

IRIS Public Record**Key Information**

Main: GROUP/0416/BOMBARDMENT (LIGHT)

Document Type:

Call Number: **GP-416-SU-OP-S**IRIS Number: **00091942****Accessions Notes:**

Old Accession Nbr:

Title:

Beginning Date: **1944/08/28**End Date: **1944/08/28**

Publication Date:

Classification UNCLAS**Media** Roll #: **0000001712** First Frame: **1425** Last Frame: **1508** Linear Feet: **0**Old MFlm Roll # **B0532**

Audio Rec:

NUMPAGE **83**

Title Extensions:

Abstract

Descriptive Notes: CONTAINS FIELD ORDERS, OPERATIONAL REPORTS, LOADING LISTS, NAVIGATIONAL DATA WITH CHARTS, TACTICAL DATA WITH PHOTOGRAPHS, TECHNICAL DATA, INTERROGATION FORMS AND REPORT OF CASUALTIES.

Title Added Entries: MISSION FOLDER NUMBER 133 (TARGET: DOULLENS FUEL DUMP, FIELD ORDER NUMBER 517)

Author:**Subject:**

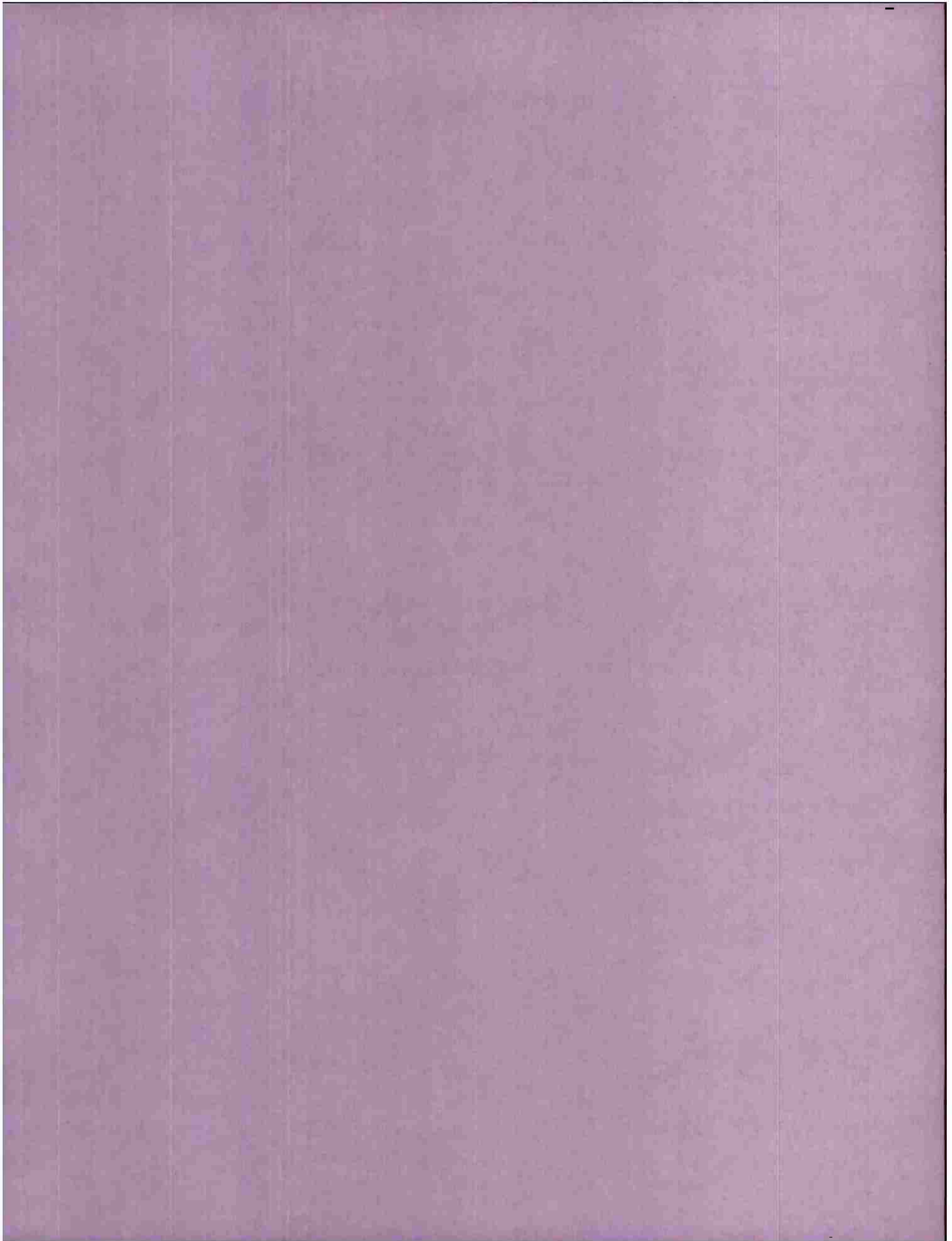
Major Command:

Administrative Markings

No Administrative Markings Listed

Security Review Information:

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



*Op-4116 - Sec. Ops. S
28 Aug 1944*

P. R. C.

SCANNED BY ACD
2007-3

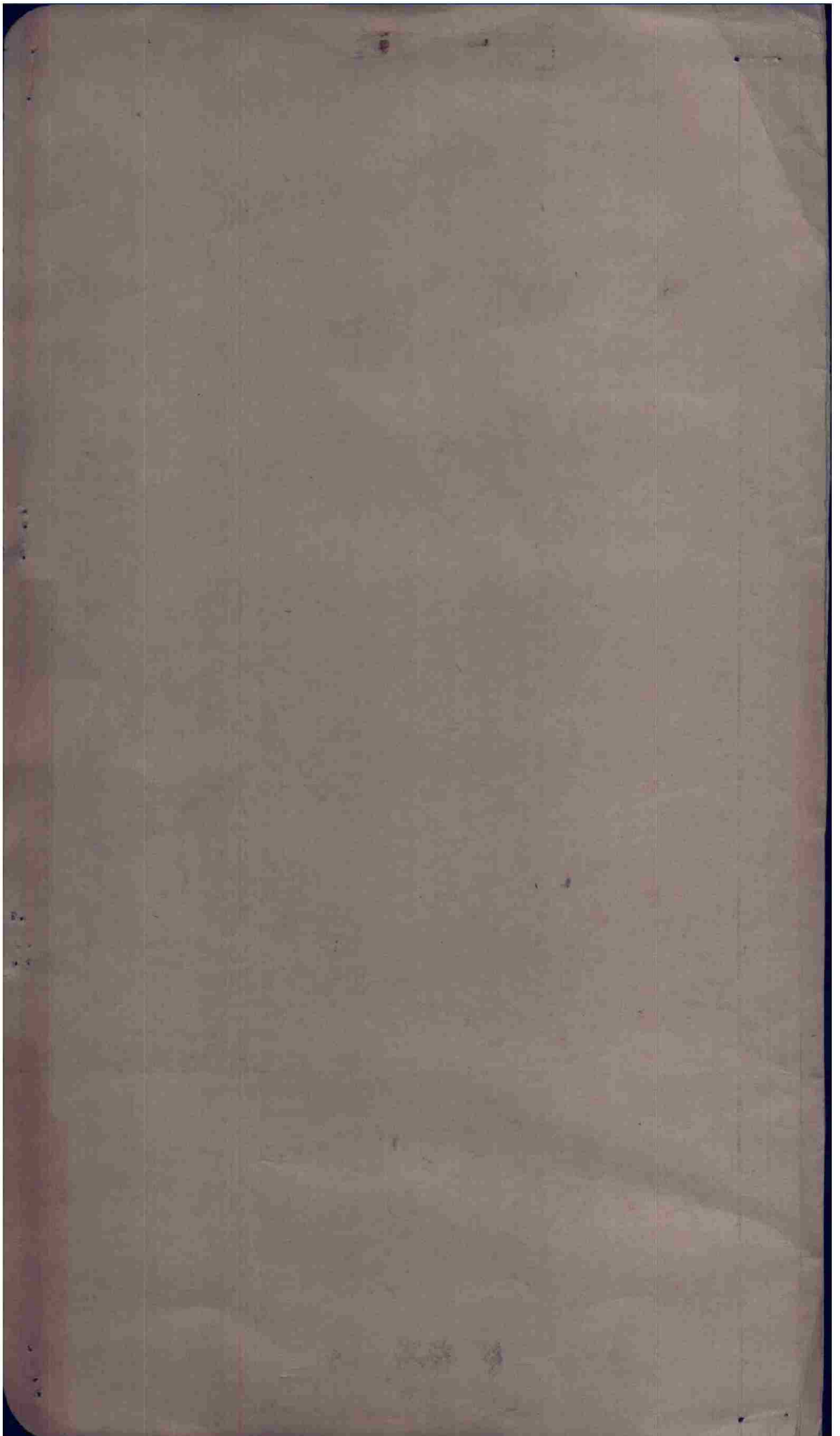
00091942

DECLASSIFIED
DOD DIR 5200.9, 2, 7
Sec 5.8

MICROFILMED

200/135/1

Ann. f. 135



CONFIDENTIAL

NINTH AF CONSOLIDATED REPORT IX BC/SA 483

- (A) TARGET: DOULLENS AMMO DUMP 4040 84 156874
(B) SORTIE: US 416/586-587-591
(C) DATE: 28 AUG 44 TIME: 1926 B
(D) ATTACKING A/C: 37 A-20's BY 6's
(E) BOMBS: 208/500 GP 1/10 N., 1/40 T.
(F) COVER: TARGET COVERED ON PRINTS OF FAIR QUALITY.
(G) RESULTS OF BOMBING: THREE BOMB PATTERNS COVERED THE
DESIRED MPI; THE REMAINING THREE ARE SEEN TO HAVE
EXTENDED OVER NEARBY INSTALLATIONS.

(H) ACTIVITY:

(I) ANNOTATED PRINT: 0019 SORTIE: US 416/587

NOTE: RECTANGLE ENCLOSES BOMB PATTERN AREA

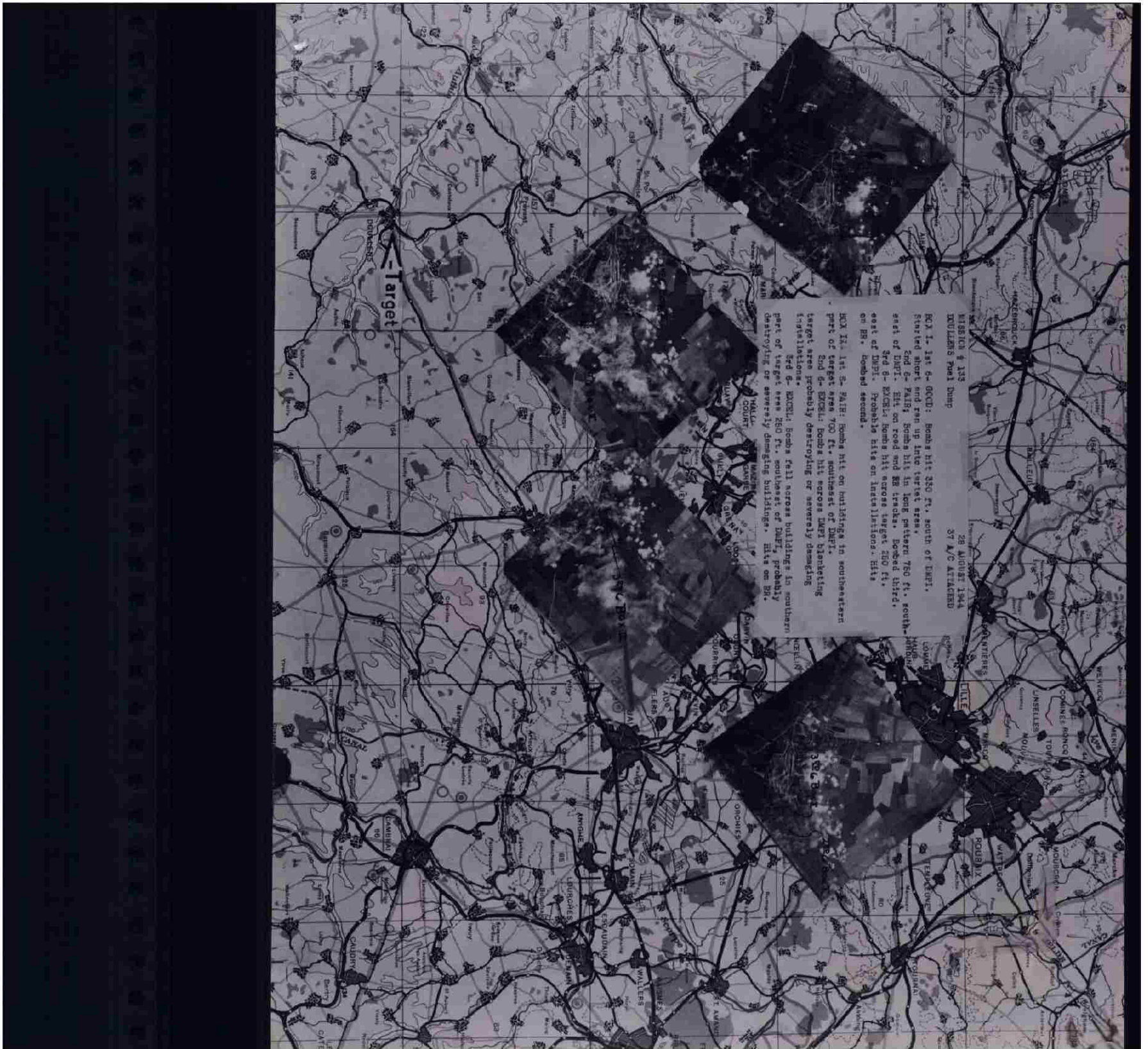
DISTRIBUTION: S/A

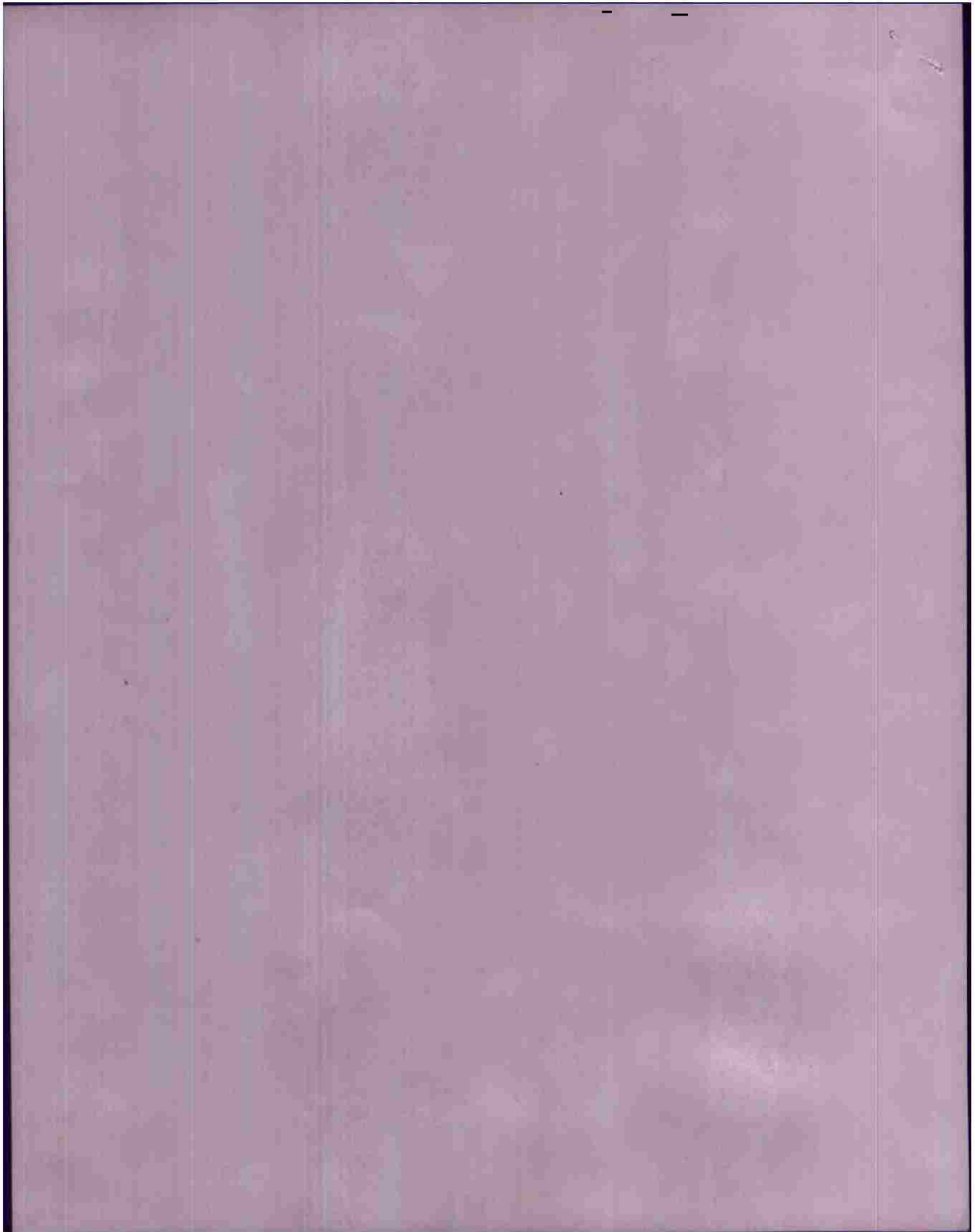
CONFIDENTIAL:

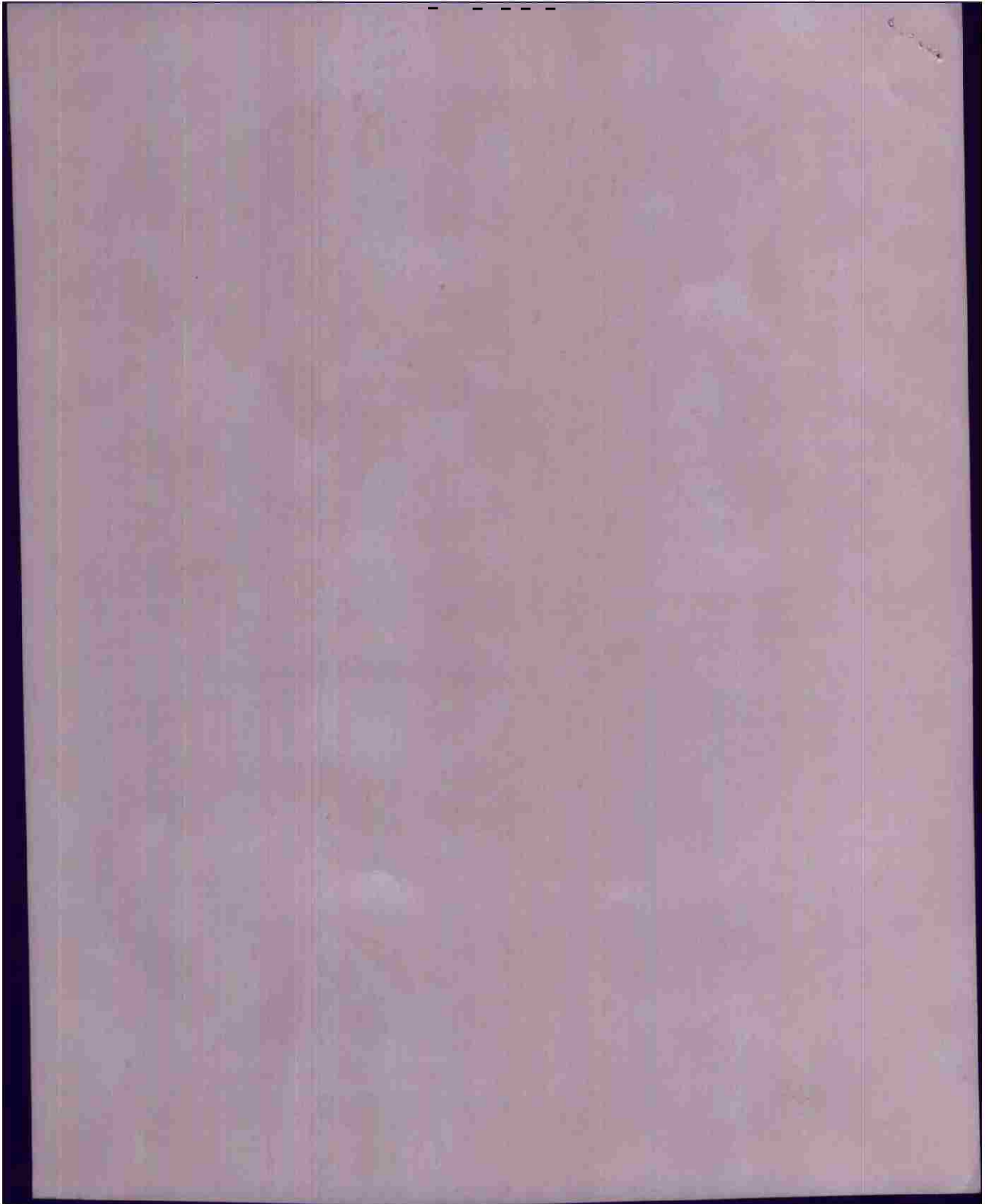
20 P.I.D.
AT HQ. IX B.C.



