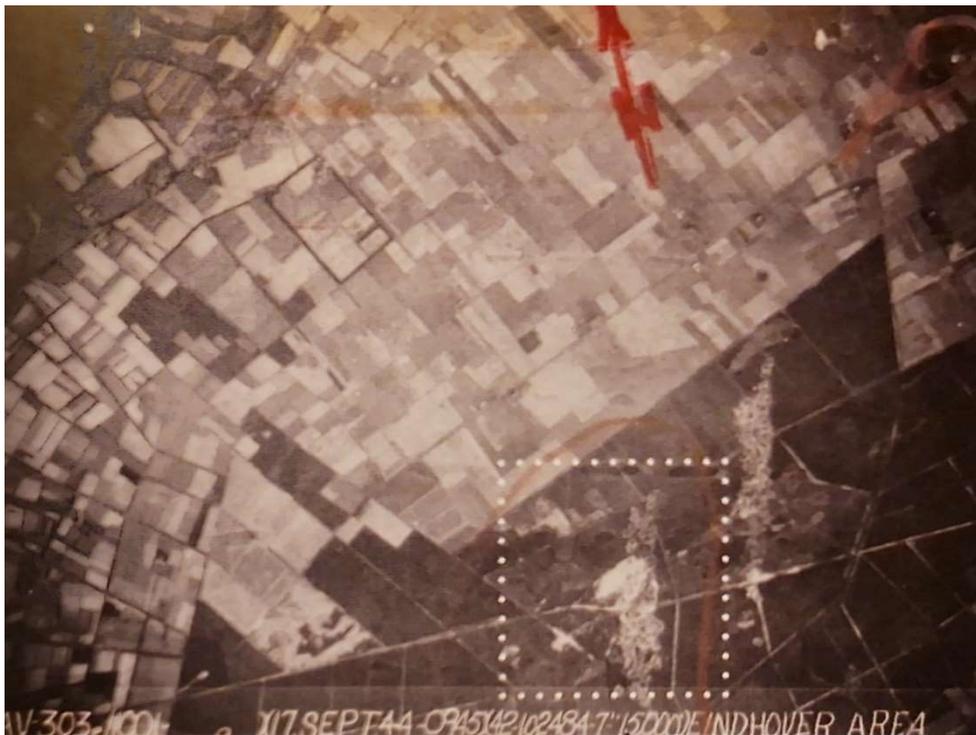


16400 and 15000 feet respectively. The fragmentation bombs neatly fell from North to South across the forest lots.

“O” Flight arrived over the target area 19 minutes later and let go its bomb payload at an altitude of 15900 feet. Of this Flight no Strike Attack Vertical photos are available to be processed on the bomb plot.

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[Explanation under illustrations (NOT INCLUDED HERE): “Captain Sheets with Lead Crew in front of B-17G #42-97311 “Shoo Shoo Baby” ready for a bombing flight to Le Toquet in France of June 4th 1944. On September 17th 1944 this bomber was flown by Lieutenant M.B. Hamilton”]



The bombs of “N” and “P” Flights fall in the center of the forest plot. The explosions circled in red are caused by fragmentation bombs of “P” Flight. The series on the right show the bombs of “N” Flight”



"The bombs of "N" Flight of the 303rd Bomb Group. The photo is taken from B-17 #42-97281, flown by Captain R.W. Sheets".

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[Explanation under illustrations (NOT INCLUDED HERE): *"The crew of Lieutenant Gaines on September 16th 1944 in front of B-17 #42-97781 "The 8 Ball MK III". The plane belonged to the 359th Bomb Squadron, 303rd Bomb Group. The September 16th 1944 mission was cancelled. On September 17th 1944 the bomber flew in "N" Flight, with Lieutenant G.E. Baltes as pilot. This plane crashed near Brummen on the 2nd of November 1944."*, *"On this Strike Attack Vertical photo of "A" Flight the aiming point within the strikes has been indicated in red."*]

384th Bomb Group

For the 384th Bomb Group, stationed at AAF Station 106 (Grafton Underwood) this was its 195th mission. Here the Flights were also indicated with a letter. The first of the 34 bombers had its wheels up at 08:42 A.M. of which "A", "B" and "C" Flights also had the woods near Son as their target. The "D", "E" and "F" Flights headed for the Maas river at Hedel and to 's-Hertogenbosch. All Flights consisted of three bombers, except "E" and "F" Flights which each consisted of five bombers. From the Initial Point at Leopoldsburg the first three Flights flew to the designated map quadrant near Son. The 180 fragmentation bombs from the six B-17's of "A" Flight were dropped from an altitude of 16000 feet at 11:13 A.M.

