

IRIS Public Record**Key Information**

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NUMPAGE 281

Title Extensions:

Abstract

Descriptive TARGET NOT INDICATED.

Notes:

Title MISSION REPORTS: FOLDER NUMBER 3

Added

Entries

Author:

Subject:

Major Command:

Administrative Markings

No Administrative Markings Listed

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Acc ID	Acc Date:	

GR 416-SU-OP-3
11 JAN 1945

A-26 MISSION REPORTS

FOLDER NO.3

MISSION NO.	F.O. NO.	DATE
185	127 - 707	14 JAN. 45
186	128 - 708	15 " 45
187	129 - 709	16 " 45
188	134 - 714	21 " 45
189	131 - 715	22 " 45
190	136 - 716	22 " 45
191	138 - 718	23 " 45
192	138 - 718	23 " 45
193	139 - 719	24 " 45
194	140 - 720	25 " 45
195	144 - 724	29 " 45
196	147 - 728	1 FEB. 45
197	149 - 730	2 " 45
198	153 - 731	3 " 45
199	158 - 136	6 " 45
200	160 - 738	8 " 45

P.R.C.

00002001

DECLASSIFIED
BOD DIR 2000/11/17 Sep 58

SCANNED BY ACD
2007

MICROFILMED

1386-40

Sub

SECRET

ANNEX "A"

BOMBING INFORMATION

IN B.C. FIELD ORDER NO. 127-707

BOX 1 GROUP 416 DATE 14 Jan. '45 TARGET ATTACKED Schleiden Vllg.

1. Method of Sighting:

Pre-set with corrections.

2. Bombing approach:

114°

3. Was mercury erection system used? YES ___ NO X

4. Did entire (box) (~~KOSIX~~) 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. Conte

6. Name of lead Pilot: Capt. D. A. Hulse

7. Intervalometer setting: Minimum

8. Indicated Air Speed: 310 Ground Speed: 204 Altitude: 13500

9. Length of bomb run: 30 Sec:

10. Bomb Load and Fusing per A/C: 50 4 x 500 lb. FUSED 1/20 N 1/40 T

11. Total Bombs Dropped: 55

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

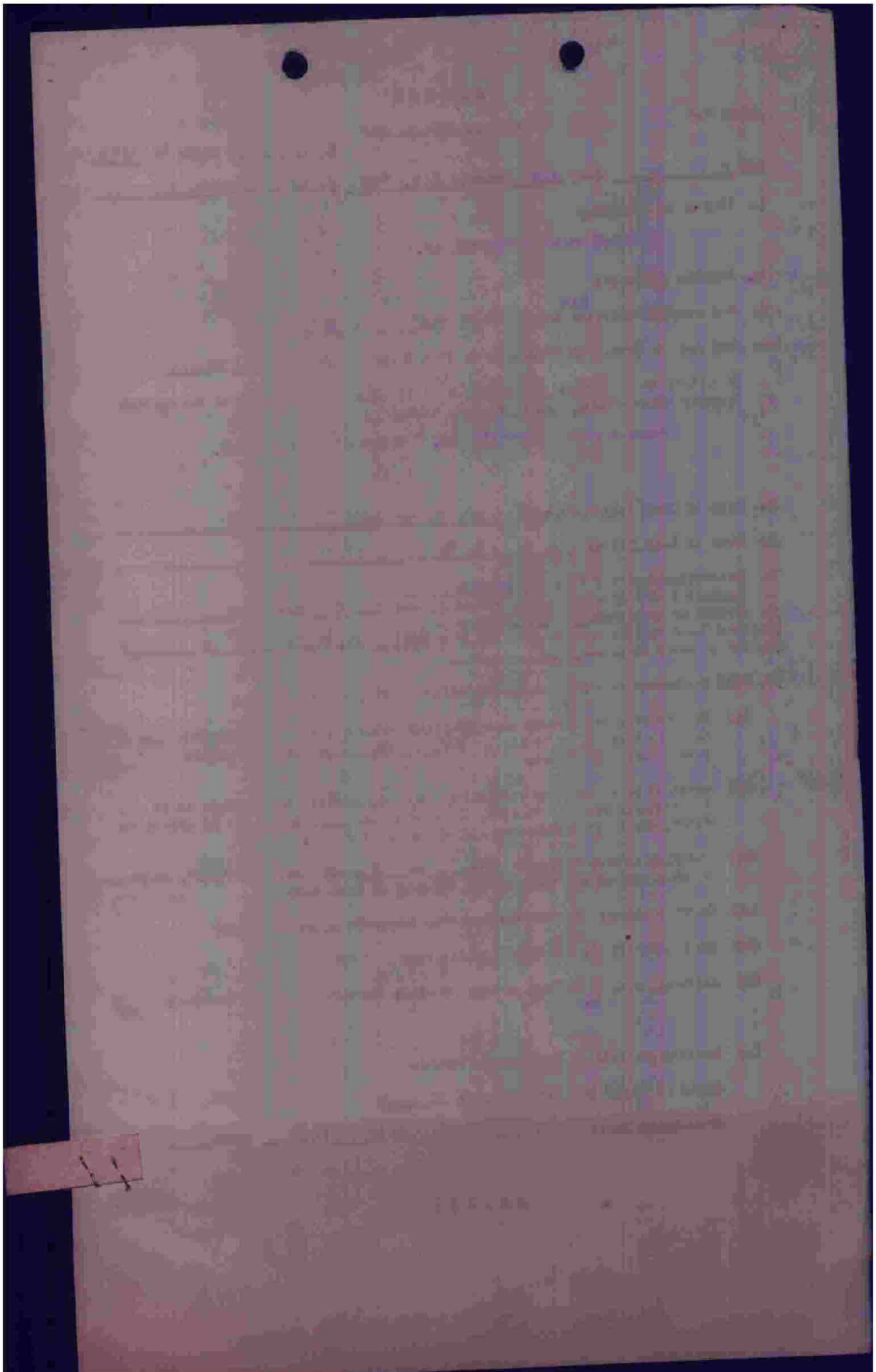
(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO ___

Results claimed: EXCEL X GOOD ___ FAIR ___ POOR ___ GROSS ___

185
14 Jan. '45

SECRET



SECRET
 Form: 38, A-58
 17 Jan 48
 INITIALS

HEADQUARTERS
 418TH BOMBARDMENT GROUP (L)
 Office of the Commanding Officer

P-8-1

APO 140, U.S. Army,
 17 January 1948.

SUBJECT: Mission Report.

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

I. 14 January 1948, F.O. 1018, Schleiden Road Junction, F.O. 187-707.

- | | | |
|--|--|--|
| <p>II. 41-38254
 (1st O.L. Milhorn)</p> | <p>Airspeed indicator read
 75 MPH before take-off.</p> | <p>The moisture in the pressure line
 froze after the pitot cover was
 removed because indicator was
 O.K. on preflight. The lines
 were thawed out by a D-1 heater
 and moisture removed. Moisture
 caused by condensation in lines
 due to temperature change.</p> |
| <p>III. 43-9439
 (1st W.A. Merchant)</p> | <p>Became lost from formation.</p> | <p>No malfunction.</p> |
| <p>41-38257
 (1st G.C. VanMeter)</p> | <p>Crashed following take-off.</p> | <p>This crash is still under
 investigation. Suspect engine
 failure.</p> |
| <p>IV. 41-38288
 (1st L.J. Prucha)</p> | <p>Stations 1,2,EA and SA
 failed to release.</p> | <p>Trip screw on station No 1 not
 completely reset blocking current
 to release solenoid of all
 stations in rear bomb bay.</p> |
| <p>V. 41-39519
 (1st L.E. Cannon)</p> | <p>Crash landed at station
 B-57.</p> | <p>The cause is unknown as it is
 still being investigated. Reported
 as a belly landing.</p> |
| <p>41-38284
 (S/O H.J. Wilson)</p> | <p>Crash landed at station
 A-54.</p> | <p>Reported as right main landing
 gear collapsed on landing. Cause
 unknown at time of this report as
 aircraft is still being investi-
 gated.</p> |
| <p>VI. 1 - 3:20 - 550
 2 - 3:20 - 460
 3 - Crashed
 4 - 3:20 - 600
 5 - Not airborne
 6 - 3:20 - 550</p> | <p>1 - 3:25 - 490
 2 - 3:25 - 425
 3 - Landed away from base
 4 - 3:25 - 575
 5 - Returned early
 6 - 3:30 - 480</p> | |

VI. Cont'd.

- 7 - 3:20 - 500
- 8 - 3:55 - 500
- 9 - landed away from base
- 10 - landed away from base
- 11 - 3:20 - 600
- 12 - 3:20 - 530
- 13 - 3:20 - 500
- 14 - landed away from base
- 15 - 3:20 - 500
- 16 - 3:25 - 600
- 17 - 3:25 - 450
- 18 - 3:25 - 500

