

7473-172

**MICROFILMED**

~~SECRET~~

DECLASSIFIED  
DOD DIR 5200.107

<p>7473-172</p> <p>12 Sept 1947</p>	<p>RETURN TO RESEARCH STUDIES INSTITUTE U.S.A.F. HISTORICAL DIVISION ARCHIVE 56, 56H</p>
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*Edwards. GR-386-SU-OPS(Bomb)*  
*12 Sept 1944*  
 7403-152

Signal Headquarters Squadron (M)  
 Office of the Operations Officer  
 U.S. Army  
 APO #200

12 September 1944

Acad  
 Mission No. 1

NAME	WAVE	PLAN	TIME	REMARKS	STATUS
Middlebrooks	200	3:15		Reeves Anton Stebbins	Feerie
Grand	194	3:15			Delley
Brown	187	3:30			Underland
Bruster	191	3:35		Norris	Clark
Robb	206	3:15			Freson
Reehell	189	3:15			George
Bally	199	3:40		Hanna Kasper	Mo
Jordan	198	3:30			Jensen
Bushirk	196	3:20			Corliss
Heinic	132	3:30			Van Wert

Abortions 1800 No. men 22

MAJOR D. STUBBS  
 Lt. Col., Air Corps  
 Operations Officer (A-26)

E. Results of bombing - Good to Excellent

F. (i) Enemy a/c Opposition:

(a) Over Target NIL

(b) Elsewhere NIL

(ii) Flak:

(a) Over Target LFF; MODERATE; INACCURATE

(b) Elsewhere NIL

G. Urgent Information, Observations, Summary of Hot News:

NONE

H. (i) Weather as it affected bombing of target (Primary, Secondary, Other)  
Clear - Vizibility 6-8 Miles down sun - 2 Miles up sun

(ii) Weather on route N11-2/10 entire route. Visibility 6-8 Miles  
except fog patches in Namur area.

I. Bombs on Primary	<u>39</u>	No.	and	Type
Bombs on Secondary			x	<u>1000 S.A.P.</u>
Bombs on Other			x	
Bombs Jettisoned			x	
Bombs Returned	<u>1</u>		x	<u>1000 S.A.P.</u>
<u>1 X 1000 S.A.P. DROPPED Accidentally on 1st Bomb run.</u>				
J. Altitude of Attack	<u>11500 Feet</u>			

OPFLASH REPORT

To: COBOMCOM IX, ATT: A-2  
 COCBTWIG 99, ATT: A-2  
 From: COBOMGR 386

REF: A -D OPERATIONAL PRIORITY CONFIDENTIAL

Opflash No. 267 For 12 Sept 1944

A. (i) Target Ordered Scheld Fortifications  
 (ii) Target Attacked Scheld Fortifications

B. (i) Group 386  
 (ii) No. a/c off by type 11 A-26's

(iii) No. a/c failing to bomb -- Explain each failure:  
Recall due to weather

Personnel  
1 Mechanical Loss of Gas from left Main tank. Fuel pressure rising  
Other Reasons

(iv) No. a/c bombings:  
10 Primary.  
Secondary.  
Other.

C. (i) Time Up 0816  
 (ii) T.O.T. 1021  
 (iii) Time Down 1134 (There - Cause)

D. (i) No. a/c 0 Missing  
0 Destroyed  
0 Damaged (Cat. B-A/C)  
0 Damaged (Cat. A)

(ii) Enemy a/c 0 Destroyed 0 0 Probably Destroyed  
0 Damaged (include type a/c.)

(iii) No. Crew 0 Killed 0 Wounded 0 Missing.

BOMBING INFORMATION

WING F.O. NO. 267

BOX 1 GROUP 386 A-26 DATE 12 Sept. 1944 TARGET ATTACKED SCHIELD FORTIFICATION

1. Method of sighting: Normal
2. Bombing approach: 15°
3. Was mercury erection system used? YES \_\_\_\_\_ NO X
4. Did entire box drop on lead bombardier? YES \_\_\_\_\_ NO X

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

**Scrubbed by 6's - aiming point as briefed**

5. Name of lead bombardiers: HANNA, B.C., 1st Lt.  
REEVES, G., 1st Lt.

6. Name of lead pilots: KELLY, Col.  
MIDDLEBROOK, Lt.

7. Intervalometer setting: 70 feet all flights

8. Indicated air speed 200 Ground speed 225 altitude 11,500  
11,200

9. Length of bomb run: 1st flt 60 sec, 2nd flt 30 sec.

10. Bomb load and fuzing per a/c: 4 X 1000 Fused 1/40 T  
4 X 1000 1/40 T  
X 1/40 T

11. Total bombs dropped: 39 x 1000

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

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

**Ver. hazy - necessitated a short run.**

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

(c) Did flak affect bombing? YES \_\_\_\_\_ NO X. If answer is "YES", state to what extent flak affected bombing or bomb run.

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

**None**

(e) State any difficulties on bombing run:

**None**

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

**None**

(g) Bomb results as reported by crews.

Aimed at right target: YES  NO   
\_\_\_\_\_  
\_\_\_\_\_

Results claimed: GOOD  FAIR  POOR  BAD MISS   
\_\_\_\_\_  
\_\_\_\_\_

DATE 9-12-44

TARGET

SCHELD (SECTION BIEGRIED LINE)

LOCATION

6's

BOX I  
FIRST FLIGHT

BOX II  
FIRST FLIGHT

COMBARDIER'S NAME HANNA, RC 1<sup>ST</sup>  
RESULTS EXCELLENT  
PRECISE A.F. AS BRIEFED  
BOMBING ALT. 11,500  
WEATHER OR MALFUNCTION DIFFICULTIES  
Hazy  
LENGTH OF RUN 60 sec  
ORDER OF BOMBING 1  
EXPLANATION GROSS OR P.F.B.

COMBARDIER'S NAME \_\_\_\_\_  
RESULTS \_\_\_\_\_  
PRECISE A.F. \_\_\_\_\_  
BOMBING ALT. \_\_\_\_\_  
WEATHER OR MALFUNCTION DIFFICULTIES \_\_\_\_\_  
LENGTH OF RUN \_\_\_\_\_  
ORDER OF BOMBING \_\_\_\_\_  
EXPLANATION GROSS OR P.F.B. \_\_\_\_\_

SECOND FLIGHT

SECOND FLIGHT

COMBARDIER'S NAME REEVES C 1<sup>ST</sup>  
RESULTS EXCELLENT  
PRECISE A.F. AS BRIEFED  
BOMBING ALT. 11,200  
WEATHER OR MALFUNCTION DIFFICULTIES  
Hazy  
LENGTH OF RUN 30 sec  
ORDER OF BOMBING 2  
EXPLANATION GROSS OR P.F.B.

COMBARDIER'S NAME \_\_\_\_\_  
RESULTS \_\_\_\_\_  
PRECISE A.F. \_\_\_\_\_  
BOMBING ALT. \_\_\_\_\_  
WEATHER OR MALFUNCTION DIFFICULTIES \_\_\_\_\_  
LENGTH OF RUN \_\_\_\_\_  
ORDER OF BOMBING \_\_\_\_\_  
EXPLANATION GROSS OR P.F.B. \_\_\_\_\_

THIRD FLIGHT

THIRD FLIGHT

COMBARDIER'S NAME \_\_\_\_\_  
RESULTS \_\_\_\_\_  
PRECISE A.F. \_\_\_\_\_  
BOMBING ALT. \_\_\_\_\_  
WEATHER OR MALFUNCTION DIFFICULTIES \_\_\_\_\_  
LENGTH OF RUN \_\_\_\_\_  
ORDER OF BOMBING \_\_\_\_\_  
EXPLANATION GROSS OR P.F.B.

COMBARDIER'S NAME \_\_\_\_\_  
RESULTS \_\_\_\_\_  
PRECISE A.F. \_\_\_\_\_  
BOMBING ALT. \_\_\_\_\_  
WEATHER OR MALFUNCTION DIFFICULTIES \_\_\_\_\_  
LENGTH OF RUN \_\_\_\_\_  
ORDER OF BOMBING \_\_\_\_\_  
EXPLANATION GROSS OR P.F.B.

OICOG OIGAC V OIDNW 4/12 OP

FROM COBOMGR 386 120645B  
TO COMBOMCOM IX  
COMCBTWIG 99

OPERATIONAL PRIORITY  
SECRET QOX BT

386BG S563E  
REF NO C50 12/9/44 CPL FITZSIMMONS

- A
- B 0846
- C CLACTON
- D 1ST BOX R/T NINEPIN  
553.....D C O G A H L R N J F P  
GROUP LEAD.....553.....D  
DEPUTY GP LEAD.....553.....G
- E 11500
- F OSTEND
- G 0907
- H 1-18
- J OSTEND
- K CLACTON
- L 1044
- M 1. 0805 - 1052 1/2  
2. 4 X 1000 SAP  
3. 6:00  
4. SCHELD SECTION OF SIEGFRIED LINE  
5. NONE

COBOMGR 386

BT 120645B  
JP AS  
BBBBB  
OIGAC R.....120715B HJSAMUELSON KKKK  
OICOG R.....120715B MJS

GAC V DNU 2/12

FROM COBOMGR 386 120400B  
TO COMBTWIG 99  
QOX BT

386BG 292/ 5561E

B-26  
RUNWAY 15  
LEFT HAND PATTERN  
START BRIEFING 0700  
FIRST MAN OFF 0820

A-26  
RUNWAY 15  
LEFT HXXXXXXXXX HAND PATTERN  
START BRIEFING 0615  
FIRST MAN OFF 0805

COBOMGR 386

BT 120400B

AS

JP AR

GAC R.....12/0410B

URG

AR

*Copy*

GAC V DNV 2/12

FROM COBOMGR 386 120400B  
TO COMCBTWIG 99  
QQX BT

386BG 871/ S561E

B-26  
RUNWAY 15  
LEFT HAND PATTERN  
START BRIEFING 0700  
FIRST MAN OFF 0820

A-26  
RUNWAY 15  
LEFT HANXXX HAND PATTERN  
START BRIEFING 0615  
FIRST MAN OFF 0805

COBOMGR 386

BT 120400B

AS

JP AR

GAC R.....12/0410B

WRG

AR



Zero in 1000  
 4 X 1000 SAP  
 40 TAIL ONLY

A-26 START 0615 Briefing -

"READ IT BACK, PLEASE"

POSITION	* 553rd Person	Time	* 554th Person	Time	* 555th Person	Time
BOOM LOAD	Capt Adams & Capt Caldwell	0102				
BRIEFING	11					
	Capt Adams					
Intelligence	Capt Hogg	3:42	* 90th Combat Wing	Caran		4:00
Flying Control	Sgt Peterson	3:45	Disensary	Sgt Johnson		3:25
Weather	Cpl Walker	3:46	Photo Lab.	Sgt Scanlon		3:25
Warehouse	Cpl of the Guard	3:45	Bombight Vault	Sgt Vaughan		3:27
Officers Mess	mess Sgt Dickey	3:30	Col. J. [unclear]			
Combat Mess	<del>capt Howard</del>	3:40	* Lt. Col. S.H. BEATTY			
Bomb dump	Bomb dump & briefing	3:50	Capt. J.A. JILLIA (Ext. 31)	Bomb load + briefing		0106

Call extension 64 on any information received for a mission.

