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Descriptive Notes: CONTAINS FIELD ORDERS, OPERATIONAL REPORTS, LOADING LISTS, NAVIGATIONAL DATA WITH CHARTS, TACTICAL DATA, TECHNICAL DATA, INTERROGATION FORMS AND REPORT OF CASUALTIES. INCLUSIVE DATES ARE ACTUALLY 2 THROUGH 9 AUG 44.

Title Added Entries: MISSION REPORTS, FOLDER NUMBER 9, MISSION NUMBERS 111 THROUGH 120

Author:**Subject:**

Major Command:

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No Administrative Markings Listed

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2 AUG 1944

MISSION REPORTS

FOLDER NO. 9

MISSION NO.	F.O. NO.	DATE
111	462	2 AUGUST 1944
112	465	4 AUGUST 1944
113	467	5 AUGUST 1944
114	468	5 AUGUST 1944
115	470	6 AUGUST 1944
116	471	6 AUGUST 1944
117	475	8 AUGUST 1944
118	476	8 AUGUST 1944
119	477	9 AUGUST 1944
120	478	9 AUGUST 1944

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2007-5
SCANNED BY ACD

P.R.C.

DECLASSIFIED
DOD DIR 5200.9, 27 Sep 58

MICROFILMED

HEADQUARTERS
16TH BOMBARDMENT GROUP (L)
Office of the Commanding Officer

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

AFG 140, U.S. Army,
6 August 1944.

SUBJECT: Report of Combat Mission.

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

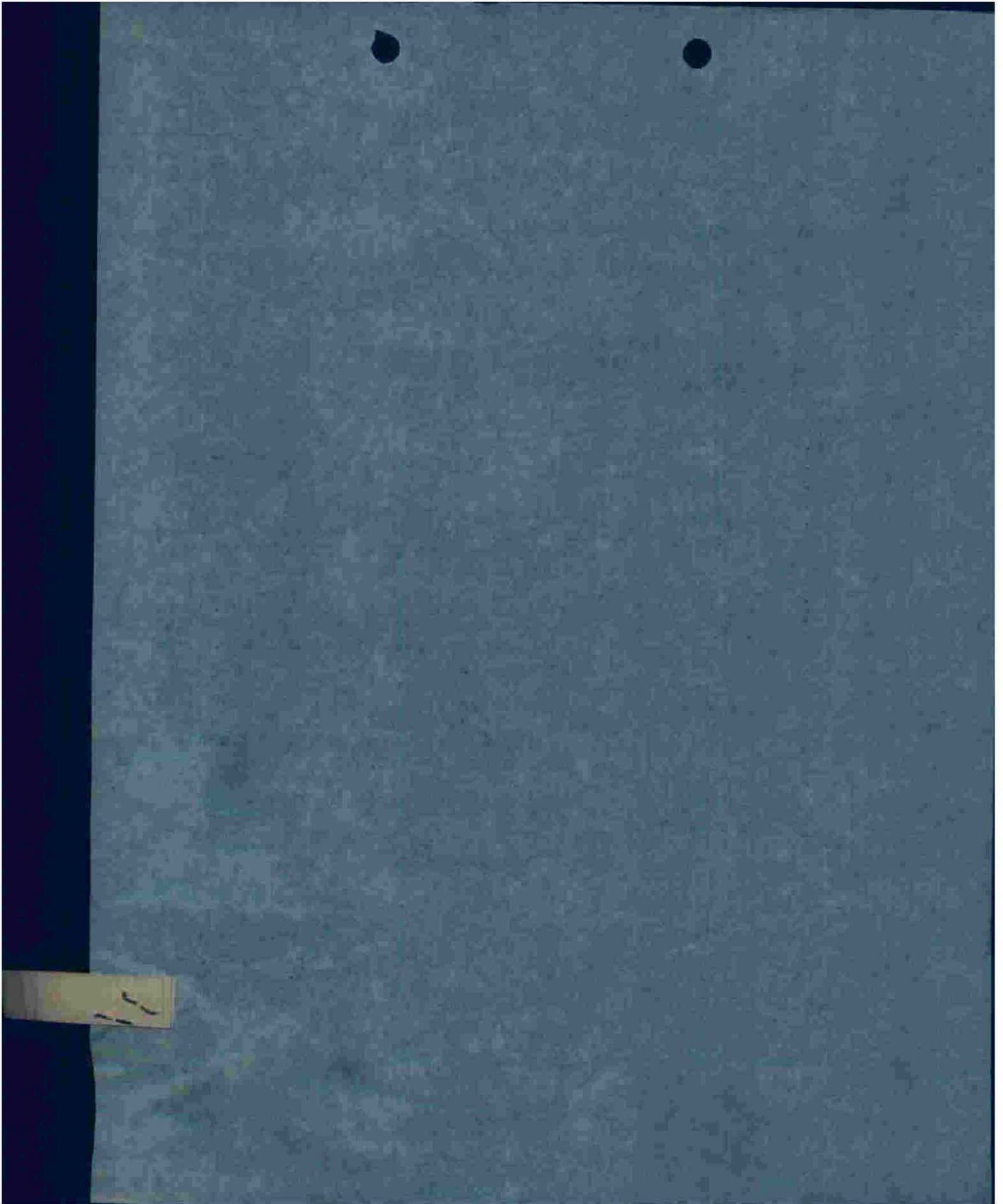
16th Bombardment Group (L)
114th Mission, 5 August 1944.
97th CG FC number L&E - 468.

1. 38
2. 36
3. 34
4. 4 (2 Spares)
5. None
6. 43-21764
Lt. L. E. Hill 3 bombs fell out over channel due to electrical trouble in circuits. Pilot, under impression that all bombs had fallen out, returned to base.
7. Same as 6 above.
8. 43-9714
Lt. W. H. Ames Landed at Farnborough (no sortie). Low fuel pressure. Fuel pressure transmitter out caused by leak in transmitter. Re-serviced OK.
- 43-2220
Lt. R. D. Perkins Landed on strip A-13 in France. Bomb completely washed out. Exact cause unknown at present and will be shown on future report.
- 43-21931
Lt. F. Bortea Landed at Tangmere to refuel.

For the Commanding Officer:

GEORGE SCHENKEL,
Captain, Air Corps,
Adjutant.

AUG 5 1944



HEADQUARTERS
416TH 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: Transmittal of A-3 Bombing Information Reports.

TO : Commanding General, IX Bomber Command, APO 140, U.S. Army.

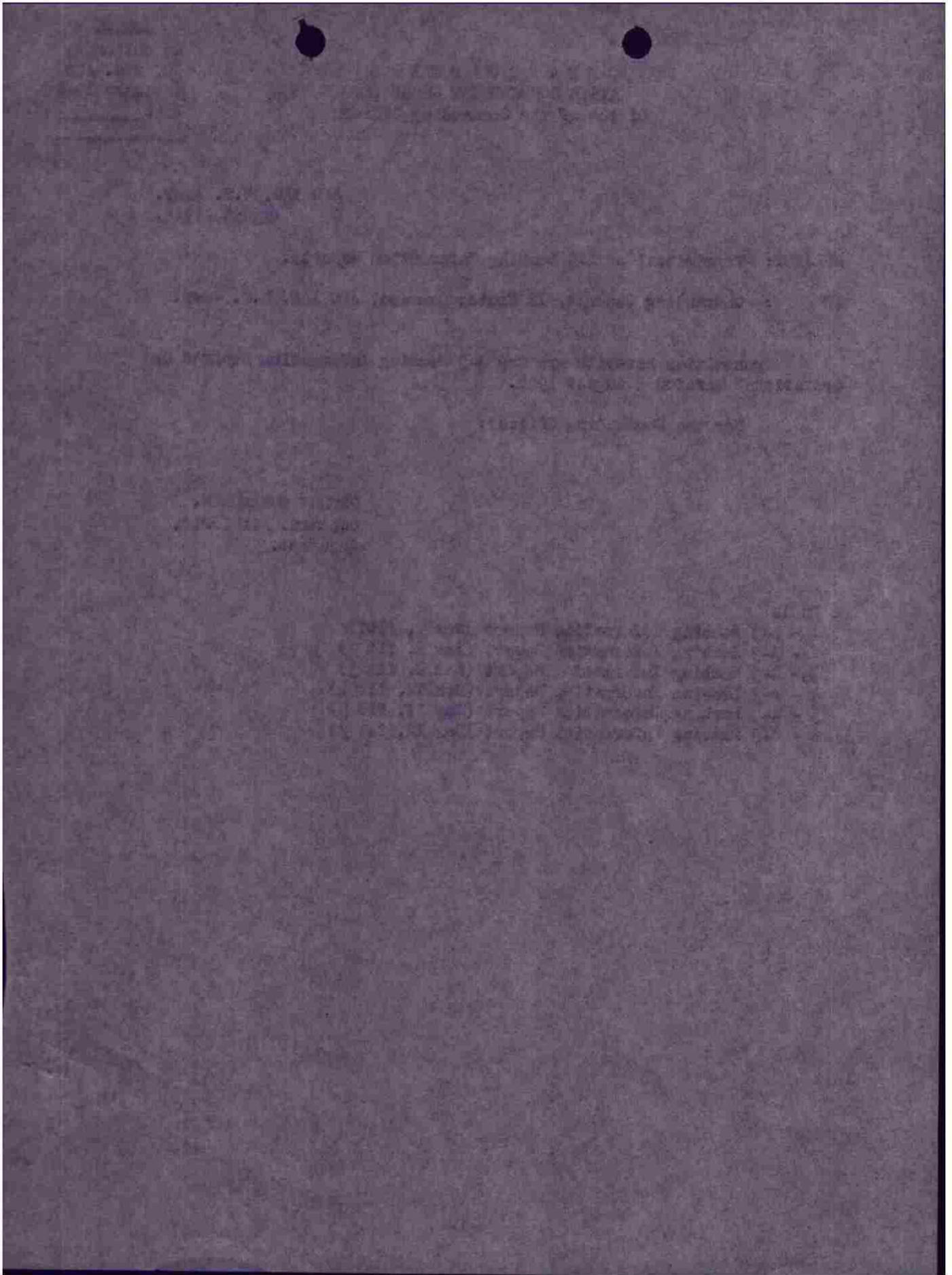
Transmitted herewith are the A-3 Bombing Information Reports on operational mission 5 August 1944.

For the Commanding Officer:

GEORGE SCHENCKIN,
Captain, Air Corps,
Adjutant.

