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GENERAL INDEX
 TARGET DATE 22/2/50 A/C 3/0 MISS. # 2/0 F.O. # (CLARION)

STATUS ATTACKED. BRIEFING OFFICER

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P.R.C.

06092028

SECRET

SECRET

MISSION NO. 210

LOADING LIST
BOX 1
FLIGHT 1

22 February 1945

1. 503 X
MAJOR R F MILLER
LT W FORD
P/S L B HANVEST
W/S O FRYE
ORIGINAL R H HARRIS

2. 264 I
LT W W ARMSTRONG
W/S O J RIVARD

3. 481 P
CAPT W J ANDERSON
LT W BARRON
W/S R L SCHAFER

4. 505 B
LT J T GARDNER
W/S S I HARRINGTON

5. 595 B
LT J P HILLIERS
SGT W A MILLER

6. 495 B
LT W B LANTIER
SGT F GENTRY

FLIGHT 11

1. 490 X
LT J A BURGESS
LT W G HARRIS
W/S O H SCHULTZ

2. 332 F
CAPT L C WILSON
LT A H G DODGELL
W/S O S JAMES

3. 356 B
LT A HARRINGTON
W/S J H BROWN

4. 237 B
CAPT L J BURGESS
CAPT L H LUTHER
W/S D C GILLIAM

5. 297 F
LT J H WRIGHT
SGT D C JAMES

6. 250 A
LT J BROWN
SGT H C HARRINGTON

FLIGHT 111

1. 497 B
CAPT R J TOTT
LT J T BICE
SGT W H BIRD

2. 300 B
LT W R JAMES
SGT R J GENTRY

3. 208 L
LT H A VAN HOUTEN
W/S H J GENTRY

4. 9315 B
LT A G HARRIS
W/S F E HARRIS

5. 249 F
CAPT S W HARRIS
SGT H W GENTRY

6. 326 B
LT L B HARRIS
SGT H H HARRIS

MISSION NO. 210
22 February 1945

MISSION NO. 210

LOADING LIST

BOX 11

FLIGHT 1

22 February 1945

1. 223 H
CAPT H M EVANS
LT T A MC CARTNEY
S/S J H ALBERT
DET J C MCNEIL

4. 213 A
LT J H MONTGOMERY
S/S R S GARDY

2. 223 B
LT R C RICHMAN
DET C L CALABRESE

5. 215 H
LT L J PUGH
S/S G D WILSON

3. 202 H
LT R H CORRELL
LT R E FARMAN
S/S A GANTER

6. 205 H
LT R A RUSSELL
S/S J F GIER

FLIGHT 11

1. 496 T
CAPT H L BOWERS
LT J RUTTS
S/S H HEATH

4. 252 D
LT D G TUDOR
S/S H S HYDE

2. 244 I
LT R S VAN ROET
DET S H KILMER

5. 229 B
LT H H HACKETT
DET C T HANE

3. 272 R
LT C S JORDAN
S/S R F JENSEN

6. 394 G
LT G H ANDERSON
DET S H DEATHMOR

FLIGHT 111

1. 507 C
LT F S BROWDER
LT I W DENNIS
LT TAYLOR
DET D B HIGGINS

4. 381 G
LT J R GARDNER
S/S S H THORP

2. 487 J
LT D H GRUBBS
LT R C MORRIS
DET H J NOWATYLSKI
S/S STIRLING

5. 554 G
LT J F STANOWSKI
DET J R VULLENDA

3. 274 S
LT R S TURNER
S/S J C MULLAS

6. 314 H
LT R G HENRI
S/S J A HENDER

MISSION NO. 210

22 February 1945.

Boucha A/c #215 not II R.
 BOX NO. _____
 (47) # 5

Dropped 6 x 500 + Hochst
 Poor results. no damage

Flak ~~X41~~ X41 at RW36 (NEWSTADT)
 EBERBACH 912 968

Claimed Strafes struck south of Hochst
 on N-S highway.

Damaged Hit on power house at 904 333
 south of primary target.

BOX NO. _____

Tuvia

[illegible]

• Thurman •
 Stankovich — 2 Brewster's
 flycatcher.

6x500 - P.T.

No Bat. Dam

Flack - 1 burst to rx. after I.P.
 on way to 4th run.

observations / Bombed no stuff
 5 runs on target.

got low on gas. — landed A-94
 + refueled — no reason.

on rr. tracks — no cars seen

No E/A

Guns OK — tested over E.T.
 7,000 ft. app for bomb.

F/O _____

#7
CONFIDENTIAL

INTERRO. FORM

PILOT Evans A/C# 523 BOX II-1

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>X</u>			JETTISONED	:			:

FLAK: XLI as round Hochst

ENEMY AIRCRAFT ENCOUNTERS:

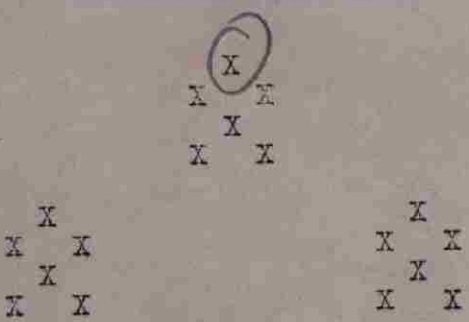
OBSERVATIONS:-

(TOT 1422
Alt- 9,800 head 3500

Stralled RR station + Tower (Radio) -
Truck possibly damaged -

Bombs hit East of Bridge haze
obscured Aiming point -

POSITION IN FORMATION



T.W.S.

INTERROGATOR

CONFIDENTIAL

F/O _____ ~~CONFIDENTIAL~~ 47 INTERR. FORM

PILOT Buchanan A/c# 223 BOX H-1

CASUALTIES
BOMBS : 6 X 500 ON P41 : BATTLE DAMAGE
 X RETURNED : : : : : : : : :
 X JETTISONED : : : : : : : : :

FLARE light Innac at Nled Kinzia (M895 290)

ENEMY AIRCRAFT ENCOUNTERS:

X —

OBSERVATIONS: — Stratted R/R. and Power line
Water tower —
No movement seen on ground —
Bombs not observed due to Haze and
Smoke —
Many fires in towns —

POSITION IN FORMATION

 X
 X (X)
 X
 X X

X X X
X X X
X X X

T.M.S

INTERROGATOR

CONFIDENTIAL

47

F/O _____ CONFIDENTIAL INTERR. FORM

PILOT Cornell A/C# 492 BOX 115 1.

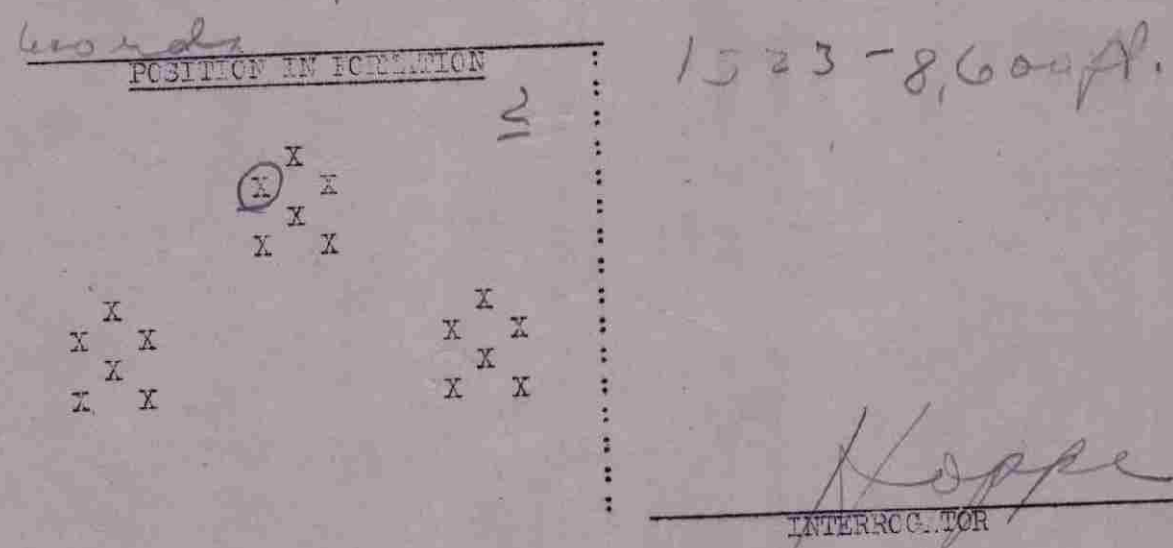
CASUALTIES _____

BOMBS :	<u>6</u>	<u>X 500</u>	ON <u>P.T.</u>	BATTLE DAMAGE			
	<u>X</u>		RETURNED			"A-C"	"E"
	<u>X</u>		JETTISONED				

FLAK: X H1 - climbing to R.P.

ENEMY AIRCRAFT ENCOUNTERS: X

OBSERVATIONS: Smoke in trucks in village
fired at one truck + at bldg.
town looked deserted nothing on rds.
My - big freight train ^{with engine} + 2 two other engines
on return to R.P.
2.8 min after B.L. going in - large train
going to rt. of form (1) near river.



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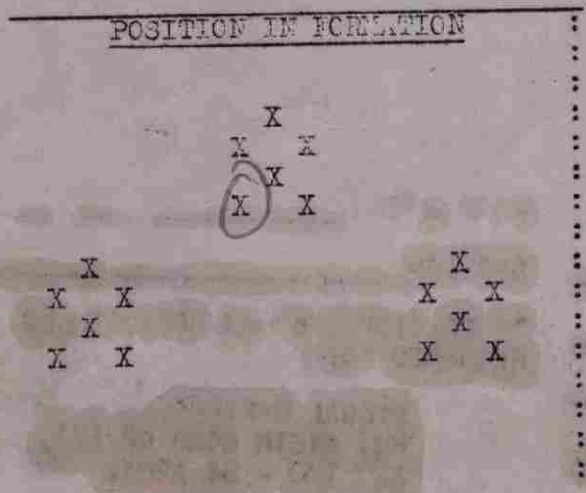
F/O _____ ⁴⁷ CONFIDENTIAL INTERR. FORM
PILOT Russell A/C# 205 BOX II-2

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

FLAK: light flack at Hochst accurate
 " " at R.P.

ENEMY AIRCRAFT ENCOUNTERS:
X-

OBSERVATIONS: Struffed R/P station and
houses and large Bldg with smoke stacks
Lots of fires in town



T.W.S
INTERROGATOR

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F/O

CONFIDENTIAL

INTER. FORM

PILOT

*Montrose
Wallace*

A/C#

*213
328*

BOX

11

CASUALTIES

BOMBS :

6 X 500

ON *Primary*

BATTLE DAMAGE

X

RETURNED

X

JETTISONED

"A-C"

"E"

FLAK:

*X 15 bursts X H1 after climbing 76
target to rally point (checkback)
912 968*

ENEMY AIRCRAFT ENCOUNTERS:

nil

OBSERVATIONS:

*hits on
Steeping - houses and road
on both sides at Hochst. Saw
people on ground seeking cover.*

POSITION IN FORMATION

*X
X X
X
X X*

*X
X X
X X
X X*

INTERROGATOR

CONFIDENTIAL

F/O _____

47
CONFIDENTIAL

INTER. FORM

PILOT

Wright

A/C#

297

BOX

I-2

CASUALTIES

BOMBS :

6 500

ON P.T.

BATTLE DAMAGE

"I-C"

"E"

X

RETURNED

X

JETTISONED

FLAK:

X H A - at Bomb line on way out

ENEMY AIRCRAFT ENCOUNTERS:

X

OBSERVATIONS:

Did not strafe - due to smoke
and haze, could not find anything to fire on
Bombs not observed, due to layer of
clouds -

POSITION IN FORMATION

X
X X
X
X X

X
X X
X X
X X

X
X X
X X
X (X)

T.W.S.

INTERROGATOR

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F/O

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INTER. FORM

PILOT

Nilsen

A/C#

332

BOX

F-2

CASUALTIES

BOMBS :

6 x 500

ON P.T.

BATTLE DAMAGE

"A-C"

"E"

X

RETURNED

X

JETTISONED

FLAK: XLA- at target-

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

- Stranded R/R station -
Poor vis. prevented picking good target.

Large dam, on Nacor River at Hirschhorn

(Crashed A/C at 13:45 hours 1 mi to
left of course -Barges in river near I.P.
Lots of fire in target towns

POSITION IN FORMATION

```

      X
     X X
    X X
   X X

```

```

  X X
 X X
 X X

```

```

    X
   X X
  X X

```

INTERROGATOR

CONFIDENTIAL

INTERFORM

Rensselaer

 $\frac{1}{2} \sqrt{\frac{11}{11}}$

354

BOX

I-2

CASUALTIES

BCMBB :

 6×500

ON RT-

BATTLE DAMAGE

五

RETURNED

 $\mathbb{K}$

JETTISONED

FL_{un}V: XXXHA-

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS: Lost formation at- Höchst after straffing due to haze and poor visibility- straffed R/R and Station, no claims Returned to base alone - All towns seemed to be deserted -

POSITION IN FORMATION

X
X X
X X

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

T.W. 9

INTERROG. TOR

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RESULTS

BOMBS :		ON	BATTLE DAMAGE		
			"A"	"B-C"	"E"
X	RETURNED	:	:	:	:
X	JETTISONED	:	:	:	:

FLAK:

XHI on turn off target near Newstead
XHZ west of IP from 4 gun position
S of Michelbach. few hundred yards

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

f.o.f. 1425

alt. 10000

no claims - Gunner hit horse & wagon.

POSITION IN CORPORATION

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

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47

F/O _____ CONFIDENTIAL INTERPR. FORM

PILOT Mooney W/C# 250 BOX I-2

CASUALTIES _____

BOMBS :	ON	Primary	BATTLE DAMAGE	"I-C"	"E"
<u>4 X 500</u>					
X		RETURNED			
X		JETTISONED	nil		

FLAK: meager snare - between I.P. + Sgt
" on alt. at - 420865 -

ENEMY AIRCRAFT ENCOUNTERS: nil

OBSERVATIONS: Bombing results unobserved - low hull out of
some Jerry Bombers -

Heavy layer - 6.68. horizon viz 0 - vertical fair -
Saw intersection of road from 500 ft. gave what
believed to be vehicles one long burst -

POSITION IN FORMATION

```

      X
    X  X
      X
    X  X
  
```

```

      X
    X  X
      X
    X  X
  
```

PSR
 INTERROGATOR

CONFIDENTIAL

F/O _____

52
CONFIDENTIAL

INTER. FORM

PILOT Pica A/C# 503 BOX 4-1

CASUALTIES

BOMBS :		BATTLE DAMAGE	
		"A-C"	"E"
<u>4</u> <u>X</u> <u>1000</u> <u>CON</u>			
<u>X</u>	RETURNED		
<u>X</u>	JETTISONED		

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS: bombs fell 1500 feet over target.
Hazy-visibility 2 miles. made 3 runs

7416

t.o.t - 1435 dropped bombs.

alt. 6500 - 36° heading

Hit locomotive - probably destroyed.

at R.P. 40 cars in mfg & 10 barges

8 barges at Hirschham.

3 barges on river near Hirschham.

Spotted barges on river

POSITION IN FORMATION

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

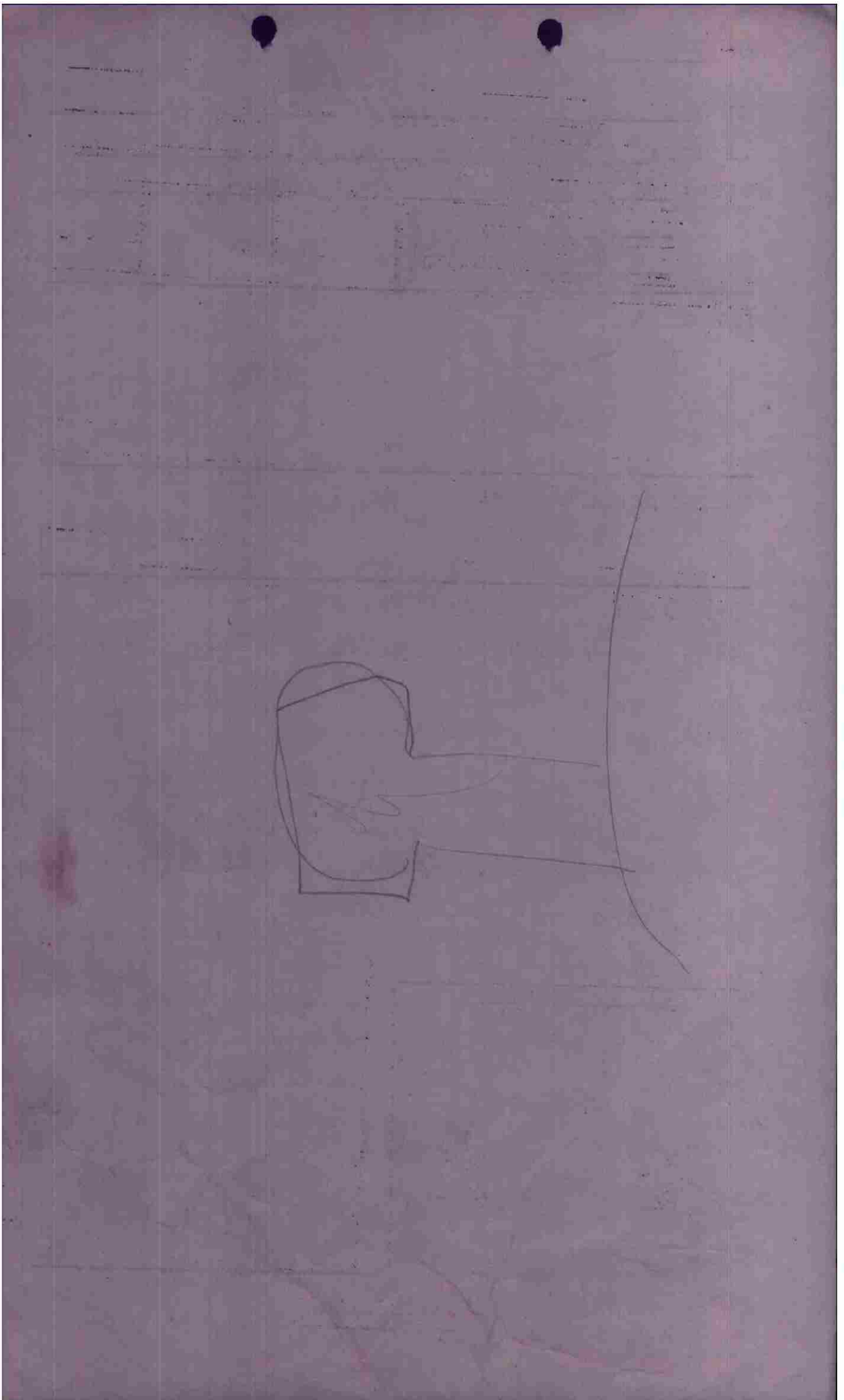
Heavy barge traffic
in main river.

approached to bridge.

believed barge out
by other flight.