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

MISSION NO. 185

LOADING LIST
BOX 1
FLIGHT 1

15 JANUARY 1945

44-
1. 085 T 550
CAPT D A HULSE H*
LT R CONTE
S/S R W CARSTENS
S/S R P BHARP

43-21
2. 467 W 460
CAPT P G ATKINSON
LT D G ACKERSON
SGT L R FRIDAY
SGT J L COLLIER

41-39
3. 333 Q
LT G C VAN METER
SGT G M KILGER

Crashed & blew up on take-off

FLIGHT 11

44-
1. 185 G
CAPT R J TUTT
LT J T BECK 600 H*
SGT W WOOD
CPL D. SCHWARTZAPFEL

41-39
3. 265 V 550
LT A J P WILLY
S/S F F STEPHENSON

41-39
5. 237 D 500
LT J B COCKE
CPL R D REDDING

branded with 4092

41-39
2. 234 P
LT G I MILHORN
SGT D CHEST

41-39
4. 239 N 560
LT F W HENDERSON
S/S J CALENDER

41-39
6. 284 C
F/O H J WILSON
CPL V S STYPIENSKI

*branded with 4092
* 54*

FLIGHT 111

41-39
1. 319 B
LT L E CANNON
S/S J W ROBINSON

41-39
3. 264 I 180
LT G J PARKHURST
CPL F NEWMAN

43-22
5. 367 K
LT J W ELEVINS
CPL F GENTRY

**
puff main landing gear collapsed and landing at 0149*

43-22
2. 290 L 600
LT W L HALE
S/S J F GEYER

41-39
4. 271 R 600
LT M W DU BOSE
S/S D L GRIFFIN

41-39
6. 238 M
LT L J PRUGH
SGT L C FERGUSON

500

FLIGHT 11V

41-39
1. 222 S 660
LT R B HALL
S/S D S BLACKFORD

43-22
3. 315 L 600
CAPT H O GRUETZEMACHER
SGT L W HUDNUTT

41-39
5. 208 L
LT E O TURNER
S/S J O BELCAS

425

41-39
2. 224 E 450
LT E L JOHNSON
CPL R J HAYES

41-39
4. 223 B 480
LT N G BROWN
S/S L L LEHIGH

41-39
6. 313 B
LT W MUSGROVE
S/S H C SEIGHMAN

landed at 0149

WINDOW

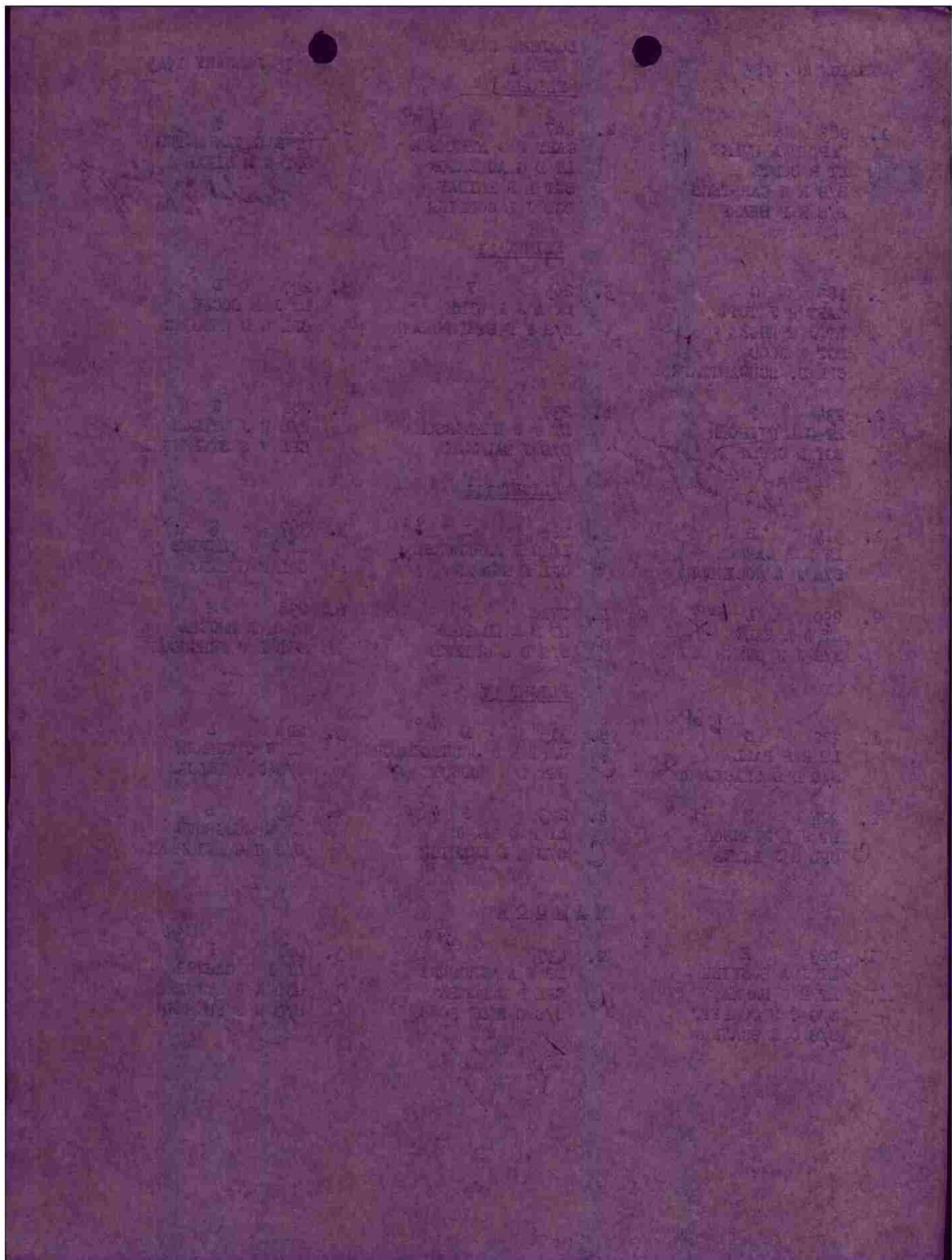
43-27
1. 023 X
LT J A BUSKIRK
LT R C HANNA
S/S C H CORBITT
S/S O E SWANK

43-27
2. 489 W 300
LT W A MERCHANT
CPL P A FOOPA
S/S D H DE BOWER

44-
3. 081 P 480
LT J H CARVER
SGT A B STEWART
S/S W F FUEHRER

Roll back engine trouble

95 OK



UNSATISFACTORY BOMBING REPORT

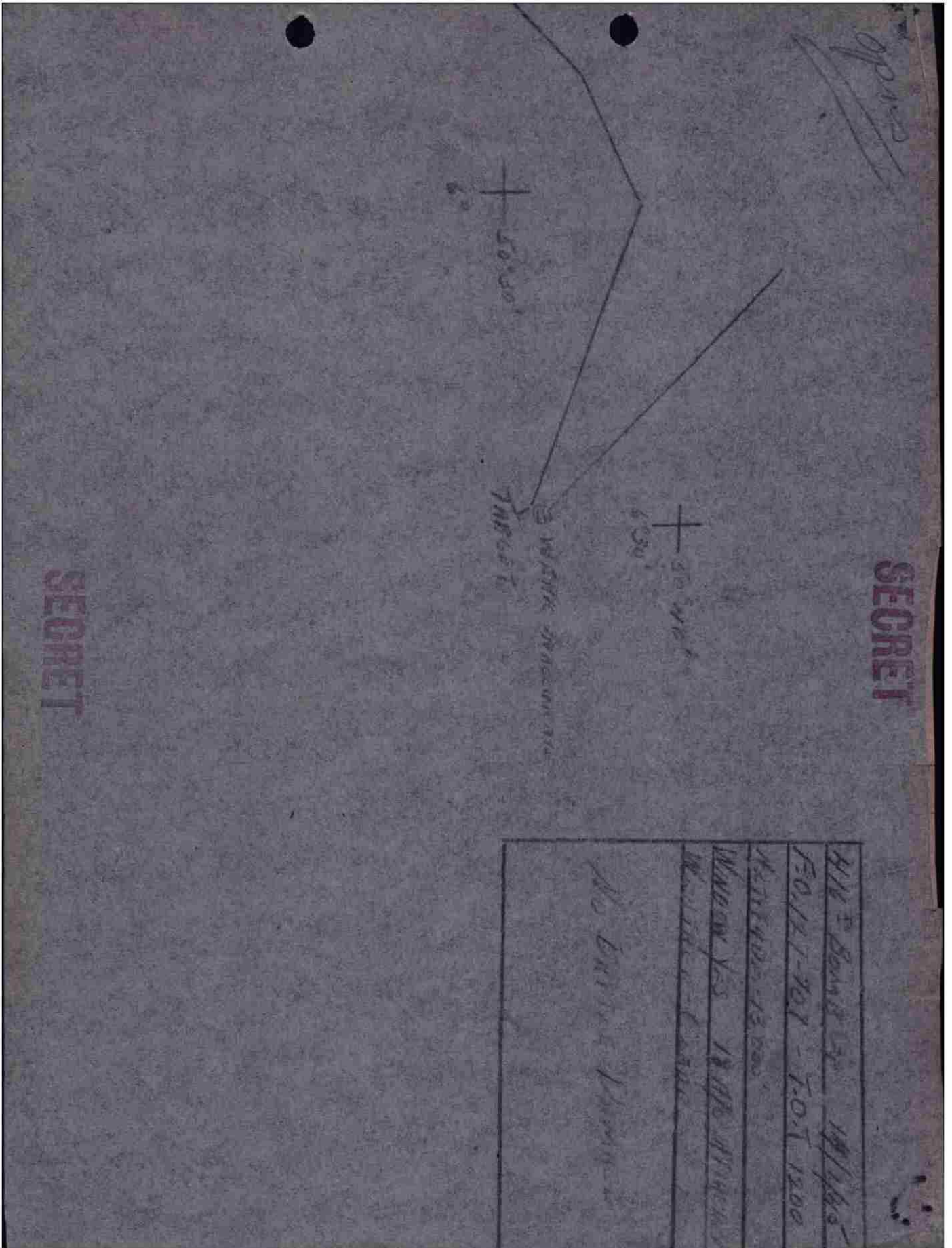
GROUP 418th Bomb Group (L)

