

IRIS Public Record

Key Information

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

Descriptive
Notes:

Title MISSION REPORTS: FOLDER NUMBER 2

Added

Entries

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GP-416-SL-OP 5
113 DEC 1944

A-26

MISSION REPORTS

FOLDER NO. 2

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

P.R.C.

00001085

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

MICROFILMED

7386-48

SECRET

ADIN: 00, 1-55

15 Jan 45

INITIAL:

H-2-2

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

APO 140, U.S. Army,
15 January 1945.

SUBJECT: Mission Report.

TO : Commanding General, 9th Bombardment Division (M), APO 140, U.S. Army.
(Attn: 1-4 Section)

1. 11 January 1945, T.O. 1157, Simmsa R.R. Bridge, P.O. 124-704.

41-39235 Pilot used emergency
(Lt B.F. Shelley) air brakes.

Pilot reported that his aircraft started to skid off the taxiway so he pulled his air bottle to stop. Pilot error.

41-39212 Pilot taxied into a
(Lt D.B. Brunig) ditch beside taxi strip.

The snow control crews had cleaned the taxi strip too far on one side of the strip and not enough on the other and left a clear path just wide enough for an aircraft to taxi which was not completely on the taxi-strip. No fault of pilot concerned.

41-39238 Called back by control
(Lt G.S. Butler) tower.

Aircraft 41-39238 was clearing the taxi-strip and by the time the aircraft was moved it was too late for these airplanes to catch the formation.

43-21407

(Capt R.J. Tutt)

44-173

(Lt L.E. Connor)

43-614

(Lt W. Popensy)

43-22344

(Lt J.B. Jewell)

41-39222

(Lt W. Musgrave)

41-39265

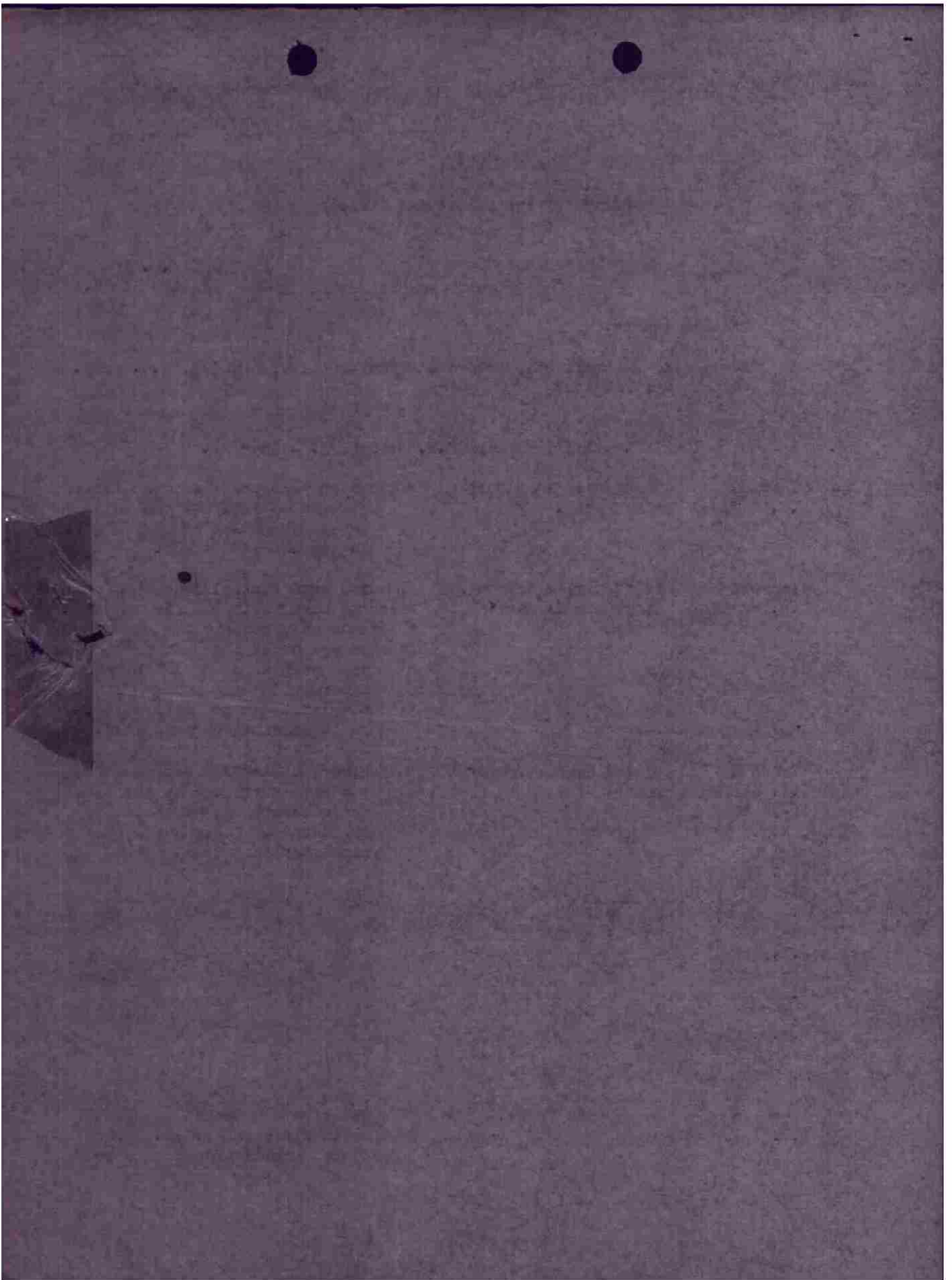
(Lt A.J.P. Wynn)

43-22295

(Lt M. Brontabree)

41-39210 Left brake froze.
(Lt L.W. Edstrom)

Moisture had seeped down into brake discs and froze. Brake discs were cleaned with carbon



II. Cont'd

III. 41-39239 Pilot reported he could
(Lt D. L. Eastman) not find formation and
also radio trouble.

41-39250 Nose wheel would not
(Lt R. Hallman) retract.

IV. 41-39208 Station 3A failed to
(Lt J. L. Gary) release.

43-32313 Station 3A failed to
(Lt J. F. Johnson) release.

41-39219 Station 3A failed to
(Lt F. L. Harris) release.

41-39241 Station 3A failed to
(Lt L. S. Strat) release.

tetrachloride and reinstalled.
Brake operation was then satis-
factory.

The radio was checked by ground
crews and found completely
satisfactory. Pilot error.

The lever assembly nose wheel
down lock release was found
broken. The cause of this
breakage was due to binding of
the locking plunger due to a
maladjustment of the retracting
link stop bolt. Correct adjust-
ment of the link stop bolt and
replacement of the lever assembly
caused nose gear to function O.K.

The felt seal around the pivot
of the release arm on the A-1
release unit was full of water
and froze causing failure of
release arm to rotate when release
solenoid was energized. This
condition can be completely
eliminated when adequate covers
are furnished for this aircraft.
Covers are now being made by the
43rd Air Depot.

Intervalometer released first
thru stations and stopped at this
point. The exact cause has not
been located in the intervalometer
circuit but it is believed that
the lock in relay connection or
the counter relay circuit is
defective since this malfunction
is usually covered by either of
these conditions. Vibration
usually causes these defects.

Release arm on A-1 release unit
was bent during loading of bombs
and failed to change release
lever on shackle upon release of
station.

Corroded and scored camming
surface in B-7 shackle caused
binding and failure of shackle
to release when A-1 release
unit was energized.

IV. Cont'd

44-86 All bombs returned.
(Capt B.B. Stebbins)

41-33189 Station 24 failed to
(Lt J.S. Montross) release.

This condition will be eliminated by a more thorough inspection of bomb shackles before installation.

The hot lead to the bombardiers toggle switch had been incorrectly connected during installation of impulse bombing equipment. Bombardier attempted to release through this switch since he was not using bombsight. FPF mission.

The trip screw was not re-set on A-4 release unit on station 2 causing failure to transfer current to station 24.

V. None

VI. 1 - 3:30 - 510
2 - 3:30 - 450
3 - 3:30 - 580
4 - 3:40 - 475
5 - Not airborne
6 - 3:35 - 600
7 - 3:40 - 550
8 - 3:45 - 550
9 - Returned early
10 - 3:45 - 500
11 - 3:35 - 550
12 - 3:35 - 550
13 - 3:35 - 575
14 - Not airborne
15 - Returned early
16 - 3:30 - 520
17 - Not airborne
18 - Not airborne
19 - Not airborne

1 - 3:35 - 540
2 - 3:35 - 540
3 - Not airborne
4 - 3:05 - 590
5 - 3:15 - 750
6 - 3:50 - 600
7 - 3:25 - 450
8 - 3:10 - 585
9 - 3:20 - 625
10 - 3:15 - 665
11 - 3:15 - 675
12 - 3:10 - 600
13 - 3:30 - 560
14 - Not airborne
15 - Not airborne
16 - Not airborne
17 - Not airborne
18 - Not airborne
19 - 3:10 - 650

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

MISSION NO. 183

LOADING LIST

11 JANUARY 1945

BOX I

FLIGHT I

1. 075 J 510
Capt. D.A. Hulse ✓
Lt. R. Cents ✓
S/S W.W. Donnelly
Sgt G.J. Kruger
2. 023 X 450
Lt. R.E. Greenley ✓
Lt. R.J. Basnett ✓
Cpl V.F. Gross
S/Sgt A.H. Hinson
3. 229 B 680
Lt. D.W. Sorrels ✓
S/Sgt V.A. Malara
Major H.A. Franck (NINTH AF)

1. 467 W
Capt. R.J. Ritt
Lt. J.T. Beck
Sgt W. Wood
Cpl D. Schwartzapel
2. 614 A
Lt. H. Popaney
S/S H.C. S. Candler
Sgt W.E. ARNETT
3. 173 W-1
Lt. L.E. Cannon
S/S E.P. Brzezinski
S/S J.W. Sylva

