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Abstract

Descriptive Notes: TITLE SUPPLIED.

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

Author:

Subject:

Major Command:

Administrative Markings

No Administrative Markings Listed

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GENERAL INDEX

TARGET Euskirchen DATE 21-1-45 No. a/c. 39 MISS. # 188 F.O. # 714
RR/Br.
 STATUS Attacked BRIEFING OFFICER _____

P.R.C.

1. IX BC Synopsis of Mission -
2. Opflash Report -
3. Telephone Report -
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6. Briefing Notes -
7. Loading List of Airplane Crews -
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11. E/A Encountered -
12. Weather Report -
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14. Navigator's Log and Flight Plan -
15. Battle Casualties -
16. Analysis of Gunnery -
17. Ammunition Expenditures -
18. Recapitulation Forms. -

00092004

JES JKI V JEA JEA 14/20 OP OP
 FROM 97TH COMBAT BOMB WING 20/2145A
 TO COBOMGP 409
 COBOMGP 416

Handwritten: Rec'd
 20/2220 J-621
 Dist
 S-2
 S-3
 Sig

SECRET SENT IN CLEAR AUTH. LT. COL. MC AFEE BT
 J-227-E

INTELLIGENCE SUPPLEMENT NO. 1 FIELD ORDER 134-714

1. TARGET - EUSKIRCHEN RLY BRIDGE (F-343295)
 REFER TO INTELLIGENCE SUPPLEMENT NO. 1 TO FIELD ORDER 130-710

COMCBTWIG 97

BT 20/2145A
 LCB AR

JES R.	20/2200///	20/2200A	A	MC	AR
JKI R.	20/2200A			FD	AR
T					

OIITA OIJES OIJKI OIJLF V OIJEA OIJEA 17/12 OP-OP
T-(OIITA PASS TO OIJJF)

FROM 97TH COMBAT BOMB WING 20/2255A J-229-E
TO COMBOMDIV NINE
COBOMGR 409
COBOMGR 410
COBOMGR 416
1ST PATHFINDER SQDN (PROV)

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

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

FIELD ORDER NO. 134-714

MAPS: NORMAL

1. B. (1) REF. CURRENT BOMBLINE
(2) 9TH T.A.C. WILL FURNISH AREA COVER FOR THE 409TH AND 416TH GROUPS, AND 1ST T.A.C. WILL FURNISH CLOSE ESCORT FOR THE 416TH GROUP.

2. THIS WING WILL ATTACK TARGETS IN GERMANY.

ZERO HOUR PLAN "A" 21/1200A
ZERO HOUR PLAN "B" 21/1200A

---PLAN "A"---

3. A. 409TH BOMB GROUP
(12) T.O.T. ZERO HOUR
(13) DROP 1,000 FEET AFTER BOMBING

- B. 416TH BOMB GROUP.
(1) MAYEN M/V (L-649923)
(2) 36 A/C BOMBING BY FLIGHTS OF 6 A/C.
(3) WITH FIGHTERS AT 4937N 0607E AT 12,000 FEET AT ZERO PLUS 40 MINUTES.
(4) BASE TO 4937N 0607E TO 4941N 0653E TO 4950N 0654E TO I.P. TO TARGET.
(5) TARGET TURN LEFT TO R.P. AND RETRACE ROUTE TO BASE.
(6) BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 2,000 FEET. DROP 1,000 FEET AFTER BOMBING.
(7) 500GN 0707E
(8) GEN. S TO N
(9) M.P.I. MAP SERIES G.S.G.S. 4414 SHEET 5609. 2 FLIGHTS ON EACH OF THE FOLLOWING GRID COORDINATES: 64859232 AND 64979226. ONE FLIGHT ON EACH OF THE FOLLOWING GRID COORDINATES: 64729240 AND 65099221.
(10) 6 X 300 LB. G.P. FUSED 1/10 SEC. NOSE, 1/100 SEC. TAIL.
(11) 500GN 0707E
(12) IF VISUAL CONDITIONS DO NOT EXIST AT TARGET, GROUP WILL BOMB PRIMARY TARGET ON "GEE". IN THE EVENT OF "GEE" EQUIPMENT FAILURE BOMBS WILL BE RELEASED ON TARGET E.T.A.

- C. 416TH BOMB GROUP
(12) T.O.T. ZERO PLUS 15 MINUTES.
(13) DROP 1,000 FEET AFTER BOMBING.

1. (1) - (4) NO CHANGE.
FOR THE 409TH AND 416TH GROUPS.
(5) TARGET: EUCKIRCHEN RAILROAD BRIDGE (F-343295)
(6) A/C REQUIRED: 36 BOMBING BY FLIGHTS OF 6 A/C.
(7) ROUTE OUT: BASE TO I.P. TO TARGET.
(8) ROUTE BACK: TARGET TURN RIGHT TO R.P. AND RETRACE ROUTE.
(9) ALTITUDE: BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 6,500 FEET.
(10) I.P. 5039N 0559E
(11) AXIS OF ATTACK: GEN. W TO E.
(12) M.P.I. MAP SERIES G.S.G.S. 4414 SHEET 5306 GRID COORD. 54262950 (CENTER OF BRIDGE) INTERVALOMETER SETTING MINIMUM.
(13) BOMB LOAD: 4 X 1,000 LB. G.P. FUSED 1/10 SEC. NOSE, 1/100 SEC. TAIL.
(14) R.P. 5039N 0559E
(15) IF VISUAL CONDITIONS DO NOT EXIST AT TARGET, GROUP WILL BOMB PRIMARY TARGET ON "GEE". IF "GEE" EQUIPMENT IS USED, USE COLOGNE CHAIN FRANKFURT CHART. IF "GEE" EQUIPMENT FAILS, BOMB ON TARGET E.T.A.
(16) FRIENDLY ARTILLERY WILL ATTEMPT TO NEUTRALIZE FLAK BATTERIES WITHIN RANGE.

---PLAN "B"---

3. A. 409TH BOMB GROUP.

- (2) 2 BOXES OF 18 A/C WITH 1 P.P.F. A/C FOR EACH BOX.
(6) BOMB AT 1ST BOX 13,500 FEET, 2ND BOX 13,000 FEET. MINIMUM ALTITUDE IF BOMBING IS VISUAL WILL BE 6,500 FEET. DROP 1,000 FEET AFTER BOMBING.
(12) T.O.T. ZERO PLUS 15 MINUTES.

B. 416TH BOMB GROUP.

- (1) MAYEN M/Y (L-649923)
(2) 2 BOXES OF 18 A/C WITH 1 P.P.F. A/C.
(3) WITH FIGHTERS AT 4937N 0607E AT 13,500 FEET AT ZERO PLUS 42 MINUTES.
(4) BASE TO 4937N 0607E TO 4941N 0653E TO 4948N 0654E TO 4953N 0711E TO TARGET.
(5) TARGET TURN LEFT TO 4958N 0654E TO 4941N 0653E TO 4937N 0607E TO BASE.
(6) BOMB AT 13,500 FEET. LOSE 1,000 FEET AFTER BOMBING. MINIMUM ALTITUDE IF BOMBING IS VISUAL WILL BE 5,000 FEET.
(9) M.P.I. MAP SERIES G.S.G.S. 4414 SHEET 5609. 2 FLIGHTS ON EACH OF THE FOLLOWING GRID. COORDS. 64859232 AND 64979226. ONE FLIGHT ON EACH OF THE FOLLOWING GRID. COORDS. 64729248. AND 63099221, TO BE USED IF BOMBING IS VISUAL AND BY FLIGHTS. G.S.G.S. 4414 SHEET 5609 ONE BOX ON EACH OF THE FOLLOWING GRID. COORDS. 64859232 AND 64979226 TO BE USED IF BOMBING IS VISUAL AND BY BOXES. P.P.F. M.P.I. GRID. COORD. 64889236.
(10) 6 X 500 LB. G.P. FUSED 1/10 SEC. NOSE, 1/100 SEC. TAIL.
(12) T.O.T. ZERO PLUS 65 MIN.
(13) GROUP WILL PROCEED ON BRIEFED PPF ROUTE TO A POINT WHERE THE GROUP LEADER CAN ASCERTAIN THAT VISUAL BOMBING BY FLIGHTS OF 6 A/C IS POSSIBLE, WEATHER BEING THE DETERMINING FACTOR. IF VISUAL BOMBING BY FLIGHTS IS POSSIBLE, GROUP WILL PROCEED OR RETURN, AS THE CASE MAY BE TO VISUAL I.P. (5006N 0707E) TAKE INTERVAL AND BOMB BY FLIGHTS. IF BOMBING BY FLIGHTS IS IMPOSSIBLE BUT A SMALL BREAK IN THE CLOUDS MAKES IT POSSIBLE TO BOMB VISUALLY BY BOXES OF 18 A/C, GROUP WILL CONTINUE ON PPF ROUTE AND BOMB VISUALLY BY BOXES OF 18 A/C. IF 10/10 CLOUD KKK COVER OBSCURES THE TARGET GROUP WILL BOMB IN THE FOLLOWING PRIORITY:
A. PPF
B. GROUP "GEE"
C. TARGET E.T.A.
(14) IF VISUAL CONDITIONS EXIST AT TARGET, BOMBING WILL BE BY VISUAL MEANS. THE DECISION TO BOMB VISUALLY WILL BE THE RESPONSIBILITY OF THE A-20 BOX LEADERS AND THEY WILL DO SO WHETHER THEY CAN CONTACT THE P.P.F. A/C OR NOT.
(15) IF IT IS NECESSARY TO MAKE A SECOND RUN FOR VISUAL BOMBING GROUP WILL RETURN TO 5006N 0707E TO BEGIN RUN.

C. 416TH BOMB GROUP.

- (2) 2 BOXES OF 18 A/C WITH 1 P.P.F. A/C.
(6) BOMB AT 13,500 FEET MINIMUM ALTITUDE IF BOMBING IS VISUAL WILL BE 6,500 FEET. DROP 1,000 FEET AFTER BOMBING.
(12) T.O.T. ZERO PLUS 30 MIN.

- X. (1) TO (4) NO CHANGE.
FOR THE 409TH AND 416TH GROUPS.
- (5) TARGET EUSKIRCHEN RAILROAD BRIDGE (7-343295)
- (6) ROUTE OUT: BASE TO 5047N 0528E TO 5048N 0604E TO TARGET.
- (7) ROUTE BACK: TARGET TURN RIGHT TO 5048N 0604E TO 5047N 0528E TO BASE.
- (8) M.P.I. MAP SERIES C.S.C.S. 4414 SHEET 5306 GRID. COORD. 34262950 (CENTER OF BRIDGE) TO BE USED IF BOMBING IS VISUAL AND BY FLIGHTS C.S.C.S. 4414 SHEET 5306 GRID. COORD. 34262950 (CENTER OF BRIDGE) TO BE USED IF BOMBING IS VISUAL AND BY BOXES. P.P.F. M.P.I. GRID. COORD. 34262950 INTERVALOMETER SETTING MINIMUM.
- (9) BOMB LOAD 4 X 1,000 LB. C.P. FUSED 1/10 SEC. NOSE 1/100 SEC. TAIL.
- (10) 409TH AND 416TH GROUPS WILL PROCEED ON BRIEFED P.P.F. ROUTE TO A POINT WHERE THE GROUP LEADER CAN ASCERTAIN THAT VISUAL BOMBING BY FLIGHTS OF 6 A/C IS POSSIBLE, WEATHER BEING THE DETERMINING FACTOR. IF VISUAL BOMBING BY FLIGHTS IS POSSIBLE GROUPS WILL PROCEED OR RETURN, AS THE CASE MAY BE, TO VISUAL I.P. (5039N 0559E) TAKE INTERVAL AND BOMB BY FLIGHTS. IF BOMBING BY FLIGHTS IS IMPOSSIBLE BUT A SMALL BREAK IN THE CLOUDS MAKES IT POSSIBLE TO BOMB VISUALLY BY BOXES OF 18 A/C GROUPS WILL CONTINUE ON P.P.F. ROUTE AND BOMB VISUALLY BY BOXES OF 18 A/C IF 10/10 CLOUD COVER OBSCURES THE TARGET GROUPS WILL BOMB IN THE FOLLOWING PRIORITY:
- P.P.F.
 - GROUP "GEE"
 - TARGET E.T.A.
- (11) 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.
- (12) IF IT IS NECESSARY TO MAKE A SECOND RUN FOR VISUAL BOMBING, GROUPS WILL RETURN TO 5039N 0559E TO BEGIN RUN.
- (13) FRIENDLY ARTILLERY WILL ATTEMPT TO NEUTRALIZE FLAK BATTERIES WITHIN RANGE.

4. NO CHANGE.

5. COMMUNICATIONS.

A. 409TH BOMB GROUP. (343295)
(2) PROCTOR
(3) CABMAN
(4) SWEEPSTAKES

B. 410TH BOMB GROUP. (649923)
(2) BREWER
(3) MUSTARD
(4) SWEEPSTAKES

C. 416TH BOMB GROUP. (343295)
(2) CORNHILL
(3) CABMAN
(4) SWEEPSTAKES

X. GENERAL INFORMATION.

- (11) "PROCTOR" AND "CORNHILL" WILL CALL "DECLINE" ON C/C 10 MINUTES PRIOR TO REACHING TROOP LINE AND REPORT IF ON TIME OR HOW MUCH EARLY OR LATE. NOTE: NOT NECESSARY TO REPORT TO "DECLINE" WHEN LEAVING TARGET AREA.

-----COMCBTWIG 97-----

BT 20/2255A

FK/CW/AR/TNKS

ALL STNS H/F/R

OIITA K WITH R

OIITA / OIJE R... (PASS TO OIJJF).....21/0012A MZ AR

OIJES K WITH R

OI3 / OIJE R....21/0012A EK AR

OIJPO K WITH R

OIJPO / OIJE R....21/0012A AK AR

OIJKI K WITH R

OIJKI / OIJE R....21/0012 A JF AR

OIITA OIJJF OIJES OIJPO OIJKI V OIJEA
T (OIITA PASS OIJJF)

OIJEA 01/22 OP OP

FROM 97TH COMBAT BOMB WING (L)
TO COMBOMDIV NINE
1ST PROV. PATHFINDER SQD.
409 COBOMGP
410 COBOMGP
416 COBOMGP

21/0950A

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

97TH COMBAT BOMB WING (L)
A P O 140
21 JANUARY 1945

ANNEX NO. 1 TO FIELD ORDER NO. 134-714

J-230-E

CANCEL PLAN "A"

PLAN "B" IN EFFECT

NEW ZERO HOUR PLAN "B" TO READ: 21/1330A

COMCBTWIG 97

BT 210950
CC 1ST LINE SH RD JEA 01/21
AR JMB
JKI R.....21/1050A WN AR



5627
607
S-2
S-3
S16

PILOT	SINCEP
B/N	ROSEDAWST
PLANE	Q-40A-158
TARGET	
DATE	May 21, 44

AT AIRCRAFT	2940	1110
START ENGINES	1008	2004
TAXI OUT	1023	1059
TAKE OFF	1048	1118
ON COURSE	1113	1142
INITIAL POINT	12225	1345
TARGET	1230	140
FINISH POINT	12395	
BASE	13324	

1413 8 GFE 36. 9.55 4.5 (P. 2222)

WINDS		TEMP.	
SURF. CT	300 14	25.0 12	-2
5000 Ft.	300 30	25.0 30	-11
10000 Ft.	320 35	30.0 35	-14
12000 Ft.	320 35	30.0 35	-22
15000 Ft.	320 40	30.0 40	-37
MEAN TEMP.	-15	4.4	1238

POSITION		M.H.	ETA	ATL	TC	DR	TH	VLR	M.H.	ALT	TEMP	1.h.S.		G.S.	TO RUN		M.A	GFE FIXES		
FROM	TO											1.h.S.	1.h.S.		DIST.	TIME		TIME	POSITION	
BASE	NEUTRANEY		1314	1314	040	-9	31	48	39	9000	-22	190	211	204	97	285	1320	1235	525	8.1
	TOWERS		1438	1318	040	-10	30	47	37	13500	-32	200	207	163	98	25	1345	1336	581	8.1
	(EP)		1352	1352	056	-6	80	47	87	10500	-32	200	107	156	246	06	1352	1354	382	3.9
	30480 06046		1400	1412	108	-2	105	47	112	13500	-32	200	107	156	35	075	1400	-	-	-
	TARGET (RP)		1412	1421	290	-7	292	47	299	13000	-31	210	258	150	35	095	1414	1420	386	3.9
TOWERS			1428	1430	266	+5	271	47	278	10000	-29	210	255	223	262	07	1415	1428	376	8
	BASE		1317	1325	220	-17	227	47	225	10000	-15	230	248	249	195	47	1504	-	-	-
	TARGET		1403	037	-5			47		10000	-29	210	244	275	287	08				
3057 0631	3657 091				051	-6		47		10000	-29	210	244	271	15	035				

CHALLENGE	
REPORT	
GOLOS	
VHF CHANNEL	

BOOMER G/S	
FIGHTER G/S	
BOOMER TO BOOMER	
FTR. GND. CONTROL	

PFT TURNED OFF 1356 (V.S.)
HOST MIN R.P. WAITING FOR FLIGHTS

0137 A-91 + SOUTH OF DREUX
50 + NORTH OF ORLANS

450 62ft + 208 35 10 1091.49
90° flight + 264 35 08
51 MI. FORWARD 4000 SWIM ON COURSE

TRIP.

