

MISSION 647 • 25 SEPTEMBER 1944 • KOBLENZ

Mission Summary.

MISSION

647

DATE

25 Sep 1944

TARGET

Koblenz

DOCUMENT

1 pages • Mission summary

WHAT THIS DOCUMENT IS

A longer intelligence letter, sometimes dated a day or two after the mission, written “for all concerned” and filed. It tells the same story as the narrative, in calmer sentences, often with a line of context — that this was the second attack in four days, or that weather had cancelled the previous attempt.

It is the version meant to be read later, not phoned in while the engines were still cooling.

When it disagrees with the same-day flash, the later letter usually has the crew that turned up, the ship that was not actually lost, and the frostbite that was not a death.

HOW TO READ IT

- 01 Check the date.** A letter dated the next day or two is this document, not the same-day narrative.
- 02 Look for the correction.** Ships listed missing on the 25th often reappear here as returned.
- 03 Context is the point.** Second attack, cancelled yesterday, new flak belt — that sentence is why this letter exists.
- 04 Pair it with the narrative.** Same story, two sittings. Keep both.

THIS REPORT

Requested by ground forces. Active in bringing reinforcements to the front. Second attack in four days. Still open despite earlier bombing. The later letter is the calmer account, written after the same-day flash.

35 dispatched, 35 attacking, 0 lost. Bigolin's 837-X landed at Brussels and the crew came home; the summary records that return.

**Scan for the full mission record**

Crew loading lists, aircraft, losses and sources for Mission 647, at hardwickskies.com.

hardwickskies.com/mission/mission-647-1944-09-25

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NOT FOR COMMERCIAL USE

R E S T R I C T E D

HEADQUARTERS

NINETY THIRD BOMBARDMENT GROUP (H) AAF
AAF 104

E/HRH/tz
APO 558

3 October 1944.

SUBJECT: Mission Summary for 25 September 1944.

TO : All Concerned.

1. This operation was the second in four days against Koblenz. Three squadrons totaling thirty-three aircraft flew as high group in 20th "B" combat wing and all of these planes attacked the secondary target, bombing as a group, using pathfinder technique. The results of the bombing were unobserved owing to 10/10 cumulus cloud which persisted over the continent from a point forty miles inland to the target area. No enemy action of any kind was directed against the Group, but one aircraft of the 409th squadron was forced to land in Belgium. The entire crew has returned safely.

2. The wing leader went somewhat astray on the route in, and at one point over Belgium, we were about thirty-five miles south of the briefed course. The IP was also missed by about five miles and when the bomb run was started, it was on a heading of 356 deg. instead of 56 deg. as briefed. The return route was flown in accordance with the flight plan.

3. All thirty-five aircraft attacked, bombing from 22,500 feet with M17 incendiaries and 500 lb. GP's.

4. Because of icing forecast in our own assembly area, the Wing formed over Buncher No. 1 in the 1st Division area. Briefed assembly was at 16,500 feet, but was raised to 17,500 feet because of cloud. Assembly started slowly but was completed in the allotted time. On the way into Belgium, the group was in fair shape but the high squadron leader complained that 815/G of the 409th, flying 2-2 in the lead squadron, caused him considerable difficulty by flying too high, and too far out on his element leader. The group looked good at bombs away, but there were a number of complaints of excessive speed during the descent over Belgium. Over the field formation was good for all three squadrons, but the lead squadron peeled off in a confused fashion. The high squadrons peel off was excellent and well timed. Squadron fuel consumptions were good considering the high forming altitude. The averages were: 328th, 262 gal/hr; 329th 234 gal/hr; 330th, 273 gal/hr; 409th, 261 gal/hr.

5. We had no abortives on this mission.

By order of Lt. Colonel BARNARD:

WAYNE M. BEUMELER,
Major, Air Corps,
Operations Officer.

R E S T R I C T E D

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