lines.

Box II - GOOD. 40% of bursts inside 1000' radius in split pattern. MPI of bursts located approx. 1200' W of DMPI, one pattern scoring a hit and near miss to N end of bridge. Another hit car barn structure and a third hit rails to N. The extreme NW pattern fell on W river banks and fields. These flights also bombed on box leader.

397 BG: 37 a/c dispatched (including 1 FFF), 31 (including FFF) dropping 59 x 2000 GP, 4 x 500 GP on Other. 3 window a/c.

3 a/c failed to bomb: 1, mechanical; 2, personnel.

1 a/c lost: one engine was knocked out by flak on bomb run. A/c crashed 8 miles W of Aachen near Epen (K-720935). 4 crewmen are missing.

1 a/c crash-landed 2 miles north of home base. A/c had both engines out, one due to flak. Pilot made dead-stick landing after all except he and co-pilot had bailed out. 1 crewman was killed when chute failed to open, and two others were injured in the jump.

12 other a/c battle damaged, no further casualties.

"Sweepstakes" contacted 4 minutes prior to IP and desired information obtained.

- E -

S E C R E T

S E C R E T

Bombing by box on group lead from 12,000 - 13,000 feet. (PFF bombed Engers Railroad Bridge (F-850020) when group elected not to bomb Primary.

Box I & II - P.N.B. Did not bomb primary because formation did not meet fighters at rendezvous. Formation was instructed to proceed 4 minutes into Germany and then abort if fighters were not contacted. Formation did not meet fighters so they started back toward Wittlich and Eller. The GEE equipment was out and clouds covered both targets. A bridge at Koblenz was picked up and a 45 second run was started; then it was noticed that a span of the bridge was down. Koblenz was sighted and evasive action taken to begin run on a railroad bridge (L-897961) located in between two highway bridges. Synchronization on bridge at Koblenz was started when the lead a/c in Box I was hit by flak. One engine began cutting out and pilot instructed bombardier to salvo bombs. Entire formation dropped on salvoed bombs.

Bombight in lead a/c in Box II had malfunction, so deputy leader took over. Dropped on Box I because did not have time to make proper run on Other target.

Bombs fell in scattered pattern approx. 6-1/4 miles WNW of selected A.P., hitting in open area at L-801981. Bombs salvoed when lead plane was hit by flak, entire formation dropped on this salvo. P.N.B. due to lack of fighter escort and permission was granted to bomb a selected target. One bridge selected, then rejected in favor of bridge at Koblenz.

Nassau (Railroad Bridge)

322 BG: 37 a/c dispatched (including 1 PFF), 33 dropping 62 x 2000 GP, 4 x 500 GP on Primary. 3 window a/c.

1 a/c failed to bomb: mechanical.

No losses, 16 a/c battle damaged, no casualties.

Fighter Control not contacted as lead a/c receiver was out.

Bombing by flights on group lead from 10,500 - 13,750 feet.

Box I - Flight A - UNDETERMINED. No photo coverage due to smoke.

Flight B - UNDETERMINED. No photo coverage due to smoke.

Flight C - UNSATISFACTORY. Hits 2500' SE of the bridge, an excellent concentration in fields on the N bank of the river. Smoke in T/A prevented more accurate bombing.

Box II - Flight A - UNDETERMINED. No photo coverage due to smoke.

Flight B - UNDETERMINED. No photo coverage due to smoke.

Flight C - EXCELLENT. A tight pattern 330' NE of the bridge with possible hits on the tracks.

344 BG: 38 a/c dispatched (including 1 PFF), 35 dropping 68 x 2000 GP, 4 x 500 GP on Primary. 3 window a/c.

No losses, battle damage, casualties.

Attempt was made to contact "Ripsaw" but no contact made.

- P -

S E C R E T

S E C R E T

Bombing by boxes on group lead from 12,500 - 13,300 feet.

Box I - EXCELLENT. Approx. 60% of bombs within 1000' radius of DMPI. Long pattern 670' SE of DMPI. One concentration of bombs fell in western part of Nassau immediately east of bridge. Strikes on or near bridge approach and unidentified buildings. Two concentrations SE of bridge with strikes across rail line, in river and in wooded area. Two passes over target.