Mission
Folder









THIS PAGE DECLASSIFIED IAW EO12958



THIS PAGE DECLASSIFIED IAW EO12958

GENERAL INDEX

TARGET Doullens F/D DATE 28844 NO a/c 38 MISSION# 133 F/O 517

status Attacked Briefing Officer Capt. Bailey

- 1. IX BC Synopsis of Mission --- filed.
- 2. Opflash Report - - - - - filed.
- 3. Telephone Report - - - - - filed.
- 4. Photos - - - - - ~~filed~~ FILED
- 5. Field Orders, Annex, Amdnts-- filed.
- 6. Briefing Notes - - - - -
- 7. Loading List of Airplanes Crews- filed
- 8. Chart of Route Flown - Flak-- filed.
- 9. Operations Oprep Report -----
- 10. Bombing Information -----
- 11. E/A Encountered - - - - -
- 12. Weather Report - - - - -
- 13. Communications YS Report - - -
- 14. Navigator's Log and Flight Plan-
- 15. Battle Casualties - - - - -
- 16. Analysis of Gunnery - - - - -
- 17. Ammunition Expenditures -- --
- 18. Recapitulations Forms - - - -

P.R.C.

00091942

MISSION SUMMARY

Target: Doullens Fuel Dump
 Date : 28 August 1944
 F/O : 517
 Results: Box I, 1st 6 - Good
 2nd 6 - Fair
 3rd 6 - Excellent
 Box II, 1st 6 - Fair
 2nd 6 - Excellent
 3rd 6 - Excellent

DOULLLENS FUEL DUMP

416 BG: 38 a/c dispatched, 37 dropping 210 x 500 GP on primary.

1 a/c failed to bomb: mechanical failure.

No losses, casualties, battle damage. Bombing by 6's from 11,300, 12,000 feet.

Box I - 1st 6. GOOD. Good concentration 330 feet S of DMPI. Strikes extended from S. of T/A into its center, with probable hits on storage facilities.

2nd 6. FAIR. Long pattern 750 feet SE of DMPI. Strikes across highway, RR tracks. (Bombardier not completely synchronized.)

3rd 6. EXCELLENT. Trailing pattern centered 250 feet E of DMPI. Strikes across target, blanketing eastern part of T/A with probable hits on installations. Several hits on tracks.

Box II- 1st 6. FAIR. Good concentration 700 feet SE of DMPI. Hits and near misses to buildings in S portion of T/A. (Smoke obscured A.P.)

2nd 6. EXCELLENT. Excellent pattern across DMPI. Strikes blanketed T/A, with hits and near misses probably destroying or severely damaging storage facilities.

3rd 6. EXCELLENT. Good concentration 250 feet SE of DMPI. Strikes covered and probably destroyed or severely damaged buildings in S. part of T/A. Other hits on tracks.

S-2

16

OIGOF OIYAA V OILAI OILAI 07/01 OP
FROM 97TH COMBAT BOMB WING 01/0935B S-006-P
TO 410TH BOMB GROUP
416TH BOMB GROUP
OPERATIONAL PRIORITY BT
SECRET SENT IN THE CLEAR AUTH: LT. COL. JAMES MCAFEE

97TH COMBAT BOMB WING
A P O 140
01 SEPTEMBER 1944



EXTRACT OF T W X REC'D AT THIS H'DQ'T'RS FROM 7TH P.G.

7PGS-1-W 31 AUGUST 1944

US 7GP/3141 1905/B 31 AUG

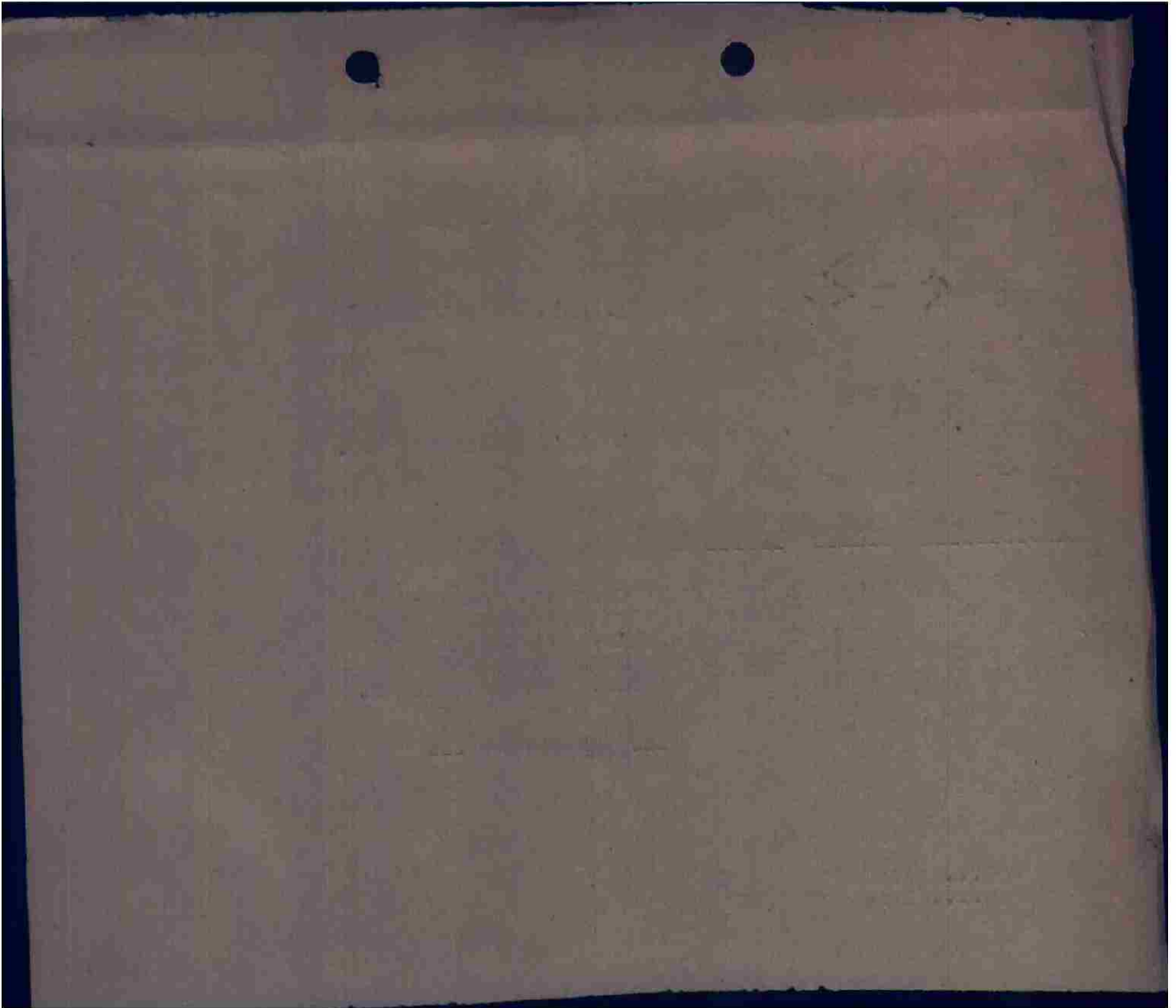
DOULLENS TANKS D/A ILLUS 5/90/A 3009-11, 4009-10
CONCENTRATION OF CRATERS ACROSS TARGET SEVERLEY DAMAGING INSTALLATIONS
STOP ALL RAILWAY LINES CUT IN SEVERAL PLACES AT JUNCTION POINT
JUST SOUTH OF TARGET STOP LARGE EXPLOSION SEEN ON DOULLENS/ARRAS
RAILWAY TRACK APPROXIMATELY TWO MILES SE OF SOULLENS.

---COMCBTWIG 97---

BT 01/0935B
AR
AS
SS

OIGOF R...01/1033B SL AR
OIYAA R....01/1033B WJF AR

THIS PAGE DECLASSIFIED IAW EO12958



THIS PAGE DECLASSIFIED IAW EO12958

OICOG OILAI V YAA YAA 19/28 OP

FROM 416TH BOMB GROUP (L) 28/2240B
TO HQ IX BOMBER COMMAND ATTN: A-2
HQ 97TH COMBAT WING ATTN: A-2

416BG A-778-D
SECRET QX BT

OPFLASH NO. 139 FOR 28 AUGUST 1944

- A. (1) DOULLENS I F/D
(2) DOULLENS F/D
- B. (1) 416TH BG MISSION NO. 133
(2) 31 A-20-G'S AND 7 A-20J'S
(3) 1 A/C DID NOT BOMB DUE TO MECHANICAL MALFUNCTION.
SHORT CIRCUIT.
(4) 37 A/C ON PRIMARY
- C. (1) 1759
(2) 1926 - 1927
(3) 2047
- D. (1) NIL
(2) 0-0-0
(3) 0-0-0
- E. CREWS REPORT GOOD TO EXCELLENT RESULTS BY ALL FLIGHTS.
FLIGHT 1 - EXCELLENT
FLIGHT 2 - GOOD
FLIGHT 3 - GOOD
FLIGHT 4 - EXCELLENT
FLIGHT 5 - GOOD
FLIGHT 6 - EXCELLENT
- F. (1) (A) NIL
(B) NIL
(2) (A) NIL
(B) WEAK INACCURATE HFF FROM LENS.
- G. M/Y'S AA AT LENS (H5515) FULL. TWO TRAINS WITH STEAM UP AT 1906 HOURS.
HEAVY BARGE ACTIVITY ON CANALS BETWEEN LILLE AND LENS.
20 K CAR TRAIN UNDER STEAM AT 1910 HOURS AT N5585.
15 CAR TRAIN HALTED AT 1921 HOURS AT N2070.
~~XXXXXXXXXXXXXXXXXXXX~~
60 CAR TRAIN MOVING SOUTHWEST FROM ALBERT TO AMIENS. FLAT CARS COVERED WITH LIGHT COLORED TARPAULINS.
50 CAR TRAIN HEADED EAST AT 1922 HOURS AT N1957 (EAST OF AMIENS).
40 CAR TRAIN HEADED EAST AT 1936 HOURS AT H6514(DOUAI).
M/Y'S ALONG ROUTE 1/4 TO 1/3 FULL.
SMOKE COLUMNS AT H3575 PRECEDED BY FLASHES.
15-20 ARMORED VEHICLES MOVING SOUTHWEST AT H3987 AT 1854 HOURS.
20 PLUS VEHICLES MOVING FROM SOUTHWEST TOWARD ARRAS AT 1910 HOURS.
50 VEHICLES CONVOY HALTED ON EAST - WEST ROAD AT N5595.
12 PLUS VEHICLES HALTED ALONGSIDE ACHIET A/D AT 1915 HOURS.
12 PLUS CONVOY OF WHITE TOPPED VEHICLES HEADED WEST TOWARD AMIENS ~~XXXXXXXX~~
A/D AT N2555 AT 1921 HOURS.
10 WHITE TRUCKS HEADED NORTH AT 1921 HOURS NEAR N1374.
4 FLAK TOWERS AT 1910 HOURS AT H4810 NORTHWEST OF ARRAS.
AT 1940 HOURS CONVOY OF 10 PLUS BLACK VEHICLES MOVING SOUTH AT H4850.
VEHICLES ON PERIMETER AND 1 A/C ON TAXI STRIP OF ACHIET A/D AT 1930 HOURS.
- H. (1) CLEAR. VISIBILITY 10 MILES.
(2) 3/10 SCATTERED HIGH CLOUDS.
- I. 208 X 500 GP ON PRIMARY
2 X 500 GP WING BOMBS FELL NEAR LABASSE ~~XXXX~~(H5136) DUE TO ACCIDENTAL RELEASE.
8 X 500 GP RETURNED.
- J. 11300 - 12000 FEET.

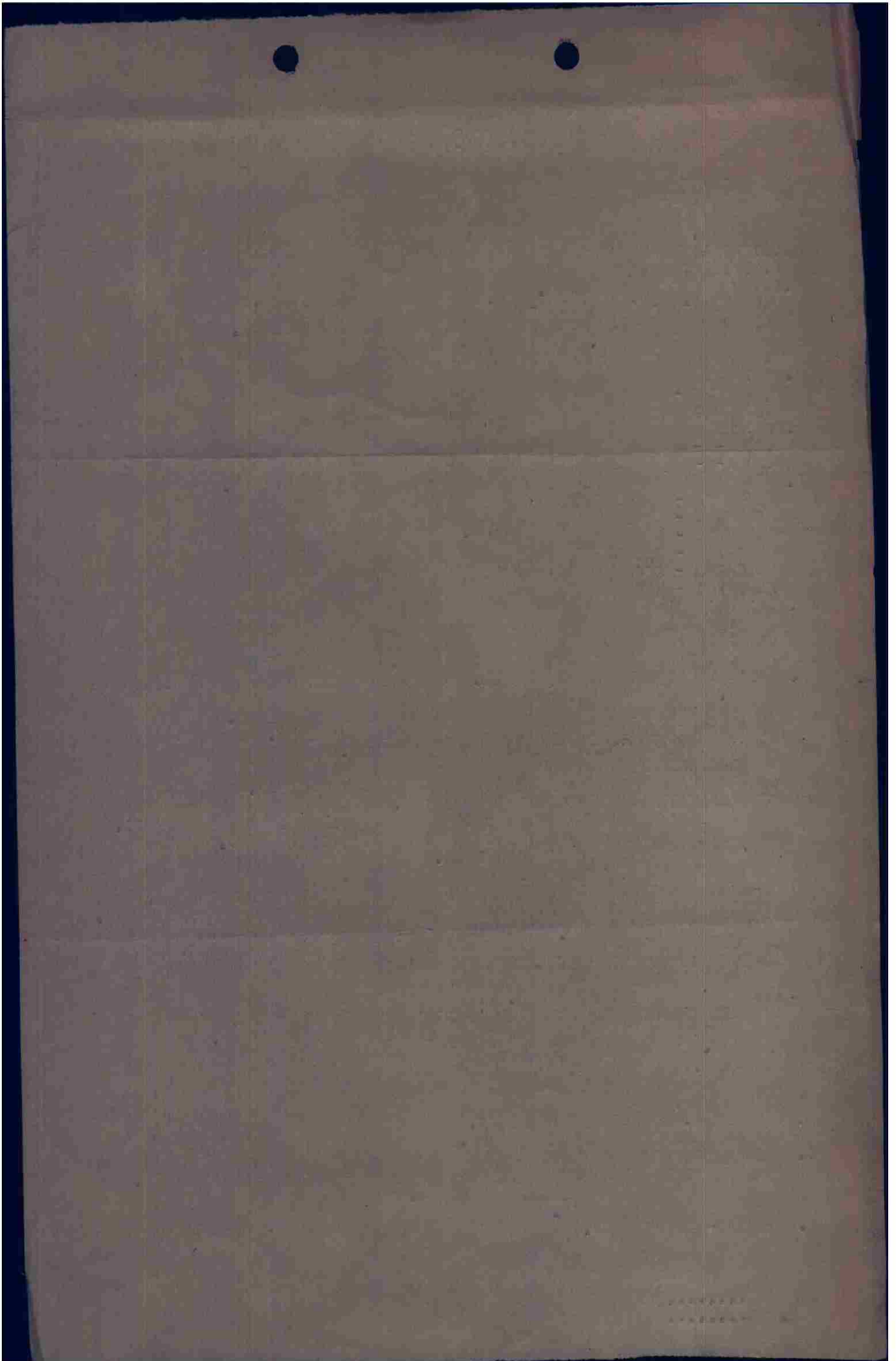
BT 28/2240B

RSS AR

OICOG R.....28/2338B CLEV AR K

OILAI R.....28/2338B RRR AR

OICOG SWRD AR



OPERATIONAL REPORT

*Brifing O
LURIA*

From: 416th Bomb Group (L)

To : Hq IX Bomber Command
Fg 97th Combat Wing

Attn: A-2
Attn: Z-2

Ref : OPERATIONAL PRIORITY CONFIDENTIAL

Opflash no. 139 for 28 AUGUST 1944.

A. (1) DOULLENS F/D

(2) DOULLENS F/D

B. (1) 416th BG

(2) 31 A-20-G's AND 7 A-20-J's

(3) 1 A/C DID NOT BOMB DUE TO MECHANICAL MALFUNCTION. SHORT CIRCUIT.

(4) 37 A/C ON PRIMARY

C. (1) 1759

(2) 1926-1927

(3) 2047

D. (1) NIL

(2) 0-0-0

(3) 0-0-0

E. CREWS REPORT GOOD TO EXCELLENT RESULTS BY ALL FLIGHTS.

FLIGHT 1 :- Excellent

Flight 2 - Good

Flight 3 - Good

Flight 4 - Excellent

Flight 5 - Good

Flight 6 - Excellent.

F. (1) (a) NIL

(b) NIL

(2) (a) NIL

(b) WEAK INACCURATE HFF FROM LENS

G. M/Y'S AT LENS (H 5515) FULL. TWO TRAINS WITH STEAM UP AT 1906 HOURS. HEAVY BARGE ACTIVITY ON CANALS BETWEEN LILLE AND LENS.

20 car train under steam at 1910 hours at N 5585

15 car train ~~under steam~~ ^{halted} at 1921 hours at N 2070.

60 car train ~~was~~ moving southwest from Albert to Amiens. Flat cars covered with light colored tarpaulins.

50 car train headed east at 1922 hours at N 1957 (East of Amiens).

40 car train headed east at 1936 hours at H 6514 (DOWAI)

M/Y'S ALONG ROUTE $\frac{1}{4}$ TO $\frac{1}{3}$ FULL SMOKE COLUMNS AT H 3575 preceded by flashes.

15-20 armored vehicles moving southwest at N 3987 at 1854 hours.

20 plus vehicles moving from southwest toward ARRAS at 1910 hours.

50 vehicles convoy halted on East-West Road at N 5595

H. (1) CLEAR. VISIBILITY 10 MILES.

(2) ^{3/10} SCATTERED HIGH CLOUDS. ~~3/10~~

I. 208 x 500 GP ON PRIMARY
 2 x 500 GP ^{wing bombs} FELL ~~OUT~~ ~~NEAR~~ LA BASSEE
 8 x 500 GP DUE TO accidental release. (H 5136)
 RETURNED

J. 11300 - 12000 FEET

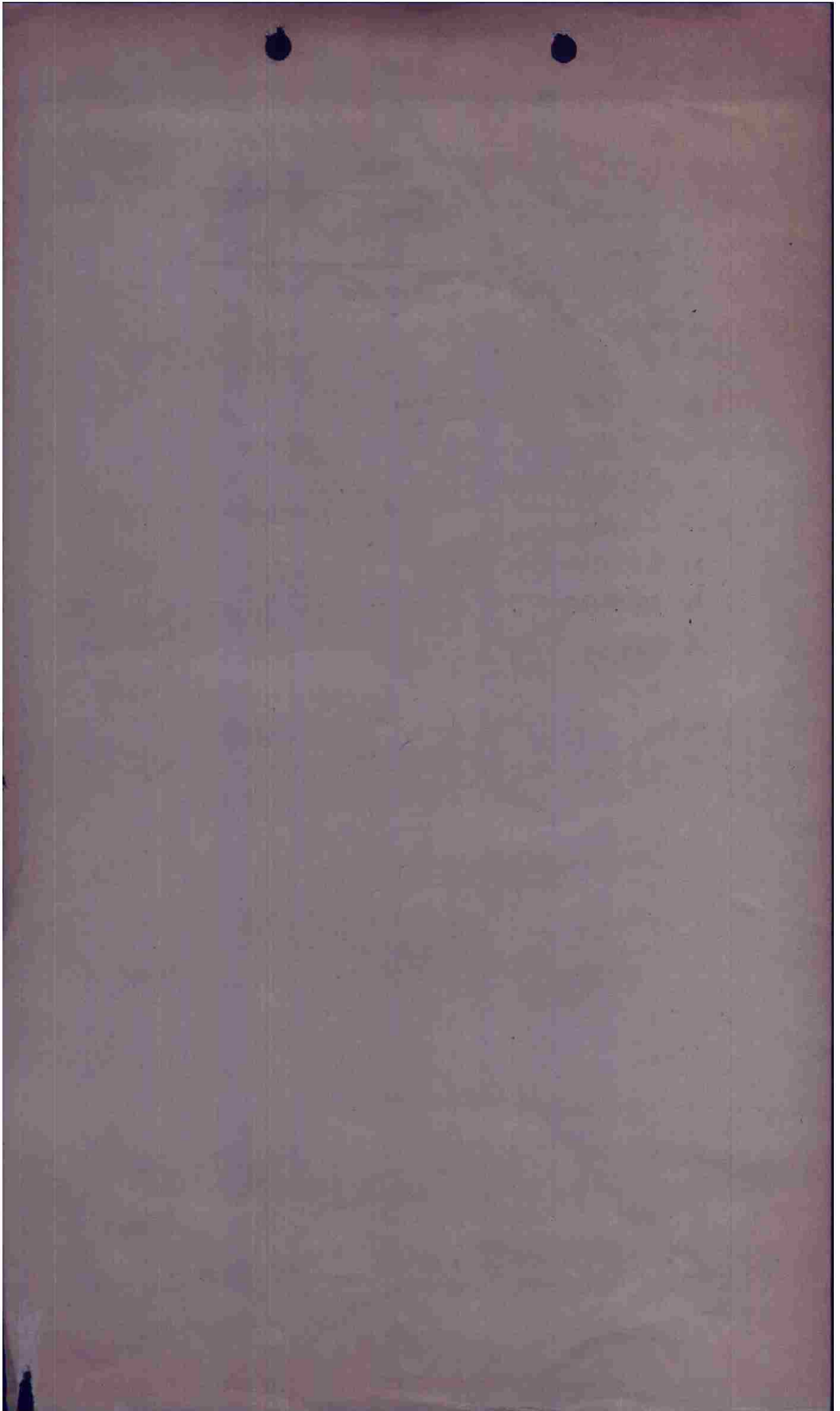
2037

15 - MINUTE REPORT

1. Bombing Results (inc. no. of runs on target.)
 Primary Target bombed Good - Eye Results:
 If not -- why?
 Other target bombed _____ Results:
2. Weather as it effected mission:
 Target: Clear at Target
 Enroute:
3. Flak (Intensity, accuracy, type)
 Target: XMI at Leno
 Enroute:
4. E/A encounters (strong, mediocre, meager, nil - available details)
5. Deviations from Route:
6. Special Comments:

~~nil.~~
~~nil.~~
~~nil.~~

I eye
 II good
 III good
 IV eye
 V good
 VI eye



OICOG OIGOF OIYAK OIY V OILAI OILAI 2/28 -C
FROM 97TH COMBAT BOMB WING 28/0050B A-163-E
TO COMBOMCOM IX
409TH BOMB GROUP KINFOJN
416TH BOMB GROUP 410TH BOMB GROUP

1194

Recd
Aug 28
0055-27

OPERATIONAL PRIORITY BT
SECRET SEND IN THE CLEAR AUTHC LT. COL. MC AFEE
OUTH COMBAT BOMB WING
APO 140
28 AUG. 44

ANNEX NO. 1 TO FIELD ORDER NO. 196-517

K
5. COMMUNICATIONS

B. 410TH BOMB GROUP
(1) C/C
KWL PROCTOR
KTL GOLDFLAKE

C. 416TH BOMB GROUP
(1) C/C
(2) CORNHILL
(5) VENERAL
(5) GOLDFLAKE

X. GENEJAL INFORMAION
(10) VABT/VABT

CGBTWIG 97

BT 28/0050B
RRR AR

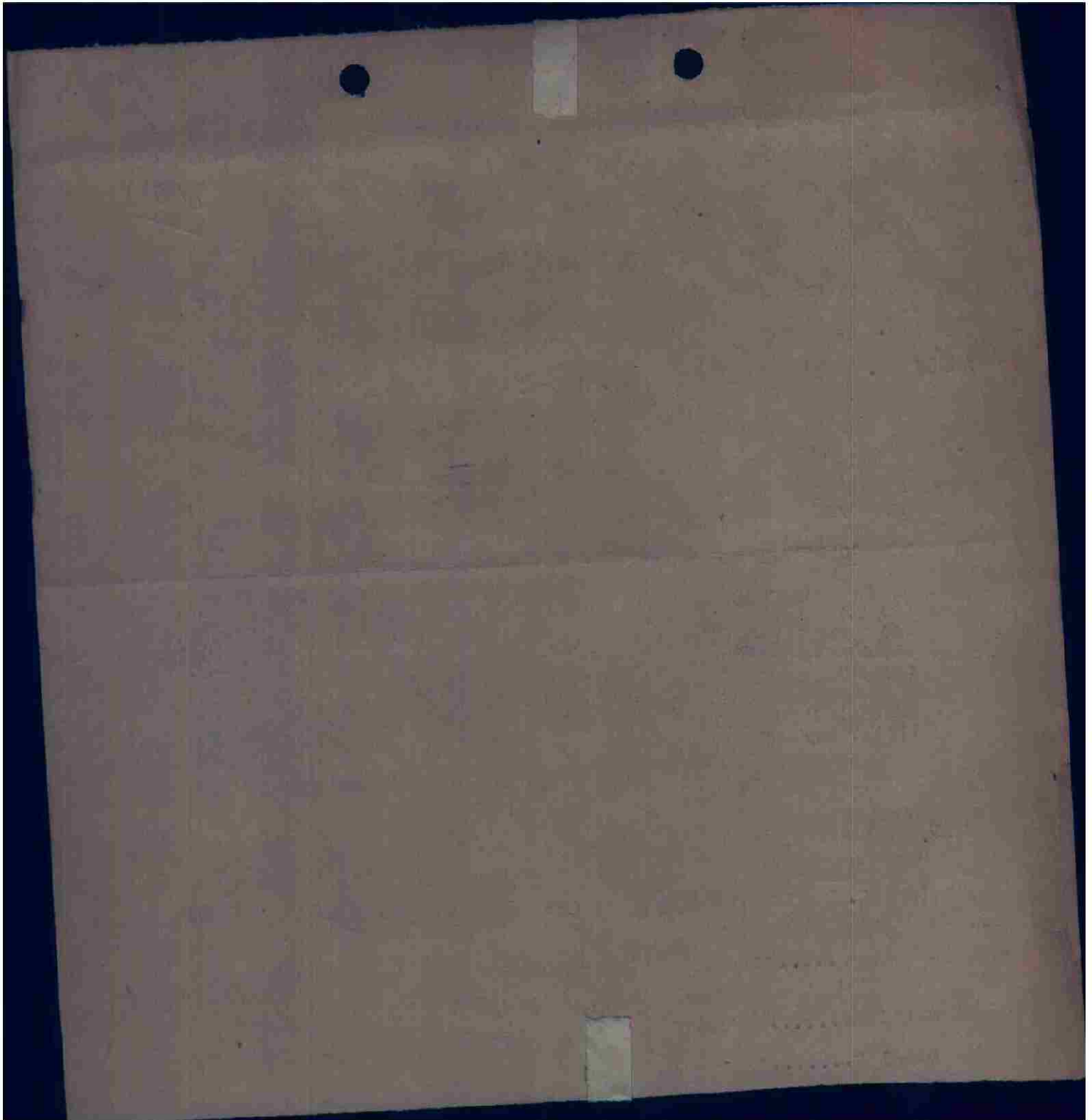
CC: IN C. OMIT THE FIRST (5) IS NOO TO BE THEJE OK

~~RIR~~
OICOG OILAI R.....27/;047 BIRD H HHY
TBJKVBBBBBBB

OIHAK OILAI R.....28/0047B JRP DPPDFRPBBB

OIYAA OILAI C....."29/0047B JMD AR

THIS PAGE DECLASSIFIED IAW EO12958



THIS PAGE DECLASSIFIED IAW EO12958

IE

OICOG OIHAK OIYAA OIGOF V OILAI OILAI 08/28 OP

FROM 97TH COMBAT BOMB WING 28/1616B A-169-E

TO COMBOMCOM IX
409TH BOMB GROUP
410TH BOMB GROUP
416TH BOMB GROUP

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

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

ANNEX NO. 3 TO F.O. 196-517

ZERO HOUR: 28/1845B

CHANGE PAR 3.A (3) 3.B (3) 3.X (7), (8), (10), (11) AND (14)

3. A. (3) WITH SPITFIRES AT 5104N 0240E AT 12,000 FEET AT ZERO HOUR

3. B. (3) WITH SPITFIRES AT 5104N 0240 E AT 12,000 FEET AT ZERO PLUS
10 MIN.

3. X. (7) ROUTE OUT: BASE TO CLACTON-ON-SEA TO 5104N 0240E TO 5010N
0255E TO 4955N 0243E TO 4955N 0232E TO I.P.
TO TARGET.

(8) ROUTE BACK: TARGET TURN RIGHT TO R.P. AND RETRACE ROUTE.

(10) I.P. 5000N 0219E

(11) AXIS OF ATTACK: GENERALLY S TO N

(14) R.P. 5010N 0255E

COMCBTWIG 97

BT 28/1616B

AR

AS

SS

OICOG R...

THIS IS A MESS HERE O SORRI
TIC AND I WILL CHANGE MACHIHES FOR U

KKKKKKK

NPW KKK

TIC PLS AND I WILL GET THE GROUPS TO R FOR TI THIS

OIHAK R...28/1645B

JH AR

OIGOF R...28/1645B

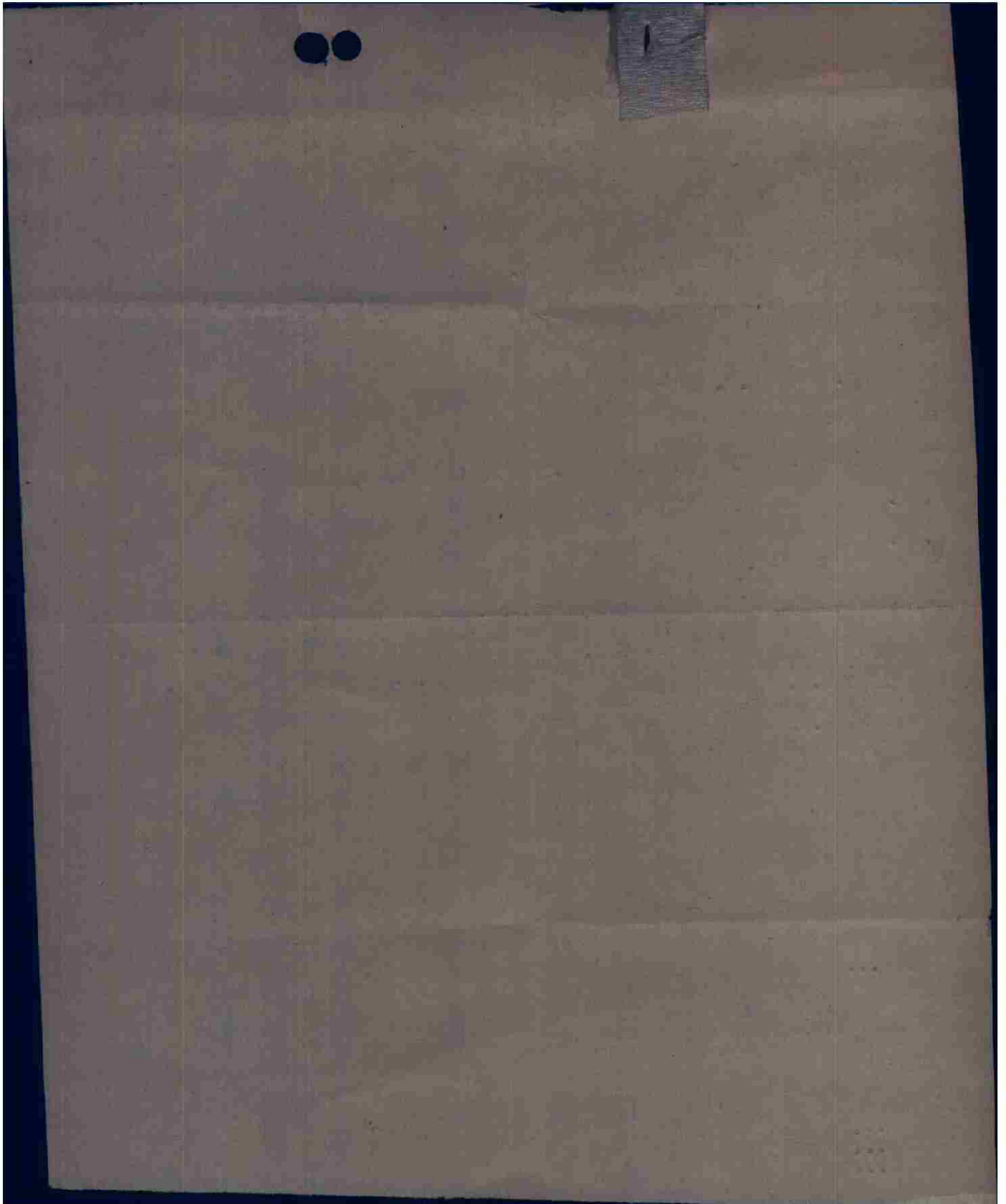
REW AR

OIYAA R...28/1646B

WJF AR



2025



OICOG OIYAA OIHAK OIGOF V OILAI OILAI 05/28 OP

FROM 97TH COMBAT BOMB WING 28/1030B A-166-E
TO COMBOMCOM IX
409TH BOMB GROUP (INFO)
410TH BOMB GROUP
416TH BOMB GROUP

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

97TH COMBAT BOMB WING
APO 140
28 AUGUST 1944



004
2004
S-2
S-3
SIG

ANNEX NO. 2 TO FIELD ORDER NO. 196-517

DELAY ZERO HOUR INDEFINITELY RPT DELAY ZERO HOUR INDEFINITELY.

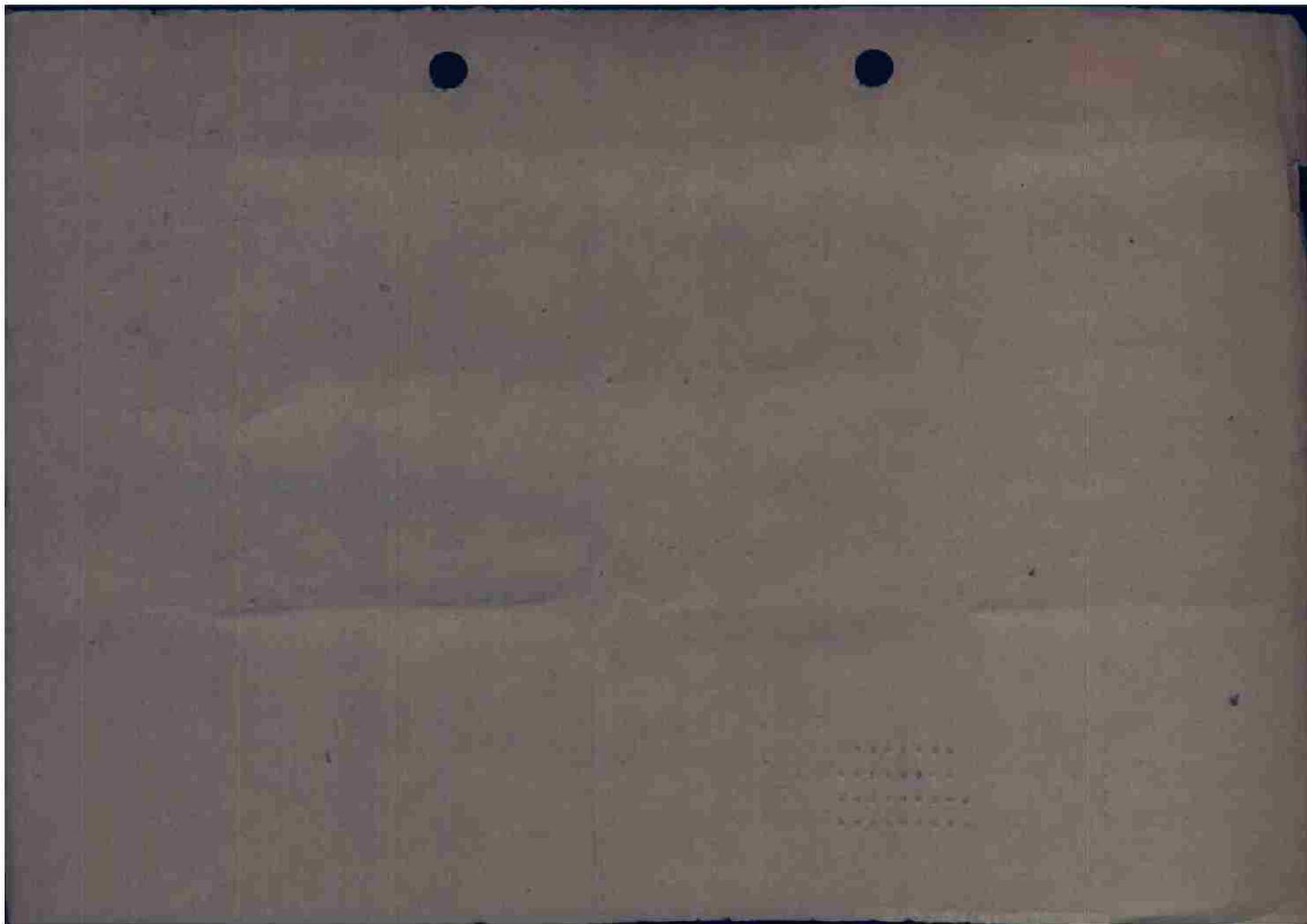
COCBTWIG 97

BT 28/1030B
WCB AR

OICOG : OILI R.....28/1033B BAD AR
OIHAK : OILAI \$R.....28/1033B JH AR
OIYAA : OILAI R.....28/1033B GRL AR
OIGOF : OILAI R.....28/1033B JM AR

AR
V

THIS PAGE DECLASSIFIED IAW EO12958



THIS PAGE DECLASSIFIED IAW EO12958

OICOG OIHAK OIYAA OIGOF V OILAI OILAI 1/28 -OP-

FROM 97TH COMBAT BOMB WING A-162-E 28/0010B
TO COMBOMCOM IX
409TH BOMB GROUP (INFO)
410TH BOMB GROUP
416TH BOMB GROUP

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

97TH COMBAT BOMB WING
APO 140
28 AUG. 44

1193

FIELD ORDER NO. 196-517

MAPS: NORMAL

- 1. B. (2) R.A.F. II GROUP WILL PROVIDE FIGHTER ESCORT FOR THIS WING.
- 2. THIS WING WILL ATTACK A TARGET IN FRANCE.

ZERO HOUR: 28/0930B

- 3. A. 410TH BOMB GROUP
(3) WITH SPITFIRES AT 5104N 0240E AT 12,000 FEET AT ZERO HOUR PLUS 40 MINUTES.
- B. 416TH BOMB GROUP
(3) WITH SPITFIRES AT 5104N 0240E AT 12,000 FEET AT ZERO HOUR PLUS 50 MINUTES.
- X. (1) TO (4) NO CHANGE
(5) TARGET: 5002E/H/3
(6) A/C REQUIRED: TWO BOXES OF 18 BOMBING BY FLIGHTS OF 6.
(7) ROUTE OUT: BASE TO CLACTON-ON-THE-SEA TO 5104N 0240E TO 5010N 0255E TO 1/0/ I.P. TO TARGET.
(8) ROUTE BACK: TARGET TURN RIGHT TO R.P. TO 5104N 0240E TO CLACTON-ON-THE-SEA TO BASE.
(9) ALTITUDE: BOMB AT 12,000 FEET, OR BELOW CLOUD BASE, DOWN TO BUT NOT BELOW 8,000 FEET. CROSS ENEMY COAST OUT AT BOMBING ALTITUDE.
(10) I.P. 5000N 0238E
(11) AXIS OF ATTACK GENERALLY SE TO NW
(12) M.P.I. ILL. 5002E/90, REF. 041040.
(13) BOMB LOAD 6 X 500 G.P. FUSED: 1/10 SEC. NOSE, 1/40 SEC. TAIL.
(14) R.P. 5025N 0252E
(15) NO ALTERNATE TARGETS WILL BE ATTACK ON THIS MISSION.