WINDOW

FLIGHT II

1. 106 E 475
Lt. J.J. Lackovich
Lt. R.C. Muir
S/S C.R. Orvold
S/S A.E. DiMartino

2. 265 V
Lt. A.J.P. Winn
S/S G.G. Stephenson

3. 234 P 600
Lt. J.H. Miller
S/S R.G. Schrom

4. 284 G 550
Lt. A.E. Hemmen
S/S J.O. Young

5. 211 K 650
Lt. J.W. Spires
Cpl R.W. Messinger

6. 239 N
Lt. D.M. Eastman
S/S A.B. Eaton

FLIGHT III

1. 165 G 500
Lt. C.J. Brown ✓
Lt. J.E. Kerns ✓
S/S H.E. Sunderland
Sgt H.K. Miller

2. 237 D 550
Lt. D.A. Fero ✓
S/Sgt A.A. Rojas

3. 208 L 550
Lt. J.C. Gary ✓
S/Sgt R.W. Cheuyront

4. 326 W 515
Lt. D.L. Withington
S/S C.F. Russ

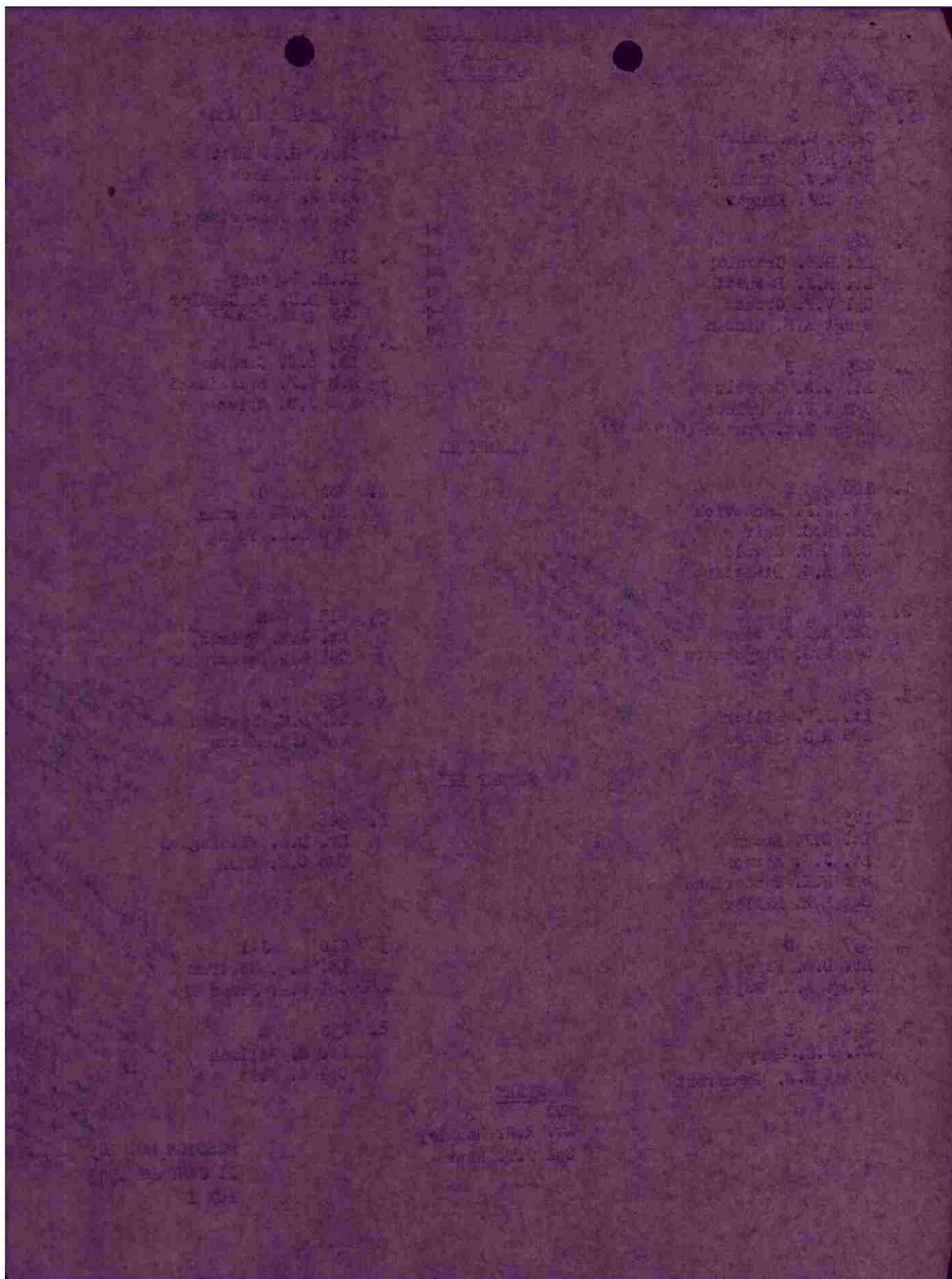
5. 210 J-1
Lt. L.W. Edstrom
Cpl P.A. Pompa

6. 250 A
Lt. M. Wallman
Cpl A. Holt

SPARE

- 271 R 520
Lt. R.H. Hackley
Cpl C.T. Hawk

MISSION NO. 183
11 JANUARY 1945
BOX I



MISSION NO. 183

LOADING LIST
BOX II
FLIGHT I

11 JANUARY 1945

1. 085 T 640
 Capt. B.D. Stebbins ✓
 Lt. A.S. Galloway ✓
 S/S W.J. Brown
 S/S J.J. McGuire

2. 241 F 540
 Lt. M.S. Street ✓
 Lt. C.M. Anderson ✓
 S/S F.P. Basford

3. 238 M
 Lt. G.S. Butler
 S/S H.B. McClain

*not Airborne
 Right oil cooler
 shuttled to craft*

4. 244 I 570
 Lt. J.F. Allen ✓
 S/S L.R. Getgen
 S/S G.B. Scott (NINTH A.F.)

5. 378 O 750
 Lt. D.W. Smith ✓
 Cpl R. DeStefano

6. 313 B 600
 Lt. R.K. Johnson ✓
 Cpl H.E. Brandt

FLIGHT II

1. 081 F 450
 Lt. C.J. Andersen ✓
 Lt. W. Babbage ✓
 S/S E.S. Schafer
 Cpl W.H. Fidler

2. 188 R 585
 Lt. J.H. Montrose ✓
 S/S R.S. Gandy

3. 233 F-1 545
 Lt. J.P. Kenny ✓
 S/S J.J. Sittarich

4. 219 E 665
 Lt. F.W. Harris ✓
 Sgt C.W. Williford

5. 264 I-1 675
 Lt. W.W. Ahnin ✓
 Sgt J.L. Pauker

6. 290 L 600
 Lt. L.J. Prucha ✓
 T/S G.O. Wilson

FLIGHT III

1. 315 L-1 560
 Major H.F. Genant ✓
 S/S L.C. Burger
 Lt. C.O. Porter (NINTH A.F.)

2. 235 M-1
 Lt. S.H. Shelley
 Sgt D.V. Paladino

3. 222 S
 Lt. W. Masgrove
 S/S R.O. Seighman

4. 212 K
 Lt. D.B. Grunig
 S/S M.E. Diaz

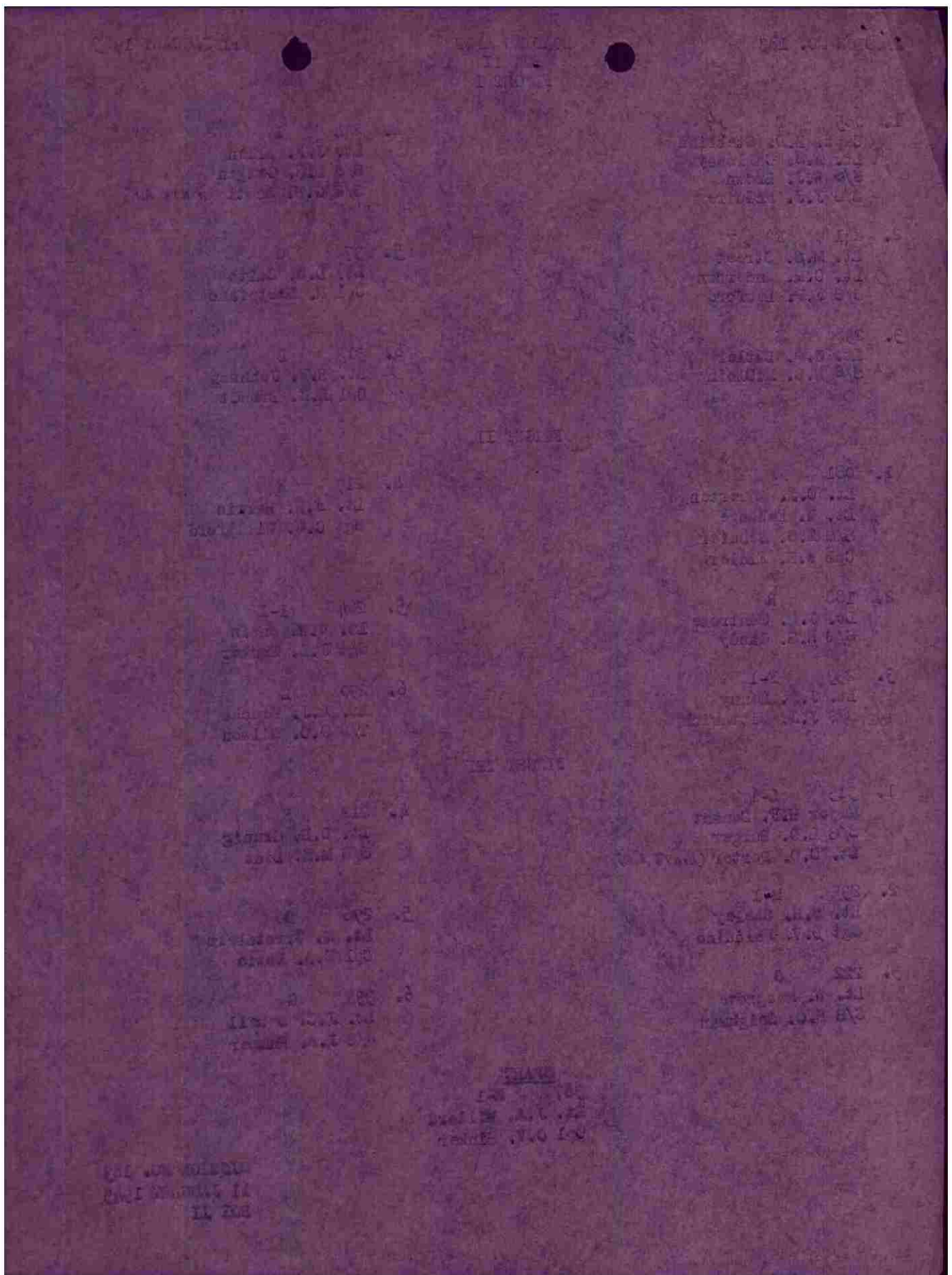
5. 296 D
 Lt. M. Errotabere
 Cpl E.A. Bowie

6. 334 G
 Lt. J.C. Sewell
 S/S J.A. Hunter

SPARE

367 E-1 650
 Lt. J.A. Willard ✓
 Cpl C.V. Hinker

MISSION NO. 183
 11 JANUARY 1945
 BOX II



FOOT MISSION REPORT

MISSION NO.

