

IRIS Public Record

Key Information

Main: GROUP/0416/BOMBARDMENT (LIGHT)

Document Type:

Call Number: **GP-416-SU-OP-S**

IRIS Number: **00092000**

Accessions Notes:

Old Accession Nbr:

Title:

Beginning Date:

End Date:

Publication Date: **1945/01/14**

Classification **UNCLAS**

Media Roll #: **0000001715** First Frame: **1479** Last Frame: **1553** Linear Feet: **0**

Old MFlm Roll # **B0535**

Audio Rec:

NUMPAGE **74**

Title Extensions:

Abstract

Descriptive **TITLE SUPPLIED.**

Notes:

Title **PHOTOGRAPHS AND MISSION REPORTS: TARGET ROAD JUNCTION SCHLEIDEN,**

Added **GERMANY**

Entries

Author:

Subject:

Major Command:

Administrative Markings

No Administrative Markings Listed

Security Review Information:

Rcvd:	Rel	1985/03/05
Indexer ID: 33	Entered Date:	
QC ID:	QC'd Date::	
Scanner ID:	Scanned Date:	
Acc ID	Acc Date:	

GENERAL INDEX

TARGET Schleiden DATE 4-1-45 No. a/c 23 MISS. # 185 F.O. # 707
Village
 STATUS Attacked BRIEFING OFFICER _____

1. IX BC Synopsis of Mission -
2. Opflash Report -
3. Telephone Report -
4. Photos -
5. Field Orders, Annex, Admts -
6. Briefing Notes -
7. Loading List of Airplane Crews -
8. Chart of Route Flown - Plot -
9. Operations Oprep Report -
10. Bombing Information -
11. E/A Encountered -
12. Weather Report -
13. Communication Y3 Report -
14. Navigator's Log and Flight Plan -
15. Battle Casualties -
16. Analysis of Gunnery -
17. Ammunition Expenditures -
18. Recapitulation Forms -

P.R.C.

00092000

00

Red
14/0110
376

JKI V JEA JEA 1/14 OP OP

FROM 97TH COMBAT BOMB WING 14/0030A J-141-E
 TO COBOMGR 416

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

INTELLIGENCE SUPPLEMENT NR. 3, FIELD ORDER 127-707

- (1) TARGET: SCHLEIDEN VILLAGE AT F106153. THE VISUAL M.P.I.'S, GIVEN IN THE F.O. ARE THE PRINCIPAL ROAD JUNCTIONS IN THE TOWN.
- (2) TACTICAL SIGNIFICANCE: THIS TARGET LIES BEHIND THE LINES AS THEY STOOD PRIOR TO THE DECEMBER BREAK THROUGH AND TO THE NORTH OF THE PRESENT BULGE. YOUR GROUP BOMBED IT ON P.P.F. ON DEC. 12. AT THAT TIME IT WAS ATTACKED BECAUSE IT WAS A DEFENDED VILLAGE OCCUPIED BY THE ENEMY. THE GROUND FORCES HAVE REQUESTED THE PRESENT ATTACK BECAUSE OF ITS LOCATION AS A ROAD CENTER. ROADS LEAD WEST TO THE NEARBY FIRST ARMY FRONT, NORTHWEST TO THE NINTH ARMY FRONT AND SOUTHWEST TO ST. VITH AND THE BULGE. IT IS ON THE LINE OF LATERAL COMMUNICATION DIRECTLY BEHIND THE FRONT.
- (3) PHOTO COVERAGE:
 US 33/535 PRINT 2032 (THE M.P.I.'S ARE GIVEN ON THE COPY MADE BY YOUR GROUP WHICH IS OF REDUCED SIZE.)
 3/AIR/171/2
 5006E/5404
 NOTE: 2ND PHASE REPORT T/101 COVERS THIS AREA BUT THE M.P.I.'S ARE NOT SHOWN.
 /10000 MAPS: G.S.G.S. 4414 SHEET 5404.
- (4) TARGET IS ABOUT 8 MILES BEYOND THE CURRENT BOMBLINE.
- (5) SEE CURRENT FLAK MAP.
 A NEW FLAK BULLETIN WHICH MAY AFFECT YOUR GROUP SHOULD ARRIVE BEFORE MORNING.

COMCBTWIG 97

BT 14/0030A
 CW AR K

JKI R.....14/0105A WFG AR

HERE IS THE SIG AGNN OK KKKKK
OIITA OIJES OIJKI OIJ V OIJE A OIJE A 02/14 (00)

FROM: 97TH COMBAT BOMB WING 14/0037A

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

ADVANCED INFORMATION COPY OF SIGNALS OF FIELD ORDER TO FOLLOW:

5. COMMUNICATIONS:

PLAN "A" OR "B"

- A. 409TH BOMB GROUP:
 - (2) MORTGAGE
 - (4) RIPS AW
 - (5) SWEEPSTAKE
- B. 410TH BOMB GROUP:
 - (2) CRACKLING
 - (4 & 5) SWEEPSTAKE
- C. 416TH BOMB GROUP:
 - (2) FUZZY
 - (4 & 5) SWEEPSTAKE

COMCBTWIG 97

BT 14/0037A

AR

AS

SS

OIJKI R 14/0100A

AMM

R

AR

375
Red
14/0110

377
Red
14/0415

OIITA OIJES OIJKI OIJPO OIJJF V OIJE A OIJE A 07/14 OP - OP
T (OIITA T OIJJF)

FROM: 97TH COMBAT BOMB WING 14/0225A J-146-E
TO : COMBOMDIV NINE
409TH BOMB GROUP
410TH BOMB GROUP
416TH BOMB GROUP
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
14 JANUARY 1945

FIELD ORDER NO. 127-707

MAPS: NORMAL

1. B. (1) REF. CURRENT BOMB LINE.
(2) 2ND TAF WILL FURNISH SPITFIRE AREA COVER FOR THIS WING.
2. THIS WING WILL ATTACK TARGETS IN BELGIUM AND GERMANY.

ZERO HOUR PLAN "A" 14/1200A
ZERO HOUR PLAN "B" 14/1200A

PLAN "A"

3. A. 409TH BOMB GROUP:

- (1) BITBURG. ROAD JUNCTIONS (L-132534)
- (2) 36 A/C BOMBING BY FLIGHTS OF 6 A/C.
- (4) BASE TO 4951N 0526E TO I.P. TO TARGET.
- (5) TARGET TO R.P. TO 4941N 0654E TO 4937N 0608E.
- (6) BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 5,000 FEET.
- (7) 4948N 0608E.
- (8) GEN. S W TO N E.
- (9) MPI ILL. US 31/3830 PRINT NO. 1063.
1 FLIGHT ON EACH OF THE FOLLOWING REF.:
00950396
03150421
04220431
05180445
05710590
08150474
INTERVALOMETER SETTING MINIMUM
- (10) 8 X 500 LB. GP FUSED 1/10 SEC. NOSE, 1/40 SEC. TAIL.
- (11) 4956 N 0651E.
- (12) TOT: ZERO HOUR.
- (13) IF CLOUD COVER PREVENTS VISUAL BOMBING GROUP WILL BOMB PRIMARY TARGET BY USE OF "GEE" IF "GEE" EQUIPMENT FAILS DROP BOMBS ON TARGET E.T.A.
- (14) DROP 1,000 FEET AFTER BOMBING.

3. B. 410TH BOMB GROUP:

- (1) RODT. ROAD JUNCTIONS (P-813889)
- (2) 36 A/C BOMBING BY FLIGHTS OF 6 A/C.
- (4) BASE TO I.P. TO TARGET.
- (5) TARGET TURN RIGHT TO R.P. TO BASE.
- (6) BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 5,000 FEET.
- (7) 5935N 0552E.
- (8) GEN. N W TO S E.
- (9) MPI MAP SERIES GSGS 4416 SHEET 5702.
3 FLIGHTS ON GRID. COORD. 81188888.
" " " " 81458893.
- (10) 6 X 500 LB. GP FUSED 1/10 SEC. NOSE, 1/40 SEC. TAIL.
- (11) 5035N 0552E.
- (12) TOT: ZERO HOUR.
- (13) NO ALTERNATE TARGETS WILL BE ATTACKED ON THIS MISSION.
- (14) IF CLOUD COVER PREVENTS VISUAL BOMBING GROUP WILL RETURN BOMBS TO BASE.
- (15) DROP 1,000 FEET AFTER BOMBING.

3. C. 418TH BOMB GROUP:

- (1) SCHLEIDEN ROAD JUNCTIONS (F-106153)
- (2) 36 A/C BOMBING BY FLIGHTS OF 6 A/C.
- (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.
- (7) 5038N 0602E.
- (8) GEN. N W TO S E.
- (9) MPI ILL. US33/535 PRINT 2032.
3 FLIGHTS ON REF. 00780498.
" " " " 01210470.
INTERVALOMETER SETTING MINIMUM.
- (10) 8 X 500 LB. GP FUSED 1/10 SEC. NOSE, 1/40 SEC. TAIL.
- (11) 5046 N 0605E.
- (12) TOT: ZERO PLUS 20 MIN.
- (13) IF CLOUD COVER PREVENTS VISUAL BOMBING. GROUP WILL BOMB PRIMARY TARGET BY USE OF "GEE" EQUIPMENT. IF "GEE" EQUIPMENT FAILS, GROUP WILL RETURN BOMBS TO BASE.

PLAN "B" - PATHFINDER

3. A. 409TH BOMB GROUP

- (1) BITBURG. ROAD JUNCTIONS (L-132534)
- (2) 1 BOX OF 15 A/C AND 1 BOX OF 18 A/C WITH 1 P.P.F. A/C.
- (4) BASE TO 4951N 0526E TO 4954N 0553E TO TARGET.
- (5) TARGET TO 4956N 0651E TO 4941N 0654E TO 4937N 0608E TO BASE.
- (6) BOMB AT 12,500 FT. IF BOMBING IS VISUAL MINIMUM ALTITUDE WILL BE 5,000 FT.
- (9) M.P.I. ILL US 31/3830 PRINT 1063.
1 BOX ON REF. 03150421
1 BOX ON REF. 05180445 TO BE USED IF BOMBING IS VISUAL.
P.P.F. M.P.I. GRID COORD 13205345.
INTERVALOMETER SETTING MINIMUM.
- (10) 8 X 500 LB. G.P. FUSED 1/10 SEC NOSE 1/40 SEC TAIL.
- (12) T.O.T. ZERO HOUR.
- (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 LEADERS AND THEY WILL DO SO WHETHER THEY CAN CONTACT THE P.P.F. A/C OR NOT.
- (14) IF IT IS NECESSARY TO MAKE A SECOND RUN FOR VISUAL BOMBING GROUP WILL RETURN TO 4948N 0608E TO BEGIN RUN.
- (15) IF P.P.F. EQUIPMENT FAILS AND VISUAL CONDITIONS DO NOT EXIST, GROUP WILL BOMB PRIMARY TARGET BY USE OF GROUP "GEE" EQUIPMENT. IF GROUP "GEE" EQUIPMENT FAILS DROP BOMBS ON TARGET E.T.A.
- (16) DROP 1,000 FT. AFTER BOMBING.

B. 410TH BOMB GROUP.

- (1) RODT - ROAD JUNCTIONS (P-813889)
- (2) 1 BOX OF 15 A/C AND 1 BOX OF 18 A/C WITH 1 P.P.F. A/C.
- (4) BASE TO 5047N 0528E TO 5041N 0556E TO TARGET.
- (5) TARGET TURN RIGHT TO 5035N 0552E TO BASE.
- (6) BOMB AT 12,500 FT. MINIMUM ALTITUDE IF BOMBING IS VISUAL WILL BE 5,000 FT.
- (9) M.P.I. MAP SERIES G.S.G.S. 4415 SHEET 5702
1 BOX ON GRID COORD 81100000
1 BOX ON GRID COORD 81458893 TO BE USED IF BOMBING IS VISUAL
P.P.F. M.P.I. GRID COORD 813889.
- (10) 6 X 500 LB. G.P. FUSED 1/10 SEC NOSE, 1/40 SEC TAIL.
- (12) T.O.T. ZERO PLUS 05 MIN.
- (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-20 BOX LEADERS AND THEY WILL DO SO WHETHER THEY CAN CONTACT THE P.P.F. A/C OR NOT.
- (14) NO ALTERNATE TARGETS WILL BE ATTACKED ON THIS MISSION.
- (15) IF P.P.F. EQUIPMENT FAILS AND VISUAL CONDITIONS DO NOT EXIST AT TARGET, GROUP WILL RETURN BOMBS TO BASE.
- (16) IF IT IS NECESSARY TO MAKE A SECOND RUN FOR VISUAL BOMBING GROUP WILL RETURN TO 5035N 0552E TO BEGIN RUN.

C. 416TH BOMB GROUP

- (1) SCHLEIDEN - ROAD JUNCTIONS (F-106153).
- (2) 1 BOX OF 15 A/C AND 1 BOX OF 18 A/C WITH 1 P.P.F. A/C.
- (4) BASE TO 5037N 0549E TO TARGET.
- (5) TARGET TURN LEFT TO 5046N 0605E TO BASE.
- (6) BOMB AT 12,500 FT. MINIMUM ALTITUDE IF BOMBING IS VISUAL WILL BE 5,000 FT.
- (9) M.P.I. ILL US 33/535 PRINT 2032
1 BOX ON REF. 00780498
1 BOX ON REF. 01210470 TO BE USED IF BOMBING IS VISUAL.
P.P.F. M.P.I. GRID COORD 10651515.
INTERVALOMETER SETTING MINIMUM.
- (10) 8 X 500 LB. G.P. FUSED 1/10 SEC NOSE 1/40 SEC TAIL.
- (12) T.O.T. ZERO HOUR.
- (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 LEADERS AND THEY WILL DO SO WHETHER THEY CAN CONTACT THE P.P.F. A/C OR NOT.
- (14) IF IT IS NECESSARY TO MAKE A SECOND RUN FOR VISUAL BOMBING, GROUP WILL RETURN TO 5038N 0602E TO BEGIN RUN.
- (15) NO ALTERNATE TARGETS WILL BE ATTACKED ON THIS MISSION.
- (16) IF P.P.F. EQUIPMENT FAILS, GROUP WILL BOMB PRIMARY TARGET ON GROUP "GEE" EQUIPMENT. IF GROUP "GEE" EQUIPMENT FAILS GROUP WILL RETURN BOMBS TO BASE.