H. A.
INTERROGATOR

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F/O

52

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INTERR.FORM

PILOT

Sumner

A/C#

496

BOX

II-2

CASUALTIES

BOBBS :

1

5000

ON

BATTLE DAMAGE

"A-C"

"E"

X

RETURNED

X

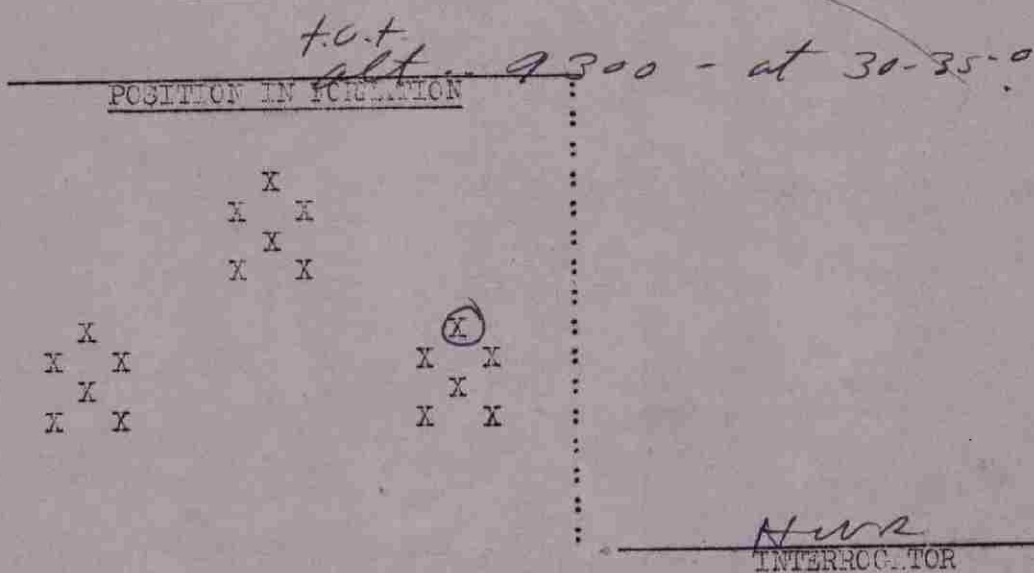
JETTISONED

FLAK:

X 41 at flight as crashed (bullet) out.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS: *believed hit shortly target possibly knocking out approach*
Sumner strafed buildings in town.
Heavy haze in target area almost 100% like RP & turning point.



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30 x 500

CONFIDENTIAL

INTERFORM

PILOT *Van Roke*

$$h/C_T^{II}$$

BOX 11 - 2

CASUALTIES

BC:BS :

6 x 500

ON M. L. Kennedy

BATTLE DAMAGE

 λ

RETURNED

X

JETTISONED

FLUX:

8 bursts HFF on course out. Don't know when

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS: Bridge #2 on target photo is down.

Bridge #1 under a pall of smoke

Strafing: Indicating 450 MPH on loss of altitude from strafing IP to deck (about 300 feet). 

~~st~~ Claims: short burst on brick 2 story
probable switch house just west of Bridge #2. Then
passed thru smoke of target area

Made 2 runs on bombing - became 1st time clouds obscured target

POSITION IN FORMATION

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

X X X

Luia
INTERROGATOR

CONFIDENTIAL

F/O _____

52
CONFIDENTIAL

INTERVIEW FORM

PILOT JordanA/C# 271BOX II-2

CASUALTIES _____

BOMBS :

6 X 500ON Primary

BATTLE DAMAGE

X

RETURNED

X

JETTISONED

"A"	"A-C"	"E"
<u>nil</u>		

FLAK: Meagre - acc - ~~not~~ bomb line or way out -

ENEMY AIRCRAFT ENCOUNTERS:

nilOBSERVATIONS: Shot up buildings on side of tracks - shot up what appeared to be radar installation -Did summer shot up line of cars in m/y - 5Bombing results - believed slightly short & right -RR Bridge intact after bombing -

POSITION IN FORMATION

		X			
	X		X		
		X			
	X		X		
X	X				
	X				
X					

	X
(X)	X
	X
X	X

LLP

INTERROGATOR

CONFIDENTIAL

F/O _____

52
CONFIDENTIAL

INTER. FORM

PILOT Turner DO h/c# 252 BOX II-1

CASUALTIES

BOMBS :		ON	BATTLE DAMAGE		
			"A"	"A-C"	"E"
<u>6</u>	<u>X 500</u>				
	<u>X</u>	RETURNED			
	<u>X</u>	JETTISONED	<u>nil</u>		

FLAK:

nil

ENEMY AIRCRAFT ENCOUNTERS:

nil

OBSERVATIONS:

2 Boms - Bombed OK
went down - 20 ft above Bldgs.

4-5 mph rolling stock
shots went into them

Bldg - (yard office) hit.

45-50 ft boat hit

(Barge) 2 vehicles E of Mutter tank 1 mile from at

POSITION IN RELATION

```

      X
    X  X
      X
    X  X
  
```

```

    X
  X  X
    X
  X  X
  
```

```

      X
    X  X
    (X)
    X  X
  
```

Shaped like a hill
and another town.

Bombs walked up right
to Bridge approach.
Probable hits on one end,

INTERROGATOR

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F/O _____

52
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INTER. FORM

PILOT Anderson A/C# 334 BOX II-2

CASUALTIES

BOMBS :	ON	BATTLE DAMAGE	"A-C"	"E"
<u>6</u> X <u>500</u>	<u>P.T.</u>			
X	RETURNED			
X	JETTISONED			

FLAK: None at T.
B. L. out - X H1

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

hit 2 ds on bridge.
saw hits of bombs in Bay.
No vehicles or people.
1 truck strafed - results (?)
does strafed hits on boat.
3 bright flashes from British ship strafed
4 no more flashes.
Big Black with + on it along W.
Small village strafed - hit houses 2 mi S W of T.

POSITION IN FORMATION

2

	X		
X		X	
	X		
X		X	

X		X	
X		X	
X		X	
X		X	

	X		
X		X	
	X		
(X)		X	

INTERROGATOR

CONFIDENTIAL

INTERFORM

Hijon

$$h/C_{\text{eff}}$$

249

BOX 5

mit

 6×500 ON 1/10/20

BATTLE DAMAGE

五

RETURNED

 $\frac{Y}{L}$

JETTISONED

FLAK: Target. mil

Elsewhere in

ENEMY AIRCRAFT ENCOUNTERS:

mil

OBSERVATIONS: Striped at minimum altitude along
 RR & MY

Q. road, from 0824 (Sheet 43) to 1424.

Claims: - Hits on ^{4 or 5 storeys} factory on ~~east~~ ^{west} side of
Miltenberg - NW of town. Also: direct
hits on van type ~~moving~~ ^{facing} vehicle ~~headed~~
east. Claims - destroyed. Gunner saw
it burst into flames. Looked larger than
our 2 1/2 ton type. Hits on Black & white
bungalows in crook of river ^{target area}. (2 gun positions in)

POSITION IN REGULATION

X
X X
X X

X
X X
X X

X X X
X X X

(2 gun positions in
siding target area)

Lupia

INTERROG. TOR

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52

F/O

CONFIDENTIAL

INTER. FORM

PILOT

Herman

A/C#

9315

BOX

I-3

CASUALTIES

BOMBS :

6 x 500

ON

PT

BATTLE DAMAGE

X

RETURNED

X

JETTISONED

FLAK:

*light flak at target M/G tracers, inacc.
M/G fire at bridge*

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

*Dropped from west to east.
cars along R/R., also factory Bldg
at (1124)
Hazy - saw bombs flash on north edge
of river. Lots of light flak from
along river west of town. Gunner fired into
small convoy (8 trucks) along road near town -*

POSITION IN FORMATION

X
X X
X
X X

X
X X
(X)
X X

X
X X
X
X X

no claims

INTERROGATOR

CONFIDENTIAL

F/O _____

52
CONFIDENTIAL

INTERFORM

PILOT Fiskin A/C# 300 BOX I-3

CASUALTIES

BOMBS :	<u>6</u>	<u>500</u>	ON	<u>PT</u>	BATTLE DAMAGE	<u>X</u>		
	<u>X</u>		RETURNED				"I-C"	"E"
	<u>X</u>		JETTISONED					

FLK: X

ENEMY AIRCRAFT ENCOUNTERS:

X

OBSERVATIONS:

Strashed S-Box cars - (No fires) - damaged -
" Barge - Damaged

No bombs seen due to Heavy Haze
Claim 1 Form house

POSITION IN FORMATION

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

T. U. S.

INTERRECTOR

CONFIDENTIAL

F/O

CONFIDENTIAL

INTER. FORM

PILOT Edstrom h/c# 326 BOX I-3

CASUALTIES

BOMBS :	6	X	500	ON	BATTLE DAMAGE	"A-C"	"E"
	X			RETURNED			
	X			JETTISONED			

FLAK: Trace in T/A

None elsewhere

ENEMY AIRCRAFT ENCOUNTERS:

P-51

OBSERVATIONS:

B+S strafed Box cars in off
60% of am in M. L.
Big feet before yards - hit
ours
olds - thin, no haze.
2000 xds in all.
Barges in river - docked

POSITION IN FORMATION

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

Test fire guns
over E.T.
sunk from bombing in
town is of T/A

INTERROGATOR

CONFIDENTIAL

Murphy

1537 - NY - 25 cars - (Box)

skinned close to him

check with 1 Girl's log

INTERR.FORM

CASUALTIES

BOMBS :		BATTLE DAMAGE	
		"A-C"	"E"
4	ON		
X	RETURNED		
X	JETTISONED		

FLAV:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

OBSERVATIONS:
2 barges damaged. Trains seen going into
barges. 1 barge loaded
sprayed m/y. 71 full.
Gun smith started out on patrol.
Buildings strafed.

POSITION IN ECCELLENCE

X
X X
X X
X (X)

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

X X
X X
X X

INTERROGATOR

CONFIDENTIAL

INTER.FORM

CASUALTIES

BOMBS :		BATTLE DAMAGE		
		"A"	"A-C"	"E"
4	ON			
X	RETURNED			
X	JETTISONED			

FLAK:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

OBSERVATIONS:
1 German vehicle (Truck or weapons carrier)
badly damaged.
Bombs hit ^{over} shaft of target in building
on far side.

Heavy barge traffic in main river.

POSITION IN POPULATION

X
X X
X X
X X

X X X
X X X
X X X

INTERROGATOR

CONFIDENTIAL

52

F/O _____

CONFIDENTIAL

INTER. FORM

PILOT Phillips A/C# 335 BOX I-1

CASUALTIES

BOMBS :	4 1/000	ON Primary	BATTLE DAMAGE
X	RETURNED		
X	JETTISONED		

FLY: one shot of light flt on 2nd run -

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS: 3 runs - bombs hit slightly N. + E of tgt.
Shot up large house at m/y - and locomotives in yard -
Shot burst at truck on road east of tgt - didn't observe results -

W/d of your interest will straggling -
Dunker 150 to 200 rounds into barge in canal - three locomotives
shot into + 50 rounds into station.
Shot into docking area east of tgt.

POSITION IN FORMATION

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

LSR

INTERROGATOR

CONFIDENTIAL

CASUALTIES

FILE: -

ENEMY AIRCRAFT ENCOUNTER 3:

OBSERVATIONS: - Went down on deck but did not
fire on acct no guns, gunners sight lagged
over, -

Bombs hit between 500 to 600 ft
short - hit building

Alt- 9,600 呎

POSITION IN COLLECTION

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

52

F/O _____

CONFIDENTIAL

INTERVIEW FORM

PILOT Andersen A/C# 481 BOX F-1

CASUALTIES _____

BOMBS :	4	X-1000	ON	PT	BATTLE DAMAGE	"A-C"	"E"
	X		RETURNED				
	X		JETTISONED				

FLAK: nil

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Bombed on 3rd pass (alt. 6500)
Gunner strafed bldg on N. side of
river - saw one end catch on fire, set
one box car on fire. Saw 3 tiger tanks
in ~~the~~ edge of town of Calw (R7 414)
Bombs hit on north side of river
(087245)

POSITION IN FORMATION

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

TOT -
alt - 6500
Hd - 37°

Perk.

INTERVIEWER

CONFIDENTIAL

F/O _____

52
CONFIDENTIAL

INTERFORM

PILOT Cannon A/C# 305 BOX 1-1

CASUALTIES

BOMBS :	<u>4</u>	<u>X</u>	<u>1000</u>	ON	<u>P.M.</u>	BATTLE DAMAGE	<u>X</u>		
	<u>X</u>			RETURNED				"A-C"	"E"
	<u>X</u>			JETTISONED					

FLAK: X

ENERGY AIRCRAFT ENCOUNTERS:

OBSERVATIONS: - Struffed Barges & Ware houses
along River. - Marshalling Yds

Claim 1 Truck, Destroyed
1 Command car Damaged
want off road

Bombs missed Bridge, but hit, large
Building (Hospital?) Warehouse also Blown
up -

POSITION IN FORMATION

		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

INTERROG. FORM

PILOT Gunning A/C# 487 BOX 11-3

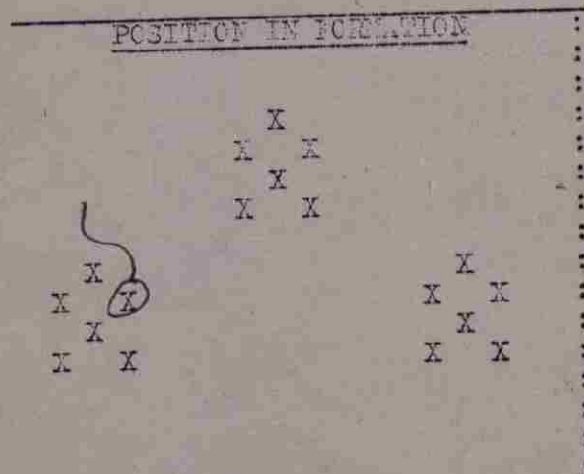
CASUALTIES _____

BOMBS :	ON	BATTLE DAMAGE	"A-C"	"E"
<u>6</u> <u>500</u>				
<u>X</u>	RETURNED			
<u>X</u>	JETTISONED			

FLAK: nil

ENEMY AIRCRAFT ENCOUNTERS: nil

OBSERVATIONS: Bombs hit bridge - bridge was down after bombing -
 Took lead of flight after 3 runs - Superior -
 Bomb alt - 6000
 T.O.T. 1501
 360° Course -



INTERROGATOR

CONFIDENTIAL

22

INTER. FORM

PILOT

Brewster

 $\frac{A}{C^{\frac{1}{2}}}$

507

BOX II - 3

CASUALTIES

21

BOINES :

△

CN

BATTLE DAMAGE

6 1/2 500

RETURNED

五

JETTISONED

FLAK: Two burst at 2 fighters SE. of I.P.

ENEMY AIRCRAFT ENCOUNTERS: nil -

OBSERVATIONS: Bombs would not release - tried all methods - Called Deputy leader after third pass & told him to take over -
made last run at 7000 ft - Cloud at 8000 -
1420 T.O.T. -

POSITION IN POPULATION

		X	
	X		X
		X	
	X		X

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

X X
X X
X X

INTERROGATOR

CONFIDENTIAL

F/O _____

CONFIDENTIAL

INTERC. FORM

PILOT E.O. Turner A/C# 274 BOX II-3

CASUALTIES _____

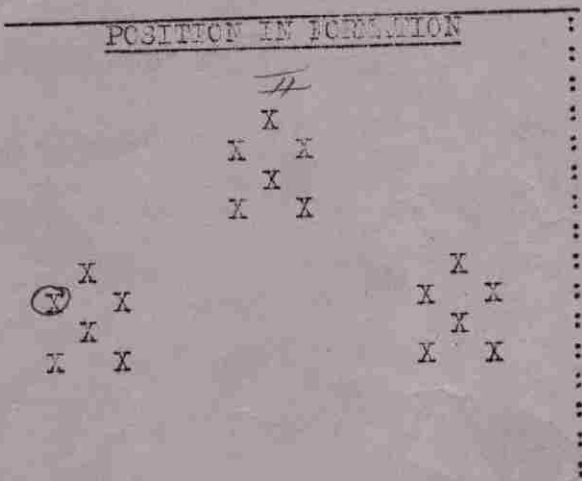
BOMBS : 6 X 501 ON Primary BATTLE DAMAGE

		"A-C"	"E"
<u>X</u>	RETURNED	<u>nil</u>	
<u>X</u>	JETTISONED		

FLAK: nil

ENEMY AIRCRAFT ENCOUNTERS: nil

OBSERVATIONS:



D.S.P.

