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**Abstract**

Descriptive TITLE SUPPLIED.

Notes:

Title PHOTOGRAPHS AND MISSION REPORTS: TARGET ROAD JUNCTIONS ARGENTAN,  
 Added FRANCE  
 Entries

Author:

Subject:

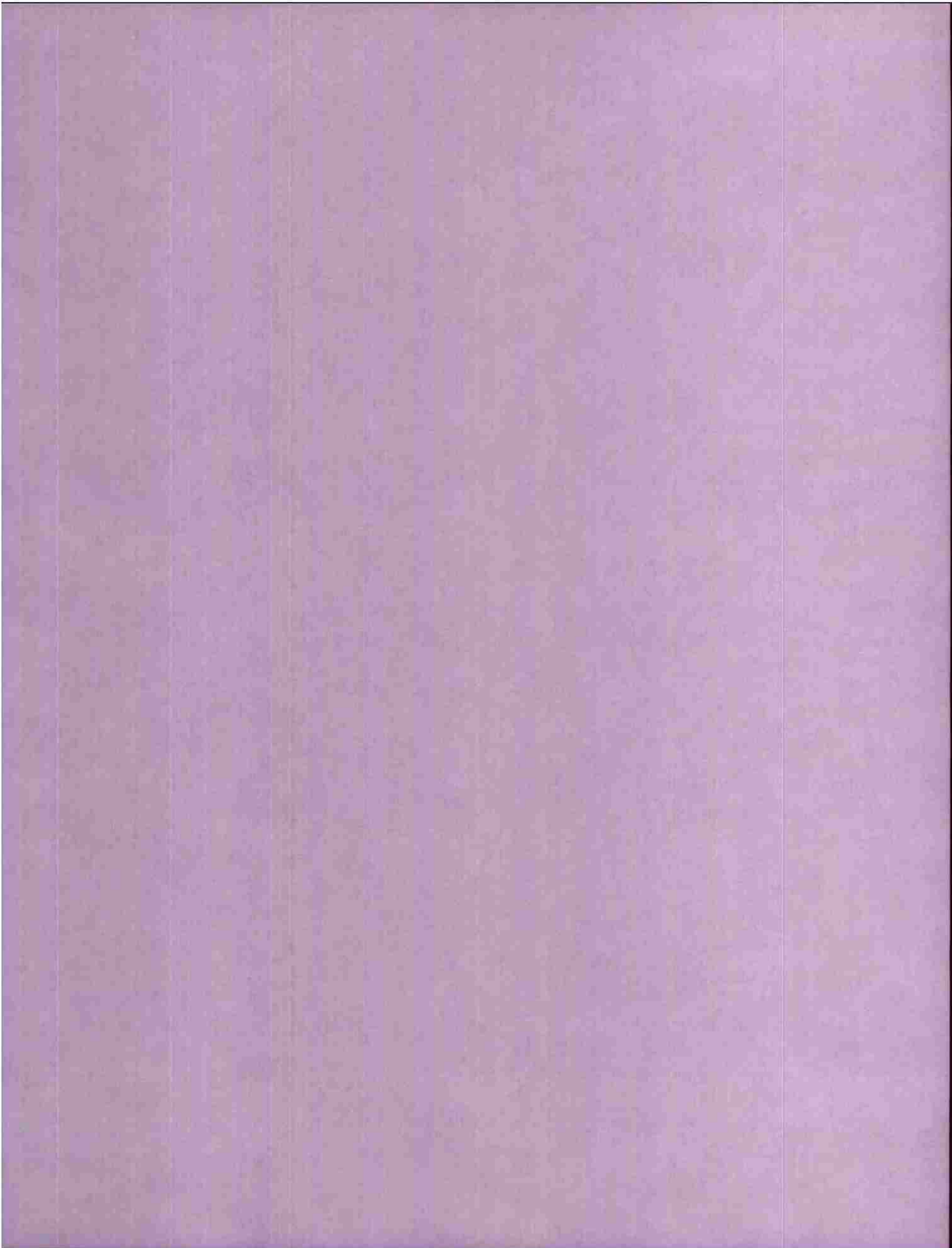
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No Administrative Markings Listed

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GP-416-50-0P-5

6 JUNE 1944

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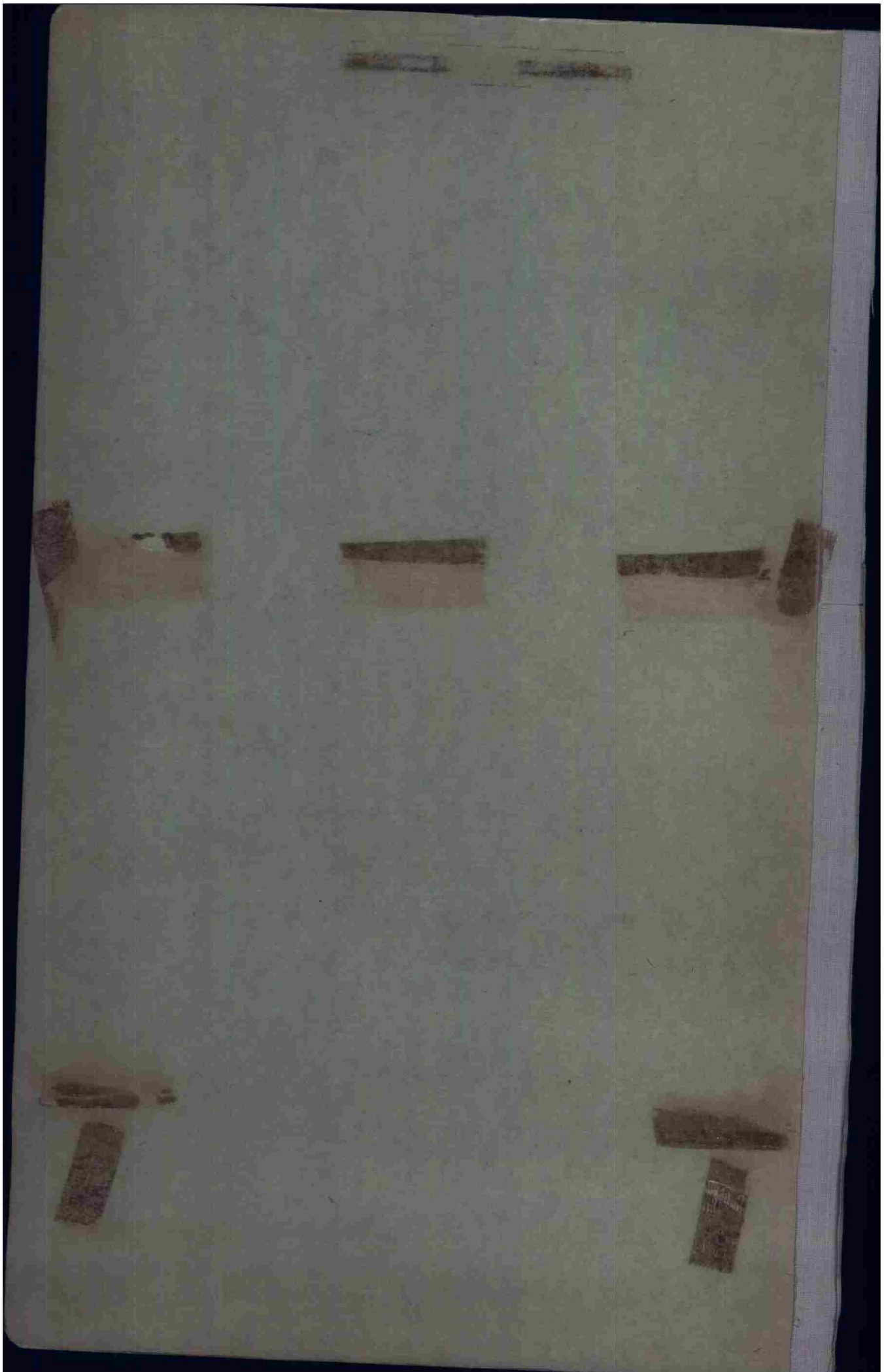
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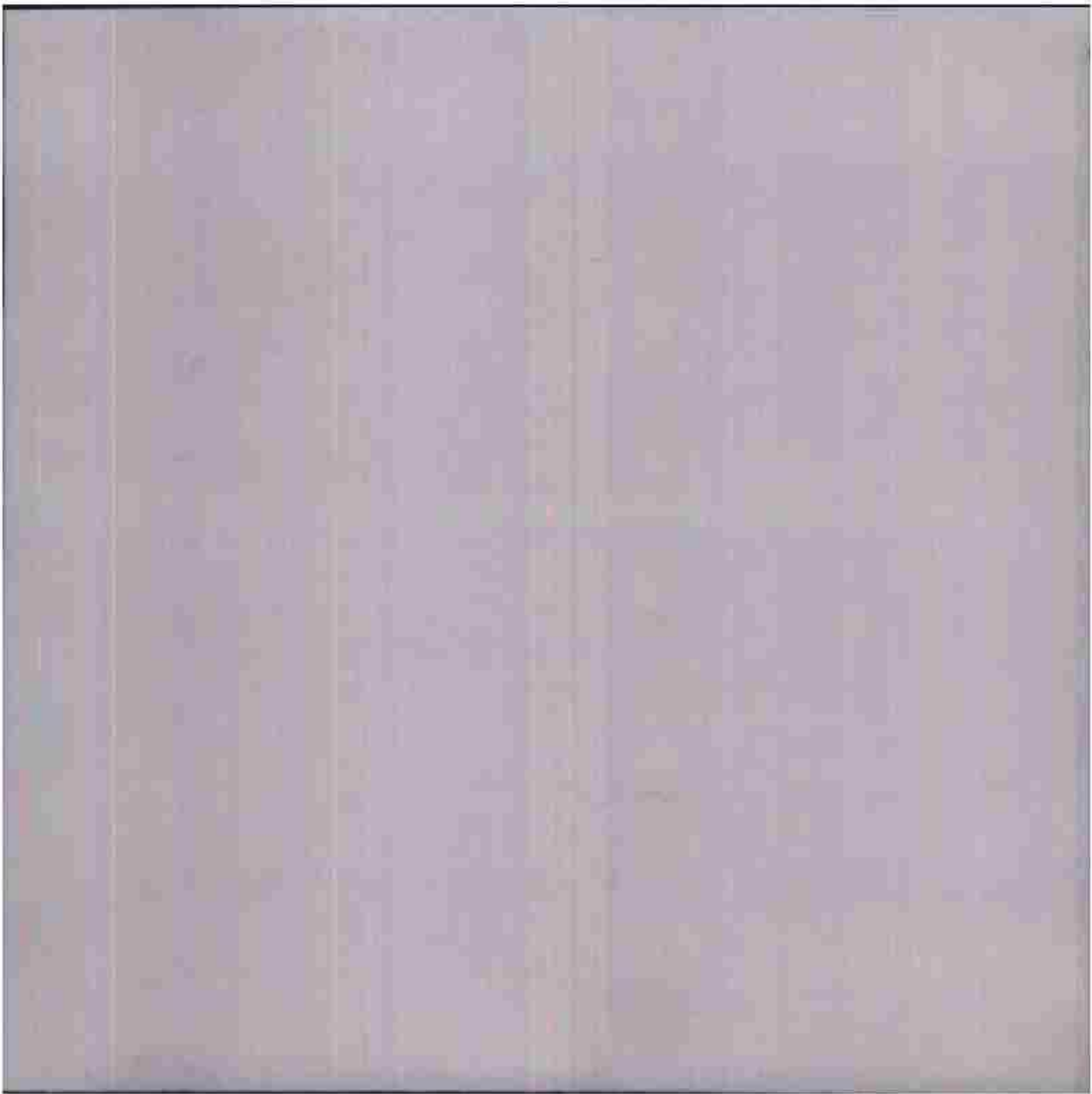


