



# MOTION PICTURE CAPTION SHEET

No. ....

Cameraman ..... Camera used ..... Date .....

Title of Project 9th Air Force now in England

Film Type ..... Footage ..... Location ..... Time .....

Technical Subject  News Subject  Historical Subject  Light condition } This project completed  More Footage to come

Special Working Conditions .....

Remarks PLEASE CREDIT NINTH U.S. AIR FORCE

**PHOTO SECTION**  
APO 696

ROLL. NO.	SCENE NO.	DESCRIPTION OF SCENES
		<p>Major General Lewis H. Brereton commands the Tactical Invasion Air Force, whose medium bombers will invade the continent in support of the ground troops. Soon after reaching England from the Middle East, the B-26 (Marauder) bombers of the Ninth U.S. Air Force began raiding German airdromes in France, Belgium and Holland, also air strips, supply dumps and secret rocket installations, dropping tons of bombs on their targets. The following film shows a typical "double-header" day in Marauder operations. Stabbing at Nazi defense installations in the morning, the B-26's return to their home base only to re-fuel for another knockout punch in the afternoon at one of the several Luftwaffe airfields from which enemy aircraft had been bombing London and southeast England. Evidence that the 9th Air Force mediums did a good job on this latter mission is shown in the fact that following their devastating visit to the Nazi airdromes, bombing of London by the Germans suddenly stopped.</p> <p>The name "Marauder" fits the 9th Air Force B-26 medium bomber perfectly. Carrying a heavy wallop in its bomb-bays, armed with eleven (11) cal. .50 machine guns, and moving into and away from the target at a high speed, the Marauders keep Nazi ground defenses in a constant state of turmoil, and German personnel in a continuous condition of weariness. Coupled with the nightly pounding of RAF long-range heavies, the brilliant work of the high-altitude, precision bombing of American Fortresses and Liberators, the B-26's are gradually wearing down Hitler's ability to stop the Allied armed forces that will one day soon sweep onto the Continent.</p> <p>The following captions number the major scenes of this film. In some instances the scenes or sequences consist of several shots, which separate shots are not numbered.</p>
		HAVE YOU CHECKED CORRECT SPELLING OF NAMES AND LOCATIONS?

**NINTH**  
U.S. AIR FORCE



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	1	Shot of sign on "War Room" of Ninth U.S. Air Force Headquarters in England. This is the spot where major decisions concerning Ninth Air Force operations originate.
	2	Medium longshots and closeups of Major General L.H. Braxton, Commanding General, Ninth Air Force, who outlines task of his command in reference to coming invasion of Continent.
	3	shots of ground crews at a Ninth Air Force station pulling props through on a B-26 (Marauder) bomber just prior to takeoff of the mediums for mission over France. It is early morning. The airmen are starting out just after dawn so they can return and get a second mission completed during the afternoon.
	4	The B-26 crew, having been briefed on the target location, weather, expected enemy opposition etc., arrive at their plane.
	5	Pilot signals to the ground crew chief that everything's okay.
	6	Marauder begins to taxi to runway.
	7	Longshots of B-26's taxiing to runway.
	8	shots of Marauders taking off.
	9	" " " in air after takeoff.
	10	shots of 3 plane and 4 plane formations arriving at rendezvous point.
	11	Closeup of radio operator at his station in the Marauder.
	12	Top-turret gunner in his "glass house."
	13	Outback to radio operator in his compartment. (Note: Once the planes have rendezvoused and are on their way to

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	13 (cont'd)	the target, radio silence is maintained and the radio operator handles the two cal. .50 machine guns in the waist.)
	14	Longshots of Marauders returned from morning mission over France, being gassed up, bombed up etc., in preparation for the afternoon job. These planes are parked quite close together on the field to facilitate quick servicing. <u>ordinarily they would be dispersed over a very large area to prevent severe damage in event of enemy action.</u> However, only 45 minutes are necessary to re-fuel the planes, re-arm them and get the crews fed.
	15	shot of bomb-trailer loaded with 500 lb. high explosive bombs passing in foreground with B-26 in background.
	16	Closeup - same shot as No. 15.
	17	One of the Marauders "Pappy's Pram" which finished the morning mission and is ready for the afternoon raid. Fliers look at the B-26 and leave for lunch. (Note: each of the bombs painted on the fuselage of the above planes represents a mission completed successfully.)
	18	Longshot showing food being ladled out to fliers.
	19	Longshot of group of fliers eating alongside B-26, with ground crew working in the background.
	20	Armorer's "bomb up" a plane with 500 pounders.
	21	Outback to flying crews eating.
	22	Ground crew re-fueling Marauder.
	23	Flying crew still eating lunch.
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IMPORTANT!  
NOTE!

