

IRIS Public Record**Key Information****Main:** GROUP/0416/BOMBARDMENT (LIGHT)**Document Type:****Call Number:** GP-416-SU-OP-S**IRIS Number:** 00092001**Accessions Notes:****Old Accession Nbr:****Title:****Beginning Date:****End Date:****Publication Date:** 1945/01/14**Classification** UNCLAS**Media** Roll #: 0000001715 First Frame: 1554 Last Frame: 1835 Linear Feet: 0
Old MFlm Roll # B0535 Audio Rec:**NUMPAGE** 281**Title Extensions:****Abstract****Descriptive** TARGET NOT INDICATED.
Notes:**Title** MISSION REPORTS: FOLDER NUMBER 3**Added****Entries****Author:****Subject:****Major Command:****Administrative Markings**

No Administrative Markings Listed

Security Review Information:

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Scanner ID:	Scanned Date:	
Acc ID	Acc Date:	

GP-416-SU-OP-S
11 JAN 1945

A-26 MISSION REPORTS

FOLDER NO.3

MISSION NO.	F.O. NO.	DATE	
185	127 - 707	14 JAN.	45
186	128 - 708	15 "	45
187	129 - 709	16 "	45
188	134 - 714	21 "	45
189	131 - 715	22 "	45
190	136 - 716	22 "	45
191	138 - 718	23 "	45
192	138 - 718	23 "	45
193	139 - 719	24 "	45
194	140 - 720	25 "	45
195	144 - 724	29 "	45
196	147 - 728	1 FEB.	45
197	149 - 730	2 "	45
198	153 - 731	3 "	45
199	158 - 136	6 "	45
200	160 - 738	8 "	45

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DECLASSIFIED
BOD DIR 2007/2/ Sep 58SCANNED BY ACD
2007--

MICROFILMED

1386-40

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO 110-720BOX I, Flight 1 GROUP A16 DATE 25 Jan. 1945 TARGET ATTACKED Ball Road Junction1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 60°3. Was mercury erection system used? YES ☐ NO ☒4. Did entire ~~unit~~ (flight) drop on lead bombardier? YES ☒ NO ☐

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

Pre-set with corrections. G-1 Auto Pilot not used.5. Name of lead Bombardier: Lt. R. Gento6. Name of lead Pilot: Capt. D.A. Hales7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 250 Altitude: 12,0009. Length of bomb run: 30 Sec:10. Bomb Load and Fusing per A/C: 4-20 lb x 500 lb. FUSED 1/10 N 1/40 T11. Total Bombs Dropped: 20 4-20 lb x 500 lb. 1/10 1/40

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

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

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

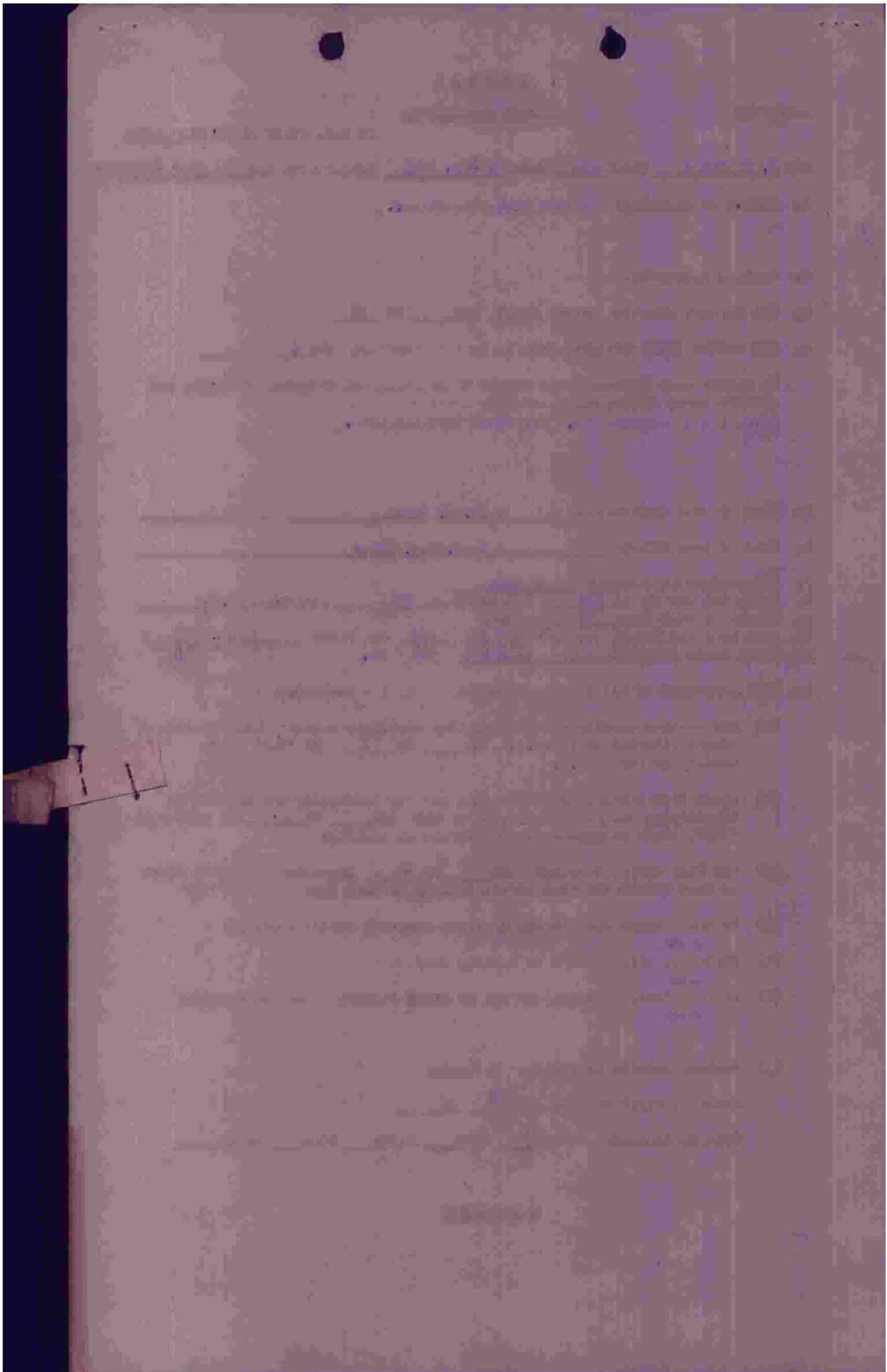
(e) State any difficulties on bombing run:

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

(g) Bombing results as reported by crews:

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

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 140-720BOX X, Flight 2 GROUP 416 DATE 25 Jan. 1945 TARGET ATTACKED Ball Road Junction1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 60°3. Was mercury erection system used? YES _____ NO X4. Did entire ~~boom~~ (flight) drop on lead bombardier? YES X NO _____

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

Pre-set with corrections. G-1 Auto Pilot not used.5. Name of lead Bombardier: Lt. H.L. Kirk6. Name of lead Pilot: Capt. H.A. Monroe7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 250 Altitude: 12,2009. Length of bomb run: 25 Sec:10. Bomb Load and Fusing per A/C: A-20 1 x 500 lb. FUSED 1/10 N 1/40 T11. Total Bombs Dropped: 27 4-26 6 x 500 lb. 1/10 1/40

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

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

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

None

(e) State any difficulties on bombing run:

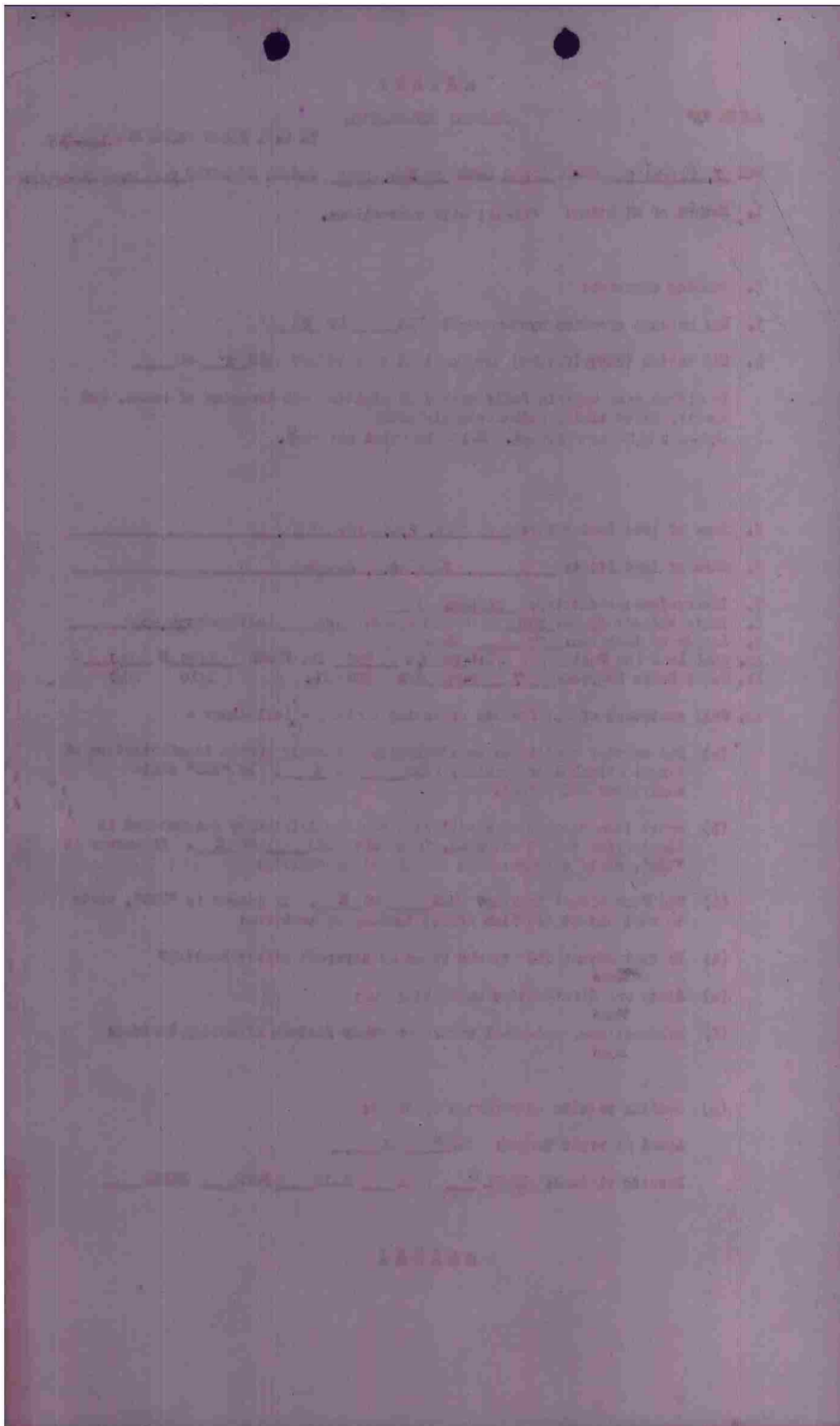
None

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

None

(g) Bombing results as reported by crews:

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



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 140-780BOX I, Flight 3 GROUP 416 DATE 25 Jan. 1945 TARGET ATTACKED Ball Road Junction1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 7°3. Was mercury erection system used? YES _____ NO X4. Did entire ~~(bomb)~~ (flight) drop on lead bombardier? YES X NO _____

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

Pre-set with corrections. G-1 Auto Pilot not used.

5. Name of lead Bombardier: Lt. A.E. Rosenquist6. Name of lead Pilot: Lt. R.R. Singletary7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 256 Altitude: 11,8009. Length of bomb run: 30 Sec:10. Bomb Load and Fusing per A/C: A-20 4x 500 lb. FUSED 1/10 N 1/40 T11. Total Bombs Dropped: 22 A-20 6 x 500 lb. 1/10 1/40

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

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

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

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

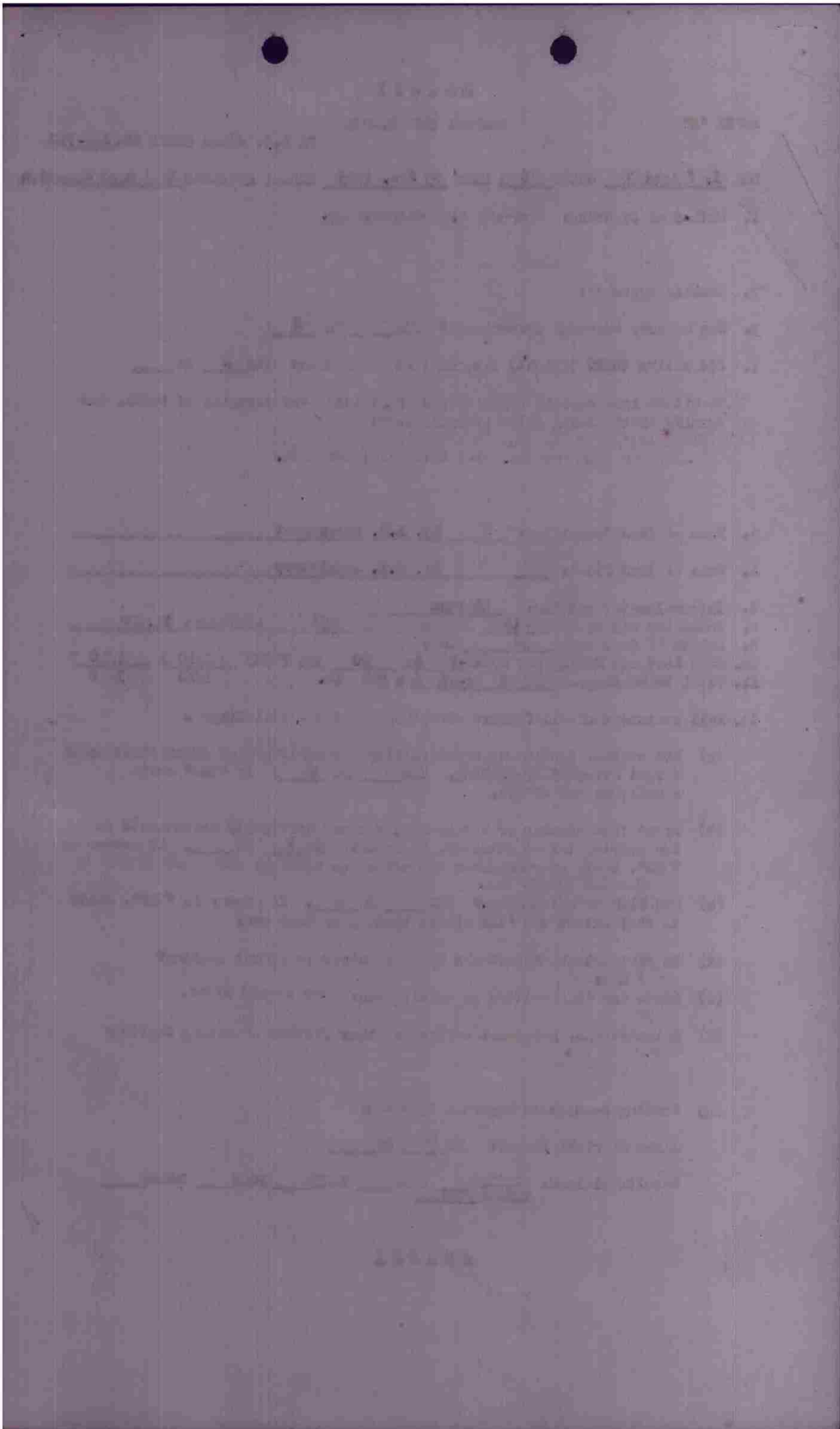
(f) Malfunctions, personnel errors or other factors affecting bombing: None.

