

IRIS Public Record

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Title Extensions:

Abstract

Descriptive Notes: TITLE SUPPLIED.

Title Added Entries PHOTOGRAPHS AND MISSION REPORTS: TARGET JUNCTION OF THREE ROADS
NORTH OF A MARSHALLING YARD NEAR KALL, GERMANY

Author:

Subject:

Major Command:

Administrative Markings

No Administrative Markings Listed

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GENERAL INDEX

TARGET Kall Rd/Dunc DATE 25-1-45 No. a/c 34 MISS. 194 P.O. 720

STATUS Attacked BRIEFING OFFICER Capt Sheridan

1. IX BC Synopsis of Mission -
2. Opflash Report -
3. Telephone Report -
4. Photos -
5. Field Orders, Annex, Admts -
6. Briefing Notes -
7. Loading List of Airplane Crews -
8. Chart of Route Flown - Filed -
9. Operations Oprep Report -
0. Bombing Information -
1. E/A Encountered -
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3. Communication YB Report -
4. Navigator's Log and Flight Plan -
5. Battle Casualties -
6. Analysis of Gunnery -
7. Ammunition Expenditures -
8. Recapitulation Forms -

P.R.C.

00092010

OIITA OIJES OIJKI OIJPO V OIJE A OIJE A 01/25 (INFO)

FROM: 97TH COMBAT BOMB WING 25/0001A

TO : COMBOMDIV NINE
409TH BOMB GROUP
410TH BOMB GROUP
416TH BOMB GROUP

J-752
Rec'd
25/1/45
01:25

ATTENTION SIGNALS OFFICER

ADVANCED INFORMATION COPY OF SIGNALS OF FIELD ORDER TO FOLLOW:

5. COMMUNICATIONS:

A. 409TH BOMB GROUP: (242885)

(2) PEDLAR
(3) BULLSEYE
(4) RIPSAW

B. 410TH BOMB GROUP: (142953)

(2) WAYSIDE
(3) BULLSEYE
(4) RIPSAW

C. 416TH BOMB GROUP: (165165)

(2) MURKY
(3) JUDITH
(4) SWEEPSTAKE

X. GENERAL INFORMATION:

(11) GROUP LEADERS CALL "COCKSPUR" ON "C" 10 MINUTES PRIOR TO REACHING TROOP LINE AND NOTIFY IF ON TIME OR HOW MUCH EARLY OR LATE. GROUP LEADERS CALL "COCKSPUR" ON "C" WHEN LEAVING TARGET AREA.

COMCBTWIG 97

BT 25/0001A

AR
AS
SS

OIITA R 250009A MB AR PLSE CLR
OIJES R SORRY PWO POWER WENT OF SEND OVER KKK
OIJKI R 25/0009A EJ AR
OIJPO R 25000 250009A AK AR

753

OIJKI V OIJE A OIJE A 02/25 OP OP

FROM 97TH COMBAT BOMB WING 25/0045A
TO COBOMGP 416

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

97CBW J-270-E

INTELLIGENCE SUPPLEMENT 1 FIELD ORDER 140-720.

- (1) TARGET: KALL ROAD JUNCTION AT WF-165165. FOR EXACT MPI, SEE FIELD ORDER NO. 140-720.
- (2) THIS ROAD JUNCTION IS ON THE LATERAL COMMUNICATION LINE BETWEEN THE COLOGNE SECTOR AND THE EIFFEL SECTOR. IT IS IN THE GENERAL VICINITY OF THE RECENT ATTACKS ON ENEMY M/T CONVOYS. ONCE AGAIN, THE ATTACK IS DESIGNED TO BLOCK THE JUNCTION, THUS PREVENTING MOVEMENT EITHER WAY. THIS HELPS TO ISOLATE THE EIFFEL SECTOR FROM SUPPLIES AND THE COLOGNE SECTOR FROM REINFORCEMENTS, RECENTLY IN THE EIFFEL AREA. THE ENEMY DIVISIONS ARE SPREAD VERY THINLY NORTH OF THE EIFFEL AREA WITH NO ARMOR, AND IT SEEMS LIKELY THAT THE ENEMY WOULD LIKE TO PROTECT THE RUHR WITH MUCH GREATER STRENGTH.
- (3) MAP COVERAGE:
- G.S.G.S. 4414 SHEET NO. 5405
- PHOTO COVERAGE
- 5006E/5405
- IX TAC T/228
- IX TAC D/439
- IX BD/SA 701
- US 7 GR/3788 PRINT NO. 4100 AND 3103
- (4) TARGET IS ABOUT NINE MILES SOUTH EAST OF BOMBLINE.
- (5) FLAK: REFER TO PLOTTED POSITIONS.
- (6) THIS TARGET HAS NOT BEEN ATTACKED BEFORE, AND YOUR GROUP WILL ATTACK IT ALONE, EITHER UNDER PLAN "A" OR "B".

COMCBTWIG 97

BT 0045A
RL AR K

OIJKI R.....25/0115A EW AR

M - W-F

T 6622

A

Targ

RT to T 7804

J- 9811 ~~WR~~

B

T- 5930 VK

Targ

T 7804

Base

IP 5085N-0551E
-N3805

PL 3.4

756
//

OIITA OIJJF OIJES OIJPO OIJKI V OIJE A OIJE A 06/25 OP OP
T (OIITA PASS TO OIJJF)

FROM 97TH COMBAT BOMB WING 25/0225A
TO COMBOMDIV IX
COBOMGP 409
COBOMGP 410
COBOMGP 416
1ST PROV PATHFINDER SQDN.

TWS

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

97CBW J-274-E

97TH COMBAT BOMB WING
A P O 140
5 2 JANUARY 1945

SAMPSON-SHERIDAN

FIELD ORDER NO. 140-720.

MAPS: NORMAL

1. B. (1) REFER. CURRENT BOMBLINE. FRIENDLY ARTILLERY WILL ATTEMPT TO NEUTRALIZE ENEMY FLAK BATTERIES WITHIN RANGE.
(2) 19TH. T.A.C. WILL PROVIDE AREA COVER FOR THE 409TH AND 410TH BOMB GROUP.
9TH T.A.C. WILL PROVIDE AREA COVER FOR THE 416TH BOMB GROUP.
2. THIS WING WILL ATTACK TARGETS IN GERMANY.

PLAN "A": ZERO HOUR 25/1200A
PLAN "B": ZERO HOUR 25/1200A

PLAN "A"

3. A. 409TH BOMB GROUP.
 - (1) HILLESHEIM ROAD JUNCTIONS (L-242835)
 - (4) BASE TO I.P. TO TARGET.
 - (5) TARGET TURN LEFT TO R.P. TO BASE.
 - (7) 5025N 0602E
 - (8) GEN. ENE TO WSW
 - (9) M.P.I. - MAP SERIES G.S.G.S. 4414, SHEET 5706. TWO FLIGHTS ON EACH OF THE FOLLOWING GRID. COORD. 24008362; 24388338; AND 24308906.
 - (10) 8 X 500 G.P. FUSED: 1/10 SEC. NOSE 1/40 SEC. TAIL. MINIMUM INTERVALOMETER SETTING.
 - (11) 5025N 0602E
 - (12) T.O.T. - ZERO HOUR PLUS 20 MINUTES.
 - (13) IF VISUAL CONDITIONS DO NOT EXIST AT TARGET, GROUP WILL BOMB PRIMARY TARGET ON "GEE". IF "GEE" EQUIPMENT FAILS, BOMBS WILL BE RELEASED ON TARGET E.T.A.
- B. 410TH BOMB GROUP.
 - (1) STADTKYLL ROAD JUNCTIONS (L-142953)
 - (4) BASE TO I.P. TO TARGET.
 - (5) TARGET TURN LEFT TO R.P. TO BASE.
 - (7) 5025N 0602E
 - (8) GEN. ENE TO WSW
 - (9) M.P.I. - 9TH A.F. 2ND PHASE INTERP. REPORT US10/D548. 3 FLIGHTS ON EACH OF THE FOLLOWING REF: 04710105; 05550050.
 - (10) 6 X 500 G.P. FUSED: 1/10 SEC. NOSE 1/40 SEC. TAIL.
 - (11) 5025N 0602E
 - (12) T.O.T. ZERO HOUR
 - (13) IF VISUAL CONDITIONS DO NOT EXIST AT TARGET, GROUP WILL BOMB PRIMARY TARGET ON "GEE". IF "GEE" EQUIPMENT FAILS, BOMBS WILL BE RELEASED ON TARGET E.T.A.

C. 416TH BOMB GROUP.

- (1) KALL ROAD JUNCTION (F-165165)
- (4) BASE TO I.P. TO TARGET.
- (5) TARGET TURN RIGHT TO R.P. TO BASE.
- (7) 5035N 0551E
- (8) GEN. ENE TO WSW
- (9) M.P.I. - MAP SERIES G.S.G.S. 4414, SHEET 5405. GRID. COORD. 16651649.
- (10) 8 X 500 G.P. FUSED: 1/10 SEC. NOSE 1/40 SEC. TAIL. MINIMUM INTERVALOMETER SETTING.
- (11) 5035N 0551E
- (12) T.O.T. ZERO HOUR
- (13) IF CLOUD COVER PREVENTS VISUAL BOMBING, BOMBS WILL BE RETURNED TO BASE.
- (14) DROP 1,000 FEET AFTER LEAVING TARGET.

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

- (5) A/C REQ: 36 A/C BOMBING BY FLIGHTS OF 6.
- (6) ALTITUDES: BOMB AT 12,000 FEET OR BELOW CLOUD BASE, DOWN TO BUT NOT BELOW 5,000 FEET.

PLAN "B" PATHFINDER

A. 409TH BOMB GROUP.

- (1) HILLESHEIM ROAD JUNCTIONS (L-242885)
- (4) BASE TO 5027N 0452E TO 5026N 0552E TO TARGET.
- (5) TARGET TURN LEFT TO 5025N 0602E TO BASE.
- (9) M.P.I. MAP SERIES G.S.G.S. 4414, SHEET 5706. TWO FLIGHTS ON EACH OF THE FOLLOWING GRID. COORD: 24008862; 24388838; AND 24308906. TO BE USED IF BOMBING IS VISUAL AND BY FLIGHTS. MAP SERIES G.S.G.S. 4414, SHEET 5706, GRID. COORD. 24208852 TO BE USED IF BOMBING IS VISUAL AND BY BOXES. PPF M.P.I. GRID. COORD. 24208852.
- (10) 8 X 500 G.P. FUSED: 1/10 SEC. NOSE, 1/40 SEC. TAIL. MINIMUM INTERVALOMETER SETTING.
- (12) T.O.T. ZERO HOUR PLUS 20 MINUTES.
- (13) GROUP 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, GROUP WILL PROCEED OR RETURN AS THE CASE MAY BE, TO VISUAL I.P. (5025N 0602E), 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 P.P.F. ROUTE AND BOMB VISUALLY BY BOXES OF 18 A/C. IF 10/10 CLOUD COVER OBSCURES 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-26 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 5025N 0602E TO BEGIN RUN.

B. 410TH BOMB GROUP.

- (1) STADTKYLL ROAD JUNCTIONS (L-142953)
- (4) BASE TO 5027N 0452E TO 5028N 0542E TO TARGET.
- (5) TARGET TURN LEFT TO 5025N 0602E TO BASE.
- (9) M.P.I. 9TH A.F. 2ND PHASE INTERP. REPORT US10/D548.
3 FLIGHTS ON EACH OF THE FOLLOWING REFERENCES: 04710105 AND 05550050. TO BE USED IF BOMBING IS VISUAL AND BY FLIGHTS.
9TH A.F. 2ND PHASE INTERP. REPORT US10/D548, ONE BOX ON EACH OF THE FOLLOWING REFERENCES: 04710105 AND 05550050. TO BE USED IF BOMBING IS VISUAL AND BY BOXES. P.P.F. M.P.I. GRID. COORD. 14239521.
- (10) 6 X 500 G.P. FUSED: 1/10 SEC. NOSE 1/40 SEC. TAIL.
- (12) T.O.T. ZERO HOUR PLUS 5 MINUTES.
- (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 THE VISUAL I.P. (5025N 0602E), 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 COVER OBSCURES 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 PPF A/C OR NOT
- (15) IF IT IS NECESSARY TO MAKE A SECOND RUN FOR VISUAL BOMBING, GROUP WILL RETURN TO 5025N 0602E TO BEGIN RUN

C. 416TH BOMB GROUP

- (1) KALL ROAD JUNCTION (F-165165)
- (4) BASE TO 5027N 0452E TO 5039N 0545E TO TARGET
- (5) TARGET TURN RIGHT TO 5035N 0551E TO BASE
- (9) M.P.I. MAP SERIES GSGS 4414 SHEET 5405, GRID COORD. 16651649. TO BE USED IF BOMBING IS VISUAL BY FLIGHTS OR BOXES. PPF M.P.I. GRID COORD. 16651649.
- (10) 8 X 500 G.P. FUSED 1/10 SEC. NOSE 1/40 SEC. TAIL
MINIMUM INTERVALOMETER SETTING
- (12) T.O.T. - ZERO HOUR
- (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. (5035N 0551E), 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 OBSCURES TARGET, GROUP WILL BOMB ON PPF A/C ONLY.
- (14) IF VISUAL CONDITIONS EXIST AT TARGET, BOMBING WILL BE BY VISUAL MEANS. THE DECISION TO BOMB VISUALLY IS THE RESPONSIBILITY OF THE A-26 BOX LEADERS AND THEY WILL DO SO WHETHER THEY CONTACT THE PPF A/C OR NOT.
- (15) IF IT IS NECESSARY TO MAKE A SECOND RUN FOR VISUAL BOMBING, GROUP WILL RETURN TO 5035N 0551E TO BEGIN RUN.

X. (1) - (4) NO CHANGE

- (5) A/C REQ. - 2 BOXES OF 18 A/C WITH 1 PPF A/C
- (6) ALTITUDE - BOMB AT 12,500 FEET. MINIMUM ALTITUDE FOR VISUAL BOMBING IS 5,000 FEET

4. NO CHANGE

5. COMMUNICATIONS:

A. 409TH BOMB GROUP: (242885)

- (2) PEDLAR
- (3) BULLSEYE
- (4) RIPSAW

B. 410TH BOMB GROUP: (142953)

- (2) WAYSIDE
- (3) BULLSEYE
- (4) RIPSAW

C. 416TH BOMB GROUP: (165165)

- (2) MURKY
- (3) JUDITH
- (4) SWEEPSTAKE

X. GENERAL INFORMATION:

- (11) GROUP LEADERS CALL "COCKSPUR" ON "C" 10 MINUTES PRIOR TO REACHING TROOP LINE AND NOTIFY IF ON TIME OR HOW MUCH EARLY OR LATE. GROUP LEADERS CALL "COCKSPUR" ON "C" WHEN LEAVING TARGET AREA.

COMCBTWIG 97

BT 0225A

CC: PLAN "B" PAR. A. (13) EIGHTH GR CORRECTED TO READ "WEATHER"
REPEAT "WEATHER"

LCB/RL AR

OIJES R.....	25/0345A	JAB	AR
OIJKI R.....	25/0345A	EW	AR
OIJPO R.....	250345A	AL	AR
OIIITA R.....	25/0350A	MD	AC
MI&			

OIITA OIJES OIJPO OIJKI OIJJF V OIJE A OIJE A 08/25 OP - OP
T-(OIITA PASS TO OIJJF)

FROM: 97TH COMBAT BOMB WING 25/0855A
TO : IX BOMBER DIV.
409TH BOMB GROUP.
410TH BOMB GROUP.
416TH BOMB GROUP.
1ST PATHFINDER SQDN. (PROV.)

