

**IRIS Public Record**

**Key Information**

Main: GROUP/0416/BOMBARDMENT (LIGHT)

Document Type:  
 Call Number: **GP-416-SU-OP-S**  
 IRIS Number: **00091934**

Rcvd:	Rel	<b>1985/03/05</b>
Indexer ID: <b>35</b>	Entered Date:	
QC ID:	QC'd Date:	
Scanner ID:	Scanned Date:	
Acc ID	Acc Date:	

**Accessions Notes:**  
 Old Accession Nbr:

Title:  
 Beginning Date: **1944/08/13**  
 End Date: **1944/08/13**

Publication Date:

**Classification** *UNCLAS*

**Media** Roll #: **0000001712** First Frame: **639** Last Frame: **733** Linear Feet: **0**  
 Old MFlm Roll # **B0532** Audio Rec:

NUMPAGE **94**

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.

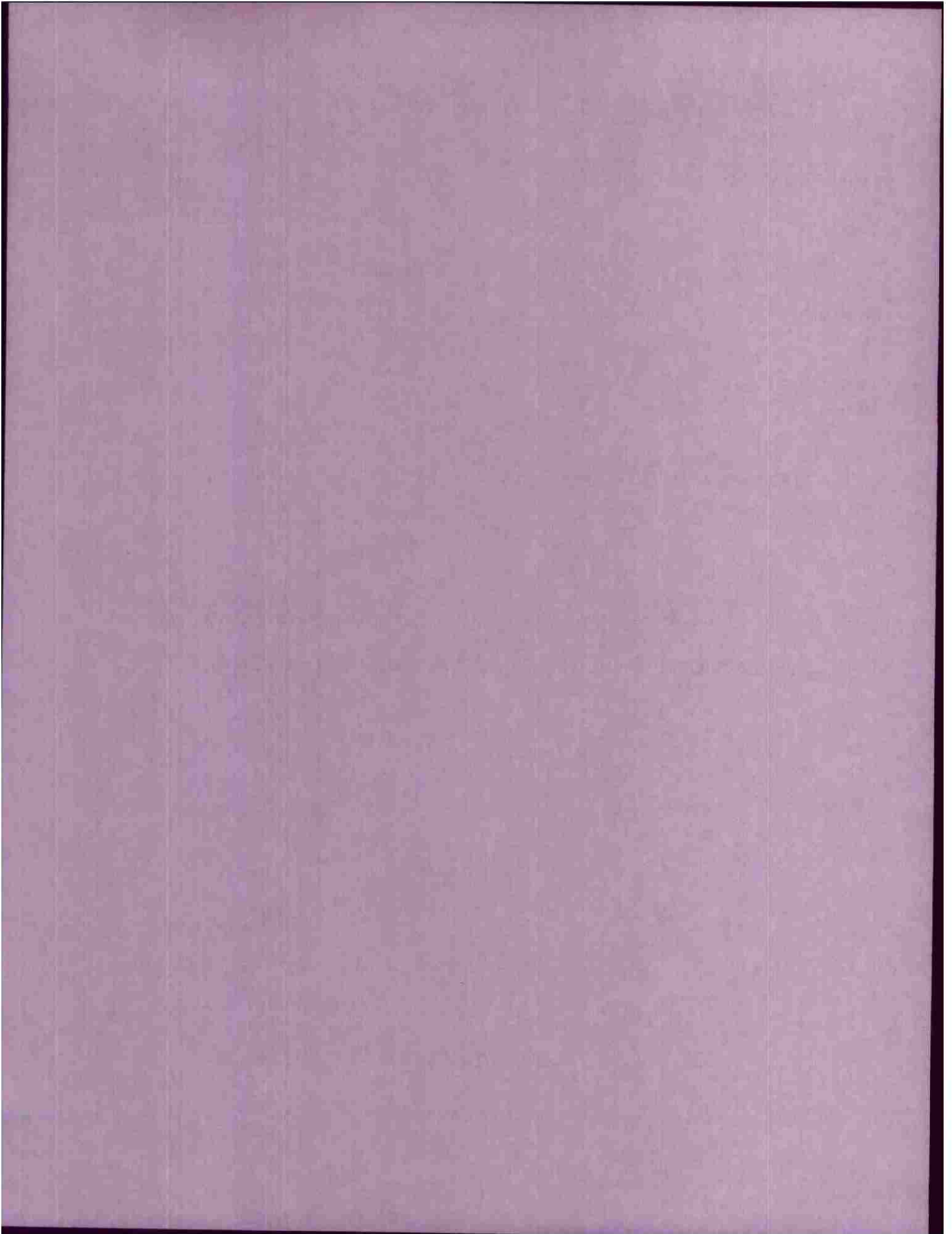
**Title Added Entries** MISSION FOLDER (TARGET: ROAD JUNCTIONS, FIELD ORDER NUMBER 487)

**Author:**  
**Subject:**  
 Major Command:

**Administrative Markings**

No Administrative Markings Listed

Security Review Information:



Op-416-See-Op-S  
13 Aug 1944

P.R.C.

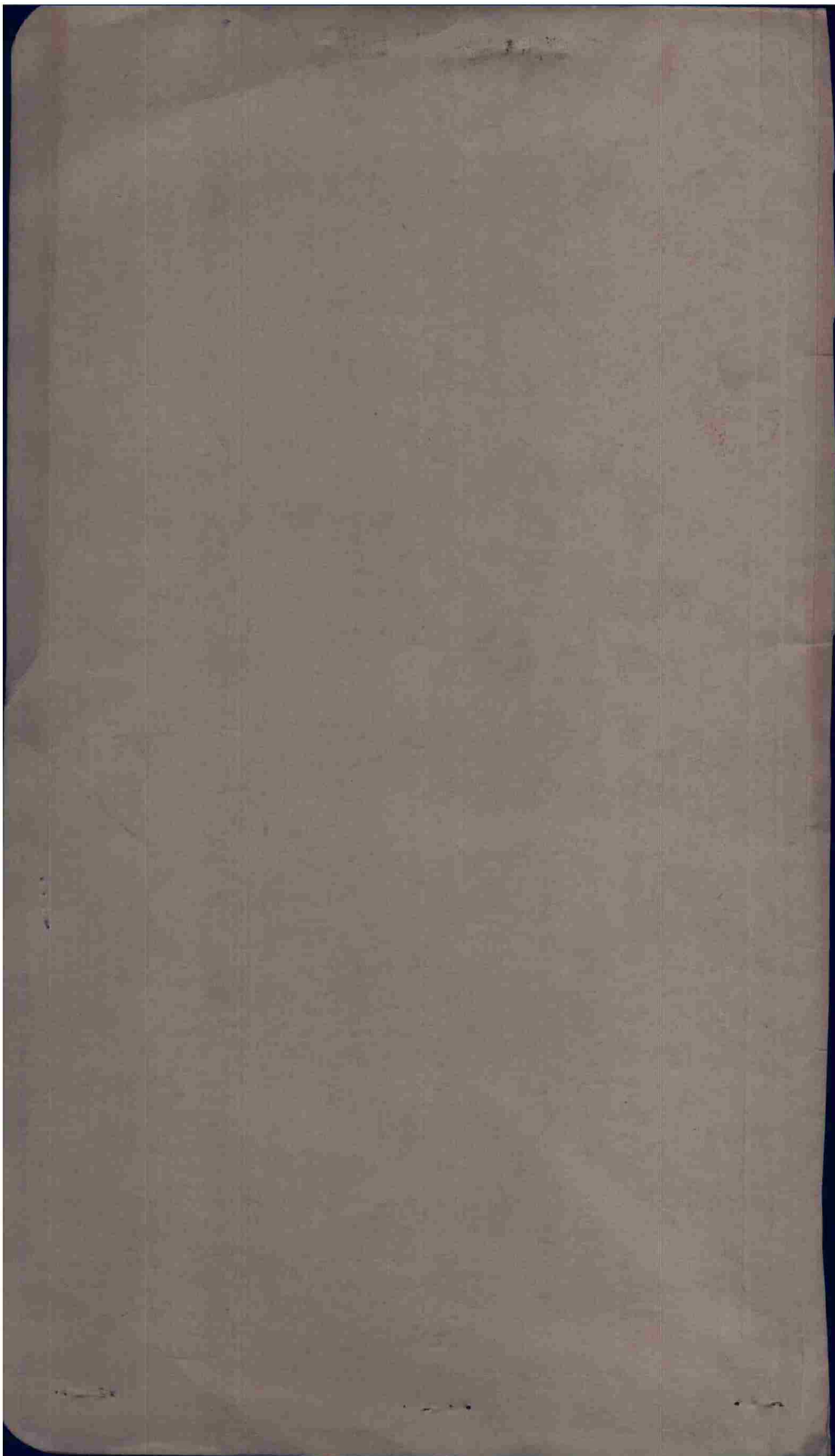
P.R.C.

