

IRIS Public Record

Key Information

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IRIS Number: **00091980**

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Beginning Date:

End Date:

Publication Date: **1944/12/08**

Classification **UNCLAS**

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Old MFlm Roll # **B0534**

Audio Rec:

NUMPAGE **59**

Title Extensions:

Abstract CONTAINS TARGET DATA.

Descriptive TITLE SUPPLIED.

Notes:

Title MISSION REPORT

Added

Entries

Author:

Subject:

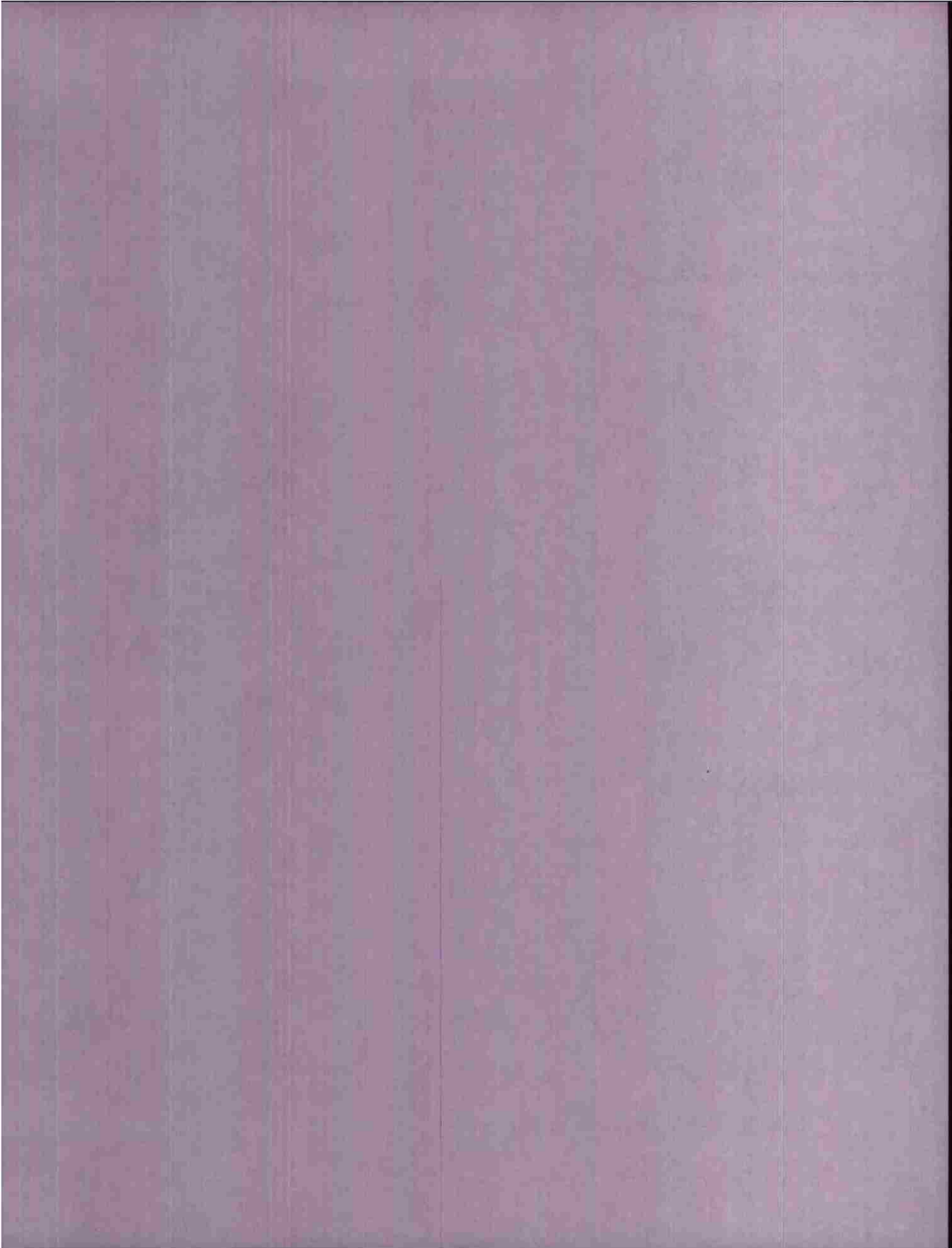
Major Command:

Administrative Markings

No Administrative Markings Listed

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Scanner ID:	Scanned Date:	
Acc ID	Acc Date:	



GP-916-SU-0P3
8 Dec 1944

Page
Ship 88-D
Item 2

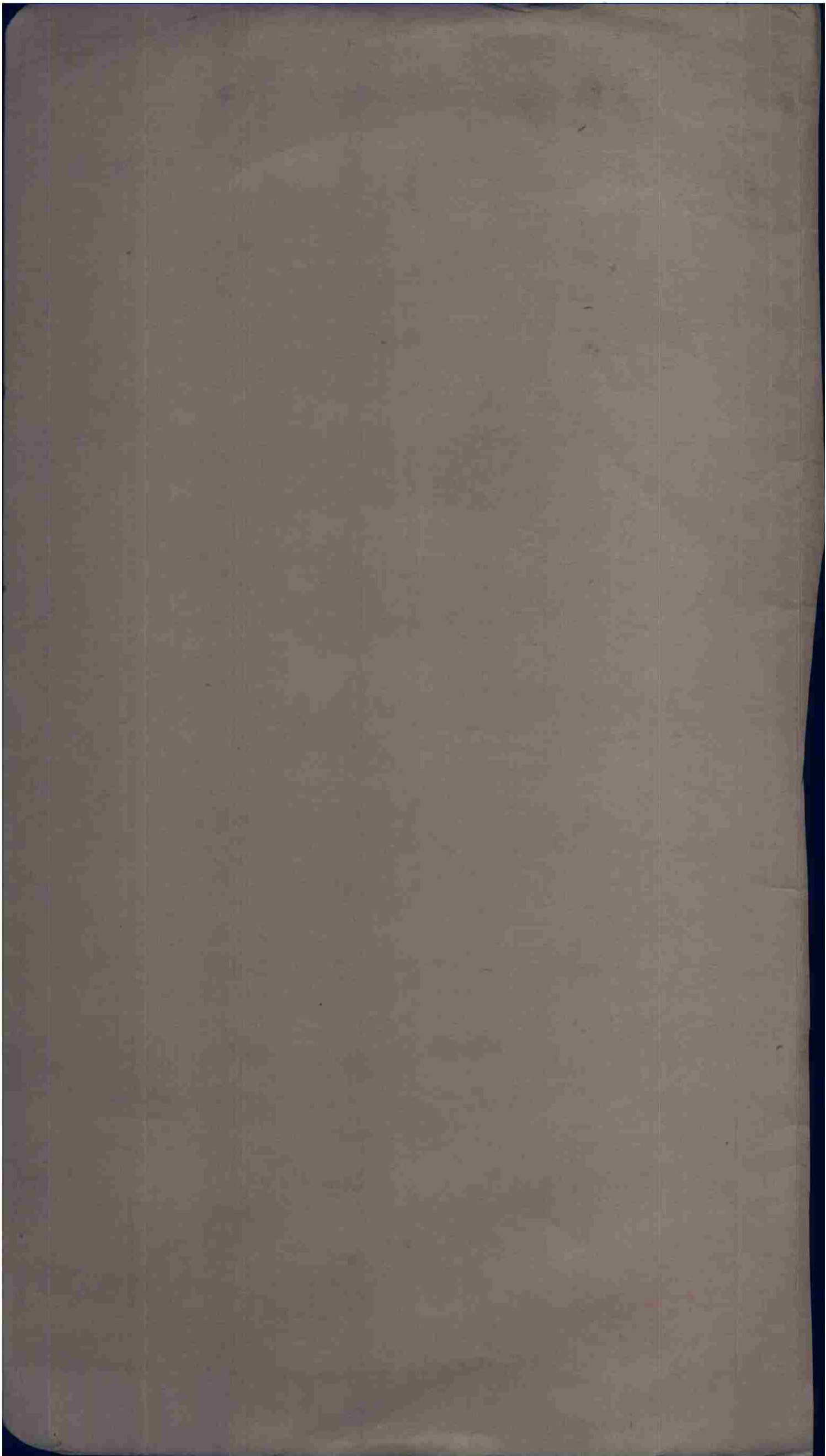
P.R.C.

DECLASSIFIED
ROD DIR 5200.9, 27 Sep 58

SCANNED BY ACD
2007

00091980

~~MicroFILMED~~



ITA JEA V JKI JKI 10/08 OP OP
 FROM 416TH BOMB GP(L) 08/1810A D-128-D
 TO : CG 9TH BOMB DIV.
 CG 97TH COMBAT WING
 CONFID. BT

*Rec'd
 2023hr
 8 Dec 44*

OPFLASH FOR 8 DEC. 1944

- A. 416TH BOMB GP
- B. SINZIG RR GXX BRIDGE
- C. 10 A20'S AND 25 A26'S
- D. 27 A/C
- E. 3 MECHANICAL
 2 OTHER (FORMATION LEADER DID NOT DROP BECAUSE OF MECHANICAL FAILURE)
 3 A/C CARRYING WINDOW
- F. 23 X500 GP ON PRIMARY (BY A-20'S)
 31 X 1000 GP ON PRIMARY (BY A26'S)
 5 X500 GP RETURNED BY A-20'S
 12 X 1000GP RETURNED (BY A-26'S)
- G. UNOBSERVED (BECAUSE OF WEATHER)
- H. 1 A/C DAMAGE CATAGORY AC
- I. NONE
- J. TARGET : TWO BURSTS HEAVY INACCURATE FLAK IN TURN OFF TARGET.
 ELSEWHERE : MODERATE LIGHT FLAK AT ABOUT P-7048 (FRIENDLY TERRITORY) WHEN FORMATION WAS AT ABOUT 2000 FEET ALTITUDE)
- K. NIL
- L. 13,500-14,200 PRIMARY IXX TARGET.
- M. 1354 1/2 (FIRST BOX) 1359 1/2 (SECOND BOX).

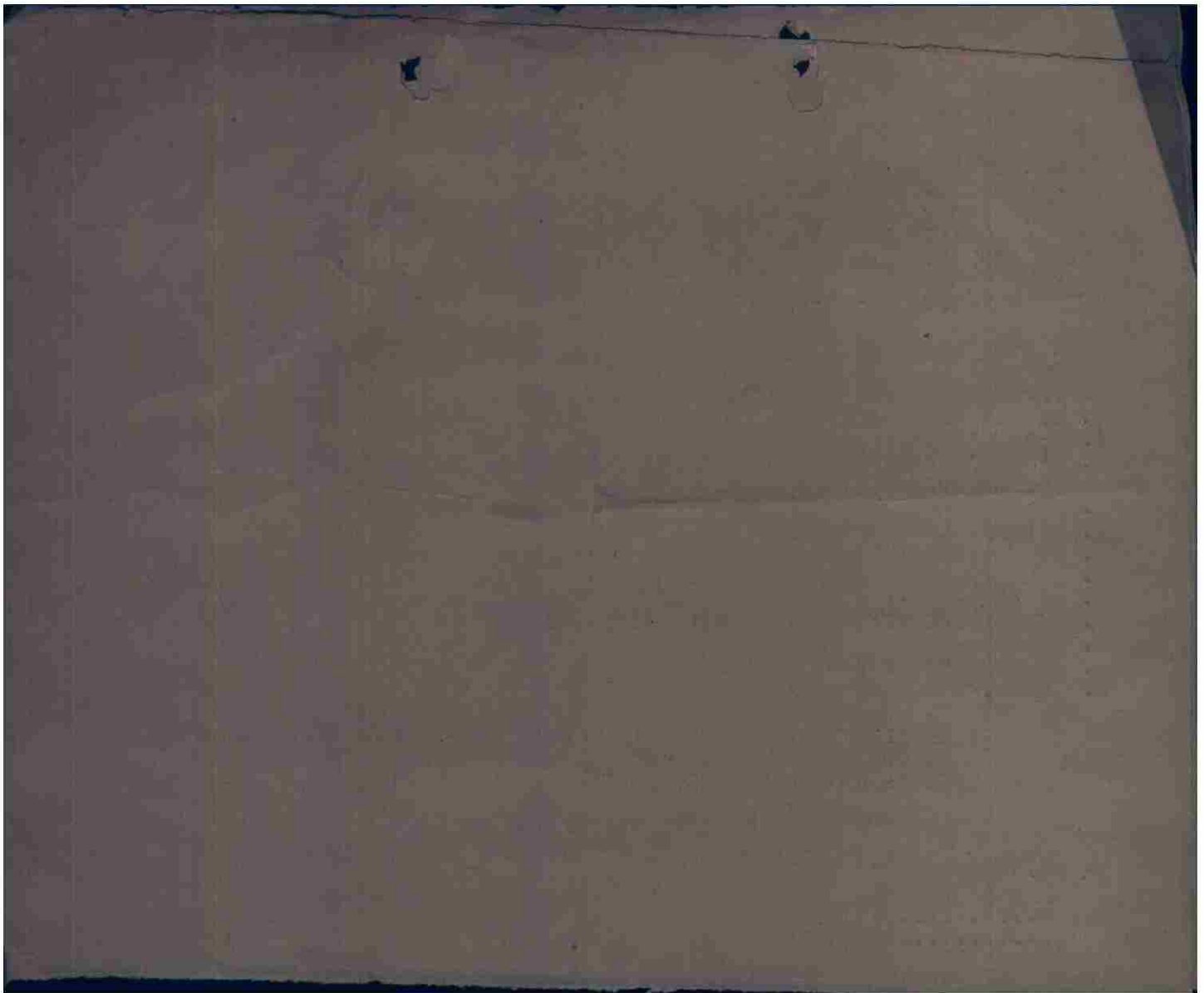
P.R.C.

BT 08/1810A
 AS AS..AS
 WJF BBB
 ITA R.....9.
 SWBD INT AR
 JEAR.08/1819A CW KKK

ITA R..... 08/1938 MD

00091980

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OIITA OIJJF OIJES OIJPO OIJKI V OIJE A 04/08 OP OP
T (OIITA PASS TO OIJJF)

*165 Dist
5-4
5-3
5-19*

FROM 97TH COMBAT BOMB WING 08/1225A D-59-E
TO COMBONDIV IX
COBOMGP 409 (INFO)
COBOMGP 410
COBOMGP 416
1ST PROV. PATHFINDER SQDN.

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

97TH COMBAT BOMB WING
APO 140
08 DECEMBER 1944

ANNEX NO. 2 TO FIELD ORDER NO. 84-661:

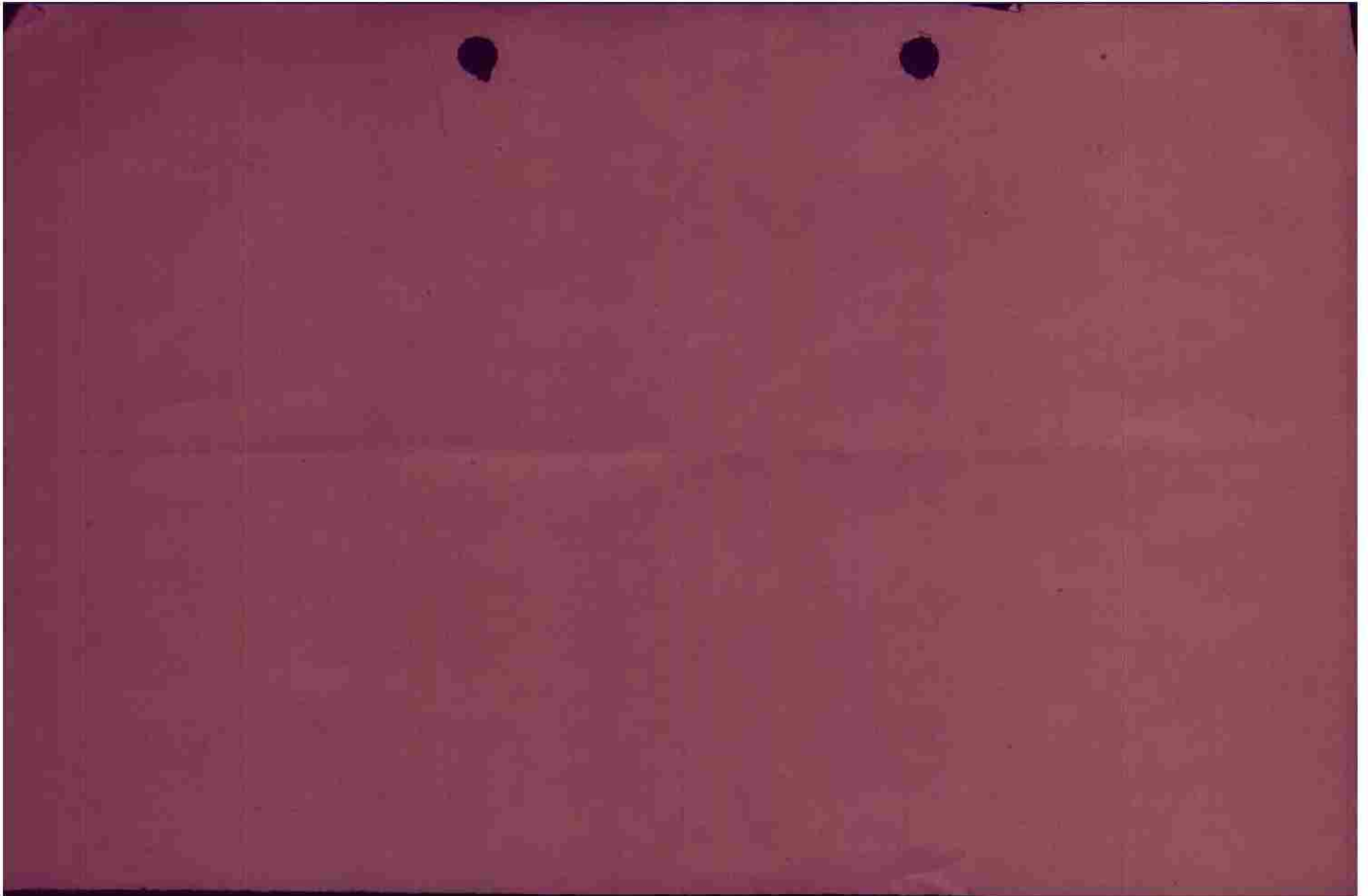
PLAN "B" IS IN EFFECT CANCEL PLAN "A" REPEAT PLAN "B" IS IN EFFECT
CANCEL PLAN "A".

COMCBTWIG 97

BT 1225A
RL AR K

ITA R.....08/1230A	CHUCK	AR
JES R.....08/1230A	JW	AR
JPO R.....08/1230A	WAC	AR KK
JKI R.....08/1230A	JF	AR

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THIS PAGE DECLASSIFIED IAW EO12958

OIITA OIJES OIJKI OIJPO OIJJF V OIJE A OIJE A 02/08 OP-OP
T-(OIITA PASS TO OIJJF)

FROM: 97TH COMBAT BOMB WING 08/0405A D-57-E
TO : COMBOMDIV. NINE
409TH BOMB GROUP (INFO)
410TH BOMB GROUP
416TH BOMB GROUP
1ST PATHFINDER PROV. SQ.

161

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

97TH COMBAT BOMB WING
APO 140
08 DEC. 1944

ANNEX NO. 1. TO FIELD ORDER NO. 84-661

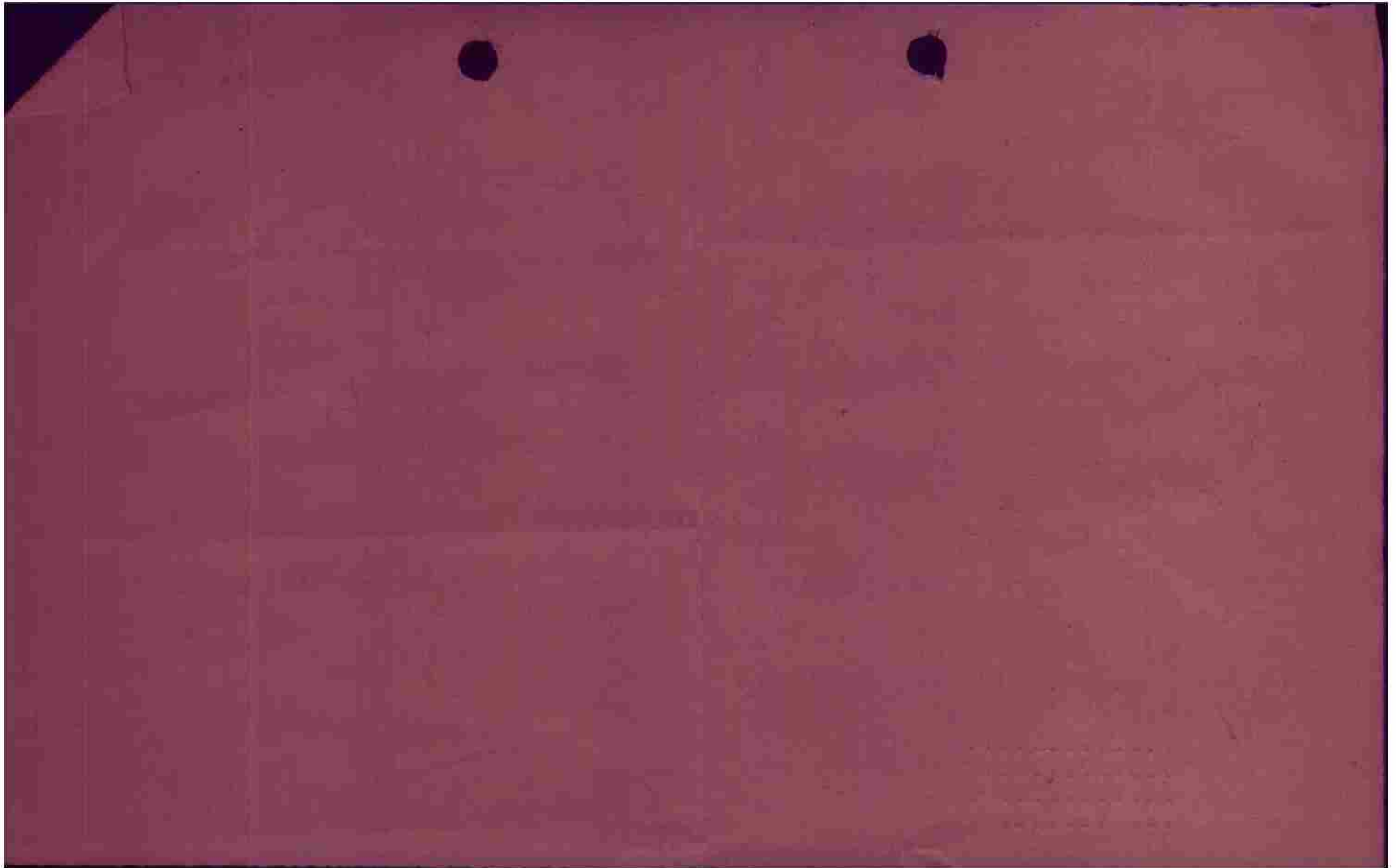
ZERO HOUR PLAN "B" IS NOW 08/1400A RPT ZERO HOUR PLAN "B" IS NOW 08/1400A

COMCBTWIG 97

BT 08/0415A
WC CHANGE LAST TIME GROUP TO 08/0405A
WCB AR BB TO JES
ITA R.....080421A JLP AR
JKI R.....080421A EJ AR K
JPO R.....08/0421-A SH AR
JES R.....MM

*Rec'd
12/8/44
08:00
Pmg*

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THIS PAGE DECLASSIFIED IAW EO12958

ITA JKI JPO JES JJF V JEA JEA 01/08 OP OP
T (ITA PASS TO JJF)

FROM 97TH COMBAT BOMB WING 08/0020A D-56-I
TO COMBOMDIV NINE
COBOMGP 409 (INFO)
COBOMGP 416
COBOMGP 410
1ST PROV PATHFINDER SQD.

