

IRIS Public Record

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Abstract

Descriptive Notes: CONTAINS FIELD ORDERS, OPERATIONAL REPORTS, LOADING LISTS, NAVIGATIONAL DATA WITH CHARTS, TACTICAL DATA WITH PHOTOGRAPHS, TECHNICAL DATA, INTERROGATION FORMS AND REPORT OF CASUALTIES.

Title Added Entries MISSION FOLDER NUMBER 114 (TARGET: L'AIGLE RAILROAD BRIDGE, FIELD ORDER NUMBER 468)

Author:

Subject:

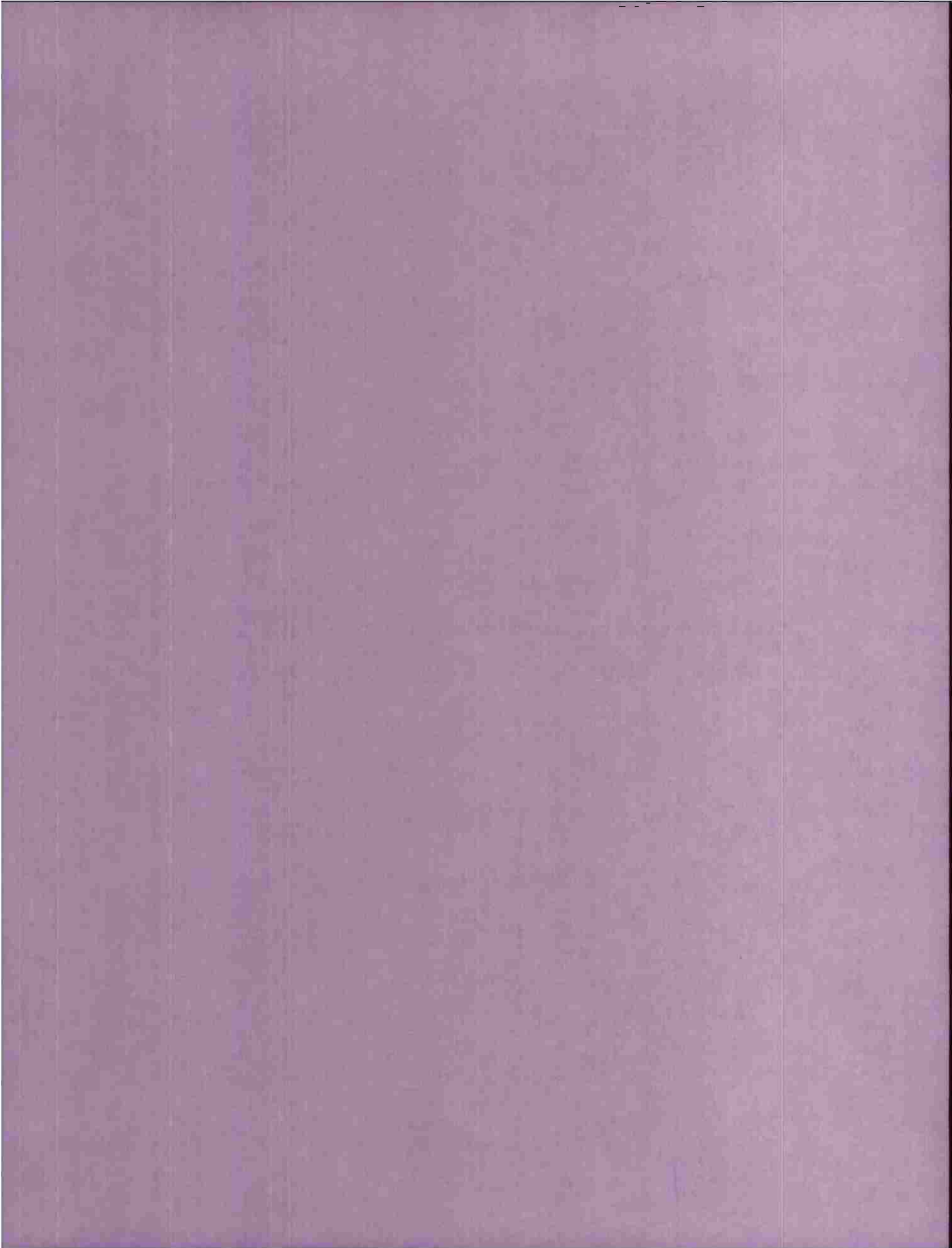
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Administrative Markings

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Scanner ID:	Scanned Date:	
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Op 416 - Su - Op - S
5 Aug 1944

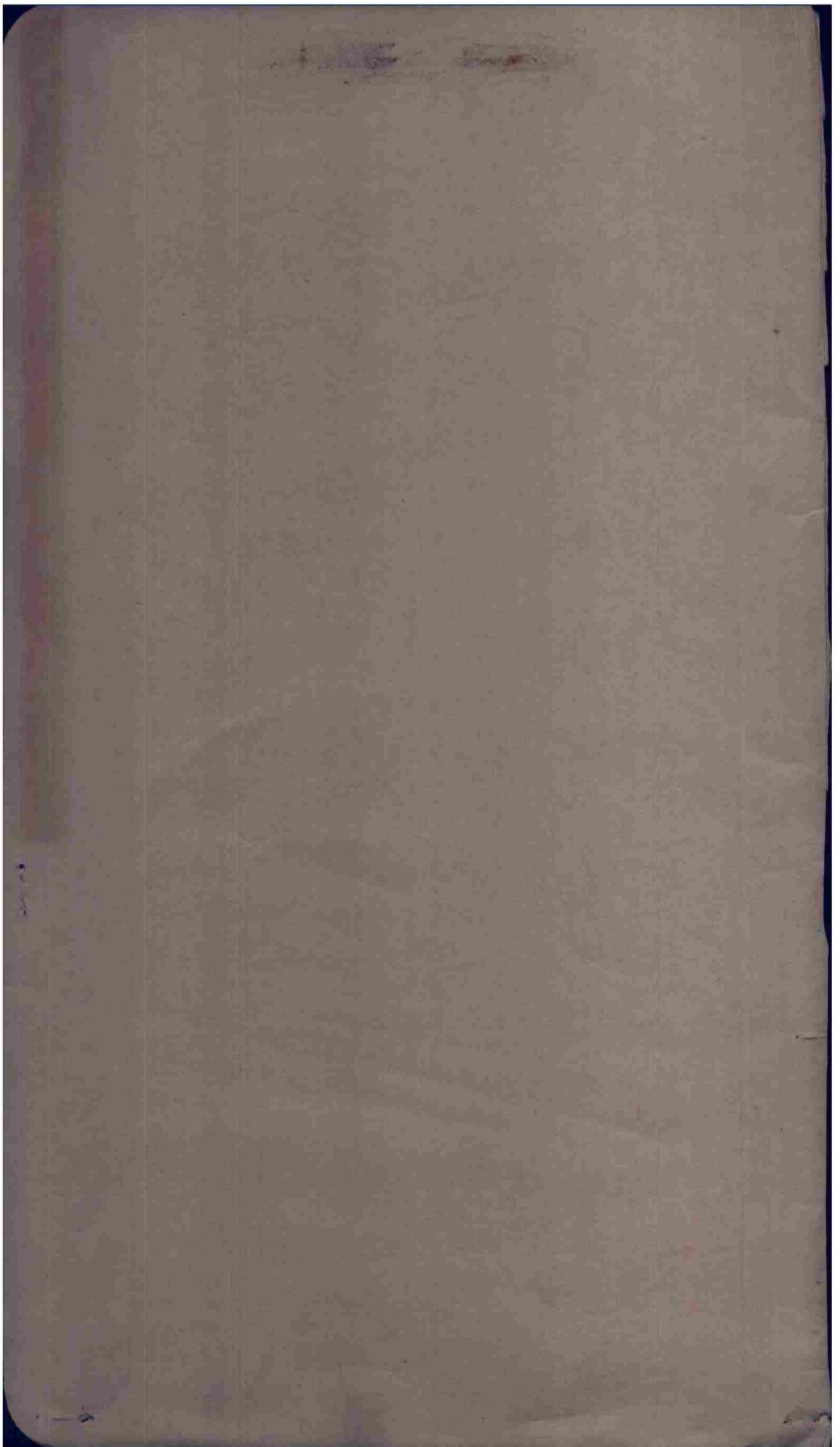
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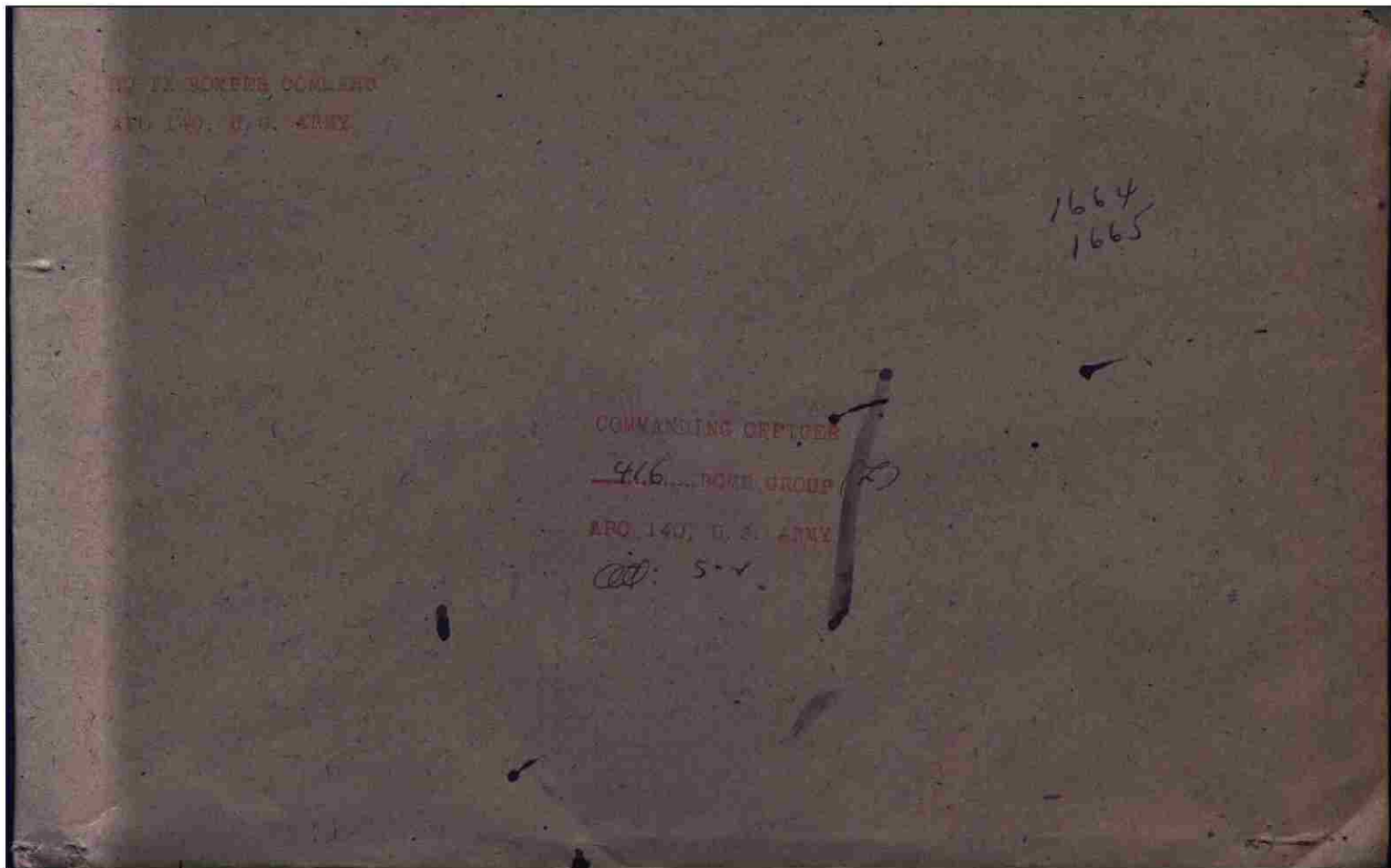
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DOD DIR 5200.9, 27 Sep 59

P.R.C.

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NO. 11 BOMBER COMPANY
APO 140, U. S. ARMY

1664
1665

COMMANDING OFFICER

416 BOMB GROUP (R)

APO 140, U. S. ARMY

ATT: 5-V

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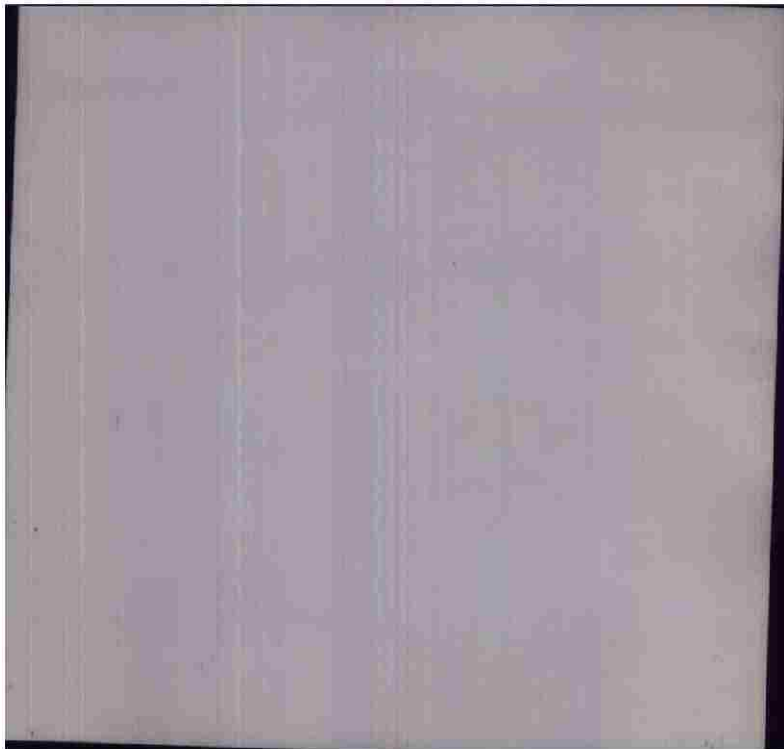
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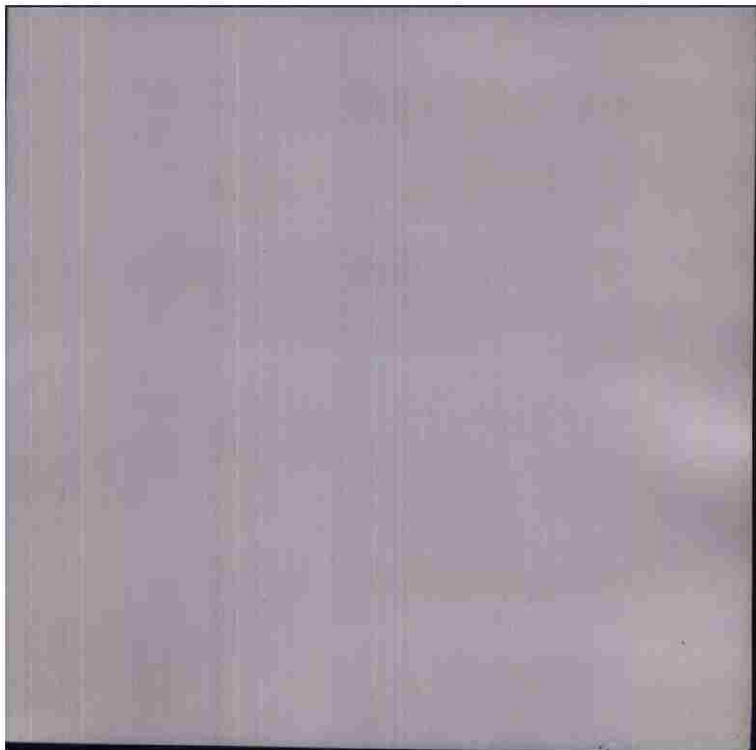
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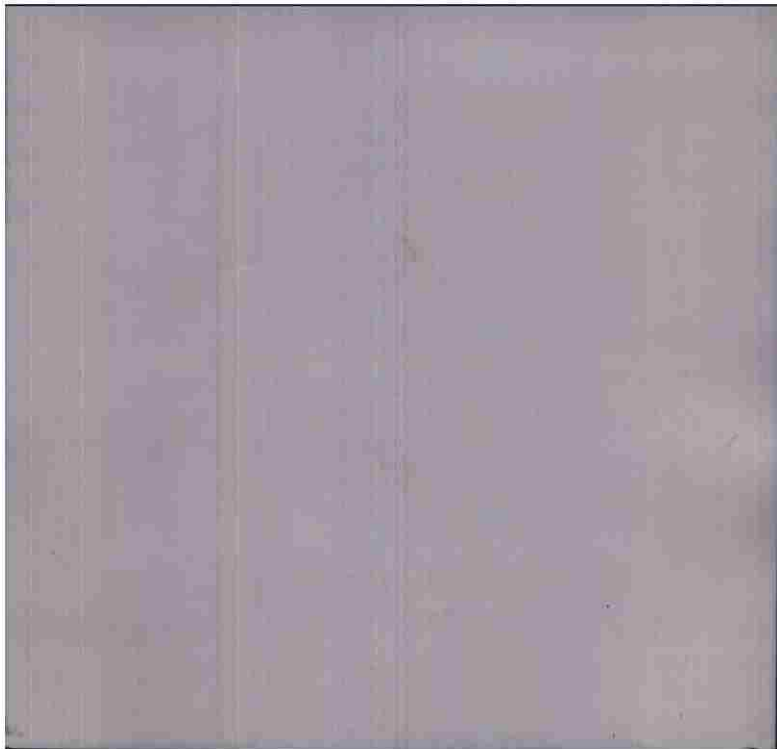
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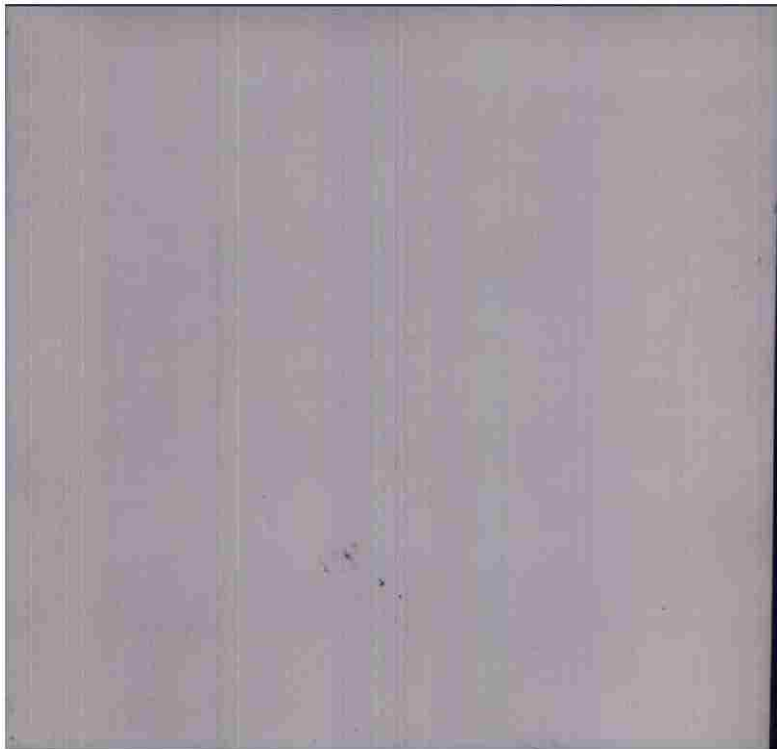
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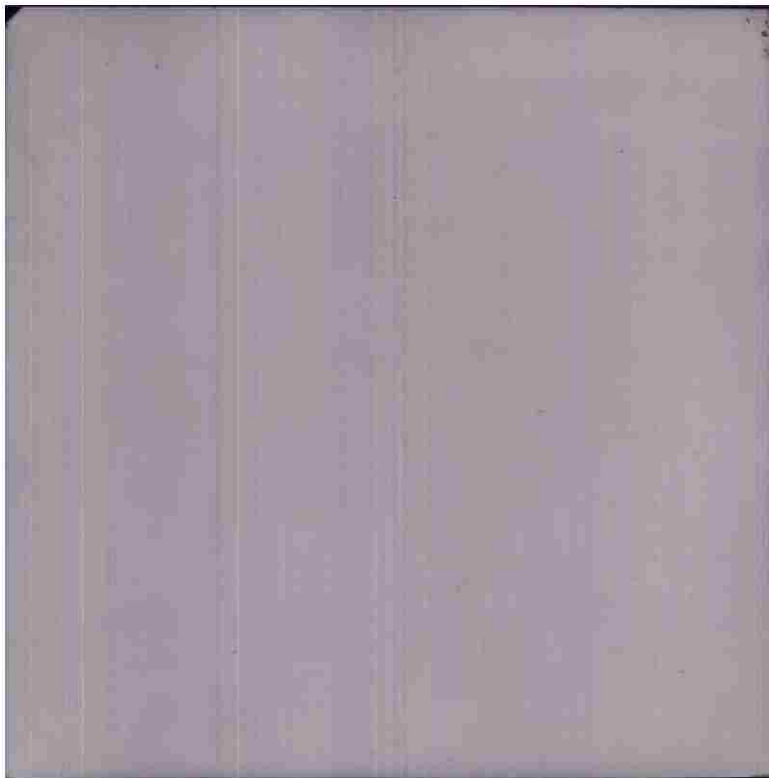
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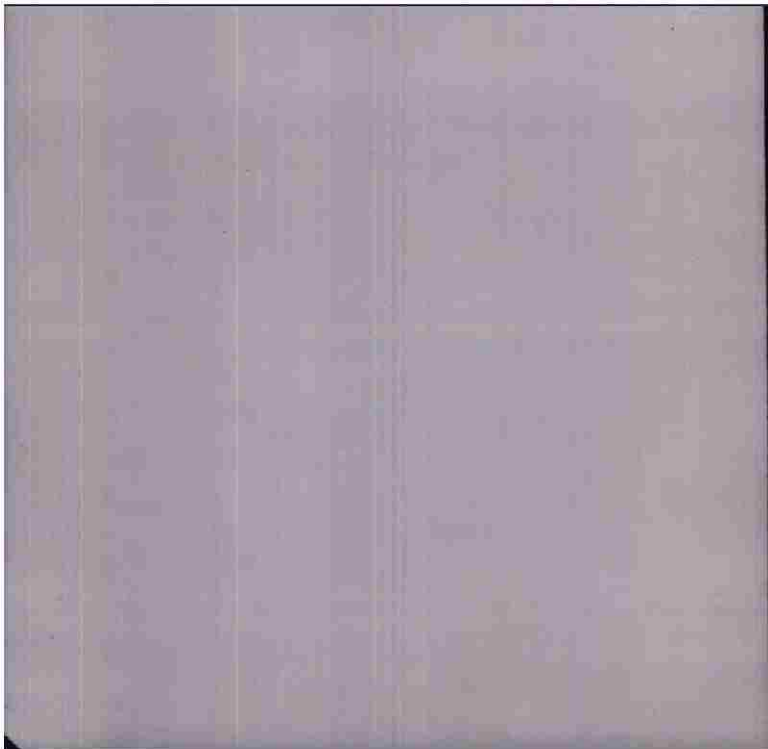
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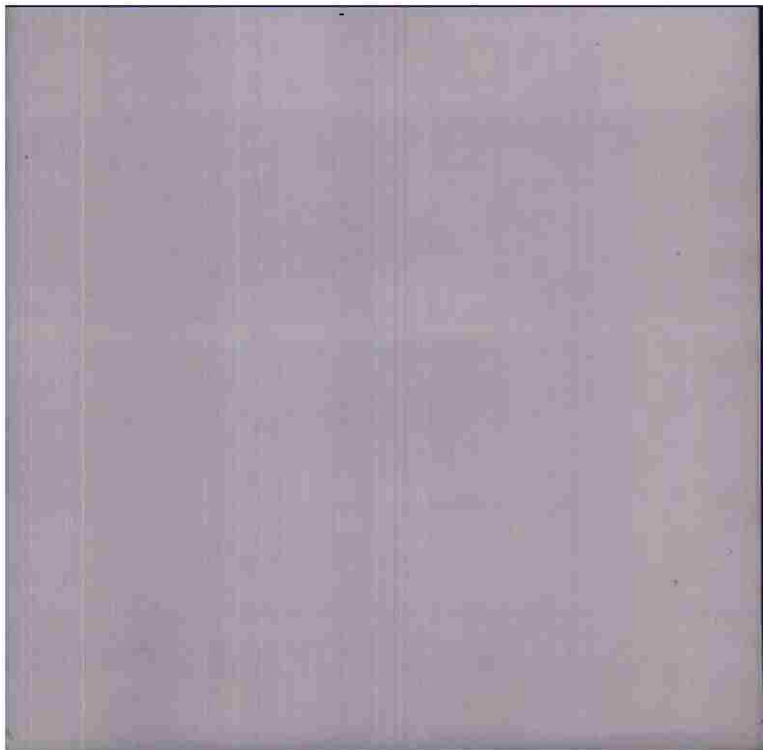
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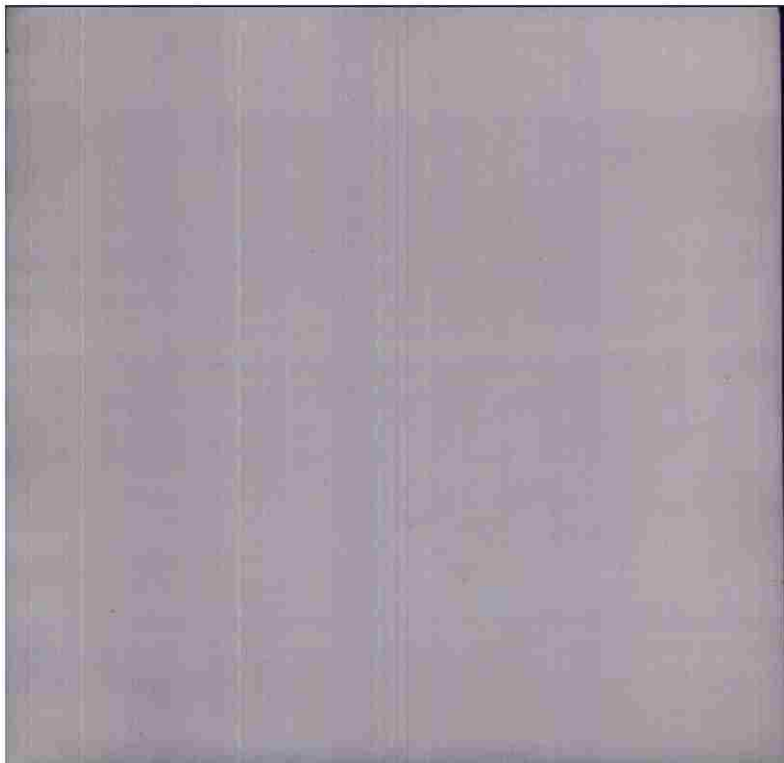
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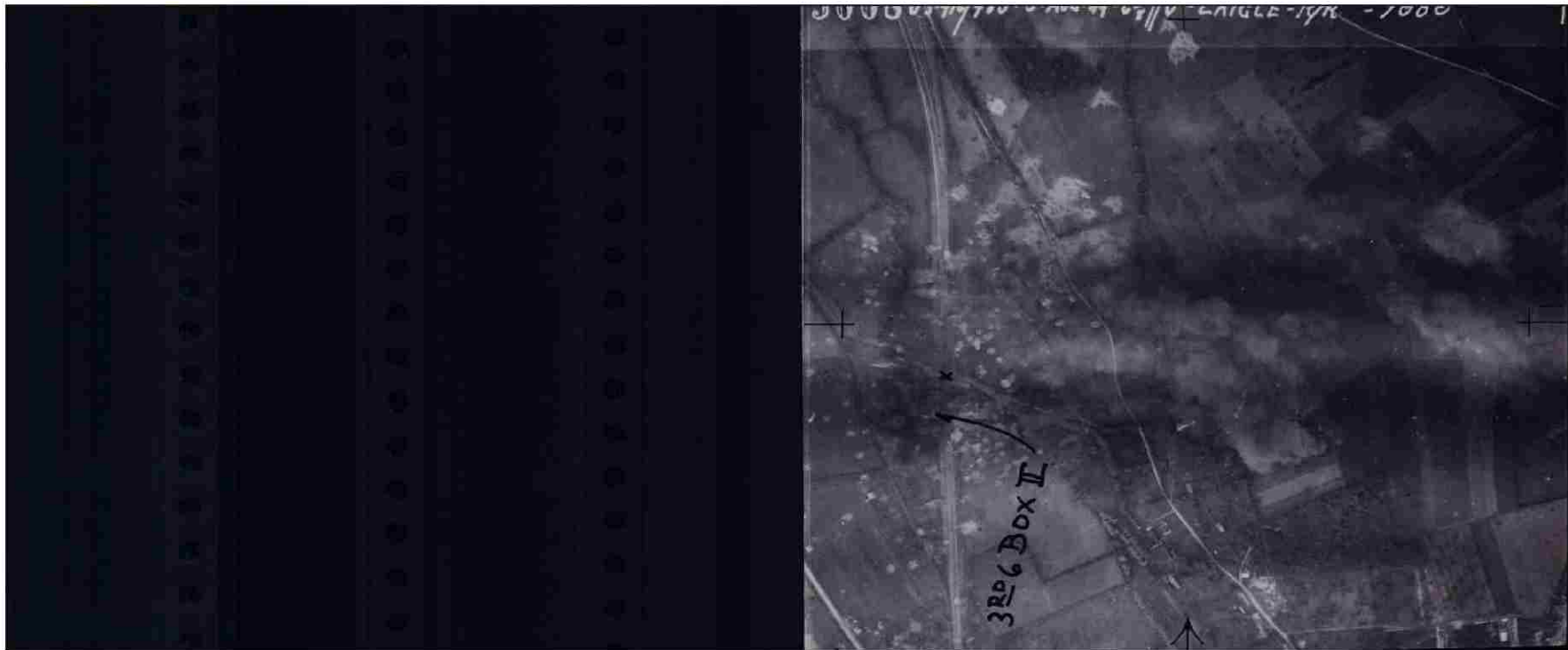
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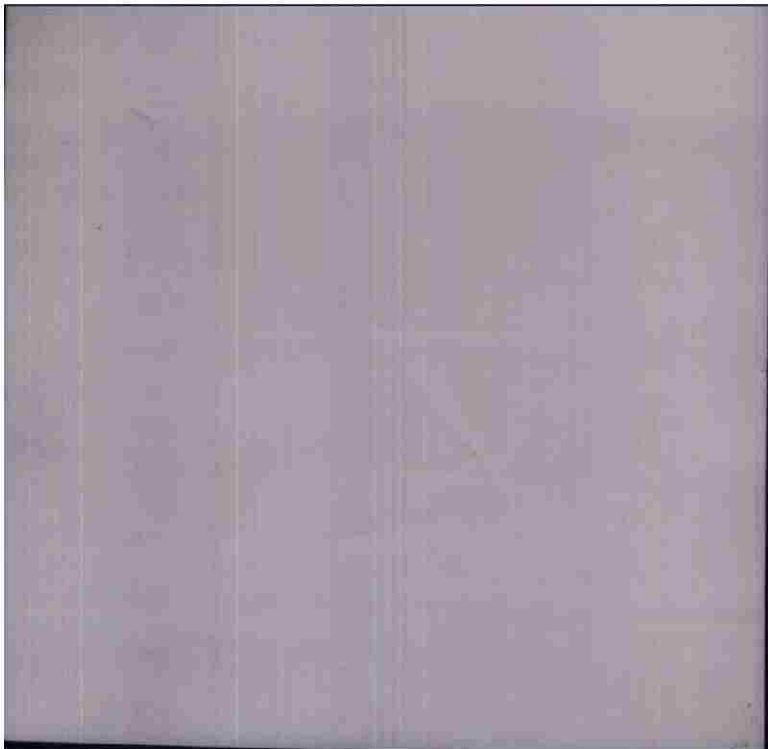
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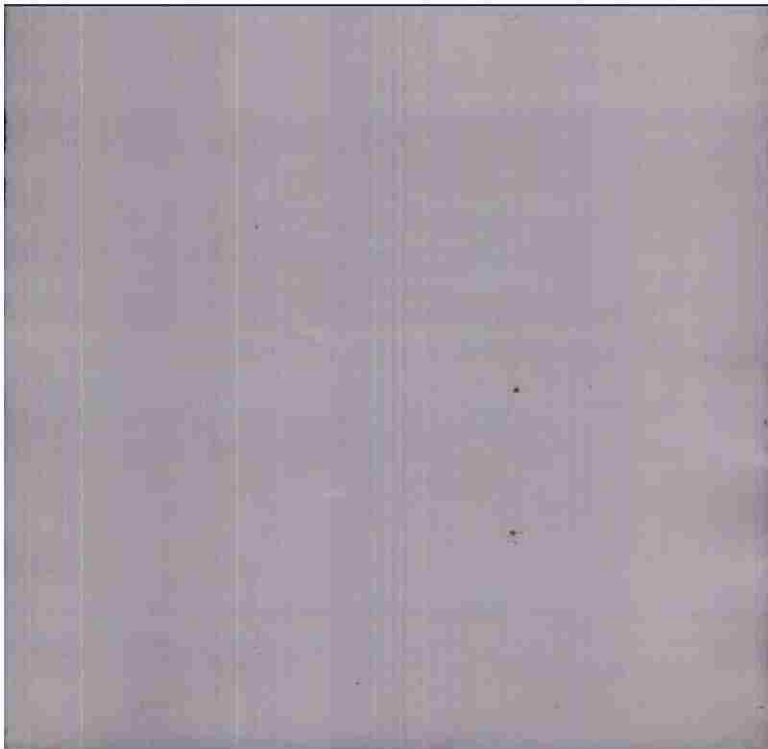
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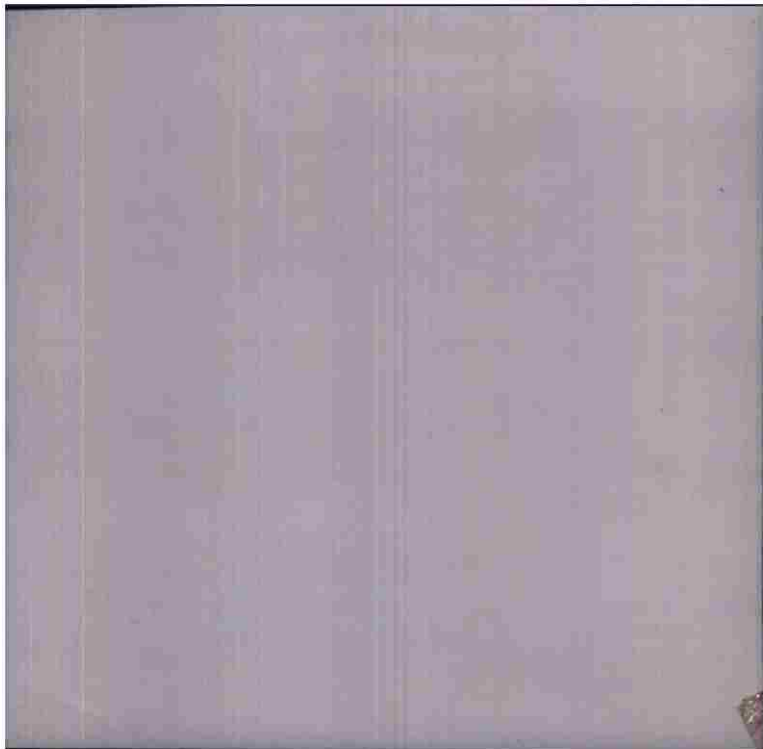
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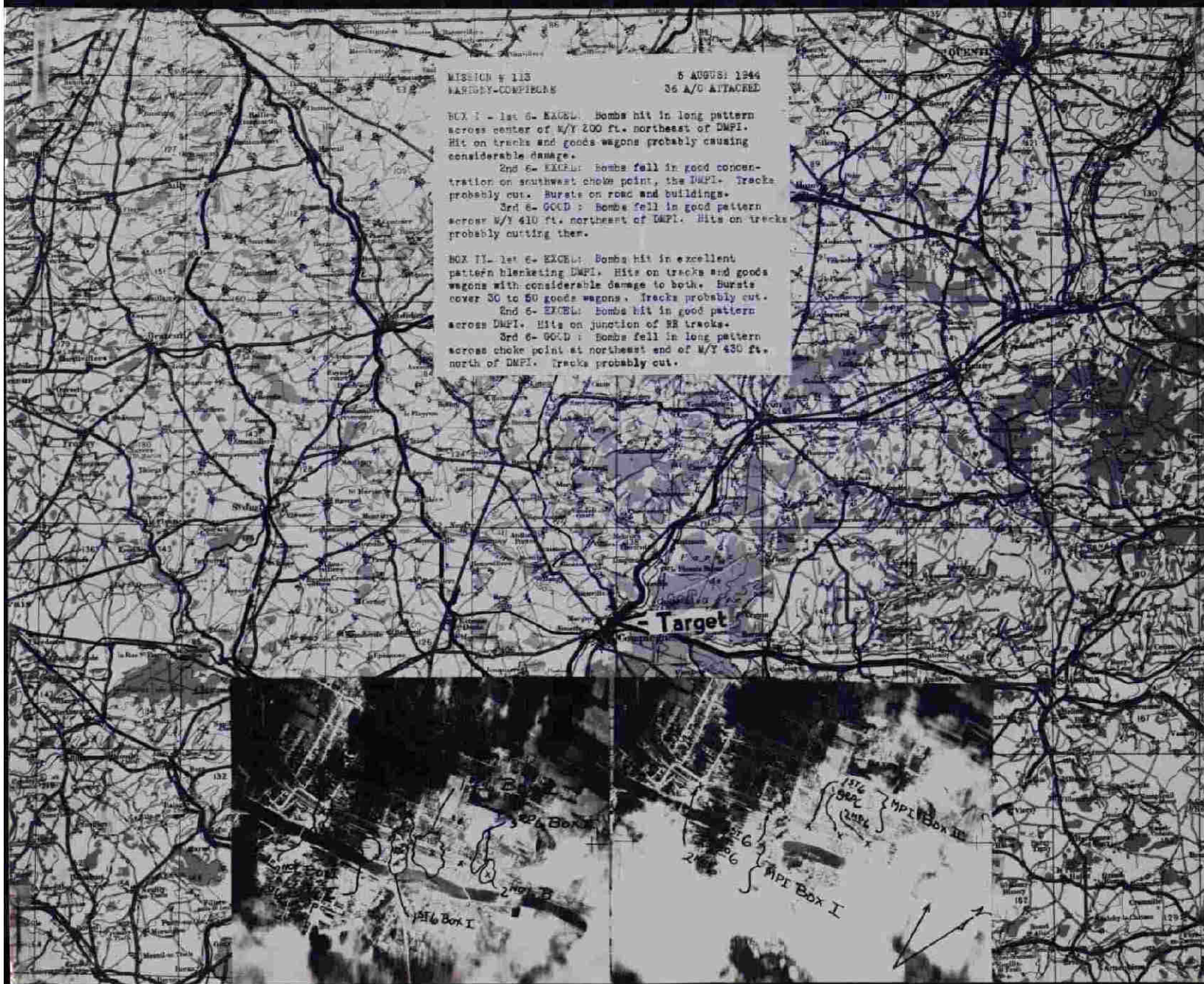