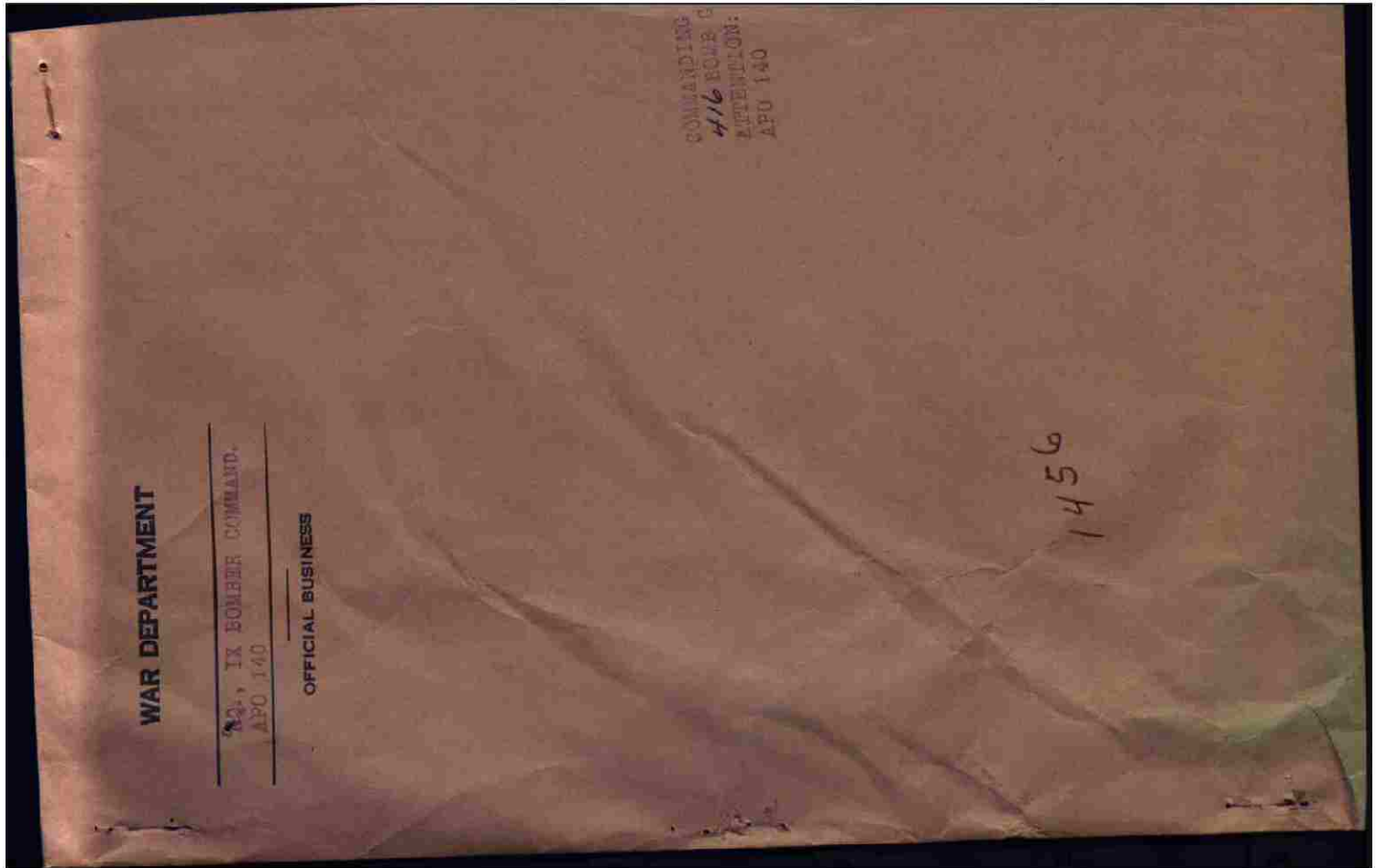
SCANNED BY ACD  
2001

DECLASSIFIED  
DOD DIR 5200.9, 27 Sep 58

00091934

MICROFILMED





WAR DEPARTMENT

HQ, IX BOMBER COMMAND.  
APO 140

OFFICIAL BUSINESS

COMANDING  
#16 FOUR C  
ATTENTION:  
APO 140

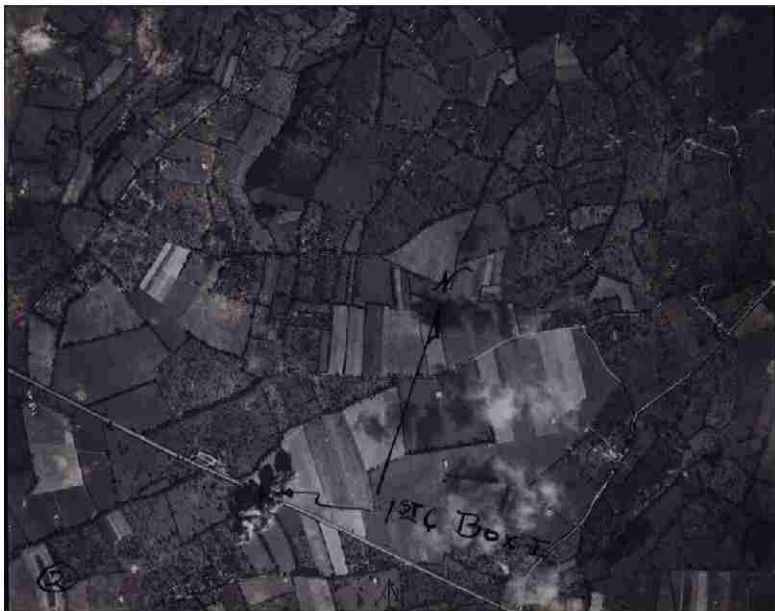
1456

THIS PAGE DECLASSIFIED IAW EO12958



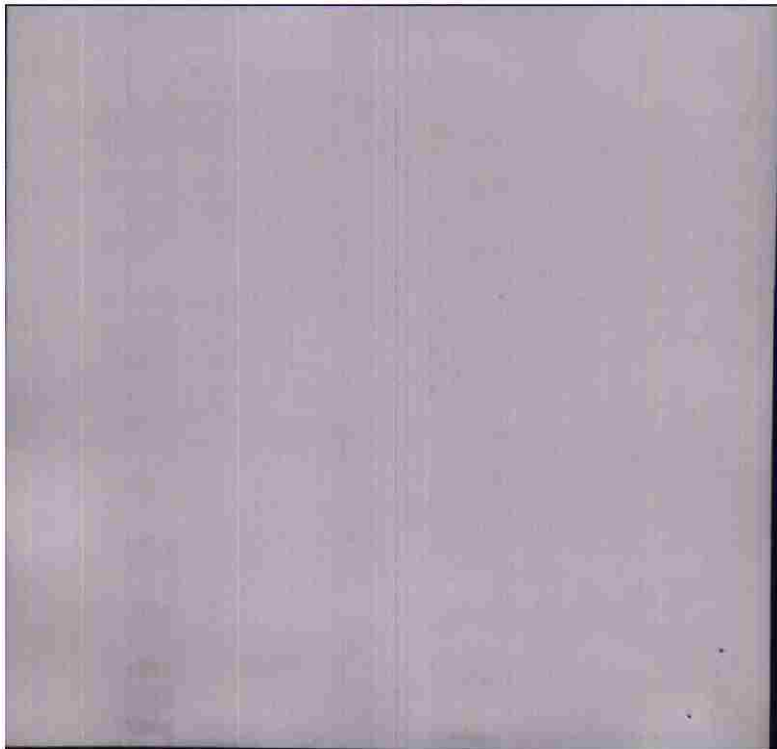
THIS PAGE DECLASSIFIED IAW EO12958

THIS PAGE DECLASSIFIED IAW EO12958



THIS PAGE DECLASSIFIED IAW EO12958

THIS PAGE DECLASSIFIED IAW EO12958



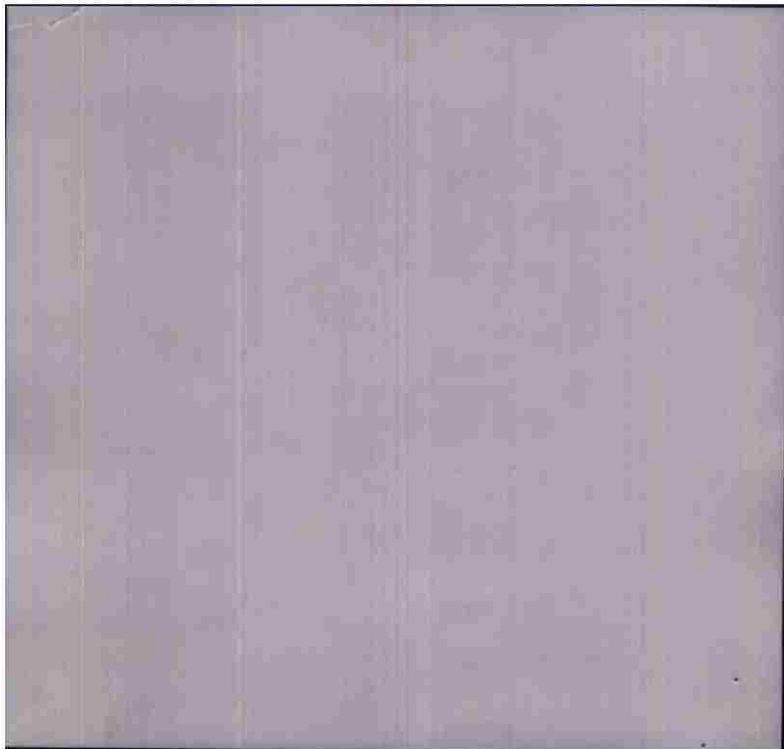
THIS PAGE DECLASSIFIED IAW EO12958

THIS PAGE DECLASSIFIED IAW EO12958



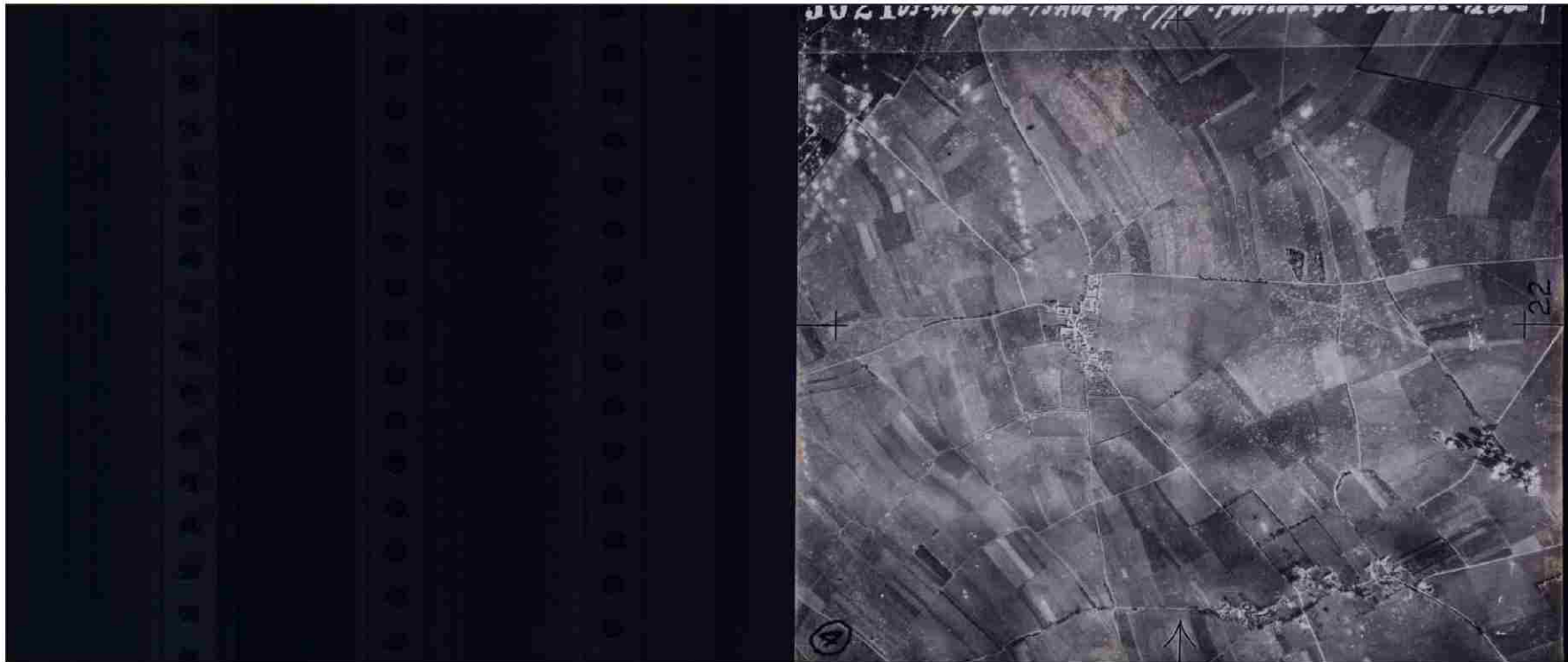
THIS PAGE DECLASSIFIED IAW EO12958

THIS PAGE DECLASSIFIED IAW EO12958



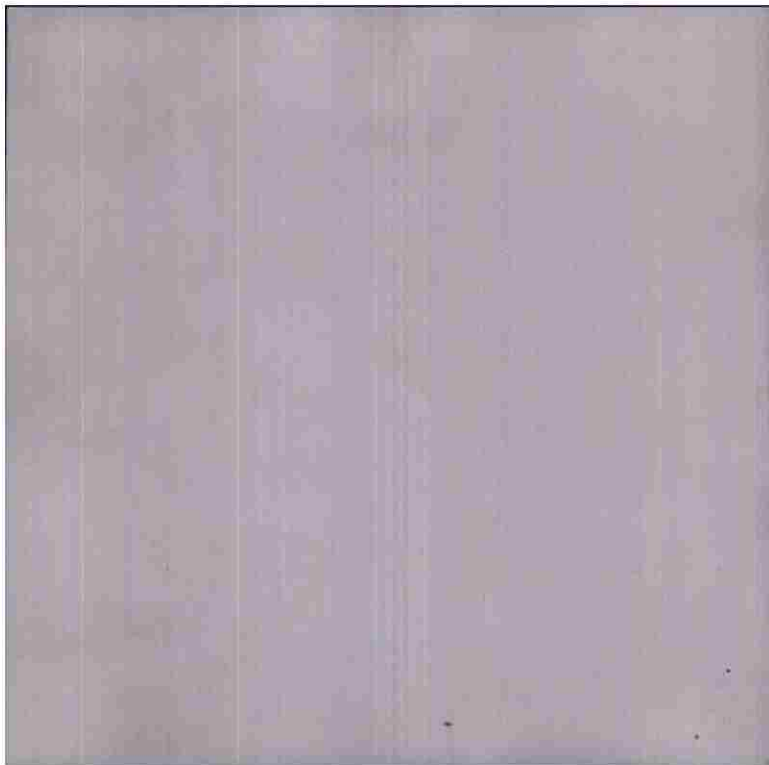
THIS PAGE DECLASSIFIED IAW EO12958

THIS PAGE DECLASSIFIED IAW EO12958



THIS PAGE DECLASSIFIED IAW EO12958

**THIS PAGE DECLASSIFIED IAW EO12958**



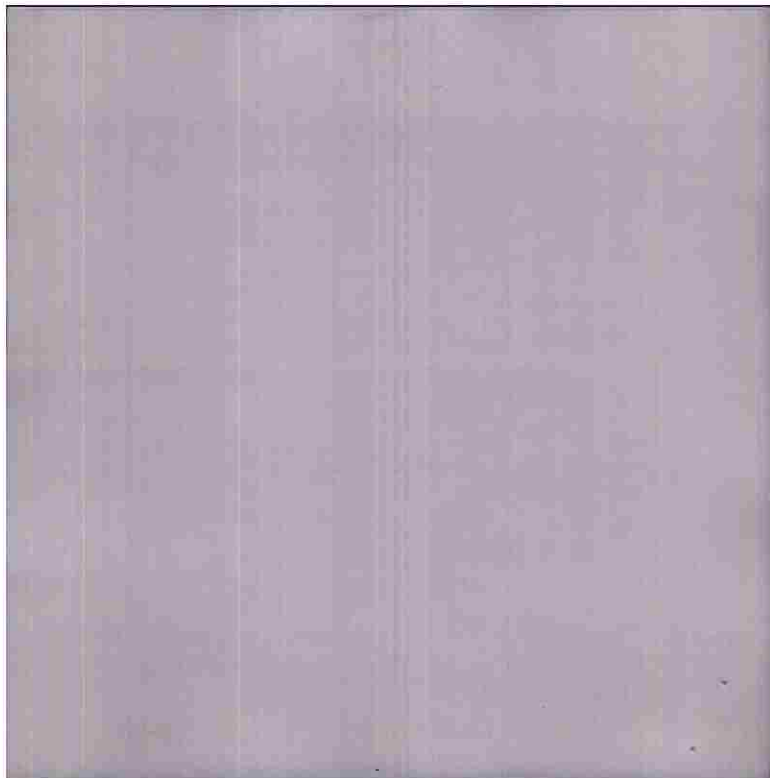
**THIS PAGE DECLASSIFIED IAW EO12958**

THIS PAGE DECLASSIFIED IAW EO12958



THIS PAGE DECLASSIFIED IAW EO12958

**THIS PAGE DECLASSIFIED IAW EO12958**



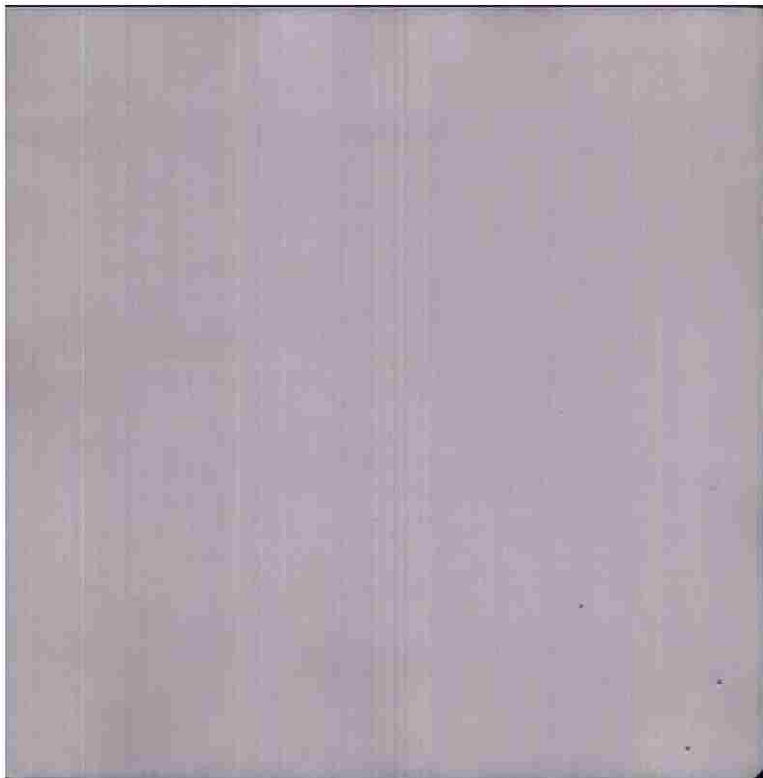
**THIS PAGE DECLASSIFIED IAW EO12958**

THIS PAGE DECLASSIFIED IAW EO12958



THIS PAGE DECLASSIFIED IAW EO12958

THIS PAGE DECLASSIFIED IAW EO12958



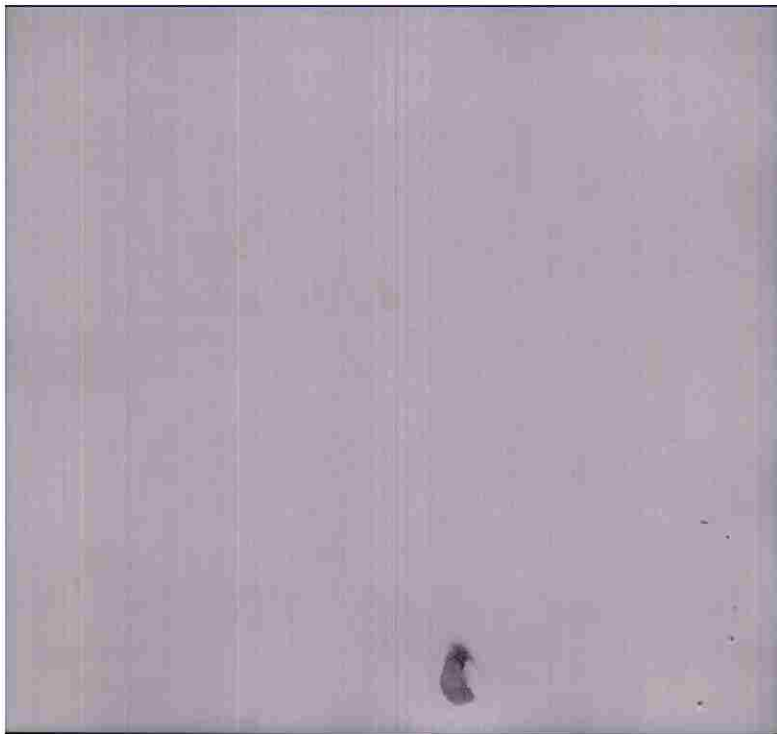
THIS PAGE DECLASSIFIED IAW EO12958

THIS PAGE DECLASSIFIED IAW EO12958



THIS PAGE DECLASSIFIED IAW EO12958

**THIS PAGE DECLASSIFIED IAW EO12958**



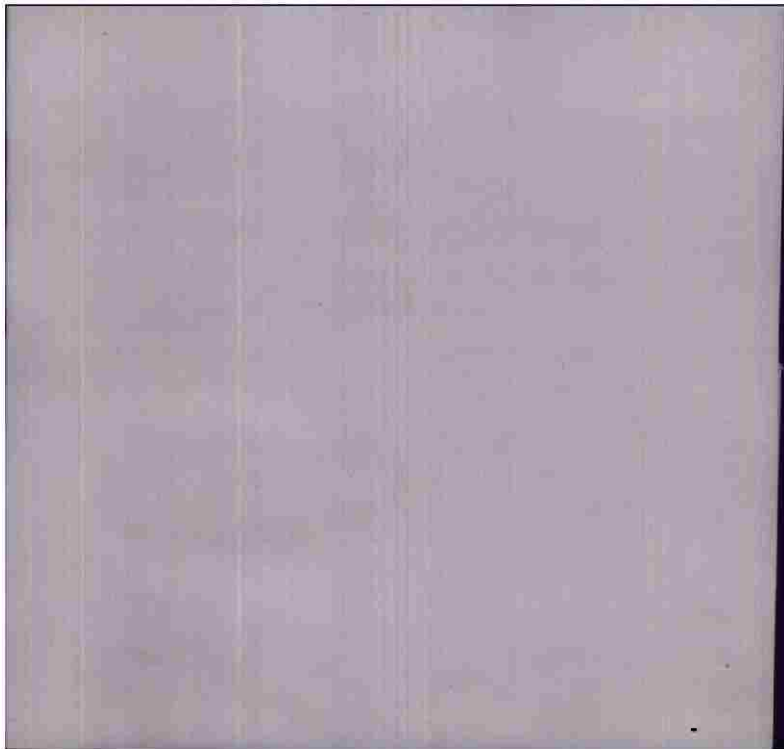
**THIS PAGE DECLASSIFIED IAW EO12958**

THIS PAGE DECLASSIFIED IAW EO12958



THIS PAGE DECLASSIFIED IAW EO12958

THIS PAGE DECLASSIFIED IAW EO12958



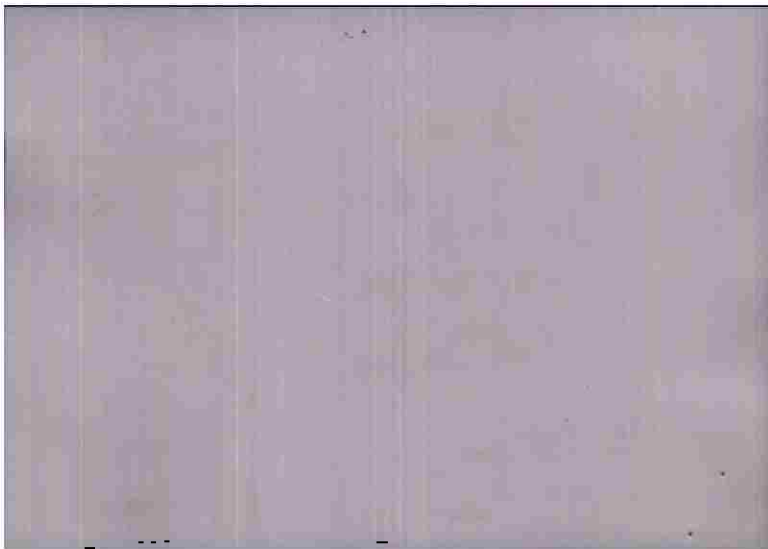
THIS PAGE DECLASSIFIED IAW EO12958

THIS PAGE DECLASSIFIED IAW EO12958



THIS PAGE DECLASSIFIED IAW EO12958

**THIS PAGE DECLASSIFIED IAW EO12958**



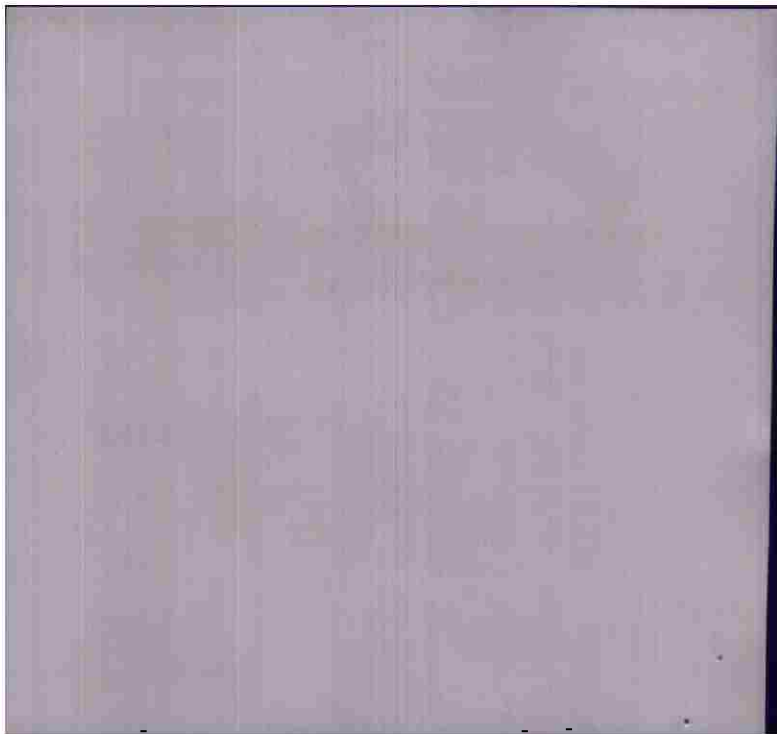
**THIS PAGE DECLASSIFIED IAW EO12958**

THIS PAGE DECLASSIFIED IAW EO12958



THIS PAGE DECLASSIFIED IAW EO12958

**THIS PAGE DECLASSIFIED IAW EO12958**



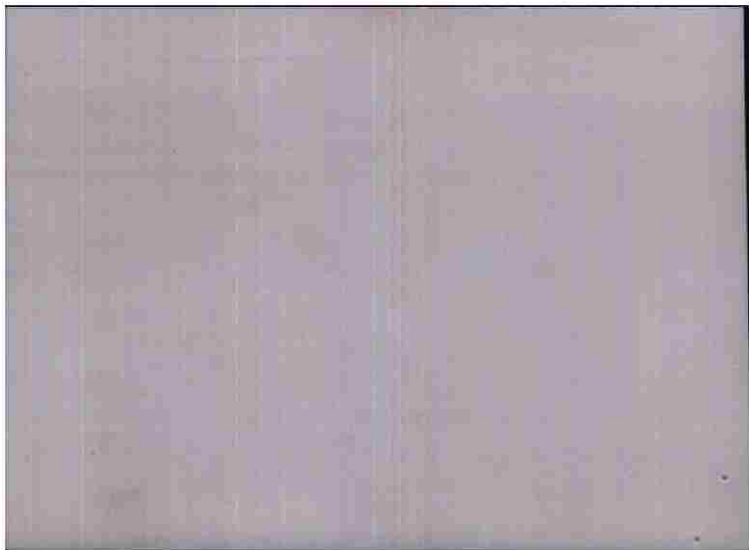
**THIS PAGE DECLASSIFIED IAW EO12958**

THIS PAGE DECLASSIFIED IAW EO12958



THIS PAGE DECLASSIFIED IAW EO12958

**THIS PAGE DECLASSIFIED IAW EO12958**



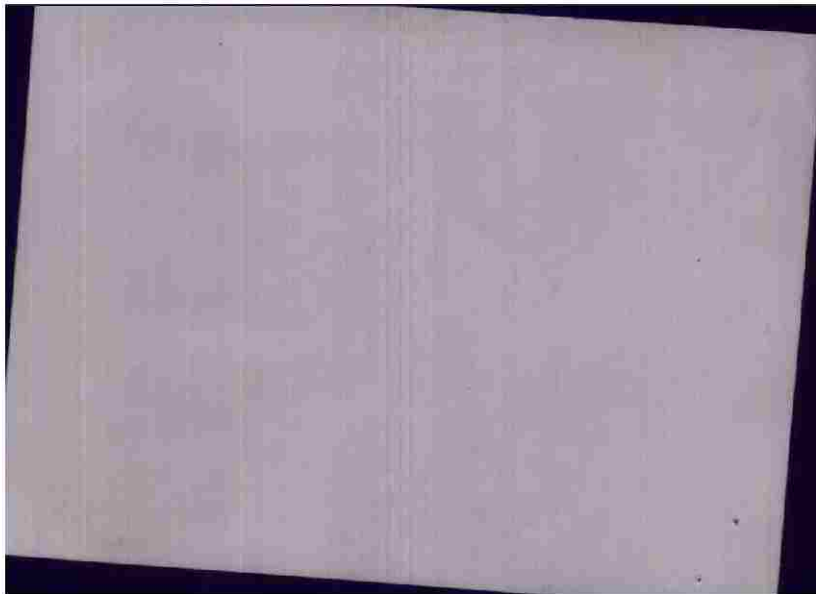
**THIS PAGE DECLASSIFIED IAW EO12958**

THIS PAGE DECLASSIFIED IAW EO12958



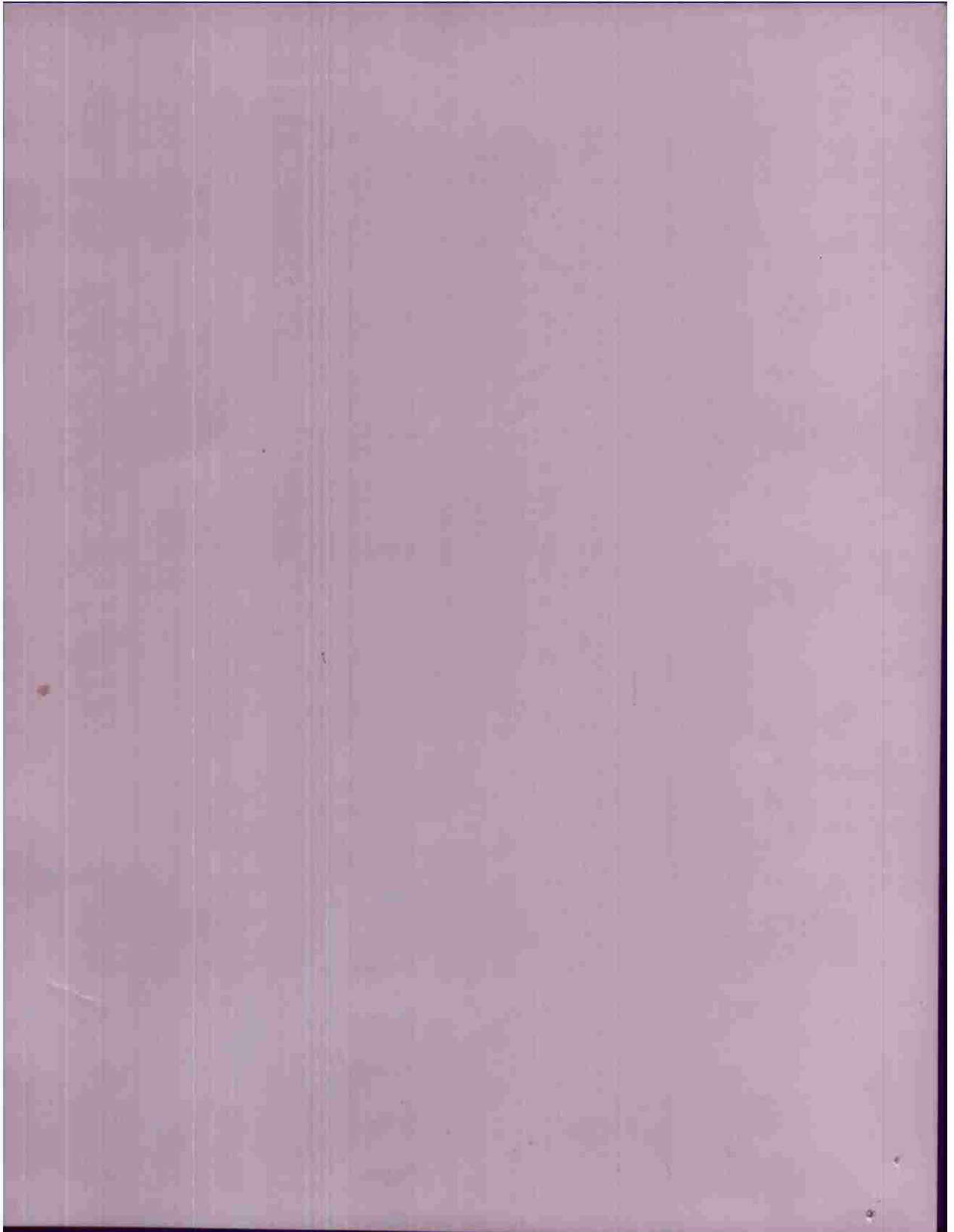
THIS PAGE DECLASSIFIED IAW EO12958

**THIS PAGE DECLASSIFIED IAW EO12958**

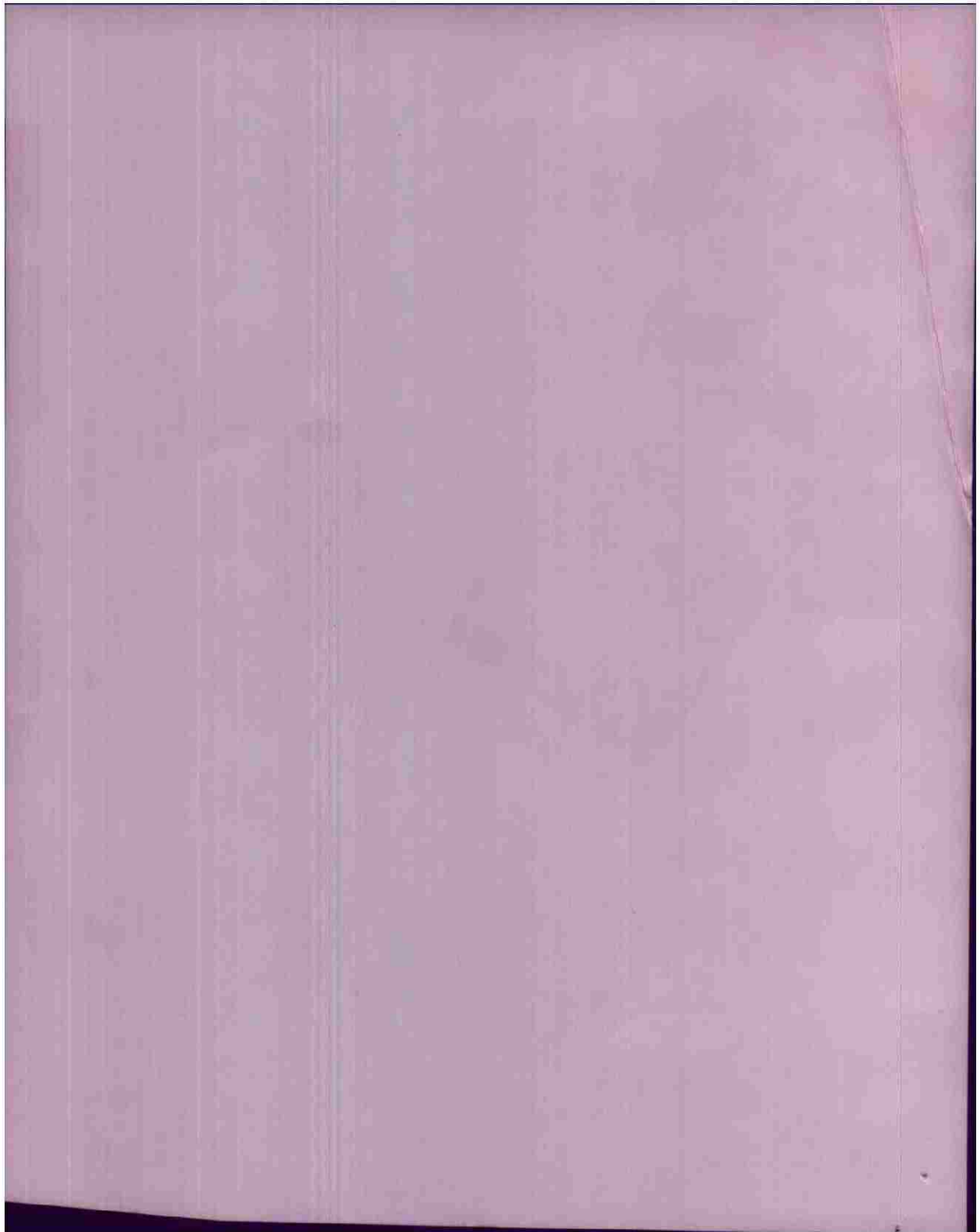


**THIS PAGE DECLASSIFIED IAW EO12958**









GENERAL INDEX

TARGET Road junctions DATE 13/8/44 No a/c 36 MISSION/ 126 I/O 487

Status Attacked Briefing Officer Major Thomas

1. IX BC Synopsis of Mission ----- *Filed*
2. Opflash Report ----- *Filed.*
3. Telephone Report ----- *Filed.*
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 - *Flask* ----- *Filed.*
9. Operations Opapp Report ----- *Filed*
10. Bombing Information ----- *Filed*
11. E/A Encountered ----- *None*
12. Weather Report ----- *Filed*
13. Communications TS 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 Expenditures ----- *See OpsFl Report, PAR. E.*
18. Recapitulations Forms ----- *Filed.*

P.R.C.

00091934

MISSION SUMMARY

Target: Lisieux Area (Road Chokepoints)  
 F/O : #488  
 Date : 13 August 44  
 Results: Box I, 1st 6 - P.N.B.  
           2nd 6 - Gross  
           3rd 6 - Excellent  
           Box II, 1st 6 - Fair  
           2nd 6 - P.N.B.  
           3rd 6 - Fair

## LISIEUX AREA (ROAD CHOKEPOINTS)

416 BG: 38 a/c dispatched, all dropping 144 x 500 GP on or near primaries.

6 a/c flak battle-damaged, no casualties, losses. Bombing by 6's from 12,200 to 11,500 feet.

Box I - 1st 6 - P.N.B. Bombardier unable to positively identify briefed M.P.I. Attacked main highway between Pont l'Eveque and Dozule, near le Menisier. Bombs fell across road, centering on the highway, in a long pattern. Several apparent bursts on road.

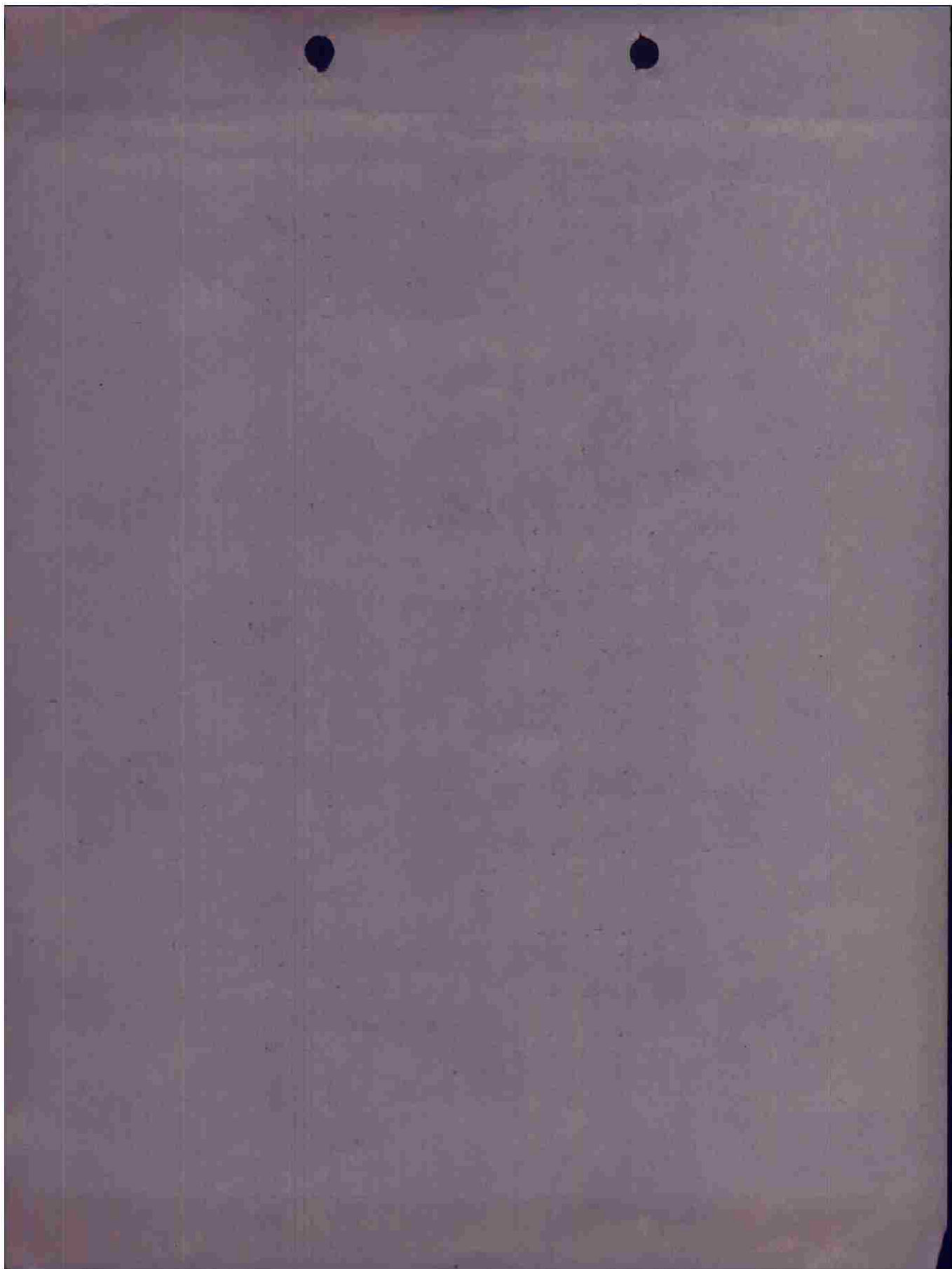
2nd 6. P.N.B. Concentration 14 3/5 miles SW of Target. Pattern across highway just NW of Poussy-la-Campagne. (Bombardier misidentified target).

3rd 6. EXCELLENT. Excellent pattern across DMPI. Strikes blanketed highway junction and small buildings. Road probably severely damaged.

Box II- 1st 6. FAIR. Good concentration 600 feet NW of DMPI. Strikes in woods. (Lateral bubble 1 1/2 bubble-length off at release point).

2nd 6. P.N.B. Bombardier unable to identify briefed M.P.I. Attacked same M.P.I. as 3rd 6, Box I, (Q-404935). Pattern 1490 feet SE of selected A.P. Strikes across small road and in wooded area.

3rd 6. FAIR. Long pattern 650 feet NW of DMPI. Strikes extended from road into wooded area, with 1 or 2 direct hits on road.



CONFIDENTIAL

NINTH AF CONSOLIDATED REPORT IX BC/SA ~~402~~ 402

- (A) TARGET: PONLEVEQUE DOZULE HWY 4250 7F/2 450988, 424949, 404935, 485017, 438015. BOX II FL. 1 - 8F/1 488017.
- (B) SORTIE: US 416/176-553-555-557-558-560
- (C) DATE: 13 AUG 44 TIME: 1110 - 1114 B
- (D) ATTACKING A/C: 36 A-20's BY 6's
- (E) BOMBS: 144/500 GP 1/10 H., 1/100 T.
- (F) COVER: TARGETS COVERED ON PAIR QUALITY PRINTS.
- (G) RESULTS OF BOMBING: FIRST PATTERN IS SEEN ACROSS A ROADWAY AT 7F/2 449017, THE SECOND IS 14 MILES FROM TARGET AT 7F/4 137584, THE THIRD IS ACROSS DESIRED MPI AT 402938, THE FOURTH IS IN FIELDS AT 8F/1 483020, THE FIFTH USED BOX I FL. 3 AP AND IS AT 7F/2 411933, WHILE THE LAST PATTERN IS ACROSS ROAD AT 437017.

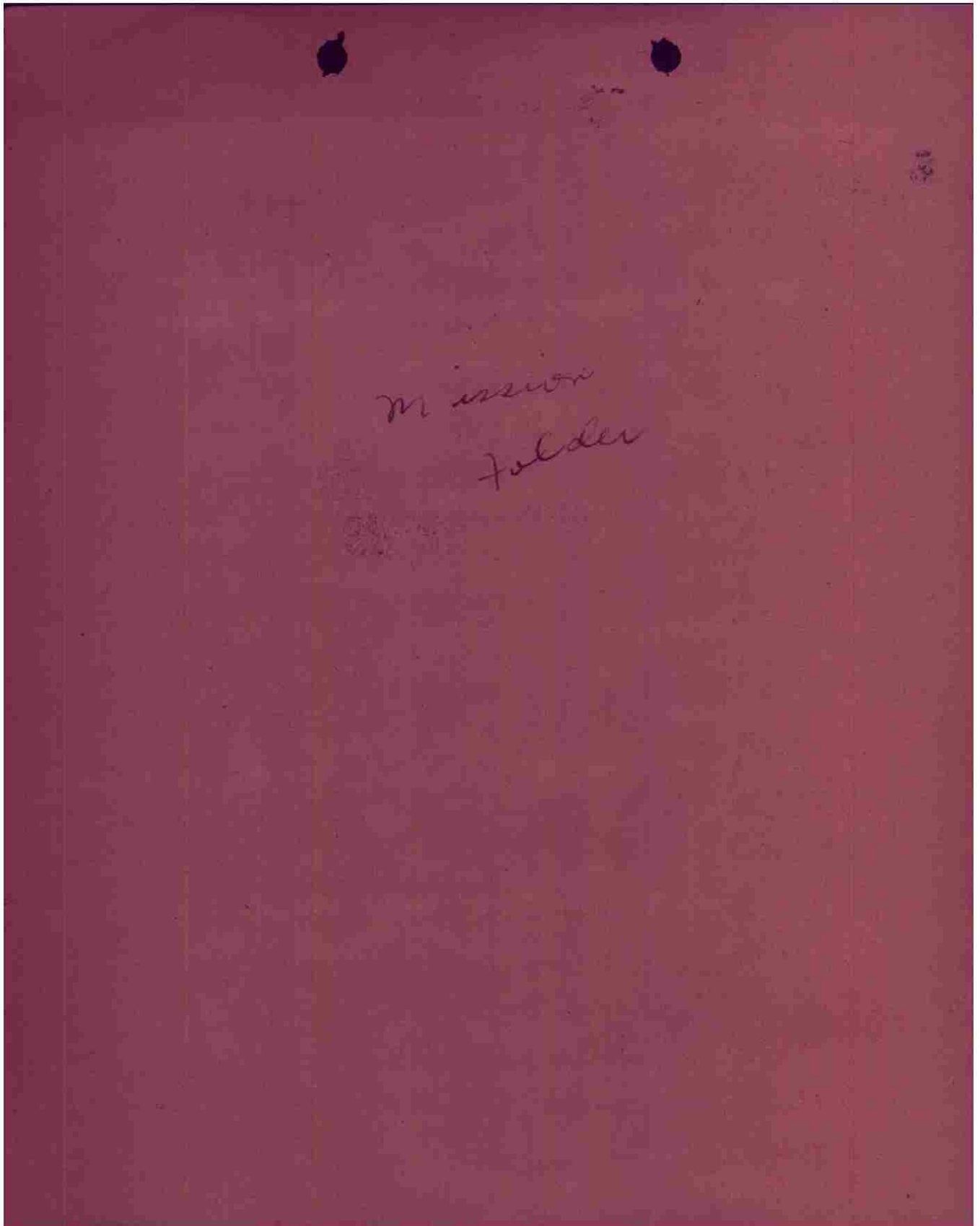
(H) ACTIVITY:

DISTRIBUTION: S/A

CONFIDENTIAL

20th P.I.D.

AT HQ. IX B.C.



OPERATIONAL REPORT

From: 416th Bomb Group (L)

To : Hq IX Bomber Command  
Fg 97th Combat WingAttn: A-2  
Attn: E-2

Ref :

OPERATIONAL PRIORITYCONFIDENTIALOpflash no. 131 for 13 August 1944.A. (1) Rd. Junctions between following grid coordinates(2) Same

B. (1) 416th BG

(2) 30 A-20's G's 6 A-20J's(3) NIL(4) 36 A/c ON PRIMARY TARGETSC. (1) 0858(2) 1110-1114(3) 1253D. (1) 16 A/c - ALL IN 2<sup>ND</sup> FLIGHT BOX <sup>I</sup> DAMAGED  
BY FLAK. CAT. "A"(2) 0-0-0(3) 0-0-0E. CREWS REPORT ROADS AND ROAD JUNCTIONS  
CUT BY BOMBING OF ASSIGNED TARGETS.F. (1) (a) NIL(b) NIL(2) (a) INTENSE ACCURATE MODERATE TO  
INTENSE ACCURATE HEK AT HIGH FLIGHT  
BOX I CONTINUING FOR TWO MINUTES  
BETWEEN Q4387 AND L 4505(b) NIL

25-30 CARS IN M/Y AT U3182.