- Col Kelley at 115
  - 31 Lt Anton 553
  - Col ~~Adams~~ Conway
  - 31 Capt Smith 553
  - 31 Capt Dwyer - for B-26 - not Paper Jimmyville A-26 -
  - 61 Lt Strand at 4:30
- Lt Stebbin - ops off - on Bomb load -  
 LT. STRAND ON BOMB LOAD - 0103

A-26

DATE: 12-9-44

LEAD BOX  
1ST FLIGHT

LEAD BOX  
1ST FLIGHT

PILOT	A/C	C/L
KELLY	199	D
STRAND	194	C
BROWN	187	O
BREWSTER	191	B
SUTTON	190	A
TURNER	185	H

PILOT	A/C	C/L

2ND FLIGHT

2ND FLIGHT

MIDDLEBROOKS	200	L
ROBB	206	R
ROCKHILL	189	N
BUSKIRK	196	J
JORDAN	198	F
HEINKE	132	P


3RD FLIGHT

3RD FLIGHT



EXTRA

EXTRA

	197	M


START BRIEFING: 0615  
 END BRIEFING: 0715  
 AT AIRFIELD: 0720  
 START ENGINES: 0750  
 TAXI OUT: 0800  
 MOVE OFF:  
 FIRST MAN OFF: 0805  
 LAST MAN OFF:  
 RENDEZVOUS: \_\_\_\_\_ (GROUP \_\_\_\_\_)  
 RENDEZVOUS: \_\_\_\_\_ (GROUP \_\_\_\_\_)  
 RENDEZVOUS: \_\_\_\_\_ (FIGHTERS)

X  
 X X  
 X  
 X

TOT 0950

**MICROFILMED**

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DOD DIR 24007 27 Sep 90

<p>92386-34025 (Bomb) 12 Sept 1944</p>	<p>RETURN TO RESEARCH STUDIES INSTITUTE U.S.A.F. HISTORICAL DIVISION ARCHIVES BRANCH</p>
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OTHER UNITS:	TARGET :	IX BC	WING	<u>39</u>
:	:	:	:	:
:	:	DATE	<u>12 Sept 44</u>	:
:	:	ATTACHING UNIT	<u>2 Flights</u>	<u>386TH</u>
:	:	:	:	GROUP
:	:	:	:	:
:	:	FIRST PHASE INTERPRETATION	<u>Scheld Fortifications</u>	TARGET HIT

GP-386-SU-OP/S(Bomb)  
 12 Sept 1944

A. TARGET BRIEFED Scheld Fortifications PRIMARY

None SECONDARY

None CASUAL

M. P. I. Area Bombing

A. P. Area Bombing

B. TARGET ATTACKED Primary MILES FROM PRIMARY \_\_\_\_\_

DIRECTION FROM PRIMARY \_\_\_\_\_

I. COORDINATES (If non-descript PLUMBLINE) \_\_\_\_\_ EGM 1:50,000 MAP NO. \_\_\_\_\_

D. NO. AND TYPE OF A/C DISPATCHED 11 A-28a NO. OF A/C ATTACHING 10

E. BOMBING BY 3's, 6's, 12's, 18's 6s IN FOLLOWING ORDER: 2,1

F. NO. AND TYPE OF BOMBS DROPPED 39 J-1000 SAP FUSING 1/40 Tail Only

\_\_\_\_\_ FUSING \_\_\_\_\_

G. HEADING OF A/C WHERE BOMBS DROPPED Approximately 20°

H. TIME BOMBS DROPPED 1021

J. ACTIVITY AT TARGET: **Anti-Tank barriers and underground installations can be seen in target area. However installations can not be identified from strike attack photos.**

K. RESULTS OF BOMBING:

**Box I -- 1st G: A.B: Bombs fell in S.W. Corner of Target Area, in a well concentrated pattern landing in apparent open fields.**

**Box II -- 2nd G: H.B: Bombs fell in N.E. Corner of Target Area in a concentrated pattern with majority of bursts in target area. Bombs hit on what appears to be open fields.**

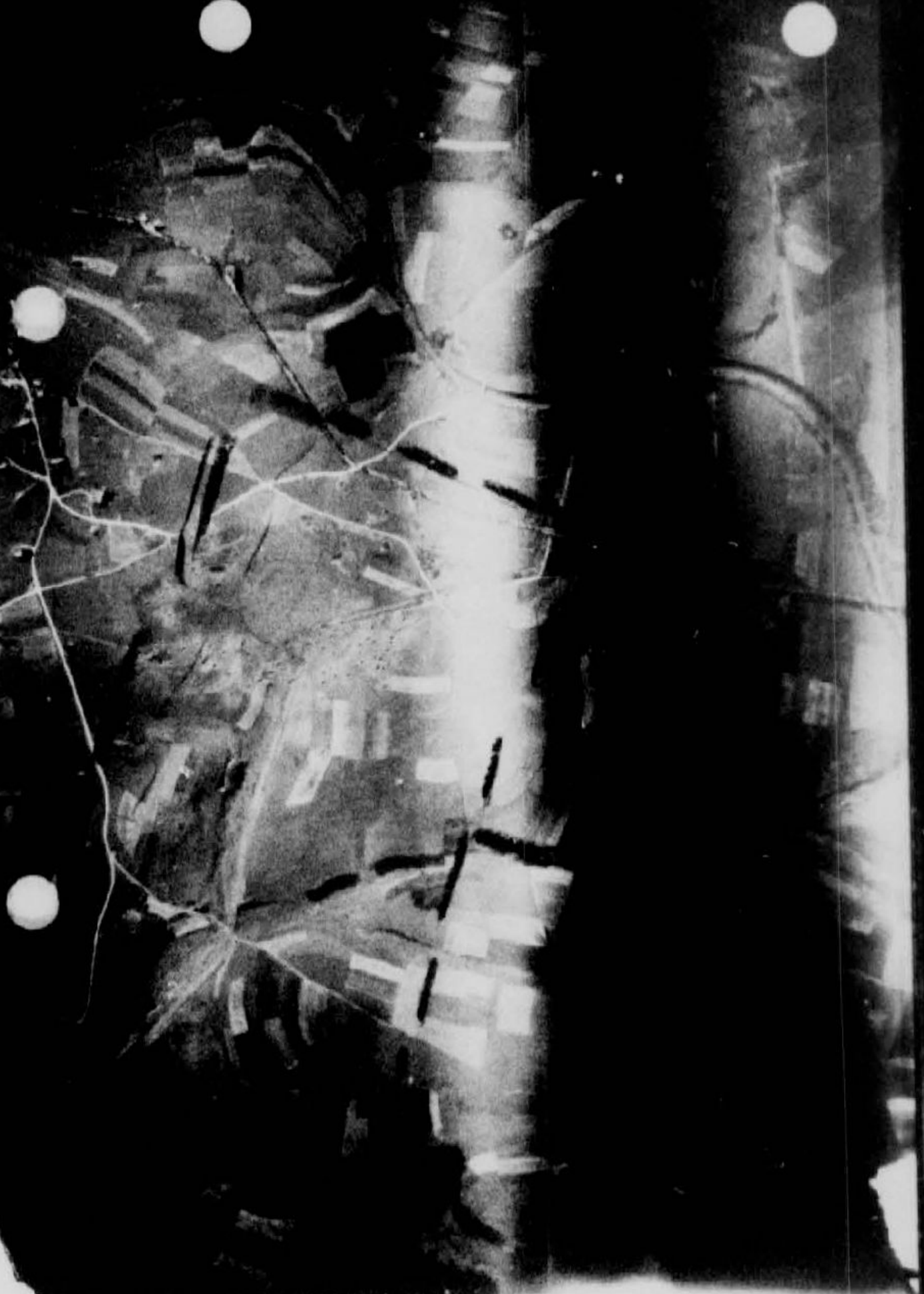
  
 ROBERT M. LYNCH,  
 Photo Interpretation Officer.



US 386/1048 12 SEPT 44 F71 V-11500 SCHELDT FORTIFICATIONS & AK #191



S 386/1048 12 SEPT 44 F7// SAV-11500 34 HELIX PORTULACATIONS YAK #191



PILOT: Col. Kelley

NAVIGATOR: Major Raper

BOMBARDIER: Lt. Hanna

BOX I -- 2nd 6

PILOT: Lt. Middlebrook

NAVIGATOR: Lt. Austin

BOMBARDIER: Lt. Reeves

BOX I -- 3rd 6

PILOT: \_\_\_\_\_

NAVIGATOR: \_\_\_\_\_

BOMBARDIER: \_\_\_\_\_

BOX II -- 1st 6

PILOT: \_\_\_\_\_

NAVIGATOR: \_\_\_\_\_

BOMBARDIER: \_\_\_\_\_

BOX II --- 2nd 6

PILOT: \_\_\_\_\_

NAVIGATOR: \_\_\_\_\_

BOMBARDIER: \_\_\_\_\_

BOX II -- 3rd 6

PILOT: \_\_\_\_\_

NAVIGATOR: \_\_\_\_\_

BOMBARDIER: \_\_\_\_\_

388TH GROUP BOMBARDIER'S  
GROSS ERROR REPORT

MISSION TO COMBAT (2ND. AIRBORNE DIV.)

DATE 12 SEPTEMBER 1944

BOMBING BY 7<sup>th</sup>

A-26's

FIRST BOX \_\_\_\_\_

1ST 6 EXCEL

2ND 6 \_\_\_\_\_

3RD 6 \_\_\_\_\_

SECOND BOX \_\_\_\_\_

1ST 6 EXCEL

2ND 6 \_\_\_\_\_

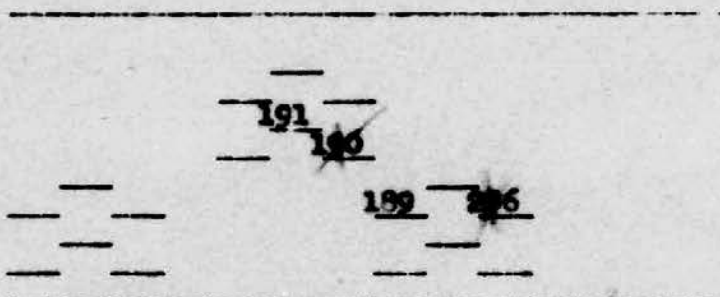
3RD 6 \_\_\_\_\_

ALBERT E. HILL,  
Major, Air Corps,  
Group Bombardier.

PHOTOGRAPHIC REPORT

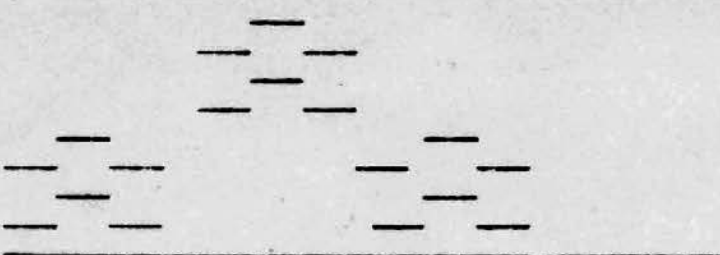
DATE OF PHOTOGRAPHY 4  
 CALIBER OF WEAPON 2 100  
 GRADE OF FILM                       
 ESTIMATED DISTANCE                       
 OTHERS                     

GROUP 316  
99  
 DATE 12 Sept. 44

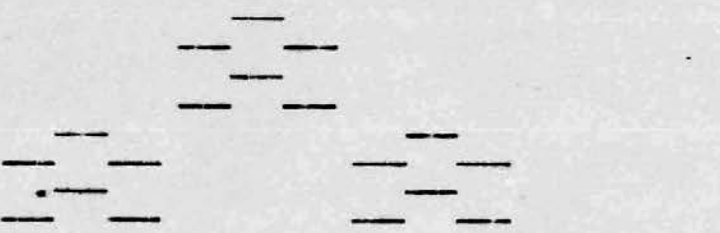


Scheldt Fortification

ALTITUDE 11500 FT  
 TRUE WIND SPEED                      MP  
 GROUND SPEED                      MP



TEMPERATURE                       
 ALTITUDE                      FT  
 TRUE WIND SPEED                      MP  
 GROUND SPEED                      MP



TEMPERATURE                       
 ALTITUDE                      FT  
 TRUE WIND SPEED                      MP  
 GROUND SPEED                      MP

BOX #/C	Co. No.	Co. type	F.L.	INT	EXPOSURE	REMARKS
1	191	K-21	7	3	1048	<b>Abortive</b>
1	190	K-24	7	1/2		
2	189	"	"	"	1049	<b>Electrical failure in ship</b>
2	206	"	"	"		

REMARKS

S E C R E T

HEADQUARTERS  
IX BOMBER COMMAND

APO # 140  
13 September 1944

MISSION SUMMARY

12 September 1944

(Morning Missions)

Field Order 545  
98 CBW F.O. 248

Section I

<u>GROUP</u>	<u>TARGET</u>	<u>MISSION RESULTS</u>
322 BG	Scheid (Siegfried Line Fortifications)	Box I, 1st 6 - A.B. 2nd 6 - No attack 3rd 6 - A.B. Box II, 1st 6 - A.B. 2nd 6 - P.N.B. 3rd 6 - A.B.
391 BG	" "	Box I, A.B. Box II A.B.
386 BG	" " (A-26's)	Box I A.B.
	" " (B-26's)	Box I A.B. Box II A.B.
416 BG	St. Wendel (Marshalling Yard)	Box I, 1st 6 - No attack 2nd 6 - No attack 3rd 6 - No cover Box II, 1st 6 - No attack 2nd 6 - No attack 3rd 6 - Gross
409 BG	" "	Box I No attack Box II, 1st 6 - No attack 2nd 6 - No attack 3rd 6 - Fair
323 BG	Echtternach (Siegfried Line Fortins)	Box I A.B. Box II A.B. Box III 1 A.B. Box IV (2B/c) No cover.
394 BG	" "	Box I A.B. Box II A.B. Box III A.B. Box IV No attack
387 BG	" "	No attack

A total of 105 aircraft were prevented from bombing by bad weather.

