

IRIS Public Record

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NUMPAGE **86**

Title Extensions:

Abstract

Descriptive Notes: TITLE SUPPLIED.

Title Added Entries: PHOTOGRAPHS AND MISSION REPORTS: TARGET RAILROAD BRIDGE SIMMERN,

GERMANY

Author:

Subject:

Major Command:

Administrative Markings

No Administrative Markings Listed

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GENERAL INDEX

TARGET Simmern DATE 2-1-45 NO a/o 31 MISSION # 181 P.O.# 695

STATUS RR/Br
Attacked BRIEFING OFFICER _____

1. IX BC Synopsis of Mission -
2. Opflash Report -
3. Telephone Report -
4. Photos -
5. Field Orders, Annexes, Addmts -
6. Briefing Notes -
7. Loading List of Airplanes Crews -
8. Chart of Route Flown - Flak -
9. Operations Oprep Report -
10. Bombing Information -
11. E/A Encountered -
12. Weather Report -
13. Communications YB Report -
14. Navigator's Log and Flight Plan -
15. Battle Casualties -
16. Analysis of Gunnery -
17. Ammunition Expenditures -
18. Recapitulation Forms -

P.R.C.

00091396

OIJES OIJKI V OIJEA

OIJEA

12/01

OP

OP

FROM 97TH COMBAT BOMB WING
TO COBOMGP 409
COBOMGP 416

01/2150A

J-011-E

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

97TH COMBAT BOMB WING
APO 140
01 JANUARY 1945

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

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

L
BT 01/2150A
CES AR
JKI R.....01/2305A
AR

COMCBTWIG 97

WN AR

Recd

1/10

01/2300

THIS PAGE DECLASSIFIED IAW EO12958



THIS PAGE DECLASSIFIED IAW EO12958

OIITA OIJJF OIJES OIJPO OIJKI V OIJE A OIJE A 01/02 OP OP
T (OIITA PASS TO OIJJF)

FROM 97TH COMBAT BOMB WING 02/0045A J-012-E
TO COMBOMDIV IX
COBOMGP 409
COBOMGP 410
COBOMGP 416
1ST PROV. PATHFINDER SQDN.

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

97TH COMBAT BOMB WING
A P O 140
02 JANUARY 1944

FIELD ORDER NO. 115-695

MAPS: NORMAL

1. B. (1) REFER CURRENT BOMBLINE.
(2) 19TH T.A.C. WILL PROVIDE P-51 ESCORT FOR THE 409TH AND 416TH BOMB GROUPS.
2ND T.A.F. WILL PROVIDE SPITFIRE AREA COVER FOR THE 410TH BOMB GROUP.

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

PLAN "A" - ZERO HOUR: 02/1000A
PLAN "B" - ZERO HOUR: 02/1000A

PLAN "A" VISUAL

3. A. 409TH BOMB GROUP.
(3) WITH FIGHTERS AT 4855N 0503E AT 12,000 FEET AT ZERO HOUR MINUS 40 MINUTES.
- B. 410TH BOMB GROUP.
(1) GOUVY ROAD JUNCTION (P-719778)
(2) 36 A/C BOMBING BY FLIGHTS OF 6 A/C.
(3) AREA COVER
(4) BASE TO 5028N 0452E TO I.P. TO TARGET.
(5) TARGET TURN LEFT TO R.P. TO 5021N 0504E TO BASE.
(6) BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 5,000 FEET.
(7) 5022N 0530E
(8) GEN. NW TO SE
(9) M.P.I. MAP SERIES G.S.G.S. 4040, SHEET NO. 106. GRID. COORD. 719778.
(10) 6 X 500 G.P. FUSED: 1/10 SEC. NOSE, 1/40 SEC. TAIL.
(11) 5022N 0530E
(12) NO ALTERNATE TARGETS WILL BE ATTACKED.
(13) T.O.T. - ZERO HOUR PLUS 10 MINUTES.
(14) IF CLOUDS PREVENT VISUAL BOMBING, GROUP WILL RETURN BOMBS TO BASE.

- C. 416TH BOMB GROUP.
(3) WITH FIGHTERS AT 4855N 0603E AT 12,000 FEET AT ZERO HOUR MINUS 25 MINUTES.

- X. (1) - (4) NO CHANGE.
FOR 409TH AND 416TH BOMB GROUPS ONLY.
(5) TARGET: SIMMERN RAILROAD BRIDGE (L-840531)
(6) A/C REQ: 54 A/C BOMBING BY FLIGHTS OF 6 A/C.
(7) ROUTE OUT: BASE TO F.R. TO 4856N 0740E TO 4923N 0804E TO 4938N 0802E TO I.P. TO TARGET.
(8) ROUTE BACK: TARGET TURN LEFT TO R.P. AND RETRACE ROUTE TO BASE.
(9) ALTITUDE: BOMB AT 12,000 FEET OR BELOW CLOUD BASE, DOWN TO BUT NOT BELOW 5,000 FEET. DROP 1,000 FEET AFTER LEAVING TARGET.
(10) I.P. - 4943N 0740E
(11) AXIS OF ATTACK: GEN. SE TO NW
(12) M.P.I. - IX AIR FORCE 2ND PHASE INTERPRETATION REPORT U.S. 10/T374, ANNOTATED AREA NO. 1 (CENTER OF BRIDGE)
(13) BOMBS: 4 X 1000 G.P. FUSED: 1/10 SEC. NOSE, 1/100 SEC. TAIL. INTERVALOMETER SETTING IS MINIMUM
(14) R.P. - 4943N 0740E
(15) IF CLOUDS PREVENT BOMBING, AND "GEE" EQUIPMENT FAILS, BOMBS WILL BE RELEASED ON TARGET E.T.A.

PLAN "B" - PATHFINDER

- A. 409TH BOMB GROUP.
 (3) WITH FIGHTERS AT 4855N 0603E AT 13,500 FEET AT ZERO HOUR MINUS 21 MINUTES WITH TWO P.P.F. A/C OVER FIELD.
 (12) T.O.T. - ZERO HOUR PLUS 30 MINUTES.
- B. 416TH BOMB GROUP.
 (3) WITH FIGHTERS AT 4855N 0603E AT 13,500 FEET AT ZERO HOUR MINUS 6 MINUTES WITH TWO P.P.F. A/C OVER FIELD.
 (12) T.O.T. - ZERO HOUR PLUS 45 MINUTES.
- X. (1) - (4) NO CHANGE.
 (5) TARGET - SIMMERN RAILROAD BRIDGE (L-840531)
 (6) A/C REQUIRED - 30 A/C BOMBING BY BOXES OF 15 A/C WITH ONE P.P.F. A/C FOR EACH BOX.
 (7) ROUTE OUT - BASE TO F.R. TO 4856N 0740E TO 4923N 0804E TO 4933N 0804E TO 4937N 0753E TO TARGET.
 (8) ROUTE BACK - TARGET TURN LEFT TO 4937N 0753E AND RETRACE ROUTE TO BASE.
 (9) ALTITUDE - 1ST BOX BOMBS AT 13,500 FEET, 2ND BOX AT 13,000 FEET. MINIMUM ALTITUDE FOR VISUAL BOMBING IS 5,000 FEET. DROP 1,000 FEET AFTER LEAVING TARGET.
 (10) AXIS OF ATTACK - GEN. SE TO NW
 (11) M.P.I. - P.P.F. A/C WILL BOMB GRID. COORD. 83905305 IN CASE OF VISUAL BOMBING, IX AIR FORCE 2ND PHASE INTERPRETATION REPORT US 10/T374, ANNOTATED AREA NO. 1 (CENTER OF BRIDGE) WILL BE BOMBED.
 (12) BOMBS - 4 X 1000 G.P. - FUSED: 1/10 SEC. NOSE, 1/100 SEC. TAIL. INTERVALOMETER SETTING IS MINIMUM.
 (13) IF VISUAL CONDITIONS EXIST AT 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 OF NOT.
 (14) IF A SECOND RUN ON TARGET IS NECESSARY FOR VISUAL BOMBING, GROUP WILL RETURN TO 4943N 0740E TO BEGIN RUN.
 (15) IF VISUAL CONDITIONS DO NOT EXIST AND P.P.F. A/C FAILS TO BOMB, BOMB ON GROUP "GEE" EQUIPMENT. IF GROUP "GEE" /EQUIPMENT FAILS, RELEASE BOMBS ON TARGET E.T.A.

4. NO CHANGE.

5. COMMUNICATIONS.

(PLAN "A" OR "B")

A. 409TH BOMB GROUP.
 (2) MANGO
 (3) JUDITH
 (4) RIPS AW

B. 410TH BOMB GROUP.
 (2) WASHOUT
 (4) SWEEPSTAKE
 (5) SWEEPSTAKE

C. 416TH BOMB GROUP.
 (2) BESTMAN
 (3) POKER
 (4) RIPS AW

- - - COMCBTWIG 97 - - -

BT 02/0045A

RL/FK/AR

ALL STNS Q FOR R

OIITA K WITH R

OIITA / OIJE A R....(PASS TO OIJJF).....AS 02/0135A HCB AR

OIJES K WITH R

OIJES / OIJE A R.....02/0135A DJP AR

OIJPO K WITH R

OIJPO / OIJE A R.....02/0136A WAC AR KK

OIJKI K WITH R

OIJKI / OIJE A R.....02/0135A WN AR

X

OIITA OIJES OIJKI OIJPO OIJJF V OIJEA OIJEA 08/02 OP - OP
T (OIITA T OIJJF)

FROM: 97TH COMBAT BOMB WING 02/1055A J-17-E

TO : CG, IX B.D.

409TH BOMB GRP

410TH BOMB GRP

416TH BOMB GRP

1ST PROV. PATHFINDER SQDN.

OPERATIONAL PRIORITY BT

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

ANNEX NO. 1 TO F.O. 115-695

ZERO HOUR 410 GROUP DELAYED ONE HOUR.

CHANGE THE FOLLOWING PARAGRAPHS TO READ ON PLAN "A"

3. C. (3) WITH FIGHTERS AT 4855N 0603E AT 12,000 FEET. AT ZERO PLUS
05 MIN.

PLAN "A" IN EFFECT.

PLAN "B" CANCELLED

CONCBTWIG 97

BT 02/1055A

AR

BBBBBBBBBBBBBBB TO JES ONLY

AS

SS

JKI R 02/1115A

DM AR

JPO R 02/1115A

LB AR

Dist
5-2
5-3
5-9

31

SURET	DATE
5000 Ft.	10/20
10000 Ft.	10/20
12000 Ft.	10/25
15000 Ft.	10/25
MT. N. TMT.	10/25

70. 0842/45

FLIGHT PLAN

WINDS

THESE

[illegible]

DEPTH	TEMP.	WIND	WAVE	MOON	TIME	DATE	PLACE	REMARKS
5000 ft.	12.60	14/14	10					
10000 ft.	12.60	14/15	11					
12000 ft.	12.65	14/16	15					
15000 ft.	12.60	14/16	16					
15000 ft.	12.6	14/16	16					

WINDS	TEMP.
--------------	--------------

FROM	POSITION	TO	M.H.	ETA	ALT.	TC	DR	TH	VAR	M.H.	MILE TRAIL	L.S.		E.S.	TO RUN		ETA	GIVE FIXES	
												L.S.	E.S.		DISP.	TIME		TIME	POSITION
BASS	Port A. Newcomb		1004	1006	083	-9			8		1004-18	192	200	196	1004-19	25	1004		
	Reich. E. FAN		1025	1042	090	-9			7		1000-19	200	260	232	74	19	1004		
	L.M. Hacht		1039	1054	090	0			7					210	36	18	1003		
	Maasheim		1049	1059	055	+6			7					218	18	5			
	Maasheim		105	109	029	+61			7					266	19	4			
	Thrust		1008	1008	040	+9			7			200	242	214	20	5			
	Meisheim		1114	1114	104	-8			7		1008-16	230	228	294	20	4			
	Maasheim		1118	1120	107	-10			7					260	17	4			
	Maasheim		1124	1124	195	-5			7					206	18	3			
	Maasheim		1123	1134	010	+1			7					212	36	7			
	Maasheim		1150	1150	070	+8			7		1000-15	230	264	276	14	16			
	Maasheim		1204	1204	063	+5			8		1000-14	230	250	258	156	36			

8.3.8

class

FLIGHT PLAN

[illegible]

AT AIRCRAFT	RENDEZVOUS
START ENGINES	INITIAL POINT
TAXI OUT	TARGET
TAKE OFF	RAILY POINT
ON COURSE	BASE

WINDS	TEMP.
SURE OT	
5000 ft.	
10000 ft.	
12000 ft.	
15000 ft.	
MEAN TEMP.	

