

## IRIS Public Record

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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. ACTUAL INCLUSIVE PERIOD IS 10 AUG 44 THROUGH 6 SEP 44.

**Title Added Entries** MISSION REPORTS, FOLDER NUMBER 10, MISSIONS NUMBERED 121 THROUGH 139

**Author:**

**Subject:**

Major Command:

### Administrative Markings

No Administrative Markings Listed

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GP-416-SU-OP-5  
10 AUG 1944

# MISSION REPORTS

FOLDER NO. 10

P.R.C.

MISSION NO.	F.O. NO.	DATE
121	480	10 AUGUST 1944
122	481	10 AUGUST 1944
123	482	11 AUGUST 1944
124	483	11 AUGUST 1944
125	486	12 AUGUST 1944
126	488	13 AUGUST 1944
127	496	15 AUGUST 1944
128	501	17 AUGUST 1944
129	511	25 AUGUST 1944
130	512	26 AUGUST 1944
131	513	26 AUGUST 1944
132	515	27 AUGUST 1944
133	517	28 AUGUST 1944
134	522	1 SEPT. 1944
135	526	3 SEPT. 1944
136	527	3 SEPT. 1944
137	530	5 SEPT. 1944
138	532	6 SEPT. 1944
139	533	6 SEPT. 1944

00001930

DECLASSIFIED  
L DOD DIR 5200.9, 27 Sep 58

SCANNED BY ACD  
2007

MICROFILMED  
7286-14

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

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

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

SUBJECT: Report of Combat Mission.

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

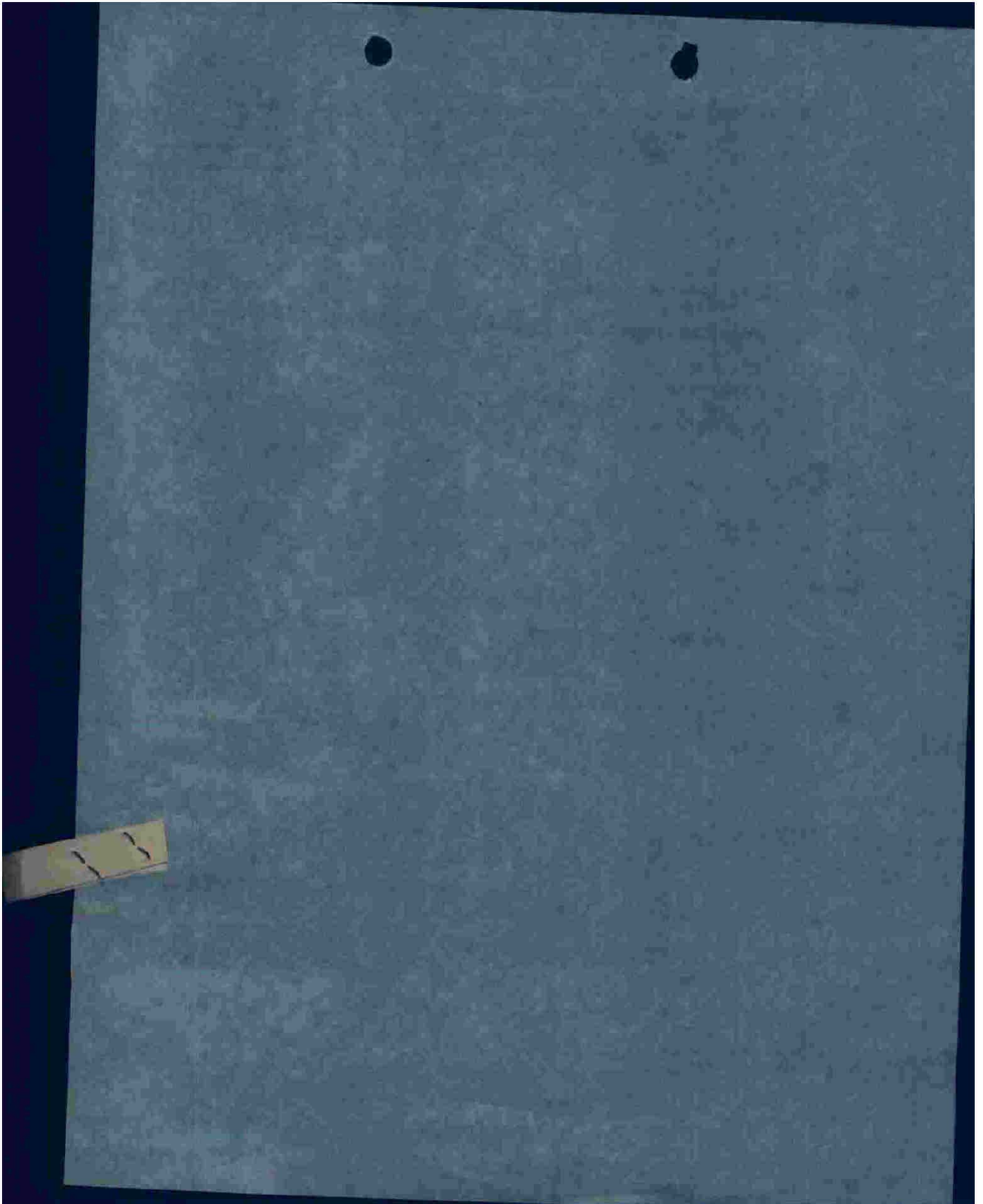
416th Bombardment Group (L)  
135th Combat Mission, 13 August 1944.  
97th CW FO 177-488

- 1. 34
- 2. 35
- 3. 26
- 4. 8 (specimen)
- 5. None
- 6. None
- 7. None
- 8. None

For the Commanding Officer:

GEORGE SCHNEIDER,  
Captain, Air Corps,  
Adjutant.

AUG 13 1944  
File



SECRET

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 488BOX I, Flight 1 GROUP 418 DATE 13 August 1948 TARGET ATTACKED Pontlevaux  
Bozule Ngwy

## 1. Method of Sighting:

Pre-set with corrections.2. Bombing approach: 20°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 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. Willetts7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 235 Altitude: 120009. 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 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 XResults claimed: EXCEL X GOOD \_\_\_ FAIR \_\_\_ POOR \_\_\_ GROSS \_\_\_  
PHB X

(over)

SECRET

Formation consisted of 2 boxes, 18 ships each, bombing in flights of 6. Time of take-off was 0838. Time over target 1238. Target - Pontlevogue Bazule Highway. A total of 144 bombs were dropped in the target area with the following results: PNB, gross, excellent, fair, P.N.B., fair. Anti-aircraft fire was moderate to intense accurate HFF continuing for 2 minutes, 6 ships receiving category A damage. Visibility was 8 miles, with no low clouds over target area. No enemy aircraft encountered. Planes landed at 1238.

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.P. Bombed cross roads in target area on assigned road with excellent results.
6. None
7. PNB, gross, excellent, fair, PNB, fair.
8. None.

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 488BOX I, Flight 2 GROUP 416 DATE 13 August 1944 TARGET ATTACKED Montevague  
Douglas Highway

## 1. Method of Sighting:

Pre-set with corrections.2. Bombing approach: 10°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. Bombed what he thought to be target area after failing to pick up A.P.

5. Name of lead Bombardier: Lt. S. L. Kirk6. Name of lead Pilot: Lt. H. A. Monroe7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 245 Altitude: 122009. 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 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:  
Lost target area through poor navigation.

(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

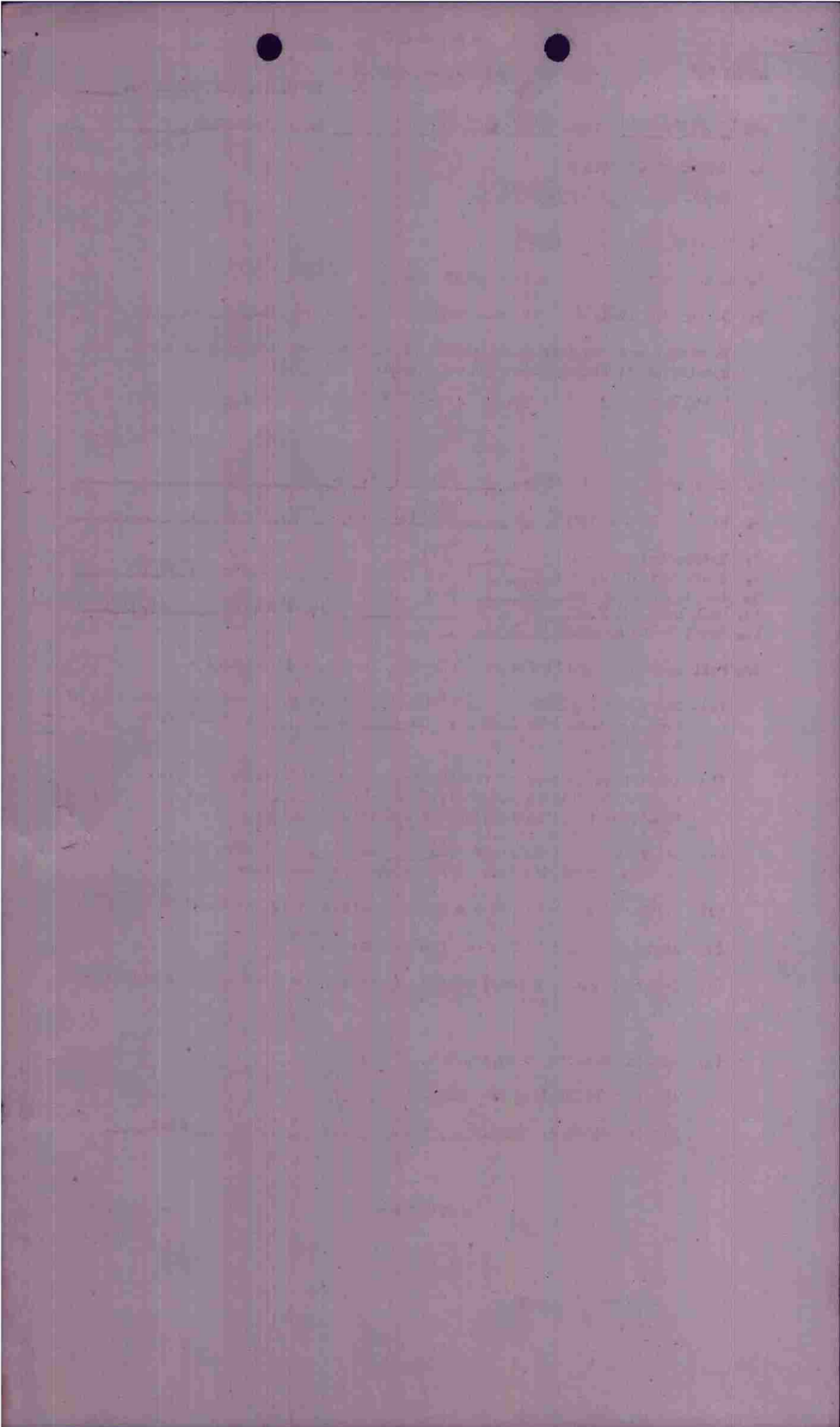
(f) Malfunctions, personnel errors or other factors affecting bombing:  
Bombed wrong target area by mistake.