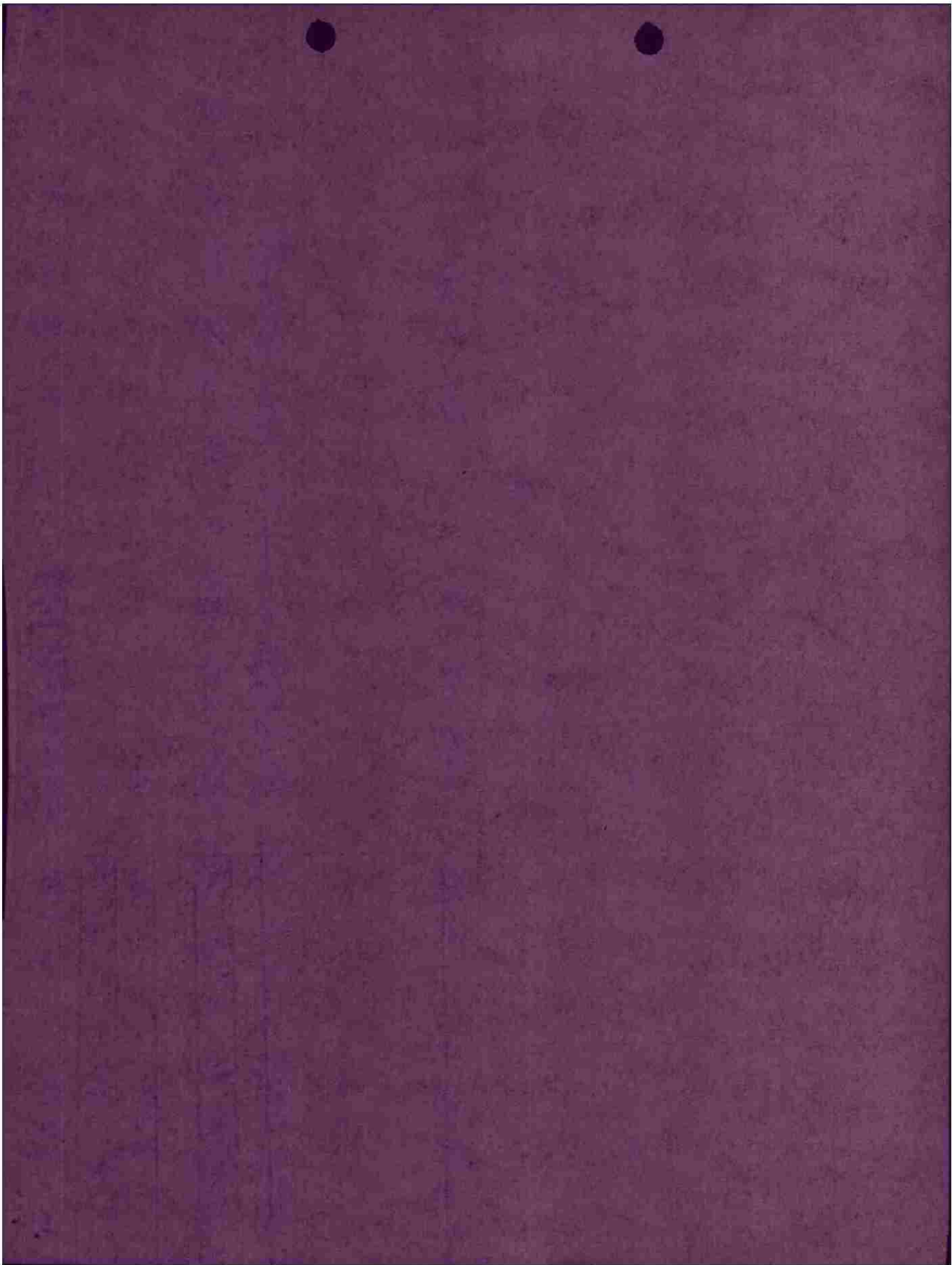
MISSION OF 14 January 1945

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. Hulac (P)</u> <u>Lt. R. Conte (E/N)</u>	<u>EXCEL</u>	

WILLIAM H. LITTLE,
Captain, Air Corps,
Group Bombardier.





S Q D N	A / C LTR	A / C NO.	PILOT	D I S T A N C E	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 I L A D	B O M B A D	E N D U R	L A T I T U D E	R E M A R K S
B	T	085	Stulze	4108		1016								1633		3:20	
C	W	469	Atkinson			1016								1629		3:20	
B	Q	333	Van Meter			1016										3:20	
D	G	155	T O T T			1016								1633		3:20	
D	P	234	Goepke Milken														
D	V	265	Winn			1017								1636		3:20	
D	N	239	Henderson			1017								1641		3:20	
B	P	234	Goepke			1025										3:55	
D	E	284	Wilson			1018										1318	
A	B	319	Common			1019											
A	L	290	Hyde			1019											
A	I	264	Fankhousht			1019											
B	R	271	Den Rose			1019											
B	K	369	Blaum			1020											
B	M	238	Panche			1020											
C	S	222	Hall			1021											
C	E	224	Johnson			1023											
C	H	315	Wright			1022											
C	K	223	Boards			1023											
D	L	208	Flumer			1024											
D	T	313	Turner			1024											