INTERC. FORM

CONFIDENTIAL

F/O

CONFIDENTIAL

INTERFORM

PILOT Lewell A/C# 314 BOX II-3

CASUALTIES

BOMBS :	ON	BATTLE DAMAGE	"A-C"	"E"
<u>6</u> <u>500</u>	<u>PT</u>			
<u>X</u>	RETURNED			
<u>X</u>	JETTICOMED			

FLAK: light flock at IP (4th pass)
3-6 M/G's

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS: Bombed on first pass (6,000 ft alt.) results unobserved
Observed tunnel about $\frac{1}{3}$ from IP to target. Yenna saw many B/R cars on main line between IP + target

POSITION IN ECCELATION

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

	X
X	X
	X
X	X

Perkins

INTERROGATOR

CONFIDENTIAL

F/O _____

55
CONFIDENTIAL

INTERCOM

PILOT Wann

A/C# 381

BOX II-3

CASUALTIES

BOMBS :	ON <u>Primary</u>	BATTLE DAMAGE	"A-G"	"E"
<u>X</u>	RETURNED	<u>nil</u>		
<u>X</u>	JETTISONED			

FLAK: nil -

ENEMY AIRCRAFT ENCOUNTERS: nil -

OBSERVATIONS: Bombing very good - made 4 runs - Lt. Brunig took over lead on 3rd Run -

POSITION IN FORMATION

II

	X			
X		X		
	X			
X		X		

X			X	
X	X		X	X
	(7)		X	
X		X	X	

L.S.R.

INTERCOM

CONFIDENTIAL

F/O

PILOT

Stanbawski

 $\Delta/C^{\frac{11}{12}}$

354

BOX 77-3

CASUALTIES

BOLEBS :

五

© N

BATTLE DAMAGE

17 L - C: 11

78-11

X

RETURNED

2

JETTISONED

FILE:

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Handed at A-64,
low on gas.

POSITION IN REGULATION

X
X X
X
X X

X
X X
X
X X

X X X
X X X
X X X

INTERROGATOR

CONFIDENTIAL

9th B.D. S-2 Report 104A

: 9TH B.D. (M) WING 97th	: B
: GROUP	: BOX I MILTENBERG
: OTHER UNITS: TARGET	: BOX II A & B HOCHST
: 1 FLT. of 5: SIMMERN	: BOX II C - MUNSTER
: FIRST PHASE INTERPRETATION	: TARGET HIT

BOX I MILTENBERG RR BRIDGE
BOX II FLTS. A & B HOCHST RR BRIDGE
A. TARGET BRIEFED BOX II FLT. C - MUNSTER RR BRIDGE PRIMARY

SECONDARY

M.P.I. Centers of bridges	
A.P. Same	18 A-26
	12 A-26
C. NO. AND TYPE OF A/C DISPATCHED	6 A-26
	NO. OF A/C ATTACKING 5
D. BOMBING BY 3's, 6's, 12's, 18's	6's
	IN FOLLOWING ORDER 4,5,3,2,1,6.
E. NO. AND SIZE OF BOMBS DROPPED	60 x 500 & 24 x 1000 GP
	1/10 1/100 (1 Flt. Non delay
	FUSING 1/10 1/100 (tail)
	30 x 500 GP
	1/10 1/100
F. HEADING OF A/C WHEN BOMBS DROPPED	Box I - 30 deg. Box II- 360 deg.
G. TIME BOMBS DROPPED	BOX I FLT. A - 1435
	BOX II FLT. A - 1422
	FLT. B - 1429
	FLT. B - 1425
H. ACTIVITY AT TARGET	FLT. C - 1428
	FLT. C - 1501

J. RESULTS OF BOMBING

BOX I FLT. A: APnB : Due to haze obscuring target area, bombardier was unable to pick up AP in time for proper run. Approximated AP and released. Bombs hit in factory area 2100 ft. NE of DMPI with probable hits on small factory buildings.

FLT. B: APnB : Due to haze obscuring target area, bombardier was unable to pick up AP in time for proper run. Approximated AP and released. Bombs hit on small buildings and roads 760 ft. SW of DMPI with hits on buildings and roads.

FLT. C: APnB : Due to haze obscuring target area, bombardier was unable to pick up AP in time for proper run. Approximated AP . Bombs hit in woods 1800 ft. SE of DMPI.

BOX II FLT. A: APnB : Due to smoke obscuring target, bombardier approximated AP. (VISUAL) Bombs fell in fields 3050 ft. SW of DMPI.

FLT. B: EXCEL: All bombs within 1000 ft. of DMPI with center of pattern 480 ft. W of DMPI. Bombs fell in fields and across roads.

FLT. C: PNB : Bombardier mis-identified target and bombed bridge at .8 miles SE of town of MECKESHEIM, 43.5 miles S of primary. (Map U-3 Coord. 791795) Direct hits on RR embankment probably cutting tracks and near misses to RR bridge.

CLAYTON W. ZESIGER
Captain Air Corps
Photo Intelligence Officer

9th B.D. S-2 Report 104A

:	:	9TH B.D. (M) WING	97th	:	B	:
:	:			:		:
:	GROUP	:	DATE	22 Feb. 1945	:	SIMMERN RR BRIDGE
:	OTHER UNITS: TARGET	:			:	
:	BOX I	:	MILTENBERG	:		:
:	BOX II A & B	:	HOCHET	:		:
:	BOX II C	:	MUNSTER	:		:
			FIRST PHASE INTERPRETATION			
					TARGET HIT --	

A. TARGET BRIEFED SIMMERN RR BRIDGE PRIMARY
SECONDARY

M.P.I. Center of bridge.

A.P. Same

C. NO. AND TYPE OF A/C DISPATCHED 5 A-26 NO. OF A/C ATTACKING 5
D. BOMBING BY 3's, 6's, 12's, 18's 5's IN FOLLOWING ORDER
E. NO. AND SIZE OF BOMBS DROPPED 20 x 1000 GP FUSING 1/10 1/100
F. HEADING OF A/C WHEN BOMBS DROPPED 90
G. TIME BOMBS DROPPED 1511
H. ACTIVITY AT TARGET

J. RESULTS OF BOMBING

BOX I FLT. A: UNDET: No strike photos due to evasive action. Visual reports state that bombs hit approx. 300 ft. SE of bridge.

CLAYTON W. ZESIGER
Captain Air Corps
Photo Intelligence Officer

UNSATISFACTORY BOMBING REPORTGROUP 416TH BOMB GROUPMISSION OF 22 FEBRUARY 1945TO MILITENBURG R/R BRIDGEROCEST R/R BRIDGEMUNSTER R/R BRIDGE

	<u>NAMES</u>	<u>RESULTS</u>	<u>REASONS FOR GROSS BOMBING OR FAILURE TO ATTACK PRIMARY</u>
BOX I Flt. A	<u>Major R.E. Price (P)</u>	<u>APNB</u>	Due to the haze and fog in the target area Bombardier was not able to pick up the Aiming Point in time for a proper bomb run. Estimated target area and bombed where he thought Aiming Point should be.
	<u>Lt. W. Korne (B)</u>		
	<u>F/O R.W. Harvest (N)</u>		
Flt. B	<u>Capt. R.J. Tutt (P)</u>	<u>APNB</u>	Due to the haze and fog in the target area Bombardier was not able to pick up the Aiming Point in time for a proper bomb run. Estimated target area and bombed where he thought Aiming Point should be.
	<u>Lt. J.T. Beck (B/N)</u>		
Flt. C	<u>Capt. H.L. Sommers (P)</u>	<u>APNB</u>	Due to the haze and fog in the target area Bombardier was not able to pick up the Aiming Point in time for a proper bomb run. Estimated target area and bombed where he thought Aiming Point should be.
	<u>Lt. J. Kupita (B/N)</u>		
BOX II Flt. A	<u>Capt. H.M. Evans (P)</u>	<u>APNB</u>	Due to the haze and fog and smoke of previous bombing, Bombardier was not able to see Aiming Point so aimed where he thought it should be and was not completely synchronized due to short run.
	<u>Lt. D.M. McCartney (B)</u>		
	<u>F/O J.H. Blount (N)</u>		
Flt. B	<u>Lt. J.A. Baskirk (P)</u>	<u>EXCEL.</u>	
	<u>Lt. R.C. Hanna (B/N)</u>		

(cont'd)

<u>NAMES</u>	<u>RESULTS</u>	<u>REASONS FOR GROSS BOMBING OR FAILURE TO ATTACK PRIMARY</u>
Flt. C <u>Lt. D.B. Grunig (P)</u> <u>Lt. B.C. Morris (B/N)</u>	<u>PNE</u>	Flight leader made three runs on primary and could not release due to bomb door safety switch malfunction. Turned flight over to deputy who bombed bridge at Meckesheim with excellent results.

Box I, Flights A, B, and C bombed Miltenburg.

Box II, Flights A and B bombed Höchst.

Box II, Flight C bombed casual target of Meckesheim.

Flights A and B of Box II made one run. Flight A of Box I made three runs. Flights B and C of Box I made two runs. Flight C of Box II made five runs.

VERNON H. POWELL,
1st Lt., Air Corps.
Group Bombardier.

DISASTEROUS BOMBING REPORTGROUP 416TH BOMB GROUPMISSION OF 22 FEBRUARY 1945TO SIEGEN R/R BRIDGE

<u>NAMES</u>	<u>RESULTS</u>	<u>REASONS FOR GROSS BOMBING OR FAILURE TO ATTACK PRIMARY</u>
BOX I Flt. A Lt. R.J. Rooney (P)	<u>UNDET.</u>	No photo coverage due to evasive action off target. Bombardier estimates bombs 300 feet right of target.
Lt. R.L. Kirk (B/W)		

Bombardier made three runs on target.

VERNON H. FORELL,
1st Lt., Air Corps,
Group Bombardier.

TARGET WILTONBERG
FLT. A-B-C
ALTITUDE 8500-9500-9000 FEE
TRUE AIR SPEED 210 MP
GROUND SPEED 220 MP

TARGET Hochst

ALTITUDE 10000 FEET

TRUE AIR SPEED 210 MPH

GROUND SPEED 215 MPH

TARGET munster
ALTITUDE 6000 FEET
TRUE AIR SPEED 210 MPH
GROUND SPEED 215 MPH

STRIKE ATTACK CAMERAS:

K-20 CAMERAS

Sortie No.	Cameraman	Reason
		Failure
Sortie No.	Cameraman	Reason
		Failure

CAMERAS INSTALLED	_____ %	GROUP	41STH
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

PHOTOGRAPHIC REPORT 9th B.D. S-2 Report 106

CAMERAS INSTALLED	<u>2</u>	GROUP	<u>416th. Bomb Grp.</u>
CAMERAS PHOTOGRAPHING	<u>2</u>	% WING	<u>97th. C.B.</u>
CAMERA FAILURES	<u>0</u>	% DATE	<u>22, Feb. 1945</u>
PERSONNEL FAILURES	<u>0</u>	%	
OTHERS	<u>0</u>		

_____	TARGET <u>sinners</u>	_____
_____	ALTITUDE <u>12000</u>	FEE _____
_____	TRUE AIR SPEED <u>200</u>	MP _____
_____	GROUND SPEED <u>220</u>	MP _____

TARGET _____

ALTITUDE _____ FEET

TRUE AIR SPEED _____ MPH

GROUND SPEED _____ MPH

TARGET _____

ALTITUDE _____ FEET

TRUE AIR SPEED _____ MPH

GROUND SPEED _____ MPH

STRIKE ATTACK CAMERAS:

[illegible]

K-20 CAMERAS

Sortie No.	Cammeraman	Reason Failure
Sortie No.	Cammeraman	Reason Failure

31

_____	_____	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

REMARKS:

CLARION - 210



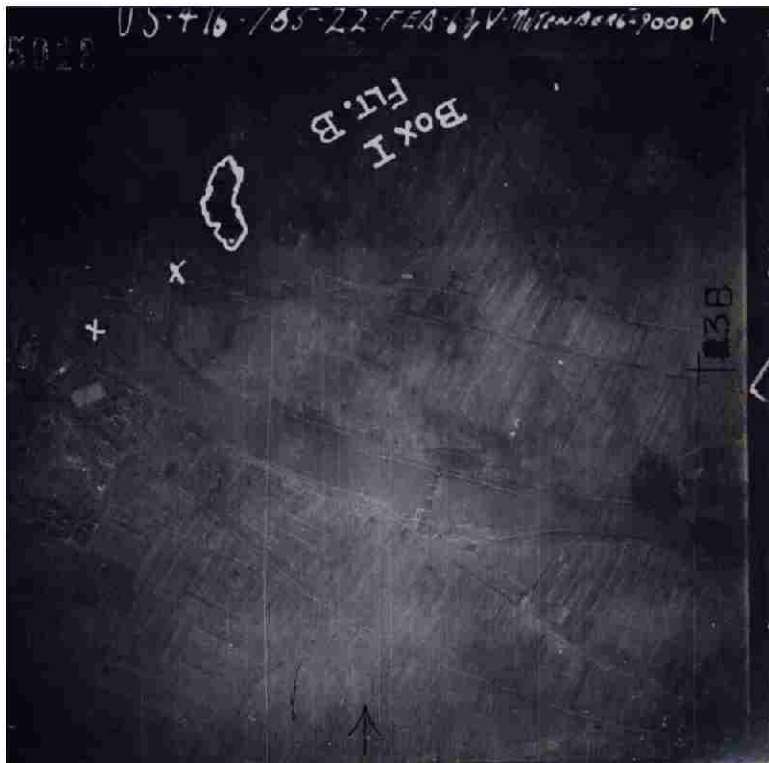


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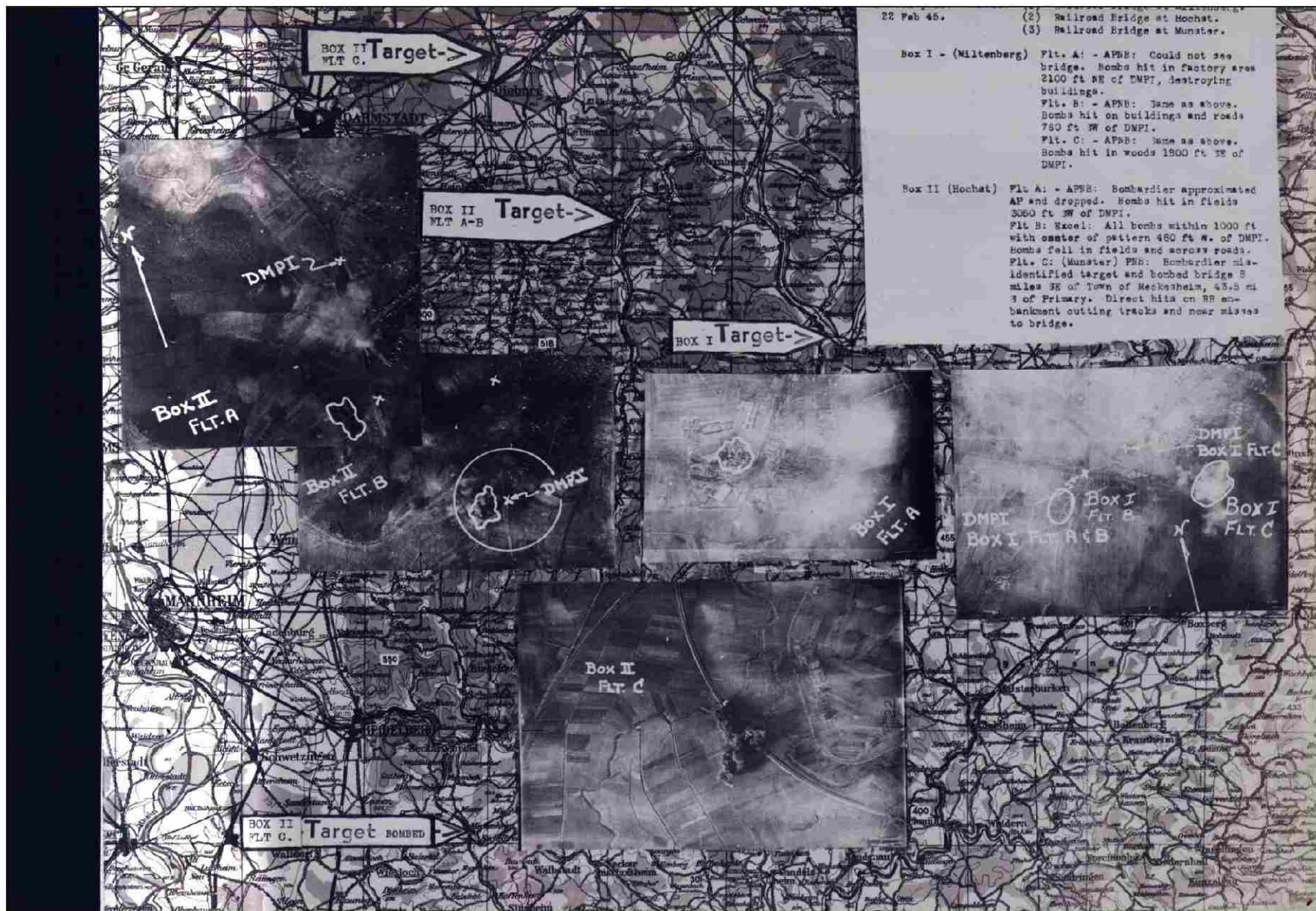


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Box #	OpsFL	Date	F/O	Target	Alt.	Box Leader	T/O TOT L/D	15 min.
<i>T-1</i>				<i>52 (3)</i>		<i>Quic</i>		
A/C	Fell to Bomb	ATP	Bomb Disp	A/C Dam	E/A	Pers.		
No.	Reason	P	S	T	J	R	W	D
1	503		4					
2	264		4					
3	481		4					
4	305		4					
5	335		4					
6	495		4					

Quic
303
Anthem 204
481
Canon 305
495
481
335

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. _____

Time Down _____

(Obtained from Tower). _____

D.