6 Incls:

- 1 - A-3 Bombing Information Report (Box I, flt 1)
- 2 - A-3 Bombing Information Report (Box I, flt 2)
- 3 - A-3 Bombing Information Report (Box I, flt 3)
- 4 - A-3 Bombing Information Report (Box II, flt 1)
- 5 - A-3 Bombing Information Report (Box II, flt 2)
- 6 - A-3 Bombing Information Report (Box II, flt 3)



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 448BOX I Flight 1 GROUP 416 DATE 5 August 1944 TARGET ATTACKED Wing to R/D1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 70°3. Was mercury erection system used? YES _____ NO X4. Did entire ~~group~~ (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. Powell6. Name of lead Pilot: Major W.J. Mang7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 230 Altitude: 4,5009. Length of bomb run: 35 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/40 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 A/C bomb load 6 x 500 lb. G.P.

S E C R E T

Formation consisted of 2 boxes, 18 ships each bombing in flights of 6. Time of take off was 1839. Time over target 2052 - 2058. Target - L'Aigle 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 Dully to Evreux. No enemy a/c encountered. Planes landed at 2240

Description of route from I.P. to target.

1. Poor visibility.
2. 6 to 7/10 altocumulus at 9,000 feet.
3. 2 boxes of 18 ships each bombing by flights of 6.
4. Very mild from I.P.
5. Town of L'Aigle 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

IN B.C. FIELD ORDER NO. 440BOX I Flight 2 GROUP A16 DATE 5 August 1944 TARGET ATTACKED 11 mile S/W1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 65°3. Was mercury erection system used? YES ___ NO X4. Did entire ~~(bomb)~~ (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. J.E. Burg6. Name of lead Pilot: Lt. J.F. Donahoe7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 228 Altitude: 6,0009. Length of bomb run: 40 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/10 T11. 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 X 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 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.

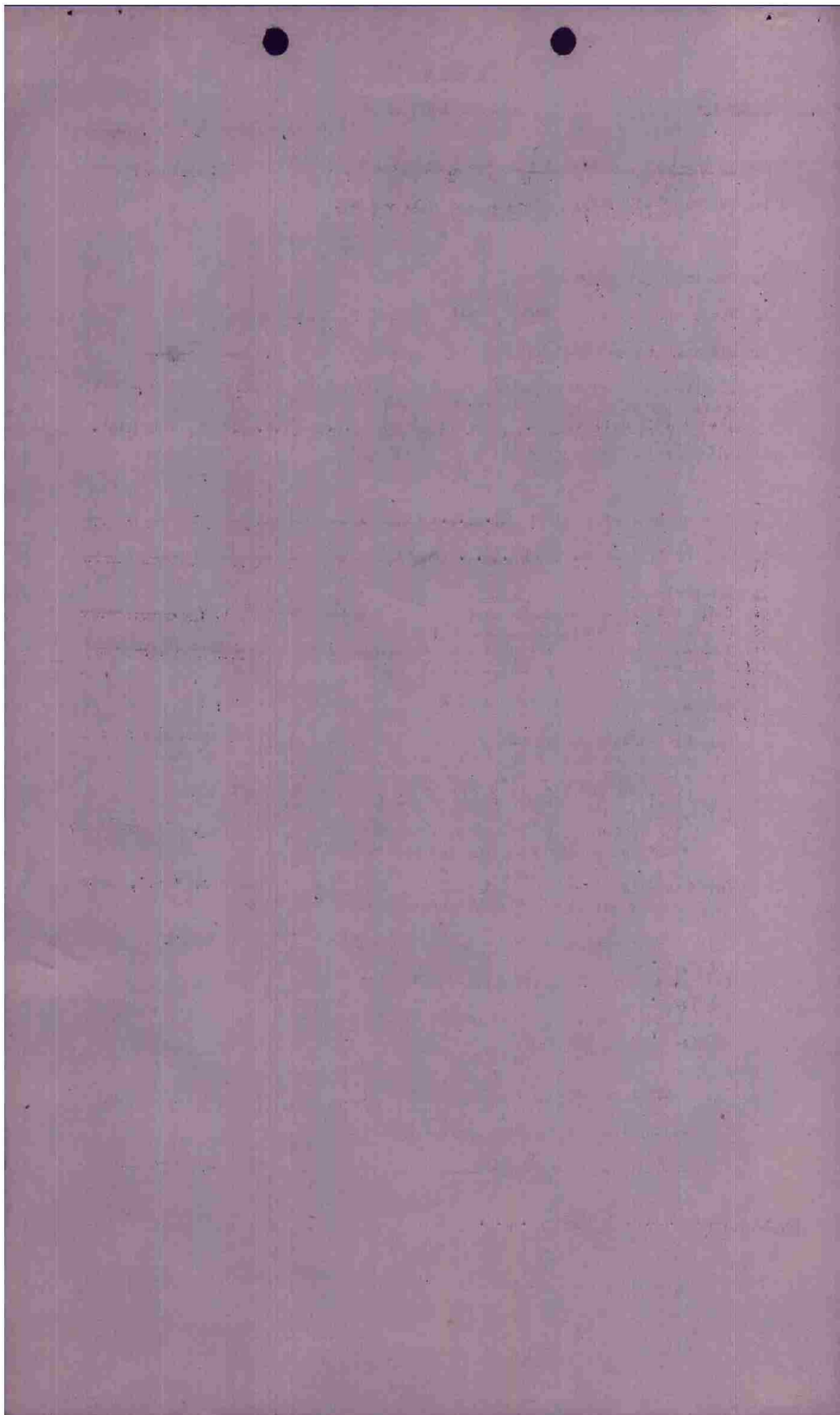
(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO ___

Results claimed: EXCEL ___ GOOD ___ FAIR X 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. 168BOX 7-11449 GROUP 136 DATE 5 August 1944 TARGET ATTACKED 1 single B/D

1. Method of Sighting: Pre-set with corrections.
2. Bombing approach: 110°
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:

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.P. McBrien
6. Name of lead Pilot: Captain R.R. Prentiss
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: 20

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

- (a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES 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, 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.

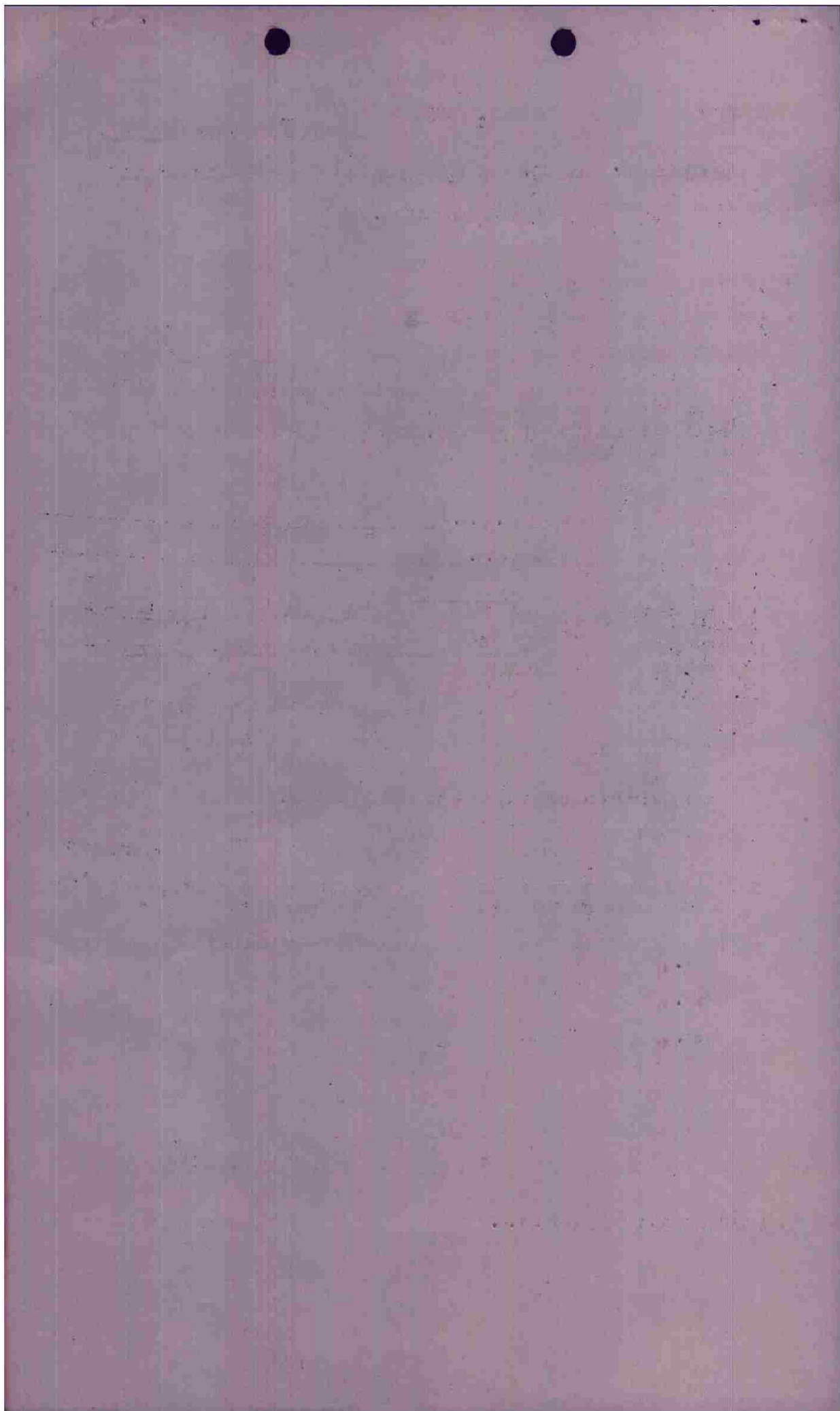
- (g) Bombing results as reported by crews:

Aimed at right Target: YES NO

Results claimed: EXCEL GOOD FAIR POOR GROSS

* - 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

LX B.C. FIELD ORDER NO. 468

BOX 11 Flight 1 GROUP 424 DATE 5 August 1944 TARGET ATTACKED L' Aigle R/S

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.T. Arrington
6. Name of lead Pilot: Major L.F. Dunn
7. Intervalometer setting: None
8. Indicated Air Speed: 200 Ground Speed: 225 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 1/40 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.