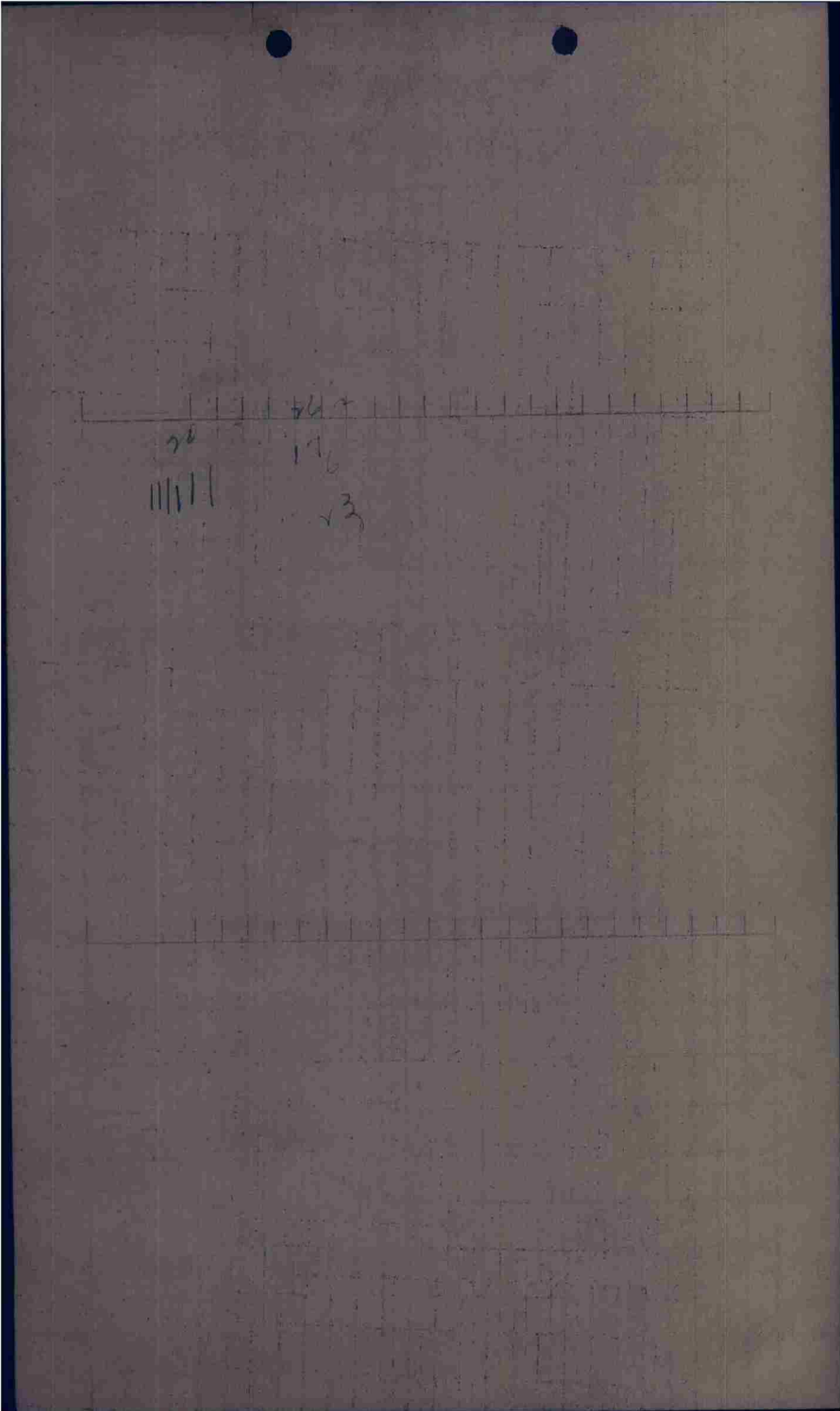
Box 1

18 January 1945

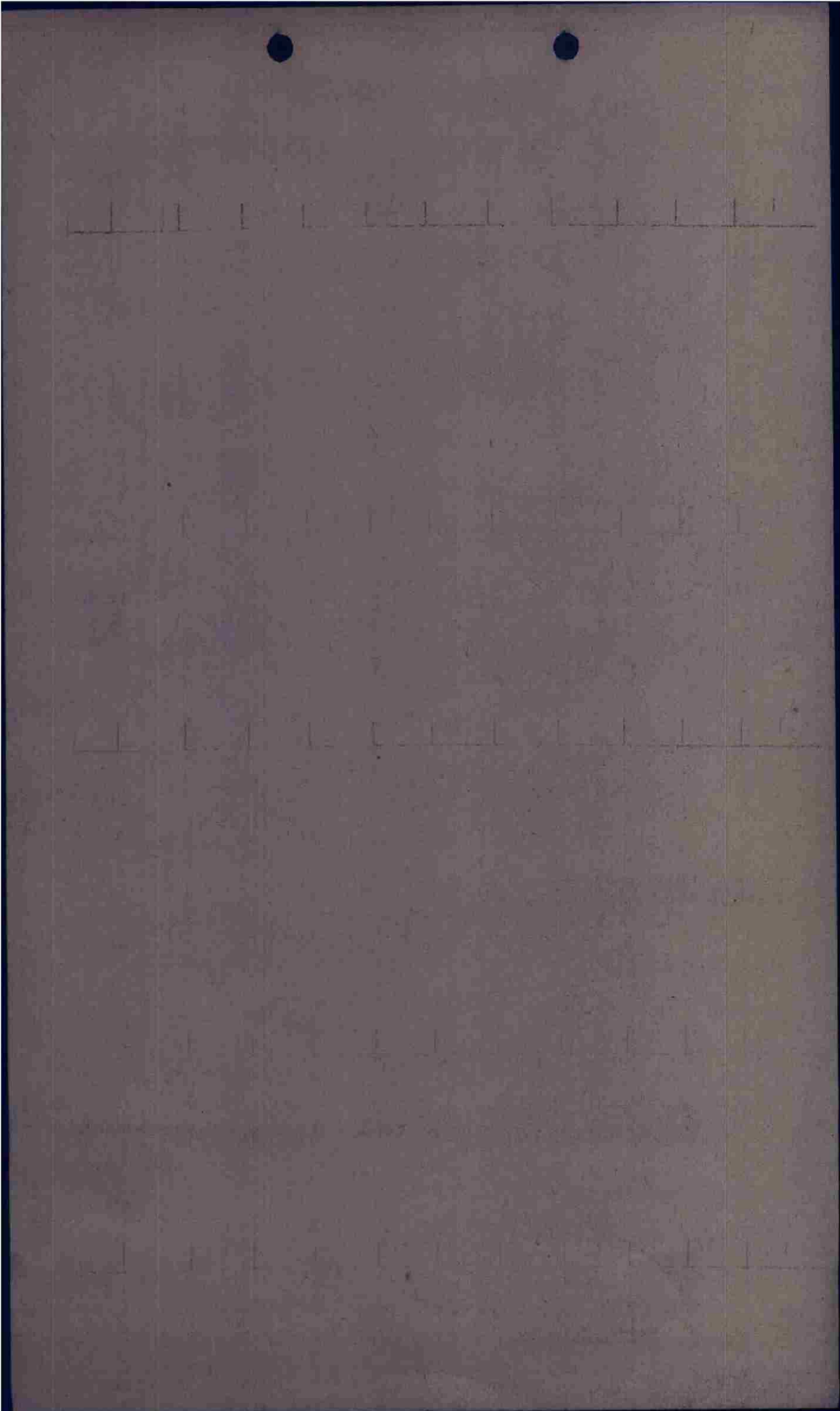
614- 1620
 269- 20
 334- 21
 188- 22
 296- 23
 219- 23
 233- 23
 259- 24
 024- 25
 241- 25
 252- 26
 289- 27
 235- 28
 241- 34
 P
 H
 E

S Q D N	A / C LTR	A / C NO.	PILOT	D I S T A N C E	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 A D	B O M B A D	E N D U R	L A T I T U D E	R E M A R K S
D	X	023	Buckner ✓			1025								1650			3:25
A	P	439	Buckner ✓			1025								1650			3:30
A	P	081	Buckner ✓			1026								1650			3:30

Box 11



SHIP NO	SQUADRON	PILOT and/or BOMBARDIER	ORDERS	REMARKS	CASES OF REVISIONS
<i>Quinn No 185</i>					
238	B	Pucka		Stations 1, 2, 5, 14, 6A failed to release	Trip around on Station No. 1 not completely re-set leading to all stations in rear inoperative - [Signature] 14 January 1947
<i>W. M. H. Jones</i>					
2017 - 14					



377

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

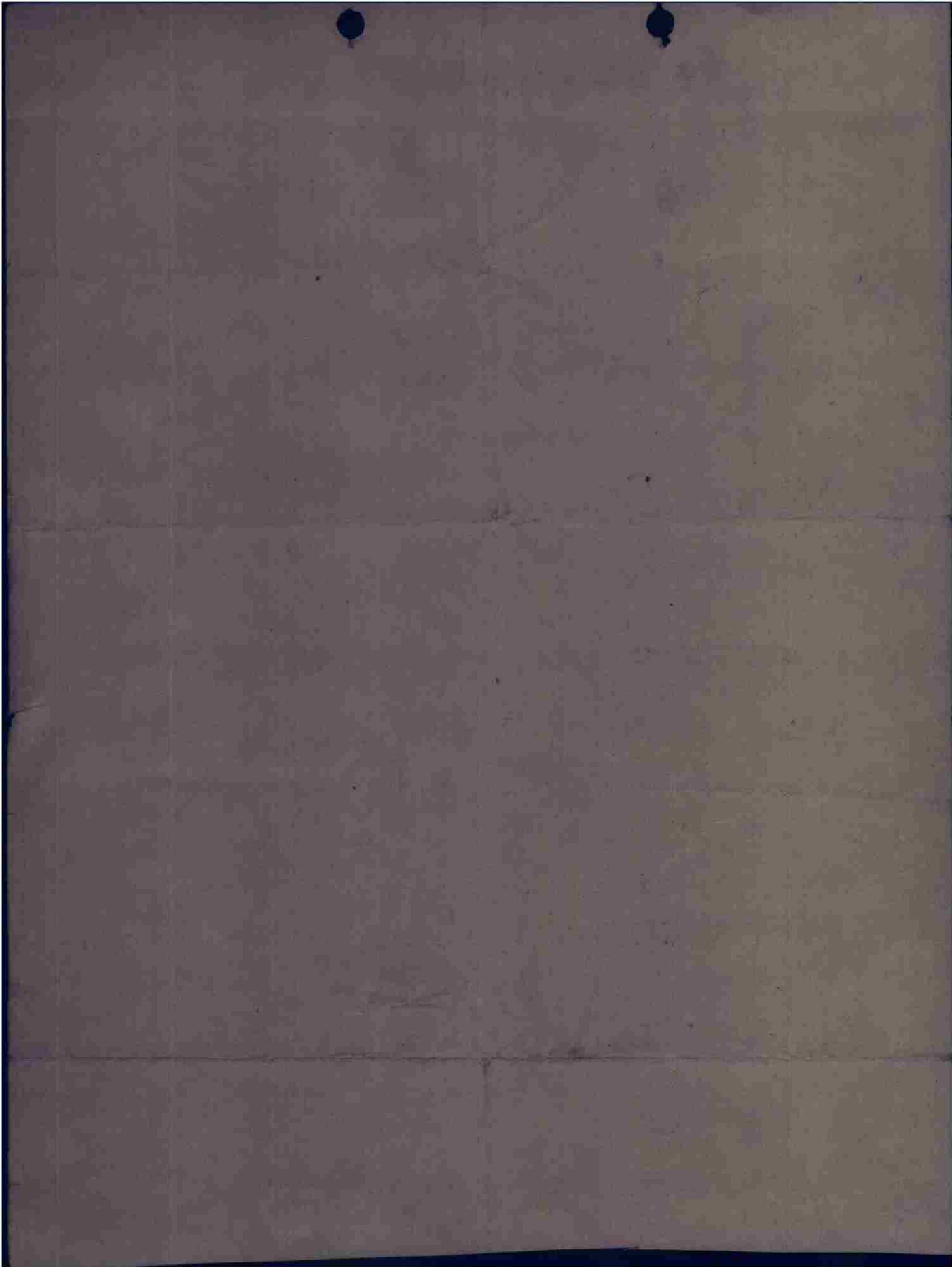
1. B. (1) REF. CURRENT BOMB LINE.
(2) 2ND TAF WILL FURNISH SPITFIRE AREA COVER FOR THIS WING.
2. THIS WING WILL ATTACK TARGETS IN BELGIUM AND GERMANY.

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) 4940N 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 "CEX" IF "GEE" EQUIPMENT FAILS DROP BOMBS ON TARGET E.T.A.
 - (14) DROP 1,000 FEET AFTER BOMBING.



3. B. 414TH 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) 5035N 0552E.
- (8) GEN. N W TO S E.
- (9) MPI MAP SERIES GSGS 4416 SHEET 5702.
3 FLIGHTS ON GRID. COORD. 81182888.
" " " " " 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.

