

REPORT ON CRITIQUE OF MISSION 24 DECEMBER 1944

SCHONECKEN GROUND SUPPORT.

1. THE CRITIQUE WAS CALLED TO ORDER BY COL. ISBELL WHO REQUESTED LT. COL. WILLIAMSON, COMMAND PILOT OF THE LEAD SQUADRON TO DESCRIBE BRIEFLY THE VARIOUS PHASES OF THE MISSION.

2. LT. COL. WILLIAMSON OUTLINED THE MISSION AS FOLLOWS:

TAKE OFF: NO COMMENT.  
ASSEMBLY: A GOOD CONTACT ASSEMBLY WAS MADE AND THE FORMATION REACHED ALTITUDE ON TIME.  
ROUTE IN: CP "A" WAS HIT ON TIME, BUT FORMATION WAS OUT OF POSITION IN DIVISION FORMATION. (COL. ISBELL EXPLAINED AS FOLLOWS: LINCOLN LEADER MADE A DOG-LEG OVER CHANNEL TO LET BOURBON COME IN FIRST. OUR LEAD DID NOT OBSERVE THIS MANEUVER DUE TO LOOKING INTO THE SUN. SO OUR GROUP CAME IN AHEAD OF BOURBON.) OUR GROUP HIT COAST OF CONTINENT IN SECOND POSITION BEHIND 14TH CBW. COURSE TO I.P. WAS ALL RIGHT.  
I.P.: THIS WAS IDENTIFIED.  
BOMB RUN: LEAD SQUADRON FAILED TO PICK UP PRIMARY TARGET.  
TARGET: BOMBED A CROSSROAD AND RAILROAD NORTH OF THE ASSIGNED PRIMARY. (MAJ. BETZOLD, CA OF DEPUTY LEAD A/C, STATED THAT GH FIXED BOMBS AT BLUMENTHAL, ABOUT 22 MILES NORTH OF PRIMARY TARGET. SAV'S CONFIRM THIS SHOWING EXCELLENT PATTERN ON RAILROAD AND ROADS.)  
RALLY: THE RALLY WITH OTHER SHIPS OF THE WING WAS NORMAL.  
ROUTE OUT: OUR GROUP FOLLOWED THE 14TH CBW OUT.  
PEEL OFF: THIS WAS ALSO NORMAL FOR VISUAL CONDITIONS.

3. COL. ISBELL PROCEEDED TO INTERROGATE THE COMMAND PILOTS OF EACH SQUADRON AND DEVELOPED THE FOLLOWING STORIES ON THE BOMBING RESULTS:

- A. A GROUP- LOW LEFT SQ.: MAJOR LA ROCHE, CA AND THE LEAD BOMBARDIER THOUGHT THEY HAD BOMBED THE PRIMARY TARGET BUT HAD HIT TO ONE SIDE. (SAV'S SHOW THAT BOMBS OF THIS SQUADRON LANDED IN OPEN FIELDS 2 MILES SOUTH OR EAST OF MALMEDY, SOME 22 MILES FROM ASSIGNED MPI)
- B. A GROUP-HIGH RIGHT SQ.: LEAD BOMBARDIER STATED THAT THEY WERE TO THE LEFT OF OTHER TWO SQUADRONS ON BOMB RUN. THEY BOMBED THE PRIMARY TARGET BUT HIT SHORT OF THE HIGHWAY CROSSING. SNOW CAUSED CONFUSION AND LATE IDENTIFICATION OF THE TARGET. (NAVIGATOR OF DEPUTY LEAD A/C STATED THAT SQUADRON BOMBED ABOUT 20 MILES NORTH OF PRIMARY TARGET. SAV'S INDICATED THAT SQUADRON BOMBED A SECONDARY ROAD AT HELLENTHAL, ROUGHLY 22 MILES NORTH OF ASSIGNED TARGET.)

