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Abstract

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

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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
CG, Sta. 179
10 August 1944
Init. _____

AFG HQ, U. S. Army.
10 August 1944.

SUBJECT: Re part of Combat Mission.

TO : Commanding Officer, 97th Combat Mission, AFG HQ, U. S. Army.

16th Bombardment Group (L)
120th Mission, 9 August 1944.
97th Combat Wing FO 169-478.

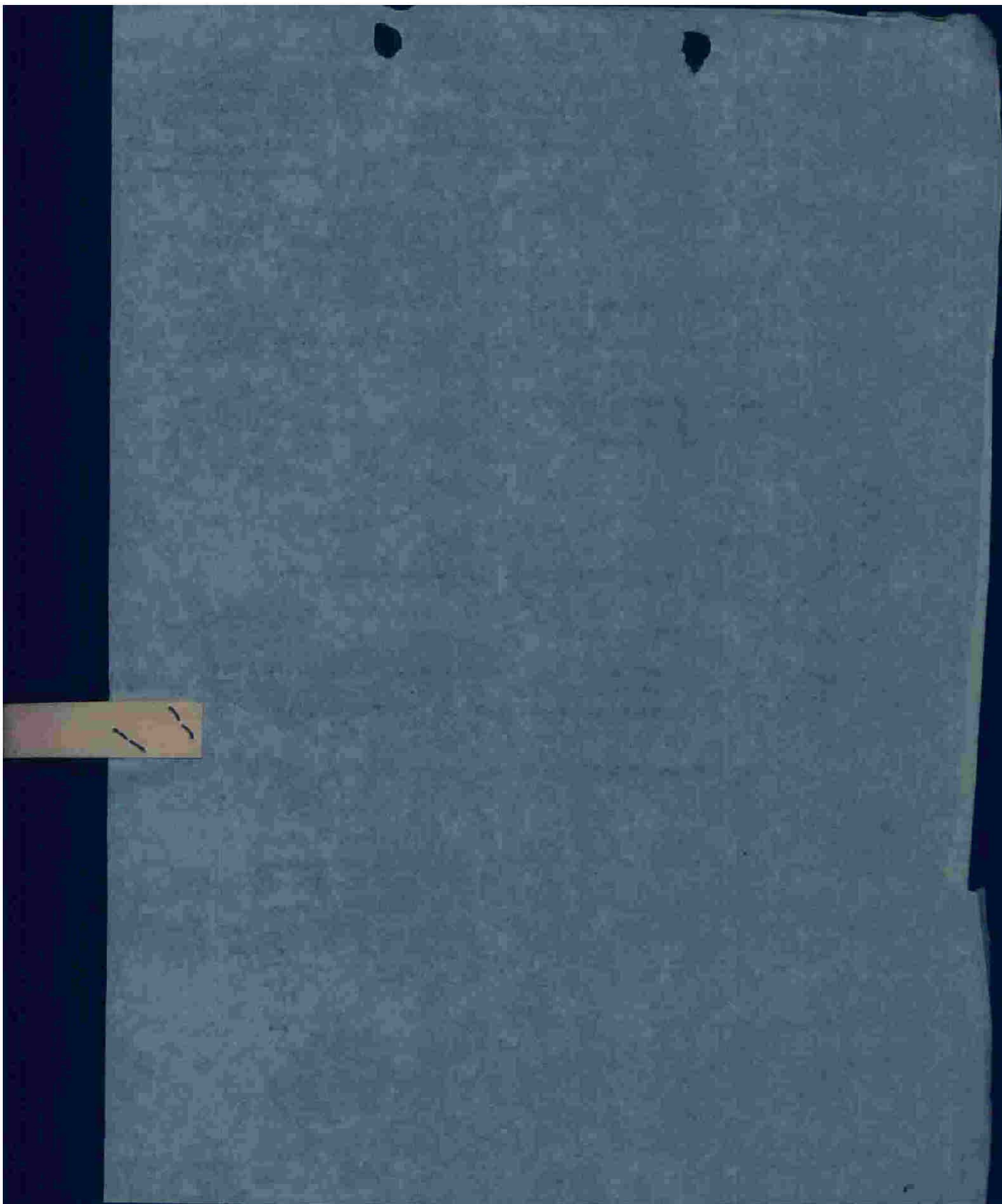
- 1. 38
- 2. 36
- 3. 35
- 4. 3 (2 spares)
- 5. None
- 6. 43-9439 Engine cutting out. Defective spark plugs.
Maj. W. J. Mong
- 7. 43-9439 same as above.
- 8. 43-22058 S/E landing at Bradwell Bay. Engine cutting out be-
cause of low fuel pressure. a/c not on hand this
station. Exact cause to be shown on future report
Lt. H. A. Monroe

AUG 9 1944
FV

For the Commanding Officer:

GEORGE SCHENKEL,
Captain, Air Corps,
Adjutant.

06091318



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 478BOX 1 Flight 1 GROUP 416 DATE 9 August 1944 TARGET ATTACKED Chauncy R/R Bridge.1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 035°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. Picked up wrong A.P. and bombed bridge short of target.5. Name of lead Bombardier: Lt. J. Burg6. Name of lead Pilot: Lt. J.V. Mangner7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 255 Altitude: 12,2009. 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: 20

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:
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 XResults claimed: EXCEL _____ GOOD _____ FAIR _____ POOR _____ GROSS _____
POOR

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

S E C R E T

P.R.C.

Formation consisted of 2 boxes 15 ships each box bombing in flights of 6. Time of take-off was 1740. Time over target 1928-1930. Target - Cheney W/B Bridge. Three flights in box I attacked a casual target dropping a total of 104 bombs. Three flights in box II attacked primary target dropping a total of 92 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. Flares landed at 2102.

Description of route from I.P. to target.

1. Visibility - 10 miles.
2. No low clouds.
3. 2 boxes, 15 ships each bombing in flights of 6.
4. Mild from I.P.
5. Failed to identify target. Bombed wrong target.
6. None.
7. FNE, FNB, FNB, excellent, poor, fair.
8. None.

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 478BCX 1, 2, 3, 4, 5 GROUP 416 DATE 9 August 1944 TARGET ATTACKED Osney B/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 ~~XXXXX~~ (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 M/T near alternate target.

5. Name of lead Bombardier: Lt. E.L. Kirk
6. Name of lead Pilot: Lt. H.A. Monroe
7. Intervalometer setting: None
8. Indicated Air Speed: 300 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: 36

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

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

(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or 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.

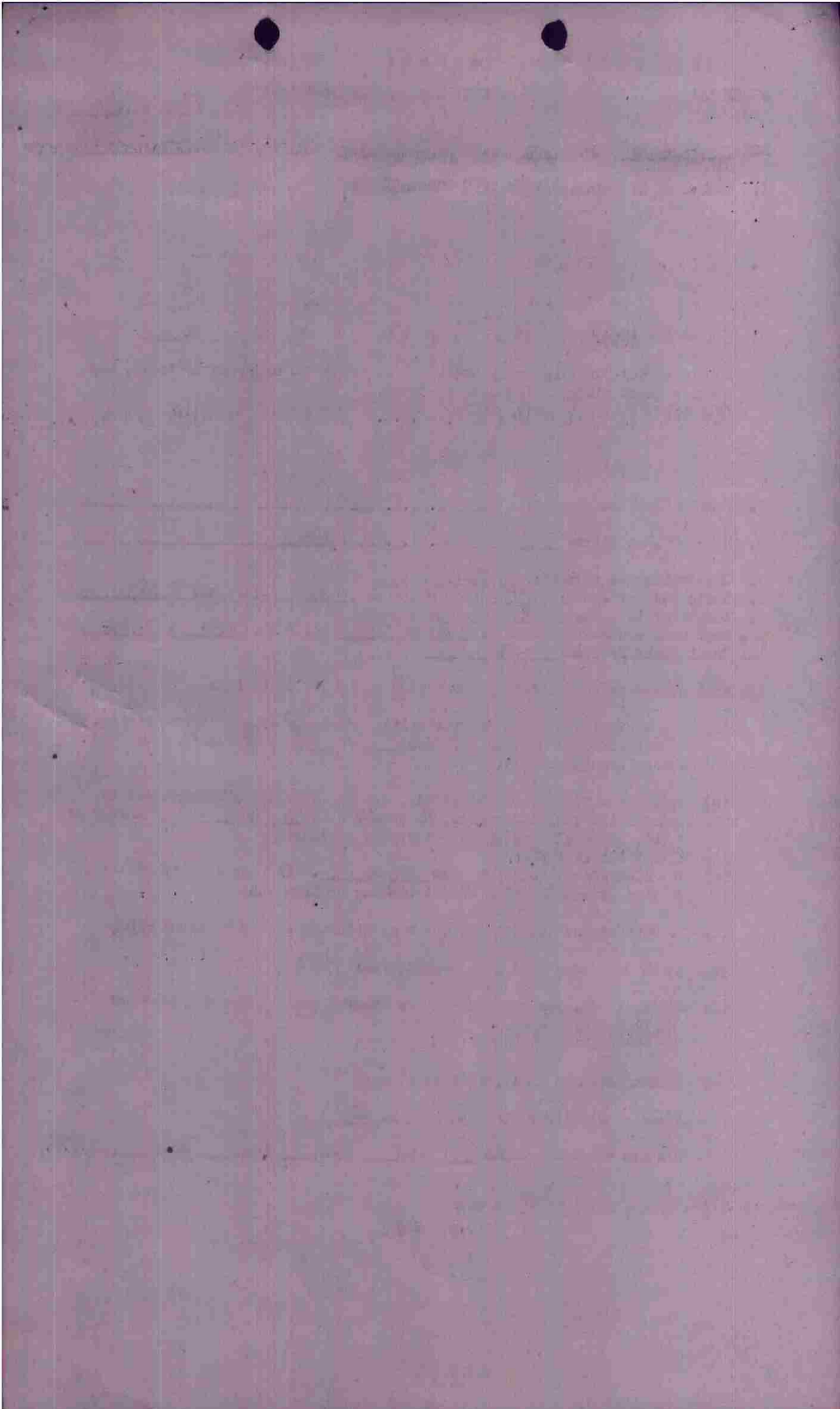
(g) Bombing results as reported by crews:

Aimed at right Target: YES _____ NO X

Results claimed: EXCEL _____ GOOD _____ FAIR _____ POOR _____ GROSS _____ 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. 478BOX 1, Flight 3 GROUP 416 DATE 8 August 1944 TARGET ATTACKED Chauncy R/R Bridge1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 30°3. Was mercury erection system used? YES _____ NO X4. Did entire ~~base~~ (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. H.E. Arrington6. Name of lead Pilot: Lt. R.V. Wheeler7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 250 Altitude: 11,7009. 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 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.

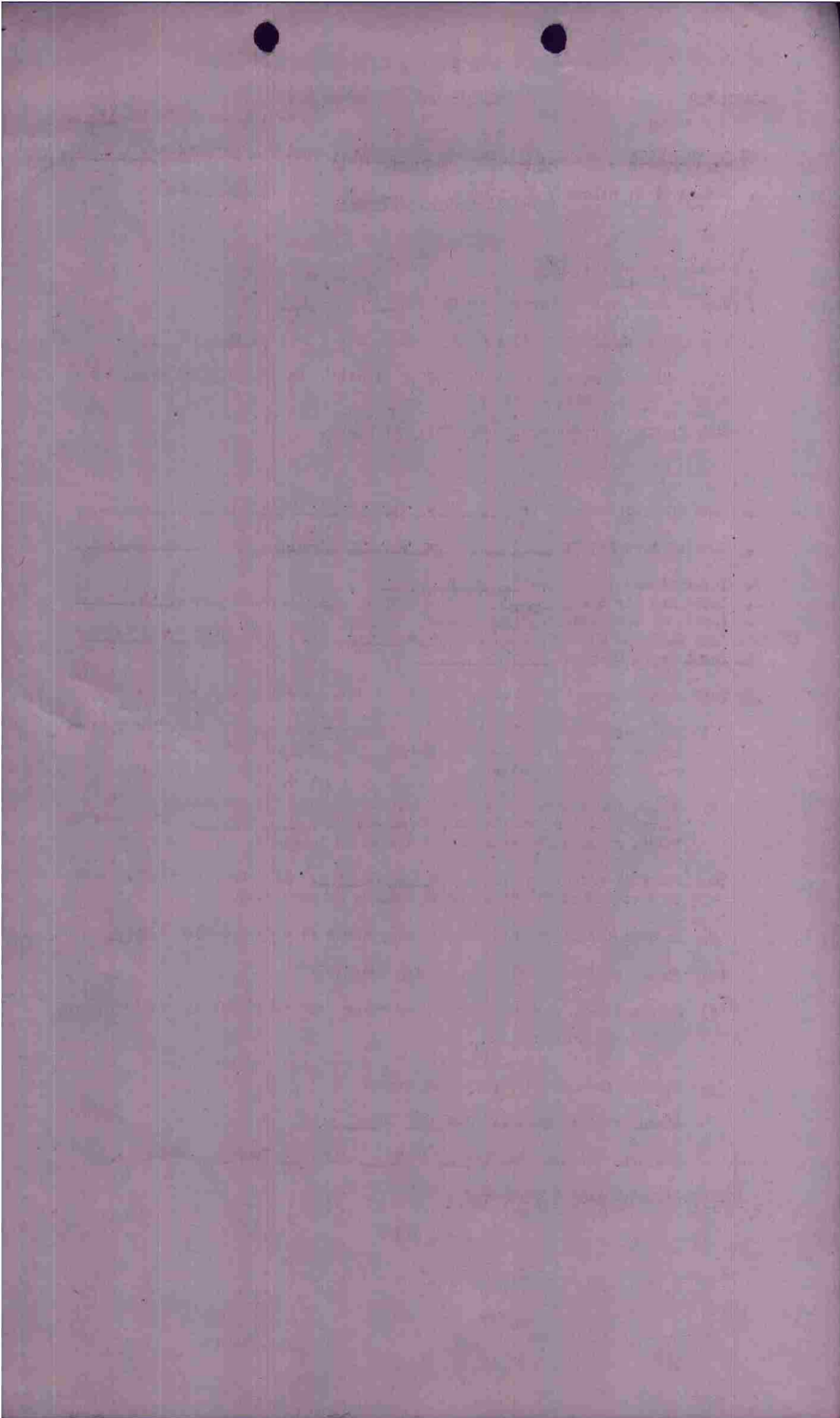
(g) Bombing results as reported by crews:

Aimed at right Target: YES _____ NO X

Results claimed: EXCEL _____ GOOD _____ FAIR _____ POOR _____ GROSS _____ P.E.B.