## (g) Bombing results as reported by crews:

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

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

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 488BOX 1, Flight 3 GROUP 416 DATE 13 August 1944 TARGET ATTACKED Pontlevaux  
Bozule Highway

## 1. Method of Sighting:

Pre-set with corrections.2. Bombing approach: North3. Was mercury erection system used? YES \_\_\_\_\_ NO X4. Did entire (~~box~~) (flight) drop on lead bombardier? YES X NO \_\_\_\_\_

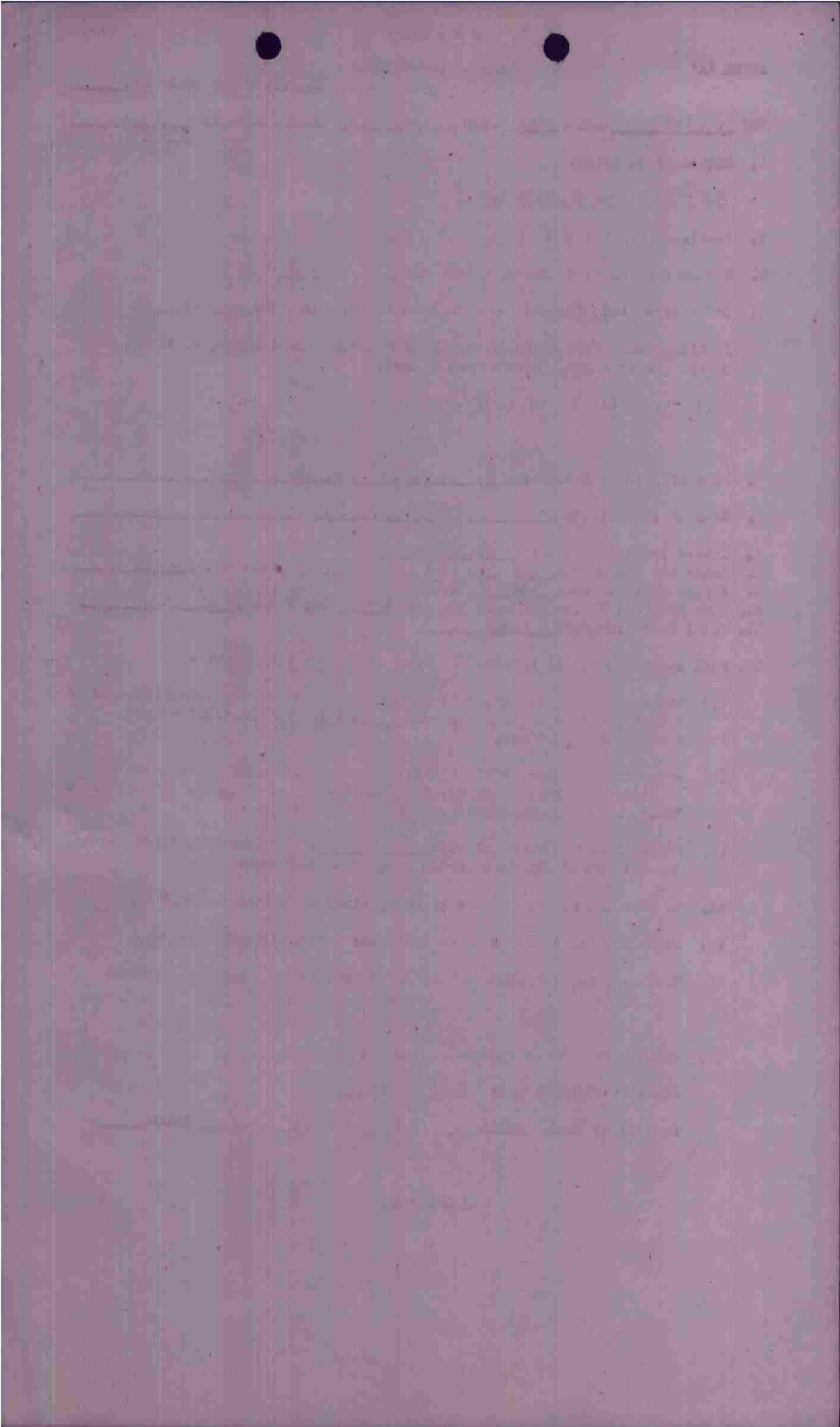
In either case explain fully method of sighting and dropping of bombs, and specify exact aiming point actually used:

P re-set with corrections. Aimed at briefed A.P.5. Name of lead Bombardier: Lt. R. H. Joost6. Name of lead Pilot: Capt. R. S. Radcliff7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 240 Altitude: 118009. Length of bomb run: 80 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 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 X GOOD \_\_\_\_\_ FAIR \_\_\_\_\_ POOR \_\_\_\_\_ GROSS \_\_\_\_\_

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 408BOX II, Flight 1 GROUP 416 DATE 13 August 1944 TARGET ATTACKED Montleveau  
Bozule Highway

## 1. Method of Sighting:

Pre-set with corrections.2. Bombing approach: 11°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. H. Gante6. Name of lead Pilot: Capt. D. A. Miles7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 238 Altitude: 115009. Length of bomb run: 50 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: Bubbles not level.

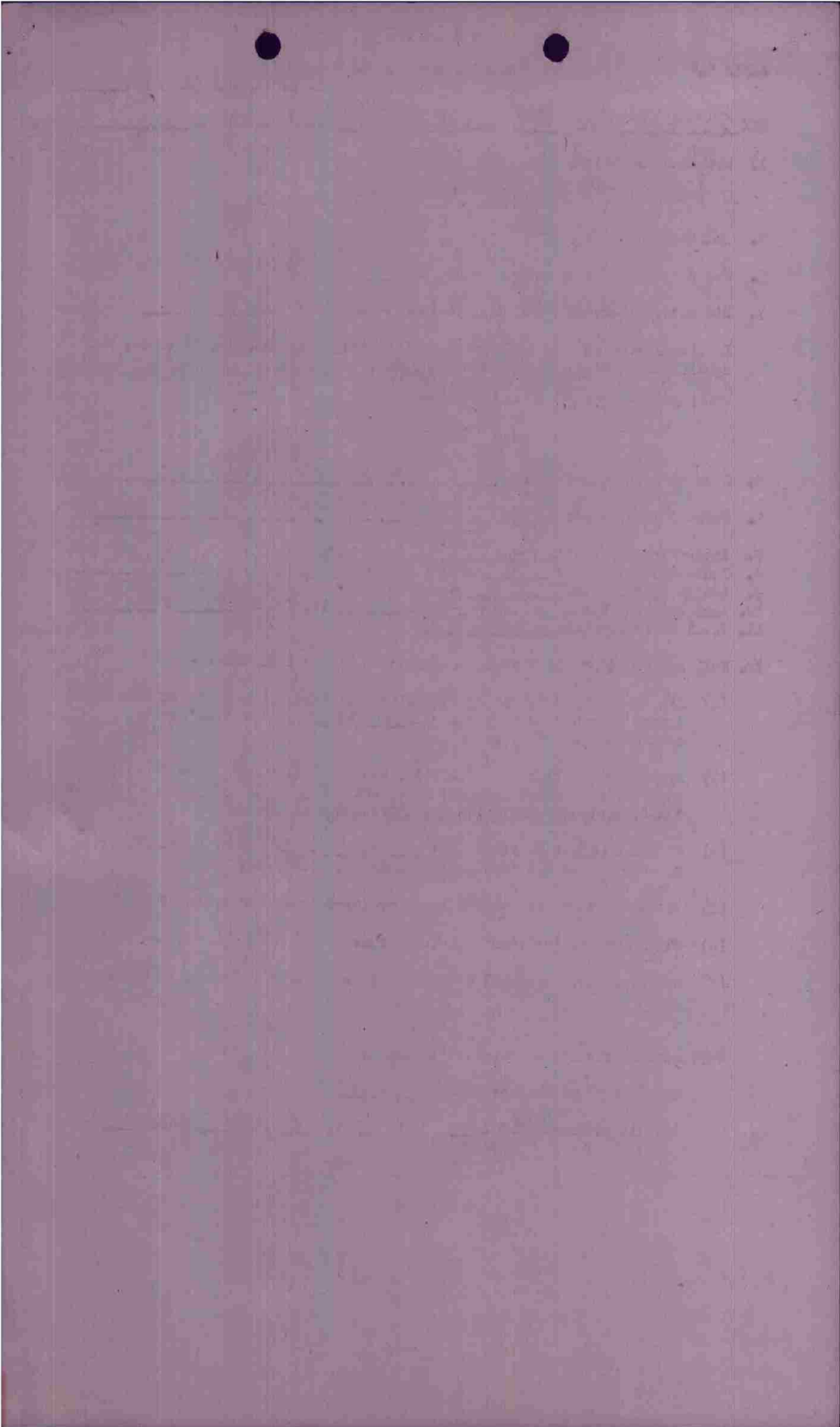
(f) Malfunctions, personnel errors or other factors affecting bombing:

None

## (g) Bombing results as reported by crews:

Aimed at right Target: YES X NO \_\_\_Results claimed: EXCEL \_\_\_ GOOD \_\_\_ FAIR X POOR \_\_\_ GROSS \_\_\_

S E C R E T



SECRET

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 488BOX II, Flight GROUP 418 DATE 13 August 1944 TARGET ATTACKED Fontlevegue  
Rosule Highway

## 1. Method of Sighting:

Pre-set with corrections.2. Bombing approach: 18°3. Was mercury erection system used? YES \_\_\_\_\_ NO X4. Did entire ~~(crew)~~ (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. McGuade6. Name of lead Pilot: Lt. E. E. Dutton7. Intervalometer setting: None8. Indicated Air Speed: 200 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

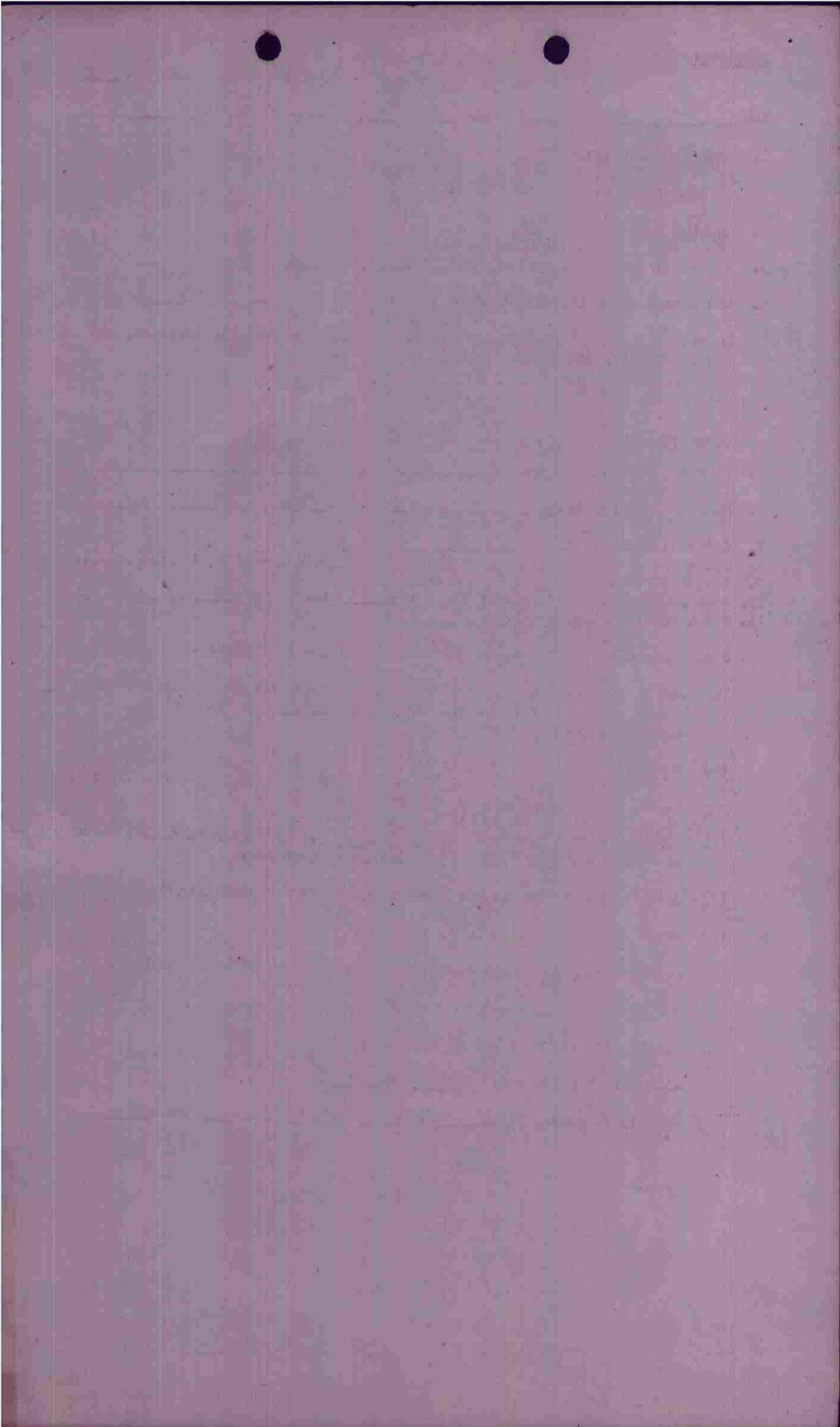
(g) Bombing results as reported by crews:

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

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

PMB X

SECRET



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 430BOX 11, Flight 3 GROUP 416 DATE 12 August 1944 TARGET ATTACKED Pontlevaux  
Bozule Highway

## 1. Method of Sighting:

Pre-set with corrections.2. Bombing approach: 18°3. Was mercury erection system used? YES  NO 4. Did entire (box) (flight) drop on lead bombardier? YES  NO 

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

Pre-set with corrections. Aimed at briefed A.P.5. Name of lead Bombardier: Lt. W. Farna6. Name of lead Pilot: Lt. A. E. Osborne7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 245 Altitude: 110509. Length of bomb run: 50 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/100 T11. Total Bombs Dropped: 24

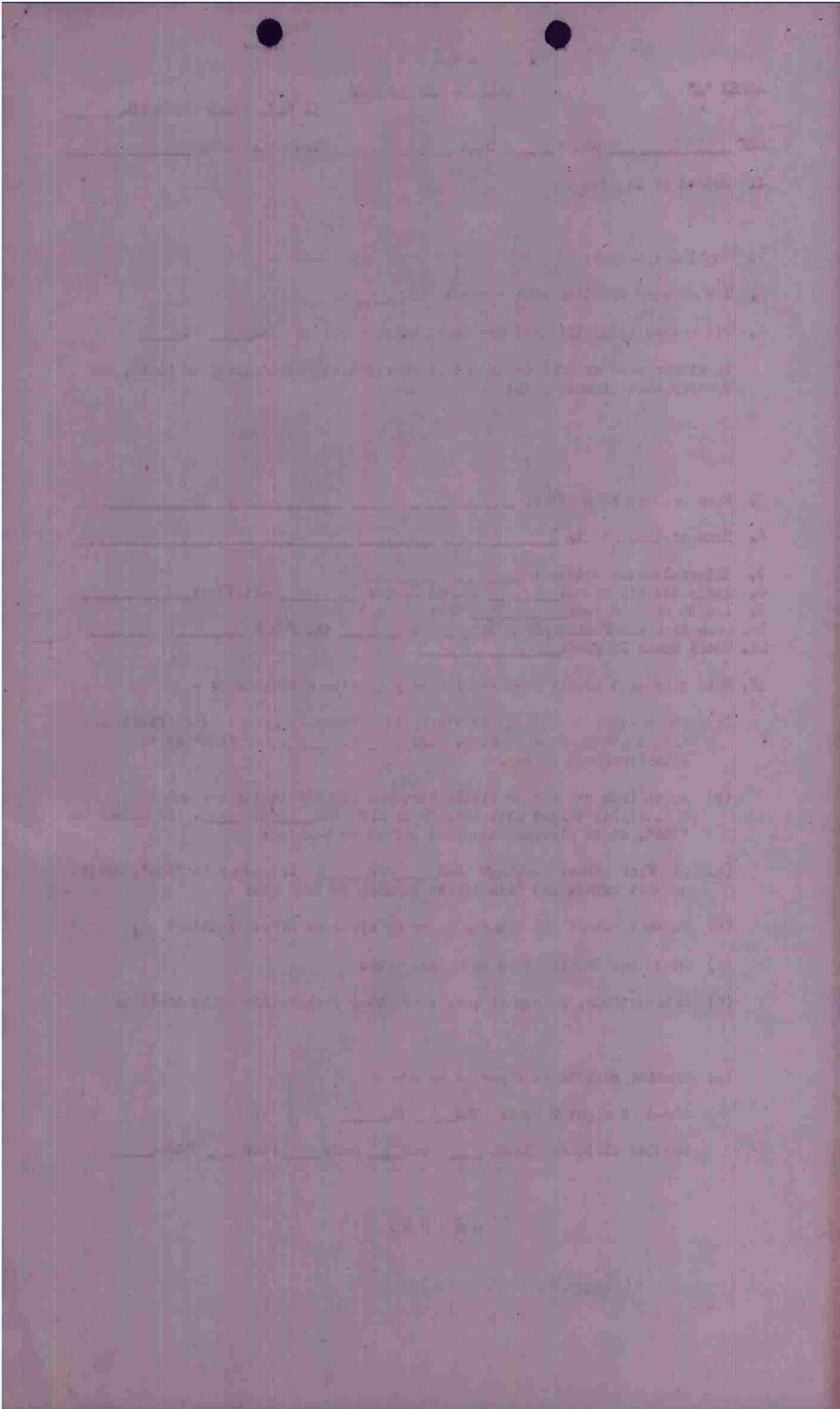
## 12. Full statement of all factors affecting bombing - including: -

(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 

S E C R E T



MISSION NO. 126

LOADING LIST  
BOX I  
FLIGHT I

13 AUGUST 1944.

1. 914 X  
Major D.L. Willetts ✓  
Lt. F.G. Royalty ✓  
T/Sgt. F.H. Larronde ✓  
S/Sgt. H.A. Lempka ✓

4. 393 K  
Lt. H.F. Fair ✓  
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. 363 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. O.F. Huss ✓  
Sgt. L.D. MacElhatten ✓

FLIGHT II

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

4. 387 H  
Lt. C.L. McGlohn ✓  
Sgt. J.A. Hummer ✓  
S/Sgt. F.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. 380 N-1  
Lt. E.L. Johnson ✓  
S/Sgt. P.F. Glynn ✓  
S/Sgt. W.J. Donahue ✓

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

FLIGHT III

1. 439 J-1  
Captain R.S. Rudisill ✓  
Lt. R.H. Joost ✓  
S/Sgt. R.K. Riley ✓  
S/Sgt. A.J. Bonamo ✓

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

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.B. 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 C  
Lt. J.J. Lackovich ✓  
Sgt. T. Connery ✓

Sgt. H.M. Barry ✓

MISSION NO. 126

LOADING LIST

13 AUGUST 1944.

BOX II  
FLIGHT I

1. 459 J ✓  
Captain D.A. Hulse  
Lt. R. Conte ✓  
Sgt. A.J. Burland  
Sgt. R. Heath  
*B H\**

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

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

5. 767 N ✓  
Lt. A.J. Vleghels  
S/Sgt. R.W. Rice  
S/Sgt. C.E. Young  
*B*

3. 0190 I ✓  
Lt. J.F. Allen  
Sgt. L.R. Getgen  
Sgt. C.W. Veazey  
*B*

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

FLIGHT II

1. 442 D ✓  
Lt. E.E. DeMun ✓  
Lt. R.J. McGuade  
S/Sgt. M. Rosenstein  
S/Sgt. H.O. Carney  
*B H\**

4. 1961 P ✓  
Lt. J.S. Connor  
S/Sgt. J.E. VanDyne  
S/Sgt. H.C. Rodgers  
*B \**

2. 9711 K ✓  
Lt. W.C. Sigge ✓  
Sgt. R.W. Carstene  
Sgt. R.P. Sharp  
*A*

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

3. 9961 E ✓  
Lt. M.S. Street  
S/Sgt. C.A. Prindle  
S/Sgt. E.T. Epps  
*B \**

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

FLIGHT III

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

4. 194 C ✓  
Lt. R.D. Lesner ✓  
S/Sgt. H.R. Hedrick  
Sgt. S.L. Heltell  
*A*

2. 907 O-1 ✓  
Lt. L.G. Peede  
S/Sgt. L.M. Daugherty  
S/Sgt. C.L. Hibbs  
*A \**

6. 894 R ✓  
Lt. F.W. Harris ✓  
S/Sgt. D. Hantske  
S/Sgt. E.A. Damico  
*A*

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

6. 819 K ✓  
Lt. R.R. Svenson  
S/Sgt. P.G. Fild  
S/Sgt. P.G. Pfrenning  
*A \**

SPARE

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

*Red Cross  
no baggage  
no medicine*

(10)

CONFIDENTIAL

53  
FROM: COBOMGR 416

TO : COCBTWIG 97

ATT: SIG O

A - YS - 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.

OPERATIONAL PRIORITY

FROM: 416TH BOMB GROUP (L)

TO : 1X BOMBER COMMAND

TO: 97TH COMBAT WING

416 BG A \_\_\_\_\_ E

CONFIDENTIAL IN THE CLEAR

"J" FORM ~~NON~~-OPERATIONAL

CLEARANCE F-1

13 AUGUST 1944

PREPARED BY LT R F SHAEFER

A.