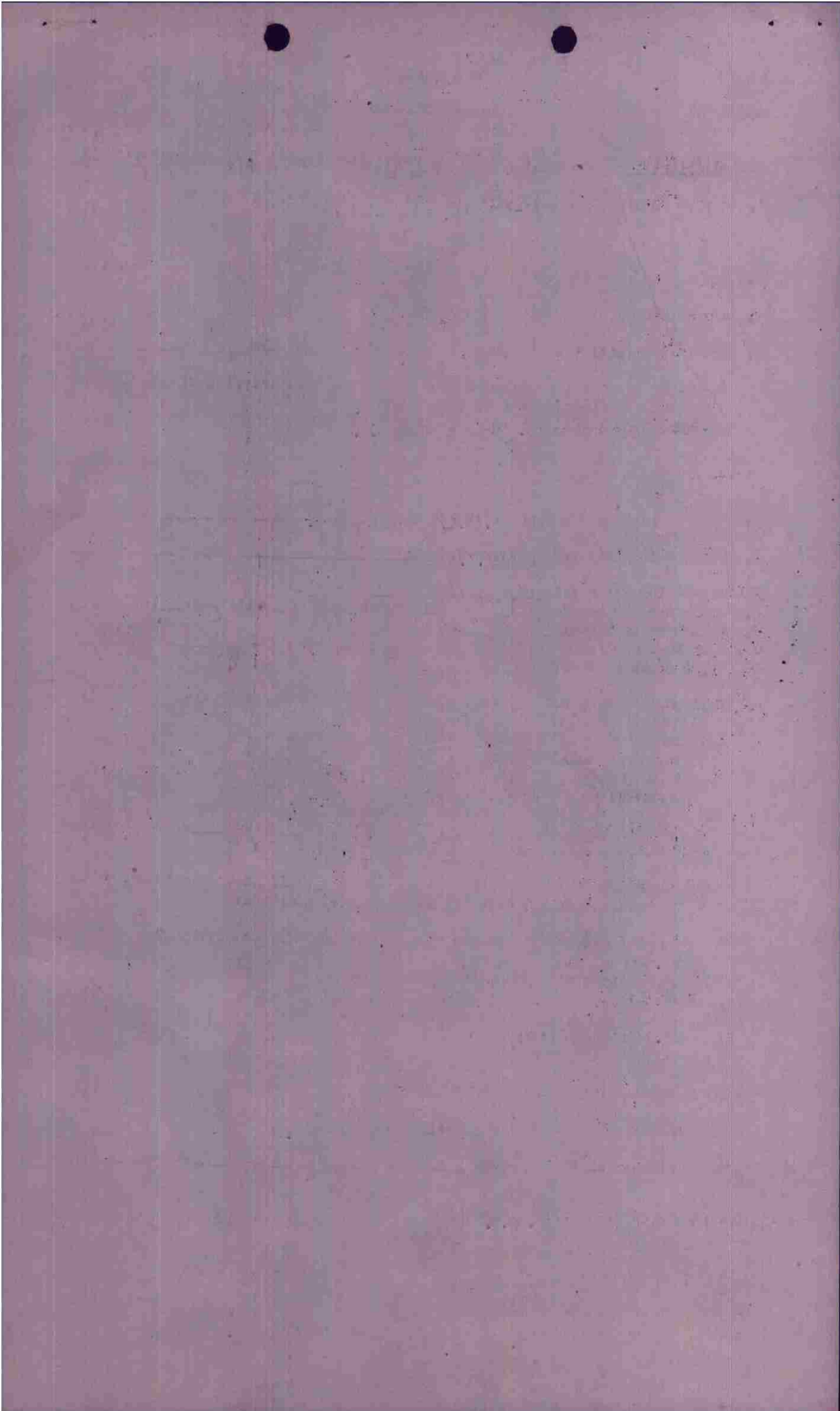
(g) Bombing results as reported by crews:

Aimed at right Target: YES NO

Results claimed: EXCEL GOOD FAIR POOR GROSS

* - 5 4/0 bomb load 6 x 500 lb. G.P.

S E C R E T



SECRET

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.

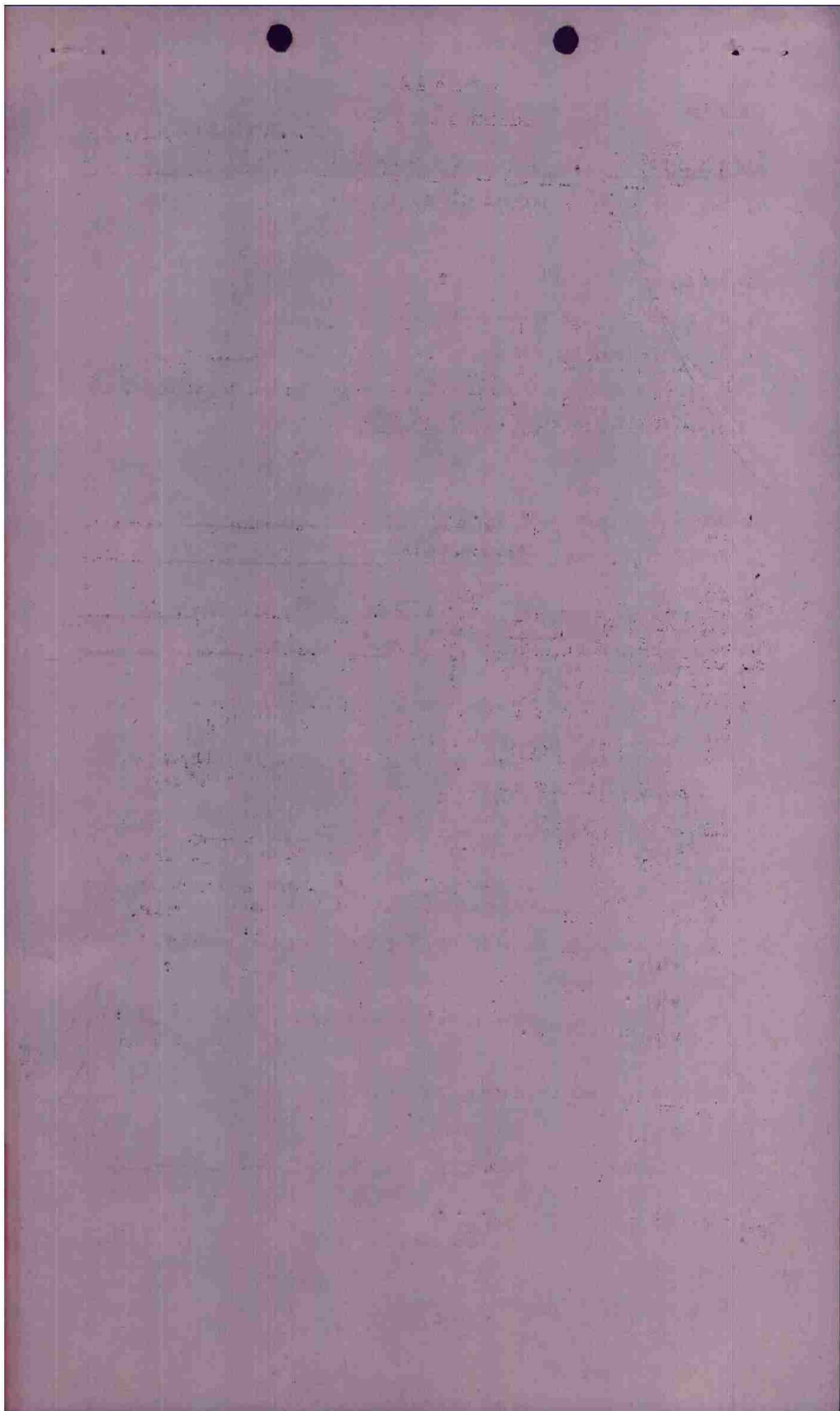
5. Name of lead Bombardier: Lt. R.J. Hanlon
6. Name of lead Pilot: Lt. F.W. DeLand
7. Intervalometer setting: None
8. Indicated Air Speed: 300 Ground Speed: 230 Altitude: 6,600
9. Length of bomb run: 40 Sec: 1/20
10. Bomb Load and Fusing per A/P: 500 lb. FUSED 1/40 N 1/40 T
11. Total Bombs Dropped: 34

12. Full statement of all factors affecting bombing - including: -
 - (a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES NO . If "YES" state conditions and effect.
Clouds 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:
 - (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 strike photos.

(g) Bombing results as reported by crews:
 Aimed at right Target: YES NO
 Results claimed: ~~EXCEL~~ Outstanding GOOD No strike photos ~~POOR~~ GROSS

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

SECRET



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 168BOX 17 Flight 3 GROUP 16 DATE 5 August 1944 TARGET ATTACKED 1/Angle R/S1. 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.P.

5. Name of lead Bombardier: Lt. D.L. Moore6. Name of lead Pilot: Lt. R.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 1/10 T11. Total Bombs Dropped: 24

12. Full statement of all factors effecting 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.

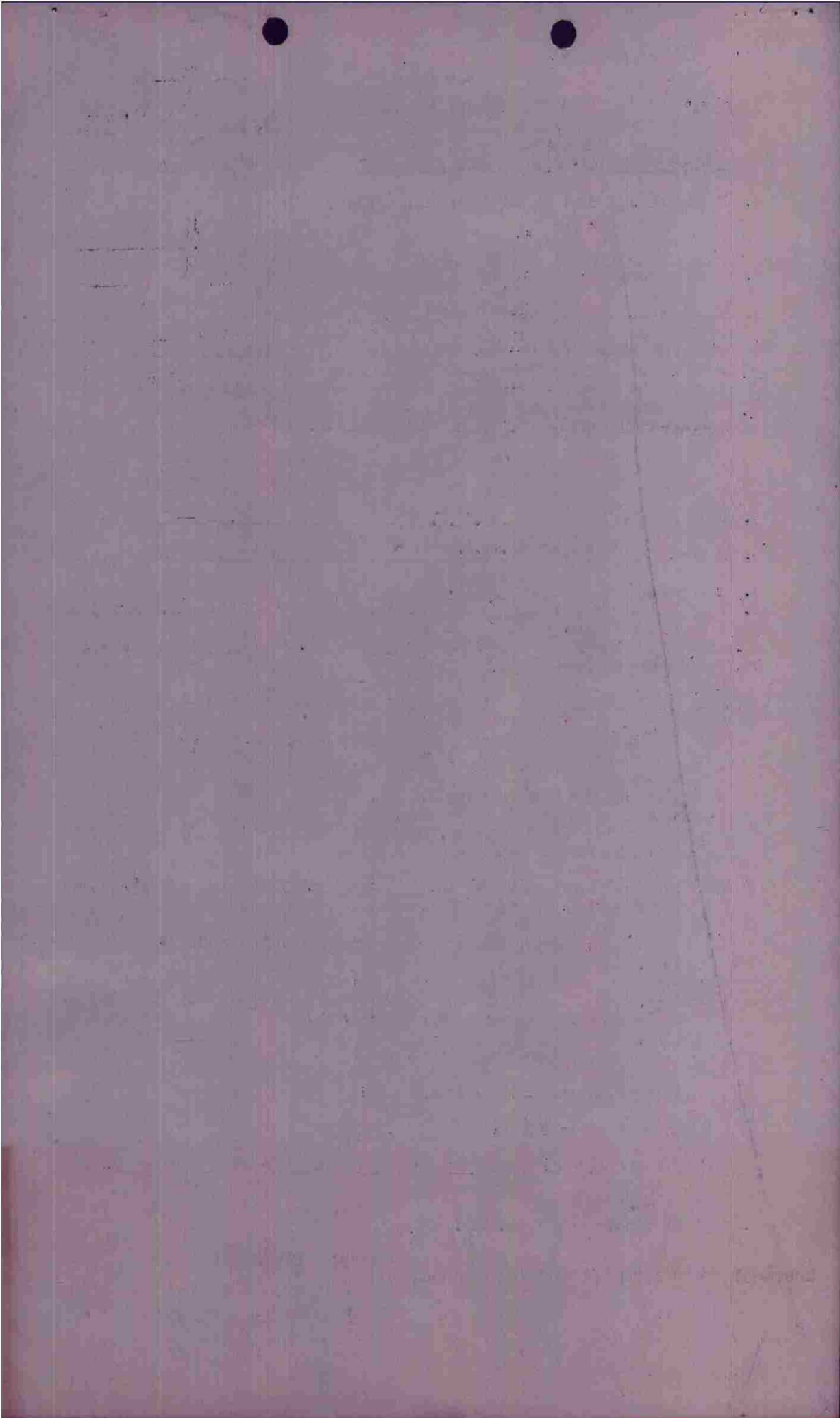
(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____