4. NO CHANGE.

5. - SIGNALS TO FOLLOW -

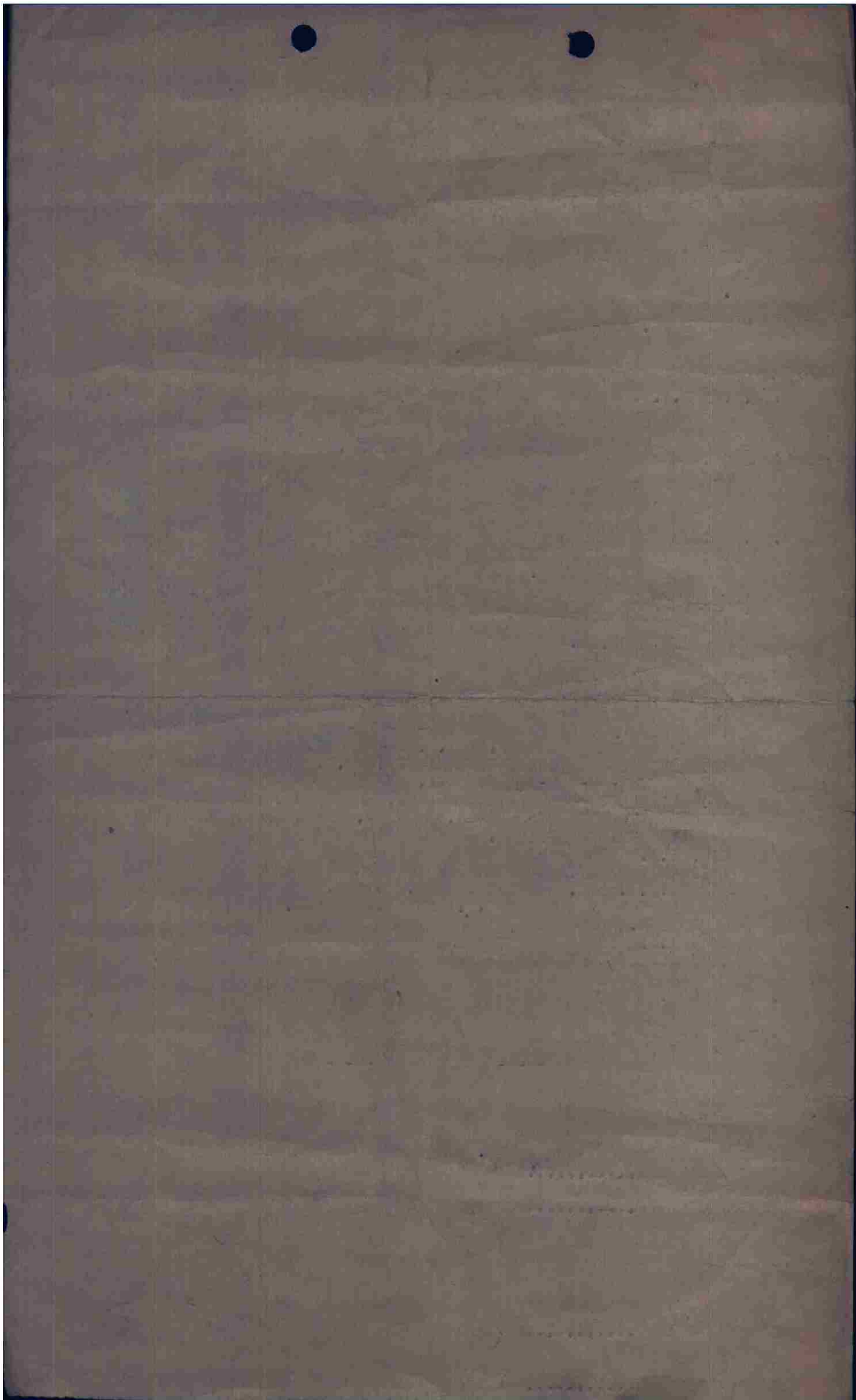
- - - CGBTWIG 97 - - -

BT 28/0010B
RRR/FK/AR
STNS HOLD FOR K WITH R

OICOG K WITH R
OICOG / OILAI R.....
OIHAK K WITH R
OIHAK / OILAI R.....28/0026B JP AR
WE HAD THIS ON TWO MACHINES AND IT IS NO GOOD ON EITHER OF THEM
GUESS YOU WILL HAE TO SEND OVER TIC WELL TIC PLS TILL I GER GET
RR FROM GROUPS
OGK GROUPS T B F R

OIYAA K WITH R
OIYAA / OILAI R.....28/0026B LBS ART

DIBOF K WITH R
OIGOF / OILAI R.....28/0030B LB AR

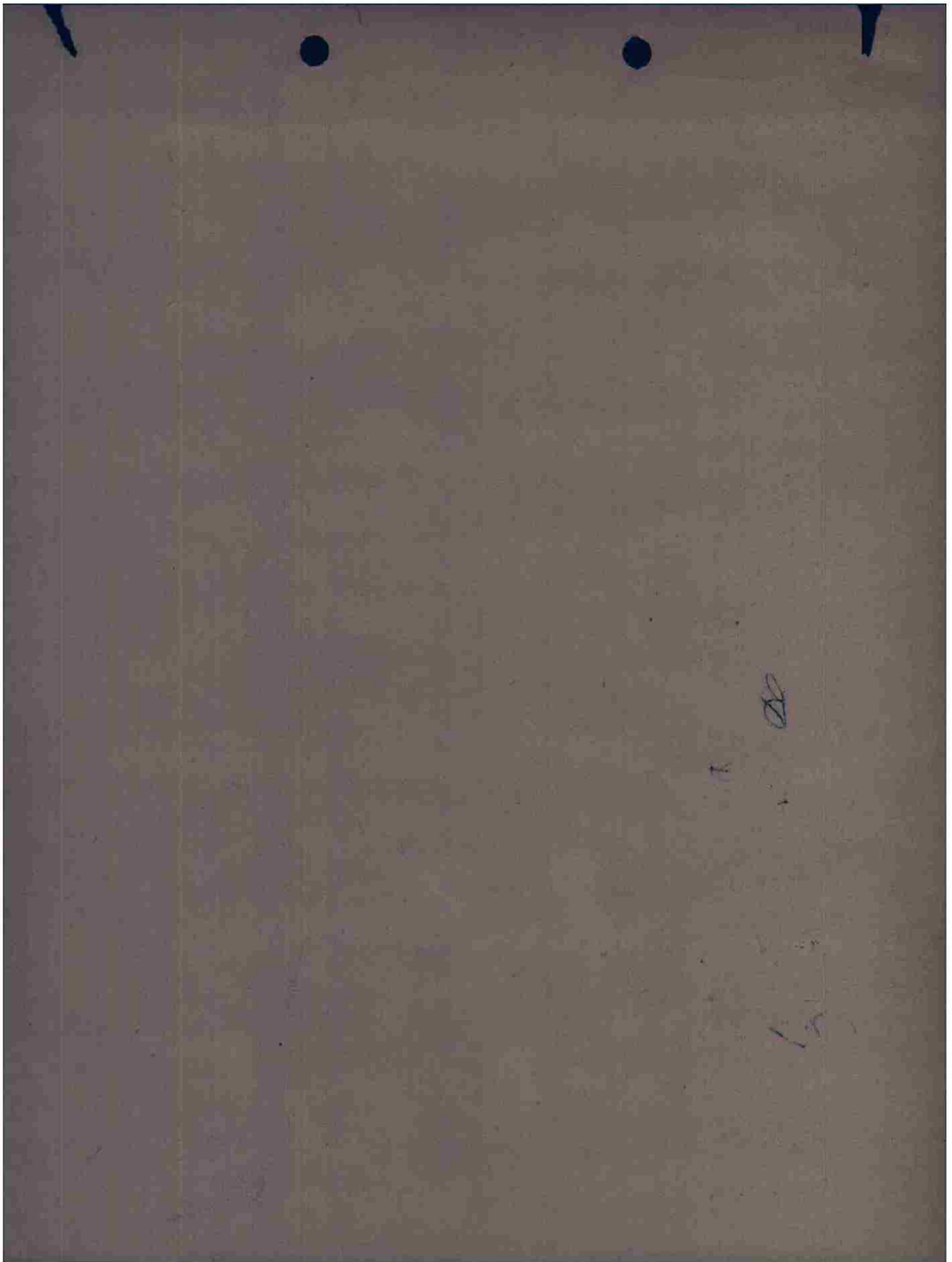


B/N AND FLIGHT LEADERS INITIAL

THE TARGET IS A BULK FUEL STORAGE, LOCATED ON THE NORTH EAST EDGE OF THE TOWN OF DOULLEN. A SMALL ~~WXXX~~ M/Y LIES BETWEEN THE TOWN AND THE TARGET. THE DMPI IS 500FT NORTH OF THE EASTERNMOST CHOKEPOINT OF THE YARD. THIS FUEL SUPPLY IS CONTAINED IN WELL CAMOUFLAGED CONCRETE TANKS. IT IS AN ENEMY RESERVE SUPPLY ORF FUEL TO BE UTILIZED IN THE CALAIS AREA.

NO, REPEAT NO, OTHER TARGET WILL BE ATTACKED ON THIS MISSION.

[Handwritten signatures and initials]
R.L.K.
J.J.B.
R.L.P.
G.K.
J.B.
M.G.H.
D.M.



MISSION NO. 103

LOADING LIST
BOX I
FLIGHT I

28 AUGUST 1944

1. 423 D
Capt. H.J. Huff
Lt. J. Dupite
Sgt R.A. Clark
T/S W.J. Kelly

4. 217 D
Lt. J.E. Connor
S/S J.E. Van Dyke
S/S R.O. Rodgers

2. 403 L
Lt. W.F. Allen
Sgt L.R. Gotgen
Sgt G.W. Tenney

5. ~~XXXXXXXXXXXXXXXXXXXX~~ 757 H
~~XXXXXXXXXXXXXXXXXXXX~~ Lt. L.E. Tomlinson
~~XXXXXXXXXXXXXXXXXXXX~~ Sgt J.J. Burland
~~XXXXXXXXXXXXXXXXXXXX~~ S/S K. Booth

3. 723 S
Lt. W.C. Stapp
S/S R.W. Nichols
S/S H. Reich

6. 374 O
Lt. D.W. Elliott
Sgt J.J. McGuire
S/S J. Mann

FLIGHT II

1. 1711 S
Supt. L.A. Marzolf
Lt. J.F. Yeck
S/S H.E. Gellin
S/S L.S. Hutner

4. 714 H-1
On pt. S.M. Nixon
Sgt A.H. Hanson
S/S O.E. Swank

2. 951 P
Lt. J.H. Miller
S/S H.G. Schron
S/S J. Calender

5. 9711 H
Lt. T.J. Murray
S/S R.J. Jones
S/S D.H. DeBower

3. 499 Y
Lt. F.W. Henderson
S/S R.H. Griswold
S/S F.E. Conliffe

6. 221 F
Lt. G.L. Kotas
S/S G.H. Orvold
S/S A.H. DiMartino

FLIGHT III

1. 645 R
Lt. H.F. Cole
Lt. H.J. Bennett
S/S R.G. Frazier
S/S F.H. Christel

4. 393 K
Lt. H.F. Fair
S/S R.A. Marica
S/S V.P. Adams

2. 914 F
Lt. F.B. DeLand
Lt. A.G. Burns
S/S H.J. Troyer
S/S G.W. Middleton

5. 363 L
Lt. J.C. Gary
Sgt R.W. Chevreton
Sgt A.E. Schorn

3. 165 H
Lt. H. Sabon
T/S J.H.L. Turner
S/S W.C. Russell

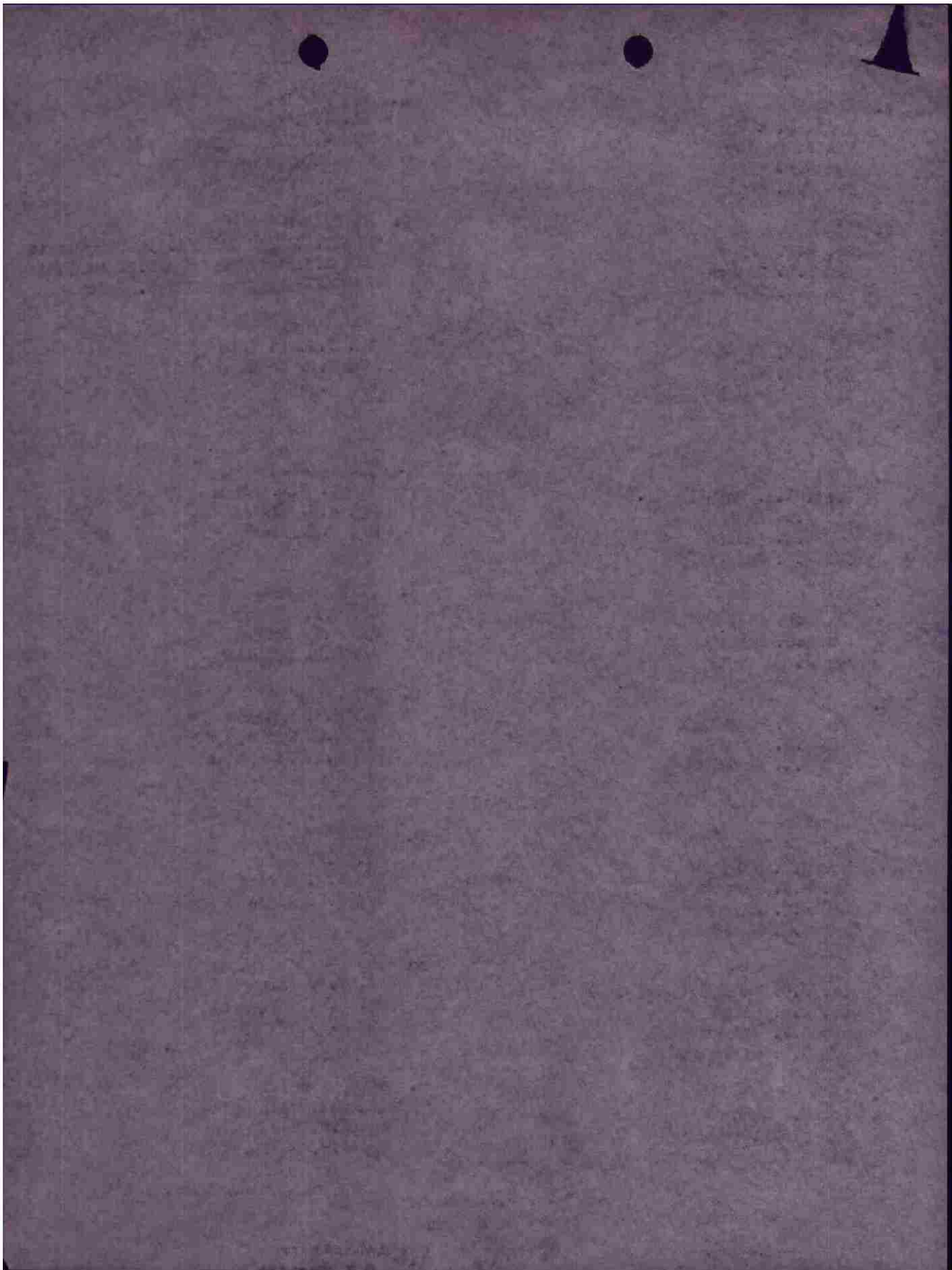
6. 937 B
Lt. D.L. Withington
Sgt G.F. Russ
Sgt L.D. McElhatton

SPARE

Y01 H-1
Lt. H.A. Evans
Sgt C. Stinson

MISSION NO. 103
BOX I
28 AUGUST 1944

~~XXXXXXXXXXXXXXXXXXXX~~ Sgt. A.H. Merritt
Sgt. A.H. Merritt



MISSION NO. 133

LOADING LIST

28 AUGUST 1944

BOX II
FLIGHT I

1. 489 J
LT. R.J. MORTON
LT. D.L. MOORE
S/S C.L. WEBB
S/S F.M. CITY

2. 202 B
LT. P.F.E. MACMANUS
S/S J.L. ROGERS
S/S G.I. FLEISCHMAN

3. 1961 P
LT. T. BOUKAMP
S/S R.J. COLOSINO
S/S/ J.S. WING

1. 717 P-1
CAPTAIN G.M. MCNULTY
LT. F.H. BURSIEL
S/S E.R. JUDD
S/S J.A. FEJES

2. 780 Z
LT. J.P. KENNY
SGT. L.V. METZLER
PFC. J.J. SITTARICH

3. 195 D
LT. L.E. CANNON
S/S J.W. ROBINSON
SGT. E.P. BRZEZINSKI

1. 063 A
LT. H.A. MONROE
LT. R.L. KIRK
S/S W.L. KIRD
T/S J.F. GDDGIN

2. 224 E
LT. J.C. SEWELL
S/S S.J. MAJEWSKI
S/S J.A. HUMMER

3. 207 B-1
LT. L.R. MCBRIDE
S/S J. MCKEE
SGT. A. TERNAN

4. 190 I
LT. E.P. HALL
SGT. R.W. CARSTENS
SGT. R.P. SHARP

5. 379 G
LT. E.R. HAYTER
S/S F.R. WANK MELCHOIR
S/S R.C. HALLOWAY

6. 682 M
LT. J.F. SMITH
S/S C. VARIADIS
S/S R.C. HOFFMAN

4. 176 T
LT. LG PEEDE
S/S C.L. HIBBS
S/S L.M. DAUGHERTY

5. 819 K
LT. C.B. STANLEY
SGT. C.C. HOLTERFIELD
CPL. C.B. COLLIER

6. 907 O
LT. J.H. WRIGHT
SGT. P.J. PROFITA
SGT. D.H. BENTZLER

FLIGHT IIFLIGHT III

4. 720 F
LT. R.B. HALL
S/S D.S. BLACKFORD
S/S L.C. BURDER

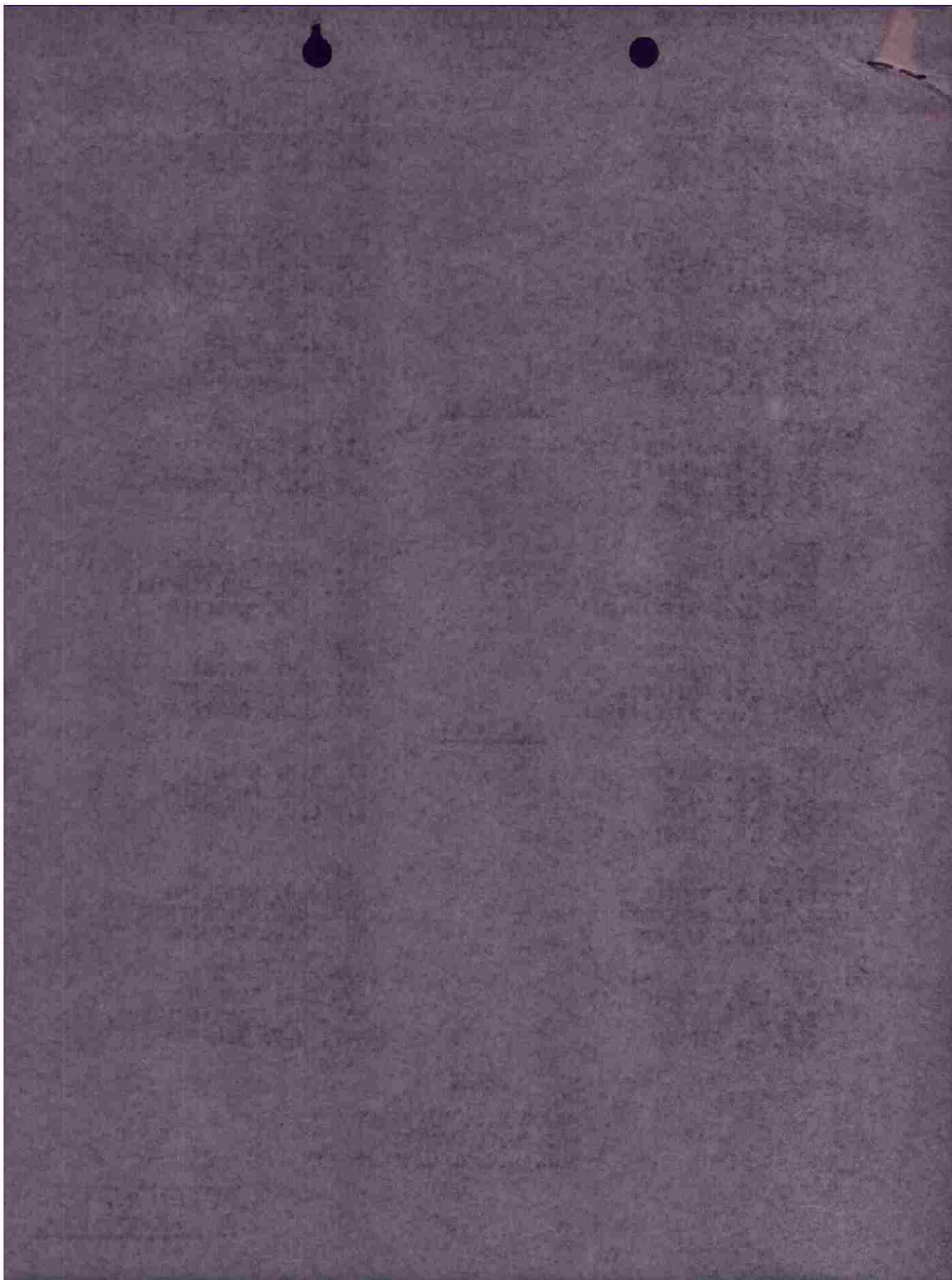
5. 211 O-1
LT. J.O. SPARLING
SGT. J.J. RICKITSON
SGT. L.L. LEAHIGH