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

97CBW J-275-E

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

ANNEX NO. 1 TO F.O. 140-720

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

ADD PARAGRAPH 3. C. (16) TO PLAN "B"
3. C. (16) IF VISUAL CONDITIONS DO NOT EXIST AT PRIMARY TARGET, AND
P.P.F. EQUIPMENT FAILS, BOMBS WILL BE RETURNED TO BASE.

ADD TO PARAGRAPH 5. X. (11)
(11) IF A SECOND RUN IS MADE ON TARGET, LEADER WILL CALL
COCKSPUR ON C/C AND REQUEST REPEAT OF COUNTER BATTERY
FIRE. WILL BE OVER TARGET (BLANK)----- MINUTES LATE.

COMCBTWIG 97

BT 25/0855A

FK-AR

OIITA K WITH R		
OIITA / OIJE A R..(PASS TO OIJJF).....25/0920A	BAD	AR
OIJKI K WITH R		
OIJKI / OIJE A R.....25/0920A	WJF	AR
OIJES K WITH R		
OIJES / OIJE A R.....25/0920A	WS	AR

Wing called 112
 Informed CO - Provo Marshall
 410-1125 Cpt - Defense Co.
 jumped off PW train.
 shot. - ~~but~~ can't today.
 Sanders took up.



O Donnell

214-E-23d

B. 53.11

Group 2 down age.

Defense Co. notified at 1130
 others at Ensign - 15 in all.
 at 10 pm

MP 1 6 mi from field
 not armed.

2 or 3 days

1 tried to arm - shot
 turned over to French

SECRET

5030' +
6910'
MEAN
TEMPERATURE LIGHT
HEAVY RAIN

5030' +
6910'

SECRET

416th Bomb Gr. 25/1/415
F.D. 140-720 T.O.F. 1226
ALTITUDE 12,000' 11,500
MINIMUM YES 35H113
WEATHER CLEAR VIZ. 8 MILES. VERY
SLIGHT HAZE
NO BATTLE THREAT

MISSION NO. 194

LOADING LIST

25 JANUARY 1945

BOX NO. 1

FLIGHT 1

initial

1. 075 J
Capt. D.A. Hulse
Lt. R. Conte
S/Sgt W.W. Donnelly
Sgt C.J. Kruger

2. 292 H
Lt. J.F. Allen
S/Sgt L.R. Getgen

3. 381 Q
Lt. D.E. Smith
Cpl R. Bestefano

4. 354 S
Lt. J.F. Smith
S/Sgt G.E. Reiter

5. 306 X
Lt. C.M. Anderson
Cpl J.H. Deatherage

6. 290 L
Lt. R.K. Johnson
Cpl H.E. Brandt

FLIGHT II

1. 173 W
Capt. H.A. Monroe
Lt. R.L. Kirk
S/Sgt W.L. Kidd
Sgt A.P. Sgroi

2. 286 D
Lt. J.A. Warren
S/Sgt S.M. Turpin

3. 2915 L-1
Lt. W. Musgrove
S/Sgt H.O. Seighman

4. 334 G
Lt. W.B. Heinke
S/Sgt G.B. VanWert

5. ~~Lt. J.A. Cook~~
~~Sgt T.H. Langley~~

6. 307 N
F/O J. Green
Sgt A. Kubjaiko

FLIGHT III

1. 467 W-1
Lt. R.E. Singletary
Lt. A.E. Rosenquist
S/Sgt H.G. Wiggins
Sgt R.J. Kamischke

2. 9315 F
~~Lt. R.B. Hall~~
~~S/Sgt L.O. Burger~~

3. 208 L-2
Lt. E.O. Turner
S/Sgt J. Sienkiewicz

4. 250 A
Lt. B.D. Grunig
Sgt H.J. Nowosielski

5. 313 B
Lt. S.H. Shaley
Cpl E.J. Willever

6. 352 J-1
~~Lt. E.G. Bishop~~
~~Sgt I.W. Hudnut~~

WINDOW

1. 026 M
Lt. C.S. Stanley
F/O J.J. Blount
S/Sgt C.B. Collier
Cpl J.C. Edenburn

2. 063 A
Lt. P.E. Parker
S/Sgt S. Koshan
S/Sgt P.C. Ruge

3. 023 X
Lt. G.L. Milhorn
Sgt D. Cheat
Sgt E.J. Creedon

MISSION NO. 194

LOADING LIST
BOX II
FLIGHT I

25 JANUARY 1945

1. 081 F
Capt. B.D. Stebbins
Lt. A.S. Calloway
S/Sgt W.J. Brown
S/Sgt J.J. McGuire

2. 331 G
Lt. R.W. Van Ropes
Cpl W.H. Klingman

3.
Capt. R.L. Behlmer
Cpl E.R. Brinkman

4. 378 G
Lt. M.W. DuBose
S/Sgt D.L. Griffin

5. 233 F
Lt. J.A. Willard
Lt. J. Britt
Cpl C.V. Hinker

6. 349 B
Lt. L.E. Poundstone
Pvt E.A. Arendt, Jr.

FLIGHT II

1. 024 E
Capt. G.M. McNulty
Lt. W. Forma
S/Sgt W.F. Fuehrer
S/Sgt K.G. Lagerman

2. 264 I
Lt. J.K. Colquitt
S/Sgt C.M. Mohr

3. 213 A
Lt. R.A. Russell
Cpl A.J. Musarra

4. 252 229 M B-1
Lt. T.D. McGready
S/Sgt W.E. Lamonds

5. 252 D
Lt. J.W. Blevins
Sgt F. Gentry

6. 321 T
Lt. L.J. Prucha
Sgt L.C. Ferguson

FLIGHT III

1. 106 E
Capt. R.E. Greenley
Lt. R.J. Bennett
S/Sgt C.R. Orvold
S/Sgt L.D. McElhattan

2. 300 K
Lt. J.H. Miller
S/Sgt J. Calender

3. 326 W
Capt. A.C. Sears
M/Sgt J.J. Wells

4. 249 F-1
Lt. W.A. Merchant
S/Sgt R.J. Brown

5. 265 V
Lt. M. Wallman
Cpl M.F. Hardin

6. 239 N
~~XXXXXXXXXXXXXX~~
Lt. L.W. Edstrom
Cpl P.A. Pampa

F/O _____

CONFIDENTIAL

INTERR. FORM

PILOT Pucha A/C# 321 BOX II

CASUALTIES

BOMBS :	ON	RETURNED	JETTISONED	RASTER DAMAGE	FA-1	"E"
6	X	500	ON			
	X		RETURNED			
	X		JETTISONED	nil		

FLAK: nil (1 burst) 300-400 yards.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

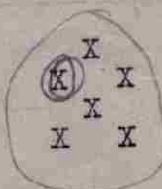
Leader opened Bomb Bay doors & bombs fell out. This pilot did not bomb because no bomb run & flight ahead was straggled straight ahead as on a run.

Radio was out.

Heavy traffic in blacktop highway at town near lake which is partitioned and along in shape large piles of slag or ore

POSITION IN FORMATION

X X
X X X
X X
X X



Shuride
INTERROGATOR

CONFIDENTIAL

F/O _____ CONFIDENTIAL INTERVIEW FORM

PILOT - False A/C # 075 BOX 1

CASUALTIES

BOMBS :	<u>4</u>	X	<u>500</u>	ON	<u>PAT-</u>	STATUS	<u>DAMAGE</u>	<u>X</u>	SA-UP	REF
		X			RETURNED					
		X			JETWISONED					

FLAK: X-

ENEMY AIRCRAFT ENCOUNTERS:

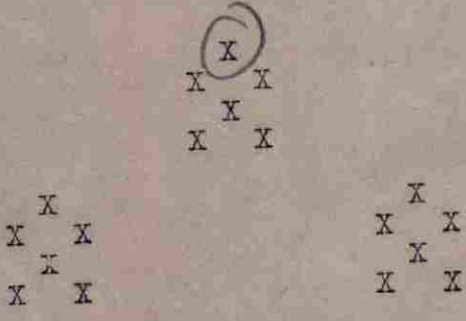
X-

OBSERVATIONS: Bombs- hit East of DMPT.
No traffic-

5 min from I.P- Lighter control
waited a min - then fix came which-
was correct-

TOT 1226- Alt- 12,000
1

POSITION IN FORMATION



T.W.S.

INTERROGATOR

CONFIDENTIAL

F/O _____ CONFIDENTIAL INTERR. FORM

PILOT Sheehy A/C# 313 BOX I

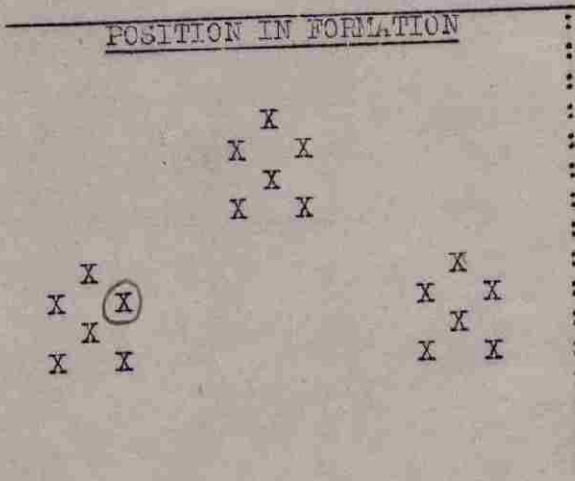
CASUALTIES _____

BOMBS : 6 X 500 ON PT RETTLE DAMAGE
X RETURNED
X JETTISONED

FLAK: white puffs about 3 min from target on way out.

ENEMY AIRCRAFT ENCOUNTERS: _____

OBSERVATIONS: sight fogged up - could not see target



Pink
INTERROGATOR

CONFIDENTIAL

January
February
March
April

January

only

20
14
1

Back

F/O _____ CONFIDENTIAL INTERR.FORM

PILOT Warren A/C# 286 BOX I

CASUALTIES _____

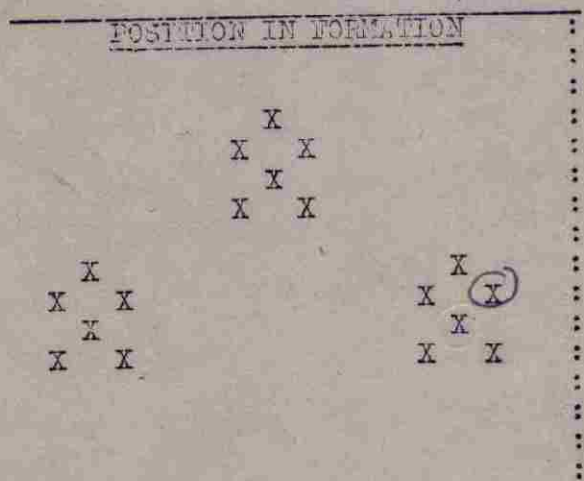
BOMBS :	<u>6</u>	<u>X</u>	<u>500</u>	ON	<u>PT</u>	STATUS	DAMAGE	REMARKS
	<u>X</u>				RETURNED			
	<u>X</u>				DETROINED			

FLAK: X L I about 3 mi from target
on the way out - small white puff.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Saw A 20 go down about 5 mi.
east of target - did not see it crash
Saw bombs hit short and run into
town.
No activity at target.



Park.
INTERROGATOR

CONFIDENTIAL

F/O _____ CONFIDENTIAL INTERR. FORM

PILOT Heinke A/C# 334 BOX I

CASUALTIES _____

BOMBS : 5 X 500 ON PT : WATER DAMAGE
1 X 500 RETURNED : : :
X JETTISONED : : :

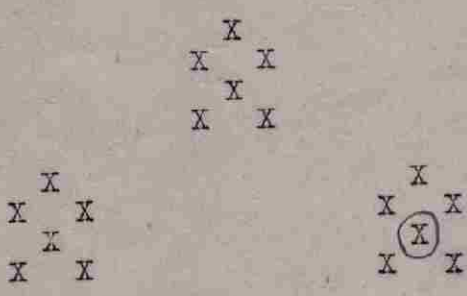
FLAK: Light flock just before bomb line
on heading of 270° from target

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Target to rock station 4A (armament)
man
Saw A20 go down about 5 mi
southeast of target
No activity at target
Did not see bombs hit

POSITION IN FORMATION



Perk

INTERROGATOR

CONFIDENTIAL

F/O _____

CONFIDENTIAL

INTERFORM

PILOT Musgrove A/C# 2315 BOX 1

CASUALTIES _____

BOMBS :	<u>6</u>	X	<u>500</u>	<u>ON</u>	<u>PT</u>	BATTLE DAMAGE			
		X			RETURNED				
		X			JEFFERSON				

FLAK: Two bursts at bomb line
coming out

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Saw bombs hit in town.
No activity at target
Saw (pilot) A20 crash and burn about
5 miles south from where flight
crossed bomb line on way out.

POSITION IN FORMATION

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

Park.

INTERROGATOR

CONFIDENTIAL

F/O _____ CONFIDENTIAL INTERR. FORM

PILOT Grunig A/C# 250 BOX I

CASUALTIES _____

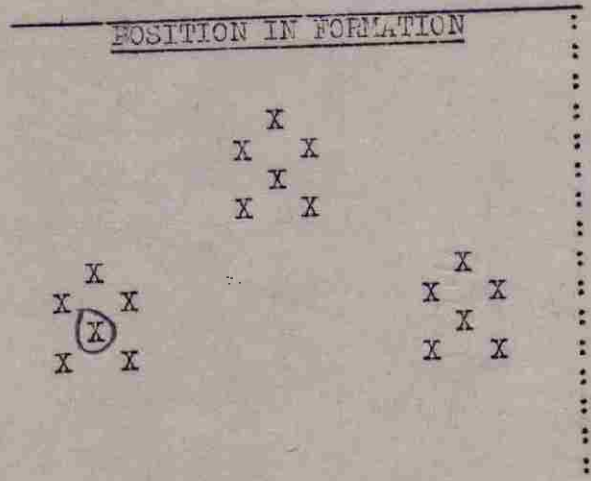
BOMBS : 6 X 500 ON P.T. - BATTLE DAMAGE X-
X RETURNED
X JETTISONED

FLAK: XX 2 I - 2,000 ft Below Slight
on way out-
409th got XXHA-

ENEMY AIRCRAFT ENCOUNTERS:

X-

OBSERVATIONS: Bombs hit right in town-
Also saw 1st 2 Slight Bombs hit center
right of town on X rds
No-traffic



T.M.
INTERROGATOR

CONFIDENTIAL

F/O _____

CONFIDENTIAL

INTERROGATOR

PILOT Lerner A/C# 208 BOX I

CASUALTIES

BOMBS : 6 X 500 ON PT- CRATULE DAMAGE X-
: 1 : RETURNED : : : :
: 1 : JECHISONED : : : :
: : : : : : : :

FLAK: XXXXH- seen to be fired at another
flight - nr Keldensich

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS: Bombes hit town N. of DMPI.-

POSITION IN FORMATION

 X
 X X
 X
 X X

 X
 X X
 X X

 X
 X X
 X X

 X
 X X
 X X

T.W.S

INTERROGATOR

CONFIDENTIAL

F/O _____

CONFIDENTIAL

INTERFORM

PILOT O M Anderson A/C # 306 BOX I

CASUALTIES

[illegible]

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION

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

INTERROGATOR

~~CONFIDENTIAL~~

E/O

CONFIDENTIAL

INTERFORM

PILOT

Monroe

A/C#

173

BOX

1

CASUALTIES

BOMBS :

4 X 500

ON

P.T.