G. AT 1108 HOURS 50 VEHICLES IN VICINITY OF ~~LAGLE~~  
 Q4768 TO Q4965

AT 1110 HOURS 6 VEHICLES HEAD SOUTHEAST  
 NEAR Q4777 - Q4674.

10-12 VEHICLES DISPERSED THROUGH TARGET  
 AREA. CREWS REPORT ~~THREE~~ PROBABLE HITS.

AT 1052 HOURS ~~APPROXIMATE~~ LARGE CONVOY OF  
 TRUCKS HEADED WEST IN VICINITY OF  
 LAIGLE (Q7844)

CONCENTRATION OF VEHICLES ON NORTH -  
 SOUTH HIGHWAY NEAR LIVAROT (Q5878)

CONSIDERABLE EASTBOUND TRAFFIC BETWEEN  
 LAIGLE AND TARGET AREA.

CONVOY OF 45-50 VEHICLES HEADED NORTH  
 FROM DOMFRONT. (T8512)

SUPPLIES IN WOODS EAST OF ALENCON (Q5307)

AT 1109 <sup>HOURS</sup> SUPPLY DUMP OF BOX LIKE OBJECTS AT Q4591.

SINGLE VEHICLE REPORTED ~~AT~~ STATIONED AT  
 MANY ROAD JUNCTIONS AS IF ON GUARD.  
 MUCH TRAFFIC IN AND OUT OF WOOD NEAR ST. EVROUL  
 EN D. (Q6545)

H. (1) SCATTERED CLOUDS AT 12000 FEET.

VISIBILITY 5 MILES

(2) SAME THROUGHOUT ROUTE OVER  
CONTINENT.

I. 144 X 500 GP ON PRIMARY TARGETS

J. 12200 - 11500

RECTANGULAR  
 15-20 SQUARE SHAPED BOATS IN  
 LE HAYRE HARBOR (L4828)

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

OTHER UNITS:	TARGET	IX BO	WING	27TH
		DATE	13 August 1944	
		ATTACKING UNIT	6 Flights	
			PONTLEVEQUE-DOZULE HY.	
		FIRST PHASE INTERPRETATION	TARGET HIT	

A. TARGET BRIEFED PONTLEVEQUE-DOZULE HY. PRIMARY

- BOX I- 1st 6- Crossroads (Map 1:50,000 7F/2, Coord. 450988).
- 2nd 6- Crossroads (Map 1:50,000 7F/2, 424949 Coord.)
- 3rd 6- Crossroads (Map 1:50,000 7F/2, 404935 Coord.)
- BOX II- 1st 6- Crossroads (Map 1:50,000 7F/2, 486017 Coord.)
- 2nd 6- Crossroads (Map 1:50,000 7F/2, 465017 Coord.)
- M.P.I. 3rd 6- Crossroads (Map 1:50,000 7F/2, 438015 Coord.)

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

B. TARGET ATTACKED PONTLEVEQUE-DOZULE HY. MILES FROM THE PRIMARY \_\_\_\_\_

DIRECTION FROM PRIMARY \_\_\_\_\_

- C. COORDINATES (If non-descript PINPOINT) \_\_\_\_\_ ON 1:50,000 MAP NO. \_\_\_\_\_
- D. NO. AND TYPE OF A/C DISPATCHED # 36 A-20's NO. OF A/C ATTACKING 36
- E. BOMBING BY 3's, 6's, 12's, 18's, 6's IN FOLLOWING ORDER 1,2,3,4,5,6
- F. NO. AND TYPE OF BOMBS DROPPED 144 x 500 GP FUSING 1/10 nose, 1/100 tail.
- G. HEADING OF A/C WHERE BOMBS DROPPED 10 deg. N.
- H. TIME BOMBS DROPPED 1110 - 1114
- J. ACTIVITY AT TARGET

K. RESULTS OF BOMBING:

- BOX I - 1st 6 - PNB : Bombardier could not positively identify briefed DMPI and selected as target-main highway between PONTLEVEQUE AND DOZULE, near town of le Menisier, (Map 1:50,000, 7F/2 Coord. 449016). Bombs fell across road with center of bursts on highway. Long pattern of bombs fell across target area. Several bursts appear to hit on road.
- 2nd 6 - GROSS : Bombs fell 14.6 miles southwest of target. Bombs hit across highway just northwest of town of POUSSY-la-CAMPAGNE (Map 1:50,000 7F/4, Coord. 137584).
- 3rd 6 - EXCEL : Bombs fell in excellent pattern across DMPI. Blanket of bursts on highway junction and small buildings. Road probably severely damaged.
- BOX II - 1st 6 - FAIR : Bombs fell in good concentration in woods 600 ft. northwest of DMPI.
- 2nd 6 - PNB : Bombardier could not positively identify briefed DMPI AND selected same DMPI as 3rd 6 Box I (Map 1:50,000 7F/2 Coord. 404935). Bombs hit 1490 ft. southeast of new DMPI. Bombs fell across small road and in wooded area.
- 3rd 6 - FAIR : Bombs fell in long pattern 650 ft. northwest of DMPI. Bombs started on road and ran north into wooded area. One or two hits on road.

bursts 150 ft. north of DMPI.

1. TARGET ATTACHED  
 2. TARGET ATTACHED  
 3. TARGET ATTACHED  
 4. TARGET ATTACHED  
 5. TARGET ATTACHED  
 6. TARGET ATTACHED  
 7. TARGET ATTACHED  
 8. TARGET ATTACHED  
 9. TARGET ATTACHED  
 10. TARGET ATTACHED  
 11. TARGET ATTACHED  
 12. TARGET ATTACHED  
 13. TARGET ATTACHED  
 14. TARGET ATTACHED  
 15. TARGET ATTACHED  
 16. TARGET ATTACHED  
 17. TARGET ATTACHED  
 18. TARGET ATTACHED  
 19. TARGET ATTACHED  
 20. TARGET ATTACHED  
 21. TARGET ATTACHED  
 22. TARGET ATTACHED  
 23. TARGET ATTACHED  
 24. TARGET ATTACHED  
 25. TARGET ATTACHED  
 26. TARGET ATTACHED  
 27. TARGET ATTACHED  
 28. TARGET ATTACHED  
 29. TARGET ATTACHED  
 30. TARGET ATTACHED  
 31. TARGET ATTACHED  
 32. TARGET ATTACHED  
 33. TARGET ATTACHED  
 34. TARGET ATTACHED  
 35. TARGET ATTACHED  
 36. TARGET ATTACHED  
 37. TARGET ATTACHED  
 38. TARGET ATTACHED  
 39. TARGET ATTACHED  
 40. TARGET ATTACHED  
 41. TARGET ATTACHED  
 42. TARGET ATTACHED  
 43. TARGET ATTACHED  
 44. TARGET ATTACHED  
 45. TARGET ATTACHED  
 46. TARGET ATTACHED  
 47. TARGET ATTACHED  
 48. TARGET ATTACHED  
 49. TARGET ATTACHED  
 50. TARGET ATTACHED  
 51. TARGET ATTACHED  
 52. TARGET ATTACHED  
 53. TARGET ATTACHED  
 54. TARGET ATTACHED  
 55. TARGET ATTACHED  
 56. TARGET ATTACHED  
 57. TARGET ATTACHED  
 58. TARGET ATTACHED  
 59. TARGET ATTACHED  
 60. TARGET ATTACHED  
 61. TARGET ATTACHED  
 62. TARGET ATTACHED  
 63. TARGET ATTACHED  
 64. TARGET ATTACHED  
 65. TARGET ATTACHED  
 66. TARGET ATTACHED  
 67. TARGET ATTACHED  
 68. TARGET ATTACHED  
 69. TARGET ATTACHED  
 70. TARGET ATTACHED  
 71. TARGET ATTACHED  
 72. TARGET ATTACHED  
 73. TARGET ATTACHED  
 74. TARGET ATTACHED  
 75. TARGET ATTACHED  
 76. TARGET ATTACHED  
 77. TARGET ATTACHED  
 78. TARGET ATTACHED  
 79. TARGET ATTACHED  
 80. TARGET ATTACHED  
 81. TARGET ATTACHED  
 82. TARGET ATTACHED  
 83. TARGET ATTACHED  
 84. TARGET ATTACHED  
 85. TARGET ATTACHED  
 86. TARGET ATTACHED  
 87. TARGET ATTACHED  
 88. TARGET ATTACHED  
 89. TARGET ATTACHED  
 90. TARGET ATTACHED  
 91. TARGET ATTACHED  
 92. TARGET ATTACHED  
 93. TARGET ATTACHED  
 94. TARGET ATTACHED  
 95. TARGET ATTACHED  
 96. TARGET ATTACHED  
 97. TARGET ATTACHED  
 98. TARGET ATTACHED  
 99. TARGET ATTACHED  
 100. TARGET ATTACHED

ALUMI GROUP BOMBARDIER  
CROSS COUNTRY REPORT

MISSION TO : PONTLEVQUE-COZALE HWY.  
 DATE : 13 AUGUST 1944  
 BOMBING BY : FLIGHTS OF SIX

BOX I	1ST SIX	:	POB	:	COULD NOT LOCATE BRIEFED AIMING POINT. CHOSE CROSSROAD ON HIGHWAY IN TARGET AREA. EXCELLENT RESULTS ON CHOSEN TARGET.
	2ND SIX	:	CROSS	:	MIS-IDENTIFIED TARGET LOCATION, BOMBED ROAD SOUTH OF TARGET AREA.
	3RD SIX	:	EXCEL.	:	
BOX II	1ST SIX	:	FAIR	:	LATERAL DRIFT ONE AND ONE-HALF LENGTH OFF AT RELEASE POINT.
	2ND SIX	:	POB	:	COULD NOT LOCATE BRIEFED AIMING POINT. CHOSE CROSSROAD IN TARGET AREA. FAIR RESULTS ON CHOSEN TARGET.
	3RD SIX	:	FAIR	:	NO APPARENT REASON. SIGHTING OPERATION SATISFACTORY.

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

IX B.C. 9-2 Form No. 105a

PHOTOGRAPHIC REPORT

CAMERAS INSTALLED	<u>14</u>	<u>        </u>	%	GROUP	<u>416TH</u>
CAMERAS PHOTOGRAPHING	<u>14</u>	<u>100</u>	%	TIME	<u>                </u>
CAMERA FAILURES	<u>0</u>	<u>0</u>	%	DATE	<u>13-August, 1944.</u>
PERSONNEL FAILURES	<u>0</u>	<u>0</u>	%		
OTHERS	<u>0</u>	<u>        </u>			

	<u>914</u>			TARGET	<u>PONT LEVEQUE-DOZULE</u>
<u>439</u>	<u>363</u>	<u>674</u>		ALT.	<u>12,000</u> f
<u>211</u>	<u>207</u>			TRUE AIR SPEED	<u>200</u> mp
				GROUND SPEED	<u>235</u> mp

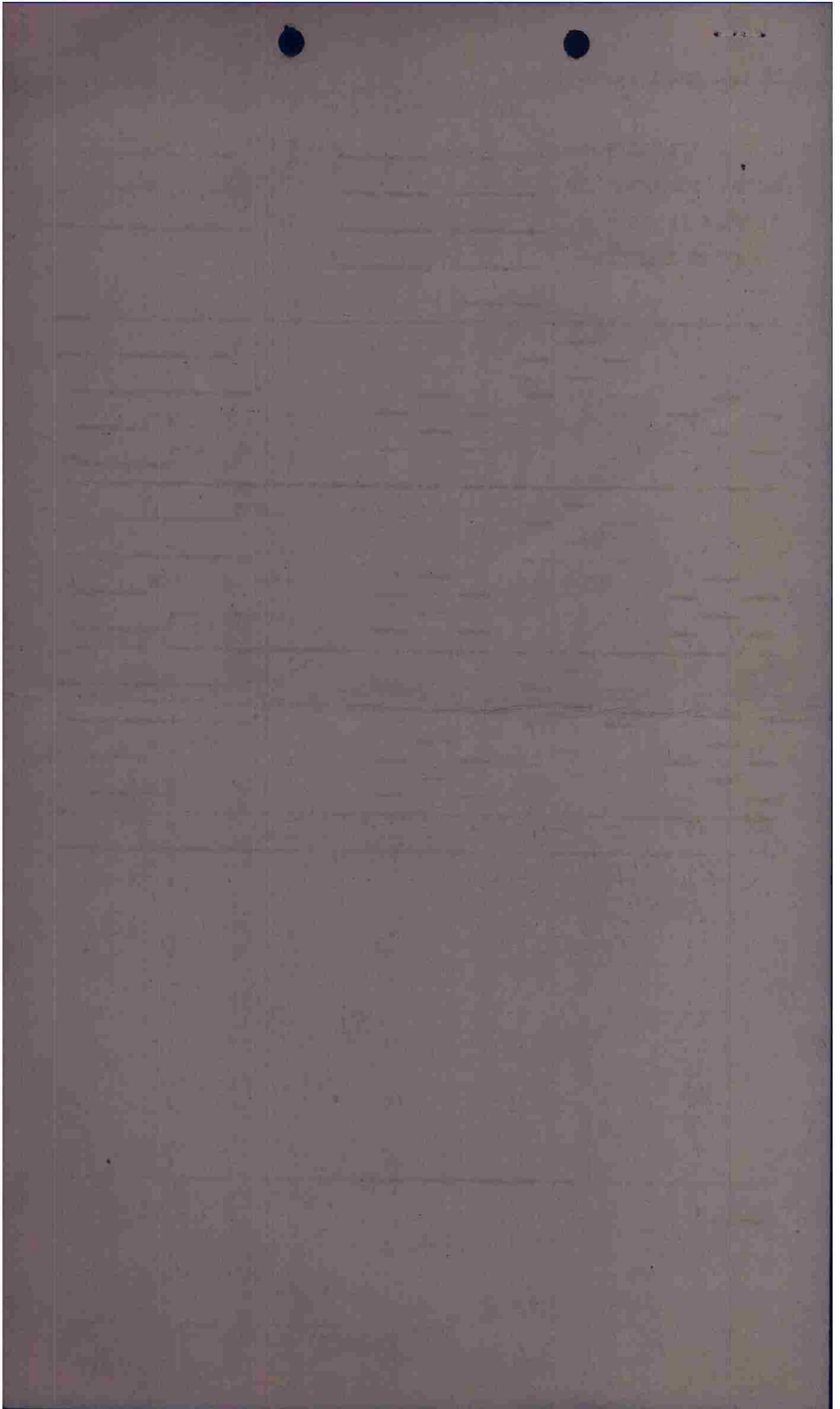
	<u>469</u>			TARGET	<u>PONT LEVEQUE-DOZULE</u>
<u>444</u>	<u>907</u>	<u>442</u>		ALT.	<u>11,500</u> f
<u>819</u>	<u>9961</u>	<u>1961</u>		TRUE AIR SPEED	<u>200</u> mp
				GROUND SPEED	<u>240</u> mp

				TARGET	<u>                </u>
				ALT.	<u>                </u> f
				TRUE AIR SPEED	<u>                </u> mp
				GROUND SPEED	<u>                </u> mp

BOX NO.	A/C NO.	CAM. TYPE	F.L.	INT.	PRINTED SORTIES	UNPRINT. SORTIES	EXPLANATION
1	914	K-20	6 3/8			175	
1	363	K-24	"	2	558		
1	439	K-20	"	"		177	
1	211	K-24	"	"	557		
1	674	K-24	7	"	560		
1	207	K-24	6 3/8	"		559	
2	469	K-20	6 3/8		176		
2	210	K-24	"	2		561	
2	444	K-20	"	"		174	
2	907	K-24	"	2	553		
2	819	K-24	"	2		554	
2	442	K-20	"	"		178	
2	9961	K-24	"	2	555		
2	1961	F-24	5	2		556	

REMARKS:

*F. J. Bachat 1st Lt HAC*  
 Photographic Officer



## 15 - MINUTE REPORT

1. Bombing Results (inc. no. of runs on target.)

Primary Target bombed Roads and road junctions in Results:  
 If not -- why? target area bombed with good results.

Other target bombed \_\_\_\_\_ Results:

2. Weather as it effected mission:

Target: scattered clouds at 12000ft  
visibility 5 miles  
 Enroute: some over continent.

3. Flak (Intensity, accuracy, type)

Target: moderate to intense heavy accurate  
flak experienced by Flt II box I  
 Enroute: from ~~0577~~ Q4387 to L4505

4. E/A encounters (strong, mediocre, meager, nil - available details)

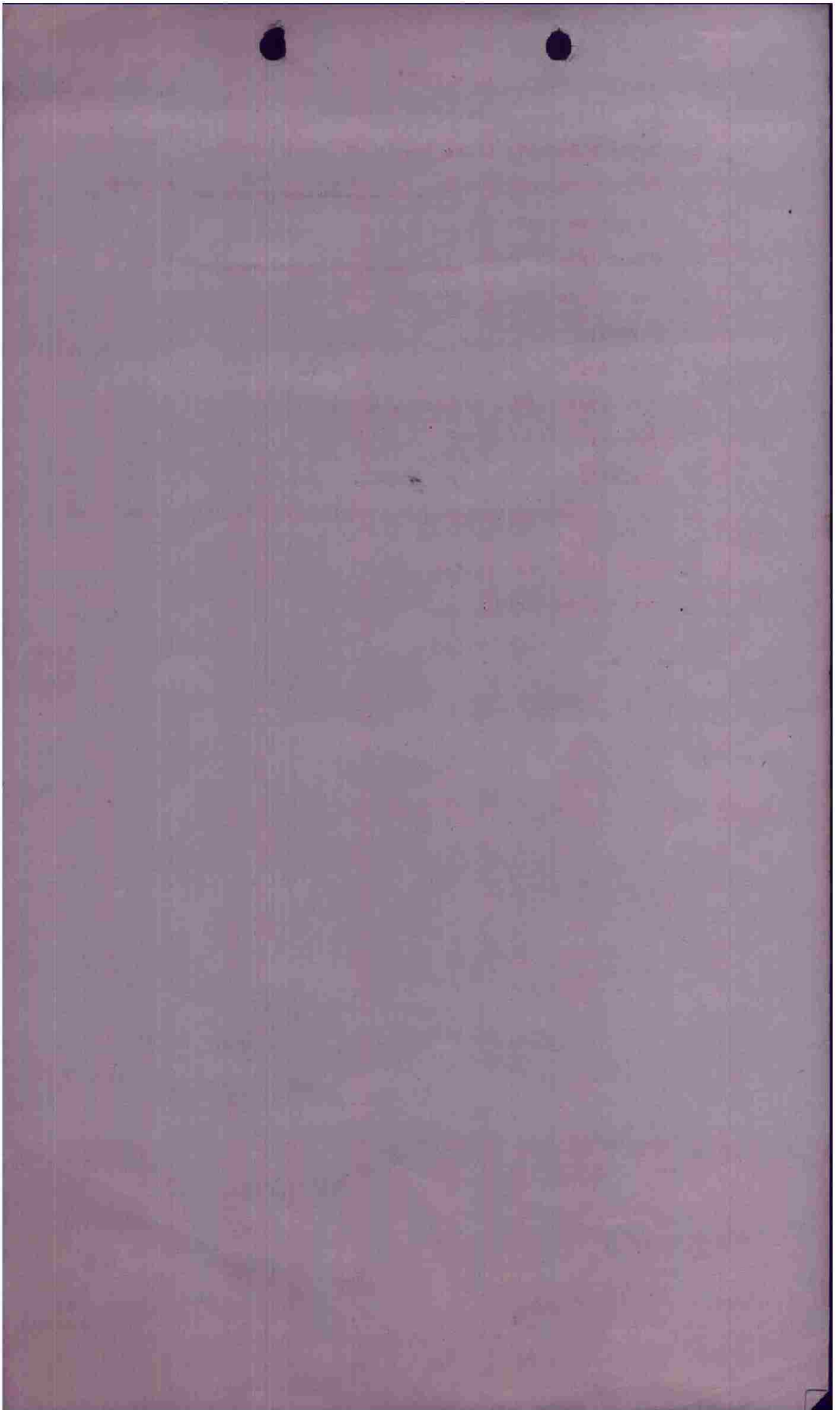
NIL

5. Deviations from Route:

NIL

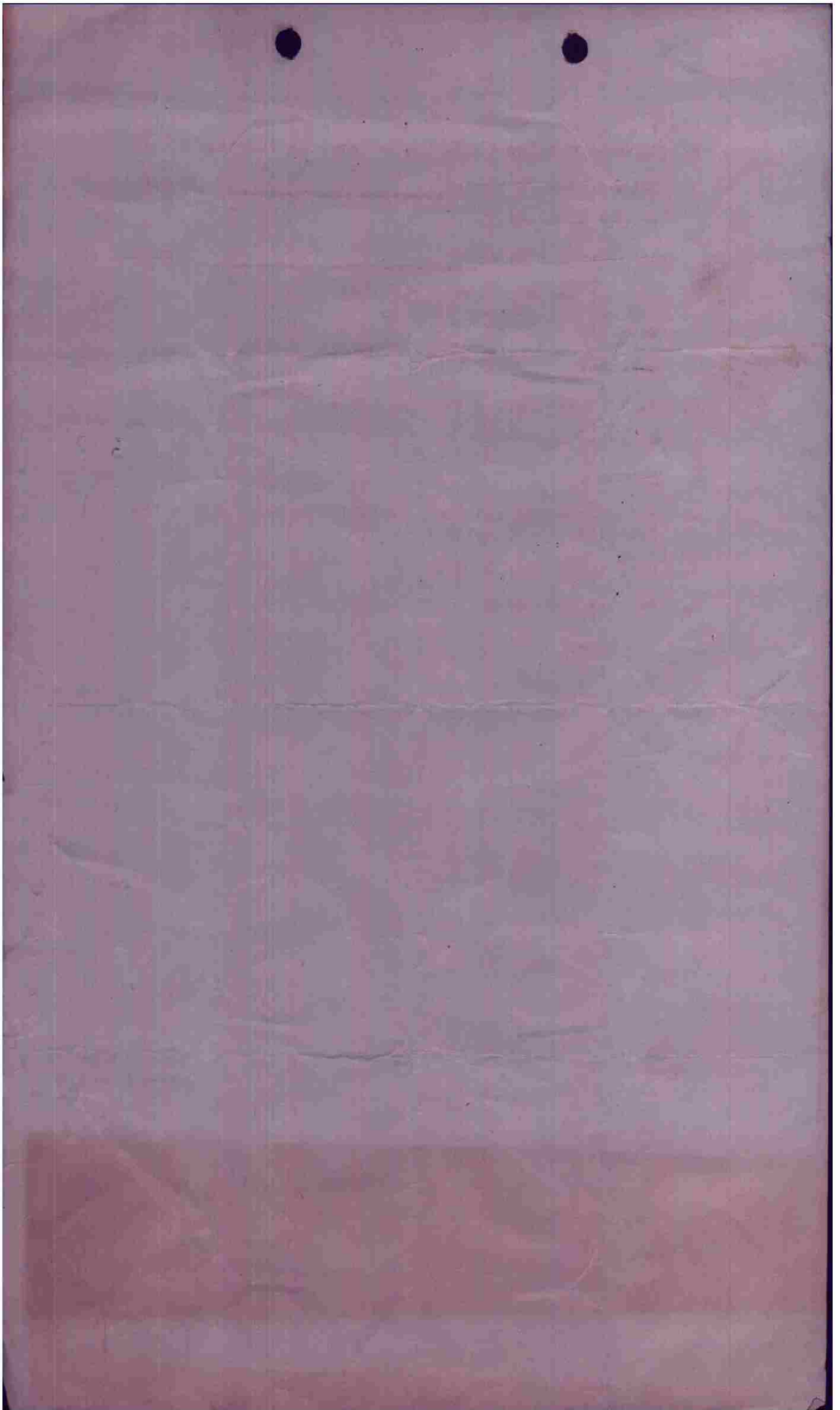
6. Special comments: NIL

first ship down at 1223



## 15 - MINUTE REPORT

1. Bombing Results (inc. no. of runs on target.)  
 Bombed road junctions and roads in target  
 Primary target bombed \_\_\_\_\_ Results: \_\_\_\_\_  
 If not -- why? *area assigned with good results*  
 Other target bombed \_\_\_\_\_ Results: \_\_\_\_\_
2. Weather as it effected mission:  
 Target: *visibility 5 miles. Scattered clouds at 12000 feet.*  
 Enroute: *4/10 - 5/10 cover over England scattered clouds over channel*
3. Flak (Intensity, accuracy, type)  
 Target: *moderate to intense flak from west of Siseux and St. Julien (Q4387 to 44505)*  
 Enroute: \_\_\_\_\_
4. E/A encounters (strong, mediocre, meager, nil - available details) *NIL*
5. Deviations from Route: *NIL*
6. Special comments: *NIL*



Zero — 1100

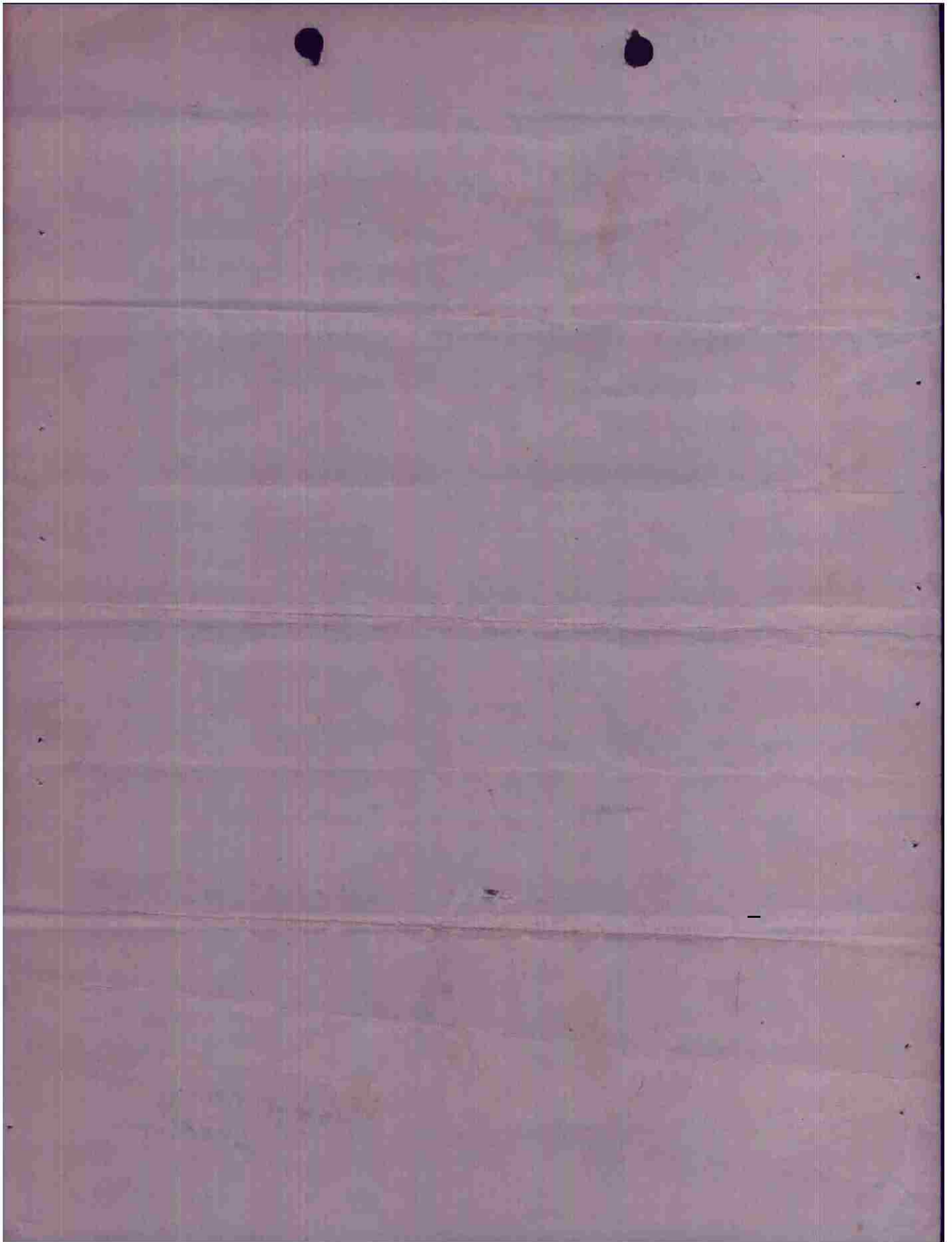
13-8-44

1. Road junctions between the following grid coord:  
L 516035 to L 422014 and L 460017 to Q 404935
2. Bombing by flights.
3. Area cover
4. Ban to M'head to Selsey Bill to 4920 N 0110 W to  
4842 N 0122 W to 4812 N 0007 W to 4837 N 0038 E  
to I.P. (4900 N 0009 E) to Target
5. Target to R.P. (4919 N 0002 W) to Selsey Bill, M'head, Ban
6. Bomb at 12,000 ft or below cloud base - not below 10,000.
7. Dir. South to North.
9. M.P.S. - one flight on each of following grid coord:  
L 486017, L 465017, L 438015, Q 404935,  
Q 424949, Q 450988 (Road junctions)
12. No towns or ~~roads~~ bridges will be attached. In the  
event cross roads cannot be attached, the road between  
the grid coord. in par ~~is~~ (1) may be attached.
13. TOT 0+70 to 0+75 mins

1258

1253

copy of T.O. by courier  
flight 13/8/44



Target Info.