* - 5 aircraft bomb load 5 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. 470BOX 2, Flight 1 GROUP 42 DATE 4 August 1944 TARGET ATTACKED Germany B/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. Jost6. Name of lead Pilot: Capt. E.S. Endicott7. Intervalometer setting: None8. Indicated Air Speed: 300 Ground Speed: 250 Altitude: 11,5009. Length of bomb run: 20 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/100 T11. Total Bombs Dropped: 24

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

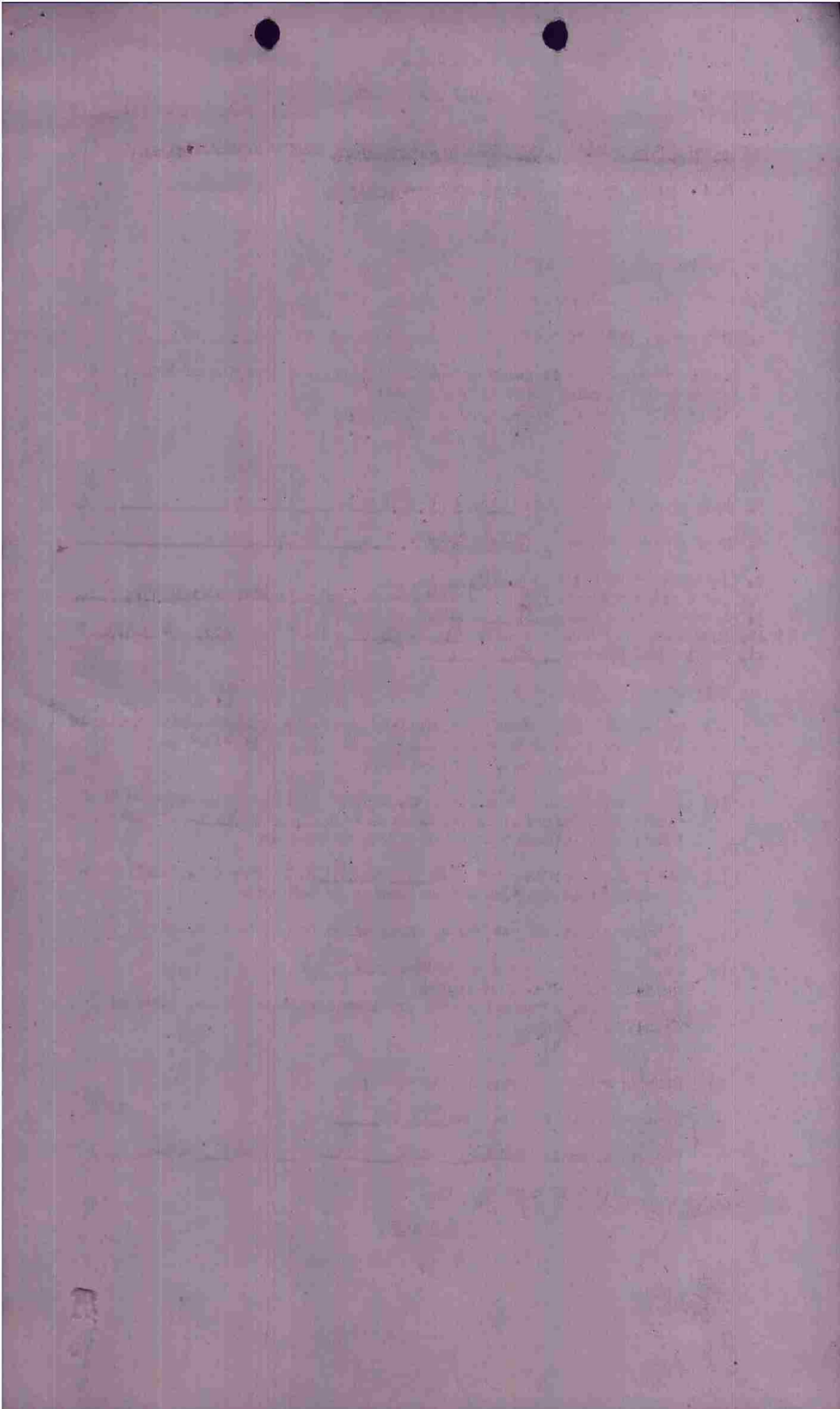
(g) Bombing results as reported by crews:

Aimed at right Target: YES NO

Results claimed: EXCEL GOOD FAIR POOR GROSS

* - 5 aircraft bomb load 4 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. _____

BOX IX 31424 B GROUP 134 DATE 9 August 1944 TARGET ATTACKED Germany1. 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 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: Ed. J. Kupita.6. Name of lead Pilot: Captain H.J. Huff7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 252 Altitude: 11,7009. 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: 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 _____ 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:

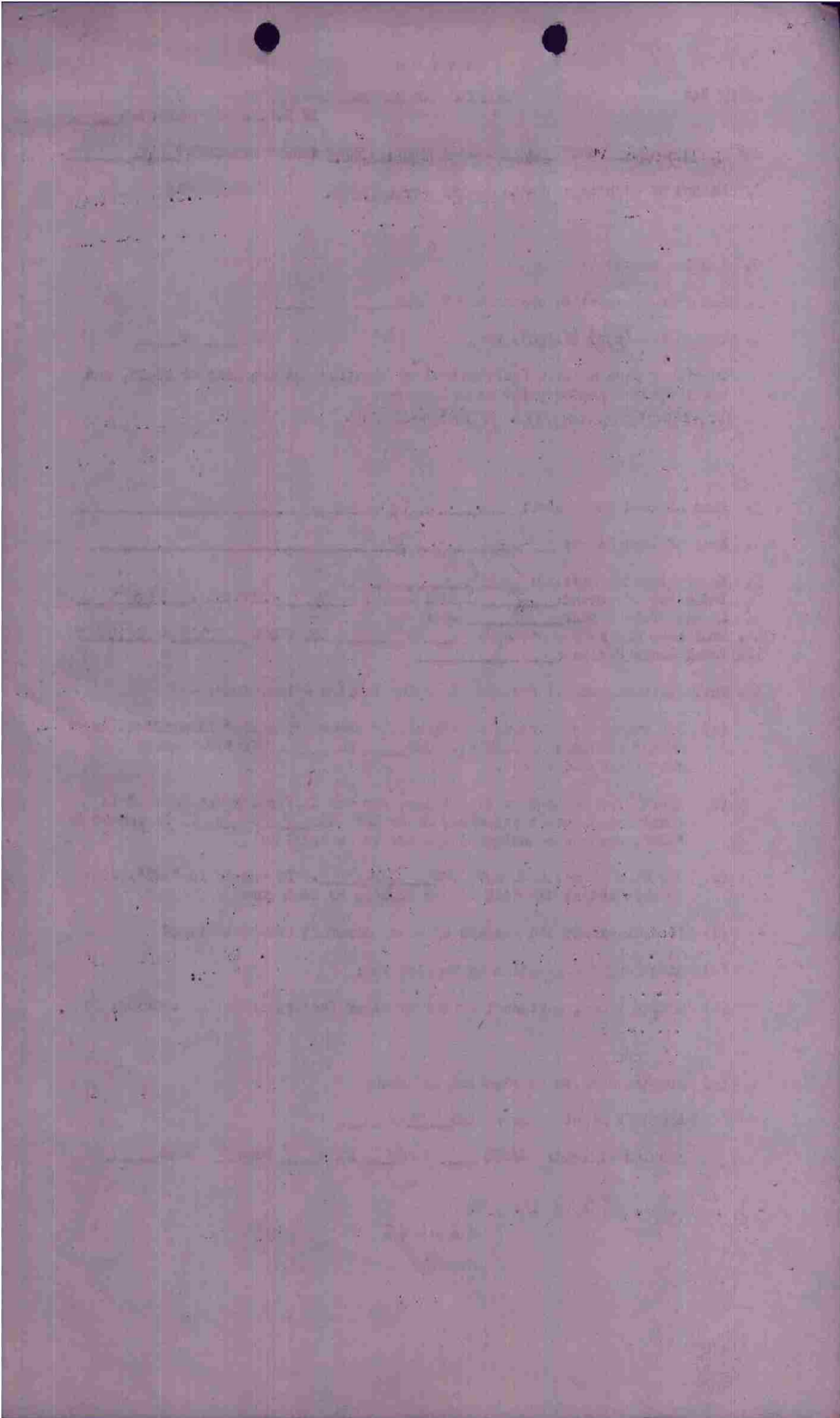
P.D.I. malfunction.

(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. _____

BOX II Flight 3 GROUP 116 DATE 9 August 1944 TARGET ATTACKED Cham1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 65°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. Used briefed A.P.

5. Name of lead Bombardier: Lt. B. Gault6. Name of lead Pilot: Captain D. A. Nelson7. Intervalometer setting: None.8. Indicated Air Speed: 200 Ground Speed: 250 Altitude: 11,9009. Length of bomb run: 60 Sec:10. Bomb Load and Fusing per A/C: 6 x 500 lb. FUSED 1/10 1/10011. 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:

None.

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

None.

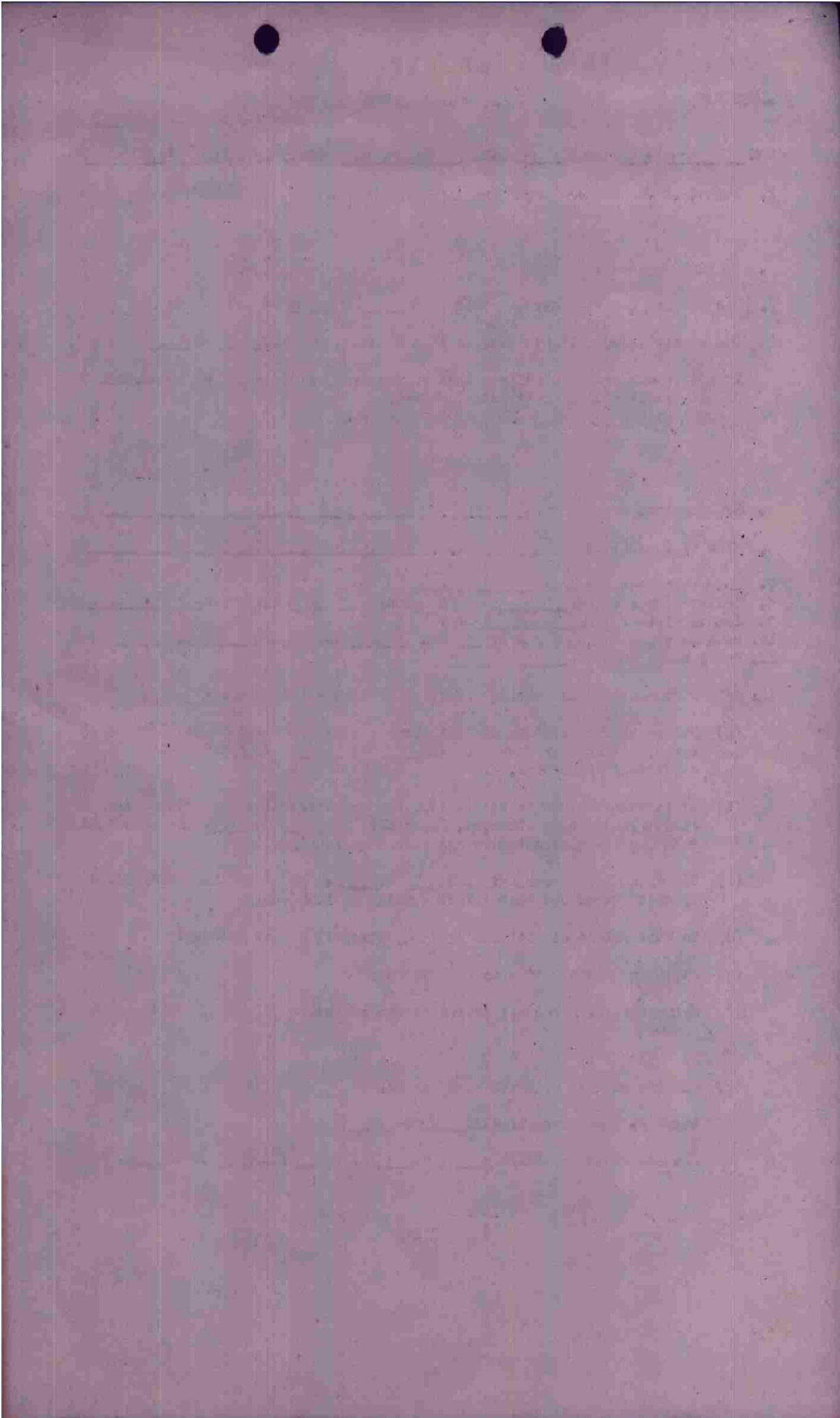
(g) Bombing results as reported by crews:

Aimed at right Target: YES _____ NO X

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

* - 3 A/C bomb load 6 x 500 lb. G.F.