BATTLE DAMAGE

X

RETURNED

X

JETTISONED

FLAK:

XLA - ~~500~~ burst seen overheadly one
 gun - S. E. Dreibern. 075-165 -
 11,500 indicated Alt light stack

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Bombs hit just short of
 D.M.P.I. and walked on thru town in
 long pattern -

Made 2-runs second run for position
target identification - -

POSITION IN FORMATION

```

      X
    X  X
      X
    X  X

X  X  X
X  X  X
X  X  X

      (X)
    X  X
      X
    X  X
  
```

T. W. S.

INTERROGATOR

CONFIDENTIAL

F/O _____

CONFIDENTIAL

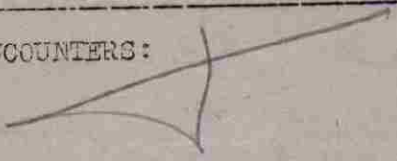
INTERVIEW FORM

PILOT RK Johnson A/C# 290 BOX 1

CASUALTIES _____

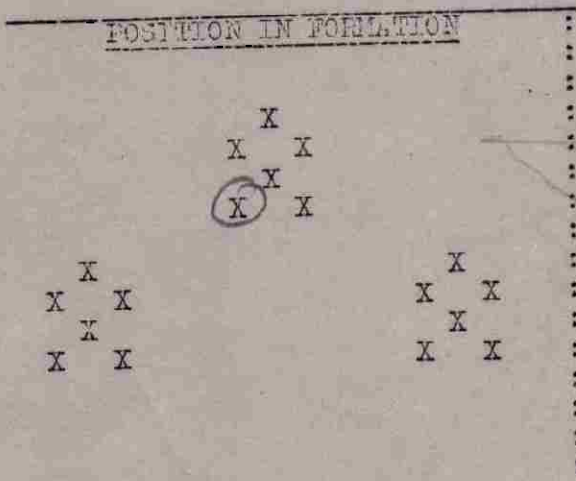
BOMBS :	<u>6</u>	<u>X</u>	<u>500</u>	<u>ON P.T.</u>	BATTLE DAMAGE			
		<u>X</u>		RETURNED				
		<u>X</u>		JETTISONED				

FLAK: 

ENEMY AIRCRAFT ENCOUNTERS: 

OBSERVATIONS: Followed road thru center of town. St. Brandt.

2 ships went down to rt. on runway 02/17/44.
one down burning & blew up on ground to chert
one spun down in chert
comms (?) on road that house hit.



Kaplan
INTERROGATOR

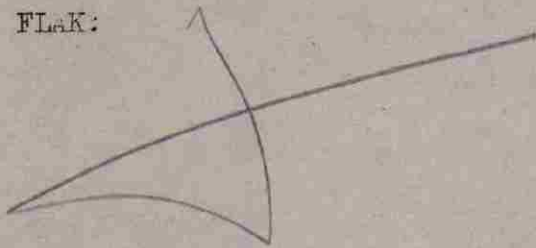
CONFIDENTIAL

F/O _____ CONFIDENTIAL INTERR. FORM

PILOT J. Guen A/C# 307 BOX I

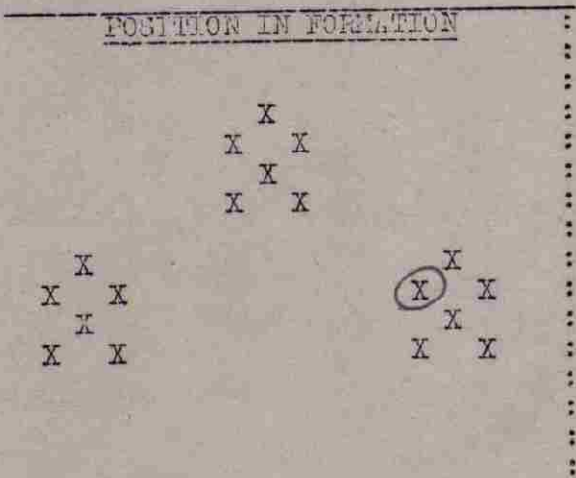
CASUALTIES _____

BOMBS :	<u>6 X 500 LB</u>	<u>PT.</u>	PATROL BOMB			
	<u>X</u>	RETURNED				
	<u>X</u>	JETTISONED				

FLAK: 

ENEMY AIRCRAFT ENCOUNTERS: P-38 + P-47

OBSERVATIONS: off to left - 1 mile high flash - box of
in
T/A - P-47 down bomb - light flash.



Koppe
INTERROGATOR

CONFIDENTIAL

BOX

COLIES :

BATTLE DANCE

25

RETURNED

JOINTS SOLD

FLAK:

to rt. of course

None in formation

ENEMY AIRCRAFT ENCOUNTERS:

P-47's & 3A

OBSERVATIONS:

OBSERVATIONS: hit in edge of town on hill
lot of smoke.

1227

115800 - 600

Drums

POSITION IN FORMATION

X X
X X
X X

X X X
X X X
X X X

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

INTERROGATOR

CONFIDENTIAL

F/O _____ CONFIDENTIAL INTERR. FORM

PILOT J. J. Smith A/C# 354 BOX I

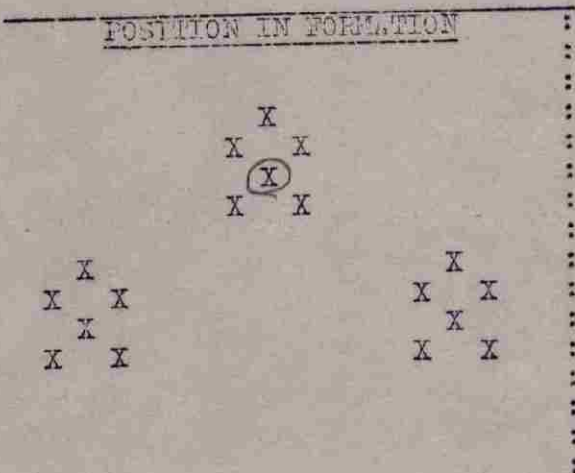
CASUALTIES _____

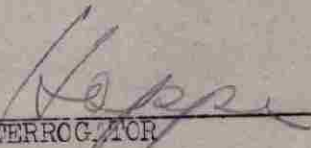
BOMBS :	5	X	500	ON	P.T.	BATTERY DAMAGE			
	1	X	500	RETURNED	each way				
	X			JETTISONED					

FLAK:  some in left of course away
bankline - far off.

ENEMY AIRCRAFT ENCOUNTERS: 

OBSERVATIONS: smoke to left of t. away
out.
A-26 (?) - to left away out.
no chute.




INTERROGATOR

CONFIDENTIAL

F/O

CONFIDENTIAL

INTERFORM

PILOT C. E. Smith A/C# 381 BOX I

CASUALTIES

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

RETURNED	WOUNDED	DEAD
<u>1</u>	<u>1</u>	<u>1</u>
<u>1</u>	<u>1</u>	<u>1</u>

FLAK: heard burst on 2nd run towards
on T.A. - did not see it.

ENEMY AIRCRAFT ENCOUNTERS:

on second run 1st job -
2 jet streams about high - some down but then
ret. to left again.

OBSERVATIONS:

hit on east of town from N to S.
looked in center.

POSITION IN FORMATION

```

      X
    (X) X
      X
    X  X

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

```

Happy
 INTERROGATOR

CONFIDENTIAL

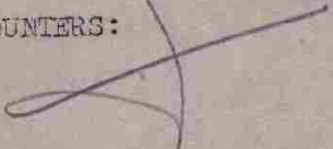
E/O _____ CONFIDENTIAL INTERR.FORM

PILOT Allen A/C# 292 BOX 1

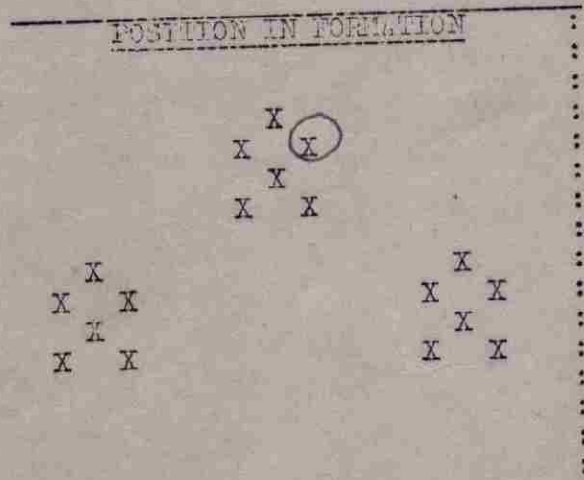
CASUALTIES _____

BOMBS :		<u>6</u> X <u>500</u> ON <u>PT</u>	BATTLE DAMAGE		
	X	RETURNED			
	X	JETTISONED			

FLAK: 

ENEMY AIRCRAFT ENCOUNTERS: 

OBSERVATIONS: hits in bldgs.
breaks in woods on 2nd rd. - doors open
about 1 mi before TA.



Hoppe
INTERROGATOR

CONFIDENTIAL

F/O

CONFIDENTIAL

INTERROG. FORM

PILOT

*Stebbins*A/C# *081*BOX *II*

CASUALTIES

BOMBS :

4 X 500 ON PT

BATTING DAMAGE

X

RETURNED

X

JETTISONED

FLAK:

X H1 - 1000 ft. behind on run - observed

ENEMY AIRCRAFT ENCOUNTERS:

*3 min after 1. P. - high going
up & down soon followed by 3 other birds &
went away.*

OBSERVATIONS:

*One seen.**hit in center & 2nd ft up**2 tanks at Sch going W. not on road
vehicles in same area dark in river
valley.**1212 - 11,400 I.A.*

POSITION IN FORMATION

```

      X
    X   X
      X
    X   X
  
```

```

    (X)
    X   X
      X
    X   X
  
```

```

      X
    X   X
      X
    X   X
  
```

INTERROG. TOR

CONFIDENTIAL

F/O _____

CONFIDENTIAL

INTERR. FORM

PILOT Russell A/C# 213 BOX II

CASUALTIES

BOMBS :	X	ON	PLANE DAMAGE	X		
	<u>6</u>	X	RETURNED	—		
	X		JETTISONED			

FLAK: X

ENEMY AIRCRAFT ENCOUNTERS:

X

OBSERVATIONS: Reason for not bombing might be due to doors not fully open - light was on

POSITION IN FORMATION

```

      X
    X  X
      X
    X  X

X  X  X
X  X  X
X  X  X

      X
    (X) X
      X
    (X) X
    
```

T. W. S.
INTERROGATOR

CONFIDENTIAL

F/O _____ CONFIDENTIAL INTERR. FORM

PILOT Colquitt A/C# 264 BOX II

CASUALTIES _____

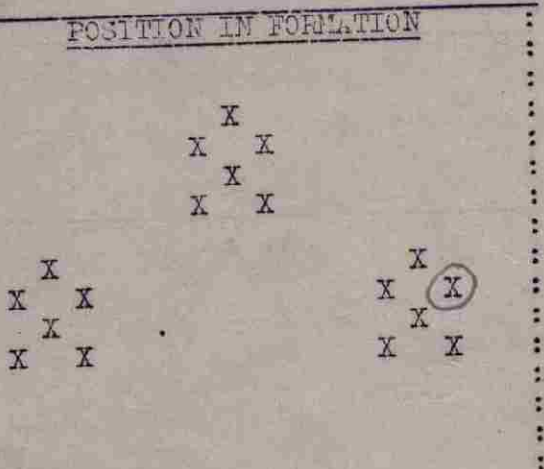
BOMBS :	X	ON	RATTLE DAMAGE	WFF	WFF	WFF
<u>6</u>	X	<u>500</u>	<u>RETURNED</u>			
	X		JETTISONED			

FLAK: X LI as bomb line going in white puffs.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Believed lead ship had malfunction so he did not attempt to drop on him.
No ground activity
P47's below.



Park.

INTERROGATOR

CONFIDENTIAL

F/O _____ CONFIDENTIAL INTERR. FORM

PILOT Blevins A/C# 252 BOX 11

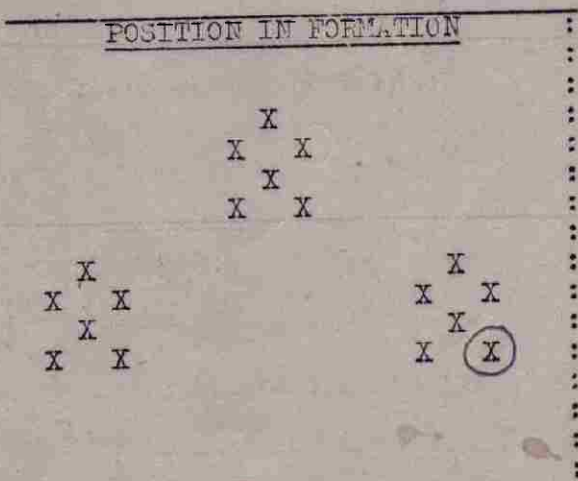
CASUALTIES _____

BOBBS :	<u>6</u>	X	<u>500</u>	ON	<u>PT</u>	BATTERY DAMAGE			
		X		RETURNED					
		X		JETTISONED					

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:



Park
INTERROGATOR

CONFIDENTIAL

E/O _____ CONFIDENTIAL INTERR. FORM

PILOT Mac Cready A/C# 229 BOX II

CASUALTIES

BOMBS :	<u>6</u>	<u>X</u>	<u>500</u>	ON <u>PT</u>	BATTLE DAMAGE	<u>X</u>		
		<u>X</u>		RETURNED				
	<u>6</u>	<u>X</u>	<u>500</u>	JETTISONED				

FLAK: X

ENEMY AIRCRAFT ENCOUNTERS:

X

OBSERVATIONS:

Dropped on flight loader
Bombs hit open area believed to be
W. of target

POSITION IN FORMATION

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

T.W.S.
 INTERROGATOR

CONFIDENTIAL

F/O _____ CONFIDENTIAL INTERR. FORM

PILOT Mc Hully A/C# 024 BOX II

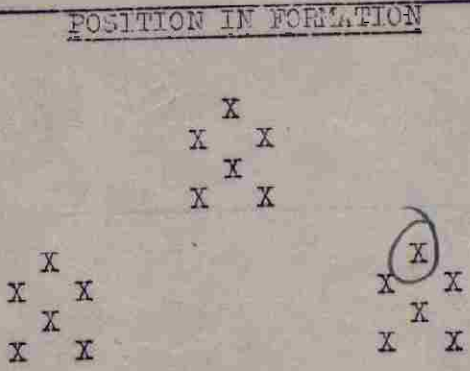
CASUALTIES

BOMBS :	<u>4</u>	X	<u>500</u>	ON	<u>X</u>	RETURNED	<u>X</u>	RETURNED	<u>X</u>
		X		RETURNED					
		X		JETTISONED					

FLAK: X HI

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS: Bombs fell out when bomb doors were opened -
Believed to have fallen in ~~open area~~ ^{woods}
1 1/2 min short of tgt
1210 - Alt - 11,600 ft
1335



T. H. S.
INTERROGATOR

CONFIDENTIAL

$$\begin{array}{r} 21 \\ \times 6 \\ \hline 126 \\ 126 \\ \hline 150 \\ 16 \\ \hline 250 \end{array}$$
$$\begin{array}{r} 21 \\ \times 6 \\ \hline 126 \\ 119 \\ \hline 143 \end{array}$$
$$\begin{array}{r} 5 - 2 = 7 \\ 18 \\ \times 3 \\ \hline 54 \end{array}$$
$$\begin{array}{r} 18 \\ \times 3 \\ \hline 54 \end{array}$$
$$\begin{array}{r} 18 \\ \times 3 \\ \hline 54 \end{array}$$
$$\begin{array}{r} 18 \\ \times 3 \\ \hline 54 \end{array}$$