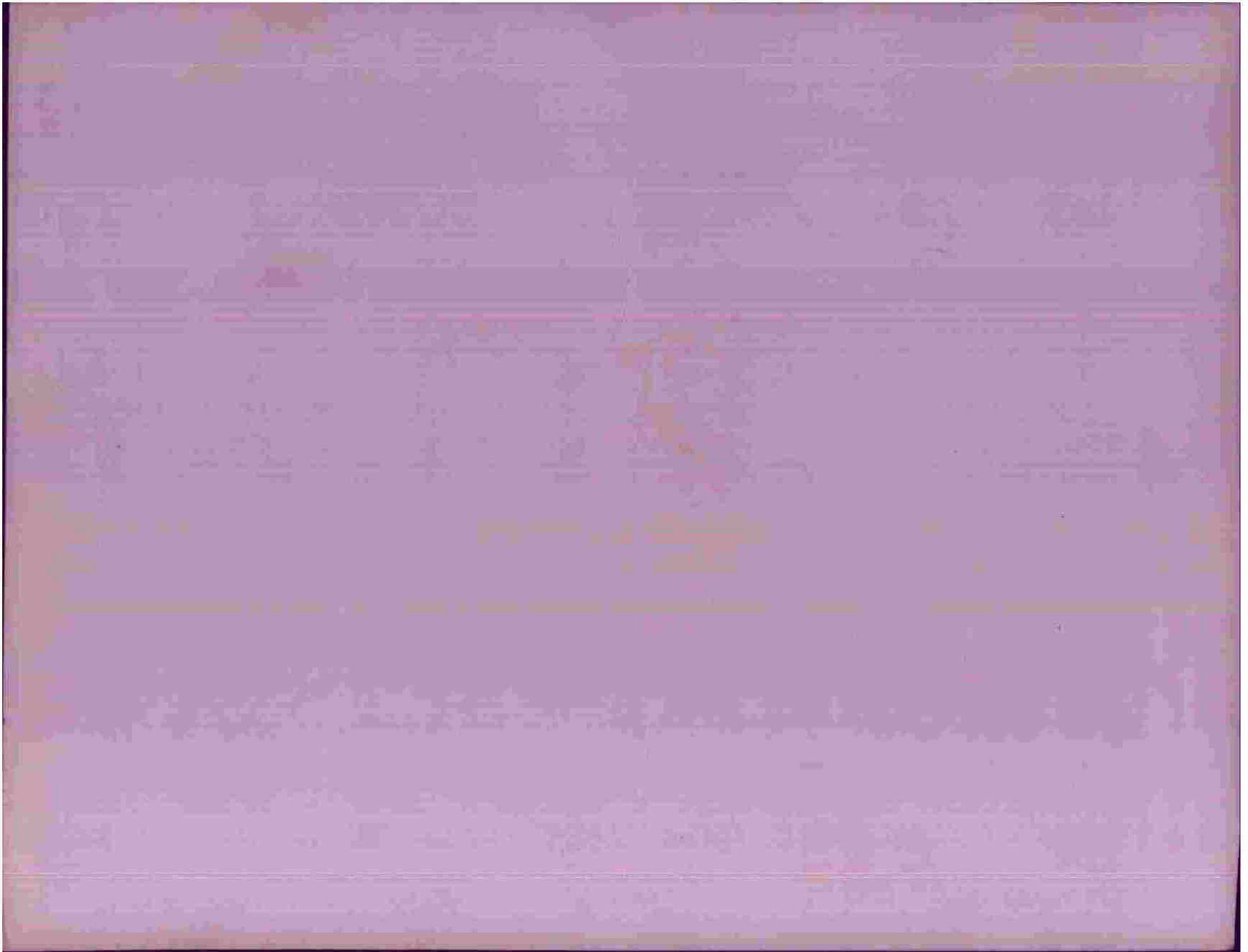
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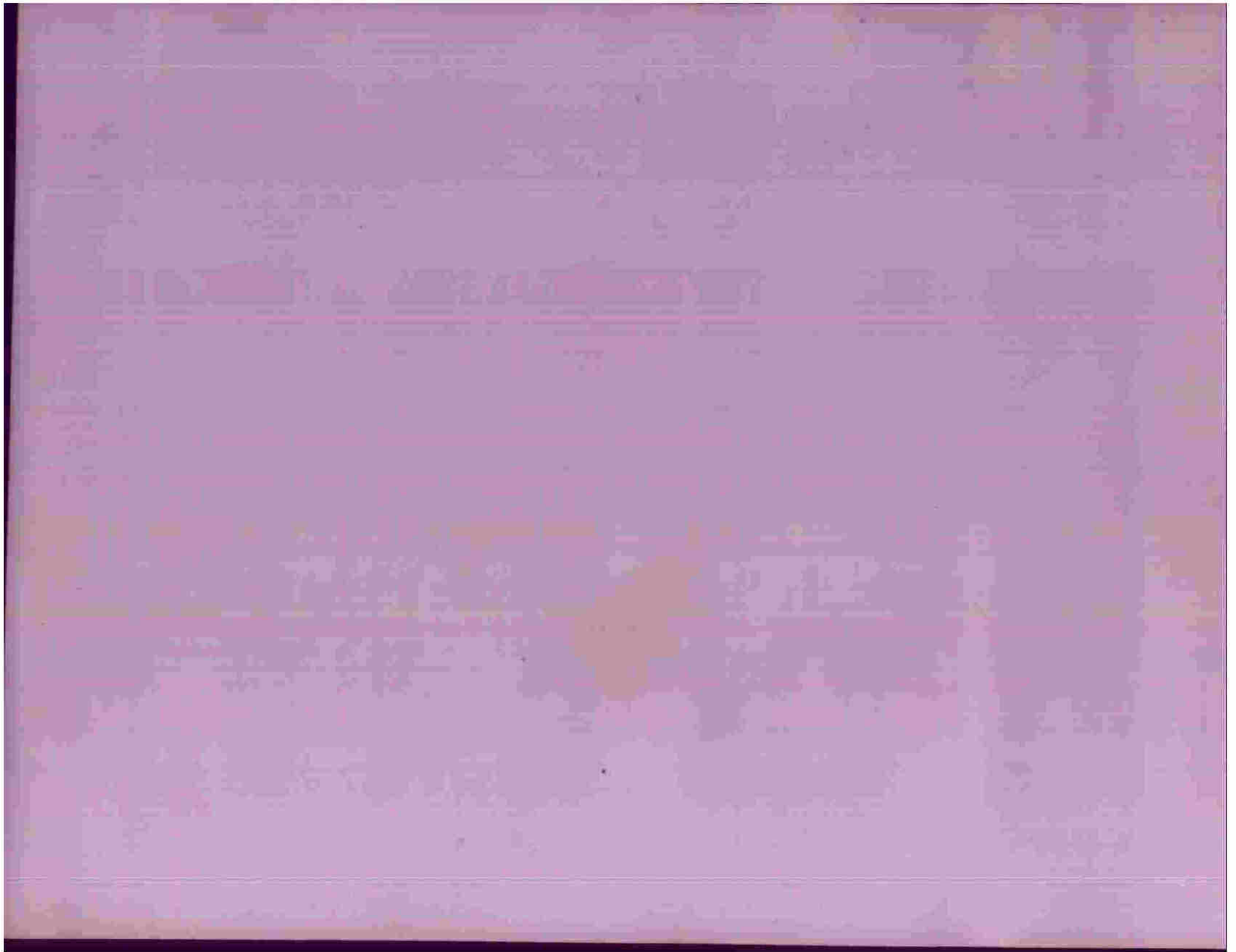
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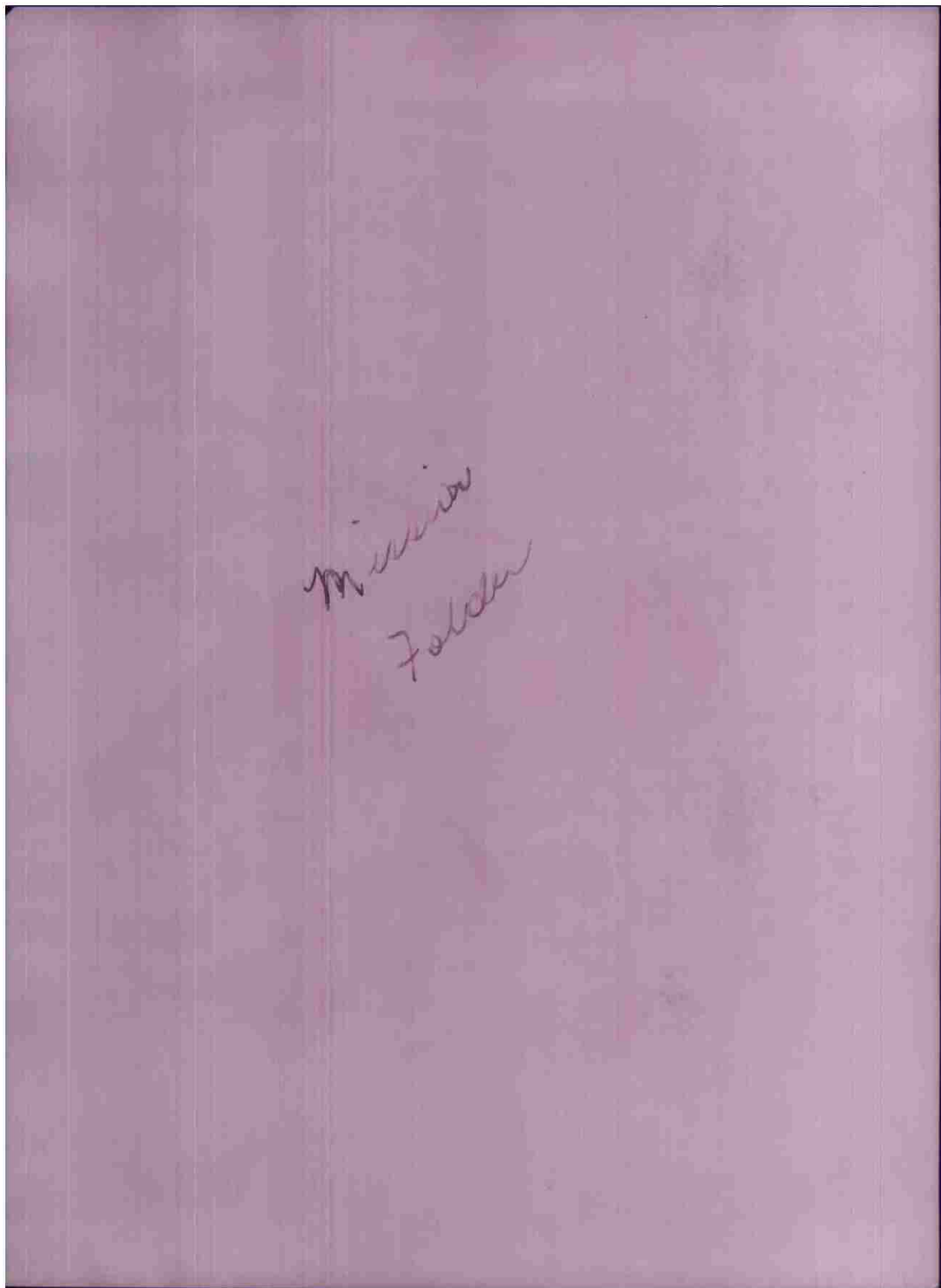
NINTH AF CONSOLIDATED REPORT IX BC/SA 330

- (A) TARGET: LAIGLE RR/BR 4250 8F/6 800439
 - (B) SORTIE: US 416/480-483-484-486
 - (C) DATE: 5 AUG 44 TIME: 2052-2058 B
 - (D) ATTACKING A/3: 32 A-20's BY 6's
 - (E) BOMBS: 166/500 GP 1/10 N., 1/100 T.
 - (F) COVER: TARGET COVERED ON FAIR QUALITY PRINTS
 - (G) RESULTS OF BOMBING: OF FOUR PATTERNS SEEN ONE BLANKETS
DESIRED MPI, ONE IS CENTERED 250 FEET NW OF BR
CROSSING RR TRACKS, ONE IS CENTERED 250 FEET S.
OF BR AND EXTENDS W., AND THE LAST IS 950 FEET
SW OF DESIRED MPI
 - (H) ACTIVITY:
 - (I) ANNOTATED PRINT: 5017 SORTIE: US 416/486
- NOTE: RECTANGLE ENCLOSES BOMB PATTERN AREA
DISTRIBUTION: S/A

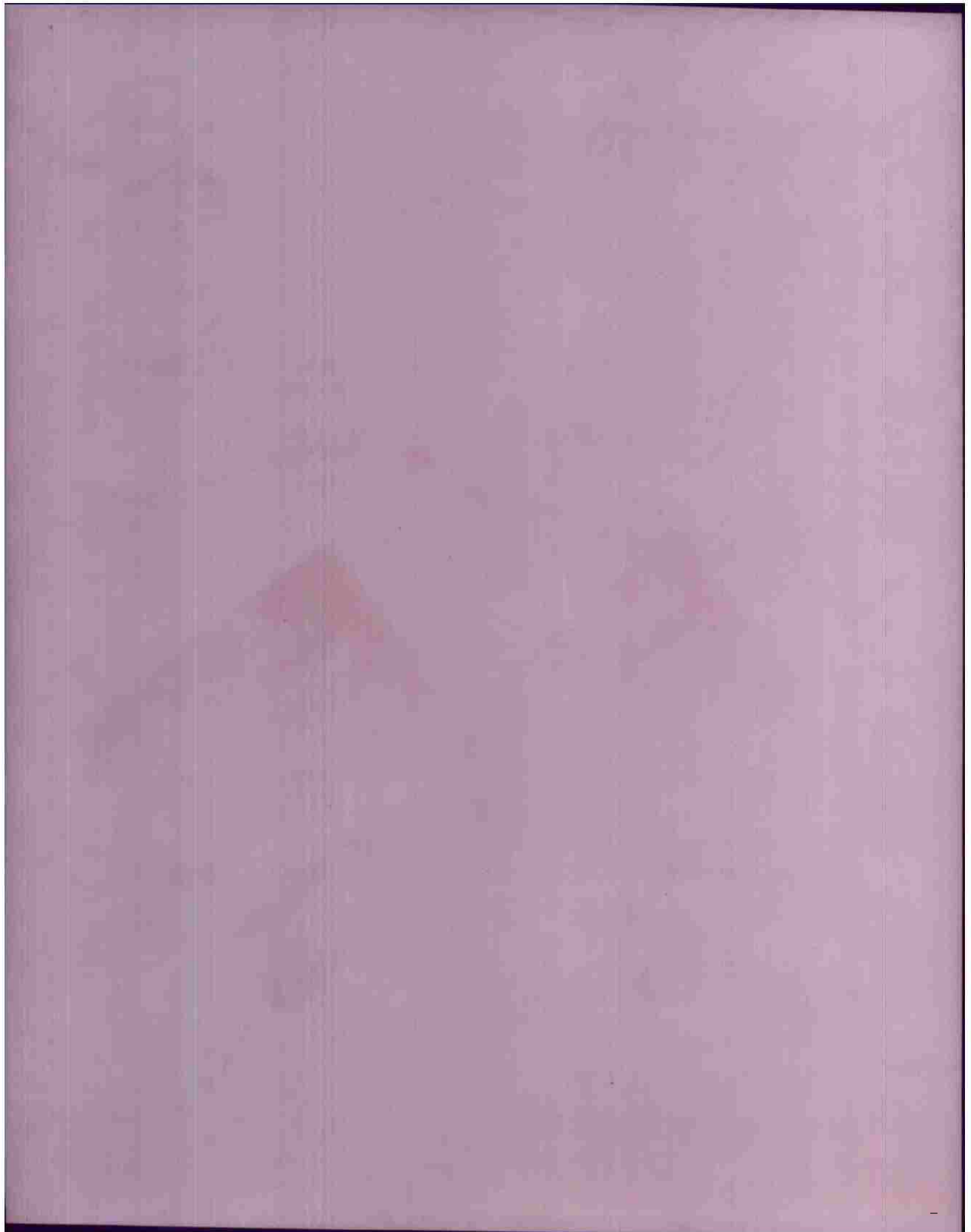
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20 P.I.D.
AT HQ. IX B.C.