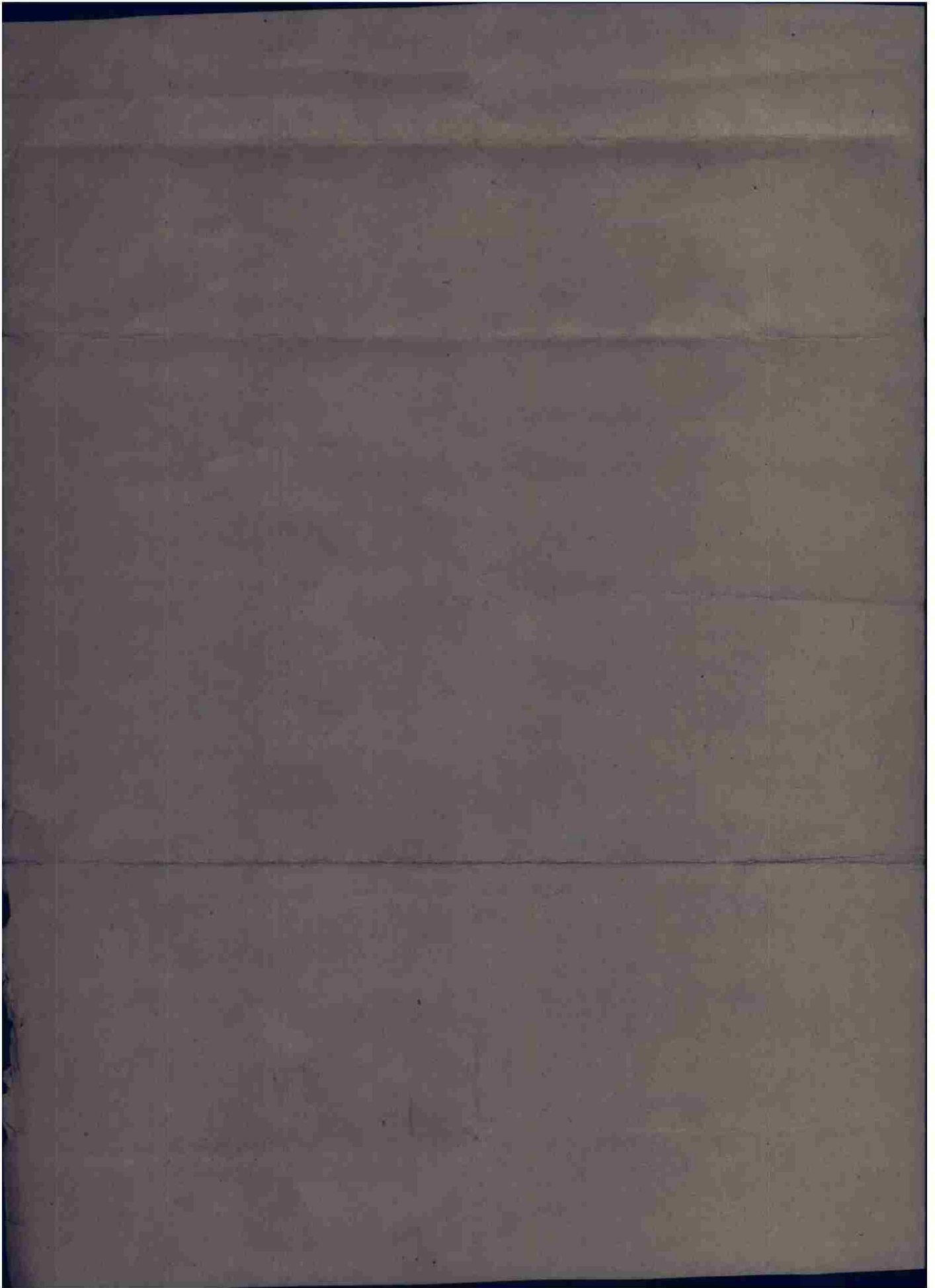
3. C. 416TH BOMB GROUP:

- (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) 5032N 0602E.
- (8) GEN. N W TO S E.
- (9) MPI ILL. US33/535 PRINT 2032.
3 FLIGHTS ON REF. 00780498.
" " " " " 01210478.
INTERVALMETER 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.
INTERVALMETER 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. 412TH BOMB GROUP.

- (1) ROBT - 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 5847N 8528E TO 5841N 8556E TO TARGET.
- (5) TARGET TURN RIGHT TO 5835N 8532E 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.C.S. 4410 SHEET 5702
1 BOX ON GRID COORD 81108888
1 BOX ON GRID COORD 81428893 TO BE USED IF BOMBING IS VISUAL
P.P.F. M.P.I. GRID COORD 8130888.
- (10) 6 X 500 LB. G.P. FUSED 1/10 SEC NOSE, 1/40 SEC TAIL.
- (12) T.O.T. ZERO PLUS 25 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-26 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 5835N 8552E 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 5837N 8549E TO TARGET.
- (5) TARGET TURN LEFT TO 5846N 8605E 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 2832
1 BOX ON REF. 88788888
1 BOX ON REF. 81218478 TO BE USED IF BOMBING IS VISUAL.
P.P.F. M.P.I. GRID COORD 18691315.
INTERVALOMETER SETTING MINIMUM.
- (10) 6 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 5838N 8602E 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.

A. NO CHANGE.

B. COMMUNICATIONS:

PLAN "A" OR "B"

- A. 489TH BOMB GROUP:
 - (2) MORTGAGE
 - (4) RIPS AW
 - (5) SWEEPSTAKE

- B. 412TH BOMB GROUP:
 - (2) CRACKLING
 - (4 & 5) SWEEPSTAKE

- C. 416TH BOMB GROUP:
 - (2) FUZZY
 - (4 & 5) SWEEPSTAKE

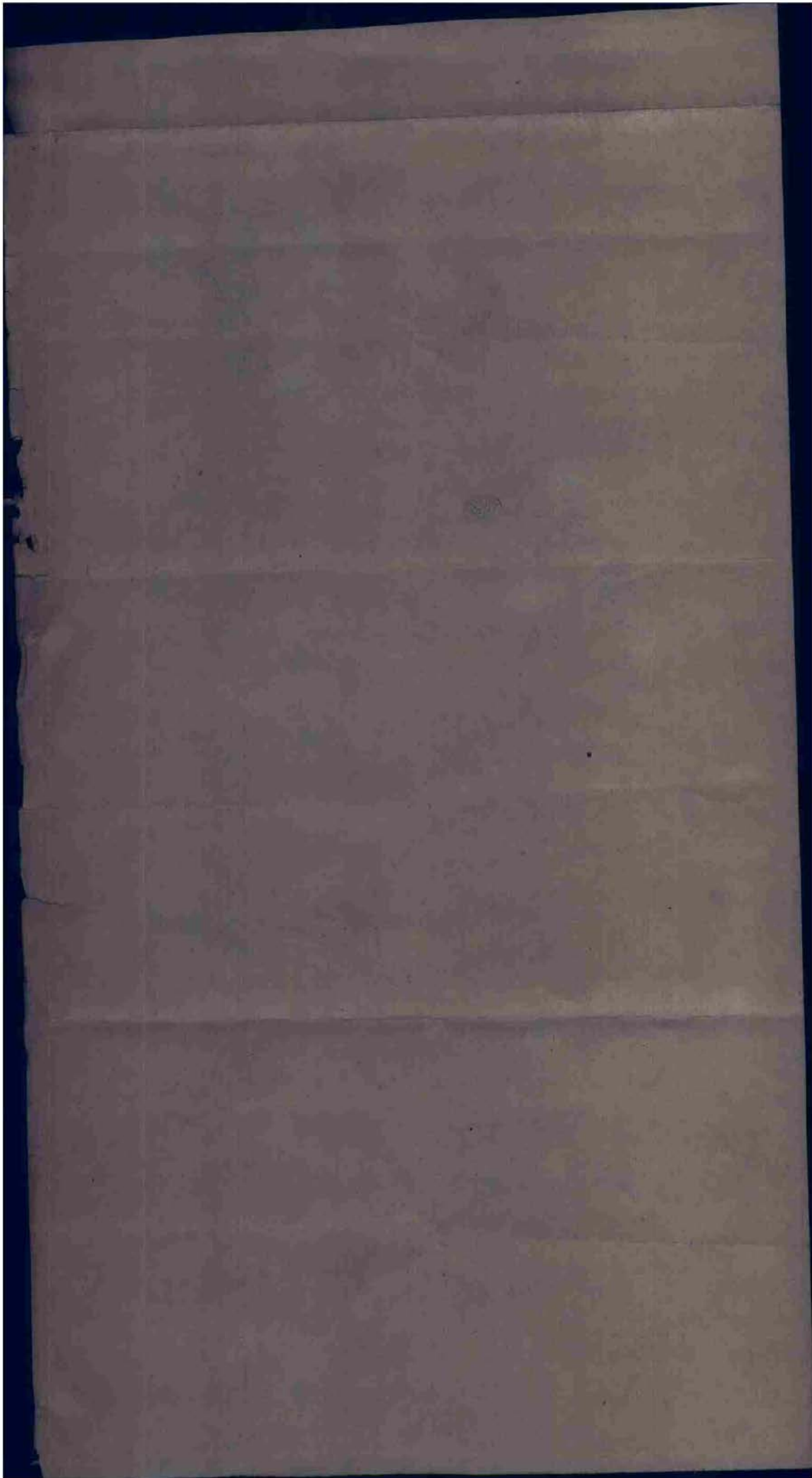
COMCBTWIC 97

BT 14/0225A
SS/CW AR

BIIFR R.....