GROUP NARRATIVE

Of seven groups attacking, 2 recorded Fair to Gross results against a marshalling yard while the remaining five employed Area Bombing methods on Siegfried Line fortifications. No group experienced losses, casualties or battle damage.

Scheid (Siegfried Line Fortifications)

322 BG: 36 a/c dispatched, 29 dropping 115 x 1000 S&P on and near primary.

7 a/c failed to bomb: 1 personnel, 2 mechanical failures; 4 other reasons (leader did not bomb due to mechanical failure on 2nd run).

Area bombing by 6's from 11,500, 11,000 feet.

Box I - 1st 6. A.B. Bombs fell outside target area (approx. 1170 feet W of nearest edge of T/A), hitting in fields.

2nd 6. NO ATTACK. (Interphone and P.D.I. out of commission in lead a/c.) 1 a/c dropped 4 x 1000 S&P 4 mi. N of target as the result of accidental release.

3rd 6. A.B. Bombs fell outside target area (2 groups hitting 1780 and 2300 feet W of nearest edge of T/A), the nearer pattern striking in fields and the other on an area of possible slit trenches and other installations.

Box II - 1st and 3rd 6's. A.B. Flights bombed almost simultaneously, all strikes falling in target area. 8 to 10 hits on anti-tank barrier, the remainder just W of obstacles in fields.

2nd 6. P.N.B. Bombardier salvaged late after rack malfunction. Bombs fell outside target area (about 1 mi. NE of T/A), hitting in open fields.

391 BG: 36 a/c dispatched, 35 dropping 140 x 1000 S&P on and near primary.

1 a/c failed to bomb: mechanical failure.

Area bombing by 6's from 11,500, 12,500 feet.

Box I - 1st 6. A.B. Bombs fell outside target area (about 1150 feet W of nearest edge of T/A) in dispersed pattern, hitting in open fields.

2nd 6. A.B. Bombs fell in target area in dispersed pattern, with hits on 3 probable M/G or anti-tank gun positions.

3rd 6. A.B. Bombs fell along E edge of target area in dispersed pattern, with hits on 2 probable fortified positions.

Box II - 1st 6. A.B. Bombs fell outside target area (about 2100 feet W of nearest edge of T/A) in dispersed pattern hitting in open fields.

2nd 6. A.B. Bombs fell outside target area (approx. 1300 feet W of nearest edge of T/A) in dispersed pattern, hitting in open fields.

S E C R E T

3rd 6. A.B. Bombs fell outside target area (about 2500 feet W of nearest edge of T/A) in dispersed pattern, hitting across RR with at least 2 hits on tracks and in open fields.

386 BG: 11 A-26's dispatched, 10 dropping 40 x 1000 SAP on primary.

1 a/c failed to bomb: mechanical failure.

Area bombing by 6's from 11,500 feet.

Box I - 1st 6. A.B. Bombs fell in SW corner of target area in a well concentrated pattern, hitting in apparent open fields.

2nd 6. A.B. Majority of bombs fell in NE corner of target area in a concentrated pattern, hitting in apparent open fields.

386 BG: 36 B-26's dispatched, all dropping 144 x 1000 SAP near primary.

Area bombing by 6's from 10,500 feet.

Box I - 1st 6. A.B. Bombs fell outside target area (3800 feet W of nearest edge of T/A) in good concentration, hitting in apparent field.

2nd 6. A.B. Bombs fell outside target area (3800 feet WSW of nearest edge of T/A) in good concentration, hitting apparent open fields.

3rd 6. A.B. Bombs fell outside target area (3600 feet W of nearest edge of T/A) in good concentration, hitting apparent field.

Box II - 1st 6. A.B. Bombs fell outside target area (2½ mi. SW of nearest edge of T/A) in good concentration, covering a road junction at L-935926. (Group Bombardier reported "Bombs dropped early".)

2nd 6. A.B. Bombs fell outside target area (unlocated by Photo Interpreter, except that they did not land within a 2-mile radius of T/A), hitting fields and in a wooded area.

3rd 6. A.B. Bombs fell outside target area (1½ mi. SW of nearest edge of T/A), hitting across E-W road and in wooded area at L-933943. (Group Bombardier reported "Gyro tumbled in making turn.")

The Group reported that bombardiers of some flights experienced difficulty in identifying the target.

St. Wendel (Marshalling Yard)

416 BG: 36 a/c dispatched, 11 dropping 46 x 500 GP near primary.

25 a/c failed to bomb: 24, weather; 1, personnel failure.

Bombing by 6's from 11,300, 11,800 feet.

Box I - 1st and 2nd 6's. NO ATTACK. Weather. (2 to 3 attempts made.)

3rd 6. NO PHOTO COVERAGE. Haze and fog obscured photos. (Group Bombardier reported EXCELLENT results on the basis of visual observation.)

C-1

S E C R E T

S E C R E T

Box II - 1st and 2nd 6's. NO ATTACK. Weather. (2 attempts made.)

3rd 6. P.N.B. Bombardier misidentified target due to haze, smoke. Bombs fell on edge of H/Y and on buildings in town of Ottweiler, 4 3/10 mi. S of briefed MPI.

409 BG: 37 a/c dispatched, 5 dropping 19 x 500 GP on primary.

32 a/c failed to bomb: 31, weather; 1, mechanical failure.

Bombing by 1 flight of 5 a/c from 11,860 feet.

Box I - NO ATTACK. Weather.

Box II - 1st and 2nd 6's. NO ATTACK. Weather.

3rd 6. FAIR. Excellent concentration centered approx. 850 feet SW of DMPI. Probable direct hits or near misses to roads and buildings in a generally open area.

Echtornach (Siegfried Line Fortifications)

323 BG: 36 a/c dispatched, 26 dropping 99 x 1000 GP on primary.

10 a/c failed to bomb: 7, weather; 3, mechanical failures.

Area bombing by 9's from 11,000 feet.

Box I - A.B. Bombs fell outside target area (approx. 3 1/8 mi. NW of nearest edge of T/L) in dispersed pattern, hitting in woods. 1 small explosion resulted. (Error due to restricted visibility.)

Box II - A.B. Bombs fell outside target area (about 3 1/2 mi. NW of T/L).

Box III - A.B. About 50% of bombs fell in target area in spread pattern, hitting on and in fields beside N-S highway.

Box IV - NO PHOTO COVERAGE. Only 2 a/c bombed, the remainder having been unable to pick up target due to haze. Results are unknown.

394 BG: 37 a/c dispatched, 27 dropping 106 x 1000 GP on and near primary.  
1 spare.

9 a/c failed to bomb: weather.

Area bombing by 9's from 10,800 to 12,500 feet.

Box I - A.B. Bombs fell outside target area (approx. 2500 feet SE of nearest edge of T/L) in loose pattern, however near hits were scored to a road. Other strikes in river and forest. (Heavy ground haze prevented accurate target identification.)

Box II - A.B. Bombs fell in target area in a good pattern with excellent results, probably inflicting heavy damage on all installations in the immediate area.

Box III - A.B. Bombs fell in target area in smoke of previous attack, resulting in probable heavy damage.

Box IV - NO ATTACK. Weather. D-1

S E C R E T

**S E C R E T**

**387 BG: 38 a/c dispatched, none bombed.**

**All a/c failed to bomb: 34, weather; 1 personnel, 3 mechanical failures.**

**Formation returned from target area.**

SECTION II

A/C OFF		303
A/C Bombing	179	
A/C Failing to Bomb	18	
A/C Recalled (Weather)	105	
Other (Spare)	1	
TOTAL		303

---

Bombs on Enemy Territory	339.25 tons
Total Bombs to Date	80,064.66 tons

---

A/C Lost	0
A/C Battle Damaged	0
Killed	0
Wounded	0
Missing	0
Claims	0

---

FAILURES TO BOMB

<u>GROUP</u>	<u>NO. OF A/C</u>	<u>CLASSIFICATION</u>	<u>REASONS</u>
322	2	Mechanical	1 a/c, intervalometer failed. 1 a/c, PDI & intercom out.
	1	Personnel	1 crew member forgot parachute harness.
	4	Other	Leader did not drop.
391	1	Mechanical	Oil leak in left engine.
386	1	Mechanical	Loss of gas from left main tank.
416	1	Personnel	Master switch was off.
409	1	Mechanical	Engine trouble.
323	3	Mechanical	1 a/c, engine out. 2 a/c, bomb-bay door malfunction.
387	3	Mechanical	1 a/c, couldn't hold air speed. 2 a/c, engines cutting out.
	1	Personnel	Took off late, could not catch formation.

OBSERVATIONS

**WEATHER:** Scheid - 322 BG: Clear. Visibility 3-6 miles, in thick haze.  
391 BG: Nil cloud. Thick haze to 4-5000 ft. Visibility 6 miles.  
386 BG: Clear. Visibility 6 miles up sun, 8 miles down sun.

St. Wendel - 416 BG: Heavy haze. Visibility 3 miles. Cloud at edge of target. 409 BG: Moderate haze. Visibility 4 miles.

Echternach - 323 BG: No cloud. Moderate haze at 10,000 ft. Visibility 508 miles. 394 BG: Extreme haze. Visibility 5 miles. 387 BG: Heavy undercast of haze and fog up to 8,000 feet.

**GROUND FORCES:**

Possible tank convoy moving S. at F-0201.  
Convoy of 10 or more trucks at L-0683 headed N from Prum.  
3 to 3½ mile convoy, armored vehicles, motorcycles, headed S from Stadtyll toward Prum.  
Woods E of Saarbrucken full of trenches and dugout.  
20 vehicle convoy headed E of Saarbrucken.

**RAILROADS:**

7 car train headed West (Q-5897).  
Heavy rail traffic at Alstadt N/Y. (3/4 loaded train pulling out westward and 1 train headed E from N/Y.)  
2 trains headed ENE from Saergemund N/Y (Q-4957).  
15 car train headed SW from Saarbrucken (Q-2963).  
Train headed SW from Homburg.

S E C R E T

S/A PHOTO REPORT

<u>GROUP</u>	<u>CAMERAS PHOTOGRAPHING</u>	<u>CAMERA FAILURES</u>		<u>PERSONNEL FAILURES</u>	
		<u>NO.</u>	<u>PERCENT</u>	<u>NO.</u>	<u>PERCENT</u>
322	85%	0	0	1	15%
391	82%	1	9%	1	9%
386	100%	0	0	0	0
416	100%	0	0	0	0
409	100%	0	0	0	0
387	No Photo Cover				
323	86%	1	14%	0	0
394	100%	0	0	0	0

FLAK ANALYSIS ANNEX

A/C OVER ENEMY TERRITORY	297
A/C LOST TO FLAK	0
A/C BATTLE DAMAGED	0
% A/C BATTLE DAMAGED	0

Schied (Seigfried Line Fortifications) 322, 391, 386 Gps.  
St. Wendel (Marshalling Yards) 416, 409 Gps.  
Enternach (Seigfried Line Fortifications) 323, 394, 387 Gps.

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

The only flak reported was about 6 bursts of inaccurate heavy flak reported by the 322 Gp. and a few bursts of light flak by the A-26's of the 386 Gp. Weak to moderate heavy flak could be expected on the Seigfried Line Fortifications. No flak was anticipated at St. Wendel.

ENEMY AIRCRAFT REACTION

TOTs : 1000 - 1028

No enemy fighter activity was indicated, nor were any German aircraft encountered, in the course of this mission.

PUBLIC RELATIONS

PRESS RELEASE

Marauders and Havocs of the Ninth U. S. Bomber Command --making their first appearance in the skies over Germany Tuesday-- joined in the momentous Battle of the Siegfried Line, battering the famed "dragon's teeth" defenses ahead of advancing American armies already fighting inside the Reich.

Flying over roads literally choked with Allied military traffic streaming toward the German border, the medium and light bombers went in unopposed to deliver their initial blow at inside Germany. Three strong waves of the Marauders swept in over the vaunted Siegfried Line without a single burst of flak opposing them, and the Luftwaffe failed to appear against the bomber formations. All the Marauders and Havocs returned safely.

Anti-tank traps and enemy troop shelters at Scheld, just inside the German border 32 miles southeast of Aachen, sustained a greater-than-200-ton pounding by the Marauders, while two forces of Havocs went to a railroad marshalling yard at St. Wendel, 17 miles north of Saarbrücken. Results of both attacks were described as "good to excellent" by crews, who said that hits were scored among the tank traps and slit trenches at Scheld and on railroad tracks and a roundhouse at St. Wendel.