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

97TH COMBAT BOMB WING
APO 140
8 DECEMBER 1944

FIELD ORDER NO. 84-661

MAPS : NORMAL

1. B. (1) REF. CURRENT BOMBLINE.
(2) 9TH T.A.C. WILL FURNISH AREA COVER AND CLOSE ESCORT FOR THIS WING.

2. THIS WING WILL ATTACK TARGETS IN GERMANY

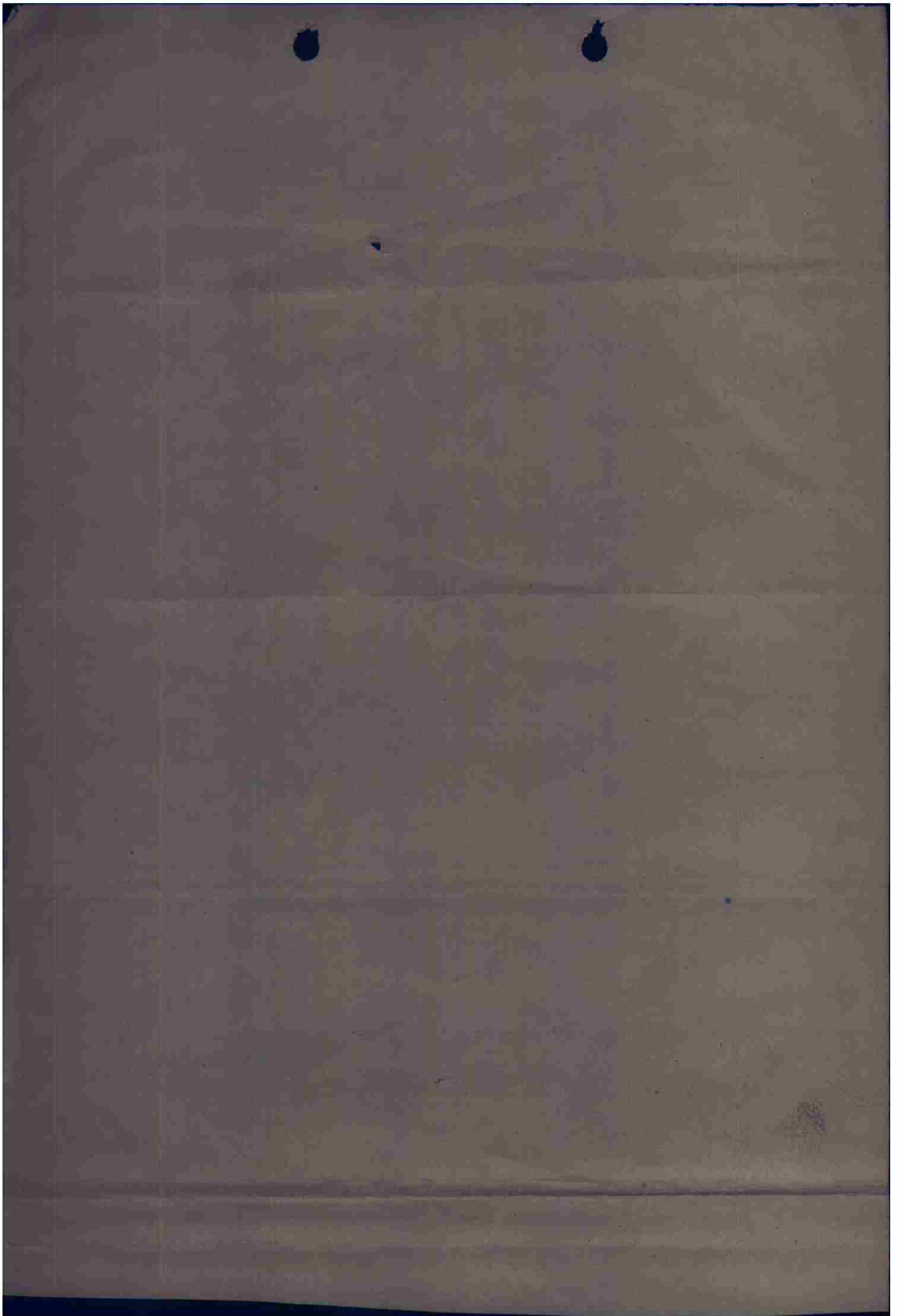
ZERO HOUR PLAN "A" TO FOLLOW
ZERO HOUR PLAN "B" 08/1000A

PLAN "A"

3. A. 410TH BOMB GROUP
 - (1) MERZENICH DEFENDED VILLAGE (F-147485)
 - (2) 36 A/C BOMBING BY FLIGHTS OF 6 A/C
 - (3) AREA COVER.
 - (4) BASE TO I.P. TO TARGET.
 - (5) TARGET TURN RIGHT TO R.P. TO BASE.
 - (6) BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 5,000 FEET.
 - (7) 5047N 0604E
 - (8) GEN WSW TO ENE
 - (9) M.P.I. US7/2643 PRINT NO. 4017. 2 FLIGHTS ON EACH OF THE FOLLOWING REFERENCES 077015, 07900125 AND 082010.
 - (10) 6 X 500 G.P. FUSED 1/10 SEC NOSE 1/40 SEC. TAIL.
 - (11) 5038N 0602E
 - (12) NO ALTERNATE TARGETS WILL BE ATTACKED ON THIS MISSION.
 - (13) T.O.T. ZERO HOUR.

→ B. 416TH BOMB GROUP

- (1) 5007E/4 RAILROAD BRIDGE
- (2) 36 A/C BOMBING BY FLIGHTS OF 6 A/C
- (3) WITH FIGHTERS AT 5017N 0608E AT ZERO MINUS 10 MIN AT 12,000 FT.
- (4) BASE TO 5017N 0608E TO 5012N 0651E TO I.P. TO TARGET.
- (5) TARGET TURN RIGHT TO R.P. AND RETRACE ROUTE.
- (6) BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 8,000 FEET.
- (7) 5022N 0700E
- (8) GEN SW TO NE.
- (9) M.P.I. ILL. 5007E/4 REF. 072030 (CENTER OF BRIDGE)
- (10) 4 X 1000 G.P. FUSED 1/10 NOSE NO-DELAY TAIL MINIMUM INTER VALOMETER SETTING
- (11) 5022N 0700E ✓
- (12) IN THE EVENT THE PRIMARY TARGET CANNOT BE BOMBED. TARGETS OF MILITARY VALUE ON THE ROUTE BACK FROM THE PRIMARY TARGET TO 5013N 0638E MAY BE ATTACKED.



PLAN "B" PATHFINDER

3. B. 416TH BOMB GROUP

- (1) 5007E/4 RAILROAD BRIDGE
- (2) BOXES OF 15 A/C WITH 1 P.P.F. A/C FOR EACH BOX
- (3) WITH FIGHTERS AT 5001N 0543E AT ZERO MINUS 18 MIN. AT 13,000 FEET. WITH P.P.F. A/C OVER THE FIELD.
- (4) BASE TO 5001N 0543E TO 5016N 0630E TO TARGET.
- (5) TARGET TURN RIGHT TO 5022N 0700E TO 5012N 0651E TO 5001N 0543E TO BASE.
- (6) BOMB AT 1ST BOX 13,500 2ND BOX 13,000 MINIMUM ALTITUDE IF BOMBING IS VISUAL WILL BE 8,000 FEET.
- (8) GEN. SW TO NE
- (9) M.P.I. ILL. 5007E/4 REF. 072030 (CENTER OF BRIDGE) TO BE USED IF BOMBING IS VISUAL.
- (10) 4 X 1,000 G.P. FUSED 1/10 SEC. NOSE NO-DELAY TAIL INTERVALOMETER SETTING 30 FEET.
- (12) T.O.T. ZERO HOUR.
- (13) NO ALTERNATE TARGETS WILL BE ATTACKED ON THIS MISSION.
- (14) IF VISUAL CONDITIONS EXIST AT TARGET BOMBING WILL BE BY VISUAL MEANS. THE DECISION TO BOMB VISUALLY WILL BE THE RESPONSIBILITY OF THE A-26 BOX LEADERS AND THEY WILL NOTIFY THE P.P.F. A/C OF THEIR DECISION IF POSSIBLE. IF IT IS NECESSARY TO MAKE A SECOND RUN FOR VISUAL BOMBING GROUP WILL RETURN TO I.P. (5022N 0700E) TO BEGIN RUN.

X. (1)-(4) NO CHANGE

4. NO CHANGE

5. COMMUNICATIONS.

A. 410TH BOMB GROUP

PLAN "A"

- (2) JAYWALK
- (3) BISHOP
- (4) SWEEPSTAKES

B. 416TH BOMB GROUP PLAN "A" AND "B"

- (2) GIDDY
- (3) POKER
- (4) SWEEPSTAKES

X. GENERAL INFORMATION

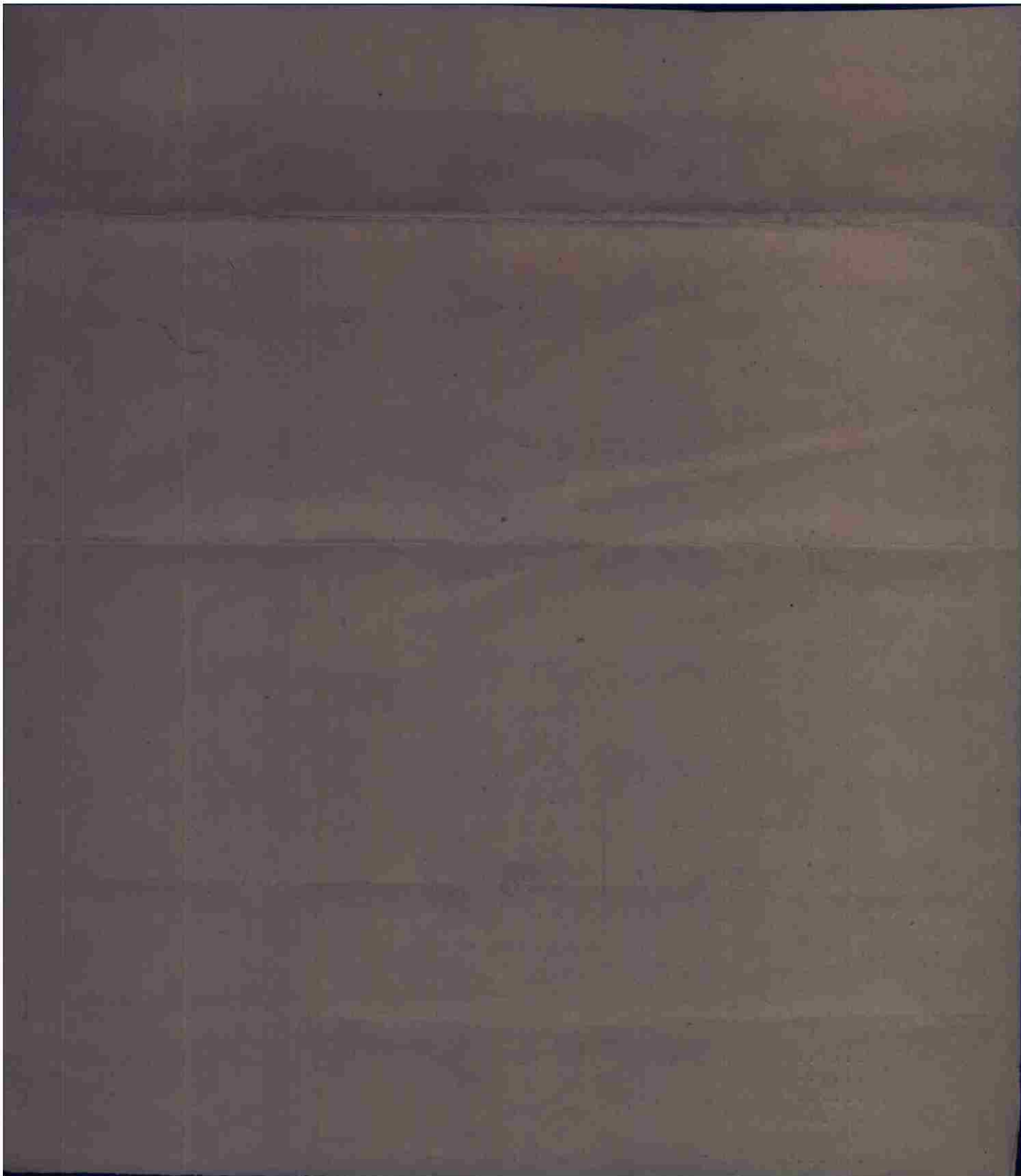
- (11) BOX LEADERS REPORT TO F.G.C. TWO MIN. PRIOR TO I.P.

COMCBTWIG 97

BT 08/0020A

WCB/CES/AR

ITA R.....08/0117 Z MZ
 ITA R.....08/0117A MZ AR KKK
 JKI R.....080117A EJ AR K
 JPO R.....080117A SH AR KKK
 JES R.....08/0117-A FR AR ((



Dist. 5-2, 5-3, 5163.

ITA JKI JPO JES V JEA JEA 01/09 (INFO)

FROM 97TH COMBAT BOMB WING 09/0015A
TO COMBOMDIV NINE
COBOMGP 410
COBOMGP 416
COBOMGP 409 (INFO)

D-180

ATTN SIGNAL OFFICER

ADVANCED INFO COPY OF PARA. 5 OF FIELD ORDER TO FOLLOW

5. COMMUNICATIONS

PLAN "A" AND "B"

- A. 410TH BOMB GROUP
 - (2) GREYGOOSE
 - (3) PALLMALL
 - (4) RIPSAW

- B. 416TH BOMB GROUP
 - (2) COURAGE
 - (3) PALLMALL
 - (4) RIPSAW

COMCBTWIG 97

BT 09/0015A

CES AR

ITA R.....9

-7 :":(8 & IMI PS IMI PLS

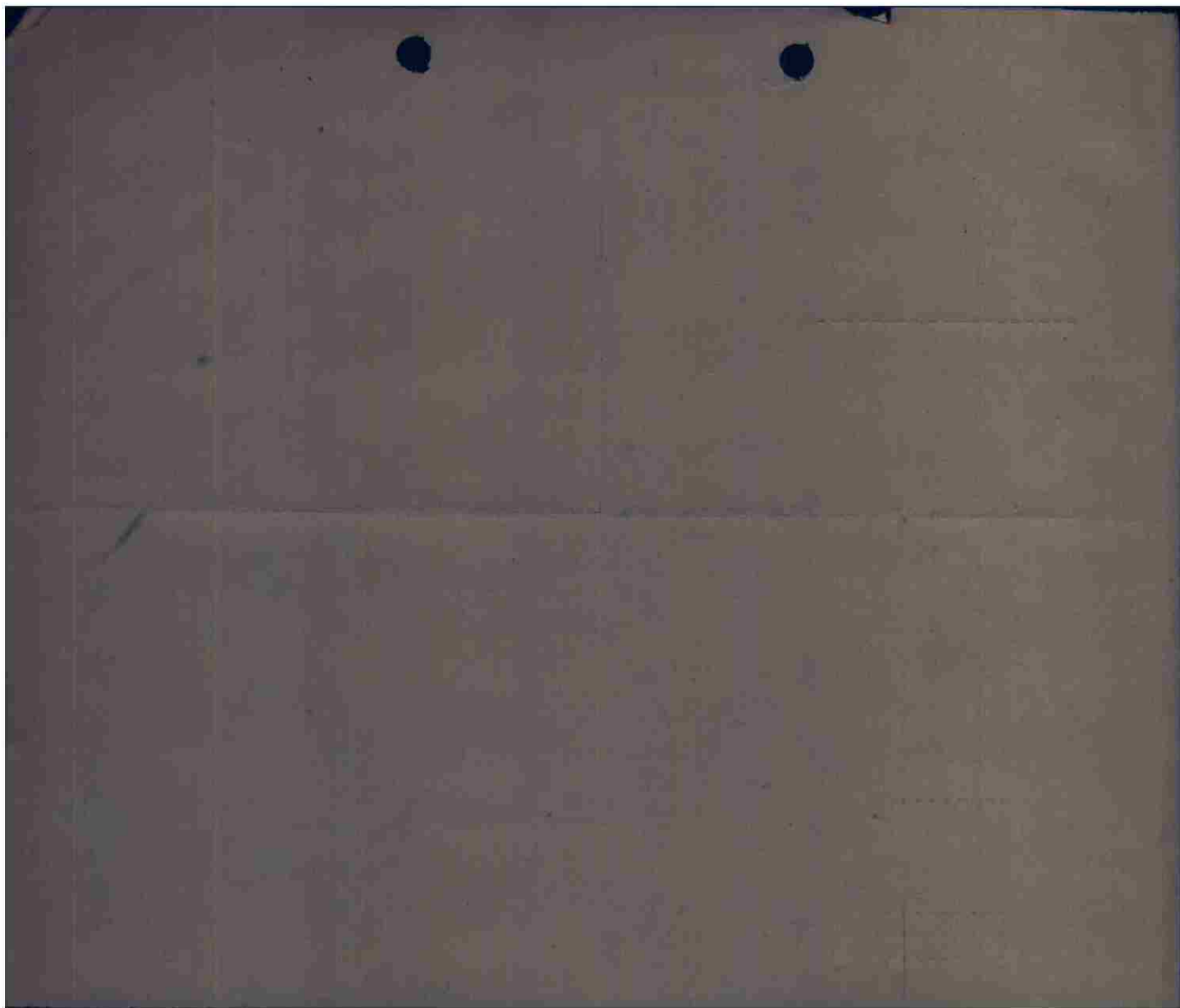
SORRX SIG NO GOOB ERE

JES R.....09/0007A
JKI R.....09/0007A.
JPO R.....09/0007A

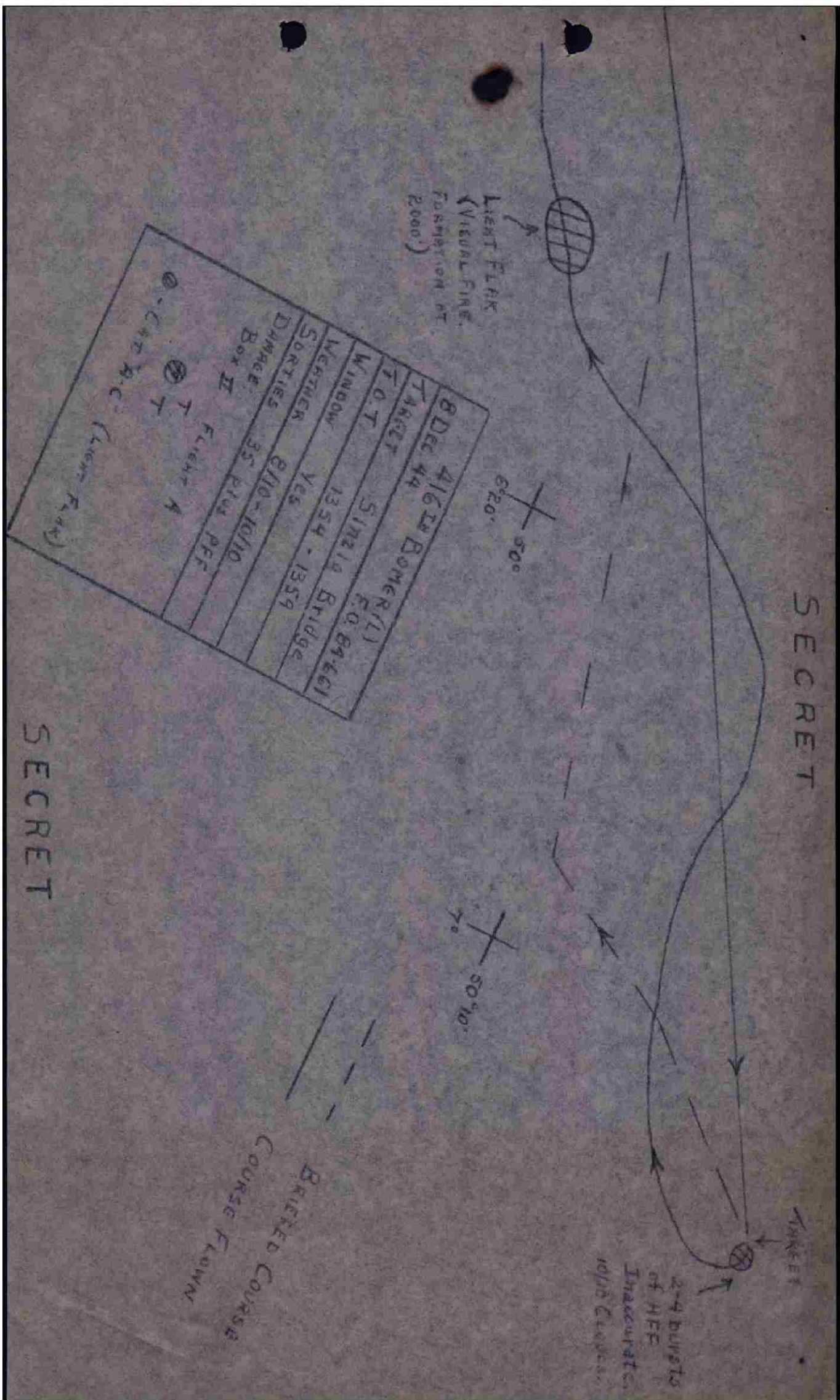
JGN AR KKK
JK AR
MC AR

L

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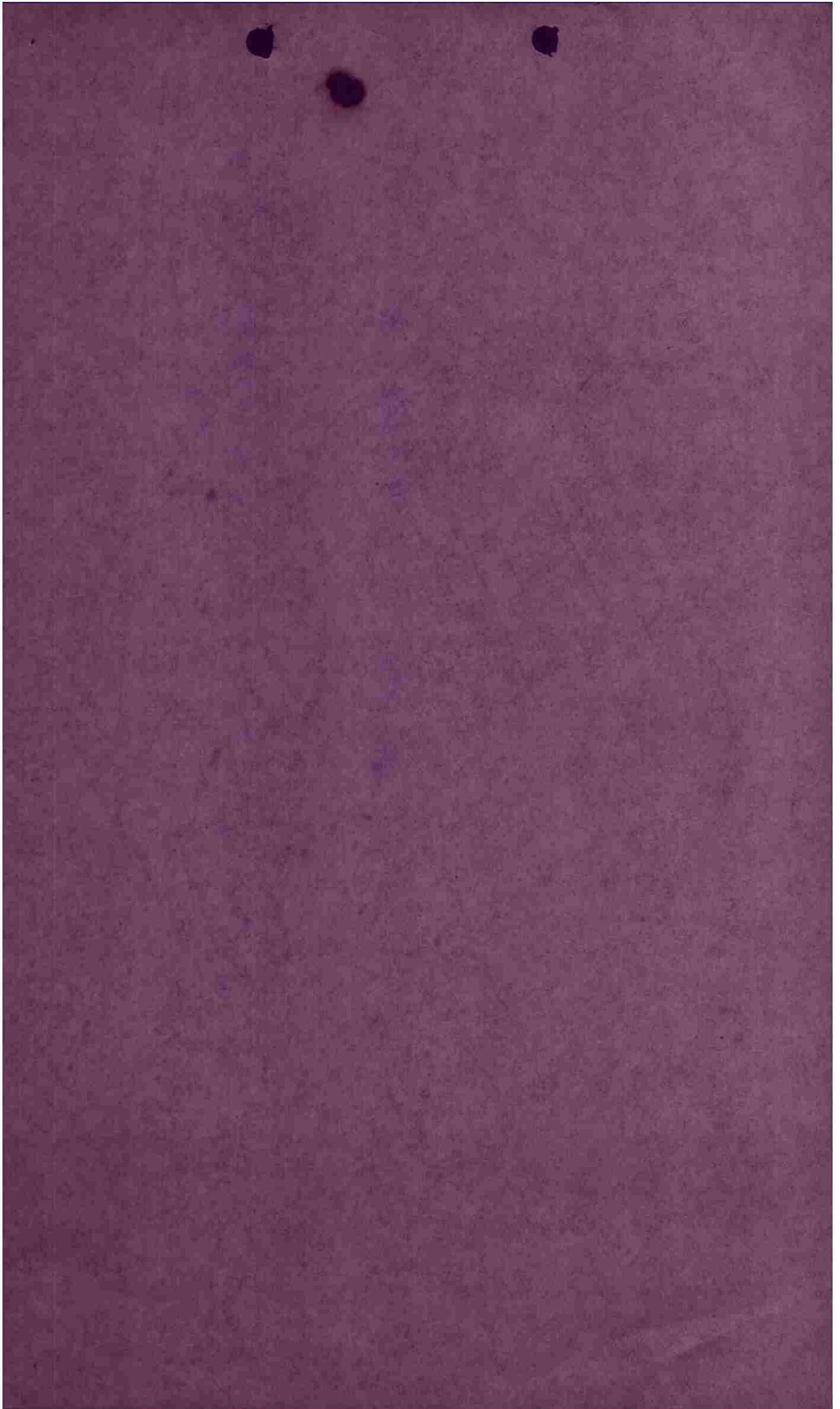


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SECRET

SECRET



HEADQUARTERS BOMB GROUP
Office of the Operations Officer
APO 140, U.S. Army

Date 8 December 1944

SUBJECT: Interrogation of Group Box Leaders on PFF Lead.