783

DATE

11 January 1944

1. NUMBER OF MEN WOUNDED:

None

2. ENGINE MALFUNCTIONS:

See Malfunction Report

3. CAMERA MALFUNCTIONS:

None

4. PRESENT OF BATTLE DAMAGE:

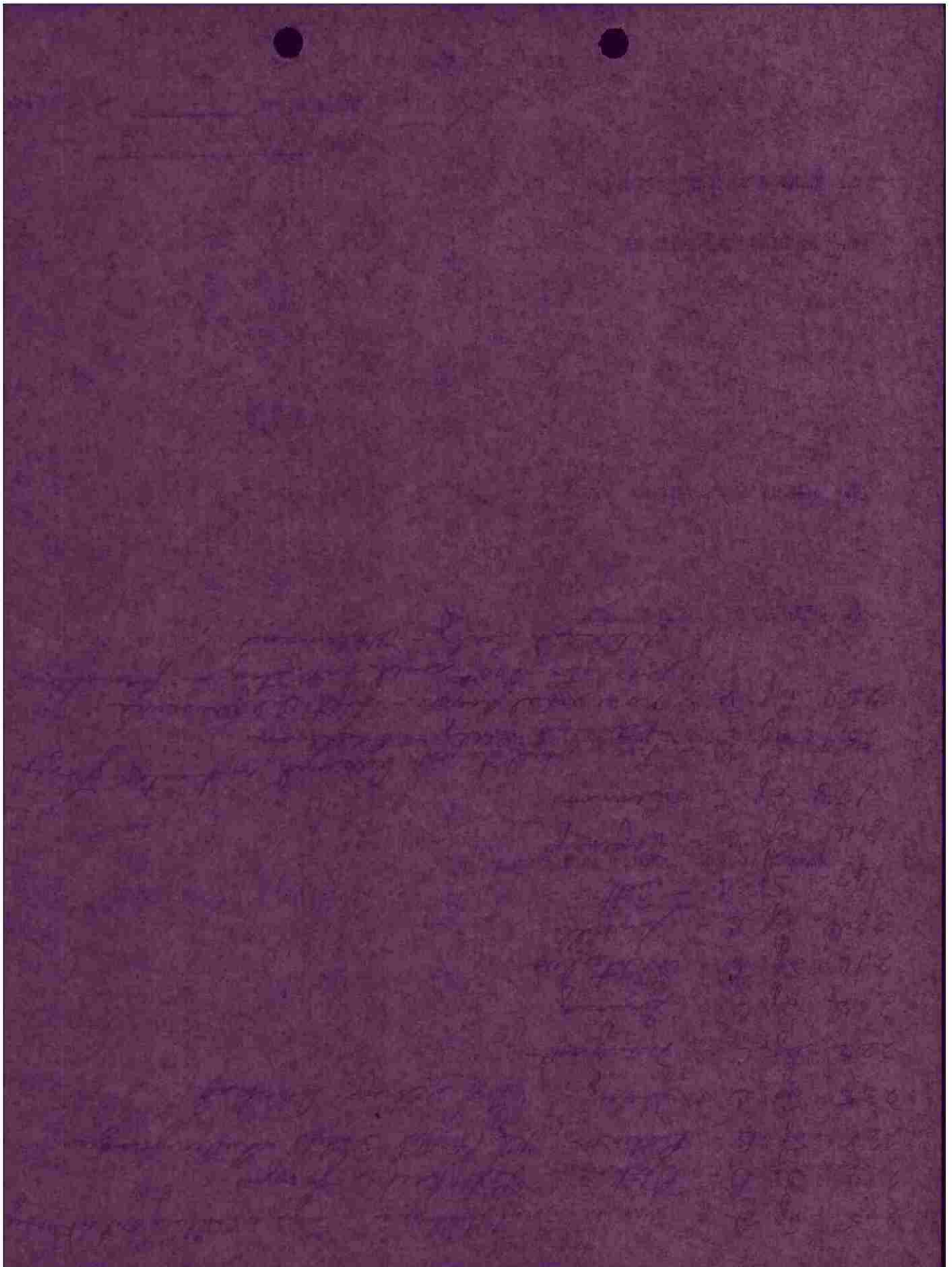
None

5. PLANE FAILING TO RECOVER AIRBORNE OR RETURNING EARLY:

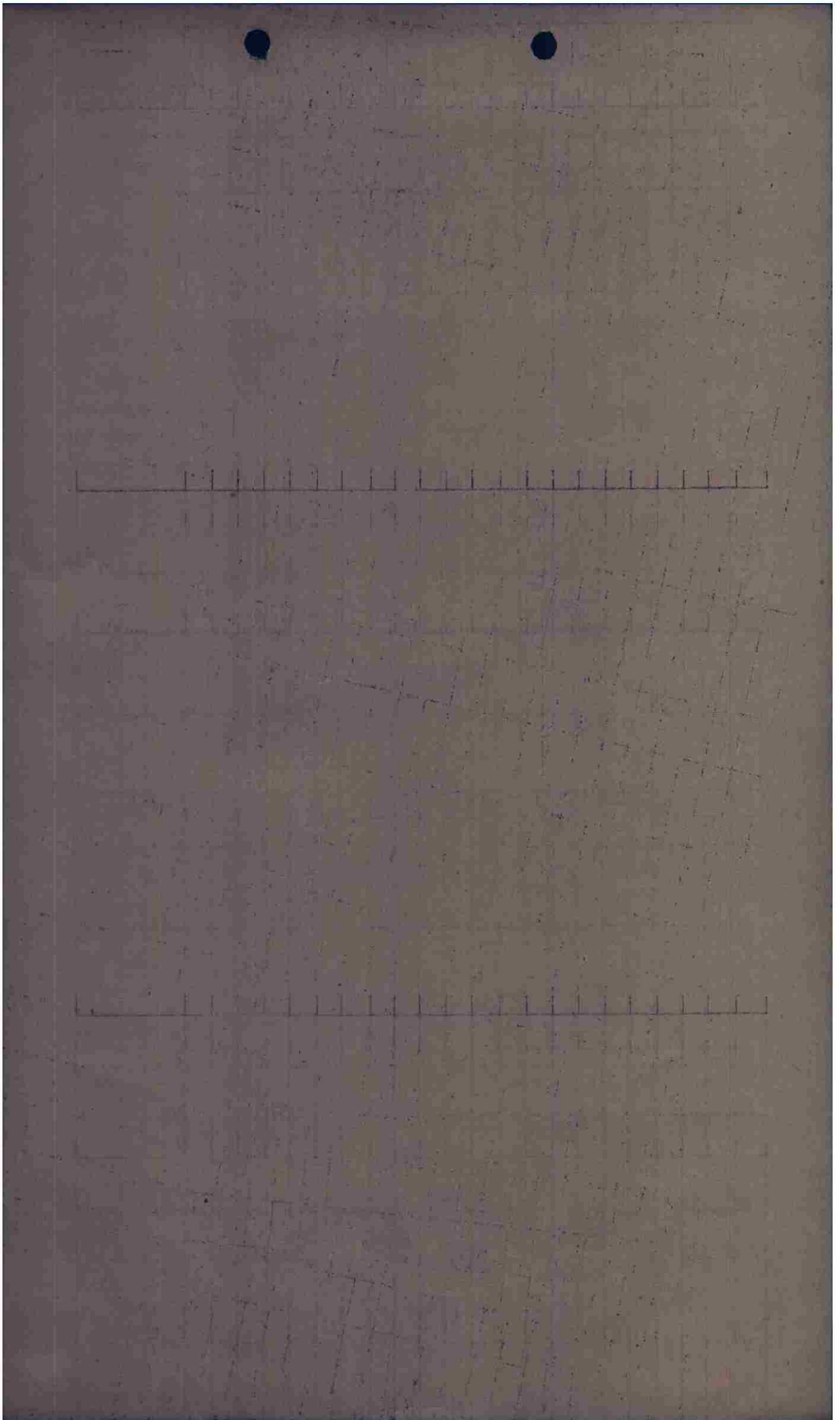
See Back of report

6. PLANE LOST OR LANDING AWAY FROM BASE:

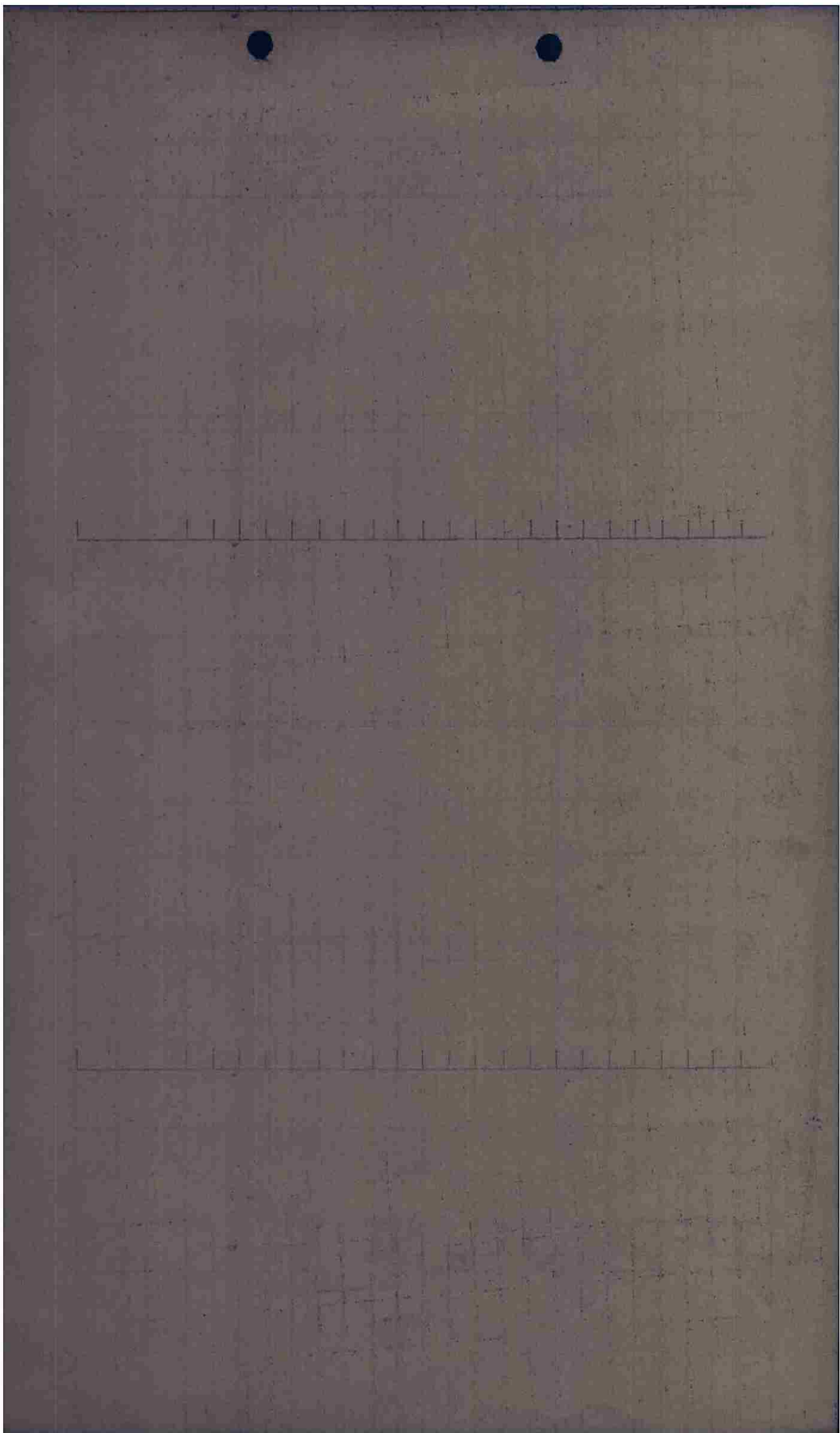
None



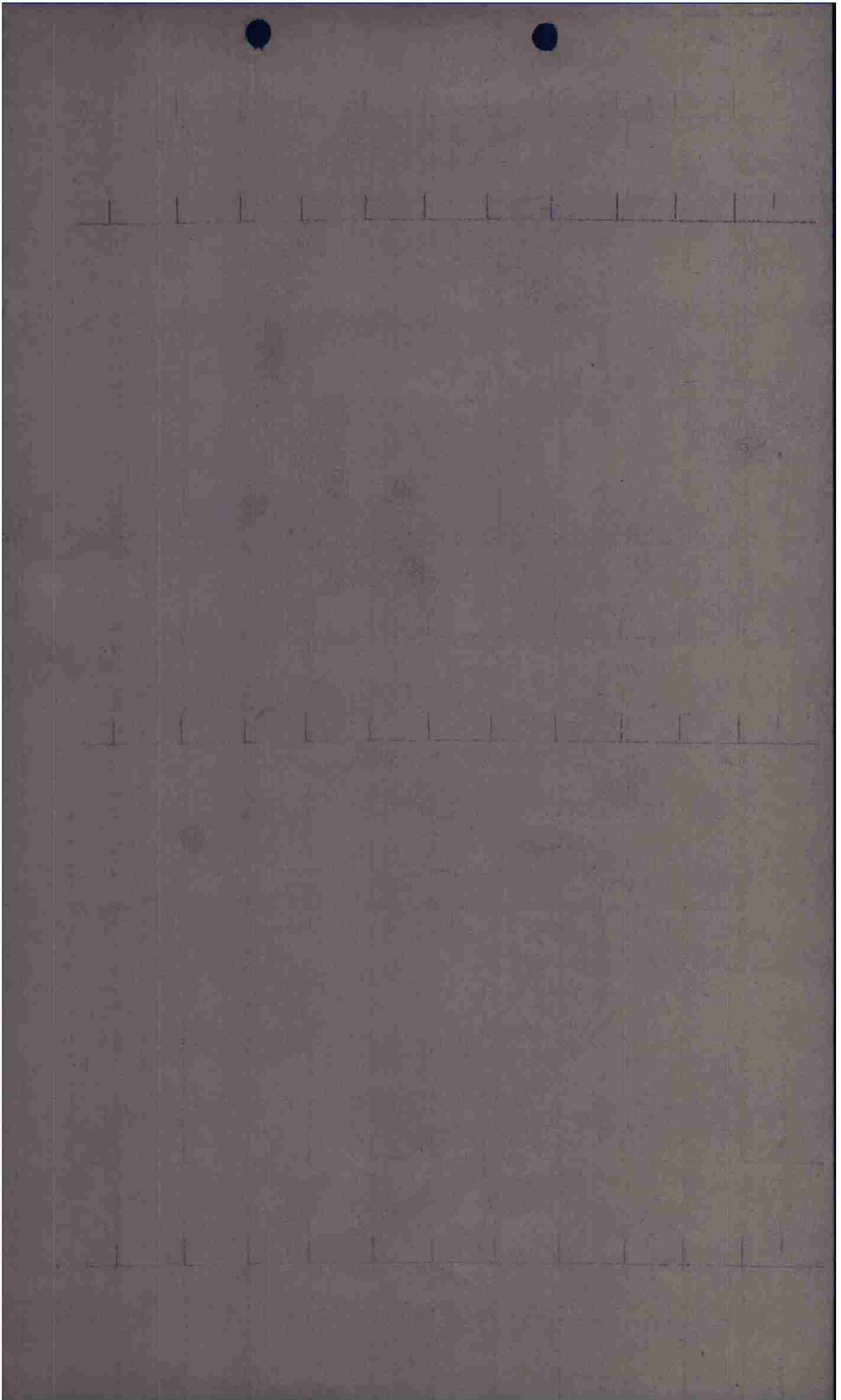
Box I														
Mission No. 183														
11 Jan 1945														
S G D N	A / C LTR	A / C NO.	PILOT	D - I S T A NCE	TARGET	A T O	ENG. COAST OUT	ENEMY COAST IN	T O T	ENEMY COAST OUT	ENG. COAST IN	C A M E R A	F U L L O L O B A D	E N D U R
B	J	075	Hulse	517		1159						HC		1532
A	X	023	Greenberg			1157								1533
B	B	229	Donald			1158						HC		1532
B	E	106	Backlund			1158						HC		1542
A	V	265	Heinrich		Engine cutting out on Runway									1543
A	P	284	Heinrich			1158								1539
A	C	284	Heinrich			1159								1541
A	K	211	Heinrich			1200								1541
A	N	239	Heinrich			1201			1333	Returned safely				1545
A	G	185	Heinrich			1201								1536
A	D	237	Heinrich			1203								1535
A	L	208	Heinrich			1204								1538
A	W	326	Heinrich			1206								1534
A	J-1	210	Heinrich											1534
A	A	250	Heinrich			1207								1534
B	K	271	Heinrich			1207								1534
C	W	467	Heinrich											1534
C	A	614	Heinrich											1534
C	W-1	173	Heinrich											1534



Box II												
Thurs Jan. 183												
11 Jan. 1945												
S G D N	A / C LTR	A / C NO.	PILOT	D - S T A NCE	TARGET	A T O	ENG. COAST OUT	ENEMY COAST IN	T O T	ENEMY COAST OUT	ENG. COAST IN	C A M E R A
B	T	085	Shubing			1207						HC
B	F	241	Shueh			1210						C
B	M	238	Butler			Right Air Control Station logs						
B	II	244	Allen			1221						C
A	O	378	Smith & E			1222						C
A	B	313	Johnson			1210						
A	P	081	Wenderson			1223						HC
A	R	188	McIntosh			1228						
A	F-1	233	Turner			1224						
A	E	219	Harvey			1224						
A	F-1	264	Harvey			1225						C
A	L	290	Trucha			1225						C
C	L-1	315	Conant			1212						
C	M-1	235	Shelley									C