SIRE OF	500/12	250/12	-2
5000	Feb. 20/12	250/12	-11
10000	Feb. 20/13	200/13	-24
12005	Feb. 20/12	300/13	-29
15000	Feb. 20/12	300/12	-37
MEAN IMPROV.	-15	1 st 1/2	+737

FROM	POSITION	TO	M.H.	ETA	ATL.	TC	DR	TH	VLR	M.H.	ALT	L.S.S.	G.S.S.	TO RUN		MIA	GIVE PAGES		
														RISHT	TIME		TIME	POSITION	
Base	Manila Bay	Manila Bay		1338	1439	0410	-9	031	8	039	4000	-22	190	211	204	97	204	1258	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1338	1439	0410	-10	030	7	037	13500	-32	200	237	237	98	25	1438	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1345	1451	086	-6	080	7	089	13500	-32	200	237	246	246	6	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102	-3	105	7	112	13500	-32	200	237	274	35	7 1/2	1509	10.13
Tonnes	50°48'N-06°04'E	50°48'N-06°04'E		1401	1459	102</													

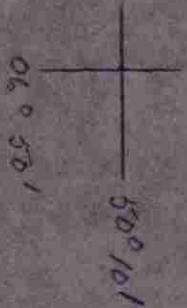
45° left, -65-208; 35 min; 10 min } 51 min forward - lose 5 min
 90° rt, 264; 35 min; 8 min

36.57 - 6.31 GNS IP
 36.57 - 5.41 GNS RP



1/2 min. get in front
 1/2 min. 5 min. stop
 dep for the
 bank to h.h.o.

SECRET



1ST FLAK AT LEVEL OF WINDOW
CLOUD. NEXT FLAK BURST AT FORMATION
LEVEL WITH CLEAR WEATHER AT
TARGET INDICATING POSSIBLE
SHIFT WHEN INACCURACY NOTED
BY OBSERVERS

SECRET

[illegible]

SECRET

10/10/10

LEADER DETERMINED
VICTIM CREDITING AT
THIS POINT

XX 1175

TAGGET

W. 1000-1100

411th Bomb Grp (4)

E.O. 134-714

TET FOSKURHEN IN BEIOGE

TOT 1409 1418

WEATHER IS CLEAR WINDY DRIED

ALL PARTIALS = 10 = A & D. 27 = A & E

July 17 AM
I
I
I

① CAT A

CCAT / MC

A collection of various symbols, including letters, numbers, and geometric shapes, scattered across the page. The symbols include:

- Letters: T, F, S, H, A, B, C, D, E, G, I, J, K, L, M, N, O, P, Q, R, U, V, W, X, Y, Z.
- Numbers: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.
- Geometric shapes: circles, squares, triangles, diamonds, hexagons, octagons, stars, and other polygons.
- Other symbols: plus signs, minus signs, multiplication signs, division signs, and various special characters.

NOTE

1st FRANK AT LEVER

CLIMB. NEXT FRAMEWORK AT FORMATION

NEVER WITH CLEAR WEATHER AT

THIRGET, INDICATING POSSIBLE

SHIFT WHEN INACCURACY NOTED

ROY L. SEEVERS

500/101

SECRET

MISSION NO. 188

LOADING LIST
BOX I
FLIGHT I

21 JANUARY 1945

1. 373 F
Major L.F. Dunn
Lt. R.H. Brown
4/S R.J. Majewski
4/S L.C. Burger
2. 222 A
Lt. F. Mangrove
4/S R.O. Seighman
3. 215 B
Lt. R. Pomeroy
Sgt R.O. Nowostolski

4. 334 G
Lt. J.H. Warren
4/S G.G. Stroup
5. 315 L
Lt. J.H. Sholey
Sgt D.V. Paladino
6. 224 B
Lt. H.O. Turner
4/S J. Siskiewicz

FLIGHT II

1. 199 W
Lt. G.S. Stanley
S/C. J.H. Mount
Sgt G.H. Gellner
4/S H.N. Sylva
2. 188 B
Lt. G.F. Jacobson
Sgt H.X. Good
3. 230 L-1
Lt. W.H. Hale
4/S H.S. Gayer

4. 219 E-1
Lt. W.W. Harris
Sgt G.W. Milliford
5. 235 F
Lt. L.J. Fruehe
4/S G.G. Wilson
6. 259 B
Lt. R.A. Russell
Opl J.L. Spence

FLIGHT III

1. 186 E-2
Lt. R.H. Greenley
Lt. R.J. Bennett
4/S G.R. Orvold
4/S J.E. Biltzino
2. 165 V-1
Lt. L.J.F. Kim
4/S G.D. Stephenson
3. 250 A
Lt. D.A. Fera
4/S A.A. Rojas

4. 326 W
Lt. A.E. Hansen
4/S H. H. DeBoer
5. 208 L-2
Capt. L.J. Nielsen
Sgt H.W. Schmidt
6. 313 B
Lt. H.H. Jokinon
Opl D.R. McEliffe

SPARE

234 F
Lt. J. Milhorn
Sgt D. Gant

H H H H H

1. 326 B
Lt. G.G. Hish
Lt. R.H. Shaff
4/S J.H. Roberts
Sgt R.F. Windisch

2. 614 A
Lt. F.D. McCreedy
Sgt A.B. Hood
Sgt W.A. Miller

3. 023 B
Lt. H.G. Brown
Sgt C.D. Herman
Pvt H.J. Willover

BOX I

MISSION NO. 128

LOADING LIST

21 JANUARY 1945

BOX I

FLIGHT I

1. 973 J
Major L.F. Dunn
Lt. W.R. Brewer
S/S S.J. Majewski
S/S L.O. Burger
2. 222 D
Lt. W. Mangrove
S/S H.O. Seighman
3. 215 M
Lt. H. Popensky
Sgt E.O. Komandinski

4. 334 G
Lt. J.R. Warren
S/S G.O. Stroup
5. 315 L
Lt. S.H. Shesley
Sgt D.V. Paladino
6. 224 E
Lt. E.O. Turner
S/S J. Melnikowicz

FLIGHT II

1. 439 V
Lt. O.S. Stanley
F/O. J.H. Mount
Sgt G.B. Collier
S/S H.J. Sylva
2. 158 H
Lt. O.F. Jacobson
Sgt H.I. Gooch
3. 298 L-1
Lt. W.H. Hale
S/S J.F. Geyer

4. 219 T-1
Lt. F.W. Harris
Sgt C.W. Williford
5. 233 F
Lt. L.J. Prucha
T/S G.O. Wilson
6. 259 H
Lt. R.A. Russell
Cpl J.L. Spence

FLIGHT III

1. 106 L-2
Lt. R.E. Greenley
Lt. R.V. Barnett
S/S G.R. Orvold
S/S A.S. DiMartino
2. 265 V-1
Lt. A.J.P. Finn
S/S G.O. Stephenson
3. 250 A
Lt. D.A. Hro
S/S A.A. Rojas

4. 326 E
Lt. A.E. Herman
S/S D. H. DeBour
5. 208 L-2
Capt. L.O. Nielsen
Sgt H.W. Schmidt
6. 313 B
Lt. R.R. Johnson
Cpl D.E. McMillie

SPACE

- 234 F
Lt. J. Milhorn
Sgt D. Chest

H I M B O R

1. 026 M
Lt. G.O. Nish
Lt. R.E. Shoft
S/S J.H. Roberts
Sgt R.P. Kindisch

2. 614 A
Lt. T.D. McGready
Sgt A.R. Hood
Sgt W.A. Miller

3. 023 X
Lt. H.O. Brown
Sgt C.D. Hansen
Pvt E.J. Willover

BOX I

MISSION NO. 123

LOADING LIST
BOX II
FLIGHT I

21 JANUARY 1945.

1. 167 H
Capt. H.A. Monroe
Lt. R.L. Kirk
S/S W.L. Kidd
Cpl D.E. Noel

2. 135 G
Lt. R.B. Singletary
Lt. A.B. Rosenquist
S/S H.G. Wiggins
S/S B.M. Turpin

3. 287 O
Lt. R.P. Bernasky
S/S H. Bell

4. 307 H
Lt. R.L. Johnson
Sgt D.D. Richard

5. 223 B
Lt. A.R. Turnan
Sgt H.T. Wright

6. 299 N-1
Lt. J.A. Cook
S/S W.S. Jackson

FLIGHT II

1. 028 E
Lt. J.R. Blongren
Lt. G.G. Johnson
S/S M. Beckach
S/S L.H. Fleming

2. 754 S
Lt. J.J. Smith
S/S E. Koshenitz

3. 289 B-1
Lt. L.R. Lundstone
Sgt L.L. Richardson

4. 292 H
Lt. J.F. Smith
S/S R.P. Bedford

5. 281 F
Lt. R.E. Johnson
Cpl H.B. Brandt

6. 230 M
Lt. J.A. Willard
Cpl G.V. Hinker

FLIGHT III

1. 063 G
Lt. Col. J.G. Napier
Lt. D.L. Moore
S/S G.W. Donnelly
Sgt G.J. Kruger

2. 264 I
Lt. H.W. Van Rood
Cpl W.H. Klingman

3. 378 O-1
Lt. R.O. Martin
Cpl W.H. Sumner

4. 252 D
Lt. D.W. Morris
S/S V.A. Malen

5. 306 X
Lt. G.M. Anderson
Cpl J.H. Leathersage

6. 271 B
Lt. G.E. Weinert
Cpl R. Dahl

REMARKS

257 D-1
Lt. J.B. Cooke
Cpl R.D. Redding

BOX II

MISSION NO. 186

LOADING LIST
BOX II
FLIGHT I

21 JANUARY 1945.

1. 467 W
Capt. H.A. Monroe
Lt. R.L. Kirk
S/S W.L. Kidd
Cpl D.E. Neal

4. 307 N
Lt. E.L. Johnson
Sgt D.B. Richard

2. 185 G
Lt. R.B. Singletary
Lt. A.B. Rosenquist
S/S H.G. Wiggins
S/S S.M. Turpin

5. 223 B
Lt. A.R. Turman
Sgt H.T. Wright

3. 337 O
Lt. F.P. Bernusky
S/S M. Hall

6. 239 N-1
Lt. J.A. Cook
S/S W.S. Jackson

FLIGHT II

1. 024 H
Lt. J.E. Elongren
Lt. G.G. Johnson
S/S M. Bookach
S/S L.R. Fleming

4. 292 H
Lt. J.W. Smith
S/S R.P. Bedford

2. 354 S
Lt. E.S. Henth
S/S L. Moskowitz

5. 241 F
Lt. R.K. Johnson
Cpl H.E. Brandt

3. 229 B-1
Lt. L.E. Poundstone
Sgt L.L. Richardson

6. 238 M
Lt. J.A. Willard
Cpl C.V. Hinker

FLIGHT III

1. 063 A
Lt. Col. J.G. Napier
Lt. D.L. Moore
S/S W.W. Donnelly
Sgt C.J. Kruger

4. 252 D
Lt. D.W. Sorrels
S/S V.A. Malara

2. 264 I
Lt. R.W. Van Rop
Cpl W.H. Klingman

5. 306 K
Lt. O.M. Anderson
Cpl J.H. Leatherage

3. 378 O-1
Lt. E.C. Martin
Cpl W.R. Sumner

6. 271 B
Lt. C.E. Weinert
Cpl R. Dubi

SPARE

237 D-1
Lt. J.B. Cooke
Cpl H.D. Hedding

BOX II

CONFIDENTIAL

INTERFORM

PILOT

Prucha

$$A' \subset \Pi$$

233

BOX

I

CASUALTIES

BCI.BS :

4 X 1000

ON P

BATTLE DRESS

RETURNED

Y

JETTSOURED

1 hole

vi. palangi

FLAK:

XHI 3 minutes over boat line

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

1 flt in m/y.

Abundant burrows in target area.

Released bomba about 5 seconds early when
#3 man released bomba. Thought #4 man was
dropping.

POSITION IN FORMATION

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

I

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

X X X
X X X
X X X

INTERROGATOR

CONFIDENTIAL

F/O _____ CONFIDENTIAL INTERR. FORM

PILOT Dunn A/C# 073 BOX I

CASUALTIES nil

BOMBS : 4 x 500 ON Puma BATTLE DANCE

X RETURNED : 8 holes possible
X JETISONED : AC.

FLAK: XXHA - continuous seen for about 30 secs - on bomb run to turn off target. 30 sec run.

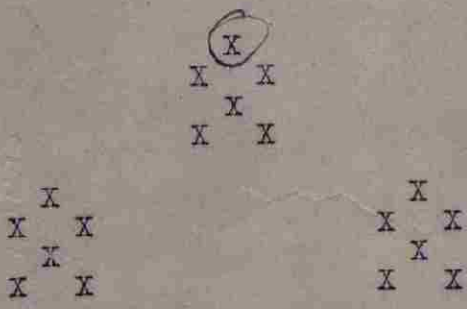
ENEMY AIRCRAFT ENCOUNTERS: contrails at great distance

OBSERVATIONS: Hit 300 to 400 ft to right
Bombed visually by flights from visual I.P.

To bombline with PFF - called PFF
then back to I.P. for visual run
at least 1 ft hit target, 1 ft hit short

TOT - 1410
Alt - 12000 (I)
IAS - 210
axis - 70° mag.

POSITION IN FORMATION



Had 8 mins to kill around first turn. 2 mins ahead at I.P.
Went almost to bombline saw visual conditions made left turn to PFF I.P. then down to visual I.P. to target.

Check pictures for possible dump

INTERROGATOR
Luria

CONFIDENTIAL

F/O _____

CONFIDENTIAL

INTERFORM

PILOT Musgrove A/C# 222 BOX I

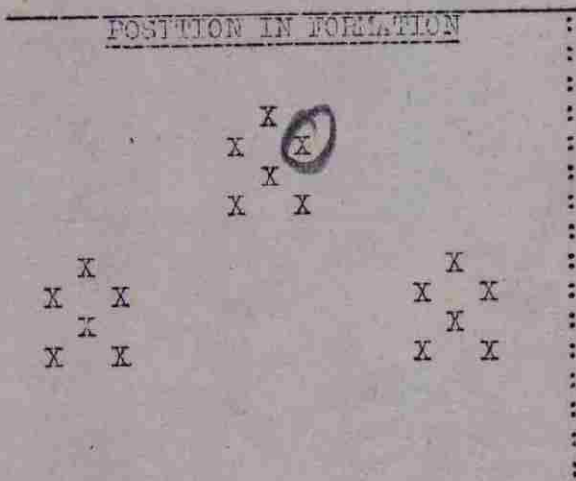
CASUALTIES _____

BOMBS : 4 X 1000 ON REPAIR DAMAGE
X RETURNED : Nil
X JEWELSONED : Nil

FLAK: Just before str. out for run,
Continued to turn out
Accurate for alt no left of flight
quite a bit at target.

ENEMY AIRCRAFT ENCOUNTERS: 2-3 min.
Nil.

OBSERVATIONS:



INTERROGATOR

CONFIDENTIAL

CASUALTIES

FLAK: XXXHA- At target.

ENEMY AIRCRAFT ENCOUNTERS:

X

OBSERVATIONS: - None -

POSITION IN FORMATION

$\begin{pmatrix} & X \\ X & \\ & X \\ X & X \end{pmatrix}$

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

T.W.S-
INTERROGATOR

CONFIDENTIAL

F/O _____ CONFIDENTIAL INTERR. FORM

PILOT Shelley A/C# 315 BOX I

CASUALTIES

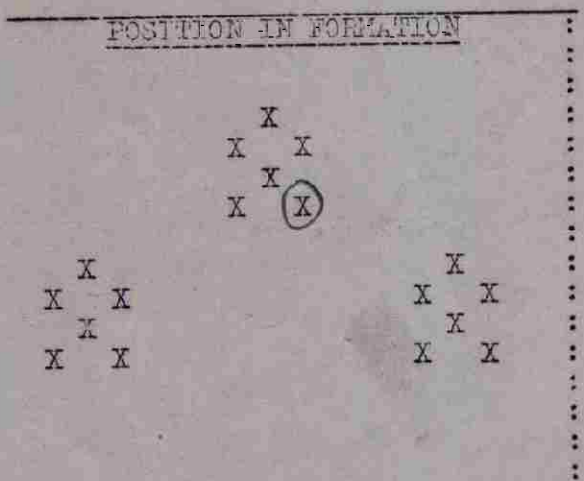
BOMBS :	<u>3</u> X <u>1000</u> ON <u>P.T</u>	WATER DAMAGE	<u>X</u>		
	<u>1</u> X <u>1000</u> RETURNED				
	<u>X</u> JETPENSOME				

FLAK: XXHA - at Target

ENEMY AIRCRAFT ENCOUNTERS:

Nil-

OBSERVATIONS: None - lower sight out -



T.W.S
INTERROGATOR

CONFIDENTIAL

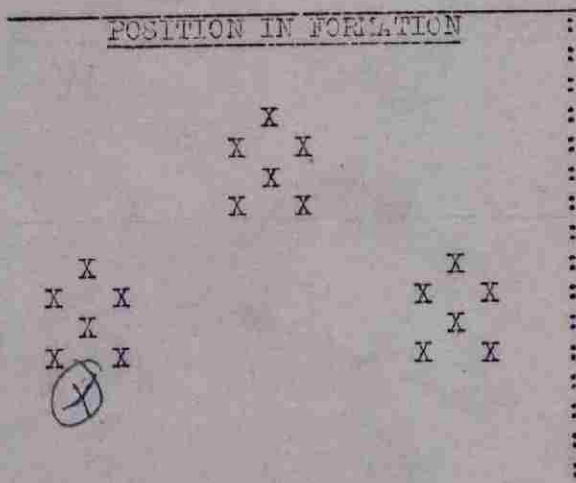
F/O _____ CONFIDENTIAL INTERR. FORM
PILOT 1st Lt Fero A/C# 250 BOX I

CASUALTIES
BOMBS : 4 X/1000 ON P.T. : X RETURNED : : :
: X : : :
: X DETROINED : : :
: : : :

FLAK: XXHA over target.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS: None



T. N. S.
INTERROGATOR

CONFIDENTIAL

F/O _____ CONFIDENTIAL INTERR. FORM

PILOT Warren A/C# 334 BOX I

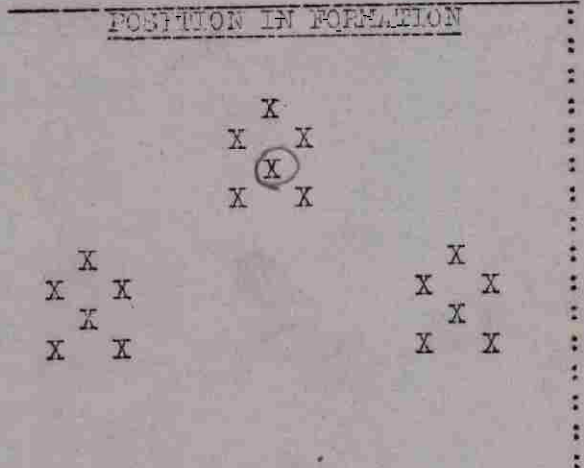
CASUALTIES _____

BOMBS :	<u>4</u>	<u>X</u>	<u>10000N</u>	<u>P.T.</u>	RATON	RECE		
							"A-C"	"E"
				RETURNED				
					<u>2 hole</u>			
				JETWISORED				

FLAK: T/A
+ 30 sec. before XX HA
tracked on turn off.