TO : CO, 1st. Pathfinder Squadron Prov., APO 140, U.S. Army.

DATE OF MISSION 8 Dec 44 PFF PILOT

GROUP BOX LEADER

1. Was PFF lead entirely satisfactory? IF not, why not?

Yes

2. Opinion of evasive action taken. Very little evasive action taken

increasing lead time.

3. Comment on PFF Navigation. Satisfactory

4. Suggestions. None

(OVER)

2ND. BOX

PPF PILOT

GP. BOX LEADER

Capt. F. G. Brinson

1. Was PPF lead entirely satisfactory? If not, why not?

Yes, except

that too steep a lead was used in the circles to fill time.

2. Opinion of evasive action taken.

Satisfactory.

3. Comment on PPF Navigation.

Satisfactory

4. Suggestions.

In getting a complete job done to kill time, a smaller degree of lead is used so that flights will not have to fight to maintain position.

Operations Officer
Asst.

Bomb. Group.

41563

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.

Ref: Oprep A. No. 239 for 24 hrs. ending midnight 3 December 1944
Mission or Operation No. 167 77th CGS B.O. 201, 561

A. Short Narrative of Operation:

Target Sing Sing Railroad Bridge
Place of take-off Station 4-55
Place of landing Station 4-55 Landing time 1645
Take-off time 1516 Bombing Altitude 12500 - 14000
Time over target 1954 - 1959 Other None
Nature of mission Bombing
Weather Clear over target, 9/10's up to and after leaving target area.
Results Unobserved
Enemy opposition one large heavy interference flak in turn off target, several light flak at about 14700.

B. Type & model of aircraft:

1. Dispatched 1-20 B's & J's - 10
1-26 B's - 25

2. Attacking target (indicate target) or completing mission.
1-20 B's & J's - 9 Window
1-22 B's - 6 Sing Sing Railroad Bridge
1-26 B's - 21 Sing Sing Railroad Bridge

3. Abortive due to:
(1) Weather: None
(2) Personnel: _____
(3) Mechanical: 1-1-26 - bomb release circuit, 1-1-20 - bomb rack collector switch
(4) Other: 1-1-26 - instrumented, 2-1-26's radar failed to drop.

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) 1-1-26 category 10

8. Sorties 1-20 B's & J's - 10
1-26 B's - 25

SECRET

(over)

SECRET

GEORGE SCHENKEL
Capt in, Air Corps,
Army.

For the Commanding Officer:

- a. Destroyed
- b. Prob. Destroyed
- c. Damaged

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

Type or Casualty	Pilot	Co-pilot	M.A.	Bomb	R. Gun	F. Gun	L. Gun
Killed in Action							
Missing in Action							
Wounded Seriously							
Wounded Slightly							
Rounded							

G. Own Personnel Casualties:

- a. Jettisoned
- b. Lost or wrecked on missing a/c
- c. Total Returned

(List targets separately)

- a. Ammunition by caliber:
- b. Total carried into air
- c. Expended on operations
- d. Lost on wrecked or missing a/c
- e. Bombs, flares, etc. used:
- f. Total carried into air
- g. Expended on operations
- h. Lost on wrecked or missing a/c

- a. Day (Sunset to sunset)
- b. Night (Sunset to sunset)
- c. Total operational flying hours

SECRET

USAF FORM 374 (6-54)

MISSION NO. 107

LOADING LIST

8 SEPTEMBER 1944

BOX I
FLIGHT I

1. 081 A
Major L. J. Linn
Lt A. B. Smith
Sgt J. J. Branski
S/C A. Green

2. 178 K
Capt W. E. Jack
Lt J. Anderson
S/C A. J. Burdick
S/C P. Youth

3. 307 B
Lt J. Leonard
Sgt C. Harris

FLIGHT II

1. 081 P *H
Lt C. J. Anderson
Lt W. E. Hahn
Sgt J. O. Ruge
S/C W. L. Schaefer

2. 218 S
Lt E. J. Leah
S/C J. R. Manning

3. 369 K *JJ
Lt J. J. Chiles
Sgt S. Fortner

4. 213 J
Lt A. J. Meredith
S/C J. J. Clark

FLIGHT III

1. 302 D
Lt G. G. Rich
Lt W. P. Smith
Sgt C. H. Merritt

2. 293 L-1
Lt W. E. Hale
Sgt D. H. Sontager

3. 264 I
Lt F. J. Parker
S/Cgt A. J. Galloway

4. 291 F *27
Lt S. H. Delouitt
S/Cgt G. H. Lewis

FLIGHT IV

1. 212 K-1
Lt H. B. Wall
S/Cgt L. C. Sargent

2. 227 F
Lt P. B. Singletary
S/Cgt H. B. Higgins

3. 223 B *34
Lt W. B. Brink
S/Cgt G. J. Van Wert

4. 235 M
Lt W. E. Cotnam
Sgt J. P. Lynch

FLIGHT V

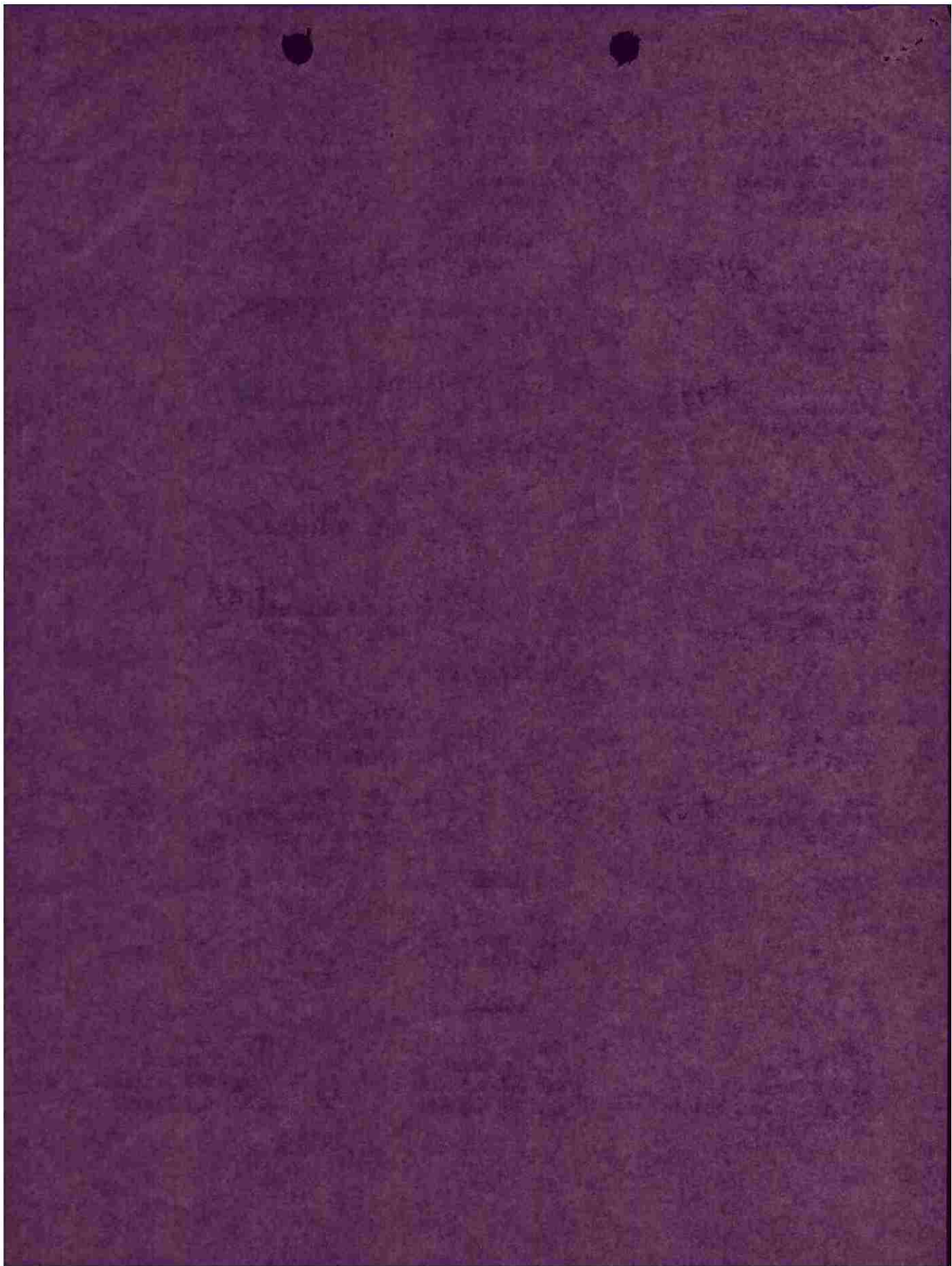
305 D-1
Lt G. G. Van Meter
Sgt H. J. Smith

FLIGHT VI

1. 560 L
Lt G. J. Brown
Lt S. H. Burns
S/Cgt H. B. Sunderland
Sgt H. K. Miller

2. 024 N
Lt A. J. Dulase
Sgt S. L. Griffin
Sgt J. H. Williams

3. 085 J
Lt H. B. Clark
S/Cgt J. W. Johnson
S/Cgt G. J. Floyd



Attachment No. 167

LOADING LIST

3 FEBRUARY 1944

FLIGHT II

1. 173
Capt P G Atkinson
Lt D G Ackerson
Sgt J A Callier
Sgt L B Friday

2. 174
Capt F J Harold
Lt W T Hoover
S/Sgt L Riac
Sgt A W Whitsett

3. 215
Lt O B Grunig
Sgt H J Noncopolani

FLIGHT II

1. 289
Lt F A Miller
Lt J E Conner
Sgt J F Walloy
S/Sgt J A Robertson

2. 291
Lt H E Connell
Sgt W W Wynn
S/Sgt A Carter

3. 292
Lt J W Dehon
Sgt L L Richardson

4. 293
Lt O W Sorrell
Sgt V A Kalama

FLIGHT III

1. 106
Lt J A Bushkin
Lt W C Hanna
S/Sgt O R Corbitt
S/Sgt A A McCarty

2. 211
Major W H Ferris
S/Sgt W J Mio

3. 291
Lt D L Withington
S/Sgt L D McWhatten

4. 210
Lt G L Bates
S/Sgt W R Orvold

FLIGHT IV

1. 249
Lt W A Merchant
S/Sgt H H Davis

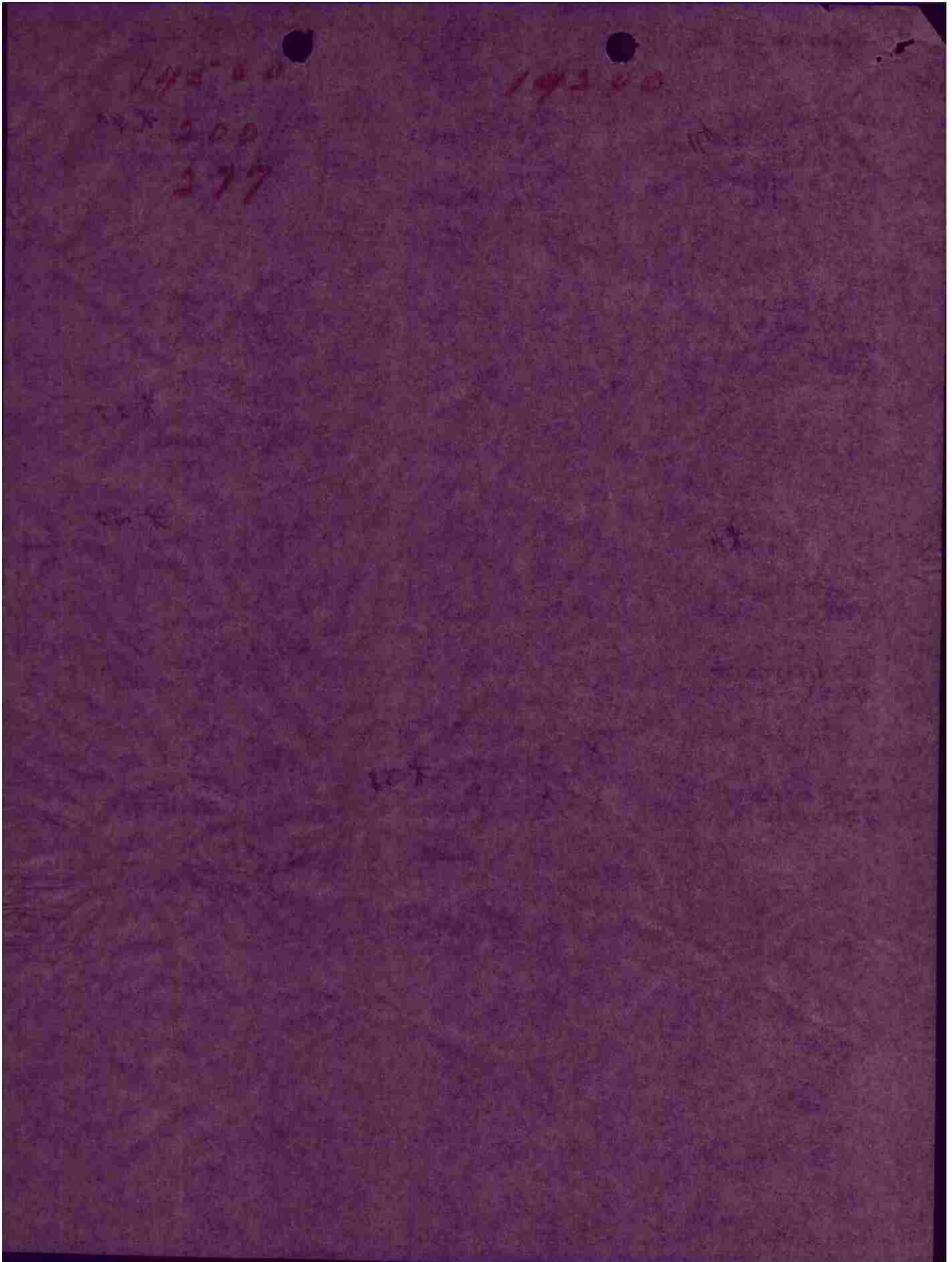
2. 231
Lt J A Esro
Sgt A J Rojas

3. 265
Capt S J Pitt
Sgt D Schwartzwald

FLIGHT

Sgt
Lt W B Martin
Sgt L B Craft

4. 239
Lt W Huber
S/Sgt G F Pugh



Box #	OpsFl	Date	F/O	Target	Alt.	Box Leader	T/O TOT L/D	15 min.														
I		8/12/44				DUNN																
A/C	Fail to Bomb	ATT	S O P S J	F R	A/G Dam	E/A	Pers.															
Fgs. No.	Reason	T	S	O	P	S	J	F	R	M	D	A	G	B	E	D	P	I	D	K	W	M
178	Mechanical	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
223	Mechanical	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
081	Mechanical	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
219	Mechanical	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
213	Mechanical	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
302		4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
290		4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
264		4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
223	Mechanical	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
213		4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
227		4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
307		4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
235		4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
300		4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4

9x4-36
44
20

614
DUNN
178
HEINKE
PECK
614
DUNN
178
HEINKE
PECK
081
ANDERSON
319
KIRBY
313
MEREDITH
302
MISH
364
PARKER
323
COLQUHART
390
HALE
307
LEONARD
327
SINGLETARY
335
OSTRANDER

300
VAN METER
SPARE

Box #	Opstl	Date	F/O	Target	Alt.	Box Leader	T/O TOT L/D	15 min.
II		8/12/44		Sentry		AIKINSON		
A/G	Mail to Bomb	ATT	Bomb Disp	A/G Dam	E/A	Pers.		
Pos. No.	Reason	T S O	P S T R	M D A A C B E D P D K W M				
173	Proclamation							
076	089							
215					X			
075								
344								
292								
238	Proclamation							
106								
311								
291								
310								
349								
334								
265								
239								
314								
SPARE								

36
45
81

~~60~~
~~70~~
104

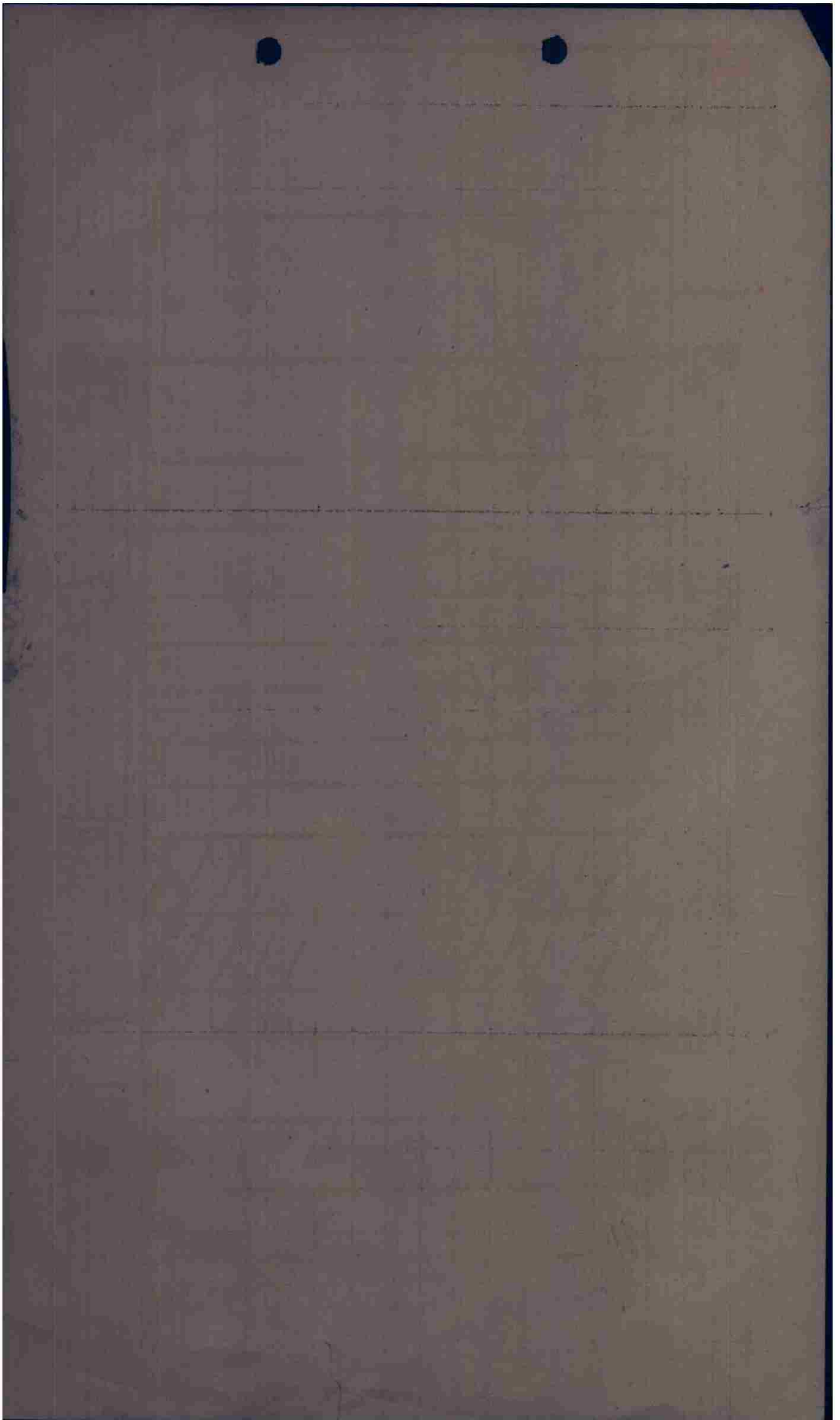
1.92

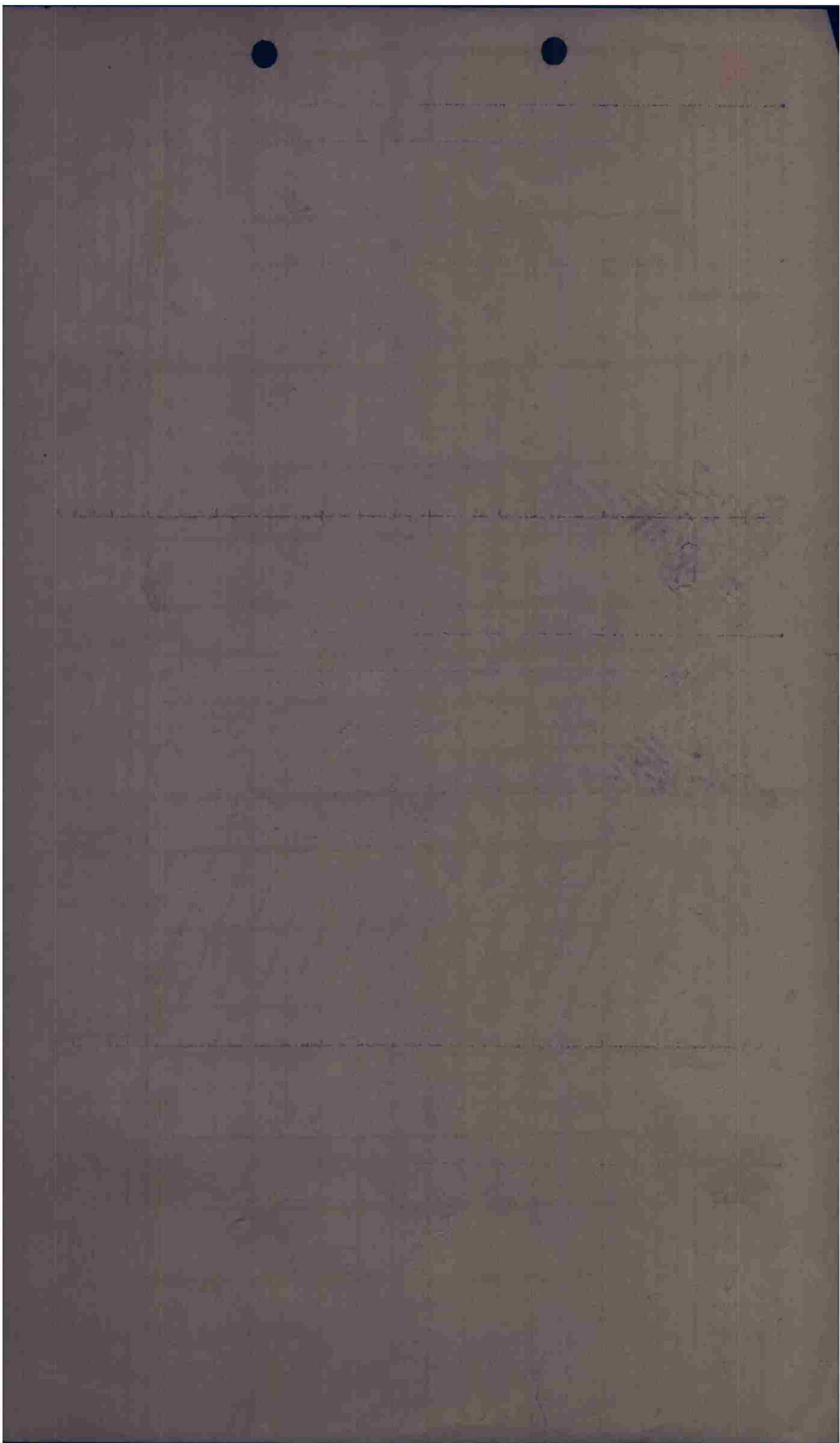
AIKINSON
173
315
076
GERNINA HAROLD

MILLER
075
344
CORNEILL
338
SORRELLS

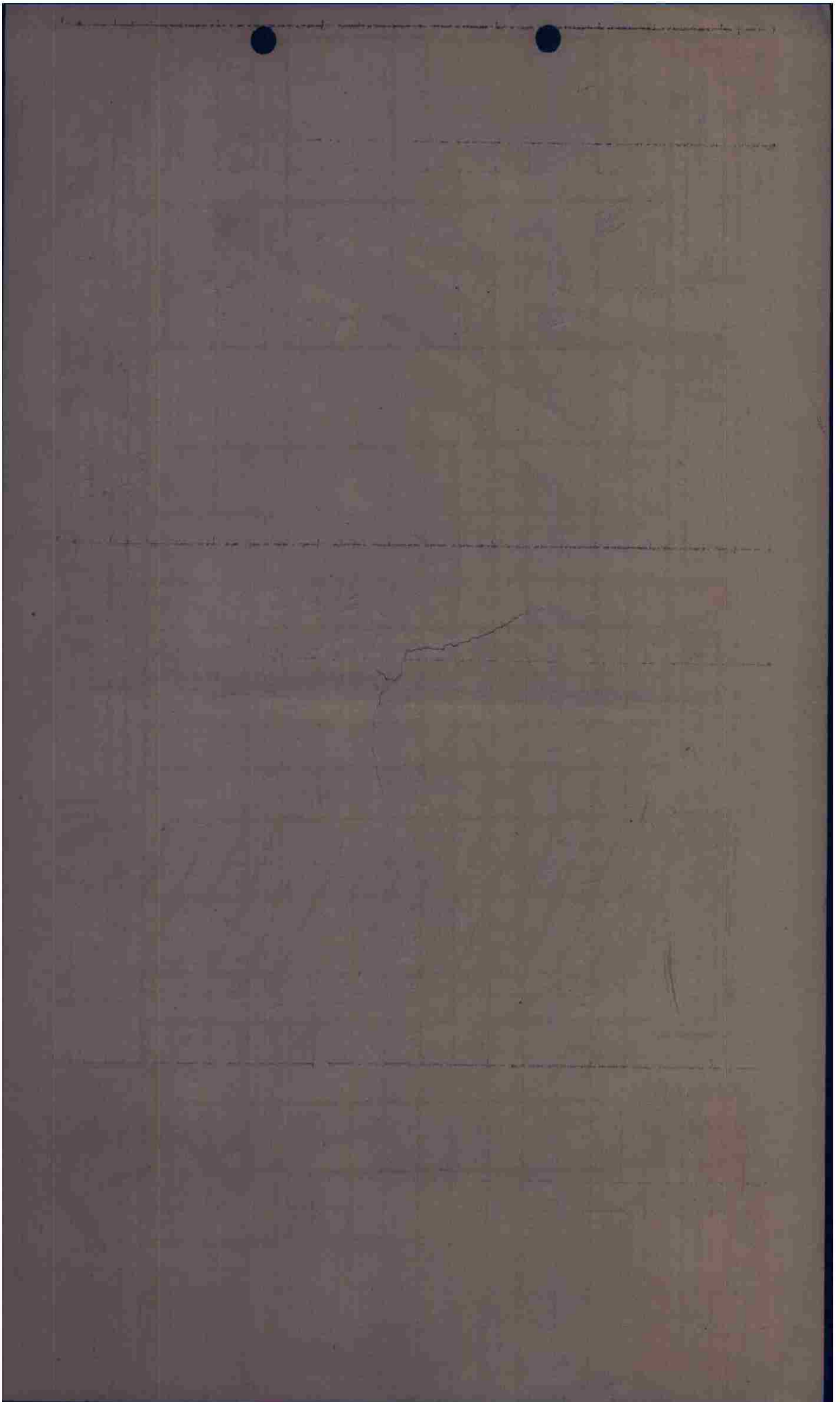
III
BUSKLER
286
249
MERCHANT
311
305
TOTT
334
FERO
210
239
ZUBON