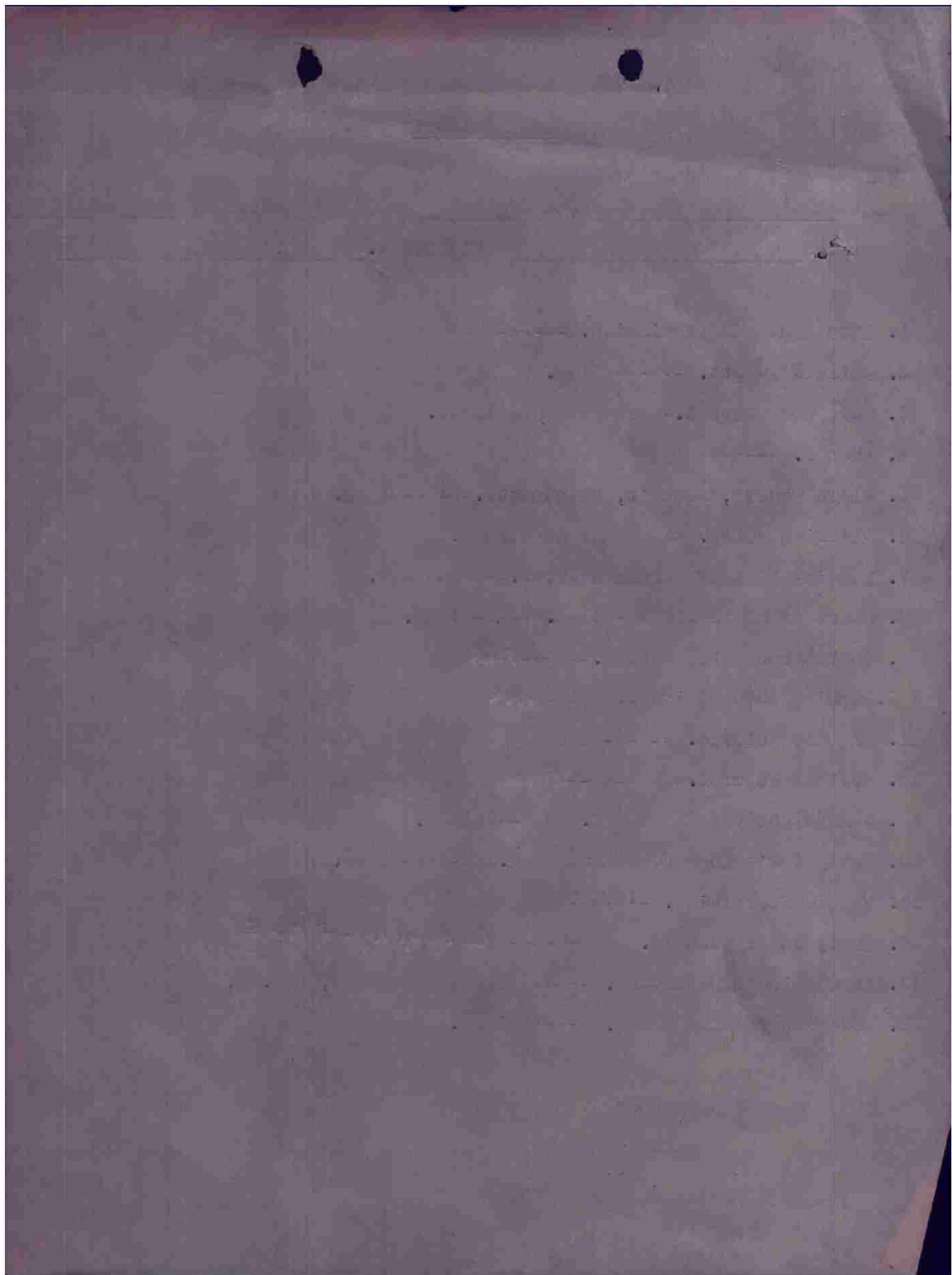
GENERAL INDEX

Target L'Aigle R/R Bridge Date 5/8/44 No A/C 36 Mission# 114 F/O 468
 Status Attacked Briefing O. Lt. Mazanec

1. IXBC Synopsis of Mission. ----- None
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. ----- Filed.
9. Operations Oprep Report. ----- Filed
10. Bombing Information ----- None
11. E/A Encountered. ----- None
12. Weather Reports. ----- Filed
13. Communications YS Report. ----- Filed.
14. Navigator's Log and Flight Plan. ----- Filed.
15. Battle Casualties. ----- None
16. Analysis of Gunnery. ----- See Oprep Report, Part E.
17. Ammunition Expenditure. ----- See OpsFl Report, Par. I.
18. Recapitulations Floms. ----- Filed.

00091922

P.R.C.



YAA V LAI 6/08 P

FROM 97TH COMBAT BOMB WING 08/1900B A-49-P
TO COBOMGP ~~430~~ 416

CONFIDENTIAL PRIORITY BT

EXTRACT OF TWX RECEIVED THIS HEADQUARTERS FROM 10TH PHOT GROUP

LAIGLE/ST. SULPICE:

RAILROAD BRIDGE/LA RISLE RIVER: PHOTO NOS. 1057;58
SUCCESSFULLY COVERED ON PHOTOGRAPHS OF GOOD QUALITY. WESTERN APPROACH
TO BRIDGE DAMAGED BY SEVERAL NEAR MISSES. SEVERAL HITS ALONG EMBANKMENT
SEVER EASTERN APPROACH TO BRIDGE. LINE UNSERVICEABLE.

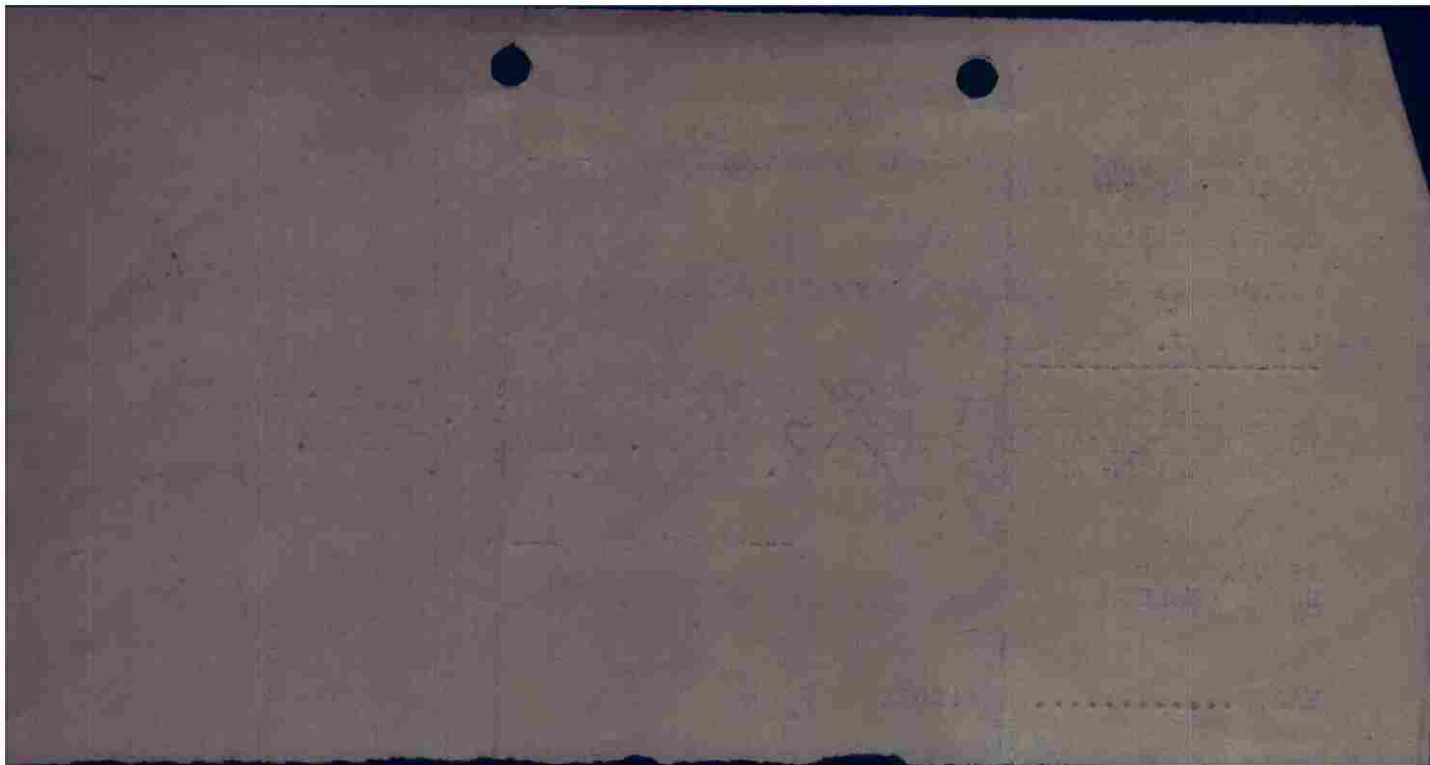
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BT 08/1900B
CES BBBB

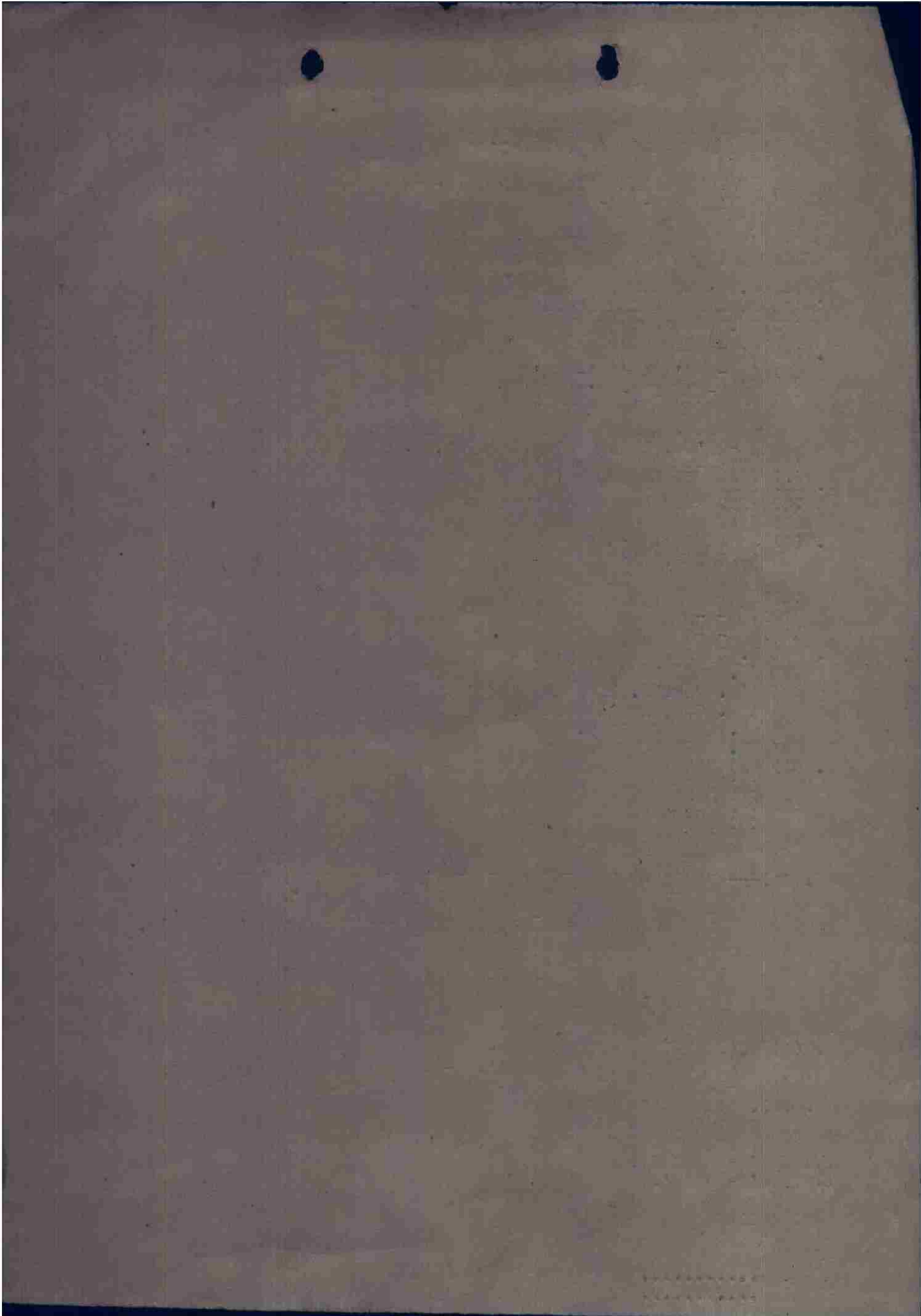
HA AVR..... 08/1953B RSS KK



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OPERATIONAL REPORT

From: 416th Bomb Group (L)

To : Hq IX Bomber Command
Sq 97th Combat Wing

Attn: A-2
Attn: Z-2

Ref : OPERATIONAL PRIORITY CONFIDENTIAL

Opflash no. 115 for 5 AUGUST 1944.

- A. (1) L'AIGLE RAILWAY BRIDGE
- (2) L'AIGLE Railway Bridge

- B. (1) 416th BG
- (2) 6 A-20's and ³⁰ A-20's
- (3) 2 A-20's returned early; due to Fuel Pressure

Trouble, one due to PART of bombs falling out in channel thought ALL had fallen out, returned to base
~~2 A20's, information lacking, Landed away from base~~
IV. 32 A20's bombed primary

- C. (1) 1839
- (2) 2052 - 2058 - bombed by flights of six
- (3) 2240

- D. I ~~3~~ A/c cat category 'A'
- 1 ~~A/c~~ airplane cat 'A'
- INFORMATION LACKING ON 2 AIRCRAFT LANDED AWAY FROM BASE.
- II ~~0-0-0~~
- III ~~0-0-0~~

- E. Box I good To Excellent
- II Excellent Ry Line at
- III ~~PNB~~ (Aube-97341)
- IV good To Excellent
- V good To fair
- VI Excellent Nil

- F. (1) (a) _____
- (b) Nil

- (2) (a) Nil

- (b) Heavy INTENSE ACCURATE FOR 1 flight
- AT DULLY (U1047) TO EURECY (T-9359)
- Light ~~MEAGER~~ INACCURATE FLIGHT AT
- Q 4887 Meager

G. 2 vehicle on highway immediately N of ST DESIR (Q5788)
 RR Tunnel headed towards LISIEUX ~~FR~~) 9000'
 4 other vehicles parked ~~on~~ ON N-S Hwy
 in same vicinity (Q5788) 9000'
 1 vehicle headed towards ARGENTAN near
 Le Bouvy ST LEON (Q5747)) 9000'
 Large numbers of ~~ITF~~ Troops marching on road near
 Vimouliers going away from battle area ~~headed~~ headed East.
 Q 5065
 Vehicle Traffic heavy, mostly headed S + W
 in Area observed on course FLOWN.

H. (1) Poor visibility - Buhging Cumulous, Edge
 reaching over bomb run BASE 9500' 6-7/10's ALTO Cumulous
 (2) 2-3/10's Cumulous BASE 9000' BASE 9000' VISI 2-3 miles
visibility 2-3 miles

I. 166 x 500 GPs on primary
 7 x 500 GPs returned
 3 x 500 GPs fell in channel

J. 7000' - 9000'

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

OTHER UNITS:	TARGET	TX BG	WING	97TH	:
:	:	DATE	5 August	1944	:
:	:	ATTACKING UNIT	6 Flights		416TH
:	:				GROUP
:	:				L'AIGLE RR BRIDGE
:	:	FIRST PHASE INTERPRETATION			TARGET HIT

A. TARGET BRIEFED L'AIGLE RR BRIDGE PRIMARY
ST. MARTIN DE BIENFAITE RR BRIDGE SECONDARY
 CASUAL

M.P.I. Railroad bridge.

A.P. same as M.P.I.

B. TARGET ATTACKED L'AIGLE RR BRIDGE MILES FROM THE PRIMARY
 DIRECTION FROM PRIMARY

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

D. NO. AND TYPE OF A/C DISPATCHED 36 A-20's NO. OF A/C ATTACKING 32

E. BOMBING BY 3's, 6's, 12's, 18's 6's IN FOLLOWING ORDER 3,1,4,6,2,5

F. NO. AND TYPE OF BOMBS DROPPED 166 x 500 GP FUSING 1/10 nose, 1/40 tail
 FUSING

G. HEADING OF A/C WHERE BOMBS DROPPED 80 deg. M.

H. TIME BOMBS DROPPED 2052 - 2058

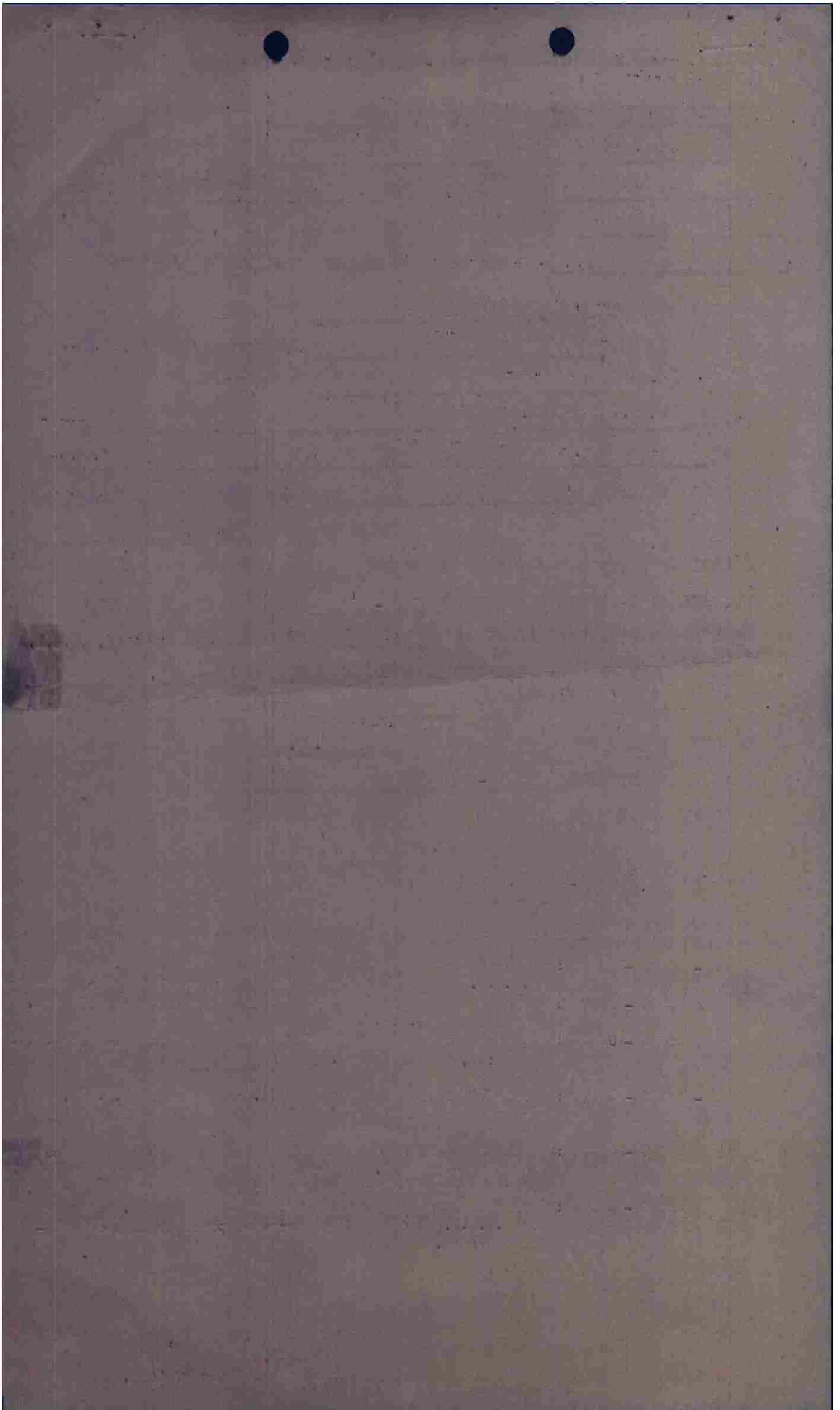
J. ACTIVITY AT TARGET

K. RESULTS OF BOMBING:

BOX I - 1st 6 - EXCEL : Bombs fell in loose pattern approximately 230 ft. east of
Maj. MENG - Lt. POWELL D.M.P.I. Several hits on railroad and possible hits on bridge
 2nd 6 - FAIR : Bombs fell in long pattern in fields approximately 1000 ft.
Lt. MEAGHER - Lt. BURG southwest of D.M.P.I.
 3rd 6 - GROSS : Bombs hit in fields approximately 5 miles southwest of D.M.P.I.
Capt. PRENTISS - Lt. McBRIEN Map 1:50,000 89/1 Coord. (711425)

BOX II - 1st 6 - EXCEL : Bombs hit in long pattern 250 ft. southwest of D.M.P.I.
Maj. DUNN - Lt. ARRINGTON Several probable hits on bridge and tracks possibly destroying
 or severely damaging bridge and tracks.
 2nd 6 - UNKNOWN : Camera was turned on during first pass over target but no
Lt. DEMAND - Lt. HANLON bombs were dropped. Camera was not turned off and ran out
 of film before bombs were dropped on second pass at target.
 3rd 6 - EXCEL : Bombs fell in good pattern approximately 245 ft. northwest
Lt. MORTON - Lt. MOORE of D.M.P.I. Several near misses or possible hits on rail-
 road tracks.

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



416TH GROUP BOMBARDIER'S
GROSS ERROR REPORT

MISSION TO : L'AIGLE RR BRIDGE

DATE : 5 AUGUST 1944

BOMBING BY : FLIGHTS OF SIX

BOX I

1ST SIX : EXCEL.

2ND SIX : FAIR : DUE TO HAZE AND SMOKE IN TARGET AREA
BOMBARDIER WAS UNABLE TO PICK UP A.P.
UNTIL LATE IN RUN; NOT COMPLETELY
SYNCHRONIZED AT POINT OF RELEASE.

3RD SIX : GROSS : DUE TO HAZE AND CLOUDS BOMBARDIER WAS
UNABLE TO LOCATE TARGET. PICKED UP
WHAT HE THOUGHT TO BE TARGET, BEGAN
SYNCHRONIZATION AND HAD ACCIDENTAL
RELEASE SHORT OF TARGET AREA.

BOX II

1ST SIX : EXCEL.

2ND SIX : UNKNOWN : NO STRIKE PHOTOS.

3RD SIX : EXCEL.

WILLIAM M. LYTLE,
1ST LT., AIR CORPS,
GROUP BOMBARDIER.

IX B.C. 3-2 Form No. 105a

PHOTOGRAPHIC REPORT

CAMERAS INSTALLED	<u>12</u>	<u>1</u>	GROUP	<u>416TH</u>
CAMERAS PHOTOGRAPHING	<u>9</u>	<u>90</u>	TIME	<u>1:15</u>
CAMERA FAILURES	<u>1</u>	<u>10</u>	DATE	<u>5-August, 1944</u>
PERSONNEL FAILURES	<u>0</u>	<u>0</u>		
OTHERS	<u>2</u>	<u>0</u>		

	<u>750</u>			TARGET	<u>LAIGLE R.R.</u>
	701	<u>759</u>		ALT.	<u>9,000</u>
<u>196</u>			<u>819</u>	TRUE AIR SPEED	<u>200</u> MP
			<u>480</u>	GROUND SPEED	<u>220</u> MP

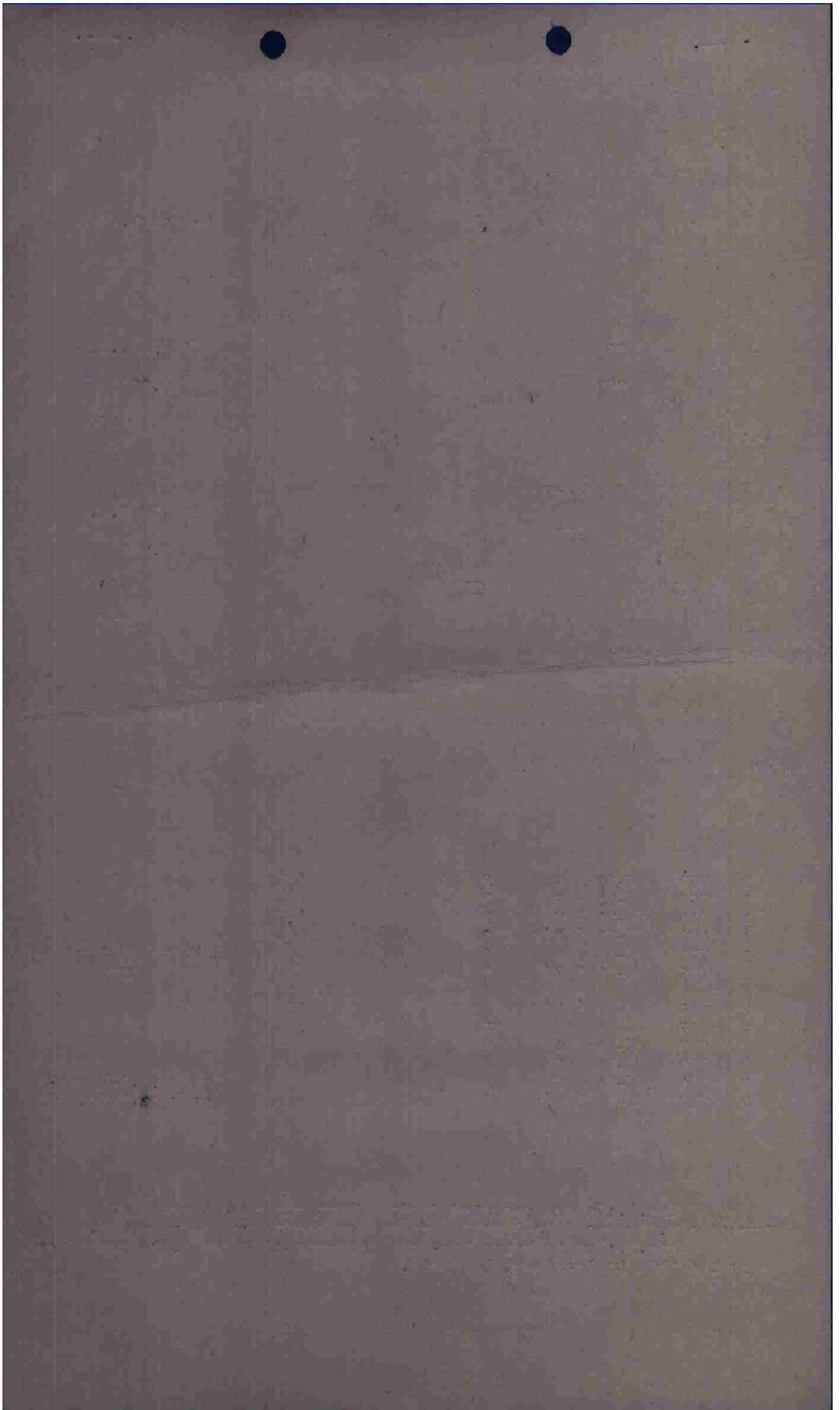
		<u>615</u>		TARGET	<u>LAIGLE R.R.</u>
		<u>925</u>		ALT.	<u>7,000</u>
	<u>717</u>		<u>719</u> <u>724</u>	TRUE AIR SPEED	<u>200</u> MP
<u>929</u>				GROUND SPEED	<u>215</u> MP

				TARGET	
				ALT.	
				TRUE AIR SPEED	
				GROUND SPEED	

BOX NO.	A/C NO.	CAM. TYPE	F.L.	INT.	PRINT D SORTIES	UNPRINT. SORTIES	EXPLANATION
1	750	K-24	7	2		481	
1	759	K-24	7	2	480		
1	819	K-24	7	2		487	
1	480	K-24	6 3/8	2	486		
1	701	K-24	8	2			Intervalometer (burned out.)
1	195	K-24	6 3/8	2	484		
2	615	K-20	6 3/8			151	
2	925	K-24	7	2	482		
2	717	K-24	8	2	483		
2	929	K-24	7	2		485	
2	724	K-24	7	2			See Para. 1-Remarks
2	719	K-24	6 3/8	2			See Para. 2-Remarks

REMARKS: Para. 1.; Camera operated during first run over target and not turned off, thus no film left in camera for second run over target.
 Para. 2.; Due to heavy haze and lateness of mission, the negatives were too thin to locate bomb bursts.