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____

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

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 140-720BOX II, Flight 1 GROUP 426 DATE 25 Jan. 1945 TARGET ATTACKED Kell Road Junction1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 106°3. Was mercury erection system used? YES _____ NO X4. Did entire (~~box~~) (flight) drop on lead bombardier? YES X NO _____

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

Pre-set with corrections. C-1 Auto Pilot not used.5. Name of lead Bombardier: Lt. A.S. Callaway6. Name of lead Pilot: Capt. B.D. Stebbins7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 255 Altitude: 11,4009. Length of bomb run: 40 Sec:10. Bomb Load and Fusing per A/C: A-20 4x 500 lb. FUSED 1/10 N 1/40 T11. Total Bombs Dropped: 17 A-26 6 x 500 lb. 1/10 1/40

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

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

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

(e) State any difficulties on bombing run:

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

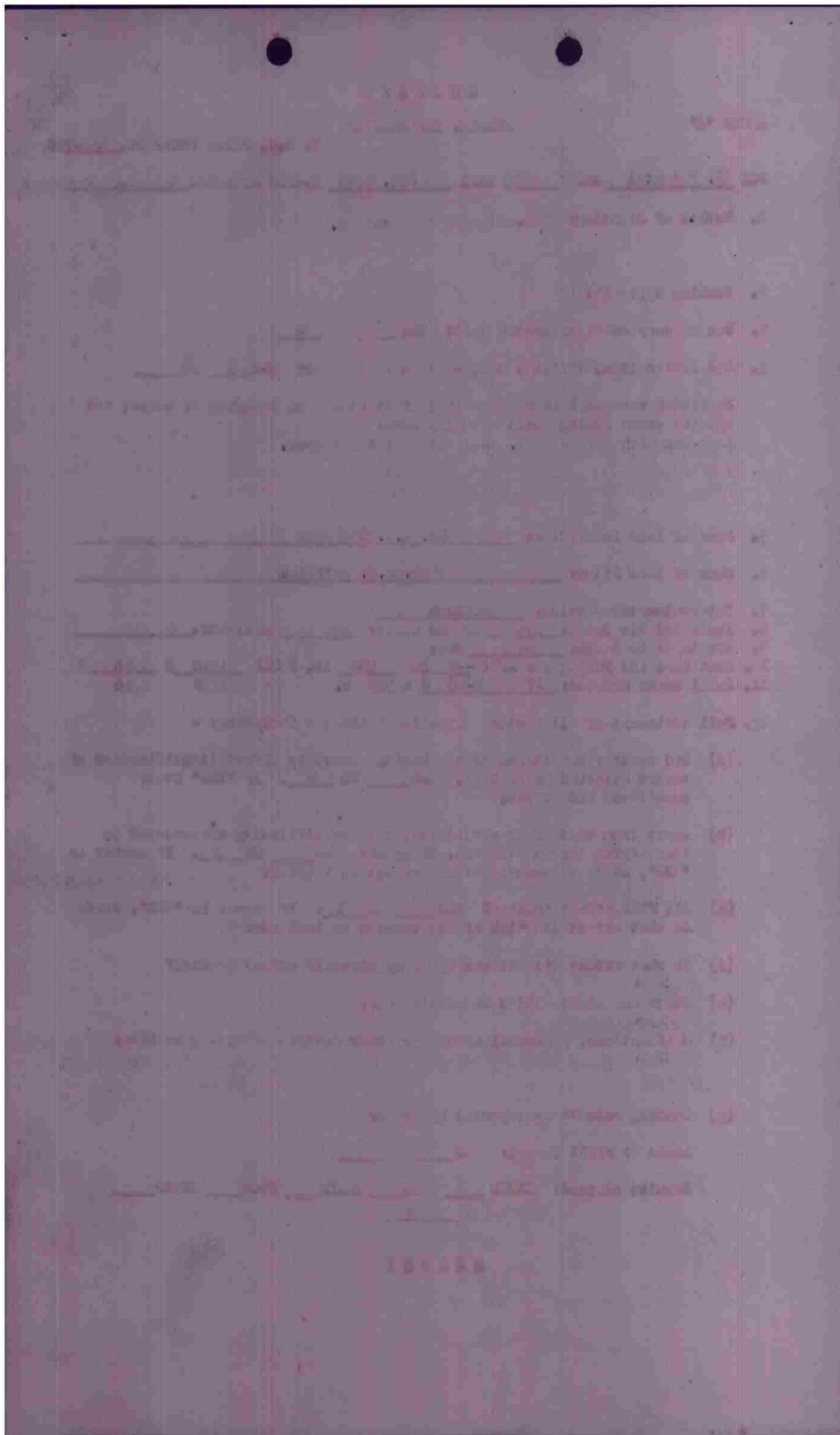
(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____

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

SUPERIOR X

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 240-720BOX 11 Flt. 2 GROUP 114 DATE 25 Jan. 1945 TARGET ATTACKED Ball Road Junction1. Method of Sighting: Pre-set with connections.2. Bombing approach: 106°3. Was mercury erection system used? YES _____ NO X4. Did entire ~~mission~~ (flight) drop on lead bombardier? YES _____ NO X

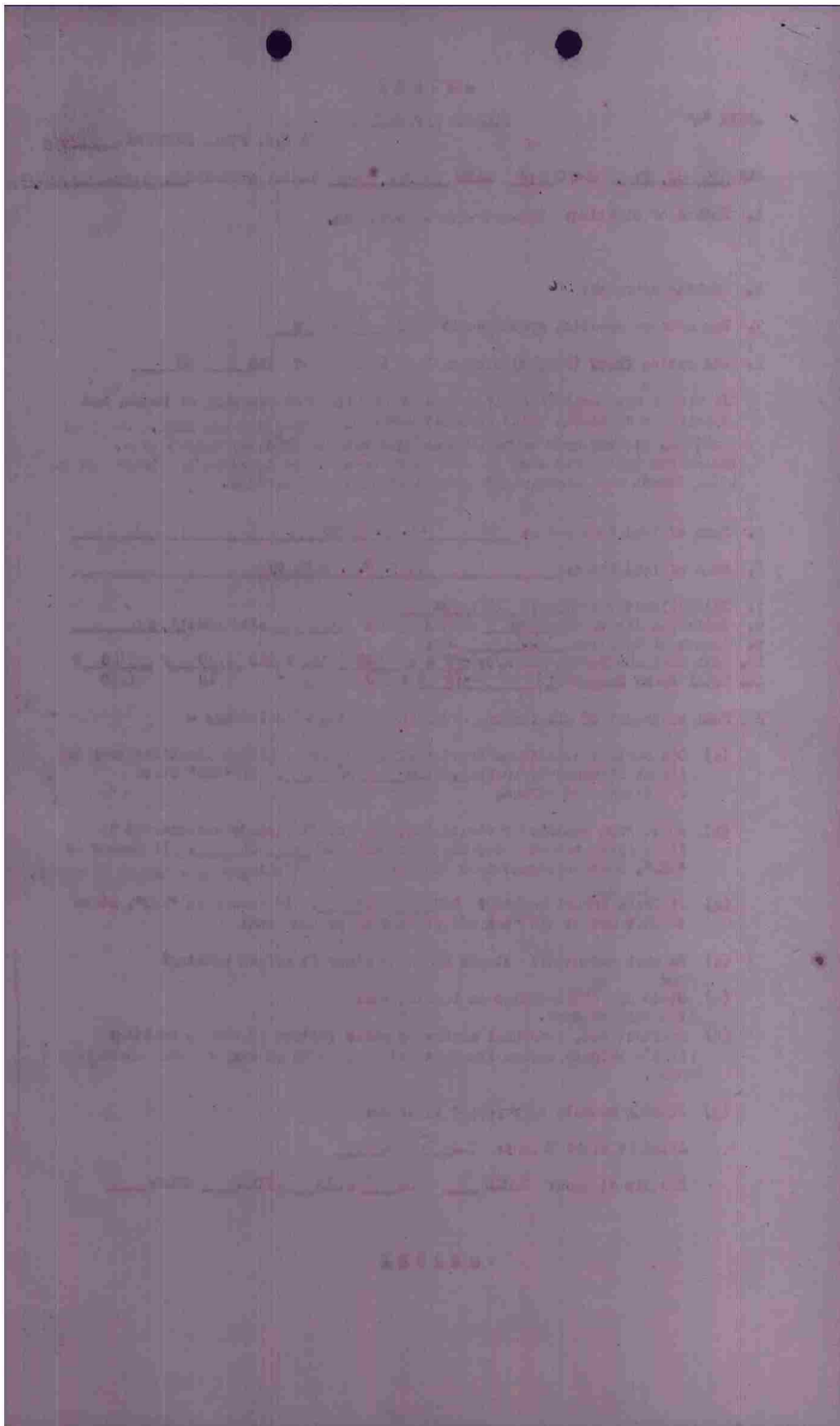
In either case explain fully method of sighting and dropping of bombs, and specify exact aiming point actually used: G-1 auto-pilot not used. On first run (PIT) did not make sighting operation because of insufficient time. On second run bombs went away as bomb doors opened, due to pilot's release button being frozen and closing bomb circuit switch. Malfunction.

5. Name of lead Bombardier: Lt. W. Form6. Name of lead Pilot: Capt. G.M. McNulty7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 256 Altitude: 11,7009. Length of bomb run: -- Sec:10. Bomb Load and Fusing per A/C: 2-20 4 x 500 lb. FUSED 1/10 N 1/40 T11. Total Bombs Dropped: 16 2-20 8 x 500 1/10 1/40

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

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

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 110-720BOX IX, Flight 3 GROUP 416 DATE 25 Jan. 1945 TARGET ATTACKED Kell Road Junction1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 106°3. Was mercury erection system used? YES _____ NO X4. Did entire (box) (flight) drop on lead bombardier? YES X NO _____

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

Pre-set with corrections. G-1 Auto Pilot not used.5. Name of lead Bombardier: Lt. R.J. Bassett6. Name of lead Pilot: Capt. R.E. Greenley7. Intervalometer setting: Minimum8. Indicated Air Speed: 210 Ground Speed: 254 Altitude: 11,2009. Length of bomb run: 30 Sec:10. Bomb Load and Fusing per A/C: 204 x 500 lb. FUSED 1/10 N 1/40 T11. Total Bombs Dropped: 28 1-26 6 x 500 lb. 1/10 1/40

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

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

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

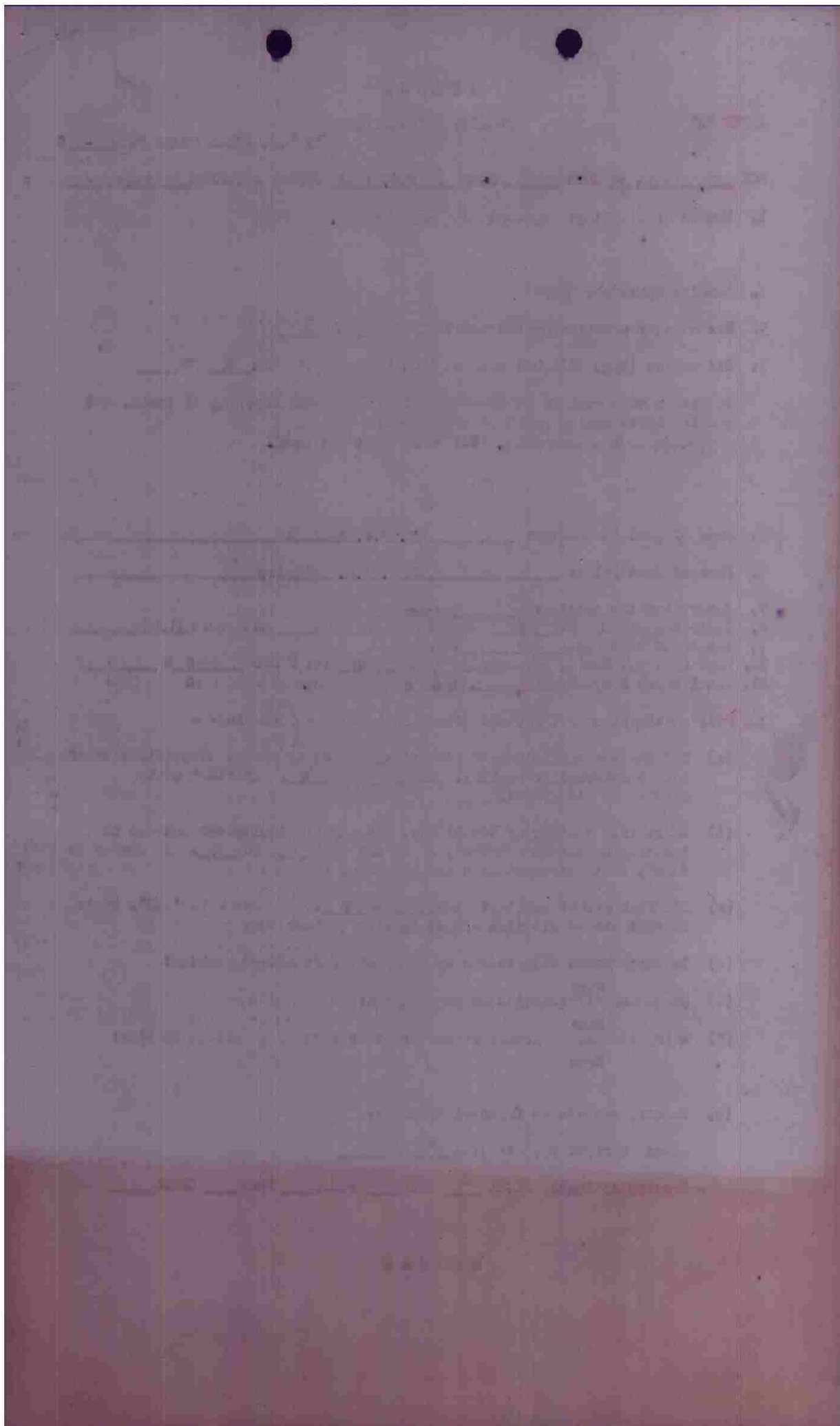
(e) State any difficulties on bombing run:

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

(g) Bombing results as reported by crews:

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

S E C R E T



SECRET
 AUTH: CG, A-35
 28 Jan 45
 INITIAL:

HEADQUARTERS
 41ST BOMBARDMENT GROUP (L)
 Office of the Commanding Officer

P-41-2

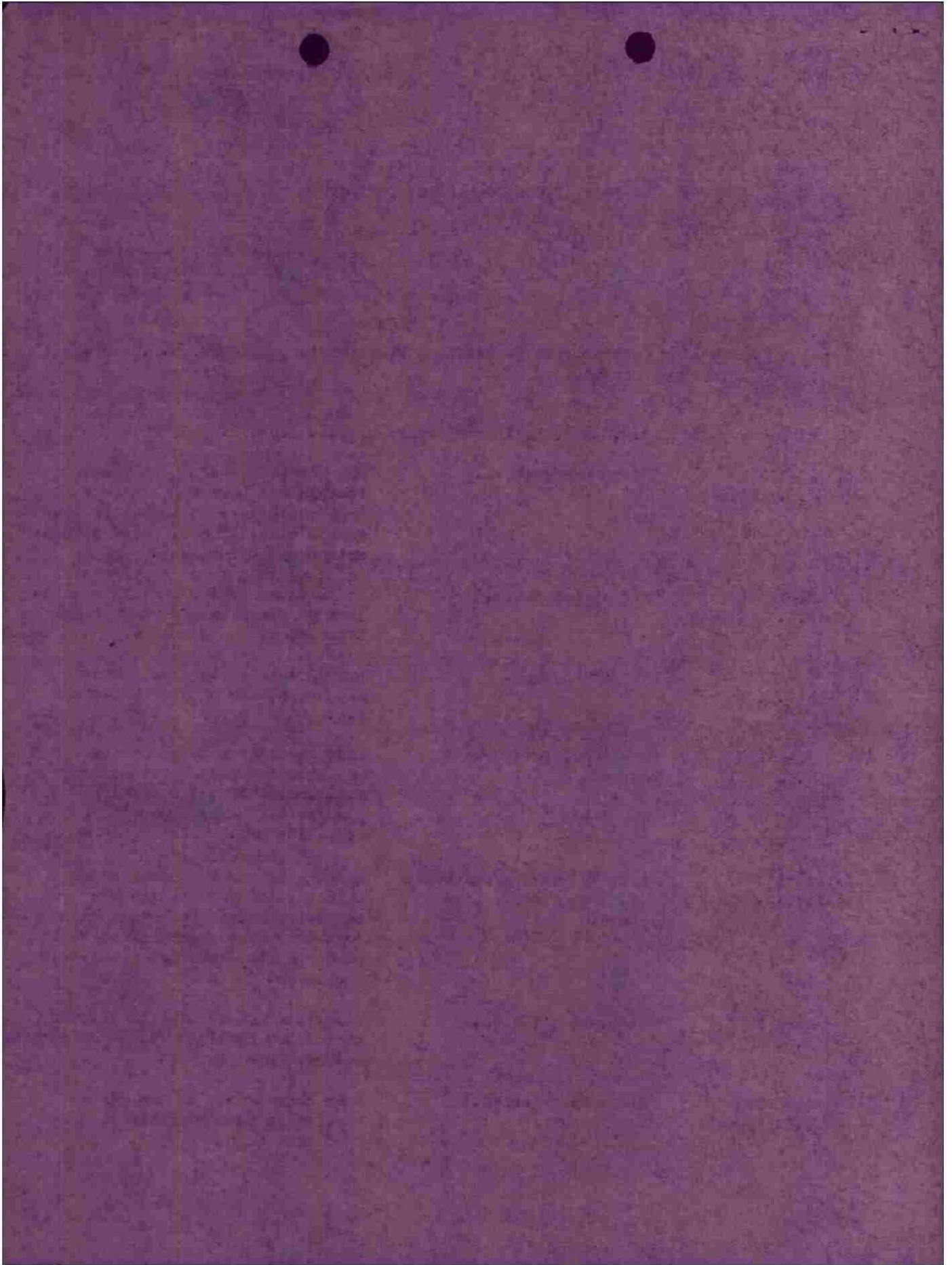
AFPO 140, U.S. Army,
 28 January 1945.