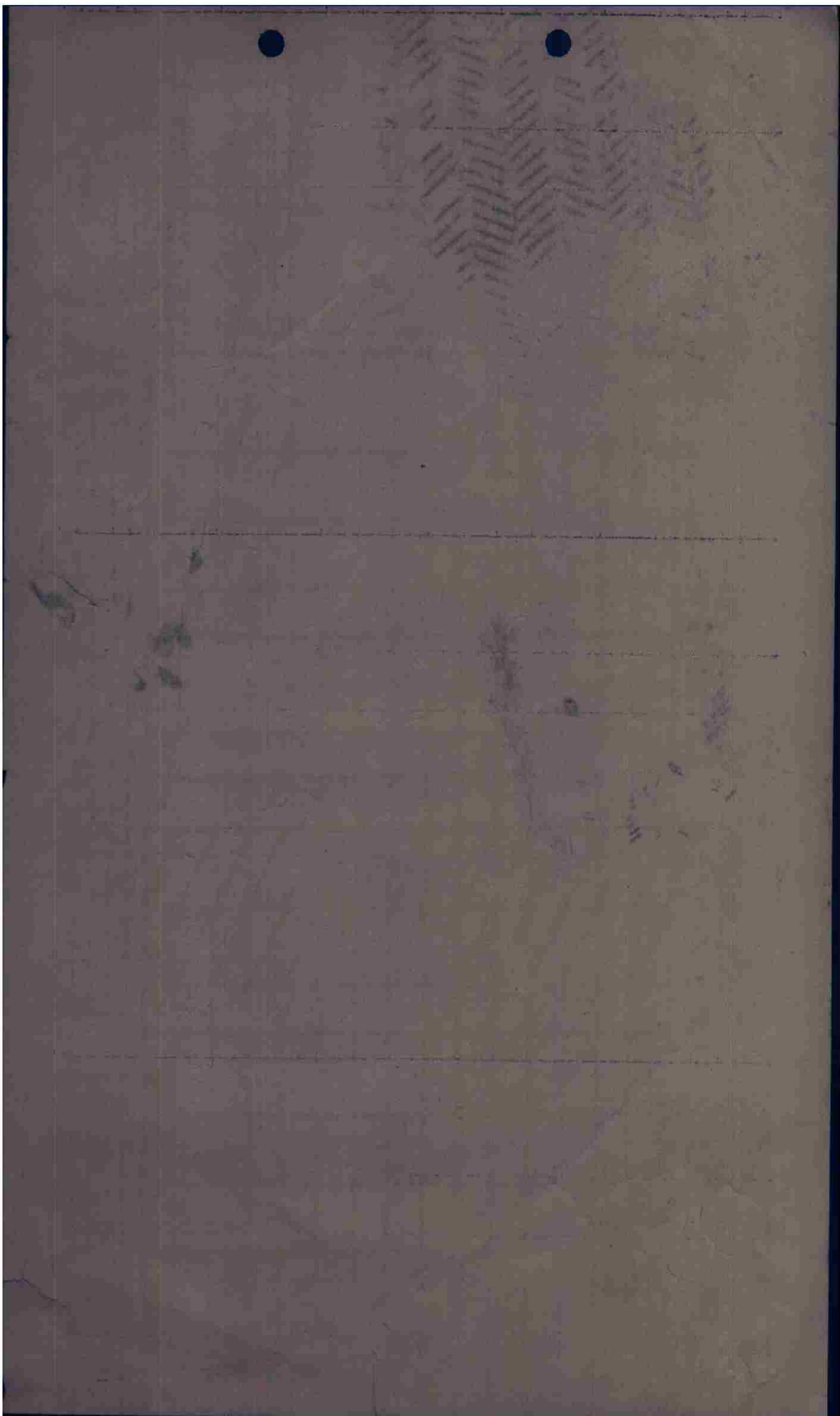
IV
WINDOW
560
BROWN
024
DUBOSE
085
CLARK
344
MARTIN
SPARE





FROM		TO		M. H.		ETA		ACTA		TC		DR		TH		VAR		MH		ALT		I.A.S.		GS		TO		DIST.		TIME		RESULTS		EVA		REMARKS	
POSITION		POSITION		N. H.		ETA		ACTA		TC		DR		TH		VAR		MH		ALT		I.A.S.		GS		TO		TIME		RESULTS		EVA		REMARKS			
BASE		BASE																																			
50 16 N		06 30 E																																			
50 32 N		07 00 E																																			
50 12 N		06 51 E																																			
BASE		BASE																																			
50 22 N		07 00 E																																			
2600 FT. 230/15		200/12																																			
4000		200/12																																			
6000		200/12																																			
8000		200/12																																			
10000		200/12																																			
12000		200/12																																			
14000		200/12																																			
16000		200/12																																			
18000		200/12																																			
20000		200/12																																			





AT AIRCRAFT - 1115

FLIGHT PLAN

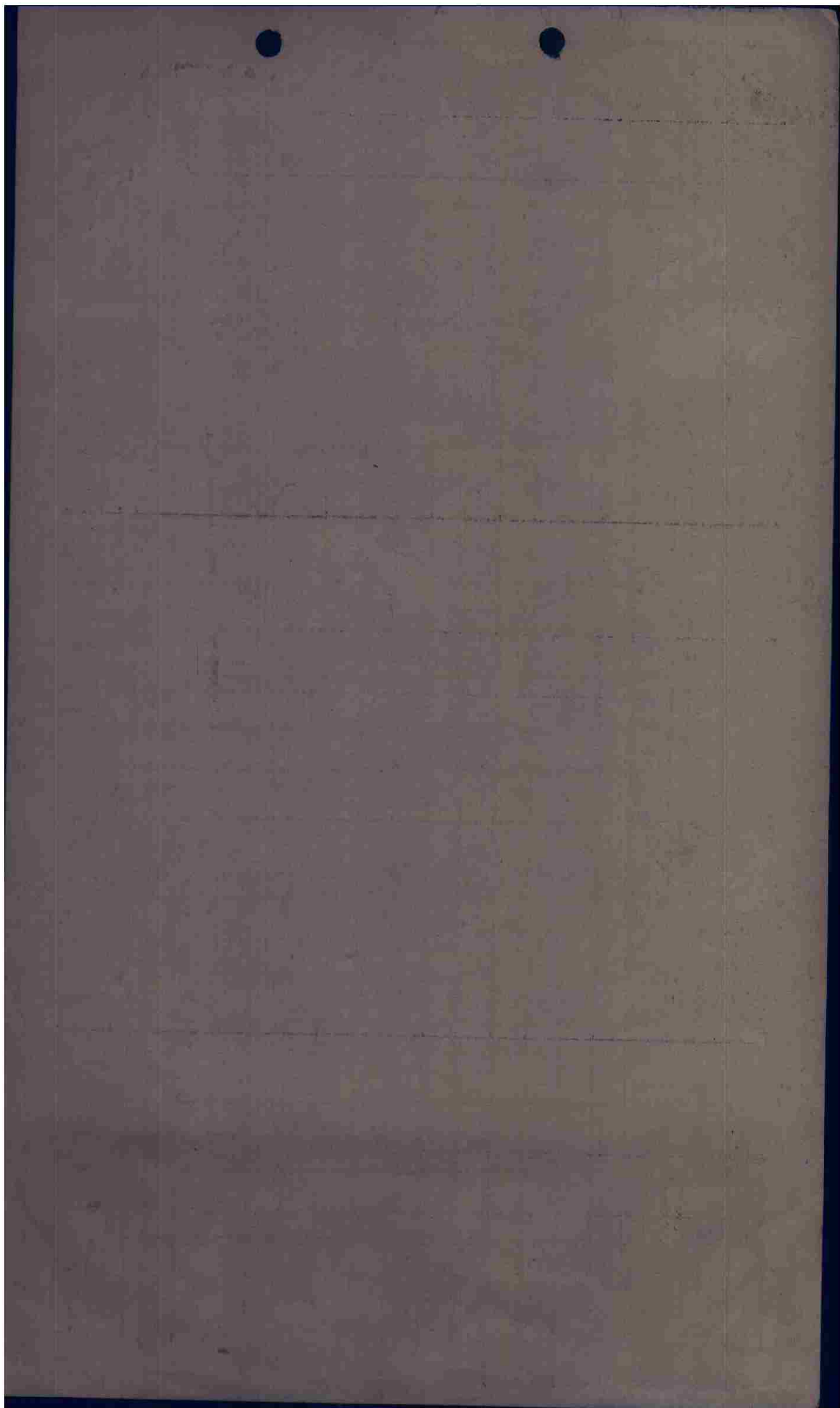
PILOT: FRANK
 MANEUVER: AT
 NAME: X
 REGION: AT
 DATE: DEC.

START TIME: 1146
 TAXI OUT: 1200
 TIME OFF: 1216
 ON COURSE: 1241
 REMARKS: 1303

COAST IN: 1351
 I.T.: 1351
 TARGET: 1400
 COAST OUT: 1405

BASE: 1507
 REMD. ALT.: 1507
 LAND FALL ALT.: 1507
 TARGET ALT.: 1507

FROM	POSITION	TO	M. H.	ETA	APX	TC	DR	TH	VAR	MH	ALT	T.A.S.	G/S	DIST.	TIME	RESULTS	REMARKS
BASTOGNE	BASTOGNE	BASTOGNE		1314	1318	056	-5	507	+8	58	1507	200	200	92	168	OK	SE - 1150
BASTOGNE	BASTOGNE	BASTOGNE		1328	1332	062	-4	508	+7	065	1507	200	200	92	168	OK	TO - 1225
BASTOGNE	BASTOGNE	BASTOGNE		1342	1346	068	-3	509	+7	066	1507	200	200	92	168	OK	LAND - 1525
BASTOGNE	BASTOGNE	BASTOGNE		1356	1400	074	-2	510	+7	067	1507	200	200	92	168	OK	ENG OFF - 1545
BASTOGNE	BASTOGNE	BASTOGNE		1410	1414	080	-1	511	+7	068	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		1424	1428	086	0	512	+7	069	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		1438	1442	092	+1	513	+7	070	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		1452	1456	098	+2	514	+7	071	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		1506	1510	104	+3	515	+7	072	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		1520	1524	110	+4	516	+7	073	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		1534	1538	116	+5	517	+7	074	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		1548	1552	122	+6	518	+7	075	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		1602	1606	128	+7	519	+7	076	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		1616	1620	134	+8	520	+7	077	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		1630	1634	140	+9	521	+7	078	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		1644	1648	146	+10	522	+7	079	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		1658	1702	152	+11	523	+7	080	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		1712	1716	158	+12	524	+7	081	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		1726	1730	164	+13	525	+7	082	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		1740	1744	170	+14	526	+7	083	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		1754	1758	176	+15	527	+7	084	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		1808	1812	182	+16	528	+7	085	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		1822	1826	188	+17	529	+7	086	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		1836	1840	194	+18	530	+7	087	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		1850	1854	200	+19	531	+7	088	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		1904	1908	206	+20	532	+7	089	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		1918	1922	212	+21	533	+7	090	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		1932	1936	218	+22	534	+7	091	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		1946	1950	224	+23	535	+7	092	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		1960	1964	230	+24	536	+7	093	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		1974	1978	236	+25	537	+7	094	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		1988	1992	242	+26	538	+7	095	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2002	2006	248	+27	539	+7	096	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2016	2020	254	+28	540	+7	097	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2030	2034	260	+29	541	+7	098	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2044	2048	266	+30	542	+7	099	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2058	2102	272	+31	543	+7	100	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2112	2116	278	+32	544	+7	101	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2126	2130	284	+33	545	+7	102	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2140	2144	290	+34	546	+7	103	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2154	2158	296	+35	547	+7	104	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2208	2212	302	+36	548	+7	105	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2222	2226	308	+37	549	+7	106	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2236	2240	314	+38	550	+7	107	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2250	2254	320	+39	551	+7	108	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2304	2308	326	+40	552	+7	109	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2318	2322	332	+41	553	+7	110	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2332	2336	338	+42	554	+7	111	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2346	2350	344	+43	555	+7	112	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2360	2364	350	+44	556	+7	113	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2374	2378	356	+45	557	+7	114	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2388	2392	362	+46	558	+7	115	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2402	2406	368	+47	559	+7	116	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2416	2420	374	+48	560	+7	117	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2430	2434	380	+49	561	+7	118	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2444	2448	386	+50	562	+7	119	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2458	2502	392	+51	563	+7	120	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2512	2516	398	+52	564	+7	121	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2526	2530	404	+53	565	+7	122	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2540	2544	410	+54	566	+7	123	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2554	2558	416	+55	567	+7	124	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2608	2612	422	+56	568	+7	125	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2622	2626	428	+57	569	+7	126	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2636	2640	434	+58	570	+7	127	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2650	2654	440	+59	571	+7	128	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2704	2708	446	+60	572	+7	129	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2718	2722	452	+61	573	+7	130	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2732	2736	458	+62	574	+7	131	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2746	2750	464	+63	575	+7	132	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2760	2764	470	+64	576	+7	133	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2774	2778	476	+65	577	+7	134	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2788	2792	482	+66	578	+7	135	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2802	2806	488	+67	579	+7	136	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2816	2820	494	+68	580	+7	137	1507	200	200	92	168	OK	
BASTOGNE	BASTOGNE	BASTOGNE		2830	2834	500	+69	581	+								



Box II

BOMBARDIER'S LOG

12-8-44

TARGET

LATE

Pressure Altitude of Target: +803	Type of Release: <input checked="" type="checkbox"/>	Train Ind. Salvo
Altimeter Setting: 29.92	Interval: 30'	
Ind. Alt. 14150 True Alt. 13000	Length of Run :	Time of Release:
Ground Speed :	Drift:	
Est. 279 Act. :	Est. -5 Act.	Mag. Head. Ordered :
Ind. Air Sp. 200 True Air Sp. 245	Aircraft Number :	
Tan. Dropping angle : .86		Pilot : CAPT ATKINSON
Disc Speed : 181.4 Trail : .45	Navigator : LT. ACKERSON	
Sighting: Toggled : Bomb sight :	Bombardier :	

BOMBS AND FUEL

Types: Number: Nose : Tail :

LEFT				INTERMEDIATE CALCULATED AND DRIFT FOR HOLDING LEFT AND RIGHT OF INTERMEDIATE READINGS.	RIGHT			
HEADING	DRIFT	TARGET	HEADING		DRIFT	TARGET		
65							65	
275	10°	-6	.84		70°	-3	.87	
	20°				20°			
	30°				30°			
VISUAL	49°	-6	.92		40°			

MINUS				INTERMEDIATE DISC SPEEDS AND TRAIL FOR PLUS OR MINUS READINGS.	PLUS			
ALTITUDE	DISC SPEED	TRAIL	ALTITUDE		DISC SPEED	TRAIL		
65								
270	12000	199.8	46	.92	500			
268	11000	209.8	45	.95	1000			
266	10000	220.5	44	.98	1500			
262	9000	234.5	42	1.01	2000			

CONFIDENTIAL

Interr. Form

PILOT Du BOSE A/C# 024 BOX WINDOW LIGHT _____ POS _____

CASUALTIES: _____

BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: A A-C E

FLAK: hit

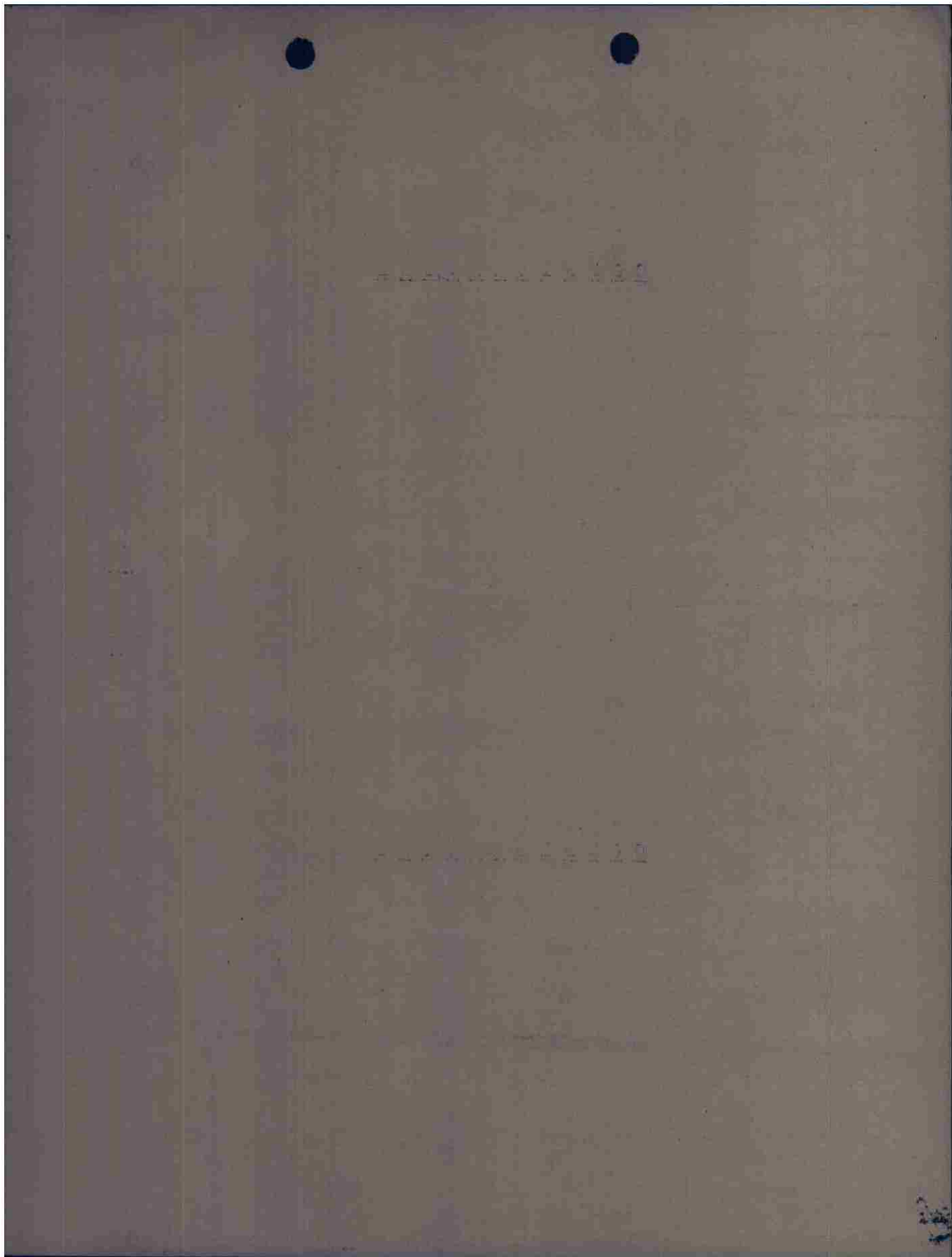
E/A: _____

OBSERVATIONS:

Break in clouds at target.

Shinder

Interr. Form



PILOT C)ARK A/C# 085 BOX WINDOW LIGHT only POS _____
 CASUALTIES: nil
 BOMB DISPOSITION: PT SE CT JET RET BATTLE DAMAGE: A A-C E
10 bombs to window nil
 FLAK: _____

nil

E/A: nil

OBSERVATIONS:

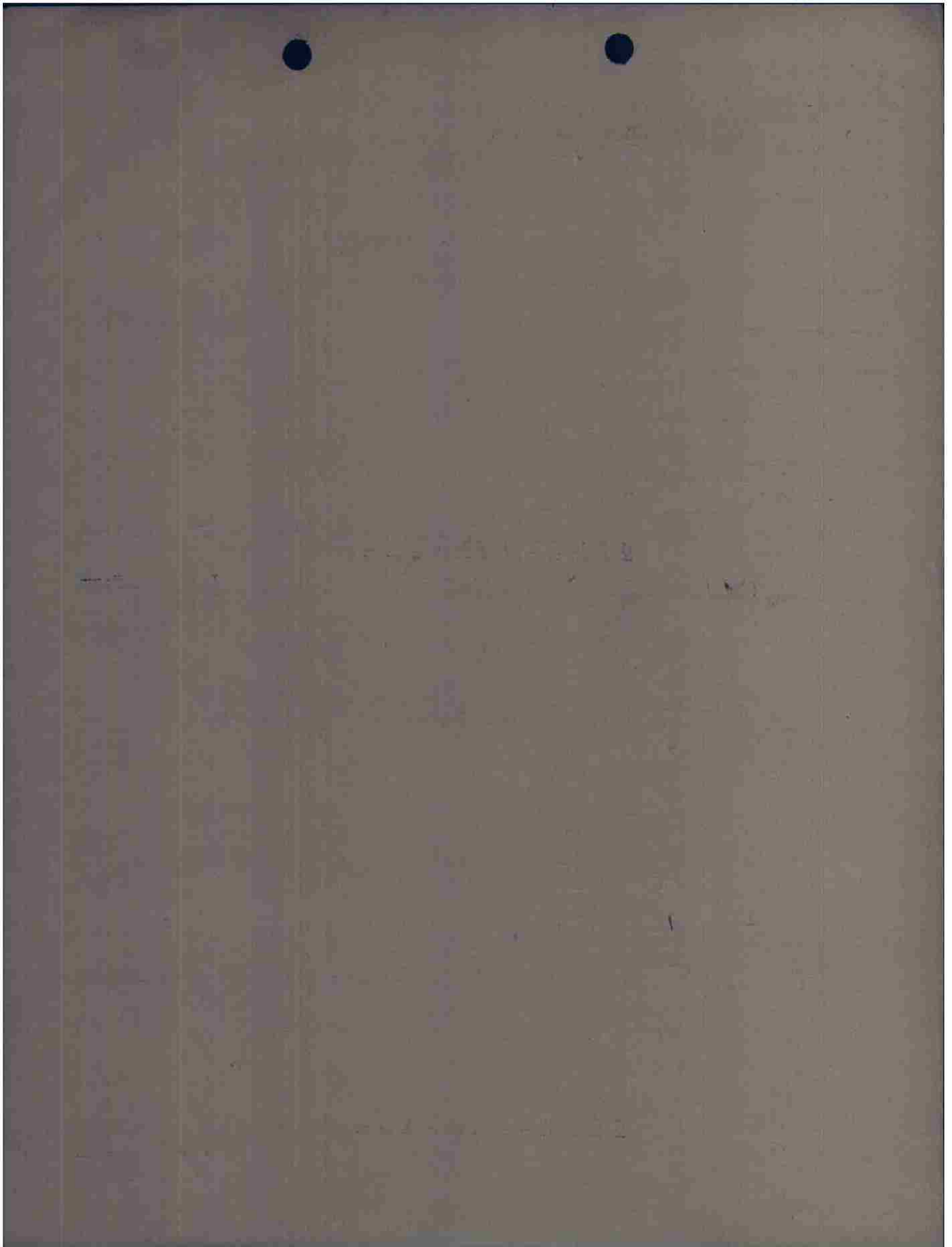
much barge traffic on river in target area.
(approx 12 barges)

one hole in clouds near target. Believe
went post target across river.