S E C R E T



MISSION NO. 120

9 AUGUST 1944

LOADING LIST
BOX I
FLIGHT I

- 1. ✓ 439 J
MAJOR W.J. MENG *Returned Early*
LT V.E. POWELL
C S/SGT. F.R. STOBERT *Engine Trouble*
S/SGT. F.P. GLINN
- 2. ✓ 689 I
C LT R.B. SINGLETARY
SGT. H.G. WIGGINS *
SGT. A.A. CIANCIOSI
- 3. ✓ 058 C
C LT H.A. MONROE
LT R.L. KIRK *w/k*
S/SGT. R.E. LEE
S/SGT. S. RISCO

- 4. ✓ 387 H
C LT C.L. MCGLOHN
S/SGT. J.W. MORAN *w/k*
S/SGT. P.B. DRISKILL
- 5. ✓ 227 F
C LT J.C. SEWELL *w/k*
S/SGT. D.A. SAMPSON
SGT. J.A. HUMMER
- 6. ✓ 750 M *H**
C LT P.G. ATKINSON *Returned Early*
S/SGT. J.D. GOSSETT *Engine Trouble*
SGT. A.H. HINSON

FLIGHT II

- 1. ✓ 1717 P
A LT J.F. MEACHER *w/k*
LT J.J. BURG
T/SGT. L.G. ROBBINS
S/SGT. R.F. CHUSTZ
- 2. ✓ 150 N
A CAPT R.E. PRENTISS *w/k*
S/SGT. J.E. MC CREERY
SGT. E.P. BRZEZINSKI
- 3. ✓ 195 D
A LT E.B. KREH * *w/k*
SGT. C. FEIKO
S/SGT. D.R. SCHENCK

- 4. ✓ 362 L
A LT G. EBENSTEIN *w/k*
SGT. J.N. ROBERTS
S/SGT. K.E. HORNBECK
- 5. ✓ 480 B
A LT J.P. KENNY *w/k*
SGT. J.K. SPADONI
SGT. F. NOTERIANI
- 6. ✓ 894 R
A LT F.W. HARRIS * *w/k*
SGT. D.R. HANTSKE
S/SGT. E.A. DAMICO

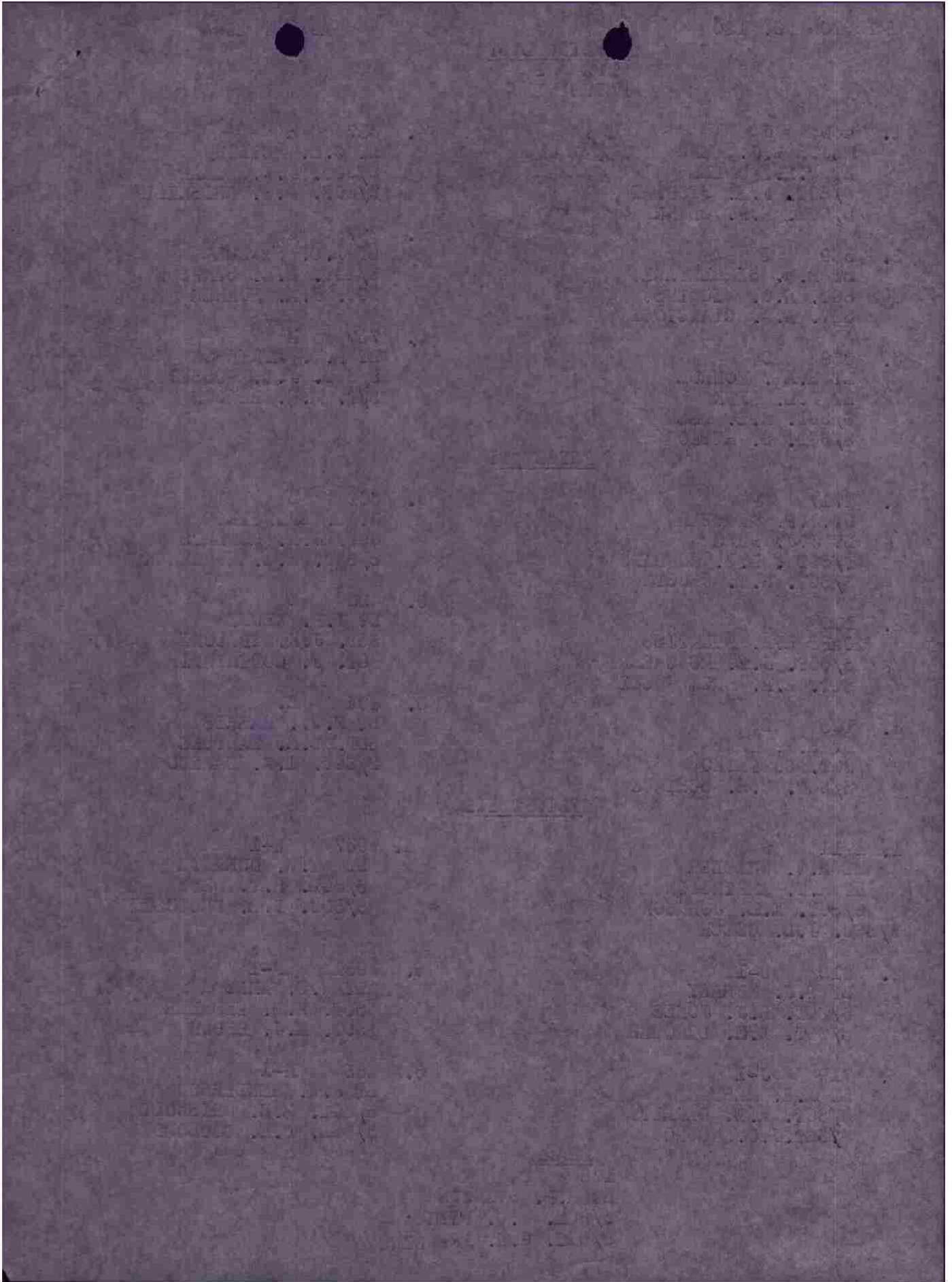
FLIGHT III

- 1. ✓ 1711 S
D LT R.V. WHEELER * *w/k*
LT H.T. ARRINGTON
S/SGT. K.L. JOHNSON
S/SGT. J.L. CZECH
- 2. ✓ 219 D-1
D LT T.J. MURRAY *w/k*
S/SGT. R.J. JONES
S/SGT. D.H. DEBOWER
- 3. ✓ 719 J-1
D LT A.E. HERMAN *
S/SGT. A.D. GARRETT
S/SGT. J.O. YOUNG

- 4. ✓ 937 B-1
D LT A.R. DURANTE *w/k*
S/SGT. H.T. BEST
S/SGT. I.R. DEGIUSTI
- 5. ✓ 951 P-1
A LT W.H. AMES *w/k*
SGT. H.S. FESSLER
SGT. R.J. BROWN
- 6. ✓ 165 H-1
D LT F.W. HENDERSON *w/k*
S/SGT. R.M. GRISWOLD
S/SGT. P.E. COULOMBE

SPARE

- 176 T
A LT R.P. SVENSON *w/k*
S/SGT. P.G. FILD
S/SGT. G.H. PFENNING



MISSION NO. 120

9 AUGUST 1944

LOADING LIST

1. ✓ 452 Q
 CAPT R. S. RUDISILL ✓ BOX II
 LT RY JOOST ✓ FLIGHT I
 C S/SGT. R.K. RILEY
 S/SGT. A.J. BONAMO
2. ✓ 380 N
 C LT D.B. GRUNIG *utkr*
 SGT. M.E. DIAS
 S/SGT. L.B. KEMPER
3. 892 L
 C LT T.J. LEONARD *utkr*
 S/SGT. O.D. EVANS
 T/SGT. J.F. GOGGIN

4. ✓ 674 R
 C LT J.P. HILLERMAN
 SGT. L. MARTINEZ *utkr* *
 SGT. E.F. PAULES
5. ✓ 211 O
 C LT J.R. SPARLING *utkr* *
 SGT. C.L. SHAW
 SGT. L.L. LEAHIGH
6. ✓ 224 E
 C LT P.P. BA RAUSKY *utkr*
 SGT. B.R. WILSON
 SGT. M. HALL

FLIGHT II

1. ✓ 1724 A
 CAPT MJ HUFF *utkr*
 LT J. KUPITS *utkr*
 SGT. R.A. CLARK
 SGT. F.P. BASFORD
2. ✓ 159 G
 B LT J.S. CONNOR *utkr*
 S/SGT. J.E. VANDUYNE *utkr*
 S/SGT. H.E. RODGERS
3. ✓ 376 O-1
 B LT W.F. GREENE *H**
 S/SGT. M.W. CHENEY
 SGT. G.E. REITER

4. ✓ 1961 P
 B LT J.E. BLONGREN *utkr* *
 SGT. M. BOOKACH
 SGT. L.R. FLEMING
5. ✓ 9961 E-1
 B LT J.F. SMITH *utkr* *
 S/SGT. C. VAFIADIS
 S/SGT. R.C. HOFFMAN
6. ✓ 767 N-1
 B LT W.F. TRIPP *utkr*
 S/SGT. J.O. SCOTT
 S/SGT. D.F. MALLORY

FLIGHT III

1. ✓ 469 J
 B CAPT D.A. HULSE *utkr* *H**
 LT R. CONTE
 SGT. A.J. BURLAND
 SGT. K. HEATH
2. ✓ 181 A-1
 B LT W.H. LAND *H**
 S/SGT. S.F. ALDEN
 S/SGT. R.L. BALLINGER
3. ✓ 840 V
 B LT D.W. ELLIOTT *H**
 SGT. J.J. MCGUIRE
 SGT. J. MANI

4. ✓ 900 Q-1
 B LT R.L. BEHLMER *utkr*
 T/SGT. W.J. KELLY
 S/SGT. W.G. FERGUSON
5. ✓ 368 K
 B LT J.F. ALLEN
 SGT. L.R. GETGEN
 SGT. C.W. VEAZEY
6. ✓ 202 B
 B LT R.B. ROBE RTSON *utkr* *H**
 PVT H.W. PERKINS
~~S/SGT. R.R. LOWE~~
 S/SGT. G.F. Fleckman

SP ARE

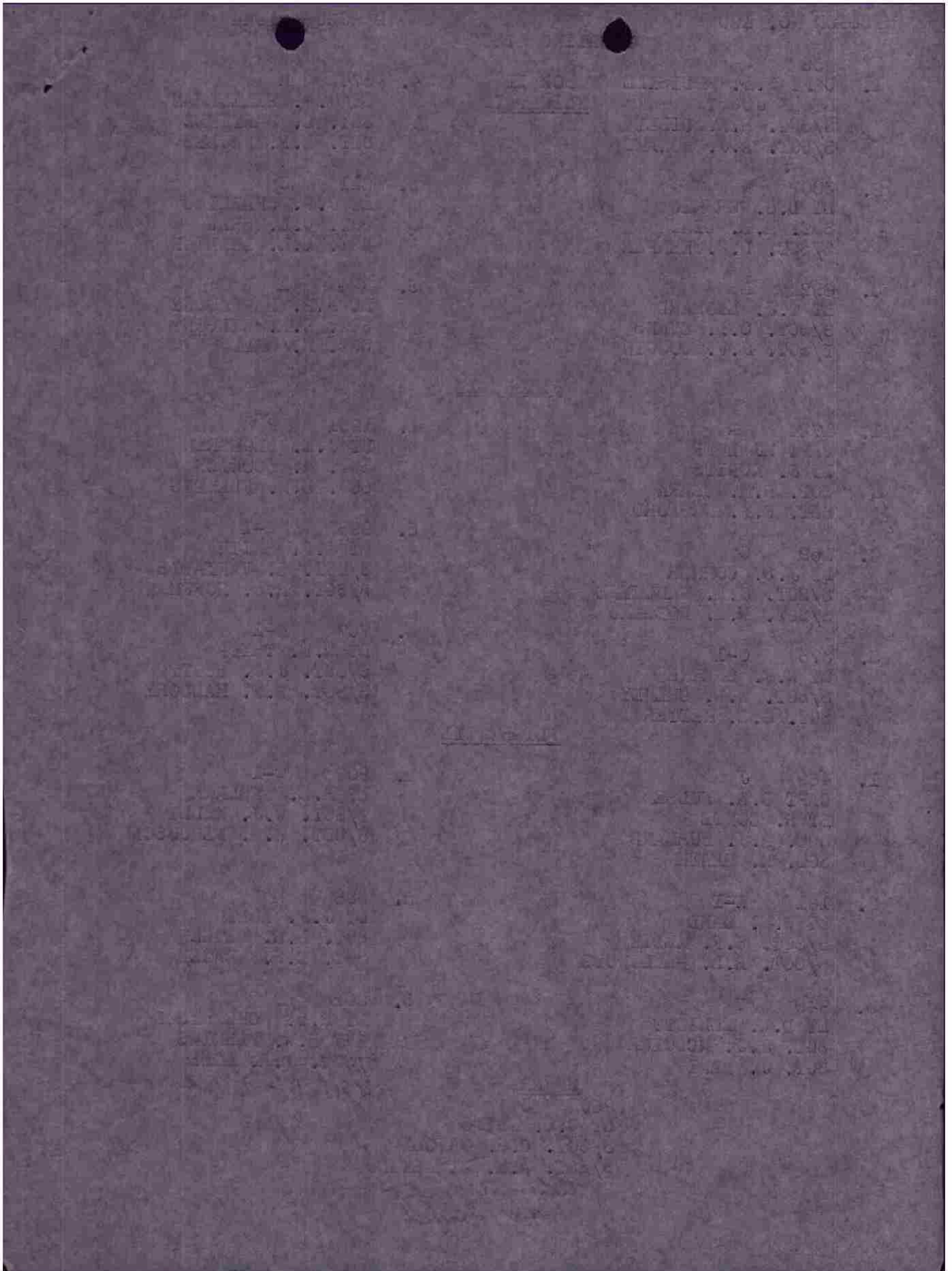
956 Z

LT G.L. ESTES

S/SGT. G.R. ORVOLD

S/SGT. A.E. DEMARTINO

*Returned Early
 as briefed. utkr*



OPERATIONAL PRIORITY

FROM: 416TH BOMB GROUP (L)

TO : IX BOMBER COMMAND TO: 97TH COMBAT WING

416 BG A _____ E SECRET IN THE CLEARXXXXXXXX

"J" FORM OPERATIONAL CLEARANCE F-3 9 AUGUST 1944

PREPARED BY LT. R.F. SHAEFER

A.