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

ARVT



J-383

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

FROM: 97TH COMBAT BOMB WING 14/2730A 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. 127-787

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. 13045270, 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:

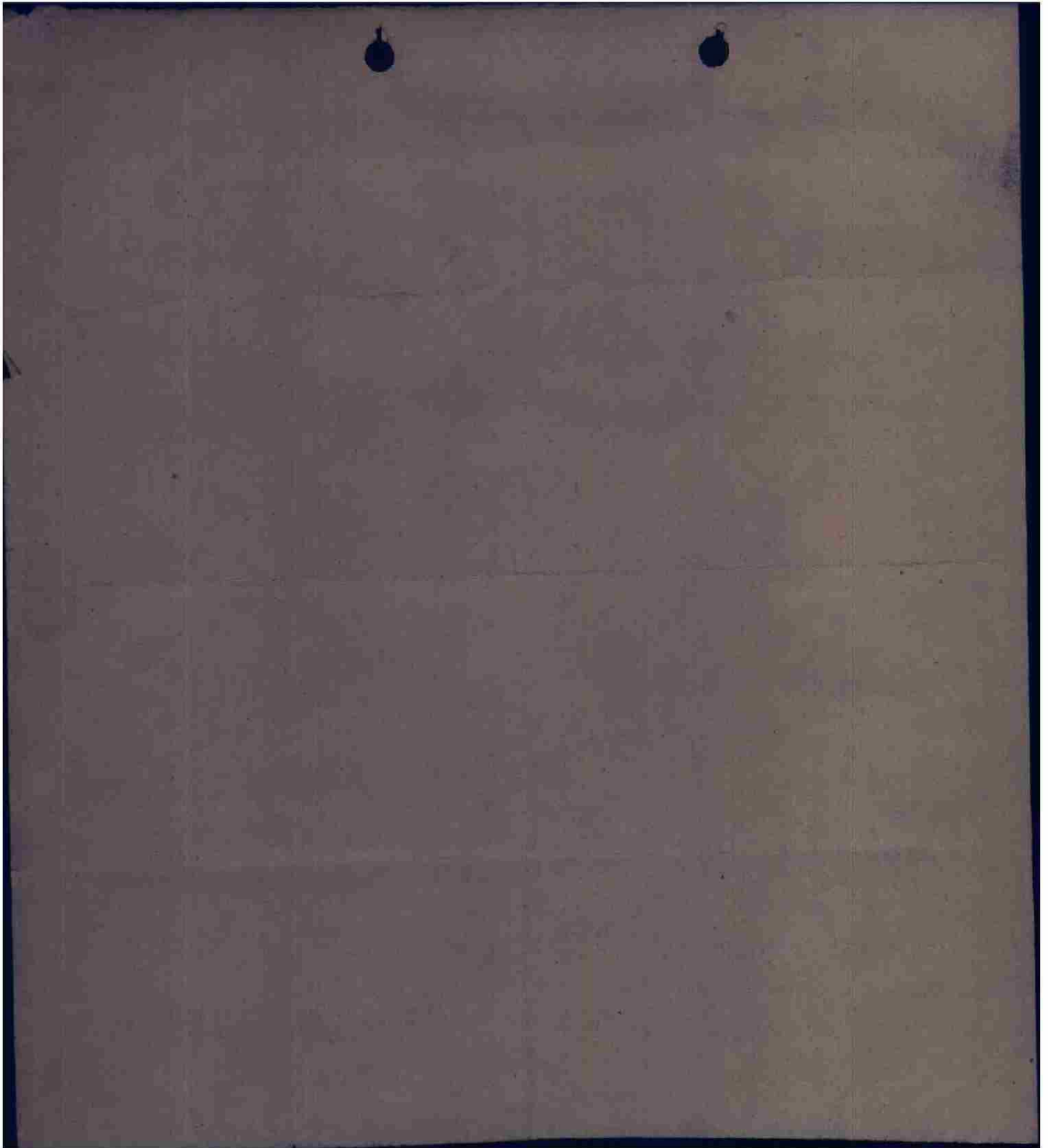
3. A. (9) MAP SERIES GSGS 4414 SHEET 6005.
1 BOX ON GRID. COORD. 13145323.
1 BOX ON GRID. COORD. 13235367 TO BE USED IF BOMBING IS
VISUAL. PPF MPI GRID. COORD. 13205345. INTERVALOMETER
SETTING MINIMUM.

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 14/2730A
AR
AS
SS

OIITA R 14/2730A SB K
OIJES R 14/2730A DJP AR
OIJKI R 14/2730A EV AR
OIJPO R 14/2730A DE AR



OIITA OIJJF OIJES OIJPO OIJKI V OIJE A OIJE A 12/14 OP OP
T (OIITA PASS TO OIJJF)

FROM 97TH COMBAT BOMB WING 14/1155A J-149-E
TO COMBOMDIV IX
COBOMGP 409
COBOMGP 410
COBOMGP 416
1ST PROV. PATHFINDER SQDN.

Diat
5-2
5-3
519
391

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. 127-707.

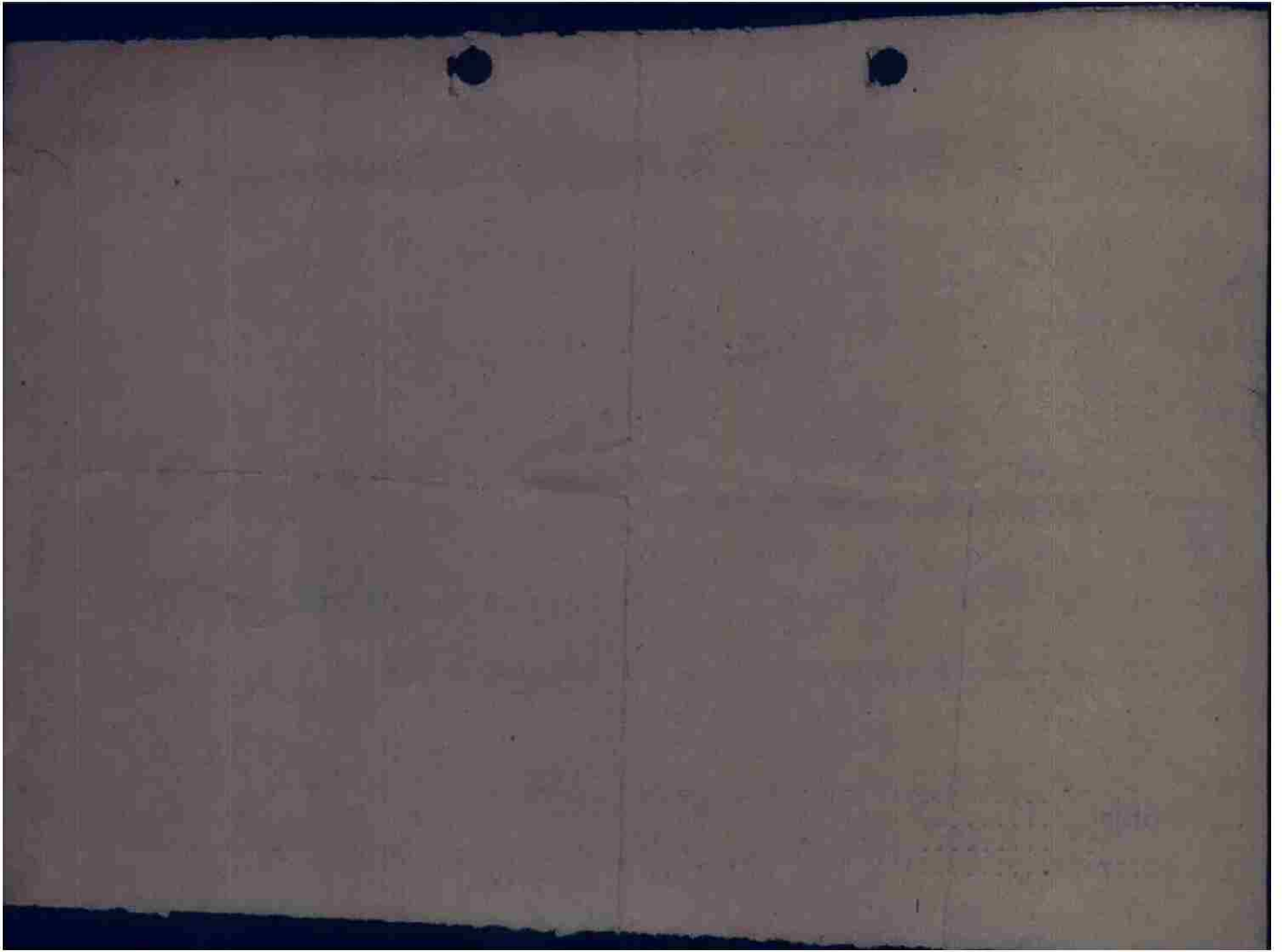
CANCEL PLAN "A" PLAN "B" IS IN EFFECT. REPEAT CANCEL PLAN "A" PLAN
"B" IS IN EFFECT.

COMCBTWIG 97

BT 14/1155A
RL AR K

OIJES R.....14/1210A	EB	AR
OIJRO R.....14/1210A	MW	AR
OIJKI R.....14/1210A	WJF	A
OIIEA R.....141210A	REY	AR

9.