ENEMY AIRCRAFT ENCOUNTERS: P-51 + 478

OBSERVATIONS: off to edge + on target or close.
clear on target.



[Signature]
INTERROGATOR

CONFIDENTIAL

F/O _____ CONFIDENTIAL INTERR. FORM

PILOT Hale A/C# 290 BOX I

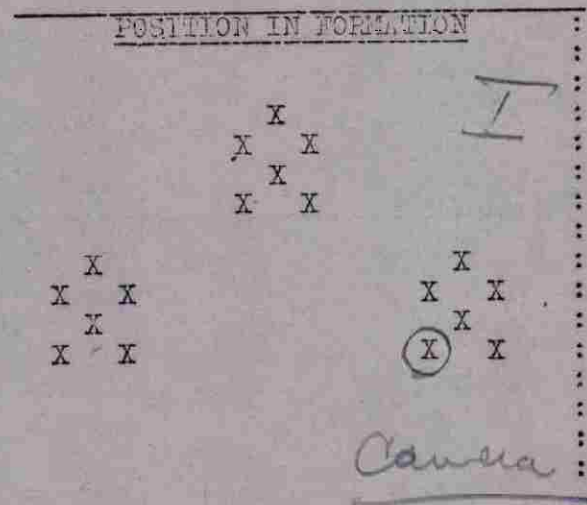
CASUALTIES _____

BOMBS :	<u>4</u>	X	<u>1000</u>	ON	WATTED DAMAGE				
		X		RETURNED					
		X		DETROINED					

FLAK: XHA on turn on BR - to left - 4 sec.
+ until level off after turn off - very accurate

ENEMY AIRCRAFT ENCOUNTERS: P-51's & 47's seen.
1 plane went down. at P.h.

OBSERVATIONS: one plane smoking but ok.
good conc. of bombs in small area.



Camera

Koppe
INTERROGATOR

CONFIDENTIAL

F/O _____ CONFIDENTIAL INTERR.FORM

PILOT Jokinen A/C# 313 BOX T

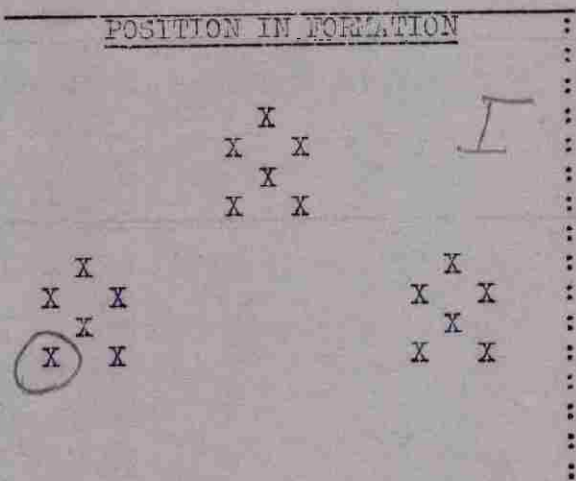
CASUALTIES _____

BOMBS :	<u>4</u>	<u>X</u>	<u>1000</u>	ON	:	WATER DAMAGE	:		:		:	
	<u>X</u>			RETURNED	:		:		:		:	
	<u>X</u>			JETTERED	:		:		:		:	

FLAK: none in flight - off left
st flt.

ENEMY AIRCRAFT ENCOUNTERS: X

OBSERVATIONS: smoke in T/A



Kopper
INTERROGATOR

CONFIDENTIAL

F/O _____ CONFIDENTIAL INTERVIEW FORM

PILOT Harris A/C# 219 BOX I

CASUALTIES _____

BOMBS :	<u>4</u> X <u>1000</u> ON <u>P</u>	REPORTER DAMAGE			
	<u>X</u> RETURNED				
	<u>X</u> JETTISONED	<u>X</u>			

FLAK: X HI on bomb run just before
bombs away to 5¹⁰ sec before target

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Bombs from 1 ft short of target
" " " to right of bridge
Saw bombs hit target.

POSITION IN FORMATION

I

	X	
X		X
	X	
X		X

	X	
X		X
	X	
X		X

Pent

INTERROGATOR

CONFIDENTIAL

CASUALTIES

BOMBS :	<u>4</u>	X 1000	ON	<u>P</u>	BATTERY DAMAGE			
		X	RETURNED					
		X	JETTISONED				X	

FLAK: X - XX HA. lost 10/15 sec of bomb
run

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Bombs fell in M/V, also bombs from
1st fell to right of bridge.

POSITION IN FORMATION

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

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

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

Park

INTERROGATOR

CONFIDENTIAL

F/O _____ CONFIDENTIAL INTERR. FORM

PILOT Jacobsen A/C# 188 BOX I

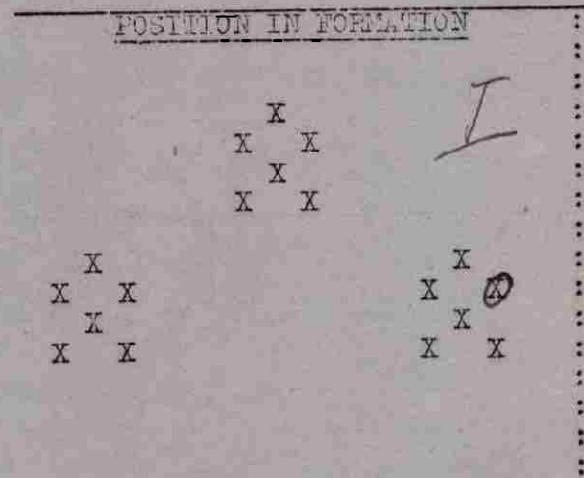
CASUALTIES _____

BOMBS :	<u>2</u>	X	1000 ON <u>P</u>	STATUS	DATE	TIME	BY
	<u>2</u>	X	<u>1000</u> RETURNED				
		X	JETTERED				

FLAK: XH I on bomb run to left

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:
Reason unknown for returning 2 bombs



INTERROGATOR

CONFIDENTIAL

F/O _____ CONFIDENTIAL INTERR. FORM

PILOT Russell A/C# 259 BOX I

CASUALTIES _____

BOMBS :	<u>4</u>	<u>X</u>	<u>1000</u>	ON	<u>P</u>	BATTERY DAMAGE			
		<u>X</u>			RETURNED				
		<u>X</u>			JETTISONED				

FLAK: X H I on bomb run.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

no obs.

POSITION IN FORMATION

I

X	X	
X	X	X
	X	
X	X	X

X	X	
X	X	X
	X	
X	X	X

X	X	
X	X	X
	X	
X	X	X

Interrogator
INTERROGATOR

CONFIDENTIAL

F/O _____ CONFIDENTIAL INTERR. FORM

PILOT Wain A/C# 265 BOX I

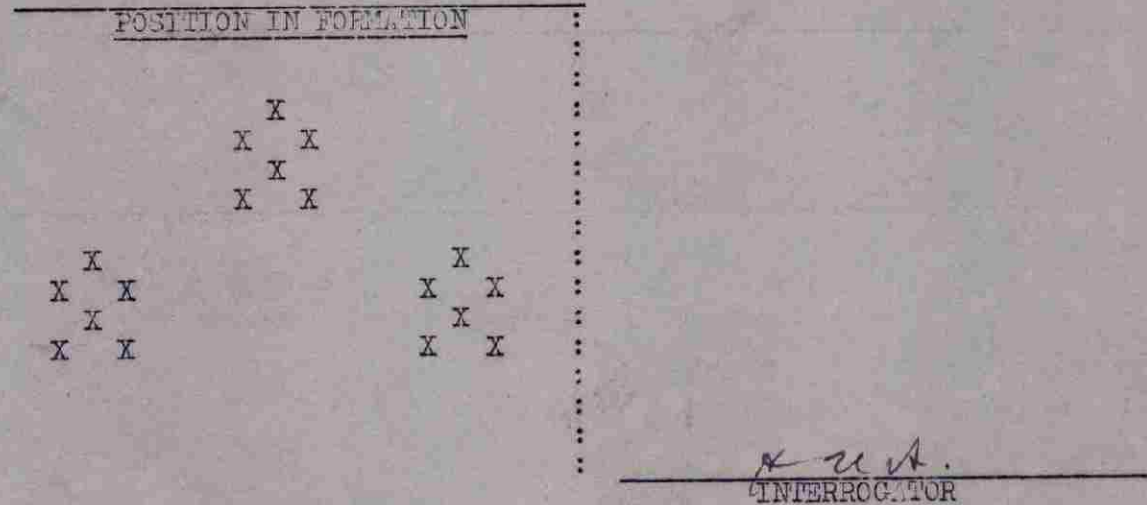
CASUALTIES _____

BOMBS :	<u>4</u>	<u>X</u>	<u>1000</u>	ON	<u>P</u>	BATTERY DAMAGE			
		<u>X</u>		RETURNED					
		<u>X</u>		JETWASOMED		<u>✓</u>			

FLAK:
XX-XXXXHA flak 1 minute before target

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:
I reported bombs on boat leader at time flak was first encountered.



CONFIDENTIAL

F/O

CONFIDENTIAL

INTERR. FORM

PILOT Neilsen A/C# 208 BOX I

CASUALTIES

BOMBS :		ON		P		BATTLE DAMAGE	
X	RETURNED						
X	DEFIBOMED						

FLAK: XHA at flight
 XXHA at low flight. on bomb run to target.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

coner of bombs in east part of town
 one coner on east edge of m/y.
 one coner of bombs in target area
 m/y toward with smoke. no coner seen.

POSITION IN FORMATION

I

		X		
	X		X	
		X		
	X		X	
X				X
X	X			X
X	X			X
X	(X)			X

Kemp

INTERROGATOR

CONFIDENTIAL

CASUALTIES

FLAK: XXHA - at target.

X -

Bombs hit in the town - good pattern

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

INTERROGATOR

THIS PAGE DECLASSIFIED IAW EO12958

SECRET
MISSION WINDOW REPORT

1. Did Window planes precede the formation? If so, give:
 - a. Average distance of Window planes ahead of the formation through the flak area.
 - (1) _____ ft. ahead.
 - b. Position of Window planes with respect to formation through the flak area.
 - (1) _____ ft. below or above.
 - (2) _____ ft. off track, left or right.
 - c. Position of observed window cloud with respect to the formation.
 - (1) _____ ft. below or above.
 - (2) _____ ft. off track, left or right.
2. Did first box or flight sow window for following box or flight? If so, give:
 - a. Distance between units.
 - (1) _____ ft. ahead.
 - (2) _____ ft. ahead.
 - (3) _____ ft. ahead.
 - b. Position of succeeding boxes or flights relative to lead box or flight.
 - (1) _____ ft. below or above.
 - (2) _____ ft. off track left or right.
3. If flak occurred during bomb run give course of each bombing unit and Window planes.
 - a. Window Planes.
 - (1) _____ degrees.
 - b. Box or flight I _____ degrees.
 II _____ degrees.
 III _____ degrees.
4. T.O.T. of Window aircraft. _____
5. Comments as to effectiveness of Window.

(this report, when properly filled out, will be classified
(SECRET))

F/O _____ CONFIDENTIAL INTERR. FORM

PILOT Stanley A/C# 439 BOX T

CASUALTIES nil

BOMBS :	<u>4</u>	<u>X</u>	<u>500</u>	ON	RATE OF DAMAGE			
		<u>X</u>		RETURNED				
		<u>X</u>		DEFUSED	<u>nil</u>			

FLAK: XX H - but not at our flight
it seemed

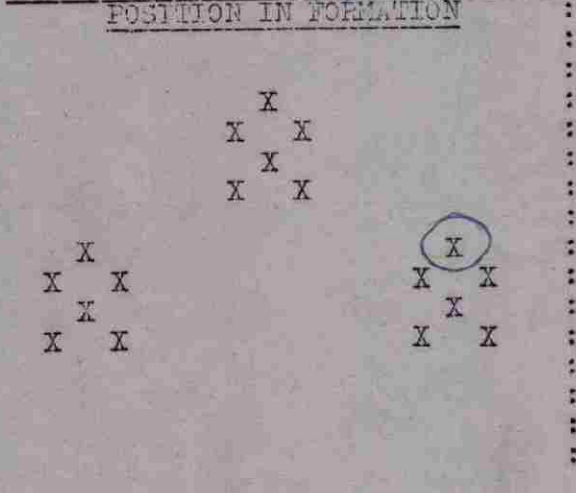
ENEMY AIRCRAFT ENCOUNTERS: 1 Me 109 - target area -
out of range direct under formation and
headed for deck

OBSERVATIONS: 3d fl to bomb. Bombed visually
Good results. Believe 1 A/C this
fl dropped early & 1 other A/C this
fl dropped on it.

TOT - 1411
alt 12,200 (I)
IAS 210
alt 87°

No windows
on visual
run.

20 sec run



Lusia
INTERROGATOR

CONFIDENTIAL

F/O _____ CONFIDENTIAL INTERR. FORM

PILOT Turner A/C# 224 BOX I

CASUALTIES _____

BOMBS :	<u>4</u>	<u>X</u>	<u>10000N</u>	<u>P</u>	BATTLE DAMAGE			
	<u>X</u>			RETURNED				
	<u>X</u>			JETTISONED		<u>X</u>		

FLAK: XX HA - right to target, 2-3 sec before drop.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

low bombs hit target, broke point of MH

POSITION IN FORMATION

		X		
	X		X	
		X		
	(X)		X	
X	X			X
X				X
X	X			X

Perk.

INTERROGATOR

CONFIDENTIAL

SECRET
MISSION WINDOW REPORT

1. Did Window planes precede the formation? If so, give:
 - a. Average distance of Window planes ahead of the formation through the flak area.
 - (1) _____ ft. ahead.
 - b. Position of Window planes with respect to formation through the flak area.
 - (1) _____ ft. below or above.
 - (2) _____ ft. off track, left or right.
 - c. Position of observed window cloud with respect to the formation.
 - (1) _____ ft. below or above.
 - (2) _____ ft. off track, left or right.
2. Did first box or flight sow Window for following box or flight? If so, give:
 - a. Distance between units.
 - (1) _____ ft. ahead.
 - (2) _____ ft. ahead.
 - (3) _____ ft. ahead.
 - b. Position of succeeding boxes or flights relative to lead box or flight.
 - (1) _____ ft. below or above.
 - (2) _____ ft. off track left or right.
3. If flak occurred during bomb run give course of each bombing unit and Window planes.
 - a. Window Planes.
 - (1) _____ degrees.
 - b. Box or flight I _____ degrees.
 II _____ degrees.
 III _____ degrees.
4. T.O.T. of Window aircraft. _____
5. Comments as to effectiveness of Window.

(this report, when properly filled out, will be classified
(SECRET))

F/O _____ CONFIDENTIAL INTER. FORM
PILOT Napier A/C# 063 BOX II

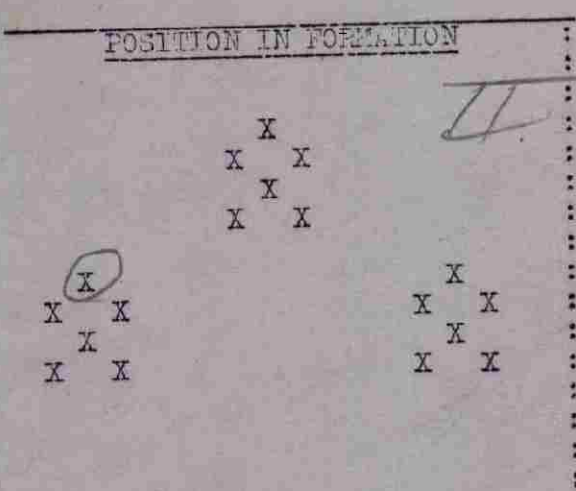
CASUALTIES
BOMBS : 1 X 500 ON P.T. RAFFLE DAMAGE
X RETURNED
X JETMISSED

FLAK: none in flight
X H1 after TA - on other flt.

ENEMY AIRCRAFT ENCOUNTERS: X P-51

OBSERVATIONS: climbed into smoke - could not see aiming point.

1 min. - 11,000 1411
X500 10 miles S of Tongres.
lead flt. 2nd box.