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

4. NO CHANGE.

5. COMMUNICATIONS:

PLAN "A" OR "B"

A. 409TH BOMB GROUP:

- (2) MORTGAGE
- (4) RIPSAN
- (5) SWEEPSTAKE

B. 410TH BOMB GROUP:

- (2) CRACKLING
- (4 & 5) SWEEPSTAKE

C. 416TH BOMB GROUP:

- (2) FUZZY
- (4 & 5) SWEEPSTAKE

COMCBTWIG 97

BT 14/0225A
SS/CW AR

BIIFX R.....

I	OIITA R.....14/0409A	MJS	AR
OIJES R.....14/0409A	JGN	AR	AND KKKK
OIJPO R.....14/0409A	DB	AR	
OIJKI R.....14/0409A	AMM	AR	

ARVT

OIITA OIJES OIJKI OIJPO OIJJF V OIJE A OIJE A 11/14 OP - OP
T (OIITA T OIJJF)

FROM: 97TH COMBAT BOMB WING 14/0730A J-148-E
TO : COMBOMDIV NINE
409TH BOMB GROUP
410TH BOMB GROUP
416TH BOMB GROUP
1ST PROV. PATHFINDER SQDN.

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

ANNEX NO. 1 TO FIELD ORDER NO. 127-707

CHANGE THE FOLLOWING PARAGRAPHS ON PLAN "A" TO READ:

3. A. (9) MPI MAP SERISE GSGS 4414 SHEET 6005 ONE FLIGHT ON EACH OF
THE FOLLOWING GRID. COORD. 13045278, 13145323, 13205345,
13235367, 13305407, AND 13375311. INTERVALOMETER SETTING
MINIMUM.

3. B. (7) 5035N 0552E.
(9) MPI MAP SERIES GSGS 4414 SHEET 5702.
3 FLIGHTS ON GRID. COORD. 81188888.
3 FLIGHTS ON GRID. COORD. 81458893.

CHANGE PARAGRAPH 3. A. (9) AND 3. C. (9) ON PLAN "B" TO READ:

3. A. (9) MAP SERIES GSGS 4414 SHEET 6005.
1 BOX ON GRID. COORD. 13145323.
1 BOX ON GRID. COORD. 13235367 TO BE USED IF BOMBING IS
VISUAL. PPF MPI GRID. COORD. 13205345. INTERVALOMETER
SETTING MINIMUM.

3. C. (9) MPI ILL. U.S. 33/535 PRING 2032.
REF. 01000477 TO BE USED IF BOMBING IS VISUAL PPF MPI GRID.
COORD. 10651515. INTERVALOMETER SETTING MINIMUM.

COMCBTWIG 97

BT 14/0730A

AR
AS
SS

OIITA R	14;803A SB K		
OIJES R	14/0804A	DJP	AR
OIJKI R	14/0805A	EW	AR
OIJPO R	14/0805A	DB	AR

QIITA QIJJF QIJES QIJPO QIJKI V QIJEA QIJEA 12/14 OP OP
T (QIITA PASS TO QIJJF)

FROM 97TH COMBAT BOMB WING 14/1155A J-149-E
TO COMBOMDIV IX
COBOMGP 429
COBOMGP 413
COBOMGP 416
1ST PROV. PATHFINDER SQDN.

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

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

ANNEX NO. 2 TO FIELD ORDER NO. 127-767.

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

COMCBTWIG 97

BT 14/1155A
RL AR K

QIJES R.....14/1210A	EB	AR
QIJRO R.....14/1210A	NW	AR
QIJKI R.....14/1210A	WJF	A
QIITA R.....14/1210A	REY	AR

9.

PILOT *Bushy*
B/N *HAWAII*
PLANE
TARGET
DATE *1-14-44*

AT AIRCRAFT *1900*
SLAVE ENGINES *0000*
TAXI OUT *0951*
TAKE OFF *1016*
ON COURSE *1046*
HENDZVOICIS
INITIAL POINT *1154*
THREE
FINAL POINT
BASE

WINDS
TEMP.
SUNRISE *5040*
5000 Ft. *4010*
10000 Ft. *4010*
12000 Ft. *4010*
15000 Ft. *4010*
MEAN TEMP. *52*
F. *47.24*

POSITION		M.H.	ELA	ALT.	TC	DR	SH	V.R	M.H.	ALT	TEMP	I.S.S.		G.S.	TO RUN	RISU. TIME	ETA	GEE FIXES	
FROM	TO											I.S.S.	G.S.					TIME	POSITION
Bushy	Bushy		1113		045	+9	54	8	62	10000	-7	140	210	180	70	264		103	42.7
Bushy	Bushy				045	+10	55	8	63	20000	-15	200	240	217	70	105		103	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
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Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.7
Bushy	Bushy				045	+10	55	7	62	20000	-15	200	240	217	60	14		120	42.

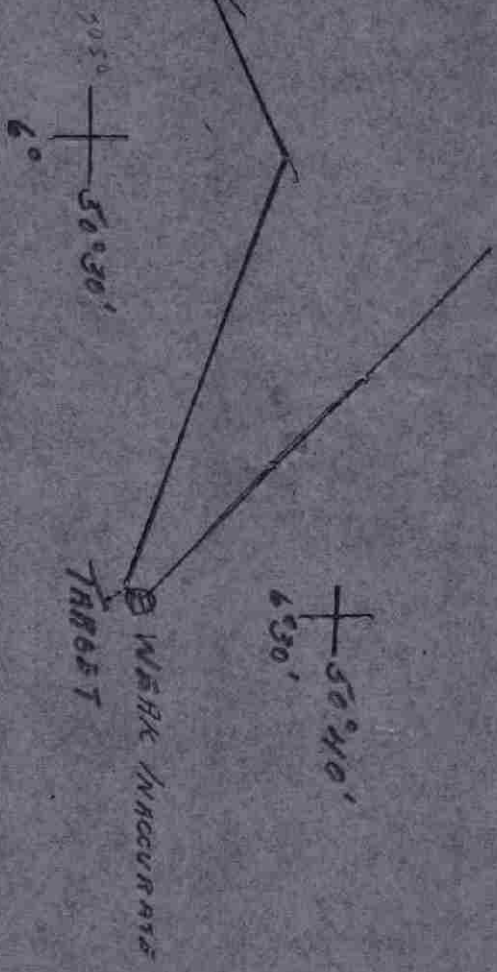
PAGE 1

4

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SECRET

SECRET



416 th Bomb Gr	14/1/46
F.O. 127-767 - T.O.T. 1200	
Altitude - 13,000'	
WINDOW YES - 18 H/c ATTACKER	
WEATHER - CLEAR	
NO BRITTLE DAMAGE	

Int
MISSION NO. 185

LOADING LIST
BOX 1
FLIGHT 3

¹⁴
15 JANUARY 1945

1. 085 T
CAPT D A HOLSE
LT R CONTE
S/S H E CARSTENS
S/S R F BHAUP

2. 467 W
CAPT F G ATKINSON
LT D G ACKERSON
SGT L R FRIDAY
SGT J L COLLIER

3. ~~333 Q~~
~~LT G C VAN LETER~~
~~SGT C E KINAR~~

FLIGHT 11

1. 185 G
CAPT R J TUTT
LT J E WICK
SGT W HOOD
CPL D. SCHWARTZTEL

3. 265 V
LT A J F WINN
S/S F F STEPHENSON

5. 237 D
LT J B COCKE
CPL R D HEDDING

2. ~~334 P~~
~~LT E L MILLER~~
~~SGT D GRIST~~

4. 239 N
LT F W HENDERSON
S/S J GALLERD

6. 284 G
F/O R J WILSON
CPL V S STEPHENSON

FLIGHT 111

1. 319 E
LT L E CANNON
S/S J W ROBINSON

3. 264 I
LT G J FARMHURST
CPL F NEWMAN

5. 367 K
LT J W BLVING
CPL P GENTRY

2. 290 L
LT W L WALK
S/S J F GYER

4. 271 R
LT M W DU BOIS
S/S D L GRIFFIN

6. 298 M
LT L J PRUGH
SGT L C FERGUSON

FLIGHT 1V

1. 222 S
LT R E HALL
S/S D S BLACKFORD

3. 315 L
CAPT R O GRUNTZWACHER
SGT L W HUDNUTT

5. 208 L
LT R O TURNER
S/S J C BELGAS

2. 224 E
LT E L JOHNSON
CPL R J HAYES

4. 223 B
LT R G BROWN
S/S L L LEAHIGH

6. 313 B
LT W MUGGERIDGE
S/S H C SEIGHMAN

MISSION

1. 023 X
LT J A SUMMERS
LT R C HANNA
S/S C H CORBITT
S/S O E SWANK

2. ~~439 J~~
~~LT W A MERRHANT~~
~~CPL F A FORPA~~
~~S/S D H DE BODER~~

3. 081 F
LT J H CARVER
SGT A E STERANT
S/S W F FUSHER

Ручна

4/10/11 238

BOX

BOMBS : 2 X 500 ON.

WATER DAMAGE

BOMBS : 2 X 500 ON _____
4 X 500 RETURNED

JETTISONED

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION

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

X X
X X
X X

	X	
X		X
	X	
X		X

INTERROGATOR

CONFIDENTIAL

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INTERFORM.

PILOT

HULSE

W 87 085

BOX

CASUALTIES

BOMBS :

 $\mathcal{K}$

ON Reading

THE UNITED STATES DEPARTMENT OF AGRICULTURE

1900

54-47



RETURNED

5

JUN 19 1963

FLAK:

Week H1A

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Good Book in my hand

POSTPONED IN FORMATION

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

X X
X X
X X

X X X
X X X
X X X

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F/O _____

CONFIDENTIAL

PILOT DeBOSE A/C# 271 BOX I

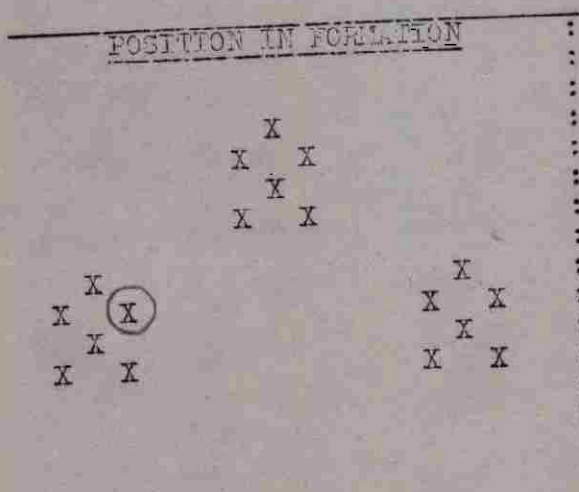
CASUALTIES _____

BOMBS :	<u>6</u>	X	<u>500</u>	ON	MAJOR DAMAGE	YES	NO
		X		RETURNED			
		X		JETTISONED			

FLAK: 4 bursts - 2X + behind - 2 before TB.

ENEMY AIRCRAFT ENCOUNTERS: sights frozen - 4th area.

OBSERVATIONS:



Ropp
INTERROGATOR

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E/O _____

CONFIDENTIAL

INTERR. FORM

PILOT BROWN A/C# 223 BOX I

CASUALTIES _____

BOMBS : 6 X 500 ON P.T. : BATTLED DAMAGE

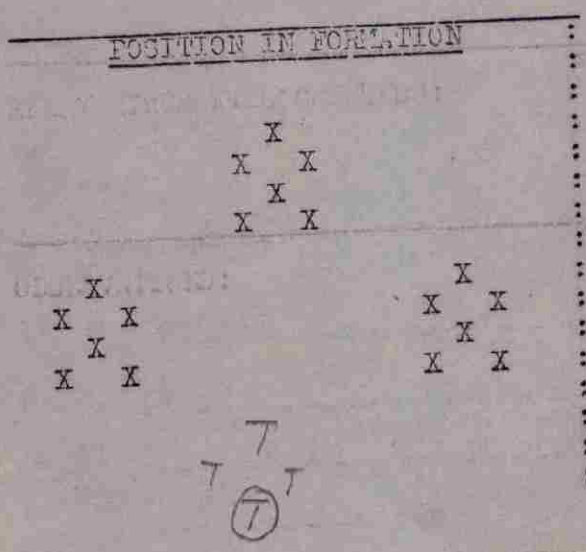
X RETURNED : _____

X JETTISONED : _____

FLAK: 10 bursts behind San Juan T/A.

ENEMY AIRCRAFT ENCOUNTERS: Spills - area.

OBSERVATIONS: hit in town - smoke all over the town. - Bunker on edge.



Koppe
INTERROGATOR

CONFIDENTIAL

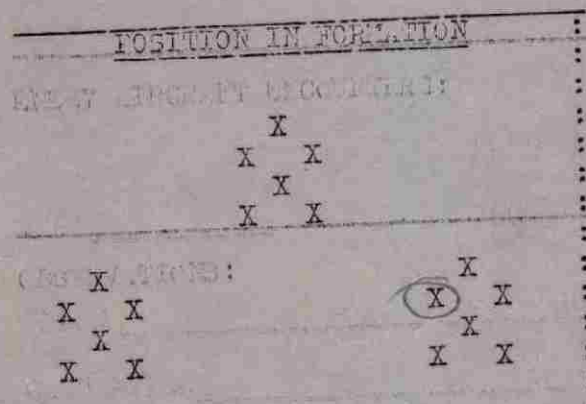
F/O _____ CONFIDENTIAL INTER. FORM
PILOT HENDERSON A/C# 239 BOX I

CASUALTIES
BOMBS : 6 X 500 ON BATTLED DAMAGE
 X RETURNED W W W
 7 JETTISONED nil W W

FLAK: Tracked 1st & 3d flights - weak, hot

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:
Bombed by boxes -



Shred
INTERROGATOR

CONFIDENTIAL

CONFIDENTIAL

INTER. FOR.