6. 674 R
F/O E.O. TURNER
SGT. J. SEINKIEWICZ
SGT. J.O. BELCAS

SPARE

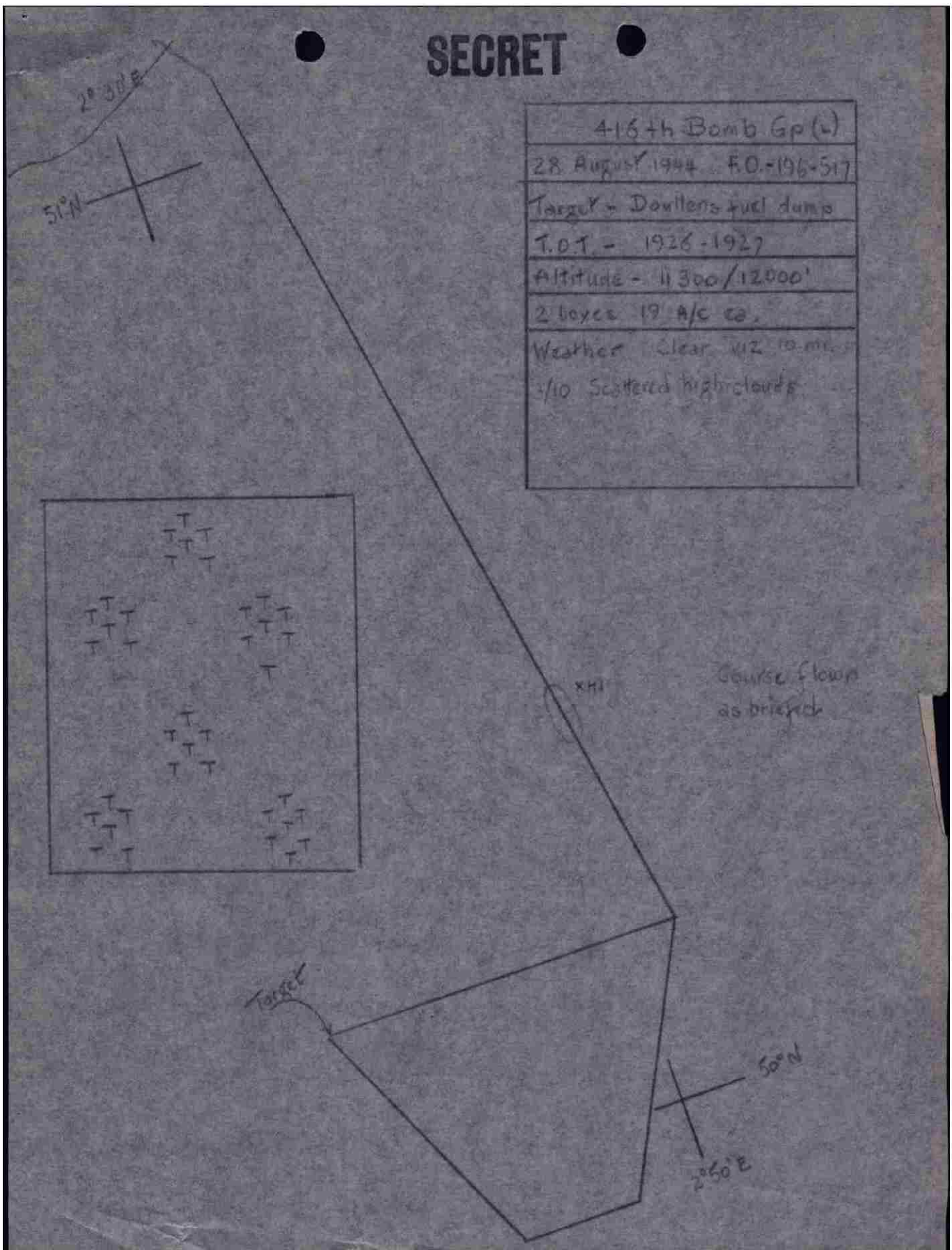
905 K-1
MAJOR H.A. RADETSKY
SGT. W.E. ARNETT
SGT. H.C.S. CANDLER

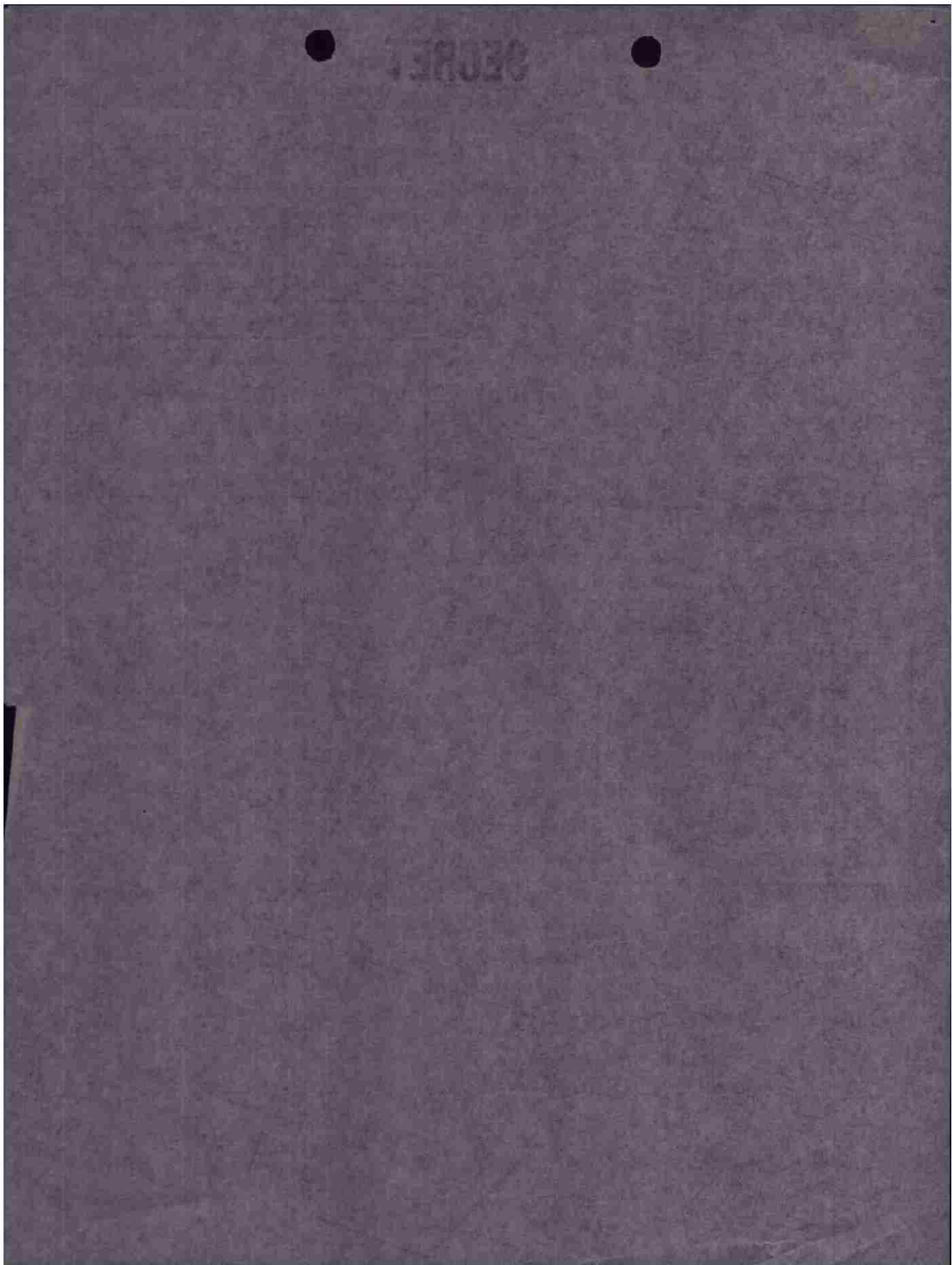
MISSION NO. 133
28 AUGUST 1944.



SECRET

416th Bomb Gp (W)
28 August 1944 F.O.-196-517
Target - Dowlers fuel dump
T.O.T. - 1926-1927
Altitude - 11,300/12,000'
2 boxes 19 A/c ea.
Weather Clear viz 10 mi.
3/10 Scattered high clouds





USAAF FORM 31A

SECRET

SECRET

AUTH: CO STA 170
DATE: 20 Aug 44
INIT:

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

TO:

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

Ref: Oprep A No. 140 for 24 hrs. ending midnight 20 August 1944
Mission or Operation No. 133 97th CG PO 100 - 517

A. Short Narrative of Operation:

Target Bullens F/D
Place of take-off CAF Station 170
Place of landing CAF Station 170
Take-off time 1938 Landing time 2047
Time over target 1928 - 1937 Bombing Altitude 11500 - 12,000 ft.
Nature of mission bombing Other: None
Weather over target - clear, vis 10 miles. 3/10 scattered high cloud
Results good, fair, exp, fair, exp, exp, /over continent.
Enemy opposition Weak inaccurate HFF from base.

B. Type & model of aircraft:

1. Dispatched 31 A-20B
7 A-20J

2. Attacking target (indicate target) or completing mission.
30 A-20B Bullens F/D
7 A-20J Bullens F/D

3. Abortive due to:
(1) Weather: None
(2) Personnel: None
(3) Mechanical: 1 A-20B failed to release - abortive release.
(4) Other: None

4. Missing (i.e. cause and place unknown) None

5. Destroyed - before reaching target None
giving cause where known

6. Destroyed - over or after leaving None
target giving cause where known

7. Damaged (give category & cause) None

8. Sorties 31 A-20B
7 A-20J

SECRET

(over)

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 317BOX 1, 312 1 GROUP 418 DATE 28 Aug 44 TARGET ATTACKED Dooliens
P/O.1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 012x 012°3. Was mercury erection system used? YES _____ NO X4. Did entire (box) (flight) drop on lead bombardier? YES 5 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 aiming point.5. Name of lead Bombardier: Lt. J. Kavita6. Name of lead Pilot: Capt. E. J. Huff7. Intervalometer setting: None8. Indicated Air Speed: 300 Ground Speed: 282 Altitude: 100009. Length of bomb run: 80 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N
1/40 T11. Total Bombs Dropped: 33

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

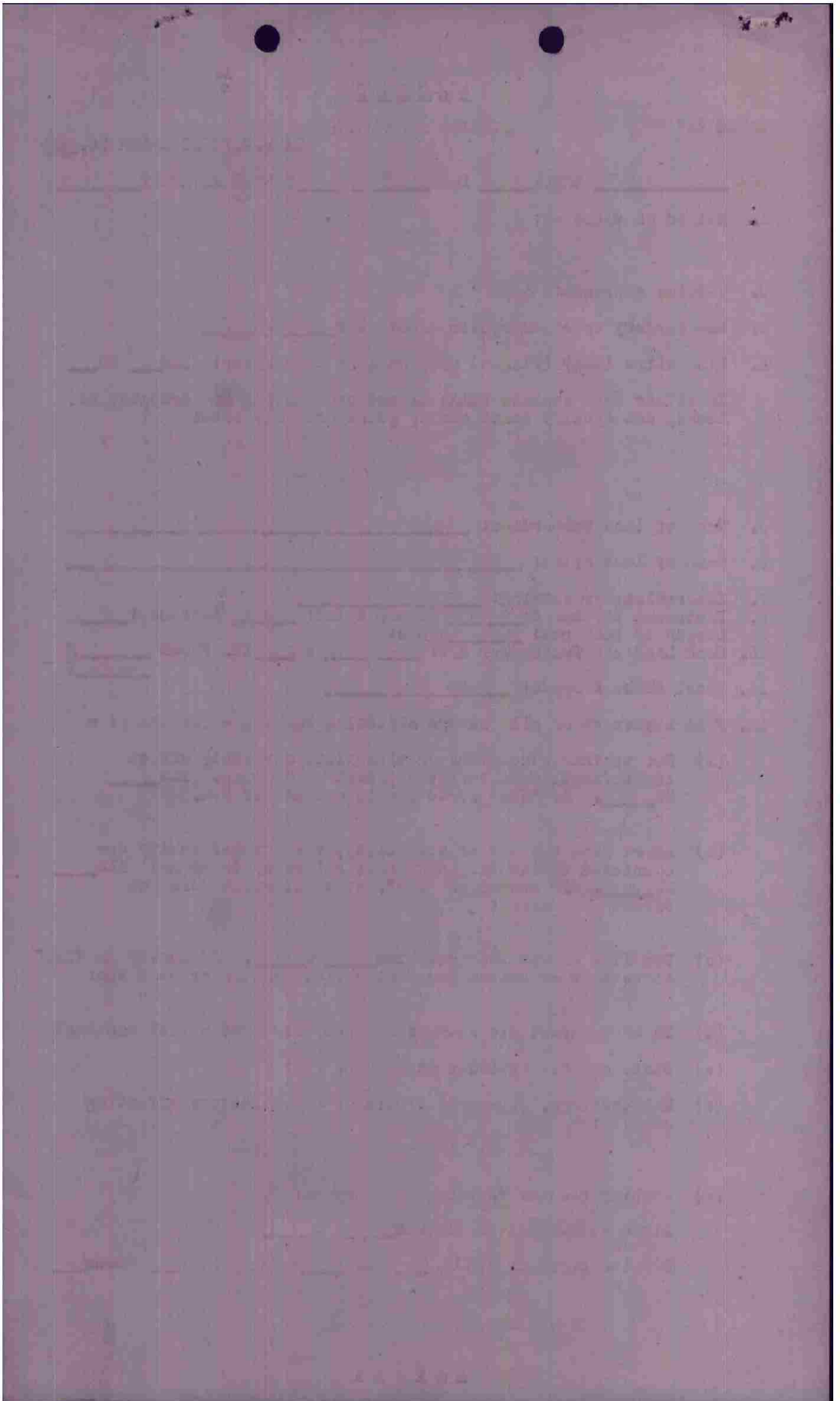
(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES _____ NO X. If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES _____ NO X. If answer is "YES", 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 X FAIR _____ POOR _____ GROSS _____

*3 a/c Bomb Load 8 x 500 lb GP

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 517BOX 1, 1st S GROUP 415 DATE 28 Aug 44 TARGET ATTACKED Scullens,
7701. Method of Sighting: Pre-set with corrections.2. Bombing approach: oll^o3. Was mercury erection system used? YES ___ NO X4. Did entire ~~mass~~ (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. Bombardier not completely synchronized at time of release. Aimed at briefed aiming point.5. Name of lead Bombardier: Lt. J. T. Beck6. Name of lead Pilot: Capt. L. A. Warzolf7. Intervalometer setting: None8. Indicated Air Speed: 300 Ground Speed: 280 Altitude: 120009. Length of bomb run: 60 Sec:* 10. Bomb Load and Fusing per A/C: 3 x 500 lb. FUSED 1/10 N
1/40 T11. Total Bombs Dropped: 56

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:

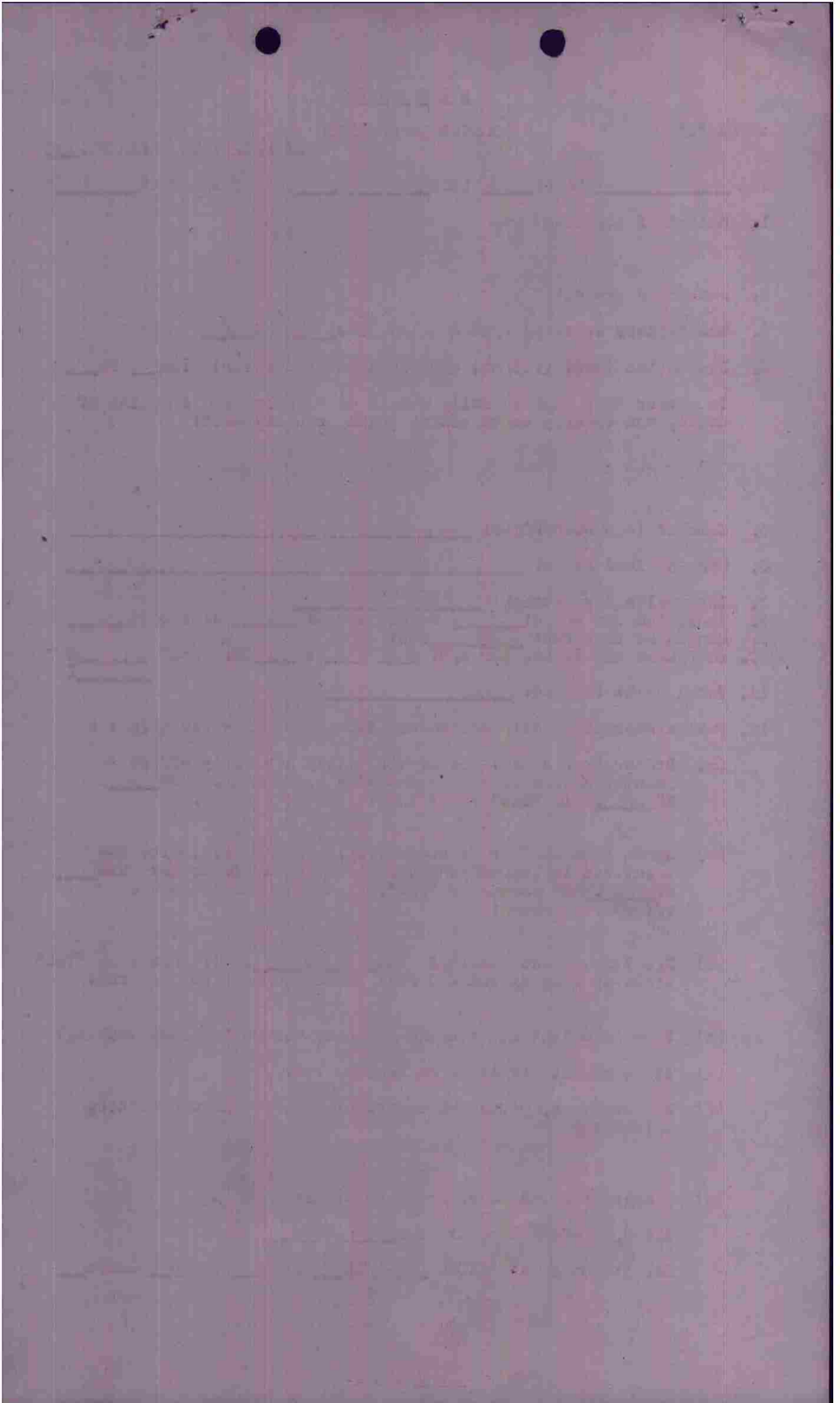
Bombardier not completely synchronized at time of release.

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO ___Results claimed: EXCEL ___ GOOD ___ FAIR X POOR ___ GROSS ___

* 3 x 500 lb load 3 x 500 lb GP

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 417BOX 1, Flt 3 GROUP 416 DATE 28 Aug 44 TARGET ATTACKED Shallons
8/21. Method of Sighting: Pre-set with corrections,2. Bombing approach: oil^o3. 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 aiming point.5. Name of lead Bombardier: Lt. P. J. Bennett6. Name of lead Pilot: Lt. B. V. Cole7. Intervalometer setting: None8. Indicated Air Speed: 300 Ground Speed: 350 Altitude: 110009. Length of bomb run: 20 Sec:* 10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N
1/40 T11. Total Bombs Dropped: 20

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

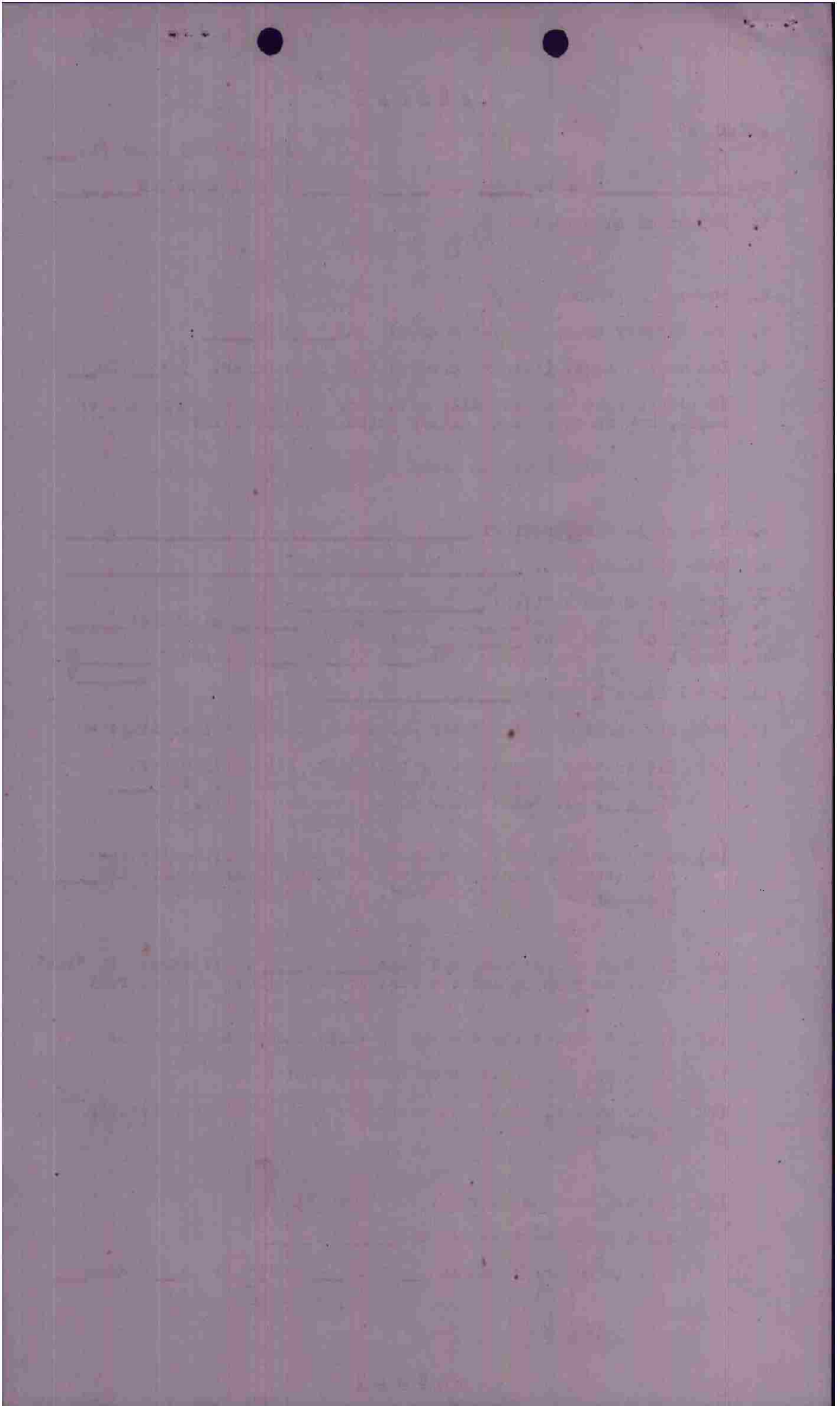
(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES _____ NO X. If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES _____ NO X. If answer is "YES", state circumstances and effect on bombing:(c) Did Flak affect bombing? YES _____ NO X. If answer is "YES" state to what extent did Flak affect bombing or bomb run:(d) To what extent did attacks by enemy aircraft affect bombing?
None(e) State any difficulties on bombing run:
None(f) Malfunctions, personnel errors or other factors affecting bombing:
None

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____Results claimed: EXCEL X GOOD _____ FAIR _____ POOR _____ GROSS _____

*5 a/c bomb load 5 x 500 lb GP

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B. C. FIELD ORDER NO. 517BOX 2, 711 1 GROUP 410 DATE 20 Aug 44 TARGET ATTACKED Bullens
P/D

1. Method of Sighting:

Pre-set with corrections.