Napier
INTERROGATOR

CONFIDENTIAL

SECRET
MISSION WINDOW REPORT

1. Did window planes precede the formation? If so, give:
 - a. Average distance of window planes ahead of the formation through the flak area.
 - (1) _____ ft. ahead.
 - b. Position of Window planes with respect to formation through the flak area.
 - (1) _____ ft. below or above.
 - (2) _____ ft. off track, left or right.
 - c. Position of observed window cloud with respect to the formation.
 - (1) _____ ft. below or above.
 - (2) _____ ft. off track, left or right.
2. Did first box or flight sow window for following box or flight? If so, give:
 - a. Distance between units.
 - (1) _____ ft. ahead.
 - (2) _____ ft. ahead.
 - (3) _____ ft. ahead.
 - b. Position of succeeding boxes or flights relative to lead box or flight.
 - (1) _____ ft. below or above.
 - (2) _____ ft. off track left or right.
3. If flak occurred during bomb run give course of each bombing unit and Window planes.
 - a. Window Planes.
 - (1) _____ degrees.
 - b. Box or flight I _____ degrees.
 II _____ degrees.
 III _____ degrees.
4. T.O.T. of Window aircraft. _____
5. Comments as to effectiveness of Window.

(this report, when properly filled out, will be classified
(SECRET))

F/O _____ CONFIDENTIAL INTERR.FORM

PILOT Turnman A/C# 223 BOX #

CASUALTIES

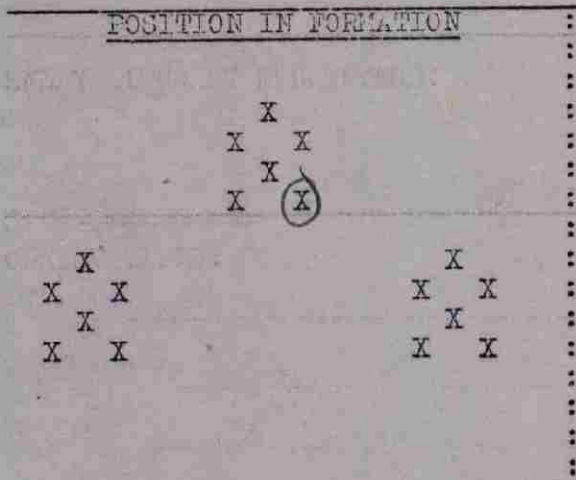
BOMBS :	<u>4</u>	X 100	ON	<u>P.T.</u>	BATTER DAMAGE	X		
		X		RETURNED				
		X		JETTISONED				

FLAK: X-

ENEMY AIRCRAFT ENCOUNTERS:

X-

OBSERVATIONS: Bombs hit tgt



T.W.S.
INTERROGATOR

CONFIDENTIAL

CASUALTIES

BOMBS :	4	X/1000	ON	P.T.	BATTLE DAMAGE		
	X		RETURNED				
	X		JETTISONED				

FLAK: XXH on 1st Box - at target.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS: —

Observations: -
Bombs hit on target

POSITION IN FORMATION

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

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

X X
X X
X X

INTERROGATOR

~~CONFIDENTIAL~~

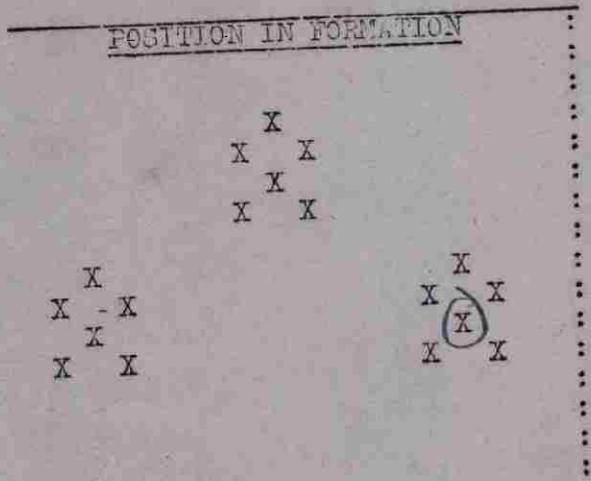
F/O _____ CONFIDENTIAL INTER. FORM
PILOT Smith J. F. A/C# 292 BOX II

CASUALTIES
BOMBS : 4 X/1000 ON PT : REPAIR DAMAGE
 X RETURNED : X : : :
 X DETROINED : : : :
 :

FLAK: XXHA- Just at turn off target.
1 4 gun battery, S.W. of town after turning
from tgt.

ENEMY AIRCRAFT ENCOUNTERS:
X

OBSERVATIONS: Bombs hit tgt in good pattern



T.W.S
INTERROGATOR

CONFIDENTIAL

CASUALTIES

BOMBS :		ON	BATTERY DAMAGE		
			"A"	"B"	"C"
X	RETURNED	:	:	:	:
X	JETTISONED	:	:	:	:

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION

X
X X
X
X X

X X X
X X X
X X X

INTERROGATOR

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CASUALTIES

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION

X X
X X
X X

CEB3X54(2D):

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

INTERROGATOR

~~CONFIDENTIAL~~

F/O _____ CONFIDENTIAL INTERR.FORM

PILOT Poundstone A/C# 229 BOX #

CASUALTIES _____

BOMBS :	<u>X</u>	<u>ON</u>	<u>BESTER DAMAGE</u>			
	<u>X</u>	<u>RETURNED</u>				
	<u>X</u>	<u>JETLISONED</u>				

FLAK: Engine trouble - Returned Early

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

PILOT _____ BOX _____

FLAK:

POSITION IN FORMATION			
ENEMY AIRCRAFT ENCOUNTERS:			
	<u>X</u>		
<u>X</u>		<u>X</u>	
	<u>X</u>		
<u>X</u>		<u>X</u>	
OBSERVATIONS:			
<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>

INTERROGATOR

CONFIDENTIAL

FLAK: XH not too accurate

1 A-26 ~~large~~ near deck at about
5000 to 6000 below us 3 to 4 mins
after target - apparently under control.

X X
X X
X X

Lucius

INTERROGATOR

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F/O _____ CONFIDENTIAL _____ INTERR. FORM _____

PILOT Willard A/C# 238 BOX #

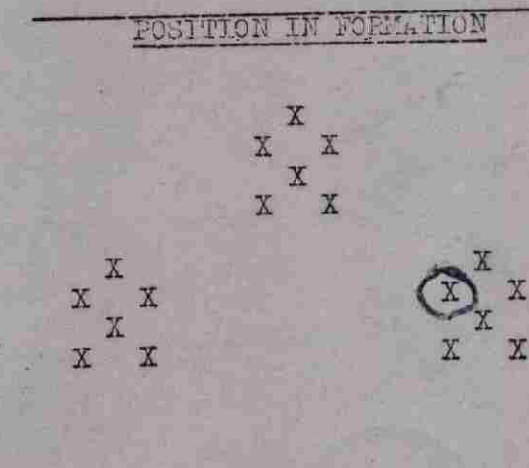
CASUALTIES _____

BOMBS : 3 X 1000 DOWN : 0 BATTLES DOWN DOWN
Conceded 1 X 1000 RETURNED : 2 DOWN DOWN
X DOWN DOWN : 2 DOWN DOWN

FLAK: Acc for Box I - quite a bit
in run & in turn.

ENEMY AIRCRAFT ENCOUNTERS: (Check on camera
not listed but in report inform 1)

OBSERVATIONS: ret. bomb on the
doors - ~~the~~ fell into
door after target.
gunner cpl. THINKER it
put him in front + hit it
back. Reported failure
of bomb to drop



Shank
INTERROGATOR

CONFIDENTIAL

F/O _____ CONFIDENTIAL _____ INTERR. FORM

PILOT Johnson A/C# 302 BOX II

CASUALTIES _____

BOMBS :	4	X	1000N	P.T.	RATINGS	DAMAGE	TYPE	CAUSE	REMARKS
	X				RETURNED				
	X				DETROINED				

FLAK: at release point until #1.
X #1 for this flight.

ENEMY AIRCRAFT ENCOUNTERS: X

OBSERVATIONS: Smoke in town.

POSITION IN FORMATION :

X									
X	X								
	X	X							
X	X								

Hoppe
INTERROGATOR

CONFIDENTIAL

F/O _____ CONFIDENTIAL INTERR. FORM

PILOT Sorels A/C# 252 BOX II

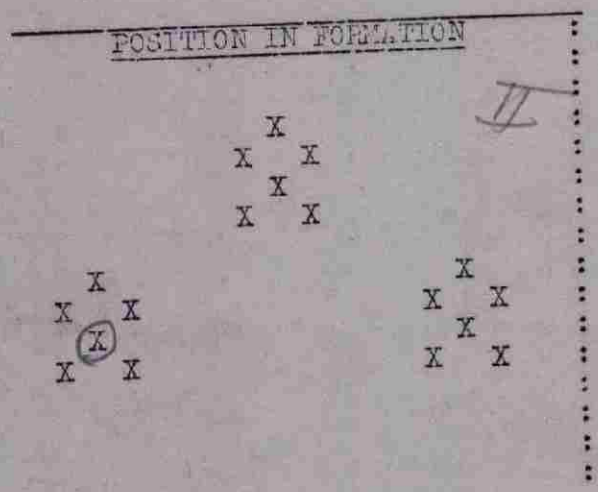
CASUALTIES _____

BOMBS :	<u>4</u>	X	<u>1000</u>	ON	<u>P.T.</u>	RAINTER BALANCE			
		X			RETURNED				
		X			JEFFERSON				

FLAK: I.P. - t/A - XH1 - off to left

ENEMY AIRCRAFT ENCOUNTERS: lot of fi. could not be recognized as B.R.

OBSERVATIONS: good to xc. - lot of smoke.



Hoppe
INTERROGATOR

CONFIDENTIAL

F/O _____ CONFIDENTIAL INTERFORM

PILOT Johnson, R. A/C# 241 B/X II

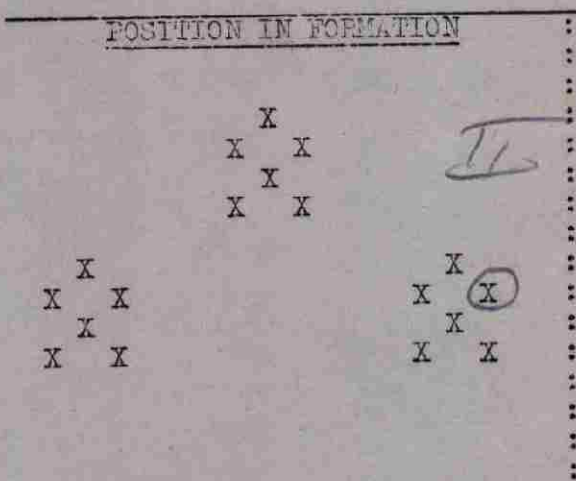
CASUALTIES _____

BOMBS : 4 X 1000 ON P.T. BATTER DAMAGE
: X RETURNED : 1 hole : 1 hole :
: X JETTISONED : touch bell on left

FLAK: on turn off TA - XHA
on HA above
4 mi. after TA off to left - XH1-
15 bursts far to left on enemy air.

ENEMY AIRCRAFT ENCOUNTERS: 1 came in but on tail hook
Reeled off without attack. 1500 yds off formation

OBSERVATIONS: on far side of T. and smoke.



Hoppe
INTERROGATOR

CONFIDENTIAL

T/O

CONFIDENTIAL

INTER. FORM

PILOT

Weinert

A/C#

271

BOX

#

CASUALTIES

BOMBS :

4 X 1000 ON P. 4

BATTLED DAMAGE

X

RETURNED

X

DETACHED

FLAK:

*on turn off to six 9 bursts - followed from
T- left 110 clock - 15 bursts to target*

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

good for 1st box

POSITION IN FORMATION

X
X X
X
X X

X
X X
X X
X X

X
X X
X X
X X

INTERROGATOR

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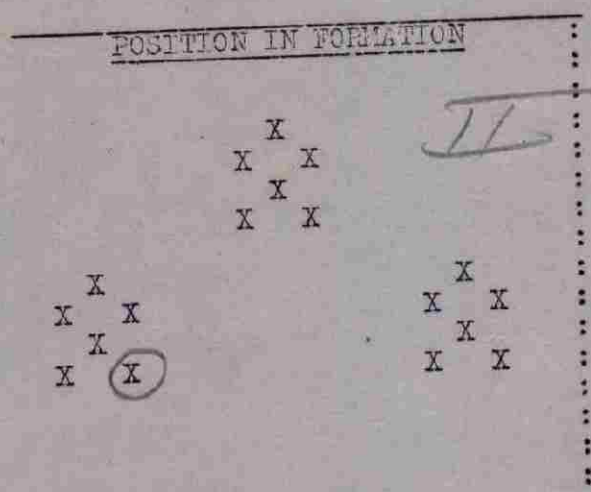
F/O _____ CONFIDENTIAL INTER. FORM
PILOT Anderson A/C# 306 BOX II

CASUALTIES _____
BOMBS : 4 X 1000 ON PT ENGINE DAMAGE
X RETURNED
X JET-POISONED

FLAK: 1 min to drop - 4 bursts ahead & left.
4 bursts at 7A - alt. good.
1 on turn off - alt. -

ENEMY AIRCRAFT ENCOUNTERS: X containing all over
sky.

OBSERVATIONS:



Hoppe
INTERROGATOR

CONFIDENTIAL

F/O _____

CONFIDENTIAL

INTER. FORM

PILOT

Martin

A/C#

328

BOX

II

CASUALTIES

BOMBS :

4

X

1000

ON

P

BATTLE DAMAGE

X

RETURNED

X

JETTISONED

FLAK:

XAT on bomb run & tgt.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS: *Radial engine fighters seen on left
turn off target about 1000 yds from formation
stayed with formation for 35 minutes.
Just a few hundred feet higher than formation.*

*Artillery flashes seen from SW. edge of
town.*

POSITION IN FORMATION

II

		X		
	X		X	
		X		
	X		X	

X				X
⊗	X		X	
		X		
X			X	

		X		
X			X	
		X		
X			X	

INTERROGATOR

CONFIDENTIAL

F/O _____ CONFIDENTIAL INTERR. FORM

PILOT Blongren A/C# 024 BOX II

CASUALTIES nil

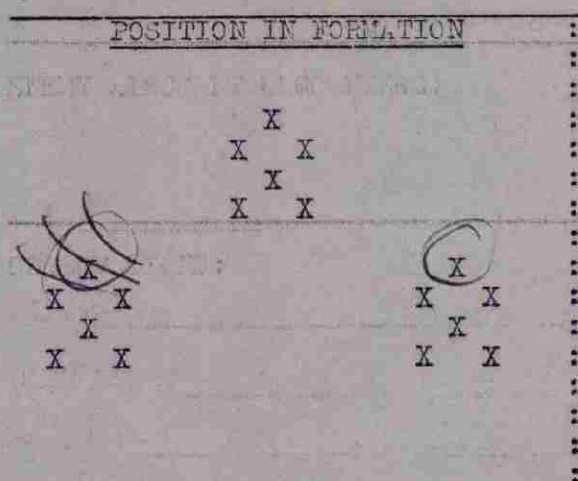
BOMBS : 4 X 500 ON Possibly : BATTLE DAMAGE
: X RETURNED : nil :
: X JETTISONED : nil :

FLAK: XXH1 - to rear of this flight over target. ~~2~~
1 battery - 8 bursts - 15 miles South of ZULPICH.

ENEMY AIRCRAFT ENCOUNTERS:
nil

OBSERVATIONS: 5th to bomb.
1 A-26 below formation after we had crossed
Wombline on return
1 smoking A/c on run (left engine) Don't know type.
2 Piper Cubs ^{in air} and
artillery fire on ground.
seemed to be directed
out flak positions
near MOLLBÄCH

IAS - 210
Alt is of attack 93°
Alt 11,600 (I)
TOT 1410 1/2



Synchronized on bridge
Still intact when
we bombed.

Lewis
INTERROGATOR

CONFIDENTIAL

SECRET
MISSION WINDOW REPORT

1. Did Window planes precede the formation? If so, give:
 - a. Average distance of Window planes ahead of the formation through the flak area.
(1) _____ ft. ahead.
 - b. Position of Window planes with respect to formation through the flak area.
(1) _____ ft. below or above.
(2) _____ ft. off track, left or right.
 - c. Position of observed window cloud with respect to the formation.
(1) _____ ft. below or above.
(2) _____ ft. off track, left or right.
2. Did first box or flight sow window for following box or flight? If so, give:
 - a. Distance between units.
(1) _____ ft. ahead.
(2) _____ ft. ahead.
(3) _____ ft. ahead.
 - b. Position of succeeding boxes or flights relative to lead box or flight.
(1) _____ ft. below or above.
(2) _____ ft. off track left or right.
3. If flak occurred during bomb run give course of each bombing unit and Window planes.
 - a. Window Planes.
(1) _____ degrees.
 - b. Box or flight I _____ degrees.
II _____ degrees.
III _____ degrees.
4. T.O.T. of Window aircraft. _____
5. Comments as to effectiveness of Window.

