

IRIS Public Record

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NUMPAGE **89**

Title Extensions:

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 120 (TARGET: CHAUNY RAILROAD BRIDGE, FIELD ORDER NUMBER 478)

Author:

Subject:

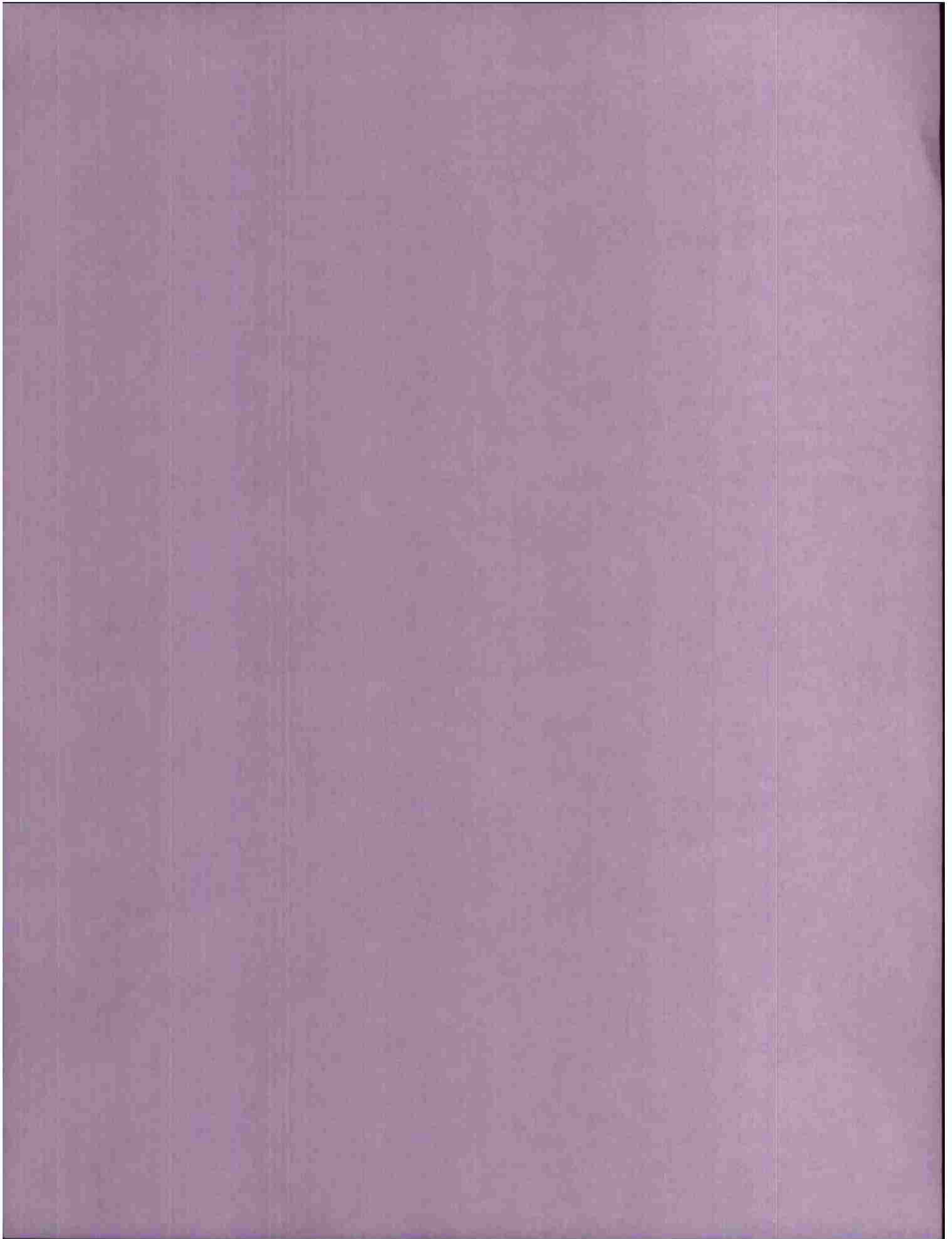
Major Command:

Administrative Markings

No Administrative Markings Listed

Security Review Information:

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Indexer ID: 35	Entered Date:	
QC ID:	QC'd Date::	
Scanner ID:	Scanned Date:	
Acc ID	Acc Date:	



Sp-416-Sub-Op-S
9 Aug 1944

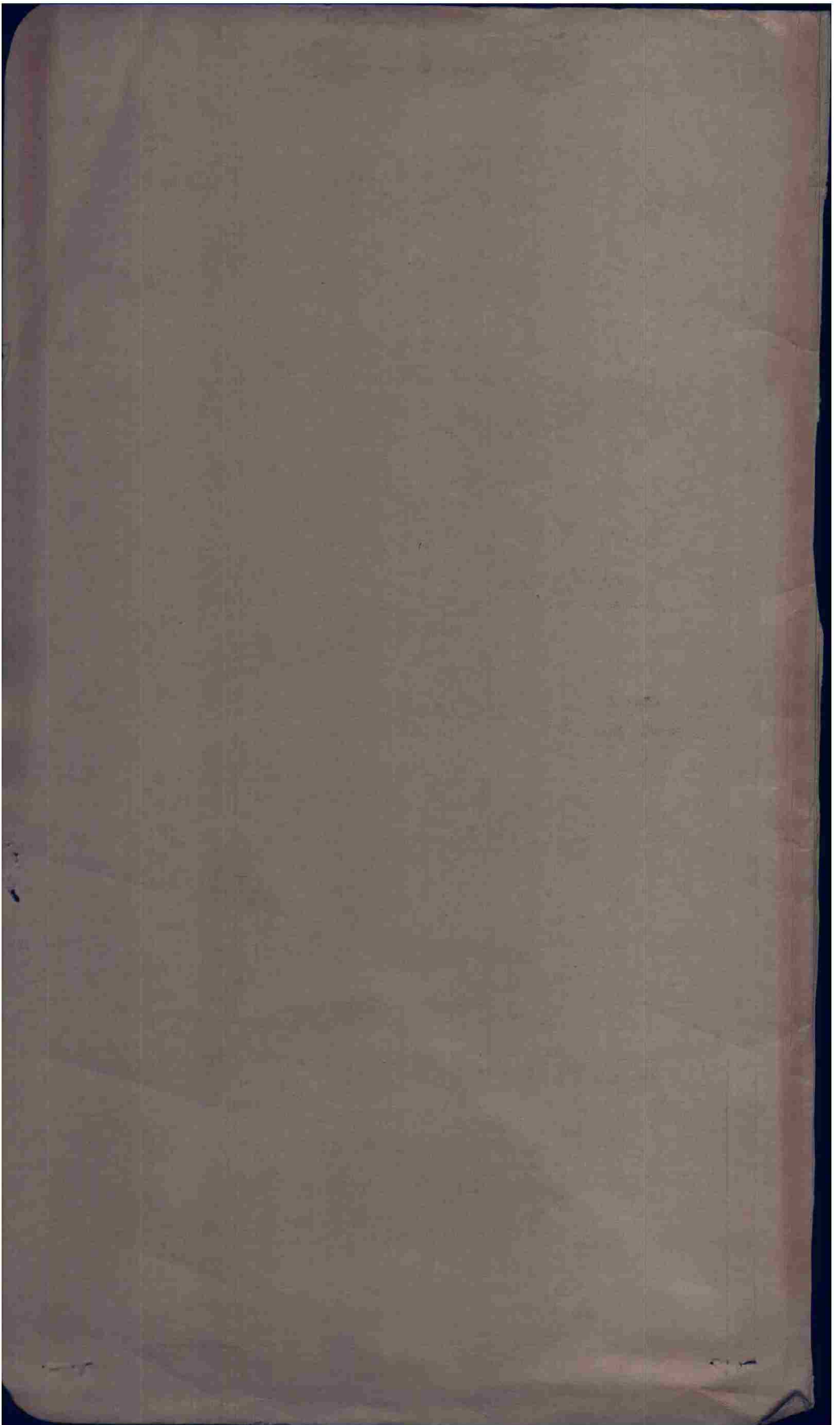
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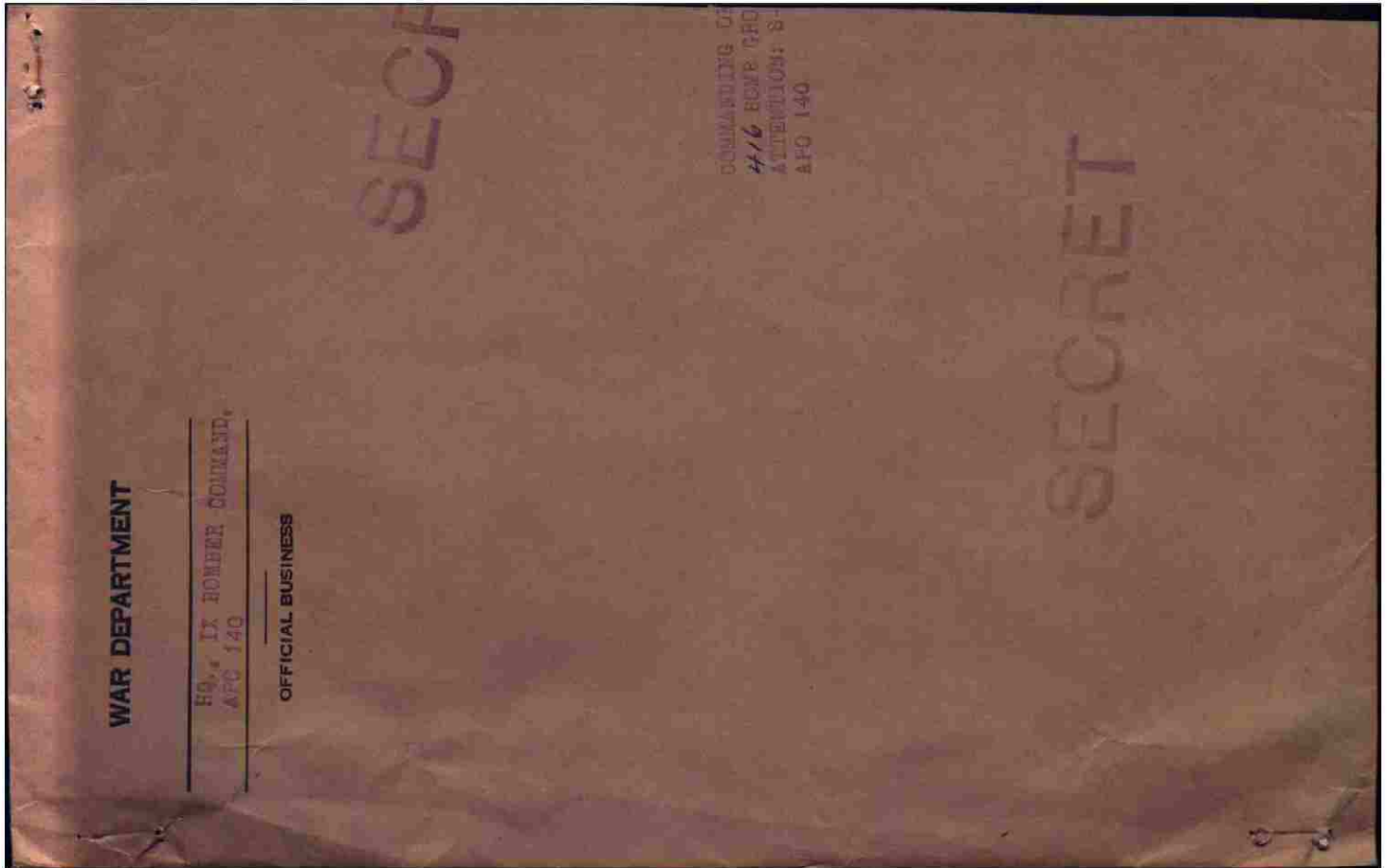
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DOD DIR 5200.9, 27 Sep 58

P.R.C.

MICROFILM



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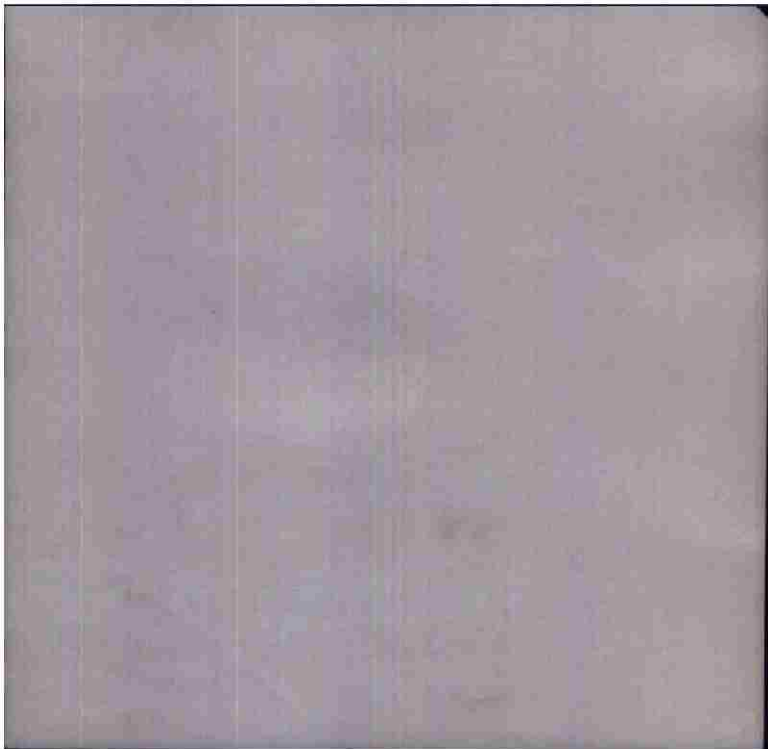
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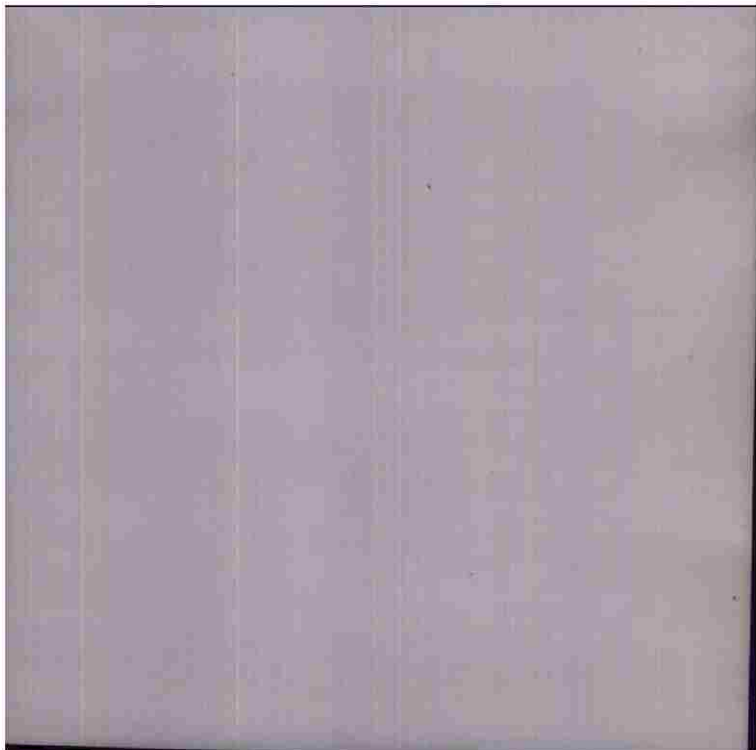
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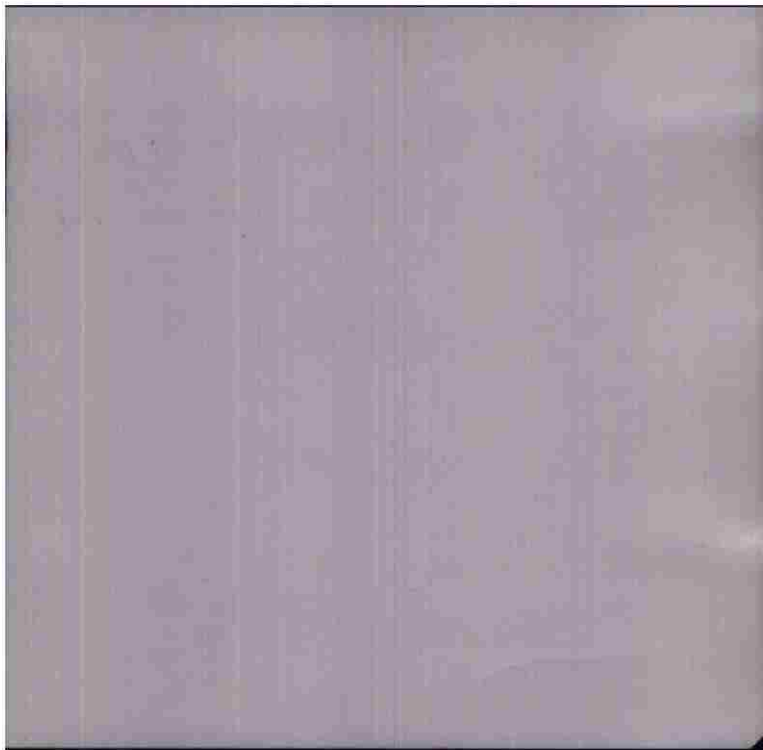
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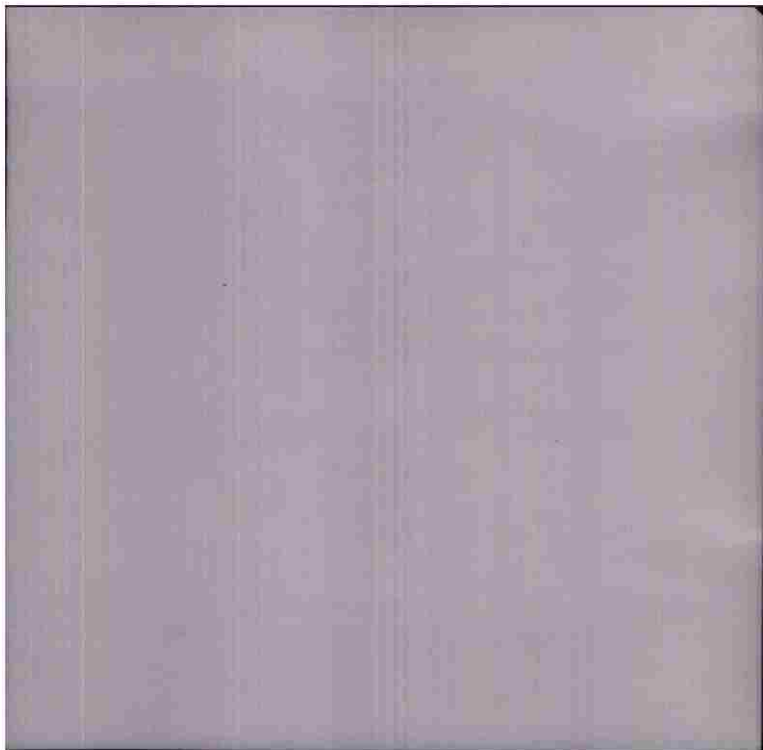
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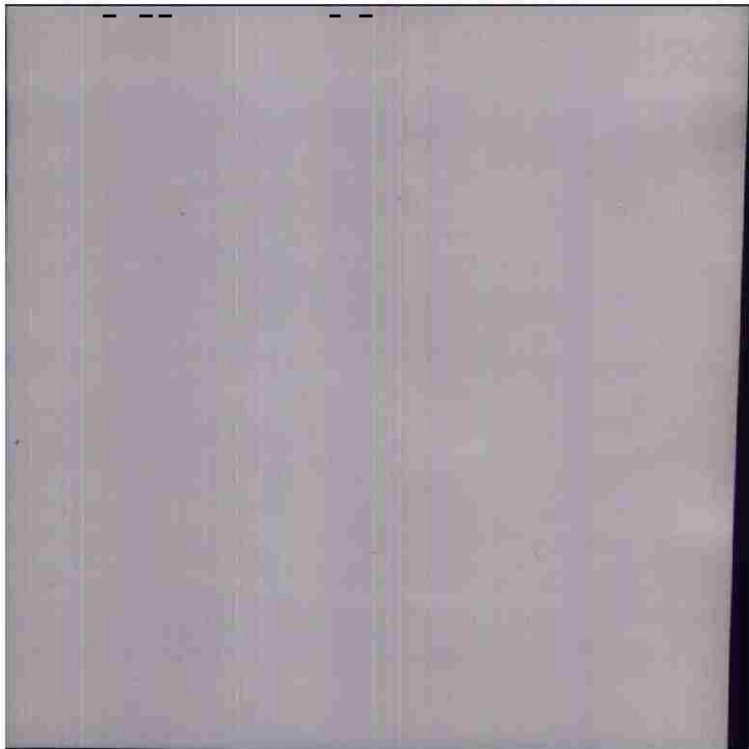
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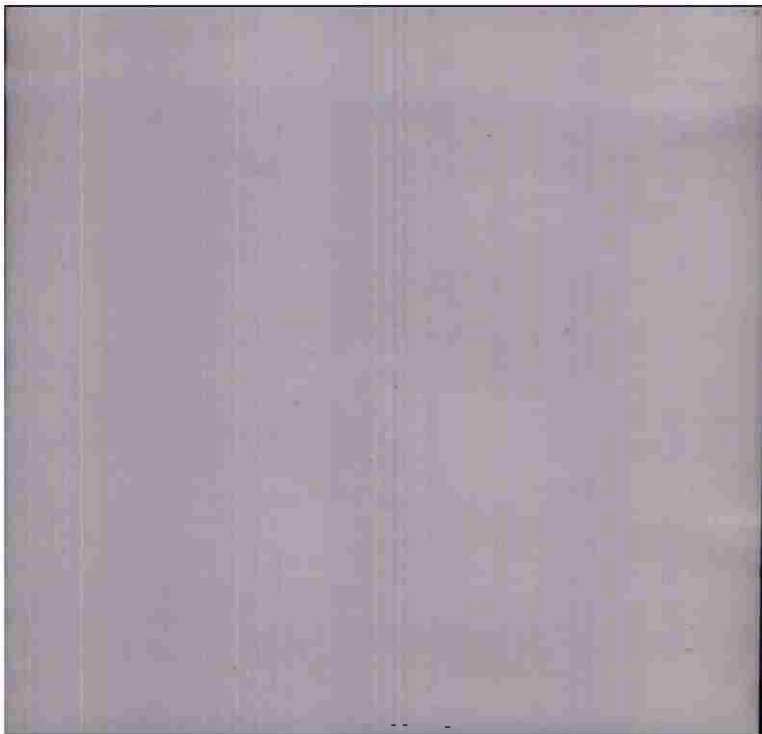
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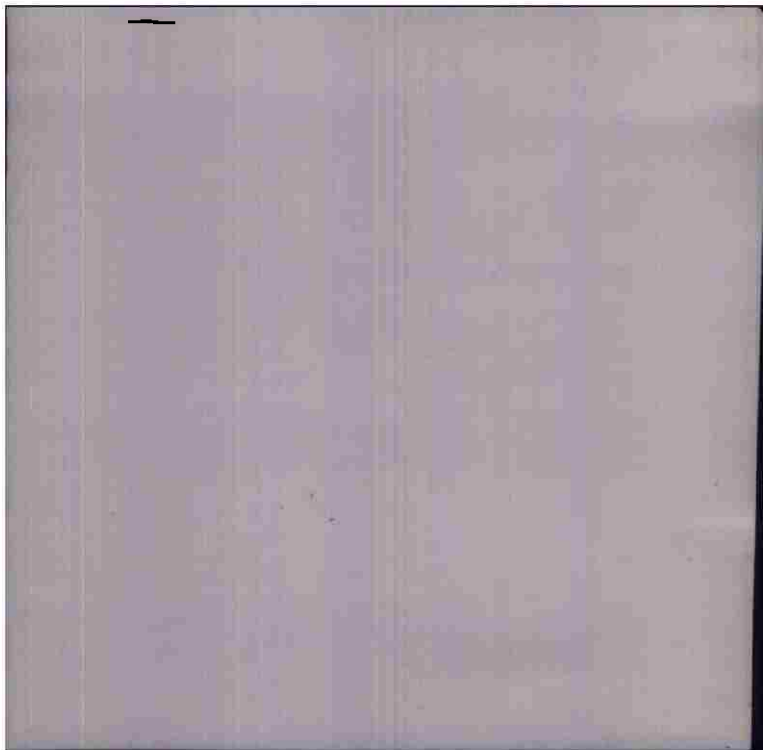
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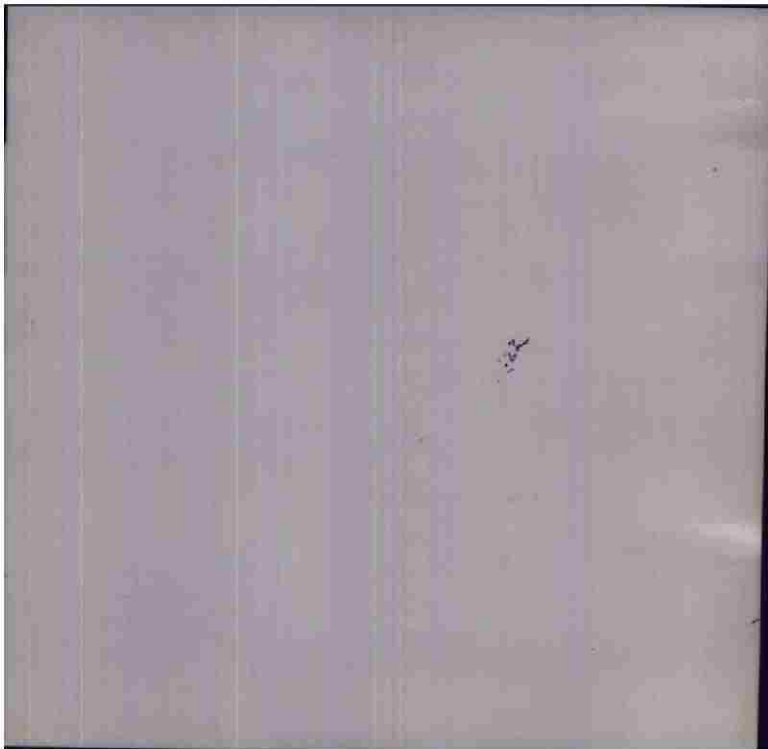
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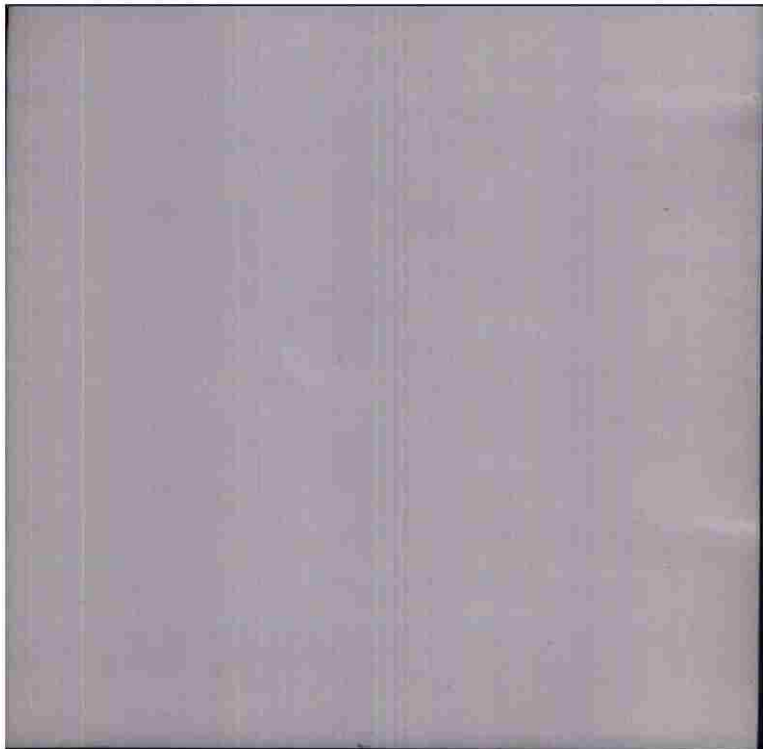
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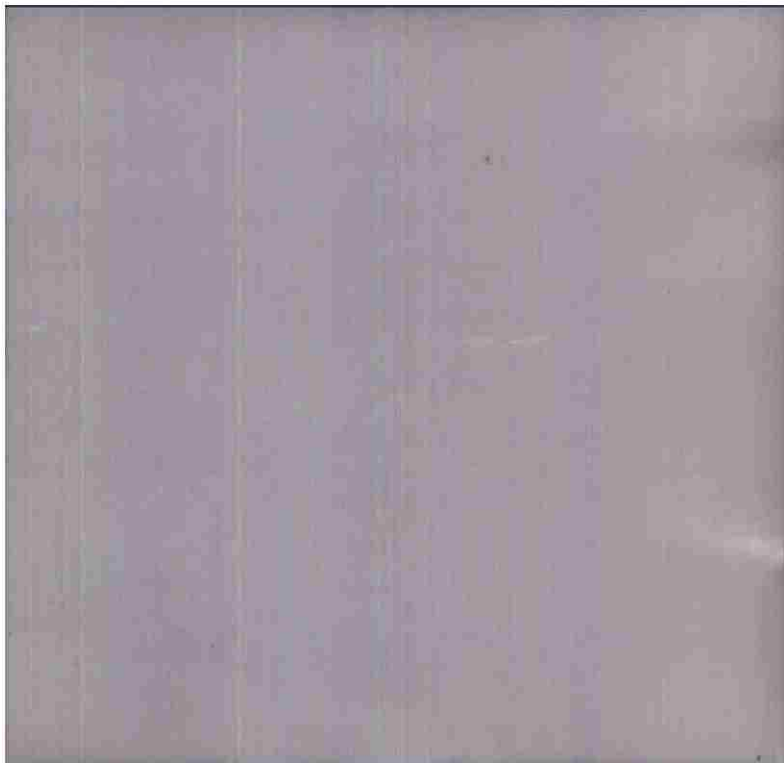
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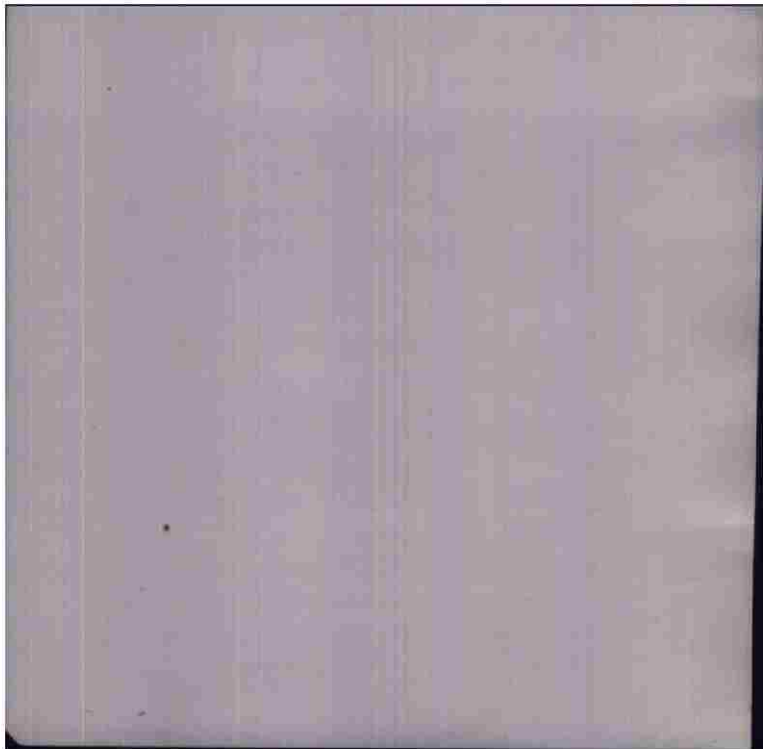
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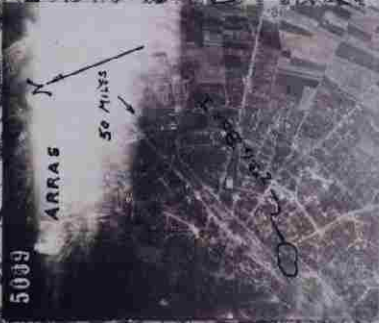
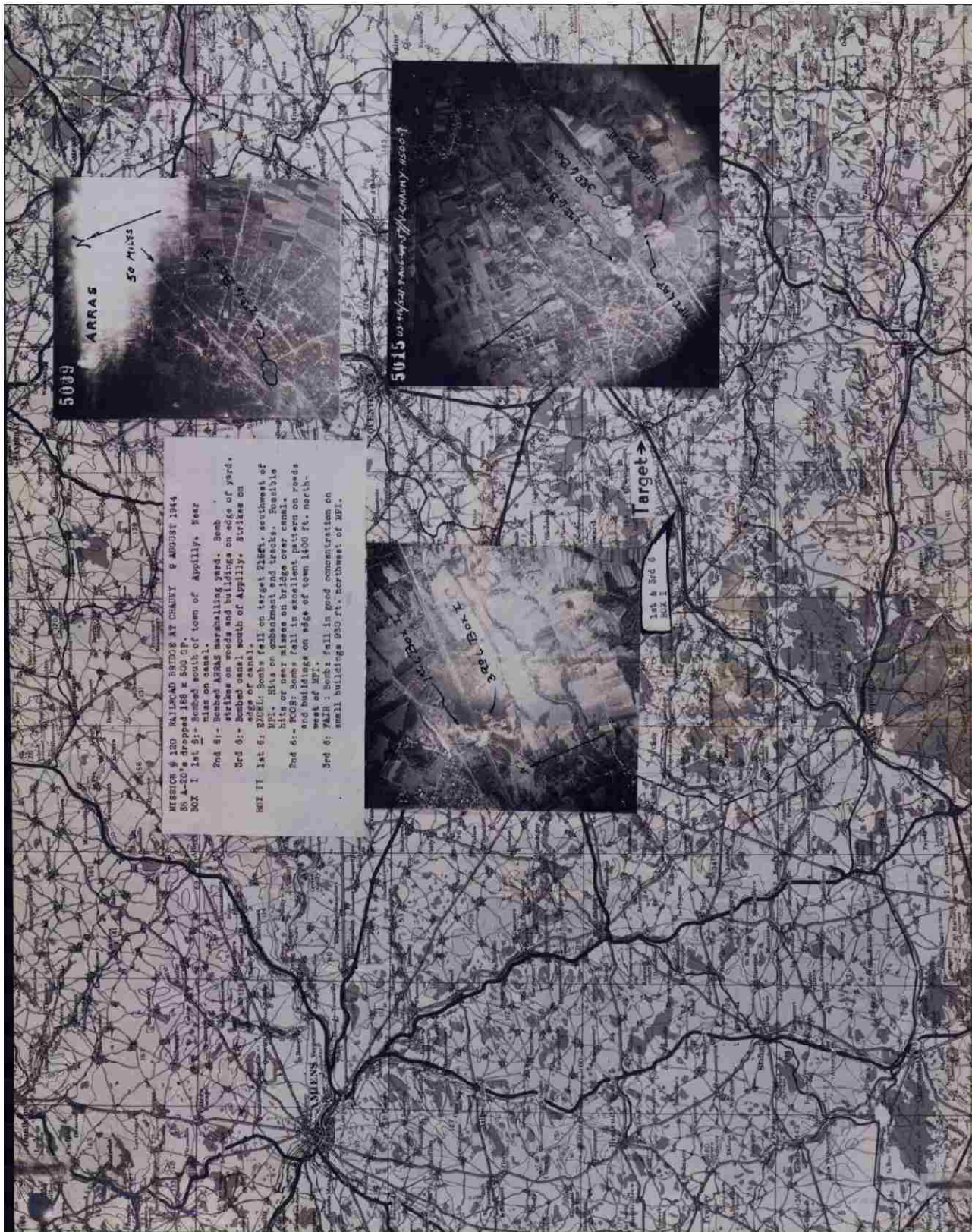