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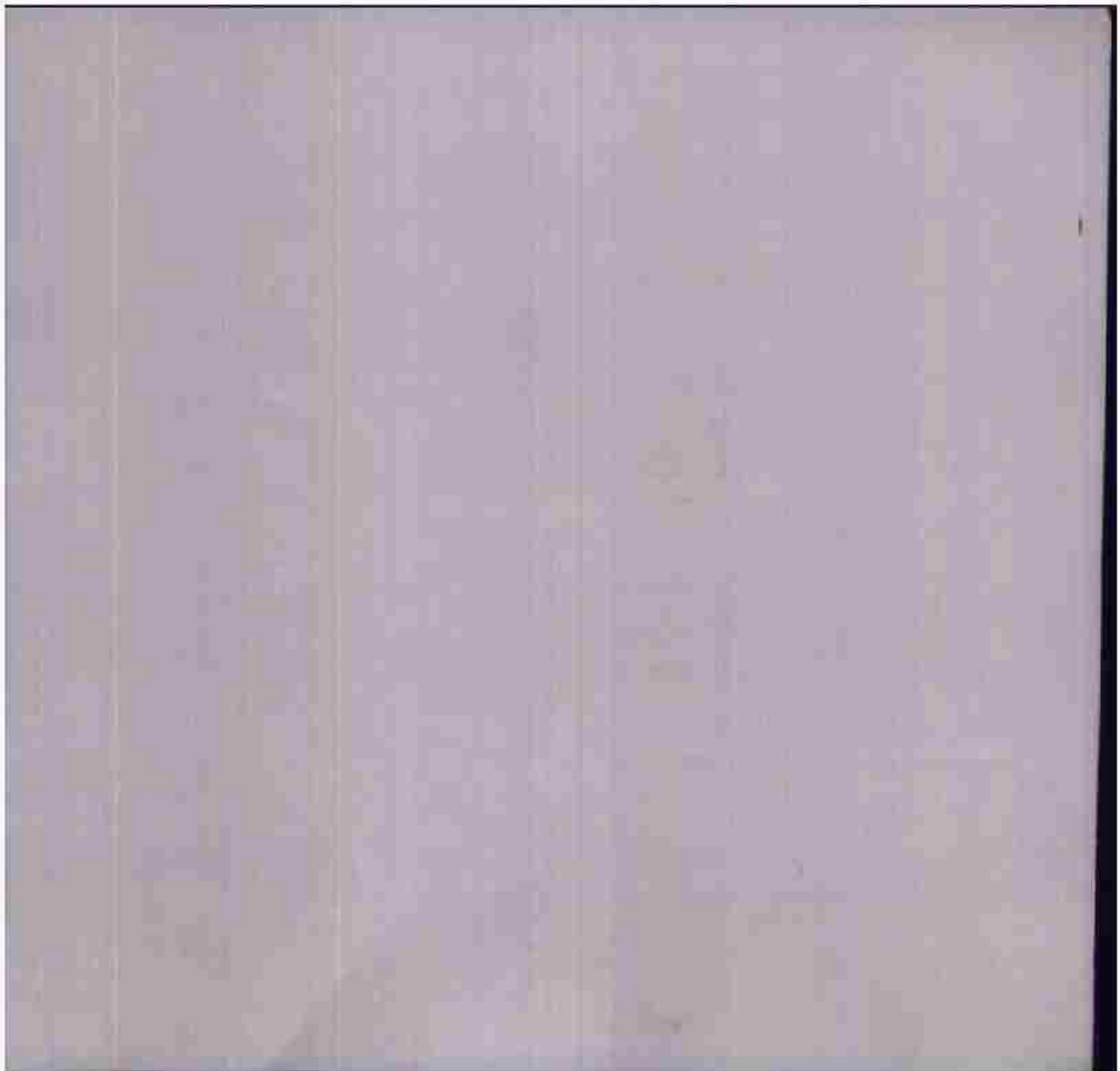
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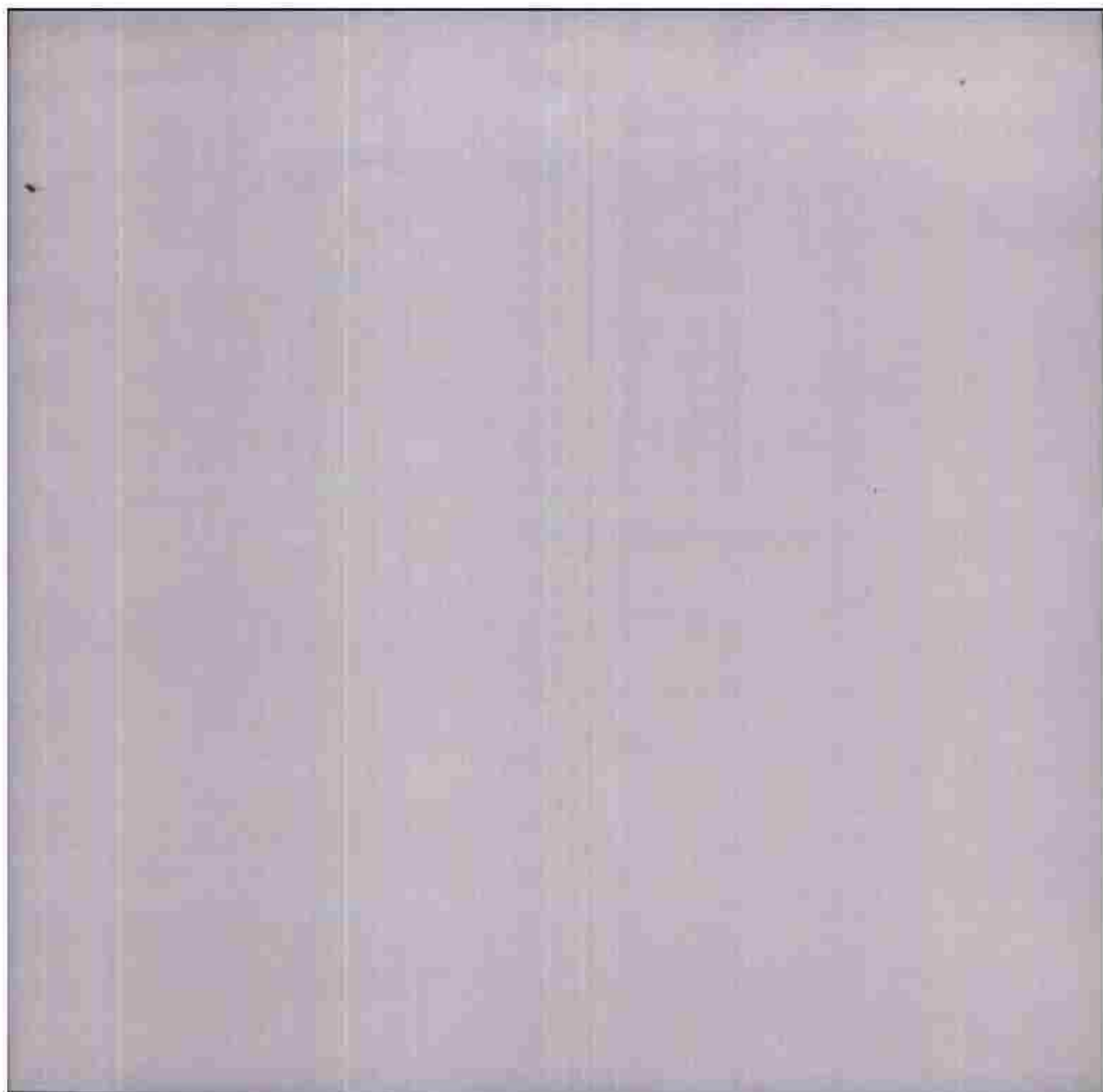
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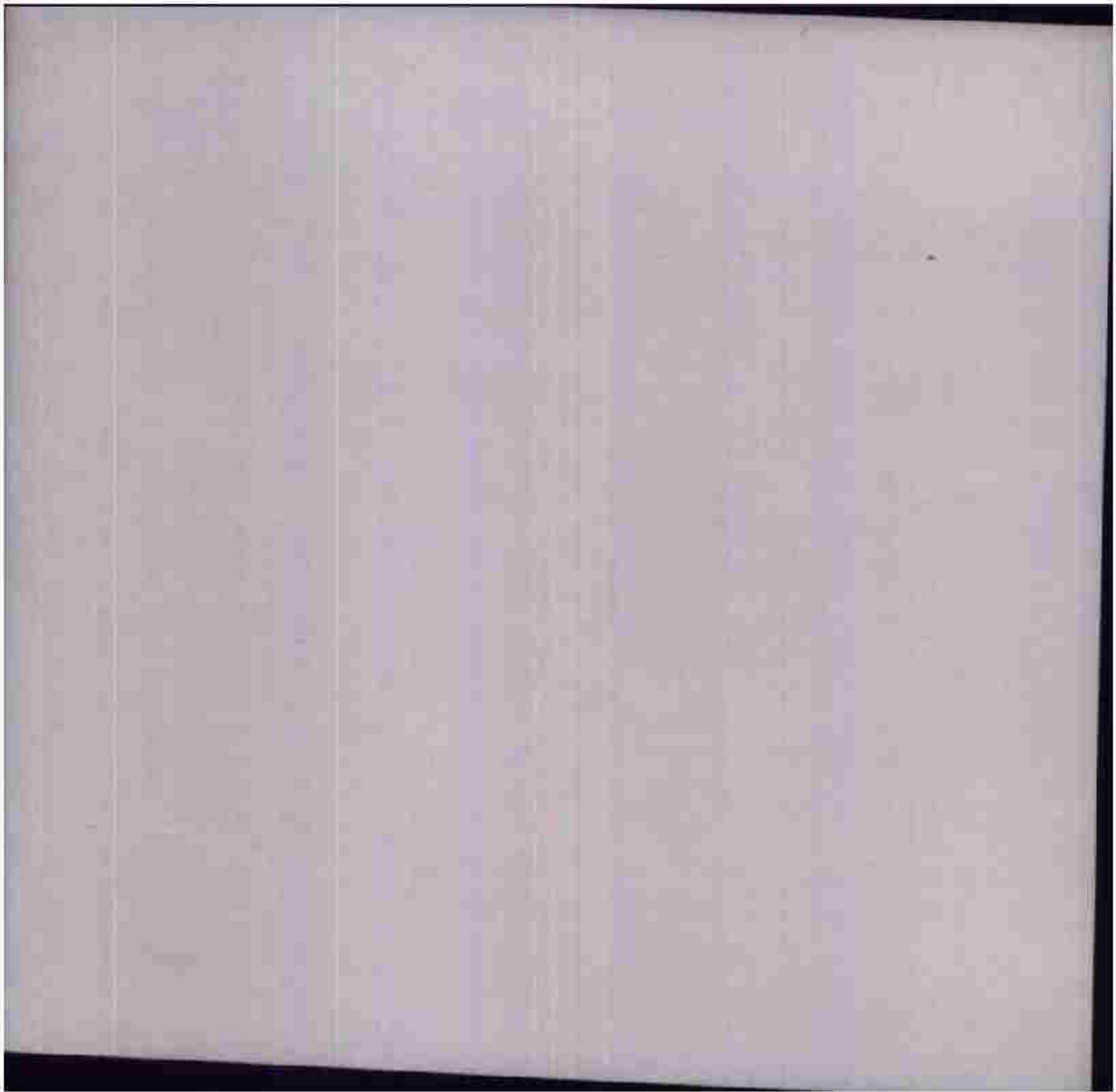
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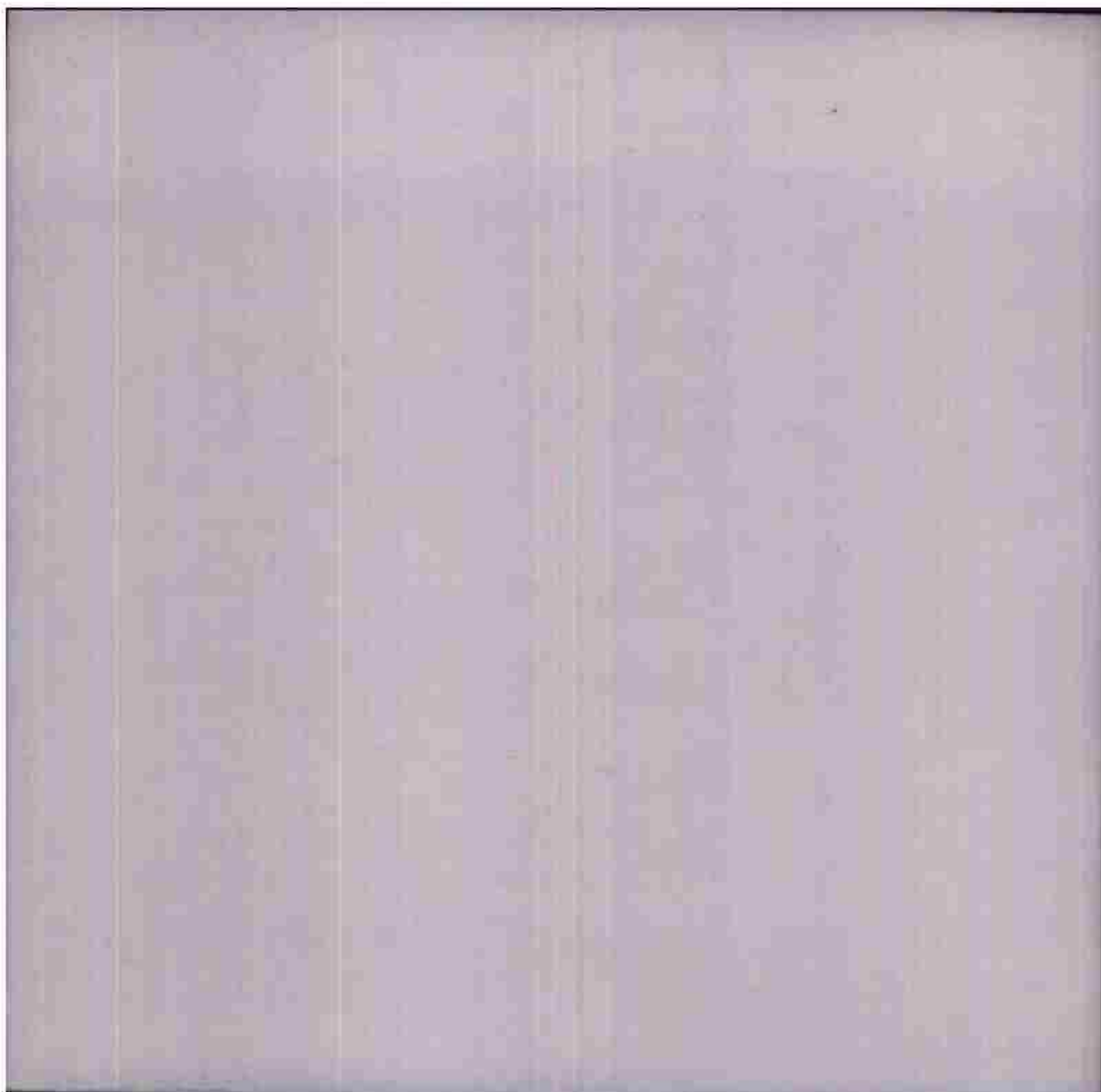
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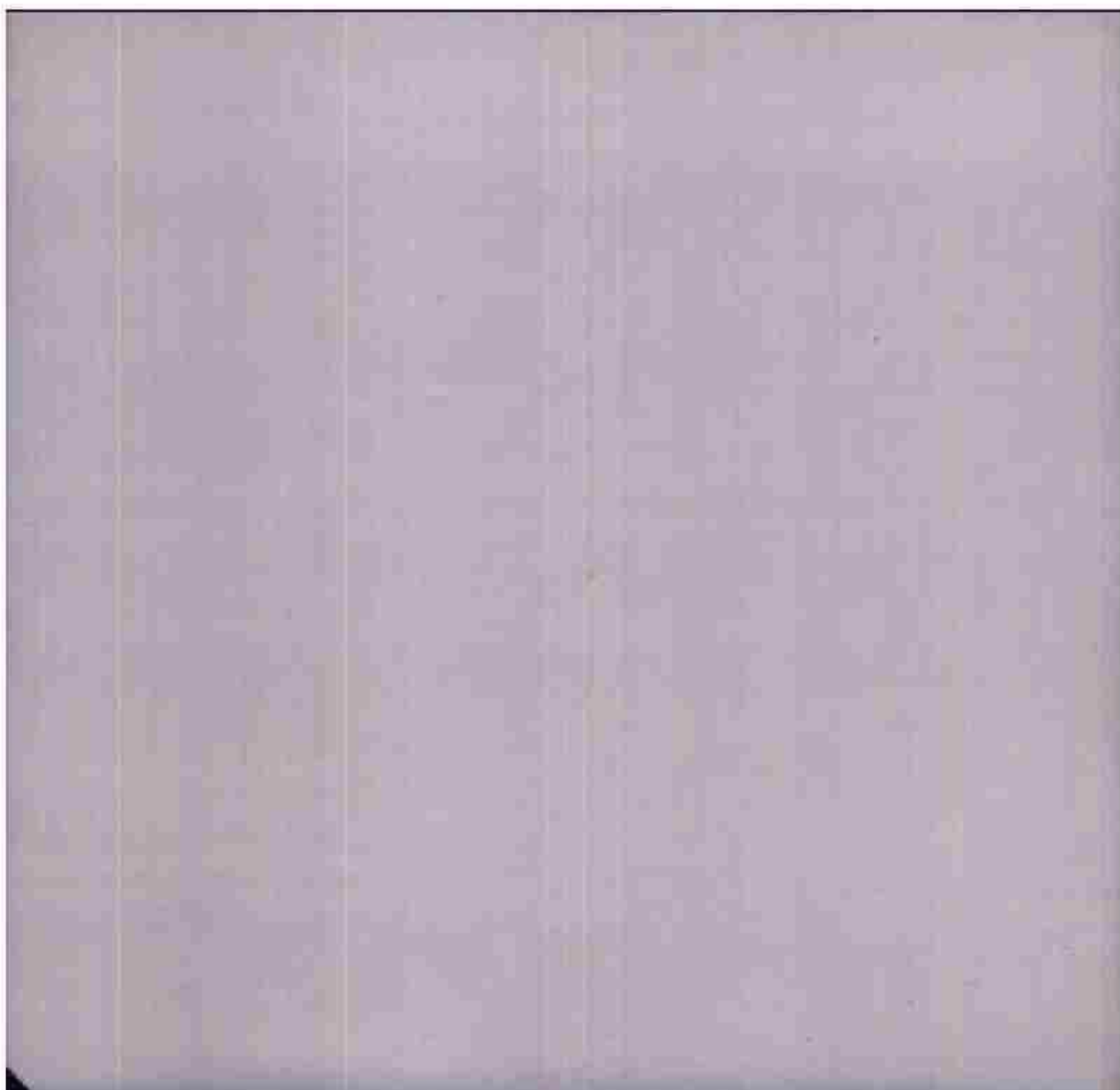
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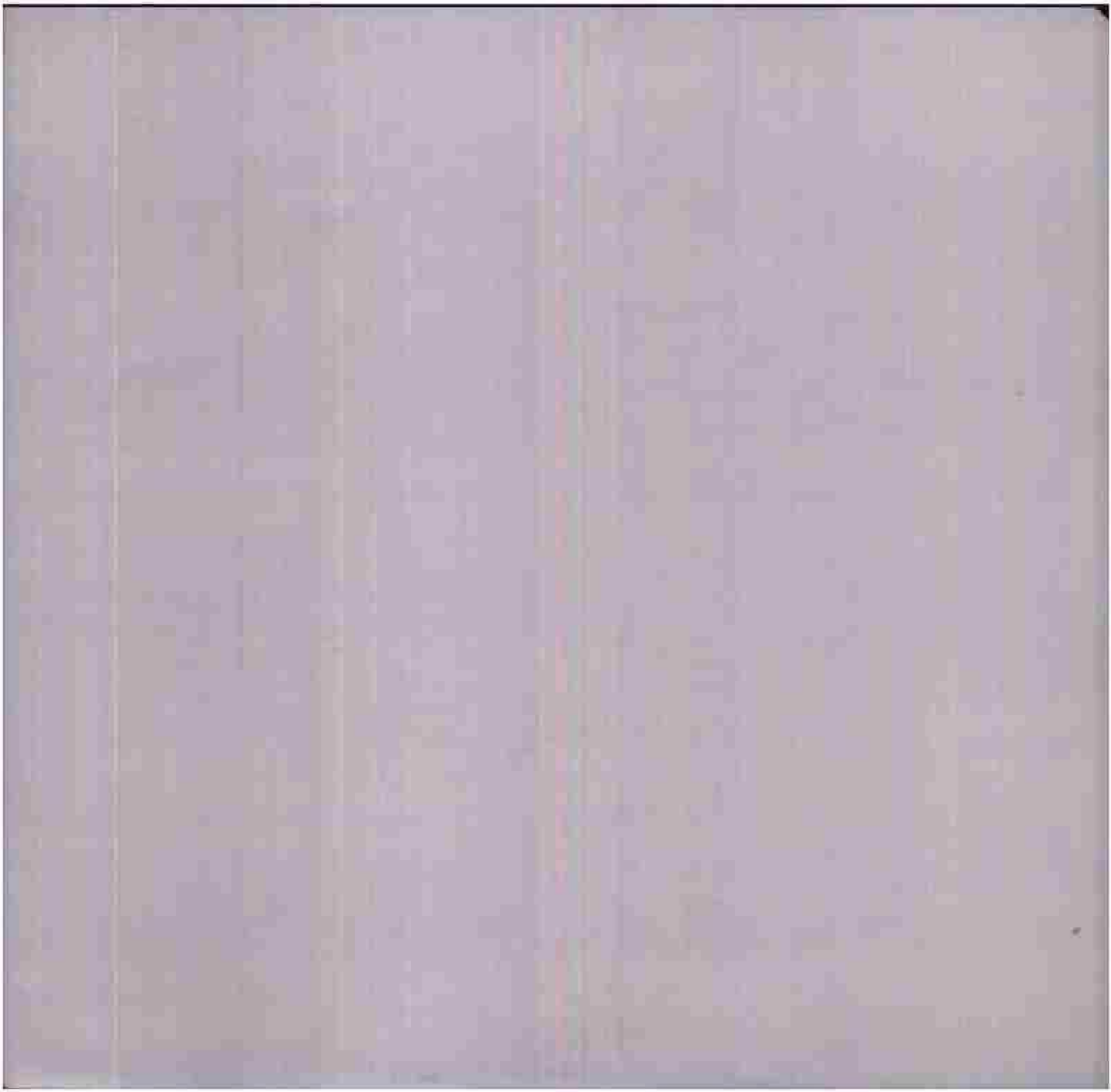
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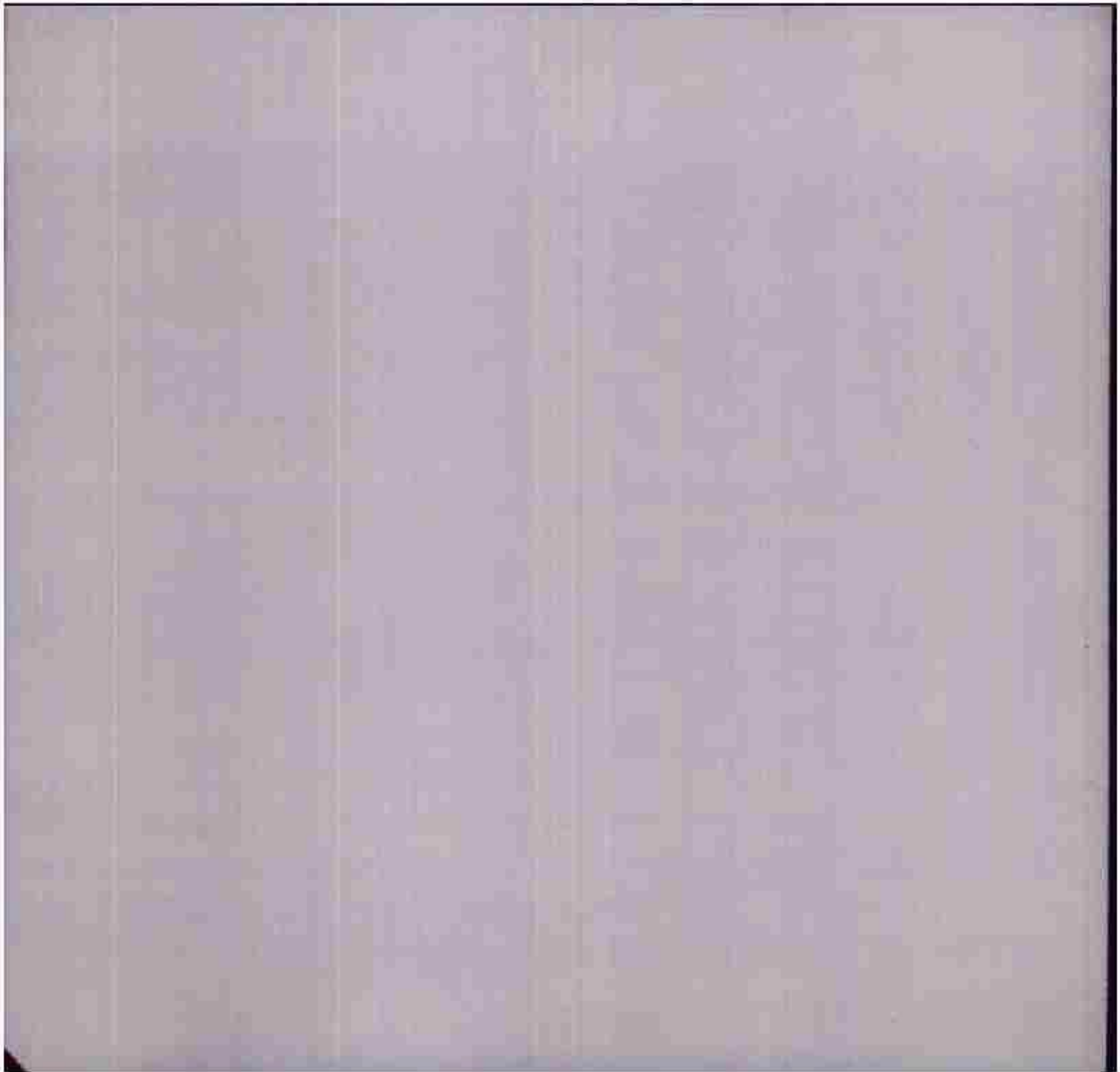
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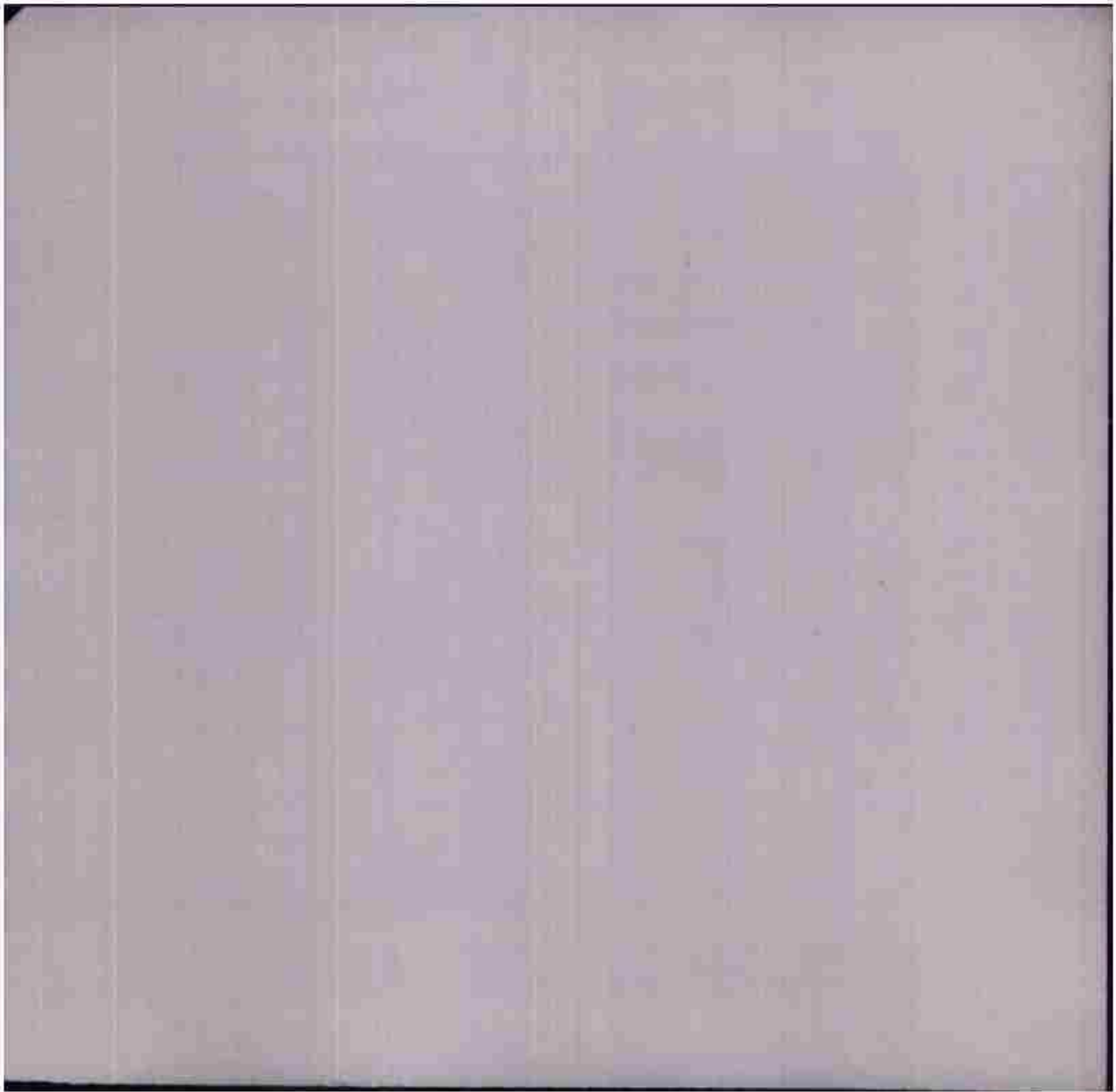
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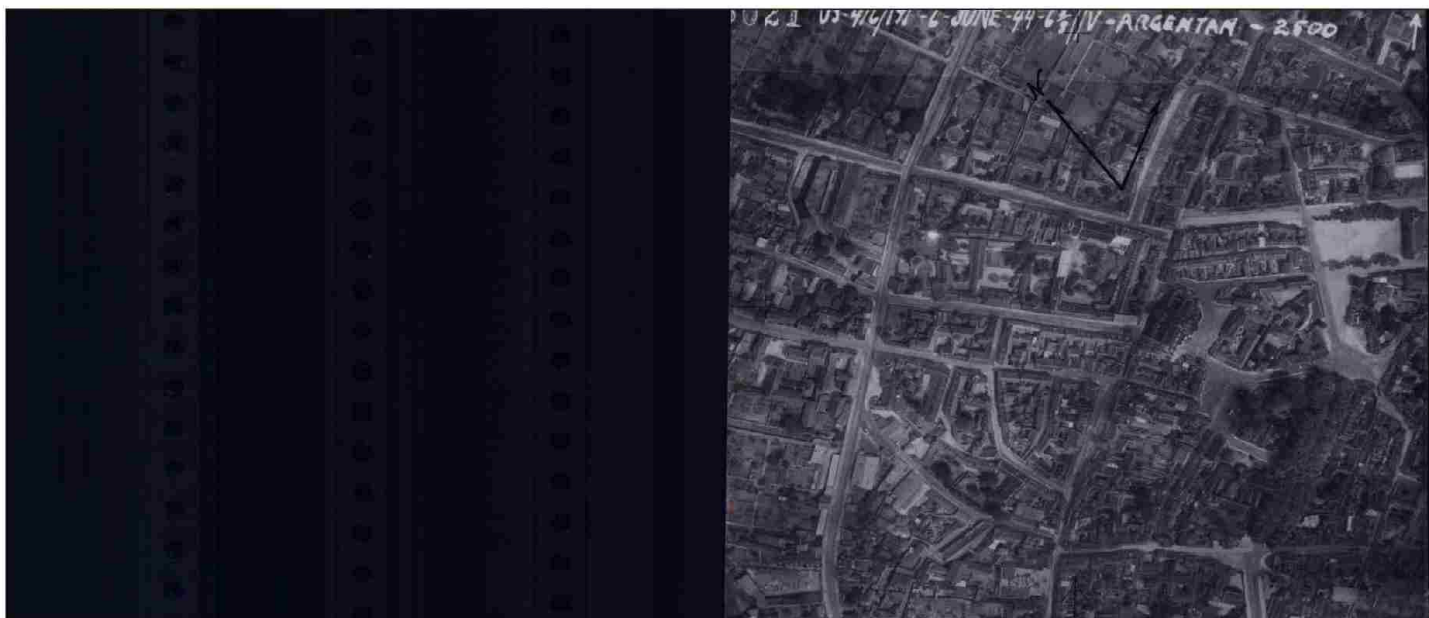