2. Bombing approach:

015°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 aiming point.5. Name of lead Bombardier: Lt. B. L. Moore6. Name of lead Pilot: Lt. B. J. Horton7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 200 Altitude: 110009. Length of bomb run: 30 Sec: 3010. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/20 N
1/40 T11. Total Bombs Dropped: 20

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

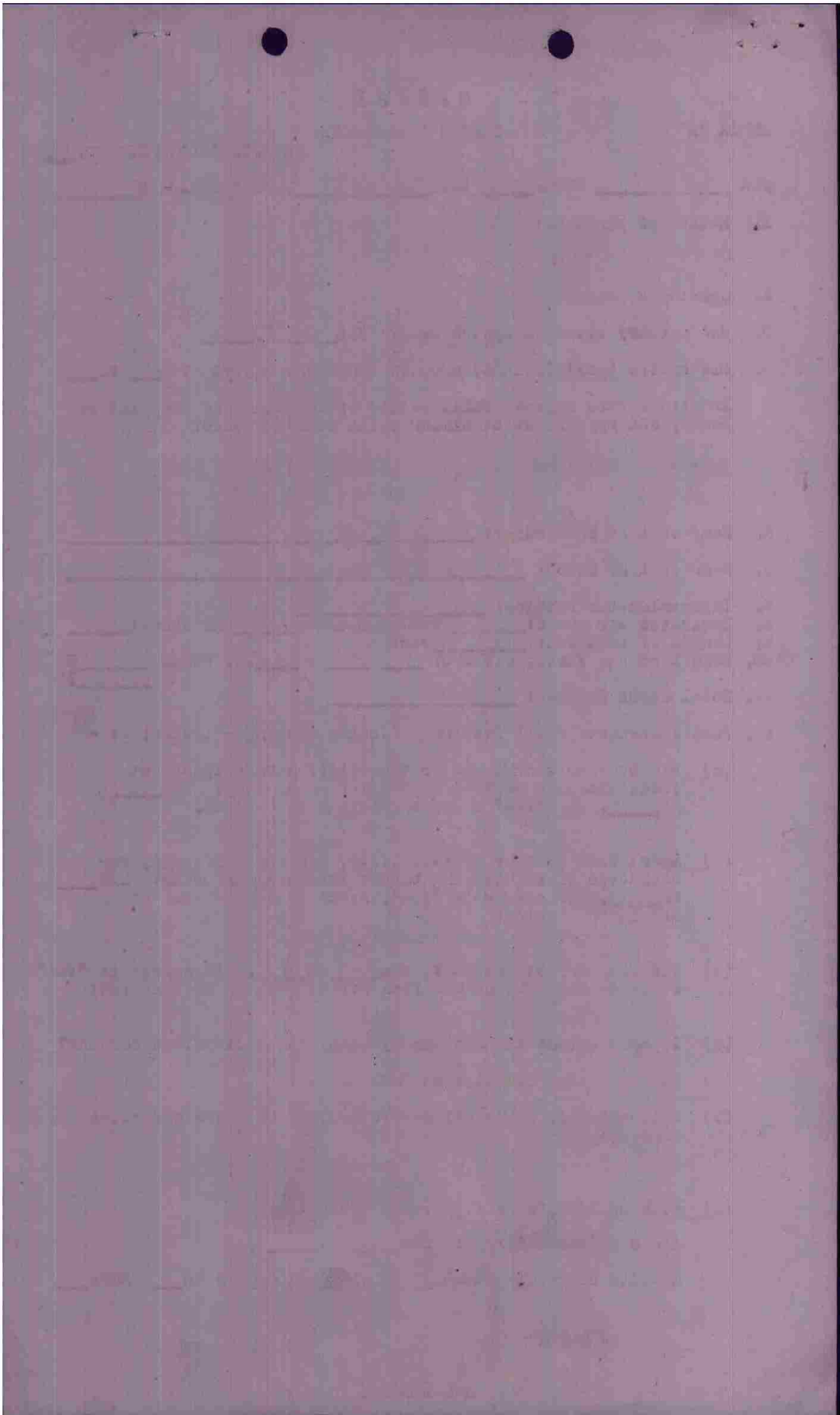
(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES ___ NO X. If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES X NO ___ . If answer is "YES", state circumstances and effect on bombing:
Sun obscured aiming point.(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:
AP difficult to identify due to smoke from previous bombing.(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 ___

* 4 a/c bomb load 6 x 500 lb GP.

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 317BOX 2, 111 2 GROUP 415 DATE 20 Aug 41 TARGET ATTACKED Boiling P/I1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 020°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 aiming point.5. Name of lead Bombardier: Lt. E. H. Hurst6. Name of lead Pilot: Capt. A. H. McNulty7. Intervalometer setting: None8. Indicated Air Speed: 300 Ground Speed: 260 Altitude: 117009. Length of bomb run: 120 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/30 N
1/40 T11. Total Bombs Dropped: 84

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

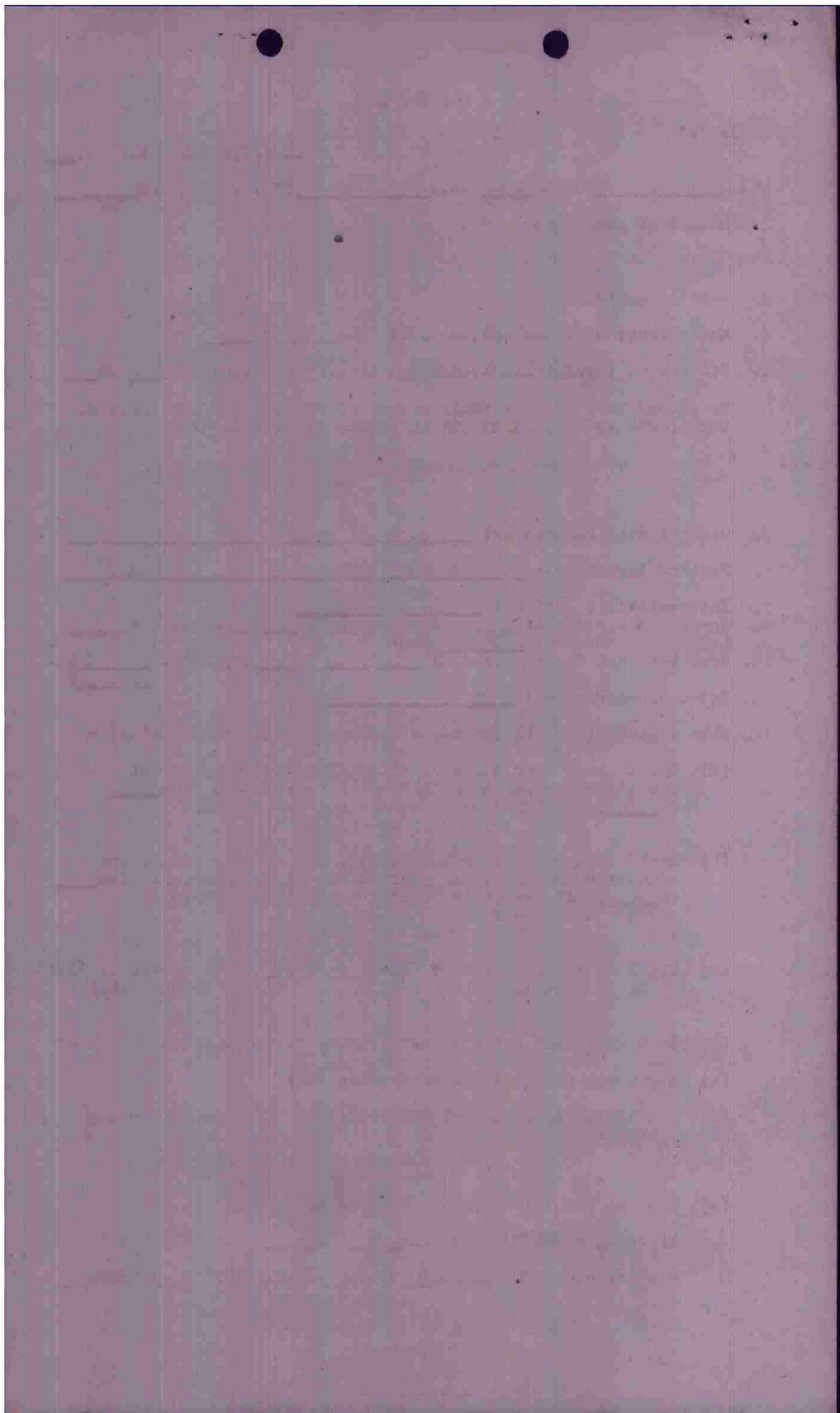
(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES _____ NO X. If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES _____ NO X. If answer is "YES", 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 _____

*6 a/c bomb load 6 x 500 lb GP.

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B. C. FIELD ORDER NO. 217BOX 2, FIS 3 GROUP 418 DATE 25 Aug 44 TARGET ATTACKED Seoulons 7/1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 015°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 aiming point.5. Name of lead Bombardier: LT. R. L. KISH6. Name of lead Pilot: LT. R. A. MURPHY7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 207 Altitude: 115009. Length of bomb run: 48 Sec: ___*10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N11. Total Bombs Dropped: 41 1/40 T

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

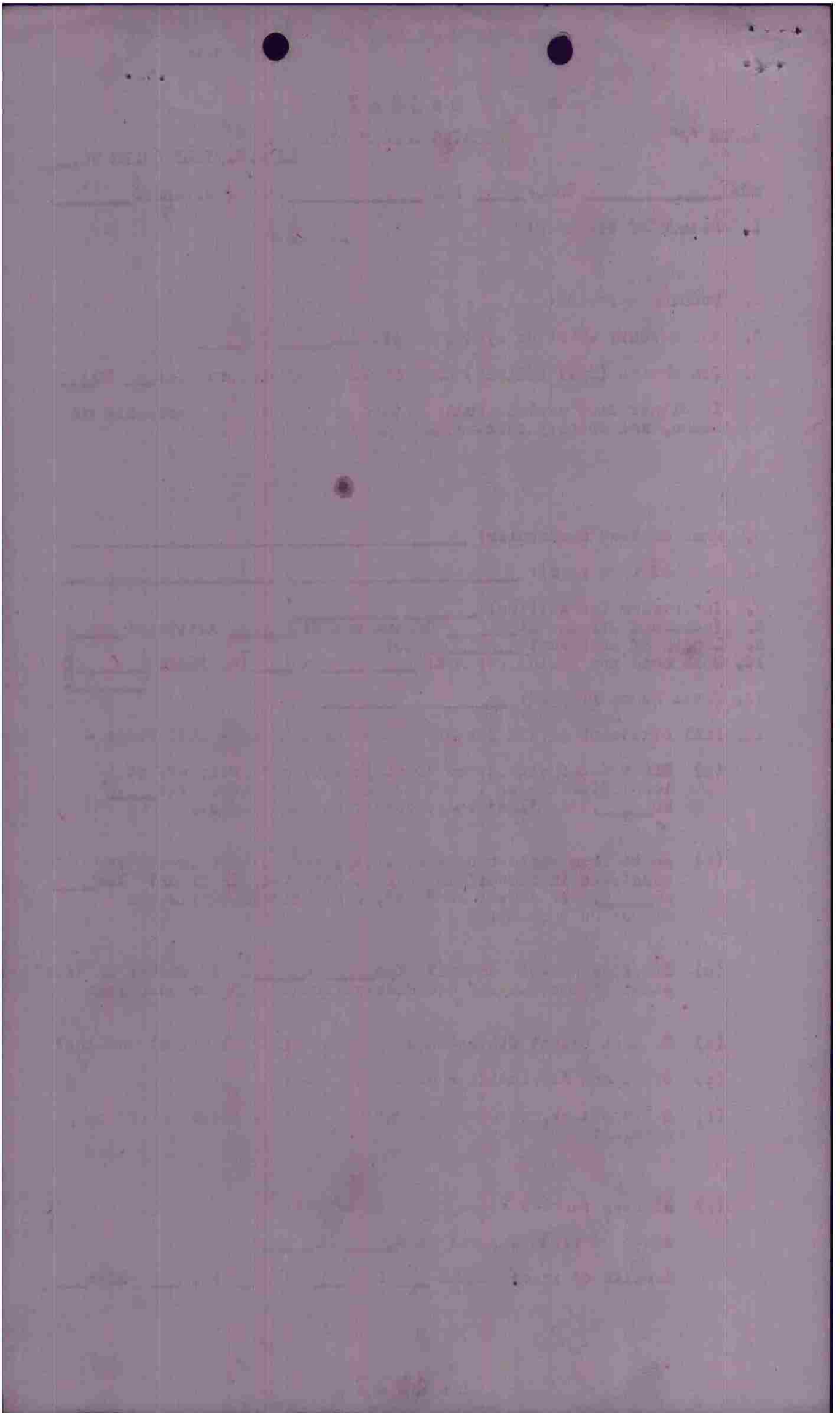
(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES ___ NO X. If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES ___ NO X. If answer is "YES", state 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 ___

* 7 a/c bomb load 6 x 500 lb GP.

S E C R E T



CONFIDENTIAL

6-2
FROM: COBOMGR 416

TO : COMBTWIG 97 ATT: SIG O

A - YS - 133

B - 28 AUGUST 1944

C - 36 A/C

D - NONE.

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

F - NONE.

AYLESWORTH COBOMGR 416

OFFICIAL:

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

Rupilo

BOMBARDIER'S LOG

1926

TARGET

DATE

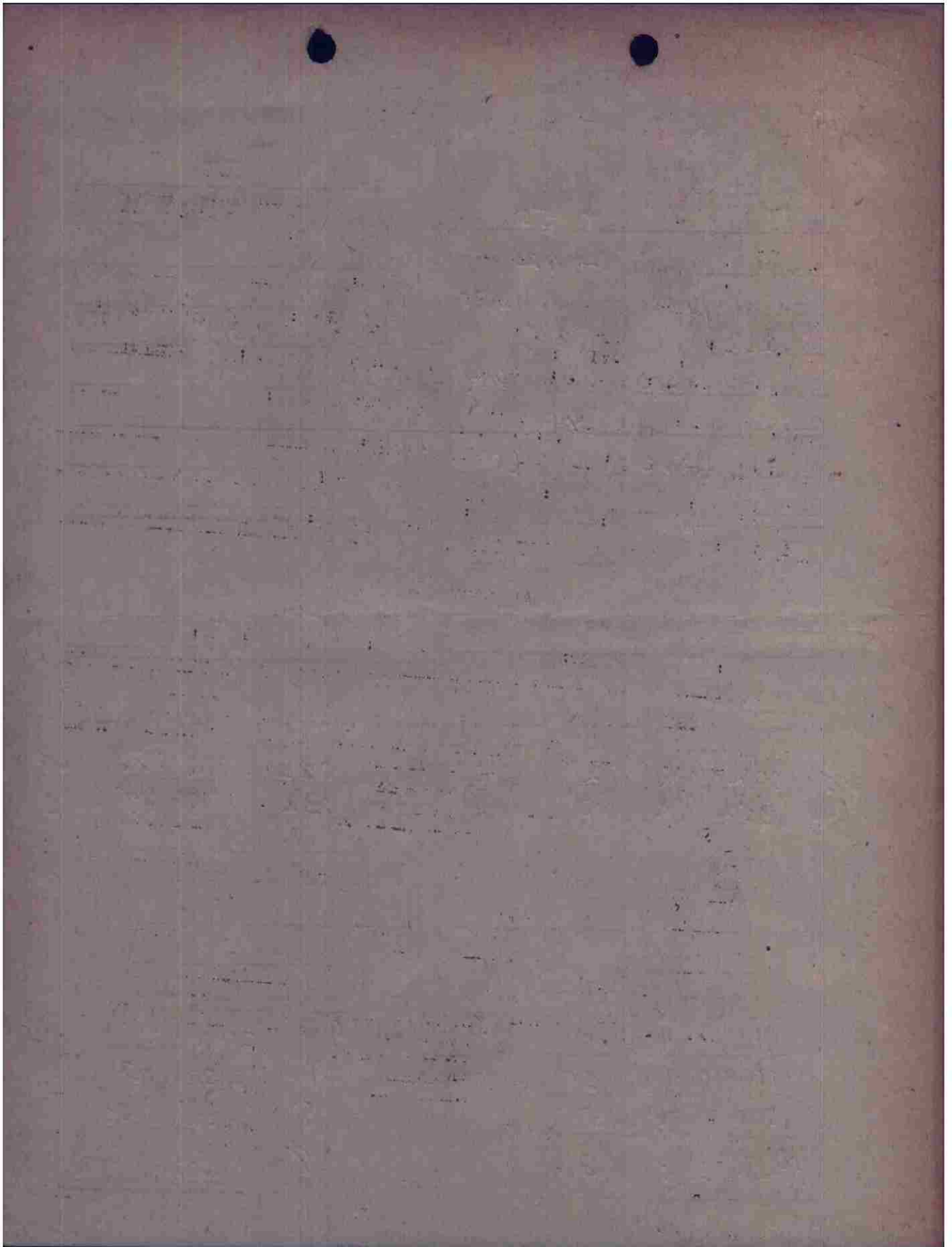
Pressure Altitude of Target: <i>+150</i>	Train Ind. Salvo
Altimeter Setting: <i>29.92</i>	Type of Release:
Ind. Alt. : <i>12000</i> True Alt. : <i>12170</i>	Interval:
Ground Speed : Drift :	Length of Run : Time of Release:
Est. <i>262</i> act. : Est. <i>8°R</i> act.	Mag. Head. Ordered : <i>012°</i> Actual:
Ind. Air Sp. : <i>200</i> True Air Sp. <i>244</i>	Aircraft Number :
Tan. Dropping Angle : <i>.84</i>	Pilot :
Disc Speed : <i>186.3</i> Trail : <i>60</i>	Navigator :
Sighting: Toggled : Bomb sight :	Bombardier :

BOMBS AND FUZES

Types: Number: Nose: Tail:

LEFT			INTERMEDIATE DRIFTS AND DRIFT FOR HAVING LEFT AND RIGHT OF ORDERED READINGS.	RIGHT			
HEADING	DRIFT	TANGENT		HEADING	DRIFT	TANGENT	
<i>082</i>	<i>9°R</i>	<i>.82</i>		<i>10°</i>	<i>7°R</i>	<i>.86</i>	<i>268</i>
<i>332</i>	<i>9°R</i>	<i>.80</i>		<i>032</i>	<i>6°R</i>	<i>.87</i>	<i>273</i>
	<i>30°</i>			<i>30°</i>			
	<i>40°</i>			<i>40°</i>			

MINUS			INTERMEDIATE DISC SPEEDS AND TRAIL FOR PLUS OR MINUS ALTITUDES.	PLUS		
ALTITUDE	DISC SPEED	TRAIL		ALTITUDE	DISC SPEED	TRAIL
<i>11500</i>	<i>190.4</i>	<i>.59</i>		<i>9500</i>	<i>209.9</i>	<i>.55</i>
<i>17000</i>	<i>194.8</i>	<i>.58</i>		<i>9000</i>	<i>215.7</i>	<i>.54</i>
<i>10500</i>	<i>199.5</i>	<i>.57</i>	<i>8500</i>	<i>222.1</i>	<i>.53</i>	
<i>10000</i>	<i>204.5</i>	<i>.56</i>	<i>8000</i>	<i>228.9</i>	<i>.52</i>	