[illegible]

CHALLENGE
NEARLY
COLORS
VHF CHANNEL

BOMBER C/S
FIGHTER C/S
BOMBER TO BOMBER
CTR. AND. CONTROL

SECRET

FC# 115-895 11/95

PL 10

7. $\text{H}_2\text{N}-\text{CH}_2-\text{CH}_2-\text{NH}_2$ HSE M. Talsb. CFF

~~SECRET~~

49° 8'

MISSION NO. 181

LOADING LIST

2 JANUARY 1944

PAGE I
PAGE I

1. 089 E
Lt. Col. D.L. Willett
Lt. J.G. Royalty
S/Sgt. L.D. McKhetan
S/Sgt. G. Thompson

2. 211 E
Lt. R.E. Allen
S/Sgt. R.J. Brown

3. 250 A
Lt. D.L. Withington
S/Sgt. J.F. Rice

4. 313 E
Lt. A. Sencowski
S/Sgt. F. Micris

5. 237 B
Lt. J.B. Cooks
Cpl. R.P. Redding

6. 265 F
Lt. O.L. Milhorn
Sgt. J. Chest

PAGE II

1. 178 L
Captain R.J. Horton
Lt. D.L. Moore
S/Sgt. R.J. Burland
S/Sgt. H. Beth

2. 300 P
Lt. G.L. Van Meter
Sgt. G.H. Kirk

3. 301 O
Lt. R.H. Clark
S/Sgt. J.H. Ambrosch

4. 229 B-1
Lt. R.E. Morris
S/Sgt. V.A. Malara

5. 244 T
Lt. R.H. Johnson
Cpl. H.E. Brandt

6. 252 B-1
Lt. J.A. Willard
Cpl. U.V. Mink

PAGE III

1. 085 T
Lt. R.L. Miller
Lt. J.R. Conner
S/Sgt. J.V. Bailey
S/Sgt. J.H. Pemberton

2. 242 T
Lt. R.H. Hayter
S/Sgt. C.K. Heitor

3. 271 B-1
Lt. G.S. Butler
S/Sgt. R.P. Sharp

4. 224 E
Lt. M.E. Duford
S/Sgt. D.L. Griffin Jr.

5. 215 B-2
Lt. E.C. Martin
Cpl. W.H. Gump Jr.

6. 239 H
Lt. D.P. Smith
Cpl. R. Pestofano

MISSION NO. 181

2 JANUARY 1944

3 PAGES

MISSION NO. 101

LOADING LIST

2 JANUARY 1944

BOX IX
FLIGHT I

1. 185 B
Lt. H.F. Fair
Lt. J.L. Goren
S/Sgt. H.S. Pessler
S/Sgt. J.C. Young

2. 278 F
Lt. D.A. Fero
S/Sgt. T.W. Shelton

3. 324 W
Lt. H.L. Eastman
S/Sgt. A.B. Eaton

1. 439 F-1
Lt. C.S. Stanley
P/O J.H. Nicant
Sgt. C.R. Collier
S/Sgt. G.T. Clark

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

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

1. 173 W-1
Lt. D.F. Shaw
Lt. G.R. Hoch
Sgt. F.W. Urbansie
S/Sgt. B.S. Blackford

XXXXXXXXXXXX

2. 322 C
Lt. H.L. Johnson
Sgt. C.D. Hanson

3. 467 W-2
Captain C.H. Jackson
Lt. H.C. McRitt
S/Sgt. D.T. Barnes
Opl. J. Gortas

FLIGHT II

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

5. 210 F
Lt. M.R. Jokinen
Sgt. B.J. Freedon

6. 203 L
Lt. B. Megney
Sgt. W.C. Buckley

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

5. 214 B
Lt. H.J. Lasker
Sgt. A.W. Munson

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

FLIGHT III

4. 337 C
Lt. H.J. Rooney
Sgt. S.R. Caudell

5. 334 G-1
Lt. J.C. Howell
S/Sgt. J.A. Hunter

6. 315 L-2
Lt. H.G. Brown
S/Sgt. J.C. Ottaviano

BOX III
FLIGHT I

1. 063 A
Lt. H.L. Evans
P/O T.M. McGartney
Sgt. C.L. Skeens
S/Sgt. C.R. Herritt

2. 153 B
Lt. J.H. Montross
Sgt. F. Gentry

3. 269 E
Lt. J.J. Umlaire
Sgt. K. Fortner

4. 259 H
Lt. L.H. Cannon
S/Sgt. H.F. Brzainski

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

6. 296 B
Lt. G.J. Parkhurst
Opl. F. Newman

CONFIDENTIAL

1. Introduction

PILOT

Walleys

 $\Delta / 3 \frac{1}{2}$

089

BOX

CASUALTIES

BOBBS :

4 K 500

Q.N. P.T.

PLATTED 2/11/52

2

RETURNED

JENNISON

FLAK:

Hambrick - 2 hours in
out

very inaccurate

ENEMY AIRCRAFT ENCOUNTERS:

many low suicide %.

OBSERVATIONS:

OBSERVATIONS: Chin's his bridge. (had hand car)
2 min after he got up - 150 cars.

Back Kneezes - My miss his hands

12,000 1106

POSITION IN FORMATION

X X
X
X X

X X
X X
X X

X X
X X
X X

INTERROGATOR

CONFIDENTIAL

F/O _____

CONFIDENTIAL

INTERROGATOR

PILOT Withington A/C# 250 BOX I

CASUALTIES _____

BOMBS : 4 X 1000 ON _____

SCATTER DAMAGE _____

RETURNED _____

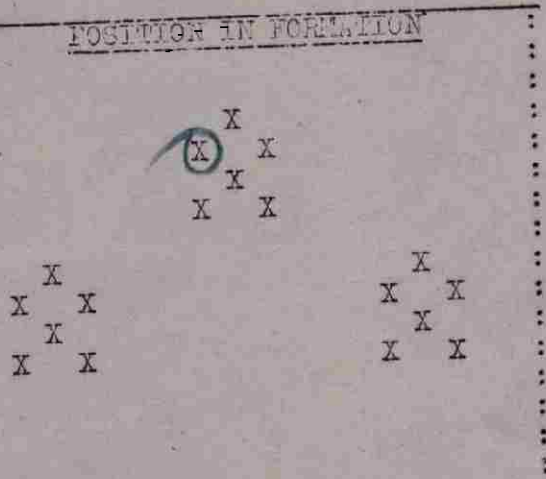
JETTISONED _____

Nil

FLAK: XXH very inaccurate,
to right of formation,

ENEMY AIRCRAFT ENCOUNTERS:
vapor trails, - none close,

OBSERVATIONS:
Good pattern.



Shindin
INTERROGATOR

CONFIDENTIAL

F/O

CONFIDENTIAL

INTERROGATOR

PILOT

Stanley

A/C#

439

BOX

I

CASUALTIES

BOMBS :

*4 X 500**ON PT.*

BATTERED DAMAGE

X

RETURNED

X

JETTISONED

FLAK:

1052 - 6 bursts - XH1

ENEMY AIRCRAFT ENCOUNTERS: *over target vapor trails.*
long fls from vapor trails.

OBSERVATIONS: *tacked on to 1st flt of box 2 - handled*
on leader. - good to ex results

1125 - snow covered field - trail in
snow - under tapered off like jet takeoff
& to mt. factory (3 mi out. & could be of interest)

11,400 1110

POSITION IN FORMATION

Box II

```

      X
     X X
    (X)
     X X
  
```

```

      X
     X X
    X X
  
```

```

      X
     X X
    X X
  
```

INTERROGATOR

CONFIDENTIAL

F/O _____ *Amos* CONFIDENTIAL INTERR. FORM

PILOT *Clark* E/C# *21* BOX *307*

CASUALTIES _____

BOMBS : *4* X *1* ON *P.T.* BATTLE DAMAGE

X RETURNED

X JETTISONED

FLAK: *3* *miss* off *target* - *behind* flight *XH1* - *all* *behind*

ENEMY AIRCRAFT ENCOUNTERS: *jet fighters one went by*
100 ft. off target. at alt. one may have been over
heads.

OBSERVATIONS: *1140 jet plane followed from - turn*
jet. 9,000 ft. going S.W.

several jets N of t. on turn off.

White plane - ground venting to 10-12,000
ft. up straight, zig-zagging up straight again
some N of T.A. & one jet on it.

POSITION IN FORMATION

X
X X
X
X X

X X X
X X X
X X X

Hopper
INTERROG. FOR

CONFIDENTIAL

F/O _____
CONFIDENTIAL
PILOT Jackson A/C# 467 BOX I

CASUALTIES
BOMBS : 4 500 ON _____
X RETURNED _____
X JETTISONED _____ kill

FLAK:

65 — just after tgt. phase
at altitude — w. of tgt.
4 hooks at end of stream
like vapor trails.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

TOT-1106

POSITION IN FORMATION

X
X X
X
X X

X X
X X
X X

X X X
X X X
X X

INTERROGATOR

CONFIDENTIAL

F/O _____ CONFIDENTIAL

PILOT Smalls A/C# 229 BOX I

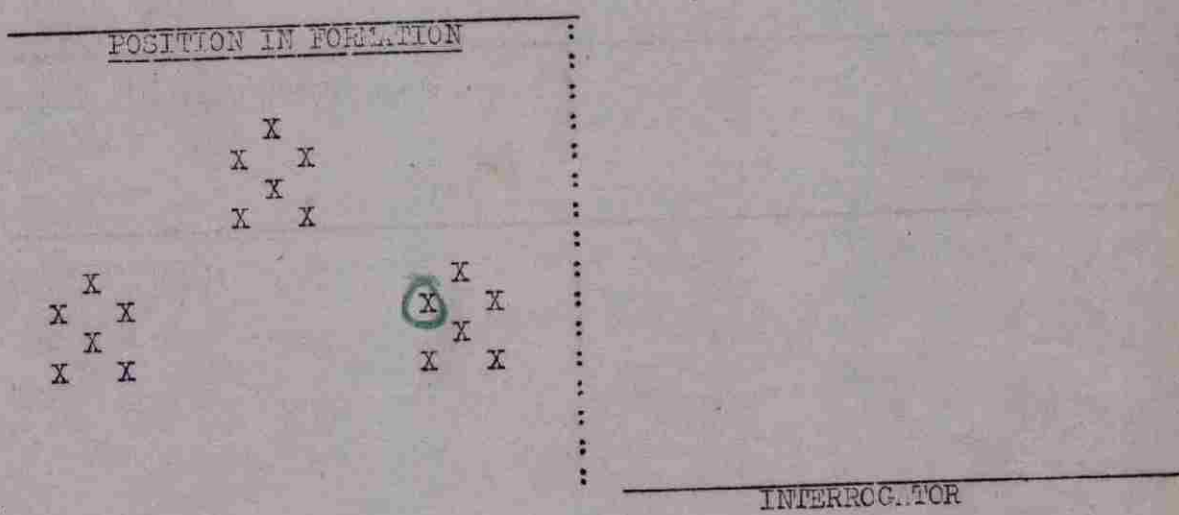
CASUALTIES _____

BOLEBS :	ON	BATTLE DAMAGE	WEN
<u>4</u> X <u>100</u>	RETURNED	<u>nil</u>	
X	JETTISONED		

FLAK: Sounded to be at 409th
few bursts, & just before
IP.