24

F/O _____

CONFIDENTIAL

INTER. FORM

PILOT

Edstrom

A/C#

239

BOX

11

CASUALTIES

BOMBS :

6 X *500* ON *PT*

BATTLE DAMAGE

X

RETURNED

X

JETTISONED

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Saw bomb hit on north edge of town
no activity at target

POSITION IN FORMATION

X
 X X
 X
 X X

X X
 X X
 X X
 X (X)

X X
 X X
 X X

Perk.
 INTERROGATOR

CONFIDENTIAL

E/O _____ CONFIDENTIAL INTERR. FORM

PILOT Ru Bose A/C# 378 BOX II

CASUALTIES _____

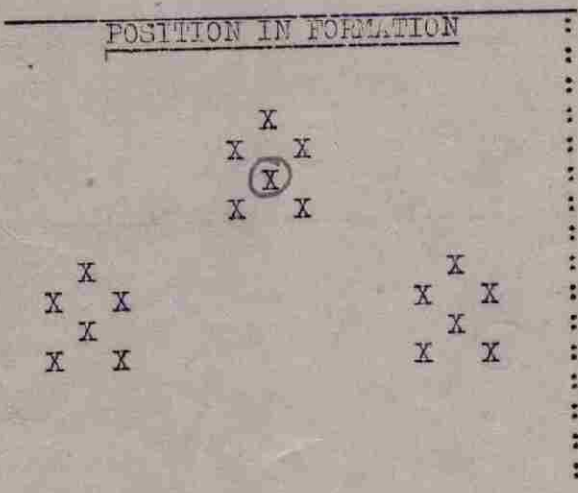
BOMBS :		<u>6</u> X <u>500</u> ON <u>PT</u>	RATTLE DAMAGE		
	X	RETURNED	:	:	:
	X	JECHISONED	:	:	:

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

*Saw bombs hit on west edge of town
No activity at target*



Perk

INTERROGATOR

CONFIDENTIAL

F/O _____ CONFIDENTIAL INTERR. FORM
 PILOT WILLARD Willard A/C# 233 BOX II

CASUALTIES

BOMBS : 6 X 500 ON PT : BATTLE DAMAGE
 : : : : :
 : X : RETURNED : : : :
 : X : JETTISONED : : : :
 : : : : :
 : : : : :

FLAK: Two bursts (phosphorus) on left of flt.
about 1 mi from target on way
out.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

POSITION IN FORMATION

```

      X
     X (X)
    X  X
   X  X
  X  X

X  X  X
X  X
X  X

      X
     X  X
    X  X
   X  X
  
```

Park.

INTERROGATOR

CONFIDENTIAL

F/O _____ CONFIDENTIAL INTERR. FORM

PILOT Hallman A/C# 265 BOX II

CASUALTIES
BOMBS : 6 X 500 ON P.T. BATTLE DAMAGE X
X RETURNED
X JETTISONED

FLAK: - half way down Bomb run XHI -
Black + White smoke -

ENEMY AIRCRAFT ENCOUNTERS:

X -

OBSERVATIONS: None top search drop

POSITION IN FORMATION

 X
 X X
 X
 X X

X X X
X X X
X X X

X X X
X X X
X X X

T.W.S.
INTERROGATOR

CONFIDENTIAL

Y JETTISONED :

FLAK: XXXHI - to right of Bomb run -
 XHI - ~~to right~~ above flight at turn-
 off target - -

OBSERVATIONS:

OBSERVATIONS: Bombs hit in 2 patterns in center of town.

POSITION IN FORMATION

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

X X
X X
X X

X X
X X
X X

INTERROGATOR

CONFIDENTIAL

CONFIDENTIAL

INTERFORM

PILOT

A/C# 106

BOX

CASUALTIES

BOMBS : 4 X 500 ON P.T.

CHAPTER THREE

五

RETURNED

У

JETTISONED

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS: Saw P 47 shot down - 10-10

Bombs a little long — some hits in
Town Banded Visibly —

TOT- 12 12

Bomb ATF - 11,200 -

13 25

Very little traffic -

POSITION IN FORMATION

X X
X X
X X

X X
X X
X X

X X
X X
X X

INTERROGATOR

CONFIDENTIAL

CONFIDENTIAL

INTERFORM

PILOT Merchant A/C # 248 BOX II

CASUALTIES

BOMBS :		BATTLE DAMAGE		
		W1	W2-C3	W3
6	X 250 ON PT			
X	RETURNED			
X	JETTISONED			

FLAK: Bowl run - 1 min. before bowls away
10 bursts - Acc.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

one A/C after T/A - direct hit.
+ exploded in mid-air - been in all
way down. - No chutes

S.K. R. J. Begum

POSITION IN FORMATION

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

X X
X X
X X

INTERROGATOR

CONFIDENTIAL

T/O _____ CONFIDENTIAL INTERR. FORM
 PILOT Soundstone A/C# 349 BOX 11
378

CASUALTIES

BOMBS : 1 X 500 ON P.T. MAJOR DAMAGE
5 X 500 RETURNED MAJOR
7 UNRECOVERED MAJOR
7 JETTISONED MAJOR

FLAK:

ENEMY AIRCRAFT ENCOUNTERS: 38's enemy

OBSERVATIONS: hit building - off center on
objective. following from water.

POSITION IN FORMATION

11

```

      X
    (X) X
      X
      X X
  
```

```

      X
    X X
      X
    X X
  
```

INTERROGATOR

CONFIDENTIAL

5th B.D. S-2 Report 104A

416 TF	9th B.D. (M) WING 97th	3
GROUP	DATE 25 JANUARY 1945	KALL ROAD JUNCTION
OTHER UNITS: TARGET		
	FIRST PHASE	
	INTERPRETATION	TARGET HIT

A. TARGET BRIEFED KALL ROAD JUNCTION PRIMARY
SECONDARY

M.P.I. Junction of 3 roads N of Marshalling yard.

A.P. Same

C. NO. AND TYPE OF A/C DISPATCHED 9 A-20 3 Window NO. OF A/C ATTACKING 27

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

E. NO. AND SIZE OF BOMBS DROPPED 143 x 500 FUSING 1/10 1/40

F. HEADING OF A/C WHEN BOMBS DROPPED Box I - 60 Deg. Box II - 106 Deg.

G. TIME BOMBS DROPPED Box I Flt. A - 1226 Box II Flt. A - 1212
Flt. B - 1226 1/2 Flt. B - ----
Flt. C - 1227 Flt. C - 1213

H. ACTIVITY AT TARGET

J. RESULTS OF BOMBING:

BOX I FLT. A EXCEL. All bombs within 1000 ft. of DMPI with center of bursts 750 ft. SE of DMPI. Bombs fell in fields.

FLT. B EXCEL. 85% of bombs within 1000 ft. of DMPI with center of pattern 515 ft. SW of DMPI. Bombs fell in two patterns; 1 being 273 ft. SE of DMPI and the other being 753 ft. SW of DMPI. Bombs hit across RR tracks, highway, and buildings probably destroying RR cars and damaging highway and buildings.

FLT. C UNSAT. No bombs within 1000 ft. of DMPI with center of pattern 1430 ft. SW of DMPI. Blanket of bursts across RR tracks, highway, and buildings destroying rolling stock and damaging tracks, road, and buildings.

BOX II FLT. A. SUPER. All bombs within 1000 ft. of DMPI with center of pattern 100 ft. NE of DMPI. Excellent pattern of bursts on DMPI covering roads, bldgs. and RR.

FLT. B. PNB When lead ship opened its bomb-bay doors the bombs fell out. 2 other A/C dropped on this ship. Bombs fell in woods approx. 10 miles NW of target (1:100,000 Map S-1 Coord. 007188). Remaining 3 A/C did not bomb.

FLT. C. EXCEL All bombs within 1000 ft. of DMPI with center of pattern 500 ft. SE of DMPI. Bombs hit in open fields.

CLAYTON W. ZESIGER
Capt. Air Corps
Photo Intelligence Officer

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

OTHER TARGET	IX BG 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 25 JANUARY 1945TO KAIL ROAD JUNCTION

	<u>Names</u>	<u>Results</u>	<u>Reasons for Gross Bombing or Failure to Attack Primary.</u>
BOX I - Flt. A	Capt. D.A. Eulas (P)	<u>EXCEL.</u>	
	Lt. R. Gonta (B/N)		
Flt. B	Capt. H.A. Monroe (P)	<u>EXCEL.</u>	
	Lt. R.L. Kirk (B/N)		
Flt. C	Lt. R.B. Singletary (P)	<u>UNSAT.</u>	Bombing Error - Took very short run due to difficulty in picking up aiming point. Not completely synchronized at release.
	Lt. A.E. Rosenquist (B/N)		
BOX II - Flt. A	Capt. E.D. Stabbing (P)	<u>SUPERIOR</u>	
	Lt. A.S. Galloway (B/N)		
Flt. B	Capt. G.M. McKulty (P)	<u>P.N.B.</u>	Malfunition - Bombs left ship upon opening of bomb bay doors. Two ships of flight bombed on leader. Remainder of flight realized premature release and did not bomb. Bombs hit in woods in enemy territory.
	Lt. W. Forman (B/N)		
Flt. C	Capt. R.E. Greenley (P)	<u>EXCEL.</u>	
	Lt. H.J. Basmatt (B/N)		

Flights A and C of Box II bombed on first run. Flights A, B, and C of Box I bombed on second run. Flight B of Box II had premature release on second run.

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

TARGET KALL

ALTITUDE 12000 FEE

TRUE AIR SPEED 210 MP

GROUND SPEED 265 MP

TARGET	<u>KAIL</u>	
ALTITUDE	<u>11500</u>	FEET
TRUE AIR SPEED	<u>210</u>	MPH
GROUND SPEED	<u>265</u>	MPH

TARGET _____

ALTITUDE _____ FEET

TRUE AIR SPEED _____ MPH

GROUND SPEED _____ MPH

K-20 CAMERAS

65

IX B.C. 4-8 April 1961

PHOTOGRAPHIC REPORT

CAMERAS INSTALLED	_____	_____ %	GROUP	416TH
CAMERAS PHOTOGRAPHING	_____	_____ %	WING	97TH CBW
CAMERA FAILURES	_____	_____ %	DATE	_____
PERSONNEL FAILURES	_____	_____ %		
OTHERS	_____	_____ %		

TARGET _____

ALT. _____ ft

TRUE AIR SPEED _____ mph

GROUND SPEED _____ mph

TARGET _____

ALT. _____ ft

TRUE AIR SPEED _____ mph

GROUND SPEED _____ mph

TARGET _____

ALT. _____ ft

TRUE AIR SPEED _____ mph

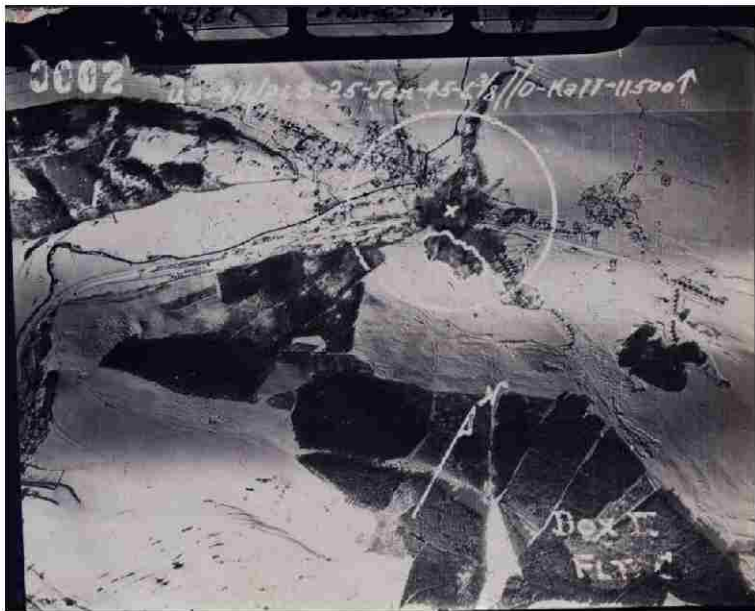
GROUND SPEED _____ mph

[illegible]

REMARKS:

Photographic Officer

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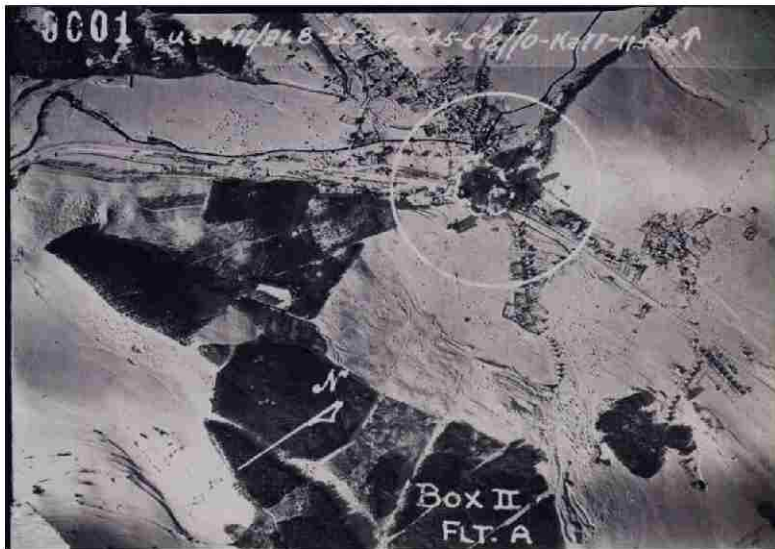
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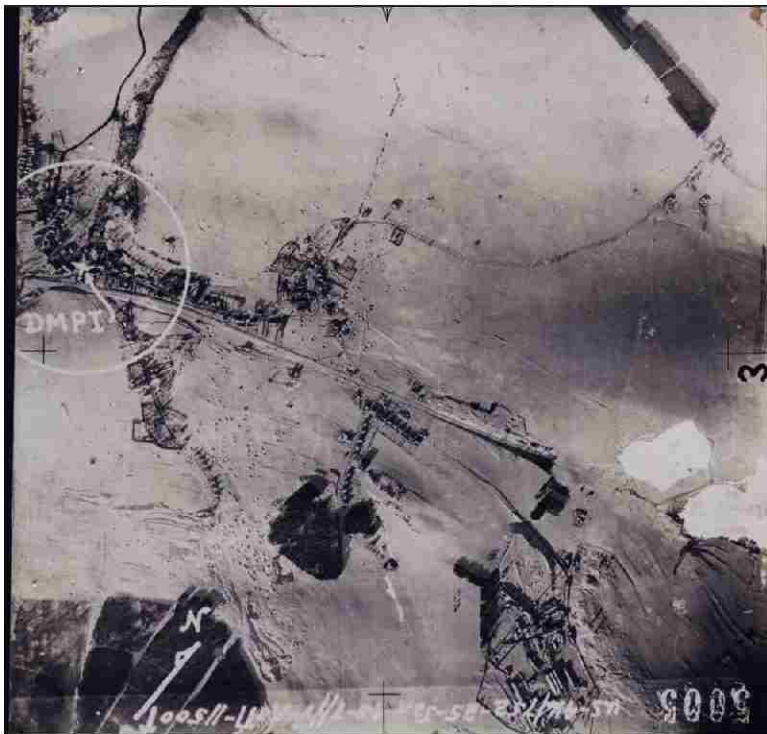
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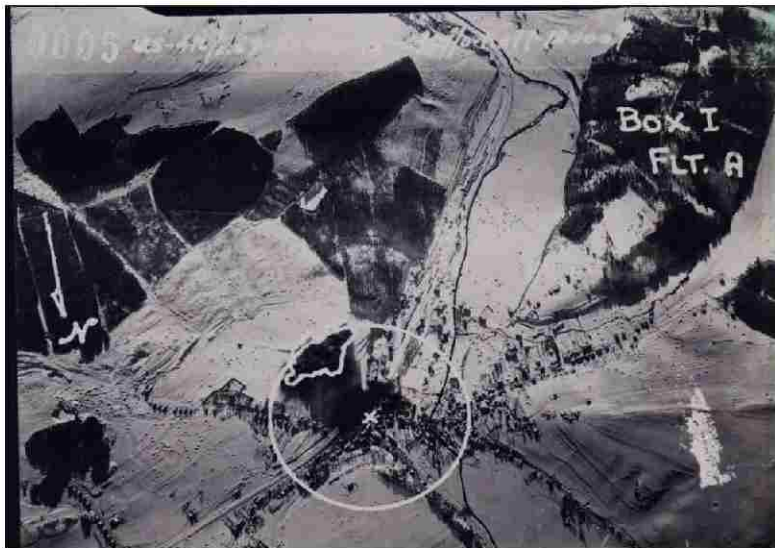
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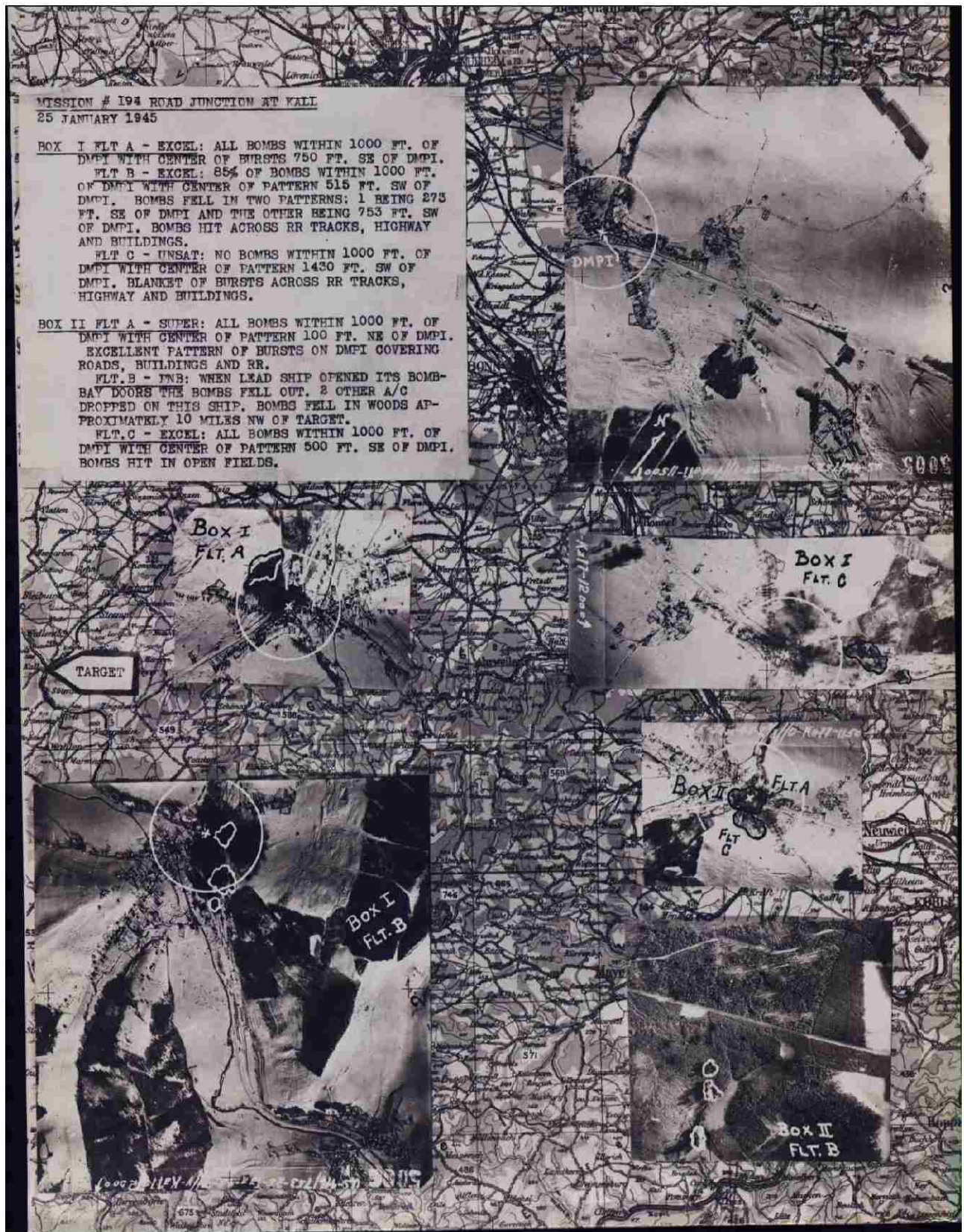


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CONFIDENTIAL

DELTA AF CONSOLIDATED REPORT 1, 20/21, 1954

(A) TARGET: 416 (1045 JUNCTION) 4416 31 - 47/165153

(B) ACQUISITION: 416/260-262-751-752-753

(C) DATE: 20 Jan 45

TIME: 1226-1227

(D) DISTANCE: 4/18 27 A-26's AND A-20's BY 6's

(E) ALTITUDE: 143/300 UP 1/10 M., 1/40 T.

(F) TYPE: 24500 13 24500 ON PRINTS OF GOOD QUALITY.

(G) RESULTS OF ROLLING: ONE SOME FALLERS BLANKET. THE TARGET AREA WAS NOT SWEEPED IN THE 1/25 M. ALTITUDE. THE TARGET AREA WAS JUST TO THE S. TWO OTHER SOME. THE TARGET AREA WAS SWEEPED, 1/25 M. ALTITUDE WAS ABOUT 20. GOODS WERE SWEEPED APPROXIMATELY 1100' SW OF THE TARGET AREA. TWO TARGETS WERE SWEEPED BY OTHER PRINTS 750' SE OF THE TARGET AREA. THE TARGET AREA OF PRINTS BOX II DRAWED SOME IN GOODS IN 1/25 M. ALTITUDE.

(H) REMARKS:

(I) AIRCRAFT: 5005

COPIES: 44 416/753

NOTE: DELTA AF CONSOLIDATED REPORT 1, 20/21, 1954.

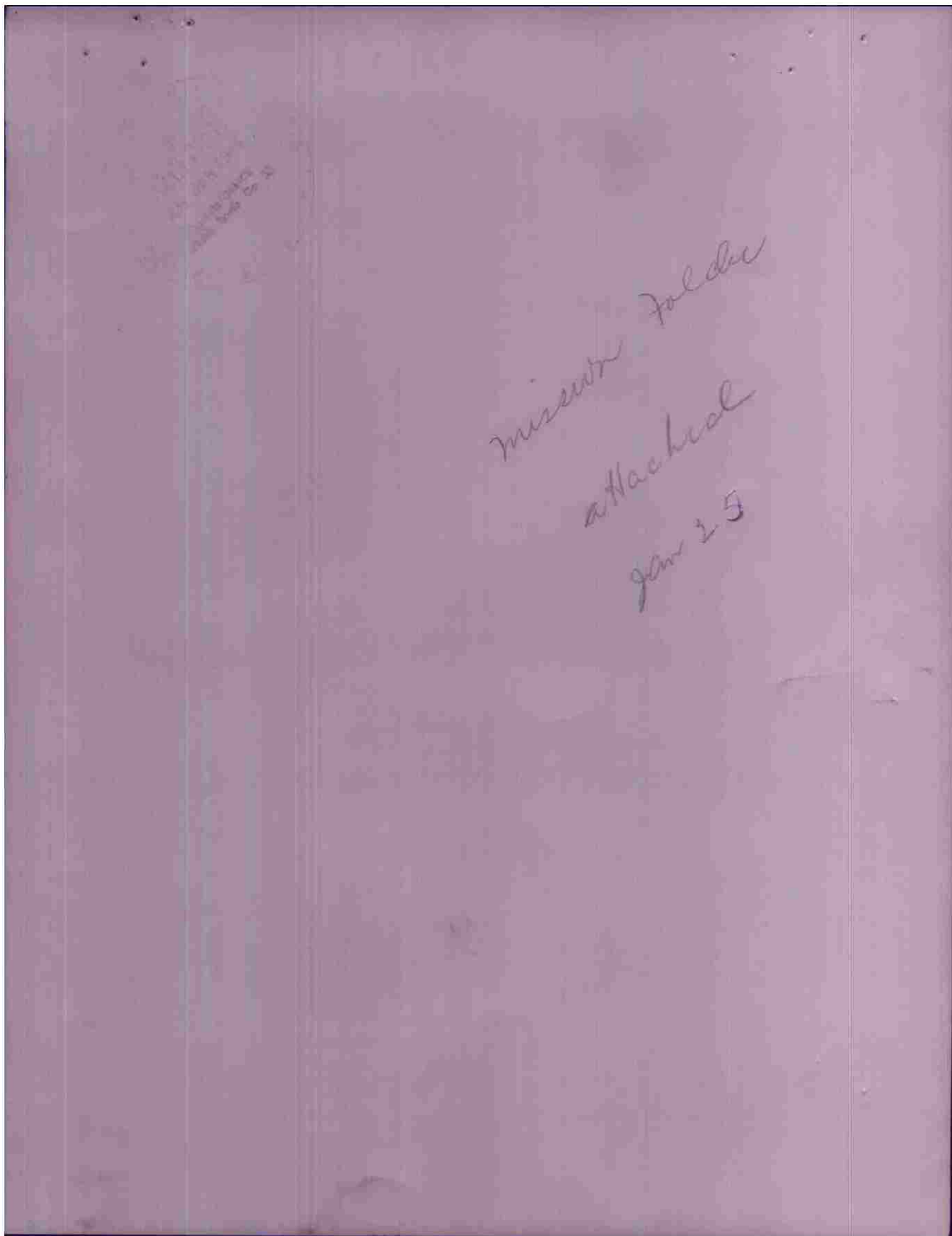
DISTRIBUTION: 144

CONFIDENTIAL

DELTA AF 20/21, 1954

1. 1. 1.





Box #	Cpsml	Date	F/O	Target	Alt.	Box Leader	T/O TOT	L/D
I								15 min.
A/C	Fail to Bomb	ATT	Bomb Lisp	A/G Dam.	E/A	Pers.		
No.	Reason	F S O	F S J T R	M D A C B E D F D K W M				
1 075			4					Hulse 075
2 292			b					DE Smith Allen 381 292
3 381			b					J.F. Smith 354
4 364			5	1				R.K. Johnson & Anderson 290 306
5 306			b					
6 290			b					
1 173			4					
2 286			b					
3 235			b					
4 334			5	1				Singletary 467
5 Not scheduled.								Monroe 173
6 307			b					Turner 208
1 467			4					Musgrave Warren 2375 286
2 Return early. - No work.								Grunig 250
3 208			b					Heinke 334
4 250			b					Shreeley J Green 313 307
5 313			b					
6 Not Ambrose.								

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).

43
13
61

82
61
140

No. of A/C Attacking - 27
No. of Bombs Dropped - 143
No. of " Returned - 25
A/C Fuel Tanks - 3
Dispatched - 34
1 A/C - Abortive.
3 A/C - Window

10/15/3

Box #	Cpsfl	Date	F/O	Target	Alt.	Box Leader	T/O	15 min.
II								
A/C	Fail to Bomb	ATT	Bomb Disp	A/C Dam	E/A	Pers.		
Pos No.	Reason	F S O	F S J T R	M D A C E E D P D K W M				
1 081			4					Stebbins 081
2	Not airo.							
3 Not Scheduled.								DeBose 379
4 378			6					Poundstone Willard 349 233
5 233			6					
6 349			1					
1 024			4					
2 264								
3 213								
4 229			6					Greenley 106
5 252			6					McNulty 024
6 321								Miller Russell 300 213 264
1 126			4					McCreedy 249
2 300			6					
3 Not Aired								
4 249			6					Edstrom Wellman 239 265
5 265			6					Preckha 221 252
6 239			6					
							61	23

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ITA JEA V JKI JKI 2/2 R-R

FROM 416TH BOMB GROUP (L)
TO CG, 9TH BOMB DIVISION
CG, 97TH BOMB WING

26/1400A

SECRET BT

J-395-D

AMENDMENT TO OPSFLASH FOR 25 JAN 1945
AMEND PARAGRAPH (F.) TO READ.
31 X 500 GP RETURNED,



BT 26/1400A
FD AR

JEA R.....261405A CW AR
ITA R.....261402A MKS AR

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ITA JEA V JKI JKI 13/25 P - P
FROM COBONGR 416 25/1500A
TO COMBOMDIV NINE ATT: COM OFFICER
COMCETWIG 97 (INFO)

CONFIDENTIAL BT

416BG J-383-J

A - VS - 23
B - 25 JAN 45 (1622-1237)
C - T-TARE AND P-PETER REPORTED RESULTS OF MISSION TO DIVISION
HEADQUARTERS.
D - T-TARE CONTACTED AND RECEIVED A FIX FROM FIGHTER GROUND CONTROL
CENTER. P-PETER WAS INSTRUCTED PREVIOUS TO TAKE OFF, NOT TO
CALL FIGHTER CONTROL CENTER. T-TARE CONTACTED COCKSPUR PREVIOUS
TO CROSSING TROOP LINE, AGAIN BEFORE STARTING A SECOND RUN AND
FINALLY UPON LEAVING THE AREA. T-TARE REPORTED EXCELLENT CONTACT
WITH COCKSPUR.
E - NONE
F - NONE
G - NONE
H - NONE
I - NONE
J - NONE
K - NONE

AYLESWORTH COBONGR416

BT 25/1500A
AS
EJ AR K

ITA R.....251536A ME B(JKI)
JEA R.....251538A FK AR

ITA JEA V JKI 15/25 OP OP

FROM 416TH BOMB GROUP (L) 251630A
 TO CG, 9TH BOMB DIVISION ATT: A-2
 CG, 97TH BOMBAT WING ATT: A-2
 CONFIDENTIAL BT
 J-385-D
 OPSFLASH FOR 25 JAN 1945.