11
Beck

BOMBARDIER'S LOG

TARGET

DATE

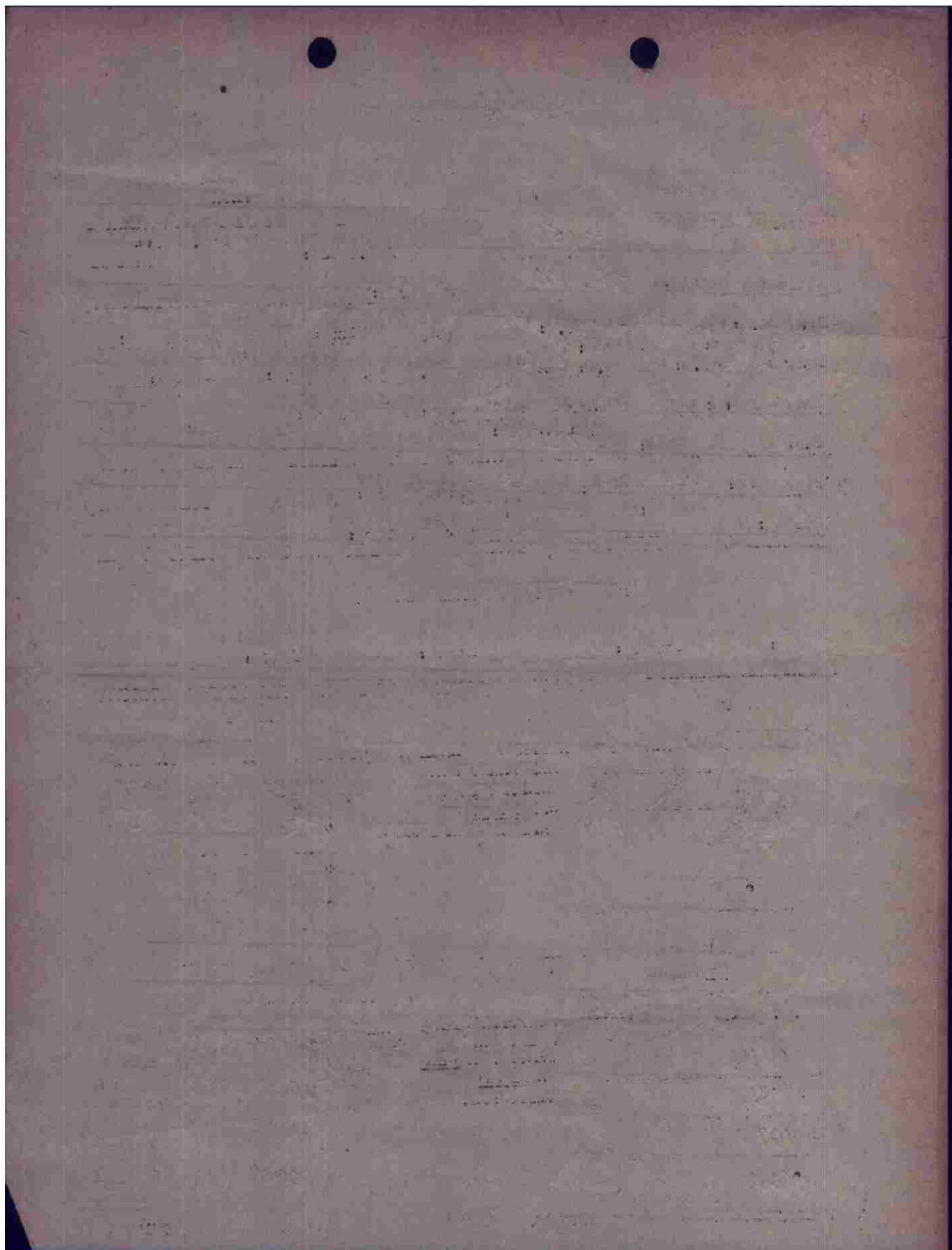
Pressure Altitude of Target: +150	Train Ind. Salvo
Altimeter Setting: 29.92	Type of Release:
Ind. Alt.: 12200 True Alt. 12370	Interval:
Ground Speed: Est. 262 Act.:	Length of Run: Time of Release:
Drift: Est. 8° Rct.	Mag. Head. Ordered: 012° Actual:
Ind. Air Sp. 200 True Air Sp.: 244	Aircraft Number:
Tan. Dropping Angle: .82	Pilot:
Disc Speed: 184.8 Trail: 60	Navigator:
Toggled: Bombsight:	Bombardier:
Sighting:	

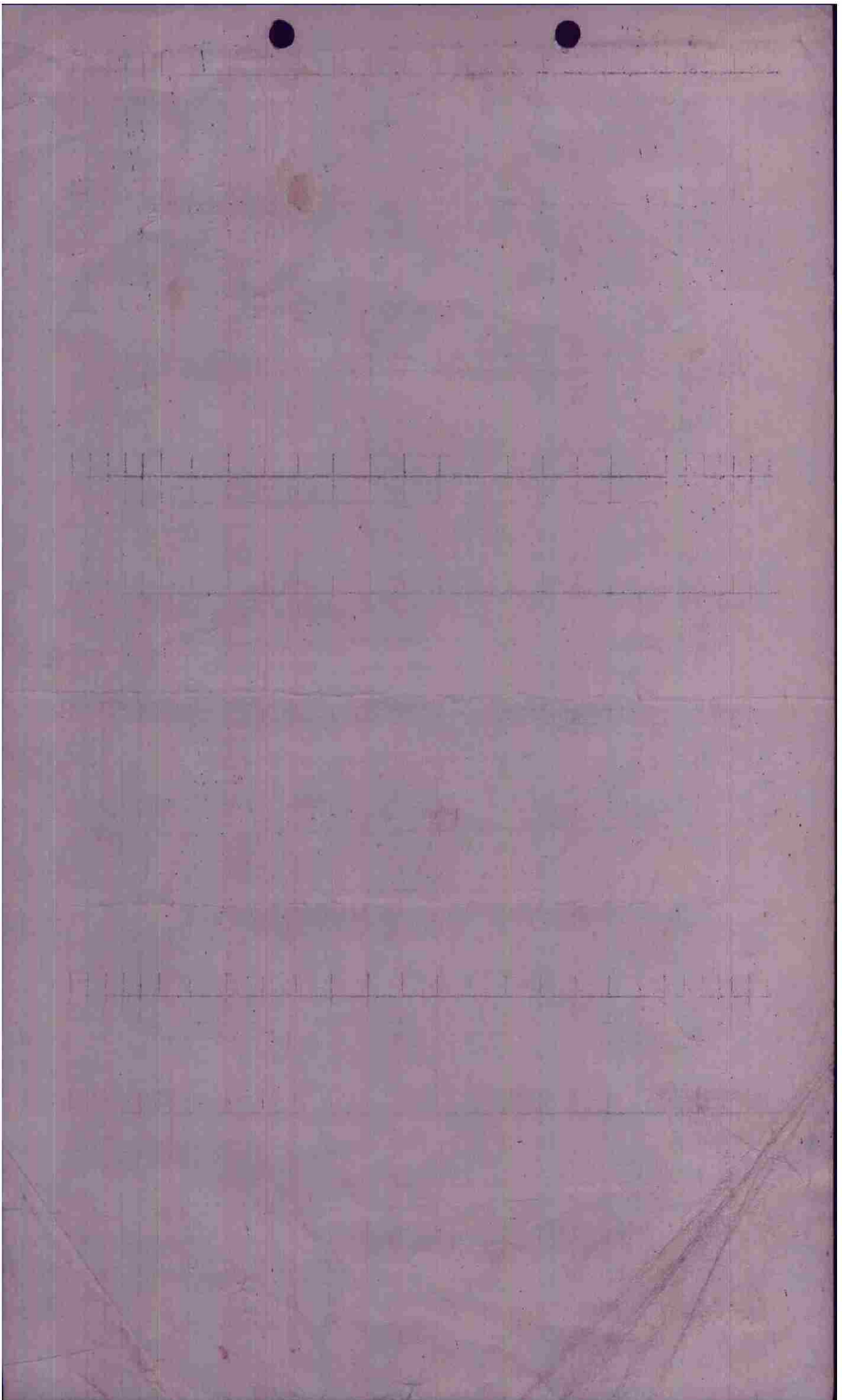
BOMBS AND FUZES

Types: Number: Nose: Tail:

LEFT			ALTERATE TANGENTS AND DRIFT FOR HEADING LEFT AND RIGHT OF GIVEN HEADING.	RIGHT		
HEADING	DRIFT	TANGENT		HEADING	DRIFT	TANGENT
002	9°R	.80		022	7°R	.84
302	9°R	.78		032	6°R	.85
30°				30°		
40°			40°			

MINUS			ALTERATE DISC SPEEDS AND TRAIL FOR PLUS OR MINUS ALTITUDES.	PLUS		
ALTITUDE	DISC SPEED	TRAIL		ALTITUDE	DISC SPEED	TRAIL
11700	188.8	59		9700	207.7	55
11200	193.1	58		9200	213.3	54
10700	197.6	57		8700	219.5	53
10200	202.5	56	8200	226.1	52	





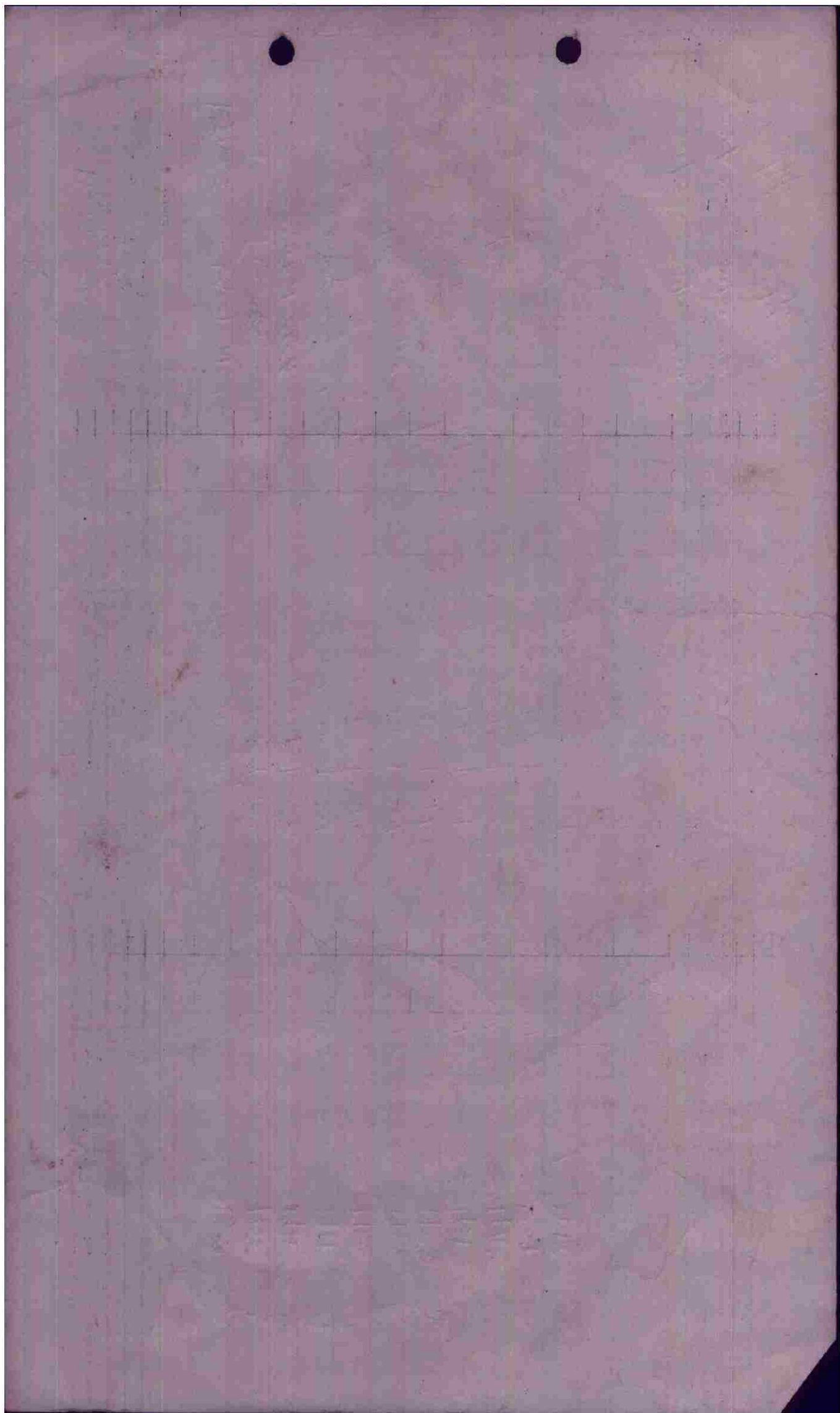
FLIGHT PLAN										ALTIMETER							
PILOT		HUFF		START ENG		1746		COAST OUT		BASE							
NAVIGATOR		KUPITS		TANK OUT		1754		COAST IN		REMB. ALT.							
PLANE				TANK OFF		1800		I.P.		LAND FALL ALT.							
MISSION				ON COURSE		1820		TARGET		TARGET ALT.							
DATE				REMARKS		1855		COAST OUT		TARGET ALT.							
FROM	POSITION	TO	M. H.	ETA	ATA	TC	DR	TH	VAR	MH	ALT. FEET	I.P. S. I. S. GS	TO DIST.	FOR TIME	ETA	REMARKS	
BASE	CLACTON		126			114	+2	116	10	126	5000	190	234	30	8	1828	
	FURNES		142			126	+7	133	9	142	10000	190	244	82	20	1855	
	5010N 285E		188			170	+9	179	9	188	2000	200	234	63	16	1911	
	504ME		221			205	+7	212	9	221			213	20	6	1917	
	CORBLE		276			270	-3	267	9	276			206	9	2 1/2	1920	
	I.P. 50000000		304			302	-7	285	9	304			217	11	3	1923	
	TGT - night		11			10	-8	2	9	11			262	11	2 1/2	1935	1926
	5010N 035E		161			89	+3	92	9	101			281	25	5 1/2	1931	
	FURNES		350			350	-9	341	9	350	7000	210	248	63	15 1/2	1945	1950
	CLACTON		310			307	-6	301	9	310			219	82	22 1/2	2009	2014
	BASE		301			294	-2	292	9	301			203	30	9	2018	2023
2000 FT.	300/23	250/12	720														
4000	270/28	250/28															
6000																	
8000																	
10000	270/34	250/34	43														
12000	270/40	250/40	0														

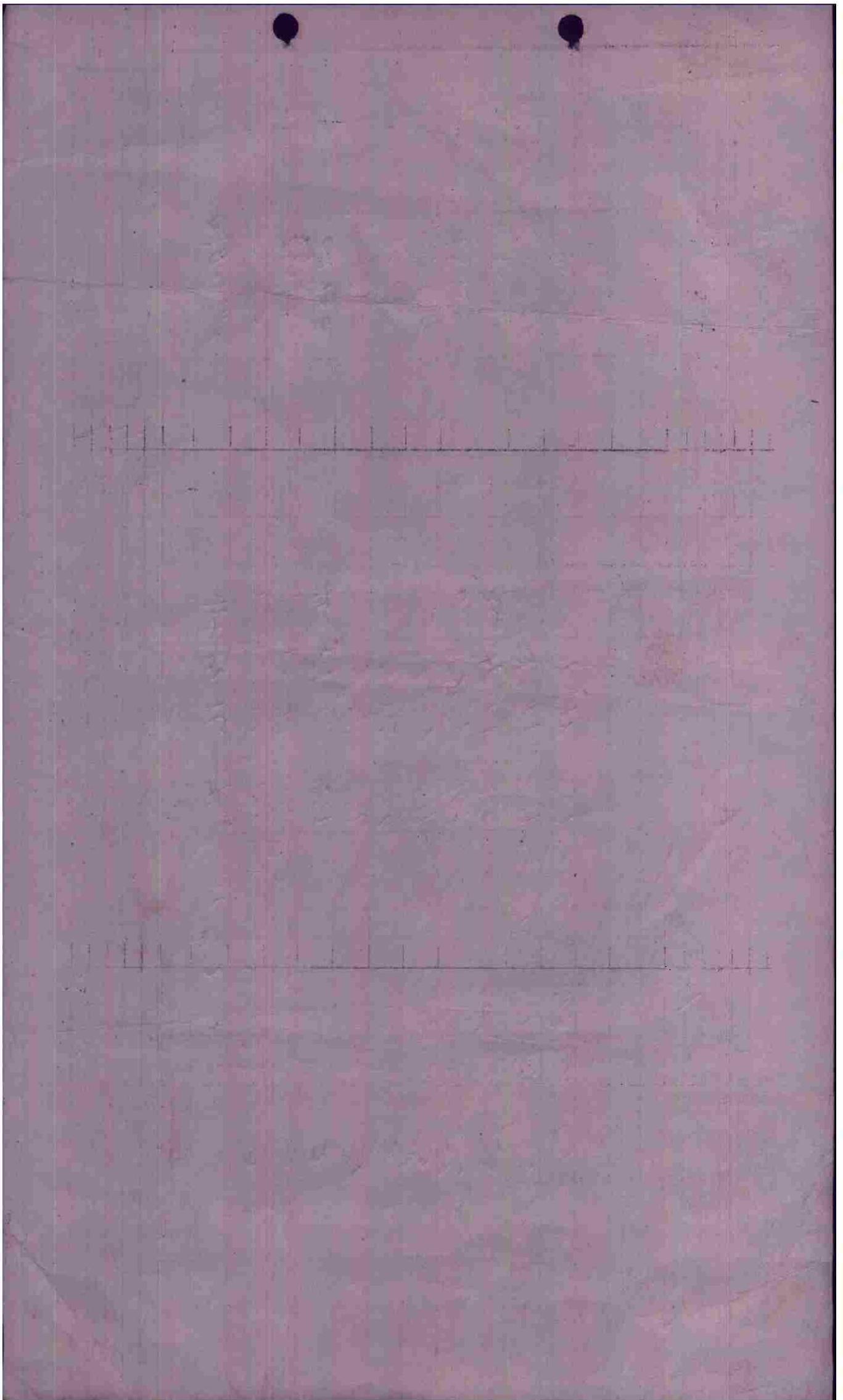
M.T. +10.5

FLIGHT RECORD

CHALLENGE
 REPLY
 COLORS
 VHF CHANNEL
 BOMBER C/S
 FIGHTER C/S
 BOMBER TO CONTACT

DIVERSION
 ALTIMETERS





7.0.19072 on Course 1800's Land Time

PILOT McMillan
 NAVIGATOR Bursiel
 PLANE B-25
 MISSION Bullens
 DATE 7-28-49
 AIR PL. 1730 ✓
 START ENG 1553 ✓
 TAXI OUT 1800 ✓
 TAKE OFF 1806 ✓
 ON COURSE 1830 ✓
 RENDEZVOUS 1835 ✓
 COAST OUT COAST IN I.P. TARGET COAST OUT
 COAST IN BASE REND. ALT. LAND FALL ALT. TARGET ALT.
 ALTITUDE HEADING AIR SPEED TIME RESULTS
 REMARKS

FROM	TO	N. H.	ETA	AMA	TC	DR	TH	VAR	MH	ALT. IN	T. A. S. S. GS	DIST.	TIME	ETA	REMARKS
Base	Delecton	126	1828	1828	114	+2	116	10	126	5000	150	234	30	8	1014 } 2 3278 } 2
	Furnes	143	1848	1858	126	+7	133	10	143	1800	190	244	82	20	98 } 2 3575 } 2
	1st T.P.	188	1811	1813	170	+9	179	9	188	2000	200	234	63	16	
	2nd T.P.	221	1919	1917	205	+7	212	9	221			213	20	6	
	Carbie	276	1920	1920	270	-3	267	9	276			206	9	2 1/2	
	1.P.	304	1923	1925	302	-7	295	9	304			217	11	3	
	Target	011		1927 1/2	010	-8	002	9	011			262	11	2 1/2	
	2nd P.	101	1933	1932 1/2	089	+3	092	9	101			281	25	5 1/2	
	Furnes	350	1948	1942	350	-9	341	9	350			248	63	15 1/2	
	Delecton	311	2014	2015	307	-6	301	10	311			210	219	82	22 1/2
	Base	302	2024	2024	294	-2	292	10	302	5000	112	20	203	30	9

RENDEZVOUS: COAST OUT, COAST IN, I.P.
 TARGET: COAST OUT, COAST IN, BASE
 LANDING: LND. ALT., LAND FALL ALT., TARGET ALT.