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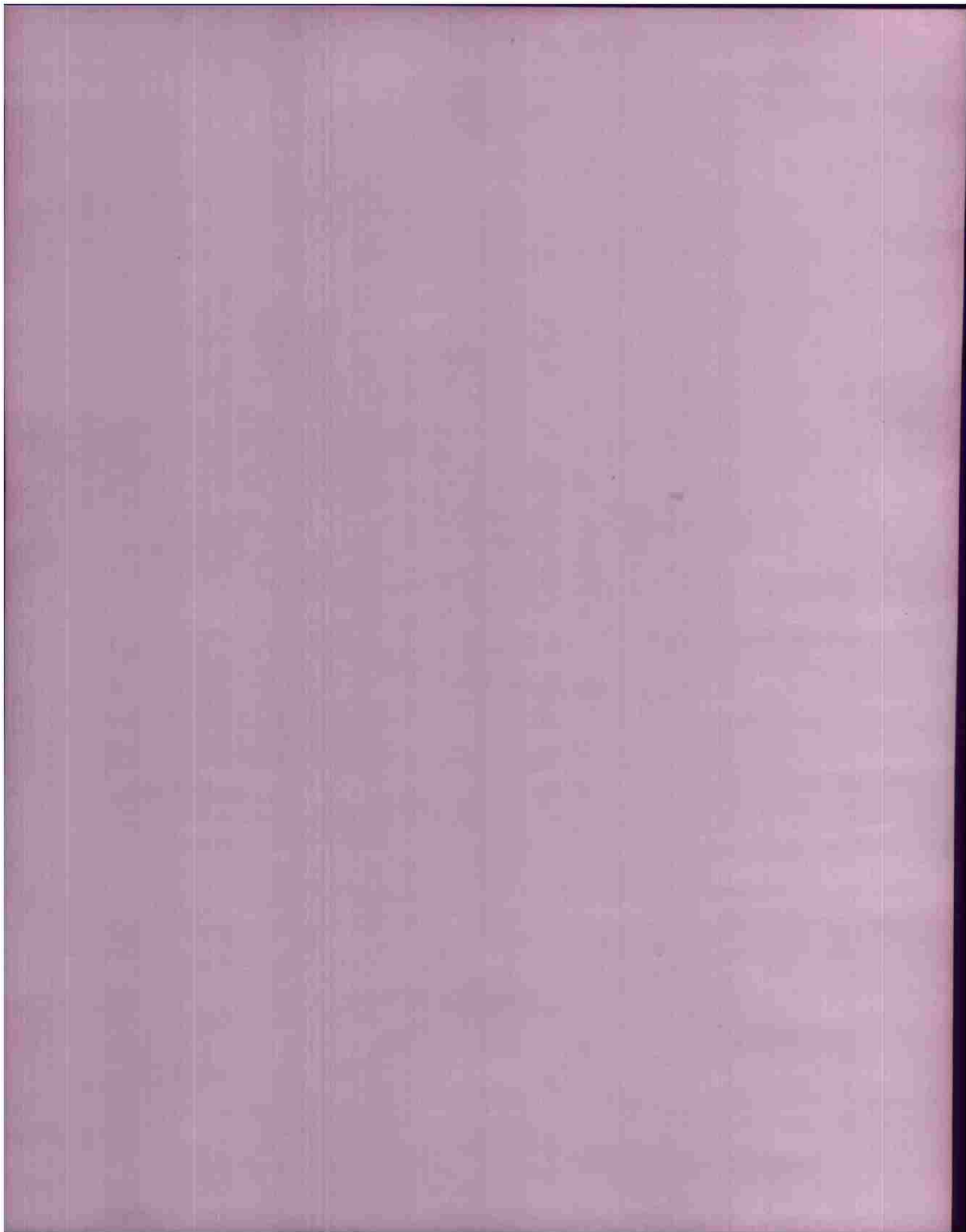
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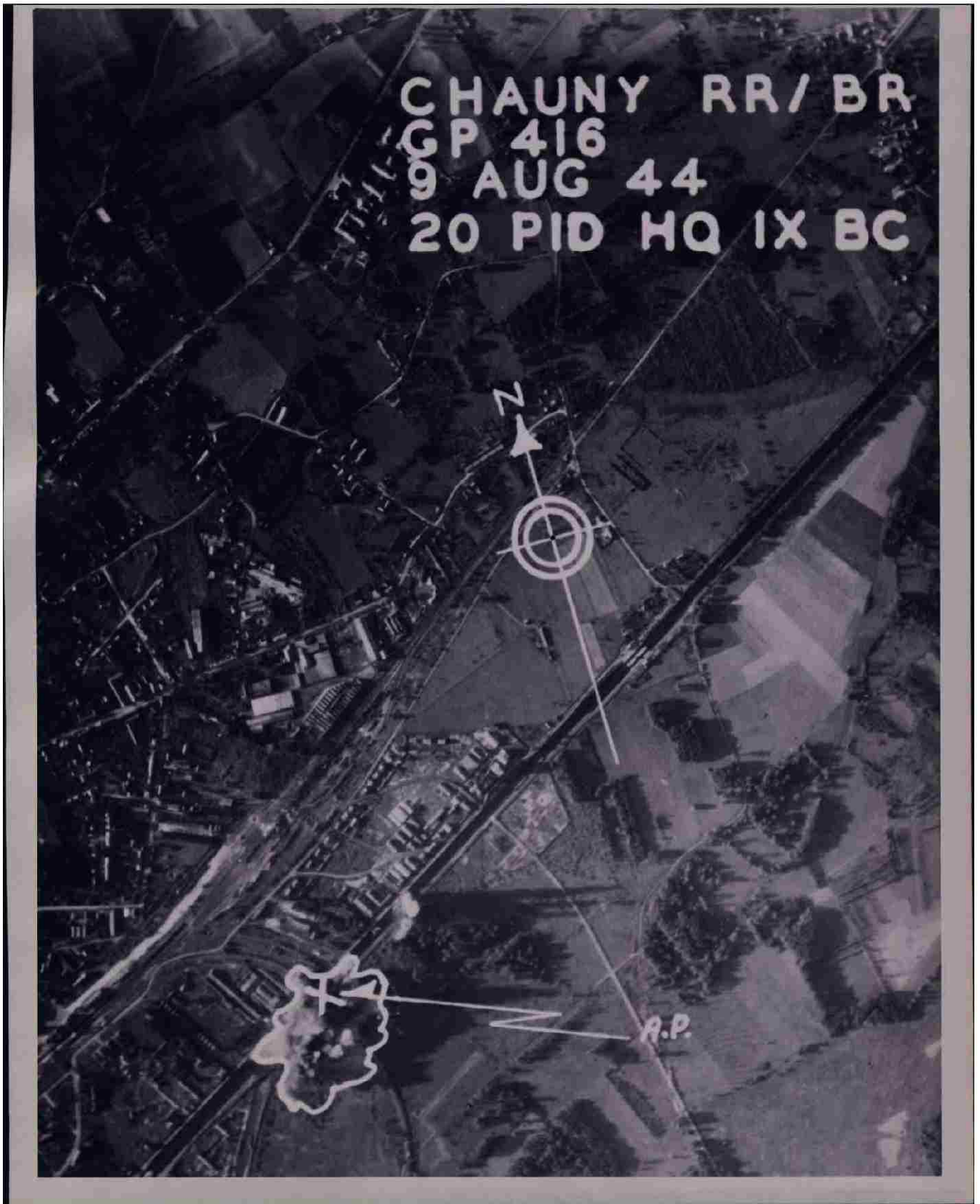


HERSCHE # 120 WALKING BRIDGE AT CHAUVY 8 AUGUST 1944
 SS A-20's dropped 168 x 500 GP.
 BOX I 1st 5:- Bombed south of town of Apilly, near
 mill on canal.
 2nd 5:- Bombed ARAK marshalling yard. Bomb
 strikes on roads and buildings on edge of yard.
 3rd 5:- Bombed canal south of Apilly. Strikes on
 edge of canal.
 BOX II 1st 6:- BOMB: Bombs fell on target 2186F, southeast of
 this concentration and roads. Bombs also
 hit a small bridge on road.
 2nd 6:- BOMB: Bombs fell in excellent pattern on roads
 and buildings on edge of town 1400 ft. north-
 west of MPI.
 3rd 6:- BOMB: Bombs fell in good concentration on
 small buildings 943-ft. northwest of MPI.



Target →
 1st & 3rd 5
 BOX I
 BOX II





Mission
Folder

CONFIDENTIAL

NINTH AF CONSOLIDATED REPORT IX BC/SA 378

- (A) TARGET: CHAUNY RR/BR 4040 130 748221
 (B) SORTIE: US 416/519-521-522-526
 (C) DATE: 9 AUG 44 TIME: 1930 B
 (D) ATTACKING A/C: 35 A-20's BY 6's
 (E) BOMBS: 188/500 GP 1/10 N., 1/100 T.
 (F) COVER: TARGET IS COVERED ON GOOD QUALITY PRINTS.
 (G) RESULTS OF BOMBING: BOX I FL. 1, 2, & 3 ATTACKED MISTAKEN
 BRIEFED SECONDARY TARGET. BOMB PATTERN OF FL. 1 EXTENDS
 ACROSS CANAL E OF HWY BR AT 4040 145 668191. FL. 2
 PATTERN EXTENDS ACROSS HWY AND BUILT UP AREA S OF M/Y
 AT ARRAS 4040 85 468985. FL. 3 PATTERN IS IN OPEN FIELDS
 AT 4040 145 668187. BOX II FL. 1 BOMB PATTERN EXTENDS
 ACROSS RR/BR OVER CANAL, FL. 2 PATTERN COVERS BUILT UP
 AREA ON SE EDGE OF CHAUNY, FL. 3 BOMBS FELL ON BLDGS
 ON E SIDE OF CANAL.
 (H) ACTIVITY: THRU TRACKS IN M/Y APPEAR SERVICEABLE.
 (I) ANNOTATED PRINT: 5015 SORTIE: US 416/521

NOTE: RECTANGLE ENCLOSES BOMB PATTERN AREA.

DISTRIBUTION: S/ACONFIDENTIAL

20th P.I.D.

AT HQ. IX B.C.



mission folder

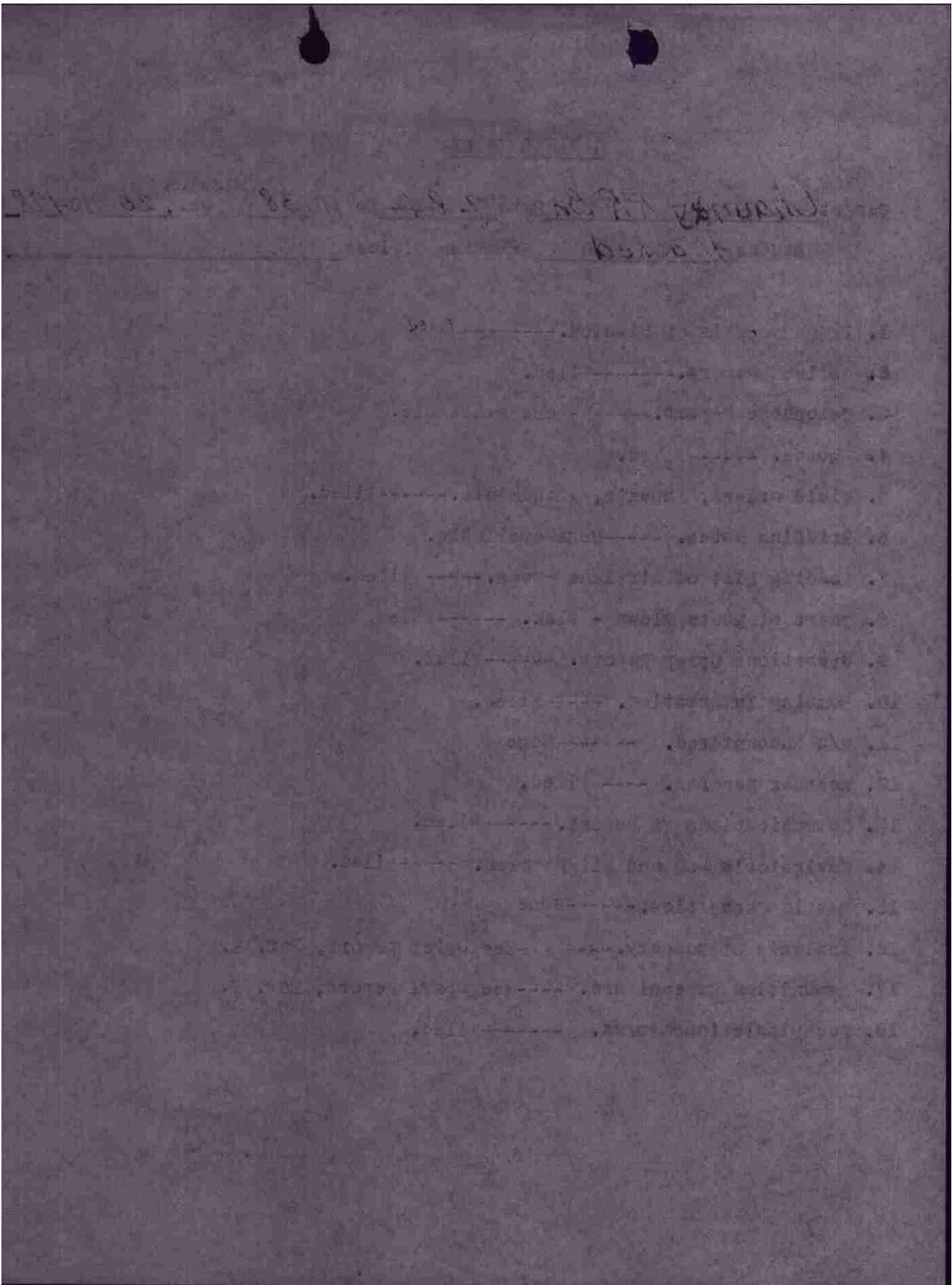
GENERAL INDEX

Target Chaundy RR Br. Date 9-8-44 No A/C 38 Mission No. 120 F10478
 Status Attracked Briefing Officer _____

1. IXBCn Synopsis of Mission.----- *Filed*
2. Opflash Report.-----*Filed.*
3. Telephone Report.-----None available.
4. Photos. -----*Filed.*
5. Field Orders, Annex's, Amendments.-----*Filed.*
6. Briefing Notes. -----None available.
7. Loading List of Airplane Crews.-----*Filed.*
8. Chart of Route Flown - Flak. -----*Filed.*
9. Operations Oprep Report. -----*Filed.*
10. Bombing Information. -----*Filed.*
11. E/A Encountered. -----None
12. Weather reports. -----*Filed.*
13. Communications YB Report.-----*Filed.*
14. Navigator's Log and Flight Plan. -----*Filed.*
15. Battle Casualties.-----None
16. Analysis of Gunnery.-----See Oprep Report, Par. E.
17. Ammunition Expenditure. -----See OpsFl Report, Par. I.
18. Recapitulations Forms. -----*Filed.*

00091927

P.R.C.



MISSION SUMMARY

Target: Chauny (RR Bridge)
 R/O : #478
 Date : 9 August 44
 Results: Box I, 1st 6 - P.N.B.
 2nd 6 - P.N.B.
 3rd 6 - P.N.B.
 Box II, 1st 6 - Excellent
 2nd 6 - Poor
 3rd 6 - Fair

CHAUNY (RR BRIDGE)

416 BG: 37 a/c dispatched, 35 dropping 188 x 500 GP on and near primary, and what was thought to be a secondary.

1 a/c failed to bomb: mechanical failure. Bombs of 1/ a/c laded away from base are unaccounted for.

No losses, casualties, battle damage. Bombing by 6's from 11,300 12,200 feet.

Box I - 1st 6 - P.N.B. Through misidentification of target, flight attacked a highway bridge at Apilly, 5 miles SW of primary. Bombs fell across canal S of the town, with a near miss to canal bridge.