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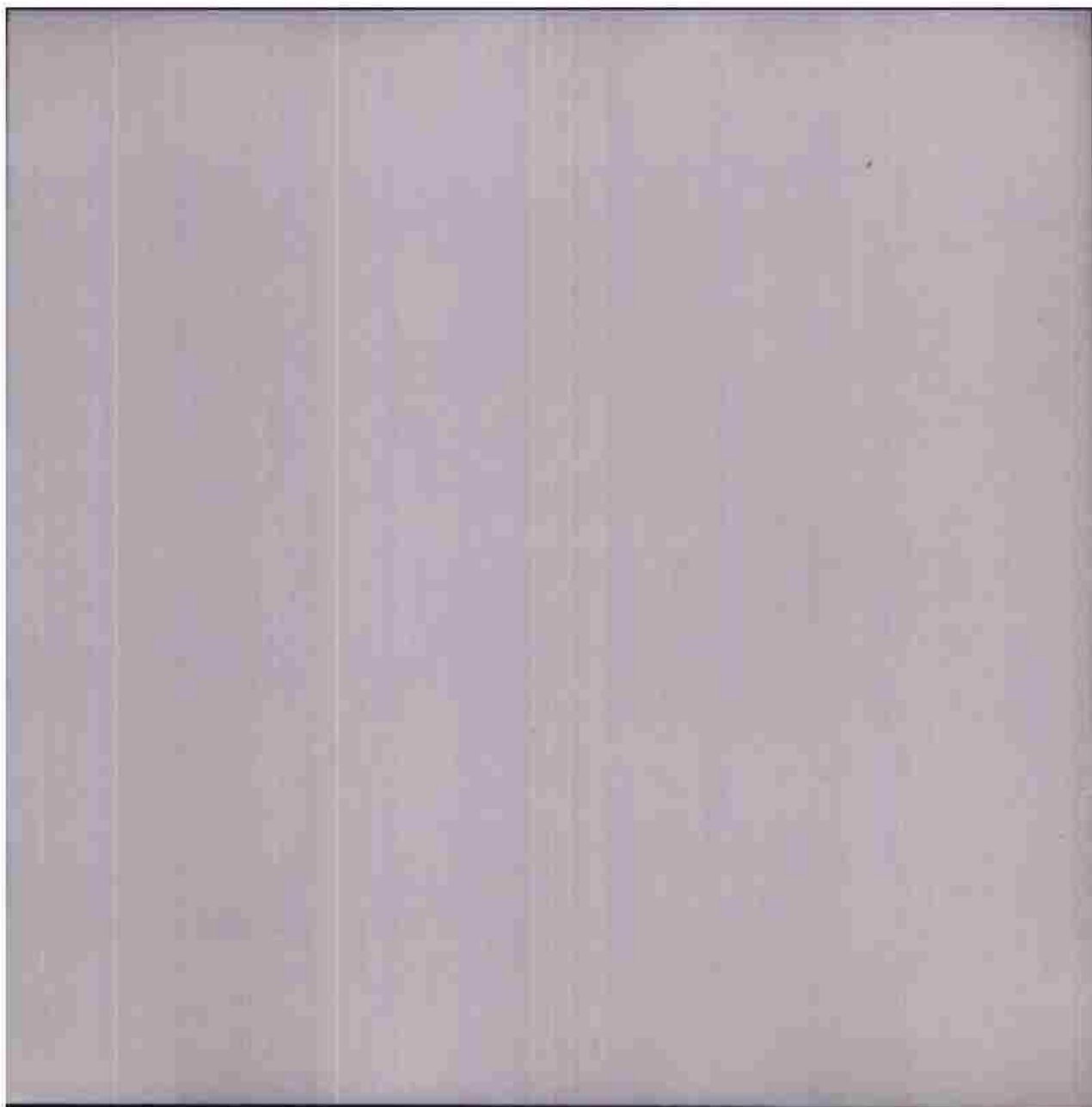
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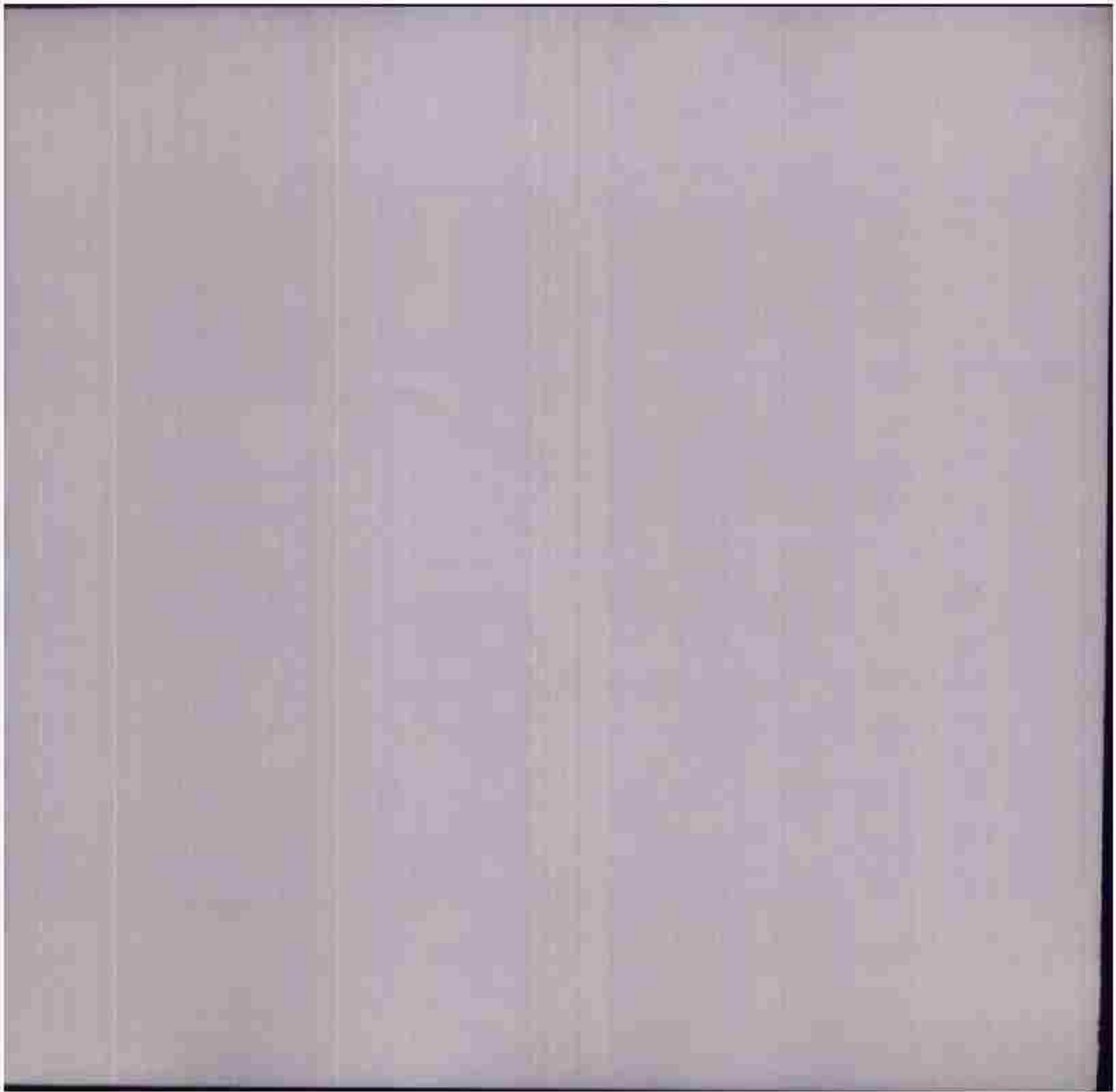
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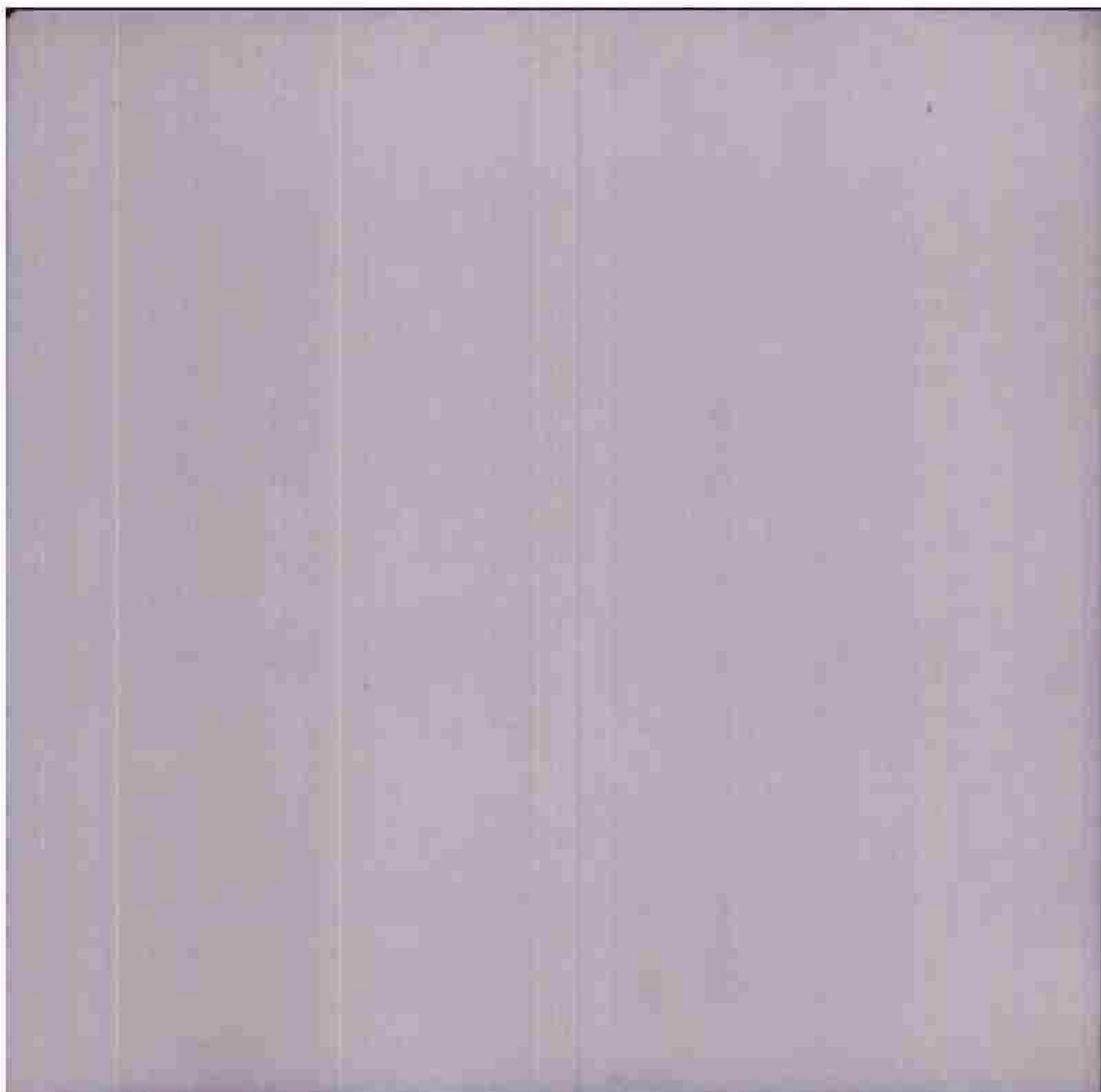
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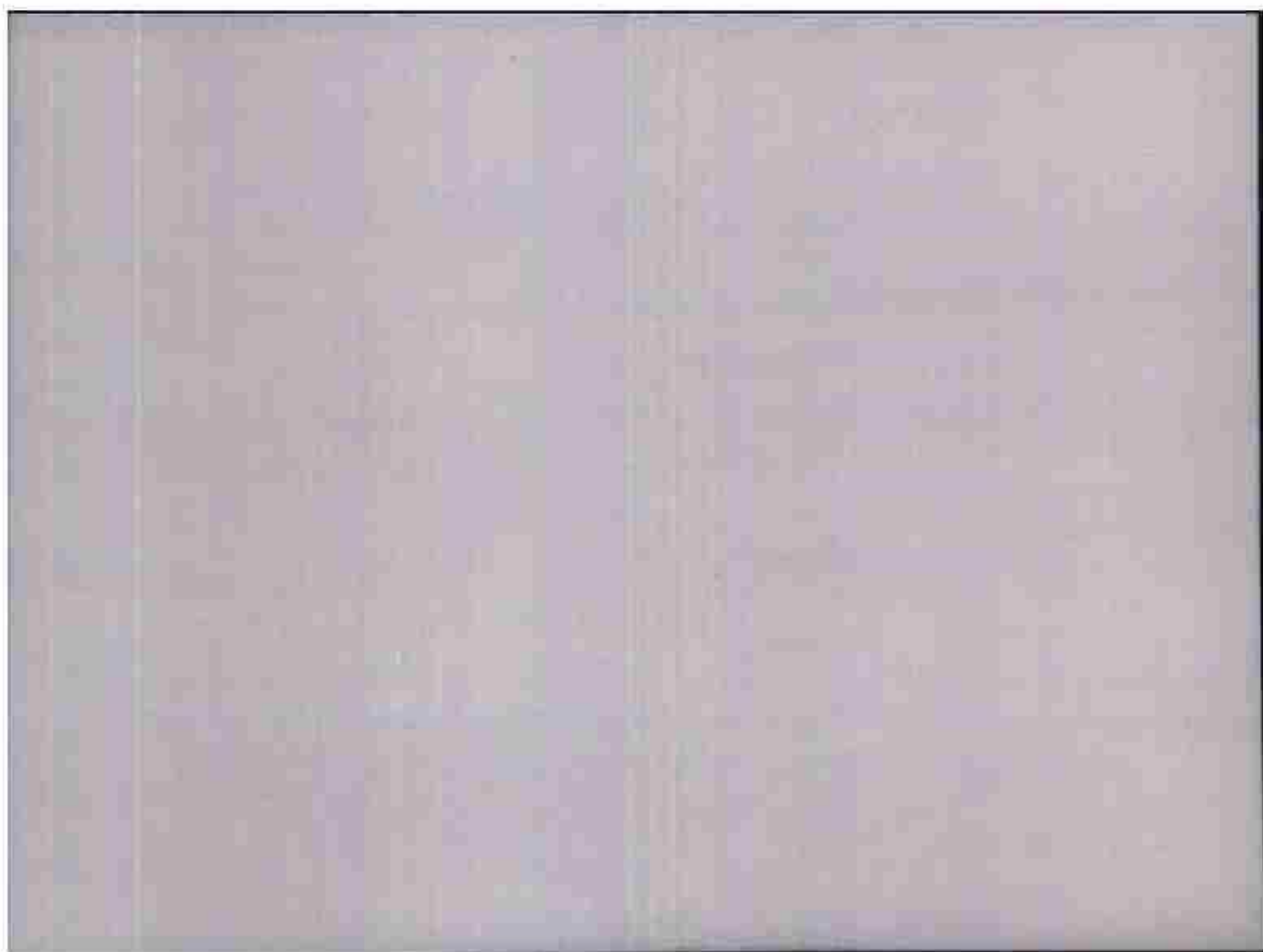
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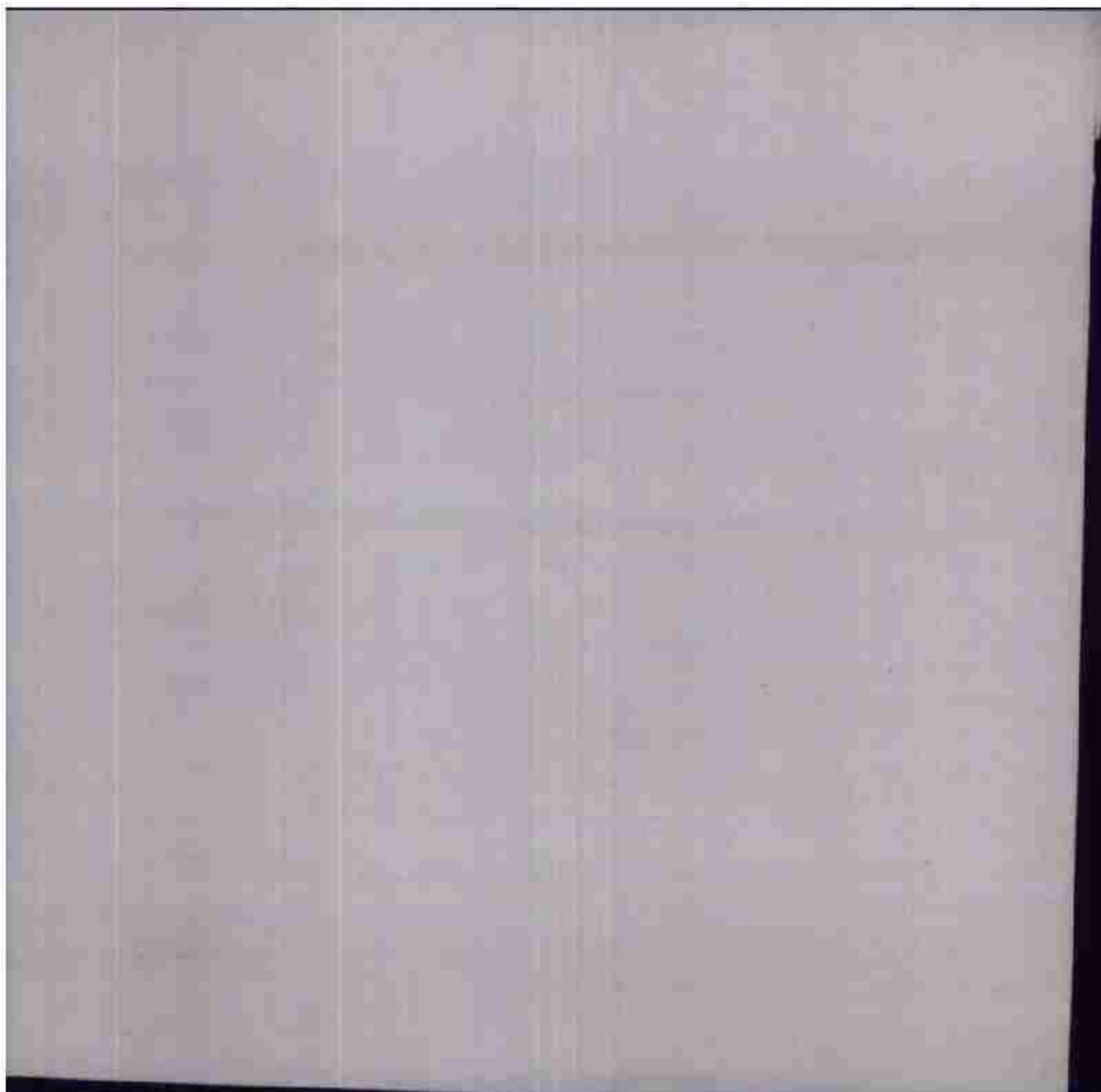
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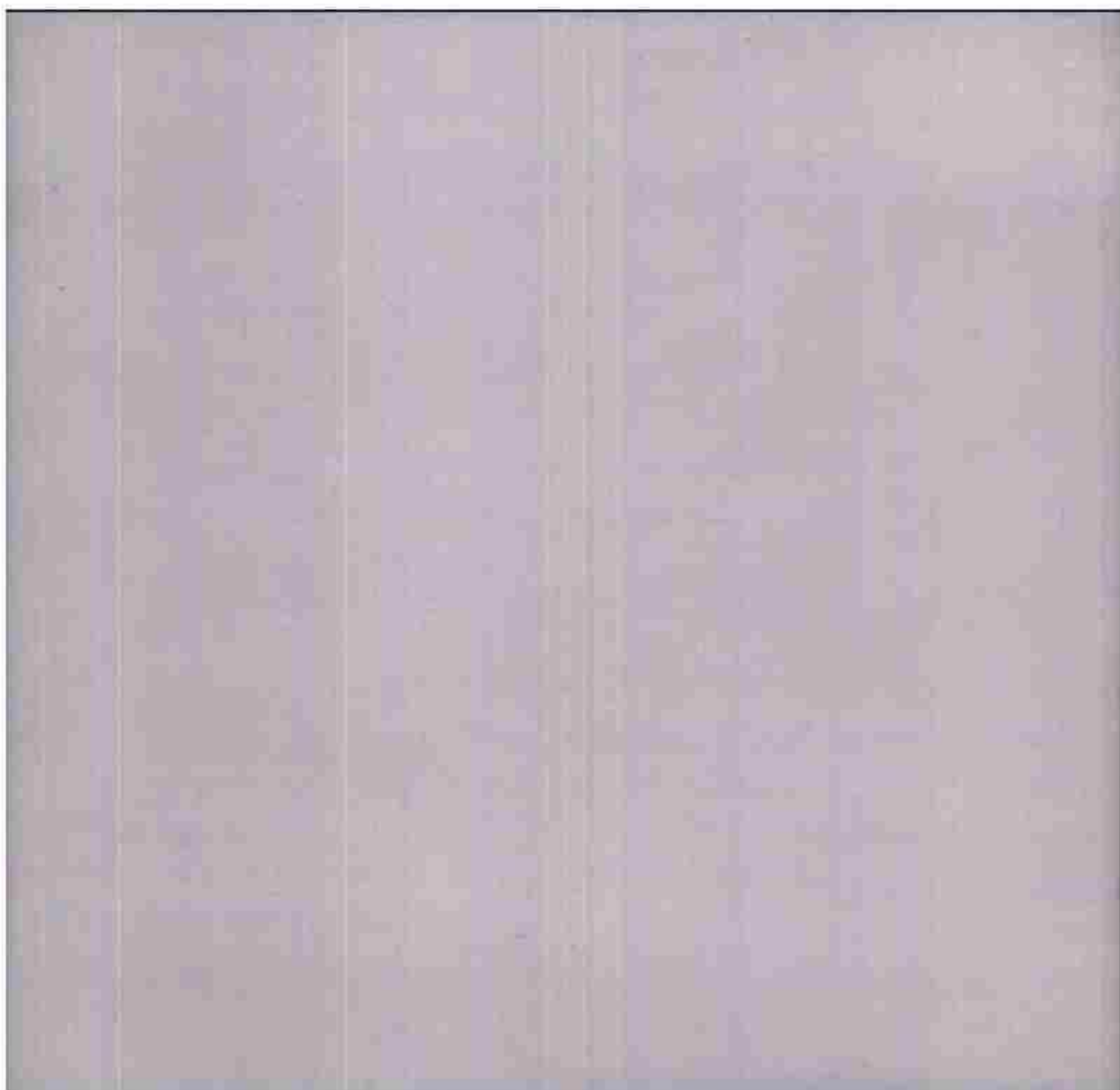
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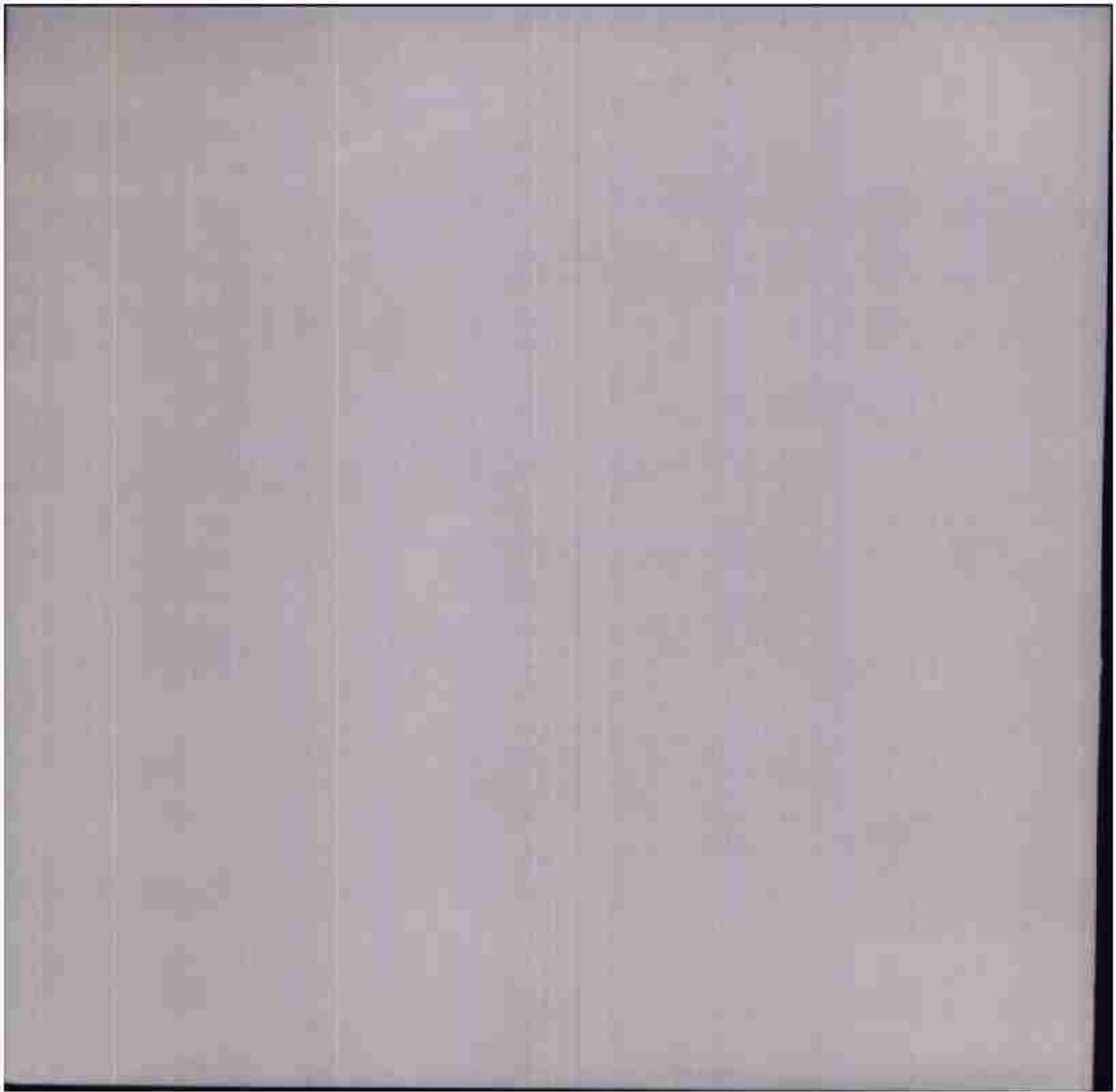
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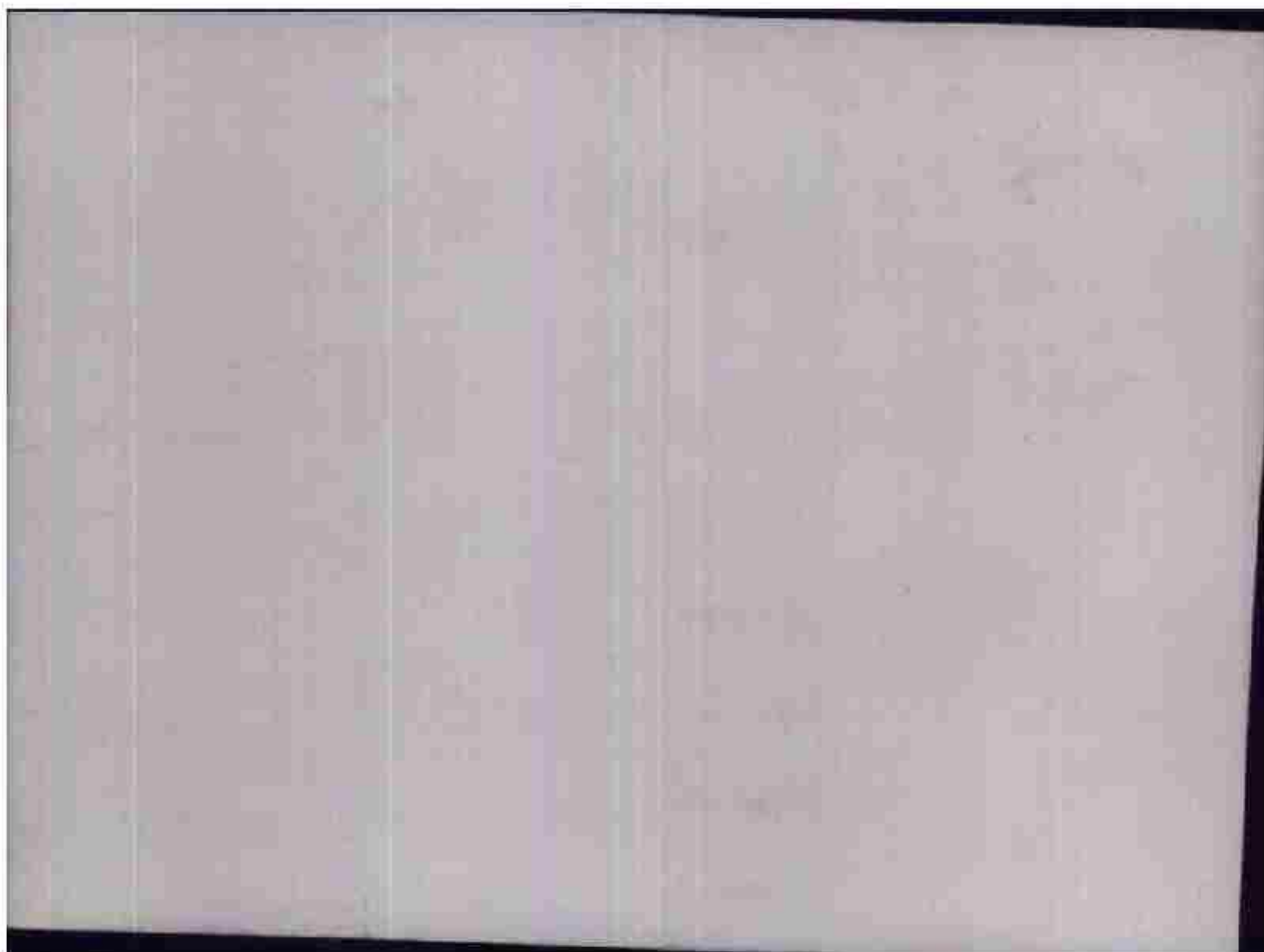
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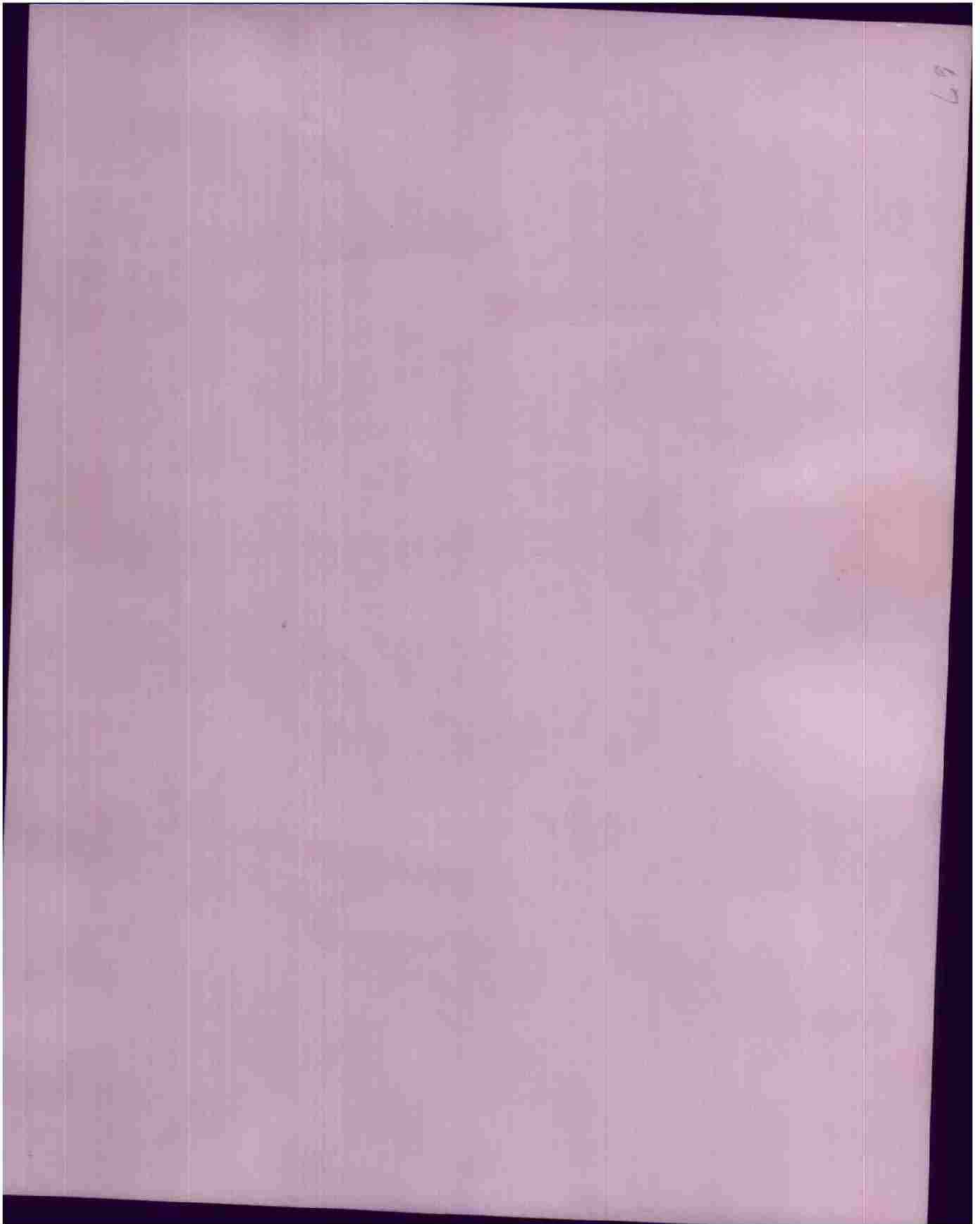