F. J. Bachat 1st Lt. A. C.
 Photographic Officer



OICOG OILAI V YAA YAA 3/6 OP
T-ADDRESSEE
FROM : . HQS 416TH BOMB GP(L) 06/0415B
TO : HQS IX AIR FORCE
 HQS IX BOMBER COMMAND
 HQS 97TH COMBAT WING
 ATT: A-2 DUTY OFFICER
416TH BG A-134-D

SECRET QOX BT

FIRST PHASE REPORT S/A PHOTOS 5/8/44

A. L'AIGLE RR BRIDGE

B. L'AIGLE RR BRIDGE

~~XXXXXXXXXXXX~~

H. 2032-2058

K. SEVERAL POSSIBLE HITS WERE SCORED ON BRIDGE, POSSIBLY DESTROYING
OR SEVERELY DAMAGING IT. HITS WERE SCORED ON TRACKS PROBABLY CUTTING
THEM.

BT 06/0415B

AS AS

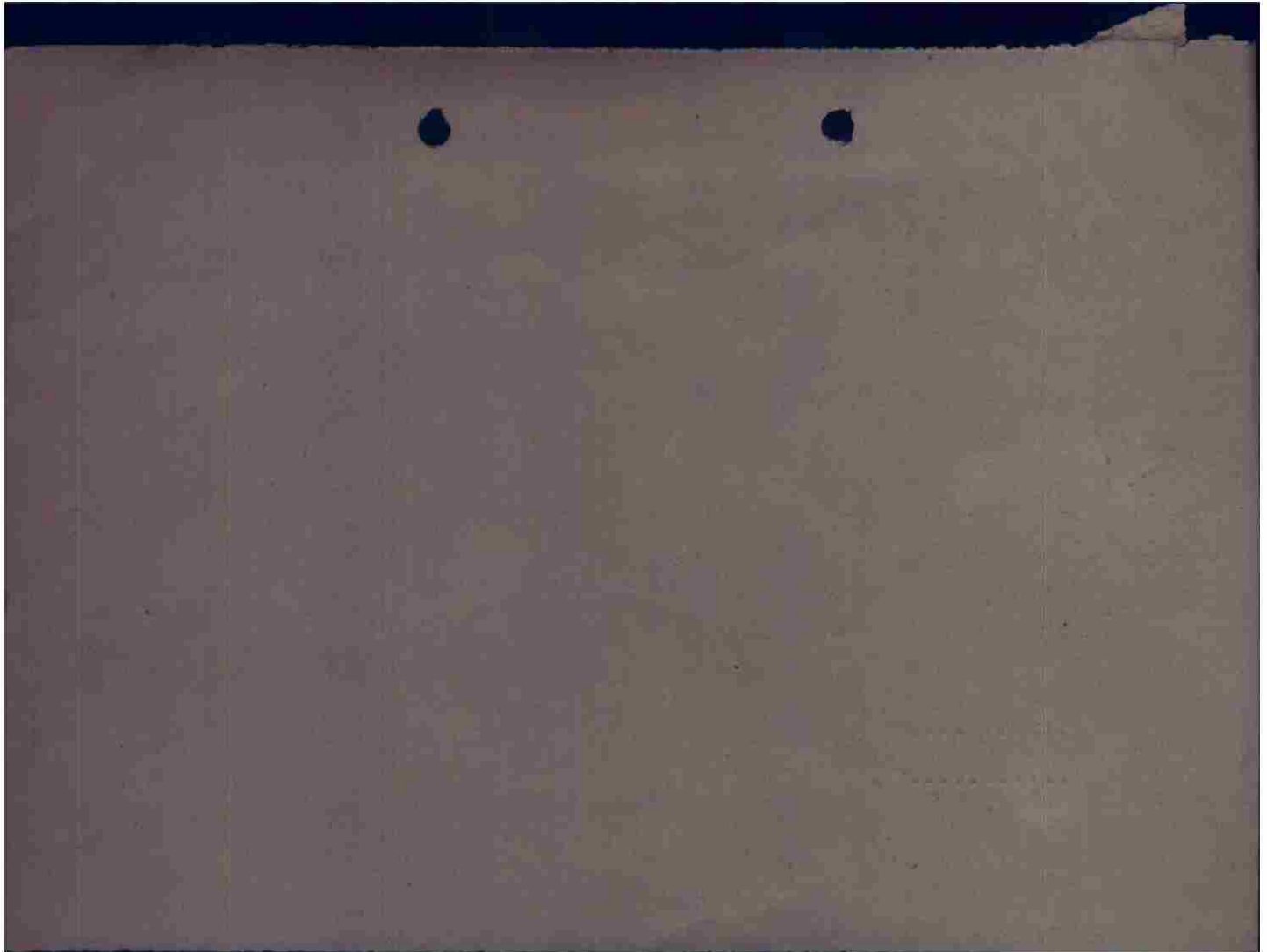
WJF AR

OICOG R.....06/0436B AT AR

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OICOG OIHAK OIGOF OIYAA V OILAI OILAI 05/05 OP
 FROM 97TH COMBAT BOMB WING 05/1620B A-30-E
 TO COMBOMCOM IX
 COBOMGP 409
 COBOMGP 410
 COBOMGP 416

OPERATIONAL PRIORITY BT
 SECRET SENT IN THE CLEAR AUTH: LT. COL. MC AFEE

97TH COMBAT BOMB WING
 APO 140
 05 AUGUST 1944

ANNEX NO. 1 TO FIELD ORDER NO. 162-468.

CHANGE PAR. 3A (3) 3B (3) 3C (3)
 ADD 3X (6) TO READ.

- 3. A. (3) WITH FIGHTERS AT 4919N 0000 AT 6000 FEET AT ZERO PLUS 20 MIN.
- 3. B. (3) WITH FIGHTERS AT 4919N 0000 AT 6000 FEET AT ZERO PLUS 30 MIN.
- 3. C. (3) WITH FIGHTERS AT 4919N 0000 AT 6000 FEET AT ZERO PLUS 40 MIN.
- 3. X. (6) BOMBING ALTITUDE. BOMB AT 6000 FEET OR BELOW CLOUD BASE
 DOWN TO BUT NOT BELOW 4000 FEET. LEAVE ENEMY COAST AT BOMBING
 ALTITUDE.

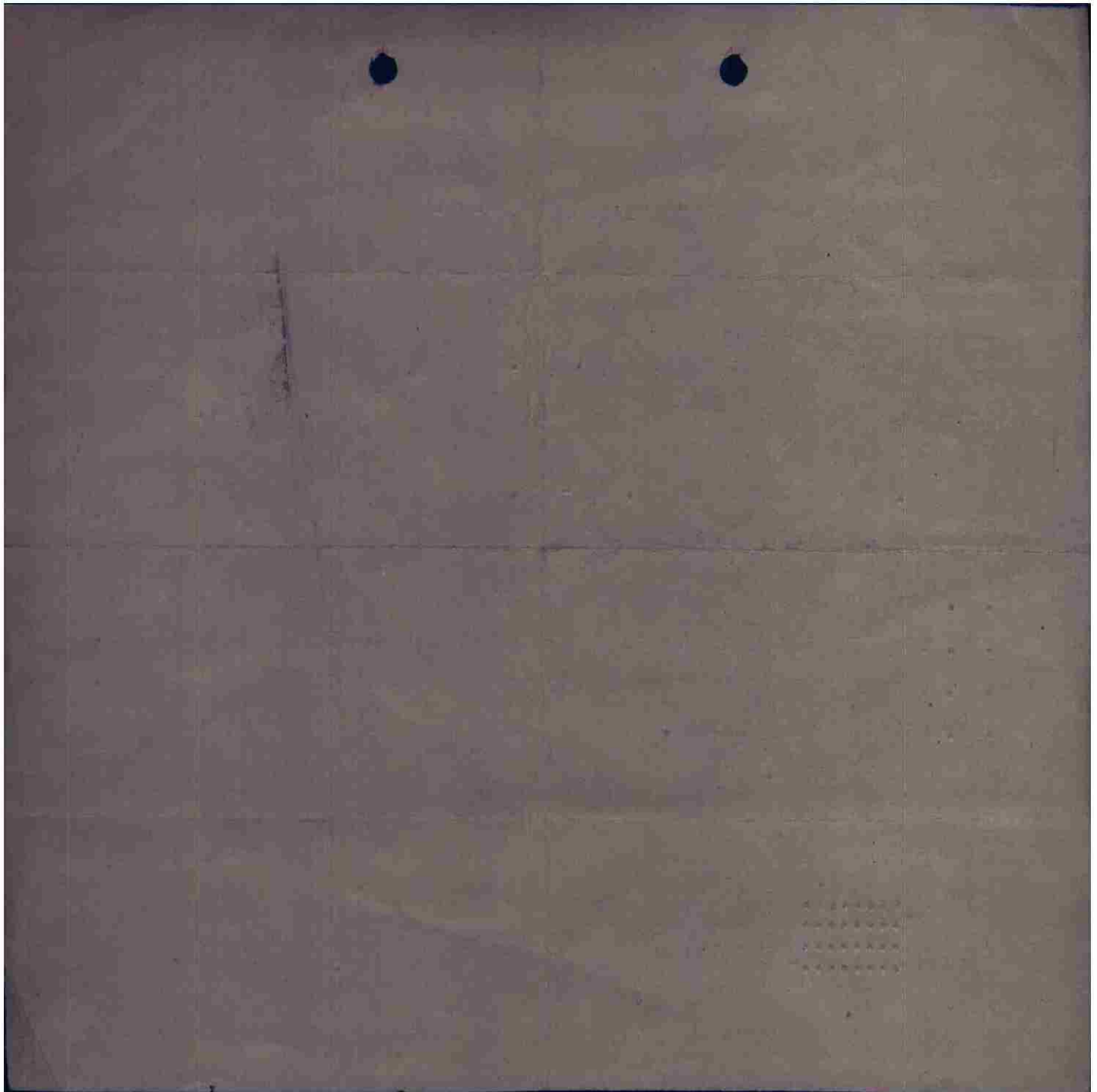
COCBTWIG 97

BT 05/1620B
 RL AR K

OIHAK R	05/1635B		EJK	AR
OIGOF R	05/1635B	N	SK	AR
OIYAA R	05/1635B		CW	AR
OICOG R;	05/1631B		RT	AR

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OIHAK OIGOF OIYAA V OILAI (INFO)

FROM 97TH COMBAT BOMBING
TO 409TH COBOMGP
410TH COBOMGP
416TH COBOMGP

189

S-2

ATTN: SIGNAL OFFICER

ADVANCED INFORMATION COPY OF PAR.5 OF FIELD ORDER TO FOLLOW:

5. COMMUNICATIONS:

A. 409TH BOMB GROUP.
(2) TABLESPOON
(3) HEADUP

B. 410TH BOMB GROUP.
(2) WORTHY
(3) CARROT

C. 416TH BOMB GROUP.
(2) ROCKFISH
(3) BYPASS

X. GENERAL INFORMATION.
(10) TBAV/TBAV



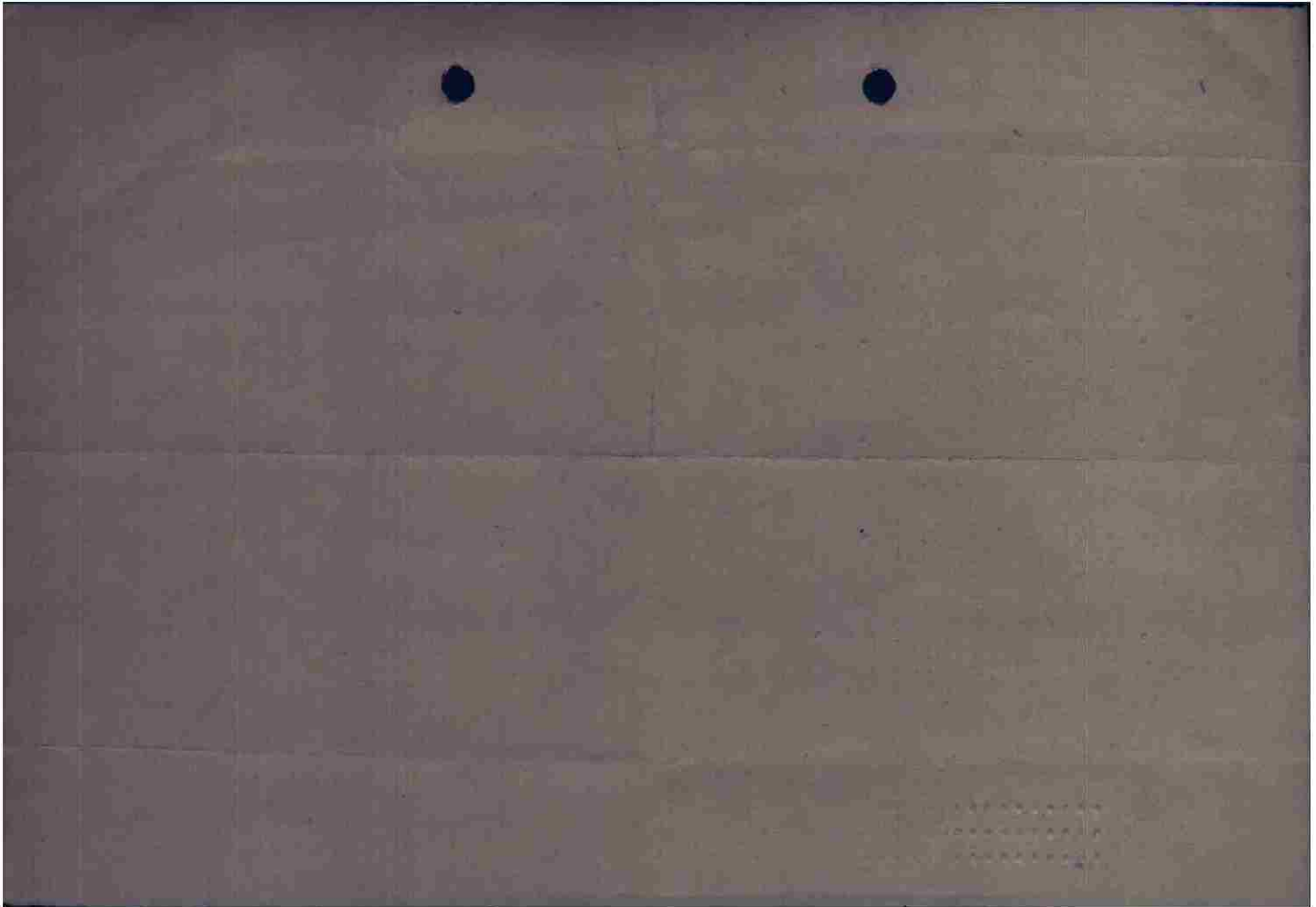
COCBTWIG 97

BT
RL AR K

OIHAK R.....	05/1422B	EJK	AR
OIGOF R.....	05/1422B	SK	AR
OIYAA R.....	05/1422B	JF	AR

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OICOG OIHAK OIGOF OIYAA V OILAI OILAI 4/05 OP

FROM 97TH COMBAT BOMB WING 05/1445B A-29-E
 TO COMBOMCOM NINE
 409TH COBOMGP
 410TH COBOMGP
 416TH COBOMGP

OPERATIONAL PRIORITY BT
 SECRET SENT IN THE CLEAR AUTH. LT. COL. MCAFEE

97TH COMBAT BOMB WING
 A P O 140
 5 AUGUST 1944

FIELD ORDER NO. 162-468

MAPS: NORMAL

1. B. (2) NINTH TAC WILL FURNISH ESCORT FOR THIS WING
2. THIS WING WILL ATTACK TARGETS IN FRANCE

ZERO HOUR 05/1930B

3. A. 409TH BOMB GROUP

- (1) 4800/B/17
- (3) WITH FIGHTERS AT 4919N 0000 AT 12,000 FEET AT ZERO PLUS 20 MIN
- (4) BASE TO MAIDENHEAD TO SELSEY BILL TO 4919N 0000 TO I.P. TO TARGET
- (5) TARGET TURN RIGHT TO R.P. TO 4919N 0000 AND RETRACE ROUTE
- (7) 4846N 0038E
- (8) GEN NORTHWEST TO SOUTHEAST
- (9) M.P.I. ILL 4800/14 ONE FLIGHT ON EACH REF. POINT 030034 034034 - 038034 - 042035 - 047035 - 051035 (COVER TRACKS FROM REF. 030034 TO 051035)

(11) 4832N 0033E

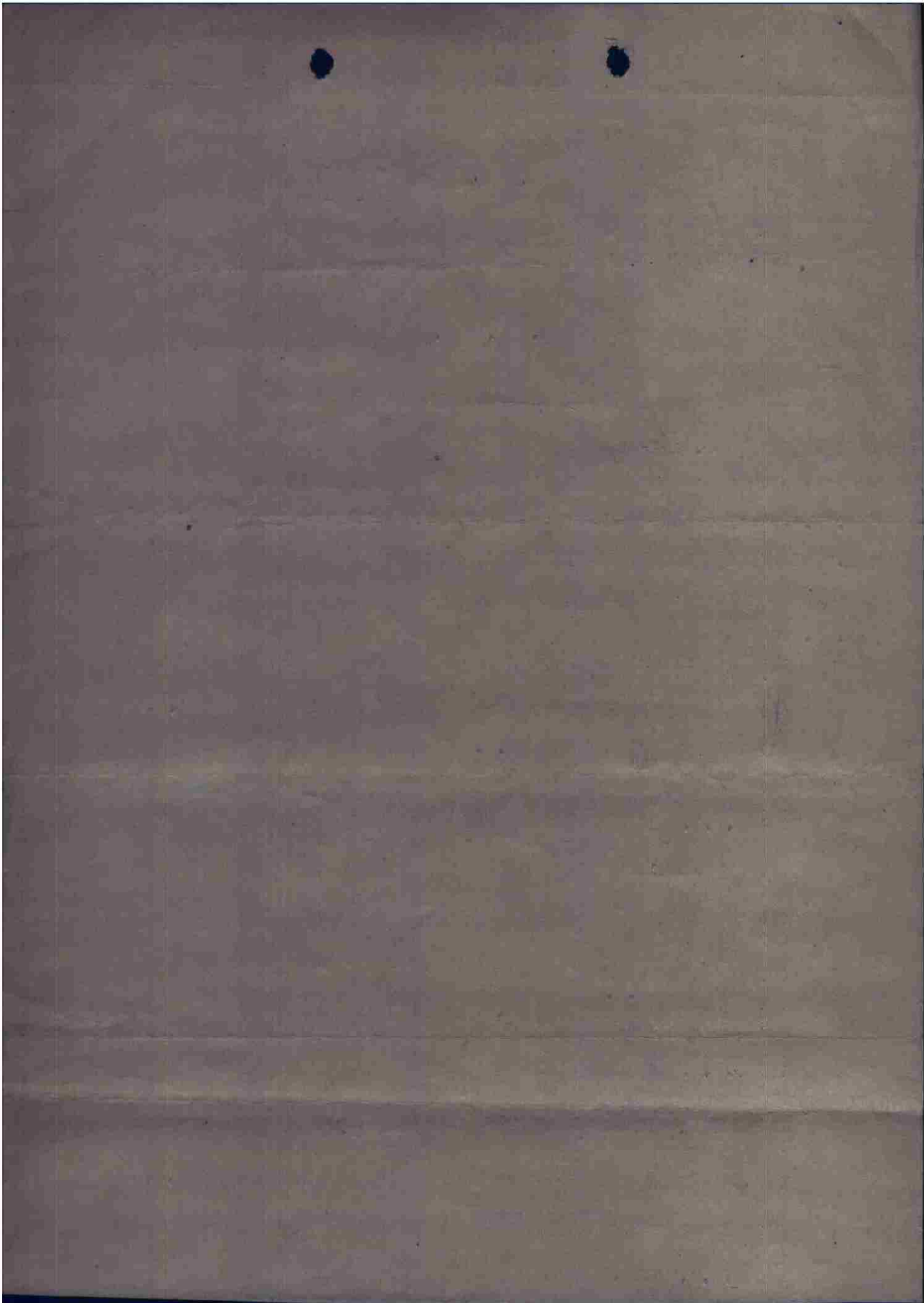
B. 410TH BOMB GROUP

- (1) 4800/B/4
- (3) WITH FIGHTERS AT 4919 N 0000 AT 12,000 FEET AT ZERO HOUR PLUS 30 MIN
- (4) BASE TO MAIDENHEAD TO SELSEY BILL TO 4919N 0000 TO 4908N 0006E TO I.P. TO TARGET
- (5) TARGET TURN RIGHT TO R.P. AND RETRACE ROUTE
- (7) 4858N 0031E
- (8) GEN WEST TO EAST
- (9) M.P.I. ILL 4800/1 REF 077043

(11) 4858N 0031E

C. 416TH BOMB GROUP

- (1) LAIGLE (RAILROAD BRIDGE)
- (3) WITH FIGHTERS AT 4919N 0000 AT 12,000 FEET AT ZERO HOUR PLUS 40 MIN
- (4) BASE TO MAIDENHEAD TO SELSEY BILL TO 4919N 0000 TO I.P. TO TARGET
- (5) TARGET TURN LEFT TO 4919N 0000 AND RETRACE ROUTE
- (7) 4842N 0018E
- (8) GEN WEST SOUTHWEST TO EAST NORTHEAST
- (9) M.P.I. ILL 4800/8 REF 035018
- (11) 4919N 0000



- (5) A/C REQUIRED: 36 BOMB BY FLIGHTS OF 6
- (6) BOMBING ALTITUDE: BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 8,000 FEET. LEAVE ENEMY COAST AT 10,000 FEET OR AT LEAST 1,000 FEET BELOW BOMBING ALTITUDE
- (10) BOMB LOAD AND FUSING: 6 X 500 G.P. FUSED 1/10 SEC. NOSE 1/40 SEC TAIL
- (11) GROUPS ARE AUTHORIZED TO SELECT SUITABLE ALTERNATE TARGETS IF ALTERNATE TARGETS ARE SELECTED, M.P.I.'S FOR THEM WILL ALSO BE SELECTED
- (12) THE 410TH BOMB GROUP AND THE 416TH BOMB GROUP WILL COORDINATE THEIR TAKE OFFS SO THEY WILL BE 10 MIN. APART

4. NO CHANGE

5. COMMUNICATIONS:

A. 409TH BOMB GROUP.

- (2) TABLESPOON
- (3) HEADUP

B. 410TH BOMB GROUP.

- (2) WORTHY
- (3) CARROT

C. 416TH BOMB GROUP.

- (2) ROCKFISH
- (3) BYPASS

X. GENERAL INFORMATION.

- (10) TBAV/TBAV

COCBTWIG 97

BT 05/1445B

LCB/JMB

AR

OICOG OILAI R...