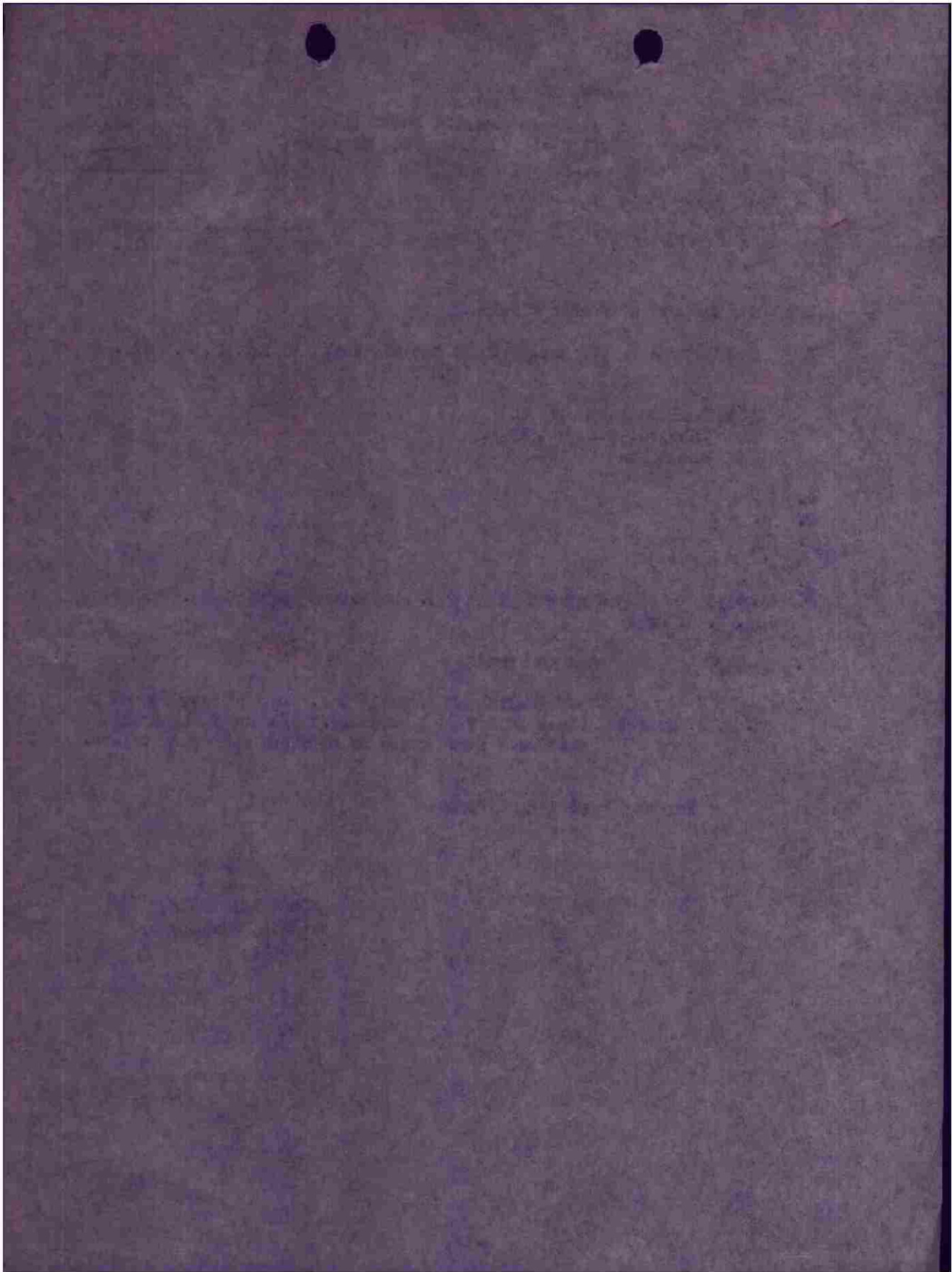
2nd 6 - P.N.B. Target attacked was attacked for secondary (Daours). Bombs fell on edge of M/Y at Arras, 50 miles NW of the primary. Strikes on buildings, roads. (Lead a/c landed away from base; bombardier not available for interrogation.)

3rd 6 - P.N.B. Flight attacked target of 1st 6, Box I, at Apilly, for the same reason. Bombs fell on canal-edge S of the town.

Box II- 1st 6. EXCELLENT. Good concentration 215 feet SW of DMPI. Several probable hits on embankment probably cut tracks at edge of canal. Possible hits or near misses to bridge over canal.

2nd 6. POOR. Excellent pattern approximately 1400 feet NW of DMPI. Strikes on roads and buildings in Chauny. (Error due to malfunction of P.D.I.; bombardier unable to synchronize.)

3rd 6. FAIR. GOOD concentration 930 feet NE of DMPI. Strikes across small buildings with several probable direct hits. (a/c in slight bank at release point.)



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ONE COPY TO S-2
" " " GRP, ADJ.
" " " A-71-P

GIYAA V OILAI OILAI 07/11 P
FROM 97TH COMBAT BOMB WING 11/1340B
TO 416TH BOMB GROUP
SECRET SENT IN THE CLEAR AUTH: MAJOR CAMPBELL

97TH COMBAT BOMB WING
A P © 140
11 AUGUST 1944

A. US 34/1706 PR SORTIE 1015B 10 AUG. 44 10TH PG
B. RR.BR., CHAUNY MAP GSGS 4040/130GC 748221 PRINTS 1006, 1007

----- PHOTOS OF GOOD QUALITY AND COMPLETE COVER SHOW
TWO DIRECT HITS ON THE SOUTH EMBANKMENT POSSIBLY DAMAGING
THE END OF THE SPW, AND ONE DIRECT HIT ON THE NORTH EMBANKMENT.
EVIDENCE UNRELIABLE. NO REPAIR ACTIVITY.

42
RECEIVED
AUG 11 1944
INTELLIGENCE
416th Bomb Gr (B)

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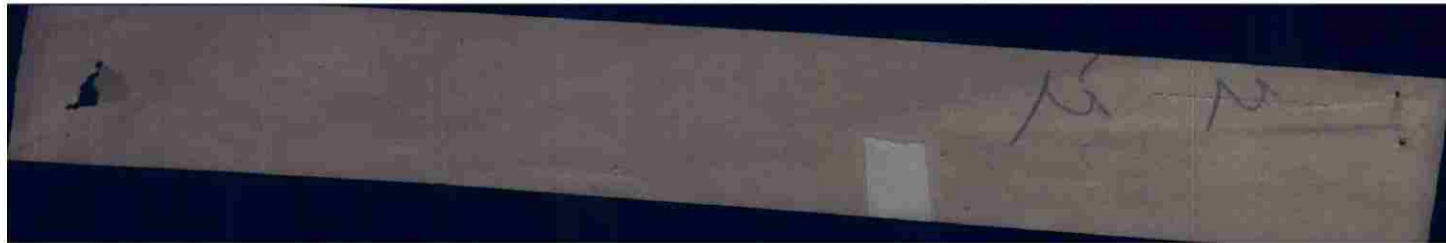
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RR/B CHAUNY

MAP. GSGS. 4040/130 GC 745210; PRINTS 5026, 27, 28:
PHOTOS OF GOOD QUALITY AND COMPLETE COVERAGE SHOW AT LEAST SIX
CRATERS IN TARGET AREA. BRIDGE APPEARS HALF DESTROYED. FOUR
DIRECT HITS CUT TRACK SOUTH OF BRIDGE AND TWO OR THREE HITS
DESTROYED THE TRACKS NORTH OF THE BRIDGE. BRIDGE UNSERVICEABLE.
NO ACTIVITY APPARENT.

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OICOG V YAA YAA 2/10 "OP"
T-ADDRESSEE

FROM HQ 416TH BOMBARDMENT GROUP (L) 10/1245B
TO HQS. IX AIR FORCE
HQS. IX BOMBER COMMAND
ATTN: A-2 DUTY OFFICER

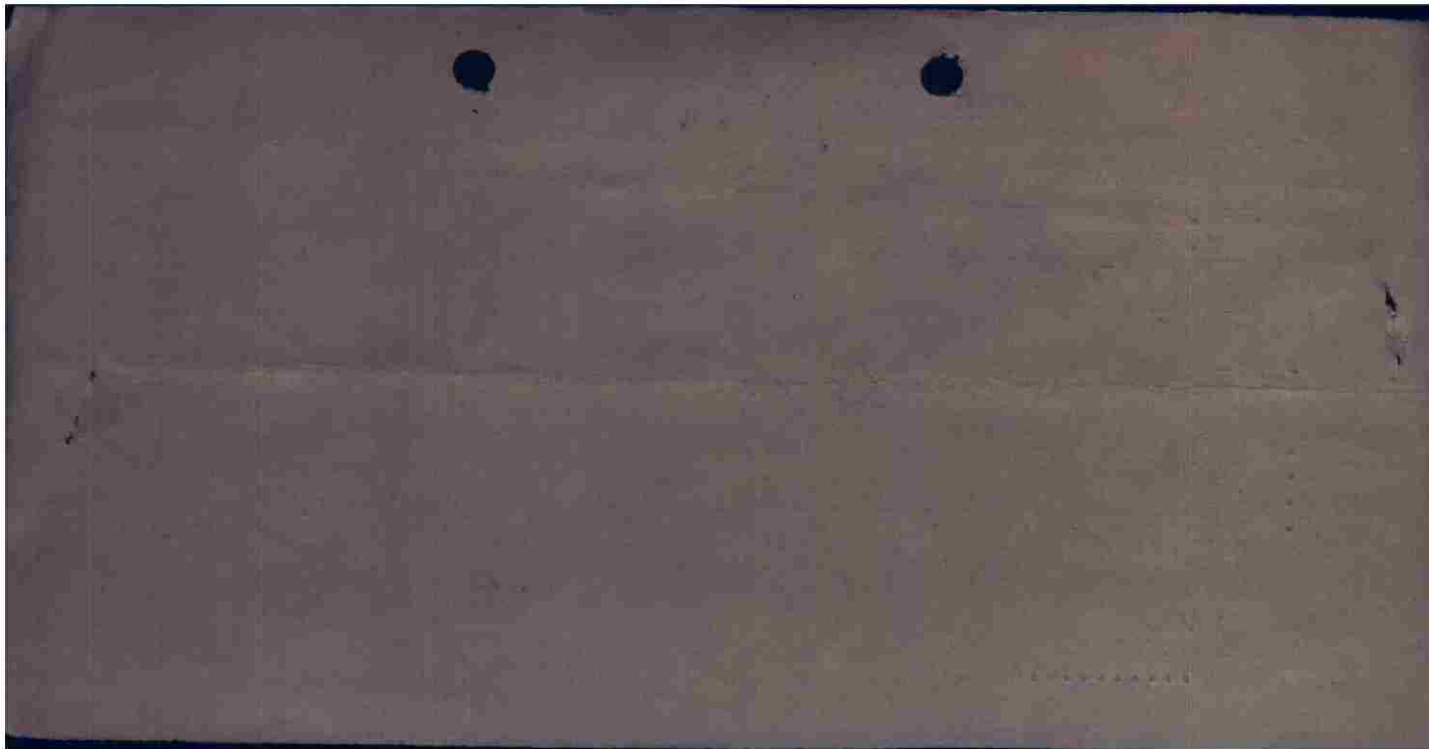
SECRET BT

A-257-D
FIRST PHASE REPORT S/A PHOTOS 9/8/44

- A. CHAUNY RR BRIDGE
- B. CHAUNY RR BRIDGE
- H. 1930
- K. BURSTS FROM ONE FLIGHT FELL ON RR EMBANKMENT AND BRIDGE.
SEVERAL PROBABLE HITS ON EMBANKMENT AND POSSIBLE HITS ON BRIDGE.

BT 10/1245B
FD AR_KK
OICOG R.....100251B RPG AR
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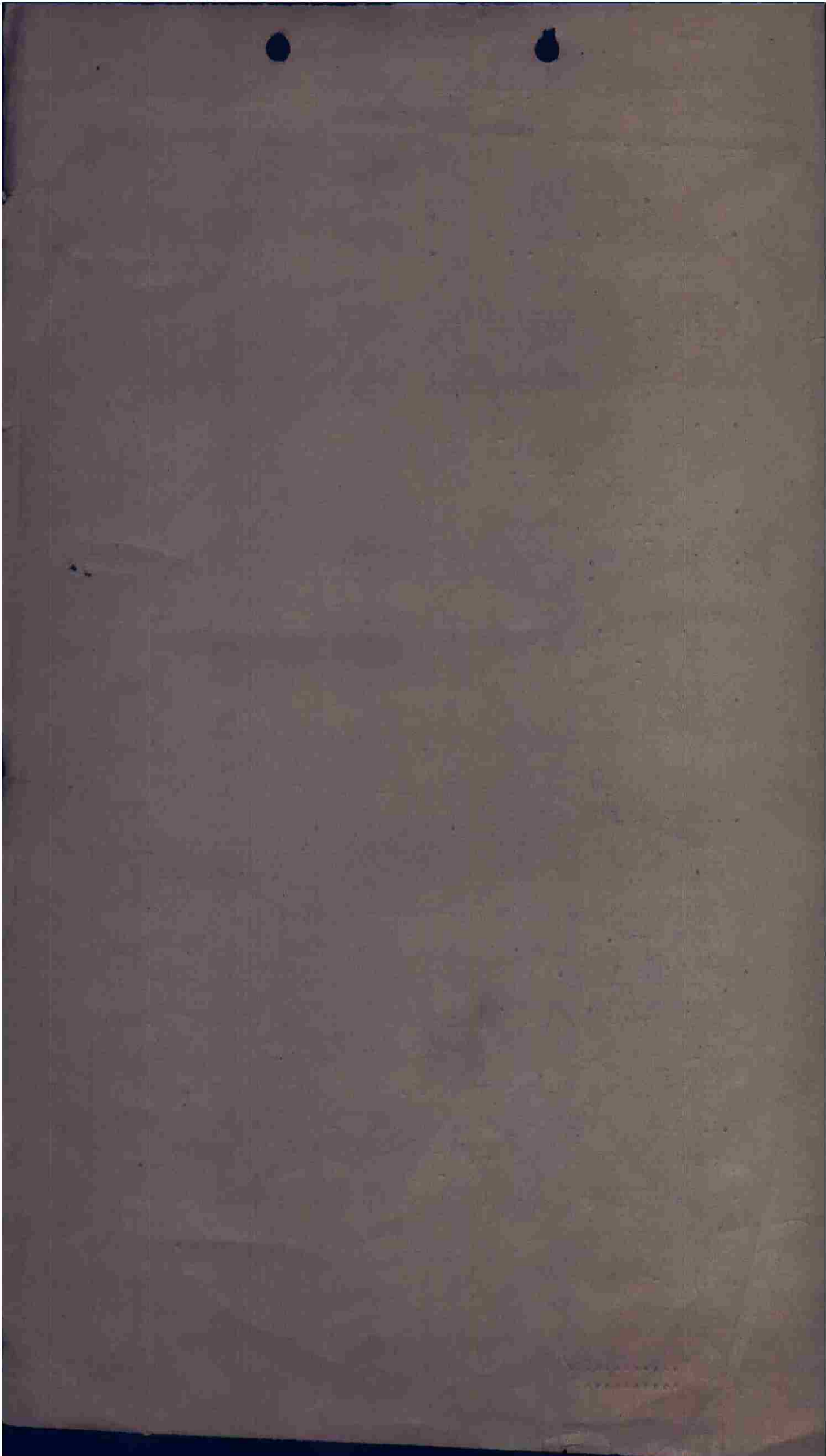
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OICOG OILAI V YAA YAA 27/9 OP
 FROM 416TH BOMB GROUP (L) 09/2330B
 TO : HQ IX BOMBER COMMAND ATTN: A-2
 HQ 97TH COMBAT WING
 416 BG A-256-D
 SECRET QXX BT

OPFLASH NO. 121 FOR 9 AUGUST 1944

- A. (1) CHAUNY R.R. BRIDGE .
 (2) BOX II CHAUNY R.R. BRIDGE.
 FLIGHT 1 AND 3 BOMBED HIGHWAY BRIDGE AT APPILLY N 6619
 FLIGHT 2 UNKNOWN LEAD SHIP LANDED AWAY FROM BASE
- B. (1) 416TH BG
 (2) 30 A-20G IXSX 7 A20J
 (3) 1 A/C RETURNED DUE TO ENGINE TROUBLE
 IV 18 A/C BOMBED PRIMARY
 17; A/C BOMBED CASUAL TARGETS
 INFORMATION LACKING FROM A/C WHICH LANDED AWAY FROM BASE.
- KXX
 KXX C. (1) 1740
 (2) FLIGHT 1 AND 3 - 1928
 FLIGHT 2 - 1950
 FLIGHT -4-5-6-1930
 (3) 2102
- D. (I) NIL
 (II) 0-0-0
 (III) 0-0-0
- E. FLIGHT 1- PNB. BOMBED BRIDGE AT APPILLY N6619 RESULTS UNKNOWN
 FLIGHT 2- PNB. BOMBING RESULTS UNKNOWN . LEAD SHIP LANDED
 AWAY FROM BASE
- KXX
 FLIGHT 3 PNB. BOMBED BRIDGE AT APPILLY N6619 WITH GOOD RESULTS
 FLIGHT 4 -KXX GOOD - EXCELLENT
 5- GROSS
 6- FAIR.
- F. (1) (A) NIL
 (B) NIL
 (2) (A) NIL
 (B) WEAK INKXXKME INACC. HFF AT GRAVELINE
 WEAK HEAVY INACCURATE FLAK AT N4647
 MODERATE HEAVY ENACCURATE FLAK AT N3668
 WEAK HEAVY EXX INACCURATE FLAK AT H0280
- G. DINGHY OBSERVED FROM 12,000 FT AT 2014 HRS
 AT APPROXIMATELY 51 DEG. 21'N 01 DEG. 31'E
 MXX M/Y AT LENS FULL OF GOODS CARS AT 1951 OBSERVED FROM 12,000
 FT.
 HEAVY RAIL TRAFFIC OBSERVED ALONG ROUTE FROM TARGET TO THE ENEMY KXX
 COAST
 CANAL BARGES BEING USED KXX EXTENSIVELY FROM LILLE AREA TO THE
 ENEMY COAST.
 APPROXIMATELY 20 TRUCKS PARKED ON HIGHWAY AT H5560 SEEN AT 1957
 FROM 12,000 FEET.
 APPROXIMATELY 20 TRUCKS PARKED ON HIGHWAY AT H2870 KXX SEEN AT
 2001 FROM 12,000 FEET.
 25 BARGES IN CANAL AT N7021 SEEN AT 1929 FROM 12,000 FEET.
 25 BARGES IN CANAL AT N8031 SEEN AT 1931 FROM 12,000 FEET.
 50-60 GOODS CARS STRUNG OUT IN GROUPS ALONG R. R. FROM MXX
 8027 TO MXX N4546.
 30 CAR TRAIN SEEN AT 1937 ON R.R. SE OF ROSIERES N4546.
- H. (1) HIGH OVER CAST - KXX APPROX 1KXX 14,000 FT NO LOW CLOUD
 VIZ 10 MILES
 (2) CLEAR OVER CHANNEL - CUMULUS KXX CLOUDS TO 9000 FT
 OVER ENGLAND ON WAY OUT - HIGH OVER CAST ON RETURN
- I. 98 X500 GP BOMBS ON PRIMARY
 90 X 500 GP BOMBS ON CASUAL TARGETS
 4 X 500 GP BOMBS RETURNED
 INFORMATION LACKING FROM A/C WHICH LANDED AWAY FROM BASE.
- J. 11,300-12,200

BT 09/2330B
 AS AS AS
 WJF AR
 OICOG R.....10/0002B TLC AR
 OILAI R.....10/0002B CES AR
 0



IX B.C. 3-2 Form 10, 1944

PHOTOGRAPHIC REPORT

14
 CAMERAS INSTALLED 15 100 %
 CAMERAS PHOTOGRAPHING 0 0 %
 CAMERA FAILURES 0 0 %
 PERSONNEL FAILURES 1
 OTHERS

GROUP 416TH
 WING 97TH CEW
 9, Aug. 1944

Chauny
 12900
 719 711 894 195 689
 ALT. 300 f
 TRUE AIR SPEED 350 mp
 GROUND SPEED mp

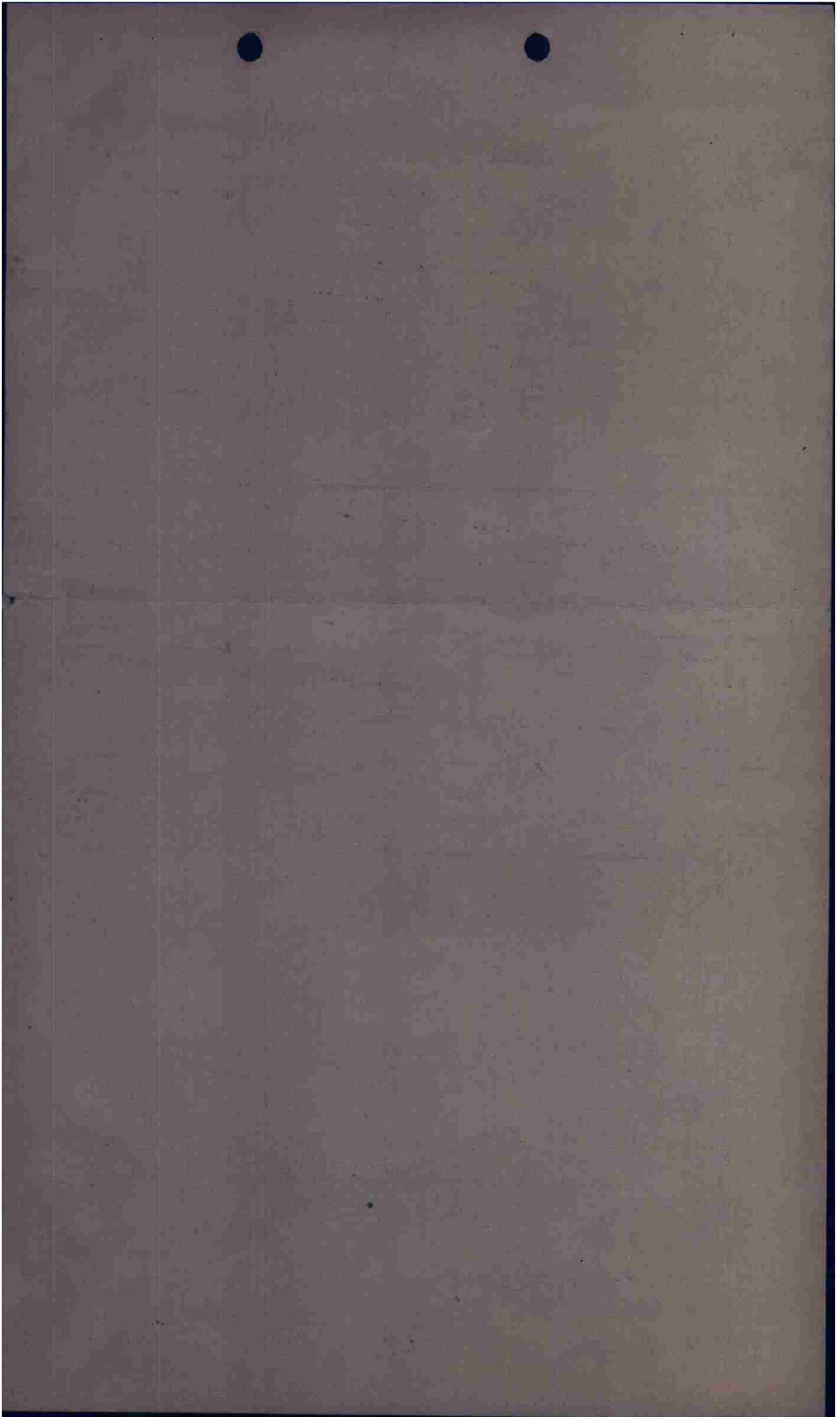
Chauny
 TARGET 11500
 ALT. 300 f
 TRUE AIR SPEED 350 mp
 GROUND SPEED mp

TARGET
 ALT.
 TRUE AIR SPEED
 GROUND SPEED

BOX NO.	A/C	CAM.	F. #	INT.	PRINTED SORTIES	UNPRINT. SORTIES	EXPLANATION
	894	K-24	6/8	2		520 525	
1	711	K-24	"	"			
1	719	K-24	"	"	526		
1	195	K-24	"	"	519		
1	689	K-24	"	"		524	Photo ran off target. A/C aborted.
1	750	K-20	"	"		523	
2	674	K-24	"	"			
2	811	K-24	"	"	522	150	
2	489	K-20	"	"		162	
2	840	K-20	"	"		161	
2	802	K-20	"	"		163	
2	376	K-20	"	"		527	
2	1961	K-24	5	"			
2	9961	K-24	5	"	521		

REMARKS:

F. J. Cochran
 Photographic Officer



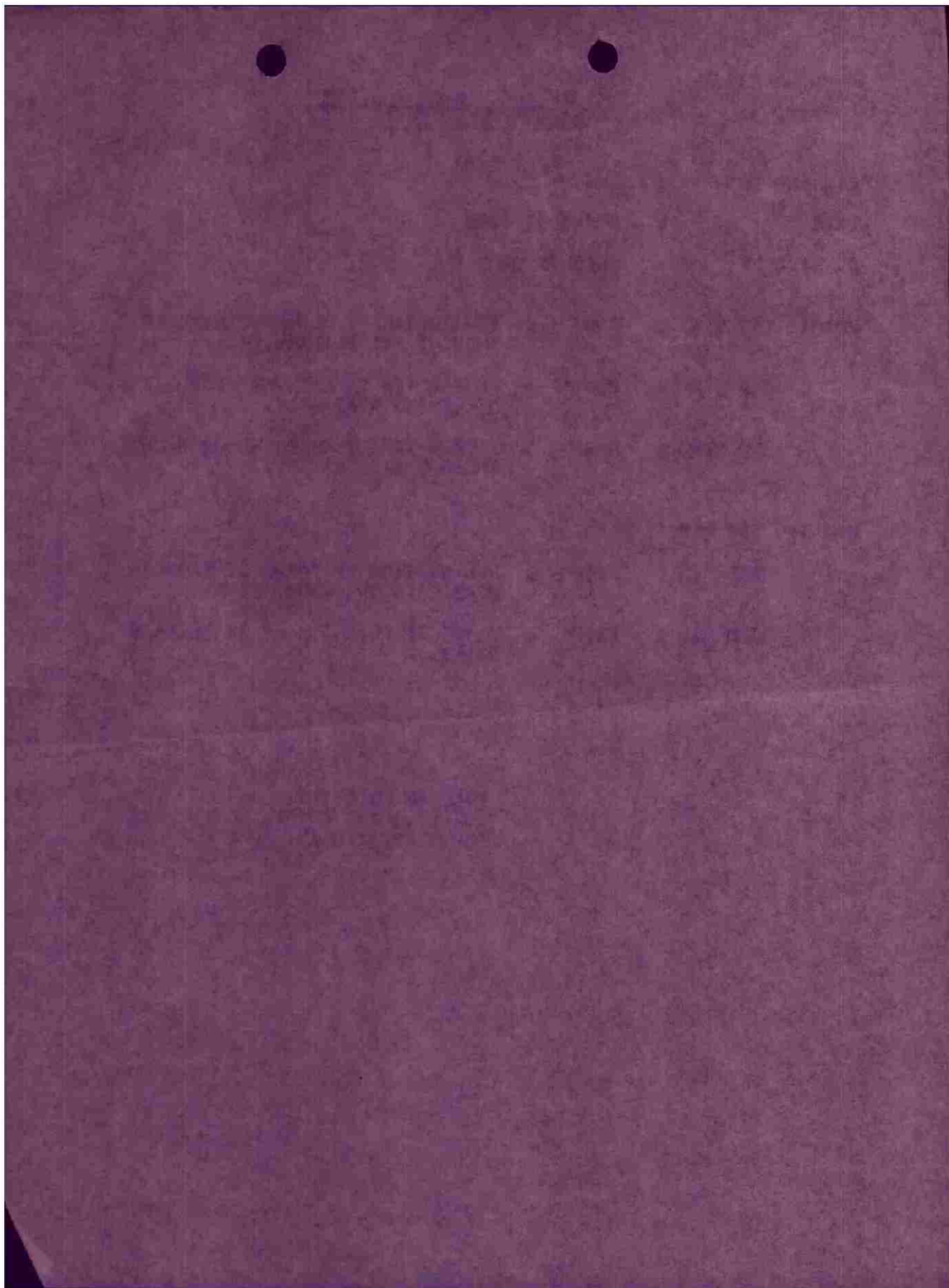
416TH GROUP BOMBARDIER'S
OPERATIONAL REPORT

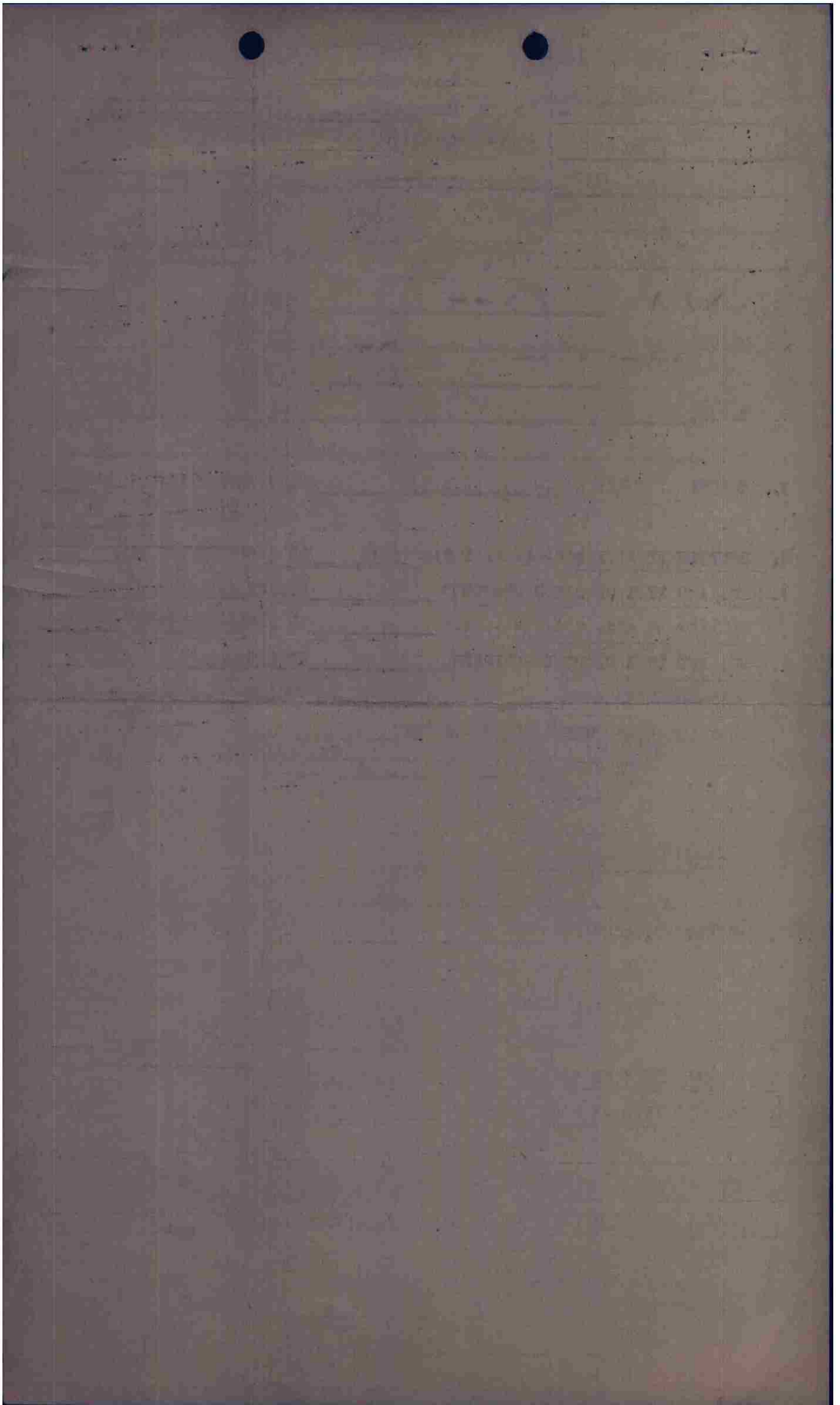
MISSION TO : CHAUNY
 DATE : 9 AUGUST 1944
 BOMBING BY : FLIGHTS OF SIX

BOX I 1ST SIX : PNB : BOMBED TARGET WHICH BOMBARDIER
 THOUGHT WAS PRIMARY.
 2ND SIX : PNB : BOMBARDIER LANDED AWAY FROM BASE.
 NO REPORT AVAILABLE.
 3RD SIX : PNB : BOMBED TARGET WHICH BOMBARDIER
 THOUGHT WAS PRIMARY.

BOX II 1ST SIX : EXCEL.
 2ND SIX : POOR : MALFUNCTION OF PDI. BOMBARDIER
 UNABLE TO SYNCHRONIZE.
 3RD SIX : FAIR : FLARE IN SLIGHT BANK AT RELEASE
 POINT.

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







OIYAA OIGOF V OILAI (INFO)

FROM 97TH COMBAT BOMB WI NG
TO 416TH COBOMGP
416TH COBOMGP

ATT: SIGNAL OFFICER

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

5. COMMUNICATIONS:

B. 416TH BOMB GROUP.
(2) MUSKRAT
(3) BYPASS

C. 416TH BOMB GROUP.
(2) BREWER
(3) CABMAN

X. GENERAL INFORMATION
(10) VABT/VABT

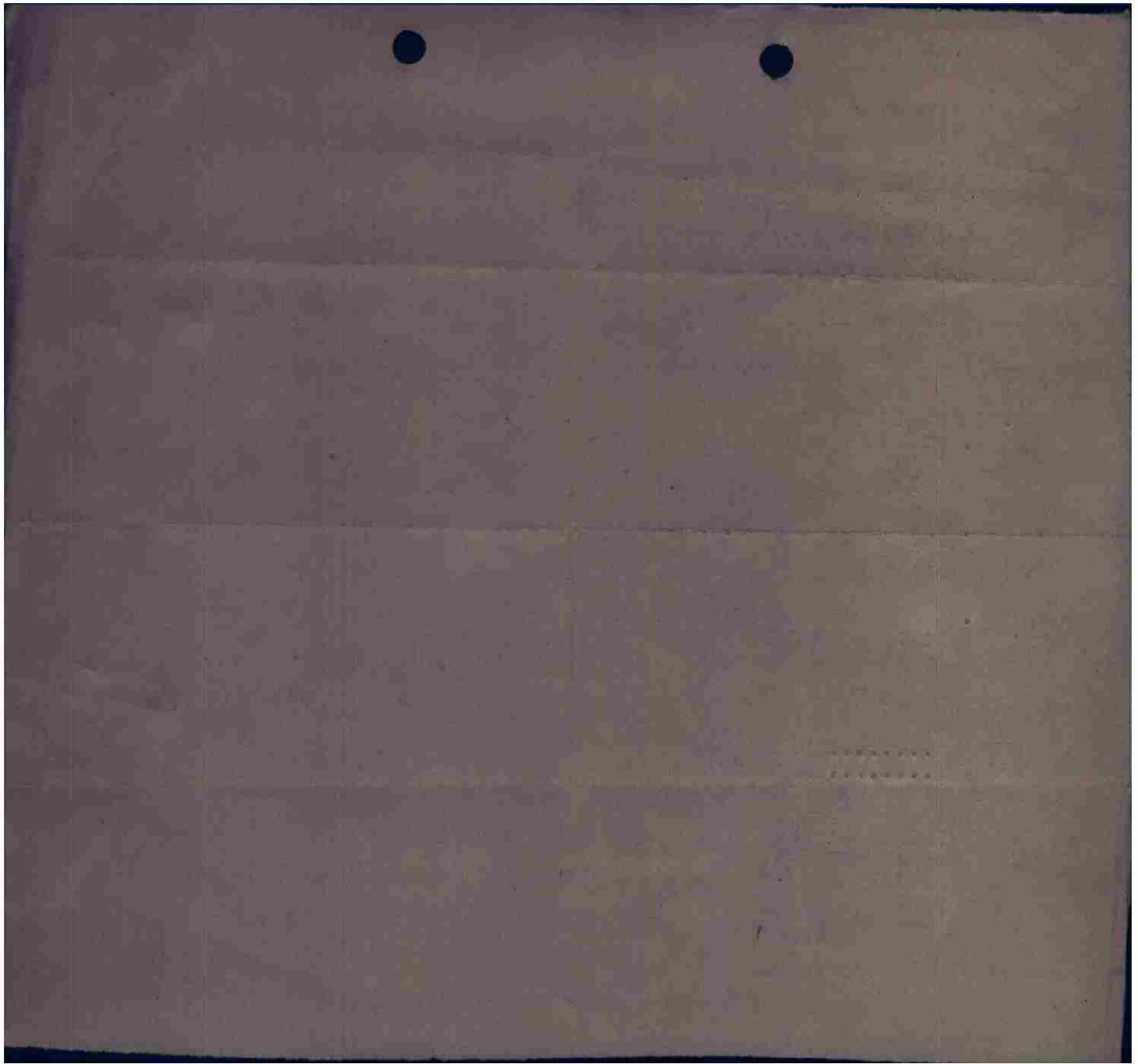
COCBTWIG 97

WCE. AR

OIYAA R.....09/1400B	CW	AP K
OIGOF R.....09/1403B	WC	AR

0 OK THINIS AR FOR NOW
E

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1371

OICOG OINAK OIYAA OIGOF V OILAI OILAI 06/09 "OP"

FROM 97TH COMBAT BOMB WING 09/1915B A-39-E
TO COMBOMCOM IX
409TH BOMB GROUP.
410TH BOMB GROUP.
416TH BOMB GROUP.

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

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

ANNEX NO. 2 TO FIELD ORDER NO. 169-478

AMMEND PARA. 3. A. (1) TO READ:

ASSIE/C/5

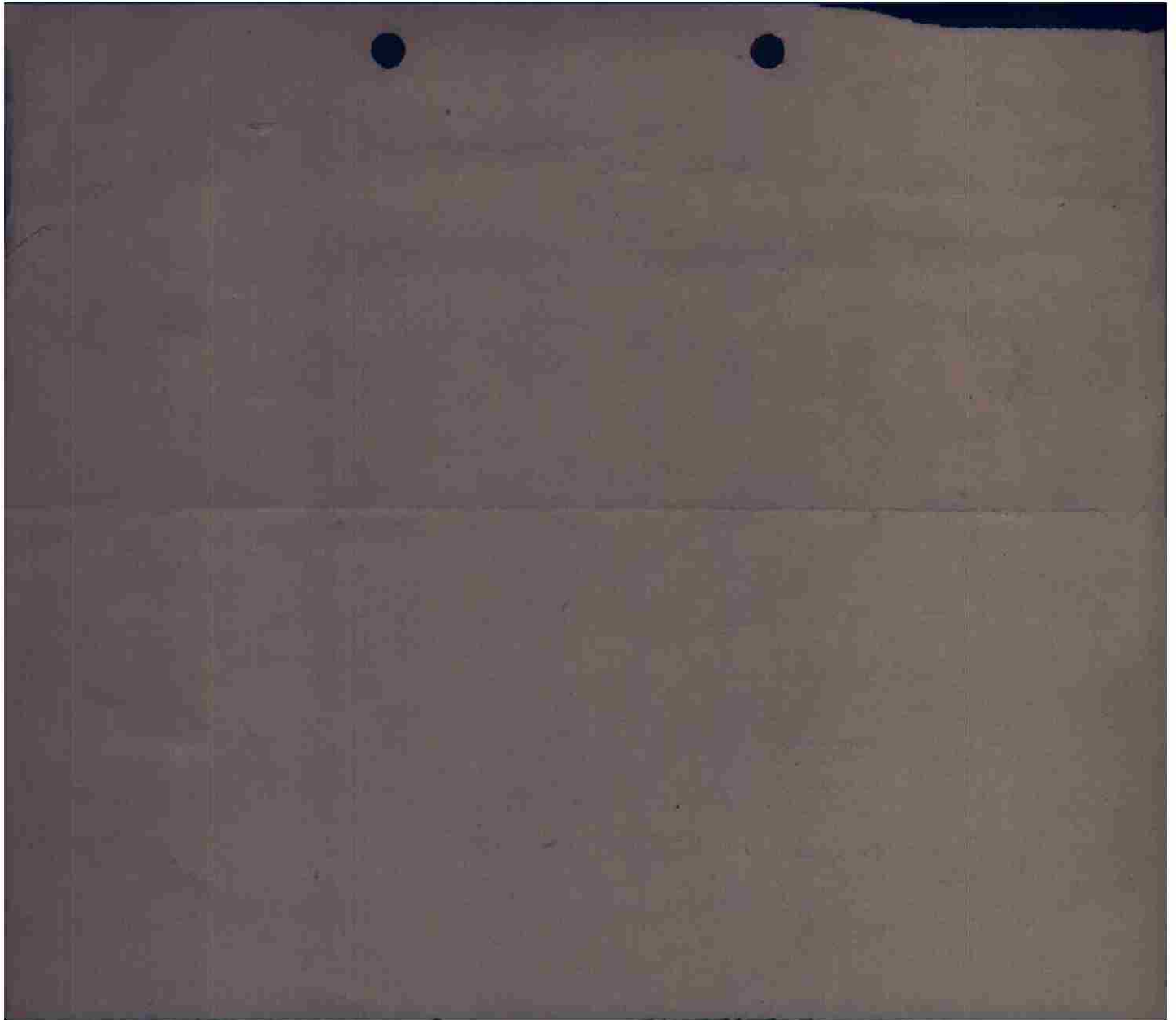
---COCBTWIG 97---

BT 09/1915B
FK AR

OICOG K WITH R
OICOG / OILAI R..... 09/1924B DC AR
OINAK K WITH R
OINAK / OILAI R.....09/1924 MH AR
OIYAA K WITH R
OIYAA / OI
AI R.....09/1924B WJF AR
OIGOF K WITH R
OIGOF / OILAI R.....09/1925B LB AR

LOV

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370

09100 01NAK 01YAA 01GOF V 01LAI 05/09 OP

FROM 97TH COMBAT BOMB WING 09/1540B A-58-E

TO COMBOMCOM IX
409TH BOMB GRP (INFO)
410TH BOMB GRP
416TH BOMB GRP

OPERATIONAL PRIORITY BT

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

97TH COMBAT BOMB WING

A P O 140

09 AUGUST 1944

ANNEX NO. 1 TO F.O. NO. 169-478

AMMEND PAR. 3. B. (3) TO READ:

WITH FIGHTERS AT 5010N 0123E AT 12,000 FEET AT ZERO HOUR PLUS 30 MIN.

AMMEND PAR. X (5) TO READ.

410TH GROUP WILL TAKE OFF 10 MIN. BEFORE 416TH GROUP

COCBTWIG 97

BT 09/1540B

AR

AS

SS

01GOF R...09/1549B HW AR

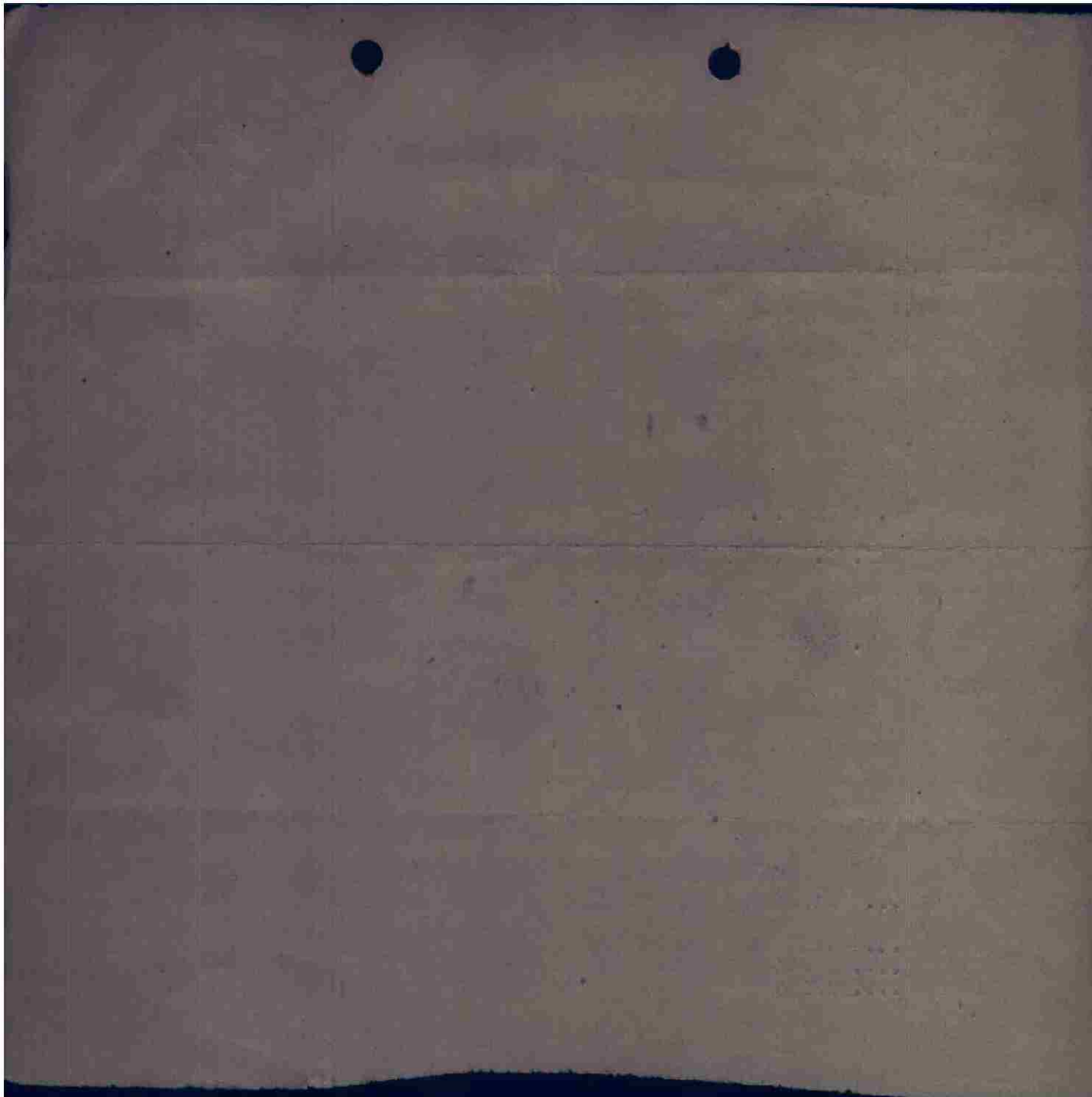
01YAA R..."09/1550B CW AR K

01GOF R....09/1550B HP AR

01NAK R....09/1550B WS AR

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364

OICOG OIHAK OIYAA OIGOF V OILAI OILAI 04/09 OP

FROM 97TH COMBAT BOMB WING 09/1430B A-57-E
TO COMBOMCOM IX409TH BOMB GROUP (INFO)
410TH BOMB GROUP
416TH BOMB GROUP

OPERATIONAL PRIORITY BT

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

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

FIELD ORDER NO. 169-478

MAPS: NORMAL

1. B. (1) REF. CURRENT BOMB LINE.
(2) NINTH T.A.C. WILL FURNISH FIGHTER ESCORT FOR THIS WING.

2. THIS WING WILL ATTACK TARGETS IN FRANCE.

ZERO HOUR: 09/1830B

3. A. 410TH GROUP:

- (1) 4801E/B/5
- (2) 2 BOXES OF 18 BOMBING BY FLIGHTS OF 6.
- (3) WITH FIGHTERS 4952N 0039E AT 12,000 FEET AT ZERO HOUR PLUS 10 MIN.
- (4) BASE TO MAIDENHEAD TO SELSEY BILL TO 4952N 0039E TO 4934N 0059E TO 4922N 0132E TO 4902N 0124E TO I.P. TO TARGET.
- (5) TARGET TURN LEFT TO R.P. THEN RETRACE ROUTE TO BASE.
- (6) BOMB 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 8,000 FEET. CROSS FRENCH COAST OUT AT BOMBING ALTITUDE.
- (7) 4847N 0136E
- (8) GENERALLY SW TO NE
- (9) M.P.I. ILL. 4801E/20 REF. 030076
- (10) 4 X 500 LB. G.P. FUSED 1/10 SEC. NOSE 1/40 SEC. TAIL.
- (11) 4847N 0136E
- (12) THIS GROUP IS AUTHORIZED TO PICK ALTERNATE TARGETS THIS MISSION. FOR EACH ALTERNATE TARGET SELECTED, AN M.P.I. FOR IT MUST ALSO BE SELECTED.

- B. 416TH BOMB GROUP.

- (1) 4903E/B/74 ALTERNATES: 4902E/B/11 AND 12 5002E/B/33
- (2) 2 BOXES 18 BOMBING BY FLIGHTS OF 6
- (3) WITH FIGHTERS AT 5010N 0123E AT 12,000 FEET AT ZERO HOUR.
- (4) BASE TO DUNGENESS TO 5010N 0123E TO 5006N 0126E TO 4940N TO I.P. TO TARGET.
- (5) TARGET TURN LEFT TO R.P. TO 5012N 0232E TO 5032N 0250E TO 5047N 0250E TO 5059N 0208E TO NORTH FORELAND TO BASE.
- (6) BOMB 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 8,000 FEET. CROSS FRENCH COAST OUT AT BOMBING ALTITUDE.
- (7) 4926N 0250E
- (8) GENERALLY SW TO NE
- (9) M.P.I. ILL. 4903E/36 REF. 060049 CENTER OF BRIDGE ALTERNATES 4902E/12 3 FLIGHTS ON REF. 086055 THREE FLIGHTS ON REF. 037040 ILL. 5002E/62 REF. 07350970.
- (10) 6 X 500 LB. G.P. FUSED 1/10 SEC. NOSE 1/100 SEC. TAIL.
- (11) 4948N 0248E
- (12) THIS GROUP IS NOT AUTHORIZED TO SELECT ANY ADDITIONAL ALTERNATE TARGETS THIS MISSION.

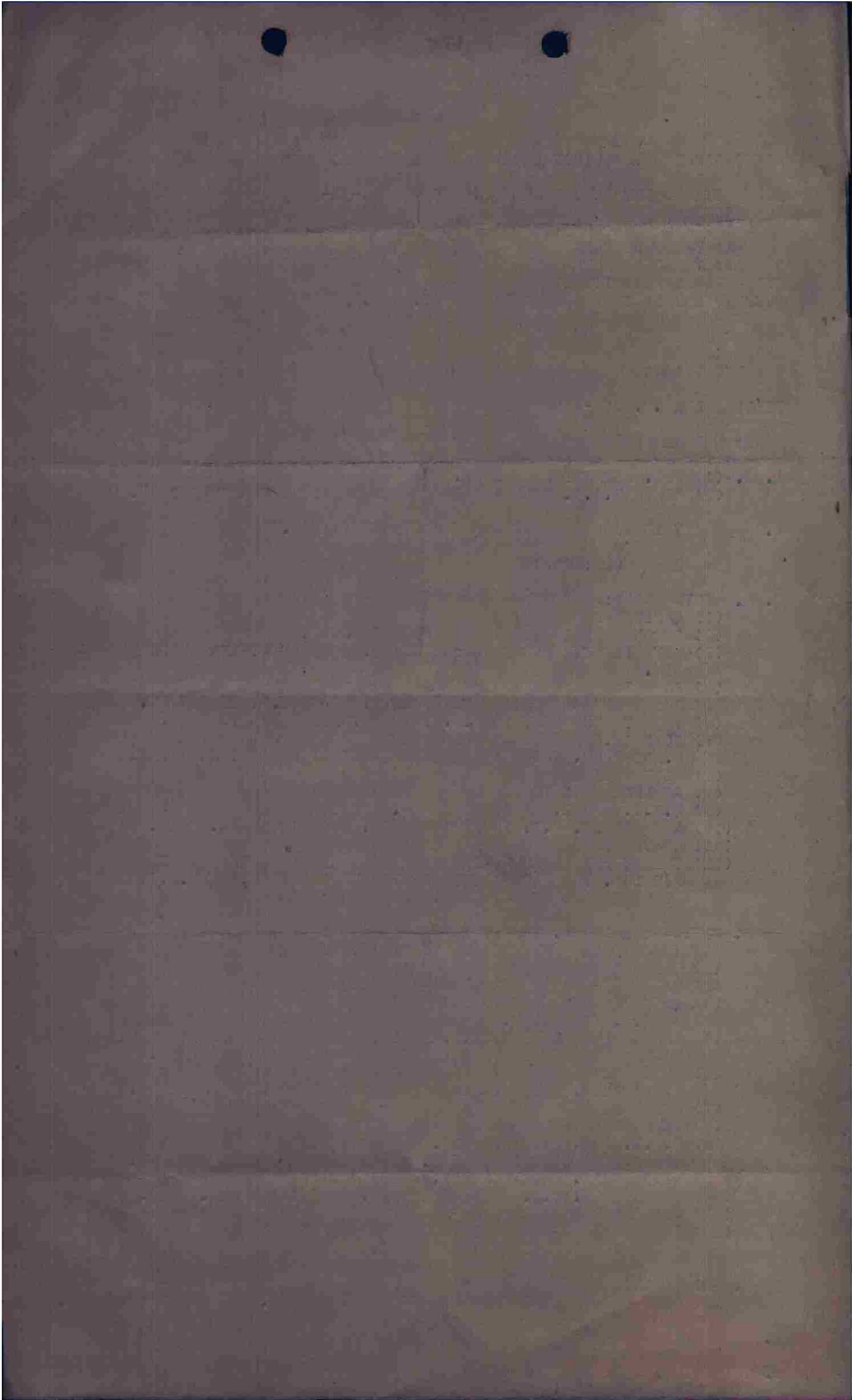
- X. (1) TO (4) NO CHANGE

- (5) 416TH GROUP WILL TAKE OFF AT LEAST 10 MIN. BEFORE 410TH GROUP.