- C. B GROUP- LEAD SQUADRON: LEAD NAVIGATOR STATED THAT THEY HAD HIT THE I.P. BOMBED THE PRIMARY TARGET, AND THOUGHT THAT THEY HIT IT. HOWEVER, ONLY ONE A/C BOMBED, THE LEAD A/C. THE REST OF THE SQUADRON DROPPED ON THE DEPUTY LEAD A/C WHICH SALVOED ITS BOMBS WHEN HIT BY FLAK AND SOME ONE YELLED 'FIRE'. TOGGELEER OF LEAD A/C OF WING ELEMENT SAID HE COULD SEE ONLY THE DEPUTY LEAD A/C SO DROPPED ON IT. COL. ISBELL REITERATED THE S.O.P. THAT BOMBS MUST BE DROPPED ON SQUADRON LEAD OR NOT AT ALL. (NO SAV'S WERE OBTAINED FOR THIS SQUADRON.)
- D. B GROUP - LOW LEFT SQUADRON: LEAD BOMBARDIER STATED THAT THEY HAD HIT THE I.P. AND THAT THE REST OF THE GROUP WENT OFF COURSE THERE. THERE WERE NO CHECK POINTS IN THE SNOW, SO THEY SELECTED A TARGET OF OPPORTUNITY, AND MADE A RUN ON IT. JUST AT BOMBS AWAY, THE NAVIGATOR GOT A GEE FIX THAT IDENTIFIED THEIR TARGET AS THE PRIMARY. THEY LAID A PATTERN IN CENTER AND WEST SIDE OF TOWN. (SAV'S SHOW AN EXCELLENT PATTERN OF BOMBS ON THE PRIMARY TARGET WITH 95% WITHIN 1000 FEET AND 100% WITHIN 2000 FEET.)
- E. B GROUP-HIGH RIGHT SQUADRON: CAPT. QUINN, COMMAND PILOT STATED THAT THEY HAD HIT THE TOWN OF PRUM, ABOUT FOUR MILES NORTH WEST OF PRIMARY. THEY HAD TROUBLE WITH CHECK POINTS. (THERE IS SOME DOUBT AS TO WHERE THIS SQUADRON BOMBED.)
4. COL. ISBELL HAD SOME REMARKS TO MAKE:
- A. THE GROUP DID GET SOME BOMBS ON THE PRIMARY TARGET AND WE HOPE DID SOME DAMAGE ELSEWHERE. IT IS ESSENTIAL THAT EACH MISSION COUNTS. THE GROUP MUST CLICK.
- B. THE TURN AT THE I.P. WAS MISSED AND EVEN THOUGH IT WAS HARD TO GET FIXES IN THE AREA, NAVIGATORS SHOULD BE ABLE TO D.R. CLOSER THAN THEY DID.
- C. THE TAKE OFF WAS PRETTY GOOD AND THE ASSEMBLY FAIR. HIS RADIO IN THE P-47 WENT OUT SO HE HAD TO WAGGLE WINGS AT A/C.
- D. LEAD SQUADRON OF B GROUP WAS FLYING TOO HIGH DURING ASSEMBLY. WHEN YOU GET 1000' HIGHER THAN THE PEOPLE YOU FORM ON, YOU MUST FLY 4 MPH GREATER I.A.S. SO YOU CAN HAVE 10 TO 15 MPH DIFFERENCE IN I.A.S. IN ONE FORMATION.
- E. A SEAL ON A VHF WAS BROKEN.
- F. CAPT. CLEMENTS SHOULD CHECK OUT ALL COMMAND PILOTS ON THE USE OF THE NEW JACK BOX. COMMAND PILOTS SHOULD MONITOR VHF AND INTERPHONE.

5. CAPT. SIMES SUGGESTED THAT BOTH LEAD SQUADRONS SHOULD BE MARSHALLED WHEN SUCH A LARGE MISSION IS SCHEDULED. THIS WAS APPROVED AS A GOOD SUGGESTION..

6. MAJOR DAVIS REQUESTED CLARIFICATION OF THE REPORTS ON THE A/C WHICH WAS SHOT DOWN OVER THE TARGET. IT WAS DEVELOPED THAT IT WAS HIT AFTER BOMBS AWAY AND, AT BEST, ONLY ONE CHUTE WAS SEEN.