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

* - 5 A/C Bomb Load 6 x 500 lb. G.F.

S E C R E T



MISSION NO. 114

LOADING LIST
BOX I
FLIGHT I

5 AUG 44

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

4. 674 R
LT J P HILLERMAN ✓
C SGT E F PAULES
SGT L MARTINEZ

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

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

3. 750 M
LT L R MCBRIDE ✓ *
C S/S J MCKEE
S/S R EUTSLER

6. 759 G ✓ *
C LT P G ATKINSON
S/S J O SWAFFORD w/R
S/S P F GLYNN

FLIGHT II

L. 640 Z
LT J F MEAGHER ✓
A LT J J BURG ✓
T/S L G ROBBINS
S/S F MAIFEH

4. 379 G-1 ✓
A LT W E DOWNING w/R
S/S E S DICKENSON
S/S K E HORNBECK

2. 150 N-1 ✓
A LT C C MISH w/R
S/S C J CLARK
SGT R F CHUSTZ

5. 480 B ✓ *
A LT F W HARRIS w/R
~~XXXXXXXXXX~~ S/S D HANTSKE
S/S E A DAMICO

3. 819 K ✓ *
A LT E B KREH w/R
S/S E SHELTON
S/S D R SCHENCK

6. 770 I ✓
A LT J P KENNY w/R
SGT J K SPADONI
SGT F NOTERIANI

FLIGHT III

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

4. 764 X No Sortie
A LT L E HILL
S/S R W BURCH w/R
S/S C H YOST *Returned Early.*

2. 701 H
A LT A J WELSH ✓ *
SGT R E WRIGHT
SGT S G NOVAK

5. 907 O *Bombs fell out over channel. Pilot ret'd thinking all bombs had fallen out.*
A LT P E PARKER w/R
SGT A F GALLOWAY
SGT S KOCHAN

3. 894 R-1
A LT J K COLQUITT ✓
S/S D E RAINES w/R
S/S W E LEMONDS

6. 195 D ✓ *
A LT R R SVENSON w/R
S/S P G FILD
S/S G E PFENNING

SPARE

978 S
C *Ret'd Early - As. Briefed No Sortie*
LT P P BABAUSKY w/R
SGT M HALL
SGT B R WILSON

MISSION NO. 114
BOX I
5 AUG 44

MISSION NO. 114

LOADING LIST
BOX II
FLIGHT I

5 AUGUST 1944

- | | |
|--|--|
| <p>1. 645 R
Major L F Dunn ✓
Lt H T Arrington w/R
S/S K L Johnson
S/S J L Czech</p> | <p>4. 925 G
Lt J P Adams *
S/S A J Zeikus w/R
S/S P L Clearman</p> |
| <p>2. 165 H
Lt M Zubon ✓
T/S J R L Tanner w/R
S/S W C Russell</p> | <p>5. 493 V
Lt R W York
S/S L A Ashton w/R
S/S R J Wilds</p> |
| <p>3. 914 N No Sortie.
Lt W H Ames <i>Returned Early</i>
Sgt H S Fassler <i>Low Fuel Pressure</i>
S/S R J Brown</p> | <p>6. 951 P
Lt J H Miller w/R
S/S R G Schrom
S/S J Galender</p> |

FLIGHT II

- | | |
|--|--|
| <p>1. 724 A
Lt F W Demand *
Lt R J Hanlon w/R
S/S R J Troyer
S/S C W Middleton</p> | <p>4. 220 E
Lt R D Perkins w/R
S/S V N Sherry
S/S R H Linneman</p> |
| <p>2. 937 B
Lt A R Durante
S/S H T Best w/R
S/S I R DeGiusti</p> | <p>5. 214 G
Lt H D Andrews
S/S G M Cook w/R
S/S E R Werley</p> |
| <p>3. 9719 J
Lt W A Merchant *
S/S G J Harp
S/S K P Brown</p> | <p>6. 956 Z
Lt T J Murray
S/S D H DeBower w/R
S/S R J Jones</p> |

FLIGHT III

- | | |
|---|---|
| <p>1. 469 J-1
Lt R L Morton ✓
Lt D F Moore w/R
S/S C L Webb
S/S F M Citty</p> | <p>4. 1961 P-1
Lt P Dantas w/R
S/S A L Nielsen
S/S W E Fields</p> |
| <p>2. 9717 N-1
Lt W F Tripp w/R
S/S J O Scott *
S/S D F Mallory</p> | <p>5. 147 K
Lt R B Robertson w/R
Sgt J E Hay
Sgt J A Buskirk</p> |
| <p>3. 181 A-1
Lt W H Land ✓
S/S S F Alden
S/S R B Ballinger</p> | <p>6. 929 G-1 *
Lt D W Elliott w/R
Sgt J Mani
Sgt J J McGuire</p> |

SPARE

~~900~~
w/R Lt J F Allen *Ret'd Early as briefed*
~~Sgt L P Peterson / Sgt G W Healey~~
No Sortie

FIC

OPERATIONAL PRIORITY

FROM: 416TH BOMB GROUP (L)

TO : 1X BOMBER COMMAND TO: 97TH COMBAT WING

416 BG A _____ E SECRET IN THE CLEAR

"J" FORM OPERATIONAL CLEARANCE F-7 5 AUGUST 1944

PEREPARED BY LT M A PAPE

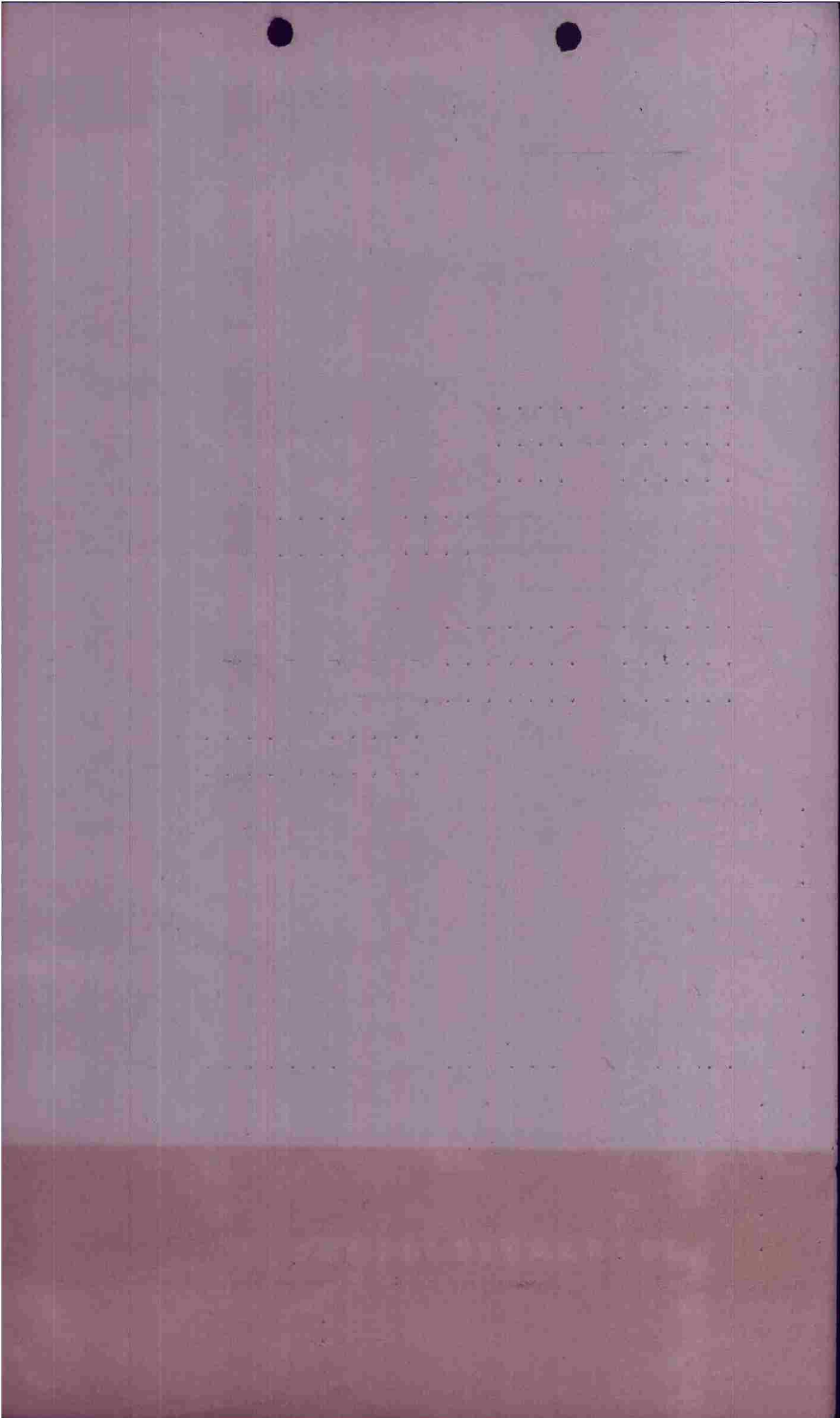
- A.
- B. 1943
- C. SELSEY BILL
- D. BOX 1 R/T ROCKFISH ONE

