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Title MISSION REPORTS

Added

Entries

Author:

Subject:

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Administrative Markings

No Administrative Markings Listed

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

A-26

MISSION REPORTS

FOLDER NO.1

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

DCC81871

P.R.C.

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

MICROFILMED

7386-14

MISSION NO. 168

LOADING LIST
BOX I
FLIGHT I

9 December 1944

1. 106 B
LT COL D L WILLIAMS
LT P G ROYALTY
S/S R J BROWN
S/S H S JESSIER

2. 178 L
CAPT R J MORTON
LT D L MOORE
S/S R W CARSTENS
S/S R F SHARP

3. 210 J
LT W R JOHNSON
CPL D E MC NEELIS

FLIGHT II

1. 076 Q
CAPT W A BECK
LT J HADENFORD
S/S A J BURLAND
S/S R KEATH

2. 241 F
LT W F TRIPP
S/S D F MALLORY

3. 271 R
LT J F SMITH
S/S F E MEIGOR

4. 242 Q
LT W J ORENE
S/S R C HOLLOWAY

5. 244 I
LT H R HACKETT
CPL H A KENTIS

6. 252 D
LT E C MARTIN
CPL L B DRAFT

FLIGHT III

1. 024 B
CAPT B D STERNBERG
LT A B CALLOWAY
S/S W J BROWN
S/S J J MC GUIRE

2. 301 O
LT R B ROBERTSON
S/S R H CHENEY

3. 300 P
LT M W DU BOIS
SGT J H WALKERS

4. 792 H
MAJOR J G NAVIER
CPL L L RICHARDSON

5. 233 F
LT R W VAN ROPE
CPL R F GRAHAM

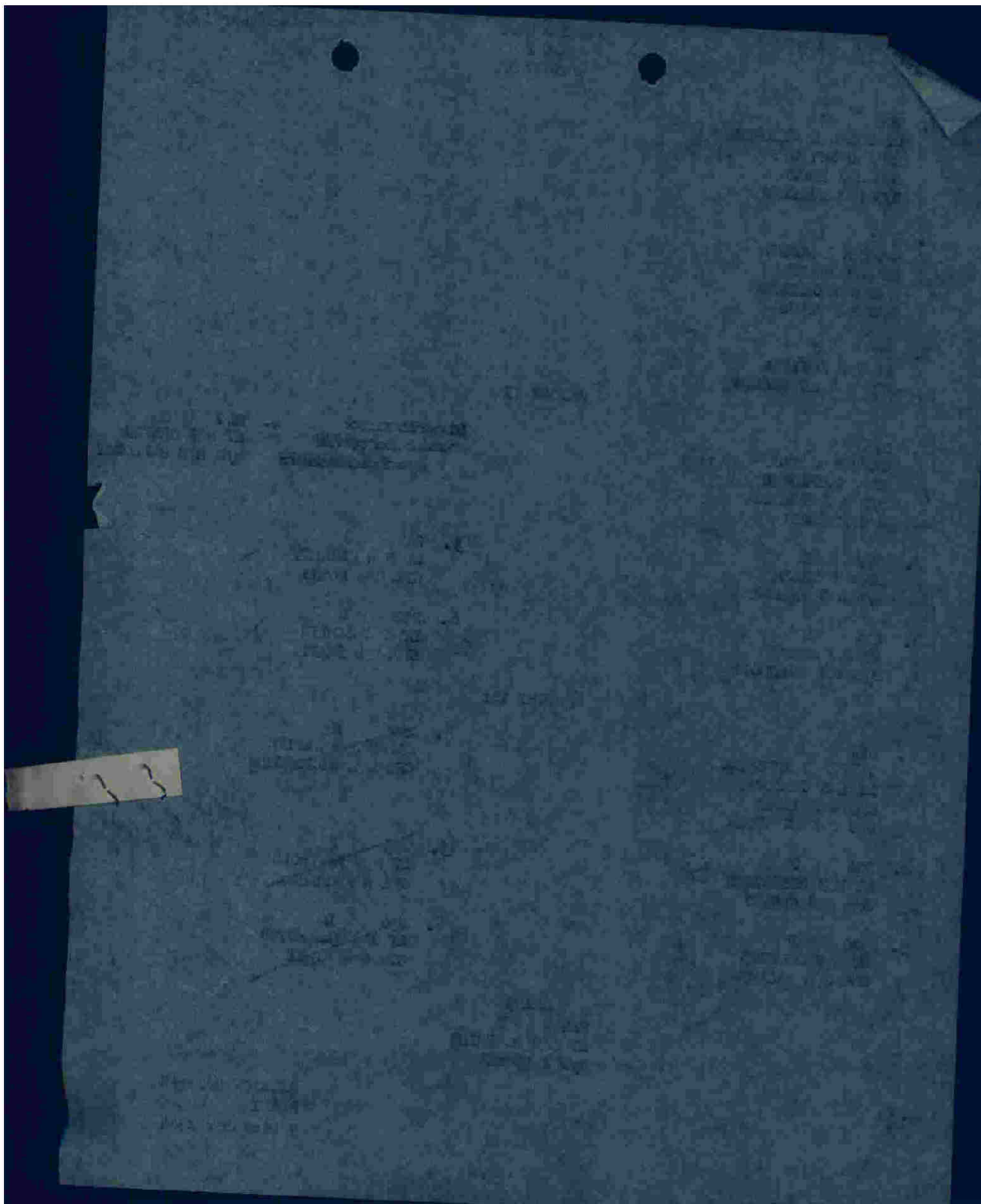
6. 296 D
LT G S VAN NESTER
CPL S J KINK

SPARE

- 224 E
LT L R MC BRIDE
S/S J MC BRIDE

MISSION NO. 168
BOX I
9 December 1944

DEC 9 1944



MISSION NO. 168

LOADING LIST
BOX II
FLIGHT I

9 DECEMBER 1944

1. 185 G
CAPT L A MARZOLF
LT J T BECK
SGT E J CREEDEN
SGT L E DAVIS
2. 081 P
LT C J ANDERSEN
LT W BABAGE
S/S P G EUGA
S/S E L SCHAFER
3. 326 W
LT A REMISZEWSKI
LT COL J B MC AFEE (WING)
SGT F DI ORIO