Describing the attack against the Siegfried Line defenses --so-called "dragon's teeth" anti-tank barriers-- a Marauder gunner, Sgt. Leo D. Case, of Marland, Okla., said: "We must have blasted a huge hole in that line." He added: "It stretched out below us like a sprawling green monster, and in the almost-perfect visibility it stood out clearly. Its camouflage made it look like an artist's painting, with varying shades of green to hide gun positions."

Further evidence of the damage resulting to the famed defense line was given in a report by 1st Lt. Raymond E. Davis, jr., of 1811 Thousand Oaks Blvd., Berkeley, California, a Marauder bombardier, who said: "Our bombs dropped east and in the center of the tank barriers. The best thing I saw was a group of about 15 American tanks, and a jeep, lined up along a road, ready to go. I believe we helped open a path for them."

One Marauder bombardier --1st Lt. Marvin Colton, Box 151, Lakeport, California-- commented on the lack of activity on the German side of the line, contrasting that scene with the one which spread out before him en route to the target. "On all roads leading to the front, tanks, trucks and jeeps seemed to be traveling bumper-to-bumper. There were Allied transport planes moving in the same direction, too," he said.

Behind these defenses advancing units of one American armored and two infantry divisions waited for the bombers to blast out a path for them. It was the Ninth Bomber Command's first attack against the famed Siegfried Line.

At St. Wendel, some 25 miles inside Germany at a point 17 miles north of Saarbrücken, Havocs bombed a railroad marshalling yard with damaging effect. An enemy armored division and highly-trained German technicians

(more)

were reported entraining at this rail point.

Bombs fell on railroad tracks and scored damaging hits on a roundhouse, according to Havoc crews.

Describing the attack, Sgt. Robert S. Gandy, RFD #3, Marcoline, Mo., a tunnel gunner, said: "Our bomb landed on the edge of the tracks and blew up the southern end of the yards. A train had just pulled out, and our bombs followed it up the tracks."

A Havoc bombardier-navigator, 2nd Lt. Jack K. Burg, 5358 S. Laflin street, Chicago, reported that bombs bisected the tracks at several points and hit a roundhouse to the left.

En route to the target area, Havoc crews observed P-47 Thunderbolt fighters strafing two German truck convoys. Capt. Richard F. Shaefer, 219 S. Princeton, Albuquerque, N. M., a Havoc pilot, said: "Those Thunderbolts were having a field day all their own. Too bad we couldn't have stuck around to see the final score."

PUBLIC RELATIONS

PRESS RELEASE

FRANCE - Striking in close support of the American First Army's thrust across the German frontier, French based Marauders joined the Ninth Bomber Command's all-out aerial blitz against the Siegfried Line which started shortly before noon today.

Taking off from their bases in France, in their first assault into Germany proper, the planes dropped 1000 pound bombs on reinforced concrete pill boxes located in a loop of the Our River near Echternach on the Luxembourg-German frontier. The target was only a short distance from the forward position of American troops advancing in this sector.

Although haze prevented detailed observation, results were believed to have been good. 1st Lt. James M. Lyons of Boston, Mass., reported, "Our target was located in a definite loop in the river and our bombs could be seen bursting directly in this bend."

These pill boxes, object of the Marauders attack, formed one of the strongest barriers in the Siegfried Line. Built of reinforced concrete, they are from 8 to 10 feet thick and protected by mounds of earth. They are so erected to create a field of heavy cross fire.

Neither flak nor enemy fighters was encountered on the 770 mile round trip and all bombers returned safely.

BUST THIS

COG V DNW DNW 37/12 P  
T IIT

FROM COBOMGR 386 12/1958B  
TO NINTH BOMBER COMMAND, ATT: A-2  
ADVANCE HQS. NINTH AIR FORCE, ATT: A-2  
CONFIDENTIAL BT

S-599-E

A. SCHELD FORTIFICATION

B. PRIMARY

H. 1021

K. ONE FLIGHT BOMBS IN N.E. CORNER OF TARGET AREA, OTHER FLIGHTS  
BOMBS IN S.W. CORNER OF TARGET AREA.

COBOMGT 386

BT 12/2000B  
JJM AR

COG R.....122114B CJD AR

**1ST PHASE TELETYPE REPORT**

**TO: NINTH BOMBER COMMAND, ATT: A-2**  
**ADVANCE HQS. NINTH AIR FORCE, ATT: A-2**

**CONFIDENTIAL**

- A. SCHELD FORTIFICATIONS**
- B. PRIMARY**
- H. 1025 -- 1028**
- K. NO BOMBS IN TARGET AREA.**

BUST THIS

COG V DNW DNW 37/12 P  
T ITT

FROM COBOMGR 386 12/1958B  
TO NINTH BOMBER COMMAND, ATT: A-2  
ADVANCE HQS. NINTH AIR FORCE, ATT: A-2  
CONFIDENTIAL BT

S-599-E

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BOMBS IN S.W. CORNER OF TARGET AREA.

COBOMGT 386

BT 12/2000B  
JJM AR

COG R.....122114B CJD AR

POST REPORT

To: **COBOMCOM IX, ATT: A-2**  
**COCBRWIG 99, ATT: A-2**  
From: **COBOMGR 386**

REF: **A -D** OPERATIONAL PRIORITY CONFIDENTIAL

Opflash No. 267 For 12 Sept 1944

A. (i) Target Ordered Scheld Fortifications

(ii) Target Attacked Scheld Fortifications

B. (i) Group 386

(ii) No. a/c off by type 11 B-26's *(12 - stuck off late + couldn't catch formation - called into Lt. Richmond - 12 B-26's 1630 - 13-9-44 by [initials])*

(iii) No. a/c failing to bomb -- Expl or other failure: 1630 - 13-9-44 by [initials]

Recall due to weather

Personnel

1 Mechanical Loss of Gas from left main tank, Fuel pressure rising

Other Reasons

(iv) No. a/c bombing: 10 Primary.  
Secondary.  
Other.

C. (i) Time Up 0816

(ii) T.O.T. 1021

(iii) Time Down 1134

(Where - Cause)

B. (i) No. a/c 0 Missing

0 Destroyed

0 Damaged (Cat. B-D/C)

0 Damaged (Cat. A)

(ii) Enemy a/c 0 Destroyed 0 Probably Destroyed

0 Damaged (Include type a/c.)

(iii) No. Crew 0 Killed 0 Wounded 0 Missing.

E. Results of bombing GOOD TO EXCELLENT

F. (i) Enemy a/c Opposition:

(a) Over Target NIL

(b) Elsewhere NIL

(ii) Flak:

(a) Over Target LETT; MODERATE; INACCURATE

(b) Elsewhere NIL

G. Urgent Information, Observations, Summary of Hot News: \_\_\_\_\_

NONE

H. (i) Weather as it affected bombing of target (Primary, Secondary, Other)

Clear - Visibility 6-8 Miles down sun - 2 Miles up sun

(ii) Weather on route Nil-2/10 entire route. Visibility 6-8 Miles

except fog patches in Hamur area.

	No.	and	Type
I. Bombs on Primary	<u>39</u>	x	<u>1000 S.A.P.</u>
Bombs on Secondary	_____	x	_____
Bombs on Other	_____	x	_____
Bombs Jettisoned	_____	x	_____
Bombs Returned	<u>1</u>	x	<u>1000 S.A.P.</u>

J. Altitude of Attack 1 X 1000 S.A.P. DROPPED Accidentally on 1st Bomb run  
11500 Feet

FROM: 99TH COMBAT BOMBARDMENT WING 120215B  
 TO : COBOMGP 322, 344, 386, 391  
 COMBOMCOM 9

99CEN S-017-E

OPERATIONAL PRIORITY  
 SECRET QOX BT

99TH COMBAT BOMB WING  
 A P O 140  
 12 SEPTEMBER 1944

FIELD ORDER NUMBER 267

1. B. (2) P-47'S WILL FURNISH AREA COVER
2. THIS WING WILL ATTACK TARGETS IN GERMANY

ZERO HOUR: 121000B

3. A. 386TH GROUP:
  - (2) 12 A-26'S
  - (13) ZERO HOUR MINUS 10 MIN
- B. 322ND GROUP:
  - (2) 36 A/C
  - (13) ZERO HOUR
- C. 391ST GROUP:
  - (2) 36 A/C
  - (13) ZERO HOUR PLUS 10 MIN
- D. 386TH GROUP:
  - (2) 36 A/C
  - (13) ZERO HOUR PLUS 20 MIN
- X. (1) AREA - L-054980 - L-060980 - L-060960 - L-054960
  - (4) BASE TO CLACTON TO OSTEND TO 5009N - 0620E TO TARGET
  - (5) TURN LEFT TO OSTEND TO CLACTON
  - (6) 11,500 FEET
  - (7) 5009N - 0620E
  - (8) APPROX. 15 DEG.
  - (9) COVER AREA L-054980 - L-060980 - L-060960  
 L-054960 - MAP G.S.G.S. 4416 - SHEET S-1
  - (10) 4 X 1000 S.A.P. 1/40 TAIL ONLY
  - (12) 70 FEET
  - (14) BOMBING WILL BE DONE BY FLIGHTS
  - (15) EMERGENCY FIELDS: ENGLAND: MANSTON, BRADWELL BAY  
 FRANCE: B-48
5. A. 386TH GROUP:
  - (1) B/D
  - (2) NINEPIN
  - (4) SWEEPSTAKE
- B. 322ND GROUP:
  - (1) B/B
  - (2) BROADCAST
  - (4) SWEEPSTAKE
- C. 391ST GROUP:
  - (1) B/B
  - (2) FREEMAN
  - (4) SWEEPSTAKE
- D. 386TH GROUP:
  - (1) B/B
  - (2) FATHER
  - (4) SWEEPSTAKE
- X. (7) H/H
  - (10) AVBT/AVBT

FIELD ORDER NUMBER 267

1. B. (2) P-47'S WILL FURNISH AREA COVER
2. THIS WING WILL ATTACK TARGETS IN GERMANY

ZERO HOUR: 121000B

3. A. 386TH GROUP:  
(2) 12 A-26'S  
(13) ZERO HOUR MINUS 10 MIN

- B. 322ND GROUP:  
(2) 36 A/C  
(13) ZERO HOUR

- C. 391ST GROUP:  
(2) 36 A/C  
(13) ZERO HOUR PLUS 10 MIN

- D. 386TH GROUP:  
(2) 36 A/C  
(13) ZERO HOUR PLUS 20 MIN

- X. (1) AREA - L-054980 - L-060980 - L-060960 - L-054960  
(4) BASE TO CLACTON TO OSTEND TO 5009N - 0620E TO TARGET  
(5) TURN LEFT TO OSTEND TO CLACTON  
(6) 11,500 FEET  
(7) 5009N - 0620E  
(8) APPROX. 15 DEG.  
(9) COVER AREA L-054980 - L-060980 - L-060960  
L-054960 - MAP G.S.G.S. 4416 - SHEET S-1  
(10) 4 X 1000 S.A.P. 1/40 TAIL ONLY  
(12) 70 FEET  
(14) BOMBING WILL BE DONE BY FLIGHTS  
(15) EMERGENCY FIELDS: ENGLAND: MANSTON, BRADWELL BAY  
FRANCE: D-48

5. A. 386TH GROUP:  
(1) B/D  
(2) NINEPIN  
(4) SWEEPSTAKE

- B. 322ND GROUP:  
(1) B/B  
(2) BROADCAST  
(4) SWEEPSTAKE

- C. 391ST GROUP:  
(1) B/B  
(2) FREEMAN  
(4) SWEEPSTAKE

- D. 386TH GROUP:  
(1) B/D  
(2) FATHER  
(4) SWEEPSTAKE

- X. (7) H/H  
(10) AVBT/AVBT

COCBTWIG 99

BT 120215B  
URG/HJS AR

RE  
CC: SECOND "B" IN 5. SHOULD BE "D" (R) "D"  
ALL STATIONS HOLD FOR K WITH R

OISLG R...120232B UCH AR  
OISMC R...120238B CUH AR  
OIDNW R...120230B JP AR  
OIMAG R...120230B AF AR  
OICOG R...12/0229 B AMB AR

00805

1ST PHASE TELETYPE REPORT

TO: NINTH BOMBER COMMAND, ATT: A-2  
ADVANCE HQS. NINTH AIR FORCE, ATT: A-2

CONFIDENTIAL .

- A. Scheld Fortification .
- B. Primary
- H. 1021
- K. ONE FLIGHT BOMBS IN N.E. CORNER OF TARGET AREA, OTHER FLIGHTS BOMBS IN S.W. CORNER OF TARGET AREA.