ENEMY AIRCRAFT ENCOUNTERS: nil

OBSERVATIONS: close to bridge
not observed after ward.



CONFIDENTIAL

F/O _____

CONFIDENTIAL

PILOT Lewell A/C# 334 BOX I

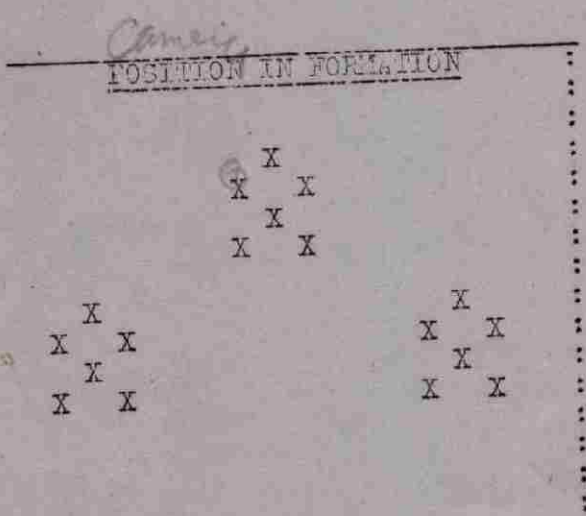
CASUALTIES

BOMBS :	ON	RETURNED	REMARKS
4	X		
	X		
	X		

FLAK: enroute to IP XIA

ENEMY AIRCRAFT ENCOUNTERS: 60 per cent 5 of formation

OBSERVATIONS: 234. much in prop
Pilot say bombs in target area.



INTERROGATOR

CONFIDENTIAL

F/O

CONFIDENTIAL

INTERVIEW FORM

PILOT Morton

A/C# 178

BOX I

CASUALTIES

BOMBS : 4 X 500 ON P. : BATTING DAMAGE : : :
 : X : RETURNED : : :
 : X : JETWISOMED : Nil. : : :

FLAK:

Landcom - Newstead.

ENEMY AIRCRAFT ENCOUNTERS:

see below.

OBSERVATIONS:

2 flights close - patterns overlapped
good to see results - walked to wind
fighting but not close enough to
redoging.

1110-1115 why as numerous cars
1117 not moving.

POSITION IN FOREST

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

Pier of planes in
accident - just
afterward.

Shenkin

INTERVIEWER

CONFIDENTIAL

F/O _____ CONFIDENTIAL INTERFORM
PILOT Shea A/C# 173 BOX I

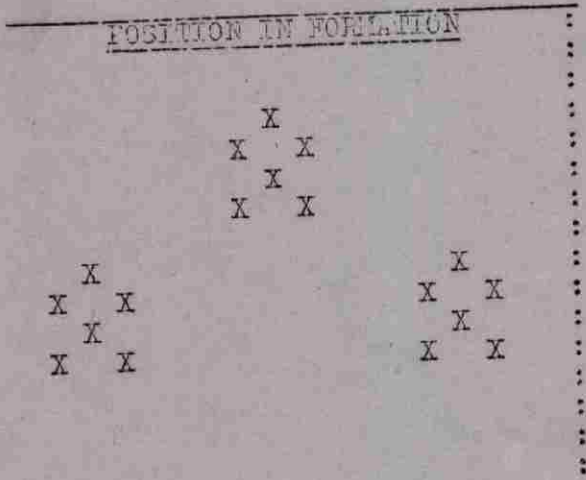
CASUALTIES

BOMBS :	X	ON	BATTER DAMAGE			
	X	RETURNED				
	X	JETTISONED				

FLAK: _____

ENEMY AIRCRAFT ENCOUNTERS: _____

OBSERVATIONS: _____



INTERROGATOR _____

CONFIDENTIAL

F/O _____ CONFIDENTIAL INTERVIEWER _____
PILOT Lackner A/C# 214 BOX I

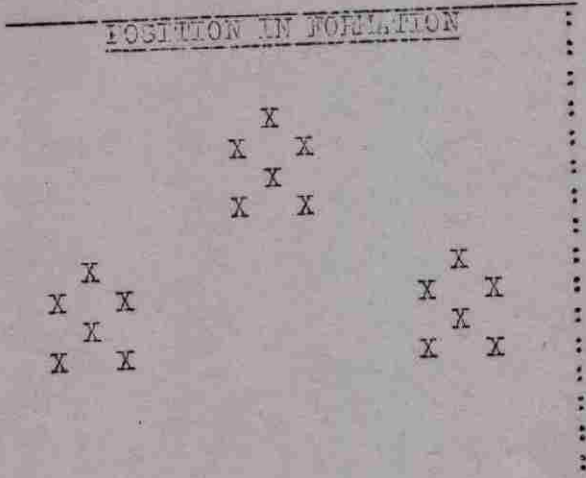
CASUALTIES

BOMBS :	<u>X</u>	ON	BATTLE DAMAGE		
	<u>X</u>	RETURNED	:	:	:
	<u>X</u>	DETROINED	:	:	:

FLAK: _____

ENEMY AIRCRAFT ENCOUNTERS: _____

OBSERVATIONS: _____



INTERROGATOR _____

CONFIDENTIAL

CONFIDENTIAL

INTER. FORW.

PILOT

CASUALTIES

BOLBS ;

 $\mathbb{K}$

UN

MAINTAIN DAMAGE

10

[illegible]

1957

五

RETURNED

Y

JEWELLSON RD

FLAK:

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

INTERROGATOR

CONFIDENTIAL

E/O _____

CONFIDENTIAL

INTER. FORM

PILOT Roberts A/C# 218 BOX 1

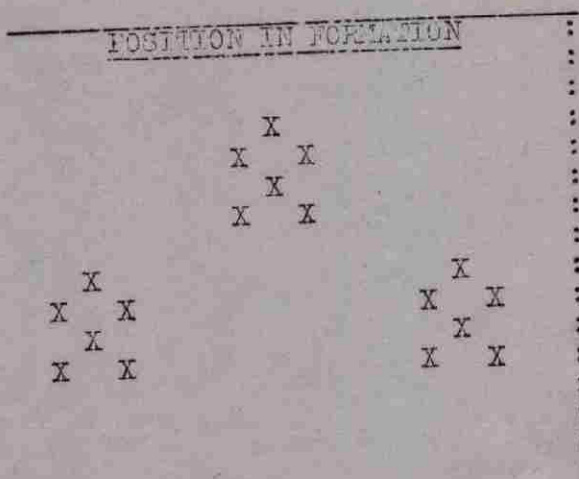
CASUALTIES

BOMBS :	X	ON	CHATTER	DAMAGE		
	X	RETURNED	:	:	:	:
	X	JETTISONED	:	:	:	:

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:



INTERROGATOR

CONFIDENTIAL

F/O _____

CONFIDENTIAL

INTERFORM

PILOT Harris A/C# 219 BOX I

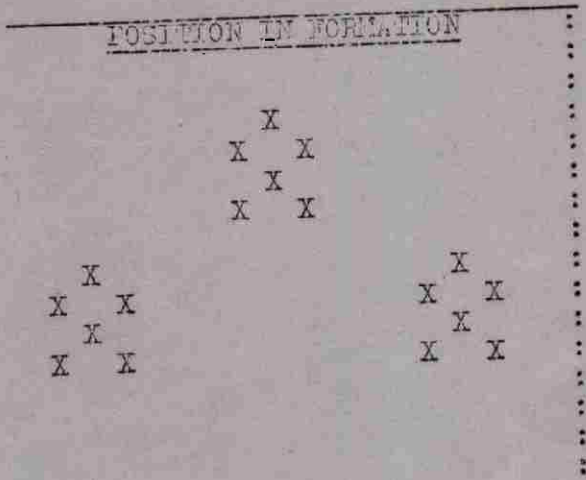
CASUALTIES

BOMBS :	<u>X</u>	ON	BATTER DAMAGE		
	<u>X</u>	RETURNED	:	:	:
	<u>X</u>	DETACHED	:	:	:

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:



INTERROGATOR

CONFIDENTIAL

INTERFORM

PILOT

Johnson

 A/C_{II}''

222

BOX

I

CASUALTIES

BOMBS :

五

© 2001

BRITISH DANCE

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

$$\frac{d}{dt} \left(\frac{1}{2} m v^2 \right) = \frac{d}{dt} \left(\frac{1}{2} m \frac{dx}{dt} \frac{dx}{dt} \right) = m \frac{dx}{dt} \frac{d^2 x}{dt^2} = m v \frac{d^2 x}{dt^2}$$

2014-15

2

RETURNED

JAMES J. JONES

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION

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

INTERROGATOR

CONFIDENTIAL

E/O _____

CONFIDENTIAL

INTERROG. FORM

PILOT Rooney A/C# 337 BOX I

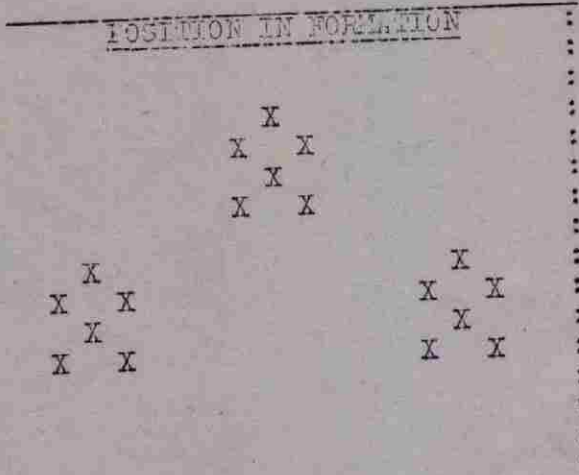
CASUALTIES _____

BOMBS :	<u>X</u>	<u>ON</u>	<u>RASTER DAMAGE</u>	<u>RA-ON</u>	<u>RE</u>
	<u>X</u>	<u>RETURNED</u>			
	<u>X</u>	<u>JETTISONED</u>			

FLAK: _____

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:



INTERROGATOR

CONFIDENTIAL

~~CONFIDENTIAL~~

IMPERIAL JURY

PILOT

Brown

$$10 \frac{11}{11}$$

315

BOX

I

CASUALTIES

BOMBS :

五

CON

GRANITE DAMAGE

10

$\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$

78 **IN** 77

7

RETURNED

Y

DEFINITION

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION

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

X X
X X
X X

INTERROGATOR

CONFIDENTIAL

F/O

CONFIDENTIAL

INTERROGATOR

PILOT

Barausky

A/C# 215

BOX 1

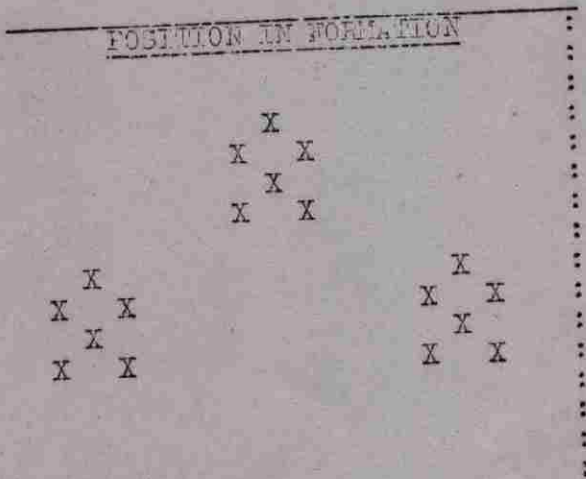
CASUALTIES

BOMBS :	X	ON	RETURNED	RE-CH	EN
	X	RETURNED			
	X	JETTISONED			

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:



INTERROGATOR

CONFIDENTIAL

CONFIDENTIAL

INTER. FORM

PILOT

Pair

$$A_1' C_{II}''$$

185

BOX

II

CASUALTIES

BOMBS : 4 X 500 GMS

$$\underline{4} \times \underline{500}$$

RETURNED

DETROIT

CRUTTER DANCE

Wie

FLAK:

FLAK: at bomb line & ret. out of
range on S ridge of Mts.