13-8-44

Targets are Rd junctions in area bounded  
by Grid Coord. L 516035 to L 422014 and L 460017 to  
Q 404935 -

Bombing flights with M.P.I. on following Coord. R/D. junctions  
L 486017, L 465017, L 438015, Q 404935, Q 424949  
Q 450988.

No towns or Bridges will be attacked. In event  
cross Roads cannot be attacked the road between

FLT. LEADERS + BOMB/NAV.

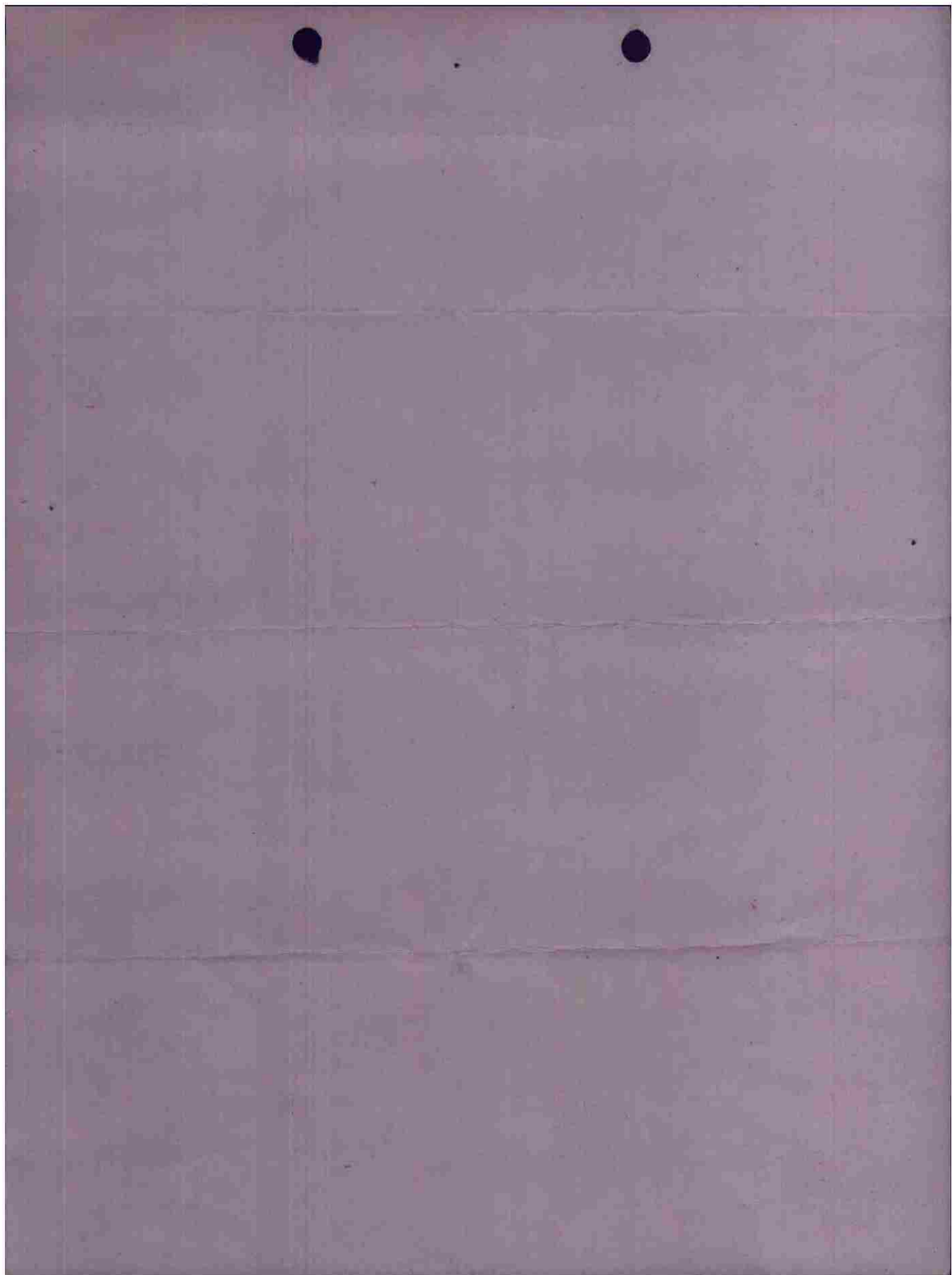
READ + INITIAL

R.H. J. EEA

R.L. K. CC

~~W.F.~~

DR  
RR



SECRET

By authority  
CG, Sta. 170  
15 August 1944  
Init. \_\_\_\_\_

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

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

SUBJECT: Report of Combat Mission.

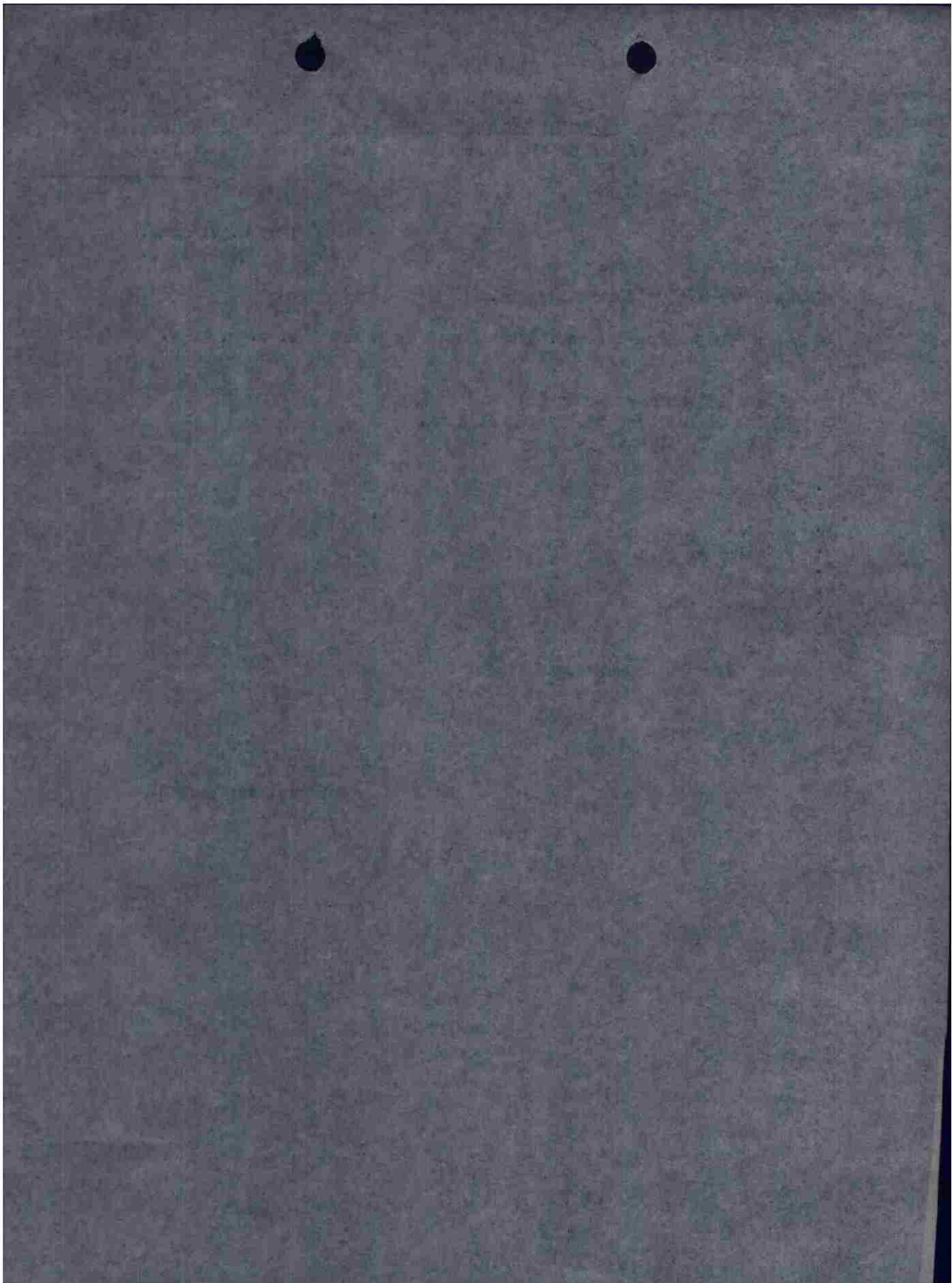
TO : 1 Commanding Officer, 97th Combat Wing, APO 140, U. S. Army.

416th Bombardment Group (L)  
126th Combat Mission, 13 August 1944.  
97th CW PO 177-488

- 1. 38
- 2. 38
- 3. 36
- 4. 2 (apros)
- 5. None
- 6. None
- 7. None
- 8. None

For the Commanding Officer:

GEORGE SCHENKELIN,  
Captain, Air Corps,  
Adjutant.



*in 13 Aug*

OICOG OIHAK OICOF OIYAA V OILAI 1/13 OP  
 FROM 97TH COMBAT BOMB WING 13/0430B A-91-E  
 TO COMBOMCOM IX  
 COBOMGP 409TH  
 COBOMGP 410TH  
 COBOMGP 416TH

OPERATIONAL PRIORITY BT

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

97TH COMBAT BOMB WING  
 A P O - 140  
 13 AUGUST 1944

FIELD ORDER NO. 177-488

MAPS: NORMAL

1. B. (1) CURRENT BOMB LINE.
- (2) 11 GROUP WILL FURNISH AREA COVER FOR THIS WING.
2. THIS WING WILL ATTACK ROAD JUNCTIONS IN FRANCE.

ZERO HOUR: 13/1000B

3. A. 409TH BOMB GROUP:

- (1) ROAD JUNCTIONS BETWEEN GRID COORD Q-522874 TO Q-430887 AND Q-526918 TO Q-534999.
- (7) 4902N 0023E
- (8) GENERALLY SE TO NW
- (9) M.P.I. ONE FLIGHT ON EACH OF THE FOLLOWING GRID COORD: Q-430887, Q-461877, Q-489874, Q-526918, Q-530942 AND Q-532972 (ROAD JUNCTIONS)
- (12) TIME OVER TARGET: ZERO PLUS 65 MIN TO ZERO PLUS 70 MIN.

B. 410TH BOMB GROUP:

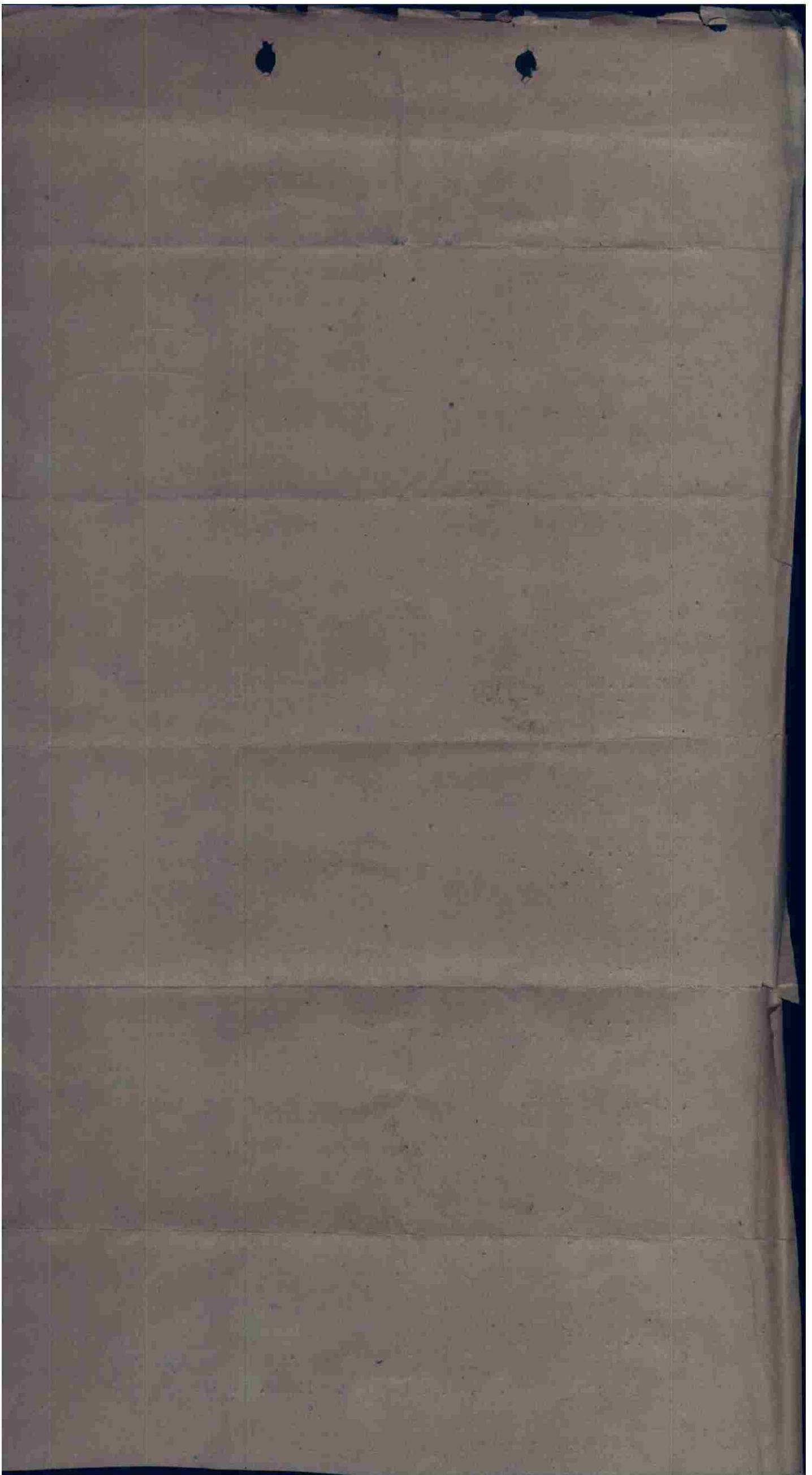
- (1) ROAD JUNCTIONS BETWEEN GRID COORD Q-538915 TO Q-541995 AND Q-579901 TO Q-649960.
- (7) 4857N 0012E
- (8) GENERALLY S TO N
- (9) M.P.I. ONE FLIGHT ON EACH OF THE FOLLOWING GRID COORD: Q-541995, Q-541969, Q-537920, Q-591918, Q-611936 AND Q-622940.
- (12) TIME OVER TARGET ZERO PLUS 60 MIN TO ZERO PLUS 65 MIN.

C. 416TH BOMB GROUP:

- (1) ROAD JUNCTIONS BETWEEN GRID COORD L-516035, L-422014 AND L-460017 TO Q-404935.
- (7) 4900N 0009E
- (8) GENERALLY S TO N
- (9) M.P.I. ONE FLIGHT ON EACH OF THE FOLLOWING GRID COORD: L-486017, L-465017, L-438015, Q-404935, Q-424949 AND Q-450988.
- (12) TIME OVER TARGET: ZERO PLUS 70 MIN TO ZERO PLUS 75 MIN.

X. (1-4) NO CHANGE.

- (5) A/C REQUIRED: 2 BOXES OF 18 A/C, BOMBING BY FLIGHTS OF 6 A/C.
- (6) RECD. AREA COVER.
- (7) ROUTE OUT: BASE TO MAIDENHEAD TO SELSY BILL TO 4920N 0110W TO 4842N 0122W TOX:4812N 0007W TO EXXK 4837N 0038E TO I.P. TO TARGET.
- (8) ROUTE BACK: TARGET TO R.P. TO SELSEY BILL TO MAIDENHEAD TO BASE.
- (9) BOMBING ALTITUDE, 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 10,000 FEET. LEAVE ENEMY COAST AT 10,000 FEET.
- (10) BOMB LOAD: 4 X 500 G.P. FUSED 1/10 SEC. NOSE 1/100 SEC. TAIL.
- (11) R.P. 4919N 0002E
- (12) NO TOWNS OR BRIDGES WILL BE ATTACKED. IN THE EVENT CROSS ROADS CANNOT BE ATTACKED, THE ROAD BETWEEN THE GRID COORD LISTED IN PARA. 3. A. (1), 3. B. (1), 3. C. (1) FOR EACH GROUP RESPECTIVELY MAY BE ATTACKED.
- (13) THE 410TH BOMB GROUP WILL TAKE OFF 10 MIN. BEFORE THE 416TH BOMB GROUP.
- (14) NO ADDITIONAL ALTERNATE TARGETS WILL BE BOMBED.



4. NO CHANGE.

5. COMMUNICATIONS

A. 409TH BOMB GROUP

(1) GOLDFLAKE C/C

(2) NIMBUS

B. 410TH BOMB GROUP

(1) GOLDFLAKE C/C

(2) SKIPPER

C. 416TH BOMB GROUP

(1) GOLDFLAKE C/C

(2) CLOTHING

X. GENERAL INFORMATION

(10) BVAT/BVAT

COCBTWIG 97

BT 13/0430B

LEG/LCB AR

0IHAK R .....13/0520B

CML AR

0IG0F R .....13/0520B

AJG AR

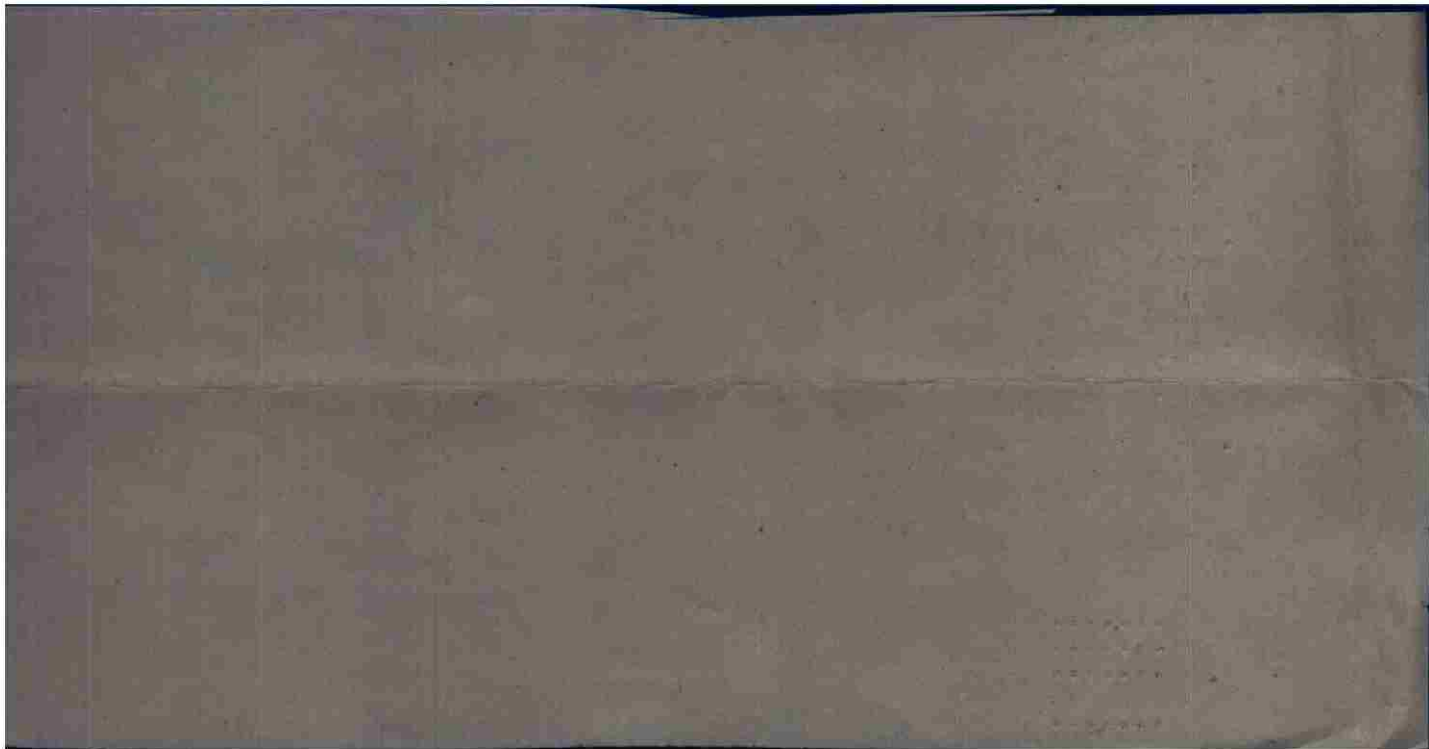
0IYAA R .....13/0520B

LBS AR

0IC0G R .....130520B

JLP AR

THIS PAGE DECLASSIFIED IAW EO12958



THIS PAGE DECLASSIFIED IAW EO12958

QIHAK QIGOF QIYAA V QILAI (INFO)

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

ATTN. SIGNAL OFFICER

ADVANCE INFORMATION COPY OF PARA. 5 OF FIELD ORDER TO FOLLOW



5. COMMUNICATIONS

A. 409TH BOMB GROUP  
(1) GOLDFLAKE C/C  
(2) NIMBUS

B. 410TH BOMB GROUP  
(1) GOLDFLAKE C/C  
(2) SKIPPER

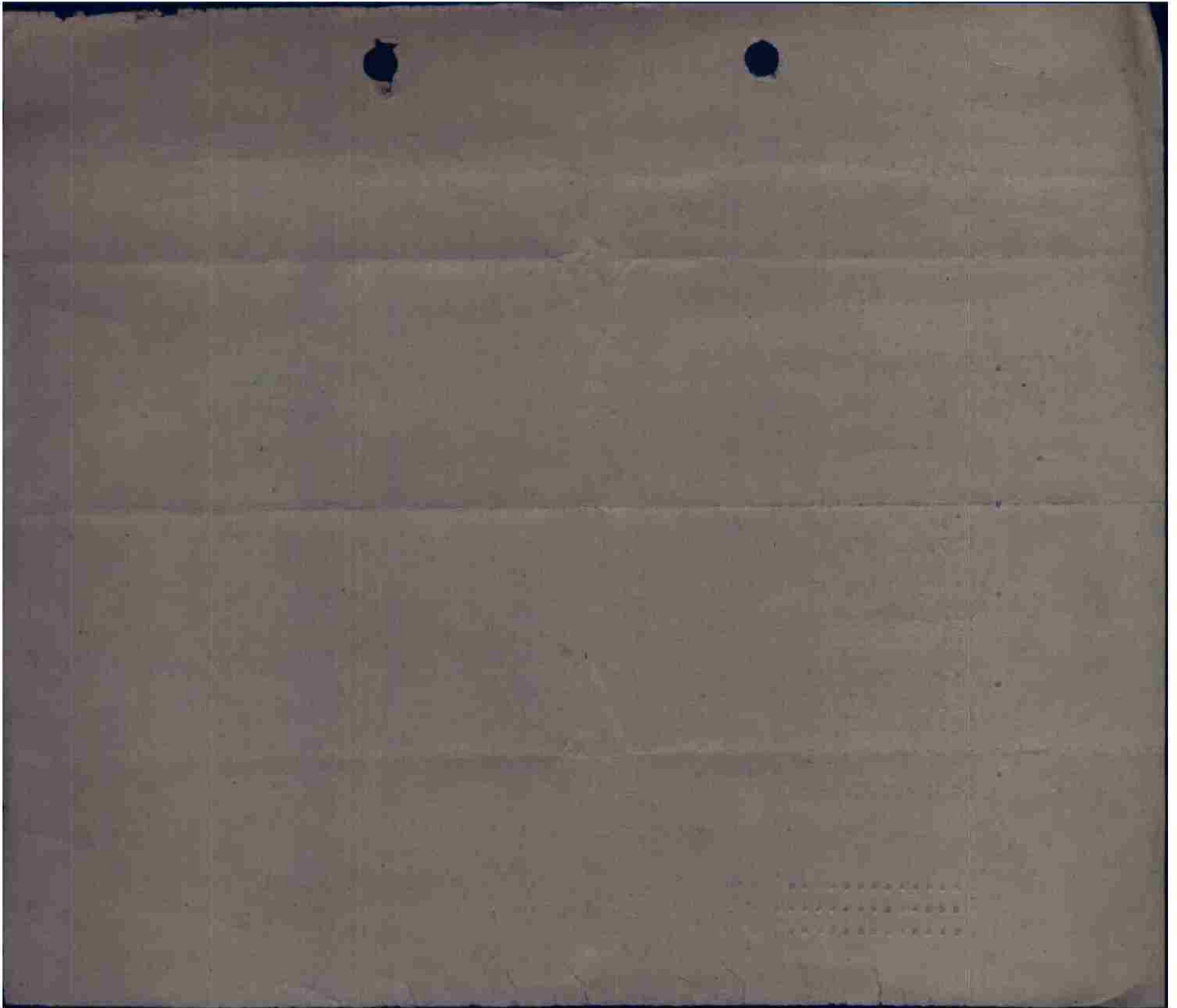
C. 416TH BOMB GROUP  
(1) GOLDFLAKE C/C  
(2) CLOTHING

X. GENERAL INFORMATION  
(10) BVAT/BVAT

COCBTWIG 97

QIHAK R.....13/0445B DC AR  
QIGOF R.....13/0445B AG AR  
QIYAA R.....13/0445B LBS AR

THIS PAGE DECLASSIFIED IAW EO12958



THIS PAGE DECLASSIFIED IAW EO12958

BOX I  
FLIGHT I

1. 914 K  
Major D.L. Willetts  
Lt. P.G. Royalty  
T/Sgt. F.H. Larronde  
S/Sgt. H.A. Lampka

4. 993 K  
Lt. H.F. Pair  
S/Sgt. H.A. Marion  
S/Sgt. V.P. Adams

2. 719 J  
Lt. W.H. Ames  
Sgt. H.S. Fessler  
Sgt. R.J. Brown

5. 963 L  
Lt. J.C. Gary  
Sgt. A.E. Schoem  
Sgt. R.W. Chevront

3. 714 N  
Lt. F.W. Henderson  
S/Sgt. R.M. Griswold  
S/Sgt. R.J. Jones

6. 951 P  
Lt. D.L. Withington  
Sgt. C.F. Huss  
Sgt. L.D. MacElhatten

FLIGHT III

1. 452 Q  
Lt. H.A. Monroe  
Lt. R.L. Kirk  
S/Sgt. D.R. Abriola  
S/Sgt. S. Risko

4. 987 H  
Lt. O.L. McGlohn  
Sgt. J.A. Hummer  
S/Sgt. P.B. Driskill

2. 674 R  
Lt. N.G. Brown  
S/Sgt. H.E. White  
S/Sgt. R.F. Addleman

5. 217 D  
Lt. T.J. Leonard  
S/Sgt. O.D. Evans  
S/Sgt. T. A. Palmer

3. 980 N-1  
Lt. E.L. Johnson  
S/Sgt. P.F. Glynn  
S/Sgt. W.J. Donahue

6. 207 B  
Lt. L.R. McEride  
S/Sgt. J. McKee  
S/Sgt. R. Eutsler

FLIGHT III

1. 439 J-1  
Captain R.S. Rudisill  
Lt. R.H. Joest  
S/Sgt. R.K. Riley  
S/Sgt. A.J. Bonano

4. 224 E  
Lt. J.P. Hillerman  
Sgt. L. Martinez  
Sgt. E.F. Paulas

2. 209 K-1  
Lt. R.B. Hall  
Sgt. D.S. Blackford  
Sgt. L.C. Burger

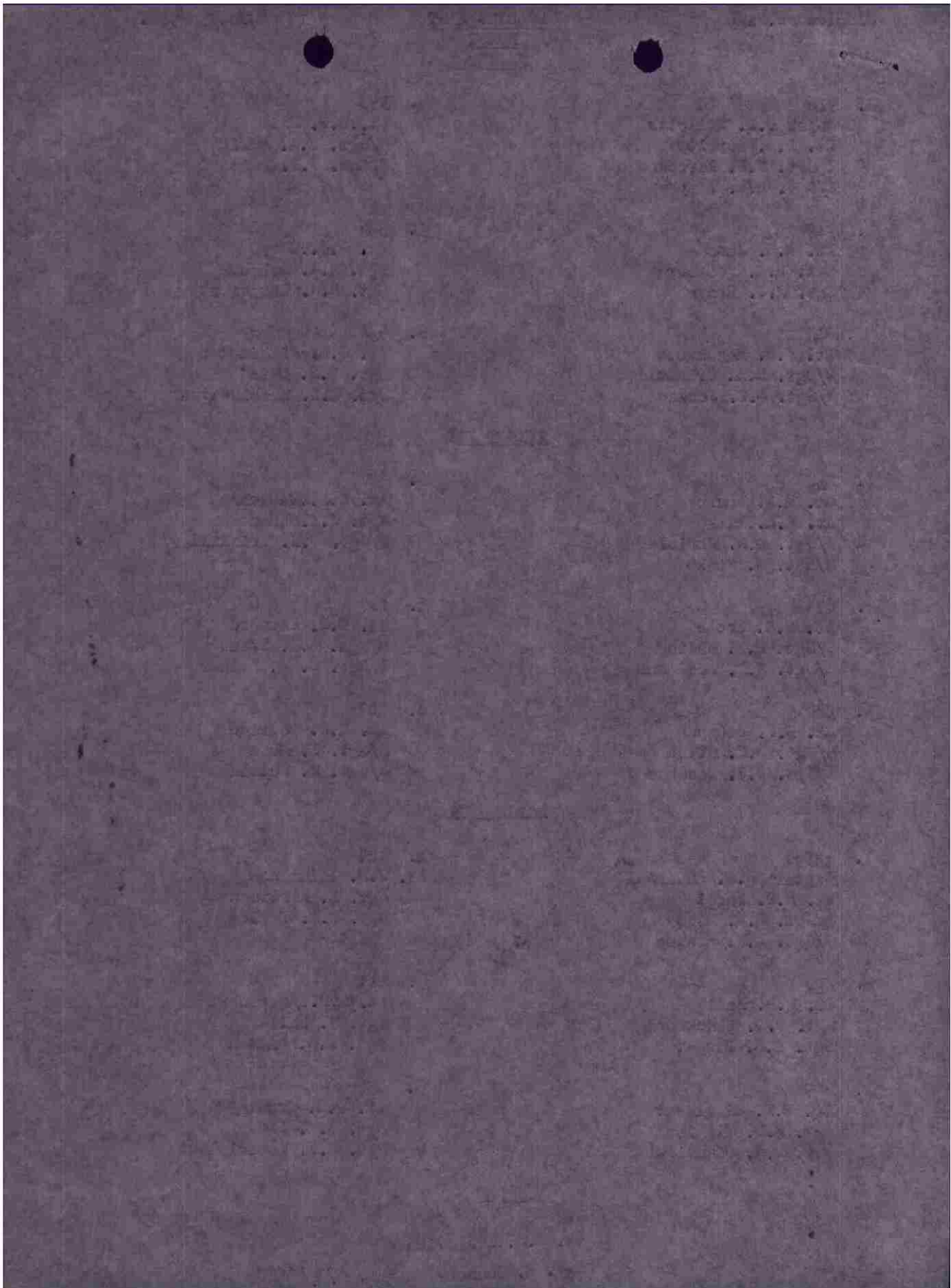
5. 211 O  
Lt. P.P. Barausky  
Sgt. M. Hall  
Sgt. B.R. Wilson