OTHER UNITS: TARGET :	IX BC	WING <u>55</u>
:	DATE <u>12 SEPT 44</u>	
:	ATTACKING UNIT <u>25th Lt</u>	<u>356</u> GROUP
:	FIRST PHASE INTERPRETATION	<u>Sched Fortification</u> TARGET HIT

1. TARGET BRIEFED Sched Fortification PRIMARY

NONE SECONDARY

NONE C.S.U.L.

N. P. I. Area Bombing

A. P. Area Bombing

2. TARGET ATTACKED Primary MILES FROM PRIMARY \_\_\_\_\_

DIRECTION FROM PRIMARY \_\_\_\_\_

3. COORDINATES (If non-script POINT) \_\_\_\_\_ ON 1:50,000 MAP NO. \_\_\_\_\_

D. NO. AND TYPE OF A/C DISPATCHED 11 A-26 NO. OF A/C ATTACKING 10

E. BOMBING BY 3's, 6's, 12's, 18's 6's IN FOLLOWING ORDER 2/1

F. NO. AND TYPE OF BOMBS DROPPED 39x 1000 S.M.P. USING 400 tail only

POURING \_\_\_\_\_

G. HEADING OF A/C WHERE BOMBS DROPPED Approx ~~20~~ 20°

H. TIME BOMBS DROPPED 1021

I. ACTIVITY AT TARGET:

C. RESULTS OF BOMBING: *Anti-tank barriers & underground installation can be seen in T/A. However installation can not be identified from above.*

*Box E 1st 6' A-B. Bombs fell in SW corner of T/A in a concentrated pattern landing on apparent open fields.*

*2nd 6' A-B. Bombs fell in NE corner of T/A in a concentrated pattern with majority of burst in T/A. Bombs hit on what appears to be open fields.*

Stamps & other info

OPERATIONAL REPORT

To:

From:

REF:

OPERATIONAL PRIORITY

CONFIDENTIAL

Op'lash No. 267 For 12 Sept 1944

A. (i) Target Ordered Schiff's Artillery

(ii) Target Attacked SCHIFF

B. (i) Group 386

(ii) No. a/c off by type 11 A-20's

(iii) No. a/c failing to bomb -- Explain each failure:

Recall due to weather

Personnel

1 Mechanical Loss of fuel pump left main tank

Other Reasons

(iv) No. a/c bombing:

10 Primary.  
0 Secondary.  
0 Other.

C. (i) Time Up 0816

(ii) T.O.T. 1134

(iii) Time Down 1134

(There - Cause)

D. (i) No. a/c 0 Missing

0 Destroyed

0 Damaged (Cat. B-A/C)

0 Damaged (Cat. A)

(ii) Enemy a/c 0 Destroyed 0 Probably Destroyed

0 Damaged (Include type a/c.)

(iii) No. Crew 0 Killed 0 Wounded 0 Missing.

E. Results of bombing Good to Excellent

F. (i) Enemy a/c Opposition:  
(a) Over Target Nil

(b) Elsewhere Nil

(ii) Flak:  
(a) Over Target Light, moderate

(b) Elsewhere None

G. Urgent Information, Observations, Summary of Hot News:

H. (i) Weather as it affected bombing of target (Primary, Secondary, Other)  
Clear visibility to 10000 ft down to 2000 ft up

(ii) Weather on route 7-8-2000 ft water 4000 ft  
low except for patches in Namur area

	No.	and	Type
I. Bombs on Primary	<u>39</u>	<u>x</u>	<u>1000 lb</u>
Bombs on Secondary		<u>x</u>	
Bombs on Other		<u>x</u>	
Bombs Jettisoned		<u>x</u>	
Bombs Returned		<u>x</u>	

J. Altitude of Attack 14,500

386TH GROUP BOMBARDIER'S  
GROSS ERROR REPORT

MISSION TO WELD (ACT. AIRFIELD LINE)

DATE 22 SEPTEMBER 1944

BOMBING BY PT

FIRST BOX \_\_\_\_\_

1ST 6 WELD

2ND 6 \_\_\_\_\_

3RD 6 \_\_\_\_\_

SECOND BOX \_\_\_\_\_

1ST 6 WELD

2ND 6 \_\_\_\_\_

3RD 6 \_\_\_\_\_

ALBERT E. HILL,  
Major, Air Corps,  
Group Bombardier.

1ST PHASE TELETYPE REPORT

TO: NINTH BOMBER COMMAND, ATT: A-2  
ADVANCE HQS. NINTH AIR FORCE, ATT: A-2

CONFIDENTIAL

- A. Scheld Fortification
- B. Primary
- H. 1021
- K. ONE FLIGHT BOMBS IN N.E. CORNER OF TARGET AREA, OTHER FLIGHTS BOMBS IN S.W. CORNER OF TARGET AREA.

**1ST PHASE TELETYPE REPORT**

**TO: NINTH BOMBER COMMAND, ATT: A-2  
ADVANCE HQS. NINTH AIR FORCE, ATT: A-2**

**CONFIDENTIAL**

- A. Scheld Fortification**
- B. Primary**
- E. 1021**
- K. ONE FLIGHT BOMBS IN N.E. CORNER OF TARGET AREA, OTHER FLIGHTS BOMBS IN S.W. CORNER OF TARGET AREA.**

OICOG OIGAC V OIENW      OIENW 19/12 OP

FROM COBOMGR 386      121310B  
TO COMBOMCOM IX  
COMCBTWIG 99  
ATT: A-2  
SECRET OOK BT

386BG 5580D PD OPFLASH NO. 267 FOR 12 SEPTEMBER 1944:

- A. (1) SCHELD FORTIFICATION  
(2) SCHELD FORTIFICATION
- B. (1) 386  
(2) 11 A-26S  
(3) 1 - LOSS OF GAS FROM LEFT MAIN TANK. FUEL PRESSURE RISING.  
(4) 10 A-26S ON PRIMARY TARGET.
- C. (1) 0816  
(2) 1021  
(3) 1134
- D. (1) NONE  
(2) 0-0-0-0  
(3) 0-0-0
- E. GOOD TO EXCELLENT
- F. (1) (A) NIL  
(B) NIL  
(2) (A) LFF; MODERATE; INACCURATE  
(B) NIL
- G. NONE
- H. (1) CLEAR - VISIBILITY 6-8 MILES DOWN SUN - 2 MILES UP SUN  
(2) NIL-2/10 ENTIRE ROUTE - VISIBILITY 6-8 MILES EXCEPT  
XXXXXXXXXXXXXXXXXX  
FOG PATCHES IN NAMUR AREA.
- I. 39 X 1000 S.A.P. ON PRIMARY TARGET  
4 X 1000 S.A.P. RETURNED TO BASE  
1 X 1000 S.A.P. DROPPED ON ACCIDENTAL RELEASE ON 1ST BOMB RUN
- J. 11,500 FEET

BT 121310B  
AJV BBB  
OIGAC R.....12/1400B G AR  
OICOG R.....

121402B MWC AR

KK

OICOG OIGAC V OIENW OIENW 19/12 OP

FROM COBOMGR 386 121310B  
TO COMBOMCOM IX  
COMCBTWIG 99  
ATT: A-2  
SECRET QOK BT

386BG 5580D PD OPFLASH NO. 267 FOR 12 SEPTEMBER 1944:

- A. (1) SCHELD FORTIFICATION  
(2) SCHELD FORTIFICATION
- B. (1) 386  
(2) 11 A-26S  
(3) 1 - LOSS OF GAS FROM LEFT MAIN TANK. FUEL PRESSURE RISING.  
(4) 10 A-26S ON PRIMARY TARGET.
- C. (1) 0816  
(2) 1021  
(3) 1134
- D. (1) NONE  
(2) 0-0-0-0  
(3) 0-0-0
- E. GOOD TO EXCELLENT
- F. (1) (A) NIL  
(B) NIL  
(2) (A) LFF; MODERATE; INACCURATE  
(B) NIL
- G. NONE
- H. (1) CLEAR - VISIBILITY 6-8 MILES DOWN SUN - 2 MILES UP SUN  
(2) NIL-2/10 ENTIRE ROUTE - VISIBILITY 6-8 MILES EXCEPT  
XXXXXXXXXXXXXXXXXXXX  
FOG PATCHES IN NAMUR AREA.
- I. 39 X 1000 S.A.P. ON PRIMARY TARGET  
4 X 1000 S.A.P. RETURNED TO BASE  
1 X 1000 S.A.P. DROPPED ON ACCIDENTAL RELEASE ON 1ST BOMB RUN
- J. 11,500 FEET

BT 121310B  
AJV BBB  
OIGAC R.....12/1400B G AR  
OICOG R.....'

121402B MUC AR

KK

DEMOG DID U GET THAT PSE

TO: COBOMCOM IX, ATT: A-2  
COCBTWIG 99, ATT: A-2

FROM: COBOMGR 386

REF:

A -D

OPERATIONAL PRIORITY CONFIDENTIAL

OPFLASH NO. 267 FOR 12 SEPTEMBER 1944

- A. (1) SCHELD FORTIFICATION  
(11) SCHELD FORTIFICATION
- B. (1) 386  
(11) 11 A-26's  
(111) 1 - LOSS OF GAS FROM LEFT MAIN TANK. FUEL PRESSURE RISING  
(iv) 10 A-26's ON PRIMARY TARGET
- C. (1) 0816  
(11) 1021  
(111) 1134
- D. (1) NONE  
(11) 0-0-0-0  
(111) 0-0-0
- E. GOOD TO EXCELLENT
- F. (1) (a) NIL  
(b) NIL  
(11) (a) LFF; MODERATE; INACCURATE  
(b) NIL
- G. NONE
- H. (1) CLEAR - VISIBILITY 6-8 MILES DOWN SUN - 2 MILES UP SUN  
(11) NIL-2/10 ENTIRE ROUTE-- VISIBILITY 6-8 MILES EXCEPT FOG PATCHES IN NAMUR AREA
- I. 39 X 1000 S.A.P. ON PRIMARY TARGET  
4 X 1000 S.A.P. RETURNED TO BASE  
1 X 1000 S.A.P. DROPPED ON ACCIDENTAL RELEASE ON 1ST BOMB RUN
- J. 11500 FEET

BOX LEADER'S REP RT

(To be telephoned to Wing via Ops line not later than one hour after first a/c lands.)

a. TARGET(S) BOMBED: *good to excellent*

b. RESULTS:

c. DAMAGE, INJURIES, LOSSES -- PERSONNEL AND A/C:

d. BROAD ROUTE AND FLAK PICTURE: *LFF, moderate occurrence in target area*

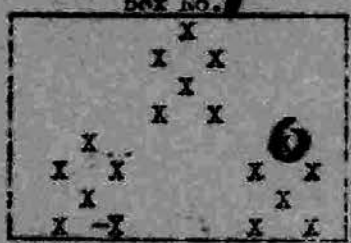
e. WEATHER AS IT AFFECTED MISSION:

*James*  
Clear = *Vis. 6-8 miles down Sun 2 mi up Sun.*  
Clear entire route: *Vis 6-8 mi except for fog patches in Namur area.*

(STICK TO GENERALIZED FACTS -- NO STATISTICS)

GROUP 281 S.D. A/C NO. 200 W/O LTR. W BOMB LOAD 4x1000 DATE 12-9-44

1. Position in Formation



4th Bombardment B. 1st Bomb Group  
1st Lt. James G. ...  
2nd Lt. ...  
3rd Lt. ...