SUBJECT: Mission Report.

TO : Commanding General, 9th Bombardment Division (M), AFPO 140, U.S. Army.
 (Attn: A-4 Section)

I. 28 January 1945, T.O. 1022, Hall Road Junction, P.O. 140-075.

- | | | |
|-------------------------------------|---|---|
| II. 43-22352
(Lt E.C. Bishop) | Turret inoperative. | The airplane was not called out because the turret man thought they could have it in before start engine time. The 51 speed signal solenoid was burned out. |
| 41-38231
(Lt E.E. VanDyke) | Left engine rough. | Spark plugs fouled on left engine. Time on plugs was 74 hours and type C-34s. |
| 42-22323
(Capt A.C. Moore) | Left brake weak. | Brakes checked by flight chief and operations officer and found O.K. Pilot error. |
| III. 41-59215
(Lt E.L. Hall) | Nose wheel failed to retract. | Nose wheel down latch out of adjustment caused by freezing moisture binding the locking plunger which stretched the adjusting rod. |
| IV. 43-22024
(Capt G.N. McSully) | Bombs released prematurely when bombay doors were opened. | Binding of tumbler contact in pilots release button causing immediate release of bombs when bomb door were opened since bomb master switch had been previously turned on. |
| 41-38264
(Lt J.K. Colquitt) | All bombs returned. | Pilot did not attempt to release because he realized flight leader released prematurely. |
| 41-38213
(Lt E.L. Russell) | All bombs returned. | Bomb door safety switch plunger binding in open position causing |



31-38349 Stations 4A, 5A, 2, 5A
(Lt L.B. Poundstone) and 6A failed to release.

failure of switch to close lock
nuts on actuating rod for adjust-
ment had become loose allowing
actuating mechanism to get out
of adjustment.

43-27534 Station 4A failed to
(Lt W.E. Roinks) release.

lock in relay coil ground wire
broken causing failure of inter-
valometer after release of first
station.

43-22354 Station 5A failed to
(Lt J.F. Smith) release.

Station not hooked before loading.

43-27321 No attempt to bomb.
(Lt J.J. Brumba)

Felt washer between 4-4 release
unit arm and unit body frozen
causing binding of release arm.

V. 43-22315 Nose wheel doors closed
(Lt W. Macgrove) on nose wheel.

Pilot realized that flight leader
had released prematurely.

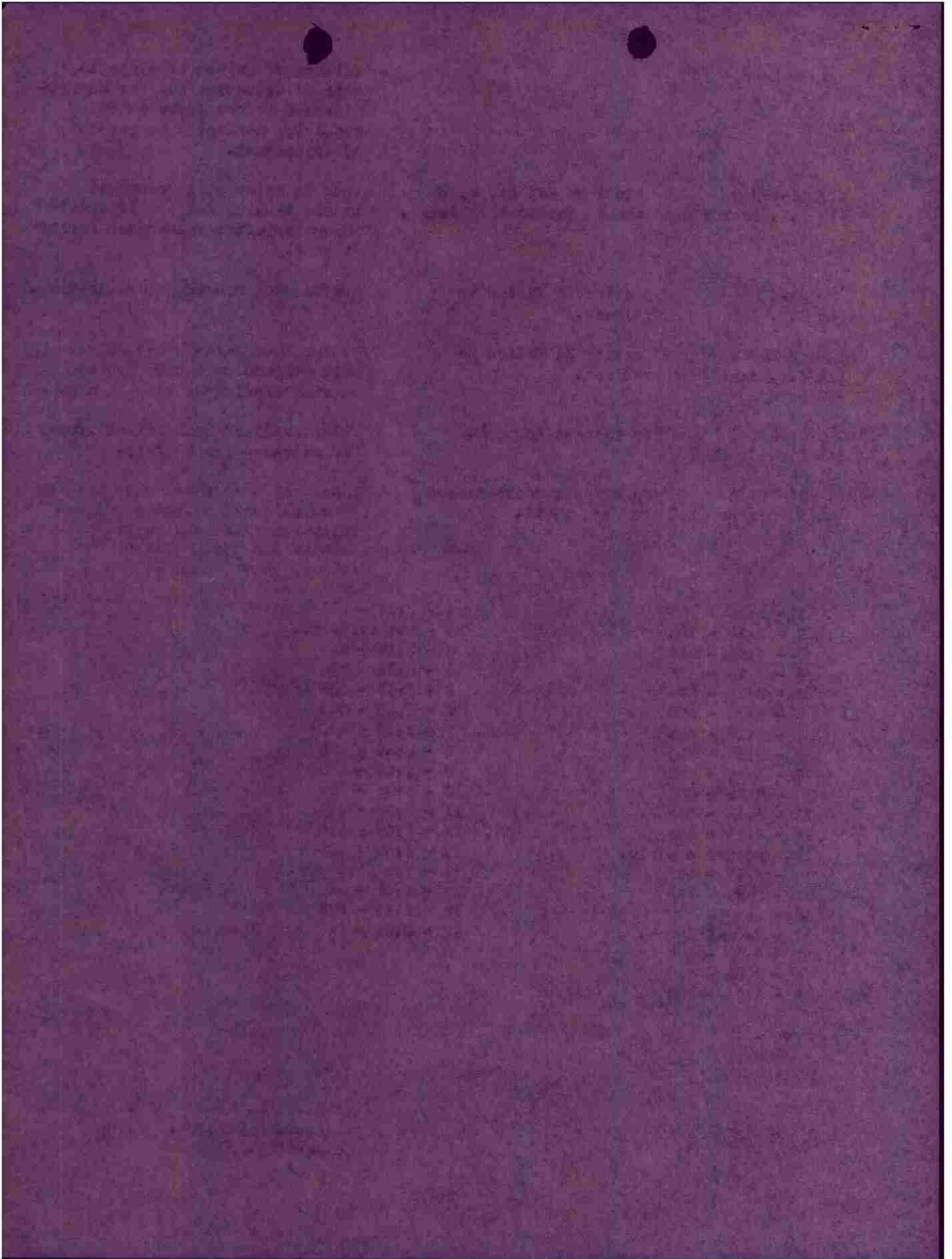
Caused by nose wheel door holding
catch slipping before wheel was
fully retracted due to mal-adjust-
ment of the turnbuckle on the
release bar.

VI. 1 - 3:15 - 480
2 - 3:15 - 450
3 - 3:10 - 515
4 - 3:10 - 525
5 - 3:15 - 620
6 - 3:10 - 610
7 - 3:15 - 475
8 - 3:15 - 520
9 - 3:15 - 580
10 - 3:15 - 600
11 - 3:15 - 585
12 - 3:15 - 435
13 - Returned early.
14 - 3:10 - 400
15 - 3:10 - 525
16 - 3:10 - 500
17 - Not airborne.
18 - 2:55 - 400
19 - 2:55 - 400
20 - 2:55 - 450

1 - 3:15 - 570
2 - Not airborne.
3 - 3:15 - 625
4 - 3:15 - 475
5 - 3:15 - 485
6 - 2:55 - 400
7 - 2:55 - 550
8 - 2:55 - 475
9 - 2:55 - 530
10 - 3:05 - 495
11 - 3:00 - 500
12 - 2:45 - 425
13 - 2:50 - 425
14 - Not airborne.
15 - 2:45 - 400
16 - 2:45 - 475
17 - 2:55 - 470

VII. None.

THEODORE E. AYLESWORTH,
Colonel, Air Corps,
Commanding.



WING LOSS REPORT

MINUTE NO. 194
DATE 25 June 1945

1. NUMBER OF MEN WOUNDED:
None

2. POSSIBLE CAUSATIONS:
See Bombing Malfunction Report

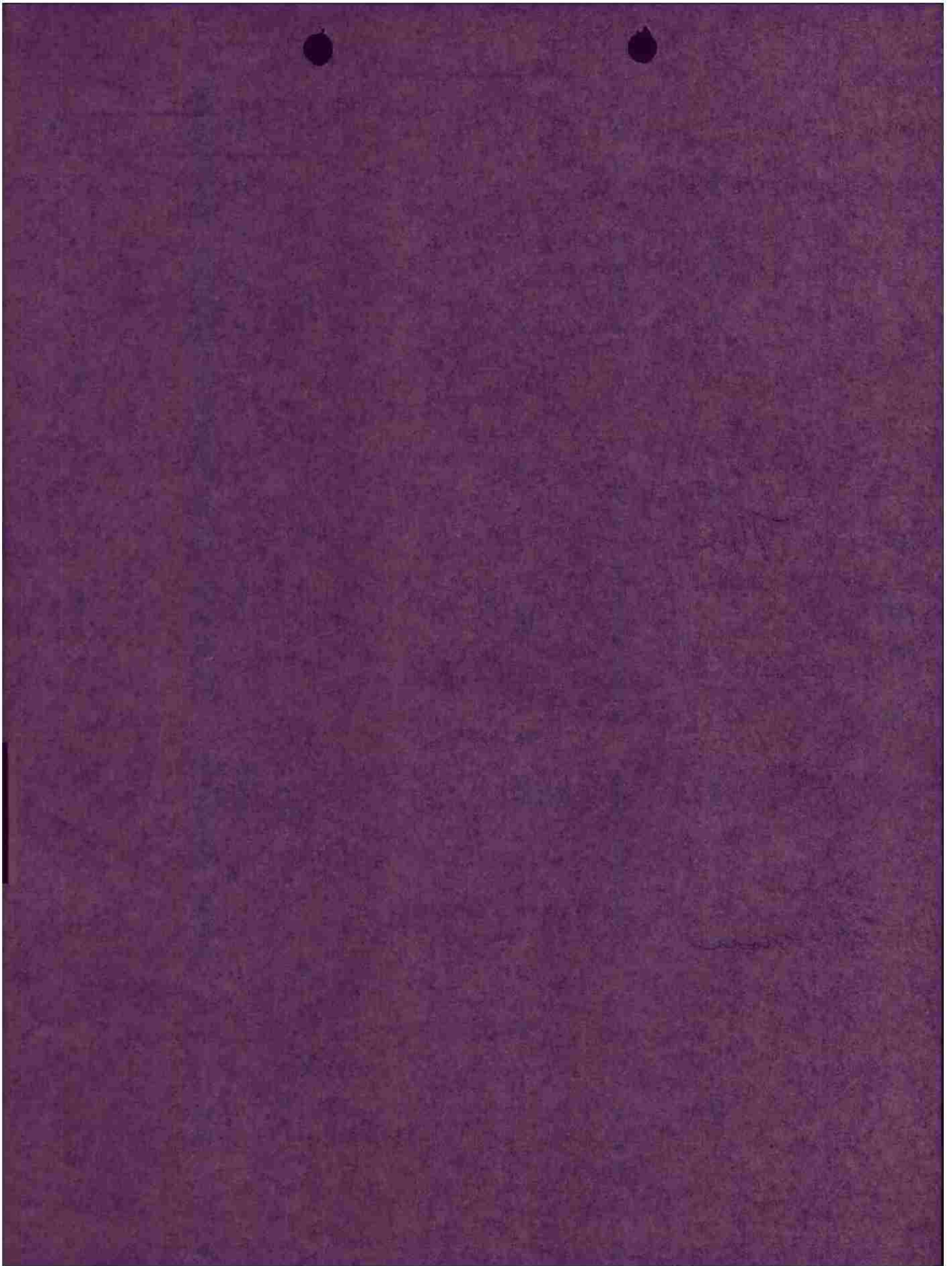
3. CASUALTY DESCRIPTIONS:
None

4. BATTLE CASUALS:
None

5. PLACES WHERE MEN WERE ALONE OR RETURNING EARLY:

352	Sgt D. Bishop	Not returned	Ignored Out
331	Sgt L. Van Pape		Left Base Unharmed
326	Sgt D. Jones		Not reported back display
4315	Sgt L. Hall	Returned Early	Checked P.K. and would not return

6. PLACES LEFT OR LANDING AWAY FROM BASE:
None



MISSION NO. 194

LOADING LIST
BOX NO. 1
FLIGHT 1

25 JANUARY 1945

44-
1. 075 480 J
Capt. D.A. Hulise ✓
Lt. R. Conte ✓
S/Sgt W.W. Donnelly ✓
Sgt C.J. Kruger ✓

43-22
2. 292 H 450
Lt. J.F. Allen ✓
S/Sgt L.R. Getgen ✓

43-22
3. 381 Q 615
Lt. D.E. Smith ✓
Cpl R. DeStefano ✓

44-
1. 173 W
Capt. H.A. Monroe ✓
Lt. R.L. Kirk ✓
S/Sgt W.L. Kidd ✓
Sgt A.P. Sgroi ✓

41-39
2. 286 D
Lt. J.A. Warren ✓
S/Sgt S.M. Turpin ✓

43-2
3. 2315 L-1
Lt. W. Musgrove ✓
S/Sgt H.O. Seighman ✓

43-21
1. 467 W-1
Lt. R.E. Singletary ✓
Lt. A.E. Rosenquist ✓
S/Sgt H.G. Wiggins ✓
Sgt R.J. Kamischke ✓