3. 689 I  
Lt. R.E. Singletary  
Sgt. H.G. Wiggins  
Sgt. A.A. Cianciosi

6. 892 L-1  
Lt. D.B. Grunig  
Sgt. M.E. Dias  
Sgt. H.J. Nowosielski

SPARE

214 O  
Lt. J.J. Laskovich  
Sgt. T. Connery S... R.M. BARRY



BOX II  
FLIGHT I

1. 469 J  
Captain D.A. Hulse  
Lt. H. Conte  
Sgt. A.J. Burland  
Sgt. K. Heath

2. 376 O  
Lt. E.J. Renth  
S/Sgt. O.D. LaNave  
Pvt. E. Moskowitz

3. 0190 I  
Lt. J.F. Allen  
Sgt. L.R. Getgen  
Sgt. G.W. Veazey

1. 442 D  
Lt. E.E. DeMun  
Lt. R.J. McQuade  
S/Sgt. M. Rosenstein  
S/Sgt. H.O. Carney

2. 9711 M  
Lt. W.O. Siggs  
Sgt. R.W. Carstens  
Sgt. R.P. Sharp

3. 9961 E  
Lt. M.S. Street  
S/Sgt. C.A. Prindle  
S/Sgt. E.T. Epps

1. 444 J-1  
Lt. A.E. Osborne  
Lt. W. Forma  
S/Sgt. E.E. Kelly  
S/Sgt. K.G. Lagerman

2. 907 O-1  
Lt. L.G. Pesde  
S/Sgt. L.M. Daugherty  
S/Sgt. G.L. Hibbs

3. 195 D-1  
Lt. L.E. Hill  
S/Sgt. R.W. Burch  
S/Sgt. C.H. Yost

4. 480 B  
Lt. T. Boukamp  
S/Sgt. R.J. Colosimo  
S/Sgt. J.S. Wing

5. 767 N  
Lt. A.J. Vlaghels  
S/Sgt. R.W. Rice  
S/Sgt. C.E. Young

6. 210 Q  
Lt. W.H. Land  
S/Sgt. S.F. Alden  
S/Sgt. R.L. Ballinger

FLIGHT II

4. 1961 F  
Lt. J.S. Connor  
S/Sgt. J.E. VanDuyne  
S/Sgt. H.G. Rodgers

5. 493 V  
Lt. E.R. Hayter  
S/Sgt. F.E. Melchoir  
S/Sgt. R.C. Halloway

6. 165 H  
Lt. H.B. Clark  
S/Sgt. J.W. Sabadosh  
S/Sgt. C.F. Floyd

FLIGHT III

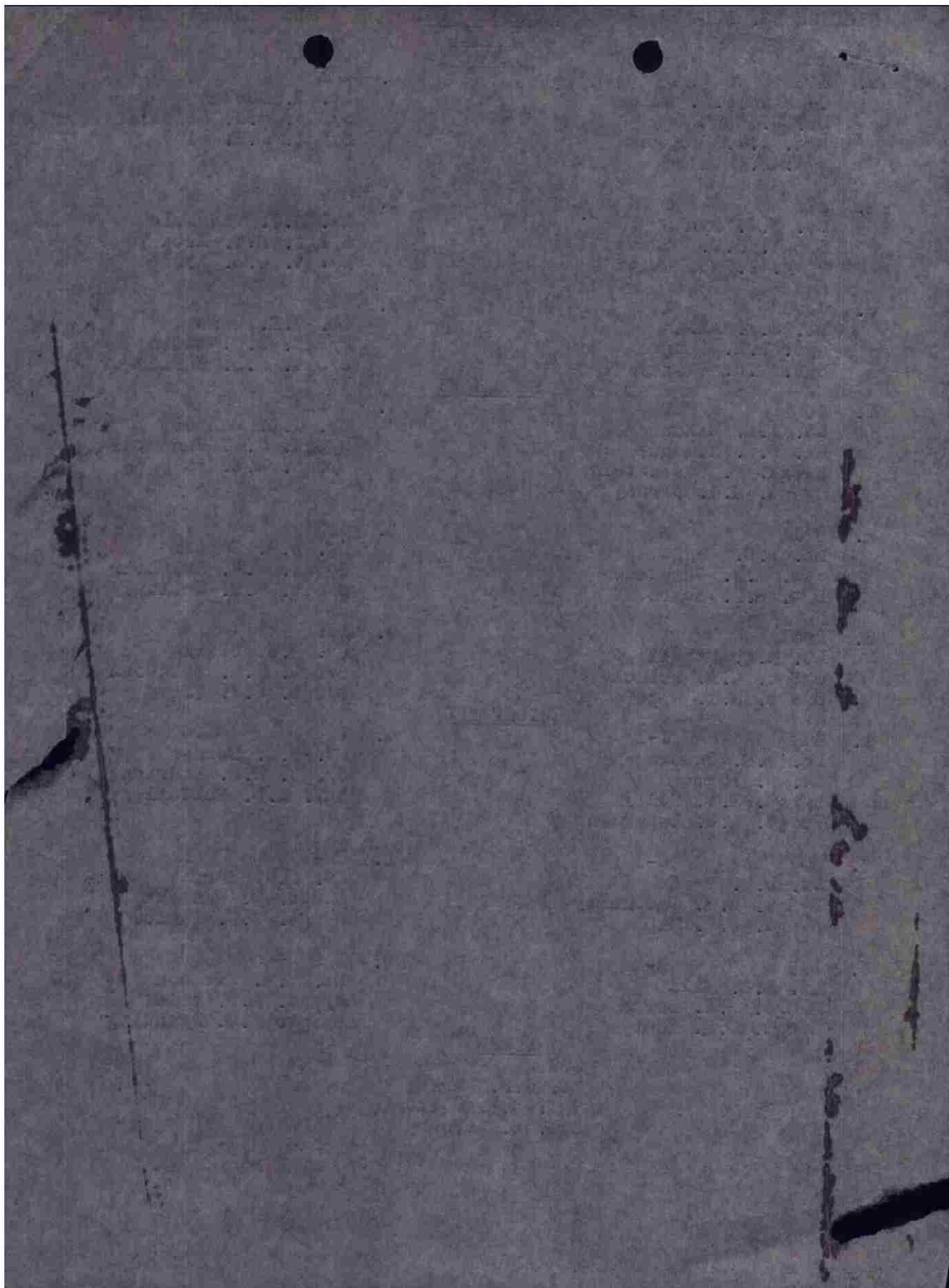
4. 194 G  
Lt. R.D. Leshar  
S/Sgt. H.R. Hedrick  
Sgt. S.L. Heitell

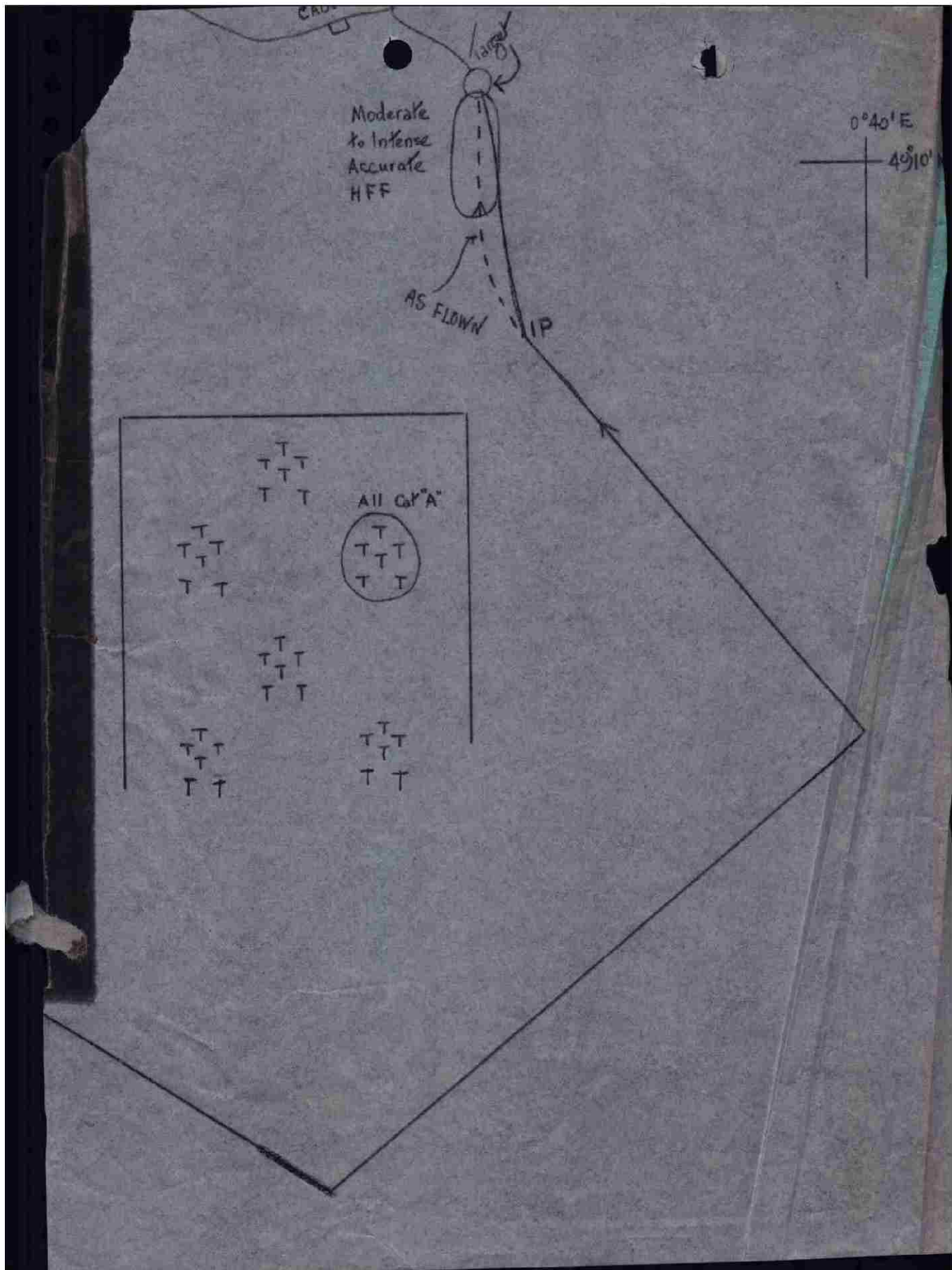
5. 894 R  
Lt. F.W. Harris  
S/Sgt. D. Hentske  
S/Sgt. E.A. Damico

6. 819 K  
Lt. R.R. Svenson  
S/Sgt. P.G. Fild  
S/Sgt. P.G. Pfenning

SPARE

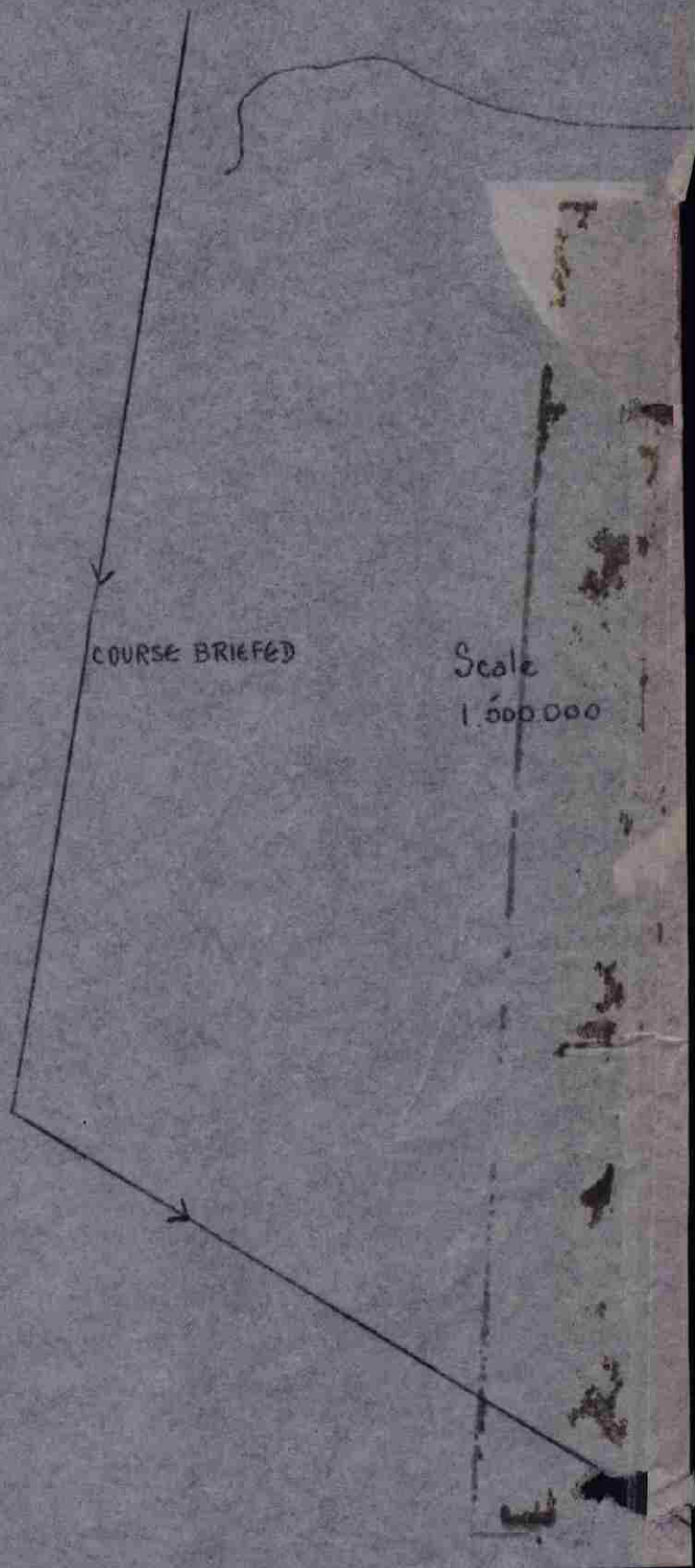
379 G  
Lt. F.E. Parker  
Sgt. A.F. Galloway  
Sgt. S. Kochan



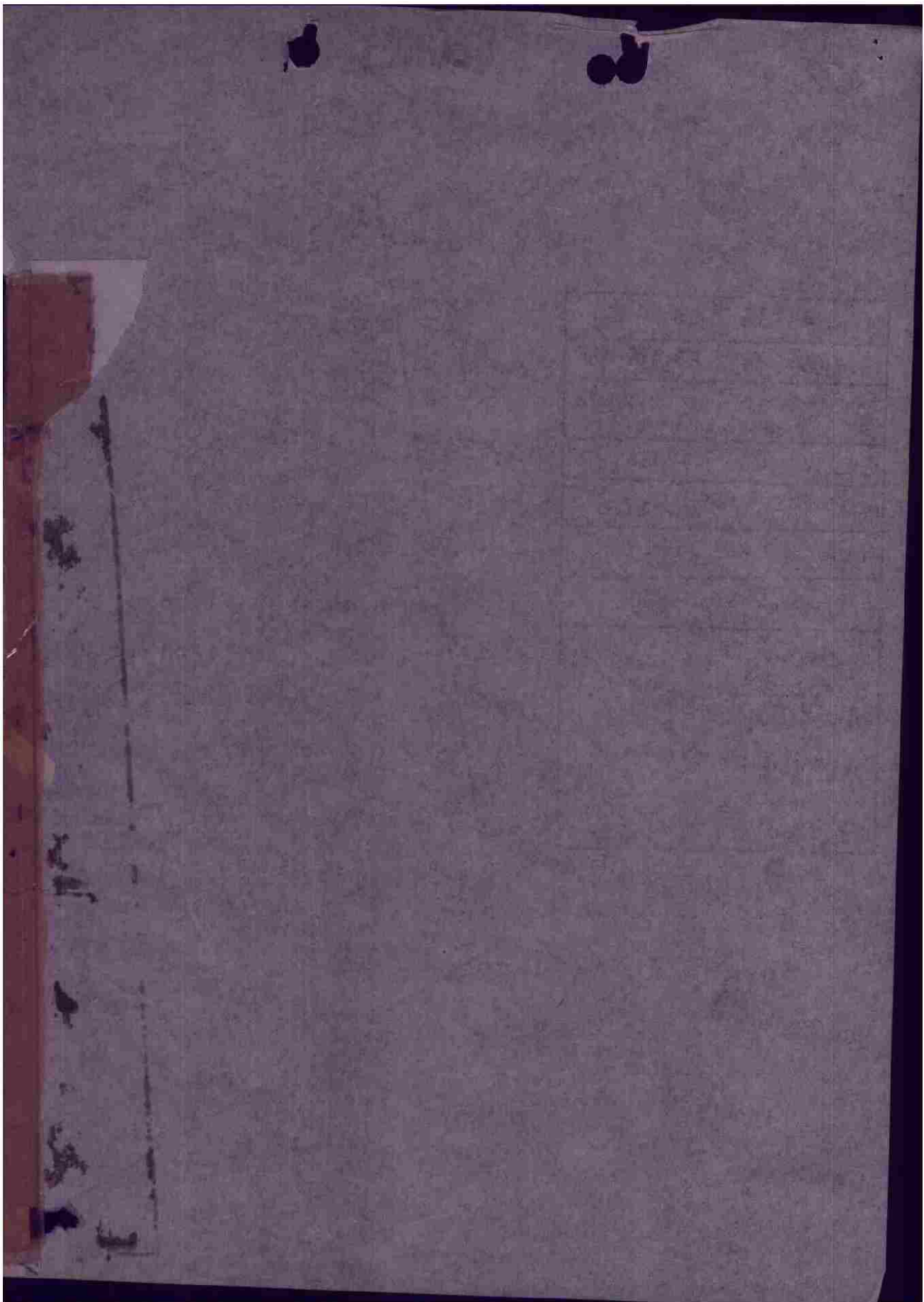


SECRET

416th Bomb. Gp (4)
13 August 44 F.O. 176-486
TARGET RD. JUNCTIONS (see OPSFLASH N° 131)
T.O.T. 1110-1114 HRS
ALTITUDES 11500-12200
Window Not Used
2 Boxes of 18 A/C each
Weather ~ Scattered clouds @ 12000 ft. Viz 5 miles Same throughout Continent.



30'  
1° 50' E



USAAF FORM 94A

SECRET

SECRET

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

AUTH: CO STA 170  
DATE: 14 August 1944  
INIT:

TO:

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

Ref: Oprep A No. 125 for 24 hrs. ending midnight 13 August 1944  
Mission or Operation No. 125 9722 OR 20 177 - 483

A. Short Narrative of Operation:

Target Penitovogue - Novale Highway  
Place of take-off AET Station 173  
Place of landing AET Station 173  
Take-off time 0554 Landing time 1238  
Time over target 1120 - 1115 Bombing altitude 11500 - 12000 ft.  
Nature of mission  bombing  Other None  
Weather in low clouds, heavy medium clouds, base 12000 ft. Vis 5 miles.  
Results 30, 20, 20, 20, 20, 20, 20, 20  
Enemy opposition None to intense accurate NEF continuing for 2 minutes.

B. Type & model of aircraft:

- 1. Dispatched 30 B-29  
6 B-29
- 2. Attacking target (indicate target) or completing mission.  
30 B-29 Penitovogue - Novale Hwy.  
6 B-29 Penitovogue - Novale Hwy.
- 3. Abortive due to:
  - (1) Weather: None
  - (2) Personnel: None
  - (3) Mechanical: None
  - (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) 3 B-29 cat A - 1 tick  
1 B-29 cat A - 1 tick
- 8. Sorties 30 B-29  
6 B-29

SECRET

(over)

SECRET

DRON SCHEMATIC  
Office, Air Corps

For the Commanding Officer:

- e. Destroyed
- d. Prop. Dox
- c. Damaged

H. Enemy aircraft by type or description (tentative entries)

Type of Casualty	Pilot	Co-pilot	NAV	Bomb	R. Gun	E. Gun	T. Gun
Killed in Action							
Missing in Action							
Slightly Wounded							
Wounded							

G. Own Personnel Casualties:

- e. Total Returned
- d. Lost or wrecked on missing e/c
- c. Detained
- b. Expanded on operations: (List targets separately)

f. Bombs, Flares, etc. used: Total carried into area:

- e. Lost on wrecked or missing e/c
- d. Expanded on operations
- c. Total carried into area
- b. Ammunition by address:

f. Night (Sunrise to sunset)

e. Day (Sunrise to sunset)  
d. Total operational flying hours

SECRET

USAF FORM 374 (cont'd)

SECRET

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 100BOX 1, Flight 3 GROUP 415 DATE 13 August 1945 TARGET ATTACKED antitank  
Exels Highway

## 1. Method of Sighting:

P re-set with corrections.2. Bombing approach: North3. 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:

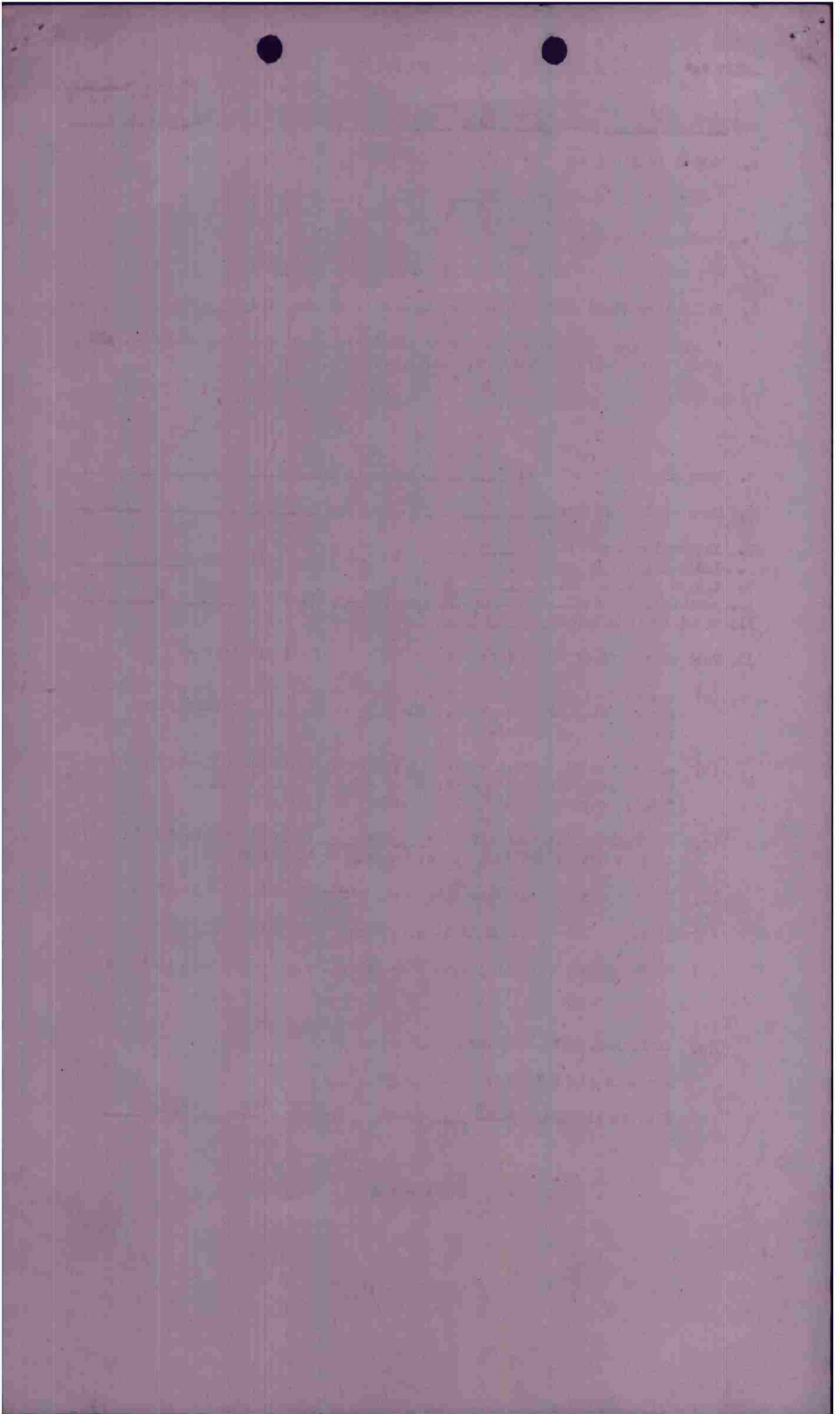
P re-set with corrections. Aimed at briefed A.P.5. Name of lead Bombardier: Lt. R. H. Jones6. Name of lead Pilot: Capt. R. S. Radcliff7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 240 Altitude: 110009. Length of bomb run: 30 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/100 T11. Total Bombs Dropped: 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 

SECRET



S E C R E T

ANNEX "A"

BOMBING INFORMATION

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

BOX II, Flight 1 GROUP 415 DATE 13 August 1944 TARGET ATTACKED \_\_\_\_\_\_\_\_\_\_  
Osaka Highway

1. Method of Sighting:

Pre-set with corrections.2. Bombing approach: 11°3. Was mercury erection system used? YES \_\_\_\_\_ NO \_\_\_\_\_4. Did entire (box) (flight) drop on lead bombardier? YES \_\_\_\_\_ NO \_\_\_\_\_

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

Pre-set with corrections. Aimed at briefed A.P.5. Name of lead Bombardier: L. B. Gonta6. Name of lead Pilot: Capt. E. A. Mulse7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 230 Altitude: 115009. 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: 24

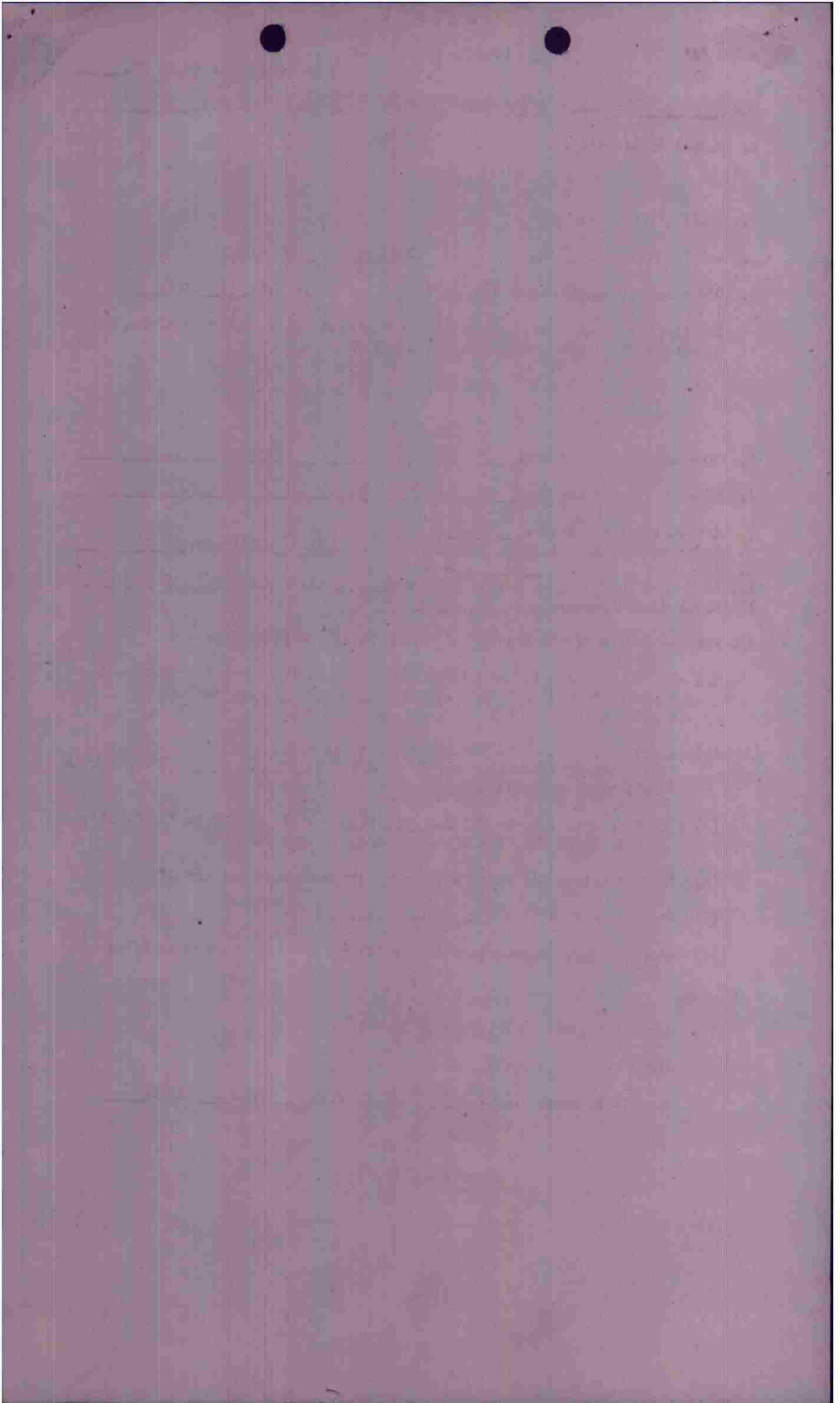
12. Full statement of all factors affecting bombing - including: -

