

IRIS Public Record

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Abstract

Descriptive Notes: TITLE SUPPLIED.

Notes:

Title Added Entries: MISSION REPORTS AND PHOTOGRAPHS: TARGET ROAD JUNCTION SCHLEIDEN,
 GERMANY

Author:

Subject:

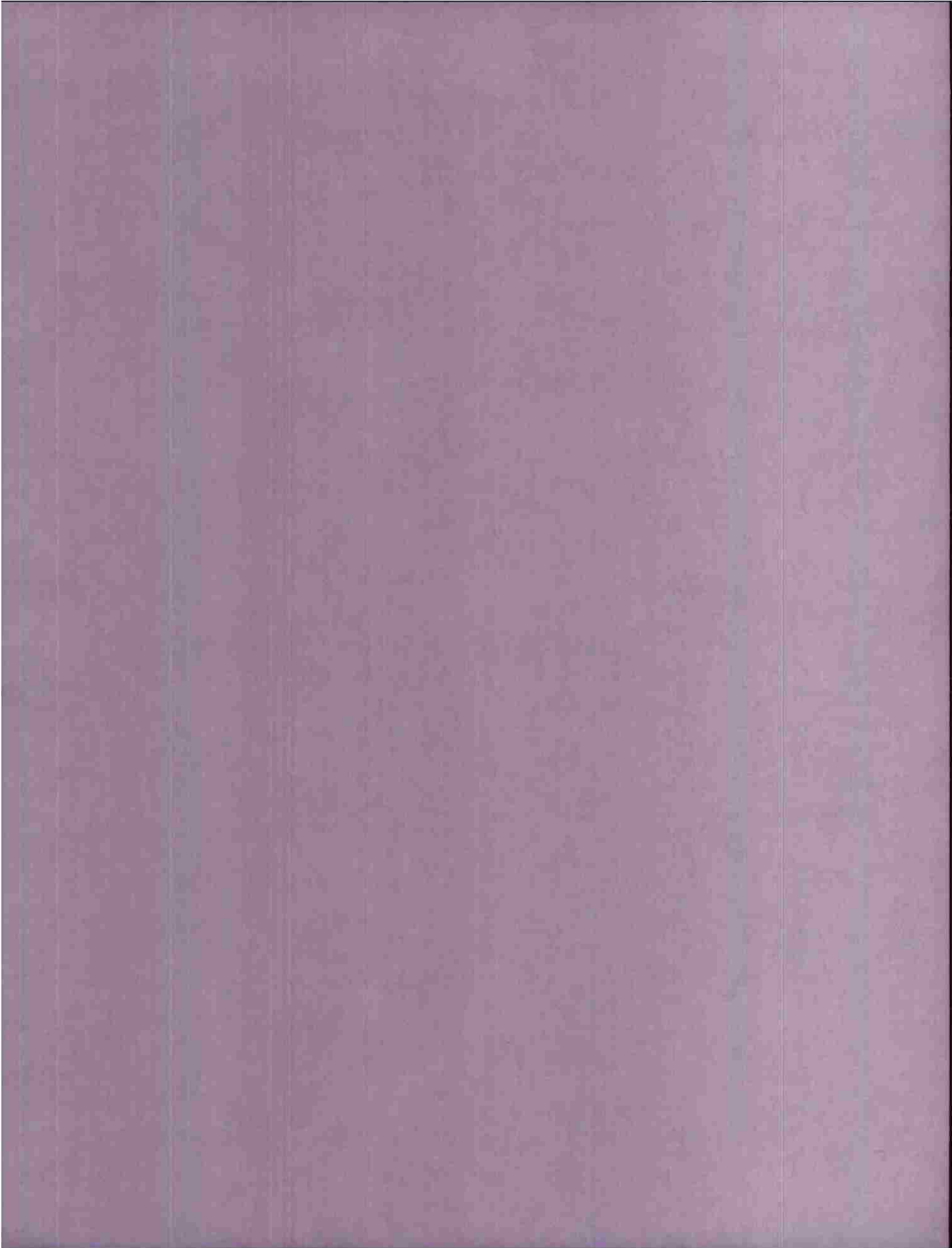
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Acc ID	Acc Date:	



GP-716-50-04-5
29 JAN 1945

AP 9
Ship 105-D
Item 7

P.R.C.

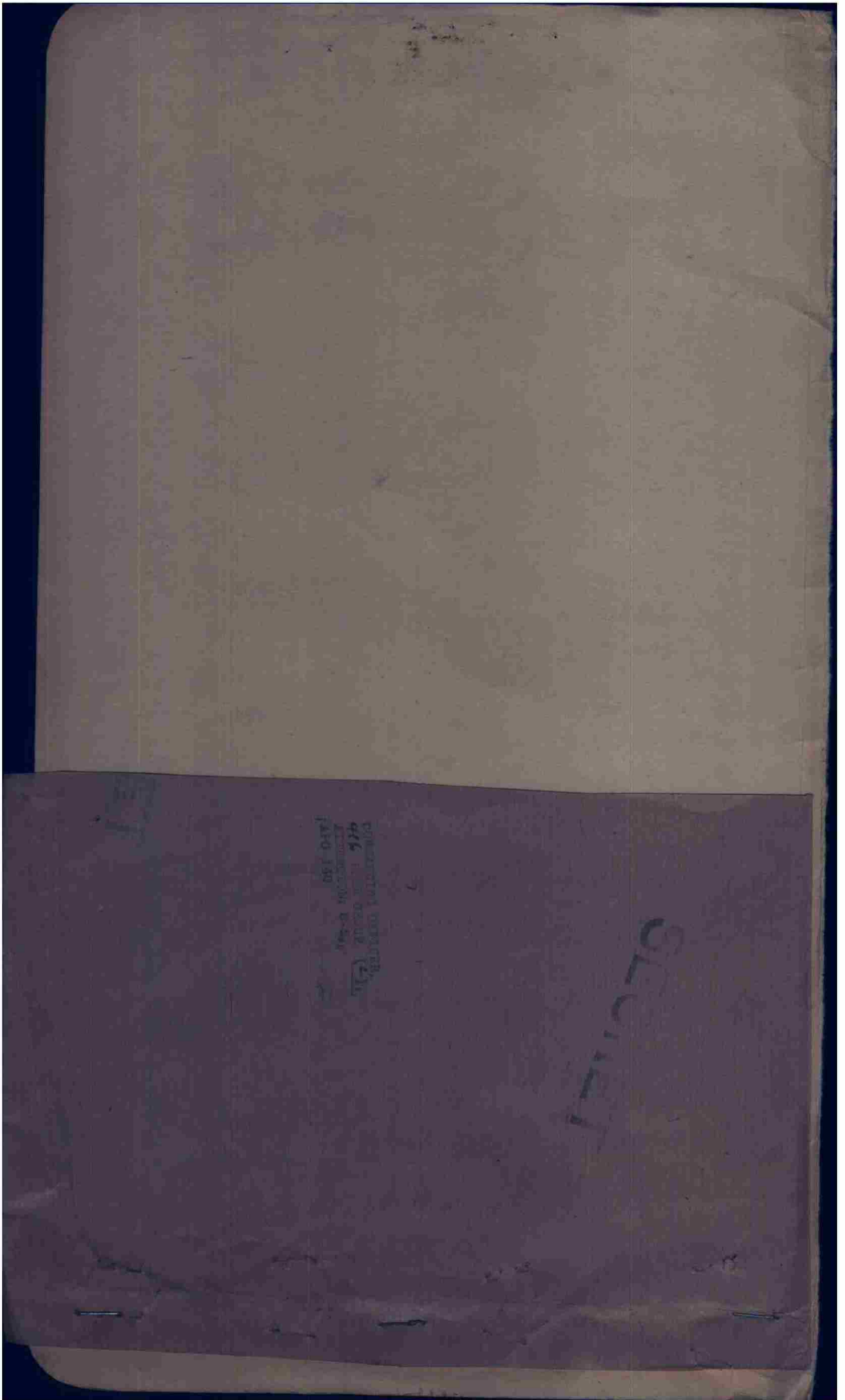
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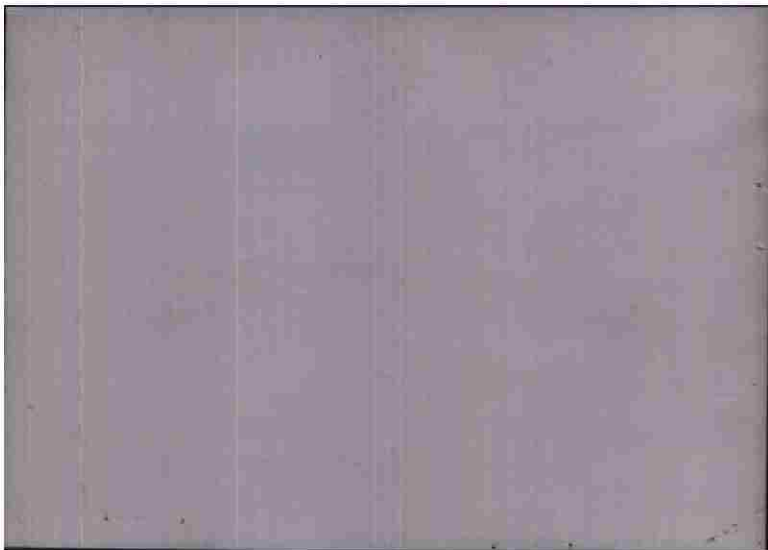


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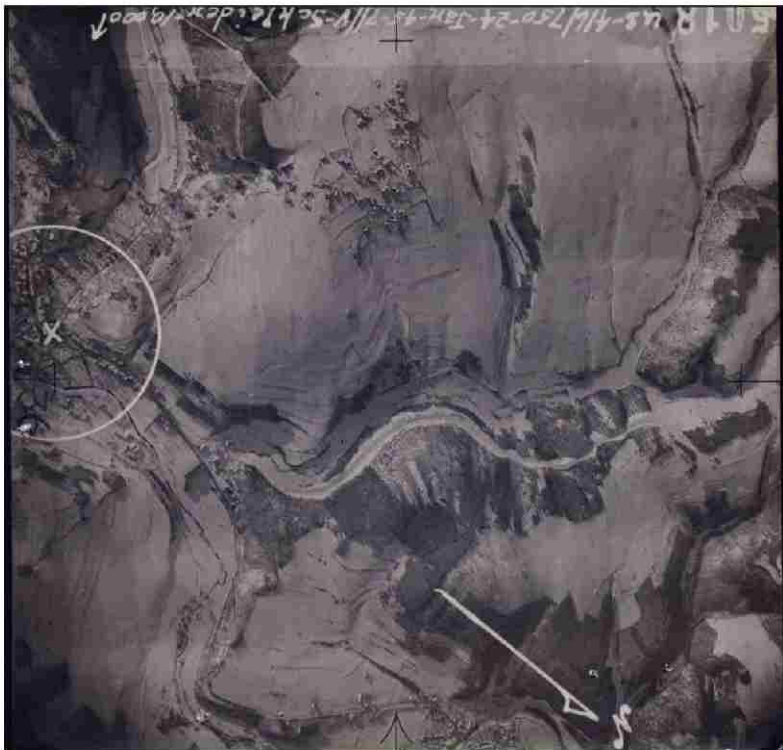
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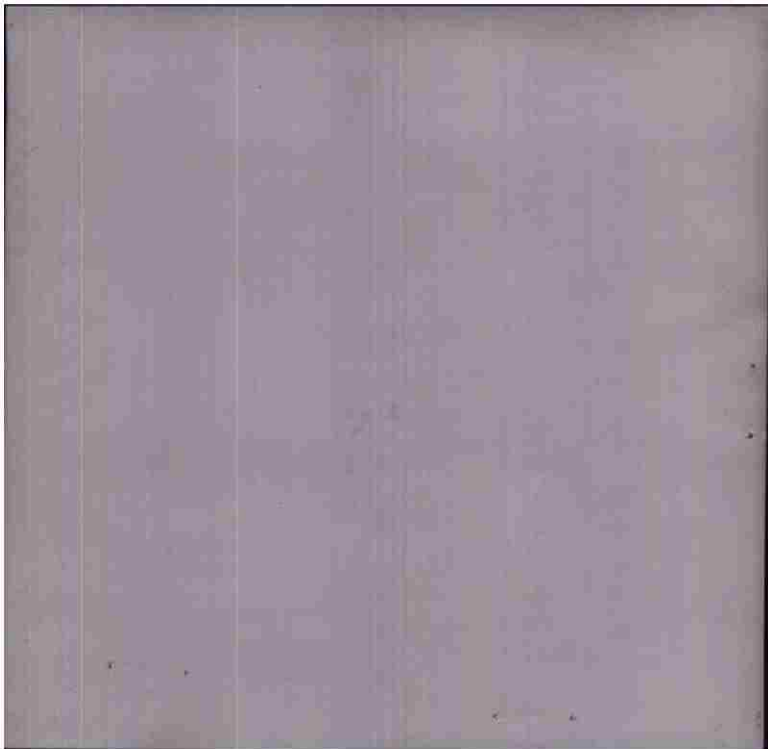
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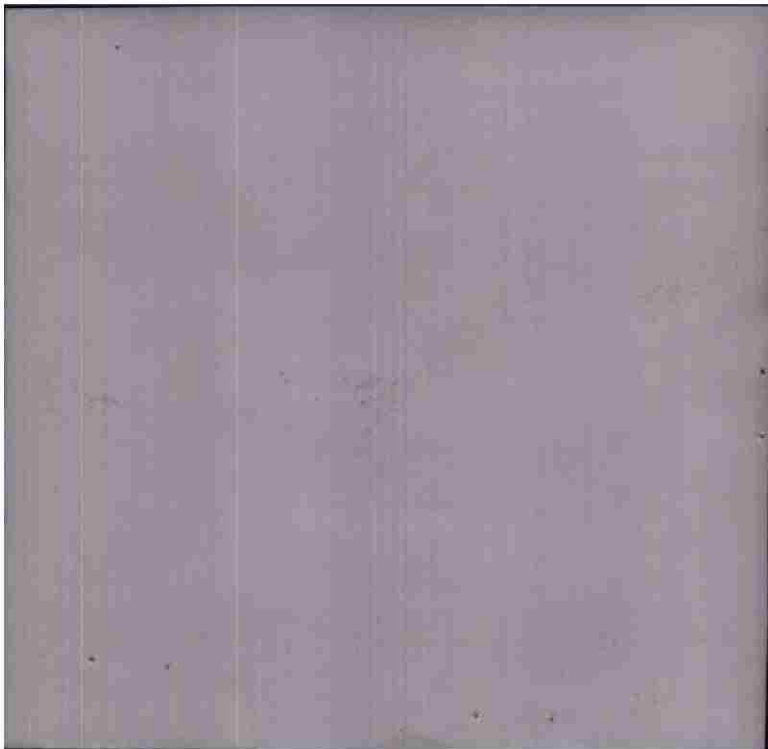
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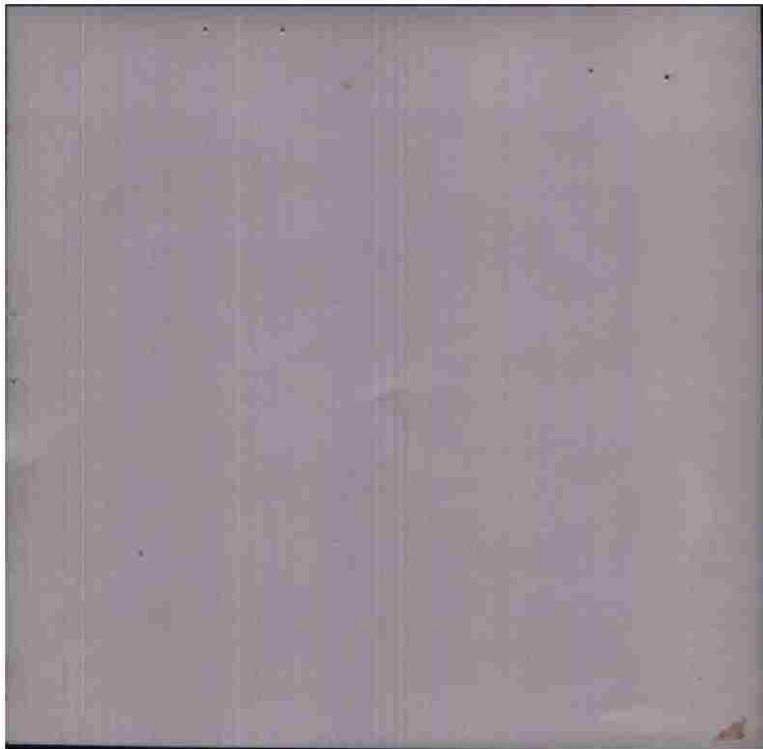
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9th B.D. S-2 Report 104A

416 TF	9th B.D. (M) WING 976h	B
GROUP	DATE 24 January 1945	SCHLEIDEN ROAD JUNCTION.
OTHER POINTS: TARGET		
	FIRST PHASE INTERPRETATION	TARGET HIT

A. TARGET BRIEFED SCHLEIDEN ROAD JUNCTION. PRIMARY
SECONDARY

M.P.I. Road junctions.

A.P. Same as MPI.

C. NO. AND TYPE OF A/C DISPATCHED 6 A-20's (3 window)
15 A-26's NO. OF A/C ATTACKING 12

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

E. NO. AND SIZE OF BOMBS DROPPED 68 x 500 GP'SING 1/10 --- 1/40

F. HEADING OF A/C WHEN BOMBS DROPPED Flt. A- 60 deg. M. Flt. C - 50 deg.M.

G. TIME BOMBS DROPPED Flt. A- 1432 . Flt. C-1437.

H. ACTIVITY AT TARGET

J. RESULTS OF BOMBING:

BOX I - FLT. A: EXCEL. All bombs within 1000 ft. of DMPI with center of pattern 560 ft. SE of DMPI. Bombs hit on buildings and roads in E side of town damaging buildings and probably blocking roads.

FLT. B: DID NOT BOMB. Made 3 bomb runs but was unable to bomb due to the bomb sight telescope cable being broken.

FLT. C: EXCEL. 98% of bombs within 1000 ft. of DMPI with center of pattern 670 ft. NE of DMPI. Long pattern of bombs fell across buildings and roads E of DMPI. Several possible hits and near misses on long road bridge.

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

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

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

A. TARGET BRIBED _____ PRIMARY
 _____ SECONDARY
 _____ CASUAL

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

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

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

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

E. BOMBING BY _____ IN FOLLOWING ORDER _____

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

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

H. TIME BOMBS DROPPED _____

I. ACTIVITY AT TARGET: _____

K. RESULTS OF BOMBING: _____

UNSATISFACTORY BOMBING REPORTGROUP 416TH BOMB GROUPMISSION OF 24 JANUARY 1945TO SCHLEIDEN ROAD JUNCTION

	<u>NAMES</u>	<u>RESULTS</u>	<u>REASONS FOR GROSS BOMBING OR FAILURE TO ATTACK PRIMARY</u>
BOX I -	<u>Mai. R.F. Price (P)</u>	<u>EXCELLENT</u>	
Flt.A	<u>Lt. A.R. Hand (B/N)</u>		
	<u>Lt. Col. J.G. Napier (P)</u>	<u>DID NOT BOMB</u>	Bombsight telescope cable broke at start of bomb run. Made three runs to ascertain trouble. Was not able to synchronize. Was not able to join another flight in time to bomb on them. Returned bombs to base.
Flt.B	<u>Lt. D.L. Moore (B/N)</u>		
	<u>Lt. J.E. Blomgren (P)</u>	<u>EXCELLENT</u>	
Flt.C	<u>Lt. G.G. Johnson (B/N)</u>		

Flight A bombed on second run. Flight B made three runs without bombing. Flight C bombed on third run.

WILLIAM M. LYTLE
CAPTAIN, AIR CORPS.,
GROUP BOMBARDIER

UNCLASSIFIED AND UNRESTRICTED
FROM ALL EYES
EXCEPT BY AUTHORITY
TO RESTRICT FROM OTHERS

NO. OF COPIES TO BE MADE	CLASSIFICATION	DATE	BY
10	SECRET	10/15/54	...
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Approved for release by the
Director, Central Intelligence Agency
on 10/15/54.

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9th B.D. S-2 Report 106

PHOTOGRAPHIC REPORT

CAMERAS INSTALLED	<u>8</u>	GROUP	<u>416th. Bomb Grp.</u>
CAMERAS PHOTOGRAPHING	<u>4</u>	<u>80</u> % WING	<u>97th. C.B.</u>
CAMERA FAILURES	<u>0</u>	<u>0</u> % DATE	<u>24, Jan. 1945</u>
PERSONNEL FAILURES	<u>1</u>	<u>20</u> %	
OTHERS	<u>3</u>		

	<u>290</u>		TARGET	<u>Schleiden</u>
		<u>331</u>	ALTITUDE	<u>10000</u> FEET
<u>252</u>			TRUE AIR SPEED	<u>210</u> MPH
		<u>208</u>	GROUND SPEED	<u>258</u> MPH
<u>313</u>	<u>249</u>			
		<u>292</u>		
		<u>326</u>		

			TARGET	
			ALTITUDE	FEET
			TRUE AIR SPEED	MPH
			GROUND SPEED	MPH

			TARGET	
			ALTITUDE	FEET
			TRUE AIR SPEED	MPH
			GROUND SPEED	MPH

STRIKE ATTACK CAMERAS:							
: BOX :	A/C :	CAM. :	F.L. :	INT. :	PRINTED :	UNPRINT :	EXPLANATION :
: NO. :	NO. :	TYPE :	:	:	SORTIES :	SORTIES :	:
: 1 :	290 :	K-24 :	6 ³ / ₈ :	0 :	:	:	Target ran off film
: 1 :	331 :	" :	" :	" :	:	:	Ran off on ground :
: 1 :	208 :	" :	" :	" :	:	:	Did not bomb :
: 1 :	292 :	" :	7 ³ / ₈ :	" :	:	:	: " " " :
: 1 :	326 :	" :	6 ³ / ₈ :	" :	:	:	: " " " :
: 1 :	252 :	" :	7 ³ / ₈ :	" :	750 :	:	:
: 1 :	313 :	" :	6 ³ / ₈ :	" :	:	:	Target ran off film
: 1 :	249 :	" :	" :	" :	:	:	Duplicate coverage :
:	:	:	:	:	:	:	:
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K-20 CAMERAS

Sortie No. <u>267</u>	<u>S/S L.R. Fleming</u>	Reason
	<u>Camerman</u>	<u>Failure</u>
Sortie No. _____	<u>Camerman</u>	Reason
		<u>Failure</u>

IX B.C. 3-2 Form No. 335a

PHOTOGRAPHIC REPORT

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

TARGET _____
 ALT. _____ ft
 TRUE AIR SPEED _____ mph
 GROUND SPEED _____ mph

TARGET _____
 ALT. _____ ft
 TRUE AIR SPEED _____ mph
 GROUND SPEED _____ mph

TARGET _____
 ALT. _____ ft
 TRUE AIR SPEED _____ mph
 GROUND SPEED _____ mph

BOX NO.	A/C NO.	CAM. TYPE	F.L.	INT.	PRINT D SORTIES	UNPRINT. SORTIES	EXPLANATION

REMARKS:

 Photographic Officer

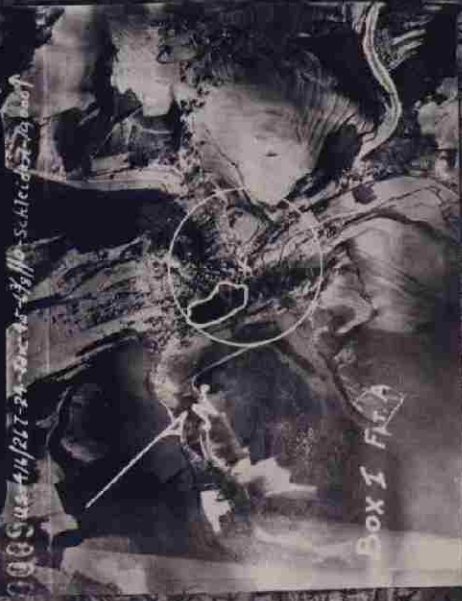


MISSION # 193 ROAD JUNCTION AT SCHLIEDEN
24 JANUARY 1945

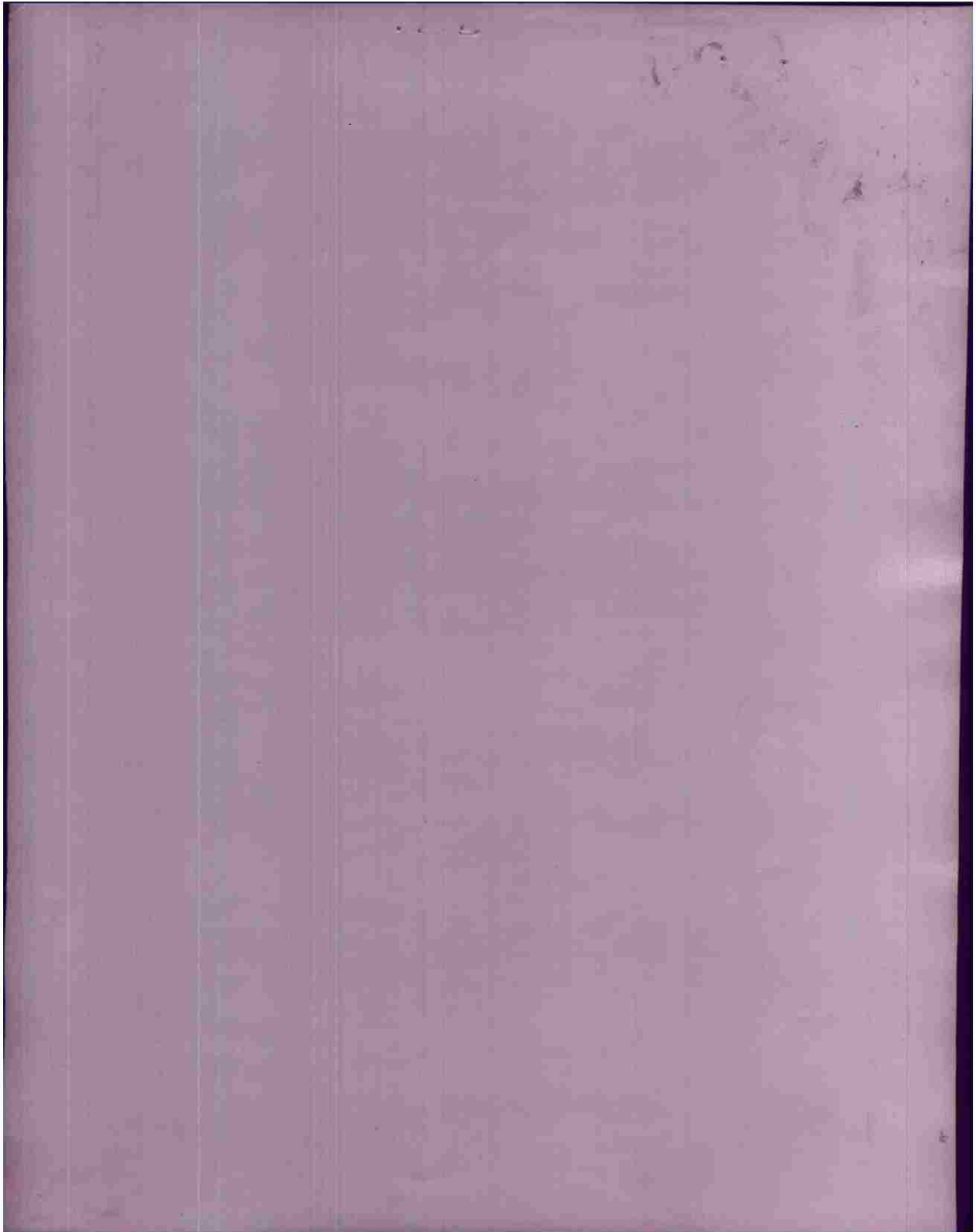
BOX I - FLT A - EXCEL: ALL BOMBS WITHIN 1000 FT. OF DMPT WITH CENTER OF PATTERN 560 FT. SE OF DMPT. BOMBS HIT ON E SIDE OF TOWN DAMAGING BUILDINGS AND PROBABLY BLOCKING ROADS.

FLT B - DID NOT BOMB: MADE 3 BOMB RUNS BUT WAS UNABLE TO BOMB DUE TO THE BOMB SIGHT TELESCOPE CABLE BEING BROKEN.

FLT C - EXCEL: 96% OF BOMBS WITHIN 1000 FT. OF DMPT WITH CENTER OF PATTERN 670 FT. NE OF DMPT. LONG PATTERN OF BOMBS FELL ACROSS BUILDINGS AND ROADS E OF DMPT. SEVERAL POSSIBLE HITS AND NEAR MISSES ON LONG ROAD BRIDGE



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GENERAL INDEX

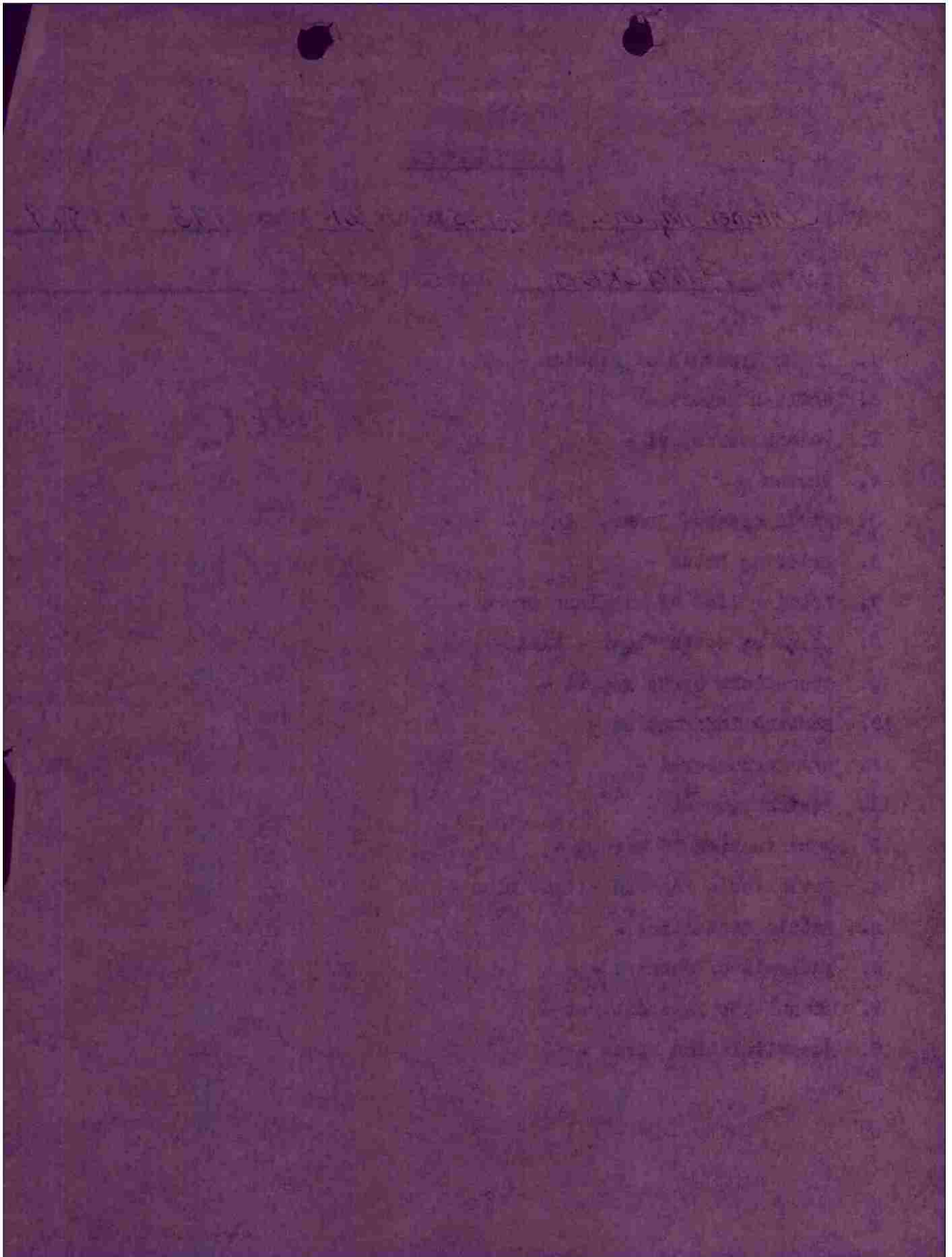
TARGET Schleiden Rd/Junc. DATE 24/4/45 No. a/c 21 MISS. # 193 F.O. # 719

STATUS Attacked BRIEFING OFFICER _____

1. IX BC Synopsis of Mission -
2. Opflash Report -
3. Telephone Report -
4. Photos -
5. Field Orders, Annex, Adnts -
6. Briefing Notes -
7. Loading List of Airplane Crews -
8. Chart of Route Flown - Flak -
9. Operations Oprep Report -
10. Bombing Information -
11. E/A Encountered -
12. Weather Report -
13. Communication IS Report -
14. Navigator's Log and Flight Plan -
15. Battle Casualties -
16. Analysis of Gunnery -
17. Ammunition Expenditures -
18. Recapitulation Forms -

P.R.C.