41-3
2. 9915 F
Lt. R.E. Hall ✓
S/Sgt L.O. Burger ✓

41-39
3. 208 L-2
Lt. E.O. Turner ✓
S/Sgt J. Sienkiewicz ✓

FLIGHT II

43-22
4. 354 S 525
Lt. J.F. Smith ✓
S/Sgt C.E. Reiter ✓

43-22
5. 306 X 520
Lt. C.M. Anderson ✓
Cpl J.H. Deatherage ✓

43-22
6. 290 510 L
Lt. R.K. Johnson ✓
Cpl H.E. Brandt ✓

43-22
4. 334 G
Lt. W.B. Heinke ✓
S/Sgt G.B. VanWert ✓

5. Lt. J.A. Cook
Sgt P.H. Langley

43-22
6. 307 N
F/O J. Green ✓
Sgt A. Kubjaiko ✓

41-39
4. 250 A
Lt. E.D. Grunig ✓
Sgt H.J. Nowosielski ✓

43-22
5. 913 B
Lt. S.H. Shelley ✓
Cpl E.J. Willever ✓

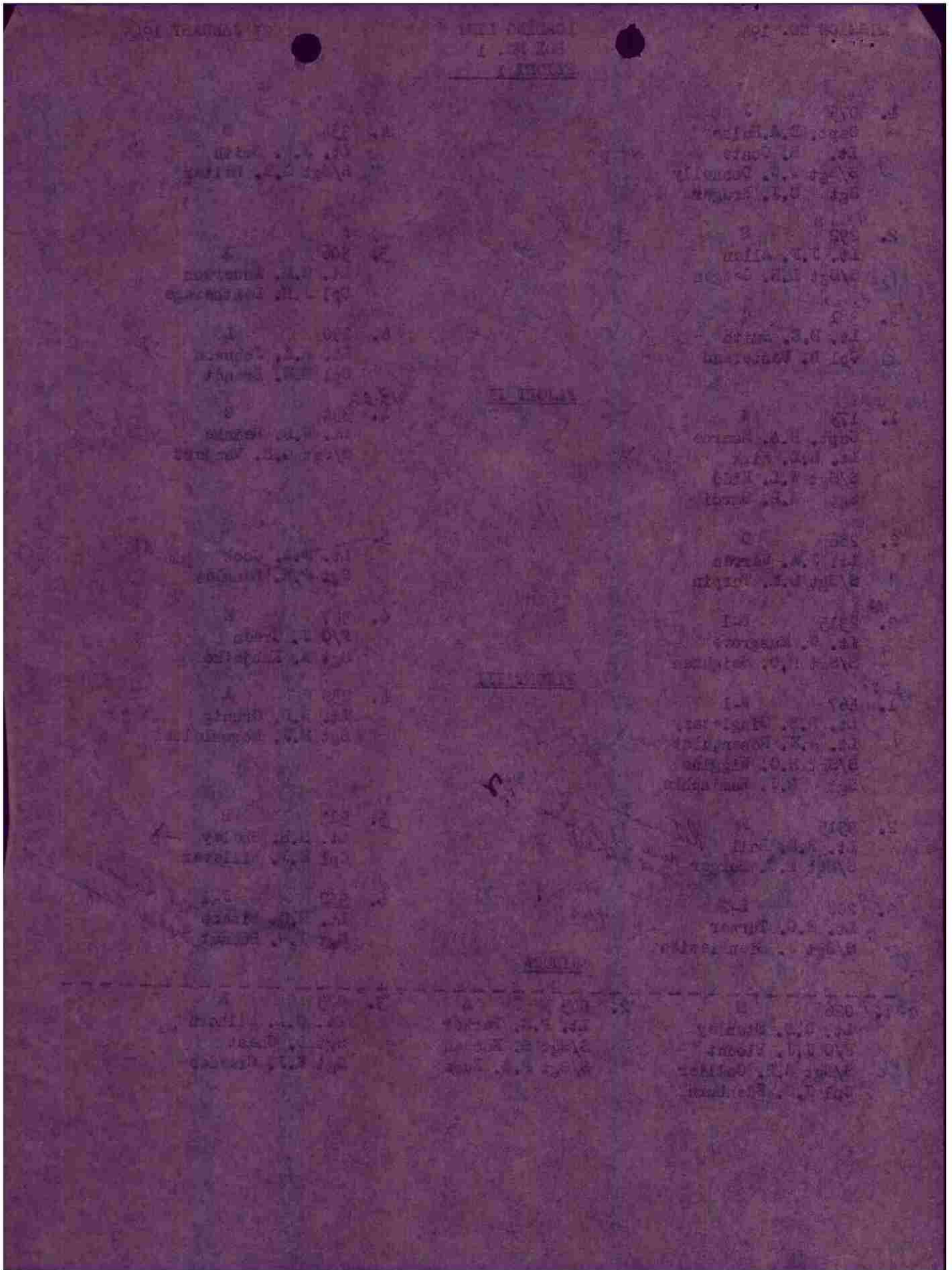
43-22
6. 952 J-1
Lt. E.B. Bishop ✓
Sgt I.W. Hucutt ✓

FLIGHT IIIWINDOW

43-22
026 400 M
Lt. C.S. Stanley ✓
F/O J.J. Elount ✓
S/Sgt C.B. Collier ✓
Cpl J.C. Edenburn ✓

43-22
063 400 A
Lt. P.E. Parker ✓
S/Sgt S. Kochan ✓
S/Sgt P.G. Euga ✓

43-22
029 X
Lt. G.L. Milhorn ✓
Sgt D. Chest ✓
Sgt E.J. Creeden ✓



MISSION NO. 194

LOADING LIST
BOX II
FLIGHT I

25 JANUARY 1945

1. 081 P 370
Capt. B.D. Stebbins
Lt. A.S. Calloway
S/Sgt W.J. Brown
S/Sgt J.J. McGuire

2. 331 C
Lt. R.W. Van Hope
Cpl W.H. Klingman

3. Capt. R.L. Bahner
Cpl E.B. Brinkman

FLIGHT II

1. 024 E 400
Capt. G.M. McNulty
Lt. W. Forme
S/Sgt W.F. Fushner
S/Sgt K.G. Lagerman

2. 264 I 450
Lt. J.K. Colquitt
S/Sgt C.M. Mohr

3. 213 A 475
Lt. R.A. Russell
Cpl A.J. Musarre

FLIGHT III

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

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

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

4. 378 6 425
Lt. M.W. DuBose
S/Sgt D.L. Griffin

5. 233 F 475
Lt. J.A. Willard
Lt. J. Britt
Cpl C.V. Hinker

6. 349 B 475
Lt. L.E. Foundation
Pvt E.A. Arendt, Jr.

4. 252 229 E B-1 550
Lt. T.D. McCreedy
S/Sgt W.E. Lamonds

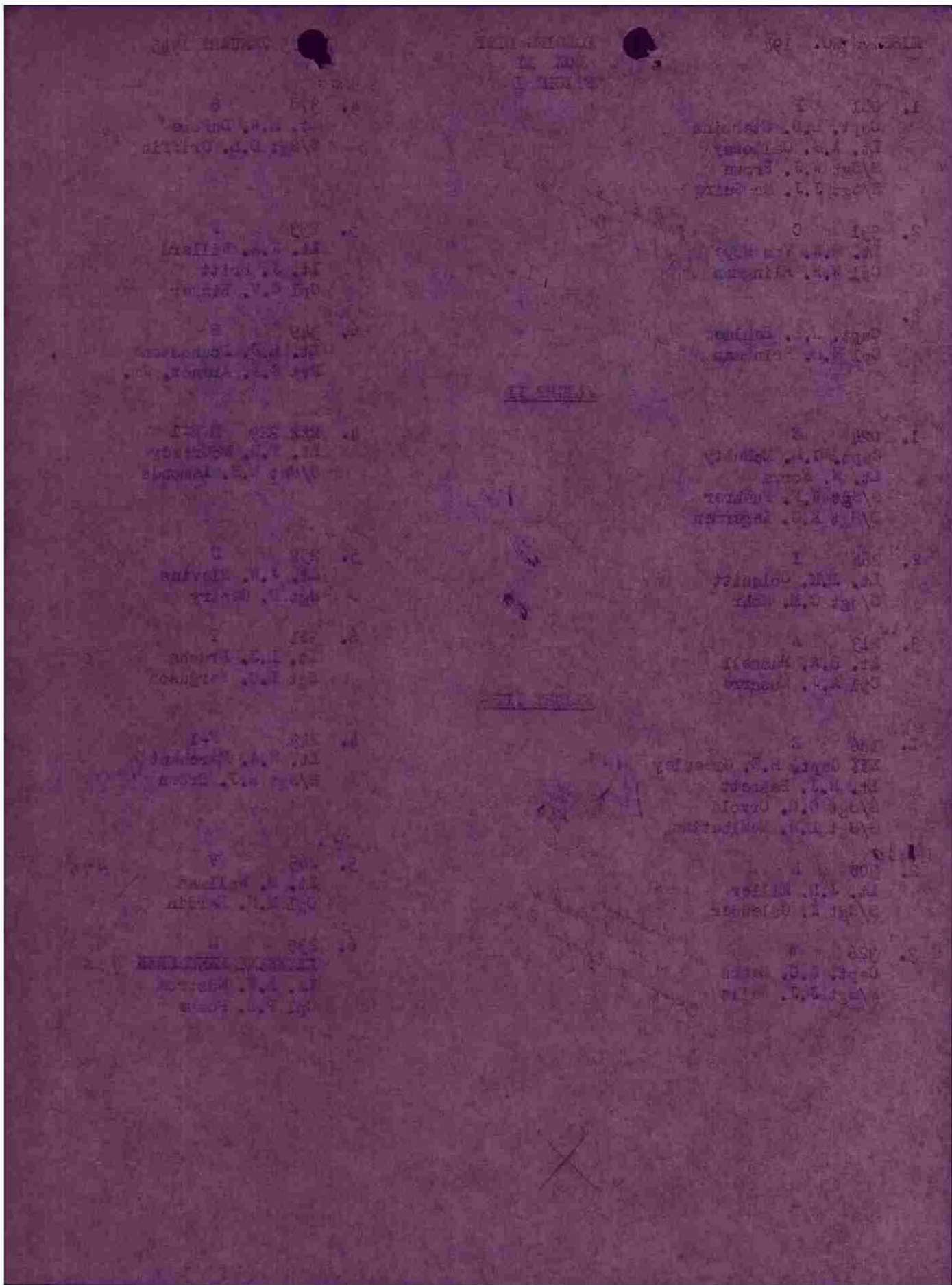
5. 252 D 475
Lt. J.W. Elevins
Sgt F. Gentry

6. 321 T 500
Lt. L.J. Prucha
Sgt L.C. Ferguson

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

5. 265 V 475
Lt. M. Wallman
Cpl M.F. Hardin

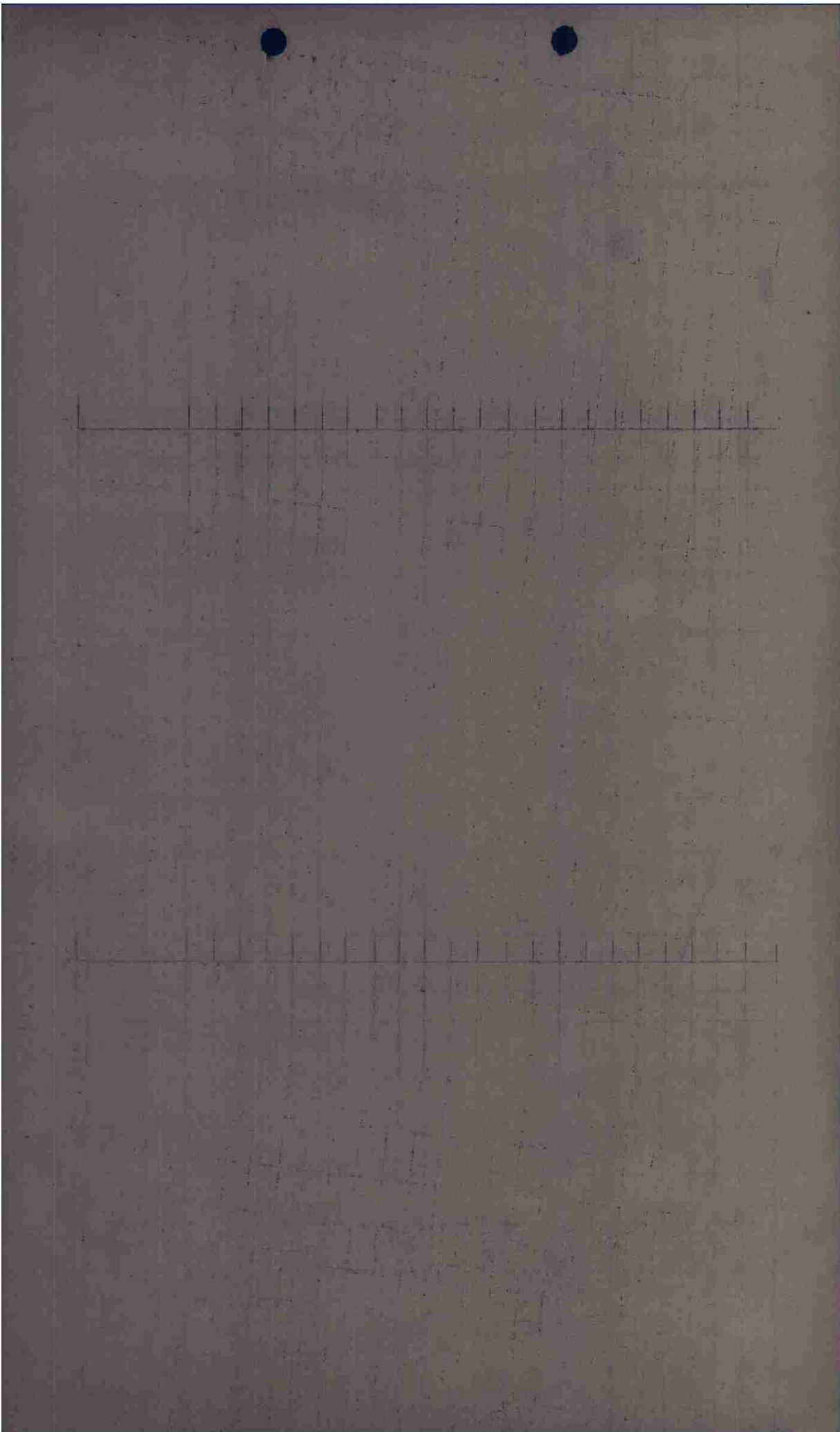
6. 239 N
Lt. L.W. Edstrom
Cpl P.A. Pompe



Mission No. 194

Box 1

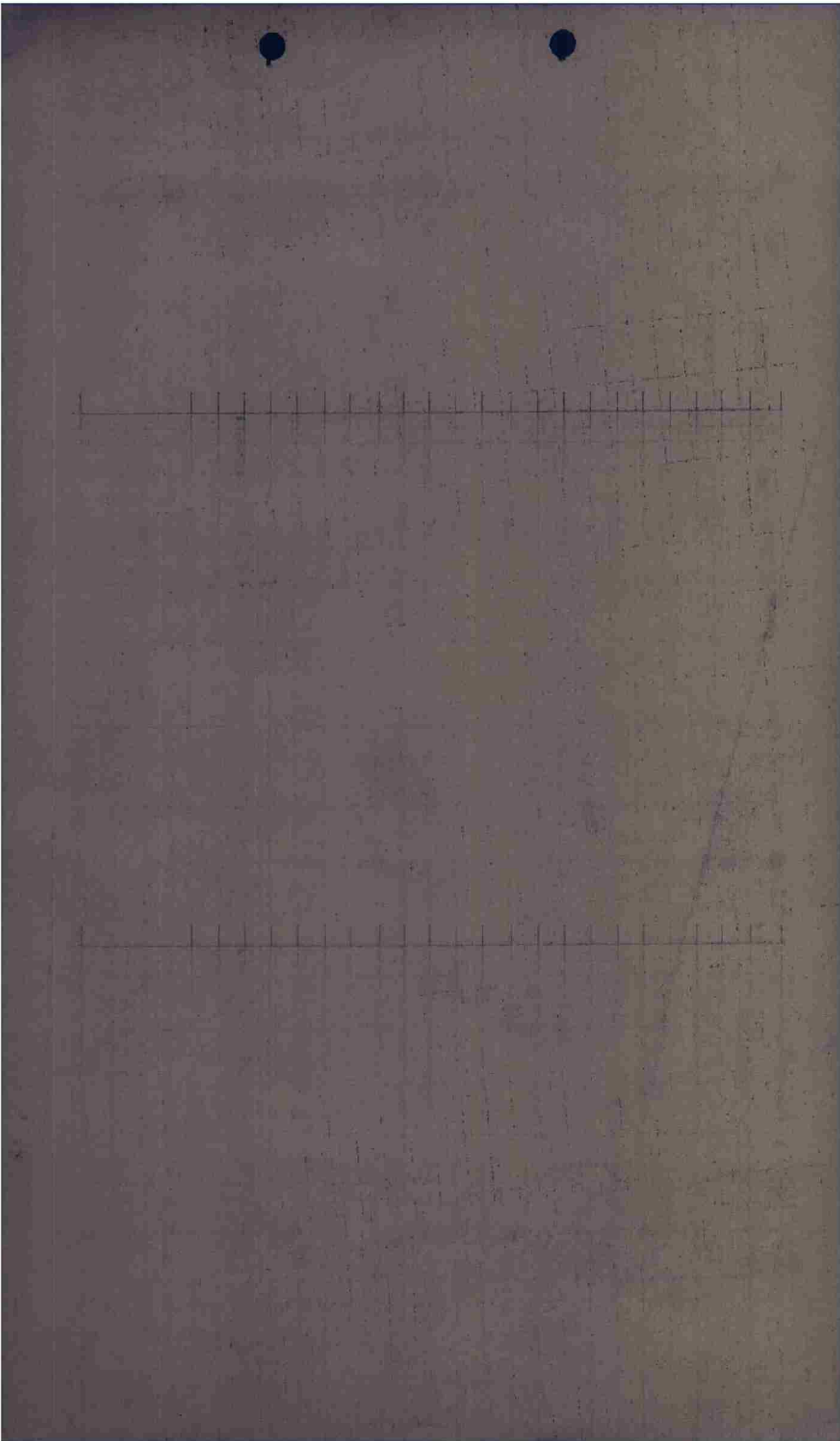
S Q D N	A / C LTR	A / C NO.	PILOT	D I S T A N C E	TARGET	A T O	ENG. COAST OUT	ENEMY COAST IN	T O T	ENEMY COAST OUT	ENG. COAST IN	C A M E R A	F U L L O A D	B O L O M B A D	E N D U R	L A T I T U D E	R E M A R K S
B	J	075	Hulse			1022										1335	8:15
B	H	292	Allen			1022										1333	8:15
B	Q	381	Smith, B.E.			1023										1332	8:10
B	S	354	Smith, J.F.			1023										1333	8:10
B	X	306	Anderson			1023										1335	8:15
B	L	290	Anderson			1024										1334	8:10
C	W	173	Monroe			1024										1338	8:15
C	D	286	Waters			1024										1338	8:15
C	L-1	2315	Macgregor			1025										1339	8:15
C	G	334	McKee			1025										1339	8:15
C			Cook	No Aircraft													
C	N	307	Green			1026										1338	8:15
C	W-1	467	Leighton			1026										1337	8:15
C	F	2315	Wall, R.B.			1027										1336	8:10
●	L-2	208	James			1027										1336	8:10
D	A	250	Shumway			1027										1337	8:10
D	B	313	Helwig			1028										1337	8:10
D	J-1	352	Brady			Not airborne											