"B" Flight dropped its 180 fragmentation bombs from an altitude of 16000 feet at 11:23 A.M., which landed approximately 5 miles south-southwest of the Main Point of Impact at the Mispelhoef farm on Oirschotsedijk. The "C" Flight had to make a second bomb run because the bombardier of the lead plane had the switch of his bomb rack still on 'off'. Because there were only ten minutes left, a short turn was made and the second bomb run was not initiated from the original Initial Point. The 180 fragmentation bombs of these six B-17's still left the bomb bays at an altitude of 15500 feet at 11:23 A.M.

In order not to be deployed for mandatory digging labor several men from Son, among whom Henk Scheepers and his neighbor Petrus (Piet) de Visser, hid in the Son woods before the crack of dawn. Near the Old Lake they were surprised by the first bombing attack. Together they quickly dove into a deep ditch. When the last bomb had fallen, they thought, in part caused by the smoke, that the whole town of Son was burning. On their way home they were surprised by the second bombing attack. Unfortunately there was only a small ditch they could use to hide in. Piet was hit in the head by a bomb fragment. Henk Scheepers had to leave Piet behind to get help. When Petronella (Nel) de Visser- v.d. Aalst, Piet's wife, was informed she and the neighbor's wife Petronella Pijnenburg- v.d. Heijden asked German soldiers with an ambulance to drive to the location of disaster. The two women together with three German soldiers drove quickly to the location in the woods of Son. Jo(Hannes) Baak who had taken care of the wounded Piet de Visser wanted to stop the approaching ambulance¹ [Endnote 28 in the book].

When the ambulance had almost arrived on scene close to the vehicle a fragmentation bomb from the third or fourth bombing attack detonated² [Footnote 1 on this page].

All occupants and the 18 year old Johannes Baak perished then. Petrus de Visser died that same night in the convent of the Sisters of Love of Schijndel on Nieuwstraat in Son.

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[Explanation under illustration (NOT INCLUDED HERE): *"The fragmentation bombs of the "A" Flight on their way to the woods near Son. Below the bombs the brick factory along Wilhelmina Canal is visible and to the right on the photo is Ekkersrijt [a hamlet; TT]"*]

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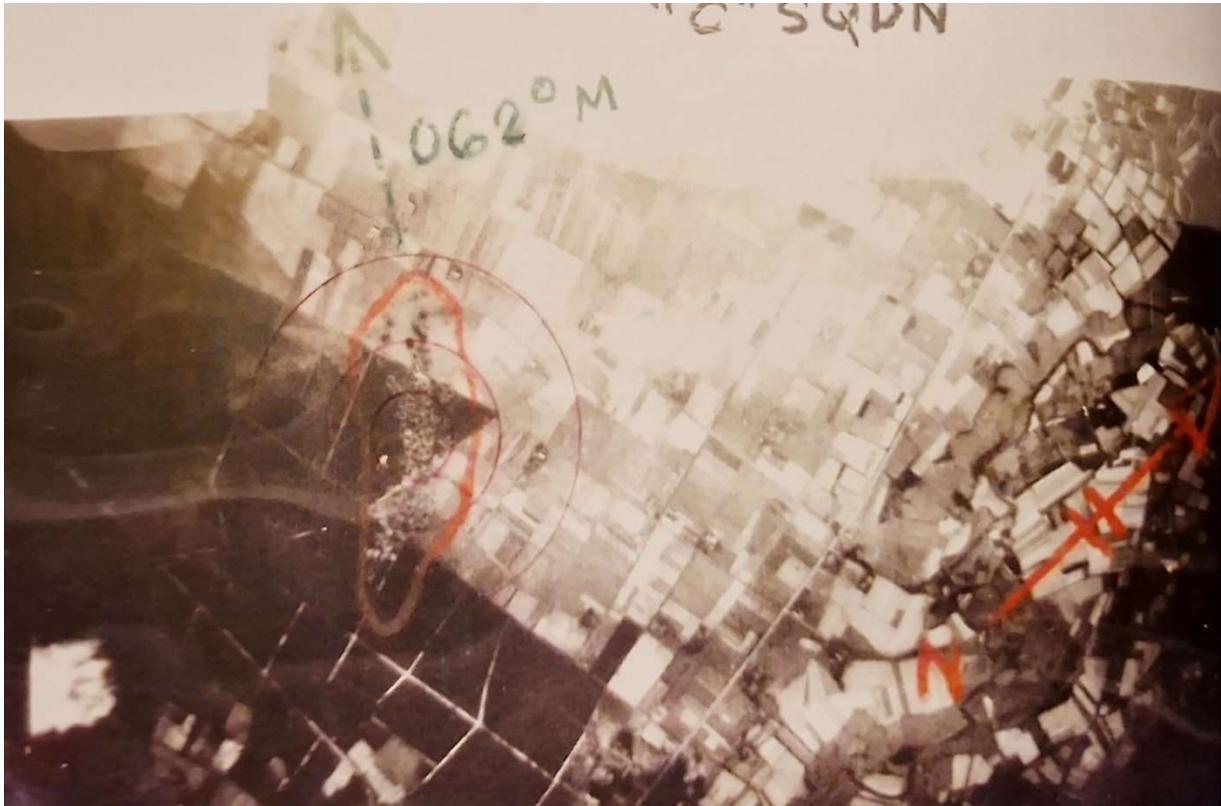
"A Strike Attack Vertical photo of the "A" Flight of the 384th Bomb Group with various information regarding the bombing attack drawn on it."