RINAK OILAI R.../05/1515B

OIGOF OILAI R....05/1515B

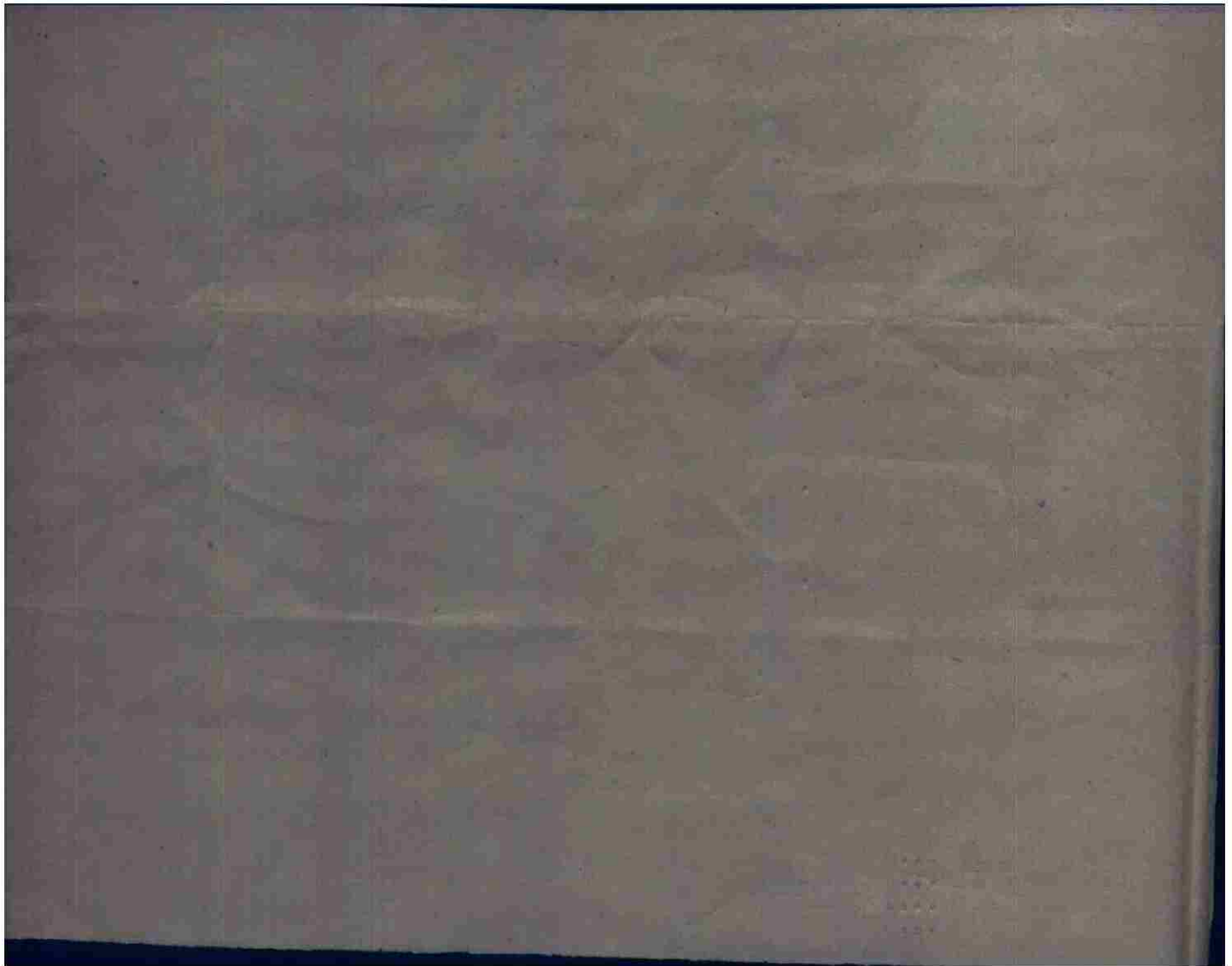
OIYAA OILAI R...05/1515B

CML AR

SK AR

JF AR

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MISSION NO. 114

LOADING LIST
BOX 1
FLIGHT I

5 AUG 44

1. 439 J
MAJOR W J MENG
LT V H POWELL
S/S R F STOBERT
S/S F P GLYNN

4. 674 R
LT J P MILLERMAN
SGT E F PAULES
SGT L MARTINEZ

2. 227 F
LT T J LEONARD
S/S O D EVANS
S/S D A SAMPSON

5. 380 N
LT J R SPARLING
SGT L L LEAHIGH
SGT C L SHAW

3. 750 M
LT L R MCBRIDE
S/S J MOKEE
S/S R EUTSLER

6. 759 G
LT P G ATKINSON
S/S J O SWAFFORD
S/S P F GLYNN

FLIGHT II

1. 640 Z
LT J F BRAGHER
LT J J BURG
T/S L G ROBBINS
S/S F NAIFEN

4. 379 G-1
LT W E DOWNING
S/S E S DICKENSON
S/S K E HORNDECK

2. 850 N-1
LT C C MISH
S/S C J CLARK
SGT R F CHUSTZ

5. 480 B
LT F W HARRIS
S/S D HANTSKE
S/S E A DANICO

3. 819 K
LT E B KREH
S/S C SHELTON
S/S D R SCHENCK

6. 770 I
LT J P KENNY
SGT J K SPADONI
SGT F MOTERJANI

FLIGHT III

1. 719 V
CAPT R B PRENTISS
LT R T MCBRIEN
S/S J E MCCREERY
S/S H J SYLVA

~~4. 784 Y
LT L E HILL
S/S R BURCH
S/S C H YOST~~ No Sortie
Ret'd Early

2. 701 H
LT A J BELSH
SGT R E WRIGHT
SGT S G NOVAK

5. 907 O
LT P E PARKER
SGT A F GALLOWAY
SGT S KOCHAN

3. 804 R-1
LT J K GOLQUITT
S/S D E RAINES
S/S W E LEMMONS

6. 195 D
LT R B SVENSON
S/S P G FILD
S/S G E PFENNING

*Ret'd Early
No. Sortie*

SPARE
~~SGT S
LT P R BARBUSKY
SGT M HALL
SGT B R WILSON~~

MISSION NO. 114
BOX 1
5 AUG 44

MISSION NO. 114

LOADING LIST
BOX I
FLIGHT I

5 AUGUST 1944

- | | |
|--|---|
| <p>1. 345 N
Major L F Dunn
Lt R T Arrington
S/S E L Johnson
S/S J L Czech</p> <p>2. 165 H
Lt M Lubon
T/S J R L Tanner
S/S W C Russell</p> <p>3. 714 H
Lt W H Ames
Sgt R Vessler
S/S R J Brown</p> | <p>4. 925 O
Lt J F Adams
S/S A J Zeikus
S/S P L Clearman</p> <p>5. 493 Y
Lt R W York
S/S L A Ashton
S/S H J Wilds</p> <p>6. 981 F
Lt J R Miller
S/S B G Bohron
S/S J Galender</p> |
|--|---|
- No Sortie.
Landed Early
Away from
Base.*

FLIGHT II

- | | |
|--|---|
| <p>1. 724 A
Lt F W Demand
Lt R J Hanlon
S/S R J Troyer
S/S C W Middleton</p> <p>2. 937 B
Lt A R Durante
S/S R T Best
S/S I R DeGiusti</p> <p>3. 9719 J
Lt S A Merchant
S/S C J Harp
S/S K F Brown</p> | <p>4. 220 E
Lt R D Perkins
S/S V H Sherry
S/S R H Linneman</p> <p>5. 214 C
Lt H D Andrews
S/S G H Cook
S/S E R Werley</p> <p>6. 953 Z
Lt T J Murray
S/S D H DeSower
S/S R J Jones</p> |
|--|---|

FLIGHT III

- | | |
|--|---|
| <p>1. 469 J-1
Lt B L Norton
Lt D F Moore
S/S G L Webb
S/S P K Citty</p> <p>2. 9717 N-1
Lt W F Tripp
S/S J D Scott
S/S B F Mallory</p> <p>3. 181 A-1
Lt W H Lane
S/S B P Alden
S/S R B Ballinger</p> | <p>4. 1951 F-1
Lt P Lentas
S/S A L Nielsen
S/S M E Fields</p> <p>5. 147 K
Lt B S Robertson
Sgt J E Hay
Sgt J A Buskirk</p> <p>6. 928 C-1
Lt D W Elliott
Sgt J Mahi
Sgt J J McGuire</p> |
|--|---|

SPARE

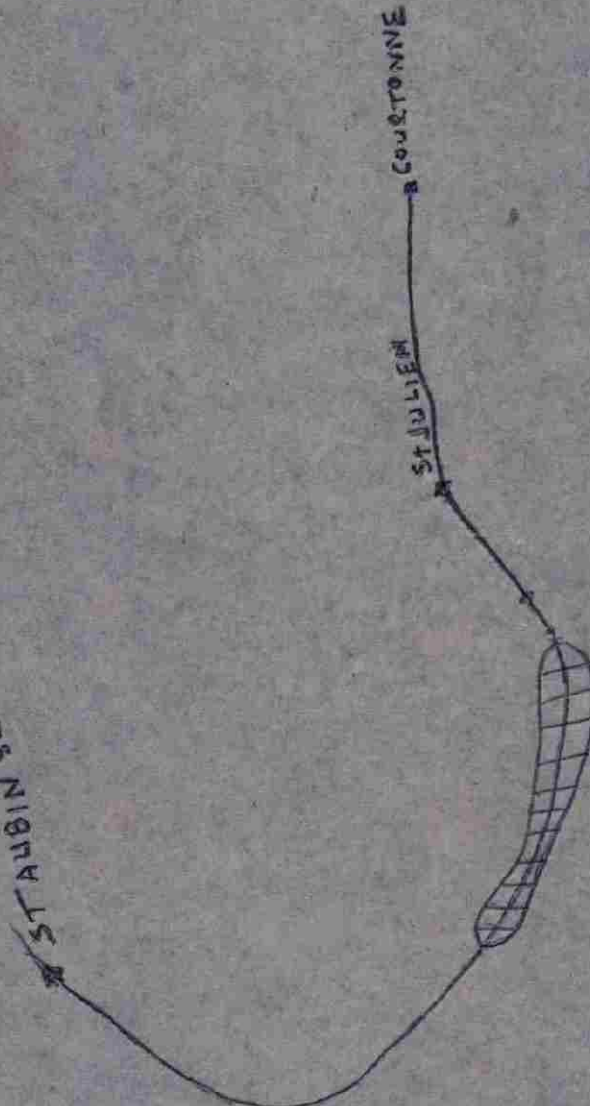
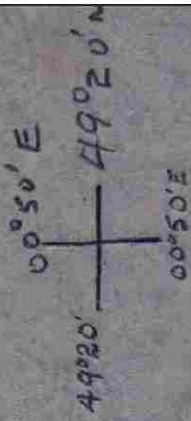
*Ret'd Early
No Sortie*

~~900 Q
Lt J P Allen, Sgt L R Gatzgen,
Sgt C W Veazey~~

SECRET

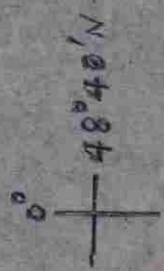
ANNEX [F.O. 162-468]

ST AUBIN'S BAY MER

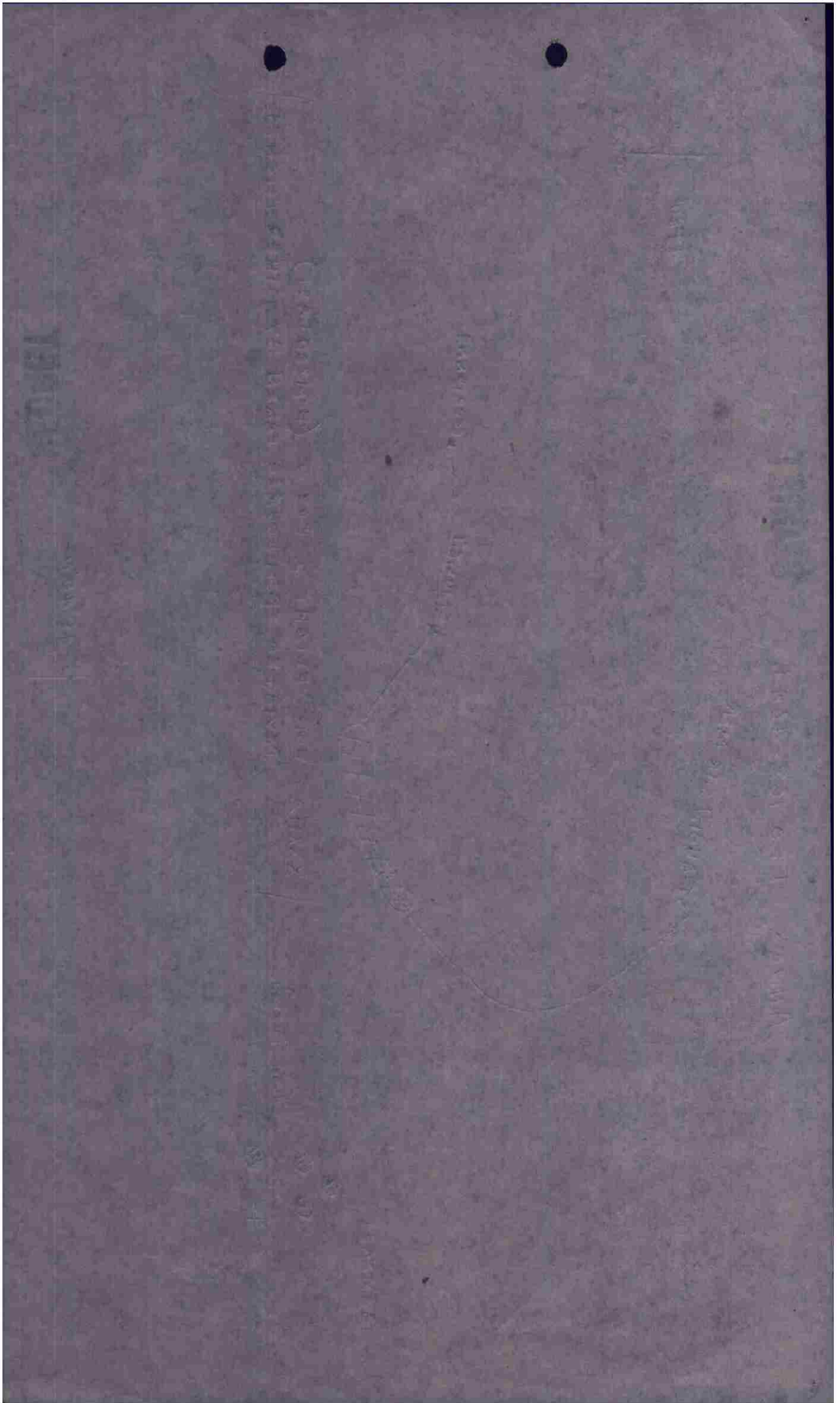


[XXXHA FOR FLIGHT 2 BOY II (BOMBED LAST)
DEVIATED FROM COURSE TAKEN BY OTHER FLIGHTS,]

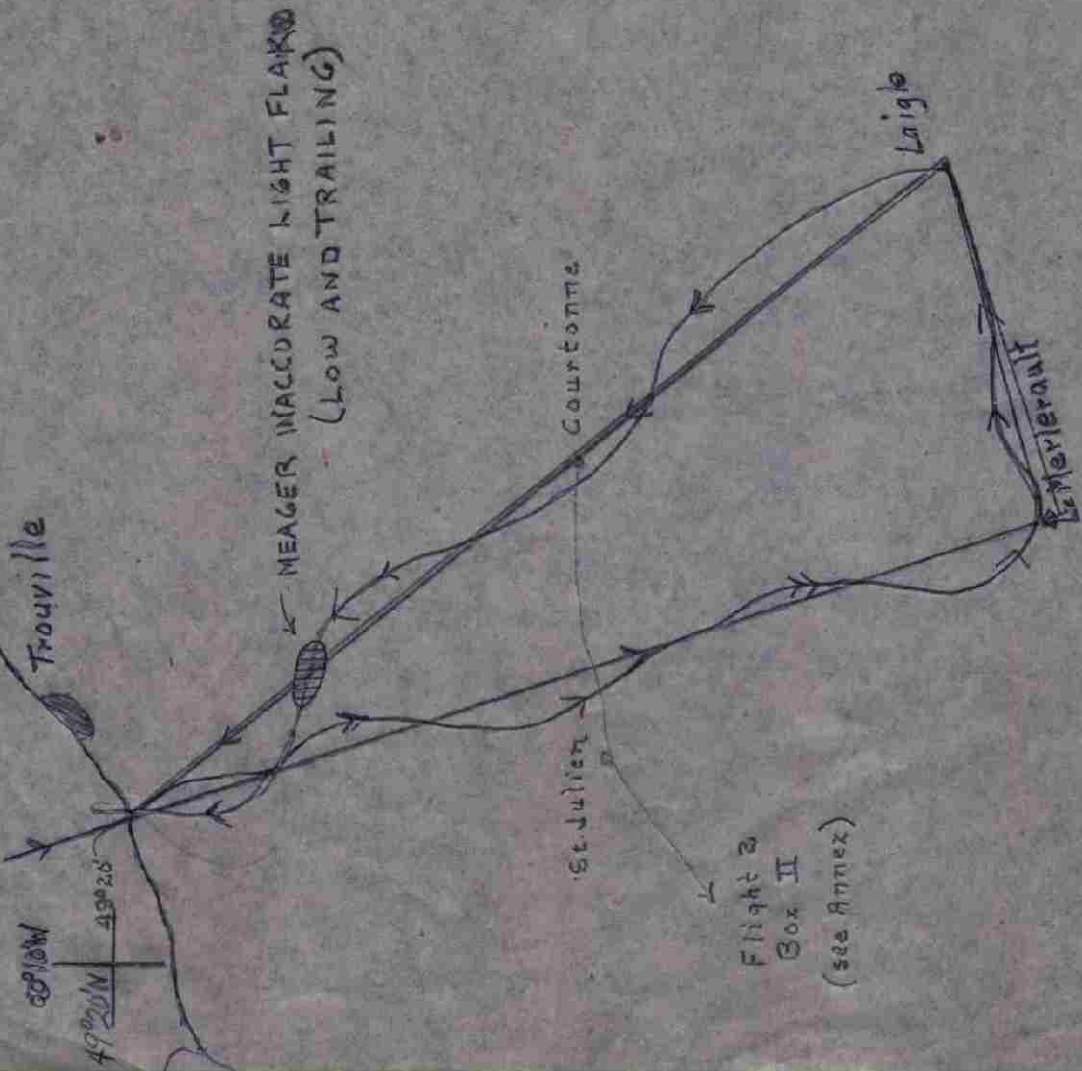
DAMAGE:



SECRET



SECRET



416TH BOMGR (L)

5 AUG 44 Seal F.O. 162-468
~~Grand to Seal~~

TARGETS — ~~Laigle~~ ~~Imperle~~ ~~Courtonne~~

T.O.T. 2056
ALT. 7000

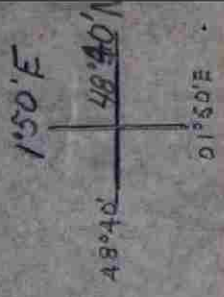
SORTIES 34 ~~by flight~~

DAMAGE None (see Annex)

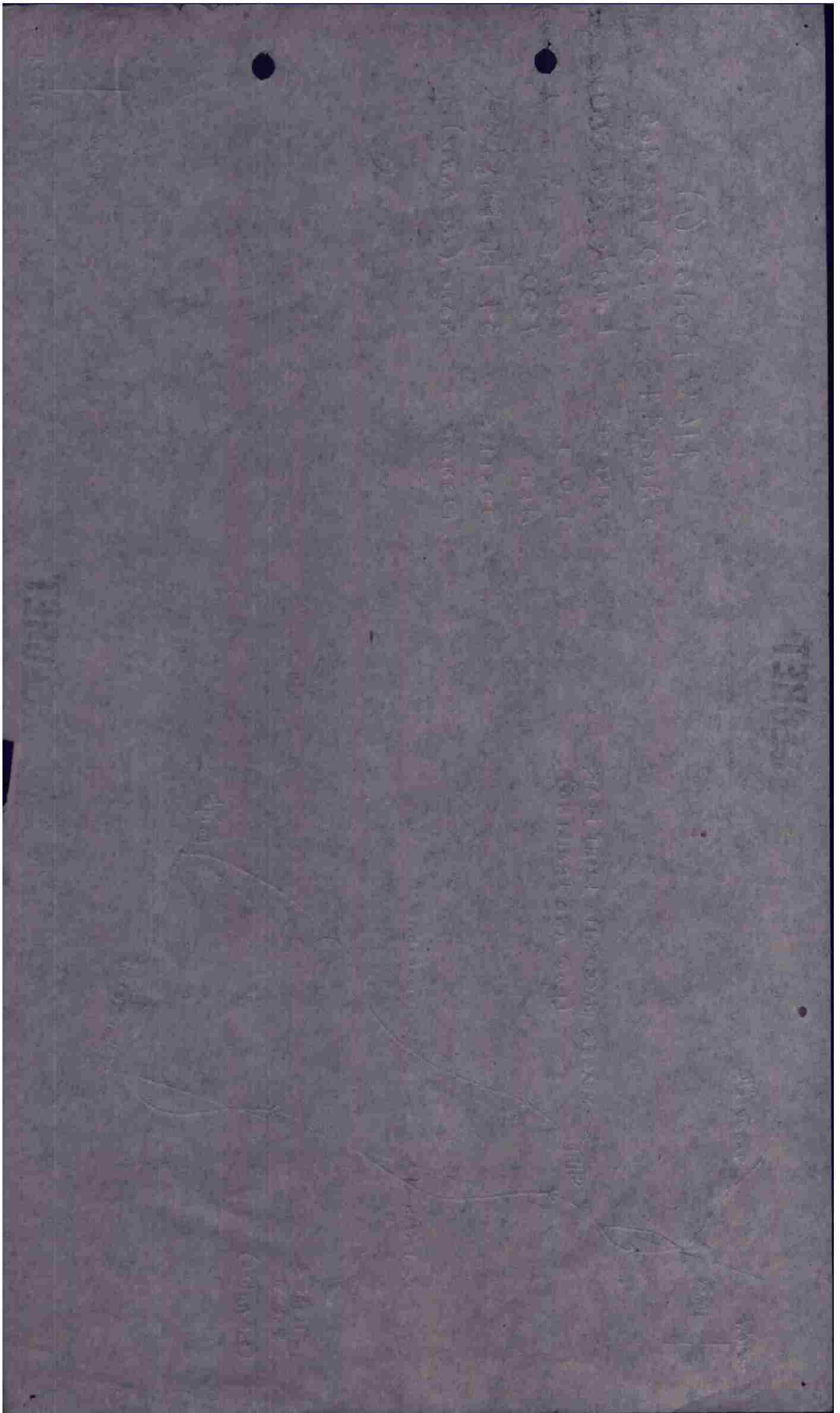
VI eval.

QUILLY - 41047

LEVRÉCY - T 9359



SECRET



HEADQUARTERS
418TH BOMBARDMENT GROUP (L)
Office of the Commanding Officer

SECRET
By authority
CO, Sta. 170
8 August 1944
Init. _____

APO 140, U.S. Army,
8 August 1944.

SUBJECT: Report of Combat Mission.

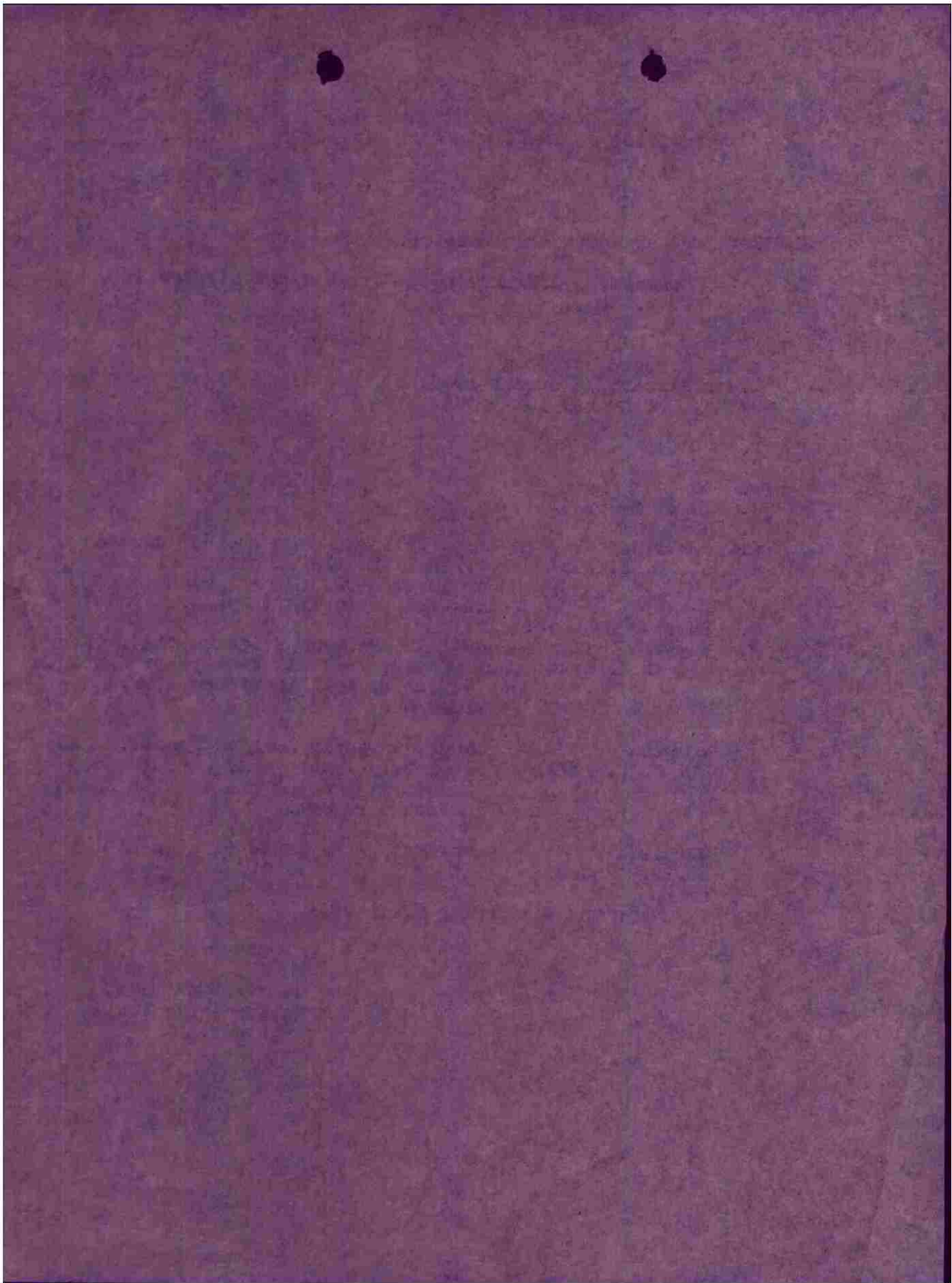
TO : Commanding Officer, 97th Combat Wing (L), APO 140,
U. S. Army.

418th Bombardment Group (L)
114th Mission, 8 August 1944.
97th CW FC number 162 - 468.

1. 58
2. 36
3. 34
4. 4 (2 Spares)
5. None
6. 43-21764 3 bombs fell out over channel due to
Lt. L. E. Hill electrical trouble in circuits. Pilot,
under impression that all bombs had
fallen out, returned to base.
7. Same as 6 above.
8. 43-9714 Landed at Farnborough (no sortie). Low
Lt. W. H. Amsen fuel pressure. Fuel pressure transmitter
out caused by leak in transmitter. Re-
serviced OK.
- 43-9220 Landed on strip A-13 in France. Ship
Lt. R. D. Perkins completely washed out. Exact cause
unknown at present and will be shown
on future report.
- 43-21961 Landed at Tangmere to refuel.
Lt. P. Dantas

For the Commanding Officer:

GEORGE SCHENKIN,
Captain, Air Corps,
Adjutant.



USAAF FORM 34A

SECRET

SECRET

AUTH: CO STA

DATE: 5 August 1944

INIT:

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

Aut

TO:

From: 416th Bombardment Group (L), APO 140, U.S. Army,

Ref: Oprep A No. 227 a for 24 hrs. ending midnight 5 August 1944
Mission or Operation No. 11A 97th CG FS 162-469

A. Short Narrative of Operation:

Target L'Angle Railway Bridge
Place of take-off AAP Station 170
Place of landing AAP Station 170. 1 w/o landed at Farnborough, 1 on strip A-13
Take-off time 1839 Landing time 2740 /in France and 1 at
Time over target 2055-2058 Bombing Altitude 7000 - 9000 ft. /in France.
Nature of mission Bombing Other None
Weather over target - 6 to 7/10 altocumulus at 9000 ft. Poor vis.
Results 200, fair, gross, exp, unknown, exp.
Enemy opposition Heavy intense accurate flak at Dully to Evreux.

B. Type & model of aircraft:

1. Dispatched 30 A-200
6 A-203

2. Attacking target (indicate target) or completing mission.
30 A-200 L'Angle Railway Bridge
6 A-203 L'Angle Railway Bridge

3. Abortive due to:
(1) Weather: None
(2) Personnel: None
(3) Mechanical: 1 A-200 - 3 bombs fell out over channel - electrical trouble. Pilot under impression that all bombs had fallen out & returned to base. 1 A-200 low fuel pressure - landed at Farnborough.
(4) Other: None

4. Missing (i.e. cause and place unknown) None

5. Destroyed - before reaching target None
giving cause where known

6. Destroyed - over or after leaving None
target giving cause where known

7. Damaged (give category & cause) 1 A-200 category A - flak
3 A-200 category Y - flak
1 A-200 category Z - weak landing.

8. Sorties 30 A-200
6 A-203

SECRET

(over)

SECRET

GEORGE SCHENKELIN,
Captain, Air Corps,
Adjutant.