PILOT TURNER A/C # 288 BOX D

CASUALTIES.

BOMBS :	<u>6</u>	X	<u>500</u>	ON	<u>7</u>	RAFFLE DAMAGE			
		X		RETURNED					
		X		JETTISONED					

FLAK: Flw bursts over leader. After turn
off target. Not very accurate. At alt
same level as window which was
going out ahead & below.

ENEMY AIRCRAFT ENCOUNTERS:

trib. (Repts on radio)

OBSERVATIONS:

Formation changed $\rightarrow$ note for P1.

POSITION IN FORMATION

$$\begin{array}{c} \text{X} \text{ X} - \text{A} = 203 \\ \text{X} \text{ X} - \text{B} = 6 \\ \text{X} \\ \text{X} \text{ X} \\ \text{X} \text{ X} \end{array}$$

X

$$\begin{array}{ccc} & X & \\ X & & X \\ & X & \\ X & & X \end{array}$$
$$\begin{array}{ccc} & X^* & \\ X & & X \\ & X & \\ \text{X} & & (X) \end{array}$$

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INTERFORM

PILOT

W, NN

 $\frac{1}{1000}$

265

BOX

I

CASUALTIES

BOLBS :

6 X 500 ON

RELATED DANCE

RETURNED

VENTISOMED

FLAK:

AK: Light to Mod very inaccurate
at BL on exit —

ENEMY AIRCRAFT ENCOUNTERS:

hil. (Radio Rpt)

OBSERVATIONS:

Good dirt on town & Road just

POSITION IN FORMATION

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

© 2005 Xerox

X		X
	X	
X		X

$$\begin{array}{cc} & X \\ X & \textcircled{X} \\ & X \\ X & X \end{array}$$

Sheldon
INTERROGATOR

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F/O _____ CONFIDENTIAL _____ INTERR. FORM _____

PILOT JOHNSON A/C# 224 BOX I

CASUALTIES nil

BOMBS : 6 1500 ON _____

MATTER DAMAGE		
OK	NA-C	WE
RETURNED	:	:
JETTISONED	:	:

FLAK: not observed

ENEMY AIRCRAFT ENCOUNTERS: Did not see any but 30 or more reported 10 mile east of St. with - numbers between Bonn + Cologne

OBSERVATIONS: nil

PILOT _____

COPIES _____

REMARKS _____

FL _____

POSITION IN FORMATION :

ENEMY AIRCRAFT : 7

X		
X	X	
	X	
X	X	

COPIES :

X	X	X	X
X		X	
X	X	X	X

L. S. Rogers
INTERROGATOR

CONFIDENTIAL

T/O _____

CONFIDENTIAL

INTER. FORM

PILOT

ATKINSON

A/C#

467

BOX

I

CASUALTIES

BOMBS :

4XON

BATTLE DAMAGE

111X

RETURNED

X

JETTISONED

bel

FLAK:

few bursts in air soon after target
few just after drops open in air

ENEMY AIRCRAFT ENCOUNTERS:

vapor trails. lot of smoke
trapped

OBSERVATIONS:

assembly with PPT difficult.
at 9P left him & went to visual IP because
weather was good for visual bombing
made at 30 sec +. Quite led. Bombed as
was. Results looked very good, junction.

Blevins hit snow (short) to side of runway &
slipped off. Gun collapsed. Prop stoppage.

POSITION IN FORMATION

```

      X
     X X
      X
     X X

```

```

      X
     X X
      X
     X X

```

```

      X
     X X
      X
     X X

```

TOT 1159.

some of snow has
melted. Changes look
of area.

Shinton

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INTER.FORM

PILOT

TUTT

$$h' \approx \frac{11}{\pi}$$

185

BOX

I

CASUALTIES

BOMBS 3

4 K 500 OM P

CONTINUED

RETURNED

JAMES H. SOMMER

FLAK:

AK: XH/Z about 2 min from target on way back on course

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

bombs in target area

hand camera - took pic

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

Park

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F/O _____ CONFIDENTIAL

PILOT PARK HURST A/C# 264 BOX 1

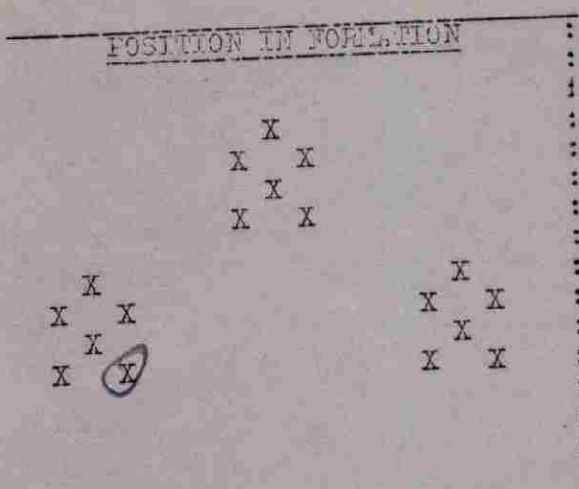
CASUALTIES nil

BOMBS :	6 X 500	ON Primary	SHATTERED DAMAGE	FL-50	VEN
X		RETURNED		<u>nil</u>	
X		DETROINED			

FLAK: 7 or 8 bursts about 2 minutes from target
Coming off - just behind formation

ENEMY AIRCRAFT ENCOUNTERS: nil

OBSERVATIONS: wig - 5 miles -



L. Rogers
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- INTERFORM

PILOT GRUETZ MACHER A/C# 315 BOX 7

CASUALTIES

BOMBS :	QTY	ON	WATER DAMAGE	RE-CH	REV
X 500					
X		RETURNED			
X		JETTISONED			

FLAK:

K: XHI at target

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

sight frozen up - w observation

POSITION IN FOREIGN COUNTRY

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

	X	
X		X
	X	
X		X

X X
X X
X X

Park

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F/O _____ CONFIDENTIAL INTERR. FORM
PILOT MUSGROVE L/O# 313 BOX I

CASUALTIES

BOMBS :	<u>X</u>	<u>ON</u>	<u>RATHER DAMAGE</u>	<u>1-0</u>	<u>0-1</u>
	<u>X</u>	<u>RETURNED</u>			
	<u>X</u>	<u>JETTISONED</u>			

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION

ENEMY AIRCRAFT ENCOUNTERS	
	<u>X</u>
	<u>X</u> <u>X</u>
	<u>X</u>
	<u>X</u> <u>X</u>
ENEMY AIRCRAFT ENCOUNTERS	
<u>X</u> <u>X</u> <u>X</u>	<u>X</u> <u>X</u> <u>X</u>
<u>X</u> <u>X</u>	<u>X</u> <u>X</u>
<u>X</u> <u>X</u>	<u>X</u> <u>X</u>

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THE UNIVERSITY OF CHICAGO

PILOT

COCKE

10/07 237

BOX

I

CASUALTIES

BOMBS :

58

ON

WILSON'S DANCE

五

RETURNED

Y

JEFFREYSON

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION

X X
X X
X X

X
X X
X X
X X

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

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F/O _____

CONFIDENTIAL

PILOT Wilson A/C# 284 BOX T

CASUALTIES

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

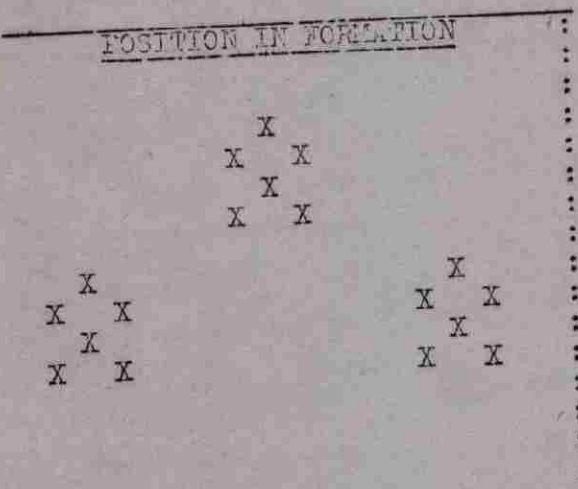
FLAK:

Unaccounted for A-54

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

landing gear collapsed



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1997-1998

PILOT BLEVINS

11/01/36 7

BOX

CASUALTIES

BOMBS :	ON	RETURNED	RETIRED
X			
X			
X			

FLAK:

Crashed landed at A 69

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION

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

X X
X X
X X

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E/O _____

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PILOT CANNON A/C# 219 BOX I

CASUALTIES

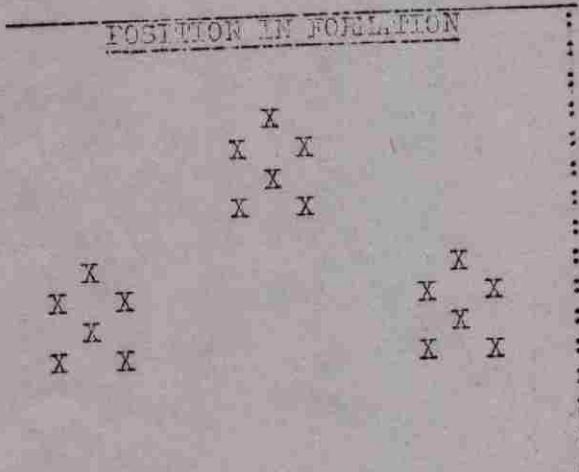
BOMBS :	<u>X</u>	<u>ON</u>	<u>BATTERY DAMAGE</u>	<u>YES</u>	<u>NO</u>	<u>NEW</u>
	<u>X</u>	<u>RETURNED</u>				
	<u>X</u>	<u>REPAIRS</u>				

FLAK:

Crash landed at A-73

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:



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E/O _____

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PILOT HAKE A/C # 290 BOX I

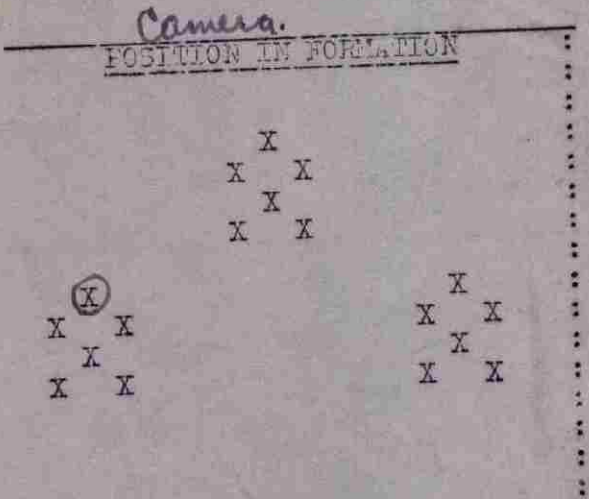
CASUALTIES

BOMBS :	ON	RETURNED	DETROINED
<u>6</u> X <u>500</u>			
X			
X			

FLAK: new at Tgt.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS: in target area



MA2

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INTERFORM

PILOT KANMETER

W/O# 333

BOX

CASUALTIES

BOMBS :		BATTLE DAMAGE		
X	ON	YES	NO	YES
X	RETURNED			
X	RETIRED			

FLAK:

Crashed on Take Off.

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

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INTER. FLORENCE

PILOT HALL A/C# 222 BOX I

CASUALTIES

BOMBS :		ON <i>Primary</i>	BATTLE DAMAGE		
			"A"	"B"	"C"
<i>4</i>	<i>X</i> 1000				
	<i>X</i>	RETURNED			
	<i>X</i>	JETTISONED			

FLAK: Two bursts at time bomb bay doors closed in
trans from ty - fairly close -

ENEMY AIRCRAFT ENCOUNTERS:

Numerous unidentified in distance

OBSERVATIONS: *Ht in middle of town -*

Clear at 1200 - no cloud -

100050
2/2 reported
in area of
forested

POSITION IN FORMATION

五

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

X X
X X
X X

$$L \oplus L$$

INTERROGATOR

INTERROGATORY

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F/O _____ CONFIDENTIAL INTERVIEW FORM
PILOT MERCHANT A/C# 439 BOX WINDOW

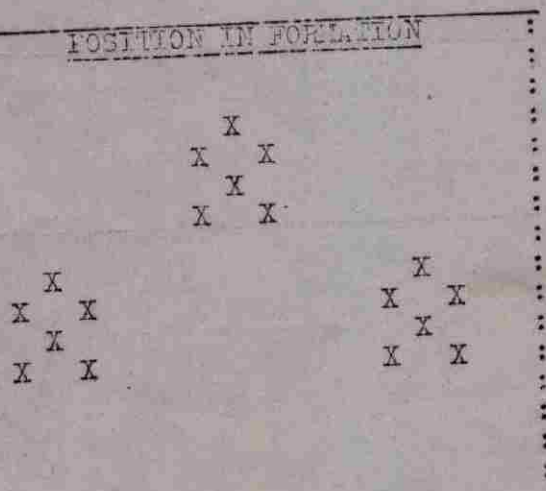
CASUALTIES

BOMBS :	X	ON	RATTLED DARTING	27-00	WEN
	X	RETURNED	:	:	:
	X	DETONATED	:	:	:

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS: *Land at A-58 - bad left engine (1215)*
Loss of power - engine over 20-2000 RPM
Vibration - loss of oil -
Turned back past Rhine -
iced up + had gunners throw out windows -
and shoot ammunition out of top threat
Never saw formation.