REMARKS: (S) SIGHTED; (D) DOWNED; (M) MISSING; (R) RECOVERED; (W) WRECKED; (O) OBTAINED; (L) LOST; (F) FLEW; (C) CAPTURED; (K) KILLED; (I) INJURED; (A) AWOL; (P) PARACHUTED; (B) BOMBED; (T) TARGETED; (H) HIT; (M) MISSED; (N) NOT; (O) OTHER; (U) UNKNOWN; (V) VISUAL; (W) WIND; (X) X-RAY; (Y) YIELD; (Z) ZERO; (AA) ABOVE; (AB) BELOW; (AC) CENTER; (AD) DISTANCE; (AE) ALTITUDE; (AF) AREA; (AG) AIR; (AH) AIRCRAFT; (AI) AIRFIELD; (AJ) AIRWAY; (AK) AIRFIELD; (AL) AIRFIELD; (AM) AIRFIELD; (AN) AIRFIELD; (AO) AIRFIELD; (AP) AIRFIELD; (AQ) AIRFIELD; (AR) AIRFIELD; (AS) AIRFIELD; (AT) AIRFIELD; (AU) AIRFIELD; (AV) AIRFIELD; (AW) AIRFIELD; (AX) AIRFIELD; (AY) AIRFIELD; (AZ) AIRFIELD; (BA) AIRFIELD; (BB) AIRFIELD; (BC) AIRFIELD; (BD) AIRFIELD; (BE) AIRFIELD; (BF) AIRFIELD; (BG) AIRFIELD; (BH) AIRFIELD; (BI) AIRFIELD; (BJ) AIRFIELD; (BK) AIRFIELD; (BL) AIRFIELD; (BM) AIRFIELD; (BN) AIRFIELD; (BO) AIRFIELD; (BP) AIRFIELD; (BQ) AIRFIELD; (BR) AIRFIELD; (BS) AIRFIELD; (BT) AIRFIELD; (BU) AIRFIELD; (BV) AIRFIELD; (BW) AIRFIELD; (BX) AIRFIELD; (BY) AIRFIELD; (BZ) AIRFIELD; (CA) AIRFIELD; (CB) AIRFIELD; (CC) AIRFIELD; (CD) AIRFIELD; (CE) AIRFIELD; (CF) AIRFIELD; (CG) AIRFIELD; (CH) AIRFIELD; (CI) AIRFIELD; (CJ) AIRFIELD; (CK) AIRFIELD; (CL) AIRFIELD; (CM) AIRFIELD; (CN) AIRFIELD; (CO) AIRFIELD; (CP) AIRFIELD; (CQ) AIRFIELD; (CR) AIRFIELD; (CS) AIRFIELD; (CT) AIRFIELD; (CU) AIRFIELD; (CV) AIRFIELD; (CW) AIRFIELD; (CX) AIRFIELD; (CY) AIRFIELD; (CZ) AIRFIELD; (DA) AIRFIELD; (DB) AIRFIELD; (DC) AIRFIELD; (DD) AIRFIELD; (DE) AIRFIELD; (DF) AIRFIELD; (DG) AIRFIELD; (DH) AIRFIELD; (DI) AIRFIELD; (DJ) AIRFIELD; (DK) AIRFIELD; (DL) AIRFIELD; (DM) AIRFIELD; (DN) AIRFIELD; (DO) AIRFIELD; (DP) AIRFIELD; (DQ) AIRFIELD; (DR) AIRFIELD; (DS) AIRFIELD; (DT) AIRFIELD; (DU) AIRFIELD; (DV) AIRFIELD; (DW) AIRFIELD; (DX) AIRFIELD; (DY) AIRFIELD; (DZ) AIRFIELD; (EA) AIRFIELD; (EB) AIRFIELD; (EC) AIRFIELD; (ED) AIRFIELD; (EE) AIRFIELD; (EF) AIRFIELD; (EG) AIRFIELD; (EH) AIRFIELD; (EI) AIRFIELD; (EJ) AIRFIELD; (EK) AIRFIELD; 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(ME) AIRFIELD; (MF) AIRFIELD; (MG) AIRFIELD; (MH) AIRFIELD; (MI) AIRFIELD; (MJ) AIRFIELD; (MK) AIRFIELD; (ML) AIRFIELD; (MM) AIRFIELD; (MN) AIRFIELD; (MO) AIRFIELD; (MP) AIRFIELD; (MQ) AIRFIELD; (MR) AIRFIELD; (MS) AIRFIELD; (MT) AIRFIELD; (MU) AIRFIELD; (MV) AIRFIELD; (MW) AIRFIELD; (MX) AIRFIELD; (MY) AIRFIELD; (MZ) AIRFIELD; (NA) AIRFIELD; (NB) AIRFIELD; (NC) AIRFIELD; (ND) AIRFIELD; (NE) AIRFIELD; (NF) AIRFIELD; (NG) AIRFIELD; (NH) AIRFIELD; (NI) AIRFIELD; (NJ) AIRFIELD; (NK) AIRFIELD; (NL) AIRFIELD; (NM) AIRFIELD; (NN) AIRFIELD; (NO) AIRFIELD; (NP) AIRFIELD; (NQ) AIRFIELD; (NR) AIRFIELD; (NS) AIRFIELD; (NT) AIRFIELD; (NU) AIRFIELD; (NV) AIRFIELD; (NW) AIRFIELD; (NX) AIRFIELD; (NY) AIRFIELD; (NZ) AIRFIELD; (OA) AIRFIELD; (OB) AIRFIELD; (OC) AIRFIELD; (OD) AIRFIELD; (OE) AIRFIELD; (OF) AIRFIELD; (OG) AIRFIELD; (OH) AIRFIELD; (OI) AIRFIELD; (OJ) AIRFIELD; (OK) AIRFIELD; (OL) AIRFIELD; (OM) AIRFIELD; (ON) AIRFIELD; (OO) AIRFIELD; (OP) AIRFIELD; (OQ) AIRFIELD; (OR) AIRFIELD; (OS) AIRFIELD; 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(TX) AIRFIELD; (TY) AIRFIELD; (TZ) AIRFIELD; (UA) AIRFIELD; (UB) AIRFIELD; (UC) AIRFIELD; (UD) AIRFIELD; (UE) AIRFIELD; (UF) AIRFIELD; (UG) AIRFIELD; (UH) AIRFIELD; (UI) AIRFIELD; (UJ) AIRFIELD; (UK) AIRFIELD; (UL) AIRFIELD; (UM) AIRFIELD; (UN) AIRFIELD; (UO) AIRFIELD; (UP) AIRFIELD; (UQ) AIRFIELD; (UR) AIRFIELD; (US) AIRFIELD; (UT) AIRFIELD; (UU) AIRFIELD; (UV) AIRFIELD; (UW) AIRFIELD; (UX) AIRFIELD; (UY) AIRFIELD; (UZ) AIRFIELD; (VA) AIRFIELD; (VB) AIRFIELD; (VC) AIRFIELD; (VD) AIRFIELD; (VE) AIRFIELD; (VF) AIRFIELD; (VG) AIRFIELD; (VH) AIRFIELD; (VI) AIRFIELD; (VJ) AIRFIELD; (VK) AIRFIELD; (VL) AIRFIELD; (VM) AIRFIELD; (VN) AIRFIELD; (VO) AIRFIELD; (VP) AIRFIELD; (VQ) AIRFIELD; (VR) AIRFIELD; (VS) AIRFIELD; (VT) AIRFIELD; (VU) AIRFIELD; (VV) AIRFIELD; (VW) AIRFIELD; (VX) AIRFIELD; (VY) AIRFIELD; (VZ) AIRFIELD; (WA) AIRFIELD; (WB) AIRFIELD; (WC) AIRFIELD; (WD) AIRFIELD; (WE) AIRFIELD; (WF) AIRFIELD; (WG) AIRFIELD; (WH) AIRFIELD; (WI) AIRFIELD; (WJ) AIRFIELD; (WK) AIRFIELD; (WL) AIRFIELD; (WM) AIRFIELD; (WN) AIRFIELD; (WO) AIRFIELD; (WP) AIRFIELD; (WQ) AIRFIELD; (WR) AIRFIELD; (WS) AIRFIELD; (WT) AIRFIELD; (WU) AIRFIELD; (WV) AIRFIELD; (WW) AIRFIELD; (WX) AIRFIELD; (WY) AIRFIELD; (WZ) AIRFIELD; (XA) AIRFIELD; (XB) AIRFIELD; (XC) AIRFIELD; (XD) AIRFIELD; (XE) AIRFIELD; (XF) AIRFIELD; (XG) AIRFIELD; (XH) AIRFIELD; (XI) AIRFIELD; (XJ) AIRFIELD; (XK) AIRFIELD; (XL) AIRFIELD; (XM) AIRFIELD; (XN) AIRFIELD; (XO) AIRFIELD; (XP) AIRFIELD; (XQ) AIRFIELD; (XR) AIRFIELD; (XS) AIRFIELD; (XT) AIRFIELD; (XU) AIRFIELD; (XV) AIRFIELD; (XW) AIRFIELD; (XX) AIRFIELD; (XY) AIRFIELD; (XZ) AIRFIELD; (YA) AIRFIELD; (YB) AIRFIELD; (YC) AIRFIELD; (YD) AIRFIELD; (YE) AIRFIELD; (YF) AIRFIELD; (YG) AIRFIELD; (YH) AIRFIELD; (YI) AIRFIELD; (YJ) AIRFIELD; (YK) AIRFIELD; (YL) AIRFIELD; (YM) AIRFIELD; (YN) AIRFIELD; (YO) AIRFIELD; (YP) AIRFIELD; (YQ) AIRFIELD; (YR) AIRFIELD; (YS) AIRFIELD; (YT) AIRFIELD; (YU) AIRFIELD; (YV) AIRFIELD; (YW) AIRFIELD; (YX) AIRFIELD; (YY) AIRFIELD; (YZ) AIRFIELD; (ZA) AIRFIELD; (ZB) AIRFIELD; (ZC) AIRFIELD; (ZD) AIRFIELD; (ZE) AIRFIELD; (ZF) AIRFIELD; (ZG) AIRFIELD; (ZH) AIRFIELD; (ZI) AIRFIELD; (ZJ) AIRFIELD; (ZK) AIRFIELD; (ZL) AIRFIELD; (ZM) AIRFIELD; (ZN) AIRFIELD; (ZO) AIRFIELD; (ZP) AIRFIELD; (ZQ) AIRFIELD; (ZR) AIRFIELD; (ZS) AIRFIELD; (ZT) AIRFIELD; (ZU) AIRFIELD; (ZV) AIRFIELD; (ZW) AIRFIELD; (ZX) AIRFIELD; (ZY) AIRFIELD; (ZZ) AIRFIELD;

2. Times: Enemy Landfall \_\_\_\_\_ Over Target 1012 Leaving Enemy Coast \_\_\_\_\_

3. Target Bombed (Name) \_\_\_\_\_ Distribution of Bombs \_\_\_\_\_ Observed Results of Bombing \_\_\_\_\_  
 On target 4x1000 Bombs: \_\_\_\_\_  
 Jettisoned \_\_\_\_\_ Misses: Excellent  
 Returned \_\_\_\_\_ No opposition

If target not bombed, why: \_\_\_\_\_

4. Deviation from route: \_\_\_\_\_  
 If returned early, point and time of turning: \_\_\_\_\_

5. Enemy Fighter Opposition: (Separate Encounter Form for each combat)

No. E/A seen: _____	Type: _____	No. of encounters: _____
General enemy tactics: _____		
No. E/A Probably Destroyed: _____	No. E/A Damaged: _____	

6. AIRCRAFT SIGHTS:

Place	Altitude	Description (Light or Heavy; Flak, accuracy, color)	Intensity (Sl; Led; Int.)

alt. 11500

7. Friendly Aircraft Lost or in Distress: Time: \_\_\_\_\_ Place: \_\_\_\_\_

In what condition when last seen:

8. Damage to Aircraft: (Extent and Cause)

9. Crews Observations: (Give time and location as near as possible)  
Enemy Ships:

Other Observations:

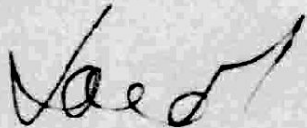
10. Duration and effectiveness of Fighter Support:

11. CREW'S SUGGESTIONS AND COMMENTS:

12. INTERROGATOR'S OBSERVATIONS:

13. Weather as it affected the mission:

2-2-3 miles <sup>high</sup> in target area.

  
Interrogator's Signature

**INTERROGATION FORM**

GROUP 214 S.D. A/C NO. 199 A/C LTR. 2 BOMB LOAD 100 DATE 12-2-47

**1. Position in Formation**



Chief Pilot F \_\_\_\_\_ RG

Wingman CF S/D. Run RG

Wing 2 Pilot NB \_\_\_\_\_ TC

Wing 3 Pilot \_\_\_\_\_ TC

CASUALTIES: DESIGNATE ON ABOVE LIST BY FOLLOWING SYMBOLS:  
 Killed (X); Seriously wounded (SW); Wounded (W); Missing (M)

2. Time: Enemy Landfall 0911 Over Target 1021 Leaving Enemy Coast 1059

3. Target Bombed Disposition of Bombs Observed Results of Landing  
 (Name) On target 4.1/1000 Yours: \_\_\_\_\_  
 Jettisoned \_\_\_\_\_ Others: Excellent  
 Returned \_\_\_\_\_

If target not bombed, why? \_\_\_\_\_

4. Deviation from route: Mounted  
2 Run

If returned early, point and time of turning: \_\_\_\_\_

5. Enemy Fighter Opposition: (Separate Encounter Form for each combat)  
 No. E/A seen. \_\_\_\_\_ Type: \_\_\_\_\_ No. of encounters \_\_\_\_\_  
 Unusual enemy tactics: \_\_\_\_\_  
 No. E/A Probably Destroyed: \_\_\_\_\_ No. E/A Damaged: \_\_\_\_\_

6. ANTI-AIRCRAFT FIRE:

Place	Your Altitude	Description (Light or Heavy Flak, Accuracy, Color (Sl; Led; Int.))	Intensity

*all 11500*





7. Friendly Aircraft lost or in distress: Time: \_\_\_\_\_ Place: \_\_\_\_\_

In what condition when last seen:

8. Damage to Aircraft: (Extent and Cause)

9. Crews Observations: (Give time and location as near as possible)  
Enemy Ships:

Other Observations:

One ship (189) dropped 1 bomb on 1st run  
just as door opened (accidental release)

10. Duration and effectiveness of Fighter Support:

11. CREW'S SUGGESTIONS AND COMMENTS:

12. INTERROGATOR'S OBSERVATIONS:

13. Weather as it affected the mission:

  
Interrogator's Signature

15-MINUTE REPORT

Based on interrogation of 1st crew to land (presumably a box leader) at a/c hardstand. Telephone Command and Wing within 15 minutes of the landing of this 1st a/c.