670 6 J F M R N G
 668 12 Z N-1 K G-1 B I V H R-1 X O D
 670 1 SPARE - S
 GROUP LEADER 670 J
 DEPUTY 668 Z

BOX 11 R/T ROCKFISH TWO
 671 12 R H N G V P A B J E C Z
 669 6 J-1 N-1 A-1 P-1 K G-1
 669 1 SPARE - Q
 SECOND BOX LEADER 671 R
 DEPUTY 671 A

- E. 6,000
- F. VILLIERS
- G. 2010
- H. 31
- J. VILLIERS
- K. SELSY BILL
- L. 2111
- M. 1 T.O. . . . 1840 E.T.D. . . . 1900 E.T.A. . . . 2146
- 2. 22 A/C 6 X 500 GP
- 16 A/C 4 X 500 GP
- 3. 4 HOURS
- 4. KGNX LEIGLE
- 5. NONE

AYLESWORTH COBOMGR 416
 I CERTIFY THAT THIS IS OFFICIAL BUSINESS:
 JOHN M. BONURA,
 1st Lt., Air Corps,
 Opns Stat Officer



CONFIDENTIAL

HEADQUARTERS
416th BOMB GROUP (L)
OFFICE OF THE WEATHER OFFICERAPO 140
5 August 1944

SUBJECT: Interrogation Report.

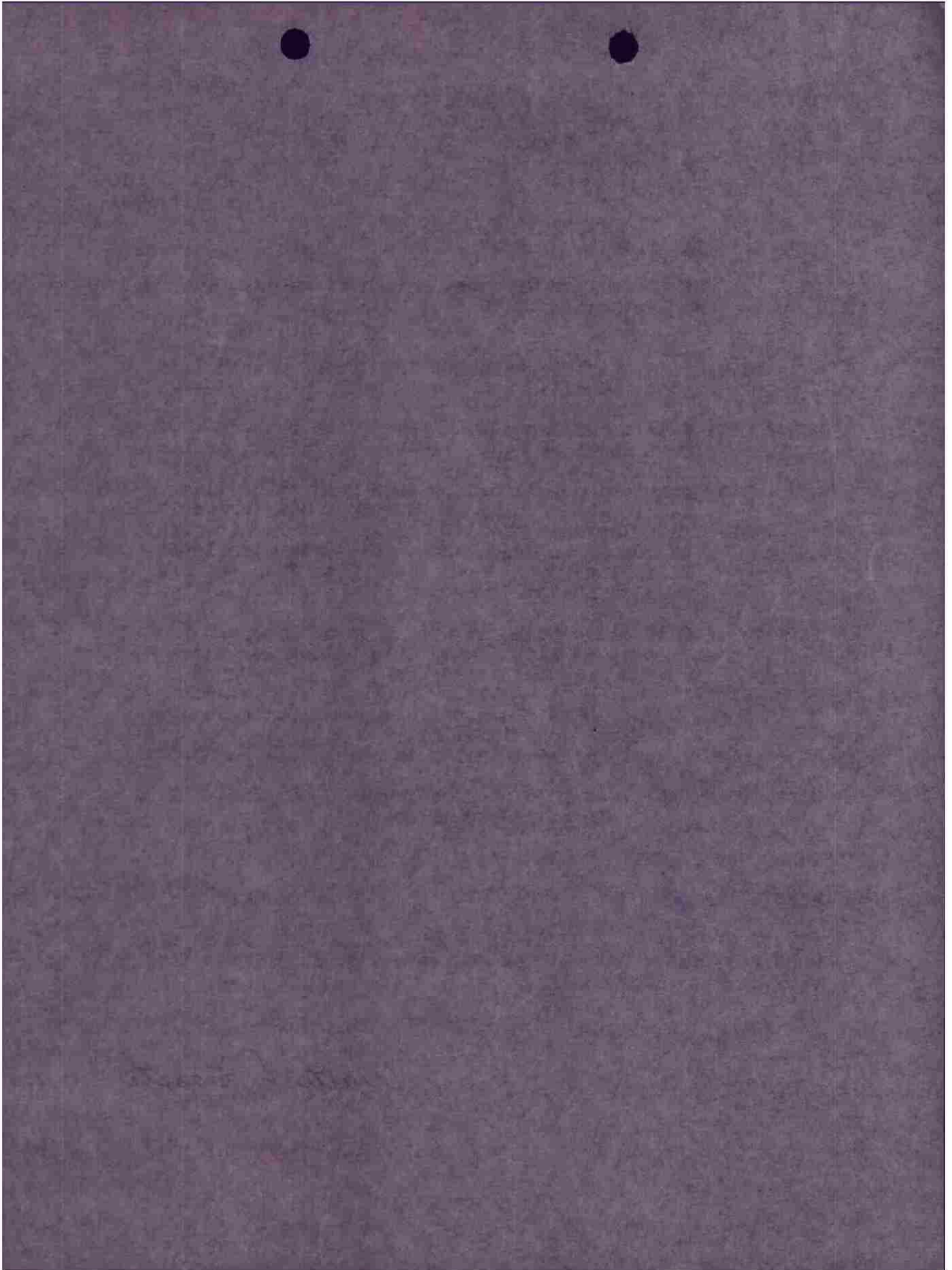
TO : Staff Weather Officer, Headquarters IX
Bomber Command, APO 140, U.S. Army.BASE AT TAKEOFF: 4/10 cumulus at 3500 feet. Visibility
9 miles.ROUTE OUT: 5-4/10 cumulus over England with bases 3-4000
feet and tops 4-5000 feet. Visibility over
England 18 miles plus. Nil cumulus over the
channel and visibility decreased to 6 miles.
2-5/10 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 2-6 miles in southern
England and 10 miles in base area.BASE ON RETURN: 5-4/10 cirrus estimated 20000 feet.
Visibility 10 miles.

TIME OVER TARGET: 2003

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

S-3

FROM: COBOMGR 416

TO : COC8TWIG 97TH ATT: SIG 0

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.

AYLESWORTH COBOMGR 416

OFFICIAL:

DANIEL J. NOBEN,
1ST LT, AIR CORPS,
SIG 0.

POST MISSION REPORTMISSION NO. 114Date 5 AUG 441. Number of men Wounded (Medics - 16) NONE2. Bombing Malfunctions (Armament - 92) ONE

Sq A: #764 Lt Hill - Dropped 3 bombs in Channel due to electrical trouble; pilot returned early to Base.

3. Camera Malfunctions (Photo Lab - 84) ONE

Sq A: #701 Mechanical failure - Burnt out intervalometer.

4. Number of A/C Operational: Bomb Group G's - 41** Service Group G's - 4
J's - 14 J - 25. Percent of Battle Damage (Intelligence - 68 OR 17) 12%

6. Planes failing to become airborne or returning early.

Sq C: #978 Lt Barausky - Ret'd early as briefed.

Sq B: #900 Lt Allen - Ret'd early as briefed.

Sq D: #714 Lt Ames - Ret'd early; landed at RAF Station - Farnborough, England. (Low fuel pressure)

Sq A: #764 Lt Hill - Ret'd early; (See: Item 2)

7. Planes lost or landing away from base - reason.

Sq D: #220 Lt Perkins - Landed in France. Crashlanded on Strip A-13.

Sq B: #1961 Lt Dontas - Single-engine landing at Tangmere; pilot RON Tangmere.

8. No. planes Operational called to 97th Wing 45 - G's 16 J's

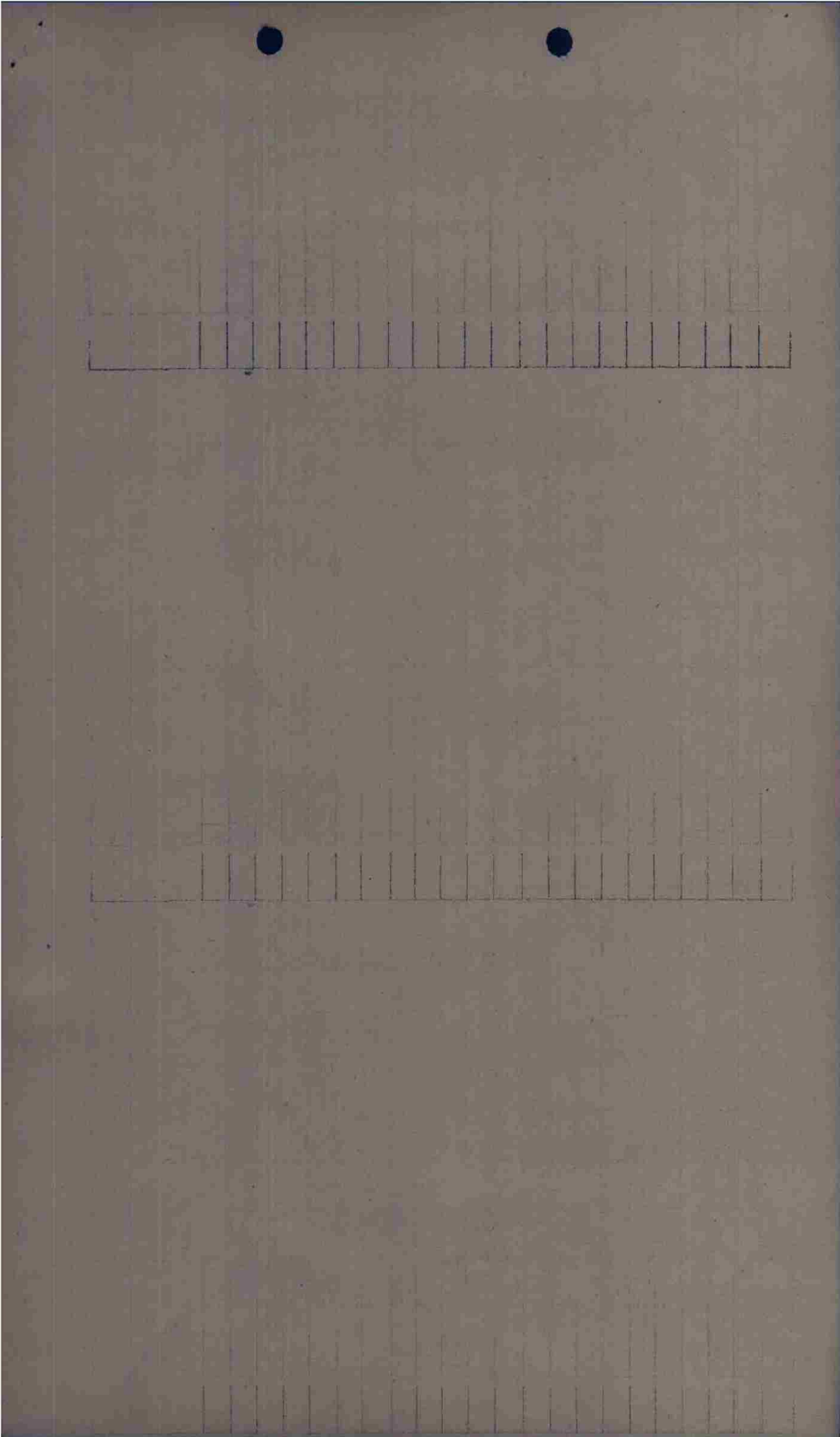
**Planes operational based on Sqdn reports.