ENEMY AIRCRAFT ENCOUNTERS:

MY AIRCRAFT ENCOUNTERS:
Capitails - N. of the set.

OBSERVATIONS:

OBSERVATIONS:
51's busy chasing. None seen
to my yard.
Lot of snow - front.

TOT 1107

POSTION IN FORMATION

X X
X

X X
X X
X X

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

INTERROGATOR

CONFIDENTIAL

F/O

CONFIDENTIAL

PILOT Lackovich A/C# 106 BOX II

CASUALTIES

BOMBS :	ON	RETURNED	JETTISONED	MAJOR DAMAGE	MINOR DAMAGE	NO DAMAGE
4 X 500						
X						
X						

FLAK: Flak 30 miles from IP

ENEMY AIRCRAFT ENCOUNTERS: 3 me 109 at 2 o'clock in vicinity of IP

OBSERVATIONS:

Bombs in target area
Phosphorous Flak 20 miles N of target
9 AAA guns at Sambrecht. 30 cars stopped
but steamers
made two runs on target.

POSITION IN FORMATION

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

M42
 INTERROGATOR

CONFIDENTIAL

F/O

CONFIDENTIAL

INTERCOM

PILOT

Buchanan

A/C#

233

BOX

IV

CASUALTIES

BOMBS :

4

X

1100

RETURNED

nil.

Salvo

RETURNED

nil.

FLAK:

meager - just before 1 P.

ENEMY AIRCRAFT ENCOUNTERS:

nil

OBSERVATIONS:

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 X

INTERROGATOR

CONFIDENTIAL

I ① - Bombed as flier jet Good
 2 - with 3 ships of Box II fl 3 Bombed
 together. Gd to Ex.
 3 - 409

II - 1 - as flier with ~~the~~ 3 of
 II-2. hd results
 (made 2 runs)

2 - Bombed on II - 1

3 - Bombed on I - 2

III - 1 - 409

E/O _____ CONFIDENTIAL INTERR. FORM

PILOT Hale A/C# 290 BOX II

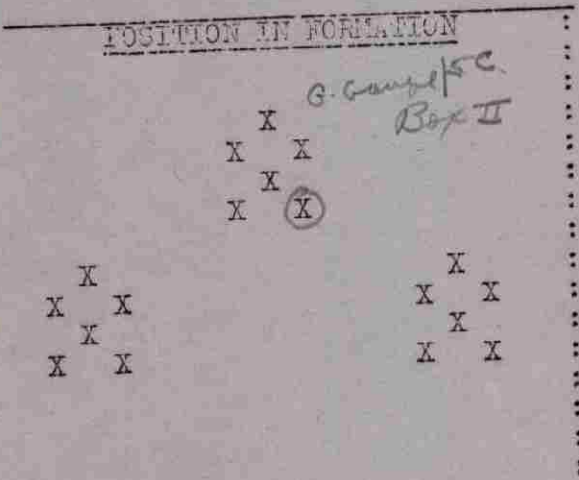
CASUALTIES

BOMBS :		ON	P.T.	BATTLES	DAMAGE	"A-C"	"E"
X				RETURNED			
X				JETTISONED			

FLAK: on B.L. - X H A - most behind 2nd cloud

ENEMY AIRCRAFT ENCOUNTERS: lots of rope trails, on many
but from 1st.

OBSERVATIONS: 2 runs.



Hopper
INTERROGATOR

CONFIDENTIAL

F/O

CONFIDENTIAL

INTERROGATOR

PILOT

Jokinen

A/C#

210

BOX

II

CASUALTIES

BOMBS :

X

ON

X

RETURNED

X

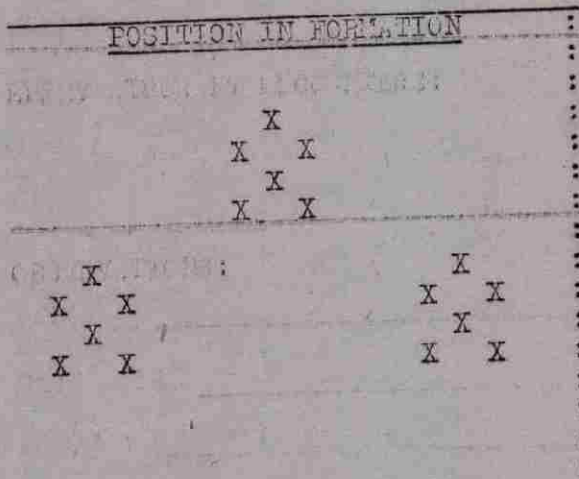
JETTISONED

BATTLE DAMAGE

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:



CONFIDENTIAL

F/O _____

CONFIDENTIAL

INTERROGATOR _____

PILOT Mulhorn A/C# 265 BOX 4

CASUALTIES _____

BOMBS :	<u>X</u>	ON	BATTLE DAMAGE			
	<u>X</u>	RETURNED				
	<u>X</u>	JETTISONED				

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION		:
1st		:
	X	:
X	X	:
	X	:
X	X	:
2nd		:
X	X	:
X	X	:
X	X	:

INTERROGATOR _____

CONFIDENTIAL

CONFIDENTIAL

PILOT

Cocke

 A/C_{II}^{II}

237

BOX

5

CASUALTIES

BOLEBS :

 $\mathcal{K}$

ON

BATTLE DAMAGE

五

RETURNED

 γ

JETTISONED

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION

X X
X X
X X

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

X X
X X
X X

INTERROGATOR

CONFIDENTIAL

F/O _____ CONFIDENTIAL
PILOT Remiszewski A/C# 313 BOX II

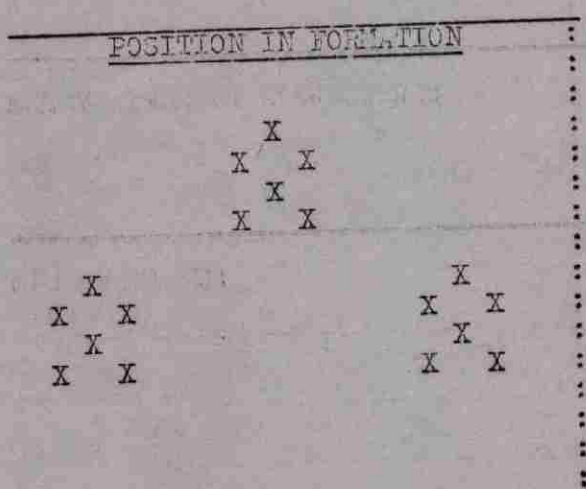
CASUALTIES

BOMBS :	<u>X</u>	<u>ON</u>	BATTLE DAMAGE			
	<u>X</u>	<u>RETURNED</u>				
	<u>X</u>	<u>JETTISONED</u>				

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:



INTERROGATOR

CONFIDENTIAL

T/O _____

CONFIDENTIAL

PILOT Martin A/C# 208 BOX II

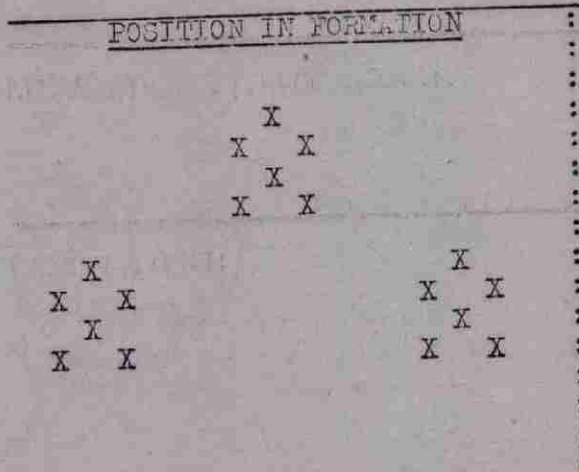
CASUALTIES _____

BOMBS :	ON	RETURNED	JETTISONED	RASTER DAMAGE	SA-C	WE
X						
X						
X						

FLAK: _____

ENEMY AIRCRAFT ENCOUNTERS: _____

OBSERVATIONS: _____



INTERROGATOR

CONFIDENTIAL

~~CONFIDENTIAL~~

PILOT

Van Meter

h/c_{II} 300

BOX

II

CASUALTIES

BOLBS :

 $\mathcal{K}$

QIN

BATTLE DAMAGE

 $\overline{I}$

RETURNED

Y

JETTISONED

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION

X
X X
X X
X X

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

INTERROGATOR

CONFIDENTIAL

CONFIDENTIAL

INTERNAL POLICE

PILOT

Ru Bose

$$A/C_H^H$$

244

BOX

II

CASUALTIES

BOLIBS :

五

ON

CHAPTER FIVE

775

(Signature)