7. MAJOR BETZOLD RAISED THE QUESTION WHY THE GH A/C COULD NOT TAKE OVER THE LEAD WHEN SNOW MADE IT NEXT TO IMPOSSIBLE TO PICK UP CHECK POINTS. THIS WAS DISCUSSED AND COL. ISBELL POINTED OUT THAT IN THE NEAR FUTURE WE WOULD HAVE OUR OWN GH A/C.

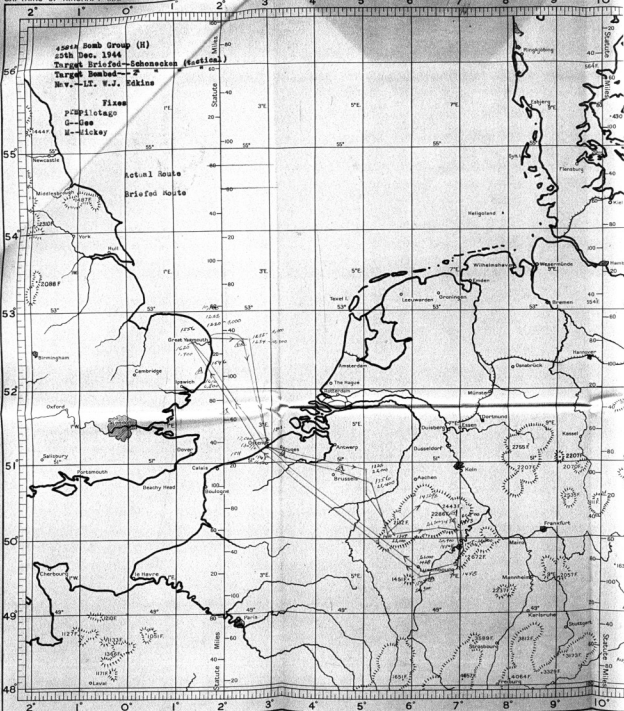
8. COL. ISBELL CLOSED THE CRITIQUE BY SAYING THAT IF EVERYBODY FOLLOWS THE S.O.P. OF TACTICAL DOCTRINE, WE WILL HIT THE TARGET. THE WHOLE STORY IS TO KNOW YOUR TARGET AND KNOW WHAT TO LOOK FOR.



W. H. VON ELM,  
CAPT. AC,

# NEWCASTLE TO PRAGUE

CAPTAINS OF AIRCRAFT MAP



O.R. 1373  
 Spot Height corrections, 1944.

HEIGHTS IN FEET

## FORMATION PLAN

Lead Squadron - B Wing - A Group - 96 CBW

APPROX RED # 1

DANE WILLIAMSON  
RCM-2BD Cont. J3 : 688X

<u>SULLIVAN</u> 7V : 179X K-21	Scope	<u>JONES BEIZOLD</u> GH : 109A	<u>LEHR</u> 2BD Spare 7V : 963T	84F Cont <u>TEBBS</u> 7V : 352K
RCM	<u>JONES</u> 7V : 537G	<u>GLASS</u> 7V : 206S	<u>VERBON</u> 7V : 305H	
<u>GRIFE</u> 7V : 100M	<u>STUBBS</u> J4 : 287J K-20	<u>GLASS</u> 7V : 206S K-21		

Low Left Squadron - MOROCCO RED # 2

URBANIAY LA ROCHE  
J3 : 187K

<u>FUGON</u> J4 : 285H	<u>MITCHELL</u> J3 : 505S	K-22	<u>HATHORN</u> J3 : 516V
<u>PISKIN</u> J4 : 449W	<u>McCORMICK</u> J4 : 281Q K-21	RCM <u>GRAY</u> J4 : 200B	<u>FLETCHER</u> J4 : 201N K-21 8 AF Cont. <u>GRAY</u> J4 : 283I
		2BD Spare	2BD Cont. <u>VINCENT</u> J4 : 277P