4. 284 G
LT M ZUBON
S/S A E DI MARTINO

5. 209 M
CAPT R J TUTT
SGT W WOOD
6. 237 D
LT S MOFFEY
CPL R C SCHUMACHER

*Returned early
Lost formation
No action*

FLIGHT II

1. 173 W
LT C S STANLEY
FO JH BLOUNT
SGT C B COLLIER

4. 302 D
LT H M EVANS
SGT C L SKEETS

2. 213 A
LT L E CANNON
S/S E P BRZEZINSKI

5. 264 K
LT L J PRUCHA
SGT L C FERGUSON

3. 290 L
LT T D MC CREADY
S/S W E LEMONS

6. 219 E
LT R C BUCHANAN
SGT R G HINDMAN

FLIGHT III

1. 212 K
MAJOR H F CONANT
SGT T R LANGLEY

4. 307 N
LT E L JOHNSON
T/S J F GOGGIN

2. 217 I
LT T J LEONARD
S/S M E DIAS

5. 227 F
LT T S MERRITT
S/S R J GATTI

3. 315 L
LT R O GRUETZEMACHER
S/S W S JACKSON

6. 223 B
LT N G BROWN
S/S J O OTTAVIANO

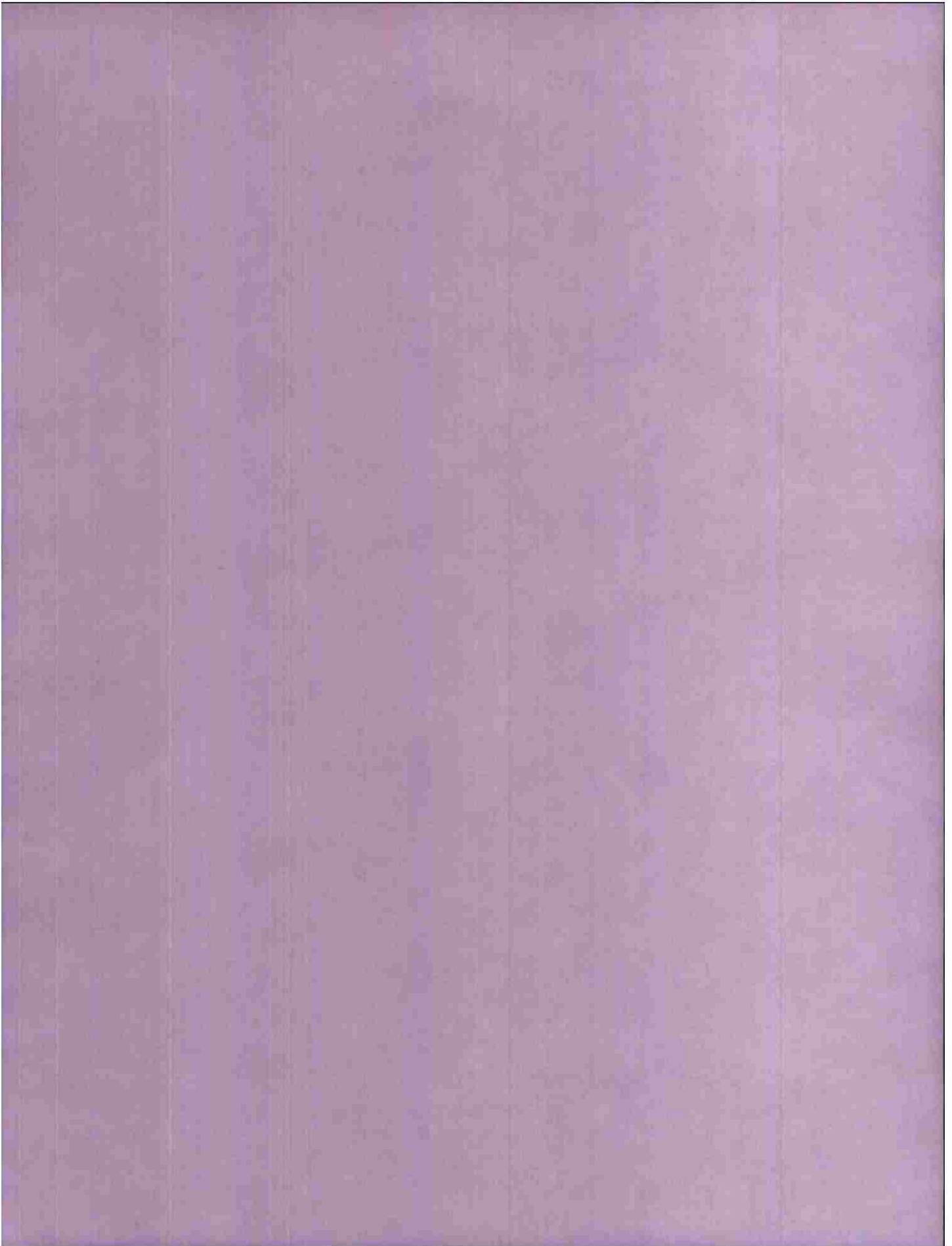
SPARE

- 294 P
CAPT Z R MOORE
S/S O E SWANK

*Returned early
Lost formation
No action*

1. 634 A
CAPT F J HARROLD
LT W E BREWER
SGT S R CADELL
SGT F R URBANIS
- W I N D O W
2. 560 K
LT W A MERCHANT
S/S H R DAVIS
SGT P W SKEELTON

3. 444 J
CAPT C R JACKSON
S/S D E BURNS
CPL I TORRES



SECRET
 AUTH: APO, A-65
 10 Dec 44
 INITIAL:

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

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

SUBJECT: Malfunction Report.

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

I. 9 December 1944, T.O. 0912, Saarwellingen.

II. None

III. None

IV. 44-76	Bombs failed to drop.	Complete inspection proved aircraft to be O.K. Aircraft was flown at bombing altitude and all racks released O.K. Pilot reported bomb door light out. Checked and found O.K. Suspect bomb doors were not fully open.
44-173	Left hand rack failed to release.	Left hand rack shorted out by excess moisture and freezing.
V. 41-39269	Bomb bay door would not close completely.	Bomb bay door solenoid for "doors closed" burnt out. Switch probably left in the closed position too long.
41-39213	Pilot had to use emergency release for nose wheel.	Aircraft is still being investigated as no trouble has been located. Trouble could have been due to excessive mud and moisture which froze at high altitude.
41-39234	Hydraulic pressure would not stay up when engines were stopped.	Diaphragm in accumulator ruptured.
41-39291	Loss of hydraulic pressure.	Rubber seal on AN type fitting to inlet side of pressure regulator failed.

V. Cont'd.

43-22296

Loss of hydraulic pressure.

Pilot reported a loss of hydraulic pressure and although the system checked O.K. on the ground, it is suspected that the trouble was swelling of the poppet valves in the pressure regulator. After system cooled down the regulator functioned O.K.

43-22292

Right oil cooler doors wouldn't open.

Wiring in cannon plug connection to oil cooler door operating motor was loose.

VI. 1 - 2:35 - 375
 2 - 2:30 - 420
 3 - 2:35 - 375
 4 - 2:35 - 490
 5 - 2:35 - 440
 6 - 2:35 - 425
 7 - 2:35 - 400
 8 - 2:35 - 420
 9 - 2:35 - 450
 10 - 2:30 - 400
 11 - 2:30 - 410
 12 - 2:30 - 425
 13 - 2:35 - 450
 14 - 3:20 - 570
 15 - 3:30 - 520
 16 - 2:30 - 455
 Window - 1:50 - 465
 Window - 1:50 - 330
 Window - 1:50 - 290

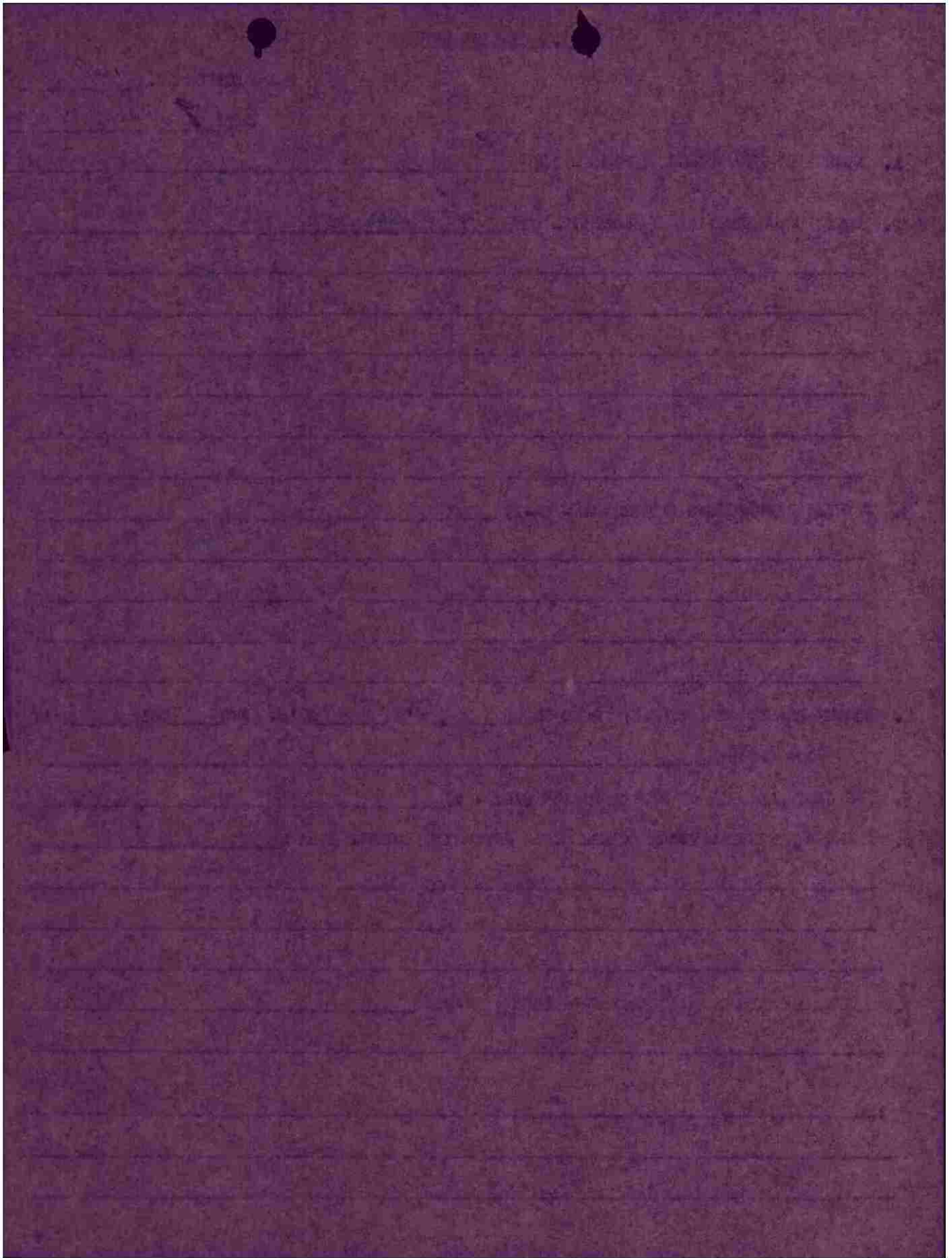
1 - 2:50 - 475
 2 - 2:40 - 375
 3 - 2:50 - 350
 4 - 2:35 - 350
 5 - 2:05 - 300
 6 - 2:00 - 350
 7 - 2:40 - 450
 8 - 3:25 - 550
 9 - 2:40 - 455
 10 - 2:40 - 420
 11 - 3:00 - 520
 12 - 2:40 - 490
 13 - 2:35 - 475
 14 - 2:35 - 470
 15 - 2:35 - 460
 16 - 2:35 - 490
 17 - 2:40 - 425
 18 - 2:35 - 440
 S - 1:50 - 525