4. NO CHANGE

5. COMMUNICATIONS:

- A. 410TH BOMB GROUP.



(3) BYPASS

B. 216TH BOMB GROUP.

(2) BREWER

(3) CABMAN

X. GENERAL INFORMATION

(10) VABT/VABT

COCBTWIG 97

BT 09/1430B

AR

AS

CC: UNDER COMMUNICATIONS PLS MAKE A. RADXXX READ A. 416TH BOMB GROUPL
SS/WCB

OICOG R...09/1458B MZ AR KK

~~PHAK~~ R...09/1458B WS AR

OIGOF R....09/1458B WC AR

OIGOF R...09/1458B WC AR

TKO

OIYAA R...09/1458B CW

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MISSION NO. 120

9 AUGUST 1944

LOADING LISTBOX I
FLIGHT I

- | | |
|--|--|
| <p>1. 439 J
MAJOR W.J. MEND
LT V.H. POWELL
S/SGT. F.R. STOBERT
S/SGT. F.P. GLYNN</p> | <p>4. 387 H
LT C.L. MCGLOHN
S/SGT. J.W. MORAN
S/SGT. P.B. DRISKILL</p> |
| <p>2. 689 I
LT R.B. SINGLETARY
SGT. H.G. WIGGINS
SGT. A.A. CIANCIOSI</p> | <p>5. 227 F
LT J.C. SEWELL
S/SGT. D.A. BAMPSON
SGT. J.A. HUMMER</p> |
| <p>3. 058 C
LT H.A. MONROE
LT R.L. KIRK
S/SGT. H.E. LEE
S/SGT. S. RISCO</p> | <p>6. 750 M
LT P.G. ATRINSON
S/SGT. J.D. GOSSETT
SGT. A.H. HINSON</p> |

FLIGHT II

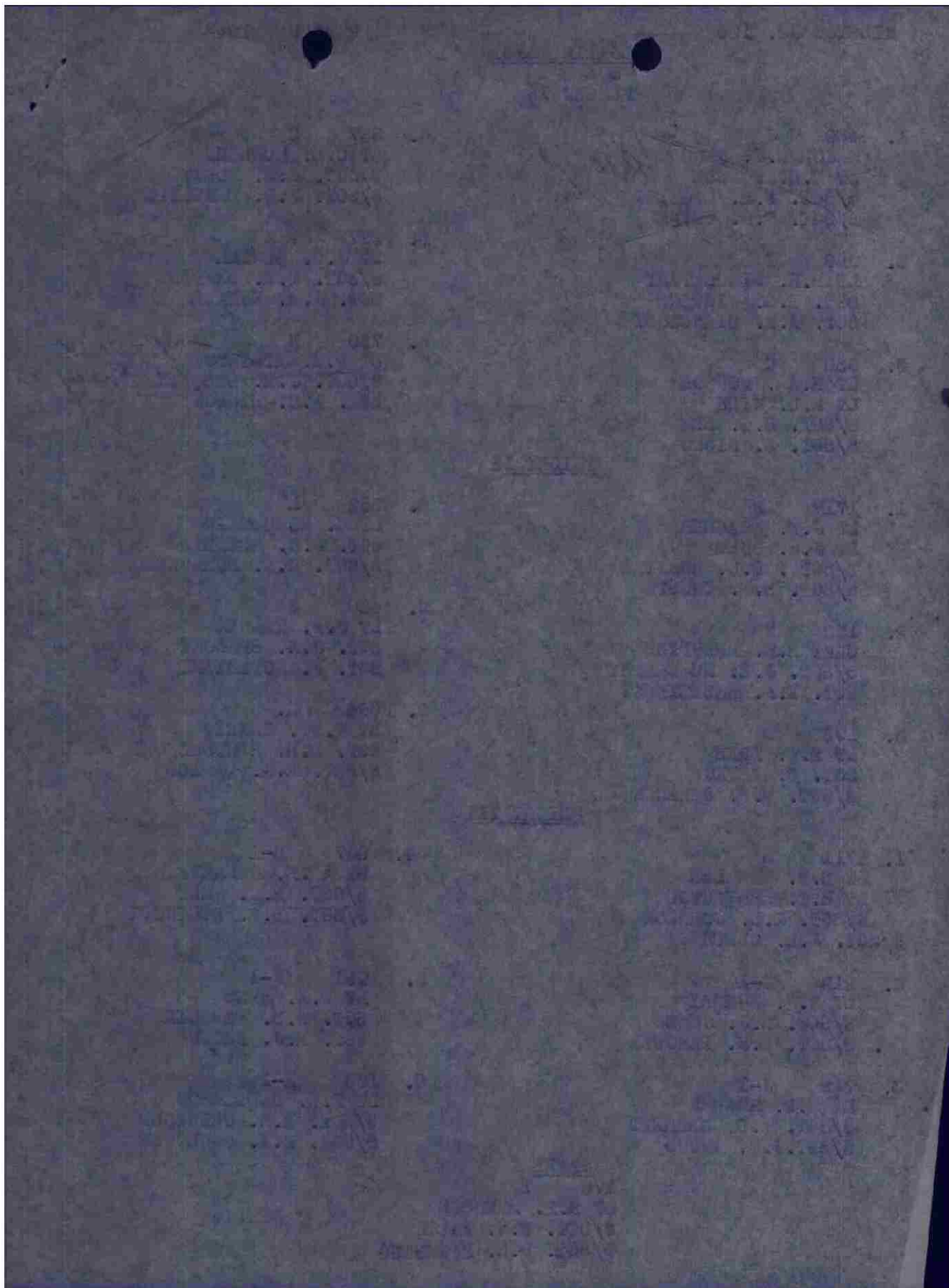
- | | |
|--|--|
| <p>1. 1717 P
LT J.F. MEACHER
LT J.J. BURG
T/SGT. L.G. ROBBINS
S/SGT. R.F. CHUSTZ</p> | <p>4. 362 L
LT G. EBENSTEIN
SGT. J.N. ROBERTS
S/SGT. K.E. HORNBECK</p> |
| <p>2. 150 N
CAPT R.B. PRENTISS
S/SGT. J.E. MC GREERY
SGT. E.P. BRZEZINSKI</p> | <p>5. 480 B
LT J.P. KENNY
SGT. J.K. SPADONI
SGT. F. NOTERIANI</p> |
| <p>3. 195 D
LT E.B. KREH
SGT. C. FETKO
S/SGT. D.R. SCHENCK</p> | <p>6. 894 R.
LT F.W. HARRIS
SGT. D.R. HANTSKE
S/SGT. E.A. DAMICO</p> |

FLIGHT III

- | | |
|--|---|
| <p>1. 1711 S
LT R.V. WHEELER
LT H.T. ARRINGTON
S/SGT. K.L. JOHNSON
S/SGT. J.L. CZECH</p> | <p>4. 937 B-1
LT A.R. DURANTE
S/SGT. H.T. BEST
S/SGT. I.R. DEGIUSTI</p> |
| <p>2. 219 D-1
LT T.J. MURRAY
S/SGT. R.J. JONES
S/SGT. D.H. DEBOWER</p> | <p>5. 951 P-1
LT W.H. AMES
SGT. H.S. FESSLER
SGT. R.J. BROWN</p> |
| <p>3. 719 J-1
LT A.E. HERMAN
S/SGT. A.D. GARRETT
S/SGT. J.O. YOUNG</p> | <p>6. 165 H-1
LT F.W. HENDERSON
S/SGT. R.M. GRISWOLD
S/SGT. P.E. COULOMBE</p> |

SPARE

176 T
LT R.P. SVENSON
S/SGT. P.G. FILD
S/SGT. G.H. PFENNING



MISSION NO. 120

LOADING LIST

9 AUGUST 1944

1. 452 Q
CAPT R.S. RUDISILL
LT RH JOOST
S/SGT. R.K. RILEY
S/SGT. A.J. BONAMO

BOX II
FLIGHT I

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

2. 380 N
LT D.B. GRUNIG
SGT. M.E. DIAS
S/SGT. L.B. KEMPER

5. 211 O
LT J.R. SPARLING
SGT. C.L. SHAW
SGT. L.L. LEAHIGH

3. 892 L
LT T.J. LEONARD
S/SGT. O.D. EVANS
T/SGT. J.F. GOGGIN

6. 224 E
LT P.P. BA RAUSKY
SGT. B.R. WILSON
SGT. M. HALL

FLIGHT II

1. 1724 A
CAPT MJ HUFF
LT J. KUPITS
SGT. R.A. CLARK
SGT. F.P. BASFORD

4. 1961 F
LT J.E. BLONGREN
SGT. M. BOOKACH
SGT. L.R. FLEMING

2. 159 G
LT J.S. CONNOR
S/SGT. J.E. VANDUYNE
S/SGT. H.E. RODGERS

5. 9961 E-1
LT J.F. SMITH
S/SGT. C. VAFIADIS
S/SGT. R.C. HOFFMAN

3. 376 O-1
LT W.F. GREENE
S/SGT. M.W. CHENEY
SGT. G.E. REITER

6. 787 H-1
LT W.F. TRIPP
S/SGT. J.O. SCOTT
S/SGT. D.F. MALLORY

FLIGHT III

1. 489 J
CAPT D.A. HULSE
LT R. CONTE
SGT. A.J. BURLAND
SGT. K. HEATH

4. 900 Q-1
LT R.L. BEHLMER
T/SGT. W.J. KELLY
S/SGT. W.G. FERGUSON

2. 181 A-1
LT W.H. LAND
S/SGT. S.F. ALDEN
S/SGT. R.L. BALLINGER

5. 368 K
LT J.F. ALLEN
SGT. L.R. GETGEN
SGT. C.W. VEAZEY

3. 840 V
LT D.W. ELLIOTT
SGT. J.J. MCGUIRE
SGT. J. MANI

6. 202 B
LT R.B. ROBERTSON
PVT H.W. PERKINS
S/SGT. ~~R.R. LOWE~~

SP ARE

956 Z

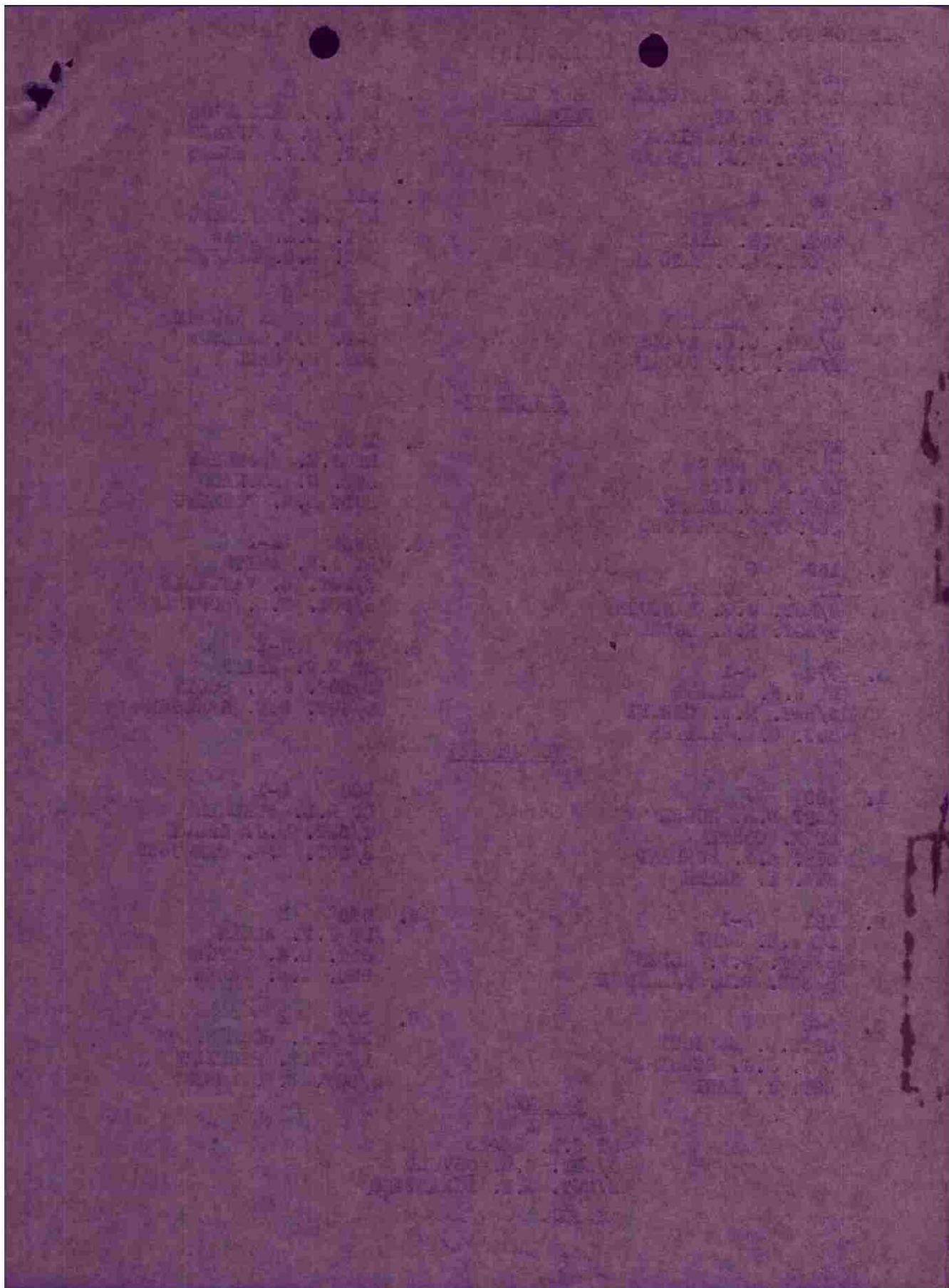
LT C.L. ESTES

S/SGT. G.R. ORVOLD

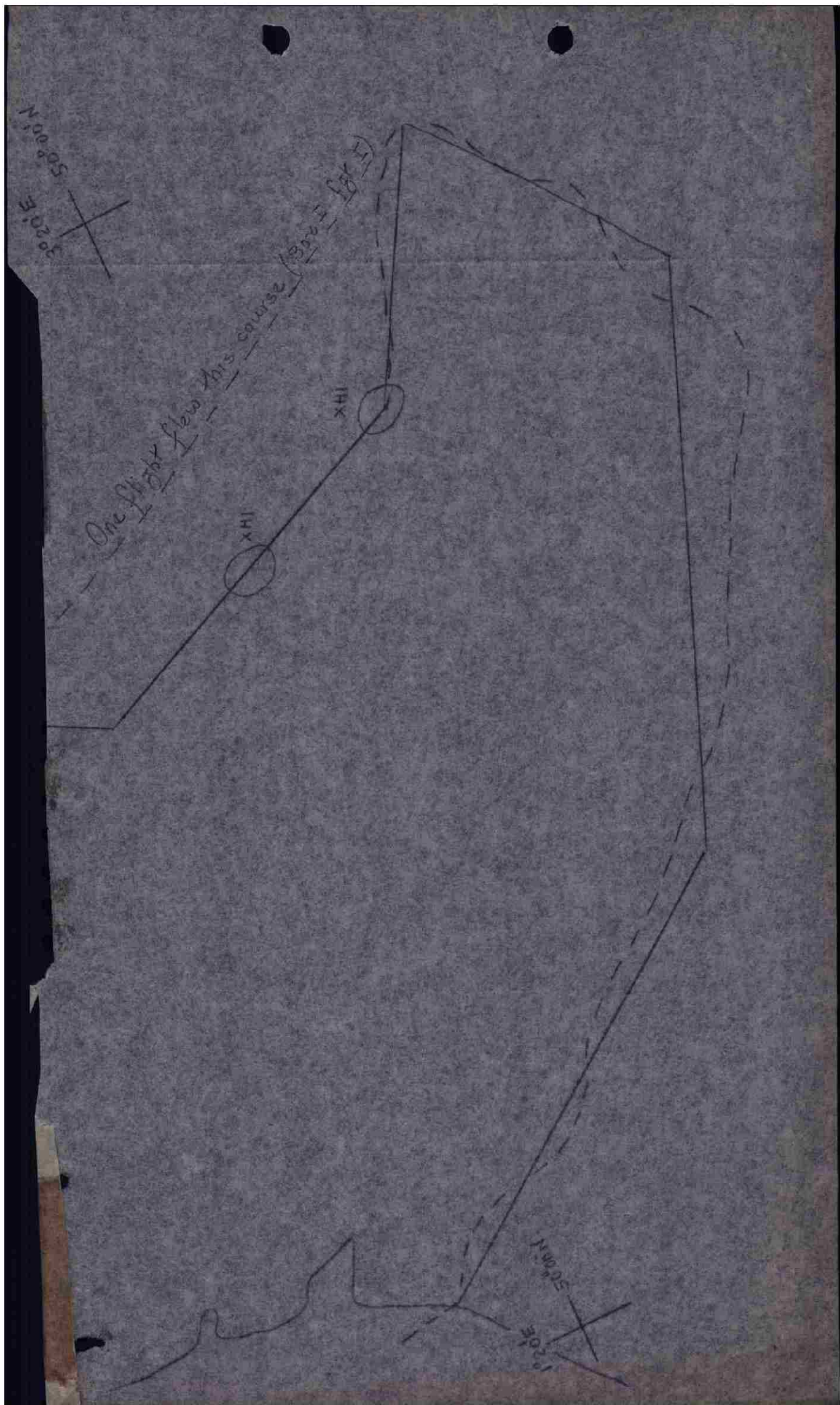
S/SGT. A.E. DIMARTINO

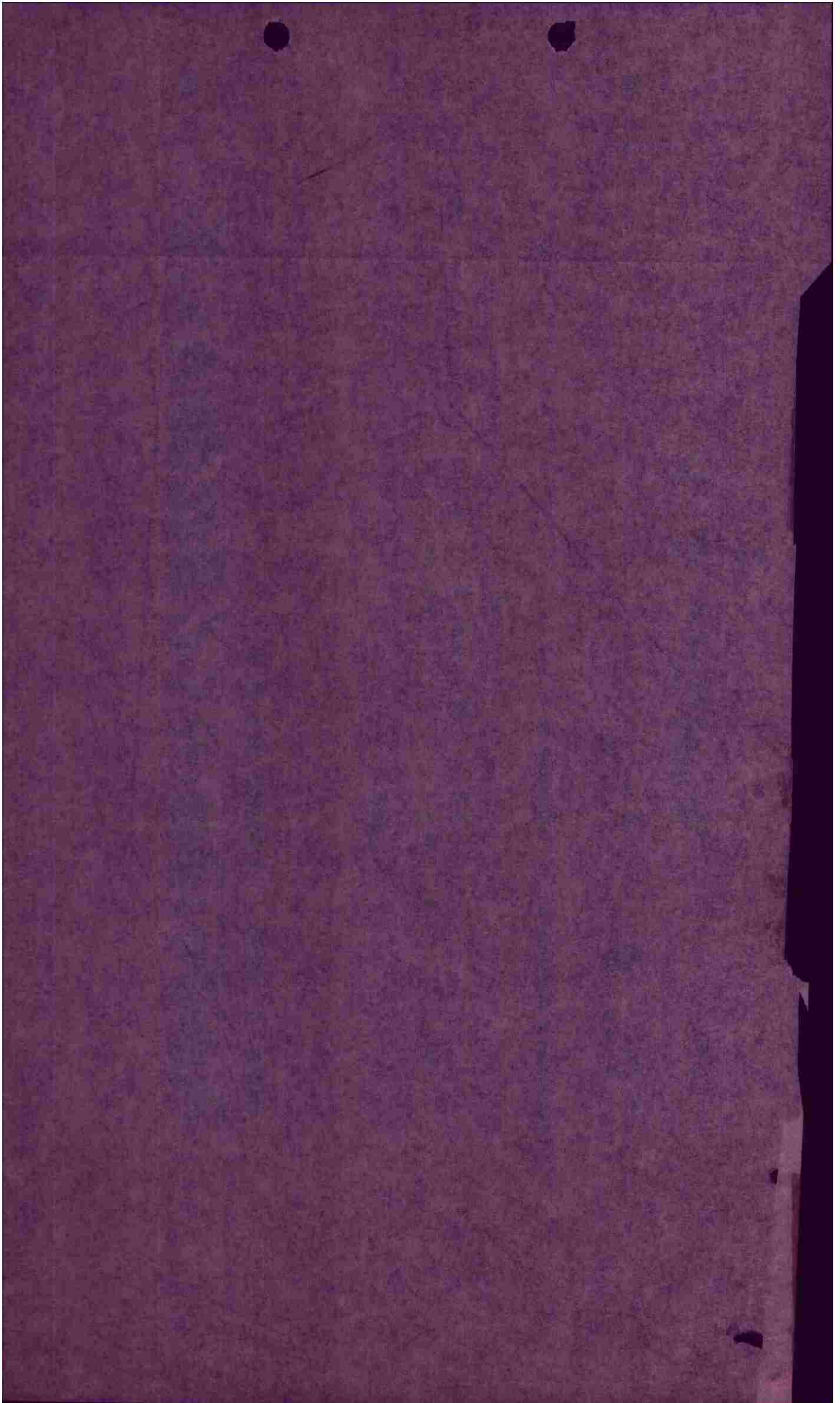
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to Brief.*

S/SGT. G.I. FLESHMAN









USAAF FORM 34A

SECRET

SECRET

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

AUTH: CO STA 170
DATE: 10 August 1944
INIT:

TO:

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

Ref: Oprep A No. 131 a for 24 hrs. ending midnight 9 August 1944.
Mission or Operation No. 129, 97th CG TO 169-473

A. Short Narrative of Operation:

Target Chungy N/A Bridge
Place of take-off AIF Station 170, 1 a/c landed at Bradwell Bay.
Place of landing AIF Station 170
Take-off time 1740 Landing time 0100
Time over target 1925 - 1950 Bombing Altitude 11,000 - 12,000 ft.
Nature of mission Bombing Other None
Weather Mod overcast approximately 10000 ft in target area with no low clouds.
Results 100, 100, 100, etc, poor, fair. /vis. 10 miles.
Enemy opposition Weak inaccurate AAA at Groulaine. Weak heavy inaccurate to moderate heavy inaccurate flak at H 4647 and H 9648.

B. Type & model of aircraft:

1. Dispatched 29 A-200
7 A-200
2. Attacking target (indicate target) or completing mission.

<u>14 A-200</u>	<u>Casual</u>
<u>3 A-200</u>	<u>Casual</u>
<u>15 A-200</u>	<u>Chungy N/A Bridge</u>
<u>7 A-200</u>	<u>Chungy N/A Bridge</u>
3. Abortive due to:
 - (1) Weather: None
 - (2) Personnel: None
 - (3) Mechanical: 1 A-200 returned early - engine trouble - defective spark plugs. (no sortie)
 - (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) None
8. Sorties 29 A-200
7 A-200

SECRET

(over)

SECRET

GEORGE SCHENKIN,
Captain, Air Corps,
Adjutant.

For the Commanding Officer:

Destroyed
 Prop. Des.
 Damaged

H. Enemy aircraft by type or description (include altitude):

Type of	Pilot	Co-pilot	Nav	Bomb	R. Gun	L. Gun	T. Gun
Shot down	0	0	0	0	0	0	0
Wounded	0	0	0	0	0	0	0
Shot down	0	0	0	0	0	0	0
Wounded	0	0	0	0	0	0	0
Missing in	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0
Killed in	0	0	0	0	0	0	0
Casualty	0	0	0	0	0	0	0

G. Own Personnel Casualties:

a. Total Returned
 b. Total carried into air
 c. Bombs, flares, etc. used
 d. Total carried into air
 e. Expended on operations
 f. Total carried into air
 g. Lost on wrecked or missing a/c
 h. Expended on operations
 i. Total carried into air
 j. Night (Sunset to sunrise)
 k. Day (Sunrise to sunset)

SECRET

USAF FORM 97a (04-47)

120

SECRET

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 178

BOX 2 Flight 1 GROUP A16 DATE 9 August 1944 TARGET ATTACKED Hammer B/R Bridge.

1. Method of Sighting: Pre-set with corrections.
2. Bombing approach: 035°
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:
Pre-set with corrections. Picked up wrong A.P. and bombed bridge short of target.

5. Name of lead Bombardier: Lt. J. Burg
6. Name of lead Pilot: Lt. J.V. Sawyer
7. Intervalometer setting: None
8. Indicated Air Speed: 200 Ground Speed: 235 Altitude: 12,000
9. Length of bomb run: 30 Sec: _____
10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/100 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 X. If "YES" state conditions and effect.
 - (b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES _____ NO _____. If answer is "YES", state circumstances and effect on bombing:
Picked up wrong target.
 - (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:
Bombed wrong target.