Dropped from IP through the turn off
target. 15,000 to 13,000 feet. from IP
to target

Luria

Interrogator



CONFIDENTIAL

Interr. Form

PILOT BROWN A/C# 560 BOX WINDOW FLIGHT _____ POS _____

CASUALTIES: _____ WINDOW

BOMB DISPOSITION: PT ST OT JET HIT BATTLE DAMAGE: A A-C E

FLAK: _____

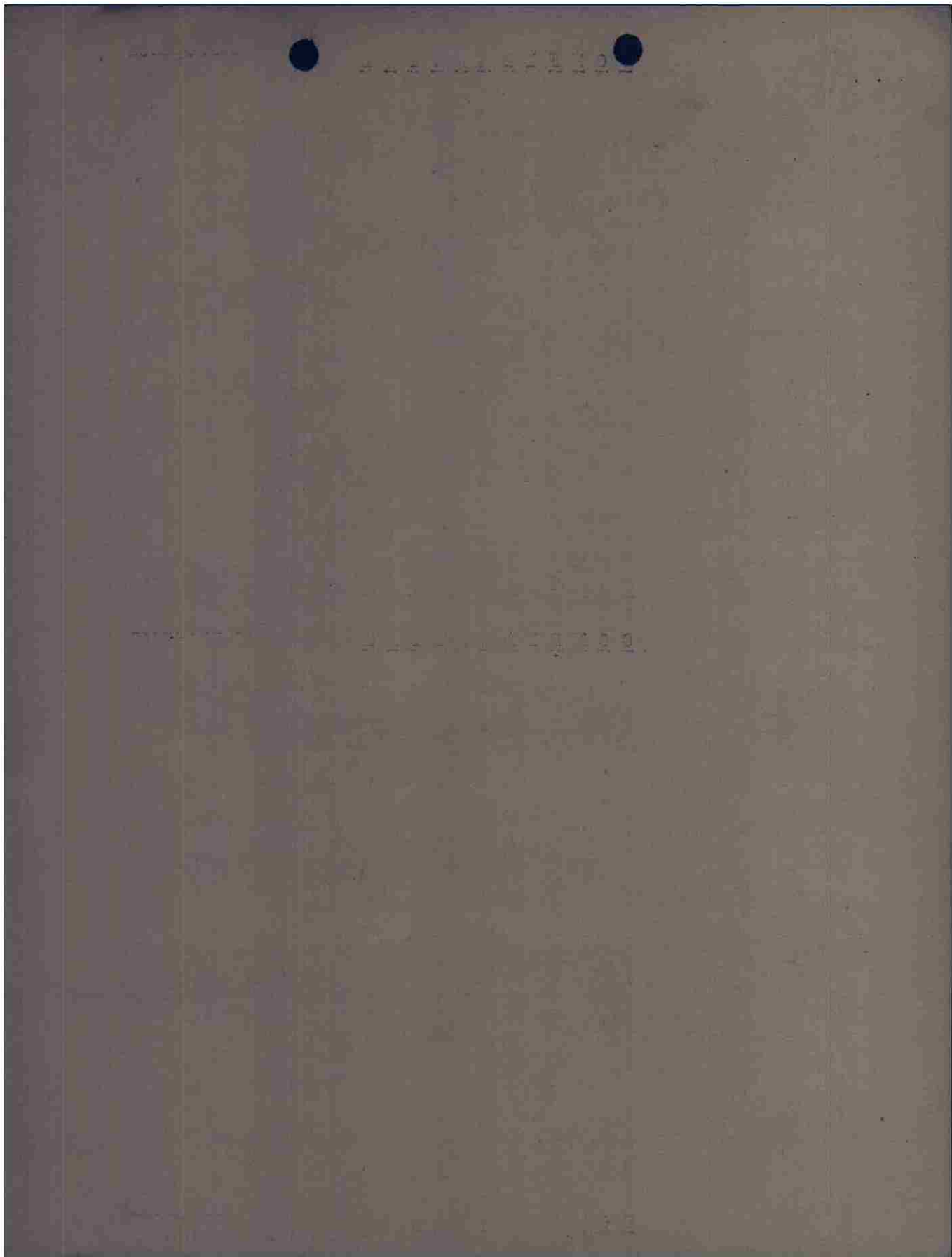
Windows ship - no bombs

E/A: _____

OBSERVATIONS: _____

H. W. P.

Intelligence



CONFIDENTIAL
PILOT DUNN A/C# 614 BOX 1 FLIGHT 1 POS 1

CASUALTIES: _____

BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: A A-C E
4 None

FLAK: None

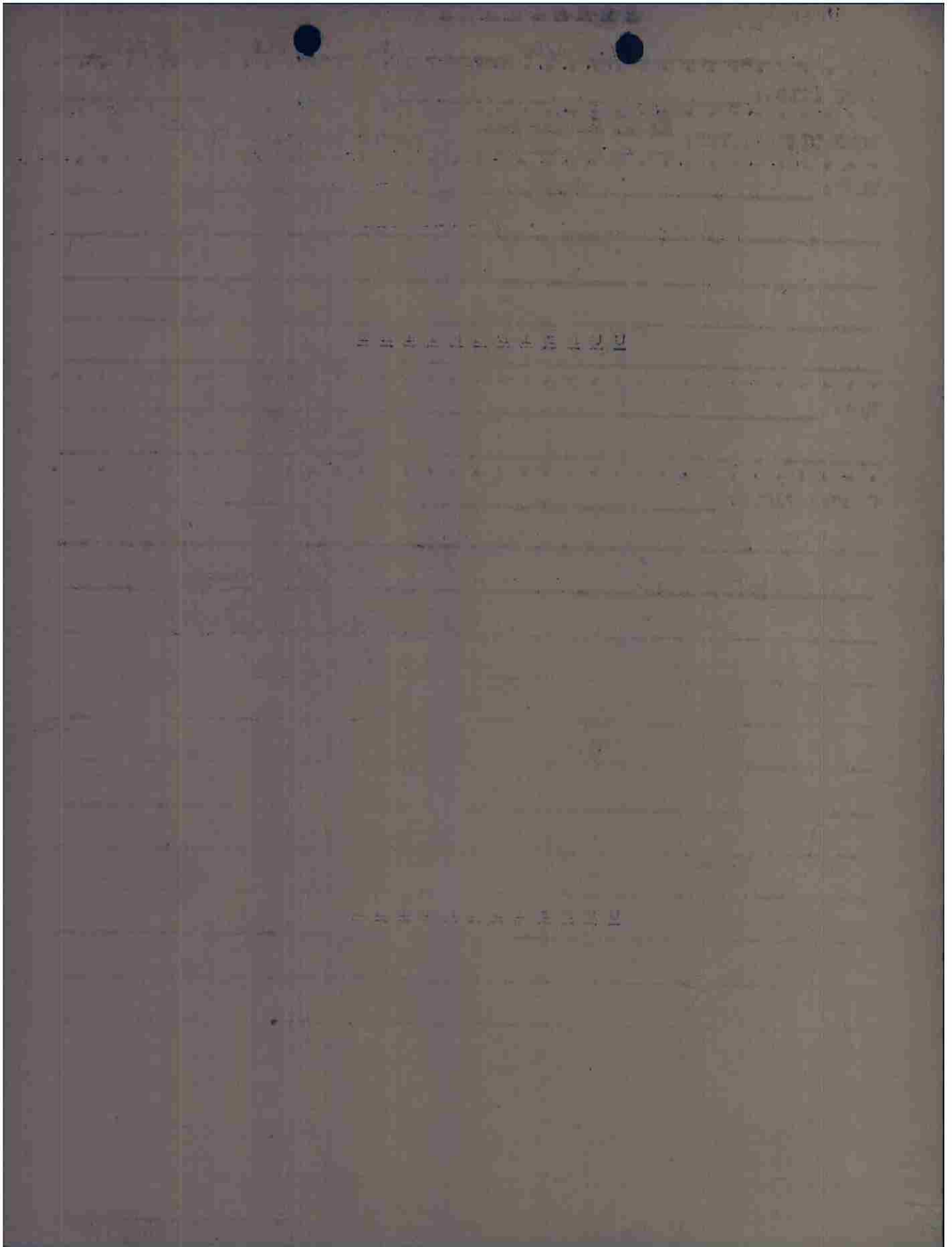
E/A: _____

OBSERVATIONS: _____

Didn't get Parade on C - went in
withail having some fog
Gaps at Redwood. Cycled.
Leak took back on return.
Air speed froze up.

Bombed 6 minutes early - why.
Radio report fighters with aches
not the flight

Heater
Interrogator



CONFIDENTIAL

Interr. Form

PILOT PECK A/C# 178 LOK 1 FLIGHT 1 POS 2

CASUALTIES: _____

BOMB DISPOSITION: X 500 BATTLE DAMAGE: A A-C E

FLAY: _____

E/A: _____

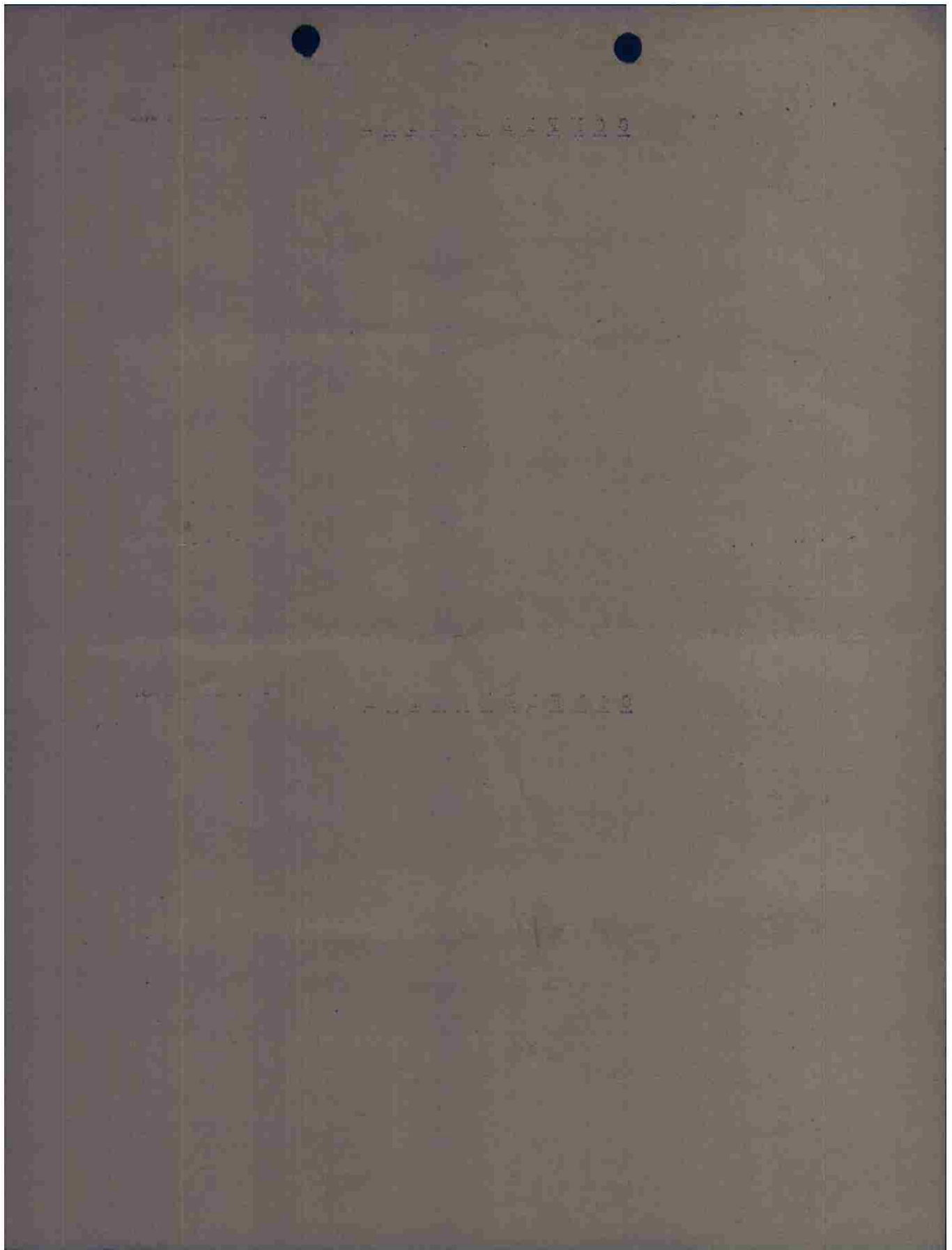
OBSERVATIONS: train NW to E on E bank

long train - just E

houses in T/A

14,500 1.355 2.04 IWS

Hopper



PILOT HEINKE A/C# 783 BOX 1 FLIGHT 1 POS 3

CASUALTIES:

BOMB DISPOSITION: PT 4 ST 1000 CT 1000 JET 1000 BATTLE DAMAGE: Nil

FLAK: Nil

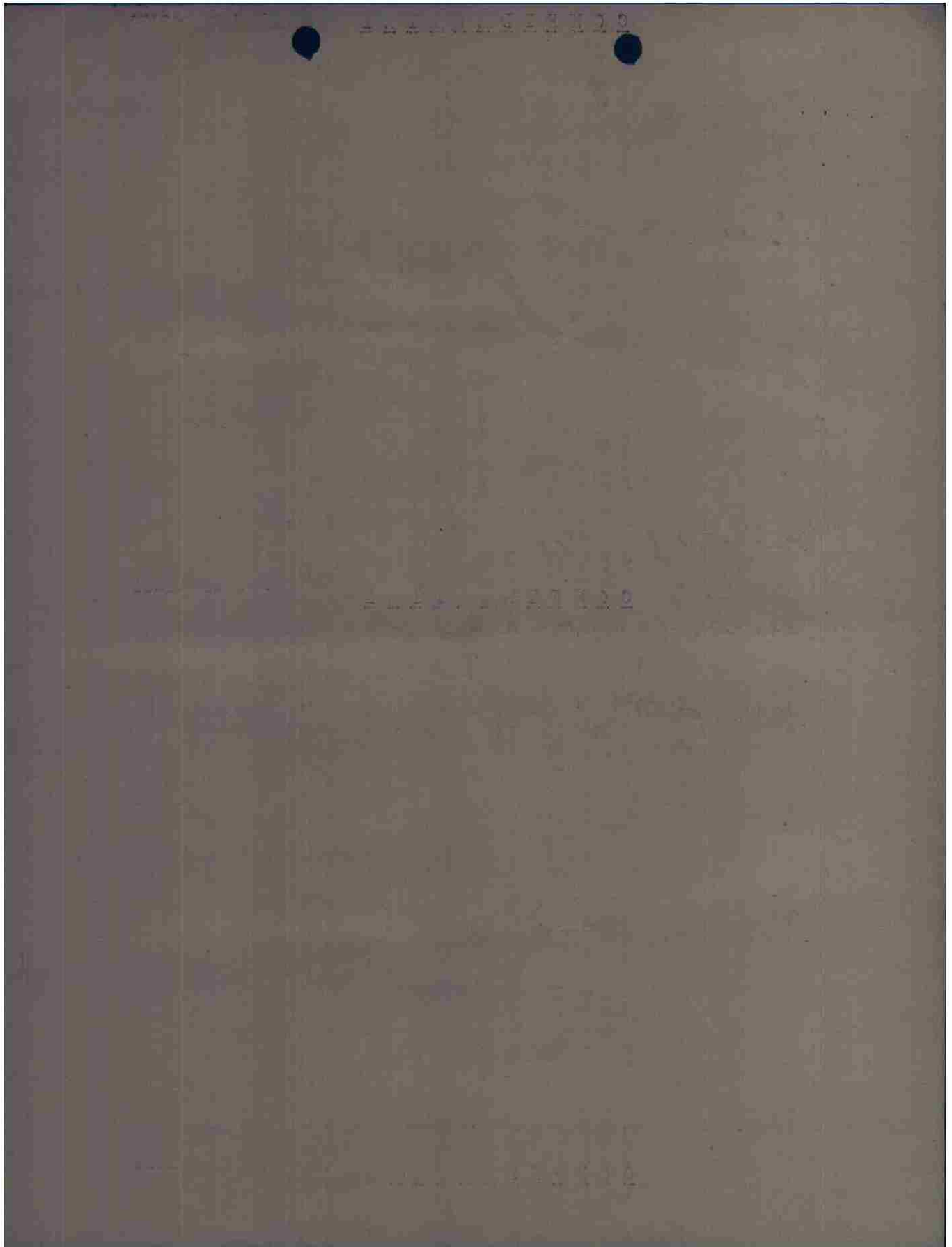
E/A:

OBSERVATIONS:

Subvold on lide 26. Did flight leader drop,

Deputy leader took over on return trip when leader on sp. goze up.

F-~~16~~ separated from formation Radar called fighters S. of location were not seen.



CONFIDENTIAL

Interp. Form

PILOT MEREDITH A/C# 713 ECR 1 FLIGHT 7 POS 4

CASUALTIES: _____

BOMB DISPOSITION: 4 PT ST OT JET RET BATTLE DAMAGE: A A-C E

FLAK: _____

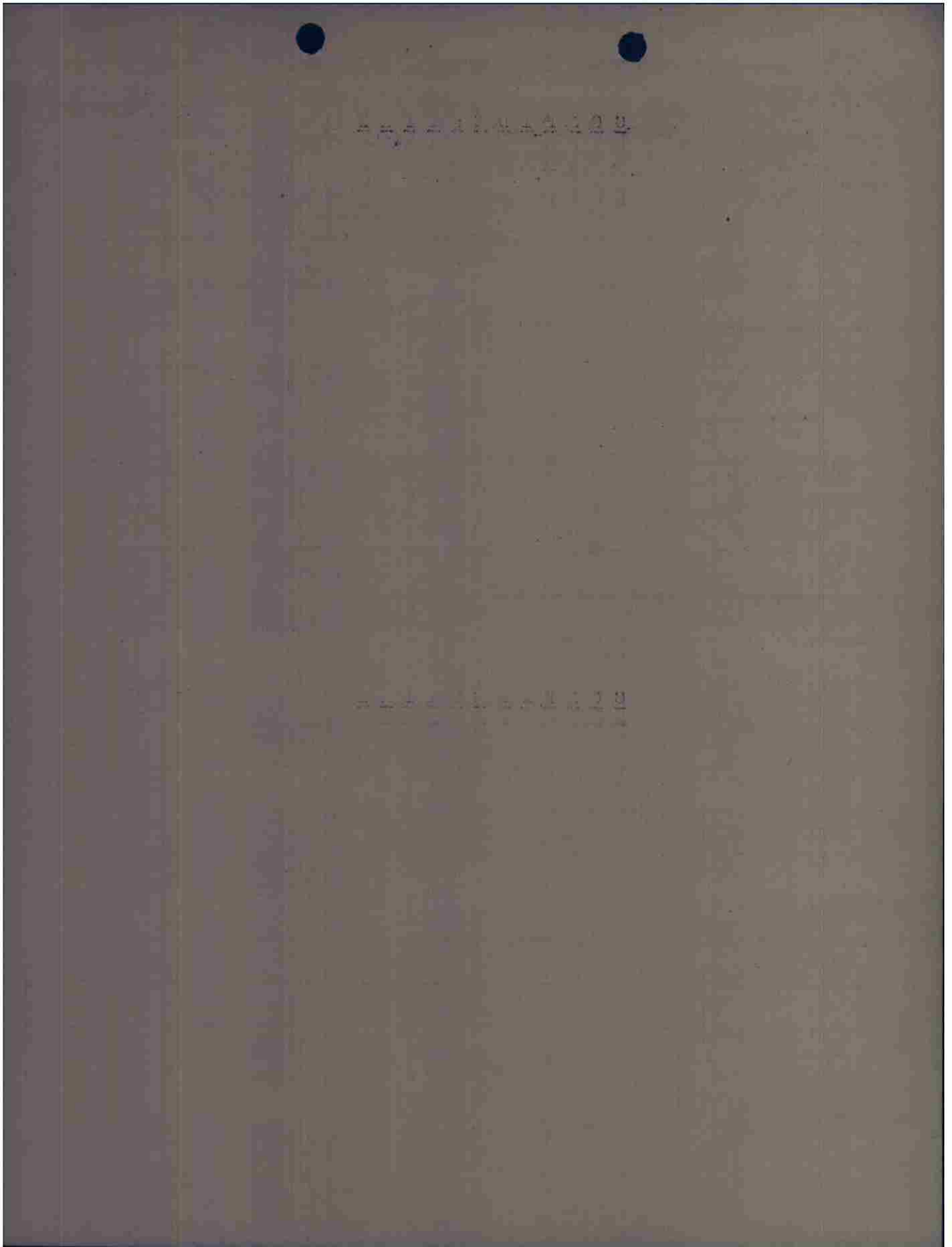
E/A: _____

OBSERVATIONS:

dropped bombs - salvoed after rest of formation - just after the turn off target. Bilinear error made with interbarometer. A/c being checked now.

H. W. S.

Interpreter



CONFIDENTIAL
PILOT KREH A/C# 219 BOX 1 FLIGHT 2 POS 2

CASUALTIES: _____

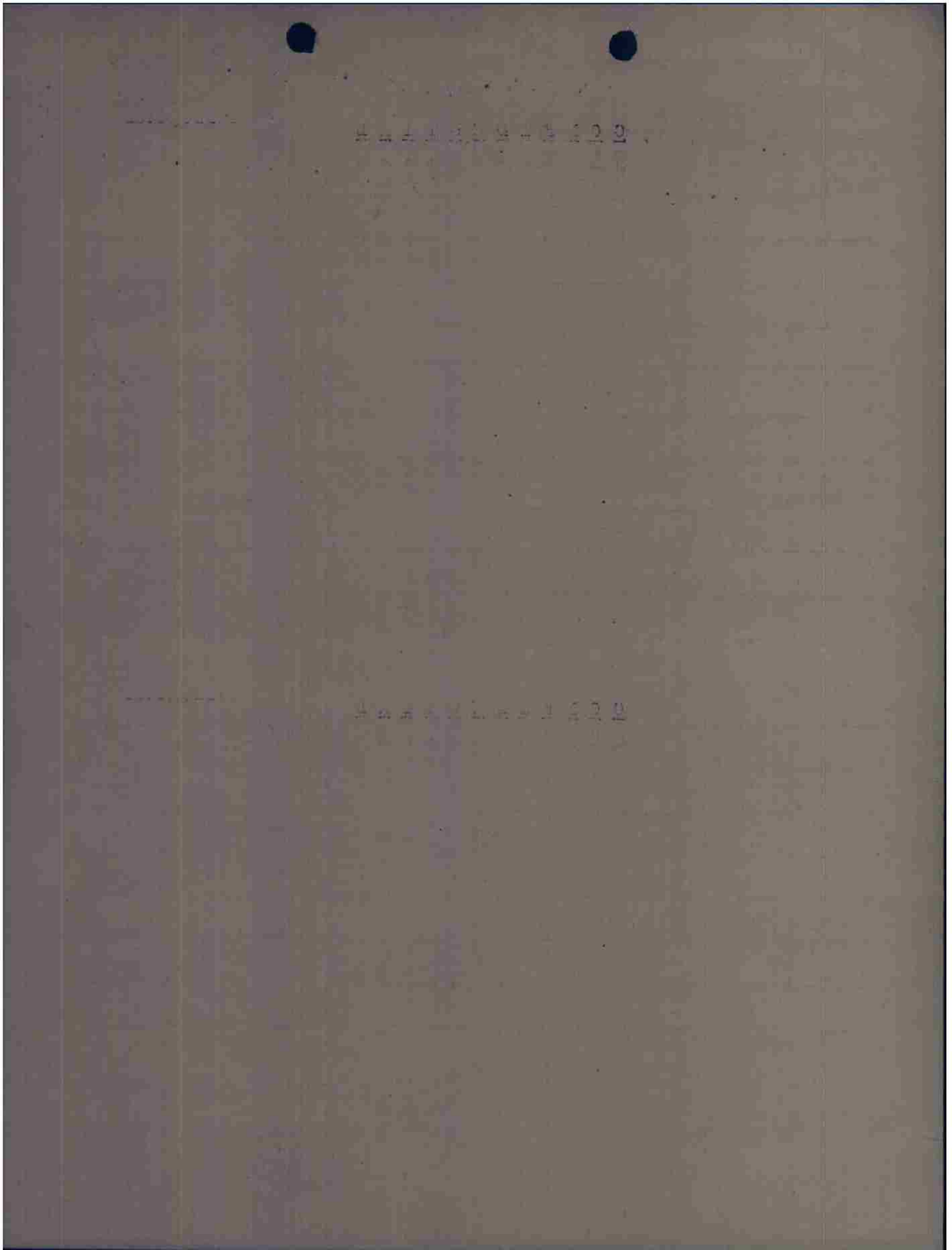
BOMB DISPOSITION: PT 7 ST 1000 CT --- JET --- RET --- BATTLE DAMAGE: A A-C E

FLAK: no flak seen

E/A: Fighters 5 of 6 seen reported by
Rosaly I of Sweepstakes.