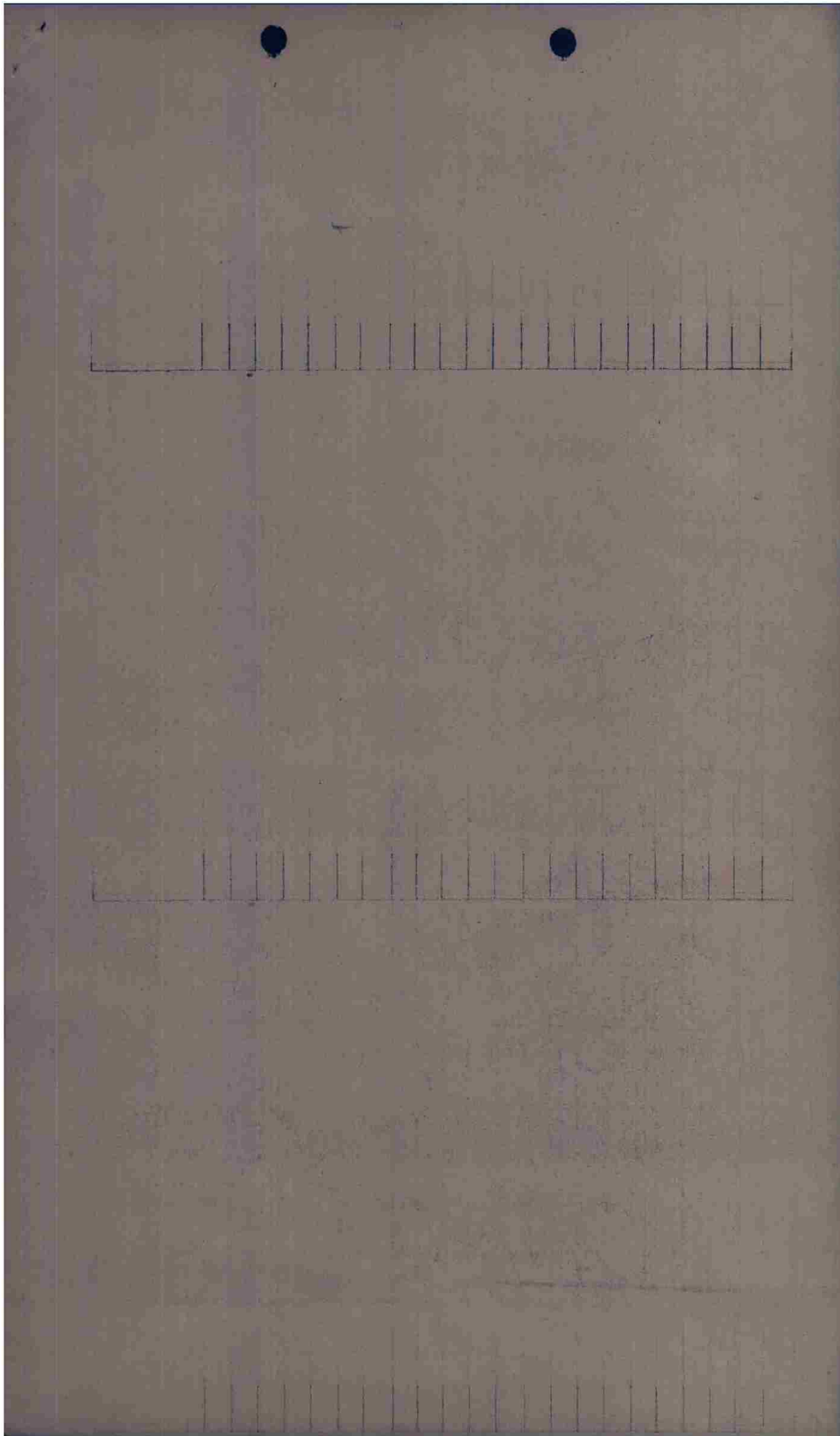
(SUBMITTED BY) JMB Gyme

Mission No. 114
 Box I

S Q D N	A / C LTR	A / C NO.	PILOT	D I S T A N C E	TARGET	A T O	ENG. COAST OUT	ENEMY COAST IN	T O T	ENEMY COAST OUT	ENG. COAST IN	C A M E R A	F U L L O L D	B O M B A D	E N D U R	L A T I T U D E	R E M A R K S
C	J	439	Meng	551	Leigle	1839	Leigle	6000	2018	6000	6000	*	725	6500	4	2219	
C	F	227	Leonard			1839	Leonard	6000		6000	6000	*				2220	
C	M	750	M ^c Bride			1840	6000	2010		2041	6000	*				2240	
C	R	674	Hillerman			1840	1943				2111					2221	
C	N	380	Sperryling			1840						*				2222	
C	G	759	AH Kinson			1840						*				2226	
A	Z	646	Meagher			1841						*				2223	
A	N-1	150	Mish			1841						*				2224	
A	K	819	Kren			1841						*				2225	
A	G-1	379	Doostmaning			1841						*				2224	
A	B	480	Harris			1842						*				2225	
A	H	770	Kenny			1842						*				2224	
A	V	719	Frenhiss			1842						*				2223	
A	H	701	Walsh			1843						*				2224	
A	B-1	894	Colquhoun			1843						*				2224	
A	X	764	Hill			1843						*				2224	
A	O	909	Parker			1843						*				2224	
A	D	195	Svenson			1844						*				2225	
C	S	978	Barausky			1844						*				1940	No for the

#114
 AUG 5 - 1944
 Box I





OICOG OIHAK OIGOF OIYAA V OILAI OILAI 4/03 OP

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

OPERATIONAL PRIORITY BY
 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) 4546N 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

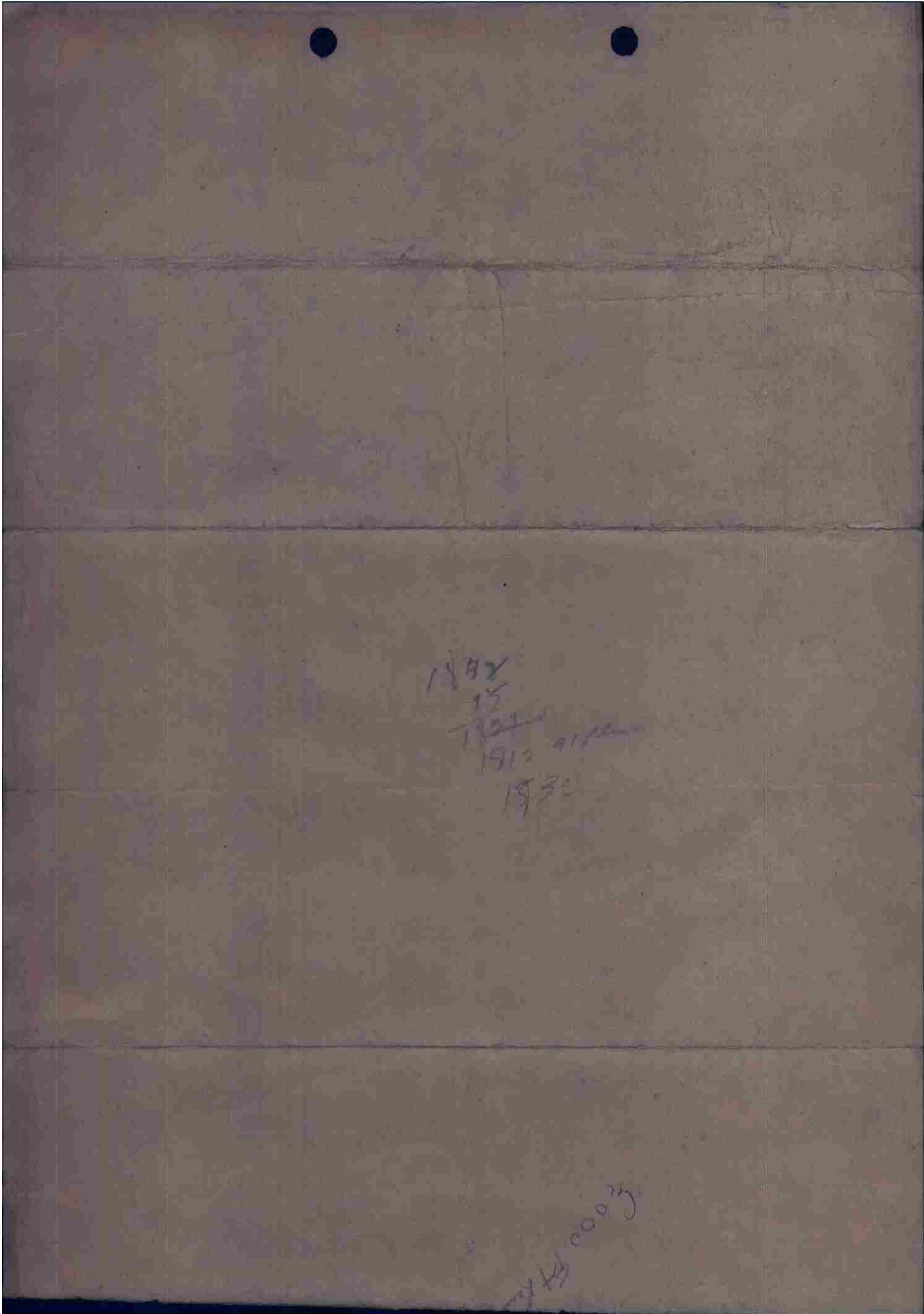
B. 410TH BOMB GROUP

- (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 4903N 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) 4542N 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, N.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