B. 0953

C. SELSEY BILL

D. BOX 1 R/T <sup>clothing</sup> ~~GOLDFLAKE~~ ONE

671 . . . . . 6 . . . . . X J N K L P

670 . . . . . 12 . . . . . Q R N-1 H D B J-1 K-1 I E O L-1

671 . . . . . 1 . . . . . (SPARE <sup>C</sup> ~~B~~)

GROUP LEADER . . . . . 671 . . . . . X

DEPUTY . . . . . 671 . . . . . J

BOX 11 R/T <sup>clothing</sup> ~~GOLDFLAKE~~ TWO

669 . . . . . 7 . . . . . J O I N D E P

668 . . . . . 8 . . . . . Q J-1 O-1 T C R K B

671 . . . . . 3 . . . . . M V H

668 . . . . . 1 . . . . . (SPARE G)

SECOND BOX LEADER . . . . . 669 . . . . . J

DEPUTY . . . . . 669 . . . . . O

E. 12,000

F. CARENTAN

G. 1018

H. 55

J. VILLERS

K. SELSEY BILL

L. 1140

M. 1 T.O. . . . . 0858 . . . . . E.T.D. . . . . 0918 . . . . . E.T.A . . . . 1209

2. 4 X 500 GP

3. 4 HOURS

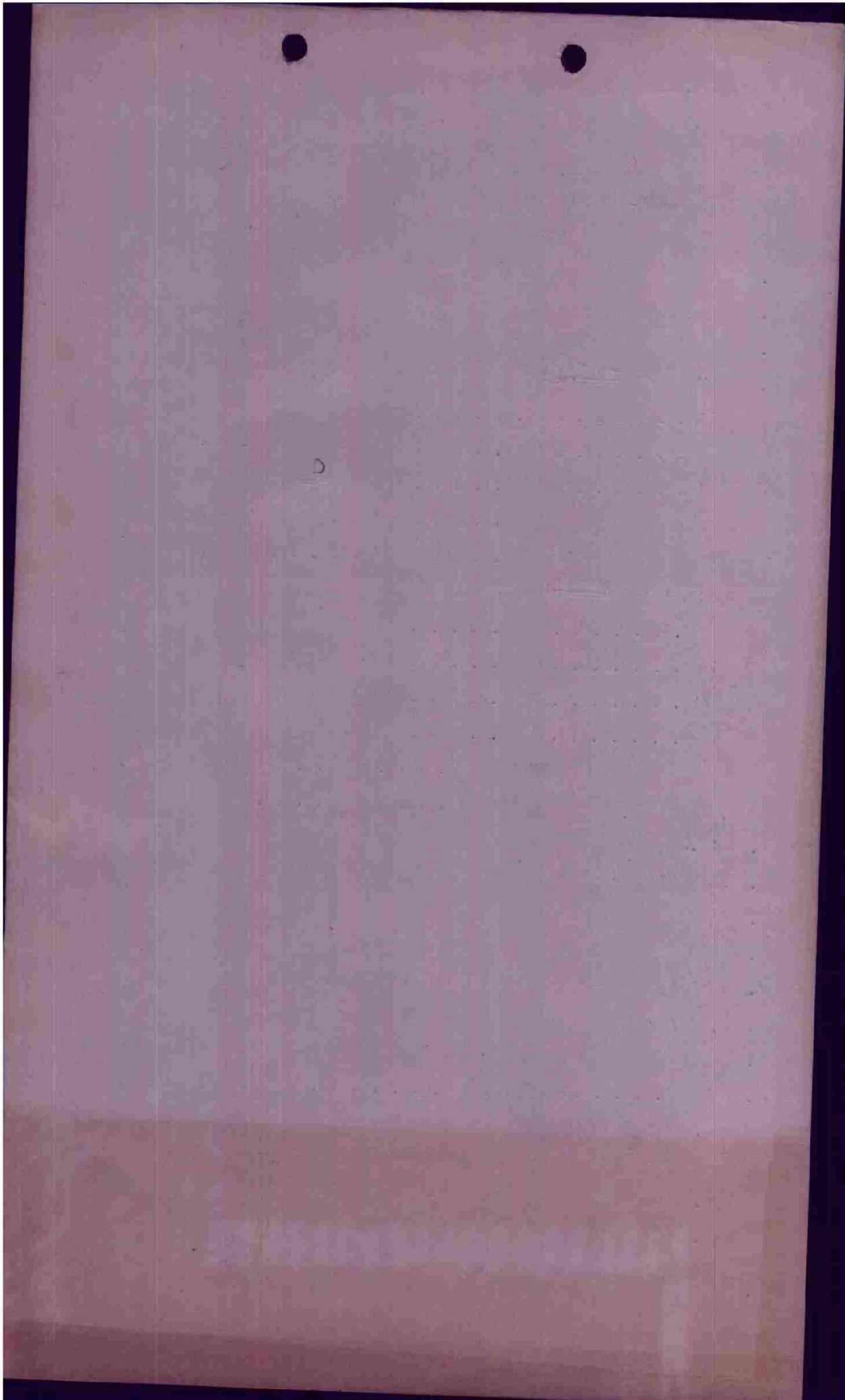
4. L-516035 L-422014 L-460017 Q-404935

5. NONE

AYLESWORTH COBOMGR 416

I CERTIFY THAT THIS IS OFFICIAL BUSINESS:

JOHN M. BONURA,  
1ST LT., AIR CORPS,  
OPNS STAT OFFICER.



*Ops*

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

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

APO 140  
15 August 1944

SUBJECT: Interrogation Report

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

BASE AT TAKEOFF: 5/10 cirrus estimated at 20000 feet.  
Visibility 10 miles.

ROUTE OUT: Nil low or medium cloud over England. 4-6/10  
cirrus estimated 20000 feet over the entire  
route. Large patch of 2-3/10 cumulus near the  
French coast with tops estimated 6000 feet.  
15 miles inland over France was 6-7/10  
altocumulus with tops 12500 and base unknown.  
altocumulus broke 40 miles inland to nil.  
Visibility 10 miles plus over England  
becoming 6-8 over the channel and 1-2 miles  
over France.

TARGET: 5-6/10 cirrus estimated 20000 feet. 5/10  
altocumulus with base 11500 and top unknown.  
Visibility 1-2 miles.

ROUTE BACK: Same as route out except visibility over  
England 8-10 miles.

BASE ON RETURN: 7/10 cirrus estimated 20000 feet.  
Visibility 8 miles.

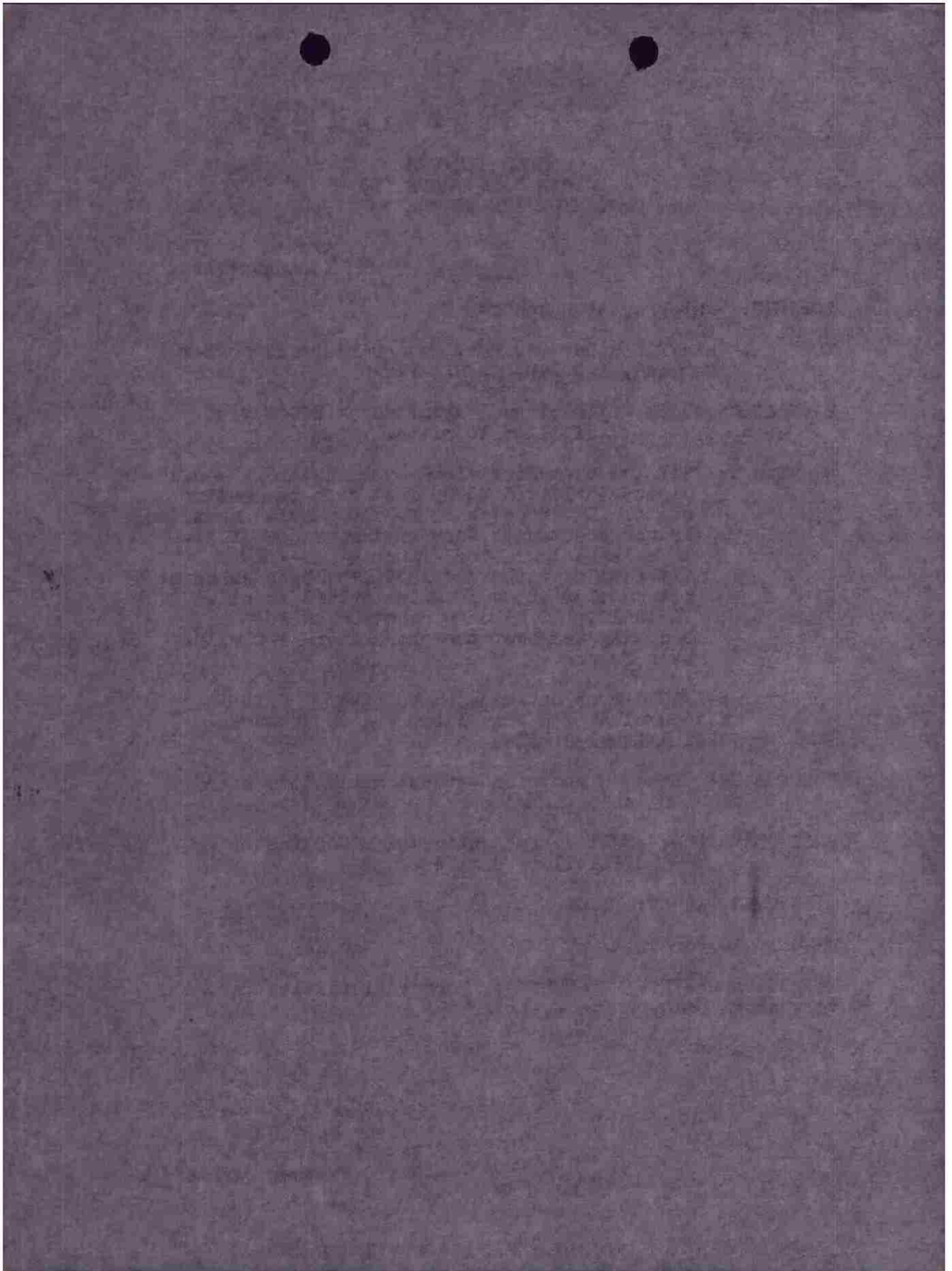
TIME OVER TARGET: 1750

WINDS: As forecast.

EFFECT OF WEATHER ON BOMBING: Poor visibilities made a  
very short bomb run necessary.

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

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



POST MISSION REPORT

MISSION NO. 126

DATE 13 Aug 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 45 Service Group 3

Called to Wing No Communications

5. Percent of Battle Damage (Intelligence - 68 or 17) 6000 A. 16 2/3 %

6. Planes failing to become airborne or returning early - reason None  
Spares returned as briefed.

7. Planes lost or landing away from base - reason None

(SUBMITTED BY M/Sgt. Young)

aps

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

APO 140  
 13 August 1944

SUBJECT: Interrogation Report

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

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

ROUTE OUT: Clouds overcast to Maidenhead, base 4000 feet, tops  
 5000 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.

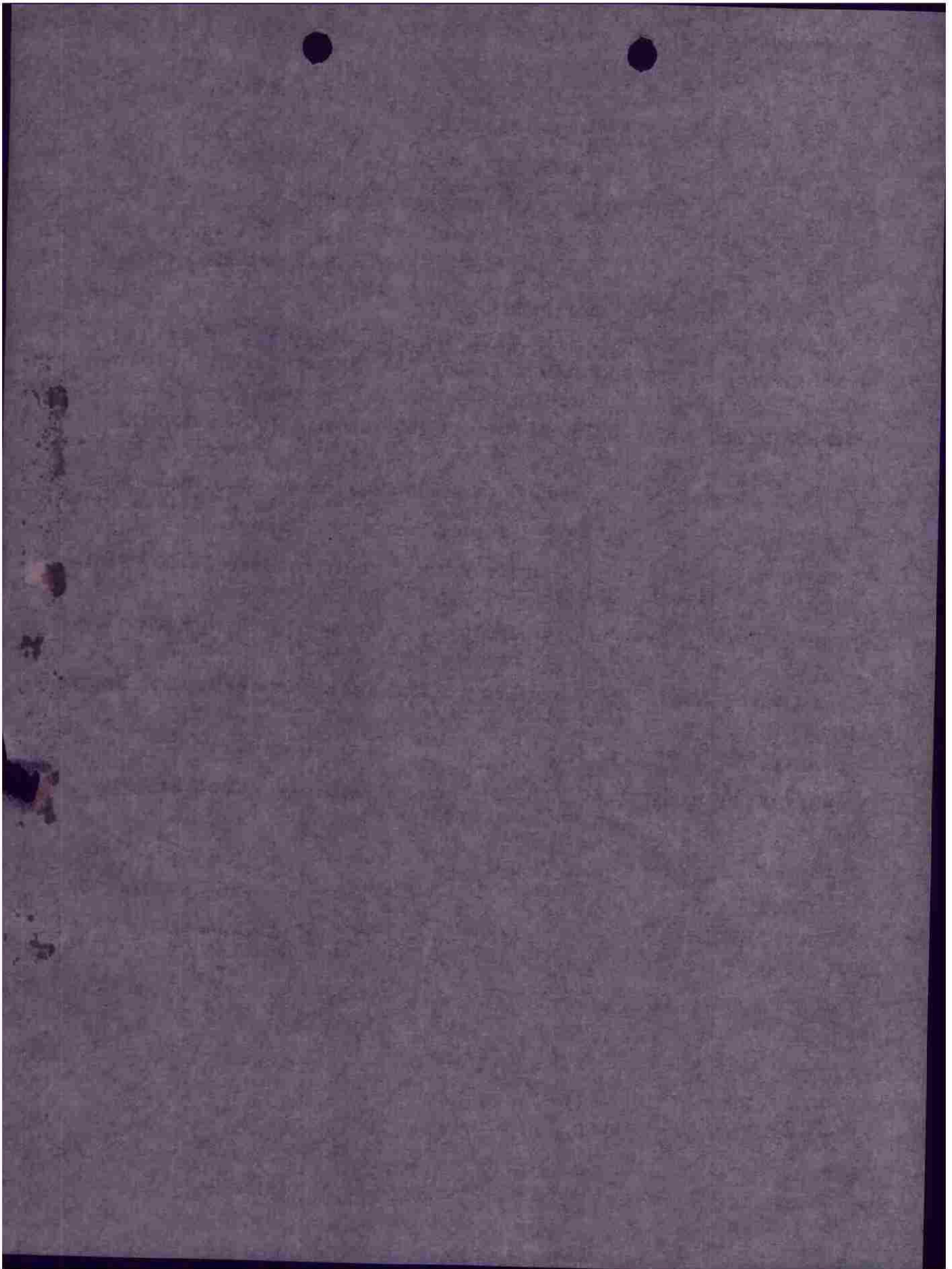
ROUTE BACK: Tops of low clouds, 8000 feet. Patchy medium clouds  
 with base at 15,000 feet. Visibility 4-5 miles.