## 1. Bombing Results (inc. no. of runs on target).

Primary target bombed? \_\_\_\_\_ Results:

Boil bombed PT

If not -- why?

Very good

Other target bombed? \_\_\_\_\_ Results:

## 2. Weather as it affected mission

Target: clear Vlsy 6-8 upsun 2 downsun

Enroute: nil. 1/2 entire route. Vlsy 6-8 miles up off fog patches in Namur area.

## 3. Flak (intensity, accuracy, type)

Target:

Enroute:

Moderate LFF at target

## 4. E/A Encounters (strong, mediocre, meager, nil -- available details)

## 5. Deviations from Route:

nil

## 6. Special Comments:

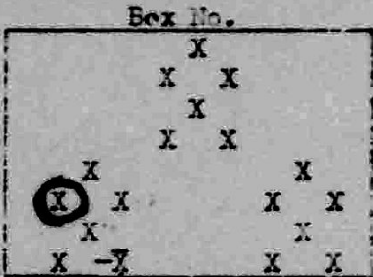
INSTRUCTIONS

If the leader of the first box to land or 1st report for the second box, the leader of the second box also will be met at the a/c hardstand and interrogated similarly.

In interrogating these first crews, the S-2 interrogating officer should have a map with overlay on which the route as flown can be drawn. (Plotted route should not be used.)

GROUP 116 S.D. 11 A/C NO. 119 A/C LTR. 1 BOMB LOAD \_\_\_\_\_ DATE 12-9-44

1. Position in Formation



Roller 1/2 1/2

CP \_\_\_\_\_

IS \_\_\_\_\_

TO \_\_\_\_\_

MG \_\_\_\_\_

SYMBOLS: Filled (X), Empty ( ), Bomb (B), No Load (L), Hit (H)

Time: Empty Empty II Over Target \_\_\_\_\_ Leaving Enemy Coast \_\_\_\_\_

2. Target Bombed (Name) SIEGFRIED LINE FORTIFICATIONS

Distribution of bombs: On target 3 X 1000'S Jettisoned 1 X 1000 Returned \_\_\_\_\_

Observed Results of Bombing: Yours: BELIEVE HIT ACROSS RR TRACKS & T/A Others: HIT IN SAME PLACE

WENT OUT WHEN DOORS OPENED

MADE THREE RUNS - WE DROPPED ON SECOND

4. Deviation from route \_\_\_\_\_

If returned early, point and time of turning \_\_\_\_\_

5. Enemy Fighter O position: (Separate Encounters Form for each combat)

No. E/A seen: \_\_\_\_\_ Types \_\_\_\_\_ No. of encounters \_\_\_\_\_

Unusual enemy tactics: \_\_\_\_\_

No. E/A Probably Destroyed: \_\_\_\_\_ No. E/A Damaged: \_\_\_\_\_

ANTI-AIRCRAFT FIRE:

Place	Altitude	Description (Light or heavy flak, Accuracy, color)	Intensity (Sl; Led; Int.)

7. Friendly Aircraft Lost or in Distress: Time: \_\_\_\_\_ Place: \_\_\_\_\_

In what condition when last seen:

8. Damage to Aircraft: (Extent and Cause)

9. Crews Observations: (Give time and location as near as possible)

Enemy Ships:

TARGET AREA FULL OF SMALL WHITE PUFFS

Other Observations:

ACCORDING TO RADIO  
NO ACTIVITY REPORTED  
IN T/A.

10. Duration and effectiveness of Fighter Support:

EXCELLENT

11. CREW'S SUGGESTIONS AND COMMENTS:

Pre-release opening of bomb bay  
'bomb' think dropped safe

12. INTERROGATOR'S OBSERVATIONS:

13. Weather as it affected the mission:

  
Interrogator's Signature



7. Friendly Aircraft Lost or in Distress: Time: \_\_\_\_\_ Place: \_\_\_\_\_

In what condition when last seen:

8. Damage to Aircraft: (Extent and Cause)

9. Crew Observations: (Give time and location as near as possible,  
Enemy Ships:

Other Observations:

*N 40*

10. Duration and effectiveness of Fighter Support:

*50 min*

11. CREW'S SUGGESTIONS AND COMMENTS:

12. INTERROGATOR'S OBSERVATIONS:

13. Remarks by interrogator and observer:

Interrogator's Signature



7. Friendly Aircraft Lost or in Distress: Time \_\_\_\_\_ Place: \_\_\_\_\_

In what condition when last seen:

8. Damage to Aircraft: (Extent and Cause)

9. Crews Observations. (Give time and location as near as possible)  
Enemy Ships:

Other Observations:

10. Duration and effectiveness of Fighter Support:

1. CREW'S SUGGESTIONS AND COMMENTS:

2. INTERROGATOR'S OBSERVATIONS:

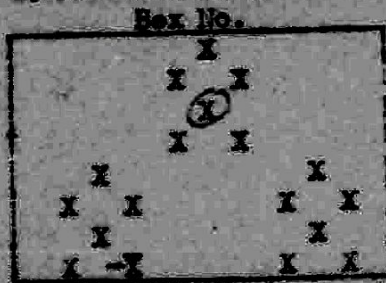
3. Weather as it affected the mission:

3  
\_\_\_\_\_  
Interrogator's Signature

**INTERROGATION FORM**

GROUP 12 S.D. A/C NO. 191 A/C LTR. C BOMB LOAD 4 X 1000 DATE 11-9-44

**1. Position in Formation**



\_\_\_\_\_ 11 \_\_\_\_\_ 11 \_\_\_\_\_ 11

\_\_\_\_\_ 11 \_\_\_\_\_ 11 \_\_\_\_\_ 11

\_\_\_\_\_ 11 \_\_\_\_\_ 11 \_\_\_\_\_ 11

CASUALTY DISPOSITION ON ABOVE LIST BY FOLLOWING SYMBOLS:  
 Killed (K); Seriously wounded (EW); Wounded (W); Missing (M)

~~2. \_\_\_\_\_ Leaving Enroute Coast~~

3. **Target Bombed**      **Disposition of Bombs**      **Observed results of bombing**  
 (Name)      On target Yes      Yours: unobserved  
 Jettisoned \_\_\_\_\_      Others: \_\_\_\_\_  
 Returned \_\_\_\_\_

If target not bombed, why: \_\_\_\_\_

4. Deviation from route: None

If returned, \_\_\_\_\_ time of turning: \_\_\_\_\_

5. Enemy Fighter Operations: (Separate Encounter Form for each combat)

No. I/A seen: \_\_\_\_\_ Type: \_\_\_\_\_ No. of encounters: \_\_\_\_\_

Unusual enemy tactics:

No. I/A Probably Destroyed: \_\_\_\_\_ No. I/A Damaged: \_\_\_\_\_

6. ANTI-AIRCRAFT FIRE:

Place	Your Altitude	Description (Light or Heavy Flak, Accuracy, Color)	Intensity (Sl; Med; Int.)
		<u>None</u>	

7. Friendly Aircraft Lost or in Distress: Time: \_\_\_\_\_ Place: \_\_\_\_\_

In what condition when last seen:

8. Damage to Aircraft: (Extent and Cause)

9. Crew's Observations: (Give time and location as near as possible,  
Enemy Ships:

Other Observations: P-47's dive bombing + strafing -  
20 tank cars on track at Limbourg

10. Duration and effectiveness of Fighter Support:

good cover

11. CREW'S SUGGESTIONS AND COMMENTS:

None

12. INTERROGATOR'S OBSERVATIONS:

13. Weather as it affected the mission:

  
Interrogator's Signature



7. Friendly Aircraft Lost or in Distress: Time: \_\_\_\_\_ Place: \_\_\_\_\_

In what condition when last seen:

NONE

8. Damage to Aircraft: (Extent and Cause)

9. Crews Observations: (Give time and location as near as possible)  
Enemy Ships:

Other Observations:

"didn't see any"

10. Duration and effectiveness of Fighter Support:

11. CREW'S SUGGESTIONS AND COMMENTS:

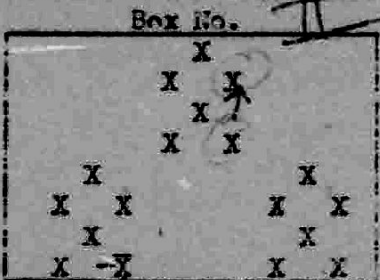
12. INTERROGATOR'S OBSERVATIONS:

Target: very smoky - & haze Vis: (??)  
13. Weather as it affected the mission:

*Se [Signature]*  
Interrogator's Signature

GROUP 186 S.D. 553 A/C NO. 111 A/C DIR. F BOMB LOAD \_\_\_\_\_ DATE 12-9-44

L. Position in Formation



London Y. K. Kessen

CP

13

MARKED BY SYMBOLS: Filled (X), Destroyed (SW), Dropped (D), Flaming (M)

2. ~~Time~~ ~~Enemy Location~~ ~~Target~~ ~~Altitude~~ ~~Course~~

3. Target Bombed Dispersion of bombs Observed Results of Bombing  
 (Name) On target 4x1000 AP Yours: Did not see  
Jettisoned Others:  
Returned

If target not bombed, why: \_\_\_\_\_

4. Deviation from route:

If returned early, point and time of turning: \_\_\_\_\_

5. Enemy Fighter 0 position: (Separate Encounter Form for each combat)

No. F/A seen: \_\_\_\_\_ Types \_\_\_\_\_ No. of encounters \_\_\_\_\_

Causes of enemy tactics: \_\_\_\_\_

No. F/A probably Destroyed: \_\_\_\_\_ No. F/A Damaged: \_\_\_\_\_

6. ANTI-AIRCRAFT FIRE:

Place	Your altitude	Description (light or heavy; flak, accuracy, color)	Intensity (Sl; Led; Int.)

7. Friendly Aircraft Lost or in Distress: Time: \_\_\_\_\_ Place: \_\_\_\_\_

In what condition when last seen:

8. Damage to Aircraft: (Extent and Cause)

9. Crews Observations: (Give time and location as near as possible)  
Enemy Ships:

Other Observations:

10. Duration and effectiveness of Fighter Support:

11. CREW'S SUGGESTIONS AND COMMENTS:

12. INTERROGATOR'S OBSERVATIONS:

13. Weather as it affected the mission:



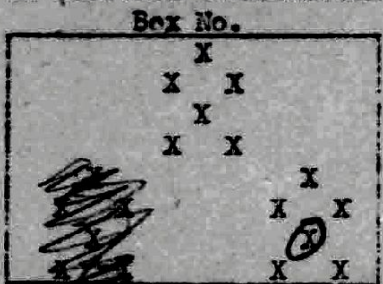
Interrogator's Signature



INTERROGATION FORM

GROUP 386 SQD. 50 A/C NO. 196 A/C LTR. 7 BOMB LOAD 4X1000 DATE 12-9-44

**1. Position in Formation**



3rd Bombing 5/10 Combat No. \_\_\_\_\_  
 \_\_\_\_\_ CF \_\_\_\_\_  
 \_\_\_\_\_ NB \_\_\_\_\_

SYMBOLS TO BE USED IN ABOVE LIST BY FOLLOWING SYMBOLS:  
 Filled (X); Seriously Wounded (SW); Downed (D); Missing (M)

2. ~~Time~~ Enemy Landings \_\_\_\_\_ Over Target \_\_\_\_\_ Leaving Enemy Coast \_\_\_\_\_

3. Target Bombed \_\_\_\_\_ Disposition of Bombs \_\_\_\_\_ Observed Results of Bombing \_\_\_\_\_  
 (Name) \_\_\_\_\_  
 On target 4X1000 Yours: Hit on N side of RR  
Jettisoned \_\_\_\_\_ Others: and on across field  
Returned \_\_\_\_\_