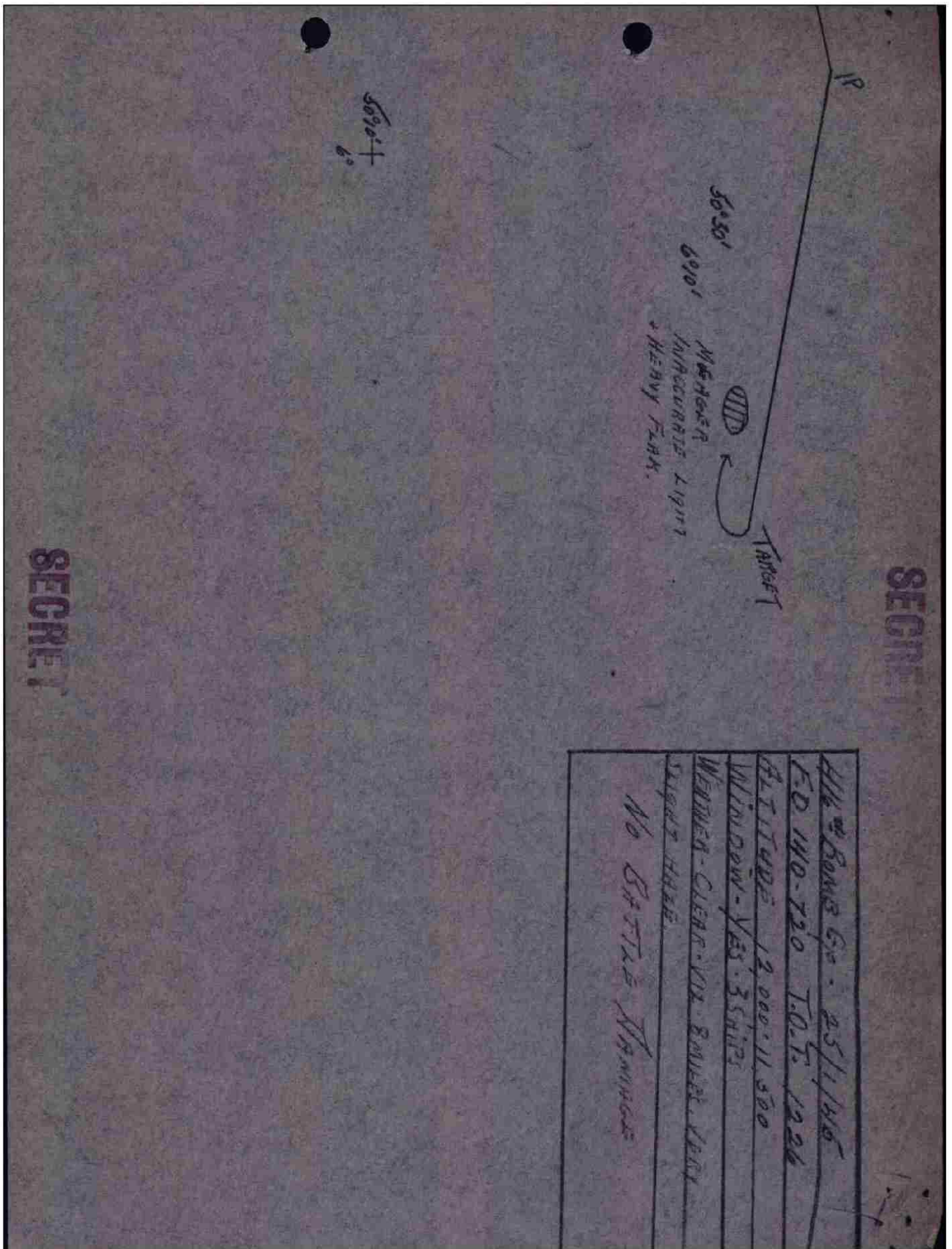


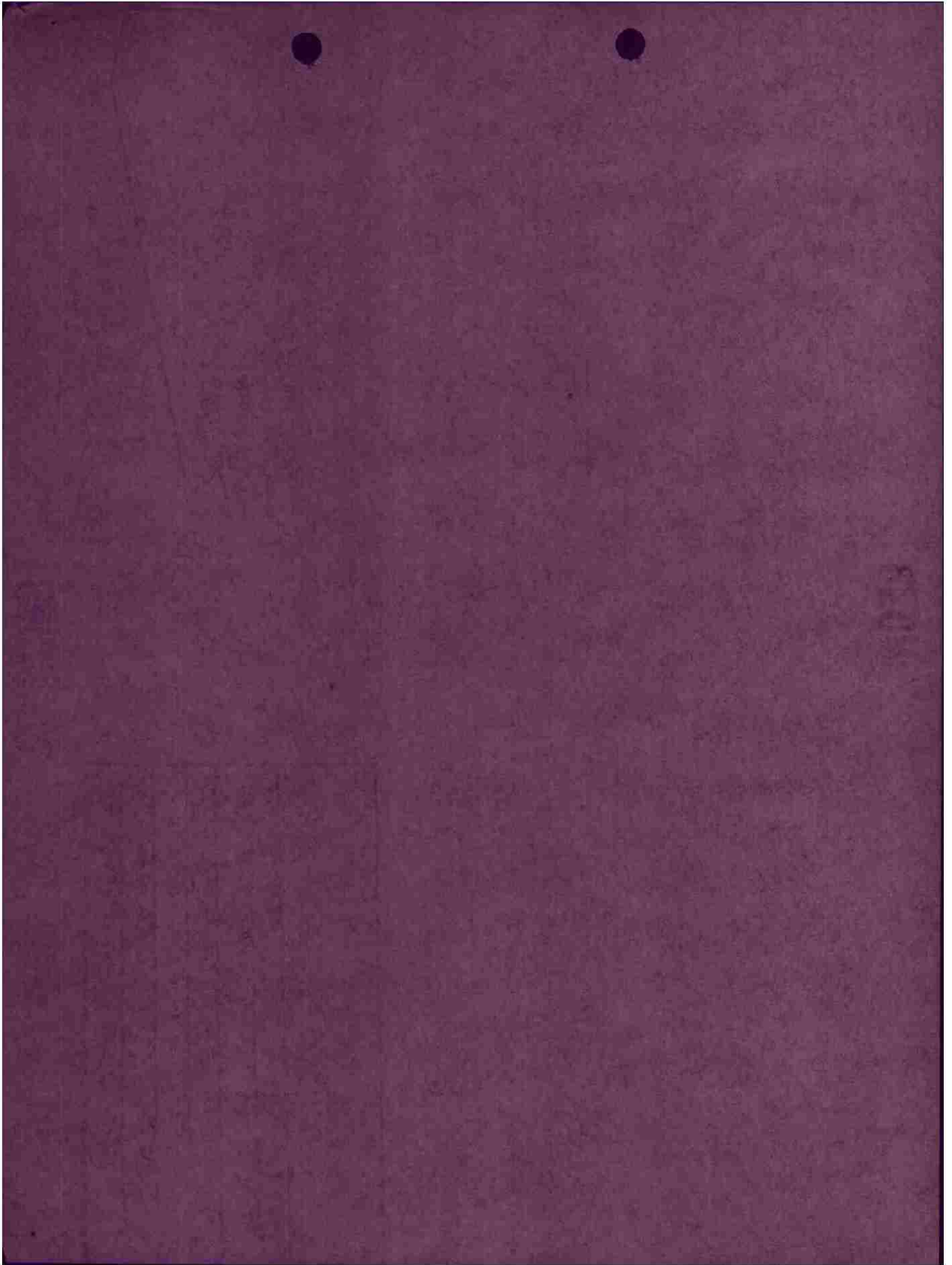
Mission No. 194

Box II

S Q D N	A / C LTR	A / C NO.	PILOT	D I S T A N C E	T A R G E T	A T O	E N G C O A S T O U T	E N E M Y C O A S T I N	T O T	E N E M Y C O A S T O U T	E N G C O A S T I N	C A M E R A	F U L L O L O A D	B O M B O A D	E N D U R	L A T I T U D I N E	R E M A I N I N G S
A	P	081	Stebbins			1028										1340	3:15
A	C	331	Wag Rope														
A			Belknap														
A	O	378	Huber														
A	F	333	Willard			1029										1341	3:15
A	B	349	Fontaine			1028										1342	3:15
AB	B	349	McMurry			1029										1341	3:15
A	F	364	Colquhitt			1051										1326	2:35
A	A	213	Kellogg			1030										1323	2:55
B	B-1	229	McCluskey			1031										1324	2:55
B	D	252	Quinn			1031										1324	2:55
A	T	321	Fraser			1031										1326	3:05
P	E	106	Quinn			1032										1328	3:00
P	K	300	Miller			1032										1325	2:45
●	M	326	Miller			1032										1319	2:50
D	F-1	249	Merchant			1033										1317	2:45
D	V	265	Wallman			1033										1318	2:45
D	N	239	Roberts			1033										1325	2:55
A	M	026	Quinn			1034										1321	2:55
A	A	063	Farrell			1034										1321	2:55
O	X	023	McKern			1035										1321	2:55

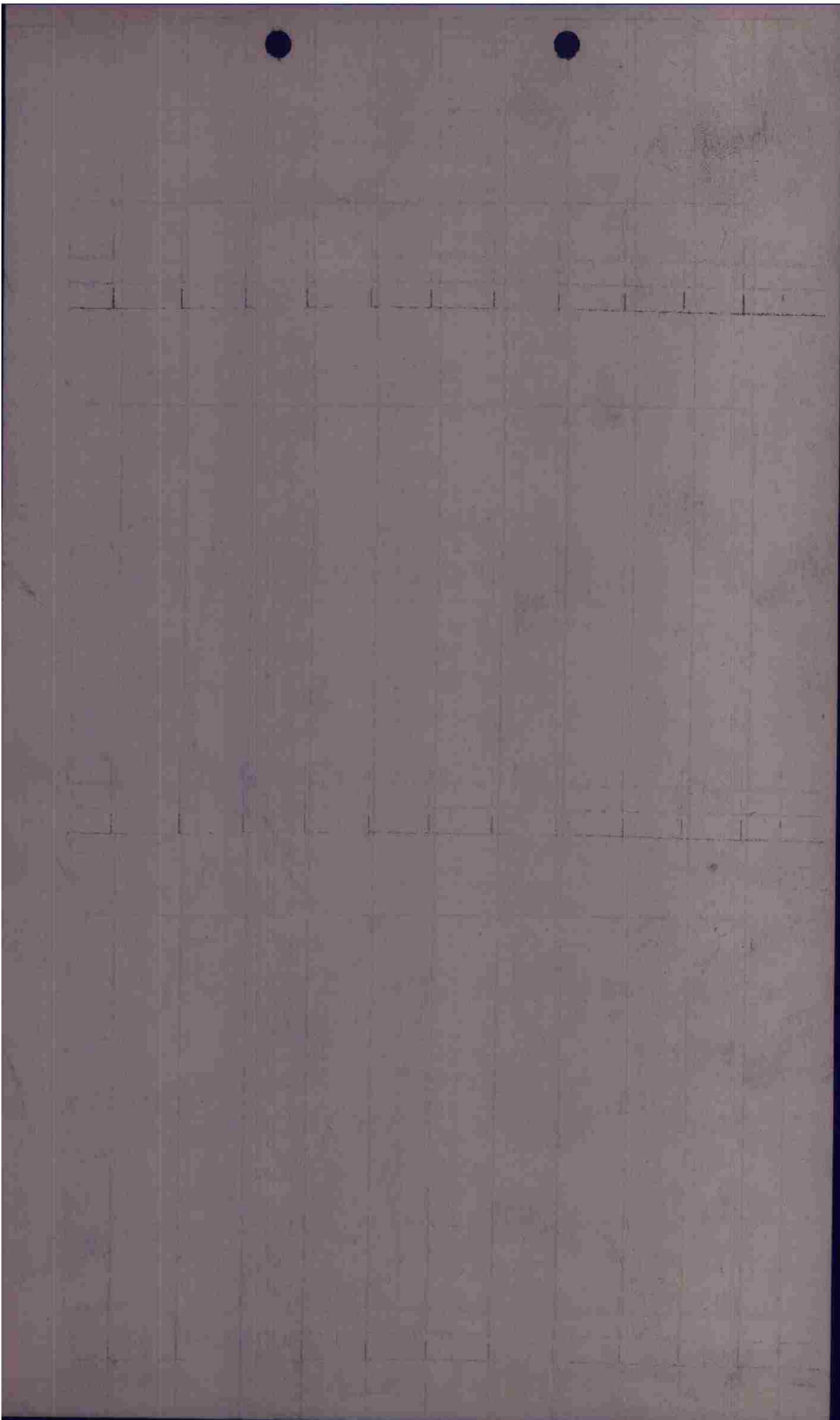






Mission No. 194				Mission No. 194-5	
SHIP NO.	SQUADRON	PILOT and/or BOMBARDIER	REMARKS	CAUSE OF MALFUNCTIONS	
024	B	McNulty	Engine released prematurely when engine had come within 1000 ft of engine starting lever	Engine of number 10024 in flight release trigger causing immediate release of engine which shut down before engine could start. Engine had been previously turned on.	
264	A	Belquith	All bombs returned	Shot did not attempt to release.	
213	A	Parrell	All bombs returned	Spent down rapidly, engine plunging landing in gas station causing failure of engine to start. Shock wave on structure, need for adjustment of engine, large attacking structure mechanism to get out of adjustment.	
349	A	Roundstone	Station 44, 34, 2, 54 and 64 failed to release	Engine in Relay Coil ground wire broken causing failure of internal wire of engine to start.	
334	C	Hewkie	Station 44 failed to release	Station not worked before landing.	
354	B	Smith, R.F.	Station 34 failed to release	Shot within distance 4-5 release unit open and unit slowly moving causing landing of release before	
321	A	Wicks	All bombs returned	Shot did not attempt to release.	