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F/O

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INTER. FORM

PILOT

BUSHIRK

A/C#

023

BOX

WINDOW

CASUALTIES

BOMBS :

X

ON

BATTLE DAMAGE

X

RETURNED

X

JETTISONED

FLAK:

X 4 I 9 bursts 2 min. from
target on way back to right of
course

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

did not see bombs hit
323rd ~~was~~ caught XXX HA at
St Vith

briefed altitude 13000 ft, threw out window
4 min after IP. to 2 min after bombs away -
window bunched up - kept about 1 mile in
front of formation.

POSITION IN FORMATION

ENEMY AIRCRAFT ENCOUNTERS:

X
X X
X
X X

IP - 1151

TOT - 1200

RP - 1205

OBSERVATIONS:

X X
X
X X

X
X X
X X

Perk

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INTER.FORC

PILOT CARVER

A/C# 081

BOX WINDON

CASUALTIES

BOMBS :	X	ON	DAMAGED		
			"A"	"A-ON"	"B"
	X	RETURNED	:	:	:
	X	JETTISONED	:	:	:

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

1 mile ahead
13,000
4' after IP 2' after bomb
③ A20 window
6 A-20
17 A-20's in ch 1 a/c crashed & blew up
5 2 killed
16

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

73

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Cfr S.F. S-2 Report 1044

418 TH	9TH B.D. (M) WING 2732	
GROUP	DATE 14 JANUARY 1945	SCHLEIDEN.
OPERATIONS. TARGET		
	FIRST PHASE	
	INTERPRETATION	TARGET HIT

A. TARGET BRIEFED SCHLEIDEN PRIMARY
SECONDARY

M.P.I. ROAD JUNCTION IN CENTER OF TOWN

A.P. SAME

C. NO. AND TYPE OF A/C DISPATCHED 6 A-20's - 17 A-26's NO. OF A/C ATTACKING 15

D. BOMBING BY 3's, 6's, 12's, 18's BOX I IN FOLLOWING ORDER 1

E. NO. AND SIZE OF BOMBS DROPPED 78 x 500 GP SING 1/10 -- 1/40

F. HEADING OF A/C WHEN BOMBS DROPPED 110° M.

G. TIME BOMBS DROPPED 1159

H. ACTIVITY AT TARGET

I. RESULTS OF BOMBING:

BOX I -- EXCEL -- Box leader took over from PPF and bombed visually when target was reached. All ships bombed in one pattern. 85% of bombs of main pattern within 1000 ft radius of DMPI with center of pattern 660 ft W. of DMPI. Hits were scored on buildings and roads in center of town causing damage to roads and buildings. One flight was slightly out of formation and dropped on other briefed DMPI 1400 ft SW of main pattern. Bursts fell on buildings and on highway damaging road and buildings.

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

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IN E.C. 3-2 FORM No. 106-B Prepare separate sheet for each target/operation

OTHER UNITS: TARGET :	IX BC 97TH	WING	:	418
:	:	:	:	GROUP
:	:	DATE	:	
:	:	ATTACKING UNITS	:	
:	:	FIRST PHASE INTERPRETATION:	:	TARGET HIT

A. TARGET BRIEFED _____ PRIMARY
_____ SECONDARY
_____ CASUAL

M.P.I. _____
A.P. _____

B. TARGET ATTACHED _____ 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 _____

J. ACTIVITY AT TARGET:

K. RESULTS OF BOMBING:

CONFIDENTIAL
14 Jan. 45

NINTH AF 2ND PHASE INTERPRETATION REPORT US10/D 628

- (a) LOCALITY: SCHLEIDEN, TOWN OF (GSGS 4416/S 1 - F/108153)
- (b) SORTIE: US 31/3972 SCALE: 10,000 F.L. 24"
- (c) DATE: 14 Jan 45 HOOR: 1450A
- (d) PERIOD UNDER REVIEW: This report covers all damage to date.
- (e) COVER: The town is covered on prints of good quality.
- (f) STATEMENT: A concentration of craters are seen just to the southeast of the town center and a number of buildings in this area have been damaged or destroyed. The GEMUND-HELLENTAL rail line has been cut in at least four points. N-S road traffic has been blocked, but E-W traffic remains possible.
- (g) ACTIVITY: No activity is noted.

ANNOTATED PRINT:

SORTIE: US 31/3972-1018,19,2018,19
HOOR: 1450A DATE: 14.1.45

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20th P.I.D. at Hq. 10th P.G.

DISTRIBUTION NO. 100

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UNSATISFACTORY BOMBING REPORT

GROUP 416th Bomb Group (L)

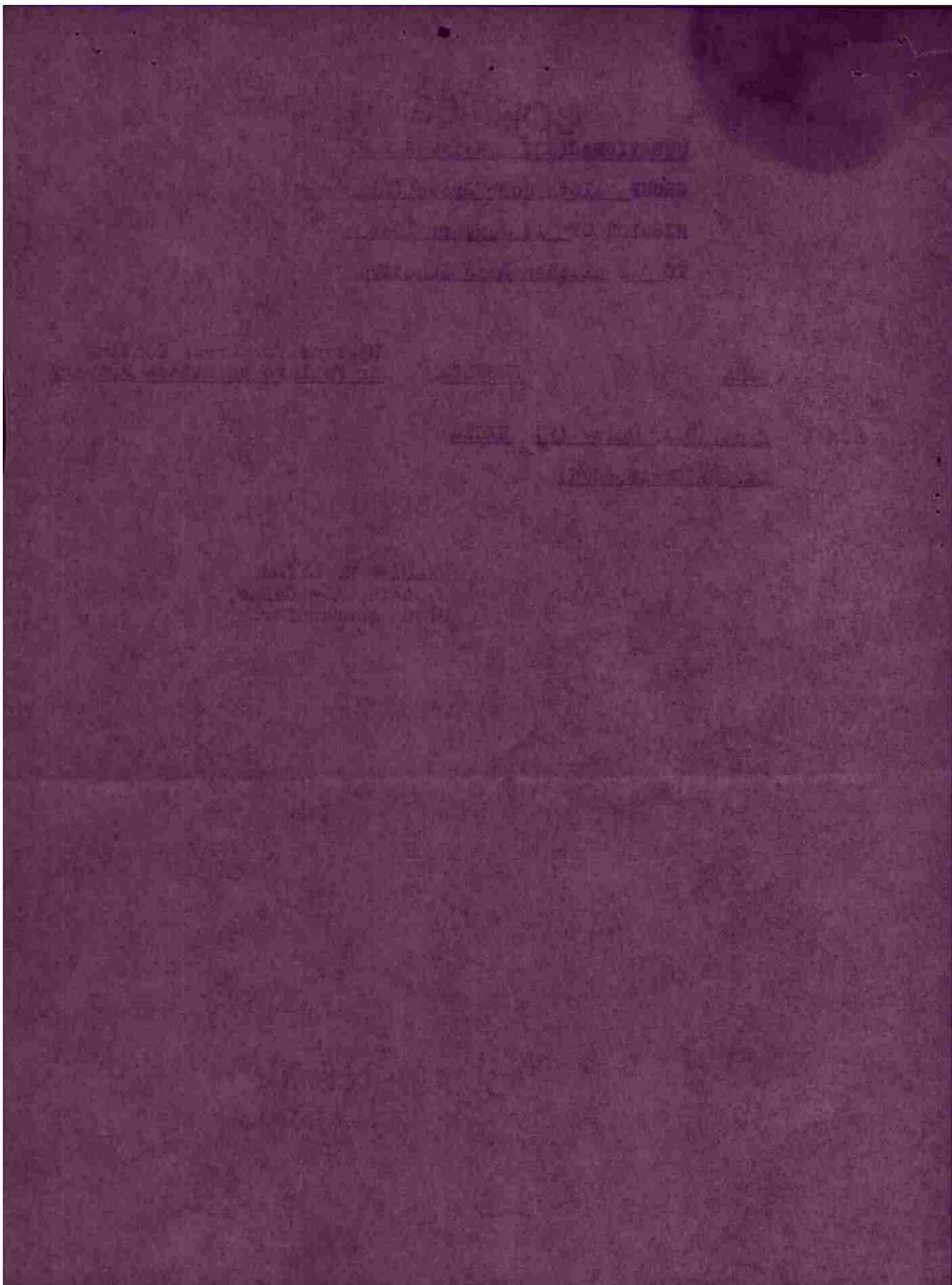
MISSION OF 14 January 1945

TO Schleiden Road Junction

	<u>NAME</u>	<u>RESULTS</u>	<u>Reasons for Gross Bombing or Failure to Attack Primary</u>
BOX I	<u>Capt. D.A. Hulse (P)</u>	<u>EXCEL</u>	
	<u>Lt. R. Conte (B/N)</u>		

WILLIAM M. LYTLE,
Captain, Air Corps,
Group Bombardier.

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PHOTOGRAPHIC REPORT

TARGET Schleiden

ALTITUDE 12500 FEE

TRUE AIR SPEED 210 MP

GROUND SPEED 200 MF

TARGET

ALTITUDE	FEET
----------	------

TRUE AIR SPEED MPH

GROUND SPEED _____ MPH

TARGET

ALTITUDE	FEET
----------	------

TRUE AIR SPEED MPH

GROUND SPEED	MPH
10	10
20	20
30	30
40	40
50	50
60	60
70	70
80	80
90	90
100	100
110	110
120	120
130	130
140	140
150	150
160	160
170	170
180	180
190	190
200	200
210	210
220	220
230	230
240	240
250	250
260	260
270	270
280	280
290	290
300	300
310	310
320	320
330	330
340	340
350	350
360	360
370	370
380	380
390	390
400	400
410	410
420	420
430	430
440	440
450	450
460	460
470	470
480	480
490	490
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510	510
520	520
530	530
540	540
550	550
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580	580
590	590
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610	610
620	620
630	630
640	640
650	650
660	660
670	670
680	680
690	690
700	700
710	710
720	720
730	730
740	740
750	750
760	760
770	770
780	780
790	790
800	800
810	810
820	820
830	830
840	840
850	850
860	860
870	870
880	880
890	890
900	900
910	910
920	920
930	930
940	940
950	950
960	960
970	970
980	980
990	990
1000	1000

BOX : NO.	A/C : NO.	CAN : TYPE	F.L. :	INT. :	PRINTED : SORTIES	UNPRINT : SORTIES	EXPLANATION :
1	515	K-24	6 ³ / ₈	0			Duplicate coverage
1	304	"	"	"			At A-54
1	338	"	"	"			Duplicate coverage
1	290	"	"	"			" "
1	367	"	"	"			At A-69
1	264	"	8 ³ / ₈	"	745		
1	222	"	6 ³ / ₈	2			Duplicate coverage

sortie No.

Game 5

Reason

Failar

Duplicate coverage

sortie No.

CARLETON COLLEGE

REASON

1944-45

CONFIDENTIAL

CAMERAS INSTALLED	_____	_____ %	GROUP	416TH
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 _____ mph

GROUND SPEED _____ mph

TARGET _____

ALT. _____ ft

TRUE AIR SPEED _____ mph

GROUND SPEED _____ mph

[illegible]

REMARKS:

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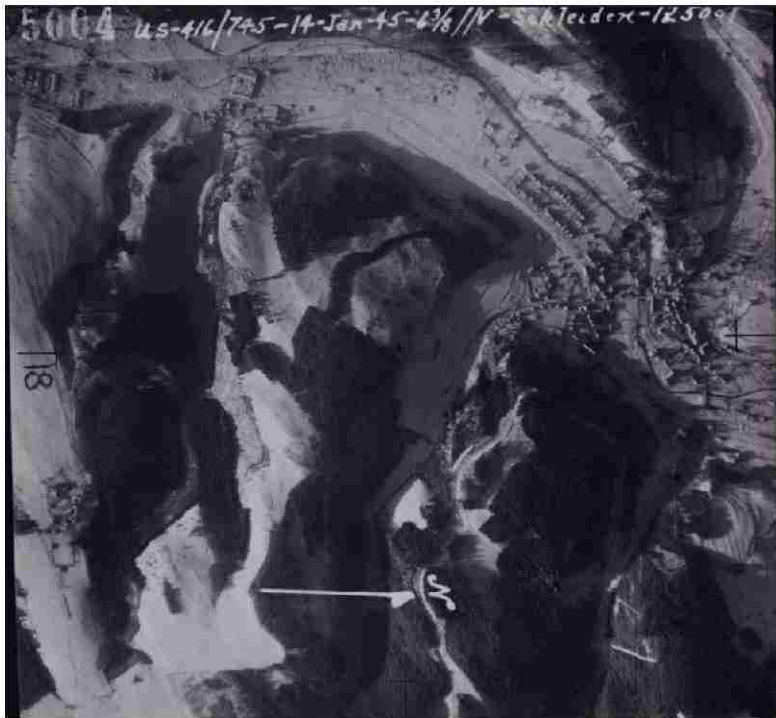
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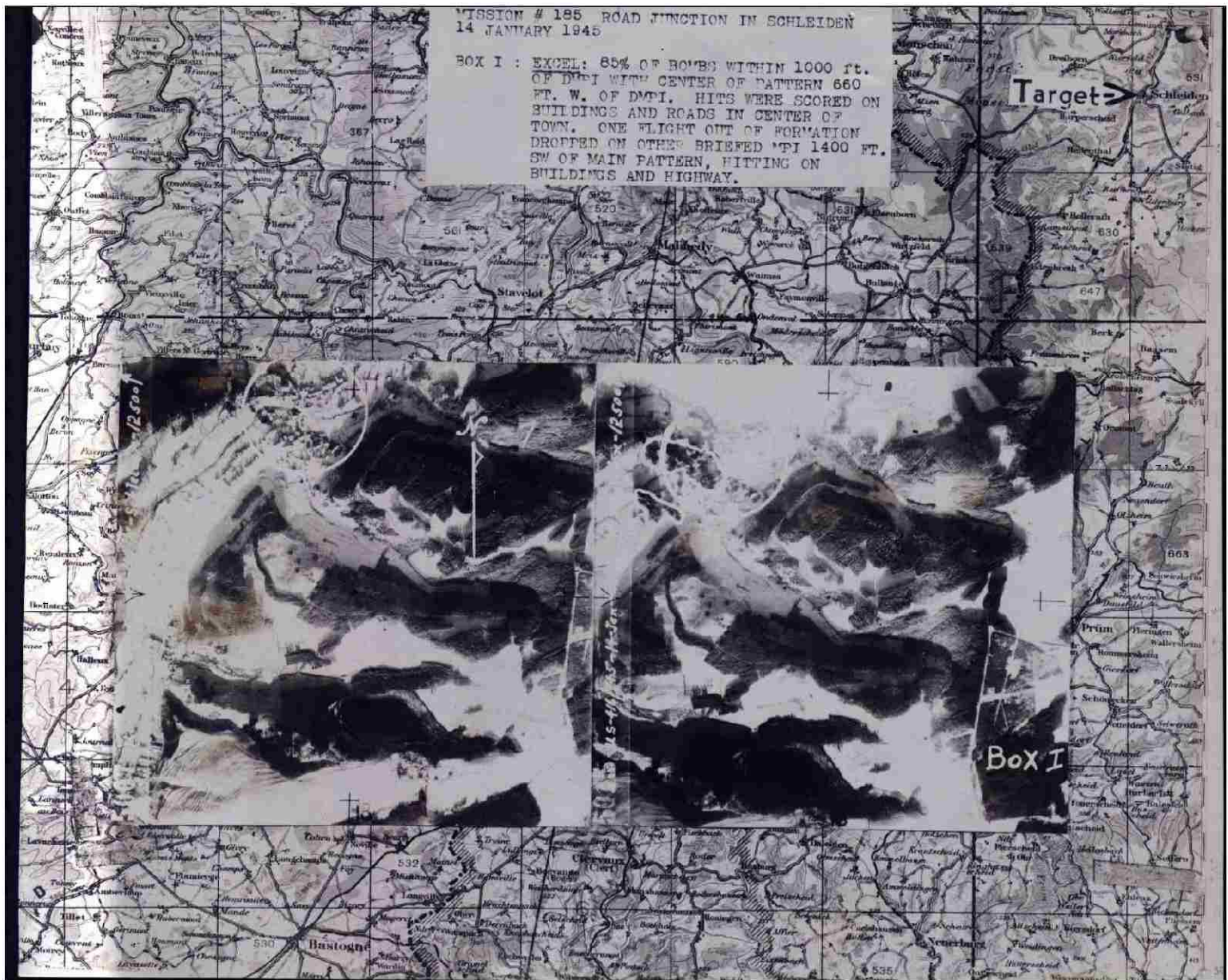


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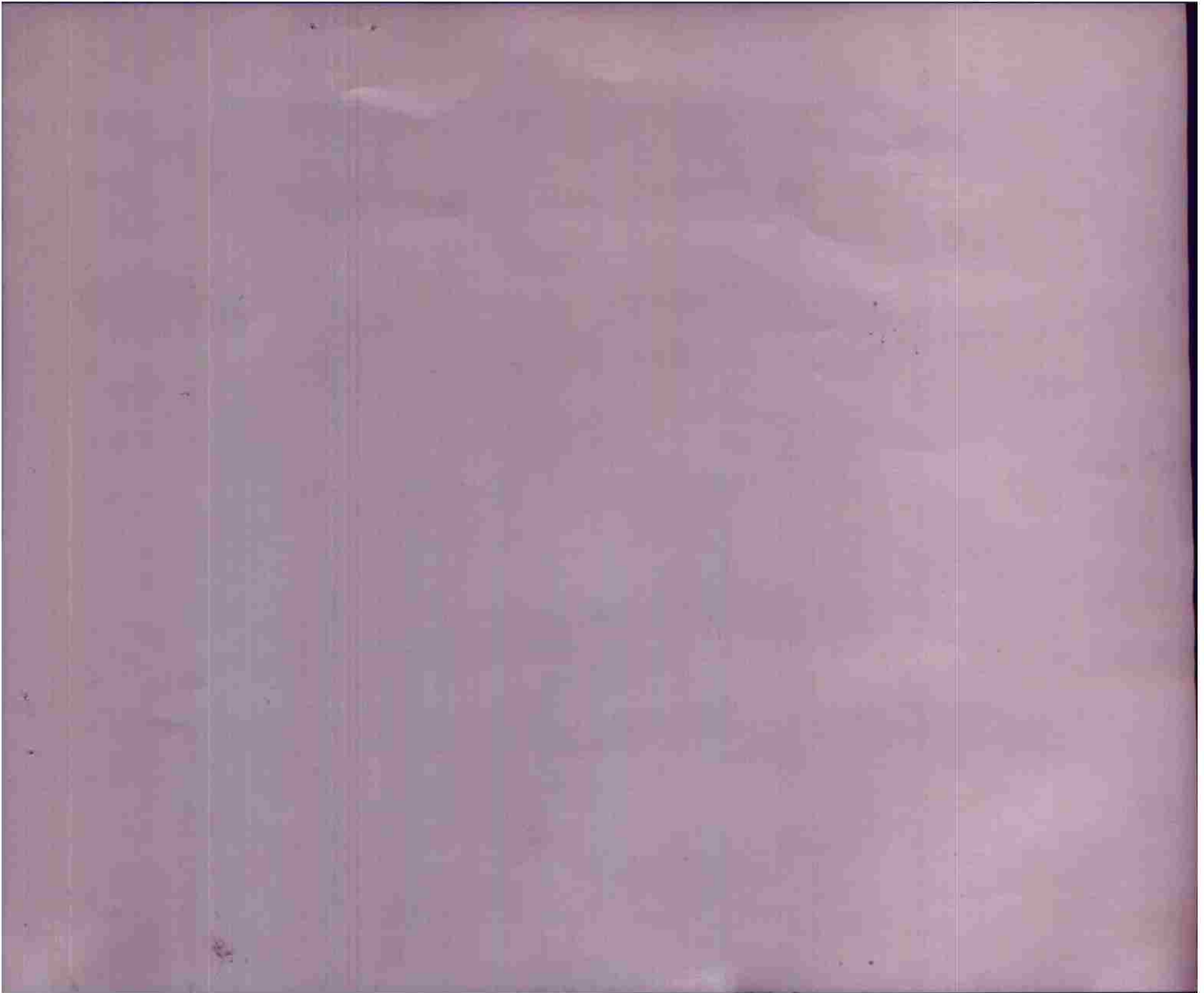
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(G) RESULTS OF BOMBING: A LARGE PATTERN OF BOMBS IS CENTERED 750 FEET W OF DESIRED MPI CAUSING DAMAGE TO BUILDINGS AND ROADS IN TOWN AREA. ONE FLIGHTS BOMBS WERE DROPPED ON BAIFFED DESIRED MPI 1600 FEET SW OF THE ROAD JUNCTION.

(H) ACTIVITY:

NOTE: RECTANGLE ENCLOSES BOMB PATTERN AREA.

DISTRIBUTION: S/A

CONFIDENTIAL

DET "J" 20th FID
AT HQ. IK B.D.



Box #	Opsfl	Date	F/O	Target	Alt.	Box Leader
I		14/1/45				HULSE

A/C	Fell to Bomb	ATT	Bomb Disp	A/C Dam	E/A	Pers.
Pos. No.	Reason	F S O	T S J P R	M D A G C B E D P D K W M		
1 085-			4			
2 467			4			
3 333	CRASHED					
1 185-			4			
2 234						
3 265-			6			
4 239			6			
5 237						
6 284						
1 219	CRASHED A 93					
2 290			6			
3 264			6			
4 271			6			
5 367	CRASHED A 69					
6 238			2	4		

32 2/5

3

2

1

085-
HULSE
333 467
VANMETER ATKINSON

219
DANNON
185-
TOT

264 290
PARKHURST HAKE
265- 234
WYNN MILLMAN

271
DUBOSE
239
HENDERSON

238 367
PROCHA BREVINS
284 237
WILSON COCKE

38
28
66
4

TOTALS FOR MISSION

B.

- (2) No. a/c off by type: _____
 A-20G's _____ A-20J's (obtained from Opns) _____
- (3) No. of a/c failing to bomb _____ explain each failure.
 Recall due to weather _____
 Personnel _____
 Mechanical _____
 Other Reasons _____
- (4) No. a/c bombing. _____
 Primary. _____
 Secondary. _____
 Other. _____
 (Obtained from recaps.) _____

C.

- (1) Time up _____
 T.O.T. _____ (Obtained from Tower).
 Time Down _____

D.

- (1) No. a/c _____
 Missing _____
 Destroyed _____
 Damaged _____ (cat. B/C)
 Damaged _____ (cat. A)
- (3) No. Crew _____ Killed _____ Wounded _____ Missing _____
 (Obtained from Recaps).

E. Results of Bombing. (Obtained from Group Bombardier).

	No.	Type	
I. Bombs on Primary	_____	X	_____
Bombs on Secondary	_____	X	_____
Bombs on Other	_____	X	_____
Bombs Returned	_____	X	_____
Bombs Jettisoned	_____	X	_____ Where _____

(Obtained from Recaps)

(The NCO in charge should fill this out immediately finishing taking the recaps and hand to the Officer making up the Ops Report).

Box #	Cps/Tl	Date	F/O	Target	Alt	Box Leader
I		14/1/45				
A/C	Feil to Bomb	ATT	Bomb Disp	A/C Dam	E/A	Pers.
No.	Reason	T S O	T S J W R	W D A G B E D P D K V M		
1	222		4			
2	224		6			
3	315		6			
4	223		6			
5	208		6			
6	313	A 69				
	023					
	439					
	081					

WINDOW

11/1/45

4

14/1/45

28

222 ✓
224 ✓
315 ✓
GRUETZMACHER JOHNSON

223 ✓
BROWN
313 ✓
208 ✓
MUSGROVE TURNER

WINDOW
023 ✓
BUSHNIK
081 ✓
439 ✓
CARVER MERCHANT ✓

TOTALS FOR MISSION

B.

(2) No. a/c off by type: _____
A-20G's _____ A-20J's (obtained from Opns)(3) No. of a/c failing to bomb _____ explain each failure.
Recall due to weather _____
Personnel _____
Mechanical _____
Other Reasons _____(4) No. a/c bombing. _____
Primary. _____
Secondary. _____
Other. _____
(Obtained from recaps.)

C.

(1) Time up _____
T.O.T. _____ (Obtained from Tower).
Time Down _____

D.

(1) No. a/c _____ Missing _____
Destroyed _____
Damaged _____ (cat. B/C)
Damaged _____ (cat. A)(3) No. Crew _____ Killed _____ Wounded _____ Missing _____
(Obtained from Recaps).

E. Results of Bombing. (Obtained from Group Bombardier).

	No.	Type	
I. Bombs on Primary	_____	X	_____
Bombs on Secondary	_____	X	_____
Bombs on Other	_____	X	_____
Bombs Returned	_____	X	_____
Bombs Jettisoned	_____	X	_____
(Obtained from Recaps)			Where _____

(The NCO in charge should fill this out immediately finishing taking the recaps and hand to the Officer making up the Ops Report).

Confidential

Operational Priority

Opflash Report

To: CG 9th Bombardment Division, Att., A-2
CG 97th Combat Wing, Att. A-2

Opflash For 14 January 1945

A. 416th Bombardment Group

B. Schleiden village(F-106153)

C. 6 A20's and 17 A26's(including 3 A/C carrying window only)

D. 3 A20's on primary(416th leader assumed lead when weather indicated that visual bombing was possible.)

12 A26's on primary

1 A26 bombed with 409th Bomb. Gp(He assembled with their formation after an ascent through overcast.)

E. 1 A26 crashed and exploded soon after takeoff.
3 A26's landed away from base.Information on bomb disposition lacking.
1 A20(window only) aborted because left engine lost power.Landed at A58.
2 A20's carried window only.

F. 12 x 500 GP on Primary(by A20's)
66 x 500 GP on Primary(by A26's)
6 x 500 GP dropped with 409th(by A 26)
4 x 500 GP returned(by A26- mechanical.)
(Note- Information lacking on 3 A26 A/C which landed away from base.)

G.Excellent

H.1 A26 crash landed at A54(landing gear collapsed)
1 A26 crash landed at A69(landing gear collapsed)
1 A26 landed at B87.(Information lacking on extent of damage)
1 A26 crashed and exploded soon after ~~ix~~ takeoff(category "E")

I: Two(2) crew members killed when 1 A26 crashed and exploded soon after takeoff.