BASE ON RETURN: 2/10 cumulus at 3000 feet. Overcast with breaks  
 at 15,000 feet.

TIME OVER TARGET: 1110

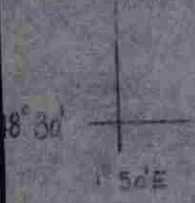
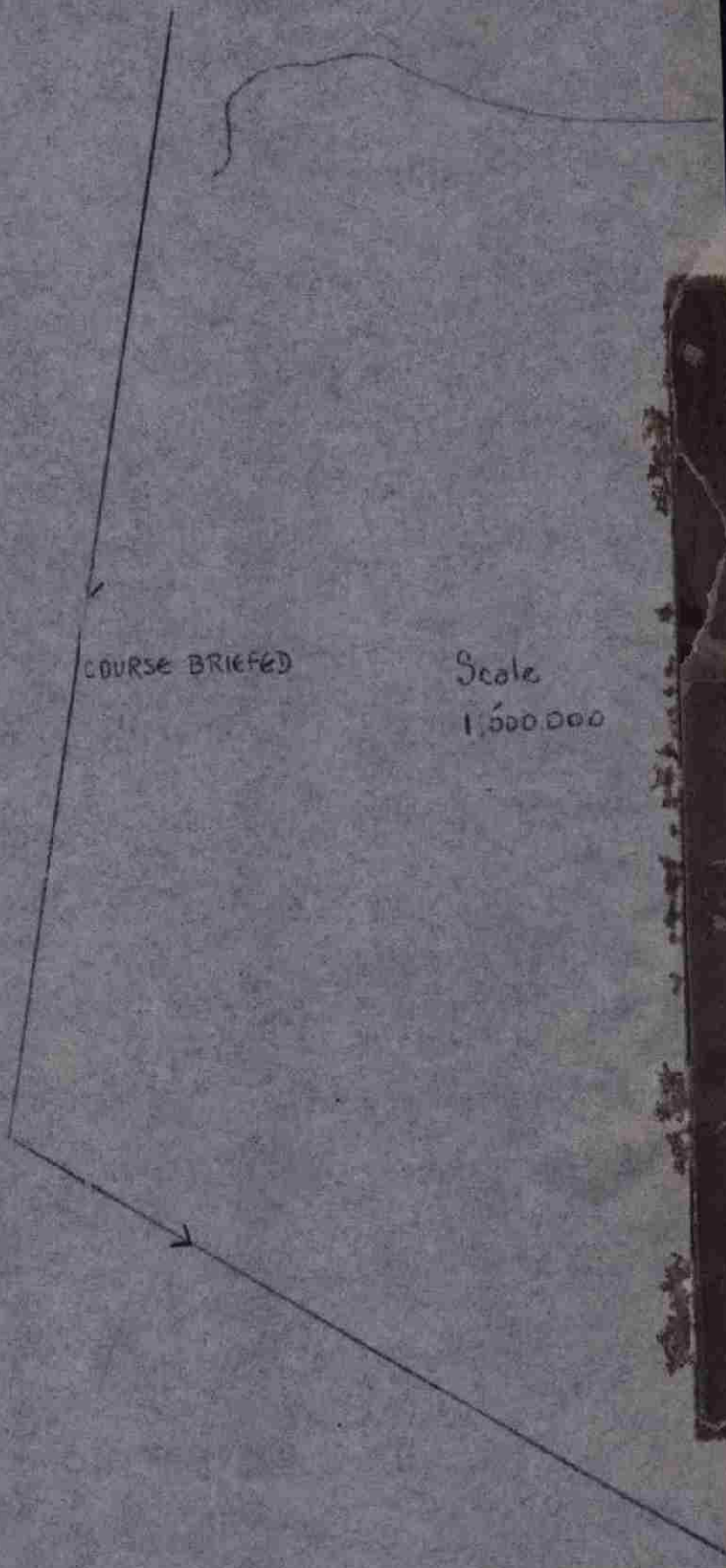
EFFECT OF WEATHER ON BOMBING: Weather did not affect bombing.  
 Winds were as forecasted.

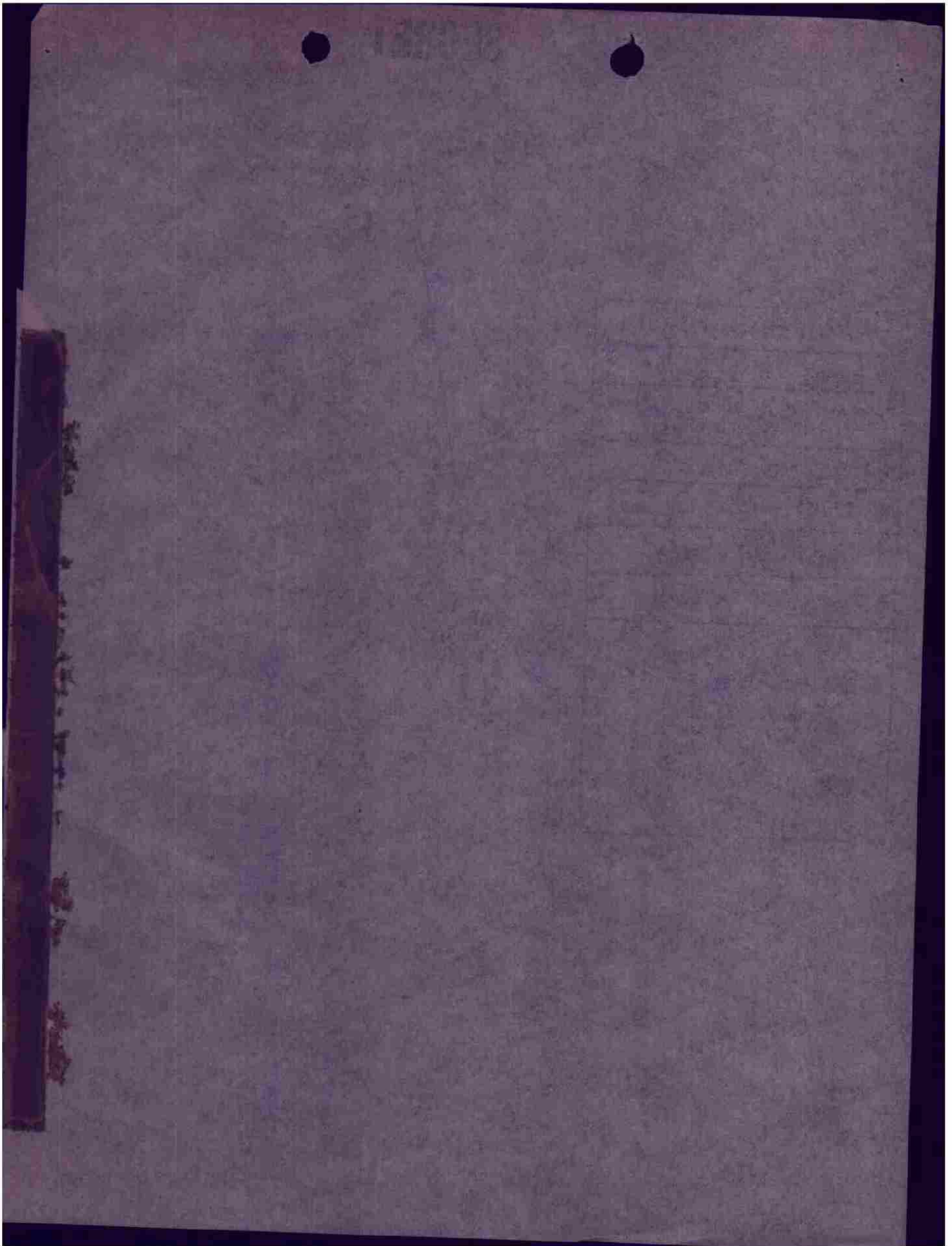
*Lester E. Beiswanger*  
 LESTER E. BEISWANGER  
 2nd Lt., Air Corps