00092009





S E C R E T

HEADQUARTERS
9TH BOMBARDMENT DIVISION (M)

1937

APO # 140
25 January 1945

MISSION SUMMARY # 16

24 January 1945

Section I

Field Order 719

<u>GROUP</u>	<u>TARGET</u>	<u>MISSION RESULTS</u>
416 BG	Schleiden (F-108153) Comm. Center	Flight A - Excellent Flight B - No attack Flight C - Excellent
410 BG	Stadtkyll (L-142953) Comm. Center	Flight A - Undet. Flight B - No attack Flight C - Excellent
409 BG	Pronsfeld (L-002743) Comm. Center	No attack

One group was unable to attack because snow on ground prevented positive identification of target.

- A -
S E C R E T

SECRET

- B -

PLIGHT C - EXCELLENT. Approximately 70% of bombs within 1000' of
DRL. Good pattern centered 900' NNE of DRL, with bombs
straggling west and falling in fields NE of town.

PLIGHT B - NO ATTACK. Miss 3 runs but could not identify target
because of snow on ground.

PLIGHT A - UNDEVELOPED. No photo coverage. Camera did not operate
due to circuit failure in a/c. Snow numbers reported
poor results on basis of visual observation.

Visual bombing by flights from 12,000 - 14,000 feet.

Formation leader called Sweptakes and minutes before reaching IP,
but was held to clear channel because of emergency.

12 a/c tank battle-damaged; no losses, casualties.

7 a/c failed to bomb; other 11-bombardier in flight of 7 a/c could not
identify IP because snow concealed check point; 6-leader did not drop.
1 of the a/c which failed to bomb jettisoned 6 x 500 GP sets in a
field near Government (0-4217) - friendly territory. Tank damage had
arrested a wing bomb and also obtained permission from PARADE to
jettison at above point because range was closed in. Bombs exploded
on ground, the other 42 or 43 being either on impact.

410 BG: 30 a/c dispatched, 13 dropping, 13 x 500 GP on primary.

Blackhill (Communications Center)

PLIGHT C - EXCELLENT. 98% of bombs within 1000' of DRL. Center
of pattern 650' NNE of DRL. Long pattern of bombs fell
across buildings and roads E of DRL. Several possible
hits and near misses on long road bridge.

PLIGHT B - NO ATTACK. Miss 3 runs but was unable to bomb due to
bomb-sight telescope cable being broken.

PLIGHT A - EXCELLENT. All bombs within 1000' of DRL. Center of
pattern 560' SE of DRL. Bombs hit on buildings and
road in E side of town, damaging buildings and probably
blacking roads.

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

Formation leader attempted to call flighter Control Center before
reaching IP, but was informed that channel was busy.

No losses, damage, casualties.

6 a/c failed to bomb; 1(A-26), mechanical failure; 5 (A-26), other
(flight leader did not drop).

416 BG: 15 A-26 and 6 A-20 a/c dispatched, 10 A-26 and 2 A-20 a/c dropping,
68 x 500 GP on primary. 3 A-20 a/c carried window.

Gardner (Communications Center)

The groups attacked the communications
centers, resulting Excellent to Unseen-
mixed results.

GROUP PARADE

SECRET

S E C R E T

Fronsfeld (Communications Center)

409 BG: 15 A-26 and 6 A-20 a/c dispatched; none bombed. 3 A-20 a/c carried window. Bomb disposition unknown of 1 A-26 a/c which was lost.

17 a/c failed to bomb: 1 (A-26), mechanical failure; 16, other (2 (A-20), flight leaders could not identify target due to snow on ground; 1 (A-20), lead bombardier wounded on bomb run and could not see due to blood in eyes; 13 (A-26), leaders did not drop).

Above mentioned a/c was lost to flak, having been seen to crash in vicinity of Dahnon (P-861649), enemy territory; one chute observed. 3 crewmen missing.

6 a/c (3 A-26, 3 A-20) flak battle damaged. 1 crewman wounded.

Formation leader called "Flabby" 4 minutes before IP, and "Swoop-stabos" 2 minutes before IP. Response from both was unintelligible. Because of violent evasive action leader was unable to call either station after leaving target.

- 0 -

S E C R E T

S E C R E T
- 1 -

0	Claims
0	Injured
3	Missing
1	Wounded
0	Killed
19	A/C Battle Damaged
31.158	
0	A/C Crash-Landed
0	A/C Missing
1	A/C Lost (409 BC)
<hr/>	
35.250	Bombs on Enemy Territory
101,557.488	Total Bombs to Date
<hr/>	
62	TOTAL
7	Bombs of 1 a/c unaccounted for
6	Window
Other	
30	A/C Falling to Bomb
25	A/C Bombing
62	A/C OFF

S E C R E T

S E C R E T

S E C R E T

FAILURES TO COME

<u>GROUP</u>	<u>NO. A/C</u>	<u>CLASSIFICATION</u>	<u>REASON</u>
416	1 A-20	Mechanical	Bombsight telescope cable in lead a/c broken.
	5 A-26	Other	Leader did not drop.
410	7	Other	1 - flight bombardier could not pick up A.F. due to snow on ground which concealed check point, 6 - leader did not drop.
409	1 A-26	Mechanical	Nose wheel door damaged by nose wheel while retracting.
	16	Other	2 A-20 - flight leaders could not identify target due to snow on ground. 1 A-20 - lead bombardier wounded on bomb run and could not see due to blood in eyes. 13 A-26 - leaders did not drop.

OBSERVATIONS

WEATHER: Schleiden 416 BG: Clear. Visibility 10 miles.
Stadtkyll 410 BG: Clear. Visibility 15 plus miles.
Fronsfeld 409 BG: Clear. Visibility 10-15 miles.

S/A PHOTO REPORTS

<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>
416	80%	0	0	1	20%
410	100%	0	0	0	0

S E C R E T

- 3 -

No e/a were encountered during this mission.

T.O.L. 'a': 1727 to 1739

ENEMY AIRCRAFT REMOVAL

The lost a/c was seen to crash near Lahn (P-8664) after being hit by flak. One chute was seen. Weak to moderate and mostly inaccurate heavy flak engaged the formation from Reschold (P-9060) to the target and back again. There are no guns located in this immediate vicinity. However, the enemy has probably moved some of the guns from the breakthrough area to the rear in order to cover the withdrawal. Moderate to intense heavy flak was experienced in this area on 23 December when the enemy was making the attack.

A/C Lost to Flak	1
A/C Battle Damaged	6
% A/C Battle Damaged	35.0%
<hr/>	
Pronsfeld Communications Center	409 Gp.

Moderate accurate heavy flak was encountered on the bomb run and at the target. 4 heavy guns are located just north of the target and there are 4 more about 3 miles to the southwest. Both of these batteries were probably in action as the southwest battery could effectively engage while the formation was making the run on the target.

A/C Lost to Flak	0
A/C Battle Damaged	12
% A/C Battle Damaged	60.0%
<hr/>	
Stadkyll Communications Center	410 Gp.

Weak inaccurate light flak was encountered at the target and at Reschold (P-0905). This fire was probably a deterrent to keep our a/c from coming down to a lower level.

A/C Lost to Flak	0
A/C Battle Damaged	3
% A/C Battle Damaged	0
<hr/>	
Schleiden Communications Center	416 Gp.

24 down

A/C OVER ENEMY TERRITORY	61
A/C LOST TO FLAK	1
A/C BATTLE DAMAGED	18
% A/C BATTLE DAMAGED	31.15%
<hr/>	
Schleiden Communications Center	416 Gp.

FLAK BATTERIES ANNOTED

S E C R E T

PUBLIC RELATIONS

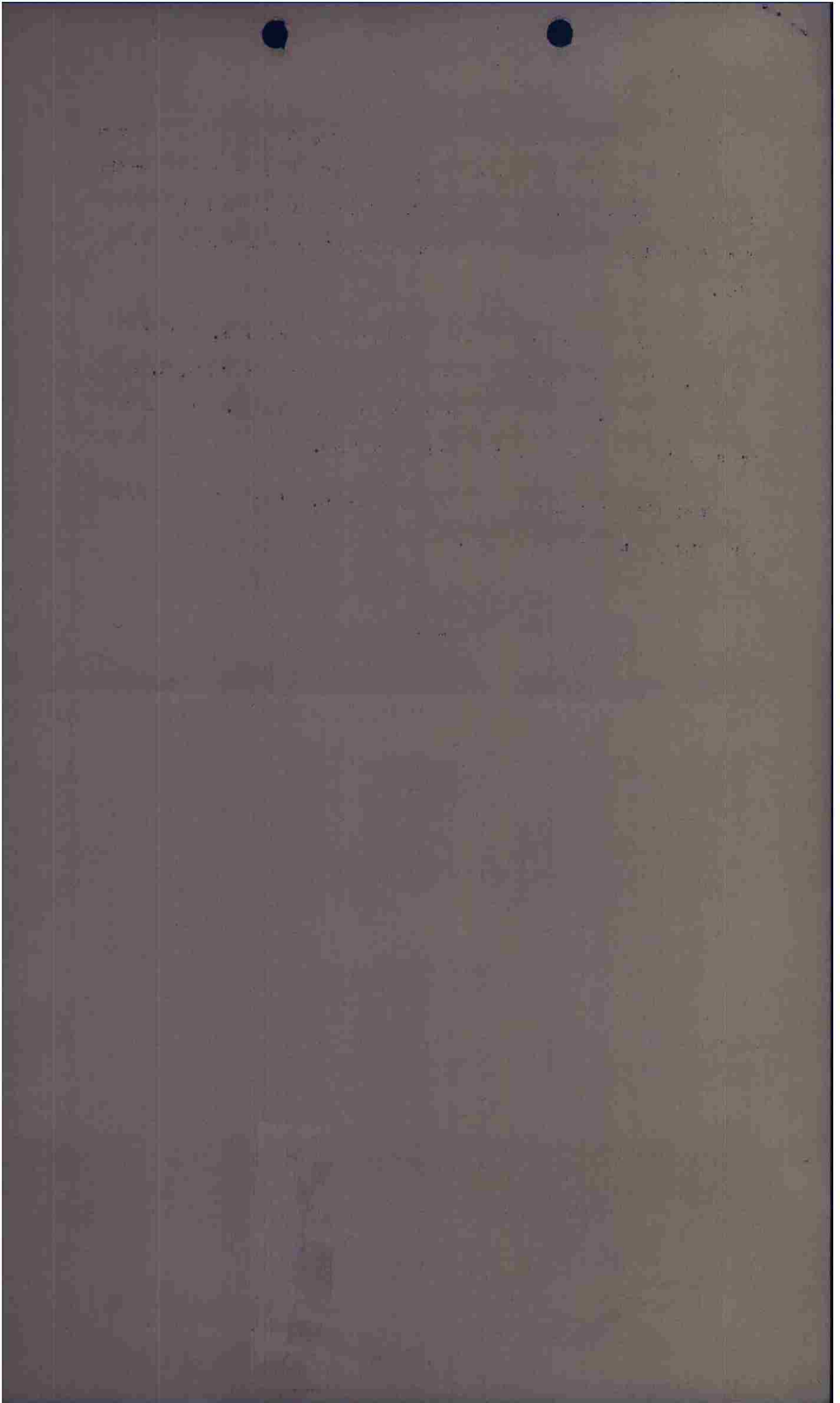
PRESS RELEASE

NINTH BOMBARDMENT DIVISION H/S. France: Twenty-four Invaders and Havocs of Ninth Bombardment Division today (Wednesday) followed up Tuesday's strafing of German motor transport south of St. Vith with a medium-level bombardment of road junctions in two towns along Von Rundstedt's retreat route to the Rhine.

The speedy Invaders struck at the German town of Schleiden, east of Monschau, while a Havoc force dropped bombs on main roads in Stadtkyll, 13 miles to the south. Roadside buildings also sustained damage, according to crews who told of seeing both towns ringed by fires.

Enemy fighters failed to challenge the bombers, although flak defenses were active. One Invader was lost.

-30-



ITA JEA V JKI JKI 16/24 OP-OP
T- JEA PASS TO ITA

FROM 416 BOMB GROUP (L) 24/1820A
TO CG, 9TH BOMB DIV ATTN: A-2
CG, 97TH BOMB WING ATTN: A-2

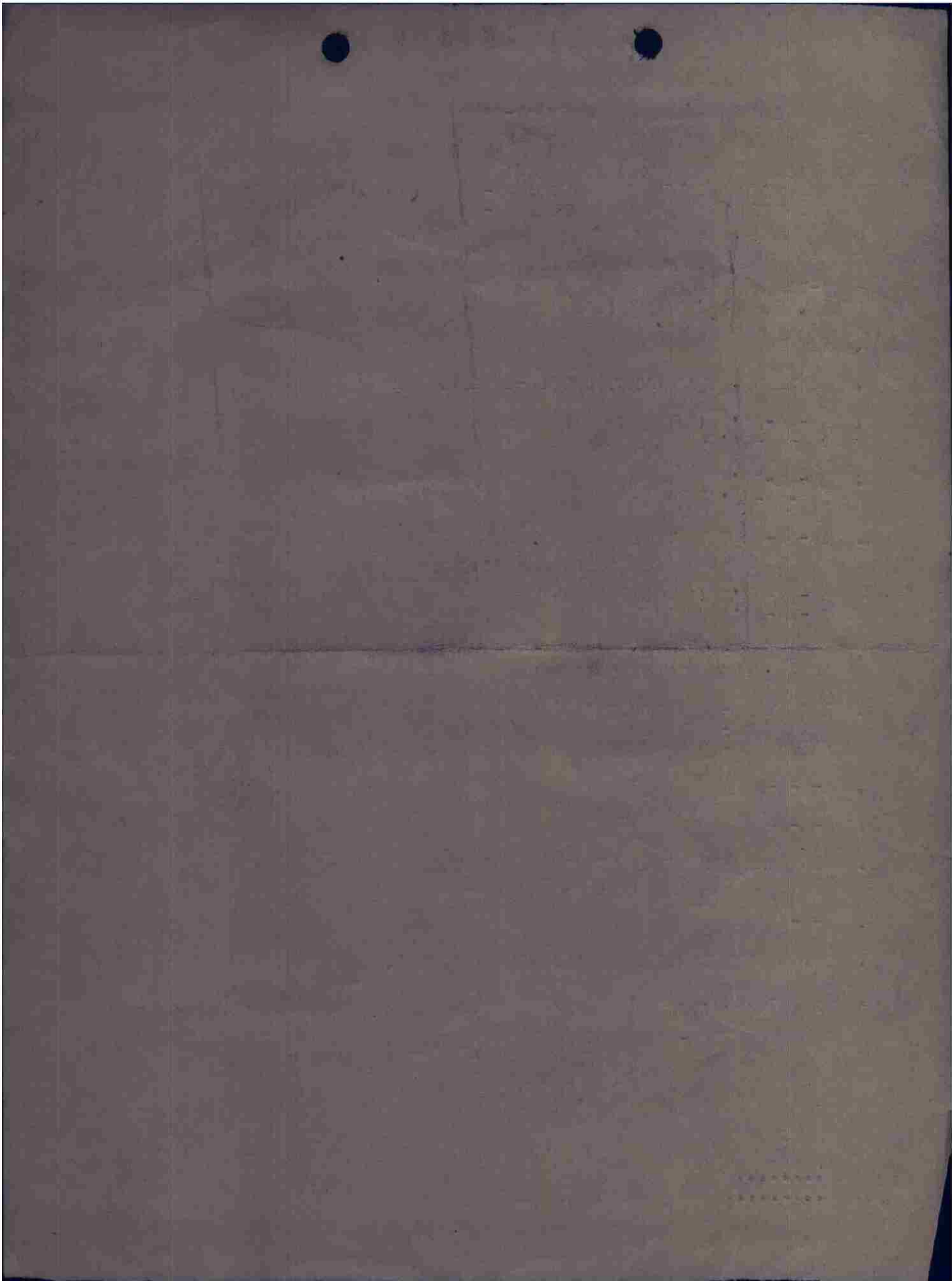
SECRET BT

J-368-D
OPFLASH FOR 24 JANUARY 1945

- A. 416 BOMB GROUP
- B. SCHLEIDEN ROAD JUNCTIONS (F-108152)
- C. 6 - A-20'S (3 A/C CARRIED WINDOW ONLY)
15 - A-26'S
- D. 2 - A-20'S
10 - A-26'S
- E. 1 - A-20 TELESCOPE CABLE OF FLIGHT B LEADERS BOMBSIGHT BROKE
AT START OF FIRST RUN. UNABLE TO SYNCHRONIZE. MADE
3 RUNS IN EFFORT TO DETERMINE REASON FOR DIFFICULTY.
5 - A-26'S (A/C OF FLIGHT B)
3 - A-20'S CARRIED WINDOW ONLY.
- F. 68 X 500 GP ON PRIMARY
34 X 500 GP RETURNED (SEE PAR E FOR REASON)
- G. FLIGHT A - EXCELLENT
FLIGHT C - SUPERIOR
FLIGHT B - DID NOT BOMB
- H. 0-0-0-0
- I. 0-0-0-0
- J. WEAK INACCURATE LIGHT FLAK AT F025125
WEAK INACCURATE LIGHT FLAK AT F050050
- K. 0-0-0
- L. 12,000 FT FLIGHT A : 11,800 FT FLIGHT C.
- M. 1432 - 1437.

OBSERVATION - INTERMITTENT WHITE STREAK BELIEVED TO BE
CONTRAIL OF JET PLANE SEEN ABOVE FORMATION AT
ABOUT 20,000 FT OBSERVED AT 1440 HOURS AT
K950050.

BT 24/1820A
FD BBBB
JEA R.....
JEA R.....1849A SS KKKKKKKK



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

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

APO 140, U. S. ARMY,
24 JANUARY 1945,

SUBJECT: REPORT OF OPERATIONAL USE OF WINDOW.

TO : RADAR COUNTERMEASURES OFFICER, HQ,
9TH BOMBARDMENT DIVISION (M), APO 140, US ARMY.

1. R.C.M. DISPENSING 37.
2. 24 JANUARY 1945.
3. RESCHEID.
4. 50° 28N 06° 02E
5. 50° 32N 06° 28E
6. B
7. 20 BOXES.
8. 320° 33 MPH.
9. 12000 FEET
10. CLEAR.
11. MEAGER, LIGHT FLAK THEN MEAGER HEAVY.
12. INACCURATE.
13. 10 SECONDS.
14. NONE.
15. FLAK OBSERVED BURSTING IN WINDOW CLOUD BELOW
AND BEHIND FORMATION.

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

ITA JEA V JKI JKI 18/24 OP-OP

FROM HQS. 416TH BOMBARDMENT GROUP (L) 24/2838A
 TO 9TH BOMBARDMENT DIVISION (M) ATTN: A-2 P/I
 97TH COMBAT WING ATTN: A-2 DUTY OFFICER

SECRET BY

J-371-D

FIRST PHASE S/A REPORT

B. SCHLEIDEN ROAD JUNCTION.

G. FLT. A - 1432. FLT. C - 1437.

J. BOX I - FLT. A - EXCEL - ALL BOMBS WITHIN 1000 FT. OF DMPI WITH CENTER OF PATTERN 500 FT. SE OF DMPI. BOMBS HIT ON BUILDINGS AND ROAD IN E. SIDE OF TOWN DAMAGING BUILDINGS AND PROBABLY BLOCKING ROADS.
 (VISUAL)
 FLT. B - DID NOT BOMB. MADE 3 BOMB RUNS BUT WAS UNABLE TO BOMB DUE TO THE BOMB SIGHT TELESCOPE CABLE BEING BROKEN.
 FLT. C - EXCEL - 90 PERCENT OF BOMBS WITHIN 1000 FT. OF DMPI WITH CENTER OF PATTERN 670 FT. NE OF DMPI. LONG PATTERN OF BOMBS FELL ACROSS BUILDINGS AND ROADS E OF DMPI. SEVERAL POSSIBLE HITS AND NEAR MISSES ON LONG ROAD BRIDGE.

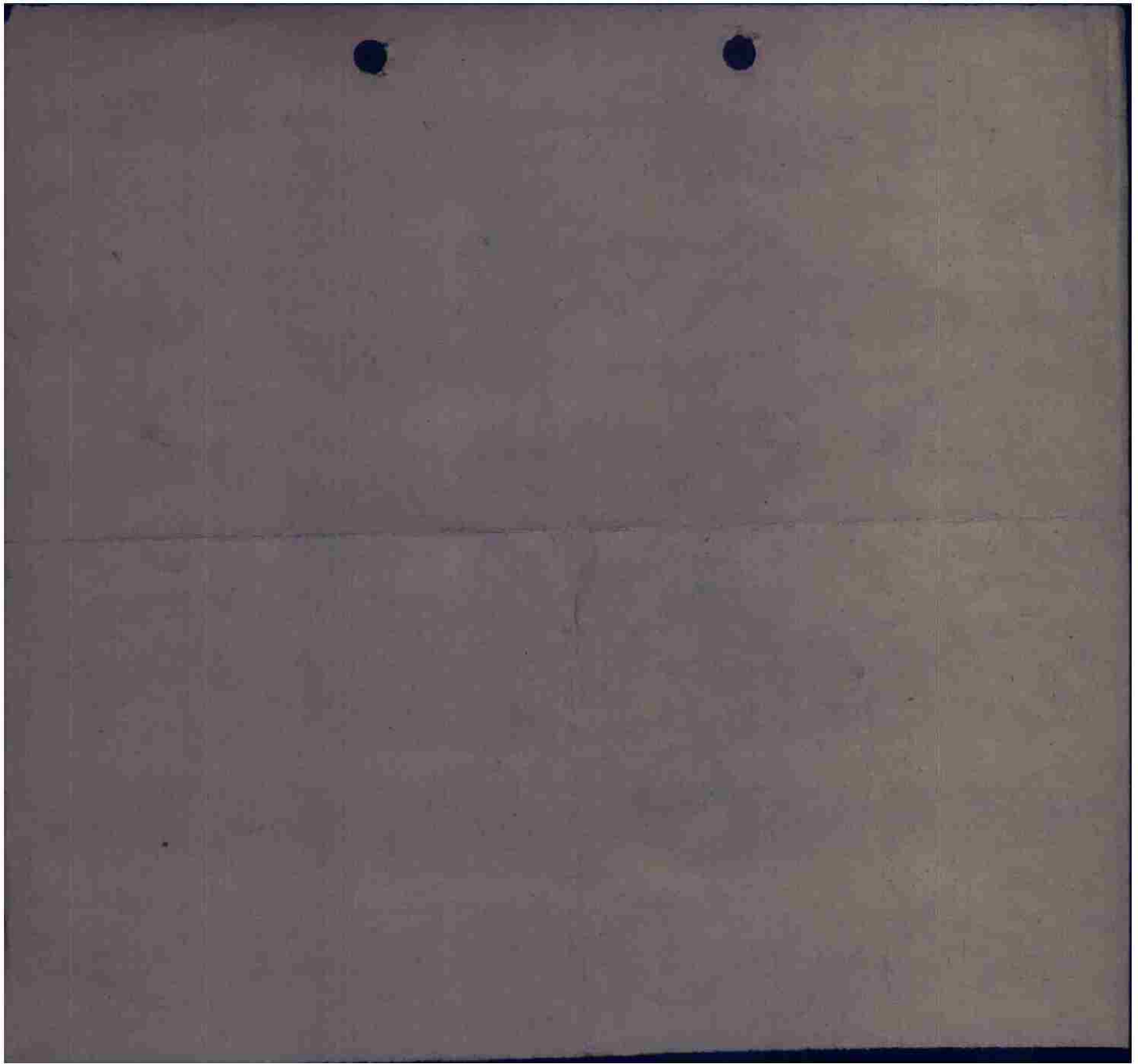
K. NO UNSATISFACTORY BOMBING REPORT.

M.	(1)	4	80 PERCENT
	(2)	0	0 PERCENT
	(3)	1	20 PERCENT

BT 24/2838A
 PD AR

JEA R242110A SS AR
 ITA R24/2115A MILT AR

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Opflash Report

To: C. S. 9th Bomb Division, AT: A-2
 C. S. 97th Combat Wing, AT: A-2
 Confidential

From: 416th Bomb Group

Opflash for 24 Jan 1945

- A. 416th Bomb Group
- B. Schleiden Road Junctions
- C. 6 - A20's (3 - $\frac{c}{c}$ carried window only)
 15 - A26's
- D. 2 - A20's
 10 - A26's
~~3 - A20's carried window only.~~
- E. 1 - A20 flight Telescope cable of flight B leader
 broke at start of first run. Unable to
 5 - A26's synchronize. made 3 runs in effort to
 3 - A20's carried window only. determine reason for
 difficulty.
- F. 68 x 500 G.P. on primary
 34 x 500 G.P. returned (see par. E for reason)
- G. Flight A Excellent
 Flight C Superior
 Flight B did not bomb
- H. 0-0-0-0
- I. 0-0-0-0
- J. ~~B~~ Weak inaccurate light flash at F025125
- K. 0-0-0
- L. 12,000 ft flight A, 11,800 ft. flight C
- M. 1432-1437 - - (Note use of homing and

Observations ^{Intermittent} - white streak believed to be
contrail of jet plane seen
above formation at about
20,000 ft, observed at 1440 hrs.
at K 950050

Use of homing + Fixing devices -

OIITA OIJES OIJKI OIJPO OIJJF V OIJE A OIJE A 13/24 OP-OP
T- OIITA PASS TO OIJJF

FROM: 97TH COMBAT BOMB WING 24/1820A
TO : COMBOMDIV IX
409TH BOMB GROUP
410TH BOMB GROUP
416TH BOMB GROUP
1ST PATHFINDER PROV, SQ.

J-745
Revd
1950

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

97TH COMBAT BOMB WING
APO 140
24 JAN, 1945. J-268-E

ANNEX NO. 2 TO FIELD ORDER NO. 139-719.

ADD: TO PARA, 3. A. (9) ON PLAN "A" INTERVALOMETER SETTING MINIMUM.
CHANGE ZERO HOUR ON PLAN "B" TO READ 24/1430A.

COMCBTWIG 97

BT 24/1820A
WCB AR
OIITA R.....24/1917 BIRD BBBBBB .
B2, ?TURN ON UR REPREF WILL U MATEY
JKI R.....24/1917A FD AR

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5736

OIITA OIJKI OIJJF OIJES OIJPO V OIJE A 10/24 OP OP
T (OIITA PASS TO OIJJF)

FROM 97TH COMBAT BOMB WING 24/0805A
TO COMBOMDIV NINE
COBOMGP 410
COBOMGP 409
COBOMGP 416
1ST PROV PATHFINDER SQDN,

*Recd
240810*
S-2
S-3
SIG

OPERATIONAL PRIORITY BT
SECRET SENT IN THE CLEAR AUTH : LT. COL. MC AFEE
J-215-E
97TH COMBAT BOMB WING
APO 140
24 JANUARY 1945

ANNEX NO.1 TO FIELD ORDER NO.139-719

CANCEL PLAN "A" PLAN "B" IN EFFECT WITH ZERO HOUR TO READ
24/1130A

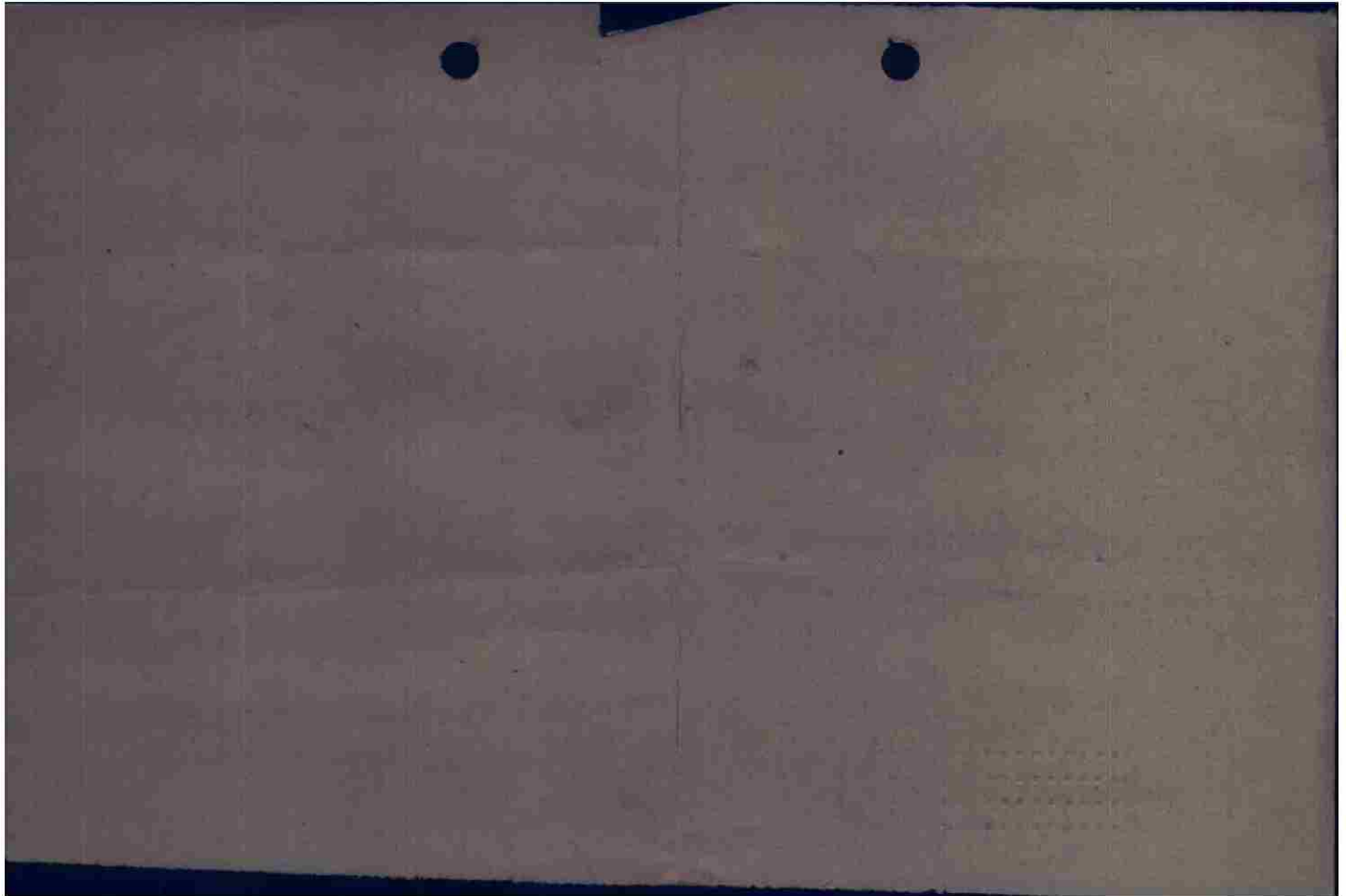
COMCBTWIG 97

BT 24/0805A

CES AR

OIITA R.....	24/0815A	BD	AR
OIJKI R.....	24/1815A	WJF	AR
OIJPO R.....	24/0815A	REW	AR
OIJES R.....	24/0815A	HO	AR

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729
Rud
240430

JKI COME IN PLS
JKI COME IN PLS JKI ERE

OIJKI V OIJE A OIJE A 05/24 OP OP

FROM 97TH COMBAT BOMB WING 24/0130A
TO COBOMGP 416

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

97CBW J-261-E

INTELLIGENCE SUPPLEMENT 3 FIELD ORDER 139-719.