C	S	222	Woodward									
C	K	212	Winkler									
C	D	296	Quataigne									
C	G	334	Revel									C
B	K-1	367	Willard			1227						



Mission 183					11 January 1945
SHIP NO	SQUADRON	PILOT and/or CO-PILOT	THREATS	FUNCTIONS	OPERS OF FUNCTIONS
241	B	Street		Station 3rd Field B Nelson -	Carried and used swimming, airplane in B-7 machine gun, drinking and putting a bottle of water in the water. H-4 plane machine gun, Capt. Capt. had him loaded for several days. Attending B-7 machine gun. Machine carried as a result of some machine gunshots - this will be carried by some machine gun and cleaning and frequently -
085	B	Stallins		All bombs returned	that had to be included in the water had been immediately carried during installation of machine gunning equipment. Machine gun Machine gun attempted to return though the water gun was not returning through daylight.
					Allen - Capt. H. G.



Mission 183					11 January 1945
SHIP NO	SQUADRON	PILOT and/or BOMBARDIER	ENGINEER	FUNCTIONS	CAUSE OF MALFUNCTIONS
188	A	Montrose		Station 3A failed to release	Trip never met to meet on 11-4. Release unit saw Station 2 causing release to happen even though Station 3A for release of station.
219	A	Harris		Station No. 3A failed to release	Release came on 11-4, release unit went down, landing point and point of release all have been on shore before release of station.
308	D	GARY		Station 3A failed to release	Unit was around point of release on 11-4 release unit, pilot of station had plane carrying release of release came to station which release released was engaged - this station can be completely eliminated when coming for fuelage and hatch at pilot station also adequately designed -
313	D	Johnson		Station 3A failed to release	Intentionally released just those stations and stopped at their point. Exact cause not located in interval - directly circuit that it is believed that the docking relay connection is responsible relay circuit is defective since this maloperation is consistently caused by either of these conditions. Maloperation releases causes release of pilot.