25 Jan 1945
Mission 194-5



756
//

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

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

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

97CEW J-274-E

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

FIELD ORDER NO. 140-720.

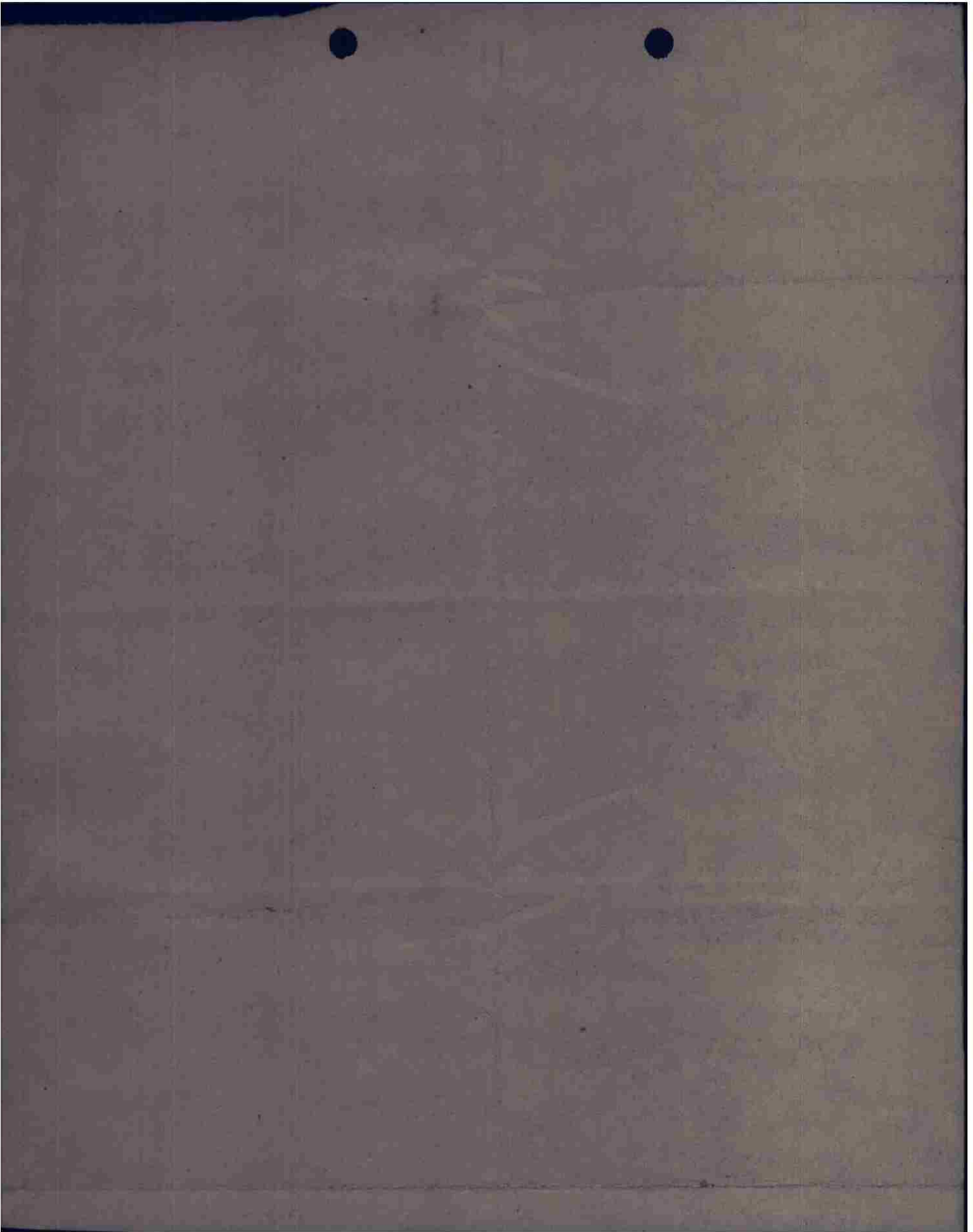
MAPS: NORMAL

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

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

PLAN "A"

3. A. 409TH BOMB GROUP.
 - (1) HILLESHEIM ROAD JUNCTIONS (L-242885)
 - (4) BASE TO I.P. TO TARGET.
 - (5) TARGET TURN LEFT TO R.P. TO BASE.
 - (7) 5025N 0602E
 - (8) GEN. ENE TO WSW
 - (9) M.P.I. - MAP SERIES G.S.G.S. 4414, SHEET 5706. TWO FLIGHTS ON EACH OF THE FOLLOWING GRID. COORD. 24008862; 24388838; AND 243088906.
 - (10) 5 X 500 G.P. FUSED: 1/10 SEC. NOSE 1/40 SEC. TAIL. MINIMUM INTERVALOMETER SETTING.
 - (11) 5025N 0602E
 - (12) T.O.T. - ZERO HOUR PLUS 20 MINUTES.
 - (13) IF VISUAL CONDITIONS DO NOT EXIST AT TARGET, GROUP WILL BOMB PRIMARY TARGET ON "GEE". IF "GEE" EQUIPMENT FAILS, BOMBS WILL BE RELEASED ON TARGET E.T.A.



B. 416TH BOMB GROUP.

- (1) STADTKVLL ROAD JUNCTIONS (L-142953)
- (4) BASE TO I.P. TO TARGET.
- (5) TARGET TURN LEFT TO R.P. TO BASE.
- (7) 5025N 0602E
- (8) GEN. ENE TO USW
- (9) M.P.I. - 9TH A.F. 2ND PHASE INTERP. REPORT US10/D548.
3 FLIGHTS ON EACH OF THE FOLLOWING REF: 54710105; 05550030.
- (10) 6 X 500 G.P. FUSED: 1/10 SEC. NOSE 1/40 SEC. TAIL.
- (11) 5025N 0602E
- (12) T.O.T. ZERO HOUR
- (13) IF VISUAL CONDITIONS DO NOT EXIST AT TARGET, GROUP
WILL BOMB PRIMARY TARGET ON "CEE". IF "CEE" EQUIPMENT
FAILS, BOMBS WILL BE RELEASED ON TARGET E.T.A.

C. 416TH BOMB GROUP.

- (1) KALL ROAD JUNCTION (F-169165)
- (4) BASE TO I.P. TO TARGET.
- (5) TARGET TURN RIGHT TO R.P. TO BASE.
- (7) 5035N 0551E
- (8) GEN. ENE TO USW
- (9) M.P.I. - MAP SERIES G.S.G.S. 4414, SHEET 5405. GRID.
COORD. 16651649.
- (10) 8 X 500 G.P. FUSED: 1/10 SEC. NOSE 1/40 SEC. TAIL.
MINIMUM INTERVALOMETER SETTING.
- (11) 5035N 0551E
- (12) T.O.T. ZERO HOUR
- (13) IF CLOUD COVER PREVENTS VISUAL BOMBING, BOMBS WILL BE
RETURNED TO BASE.
- (14) DROP 1,000 FEET AFTER LEAVING TARGET.

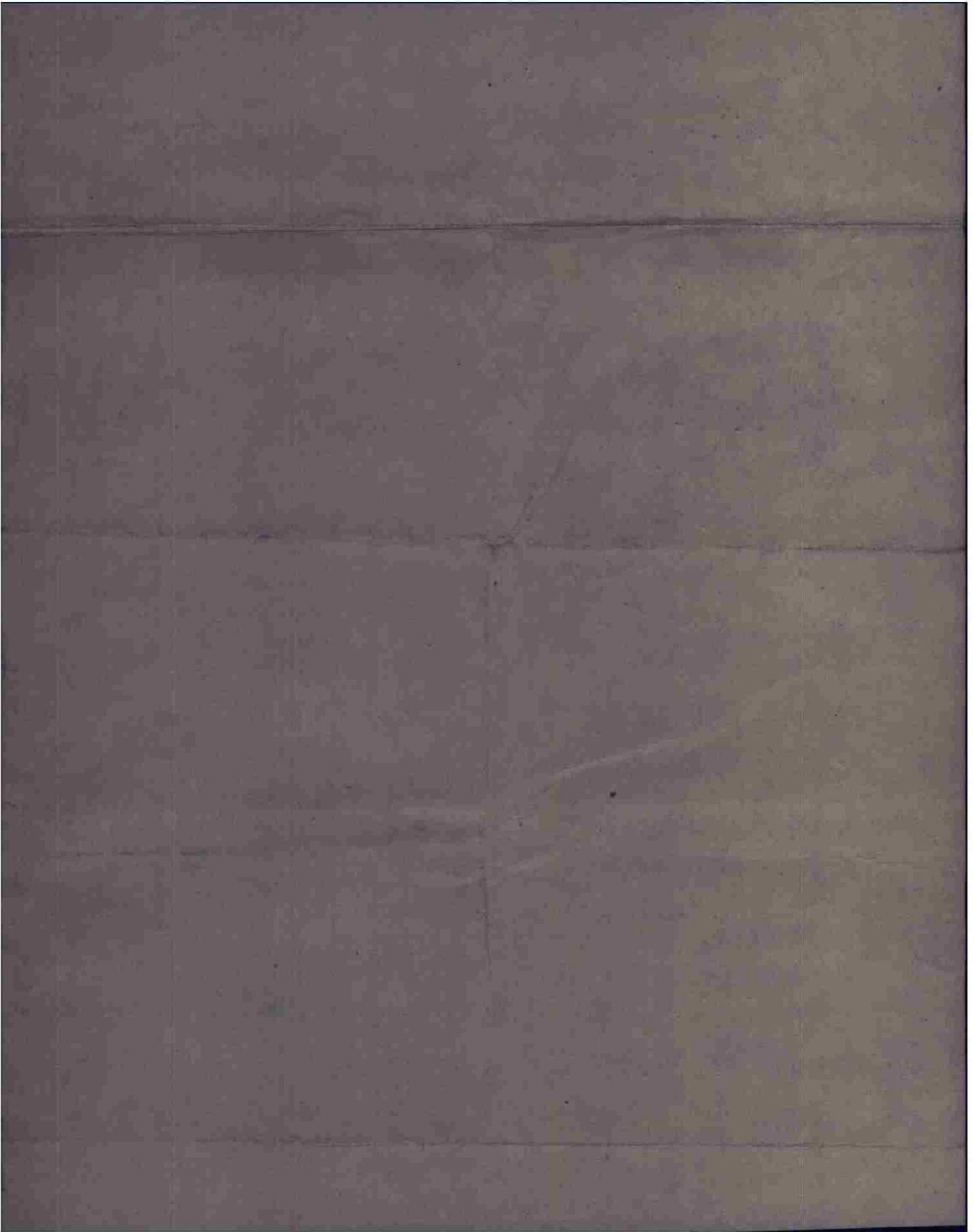
X. (1) - (4) NO CHANGE.

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

PLAN "B" PATHFINDER

A. 409TH BOMB GROUP.

- (1) HILLESHEIM ROAD JUNCTIONS (L-242855)
- (4) BASE TO 5027N 0452E TO 5026N 0532E TO TARGET.
- (5) TARGET TURN LEFT TO 5025N 0602E TO BASE.
- (9) M.P.I. MAP SERIES G.S.G.S. 4414, SHEET 5706. TWO FLIGHTS
ON EACH OF THE FOLLOWING GRID. COORD: 24008862; 24388838;
AND 24308906. TO BE USED IF BOMBING IS VISUAL AND BY
FLIGHTS. MAP SERIES G.S.G.S. 4414, SHEET 5706, GRID.
COORD. 24208852 TO BE USED IF BOMBING IS VISUAL AND BY
BOXES. PPF M.P.I. GRID. COORD. 24208852.
- (10) 8 X 500 G.P. FUSED: 1/10 SEC. NOSE, 1/40 SEC. TAIL.
MINIMUM INTERVALOMETER SETTING.
- (12) T.O.T. ZERO HOUR PLUS 20 MINUTES.
- (13) GROUP WILL PROCEED ON BRIEFED P.P.F. ROUTE TO A POINT
WHERE THE GROUP LEADER CAN ASCERTAIN THAT VISUAL BOMBING
BY FLIGHTS OF 6 A/C IS POSSIBLE, WEATHER BEING THE DETERMIN-
ING FACTOR. IF VISUAL BOMBING BY FLIGHTS IS POSSIBLE,
GROUP WILL PROCEED OR RETURN AS THE CASE MAY BE, TO VISUAL
I.P. (5025N 0602E), TAKE INTERVAL AND BOMB BY FLIGHTS.
IF BOMBING BY FLIGHTS IS IMPOSSIBLE BUT A SMALL BREAK IN
THE CLOUDS MAKES IT POSSIBLE TO BOMB VISUALLY BY BOXES OF
18 A/C, GROUP WILL CONTINUE ON P.P.F. ROUTE AND BOMB
VISUALLY BY BOXES OF 18 A/C. IF 10/10 CLOUD COVER
OBSCURES TARGET, GROUP WILL BOMB IN THE FOLLOWING PRIORITY.



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

- (14) IF VISUAL CONDITIONS EXIST AT TARGET, BOMBING WILL BE BY VISUAL MEANS. THE DECISION TO BOMB VISUALLY WILL BE THE RESPONSIBILITY OF THE A-26 BOX LEADERS AND THEY WILL DO SO WHETHER THEY CAN CONTACT THE P.P.F. A/C OR NOT.
- (15) IF IT IS NECESSARY TO MAKE A SECOND RUN FOR VISUAL BOMBING, GROUP WILL RETURN TO 5025N 0602E TO BEGIN RUN.