SEE INTELLIGENCE SUPPLEMENT NO. 3 TO FIELD ORDER 137-717.

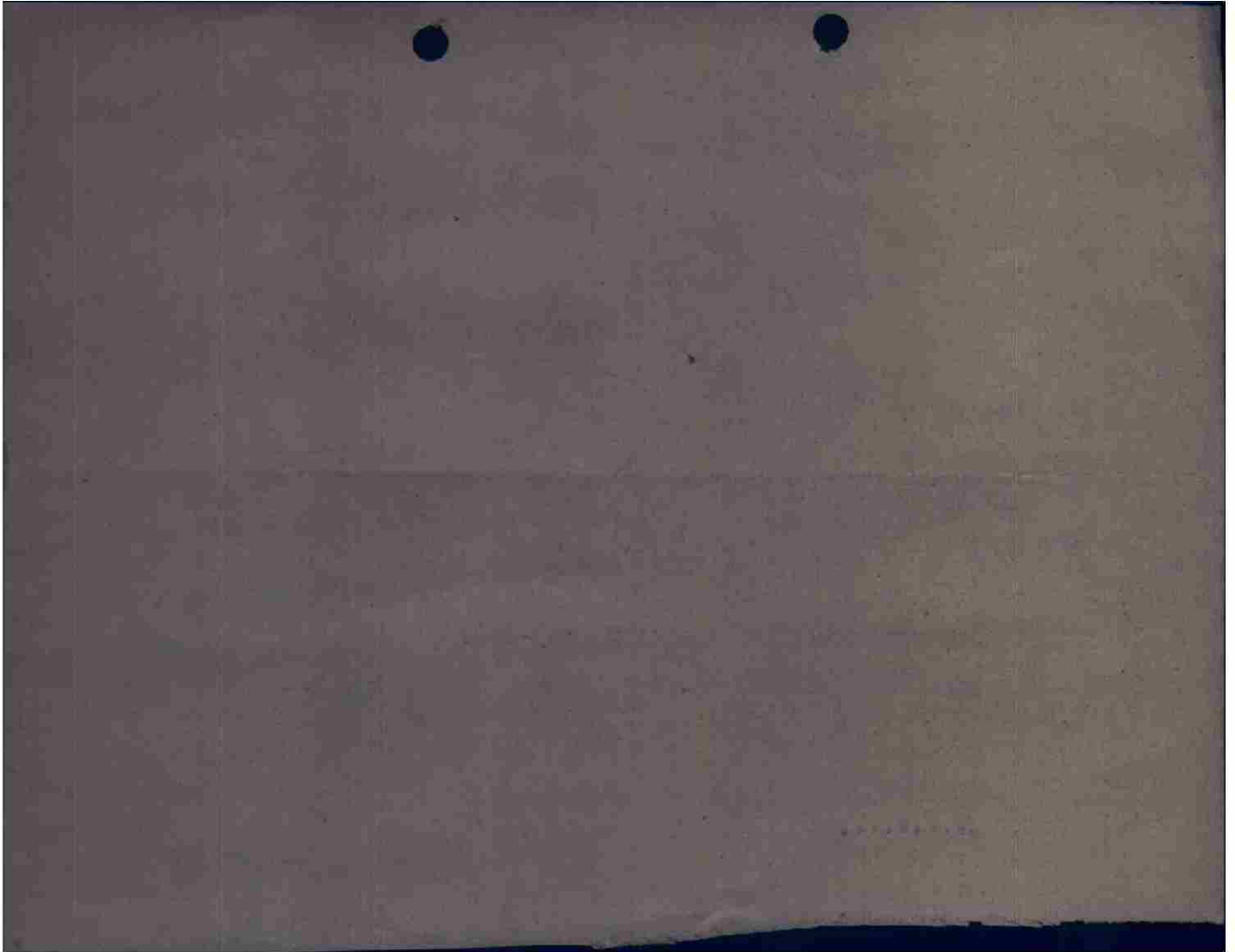
COMCBTWIG 97

BT 0130A
RL AR K

OIJKI YKY R.....24/0145A EW BBBB

... YOU FIRST THEN IF ITA CAN'T READ ME

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728

OIITA OIJES OIJKI OIJPO V OIJE A OIJE A 02/24 (INFO)

FROM 97TH COMBAT BOMB WING 24/0137A
TO COMBOMDIV NINE
409TH BOMB GROUP
410TH BOMB GROUP
416TH BOMB GROUP

ATTN: SIGNALS OFFICER

CANCEL PREVIOUS ADV. COPY OF SIGNALS TO F.O. MAKE ADV. COPY OF SIGNALS OF F. O. TO READ AS FOLLOWS:

5. COMMUNICATIONS:

PLAN "A" AND "B"

A. 409TH BOMB GROUP
(2) MANGO
(4 - 5) SWEEPSTAKES

B. 410TH BOMB GROUP:
(2) BESTMAN
(4 - 5) SWEEPSTAKES

C. 416TH BOMB GROUP:
(2) CIRCLE
(4 - 5) SWEEPSTAKES

C. GENERAL INFORMATION:

(11) ALL FORMATION LEADERS WILL CALL COUNTER-BATTERY GROUND STATION ON CHANNEL C/C AT LEAST 10 MINUTES PRIOR TO TROOP LINE GIVING AMOUNT OF TIME THEY ARE AHEAD OR BEHIND SCHEDULE.

ON PLAN "A" AND "B" 409TH WILL CALL "FLABBY" 410TH AND 416TH WILL CALL "CHINA BOY". IF NO CONTACT IS MADE CONTINUE TO TARGET.

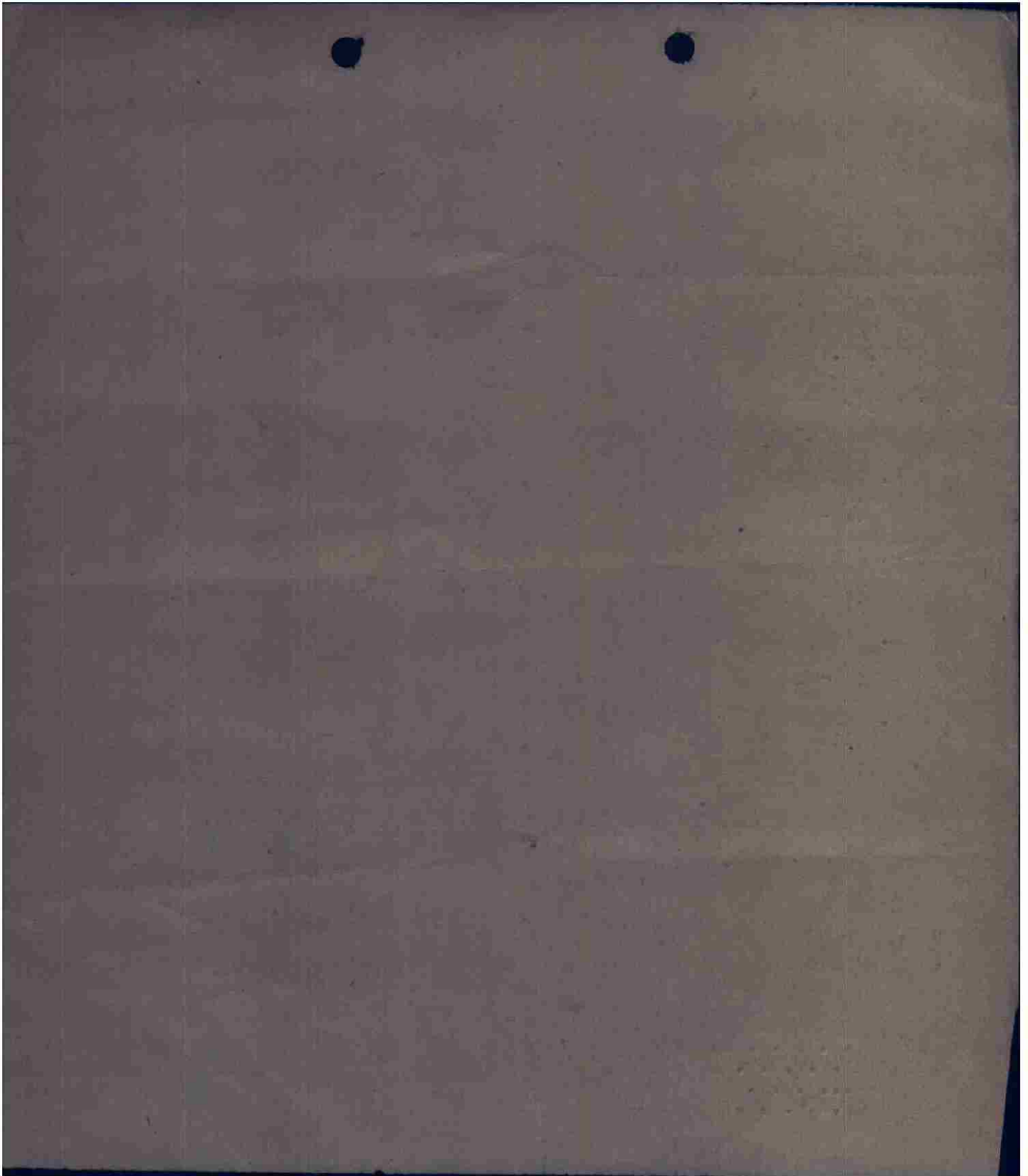
COMCBTWIG 97

BT 24/0137A

AR
AS
SS

OIITA R. 240146A SB AR K
OIJES R. 24/0146A FR AR
OIJKI R. 24/0146A EW AR
OIJPO R. 24/0156A HERB ARVNMQH

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733

OIITA OIJJF OIJES OIJPO OIJKI V OIJE A OIJE A 08/24 OP OP
T (OIITA PASS TO OIJJF)

FROM 97TH COMBAT BOMB WING 24/0240A
TO COMBOMDIV IX
COBOMGP 409
COBOMGP 410
COBOMGP 416
1ST PROV. PATHFINDER SQDN.

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

97CBW J-263-E

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

FIELD ORDER NO. 139-719

MAPS: NORMAL

1. B. (1) REF. CURRENT BOMBLINE.
(2) THE 2ND T.A.F. WILL FURNISH AREA COVER FOR THIS WING.

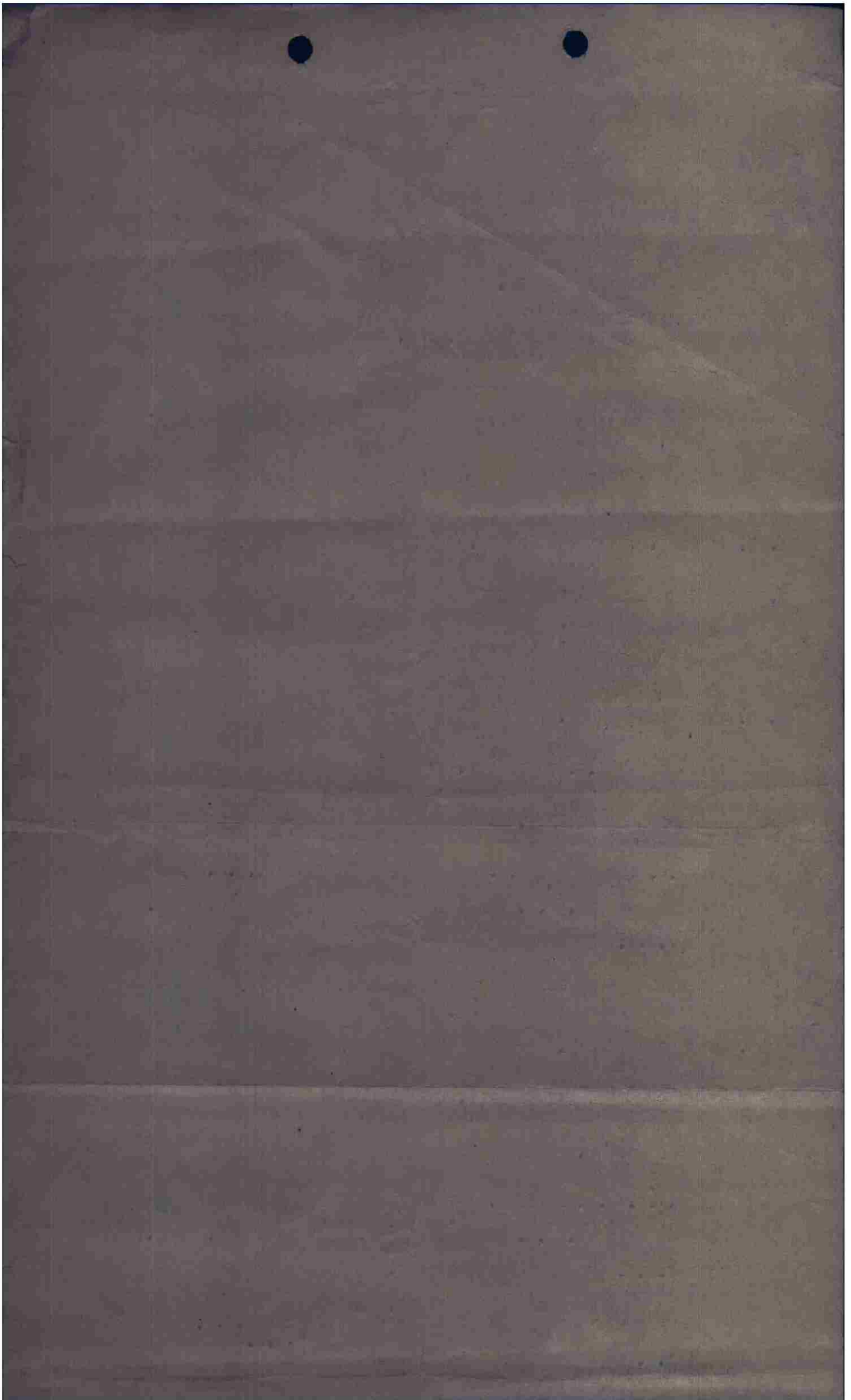
2. THIS WING WILL ATTACK TARGETS IN GERMANY.

ZERO HOUR: PLAN "A" 24/1300A
ZERO HOUR: PLAN "B" 24/1300A

PLAN "A"

3. A. 409TH BOMB GROUP.
 - (1) PRONSFIELD ROAD JUNCTION (L-002743)
 - (2) 36 A/C BOMBING BY FLIGHTS OF 6.
 - (4) BASE TO I.P. TO TARGET.
 - (5) TARGET TURN RIGHT TO R.P. TO BASE.
 - (6) BOMB 12,000 FEET OR BELOW CLOUDS DOWN TO BUT NOT BELOW 5,000 FEET.
 - (7) 4948N 0608E
 - (8) GENERALLY SW TO NE
 - (9) M.P.I. PHOTO IX A.F. 2ND PHASE REPORT, IX T.A.C. D/457
REF: 04170251
 - (10) 8 X 500 LB. G.P. FUSED 1/10 SEC. NOSE 1/40 SEC. TAIL.
 - (11) 4948N 0608E
 - (12) T.O.T. ZERO HOUR
 - (13) IF CLOUD COVER PREVENTS VISUAL BOMBING, BOMBS WILL BE RETURNED TO BASE.
 - (14) FRIENDLY ARTILLERY WILL ATTEMPT TO NEUTRALIZE ENEMY FLAK BATTERIES WITHIN RANGE.
- B. 410TH BOMB GROUP.
 - (1) STADTKYLL ROAD JUNCTIONS (L-142953)
 - (3) 36 A/C BOMBING BY FLIGHTS OF 6 A/C.
 - (4) BASE TO I.P. TO TARGET.
 - (5) TARGET TURN LEFT TO R.P. TO BASE.
 - (6) BOMB AT 12,000 FEET OR BELOW CLOUDS DOWN TO BUT NOT BELOW 5,000 FEET.
 - (7) 5025N 0602E
 - (8) GEN. WNW TO ESE
 - (9) M.P.I. U.S. 10/D548. 3 FLIGHTS ON EACH OF THE FOLLOWING
REF: 04710105, 05550050.
 - (10) 6 X 500 LB. G.P. FUSED 1/10 SEC. NOSE 1/40 SEC. TAIL.
 - (11) 5025N 0602E
 - (12) T.O.T. ZERO HOUR PLUS 20 MIN.
 - (13) IF VISUAL CONDITIONS DO NOT EXIST AT TARGET, GROUP WILL BOMB PRIMARY TARGET ON "GEE". IN EVENT OF "GEE" EQUIPMENT FAILURE, BOMBS WILL BE RELEASED ON TARGET E.T.A.
 - (14) BOMBS WILL NOT BE RELEASED ON TARGET E.T.A. UNLESS I.P. IS POSITIVELY IDENTIFIED.
 - (15) FRIENDLY ARTILLERY WILL ATTEMPT TO NEUTRALIZE ENEMY FLAK BATTERIES WITHIN RANGE.

*Recd
240400*



C. 416TH BOMB GROUP.

- (1) SCHLEIDEN ROAD JUNCTION (F108152)
- (2) 36 A/C BOMBING BY FLIGHTS OF 6 A/C.
- (4) BASE TO 5028N 0552E 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. LOSE 1,000 FEET AFTER RELEASING BOMBS.
- (7) 5025N 0602E
- (8) GEN. WSW TO ENE
- (9) M.P.I. U.S. 31/3972 PRINT NO. 1017. REF: 01850210.
INTERVALOMETER SETTING MINIMUM
- (10) 8 X 500 LB. G.P. FUSED 1/10 SEC. NOSE 1/40 SEC. TAIL.
- (11) 5025N 0602E
- (12) T.O.T. ZERO HOUR.
- (13) IF VISUAL CONDITIONS DO NOT EXIST AT TARGET, GROUP WILL RETURN BOMBS TO BASE.
- (14) FRIENDLY ARTILLERY WILL ATTEMPT TO NEUTRALIZE ENEMY FLAK BATTERIES WITHIN RANGE.

PLAN "B"

3. A. 409TH BOMB GROUP.

- (1) PRONSFIELD ROAD JUNCTION (L-002743)
- (2) 2 BOXES OF 18 A/C BOMBING ON ONE P.P.F. A/C.
- (4) BASE TO 4942N 0548E TO 4945N 0612E TO TARGET.
- (5) TARGET TURN LEFT TO 4942N 0548E TO BASE.
- (6) BOMB: 1ST BOX 12,500 FEET, 2ND BOX IN TRAIL. MINIMUM ALTITUDE IF BOMBING IS VISUAL 5,000 FEET.
- (9) M.P.I. PHOTO IX A.F. 2ND PHASE REPORT. IX T.A.C. D/457. REF: 04170251. TO BE USED IF BOMBING IS VISUAL BY FLIGHTS OR BOXES.
P.P.F. M.P.I. GRID. COORD. 002743.
INTERVALOMETER SETTING 30 FEET.
- (10) 8 X 500 LB. G.P. FUSED 1/10 SEC. NOSE 1/40 SEC. TAIL
- (12) T.O.T. ZERO HOUR
- (13) GROUP WILL PROCEED ON BRIEFED P.P.F. ROUTE TO A POINT WHERE THE GROUP LEADER CAN ASCERTAIN THAT VISUAL BOMBING BY FLIGHTS OF 6 A/C IS POSSIBLE, WEATHER BEING THE DETERMINING FACTOR. IF VISUAL BOMBING BY FLIGHTS IS POSSIBLE, GROUP WILL PROCEED OR RETURN AS THE CASE MAY BE, TO VISUAL I.P. (4948N 0608E) TAKE INTERVAL AND BOMB BY FLIGHTS. IF BOMBING BY FLIGHTS IS IMPOSSIBLE BUT A SMALL BREAK IN THE CLOUDS MAKES IT POSSIBLE TO BOMB BY BOXES OF 18 A/C, GROUP WILL CONTINUE ON P.P.F. ROUTE AND BOMB VISUALLY BY BOXES OF 18 A/C. IF 10/10 CLOUD COVER OBSCURES THE TARGET GROUP WILL BOMB BY P.P.F. ONLY. IF P.P.F. EQUIPMENT FAILS, BOMBS WILL BE RETURNED TO BASE.
- (14) IF VISUAL CONDITIONS EXIST AT TARGET, BOMBING WILL BE BY VISUAL MEANS. THE DECISION TO BOMB VISUALLY WILL BE THE RESPONSIBILITY OF THE A-26 BOX LEADERS AND THEY WILL DO SO WHETHER THEY CAN CONTACT THE P.P.F. A/C OR NOT.
- (15) IF IT IS NECESSARY TO MAKE A SECOND RUN FOR VISUAL BOMBING, GROUP WILL RETURN TO 4948N 0608E TO BEGIN RUN.
- (16) FRIENDLY ARTILLERY WILL ATTEMPT TO NEUTRALIZE ENEMY FLAK BATTERIES WITHIN RANGE

B. 410TH BOMB GROUP

- (1) STADTKYLL ROAD JUNCTIONS (F-142953)
- (2) 2 BOXES OF 18 A/C WITH 1 PPF A/C
- (3) BASE TO 5028N TO 0551E TO TARGET
- (5) TARGET TURN LEFT TO 5025N 0602E TO BASE
- (6) BOMB - 1ST BOX 12,500 FEET. 2ND BOX IN TRAIL. MINIMUM ALTITUDE FOR VISUAL BOMBING 5,000 FEET
- (9) M.P.I. US 10/D548. THREE FLIGHTS ON EACH OF THE FOLLOWING REFERENCES. 04710105 AND 05550050 TO BE USED IF BOMBING IS VISUAL AND BY FLIGHTS.
US 10/D548 ONE BOX ON EACH OF THE FOLLOWING REFERENCES 04710105 AND 05550050 TO BE USED IF BOMBING IS VISUAL AND BY BOXES. PPF M.P.I. GRID COORD: 14239521
- (10) 6 X 500 LB G.P. FUSED 1/10 SEC. NOSE 1/40 SEC. TAIL
- (12) T.O.T. ZERO HOUR
- (13) GROUP WILL PROCEED ON BRIEFED PPF ROUTE TO A POINT WHERE THE GROUP LEADER CAN ASCERTAIN THAT VISUAL BOMBING BY FLIGHTS OF 6 A/C IS POSSIBLE, WEATHER BEING THE DETERMINING FACTOR. IF BOMBING BY FLIGHTS IS POSSIBLE, GROUP WILL PROCEED OR RETURN AS THE CASE MAY BE TO VISUAL I.P. (5025N 0602E) TAKE INTERVAL AND BOMB BY FLIGHTS. IF BOMBING BY FLIGHTS IS IMPOSSIBLE, BUT A SMALL BREAK IN THE CLOUDS MAKES IT POSSIBLE TO BOMB VISUALLY BY BOXES OF 18 A/C, GROUP WILL CONTINUE ON PPF ROUTE AND BOMB VISUALLY BY BOXES OF 18 A/C. IF 10/10 CLOUD COVER OBSCURES TARGET, GROUP WILL BOMB IN THE FOLLOWING PRIORITY.



- A. PPF
- B. GROUP "GEE"
- C. TARGET E.T.A.

- (14) IF VISUAL CONDITIONS EXIST AT TARGET, BOMBING WILL BE BY VISUAL MEANS. THE DECISION TO BOMB VISUALLY WILL BE THE RESPONSIBILITY OF THE A-20 BOX LEADERS AND THEY WILL DO SO WHETHER THEY CAN CONTACT THE PPF A/C OR NOT
- (15) IF IT IS NECESSARY TO MAKE A SECOND RUN FOR VISUAL BOMBING, GROUP WILL RETURN TO 5025N 0602E TO BEGIN RUN.
- (16) BOMBS WILL NOT BE RELEASED ON TARGET E.T.A. UNLESS VISUAL I.P. OR PPF I.P. IS POSITIVELY IDENTIFIED
- (17) FRIENDLY ARTILLERY WILL ATTEMPT TO NEUTRALIZE ENEMY FLAK BATTERIES WITHIN RANGE

C. 416TH BOMB GROUP

- (1) SCHLVEIDEN ROAD JUNCTIONS (F-108152)
- (2) 2 BOXES OF 18 A/C WITH 1 PPF A/C
- (4) BASE TO 5038N 0547E TO TARGET
- (5) TARGET TURN RIGHT TO 5025N 0602E TO BASE
- (6) BOMB - 1ST BOX 12,500 FEET. 2ND BOX IN TRAIL. MINIMUM ALTITUDE FOR VISUAL BOMBING 5,000 FEET. LOSE 1,000 FEET AFTER RELEASING BOMBS
- (9) M.P.I. US 31/3972 PRINT 1017 REFERENCE 01850210 TO BE USED IF BOMBING IS VISUAL AND BY FLIGHTS OR BOXES INTERVALOMETER SETTING 30 FEET
- (10) 8 X 500 LB G.P. FUSED 1/10 SEC. NOSE 1/40 SEC. TAIL
- (12) T.O.T. ZERO HOUR
- (13) GROUP WILL PROCEED ON BRIEFED PPF ROUTE TO A POINT WHERE THE GROUP LEADER CAN ASCERTAIN THAT VISUAL BOMBING BY FLIGHTS OF 6 A/C IS POSSIBLE, WEATHER BEING THE DETERMINING FACTOR. IF VISUAL BOMBING BY FLIGHTS IS POSSIBLE, GROUP WILL PROCEED OR RETURN AS THE CASE MAY BE, TO VISUAL I.P. (5025N 0602E) TAKE INTERVAL AND BOMB BY FLIGHTS. IF BOMBING BY FLIGHTS IS IMPOSSIBLE BUT A SMALL BREAK IN THE CLOUDS MAKES IT POSSIBLE TO BOMB BY BOXES OF 18 A/C, GROUP WILL CONTINUE ON PPF ROUTE AND BOMB VISUALLY BY BOXES OF 18 A/C. IF 10/10 CLOUD DOVER OBSCURES THE TARGET GROUP WILL BOMB BY PPF ONLY. IF PPF EQUIPMENT FAILS, BOMBS WILL BE RETURNED TO BASE
- (14) IF VISUAL CONDITIONS EXIST AT TARGET, BOMBING WILL BE BY VISUAL MEANS. THE DECISION TO BOMB VISUALLY WILL BE THE RESPONSIBILITY OF THE A-26 BOX LEADERS AND THEY WILL DO SO WHETHER THEY CAN CONTACT THE PPF A/C OR NOT.
- (15) IF IT IS NECESSARY TO MAKE A SECOND RUN FOR VISUAL BOMBING, GROUP WILL RETURN TO 5025N 0602E TO BEGIN RUN
- (16) FRIENDLY ARTILLERY WILL ATTEMPT TO NEUTRALIZE ENEMY FLAK BATTERIES WITHIN RANGE

KL329

X. (1) TO (4) NO CHANGE

4. NO CHANGE

5. COMMUNICATIONS:

PLAN "A" AND "B"

- A. 409TH BOMB GROUP
 - (2) MANGO
 - (4 - 5) SWEEPSTAKES

- B. 410TH BOMB GROUP:
 - (2) BESTMAN
 - (4 - 5) SWEEPSTAKES

- C. 416TH BOMB GROUP:
 - (2) CIRCLE
 - (4 - 5) SWEEPSTAKES

X. GENERAL INFORMATION:

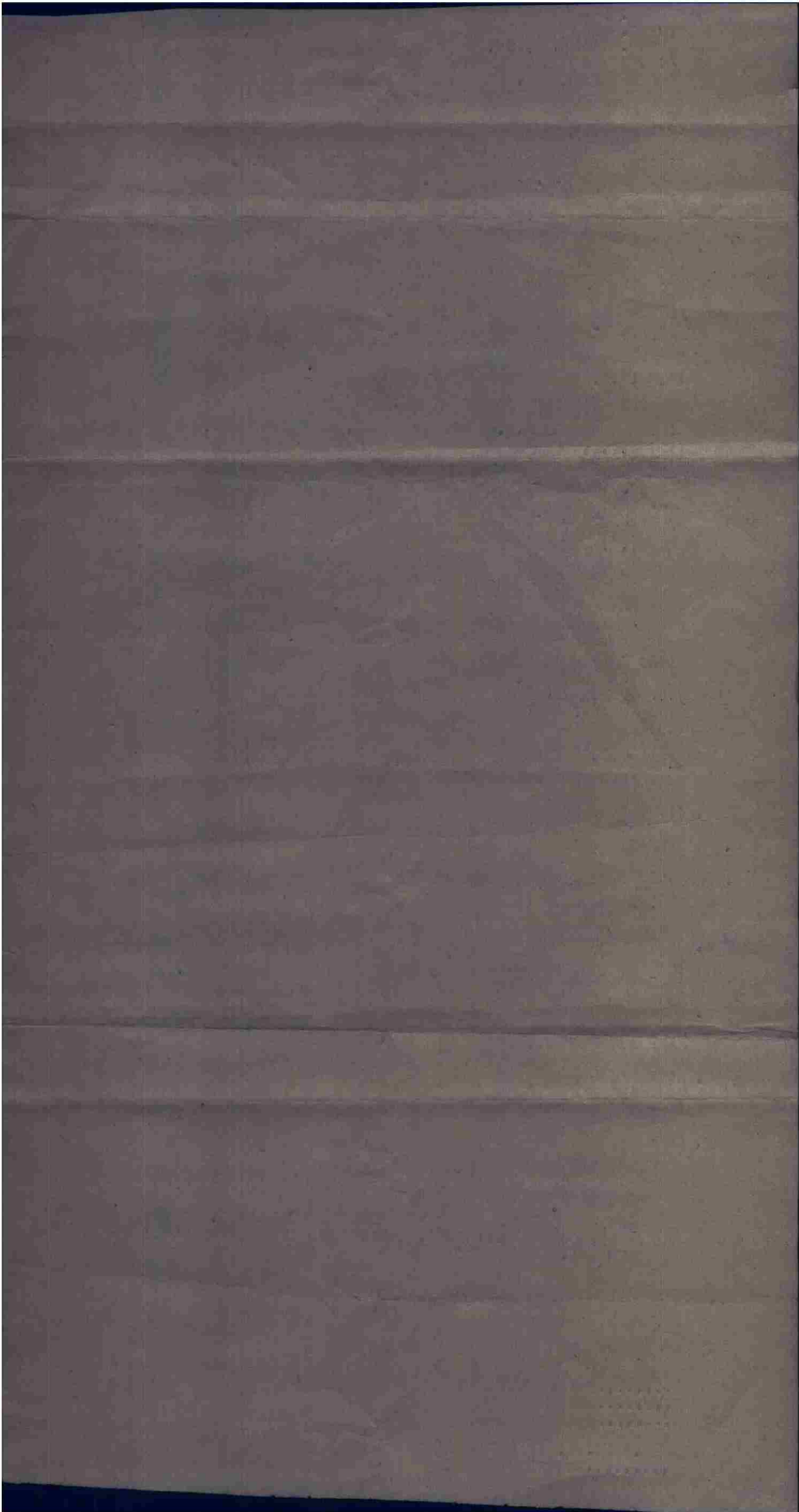
- (11) ALL FORMATION LEADERS WILL CALL COUNTER-BATTERY GROUND STATION ON CHANNEL C/C AT LEAST 10 MINUTES PRIOR TO TROOP LINE GIVING AMOUNT OF TIME THEY ARE AHEAD OR BEHIND SCHEDULE. ON PLAN "A" AND "B" 409TH WILL CALL "FLABBY". 410TH AND 416TH WILL CALL "CHINA BOY". IF NO CONTACT IS MADE CONTINUE TO TARGET.