Box II - UNSATISFACTORY. Approx. 5% of bombs within 1000' radius, loose pattern 1550' E of DMPI. One concentration of bombs blankets main road and unidentified buildings in western part of Nassau. Another concentration hit in center of built up area in city. Remaining bombs fell in open fields. Bombs were not released automatically. Lead bombardier had to salvo.

- G -

S E C R E T

S E C R E T

Section II

|                                 |     |     |
|---------------------------------|-----|-----|
| A/C Off                         |     | 424 |
| A/C Bombing                     | 358 |     |
| A/C Failing to Bomb             | 22  |     |
| A/C Recalled (Weather           | 0   |     |
| Other                           |     |     |
| Window 33                       |     |     |
| Bombs of 11 A/C Unaccounted for | 44  |     |
| Total                           |     | 424 |

---

|                          |             |
|--------------------------|-------------|
| Bombs on Enemy Territory | 641.750     |
| Total Bombs to Date      | 103,742.400 |

---

|                                                  |     |          |
|--------------------------------------------------|-----|----------|
| A/C Lost (2, (1 A-20, 1 A-26) 409 BG; 1, 397 BG) | 3   |          |
| A/C Missing (1, 1 A-20, 1 A-26)                  | 0   |          |
| A/C Crash-Landed (2, 394 BG; 1, 397 BG)          | 3   |          |
| A/C Battle Damaged                               | 110 | (28.56%) |
| Killed                                           | 1   |          |
| Wounded                                          | 16  |          |
| Missing                                          | 13  |          |
| Injured                                          | 2   |          |
| Claims                                           | 0   |          |

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S E C R E T

## S E C R E T

FAILURES TO BOMB

| <u>GROUP</u> | <u>NO. A/C</u> | <u>CLASSIFICATION</u> | <u>REASONS</u>                                                                                                                 |
|--------------|----------------|-----------------------|--------------------------------------------------------------------------------------------------------------------------------|
| 386          | 3              | Mechanical            | 1 - right engine smoking.<br>1 - engine trouble and radio out.<br>1 - intervalometer out.                                      |
| 416          | 3              | Mechanical            | 1 - (A-26) fire in electrical system.<br>1 - (A-26) intervalometer malfunction.<br>1 - (A-26) bomb bay door malfunction.       |
|              | 2              | Personnel             | (A-26s) did not see leader drop.                                                                                               |
|              | 2              | Other                 | 1 - (A-26) undetermined.<br>1 - (PFF) turned back when group elected to bomb visually.                                         |
| 323          | 3              | Mechanical            | 1 - trim tab cable broken,<br>2 - engines cutting out.                                                                         |
| 394          | 1              | Mechanical            | Left engine cut out.                                                                                                           |
| 387          | 4              | Mechanical            | 1 - could not keep up with formation.<br>1 - engine cutting out.<br>1 - excessive oil pressure.<br>1 - failure of high blower. |
| 397          | 1              | Mechanical            | Blower out.                                                                                                                    |
|              | 2              | Personnel             | 1 - did not see leader drop.<br>1 - navigator had earache.                                                                     |
| 322          | 1              | Mechanical            | Bomb rack malfunction.                                                                                                         |

OBSERVATIONS

WEATHER: Stadtkyll 410 BG: 8/10 alto-cumulus, base 7500', tops 9000'.  
4-6/10 strato-cumulus, base unknown, tops 4000'.  
Northeast of target very large breaks, another to the east. Visibility 15 plus miles.

Hillesheim 386 BG: 9-10/10 strato-cumulus, tops 4000'. Variable  
alto-cumulus, base 9000'. Patchy alto-cumulus,  
base 13,000'. Visibility unlimited.

Gemund 391 BG: 5/10, tops estimated 5000'. 8/10 medium, base  
13-14,000'. Visibility unrestricted.

Euskirchen 416 BG: 5-6/10 alto-cumulus, base 15,000'. 2-3/10  
strato-cumulus, tops estimated 6000'. 12-15  
miles visibility in all directions.

409 BG: No cloud at flight level. 6/10 strato-cumulus  
to tops estimated 4000'. 10/10 alto-stratus,  
base 14,000'. 7 miles visibility at 120°, 10-15  
miles to north.