00

376

JKI V JEA JEA 1/14 OF OP

FROM 97TH COMBAT BOMB WING 14/2838A J-141-E
TO COBOMCR 416SECRET SENT IN CLEAR AUTH LT COL MC AFEE
OPERATIONAL PRIORITY BT

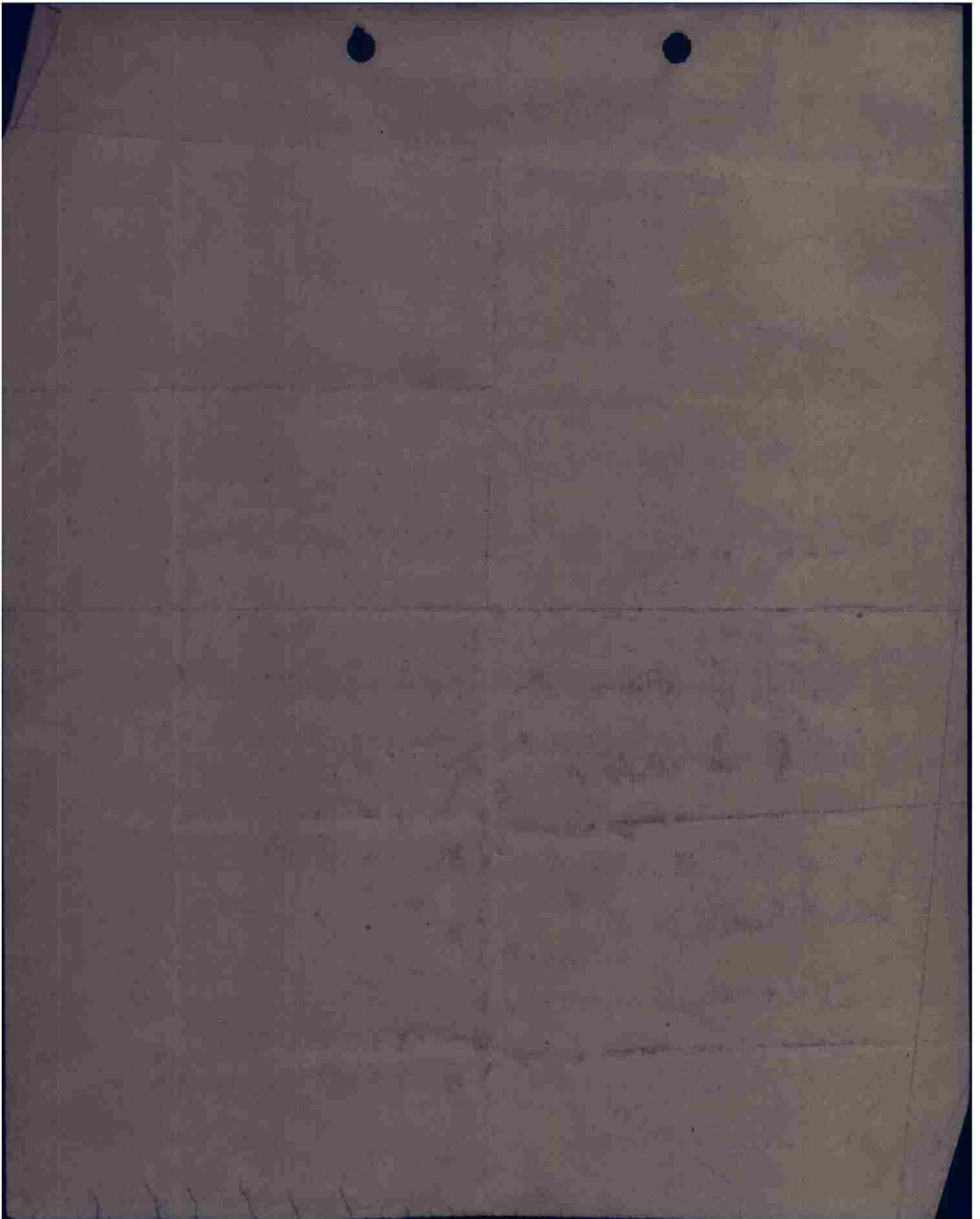
INTELLIGENCE SUPPLEMENT NR. 3, FIELD ORDER 127-787

- (1) TARGET: SCHLEIDEN VILLAGE AT F106193. THE VISUAL M.P.I.'S, GIVEN IN THE F.C. 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 2832 (THE M.P.I.'S ARE GIVEN ON THE COPY MADE BY YOUR GROUP WHICH IS OF REDUCED SIZE.)
3/AIR/171/2
5006E/548A
NOTE: 2ND PHASE REPORT T/141 COVERS THIS AREA BUT THE M.P.I.'S ARE NOT SHOWN.
MAPS: G.S.G.S. 4414 SHEET 9404.
- (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.

COMBRTWIG 97

BT 14/2838A
CV AR K

JKI R.....14/2185A UFG AR



ITA JEA V JKI JKI 11/14 OP OP

FROM 416TH BOMBARDMENT GROUP (L) 14/2225A
TO CG 9TH BOMBARDMENT DIVISION, ATT. A-2
CG 97TH COMBAT WING, ATT. A-2

CONFIDENTIAL BT

416BC J-179-D

OPFLASH FOR 14 JANUARY 1945

- A. 416TH BOMBARDMENT GROUP
- B. SCHLEIDEN VILLAGE (F-196153)
- 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-26 (WINDOW ONLY) ABORTED BECAUSE LEFT ENGINE LOST POWER. LANDED AT A58.
2 A-26'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-544 (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. 1236 HOURS

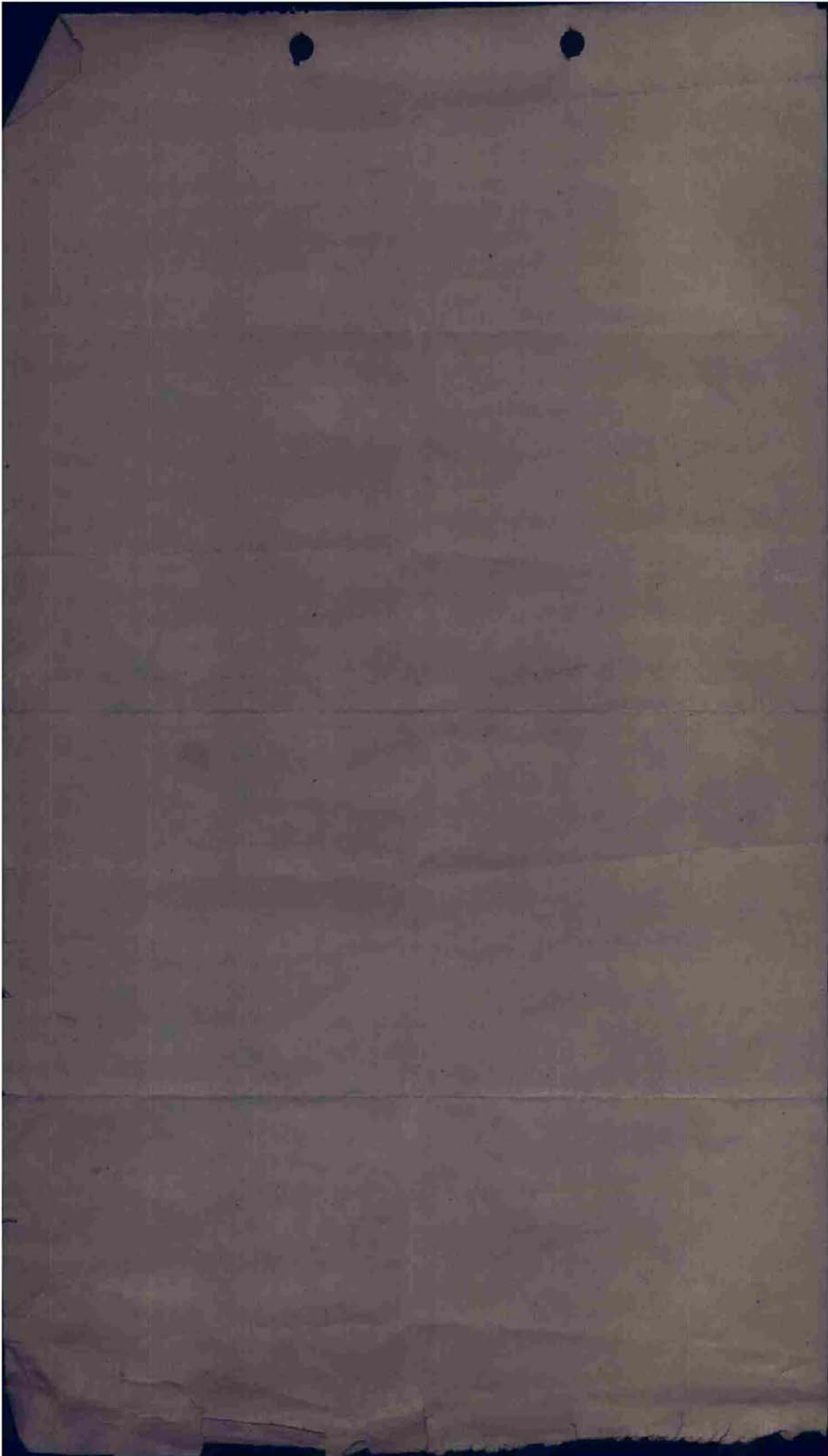
AYLESWORTH COBOMGR 416

BT 14/2225A

AMM BBBB LJ

JEA R.....14/2219A CV K
ITA R.....14/2225A 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 HH
WHEN WEATHER INDICATED OK. TNE
A WORD WAS LEFT OUT BETWEEN WEATHER "INDICATED" THAT AND ETC CLR YES BUT THAT IN PSE
WILL DO BGR THANKS



ITA JEA V JKI JKI 17/14 P P
(ITA PASS TO PSP)

FROM 416TH BOMB GROUP (L) 14/2115A
TO 9TH BOMBARDMENT DIVISION (M)
97TH COMBAT BOMBARDMENT WING (L) INFO COPY
CO 1ST PATHFINDER SQUADRON PROV.