COMCBTWIG 97

BT 0240A
RL/LCB BB TO GPS

OIJES R.....24/0430A	IDR	KK
OIJPO R.....240430A	AK	ARKK
OIJKI R.....24/0430A	EW	KKKK

PLAN B. PAR. C. (1) FIRST GP IS CORRECTED TO READ "SCHLEIDEN"
 OIITA R.....240429A ALI A
 ARTOV



Plan "A."

1/10 + 1/40

6 x 500

T.O.T. Zero Hour 1300

Route out - Base to R-6713 to I.P. to target.

Target turn right to R.P. to base.

Loose 1000 ft. after releasing bombs.

I.P. + R.P. are the same

M.P.I - Same - Min. alt. 5000'

Bomb normal alt. 12000 ft.

Min. Inter setting.

Plan "B."

Same target - 1-PPF A/C (Area Cover)

T.O.T. Zero hour

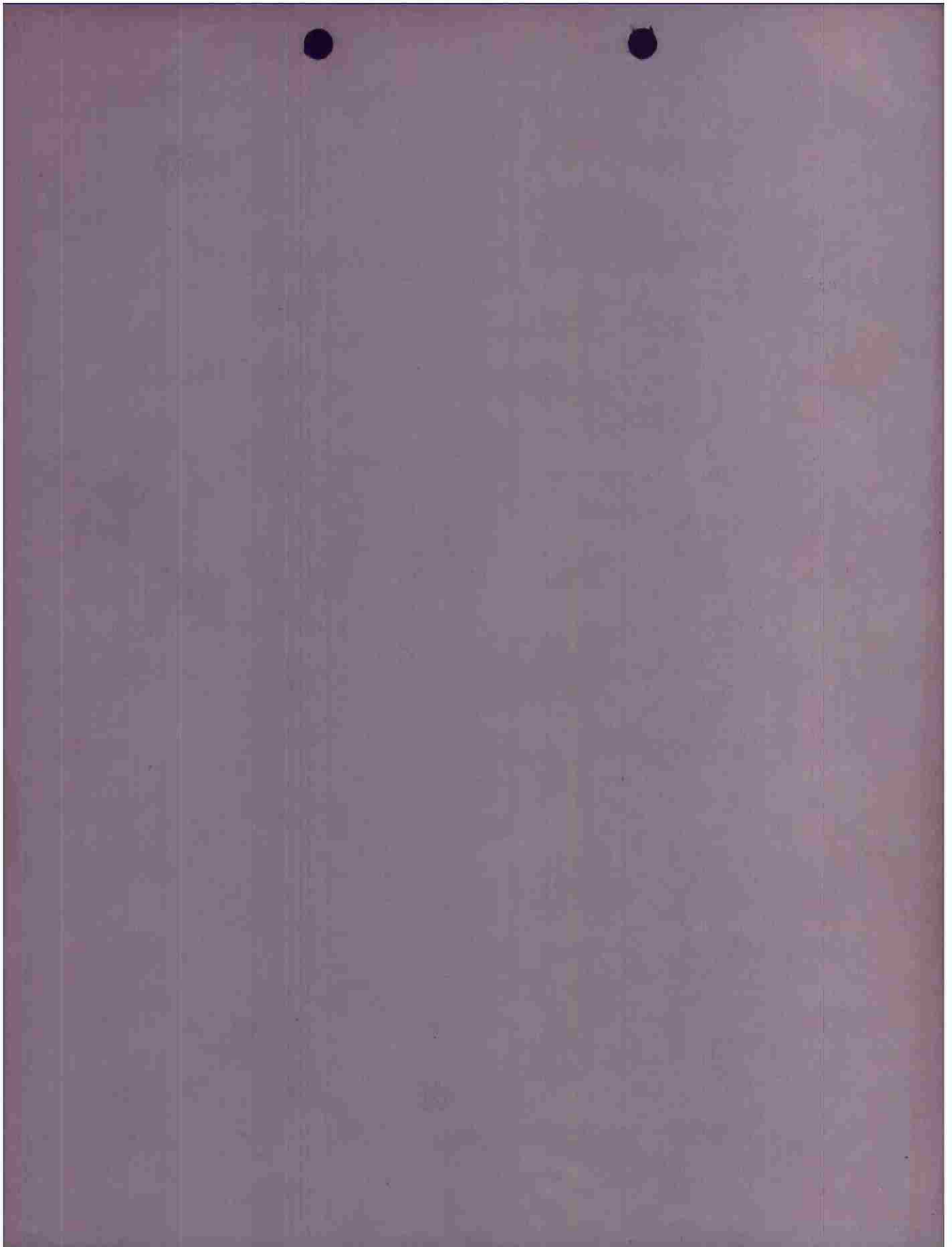
Same route - loose 1000 ft. after bombs released - same bomb load as Plan "A"

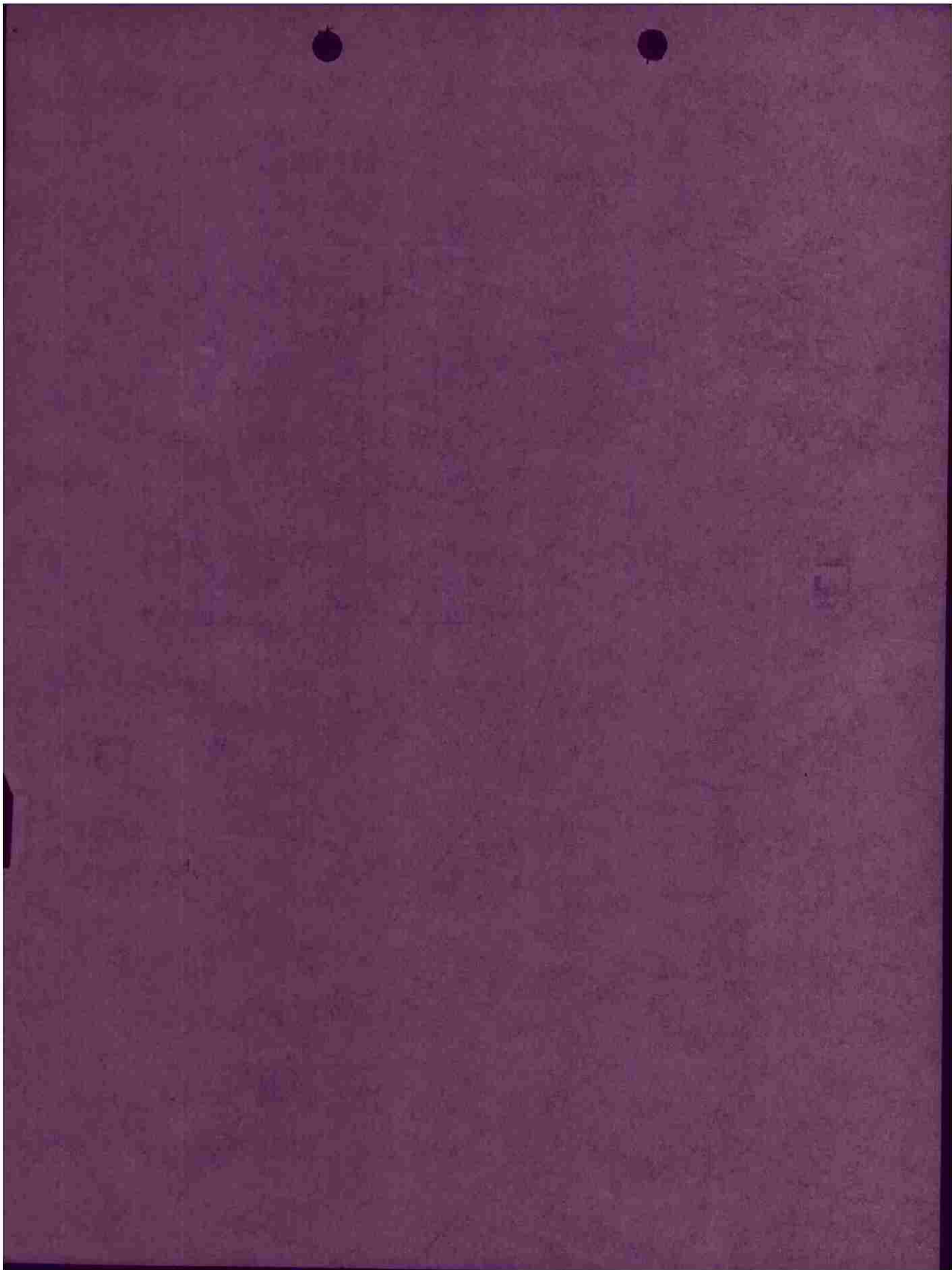
30' ft. Inter. setting. Bomb 12500 ft. 1st box
2nd box bomb in trail.

5000' min. alt. for visual bombing

8:45

9:45





USAAF FORM 94A

SECRET

SECRET

AUTH: CO STA 4-35
DATE: 26 Jan. 1945
INIT:

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

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

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

Ref: Oprep A No. 206 for 24 hrs. ending midnight 26 Jan. 1945
Mission or Operation No. 133 97th CGI TO 133-719

A. Short Narrative of Operation:

Target Schleiden Road Junction
Place of take-off Station 4-55
Place of landing Station 4-55
Take-off time 1200 Landing time 1557
Time over target 1438-1437 Bombing Altitude 12000-11500
Nature of mission Bombing Other None
Weather Clear, Visibility 10 plus miles.
Results Excellent, No attack, Excellent.
Enemy opposition Weak inaccurate light fire.

B. Type & model of aircraft:

1. Dispatched 6 A-20's
15 A-26's

2. Attacking target (indicate target) or completing mission.
3 A-20's Window
2 A-20's Schleiden Road Junction
10 A-26's Schleiden Road Junction

3. Abortive due to:
(1) Weather: None
(2) Personnel: None
(3) Mechanical: None
(4) Other: 1 A-20 and 5 A-26's - Downright telescope cable broken.

4. Missing (i.e. cause and place unknown) None

5. Destroyed - before reaching target None
giving cause where known

6. Destroyed - over or after leaving None
target giving cause where known

7. Damaged (give category & cause) None

8. Sorties 6 A-20's
15 A-26's

SECRET

(over)

SECRET

GEORGE SOHNKEIN,
Captain, Air Corps,
Adjutant.

For the Commanding Officer:

- e. Destroyed
- f. Prob. Pos
- g. Damaged

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

Type of Casualty	Pilot	Co-pilot	Nav	Bomb	R. Gun	E. Gun	T. Gun
Killed in Action	0	0	0	0	0	0	0
Missing in Action	0	0	0	0	0	0	0
Rounded Off	0	0	0	0	0	0	0
Rounded Off	0	0	0	0	0	0	0

G. Own Personnel Casualties:

- a. Total Returned
- b. Total or wrecked on missing e/c
- c. Detained
- d. Expended on operations (List targets separately)
- e. Total carried into air
- f. Bombs, flares, etc. used
- g. Total carried into air
- h. Expended on operations
- i. Lost on wrecked or missing e/c
- j. Night (Sunset to sunrise)
- k. Day (Sunrise to sunset)

SECRET

USAR FORM 31A (00-14)

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B. C. FIELD ORDER NO. 189-719BOX I Flt 1 GROUP 416 DATE 24 Jan. 149 TARGET ATTACKED Schleiden Road Junct.

1. Method of Sighting:

Pre-set with corrections.

2. Bombing approach:

3. Was mercury erection ⁸⁰⁰ system used? YES _____ NO X4. Did entire ~~(bomb)~~ (flight) drop on lead bombardier? YES X NO _____

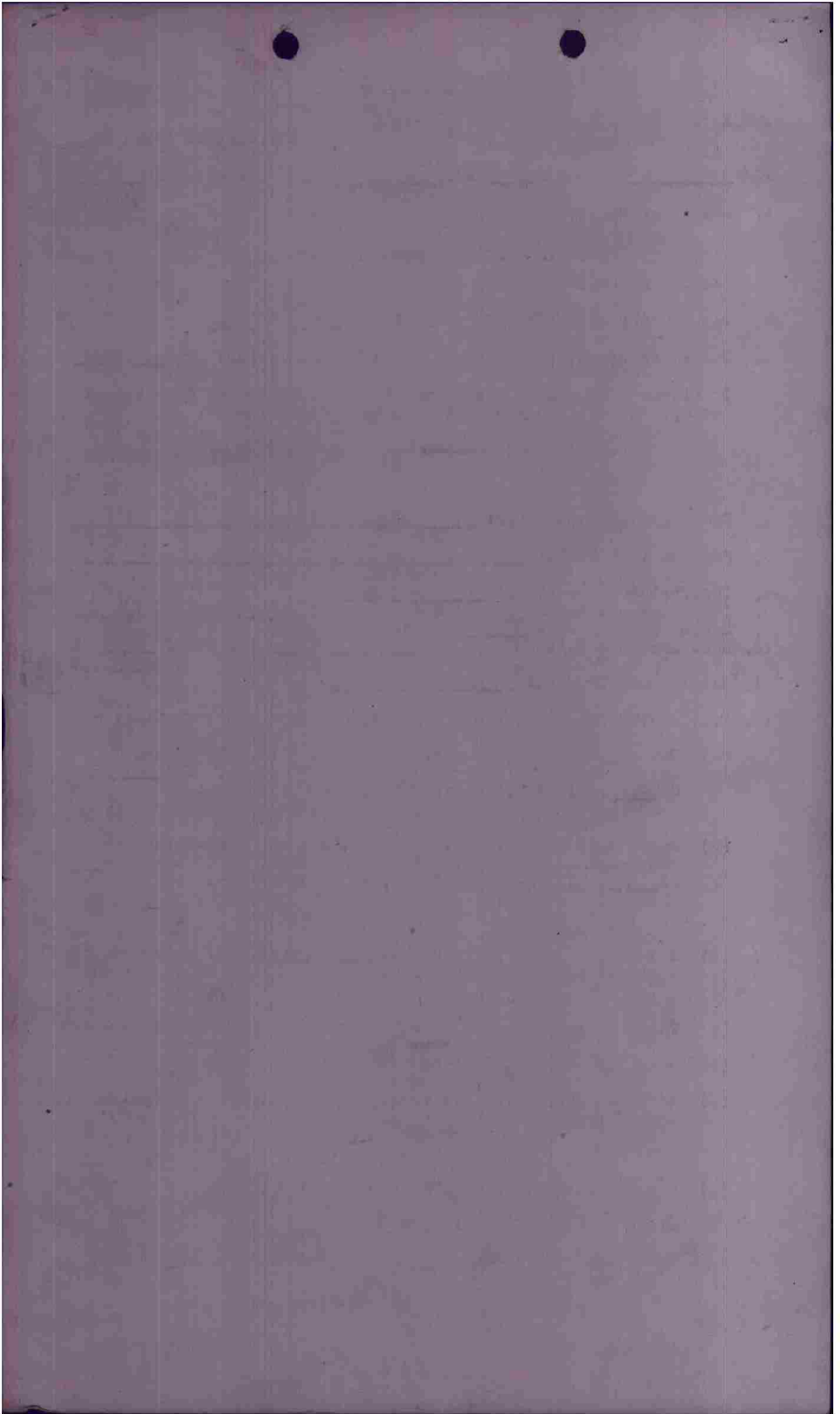
In either case explain fully method of sighting and dropping of bombs, and specify exact aiming point actually used:

Pre-set with corrections. C-1 auto-pilot not used.5. Name of lead Bombardier: Lt. A. R. Hand6. Name of lead Pilot: Major R. F. Price7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 250 Altitude: 200009. Length of bomb run: 60 Sec:10. Bomb Load and Fusing per A/C: A-20 4 x 500 lb. FUSED 1/10 N
A-26 6 x 500 1/40 T11. Total Bombs Dropped: 34

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

- (a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES _____ NO X. If "YES" state conditions and effect.
- (b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES _____ NO X. If answer is "YES", state circumstances and effect on bombing:
- (c) Did Flak affect bombing? YES _____ NO X. If answer is "YES" state to what extent did Flak affect bombing or bomb run:
- (d) To what extent did attacks by enemy aircraft affect bombing?
None
- (e) State any difficulties on bombing run:
None
- (f) Malfunctions, personnel errors or other factors affecting bombing:
None
- (g) Bombing results as reported by crews:
Aimed at right Target: YES X NO _____
Results claimed: EXCEL X GOOD _____ FAIR _____ POOR _____ GROSS _____

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 139-719BOX 1 212 3 GROUP 416 DATE 24 Jan. '49 TARGET ATTACKED Schleiden Road Junct.

1. Method of Sighting:

Pre-set with corrections.

2. Bombing approach:

3. Was mercury erection system used? YES _____ NO X4. Did entire ~~(boom)~~ (flight) drop on lead bombardier? YES X NO _____

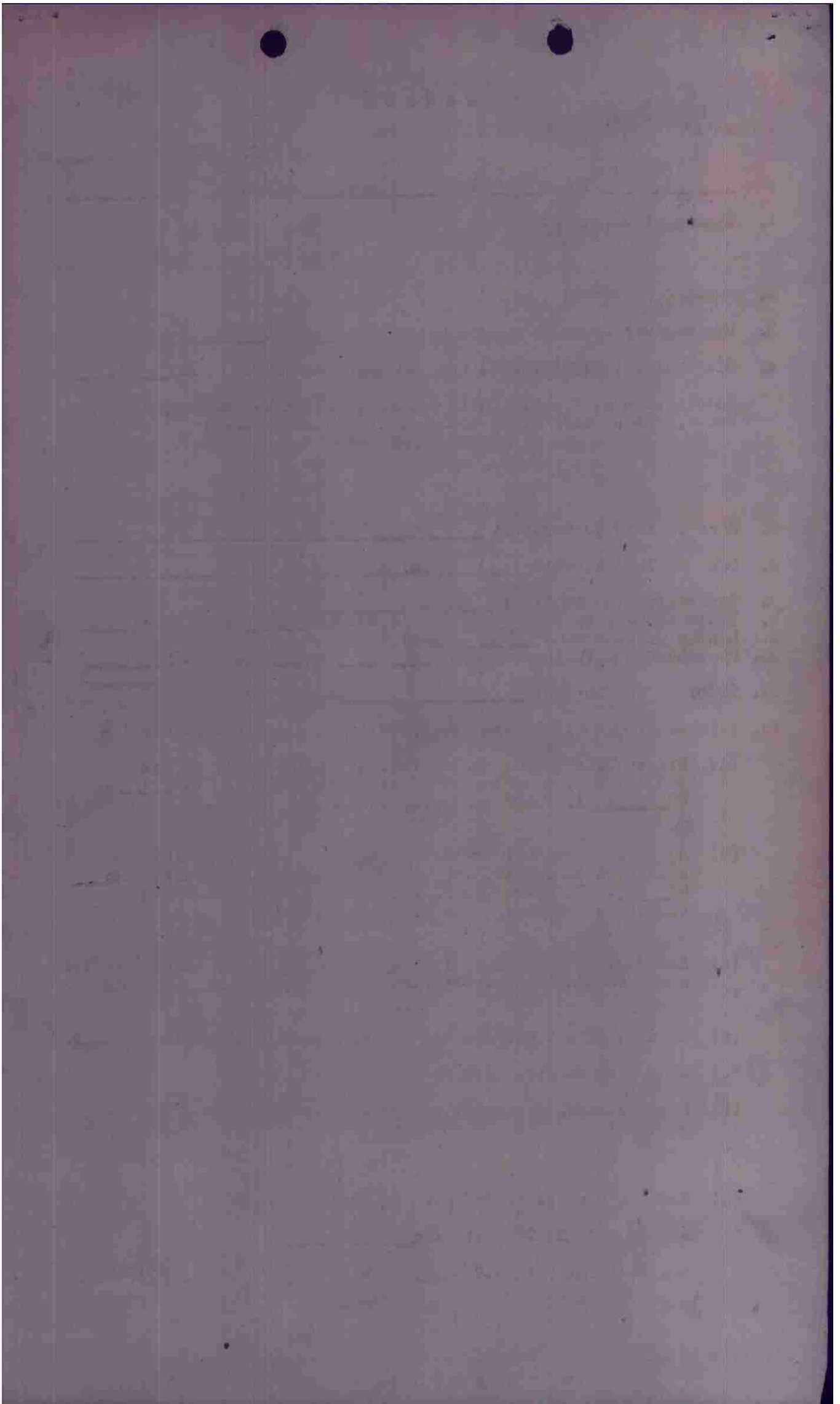
In either case explain fully method of sighting and dropping of bombs, and specify exact aiming point actually used:

Pre-set with corrections. G-1 Auto Pilot not used.5. Name of lead Bombardier: Lt. G. G. Johnson6. Name of lead Pilot: Lt. J. E. Blomgren7. Intervalometer setting: Minimum8. Indicated Air Speed: 290 Ground Speed: 288 Altitude: 115009. Length of bomb run: 30 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N (A-20)
8 500 1/48 T (A-26)11. Total Bombs Dropped: 32

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

- (a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES _____ NO X. If "YES" state conditions and effect.
- (b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES _____ NO X. If answer is "YES", state circumstances and effect on bombing:
- (c) Did Flak affect bombing? YES _____ NO X. If answer is "YES" state to what extent did Flak affect bombing or bomb run:
- (d) To what extent did attacks by enemy aircraft affect bombing?
None
- (e) State any difficulties on bombing run:
None
- (f) Malfunctions, personnel errors or other factors affecting bombing:
None
- (g) Bombing results as reported by crews:
Aimed at right Target: YES X NO _____
Results claimed: EXCEL X GOOD _____ FAIR _____ POOR _____ GROSS _____

S E C R E T



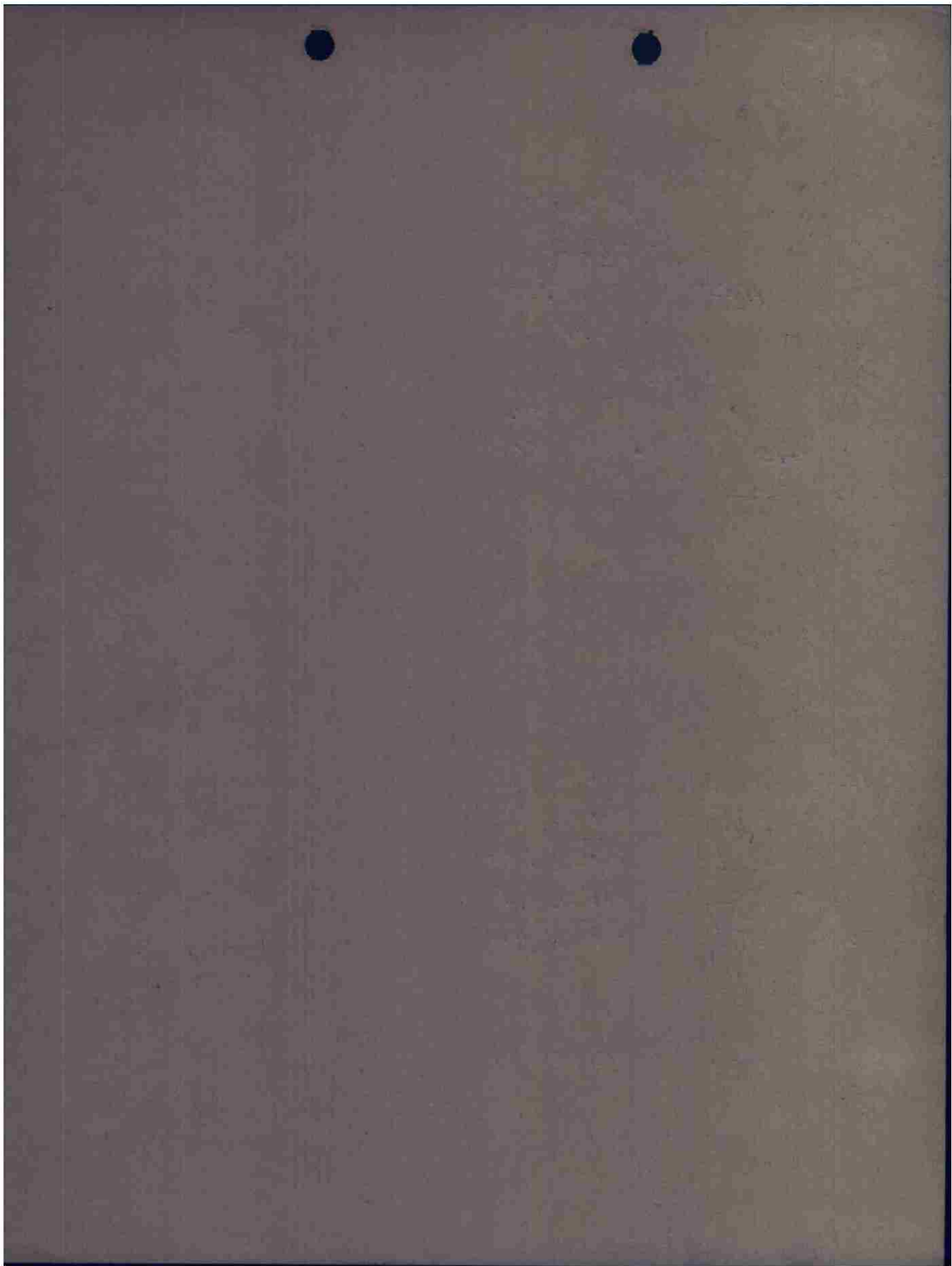
Box I
FLT B

BOMBARDIER'S LOG

TARGET		DATE	
Pressure Altitude of Target :	1539	Train Ind. Slvo.	
Altimeter Setting :	2772	Type of Release:	
Ind. Alt.:	11800	Interval :	
True Alt.:	7800	Length of Run;	Time of Release
Tan. Dropping Angle :	1.75	Mag. Heading :	82°
Disc Speed :	208.3	Aircraft Number :	
Trail M	59	Drift :	54
Pilot :		Bombardier-Navigator :	
IAS :	240	TAS :	246
GS :	270	Box :	Flight :
Nose :		Tail :	
Left		Right	

Heading	Drift	Tangent	GroundSpeed	Heading	Drift	Tangent	GroundSpeed

Altitude	Disc Speed	Trail	TAS	GS	Tang.	Altitude	Disc Speed	Trail	TAS	GS	Tang.
10800	220.5	58	242	265	1.						
9800	234.5	55	238	256	1.						
8800	252.7	52	237	248	1.06						
7800	270.6	49	231	242	1.1						
6800	275.5	47	227	235	1.65						
14500	183.7	59	242	270	.84						



Box #	OPSTL	Date	F/O	Target	Alt.	Box Leader	T/O	15 min.
I		4-24-44				MAT PRIZE	TOT	
A/C	Fell to Bomb	ATT	3orb	1isp	A/C Dam	E/A	Pars.	L/D
1 063	4X510	✓	4	6				
2 283		✓	6	6				
3 290		✓	6	6				
4 331		✓	6	6				
5 289		✓	6	6				
6 250		✓	6	6				
1 095				4				
5 275				6				
3 288				6				
4 292		✓		6				
5 326				6				
6 352				6				
1 024		✓	4	6				
3 381		✓	6	6				
2 259		✓	6	6				
4 318		✓	6	6				
5 349		✓	6	6				
6 300		✓	6	6				

6-313 spine
 253 981
 253 981
 349 308
 300
 863 ✓
 298 ✓
 831 ✓
 256 289 ✓
 352
 6-313
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 906
 907
 908
 909
 910
 911
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 999
 1000

TOTALS FOR MISSION

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

C. (1) Time up _____
 L.O.T. _____
 Time Down _____
 (obtained from Tower).

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

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

No.	Type
X	Bombs on Primary
X	Bombs on Secondary
X	Bombs on Other
X	Bombs Returned
X	Bombs Detonated
	(Obtained from Recaps)

Where _____

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

F/O _____

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INTERR. FORM

PILOT Pruie A/C# 063 BOX I

CASUALTIES

BOMBS :	4 X 500	ON	P	BATTLE DAMAGE		
				W	W-ON	WEP
	X	RETURNED				
	X	JETTISONED				

FLAK:

*No flak.
 major flak at 410 on way out 5 of target.*

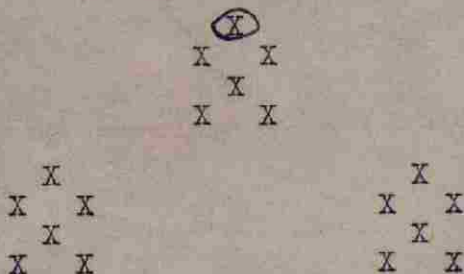
ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

*visibility - 13 miles.
 Bombs fell across road in town behind excellent.
 Heavy traffic ^{all} ~~both~~ direction on roads in target area.
 contacted carbure instead of Chinaloy. they were closer than Chinaloy and ascended formation. ~~that~~ ~~carbon~~ artillery direction callings.*

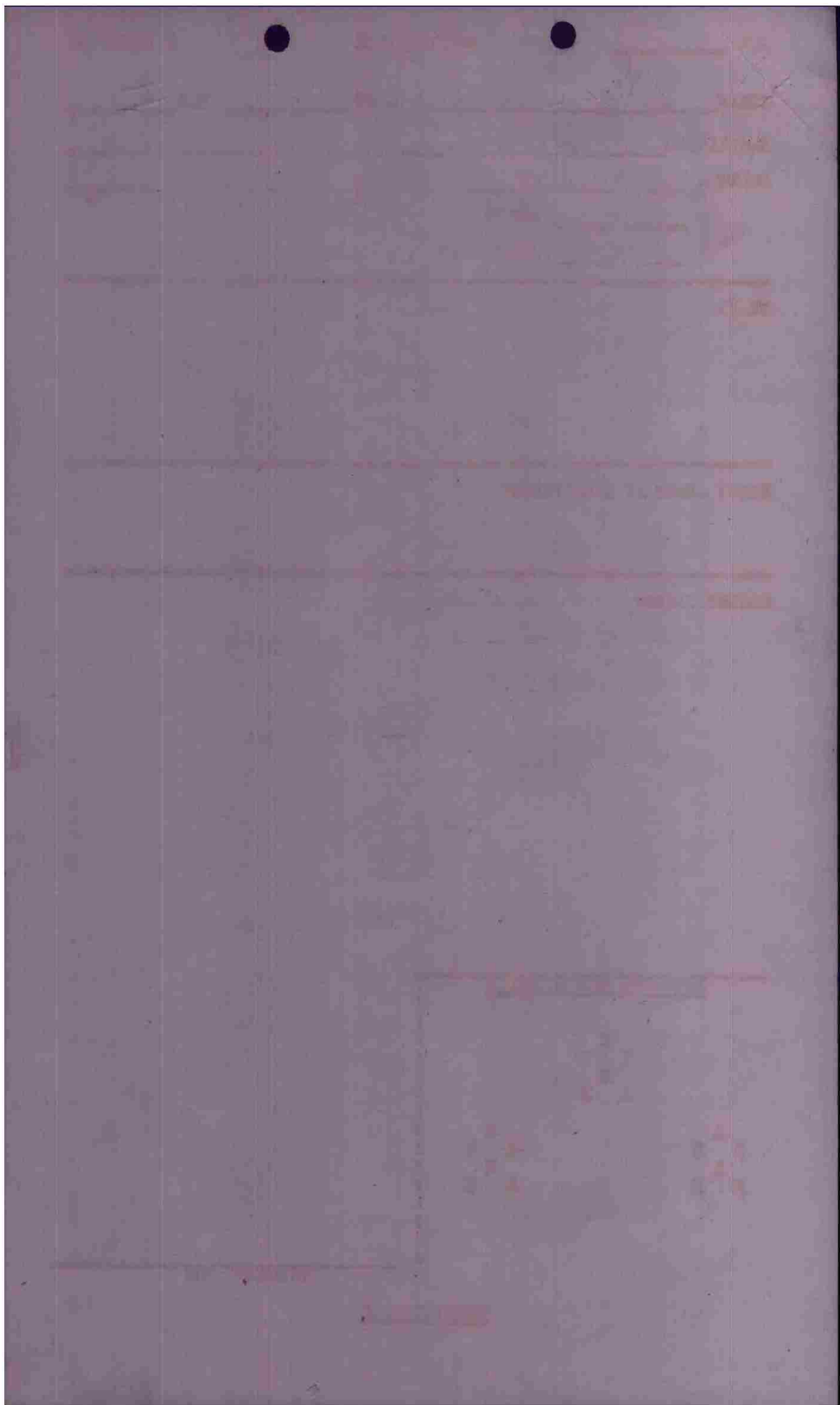
POSITION IN FORMATION

T.O.T. 1432.