(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: Bubbles not level.(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 \_\_\_\_\_

S E C R E T



SECRET

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 488BOX 11, Flight GROUP 414 DATE 13 August 1942 TARGET ATTACKED Panleyville  
Dusule Highway

1. Method of Sighting:

Pre-set with corrections.2. Bombing approach: 16°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. Could not locate briefed A.P. Bombed assigned road in target area.5. Name of lead Bombardier: Lt. R. J. McNamee6. Name of lead Pilot: Lt. E. E. DeFun7. Intervalometer setting: None8. Indicated Air Speed: 220 Ground Speed: 240 Altitude: 117009. 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: 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 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 briefed target A.P.(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

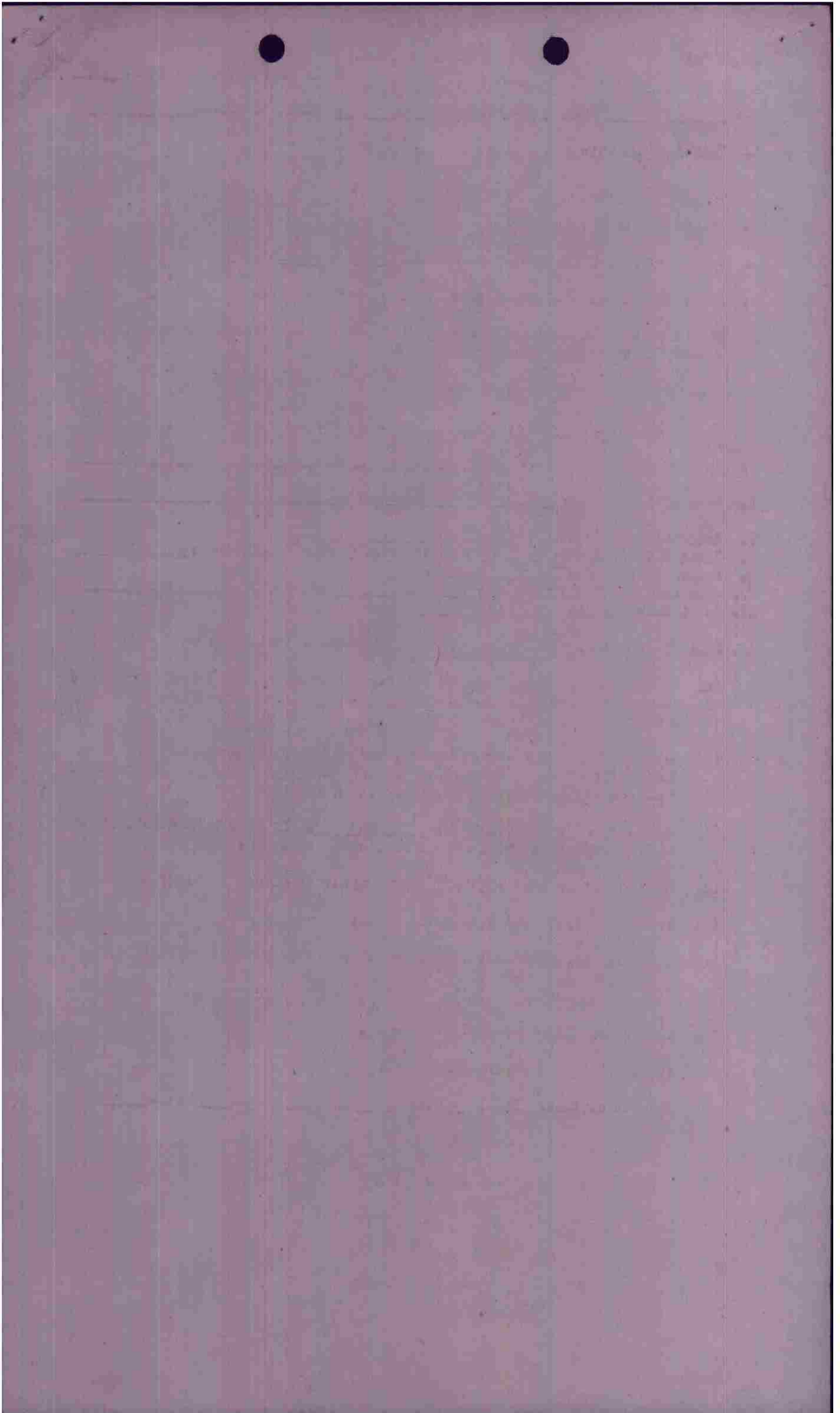
(g) Bombing results as reported by crews:

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

Results claimed: EXCEL \_\_\_ GOOD \_\_\_ FAIR \_\_\_ POOR \_\_\_ GROSS \_\_\_

PUB 1

SECRET



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 100BOX 12, Flight 3 GROUP 12 DATE 15 August 1944 TARGET ATTACKED Pointe-aux-Bois Highway

1. Method of Sighting:

Pre-set with corrections.2. Bombing approach: 15°3. Was mercury erection system used? YES \_\_\_ NO X4. Did entire (box) (flight) drop on lead bombardier? YES X NO \_\_\_

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

Pre-set with corrections. Aimed at briefed A.P.5. Name of lead Bombardier: Lt. J. Forno6. Name of lead Pilot: Lt. A. E. Osborne7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 245 Altitude: 112009. 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: 24

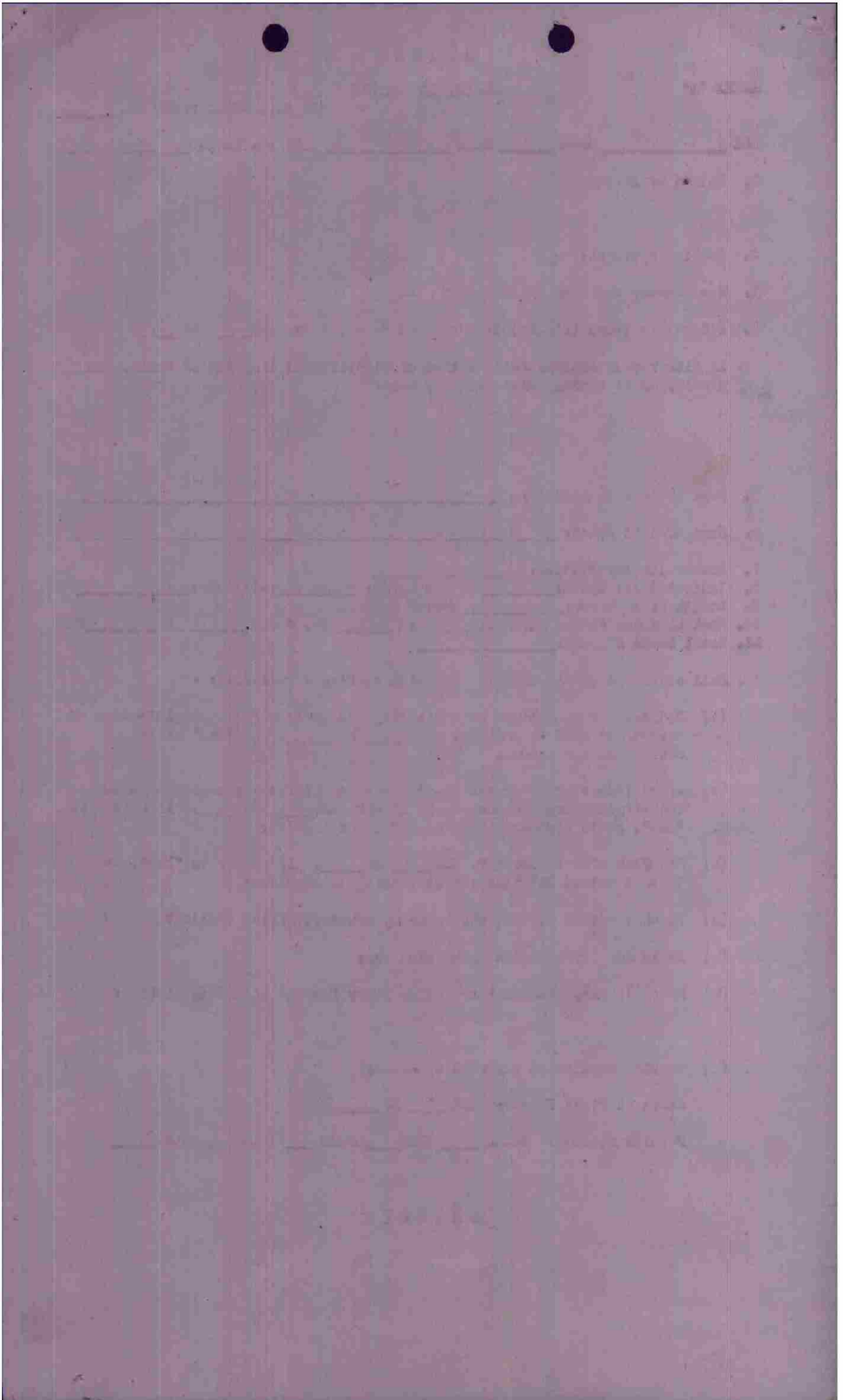
12. Full statement of all factors affecting bombing - including: -

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES \_\_\_ NO 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 \_\_\_

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 400BOX I, Flight 2 GROUP 416 DATE 13 August 1944 TARGET ATTACKED Nonlavans  
Doruk Highway

## 1. Method of Sighting:

Re-set with corrections.2. Bombing approach: 10°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:

Re-set with corrections. Bombed what he thought to be target area after failing to pick up A.P.5. Name of lead Bombardier: Lt. R. L. Kirk6. Name of lead Pilot: Lt. H. A. Monroe7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 245 Altitude: 120009. Length of bomb run: 30 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N1/100 T11. Total Bombs Dropped: 24

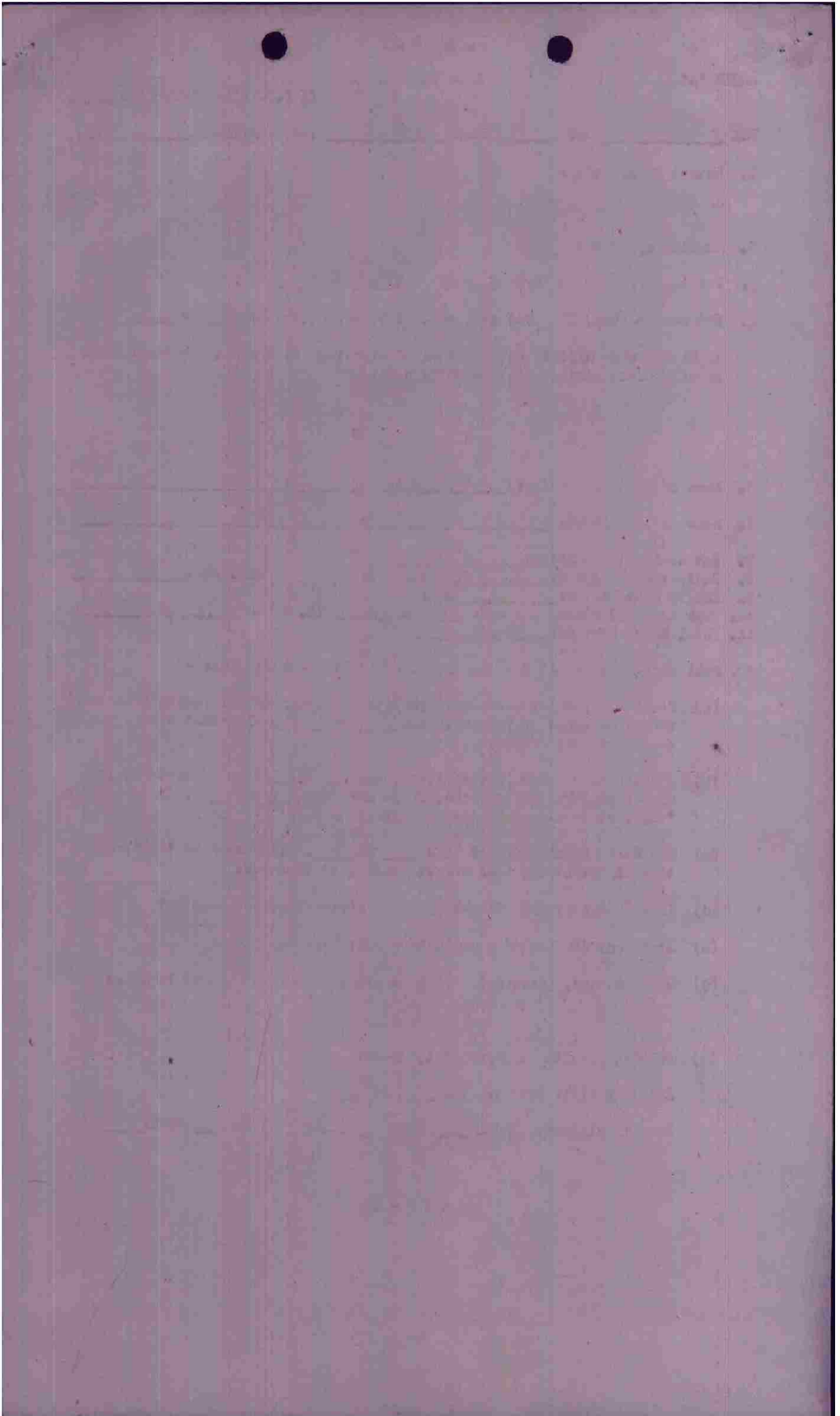
## 12. Full statement of all factors affecting bombing - including: -

(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:  
lost target area through poor navigation.(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:  
bombed wrong target area by mistake.

(g) Bombing results as reported by crews:

Aimed at right Target: YES  NO Results claimed: EXCEL  GOOD  FAIR  POOR  GROSS 

S E C R E T



SECRET

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 488BOX 1, Flight 1 GROUP 418 DATE 13 August 1944 TARGET ATTACKED Pontisvegas  
Naval Hwy

## 1. 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. Could not find briefed A.P. so bombed crossroads in same area with excellent results.5. Name of lead Bombardier: Lt. P. G. Royalty6. Name of lead Pilot: Major D. L. Willette7. Intervalometer setting: None8. Indicated Air Speed: 250 Ground Speed: 238 Altitude: 120009. Length of bomb run: 30 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/30 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:  
Could not locate briefed A.P.(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 

(over)

SECRET

Formation consisted of 2 boxes, 18 ships each, bombing in flights of 6. Time of take-off was 0858. Time over target 1236. Target - Pontlevague Bazule Highway. A total of 144 bombs were dropped in the target area with the following results: PMS, gross, excellent, fair, P.S.B., fair. Anti-aircraft fire was moderate to intense accurate RFP continuing for 2 minutes, 6 ships receiving category A damage. Visibility was 5 miles, with no low clouds over target area. No enemy aircraft encountered. Planes landed at 1256.

Description of route from IP to target.

1. 5 miles
2. No low clouds, patchy medium clouds, base 12000 feet.
3. 2 boxes, 18 ships each, bombing in flights of 6.
4. Very mild for IP.
5. Could not find briefed A.F. Bombed gross roads in target area on assigned road with excellent results.
6. None
7. PMS, gross, excellent, fair, PMS, fair.
8. None.

CONFIDENTIAL

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

AFPO 140  
15 August 1944

SUBJECT: Interrogation Report

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

BASE AT TAKEOFF: 6/10 stratus at 1500 feet. 10/20 altocumulus  
with breaks at 10,000 feet. Visibility 7 min.

ROUTE OUT: Clouds overcast to Maidenhead, base 4000 feet, tops  
8000 feet. Medium cloud layer patchy at 14,000 feet.  
Visibility 3-4 miles, haze over Channel.

TARGET: No low clouds. Patchy medium clouds, base 12,000 feet.  
Visibility 5 miles.

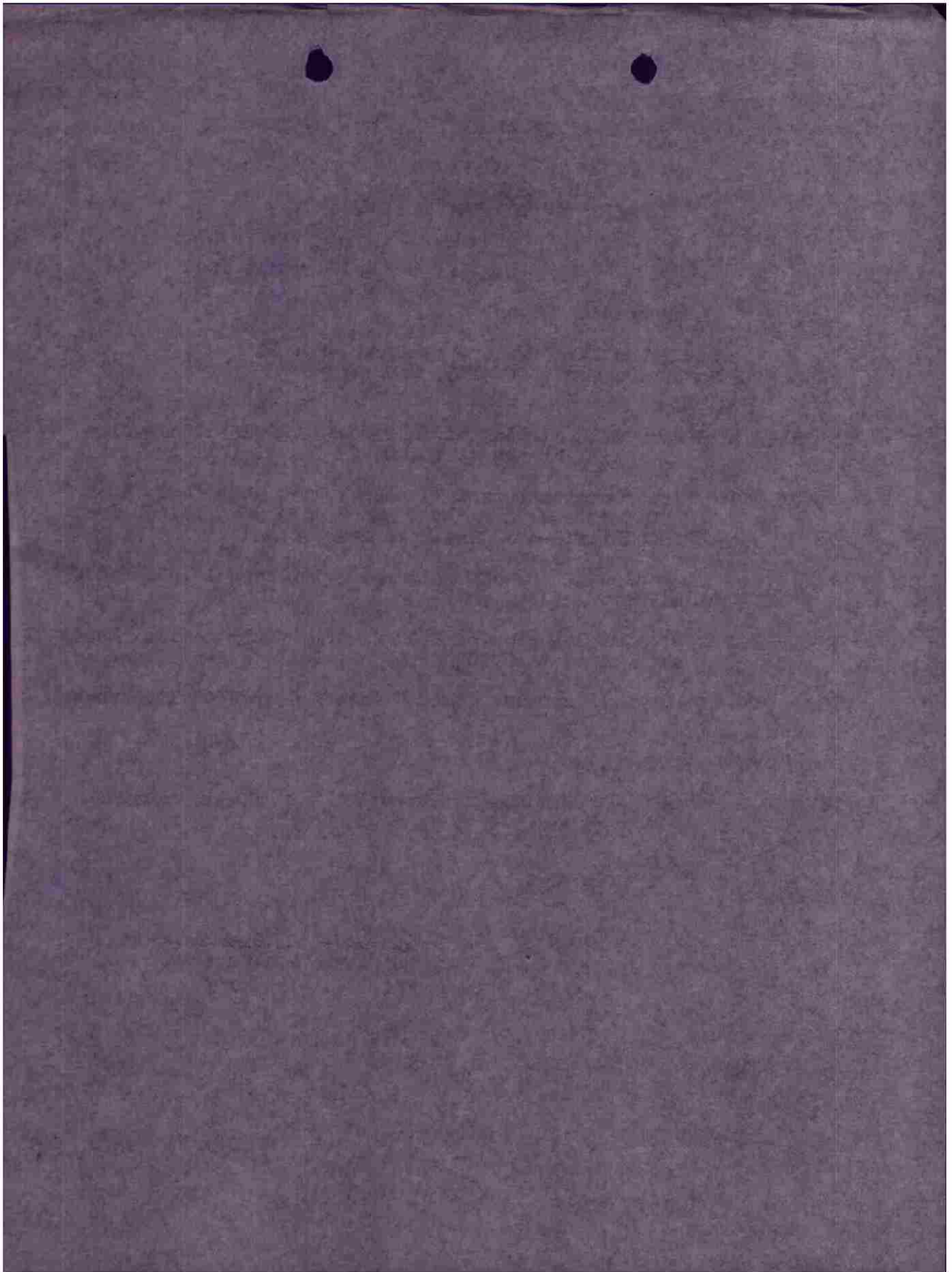
ROUTE BACK: Tops of low clouds, 8000 feet. Patchy medium clouds  
with base at 15,000 feet. Visibility 4-5 miles.

BASE ON RETURN: 2/10 cumulus at 5000 feet. Overcast with breaks  
at 15,000 feet.

TIME OVER TARGET: 1110

EFFECT OF WEATHER ON BOMBING: Weather did not affect bombing.  
Winds were as forecasted.

*Luther E. Beiswenger*  
LUTHER E. BEISWENGER  
2nd Lt., Air Corps



CONFIDENTIAL

5-2  
FROM: COBOMGR 416

TO : COCBTWIG 97      ATT: SIG O

A - Y8 - 126

B - 13 AUGUST 1944

C - 36/ A/O

D - 668 - K - TURRET INTERPHONE OUT, SWIVEL REPAIRED AND CHECKED OKAY.

671 - X - TURRET INTERPHONE WEAK, JACKBOX REPLACED AND CHECKED OKAY.

670 - E - TRANSMITTER AND INTERPHONE OUT, CHECKED AND REPAIRED.

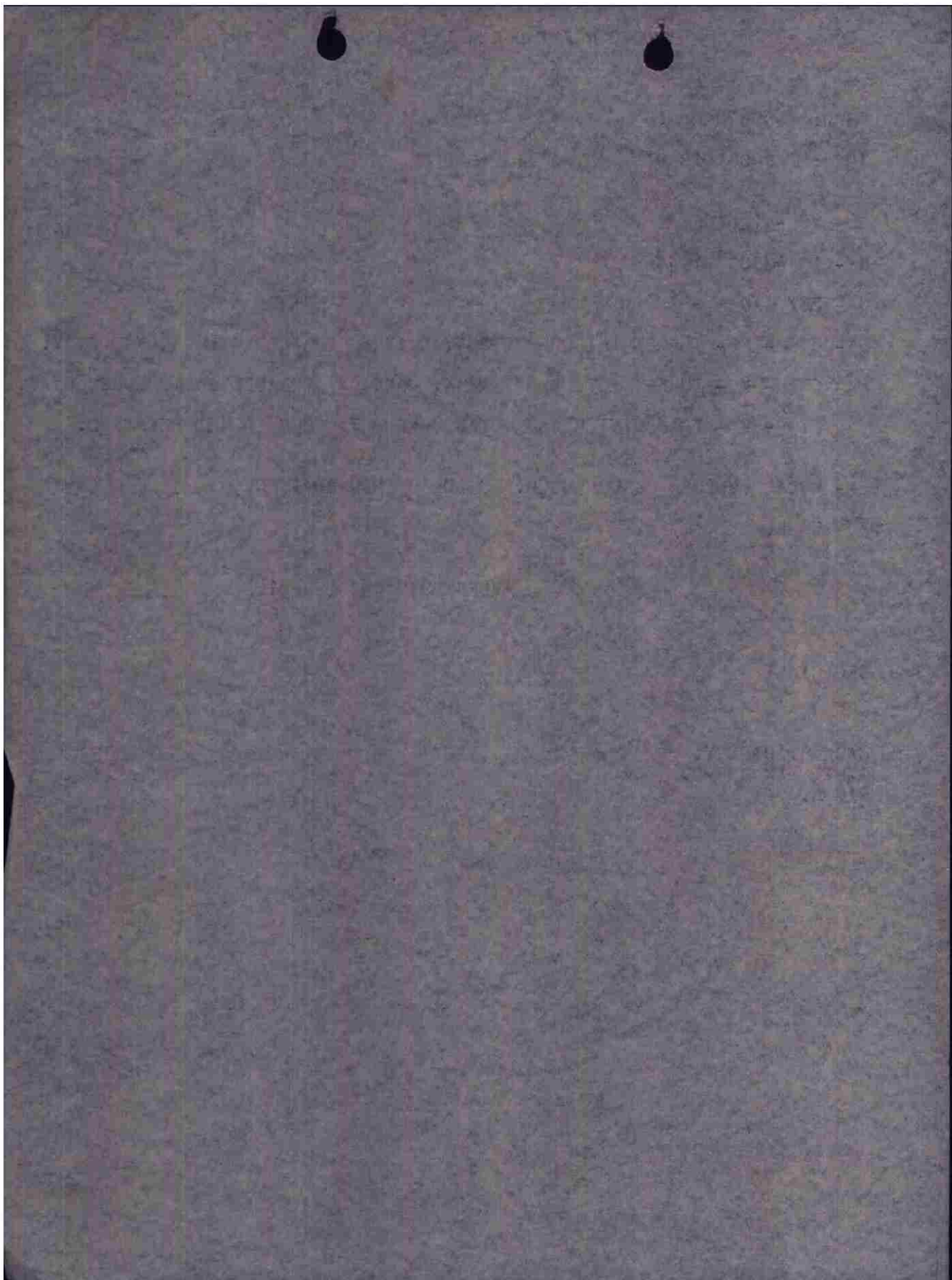
E - LOCAL BUNCHER BEACON USED. 5 QDM'S FROM BOATDECK.

F - NONE.

AYLESWORTH COBOMGR 416

OFFICIAL:

JACK B. COONEY,  
CAPT, AIR CORPS,  
SIG O.



PILOT		NAVIGATOR		FLAME		MISSION		DATE		POSITION		TO		RESULTS		REMARKS		
START TIME	0830	COAST IN	0850	BASE	0858	COAST OUT	0904	BASE	0918	0910	COAST IN	0918	0910	COAST OUT	TO DIST.	TO RUN TIME	LTA	
TAKE-OFF	0904	BASE	0904	BASE	0904	COAST IN	0904	BASE	0918	0910	COAST OUT	0918	0910	COAST OUT	TO DIST.	TO RUN TIME	LTA	
ON COURSE	0918	BASE	0918	BASE	0918	COAST OUT	0918	BASE	0918	0910	COAST OUT	0918	0910	COAST OUT	TO DIST.	TO RUN TIME	LTA	
RENDEZVOUS		RENDEZVOUS		RENDEZVOUS		RENDEZVOUS		RENDEZVOUS		RENDEZVOUS		RENDEZVOUS		RENDEZVOUS	TO DIST.	TO RUN TIME	LTA	
M. H.	207	ETA	0930	ETA	0930	ATL	0930	ATL	0930	TC	DR	TH	VLR	MH	AE. FEEL	OS	GS	
Base	207	0930	0930	0930	0930	0930	0930	0930	0930	240	+4	244	244	207	5 +11	189	20	0938
Selden, Bill	201	0947	0947	0947	0947	0947	0947	0947	0947	283	+8	191	191	201	10000 +3	206	14 1/2	0952 1/2
Wright, W.W.	207	1018	1018	1018	1018	1018	1018	1018	1018	190	+7 1/2	197	197	207	2000 0	237	25	1017 1/2
Wright, W.W.	207	1030	1030	1030	1030	1030	1030	1030	1030	190	+7 1/2	197	197	207	2000 0	237	11 1/2	1029
Silly, T. G.	135	1045	1045	1045	1045	1045	1045	1045	1045	121	+4	125	125	135	2000 0	271	14 1/2	1043 1/2
Wright, W.W.	053	1058	1058	1058	1058	1058	1058	1058	1058	048	-5	043	043	053	2000 0	266	10 1/2	1054
T.P. Wright	323	1108	1108	1108	1108	1108	1108	1108	1108	319	-6	313	313	323	2000 0	222	34	1103
T.P. Wright	11	1155	1155	1155	1155	1155	1155	1155	1155	002	-7 1/2	355	355	11	2000 0	243	20	1110
P.P.	315	1116	1116	1116	1116	1116	1116	1116	1116	370	-5	305	305	315	2000 0	247	9	1122
Selden, Bill	308	1145	1145	1145	1145	1145	1145	1145	1145	340	+5	335	335	308	8000 +6	231	103	1139 1/2
Wright, W.W.	008	1157	1157	1157	1157	1157	1157	1157	1157	003	-5 1/2	318	318	008	2000 +11	227	55	1154
Base	067	1215	1215	1215	1215	1215	1215	1215	1215	060	-3	057	057	067	2000 0	246	62	1209

CHALLENGE  
 REPLY  
 COLORS  
 VIB C/LABEL  
 BOMBER C/S  
 FIGHTER C/S  
 BOMBER TO BOMBER FREQ.

LANDED  
 REND. ALT.  
 LAND FUEL ALT.  
 TARGET ALT.