For the Commanding Officer:

- a. Destroyed
- b. Prop. Destroyed
- c. Damaged

H. Enemy aircraft by type or description (tentative claims):

Type of Casualty	Pilot	Co-pilot	Nav	Bomb	R. Gun	E. Gun	L. Gun
Killed in Action	0	0	0	0	0	0	0
Missing in Action	0	0	0	0	0	0	0
Wounded Slightly	0	0	0	0	0	0	0
Wounded Seriously	0	0	0	0	0	0	0

G. Own Personnel Casualties:

- a. Total returned
- b. Total carried into air
- c. Total carried into air
- d. Total carried into air
- e. Total carried into air
- f. Total carried into air
- g. Total carried into air
- h. Total carried into air
- i. Total carried into air
- j. Total carried into air
- k. Total carried into air
- l. Total carried into air
- m. Total carried into air
- n. Total carried into air
- o. Total carried into air
- p. Total carried into air
- q. Total carried into air
- r. Total carried into air
- s. Total carried into air
- t. Total carried into air
- u. Total carried into air
- v. Total carried into air
- w. Total carried into air
- x. Total carried into air
- y. Total carried into air
- z. Total carried into air

SECRET

USAF FORM 374 (04-47)

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 449BOX 7 711-20 1 GROUP A16 DATE 5 August 1944 TARGET ATTACKED 1/10 2/01. Method of Sighting: Pre-set with corrections.2. Bombing approach: 70°3. Was mercury erection system used? YES _____ NO X4. Did entire (box) (flight) 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 with corrections. Aimed at briefed A.P. of R.R. Bridge over creek.5. Name of lead Bombardier: Lt. V.H. Jewell6. Name of lead Pilot: Major E.J. King7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 230 Altitude: 6,5009. Length of bomb run: 35 Sec:10. Bomb Load and Fusing per A/C: 6 x 500 lb. FUSED 1/10 N 1/10 T11. Total Bombs Dropped: 28

12. Full statement of all factors affecting bombing - including: -

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES X NO _____. If "YES" state conditions and effect.Clouds and haze low in target area. Visibility poor.(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:(c) Did Flak affect bombing? YES _____ NO X. If answer is "YES", state to what extent did flak affect bombing or bomb run:

(d) To what extent did attacks by enemy aircraft affect bombing?

None.

(e) State any difficulties on bombing run:

None.

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

None.

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____Results claimed: EXCEL X GOOD _____ FAIR _____ POOR _____ GROSS _____* - 2 1/2 bomb load 6 x 500 lb. G.P.

S E C R E T

Formation consisted of 3 boxes, 18 ships each bombing in flights of 6. Time of take off was 1839. Time over target 2052 - 2058. Target - L'Ange Railway Bridge. A total of 108 bombs were dropped in the target area with the following results: box I, flight 1 excellent, box I flight 2 fair, box I flight 3 gross, box II flight 1 excellent, box II flight 2 unknown, box II flight 3 excellent. Weather over target, 6 to 7/10 altocumulus at 9,000 feet with poor visibility. Heavy intense accurate flak was experienced at Dailly to Ivroy. No enemy a/c encountered. Flares landed at 2140

Description of route from I.F. to target.

1. Poor visibility.
2. 6 to 7/10 altocumulus at 9,000 feet.
3. 3 boxes of 18 ships each bombing by flights of 6.
4. Very mild from I.F.
5. Town of L'Ange and bridge stood out well. R.R. with town was good check point.
6. None.
7. Excellent, fair, gross, excellent, unknown, excellent.
8. None.

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 440BOX I Flight 2 GROUP 116 DATE 5 August 1944 TARGET ATTACKED 1st Lt. R/D

1. Method of Sighting: Pre-set with corrections.
2. Bombing approach: 65°
3. Was mercury erection system used? YES NO
4. Did entire (box) (flight) drop on lead bombardier? YES NO

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

Pre-set with corrections. Aimed at briefed A.P. of R.R. Bridge over creek.

5. Name of lead Bombardier: 1st Lt. J.K. Burg
6. Name of lead Pilot: 1st Lt. J.F. Mangor
7. Intervalometer setting: None
8. Indicated Air Speed: 200 Ground Speed: 228 Altitude: 6,200
9. Length of bomb run: 40 Sec:
10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/10 T
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 . If "YES" state conditions and effect.

Low clouds and haze in target area. Had to make second run.

- (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 did flak affect bombing or bomb run:

- (d) To what extent did attacks by enemy aircraft affect bombing?

None.

- (e) State any difficulties on bombing run:

None.

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

None.

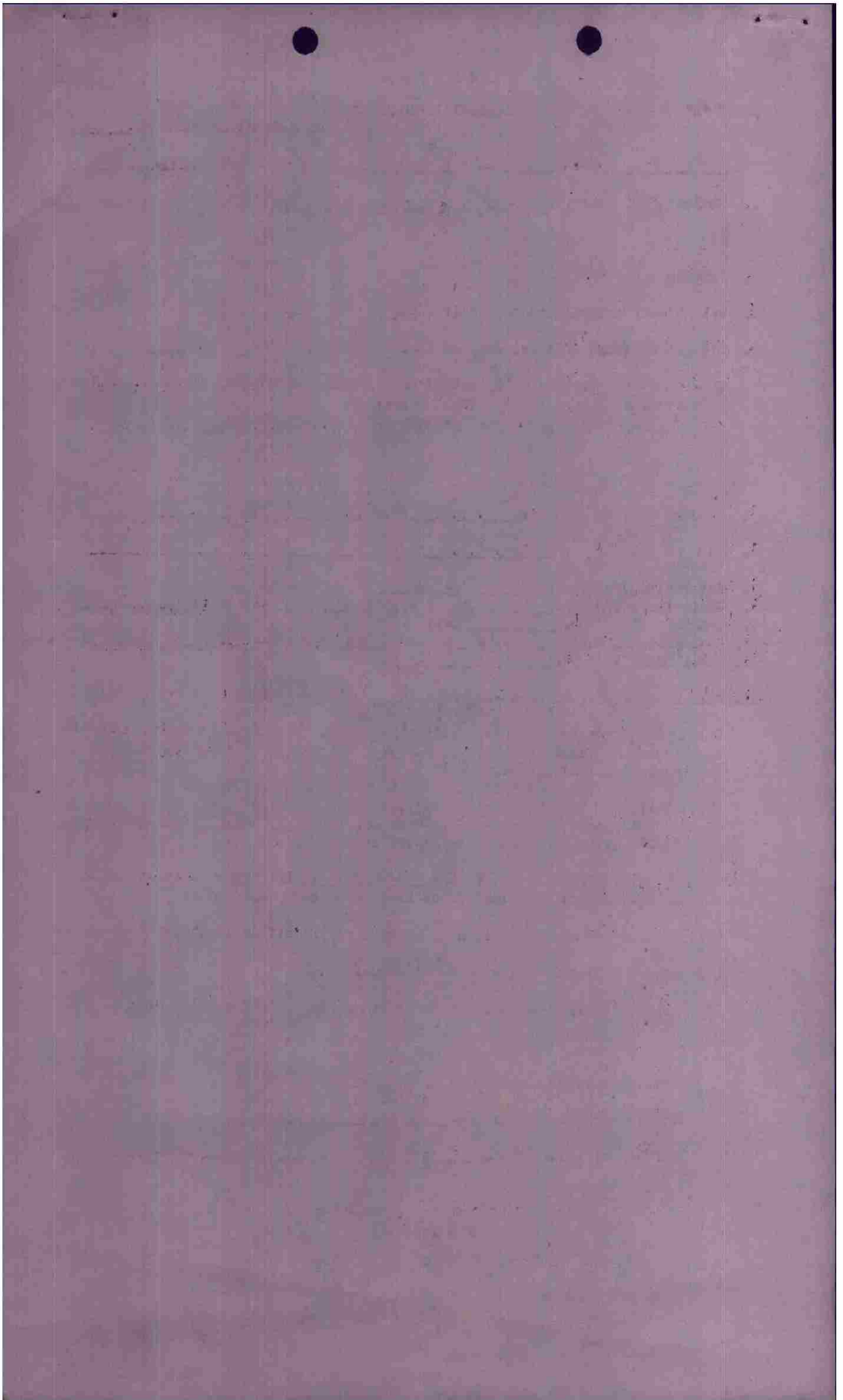
- (g) Bombing results as reported by crews:

Aimed at right Target: YES NO

Results claimed: EXCEL GOOD FAIR POOR GROSS

* - 5 A/C bomb load 6 x 500 lb. G.P.

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 468BOX 7-111-22-2 GROUP 436 DATE 5 August 1944 TARGET ATTACKED Single B/D

1. Method of Sighting: Pre-set with corrections.
2. Bombing approach: 110°
3. Was mercury erection system used? YES _____ NO X
4. Did entire (box) (flight) 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:

Picked up what he thought to be target, began bombing run and had accidental release short of target area.

5. Name of lead Bombardier: Lt. R.E. McBrien
6. Name of lead Pilot: Captain R.B. Frontise
7. Intervalometer setting: None.
8. Indicated Air Speed: 200 Ground Speed: 230 Altitude: 7,000
9. Length of bomb run: 20 Sec:
10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/10 T
11. Total Bombs Dropped: 28

12. Full statement of all factors affecting bombing - including: -

- (a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES X NO _____. If "YES" state conditions and effect.

Could not locate target because of clouds and haze.

- (b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, LP or AP? YES _____ NO X. If answer is "YES", state circumstances and effect on bombing:

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

- (d) To what extent did attacks by enemy aircraft affect bombing?

None.

- (e) State any difficulties on bombing run:

None.

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

None.

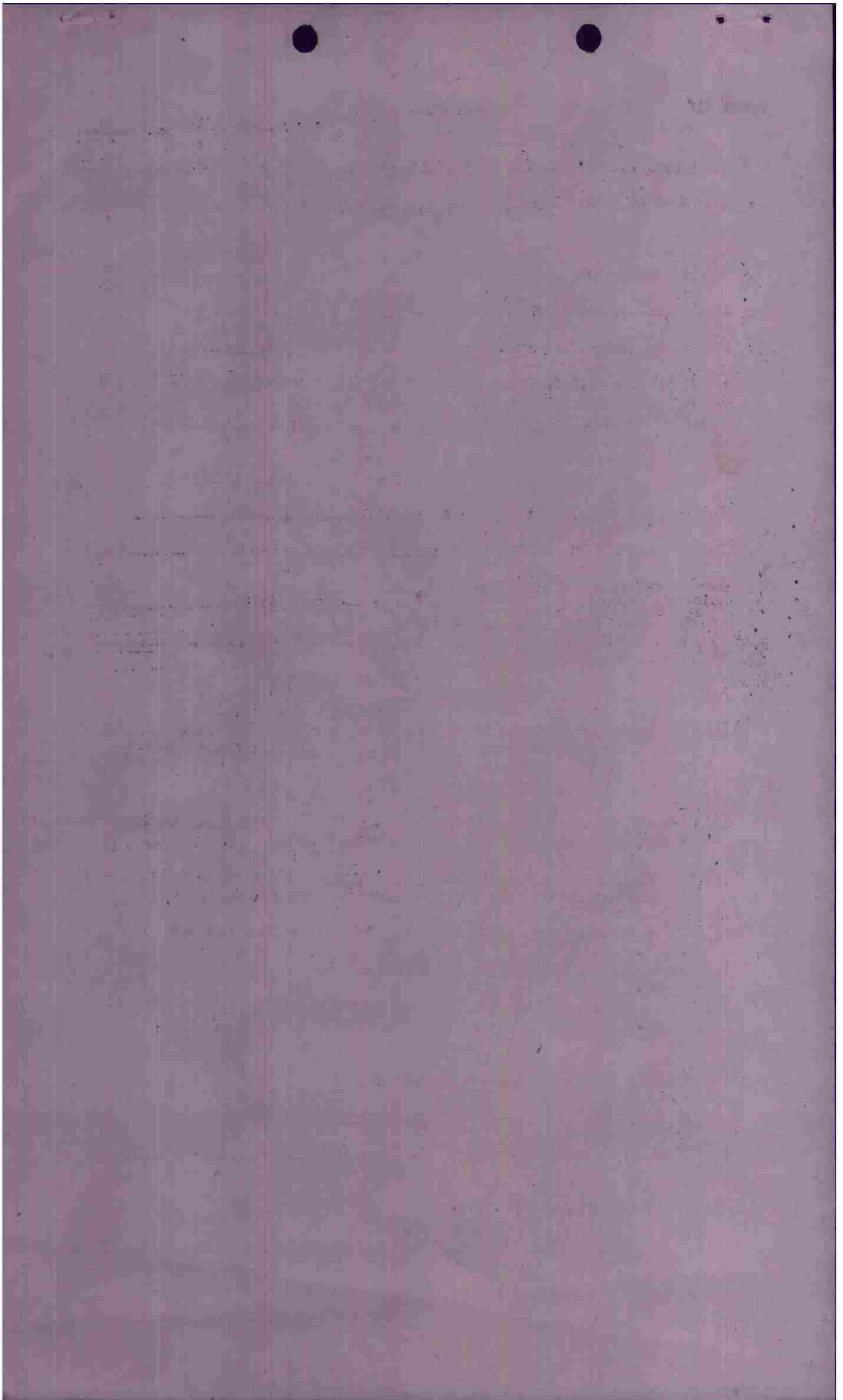
- (g) Bombing results as reported by crews:

Aimed at right Target: YES _____ NO X

Results claimed: EXCEL _____ GOOD _____ FAIR _____ POOR _____ GROSS X

• 4 A/C bomb load 6 x 500 lb. G.P.

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 408BOX 21 Flight 1 GROUP 416 DATE 5 August 1944 TARGET ATTACKED 1' Aisle 4/B

1. Method of Sighting: Pre-set with corrections;
2. Bombing approach: 70°
3. Was mercury erection system used? YES NO
4. Did entire (box) (flight) drop on lead bombardier? YES NO

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

Pre-set with corrections. Used briefed A.P.

5. Name of lead Bombardier: Lt. H.F. Arrington
6. Name of lead Pilot: Major L.F. Dunn
7. Intervalometer setting: None
8. Indicated Air Speed: 200 Ground Speed: 205 Altitude: 6,400
9. Length of bomb run: 30 Sec:
10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 2/10 T
11. Total Bombs Dropped: 30

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.

Clouds and haze made it hard to pick up target.

(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 did flak affect bombing or bomb run:

(d) To what extent did attacks by enemy aircraft affect bombing?

None.

(e) State any difficulties on bombing run:

None.

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

None.

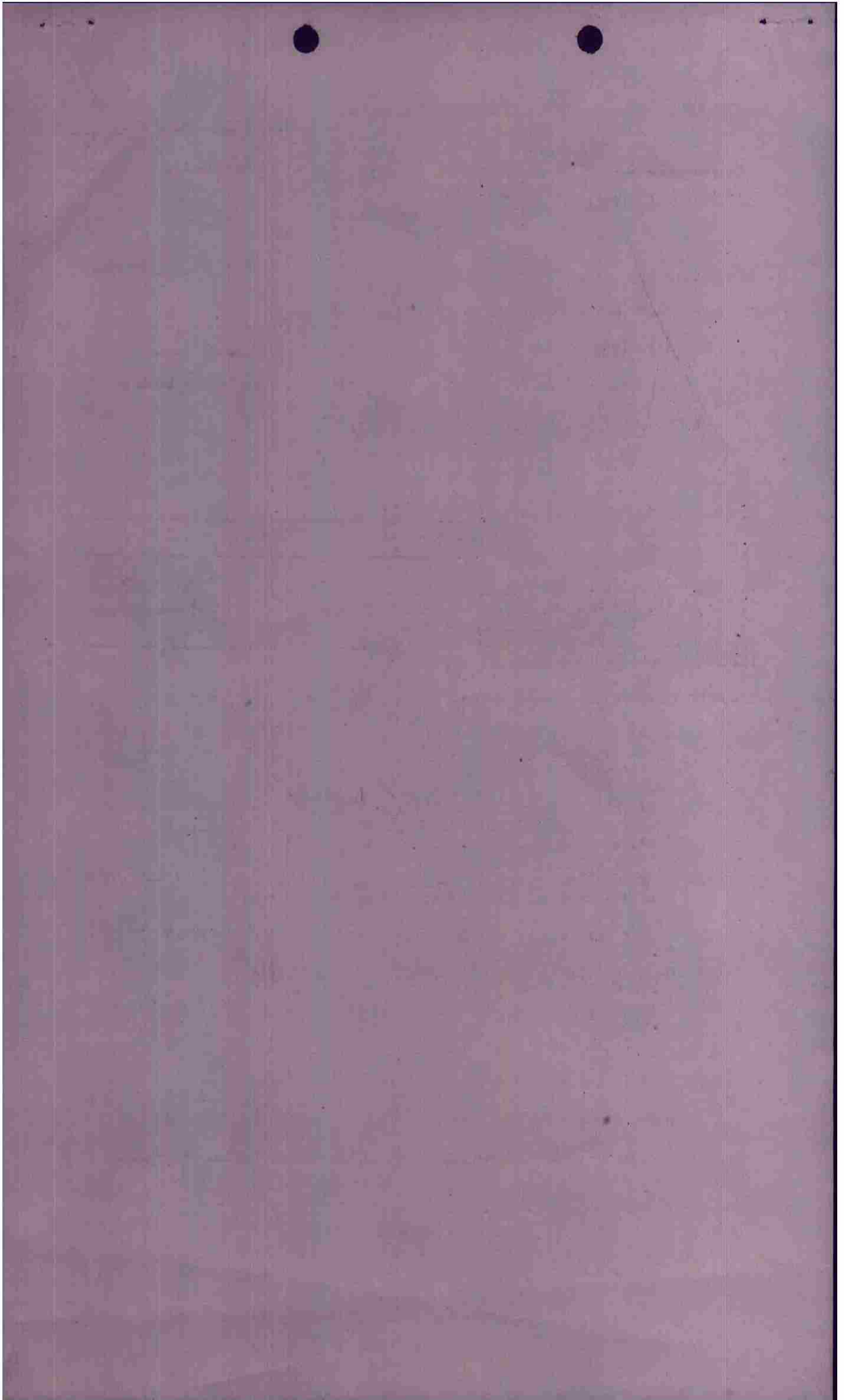
(g) Bombing results as reported by crews:

Aimed at right Target: YES NO

Results claimed: EXCEL GOOD FAIR POOR GROSS

* - 5 4/8 bomb load 6 x 500 lb. G.P.

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 468

BOX II Flight 2 GROUP 416 DATE 5 August 1944 TARGET ATTACKED L'Ange R/B

1. Method of Sighting: Pre-set with corrections.
2. Bombing approach: 75°
3. Was mercury erection system used? YES NO
4. Did entire (box) (flight) drop on lead bombardier? YES NO

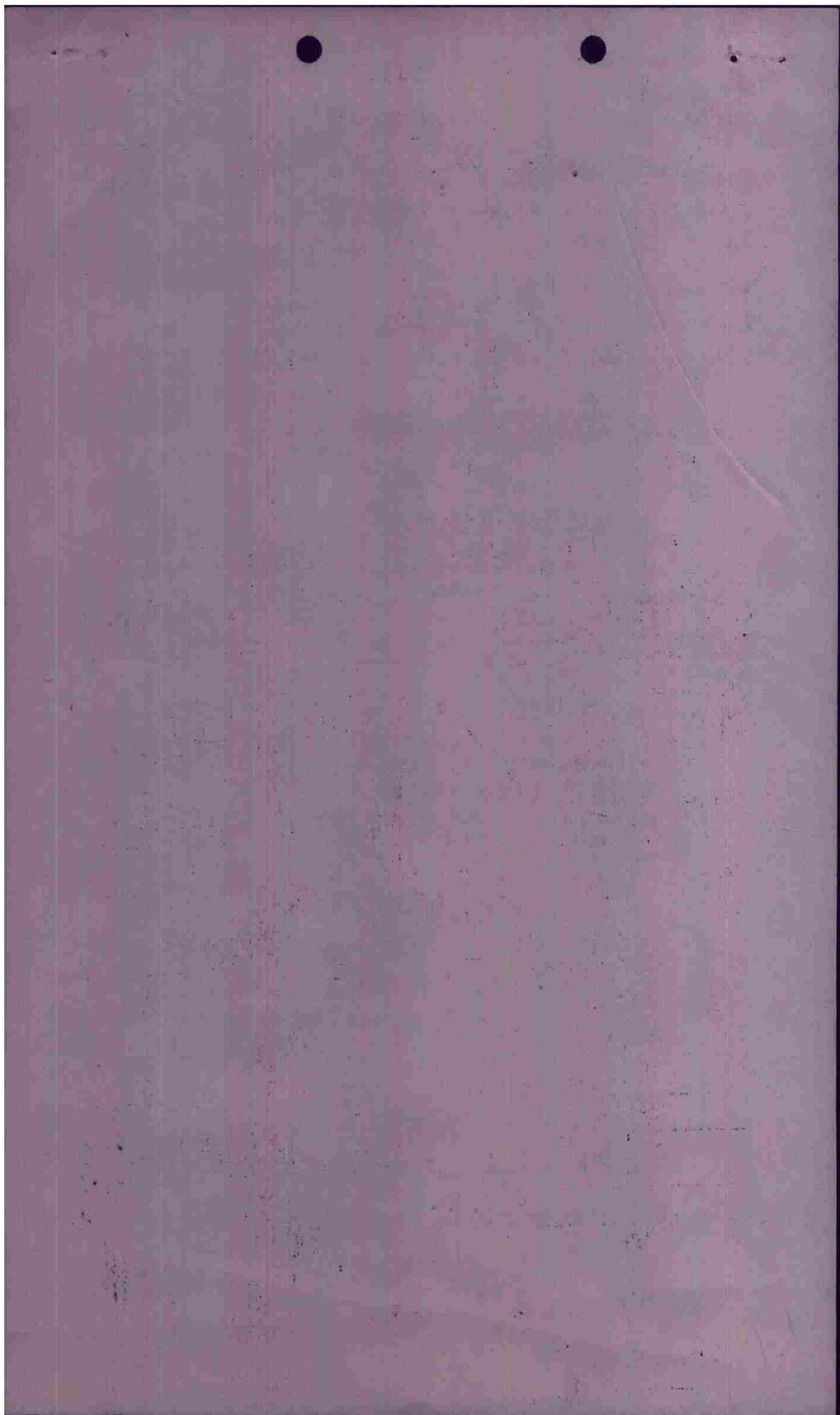
In either case explain fully method of sighting and dropping of bombs, and specify exact aiming point actually used.
Pre-set with corrections. Aimed at briefed A.P.

5. Name of lead Bombardier: Lt. R.J. Hanlon
6. Name of lead Pilot: Lt. F.V. Doland
7. Intervalometer setting: None
8. Indicated Air Speed: 200 Ground Speed: 230 Altitude: 6,600
9. Length of bomb run: 40 Sec: 1/10 1/40
10. Bomb Load and Fusing per A/P: 34 x 500 lb. FUSED N 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. close and low haze over target.
 - (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: X
 - (c) Did Flak affect bombing? YES NO . If answer is "YES", state to what extent did flak affect bombing or bomb run:
 - (d) To what extent did attacks by enemy aircraft affect bombing? None.
 - (e) State any difficulties on bombing run: None.
 - (f) Malfunctions, personnel errors or other factors affecting bombing: No other notes.
 - (g) Bombing results as reported by crews: X
 Aimed at right Target: YES NO
 Results claimed: EXCEL GOOD No strike photos. GROSS _____

• 5 A/P bomb load 6 x 500 lb. G.P.

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 468BOX IX Flight 3 GROUP 434 DATE 5 August 1944 TARGET ATTACKED 1/Angle H/B1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 72°3. Was mercury erection system used? YES _____ NO X4. Did entire (BOX) (flight) 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 with corrections. Aimed at briefed A.F.

5. Name of lead Bombardier: Lt. D.L. Moore6. Name of lead Pilot: Lt. B.F. Norton7. Intervalometer setting: None.8. Indicated Air Speed: 200 Ground Speed: 230 Altitude: 7,1009. Length of bomb run: 40 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/40 T11. Total Bombs Dropped: 34

12. Full statement of all factors affecting bombing - including: -

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES X NO _____ If "YES" state conditions and effect.

clouds and low haze over target area.

(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:

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

(d) To what extent did attacks by enemy aircraft affect bombing?

None.

(e) State any difficulties on bombing run:

None.

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

None.

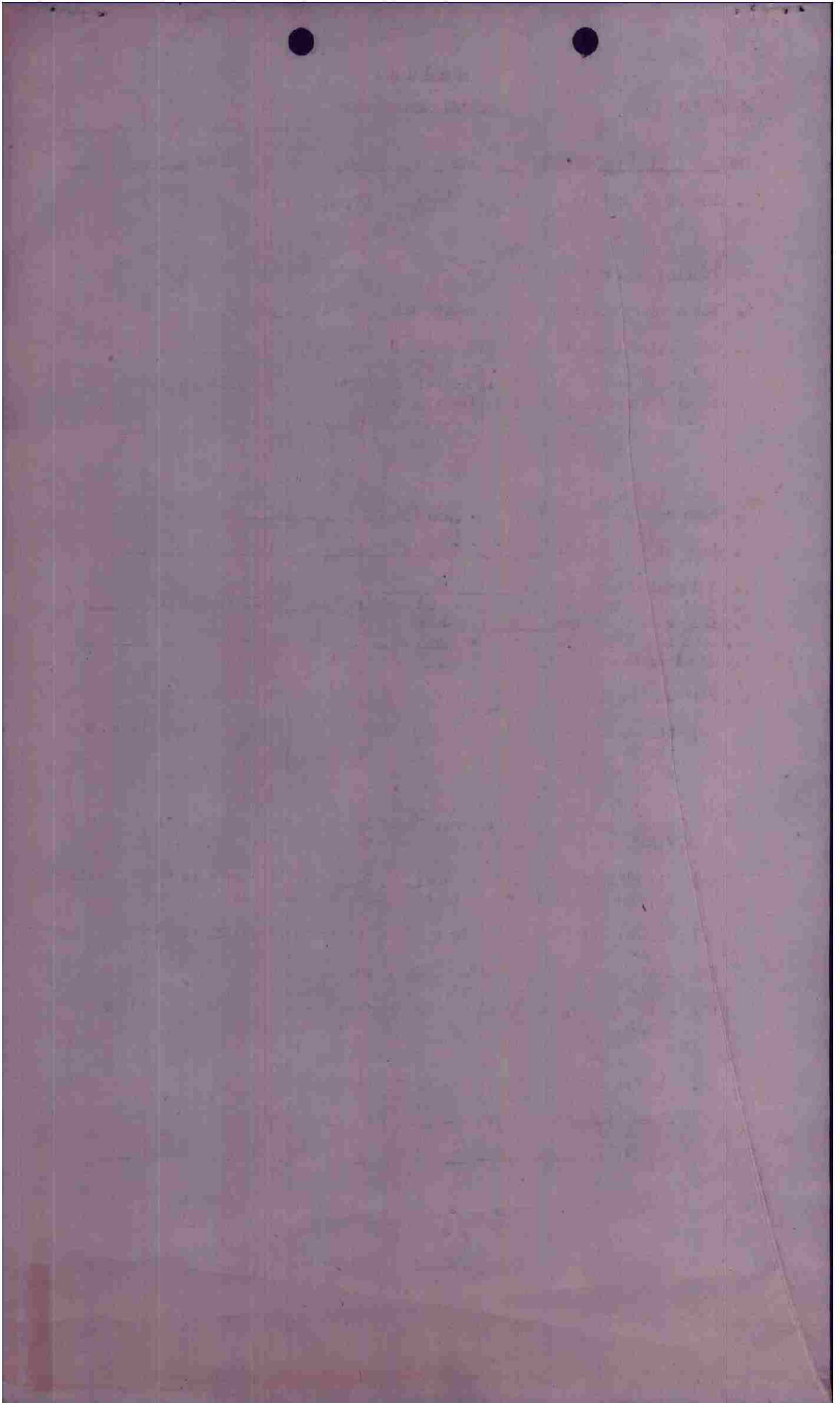
(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____

Results claimed: EXCEL X GOOD _____ FAIR _____ POOR _____ GROSS _____

4 - 5 1/2 Bomb load 6 x 500 lb. G.F.

S E C R E T



OPERATIONAL FCST TO ALL GRPS WINGS 1730-2230 HRS 5/8/44

ON BASIS OF TOT 2000-2100

BASE TO TRGT: NIL HI CLD.