For the Commanding Officer:

GEORGE SCHENKIN,
 Captain, Air Corps,
 Adjutant.

DATE 7 Dec. 1972

- THIS PAGE DECLASSIFIED IAW EO12958



168

HEADQUARTERS 11th BOMB GROUP
Office of the Operations Officer
APO 140, U.S. Army

Date

9 December 1964

SUBJECT: Interrogation of Group Box Leaders on PFF Lead.

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

DATE OF MISSION 9 Dec 64 PFF PILOT 1st Lt. MalvinGROUP BOX LEADER 1st Lt. J. L. Willard

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

Not entirely. Lead aircraft did not hold constant speed on climb.
was climbing much too slow, and when called by box leader, increased
speed too rapidly.

2. Opinion of evasive action taken. None taken.3. Comment on PFF Navigation. Satisfactory

4. Suggestions. Lead pilots be briefed to make all changes of airspeed
gradually, and to use caution that airspeed does not drop so low as
to give the formation difficulty.

(OVER)

2ND. BOX

PPF PILOT

GP. BOX LEADER

Captain L.A. Hefelt

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

2. Opinion of evasive action taken.

3. Comment on PPF Navigation.

4. Suggestions.

Richard E. Hefelt, Captain, U.S.
Asst Operations Officer

416th Bomb. Group.

OPERATIONAL FORECAST

PERIOD 0800-1300

9/12/44

BASE TO TARGET:

.8 to 1.0 Sc and Cu, base 1-2000 ft. tops generally 5000 ft, but isolated tops to 8-10000 ft, breads to .5 to .7 south of Paris. Low cloud increasing along the route, becoming .8 to 1.0, general tops to 7000 ft, isolated tops to 10-11000 ft. Patchy medium cloud along the entire route, base 10000 ft. Vis 2-4 miles becoming 6 plus above the clouds. (If difficulty in climbing is encountered, suggested that better breaks in clouds to the south of course.)

TARGETS:

.8 to 1.0 Sc and Cu base 1000 ft, tops generally 7000 ft, but isolated tops to 10-11000 ft. Vis 6 plus miles above clouds.

TARGET TO BASE:

Similar to route out, but more frequent breaks in base areas. Vis 3-6 miles on return.

HAZARDS TO FLYING:

Icing in all clouds, particularly shower clouds.

FREEZING LEVEL:

2500 ft.

ICING:

Light to moderate ice above freezing level with moderate to heavy ice in shower clouds.

1:500:000 EUROPE (AIR)

SECRET

COPIES FROM AS BRIEFED
NO PLAN ENCOUNTERS

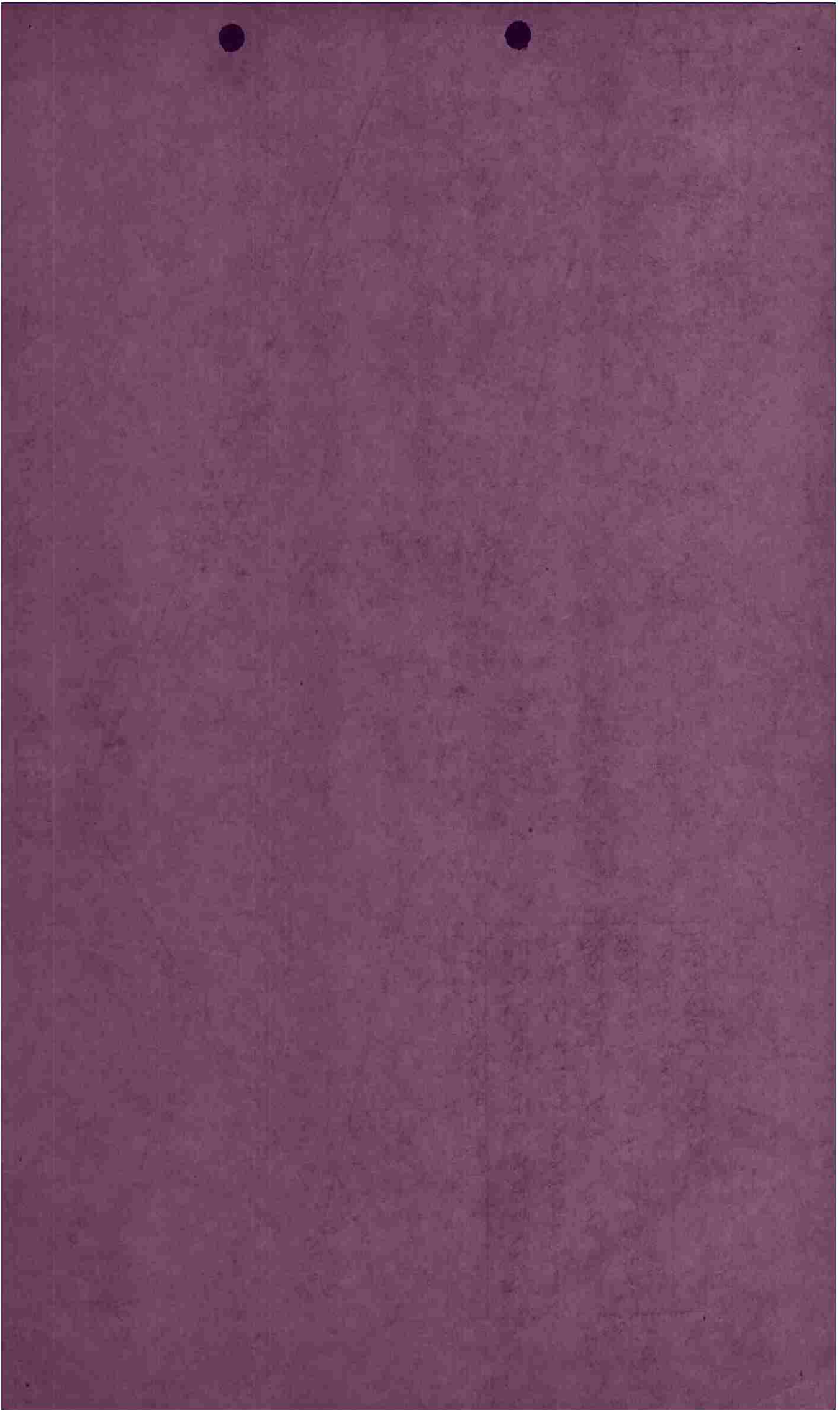
TARGET

49°46' 70

49° 50

SECRET

446TH BOMB GP (L)
F.O. # 85-662 9 Dec 1944
Tgt. SAARWILGEN (D-RAIDED HILLS)
Alt 13,000 ToT 1040
Air Dispatched 10-440 23 A-26
Window Carried
Weather 10/10 Good