(g) Bombing results as reported by crews:
 Aimed at right Target: YES _____ NO X
 Results claimed: EXCEL _____ GOOD _____ FAIR _____ POOR _____ GROSS _____

* - 4 A/C bomb load 4 x 500 lb. G.P.

SECRET

Formation consisted of 2 boxes 18 ships each box bombing in flights of 6. Time of take-off was 1720. Time over target 1920-1930. Target - Cheney I/B Bridge. Three flights in box I attacked a causal target dropping a total of 108 bombs. Three flights in box II attacked primary target dropping a total of 90 bombs with the following results: Flight 1, excellent, Flight 2, poor, Flight 3, fair. High overcast approximately 14000 feet in the target area with no low clouds, visibility 10 miles. No enemy a/c encountered. Bombs landed at 2100.

Description of route from I.P. to target.

1. Visibility - 10 miles.
2. No low clouds.
3. 2 boxes, 18 ships each bombing in flights of 6.
4. MID from I.P.
5. Failed to identify target. Bombed wrong target.
6. None.
7. PDB, HDB, HDB, excellent, poor, fair.
8. None.

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 478BOX 1, Flight 2 GROUP 415 DATE 3 August 1944 TARGET ATTACKED Choway R/R Bridge

1. Method of Sighting: Pre-set with corrections.
2. Bombing approach: 45°
3. Was mercury erection system used? YES ___ NO X
4. Did entire ~~flight~~ (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 wrong alternate target. P.N.B. Bombed H/T near alternate target.

5. Name of lead Bombardier: Lt. R.L. Kirk
6. Name of lead Pilot: Lt. R.A. Monroe
7. Intervalometer setting: None
8. Indicated Air Speed: 200 Ground Speed: 280 Altitude: 11,500
9. Length of bomb run: 40 Sec:
10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/100 T
11. Total Bombs Dropped: 26

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

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

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

Could not locate target.

(c) Did Flak affect bombing? YES ___ NO X. If answer is "YES", state to what extent did "lak 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:
Picked up wrong target.

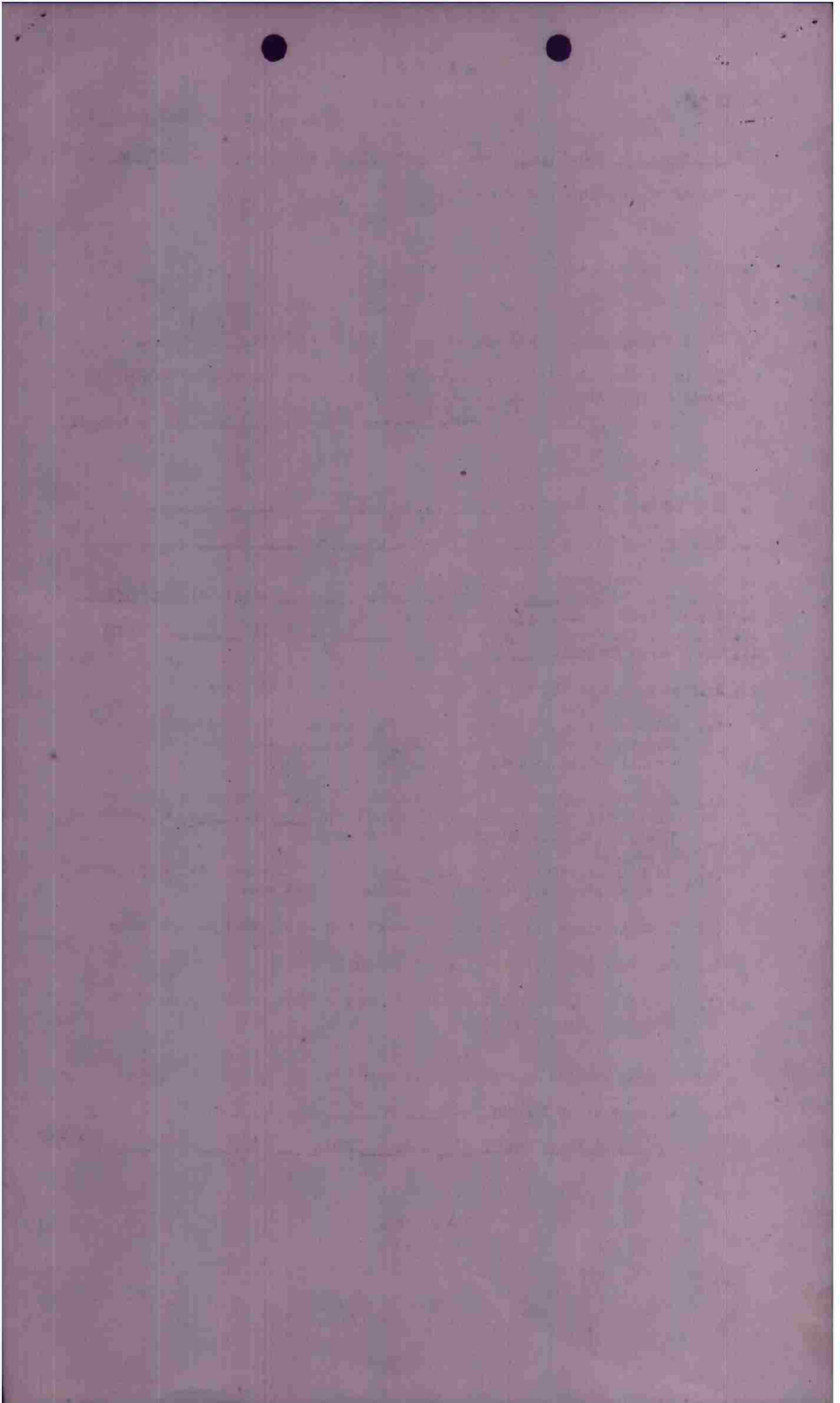
(g) Bombing results as reported by crews:

Aimed at right Target: YES ___ NO X

Results claimed: EXCEL ___ GOOD ___ FAIR ___ POOR ___ GROSS ___ P.N.B.

* - 6 aircraft bomb load 6 x 500 lb. G.

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 478

BOX 1, Flight 3 GROUP 418 DATE 8 August 1944 TARGET ATTACKED Shannon R/R Bridge

1. Method of Sighting: Pre-set with corrections.

2. Bombing approach: 30°

3. Was mercury erection system used? YES ___ NO X

4. 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. Picked up wrong target and bombed it.

5. Name of lead Bombardier: Lt. R.T. Arrington

6. Name of lead Pilot: Lt. R.V. Wheeler

7. Intervalometer setting: None

8. Indicated Air Speed: 300 Ground Speed: 280 Altitude: 11,700

9. Length of bomb run: 20 Sec:

10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/100 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 X. If "YES" state conditions and effect.

(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES X NO ___ If answer is "YES" state circumstances and effect on bombing:
Could not locate target

(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:
Picked up wrong target.

(g) Bombing results as reported by crews:

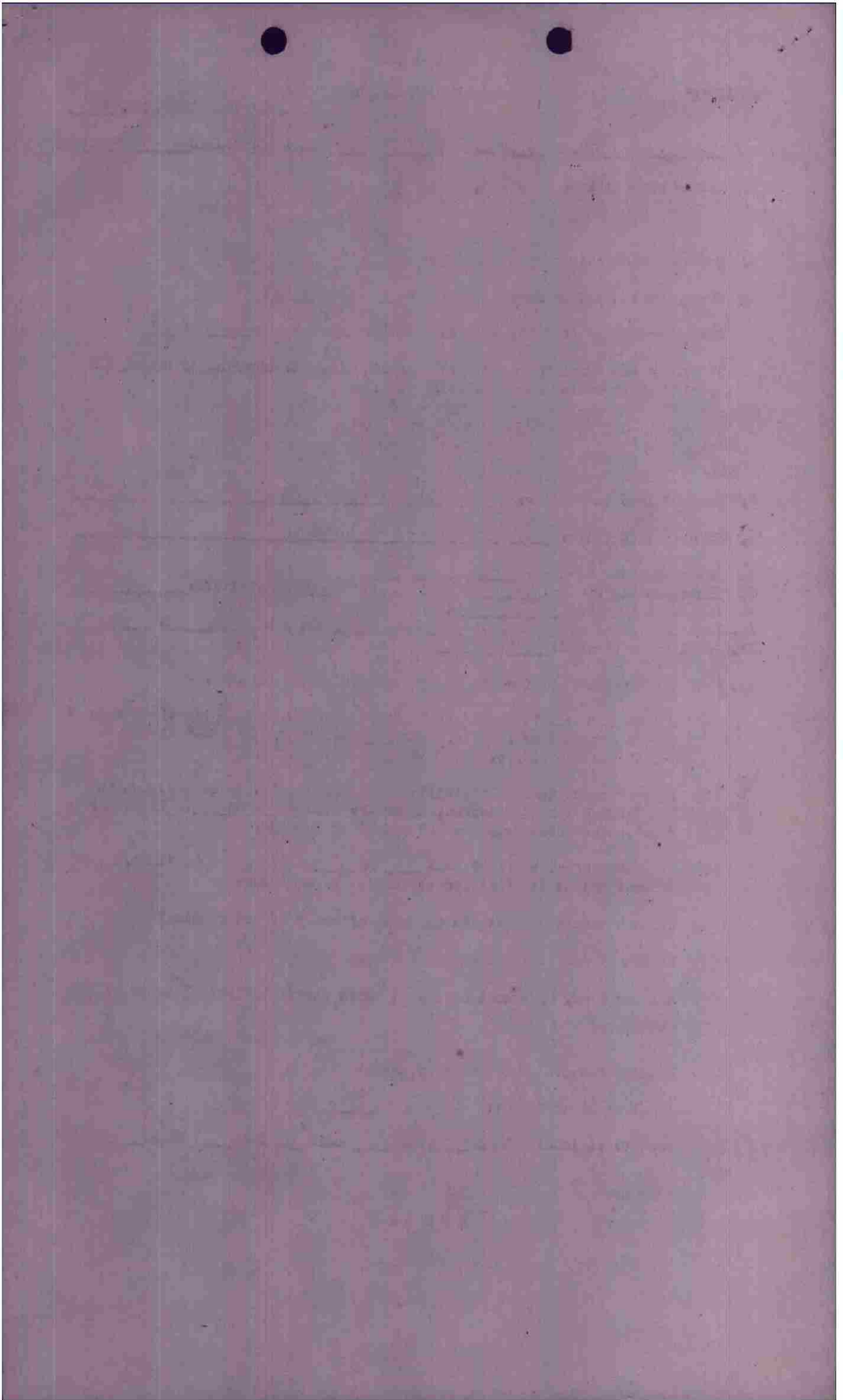
Aimed at right Target: YES ___ NO X

Results claimed: EXCEL ___ GOOD ___ FAIR ___ POOR ___ GROSS ___

F.S.B.

* - 8 aircraft bomb load 6 x 500 lb GP.

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 400BCX 3, Flight 1 GROUP 410 DATE 2 August 1944 TARGET ATTACKED Shantung R/R Bridge1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 30°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. E. Joost6. Name of lead Pilot: Capt. R.S. Radtall7. Intervalometer setting: None8. Indicated Air Speed: 300 Ground Speed: 250 Altitude: 11,5009. Length of bomb run: 30 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/100 T11. Total Bombs Dropped: 34

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

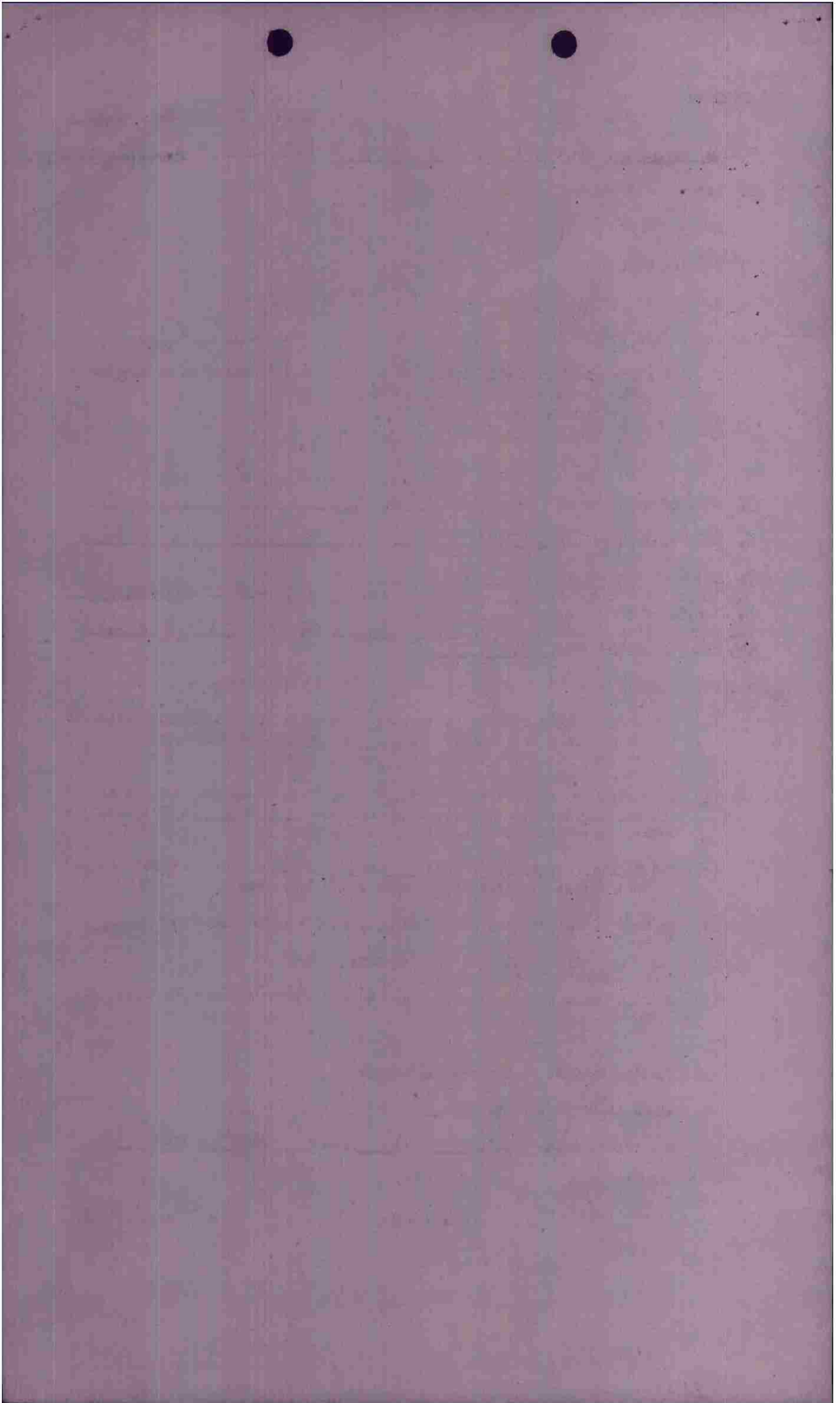
(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES NO . If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES NO . If answer is "YES", state circumstances and effect on bombing:(c) Did Flak affect bombing? YES NO . If answer is "YES", state to what extent 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

* - 3 aircraft bomb load 3 x 500 lb GP.

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. BCX GROUP DATE TARGET ATTACKED 1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 50°3. Was mercury erection system used? YES NO X4. 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. J. Napier.6. Name of lead Pilot: Captain H.J. Huff7. Intervalometer setting: None8. Indicated Air Speed: 600 Ground Speed: 552 Altitude: 11,7009. Length of bomb run: 60 Sec:10. Bomb Load and Fusing per A/C: A x 500 lb. FUSED 1/10 N 1/100 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 NO X. If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES NO X. If answer is "YES", state circumstances and effect on bombing:(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:

P.D.I. was not working properly.

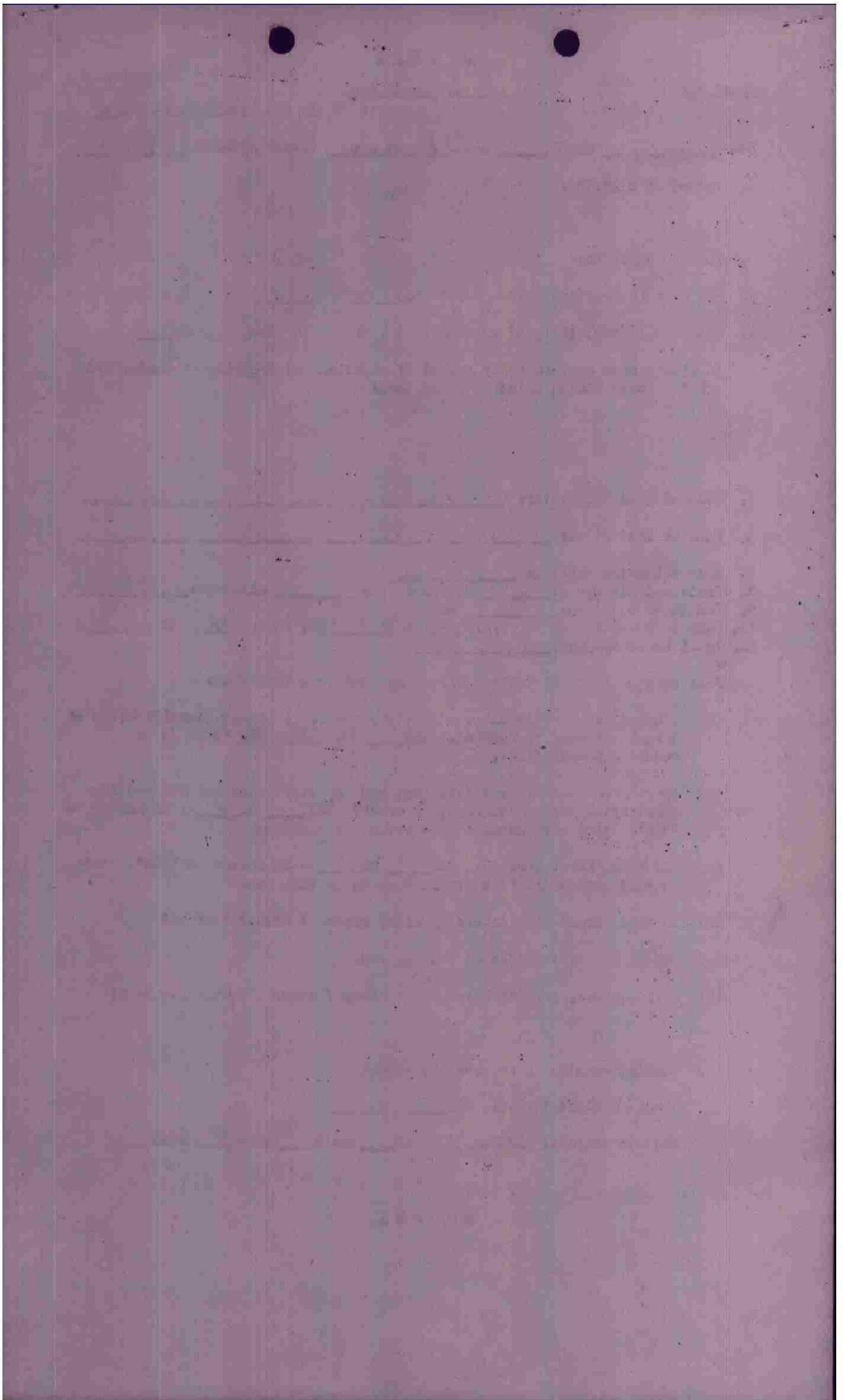
(f) Malfunctions, personnel errors or other factors affecting bombing:

P.D.I. malfunction.

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO Results claimed: EXCEL GOOD FAIR POOR X 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. 178BOX II Flight 3 GROUP 116 DATE 9 August 1944 TARGET ATTACKED Quincy I/R Bridge1. 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. Used briefed A.P.

5. Name of lead Bombardier: Lt. P. Confo6. Name of lead Pilot: Captain G.A. Hulce7. Intervalometer setting: None.8. Indicated Air Speed: 200 Ground Speed: 250 Altitude: 11,3009. Length of bomb run: 60 Sec: _____10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/100 T11. 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 X. If "YES" state conditions and effect.

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

(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.

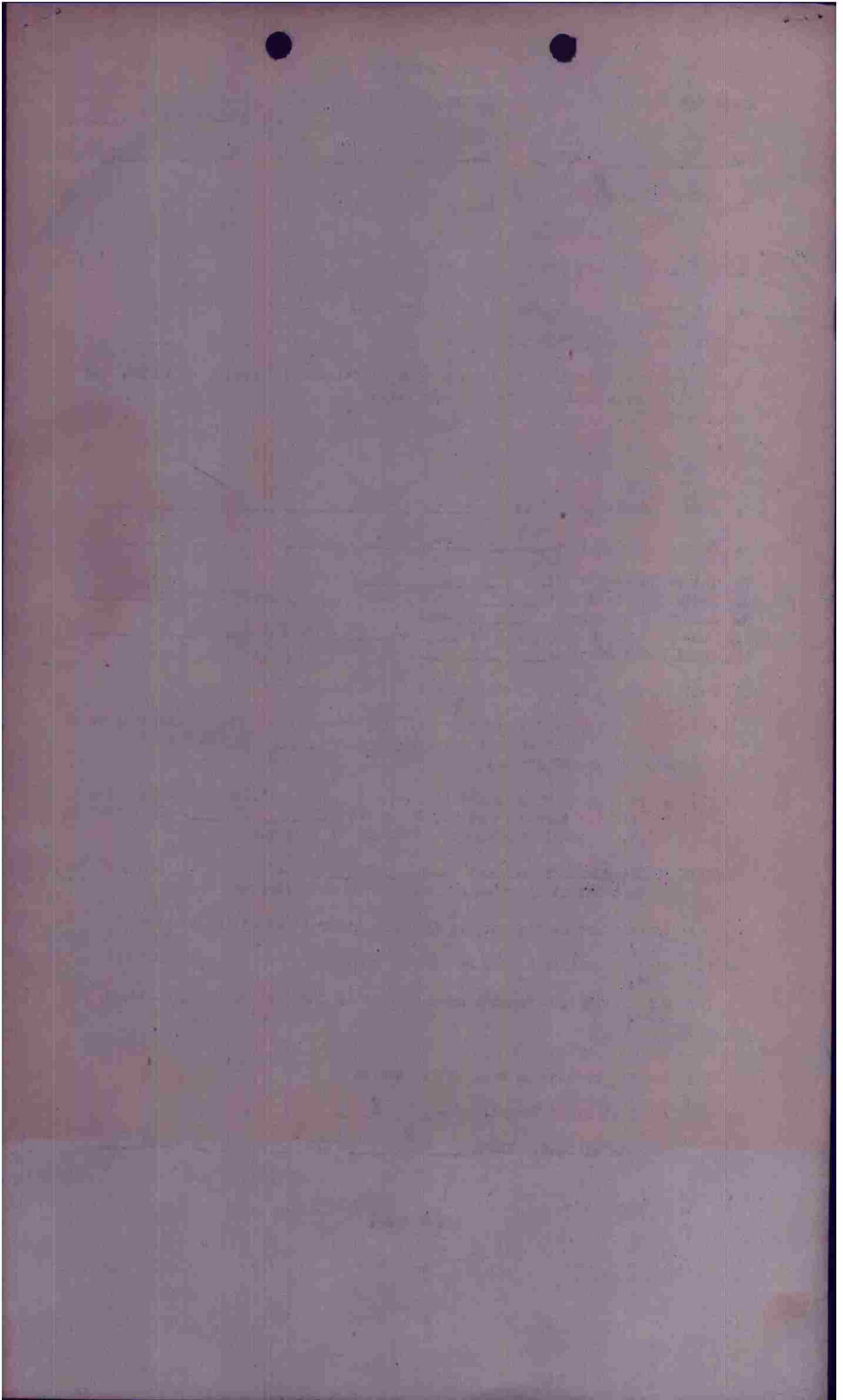
(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____

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

* - 3 1/3 bomb load 6 x 500 lb. G.P.

S E C R E T



Mission 120 9-8-44

TARGET INFORMATION: To be read and initialed by all Flight Leaders and Bomb-Nav.

The target is an 85 ft. bridge across the Canal De St. Quentin on the south edge of the city CHAUNY. About 300 yards North of the bridge is located the M/Y of the city. A single track RR leads from these M/Y across the bridge. Canal De St Quentin is straight, running parallel to the main RR line in a SW-NE direction.

Three German infantry divisions are moving down from the North on this railroad line.

The river OISE follows a winding route in a SW-NE direction to the right of the canal.

Secondary targets are two bridges, one located on the SW edge of the city DOR and the other is SE of the city of DACURS.

DOR is located about 12 miles SW of LILLE on a large canal which passes south of the target. Two RR form a junction going into the M/Y just north of the bridge over the canal.

The bridges SE and W of DACURS are about 2 miles apart on a double track RR. Both bridges span the river SOULE.

J. F. McLaughlin 1st Lt.
R. H. Wood 1 Lt.
W. R. Powell
H. L. Burg

DA Walker Capt
R. S. Radville Capt
St. V. Wheeler 1st Lt. AC.
Meredith J. Huff Capt
W. H. May Maj
K. H. Rottle 1st Lt

CONFIDENTIAL

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

APO 140
9 August 1944

SUBJECT: Interrogation Report

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

BASE AT TAKEOFF: 6-7/10 cumulus at 3000 feet. Visibility
12 miles.

ROUTE OUT: 6-7/10 cumulus over England with bases 3-4000
and tops 5-5000 and occasionally to 9000.
Cumulus decreased to nil over the channel.
4-5/10 altocumulus and altostratus over
England at 14000 feet, becoming 6-8/10 over
channel and France but breaking in target
area. Visibility 10 miles plus entire route.

TARGET: 2-3/10 altocumulus estimated 14000 feet.
Visibility 10 miles plus. No low clouds.

ROUTE BACK: 8-10/10 altocumulus at 14000 feet over
northern France breaking to 6/10 over the
channel and 4-5/10 over England. Cumulus
over England decreased to nil.

BASE ON RETURN: Visibility 7 miles. 5/10 altocumulus
at 14000 feet. 10/10 cirrus estimated
30000 feet.