(1) No. a/c _____

Missing _____

Destroyed _____

Damaged _____

Damaged _____

(cat. B/C)

(cat. A)

(3) No. Crew _____

Killed _____

Wounded _____

Missing _____

(Obtained from Recaps). _____

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

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

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

Box #	OpsFl	Date	F/O	Target	Alt.	Box Leader	F/O TOT L/D	15 min.
				47 (2)		I-2		
A/C	Fail to Bomb	ATT	Bomb Disp	A/C Dam	E/A	Pers.		
No.	Reason	F	S	O	F	S	J	T
								R
								M
								D
								A
								G
								B
								E
								D
								P
								D
								K
								V
								M
1	490							
2	331							
3	356							
4	237							
5	292							
6	250							

Handwritten notes:

490 *Quadrant*
 331 *Quadrant*
 356 *Quadrant*
 237 *Quadrant*
 292 *Quadrant*
 250 *Quadrant*

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. _____

Time Down _____

(Obtained from Tower).

D.

(1) No. a/c _____

Missing _____

Destroyed _____

Damaged _____

Damaged _____

(cat. B/C)

(cat. A)

(3) No. Crew _____

Killed _____

Wounded _____

Missing _____

(Obtained from Recaps).

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

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

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

1017
 497
 VAN Norden
 208
 300
 HERMAN
 9315-
 326
 249

TOTALS FOR MISSION

B.

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

C.

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

D.

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

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

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

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

II-1

Box #	Opstl	Date	F/O	Target	Alt	Box Leader	T/O	15 min.
				47	(2)	<i>Evans</i>	TOT	
							L/D	
A/C	Fell to Bomb	ATF	Bomb	Used	A/C Dam	E/A	Pers.	
Box No.	Reason	T	S	J	M	D	A	
1	523							
2	223							
3	H92							
4	213							
5	215							
6	205							

Evans
523
Orwell *Evans*
223
H92
Myers
213
Orwell *Orwell*
205 215

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. _____

Time Down _____

(Obtained from Tower). _____

D.

(1) No. a/c _____

Missing _____

Destroyed _____

Damaged _____

Damaged _____

(cat. B/C)

(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	_____	_____
Bombs on Other	_____	_____
Bombs Returned	_____	_____
Bombs Jettisoned	_____	_____
(Obtained from Recaps)	_____	_____ Where _____

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

Box #	OpsFL	Date	F/O	Target	Alt.	Box Leader	T/O	15 min.
							TOT	
							L/D	
1	496							
2	244							
3	271							
4	252							
5	229							
6	334							

52 (3)

52

334

271

244

252

229

496

Box #	OpsFL	Date	F/O	Target	Alt.	Box Leader	T/O TOT L/D	15 min.
II-3				55	(1)	Quartz		
A/C	Fail to Bomb	ATF	Bomb Disp	A/G Dam	E/A	Pers.		
Box No.	Reason	F	S	O	P	S	J	P
1	507							
2	487							
3	274							
4	381							
5	354							
6	314							

Quartz

274

314

Brown
 507
 Moore Henry
 274 4187
 Warren
 381
 Jewell Handwritten
 314 354

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. _____

Time Down _____

(Obtained from Tower).

D.

(1) No. a/c _____

Missing _____

Destroyed _____

Damaged _____

(cat. B/C)

Damaged _____

(cat. A)

(3) No. Crew _____

Killed _____

Wounded _____

Missing _____

(Obtained from Recaps).

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

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

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

ITA JEA V JKI JKI 22/22 P P

FROM COMMANDING OFFICER, 416TH BOMB GROUP (L) 22/1750A
TO COMBOMDIV NINE ATTN: SIGNAL OFFICER.
COMCBTWIG 97TH (INFO COPY)

BT

CONFIDENTIAL 416TH BG FAX-165-J PERIOD

A. YS - 38 (PLAN A & A-1)

B. 22 FEBRUARY 1945 (1226-1534) & (1313-1539)

C. ~~PY~~ PEDLAR N-NAN REPORTED COMPLETION OF OPS FOR BOTH FORMATIONS
BANKBOOK X-XRAY UNABLE TO CONTACT PARADE.

D. PEDLAR N-NAN AND BANKBOOK X-XRAY BOTH UNSUCCESSFUL IN CONTACTING
BAGGAGE.

E. NONE

F. NONE

G. NONE

H. NONE

I. NONE

J. NONE

K. NONE

MYLESWORTH COBOMGR 416

BT 22/1750A

EW BBBB TO ITA ONLAY

ITA R.....
BBBBBB TO BOTH (OP)

JEA R.....22 1810A LCB KK
TTHH.....22/1898A
ITA R.....22/1810A HW KKK

ITA JEA V JKI JKI 24/22 OP OP

FROM 416TH BOMB GROUP (L) 22/1948A
 TO CG, 9TH BOMB DIVISION
 CG, 97TH COMBAT BOMB WING
 ATTENTION: A-2

BT

OPERATIONAL PRIORITY

CONFIDENTIAL 416TH BG FAX-168-D PERIOD
 OPSFLASH FOR 22 FEB. 1945.

A. 416TH BOMB GROUP

B. TARGET NUMBER 55 - MUNSTER RAIL BRIDGE

C. 6 A-26'S

D. 5 A-26'S

E. 1 A-26. POSSIBLE MALFUNCTION OF BOMB BAY DOOR SAFETY SWITCHES.
 STILL UNDER INVESTIGATION. FLIGHT LEADER COULD NOT
 RELEASE ON THREE RUNS. NOTIFIED DEPUTY TO TAKE OVER.
 DEPUTY RELEASED ON SECOND RUN.

F. 30 X 500 GP ON PRIMARY
 6 X 500 GP RETURNED

G. BOMBING SUPERIOR. BRIDGE DEFINITELY DOWN.

H. NIL

I. NIL

J. NIL

K. NIL

L. 6000FT.

N. 1ST RUN OVER TARGET 1422. BOMBS RELEASED ON FIFTH RUN AT 1501.

AYLESWORTH COBOMGR 416

BT 22/1948A

EW BBBBBBBBBB (OPS)

ITA R.....22/20VA DMNPKK
 JEA R.....22/2025A RL K

ITA JEA V JKI JKI 22/22 OP OP

FROM 416TH BOMB GROUP (L) 22/2148A
TO CC, 9TH BOMB DIVISION ATTN: A-2
CG, 97TH COMBAT BOMB WING ATTN: A-2

BT
OPERATIONAL PRIORITY

CONFIDENTIAL FAX-167-D PERIOD
OPSFLASH FOR 22 FEBRUARY 1945

- A. 416TH BOMB GROUP
- B. TARGET NUMBER 47, HOCHST R/R BRIDGE AND M/V
- C. 12 A-26'S
- D. 12 A-26'S ATTACKED PRIMARY
- E. NONE ON 1 A-26 A/C, UNACCOUNTED FOR
- F. 72 X 500 GP ON PRIMARY
- G. FAIR TO POOR FLIGHT 1 - M/V
EXCELLENT TO SUPERIOR FLIGHT 2
- H. 2 A/C DAMAGED CAT. "A" FLAK.
- I. NONE
- J. TARGET, NONE.
LIGHT INACCURATE FLAK AT NIED KINZIG (M-895290)
MODERATE HEAVY ACCURATE FLAK AT ~~XXXXXX~~ EBERBACH (N-912968)
- K. NONE
- L. FLT. ONE 9800
FLT. TWO 12,000
- M. FLT. 1 1422
FLT. 2 1425
- X. CLAIMS - DESTROYED ONE (1) TANK 72AM TRAIN LEFT BURNING.
ONE (1) BARGE LEFT BURNING. DAMAGED TWO (2) TRUCKS.
ONS (1) HORSE DRAWN VEHICLE DESTROYED.
R/R STATION DAMAGED STRAFED BY 4 A/C.
GERMANS SEEN RUNNING INTO BARRACKS BUILDING WHICH WAS
DESTROYED.
RADIO TOWER DAMAGED.
OBSERVATIONS - STRAFED AMMUNITION DUMP, ARTILLERY N. HEDSBACH
(M-905125)
CAR PARK 40 TO 50 M/T N.W. WIMPFEN (S-225725)
AIRFIELD AT ODWEIM (S-118715) IN GOOD CONDITION
NO A/C SEEN.

AYLESWORTH COBOMGR 416

CC: UNDER PARA. X. 3RD LINE FIRST WORD "ONE" ONE.

BT 22/2148A
EW BBBBBBB (OPS)

ITA R.....UWKQOTTAN PQYWIP
ITA R.....2;1959AP DF K
JEA R.....22/1957A RL K

Probably Enclosed

ITA JEA V JKI JKI 23/22 OP OP

FROM 416TH BOMB GROUP (L) 22/2148A
TO CG, 9TH BOMB DIVISION
CG, 97TH COMBAT BOMB WING
ATTN: A-2

BT
OPERATIONAL PRIORITY

CONFIDENTIAL #16TH BG FAX-170-D PERIOD
OPSLASH FOR 22 FEB. 1945.

- A. 416TH BOMB GROUP (L)
- B. TARGET NUMBER 52 - MILTENBERG RR BRIDGES
- C. 18 A-26'S
- D. 16 A-26'S ON PRIMARY
- E. INFORMATION LACKING ON 1 A/C WHICH LANDED AT A-82.
1 A/C CRASHED ON TAKE OFF DUE TO ENGINE FAILURE.
- F. 60 X 500 GP ON PRIMARY
24 X 1000 GP ON PRIMARY
6 X 500 GP UNACCOUNTED FOR. 1 A/C LANDED AT ~~A-82~~ A-82.
6 X 500 GP RETURNED. 1 A/C CRASHED ON TAKE OFF DUE TO ENGINE FAILURE.
- G. FLT. ONE - APNB. HAZE AND CLOUDS IN TARGET AREA MADE SIGHTING IMPOSSIBLE.
FLT. TWO - APNB " " " " " " " " " "
FLT. THREE - APNB " " " " " " " " " "
- H. 1 A/C DAMAGED CATEGORY "B". CRASHED ON TAKE OFF. INFORMATION LACKING ON XX A/C WHICH LANDED AT A-82.
- I. INFORMATION LACKING ON A/C WHICH LANDED AT A-82.
- J. WEAK HEAVY INACCURATE FLAK AT B-200150
- K. NIL
- L. FLT. ONE - 6500 FT.
FLT. TWO - 9300 FT
FLT. THREE - 9600 FT.
- M. FLT ONE - 1435 (THREE RUNS)
FLT. TWO - 1425 (TWO RUNS)
XXXXXXXXXXXXXXXXXXXXX
FLT. THREE - 1429 (TWO RUNS)
- X. CREWS REPORT HEAVY BARGE TRAFFIC ON THE MAIN RIVER.
BUILDINGS, MARSHALLING YARDS AND BARGES IN THE TARGET AREA WERE STRAFED.
FOUR (4) LOCOMOTIVES DAMAGED.
TWO (2) HEAVY M/T DESTROYED.
ONE (1) LIGHT M/T DAMAGED
ELEVEN (11) HEAVY M/T DAMAGED
FOUR (4) BARGES DAMAGED
FIFTEEN (15) GOODS WAGONS DAMAGE

XX

NOTE: LEADER CALLED FIGHTER GROUND CONTROL STATION ON ENTERING TACTICAL AREA, BUT WAS UNABLE TO MAKE CONTACT.

AYLESWORTH COBOMER 416

BT 22/2148A
EW BBBBBBB (OPS)

ETA R.....22/21W BORD P IKK
ITA R.....22/2315A LCB KK

Hickley

AC

#

229

Box II 762
5

6 x 500 GP on primary

Flak damage - Cat A.

Flak: Target - nil

Elsewhere - XHA at bombline on route out.
Believes in Strasbourg area

Strafing: Down to 100 ft. fired into buildings just east of target #2 - alongside of trucks. Possible hits on ^{small} M/T on north ~~shore~~ bank of main river. Hits on house Northwest of target. Saw boards come off the house. Hits on tower (appearance - 75 ft high - derrick like) about 2 miles south of target. Hits on wooden dam across stream about 6 miles south of target. Gunner strafed 1 town -

Landed away due to ~~lack~~ of fuel. shortage.

Intt.
USAAF FORM 31A

SECRET

SECRET

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

AUTH: CO STA

DATE:

INIT:

TO:

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

ANNEX A to

Ref: Oprep A No. 325 for 24 hrs. ending midnight 22 February 1945
Mission or Operation No. 210 97th CW F.O. # Operations Calrion

A. Short Narrative of Operation:

Target Hochst R/R Bridge and M/YPlace of take-off Station A-69Place of landing Station A-69 1 A/C landed at A-62Take-off time 1228 Landing time 1633Time over target 1425 Bombing Altitude 9,800 - 10,000Nature of mission Bombing & Strafing Other NoneWeather Heavy haze and ground fog; 3/10 low clouds; Visibility 2 milesResults AP NE ExcelEnemy opposition Light inaccurate flak at NIED KINZIG

B. Type & model of aircraft:

1. Dispatched 12 A-26'S

2. Attacking target (indicate target) or completing mission.

12 A-26'SHochst R/R Bridge and M/Y

3. Abortive due to:

(1) Weather: None(2) Personnel: None(3) Mechanical: None(4) Other: None4. Missing (i.e. cause and place unknown) None5. Destroyed - before reaching target None
giving cause where known6. Destroyed - over or after leaving None
target giving cause where known7. Damaged (give category & cause) 2 - A-26'S Cst. A - Flak8. Sorties 12 - A-26'S

SECRET

(over)

USAF FORM 944 (a. 4-54)

SECRET

D. Total operational flying hours:

a. Day (Sunrise to sunset) 47:15b. Night (Sunset to sunrise) None

E. Ammunition by calibre:

a. Total carried into air 64,600 X 50 Cal.b. Expended on operations 26,440c. Lost on wrecked or missing a/c None

F. Bombs, flares, etc. used:

a. Total carried into air: 72 X 500lb GP 1/10 N. 1/100 "b. Expended on operations: 72 X 500lb GP
(List targets separately)c. Jettisoned Noned. Lost or wrecked on
missing a/c Nonee. Total Returned None

G. Own Personnel Casualties:

Type of Casualty	Pilot	Co-pilot	Nav	Bomb	R.Gun	H.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 Noneb. Prob. Destroyed Nonec. Damaged None

For the Commanding Officer:

GEORGE SCHENKIN,
Captain, Air Corps,
Adjutant.

SECRET

File
USAAF 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.

Annex B to

Ref: Oprep A No. 325 for 24 hrs. ending midnight 22 February 1945
Mission or Operation No. 210 97th CG F.O. # Operations Clarica

A. Short Narrative of Operation:

Target Monster Rail Bridge
Place of take-off Station A-69
Place of landing Station A-69 One (1) A/C landed at A-74
Take-off time 1241 Landing time 1737
Time over target 1422 Bombing Altitude 6,000
Nature of mission Bombing Other None
Weather Heavy haze and ground fog; 3/10 low clouds; Vis. 2 miles
Results Nil
Enemy opposition None

B. Type & model of aircraft:

1. Dispatched 6 - A-26's

2. Attacking target (indicate target) or completing mission.

5 - A-26's Bridge 8 miles S/E of town
Rocksheln

3. Abortive due to:

(1) Weather: None

(2) Personnel: None

(3) Mechanical: 1 A-26 malfunction of bombay door safety switch

(4) Other: None

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 6 - A-26's

SECRET

(over)

USAF FORM 941 (a) (1) (d)

SECRET

D. Total operational flying hours

a. Day (Sunrise to sunset) 24:15b. Night (Sunset to sunrise) None

E. Ammunition by caliber:

a. Total carried into air 22,000 X 50 Cal.b. Expended on operations 700 X 50 Cal. (testing)c. Lost or wrecked or missing a/c None

F. Bombs, flares, etc. used:

a. Total carried into air: 36 X 500 GP 1/10 H. 1/100 F.b. Expended on operations: 30 X 500lb GP
(List targets separately)c. Jettisoned Noned. Lost or wrecked on missing a/c Nonee. Total Returned 6 X 500lb GP

G. Own Personnel Casualties:

Type of Casualty	Pilot	Co-pilot	Nav	Bomb	R.Gun	Z.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 Noneb. Prob. Down Nonec. Damaged None

For the Commanding Officer:

GEORGE SOHNKEIN,
Captain, Air Corps,
Adjutant.