(over)

Information is being updated and
will be further study.

OIITA OIJES OIJKI OIJPO OIJJF V OIJEA OIJEA 01/11 OP - OP
T (OIITA T OIJJF)

FROM 97TH COMBAT BOMB WING 11/0020A J-112-E
TO COMBOMDIV NINE
409TH BOMB GROUP
410TH BOMB GROUP
416TH BOMB GROUP

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

97TH COMBAT BOMB WING
A P O 140
11 JANUARY 1945

FIELD ORDER NO. 124-704

MAPS: NORMAL

1. B. (1) REFER CURRENT BOMBLINE.
(2) 9TH T.A.C. WILL PROVIDE P-38 ESCORT FOR THE 409TH AND 416TH BOMB GROUPS.
2ND T.A.F. WILL PROVIDE AREA COVER FOR THE 410TH BOMB GROUP.

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

PLAN "A" ZERO HOUR: 11/1200A
PLAN "B" ZERO HOUR: 11/1200A

PLAN "A" VISUAL

3. A. 409TH BOMB GROUP:
(3) WITH FIGHTERS AT 4937N 0608E AT 12,000 FEET AT ZERO HOUR PLUS 60 MINUTES.
- B. 410TH BOMB GROUP:
(1) CLERVAUX COMMUNICATIONS CENTER (P-779631)
(2) 36 A/C BOMBING BY FLIGHTS OF 6.
(4) BASE TO I.P. TO TARGET.
(5) TARGET TURN LEFT TO R.P. TO BASE.
(6) BOMB AT 12,000 FEET OR BELOW CLOUD BASE, DOWN TO BUT NOT BELOW 5,000 FEET. DROP 1,000 FEET AFTER BOMBING.
(7) 4942N 0549E.
(8) GEN S W TO N E.
(9) M.P.I. MAP SERIES GSGS 4414, SHEET 5902. 3 FLIGHTS ON GRID. COORD. 77916315, 3 FLIGHTS ON GRID. COORD. 77606310.
(10) 6 X 500 G.P. FUSED: 1/10 SEC. NOSE, 1/40 SEC. TAIL.
(11) 4942N 0549E.
(12) T.O.T.: ZERO HOUR PLUS 20 MINUTES.
(13) NO ALTERNATE TARGETS WILL BE ATTACKED.
(14) IF CLOUD COVER PREVENTS VISUAL BOMBING, GROUPS WILL RETURN BOMBS TO BASE.

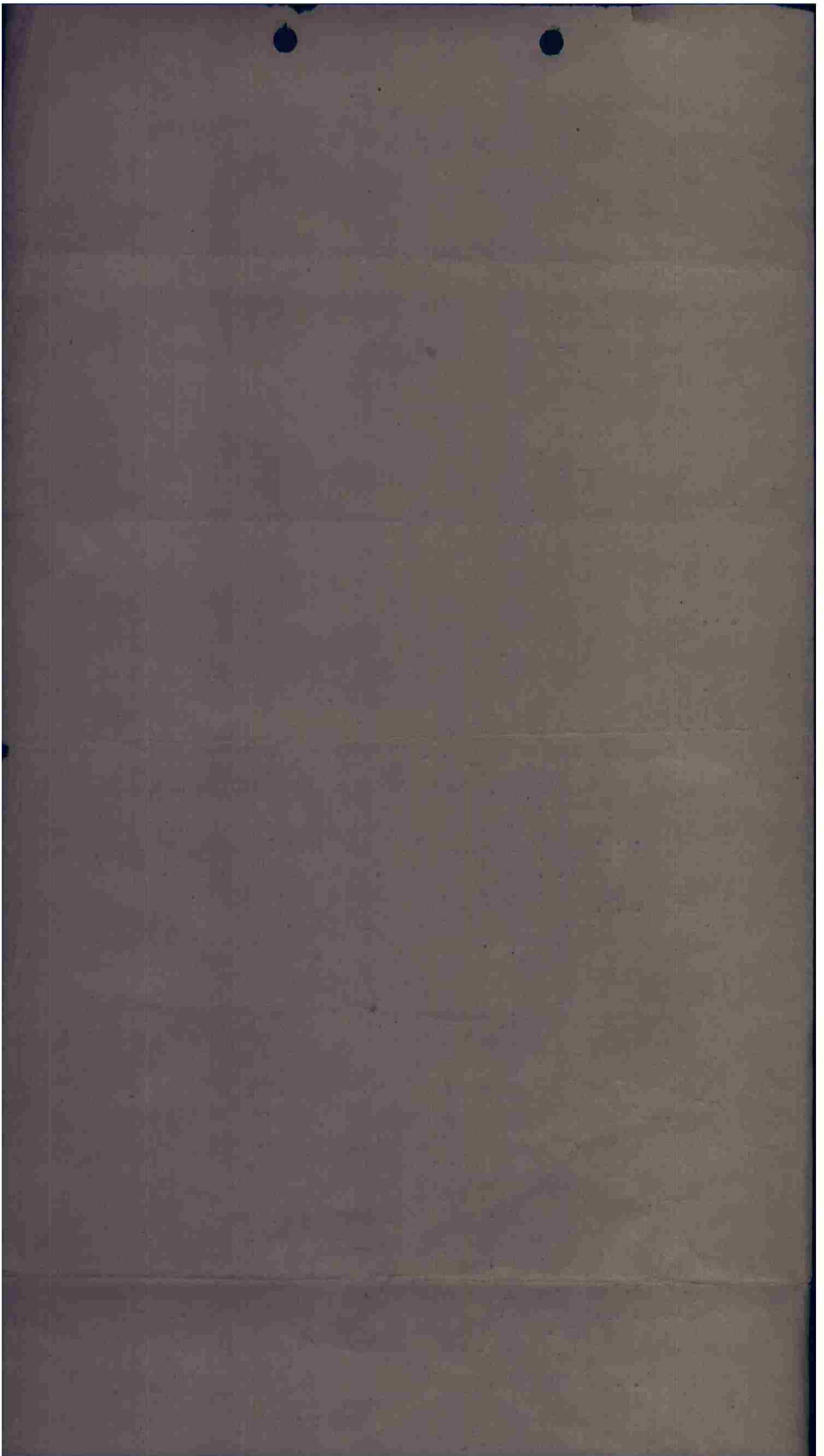
- C. 416TH BOMB GROUP:
(13) WITH FIGHTERS AT 4937N 0608E AT 12,000 FEET AT ZERO HOUR PLUS 45 MINUTES.

- X. (1-4) NO CHANGE.

FOR 409TH AND 416TH BOMB GROUPS ONLY.

- Pre Brief- 0845*
Brief- 0945
- TARGET: SIMMERN RAILROAD BRIDGE (L-839530)
 - (6) A/C REQ.: 36 A/C BOMBING BY FLIGHTS OF 6.
 - (7) ROUTE OUT: BASE TO F.R. TO 4941N 0654E TO 4957N 0652E 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.: 5007N 0708E.
 - (11) AXIS OF ATTACK: N W TO S E.
 - (12) M.P.I.: 9TH A.F. 2ND PHASE INTERPRETATION REPORT. US 10/T374, ANNOTATED AREA 1 (CENTER OF BRIDGE)
 - (13) BOMBS: 4 X 1000 G.P. FUSED: 1/10 SEC. NOSE, 1/100 SEC. TAIL. MINIMUM INTERVALOMETER SETTING.
 - (14) R.P. 5007N 0708E.
 - (15) IF CLOUDS PREVENT VISUAL BOMBING AND "GEE" EQUIPMENT FAILS, BOMBS WILL BE RELEASED ON TARGET E.T.A.

PLAN "B" - PATHFINDER



3. A. 409TH BOMB. GROUP.

- (3) WITH FIGHTERS AT 4855N 0603E AT 13,500 FEET AT ZERO HOUR PLUS 41 MINUTES. WITH PPF A/C OVER FIELD.
 (12) T.O.T. - ZERO HOUR PLUS 35 MINUTES.

B. 410TH BOMB. GROUP.

- (1) CLERVAUX COMMUNICATIONS CENTER (P-779631)
 (2) 1ST BOX: 15 A/C, 2ND BOX: 18 A/C WITH ONE P.P.F. A/C.
 (4) BASE TO 4929N 0510E TO 4939N 0542E TO TARGET.
 (5) TARGET TURN LEFT TO 4939N 0542E TO BASE.
 (6) BOMB AT 12,000 FEET. MINIMUM ALTITUDE FOR VISUAL BOMBING IS 5,000 FEET. DROP 1,000 FEET AFTER LEAVING TARGET.
 (9) M.P.I. - MAP SERIES G.S.G.S. 4414, SHEET 5902. ONE BOX ON GRID. COORD. 77916315, ONE BOX ON GRID. COORD. 77606310 (TO BE USED FOR VISUAL BOMBING). P.P.F. A/C M.P.I. - GRID. COORD. 77916315.
 (10) 6 X 500 G.P. - FUSED: 1/10 SEC. NOSE, 1/40 SEC. TAIL.
 (12) T.O.T. - ZERO HOUR PLUS 50 MINUTES.
 (13) ALTERNATE TARGETS WILL NOT BE ATTACKED.
 (14) IF VISUAL CONDITIONS EXIST AT TARGET, BOMBING WILL BE BY VISUAL MEANS. THE DECISION TO BOMB VISUALLY WILL BE THE RESPONSIBILITY OF THE A-20 BOX LEADERS AND THEY WILL DO SO WHETHER THEY CONTACT THE P.P.F. A/C OR NOT.
 (15) IF IT IS NECESSARY TO MAKE A SECOND RUN FOR VISUAL BOMBING, GROUP WILL RETURN TO 4942N 0549E TO BEGIN RUN.
 (16) IF P.P.F. A/C EQUIPMENT FAILS AND VISUAL CONDITIONS DO NOT EXIST AT PRIMARY TARGET, GROUP WILL RETURN BOMBS TO BASE.

C. 416TH BOMB. GROUP.

- (3) WITH FIGHTERS AT 4855N 0603E AT 13,500 FEET AT ZERO HOUR PLUS 26 MINUTES. WITH P.P.F. A/C OVER FIELD.
 (12) T.O.T. - ZERO HOUR PLUS 70 MINUTES.