²⁸ <http://www.battledetective.com/casefiles4.html>

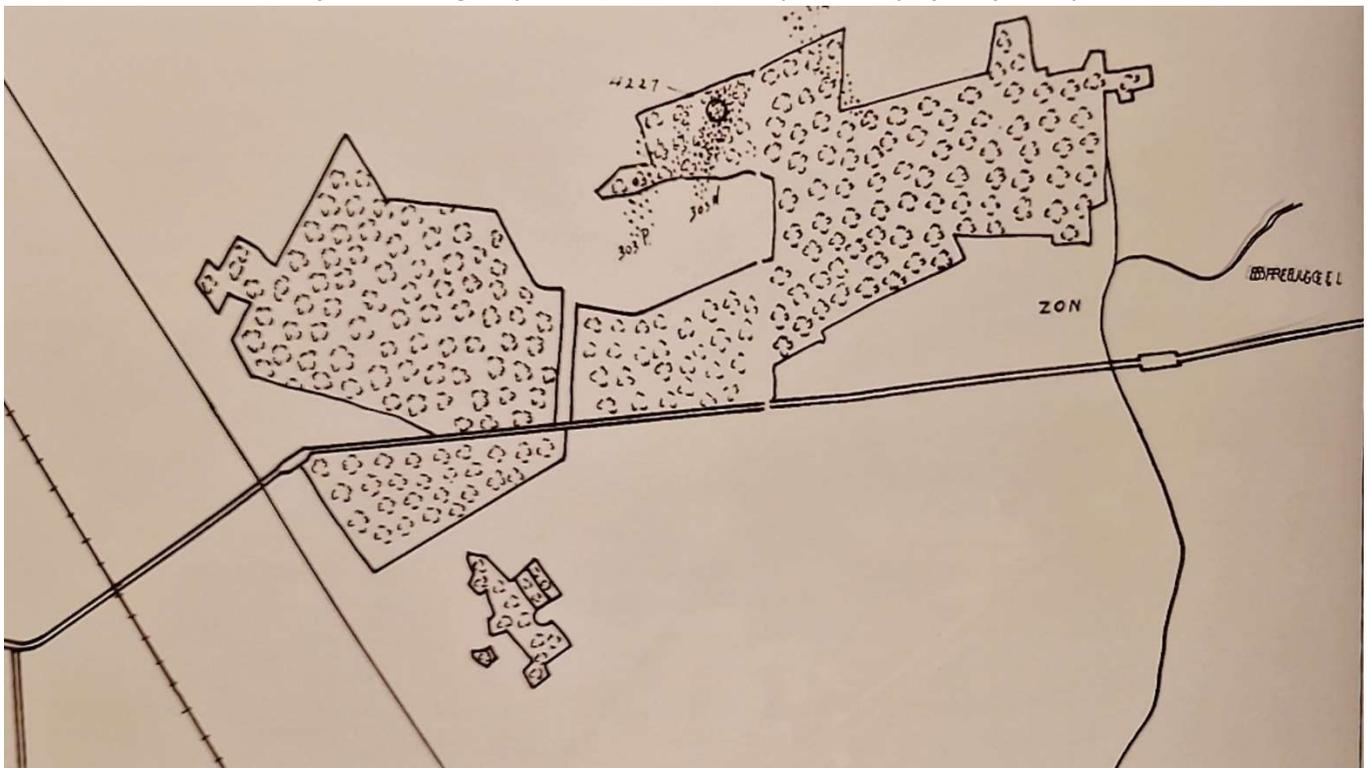
¹ Some sources describe that the Red Cross car was hit by an incendiary bomb. One is probably misled by the fact that the car and its occupants had burned out. Incendiary bombs were not deployed by B-17's this day. The use of incendiary bombs on September 17th 1944 only took place in the afternoon by P-47 Thunderbolt fighter bombers and above all only in the northern sector.