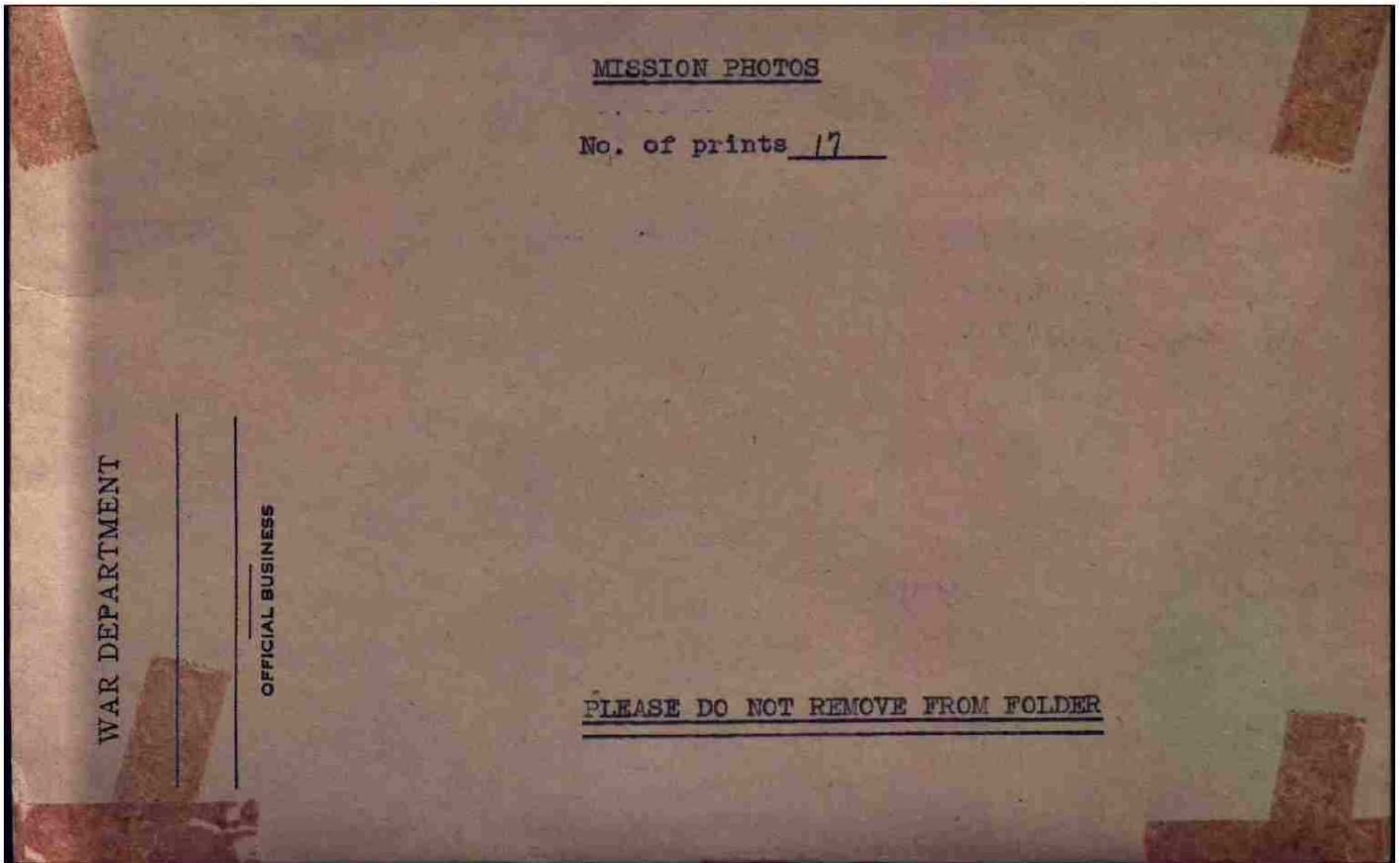
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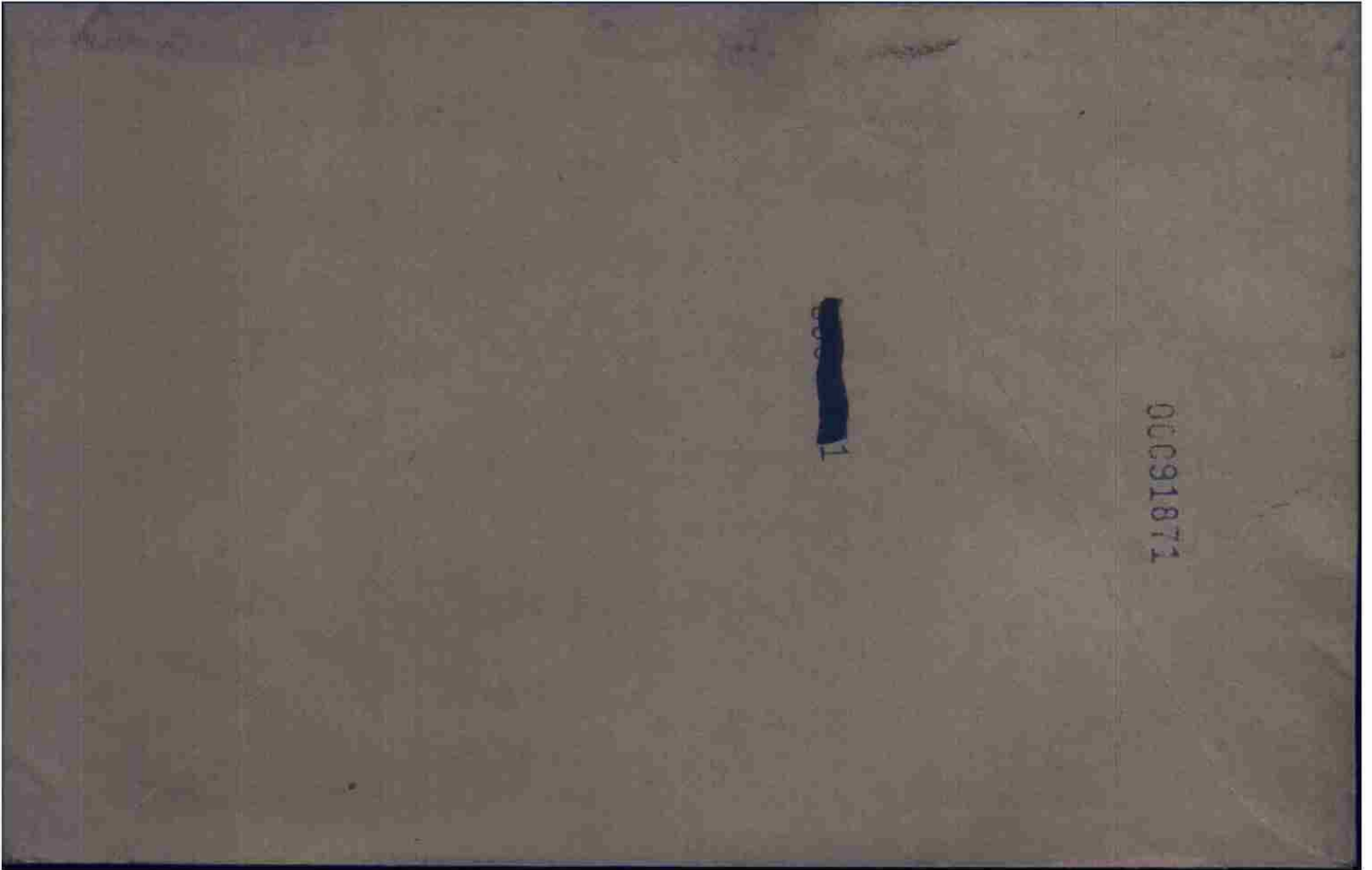










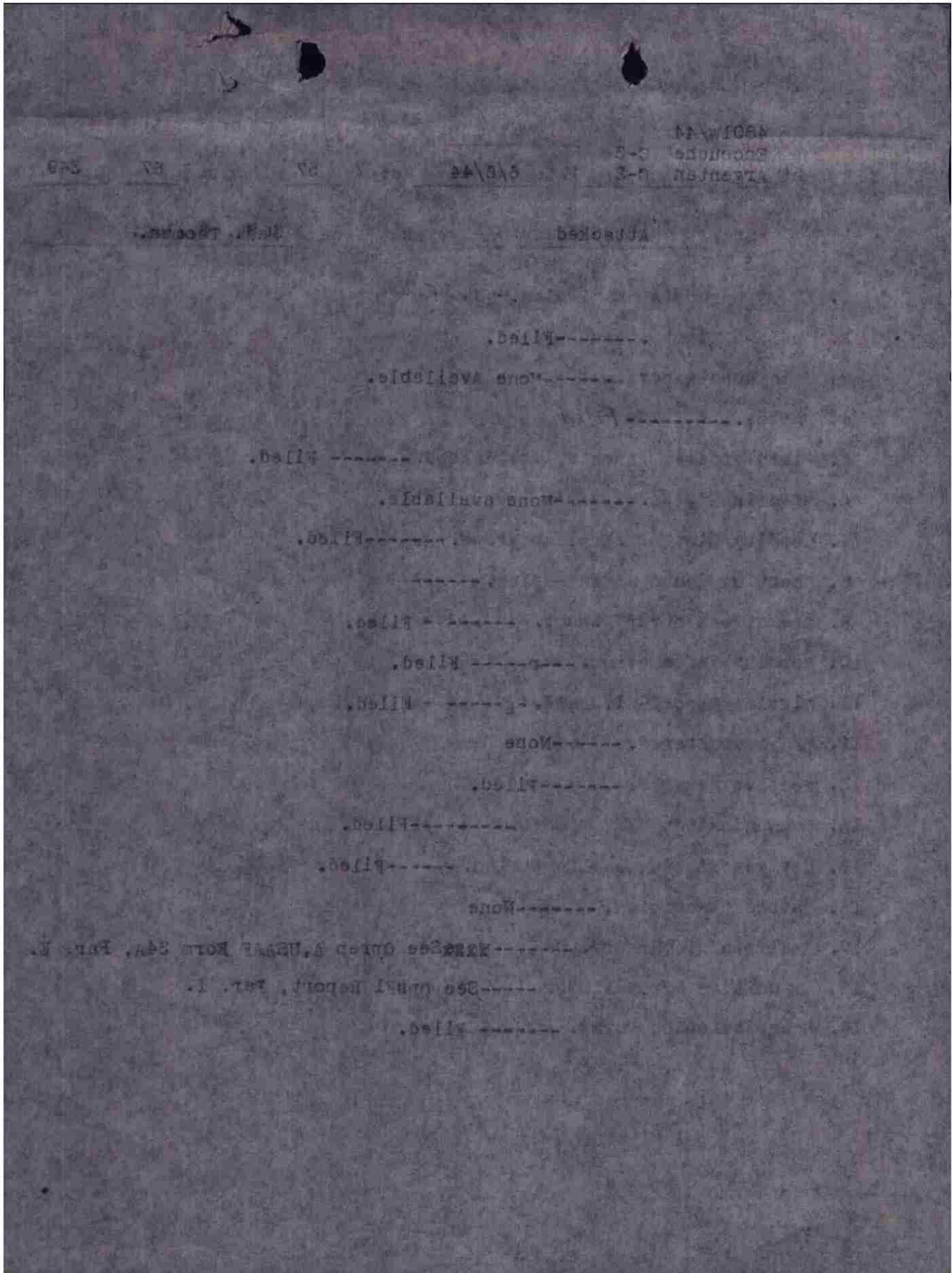


4801w/44                      GENERAL INDEX  
 Encouche    C-3  
 Target Argentan    C-2    Date 6/6/44    No.A/C 57    Mission # 67    FO 349

Status Attacked                      Brief Officer Maj. Thomas.

1. TX BC Synopsis of Mission. . . . . *Filed.*
2. OpFlash Report. -----*Filed.*
3. Telephone Report. -----None Available.
4. Photos. ----- *Filed*
5. Field orders, Annex's, amendments. ----- Filed.
6. Briefing notes. -----None available.
7. Loading List of Airplane Crews. -----Filed.
8. Chart of Route Flown - Flak. -----
9. Operations Oprep Report. ----- Filed.
10. Bombing Information. ---p----- Filed.
11. Mission Report-Aircraft. -g----- Filed.
12. E/A Encountered. -----None
13. Weather Reports. -----*Filed.*
14. Communication "YS" Report. -----*Filed.*
15. Navigator's Log & Flight Plan. -----*Filed.*
16. Battle Casualties. -----None
17. Analysis of Gunnery. -----None See Oprep A, USAAF Form 34A, Par. E.
18. Ammunition Expenditure. -----See OpsFl Report, Par. I.
19. Recapitulation Forms. ----- Filed.

P.R.C.



MISSION SUMMARY

Target: Argentan (Road Junctions)  
 F/O : #349  
 Date : 6 June 44  
 Results: Box I - Gross  
 Box II -Gross  
 Box III-Good

ARGENTAN(ROAD JUNCTIONS)

416 BG: 57 a/c were dispatched, 19 dropping 92 x 500 GP on the primary target, and 37 releasing 181 x 500 GP on a road and RR junction at Ecouche, mistaking it for the primary.

One a/c failed to bomb due to mechanical trouble.

No losses, casualties or battle damage. Bombing was by eighTEENS from 2500 to 3000 feet.

Box I - GROSS. Bombs fell in concentration 5 miles Southwest of the desired M.P.I., with several hits on RR tracks which probably cut the line. Numerous bursts occurred on a highway and on unidentified buildings. (Bombardier attacked wrong target due to similarity of the two, and because of faulty navigation.)

Box II- GROSS. Falling in the edge of Ecouche, bombs landed 5 miles southwest of the desired M.P.I., the pattern covering highways and RR tracks. Goods wagons were hit and at least one hit and several near misses probably destroyed a RR overpass. (Reason for error is same as for Box I.)

Box III-GOOD. In a loose pattern bursts centered 400 feet Northeast of the desired M.P.I., blanketing cross-roads and buildings. Roads were damaged, and possibly blocked.

OICOG OILAI V OIYAA YAA /6 OP

FROM 416TH BG 06/1715B  
TO HQ IX BC ATT A-2  
97TH CBW ATT A-2

CONFIDENTIAL BT

OYTYLXXV///

U-76-D

OPSFLASH NO 62 FOR 6 JUNE 1944

- A. (I) ARGENTAN I11. NO. 4801U/44 C-2, C-3  
(II) ONE BOX ON ARGENTAN. TWO BOXES ON ECOUCHE.
- B. (I) 416TH BG  
(II) 57 A-20'S  
(III) 1 A/C RETURNED EARLY. NOSE WHEEL WOULD NOT RETRACT AFTER TAKE OFF.  
(IV) 19 A/C ON PRIMARY  
37 A/C ON CASUAL (EGOCXXXXXX (ECOUCHE))
- C. (I) 1203  
(III) 1339-1340  
(III) 1532
- D. (I) NIL  
(II) 0-0-0  
(III) 0-0-0
- E. CREWS REPORT GOOD SATURATION ON CHOKE POINTS C-2 AND C-3 BY BOX III. BOXES I AND II MISTOOK ECOUCHE FOR PRIMARY TARGET AND BOMBED ROAD AND RAILROAD JUNCTION THERE WITH GOOD RXXXXX PATTERN.
- F. (I) (A) NIL  
(B) NIL  
(II) (A) NIL  
(B) NIL
- G. CRACKED UP A-20 OR B-26 WITH NEW MARKINGS ON GROUND ONE MILE INLAND FROM DIVES SUR MER. SMALL BOAT BURNING AT DOCK AT PORT EN BESSIN. DINGHY OBSERVED AT 50 DEG 20' N 00 DEG 10' E AT 1414 HOURS FROM 2500 FEET. 12 TO 15 ARMORED VEHICLES PRESUMED TO BE ENEMY BECAUSE NONE WERE MARKED WITH WHITE STAR HEADED WEST STOPPED ON HIGHWAY AT CREVECOEUR (U-310600)
- H. (I) 7/10 CUMULUS AND STRATOCUMULUS AT 3000 FEET.  
SCATTERED SHOWERS IN AREA. VISIBILITY 8 MILES.  
(II) SAME EXCEPT CLOUDS AT 5000 FEET.
- I. 92 X 500 GP ON PRIMARY  
131 X 500 GP ON RECOUCHE  
2 X 500 GP JETTISONED  
1 X 500 GP RETURNED
- J. BOX I 3000 FEET  
BOX II 2500 FEET  
BOX III 2700 FEET

BT 06/1715B

AS

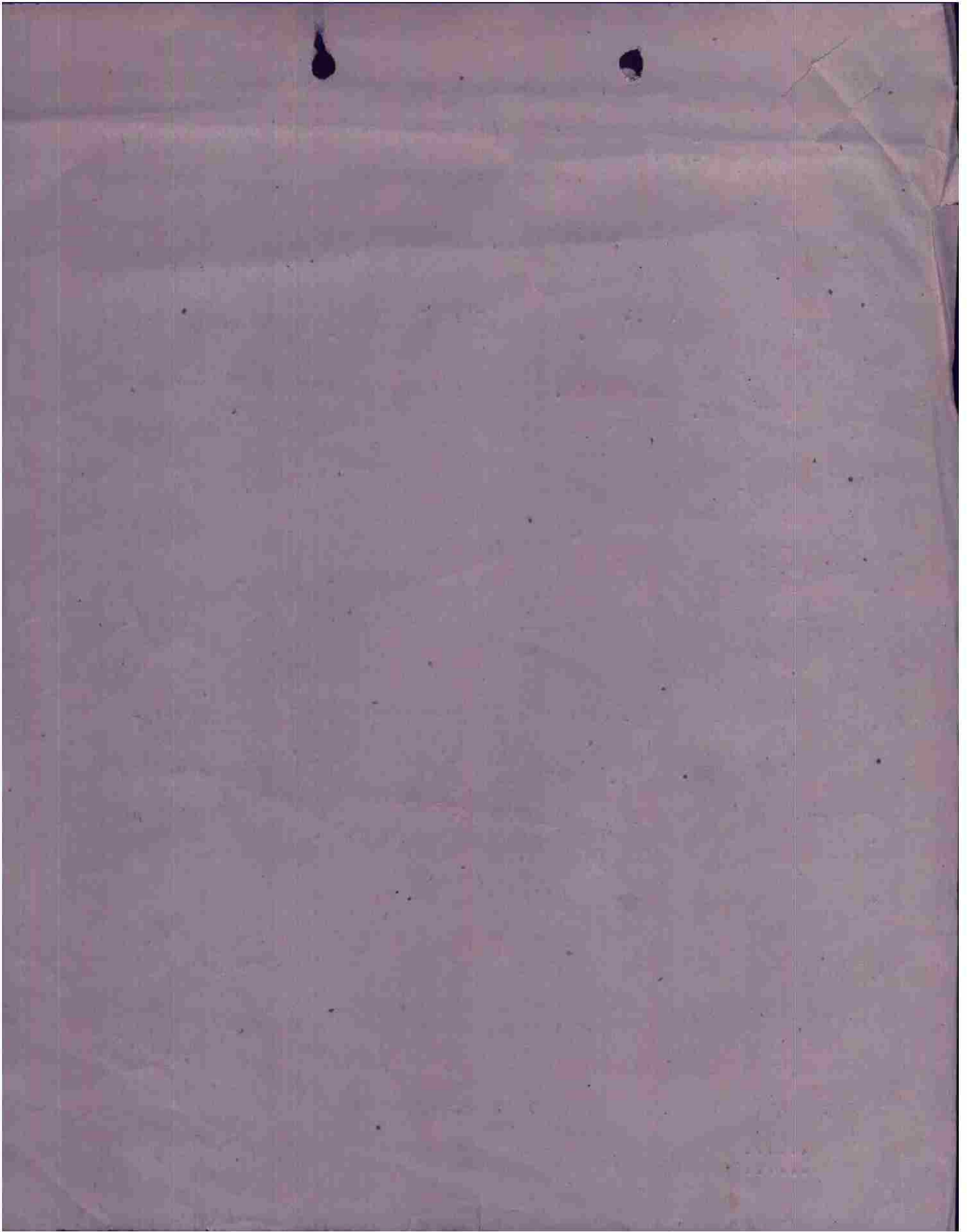
CC SECOND LINE IN C SHD BE: (II) 1339-1340

CW AR

OICOG R.....06/1745B RT AR KSQ

OILQI R.....06/1645B S WCB AR

1745-



IX B.C.S-2 Form No. 106-B Prepare separate sheet for each target bombed

OTHER UNITS:	TARGET	IX BC WING	97TH
:	:	DATE	6 June 1944
:	:	ATTACKING UNIT	3 Boxes
:	:		416TH GROUP
:	:		ARGENTAN
:	:	FIRST PHASE INTERPRETATION	TARGET HIT

A. TARGET BRIEFED ARGENTAN PRIMARY  
 SECONDARY  
 CASUAL

M.P.I. Box I - Intersection of highways at C-3.  
Box II & III - Intersection of highways at C-2.

A.P. Same as M.P.I.

B. TARGET ATTACKED Box I & II ECUUCHE Box I & II  
Box III ARGENTAN MILES FROM THE PRIMARY 5

DIRECTION FROM PRIMARY Southwest

C. COORDINATES (If non-descript PINPOINT) \_\_\_\_\_ ON 1:50,000 MAP NO. \_\_\_\_\_

D. NO. AND TYPE OF A/C DISPATCHED 57 A-20's NO. OF A/C ATTACKING 56

E. BOMBING BY 3's, 6's, 12's, 18's 18's IN FOLLOWING ORDER 1,2,5

F. NO. AND TYPE OF BOMBS DROPPED Box I & II  
181 x 500 GP FUSING 1/10 nose, 1/40 tail.

Box III 92 x 500 GP FUSING 1/10 nose, 1/40 tail.