- (1) - (4) NO CHANGE.

FOR 409TH AND 416TH BOMB GROUPS ONLY.

- (5) TARGET - SIMMERN RAILROAD BRIDGE (L-839530)
 (6) A/C REQ. - 1ST BOX: 15 A/C, 2ND BOX: 18 A/C BOMBING ON ONE P.P.F. A/C.
 (7) ROUTE OUT - BASE TO F.R. TO 4856N 0740E TO 4928N 0809E TO 4935N 0758E TO TARGET.
 (8) ROUTE BACK - TARGET LEFT TO 5007N 0708E TO 4957N 0652E TO 4941N 0654E TO 4937N 0603E TO BASE.
 (9) ALTITUDE - BOMB AT 13,500 FEET. MINIMUM ALTITUDE FOR VISUAL BOMBING IS 5,000 FEET.
 (10) M.P.I. - 9TH A.F. 2ND PHASE INTERPRETATION REPORT US 10/T374, ANNOTATED AREA 1 (CENTER OF BRIDGE) TO BE USED FOR VISUAL BOMBING. P.P.F. A/C M.P.I. - GRID. COORD: 83905305.
 (11) BOMBS - 4 X 1000 G.P. - FUSED: 1/10 SEC. NOSE, 1/100 SEC. TAIL. MINIMUM INTERVALOMETER SETTING.
 (12) 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 LEADERS, AND THEY WILL DO SO WHETHER THEY CONTACT THE P.P.F. A/C OR NOT.
 (13) IF IT IS NECESSARY TO MAKE A SECOND RUN FOR VISUAL BOMBING, GROUPS WILL RETURN TO 5007N 0708E TO BEGIN RUN.
 (14) IF P.P.F. A/C EQUIPMENT FAILS AND VISUAL CONDITIONS DO NOT EXIST AT PRIMARY TARGET, BOMB ON GROUP "GEE" EQUIPMENT. IF GROUP "GEE" EQUIPMENT FAILS, BOMBS WILL BE RELEASED ON TARGET E.T.A.

4. NO CHANGE.

5. COMMUNICATIONS.

PLAN "A" OR "B"

A. 409TH BOMB GROUP.

- (2) MUSKRAT
 (3) PALLMALL
 (4) RIPSAB

B. 410TH BOMB GROUP.

- (2) GENTRY
 (4) & (5) SWEEPSTAKE.

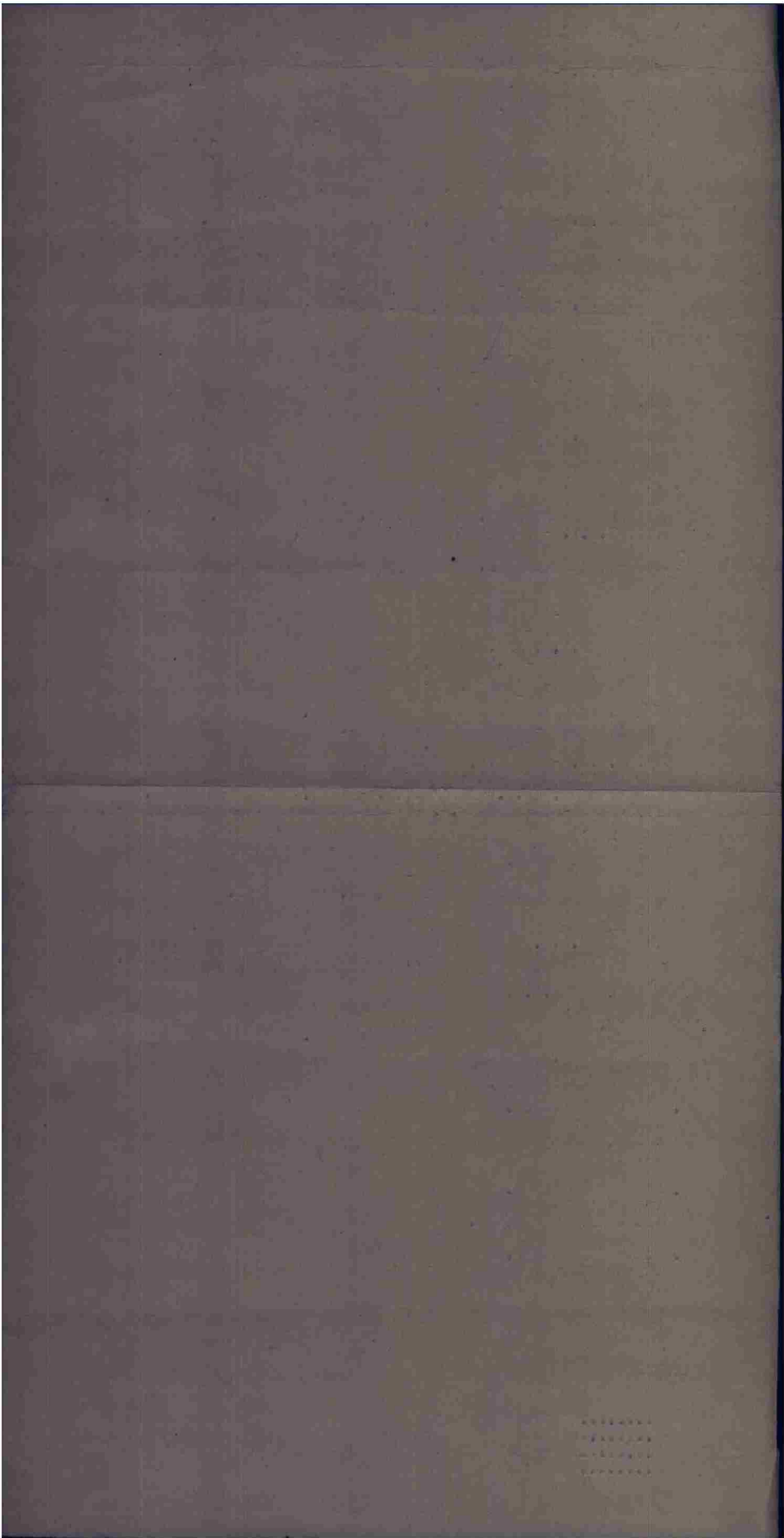
C. 416TH BOMB GROUP.

- (2) SHAVING
 (3) BYPASS
 (4) RIPSAB

COMCBTWIG 97

BT 11/1220A
 SS/CW AR

OIITA R.....110119A NEH AR K
 OIJES R.....11/0119A FR AR K
 OIJPO R.....11/0119A SK AR K
 OIJKI R.....11/0119A WJF AR



OVITA OIJJF OIJES OIJKI OIJPO V OIJE A OIJE A 4/11 OP OP
T (OIITA PASS TO OIJJF)

FROM 97TH COMBAT BOMB WING 11/1525A J-115-E
TO COMBOMDIV NINE
COBOMGP 410
COBOMGP 409
COBOMGP 416
1ST PROV PATHFINDER SQDN.

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

97TH COMBAT BOMB WING
APO 140
11 JANUARY 1945

ANNEX NO.1 TO FIELD ORDER NO.124-704

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

CHANGE PAR 1.B. (2) TO READ :
(2) 19TH T.A.C. WILL PROVIDE P-38 ESCORT FOR 409TH AND 416TH
BOMB GROUP.

CHANGE ZERO HOUR ON PLAN "B" TO READ 11/1300A

COMCBTWIG 97

BT 11/1525A

CES AR

OIITA R.....111539A

AL

AR

OIJKI R.....11/1539A

JF

AR

OIJES R.....111539A

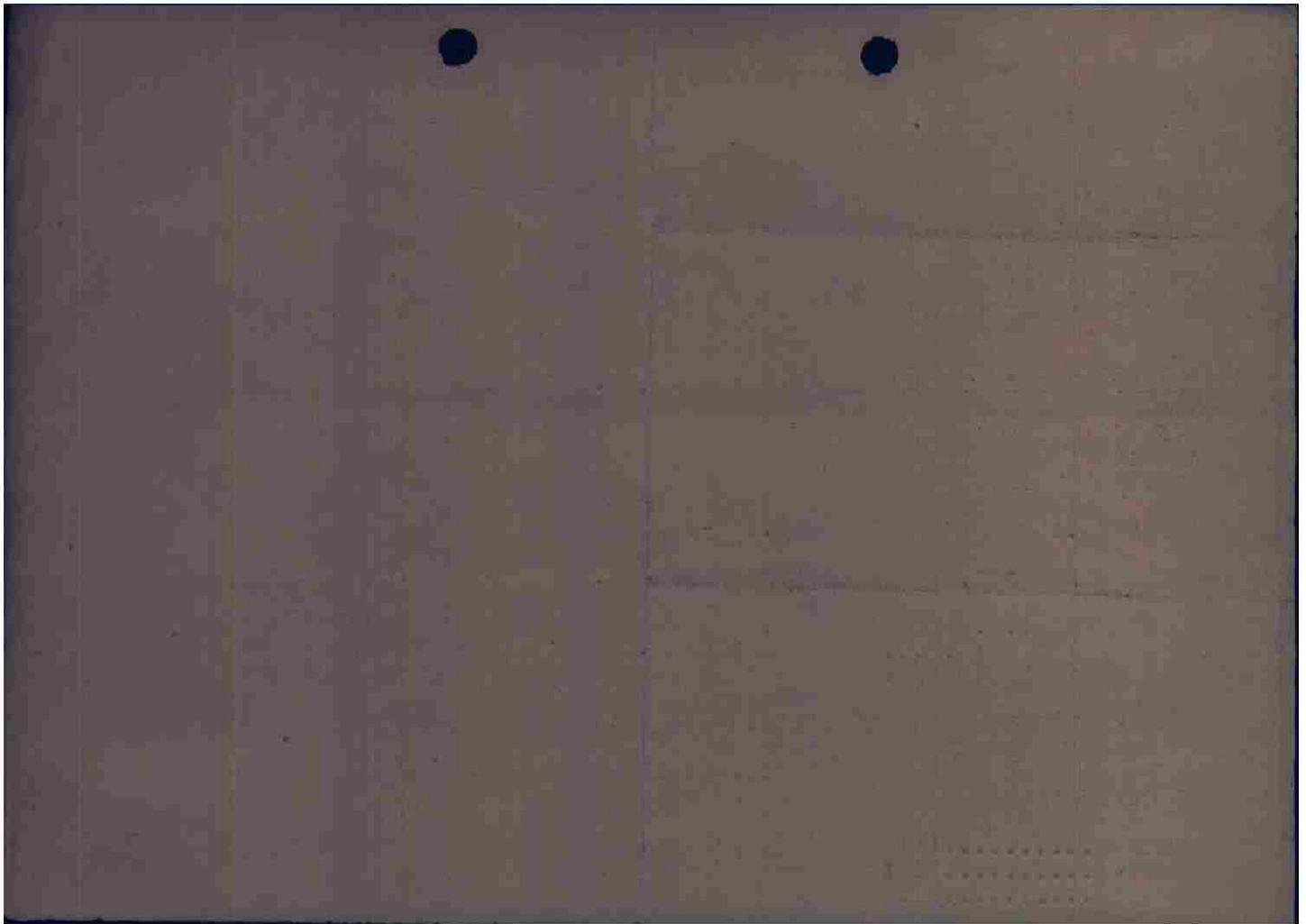
JAB

AR

MOMT

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5 284
DIST
S-2
S-3
S-16

OIJES OIJKI V OIJE A OIJE A 09/10 OP OP

FROM 97TH COMBAT BOMB WING 10/2310A J-110-E
TO COBOMGP 409
COBOMGP 416

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

INTELLIGENCE SUPPLEMENT 2 FIELD ORDER 124-704.