B. 416TH BOMB GROUP.

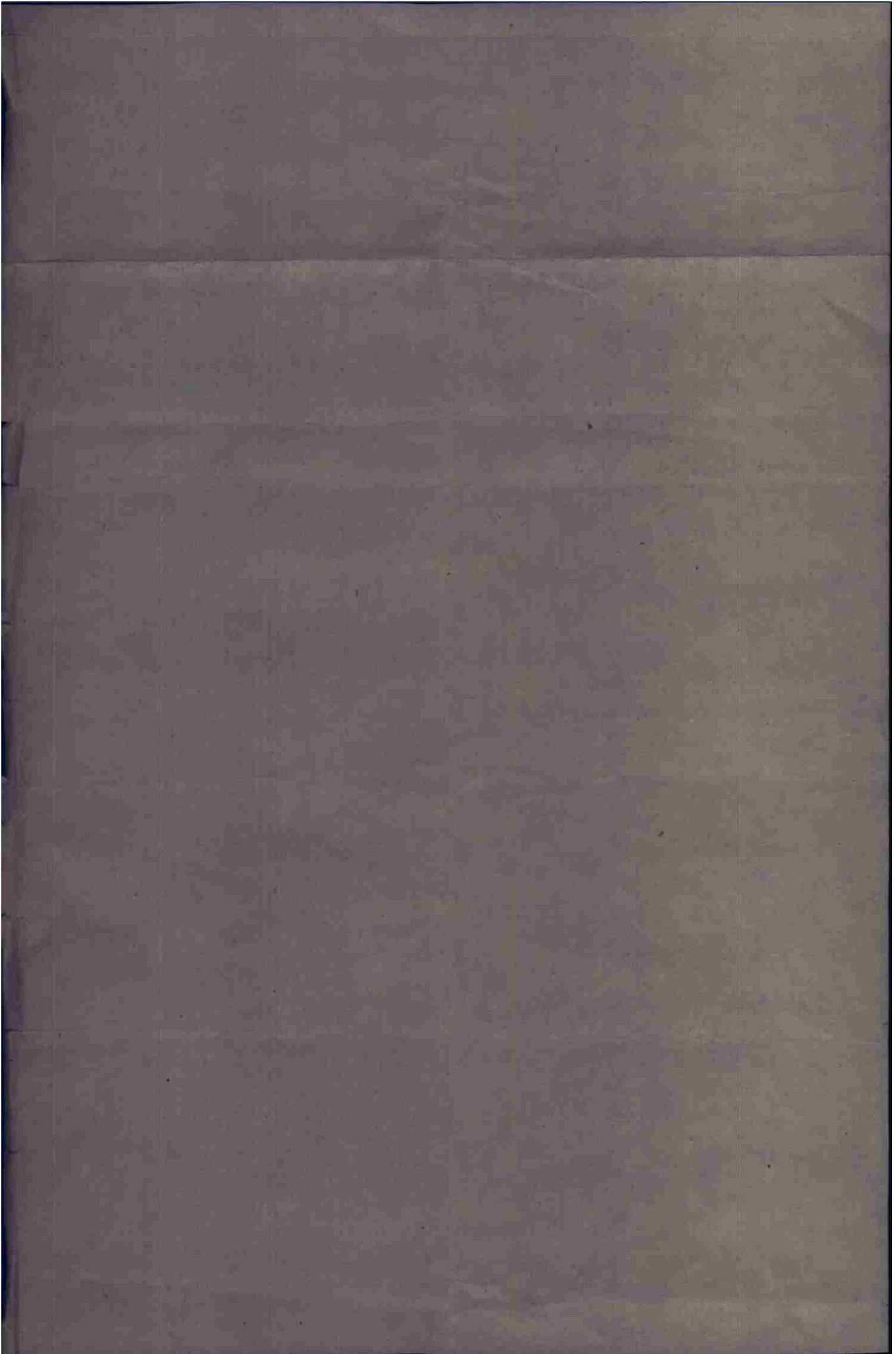
- (1) STADTKYLL ROAD JUNCTIONS (L-142953)
(4) BASE TO 5027N 0452E TO 5028N 0542E TO TARGET.
(5) TARGET TURN LEFT TO 5025N 0602E TO BASE.
(9) M.P.I. 9TH A.F. 2ND PHASE INTERP. REPORT US10/D548. 3 FLIGHTS ON EACH OF THE FOLLOWING REFERENCES: 04710105 AND 05550050. TO BE USED IF BOMBING IS VISUAL AND BY FLIGHTS. 9TH A.F. 2ND PHASE INTERP. REPORT US10/D548. ONE BOX ON EACH OF THE FOLLOWING REFERENCES: 04710105 AND 05550050. TO BE USED IF BOMBING IS VISUAL AND BY BOXES. P.P.F. M.P.I. GRID. COORD. 14239521.
(10) 6 X 500 G.P. FUSED: 1/10 SEC. NOSE 1/40 SEC. TAIL.
(12) T.O.T. ZERO HOUR PLUS 3 MINUTES.
(13) GROUP WILL PROCEED ON BRIEFED PPF ROUTE TO A POINT WHERE THE GROUP LEADER CAN ASCERTAIN THAT VISUAL BOMBING BY FLIGHTS OF 6 A/C IS POSSIBLE, WEATHER BEING THE DETERMINING FACTOR. IF VISUAL BOMBING BY FLIGHTS IS POSSIBLE, GROUP WILL PROCEED OR RETURN, AS THE CASE MAY BE, TO THE VISUAL I.P. (5025N 0602E), TAKE INTERVAL AND BOMB BY FLIGHTS. IF BOMBING BY FLIGHTS IS IMPOSSIBLE BUT A SMALL BREAK IN THE CLOUDS MAKES IT POSSIBLE TO BOMB VISUALLY BY BOXES OF 18 A/C, GROUP WILL CONTINUE ON PPF ROUTE AND BOMB VISUALLY BY BOXES OF 18 A/C. IF 10/10 CLOUD COVER OBSCURES TARGET, GROUP WILL BOMB IN THE FOLLOWING PRIORITY.

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

- (14) IF VISUAL CONDITIONS EXIST AT TARGET, BOMBING WILL BE BY VISUAL MEANS. THE DECISION TO BOMB VISUALLY WILL BE THE RESPONSIBILITY OF THE A-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.

C. 416TH BOMB GROUP

- (1) KALL ROAD JUNCTION (F-165165)
(4) BASE TO 5027N 0452E TO 5039N 0545E TO TARGET
(5) TARGET TURN RIGHT TO 5035N 0551E TO BASE
(9) M.P.I. MAP SERIES C360 4414 SHEET 5405, GRID COORD. 16651649. TO BE USED IF BOMBING IS VISUAL BY FLIGHTS OR BOXES. PPF M.P.I. GRID COORD. 16651649.
(10) 8 X 500 G.P. FUSED 1/10 SEC. NOSE 1/40 SEC. TAIL MINIMUM INTERVALOMETER SETTING
(12) T.O.T. - ZERO HOUR
(13) GROUP WILL PROCEED ON BRIEFED PPF ROUTE TO A POINT WHERE THE GROUP LEADER CAN ASCERTAIN THAT VISUAL BOMBING BY FLIGHTS OF 6 A/C IS POSSIBLE, WEATHER BEING THE DETERMINING FACTOR. IF VISUAL BOMBING BY FLIGHTS IS POSSIBLE, GROUP WILL PROCEED OR RETURN, AS THE CASE MAY BE, TO VISUAL I.P. (5035N 0551E), TAKE INTERVAL AND BOMB BY FLIGHTS. IF BOMBING BY FLIGHTS IS IMPOSSIBLE, BUT A SMALL BREAK IN THE CLOUDS MAKES IT POSSIBLE TO BOMB VISUALLY BY BOXES OF 18 A/C, GROUP WILL CONTINUE ON PPF ROUTE AND BOMB VISUALLY BY BOXES OF 18 A/C. IF 10/10 CLOUD OBSCURES TARGET, GROUP WILL BOMB ON PPF A/C ONLY.
(14) IF VISUAL CONDITIONS EXIST AT TARGET, BOMBING WILL BE BY VISUAL MEANS. THE DECISION TO BOMB VISUALLY IS THE RESPONSIBILITY OF THE A-26 BOX LEADERS AND THEY WILL DO SO WHETHER THEY CONTACT THE PPF A/C OR NOT.
(15) IF IT IS NECESSARY TO MAKE A SECOND RUN FOR VISUAL BOMBING, GROUP WILL RETURN TO 5035N 0551E TO BEGIN RUN.



X. (1) - (4) NO CHANGE
 (5) A/C REQ. - 2 BOXES OF 18 A/C WITH 1 PPF A/C
 (6) ALTITUDE - BOMB AT 12,500 FEET. MINIMUM ALTITUDE FOR
 VISUAL BOMBING IS 5,000 FEET

4. NO CHANGE

5. COMMUNICATIONS:

A. 409TH BOMB GROUP: (242885)

(2) PEDLAR
 (3) BULLSEYE
 (4) RIPSAB

B. 410TH BOMB GROUP: (142953)

(2) WAYSIDE
 (3) BULLSEYE
 (4) RIPSAB

C. 416TH BOMB GROUP: (165165)

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

X. GENERAL INFORMATION:

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

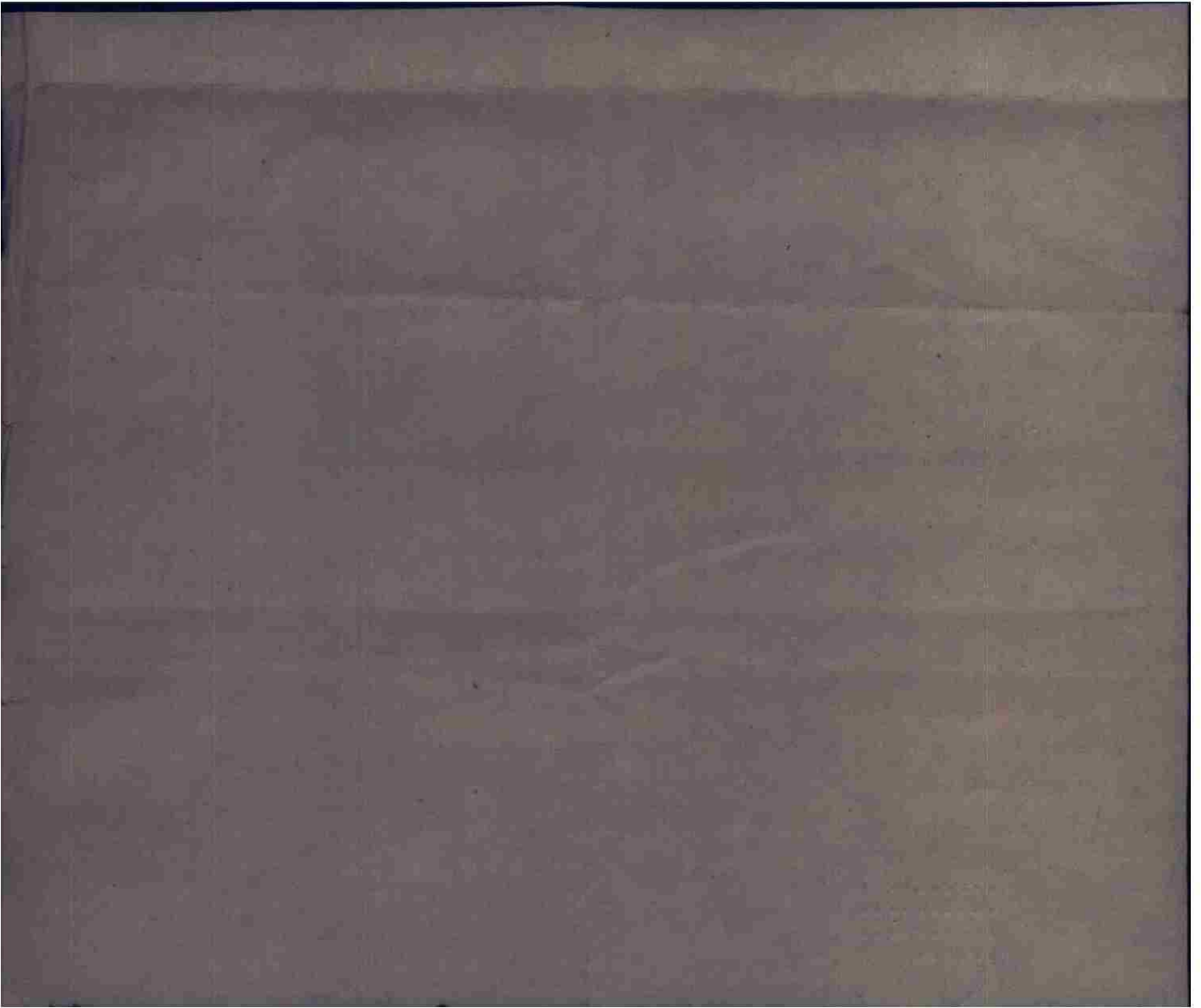
COMCDTWIG 97

BT 0225A

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

LCB/RL AR

OLJES R.....25/0345A	JAB	AR
OLJKI R.....25/0345A	EW	AR
OLJPO R.....250345A	AL	AR
OLITA R.....25/0350A	MD	AC
DLA		



753
 OIJKI V OIJEA OIJEA 02/25 OP OP

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

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

97CBW J-275-E

INTELLIGENCE SUPPLEMENT 1 FIELD ORDER 146-720.

- (1) TARGET: KALL ROAD JUNCTION AT WF-165165. FOR EXACT MPI, SEE FIELD ORDER NO. 146-720.
- (2) THIS ROAD JUNCTION IS ON THE LATERAL COMMUNICATION LINE BETWEEN THE COLOGNE SECTOR AND THE EIFFEL SECTOR. IT IS IN THE GENERAL VICINITY OF THE RECENT ATTACKS ON ENEMY M/T CONVOYS. ONCE AGAIN, THE ATTACK IS DESIGNED TO BLOCK THE JUNCTION, THUS PREVENTING MOVEMENT EITHER WAY. THIS HELPS TO ISOLATE THE EIFFEL SECTOR FROM SUPPLIES AND THE COLOGNE SECTOR FROM REINFORCEMENTS, RECENTLY IN THE EIFFEL AREA. THE ENEMY DIVISIONS ARE SPREAD VERY THINLY NORTH OF THE EIFFEL AREA WITH NO ARMOR, AND IT SEEMS LIKELY THAT THE ENEMY WOULD LIKE TO PROTECT THE RUHR WITH MUCH GREATER STRENGTH.

(3) MAP COVERAGE:

G.S.G.S. 4414 SHEET NO. 5405

PHOTO COVERAGE

5006E/5405

IX TAC T/228

IX TAC D/439

IX BD/SA 701

US 7 GR/3788 PRINT NO. 4100 AND 3103

- (4) TARGET IS ABOUT NINE MILES SOUTH EAST OF BOMBLINE.

- (5) FLAK: REFER TO PLOTTED POSITIONS.

- (6) THIS TARGET HAS NOT BEEN ATTACKED BEFORE, AND YOUR GROUP WILL ATTACK IT ALONE, EITHER UNDER PLAN "A" OR "B".

COMCBTWIG 97

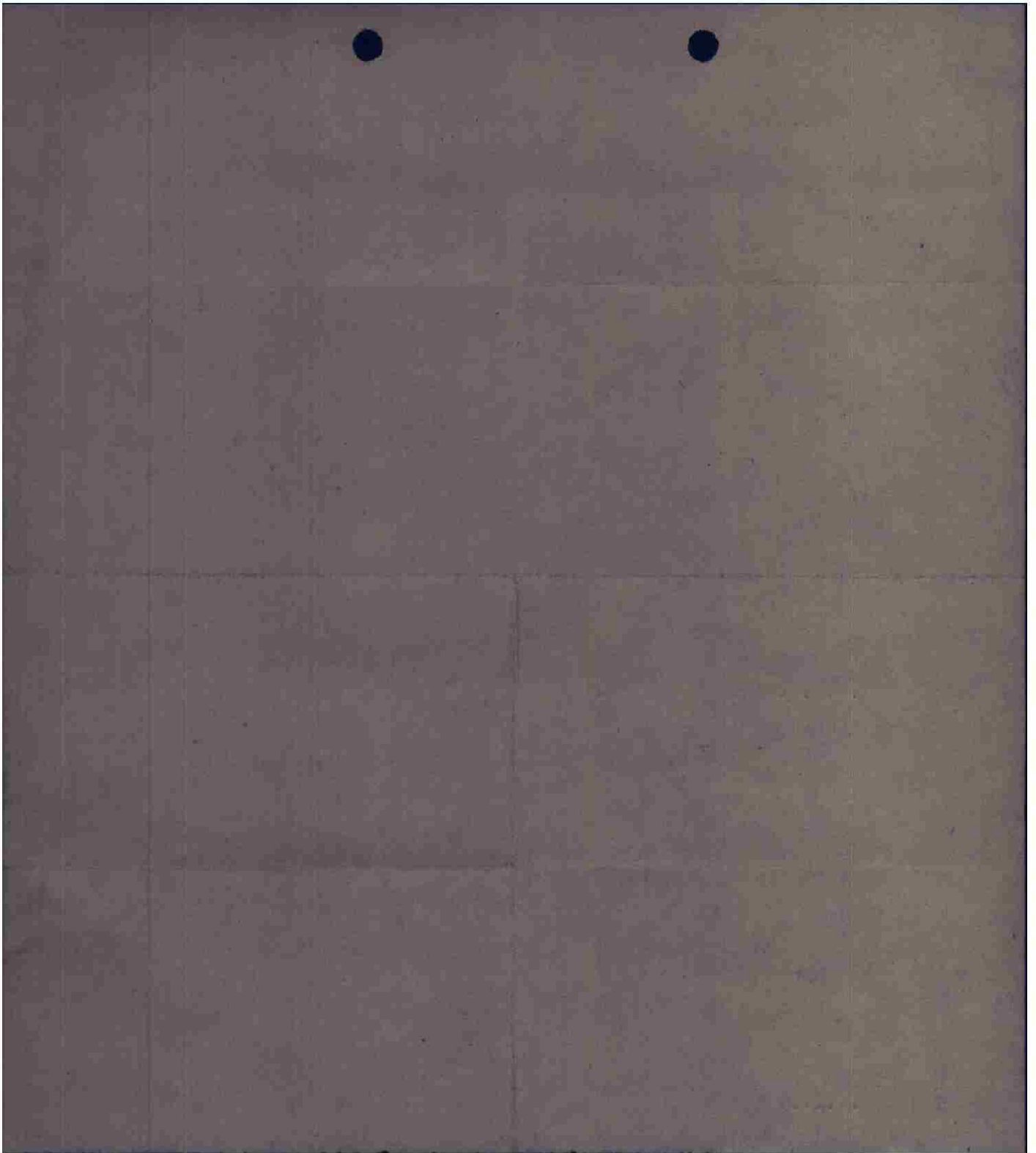
BT 0045A

RL AR K

OIJKI R.....25/0115A

EW

AR



ITA JEA V JKI JKI 21/25 P-P
T- ITA PASS TO JJF

FROM 416TH BOMB GROUP (L) 25/2130A
TO 9TH BOMBARDMENT DIVISION (M)
INFO COPY 97TH COMBAT BOMBARDMENT WING (L)
CO 1ST PATHFINDER SQUADRON (PROV)

CONFIDENTIAL BT

416 BG J-391-E 25 JANUARY 1945
PPF LEAD OF FORMATION SATISFACTORY EXCEPT PPF AIRCRAFT MADE PEEL OFF
TO RIGHT INSTEAD OF TO THE LEFT AS BRIEFED.