B. 1846

C. DUNGENESS

D. BOX I R/T BREWER ONE

670 6 J I C H F M

668 6 P N D L B R

671 6 S D-1 J-1 B-1 P-1 H-1

668 1 (SPARE) T

GROUP LEADER 670 J

DEPUTY 668 P

BOX II BREWER TWO

670 6 Q N L R O E

669 1 K B S G O-1 P E-1 N-1 J A-IV Q-1

671 1 (SPARE) Z

SECOND BOX LEADER 670 Q

DEPUTY 671 A

E. 12,000

F. AULT

G. 1902

H. 59

J. GRAVELINES

K. NORTH FORELAND

L. 2011

M. 1. TAKE OFF . . 1748 SET COURSE . . 1808 E.T.A. . . . 2027

2. 9 AIRCRAFT 4 x 500 GP - 20 AIRCRAFT 6 x 500 GP

3. 4 HOURS

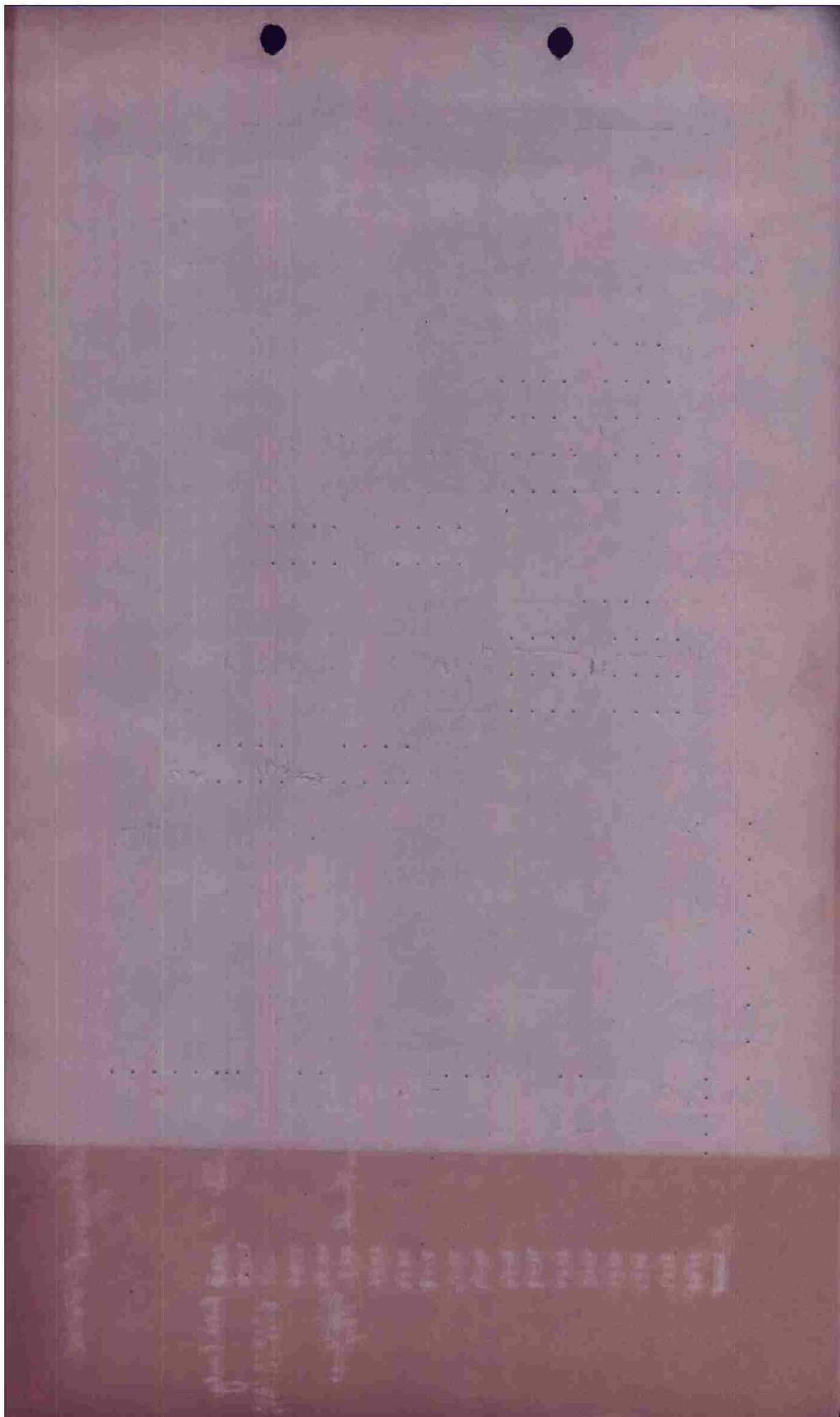
4. BOX I & II - 4903E/B/74

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 STAFF OFFICER

APC 140
9 August 1944

SUBJECT: Interrogation Report

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

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

ROUTE OUT: 6-7/10 cumulus over England with bases 3-4000
and tops 3-6000 and occasionally to 9000.
Cumulus decreased to nil over the channel.
4-5/10 altostratus 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: 3-7/10 altostratus estimated 14000 feet.
Visibility 10 miles plus. No low clouds.

ROUTE BACK: 6-10/10 altostratus 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. 6/10 altostratus
at 14000 feet. 10/10 cirrus estimated
20000 feet.

TIME OVER TARGET: 1926

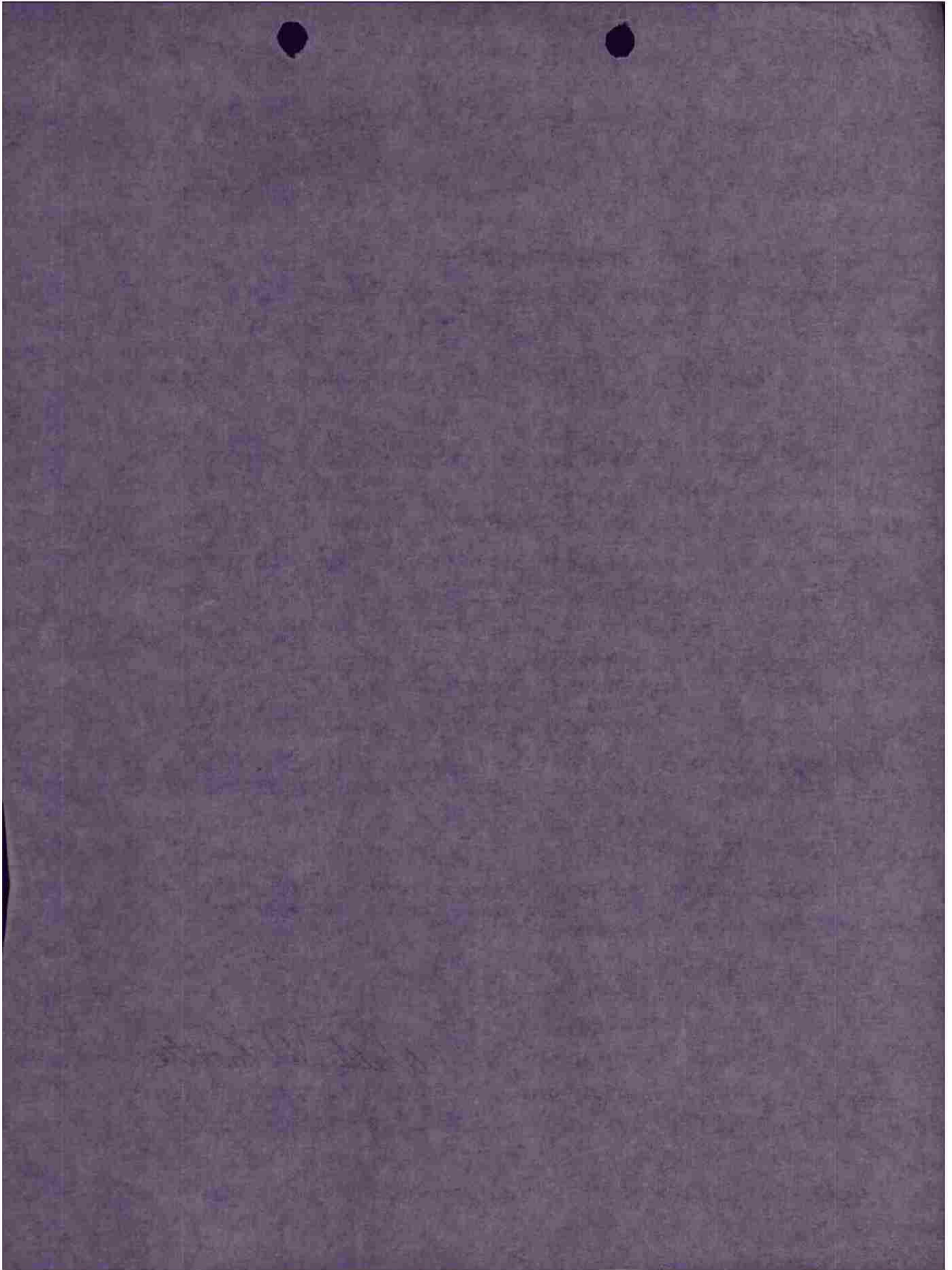
WINDS: Winds over target were reported as being off
by two bombardiers and as being very good by
two bombardiers.

Weather did not affect bombing.