High Flight Squadron - MOROCCO RED # 3

ANDERSON-WAGNER  
J3 : 684B

<u>DYER</u> J3 : 939G	Scope	<u>ROBERTS</u> J3 : 608W	2 BD Cont. <u>BUNSTEN</u> Z5 : 298E	8 AF Cont. <u>DAHM</u> Z5 : 456D
2BD Spare <u>GABRIEL</u> Z5 : 183U K-21	<u>DYER</u> Z5 : 183L K-20	<u>CANADY</u> Z5 : 578F	<u>FLETCHER</u> Z5 : 120M	K-21
	<u>SKIDMORE</u> Z5 : 018J			

B WING - B GROUP

Lead Squadron - MOROCCO RED # 4

HAYZLETT-JAMISON  
8 AF Cont. J3 : 954A

<u>HAYNES</u> 7V : 502E K-22	Scope	<u>GARISON-SPEER</u> GH : 717Y	<u>PERRY</u> 2BD Cont. 7V : 4250	<u>STARKO</u> 7V : 457A
<u>SIVERTSON</u> 7V : 475D	<u>GIESSEN</u> 7V : 812V	<u>HICKS</u> 7V : 340N	<u>JOSEPHSON</u> 7V : 163L K-21	
	RCM <u>KLEIN</u> Z5 : 6400			

Low Left Squadron - MOROCCO RED # 5

FLOYD-SILVER  
J3 : 5750

2 BD Cont. <u>GLAGOLA</u> J4 : 768Y	2 BD Spare J4 : 553A	<u>LA JEUNESSE</u> K-22	<u>CHLIPLES</u> J3 : 740C K-21
<u>HUFF</u> J4 : 134R K-21	<u>HOEY</u> J4 : 980V	<u>WARRELL</u> J4 : 163M K-20	<u>HOOD</u> J4 : 118S
		<u>WILBURN</u> J4 : 141U	<u>SPRATT</u> 7V : 407R

ALLEN - 2C1M1  
J3 : 6100

COARRS  
J3 : 957H

HANSEN  
J3 : 439U

2 BD Spare  
G-2025  
25 : 596R 8 AF ant.

XYLE  
25 : 610K

MINOR  
25 : 1787

EVERETT  
25 : 159A

BD Cont.  
RHOADES  
25 : 059T  
K-21

PATAK  
25 : 1009

HSSS  
25 : 109J

ORDER OF TAKE OFF  
SUMMARY 05

WEST	SHIP	NO.	SHIP	DISP	EAST	SHIP	NO.	SHIP	DISP
11	628K	1			1	577P	31		
6	697Z	2					32	183U	Hgr 2
		3	179X	33	6	456D	33		
		4	567G	34	9	120M	34		
		5	983S	28	12	018J	35		
		6	206S	29			36	509P	37
		7	110M	32			37	814V	35
		8	352K	30			39	425O	37
		9	316H	33			39	340N	31
		10	287J	40			40	475D	35
25	487R	11					41	457Q	27
20	516V	12					42	165L	29
26	684B	13			5	6400	43		
11	608J	14					44	555A	45
24	954A	15					45	163J	41
19	5750	16					46	766Y	36
18	740Q	17					47	1186	36
16	610D	18					48	141U	49
13	499U	19					49	980V	47
17	504S	20					50	134R	45
		21	2C1N	38			51	407A	35
		22	285H	40			52		
		23	277P	42	22	557H	52		
		24	100B	47	2	070K	53		
		25	181Q	43	3	596H	54		
		26	449W	49	4	108B	55		
		27	283I	42	7	059T	56		
14	939G	28			10	199A	57		
8	126L	29			8	179P	58		
5	292E	30			9	136J	59		

Composition of 96th Combat Wing

"C" GROUP      "A" WING - "A" GROUP      "B" GROUP

435	467	467	467	467	467
<u>466</u>	<u>466</u>	<u>466</u>	<u>466</u>	<u>466</u>	<u>466</u>

"B" WING - "B" GROUP

458	458	458
<u>458</u>	<u>458</u>	<u>458</u>
466		