OBSERVATIONS: target unobserved.
plenty fighter cover at target.

R. W. S.
Interrogator



CONFIDENTIAL RECEIPT FORM
PILOT CHALMERS A/C# 269 BOX 1 FLIGHT 2 POS 3

CASUALTIES: _____

BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: A A-C E
4 nil

FLAK: nil

E/A: _____

OBSERVATIONS:

Tried salvo - wouldn't work
GP Am. 0 - 1 bomb bay switch
switch may have malfunctioned.

Shida
Interrogator

SECRET

SECRET

CONFIDENTIAL

INTERP. FORM

PILOT ANDERSON A/C# 081 BOX 1 FLIGHT 2 POS 1

CASUALTIES: _____

BOMB DISPOSITION: PT ST CF JET RET BATTLE DAMAGE: A A-C E

FLAK: _____

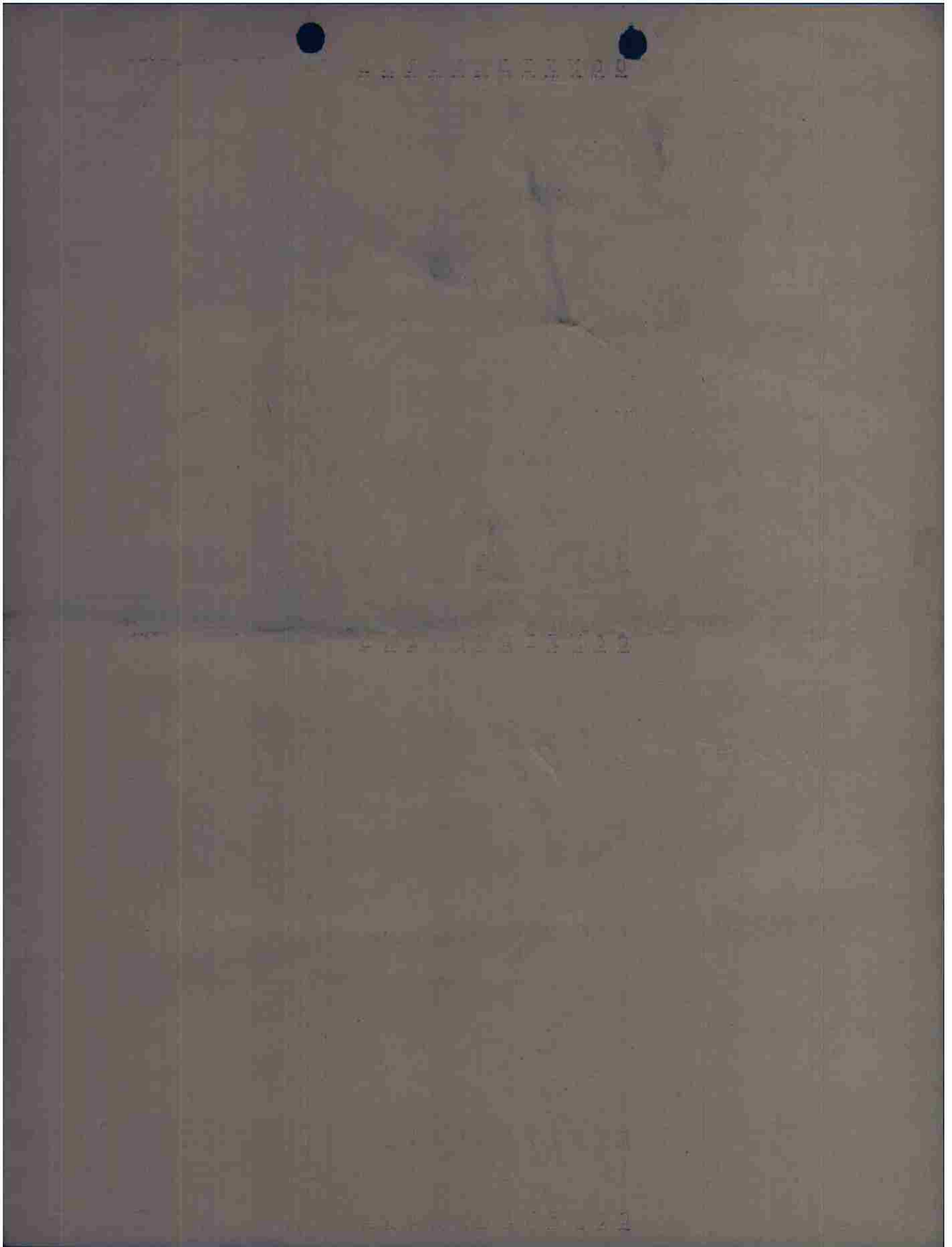
E/A: P-38 4 black P-47's over

OBSERVATIONS: T/A - chieft - off to left.

NE of town to of river
Smoke in town.
Bridge out - ?

1355 - 13,900

Hoppe
Interpreter



CONFIDENTIAL

INTERV. FORM

PILOT MISH A/C# 302 BOM 1 FLIGHT 3 POS 1

CASUALTIES: _____

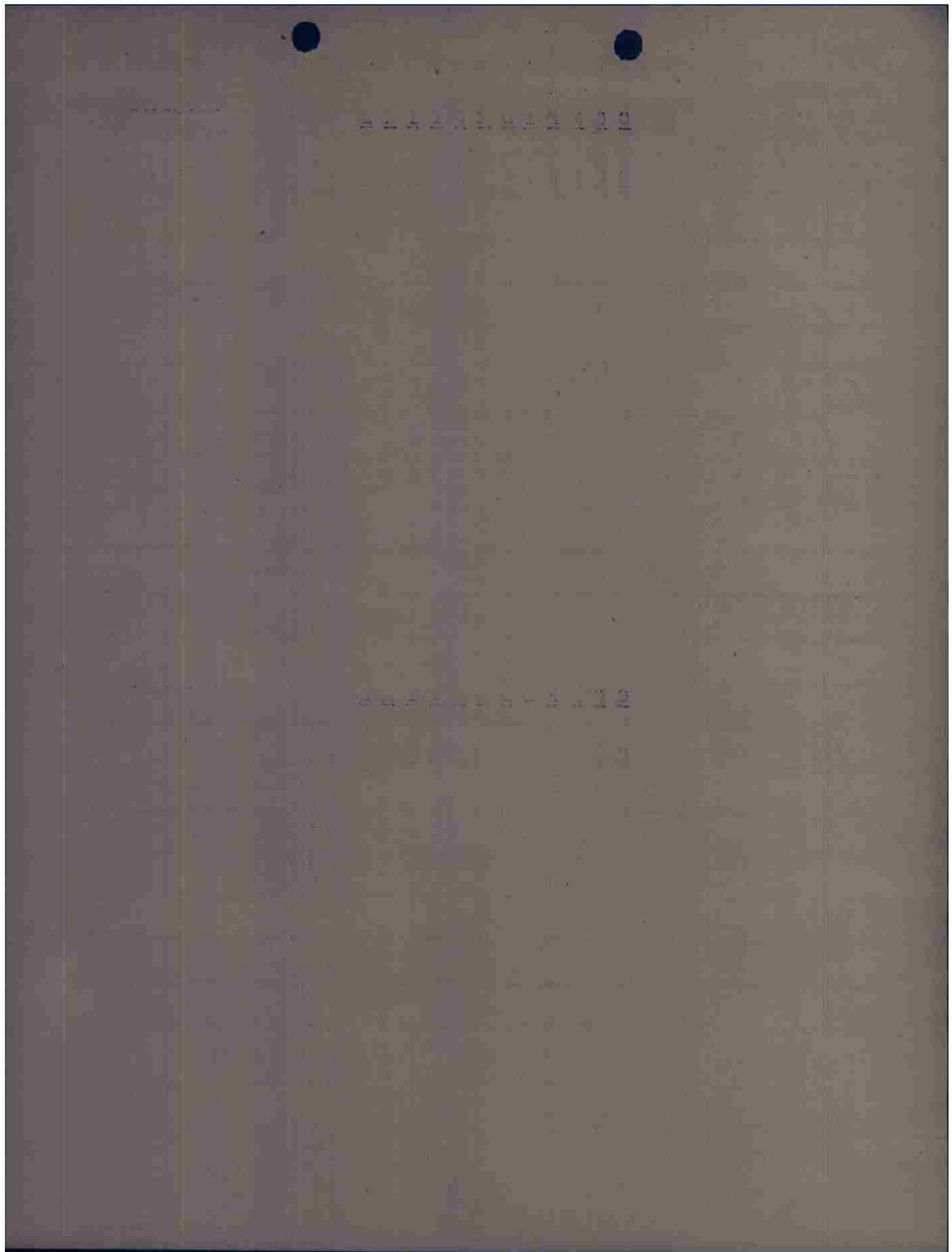
BOMB DISPOSITION: PT ST OT JET RET BATTLE DAMAGE: A A-C E

FLAK: _____

E/A: _____

OBSERVATIONS: *Reason for not bombing unknown. Everything in bombing procedure completed with. Believed mechanical error.*

NWA
Interrogator



CONFIDENTIAL

Interf. Form

PILOT Colguit A/C# 223 BOX 7 FLIGHT 3 POS 4

CASUALTIES:

BOMB DISPOSITION: PT ST CT JET RET 4/1000 BATTLE DAMAGE: A A-C E

FLAK: nil

E/A: nil

OBSERVATIONS: Alt Leader did not drop -

L. Rogers
Interrogator

11 12 13 14 15 16 17 18 19 20

21 22 23 24 25 26 27 28 29 30

PILOT HALE A/C# 790 BOX 1 FLIGHT 3 PCS 2

CASUALTIES: nil

BOMB DISPOSITION: PT 4 ST 4 CT 4 JET 4 RET 4 BATTLE DAMAGE: nil

FLAM: _____

nil

E/A: nil

OBSERVATIONS: _____

Did not drop. Fl. leader did not.
Did not see PPF A/c drop. Did not
know that anybody dropped until return.

Luvia

Interviewer

11 11 11 11 11 11 11 11 11 11

11 11 11 11 11 11 11 11 11 11

CONFIDENTIAL

INCIDENT FORM

PILOT PARKER A/C# 264 BOX 1 FLIGHT 3 POS 3

CASUALTIES: _____

BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: A A-C E

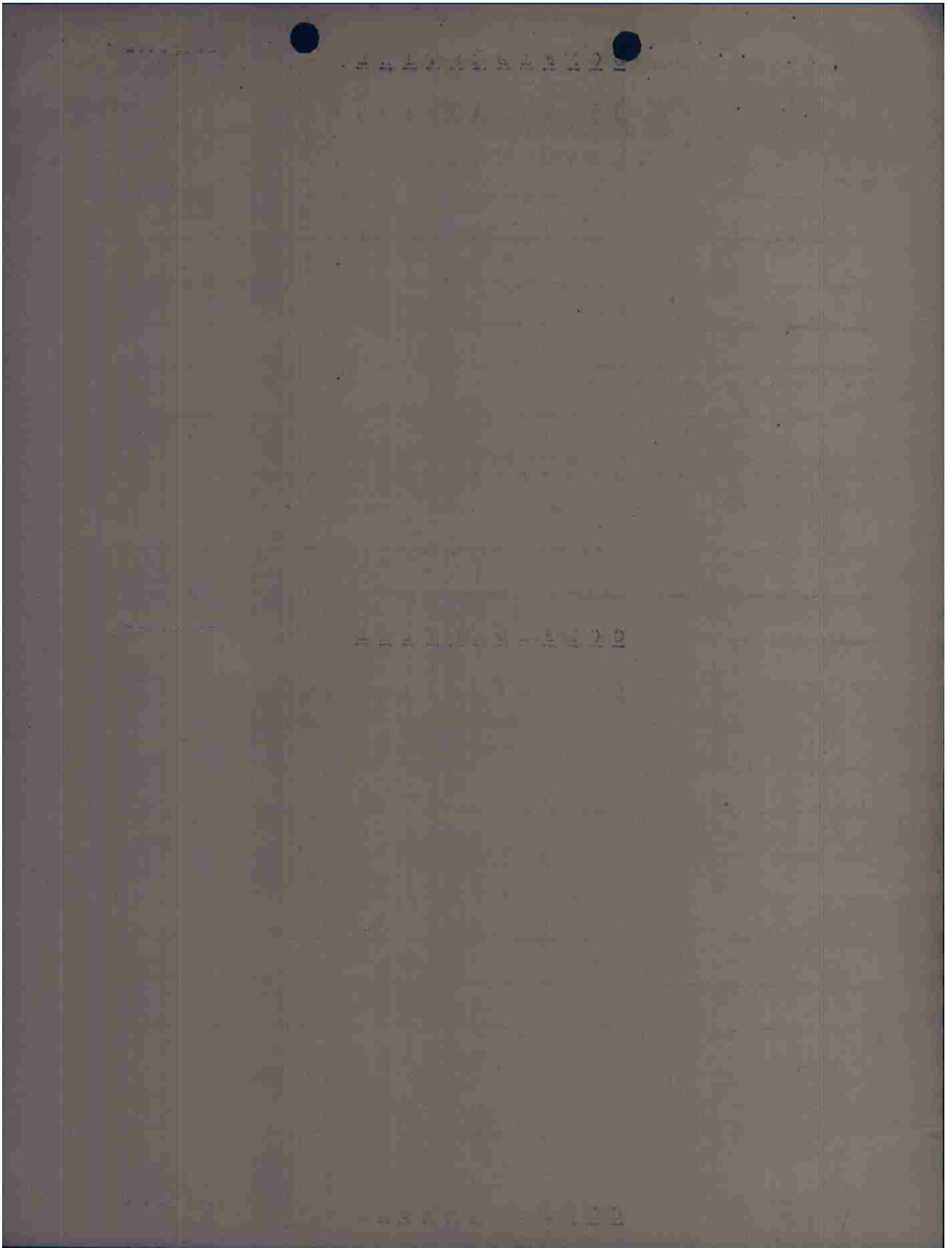
FLAK: _____

E/A: _____

OBSERVATIONS: _____

Hopper

Interrogator



PILOT HALL A/C# 212 BOX 1 FLIGHT 4 POS 1

CASUALTIES: _____

BOMB DISPOSITION: 4 PT ST CT JET RET BATTLE DAMAGE: nil A A-C E

FLAME: _____

nil

E/A: _____

nil

OBSERVATIONS: _____

Sh...

Interrogator

CONFIDENTIAL

Interrog. Form

PILOT SINGH ET AL A/C# 227 BOX 1 FLIGHT 4 POS 2

CASUALTIES: _____

BOMB DISPOSITION: PT ST GT JET RET BATTLE DAMAGE: None

PLACE: None

E/A: None

OBSERVATIONS:

Saw unidentified jets
during a strafing run

[Signature]
Interrogator

SECRET

SECRET

CONFIDENTIAL

INTER. FORM

PILOT LEONARDI A/C# 307 BOX 1 FLIGHT 4 PCS 3

CASUALTIES: _____

BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: A A-C E
4 nil

FLAK: nil

E/A: _____

OBSERVATIONS:

ac gone off target, unidentified
fighter AC2 shot after turn off
target.

Radar - Bandits 5 of aachen
none seen.

[Signature]
Investigator

CONFIDENTIAL

INTERF. FORM

PILOT OSTRANDER A/C# 735 BOX 1 FLIGHT 4 POS 4

CASUALTIES: _____

BOMB DISPOSITION: 4 PT ST OT JET RET BATTLE DAMAGE: nil A A-C E

FLAK: _____

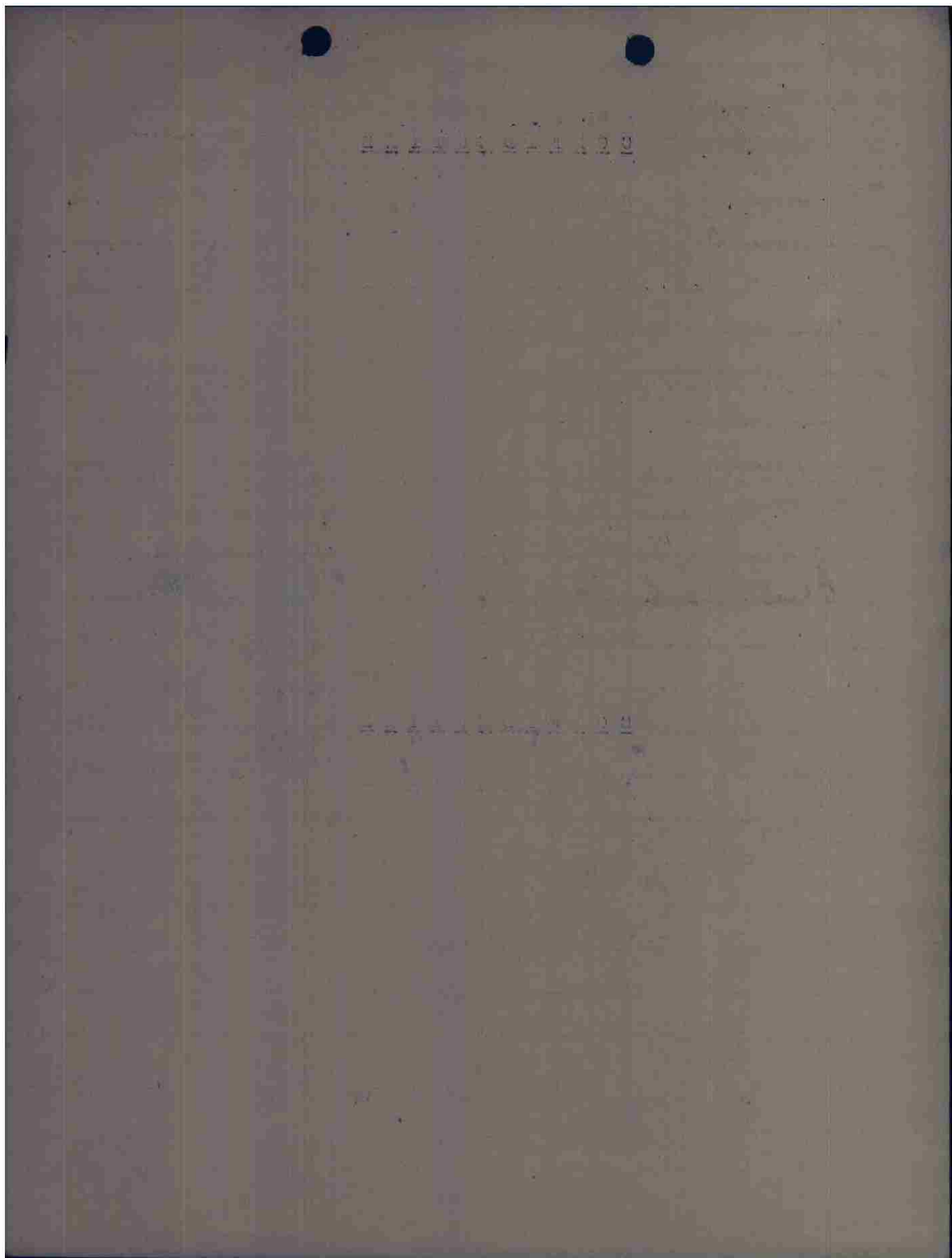
nil

E/A: _____

OBSERVATIONS: _____

Saw 38's in target area.

Investigator



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PILOT VAN METTER A/C# 300 BOX 1 FLIGHT 2 POS 5

CASUALTIES: nil

BOMB DISPOSITION: (PT) ST OF JET RET BATTLE DAMAGE: A A-C E
nil

FLAW: _____

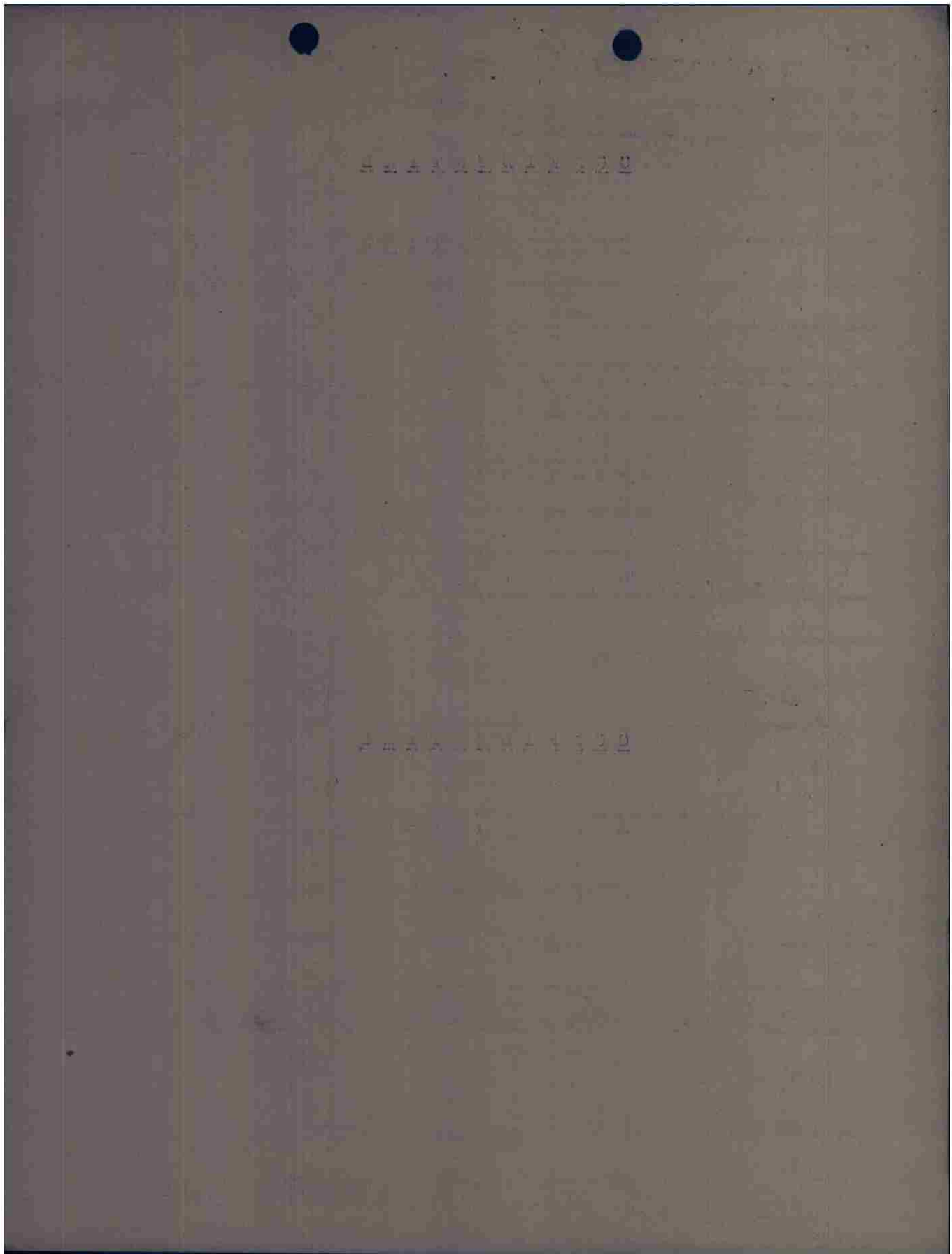
nil

E/A: nil

OBSERVATIONS: _____

Passed over River between LINZ & SINZIG
possibly over target when bombs away.