- A. 416TH BOMB GP.
 - B. KALL ROAD JUNCTION (F-165165)
 - C. 9 A-20'S AND 25 A-26'S (INCLUDING EXXXXX 3 A-20'S CARRIED WINDOW ONLY)
 - D. 6 A-20'S AND 21 A-26'S.
 - E. 3 A-20'S (CARRIED WINDOW ONLY)
 1 A-26 RETURNED EARLY WHEN NOSE WHEEL WOULD NOT RETRACT.
 3 A-26'S FAILED TO BOMB BECAUSE LEADER'S BOMBS EXXXX WENT AWAY
 UPON HIS OPENING BOMBAY DOORS. REEXXX REALISED IT WAS PREMATURE
 RELEASE, AND HELD BOMBS.
 - F. 127 X 500 GP ON PRIMARY.
 16 X 500 GP PREMATURELY RELEASED AT F-075160
 25 X 500 GP RETURNED.
 - G. BOX 1
 FLIGHT 1- FAIR
 2- GOOD
 3- GOOD
 BOX 2
 FLIGHT 1- EXCELLENT
 2- PREMATURE (AT F-975160)
 3- GOOD.
 - H. NONE
 - I. NONE
 - J. MEAGER INACCURATE LIGHT AND HEAVY FLAK AT XXXXXXXXXX (F-010147)
 STRAY SINGLE BURSTS VERY INACCURATE IN TURN OFF TARGET.
 - K. NONE
 - L. 12000 - 11,500 (INDICATED ALINXXXXXX ALTITUDE)
 - M. 1226 (2ND RUN)
 - X. HEAVY TRAFFIC REPORTED ON ROAD LEADING N. OUT OF TARGET. NO
 FURTHER DETAILS KNOWN BY CREWS.
- HOMING AND FIX REPORTS:
 AT K-320180 5 MIN BEFORE I.O. (VERVIERS) LEADER CALLED "COCKSPUR"
 ACCURATE FIX CAME IN ONE (1) MINUTE.

---AYLESWORTH COBOMGR 416---

BT 251630A
 DM AS

CC: UNDER PARA E. SECOND LINE 7TH WD SHOULD READ LEADER'S
 REPT LEADER'S AND ALSO UNDER PARA X. NEXT TO LAST LINE OF
 TEXT 6TH WD SHOULD BE I.OXXXXXXX I.P. REPT I.P.
 AR

JEA R.....25/1715A WCB AR
 ITA R.....251714A ME AR

BBBBBBBBBBBB

ITA JEA V JKI JKI 20/25 OP-OP

FROM HQS 416TH BOMB GROUP (L) 25/2030A
 TO 97TH COMBAT WING (L) ATTN: STAFF DUTY OFFICER
 9TH BOMB DIVISION (M) ATTN: A-2 DUTY OFFICER

SECRET BT

J-39-D

B. KALL ROAD JUNCTION

G. 1212 - 1227

J. BOX I FLT. A EXCEL. ALL BOMBS WITHIN 1000 FT. OF DMPI WITH
 CENTER OF BURSTS 750 FT. SE OF DMPI. BOMBS
 FELL IN OPEN FIELDS.
 FLT. B EXCEL. 85 PERCENT OF BOMBS WITHIN 1000 FT. OF
 DMPI WITH CENTER OF PATTERN 515 FT. SW OF DMPI.
 BOMBS FELL IN TWO PATTERNS; 1 BEING 273 FT. SE
 OF DMPI AND THE OTHER BEING 753 FT. SW OF DMPI.
 BOMBS HIT ACROSS RR TRACKS, HIGHWAY, AND BUILD-
 INGS, PROBABLY DESTROYING RR CARS AND DAMAGING
 ROAD AND BUILDINGS.
 FLT. C UNSAT. NO BOMBS WITHIN 1000 FT. OF DMPI.
 CENTER OF PATTERN FALLS 1430 FT. SW OF DMPI.
 BLANKET OF BURSTS ACROSS RR TRACKS, HIGHWAY AND
 BUILDINGS DESTROYING ROLLING STOCK AND DAMAGING
 TRACKS, HIGHWAY AND BUILDINGS.
 BOX IIN FLT. A SUPER. ALL BOMBS WITHIN 1000 FT. OF DMPI WITH
 CENTER OF BURSTS 100 FT. NE OF DMPI. EXCELLENT
 PATTERN ON DMPI COVERING ROADS AND BUILDINGS
 AND RAILROAD.
 FLT. B PNB. WHEN LEAD SHIP OPENED ITS BOMB-BAY DOORS
 THE BOMBS FELL OUT. 2 OTHER A/C BOMBED ON THIS
 SHIP. BOMBS FELL IN WOODS APPROX. 10 MILES NW
 OF TARGET (1:100,000 MAP S-1 COORD. 007183)
 REMAINING 3 A/C DID NOT BOMB.
 FLT. C EXCEL. ALL BOMBS WITHIN 1000 FT. OF DMPI.
 WITH CENTER OF PATTERN 500 FT. SE OF DMPI.
 BOMBS HIT IN OPEN FIELDS.

K. UNSATISFACTORY BOMBING REPORT.

BOX I FLT. C UNSAT. BOMBARDIER UNABLE TO IDENTIFY AP UNTIL
 VERY LATE IN RUN. NOT SYNCHRONIZED AT RELEASE.

M. 10 100 PERCENT
 0 00 PERCENT
 0 00 PERCENT

BT 25/2030A

FD AR

ITA R.....25/2108 BIRD AR.
 JEA R.....25/2108A WCB AR

T

USAAF FORM 34A

SECRET

SECRET

AUTH: CO STA. 1-15
DATE: 27 January 1945
INIT:HEADQUARTERS
416TH BOMBARDMENT GROUP (L)
Office of the Commanding OfficerTO: Commanding General, 9th Bombardment Division (H), APO 140, U.S. Army.
Attention: Statistical Control

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

Ref: Oprep A No. 227 for 24 hrs. ending midnight 25 January 1945
Mission or Operation No. 194 57th GBN FOR 140-720

A. Short Narrative of Operation:

Target Kell Road Junction
 Place of take-off Station A-55
 Place of landing Station A-55
 Take-off time 1022 Landing time 1339
 Time over target 1226 Bombing Altitude 12000-11500 (Indicated)
 Nature of mission Bombing Other None
 Weather Clear. Visibility 8-10 miles.
 Results Excl. Excl. Good. Good. PDB. Excl.
 Enemy opposition Major inaccurate light and heavy flak after leaving target.
Many single very inaccurate bursts over target.

B. Type & model of aircraft:

1. Dispatched 3 A-20's
25 A-26's
2. Attacking target (indicate target) or completing mission.

<u>3 A-20's</u>	<u>Window</u>
<u>5 A-20's</u>	<u>Kell Road Junction</u>
<u>19 A-26's</u>	<u>Kell Road Junction</u>
<u>1 A-20 & 2 A-26's</u>	<u>PDB</u>
3. Abortive due to:
 - (1) Weather: None
 - (2) Personnel: None
 - (3) Mechanical: 1 A-26 returned early. Nose wheel failed to retract.
1 A-26 failed to bomb. Bomb door safety switch plunger binding in
open position.
 - (4) Other: 2 A-26's failed to bomb. Flight leader's bombs released pre-
maturely upon opening bomb doors. Pilots realized premature release
and held bombs.
4. Missing (i.e. cause and place unknown) None
5. Destroyed - before reaching target None
giving cause where known
6. Destroyed - over or after leaving None
target giving cause where known
7. Damaged (give category & cause) None
8. Sorties 3 A-20's
25 A-26's

SECRET

(over)

USAF FORM 34A (cont'd)

SECRET

D. Total operational flying hours

a. Day (Sunrise to sunset)

1-20's - 5748
1-21's - 11198

b. Night (Sunset to sunrise)

None

E. Ammunition by calibre:

- a. Total carried into air 1-20's - 13500 x .50 calibre
1-21's - 59000 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: 1-20's - 21 = 100 GP's 1/400 1/400
1-21's - 150 = 100 GP's 1/400 1/400
- b. Expended on operations: 1-20's - 20 = 500 GP's
(List targets separately) 1-21's - 107 = 500 GP's
1 - 1-20 - 1 = 500 GP's 100
5 - 1-21's - 10 = 500 GP's 100
- c. Jettisoned None
- d. Lost or wrecked on missing a/c None
- e. Total Returned 1-20's - 21 = 500 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. Dec None
- c. Damaged None

For the Commanding Officer:

GEORGE SCHENKIN,
Captain, Air Corps,
Adjutant.

12 11 10 9 8 7 6 5 4 3 2 1

Intel

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO 140-720BOX 2, Flight 2 GROUP 416 DATE 25 Jan. 1945 TARGET ATTACKED Hall Road Junction1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 60°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. R. Gento6. Name of lead Pilot: Capt. D.A. Hulse7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 258 Altitude: 12,0009. Length of bomb run: 30 Sec:10. Bomb Load and Fusing per A/C: A-20 4 x 500 lb. FUSED 1/10 N 1/40 T11. Total Bombs Dropped: 39 A-26 6 x 500 lb. 1/10 1/40

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:

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

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____Results claimed: EXCEL X GOOD _____ FAIR _____ POOR _____ GROSS _____**S E C R E T**

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 140-720BOX 1, Flight 2 GROUP 416 DATE 25 Jan. 1945 TARGET ATTACKED Kell Road Junction1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 60°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. R.L. Kirk6. Name of lead Pilot: Capt. H.A. Monroe7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 259 Altitude: 12,2009. Length of bomb run: 25 Sec:10. Bomb Load and Fusing per A/C 4-20 4x 500 lb. FUSED 1/10 N 1/40 T11. Total Bombs Dropped: 27 4-20 6x 500 lb. 1/10 1/40

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

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

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

None

(e) State any difficulties on bombing run:

None

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

None

(g) Bombing results as reported by crews:

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

S E C R E T

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 140-720BOX I, Flight 3 GROUP A16 DATE 25 Jan. 1945 TARGET ATTACKED Kall Road Junction1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 7°3. Was mercury erection system used? YES ☐ NO ☒4. Did entire ~~(bomb)~~ (flight) drop on lead bombardier? YES ☒ 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. A.E. Rosenquist6. Name of lead Pilot: Lt. R.B. Singletary7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 256 Altitude: 21,8009. Length of bomb run: 30 Sec:10. Bomb Load and Fusing per A/C: A-20 4 x 500 lb. FUSED 1/10 N 1/10 T11. Total Bombs Dropped: 22 4-26 6 x 500 lb. 1/10 1/10

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

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

(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES ☒ NO ☐. If answer is "YES", state circumstances and effect on bombing: Could not locate AP in time for proper run.

(c) Did Flak affect bombing? YES ☐ NO ☒. 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: Same as (b) above.

(f) Malfunctions, personnel errors or other factors affecting bombing: None.

(g) Bombing results as reported by crews:

Aimed at right Target: YES ☒ NO ☐

Results claimed: EXCEL ☐ GOOD ☐ FAIR ☐ POOR ☒ GROSS ☐

S E C R E T

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 110-786BOX II, Flight 1 GROUP 416 DATE 25 Jan. 1945 TARGET ATTACKED Ball Road Junction1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 106°3. Was mercury erection system used? YES _____ NO X4. Did entire ~~(bomb)~~ (flight) drop on lead bombardier? YES X NO _____

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

Pre-set with corrections. G-1 Auto Pilot not used.5. Name of lead Bombardier: Lt. A.S. Calloway6. Name of lead Pilot: Capt. H.D. Stebbins7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 255 Altitude: 11,0009. Length of bomb run: 40 Sec:10. Bomb Load and Fusing per A/C: 4-20 4 x 500 lb. FUSED 1/10 N 1/10 T11. Total Bombs Dropped: 17 4-20 4 x 500 lb. 1/10 1/10

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:

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

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____

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

SUPERIOR X

S E C R E T

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 210-720BOX IX, Plot 2 GROUP 416 DATE 25 Jan. 1945 TARGET ATTACKED 211 Road Junction1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 106°3. Was mercury erection system used? YES _____ NO X4. Did entire ~~known~~ (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: C-1 auto-pilot not used. On first run (1st) did not make sighting operation because of insufficient time. On second run bombs went away as bomb doors opened, due to pilot's release button being frozen and closing bomb circuit switch. Malfunction.

5. Name of lead Bombardier: Lt. E. Form6. Name of lead Pilot: Capt. G.M. McNulty7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 256 Altitude: 11,700

9. Length of bomb run: _____ Sec: _____

10. Bomb Load and Fusing per A/C: 20 lb x 500 lb. FUSED 1/10 N 1/10 T11. Total Bombs Dropped: 16 1-20 6 x 500 1/10 1,400

12. Full statement of all factors effecting 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 X NO _____. If answer is "YES", state circumstances and effect on bombing: Snow made target difficult to pick up.

(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:
Premature release.

(f) Malfunctions, personnel errors or other factors affecting bombing:
Pilot's release button frozen causing bombs to go away as bomb doors were opened.

(g) Bombing results as reported by crews:

Aimed at right Target: YES _____ NO _____

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

S E C R E T

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 110-720BOX 11, Flight 3 GROUP 414 DATE 25 Jan. 1945 TARGET ATTACKED Ball Road Junction1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 106°3. Was mercury erection system used? YES ☐ NO ☒4. Did entire (~~xxx~~) (flight) drop on lead bombardier? YES ☒ 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. R.T. Bennett6. Name of lead Pilot: Capt. R.E. Greenley7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 250 Altitude: 11,2009. Length of bomb run: 30 Sec:10. Bomb Load and Fusing per A/C 2-114 x 500 1b. FUSED 1/10 N 1/10 T11. Total Bombs Dropped: 22 2-114 x 500 1b. 1/10 1/10

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

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

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

(c) Did Flak affect bombing? YES ☐ NO ☒. 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 ☒ NO ☐

Results claimed: EXCEL ☒ GOOD ☐ FAIR ☐ POOR ☐ GROSS ☐

S E C R E T

C O N F I D E N T I A L

HEADQUARTERS
416TH BOMBARDMENT GROUP (L)
OFFICE OF THE RADAR OFFICER

APO 140, U S ARMY,
25 JANUARY 1945.

SUBJECT: REPORT OF OPERATIONAL USE OF WINDOW.

TO : RADAR COUNTERMEASURES OFFICER, HEADQUARTERS, 9TH
BOMBARDMENT DIVISION (M), APO 140, U S ARMY.

1. R.C.M. DISPENSING 38.
2. 25 JANUARY 1945.
3. KALL ROAD JUNCTION.
4. 50° 35N 05° 51E.
5. 50° 33N 06° 32E.
6. 3.
7. ~~XXXXXXXXXX~~ 19 BOXES.
8. ~~XXXXXXXXXX~~ 320° 25MPH.
9. 11800.
10. CLEAR WITH LIGHT HAZE.
11. MEAGER LIGHT AND HEAVY.
12. INACCURATE.
13. 10 SECONDS.
14. SHORT, SEPARATE BURSTS.
15. FLAK BURSTS VERY INACCURATE. NOT AFFECTED BY WINDOW.

CF
CHARLES F. GUNDERSON.
1ST LT., C.A.C.,
RADAR OFFICER.

JPO JKI JES VIA JEA V ITA JJF 1/25 OP OP

FROM 1ST PATHFINDER SQ PROV. 25/1600A

TO CG IX BOMB DIV.

CO'S 409TH 410TH, 416TH 323RD 391ST 387TH 397TH BOMB GPS.

CG, S 97TH, 98TH, 99TH COMBAT BOMB WINGS

SECRET BT

1ST PATHFINDER SQ PROV. J-86-D

- Dist*
S-2
Lydy
- J-775
- A. FIRST PATHFINDER SQ WITH 409TH BG
 - B. HILLESHEINN COMMUNICATIONS CENTER (WL 2489)
 - C. ONE B 26
 - D. NONE
 - E. ONE B 26. GROUP TOOK OVER LEAD AT NAMUR (VJ 9811) AND PFF A/C FELL INTO NUMBER FOUR SPOT IN GROUP FORMATION. DUE TO SEVERE ICING OF RIGHT ENGIN, INOPERATIVE TACHOMETER FOR LEFT ENGINE, AND TENDENCY OF RIGHT ENGINE PROP TO RUN AWAY, PFF PILOT DEEMED IT ADVISABLE TO ABORT, AND HE CONSEQUENTLY TURNED BACK AT ELSENDORF (VK 9207)
 - F. 4 X 500 GP RETURNED
 - G. NONE
 - H. NONE
 - I. NONE
 - J. NONE
 - K. NONE
 - L. 13,200
 - M. 1211 TURNED BACK AT VK 9207

OBSERVATIONS; ONE BALOON (BARRAGE) OBSERVED BY CO-PILOT AND BOMBARDIER AT VP 1798 FLYING AT 6500 FEET, PFF AT 9,500 FEET.