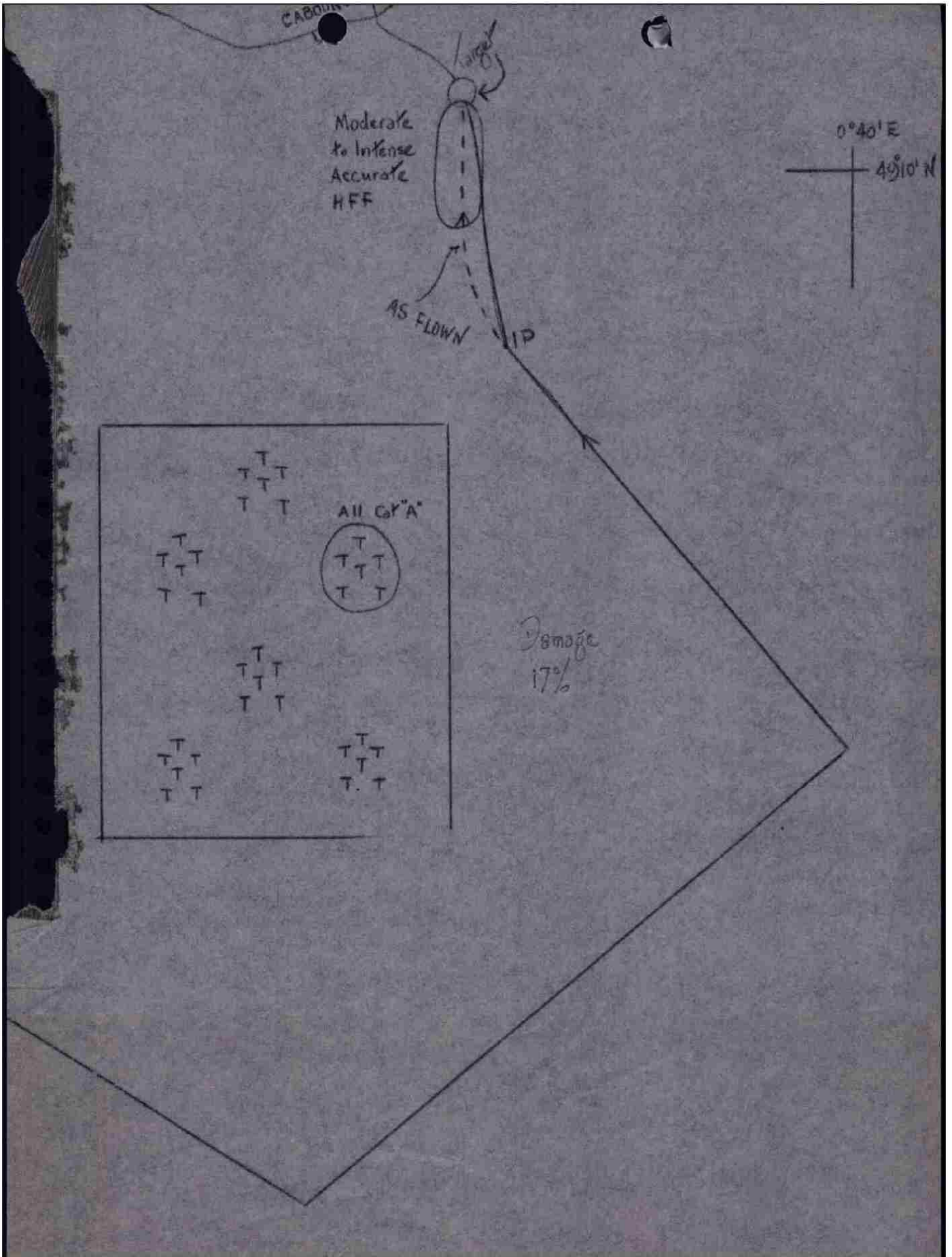


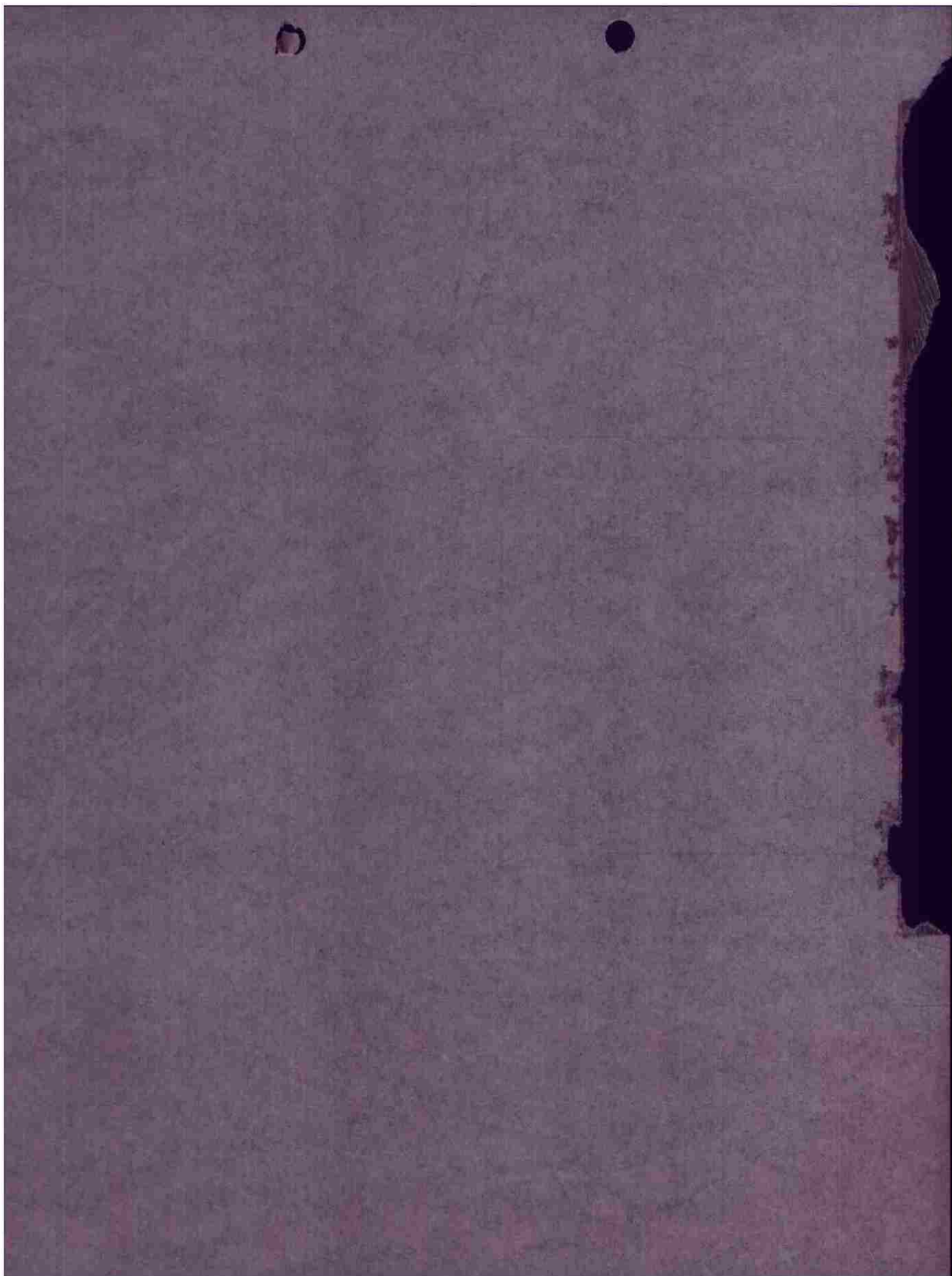
SECRET

416th Bomb. Gp (-)	
13 August 44	F.D. 176-488
TARGET	RD. JUNCTIONS (see OPSPFLASH # 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.	









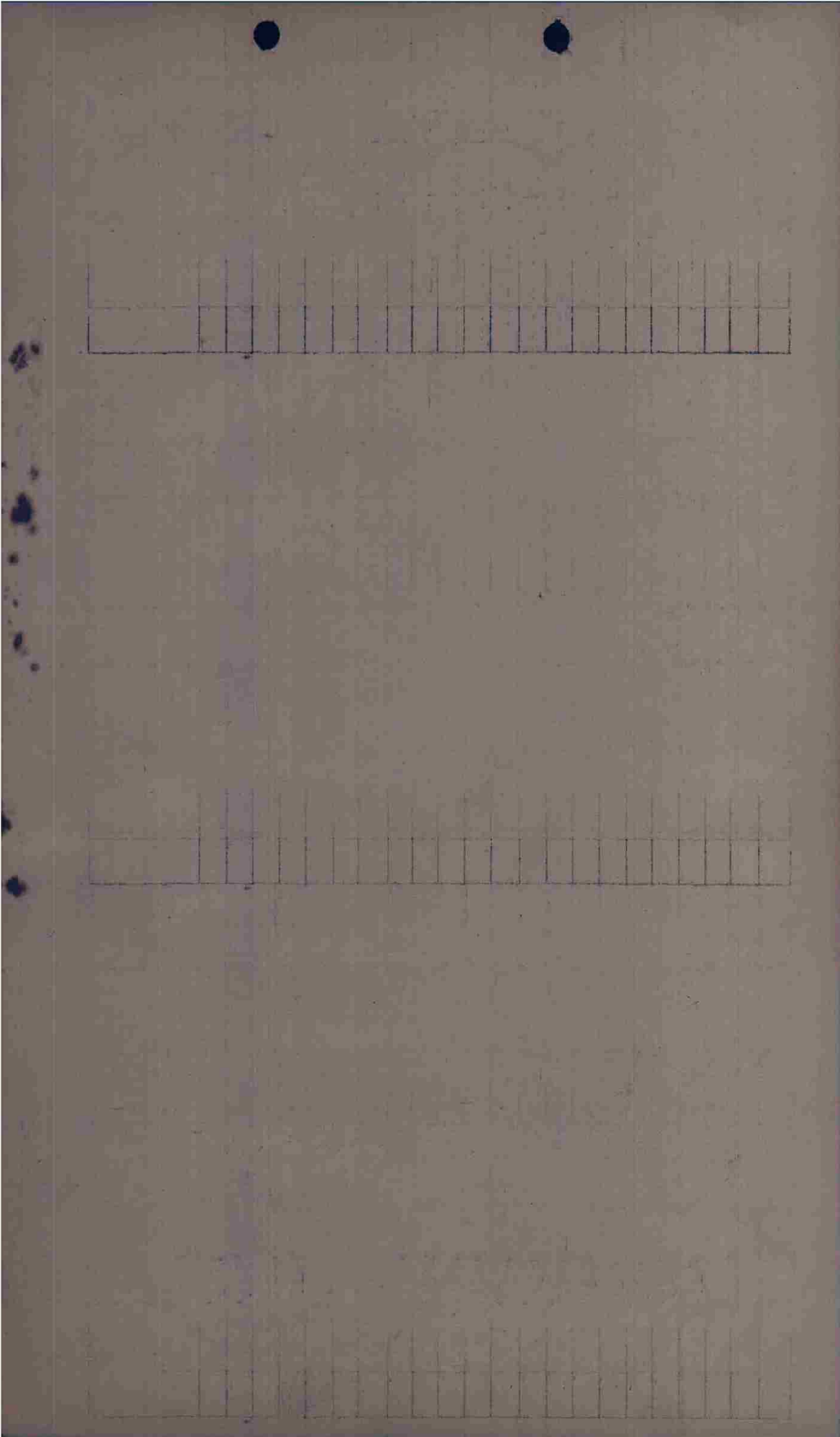
Mission No 130

Box 1

13 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 A D	B O M B O A D	E N D U R	L A N D I N G	R E M A R K S
D	X	914	Walleth	655		0858	Seberg	Contra	1110	12000	7000	He	725	4	1228	3:30	
D	J	719	James			0858	Bile	12000		1113			410		1229	3:35	
D	N	714	Kenderson			0858		1018					431		1229	3:35	
D	K	393	Jain			0858	12000						410		1229	3:30	
D	L	363	Spary			0859							415		1229	3:30	
D	P	951	Withington			0859							520		1229	3:35	
C	Q	452	Thomde			0859							490		1231	3:35	
C	R	674	Burgum			0859							525		1231	3:35	
C	N-1	380	Kufnyagon			0900							510		1231	3:35	
C	H	387	McCleary			0900							525		1232	3:35	
C	D	217	Leonard			0900							500		1253	3:55	
C	B	207	McCleary			0900							500		1256	3:35	
C	J-1	439	Radville			0901							490		1258	3:35	
C	K-1	209	Stall			0901							510		1259	3:35	
C	I	689	Smoletony			0901							500		1234	3:35	
C	E	224	McClernan			0901							500		1234	3:35	
C	O	211	Baramsky			0902							500		1234	3:35	
C	K-1	892	Stummig			0902							500		1234	3:35	
D	C	214	Jackovich			0902							500		1234	3:35	
															1481	RETURNED FROM AS BRIEFED	

Notably by Seberg



Mission No. 176:

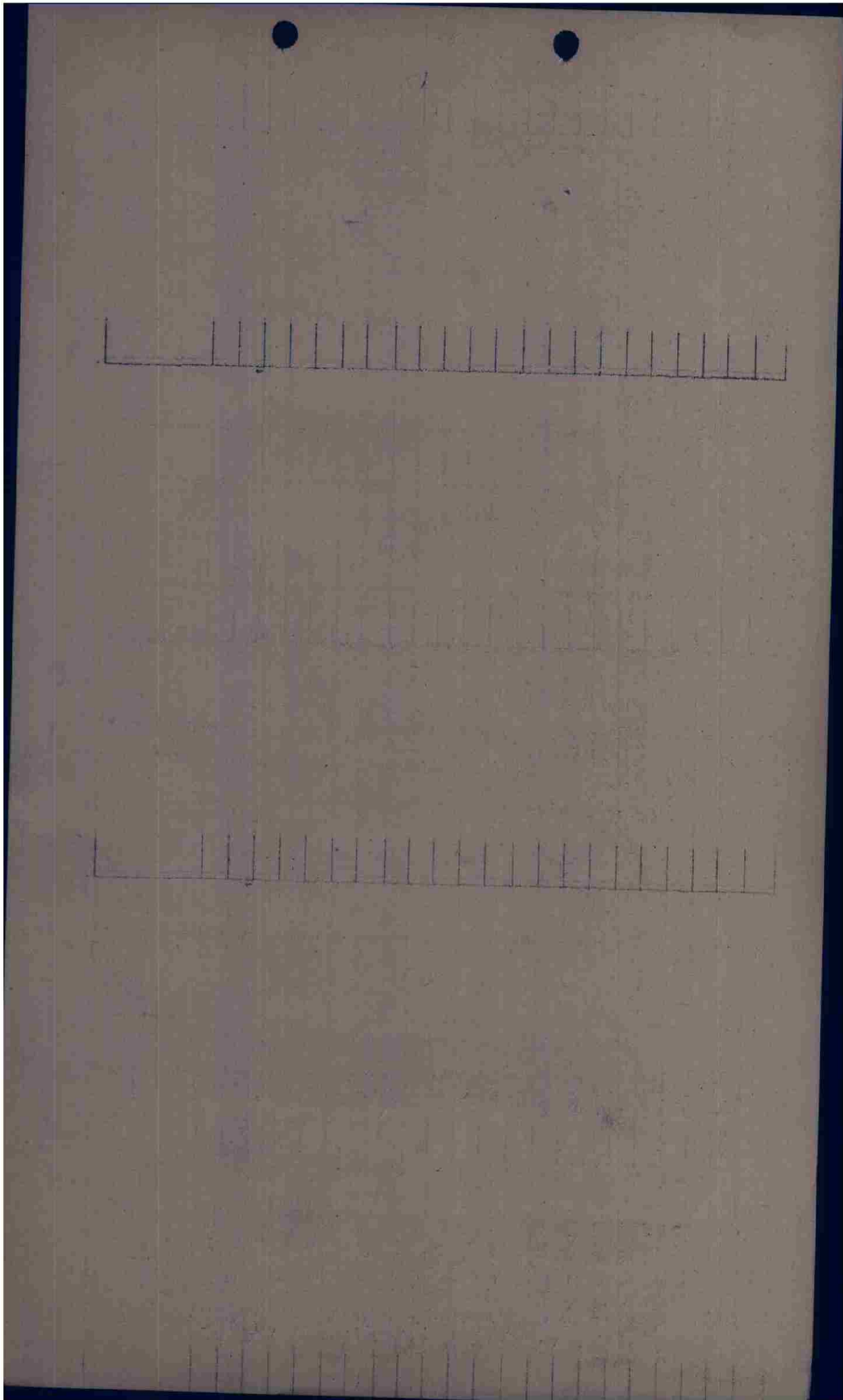
Box II

13 August 1944

S Q D N	A / O LTR	A / C NO.	PILOT	D I S T A N C E	T A R G E T	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 L O A D	B O M B A D	E N D U R	L A N D I N G	R E M A R K S
B	J	469	Huber			0906						H/C	425			1220	3:20
B	O	376	Reuth			0904							490			1230	3:20
B	F	0190	Allen			0906							420			1231	3:15
B	B	480	Boukamp			0907							580			1231	3:15
B	N	767	Wegels			0904							480			1231	3:10
A	Q	210	Eding			0907							470			1231	3:10
B	D	442	De Bruin			0905							460			1231	3:10
D	M	4211	Frigo			0905							405			1236	3:35
B	E	9961	Stoll			0906							510			1237	3:35
B	F	1461	Common			0906							590			1238	3:35
D	V	493	Hayter			0906							501			1238	3:35
D	H	165	Black NP3			0906							500			1238	3:35
A	J-1	444	Chapman			0907							450			1238	3:35
A	0-1	907	Deede			0907							470			1238	3:35
A	D	195	Hill			0916							380			1238	3:30
A	C	194	Feather			0908							490			1239	3:20
A	R	894	Farris			0908							490			1239	3:20
A	K	819	Wenyon			0908							490			1239	3:20
A	G	379	Parke			0908							490			1239	3:20

John F. Kelly  
Lt. Col. USMC

RETURNED  
EXACT AS BOSSIED



OICOG OIHAK OIGOF OIYAA V OILAI 1/13 OP  
 FROM 97TH COMBAT BOMB WING 13/2430B 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 - 148  
 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-52287A 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-48987A, Q-526918, Q-5309A2 AND Q-532972 (ROAD JUNCTIONS)
- (12) TIME OVER TARGET: ZERO PLUS 65 MIN TO ZERO PLUS 70 MIN.

B. 410TH BOMB GROUP:

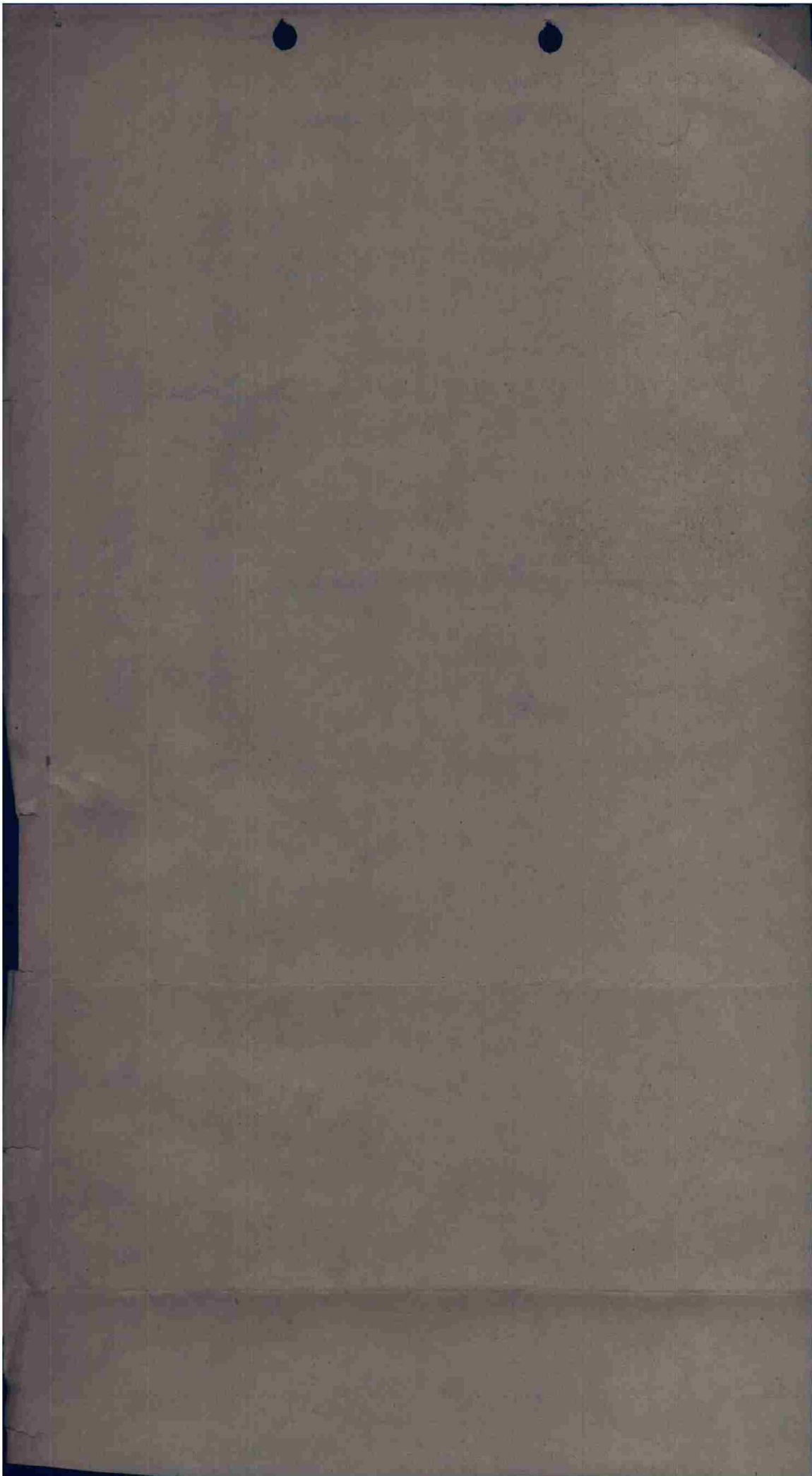
- (1) ROAD JUNCTIONS BETWEEN GRID COORD Q-538915 TO Q-541995 AND Q-579901 TO Q-649960.
- (7) 4857N 0012E
- (8) GENERALLY S TO N
- (9) M.P.I. ONE FLIGHT ON EACH OF THE FOLLOWING GRID COORD: Q-541995, Q-541969, Q-537920, Q-591918, Q-611936 AND Q-622940.
- (12) TIME OVER TARGET ZERO PLUS 60 MIN TO ZERO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

C. 416TH BOMB GROUP:

- (1) ROAD JUNCTIONS BETWEEN GRID COORD L-516035, L-422014 AND L-460017 TO Q-400935.
- (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-400935, Q-420949 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) REMD. AREA COVER.
- (7) ROUTE OUT: BASE TO MAIDENHEAD TO SELSY BILL TO 4920N 0110W TO 4842N 0122W TO: 4812N 0007W TO NIKK 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
- E. GENERAL INFORMATION
  - (1) BVAT/BVAT