(this report, when properly filled out, will be classified
(SECRET))

E/O _____

CONFIDENTIAL

INTER. FORM

PILOT Cooke A/C# 237 BOX II - Spare

CASUALTIES

BOMBS :	<u>4</u> X <u>1100</u> ON	CRATER DAMAGE			
	X	RETURNED	:	:	:
	X	DETROINED	:	:	:

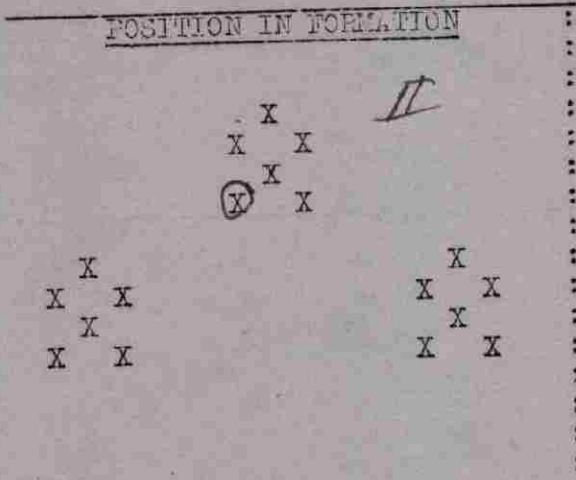
FLAK:

VH-1 on bomb run

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

B 139223 - one bomb dropped on way home
(Check South pilot)



INTERROGATOR

CONFIDENTIAL

SECRET
MISSION WINDOW REPORT

1. Did Window planes precede the formation? If so, give:
 - a. Average distance of Window planes ahead of the formation through the flak area.
 - (1) 1/4 mile ft. ahead.
 - b. Position of Window planes with respect to formation through the flak area.
 - (1) 2000 ft. below or ~~above~~
 - (2) box due to evasive action ft. off track, left or right.
 - c. Position of observed window cloud with respect to the formation.
 - (1) _____ ft. below or above.
 - (2) _____ ft. off track, left or right.
2. Did first box or flight sow Window for following box or flight? If so, give:
 - a. Distance between units.
 - (1) _____ ft. ahead.
 - (2) _____ ft. ahead.
 - (3) _____ ft. ahead.

1/4 mile bet flights
 3/4 bet Boxes.
 - b. Position of succeeding boxes or flights relative to lead box or flight.
 - (1) _____ ft. below or above.
 - (2) _____ ft. off track left or right.
3. If flak occurred during bomb run give course of each bombing unit and Window planes.
 - a. Window Planes.
 - (1) 91 degrees.
 - b. Box or flight I 70 degrees.
 II 65 degrees.
 III 65 degrees.
4. T.O.T. of Window aircraft. _____
5. Comments as to effectiveness of Window.

(this report, when properly filled out, will be classified
(SECRET))

No window seen on visual run.

SECRET
MISSION WINDOW REPORT

1. Did Window planes precede the formation? If so, give:
 - a. Average distance of Window planes ahead of the formation through the flak area.
 - (1) 5000 ft. ahead.
 - b. Position of Window planes with respect to formation through the flak area.
 - (1) 500 ft. below or above.
 - (2) 100 ft. OR 200 ft. off track, left or right.
 - c. Position of observed window cloud with respect to the formation.
 - (1) 500 ft. below or above.
 - (2) on track off track, left or right.
2. Did first box or flight sow window for following box or flight? If so, give:
 - a. Distance between units.
 - (1) _____ ft. ahead.
 - (2) _____ ft. ahead.
 - (3) _____ ft. ahead.
 - b. Position of succeeding boxes or flights relative to lead box or flight.
 - (1) _____ ft. below or above.
 - (2) _____ ft. off track left or right.
3. If flak occurred during bomb run give course of each bombing unit and Window planes.
 - a. Window Planes.
 - (1) 91° degrees.
 - b. Box or flight I _____ degrees.
 II _____ degrees.
 III _____ degrees.
4. T.O.T. of Window aircraft. 1409
5. Comments as to effectiveness of Window.

(this report, when properly filled out, will be classified
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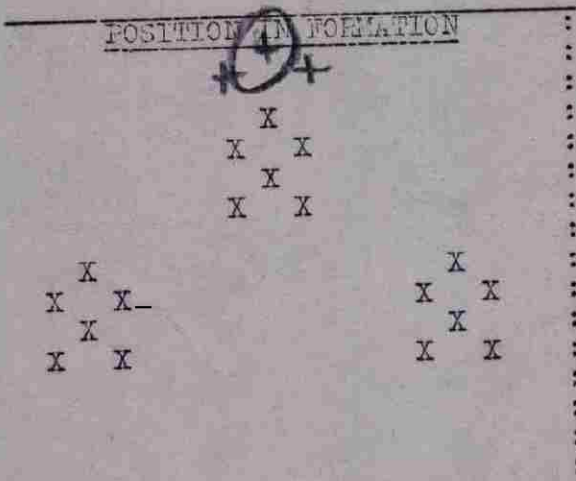
F/O _____ CONFIDENTIAL INTER. FORM
PILOT Mish A/C# 026 BOX Window

CASUALTIES
BOMBS : X ON Wounded me
X UNTHROTTLED

FLAK: 4 gun positions - along B. Run.
at Window alt. 1st bursts at window
then moved to Bomber formation.

ENEMY AIRCRAFT ENCOUNTERS: abt 8 guns at Zulpich
1/4 mile away - all Blks.
Single 109 - 2500 ft below. dove away
from formation, headed E.

OBSERVATIONS:
Started dropping near BLIP Tgt area.
onto Tgt. Failed until turn off
used some on PPF run so
didn't have quite enough.



INTERROGATOR

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F/O _____ CONFIDENTIAL INTERVIEW FORM
PILOT McCready A/C# 023 BOX Window

CASUALTIES

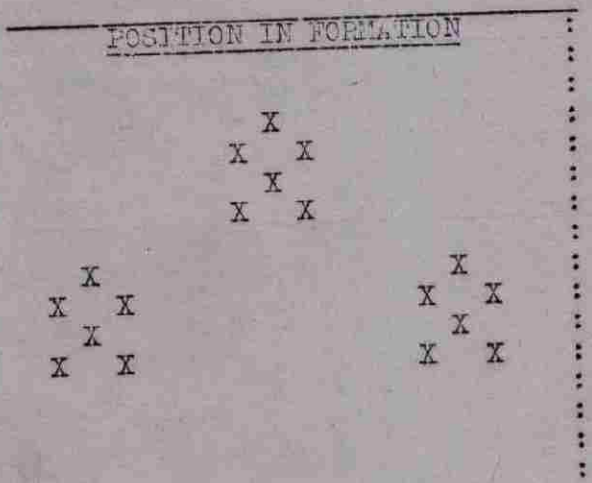
BOMBS :	X	ON	REPAIRS	REPAIRS	REPAIRS
	X	RETURNED	:	:	:
	X	DETACHED	:	:	:

FLAK: XXX HI to left of form at target

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Bombs in target area at + short of bridge-



Perk
INTERROGATOR

CONFIDENTIAL

SECRET
MISSION WINDOW REPORT

1. Did Window planes precede the formation? If so, give:
 - a. Average distance of Window planes ahead of the formation through the flak area.
 - (1) 1/2 mile ahead of lead fl. ~~ft. ahead.~~
 - b. Position of Window planes with respect to formation through the flak area.
 - (1) 300-500 ft. below ~~or above.~~
 - (2) _____ ft. off track, left or right.
 - c. Position of observed window cloud with respect to the formation.
 - (1) _____ ft. below or above.
 - (2) _____ ft. off track, left or right.
2. Did first box or flight sow Window for following box or flight? If so, give:
 - a. Distance between units.
 - (1) _____ ft. ahead.
 - (2) _____ ft. ahead.
 - (3) _____ ft. ahead.
 - b. Position of succeeding boxes or flights relative to lead box or flight.
 - (1) _____ ft. below or above.
 - (2) _____ ft. off track left or right.
3. If flak occurred during bomb run give course of each bombing unit and Window planes.
 - a. Window Planes.
 - (1) _____ degrees.
 - b. Box or flight I _____ degrees.
 II _____ degrees.
 III _____ degrees.
4. T.O.T. of Window aircraft. _____
5. Comments as to effectiveness of Window.

(this report, when properly filled out, will be classified
(SECRET))

SECRET
MISSION WINDOW REPORT

1. Did Window planes precede the formation? If so, give:
 - a. Average distance of Window planes ahead of the formation through the flak area.
 - (1) 5000 ft. ahead.
 - b. Position of Window planes with respect to formation through the flak area.
 - (1) below ft. below or above.
 - (2) left + right ft. off track, left or right.
 - c. Position of observed window cloud with respect to the formation.
 - (1) 300 ft. below or ~~above~~.
 - (2) left + right ft. off track, left or right.
2. Did first box or flight sow window for following box or flight? If so, give:
 - a. Distance between units.
 - (1) _____ ft. ahead.
 - (2) _____ ft. ahead.
 - (3) _____ ft. ahead.
 - b. Position of succeeding boxes or flights relative to lead box or flight.
 - (1) _____ ft. below or above.
 - (2) _____ ft. off track left or right.
3. If flak occurred during bomb run give course of each bombing unit and Window planes.
 - a. Window Planes.
 - (1) 115 degrees.
 - b. Box or flight I 115 degrees.
 II degrees.
 III degrees.
4. T.O.T. of Window aircraft. 15-30 sec before form.
5. Comments as to effectiveness of Window.

(this report, when properly filled out, will be classified
(SECRET))

F/O _____

CONFIDENTIAL

INTER. FORM

PILOT Browning A/C# 614 BOX Window

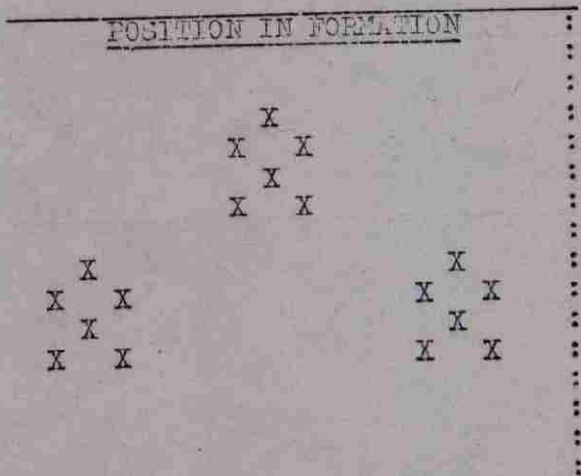
CASUALTIES _____

BOMBS : Window BATTLE DAMAGE
X RETURNED
X DETROINED

FLAK: 1/2 of BR - TTA - XXH1 - below - 2nd

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS: hit in town



Hoppe
INTERROGATOR

CONFIDENTIAL

0006 US-414/26-21-Jan-45 1/10-645 Ketchen-105001

SECRET
MISSION WINDOW REPORT

1. Did Window planes precede the formation? If so, give:
 - a. Average distance of Window planes ahead of the formation through the flak area.
 - (1) 3000-5000 ft. ahead.
 - b. Position of Window planes with respect to formation through the flak area.
 - (1) 3-500 ft. below or above.
 - (2) did 5's. in head ft. off track, left or right.
 - c. Position of observed window cloud with respect to the formation.
 - (1) 0 ft. ft. below or above.
 - (2) Zero ft. off track, left or right.
2. Did first box or flight sow Window for following box or flight? If so, give:
 - a. Distance between units.
 - (1) X ft. ahead.
 - (2) X ft. ahead.
 - (3) X ft. ahead.
 - b. Position of succeeding boxes or flights relative to lead box or flight.
 - (1) _____ ft. below or above.
 - (2) _____ ft. off track left or right.
3. If flak occurred during bomb run give course of each bombing unit and Window planes. 112°
 - a. Window Planes.
 - (1) 112 degrees.
 - b. Box or flight I 112 degrees.
 II _____ degrees.
 III _____ degrees.
4. T.O.T. of Window aircraft. 1715
5. Comments as to effectiveness of Window.

(this report, when properly filled out, will be classified
(SECRET))

most of flak underneath

9th B.D. S-2 Report 1042

416 TF	9TH B.D. (M) WING 976L	3
GROUP	DATE 21 January 1945	EUSKIRCHEN RR BRIDGE
OUTER LIMITS: TARGET		
	FIRST PHASE	
	INTERPRETATION	TARGET HIT.

A. TARGET BRIEFED EUSKIRCHEN RR BRIDGE PRIMARY
SECONDARY

M.P.I. center of bridge.

A.P. Same as MPI.

C. NO. AND TYPE OF A/C DISPATCHED 10 A-20's (3 window)
29 A-26's ON A/C ATTACKING 35

D. BOMBING BY 3's, 6's, 12's, 18's 6's IN FOLLOWING ORDER 1,2,4,6,5

E. NO. AND SIZE OF BOMBS DROPPED 111 x 1000 GP
28 x 500 GP SING 1/10 -- 1/100

F. HEADING OF A/C WHEN BOMBS DROPPED 75 deg. M.

G. TIME BOMBS DROPPED 1411

H. ACTIVITY AT TARGET

Large number of cars in M/Y.

I. RESULTS OF BOMBING:

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

65% of bombs within 1000 ft. of DMPI with center of bursts 912 ft. SW of DMPI. Bombs hit in M/Y and in fields. Hits were scored on tracks and freight cars in M/Y.

FLT. B: SUPER.

All bombs of main pattern within 1000 ft. of DMPI with center of bursts on DMPI. Bombs from two ships dropped prematurely 3500 ft. SW of target hitting buildings. Main pattern of bursts blanketed DMPI with probable hits on bridge.

FLT. C: No Rating. It was impossible for this flight to make a correct bomb run and they attempted to attach themselves to Flt. A. They were still not in position when bombs were released causing bombs to hit 1350 ft. SW of DMPI. (See Bomb Report.)

BOX II - FLT. A: SUPER.

All bombs within 1000 ft. of DMPI with center of bursts 80 ft. NW of DMPI. Excellent concentration of bombs on DMPI with probable hits on bridge.

FLT. B: UNDET.

No strike photos due to violent evasive action. Visual reports state bombs fell into smoke covering target with probable excellent results.

FLT. C: UNDET.

No strike photos due to violent evasive action. Visual reports state bombs fell into smoke covering target with probable excellent results.

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

XIB.C.S-2-Form No. 1061-B-Prepare separate sheet for each target bombed

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

A. TARGET BRIEFED _____ PRIMARY
 _____ SECONDARY
 _____ CASUAL

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

B. TARGET ATTACKED _____ MILES FROM PRIMARY _____
 DIRECTION FROM PRIMARY _____

C. COORDINATES _____ ON 1:50,000 MAP NO. _____

D. NO. AND TYPE OF A/C DISPATCHED _____ A-20's NO. OF A/C ATTACKING _____

E. BOMBING BY _____ IN FOLLOWING ORDER _____

F. NO. AND TYPE OF BOMBS DROPPED _____ FUSING _____ NOSE _____ TAIL _____
 _____ FUSING _____ NOSE _____ TAIL _____

G. HEADING OF A/C WHEN BOMBS DROPPED _____ DEGREES MAG.

H. TIME BOMBS DROPPED _____

I. ACTIVITY AT TARGET: _____

K. RESULTS OF BOMBING: _____

UNSATISFACTORY BOMBING REPORTGROUP 416TH BOMB GROUPMISSION OF 21 JANUARY 1945TO MUEKIRCHEN RR BRIDGE

	<u>NAMES</u>	<u>RESULTS</u>	<u>REASONS FOR CROSS BOMBING OR FAILING TO ATTACK PRIMARY</u>
BOX 1 - FLT A	<u>1st Lt L.F. Dunn (P)</u>	<u>EXCEL.</u>	
	<u>1st Lt W.E. Brewer (B/N)</u>		
FLT B	<u>1st Lt C.S. Stanley (P)</u>	<u>SUPERIOR</u>	
	<u>1st Lt J.M. Blount (B/N)</u>		
FLT C	<u>Capt R.E. Greenley (P)</u>	<u>NO HITTING</u>	Trim tabs on aircraft froze in 500 feet per minute climb making it impossible to fly a correct bomb run. Flight attempted to join lead flight on bomb run. Bombardier released on lead flight's bombs but was not in exact position. Bombs hit to right of lead flight pattern.
	<u>1st Lt R.J. Bennett (B/N)</u>		
BOX 11- FLT A	<u>Capt H.A. Monroe (P)</u>	<u>SUPERIOR</u>	
	<u>1st Lt R.L. Mark (B/N)</u>		
FLT B	<u>1st Lt J.R. Blomgren (P)</u>	<u>UNDET.</u>	No photo coverage. Bombardier stated bombs hit into smoke of previous bombing on aiming point.
	<u>1st Lt G.G. Johnson (B/N)</u>		
FLT C	<u>1st Lt Col J.G. Napier (P)</u>	<u>UNDET.</u>	No photo coverage. Bombardier synchronized on smoke of previous flight's bombs. Visual reports rate bombs as excellent.
	<u>1st Lt D.L. Moore (B/N)</u>		

All flights bombed on the first bomb run.