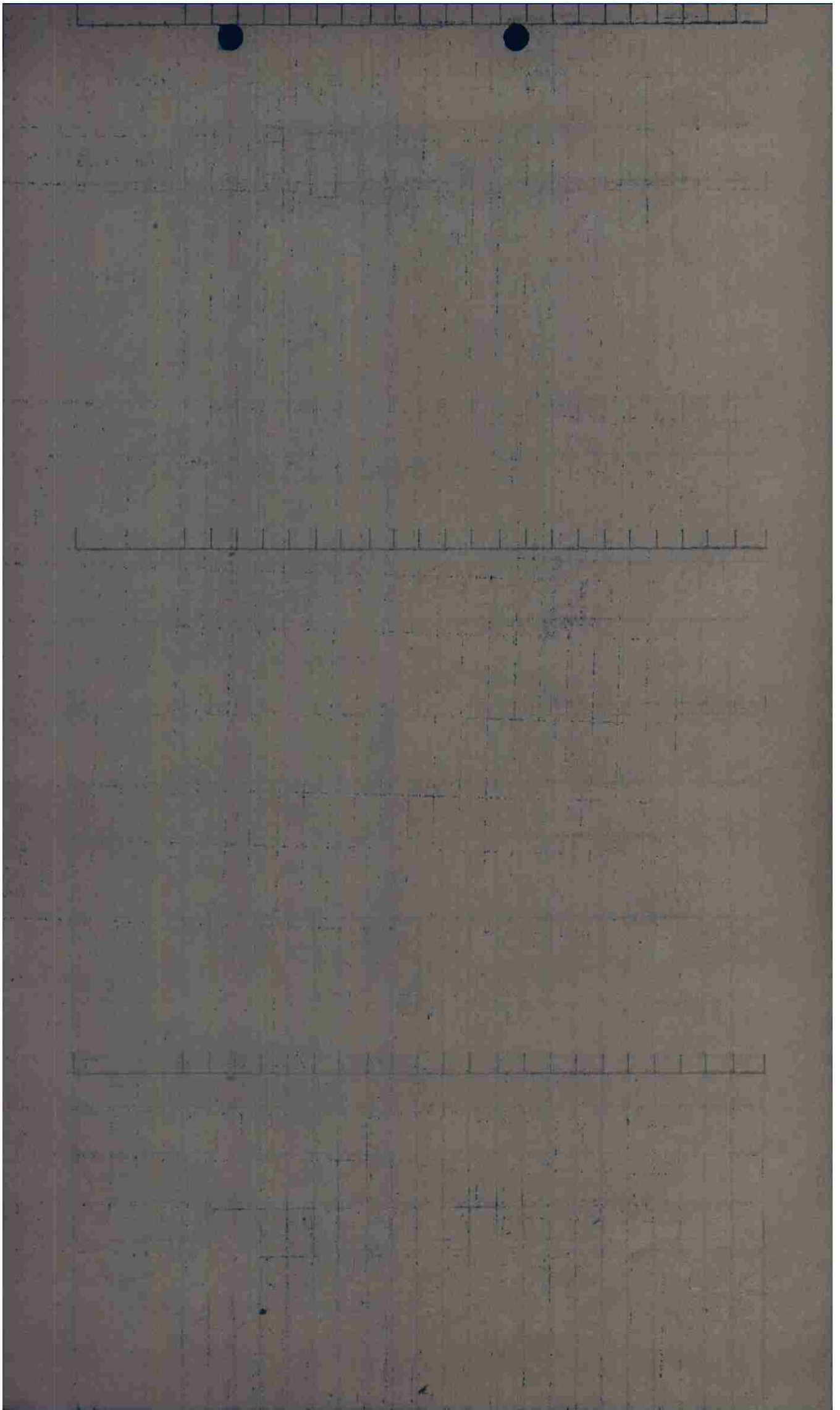


Mission No. 168

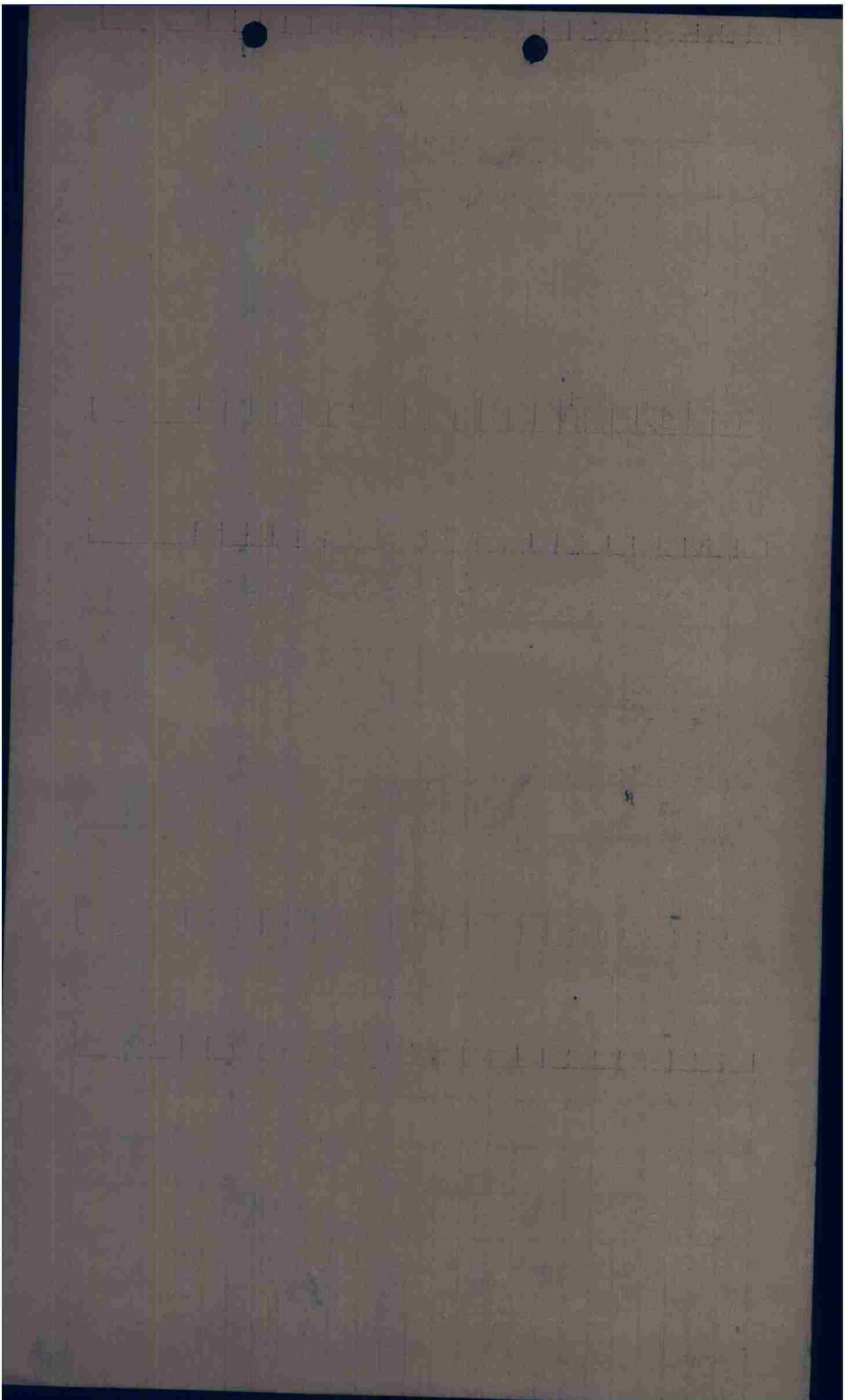
Box I

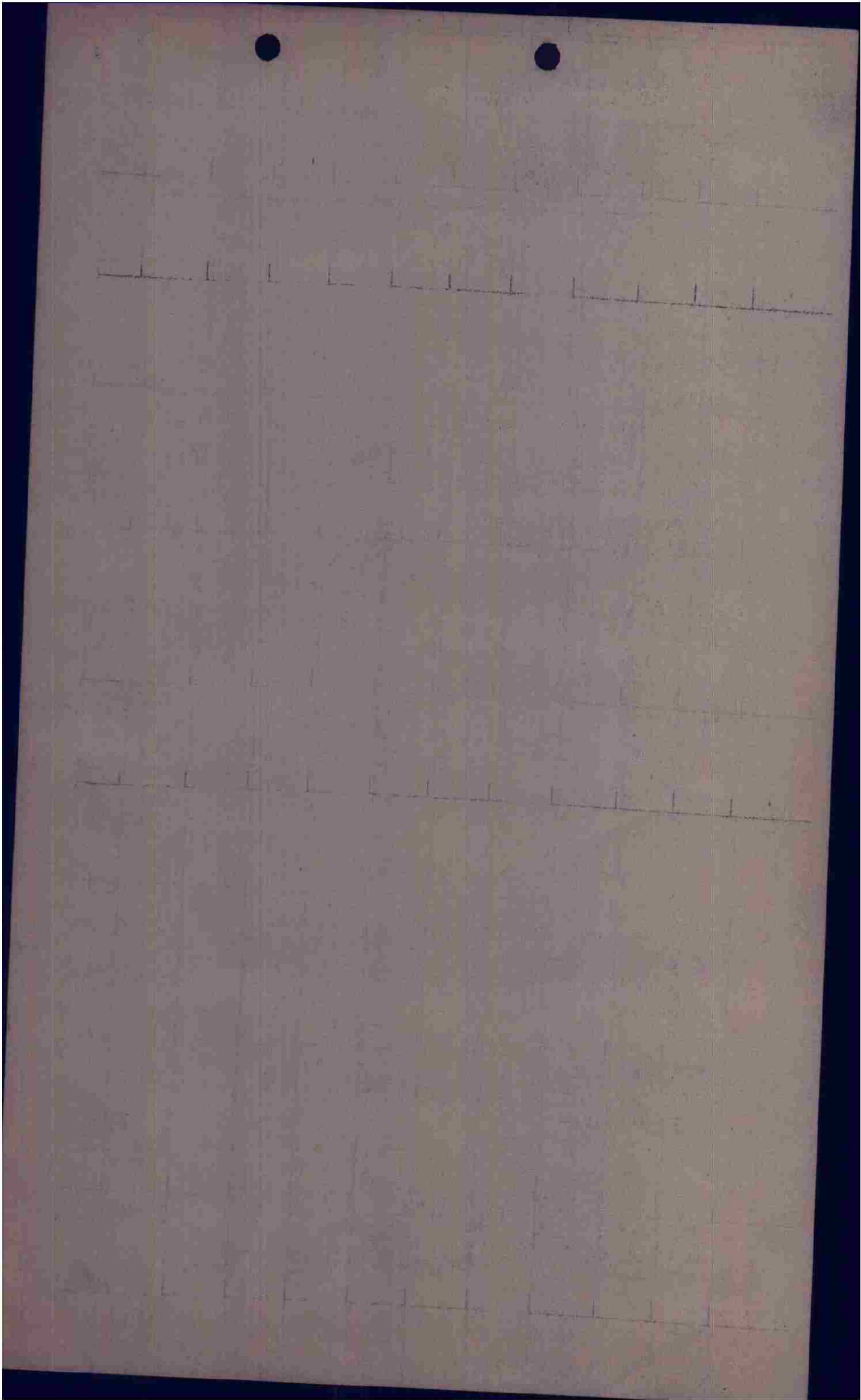
9 Dec. 1944

S G D N	A / C LTR	A / C NO.	PILOT	D I S T A NCE	TARGET	A T O	ENG. COAST OUT	ENEMY COAST IN	T O T	ENEMY COAST OUT	ENG. COAST IN	C A M E R A	F U L L O B A D	B O M B A D	E N D U R	L A T I T U D E	R E M A R K S
A	E	106	W. Little	405		0912										1143	2:35
B	K	178	Morton			0912										1140	2:30
B	J	210	Johnson			0912										1143	2:35
C	Q	076	Spick			0913										0146	2:35
B	F	241	Triple			0913										1146	2:35
B	R	271	Smith, G.F.			0913										1146	2:35
B	R	242	Shane			0914										1147	2:35
B	I	244	Hackley			0914										1147	2:35
B	D	252	Martin			0914										1147	2:35
B	E	024	Steffina			0915										1147	2:30
B	O	301	Rotelson			0915										1147	2:30
B	P	300	Au Boon			0915										1147	2:30
B	H	292	Mapien			0915										1149	2:35
B	F	233	Wall Topa			0916										1235	3:20
C	D	296	Van Muthu			0916										1245	3:30
C	E	324	Mc Bride			0916										1141	2:30
C	A	614	Harrell			0924										1112	1:50
D	X	560	M. Orlant			0926										1113	1:50