TARGET  
 COAST OUT  
 COAST IN  
 ELSE

TARGET C/P 5  
 2000 FT. 11/8 +19  
 1000 270/17 +11  
 5000 270/25 +3  
 8000 270/25 +3  
 10000 270/25 +3  
 12000 270/25 0

FLIGHT RECORD

M T +8

1051 - 71 & 100 trucks toward Oklacon  
 from Basecamp 500 S.  
 1st truck to target to Oklacon S from  
 traffic in front of woods @ 5K & 8000  
 traffic going to Oklacon from base

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

SIGHT DATA:

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

BOMBING DATA:

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

TARGET DATA:

THIRDARY SECONDARY

WINDS ALOFT AT TARGET: MPH FROM \_\_\_\_\_ DIRECTION \_\_\_\_\_

TEMPERATURES AT TARGET: GROUND \_\_\_\_\_ LOFT \_\_\_\_\_ MEAN \_\_\_\_\_

ASTRO DATA:

BOX \_\_\_\_\_ EPOCH \_\_\_\_\_ INDICATED ALTITUDE \_\_\_\_\_ BOMB LOAD \_\_\_\_\_ TYPE \_\_\_\_\_

FORWARDER'S MISSION DATA



3.999

5.87

7.43

51.112 L. E. 38.68

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

SIGHT DATA:

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

BOMBING DATA:

5.	TIME FROM I.P. TO TARGET	
4.	DISTANCE FROM I.P. TO TARGET	
3.	W.G. HEADING FROM I.P. TO TARGET	
2.	INITIAL POINT	
1.	TARGET	

TARGET DATA:

SECONDARY TRIUMPH

WINDS ALOFT AT TARGET: MPH FROM \_\_\_\_\_ DIRECTION: \_\_\_\_\_

TEMPERATURES AT TARGET: GROUND \_\_\_\_\_ ALT \_\_\_\_\_ MEAN \_\_\_\_\_

METRO DATA:

BOX \_\_\_\_\_ FLIGHT \_\_\_\_\_ INDICATED ALTITUDE \_\_\_\_\_ BOMB LOAD \_\_\_\_\_ TYPE \_\_\_\_\_

BOMBARDIER'S MISSION DATA

08:30

PILOT CAMP Rudis, VI  
 NAVIG. FOR Lt Joost  
 PLANE 4528  
 MISSION  
 DATE 1-13-44

START ENG 08:44  
 TAXI OUT 08:52  
 TAKE-OFF 08:58  
 ON COURSE 09:18  
 RENDEZVOUS

COAST OUT 09:18  
 COAST IN 10:17  
 I. F. 11:03  
 TARGET 11:03  
 COAST OUT 11:10

COAST IN 11:37  
 BASE 12:07  
 RECD. ALT. 12000  
 TARGET ALT. 12000

ALTITUDE 11800 ft (cloud)  
 HEADING 351°  
 AIR SPEED 200  
 TIME 11:12  
 RESULTS 8  
 REMARKS

FROM	POSITION	TO	M. H.	ETA	ATA	TC	DR	TH	VAR	MH	AF. HGT.	GS	TO DIST.	HUN TIME	ETA	REMARKS
Base	Matherhead	254°	09:38	09:32	240	+4	244	+10	254	5000	190	189	62	20		
	Sekey Bull	201°	09:52	09:52	183	+8	191	+10	201	10000	224	226	55	14 1/2		
	Hazen Point	207 1/2°	10:17	10:18 1/2	190	+7 1/2	197 1/2	+10	207 1/2	12000	244	237	98	25		
	Amanches	207 1/2°	10:29	10:31	190	+7 1/2	197 1/2	+10	207 1/2			237	45	11 1/2		
	Belle Is. S.	135°	10:43	10:46 1/2	121	+4	125	+10	135			271	66	14 1/2		
	H837N	053°	10:54	10:57 1/2	048	-5	43	+10	053			266	46	10 1/2		
	I.P. 49°00'N	323°	11:03	11:07	319	-6	313	+10	323			222	34	9		
	Tot.	351°	11:08	11:12	346	-5	341	+10	351			243	20	5		11:15 Dead line
	P.P. 49°19'N	316°	11:10	11:15	310	-4	306	+10	316			216	9	5 1/2		
	Sekey Bull	253°	11:37	11:50	340	-5	343	+10	253	8000	229	241	103	27		
	Matherhead	007 1/2°	11:52	12:03 1/2	002	-5 1/2	357 1/2	+10	007 1/2	5000	229	227	55	14 1/2		
	Base	067°	12:07		060	-3	057	+10	067	5000	240	246	65	15		

CHALLENGE  
 FULLY  
 COLORS  
 VAPOR CHANNEL  
 BOMBER C/S  
 FIGHTER C/S  
 BOMBER TO BOMBER FREQU.

LANDED  
 RECD. ALT. 12000  
 LAND FALL ALT. 9000  
 TARGET ALT. 15000

TARGET 11:12  
 COAST OUT 11:13  
 COAST IN 11:50  
 BASE

TARGET 09:10  
 COAST OUT 09:15  
 RENDEZVOUS  
 COAST OUT 09:52  
 COAST IN 10:18  
 I.F. 11:07

2000 FT. SURS = NE-8 NE-6 + 19  
 4000 275 22 270 17 + 11  
 6000  
 8000  
 10000 280 30 270 76 + 3  
 12000 280 36 270 32 0  
 Mean Temp + 8

FLIGHT RECORD

		1. DISC SPEED
		2. DRIFT
		3. DRIFT ON BRITISH HEADING
		4. LARGEST OF DRIFTING ANGLE
		5. APPROX. TIME OF FALL

SIGHT DATA:

		1. INTER-OBJECTOR SETTING
		2. PRESSURE ALTITUDE OF TARGET
		3. INDICATED BOMBING ALTITUDE
		4. TRUE ALTITUDE ABOVE TARGET
		5. INDICATED AIR SPEED
		6. TRUE AIR SPEED
		7. GROUND SPEED FOR BRITISH HEADING

BOMBING DATA:

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

TARGET DATA:

PRIMARY SECONDARY

TEMPERATURES AT TARGET, GROUND, TARGET, WINDS ABOVE AT TARGET, WITH FROM DEGREES, LEAN

LEADER DATA:

BOX FLIGHT INDICATED ALTITUDE BOMB LOAD TYPE

BOMBARDIER'S MISSION DATA

Do NOT BOMB AFTER 11:15

PILOT DEMON		START ENG		COAST OUT		COAST IN		ALTIMETER		RESULTS					
FROM	TO	M. H.	ETA	AT-	TC	DR	TH	VAR	MH	IN. TEMP.	W. WIND	TO DIST.	TO RUN TIME	ETA	REMARKS
Base	Mendenhall	254	0830	0850	240	+4	244	low	254	5000	189	62	20		
	Selby Hill	201	0904	0904	183	+8	191		201	1900	226	55	14 1/2		
	Wagon Wheel	207	1019	1019	190	+7 1/2	197		207	2000	237	98	25		
	Branches	207	1031	1031	190	+7 1/2	197		207	2000	237	45	11 1/2		
	Selle La G.	135	1049	1048	121	+4	125		135	1900	271	66	14 1/2		
	4837N 0038E	053	1056	1059	48	-5	43		53	1900	266	46	10 1/2		
	I.P.	323	1106	1108	39	-6	313		323	1900	221	34	9		
	Tot.	005	1113	1112	12	-7 1/2	355		005	1900	243	20	5		
	P.P.	316	1116	1116	310	-4	304		316	1900	216	9	2 1/2		
	Selby Hill	345	1123	1123	341	+5	345		345	1900	231	103	27		1143 1/2
	Sils Hill	008	1107	1105	105	-5 1/2	358		008	1900	227	55	14 1/2		
	Base	067	1120	1121	060	-3	57	low	067	1900	246	62	15		

DIVERSION  
4. L.F.D. 0.1.5

CHALLENGE  
REPLY  
COLORS  
VHF CHANNEL  
BOMBER O/S  
FIGHTER O/S  
BOMBER TO BOMBER FILED.

LANDED  
HEAD. ALT.  
LAND FALL ALT.  
TARGET ALT.

FLIGHT RECORD

14-11-38

WINDS CHANGE SEE PAGE 5

87.8  
37.3

5.	ACTUAL TIME OF FALL	
4.	PLACING 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.	INTERVARIABLE 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 ALOFT AT TARGET, \_\_\_\_\_ MPH FROM \_\_\_\_\_ DEGREES.  
TEMPERATURES AT TARGET, \_\_\_\_\_ GROUND, \_\_\_\_\_ ALTITUDE

MISSION DATA

BOX \_\_\_\_\_ FLIGHT \_\_\_\_\_ INDICATED ALTITUDE \_\_\_\_\_ BOMB LOAD \_\_\_\_\_ TYPE \_\_\_\_\_

BOMBER'S MISSION DATA

A7 = 850

FLIGHT NO.	MISSION	DATE	FROM	POSITION	TC	M. H.	ETA	ATA	TO	DR	TH	V/R	MH	GS	TO DIST.	ETA	REMARKS	ALTITUDE	HEADING	AIR SPEED	TIME	RESULTS
Base	Manlyhead					354	0938	09	240	+4	244	10W	254	190	12		20					NE - 8
Manlyhead	Lecky Bell					201	0952	0952 1/2	183	-8	191		201	224	55		14 1/2					
Selsby Bell	4900 Nollan					307 1/2	1017	1018	190	+7 1/2	197 1/2		307 1/2	237	9 1/2		25					
4900 Nollan	Manlyhead					207 1/2	1029	1031	190	+7 1/2	197 1/2		207 1/2	237	4 1/2		14 1/2					
AVRANCHES	Selsby Bell					135	1043 1/2	1046 1/2	121	+4	125		135	271	6 1/2		14 1/2					
Selsby Bell	4837 Nollan					53	1054	1057	048	-5	43		53	266	1 1/2		10 1/2					
4837 Nollan	I.P. 4900 N					323	1103	1106 1/2	319	-6	313		323	302	13 1/2		9					270 - 276 #3
I.P.	Tot.					000	1110	1118	002	-7 1/2	354 1/2		004	243	20		5					
4900 N	P.P. 4900 N					316	1117 1/2	1114	310	-4	306		316	216	9		3 1/2					
P.P.	Lecky Bell					345	1137 1/2	1149	340	-5	335		345	251	103		35					
Selsby Bell	Manlyhead					007 1/2	1152	1203 1/2	203	-5 1/2	357 1/2		007 1/2	227	55		1 1/2					
Manlyhead	Base					67	1207	1218	060	-3	057		67	24	62		15					DIVERSION AIRDROMES

CHALLENGE  
 RELAY  
 COLORS  
 VEN CHALLENGE  
 FOMER C/S  
 FIGHTER C/S  
 BOMBER TO FOMER F-105

LANDED  
 RECD. ALT.  
 LAND FALL ALT.  
 TARGET ALT.

TARGET  
 COAST OUT  
 COAST IN  
 BASE

TARGET ALT'S  
 2000 FT.  
 4000  
 5000  
 6000  
 8000  
 10000 280° - 30  
 12000

FLIGHT RECORD

Base between 1110 & 1115

Ave tem P - + 8

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

SECRET DATA:

		1. INTERFEROMETER SETTING
		2. MISSILE ALTITUDE OF TARGET
		3. INDICATED BOMBING ALTITUDE
		4. TRUE ALTITUDE ABOVE TARGET
		5. INDICATED AIR SPEED
		6. TRUE AIR SPEED
		7. GROUND SPEED FOR RELEASE HEADING

BOMBING DATA:

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

TARGET DATA:

PRIMARY SECONDARY

TEMPERATURES AT TARGET: GROUND \_\_\_\_\_ ALT \_\_\_\_\_ WINDS ALOFT AT TARGET: WITH FROM \_\_\_\_\_ DIRECTION \_\_\_\_\_

METRO DATA:

BOX \_\_\_\_\_ FLIGHT \_\_\_\_\_ INDICATED ALTITUDE \_\_\_\_\_ BOMB LOAD \_\_\_\_\_ TYPE \_\_\_\_\_

BOMBARDIER'S MISSION DATA

42 1218

0858  
1253

15 min.  
TOT  
L/D

Box Leader  
Wickets

Alt.

Target

F/O

Date

OpsFl  
131

Fail to Bomb  
Reason

Box #  
1

A/C No.	ATT	Bomb			IISP	A/C Dam			E/A			Pers.	
		T	S	F		M	D	A	E	D	F		D
1 914-X	A	A	A	A									
2 714-N	A	A	A	A									
3 719-J	A	A	A	A									
4 513-L	A	A	A	A									
5 957-R	A	A	A	A									
6 563-L	A	A	A	A									
1 452-Q	A	A	A	A									
2 380-N-1	A	A	A	A									
3 674-R	A	A	A	A									
4 387-4	A	A	A	A									
5 207-D	A	A	A	A									
6 217-D	A	A	A	A									
1 439-J-1	A	A	A	A									
2 689-L	A	A	A	A									
3 209-K-1	A	A	A	A									
4 224-E	A	A	A	A									
5 812-L-1	A	A	A	A									
6 211-D	A	A	A	A									
1 214-C													

914-X Wickets  
714-N 719-J Andrews Ames  
393-X Chiv  
957-R 563-L Withington Dany  
439-J-1 Rubelle  
689-L 209-K-1 380-N-1 387-4 207-D 217-D 439-J-1 689-L 209-K-1 224-E 211-C 207-B 217-D  
Meyerson Megolon 214-C 211-C 207-B 217-D  
Kilgus Brandy McBrink Leonard  
214-C } SPARE  
Laconcel

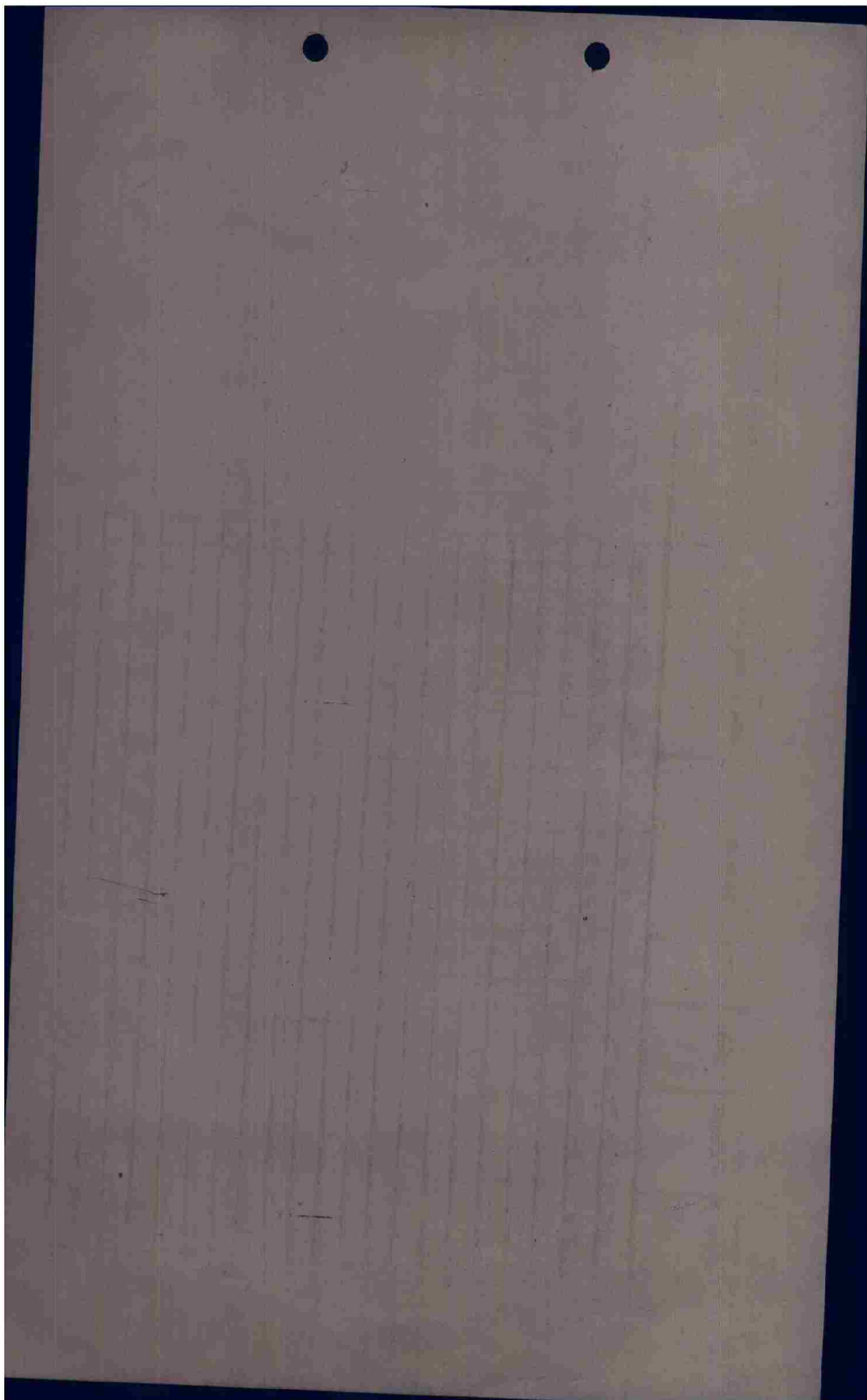
6

72 72

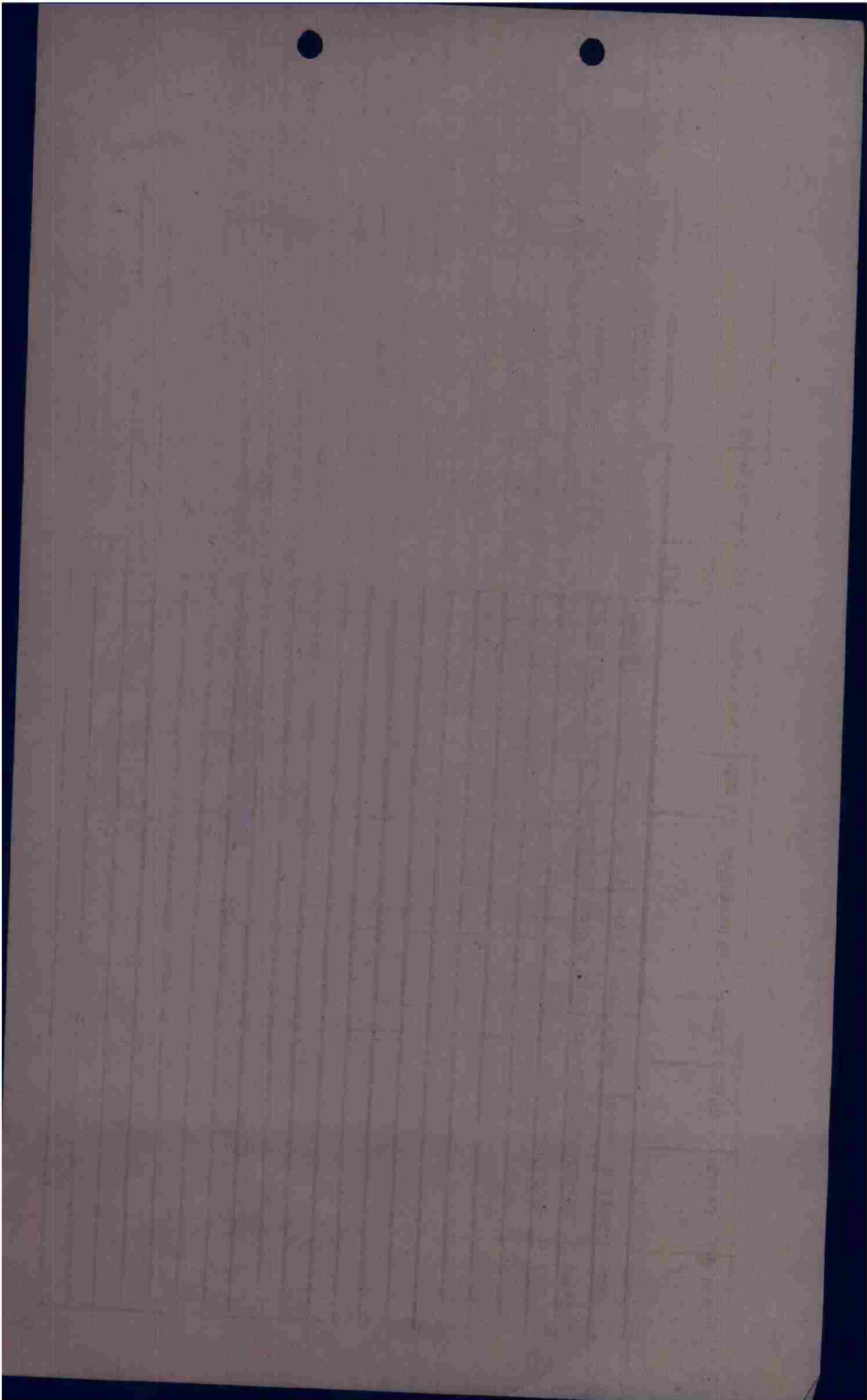
Plnd as briefed

18

36



Box #	CpsFL	Date	F/O	Target	Alt.	Box Leader		T/O	15 min.
						TOT	L/D		
11	131	13 Aug 44		Shuler					
A/C	Fail to Bomb	ATT	Bomb I disp	A/C Dam	E/A	Pers.			
Pas No.	Reason	F 3 0	F 3 J F R	M D A A C B E	E D P D K W M				
1 469-J		A	A			469-J ✓ Shuler			
2 0190-1		A	A			0190-1 ✓ Shuler			
3 376-D		A	A			376-D ✓ Shuler			
4 480-B		A	A			480-B ✓ Bankamp			
5 310-Q		A	A			310-Q ✓ Bankamp			
6 767-N		A	A			767-N ✓ Bankamp			
1 442-D		A	A			442-D ✓ Bankamp			
2 996-E		A	A			996-E ✓ Bankamp			
3 971-M		A	A			971-M ✓ Bankamp			
4 1961-P		A	A			1961-P ✓ Bankamp			
5 165-H		A	A			165-H ✓ Bankamp			
6 493-V		A	A			493-V ✓ Bankamp			
1 242-J-1		A	A			242-J-1 ✓ Bankamp			
2 191-T		A	A			191-T ✓ Bankamp			
3 9070-1		A	A			9070-1 ✓ Bankamp			
4 1961-P		A	A			1961-P ✓ Bankamp			
5 165-H		A	A			165-H ✓ Bankamp			
6 493-V		A	A			493-V ✓ Bankamp			
1 242-J-1		A	A			242-J-1 ✓ Bankamp			
2 191-T		A	A			191-T ✓ Bankamp			
3 9070-1		A	A			9070-1 ✓ Bankamp			
4 1961-P		A	A			1961-P ✓ Bankamp			
5 165-H		A	A			165-H ✓ Bankamp			
6 493-V		A	A			493-V ✓ Bankamp			
1 242-J-1		A	A			242-J-1 ✓ Bankamp			
2 191-T		A	A			191-T ✓ Bankamp			
3 9070-1		A	A			9070-1 ✓ Bankamp			
4 1961-P		A	A			1961-P ✓ Bankamp			
5 165-H		A	A			165-H ✓ Bankamp			
6 493-V		A	A			493-V ✓ Bankamp			
18			72			72			
						72			



Planet: Allen      A/C# 0190-1      Box # 20 #1      (Pro: # 2)

no damage - 4 bombs away

VX H at Sesuntan run.

35 Trucks going SW at 1052

1102-1108 - 19 vehicles moving away  
from battle area.

In target area. 14 tanks? seen at  
road intersection to town.

Road junction have vehicles parked  
on them, possibly guards.

N.W.A.

Pilot: Lesher ac # 14-C BREF XX#3 Po # 4

no damage. 4 away.

Red explosion from bombs.

XX#1 at St Julien on bomb run  
Q5 30747  
~~2 3547~~

Supplies in woods SE of ~~target~~ <sup>area</sup>

Traffic moving N in enemy territory

P47 leaving on target.

convoy of 45-50 vehicles on road  
from Douvrount to Flev. + 8514

H. W. X.

Pilot: Clark      Alt: 165 ft.      Box: I      St. #2      Vis. #3

XXX H to left of formation. no damage  
+ lab near Lisien

Traffic had to front. 4 trucks &  
car seen near Lisien & Argentina.

H.M.S.

Pilot: James A/C #894-R Box I Lt. #3

1045  
1107  
1174  
1160

4 on primary  
No flares

May 10-15 U.S.

- 1100 1042 4 large trucks + many motor cycles
- 1043 armored vehicles 6-8 headed east
- 1046 50-100 vehicles headed east.
- 1105 4 trucks headed SW
- 1106 4 trucks headed W.
- 1108 vehicles headed to (Q4768-Q4965)
- 1110 6 vehicles headed SE. (Q4777-Q49674)

interval inaccurate. at 409

May

Pilot: Svenson, AC #819-K Box 4, Lt #3 (10 #5)

4 bombs on primary  
bombs near target

118 <sup>0</sup>	1042	5.0 trucks	Sp. dist #2
	1044	5.0 trucks	Sp. dist #2
	1057	2.0 trucks	Sp. dist #2
	1135		

Camera:

May

CONFIDENTIAL

Interrog. Form

PILOT Wickings A/C# 951-R BOX      FLIGHT 1 POS 5

CASUALTIES:     

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

FLAK:     

E/A:     

OBSERVATIONS: 15-12 release on 8/20/50

4-10-50

2-3

W-5000

~~9/15/50~~  
7844

MB  
Interrogator

CONFIDENTIAL

CONFIDENTIAL

INTER. FORM

PILOT McGlow A/C# 387-2 BOX 1 FLIGHT 2 POS 4

CASUALTIES: \_\_\_\_\_

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

FLAK: \_\_\_\_\_

X XXHA - entire flight hit  
East of Camp on bomb line  
U20-69

E/A: \_\_\_\_\_

OBSERVATIONS: \_\_\_\_\_

X 10 mins ago  
9411-95

[Signature]

Interrogator

CONFIDENTIAL

File: De Munn AC# 442-D Box II Lt + 2 (p. 4)

(PT  
4)

□ 0

Flak-rt & lft XXHI  
on run

Traffic East away from Gen  
LeHarve - square, oblong landing  
craft 15-20 - best or ?

Camera

Shannon

CONFIDENTIAL

NAVIGATORS' INTERROGATION

NAME OF B/N		NAME OF V.		A/C #	
ROUTE DATA:		Name of Place	ETA	Actual Time	Actual Altitude
TAKE OFF	0910	STAN	170	✓	2000
ON COURSE	0915		170	✓	35000
FRIENDLY COAST OUT	0924	SELSYBILL		✓	115000
FIGHTER RECD.					
ENEMY COAST IN	1019	4421N	0110W	✓	117000
I.P.	1008	LIVAROT		✓	✓
TOT	1013 1/2			✓	✓
RALLY POINT	1116	4919N	0032W	✓	✓
ENEMY COAST OUT	1116	" "		✓	11000
FRIENDLY COAST IN	1143	SELSYBILL		✓	9500

ROUTE DEVIATIONS: NONE

---



---



---



---

BOMB RUN: DURATION 45 sec MAG. HEADING 16°

IAS 200 GROUND SPEED 243

WEATHER AS IT EFFECTED BOMBING: LITTLE WINDY

---



---

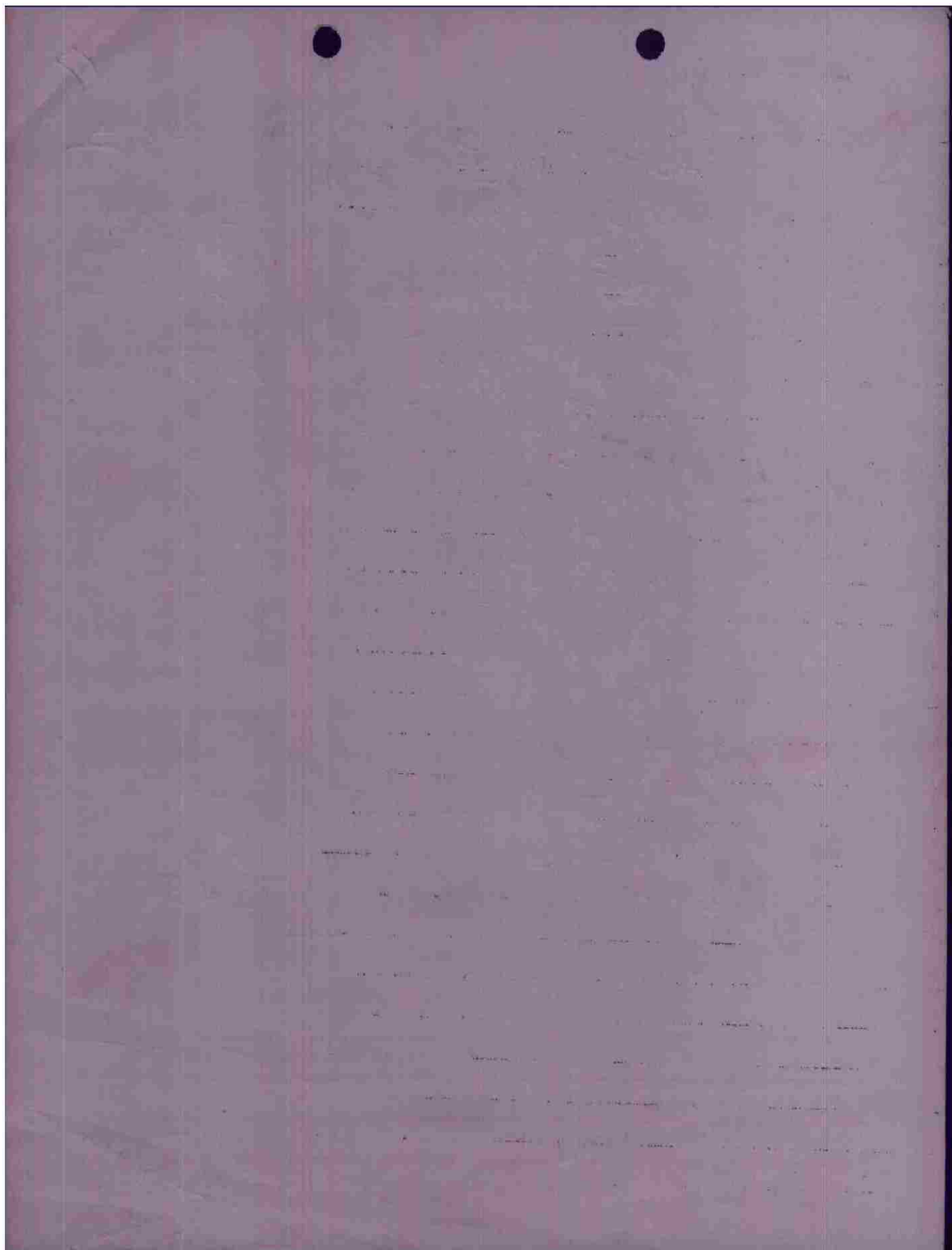


---



---

CONFIDENTIAL



Filed: Land AC#210 @ Box # 21. #1 Gas #5

4

✓

✓

Small (Japs?) vehicles

1104	East-west scattered widely
1105	East <del>4005</del>
1108	" 4

~~Little activity noted except~~  
traffic moving east  
from Caen near bomb-line.