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

9th B.D. S-2 Report 106

PHOTOGRAPHIC REPORT

CAMERAS INSTALLED	12	GROUP	416th. Bomb Gp.(L)
CAMERAS PHOTOGRAPHING	10	91 % WING	97th.-C.B. -
CAMERA FAILURES	1	9 % DATE	21 Jan. 45-
PERSONNEL FAILURES	0	0 %	
OTHERS	1		

235		TARGET	EUSKIRCHEN R/R
334		ALTITUDE	11000 FEET
		TRUE AIR SPEED	210 MPH
250	290	GROUND SPEED	276 MPH
	219		
208			

		TARGET	EUSKIRCHEN R/R
	307	ALTITUDE	10500 FEET
	223	TRUE AIR SPEED	210 MPH
264	229	GROUND SPEED	274 MPH
306	241		

		TARGET	
		ALTITUDE	FEET
		TRUE AIR SPEED	MPH
		GROUND SPEED	MPH

STRIKE ATTACK CAMERAS:									
: BOX :	A/C :	CAM. :	F.L. :	INT. :	PRINTED :	UNPRINT :	EXPLANATION :		
: NO. :	NO. :	TYPE :	:	:	: SORTIES :	: SORTIES :			
: 1 :	235 :	K-24 :	6 :	3/8 :	0 :	:	:	Duplicate coverage :	
: 1 :	334 :	:" :	:	:" :	:" :	:	:	Special O.R.S. :	
: 1 :	290 :	:" :	:	:" :	:" :	:	:	Target ran off film :	
: 1 :	219 :	:" :	:	5 :	:" :	:	:	Duplicate coverage :	
: 1 :	208 :	:" :	6 :	3/8 :	:" :	:	:	" " :	
: 1 :	250 :	:" :	:	:" :	:" :	748 :	:	" " :	
: 2 :	307 :	:" :	:	:" :	:" :	:	:	" " :	
: 2 :	223 :	:" :	:	:" :	:" :	749 :	:	" " :	
: 2 :	229 :	:" :	:	7" :	:" :	:	:	A/C aborted :	
: 2 :	241 :	:" :	:	5" :	:" :	:	:	Target ran off film. :	
: 2 :	264 :	:" :	:	8 :	:" :	:	:	" " " " :	
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K-20 CAMERAS

Sortie No.	266	Cameraman	Cpl. D.E.Neal	Reason	Failure
Sortie No.		Cameraman		Reason	Failure

CAMERAS INSTALLED	_____	____%	GROUP	415TH
CAMERAS PHOTOGRAPHIC	1	3	WING	97TH CEW
CAMERA FAILURES	0	1%	DATE	_____
PERSONNEL FAILURES	0	0%		
OTHERS	1	1		

TARGET

ALT. ft

TRUE AIR SPEED mph

GROUND SPEED mph

TARGET

ALT. ft

TRUE AIR SPEED - - - BRO

GROUND SPEED mph

TARGET

LT. ft

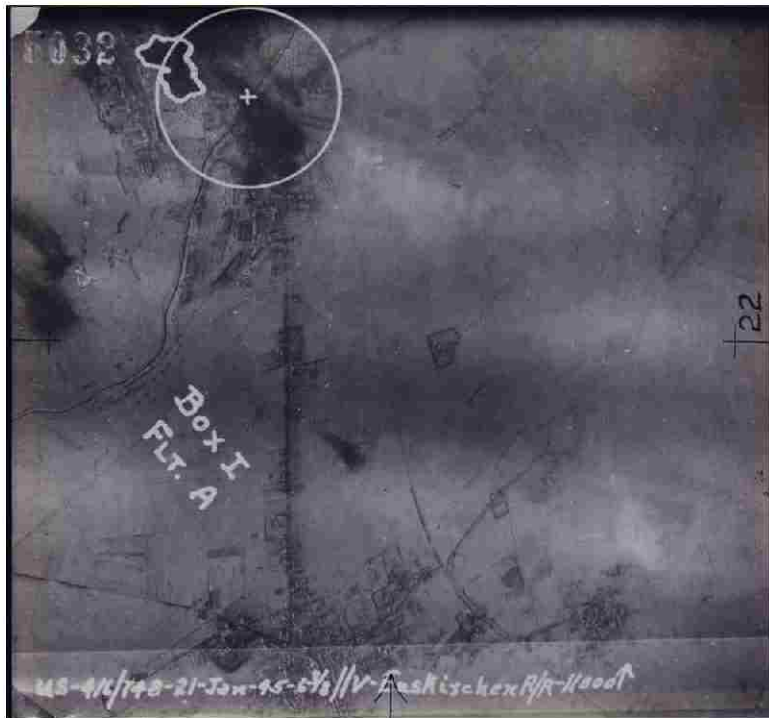
TIME IN SPEED mph

GROUND SPEED mph

REMARKS:

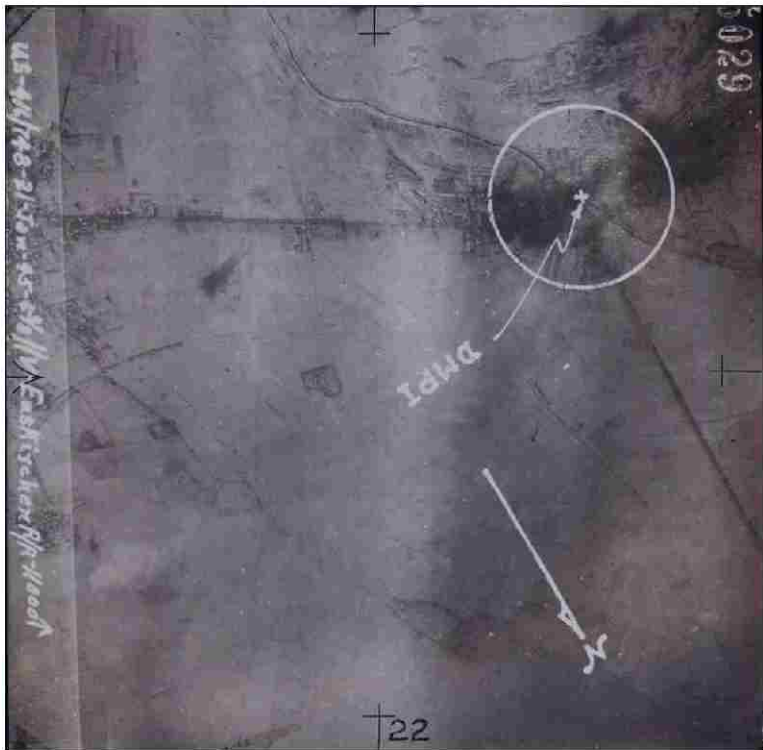
Photographic Officer

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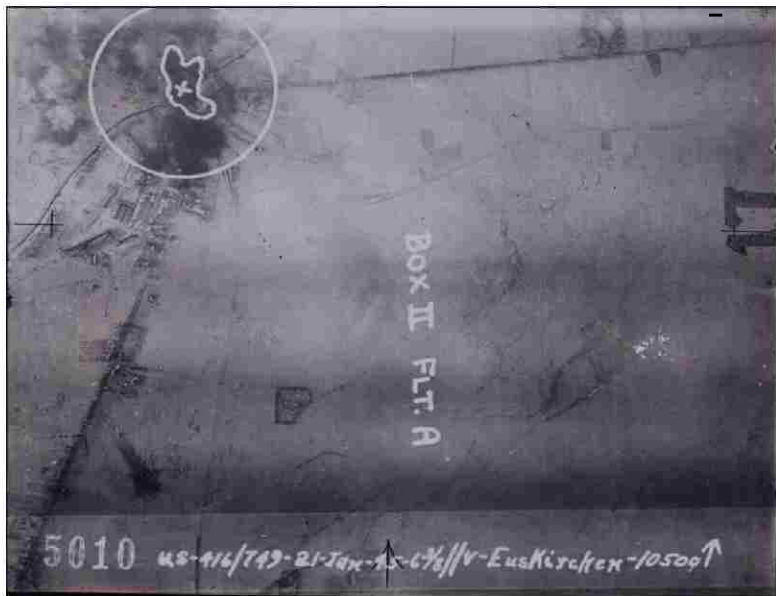
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CONFIDENTIAL

NINTH AF CONSOLIDATED REPORT IX BD/SA 818

(A) TARGET: EUSKIRCHEN (RR BRIDGE) 4416/31 - WF/34262950

(B) BORTIE: US 416/266-748-749

(C) DATE: 21 JAN 45 TIME: 1411 A

(D) ATTACKING A/C: 35 A-20's AND A-26's BY 6's, 3 WINDOW

(E) BOMBS: 111/1000 GP 1/10 N., 1/100 T.
28/500 GP

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

(G) RESULTS OF BOMBING: OF FOUR BOMB PATTERNS SEEN, TWO EXTEND DIRECTLY OVER THE RR TRACKS AND ACROSS THE DESIRED MPI, THE THIRD EXTENDS OVER FACTORY BUILDINGS SW OF THE TARGET, THE FOURTH IS WSW ALONG THE EDGE OF THE M/Y. BOX II B AND 3 HAD NO PRINT COVERAGE.

(H) ACTIVITY:

(I) ANNOTATED PRINT: 0006 BORTIE: US 416/266

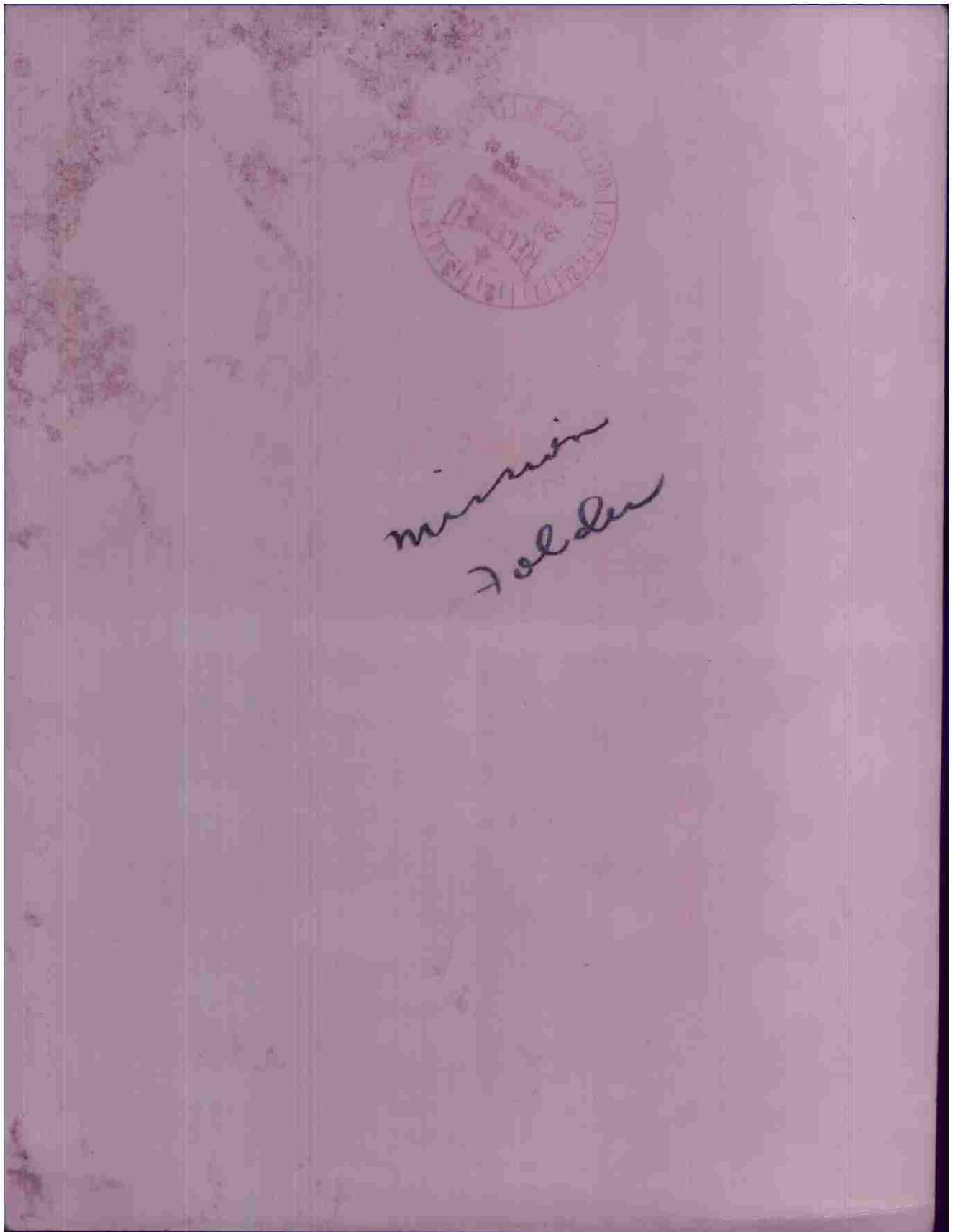
NOTE: RECTANGLE ENCLOSES BOMB PATTERN AREA.

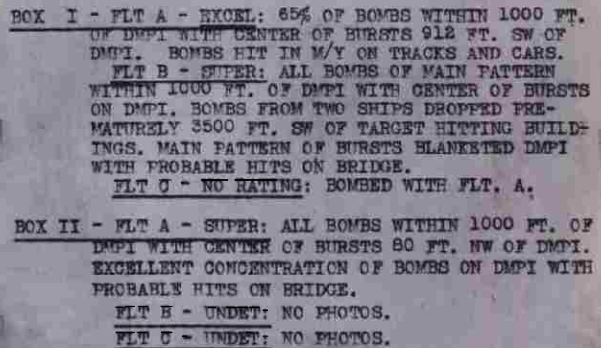
DISTRIBUTION: S/A

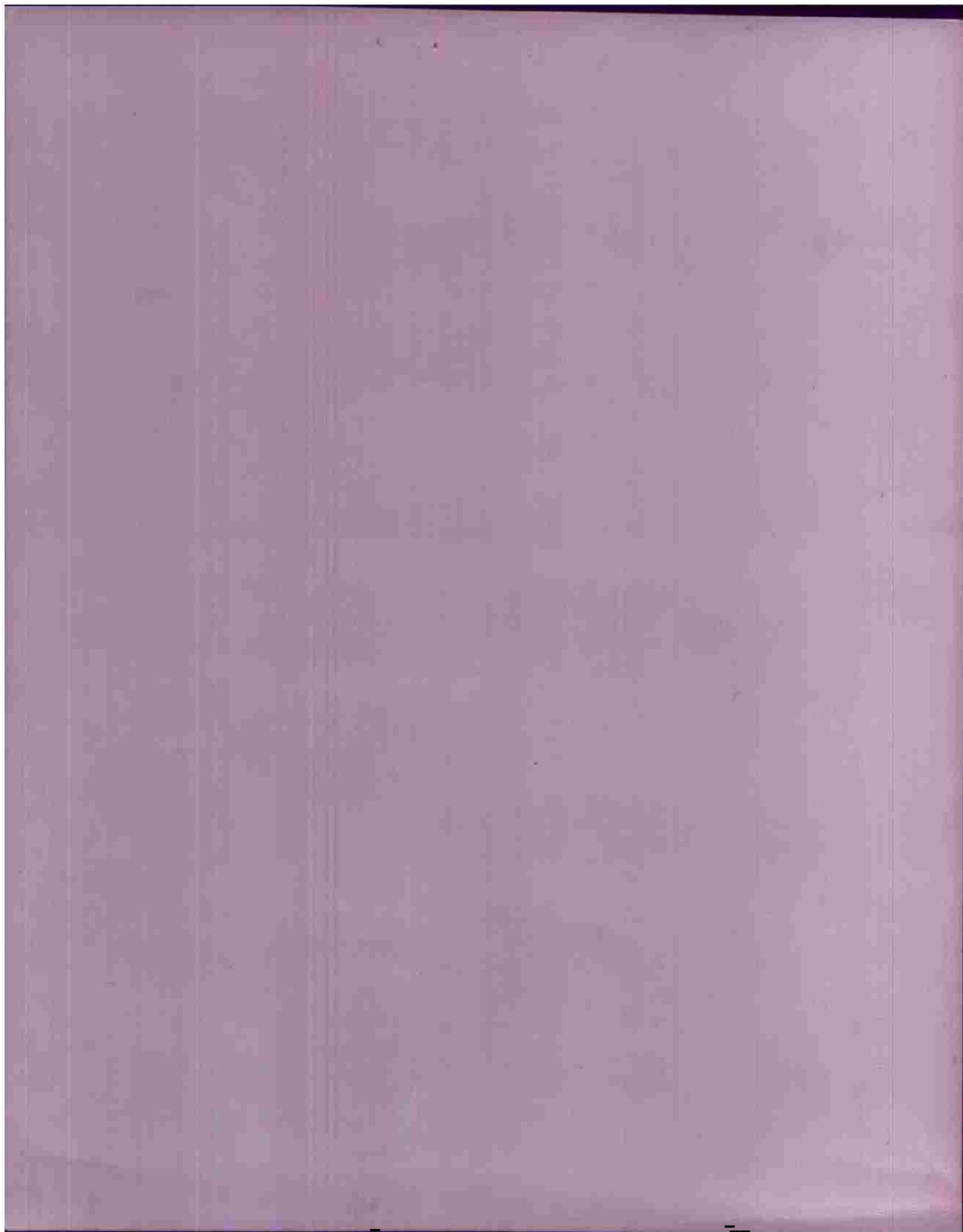
CONFIDENTIAL

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









[illegible]

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 #	Cpsrl	Date	F/O	Target	Alt.	Box Leader	T/O	10 min.
II		1-21-45				Capit Merrill	TOT L/D	
A/C	Fail to Bomb	ATT	Bomb Miss	A/C Dam	E/A	Pers.		
As. No.	Reason	F S O	T S T F R	T D A G O B E D F D K W M				
1 467								
2 185								
3 337								
4 367								
5 323								
6 339								
1 024								
2 354								
3 329								
4 392								
5 344								
6 338								
1 063								
2 364								
3 378								
4 352								
5 306								
6 331								
1 237								

467
 Merrill
 337 185 ✓
 Bandwidth, Singsong
 307
 Johnson
 339 ✓ 223
 Cooke
 Turner
 063
 Koppen
 024
 Ransgen
 328 264 329 354
 Merrill Van Riper Amuletone Ranch
 352
 Simpson
 392 ✓
 Smith, B. F.
 371 306 338 ✓ 341 ✓
 Warner Anderson Willard Galtman, R.
 337
 Spore Cooke

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).

11/11/20

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).

To: CG, 9th Bomb. Division, Attn A-2
 CG, 97th Combat Wing, Attn A-2

From: 416 Bomb Group

Offlack for 21 January, 1945

A. 416 B. G.

B. ELISKIRCHEN, ^{RAILROAD} BRIDGE

C. 10 A-20's and 29 A-26's

D. 7 A-20's and 28 A-26's ATTACKED PRIMARY

E. 1 A-26 returned early due to engine trouble.

3 A-20's carried windows only.

F. 28 x 500 GP's on primary by 7 A-20's

11 x 1000 GP's on primary by 28 A-26's

4 x 1000 GP's returned.