Walter D. Castle

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

CONFIDENTIAL



POST MISSION REPORT

MISSION NO. 120

DATE AUG 9 1944

1. Number of men wounded (Medics - 16) NONE

2. Bombing malfunctions (Armament - 92) NONE

3. Camera Malfunctions (Photo Lab - 84) NONE

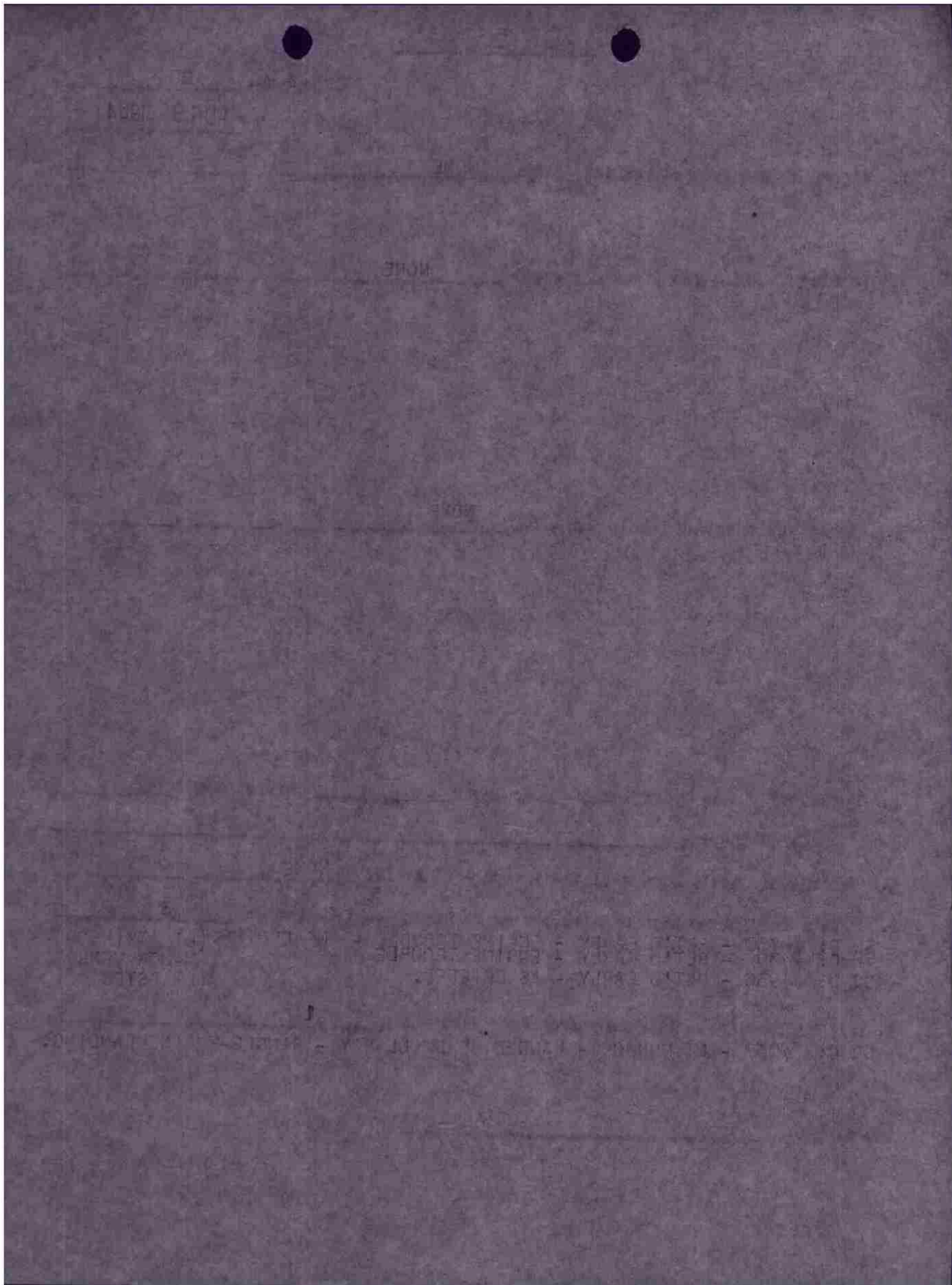
4. Number of Planes Operational: Bomb Group 40 - G Service Group 3 - G
 Called to Wing 43 G - 17 D

5. Percent of Battle Damage (Intelligence - 68 or 17) NONE

6. Planes failing to become airborne or returning early - reason 3
 SQ C: #750 - RET'D EARLY - ENGINE TROUBLE - ONE ENGINE. (LT ATKINSON)
 SQ C: #439 - RET'D EARLY - ENGINE TROUBLE (MAJOR MENG)
 SQ D: #956 - RET'D EARLY - AS BRIEFED. (LT ESTES)

7. Planes lost or landing away from base - reason 1
 SQ C: #058 - LT MONROE - LANDED BRADWELL BAY - SINGLE-ENGINE LANDING.

(SUBMITTED BY Sgt. G. M. Byrne)



CONFIDENTIAL

S-3

FROM: COBOMGR 416

TO : COCBTWIG 97 ATT: SIG 0

A - YS - 120

B - 9 AUGUST 1944

C - 36 A/G

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:

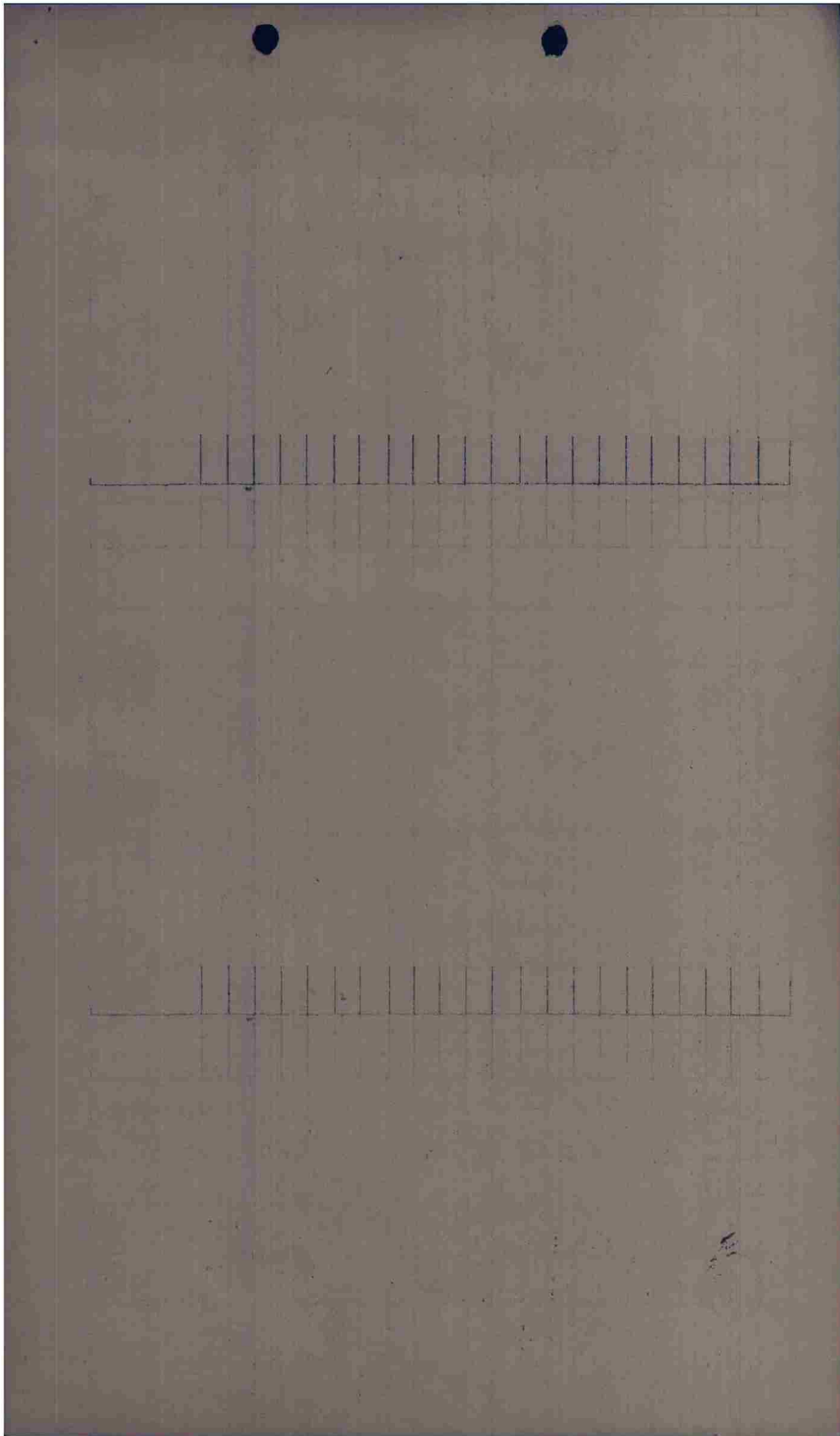
DANIEL J. NOLAN,
1ST LT, AIR CORPS,
SIG 0.

Mission No. 170

Box I

9 August 1944

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 O A D	B O M B A R D	E N D U R	L A T I T U D E	R E M A R K S
C	J	439	Bruce	468		1744	1846	built	1925	burn - burnt	burnt					1923	Rita Early
C	I	689	Smalley			1744	Average	1902		burn	burnt					1924	1 Eng. No. 1294. Bredwell Bay
C	C	058	Johanna			1744	near	1200		200'	7000						
C	A	307	Joe Stoker			1745	12000			18000	2011						
C	F	227	Small			1745											
C	M	750	Almanox			1745											
A	P	1717	Maagur			1746											
A	N	150	Crutcher			1746											
A	D	195	Truh			1749											
A	L	262	Plenatonic			1749											
A	B	480	Kenny			1747											
A	R	894	Sperry			1747											
A	S	1711	W. Tucker			1747											
D	D-1	219	Thurman			1748											
D	S-1	719	Thurman			1748											
D	B-1	937	Dunlap			1748											
D	P-1	951	Ames			1748											
D	H-1	165	Spencer			1749											
A	T	176	Lawson			1746											

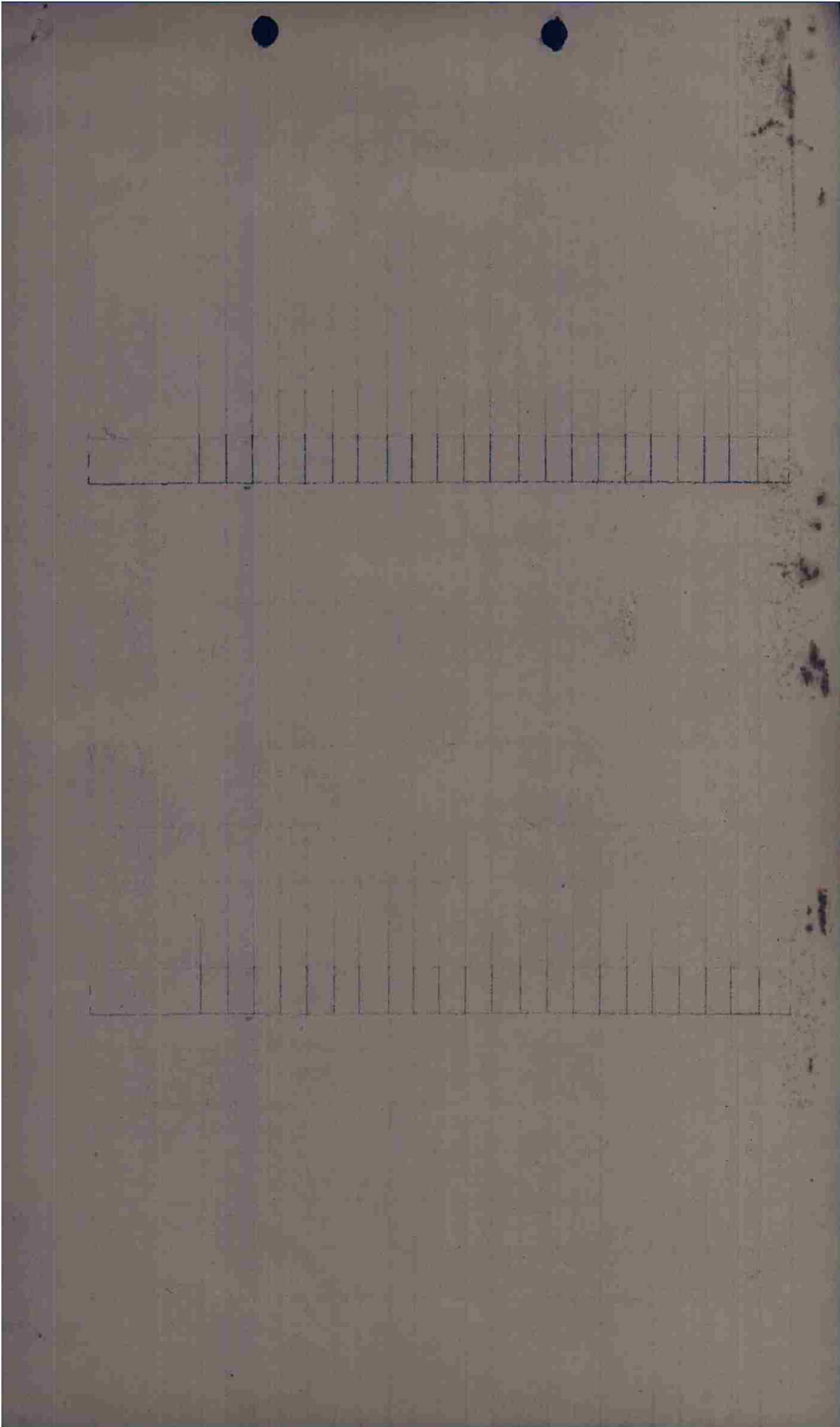


Mission No. 120

Box II

9 August 1944

S Q D N	A / O LTR	A / O NO.	PILOT	D I S T A N C E	T A R G E T	A T O	E N G . C O A S T O U T	E N E M Y C O A S T I N	T O T	E N E M Y C O A S T O U T	E N G . C O A S T I N	C A M E R A	F U L L O L O A D	B O M B O L O A D	E N D U R	L A T I T U D I N E	R E M A R K S
C	Q	452	Quadeville			1749										2047	
C	N	380	Strung			1750										2049	
C	L	192	Seabird			1750										2048	
C	R	674	Reidman			1750						C				2049	
C	O	211	Spading			1751						C				2046	
C	E	224	Barnesby			1751										2050	
D	A	1724	Shuf			1751										2053	
B	G	159	Gibner			1751										2053	
B	O-1	576	Greene			1751						H.C.				2053	
B	P	1961	Blongren			1952						C				2054	
B	E-1	9961	J. M. Smith			1962						C				2054	
B	N-1	767	Traps			1953										2039	
B	J	469	Adler			1953						H.C.				2050	
B	R	181	Jand			1953										2051	
B	V	840	Elmirt			1953						H.C.				2051	
B	Q-1	900	Bakmer			1954										2051	
B	K	368	Allen			1954										2052	
B	B	202	Robertson			1954						H.C.				2052	
B	Z	956	Patna			1955										1905	



STRAIT OF DOVER
1:500,000

SECRET
Major
Radetsky

2007
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X

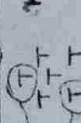
2007
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X
N 1516