Stanton

Pilot Street      PC# 9961 E      Box II      RA # 2      P.D. # 21

PT  
4

✓ 1052 - trucks NW. 35 to 50 thos

\* Just before bomb run (2 mins)  
Jeeps (small cars) going E.

~~U 3~~      ~~U 270~~ -      U 26 - 6/10

Camera

Shanlon

Pilot: Hill      A/C # 176-T      Br II      27 # 3      10.72

(PT  
4)

4lik  
x AT - rt tgl

1 run, dust vehicles  
light to heavy, moving  
east from 5 div pt at  
1044 T 91-89

Knocked-out tanks around tgl  
U 26-59  
on bomb run 45 sec, before  
drop - vans blue-gray  
Le Harve - 17 boats - sub or destroyers

CONFIDENTIAL

Interrog. Form

PILOT Gary A/C# 3632 BOX 1 FLIGHT 1 POS 6

CASUALTIES: \_\_\_\_\_

BOMB DISPOSITION: 1 1 1 1 1 BATTLE DAMAGE: A A-C E

FLAK: \_\_\_\_\_

1 mile to left just past tft  
XX LA

E/A: ✓

OBSERVATIONS: \_\_\_\_\_

1105 East & west traffic  
Orange, white, dark colors  
35 vehicles - 50-75 yds apart  
\* Misc vehicles moving in all  
directions on all roads in  
entire territory

Stanton  
Interrogator

CONFIDENTIAL

CONFIDENTIAL  
PILOT Singletary A/C# 689-1 BOX 1 FLIGHT 3 POS 2

CASUALTIES: \_\_\_\_\_

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

FLAK: X

E/A: X

OBSERVATIONS: Bombs right on target - both roads  
and junction - Excellent -  
1104- 4 yellow M/T - moving E on road  
to Lisieux -  
Out one truck on target road -

Sampson  
Interrogator

CONFIDENTIAL

Pilot: Peede A/C # 90701. Bomb #3 No #3

4 on P-1-

F12cll X - on bomb run but not striking  
E/A X at our formation 3 mi to left

4- M/T on road between Gace and Monnai.  
going - E. Q 6055 -  
6 M/T - on road N. Liverot going N-  
Q 5878 -

Bombs over Target few on dirt road

Sampson

PILOT Ames A/C# 719-J BOX      FLIGHT 1 POS 3

CASUALTIES:     

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

FLAK: X

E/A: X

Aberville

OBSERVATIONS: - Marshall yd. 15 cars - at 1013-  
a close to coast near small town - U-3182-  
Lot of traffic on roads - all single trucks -  
moving both way -

Bombs spread across highway located Road -

6

18 mi -

CONFIDENTIAL

Interrogator

Calat: Hayler ep # 493 V BR II 29 # 2 . No. # 6

4 Bombs - in Field - Miss

(18 to 24) Tanks or Trucks parked on road in target area -  
not hit - E to W - road

Most of Traffic moving to E and N.E.  
Single or in twos,  
No R.R. Traffic -

CONFIDENTIAL

INTERV. FORM

PILOT Barausky A/C# 211-0 BOX      FLIGHT 3 POS 6

CASUALTIES:     

BOMB DISPOSITION: 4                          BATTLE DAMAGE: X A A-C E

FLAK: X 12,000ft          

E/A: X

OBSERVATIONS: Bombs hit on road and both sides -  
6- M/T - on road - N.E of Gace -  
2- M/T - Moving So. - on road N.E of Liverot -  
Traffic seemed to be moving generally to Battle area -  
Smoke coming out of forest N.E of Gace -

CONFIDENTIAL

Interrogator

CONFIDENTIAL

Interrog. Form

PILOT M. Bird A/C# 207-B BOX \_\_\_\_\_ FLIGHT 2 PCS 5

CASUALTIES: \_\_\_\_\_

BOMB DISPOSITION: 4 PT 4 ST 0 CT 0 JET 0 RET 0 BATTLE DAMAGE: (A) A-C 0 E 0

FLARE: On Bomb-run - XXHA - about 4 to 5 guns to left end E of road -

E/A: X

OBSERVATIONS: - Bombs hit on road -

1105 - Yellow tanks on road moving N.E. to Lisleux -

1101 - Trucks moving - East - to Bernay -

Sampson  
Interrogator

CONFIDENTIAL



CONFIDENTIAL

Inter

PILOT Monica A/C# 452 Q BOX      FLIGHT 2 POS 1

CASUALTIES:     

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

FLAK: on B.R. fumes cast to ground  
target - XXXHA

E/A: X

OBSERVATIONS: 106 - coming from both directions  
going from 135° - 225° @ 4968

Rosen  
Interrogator

CONFIDENTIAL

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

NAVIGATORS' INTERROGATION

NAME OF B/N \_\_\_\_\_ A/C # \_\_\_\_\_

3. ROUTE DATA: Name of Place \_\_\_\_\_ ETA \_\_\_\_\_ Actual Time \_\_\_\_\_ Actual Altitude \_\_\_\_\_

TAKE OFF \_\_\_\_\_

ON COURSE \_\_\_\_\_

FRIENDLY \_\_\_\_\_

COAST OUT \_\_\_\_\_

FIGHTER RECD. \_\_\_\_\_

ENEMY \_\_\_\_\_

COAST IN \_\_\_\_\_

I.P. \_\_\_\_\_

TOT 1110 \_\_\_\_\_ 12,200 \_\_\_\_\_

RALLY POINT \_\_\_\_\_

ENEMY \_\_\_\_\_

COAST OUT \_\_\_\_\_

FRIENDLY \_\_\_\_\_

COAST IN \_\_\_\_\_

ROUTE DEVIATIONS: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

7. BOMB RUN: \_\_\_\_\_

DURATION 60 sec \_\_\_\_\_ MAG. HEADING \_\_\_\_\_

IAS \_\_\_\_\_ GROUND SPEED \_\_\_\_\_

WEATHER AS IT EFFECTED BOMBING: \_\_\_\_\_

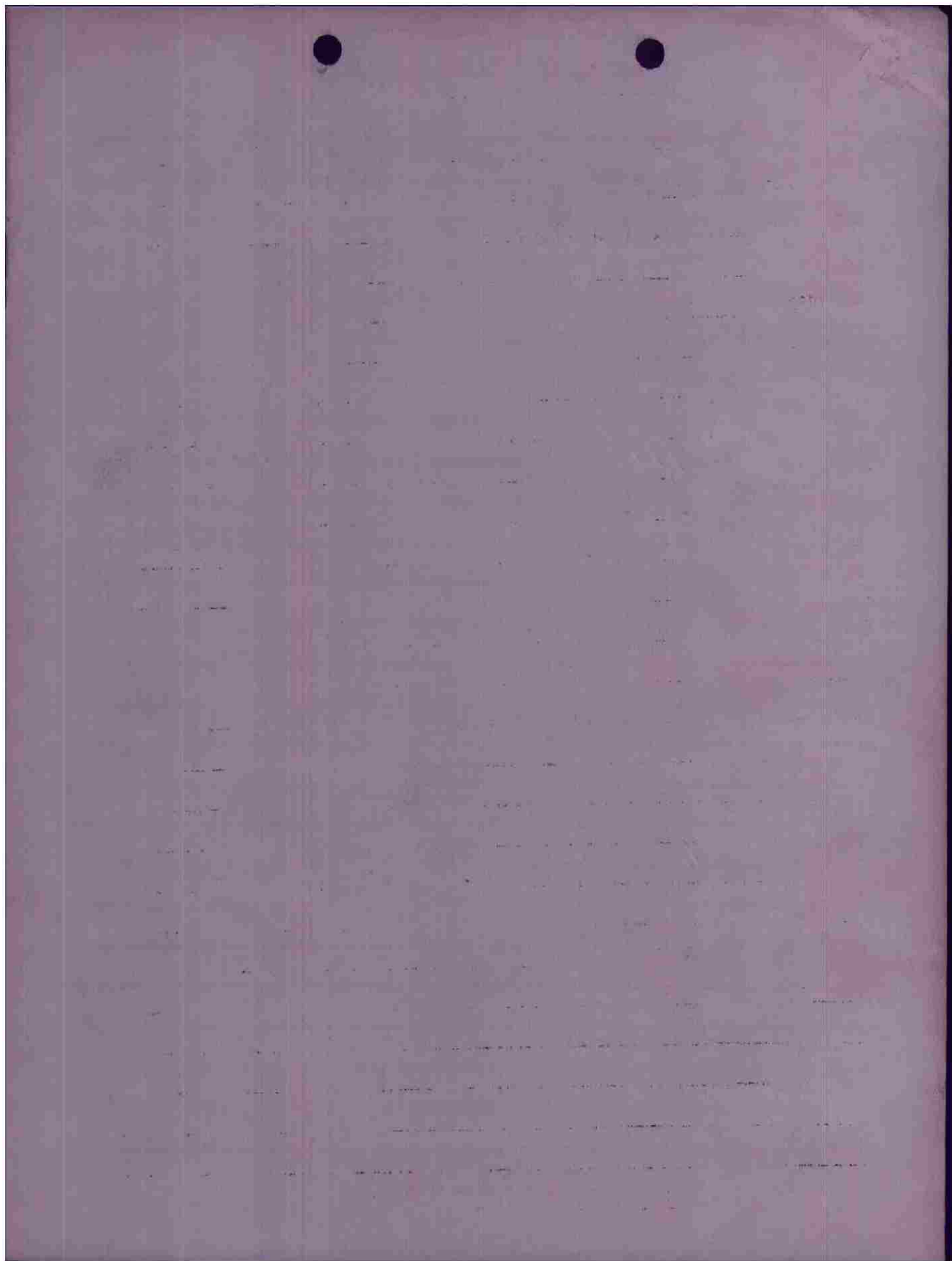
\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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



C O N F I D E N T I A L  
NAVIGATORS' INTERROGATION

NAME OF B/N Conte with Capt Halsag A/C # \_\_\_\_\_

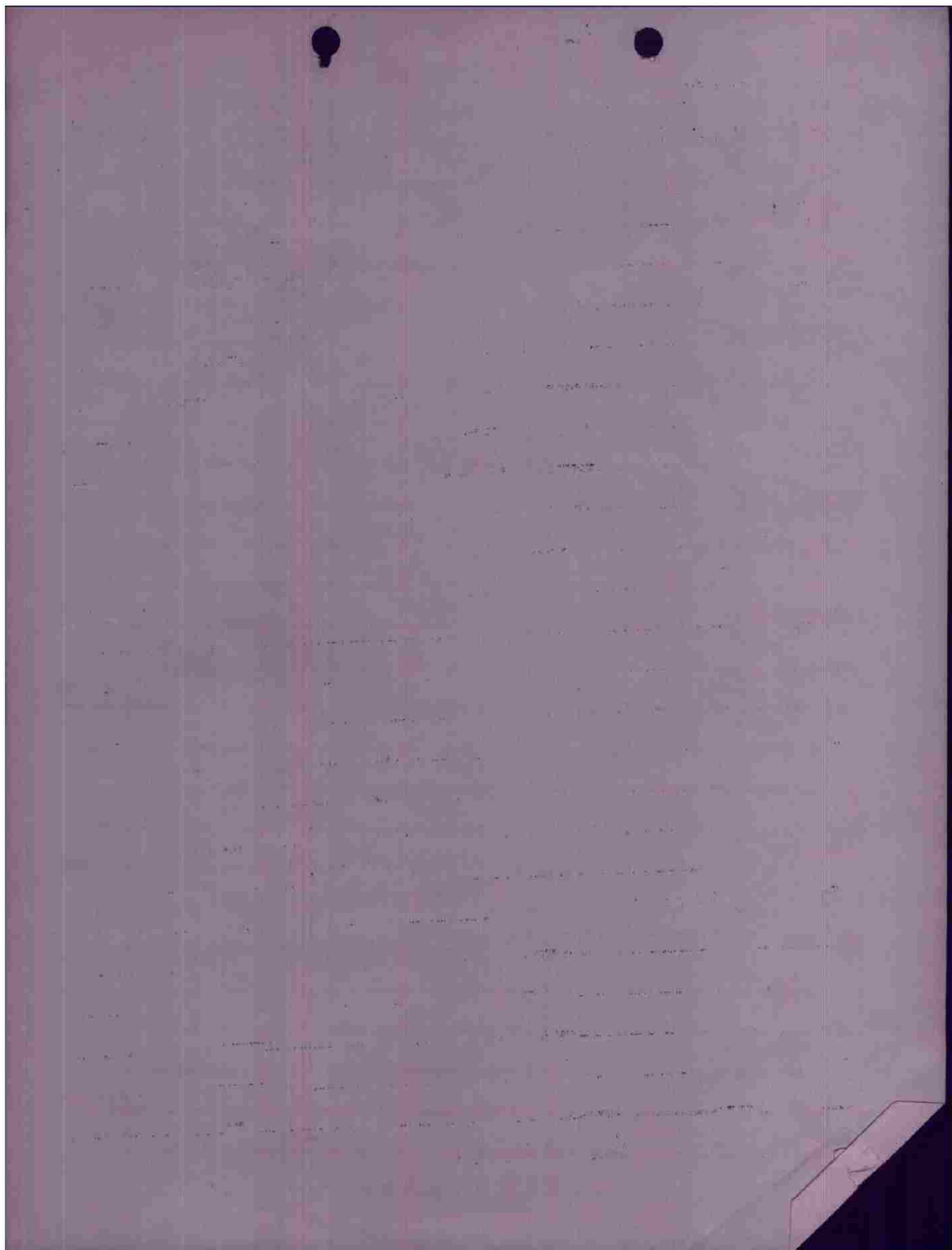
ROUTE DATA:	Name of Place	ETA	Actual Time	Actual Altitude
TAKE OFF	_____	_____	_____	_____
ON COURSE	_____	_____	_____	_____
FRIENDLY	_____	_____	_____	_____
COAST OUT	_____	_____	_____	_____
FIGHTER RECD.	_____	_____	_____	_____
ENEMY	_____	_____	_____	_____
COAST IN	_____	_____	_____	_____
I.P.	_____	_____	_____	_____
TOT	<u>1713</u>	_____	_____	<u>11,500</u>
RALLY POINT	_____	_____	_____	_____
ENEMY	_____	_____	_____	_____
COAST OUT	_____	_____	_____	_____
FRIENDLY	_____	_____	_____	_____
COAST IN	_____	_____	_____	_____

ROUTE DEVIATIONS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

BOMB RUN:  
DURATION \_\_\_\_\_ MAG. HEADING \_\_\_\_\_  
IAS \_\_\_\_\_ GROUND SPEED \_\_\_\_\_

WEATHER AS IT EFFECTED BOMBING: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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



Date: July  
 # 469-5 Box II Alt # 1  
 06545  
 Transfer in vehicle  
 going to Morris from  
 Q 6549-06259  
 Transfer in vehicle  
 of Louis Q 7943  
 Q 23684 - Q 5517  
 1054 - Transfer to  
 from Beaumont  
 Q 23684  
 1051 K3662  
 75-100 Transfer  
 toward  
 Clear  
 long  
 No E/A  
 X H  
 Transfer No  
 4

CONFIDENTIAL

FORM 101

PILOT Hall A/C# 209 L-1 BOX 3 FLIGHT 3 POS 3

CASUALTIES: \_\_\_\_\_

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

FLAK: \_\_\_\_\_

E/A: \_\_\_\_\_

OBSERVATIONS: Good hit - truck - one  
stopped in back seat & was hit.

Kopp  
Interrogator

CONFIDENTIAL

Pilot: Bankamp A/C # 450-B Port II 21 # 1 - Pass # 4

~~Bankamp~~

T. Carlson R.R. on left side  
far off.

4 - ?

main road

10-12 trucks going E. at 1107 at  
Livarot 04773  
50.6 1 man later going on course  
M 4 at town at 1107 - 25-30 cars.

Hoppe

CONFIDENTIAL  
PILOT Gunnig A/C# 892 L-1 BOX      FLIGHT 3 POS 5

CASUALTIES:     

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

FLAK:     

X ran to left of Bomber  
snuff

E/A:     

OBSERVATIONS: 25 trucks x trucks at 1st

target - located 300 yds toward Battle

Site - had 2 trucks # L4502

scattered traffic

126 - 2 trucks

      
Interrogator

CONFIDENTIAL

CONFIDENTIAL

Interrog. Form

PILOT Brown A/C# 674-R BOX 5 FLIGHT 2 POS 3

CASUALTIES: \_\_\_\_\_

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

FLAK: on B.R. - until doors closed -

XX HA

E/A: X

OBSERVATIONS: hit road

1050 - <sup>50-60</sup> canopy away from his seat

1055 <sup>40</sup> canopy open

Area a dump with box like affair -

with tracks in here diving around it

at start of bomb run - 12 in high target

Q 4591

Hoppe  
Interrogator

CONFIDENTIAL

PILOT Rudisill A/C# 439-J-1 BOX 2 FLIGHT 3 POS 1

CASUALTIES: nil

BOMB DISPOSITION: PT ST OT JET RET BATTLE DAMAGE: A A-G E  
V nil

FLAK: \_\_\_\_\_

XX HA - at other flight - bomb run  
(megidow area) Seemed to be on wrong target  
Subs. to R. tower

E/A: nil

OBSERVATIONS: (Hot truck in bomb pattern)

Heavy concentration of vehicles on N-S  
highway near LIVAROT Q. 5878

Rusia  
Interrogator

CONFIDENTIAL

C O N F I D E N T I A L  
N A V I G A T O R S ' I N T E R R O C A T I O N

NAME OF B/N Loose A/O # \_\_\_\_\_

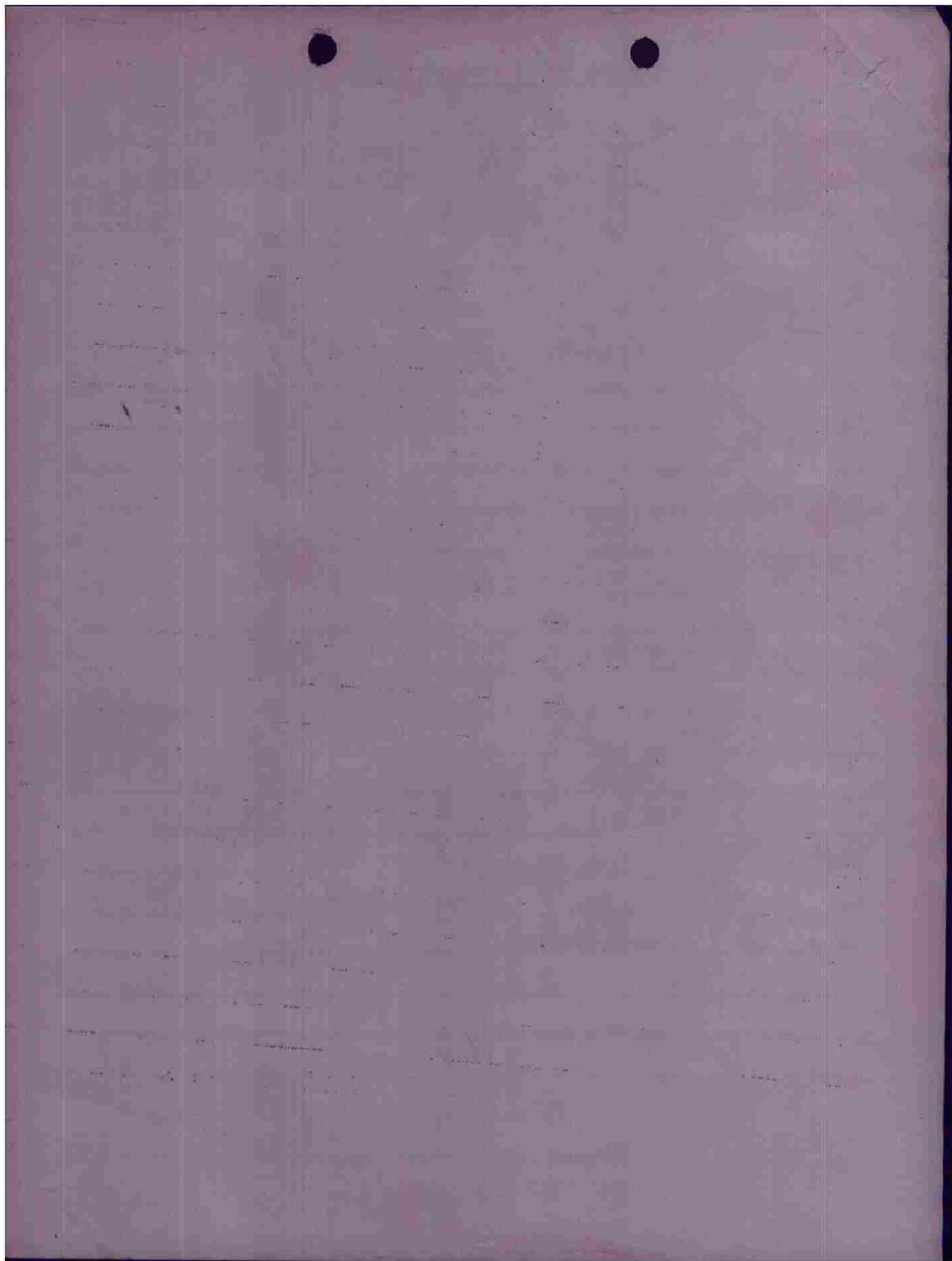
3. ROUTE DATA:	Name of Place	ETA	Actual Time	Actual Altitude
<u>TAKE OFF</u>	_____	_____	_____	_____
<u>ON COURSE</u>	_____	_____	_____	_____
<u>FRIENDLY</u>	_____	_____	_____	_____
<u>COAST OUT</u>	_____	_____	_____	_____
<u>FIGHTER RECD.</u>	_____	_____	_____	_____
<u>ENEMY</u>	_____	_____	1057	1/2 at turning woods
<u>COAST IN</u>	_____	_____	_____	_____
<u>I.P.</u>	_____	_____	1107	<del>1100</del>
<u>TOT</u>	_____	_____	1112	11800
<u>RALLY POINT</u>	_____	_____	_____	_____
<u>ENEMY</u>	_____	_____	_____	_____
<u>COAST OUT</u>	_____	_____	_____	_____
<u>FRIENDLY</u>	_____	_____	_____	_____
<u>COAST IN</u>	_____	_____	_____	_____

ROUTE DEVIATIONS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

1. BOMB RUN: DURATION 70 secs. MAG. HEADING 350°  
IAS \_\_\_\_\_ GROUND SPEED \_\_\_\_\_

WEATHER AS IT EFFECTED BOMBING: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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



CONFIDENTIAL

Interr. Form

PILOT Johnson A/C# 380-N-1 BOX 2 FLIGHT 2 POS 2

CASUALTIES: nil

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

FLAK: XXX HA Target & bomb runs. Started low & built up to accurate.

E/A: nil

OBSERVATIONS:

1052 - 15 vehicles headed east - they were west of L'ANGLE. Red vehicle in lead.

[Signature]  
Interrogator

CONFIDENTIAL

CONFIDENTIAL

INTELL. FORM

PILOT Leonard A/C# 275 BOX      FLIGHT 2 POS 6

CASUALTIES: nil

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

FLAK: XXHA - on bomb run for 2 minutes  
until turn of target. Think they were to left  
of other flights

E/A: nil

OBSERVATIONS: nil

Turner  
Interrogator

CONFIDENTIAL

CONFIDENTIAL

INVEST. FORM

PILOT Hillerman A/C# 224-E BOX      FLIGHT 3 POS 4

CASUALTIES: nil

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

FLAK:     

nil

E/A: nil

OBSERVATIONS:

1050 - large convoy headed west

1101 - vehicles - 7 cars + 3 trucks headed

west

Interrogator

CONFIDENTIAL

Pilot: Juan [unclear] # 1961-P Box # 2 Vp. # 7

oil tank - no cars. No E/A

4 Du P T

1105 - 1 vehicle - followed by 3  
more - moving eastward.

1107 - 3 trucks - headed east

1109 - 1 car + 3 trucks. to <sup>south</sup> <sub>1</sub> place

1110 -

1050 - 40 or 50 vehicles headed west.

[Handwritten signature]

Pilot: Sigga A/C # 9711-M Box II St. # 2 Vp. # 3

Nil Flak and E/A - no down or cas  
4 Bombs on PT

2 mile long convoy of app 20 trucks  
headed ~~westward~~ north in vicinity  
of GACE at 1108

Field: Kent AL # 376-0 Bre # 24 # 1 Cr. # 3

Sub ml  
E/A ml } no damage

4 Doubles on P.T.

~~1051~~

1051 - 25 - 35 trucks on rd headed West  
near HAIGLE

1051 1/2 - 15 trucks - undecid. heading

1105 - more vehicles - app 20

1107 - app 20 vehicles

Many singles & doubles vehicle

app 10 vehicles parked in shadows of  
trees between DOZULE & ANNEBAULT  
on east-west road.

Luna

C O N F I D E N T I A L  
NAVIGATORS' INTERROGATION

NAME OF B/N Lt Zuma A/C # 444 J-1

ROUTE DATA:	Name of Place	ETA	Actual Time	Actual Altitude
<u>TAKE OFF</u>	_____	_____	_____	_____
<u>ON COURSE</u>	_____	_____	_____	_____
<u>FRIENDLY</u>	_____	_____	_____	_____
<u>COAST OUT</u>	_____	_____	_____	_____
<u>FIGHTER RECD.</u>	_____	_____	_____	_____
<u>ENEMY</u>	_____	_____	_____	_____
<u>COAST IN</u>	_____	_____	_____	_____
<input checked="" type="checkbox"/> <u>I.P.</u>	_____	_____	_____	_____
<input checked="" type="checkbox"/> <u>TOF</u>	_____	_____	<u>1114</u>	<u>11300</u>
<u>RALLY POINT</u>	_____	_____	_____	_____
<u>ENEMY</u>	_____	_____	_____	_____
<u>COAST OUT</u>	_____	_____	_____	_____
<u>FRIENDLY</u>	_____	_____	_____	_____
<u>COAST IN</u>	_____	_____	_____	_____

ROUTE DEVIATIONS: \_\_\_\_\_  
\_\_\_\_\_ as briefed \_\_\_\_\_  
\_\_\_\_\_

BOMB RUN: 90 sec.  MAG. HEADING 360°  
 DURATION  IAS  GROUND SPEED

WEATHER AS IT EFFECTED BOMBING: \_\_\_\_\_  
\_\_\_\_\_ High clouds \_\_\_\_\_  
\_\_\_\_\_

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

*Luvia*

Pilot: Osborne alt # 444-5-1 Brd 27#3 10.7

flak nil nil cas. or down

E/A nil

4 on PT

Bombing results 500 feet to left

5 vehicles  
large convoy ~~part~~ headed east on road  
in wooded area vehicles near G/FCE

Many single vehicles in enemy territory

Lusia

Pilot: Vleghels A/C #767 N BCC 21#1 82#6

no flah - no casualties - no E/A  
4 PT

Can see east bound traffic on highway  
between Leigh and Lusien

Luria

CONFIDENTIAL

Interr. Form

PILOT Henderson A/C# 714-N BOX      FLIGHT      POS 2

CASUALTIES: nil

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

FLAK:     

nil

E/A: nil

OBSERVATIONS:

Considerable amount of east bound vehicle traffic on highways west of L'ANOLE being subjected to strafing attack.

Luria  
Interrogator

CONFIDENTIAL

PILOT Pair A/C# 393-X BOX \_\_\_\_\_ FLIGHT 1 POS 4  
 CASUALTIES: nil  
 BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: A A-C E  
 FLAK: \_\_\_\_\_

\_\_\_\_\_ nil \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

E/A: \_\_\_\_\_ nil \_\_\_\_\_

OBSERVATIONS: \_\_\_\_\_

Large convoys (unidentified) ~~seen~~ in vicinity  
of GACE - LAIGLE

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Luvia  
 \_\_\_\_\_  
 Interrogator

CONFIDENTIAL