77-477

X

RETURNED

Y

JEPTISONED

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION

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

	X	
X		X
	X	
X		X

INTERROGATOR

CONFIDENTIAL

F/O _____

CONFIDENTIAL

PILOT Butler - A/C# 271 BOX II

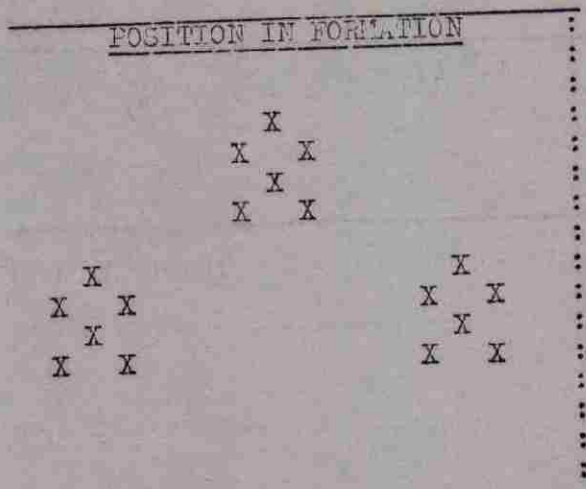
CASUALTIES _____

BOMBS :		ON	BATTLE DAMAGE			
	X					
	X	RETURNED				
	X	JETTISONED				

FLAK: _____

ENEMY AIRCRAFT ENCOUNTERS: _____

OBSERVATIONS: _____



INTERROGATOR

CONFIDENTIAL

F/O _____

CONFIDENTIAL

INTEL. SEC. _____

PILOT Hayter A/C# 241 BOX II

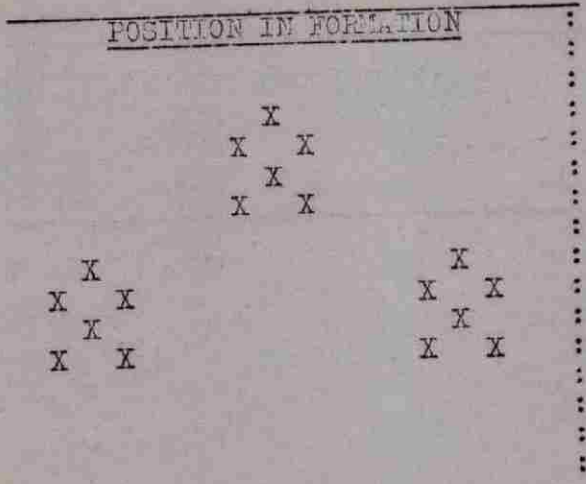
CASUALTIES _____

BOMBS :	X	ON	BATTLE DAMAGE			
	X	RETURNED				
	X	JETTISONED				

FLAK: _____

ENEMY AIRCRAFT ENCOUNTERS: _____

OBSERVATIONS: _____



INTERROGATOR

CONFIDENTIAL

F/O

CONFIDENTIAL

PILOT

Miller

A/C#

085

BOX

II

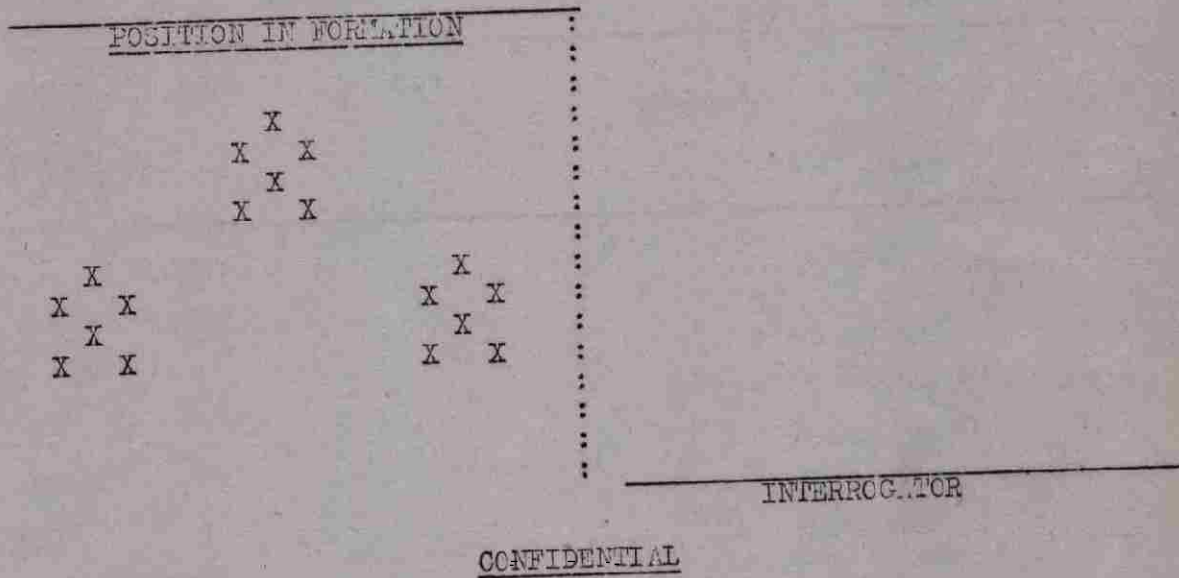
CASUALTIES

BOMBS :	X	ON	BATTLE DAMAGE		
	X	RETURNED			
	X	JETTISONED			

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:



F/O _____

PILOT Castman A/C# 326 BOX II

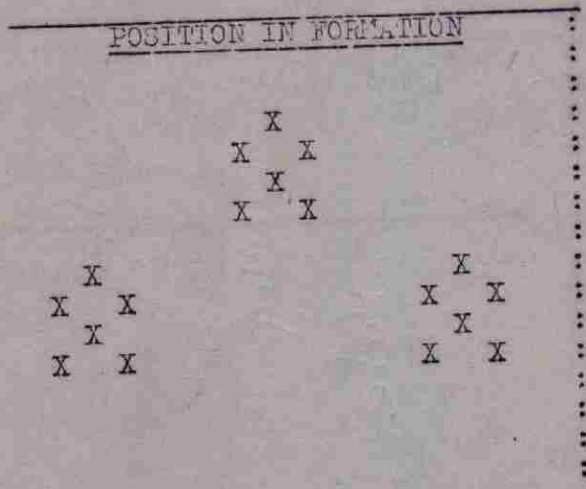
CASUALTIES _____

BOMBS :	ON	RETURNED	JETTISONED
X			
X			
X			

FLAK: _____

ENEMY AIRCRAFT ENCOUNTERS: _____

OBSERVATIONS: _____



INTERROGATOR

CONFIDENTIAL

I

Willems

Withington Ames

Stapley

~~Buckman~~ Hale

Morton

Scirells

II

Paiv

backovich
Stapley

~~Buckman~~ Hale

T

T
T

T
~~T~~

Sta B.D. SS-2 Report 104A

CONFIDENTIAL

416 TH	DATE	2 JANUARY 1945	3
GROUP	DATE	2 JANUARY 1945	SOUTHERN RR BRIDGE
OUTER UNITS: TARGET			
	FIRST PHASE		
	INTERPRETATION		TARGET HIT

A. TARGET BRIEFED SOUTHERN RR BRIDGE. PRIMARY

SECONDARY

M.P.I. Center of RR bridge.A.P. Same as MPI.C. NO. AND TYPE OF A/C DISPATCHED 9 A-20's 22 A-26's NO. OF A/C ATTACKING 27D. BOMBING BY 3's, 6's, 12's, 18's 6's IN FOLLOWING ORDER 1,2,4,3,5E. NO. AND SIZE OF BOMBS DROPPED 72 X 1000 GP 36 X 500 GP SING 1/10 -- 1/100F. HEADING OF A/C WHEN BOMBS DROPPED Box I Flt A & B & Box II Flt A- 355
Box I Flt C & Box II Flt B- 70G. TIME BOMBS DROPPED 1105 - 1121

H. ACTIVITY AT TARGET

Approximately 75 freight and tank cars in M/Y.

J. RESULTS OF BOMBING:

BOX I - FLT. A- EXCEL.
(VISUAL)

All bombs within 1000 ft. radius of DMPI with center of bursts 620 ft. NW of DMPI. Bombs fell in fields astride highway.

FLT. B- EXCEL.

All bombs within 1000 ft. radius of DMPI with center of bursts 475 ft. NE of DMPI. Several bursts on railroad tracks with one or two on junction of tracks, probably cutting them.

FLT. C- EXCEL.

All bombs within radius of 1000 ft. with center of pattern 395 ft. NW of DMPI. Excellent pattern fell between railroad and highway with edge of pattern on railroad with probable damage. Highway also probably damaged.

BOX II - FLT. A- SUPER.
(VISUAL)All bombs within 1000 ft. radius of DMPI with center of bursts on DMPI. Blanket of bursts across two railroad bridges with several probable hits on one or both bridges ~~with several~~ probably destroying or severely damaging them.

FLT. B- SUPER.

All bombs within radius of 1000 ft. with center of pattern 250 ft. NE of DMPI. Excellent pattern of bursts fell into smoke of previous bombing on DMPI. Pattern ran on out of smoke NE of DMPI. Several probable hits to tracks and possible hits on bridge.

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

XJB.C.S.-2 Form No. 106-B Prepare separate sheet for each target bombed

OTHER UNITS: TARGET	IX BC 97TH	WING	416TH
	DATE		GROUP
	ATTACKING UNITS		
	FIRST PHASE INTERPRETATION:	TARGET HIT	

A. TARGET BRIEFED _____ PRIMARY
 _____ SECONDARY
 _____ CASUAL

M.P.I. _____

A.P. _____

B. TARGET ATTACKED _____ MILES 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 416 BOMB GROUPMISSION OF 2 JANUARY 1945TO SILVERN RR BRIDGE

	<u>Names</u>	<u>Results</u>	<u>Reasons For Gross Bombing or Failure to attack Primary</u>
BOX I - Flt. A	<u>Lt. Col. D.L. Willetts (P)</u> <u>Lt. F.G. Royalty (B/N)</u>	<u>EXCEL</u>	
Flt. B	<u>Capt. R.J. Morton (P)</u> <u>Lt. D.L. Moore (B/N)</u>	<u>EXCEL</u>	
Flt. C	<u>Lt. E.L. Miller (P)</u> <u>Lt. J.K. Conner (B/N)</u>	<u>EXCEL</u>	
BOX II - Flt. A	<u>Lt. H.F. Pair (P)</u> <u>Lt. J.L. Corum (B/N)</u>	<u>SUPERIOR</u>	
Flt. B	<u>Lt. C.S. Evans (P)</u> <u>F/O. D.M. McCartney (B/N)</u>	<u>SUPERIOR</u>	

Flight 1, Box 1 made only one bomb run. Flights 2 and 9, Box 1 and Flight 1, Box 2 bombed on second bomb run. Flight 2, Box 2 bombed on third bomb run.

WILLIAM M. LYTLE
1ST. LT. AIR CORPS.
GROUP BOMBARDIER

PHOTOGRAPHIC REPORT

CAMERAS INSTALLED 10 GROUP 416th. Bomb Group. (1)
CAMERAS PHOTOGRAPHING 2 100 % WING 97th C.B.
CAMERA FAILURES 0 0 % DATE 2 Jan. 45
PERSONNEL FAILURES 0 0 %
OTHERS 1

265 237
224 301 244
334

TARGET STIMERN R/R
ALTITUDE 11000 FEET
TRUE AIR SPEED 210 MP
GROUND SPEED 215 MP

234
269 264
259

TARGET STIMERN R/R
ALTITUDE 10500 FEET
TRUE AIR SPEED 210 MPH
GROUND SPEED 210 MPH

234
269 264
259

TARGET _____
ALTITUDE _____ FEET
TRUE AIR SPEED _____ MPH
GROUND SPEED _____ MPH

STRIKE ATTACK CAMERAS

BOX	A/C	CAM	F.L.	INT.	PREVIEW	UNPRINT	EXPLANATION
NO.	NO.	TYPE			SORTIES	SORTIES	
1	265	K-24	0	0			Duplicate coverage
1	237	"	"	"			"
1	244	"	"	"			"
2	301	"	"	"			Grashed on take off camera lost.
1	334	"	"	"			Duplicate coverage
1	224	"	"	"	741		"
2	234	"	"	"			"
2	264	"	7	"			"
2	269	"	7	"	742		"
2	259	"	6 3/4	"			"

K-20 CAMERAS

Sortie No. 265 Cameraman S/Sgt. K. Heath Reason Failure
Sortie No. 262 Cameraman S/Sgt. J. O. Young Reason Failure

CAMERAS INSTALLED	_____ %	GROUP	418TH
CAMERAS PHOTOGRAPHING	_____ %	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 610

GROUND SPEED mph

TARGET

ALT: ft

TRUE AIR SPEED mph

GROUND SPEED mph

[illegible]

REMARKS:

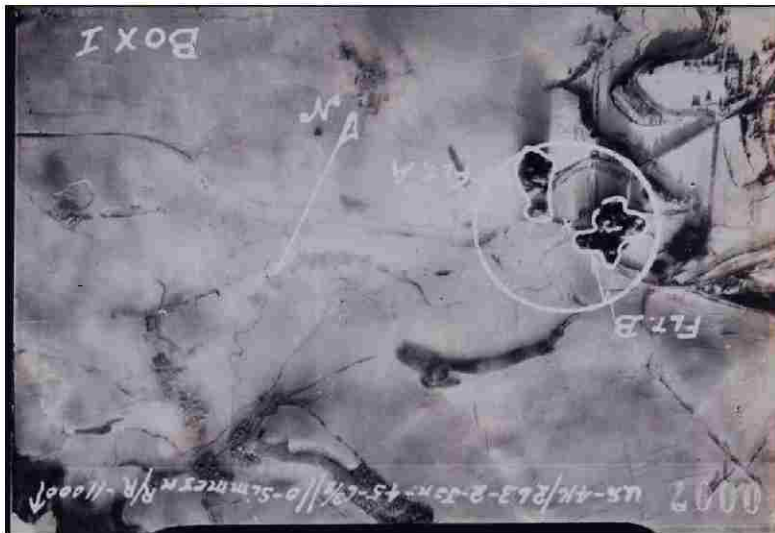
Photographic Officer

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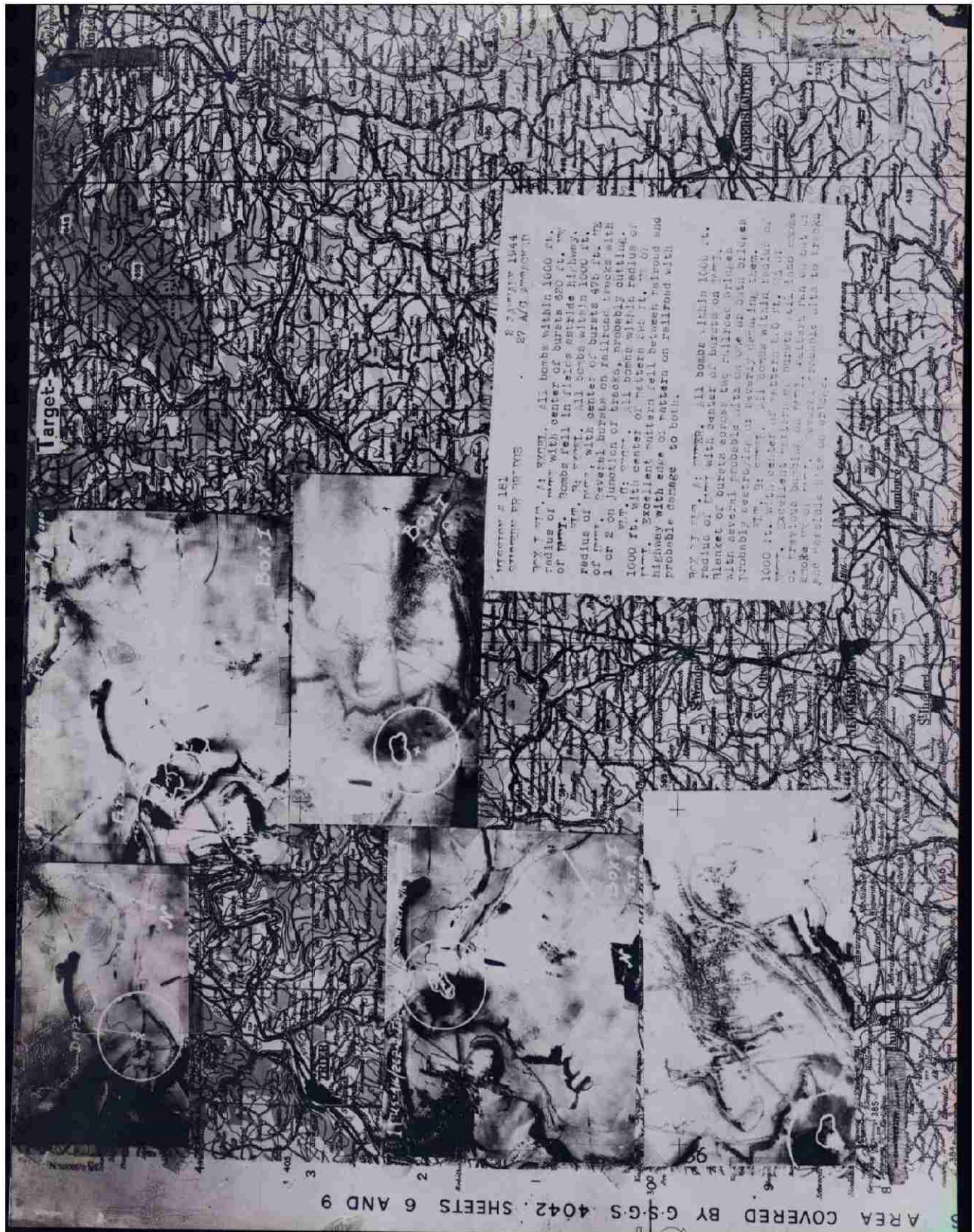


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CONFIDENTIAL

NINTH AF CONSOLIDATED REPORT IX BD/SA 784

(A) TARGET: SIMMERN (RR BRIDGE) 4416/T2 - WL/840530

(B) SORTIE: US 416/741-742-262-263

(C) DATE: 2 JAN 45 TIME: 1105-1121 A

(D) ATTACKING A/C: 27 A-20's AND A-26's BY 6's

(E) BOMBS: 72/1000 GP 1/10 N., 1/100 T.
36/500 GP

(F) COVER: TARGET IS COVERED ON PRINTS OF GOOD QUALITY.

(G) RESULTS OF BOMBING: OF FIVE BOMB PATTERNS SEEN, ONE EXTENDS ACROSS THE DESIRED MPI, TWO ACROSS A HIGHWAY NW OF THE BRIDGE, THREE ACROSS A RR TRACK AND JUNCTION, FOUR IS ACROSS A RR AND HIGHWAY ALSO NW AND FIVE EXTENDS ACROSS RR/TRACKS AND POSSIBLY THE BRIDGE AT L/840531.

(H) ACTIVITY: APPROXIMATELY 75 CARS AND 2 LOCOMS ARE SEEN IN THE RR/YARD.

(I) ANNOTATED PRINT: 0005, 0007 SORTIE: US 416/263

NOTE: RECTANGLE ENCLOSES BOMB PATTERN AREA.

DISTRIBUTION: 3/A
CONFIDENTIAL
DET "C" 20th FID
AT HQ. IN B.D.



T/O 15 min.
TOT
L/D

089
WILKETS
250 211
WITHINEN AMES

313
NEMISZEWSKI
265 237
MILHORN COCKE

085
MILLER E.H.
271 241
HAYTER
BUTLER

178
MORTON
301 300
CLARK VAN METER

224
DuBOISE
229
SORELS

252 244
SMITH DE MARTIN
239 213
WILHARD JOHNSON RX

111
263 EVANS
269 CHAMBERLAIN
259 CHAMBERLAIN
296 PARKHURST
264 BRUGHHA
188 MONTROSE
264 RET
250 X
1000 X
1000 X

BOX III		
DROPPED	RET.	
063	4 X 500	063 EVANS
188	4 X 1000	
269	4 X 1000	269 CHAMBERS
259	4 X 1000	188 MONTROSE
264	4 X 1000	259 CANNON
296	4 X 1000	296 PARKHURST
		264 PRUCHA

Box #	CpSTL	Date	F/O	Target	Alt.	Box Leader
II		2 Jan 45		SIMMER		PAINE

A/C	Fail to Bomb	ATT	Bomb Disp				A/C Dam	E/A	Pers.												
Box No.	Reason	F	G	O	T	S	J	T	R	M	D	A	A	B	E	D	F	D	K	V	M
185	4X500				4																
234					4																
326										4											
106	4X500				4																
210										4											
208										4											
439	4X500				4																
290					4																
218	CRASHED																				
219										4											
214	CRASHED																				
233					4																
173	4X500				4																
232										4											
467	4X500				4																
387																					
334					4																
315										4											

185	PAIR
326	234
EASTMAN	FERR
106	LACKOVICH
208	310
MOONEY	JOHNSON
173	439
SHEA	STANLEY
467	222
JACKSON	JOHNSON
218	ROBERTS
290	HAKE
232	219
JACKSON	MOONEY
HARRIS	
315	334
233	214
BROWN	SEWELL
BUCHANAN	LACKNER

ITA JEA V JKI JKI 05/02 OP-OP

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

ATTN: A-2
ATTN: A-2

CONFIDENTIAL BT

J-22-D OPFLASH FOR 2 JANUARY 1945

A - 416TH BOMB GROUP (L)

B - SIMMERN RAILROAD BRIDGE

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

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

E - 1 A-26 FAILED TO BOMB REASON UNKNOWN A/C LANDED AT A-48
2 A-26'S CRASHED ON TAKE OFF
1 A-26 MADE CRASHED LANDING ON TAKEOFF

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

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

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

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

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

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

L - 11,500 - 12,000

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

N - ~~XXXXXX~~ 6 A-26'S AND 6 A-20'S LANDED AT HOME BASE
3 A-26'S AND 13 A-26'S LANDED AT A-48

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

WILL GIVE YOU R AS SOON AS POSSIBLE

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

JEAS R.....021640A CV KK

ITA JEA V JKI JKI 11/2 IP - OP
FROM HQS 416TH BOMB GROUP (L) 02/2155A J28D

TO 9TH BOMB DIV (M) ATTN: A-2, P/I
97TH COMBAT WING (L) " A-2 DUTY OFF.

SECRET BT

FIRST PHASE S/A REPORT

B. SIMMERN RR BRIDGE

C. 1105 - 1121

J. BOX I - FLT A - EXCEL: ALL BOMBS WITHIN 1000 FT. RADIUS OF
DMPI WITH CENTER OF BURSTS 620 FT. NW OF DMPI
BOMBS FELL IN FIELDS ASTRIDE HIGHWAY.

FLT B - EXCEL: ALL BOMBS WITHIN 1000 FT. RADIUS OF DMPI WITH
CENTER OF BURSTS 475 FT. NE OF DMPI. SEVERAL BURSTS ON
RAILROAD TRACKS WXX WITH ONE OR TWO ON JUNCTION OF
TRACKS, PROBABLY CUTTING THEM WXX.

FLT C - EXCEL: ALL BOMBS WITHIN RADIUS OF 1000 FT. OF DMPI WITH
CENTER OF PATTERN 395 FT. NW OF DMPI. EXCELLENT PATTERN
FELL BETWEEN RAILROAD AND HIGHWAY WITH PROBABLE DAMAGE.
HIGHWAY ALSO PROBABLY DAMAGED.

BOX II - FLT A - (VISUAL) SUPER: ALL BOMBS WITHIN 1000 FT.
RADIUS OF DMPI WITH CENTER OF BURSTS ON DMPI. BLANKET OF
BURST S ACROSS TWO RAILROAD BRIDGES WITH SEVERAL PRO-
BABLE HITS ON ONE OR BOTH BRIDGES PROBABLY DESTROYING OR
SEVERLY DAMAGING THEM.

FLT B - SUPER: ALL BOMBS WITHIN RADIUS OF 1000 FT. WITH CENTER
OF PATTERN 250 FT. NE OF DMPI. EXCELLENT PATTERN OF
BURST S FELL INTO SMOKE OF PREVIOUS BOMBING ON DMPI.
PATTERN RAN ON OUT OF SMOKE NE OF DMPI. SEVERAL PROBABLE
HITS TO TRACKS AND POSSIBLE HITS ON BRIDGE.

K. NO UNSATISFACTORY BOMBING REPORT.

M. (1) 9 XXXXXXXX 100 PER CENT
(2) 0 0 PERCENT
(3) 0 0 "

BT 02/2155A

JF AS
AR AR

ITA R.....02/2215A MD AR
JEAFBL R.....
02/2215A FK AR

ITA JEA V JKI JKI 11/2 IP - OP
 FROM HQS 416TH BOMB GROUP (L) 02/2155A J28D
 TO 9TH BOMB DIV (M) ATTN: A-2, P/I
 97TH COMBAT WING (L) " A-2 DUTY OFF.

SECRET BT

FIRST PHASE S/A REPORT

B. SIMMERN RR BRIDGE

G. 1105 - 1121

J. BOX I - FLT A - EXCEL: ALL BOMBS WITHIN 1000 FT. RADIUS OF
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 BOMS FELL IN FIELDS ASTRIDE HIGHWAY.

FLT B - EXCEL: ALL BOMBS WITHIN 1000 FT. RADIUS OF DMPI WITH
 CENTER OF BURSTS 475 FT. NE OF DMPI. SEVERAL BURSTS ON
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 TRACKS, PROBABLY CUTTING THEM OFF.

FLT C - EXCEL: ALL BOMS WITHIN RADIUS OF 1000 FT. OF DMPI WITH
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 BABLE HITS ON ONE OR BOTH BRIDGES PROBABLY DESTROYING OR
 SEVERLY DAMAGING THEM.

FLT B - SUPER: ALL BOMBS WITHIN RADIUS OF 1000 FT. WITH CENTER
 OF PATTERN 250 FT. NE OF DMPI. EXCELLENT PATTERN OF
 BURST S FELL INTO SMOKE OF PREVIOUS BOMBING ON DMPI.
 PATTERN RAN ON OUT OF SMOKE NE OF DMPI. SEVERAL PROBABLE
 HITS TO TRACKS AND POSSIBLE HITS ON BRIDGE.