XHI

416th Bomb Gp (H)
9 August 1944 F.O. 169-478
TARGET See Opsflash No 121
T.O.T. 1928 1950 1930
Flights 1 & 3 2 456
Altitude 11300 to 12200'
Window Not used
Weather High overcast approx. 14000' no low cloud. Viz. 10 mi. Clear over channel - cumulus clouds to 9000' over England on way out high overcast on return

No Flak Damage

Retnd early due to mech. trouble



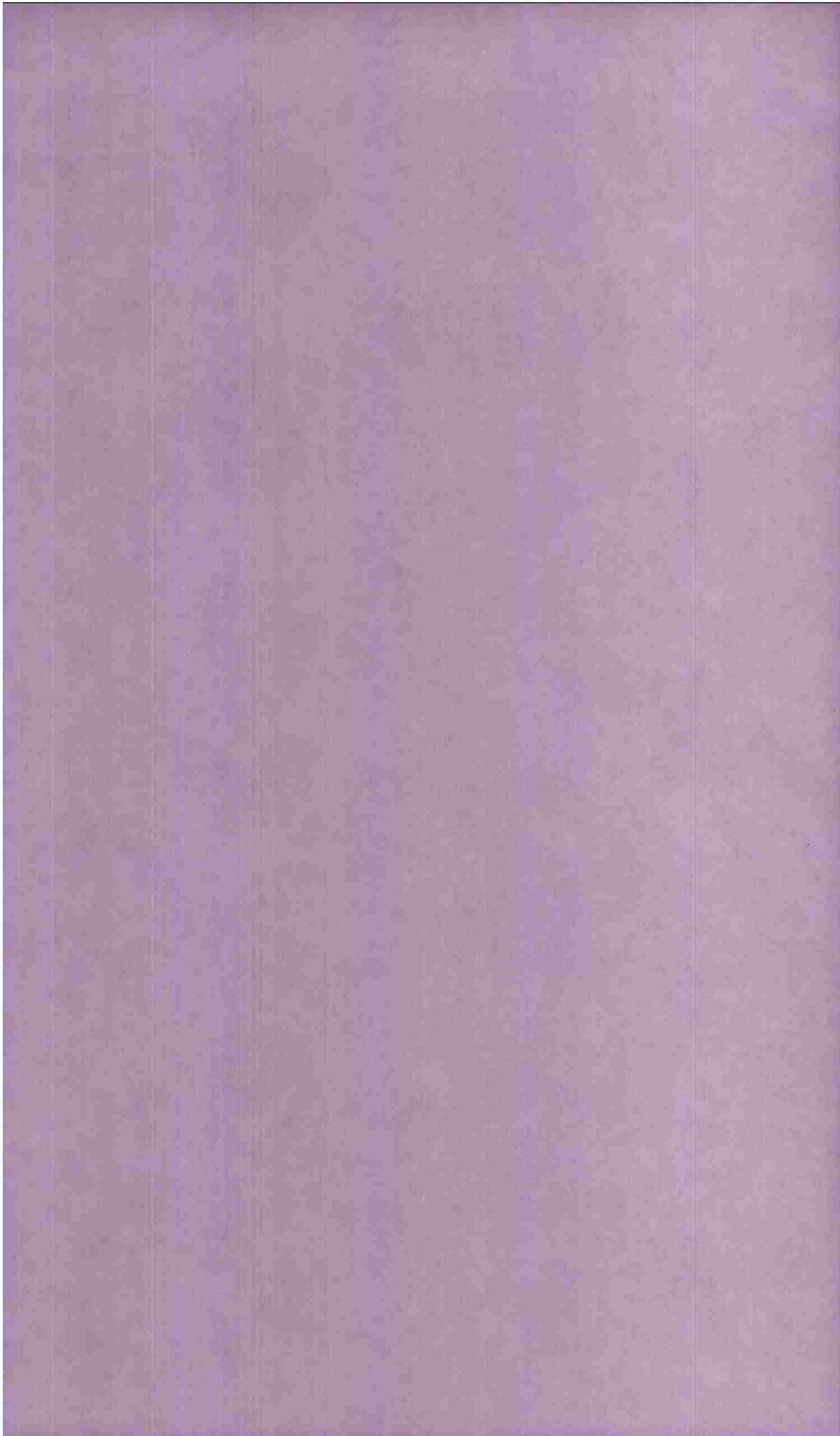
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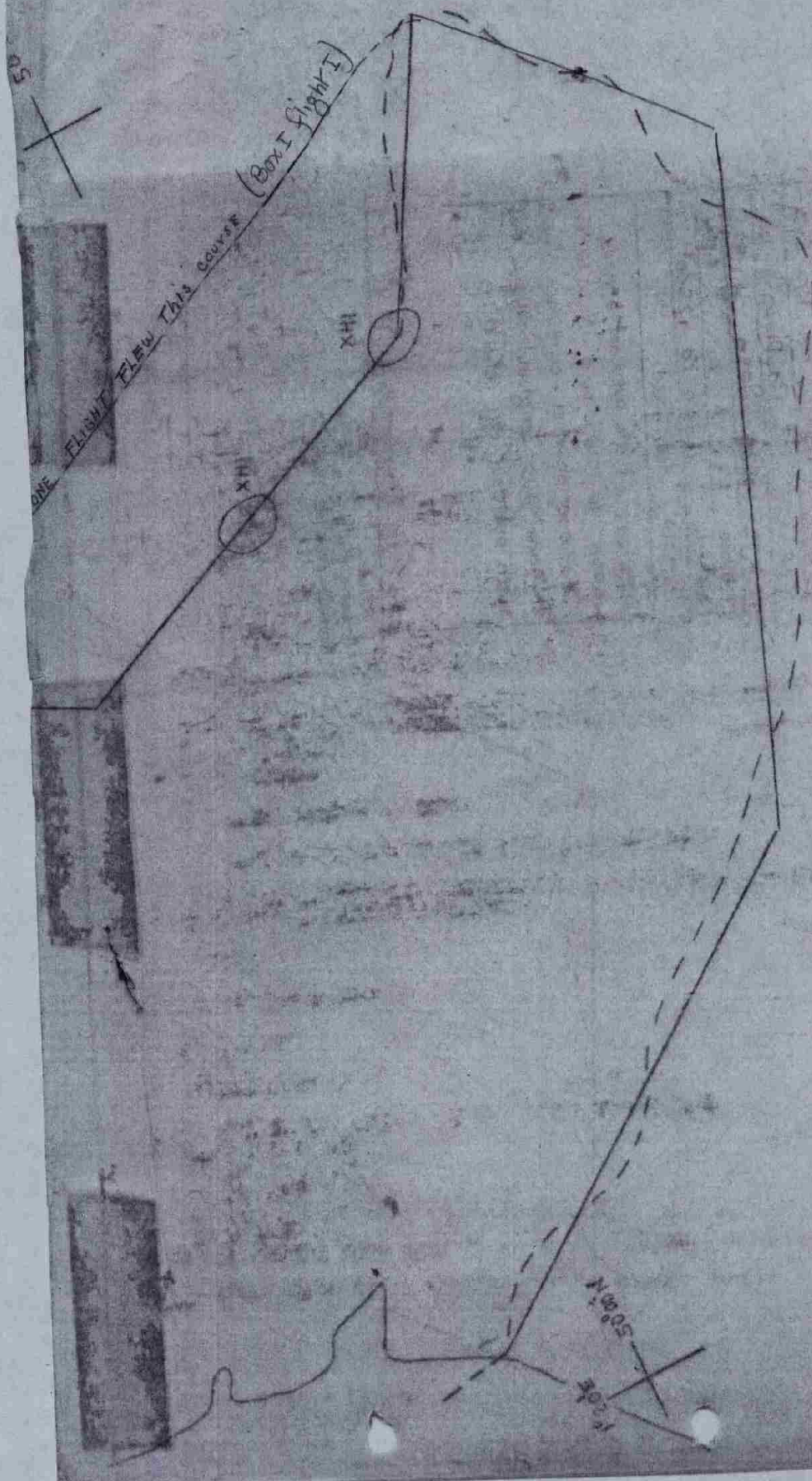
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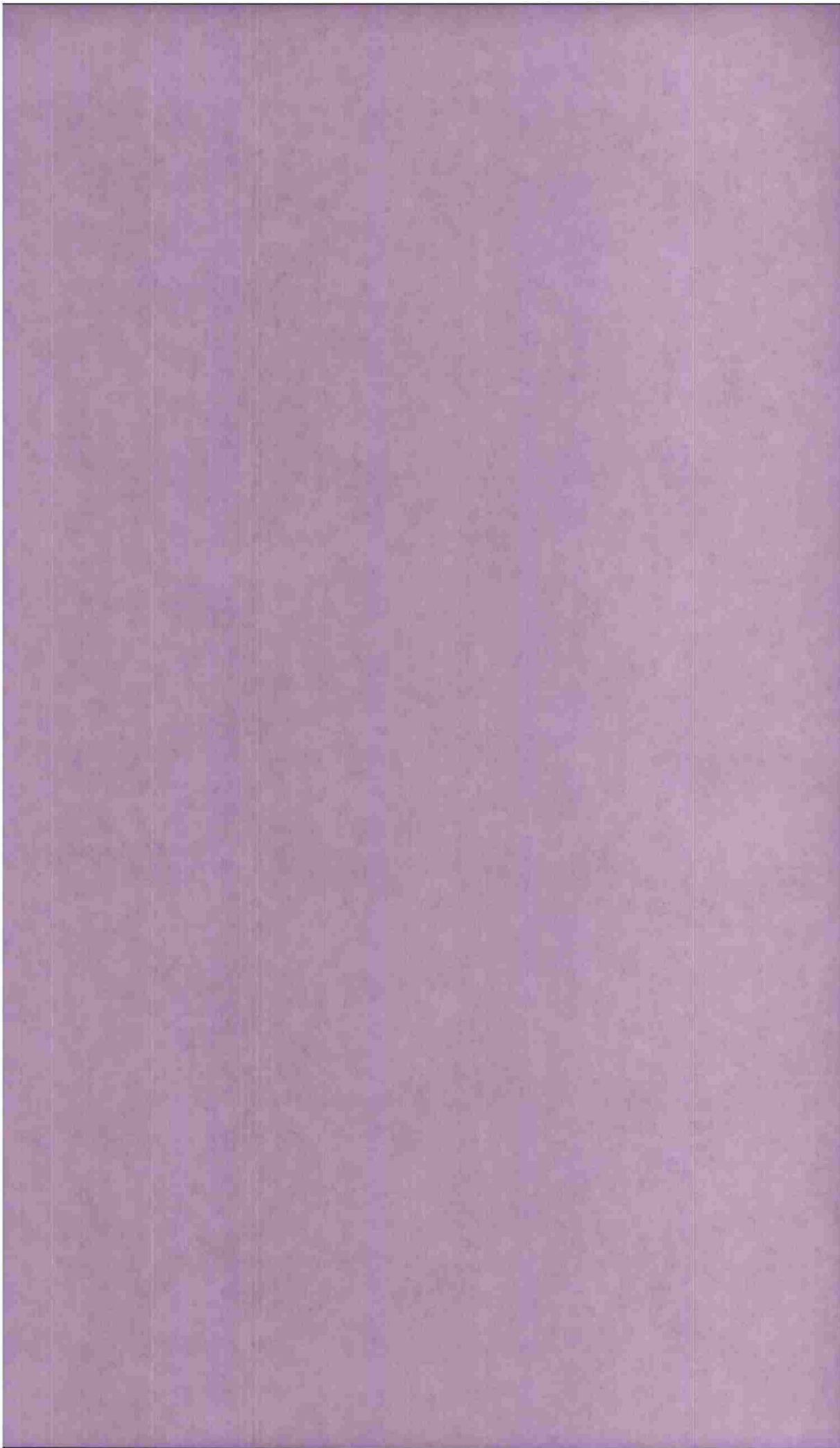
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364

OICOG OIHAN OIVAA OIGOF V OILAI OILAI 04/09 OF

FROM 97TH COMBAT BOMB WING 09/1438D A-57-E
TO COMBONCG IZ

409TH BOMB GROUP (INFO)

416TH BOMB GROUP

416TH BOMB GROUP

OPERATIONAL PRIORITY DT

SECRET SENT IN THE CLEAR AUTH: LT. COL. NO AFEE

97TH COMBAT BOMB WING

A P O 14C

09 AUGUST 1944

FIELD ORDER NO. 165-478

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: 09/1438D

3. A. 416TH GROUP:

(1) 4091E/B/3

(2) 2 BOXES OF 12 BOMBING BY FLIGHTS OF 6.

(3) WITH FIGHTERS 4500N 0035E AT 12,000 FEET AT ZERO HOUR PLUS 10 MIN.

(4) BASE TO HALDENHED TO SELSEY HILL TO 4952N 0035E TO 4934N 0039E TO 4922N 0138E TO 4922N 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) 4047N 0138E

(8) GENERALLY SW TO NE

(9) M.P.I. ILL. 4001E/28 REF. 030076

(10) 4 X 200 LB. G.P. FUSED 1/10 SEC. NOSE 1/40 SEC. TAIL.

(11) 4047N 0138E

(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 12 BOMBING BY FLIGHTS OF 6

(3) WITH FIGHTERS AT 3012N 0122E AT 12,000 FEET AT ZERO HOUR.

(4) BASE TO DUNGENESS TO 5012N 0122E TO 5006N 0122E TO 4946N TO I.P. TO TARGET.