SECRET

USAAF FORM 34A

SECRET

SECRET

AUTH: CO STA 4-69

DATE: 24 Feb. 1945

INIT:

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

Intel
TO: Commanding General, 9th Bombardment Division (M), APO 140, U.S. Army,
Attn: Statistical Control.

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

Ref: Oprep A No. 325 for 24 hrs. ending midnight 22 Feb. 1945
Mission or Operation No. 210 - 97th SB: F.O. / Operations Clarion

A. Short Narrative of Operation:

Target Miltenberg S/A Bridge
Place of take-off Station A-69
Place of landing Station A-69 - 1 A/O landed at A-82
Take-off time 1226 Landing time 1728
Time over target 1435 Bombing Altitude 6500-9600
Nature of mission Bombing & Strafing Other None
Weather Heavy haze and ground fog. 3/10 low clouds visibility 2 miles
Results None
Enemy opposition Weak heavy inaccurate flak at A-200150

B. Type & model of aircraft:

1. Dispatched 18 A-26's
2. Attacking target (indicate target) or completing mission.
17 A-26's Miltenberg S/A Bridge
3. Abortive due to:
 - (1) Weather: None
 - (2) Personnel: None
 - (3) Mechanical: 1 A-26 crashed on take-off - engine failure
 - (4) Other: None
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) 1 A-26 cat. B - crash landed on take-off
8. Sorties 17 A-26's

SECRET

(over)

USAF FORM 34A (cont'd)

S E C R E T

D. Total operational flying hours

a. Day (Sunrise to sunset)

67:30

b. Night (Sunset to sunrise)

None

E. Ammunition by calibre:

a. Total carried into air

32,000 x .50 cal.

b. Expended on operations

31,565 x .50 cal.

c. Lost on wrecked or missing a/c

None

F. Bombs, flares, etc. used:

a. Total carried into air:

24 x 1000 lb GP 1/1000 Mch-Intro T

72 x 500 lb. GP 1/1000 1/1000

b. Expended on operations:

24 x 1000 lb GP

(List targets separately)

66 x 500 lb GP

c. Jettisoned

None

d. Lost or wrecked on
missing a/c

None

e. Total Returned

6 x 500 lb GP

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 DOMENKEIN,
Capt in, Air Corps,
1944-45.

S E C R E T

S E C R E T

HEADQUARTERS
9TH BOMBARDMENT DIVISION (1)AFO # 140
23 February 1945MISSION SUMMARY #44

22 February 1945

Section I

Operation "Clarion"

<u>GROUP</u>	<u>TARGET</u>	<u>MISSION RESULTS</u>
391 BG	Altenhuden (G-237771) Bridge and Level Crossing	Box I - Flight B - Superior Box II - Flight B - Superior
	Erndtebruck (G-364659) Platform and Bridge	Box I - Flight A - Superior Box II - Flight A - Superior
	Kreuztal (G-190600) Bridges	Box I - Flight C - Superior Box II - Flight C - Superior
	Marburg (G-731472) Platforms and Roundhouse	Box III - Flight A - Superior Box III - Flight C - Excellent
	Grunberg-Nord (G-867228) Platforms	Box III - Flight B - Superior
410 BG	Steckweiler (M-051195) Bridges	Flight A - Excellent Flight B - Superior
	Lam, weil-Mannheim (M-164100) Bridge	Flight C - Superior
	Alzey (M-268278) Tracks and Bridge	Flight D - Superior
	Lauterecken (L-894167) Bridge and Sidings	Flight E - Excellent Flight F - Superior
	Simmern (L-844530) M/Y, Roundhouse, Bridge	Flight G - Superior Flight H - Superior
322 BG	Friedberg (M-733927) Roundhouse and Fly-over	Box I - Flight A - Superior Flight B - Excellent Flight C - Unsatisfactory
	Lang Gons (G-661113) Tracks and Bridge	Box II - Flight A - Superior Flight B - Superior
	Butzbach (G-663042) Marshalling Yard	Flight C - Excellent
	Niederhausen (M-412736) Platforms and Fly-Over	Box III - Flight A - Superior Flight B - Superior
	Montabaur (G-053069) Bridge	Flight C - Unsatisfactory
386 BG:	Turkismuhle (L-551092) Platforms	Flight A - Superior
	Nohfelden (L-570106) Platforms	Flight A - Undot. Flight B - P.M.D.
	Hornoskeil (L-420179) Sidings and Bridge	Flight A - Superior Flight B - Superior

4 - 1
S E C R E T

S E C R E T

386 BG:	Salmrohr (L-361476)				Flight A - Excellent
(cont)	Bridge				
	St. Wendel (Q-587958)				Flight A - Undet.
	Workshops and Bridge				Flight B - Undet.
					Flight C - P.N.D.
344 BG:	N. of Hamm (F-944417)	Box	I -	Flight A - Undet.	
	Bridges			Flight B - P.N.D.	
	Betzdorf (G-096435)	Box	II -	Flight A - Superior	
	Bridges			Flight B - Excellent	
	Haiger (G-345381)	Box	II -	Flight A - Excellent	
	Junction			Flight B - Superior	
	Alsfield (H-078403)	Box	IV -	Flight A - Excellent	
	Platforms and Bridge			Flight B - Undet.	
	Lauterbach (H-180286)	Box	V -	Flight A - P.N.D.	
	Sidings				
387 BG:	Wehrstapel (D-421064)	Box	I -	Flight A - Excellent	
	Rail Bridge			Flight B - Undet.	
				Flight C - P.N.D.	
	Nuttlar (D-465075)	Box	II -	Flight A - Excellent	
	M/Y and Bridge			Flight B - Superior	
	Overhagen (D-395404)	Box	III -	Flight A - P.N.D.	
	Rail Bridge			Flight B - P.N.D.	
	Lippstadt (D-431422)			Flight C - P.N.D.	
	Bridge and RR Junction				
394 BG:	Neheim-Husten (D-167154)	Box	I -	Flight A - P.N.D.	
	Roundhouse and 3 Bridges			Flight B - P.N.D.	
	Frondberg (D-022190)			Flight C - Superior	
	Bridge				
	Wulfs (D-573160)	Box	II -	Flight A - Excellent	
	Bridge				
	Gesoko (D-534390)			Flight B - P.N.D.	
	M/Y and Overpass			Flight C - P.N.D.	
	Ottbergen (G-081470)	Box	II -	Flight A - P.N.D.	
	Depot and Bridge			Flight B - P.N.D.	
	Wehrden (G-140468)			Flight C - Superior	
	Bridges				
397 BG:	Rheda (D-389627)	Box	I -	Flight A - Undet.	
	RR and Road Bridge			Flight B - P.N.D.	
				Flight C - P.N.D.	
		Box	II -	Flight A - P.N.D.	
				Flight B - P.N.D.	
				Flight C - Good	
	Scharfede (D-910260)				
	Platforms and Bridges	Box	III -	Flight A - Good	
				Flight C - Superior	
	Neuenbeken (D-793508)				
	RR Viaduct			Flight B - Undet.	

B - 1
S E C R E T

S E C R E T

323 BG: SW of Neubeckum (D-153545) Box III - Flight A - A.P.N.D.
M/Y and Bridge Flight D - No attack

Neubeckum (D-197560) Box IV - Flight A - Superior
Platform and Bridge Flight D - Excellent

Altenbecken (D-833528) Box I - Flight A - Superior
Rail Junctions Flight D - Excellent

Ahlen (D-119524) Box II - Flight A - Undet.
Rail Bridges N of Station Flight B - P.N.D.

Loge (D-732777) Box I - Flight A - Excellent
Rail Platforms

409 BG: Enkenbach-Grundstadt (M-168015) Box I - Flight A - Superior
Bridges Flight D - Superior

Alzey (M-268278) Box II - Flight A - Superior
Tracks and Bridge

Marnheim (M-226152) Flight D - Excellent
Bridges Flight C - Superior

Fischbach (L-773276) Box III - Flight A - Excellent
Bridge

Lauterecken (L-894166) Flight D - A.P.N.D.
Bridge and Sidings Flight C - A.P.N.D.

Eschenau (L-821110) Flight D - Undet.
Bridge

416 BG: Miltenberg (M-084240) Box I - Flight A - A.P.N.D.
Bridges Flight D - A.P.N.D.
Flight C - A.P.N.D.

Hochst (M-902338) Box II - Flight A - A.P.N.D.
Sidings and Bridges Flight B - Excellent

Munster (M-803481) Flight C - P.N.D.
Bridge

Simmern (L-844530) Box III - Flight A - Undet.
Marshalling Yard

Eleven full groups attacked fifty
Communications targets, recording
Superior to Undetermined results.

In summary that follows figures
stated in this manner (12/12) denote
number of a/c dispatched and number
attacking.

S E C R E T

GROUP NARRATIVE

Altenhuden (Bridge and Level Crossing), Erndterbruck (Platform and Bridge), Kreuztal (Bridges), Marburg (Platforms and Roundhouse), Grunberg-Nord (Platforms)

391 BG: 12/12 a/c attacked Altenhuden dropping 86 x 500 GP.

12/12 a/c attacked Erndterbruck dropping 93 x 500 GP.

12/12 a/c attacked Kreuztal dropping 96 x 500 GP.

12/12 attacked Marburg dropping 48 x 500 GP, 12 x 2000 GP.

6/6 a/c attacked Grunberg-Nord dropping 48 x 500 GP.

1 bomb was jettisoned at Leiwen (L-380360) (enemy territory), due to rack malfunction and 2 bombs were jettisoned at Marienfels (M-050820) and 83 miles north of target due to rack malfunction.

No losses, 8 a/c battle damaged, no casualties.

Formation leader contacted "Sweepstakes" 3 minutes after entering tactical area and obtained desired fix.

At Altenhuden 2 flights strafed factories, station, and nearby buildings starting fires and causing damage to streets. Several vehicles blew up. Many hits observed on roundhouse and engine shed.

Strafing was carried out at Erndterbruck with numerous strikes on sawmill, locomotive and at least 26 buildings. One locomotive was seen to explode and warehouse in south end of town was set on fire.

Strafing was carried out at Marburg scoring strikes on hotel type buildings, railroad gate tower, and railroad cars.

Strafing was carried out at Grunberg-Nord scoring hits on 3 or 4 warehouses and destroying at least 3 box cars.

Visual bombing by flights from 8000-9000 feet.

Box I - Flight B. SUPERIOR. All bombs within 1000 feet of DMFI. Tight pattern fell about 250 feet north of DMFI with several hits on RR bridge and highway bridge and roadway south of bridge.

Altenhuden

Box II - Flight B. SUPERIOR. All bombs within 1000 feet of DMFI. Tight pattern fell about 200 feet northeast of DMFI with hits across RR tracks cutting all lines, and RR Junction, including RR line branching east, at least 24 residential type buildings and 2 roadways, including RR crossing.

Altenhuden

Box I - Flight A. SUPERIOR. All bombs within 1000 feet of DMFI. Tight concentration fell about 100 feet east of DMFI. With several hits on bridge, its east approach, roadway beneath bridge, and north and south of bridge.

Erndterbruck

Box II - Flight A. SUPERIOR. All bombs within 1000 feet of DMFI. Tight pattern fell about 100 feet southwest of DMFI across the entire width of the yards, cutting all tracks, hitting along the entire length of the platforms, hitting at least 9 wagons, and 20 residential type buildings and roadway west of RR.

Erndterbruck

Box I - Flight C. SUPERIOR. All bombs within 1000 feet of DMFI. Dispersed pattern fell about 100 feet southeast of DMFI with hits on all RR lines, RR junction and RR bridge, and turntable and lines servicing roundhouse. At least 3 locomotives and 4 long sheds hit south of roundhouse. 4 bldgs east of tracks hit.

Kreuztal

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- Kreuztal Box II - Flight C. SUPERIOR. All bombs within 1000 feet of DMFI. Pattern fell about 200 feet west of DMFI, cutting at least 3 RR lines and hitting at least 9 residential type buildings and 1 roadway.
- Marburg Box III - Flight A. SUPERIOR. All bombs within 1000 feet of DMFI. Pattern fell about 75 feet west of DMFI across all tracks and hitting about half the length of the loading platform and the main station building. About 40 wagons appear to be under the bomb pattern. About 7 large buildings and 1 roadway west of station hit.
- Marburg Box III - Flight C. EXCELLENT. All bombs within 1000 feet of DMFI. Tight pattern fell about 400 feet SE of DMFI with at least 2 hits on roundhouse and hits on 1 large shed and 4 small sheds south of roundhouse. One roadway and 3 residential type buildings also hit.
- Grunberg-Nord Box III - Flight B. SUPERIOR. All bombs within 1000 feet of DMFI. Tight pattern fell about 200 feet northwest of DMFI, cutting all through lines and sidings and probably destroying 6 carriages and 4 goods wagons. RR station, a main and secondary roadway also hit.

Steckweiler (Bridges), Langmeil-Mannheim (Bridge), Alzey (Tracks and Bridge), Lauterecken (Bridge and Sidings), Simmern (Marshalling Yard)

41A BG: 14/14 a/c attacked Steckweiler, dropping 84 x 500 GP.

7/7 a/c attacked Langmeil-Mannheim, dropping 41 x 500 GP.

7/7 a/c attacked Alzey, dropping 41 x 500 GP.

14/14 a/c attacked Lauterecken, dropping 84 x 500 GP.

14/14 a/c attacked Simmern, dropping 84 x 500 GP.

No losses, damage, casualties.

Formation leader made contact with "Baggage" 41 minutes prior to II, but was unable to obtain fix because of interference on channel.

Visual bombing by flights from 8500-12000 feet.

- Steckweiler Flight A. EXCELLENT. 100% of bombs within 1000 foot radius of DMFI. Excellent pattern centered 595 feet southwest of DMFI at edge of smoke of previous flight over target. Bursts extend across and blanket main line, with possible direct hits to highway overpass. Weight of attack centered on village of Steckweiler.
- Steckweiler Flight B. SUPERIOR. 100% of bombs within 1000 foot radius of DMFI. Excellent pattern centered at edge of tracks 175 feet southwest of DMFI. Bursts blanket railroad bridge, highway, and approximately 500 feet of main line.
- Langmeil-Mannheim Flight C. SUPERIOR. 100% of bombs within 1000 foot radius of DMFI. Excellent pattern centered on DMFI with zero radial error. Pattern blankets more than 400 feet of main line embankment and extends from point south of track across bridge to blanket north-south highway.
- Alzey Flight D. SUPERIOR. 100% of bombs within 1000 foot radius of DMFI. Good pattern centered at edge of yard 225 feet west-northwest of DMFI. Majority of bombs burst outside yard but eastern edge of pattern extends along tracks, blanketing sidings and buildings and scoring possible direct hit to main line.

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Flight E. EXCELLENT. 85% of bombs within 1000 foot radius of DMTI. Tight, triangular pattern centered 395 feet west-southwest of DMTI, extending across buildings and highway paralleling yard and blanketing several hundred feet of main line. Late release in one a/c resulted in several bombs bursting in field 1000 feet west of DMTI.

Lauterecken

Flight F. SUPERIOR. 100% of bombs within 1000 foot radius of DMTI. Excellent pattern centered 180 feet southwest of DMTI. Bursts blanket several hundred feet of track and buildings within marshalling yard. At least half the bombs burst within the yard itself.

Lauterecken

Flight G. SUPERIOR. 100% of bombs within 1000 foot radius of DMTI. Excellent pattern centered on turntable and roundhouse area with zero radial error. Bursts blanket turntable and more than half of roundhouse and extend across main line and sidings, blanketing several hundred feet of track.

Simmern

Flight H. SUPERIOR. 100% of bombs within 1000 foot radius of DMTI. Long tight pattern centered 125 feet west-northwest of DMTI, extending diagonally across marshalling yard, at least 65% of all bomb bursts within yard itself, blanketing the main line, sidings, and related installations.

Simmern

Friedberg (Roundhouse and Fly-over), Lang Gons (Tracks and Bridge), Butzbach (Marshalling Yard), Niederhausen (Platforms and Fly-over), Montabaur (Bridge)

322 BGs 18/16 a/c attacked Friedberg, dropping 20 x 1000, 68 x 500 GF.

12/11 a/c attacked Lang Gons, dropping 68 x 500 GF.

6/6 a/c attacked Butzbach, dropping 46 x 500 GF.

12/12 attacked Niederhausen, dropping 96 x 500 GF.

5/5 attacked Montabaur, dropping 36 x 500 GF.

Bomb disposition unknown of 1 a/c which landed at Verdun.

2 a/c failed to bomb: mechanical failures.

1 a/c was lost to light flak fire while strafing at 300 feet after bombing Lang Gons. A/c crashed and exploded immediately near Pohl Gons (G-650070). 8 crewmen missing.

A second a/c was lost when it crashed and exploded on take-off, for reasons unknown. 1 crewman killed, 6 injured.

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

After attacking Montabaur, a/c made a strafing run on northern perimeter of primary. Hits were observed on a locomotive, a flak tower, a pillbox and 5-6 railroad cars.

A/c attacking Lang Gons also strafed Butzbach M/Y, RR station at Friedberg, (12-726940), and a factory at Bad Nauheim (12-710967). No claims.