1 x 1000 GP at K 320 200 — much mud of rock
 This report does not include PPF A/C. ^{went down floors open}

Bombing was visual by flights.

G Flight 1. Bombed first. Fair.

Flight 2. Bombed ~~second~~. Good

Flight 3. Bombed on Flight 1 due to elevator trim freezing.

~~Bombs fell in good pattern in town.~~

Flight 4 Bombed third. Unobserved due to smoke of previous flights

Flight 5. Bombed ~~four~~ fifth. ~~this reported~~ Unobserved.

Flight 6. Bombed fourth into smoke of previous flights

H. 12 A/C damaged, ^{BY FLAK} cat. "A"

1 A/C damaged, ^{BY FLAK} cat. "A C"

(1 A-20 - 11 A-26)
 (1 A-26)

I. nil

J. ~~moderate~~ accurate HFF for Box I in target area to turn off target.

Weak inaccurate HFF for Box II in same area

K 0-0-0



ITA JEA V JKI JKI 12/21 P P

FROM 416TH BOMB GROUP (L) 21/1805A

TO CG, 9TH BOMB DIVISION, ATTN: A-2
CG, 97TH COMBAT WING, ATTN: A-2

OPSELASH FOR 21 JANUARY 1945

CONFIDENTIAL BT

J-294-D

- A. 416 BG
- B. EUSKIRCHEN RAILROAD BRIDGE
- C. 10 A-20'S AND 29 A-26'S
- D. 7 A-20'S AND 28 A-26'S ATTACKED PRIMARY
- E. 1 A-26 RETURNED EARLY DUE TO ENGINE TROUBLE.
3 A-20'S CARRIED WINDOW ONLY.
- F. 28 X 500 GP'S ON PRIMARY BY 7 A-20'S
111 X 1000 GP'S ON PRIMARY BY 28 A-26'S
4 X 1000 GP'S RETURNED
1 X 1000 GP AT K 320200 (MECHANICAL MALFUNCTION OF RACK CAUSED
BOMB TO FALL ON TO BOMB BAY DOORS, FORCING THEM OPEN)
THIS REPORT DOES NOT INCLUDE PPF A/C
BOMBING WAS VISUAL BY FLIGHTS
- G. FLIGHT 1. BOMBED FIRST. FAIR
FLIGHT 2. BOMBED SECOND. GOOD
FLIGHT 3. BOMBED ON FLIGHT 1 DUE TO ELEVATOR TRIM FREEZING.
FLIGHT 4. BOMBED THIRD. UNOBSERVED DUE TO SMOKE OF PREVIOUS FLIGHTS.
FLIGHT 5. BOMBED FIFTH. UNOBSERVED.
FLIGHT 6. BOMBED FOURTH INTO SMOKE OF PREVIOUS FLIGHTS.
- H. 12 A/C DAMAGED CAT "A" (INCLUDING 1 - A-20, 11 - A-26'S)
1 A/C DAMAGED CAT "AC" (A26)
- I. NIL
- J. MODERATE ACCURATE HFF FOR BOX I IN TARGET AREA TO TURN OFF TARGET.
WEAK INACCURATE HFF FOR BOX II IN SAME AREA.
- K. 1X 1-0-0 (1-ME 109 REPORTED AT 9000 FT. APPROX. 1 MILE N.E. OF
TARGET DID NOT MAKE AN PASS AT FORMATION AND WAS SOON LOST FROM SIGHT)
- L. 11000 - 12000
- M. 1410 - 1412

BT 1805A
WFG BBBB

ITA R.....21/1838A RB K
JEA R.....21/1838A WCB KK

ITA JEA V JKI

JK 18/21 OP-OP

FROM HQS 416TH BOMBARDMENT GROUP (L)
 TO 9TH BOMBARDMENT DIVISION (M)
 97TH COMBAT WING

21/2325A

ATTN: A-2, P/I

ATTN: A-2 DUTY OFFICER

SECRET BT

JA302-D
 FIRST PHASE S/A REPORT

B. EUSKIRCHEN RR BRIDGE

G. 1411

J. BOX I - FLT. A: EXCEL. 65 PERCENT OF BOMBS WITHIN 1000 FT. OF KMPI WITH CENTER OF BURSTS 912 FT. SW OF DMPI. BOMBS HIT IN MARSHALLING YARD AND IN FIELDS. HITS WERE SCORED ON TRACKS AND FREIGHT CARS IN M/Y.
 FLT. B: SUPER. ALL BOMBS OF MAIN PATTERN WITHIN 1000 FT. OF DMPI WITH CENTER OF BURSTS ON DMPI. BOMBS FROM TWO SHIPS DROPPED PREMATURELY 3500 FT. SW OF TARGET HITTING BUILDINGS. MAIN PATTERN OF BURSTS BLANKETED DMPI WITH PROBABLE HITS ON BRIDGE.
 FLT. C: NO RATING. IT WAS IMPOSSIBLE FOR THIS FLIGHT TO MAKE A CORRECT BOMB RUN AND THEY ATTEMPTED TO ATTACH THEMSELVES TO FLT. A. THEY WERE STILL NO IN POSITION WHEN BOMBS WERE RELEASED CAUSING BOMBS TO HIT 1350 FT. SW OF DMPI.

BOX II - FLT. A: SUPER. ALL BOMBS WITHIN 1000 FT. OF DMPI WITH CENTER OF BURSTS 80 FT. NW OF DMPI. EXCELLENT CONCENTRATION OF BOMBS ON DMPI WITH PROBABLE HITS ON BRIDGE.
 FLT. B: UNDET. NO STRIKE PHOTOS DUE TO VIOLENT EVASIVE ACTION. VISUAL REPORTS STATE BOMBS FELL INTO SMILE COVERING TARGET WITH PROBABLE EXCELLENT RESULTS.
 FLT. C: UNDET. (SAME AS FLT. B., BOX II.)

K. BOX I - FLT. C: NO RATING. TRIM TABS ON AIRCRAFT FROZE IN 500 FT. PER MINUTE CLIMB MAKING IT IMPOSSIBLE TO FLY A CORRECT BOMB RUN. FLIGHT ATTEMPTED TO JOIN LEAD FLIGHT ON BOMB RUN. BOMBARDIER RELEASED ON LEAD FLIGHTS BOMBS BUT WAS NOT IN EXACT POSITION. BOMBS HIT TO RIGHT OF LEAD FLIGHT PATTERN.

M.	(1)	10	91 PERCENT
	(2)	1	9 PERCENT
	(3)	0	0 PERCENT

BT 212325A

FD BBBB TO JEA ONLY

CORRECTION: UNDER PARAGRAPH "J" IN SECOND LINE, THE SECOND GROUP SHOULD READ "DMPI" INSTEAD OF "KMPI"

ITA R.....212347A

JLP

G KKK

JEA R.....21/2347A

LEG

KKKK



USAF FORM 34A

SECRET

SECRET

AUTH: CO STA

DATE:

INIT:

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

TO:

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

Ref: Oprep A No. 100 for 24 hrs. ending midnight 21 January 1945
Mission or Operation No. 134 97th CGP BOM 134-724

A. Short Narrative of Operation:

Target Washington Railroad Bridge
Place of take-off Station 4-55
Place of landing Station 4-55
Take-off time 1030 Landing time 1530
Time over target 1110-1130 Bombing Altitude 11000 - 12000
Nature of mission Bombing Other None
Weather Clear Visibility 10 miles
Results Excellent, Superior, No rating, Superior, Undetermined, Undetermined.
Enemy opposition Weak inaccurate fire to moderate accurate fire at target.

B. Type & model of aircraft:

1. Dispatched 4-20's 10 (3 - Binos)
4-26's 29
2. Attacking target (indicate target) or completing mission.
4-20's - 3 None
4-20's - 7 Washington R/R Bridge
4-26's - 20 Washington R/R Bridge
3. Abortive due to:
 - (1) Weather: None
 - (2) Personnel: None
 - (3) Mechanical: 1 - A-26 - Engine trouble.
 - (4) Other: None
4. Missing (i.e. cause and place unknown) None
5. Destroyed - before reaching target None
giving cause where known None
6. Destroyed - over or after leaving None
target giving cause where known None
7. Damaged (give category & cause) 1 A-20 and 11 A-26's Category 'A' - Flak
1 A-26 Category 'B' - Flak.
8. Sorties 4-20's - 10
4-26's - 20

SECRET

(over)

USAF FORM 344 (cont'd)

SECRET

D. Total operational flying hours

a. Day (Sunrise to sunset)

A-26's

24:30

A-26's

27:00

b. Night (Sunset to sunrise)

None

E. Ammunition by calibre:

a. Total carried into air

A-26's 15,000 x .50 Calibre

A-26's 60,000 x .50 Calibre

b. Expended on operations

None

c. Lost on wrecked or missing a/c

None

F. Bombs, flares, etc. used:

a. Total carried into air:

A-26's - 20 x 500 GP Flares 1/100 1/1000

A-26's - 110 x 1000 GP Flares 1/100 1/1000

b. Expended on operations:

A-26's - 20 x 500 GP's

(List targets separately)

A-26's - 110 x 1000 GP's

c. Jettisoned

A-26 - 1 x 1000 GP

d. Lost or wrecked on missing a/c

None

e. Total Returned

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

G. Own Personnel Casualties:

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

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

a. Destroyed

None

b. Prob. Dcs

None

c. Damaged

None

For the Commanding Officer:

GEORGE SCHENKEIN,
Captain, Air Corps,
Adjutant.

SECRET

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 134-714

BOX 1, Flight 1 GROUP 416th DATE 21 January 45 TARGET ATTACKED Ruckirchen
RA Bridge1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 7003. Was mercury erection system used? YES NO X4. Did entire (~~bomb~~) (flight) drop on lead bombardier? YES X NO

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

Pre-set with corrections. C-1 Auto-Pilot not used.5. Name of lead Bombardier: Lt. H.E. Brewer6. Name of lead Pilot: Major L.F. Dunn7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 277 Altitude: 12,0009. Length of bomb run: 90 Sec: 10. Bomb Load and Fusing per A/C: A-20's 4 x 500 lb. FUSED 1/10 N
A-26's 4 x 1000 " 1/100 T11. Total Bombs Dropped: A-20's - 8 x 500A-26's - 13 x 1000

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

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

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

None

(e) State any difficulties on bombing run:

None

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

None

(g) Bombing results as reported by crews:

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

S E C R E T

SECRET

ANNEX "A"

BOMBING INFORMATION

EX B.C. FIELD ORDER NO. 194-714BackirohenBOX 1, Flight 2 GROUP 16th DATE 21 January 45 TARGET ATTACKED AN Bridge1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 87°3. Was mercury erection system used? YES NO X4. Did entire (box) (flight) drop on lead bombardier? YES X NO

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

Pre-set with corrections. C-1 Auto-Pilot not used.5. Name of lead Bombardier: E/O J.H. Mount6. Name of lead Pilot: Lt. C.B. Stanley7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 276 Altitude: 12,2009. Length of bomb run: 20 Sec:10. Bomb Load and Fusing per A/O: 4 x 500 lb. FUSED 1/10 N 1/100 T (4-20's)11. Total Bombs Dropped: 4-20's - 4 x 500 4 x 1000 lb. Fused 1/10 N 1/100 T (4-20's)
4-26's - 18 x 1000

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

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

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

None

(e) State any difficulties on bombing run:

None

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

None

(g) Bombing results as reported by crews:

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

SECRET

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 124-714BOX II, Flight 1 GROUP 116th DATE 21 January 45 TARGET ATTACKED Rushkochen
RR Bridge1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 65°3. Was mercury erection system used? YES _____ NO -X4. Did entire ~~(box)~~ (flight) drop on lead bombardier? YES X NO _____

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

Pre-set with corrections. G-1 Auto-Pilot not used.5. Name of lead Bombardier: Lt. B.L. Kirk6. Name of lead Pilot: Captain H.A. Monroe7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 275 Altitude: 11,4009. Length of bomb run: 20 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/100 T (A-20's)11. Total Bombs Dropped: A-20's - 8 x 500 4 x 1000 lb. Fused 1/10 N 1/100 T (A-26's)
A-26's - 11 x 1000

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

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

(g) Bombing results as reported by crews:

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

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. _____

BOX 11, Flight 2 GROUP 116th DATE 21 January 45 TARGET ATTACKED 134-724
RR Bridge1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 23°3. Was mercury erection system used? YES _____ NO X4. Did entire (box) (flight) drop on lead bombardier? YES _____ NO X

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

Pre-set with corrections. G-1 Auto-Pilot not used.5. Name of lead Bombardier: Lt. C.G. Johnson6. Name of lead Pilot: Lt. J.E. Blongren

7. Intervalometer setting: _____

8. Indicated Air Speed: 210 Ground Speed: 274 Altitude: 11,6009. Length of bomb run: 25 Sec: _____10. Bomb Load and Fusing per A/C: A-20's 4 x 500 lb. FUSED 1/10 NA-26's 4 x 1000 " 1/100 T11. Total Bombs Dropped: A-20's - 4 x 500A-26's - 4 x 1000

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

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

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

(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 _____ NO X

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

NOTE. - No photo coverage. Bombs dropped into smoke of previous flights' bombs.

S E C R E T

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 394-724BOX II, Flight 3 GROUP 416th DATE 21 January 45 TARGET ATTACKED Ruskirchen
BR Bridge1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 70°3. Was mercury erection system used? YES NO X4. Did entire ~~(boom)~~ (flight) drop on lead bombardier? YES X NO

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

Pre-set with corrections. G-1 Auto-Pilot not used.5. Name of lead Bombardier: Lt. D.L. Moore6. Name of lead Pilot: Lt. Col. J.G. Napier7. Intervalometer setting: Minimum8. Indicated Air Speed: 213 Ground Speed: 273 Altitude: 11,1009. Length of bomb run: 30 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/100 T (A-20's)11. Total Bombs Dropped: A-20's - 4 x 500 4 x 500 lb. Fused 1/10 N 1/100 T (A-20's)
A-26's - 24 x 1000

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

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

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

None

(e) State any difficulties on bombing run:

None

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

None

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO Results claimed: EXCEL GOOD FAIR POOR GROSS REMARKS: - No photo coverage. Bombs dropped into smoke of previous flights' bombs.

S E C R E T

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

APC 140, U.S. Army,
21 January 1945.

SUBJECT: Report of Operational Use of Window.

TO : Radar Countermeasures Officer, Headquarters, 9th Bombardment
Division (H), APC 140, U.S. Army.

1. A.C.M. Dispensing 35.
2. 21 January 1945.
3. Buskirkton.
4. 50° 42N 06 04E.
5. 50° 39N 06 49E.
6. 3
7. 27 Boxes.
8. 330°
9. 12,000 feet.
10. None.
11. Moderate - Heavy.
12. Accurate.
13. 1 minute.
14. 13 ships.
15. First burst at level of window cloud. All other bursts at level of formation.

CHARLES F. GUNTERSON,
1st Lt., C.A.C.,
Radar Officer.

JKI VIA JEA V ITA JJF 2/22 OP OP

FROM 1ST PATHFINDER SQ 22/0030A
 TO CG NINTH BOMB DIVISION ATT A-2
 CG 97TH COMBAT WING
 CG 99TH COMBAT WING
 CO 409TH BOMB GROUP
 CO 410TH BOMB GROUP
 CO 416TH BOMB GROUP
 CO 344TH BOMB GROUP
 CO 386TH BOMB GROUP

OPERATIONAL PRIORITY

- A. FIRST PATHFINDER SQ WITH THE 409TH BOMB GROUP WF 3530
- B.. EUSKIRCHEN R. R. BRIDGE
- C. TWO B26'S
- D. TWO B26'S PRIMARY ON EQUIPMENT
- E. NONE
- F. 8 X 500 GP PRIMARY
- G. 1ST BOX 10/10 TH UNOBSERVED 2ND BOX 4/10 6/10 TH WITH BREAKS BOMBS OBSERVED TO HIT SLIGHTLY NORTH OF TARGET GROUP BOMBS DROPPED EAST OF TGT.
- H. NONE
- I. NONE
- J. 1ST BOX TARGET WF 3462-2950 AREA / MEAGER TO MODERATE INACCURATE HFF RADAR CONTROLLED ZULPICH WF 2333 MEAGER ACCURATE HFF 2ND BOX TARGET AREA WF 3462-2950 MODERATE ACCURATE HFF
- K. NONE
- L. 13,500 AND 13,800 PRIMARY
- M. 12345 AND PRIMARY

NOTE: 1ST BOX GROUP PULLED AWAY TO RIGHT HALF MIN BEFORE PFF PLANE DROPPED GROUP MADE A SECOND RUN.