Pruie
 INTERROGATOR

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F/O _____

CONFIDENTIAL

INTERROG. FORM

PILOT _____

Winn
M. M. [unclear]

K 300

A/C# _____

087

BOX _____

1

CASUALTIES

BOMBS : *6* X500 ON *P*

BATTLE DAMAGE

X RETURNED

X JETTISONED

"A"	"A-C"	"E"
_____	_____	_____
_____	_____	_____

FLAK:

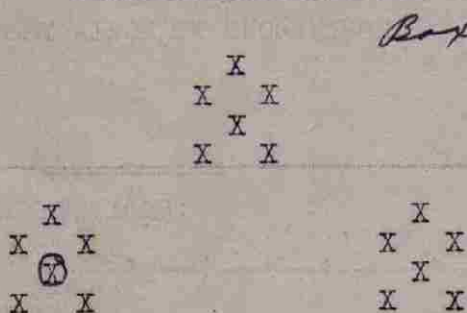
no flak
XLT below flt.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

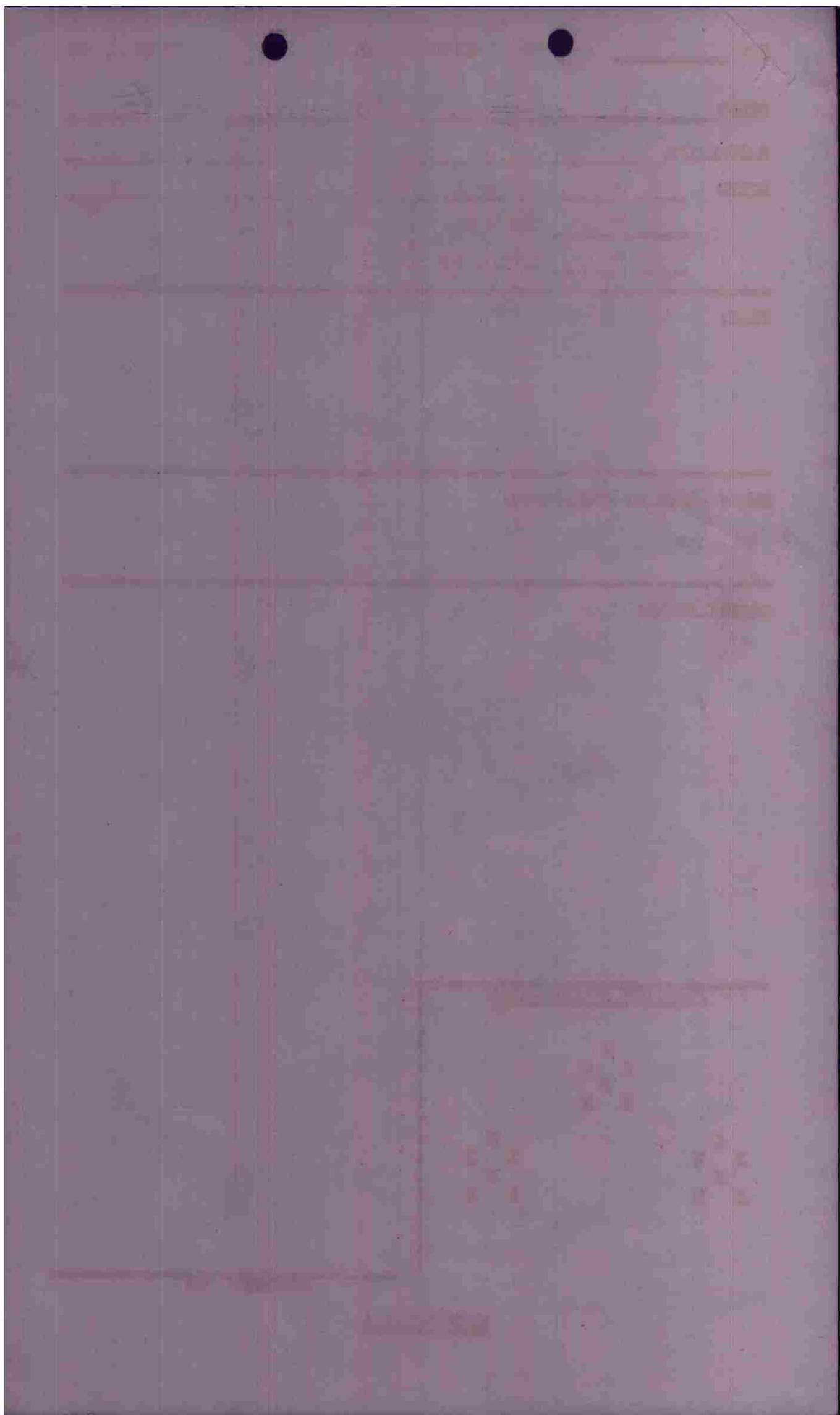
Excellent - Sup. results.
no obs.

POSITION IN FORMATION



[Signature]
INTERROGATOR

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F/O

CONFIDENTIAL

INTERFORM

PILOT

Mooney

A/C#

352

BOX

I

CASUALTIES

BOLBS :	X	DN	BATTLE DAMAGE	WY	W-ON	W-B
	<i>6</i>	<i>X 500</i>	RETURNED	:	:	:
	<i>X</i>	JETTISONED	:	:	:	:

FLAK:

1 burst near formation on bomb line - white rings seen on right wing.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

*leader did not drop.
no obs.*

POSITION IN FORMATION :

ENEMY AIRCRAFT ENCOUNTERS:

*X
X X
X
X X*

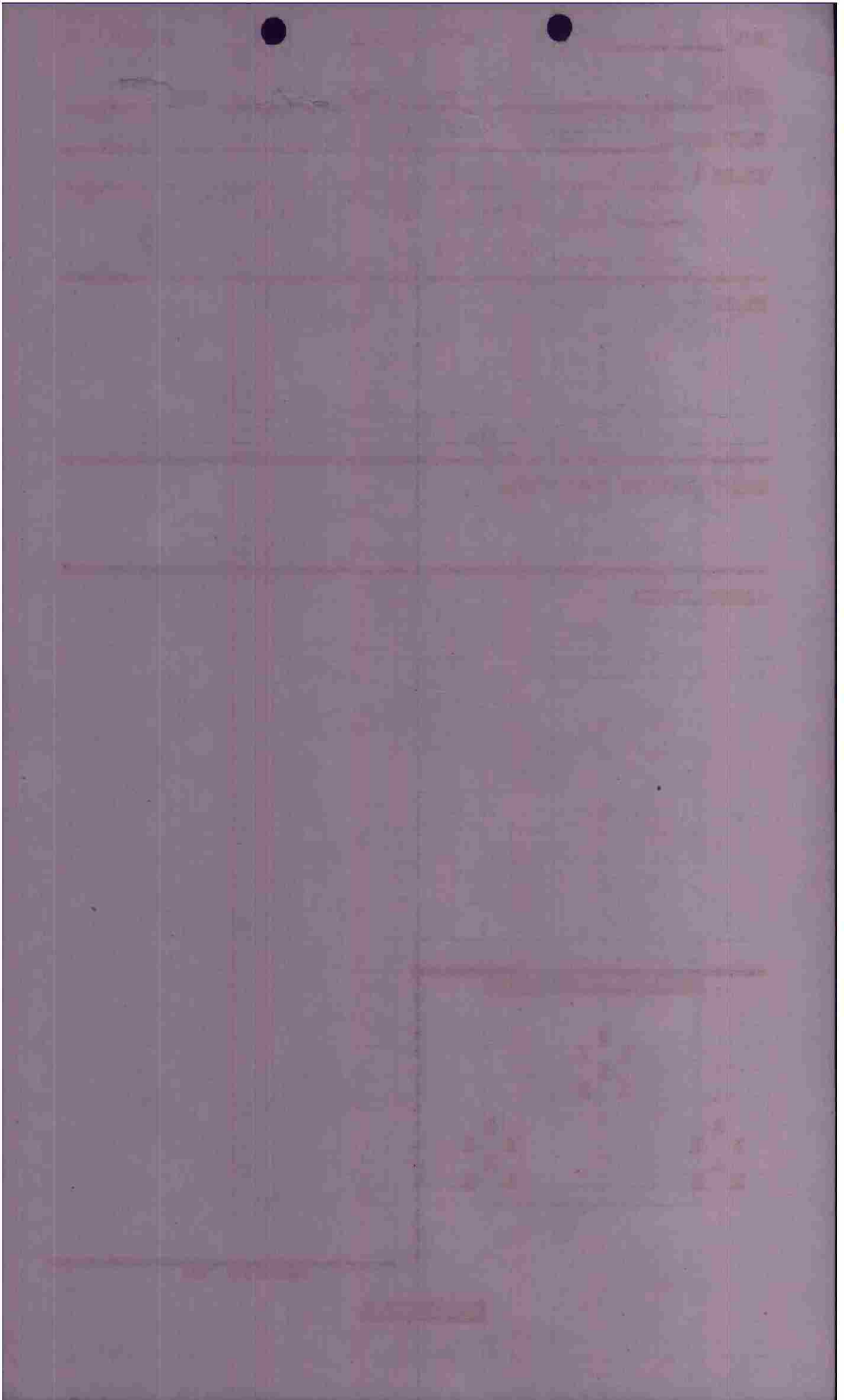
OBSERVATIONS:

*X X X
X X X X
X X X X
X X X (X)*

H. W. S.

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INTERR. FORM

PILOT Kenny L/O# 233 BOX I

CASUALTIES None

BOMBS :	<u>6</u>	X	<u>500</u>	ON	RATINGS DAMAGE			
		X		RETURNED		<u>None</u>		
		X		JETTISONED				

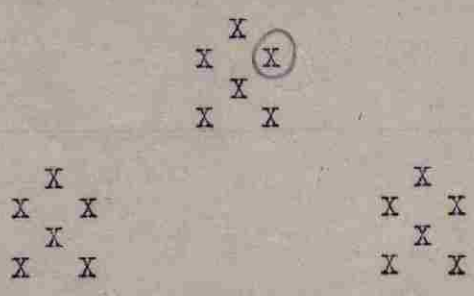
FLAK: None at this flight

ENEMY AIRCRAFT ENCOUNTERS:

1446 J47 propelled - 90° to flight 12 o'clock high - to 9 o'clock - 5000 feet above - course a mile ahead - behind our lines

OBSERVATIONS:

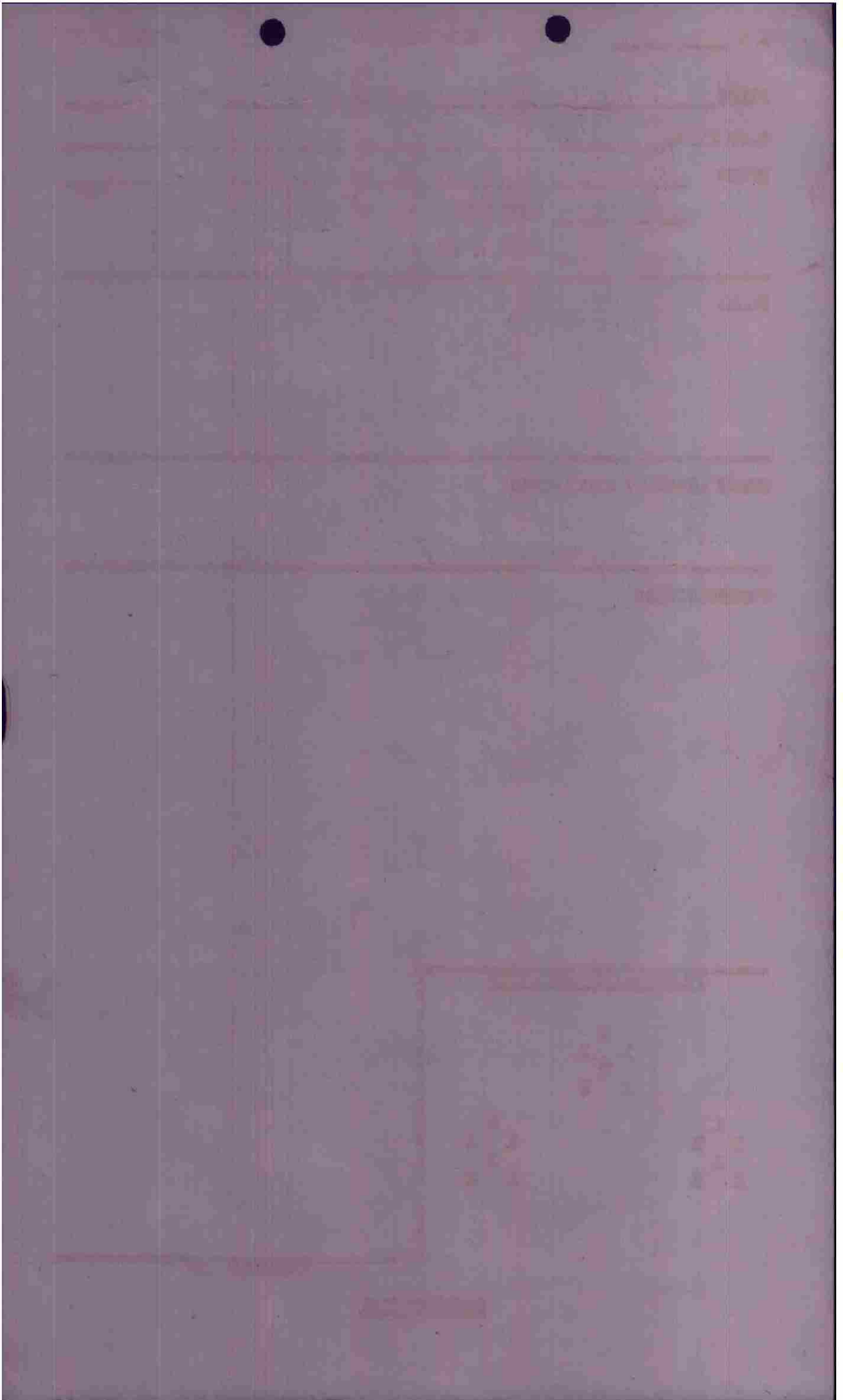
POSITION IN FORMATION



[Signature]

INTERROGATOR

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F/O _____ CONFIDENTIAL INTERCOM

PILOT Wright A/C# 331 BOX F

CASUALTIES None

BOOMBS : 6 X 500 ON : None

X	RETURNED	:	:	:
X	JETTISONED	:	:	:

FLAK:

None

ENEMY AIRCRAFT ENCOUNTERS:

None

OBSERVATIONS:

Results not saved -
Camera in ship
Upon trails observed to rear of
formation after turn off target
may have been ordinary A/c -

POSITION IN FORMATION

ENEMY AIRCRAFT ENCOUNTERS:

```

      X
     X X
    (X)
     X X
  
```

OUR AIRCRAFT:

```

      X
     X X
    X X
   X X
  
```

WRT
 INTERCOMTOR

CONFIDENTIAL

CONFIDENTIAL

EXERCISES

EXERCISES

X
X
X
X

EXERCISES

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CONFIDENTIAL

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EXERCISES

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EXERCISES

EXERCISES

X
X

F/O _____ CONFIDENTIAL INTERFORM

PILOT Parkhurst A/C# 258 BOX I

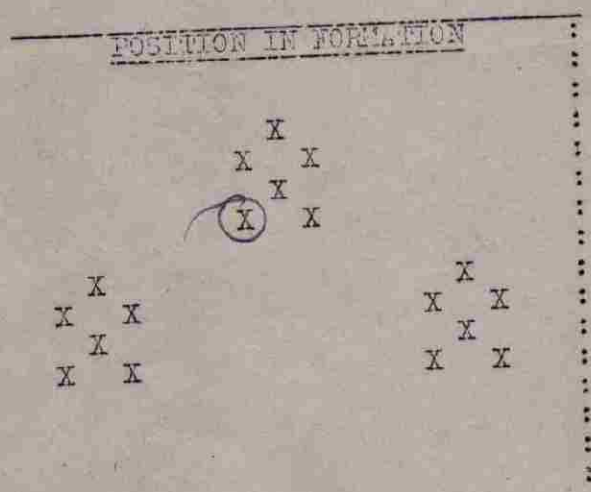
CASUALTIES nil

BOMBS :	<u>6</u>	<u>X</u>	<u>500</u>	ON	GRADED DAMAGE	REPAIRS	REMARKS
		<u>X</u>		RETURNED	<u>nil</u>		
		<u>X</u>		JETTISONED			

FLAK: 9 o'clock from formation XXH I - about 20 bursts - as we turned off target

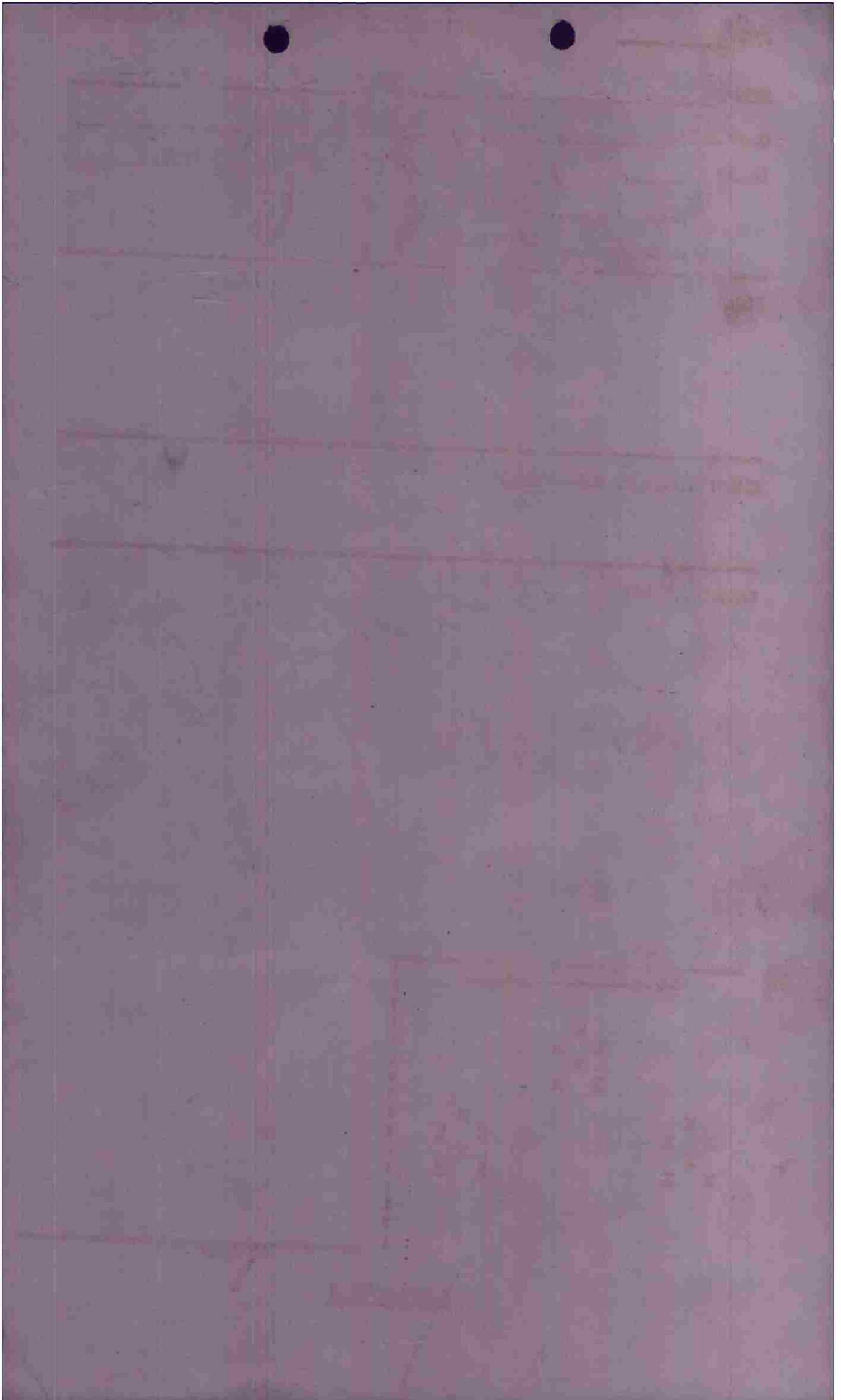
ENEMY AIRCRAFT ENCOUNTERS: Vapor trail - very high from unidentified origin east of our IP.

OBSERVATIONS: Dropped on 2nd run. No activity on road into target town.



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F/O _____

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INTERFORM

PILOT Renth A/C# 252 BOX I

CASUALTIES _____

BOBBS :	6	X	500	DN	PT	RAPIER DAMAGE	WIND	WAVE
	X				RETURNED			
	X				JETTISONED			

FLAK:

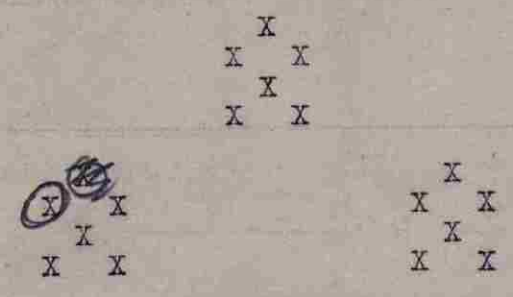
XX HA at target

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Saw bombs hit in town 3 passes

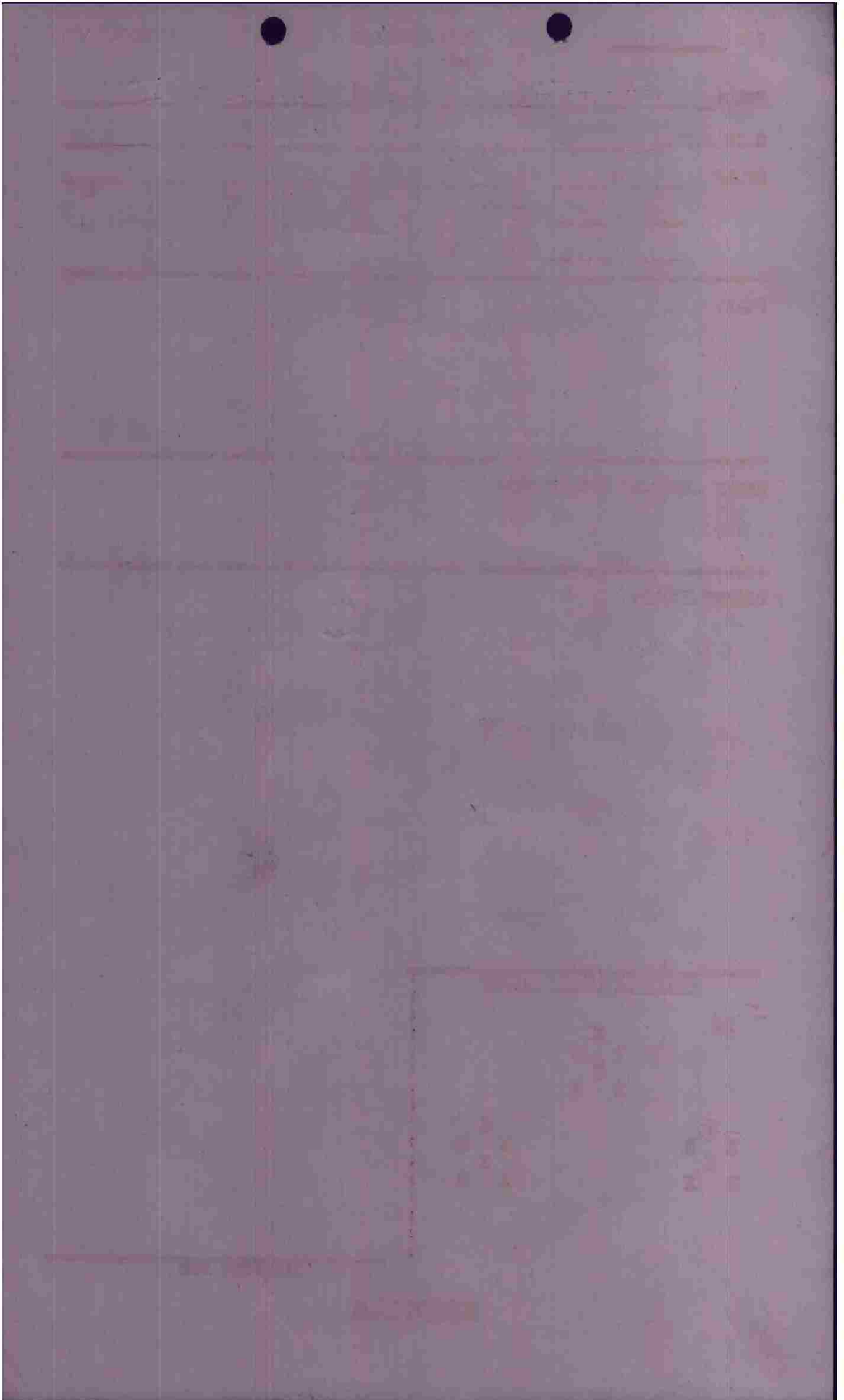
POSITION IN FORMATION



Perk

INTERROGATOR

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F/O _____

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INTER. FORM

PILOT Du Bose A/C# 292 BOX I

CASUALTIES

BOMBS :	X	ON	BOMBS DAMAGE		
			"A"	"B-C"	"E"
<u>4</u>	<u>K500</u>	<u>RETURNED</u>	:	:	:
<u>X</u>		<u>JETMISSED</u>	:	:	:

FLAK:

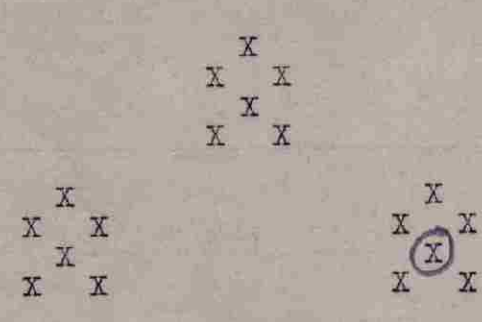
nil

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

Lead ship did not drop

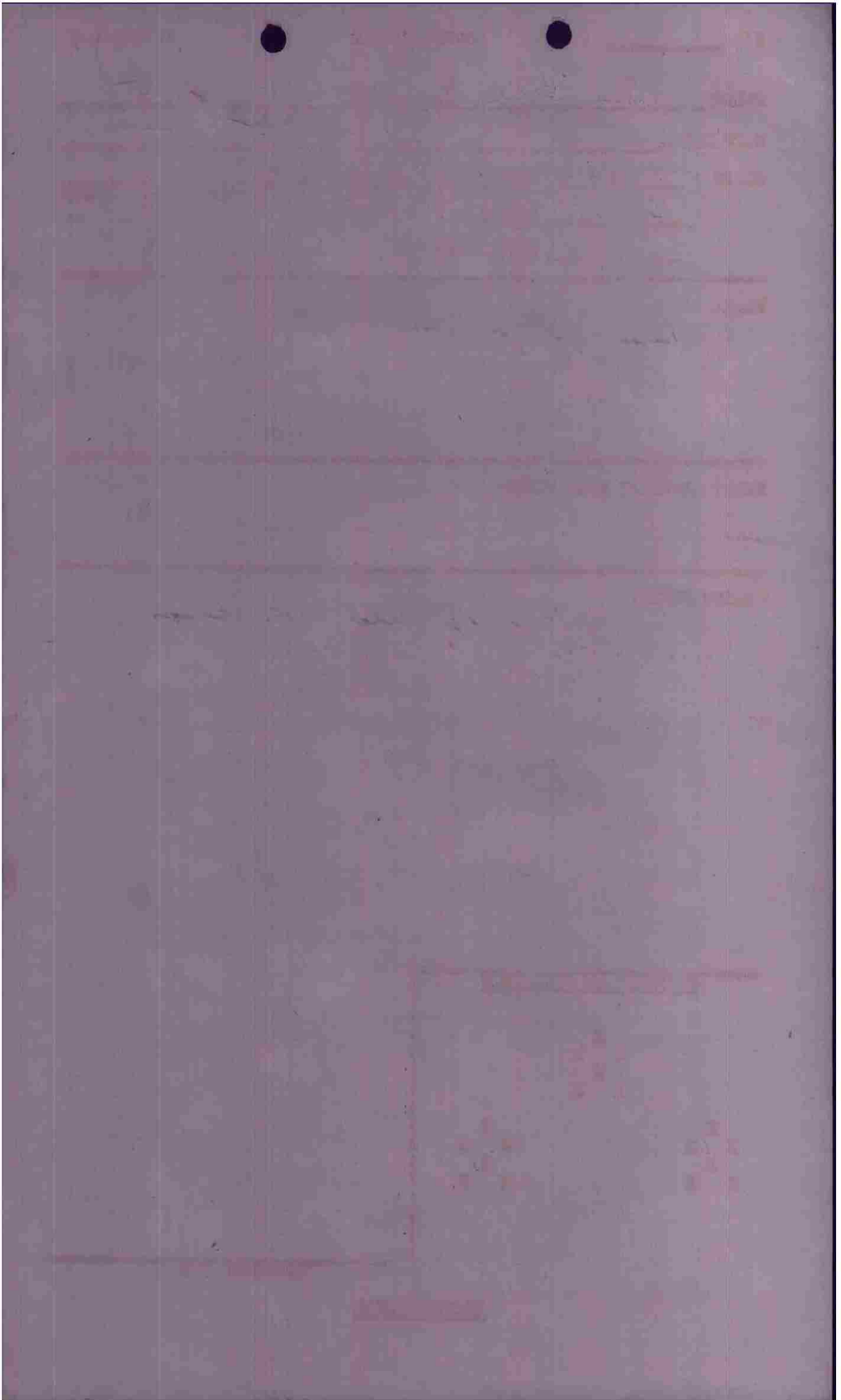
POSITION IN FORMATION



Park

INTERROGATOR

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F/O _____

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INTER. FORM

PILOT Willard A/C# 381 BOX L

CASUALTIES

BOMBS :	QUANTITY	ON	TARGET	BATTLE DAMAGE		
				"A"	"B-C"	"E"
<u>4</u>	<u>X 510</u>	<u>ON</u>	<u>PT</u>			
	<u>X</u>	<u>RETURNED</u>				
	<u>X</u>	<u>JETTISONED</u>				