Luvia
Intelligence



PILOT HARROLD A/C# 076 BOX 2 FLIGHT 1 POS 2
 CASUALTIES: _____
 BOMB DISPOSITION: PT ST GT JET RET BATTLE DAMAGE: A-C E
4 nil
 FLAM: _____

NE of Arlow = 2-3000 ft ind alt
 6° 20' - 50-10 (center of area)
 2 bursts at tgt. 1st burst behind.

E/A: silence fight's a tgt area - audit.

OBSERVATIONS:

5 box burned out.
 Estimate bombs hit over.
 Parade - call box 1 on Bomb Run.
 Atkinson call 5 parade
 P says should be for message
 half way on run - doors
 open -

again after bombing.
 Reported ops completed.

left B26 after passing bombs.

Hit at 14 37 (greeny)

Bombed at 13 59 - (green)

Intelligence

SECRET

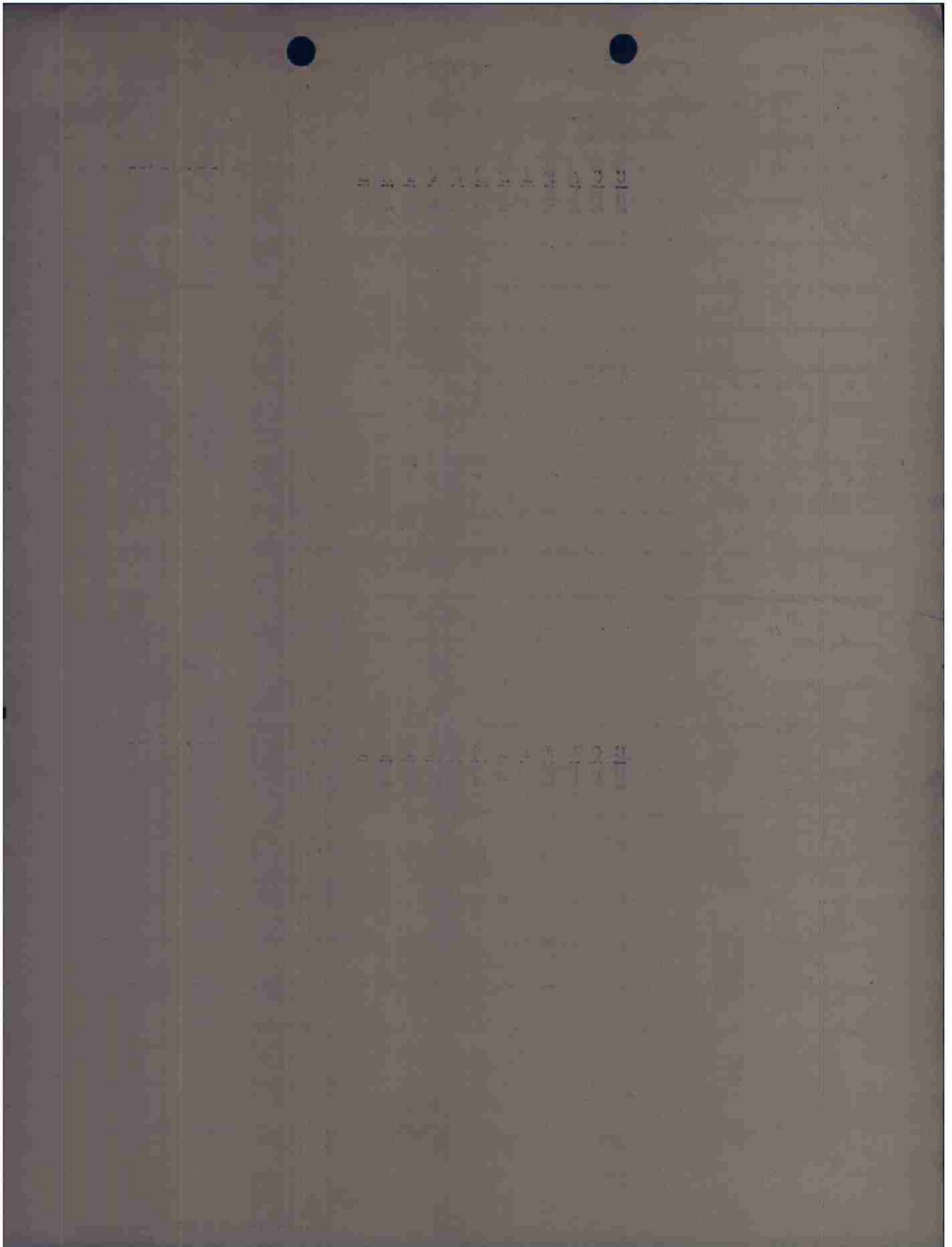
IFF turned on just before
descent.

descent for descent
and Red comes in track.

descent at alt P - 7048

1326 Red at 7048
action with ground crew
ground crew

altitude Re-sequencing
before descent started
altitude - last 9 ft



4 4 4 4 4 4 4 4 4 4

4 4 4 4 4 4 4 4 4 4

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INCIDENT FORM

PILOT MILLER A/C# 075 BOX 2 FLIGHT 2 POS 1

CASUALTIES: _____

BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: A A-C E

FLAK: after turn off & levelled - 3 minutes
off to left. X 1/2

E/A: X

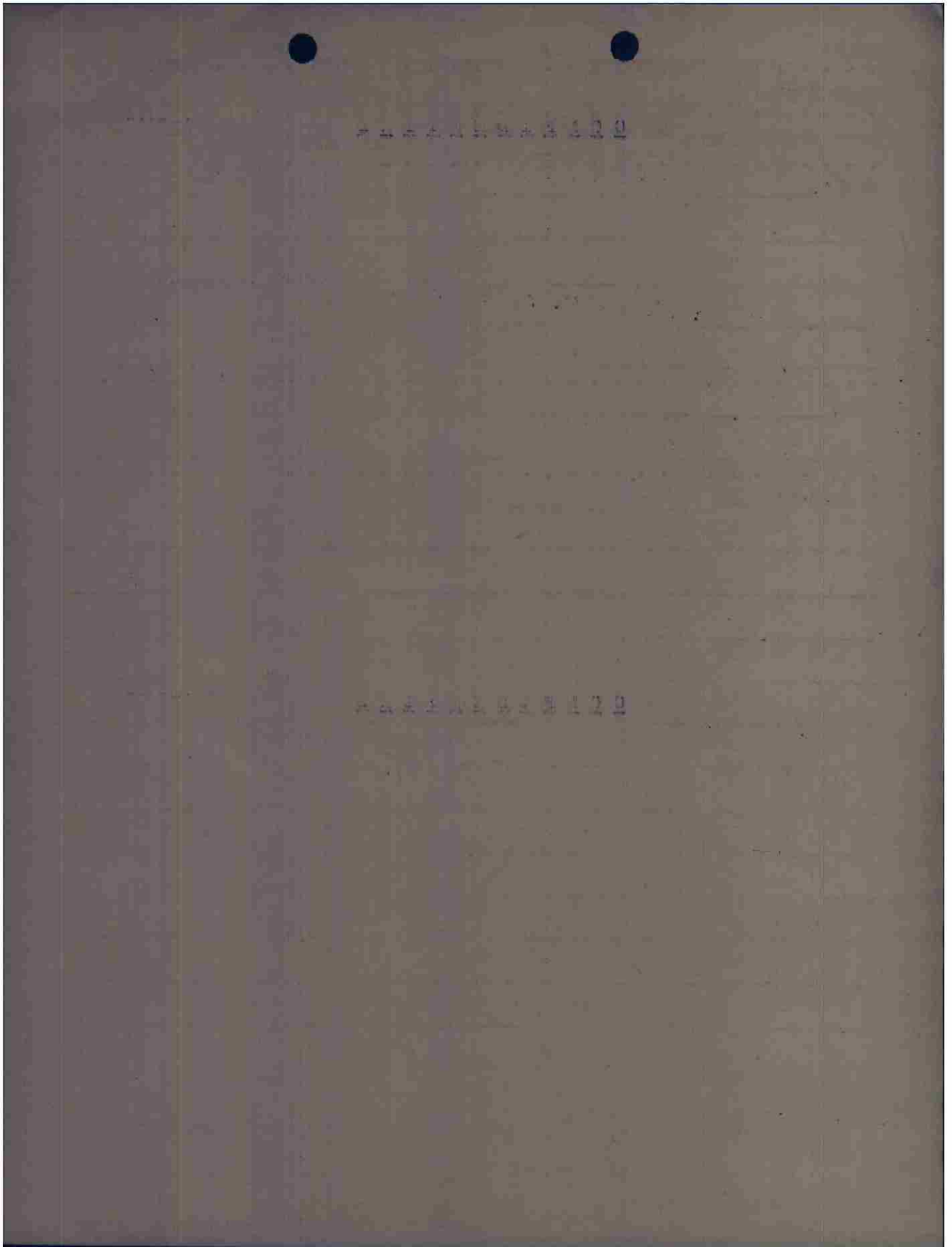
OBSERVATIONS: hand on F. engine - 1/2 way
after target.

Shot at at Luxembourg - 50 cool
transit 2000 ft. The bird - 3000 ft
I.A.

1403 13,500 98/10 - 1000
thrust

low 2000 - 8/10 + high 16-17,000

Kopp
Interrogator



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Interf. Form

PILOT KEHOE A/C# 292 BOX 2 FLIGHT 2 POS 3

CASUALTIES: nil

BOMB DISPOSITION: PH ST CT JET RET BATTLE DAMAGE: A A-C E
nil

FLAK: one burst of HFF at target

E/A: nil

OBSERVATIONS: Let down through overcast to about 3000ft
on way back. LFF ~~to~~ over friendly territory
near Luxembourg.

Kevin

Interrogator

11 12 13 14 15 16 17 18 19 20

21 22 23 24 25 26 27 28 29 30

PILOT CORNE A/C# 241 BOX 2 FLIGHT 2 POS 2

CASUALTIES:

BOMB DISPOSITION: 4 PT ST OT JET RET BATTLE DAMAGE: Nil

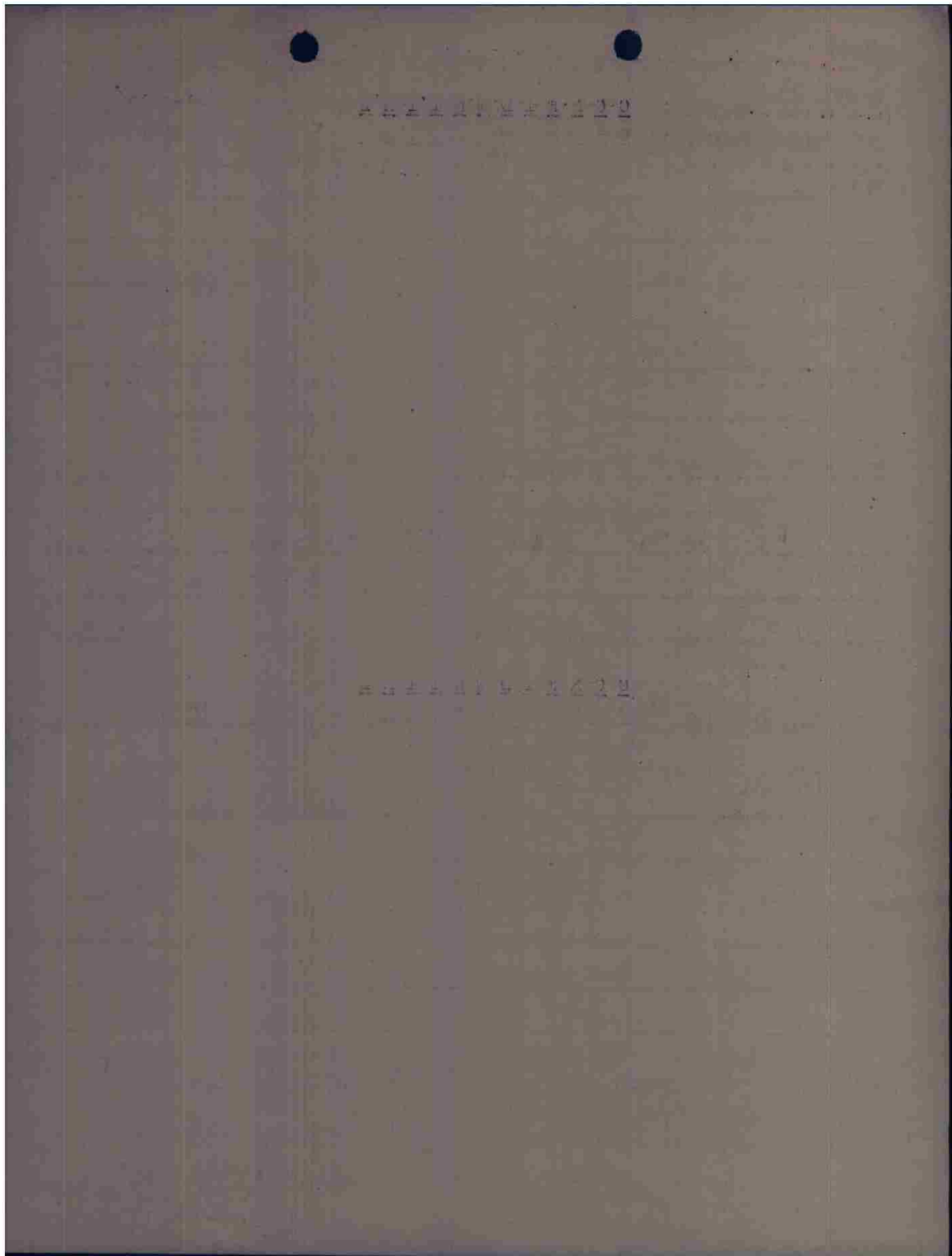
FLAK: Nil

Shot at in Leyte Bay (SE),
under overcast, (1433 Hrs).

E/A: Nil

OBSERVATIONS:
Probably dropped late.

Shedd
Interrogator



PILOT SOKRELLS A/C# 238 BOX 2 FLIGHT 2 POS 4

CASUALTIES: _____

BOMB DISPOSITION:

PT	ST	CF	JET	RET	A	A-C	E
<u>2</u>				<u>2</u>		<u>ml</u>	

 BATTLE DAMAGE: ml

FLAK: _____

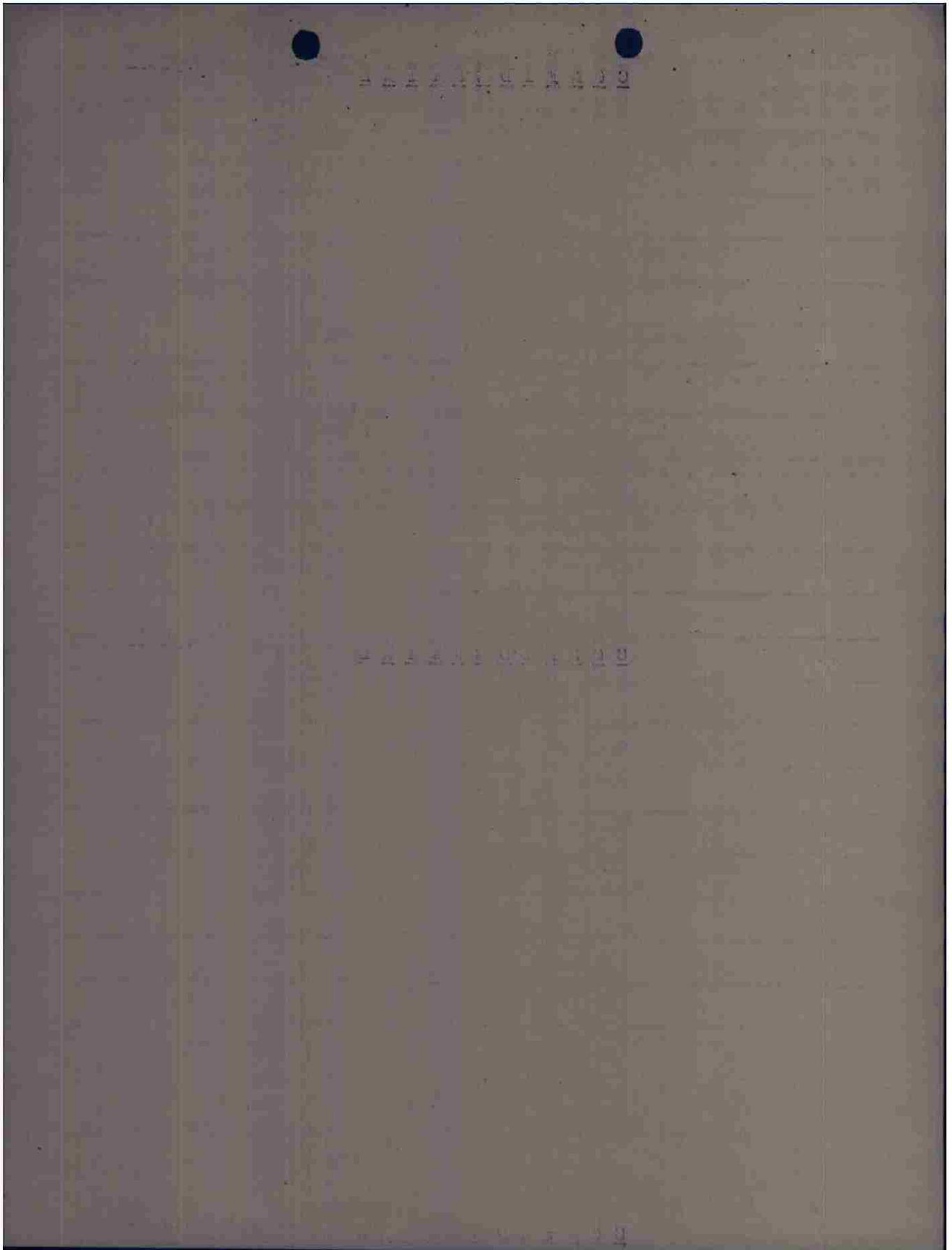
2 bursts.
Some low level - left flank.
at 1430 - at 3000 ft.

E/A: _____

OBSERVATIONS: _____

Malfunction.
heavy clouds.
the flak came thru break.

Shirley
Intervenor



PILOT WITHERINGTON A/C# 291 BOX 2 FLIGHT 3 POS 3

CASUALTIES: _____

BOMB DISPOSITION: 3 PT ST CT JET RET A A-C E
3 bombs on target BOMB DAMAGE: _____

FLAW: 1 bomb dropped 2 min. after target
malfunction in release mechanism

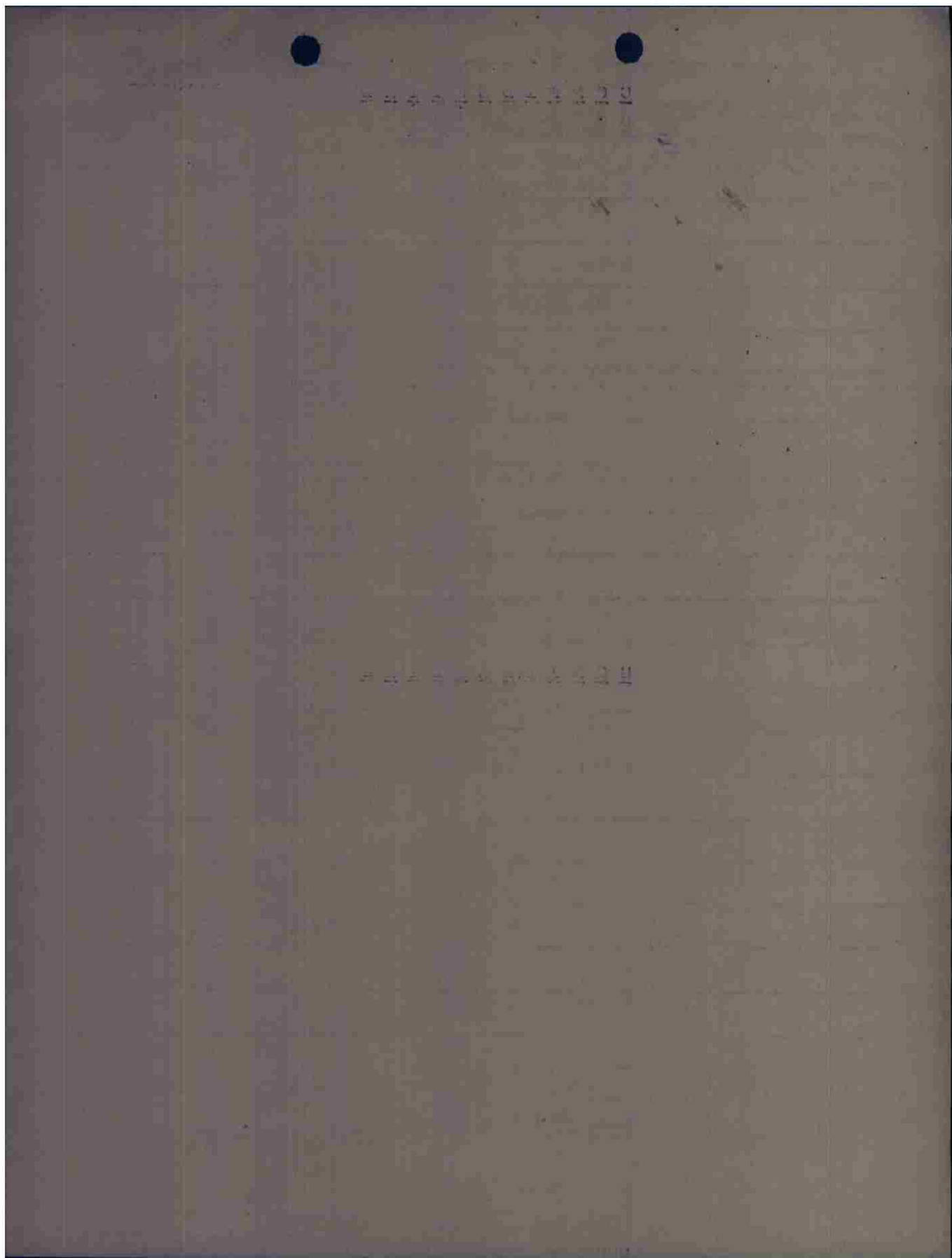
XHT on turn off.

R/A: _____

OBSERVATIONS: _____

4 me 1085 seen 1 minute away from
target to rear of target. p 385 in
pursuit.