COMMENT; PFF A/C, FOUR MINUTES LATE FOR RENDEVOUS WITH GROUP DUE TO DIVISION HOLD UP OF TAKE OFF, FOUND GROUP 5,000 ABOVE AGREED ALT. IT IS SUGGESTED THAT GROUPS BE FURNISHED COPY OF PFF COMPUTATION CHART TO MAKE THEM CONVERSANT WITH ALTITUDES FLOWN ON COURSE AND ELIMINATE THEIR QUESTIONING SAME WHEN AIR BORN.

- A. FIRST PATHFINDER SQ WITH 410TH BG
- B. STADKYLL COMMUNICATION CENTER (WL 1495)
- C. ONE B 26
- D. ONE B 26, PRIMARY, ON GROUP LEAD
- E. NONE
- F. 4 X 500, PRIMARY
- G. GOOD RESULTS OBSERVED WITH COLUMN OF BLACK SMOKE RISING TO 12,000 FEET. FIRES OBSERVED IN TARGET AREA. SMOKE COULD BEEN SEEN FROM DISTANCE OF 60 MILES.
- H. ONE, CATEGORY "A" FLAK
- I. NONE
- J. MOD ACC HFF TARGET AREA (WL 1495)
WK INACC HFF HONEFELD (VP 9799)
- K. NONE
- L. 12,500
- M. 1204 1/2

OBSERVATIONS: ONE UNIDENTIFIED B 26 A/C FELL INTO A POSITION ABOUT 2000 FEET ABOVE FORMATION AND ABOUT ONE-HALF MILE BEHIND AS FORMATION ENTERED ENEMY HELD TERRITORY AT ABOUT 1159, CHANGED POSITION TO ONE ABOUT ONE MILE OUT TO LEFT AND AT ABOUT 1209 (AFTER BOMBS AWAY) TURNED TO RIGHT AND HEAD NORTH. WAS AT NO TIME CLOSE ENOUGH TO OBSERVE MARKINGS.

- A. FIRST PATHFINDER SQ WITH THE 416TH BG
- B. KALL COMMUNICATION CENTER WF 1717
- C. ONE B26
- D. ONE B26, CASUAL ON PFF NORDEN, IN ABSENCE OF RELEASE SIGNAL DURING PASSAGE OVER BRIEFED PRIMARY IN A LONE RUN AFTER GROUP HAD RETURNED TO THEIR VISUAL IP FOR A VISUAL RUN. CASUAL CHOSEN WAS TOWN AND ROAD JUNCTION OF SCHONAU (WF 3213)
- E. NONE
- F. 4 X 500
- G. HITS OBSERVED IN MIDDLE OF MAIN ROAD, ABOUT 100 FEET TO LEFT OF JUNCTION.
- H. NONE
- I. NONE
- J. NONE
- K. NONE
- L. 13,200
- M. 1201 1/2 (CASUAL)

NOTE: PFF CALLED CORPS GROUND SECTOR CONTROL STATION AT 1148, SIMULTANEOUS WITH GROUP CALL TO SAME. BOTH CALLS ACKNOWLEDGED.

- A. FIRST PATHFINDER SQ WITH 397TH BG
- B. ELLER RR BRIDGE (WL 5767)
- C. ONE B26
- D. ONE B 26, PRIMARY ON GROUP LEAD, GROUP HAVING RETAINED LEAD FROM START.
- E. NONE
- F. 4 X 500 GP
- G. OBSERVATIONS TO EFFECT THAT BOMBS MISSED BOTH BRIDGES AND APPROACHES
- H. NONE
- I. NONE
- J. NONE
- K. NONE
- L. 14,200
- M. 1350 (1ST RUN) 1359 2ND RUN)- PRIMARY

- A. FIRST PATHFINDER SQ WITH 391ST BG
- B. EUSKIRCHEN RR BRIDGE (WF 3429)
- C. ONE B26
- D. NONE
- E. ONE B26 ABORTED AFTER INABILITY TO DISTINGUISH BETWEEN FLIGHTS AND WINDOW CRAFT AFTER GROUP HAD FORMED FOR THE VISUAL RUN THEY ADVISED THEY WOULD MAKE.
- F. 4 X 500
- G. NONE
- H. NONE
- I. NONE
- J. MOD INACC HFF FRITZHEIM (WF 1836)
- K. NONE
- L. 14,200
- M. 1448 TURNED BACK AT POINT 2 MILES WEST OF ZULPICH (WF 2234)

- A. FIRST PATHFINDER SQ WITH THE 387TH BOMB GROUP
- B. SINZIG RR BRIDGE (WF 6617)
- C. ONE B26
- D. ONE B26, PRIMARY, ON GROUP LEAD
- E. NONE

F. 4 X 500 GP-PRIMARY
 G. UNOBSERVED
 H. NONE
 I. NONE
 J. MGR INNAKCC HFF TARGET AREA-POSSIBLY FROM ARRWEILER GUNS
 (WF 5217) MGR HFF AT OTHER FLIGHTS IN GROUP FROM MAYEN (WL 6192)
 K. NONE
 L. 13,500
 M. 1430

COMMENT-GROUP DIDNT FOLLOW BRIEFED ROUTE BACK TO BASE

A. FIRST PATHFINDER SQ PROV. WITH 323RD GROUP
 B. SINZIG RR BRIDGE (WF 6617)
 C. ONE B26
 D. ONE B26, CASUAL ON PFF NORDEN-CASUAL ATTACKED WHEN APPARENTLY DUE
 TO FAILURE OF FIGHTER RENDEVOUS TO MATERIALIZE, GROUP STARTED TO
 BREAK INTO FLIGHTS AND ELEMENTS. PFF SHIP TRIED TO ROUSE GROUPE
 LEADER UNUCCESSFULLY. AS GROUP STOODG AROUND APPARENTLY WAITING
 FOR FIGHTERS. PFF, LACKING GROUP FOLLOWING AND KNOWING BRIEFED
 TOT COULD NOT BE MET WENT IN AND SALVOED ON TOWN OF HERMESKIL
 (WL 4318)
 E. NONE
 F. 4 X 500 GP ON CASUAL
 G. OBSERVED HITS ON BUILDINGS
 H. NONE
 I. NONE
 J. NONE
 K. NONE
 L. 14,200
 M. 1312 (CASUAL)

CO 1ST PATHFINDER SQ PROV.

BT 25/1600A

MET /DEF

RELAYED BY CES BBBBBB

JKI R.....25/1925A

FD KK

JPO R.....25/1925A

CEN KK

JES R.....25/1925A

DC K

S E C R E T

HEADQUARTERS
9TH BOMBARDMENT DIVISION (M)APO # 140
26 January 1945MISSION SUMMARY #17

25 January 1945

Section I

Field Order 720

<u>GROUP</u>	<u>TARGET</u>	<u>MISSION RESULTS</u>
416 BG	Kall (F-165165) Communication Center	Box I, Flight A - Excellent Flight B - Excellent Flight C - Unsat. Box II, Flight A - Superior Flight B - P.M.B. Flight C - Excellent
410 BG	Stadtkeyll (L-142953) Communication Center	Box I, Flight A - Excellent Flight B - Excellent Flight C - Superior Box II, Flight A - Superior Flight B - A.P.N.B. Flight C - Superior
409 BG	Hillesheim (L-242885) Communication Center	Box I, Flight A - Excellent Flight B - P.N.B. Flight C - No attack Box II, Flight A - Excellent Flight B - Undet. Flight C - Excellent
323 BG	Sinzig (F-658172) Rail Bridge	Box I No attack Box II, Flight A - No attack Flight B - P.N.B. Flight C - No attack
387 BG	Sinzig (F-658172) Rail Bridge	Box I Excellent Box II, Flight A - Undet. Flight B - Good Flight C - Excellent
397 BG	Eller (L-572671) Rail Bridge	Box I Good Box II Excellent
391 BG	Euskirchen (F-343295) Rail Bridge	Box I, Flight A - Superior Flight B - Excellent Flight C - Superior Box II Excellent

- A -

S E C R E T

S E C R E T

394 BG

Kaiserslautern (R-011928)
Rail Overpass

No attack

One full Group, plus all but one flight of a second Group, abandoned operations due to inability to make contact with fighter escort.

GROUP NARRATIVE

Six Groups attacked three communications centers and three rail bridges, recording Superior to Undetermined results. One flight of a seventh Group bombed other target. All Groups were dispatched with PFF load, but weather conditions at targets permitted visual bombing in every instance.

Kall (Communications Center)

416 BG: 25 A-26, 9 A-20, and 1 PFF a/c dispatched, 21 A-26 and 8 A-20 a/c dropping 143 x 500 GP on and in vicinity of primary. PFF a/c dropped 4 x 500 GP visually on a road junction at SCHONAU (F-3213) - enemy territory, having failed to receive release signal at primary. 3 A-20 a/c carried vision.

1 A-26 a/c, failed to bomb: 1, mechanical failure; 3, other (flight leader released prematurely, bombs falling out when doors opened. Those a/c held bombs).

No losses, damage, casualties.

Formation leader called "Cockspur" 5 minutes before reaching IP, receiving accurate fix in 1 minute.

Visual bombing by flights from 11,500 - 12,000 feet.

Box I, Flight A - EXCELLENT. All bombs within 1000' radius of DMPI. Center of bursts 750' SE of DMPI. Bombs fell in open fields.

Flight B - EXCELLENT. 85% of bombs within 1000' radius of DMPI. Center of pattern 515' SW of DMPI. Bombs fell in two patterns; one being 279' SE and the other 753' SW of DMPI. Bombs hit across RR tracks, highway, and buildings, probably destroying RR cars and damaging road and buildings.

Flight C - UNSATISFACTORY. No bombs within 1000' radius of DMPI. Center of pattern falls 1430' SW of DMPI. Blanket of bursts across RR tracks, highway and buildings, destroying rolling stock and damaging tracks, highway and buildings. Bombardier not synchronized at release.

Box II, Flight A - SUPERIOR. All bombs within 1000' radius of DMPI. Center of bursts 100' NE of DMPI. Excellent pattern on DMPI covering roads, buildings, and railroad.

- B -

S E C R E T

S E C R E T

Flight B - P.N.B. When lead a/c opened its bomb bay doors bombs fell out. 2 other a/c bombed on this a/c. Bombs fell in woods approx. 10 miles W of target (1:100,000 map S-1, Coord. 007188) - enemy territory. Remaining 3 a/c did not bomb.

Flight C - EXCELLENT. All bombs within 1000' radius of DMPI. Center of pattern 500' SE of DMPI. Bombs hit in open fields.

Stadtkyll (Communications Center)

410 BG: 41 a/c dispatched (including 1 PFF), 36 dropping 213 x 500 GP on primary. Bomb disposition unknown of 1 a/c which was lost. 2 window a/c.

2 a/c failed to bomb: mechanical failures. Each of these a/c, on single engine, jettisoned 6 x 500 GP safe in friendly territory; 1 near MARCY (0-122349), and the other in vicinity of COULOMMIERS (S-525292).

Lost a/c, hit by flak at target, peeled out of formation and subsequently crashed and burned near COULOMMIERS (S-561441). 3 crewmen killed in crash.

17 additional a/c, including PFF, flak battle damaged; no further casualties.

Formation leader, flak damaged, landed at ST. TROND. No information available regarding Fighter Control contact.

Visual bombing by flights on group lead from 11,400 - 12,500 feet.

Box I, Flight A & B - EXCELLENT. Flight B dropped on Flight A. 50% of bombs from both flights burst within 1000' radius of DMPI. Broken pattern centered 1000' NW of DMPI. Bombs from Flight A centered on highway leading from NW into town, extending SE from elbow in road to blanket several hundred feet of highway and a large number of buildings in this area. Bombs from Flight B centered on hillside straddling secondary road.

Flight C - SUPERIOR. 100% of bombs within 1000' radius of DMPI. Long pattern centered 200' N of DMPI with bursts straddling highway NW of DMPI and extending ESE to score direct hits and near misses on buildings N and E of DMPI. Due to break in pattern no direct hits were scored on intersection itself.

Box II, Flight A & C - SUPERIOR. Flight C bombed simultaneously with Flight A. Bursts combined to form one long pattern. 100% of bombs from both flights within 1000' radius of DMPI. Combined pattern centered on and near DMPI with weight of attack centering E and W of intersection. Pattern extends from fields W of DMPI to hillside E of DMPI, blanketing secondary road intersection, buildings and intersecting highways in immediate vicinity. Possible direct hits to DMPI itself.

Flight B - A.P.N.B. Due to interference on bomb-run this flight was forced to make second run. Bombardier was unable to pick up assigned DMPI because of smoke, and synchronized on Box I DMPI. Excellent pattern centered 1000' NW of assigned DMPI and 250' N of Box I DMPI. Bursts extend SE along highway with SW edge of pattern blanketing buildings and highway leading into Box I DMPI. Possible direct hits and near misses to Box I DMPI.

- C -

S E C R E T

SECRET

409 BG: 32 A-26, 8 A-20, 1 FFF a/c dispatched; 25 A-26 and 4 A-20 a/c dropping 161 x 500 GP on and in vicinity of primary. Bomb disposition unknown of 1 A-26 a/c which was lost. 3 A-20 a/c carried winch.

8 a/c failed to bomb: 2 (1 A-26, 1 FFF), mechanical failures; 3, other (1 A-20), lead bombardier could not identify target on first run and cloud cover and GEE failure prevented bombing on second run; 5 (A-26), loader did not drop).

1 of the A-26 a/c which failed to bomb (on single engine due to flak damage) jettisoned 6 x 500 GP armed in an open field near MALMEDY (K-850060) - friendly territory.

Lost a/c was shot down by flak in target area; 2 chutes seen, 3 crewmen missing.

Another A-26 a/c crash-landed at MELUN due to faulty hydraulic system.

16 additional a/c (14 A-26, 2 A-20) flak battle damaged; no further casualties.

Formation leader called "Ripsaw" 10 minutes prior to IP, and "Cockspur" 10 minutes prior to bomblines, reporting that formation was 5 minutes early and requesting barrage from "Cockspur". Both stations acknowledged.

Visual bombing by flights on group lead from 9000 - 10,300 feet.

Box I, Flight A - EXCELLENT. 90% of bombs within 1000' radius of DMPI. Pattern centered approx. 580' E of DMPI, and covers approx. 750' of primary Dreis road immediately E of DMPI.

Flight B - P.N.B. Bombardier misidentified target. Bombs fell approx. 7-3/8 miles NW of target at L-143954, 11 miles E of bomb line in enemy territory. Since this flight's bombs were covered only by K-20 oblique photos, damage assessment is impossible.

Flight C - NO ATTACK. Bombardier could not positively identify target on first run. Made second run but clouds had moved in. Attempted to bomb on GEE, but equipment failed. Pilot decided to rejoin formation rather than attempt third run.

Box II, Flights A & C - EXCELLENT. Flight C dropped on Flight A (Flight C leader could not take off due to nose wheel malfunction). 50% of bombs within 1000' radius of DMPI. Center of pattern approx. 1000' SSE of DMPI, bombs of Flight A covering SW edge of town with probable damage to residences and primary road to LAMMERSDOFF. Flight C photos show possible damage to RR junction on W edge of HILLESHEIM. Remainder of bombs fell in fields on S edge of town.