FLAK:

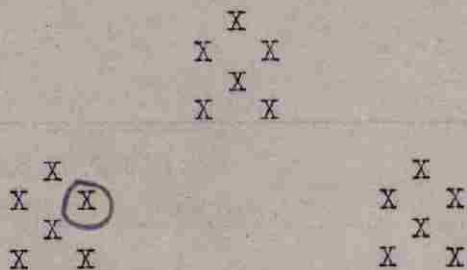
White puffs about 1 min after turn off target.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

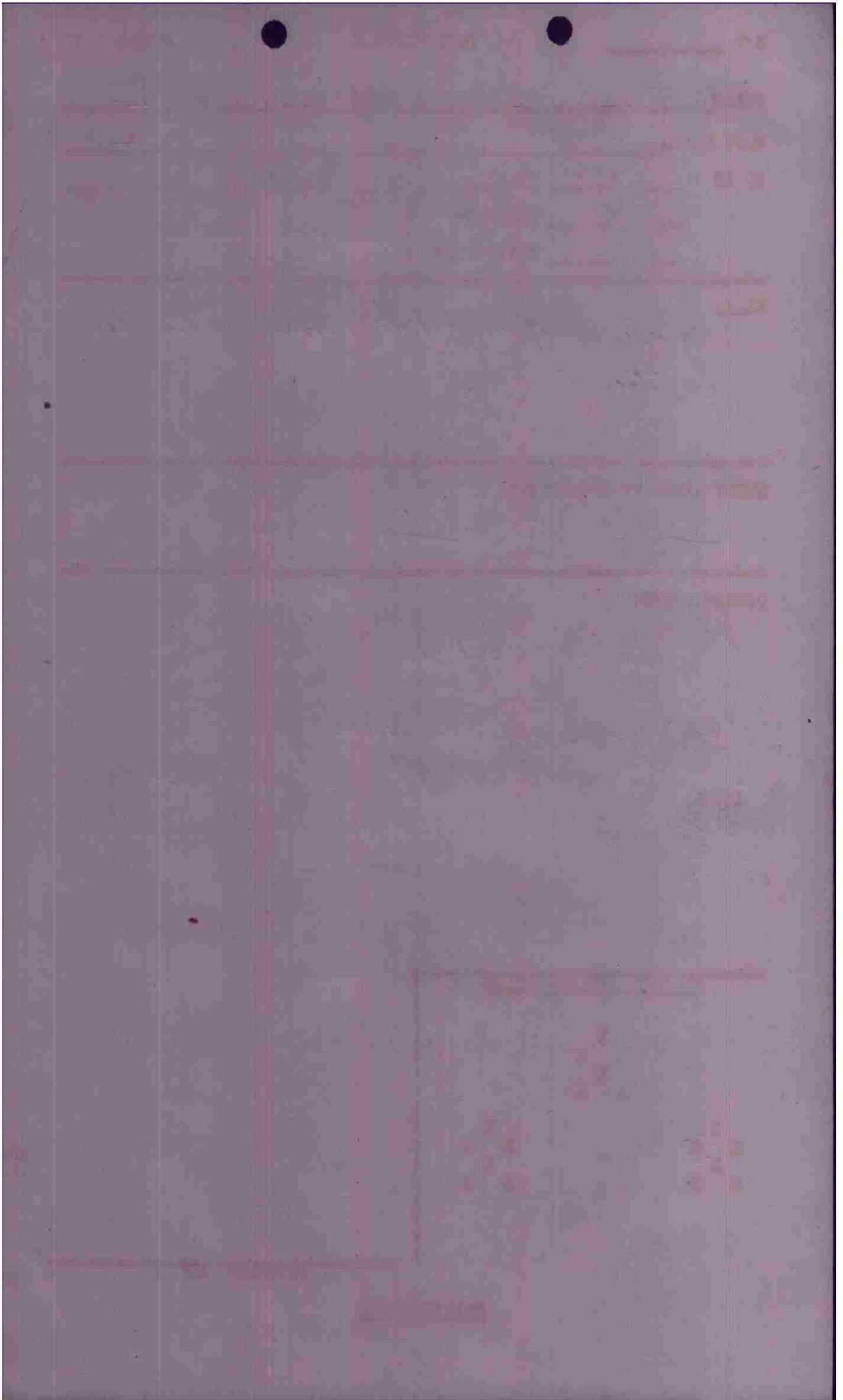
Saw bombs hit in town - gunner saw town covered with smoke - could not identify it or did not see picture of target before hand. - pilot

POSITION IN FORMATION



Park
INTERROGATOR

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INTER. FORM

PILOT Van Rope A/C# 271 BOX I

CASUALTIES nil

BOMBS : W X DOWN : RATTLE DAMAGE

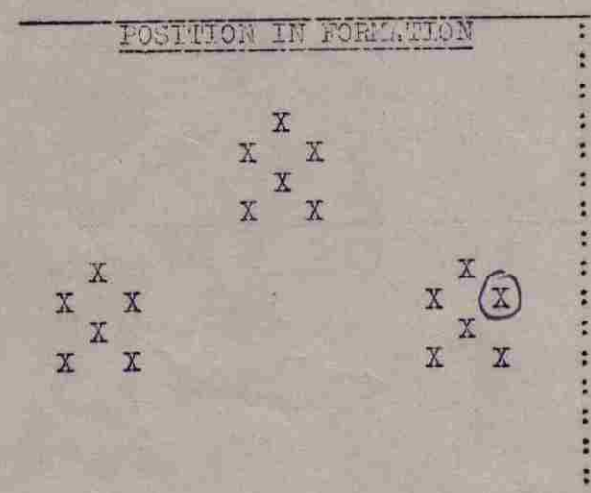
6 X 500 RETURNED : nil : :

Leader did not drop : :

FLAK: 3 miles South of our run - about 16 bursts at a time. There were A-20's in there.

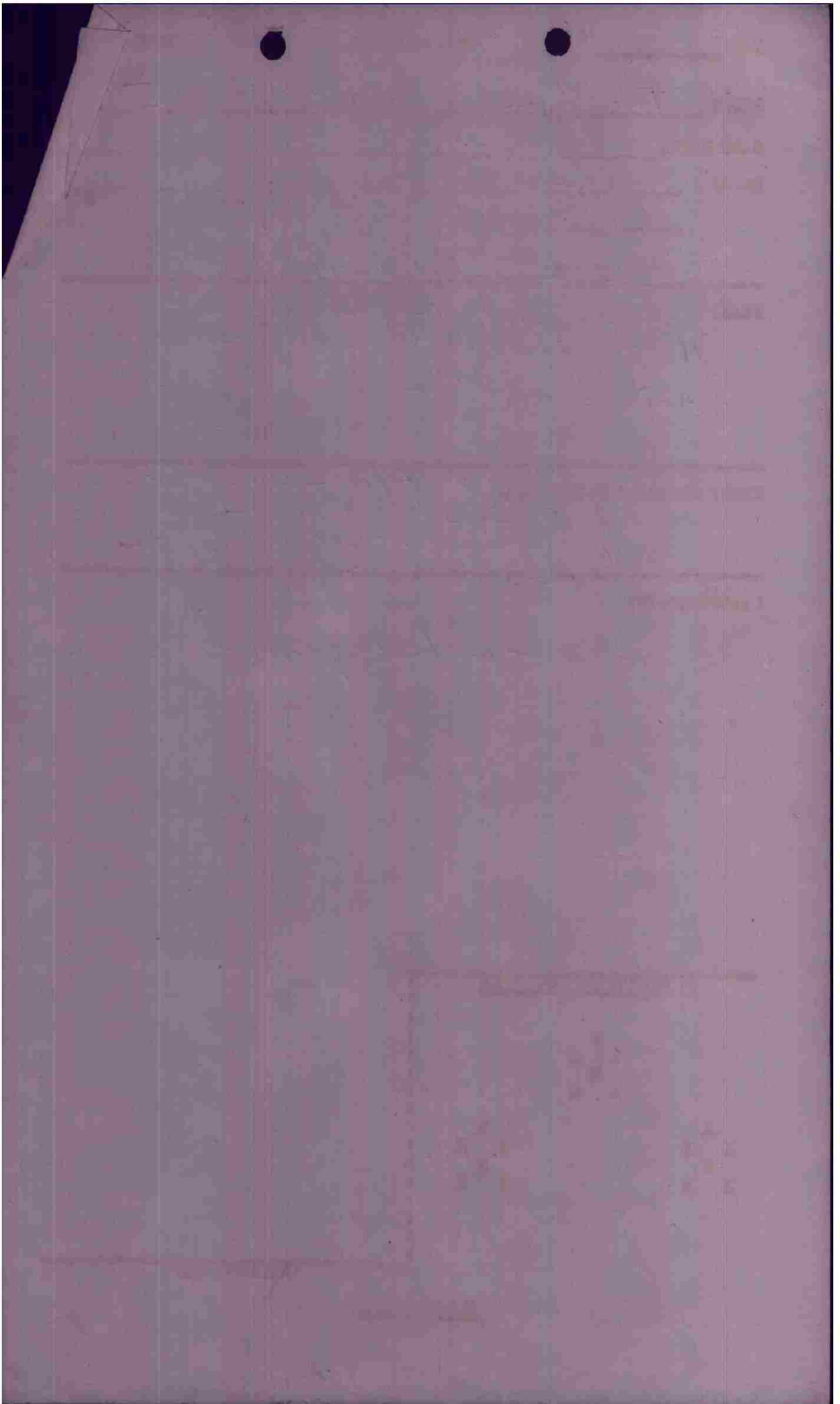
ENEMY AIRCRAFT ENCOUNTERS: Jet A/c - about 25 - 30 thousand feet. Could tell from streak going on and off. Just on side bomb line - heading south and parallel to it

OBSERVATIONS:
We circled - probably made 3 runs.



Eric
INTERROGATOR

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F/O _____

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INTERFORM

PILOT Poundstone A/C# 326 BOX I

CASUALTIES nil

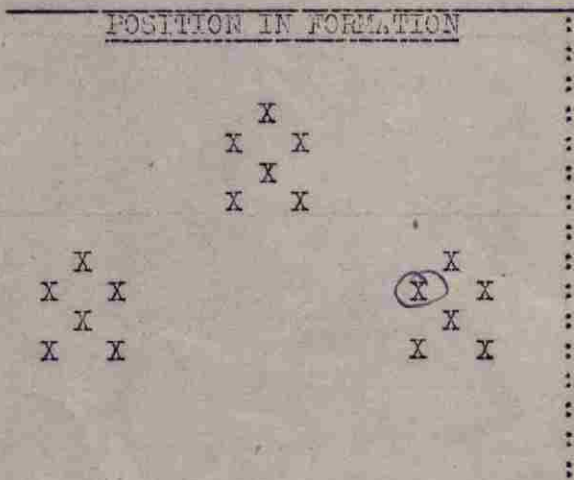
BOMBS :	X	DN	:	BATTLES	DAMAGE	:	WIP	:	WIP
	6	X	500	RETURNED	:		:		:
		X		JETTISONED	:		:		:

header did not drop nil

FLAK: XH1 (white) above us on bomb run.

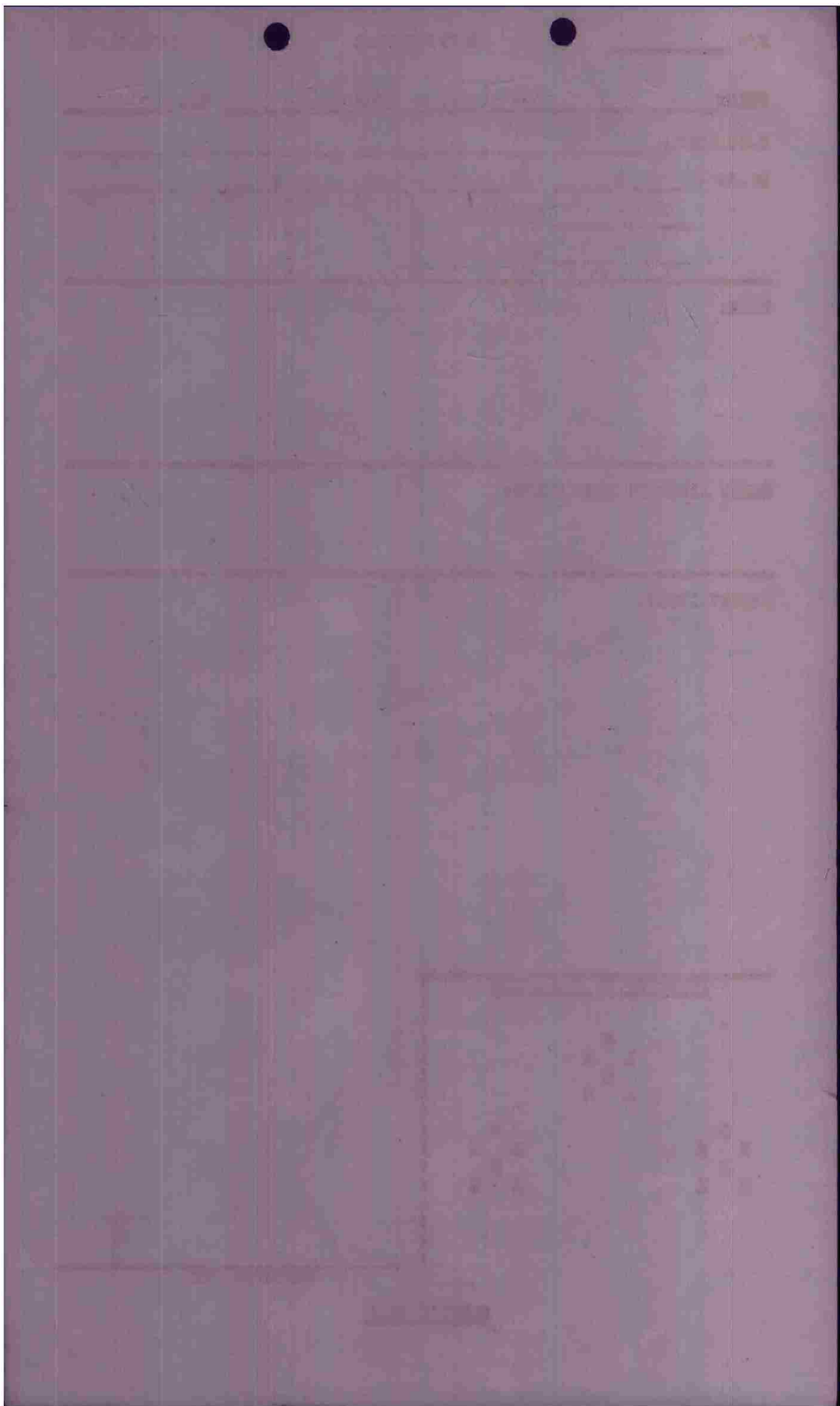
ENEMY AIRCRAFT ENCOUNTERS: Saw the jet & 1c

OBSERVATIONS:



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INTER. FORM

PILOT Hale A/C# 290 BOX I

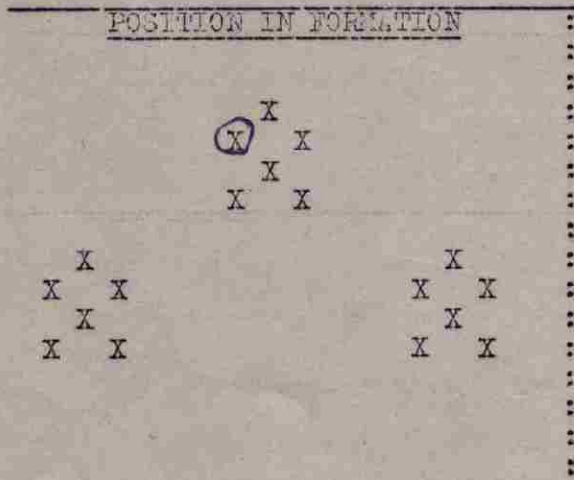
CASUALTIES nil

BOMBS :	<u>6</u>	<u>X 100</u>	ON	RATTLE DAMAGE			
		<u>X</u>	RETURNED				"E"
		<u>X</u>	JETTISONED		<u>nil</u>		

FLAK: We turned off ~~the~~ XH1 as we approached target. Quite a distance away.

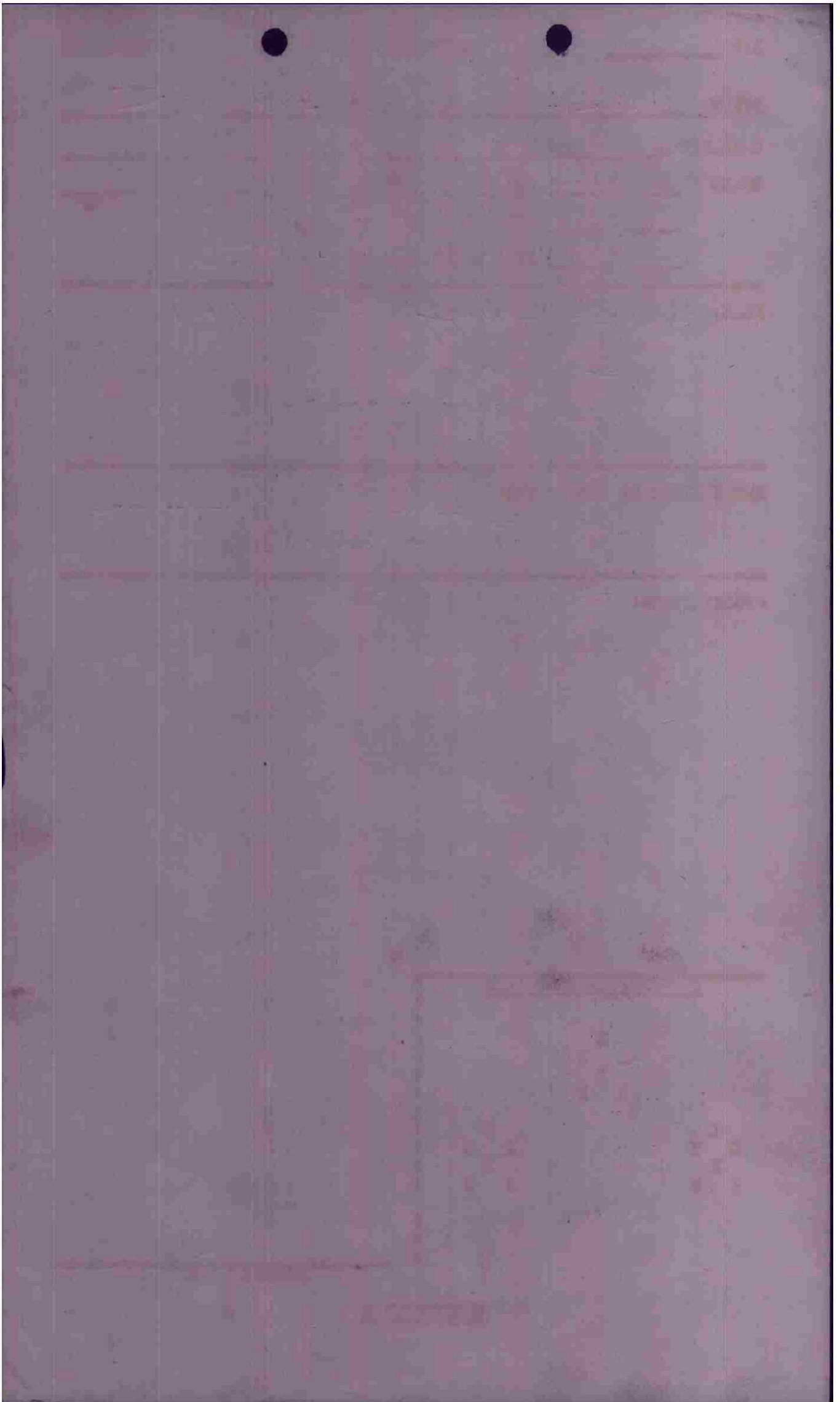
ENEMY AIRCRAFT ENCOUNTERS: White contrails in jerks.

OBSERVATIONS: Dropped on 2nd run.



INTERROGATOR [Signature]

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E/O _____ CONFIDENTIAL INTERFORM

PILOT Carver h/c # 239 BOX 2

CASUALTIES nil

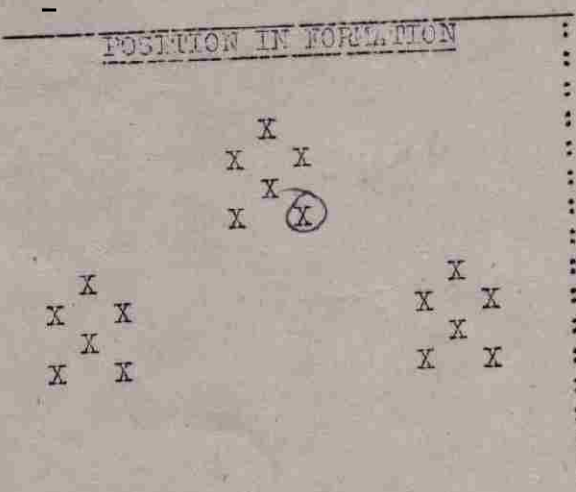
BOMBS : 6 X 500 ON RAINIER DAMAGE

X	RETURNED	:	<u>nil</u>	:	
X	JETTISONED	:		:	

FLAK: nil

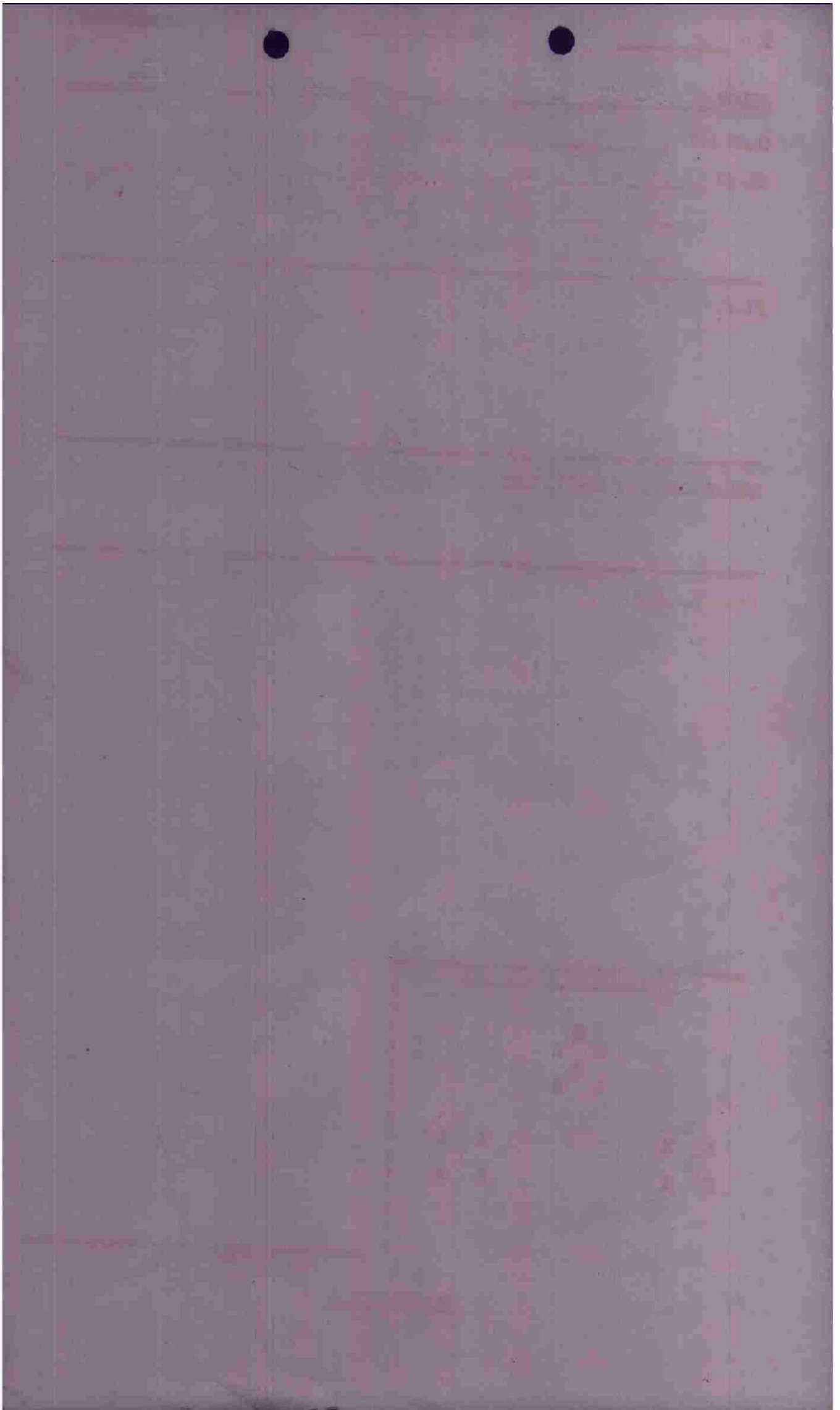
ENEMY AIRCRAFT ENCOUNTERS: jet Ac at 1445 at 25,000 feet.
Looked silver. Could kill it from white trails - inter-
mittent

OBSERVATIONS: Dropped on 2nd run. Southern edge of town.



Lurie
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F/O _____

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INTERROG. FORM

PILOT Wainert A/C# 249 BOX F

CASUALTIES nil

BOMBS :	<u>6</u>	X	<u>500</u>	ON	:	BATTERY DAMAGE	:	WAV	:	REASON	:	"E"
		X		RETURNED	:	<u>nil</u>	:		:		:	
		X		JETTISONED	:		:		:		:	

FLAK: 1435 XXHI to left.
Then again as we turned off target (R) about
15 bursts.

ENEMY AIRCRAFT ENCOUNTERS:

nil

OBSERVATIONS: Took "several" runs - about know
which 360 we dropped on.

Saw pattern on town
White streak originating from white ball - above
20,000 feet, at about 1440 hrs.
Haze.

POSITION IN FORMATION

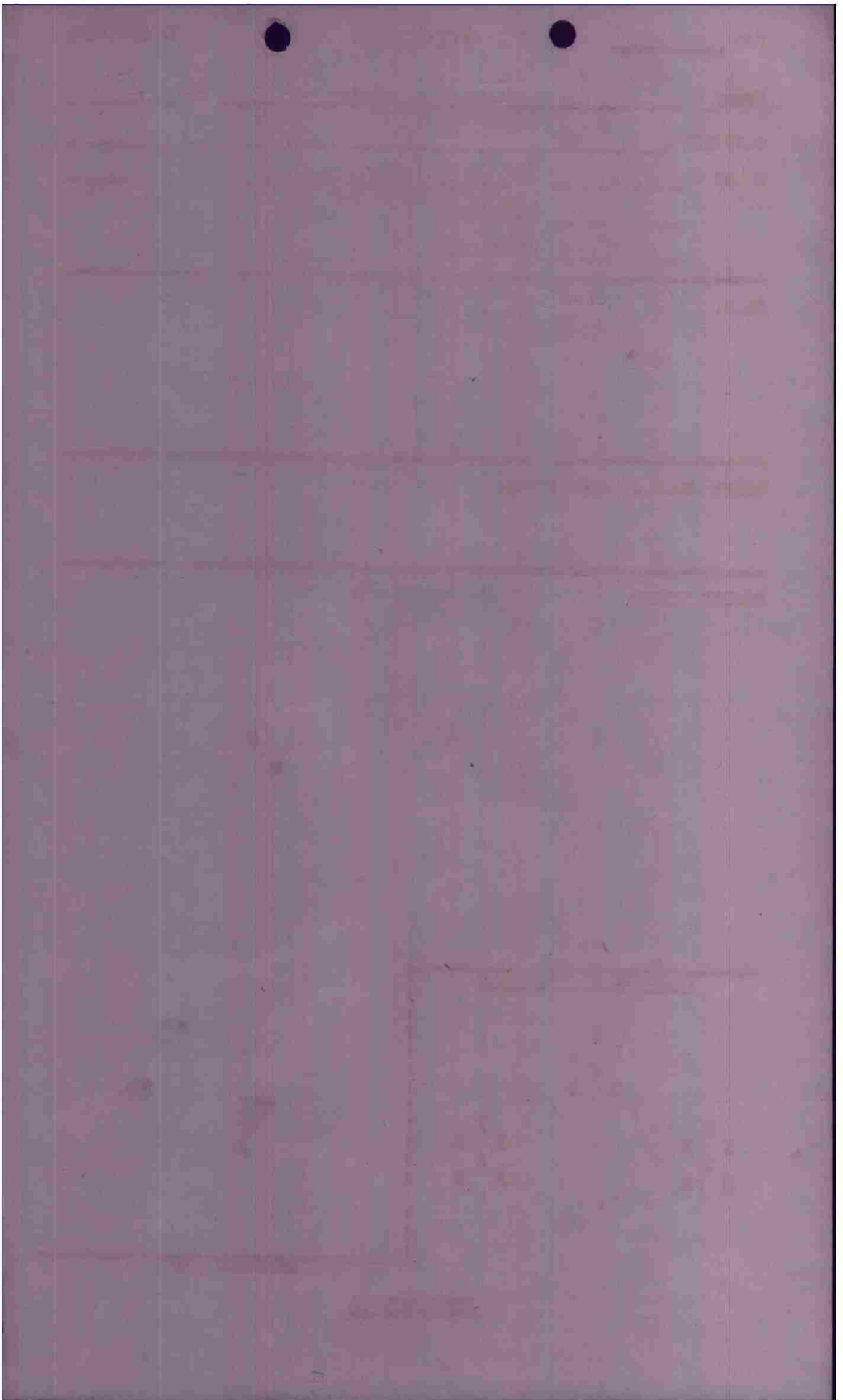
```

      X
     X X
      X
     X X

X   X   X
X  X   X
X  X   X
  
```

Luria
 INTERROGATOR

CONFIDENTIAL



F/O _____

CONFIDENTIAL

INTER. FORM

PILOT Mapier A/C# 025 BOX I

CASUALTIES

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

FLAK:

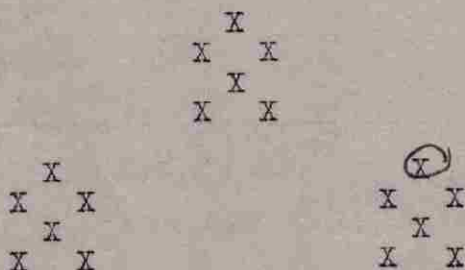
XXHI-A 5 of target 12 miles.