A	J	444	Jaakson			0926										1112	1:50



Mission No. 168											
Box II											
9 Dec. 1946											
S Q D N	A / C LTR	A / C NO.	PILOT	D I S T A N C E	T A R G E T	A T O	ENG. COAST OUT	ENEMY COAST IN	T O T	ENEMY COAST OUT	ENG. COAST IN
D	G	185	Monroff			0919					
A	P	081	Anderson			0919					
D	W	326	Parish			0919					
D	C	284	Huber			0920					
D	M	209	Scott			0920					
D	D	237	Moore			0920					
C	W	173	Stanley			0921					
A	A	213	Candler			0921					
A	L	290	Murray			0921					
A	D	302	Evans			0921					
A	K	269	Truitt			0921					
A	E	219	Buchanan			0921					
A	K	212	Payant			0921					
C	I	217	Howard			0923					
C	L	315	Shutemaker			0924					
C	N	307	Johnson			0924					
C	F	227	Green			0925					
C	B	223	Brown			0925					
D	P	234	Moore			0925					





OIITA OIJES OIJKI OIJPO OIJJ V OIJEA OIJEA 02/09 OPTOP
T-(OIITA PASS TO OIJJF)

FROM: 97TH COMBAT BOMB WING 09/0120A D-64-E
TO : COMBOMDIV. NINE
409TH BOMB GROUP (INFO)
410TH BOMB GROUP
416TH BOMB GROUP
1ST PATHFINDER PROV. SQ.

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

97TH COMBAT BOMB WING
APO 140
09 DEC. 1944.

FIELD ORDER NO. 85-662

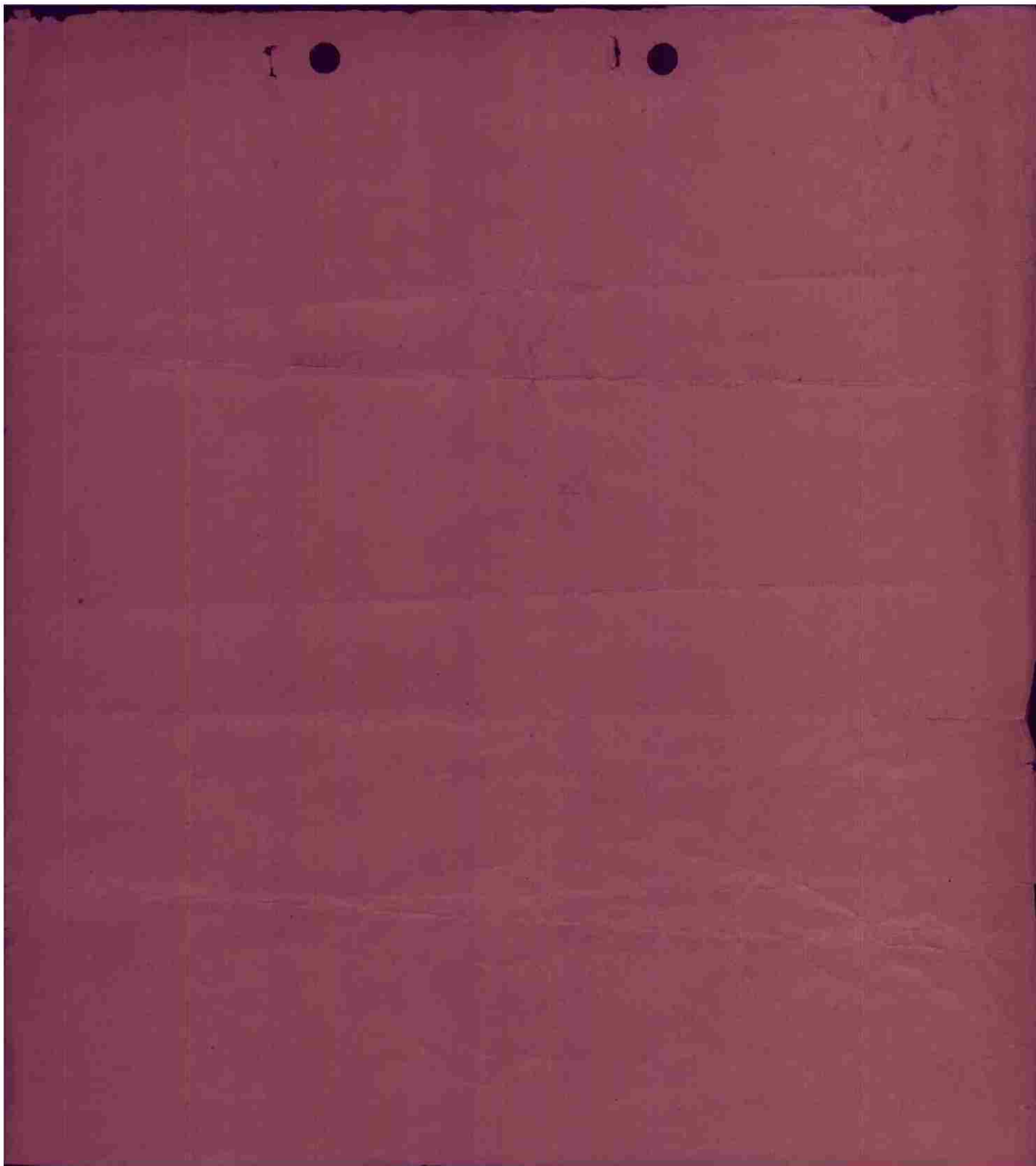
MAPS: NORMAL:

1. B. (1) TROOPS WILL BE 3,500 YARDS FROM TARGET.
(2) 19TH T.A.C. WILL PROVIDE AREA COVER FOR THIS WING.
2. THIS WING WILL ATTACK TARGETS IN GERMANY.

PLAN "A" - ZERO HOUR: INDEFINITE
PLAN "B" - ZERO HOUR: 09/1000A

PLAN "A"

3. A. 410TH BOMB GROUP
(12) T.O.T. - ZERO HOUR PLUS 20 MINUTES.
- B. 416TH BOMB GROUP
(12) T.O.T. - ZERO HOUR PLUS 30 MINUTES.
- X. (1)-(4) NO CHANGE.
(5) TARGET - SAARWELLINGEN DEFENDED VILLAGE
(6) A/C REQ - 36 A/C BOMBING BY FLIGHTS OF 6.
(7) ROUTE OUT - BASE TO 4922N 0610E TO I.P. TO TARGET.
(8) ROUTE BACK - TARGET TURN LEFT TO E.P. TO BASE.
(9) ALTITUDE - HOLD AT 12,000 FEET OR BELOW CLOUD BASE, DOWN TO BUT NOT BELOW 6,000 FEET. DROP 1,000 FEET AFTER BOMBING.
(10) I.P. - 4914N 0634E
(11) AXIS OF ATTACK - GEN. SW TO NE
(12) M.P..I. - MAP: G.S.G.S. 414, SHEET 6606. ONE FLIGHT ON EACH OF THE FOLLOWING GRID COORDINATES: 32228471, 32238448, 32308427, 32798479, 32785453, 32688430.
(13) BOMBS - 6 X 500 G.P. FUSED: 1/10 SEC. NOSE, 1/40 SEC. TAIL.
(416TH GROUP : MINIMUM INTERVALOMETER SETTING)
(14) E.P. - 4914N 0634E
(15) NO ALTERNATE TARGETS WILL BE ATTACK.



PLAN "B"

3. A. 412TH BOMB GROUP

(12) T.O.T. - ZERO HOUR PLUS 25 MINUTES.

B. 416TH BOMB GROUP

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

X. (1) - (4) NO CHANGE

(5) TARGET - SAARWELLINGEN DEFENDED VILLAGE

(6) A/C REQ - 1ST BOX : 15 A/C, 2ND BOX : 18 A/C WITH ONE PPF A/C.

(7) RENDEZVOUS - WITH PPF A/C OVER FIELD

(8) ROUTE OUT - BASE TO 4940N 0612E TO TARGET

(9) ROUTE BACK - TARGET TURN RIGHT TO BASE.

(10) ALTITUDE - BOMB AT 15,000 FEET. IN EVENT OF VISUAL BOMBING, MINIMUM ALTITUDE IS 6,000 FEET.

(11) AXIS OF ATTACK - GEN NW TO SE.

(12) M.P.I. - MAP G.S.G.S. 4414, SHEET NO. 6006 (PPF A/C M.P.I.'S : 412TH GROUP - GRID COORD. 323845. 416TH GROUP - GRID. COORD 327846) IN THE EVENT OF VISUAL BOMBING ONE BOX WILL BOMB EACH OF THE FOLLOWING GRID. COORD. 32258441 AND 32658446.

(13) BOMBS - 6 X 500 G.P. FUSED: 1/10 SEC. NOSE, 1/40 SEC. TAIL. (416TH GROUP : MINIMUM INTERVALOMETER SETTING)

(14) BOMBING WILL BE ON P.P.F. A/C EXCEPT IN CASE OF EQUIPMENT FAILURE IF IT IS NECESSARY TO MAKE A SECOND RUN FOR VISUAL BOMBING, GROUP WILL RETURN TO 4914N 0634E TO BEGIN RUN.

(15) NO ALTERNATE TARGETS WILL BE ATTACK.

(16) SECOND BOX WILL FLY BELOW AND TO THE SIGHT OF FIRST BOX.

4. NO CHANGE

5. COMMUNICATIONS

PLAN "A" AND "B"

A. 412TH BOMB GROUP

(2) GREYGOOSE

(3) PALLMALL

(4) RIPSAN

B. 416TH BOMB GROUP

(2) COURAGE

(3) PALLMALL

(4) RIPSAN

COMCBTWIG 97

BT 09/0120A

WCB CES

CC PLAN "A" X. (12) M.P.I. - MAP: G.S.G.S. 4414 RPT 4414

AR

ITA R.....