Flight B - UNDETERMINED. No photo coverage. GEE camera in lead a/c was turned off after first run and on second run pilot's hands were too cold to turn on switch. Bombardier reports Excellent results on basis of visual observation.

Sinzig (Rail Bridge)

323 BG: 37 a/c dispatched (including 1 FFF); none bombed primary. 7 a/c dropped 22 x 1000, 4 x 500 GP on Other targets. 3 winch a/c.

- D -

S E C R E T

27 a/c failed to bomb: 2, mechanical failures (including formation leader); 25, other - group leader could not contact escort or Fighter Control at fighter rendezvous. Proceeded to bomb line, where leader abandoned operations due to lost blower. Box II leader took over and circled, believing that escort would catch formation. Attempted unsuccessfully to call Fighter Control, then returned to rendezvous point. Since there was still no contact with escort operations were abandoned. It was later ascertained that leader's VHF receiver was out of order.

No losses, damage, casualties.

Visual bombing by flight of 6 a/c, and by PFF a/c individually, from 13,600 14,200 feet.

Box I - NO ATTACK. Abandoned operations because of inability to contact fighter escort.

Box II, Flights A & C - NO ATTACK. (See above).

Flight B - P.N.B. While circling in enemy territory waiting for escort, bombardier selected a bridge at FISCHBACH (GSGS 4416/U2/L-772278 on illustration US 10 T/346) for attack. 70% of bombs fell within 1000' of center of bridge in loose concentration. MPI of bursts is 850' S of center of bridge. Bombs hit on side of hill, causing no damage.

(PFF - attempted unsuccessfully to call group leader at fighter rendezvous. When formation commenced to break up into flights, PFF continued into enemy territory and salvoed bombs on town of HERMESKIL (L-4318), believing that briefed T.O.T. at primary could not be met. Crew members report hits on buildings in town.)

Sinzig (Rail Bridge)

387 BG: 30 a/c dispatched (including 1 PFF), 26 dropping 100 x 1000, 4 x 500 GP on and in vicinity of primary. Bomb disposition unknown of 1 a/c which is missing. 2 window a/c.

1 a/c failed to bomb: other (fumes from gas leak in right wing made tail gunner ill - early return).

Missing a/c received direct hit in right engine on bomb run, and dove out of formation with engine on fire. Last seen holding altitude at 2500 - 3000 feet in vicinity of BURGBROHL (F-680060) - enemy territory. 6 crewmen missing.

Another a/c, also flak damaged, crash-landed at base.

14 additional a/c flak battle damaged; no further casualties.

Formation leader called "Sweepstates" and "Bypass" at fighter rendezvous. Contact was made and desired information obtained.

Visual bombing by flights on group lead from 11,500 - 14,300 feet.

Box I, Flight A - EXCELLENT. 100% of bursts within 1000' radius of DMPI. Good pattern centered approx. 350' SSW of AP, scoring a direct hit and near misses to S end of bridge and approach.

Flight B - EXCELLENT. 100% of bursts within 1000' radius of DMPI. Excellent pattern centered approx. 340' NW of AP, scoring probable hits to N approach and near misses to N end of bridge.

- E -

S E C R E T

S E C R E T

(Flight C leader was unable to take off due to mechanical failure. 3 a/c of that flight bombed with Flight B.)

Box II, Flight A - UNDERMINED. No photo coverage. 1 camera was not completely run off, and 2 camera a/c did not take off due to inability to start engines in cold weather.

Flight B - GOOD. 40% of bursts within 1000' radius of DMPI. Scattered pattern centered approximately 750' ESE of AP, bombs falling in open fields.

Flight C - EXCELLENT. 100% of bursts within 1000' radius of DMPI. Excellent pattern centered approx. 400' SW of AP, scoring near misses to S end of bridge and approaches.

Eller (Rail Bridge)

397 BG: 25 a/c dispatched (including 1 PFF), 18 dropping 34 x 2000, 4 x 500 GP on primary. 2 window a/c.

6 a/c were unable to take off due to inability to start engines in cold weather.

5 a/c failed to bomb: 1, mechanical failure; 4, weather (leader of Flight C, Box I, had frosted windshield; could not see other flights, so returned from enemy territory with 3 remaining a/c of Flight).

No losses, damage, casualties.

Formation leader called "Ripsaw" 3 minutes prior to IP, and received desired information.

Visual bombing by boxes on group lead from 14,000 - 14,200 feet.

Box I - GOOD. 40% of bombs within 1000' radius of DMPI. Poor bomb pattern scattered E of DMPI in three sections. Possible damage to N end of bridge.

Box II - EXCELLENT. 85% of bombs within 1000' radius of DMPI. Main bomb pattern 735' SE of DMPI on river bank and in bed proper. Few early bombs fell outside 1000' radius in open area, while a few fell late possibly hitting W end of Bridge where highway passes beneath.

Englewood (Rail Bridge)

391 BG: 31 a/c dispatched (including 1 PFF), 26 dropping 101 x 1000 GP on primary. Bomb disposition unknown of 1 a/c which was lost. 3 window a/c.

1 a/c (PFF) failed to bomb: other (could not distinguish between flights and window a/c after group had formed for visual run).

Above mentioned a/c was lost to flak on second bomb run, exploding in mid-air after direct hit. No chute observed, although 1 crew member was seen to bail out.

6 crewmen missing.

13 additional a/c flak battle-damaged; no further casualties.

Formation leader called "Swampstakes" at IP, but there was no response.

Visual bombing by flights on group lead from 12,500 - 13,500 feet.

Box I, Flight A - SUPERIOR. All bombs within 1000' radius of DMPI. Bombs fell in pattern 250' SE of DMPI, across a trench, in the river, and in open fields.

- F -

S E C R E T

S E C R E T

Flight B - EXCELLENT. All bombs within 1000' radius of DMPI. Bombs fell in loose pattern 550' SSW of DMPI, across the river and in open fields.

Flight C - SUPERIOR. All bombs within 1000' radius of DMPI. Craters are visible 200' NE of DMPI. Bombs fell across E approach of bridge, highway bridge 400' N of DMPI and its west approach, the river, and in open fields.

Box II, Flight A & C - EXCELLENT. Flight C dropped on Flight A (formation took off from Cambrai/Niergnies, and Flight C leader was forced to abandon operations for reasons unknown. There was no bomb sight in deputy leader's a/c due to the mission having originated at another base). All bombs within 1000' radius of DMPI. Tight pattern 700' SSE of DMPI, across 2 long trenches, on 3 factory type buildings, across the river, and in open fields.

Flight B - EXCELLENT. 50% of bombs within 1000' radius of DMPI. 2 separate patterns fell 1400' NW and 400' ENE of DMPI. Former pattern is across a roadway, in residential areas, and in open fields. Latter pattern fell across RR choke point 400' E of DMPI.

Kaiserslautern (Rail Overpass)

394 BG: 28 a/c dispatched; none bombed. FFF a/c did not take off; engines would not start in cold weather. 2 window a/c.

26 a/c failed to bomb: 1, mechanical failure; 25, other - could not contact escort at fighter rendezvous due to haze and poor visibility. Group leader called "Ripsaw" 3-4 minutes after reaching RP. "Colman" was also called but not contacted. Formation circled for 20 minutes, becoming split up. Group leader then called "Parade", abandoning operations due to time lost and weather conditions.

No losses, damage, casualties.

- G -

S E C R E T

SECRET

Section II

A/C Off		268
A/C Bombing	170	
A/C Failing to Bomb	70	
A/C Recalled (Weather)	4	
Other		
Window	20	
Bombs of 4 A/C Unaccounted for	24	
Total		268

Bombs on Enemy Territory	278,750
Total Bombs to Date	101,836,238

A/C Lost (410 BG, 409 BG, 391 BG)	3	
A/C Missing (387 BG)	1	
A/C Crash-Landed (409 BG, 387 BG)	2	
A/C Battle Damaged	66	(28.20%)
Killed	3	
Wounded	10	
Missing	15	
Injured	0	
Claims	0	

S E C R E T

FAILURES TO BOMB

<u>GROUP</u>	<u>NO. A/C</u>	<u>CLASSIFICATION</u>	<u>REASON</u>
416	1 (A-26)	Mechanical	Nose wheel would not retract.
	3 (A-26)	Other	Flight leader released prematurely, bombs falling out when doors were opened. These a/c held bombs.
410	2	Mechanical	Engine failures.
409	1 (PFF)	Mechanical	Tachometer failure and runaway prop on right engine.
	1 (A-26)	Mechanical	Safety switch malfunction.
	6	Other	1 (A-26) Lead bombardier could not identify primary on first run. Cloud cover obscured target on second run and GEE did not work.
			5 (A-26) leader did not drop.
323	2	Mechanical	1 - high blower out. 1 - engine trouble.
	25	Other	Unable to contact fighters.
387	1	Other	Fumes from gas leak in right wing made tail gunner ill.
397	1	Mechanical	Right engine cutting out.
391	1 (PFF)	Other	Could not distinguish between flights and window a/c after group formed for visual run.
394	1	Mechanical	Engine cutting out.
	25	Other	Unable to contact fighters at RP after circling for 20 minutes. Abandoned operations due to time lost and weather.

OBSERVATIONS

WEATHER: Kall 416 BG: 2-3/10 stratus, tops 2000 feet. 10/10 stratus layer visible to the East. 10/10 alto-stratus estimated 15,000 feet. Visibility 5-6 miles, 6 miles on bomb-run.

Stadtkyll 410 BG: Visibility 10-15 miles air-to-ground on bomb-run.

Hillesheim 409 BG: Very heavy cloud-like haze at flight altitude below, and above. Visibility 12 miles on bomb-run.

Sinzig 323 BG: 6-8/10 alto-stratus at 15,000 feet. No low cloud. Visibility 8 miles.

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Sinzig 387 BG: 8/10 alto-stratus at 14,000 feet. Nil low cloud. Visibility on bomb-run 10-12 miles. Haze and fog in river valleys and several isolated swelling cumulus 20 miles to Northwest.

Eller 397 BG: 10/10 alto-stratus at 15,000 feet. Visibility 4-6 miles on bomb-run.

Buskirchen 391 BG: No low or medium cloud. 4-5/10 cirrus estimated 20,000 feet. Visibility 30 miles air-to-ground.

FLAK ANALYSIS ANNEX

A/C OVER ENEMY TERRITORY	391
A/C LOST TO FLAK	3
A/C MISSING	1
A/C BATTLE DAMAGED	66
% A/C BATTLE DAMAGED	28.20%

<u>Kall Communications Center</u>	<u>416 Gp.</u>
A/C Lost to Flak	0
A/C Battle Damaged	0
% A/C Battle Damaged	0

Stray single bursts of light flak was encountered in Forst Monschau (F-0114). This point is on a secondary road and was probably deterrent fire to keep the formation at a high level.

<u>Stadtkyll Communications Center</u>	<u>419 Gp.</u>
A/C Lost to Flak	1
A/C Battle Damaged	17
% A/C Battle Damaged	46.15%

Moderate accurate heavy flak was encountered at the target. Flak enroute was probably neutralized by the counter-battery fire laid down by our own artillery. Lost a/c hit at target, subsequently crashed and burned in friendly territory.

<u>Hillesheim Communications Center</u>	<u>409 Gp.</u>
A/C Lost to Flak	1
A/C Battle Damaged	17
% A/C Battle Damaged	43.90%

Moderate accurate heavy flak was encountered from 10 miles northeast of St. Vith to the target. Due to the movement of the enemy there is probably a large concentration of mobile flak guns placed along the roads and road junctions to cover the withdrawal. The a/c that was lost was hit by flak before reaching the target.

<u>Sinzig R. R. Bridge</u>	<u>323, 387 Gp.</u>
A/C Missing	1
A/C Battle Damaged	15
% A/C Battle Damaged	24.61%

S E C R E T

The 323 Gp. did not reach the target and consequently did not encounter flak. However, the 387 Gp. encountered moderate accurate heavy flak at the target, and weak accurate heavy flak at Laacher Lake (F-6501) and Trier. This experience is in keeping with the usual experience at this target.

<u>Eller R. R. Bridge</u>	<u>397 Gp.</u>
A/C Lost to Flak	0
A/C Battle Damaged	0
% A/C Battle Damaged	0

Flak was not encountered at the target or enroute.

<u>Euskirchen R. R. Bridge</u>	<u>391 Gp.</u>
A/C Lost to Flak	1
A/C Battle Damaged	13
% A/C Battle Damaged	45.16%

Flak encountered on this attack followed very closely that experienced on the attack of 22 Jan. Our artillery again provided cover on the flak guns located between the battle line and the area near Zulpich. The enemy guns east of this point would be out of range for our artillery. Crews reported that the flak was moderate accurate at the target and at Zulpich. The lost a/c was hit on the second run at the target exploded in mid-air. No chutes were seen.

ENEMY AIRCRAFT REACTION

T.O.T.'s: 1201½ to 1445

Pathfinder with the 410th Group reports an unidentified B-26, which positioned itself 2000 feet above and a mile and a half behind the formation as it entered enemy territory. At about 1159, 5 minutes before bombs away, the strange B-26 took up a position about a mile to the left of the formation. Four minutes after bombing, the B-26 left, headed north. At no time was the B-26 close enough to observe markings.

S/A PHOTO REPORT

GROUP	CAMERAS PHOTOGRAPHING	MECHANICAL FAILURES		PERSONNEL FAILURES	
		NO.	PERCENT	NO.	PERCENT
416	100%	0	0	0	0
410	100%	0	0	0	0
409	100%	0	0	0	0
323	100%	0	0	0	0
387	89%	1	11%	0	0
397	73%	2	27%	0	0
391	59%	0	0	3	4.8%

S E C R E T

PUBLIC RELATIONS

PRESS RELEASE

NINTH BOMBARDMENT DIVISION HQS, France: Invaders and Havocs of Ninth Bombardment Division were out road-blocking again Thursday, in an effort to create another "bottle-neck" of German motor transport retreating out of Von Rundstedt's salient.

The versatile strafe-bombers carried out their attacks at medium level against main road junctions in three German villages near Schleiden. At the same time, three formations of Marauders --bringing the day's total striking force to more than 175 medium and light bombers-- hit railroad bridges at Euskirchen and Sinzig, in the Bonn sector, and the Eller rail span over the Moselle, 25 miles southwest of Coblenz.

Severe damage resulted to road junctions inside Kall, Stadtkyll and Hillesheim, all within a 20-mile radius of Schleiden. Outside Kall, Invader bombs chased a small German convey along the road leading into the town. Gunners said that the enemy vehicles disappeared under a blanket of smoke after the attack.

In the Marauders' smash at the Euskirchen rail bridge, more damage was believed dealt the key span, which had been damaged on previous attacks and only recently repaired. Destruction of the bridge would halt movement of troops and supplies from the Cologne and Bonn areas to the front.

Luftwaffe fighters again failed to challenge our bombers, although enemy ground batteries threw up intense flak over several of the day's targets. One Marauder was lost and another is missing, while one Invader was still unreported at a late hour Thursday.

-30-

25 January 1944

Phone to Paris 1740 hrs

" " Press Camp 1800 hrs

GP-416-30-0P-5
25 JAN 1945

AP 9
8A 1/2 5P-D
27 Jan 45

P.R.C.

DECLASSIFIED
DOD DIR 5200.9, 27 Sep 58

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