K. NO UNSATISFACTORY BOMBING REPORT.

M. (1) 9 ~~XXXXXX~~ 100 PER CENT
 (2) 0 0 PERCENT
 (3) 0 0 "

BT 02/2155A

JF AS

AR AR

ITA R.....02/2215A MD AR

JEAFBL R.....
 02/2215A FK AR

USAAF FORM 34A

SECRET

SECRET

AUTH: CO STA

DATE: 3 Jan. 1945

INIT:

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

TO:

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

Ref: Oprep A No. 2A for 24 hrs. ending midnight 3 Jan. 1945
Mission or Operation No. 301 77th MIG 25 134-494

A. Short Narrative of Operation:

Target German Railroad Bridge
Place of take-off Station A-26
Place of landing Station A-26 (1st A-26 landed at A-26)
Take-off time 10:00 Landing time 10:00
Time over target 10:00-10:05 Bombing Altitude 1000-1200
Nature of mission bombing Other None
Weather Clear, Wind, Visibility 5 miles, No clouds.
Results 2 A-26's crashed and exploded, 1 A-26 belly landed
Enemy opposition None

B. Type & model of aircraft:

1. Dispatched 2 A-26's
1 A-26's

2. Attacking target (indicate target) or completing mission.
German Railroad Bridge
German Railroad Bridge

3. Abortive due to:
(1) Weather: 2 A-26's crashed and exploded, and 1 A-26 belly landed due to frosting on wings in taxiing and on take-off.
(2) Personnel: None
(3) Mechanical: None
(4) Other: 1 A-26 engine malfunctioned, 1 A-26's engine malfunctioned.

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) None

8. Sorties 2 A-26's
1 A-26's

SECRET

(over)

USAF FORM 34A (cont'd)

SECRET

D. Total operational flying hours

a. Day (Sunrise to sunset)

A-26's 10:30
A-26's 10:30

b. Night (Sunset to sunrise)

None

E. Ammunition by calibre:

a. Total carried into air

A-26's 10,000 x .50 calibre

b. Expended on operations

A-26's 10,000 x .50 calibre

c. Lost on wrecked or missing a/c

A-26's 10,000 x .50 calibre

F. Bombs, flares, etc. used:

a. Total carried into air:

A-26's 16 x 1000 GP's 1/1000 1/1000

A-26's 16 x 1000 GP's 1/1000 1/1000

b. Expended on operations:

A-26's 16 x 1000 GP's

(List targets separately)

A-26's 16 x 1000 GP's

c. Jettisoned

None

d. Lost or wrecked on
missing a/c

A-26's 0 x 1000 GP

e. Total Returned

A-26's 0 x 1000 GP

G. Own Personnel Casualties:

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

Injured

2

1

One pilot and one T. Gunner injured in belly landing of aircraft on take-off. One pilot in (wound) by shrapnel of bombs from aircraft when it exploded after crash landing on take-off.

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

a. Destroyed

None

b. Prob. Dcs

None

c. Damaged

None

For the Commanding Officer:

GEORGE SCHENKEL,
Captain, Air Corps,
Adjutant.

SECRET

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 115-625BOX 1, Flight 1 GROUP 416th DATE 2 January 1944 TARGET ATTACKED Simons R/R Bridge1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 350°3. Was mercury erection system used? YES _____ NO X4. Did entire ~~(3333)~~ (flight) drop on lead bombardier? YES X NO _____

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

Pre-set with corrections. C-1 Auto-Pilot not used.5. Name of lead Bombardier: Lt. P.G. Royalty6. Name of lead Pilot: Lt. Col. D.L. Willette7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 214 Altitude: 120009. Length of bomb run: 45 Sec:10. Bomb Load and Fusing per A/C: 4-20 x 4 = 500 lb. FUSED 1/10 N 1/100 T11. Total Bombs Dropped: 4 x 500 2-20 x 4 = 2000 lb. 1/10 1/1004-20 = 1000

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

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES _____ NO X. If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES _____ NO X. If answer is "YES", state circumstances and effect on bombing:(c) Did Flak affect bombing? YES _____ NO X. If answer is "YES", state to what extent did flak affect bombing or bomb run:

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

(e) State any difficulties on bombing run: None

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

None

(g) Bombing results as reported by crews:

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

S E C R E T

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO.

115-695

BOX 1, Flight 2 GROUP 416th DATE 2 January 1945 TARGET ATTACKED German N/R Bridge1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 35603. Was mercury erection system used? YES NO X 4. Did entire (box) (flight) drop on lead bombardier? YES NO X

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

Pre-set with corrections, G-1 Auto-Pilot not used.

5. Name of lead Bombardier: Lt. P.L. Moore6. Name of lead Pilot: Capt. R.E. Morton7. Intervalometer setting: Minimum8. Indicated Air Speed: 220 Ground Speed: 215 Altitude: 120009. Length of bomb run: 15 Sec: 10. Bomb Load and Fusing per A/C: 1-20 x 4 x 300 lb. FUSED 1/10 N 1/100 T11. Total Bombs Dropped: 4 x 300 1-20 4 x 1000 lb. 1/10 1/100

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

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES NO X . If "YES" state conditions and effect.

(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES NO X . If answer is "YES", state circumstances and effect on bombing:

(c) Did Flak affect bombing? YES NO X . If answer is "YES", state to what extent did flak affect bombing or bomb run:

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

None.

(e) State any difficulties on bombing run:

None

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

None

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO

Results claimed: EXCEL X GOOD FAIR POOR GROSS

S E C R E T

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 115-695BOX X, Flight 3 GROUP 116th DATE 2 January 1945 TARGET ATTACKED Stinson R/R Bridge1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 70°3. Was mercury erection system used? YES _____ NO X4. Did entire ~~(bomb)~~ (flight) drop on lead bombardier? YES X NO _____

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

Pre-set with corrections. C-1 Auto-Pilot not used.5. Name of lead Bombardier: Lt. J.E. Connor6. Name of lead Pilot: Lt. E.L. Miller7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 212 Altitude: 118009. Length of bomb run: 50 Sec:10. Bomb Load and Fusing per A/C: 4-20 x 4 x 500 lb. FUSED 1/10 N 1/100 T11. Total Bombs Dropped: 4 x 500 1-35 4 x 1000 lb. 1/10 1/100
4 x 12 x 1000

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

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES _____ NO X. If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES _____ NO X. If answer is "YES", state circumstances and effect on bombing:(c) Did Flak affect bombing? YES _____ NO X. If answer is "YES", state to what extent did flak affect bombing or bomb run:(d) To what extent did attacks by enemy aircraft affect bombing? None(e) State any difficulties on bombing run: None(f) Malfunctions, personnel errors or other factors affecting bombing: None

(g) Bombing results as reported by crews:

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

S E C R E T

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 115-695BOX IL, Flight 1 GROUP 116th DATE 2 January 1945 TARGET ATTACKED German B/A Bridge1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 350°3. Was mercury erection system used? YES _____ NO X4. Did entire (bomb) (flight) drop on lead bombardier? YES X NO _____

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

Pre-set with corrections. G-1 Auto-pilot not used.

5. Name of lead Bombardier: Lt. F.J. Gorman6. Name of lead Pilot: Lt. H.F. Peir7. Intervalometer setting: Minimum8. Indicated Air Speed: 230 Ground Speed: 211 Altitude: 115009. Length of bomb run: 90 Sec:10. Bomb Load and Fusing per A/C: A-20 x 4 x 500 lb. FUSED 1/10 N 1/100 T11. Total Bombs Dropped: 12 x 500 A-20 4 x 1000 lb. 1/10 1/100
6 12 x 1000

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

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES _____ NO X. If "YES" state conditions and effect.

(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES _____ NO X. If answer is "YES", state circumstances and effect on bombing:

(c) Did Flak affect bombing? YES _____ NO X. If answer is "YES", state to what extent did flak affect bombing or bomb run:

(d) To what extent did attacks by enemy aircraft affect bombing? None

(e) State any difficulties on bombing run: None

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

None

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____ SUPERIOR X

Results claimed: EXCEL _____ GOOD _____ FAIR _____ POOR _____ GROSS _____

S E C R E T

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 115-695BOX IX Flight 2 GROUP 416th DATE 2 January 1945 TARGET ATTACKED Siemern B/R Bridge1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 70°3. Was mercury erection system used? YES _____ NO X4. Did entire (~~box~~) (flight) drop on lead bombardier? YES X NO _____

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

Pre-set with corrections. C-1 Auto Pilot not used.5. Name of lead Bombardier: W/O T.J. McCartney6. Name of lead Pilot: Lt. H.M. Evans7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 213 Altitude: 117009. Length of bomb run: 50 Sec:10. Bomb Load and Fusing per A/C: 4-20 4 x 500 lb. FUSED 1/10 N
4-25 4 x 1000 lb. 1/100 T11. Total Bombs Dropped: 32 x 500 & 20 x 1000

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

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES _____ NO _____. If "YES" state conditions and effect.

(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES _____ NO _____. If answer is "YES", state circumstances and effect on bombing:

(c) Did Flak affect bombing? YES _____ NO X. If answer is "YES" state to what extent did Flak affect bombing or bomb run:

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

(e) State any difficulties on bombing run: None(f) Malfunctions, personnel errors or other factors affecting bombing: None

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____SUPERIOR X

Results claimed: EXCEL _____ GOOD _____ FAIR _____ POOR _____ GROSS _____

S E C R E T

SECRET

HEADQUARTERS
9TH BOMBARDMENT DIVISION (M)APO 140.
3 January 1945.

2 January 1945.

MISSION SUMMARY

Field Order 695.

Section I

GROUP

TARGET

MISSION RESULTS

409 BG Simmern (L-840531)
Railroad BridgeBox I - Flight A - P.N.B.
B - P.N.B.
C - Undet.Box II - Flight A - P.N.B.
B - P.N.B.
C - Undet.
D - P.N.B.416 BG Simmern (L-840531)
Railroad BridgeBox I - Flight A - Excellent
B - Excellent
C - ExcellentBox II - Flight A - Superior
B - Superior419 BG Gouvy (P-719778)
Communications CenterBox I - Flight A - No attack
B - Undet.
C - P.N.B.Box II - Flight A - Unsat.
B - No attack
C - No attack387 BG Bad Munster (M-082351)
Railroad Bridge

Undet.

323 BG Bad Munster (M-082351)
Railroad Bridge

No attack

322 BG Vielsalm (P-703893)
Communications Center

No attack

344 BG Houffalize (P-611718)
Communications Center

No attack

386 BG Bullay (L-569613)
Railroad Bridge

No attack

Four groups failed to attack because of adverse weather conditions and no fighter escort. None of these groups reached enemy territory.

- A -

SECRET

S E C R E T

GROUP NARRATIVE

Four groups attacked two railroad bridges and one communications center recording Undetermined to Superior results.

Simmern (Railroad Bridge)

409 BG: 44 a/c dispatched (including 34 A-26's and 10 A-20's), 33 A-26's, 10 A-20's dropping 132 x 1000 GP, 20 x 500 GP on and in the vicinity of primary.

1 a/c failed to bomb: mechanical.

No losses, casualties, 2 a/c battle damaged.

Bombing by flights from 9,000 - 10,800 feet.

Box I - Flight A - P.N.B. Bombs landed in open fields and in edge of woods approximately 1.32 miles S.W. of DMPI at L-827515, in enemy territory. Bombardier misidentified target because of haze.

Flight B - P.N.B. Bombs landed in fields and across Kappel-Kastellaun road at approximate coordinate L-783630, approximately 7.12 miles NNW of DMPI in enemy territory. Photos from Box II Flight A show that there were no direct hits on road; however, there were two or more hits on secondary road at above coordinate. Bombardier misidentified target.

Flight C - UNDETERMINED. The two camera ships assigned to this flight did not take off. Bombardier estimated fair results.

Box II - Flight A - P.N.B. Bombs landed in fields and across Kappel-Kastellaun road at approximate coordinates L-783630, approximately 7.12 miles NNW of DMPI in enemy territory. Later photos from Box I Flight B, show that there were no direct hits on the road. Bombardier misidentified target.