ENEMY AIRCRAFT ENCOUNTERS:

OBSERVATIONS:

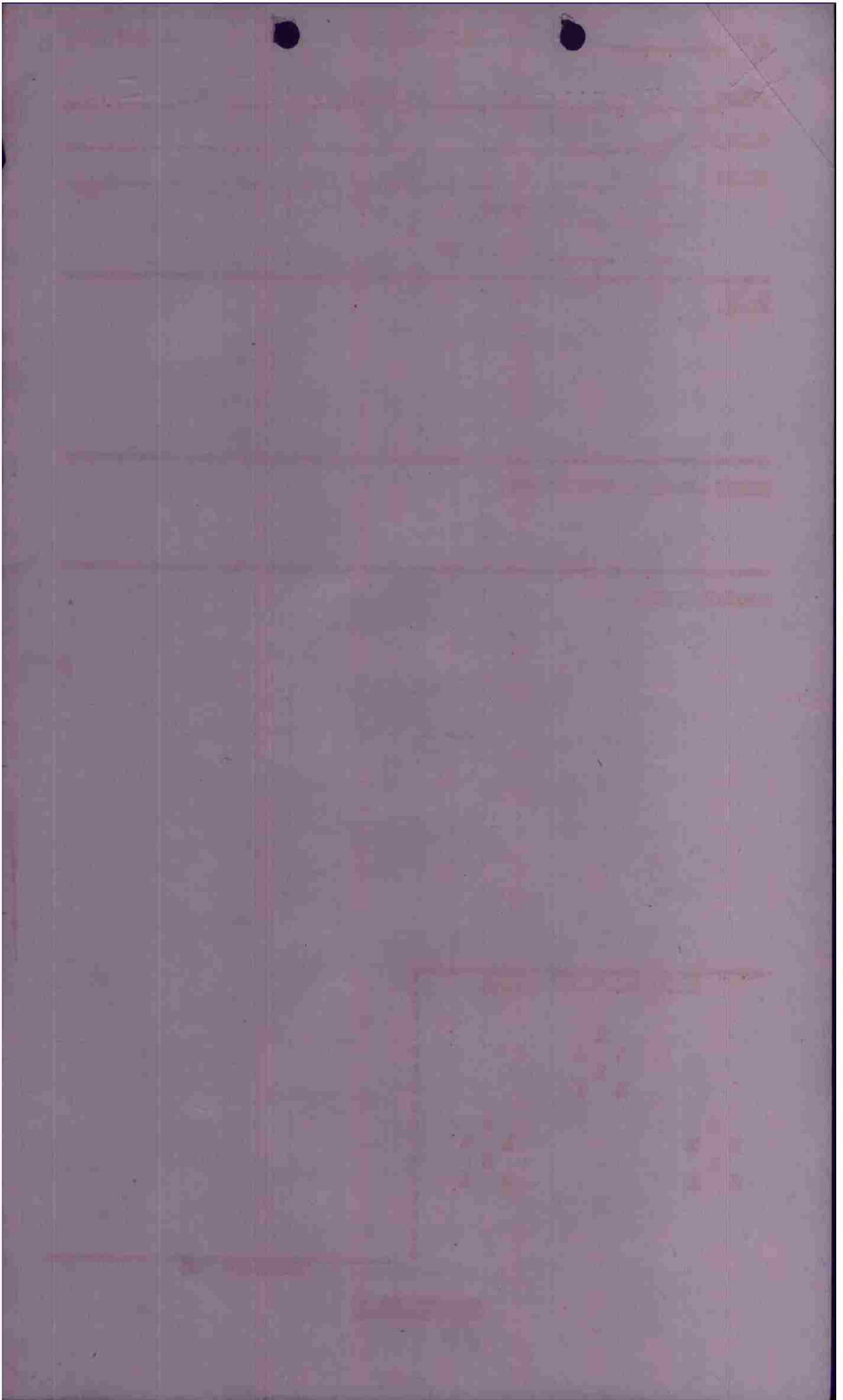
Powbought malfunction. Telescope motor out.
Made 3 runs on target. Was not close enough to ~~see~~ other flight to comb on 3rd run.
1414 - 1.04. 1st run

POSITION IN FORMATION



N.W.A.
INTERROGATOR

CONFIDENTIAL



SECRET
MISSION WINDOW REPORT

1. Did window planes precede the formation? If so, give:

a. Average distance of Window planes ahead of the formation through the flak area.

(1) 1/2 mile ft. ahead.

b. Position of Window planes with respect to formation through the flak area.

(1) 400-500 ft. below or above.

(2) ahead ft. off track, left or right.

c. Position of observed window cloud with respect to the formation.

(1) 400 ft. below ft. below or above.

(2) ahead ft. off track, left or right.

2. Did first box or flight show window for following box or flight? If so, give:

a. Distance between units.

(1) ~~1/2 mi~~ ft. ahead.

(2) ~~1/2 mi~~ ft. ahead.

(3) ~~1/2 mi~~ ft. ahead.

} 2 runs made
3rd flight made 3 runs

b. Position of succeeding boxes or flights relative to lead box or flight.

(1) 200 ft. below or above.

(2) same ft. off track left or right.

3. If flak occurred during bomb run give course of each bombing unit and Window planes.

a. Window Planes. no flak

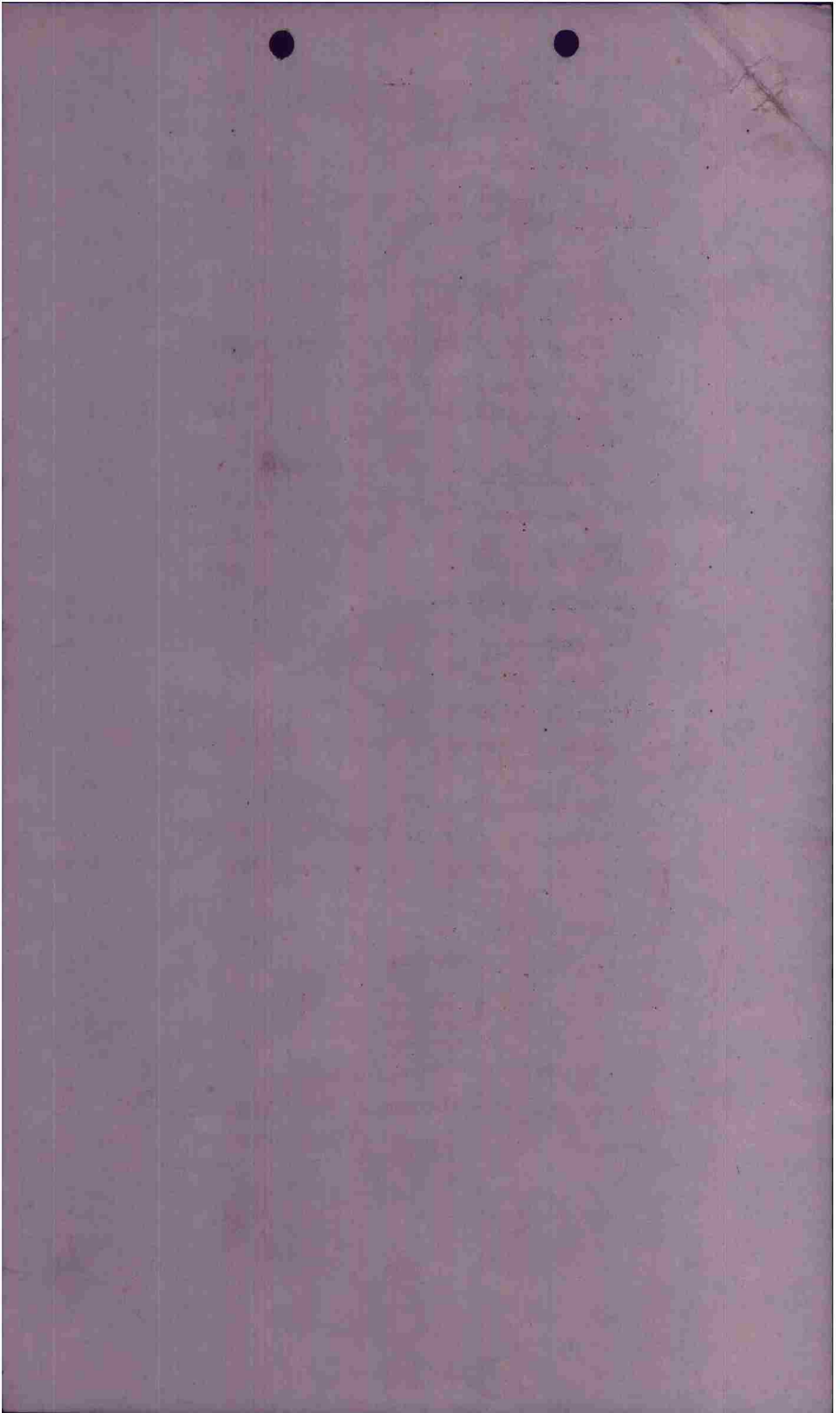
(1) nil degrees.

b. Box or flight I ~~_____~~ degrees.
II ~~_____~~ degrees.
III ~~_____~~ degrees.

4. T.O.T. of Window aircraft. _____

5. Comments as to effectiveness of Window.

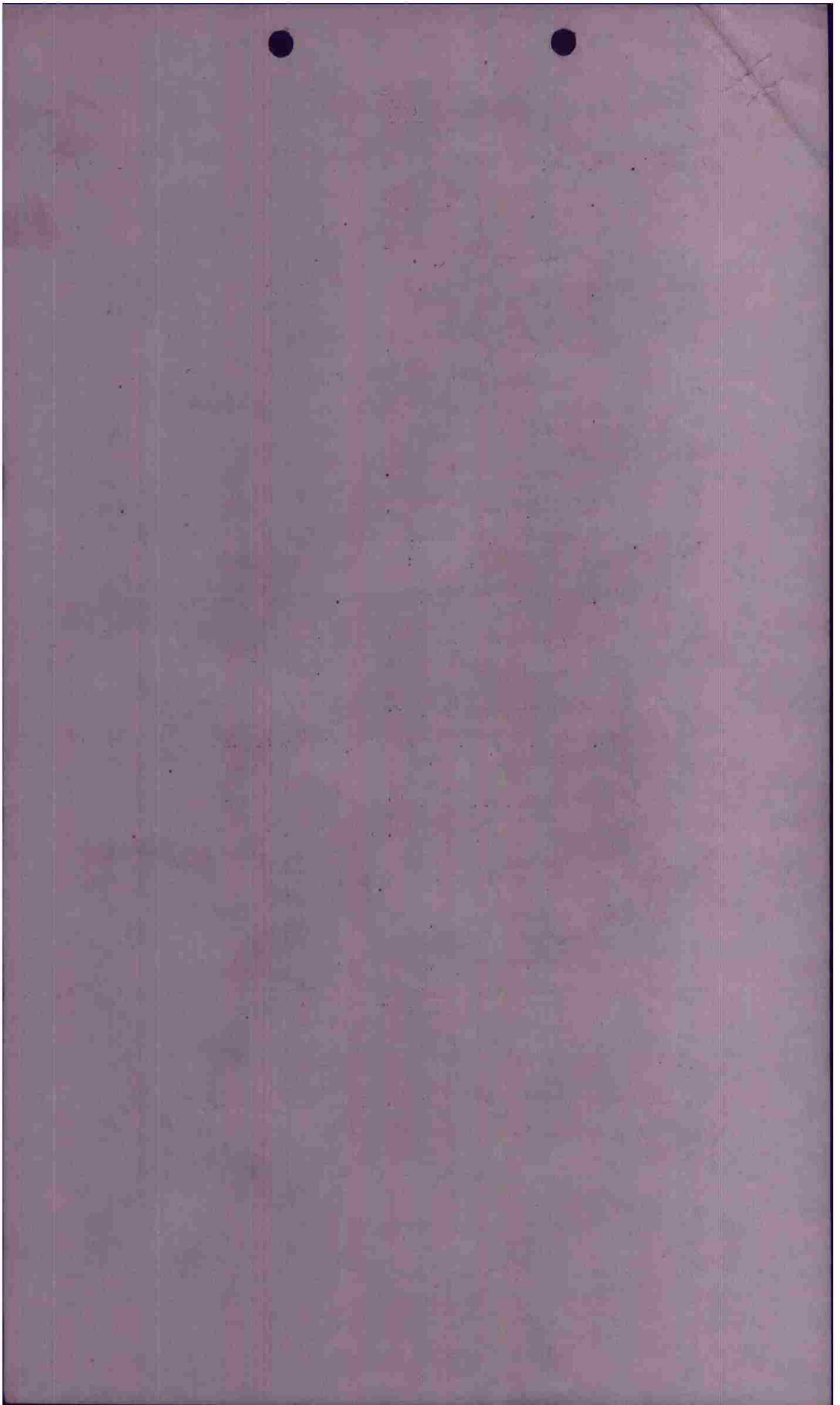
(this report, when properly filled out, will be classified
(SECRET))



SECRET
MISSION WINDOW REPORT

1. Did window planes precede the formation? If so, give:
 - a. Average distance of Window planes ahead of the formation through the flak area.
 - (1) 1-3 ft. ahead.
 - b. Position of Window planes with respect to formation through the flak area.
 - (1) 400 ~~below~~ ft. below or above.
 - (2) ahead ft. off track, left or right.
 - c. Position of observed window cloud with respect to the formation.
 - (1) 400 ~~ft~~ ft. below or above.
 - (2) ahead ft. off track, left or right.
2. Did first box or flight see window for following box or flight? If so, give:
 - a. Distance between units.
 - (1) _____ ft. ahead.
 - (2) _____ ft. ahead.
 - (3) _____ ft. ahead.
 - b. Position of succeeding boxes or flights relative to lead box or flight.
 - (1) _____ ft. below or above.
 - (2) _____ ft. off track left or right.
3. If flak occurred during bomb run give course of each bombing unit and Window planes.
 - a. Window Planes.
 - (1) _____ degrees.
 - b. Box or flight I _____ degrees.
 II _____ degrees.
 III _____ degrees.
4. T.O.F. of Window aircraft. _____
5. Comments as to effectiveness of Window.

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



F/O _____

CONFIDENTIAL

INTERFORM

PILOT Cooke

A/C# 023

BOX Window

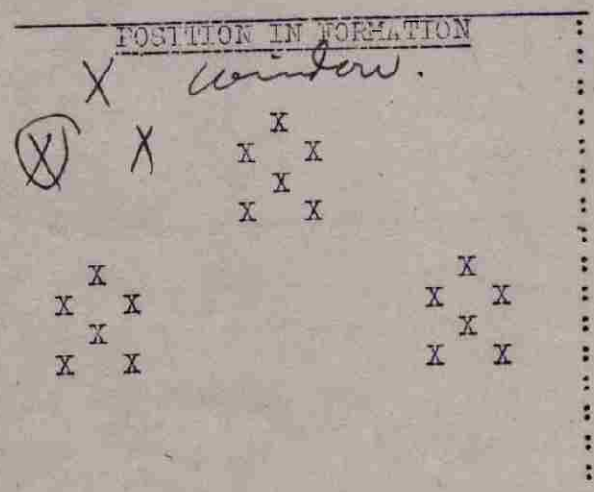
CASUALTIES

BOMBS :	ON	BATTLE DAMAGE	W-T	W-T
X	ON	W-T	W-T	W-T
X	RETURNED	:	:	:
X	JETTISONED	:	:	:

FLAK: _____

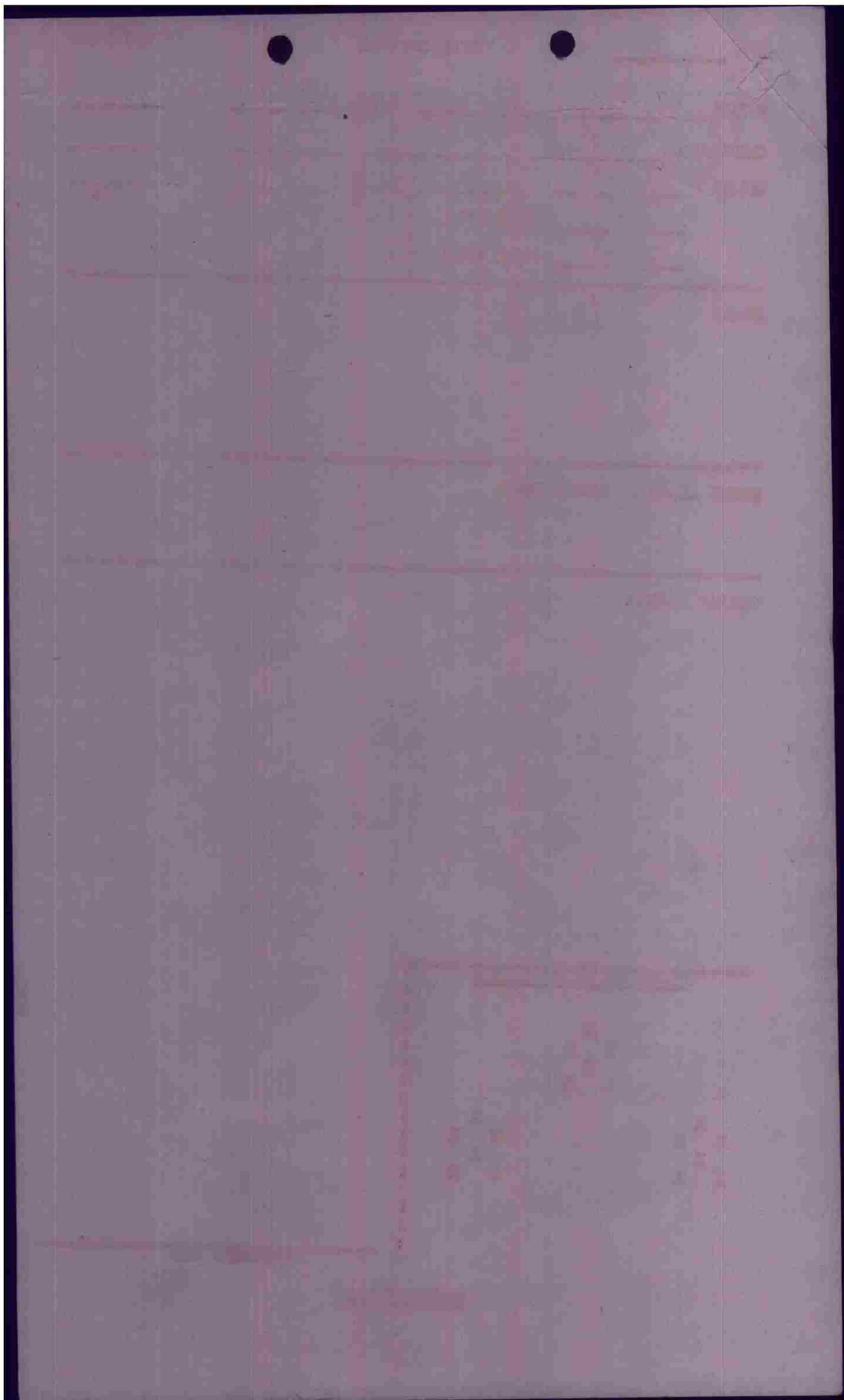
ENEMY AIRCRAFT ENCOUNTERS: _____

OBSERVATIONS:



Kemp
INTERROGATOR

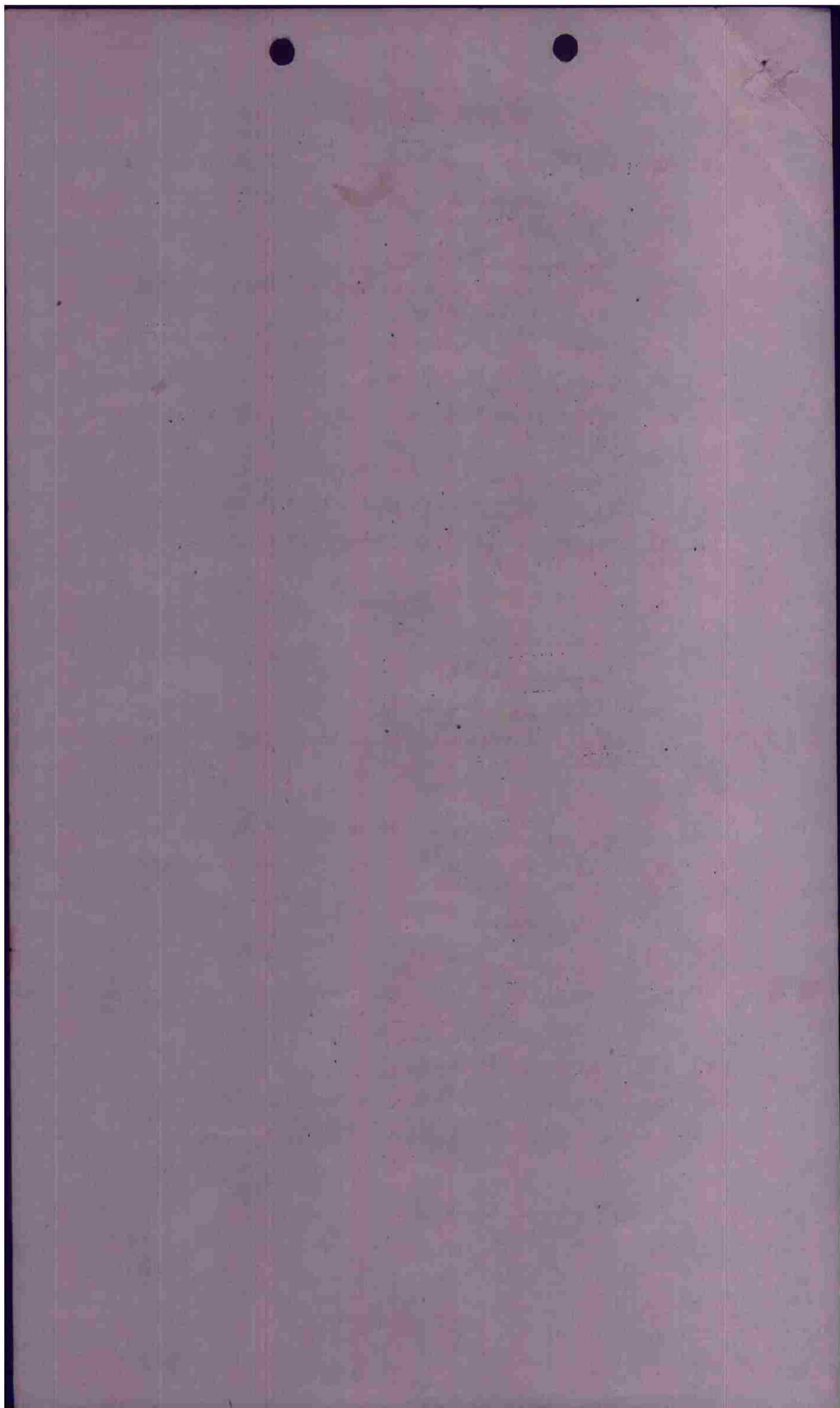
CONFIDENTIAL



SECRET
MISSION WINDOW REPORT

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

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



F/O _____

CONFIDENTIAL

INTERFORM

PILOT Singeltary A/C# 467 BOX Window

CASUALTIES _____

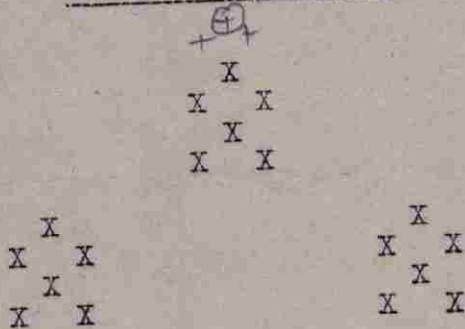
BOMBS :	<u>X</u>	ON	BARREL DAMAGE	_____	_____
	<u>X</u>	RETURNED			
	<u>X</u>	JETTISONED			

FLAK: at level of window on first run. Window was almost gone. at target area.

ENEMY AIRCRAFT ENCOUNTERS: dogfights after leaving target. above.

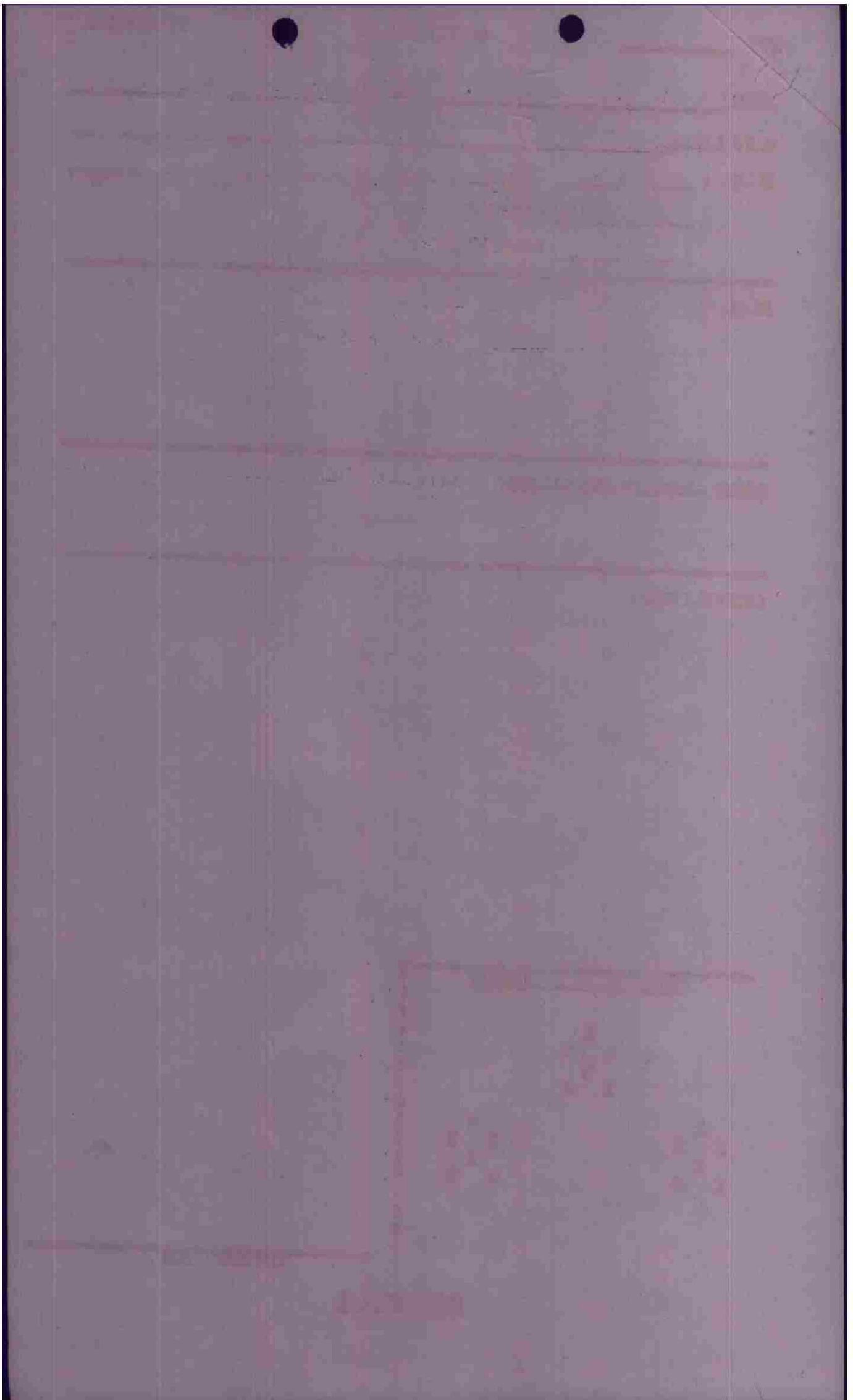
OBSERVATIONS:

POSITION IN FORMATION



INTERROGATOR

CONFIDENTIAL

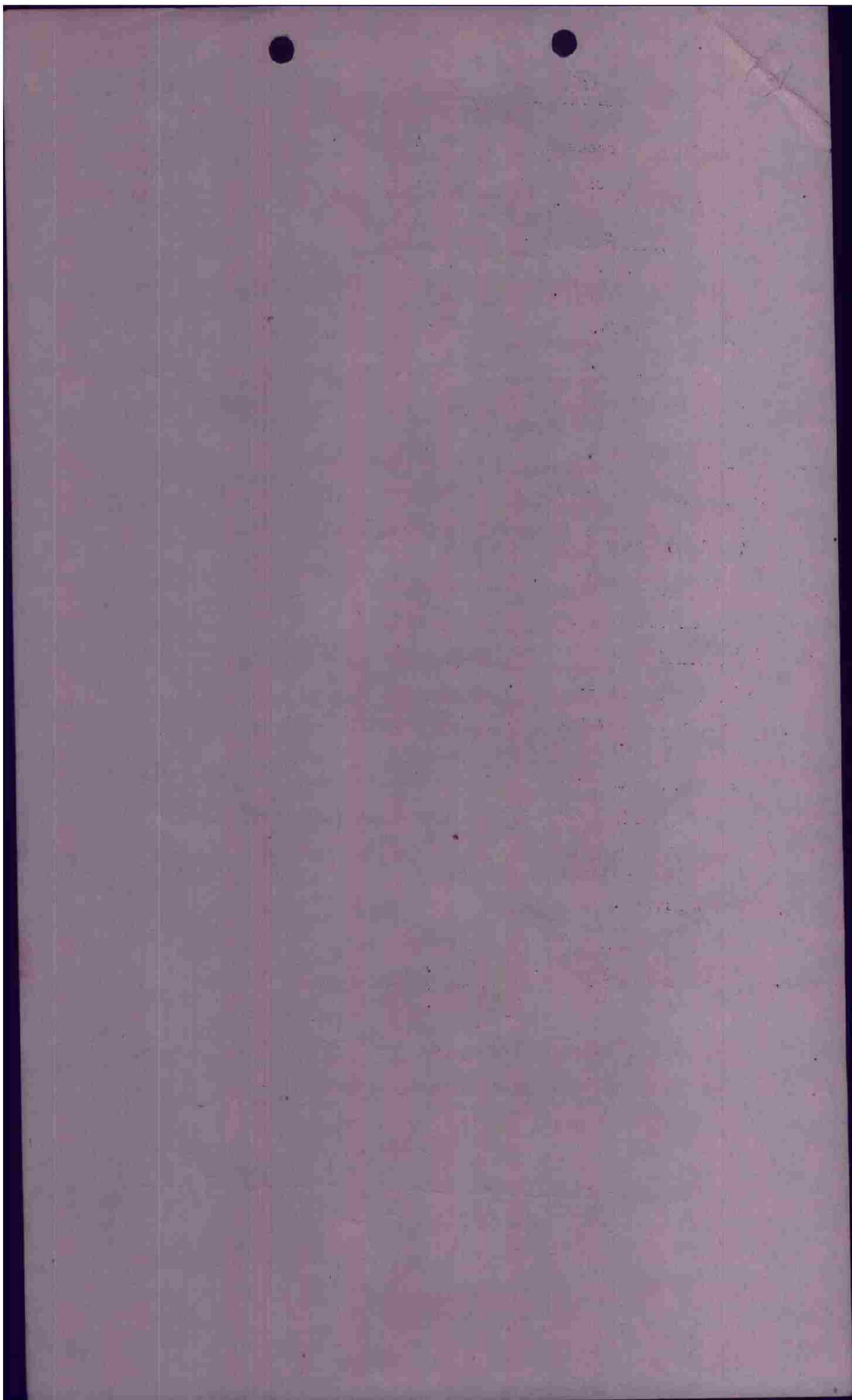


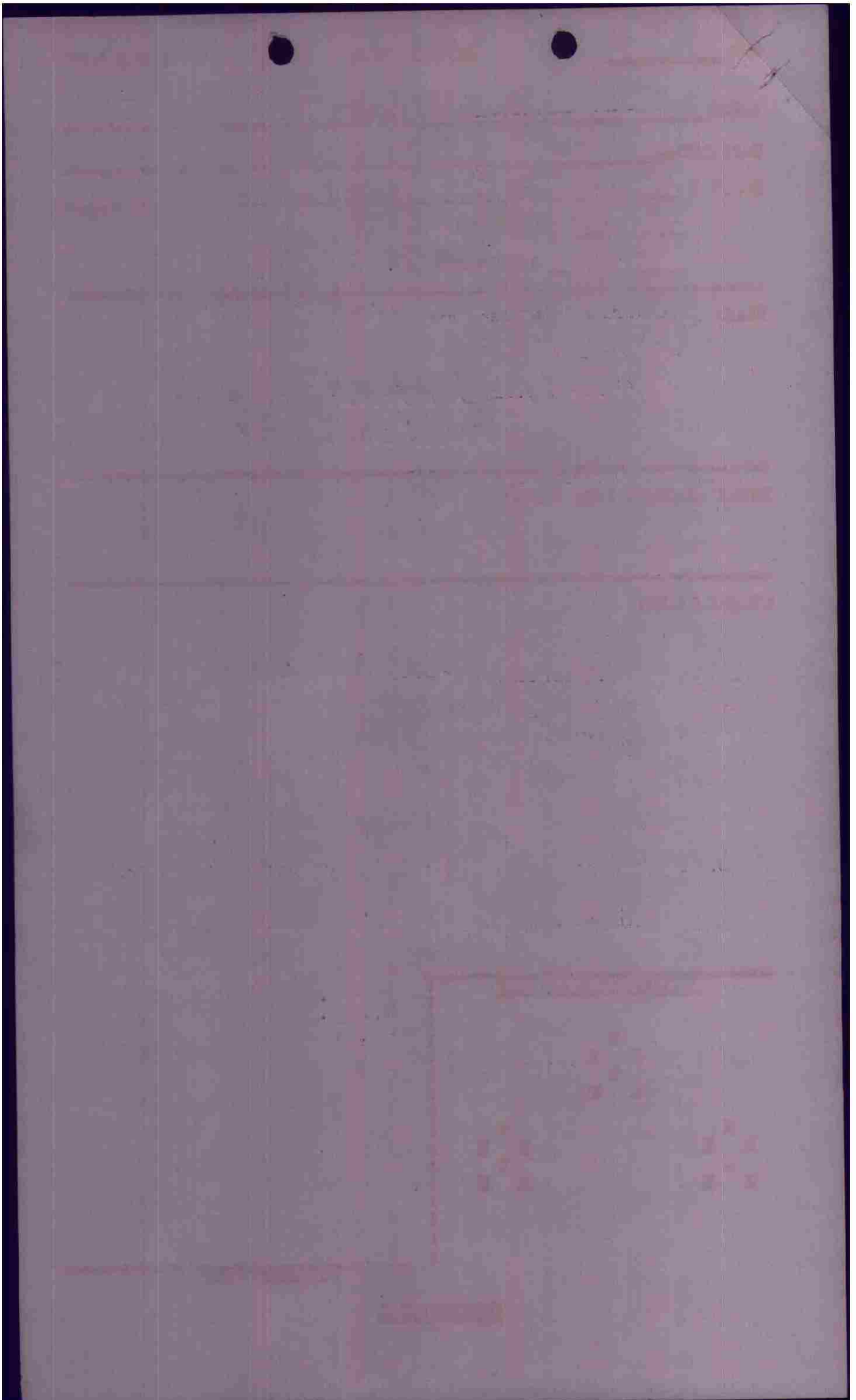
SECRET
MISSION WINDOW REPORT

1. Did Window planes precede the formation? If so, give:
 - a. Average distance of Window planes ahead of the formation through the flak area.
 - (1) 5000 ft. ahead.
 - b. Position of Window planes with respect to formation through the flak area.
 - (1) _____ ft. below or above. *11,000 indicated +*
 - (2) outtrack ft. off track, left or right. *right overcast*
 - c. Position of observed window cloud with respect to the formation.
 - (1) _____ ft. below or above.
 - (2) OK. ft. off track, left or right.
2. Did first box or flight sow Window for following box or flight? If so, give:
 - a. Distance between units.
 - (1) _____ ft. ahead.
 - (2) _____ ft. ahead.
 - (3) _____ ft. ahead.
 - b. Position of succeeding boxes or flights relative to lead box or flight.
 - (1) See 100 ft. ft. below or above. *See Lytle*
 - (2) OK out K. ft. off track left or right.
3. If flak occurred during bomb run give course of each bombing unit and Window planes.
 - a. Window Planes.
 - (1) 74° degrees.
 - b. Box or flight I _____ degrees.
 II _____ degrees.
 III _____ degrees.
4. T.O.T. of Window aircraft. 1432
5. Comments as to effectiveness of Window.