NIL MED CLD BUT AC AND AS FROM CU TOPS SOUTH ENGLAND AND 10 MILES OFF COAST BASE 12,000 FT. CLD IN STRIP FORM NE-SW. CLD BCMNG NIL REST OF CHANNEL BUT AGAIN RUNNING IN STRIP FORM NE-SW 10 MILES IN CONTINENT BASE 12,000 FEET TOPS 13000 FT. REST OF CONTINENT FREE OF RESIDUAL LVR CLD.

4-5/10 CU BASE 4500 TOPS 7-8000 FEET BCMNG 5-6/10 WEST OF LONDON ON TO 10 MILES OFF SOUTH COAST BASE 4500 TOPS TO 12,000 FEET WITH RISK OF ONE LARGE CNB WITH TOP TO 15,000 FEET. CLD BCMNG NIL REST OF CHANNEL BUT BCMNG 5/10 OVER CONTINENT WITH BASE 6-7000 FEET TOPS TO 10,000 FEET WITH SOME TOPS TO 12-14000 FT. TOPS WILL BE FLATTENING IN RESIDUAL NATURE THEREFOR CALLING 5/10

VSBY AT BASES ON TAKEOFF 8 MILES RUNNING AS SUCH TO CHANNEL AND 3-5 MILES OVR CHANNL AND 5 MILES OVR CONTINENT DOWN SUN.

TRGT: 4800/B/4..LAIGLE..4800/B/17...NIL HI CLD. 3/10 RESIDUAL CLD BASE 11,000 TOPS 13000 FT ORIENTED NE-SW

4-5/10 CU BASE 6-7000 FT TOPS 10,000 FEET WITH ISOLATED TOPS TO 12-14,000 FT. IN AREA.

VIS-5 MILES DOWN AND 1 MILE UP SUN

4800/B/12..4800/B/24..4701W/B/19..4701W/B/59...NIL HI CLD NIL MED CLD. 4-5/10 CU BASE 6-7000 FEET TOPS 10,000 FEET WITH ISOLATED TOPS IN AREA 11-12,000 FEET. TOPS THIS LOW ON BASIS OF FURTHER INLAND. VIS 5 MILES DOWN SUN AND 1 MILE UP SUN.

RTE BACK. CU TOPS FLATTENING AND RUNNING 9000 FEET OVER CONTINENT WITH ISOLATED TOPS 10-11,000 FT BASE 7000 FT. CLD NIL OVER CHANNEL BUT 15 MILES OFF ENGLISH COAST AND TO WEST OF LONDON RESIDUAL CU BASE 4500 FEET TOPS 8-9000 FT ISOLATED TOPS 12,000 FT THEN BECOMING 2-3/10 CU BASE 6000 FEET. RESIDUAL CLD FROM CU TOPS TO BE PRESENT AT 12,000 FT IN NE-SW ORIENTATION SOUTH COAST AREA RISK OF A LGT SHWR SOUTH COAST AREA ON RTN. VIS ON RTN OVER CONT VERTICALLY 2-3 MILES CONTINUING WITH VIS 3-5 MILES AT 3000 FT OVER ENGLAND AND 5-7 MILES AT GROUND LEVEL AT BASES. HORIZONTAL VIS UNL ADV CLD.

HAZARDS TO FLYING: ICING. HAZE TO 12,000 FEET WITH HVR HAZE TO CLD BASE. TALL CU.

FREEZING LEVEL: 9500 FT ICING: MOD CLR ICE IN CU TOPS BCMNG SVR IN SHWR CLD WITH TOPS TO 15,000 FT.

WINDS	BASES	4800/B/4.LAIGLE.	4800/B/17	4701W/B/59.	4701W/B/12
SFC	040-10	020-10		330-6	
5,000	060-18	040-18		350-18	
MAKE THAT	350-12				
10,000	050-18	040-18		010-18	
12,000	050-20	030-18		010-22	
15,000	050-20	030-20		010-24	
4800/B/24..4800/B/12	TEMP				
SFC 360-10	PLUS 22				
5,000 020-18	PLUS 11				
10,000 030-18	-1.5				
12,000 020-22	-3				
15,000 020-24	-8				

MEAN TEMP: PLUS 10

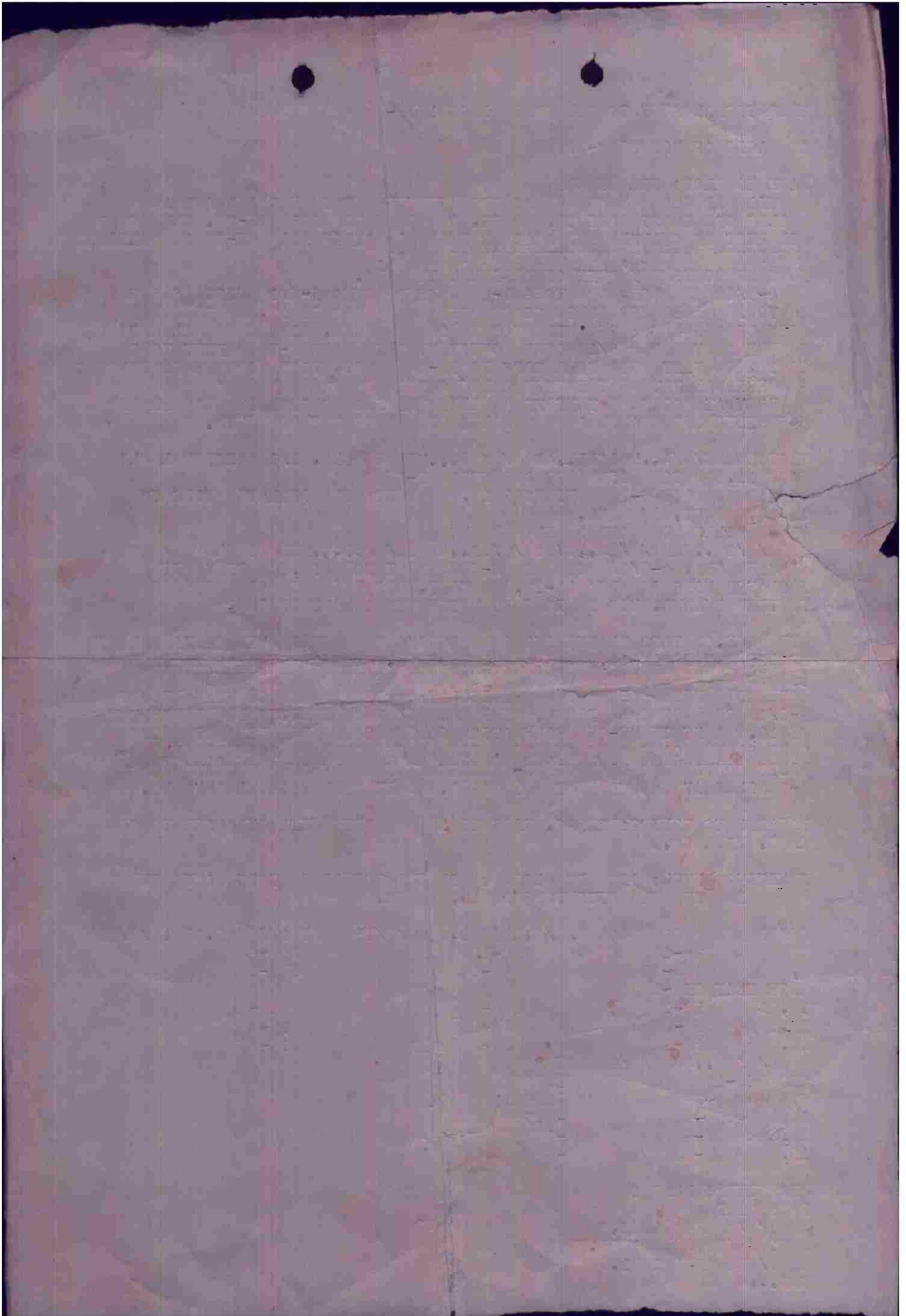
PRESS ALT

4800/B/4 AREA 1021.5

4701W/B/59 AREA 1020.5

4800/B/24 AREA 1021.0

END...



CONFIDENTIAL

HEADQUARTERS
416th BOMB GROUP (L)
OFFICE OF THE WEATHER OFFICER

APO 140
5 August 1944

SUBJECT: Interrogation Report

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

BASE AT TAKEOFF: 4/10 cumulus at 5500 feet. Visibility
9 miles.

ROUTE OUT: 3-4/10 cumulus over England with bases 3-4000
feet and tops 4-5000 feet. Visibility over
England 12 miles plus. Nil cumulus over the
channel and visibility decreased to 6 miles.
2-3/10 altocumulus at 9500 feet over France
with large patches of bulging cumulus to right
of course in Rouen area, tops estimated 16000.
Visibility over France 2-3 miles down sun and
0 miles up sun.

TARGET: 6-7/10 altocumulus at 9500 feet with tops
estimated at 14000 feet. Visibility 2-3 miles
down sun and 0 miles up sun.

ROUTE BACK: Similar to route out except nil cumulus over
England and visibility 8-6 miles in southern
England and 10 miles in base area.

BASE ON RETURN: 3-4/10 cirrus estimated 20000 feet.
Visibility 10 miles.

TIME OVER TARGET: 2053

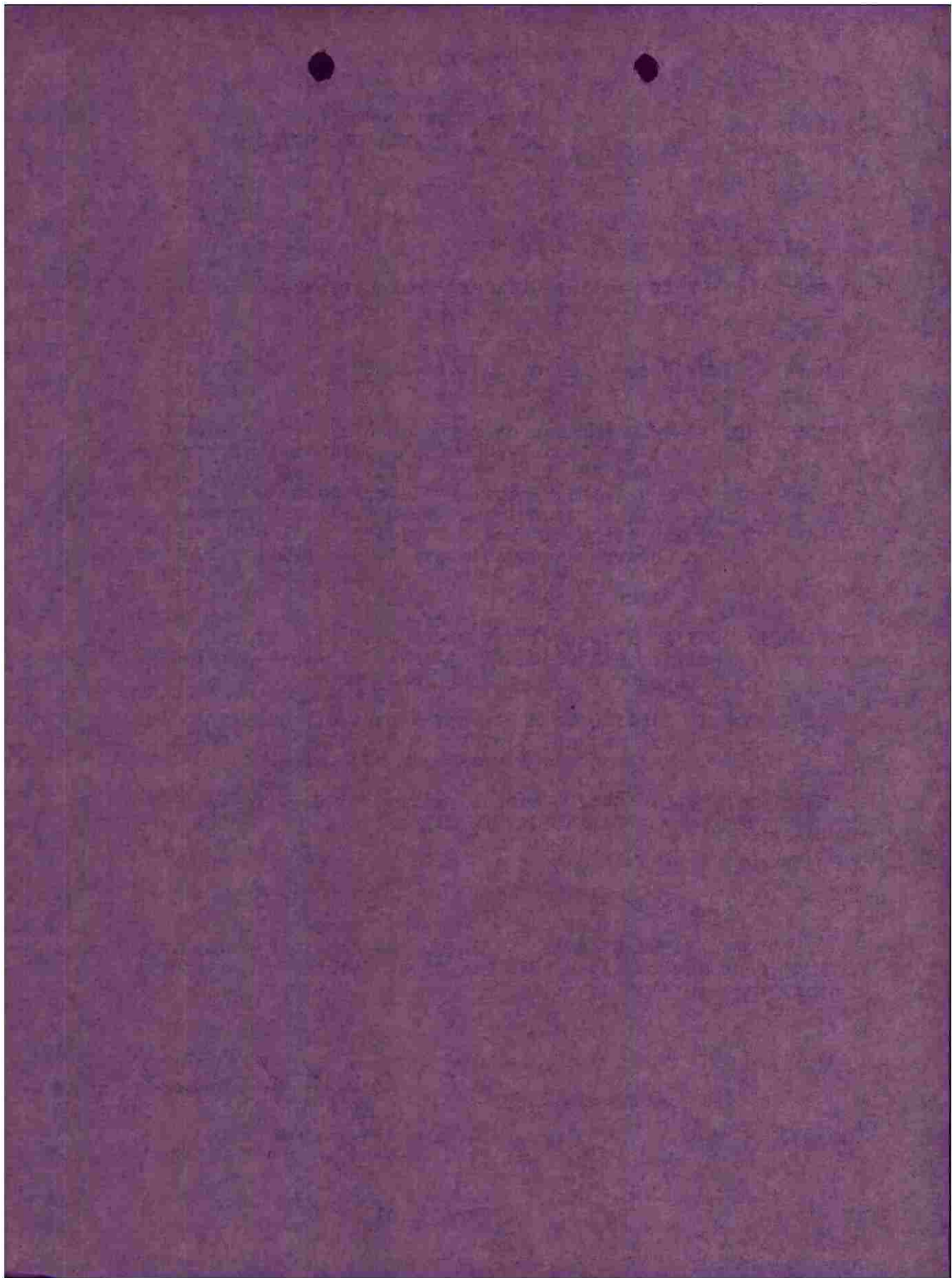
WINDS: As forecast.

EFFECT OF WEATHER ON BOMBING: Bomb run had to be made at
9000 feet due to cloud base and poor visibility made target
very hard to pick up.

Walter D. Castle

Walter D. Castle
1st Lt. Air Corps
Staff Weather Officer

CONFIDENTIAL



CONFIDENTIAL

5-2
FROM: COBOMGR 416

TO : COCBTWIG 97TH ATT: SIG O

A - YS - 114

B - 5 AUGUST 1944

C - 36 A/C

D - 671 - D - VHF GARBLED - RETUNED AND CHECKED OKAY.

669 - A - RADIO OUT, BURNED OUT FUSE, REPAIRED AND CHECKED OKAY.

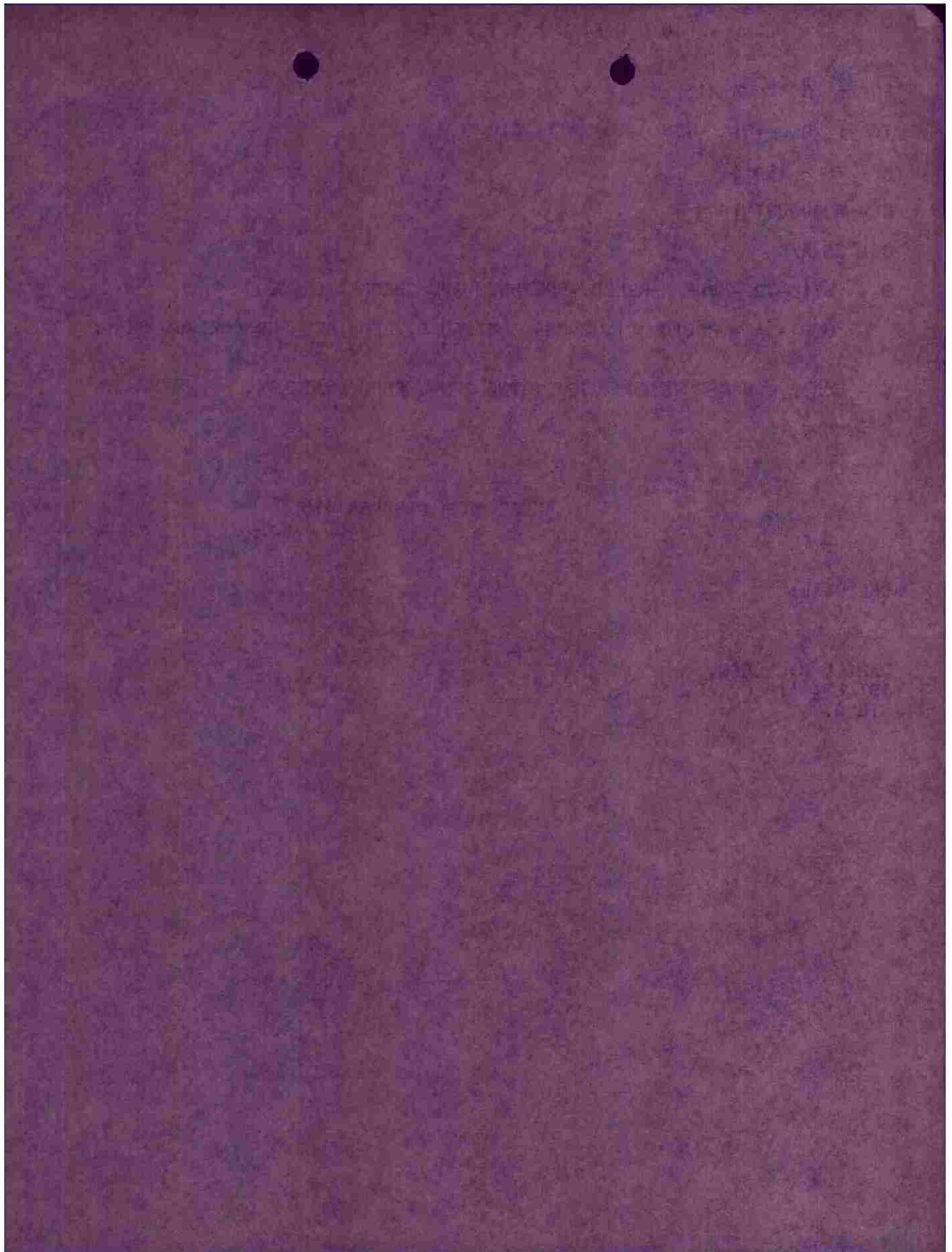
E - LOCAL BUNCHER BEACON USED. TWO QDM'S FROM BOATDECK.

F - NONE.

AVYEWORTH COBOMGR 416

OFFICIAL:

DANIEL J. NOBEN,
1ST LT, AIR CORPS,
SIG O.



No 114 5/8/44

at alt 1810

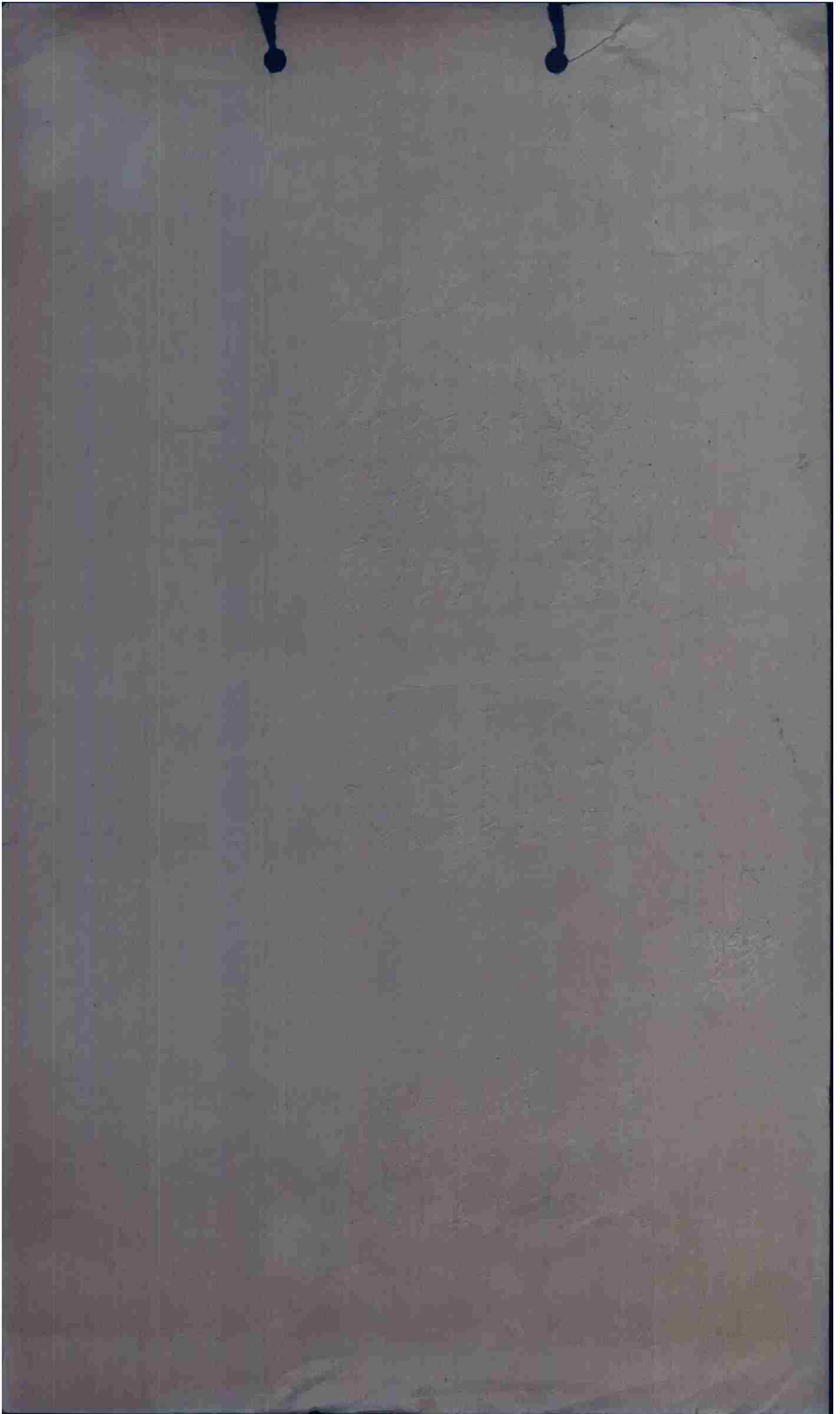
II

PILOT		NAVIGATOR		MISSION DATE		FLIGHT PLAN		COAST IN		COAST OUT		I.F.		TARGET		COAST OUT		M. H.		ETA		ATA		TC		DR		TH		VAR		MH		MILES		RESULTS		REMARKS	
FROM	TO	START ENG	TAXI OUT	TAKE OFF	ON COURSE	RENDEZVOUS	COAST IN	COAST OUT	I.F.	TARGET	COAST OUT	COAST IN	BASE	REND. ALT.	LAND FALL ALT.	TARGET ALT.	ALT	VAR	TH	VAR	MH	ALT	VAR	TC	DR	TH	VAR	MH	ALT	VAR	MILES	DIST.	TIME	TIME	REMARKS				
Base	Maidenhead	1830	1830	1840	1840	1840	240	0	240	10	280	5000	1900	1900	226	62	16 1/2																		060/18				
	Lezey Bell						183	-3	180	10	190	10000	1900	1900	235	55	14																		050/18				
	H919N1000						160	-3	157		167	10000	1900	1900	254	103	24 1/2																		030/18				
	La Menervert						163	-3	160		170	955	45	10 1/2																									
	Tgt-turnd.						071	-3	068		078	230	18	5																									
	H919N1000						321	+4	325		335	10000	1.5	220	258	48	11 1/2																				040/18		
	Lezey Bell						340	+4	344		354	10000	1.5	214	46	236	96																						
	Maidenhead						003	+4	007		017	5000	1.5	228	40	229	55	14 1/2																			060/18		
	Base						060	0	060	✓	070	5000	1.5	210	62	18																							

CHALLENGE
 REPLY
 COLORS
 VHF CHANNEL
 BOMBER C/S
 FIGHTER C/S
 REFERRED TO BOMBER I.

LANDING
 REVD. ALT.
 LAND FALL ALT.
 TARGET ALT.

FLIGHT RECORD
 300 hours G Brake



McBrien Pt. Nat. AC. 1970

PILOT		M. H.		ETA		ATL		TC		DR		TH		V.R		MH		CS		TO		RESULTS		ATTITUDE	
NAVIG.	FLINE	MISSION	DATE	FROM	TO	FLY OUT	FLY IN	TAKE-OFF	ON COURSE	RENDZVOUS	COAST OUT	COAST IN	I. F.	TARGET	COAST OUT	COAST IN	BASE	REND. ALT.	LAND FALL ALT.	LAND FALL ALT.	DIST.	TIME	ETA	REMARKS	
Base				Base	Maidenhead	1857	1913	240	0	240	10	250	226	1916	16 1/2	1916					62	16 1/2	1916		
				Selsey Bill		189	1929	183	-4	179	10	189	230	1931	14 1/2	1931					55	14 1/2	1931	SST COURSE 1941	
				491900		165	2036	160	-4	156	9	165	229	1958	27	1958					103	27	1958		
				Bellescaut		168	2048	163	-4	159	9	168	230	2010	12	2010					45	12	2010		
				TARGET		77 1/2	2052	071	-2 1/2	68 1/2	9	77 1/2	204	2015 1/2	6 1/2	2015 1/2					18	6 1/2	2015 1/2		
				491900		335	2109	321	+5	326	9	335	216	2019	13 1/2	2019					48	13 1/2	2019		
				Selsey Bill		354	2138	340	+4	344	10	354	211	2058 1/2	29 1/2	2058 1/2					103	29 1/2	2058 1/2		
				Maidenhead		17		003	+4	7	10	17	209	2114 1/2	16	2114 1/2					55	16	2114 1/2		
				Base		70	2213	060	0	60	10	70	202	2133	18 1/2	2133					62	18 1/2	2133		
2000 FT.																									
4000																									
6000																									
8000																									
10000																									
12000																									

CHALLENGE

REFLY

GOLDS

VHF CHANNEL

BOMBER C/S

FIGHTER C/S

BOMBER TO BOMBER TRNG.

DIVERSION

A. TROUBLES

FLIGHT RECORD

LANDING

REND. ALT.

LAND FALL ALT.

TARGET ALT.

BOMBARDIER'S MISSION DATA

BOX _____ FLIGHT _____ INDICATED ALTITUDE _____ BOMB LOAD _____ TYPE _____

METRO DATA:

TEMPERATURES AT TARGET: GROUND _____ ALOFT _____ MEAN _____

WINDS ALOFT AT TARGET: _____ MPH FROM _____ DEGREES.

TARGET DATA:

PRIMARY

SECONDARY

1. TARGET		
2. INITIAL POINT		
3. MAG. READING FROM I.P. TO TARGET		
4. DISTANCE FROM I.P. TO TARGET		
5. TIME FROM I.P. TO TARGET		

BOMBING DATA:

1. INTERVELOMETER SETTING		
2. PRESSURE ALTITUDE OF TARGET		
3. INDICATED BOMBING ALTITUDE		
4. TRUE ALTITUDE ABOVE TARGET		
5. INDICATED AIR SPEED		
6. TRUE AIR SPEED		
7. GROUND SPEED FOR BRIEFED HEADING		

SIGHT DATA:

1. DISC SPEED		
2. TRAIL		
3. DRIFT ON BRIEFED HEADING		
4. PERCENT OF DROPPING ANGLE		
5. ACTUAL TIME OF FALL		

BOMBARDIER'S MISSION DATA

BOX _____ FLIGHT _____ INDICATED ALTITUDE _____ BOMB LOAD _____ TYPE _____

METRO DATA:

TEMPERATURES AT TARGET: GROUND _____ ALOFT _____ MEAN _____

WINDS ALOFT AT TARGET: _____ MPH FROM _____ DEGREES.

TARGET DATA:

PRIMARY

SECONDARY

1. TARGET		
2. INITIAL POINT		
3. MAG. READING FROM I.P. TO TARGET		
4. DISTANCE FROM I.P. TO TARGET		
5. TIME FROM I.P. TO TARGET		

BOMBING DATA:

1. INTERVELOMETER SETTING		
2. PRESSURE ALTITUDE OF TARGET		
3. INDICATED BOMBING ALTITUDE		
4. TRUE ALTITUDE ABOVE TARGET		
5. INDICATED AIR SPEED		
6. TRUE AIR SPEED		
7. GROUND SPEED FOR BRIEFED HEADING		

SIGHT DATA:

1. DISC SPEED		
2. TRAIL		
3. DRIFT ON BRIEFED HEADING		
4. TANGENT OF DROPPING ANGLE		
5. ACTUAL TIME OF FALL		

BOMBARDIER'S MISSION DATA

BOX _____ FLIGHT _____ INDICATED ALTITUDE _____ BOMB LOAD _____ TYPE _____

METRO DATA:

TEMPERATURES AT TARGET: GROUND _____ ALOFT _____ MEAN _____

WINDS ALOFT AT TARGET: _____ MPH FROM _____ DEGREES.