A. 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

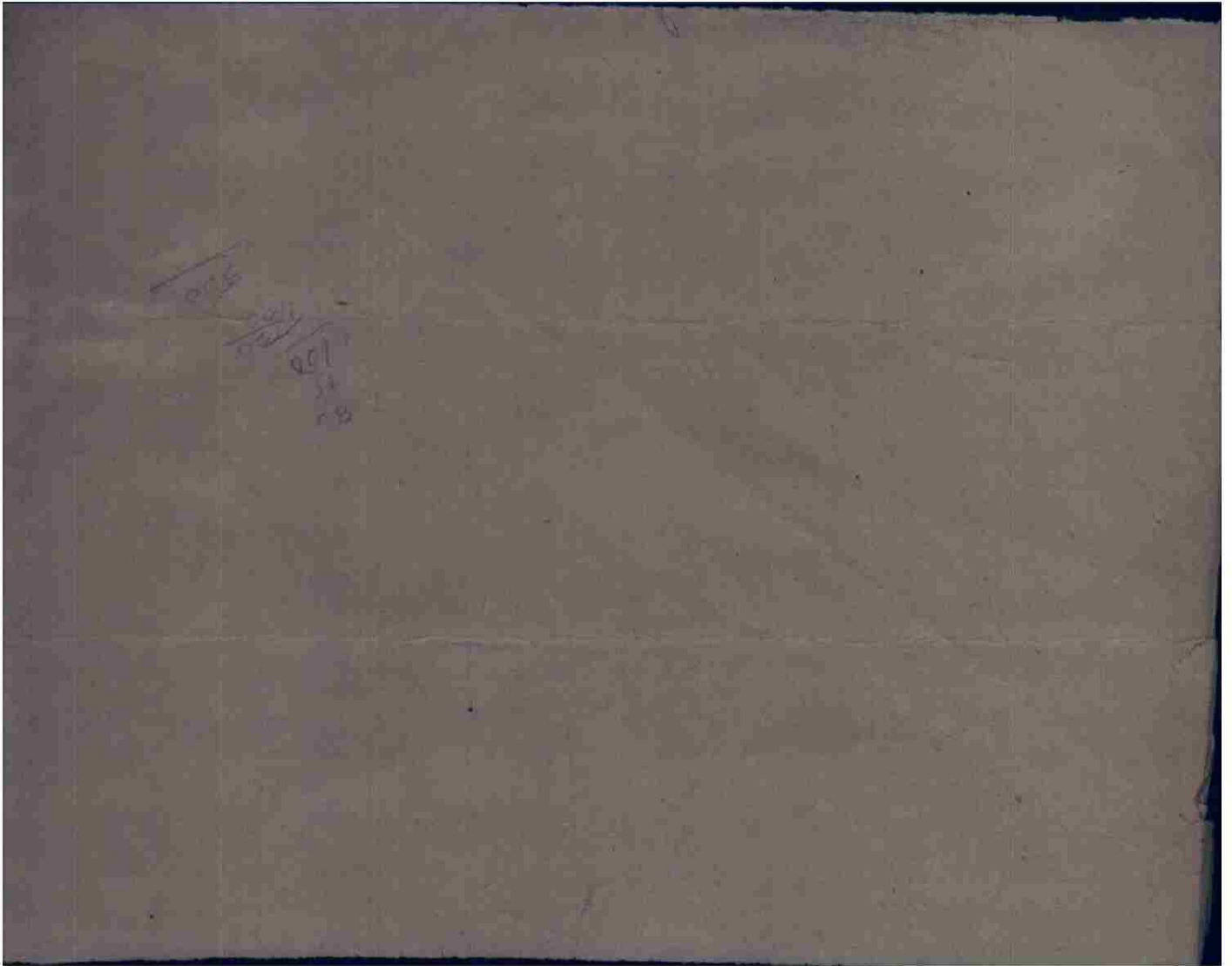
X. GENERAL INFORMATION.

- (10) TBAV/TBAV

COCBTWIG 97

BT 05/1445B
LCB/JMB
AR

OICOG OILAI R...			
MIHAK OILAI R.../05/1515B	CNL		AR
OIGOF OILAI R....05/1515B	SK		AR
OIYAA OILAI R...05/1515B	JF		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. 162-465.

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

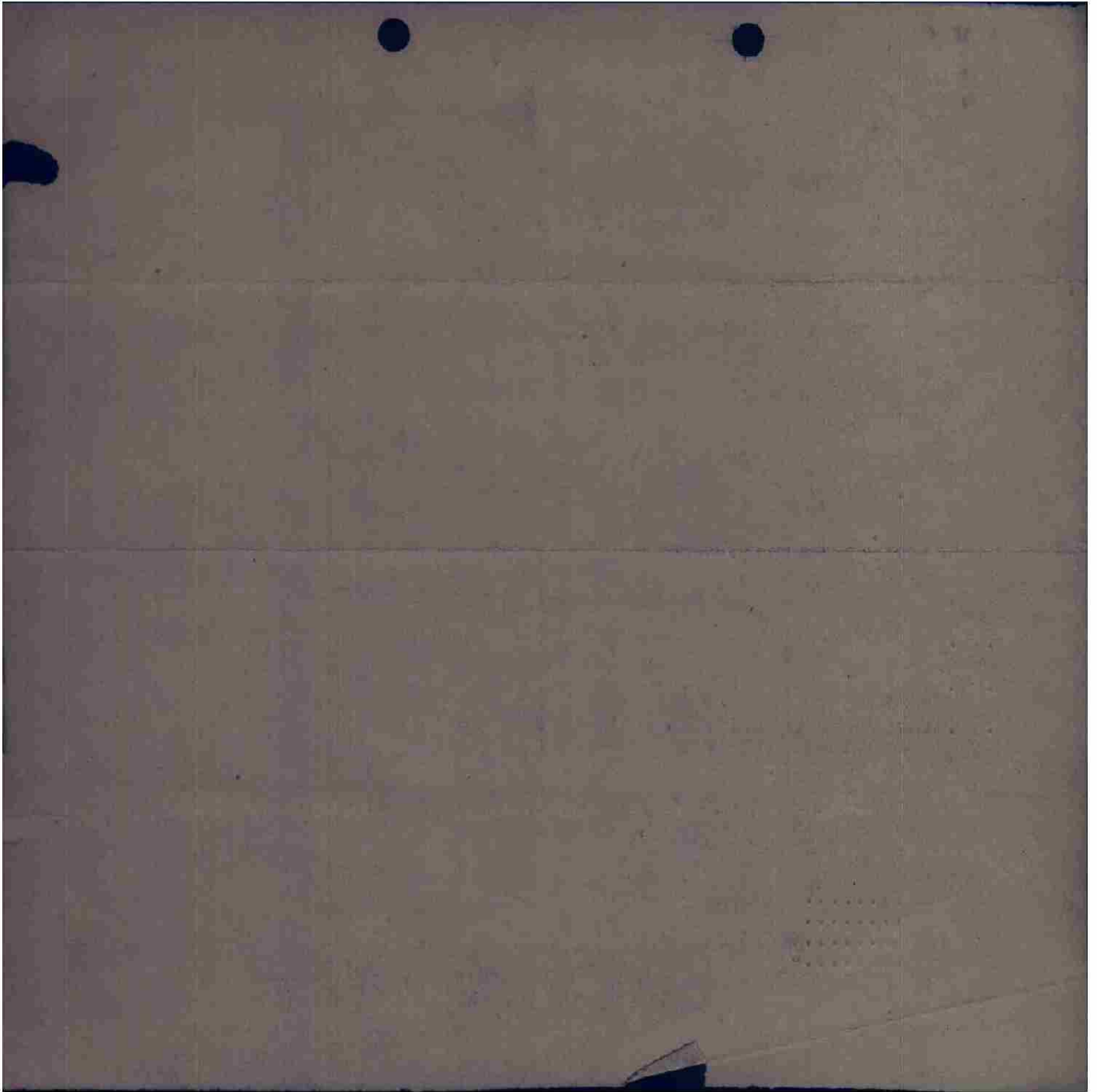
- 3. A. (3) WITH FIGHTERS AT 4919N 0000 AT 6000 FEET AT ZERO PLUS 20 MIN.
- 3. B. (3) WITH FIGHTERS AT 4919N 0000 AT 6000 FEET AT ZERO PLUS 30 MIN.
- 3. C. (3) WITH FIGHTERS AT 4919N 0000 AT 6000 FEET AT ZERO PLUS 40 MIN.
- 3. X. (6) BOMBING ALTITUDE. BOMB AT 6000 FEET OR BELOW CLOUD BASE
DOWN TO BUT 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

ARTO



OIHAK OIGOF OIYAA V LAI (INFO)

FROM 97TH COMBAT BOMB WING
TO 409TH COBOMGP
410TH COBOMGP
416TH COBOMGP

189

ATTN: SIGNAL OFFICER

ADVANCED INFORMATION COPY OF PAR. 3 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