AWS
Initiator



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Interf. Form

PILOT BUSKIRK A/C# 106 BOX 2 FLIGHT 3 POS 1

CASUALTIES: _____

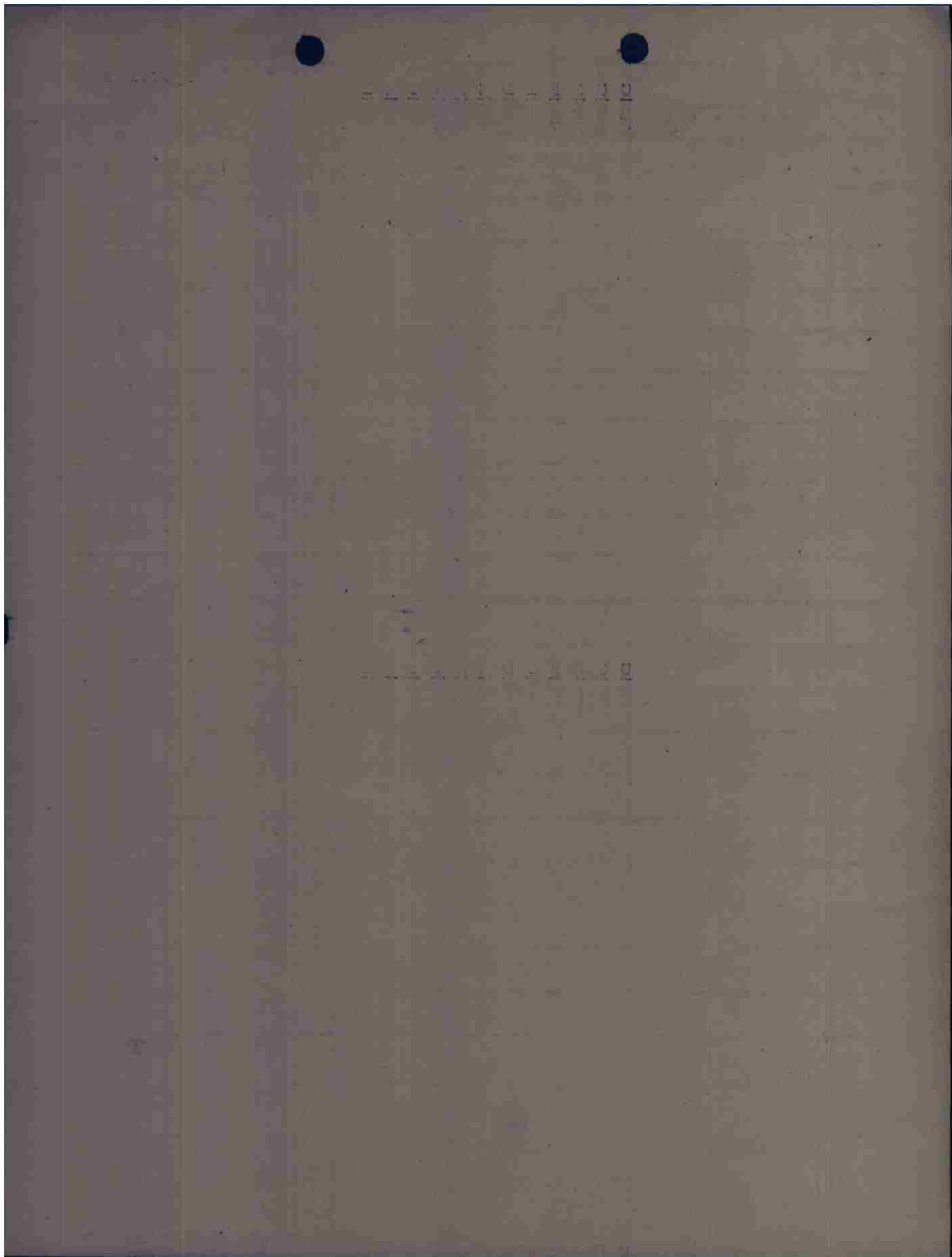
BOMB DISPOSITION: PT ST OT JET LET BATTLE DAMAGE: A A-C E

FLAK: _____

*Small arms fire behind on our side of line
XHI on turn off target just after
sitting down through
overcast*

OBSERVATIONS: P 38, Y 475 — no enemy fighters

Buskirk
Investigator



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INTER. FORM

PILOT ESTES A/C# 710 BOX 2 FLIGHT 3 POS 4

CASUALTIES: _____

BOMB DISPOSITION:

PT	ST	OT	JET	RET
<u>4</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>

 BATTLE DAMAGE: A A-C E

FLAK: _____

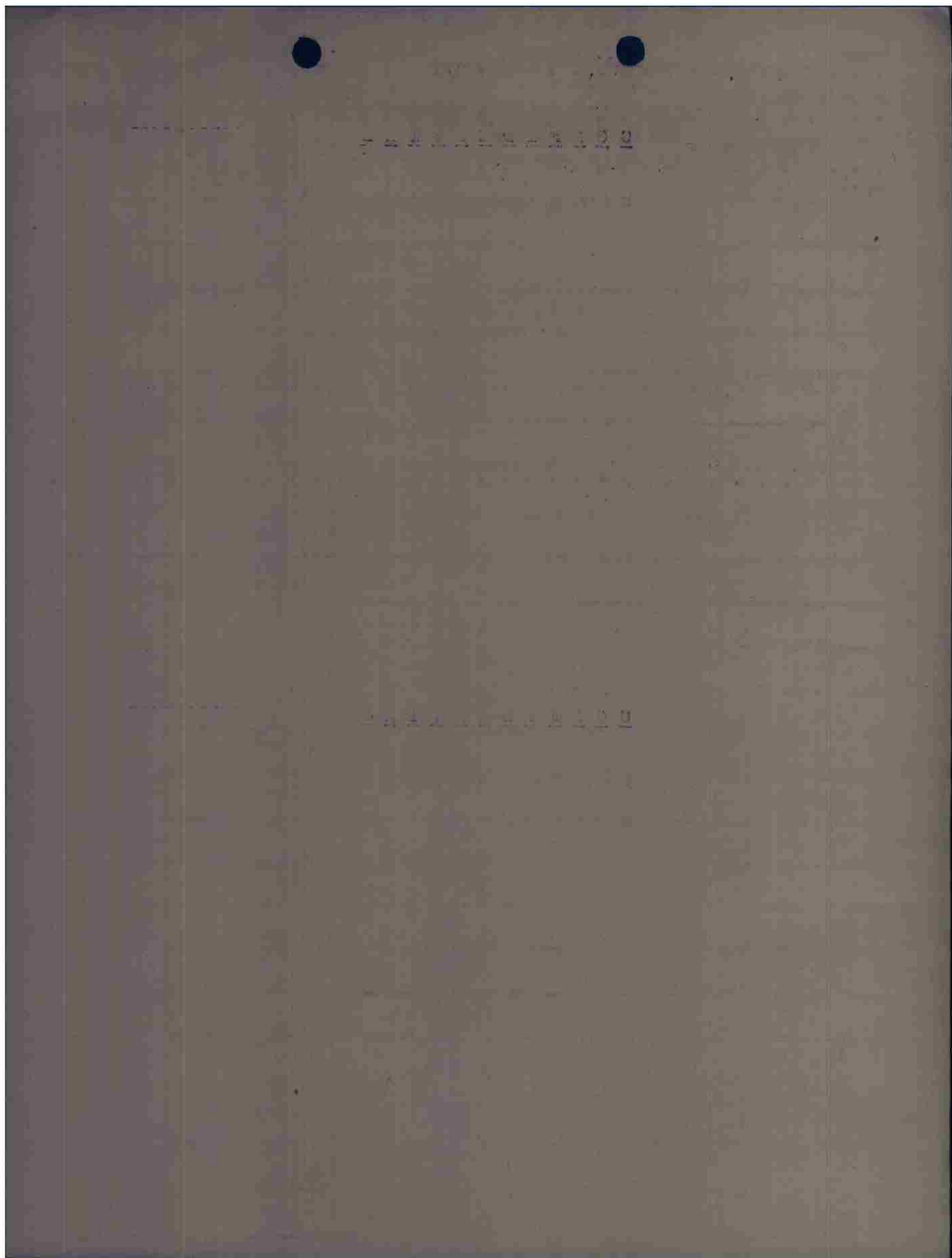
E/A: _____

OBSERVATIONS:

A/C believed to have been on single engine. believed alt.

cover over target

Huss
Interrogator



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

Interrog. Form

PILOT FERRIS A/C# 711 BOX 2 FLIGHT 3 POS 7

CASUALTIES: _____

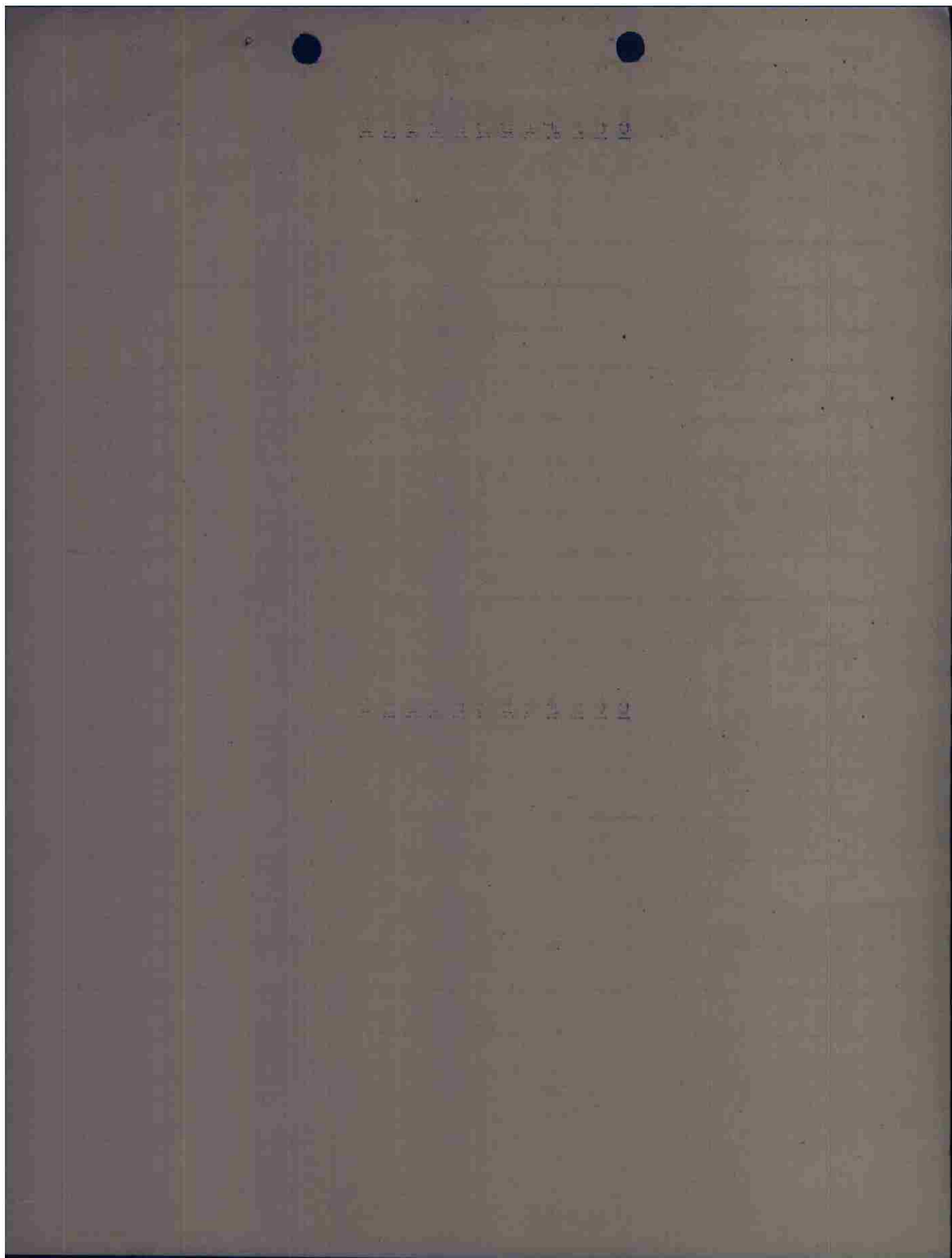
BOMB DISPOSITION: PT ST CT JET LET BATTLE DAMAGE: A A-C E

FLAK: after turn off - 56 behind - behind
X #1

E/A: [Signature] P 30's

OBSERVATIONS: [Signature]

[Signature]
Interrogator



CONFIDENTIAL

INTER. FORM

PILOT TUTT A/C# 265 BOX 2 FLIGHT 4 POS 3

CASUALTIES: None

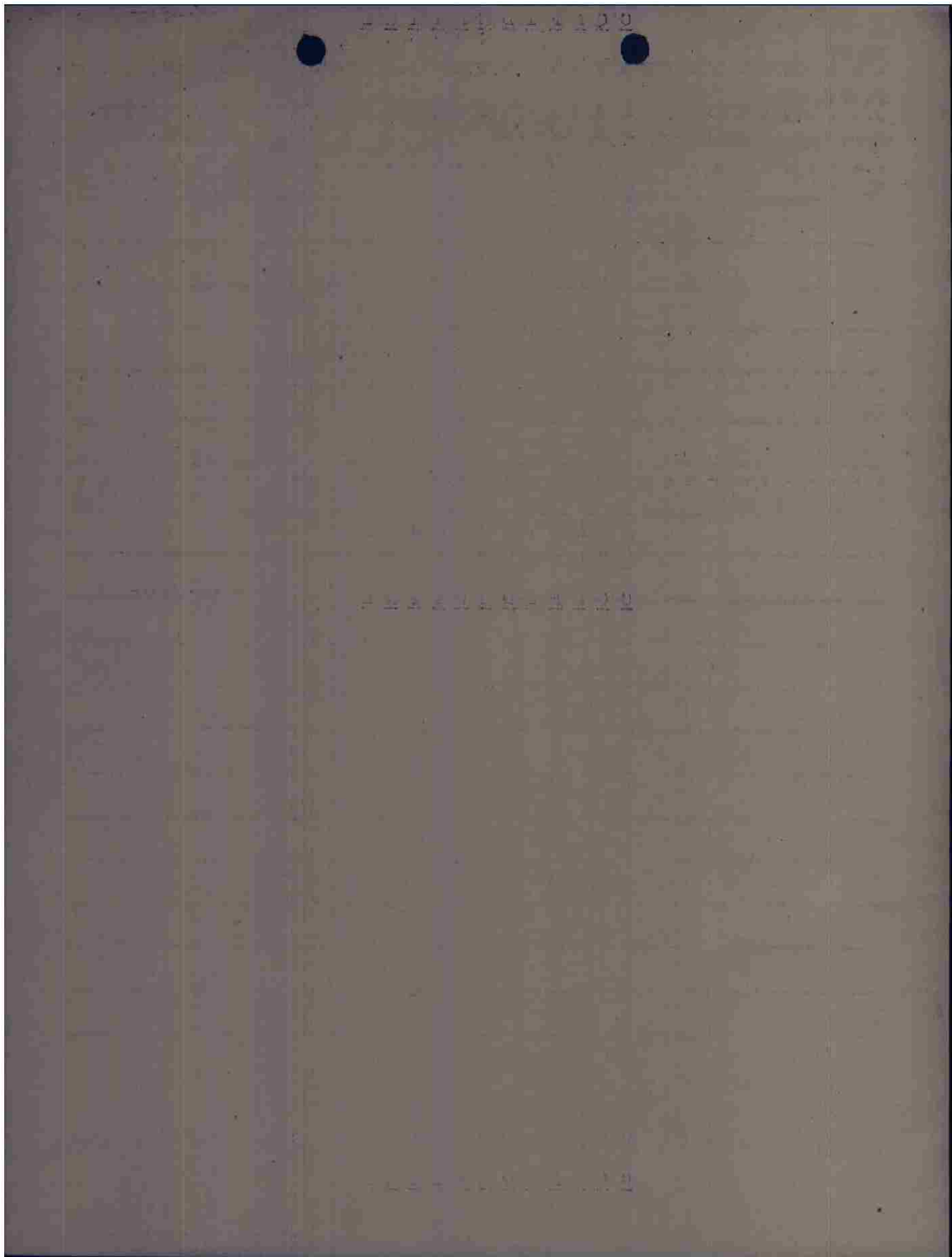
BOMB DISPOSITION: 4 1000 5 Salvage BATTLE DAMAGE: A A-C E

FLAK: None reason for bombs not dropping
unknown. A/C did some work with Zubov before

~~E/A:~~

OBSERVATIONS: Hit small areas fire upon descending
from the aircraft

AUS
Interrogator



CONFIDENTIAL

INTEFF. FORM

PILOT ZUBON A/C# 739 BOX 2 FLIGHT 4 POS 4

CASUALTIES:

BOMB DISPOSITION:

PT	ST	CT	JET	RET
4	X	1	000	

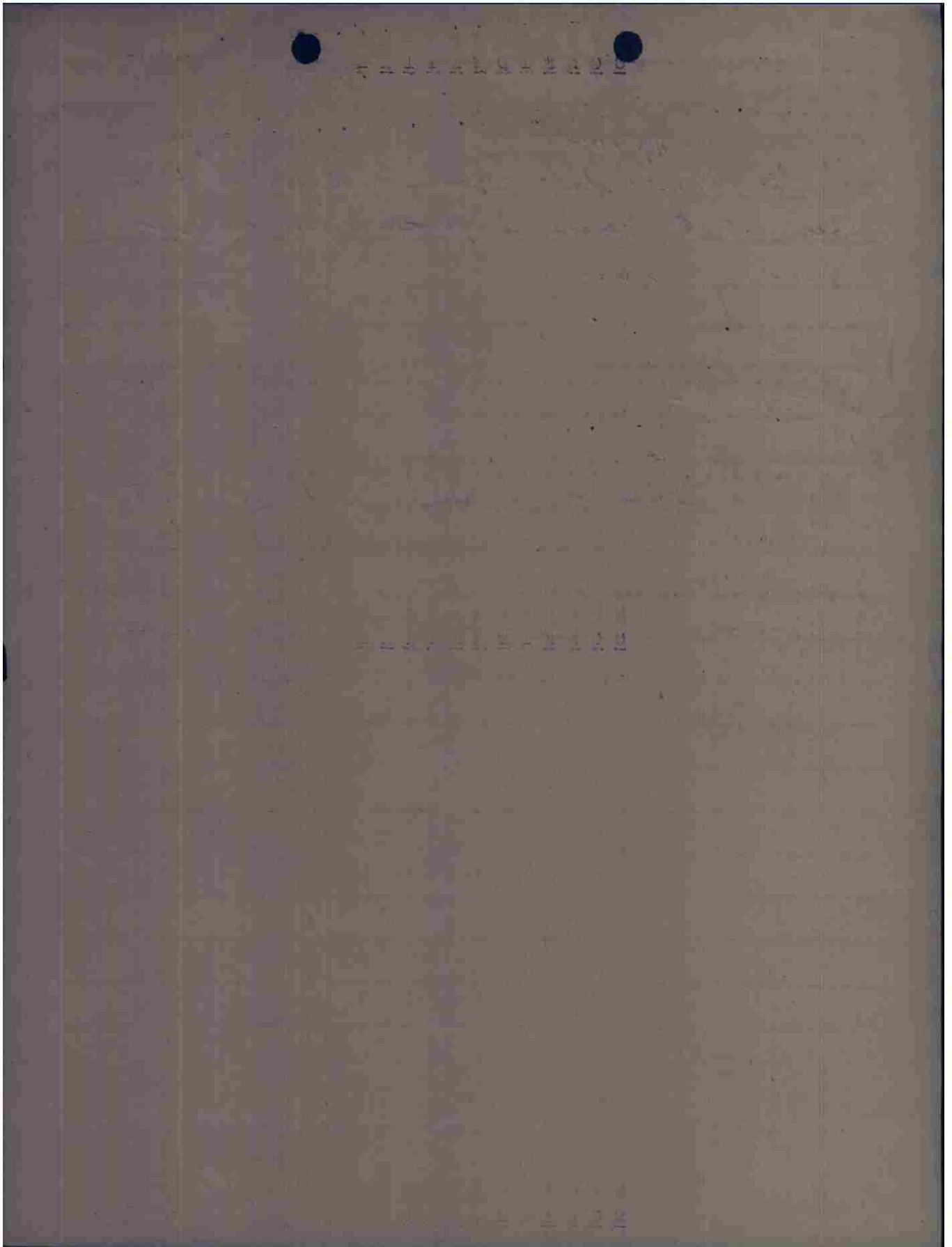
 BATTLE DAMAGE: nil

FLAK: Lots of light flak trace - believed to be on our side of bomb line or just over - five minutes after bombs away -

E/A: nil

OBSERVATIONS: Bombing results not observed -

A. S. Rogers
Interrogator



CONFIDENTIAL REPORT FORM
PILOT MERCHAN A/C# 249 BOX 2 FLIGHT 4 POS 1

CASUALTIES: _____

BOMB DISPOSITION: 4 PT ST OT JET RET A A-C E
BATTLE DAMAGE: nil

FLAK: _____

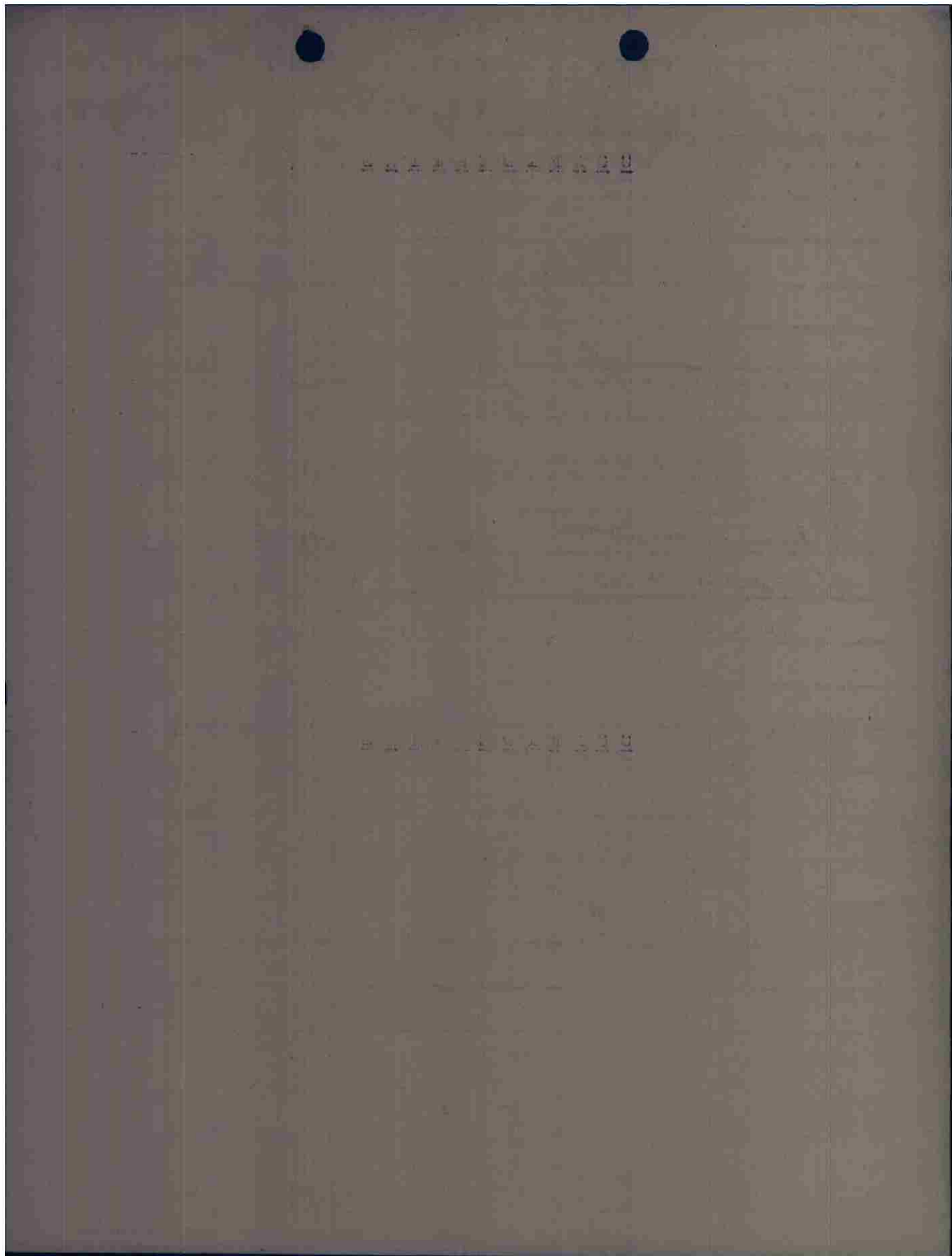
E/A: _____

OBSERVATIONS:

Came out of overcast & were fired at by small arms & 20 mm. Tracer could see flashes from hull side.

Overcast to 11,000 ft.

Integrator



CONFIDENTIAL

INTERP. FORM

PILOT FERD A/C# 734 BOX 2 FLIGHT 4 POS 2

CASUALTIES: nil

BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: A A-C E
nil

FLAK: _____

~~Did not return~~ saw LFF at other flight ~~as~~ from 5 miles behind
4 bursts HFF in target area.

E/A: nil

OBSERVATIONS: _____

nil

Luvia

Interrogator

SECRET

SECRET

CONFIDENTIAL SPARE Interr. Form

PILOT MARTIN A/C# 344 BOX 2 FLIGHT _____ POS _____

CASUALTIES: _____

BOMB DISPOSITION: PT ST ON JET IMP BATTLE DAMAGE: A A-C E

FLAK: Two bursts - grayish color - torn off top - 50 yards off to left & behind

Lots of light flak at 1433 (Luxemburg)
Formation at 1400-2300 ft - fairly accurate

E/A: _____

OBSERVATIONS: Results - not observed - believed to have hit over -

L. S. Rogers
Lieutenant