TIME OVER TARGET: 1936

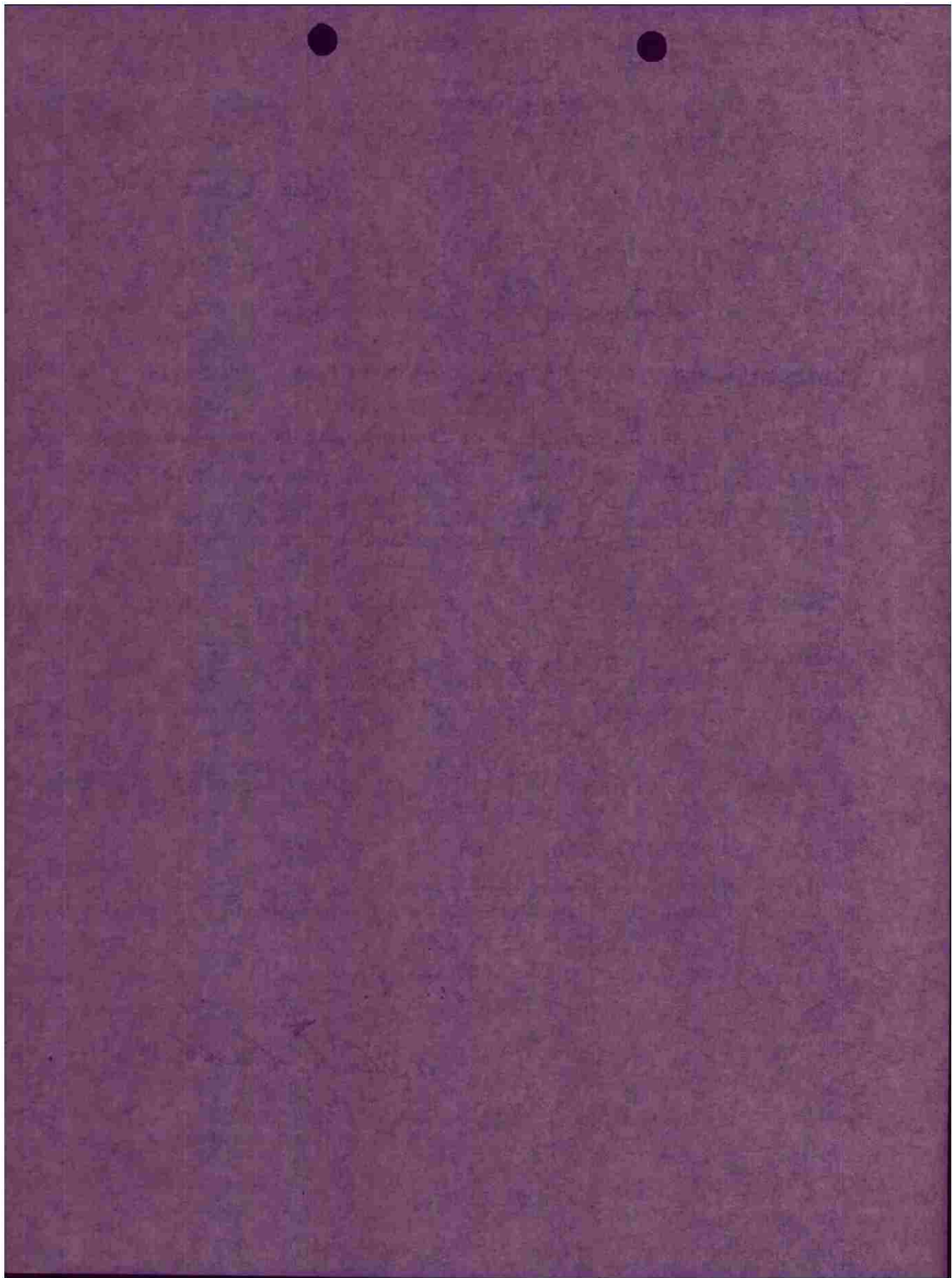
WINDS: Winds over target were reported as being off
by two bombardiers and as being very good by
two bombardiers.

Weather did not affect bombing.

Walter D. Castle

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

CONFIDENTIAL



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

S-2

FROM: COBOMGR 416

TO : GOCBTWIG 97 ATT: SIG O

A - YS - 120

B - 9 AUGUST 1944

C - 36 A/C

D - 670 - J - VHF OUT, BLOWN FUSE REPLACED AND CHECKED OKAY.

670 - O - VHF CUTTING OUT, RETUNED AND CHECKED OKAY.

670 - F - INTERPHONE OUT (TUNNEL), REPAIRED JACKBOX AND CHECKED OKAY.

668 - D - TURRET MIKE OUT, REPLACED.

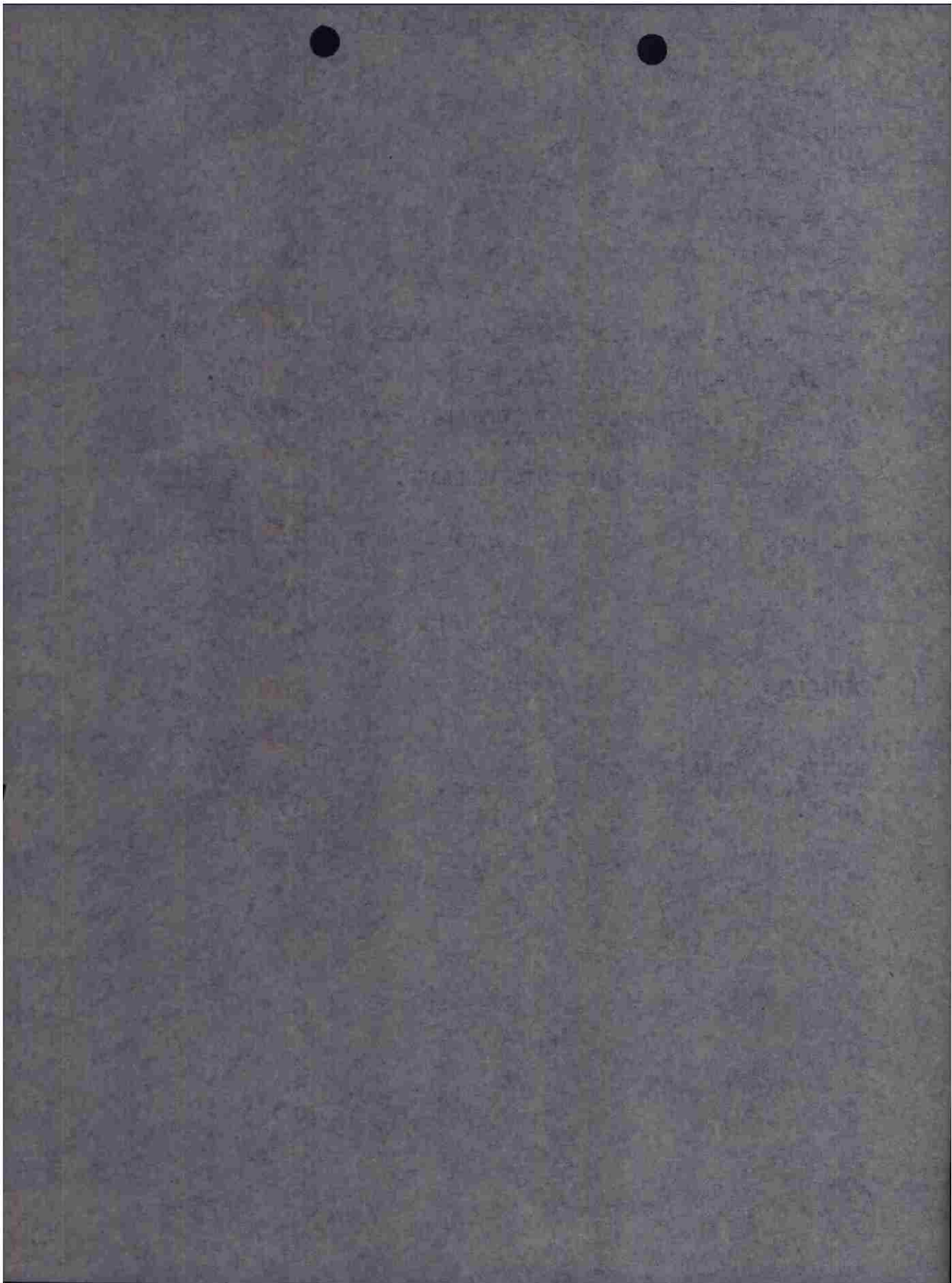
E - EIGHT QDM'S FROM BOATDECK. LOCAL BUNCHER BEACON USED.

AYLESWORTH COBOMGR 416

OFFICIAL:

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





17:20

PILOT NAVIGATOR FLAME MISSION DATE		START ENG TAKE OFF RKE-OUT ON COURSE RENDEZVOUS		COAST OUT COAST IN I. F. TARGET COAST OUT		COAST IN Base REND. ALT. LAND FALL ALT. TARGET ALT.		ATTITUDE HEADING AIR SPEED TIME		RESULTS TO RUN DIST. TIME ETA		REMARKS			
FROM	POSITION	M. H.	ETA	AT.	TC	DR	TH	V.R	MH	GS	TO RUN	DIST.	TIME	ETA	REMARKS
Base	Dunsmess 50°10'N 01°23'E	178°	18:46	18:46	165	+3	162	+10	178	246	18 1/2	76	18 1/2		320°/25
Dunsmess	50°10'N 01°23'E	172°	19:00	19:00	160	+2	162	+10	172	263	12 1/2	54	12 1/2		320°/22
Avit	49°40'N 01°05'E	155°	19:01	19:01	143	+3	146	+9	155	260	1 1/2	5 1/2	1 1/2		
Sandvillers	49°05'N 02°26'E	123°	19:10	19:10	145	+3	149	+9	157	260	37	37	8 1/2		
Target	Target	060°	19:20	19:20	113	+1	114	+9	123	264	44	44	10		
49°48'N 02°48'E	Target	311°	19:25	19:30	165	-4	165	+9	160	255	22	22	5		
50°12'N 02°32'E	Target	343°	19:31	19:36	303	-1	302	+9	311	222	23	23	6 1/2		
50°32'N 02°50'E	Target	333°	19:34	19:41	338	-4	334	+9	343	229	30	30	8		
50°49'N 02°59'E	Target	004°	19:46	19:54	029	-5	024	+9	033	246	27	27	6 1/2		
50°59'N 02°09'E	Target	302°	19:51	19:56	360	-5	355	+9	004	236	19	19	5		
50°09'E	Target	302°	20:00	20:07	293	0	293	+9	302	222	33	33	9		
50°09'E	Target	323°	20:11	20:16	313	0	313	+10	323	229	40 1/2	40 1/2	11		
50°09'E	Target	328°	20:26	20:31	317	+1	318	+10	328	223	58	58	15 1/2		DIVERSION AHEAD
2000 FT.	310 10	310° ± 0													
4000															
5000	310 15	290 13													
8000															
10000	300 25	310 18	+1												
12000	330 35	300 20	-4												
CHALLENGE REPLY COLORS VHF CHANNEL BOMBER C/S FIGHTER C/S BOMBER TO BOMBER FRUG.															
LANNED REND. ALT. LAND FALL ALT. TARGET ALT.															
TARGET COAST OUT COAST IN BASE COAST OUT COAST IN I.P.															
FLIGHT RECORD															

Mean + 8

5.	APPROX. TIME OF FALL	
4.	PLACEMENT OF DROPPING ANGLE	
3.	DRIFT ON BRIMED HEADING	
2.	TRAIL	
1.	DISC SPEED	

SIGHT DATA:

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

BOMBING DATA:

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

TARGET DATA: PRIMARY SECONDARY

WINDS ABOVE TARGET: _____ WITH FROM _____ DEGREES.
 TEMPERATURES AT TARGET: _____ GROUND _____ ALTITUDE _____ NEAR

MEMO DATA:

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

BOMBARDIER'S MISSION DATA

PILOT		NAVIGATOR		PLANE		MISSION		DATE		POSITION		RESULTS		REMARKS																																					
START ENG	TAXI OUT	TAKE-OFF	ON COURSE	RENDEZVOUS	M. H.	ETA	AT.	TC	DR	TH	V.R	MH	GS	TO DIST.	ETA																																				
1730	1740	1748	1753	1800	178	1845	1847	165	+3	168	178	178	246	76	1846																																				
					172	1859		160	+2	162	172	172	263	54	1900																																				
					156		1902	143	+3	146	156	156	260	52	1901																																				
					157	1910	1912	145	+3	148	157	157	260	37	1910																																				
					123	1922	1926	113	+1	114	123	123	264	44	1920																																				
					065	1928	1930	050	-4	056	065	065	255	22	1925																																				
					311	1936	1938	303	-1	302	311	311	222	22	1935																																				
					345	1946	1948	338	-4	334	345	345	229	30	1939																																				
					033	1952	1953	329	-5	324	033	033	246	27	1946																																				
					004	1957	1958	360	-5	355	004	004	286	19	1951																																				
					302	2000	2002	293	0	293	302	302	222	33	2000																																				
					323	2016	2018	313	0	313	323	323	229	40	2011																																				
					328	2032	2032	317	+1	318	328	328	225	58	2036																																				
															DIVERSION AIRDROMES																																				
<table border="1"> <tr> <td>2000 FT. 310/10</td> <td>290/10</td> <td>+21</td> <td>2000 FT. 310/10</td> <td>290/10</td> <td>+21</td> </tr> <tr> <td>4000</td> <td>300/10</td> <td>+14</td> <td>4000</td> <td>300/10</td> <td>+14</td> </tr> <tr> <td>6000</td> <td>300/10</td> <td>+14</td> <td>6000</td> <td>300/10</td> <td>+14</td> </tr> <tr> <td>8000</td> <td>300/10</td> <td>+14</td> <td>8000</td> <td>300/10</td> <td>+14</td> </tr> <tr> <td>10000</td> <td>320/25</td> <td>+1</td> <td>10000</td> <td>320/25</td> <td>+1</td> </tr> <tr> <td>12000</td> <td>330/35</td> <td>-4</td> <td>12000</td> <td>330/35</td> <td>-4</td> </tr> </table>																2000 FT. 310/10	290/10	+21	2000 FT. 310/10	290/10	+21	4000	300/10	+14	4000	300/10	+14	6000	300/10	+14	6000	300/10	+14	8000	300/10	+14	8000	300/10	+14	10000	320/25	+1	10000	320/25	+1	12000	330/35	-4	12000	330/35	-4
2000 FT. 310/10	290/10	+21	2000 FT. 310/10	290/10	+21																																														
4000	300/10	+14	4000	300/10	+14																																														
6000	300/10	+14	6000	300/10	+14																																														
8000	300/10	+14	8000	300/10	+14																																														
10000	320/25	+1	10000	320/25	+1																																														
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CHALLENGE	REPLY	COLORS	VHF CHANNEL	BOMBER C/S	FIGHTER C/S	BOMBER TO BOMBER FREQ.																																													
<table border="1"> <tr> <td>LANDING</td> <td>REND. ALT.</td> <td>LAND FUEL ALT.</td> <td>TARGET ALT.</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> </table>																LANDING	REND. ALT.	LAND FUEL ALT.	TARGET ALT.																																
LANDING	REND. ALT.	LAND FUEL ALT.	TARGET ALT.																																																
<p>FLIGHT RECORD</p> <p>May 20 1948</p> <p>M.T. + 8</p> <p>PAT</p>																																																			

5700 1300

M/1 Low level up

5.	ACTUAL TIME OF FALL	
4.	PLUNGE OF DROPPING ANGLE	
3.	DRIFT ON RIMMED HEADING	
2.	TRELL	
1.	DISC SPEED	

SIGHT DATA:

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

BOMBING DATA:

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

TARGET DATA:

PRIMARY SECONDARY

WINDS ALOFT AT TARGET: _____ WITH FROM _____ DIRECTION.

TEMPERATURES AT TARGET: _____ GROUND _____ LOW _____ MEAN

METRO DATA:

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

BOMBARDIER'S MISSION DATA

Box #	Cntrl	Date	F/O	Target	Alt.	Box Leader	T/O	15 min.
I		9/8/44				MENG 439-D		
A/C	Fall to Bomb	ATT	Bomb	I/Sp	A/O	Dam.	E/A	Purs.
Pos No.	Reason	F S O	F S J F R	F R	M D A	A C B E D	F D K V M	
1 439		-	-	4				
2 689		4	4					
3 058	<i>Sanded away from base</i>	6	6					
4 387		6	6					
5 227		-	-	4				
6 750		6	6					
1 1717		6	6					
2 150		6	6					
3 176		6	6					
4 362		6	6					
5 480		6	6					
6 894		6	6					
1 1711		6	6					
2 219		6	6					
3 719		4	4					
4 937		6	6					
5 951		6	6					
6 165		4	4					
195		6	6					

MENG
439

MONROE SINGLEARY
058
689

MCELLOHN
387

ATKINSON SEWELL
750
227

(3)

WHEELER
1711

(2)

MEAGHER
1717

KEHR
176

HERMAN
719

MURRAY
219

PRENTISS
150

DURANTE
937

EBENSTEIN
362

HENDERSON
165

AMES
951

HARRIS
894

KENNY
480

SPARE
SVENSON
195

17.40 - 2
21.02 - DC N

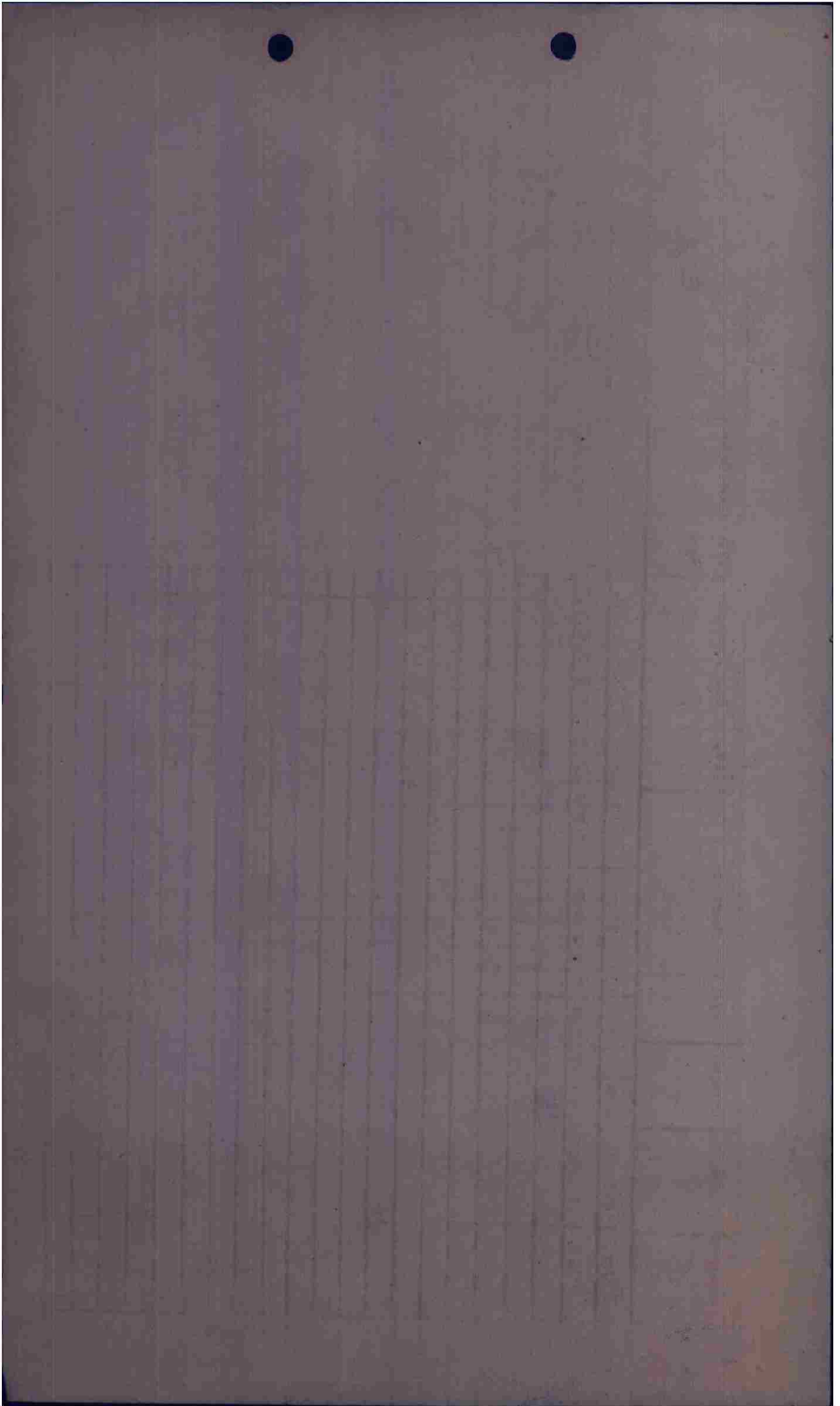
188 Dropped & returned 34 planes attached

Box #	OpsFL	Date	F/O	Target	Alt.	Box Leader	T/O	15 min.
A/C	Fail to Bomb	ATT	BOMB	IISP	A/C Dam	E/A	TOT	
Pos. No.	Reason	T S O	T S J T R	M D A A C B E D	F D K V M	L/D		
1	452-Q	4	4					452-Q Radwell
2	892-L	6	6					892-L Lenard Gunning
3	880-N	6	6					674-R McKenney
4	674-R	6	6					244-E Branby Sparling
5	224-E	6	6					
6	211-O	6	6					
1	124-A	6	6					
2	378-D	4	4					
3	157-G	6	6					
4	1961-P	6	6					
5	727-N-1	6	6					
6	976-E-1	6	6					
1	467-J-1	6	6					
2	840-V	4	4					
3	181-A	4	4					
4	900-B-1	6	6					
5	202-B	6	6					
6	368-K	4	4					
1	956-Z							

①
 452-Q Radwell
 892-L Lenard Gunning
 674-R McKenney
 244-E Branby Sparling

②
 124-A Huff
 378-D
 157-G
 1961-P Blongard
 727-N-1 Tripp
 976-E-1 J.F. Smith

③
 840-V Elliott Land
 181-A Graw
 900-B-1 Beckler
 202-B Arbuton Allen
 368-K Tripp
 956-Z } SPARE
 Eater



PILOT MONROE A/C# 058 BOX FLIGHT 1 POS 3

CASUALTIES: _____

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

FLAK: _____

E/A: _____

OBSERVATIONS: _____

Interrogator

CONFIDENTIAL

Interrog. Form

PILOT SINGLESTAR A/C# 689 BOX FLIGHT 1 POS 2

CASUALTIES:

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

FLAK:

E/A:

OBSERVATIONS:

Stapler
Interrogator

B 1
72 ~~2~~
2

CONFIDENTIAL

PILOT M^oGLOH A/C# 387 BOX FLIGHT 1 POS 4

CASUALTIES:

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

FLAK: very white bursts - light. used like a signal to cease.

E/A:

OBSERVATIONS:

Bombed Bridge - last alternate.

1938 airfield movement - in good shape

Peppering airfield OK.

Shirley
Interrogator

CONFIDENTIAL

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

CASUALTIES: ✓

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

FLAK: Lgt area (up/dft)

XX HI (Hamm)

E/A: _____

OBSERVATIONS:

X large strip in canal near lgt

X 3 large red X's on ground 3 min apart

Shuber

Interrogator

CONFIDENTIAL

PILOT HARRIS A/C# 894 BOX 1 FLIGHT 2 PCS 6

CASUALTIES: 1
BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: A A-C E

FLAK: XXXHI after hit

X Spent secondary fuel tank
type XXXHI 2/155
to left

E/A: One emergency P-38
passing

OBSERVATIONS: 2

X Spent fuel tank
left in operation again

[Signature]
Interrogator

CONFIDENTIAL

CONFIDENTIAL

REPORT FORM

PILOT SVENSON A/C# 195 BOX 1 FLIGHT 3 POS SPARE

CASUALTIES: _____

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

FLAK: at exit moderate inaccurate

E/A: _____

OBSERVATIONS: 1953 AM/V with 20 train's
1942 a field not bombed destroyed in
residential area.

Pictures were bombs dropped turned corner
some where in place.

Mg
Interrogator

CONFIDENTIAL

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

PILOT KREH
KEHR A/C# 176 BOX 1 FLIGHT 2 POS 3

CASUALTIES: nil

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

FLAK: 1932 - YXHA target

1934 - XH1

2004 - out of range

E/A: 3 SE - followed by 38's + 2004 just after

gone to target

OBSERVATIONS: A/F untouched, on reappreciation
40.5 mi. after target

hit target to left may have hit by

1919 - + 1924 - bridge in canal

1934 - about 20 tanks along bank

on left of p.m. on near bank

1936 - moving train - 20 cars off track

W 4.45 NE

Loppo
Interrogator

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

CONFIDENTIAL

Interr. Form

PILOT KENNY A/C# 480 BGA 1 FLIGHT 2 POS 5

CASUALTIES:

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

FLAK:

*off B.R. - 6 in flak off plane
and it smoke 1200 ft - 50 yds off to
70' clock - 500 ft - one burst -
at low time thought flak (32 in)*

E/A:

P-51C - 38 burst

OBSERVATIONS:

*only fire seen at target. go in
1917 - vertical gauging on smaller
houses of Navy - parked just to
left B.R. (225) N 4708
50 Cal at 7000 - high speed pilot*

Kapp
Interrogator

CONFIDENTIAL

CONFIDENTIAL

INTELL. FORM

PILOT HENDERS A/C# 165 BOX 1 FLIGHT 3 POS 6

CASUALTIES: ✓

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

FLAK: _____

1931

1938

✓ Coastline out

E/A: _____

OBSERVATIONS: in fields - well camouflaged

1925

1938 to left

1945 little to right

Stripes

Shenker
Interrogator

CONFIDENTIAL

PILOT WHEELER A/C# 1711 BOX 1 FLIGHT 3 POS 1

CASUALTIES: 1

BOMB DISPOSITION: 6 BATTLE DAMAGE: A 3 A-C E

FLAC: _____

X
at Baumgardner Village ~~75-38~~
Resumes on Santer to Roy ^{N44-34}
& 5 of Chabres (50 & 40) X X HI
31030 hours N75-38

E/A: 1

OBSERVATIONS: Vehicles moving
south on route in
scattered, more than observed

Barges on line near top
2 gps 25 each - loaded
marshaling yds. Tank
cars full of 150 cars

Time over top 1930-05

Shuler
Interrogator

CONFIDENTIAL

PILOT DURANTE A/C# 937 BOX 1 FLIGHT 3 POS 4

CASUALTIES: _____

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

FLAME: _____

E/A: _____

OBSERVATIONS: _____

[Handwritten Signature]

Interrogator

CONFIDENTIAL

CONFIDENTIAL

Interrog. Form

PILOT MEAGHER A/C# 1717 BOX FLIGHT 2 POS 1

CASUALTIES:

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

FLAK:

Prayer XX HI 25-30 feet

E/A:

OBSERVATIONS:

Found many shelling
wards full of cars of
150 of them

[Signature]
Interrogator

CONFIDENTIAL

CONFIDENTIAL

INSUP. FORM

PILOT PRENTI A/C# 150 BOX 1 FLIGHT 2 POS 2

CASUALTIES: _____

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

FLAK: 1935 fall weak inaccurate

between town & airport on north side of runway
point
weak inaccurate from extreme range at Dugway

E/A: 2 FW190's with 2 88's on them 3' after
target

OBSERVATIONS: 1 chute after turn off target

1401
Interrogator

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

PILOT EBENSTEIN A/C# 362 BOX 1 FLIGHT 2 POS 4

CASUALTIES:

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

FLAK: weak - inaccurate on down off target
white puffs 1/2 mile in front
flak at coast weak inaccurate

E/A: 1 FW 190 come in front out of clouds

OBSERVATIONS: 7935 AM/Y full



MAZ
Interrogator

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

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INSIT. FORM

PILOT MURRAY A/C# 219 BOX FLIGHT 3 POS 2

CASUALTIES:

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

FLAV: XH I at Terquien

E/A:

OBSERVATIONS: Every 1/2 plane seen going
away near Poscin possible in 5000 ft
pink plane seen in Poscin area
There are small towns all over area
Bridge across canal before target interest
2/4 at Terquien full of cars
2/4 at P. Province 77. about 3/4 full.
P.R. at cult. Had 12 car train on it
with no engine.
Cars approaching bridge at target
25 or more bays at noyon
1/2 mile of flat boats in canal below
channel.
Possible troops seen along roads on
way.