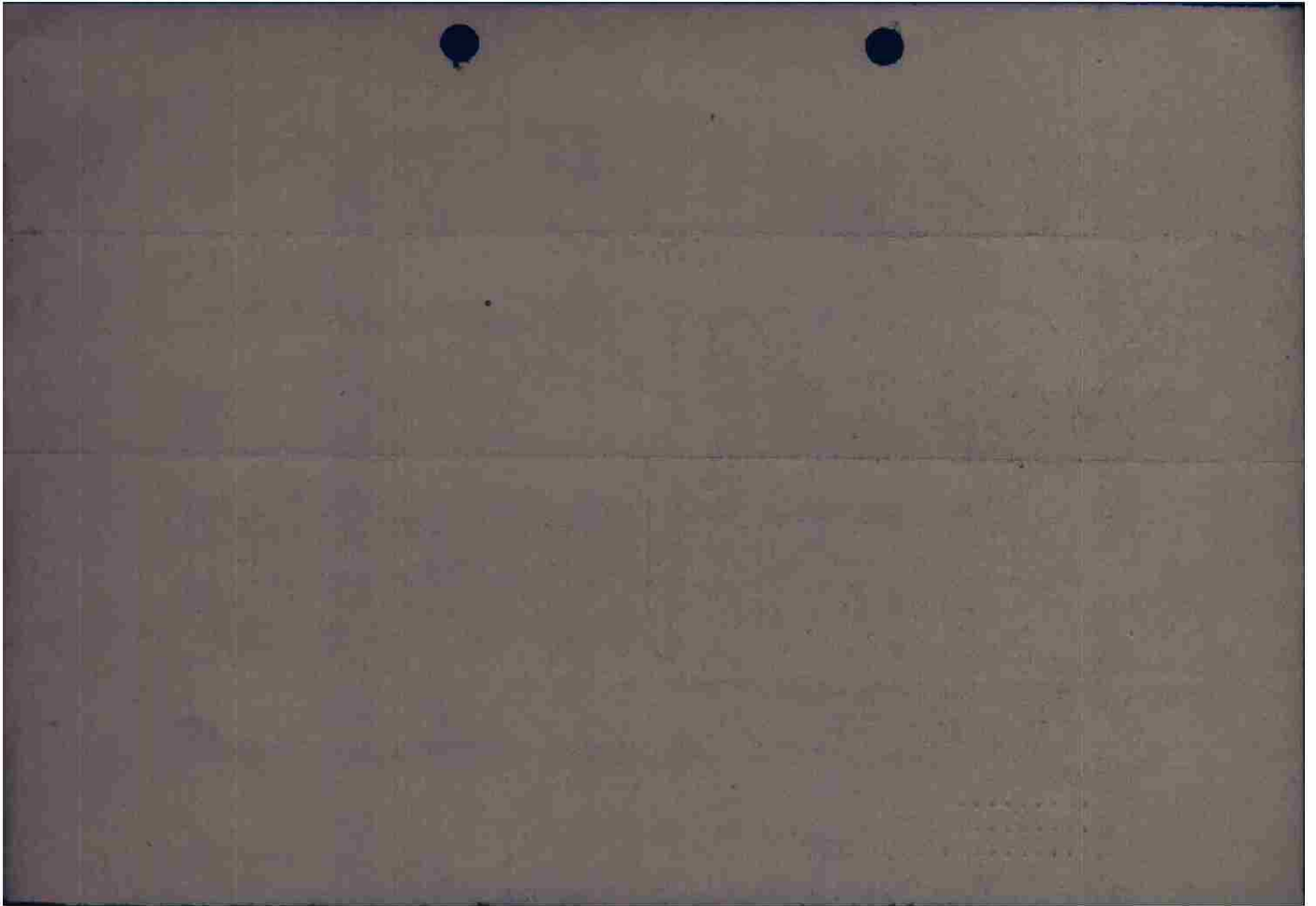
COCBTWIG 97

BT
RL AR K

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

AR

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THIS PAGE DECLASSIFIED IAW EO12958

CYCOC OILAI V YAA YAA 1/6 OP
 FROM 416TH BOMB GROUP (L) 86/9110B
 TO : IX BOMBEN COMMAND
 97TH COMBAT HIGH WING ATT: A-2
 416TH BG XXXXX A-131-2
 SECRET OOK BT

OPFLASH NO. 115 FOR 5 AUGUST 1944

A. (1) L'AIGLE RAILWAY BRIDGE
~~XXXXXXXXXXXXXXXXXXXXXXXXXXXX~~

(2) L'AIGLE RAILWAY BRIDGE

B. (1) 416TH BOMB GROUP

(2) 6 A-20J'S & 30 A-20G'S

(3) ~~XXXXXXXX~~ 2 A-20'S RETURNED EARLY: ONE DUE TO FUEL PRESSURE TROUBLE & ONE ~~XXXX~~ DUE TO PART OF BOMBS FALLING OUT IN CHANNEL, THOUGHT ALL HAD FALLEN OUT AND RETURNED TO BASE. 2 A-20'S, INFORMATION LACKING, LANDED AWAY FROM BASE.

(4) 32 A-20 BOMBED PRIMARY

C. (1) 1830

(2) 2052 2058 BOMBED BY FLIGHTS OF SIX

(3) 2248

D. (1) 3 A/C CAT. " -AC"

1A /C CAT. " A"

INFORMATION LACKING ON TWO AIRCRAFT THAT LANDED AWAY FROM BASE

~~XXXXX~~

(2) 9-9-9

(3) 9-9-9

E. BOX I. GOOD TO EXCELLENT

BOX II. EXCELLENT

BOX III. PUD(RY. LINE AT AUBE Q 7241)

BOX IV. GOOD TO EXCELLENT.

BOX V. GOOD TO FAIR.

BOX VI. EXCELLENT

F. (1) (A) NIL

(B) NIL

(2) (A) NIL

(B) ~~XXXX~~ NIL

(B) HEAVY INTENSE ACCURATE AT DULLY (U 8147) TO EVRECY (T9359)
~~XXXXX~~ LIGHT INACCURATE AT Q8807, ~~XXXX~~ BEAGER.

G. (1)--- VEHICLES ON HIGHWAY IMMEDIATELY N OF ST. DESIR (Q5988)

IN TUNNEL HEADED TOWARDS LISIEUX, 9000'. & OTHER VEHICLES
 PARKED ON HWY. N-S, IN SAME VICINITY (Q5988) 9000'.

VEHICLE HEADED TOWARDS ARGENTAN NEAR LE BOURG, 9000'.

LARGE NUMBER OF TROOPS MARCHING ON ROAD NEAR VINCULIERS
 GOING AWAY FROM BATTLE AREA, HEADED EAST

Q 5965.

VEHICLE TRAFFIC HEAVY, MOSTLY HEADED S&W IN AREA OBSERVED
 ON COURSE FLOOR.

H. (1) POOR ~~XXXXXX~~ VISIBILITY- BULGING CUMULOUS & EDGE REACHING

OVER BOMB RUN, BASE 9500'. 6-7/13 ALTO CUMULOUS, 9000'

(2) 2-3/13 CUMULOUS BASE 9000' VISIBILITY 2 TO 3 MILES

I. (1). 166 X 500 GPS ON PRIMARY

7 X 500 GPS RETURNED

3 X 500 GPS FELL IN CHANNEL

~~XXXXXXXXXXXXXXXXXXXXXXXXXXXX~~

J. 7000' - 9000'.

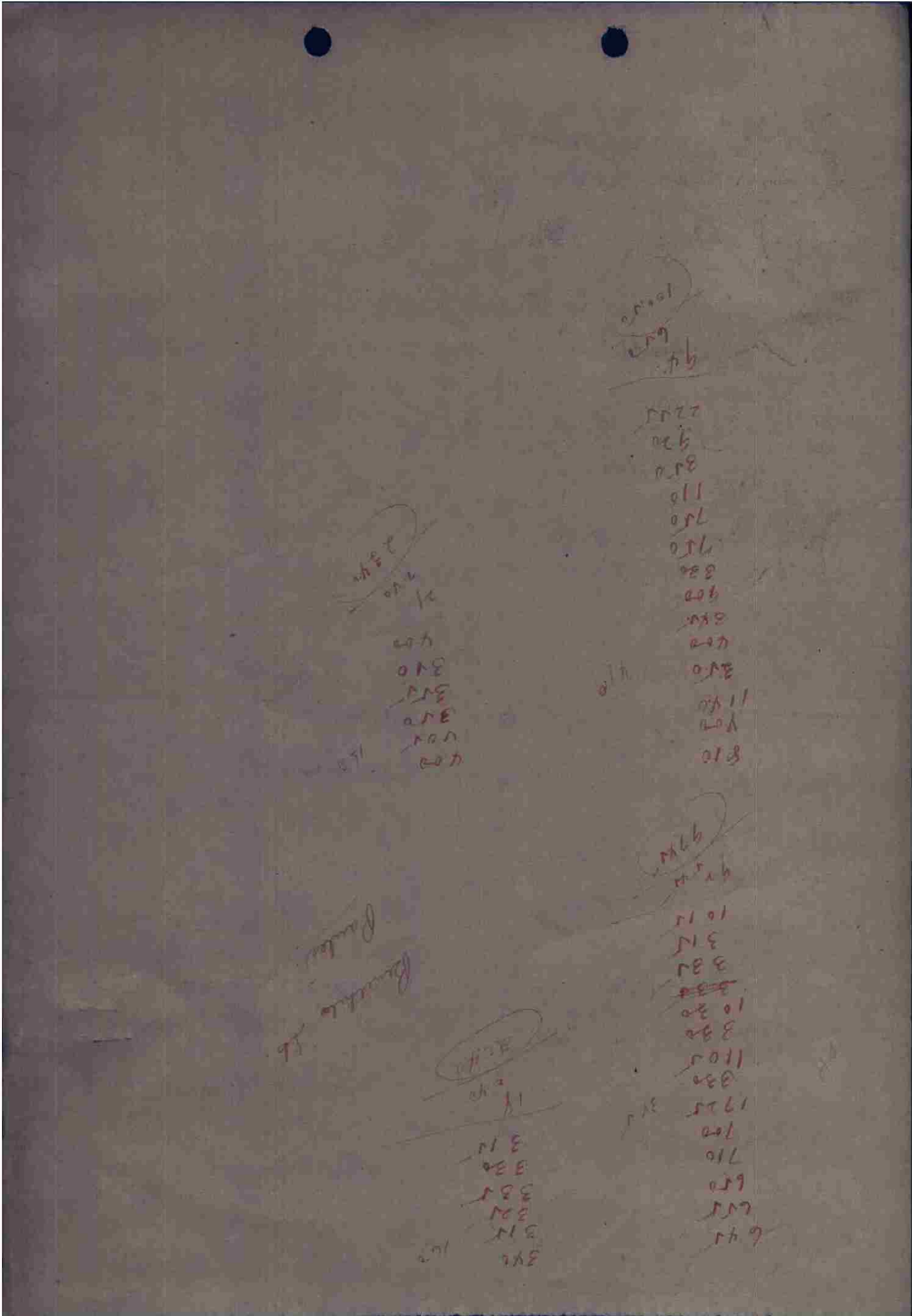
BT 86/9110B

AS AS AS

UNF AN

CYCOC B.....86/9110B CLEV DUSOED

OILAI B.....86/9110B LEC AS



10/10
6/4
7/6

2222
920
820
110
750
170
830
900
800
400
300
1100
400
810

10/10
6/4
7/6
2222
920
820
110
750
170
830
900
800
400
300

10/11
315
331
~~333~~
1030
830
1100
830
1725
700
710
650
600
640

10/11
6/4
7/6

10/11
6/4
7/6
2222
920
820
110
750
170
830
900
800
400
300

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 37TH COMBAT WING
ATT: A-2 DUTY OFFICER
416TH BG A-134-D

SECRET QOK BT

FIRST PHASE REPORT 3/A PHOTOS 3/6/44

A. L'AIGLE RR BRIDGE

B. L'AIGLE RR BRIDGE

~~XXXXXXXXXXXX~~

H. 2032-2038

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

OILAI R.....06/0436B RRR ZAR

0