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(SECRET))

Bursts came after planes passed and at level of window. Probably effective.

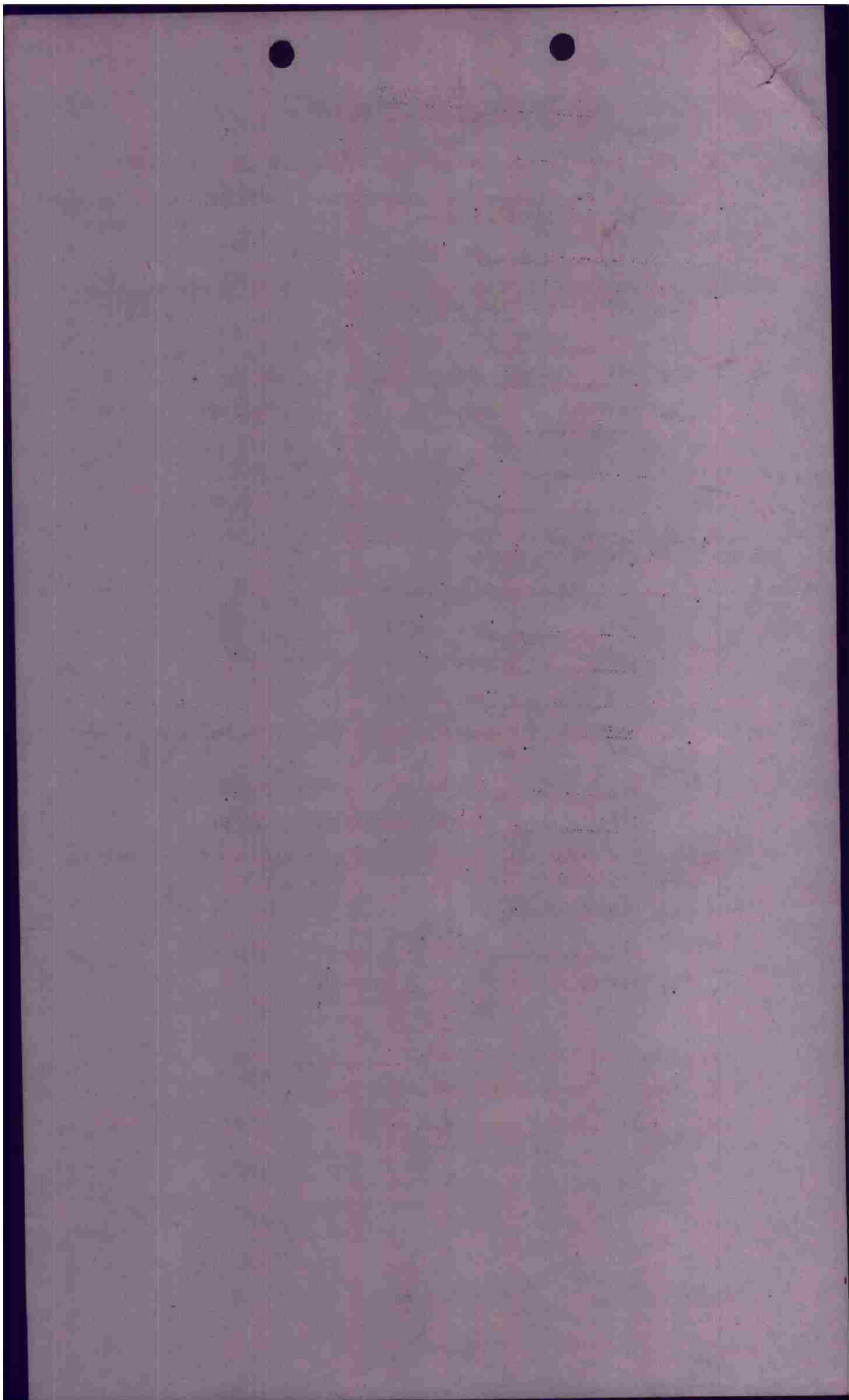




SECRET
MISSION WINDOW REPORT

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

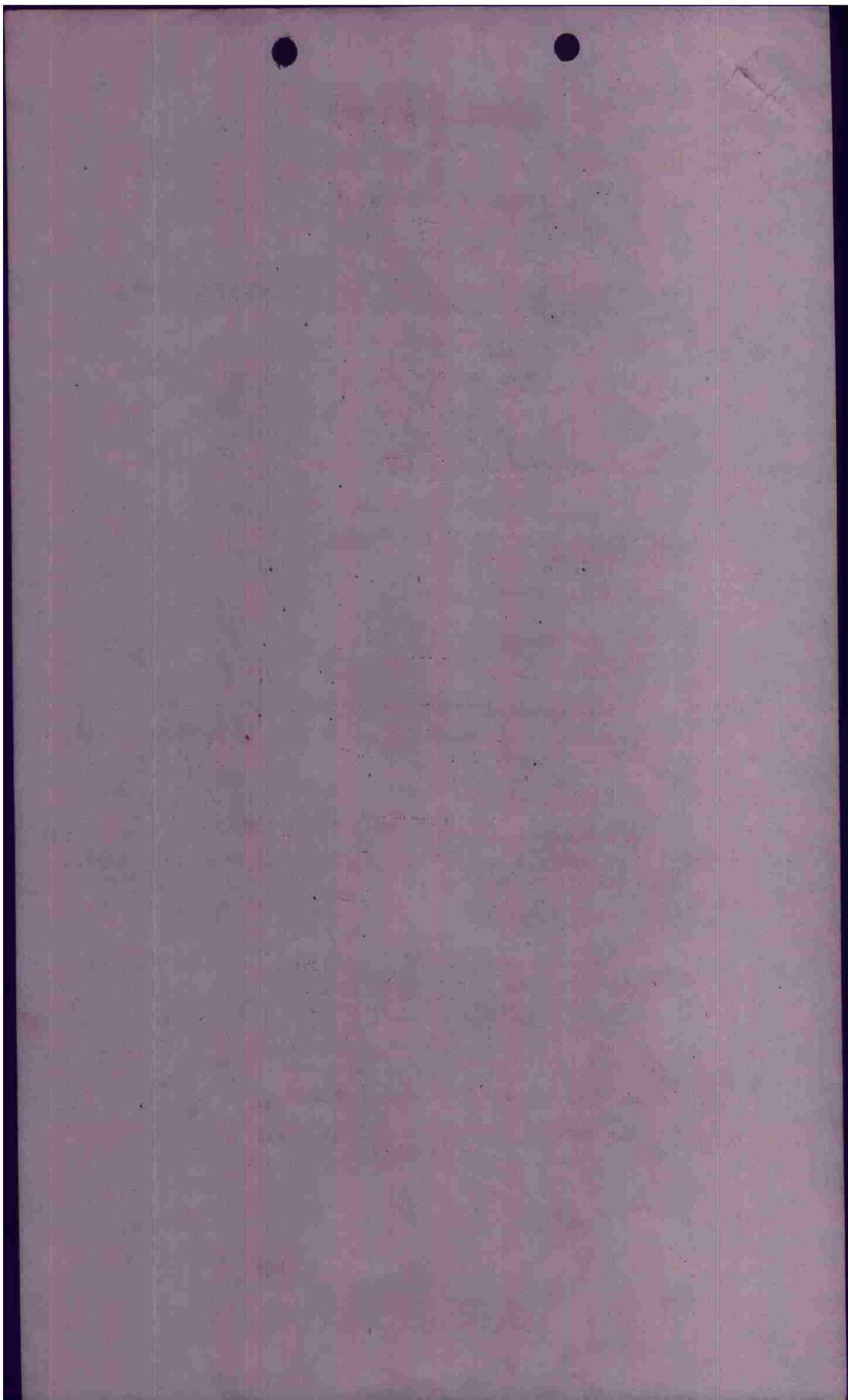
(this report, when properly filled out, will be classified
 (SECRET))



SECRET
MISSION WINDOW REPORT

1. Did Window planes precede the formation? If so, give:
 - a. Average distance of Window planes ahead of the formation through the flak area.
 - (1) 5000 ft. ahead.
 - b. Position of Window planes with respect to formation through the flak area.
 - (1) 500-600 ft. below or above.
 - (2) out of track ft. off track, left or right.
 - c. Position of observed window cloud with respect to the formation.
 - (1) approximately ft. below or above. smooth
 - (2) _____ ft. off track, left or right.
2. Did first box or flight sow window for following box or flight? If so, give:
 - a. Distance between units.
 - (1) _____ ft. ahead.
 - (2) _____ ft. ahead.
 - (3) _____ ft. ahead.
 - b. Position of succeeding boxes or flights relative to lead box or flight.
 - (1) _____ ft. below or above.
 - (2) _____ ft. off track left or right.
3. If flak occurred during bomb run give course of each bombing unit and Window planes.
 - a. Window Planes.
 - (1) _____ degrees.
 - b. Box or flight I _____ degrees.
 II _____ degrees.
 III _____ degrees.
4. T.O.T. of Window aircraft. _____
5. Comments as to effectiveness of Window.

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



F/O _____ CONFIDENTIAL INTERR. FORM

PILOT Sheley A/C# 710 BOX Window

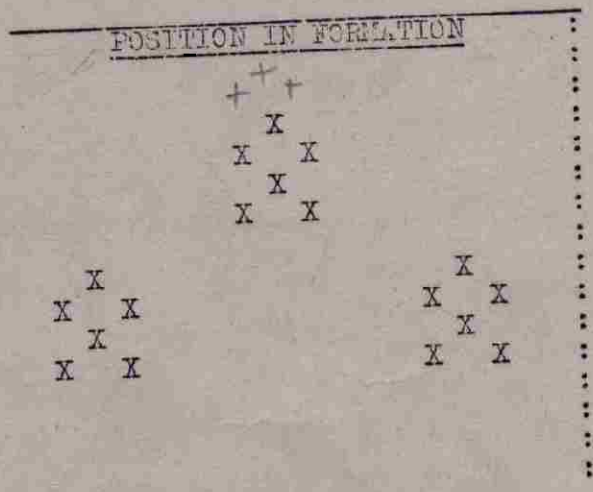
CASUALTIES _____

BOMBS :	X	ON	BATTLE DAMAGE	W/IN	W/EN
	X	RETURNED	:	:	:
	X	JETTISONED	:	:	:

FLAK: *Below & left of formation. Window probably gave some help. Considerable flak in area.*

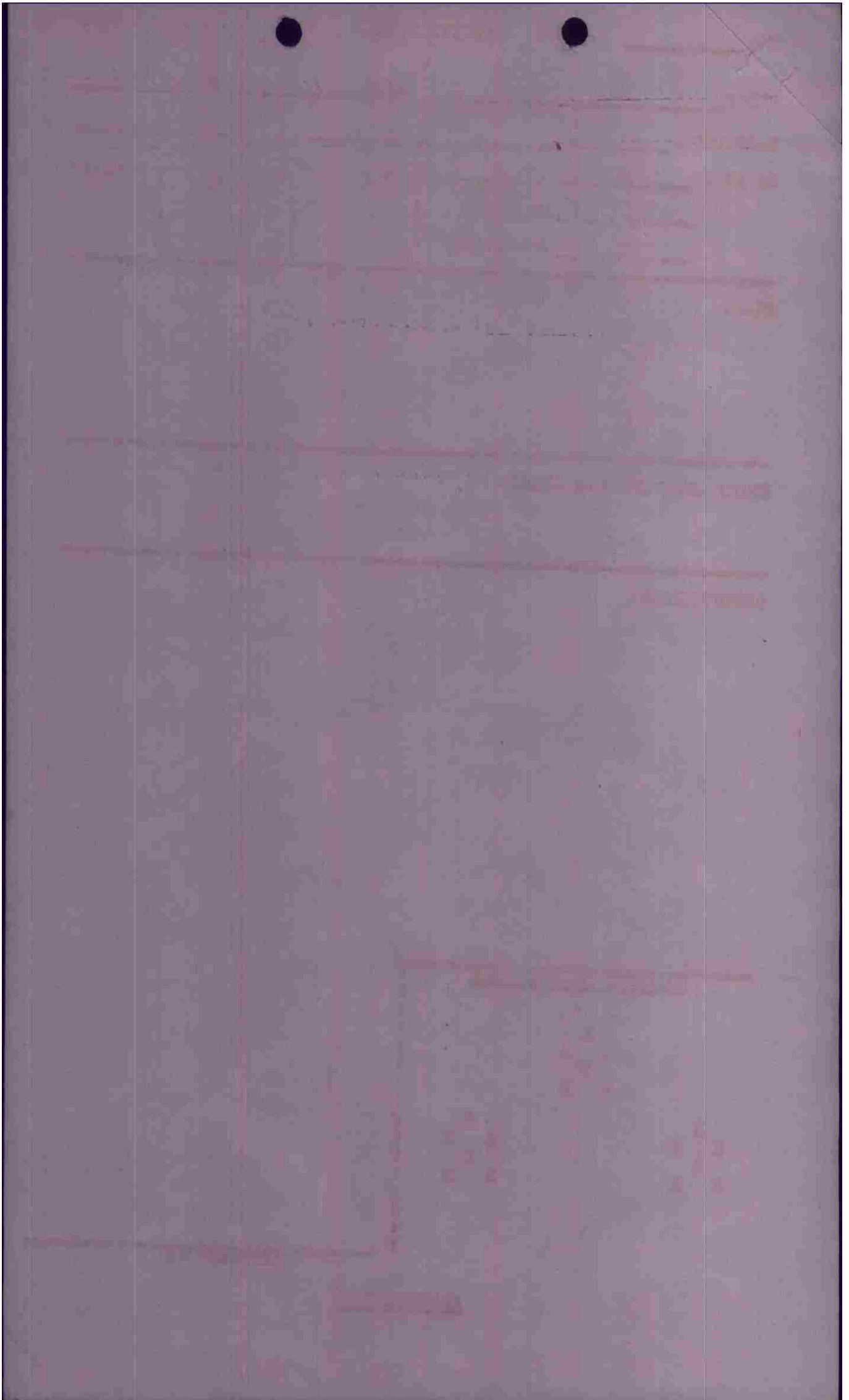
ENEMY AIRCRAFT ENCOUNTERS: *napalm trails high & P380 in area.*

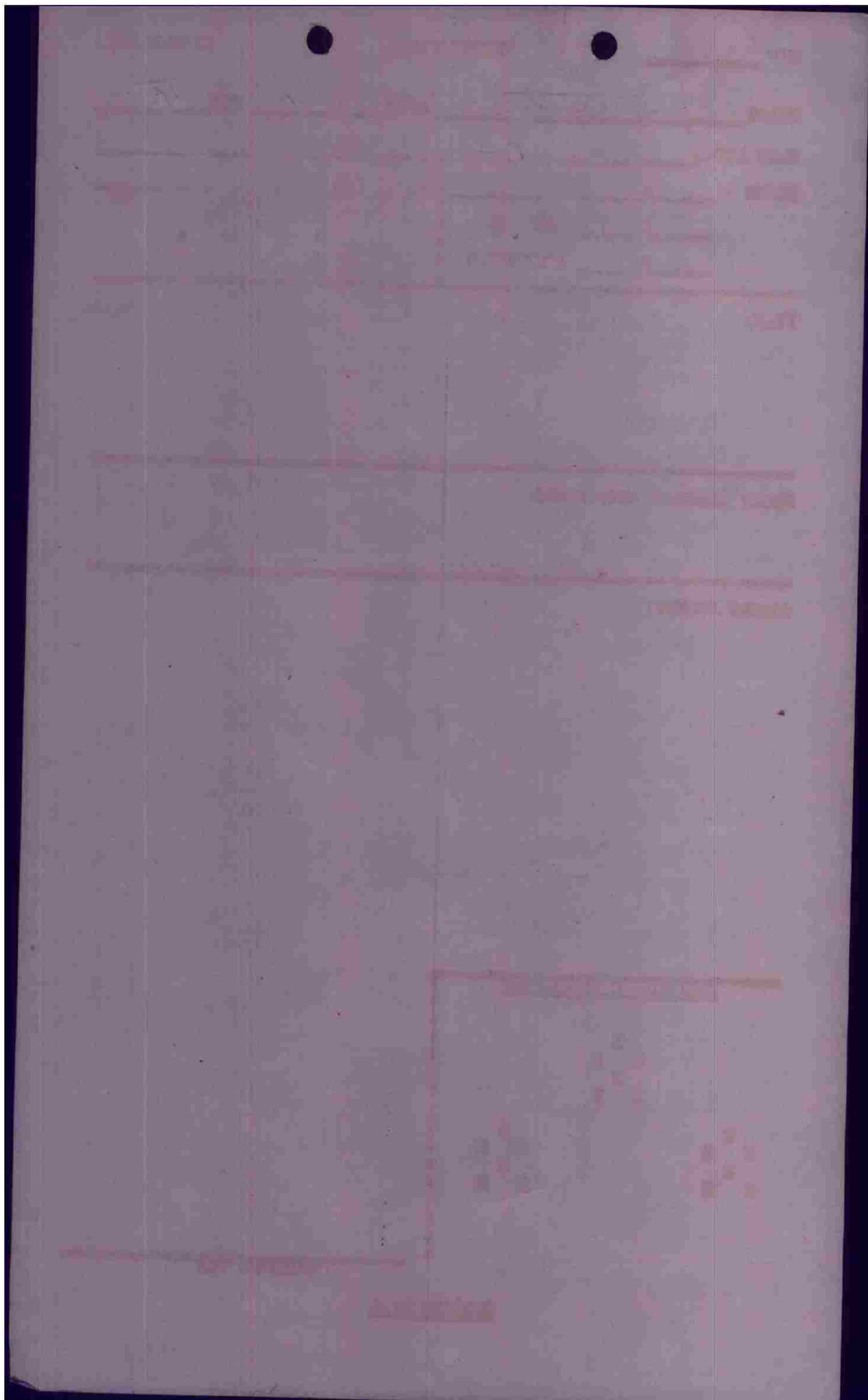
OBSERVATIONS:



INTERROGATOR _____

CONFIDENTIAL



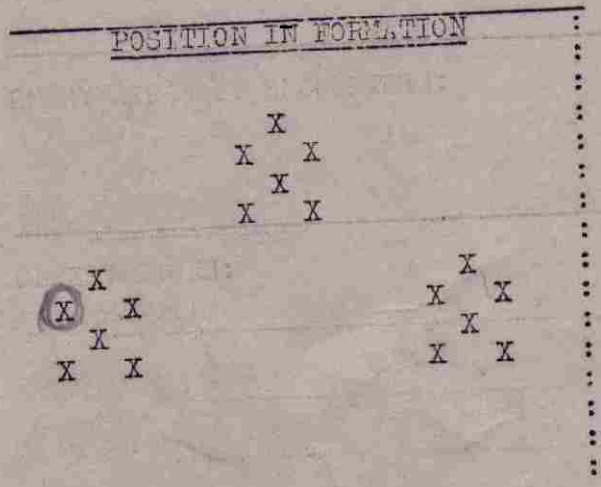


F/O _____ CONFIDENTIAL INTERR. FORM
 PILOT 5 pires 313
Capit A/C# 264 BOX #
 CASUALTIES None
 BOMBS : 6 X 500 ON R. : None
 X RETURNED : None
 X JETTISONED : None

FLAK: None

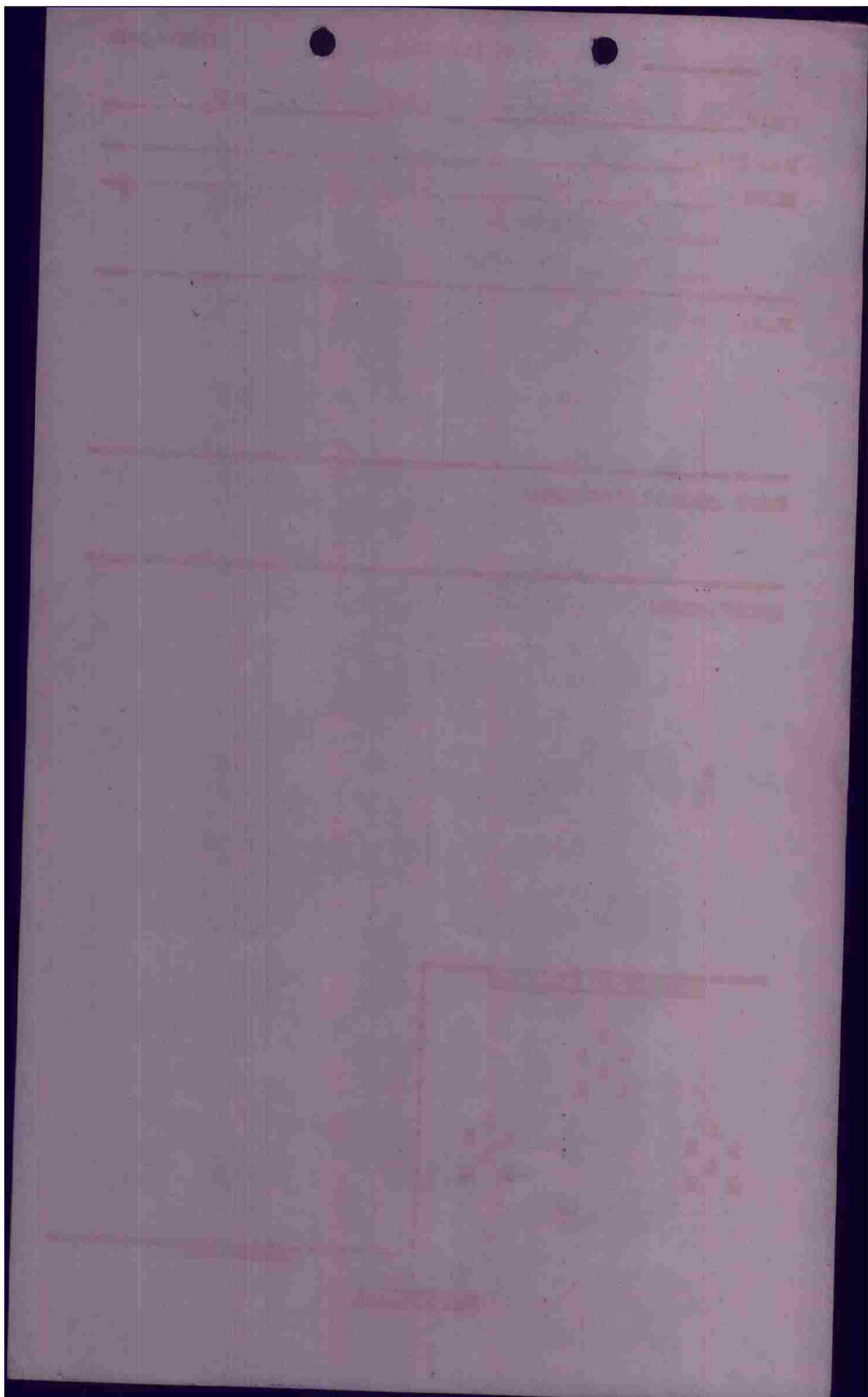
ENEMY AIRCRAFT ENCOUNTERS: None

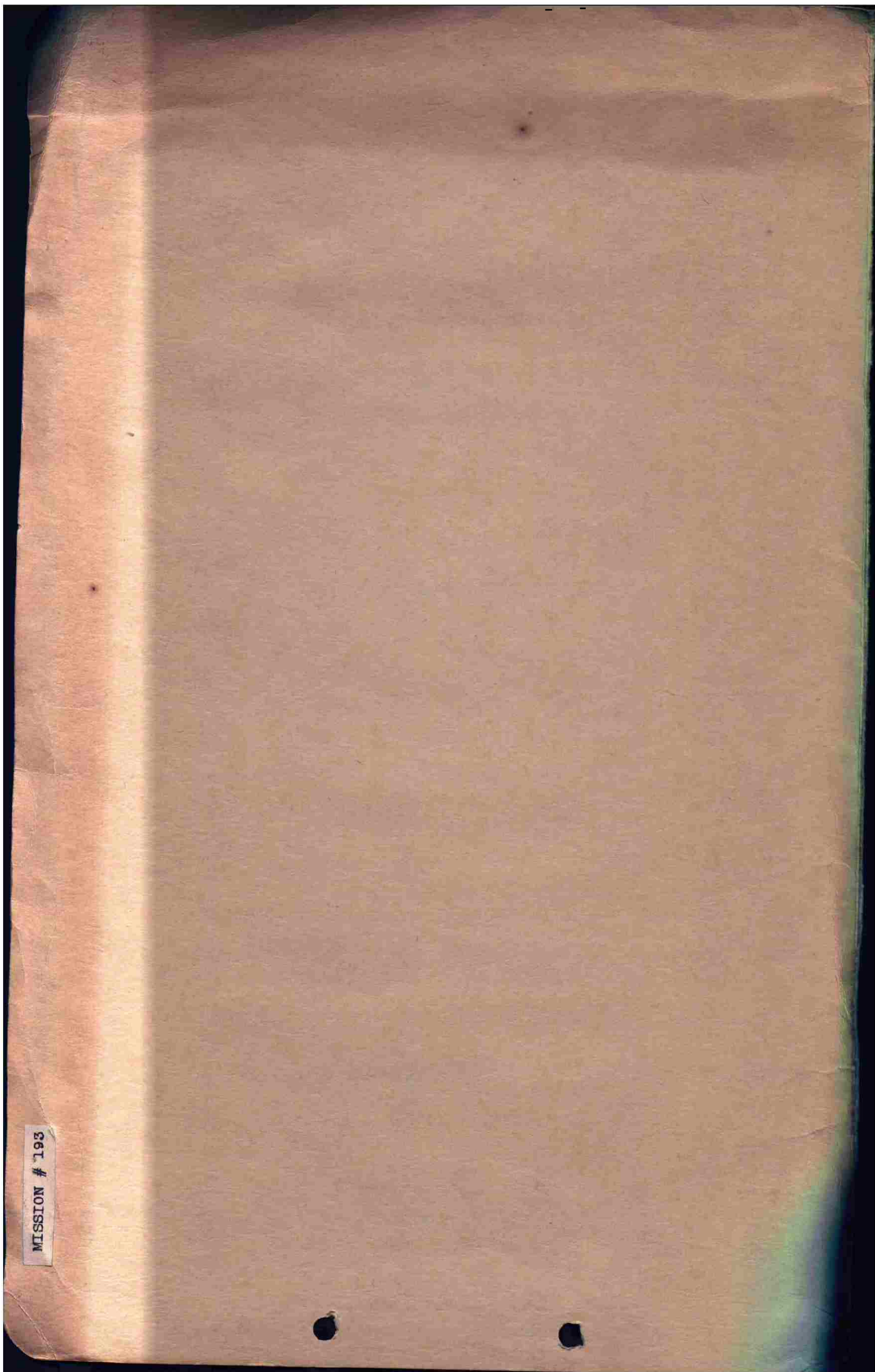
OBSERVATIONS: Camera



WTF
 INTERROGATOR

CONFIDENTIAL





MISSION # 193