(5) TARGET TURN LEFT TO R.P. TO 5012N 0232E TO 5032N 0230E TO 5047N 0230E TO 5052N 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 0230E

(8) GENERALLY SW TO NE

(9) M.P.I. ILL. 4903E/36 REF. 008049 CENTER OF BRIDGE ALTERNATES

4902E/12 3 FLIGHTS ON REF. 006053 THREE FLIGHTS ON REF.

037040 ILL. 5002E/62 REF. 0732070.

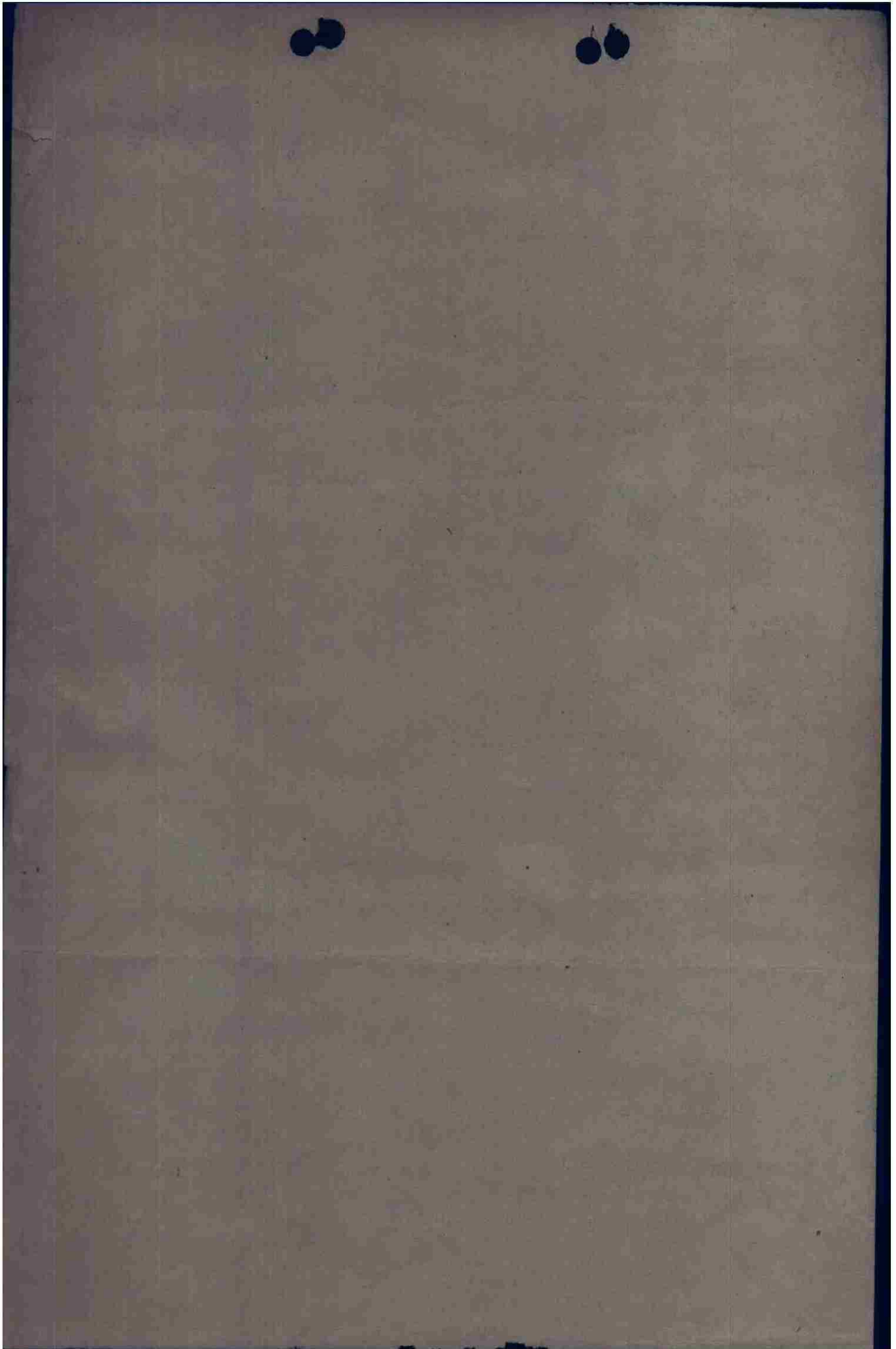
(10) 6 X 200 LB. G.P. FUSED 1/10 SEC. NOSE 1/100 SEC. TAIL.

(11) 4946N 0245E

(12) THIS GROUP IS NOT AUTHORIZED TO SELECT ANY ADDITIONAL ALTERNATE TARGETS THIS MISSION.

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

(2) 416TH GROUP WILL TAKE OFF AT LEAST 10 MIN. BEFORE 416TH GROUP.



4. NO CHANGE

5. COMMUNICATIONS:

A. 516TH BOMB GROUP.
(2) HINCHAY
(3) BYPASS

B. 516TH BOMB GROUP.
(2) BREWER
(3) GARRIAN

7. GENERAL INFORMATION
(10) VABT/VABT

COCDTWIG 27

BT 09/1458B

AR

AS

CC: UNDER COMMUNICATIONS PLS MAKE A. RADXXX READ A. 516TH BOMB GROUP
CC/UCD

OIGOG R...09/1458B H2 AR KK

HINAY R...09/1458B US AR

OIGOF R...09/1458B WC AR

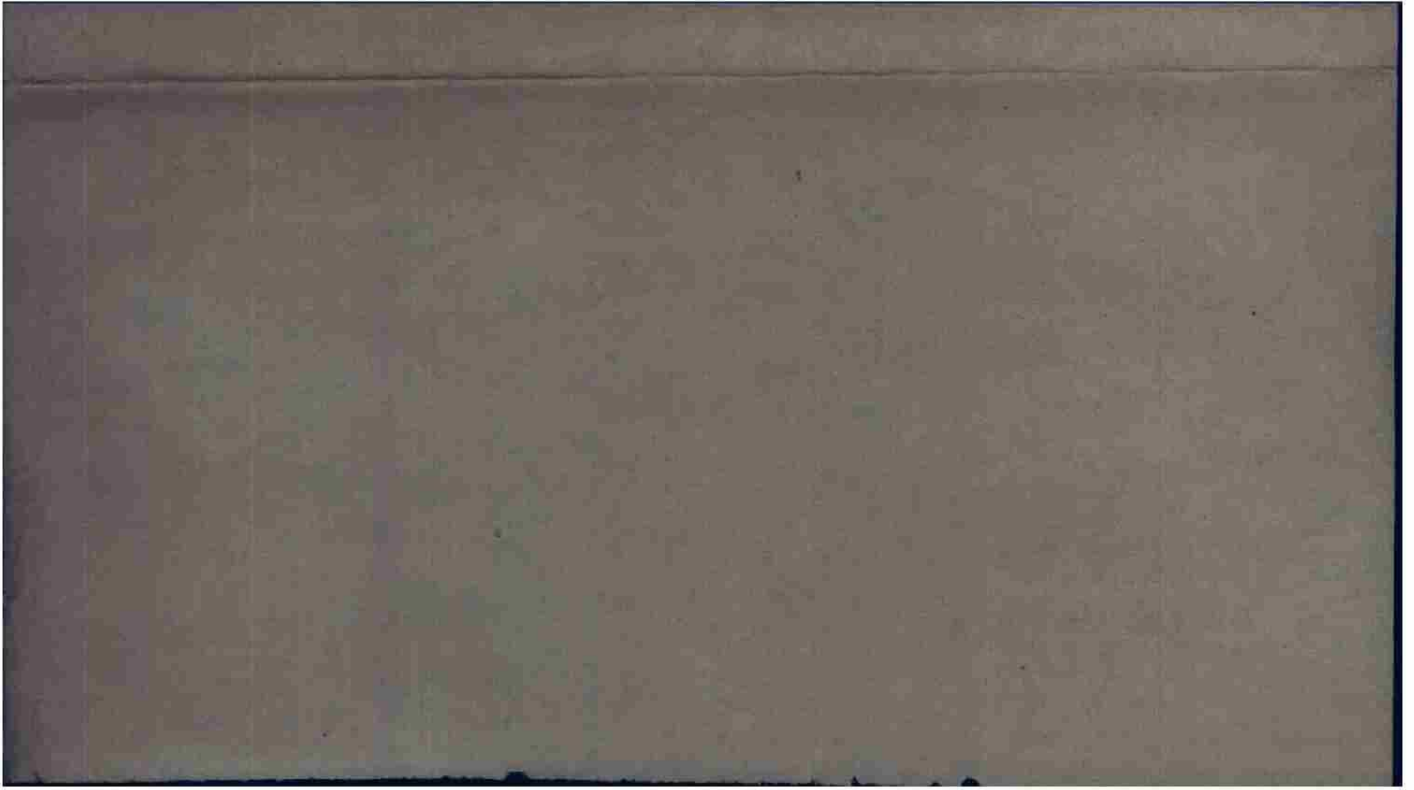
OIGOF R...09/1458B WC AR

TKO

OIVAA R...09/1458B CU

UA

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OKB

370

URJCO GIHAK GIYAA OIGOF V OILAI 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

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

WITH FIGHTERS AT 0810N 0123E AT 12,000 FEET AT ZERO HOUR PLUS 30 MIN.

AMEND PAR. X (5) TO READ.

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

COCBTWIG 97

BT 09/1540B

AR
 AS
 SS

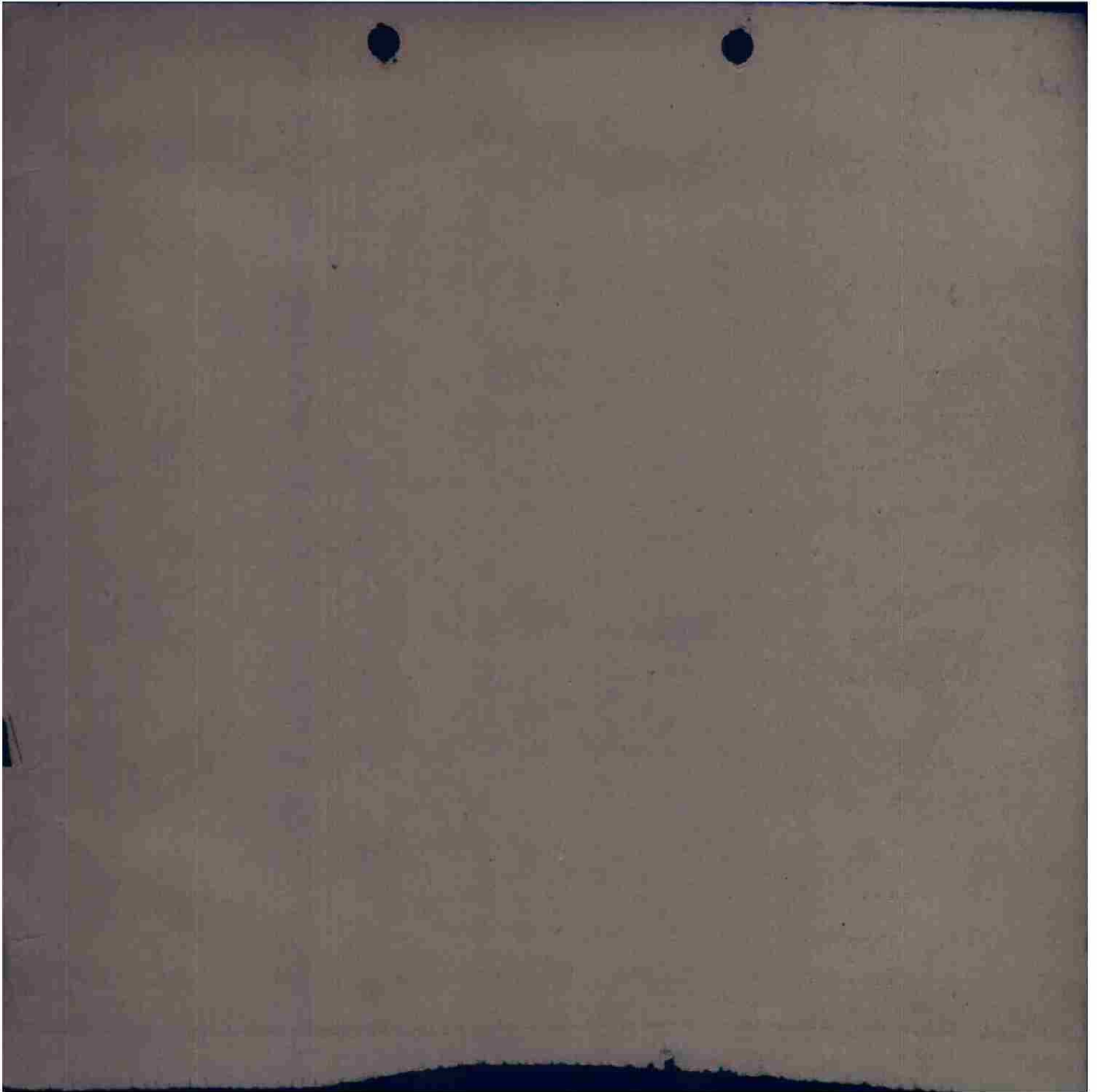
OICOG R...09/1540B HW AR

OIYAA R...09/1550B GW AR K

OIGOF R...09 / 1550B HP AR

GIHAK R...09/1550B US AR

O.*/



377

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

FROM 97TH COMBAT BOMB WING 09/1915B A-59-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. 169-473