A/c attacking Butzbach made strafing run, shooting up tracks, fuel tanks, and a roundhouse.

Box I leader called "Ripsaw" 1 minute after entering tactical area and obtained desired fix; Box II leader was shot down in enemy territory; Box III leader called "Ripsaw" 1 minute after entering enemy territory, and made 2 subsequent calls, but there was no response.

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Visual bombing by flights from 7500-8600 feet.

Friedberg Box I - Flight A. SUPERIOR. Good concentration almost centered on DMTI, covering the northerly roundhouse, and all tracks to the west of the roundhouse. Several probable hits on RR overpass cross road.

Friedberg Flight B. EXCELLENT. All bombs within 1000 feet of DMTI. Pattern centered 320 feet northeast of DMTI, with bombs covering the north approach to the flyover and the double track line running south to Hanau.

Flight C. UNSATISFACTORY. Bombs fell about 3000 feet northeast of DMTI in open fields. Haze interfered with sighting operation.

Lang Gons Box II - Flight A. SUPERIOR. Covering the DMTI, excellent pattern hit in the center of M/Ys, cutting all tracks and streets nearby. No photo strikes, but craters are visible under new bomb smoke.

Lang Gons Flight B. SUPERIOR. Pattern centered directly on DMTI. Bombs cover bridge with at least one definite direct hit and probably several more. Both approaches to bridge and a train also covered with bombs.

Butzbach Flight C. EXCELLENT. All bombs within 1000 feet of DMTI, falling slightly short of M/Y. Center of pattern 460 feet west of DMTI on houses and cultivated fields.

Niederhausen Box III - Flight A. SUPERIOR. Pattern centered on DMTI. Bombs cover central part of yards, loading platforms, all tracks, and rolling stock. Several hits on houses and streets adjacent to yards.

Niederhausen Flight B. SUPERIOR. Good concentration centered on DMTI. Bombs covered RR/Junction and tracks. Several hits on main highway alongside tracks.

Montabaur Flight C. UNSATISFACTORY. All bombs outside of 1000 foot circle. Good pattern 1900 feet east of DMTI on a secondary road and in fields. Haze necessitated sighting on check points until directly over target.

Turkismuhle (Platforms), Nohfelden (Platforms), Hermeskeil (Sidings and Bridge), Salmrohr (Bridge), St. Wendel (Workshops and Bridge)

386 BG: 6/6 A-26 a/c attacked Turkismuhle, dropping 36 x 500 G.

13/6 A-26 a/c attacked Nohfelden, dropping 36 x 500 G; 7 a/c attacked Other target, dropping 42 x 500 G.

12/11 A-26 a/c attacked Hermeskeil, dropping 66 x 500 G.

6/6 A-26 a/c attacked Salmrohr, dropping 24 x 1000 G.

17/6 B-26 a/c attacked St. Wendel, dropping 8 x 1000, 32 x 500 G; 11 a/c attacked Other targets, dropping 20 x 1000, 48 x 500 G.

1 A-26 a/c failed to bomb: mechanical failure.

No losses, damage, casualties.

A/c attacking Nohfelden strafed towns of Wolfersweiler (L-585076), Mosberg (L-585650), Walhausen (L-555667), and Heisterberg (L-570040); all with good results. No claims.

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A/c attacking Hermeskeil strafed communications between Nonnweiler (L-450120) and primary. A/c attacking Turkismuhle strafed railroad between L-585020 and L-475128, with good results.

Only one of three formation leaders was successful in obtaining fix from Riese. Called 10 minutes prior to II. The other two were unable to make contact for reasons unknown.

Visual bombing by flights from 8000-9150 feet.

Turkismuhle Flight A. SUPERIOR. All bombs within 1000 foot radius. Center of concentrated pattern 240 feet north of DMI. Pattern blankets houses northwest of N/Y, also hits on main line rail road tracks and cars in yards. Possible hits on passenger station and goods depot.

Nohfelden Flight A. UNDETERMINED. Complete pattern does not show on S/A photos due to evasive action of camera a/c. However, part of bomb bursts can be seen about 1300 feet north of DMI, in open fields.

Nohfelden Flight B. T.N.B. Bombardier states that after making 2 runs on primary he was still unable to pick up target in bomb-sight. Bombed target of Fischbach (L-755275). Bomb bursts occur 1 1/2 miles northeast of primary. Concentrated pattern blankets about 25 residential type houses and streets. No other damage apparent.

Hermeskeil Flight A and B. SUPERIOR. Both flights bombed on lead of Flight B because lead of Flight A aborted. All bursts within 1000 foot radius of DMI. Center of concentrated pattern about 240 feet east of DMI. Pattern covers north end of R/Y at the choke point. Near misses to bridge were scored and bombs walked over the town with possible hits to houses in area.

Salarohr Flight A. EXCELLENT. All bombs within 1000 foot radius of DMI. Center of pattern 440 feet west of DMI. Railroad track 500 feet west of bridge received two hits. Rest of bombs in field. No damage to bridge; however, line is believed to be cut at above point.

St. Wendel Box I - Flight A. UNDETERMINED. No photo coverage due to a camera malfunction. Bombardier unable to locate primary because flight was off course from II to target. Bombed other target, town of Hefeld (L-581015). Crews report excellent results.

St. Wendel Flight B. UNDETERMINED. No photo coverage due to electrical malfunction in camera wiring system. Excellent results were reported on primary target.

St. Wendel Flight C. T.N.B. Bombardier was unable to locate primary target and reported bombing a highway bridge. Bursts occur in a split pattern 10 miles north of primary (L-585133) near the town of Neutruska. One part of bombs fell in woods and the other part fell on north-south highway and a small canal. No other damage apparent.

NW of Hamm (Bridges), Betzdorf (Bridges), Haiger (Junction), Alsfeld (Platforms and Bridge), Lauterbach (Sidings)

344 EG: 10/10 a/c attacked northwest of Hamm dropping 20 x 1000 GF, 40 x 500 GF

10/10 a/c attacked Betzdorf dropping 20 x 1000 GF, 39 x 500 GF.

9/9 a/c attacked Haiger dropping 61 x 500 GF.

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10/8 a/c attacked Alsfeld dropping 12 x 1000 GF, 40 x 500 GF.

5/5 a/c attacked Other (Alsfeld) dropping 39 x 500 GF.

1 bomb jettisoned 1 mile north of Kirburg (C-135325) (enemy territory).

2 a/c failed to bomb: mechanical.

No losses, 8 a/c battle damaged, 1 crewman wounded.

Fighter control was not called as formation leader's time was taken up by engine trouble.

Strafing was unobserved due to smoke.

Visual bombing by flights from 8000 - 8500 feet.

NW of Hamm Box I - Flight A. UNDETERMINED. No coverage. One camera failed to operate and the other ran either too soon or too late. Crews report bombs hit center of bridge and two spans were seen down on return over target area.

NW of Hamm Flight B. F.N.B. Bombardier misidentified target, and bombed similar area 1 mile northeast of target area at C-960426. Long concentration fell 432 feet northeast of selected MII with possible hits on main line.

Betzdorf Box II - Flight A. SUPERIOR. All bombs within 1000 feet of DMTI. Good concentration 250 feet northeast of DMTI, falling mainly in residential area with possible hits on bridge. Four bombs hung up and salvaged late 650 feet northeast of DMTI.

Betzdorf Flight B. EXCELLENT. 90% of bombs within 1000 feet of DMTI. Good concentration 290 feet northeast of DMTI fell across main RR line probably cutting the tracks.

Haiger Box III - Flight A. EXCELLANT. 90% of bombs within 1000 foot radius of DMTI. Long concentration 750 feet east of DMTI fell across both main lines, with direct hits probably blocking traffic.

Haiger Flight B. SUPERIOR. 95% of bombs within 1000 foot radius of DMTI. Scattered pattern 130 feet northeast of DMTI with direct hits on station, loading platform and main lines.

Alsfeld Box IV - Flight A. EXCELLENT. 80% of bombs within 1000 feet of DMTI. Loose concentration 325 feet north of DMTI with hits on main line at west end of bridge.

Alsfeld Flight B. UNDETERMINED. No coverage. One camera a/c did not bomb. The only other camera did not operate. Crews report excellent hits on DMTI.

Alsfeld Box V - Flight A. F.N.B. Bombardier could not pick up primary after leaving IP. Bombed M/Y at Alsfeld. Good concentration 100 feet west of DMTI (selected). Direct hits among goods wagons apparently started fires. Hits on large warehouse.

Wehrstapel (Rail Bridge), Nuttlar (M/Y and Bridge), Overhagen (Rail Bridge), Lippstadt (Bridge and RR Junction)

387 EG: 12/4 a/c attacked Wehrstapel, dropping 16 x 1000 GF. 8 a/c attacked Other target, dropping 16 x 2000 GF.

7/5 a/c attacked Nuttlar, dropping 40 x 500 GF.

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11/0 a/c dispatched to attack Overhagen and Lippstadt; none bombed primaries. All bombed Other target, dropping 64 x 500, 6 x 2000 GP.

2 a/c failed to bomb: 1, mechanical failure (this a/c developed carburetor trouble after take-off; returned to base and made single engine landing, running off runway and burning). 1, other (gas fumes in cockpit necessitated early return).

A second a/c was lost, when it crashed near base after its crew had bailed out safely; a/c was flak damaged at Nuttlar.

A additional a/c flak battle damaged; 1 crewman wounded.

"Sweepstakes" contacted at Mons; desired fix obtained.

Visual bombing by flights from 8000-11000 feet.

Wehrstapel Box I - Flight A. EXCELLENT. All bursts inside 1000 foot radius centered 470 feet north of MFI in excellent pattern. Other bursts appearing inside circle are fighter-bomber bursts. The planes were seen dive-bombing bridge, on negatives.

Nuttlar Flight B. UNDETERMINED. No photo coverage. One plane crashed. Other camera snip aborted.

Nuttlar Flight C. P.N.B. 85% of bursts inside 1000 foot radius of DMI. MFI of bursts approximately 500 feet south of DMI scoring hits to dwellings and cutting main east-west road. Split pattern.

Box II - Flight A. EXCELLENT. All bursts inside 1000 foot radius. Excellent pattern centered 450 feet south of DMI, scoring possible hits to road bridge just south of rail bridge.

Nuttlar Flight B. SUPERIOR. All bursts inside 1000 foot radius. Excellent pattern centered approximately 100 feet east of DMI, scoring direct hit to approximate center of bridge and possible hits to road bridge just to south, tracks possibly severed on western bridge approach.

* Box III - Flight A. P.N.B. Bombardier chose tracks S.W. of highway overpass at Dulmen as AF. All bursts inside 1000 foot radius in excellent pattern, centered approximately 500 feet S.E. of chosen AF. Probably severed main tracks.

Overhagen & Lippstadt Flight B. P.N.B. Bombardier selected over-underpass of railroads east of Dulmen. All bursts inside 1000 foot radius in good pattern, scoring 1 direct hit to large fuel dump rail siding. MFI of bursts approximately 300 feet east of chosen AF.

Flight C. P.N.B. Bombardier selected center of Dulmen as AF. 80% of bursts in 1000 foot radius, centered approximately 360 feet S.E. of chosen AF in split pattern. Main pattern falls on built-up roads in suburbs.

* NOTE: "Parade advised Box III to bomb Other targets because of lack of fighter cover at Primary. All 3 flights selected Dulmen (A-6860) for attack."

Neheim-Husten (Roundhouse & 3 Bridges), Frondenberg (Bridge), Wulfte (Bridge), Geseke (Marshalling Yard & Overpass), Ottbergen (Depot & Bridge), Wehrden (2 Bridges).

394 BG: 9/8 a/c attacked Neheim-Husten and vicinity dropping 64 x 500 GP. 1 a/c attacked Other (bridge near Halten (A-210710) because of engine trouble) dropping 8 x 500 GP.

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4/4 a/c attacked Frondberg dropping 16 x 1000 GF.

5/5 a/c attacked Wulfte dropping 40 x 500 GF.

8/8 a/c attacked Geseke and vicinity dropping 64 x 500 GF.

8/8 a/c attacked Ottbergen and vicinity dropping 32 x 500 GF, 16 x 1000 GF.

4/4 a/c attacked Wehrden dropping 32 x 500 GF.

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

Formation leader contacted "Sweepstakes" 5 minutes before entering tactical area and obtained desired fix.

Strafing was carried out at above targets. Goods wagons, communication buildings and a rail line were hit at Wulfte. At Wehrden barrage balloons and goods wagons were strafed, while at Ottbergen strikes were observed on goods wagons, a locomotive, and a barracks area.

Visual bombing by flights from 8,000 - 12,000 feet.

Box I - Flight A. T.N.B. Due to heavy ground haze target area could not be picked up - bombed Bruchhausen, approximately 9000 feet S.E. of Primary. Good pattern outside of 1000 foot radius of selected MTI and approximately 1600 feet N.W. strikes covered a single line railroad and several buildings with probable damage.

Neheim-Husten

Flight B. T.N.B. Due to heavy haze and to avoid a collision course of Flight A, insufficient time was given for sighting. Long pattern outside of 1000 foot radius DMPI, and approximately 2000 feet south strikes in built up area and on a single track R.R. with probable damage.

Neheim-Husten

Flight C. SUPERIOR. All bombs in 1000 foot radius of DMPI. Good concentration covering DMPI and approximately 175 feet N.W. Strikes on bridge and north approach. Damage should be heavy. Bridge should be unserviceable.

Frondberg

Box II - Flight A. EXCELLENT. 95% of bombs in 1000 foot radius of DMPI. Good pattern approximately 650 feet north of DMPI in open fields. Two bombs away from main pattern. Scored probable hit on a road running along edge of M/Y.

Wulfte

Flight B. T.N.B. Doors would not open on time and bombs were salvoed late. K-20 shot used for coverage, thus no definite statement can be made as to distance, but in relation to other pattern of known distance on ground, believed to be approximately 2000 feet N.W. of DMPI. Bombs in open fields with no visible damage.

Geseke

Flight C. T.N.B. Due to heavy ground haze, bombardier could not accurately synchronize on the very small target. Split pattern outside of 1000 foot radius of DMPI and approximately 2000 feet west of DMPI. Strikes on small road with probable damage in forests and fields.

Geseke

Box III - Flight A. T.N.B. Due to heavy ground haze bombardier did not have sufficient time to synchronize. Good pattern outside of 1000 foot radius DMPI and approximately 1200 feet south. Strikes in open fields with no apparent damage.

Ottbergen

Flight B. T.N.B. Due to heavy ground haze target area could not be picked up in time to synchronize. Bombed casual targets. M/Y at Brackel (C-050480). Superior on chosen AP. Entire pattern within 1000 foot radius of chosen MTI and covering it. Strikes covering entire center of M/Y with heavy damage. Yard should be very heavily damaged.

Ottbergen

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Wehrden

Flight C: SUPERIOR. Entire pattern in 1000 foot radius of DMII. Long split pattern approximately 140 feet N.W. of DMII and covering it. Bursts covering underpass and entire center of M/Y. Smaller pattern on edge of M/Y striking in built up area. Damage should be very heavy with yard unserviceable.

Rheda (R.R. and Road Bridge), Scherfede (Platforms and Bridges), Neuenbecken (B-793508).

397 BG: 26/13 a/c attacked Rheda, dropping 104 x 500 GF; 11 a/c bombed Other target, dropping 88 x 500 GF. Bomb disposition unknown of 1 a/c which is missing.

8/8 a/c attacked Scherfede, dropping 64 x 500 GF.

4/4 a/c attacked Neuenbecken, dropping 16 x 1000 GF.

1 a/c failed to bomb; mechanical failure.

Above mentioned a/c was in a flight attacked by a/a; last observed surrounded by friendly fighters. 7 crewmen missing.

3 a/c flock battle-damaged; no losses, further casualties.

A/c attacking Scherfede strafed rail depot, passenger and freight trains, buildings, and personnel; excellent results reported. No claims.

Sweepstakes contacted 15 minutes prior to troop line; desired fix obtained.

Visual bombing by flights from 8000 - 10,500 feet.

Box I - Flight A. UNDETERMINED. No photo coverage due to evasive action. Good results claimed by crews on Primary.

Flight B. F.N.B. Misidentified Primary and bombed highway bridge at B-391612. 100% of bombs within 1000 foot radius of selected AF. Good pattern 286 feet west of selected AF with direct hits on highway. Bridge appears undamaged on later photos.

Flight C. F.N.B. Bombs salvaged during return when flight was attacked by fighters (B-075610). Did not bomb primary due to ground haze.

Box II - Flight A. F.N.B. Did not pick up Primary. Selected highway bridge at B-391612. Superior - 100% of bombs within 1000 foot circle and in good pattern 205 feet S.E. of selected AF. Bombs walking up canal and east approach of bridge.

Flight B. F.N.B. Misidentified Primary. Bombed highway bridge at B-391612. All bombs outside 1000 foot radius of chosen AF, hitting in open area.

Flight C. GOOD. 40% of bombs within 1000 foot radius of DMII, possibly hitting a building and some roads in open area.

Box III - Flight A. GOOD. 40% of bombs within 1000 feet of DMII. Broken pattern 980 feet S.E. of DMII, in open area. Probably no damage.

Flight B. UNDETERMINED. No photo coverage. One camera cable broken. One camera ran intermittently, target not appearing on film. Results claimed excellent on Primary. Viaduct believed knocked down according to returning crew.