G. HEADING OF A/C WHERE BOMBS DROPPED 65 deg. N.

H. TIME BOMBS DROPPED 1839

J. ACTIVITY AT TARGET

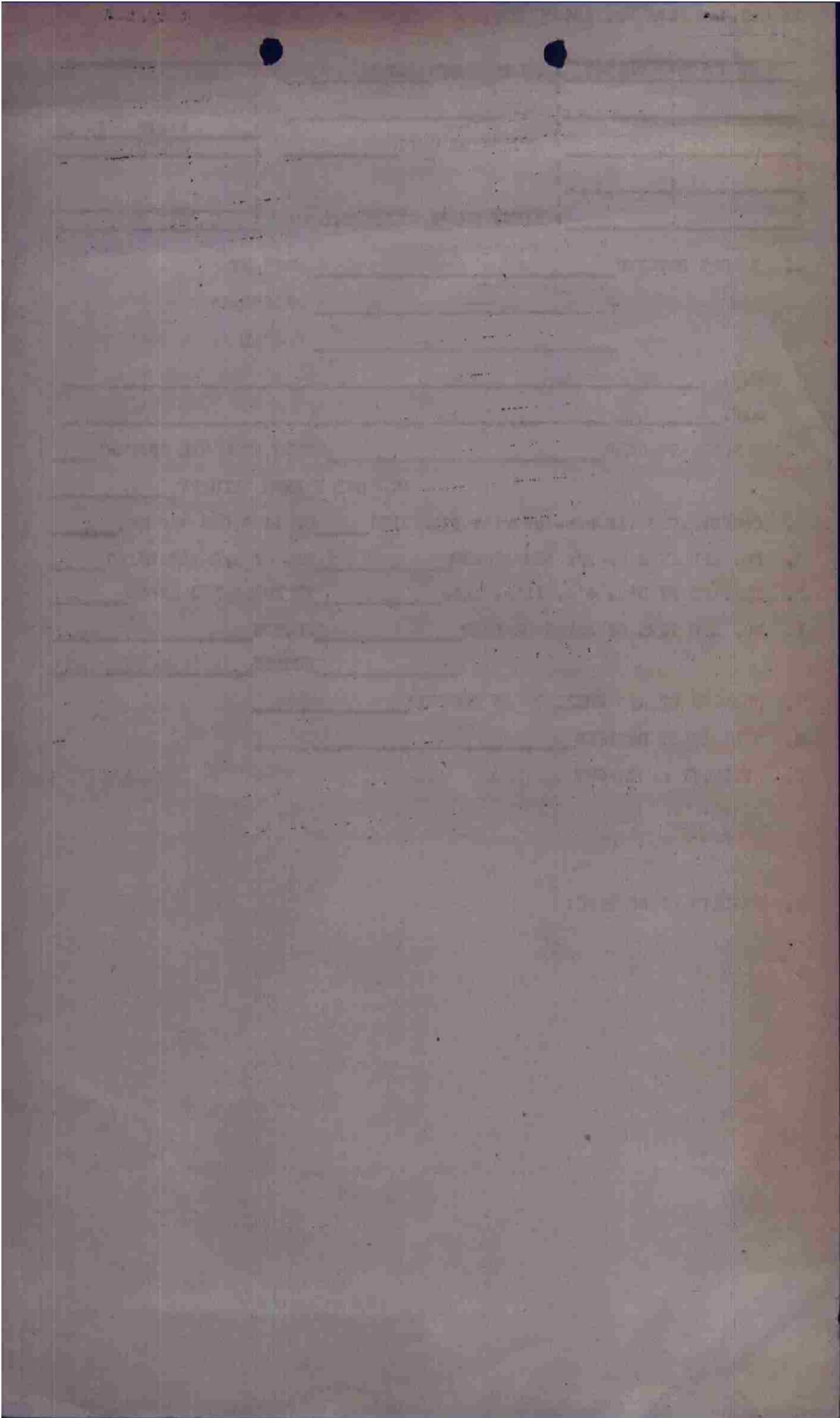
K. RESULTS OF BOMBING:

BOX I- GROSS: Bombs fell in concentration 5 miles southwest of desired M.P.I. Several hits were scored on railroad tracks probably blocking railroad. Large number of bursts on highway. Hits were scored on unidentified buildings.

BOX II- GROSS: Bombs fell on edge of town of Ecuuche, 5 miles southwest of desired M.P.I. Pattern covered highways and railway tracks and runs up into edge of town. Several hits were scored on line of goods wagons standing in siding. At least 1 hit and several near misses on a railroad overpass probably destroying overpass.

BOX III- GOOD: Bombs fell in loose pattern with center of bursts 400 ft. northeast of desired M.P.I. Bombs blanketed crossroads and buildings, causing damage to roads and possibly blocking them.

CLAYTON W. ZESIGER,  
 Captain, Air Corps,  
 Photo Intelligence Officer.



IX B.C. S-2 Form No. 105

PHOTOGRAPHIC REPORT

CAMERAS INSTALLED	<u>12</u>		%	GROUP	<u>416TH</u>
CAMERAS PHOTOGRAPHING	<u>12</u>	<u>100</u>	%	WING	<u>97TH CEW</u>
CAMERA FAILURES	<u>0</u>	<u>0</u>	%	DATE	<u>6-June, 1944</u>
PERSONNEL FAILURES	<u>0</u>	<u>0</u>	%		
OTHERS	<u>0</u>				

	<u>645</u>			TARGET	<u>ARGENTIAN</u>
	<u>363</u>			ALT.	<u>3,000</u> ft
		<u>221</u>		TRUE AIR SPEED	<u>200</u> mph
<u>189</u>				GROUND SPEED	<u>240</u> mph

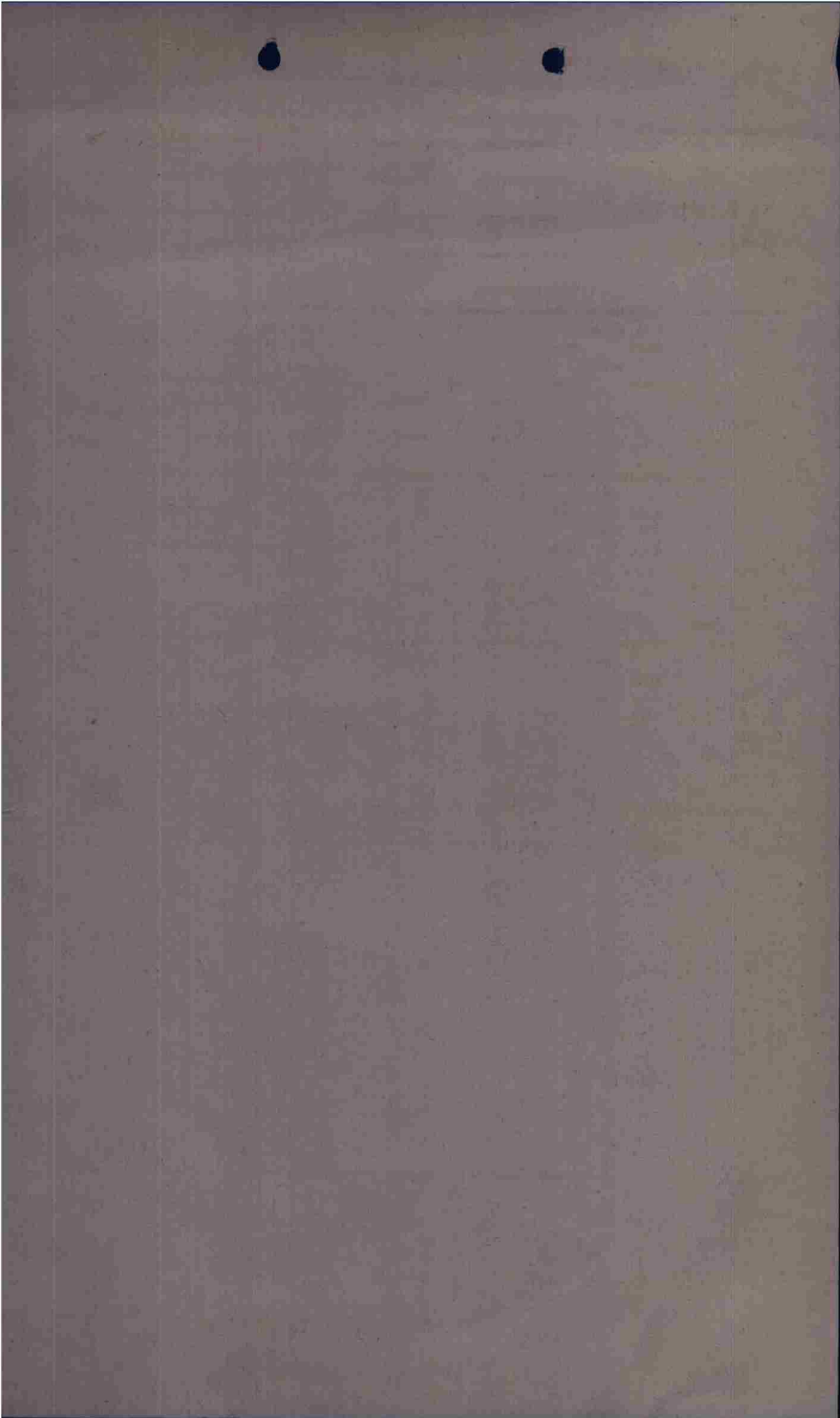
	<u>444</u>			TARGET	<u>ARGENTIAN</u>
	<u>195</u>			ALT.	<u>2,500</u> ft
				TRUE AIR SPEED	<u>210</u> mph
<u>717</u>				GROUND SPEED	<u>245</u> mph

	<u>640</u>			TARGET	<u>ARGENTIAN</u>
	<u>210</u>			ALT.	<u>2,500</u> ft
		<u>148</u>		TRUE AIR SPEED	<u>200</u> mph
<u>750</u>		<u>961</u>		GROUND SPEED	<u>220</u> mph

REF. NO.	A/C NO.	CAM. TYPE	F.L.	INT.	PRINTED SCROLLS	UNPRINT. SCROLLS	EXPLANATION
1	645	K-20	6 3/8			78	
1	363	K-24	"	2		165	
1	221	K-24	"	2		172	
1	189	K-24	"	2	169		
2	444	K-20	"			76	
2	195	K-24	"	2	170		
2	717	K-24	"	2	166		
3	640	K-20	"	None		77	
3	210	K-24	"	2	171		
3	148	K-24	"	2		164	
3	961	K-24	"	2		167	
3	750	K-24	"	2		168	

REMARKS:

*F. J. Lach*  
 Photographic Officer



Form No. 100

PHOTOGRAPHIC REPORT

CAMERAS INSTALLED	<u>12</u>	%	GROUP	<u>416TH</u>
CAMERAS PHOTOGRAPHING	<u>12</u>	<u>100</u>	WING	<u>97TH CBW</u>
CAMERA FAILURES	<u>0</u>	<u>0</u>	DATE	<u>6-June, 1944.</u>
PERSONNEL FAILURES	<u>0</u>	<u>0</u>		
OTHERS	<u>0</u>			

	<u>645</u>		TARGET	<u>ARGENTAN</u>
	<u>363</u>		ALT.	<u>3,000</u> ft
		<u>221</u>	TRUE AIR SPEED	<u>200</u> mph
<u>139</u>			GROUND SPEED	<u>240</u> mph

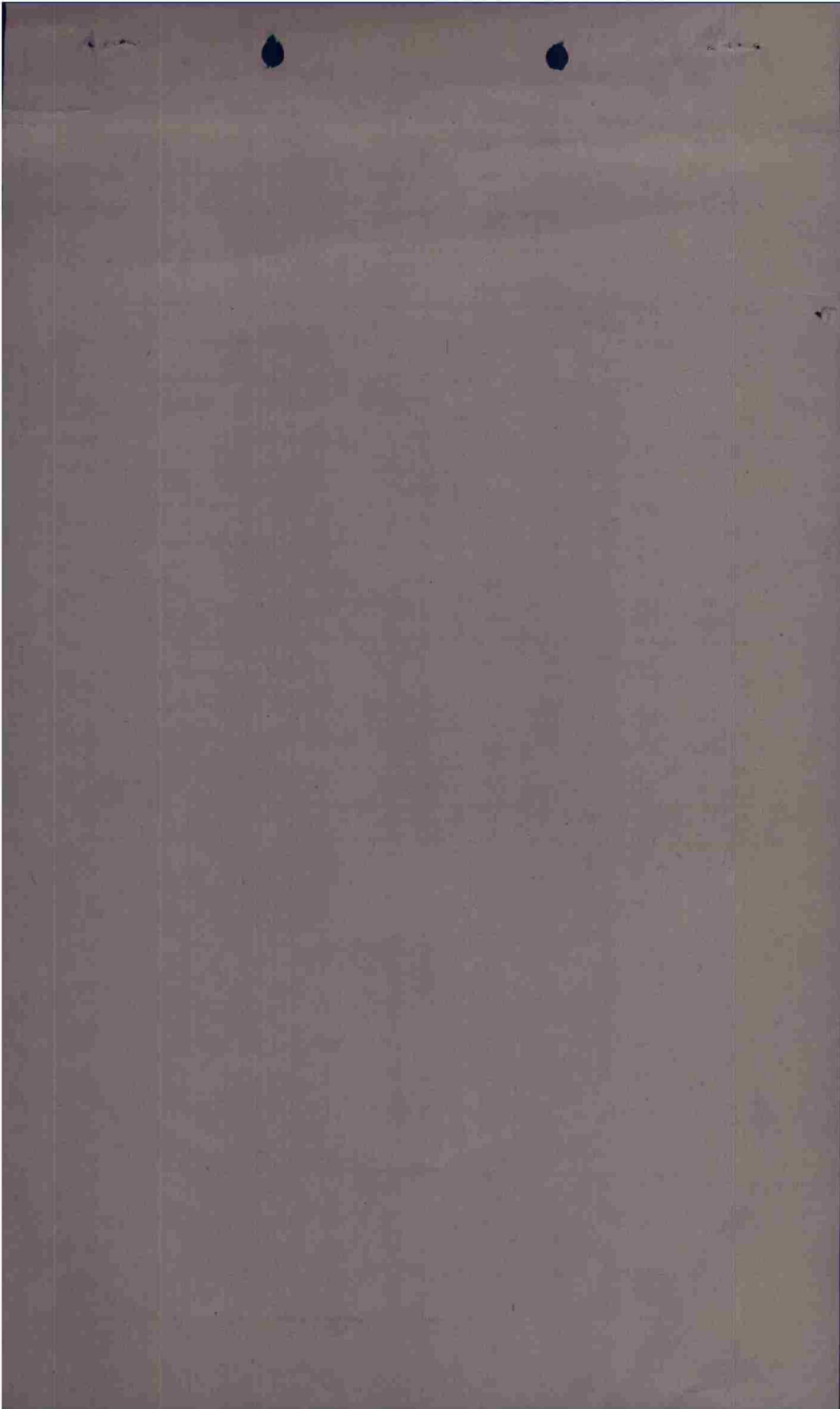
	<u>444</u>		TARGET	<u>ARGENTAN</u>
	<u>195</u>		ALT.	<u>2,500</u> ft
			TRUE AIR SPEED	<u>210</u> mph
<u>717</u>			GROUND SPEED	<u>245</u> mph

	<u>640</u>		TARGET	<u>ARGENTAN</u>
	<u>210</u>		ALT.	<u>2,500</u> ft
	<u>750</u>	<u>143</u>	TRUE AIR SPEED	<u>200</u> mph
		<u>961</u>	GROUND SPEED	<u>220</u> mph

BOX NO.	A/C NO.	CAM. TYPE	F.L.	INT.	PRINTED SORTIES	UNPRINT. SORTIES	EXPLANATION
1	645	K-20	6 3/8			78	
1	363	K-24	"	2		165	
1	221	K-24	"	2		172	
1	139	K-24	"	2	169		
2	444	K-20	"			76	
2	195	K-24	"	2	170		
2	717	K-24	"	2	160		
3	640	K-20	"			77	
3	210	K-24	"	2	171		
3	143	K-24	"	2		164	
3	961	K-24	"	2		167	
3	750	K-24	"	2		163	

PKS:

*F. J. Cochran*  
 F. J. Cochran  
 Photographic Officer



GICOG OIHAK OIGOF OIV V OILAI 2/06 OP

FROM 97TH COMBAT BOMB WING 06/1150E U-025-E  
 TO COMDOMCON NINE  
 409TH COBOMGP  
 410TH COBOMGP  
 416TH COBOMGP



OPERATIONAL PRIORITY BT  
 SECRET SENT IN CLEAR AUTH. MAJOR CLARENCE S. TOWLES JR.

97TH COMBAT BOMB WING  
 A P O 140  
 6 JUNE 1944

FIELD ORDER NO. 64-349

MAPS: NORMAL

1. B. (2) THE NINTH FIGHTER COMMAND WILL FURNISH P-47 AREA COVER FOR ALL GROUPS OF THIS WING

2. THIS WING WILL ATTACK MILITARY OBJECTIVES IN FRANCE

ZERO HOUR 061300E

3. A. 409TH BOMB GROUP

- (1) 4902 W/Q/11
- (4) BASE TO ST. CATHERINE'S POINT TO 49 DEGREES 37 MIN NORTH 01 DEGREES 19 MIN WEST TO TARGET
- (5) TARGET TURN LEFT AND RETRACE ROUTE
- (7) 49 DEGREES 37 MIN NORTH 01 DEGREES 19 MIN WEST
- (8) GENERALLY NORTHEAST TO SOUTHWEST
- (9) 4902 W/145 18 A/C REF 046062  
36 A/C REF C5
- (11) 49 DEGREES 42 MIN NORTH 01 DEGREES 18 MIN WEST

B. 410TH BOMB GROUP

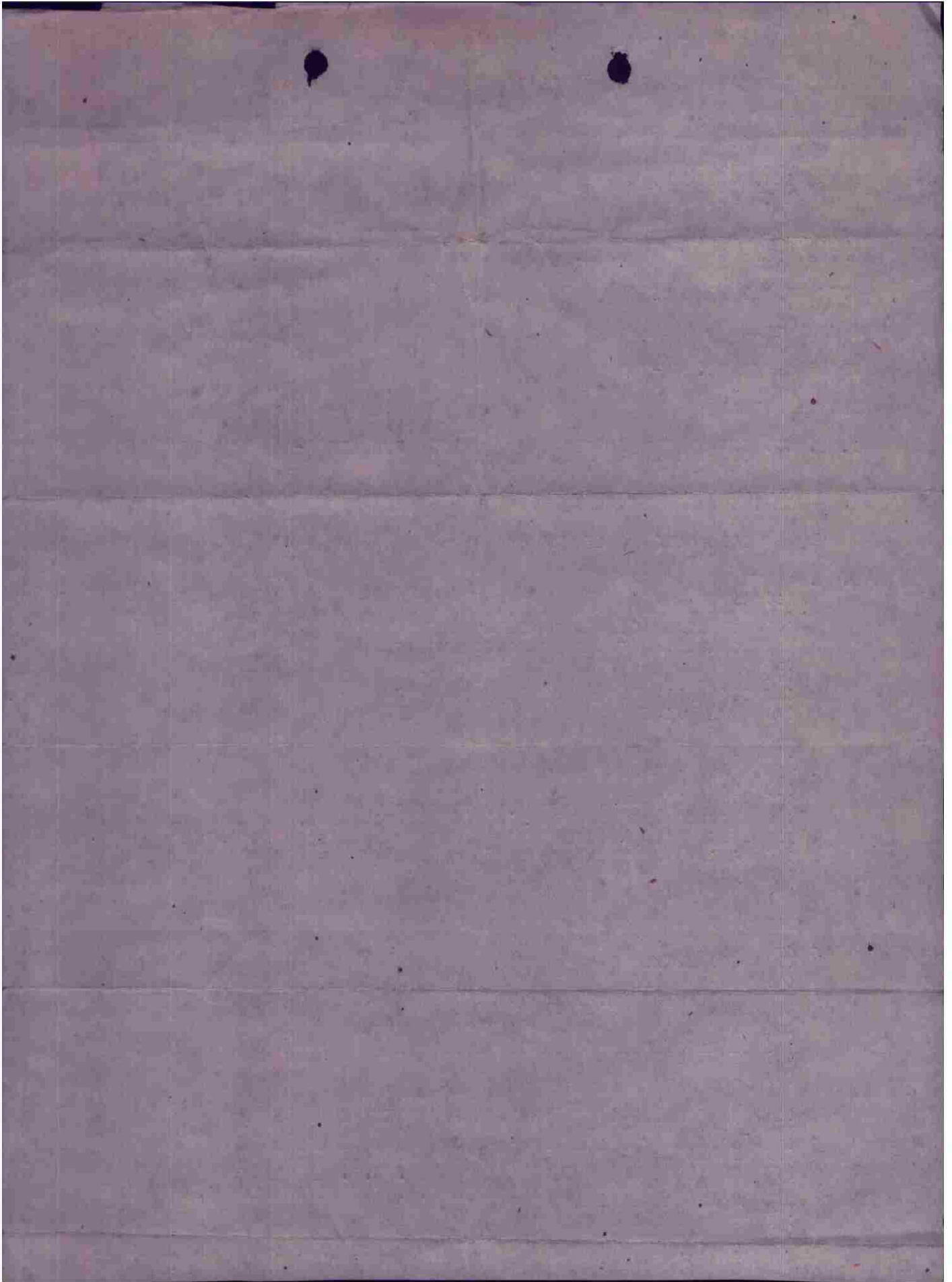
- (1) 4902 W/Q/2
- (4) BASE TO BRIGHTON TO I.P. TO TARGET
- (5) TARGET TURN LEFT TO R.P. TO BILL OF PORTLAND TO BASE
- (7) I.P. 49 DEGREES 12 MIN NORTH 00 DEGREES 54 MIN WEST
- (8) GENERALLY SOUTHWEST TO NORTHWEST
- (9) 4902 W/134 36 A/C REF C1  
18 A/C REF C2
- (11) 49 DEGREES 40 MIN NORTH 02 DEGREES 30 MIN WEST

C. 416TH BOMB GROUP

- (1) 4801 W/Q/1
- (4) BASE TO SELSEY BILL TO 49 DEGREES 17 MIN NORTH 00 DEGREES 42 MIN WEST TO I.P. TO TARGET
- (5) TARGET TURN LEFT TO R.P. TO BEACHY HEAD TO BASE
- (7) 48 DEGREES 38 MIN NORTH 00 DEGREES 20 MIN WEST
- (8) GENERALLY SOUTHWEST TO NORTHEAST
- (9) 4801 W/44 18 A/C REF C2  
36 A/C REF C3
- (11) 49 DEGREES 17 MIN NORTH 00 DEGREES 15 MIN WEST

X. (1) - (4) NO CHANGE

- (5) AIRCRAFT REQUIRED 3 BOXES 18 A/C EACH GROUP
- (6) BOMB LOAD AND FUSING 4 X 500 LB. G.P. AIRPLANES WITH WING RACKS WILL CARRY 6 X 500 LB G.P. FUSE 1/10 NOSE 1/40 TAIL
- (7) TIME OVER TARGET 1300
- (8) BOMBING ALTITUDE: BOMB BELOW CLOUD BASE, IF BASE IS BELOW TWO (2) THOUSAND FEET ABANDON OPERATIONS. CROSS ENEMY COAST OUT BELOW CLOUD BASE.



4. NO CHANGE

5. COMMUNICATIONS

A. 409TH BOMB GROUP  
(2) WIDWATER  
(5) GIMLET

B. 410TH BOMB GROUP  
(2) MACHINE  
(5) GIMLET

C. 416TH BOMB GROUP  
(2) YAMTREE  
(5) BALDWIN; GIMLET

X GENERAL INFORMATION

WARMWELL D/D C/S PINGO  
(2) FRISTON D/D C/S SHELLPINK  
(3) 4A, 10B, 7 C, 8D, 9E, 11F, 13G, 5H, 16I ENTIRE MISSION  
(8) S. UTAH; S. ARIZONA; S. BRITISH CONFEDERATION, ENTIRE MISSION  
(10) ATVB/ATVB  
(11) BOX LEADERS WILL REPORT TO COMMAND CONTROL ON CHANNEL "C"  
WHEN LEAVING TARGET AREA; IN ADDITION BOMB GROUP LEADER  
WILL REPORT WEATHER USING WEATHER CODE.