If target not bombed, why? \_\_\_\_\_

4. ~~Variation from route:~~ \_\_\_\_\_

If returned early, point and time of turning: \_\_\_\_\_

5. ~~Enemy Fighter Opposition: (Separate Encounter Form for each combat)~~  
 No. F/A seen: \_\_\_\_\_ Types \_\_\_\_\_ No. of encounters \_\_\_\_\_  
 Unusual enemy tactics: \_\_\_\_\_  
 No. F/A Probably Destroyed: \_\_\_\_\_ No. F/A Damaged: \_\_\_\_\_

6. ANTI-AIRCRAFT FIRE:

Place	Form Altitude	Description (Light or Heavy; Flak, Accuracy, Color)	Intensity (Sl; Med; Int.)
		<u>White - about 5,000' below formation</u>	

7. Friendly Aircraft Lost or in Distress: Time: \_\_\_\_\_ Place: \_\_\_\_\_

In what condition when last seen:

8. Damage to Aircraft: (Extent and Cause)

9. Crews Observations: (Give time and location as near as possible)

Enemy Ships:

Other Observations:

10. Duration and effectiveness of Fighter Support:

11. CREW'S SUGGESTIONS AND COMMENTS:

12. INTERROGATOR'S OBSERVATIONS:

13. Weather as it affected the mission:



Interrogator's Signature

PO 257

A-26

12 Sept 1944

SCHIEDT PORTIFICATIONS:

I FLIGHT

*OK*  
BROWN  
187 O

*OK*  
KELLEY  
199 D

*OK*  
STRAND  
194 C

*OK*  
BREWSTER  
191 G

TURNER  
185 H

*aborted*  
SUTTON

II FLIGHT

*OK*  
ROCHFALL  
189 H

*OK*  
MIDDLEBURY  
200 L

*OK*  
ROBB  
206 R

*OK*  
BUSKIRK  
196 J

*OK*  
HELMKE  
182 P

*OK*  
JORDAN  
118 F

EXTRA SHIP - 197 M

HOT NEWS REPORT

IMMEDIATE PRIORITY

The following information is to be telephoned at once to Duty Intelligence Officer at Command. No delays in procuring or transmitting can be permitted.

- 1. FRIENDLY A/C DOWN OR IN DISTRESS AT SEA \_\_\_\_\_ )
- FRIENDLY A/C DOWN OR IN DISTRESS OVER ENEMY TERRITORY \_\_\_\_\_ ) Check
- DINGHIES, LIFE RAFTS OR PERSONS IN DISTRESS \_\_\_\_\_ ) which

\_\_\_\_\_  
(Time seen) \_\_\_\_\_ (Place) \_\_\_\_\_ (Altitude of reporting)

\_\_\_\_\_  
(Type of observed a/c) \_\_\_\_\_ (Any identifying data)

\_\_\_\_\_  
(Other information)  
\_\_\_\_\_  
\_\_\_\_\_ \* \* \*

2. ENEMY SHIPPING, NAVAL UNITS OR CONVOYS AT SEA:

\_\_\_\_\_  
(Number and type of ships) \_\_\_\_\_ (Course of ships)

\_\_\_\_\_  
(Time seen) \_\_\_\_\_ (place) \_\_\_\_\_ (Altitude of reporting a/c)

\_\_\_\_\_  
(Other information)  
\_\_\_\_\_  
\_\_\_\_\_ \* \* \*

3. OTHER HOT NEWS (Include new enemy tactics or equipment)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_ \* \* \*

\_\_\_\_\_  
(Date) \_\_\_\_\_ (Time) \_\_\_\_\_ Initials of Interrogating Officer \_\_\_\_\_

Phoned to Command by \_\_\_\_\_ Time \_\_\_\_\_

## I FLIGHT

	KELLEY 199 D	
BROWN 187 O		STRAND 194 C
	BREWSTER 191 G	
TURNER 185 H		SUTTON

## II FLIGHT

	MIDDLEBANK 200 L	
ROCHALL 189 N		ROBB 206 R
	BUSKIRK 196 J	
HEINKE 132 P		JORDAN 118 F

EXTRA SHIP - 197 M

## I FLIGHT

	KELLEY 199 D	
BROWN 187 O		STRAND 194 C
	BRENNER 191 G	
TURNER 185 H		SUTTON

## II FLIGHT

	MIDDLEBANK 200 L	
ROCHALL 189 N		ROBB 206 R
	BUSKIRK 196 J	
HEINKE 132 P		JORDAN 118 F

EXTRA SHIP - 197 M

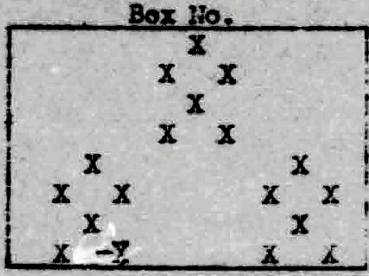
Task off Late  
Aborted

Force of Mass

**INTERROGATION FORM**

GROUP 314 S.D. A/C NO. 197 A/C LTR. A BOMB LOAD \_\_\_\_\_ DATE 12-9-47

**1. Position in Formation**



U.S. Sutter F \_\_\_\_\_ FC

\_\_\_\_\_ CP S/D. Williams \_\_\_\_\_ EC

\_\_\_\_\_ FB \_\_\_\_\_ TG

CASUALTIES: DESIGNATE ON ABOVE LIST BY FOLLOWING SYMBOLS  
Filled (X); Seriously wounded (SW); Wounded (W); Missing (M)

2. Time from Takeoff \_\_\_\_\_ Over Base \_\_\_\_\_ Leaving Enemy Coast \_\_\_\_\_

3. Target Bombed \_\_\_\_\_ Disposition of Bombs \_\_\_\_\_ Observed Results of Bombing

(Name) \_\_\_\_\_

On target \_\_\_\_\_ Yours: \_\_\_\_\_

Jettisoned \_\_\_\_\_ Others: \_\_\_\_\_

Returned \_\_\_\_\_

If target not bombed, why \_\_\_\_\_

4. Deviation from route: \_\_\_\_\_

Time of turning: \_\_\_\_\_

5. Enemy Fighter Opposition: (Separate Encounter Form for each combat)

No. E/A seen \_\_\_\_\_ Types \_\_\_\_\_ No. of encounters \_\_\_\_\_

Unusual enemy tactics: \_\_\_\_\_

No. E/A Probably Destroyed: \_\_\_\_\_ No. E/A Damaged: \_\_\_\_\_

**6. ANTI-AIRCRAFT FIRE:**

Place	Your Altitude	Description (Light or Heavy Flak, Accuracy, Color)	Intensity (Sl; Med; Int.)

7. Friendly Aircraft Lost or in Distress: Time: \_\_\_\_\_ Place: \_\_\_\_\_

In what condition when last seen:

8. Damage to Aircraft: (Extent and Cause)

9. Crews Observations: (Give time and location as near as possible)  
Enemy Ships:

Other Observations:

10. Duration and effectiveness of Fighter Support:

11. CREW'S SUGGESTIONS AND COMMENTS:

12. INTERROGATOR'S OBSERVATIONS:

13. ~~INTERROGATOR'S OBSERVATIONS:~~

\_\_\_\_\_  
Interrogator's Signature

BOX 1 - FLT 1

DATE 12-9

BOX 11 - FLT 1

DATE 12-9

PICTURES

TARGET MAPS Bonn 1:100 000

AREA MAP

BOMBARDIER'S NAME R E Hanna

RECEIVED BACK BY BO

PICTURES

TARGET MAPS BONN 1:100 000

AREA MAP

BOMBARDIER'S NAME W P Anton

RECEIVED BACK BY BO

BOX 1 - FLT 2

DATE \_\_\_\_\_

PICTURES

TARGET MAPS

AREA MAP

BOMBARDIER'S NAME \_\_\_\_\_

RECEIVED BACK BY \_\_\_\_\_

BOX 11 - FLT 2

DATE \_\_\_\_\_

PICTURES

TARGET MAPS

AREA MAP

BOMBARDIER'S NAME \_\_\_\_\_

RECEIVED BACK BY \_\_\_\_\_

BOX 1 - FLT 3

DATE \_\_\_\_\_

PICTURES

TARGET MAPS

AREA MAP

BOMBARDIER'S NAME \_\_\_\_\_

RECEIVED BACK BY \_\_\_\_\_

BOX 11 - FLT 3

DATE \_\_\_\_\_

PICTURES

TARGET MAPS

AREA MAP

BOMBARDIER'S NAME \_\_\_\_\_

RECEIVED BACK BY \_\_\_\_\_

HOT NEWS REPORT

IMMEDIATE PRIORITY

The following information is to be telephoned at once to Duty Intelligence Officer at Command. No delays in procuring or transmitting can be permitted.

- 1. FRIENDLY A/C DOWN OR IN DISTRESS AT SEA \_\_\_\_\_ )
- FRIENDLY A/C DOWN OR IN DISTRESS OVER ENEMY TERRITORY \_\_\_\_\_ ) Check
- DINGHIES, LIFE RAFTS OR PERSONS IN DISTRESS \_\_\_\_\_ ) which

\_\_\_\_\_  
(Time seen) \_\_\_\_\_ (Place) \_\_\_\_\_ (Altitude of reporting)

\_\_\_\_\_  
(Type of observed a/c) \_\_\_\_\_ (Any identifying data)

\_\_\_\_\_  
(Other information)

\_\_\_\_\_  
\* \* \*

- 2. ENEMY SHIPPING, NAVAL UNITS OR CONVOYS AT SEA:

\_\_\_\_\_  
(Number and type of ships) \_\_\_\_\_ (Course of ships)

\_\_\_\_\_  
(Time seen) \_\_\_\_\_ (place) \_\_\_\_\_ (Altitude of reporting a/c)

\_\_\_\_\_  
(Other information)

\_\_\_\_\_  
\* \* \*

- 3. OTHER HOT NEWS (Include new enemy tactics or equipment) \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_  
\* \* \*

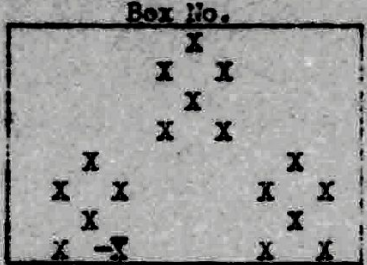
\_\_\_\_\_  
(Date) \_\_\_\_\_ (Time) \_\_\_\_\_ Initials of Interrogating Officer \_\_\_\_\_

Phoned to Command by \_\_\_\_\_ Time \_\_\_\_\_

**INTERROGATION FORM**

GROUP 1165 D. 50 A/C NO. 185 A/C LTR. H BOMB LOAD \_\_\_\_\_ DATE 12-9-44

**1. Position in Formation**



11.D. TURNER \_\_\_\_\_ PG  
 \_\_\_\_\_ GP 5/10 Right \_\_\_\_\_ PG  
 \_\_\_\_\_ NB \_\_\_\_\_ PG

CASUALTIES: DESIGNATE ON ABOVE LIST BY FOLLOWING SYMBOLS:  
 Killed (K); Seriously wounded (SW); Wounded (W); Missing (M)

2. Missed Target Over Target Leaving Enemy Coast

3. Target Bombed      Disposition of Bombs      Observed Results of Bombing  
 (Name)      On target \_\_\_\_\_ Yours: \_\_\_\_\_  
                   Jettisoned \_\_\_\_\_ Others: \_\_\_\_\_  
                   Returned \_\_\_\_\_

If target not bombed, why: \_\_\_\_\_

4. Deviation from route: \_\_\_\_\_

If returned, point on time of turning: \_\_\_\_\_

**5. Enemy Fighter Opposition: (Separate Encounter Form for each combat)**

No. E/A seen. \_\_\_\_\_ Type \_\_\_\_\_ No. of encounters \_\_\_\_\_

Unusual enemy tactics: \_\_\_\_\_

No. E/A Presumably Destroyed: \_\_\_\_\_ No. E/A Damaged: \_\_\_\_\_

**6. ANTI-AIRCRAFT FIRE:**

Place	Your Altitude	Description (Light or Heavy Flak, Accuracy, Color)	Intensity (SI; Med; Int.)

7. Friendly Aircraft Lost or in Distress: Time: \_\_\_\_\_ Place: \_\_\_\_\_

In what condition when last seen:

8. Damage to Aircraft: (Extent and Cause)

9. Crews Observations: (Give time and location as near as possible)  
Enemy Ships:

Other Observations:

10. Duration and effectiveness of Fighter Support:

11. CREW'S SUGGESTIONS AND COMMENTS:

12. INTERROGATOR'S OBSERVATIONS:

13. ~~Weather~~ ~~at~~ ~~the~~ ~~mission~~:

Interrogator's Signature