CONFIDENTIAL BT

416BG J-183-E

PPF LEAD WAS VERY GOOD. NAVIGATION VERY GOOD TO IP WHERE GROUP
LEADER TOOK OVER LEAD BECAUSE VISUAL BOMBING CONDITIONS EXISTED
AT TARGET. PPF JOINED AND BOMBED WITH FORMATION.

AYLESWORTH COBOMGR 416

BT 14/2115A

AMM B EJ/

ITA R.....142246A

JEA R.....14/2246A

LBC K

CES

KKKKK

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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
HQ. 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 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.

K. NO UNSATISFACTORY BOMBING REPORT.

- M. 1. -- 5 - 100 PER CENT
- 2. -- 0 - 0 PER CENT
- 3. -- 0 - 0 PER CENT

AYLESWORTH COBOMGR 416

BT 14/2110A

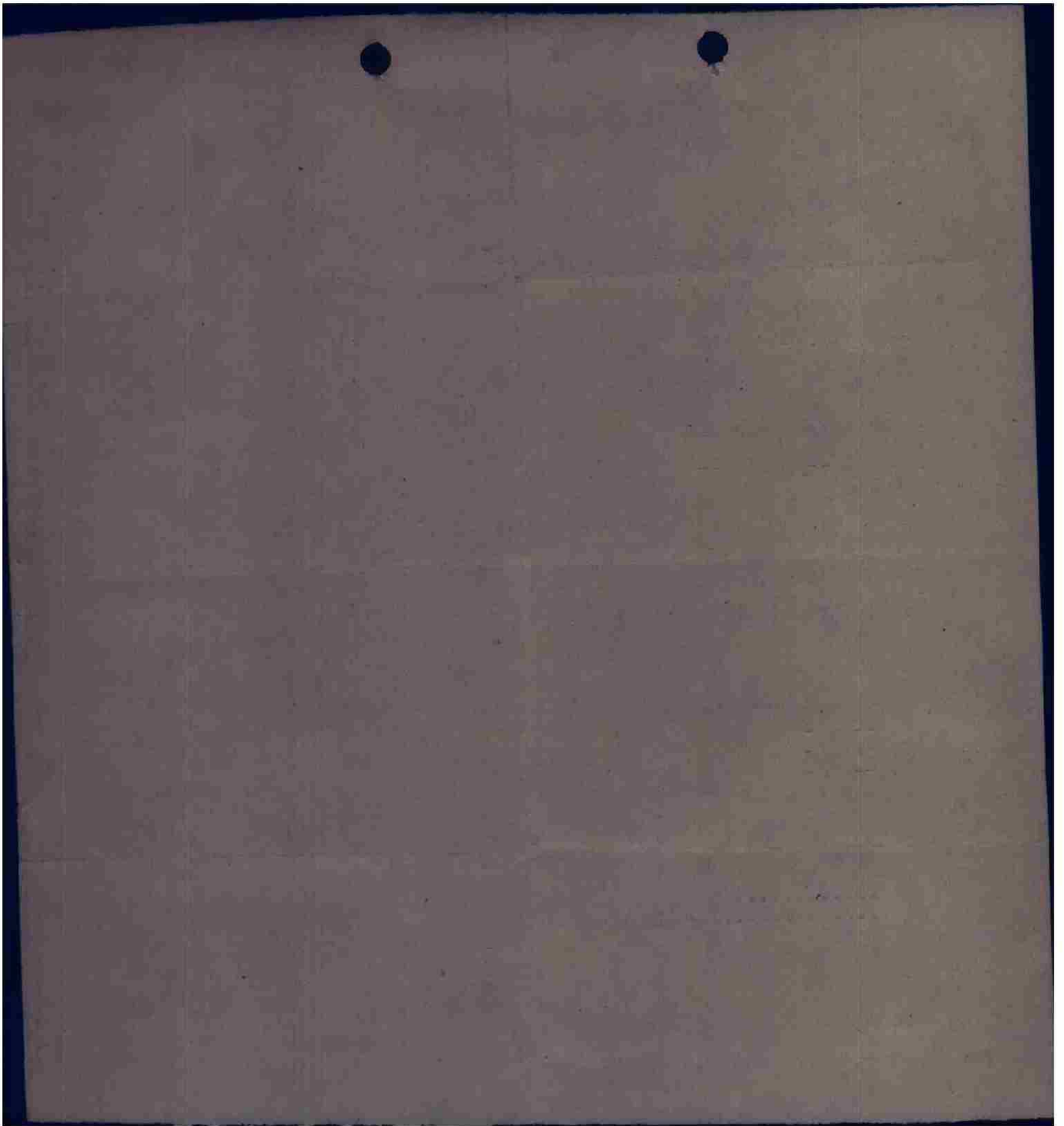
EJ / AMM BBBB

JEA R.....14/2200A

FK KKK

ITA R.....14/2200A

LBC KKK



ITA JEA V JKI JKI 21/14 R R

FROM 416TH BOMB GROUP 14/2125A
TO COMBOMDIV NINE ATTN: COM OFFICER
COMCBTWIG 97 (INFO)

CONFIDENTIAL BT

J-188-J

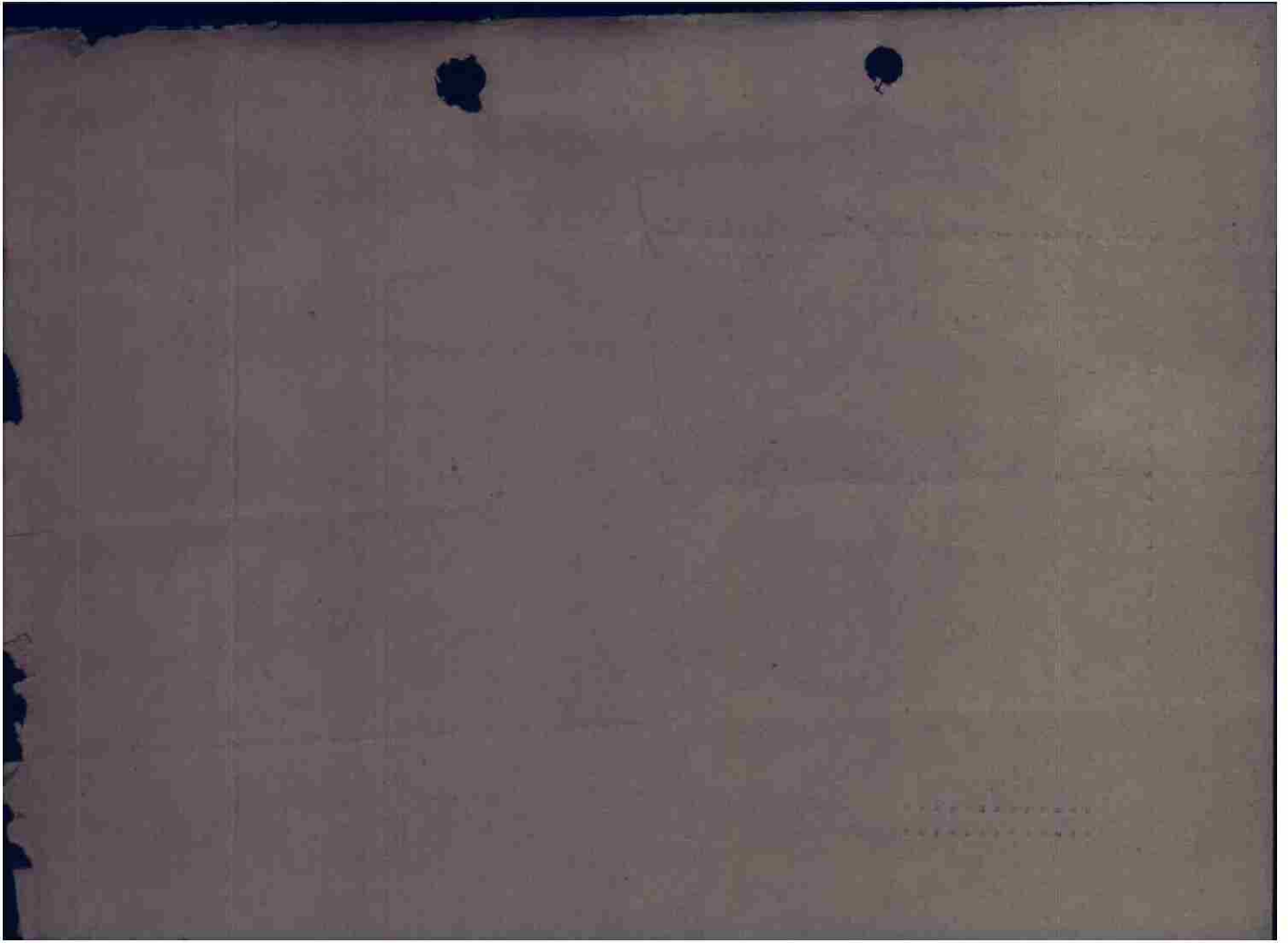
- A. YS - 17
- B. 14 JANUARY 1945 (1040-1310)
- C. T-TARE REPORTED RESULTS OF MISSION TO PARADE.
- D. T-TARE SUCCESSFULLY CONTACTED SWEEPSTAKES.
- E. NONE
- F. NONE
- G. NONE
- H. NONE
- I. NONE
- J. NONE
- K. NONE

AYLESWORTH COBOMGR 416

BT 14/2125A
AMM - / EJ BBB

ITA R.....	15/0003A	PETE	KK
JEA R.....	15/0005A	CES	KKKKKK

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