JKI R.....09/03145A

FD

AR

JPO R.....09XRX 0205A

MC

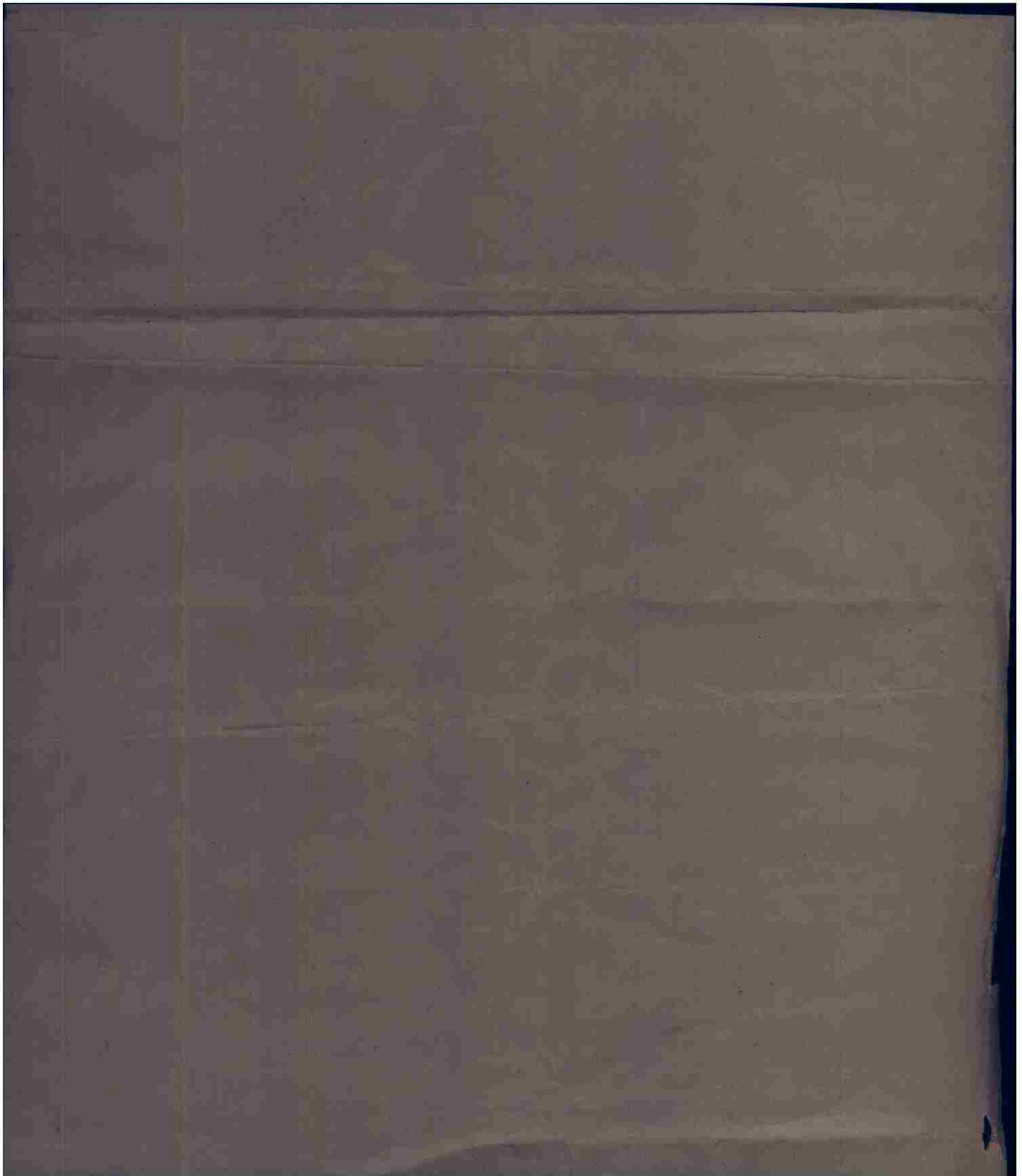
AR

JES R.....09/0205A

JH

AR

ITA R.....



OIITA OIJES OIJPO OIJKI OIJJF V OIJE
T (OIITA PASS TO OIJJF)

03/09

OP

OP

FROM 97TH COMBAT BOMB WING
TO COMBOMDIV IX

09/0845A

D-65-E

COBOMGP 409TH (INFO)
COBOMGP 410TH
COBOMGP 416TH
1ST PATHFINDER SQDN (PROV)

OPERATIONAL PRIORITY BT

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

97TH COMBAT BOMB WING
A P O - 140
09 DECEMBER 1944.

ANNEX NO. 1 TO FIELD ORDER NO. 85-662.

PLAN "B" IS IN EFFECT, CANCEL PLAN "A".

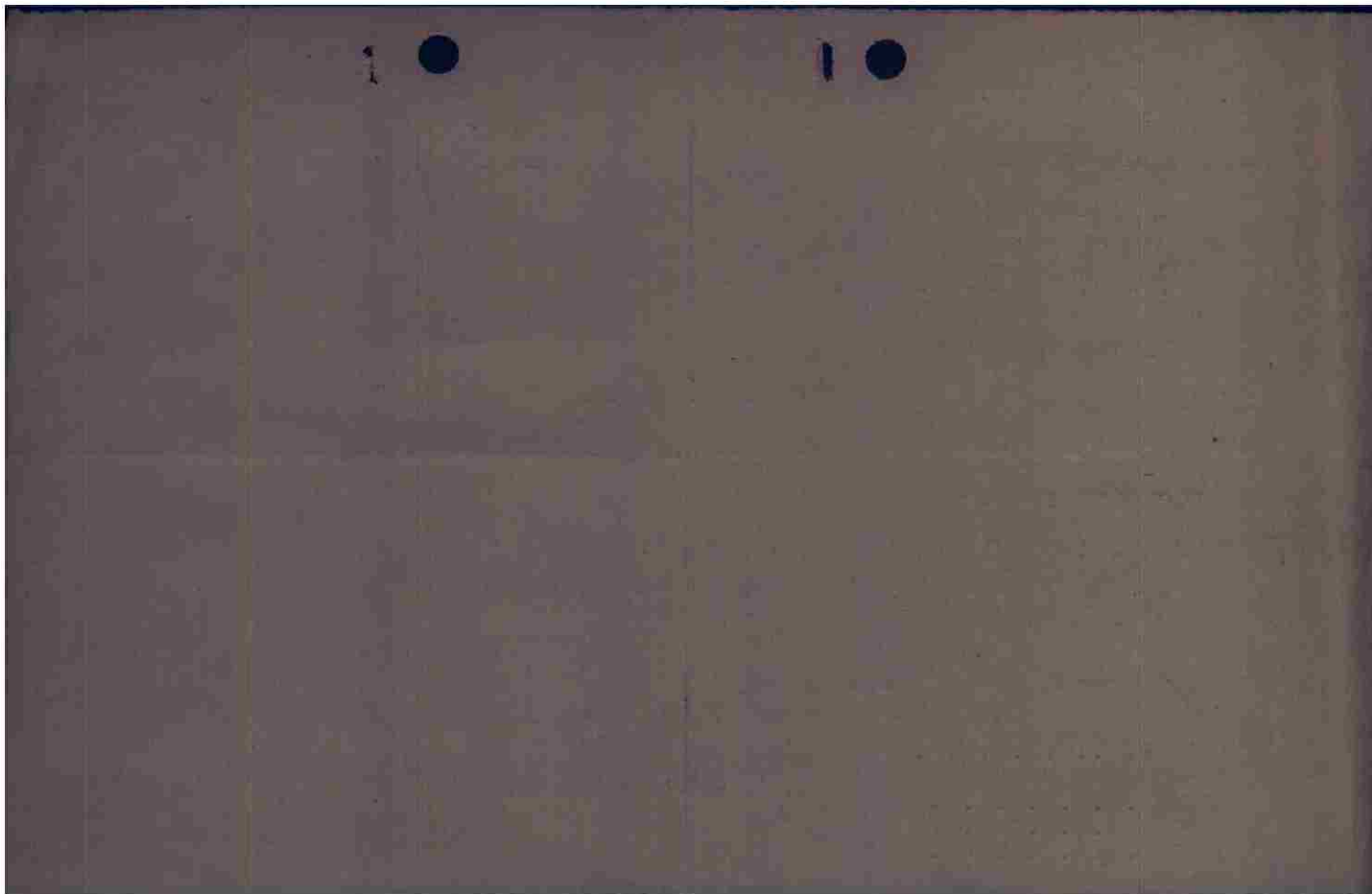
COMCBTWIG 97

BT 09/0845A
LEG AR

OIITA R.;... .09/0955A DEG AR

WIJES R.	09/0955A	WBJ	AR	
OIJPO R.	09/0955A	WAC	AR	KK
OIJKI R.	09/0955A	WFG	AR	

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JEA ITA V JKI JKI 03/09 OP-OP
T - ITA PASS TO JJF

FROM 416TH BOMB GROUP (L) 09/1350A
TO CG, 9TH BOMB DIV. ATTN: A-2
CG, 9TH COMBAT WING ATTN: A-2
1ST PATHFINDER PROV. SQ.
CONFIDENTIAL BT

416TH BG D-133-D

OPFLASH FOR 10 DECEMBER 1944.