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Flight C. SUPERIOR. 90% of bombs within 1000 foot radius of DMTI. Broken pattern 250 feet S.W. of DMTI, hitting generally in open area. Possible damage to base of bridge. Some hits on roads.

Neubeckum (Platform & Bridge), S.W. of Neubeckum (Marshall's Yard & Bridge), Altenbeken (Rail Junctions), Ahlen (Rail Bridges north of Stations), Lage (Rail Platforms).

323 BG: 10/6 a/c attacked S.W. of Neubeckum, dropping 48 x 500 GF.

11/5 a/c attacked Other, dropping 40 x 500 GF.

11/11 a/c attacked Altenbeken, dropping 88 x 500 GF.

12/6 a/c attacked Ahlen, dropping 48 x 500 GF, 6 attacked Other, dropping 48 x 500 GF.

6/6 a/c attacked Lage, dropping 48 x 500 GF.

10 a/c failed to bomb: weather.

No losses, 4 a/c battle damaged, no casualties.

Formation leader contacted "Sweepstakes" at Herenthals (J-978907) and obtained desired fix.

Visual bombing by flights from 7,900 - 12,500 feet.

S.W. of
Neubeckum Box III - Flight A. A.F.N.B. All bombs hit within 1000 feet of AF in good concentration. The MTI of bursts is 130 feet N.W. of AF. Bombs hit on a railroad track in S.E. section of rail yards. Bombardier aimed 500 feet east of briefed AF as length of bomb run would not permit changing course to DMTI.

Flight B. NO ATTACK. Could not locate target because of poor visibility.

Neubeckum Box IV - Flight A. F.N.B. Bombardier could not locate Primary AF due to poor visibility and aimed at small bridge 3,660 feet S.W. of DMTI. All bombs hit within 1000 feet of AF in good concentration. The MTI of bursts is 590 feet S.E. of the AF. Bombs hit across road leading up to the bridge.

Flight B. NO ATTACK. Bombardier could not locate target due to poor visibility.

Altenbeken Box I - Flight A. SUPERIOR. All bombs hit within 1000 feet of DMTI in good concentration. The MTI is 54 feet ENE of the DMTI. The bombs hit among the railroad cars in the yard causing a large explosion. The explosions were probably caused by bombs hitting tank-cars in yard. Many hits were scored on tracks in west end of M/Y.

Flight B. EXCELLENT. All bombs hit within 1000 feet of DMTI with the exception of three salvoes. The MTI of the bursts is 815 feet north of DMTI. The bombs hit on roads and on buildings just north of the M/Y.

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Box II - Flight A. UNDETERMINED. Of the two cameras in this flight one operated when bombs accidentally released when bomb bay doors were opened. The cause of the malfunction of the second camera is undetermined. Crews report poor results.

Ahlen

Flight B. F.N.B. Three runs on Primary. Could not find target due to poor visibility. Aimed at center of Haltern as casual target. Bombs did not release and bombardier salvaged late.

Box I - Flight C EXCELLENT. 80% of bombs hit within 1000 feet of DM1. The M.I. of bursts is 750 feet S.E. of DM1. Bombs hit in built-up area of town and across roads and road junction within town.

Dage.

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Enkenbach-Grundstadt (Bridges), Alzey (Tracks and Bridge), Mannheim (Bridges), Fischbach (Bridge), Lauternach (Bridge and Sidings), Eschenau (Bridge)

- 409 BG: 8 A-26 plus 3 A-20/11 attacked Enkenbach-Grundstadt, dropping 56 x 500 GP.
- 4 A-26 plus 2 A-20/6 attacked Alzey, dropping 16 x 1000, 8 x 500 GP.
- 8 A-26 plus 2 A-20/10 attacked Mannheim, dropping 56 x 500 GP.
- 3 A-26 plus 2 A-20/5 attacked Fischbach, dropping 12 x 1000, 8 x 500 GP.
- 9 A-26 plus 2 A-20/0 dispatched to attack Lauternach. 8 A-26 plus 2 A-20 bombed Other target, dropping 32 x 1000, 8 x 500 GP.
- 3 A-26 plus 1 A-20/4 attacked Eschenau, dropping 12 x 1000, 4 x 500 GP.
- 1 A-26 a/c failed to bomb: mechanical failure.
- 1 A-20 a/c flak battle-damaged; no losses, casualties.
- A/c attacking Mannheim strafed a marshalling yard, locomotive repair shop, bridges and M/T in target area. Claims are 4 RR cars and 2 trucks damaged.
- A/c attacking Lauterecken strafed railroad installations at primary. No claims.
- Called "Daggage" upon entering tactical area; referred to "Ripsaw" for fix, but could not contact latter.

Visual bombing by flights from 9000-10000 feet.

Enkenbach-Grundstadt Box I - Flight A - SUPERIOR. 100% of bombs within 1000 foot radius of DMPI. Center of elongated pattern is approximately 95 feet southeast of DMPI. Pattern blankets bridge for nearly all of its length and bombs extend along railroad running north from bridge for a distance of approximately 300 feet. Early photos show direct hits on or near crest of a dam and a main road south of bridge. All these installations have probably suffered damage.

Enkenbach-Grundstadt Flight B. SUPERIOR. 100% of bombs within 1000 foot radius of DMPI. Center of excellent concentration is approximately 190 feet south-southeast of DMPI. Pattern is partially obscured by smoke but can be seen to blanket the bridge for its entire length. Bridge has probably been damaged.

Alzey Box II - Flight A. SUPERIOR. 100% of bombs within 1000 foot radius of DMPI. Center of excellent concentration is approximately 170 feet south-southwest of DMPI. Pattern blankets both the rail-over-water and rail-over-road bridges as well as portions of a main highway passing under the railroad at this point. All are probably damaged.

Mannheim Flight B. EXCELLENT. Target and bombs are obscured by smoke from previous bombings. First bombs, however, are visible and from the known direction of attack it is estimated that 100% of the bombs are within 1000 foot radius of DMPI, and that the center of the pattern is probably 360 feet SE of DMPI. Direction of attack and size of normal bomb pattern indicate that bombs probably straddled bridge just E of DMPI.

Mannheim Flight C. SUPERIOR. 100% of bombs within 1000 foot radius of DMPI. Center of excellent concentration approximately on DMPI. Early photos show several direct hits on or near DMPI. Those probably severely damaged the southeast end of bridge and adjacent embankment.

S E C R E T

Box III - Flight A. EXCELLENT. 100% of bombs within 1000 foot radius of DMPI. Center of excellent concentration is approximately 600 feet east of DMPI. No bombs on bridge. Pattern covers portion of rail line east of the bridge, some goods wagons on rail at that point, and a portion of main road southeast of bridge. Early photos show probable direct hits on these items. There are approximately 30 goods wagons in train immediately east of bridge.

Fischbach

Flight B & C. APRI. Bombsight malfunction. Bombardier of Flight B caged gyro hard on bomb run and could not get it engaged so continued on in and bombed with gyro caged. Bombsight malfunction in Flight C prevented the bombardier from aiming and he bombed on Flight B. No bombs within 1000 foot radius of DMPI. Two-flight pattern is centered approximately 1450 feet E of the DMPI. Bombs are in an open area immediately northeast of Lauterocken with some direct hits or near misses to buildings and streets in area.

Lauterocken

Flight D. UNDETERMINED. Photo cover does not show target area. Bombardier reports excellent results from visual observation with hits just southeast of DMPI.

Ebnau

Miltenberg (Bridges), Hochst (Sidings & Bridge), Munster (Bridge), Simmern (Marshalling Yard, Roundhouse, Bridge).

416 BG: 18/16 a/c (A-26) attacked Miltenberg, dropping 24 x 1000, 60 x 500 GP.

12/12 a/c (A-26) attacked Hochst, dropping 72 x 500 GP.

6/5 a/c (A-26) attacked Munster, dropping 30 x 500 GP.

5/5 a/c (A-26) attacked in vicinity of Simmern, dropping 20 x 1000 GP.

Bomb disposition unknown of 1 a/c which landed at Verdun.

2 a/c failed to bomb: 1, mechanical; 1, other - crashed on take off due to engine trouble. No casualties.

No further losses, 2 other a/c battle damaged, no casualties.

Formation leader could not make contact with Fighter Control Station upon entering tactical area.

Group makes the following claims by strafing:

- 1 tank train destroyed and left burning.
- 1 horsedrawn vehicle destroyed.
- 3 heavy M/T destroyed.
- 1 railway station damaged.
- 3 locomotives damaged.
- 15 buildings damaged.
- 1 light M/T damaged.
- 5 barges damaged.
- 15 goods wagons damaged.

Visual bombing by flights from 6,000 - 12,000 feet.

Box I - Flight A. A.P.N.E. Due to haze obscuring target area, bombardier was unable to pick up AP in time for proper bomb run. Approximated AP and released. Bombs hit in factory area 2100 feet N.E. of DMPI with hits on small factory buildings.

P - 1

S E C R E T

S E C R E T

Miltenberg

Flight B. A.P.N.D. Due to haze obscuring target area, bombardier was unable to pick up AP in time for proper bomb run. Approximated AP and released. Bombs hit on small buildings and roads 760 feet S.W. of DMPI.

Flight C. A.P.N.D. Due to haze obscuring target area, bombardier was unable to pick up AP in time for proper bomb run. Approximated AP and released. Bombs hit in woods 1800 feet S.E. of DMPI.

Box II - Flight A. A.P.N.D. Due to smoke obscuring target, bombardier approximated AP. Bombs fell in fields 3050 feet S.W. of DMPI.

Hochost

Flight B. EXCELLENT. All bombs within 1000 feet of DMPI with center of pattern 480 feet west of DMPI. Hit in fields and across roads.

Munster

Flight C. P.N.D. Bombardier misidentified target and bombed bridge 8 miles S.E. of town of Mochesheim, 43.5 miles south of primary. (R-791795). Direct hits on R.R. embankment probably cut tracks. Near misses to bridge.

Simmern

Box III - Flight A. UNDETERMINED. No photos due to evasive action. Target goes off edge of film. Visual reports state that bombs hit approximately 300 feet S.E. of bridge.

Q-1

S E C R E T

S E C R E T

Section II

A/C Off		505
A/C Bombing	480	
A/C Failing to Bomb	11	
A/C Recalled (Weather)	10	
Other		
Bombs of 3 A/C Unaccounted for	3	
Total		505

Bombs on Enemy Territory	882.25
Total Bombs to Date	111,276.16

A/C Lost (387 BG - 2, 322 BG - 2, 416 BG - 1)	5	
A/C Missing (397 BG)	1	
A/C Crash-Landed	0	
A/C Battle Damaged	45	(9.18%)
Killed	1	
Wounded	3	
Missing	15	
Injured	6	
Claims	1-0-1	

1 - 1

S E C R E T

S E C R E T

FAILURES TO BOMB

<u>GROUP</u>	<u>NO. OF A/C</u>	<u>CLASSIFICATION</u>	<u>REASON</u>
322	2	Mechanical	1 - Throttle Sticking. 1 - Loss of power in right engine - on second take off - too late to overtake formation.
386	1	Mechanical	Wheels would not retract.
344	2	Mechanical	1 - Rack malfunction. 1 - Losing oil pressure.
387	2	Mechanical	1 - Carburetor trouble necessitated S/E landing. Ran off runway, crashed and burned. 1 - Gas fumes in cockpit.
397	1	Mechanical	Right engine cutting out.
416	1	Mechanical (4-26)	Investigating possible malfunctioning of bomb bay door switches.
	1	Mechanical (4-26)	Crashed on take off due to engine trouble.
409	1	Mechanical (4-26)	Gas leak.

OBSERVATIONS

WEATHER: Grunberg-Mard Marburg Erndtenbrunn Altenhuden Kreuztal	391 BG:	No clouds, visibility unlimited and clouds above 8000'. Visibility 3 miles into the sun during the strafing attack.
Lauterbach	410 BG:	Patches of alto-stratus, tops 11,000, base 9500'. Large breaks over target. Visibility 7-10 miles down on bomb run, 3-4 miles up sun.
Alzey		6/10 alto-stratus, base 9000, tops 11,000'. Visibility 3 miles up sun.
Lauterbach		3/10 alto-stratus, base 9000, tops 11,000. Visibility 1-3 miles up sun on bomb run.
Stachweiler		Patches of alto-stratus, base 9000, tops 11,000'. Visibility 7-10 miles down sun, 4-5 miles up sun.
Friedberg Lang Gons Butzbach Niederhausen Montabaur	322 BG:	3-5/10 thin medium cloud at 10-11,000'. Thick haze and fog patches in valleys. Visibility 10-20 miles down sun and 5-10 miles up, but thick ground haze in valleys restricting visibility 4-6 miles in some targets.

2 - 1

S E C R E T

S E C R E T

St. Wendell Hermeskeil Turkismuhle Nohfelden	386 BG: 3-5/10 medium cloud at 10-11,000'. 3/10 cirris at 18,000. Visibility air to ground unlimited up sun.
Salmrohr	3-4/10 cirrus at 18,000'. No medium cloud above level. Visibility air to ground unlimited up sun.
Betzdorf Alsfeld N.W. of Hamm Haiger Lauterbach	344 BG: Clear, visibility 15 miles down sun and 8 miles up sun in light haze.
Wehrstapel	387 BG: 8/10 medium cloud 12-13,000', no low clouds. Visibility 5 miles on bomb run.
Nuttlar M/Y	8/10 medium cloud. Visibility 3-5 miles.
Nuttlar Bridge	8/10 medium cloud and 2/10 strato-cumulus, top 3000'. Visibility 8/10 miles.
Overhagen Lippstadt	8/10 medium cloud. Visibility 3 mile down sun and $\frac{1}{2}$ miles up sun.
Fronenberg Neheim-Husten Geseke Wulfte	394 BG: 2/10 strato-cumulus, top 4000'. 5/10 - 7/10 alto-cumulus 15,000'. Visibility estimated 3 miles.
Wehrden	4-6/10 alto-cumulus 15,000'. Haze to 5000'. Visibility 3-5 miles on bomb run becoming 1-2 miles on strafing run.
Scherfede Neuenbeken	397 BG: Scattered strato-cumulus 5000'. 2-3/10 alto-stratus 16,000'. Visibility 3-4 miles in moderate haze to 5000'.
Rhode	Scattered strato-cumulus 5-6000'. 4-6/10 alto-stratus at 14,000'. Visibility 3-5 miles in moderate haze to 5000'.
Ahlen S.W. of Neubeckum Neubeckum Lage Altenbeken	323 BG: 7/10 cirrus. Visibility 1-1/2-2 miles up sun and 4-6 miles down sun in haze.
Miltenberg	416 BG: 6/10 stratus, tops 2000, base 1000'. 6-7 alto-stratus, base 9500'. Patchy 3-4/10 alto-stratus, base 5000', tops 6000'. Visibility 5-6 miles above haze layer, but $\frac{3}{4}$ mile below 1000'.
Munster	7/10 alto-stratus, base 8000'. No low cloud. Visibility 4-5 miles in thick haze.
Hochst	6-7/10 alto-stratus, base 8500'. Scattered small patches of stratus, tops 2000'. Thick haze to 2000'. Visibility 4-5 miles from 8000'. 1-2 miles in haze layer.

3 - 1

S E C R E T

S E C R E T

Simmern	416 BG:	Large patch over edge of target and to south. Made three bomb runs. Alto-stratus cloud was moving out of area. 5/10 cloud in area. Visibility 10 miles on bomb run and in all directions.
	410 BG:	Patches of alto-stratus, base 8500, tops 11,000'. Visibility 7-10 miles down sun, 3-4 miles up sun.
Langmeil-Marnheim	410 BG:	Patches of alto-stratus, base 8500, tops 11,000'. Visibility 7/10 miles down sun, 3-4 miles up sun.
Lauterocken Fischbach Eschanau	409 BG:	9/10 alto-stratus, tops 10,200, base 9000'. Heavy haze in valleys, tops 3000'. Visibility 5 miles.
Alzey Marnheim		2/10 thin patchy, 11,000 tops, 9500' base. Haze layer on ground, tops 3000'. Visibility unlimited down sun, 5 miles into sun.
Enkenbach-Grunstadt		Nil low cloud. Visibility 5-6 miles in haze. Large break 10 miles diameter in cloud.

FLAK ANALYSIS ANNEX

A/C OVER ENEMY TERRITORY	495
A/C LOST TO FLAK	2
A/C MISSING	1
A/C BATTLE DAMAGED	43
% A/C BATTLE DAMAGED	9.99%
Kreuztal Bridges	
Altenhunden Bridge and Load Crossing	
Erndtebrunn Platform and Bridge	
Warburg Platform and Roundhouse	
Grunberg-Mort Platforms	391 Gp.
A/C Lost	0
A/C Battle Damaged	8
% A/C Battle Damaged	14.81%

All formations reported their targets free of flak. 3 of the formations reported weak inaccurate heavy flak in the Trier area, and the formation on Altenhunden reported weak inaccurate light flak at this point also. The formation attacking Warburg encountered weak inaccurate heavy flak at Geissen (G-6621). 8 heavy guns are plotted just northeast of the city. Weak inaccurate heavy flak was also encountered by the formation attacking Altenhunden at Burbach (G-2339). No defenses are plotted and this was probably R.R. guns.

S E C R E T

Alzey Tracks and Bridge
 Lauterecken Bridge and Sidings
 Sleskweiler Bridges
 Langmeil-Mannheim Bridge
Simmern Roundhouse, M/Y and Bridge 410 Gp.