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	24	The planes have to "feed up" too, so the B-26 oil tanks are refilled.
	25	Longshot of Marauder moving out of lineup for second takeoff of the day.
	26	Running shot of Marauders lined up on runway just before they take off for afternoon mission.
	27	B-26's approaching runway from left and right preparatory to takeoff. (Note: The Marauders take off at 15 second intervals so that, once ready to leave, very little time elapses between the time the first plane speeds down the strip and the last is in the air heading for the rendezvous point.)
	28	Planes taking off on afternoon mission to Holland.
	29	Shot of pilot in cockpit.
	30	B-26's rendezvousing over England before heading out across the channel.
	31	Out to pilot showing 2 Marauders through windshield over pilot's shoulder.
	32	The first flight of six planes rendezvous, awaiting arrival of remainder of B-26's.
	33	Out of other flights forming to complete a "box" of 18 aircraft.
	34	Closeup of pilot looking toward two B-26's on his wing shown in next scene.
	35	Out of two Marauders seen by pilot in previous scene.
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	36	shot over pilot's shoulder (left) showing Marauder on wing opposite to that of previous scene. Planes are now at rendezvous point.
	37	Pilot looking at instrument panel.
	38	shot of flight forming at rendezvous point. First flight to form is shown in formation below.
	39	Shot from navigator's compartment showing pilot and co-pilot. (Note: The navigator is also bombardier on a Marauder, and has been given the name, "Bombigator." He further doubles by handling the cal. .50 machine gun in the nose of his compartment when the going gets tough.)
	40	Box of 18 planes in distance with engine in foreground.
	41	Cut to closeup of pilot.
	42	A box of 18 Marauders forms and gets on course.
	43	shot of radio operator making last contact with home field. He has notified the home base that planes are rendezvoused and on way to target. <sup>in code</sup>
	44	shot showing ovalar window of radio operator's compartment. Plane is shown in distance. This window gives the radio operator his only view of the whole proceedings except when he mans the waist guns.
	45	The bombardier-navigator ("Bombigator") watches for "check-points" on the ground. These "check-points" are unusual terrain, rail and road crossings, small towns etc., shown on his map, by which he can easily check position of his plane and set course accordingly.

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	46	shot of 18 Marauders in box formation.
	47	Closeup of pilot and co-pilot.
	48	Gunner taking his position.
	49	Pilot and various members of crew shown putting on their "flak" helmets - protection against anti-aircraft shell splinters.
	50	Shot made from radio compartment, showing plane on wing.
	51	Formation leaving English coast.
	52	B-26's arrive at enemy channel coast. Are greeted with anti-aircraft fire from Nazi defenses some 10,000 to 12,000 ft. below.
	53	Formations of B-26's flying through heavy flak.
	54	" " " " " " "
	55	Closeup of more enemy flak. (Note: Though this hot reception by enemy anti-aircraft batteries is the daily experience of Marauder crews, the B-26's have never turned back from a target because of it. They take evasive action at intervals of 10 to 20 seconds to try to throw off the ground gunners, but otherwise fly straight through to the objective.)
	56	A pilot's view of flak breaking on his wing.
	57	Formations coming in with heavy flak in background.
	58	Shot over co-pilot's shoulder, showing flak suit he is wearing.
	59	Formation against cloud background.
	60	Shot from bombardier's compartment showing heavy clouds it is sometimes necessary to fly through.

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	61	"Bombigator" making his calculations for "bombs away."
	62	Various shots of "bombs away." The target on this mission was one of several airfields from which Nazi planes had been raiding London five nights out of the week. The objective was in Holland only a few miles from the German frontier.
	63	Numerous shots of bombs on target. (Note German planes attempting to take off during attack.) Bombs are seen to drop on hangars, runways, bomb dumps, dispersal areas, barracks etc. The plastering given the whole layout by the Marauders was sufficient to stop cold the London raids.
	64	Bomb doors closing.
	65	Nose down and at increased speed after ridding themselves of the weight of bombs, the Marauders head for home. Note heavy flak. They get it coming or going.
	66	Passing enemy channel coast. By this time, having sweated through two sessions of flak, not to mention ground fire while over the target, the cold, choppy waters of the English channel look pretty friendly.
	66a	One of the planes is seen to begin smoking as a motor goes out. Other cuts show plane leaving trail of smoke as one of the Marauders throttles down to help herd the damaged B-26 home. Note "feathered prop". Finally two British Typhoon fighters are seen to come in to circle the stricken ship and give it protection until it can make the home base.
	67	Pilot sees welcome sight of home airfield.
	68	Planes peel off preparatory to landing.
	69	Ambulances, nurses, medical personnel etc., are shown awaiting the returning Marauders.

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	70	First Marauder lands.
	71	Closeups of medics who await returning planes.
	72	shots of ground crews sweating out the return of their ships.
	73	Ground personnel waving to plane as it taxis past.
	74	shot of aircraft firing flares, denoting trouble.
	75	Gripped ship coming in for a landing. In this case the hydraulic system was shot out, nose wheel was @ down and couldn't be brought up, landing wheels were up and couldn't be lowered. Flown by the youngest pilot on the field (19 years of age) the plane was brought in to an almost perfect landing. Damage was such that it was patched up and the Marauder was back in the air against the Axis within 24 hours.
		END - END - END - END - END - END - END
		NOTE: When the B-26 (Marauder) was given its first trials, it was nicknamed everything from the "flying coffin" to the "two mitered" house, because it seemed too difficult to fly even in ordinary conditions, let alone combat. However, the fliers of the 9th Air Force have completely mastered the plane and now go all out in boasting of its merits. The thing which vouches for the Marauder's ability more than anything the crew could say though, is the extremely low rate of loss which the B-26's have suffered in almost daily raids over the Continent, through enemy opposition such as is shown in this picture.
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**IMPORTANT..... PLEASE NOTE:**  
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The title on this film "9th Air Force now in England" denotes it was shot by 9th Combat cameramen of the 9th U.S. Air Force,

Actually the film was shot by members of the Fourth (4th) Combat Camera Unit, attached to the Ninth (9th) U.S. Air Force. Full credit for this film should therefore be given to the Fourth (4th) Combat Camera Unit, Major William Clothier, Commanding.

The film was titled as it is because it is contemplated that soon the designation "4th" will be changed to "9th", since the camera unit will be working solely with the Ninth (9th) U.S. Air Force in the United Kingdom, and some confusion will be eliminated.

NOTE FOR ALL BRITISH NEWSREELS.

DO NOT SHIP THIS TO U.S.A..... IT HAS ALREADY BEEN SENT  
BY THE U.S.A.F.

N.B. Infra red film was used to show up the bomb flashes.