- (1) TARGET: RR BRIDGE OVER SIMMERN RIVER AT L-839530 DESCRIBED ON 9TH AF 2ND PHASE INTERPRETATION REPORT US10/T374 (AREA 1).
- (2) OUR TARGET IS PART OF THE OVERALL RAIL INTERDICTION PROGRAM TO DISRUPT THE ENEMY SUPPLY ROUTES LEADING TO THE PRESENT ACTIVE FRONT, AND TO ISOLATE THIS BATTLEFIELD.
- (3) PHOTO COVERAGE:
9TH AF 2ND PHASE INTERPRETATION REPORT US10/T374 (AREA 1)
9TH AF 2ND PHASE REPORT IX TAC T/187 (AREA "A")
9TH AF 2ND PHASE INTERPRETATION REPORT US10/D604
US12/3861 PRINTS 5021, 5022, 5023
MAP COVERAGE: G.S.G.S. 4416 SHEET T-2
- (4) FLAK: SEE PLOTTED POSITIONS - SPECIAL NOTE OF ROUTE FROM L-0017 TO L-4020 ON BOTH PLANS.
- (5) TARGET IS WELL BEYOND THE BOMBLINE.

COMCBTWIG 97

BT 2310A
RL AR

OIJKI R.....10/2340A WN A AR

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ITA JEA V JKI JKI 10/11 P P
T- ITA PASS TO 1ST PSP

FROM 416TH BOMB GROUP (L) 111855A J-133-E
TO 9TH BOMBARDMENT DIVISION (M)
97TH COMBAT BOMBARDMENT WING (L) (INFO COPY)
CO, 1ST PATHFINDER SQUADRON PROV.

CONFIDENTIAL PRIORITY BT

TWENTY FIVE AIRCRAFT JOINED PFF AIRCRAFT AT FIGHTER RENDEZVOUS.
REMAINDER OF FORMATION NOT AIRBORN DUE TO BLOCKED TAXIWAY. PFF
AIRCRAFT WAS SLIGHTLY OFF COURSE TO IP. RUN TO TARGET WAS A BANDONED
MIDWAY BETWEEN IP AND TARGET. PFF AIRCRAFT REPORTED EQUIPMENT
FAILURE TO BOXLEADER, ASKING WHETHER OR NOT GROUP LEADER DESIRED TO
MAKE VISUAL RUN. UPON RECEIVING A NEGATIVE REPLY, PFF AIRCRAFT BEGAN
VISUAL BOMB RUN ON A HEADING OF NINETY DEGREES TO THE BRIEFED RUN
OF PRIMARY, DROPPING ON A MARSHALLING YARD IN TOWN OF ALZEY WITH
POOR RESULTS. ROUTE BACK WAS GENERALLY OFF COURSE. PFF REOPENED
BOMB DOORS WITHOUT ADVANCING THROTTLES AFTER LEAVING TARGET,
CAUSING FORMATION TO OVERSHOOT THE LEADER. GENERALLY SPEAKING, LEAD
WAS SATISFACTORY WITH THE EXCEPTION OF ERRATIC BOMB RUN AND
INACCURATE NAVIGATION.

BT 11855A

AS

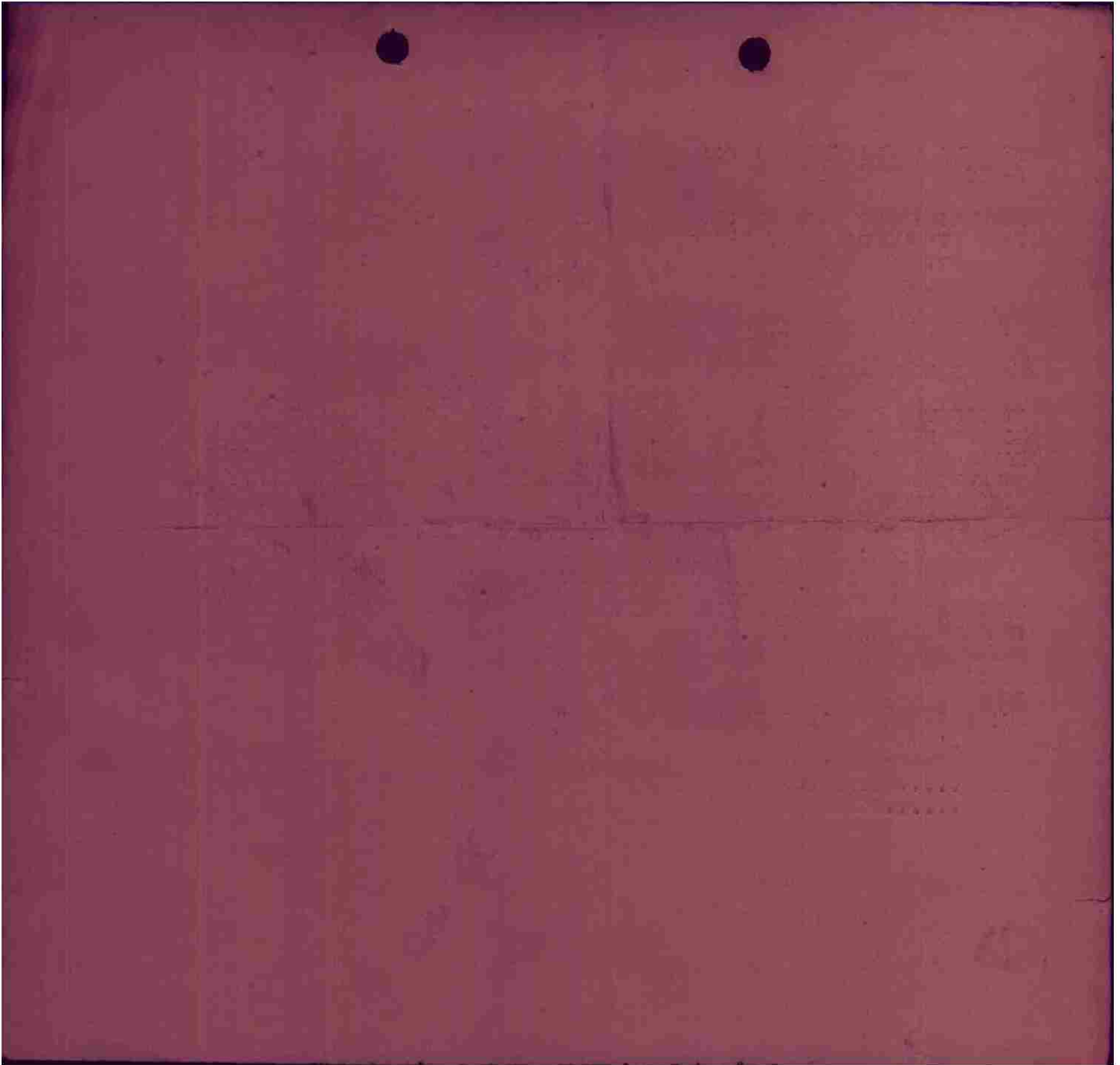
CC: 5TH GR 3RD LINE TO READ "COURSE" 4TH GR NEXT LINE TO READ
TARGET'

EJ BBBB K

ITA R.....11/2030A AT KKK

JEA R.....11/2030A RL K

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JEA ITA V JKI JKI 11/11 OP OP
T SELF

FROM HQ 416TH BOMB GROUP (L) 111955A J-135-D
TO HQ 9TH BOMB DIVISION (M) A-2 P/I
HQ 97TH COMBAT WING (L) A-2 DUTY O.

SECRET OPERATIONAL PRIORITY BT

B. ALZEY M/Y

C. 1409 1/2

J. BOX I --PNB : ALL A/C BOMBED AS ONE BOX. SLECTED AS CASUAL
(PPF) TARGET M/Y IN TOWN OF ALZEY, 31.6 MILES SE OF PRIMARY.
REF: MAP 1:100,000 SHEET T-2 (COORD. 265290). BOMBS
HIT IN LONG PATTERN IN FIELDS 2500 FT N. OF M/Y.
BOMBS FROM ONE OR TWO A/C HIT ON HIGHWAY DAMAGING SAME.