COCETWIC 97

BT 06/1150B

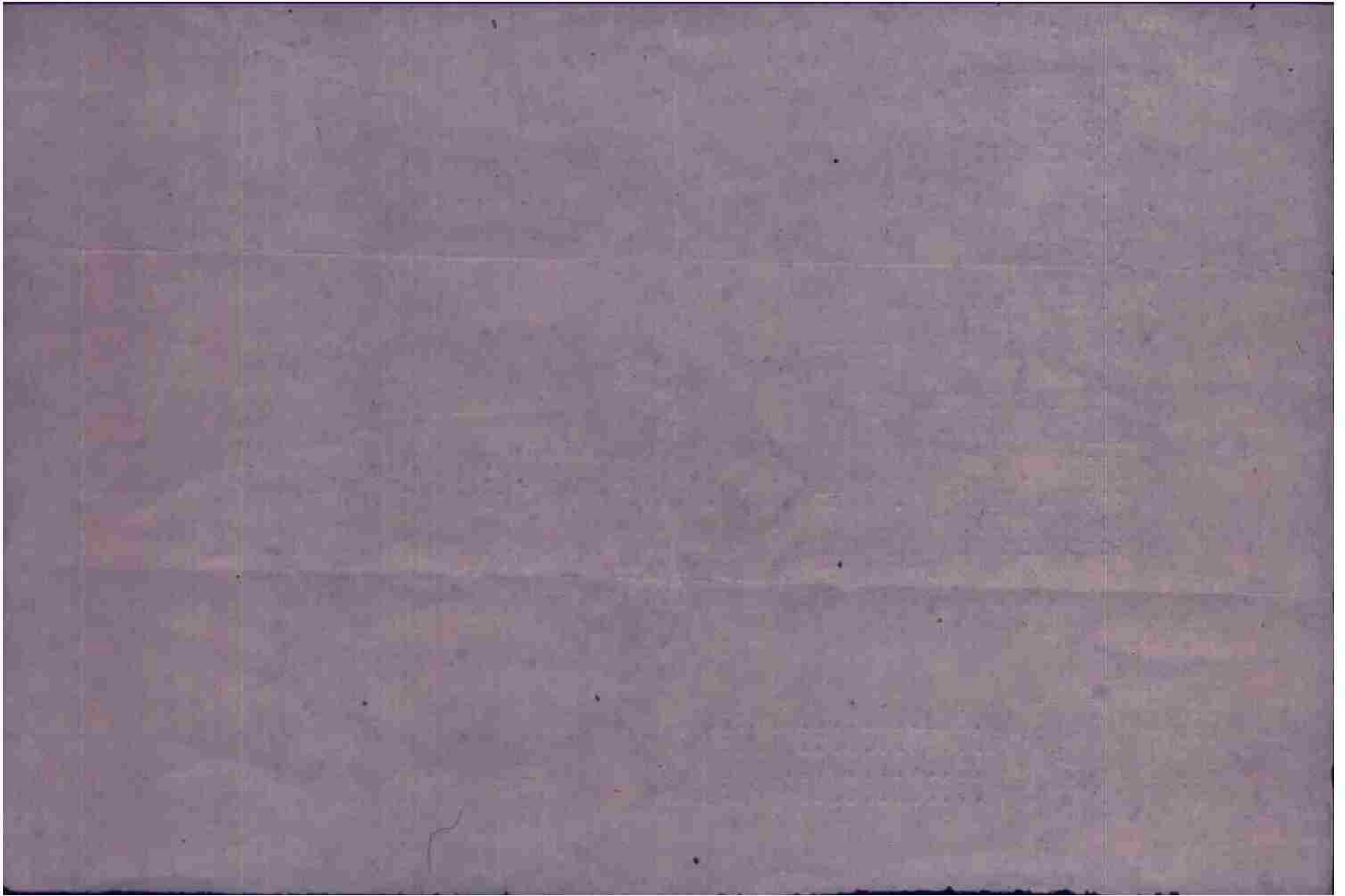
AR JMB / LCB

OILAI / OICOG R.....06/1235B DEG AR

OILAI / OIHAK R.....06/1235B HO AR

OILAI / OIGOF R.....PYK06/1235B SH AR

OILAI / OIYAA R.....06/1238B FD AR



238

OICOG OIHAK OIYAA OIGOF V OILAI OILAI 01/06 OP

FROM 97TH COMBAT BOMBARDMENT WING 06/1040E U-024-E

TO COMBOMCOM IX  
409TH BOMB GROUP  
410TH BOMB GROUP  
416TH BOMB GROUP

OPERATIONAL PRIORITY BY  
SECRET SENT IN THE CLEAR AUTH: MAJOR CLARENCE S. TOWLES JR.

97TH COMBAT BOMB. WING  
APO 140  
06 JUNE 1944



INTELLIGENCE ANNEX TO FIELD ORDER

1. ENEMY CAPABILITIES.

- A. SEE INTELLIGENCE ANNEX TO NINTH AIR FORCE PLAN FOR OPERATION NEPTUNE.
- B. SEE INTELLIGENCE ANNEX TO NINTH BOMBER COMMAND PLAN FOR OPERATION NEPTUNE.
- C. COMBAT WINGS HAVE RECEIVED LATEST INFORMATION ON
  - (1) ENEMY ORDER OF BATTLE, AIR.
  - (2) ENEMY ORDER OF BATTLE, GROUND.
  - (3) FLAK.
  - (4) STATIC DEFENSES.
  - (5) LATEST CHANGES WILL BE COMMUNICATED TO COMBAT WINGS BY FASTEST MEANS AVAILABLE.

2. FRIENDLY TROOPS.

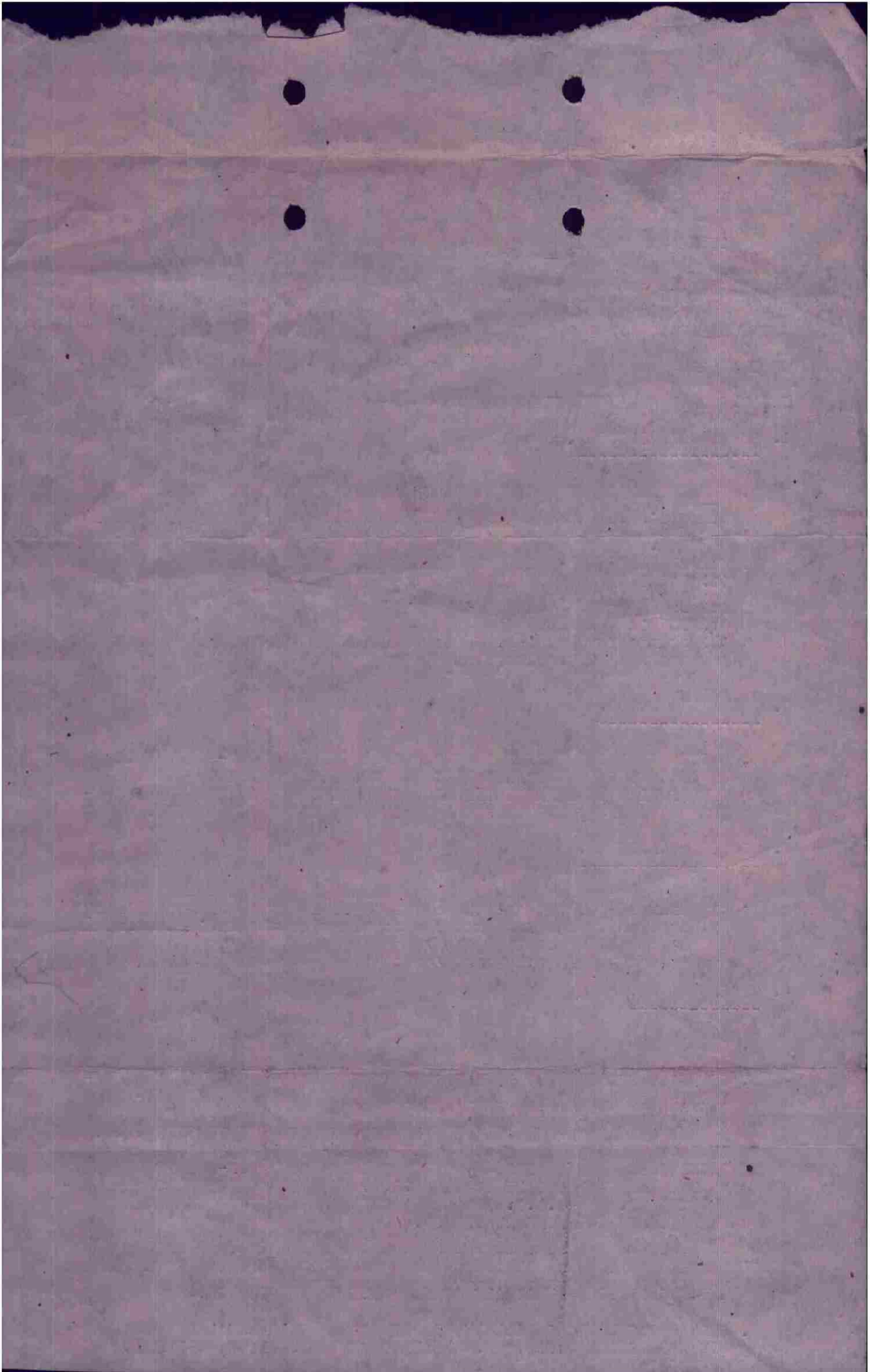
- A. UNITED STATES AIRBORNE TROOPS, LANDING PRIOR TO H-HOUR, WILL BE OPERATING IN THE AREA WEST AND SOUTHWEST OF BEACH UTAH. SUCH TROOPS WILL BE SEEN IN THE AREA FROM BEACH AREA WEST TO APPROXIMATELY 150940, THENCE SOUTH TO 170830, THENCE TO 400850.

3. MISSION REPORTING.

- A. NORMAL MISSION REPORTS, INCLUDING THOSE NOW BEING PREPARED, WILL BE FILED IN ACCORDANCE WITH EXISTING TIME SCHEDULES. ALL REFERENCES, INCLUDING OBSERVATIONS, WILL BE GIVEN BY GRID COORDINATES ON ARMY AIR MAP, SCALE 1:250,000.

4. OBSERVATIONS.

- A. CREWS WILL BE BRIEFED ON SPECIFIC TYPES OF OBSERVATIONS OF GROUND FORCES.
- B. THE MOST SIGNIFICANT OF SUCH GROUND OBSERVATIONS WILL BE REPORTED TO AIR LIAISON OFFICER, NINTH BOMBER COMMAND, WITH 15-MINUTE REPORT ON HOT NEWS. GROUND OBSERVATIONS WILL BE REPORTED AS HOT NEWS TO THE A.L.O. IF GROUND OBSERVATIONS ACCOMPANY THE 15-MINUTE REPORT, THE INTELLIGENCE DUTY OFFICER, AFTER RECEIVING THE 15-MINUTE REPORT, WILL TRANSFER THE CALL TO THE A.L.O. WHO WILL TAKE THE GROUND OBSERVATIONS. THE A.L.O. MAY BE REACHED IN THE SITUATION ROOM ON OPERATIONS TELEPHONE NUMBER 25.
- C. IT WILL BE THE RESPONSIBILITY OF THE GROUP S-2 TO EVALUATE AND COORDINATE GROUND OBSERVATION REPORTS TO ELIMINATE DUPLICATION AND OBSERVATIONS THAT ARE OF NO VALUE OR IMPORTANCE.
- D. GROUND OBSERVATIONS WILL BE PINPOINTED BY GRID REFERENCE TO ARMY AIR MAP, SCALE 1:250,000. ALWAYS GIVE TIME, PLACE, DIRECTION OF MOVEMENT AND DESCRIPTION.



E. CREWS WILL BE BRIEFED FOR THE FOLLOWING SPECIFIC TYPES OF GROUND OBSERVATIONS:

- (1) LARGE COLUMNS OF ENEMY ARMORED VEHICLES OR TROOPS ON THE MOVE.
- (2) LARGE CONCENTRATIONS OF ENEMY ARMORED VEHICLES OR TROOPS.
- (3) CONCENTRATIONS OF ENEMY AIRCRAFT FOR AIR BORNE UNITS. (NUMBERS OF CARRIER AIR CRAFT OF GLIDERS PARKED IN REGULAR PATTERNS.)

F. OBSERVATIONS OF AIR CRAFT IN DISTRESS OR DOWN AT SEA WILL BE REPORTED IN THE NORMAL MANNER AS HOT NEWS FOR THE AIR SEA RESCUE SERVICE.

G. OBSERVATIONS OF ENEMY NAVAL ACTIVITY WILL BE REPORTED AS HOT NEWS IN THE NORMAL MANNER.

5. BOMB LINES.  
-----

A. DELINEATION OF BOMB LINES WILL BE TRANSMITTED TO COMBAT WING A-2 DUTY OFFICERS BY THE AIR LIAISON OFFICER, IX BOMBER COMMAND, BY THE MOST RAPID MEANS AVAILABLE. WHEN SUCH INFORMATION IS GIVEN BY TELEPHONE, A TELETYPE MESSAGE WILL FOLLOW FOR CONFIRMATION.

KENNY KK X COCBTWIG 97

BT 06/1040E

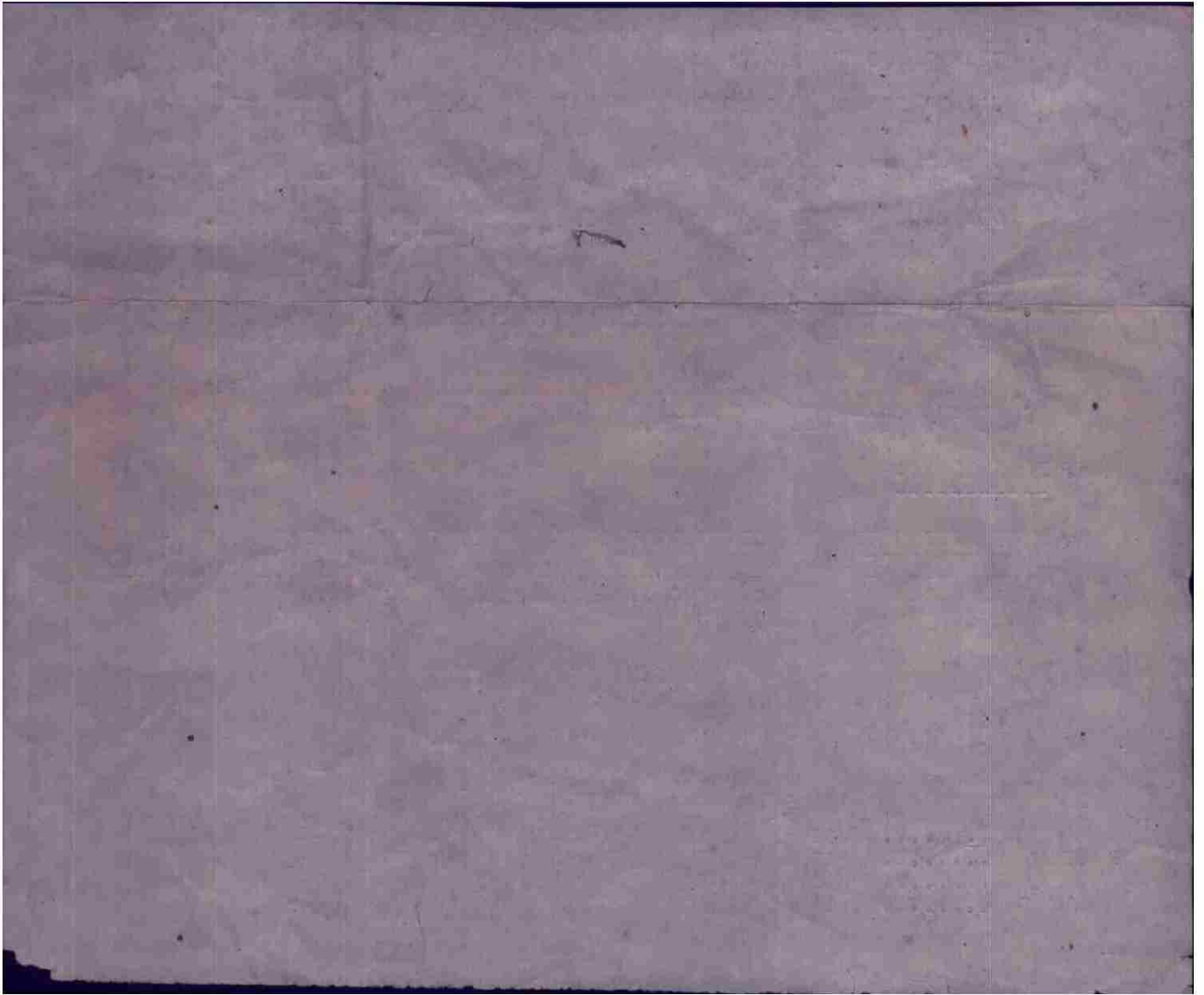
AS

AR

CC: INTELLIGENCE ANNEX TO FIELD ORDER NO. 64-349

SS

OICOG R.....06/1107E	ME	TIC (AFTER OTHER TOR'S)
OIHAK R.....06/1107E	FR	AR
OIYAA R.....06/1107E	UN	AR
OIGOF R.....06/1107E	MW	AR



OICOG OIHAK OIYAA OIGOF V OILAI OILAI 02/06 OP  
FROM 97TH COMBAT BOMBARDMENT WING 06/1300B U-026-E  
TO COMCOMCON IX  
409TH BOMB GROUP  
410TH BOMB GROUP  
416TH BOMB GROUP

245.

OPERATIONAL PRIORITY BT  
SECRET SENT IN THE CLEAR AUTH: MAJOR CLARENCE S. TOWLES JR.

97TH COMBAT BOMB. WING  
APO 140  
06 JUNE 1944

ANNEX NO. 1 TO F.O. 64-349

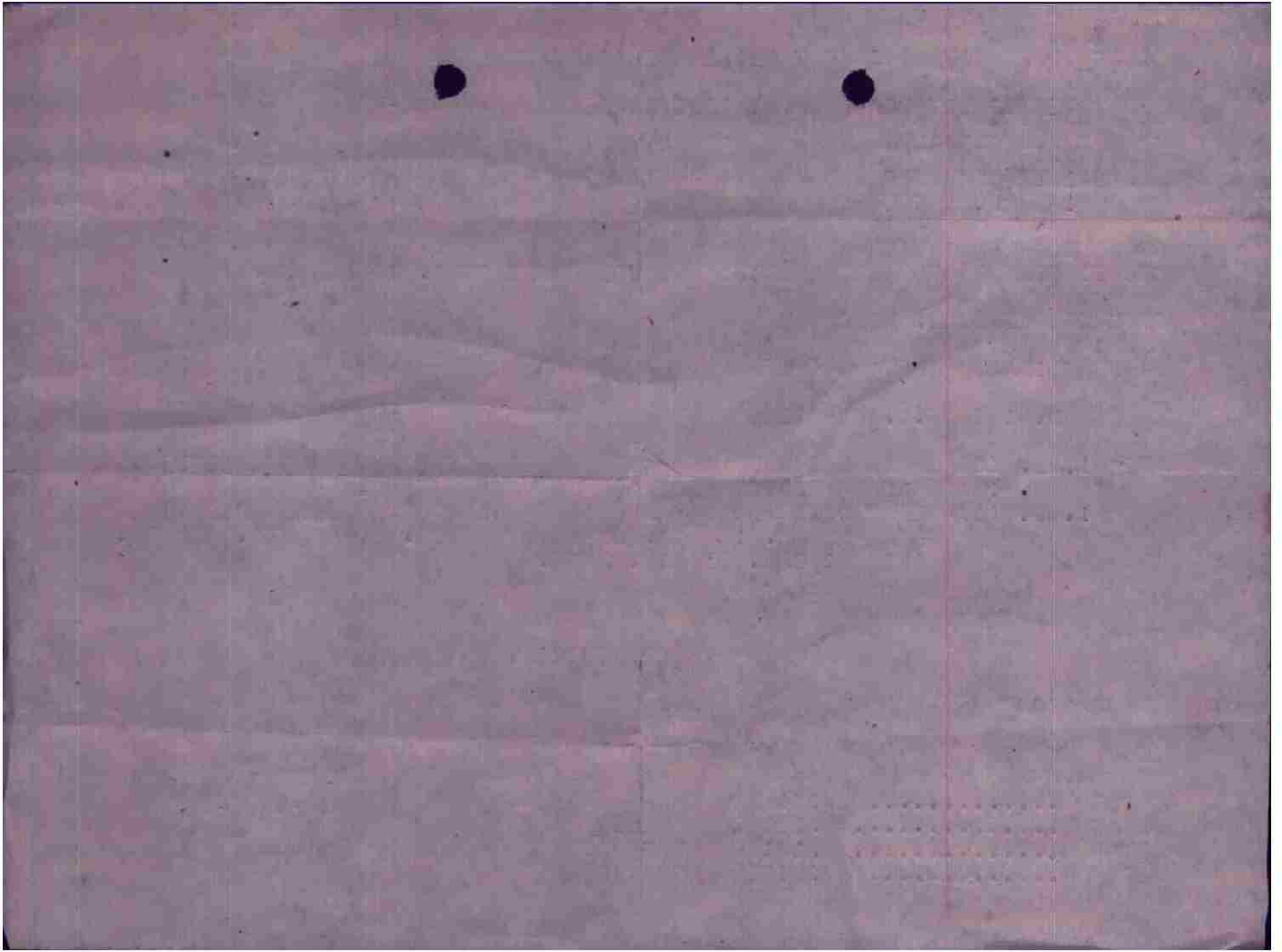
- ADD: 1. A. (1) MAXIMUM GROUND AND AIR RESISTANCE WILL BE ENCOUNTERED.
- (2) MAXIMUM RESISTANCE WILL BE ENCOUNTERED.
- 1. B. (1) OUR GROUND AND NAVAL FORCES WILL OCCUPY BEACH POSITIONS  
FROM 49 DEG. 15 MIN. NORTH 0000 DEG. TO 49 DEG. 45 MIN.  
NORTH 01 DEG. 25 MIN. WEST.

COCBTWIG 97

BT 06/1300B  
AR  
AS  
SS

OICOG R.....06/1314B	NZ	AR	KK
OIHAK R.....06/1317B		EB	AR
OIYAA R.....06/1317B	RSS	AR	
OIGOF R.....06/1317B	SH	AR	





MISSION NO. 67

LOADING LIST  
BOX 1  
FLIGHT 1

6 JUNE 1944

1. 914 X  
MAJOR D L WILLETTS  
LT P G ROUALTY  
T/S F H LARRONDE  
S/S H A LEMPKA

4. 214 C  
LT R V WHEELER  
S/S J S BROWER  
S/S E CORRIN

2. 645 R  
LT COL W W FARMER  
LT M A PAPE  
S/S R W MAC DONALD  
S/S A A HILL

5. 363 L  
LT R W YORK  
S/S H J WILDS  
SGT L A ASHTON

3. 937 B  
LT A R DURANTE  
S/S H T BEST  
~~XXXXXXXXXXXXXXXXXXXX~~  
S/S I R DEGIUSTI

6. 714 N  
LT F W HENDERSON  
SGT R W GRISWOLD  
SGT P E COULOME

FLIGHT 11

1XXX 1711S S  
LT LA MARZOLF  
LT R J BASNETT  
S/S H E WELLIN  
S/S L G KUTZER

4. 393 K  
LT R E GREENLEY  
S/S H C WORDEN  
S/S J J RZEPKA

2. 221 F  
LT W A MERCHANT  
S/S C J BROWN HARP  
S/S KP BROWN

5. 951 P  
LT A E HERMAN  
SGT J O YOUNG  
SGT A D GARRETT

3. 493 V  
LT R C MOREHOUSE  
SGT L A ZYGIEL  
SGT A J BURGESS

6. 220 E  
LT W H MILLER  
SGT R G SCHROM  
SGT J GALENDER

FLIGHT 111

1. 164 I  
LT H P COLE  
S/S B G CHVATAL  
S/S F R FANDRE

4. 840 V-1  
LT T BOUKAMP  
SGT C VAFIADIS  
SGT R C HOFFMAN

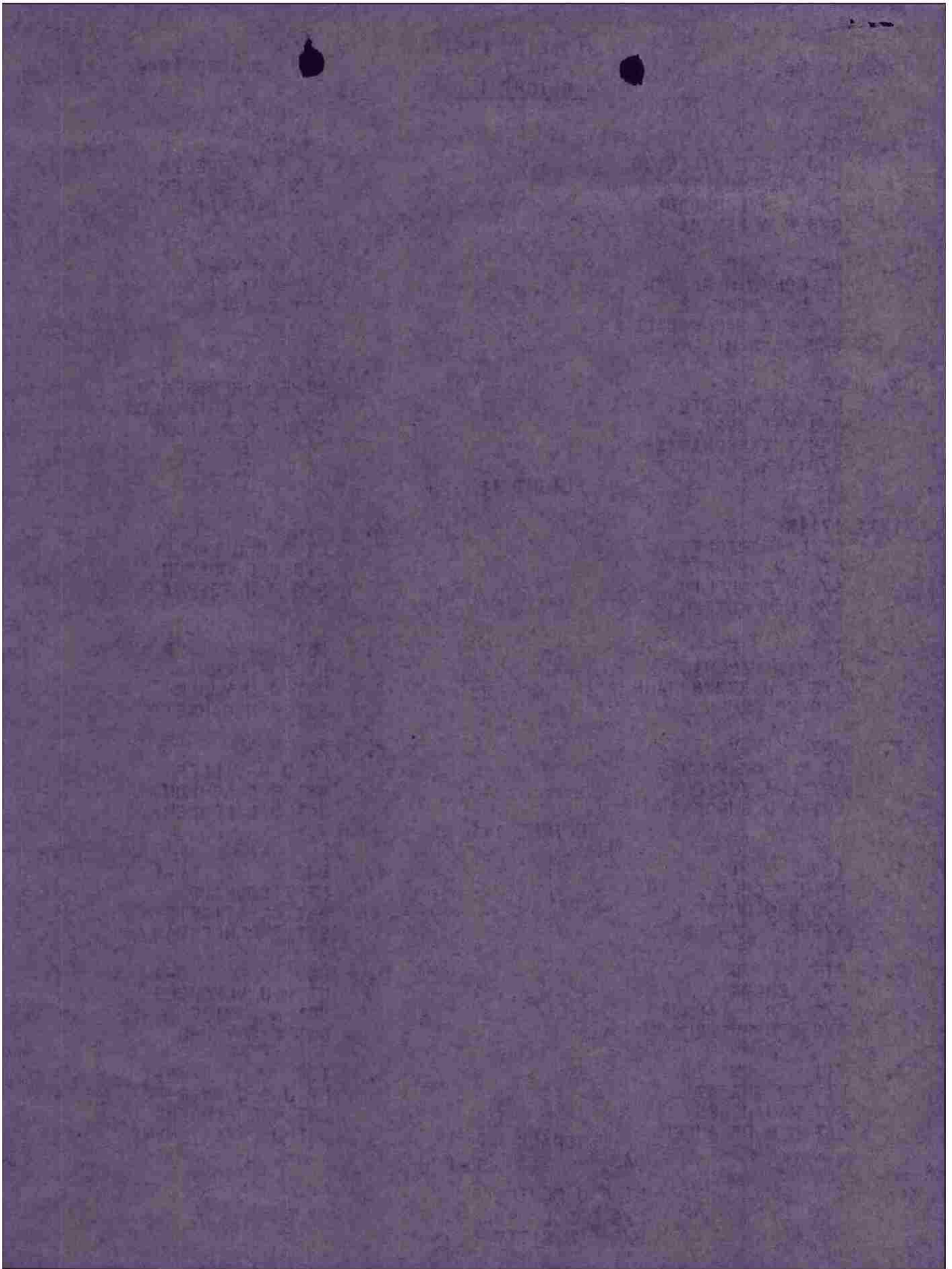
2. 219 D  
LT M ZUBON  
T/S J R L TANNER  
S/S W C RUSSELL