TARGET DATA:

PRIMARY

SECONDARY

1. TARGET		
2. INITIAL POINT		
3. MAG. READING FROM I.P. TO TARGET		
4. DISTANCE FROM I.P. TO TARGET		
5. TIME FROM I.P. TO TARGET		

BOMBING DATA:

1. INTERVELOMETER SETTING		
2. PRESSURE ALTITUDE OF TARGET		
3. INDICATED BOMBING ALTITUDE		
4. TRUE ALTITUDE ABOVE TARGET		
5. INDICATED AIR SPEED		
6. TRUE AIR SPEED		
7. GROUND SPEED FOR BRUIFED HEADING		

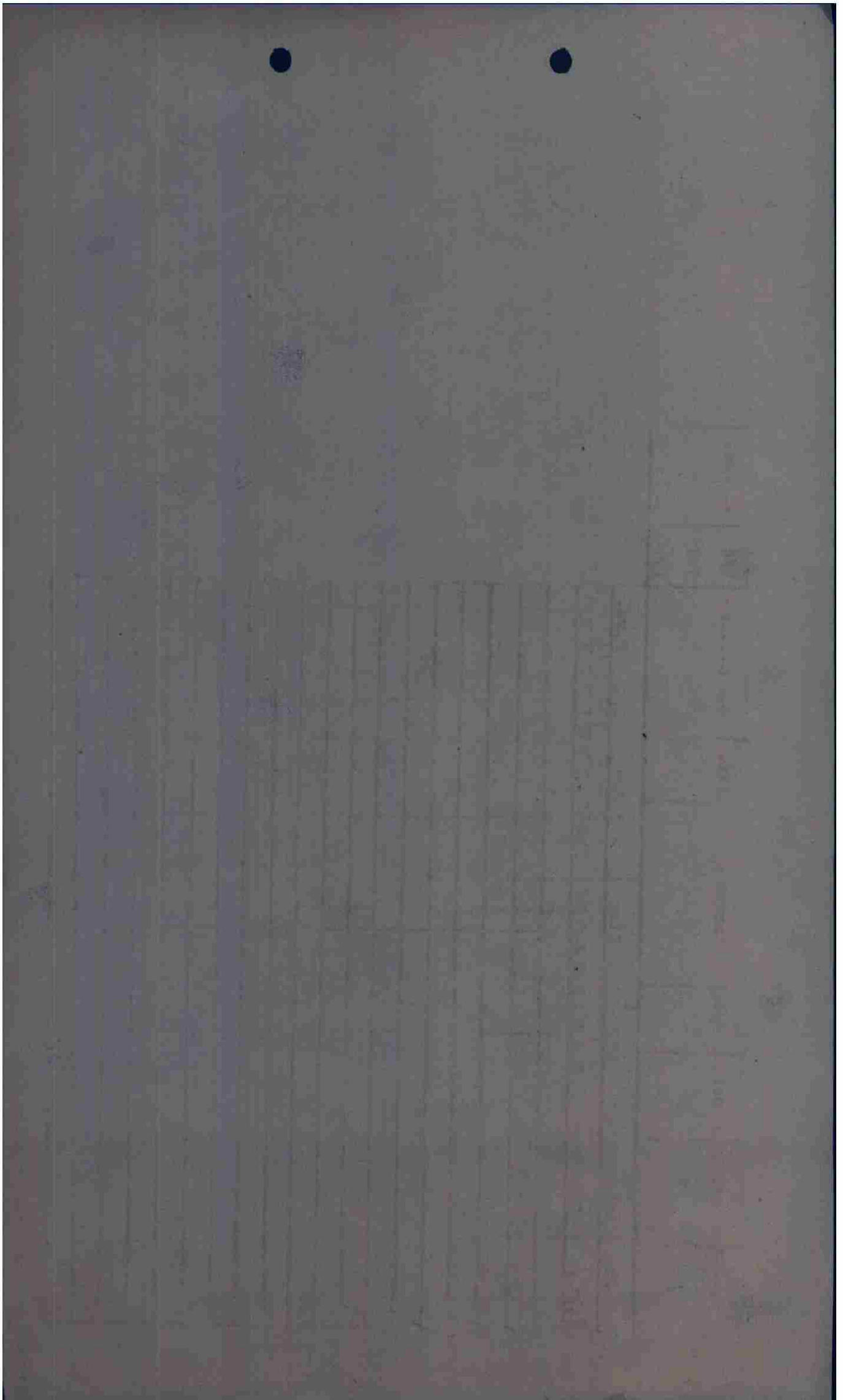
SIGHT DATA:

1. DISC SPEED		
2. TRAIL		
3. DRIET ON BRUIFED HEADING		
4. TANGENT OF DROPPING ANGLE		
5. ACTUAL TIME OF FALL		

15 min.	T/O
TOT 2056	TOT
L/D 2240	L/D

Box #	CpsFl	Date	F/O	Target	Alt.	Box Leader	T/O	15 min.
II	115	5 Aug 44	162-468	Laigle R.R. Bridge	7000	Maj Dunn	TOT	2056
A/C	Fail to Bomb	ATT	Bomb	I/isp	A/C	Dam	E/A	Fars.
1 645	Reason	F S O	F S J P R	M D A	A C B E D	F D K W M		
2 165		✓	6					
3 714	Returned Early	✓	6	4 Fuel Reserve Problem				
4 225		✓	6					
5 493		✓	6					
6 951		✓	6					
1 724		✓	6					
2 937		✓	6					
3 979		✓	4					
4 200	Banked in	✓	6					
5 214		✓	6					
6 256		✓	6					
1 469		✓	6					
2 977		✓	6					
3 181		✓	4					
4 1961		✓	6					
5 147		✓	6					
6 929		✓	6					
900	Returned Early	✓	6					

✓ Dunn 645
 ✓ Ames Zamban 714
 ✓ Adams 925
 ✓ * Miller 400
 ✓ 951
 ✓ DeMay 724
 ✓ Tripp 977
 ✓ 181
 ✓ 947
 ✓ 1961
 ✓ Elliott Robertson 147
 ✓ 929
 ✓ 956 X
 ✓ Andrews 214
 ✓ Sparo
 ✓ Alton
 ✓ 900



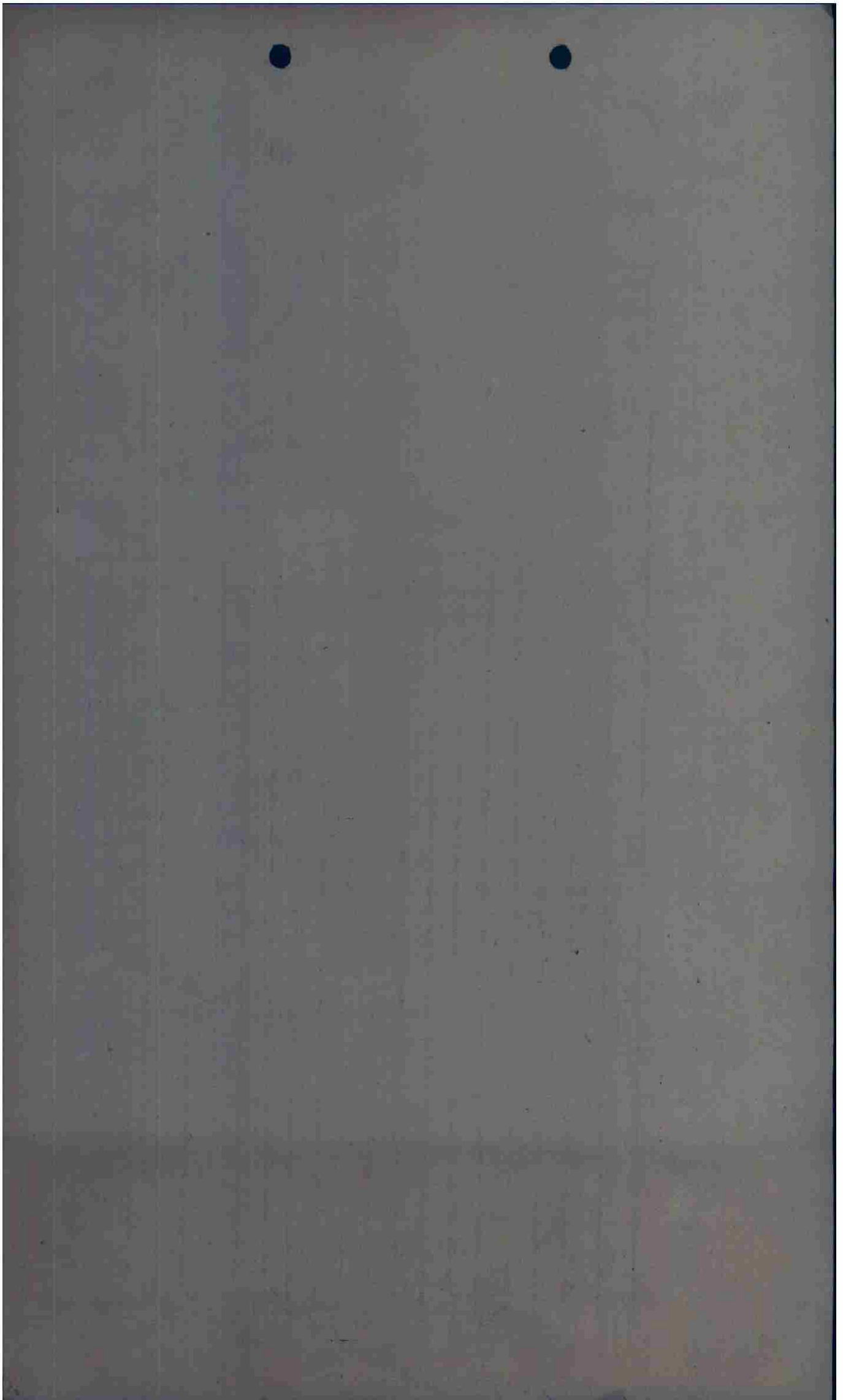
Box #	Cpspl	Date	F/O	Target	Alt.	Box Leader	T/O	15 min.
I	115	5 Aug. 44	162-468	Large R.R. Bridge		Maj. Meng	TOT	
A/C	Fail to Bomb	ATT	Bomb	IISP	A/C Dam	E/A	Pers.	
Las No.	Reason	F S O	F S J P R	M D A A C B E D	F D K W M			
1 439		✓	4					Meng ✓ 739.
2 227		✓	4					McBride ✓ beard 227
3 750		✓	4					Hilleman ✓ 644
4 644		✓	4					Atkinson ✓ Sparkling 759
5 380		✓	6					
6 759		✓	6					
1 640		✓	4					
2 150		✓	6					
3 819		✓	6					
4 379		✓	6					
5 480		✓	6					
6 770		✓	6					
1 719		✓	4					
2 761		✓	6					
3 894		✓	6					
4 764	Returned Early	✓	6	3.3				
5 907		✓	6					
6 195		✓	6					
978	Returned Early	✓	6					

Meng ✓
739.
McBride ✓
beard 227
Hilleman ✓
644
Atkinson ✓
Sparkling 759

Prentiss ✓
719
Colewith ✓
Welsh 894
Hill ✓
X 764
Svenson ✓
Parker 195
Kenny ✓
770
Harris ✓
480
Dewning ✓
379
Meng ✓
640
Mish ✓
150

Spare
Barnes ✓
978

3.3
Returned Early
3 3/4



CONFIDENTIAL

Interr. Form

PILOT Harris A/C# 480 BOX 1 FLIGHT IV POS V

CASUALTIES: _____

BOMB DISPOSITION: 6 PT ST CT JET RNT BATTLE DAMAGE: nil A A-C E

FLAK: Light flak - SW of Lincup

E/A: nil

OBSERVATIONS: Bomb fell short in field -

Lots of troops marching on road near village -
going away from battle area - heading for
Belmont - Q 5065

P. Rogers
Interrogator

CONFIDENTIAL

C O N F I D E N T I A L

Interr. Form

PILOT Hill A/C# 764 BOX 1 FLIGHT _____ POS _____

CASUALTIES: _____

BOMB DISPOSITION: PT SE CT JET RET BATTLE DAMAGE: A A-C E

FLAK: _____

E/A: _____

OBSERVATIONS: _____

C O N F I D E N T I A L

Interrogator

C O N F I D E N T I A L

Interrog. Form

PILOT Prentiss A/C# 719 BOX 1 FLIGHT 3 POS 1

CASUALTIES: _____

BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: A A-C E

FLAK: nil

E/A: _____

OBSERVATIONS: Two vehicles 2058 on road from Caen to
Cabourg -

Bellwew bombs hit on R.R.

Flak at another group - in vicinity of
St. Pierre to

This group got no flak from Lisieux and
was close enough to get it

visibility one mile - into sun -
sent to west of course in vicinity of Caen -
Bridge is out -

R. Rogers
Interrogator

C O N F I D E N T I A L

C O N F I D E N T I A L

Interr. Form

PILOT Hillerman A/C# 674 BOX FLIGHT POS

CASUALTIES:

BOMB DISPOSITION: PT ST OT JET RET BATTLE DAMAGE: A A-C E

FLAK:

nil.

E/A:

OBSERVATIONS:

Bombed at abt 8,400 - Some cloud lower - 1/2 clear.
in general - 4/10 clear at target - Haze.

No fighter escort.

Coast at 7000 - circled up to 10 000 - in
(different sized craft)
at 925 - 20 ships in convoy - headed east.
927 - another headed west.
935 - 20 or more headed east.
one ship (another formation) may have
gone down. Lots.

Shendon,
Interrogator

C O N F I D E N T I A L

CONFIDENTIAL

Interr. Form

PILOT Mish A/C# 150 BOX 1 FLIGHT _____ POS _____

CASUALTIES: _____

BOMB DISPOSITION: 1a PT ST CT JET RMP BATTLE DAMAGE: _____

FLAK: 2107 light Flak inaccurate

E/A: _____

OBSERVATIONS: 2100 8 shadows across the road

Ma
Interrogator

CONFIDENTIAL

C O N F I D E N T I A L

INTELL. FORM

PILOT Kreh A/C# 819 BOX 1 FLIGHT 4 POS 3

CASUALTIES:

BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: A A-C E

FLAK:

light tracer at low flight of Box II. Looked short.

E/A:

OBSERVATIONS:

at 2103 - 6 or more trucks -

Sheida
Interrogator

C O N F I D E N T I A L

C O N F I D E N T I A L

Interrog. Form

PILOT Kenny A/C# 770 BOX 1 FLIGHT _____ POS _____

CASUALTIES: None

BOMB DISPOSITION: PT BT CT JET RET BATTLE DAMAGE: A A-C E

FLAK: _____

E/A: None

OBSERVATIONS: No fighters
at 2106 Light (30 min)
flak

[Signature]
 Interrogator

C O N F I D E N T I A L

CONFIDENTIAL

Interr. Form

PILOT W. Walsh A/C# 701 BOX 6 FLIGHT _____ POS _____

CASUALTIES: None

BOMB DISPOSITION: PT BT CT JBT MBT BATTLE DAMAGE: A A-C E

FLAK: None

E/A: None

OBSERVATIONS: No fighter support

[Handwritten Signature]

Interrogator

CONFIDENTIAL

CONFIDENTIAL

Interr. Form

PILOT Leonard A/C# 227 BOX 6 FLIGHT 1 POS 2

CASUALTIES: _____

BOMB DISPOSITION: 7 PT ST CT JET RET BATTLE DAMAGE: nil A A-C E

FLAK: very intense flak about 3 minutes off target

E/A: nil

dog fight over target

OBSERVATIONS: _____

L. S. Rogers
Interrogator

CONFIDENTIAL

CONFIDENTIAL

Interr. Form

PILOT Svenson A/C# 195 BOX 6 FLIGHT 3 POS 6

CASUALTIES: _____

BOMB DISPOSITION: 6 PT ST CT JET RET BATTLE DAMAGE: A A-G E

FLAK: None in hot box

E/A: _____

OBSERVATIONS: Low altitude field



[Signature]
Interrogator

CONFIDENTIAL

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Interrog. Form

PILOT Sparling A/C# 380 BOX 1 FLIGHT 1 POS 5

CASUALTIES:

BOMB DISPOSITION: PT ST CT JNT RET BATTLE DAMAGE: A A-C E

PLAC:

XXX H. plane off to the S. 300 yds in air
at 2. plane exploded.

E/A:

OBSERVATIONS:

hit PR - identified
flashes 4 miles in air

Koppe
Interrogator

CONFIDENTIAL

~~CONFIDENTIAL~~

Interr. Form

PILOT Parker A/C# 907 EOK 1 FLIGHT 3 POS 4

CASUALTIES: _____

BOMB DISPOSITION: 6 PT ST CT JET MET BATTLE DAMAGE: A A-C E

FLAK: _____

E/A: _____

OBSERVATIONS: describe this & what was done

[Signature]
Interrogator

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

Interr. Form

PILOT Colquhoun A/C# 894 BOX 1 FLIGHT 3 POS 23

CASUALTIES: _____

BOMB DISPOSITION: PT ST CT JET ART BATTLE DAMAGE: A A-C E

FLAK: _____

E/A: _____

OBSERVATIONS: 9180?

[Signature]
Interrogator

~~CONFIDENTIAL~~

CONFIDENTIAL

Interr. Form

PILOT W. Kinison A/C# 759 BOX 1 FLIGHT _____ POS _____

CASUALTIES: _____

BOMB DISPOSITION: PT ST OT JBT RWT BATTLE DAMAGE: A A-C E

FLAK: _____

Saw gun flashes at 2110 Hours. No bursts.

E/A: _____

OBSERVATIONS: _____

short & onto target area - II flight hit on same spot.
2 ships. one afire when formation circled off coast

Shridan
Interrogator

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INTELL. FORM

PILOT Meng A/C# 439 BOX 7 FLIGHT _____ POS _____

CASUALTIES: _____

BOMB DISPOSITION: 7 PT ST CT JET RET BATTLE DAMAGE: nil A A-C E

FLAK: _____

Some heavy flak at coast on exit

E/A: _____

OBSERVATIONS: _____

Parade said on without Sgt escort.

movie.

Sluder

Interrogator

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Interr. Form

PILOT Meagher A/C# 648 BOX 1 FLIGHT _____ POS _____

CASUALTIES: _____

BOMB DISPOSITION: PT ST CT JWT REF BATTLE DAMAGE: A A-C E
7 nil

FLAK: _____

light - 2109 - (20-40 going above - 50
ARBENCES was short of low flight
contact -

R/A: _____

OBSERVATIONS: _____

no photos. Circled with base on RR to
make bomb run.
Bombs hit around & across bridges
5 ships going toward eng. or way
home - mid channel.

648 - ? was it short?
check OPS

Sluiter
Interrogator

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CONFIDENTIAL

Interrog. Form

PILOT Downing A/C# 379 BOX 6 FLIGHT _____ POS _____

CASUALTIES: _____

BOMB DISPOSITION: PT ST CT JBT RMT BATTLE DAMAGE: A A-C E
Nil

FLAK: Behind - ~~to~~ trace - at 8000. (at 9 1/2 hrs)

E/A: _____

OBSERVATIONS: _____

Sheldon
Interrogator

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CONFIDENTIAL

Interr. Form

PILOT Mc Bride A/C# 750 BOX 7 FLIGHT _____ POS _____

CASUALTIES: _____

BOMB DISPOSITION: PT ST CT JBT RET BATTLE DAMAGE: A A-C E

FLAK: _____

E/A: _____

OBSERVATIONS: _____

*3rd flight hit target
Hit to left of target. Some bombs may
have been in target area.*

HWS
Interrogator

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C O N F I D E N T I A L

Interr. Form

PILOT St Land A/C# 181 BOX IT FLIGHT _____ POS _____

CASUALTIES: _____

BOMB DISPOSITION: 7 PT ST CT JET RET BATTLE DAMAGE: A A-C E

FLAK: 2109 tracer & light flak

E/A: _____

OBSERVATIONS: RR to Leighs Bombed out.

Maz
Interrogator

C O N F I D E N T I A L

CONFIDENTIAL

REPORT FORM

PILOT Mj. [unclear] A/C# 645 BOX II FLIGHT 1 POS 1

CASUALTIES: _____

BOMB DISPOSITION: PT 6 ST _____ CT _____ JET _____ RBT _____ BATTLE DAMAGE: A A-C E

FLAK: _____

Low flight may have gotten XL flak at exit

Bomb
3

2 fls went around again - 1 in each bot,
1 fl in our bot supposed to bomb ahead of
us. made second bomb run after us.

E/A: nil

OBSERVATIONS: _____

2 vehicles on highway immediately N of St DESIR
Ry tunnel headed toward FISIELX
1 vehicle headed toward ARGENTAN near
St^{NE} BOURG St. L. 9 5147

Q 5988

4 other vehicles parked another N-S highway in
same vicinity

Enemy coast in circles 25 minutes waiting
for orders to go in without fighter escort.

In at 2034
IP 2049
TOT 2056 - 7,000
out 2109

Bomb run 20 sec
FAS 205
Ground 207
Mag. 78°

Interrogator

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PILOT Lt Ames A/C# 714 BOX II FLIGHT _____ POS _____

CASUALTIES: _____

BOMB DISPOSITION: PT BT OT JET RET BATTLE DAMAGE: A A-C E

FLAK: _____

E/A: _____

OBSERVATIONS: Ported jet to English
Coast Landed at Farnborough.
At Fuel pressure fell off to 6 lbs. pressure
found a marking on it that gauge
was out

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Interrogator

PILOT A Miller A/C# 951 BOX II FLIGHT I POS _____

CASUALTIES: _____

BOMB DISPOSITION: 6 PT ST CT JET RET BATTLE DAMAGE: A A-C E

FLAK: behind 5 miles from area in forest

E/A: ~~_____~~

OBSERVATIONS: good

Hoppe
Interrogator

C O N F I D E N T I A L

CONFIDENTIAL

Interr. Form

PILOT St. Robertson A/C# 147 BOX # FLIGHT 3 POS 5

CASUALTIES: _____

BOMB DISPOSITION: PT ST CT JET HEAT BATTLE DAMAGE: A A-C E

FLAK: 23 miles in from coast near Hanoi
X H1

E/A: [Signature]

OBSERVATIONS: good tracks

[Signature]
Interrogator

CONFIDENTIAL

CONFIDENTIAL

Interr. Form

PILOT Lt. Trip A/C# 9212 BOX 11 FLIGHT _____ POS _____

CASUALTIES: None

BOMB DISPOSITION: PT BT CT JET RBT BATTLE DAMAGE: A A-C E

FLAK: 2106 7000 to 8000
was not from trees
small whistles

E/A: None

OBSERVATIONS: None

[Signature]
Interrogator

CONFIDENTIAL

PILOT Lt Zuban A/C# 165 BOX II FLIGHT _____ POS _____
 CASUALTIES: None
 BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: A A-C E
 FLAK: None

E/A: None

OBSERVATIONS: about 8 trucks (or trucks)
moving west toward main
road near crest of ridge out (on side)
No fighter escorts

Zuban
 Interrogator

CONFIDENTIAL

C O N F I D E N T I A L

Interr. Form

PILOT Lt M. [unclear] A/C# 469 BOX [unclear] FLIGHT [unclear] POS [unclear]

CASUALTIES: [unclear]

BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: A A-C E

FLAK: [unclear]

E/A: [unclear]

OBSERVATIONS: [unclear]

50

[Signature]

Interrogator

PILOT St. Martin A/C# 925 BOX II FLIGHT _____ POS _____

CASUALTIES: None

BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: A A-C E

FLAK: None

E/A: None

OBSERVATIONS: Hydrol & small

groups motor vehicles along
roads, spraying west of
some parked along roads

3 Concrete 50 ft towers -
unobscured appearance.
Possibly 7 other towers

Stanton
Interrogator

CONFIDENTIAL

C O N F I D E N T I A L

Interr. Form

PILOT St Elliott A/C# 929 BOX II FLIGHT _____ POS _____

CASUALTIES: None

BOMB DISPOSITION: PT ST CT JBT RET BATTLE DAMAGE: A A-C E

FLAK: marked at Anndault

E/A: None

OBSERVATIONS:

Two targets up at "Tangle"
(near tgt)

Sharon

Interrogator

CONFIDENTIAL
PILOT A. Marchant A/C# 9719 BOX II FLIGHT _____ POS _____

CASUALTIES: _____

BOMB DISPOSITION: 4 PT ST OT JET RET BATTLE DAMAGE: X A A-C E

FLAK: _____

E/A: _____

OBSERVATIONS: Hit to left about 50 yds from
B.R. Short of target.
1 ft. hit bridge.

XXXXA 5 minutes after target
from Faluis area.

Fire seen east of caen.
perhaps A/C fell out of formation
SW of caen.

N. A. S.
Interrogator

CONFIDENTIAL

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Interrog. Form

PILOT Lt York A/C# 493 BOX 4 FLIGHT _____ POS _____

CASUALTIES: _____

BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: A A-C E

FLAK: _____

E/A: _____

OBSERVATIONS: _____

Vehicle possible tank or truck going SW. of runway at F.P.

Vehicle 5-3 minutes before landing going out. going East at runway.

RWA.
Interrogator

CONFIDENTIAL

PILOT A. Rudman A/C# 214 BOX II FLIGHT 2 POS 5

CASUALTIES: nil

BOMB DISPOSITION: 6 PT ST OT JET RET BATTLE DAMAGE: A (A-C) E

FLAK: 2 minutes of XXXHA and XLI (low for altitude)
we were at 8,000 feet for about 15 minutes to exit
our flight made 2nd bomb run (bombed last)
and made separate return - unescorted.

E/A: nil

OBSERVATIONS:

Advised that during course of 28 to 30 cars
nil - haze

Luria

Interrogator

CONFIDENTIAL

CONFIDENTIAL

PILOT P. Perkins A/C# 720 BOX II FLIGHT _____ POS _____

CASUALTIES: _____

BOMB DISPOSITION: PT ST OT JET RET BATTLE DAMAGE: A A-C E

FLAK: _____

E/A: _____

OBSERVATIONS: _____

Interrogator

CONFIDENTIAL

C O N F I D E N T I A L

Interr. Form

PILOT Lt. [Signature] A/C# 1961 BOX 11 FLIGHT _____ POS _____

CASUALTIES: _____

BOMB DISPOSITION: PT ST CT JBT RET BATTLE DAMAGE: A A-C E

FLAK: _____

E/A: _____

OBSERVATIONS: _____

Interrogator

PILOT Lt Mares A/C# 956 BOX II FLIGHT 1 POS 6
 CASUALTIES: nil
 BOMB DISPOSITION: PT 6 ST CT JET RET BATTLE DAMAGE: nil
 FLAK:

nil

E/A: nil

OBSERVATIONS: has provided observations in detail but
seemed to be very little road activity from 7500 feet.

Shifted from high flight
to 1st flight when
called by Maj Dunn
address #6000

kuria
 Interrogator

CONFIDENTIAL

CONFIDENTIAL
PILOT L. A. Ward A/C# 424 BOX IV FLIGHT 2 POS 1
CASUALTIES: nil

BOMB DISPOSITION: 6 PT ST CT JET RET BATTLE DAMAGE: (A) A-C E

FLAK: None
XXXHA between St JULIEN AND
ST PIERRE

E/A: no

OBSERVATIONS:
Heavy smoke near roads & highway
near Mejdun

TOT 2058 - alt 7,200
Exit 2142

Luvia
Interrogator

CONFIDENTIAL