[Explanation under illustration "(NOT INCLUDED HERE) This Strike Attack Vertical photo shows the payload of fragmentation bombs of the "B" Flight has come down near the Mispelhoeve farm on Oirschotsedijk about 5 miles south-southwest of the target."]

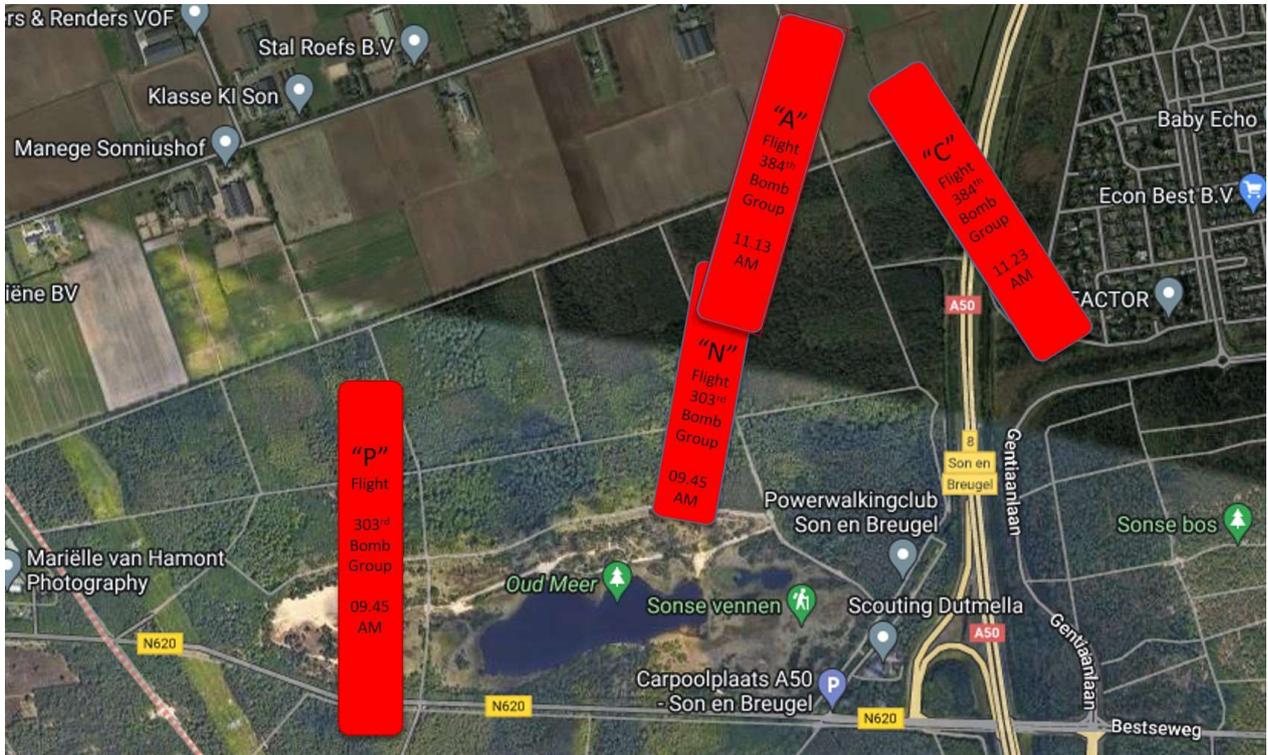
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"The bomb strikes of the "C" Flight of the 384th Bomb Group at the tip of the forest plot."



“The bomb plot on which the strikes in the woods south of drop- and landing zones for the 101st Airborne Division have been drawn.”



My bomb plot on modern day Google Earth satellite image; TT