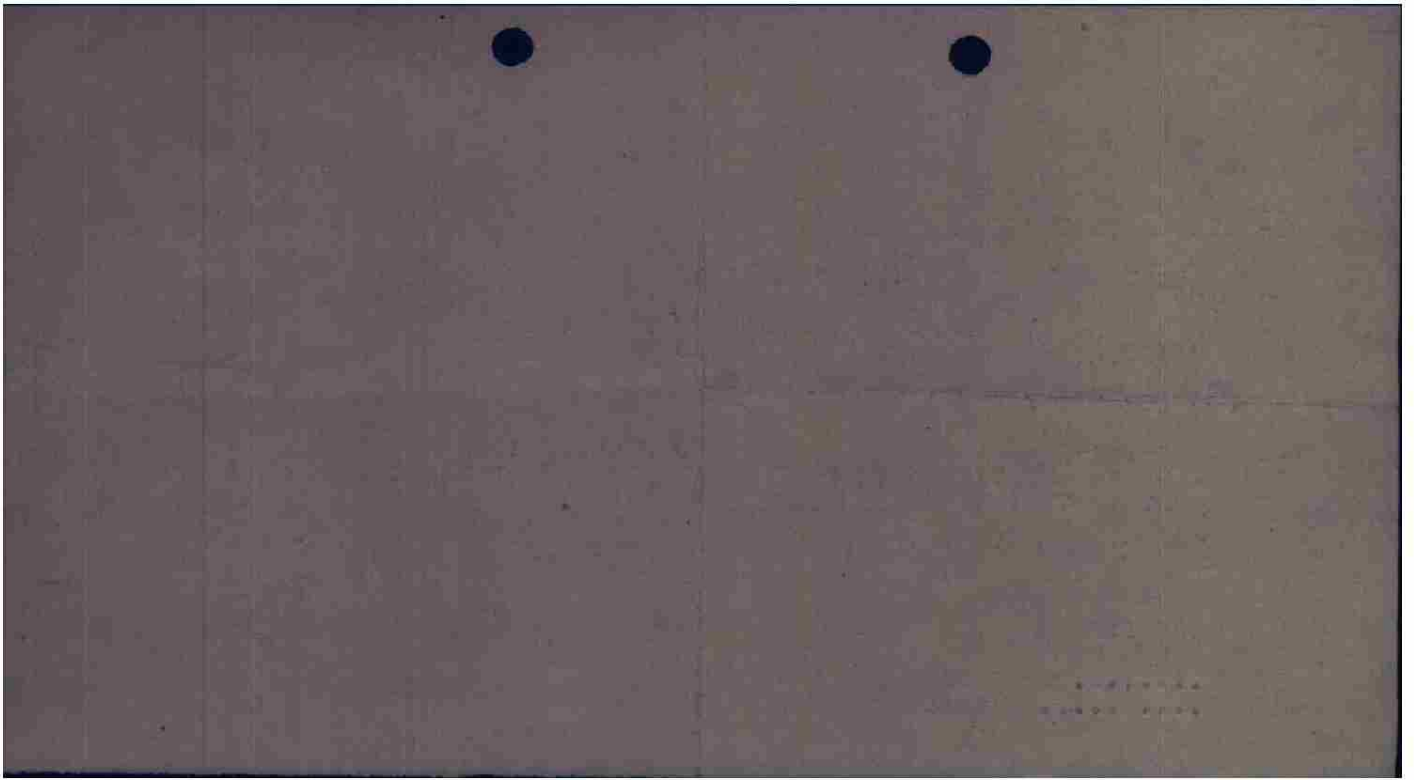
AYLESWORTH COBOMGR 416

BT 252130

FD BBB

ITA R.....25/2225A DF KK
JEA R.....25/2225A WCB KKK

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THIS PAGE DECLASSIFIED IAW EO12958

ITA JEA V JKI 15/25 OP OP

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

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

---AYLESWORTH COBOMCH 416---

BT 251630A

DM AS

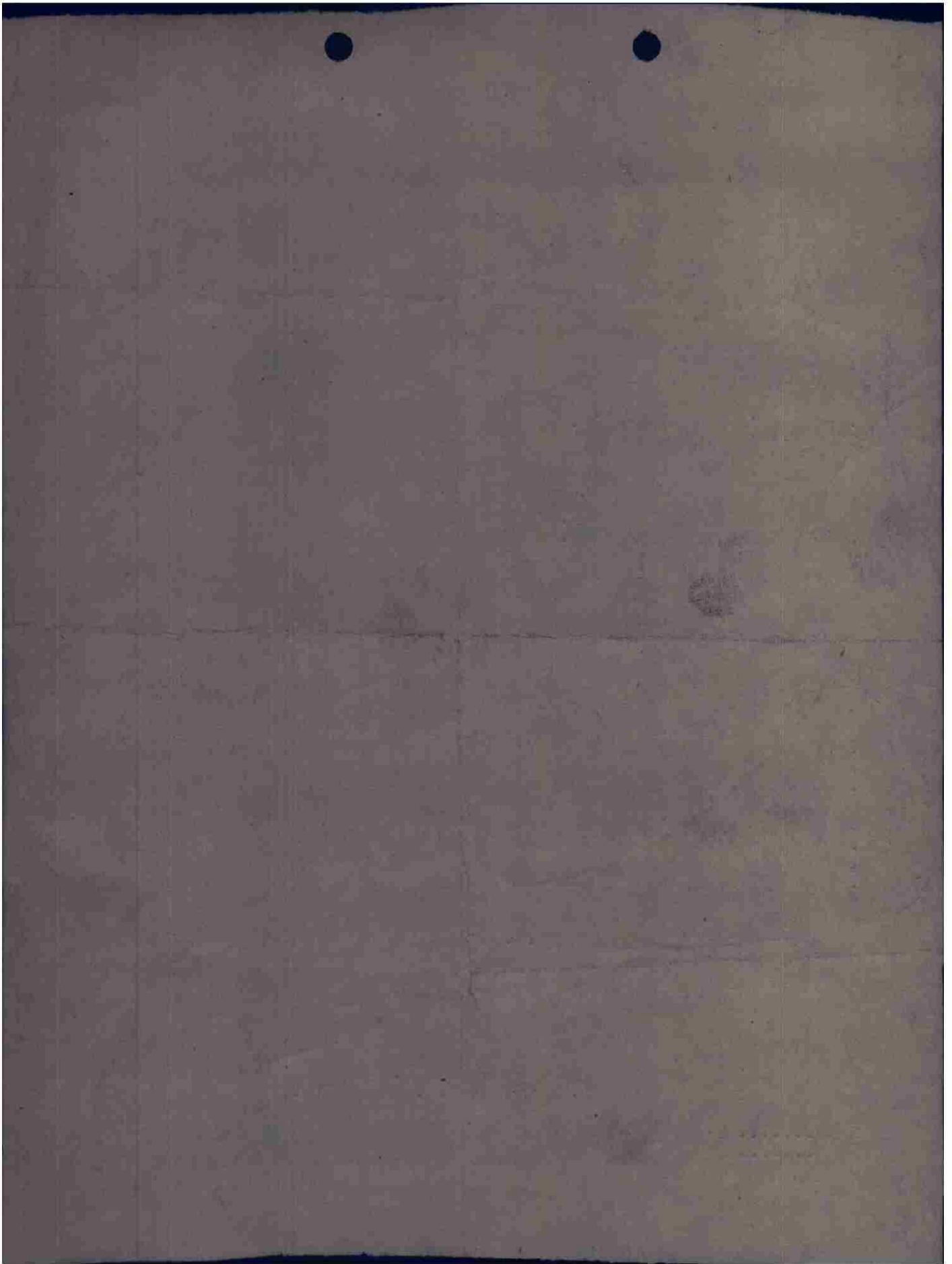
CC: UNDER PARA E. SECOND LINE 7TH WD SHOULD READ LEADER'S
 REPT LEADER'S AND ALSO UNDER PARA X. NEXT TO LAST LINE OF
 TEXT 6TH WD SHOULD BE I.OXXXXXXX. I.P. REPT I.P.

AR

JEA R.....25/1715A NCE AR

ITA R.....251714A ME AR

BBBBBBBBBBBB



ITA JEA V JKI JKI 20/25 OP-OP

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

SECRET BT

J-330-D

B. KALL ROAD JUNCTION

G. 1212 - 1227

J. BOX I FLT. A EXCEL. ALL BOMBS WITHIN 1000 FT. OF DMPI WITH CENTER OF BURSTS 750 FT. SE OF DMPI. BOMBS FELL IN OPEN FIELDS.

FLT. B EXCEL. 65 PERCENT OF BOMBS WITHIN 1000 FT. OF DMPI WITH CENTER OF PATTERN 515 FT. SW OF DMPI. BOMBS FELL IN TWO PATTERNS; 1 BEING 273 FT. SE OF DMPI AND THE OTHER BEING 753 FT. SW OF DMPI. BOMBS HIT ACROSS RR TRACKS, HIGHWAY, AND BUILDINGS, PROBABLY DESTROYING RR CARS AND DAMAGING ROAD AND BUILDINGS.

FLT. C UNSAT. NO BOMBS WITHIN 1000 FT. OF DMPI. CENTER OF PATTERN FALLS 1430 FT. SW OF DMPI. BLANKET OF BURSTS ACROSS RR TRACKS, HIGHWAY AND BUILDINGS DESTROYING ROLLING STOCK AND DAMAGING TRACKS, HIGHWAY AND BUILDINGS.

BOX IIN FLT. A SUPER. ALL BOMBS WITHIN 1000 FT. OF DMPI WITH CENTER OF BURSTS 100 FT. NE OF DMPI. EXCELLENT PATTERN ON DMPI COVERING ROADS AND BUILDINGS AND RAILROAD.

FLT. B PNB. WHEN LEAD SHIP OPENED ITS BOMB-BAY DOORS THE BOMBS FELL OUT. 2 OTHER A/C BOMBED ON THIS SHIP. BOMBS FELL IN WOODS APPROX. 10 MILES NW OF TARGET (1:100,000 MAP S-1 COORD. 007188) REMAINING 3 A/C DID NOT BOMB.

FLT. C EXCEL. ALL BOMBS WITHIN 1000 FT. OF DMPI. WITH CENTER OF PATTERN 500 FT. SE OF DMPI. BOMBS HIT IN OPEN FIELDS.

K. UNSATISFACTORY BOMBING REPORT.

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

M. 10 100 PERCENT
0 00 PERCENT
0 00 PERCENT

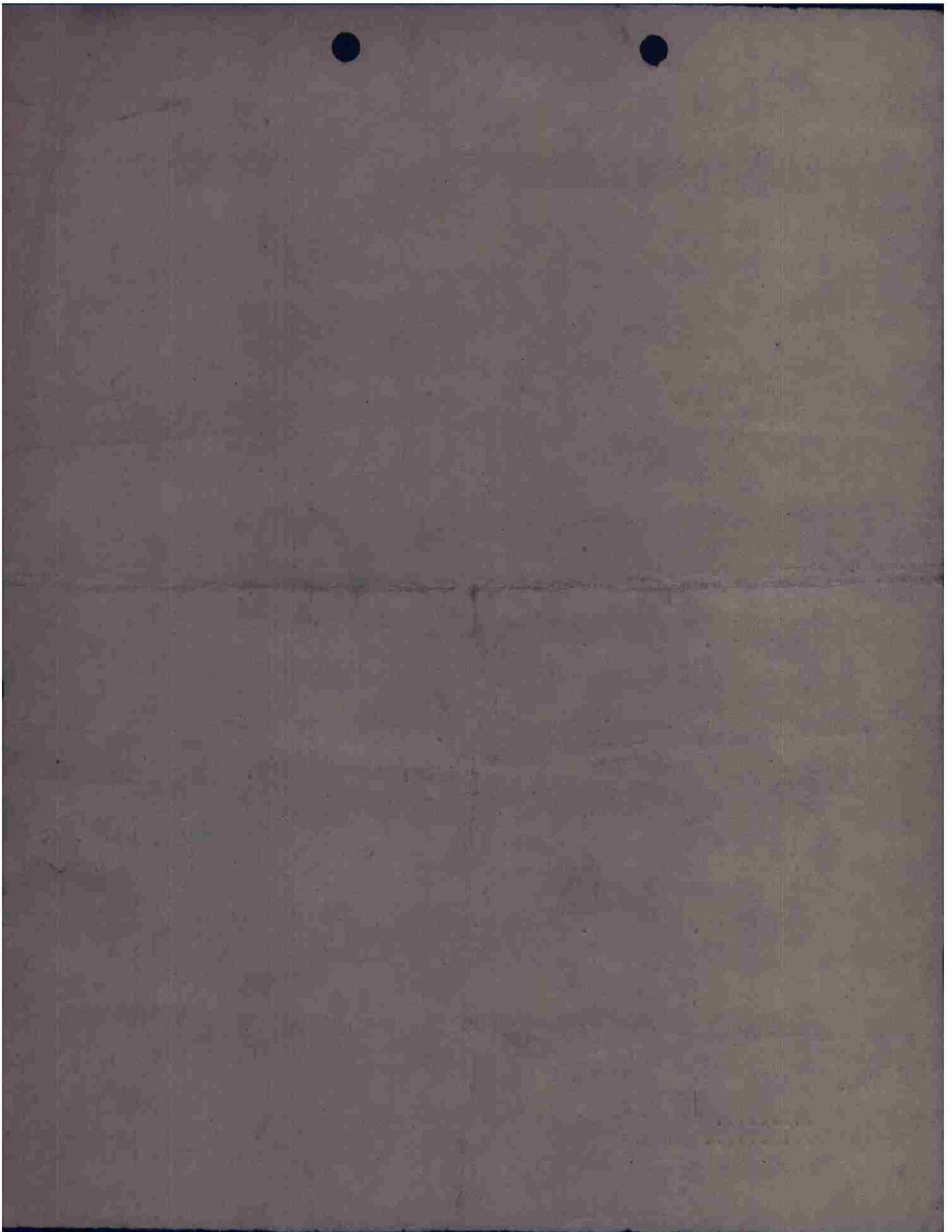
BT 25/2030A

FD AR

ITA R.....25/2100 BIRD AR.

JEAR.....25/2100A WCB AR

T



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

CONFIDENTIAL BT

416BG J-383-J

A - YS - 23
 B - 25 JAN 45 (1022-1257)
 C - T-TARE AND P- PETER REPORTED RESULTS OF MISSION TO DIVISION HEADQUARTERS.
 D - T-TARE CONTACTED AND RECEIVED A FIX FROM FIGHTER GROUND CONTROL CENTER. P-PETER WAS INSTRUCTED PREVIOUS TO TAKE OFF, NOT TO CALL FIGHTER CONTRDL CENTER. T-TARE CONTACTED COCKSPUR PREVIOUS TO CROSSING TROOP LINE, AGAIN BEFORE STARTING A SECOND RUN AND FINALLY UPON LEAVING THE AREA. T-TARE REPORTED EXCELLENT CONTACT WITH COCKSPUR.
 E - NONE
 F - NONE
 G - NONE
 H - NONE
 I - NONE
 J - NONE
 K - NONE

AYLESWORTH COBOMGR416

BT 25/1500A
 AS
 EJ AR K

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