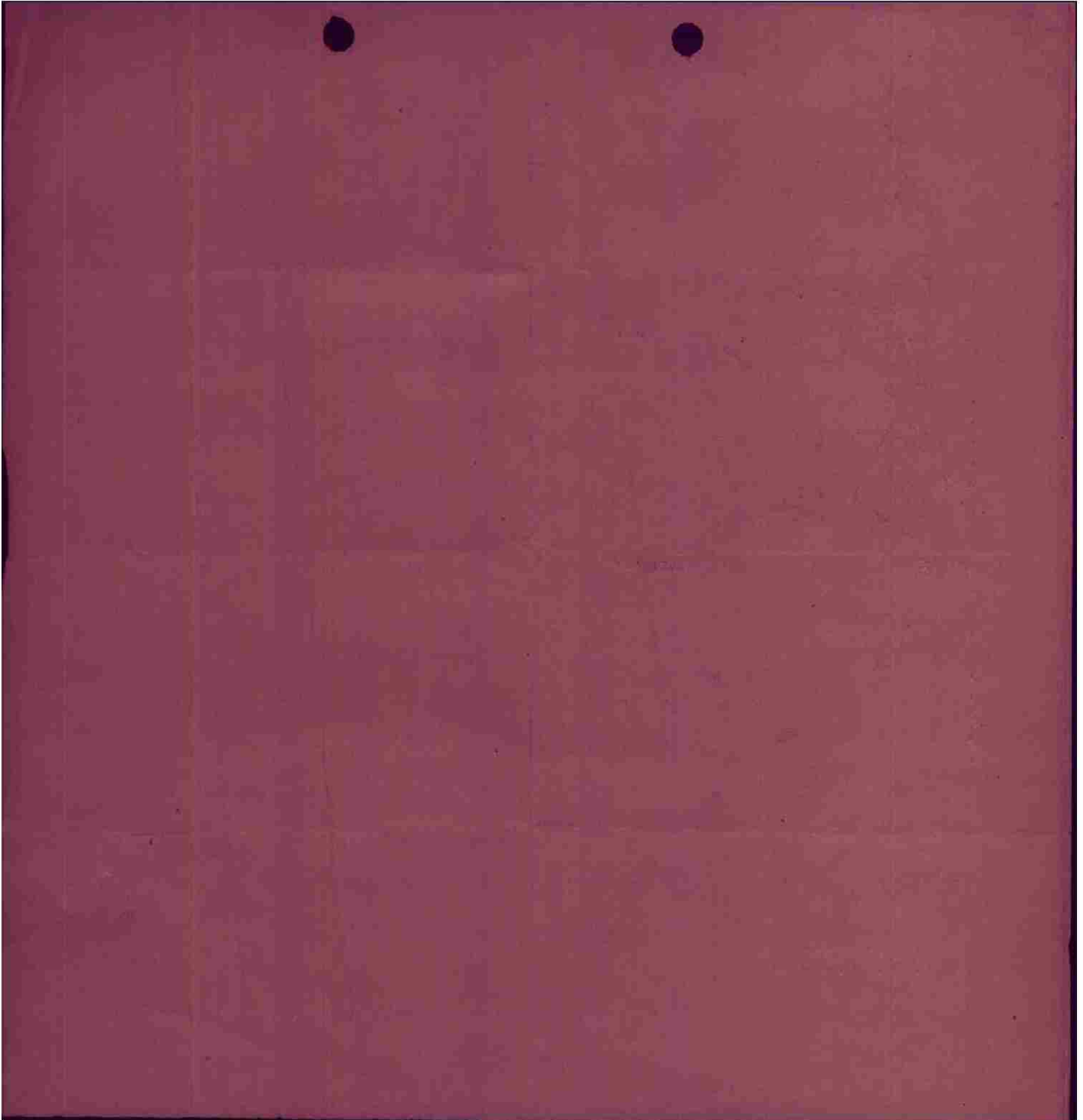
- A. 416TH BG
- B. SAARWELLINGEN
- C. 10 A-20'S AND 28 A-26'S
- D. 27 A/C ATTACKED PRIMARY. THIS OPFLASH DOES NOT COVER PFF A/C
- E. 7 A/C FAILED TO BOMB DUE TO WEATHER. LOST FORMATION IN OVERCAST.
3 A/C CARRIED WINDOW ONLY
BOMBS OF 1 A/C UNACCOUNTED FOR.
- F. 149 X 500 GP ON PRIMARY
41 X 500 GP RETURNED
- G. UNOBSERVED. BOMBING WAS BY PFF TECHNIQUE.
- NM
- H. 1 A/C (NR. 242-Q) UNACCOUNTED FOR. THIS A/C LAST SEEN LAGGING
FORMATION ON BOMB RUN. NO APPARENT ENGINE TROUBLE.
- I. 2 CREW MEMBERS UNACCOUNTED FOR.
- J. NIL
- K. NIL
- L. 13,800
- M. 1040

AYLESWORTH COBOMGR 416

BT 09/1350A
EW AR. BBBB TO ITA

JEA R.....09/1412A LCB KK
ITA R.....09/1412A AT KKKK

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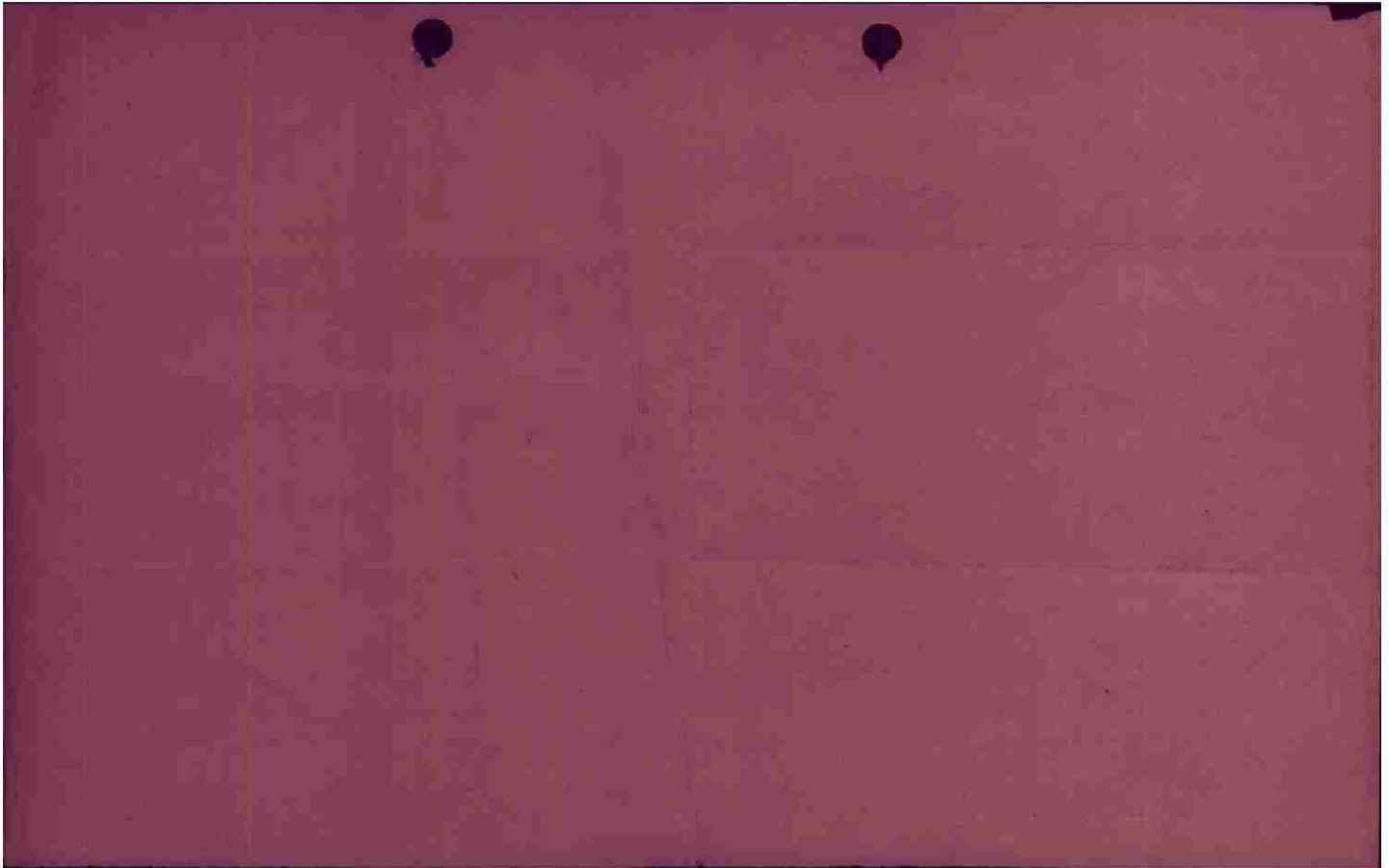
ITA JEA V JKI JKI 6/9 R R
 FROM COBOMGR 416 09/1445A D-136-J
 TO COMBOMDIV NINE
 COMCBTWIG 97 (INFO)
 ATT: COM OFF.
 CONFIDENTIAL BT

A - XX VS - 158
 B - 9 DEC 44 (0912-1245)
 C - G-GEORGE REPORTED MISSION RESULT. E-EASY UNABLE TO CONTACT
 " PARADE " ALTHOUGHT " PARADE " WAS RECEIVED DURING ENTIRE
 MISSION. TRANSMITTER CHECKED OKAY.
 D - E-EASY CONTACTD GROUND CONTROL.
 E - NONE
 F - NONE
 G - NONE
 H - D-DOG UNABLE TO CONTACT TOWER. VHF RECEIVER INOPERATIVE.
 I - NONE
 J - EFFECTIVENESS OF BUNCHER BEACON, THIS ORGANIZATION, HAMPERED
 BY ONLY RADIO RANGE.
 K - NONE

COBOMGR 416

BT 09/1445A
 JF AS
 JF AR
 ITA R.....09TPPA IC AGO
 JEA R.....09/1500A LEG AR

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