J. Weak very inaccurate heavy flak in turn off target.

K. Nil

L. 13,000 feet

M. 1200 hrs.

ITA JEA V JKI JKI

11/14

OP

OP

FROM 416TH BOMBARDMENT GROUP (L) 14/2025A
 TO CG 9TH BOMBARDMENT DIVISION, ATT. A-2
 CG 97TH COMBAT WING, ATT. A-2

CONFIDENTIAL BT

416BG J-179-D

OPFLASH FOR 14 JANUARY 1945

- A. 416TH BOMBARDMENT GROUP
- B. SCHLEIDEN VILLAGE (F-106153)
- C. 6 A20'S AND 17 A26'S (INCLUDING 3 A/C CARRYING WINDOW ONLY)
- D. 3 A-20'S ON PRIMARY (416TH LEADER ASSUMED LEAD WHEN WEATHER THAT VISUAL BOMBING WAS POSSIBLE.)
 12 A26'S ON PRIMARY
 1 A-26 BOMBED WITH 409TH BOMB. GP. (HE ASSEMBLED WITH THEIR FORMATION AFTER AN ASCENT THROUGH OVERCAST.)
- E. 1 A-26 CRASHED AND EXPLODED SOON AFTER TAKEOFF.
 3 A-26'S LANDED AWAY FROM BASE. INFORMATION ON BOMB DISPOSITION LACKING.
 1 A-20 (WINDOW ONLY) ABORTED BECAUSE LEFT ENGINE LOST POWER. LANDED AT A58.
 2 A-20'S CARRIED WINDOW ONLY.
- F. 12 X 500 GP ON PRIMARY (BY A-20'S)
 66 X 500 GP ON PRIMARY (BY A-26'S)
 6 X 500 GP DROPPED WITH 409TH (BY A-26)
 4 X 500 GP RETURNED (BY A-26 - MECHANICAL)
 (NOTE--INFORMATION LACKING ON 3 A-26 A/C WHICH LANDED AWAY FROM BASE.)
- G. EXCELLENT
- H. 1 A-26 CRASH LANDED AT A-54 (LANDING GEAR COLLAPSED)
 1 A-26 CRASH LANDED AT A69 (LANDING GEAR COLLAPSED)
 1 A-26 LANDED AT B87. (INFORMATION LACKING ON EXTENT OF DAMAGE)
 1 A-26 CRASHED AND EXPLODED SOON AFTER TAKEOFF (CATAGORY "E")
- I. TWO (2) CREW MEMBERS KILLED WHEN 1 A-26 CRASHED AND EXPLODED SOON AFTER TAKEOFF.
- J. WEAK VERY INACCURATE HEAVY FLAK IN TURN OFF TARGET.
- K. NIL
- L. 13,000 FEET
- M. 1200 HOURS

AYLESWORTH COBOMGR 416

BT 14/2025A

AMM BBBB EJ

JEA R.....14/2210A CW K

ITA R.....14/2208A EG KK

SAY IN D 1ST LINE IN THE PARENS IS THAT COMPLETE LOOKS LIKE SOMETHING LEFT OUT.

WILL REPEAT D.

WELL IS IT OK AS SENT? NO NEED OF RPTING IS IF OK.

OAT THE END OF THE LINE WA WEATHER INDICATED THAT VISUAL AND ETC MM

WHEN WEATHER INDICATED OK. TNX

A WORD WAS LEFT OUT BETWEEN WEATHER "INDICATED" THAT AND ETC

CLR YES PUT THAT IN PSE

WILL DO RGR THANKS

JEA ITA V JKI JKI 13/14 OP OP
 FROM HQS. 416TH BOMB GP (L) 142110A
 TO HQS. 9TH BOMB DIV. (M) ATT: A-2 PI
 HQS. 97TH COMBAT WING ATT: A-2 DUTY OFFICER

SECRET BT

416BG J-182-D

FIRST PHASE S/A REPORT

B. SCHLEIDEN

G. 1159

J. BOX 1 -- EXCEL -- BOX LEADER TOOK OVER FROM PPF AND BOMBED VISUALLY WHEN TARGET WAS REACHED. ALL SHIPS BOMBED IN ONE PATTERN. 85 PER CENT OF BOMBS OF MAIN PATTERN WITHIN 1200 FT RADIUS OF DMPI WITH CENTER OF PATTERN 660 FT W. OF DMPI. HITS WERE SCORED ON BUILDINGS AND ROADS IN CENTER OF TOWN CAUSING DAMAGE TO ROADS AND BUILDINGS. ONE FLIGHT WAS SLIGHTLY OUT OF FORMATION AND DROPPED ON OTHER BRIEFED DMPI 1400 FT SW OF MAIN PATTERN. BURSTS FELL ON BUILDINGS AND ON HIGHWAY DAMAGING ROAD AND BUILDINGS.

K. NO UNSATISFACTORY BOMBING REPORT.

M. 1. -- 5 - 100 PER CENT

2. -- 0 - 0 PER CENT

3. -- 0 - 0 PER CENT

AYLESWORTH COBONSE 416

BT 14/2110A

EJ / AMM BBBS

JEA R.....14/2200A

FK

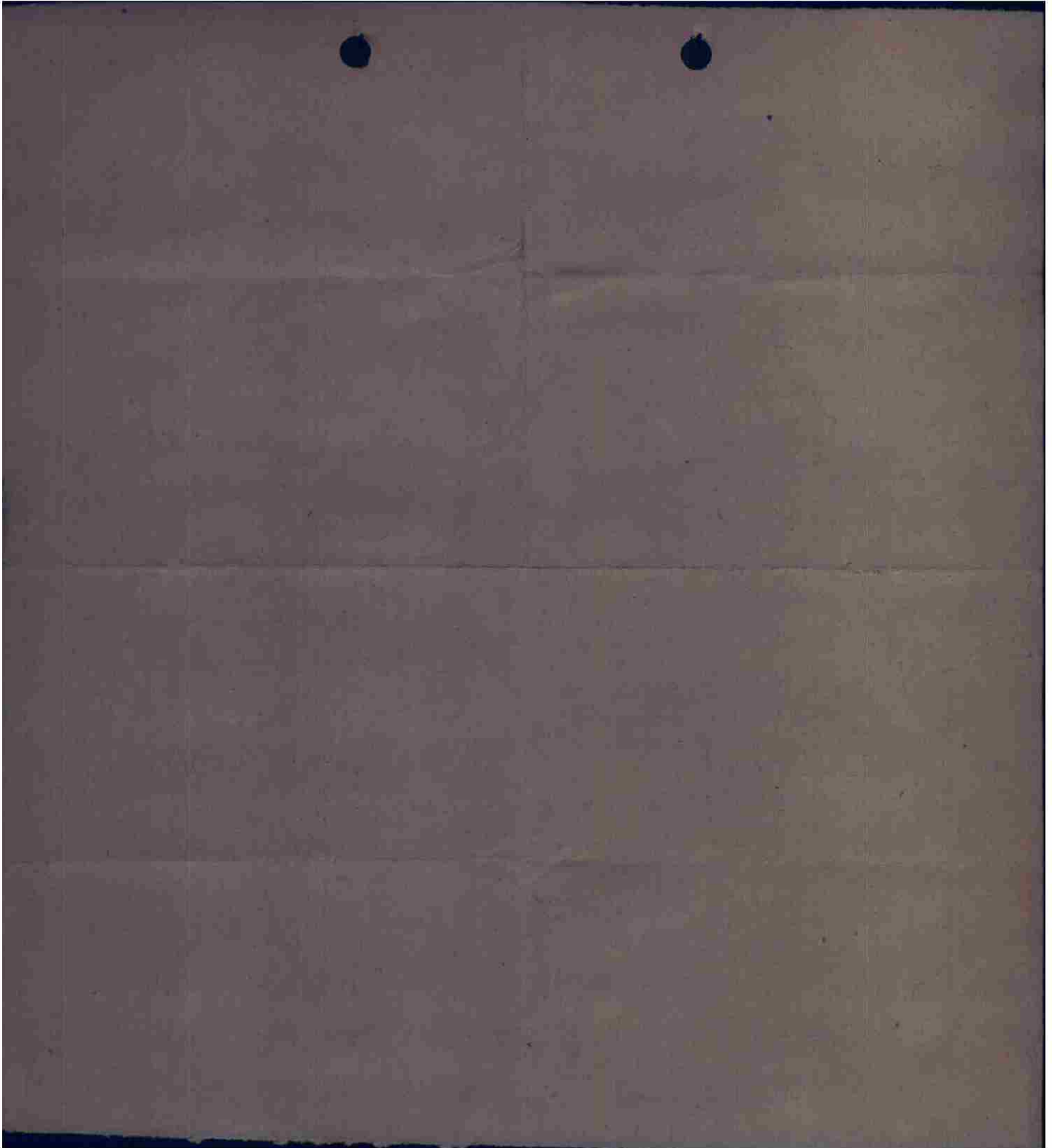
KKK

ITA R.....14/2200A

LBC

KKK

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SECRET

ANNEX "A"

BOMBING INFORMATION

LA B.C. FIELD ORDER NO. 127-707BOX 1 GROUP 416 DATE 14 Jan. '46 TARGET ATTACKED Schleiden Vllg.

1. Method of Sighting:

Pre-set with corrections.

2. Bombing approach:

3. Was mercury erection system used? YES 1140 NO X4. Did entire (box) (~~XXXXX~~) 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. Auto-pilot not used.5. Name of lead Bombardier: Lt. R. Conte6. Name of lead Pilot: Capt. D. A. Hulce7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 204 Altitude: 133509. Length of bomb run: 60 Sec: 10. Bomb Load and Fusing per A/C: 64 4 x 500 lb. FUSED 1/10 N 1/40 T11. Total Bombs Dropped: 66

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

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

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

None(e) State any difficulties on bombing run: **None**

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

None

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO Results claimed: EXCEL X GOOD FAIR POOR GROSS **SECRET**

J-408
JKI VIA JEA V ITA 41/14 R R

FROM: HEADQUARTERS 9TH BOMBARDMENT DIVISION (M) 14/1701A

TO : 97 WING

ATTN OPERATIONS

416 AND 410 BOMB GROUP

ATTN OPERATIONS

SECRET QOX BT

SBD OJ-803-E

REPORT FROM PATHFINDER SQUADRON ON OPERATIONS OF ONE THREE ONE FOUR FIVE. GROUPS COOPERATED SATISFACTORILY.

COMBOMDIV NINE

BT 14/1701A

BAD/LBC

RELAYED BY CW

AR

JKI R.....141910A

EJ

AR

JES JKI JPO VIA JEA V ITA JQF 21/4 OP OP

FROM FIRST PATHFINDER SQUADRON (M) PROV. APO 140
 TO COMMANDING GENERAL IX BOMBER DIVISION ATTN: A-2
 COMMANDING GENERAL 97TH COMBAT WING
 COMMANDING GENERAL 99TH COMBAT WING
 COMMANDING OFFICER 416TH BOMB GROUP
 COMMANDING OFFICER 386TH BOMB GROUP
 COMMANDING OFFICER 409TH BOMB GROUP
 COMMANDING OFFICER 410TH BOMB GROUP

CONFIDENTIAL

BT

397TH BG J-242-E

A FIRST PATHFINDER SQUADRON WITH THE 409TH GROUP
 B BITBURG DEFENDED VILLAGE
 C ONE B-26
 D ONE B-26 - PRIMARY
 E NONE
 F 4 X 500 GP - PRIMARY
 G VERY GOOD
 H NONE
 I NONE
 J MODERATE INACCURATE HFF IN TARGET AREA
 K NONE
 L 12,800-PRIMARY
 M 1200-PRIMARY

A FIRST PATHFINDER SQUADRON WITH THE 410TH BOMB GROUP
 B SART LEX ST VITH DEFENDED VILLAGE
 C ONE B-26
 D ONE B-26-PRIMARY
 E NONE
 F 4 X 500 GP-PRIMARY
 G UNOBSERVED
 H CAT "AC" FLAK
 I NONE
 J MODERATE ACCURATE HFF TARGET AREA-INACCURATE HFF REULAND
 K NONE
 L 12,500-PRIMARY
 M 1205-PRIMARY

A FIRST PATHFINDER SQUADRON WITH THE 386TH GROUP
 B AHRWEILER R.R. BRIDGE
 C TWO B-26'S
 D NONE
 E RECALLED BY PARADE
 F 8 X 500 GP RETURNED
 G THRU K NONE
 L NO ATTACK
 M RECALL OVER CHARLEVILLE MEZIERES-VO825350-AT 1136 HOURS

A FIRST PATHFINDER SQUADRON WITH THE 416TH BOMB GROUP
 B SCHLEIDEN DEFENDED VILLAGE
 C ONE B-26
 D ONE B-26-PRIMARY
 E 4 X 500 GP
 G TARGET BLANKETED
 H NONE
 I NONE
 J MODERATE ACCURATE HFF IN TARGET AREA
 K NONE
 L 12,500 PRIMARY
 M 1159-1/2-PRIMARY

CO 1ST PATHFINDER

BT 14/2018A
 CSC DILL BBBB

RELAYED FK
 JES R VIA JEA15/1700A JMB AR
 JPO R VIA JEA

PLS RPT LINE J
 WHA PARA. LPLS K
 PARA J PL
 WELL THERES SEVERAL J'S K
 SORRI 2ND PAR PLS

J MODEATE ACCUA
 SISRI
 J MODERATE ACCURATE HFF TARGET AREA-INACCURATE HFF REULAND
 KK TKS TBFR 15/1700A JHS AAR
 JKI R VIA JEA15/1710A EJ AR

SECRET

185



HEADQUARTERS
9TH BOMBARDMENT DIVISION (H)

APO # 140
15 January 1945

MISSION SUMMARY #9

14 January 1945

Section I

Field Order 707

GROUP	TARGET	MISSION RESULTS	
409 BG	Bitburg (L-132534) Communication Center	Box I	- A.P.N.B.
		Box II	- Good
416 BG	Schleiden (F-106153) Communication Center		Excellent
410 BG	Rodt (P-813889) Communication Center	Box I	- No attack
		Box II	- Excellent
386 BG	Bullay (L-569613) Railroad Bridge	Box I - Flight A	- Excellent
		Flight B	- Excellent
		Flight C	- Excellent
		Box II - Flight A	- Superior
		Flight B	- Excellent
		Flight C	- Excellent
391 BG	Bullay (L-568613) Railroad Bridge	Box I - Flight A	- Unsat.
		Flight B	- Superior
		Flight C	- Excellent
		Box II - Flight A	- Excellent
		Flight B	- Excellent
		Flight C	- Undet.
394 BG	Steinbruck (P-894832) Road Bridge	Box I - Flight A	- Undet.
		Flight B	- No Attack
		Flight C	- No Attack
323 BG	Steinbruck (P-893832) Road Bridge	Box I - Flight A	- Undet.
		Flight B	- No Attack
		Flight C	- No Attack
		Box II - Flight A	- Superior
		Flight B	- No Attack
		Flight C	- No Attack
387 BG	Ahrweiler (F-521152) Railroad Bridge	Box I - Flight A	- P.N.B.
		Flight B	- Excellent
		Flight C	- Unsat.
		Box II - Flight A	- Excellent
		Flight B	- Unsat.
		Flight C	- P.N.B.