- 2 -

S E C R E T

## S E C R E T

Ober-Vilkserath 323 BG: 2/10 alto-cumulus, base estimated 15,000', becoming 10/10, base 14,000' over Rhine valley. Strato-cumulus broke to 5/10 in vicinity of Mastattes, tops estimated 5000'. Visibility 10-15 miles.

394 BG: 1-3/10 high strato-cumulus, base 5000', tops 6-7000'. 8-9/10 medium cloud, base 14,500', top 15,000'. Visibility 10 miles on bomb run.

Rosbach 387 BG: No low cloud. 10/10 alto-stratus, base 16-18,000'. Visibility 15 miles on bomb run.

397 BG: Primary target wasn't reached. Bombed secondary targets. 7-9/10 alto-stratus, base 8000' with 10/10 medium, base 15,000'. Visibility 10-12 miles aloft, 8 miles air-to-ground.

Nassau 322 BG: Patchy alto-cumulus, tops 8-10,000'. Nil low cloud. No cloud above plane. Visibility 1-15 miles.

344 BG: Nil to 2/10 low cloud, tops 7000'. 8-10/10 alto-stratus, base 15,000'.

S/A PHOTO REPORT

| GROUP | CAMERAS<br>PHOTOGRAPHING | MECHANICAL FAILURES |         | PERSONNEL FAILURES |         |
|-------|--------------------------|---------------------|---------|--------------------|---------|
|       |                          | NO.                 | PERCENT | NO.                | PERCENT |
| 391   | 100%                     | 0                   | 0       | 0                  | 0       |
| 416   | 100%                     | 0                   | 0       | 0                  | 0       |
| 409   | 88%                      | 1                   | 12%     | 0                  | 0       |
| 323   | 100%                     | 0                   | 0       | 0                  | 0       |
| 394   | 80%                      | 1                   | 20%     | 0                  | 0       |
| 387   | 100%                     | 0                   | 0       | 0                  | 0       |
| 397   | 77%                      | 2                   | 23%     | 0                  | 0       |
| 322   | 75%                      | 1                   | 12½%    | 1                  | 12½%    |
| 387   | 100%                     | 0                   | 0       | 0                  | 0       |

FLAK ANALYSIS ANNEX

|                          |        |
|--------------------------|--------|
| A/C OVER ENEMY TERRITORY | 394    |
| A/C LOST TO FLAK         | 3      |
| A/C BATTLE DAMAGED       | 110    |
| % A/C BATTLE DAMAGED     | 28.86% |

## S E C R E T

Stadtkyll Communication Center 410 Gp.  
Gernsd Communication Center 391 Gp.

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

Flak was not encountered at the targets or enroute.

Hillesheim Communication Center 385 Gp.

A/C Lost to Flak 0  
 A/C Battle Damaged 6  
 % A/C Battle Damaged 16.66%

Weak but fairly accurate heavy flak was encountered at a point near L-1292. 8 heavy guns are plotted just north of this point, and they are probably the guns that were in action.

Euskirchen Communication Center 416, 409 Gp.

A/C Lost to Flak 2  
 A/C Battle Damaged 45  
 % A/C Battle Damaged 56.62%

The 416th Gp. reported moderate to intense accurate heavy flak at the target, that continued through the turn-off target to Kommern (F-2523). The 409 Gp. also reported flak that followed this very closely. This group also encountered intense accurate heavy flak near Bleisheim. This flak was probably fired from the guns that are in the outer defenses of Bonn. From the increased amount of flak experienced on this mission, and that encountered on several previous missions, it would seem that some of the heavy flak guns that were in the break through area have possibly moved northeast, and are now covering some of the important communication centers that would be necessary to the enemy in order to move troops and equipment from the Western front to the East.

One of the lost a/c had a wing shot off and was last seen spinning in about 5 miles southeast of Bruhl (F-3845). The other a/c suffered flak damage and the crew bailed out near Durburg (P-4197). The pilot of this a/c is reported safe.

Ober-Vilkerath R. R. Bridge 323, 394 Gp.