K. NO UNSATISFACTORY BOMBING REPORT.

M.	1. --	6 --	100 PERCENT
	2. --	0 --	0 PERCENT
	3. --	0 --	0 PERCENT

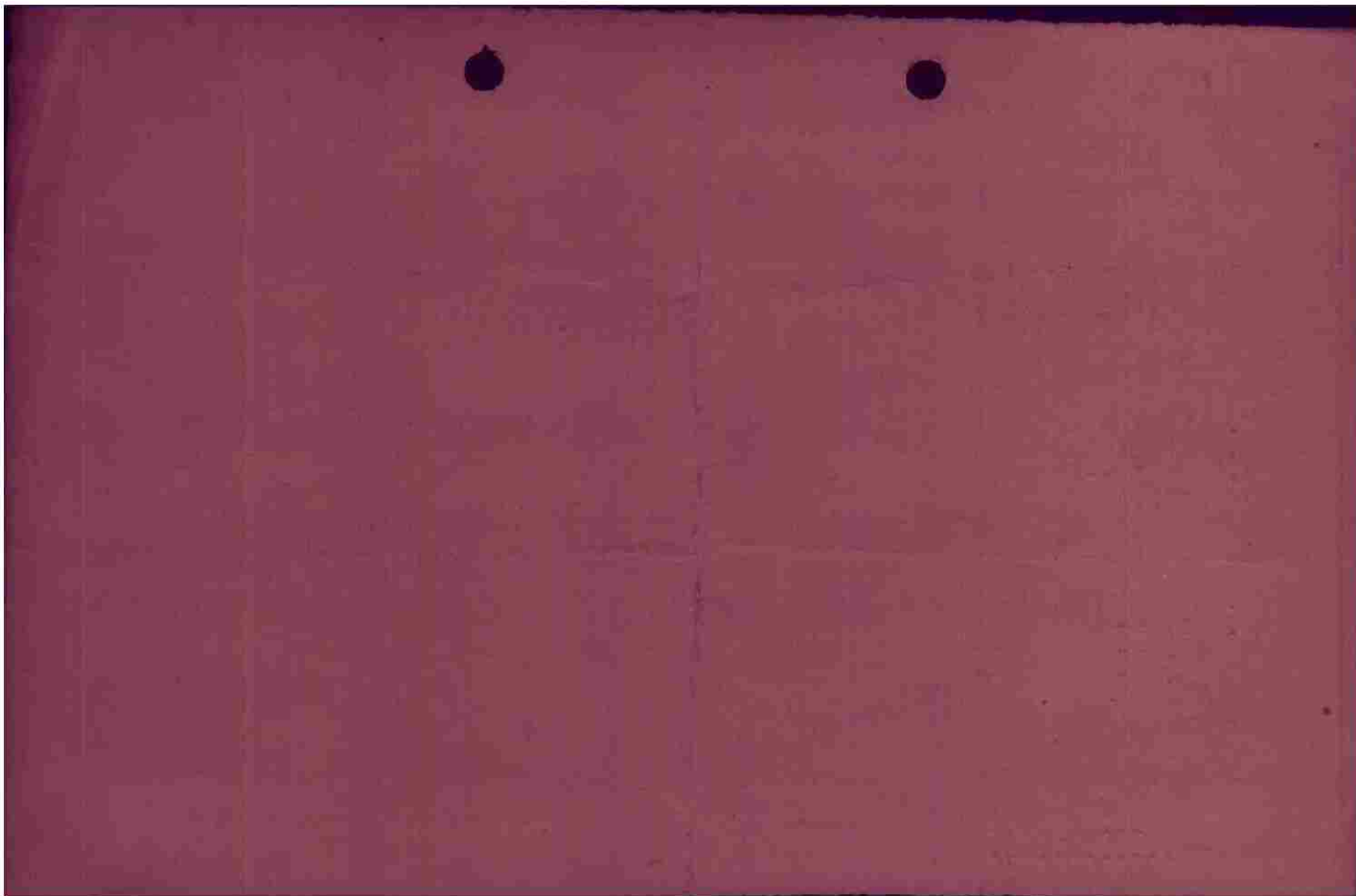
BT 111955A

AS F C

EJ B TO ITA AR TO JEA

ITA R.....11/2042A JP KKKK
JEA R.....11/2042A RL AR

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ITA JEA V JKI JKI 1 P P
FROM COBOMGR 416 11/1842A
TO COMBOMDIV NINE ATTN: COM OFFICER
COMCBTWIG 97 (INFO)
CONFIDENTIAL BT
J-131-J

A - YE - 16
B - 11 JAN 45 (1203-1512)
C - J-JIG REPORTED RESULTS OF MISSION TO PARADE. SECOND BOX LEADER
JOINED FIRST BOX AND MADE NO ATTEMPT TO CONTACT PARADE.
D - J-JIG MADE UNSUCCESSFUL ATTEMPTS TO CONTACT F.G.C.
E - NONE
F - NONE
G - NONE
H - NONE
I - NONE
J - NONE
K - UNUSUAL 'GEE' DIFFICULTIES ENCOUNTERED DURING MISSION. RESULTS
OF FINDINGS WILL BE REPORTED TO DIVISION RADAR OFFICER.

AYLESWORTH COBOMGR 416

BT 11/1842A

AS

WN BB

ITA R.....11/1922A

HAS

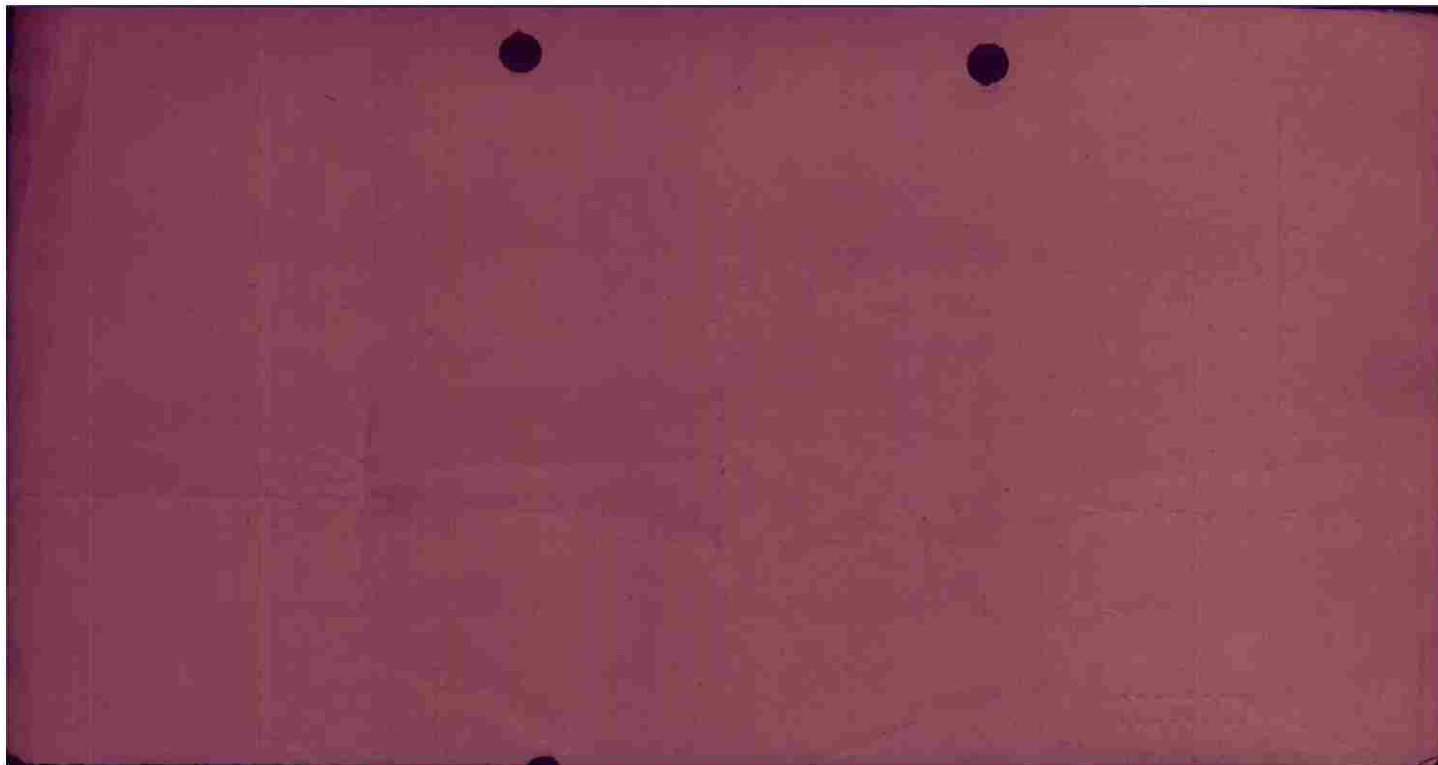
KKKK

JEA R.....11/1923A

LCB

KKKK

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ITA JEA V JKI JKI 7/11 OP OP

FROM 416TH BOMB GROUP (L) 111730A J-130-D
TO CG, 9TH BOMB DIVISION, ATTN: A-2
CG, 97TH COMBAT WING ATTN: A-2

SECRET OPERATIONAL PRIORITY BT
OPFLASH FOR 11 JANUARY 1945

- A. 416TH BOMB GROUP (L)
- B. SIMMERN R.R. BRIDGE
- C. 6 A-20'S AND 21 A-26'S
- D. 5 A-20'S AND 19 A-26'S ON CASUAL TARGET.
- E. 1 A-26 RETURNED EARLY BECAUSE NOSWHEEL WOULD NOT RETRACT
AND AIRSPEED INDICATOR FROZE UPM.
1 A-26 RETURNED EARLY BECAUSE NOSEWHEEL WOULD NOT RETAXXX
RETRACT AND LEFT ENGINE OIL PRESSURE WENT BELOW MINIMUM.
1 A-20 DID NOT DROP BECAUSE BOMB BAY DOORS ~~WET~~ DID NOT OPEN.
- F. 20 X 500 GPS ON TARGET BELIE ED TO BE ALZEY (CASUAL TARGET)
BY A-20'S
71 X 1000 GPS ON TARGET BELIECED TO BE ALZEY (CASUAL TARGET)
BY A-26'S
4 X 500 GPS RETURNED BY 1 A-20
5 X 1000 GPS RETUNED BY A-26'S
- G. UNOBSERVED (GEE FIXES INDICATE THAT BOMBS E/// WERE DROPPED ON
ALZEY (M-2626) INSTEAD OF PRIMARY, BOMBED ON PPF. AIRCRAFT
WHICH IS BELIEVED TO HAVE BOMBED BY VISUAL MEANS.
- H. NIL
- I. NIL
- J. NIL
- K. NIL
- L. 14,000 FIRST BOX
14,000 SECOND BOX
- M. 1409 1/2.

AYLESWORTH COBOMGR416

BT 111730A

AS

EJ BBBB K

ITA R.....11/1815A

JEJ R.....11/1815A

HAS

LEG

KKKK

KKKK