5. 929 C-1  
LT A W VLEGHELS  
SGT R W RICE  
SGT C E YOUNG

3. 711 M  
LT T J MURRAY  
SGT R J JONES  
SGT D H DE BOWER

6. 189 P-1  
LT J S CONNOR  
SGT H C RODGERS  
SGT J E VAN DUYN

943 SPARE F-1  
LT E J RENTH  
S/S O D LANAVE  
S/S F M CITY



LOADING LIST  
BOX 11  
FLIGHT XX 1

6 JUNE 1944

1. 444 J  
MAJOR R F PRICE  
LT A R HAND  
S/S E R JUDD  
S /S J A FEJES

4. 226 E  
LT J F MEAGHER  
SGT D HANTSKE  
S/S E A DAMICO

2. 450 S  
LT H L SOMMERS  
LT R J MC QUADE  
S/S H E KELTON  
S/S A E BERGERON

5. 195 D  
LT R R SVENSON  
SGT P G FILD  
S/S G H PFENNING

3. 894 R  
LT R D POINDEXTER  
T/S L E ROBBINS  
S/S D H SIMPSON

6. 684 K  
LT E B KREH  
SGT E SHELTON  
S/S D R SCHENCK

## FLIGHT 11

1. 439 J-1  
CAPT D A HULSE  
LT R CONTE  
S/S F D ALLRED

4. 978 S-1  
LT R J RODNEY  
S/S H M MC GLEARY  
S/S S B DI NAPOLI

2. ~~211~~ D  
S/S D W STEPHENS  
LT A W NORDSTROM  
S/S J D GOSSETT  
S/S R L MILLER

5. 157 P  
LT D F SHEA  
S/S R E LEE  
S/S F G FALK

3. 207 B  
LT L R MC BRIDE  
CPL J MC KEE  
SGT L BURGER

6. ~~967~~ O-1  
LT P G ATKINSON  
S/S J O SWAFFORD  
S/S P F GLYNN

## FLIGHT 111

1. 0194 A  
LT G EBENSTEIN  
SGT S P NEWELL  
S/S H PERKINS

4. 202 B-1  
LT P F E MAC MANUS  
S/S J L ROGERS  
S/S G I FLIESCHMAN

2. 963 N  
LT R K CRUZE  
S/S F L ADAIR  
S/S C F LOVE

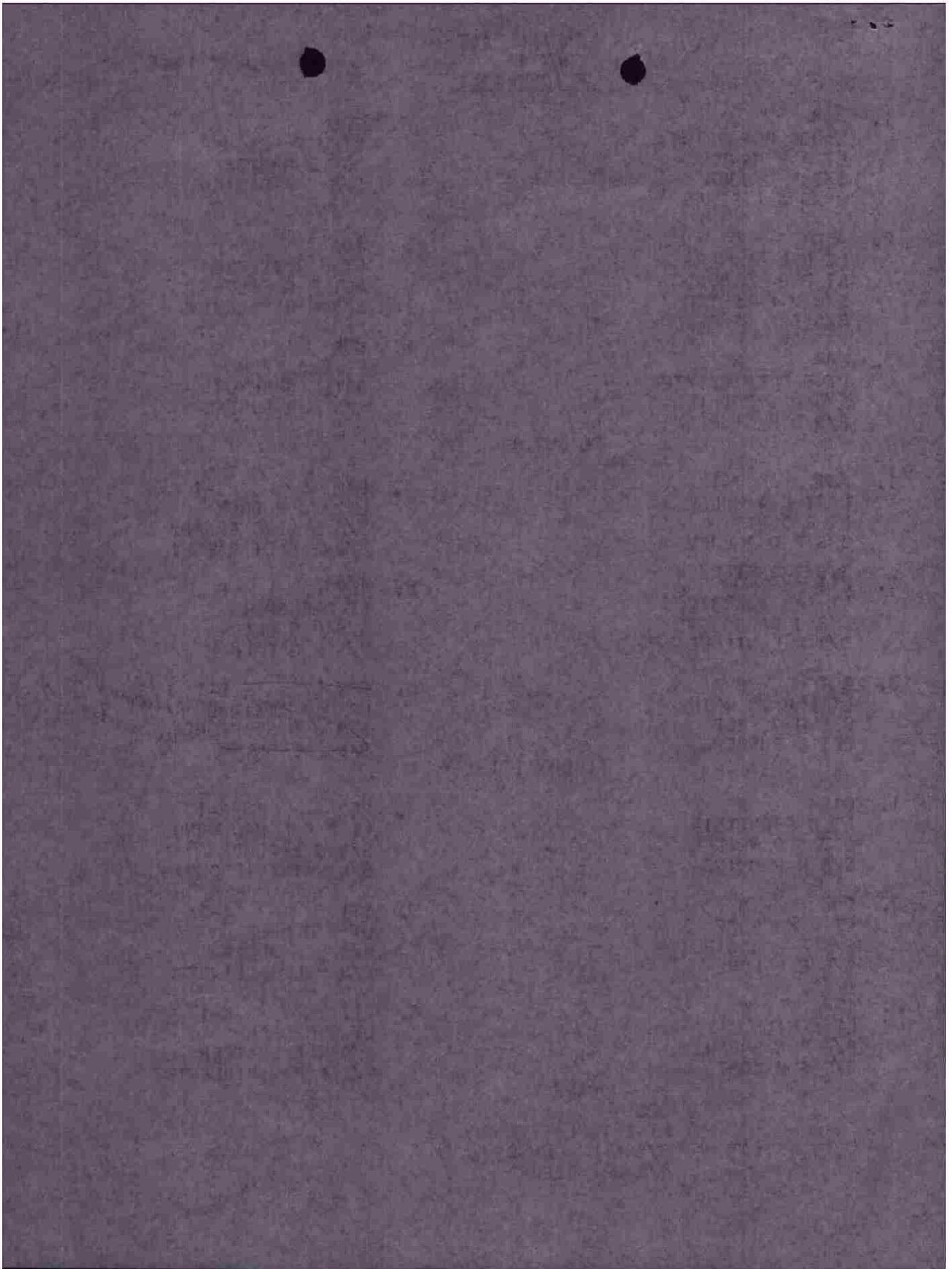
5. 181 A-1  
LT W H LAND  
S/S S F ALDEN  
S/S R L BALLINGER

3. 154 W  
LT E HILL  
S/S R W BURCH  
S/S C H YOST

6. 717 N-1  
LT G CHURCH  
S/S H E SHATZER  
S/S P P MACIULEWICZ

SPARE  
925 G  
LT E T PLATTER  
S/S K L JOHNSON  
S/S J L CZECH

*Returned Early  
no Sertes*



MISSION NO. 67

LOADING LIST  
BOX 111  
FLIGHT 1

6 JUNE 1984

1. 640 Z  
LT A E OSBORNE  
LT W FORMA  
S/S E E KELLY  
S/S W H COE

4. 176 T  
LT R V MIRACLE  
S/S B G SIEM  
S/S J C BURKHALTER

2. 442 D  
CAPT M J HUFF  
LT J KUPITS  
S/S J B THOMPSON  
S /S H F HATCH

5. 210 Q  
LT W E DOWNING  
S/S E S DICKENSON  
SGT K E HORNBECK

3. 745 I  
LT R D LESHER  
S/S H D HEDRICK  
S/S A J ANTANAITIS

6. 194 C  
LT S B RITCHIE  
S/S E A ANDERSON  
S/S C J CLARK

FLIGHT 11

1. 147 K  
LT R L MORTON  
SGT J W SABADOSH  
SGT C F FLOYD

4. 961 E  
LT M S STREET  
S/S C A PRINDLE  
S/S E T EPPS

2. 148 H  
LT E E DEMUN  
S/S M ROSENS TEIN  
S.S H O CARNEY

5. 900 Q-1  
LT E R HAYTER  
SGT F E MELCHORN  
S/S R G HOLLOWAY

3. 390 G  
LT P DONTAS  
S/S A L NIELSEN  
S /S W F FIELDS

6. 743 W  
LT W F TRIPP  
SGT J O SCOTT  
S/S D F MALLORY

FLIGHT 111

1. 455 T-1  
CAPT C R JACKSON  
LT A H MALTBY  
S/S H E WHITE  
S/S R F ADDLEMAN

4. 224 E-1  
LT H A MONROE  
S/S W L KIDD  
S/S S RSKO

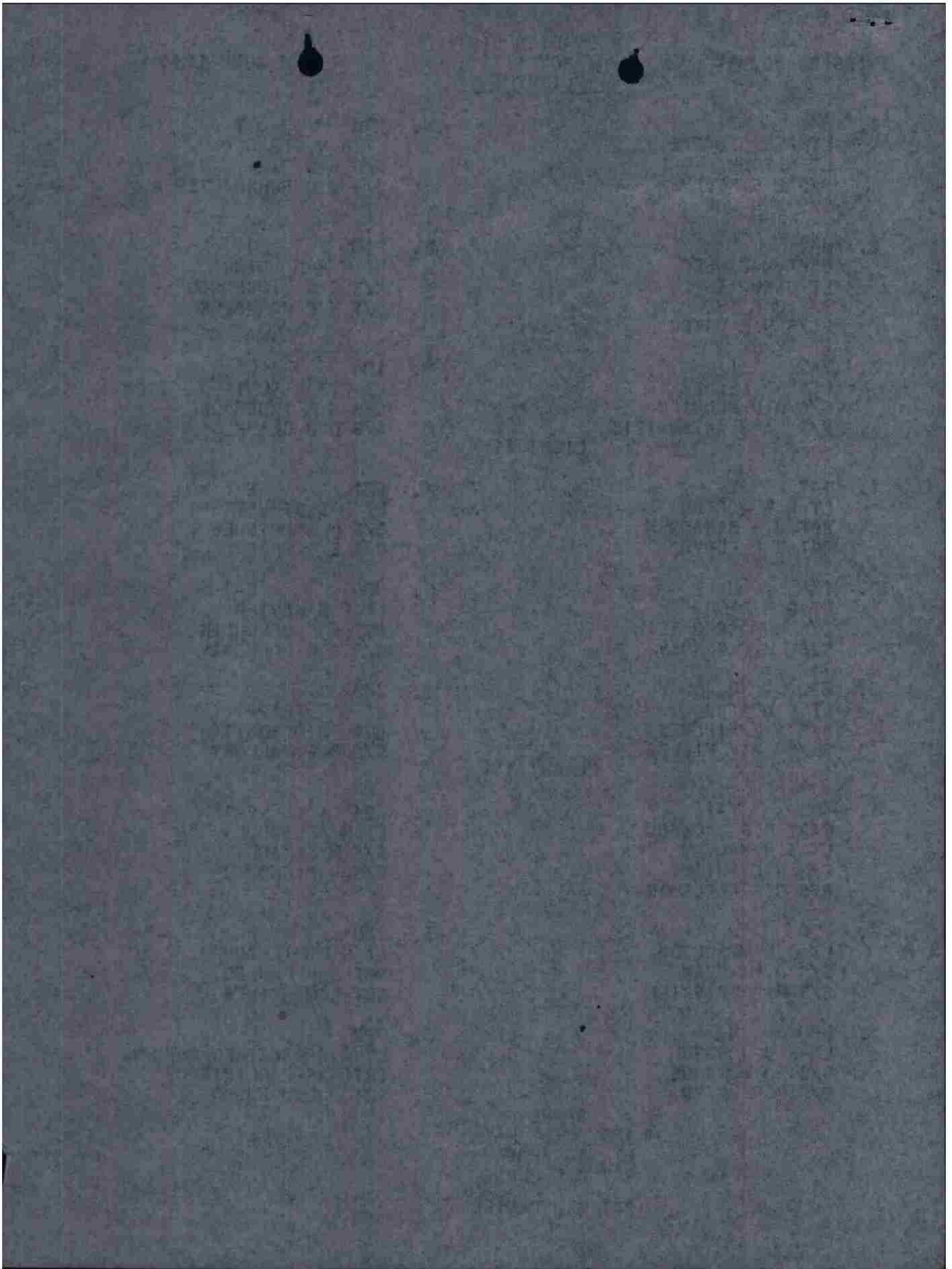
2. 750 M  
LT C L MC GLOHN  
S/S J W MORAN  
S/S P B DRISKILL

5. 680 R  
LT H P HILLERMAN  
SGT E F PAULES  
SGT L MARTINEZ

3. 380 N  
LT E J JOHNSON  
S/S WJ DONAHUE  
S/S M R BRAYN

6. 892 L  
LT R O GRUETZEMACHER  
SGT S R ZAHLIKIEWCZ  
SGT J L JOHNSON

SPARE  
165 H-1  
LT N G BROWN  
SGT D D BURNS  
SGT W J DANIEL



*2.11.44*

SECRET  
By authority  
CG, Sta. 170  
7 June 1944  
Init. \_\_\_\_\_

HEADQUARTERS  
416TH BOMBARDMENT GROUP (A)  
Office of the Commanding Officer

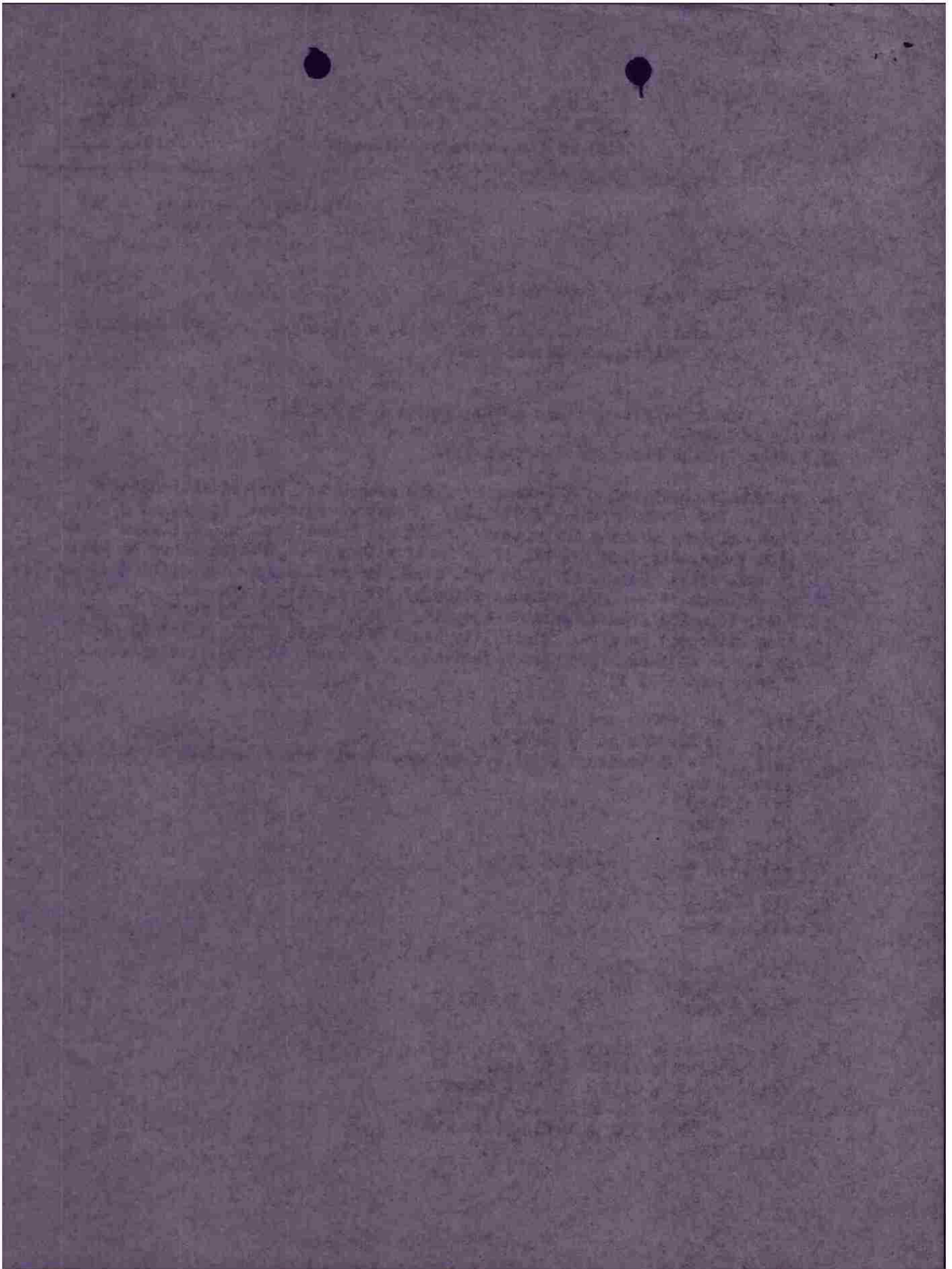
APO 140, U. S. Army.  
7 June 1944.

SUBJECT: Oprep A, USAAF Form 34A.

TO : Commanding General, Ninth Air Force, APO 696, U. S. Army. Attention  
26th Statistical Control Unit.

Oprep A, Number 67 for 24 hours ending sunset 6 June 1944.  
Mission Number 67.  
IX Bomber Command Field Order Number 349.

- A. Formation consisted of 5 boxes, 19 ships each box. Time of take-off was 1203. Time over target - 1339-1340. Target - Argenton. Box 1, at 3000 feet, mistook Ecoucha for primary target and bombed road and railroad junction there, dropping a total of 91 bombs with a good concentration of hits in this area. Box 2, at 2500 feet, also attacked Ecoucha, dropping a total of 86 bombs with a good concentration of hits in this area. Box 3, at 2700 feet, attacked primary target, dropping a total of 92 bombs in the target area with good results. Visibility was 8 miles with 7/10 cumulus at 3000 feet. No anti-aircraft fire experienced. No enemy aircraft encountered. Planes landed at 1532.
- B. (i) 48 A-200's and 9 A-203's  
(ii) 47 A-200's and 9 A-203's  
(iii) 1 A-200 returned early - nose wheel would not retract after take-off.  
(iv) None  
(v) None  
(vi) None  
(vii) None  
(viii) 47 A-200's and 9 A-203's
- C. (i) None  
(ii) None
- D. (i) A-200's 159:40  
A-203's 26:45  
(ii) None
- E. (i) A-200's 151,200 x 50 cal.  
A-203's 18,900 x 50 cal.  
(ii) A-200's 1152 x 50 cal. (testing)  
A-203's 216 x 50 cal. (testing)  
A-200's 300 x 50 cal. (strafing)  
(iii) None



Opres A, USAF Form 344.

(Cont'd.)

- F. (i) A-200's 238 x 500 lb GP 1/10 N 1/40 F (23 A-200's bomb load 6x500 lb GP)  
 A-200's 40 x 500 lb GP 1/10 N 1/40 F (2 A-200's bomb load 6x500 lb GP)
- (ii) A-200's 230 x 500 lb GP  
 A-200's 39 x 500 lb GP
- (iii) A-200 2 x 500 lb GP
- (iv) None
- A-200 1 x 500 lb GP returned to base - arming wire loop caught in arming wire retainer causing an opening in release circuit.  
 A-200 6 x 500 lb GP returned to base - ship returned early - nose wheel would not retract after take-off.

G. None

- H. (i) None  
 (ii) None  
 (iii) None

For the Commanding Officer:

GEORGE BURNHAM,  
 Captain, Air Corps,  
 Adjutant.

~~SECRET~~

*Int. Intel*

BOMBING INFORMATION

ANNEX "A"

IX B.C. FIELD ORDER NO. 349

BOX I GROUP 416 DATE 6 June 44 TARGET ATTACKED Scoucho  
 TARGET ASSIGNED Arson

1. Method of Sighting: Pre-set. B-8 bombight used in lead ship. B-9 in deputy leader's ship.
2. Bombing approach: 60° Neg.
3. Was mercury erection system used? YES NO X
4. Did entire box 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 data used entirely. Bombardier attacked wrong target.

5. Name of lead bombardier: Lt. Royalty
6. Name of lead pilot: Major Willetts
7. Intervalometer setting: None
8. Indicated Air Speed: 200 Ground Speed: 240 Altitude: 3,000
9. Length of bomb run: 10 Sec:
10. Bomb Load and Fusing per A/C: 4 X 500 lb FUSED N 1/10 T 1/40
11. Total Bombs Dropped: 41

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: Attached wrong target
- (c) Did Flak affect bombing? YES NO X. If answer is "YES", state to what extent Flak affected bombing or bomb run:
- (d) To what extent did attacks by enemy aircraft affect bombing? No enemy a/c.
- (e) State any difficulties on bombing run: None
- (f) Malfunctions, personnel errors or other factors affecting bombing: Attached wrong target.
- (g) Bombing results as reported by crews:

Aimed at right Target: YES NO X  
 Results claimed: GOOD FAIR POOR BAD MISS X

29 a/c bomb load 6 x 500 lb G's.

(Over)

~~SECRET~~

- 1. 8 miles.
  - 2. 7/10 counting at 3,000 feet.
  - 3. 3 boxes 19 each.
  - 4. Moderate from I.P.
  - 5. None x, railroad and town itself.
  - 6. Identified wrong target.
  - 7. Bad miss.
  - 8. None.
- \* Description of route from I.P. to target:

Formation consisted of 3 boxes, 19 ships each box. Take off time was 1205. Time over target - 1339 - 1340. Target - Argenton. Box 1, at 3,000 feet, drop took 3000 lbs for primary target and bombed road and railroad junction there, dropping a total of 91 bombs, with a good concentration of hits in this area. Box 2, at 2,500 feet, also attached bombs, dropping a total of 86 bombs with a good concentration of hits in this area. Box 3, at 2,700 feet, attached primary target, dropping a total of 92 bombs in the target area with good results. Visibility was 8 miles with 7/10 counting at 3,000 feet. No anti-aircraft fire experienced. No enemy aircraft encountered. Planes landed at 1538.

*Intell*

SECRET

BOMBING INFORMATION

349

ANNEX "A"

IX B.C. FIELD ORDER NO. \_\_\_\_\_

BOX 2 GROUP 416 DATE 6 June 44 TARGET ATTACKED Escahu  
 TARGET ASSIGNED Argenton

1. Method of Sighting: Pre-set. B-3 bombight used in lead ship. M-9 in Deputy leader's ship.
2. Bombing approach: 070° Mag.
3. Was mercury erection system used? YES \_\_\_\_\_ NO X
4. Did entire box 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 data used entirely. Bombardier attacked wrong target.

5. Name of lead bombardier: Lt. Bond

6. Name of lead pilot: Major Price

7. Intervalometer setting: None

8. Indicated Air Speed: 210 Ground Speed: 245 Altitude: 2500

9. Length of bomb run: 10 Sec: \_\_\_\_\_

10. Bomb Load and Fusing per A/C: 4 X 500 lb FUSED \_\_\_\_\_ N 1/10 T 1/40

11. Total Bombs Dropped: 36

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 APT? YES NO X. If answer is "YES", state circumstances and effect on bombing: Both targets similar in appearance.

(c) Did Flak affect bombing? YES NO X. If answer is "YES", state to what extent Flak affected bombing or bomb run:

(d) To what extent did attacks by enemy aircraft affect bombing? No enemy a/c.

(e) State any difficulties on bombing run: None

(f) Malfunctions, personnel errors or other factors affecting bombing: Attacked wrong target.

(g) Bombing results as reported by crews:

Aimed at right Target: YES \_\_\_\_\_ NO X

Results claimed: GOOD \_\_\_\_\_ FAIR \_\_\_\_\_ POOR \_\_\_\_\_ BAD MISS X

\* 7 n/c bomb load 6 x 500 lb GP's.

(Over)

SECRET

- 1. 8 miles.
  - 2. 7/10 ounces at 5,000 feet.
  - 3. 2 boxes 19 each.
  - 4. Holocene from I.P.
  - 5. Heavy, silty and loam loess.
  - 6. Identified among target.
  - 7. 100 miles.
  - 8. None.
7. Description of route from I.P. to target:

*Inter*

~~SECRET~~

BOMBING INFORMATION IX B.C. FIELD ORDER NO. 349

ANNEX "A"

BOX 3 GROUP 416 DATE 6 June 44 TARGET ATTACKED Argenton

1. Method of Sighting: Pre-set. D-8 bombight used in lead ship. 4-9 in  
company leader's ship.

2. Bombing approach: 63° Mag.

3. Was mercury erection system used? YES NO

4. Did entire box drop on lead bombardier? YES  NO NC

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

5. Name of lead bombardier: Lt. Form

6. Name of lead pilot: Lt. Osborne

7. Intervalometer setting: None

8. Indicated Air Speed: 10 Ground Speed: 235 Altitude: 2700

9. Length of bomb run: 4 Sec: 500

10. Bomb Load and Fusing per A/C: X 500 lb FUSED N 1/10 1/40 T

11. Total Bombs Dropped: \_\_\_\_\_

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 Flak affected bombing or bomb run:

(d) To what extent did attacks by enemy aircraft affect bombing? No enemy a/c.