A/C Lost to Flak 0  
 A/C Battle Damaged 25  
 % A/C Battle Damaged 42.37%

The 323 Gp. reported encountering only weak accurate heavy flak south of Trier on the way out from the target. The 394 Gp. reported weak accurate flak near the same point at the 323rd. However, in the Mayen-Koblenz area moderate to intense accurate heavy flak was encountered. Along the highway from Mayen to Koblenz there has been a build up of 39 heavy guns in the past few days. Most of this flak probably came from these guns.

Rosbach R. R. Bridge 397, 387 Gp.

A/C Lost to Flak 1  
 A/C Battle Damaged 18  
 % A/C Battle Damaged 28.35%

The 397 Gp. bombed a secondary target at Koblenz and encountered moderate to intense accurate heavy flak at the target. 14 of the 18 a/c damaged on this mission were damaged by this flak. More damage than was sustained could be anticipated from a

## S E C R E T

defense as heavy as that at Koblenz. However, in order to conduct very accurate heavy anti-aircraft fire it is necessary to fire trial shots at the altitude that attacks may normally be expected. This is done in order to get better ballistic corrections. As this target is normally attacked by heavy bombers, it is possible that the gunners had not fired their trial shots, and were not able to engage us to the fullest extent of their possibilities. Nothing is known of the lost a/c except that the crew was reported to have bailed out safely. The location is unknown.

The 387 Gp. encountered weak inaccurate heavy flak on the turn-off the primary target. However, south of Trier moderate accurate heavy flak was encountered. Flak was also encountered at Nastatten (M-0978). This fire probably came from flak barges that are located on the Rhine at L-9972.

|                            |                     |
|----------------------------|---------------------|
| <u>Nassau R. R. Bridge</u> | <u>322, 344 Gp.</u> |
| A/C Lost to Flak           | 0                   |
| A/C Battle Damaged         | 16                  |
| % A/C Battle Damaged       | 22.22%              |

The 322nd encountered moderate accurate heavy flak at Boppard (L-9081) that continued within about four miles of the target. This flak was encountered on the first run only. There are 2 flak barges on the Rhine at Boppard, and the flak encountered probably came from these guns. Moderate accurate flak was also encountered near Trier.

The 344 Gp. encountered weak accurate flak on the turn-off target. There are no guns located at the target, but it is possible that the enemy has railway guns located on the line running from the target west to the Rhine. This group also encountered weak flak at Trier on the way out from the target.

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ENEMY AIRCRAFT REACTION

T.O.T.'s: 1056 to 1228

No a/a encountered during this mission.

## PUBLIC RELATIONS

## PRESS RELEASE

NINTH BOMBARDMENT DIVISION HQS, France:---Berlin-bound Russian armies drew an assist from U. S. Ninth Bombardment Division's bridge-busting Marauders, Friday, while Invaders, Havocs and other B-26's struck heavy blows against defended villages in the path of American troops on the Western Front.

In their Eastern Front "relief offensive," the Ninth's mediums bombed railway bridges at Ober-Vilkerath, Rosbach and Nassau, all east of the Rhine. Damage to the three multi-span structures would block the movement by rail of German armor and troops from the Western Front to the Red-inflamed approaches to Berlin. Results of the bombing were generally unobserved, due to heavy clouds which shrouded the objectives.

Invaders, meanwhile, were out against communications and supplies in the town of Euskirchen, while Havocs and Marauders --bringing the day's striking force up to 350 strong-- completed the offensive with successful attacks against similar targets in Stadtkyll, Hillesheim and Gemund.

Invader crews returned from the Euskirchen attack with eye-witness accounts of great damage resulting to the German town. A tunnel gunner, Staff Sergeant Dempsey H. Clotfelder, Box 41, Scottdale, Georgia, reported seeing the center of town in flames, with "buildings being blown into the air."

Marauder crews who bombed the Nassau bridge reported that they flew over the Krenprinz Wilhelm railway bridge at Engers and <sup>saw</sup> part of the structure hanging in the Rhine. The important bridge was attacked Thursday by other Marauders, bombing with the aid of pathfinder technique through heavy overcast.

Again Friday, the Luftwaffe failed to appear in defense of the important objectives, but anti-aircraft defenses were active. One Havoc was lost and one Marauder was unaccounted for at a later hour.

-30-

3 February 1945

Phoned to Paris 1530 hrs

" " Press Camp 1700 hrs

MICROFILMED

GP-416-SU-0P-S  
2 Feb 1945

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