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

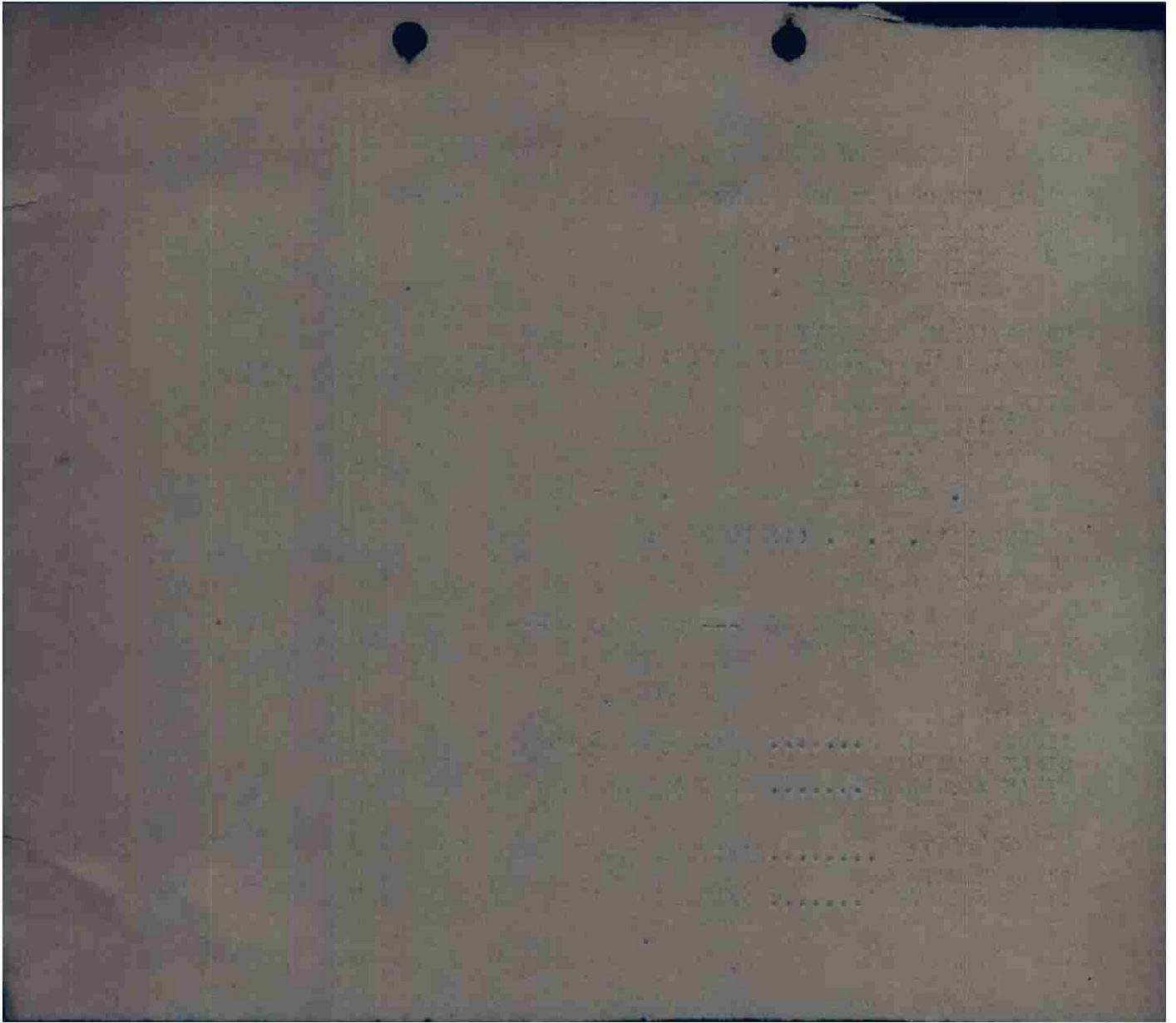
4801E/C/5

---COCBTWIG 97---

BT 09/1915B
FK AR

OICOG K WITH R
OICOG / OILAI R..... 09/1924B DC AR
OIHAK K WITH R
OIHAK / 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



363

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:

B. COMMUNICATIONS:

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

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

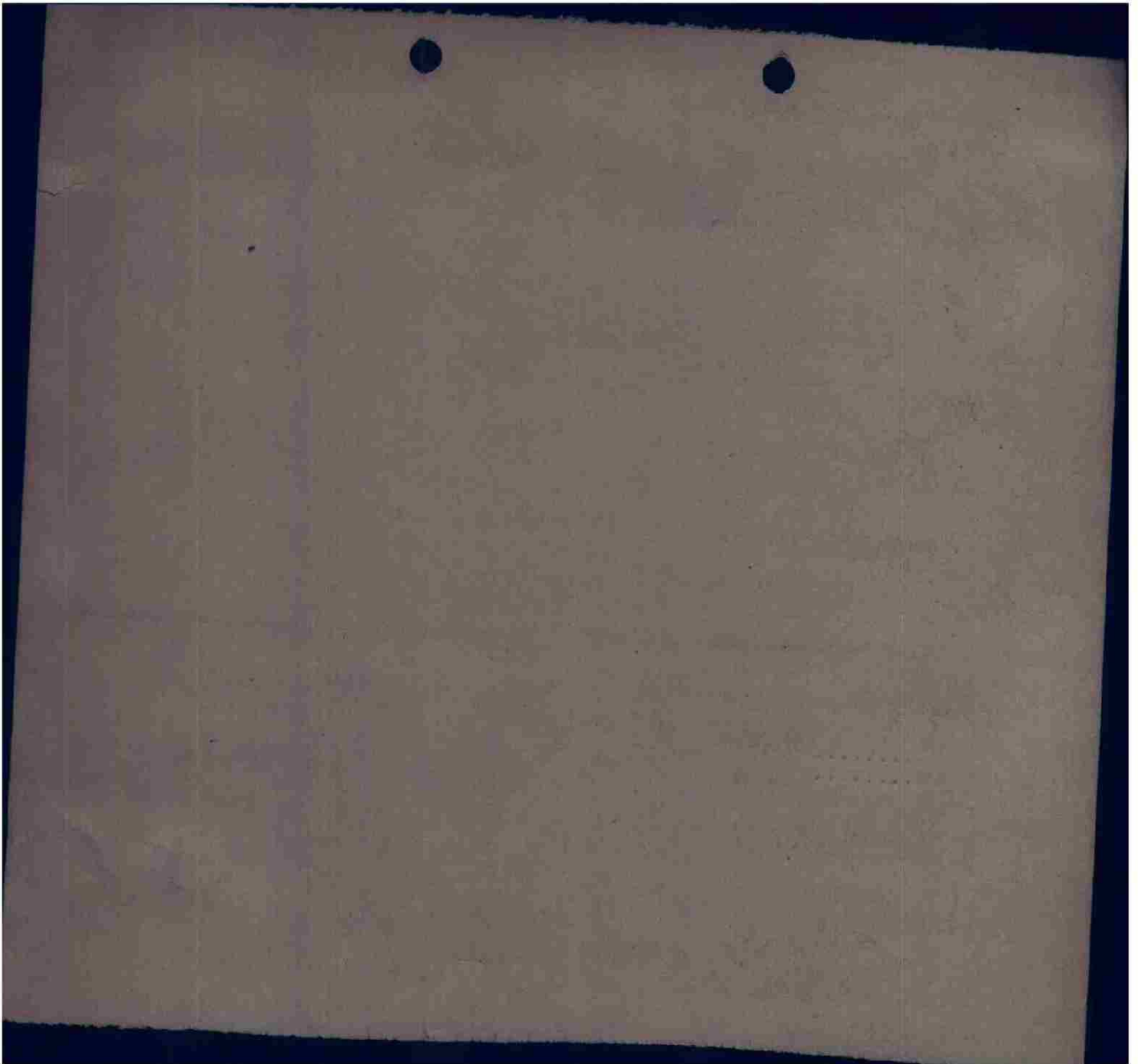
X. GENERAL INFORMATION
(18) VABT/VABT

COCTWIG 97

WCB AR

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

0 OK THINIS AR FOR NOW
E



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

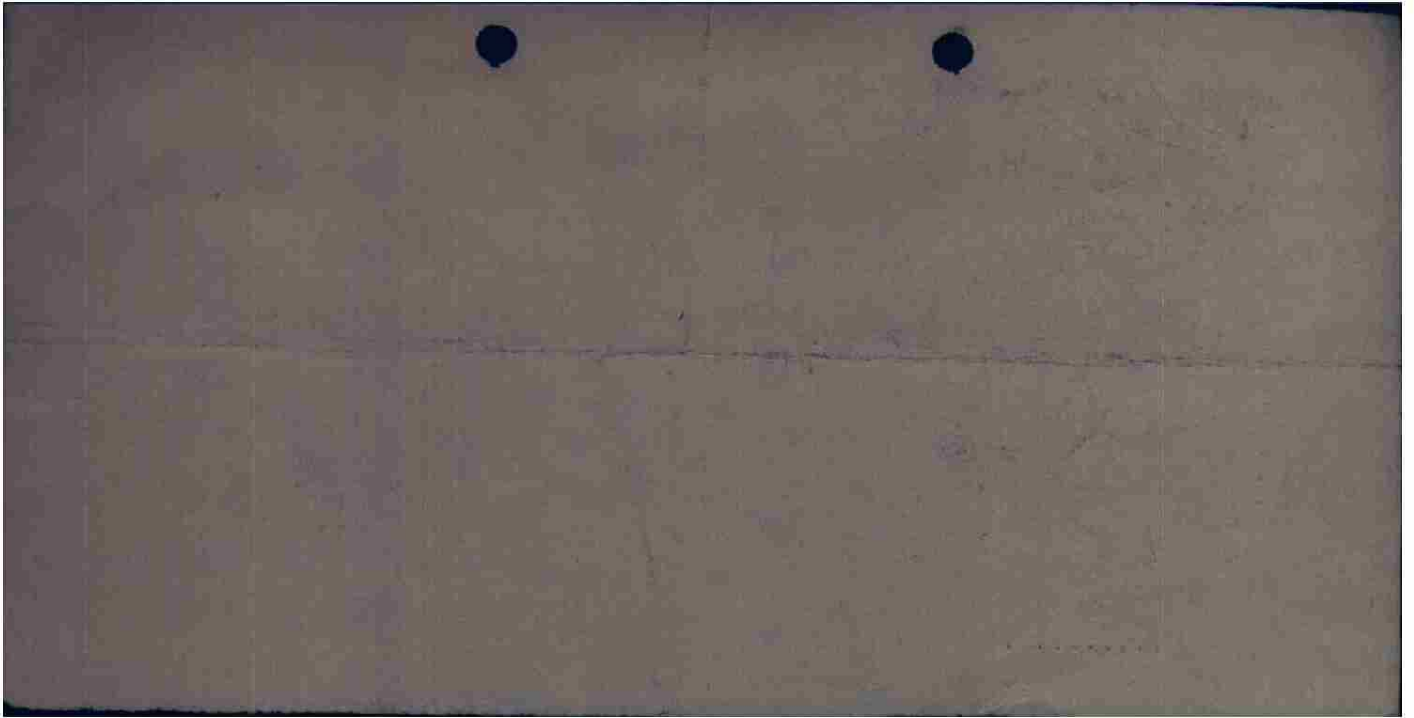
SECRET BT

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
C

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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 QOX 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 YAKKX 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.
- EXX
 EXX 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
- EXX
 FLIGHT 3 PNB. BOMBED BRIDGE AT APPILLY N6619 WITH GOOD RESULTS
 FLIGHT 4 -EXX GOOD - EXCELLENT
 5- CROSS
 6- FAIR.
- F. (1) (A) NIL
 (B) NIL
 (2) (A) NIL
 (B) WEAK IMXXKXKX INACC. HFF AT GRAVELINE
 WEAK HEAVY INACCURATE FLAK AT N4647
 MODERATE HEAVY ENACCURATE FLAK AT N3660
 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
 EXEX M/Y AT LENS FULL OF COGDS CAPS AT 1951 OBSERVED FROM 12,000
 FT.
 HEAVY RAIL TRAFFIC OBSERVED ALONG ROUTE FROM TARGET TO THE ENEMY EDGE
 COAST
 CANAL BARGES BEING USED EXEXX 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 H2370 EXEX 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 N6031 SEEN AT 1951 FROM 12,000 FEET.
 50-60 GOODS CARS STRUNG OUT IN GROUPS ALONG R. R. FROM EXEXX
 8027 TO EXEX N4546.
 30 CAR TRAIN SEEN AT 1937 ON R.R. SE OF ROSIERES N4546.
- H. (1) HIGH OVER CAST - RXX APPROX 1KXX 14,000 FT NO LOW CLOUD
 VIZ 10 MILES
 (2) CLEAR OVER CHANNEL - CUMULUS EXEXX CLOUDS TO 9000 FT
 OVER ENGLAND ON WAY OUT - HIGH OVER CAST ON RETURN
- I. 90 X 500 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

UIF AB

OICOG R.....10/0000B TLC AB

OILAI R.....10/0000B CES AB

38-

31

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36

$\frac{3}{35}$

24

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15

$\frac{15}{35}$