XWS
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Primary

4 - Head - Stakes

5 - Doors

6 - Fans.

1 - Keyring Outlets
 especially during
 temp. 8-10 miles

2 - Same.

3 - Did not load at base
 Period only near base
 alternate temp 5W
 of bills.

NGA19

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REPORT FORM

PILOT AMES A/C# 951 BOX FLIGHT 3 POS 5

CASUALTIES:

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

FLAK: XXHI at coast

XHI around Ham.

White flak fired at p 38 around Point

E/A:

OBSERVATIONS:

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PILOT Elliott A/C# 329 BOX 7 FLIGHT 3 POS 6

CASUALTIES:

BOMB DISPOSITION: PT BT CT JT ET BATTLE DAMAGE: nil

FLAK: 4 minutes after tgt - mod - acc -

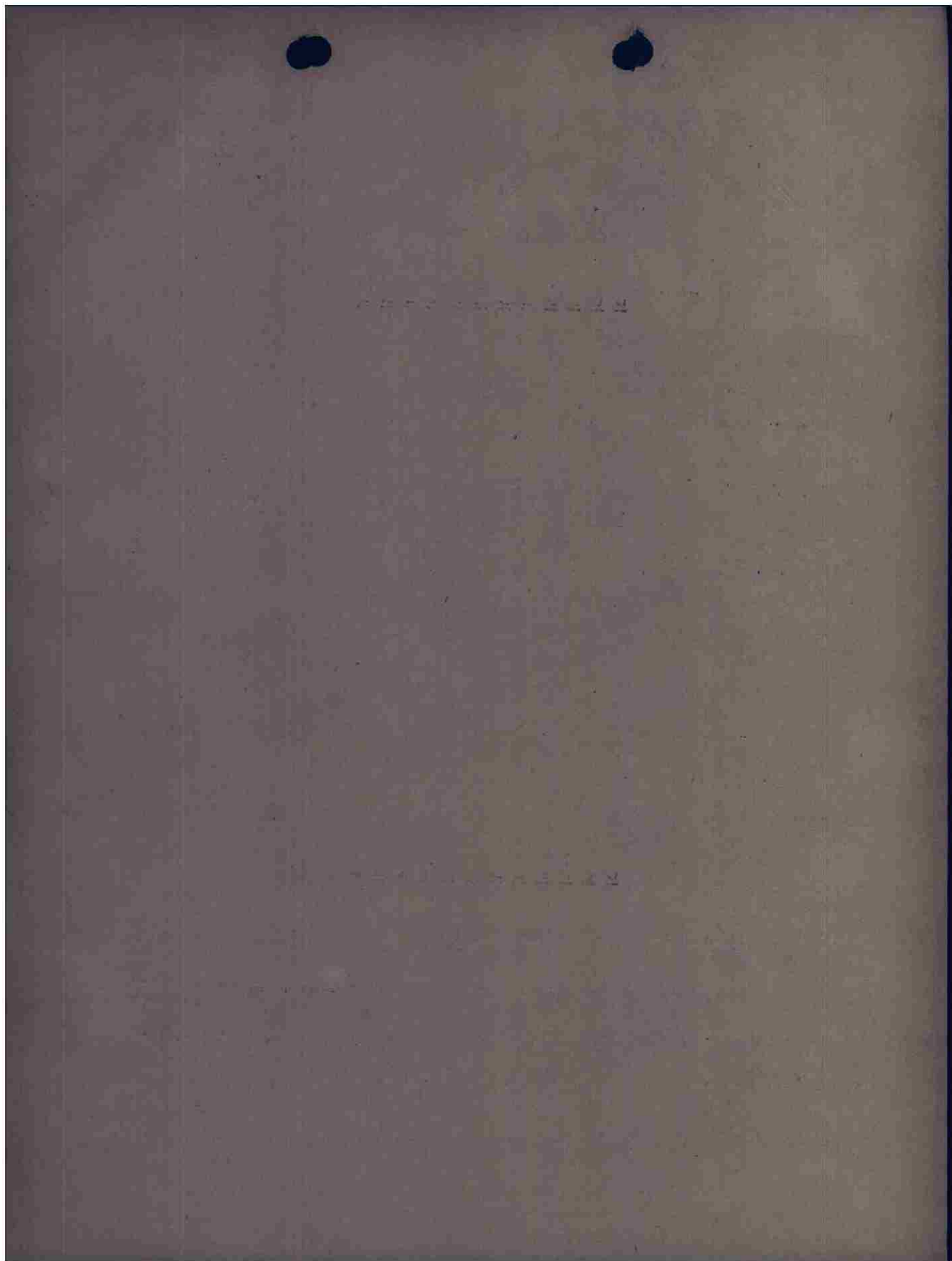
E/A: nil

OBSERVATIONS: Good pattern good - in edge of woods - road through center of pattern

make missions shorter

A.P. Roger
Interrogator

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Interrog. Form

PILOT Rudisill A/C# 452-G BOK 4 FLIGHT 1 POS 1

CASUALTIES: _____

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

FLAK: _____

None XXH A - From wooded area -
White smoke burst in front then
black started behind -
XHI at Bergeres -

E/A: 6 - E/A low about cover -

OBSERVATIONS: _____

One lone vessel detected between
Colais and Berthick
Mary Bergeres at Coral Noyon to Champ

Bailey

Interrogator

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INTST. FORM

PILOT Land A/C# 181-A BOX 1 FLIGHT 3 POS 3

CASUALTIES: None

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

FLAK: XXHT

"Personnel" a full 6
4 mins after target XHT
6 gun batt land coast line on
way out XHT

E/A:

OBSERVATIONS: 3030

332 convoy 150
trucks - sitting still
headed south
Enemy garage from TP
to tank filled with tanks
N 70 - 2.1 to N 70 - 2.5
all convoys Belgium - French
border full of tanks

8/80-31

[Signature]
Interrogator

Bap I
Flt 3

#2

PILOT Robertson A/C# 202-B BOX 4 FLIGHT 3 POS 5

CASUALTIES:

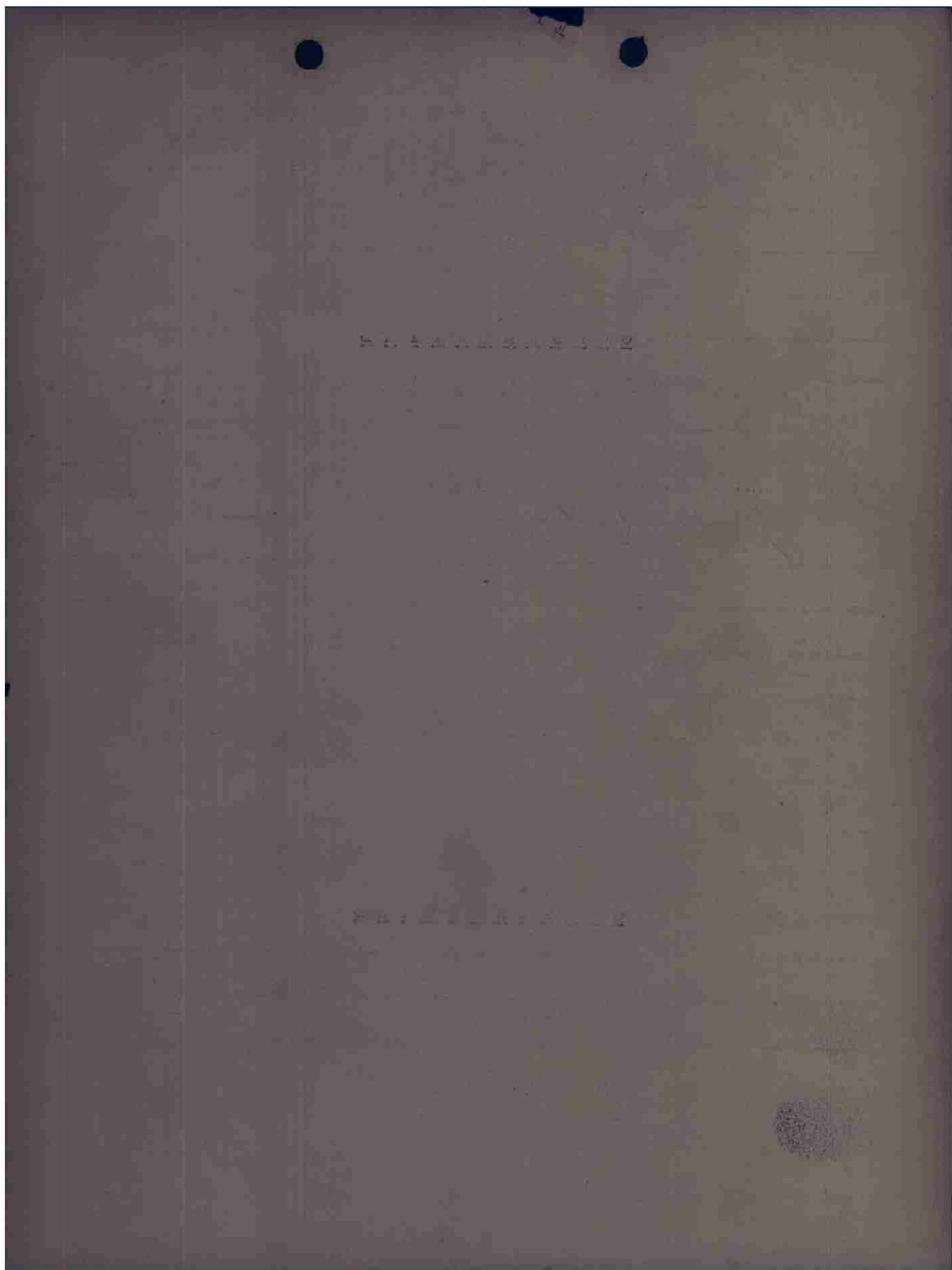
BOMB DISPOSITION: 6 PT ST OT JET RET BATTLE DAMAGE: A A-C E

FLAK: on turn off XH1 couple min later
XVHA - one or 2 min later XHA
10 puffs at 5000 ft
15-20 bursts at 5000 ft

E/A: P 38

OBSERVATIONS: 1927 - A/F (flak) good shape - to left
1910 - RR line - independent
1913 - RR yard 20-25
1919 - " " 20-25
1924 - Canal with barges lost
late 1953 - M/G - full force (25-100)
1955 - Cannon shot to A/F

[Signature]
Interrogator



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PILOT Elliott A/C# 840-V BOM [redacted] FLIGHT 3 POS 2

CASUALTIES: _____

BOMB DISPOSITION: 4 BT ST OF JET RET BATTLE DAMAGE: A A-C E

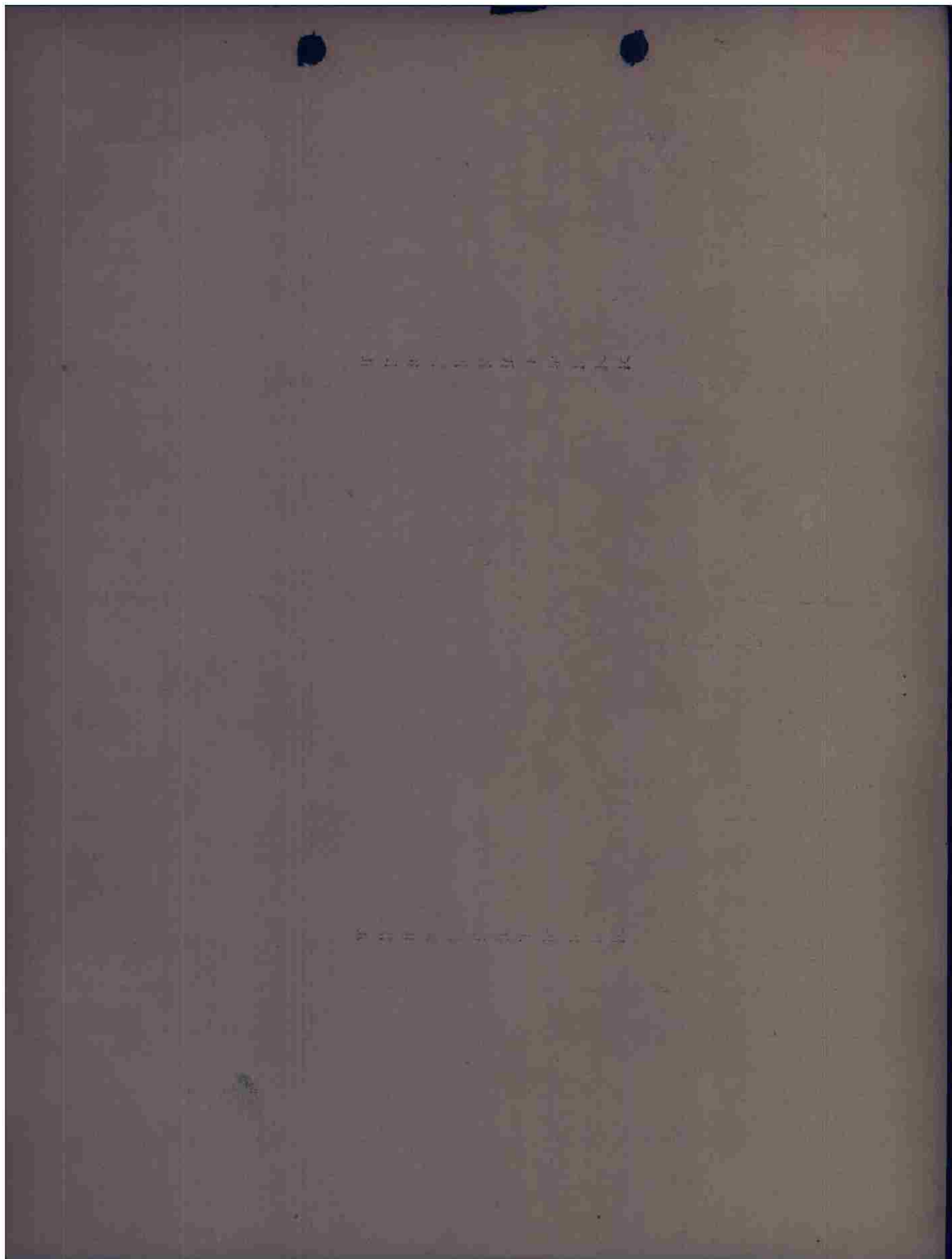
FLAK: off target - H1
and sound - H1

E/A: _____

OBSERVATIONS: Chills on bridge

H5560 1957 - Cam. on - 20 vehicles parked on corner
-H2870 2001 - Cam. on - 20-25 vehicles parked - to left of plane
1958 - M/V - 3/4 full - Du Basson H5126

[Signature]
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CONFIDENTIAL REPORT FORM
PILOT Blomquist A/C# 1961-P BOX 2 FLIGHT 2 POS 4

CASUALTIES: _____

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

FLAK: from BL (Blomquist) - XX HI
along light - A-101 X#1
Light - at Palais - 2000 ft + down
down at P.P. before turn - height off.

E/A: 4 S/E (Mc109) on ground at 300 - on
road during near base to hills.

OBSERVATIONS: 1st Lt - boy on in P.P. +
can see other section - forested by
small trees + canal 20 can't see parked
with engine
in big hole + 30 little ones in field
hand in hole at base of hill (H 0681)
Barge on canal.

Hoppe
Interrogator

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PILOT Smith J. J. A/C# 996-E-1 BOX 10 FLIGHT 2 POS 5

CASUALTIES: _____

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

FLAK: _____

after turn off target XXH1 at Peronne
at ~~1000~~ left of Jonation.
Coast going out gravelines, XXH1 (high)
and at 235-240 (?) My with ears

E/A: _____

OBSERVATIONS: _____

Bombed 2d in box - looked over & right.

7 Box cars at 234 - My - near target

15 " " 235 - " (near airfield)

— 236

— 237 - train - 30 cars - some flats etc.

some standing.

751 - 200 cars in yards.

8 cars - 752 -

Sodded shelter near coast - smoke coming out.

(?)

50-60 cars - N 8027 - 4546

Shinder
Interrogator

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INTER. FORM

PILOT Behlmer A/C# 900-0-1 BOX II FLIGHT 3 POS 4

CASUALTIES: _____

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

FLAK: _____

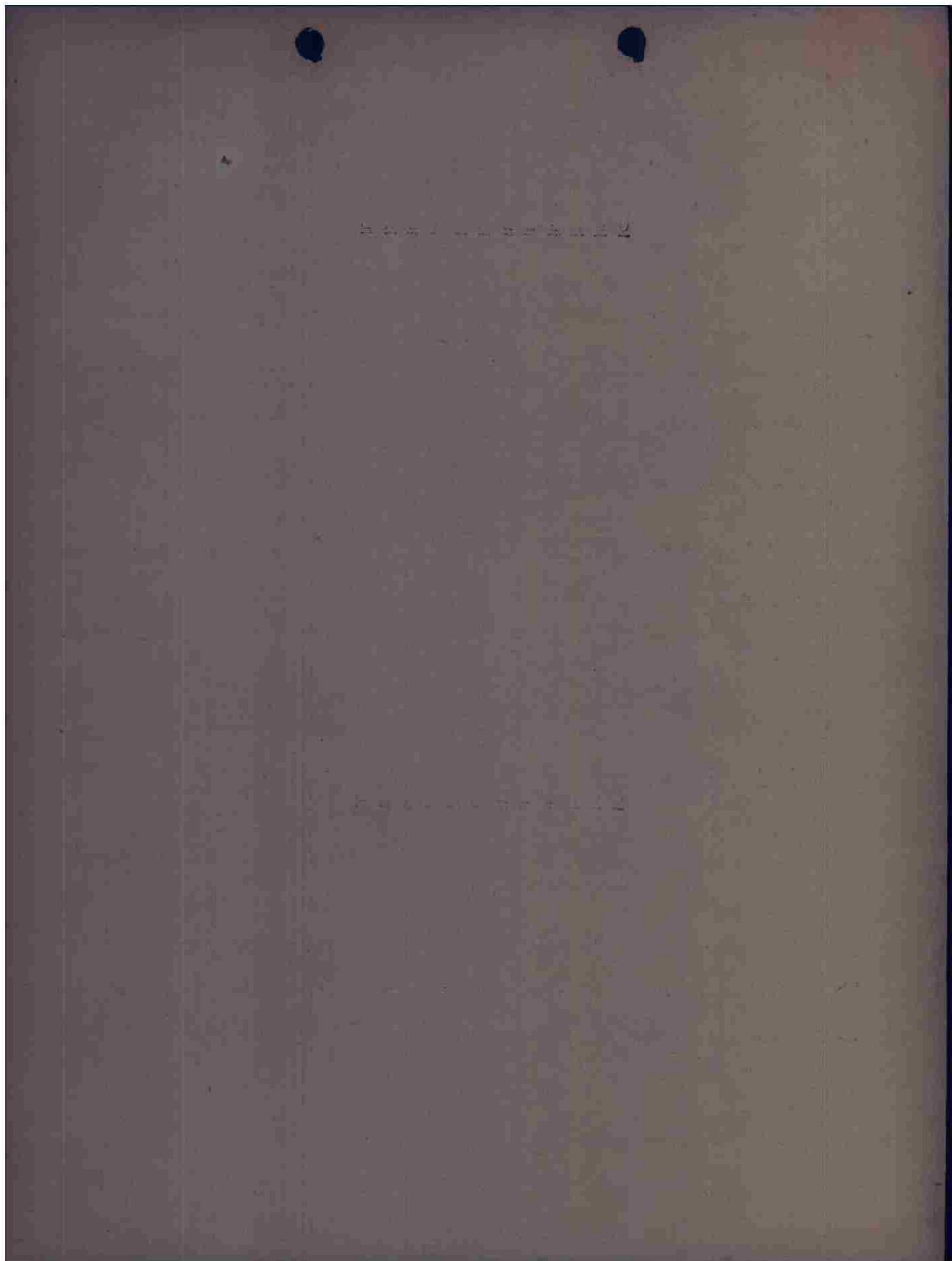
1st XH1 for Root II -
XXH fairly acc (burst looked like steam)
New coast to left - not at our formation

E/A: _____

OBSERVATIONS: _____

Not much movement in area.
3 SE fighters - X for X range - below - too far off
1 SE dead ahead - pulled off + left. (47?)

Skender
Interrogator



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PILOT Greene A/C# 37-0-1 BOX 1 FLIGHT 2 POS 2

CASUALTIES: _____

BOMB DISPOSITION: 4 PT ST CT JET RET BATTLE DAMAGE: mt A A-C E

FLAK: _____

E/A: _____

OBSERVATIONS: _____

Rec - Vehicles south of Dunkirk, along NS road.

3-4 trains - 15 cars each in my (Sleepers)

Check camera on this for ground shots.

Shum
Interrogator

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INTER. FORM

PILOT Barausky A/C# 220-E BOX FLIGHT 1 POS 5

CASUALTIES:

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

FLAK: 3 min after target - YXHI
YXHI
YXHI at coast -

E/A: 2 S/E A/C - Very far away

OBSERVATIONS: No A/C or Clusters A/D or Persons

Bombs on either side - Fair -

Booley
Interrogator

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Interrog. Form

PILOT Tripp A/C# 767 N-1 BOX 2 FLIGHT 2 POS 5

CASUALTIES: _____

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

FLAK: _____

1938 First Flak - YVHI

YHI Cast out -

E/A: #3 F4U 109's P 38 went out for some
1952 - level - 20 others High at Comantwin's

OBSERVATIONS: _____

1950 - 174 Comantwin's Full of Cars -

on Flight Hit -
others Not close enough for Damage -

Bailey
Interrogator

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PILOT Huff A/C# 124-A BOX FLIGHT 2 POS 1

CASUALTIES:

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

FLAK:

2 X HI from wooded area
North of Target to Ham
2 X HI from area of actual A/P

E/A: 7 S/E Silver A/C Unidentified level
also 2 " Black " at 5' low

OBSERVATIONS: A/C at actual A/P appeared
to be taking off -

Fair - left - of target -

check Camera Equip -

Bailey
Interrogator

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Interrog. Form

PILOT Leonard A/C# 892-L BOX 2 FLIGHT 1 POS 2

CASUALTIES: _____

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

FLAK: _____

E/A: X - S/E Barges towed at 3 -
about noon

OBSERVATIONS: 19#9 - Canal barges - KO -

Bailey
Interrogator

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PILOT Hiller A/C# 674-R BOX FLIGHT 1 POS 4

CASUALTIES:

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

FLARE:

XHI after Target

E/A: 1 S/E A/C - P-39 went out -
5 min after Target -

OBSERVATIONS:

Good - Bombs -

Bailey
Interrogator

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Interrog. Form

PILOT Conn A/C# 159-G BOX FLIGHT 2 POS 3

CASUALTIES:

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

FLAK:

XHF - 3min after target -
XXHF - 2min later -
2004 XHA - Coast out -

E/A: X

OBSERVATIONS: VVVVV

1911 Vehicle Moving SE
1914 Vehicle Moving NE
1947 1/2 Vehicle Moving NE
1956 " " NE
1941 1/2 Three Robots launched from point
~~South~~ Close to Tower - (Had sign tower)

Bailey
Interrogator

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PILOT Gustin A/C# 380-N BOX FLIGHT 1 POS 3

CASUALTIES:

BOMB DISPOSITION: 6 BATTLE DAMAGE:

FLAK: 0743 XH# at coast out

E/A:

OBSERVATIONS: app. 25 trucks heading west
about 12 miles out of Lillo.

many bridges being rebuilt
most empty.

Silver markers along roads near
Butemul - on both sides of road at
intersection.

Boys traffic heavy in canals
around Lillo.

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Interrogator

PILOT Allen A/C# 368-K BOX 1 FLIGHT 3 POS 6

CASUALTIES:

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

FLAK: XX HI around Rosiers
XHI at coast out.
XHI at Sg Bergues.

E/A:

OBSERVATIONS: Bombed ~~bridge at~~ ~~Sg~~ ~~area~~

July in Lille area.

A truck seen in woods outside of Marigny.

0720 two trucks moving along highway east of Breteuil.

10 & 15 flatboats in canal at Noyon.

train in town SE of Amiens.

July at lens down $\frac{1}{2}$ full, apparently operating with a factory in that town.

RWA
Interrogator