CGCBTWIG 97

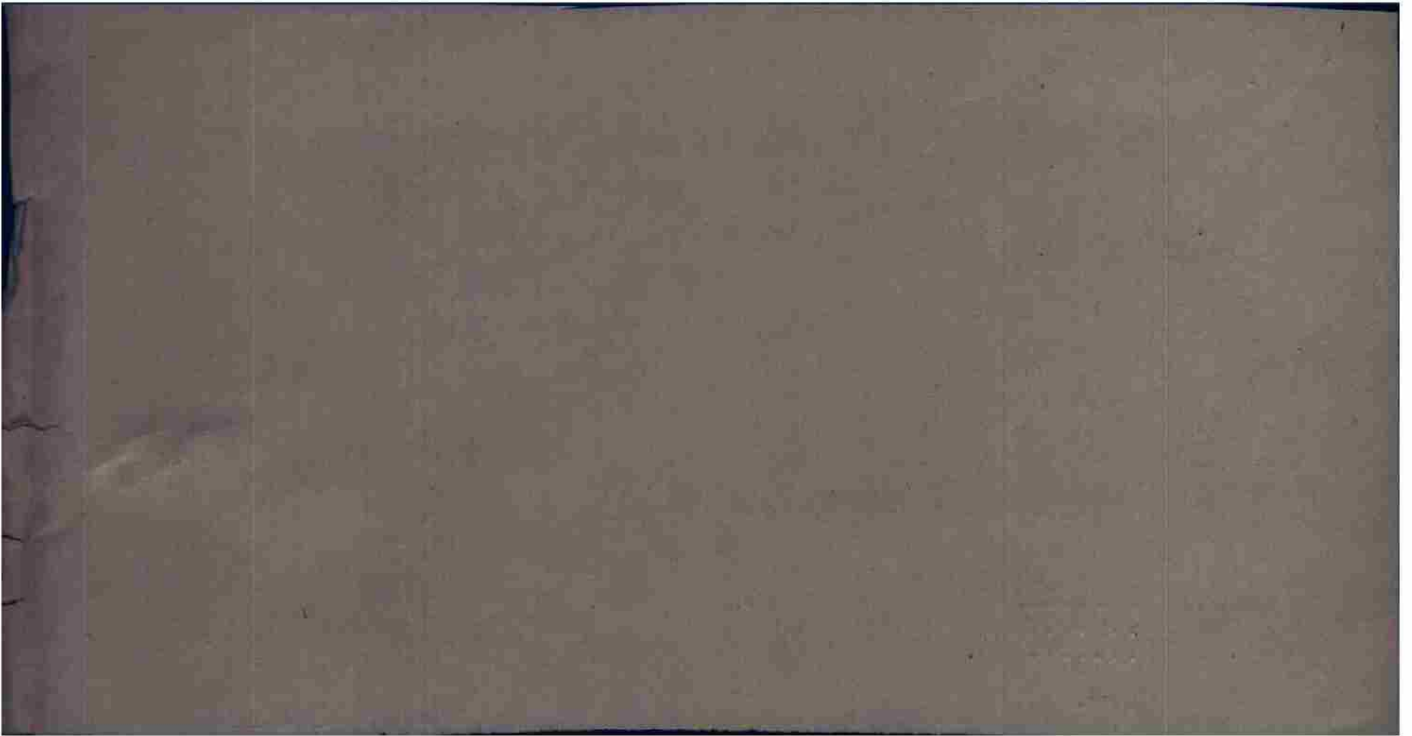
BT 13/8430B  
LEG/LCB AR

QIHAK R .....13/8520B  
QIGOF R .....13/8520B  
QIYAA R .....13/8520B

CML AR  
AJG AR  
LBS AR

QICOG R .....138520B JLP AR

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GICOG OIHAK OIGOF OIYAA V OILA 2/13 OP  
FROM 97TH COMBAT BOMB WING 13/0535B A-92-E  
TO COMBONCOM IX  
COBOMGP 409TH  
COBOMGP 410TH  
COBOMGP 416TH

532

OPERATIONAL PRIORITY BT

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

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

ANNEX NO. 1 TO FIELD ORDER NO. "" 177-84A

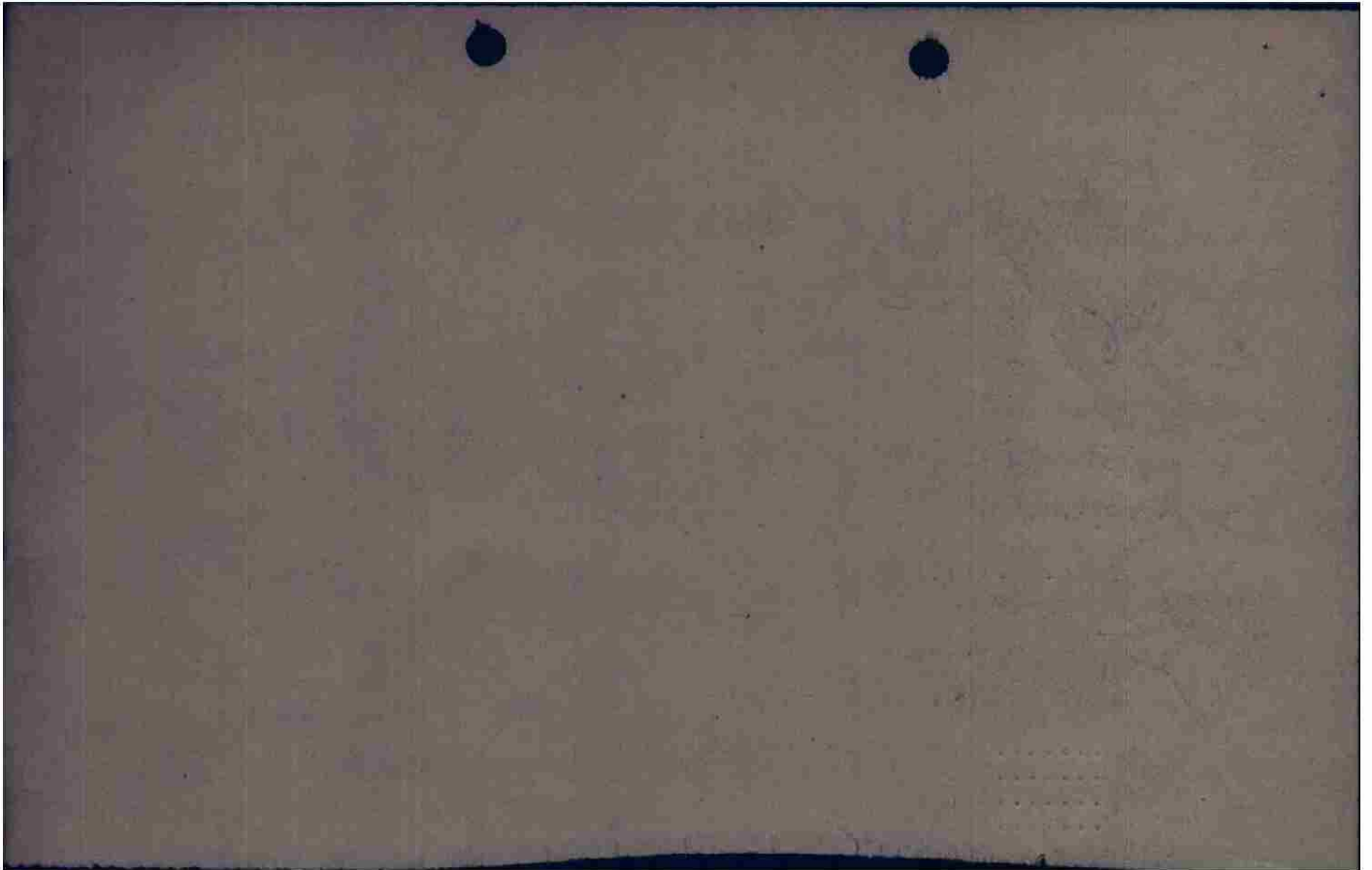
CHANGE PARA. 3. X (11) TO READ: 4919N 0802W REPEAT 4919N 0802W.

COCBTWIC 97

BT 13/0535B  
LEG AS  
CC: FIELD ORDER NO. IS 177-480

AR			
OIHAK R	.....13/0548B	CML	AR
OIGOF R	.....13/0548B	AJX	AR
OIYAA R	.....13/0548B	LBS	AR
GICOG R	.....130548B	JLP	AR

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527

OIHAK OIGOF OIYAA V OILAI (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

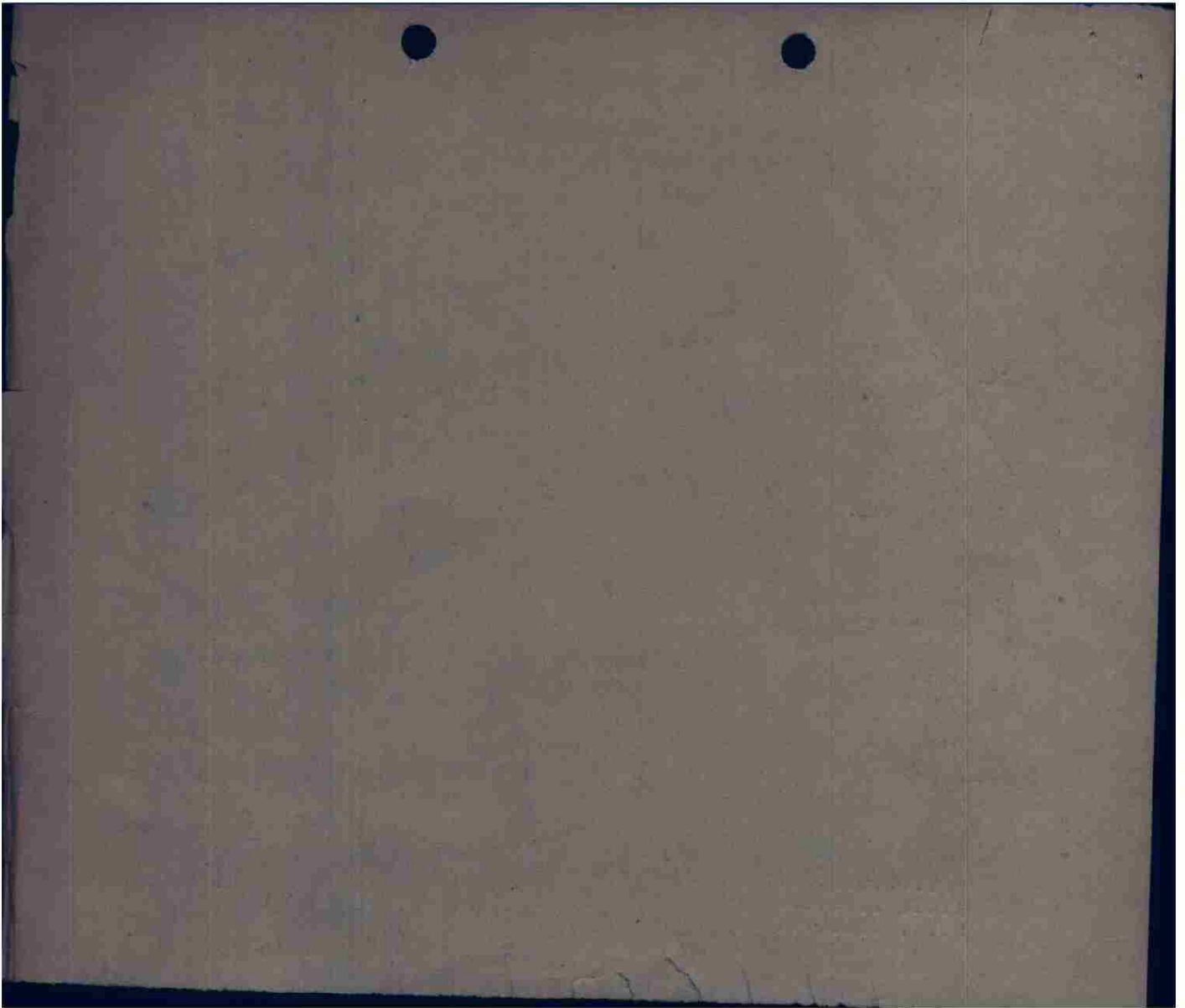
C. 416TH BOMB GROUP  
(1) GOLDFLAKE C/C  
(2) CLOTHING

X. GENERAL INFORMATION  
(10) BVAT/BVAT

COCBTWIG 97

OIHAK R.....	13/0445B	DC	AR
OIGOF R.....	13/0445B	AG	AR
OIYAA R.....	13/0445B	LBS	AR

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