- 4 -
SECRET

SECRET

297 BG	Altweller (F-521152) Railroad Bridge	Box I - Flight A - Unsat. Flight B - P.N.B.
		Box II - Flight A - Superior Flight B - Excellent Flight C - Excellent
322 BG	Rimthal (R-134688) Railroad Bridge & Embankment	Box I - Flight A - P.N.B. Flight B - Good Flight C - Unsat.
		Box II - Flight A - P.N.B. Flight B - P.N.B. Flight C - P.N.B.
344 BG	Rimthal (R-134688) Railroad Bridge & Embankment	Box I - Flight A - Unsat. Flight B - P.N.B. Flight C - P.N.B.
		Box II - Flight A - Superior Flight B - Unsat. Flight C - Unsat.

- B -
SECRET

S E C R E T

GROUP NARRATIVE

Eleven groups attacked three communication centers, four railroad bridges and one road bridge, recording Superior to Undetermined results.

Pitburg (Communication Center)

409 BG: 36 a/c dispatched (including 28 A-26, 7 A-20, 1 B-26 FFF), 32 (including 27 A-26—includes 1 A-26 from 416 BG, 4 A-20, 1 B-26) dropping 180 X 500 GP on and in vicinity of Primary. 3 window a/c.

1 a/c failed to bomb: Mechanical.

No losses, 13 a/c battle damaged, 1 crewman injured.

1 a/c mentioned above as receiving battle damage crash-landed at Laon/Athies. Had one engine knocked out. Pilot crash-landed a/c after gunners bailed out. One gunner was injured (mentioned above).

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

Box I - A.P.N.E. Bombardier could not pick up briefed A.P. and selected an A.P. 450 feet south of DMPI in center of town. Center of pattern fell approximately 1050 feet SSW of briefed DMPI in center of town approximately 615 feet SSW of A.P. selected by bombardier. Pattern covers 1050 feet of Blankenheim Road in center of town. Residential area in center of town and possible detour routes on west side of town are also covered by pattern.

Box II - GOOD. Approximately 40% of bombs fell within a 1000-foot radius of the DMPI. Center of majority of bombs 1000 feet north of DMPI. First bombs landed approximately 700 feet NNW of DMPI. Pattern covers approximately 25% of the residential area of Pitburg. There are at least two or more hits to Blankenheim Road north of DMPI and pattern covers detour route on west side of town. Small pattern covers approximately 900 feet of primary road running SW from town.

Schleiden (Communication Center)

416 BG: 24 a/c dispatched (including 17 A-26, 6 A-20, 1 B-26 FFF), 16 (including 12 A-26, 3 A-20, 1 B-26) dropping 82 X 500 GP on Primary. 3 window a/c. Bomb disposition unknown of 3 a/c which landed away from base. (1 at Laon/Athies, 1 at Le Bourget, 1 at Rosieres-en-Santerre.)

1 a/c failed to bomb: Other - a/c crashed.

1 a/c bombed with 409 BG.

The a/c mentioned above crashed and exploded after take-off. Reason undetermined. 2 crewmen killed.

No further losses, casualties, battle damage.

Bombing by box on group lead from 13,900 feet.

- G -

S E C R E T

S E C R E T

Box I - EXCELLENT. Box leader took over from PFF and bombed visually when target was reached. All ships bombed in one pattern. 85% of bombs of main pattern within 1000 ft. radius of DMPI with center of pattern 660 ft. west of DMPI. Hits were scored on buildings and roads in center of town causing damage to roads and buildings. One flight was slightly out of formation and dropped on other briefed DMPI 1400 ft. SW of main pattern. Bursts fell on buildings and on highway damaging road and buildings.

Rodt (Communication Center)

410 BG: 36 a/c dispatched (including 1 PFF), 24 dropping 139 X 500 GP on and in vicinity of Primary. Bomb disposition unknown of 2 a/c that landed away from base (1 at Fierrenas/Juzains, 1 crash-landed 8 miles NW of May-VK-180295).

12 a/c failed to bomb: 1, leader had instruments shot out; 10, leader did not drop; 1, jettisoned bombs safe 1 mile N. of doggy (VP-731865) after a/c was battle damaged.

Reason for a/c mentioned above as crash-landing is undetermined. Pilot was slightly injured.

No losses, 22 a/c battle damaged, 4 crewmen wounded.

Bombing by boxes on group lead from 12,000 feet.

Box I - NO ATTACK. Lead bombardier did not drop because the instruments of his ship were shot out. His deputy was unable to take over because his instruments were also shot out. Three ships of flight B dropped on the flight leader whose bombs went away prematurely due to a malfunction in the electrical system. Camera in this flight failed to pick up the bursts but did disclose that the bombs went away south of the village of Lemmings and should have burst within river bend near highway intersection (P-77159960) near village of Flaushe, 8 miles NW of P/T, and approximately 3/4 miles north of bombing line inside enemy territory.

Box II - EXCELLENT. 90% of bombs within 1000 foot radius of DMPI. Pattern extends east from highway intersection a starting 600 feet SE of DMPI. No strikes are visible on intersection itself, but pattern blankets approximately 1800 feet of main E/W highway leading to St. Vith.

Bullay (Railroad Bridge)

386 BG: 32 a/c dispatched (including 2 PFF), 30 dropping 60 X 2000 GP on Primary.

2 PFF were recalled by Parade at Mexieres (VO-825350) when it was deemed unnecessary to bomb on PFF.

No losses, casualties, battle damage.

Bombing by flights on group lead from 11,000-12,000 feet.

Box I - Flight A - EXCELLENT. About 80% of bombs within 1000 ft. radius. Center of bursts 900 ft. west of DMPI. No damage to bridge as majority of bombs landed in snow-covered fields and woods. Pattern extends across E/W road.

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Flight B - EXCELLENT. All bursts occur in 1000 ft. radius. Pattern center 590 ft. north of DMPI with possible hits on RR siding near the northern approachment.

Flight C - EXCELLENT. This flight released on Flight A. No separate sighting operation was made. Bursts occur in same area as Flight A.

Box II - Flight A - SUPERIOR. All bombs within 1000 ft. radius. Center of pattern within 100 ft. west of DMPI. Near misses were scored however, it is believed that bridge was not hit. Exact damage unknown due to smoke from previous bombs.

Flight B - EXCELLENT. All bombs within 1000 ft. radius. Bursts occur 570 ft. east of DMPI. No damage to target as bombs fell in fields along edge of river.

Flight C - EXCELLENT. All bombs within 1000 ft. radius. Bursts can be seen through smoke 790 ft. west of DMPI. Smoke prevents damage assessment.

391 BG: 37 a/c dispatched, 36 dropping 72 X 2000 GP on Primary.

1 a/c failed to bomb: Mechanical.

1 a/c jettisoned 1 X 2000 GP $\frac{1}{2}$ mile E. of Primary because of rack malfunction.

No losses, casualties, battle damage.

Bombing by flights from 11,000-12,500 feet.

Box I - Flight A - UNSATISFACTORY. All bombs fell more than 1000 ft. from DMPI. Long concentration fell about 1300 ft. SE from DMPI in open fields and woods.

Flight B - SUPERIOR. All bombs fell within 1000 ft. of DMPI. Tight pattern fell about 100 ft. NW from DMPI with four probable hits on bridge. Two late bombs fell on N. bank of river.

Flight C - EXCELLENT. About 90% of bombs fell within 1000 ft. of DMPI. Long concentration of bombs fell about 700 ft. N. from DMPI with two probable hits on RR tracks.

Box II - Flight A - EXCELLENT. All bombs within 1000 ft. of DMPI. Tight pattern fell about 500 ft. W. of DMPI across roadway and in open fields.

Flight B - EXCELLENT. All bombs within 1000 ft. of DMPI. On extremely poor photos a tight pattern of bomb is seen about 500 ft. NW of DMPI. Bombed on second run.

Flight C - UNDETERMINED. Flight bombed into smoke of previous flights with no new bursts visible on photos. Visual observations reported excellent results.

Steinbruck (Road Bridge)

394 BG: 23 a/c dispatched, 3 dropping 12 X 1000 GP on Primary. 3 window a/c; 2 spare a/c. Bomb disposition unknown of 3 a/c that landed away from base (2 at Leen/Couvron; 1 at Liege/Bierset).

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12 a/c failed to bomb: 1, mechanical; 11 other—1, bomb sight knocked on bomb run; 1, bombardier's helmet hit by flak at bomb release point; leaders did not drop.

No losses, 7 a/c battle damaged, 11 crewmen wounded.

Bombing by flights from 11,500 feet.

Box I - Flight A - UNKNOWN. Only one camera ship available and lack of detail on poor quality photo due to haze prevented any interpretation. (Lead a/c landed at Daga.)

Flight B - NO ATTACK. 1 a/c hit on bomb run too late for deputy to assume command. Second run was at discretion of box leader who was on single engine.

Flight C - NO ATTACK. Lead a/c aborted at I.P. Bombardier in deputy a/c hit by flak just prior to bomb release preventing any synchronization.

323 BG: 39 a/c dispatched, 11 dropping 43 X 1000 GP on and in vicinity of Primer 3 window a/c.

25 a/c failed to bomb: 2, mechanical; 23, weather.

1 a/c missing. Hit by flak in target area. 4 chutes seen in target area and another at Spa (4-660120); a/c was seen to go down in slow spiral of sight just NW of Spa (4-661150). 7 crewmen are missing.

No losses, 25 a/c battle-damaged, 3 crewmen wounded.

Bombing by flights from 11,500 feet.

Box I - Flight A - UNDETERMINED. Box leader hit by flak on bomb run causing lead bombardier to salvo bombs. Three a/c dropped on leader and two others salvaged all in vicinity of target. One camera carrying a/c salvaged bombs and the other had a camera malfunction. Photographer, flying in Flight C, this box, took photos which showed several salvaged bombs from this flight as well as of bombs from Flight A, Box II. Visible bombs from this box fell in woods and near railroad causing no apparent military damage.

Flight D - NO ATTACK. Bright reflection of sun on snow prevented flight bombardier from picking up target.

Flight C - NO ATTACK. Same as Flight B.

Box II - Flight A - SUPERIOR. All bombs of this flight fell within 1000 ft. radius of DEPI in good concentration. MFI of bombs 105 ft. SE of DEPI. Due to two mechanical malfunctions, automatic camera failed to obtain photographs. However, photos from hand camera shows late development of bombs but precludes accurate statement of damage. Smoke is seen blanketing bridge, approach from southeast and road leading to bridge. Probable hits on bridge and approaches.

Flight B - NO ATTACK. Same as Flight B, Box I.

Flight C - NO ATTACK. Same as Flight B, Box I.

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Ahrweiler (Railroad Bridge)

387 BG: 40 a/c dispatched, 36 dropping 142 X 1000 GP on and in vicinity of Primary. 3 window a/c.

1 a/c failed to bomb: Mechanical.

No losses, casualties, battle damage.

Bombing by flights from 10,500-13,250 feet.

Box I - Flight A - P.N.B. Bombardier was unable to pick up Primary, chose the village II which, 24 miles SSE of Primary. Bombs fell in good concentration in south portion of village, scoring possible hits on dwellings.

Flight B - EXCELLENT. 75% of bombs within 1000 ft. radius, the center of which is approximately 600 ft. SSW of DMPI in wooded area, scoring near miss to E. approach of bridge.

Flight C - UNSATISFACTORY. All bursts outside 1000 ft. radius. MPI of bursts approximately 2600 ft. SSW of DMPI in wooded area.

Box II - Flight A - EXCELLENT. All bursts within 1000 ft. radius. MPI of bursts approximately 750 ft. E. of DMPI, scoring possible hits on western end of a bridge and the approach.

Flight B - UNSATISFACTORY. All bursts outside 1000 ft. radius. MPI of bursts approximately 1300 ft. E. of DMPI in good concentration in open field, scoring possible hits to highway.

Flight C - P.N.B. Bombardier unable to pick up Primary and chose alternate bridge approximately 4300 ft. W. of DMPI. MPI of bursts 300 ft. E. of bridge in good concentration, scoring hits to probable supply dumps.

397 BG: 28 a/c dispatched, 23 dropping 99 X 1000 GP on Primary; 1 dropping 3 X 1000 GP on Other. 3 window a/c.

1 a/c failed to bomb: Mechanical.

No losses, 4 a/c battle damaged, 1 crewman wounded.

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

Box I - Flight A - UNSATISFACTORY. None of bombs within 1000 ft. radius of DMPI. Bombs in poor pattern about 2700 ft. S. of DMPI in open area.

Flight B - P.N.B. Because Primary target was completely obscured by smoke of previous bombing, a RR bridge 6700 ft. E. of Primary was selected. 90% of bombs within 1000 ft. radius of selected AP. Bombs in good pattern 755 ft. SE of AP probably hitting RR tracks and a highway.

Box II - Flight A - SUPERIOR. 100% of bombs within 1000 ft. radius of DMPI. Bombs in good pattern on DMPI. Probable direct hits on bridge.

Flight B - EXCELLENT. 100% of bombs in 1000 ft. radius of DMPI. Bombs in good pattern 375 ft. N. of DMPI with probable hits on highway.