(e) State any difficulties on bombing run: None

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

(g) Bombing results as reported by crews:

Aimed at right Target: YES  NO NO

Results claimed: GOOD FAIR POOR BAD MISS

3 a/c bomb load 6 x 500 lb G's.

(Over)

~~SECRET~~

- 1. 8 miles.
  - 2. 2/10 minutes at 2,000 feet.
  - 3. 2 boxes 12 each.
  - 4. 100 yards from I.P.
  - 5. 1000 ft. SW. of town.
  - 6. 1000 ft. SW. of town.
  - 7. 1000 ft. SW. of town.
  - 8. 1000 ft. SW. of town.
4. Description of route from I.P. to target

*Intel*

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HEADQUARTERS  
EIGHTH BOMB GROUP (L)  
OFFICE OF THE WEATHER OFFICER

APO 140  
8 June 1944

SUBJECT: Interrogation Report

TO : Staff Weather Officer, Headquarters IX  
Bomber Command, APO 140, U.S. Army.

BASE AT TAKEOFF: Overcast with breaks at 3,000  
feet. Visibility 7 miles.

ROUTE OUT: Variable 7/10 to 9/10 stratocumulus and  
cumulus over England at 3,500 feet lifting  
to 5,000 feet over the middle of the channel  
and breaking to 5/10 and lowering again to  
2,000 to 3,000 feet and increasing to 7/10  
over continent. Scattered showers along  
route. Visibility 6 to 8 miles over England  
improving to 10 to 12 miles over the channel  
and continent except 5 to 6 miles in showers.

TARGET: Visibility 8 miles. 7/10 cumulus and stratocumulus  
at 3,000 feet. Light shower on first part of  
bomb run.

ROUTE BACK: Same as route out.

BASE ON RETURN: Visibility 7 miles. Overcast of  
stratocumulus and cumulus at 3,000  
feet.

WINDS: As forecast.

TIME OVER TARGET: 1341

Weather did not affect bombing.

*Walter D. Castle*  
WALTER D. CASTLE  
1st Lt. Air Corps,  
Staff Weather Officer.

1 Incl. 2 Route Forecast Forms.

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WETHERSFIELD TAKEOFF - 1205 DATE 6 JUNE 1944  
 416TH BOMB GROUP (H) RETURN - 1445 PERIOD 1130 - 1430  
 Hq SOS USAFP 9-43/90M/1522

## OPERATIONAL ROUTE FORECAST

	A BASE TO TARGET	B TARGET	C TARGET TO BASE
1 WEATHER	SCATTERED SHOWERS	SCATTERED SHOWERS	SCATTERED SHOWERS
2 CLOUDS	6/10 TO 8/10 CUMULUS BASE 3,000-3,500 FT TOPS 8,000-14,000 FT ALONG ROUTE WITH TOPS LOWERING TO 7,000-8,000 FT NEAR THE SOUTH COAST AND CHANNEL AND OVER CONTINENT NIL TO 3/4 PATCHY ALTOCUMULUS AT 14,000 TO 16,000 FT NIL HIGH CLOUD LIGHT SHOWERS ALONG ROUTE BASES LOWERING TO 2,000 TO 3,500 FT	6/10 TO 8/10 CUMULUS BASE 3,000 TO 3,500 FT TOPS 8,000 TO 14,000 FT WITH NIL MED NIL HIGH CLOUD OVER ENGLAND BECOMING 6/10 TO 4/10 AIR ROS OVER CHANNEL AND CONTINENT	SAME AS ROUTE OUT
3 ICING	FREEZING LEVEL: 6,000 FT BRING TO 6,000 IN TARGET AREA USING LIGHT CLEAR ICE AND TO SEVER IN SNOWER CLOUDS	SAME	SAME
4 VISIBILITY	6 MILES PLUS	6 MILES PLUS	6 MILES PLUS
HEIGHT SURFACE	DIRECTION VELOCITY WNW	DIRECTION VELOCITY	DIRECTION VELOCITY
5,000 FT	320		
14,000 FT	325		
18,000 FT	330		
15,000 FT	330		
FT			
FT			
BASE ALTIMETER SETTING 29.77		TARGET SURFACE TEMP +14° TEMP. AT 11,000 FT. -3.5°C	TARGET MEAN TEMP +12° TARGET SURFACE (PRESSURE-AL T) +8.5

# AIRCRAFT REPORT

	BASE TO COAST	OVER CHANNEL OR SEA	OVER CONTINENT & TARGET
TIME			
POSITION			
ALTITUDE			
CLOUD BELOW AIRCRAFT	AMOUNTS AND TYPE		
	HEIGHT OF BASE AND TOP		
CLOUD ABOVE AIRCRAFT	AMOUNTS AND TYPE		
	HEIGHT OF BASE AND TOP		
VISIBILITY			
TEMPERATURE			
WINDS			
REMARKS: AS WEATHER ENCOUNTERED, FRONTAL POSITIONS, ETC.			
NOTE: AT LEAST ONE COMPLETE OBSERVATION SHOULD BE ENTERED IN EACH COLUMN. THE OTHER SIDE OF THIS CARD HELPED YOU - WON'T YOU GIVE THE NEXT FELLOW A BREAK!	<p>CLLOUD TYPES AND ABBREVIATIONS</p> <p>LOW CLOUDS = ST-STRATUS SC-STRATOCUMULUS</p> <p>MIDDLE CLOUDS = AS-ALTOSTRATUS AC-ALTOCUMULUS</p> <p>HIGH CLOUDS = CI-CIRRUS CS-CIRROSTRATUS</p> <p>CLOUDS OF VERTICAL EXTENT = CU-CUMULUS CB-CUMULONIMBUS</p>	FRONTS -	

5-2

CONFIDENTIAL

FROM COBOMGR 416

TO COMBAT WING 97 ATT: COM O

A - YS - 63

B - 6 JUNE 1944

C - XX 56 A/D

D - 671 - X - VHF OUT - SHORT FOUND IN SHIP'S ELECTRICAL SYSTEM, RE-PAIRED BY ENGINEERING.

668 - E - INTERPHONE TUNNEL GUNNER'S POSITION REPORTED CUTTING OUT. FOUND THROAT MIKE DEFECTIVE.

E. - NO FACILITIES USED EXCEPT LOCAL AIRDRONE CONTROL.

F - RADIO PERFORMANCE SATISFACTORY. PILOTS REPORTED NOISE AND INTER-FERENCE IN FORM OF SWEEP ON CHANNEL A.

MACE COBOMGR 416

OFFICIAL:

JBCK B. COONEY,  
CAPT, AIR CORPS,  
COM O.

FLIGHT PLAN

PILOT		FLIGHT PLAN		COAST IN		COAST OUT		I.P.		REMARKS									
NAVIGATOR	MISSION	DATE	POSITION	FROM	TO	N. H.	ETA	ATA	TC	DR	TH	VAR	MH	LAND. ALT.	TARGET ALT.	RESULTS	TO	ETA	REMARKS
DATE	MISSION	DATE	POSITION	FROM	TO	N. H.	ETA	ATA	TC	DR	TH	VAR	MH	LAND. ALT.	TARGET ALT.	RESULTS	DIST.	ETA	REMARKS
				base	base		1236 1/2	1236	188	+4	192	110	202			00	37	10 1/2	
				Shay Bill	base		1257	1257	226	+6	230	+10	248			210	20	21	
				Rayoux	base		1323	1324	178	+4	182	+10	192			210	100	26	
				I.P.	base		1336	1337	159	+3	162	+10	172			210	47	13	
				TARGET	base		1341	1341	060	-8	058	110	63			210	145	4	
				Coast	base		1353	1353	346	+3	343		353			210	39	12 1/2	
				Penryball	base		1425	1425	013	-6	007		017			210	103	32	
				Back	base		1457	1460	08	-5	003		013			210	85	26 1/2	

CHALLENGE  
 REPLY  
 COLORS  
 VIB. CHAIN  
 EIGHTER C/S  
 FIGHTER C/S  
 EIGHTER TO BORDER FIVE

LAUNDED  
 REMD. ALT.  
 LAND FALL ALT.  
 TARGET ALT.

TARGET  
 COAST OUT  
 COAST IN  
 BASE

RENDEZVOUS  
 COAST OUT  
 COAST IN  
 I.P.

FLIGHT RECORD

2000 FT.  
 4000  
 6000  
 8000  
 10000  
 12000

East ~~Stuyville~~ - ~~Varoux~~ -  $48^{\circ} 30' N$  - TARGET  
 $49^{\circ} 19' N$  - ~~Readyland to Base~~  $00^{\circ} 20' W$   
~~00 15W~~  
 Argentan  $48^{\circ} 44' N$   
 $00 03 W$

Wind surface  $290/15$   $+14$   $+535$   
 5000  $320/30$   $-2$   
 $325/38$   $-2$

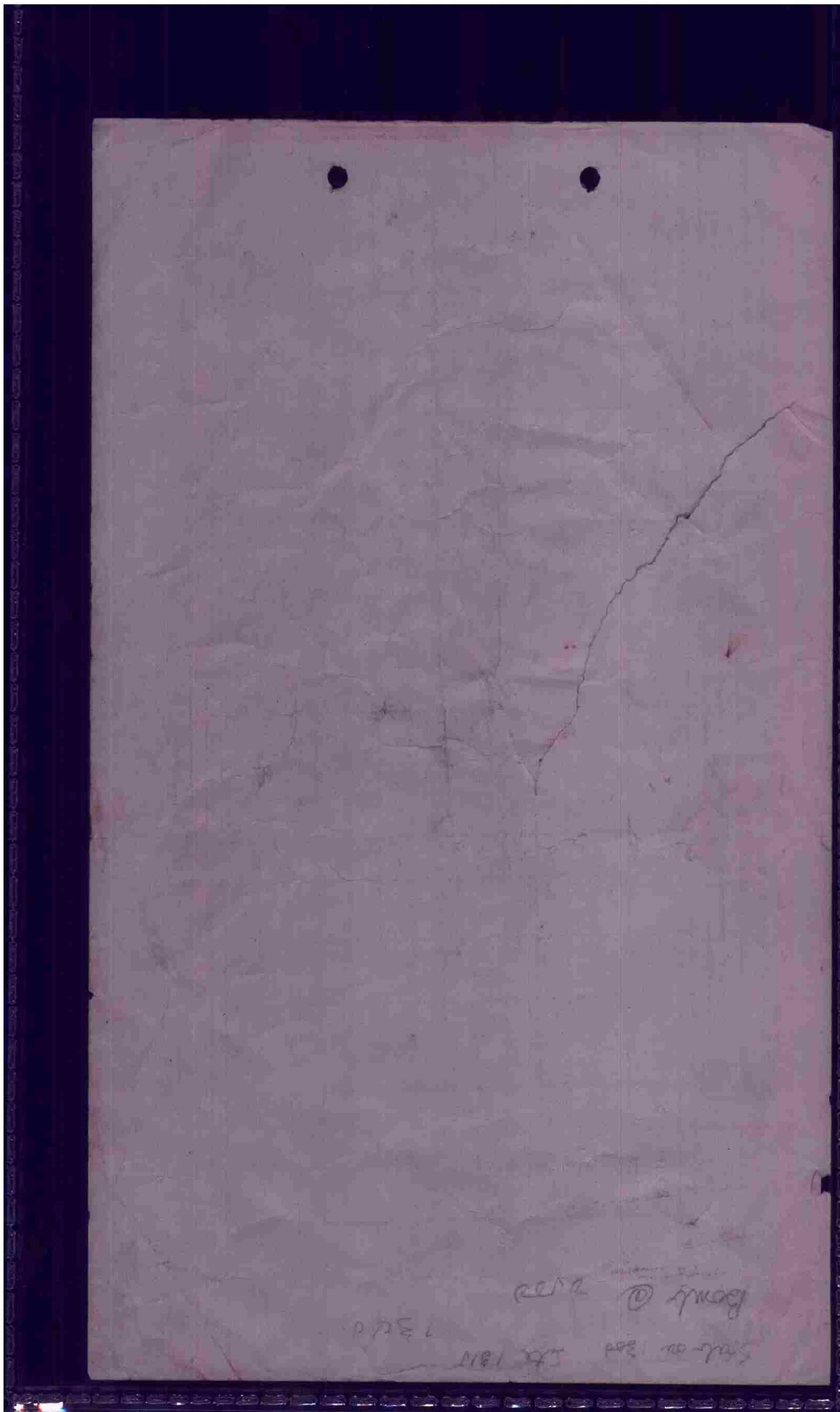
e/2

C 3

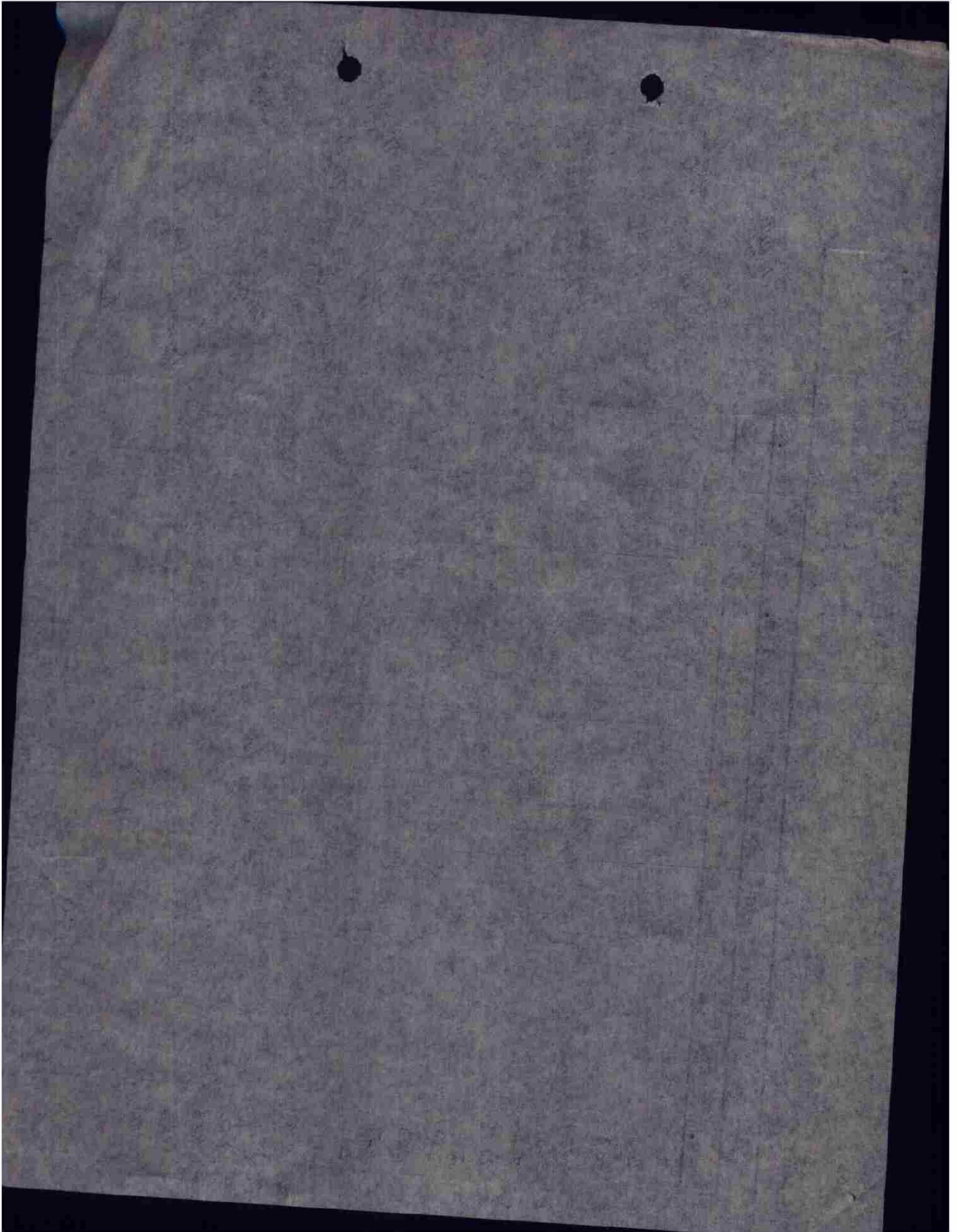
PILOT NAVIGATOR PLACE MISSION DATE		FLIGHT PLAN		COAST IN		RESULTS		REMARKS										
FROM	TO	STA.P	ENC	COAST OUT	COAST IN	COAST IN	COAST OUT	TH	VAR	MH	VAR	TH	VAR	TO	DIS.	TIME	TIME	REMARKS
BASE	GRAVESD	20V	12V	188	188	188	188	192	192	20V	20V	20V	20V	57	102	102	102	
	SEA	24V	12V	226	226	226	226	234	234	24V	24V	24V	24V	76	20	20	20	
	2000 30' W	193	130V	178	178	178	178	183	183	193	193	193	193	100	21V	21V	21V	
	000 20' W	172	130V	119	119	119	119	162	162	192	192	192	192	100	21V	21V	21V	
	000 15' W	62	30V	60	60	60	60	52	52	62	62	62	62	145	4	4	4	
	TARGET	35V	130V	34V	34V	34V	34V	34V	34V	35V	35V	35V	35V	385	12V	12V	12V	
	BEACH HEAD	17	140V	13	13	13	13	7	7	17	17	17	17	102	31V	31V	31V	
	BASE	13	14V	9	9	9	9	3	3	13	13	13	13	86	27	27	27	

CHALLENGE 2  
 REFLY 0  
 COLORS RCR  
 VIF CHANNEL 1  
 BOMBER C/S YAM-TR-5  
 FIGHTER C/S GIMLET  
 EQUIPER TO SCIBER INT.

LANDED  
 REND. ALT.  
 LAND FALL ALT.  
 TARGET ALT.  
 FLIGHT RECORD



Box #	Opstl	date	F/O	Target	Alt.	Box Leader	T/O	15 min.
I	52	6 June	64-348					
A/C	tail to bomb	ATT	Bomb Disp	A/G Dam.	E/A	pers.		
Pos	Reason	F S O	P S J F R	M D A A C B E	D P D K W M			
1	915	✓	6				Willetts 914	
2	445	✓	6				Dumont 445	
3	937	✓	4				Willetts 914	
4	214	✓	11				Willetts 214	
5	363	✓	4				Anderson 363	
6	714	✓	4				Anderson 714	
7	1711	✓	4				Willetts 1711	
8	221	✓	4				Willetts 221	
9	493	✓	3				Willetts 493	
10	393	✓	6				Willetts 393	
11	951	✓	4				Willetts 951	
12	220	✓	4				Willetts 220	
13	164	✓	4				Willetts 164	
14	219	✓	4				Willetts 219	
15	711	✓	6				Willetts 711	
16	540	✓	6				Willetts 540	
17	929	✓	6				Willetts 929	
18	159	✓	6				Willetts 159	
19	943	✓	16				Willetts 943	
			91	✓				



Box #	OpsFl	Date	F/O	Target	Alt.	Box Leader	T/O	15 min.
71	62	6 June	64-349				TOT	
							L/D	
A/C	Fail to Bomb	ATT	Bomb Disp	A/G Dem.	E/A Pers.			
NR.	Reason	P S O	P S J R	M D A C B E	D P D K W M			
1	4177		4					<i>P. ... 4.5</i>
2	4174		4					<i>P. ... 574</i>
3	894		6					<i>M. ... 226</i>
4	226		6					<i>A. ... 193</i>
5	195		4					
6	284		4					
1	439		4					<i>E. ... 0194</i>
2	211		6					<i>R. ... 154</i>
3	207		4					<i>N. ... 202</i>
4	978		6					<i>C. ... 717</i>
5	157		6					<i>C. ... 925</i>
6	907		6					
1	0194		6					
2	963		6					
3	154		4					
4	202		4					
5	181		4					
6	717		6					
7	925		90					

A/C No.	Reason	ATT	Bomb Disp	A/C Dam.			E/A	Pers.	F/O	TOT	I/D	15 min.
				M	D	A						
1	448	✓	4									
2	640	✓	4									
3	745	✓	4									
4	172	✓	6									
5	210	✓	6									
6	194	✓	4									
7	147	✓	6									
8	148	✓	6									
9	890	✓	4									
10	961	✓	6									
11	900	✓	6									
12	743	✓	4									
13	455	✓	4									
14	750	✓	4									
15	380	✓	4									
16	224	✓	4									
17	680	✓	4									
18	892	✓	6									
19	165	✓	6									
			901									

448 ✓ 640 ✓ 745 ✓ 172 ✓ 210 ✓ 194 ✓ 147 ✓ 148 ✓ 890 ✓ 961 ✓ 900 ✓ 743 ✓ 455 ✓ 750 ✓ 380 ✓ 224 ✓ 680 ✓ 892 ✓ 165 ✓	448 ✓ 640 ✓ 745 ✓ 172 ✓ 210 ✓ 194 ✓ 147 ✓ 148 ✓ 890 ✓ 961 ✓ 900 ✓ 743 ✓ 455 ✓ 750 ✓ 380 ✓ 224 ✓ 680 ✓ 892 ✓ 165 ✓	448 ✓ 640 ✓ 745 ✓ 172 ✓ 210 ✓ 194 ✓ 147 ✓ 148 ✓ 890 ✓ 961 ✓ 900 ✓ 743 ✓ 455 ✓ 750 ✓ 380 ✓ 224 ✓ 680 ✓ 892 ✓ 165 ✓	448 ✓ 640 ✓ 745 ✓ 172 ✓ 210 ✓ 194 ✓ 147 ✓ 148 ✓ 890 ✓ 961 ✓ 900 ✓ 743 ✓ 455 ✓ 750 ✓ 380 ✓ 224 ✓ 680 ✓ 892 ✓ 165 ✓	448 ✓ 640 ✓ 745 ✓ 172 ✓ 210 ✓ 194 ✓ 147 ✓ 148 ✓ 890 ✓ 961 ✓ 900 ✓ 743 ✓ 455 ✓ 750 ✓ 380 ✓ 224 ✓ 680 ✓ 892 ✓ 165 ✓	448 ✓ 640 ✓ 745 ✓ 172 ✓ 210 ✓ 194 ✓ 147 ✓ 148 ✓ 890 ✓ 961 ✓ 900 ✓ 743 ✓ 455 ✓ 750 ✓ 380 ✓ 224 ✓ 680 ✓ 892 ✓ 165 ✓	448 ✓ 640 ✓ 745 ✓ 172 ✓ 210 ✓ 194 ✓ 147 ✓ 148 ✓ 890 ✓ 961 ✓ 900 ✓ 743 ✓ 455 ✓ 750 ✓ 380 ✓ 224 ✓ 680 ✓ 892 ✓ 165 ✓	448 ✓ 640 ✓ 745 ✓ 172 ✓ 210 ✓ 194 ✓ 147 ✓ 148 ✓ 890 ✓ 961 ✓ 900 ✓ 743 ✓ 455 ✓ 750 ✓ 380 ✓ 224 ✓ 680 ✓ 892 ✓ 165 ✓	448 ✓ 640 ✓ 745 ✓ 172 ✓ 210 ✓ 194 ✓ 147 ✓ 148 ✓ 890 ✓ 961 ✓ 900 ✓ 743 ✓ 455 ✓ 750 ✓ 380 ✓ 224 ✓ 680 ✓ 892 ✓ 165 ✓	448 ✓ 640 ✓ 745 ✓ 172 ✓ 210 ✓ 194 ✓ 147 ✓ 148 ✓ 890 ✓ 961 ✓ 900 ✓ 743 ✓ 455 ✓ 750 ✓ 380 ✓ 224 ✓ 680 ✓ 892 ✓ 165 ✓	448 ✓ 640 ✓ 745 ✓ 172 ✓ 210 ✓ 194 ✓ 147 ✓ 148 ✓ 890 ✓ 961 ✓ 900 ✓ 743 ✓ 455 ✓ 750 ✓ 380 ✓ 224 ✓ 680 ✓ 892 ✓ 165 ✓	448 ✓ 640 ✓ 745 ✓ 172 ✓ 210 ✓ 194 ✓ 147 ✓ 148 ✓ 890 ✓ 961 ✓ 900 ✓ 743 ✓ 455 ✓ 750 ✓ 380 ✓ 224 ✓ 680 ✓ 892 ✓ 165 ✓	448 ✓ 640 ✓ 745 ✓ 172 ✓ 210 ✓ 194 ✓ 147 ✓ 148 ✓ 890 ✓ 961 ✓ 900 ✓ 743 ✓ 455 ✓ 750 ✓ 380 ✓ 224 ✓ 680 ✓ 892 ✓ 165 ✓	448 ✓ 640 ✓ 745 ✓ 172 ✓ 210 ✓ 194 ✓ 147 ✓ 148 ✓ 890 ✓ 961 ✓ 900 ✓ 743 ✓ 455 ✓ 750 ✓ 380 ✓ 224 ✓ 680 ✓ 892 ✓ 165 ✓	448 ✓ 640 ✓ 745 ✓ 172 ✓ 210 ✓ 194 ✓ 147 ✓ 148 ✓ 890 ✓ 961 ✓ 900 ✓ 743 ✓ 455 ✓ 750 ✓ 380 ✓ 224 ✓ 680 ✓ 892 ✓ 165 ✓
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