Flight B - P.N.B. Bombs probably landed in town of Kastellaun at approximate map coordinates L-787634 in enemy territory. Camera turned off before bombs landed, but from calculations of the Group Bombardier it is estimated that bombs landed in S.E. portion of town. Bombardier misidentified target.

Flight C - UNDETERMINED. One camera ship did not take off and one camera had electrical malfunction. Bombardier reported excellent results.

Flight D - P.N.B. Bombs landed in town of Hahn, approximately 10.85 miles W. of DMPI in enemy held territory. Bomb pattern appears to blanket north half of village and secondary road running north and south thru town. After two passes without seeing primary target, bombardier picked and bombed town of Hahn.

416 BG: 31 a/c dispatched (including 22 A-26's, 9 A-20's), 18 A-26's, 9 A-20's dropping 72 x 1000 GP, 36 x 500 GP on primary.

4 a/c failed to bomb: Other reasons (1, unknown--landed at Breigny; 2, crashed on take off; 1, crash-landed on take off).

No losses.

2 A-26's crashed and 1 A-26 crash-landed on take off. Preliminary investigation indicates that the cause of all three accidents was ice on leading edge of wings.

- B -

S E C R E T

S E C R E T

2 crewmen were killed in one of the crashed a/c mentioned above.

No further casualties or damage.

Bombing by flights from 11,600 - 12,000 feet.

Box I - Flight A - EXCELLENT. All bombs within 1000 foot radius of DMPI with center of bursts 620 feet N.W. of DMPI. Bombs fell in fields astride highway.

Flight B - EXCELLENT. All bombs within 1000 foot radius of DMPI with center of bursts 475 feet N.E. of DMPI. Several bursts on railroad tracks with one or two on junction of tracks, probably cutting them.

Flight C - EXCELLENT. All bombs within radius of 1000 feet of DMPI, with center of pattern 395 feet N.W. of DMPI. Excellent pattern fell between railroad and highway with probable damage. Highway also probably damaged.

Box II - Flight A - SUPERIOR. All bombs within 1000 foot radius of DMPI with center of bursts on DMPI. Blanket of bursts across two railroad bridges with several probable hits on one or both bridges, probably destroying or severely damaging them.

Flight B - SUPERIOR. All bombs within radius of 1000 feet, with center of pattern 250 feet N.E. of DMPI. Excellent pattern of bursts fell into smoke of previous bombing on DMPI. Pattern ran out of smoke N.E. of DMPI. Several probable hits on tracks and possible hits on bridge.

Gouvy (Communications Center)

410 BG: 39 a/c dispatched, 17 dropping 96 x 500 GP on and in vicinity of primary. 2 spare a/c.

22 a/c failed to bomb: 16, weather; 2, mechanical; 2, other reasons (1, lost; 1, flak damaged).

A/c mentioned above as failing to bomb because of flak damage, jettisoned its bombs safe 7 miles S.E. of Chateau Thierry at VS-880530. Another a/c jettisoned bombs safe 8 miles S of Meaux at VS-450450 when one engine went out.

1 a/c lost to flak at target. A/c was last seen just N. of target at VP-730800 entering overcast at 7,000 feet. Flames were observed in the cockpit, the pilot was on the wing and bombardier-navigator was preparing to bail out. No chutes seen. 4 crewmen missing from this a/c.

1 other crewman missing - Bombardier-navigator bailed out of single engine a/c, mentioned above, 10 miles S.E. of Givet at VP-030650.

17 a/c battle damaged, no further casualties.

Bombing by flights from 10,000 - 12,000 feet.

Box I - Flight A - NO ATTACK. Due to cloud cover over the target area, bombardier was unable to pick up aiming point.

Flight B - UNDETERMINED. No photo coverage. Camera in this flight did not operate.

Flight C - P.W.B. Due to cloud cover over target, bombardier misidentified target and bombed road junction in village of Mont (P-690930), 9-1/2 miles north of P/T. Bombs fell in built up area and across E/W secondary highway.

- C -

S E C R E T

S E C R E T

Box II - Flight A - UNSATISFACTORY. 5% of bombs within 1000 feet of DMPI. All bombs fell in fields centering 1150 feet SSW of DMPI.

Flight B - NO ATTACK. Lead a/c shot down on second bomb run over target.

Flight C - NO ATTACK. Due to cloud cover over target, Bombardier was unable to pick up DMPI.

Bad Munster (Railroad Bridge)

387 BG: 54 a/c dispatched, 48 dropping 96 x 2000 GP on primary.

Bomb disposition unknown of 1 a/c which is missing. No report on this a/c.

5 a/c failed to bomb: 1, weather; 2, mechanical; 2, other reasons (1, crewman ill; 1, a/c crashed on take off).

The a/c mentioned above as crashing was caught in prop wash and stalled out. 1 crewman was killed and 5 injured.

6 crewmen missing from the unreported a/c mentioned above.

No further damage.

Bombing by flights from 12,000 feet.

No photo coverage available--a/c landed away from base (47 landed at St. Dizier, 1 landed at Coulommiers). Crews report excellent results.

323 BG: 54 a/c dispatched, none bombed.

54 a/c failed to bomb: 2, mechanical; 52, other reasons (1, pilot became ill; 51, fighters late making rendezvous).

Formation returned from rendezvous when gas supply ran low due to circling while waiting for fighter escort.

No losses, casualties, damage.

Vielsala (Communications Center)

322 BG: 40 a/c dispatched, none bombed.

40 a/c failed to bomb: 1, mechanical; 39, weather.

Formation returned from vicinity of Barvaux (P-401970) because of adverse weather conditions.

No losses, casualties, damage.

Houffalize (Communications Center)

344 BG: 31 a/c dispatched (including 26 on early morning mission, 5 on late morning mission), none bombed.

31 a/c failed to bomb: 26 (early mission), other reasons--no fighters available; 5 (late mission), weather.

Both missions were cancelled by 9th Bombardment Division while a/c were on or over home base.

No losses, casualties, damage.

- D -
S E C R E T

SECRET

Bulley (Railroad Bridge)

386 BG: 33 a/c dispatched (including 2 FFF), none bombed.

33 a/c failed to bomb: 2, mechanical; 31, weather.

Formation recalled by 9th Bombardment Division from 15 miles west of Soissons because of adverse weather.

No losses, casualties, damage.

- E -

SECRET

SECRET

Section II

A/C Off		326
A/C Bombing	135	
A/C Failing to Bomb	96	
A/C Recalled (Weather)	92	
Other		
Window	0	
Spare	2	
Bombs of 1 A/C Unaccounted for	3	
TOTAL		326

Bombs on Enemy Territory	236.00
Total Bombs to Date	29,596.81

A/C Lost (410 BG)	1	
A/C Missing (387 BG)	1	
A/C Crashed (2, 416 BG; 1, 387 BG)	3	
A/C Crash-Landed (416 BG)	1	
A/C Battle Damaged	19	(12.88%)
Killed	3	
Wounded	0	
Missing	11	
Injured	5	
Claims	0	

S E C R E T

GROUP	CAMERAS PHOTOGRAPHING	S/A PHOTO REPORTS		PERSONNEL FAILURES	
		CAMERA NO.	FAILURES PERCENT	NO.	PERCENT
409	89%	1	11%	0	0
410	80%	1	20%	0	0
416	100%	0	0	0	0

FLAK ANALYSIS ANNEX

A/C OVER ENEMY TERRITORY 156
 A/C LOST TO FLAK 1
 A/C BATTLE DAMAGED 19
 % A/C BATTLE DAMAGED 12.88%

Simmern R.R. Bridge 409, 416 Gp.

A/C Lost to Flak 0
 A/C Battle Damaged 2
 % A/C Battle Damaged 2.81%

The 409 Gp. reported weak inaccurate heavy flak at Remberg (R-2074) and Eisenberg (R-2405). The fire at Remberg probably came from Railway flak located at Edenkoben. That at Eisenberg was also probably Railway guns.

The 416 Gp. reported weak inaccurate heavy fire from Kaiserslautern and at the IP and target. The fire was ineffective as all damage was sustained by the 409 Gp.

Gouvy Communications Center 410 Gp.

A/C Lost to Flak 1
 A/C Battle Damaged 17
 % A/C Battle Damaged 47.37%

Moderate accurate heavy flak was encountered at the target. Crews reported that the flak was much more accurate than that encountered on previous missions in the break through area. There was 9/10 cloud in the target and the accuracy of the flak leads to the belief that the gunners are probably using small mobile Radar for range and position. Window was not used.

Bad Munster R.R. Bridge 387 Gp.

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

Following previous experiences, no flak was encountered enroute or at the target.

ENEMY AIRCRAFT REACTION

P.O.T.'s: 1025½ to 1136

The 416th Group reports 5-12 Me 109's attempting pass at formation in an area N.E. of Kaiserslautern, but the e/a were driven off by the escort.

S E C R E T

FAILURES TO BOMB

<u>GROUP</u>	<u>NO. A/C</u>	<u>CLASSIFICATION</u>	<u>REASON</u>
409	1 (A-25)	Mechanical	Electrical starter locked in meshed position.
416	4 (A-26)	Other	1, unknown - landed away from base. 2, crashed on take-off. 1, crash-landed on take-off.
410	2	Mechanical	1, jammed throttle. 1, engine trouble.
	2	Other	1, lost at target. 1, flak damaged.
387	2	Mechanical	1, gas tank leaking. 1, oil congealed.
	2	Other	1, crashed on take-off. 1, crewman ill.
323	2	Mechanical	Left engine lost power
	52	Other	1, crewman ill. 51, fighters late at rendezvous, formation ran low on gas.
322	1	Mechanical	Engine failure.
344	26	Other	No escort.
386	2	Mechanical	Engines cutting out.

OBSERVATIONS

WEATHER: ~~Minor~~ 409 BG: Clear, some smoke cover. Visibility 10-12 miles. Visibility on bomb run at 345° 10-12 miles.

416 BG: Clear. Haze layer in valley. Visibility on bomb run 3-5 miles. Visibility up sun 1-2 miles and 3-5 miles in all other directions.

Goovy 416 BG: 6-8/10 strato-cumulus, tops 8-9,000 feet. Bank of medium cloud north of target area. Visibility on bomb run at 060° 4-6 miles.

Rad Munster 387 BG: 2/10 cloud at 18,000 feet. Visibility excellent.

323 BG: Failed to make fighter rendezvous although circled for 20 minutes.

Vielbaum 322 BG: Turned back 7 miles from target. 10/10 3-4,000 feet. Visibility 2-3 miles.

PUBLIC RELATIONS
PRESS RELEASE

HEADQUARTERS NINTH BOMBARDMENT DIVISION, France—Continuing to hammer the enemy's counter-offensive supply system, close to 150 Ninth Air Force medium bombers hit two railway bridges in Western Germany and a communications center within the Nazi bulge in Belgium in bombing attacks Tuesday.

Seventy A-26 Invaders bombed the Simmern railway bridge, 26 miles south of Koblenz, while smaller formations of B-26 Marauders and A-20 Havocs attacked a rail bridge at Bad Munster, 22 miles southwest of Mainz, and road junctions in Gouvy, 10 miles southwest of St. Vith.

Smoke, believed to be created by the enemy to screen the target, prevented the first Invaders over the Simmern bridge, spanning the Simmer river, from observing results of their attack. The smoke screen had blown away by the time the second formation bombed and airmen reported that the target was hit with fair to excellent results. Escorting fighters fought off two attacks by enemy aircraft, bomber crews reported.

A concentration of enemy vehicles was seen in the target area of Gouvy, which was bombed by Havocs with good results, according to returning crews. Heavy flak, including rockets, was encountered over the target and one bomber was lost.

Returning Marauder crews reported that they bombed the Bad Munster railway bridge, spanning the Nahe River, with good results.

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2 JAN 1945

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Item 2

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