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

Flak was not encountered enroute or at the targets by any of the formations.

Lang Gons Tracks and Bridges
 Butzbach M/Y
 Friedberg Roundhouse and Flyover
 Montabaur Bridge
Niederhausen Platforms and Flyover 322 Gp.

A/C Lost to Flak 1
 A/C Battle Damaged 9
 % A/C Battle Damaged 19.60%

The formation attacking Lan Gons encountered weak inaccurate heavy flak on the bombing attack and then encountered moderate accurate light flak on the strafing run. This flak lasted from Pohl Gons (G-6507) to Butzbach (G-6604). The lost a/c was hit by light flak and crashed near Pohl Gons. 33 light flak guns are known to be in this area. The formation attacking Butzbach encountered weak accurate light flak from 2 miles south of Butzbach into town on the strafing run. The formation on Montabaur encountered weak accurate light flak on the strafing run at the target. The 33 light guns mentioned, are scattered throughout the area and some of these are probably R.R. guns mounted and spotted along the targets attacked.

Moderate accurate heavy flak was also encountered near Wiesbaden by the formation on Butzbach.

Hermeskeil Sidings and Bridges
 Nohfelden Platforms and Flyover
 Turkismühle Platforms
 St. Wendel Workshops, Bridge and Platform
Salmrohr Bridge 386 Gp.

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

The formation attacking Salmrohr encountered light flak, that was very inaccurate, from Kall (L-3316) to the target. This flak continued back to Glusserath (L-3739). This area is in the immediate rear of the present battle area and the enemy would probably have it well defended with light flak to prevent fighter interference with his supply lanes. The formation attacking St. Wendel reported weak inaccurate heavy flak near Trier.

N.W. of Hamm Bridges
 Betzdorf Bridges
 Haigh Junction
 Alsfeld Platform and Bridges
Lauterbach Sidings 344 Gp.

A/C Lost to Flak 0
 A/C Battle Damaged 8
 % A/C Battle Damaged 18.60%

S E C R E T

All formations with the exception of the one attacking Lauterbach reported weak inaccurate light flak at the target. No defenses are plotted at any of the targets. The formations attacking Haiger and Alsfield encountered moderate accurate heavy flak at Trier enroute out. The formation attacking Alsfield also reported weak inaccurate heavy flak between Wittlich and Reinsfeld.

Overhagen R.R. Bridge	
Lippstadt Bridge and R.R. Junction	
Wehrstapel R.R. Bridge	
<u>Wittlar M/Y and Bridge</u>	<u>387 Gp.</u>
A/C Lost to Flak	1
A/C Battle Damaged	4
% A/C Battle Damaged	17.85%

The only flak reported was by the flight attacking Wittlar. The crews reported weak inaccurate heavy flak on the turn off target and at the bombline enroute out. This was in the vicinity of A-3050. No heavy defenses are plotted at the target, and it is probable that the fire was coming from R.R. guns. The lost a/c crashed at base.

Ottbergen Depot and Bridge	
Wehrden Bridges	
Fronenberg	
Nehein-Husten Roundhouse and Bridges	
Geseko M/Y and Overpass	
<u>Wulfta Bridge</u>	<u>324 Gp.</u>
A/C Lost to Flak	0
A/C Battle Damaged	4
% A/C Battle Damaged	10.52%

The formation attacking Ottbergen reported weak inaccurate light flak at the target. 6 light guns are plotted at Hexter (D-1555) which is about 4 miles northeast of the target. It is possible that these guns are R.R. mounted and were in the vicinity of the target when the attack was made. The formations on Geseko and Wulfta reported weak inaccurate heavy flak at Emmerich enroute out.

Rheda R.R. Bridge	
Neuenbecken R.R. Viaduct	
<u>Scherfede Platforms and Bridge</u>	<u>397 Gp.</u>
A/C Missing	1
A/C Battle Damaged	3
% A/C Battle Damaged	8.10%

There was no flak at any of the targets. All flights reported heavy flak that was weak inaccurate to moderate accurate in the Dulmen area (A-5755). A heavy flak barrage was observed at Munster, and weak inaccurate heavy flak was reported at Waterborn (E-8653) and Gossfeld (6173). The flight making the attack on Rheda reported weak inaccurate light flak at the front lines (E-9060) enroute out from the target.

Ahlen R.R. Bridge	
S.W. of Neubeckum M/Y and Bridge	
Neubeckum Platform and Bridge	
Lago Rail Platforms	
<u>Altenbecken Rail Junction</u>	<u>323 Gp.</u>
A/C Lost to Flak	0
A/C Battle Damaged	4
% A/C Battle Damaged	8.00%

6 - 1
S E C R E T

S E C R E T

All targets were free of flak. However, all formations reported weak accurate heavy flak in the Dulmen area. The formation attacking also reported weak accurate heavy flak both going in and coming out near Coesfeld. No defenses are known to be in these areas. However, this is the second mission in two days that weak to moderate accurate heavy flak has been encountered. The fire is probably coming from heavy railway guns that are located either within the M/Y of the town mentioned, or on the outskirts of the towns.

Simmern M/Y Bridge and Roundhouse
Munster Bridge
Miltonberg Bridge
Hochst Sidings and Bridge

416 Gp.

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

0

2

5.13%

The formation attacking Simmern encountered machine gun fire on the strafing run. The other formation reported no flak at the target. However, enroute, moderate accurate heavy flak was encountered at Eberbach (M-9196) and weak inaccurate light flak at Kinzig (M-8928). The heavy flak was probably being fired from the 3 heavy gun position located approximately 1 mile east of Reichelsheim (M-8597).

Fischbach Bridge
Eschernau Bridge
Mannheim Bridge
Enkenbach-Grunstadt Bridge
Alzey Tracks and Bridge
Lauterbach Bridge and Sidings

409 Gp.

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

0

1

2.17%

The formations on Mannheim and Eschernau are the only ones encountering flak. The crews of the formation on Eschernau reported 4 bursts of heavy flak just as the bomb bay doors were opened. The formation attacking Mannheim encountered weak inaccurate light flak 2 miles south of the target. No defenses are plotted near the target. All other formations reported no flak.

ENEMY AIRCRAFT REACTION

T.O.T.'s: 1252 to 1547

Only the 397th Group encountered any part of the Luftwaffe during this operation.

Two Me 109's made a pass at one flight of the 397th Group about mid-way between Munster and Dulmen at approximately 4-780670. This was on the return route at 9000 feet. Three and possibly four B-26's fired at these two e/a, claims of 1-0-1 resulting. The destroyed claim is confirmed by fighter escort. The e/a made their pass at 6 o'clock level, but there is no indication that they opened fire.

An aircraft in another flight of this Group sighted two FW 190's in the Munster area being attacked by P-47s. Near Dulmen, an unidentified aircraft made a pass from 12 o'clock (without firing) at another flight of the 397th Group. This aircraft was described as follows: S/E, radial, twin vertical fins and rudders, painted red with silver on fuselage.

27 - 1

S E C R E T

SECRET



CONSOLIDATED MISSION STATISTICS
FOR
22 February 1945

A/C Off	567
A/C Bombing	529
A/C Failing to bomb	16
A/C Recalled (Weather)	10
Other	
Flare a/c	7
T/I aircraft	2
Bombs of 3 a/c unaccounted for	3
TOTAL	567

Bombs on Enemy Territory	931.25
Total Bombs to Date	111,325.41

A/C Lost (387 BG - 2, 322 BG - 2, 416 BG - 1)	5
A/C Missing (397 BG)	1
A/C Crash-Landed	0
A/C Battle Damaged	51 (9.24%)
Killed	1
Wounded	3
Missing	15
Injured	6
Claims	1-0-1

SECRET

PUBLIC RELATIONS

PRESS RELEASE

NINTH BOMBARDMENT DIVISION HQS, France: Marauder, Invader and Havoc fleets of Major General Samuel E. Anderson's Ninth Bombardment Division — totalling upwards of 500 bombers — swept over Western Germany's vast railway system Thursday, bombing and strafing more than 50 bridges and other rail targets in a 200-mile arc running south from the Hannover area, northeast of the Ruhr, to the Saar valley.

In their most spectacular display of air power to date, the Ninth's medium and light bombers rained tons of high explosives on their objectives. Then for the first time in their combat history, Marauders teamed up with the Invaders to carry out strafing attacks at deck level. The combined bombing-strafing operation resulted in wide-spread destruction to railroad bridges, roundhouses, railroad yards, sidings, work-shops, a viaduct, and railroad cars and other vehicles.

The battle order for the day listed 46 rail bridges, 12 railroad yards, 11 railroad stations, 4 roundhouses, 3 rail junctions, a rail viaduct, overpasses, and level crossings.

Several attacks took Marauders to a point mid-way between the Rhine river and Berlin, while other bomber formations ranged north and south to turn the enemy's rail network into a sprawling jig-saw of destruction.

Throughout the day's operations, a number of the bomber formations were unopposed either by flak or fighters. At other points, slight to moderate ground fire caused battle damage and the loss of one Marauder. One flight of B-26s encountered two ME 109's, and in the brief action that followed, Marauder gunner-Sgt. Henry Pieknick, of Taunton, Mass., shared with a P-47 pilot in claims of one enemy fighter shot down and the other probably destroyed.

Clear weather and the wide range of targets provided the bomber crews a ringside seat for the all-out aerial blow at western Germany.

Airmen of the 500 medium and light bombers who flew in the mighty armada brought back vivid reports of destruction dealt marshalling yards, bridges, rail lines and other military targets.

Weather was generally clear over the entire front, permitting crews their best look in recent months at the area west of the Rhine where they centered their attacks.

Allied planes filled the skies; according to 1st Lt. Richard H. Dunn, of 223 W. Lincoln Way, Lisbon, Ohio, who said: "Fighters had an umbrella over us while heavies formed a solid carpet beneath us."

A B-26 pilot reported that it looked as though "every town in Germany was on fire today," and a Marauder gunner substantiated his observation with the statement that "fires were burning all along our route."

Reports from other crewmen who bombed and strafed the numerous targets were characterized by emphasis on good results.

"The marshalling yard at Lauterbach was definitely put out of action. The tracks were enveloped in bomb smoke, with black smoke billowing up through it," said Staff Sgt. William J. Arrett, 1111 Berkshire Ave., Cleveland, Ohio, an A-20 tunnel gunner.

Staff Sgt. Charles F. Skidmore, 705 4th St., Williamstown, W. Va., an A-20 gunner, said that one end of the marshalling yard at Simmern was demolished when his formation arrived over the target. "We ripped up the other end and finished the job. The roundhouse to the left of the yard just disappeared. All that was left was smoke."

(more)

(PRO release cont'd)

Box cars in a marshalling yard at Alzey were scattered by bombs of an A-20 formation, according to Staff Sgt. Clinto Brown, of Appleton City, Mo., a turret gunner.

Staff Sgt. Kenneth W. Schmidt, of Auburn, Nebraska, an A-26 turret gunner, said he picked out 10 railroad cars in his gun sights when his formation dropped down to low level to strafe a marshalling yard. "They were all smoking as we pulled away. I also strafed a factory building, and while I was shooting one end of it exploded into the air."

Smoke from bomb bursts hung over some of the rail targets as the bombers dropped down on the deck to carry out strafing attacks. Twelve B-26 Marauders attacking a marshalling yard at Altenbecken roared through bomb smoke to turn machine guns loose on freight cars in the yards. "I could see bullets from planes ahead hitting in the box cars," reported 2nd Lt. John J. O'Donnell, 3042 Roberts ave., Philadelphia, Pa. "It was impossible to tell how much damage was caused because of the great amount of smoke."

Train crews and vehicle drivers ran for cover in several instances when bombers swept in at deck level with surprise strafing attacks.

"I could see engineers jumping out of locomotives as I fired three or four hundred rounds into passenger and freight cars at Scherfede," reported Technical Sgt. Ralph E. Wright, of Ada, Ohio, a B-26 engineer-gunner, on his 65th mission and his first strafing operation.

An A-26 turret gunner, Staff Sgt. Ernest L. Schafer, 204 University ave., Los Gatos, Calif., whose formation dropped down to 50 feet to hit the Hochst marshalling yard, said he saw 20 Jerries run into a warehouse as his plane roared in for a strafing attack.

A Marauder pilot, 1st Lt. Verner P. Knapp, 330 Wright st., Cadillac, Michigan, reported peeling off from 10,000 feet and going down on the deck to pepper a train pulling out of the railroad station at Wulfte, 35 miles southeast of Hamm.

"We stopped the train with our strafing, then a P-47 came in to finish it off. We went on to set fire to a communications shack and other buildings nearby."

An attack on a German convoy netted Capt. Stuart M. Hixon, 606 Elizabeth Rd., San Antonio, Tex., an A-26 pilot, at least two destroyed vehicles. "We roared down a road and I saw two German trucks standing in the center," Hixon said. "The drivers were running for the ditch where I saw a number of people taking cover. Both trucks were burning as we pulled away."

Colonel Thomas R. Ford, 316 W. Grand River Ave., Lansing, Mich., an A-26 Invader group commander, led part of his group on a low level bombing and strafing attack at Wernheim. Colonel Ford's flight damaged a railroad bridge with two hits on approaches to the structure before setting fire to factories in deck level strafing attacks.

Because haze obscured the bridge he was briefed to hit, at Alzey, 1st Lt. William W. Dean, 6908 8th St., Washington, D. C., selected another bridge nearby, and claimed destruction of the alternate structure. "We definitely got the bridge before hitting the deck to strafe a flak tower and factories in the town."

-30-

22 February 1945

Phone to Paris News Room 2015
" to Press Camp 2100

GP-416-SU-OP-S
22 FEB 95

AF9
Ship 88E
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P.R.C.

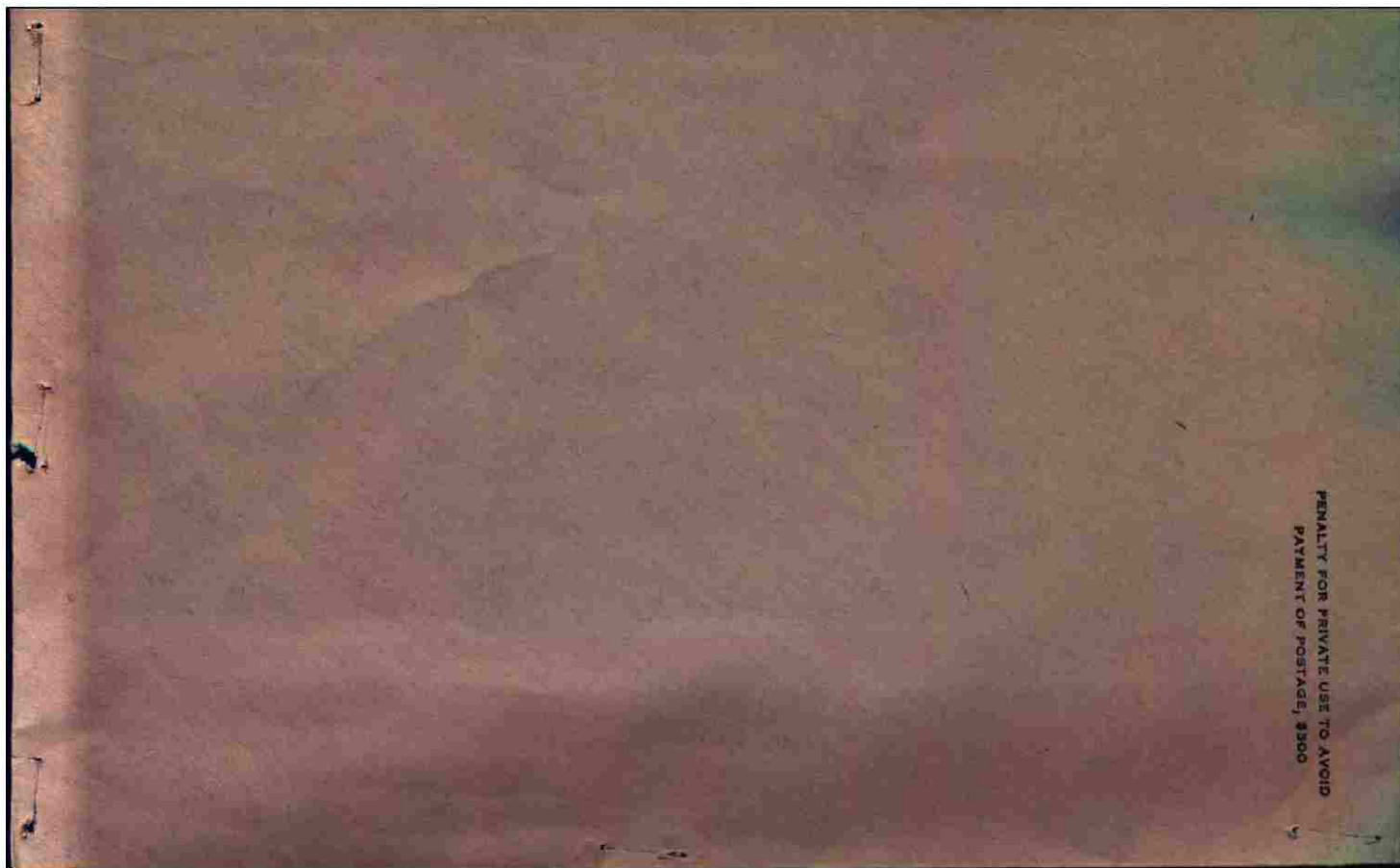
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