NOTE : 1ST BOX ON TIME OVER TARGET
 2ND BOX TWO MIN LATE GROUP BRIEFED TO CONTACT GROUND CONTROL SECTION

- A. FIRST PATHFINDER SQUADRON WITH THE 416TH BOMB GROUP WF 3530
- B. EUSKIRCHEN R. R. BRIDGE
- C. ONE B 26
- D. NONE
- E. E B 26
- F. 4 X 500 GP RETURNED FORMATION AND TIME ELEMENT WOULD NOT PERMIT PFF SHIP TP REJOIN GROUP PFF SHIP TURNED AT WF 2330 JUST SHORT OF TARGET
- G. NONE
- H. NONE
- I. NONE
- J. TARGET AREA WF 3430 MODERATE ACCURATE HFF
- K. NONE
- L. 14/500 AT TURNING POINT
- M. 1358 AT TURNING POINT

NOTE: ON TIME AT IP GP CALLED GROUND CONTROL SECTION

- A. FIRST PATHFINDER SQ WITH THE 386TH BOMB GROUP WF 3228
- B. EUSKIRCHEN R. R. JUNCTION AND EMBANKMENT
- C. ONE B 26
- D. ONE B 26 DROPPED VISUAL ON GROUP LEAD
- E. NONE
- F. 4 X 500 GP PRIMARY
- G. 7/10TH UNOBSERVED
- H. NONE
- I. NONE
- J. TARGET AREA WF 3228 MEAGER INACCURATE HFF
- K. NONE
- L. 12,500 PRIMARY
- M. 1418 PRIMARY

NOTE : 8 MIN LATE GROUP CALLED GROUND CONTROL SECTION

- A. FIRST PATHFINDER SQUADRON WITH THE 344TH BOMB GROUP WL 6492
 - B. MAYEN CENTER OF TWON
 - C. ONE B 26
 - D. ONE B 26 PRIAMRY ON EQUIPMENT
 - E. NONE
 - F. 4 / 500 GP PRIMARY
 - G. 10/10TH UNOBSERVED
 - H. NONE
 - I. NONE
 - J. NONE
 - K. NONE
 - L. 14/500 PRIMARY
 - M. 1500 PRIMARY
-
- A. FIRST PATHFINDER SQUADRON WITH THE 410TH BOMB GROUP WL 6592
 - B. MAYEN M/Y
 - C. ONE B 26
 - D. ONE B 26 PRIMARY NORDEN ON SECOND RUN BECAUSE PFF EQUIP FAILURE AND CASUAL NORDEN
 - E. NONE
 - F. 2 X 500 GP PRIMARY TWO BOMBS HUND UP
2 X 500 GP ON CASUAL PROBABLE TWON BERGWELLER WL 3553
 - G. UNOBSERVED
 - H. NONE
 - I. NONE
 - J. TARGET AREA WL 6392 MEAGER ACCURATE HFF
 - K. NONE
 - L. 13,500 PRIMARY 13,000 CASUAL
 - M. 1438 PIRMARY 1455 CASUAL

CO 1ST PATHFINDER SQ PROV

BT 22/0030A
DWE
RELAYED BY CW
AR

JPO R.....

JKI RM.....22/0905A

WJF

TIX

TIC PLS

S E C R E T

HEADQUARTERS
9TH BOMBARDMENT DIVISION (M)APO # 140
22 January 1945

MISSION SUMMARY # 12

21 January 1945

Section I

Field Order 714

GROUPTARGETMISSION RESULTS409 BG Euskirchen (F-343295)
Railroad BridgeBox I - Flight A - Excellent
Flight B - A.P.N.B.
Flight C - Excellent
Box II - Unsat. (PTF)416 BG Euskirchen (F-343295)
Railroad BridgeBox I - Flight A - Excellent
Flight B - Superior
Flight C - A.P.N.B.
Box II - Flight A - Superior
Flight B - Undet.
Flight C - Undet.386 BG Euskirchen (F-316286)
Railroad JunctionBox I - Excellent
Box II - Excellent410 BG Mayen (L-649923)
Marshalling YardBox I - Superior
Box II - Undet.344 BG Mayen (L-633923)
Defended VillageBox I - Unsat. (PTF)
Box II - Flight A - No attack
Flight B - No attack
Flight C - Unsat. (PTF)322 BG Mayen (L-633923)
Defended Village

No attack

One group was recalled during take-off
because of an accident on runway.- A -
S E C R E T

SECRET

GROUP SUMMARY

Five groups attacked one railroad bridge, one road junction, one marshalling yard and a defunct rail line, resulting in significant damage to UNITS and results.

Rushkrohn (Railroad Bridge)

409 BG: 43 a/c dispatched, (including 32 A-26, 9 A-20, 2 B-26 PFF), 30 (including 20 A-26, 6 A-20, 2 B-26) dropping 31 x 500 GP, 113 x 1000 GP on primary, 3 widow a/c.

2 a/c failed to bomb: (A-26) mechanical.

No losses, 12 a/c battle damaged, 1 crewman wounded.

Bombing by box and flights (Box I by flights on group lead, Box II by box on PFF) from 12,000 - 13,500 feet.

Box I - Flight A. EXCELLENT. Approximately 75% of bombs within 1000' radius of DMPI. Main portion of pattern is in excellent concentration approximately 800' WNW of DMPI. There are possible over-sights to the rail line leading to the bridge approaches from the W. Pattern also blankets approximately 400' East of a main east-west road in Rushkrohn and also a roundhouse at the eastern choke point of Rushkrohn R/Y. The road appears to be in use. One isolated burst landed on or near installation in a factory area approximately 100' SE of DMPI.

Flight B. A.P.S.B. Sight was frozen and target was obscured through sight. Rather than attempt to bomb on "Go" or W/L, bombardier made run with frozen sight. Center of good pattern is approximately 2500' W of DMPI. Main portion of pattern blanketed and probably cut or severely damaged what appears to be the through lines in Rushkrohn R/Y. Further damage was done to goods wagon in and near the area of the strike. One isolated burst landed on or near some factory buildings S of R/Y.

Flight C. EXCELLENT. 100% of bombs within 1000' radius of DMPI. Excellent concentration centered approximately 500' E of DMPI. Main portion of pattern blankets the bridge and early photos show a direct hit or very near miss to western end of bridge. Remainder of pattern blankets eastern approaches, the rail over road bridge, and approximately 600' of a main road passing under the rail lines and leading to the SE.

Box II - UNSATISFACTORY. No bombs within 1000' radius of DMPI. Dispersed pattern in open field area approximately 3000' S of DMPI.

416 BG: 40 a/c dispatched (including 28 A-26, 10 A-20, 1 B-26 PFF), 35 (including 26 A-26, 7 A-20) dropping 28 x 500 GP, 111 x 1000 GP on primary, 3 widow a/c.

2 a/c failed to bomb: 1 (A-26) mechanical; 1 (PFF) other - did not have time to rejoin group after pulling out of formation when group began to bomb visually.

No losses, 13 a/c battle damaged, no casualties.

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

Box I - Flight A. EXCELLENT. 65% of bombs within 1000' of DMPI with center of pattern 910' SW of DMPI. Bombs hit in R/Y and in field. Hits were scored on tracks and freight cars in R/Y.

S E C R E T

Flight B. SUPERIOR. All bombs of main pattern within 1000' radius of DMPI with center of bursts on DMPI. Bombs from two a/c dropped prematurely 3500' SW of target hitting buildings. Main pattern of bursts blanketed DMPI with probable hits on bridge.

Flight C. A.P.N.B. It was impossible for this flight to make a correct bomb run and they attempted to attach themselves to flight A. They were still not in position when bombs were released causing bombs to hit 1350' SW of DMPI.

Box II - Flight A. SUPERIOR. All bombs within 1000' of DMPI with center of bursts 80' NW of DMPI. Excellent concentration of bombs on PI with probable hits on bridge.

Flight B. UNDETERMINED. No strike photos due to violent evasive action. Visual reports state bombs fell into smoke covering target with probable excellent results.

Flight C. UNDETERMINED. (Same as Flight B, Box II).

Euskirchen (Railroad Junction)

386 BG: 39 a/c dispatched (including 1 PFF), 33 dropping 249 x 500 Comp "BW", 4 x 500 GP on primary. 3 window a/c.

3 a/c failed to bomb: 1 weather - lost formation; 2 mechanical.

No losses, 11 a/c battle damaged, 1 crewman wounded.

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

Box I - EXCELLENT. Approximately 50% of both boxes bursts are within 1000' radius of DMPI. Bombs fell in scattered pattern. DMPI is well covered by bursts of about two flights with hits on RR junction and tracks leading to junction. Bursts also occur on RR tracks 1400' SE of DMPI with possible damage to this line. Bombs from one flight fell 1900' S of DMPI with hits on main highway between Euskirchen and Euenheim. Rest of bursts occur in snow covered field. Box II bombed on leader of Box I because of radio malfunction.

Maven (Marshalling Yard)

410 BG: 43 a/c dispatched (including 1 PFF), 36 dropping 207 x 500 GP on primary. PFF a/c dropped two "hung-up" bombs on what is believed to be Beigweiler (L-350530). 1 jettisoned 6 x 500 GP (fused) 10 miles SE of Trier (L-313163) (enemy territory) when one engine cut out. Bomb disposition unknown of 1 a/c which crash-landed. 3 window a/c.

2 a/c failed to bomb: mechanical.

1 a/c released safe 1 x 500 GP 5 miles SE of Coulommiers (S-585316) because of mechanical malfunction. Bomb hung up at target.

1 a/c, mentioned above, crash-landed 6 miles S of Arlon (P-613228). Pilot was slightly injured. Reason for crash-landing is unknown as crew has not returned to base.

No losses, further damage or casualties.

Bombing by boxes on group lead from 12,600 - 13,500 feet.

Box I - SUPERIOR. 100% of bombs within 1000' radius of DMPI. Irregular pattern centered 220 feet east of DMPI. Pattern blankets width of yard and extends over approximately 1000' of track causing probable damage to rail lines and to a number of freight cars in yard and scoring probable hits on a main highway running along the Southern edge of the yard.

S E C R E T

Box II - UNDETERMINED. No photographic coverage. Shutters were frozen on all cameras. Bombardier reported majority of bombs fell inside L/Y.

Mayen (Defended Village)

344 BG: 38 a/c dispatched (including 1 FF/), 23 dropping 4 x 500 GP, 163 x 500 Comp "B" on primary. 3 window a/c.

12 a/c failed to bomb: weather - returned from Chateau Thierry (C-32588) because of extreme icing conditions at 8700' during ascent through clouds.

1 a/c is missing. One window a/c was last seen on single engine with left engine smoking just SE of Vermeuxel (L-571452). 7 crewmen are missing.

No losses, battle damage or further casualties.

Bombing L-Y box on 1 FF/ from 12,500 feet.

Box I - UNSATISFACTORY. No bombs within 1000' radius of DEPT. Split concentration fell in open fields and wooded area 2 miles E of L/Y at L-45993 (3/4 miles East of Ettrégon. Ground station reports poor release, as shot was off beam when release signal was sent.

Box II - Flights A and B - NO ATTACK. Flights became separated from formation in overcast and returned to base.

Flight C - UNSATISFACTORY. Joined Box I and bombed with that unit.

322 BG: 29 a/c dispatched. None bombed.

All a/c recalled during take-off. FF/ a/c skidded off runway and prevented other a/c from becoming airborne when it was damaged by a group a/c attempting to take off.

No losses, further damage, no casualties.

- D -
S E C R E T

S E C R E T

Section II

A/G OFF		223
A/G Bombing	166	
A/G Failing to Bomb	28	
A/G Recalled (Weather)	13	
Other		
Window 15		
Bombs of 1 A/G Unaccounted for	16	
TOTAL		223

Bombs on Enemy Territory	288.00
Total Bombs to Date	100,949.44

A/G Lost	0	
A/G Missing (344 BG)	1	
A/G Crash-Landed (410 BG)	1	
A/G Battle Damaged	36	19.57%
Killed	0	
Wounded	2	
Missing	7	
Injured	1	
Claims	0	

S E C R E T

- 1 -

SECRET

74 LURES TO FORM

GROUP	NO. A/C	CLASSIFICATION	REMARKS
409	2 (A-26)	Mechanical	1 - Electrical system out. 1 - Reason undetermined at time of this report.
416	1 (A-26)	Mechanical	Engine trouble.
	1 (FV)	Other	Failed out of formation when Group took lead to bomb visually and did not have time to rejoin formation.
386	2	Mechanical	1 - Left prop out. 1 - Left engine cutting out.
410	2	Mechanical	1 - Beta engines cutting out. 1 - Engine cutting out and low oil pressure.
322	20	Other	Recalled when 322 A/C skidded off runway and was damaged by A/C attempting to take off later, thus preventing all formation from becoming airborne.

OBSERVATIONS

WEATHER: Darkish 409 BG: 10/10 altocumulus, top 8000 feet over target and to west and south. Visibility 20 miles on bomb run.

416 BG: 5/10 cumulus, top 8-10,000 feet, clear over target. Visibility 8-10 miles.

386 BG: Clear. Visibility 10-15 miles.

Mayan 410 BG: 6/10 altocumulus, top 10,000 feet. Visibility 15 miles.

344 BG: 7/10 to 8/10 stratocumulus and cumulus, tops 10,000 feet. Visibility unrestricted.

S/A PHOTO REPORT

GROUP	CAMERA PHOTOGRAPHING	CAMERA FAILURES		PERSONNEL FAILURES	
		NO.	PERCENT	NO.	PERCENT
409	89%	1	11%	0	0
416	91%	1	9%	0	0
386	100%	0	0	0	0
410	0	10	100%	0	0
344	100%	0	0	0	0

S E C R E T

FLAK ANALYSIS ANNEX

A/C OVER ENEMY TERRITORY	184
A/C LOST TO FLAK	0
A/C BATTLE DAMAGED	36
% A/C BATTLE DAMAGED	19.57%

Buskirchen RR Bridge 403, 416, 386 Gp.

A/C Lost to Flak	0
A/C Battle Damaged	36
% A/C Battle Damaged	30.5%

Moderate accurate heavy flak was encountered just before the target was reached and continued for about 45 seconds. All three groups reported that the flak was accurate for the first box but inaccurate for the second box. This reaction was probably due to the boxes being close enough together so that the gunners did not have time to shift their fire to the second box and engage effectively. Flak at the target was as anticipated as our field artillery was able to bring effective counter-battery fire on the flak guns that are located from the battle line to the area near Ulpnich south to Lessenich (F-2731 to F2725).

Maven M/Y and Village 344, 410 Gp.

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

As anticipated, flak was not encountered enroute or at the target.

ENEMY AIRCRAFT REACTION

T.O.T.'s: 1355 to 1502

The 416 Group sighted an Me 109 at 9000 feet in target area. No combat was attempted by the e/a, which was soon lost to sight.

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S E C R E T

PUBLIC RELATIONS
PRESS RELEASE

HEADQUARTERS NINTH BOMBARDMENT DIVISION, France—Smashed in two places, the 1,500-foot Hermann Goering Highway bridge that spanned the Rhine River at Neuwied, is the latest link in the Germans' vast supply and communication system to fall under the weight of bombs delivered by Ninth Bombardment Division.

In a single attack, the three-span bridge was shattered by 2,300-pound bombs January 14 by B-26 Marauders of the 371st and 381st bombardment groups. Reconnaissance revealed that two of the three spans are down and an important river crossing has been denied the Germans in the Koblenz area.

The Goering bridge is one of four that have been knocked down in recent bombing attacks by Major General Samuel E. Anderson's Marauders and are now listed in the "unserviceable file" at Division Headquarters. The others are: the Ahrweiler railway bridge, which spanned the Ahr River 15 miles south of Bonn; the Bad Munster railway bridge, which spanned the Mahe River, 22 miles south of Mainz; and the Konz Karthaus railway bridge, which crossed the Saar River five miles southwest of Trier.

The Ahrweiler bridge, attacked by Marauders of the 377th and 387th groups January 14, was cut in at least three places and the approaches demolished. The Bad Munster bridge, bombed January 2 by Marauders of the 387th group, was smashed in several places. The Konz Karthaus bridge was attacked January 1 by Marauders of the 386th group and believed smashed beyond repair with all railway lines cut.

In the same period six other bridges were mauled by Ninth Air Force bombers and damaged, but reconnaissance revealed that other bombing attacks will be necessary before they are rendered completely unserviceable or knocked down.

Bombing of railway and highway bridges in Western Germany is part of an interdiction program to isolate the western battle area in cooperation with Allied ground forces now gaining the offensive. Similar interdiction bombing plans aided in the battle of Normandy and contributed to the expulsion of the Germans from France and Belgium.

—30—

19 January 1945.

Phoned to Paris 1620, Press Camp 1645.

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PUBLIC RELATIONS

PRESS RELEASE

HEADQUARTERS NINTH BOMBARDMENT DIVISION, France--Railway and supply targets at Euskirchen and Mayen, Germany, were bombed by approximately 170 Ninth Air Force bombers Sunday in their first missions in five days.

More than 60 A-26 Invaders attacked a railway bridge at Euskirchen, both visually and with pathfinders, while a smaller force of B-26 Marauders bombed railway junctions west of the town. Other Marauders bombed the town of Mayen and A-20 Havocs attacked a supply railhead at Mayen.

One formation of Invaders reported excellent results in the bombing of the Euskirchen bridge, 12 miles southwest of Bonn on an important supply route from Cologne to the German front. The bridge was left unserviceable December 23 by Marauders. Since then one of the five rail lines that crossed the River Eft at this point had been repaired. Crews reported that the "entire area was covered with bombs".

Reports indicated good results were obtained in the bombing of the Euskirchen rail junctions. "Bombs chewed up tracks and hit an intersection", said 1st Lt. Willis A. Bosser, 1451 North Holliston, Pasadena, Calif., a bombardier navigator.

Havoc crews who attacked the Mayen railway yard, a railhead in the Germans' front line supply system, bombed visually with excellent results. Bomb bursts were reported to have cut the rail yard in half. Other bombs hit among 50 freight cars solated in one end of the yard.

Marauder crews hitting the town of Mayen, 25 minutes later, found clouds had closed in and used pathfinders to bomb with unobserved results. Mayen, 15 miles west of Koblenz, is a supply depot for German forces on the Western Front.

Flak was encountered over both Euskirchen and Mayen, but no enemy fighters were seen. One Marauder was missing at a late hour.

—30—

21 January 1945. Phoned to Paris 1845,
Press Camp 1915.

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