Flight C - EXCELLENT. 100% of bombs within 1000 ft. radius of DMPI. Bombs in good pattern 470 ft. W. of DMPI in open area and across river bank.

- G -
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Rinthal (Railroad Bridge)

322 BG: 36 a/c dispatched, 35 dropping 135 X 1000 GP on and in vicinity of Primary.

1 a/c failed to bomb: Mechanical.

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

Bombing by flights from 10,000-10,750 feet.

Box I - Flight A - P.N.B. Hits in 2 patterns, approximately 1 mile SE of Dahn, about 8 miles WSW of Primary at 043599, Map V-2, with hits on a main seemingly much-used highway and across the RR tracks, with possible hits or near misses to some small buildings associated with the RR. Main concentration hit in open fields. Two bomb runs were made.

Flight B - GOOD. About 40% of bombs within 1000 ft. of DMPL. Pattern centered about 1000 ft. S. of bridge. Smoke and haze prevent further interpretation. Made three runs on target.

Flight C - UNSATISFACTORY. Bombardier was unable to identify target and dropped on Box I, Flight B. Less than 20% of bombs within 1000 ft. of DMPL. Part of concentration covers rail lines with several hits or near misses probably resulting. 3 runs made on target.

Box II - Flight A - P.N.B. Bombs hit in built-up section of village of Schonau. Bombs hit 1 1/2 miles SW of target. Made 2 bomb runs.

Flight B - P.N.B. Excellent concentration approximately 1/2 mile SE of Albersweiler, about 5 miles E. of Primary. Hits on main NW/SW highway, with also probable hits on the 2-track RR. 2 bomb runs made.

Flight C - P.N.B. An excellent concentration hit approximately 1 mile NW of Bitcha, 25 miles SW of the Primary, on a hill surrounded by trenches and in an area in which there may be fox-holes. Made 3 runs, could not identify Primary due to snow.

344 BG: 36 a/c dispatched, 34 dropping 66 X 2000 GP on and in vicinity of Primary.

2 a/c failed to bomb: 1, mechanical; 1, other—crashed after take-off.

1 a/c lost, reason undetermined. Shortly after take-off and during join-up a/c was seen to spin and crash outside of Ambloville (R-605787). 6 crewmen were killed.

No further losses, 1 a/c battle damaged, no further casualties.

Bombing by flights from 10,000-12,500 feet.

Box I - Flight A - UNDETERMINED. Camera ship crashed. Lead bombardier reports his bombs hitting across rail line immediately NW of bridge.

Flight B - P.N.B. Lead bombardier unable to identify target because of few check points, could not attack secondary without leaving box, selected as T/O, main road near Worsleben (R-010722) 9 miles NW of Primary. Good concentration 420 ft. N. of selected AP. Strikes in forest.

Flight C - P.N.B. Same reason as Flight B. Selected as T/O RR line near Pirna near at Q-916676, 15 miles W. of Primary. Good concentration 1200 ft. S. of selected AP. Strikes in forest.

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Box II - Flight A - SUPERIOR. Approximately 90% of bombs within 1000 ft. radius of DMPI. Good pattern 150 ft. SE of DMPI. Strikes cover AP with probable hits on bridge or rail line.

Flight B - UNSATISFACTORY. All bombs outside 1000 ft. radius of DMPI. Good pattern 2400 ft. NE of DMPI. Strikes in forest

Flight C - UNDETERMINED. Flight made 2 passes over target. Camera ship and one other dropped bombs on first run. No photos available when rest of flight bombed on second run. Lead crew reports hitting across tracks just S. of bridge. 8 bombs released on first run hit in woods at R-155704, $1\frac{1}{2}$ mi. NE of target.

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SECTION II

A/C OFF		369
A/C Bombing	281	
A/C Failing to Bomb	36	
A/C Recalled (Weather)	24	
Other		
Window 18		
Spare 2		
Bombs of 8 a/c Unaccounted for	28	
TOTAL		369

Bombs on Enemy Territory	512.29
Total Bombs to Date	100,059.84

A/C Lost (344 BG; 416 BG)	2	
A/C Missing (323 BG)	1	
A/C Crash-Landed (409 BG; 394 BG; 2 a/c 397 BG)	4	
A/C Battle Damaged	79	22.50%
Killed	8	
Wounded	19	
Missing	7	
Injured	2	
Claims	0	

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FAILURES TO BOMB

<u>GROUP</u>	<u>NO. A/C</u>	<u>CLASSIFICATION</u>	<u>REASON</u>
409	1	Mechanical	Engine trouble.
416	1	Other	A/C crashed soon after take-off.
410	12	Other	1 a/c - Box leader's instruments damaged by flak. 10 a/c - Box leader did not drop. 1 a/c - Flak damaged.
386	2 JTF	Other	Recalled by Parade as weather permitted visual bombing.
391	1	Mechanical	Left main wheel would not lock in up position.
394	11	Other	1 a/c - Bomb sight of lead a/c damaged by flak on bomb run. 9 a/c - Leader did not drop. 1 a/c - Bombardier's helmet struck by flak at bomb release point.
	1	Mechanical	Engine trouble.
323	2	Mechanical	1 a/c - Bomb rack malfunction. 1 a/c - Engine cutting out.
387	1	Mechanical	Right engine would not go into high blower.
397	1	Mechanical	Right engine cutting out.
322	1	Mechanical	Bomb rack malfunction.
344	1	Mechanical	Oil transmitter malfunction.
	1	Other	a/c crashed shortly after take-off.

OBSERVATIONS

WEATHER: Schloiden 416 BG: Clear. Visibility 12 miles.

Rott 410 BG: Clear light ground haze. Visibility 10-15 air to ground. 166 deg bomb run. Visibility 10-15 miles.

Bullay 386 BG: Nil medium or high cloud and nil low clouds. Visibility 4 miles up sun, 10-15 miles down sun.

391 BG: No low or medium cloud patchy cirrus above 29,000 ft Visibility 10 miles.

Steinbruck 394 BG: .1 to .3 cirrus. Visibility 10 miles plus in all directions and 13 miles on run.

323 BG: .4 cirrus. Visibility 12 miles on run.

Ahrweiler 387 BG: Visibility 12 miles on bomb run, but could distinguish bridge only 3 miles away due to heavy haze in valleys. .6 medium cloud SE of target base estimate 10,000 ft. thin.

SECRET

Amweiler 397 BG: Clear. Visibility 6 miles on bombing run.
 Rinnthal 322 BG: Clear. Visibility 5 up sun, 10-20 miles down sun.
 344 BG: Clear. Visibility 6-10 miles down sun.

S/A PHOTO REPORT

GROUP	CAMERAS PHOTOGRAPHING	CAMERA FAILURES		PERSONNEL FAILURES	
		NO.	PERCENT	NO.	PERCENT
409	100%	0	0	0	0
416	100%	0	0	0	0
410	100%	0	0	0	0
386	100%	0	0	0	0
391	100%	0	0	0	0
394	100%	0	0	0	0
323	33%	2	67%	0	0
387	93%	1	7%	0	0
397	88%	1	12%	0	0
322	100%	0	0	0	0
344	80%	1	20%	0	0

FLAK ANALYSIS INDEX

A/C OVER BENT TERRITORY	350
A/C MISSING	3
A/C BATTLE DAMAGED	79
% A/C BATTLE DAMAGED	22.50%
Schleiden Communications Center	416 Gp.
Dulay RR Bridge	386, 391 Gp.
A/C Lost to Flak	0
A/C Battle Damaged	0
% A/C Battle Damaged	0

One flight of the 391 Gp. flew into the Trier-Kenz/Karthaus area and encountered weak to moderate inaccurate heavy flak. This experience is in keeping with previous experiences in the area. No other flak was encountered.

Bittburg Communications Center	409 Gp.
A/C Lost to Flak	0
A/C Battle Damaged	13
% A/C Battle Damaged	30.23%

Flak at the target was weak but accurate. However, about 7 miles west of the target moderate accurate heavy flak was encountered. It was necessary to pass over front area defenses in order to attack this target and the amount of flak encountered is less than normally expected.

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SECRET

S E C R E T

Rodt Communications Center 410 Gp.

A/C Missing	0
A/C Battle Damaged	22
% A/C Battle Damaged	65.42%

Flak encountered on this mission is in keeping with that usually encountered in the immediate battle area. Flak was moderate to intense accurate at the target. This target would probably be heavily defended as it is an important communications zone for the retreat from the breakthrough area.

Steinbrück Road Bridge 394, 323 Gp.

A/C Missing	1
A/C Battle Damaged	32
% A/C Battle Damaged	51.72%

Both groups reported intense accurate heavy flak from St. Vith to the target. Previous experience has shown that moderate to intense and very accurate heavy flak may be expected in this area. The missing a/c was hit by flak near the target and four chutes were seen. A/C then went into spin and out of sight.

Ahrweiler RR Bridge 387, 397 Gp.

A/C Lost to Flak	0
A/C Battle Damaged	4
% A/C Battle Damaged	6.06%

The 387 Gp. encountered no flak on their attack. However, the following group encountered weak inaccurate heavy flak at the target. This is probably due to the gunners not having enough advance warning in time to engage the first formation.

Rinnthal RR Bridge 322, 344 Gp.

A/C Lost to Flak	0
A/C Battle Damaged	7
% A/C Battle Damaged	9.85%

Only weak inaccurate heavy flak was encountered by the 344 Gp. However, the 2nd box of the 322nd encountered moderate accurate flak at Dambach (Q-9044) and moderate inaccurate flak at Pirmasens (Q-9066). This flak probably came from a 4 gun battery plotted very near to Pirmasens. All damage was in this box.

SUMMARY:

Flak encountered followed very closely that which has been encountered on operations since the 23 Dec. The flak fire in the breakthrough area continues to be very accurate and moderate to intense in intensity. On attacks of 13 Jan. weak flak was encountered in this area even under visual firing conditions. This was probably due to the enemy regrouping his defenses in order to more effectively cover the withdrawal of his troops and equipment from the area, and by the time the attacks were carried out on this operation they were fully emplaced and could engage our formations effectively.

ENEMY AIRCRAFT REACTION

T.O.T.'s: 1158 to 1400

A Focke Wulf and a Messerschmitt were seen by the 391st Group at Trier (L-210290) at 1410, and an Me 163 near the target (Bullay, L-565620) at 1401. The former were engaged by Thunderbolts.

PUBLIC RELATIONS
PRESS RELEASE

HEADQUARTERS NINTH BOMBARDMENT DIVISION, France—A crushing 500-ton assault on four bridges and three communications centers in the Germans' supply system today put Major General Samuel E. Anderson's Ninth Bombardment Division over the 100,000 ton mark in total bombs dropped in 18 months of operations in the ETO.

More than 350 medium and light bombers, including B-26 Marauders of the 323rd Bombardment Group which on July 16, 1943, flew the first medium level mission in the ETO, participated in the record-making assault in support of Allied Armies slicing into the diminishing Nazi bulge on the Western Front.

Taking off and landing on snow-capped runways, eight groups of Marauders concentrated their attacks on rail and road bridges while A-26 Invaders and A-20 Havocs bombed three communications centers where road junctions form important choke points in the German salient.

Clear, winter skies favored the bombers, permitting all formations to bomb visually.

Railway bridges included in the day's targets were located at Bullay, 28 miles southwest of Koblenz, spanning the Moselle River; Ahrweiler, 15 miles south of Bonn, spanning the Ahr River, and Linthal, a 500-foot embankment and bridge over a road eight miles west of Lutzerath. A road bridge at Steinbrunn, four miles south of St. Vith, over the Our River, rounded out the Marauder targets.

Invaders hit communications centers at Wittlich, 17 miles north of Trier, and Schleiden, six miles east of the Aachen Forest where the Germans launched their winter offensive. Havocs attacked roads in Reit, three miles west of St. Vith.

Good results were reported from all attacks. Crews returning from saturation bombing of communications centers within the Nazi bulge declared their bombs dug deep craters in key roads.

Direct hits on the double-deck Bullay bridge, which is on an important line from Koblenz to Trier, were reported. "I left the bomb bay doors open to watch the bombs drop and saw two direct hits on the bridge", said 1st Lt. Edward H. Hesse, 154 Patter Ave., Staten Island, N. Y., a bombardier.

Visual reconnaissance supported claims of Marauder crews that they had damaged the Ahrweiler bridge carrying the only rail line still open from Cologne to the battle area. Crews reported their bombs hit the bridge and its approaches.

Escorted by Ninth Air Force and RAF fighters, the bombers encountered no enemy aircraft but met strong flak defenses over most of the day's targets. One Marauder was reported missing at a late hour.

—30—

14 January 1945: Phoned to Paris 2000,
Press Camp 2050.

GP-476-80-0P-5
14 JAN 19 45

AFU
Ship 88-2
H-2

DECLASSIFIED
DOD DIR 5200.9, 27 Sep 58

P.R.C.

SCANNED BY ACD
2007--

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MICROFILMED

OIITA OIJES OIJKI OIJPO V OIJE 20/14 INFO

FROM 97TH COMBAT BOMB WING 14/2355A
TO COMBOMDIV NINE
COBOMGP 410
COBOMGP 416
COBOMGP 409

ATTN SIGNAL OFFICER

ADV INFO OF PARA. 5 OF FIELD ORDER TO FOLLOW:

5. COMMUNICATIONS

PLAN "A" AND "B"

A. 409TH BOMB GROUP (839530)
(2) VISION
(3) MUSTARD
(4) RPSAW

B. 410TH BOMB GROUP (064795)
(2) BANKBOOK
(4,5) SWEEPSTAKE

C. 416TH BOMB GROUP (839530)
(2) BLIZZARD
(3) SLEEPY
(4) RPSAW

COMCBTWIG 97

BT 14/2355A

CES AR

JES R.....15/0007A JH AR

JPO R.....15/0007A MC ZR

JKI R.....15/0007A AMM AR

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