17T +10.5° C

FLIGHT RECORDED

CHALLENGE
 REPLY
 COLORS
 VHF CHANNEL
 ENGINEER C/S
 FIGHTER C/S
 Brought me down from

DIVERSION AIRPORTS

8° R
88.8
180

50° 10' N 02° 55' E

198

Calvin

50° 10' N 02° 55' E
49° 55' N 02° 43' E

50 10 N

50° 10' N 0
02° 43' E

41/96 1730

PILOT *W. R. P. E.*
 NAVIGATOR *W. R. P. E.*
 PLANE *663*
 MISSION *131*
 DATE *28 Aug 44*

START ENG *1716 1952*
 TAXI OUT *1720 1800*
 TAKE OFF *1800 1800*
 ON COURSE *1820*
 RENDEZVOUS *1855*

FLIGHT PLAN
 COAST OUT *1828*
 COAST IN *1835*
 I.P. *1923*
 TARGET *1925*
 COAST OUT *1926*

COAST IN *2019*
 BASE *2020*
 REND. ALT. *12000*
 LAND FALL ALT. *12000*
 TARGET ALT. *14800*

ALTIITUDE
 HEADING
 AIR SPEED
 TIME
 RESULTS

FROM	TO	M. H.	ETA	ATA	TC	DR	TH	VAR	MH	ALT	I.V.S.	GS	DIST.	HON	TIME	ETA	REMARKS
BASE	Chaston	125	1828	1828	114	72	116	9W	125	5000	100	234	20	8			300/23
Chaston	FURNES	142	1855	1855	126	77	133		142	10000	13	244	8 1/2	20			700/10.5
FURNES	CORBIE	189	1911	1912	190	79	129		188	12000	0	244/234	6.3	16			
50° 10' N 02° 55' E	49° 55' N 02° 43' E	221	1917	1918	205	72	812		221			213	20	6			
49° 55' N 02° 43' E	CORBIE	276	1910 1/2	1920 1/2	270	-3	267		276			206	9	2 1/2			
CORBIE	50° 20' N 02° 19' E	304	1923 1/2	1923 1/2	302	-7	295		304			217	11	3			150/17
50° 20' N 02° 19' E	49° 4' 40" N 02° 10' 10" E	011	1926	1927	010	-8	002		011			262	11	2 1/2			
49° 4' 40" N 02° 10' 10" E	FURNES	101	1931 1/2	1932	089	13	012		101			281	25	5 1/2			
50° 10' N 02° 35' E	FURNES	350	1947	1951	350	-9	341		350	7000	78	248	6.3	45 1/2			
FURNES	Chaston	310	2009 1/2	2015	307	-6	301		310	5000	412	210	8.2	2 1/2			
Chaston	BASE	301	2018 1/2	2024	294	-2	292		301			203	30	9			

RENDEZVOUS AREA -
 COAST OUT *1829*
 COAST IN *1855*
 I.P. *1923 1/2*

TARGET *1927*
 COAST OUT *1951*
 COAST IN *2015*
 BASE *2024*

LANDED *2043*
 REND. ALT. *12000*
 LAND FALL ALT. *12000*
 TARGET ALT. *11300*

CHALLENGE *N*
 HELIX *N*
 COLORS *RED/BLACK*
 VHF CHANNEL *1*
 ENGINE C/S *CORBIE*
 FIGHTER C/S *CORBIE*
 ENGINE TO ENGINE *FRCC*

AVR. Speed 10.5

Robert K. Kirk

DIVERSION
 AIRDROMES

FLAKA LENS 190

5 TRUCKS on highway out of BAPOME 1934

25 CAR TRAIN ON TRACKS between Bura and LENS

FLIGHT PLAN										ATTITUDE		RESULTS		EVA		REMARKS										
PILOT	NAVIGATOR	PLANE	MISSION	DATE	START ENG	TAIL OUT	FACE OFF	ON COURSE	RENDEZVOUS	COAST OUT	COAST IN	I.P.	TARGET	DR	TH	VAR	MH	ALT	LAND	I.A.S.	GS	DIST.	HON	TIME	EVA	REMARKS
COLE	BASSETT		133	1-28-45	1746	1754	1800	1820	1825	114	114	114	114	+2			226	5000	BASE	190	234	30	8			
BASSETT		CLARK			143			1884		126	126	126	126	+7			143	1000	LAND FALL ALT.	130	244	62	20	1855		
		FURNES			188			170		170	170	170	+9				188	0	200	234	63	16				
		4955			221					205	205	205	+7				221			213	234	70	6			
		276			276					270	270	270	-3				276			206	9	9	1/2			
		304			304			1923		302	302	302	-7				304			217	11	3				
		011			011			1926		101	101	101	-5	359	+9		008			262	11	1/2				
		101			101			89		101	101	101	+3				101			281	25	5/2				
		350			350			1902		350	350	350	-9				350			244	63	15/2				
		311			311			7014		307	307	307	-6				311	2000		210	519	12	22/2			
		302			302			2014		294	294	294	-2				302	2000		210	203	30	9			

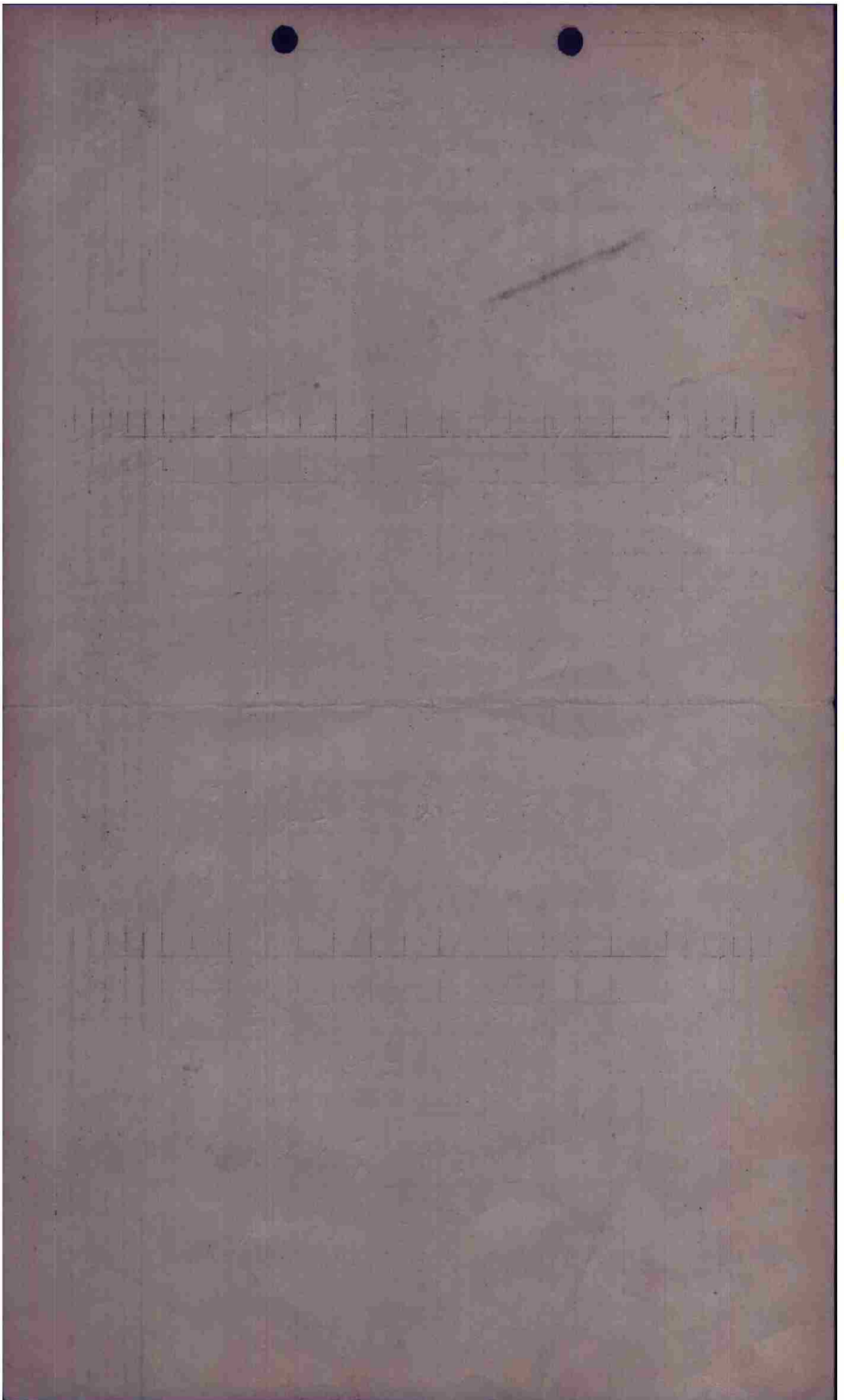
M.T. 10.5

FLIGHT RECORD

RENDEZVOUS	TARGET	LANDING
COAST OUT	COAST OUT	REND. ALT.
COAST IN	COAST IN	LAND FALL ALT.
I.P.	BASE	TARGET ALT.

DIVERSION
AIRDROMES

CHALLENGE
REPLY
COLORS
VHF CHANNEL
POWER C/S
FIGHTER C/S
POWER TO EQUIPMENT



BOMBARDIER'S MISSION DATA

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

RETRO DATA:

TEMPERATURES AT TARGET: GROUND _____ ALOFT _____ MEAN _____

WINDS ALOFT AT TARGET: _____ MTH FROM _____ DEGREES.

TARGET DATA:

PRIMARY

SECONDARY

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

BOMBING DATA:

1. INTERVELOMETER 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 BRIEFED HEADING		

SIGHT DATA:

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

5 300/23 Tgt 250/17 +20
 5 200/28 250/28 +12
 10 270/34 250/34 +3
 12 270/40 250/40 0
 MT +10.5

Box #	OpsFl	Date	F/O	Target	Alt	Box Leader	T/O	15 min.
1		6/6	6				TOT	
2		6/4	4				L/D	
3		6/6	6					
4		6/5	5					
5		6/4	4					
6		6/6	6					
7		6/6	6					
8		6/6	6					
9		6/6	6					
10		6/6	6					
11		6/6	6					
12		6/6	6					
13		6/6	6					
14		6/6	6					
15		6/6	6					
16		6/6	6					
17		6/6	6					
18		6/6	6					
19		6/6	6					
20		6/6	6					
21		6/6	6					
22		6/6	6					
23		6/6	6					
24		6/6	6					
25		6/6	6					
26		6/6	6					
27		6/6	6					
28		6/6	6					
29		6/6	6					
30		6/6	6					
31		6/6	6					
32		6/6	6					
33		6/6	6					
34		6/6	6					
35		6/6	6					
36		6/6	6					
37		6/6	6					
38		6/6	6					
39		6/6	6					
40		6/6	6					
41		6/6	6					
42		6/6	6					
43		6/6	6					
44		6/6	6					
45		6/6	6					
46		6/6	6					
47		6/6	6					
48		6/6	6					
49		6/6	6					
50		6/6	6					

105 105 1

SPARE

① 443-D ✓
245-M ✓
483-R ✓
37-B ✓
378-A ✓
762-N ✓
328-A ✓
645-R ✓
711-S ✓
171-S ✓
493-V ✓
951-P ✓
714-N1 ✓
221-F ✓
971-M ✓
165-X ✓
914-X ✓
393-K ✓
937-B ✓
363-X ✓
701-X ✓
221-F ✓
971-M ✓
701-X ✓
363-X ✓
701-X ✓
 Spare

TOTALS FOR MISSION

B.

- (2) No. a/c off by type: 38
- (3) No. of a/c failing to bomb 31 A-20G's 7 A-20J's (obtained from Opns)
 explain each failure.
 Recall due to weather _____
 Personnel _____
 Mechanical 1 _____
 Other Reasons _____
- (4) No. a/c bombing. 37 Primary.
 _____ Secondary.
 _____ Other.
 (Obtained from recaps.)

C.

- (1) Time up 1759
 T.O.T. _____ (Obtained from Tower).
 Time Down 2047

D.

- (1) No. a/c 0 Missing _____
0 Destroyed _____
0 Damaged _____ (cat. B/C)
0 Damaged _____ (cat. A)
- (3) No. Crew 0 Killed 0 Wounded 0 Missing 0
 (Obtained from Recaps).

E. Results of Bombing. (Obtained from Group Bombardier).

	No.	Type	
I. Bombs on Primary	<u>208</u>	<u>500 GP</u>	
Bombs on Secondary	_____	_____	
Bombs on Other	<u>2</u>	<u>500 GP</u>	(fell out)
Bombs Returned	<u>8</u>	<u>500 GP</u>	
Bombs Jettisoned	_____	_____	Where _____

(Obtained from Recaps)

(The NCO in charge should fill this out immediately finishing taking the recaps and hand to the Officer making up the Ops Report).

SPARE

Box #	OpsFl	Date	F/O	Target	Alt.	Box Leader	T/O	15 min.
II		28 Aug 44				Newton	TOT	
A/C	Fail to Bomb	ATT	SOMB	ISSN	A/C Dam	E/A	PERS.	
Pos. No.	Reason	T S O	F S J	F R	M D A G B E	D P D K W M		
1 469-J		6	6					
2 1961-P	Mechanical			6				
3 202-B		6	6					
4 190-1		6	6					
5 692-M		4	4					
6 375-B		6	6					
1 717-D		6	6					
2 195-D		6	6					
3 760-Z		6	6					
4 176-T		6	6					
5 901-D		6	6					
6 819-K	2 full out @ 15'	6	6	2				
1 063-A		6	6					
3 507-B		5	5	1				
3 224-E		6	6					
4 750-F		6	6					
5 674-R		6	6					
6 211-D-1		6	6					
1 905-K-1		6	6					

① 469-J Newton
 1961-P Bunker
 202-B MacNamara
 190-1 Spivey
 692-M Smith
 375-B Spivey

② 717-D McNulty
 195-D Ryan
 760-Z Ryan
 176-T Ryan
 901-D Ryan
 819-K Ryan

③ 063-A Morgan
 507-B Morgan
 224-E Morgan
 750-F Morgan
 674-R Morgan
 211-D-1 Morgan
 905-K-1 Ryan
 211-D-1 Morgan

103 103 27

SPARE }
 Ryan }
 Ryan }

CONFIDENTIAL
PILOT Stuff A/C# 442D FOR I FLIGHT 1 POS 1

CASUALTIES: _____

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

FLAM: XHI kers

E/A: X

OBSERVATIONS: Excellent
Explosions in target area after
Bombing -

1 Truck Moving SE at Baller
3 " Moving into kers -
Cars in M/G's - No Movement -

Bailey
Interrogator

CONFIDENTIAL

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

Interr. Form

PILOT Miller A/C# 951-P BOX 1 FLIGHT 2 POS 3

CASUALTIES:

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

FLAK:

XHI Cars - Wraym

E/A:

X

OBSERVATIONS:

Cars Cars -
8-10 Vehicles & tanks -
Black Smoke from

Barley
Interrogator

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

PILOT Wall, E. A/C# 190-1 BOX 12 FLIGHT 1 POS 4

CASUALTIES: _____

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

FLAK: _____

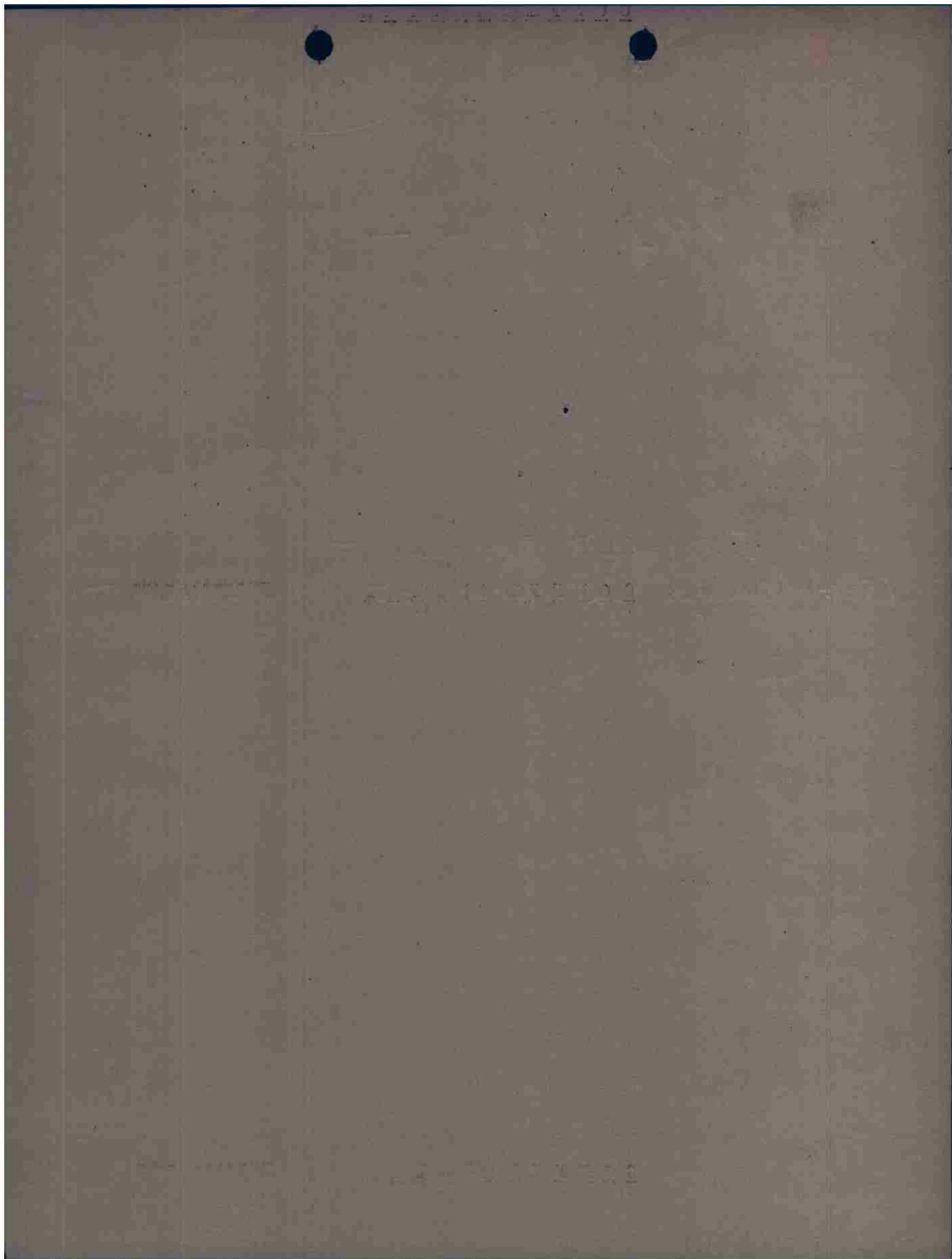
VH-1 Loss -

E/A: X

OBSERVATIONS: _____

Excellent Bombing -
15-30 Bombs in Casuals at Comptons

Bailey
Instrumenter



CONFIDENTIAL

Interrog. Form

PILOT Hicon A/C# 714-N-1 BOX 3 FLIGHT 2 POS 4

CASUALTIES: _____

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

FLAK: X 7 Bursts - 1906 - XHI -

E/A: X

OBSERVATIONS: Escort best yet -

1906 - - 25 Barges Before target -

1908 - - R.R Cars in Marshall yd -

1935 - 200 R.R Cars - " " - - - - ->

Bombs good in target area -

Good pattern -

1941 - Empty Engine works and Marshall yd -

2 or 3 locomotives -

CONFIDENTIAL

Interrogator

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

Interr. Form

PILOT Wichington A/C# 937-B BOX 1 FLIGHT 3 POS 5

CASUALTIES: _____

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

FLAK: X -

E/A: X

OBSERVATIONS: Bombs - 1st Flight a little short next night on target -

1905 - 10-15 Barges in Canal -

1910 - Troop Train - - Arrds (?) - to coast -

1917 - 4 Trucks moving - So East

1935-7 - 3 marshalls yds in Factory district -
Crowded - 35 to 40 cars in one -

1946 - 1 large tank (storage) and 1 smaller tank -
4 mi. from coast

Sampson
Interrogator

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

CONFIDENTIAL

Interr. Form

PILOT Poundstone A/C# 767-N BOX 7 FLIGHT 1 POS 6

CASUALTIES: _____

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

FLAK: X HI X Loss on edge
8 bursts

E/A: X

OBSERVATIONS: Carload full of baggage

3 train with steam engine

NY-4-5 baggage cars up to

baggage - for a train & number

N2555 12 trailers on Hqs. going W to

1927 Amiens A/F - sub. S of T. I.P.

N1691 - train parked N of target - white

Cars.

Hopper
Interrogator

CONFIDENTIAL

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

Interr. Form

PILOT Allen A/C# 483-L BOX 7 FLIGHT 1 POS 3

CASUALTIES: _____

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

FLAG: None

E/A: ~~_____~~

OBSERVATIONS: No fire - good results

1905 - 2 tractors going W.

1921 - 7 white tractors going SE.

1935 - 2 tractors with a tow up

in little town - approx direction

fire shot up 100 ft + fell down
and then flared to left of formation
near the bridge

Hoppe
Interrogator

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

CONFIDENTIAL

Interr. Form

PILOT Margolf A/C# 1711-S BOX 1 FLIGHT 2 POS 1

CASUALTIES:

BOMB DISPOSITION: 6 PT ST CT JET RET BATTLE DAMAGE: A 2 A-C E

FLAK:

0706 Seen XHT

E/A:

OBSERVATIONS:

0705 60 barges in canal 1 minute
North

0710 vehicles going N.

10 white vehicles going W at
0730 #3575

0750 Seen flashes with smoke
Trucks 17 miles in from beach
possible rockets.

HWA

Interrogator

CONFIDENTIAL

CONFIDENTIAL

PILOT Demand A/C# 914-X BOX 7 FLIGHT 3 POS 3

CASUALTIES: _____

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

FLAK: _____

XHT 1906 time
Bottles

1908 train long 25-30 cars

E/A: _____

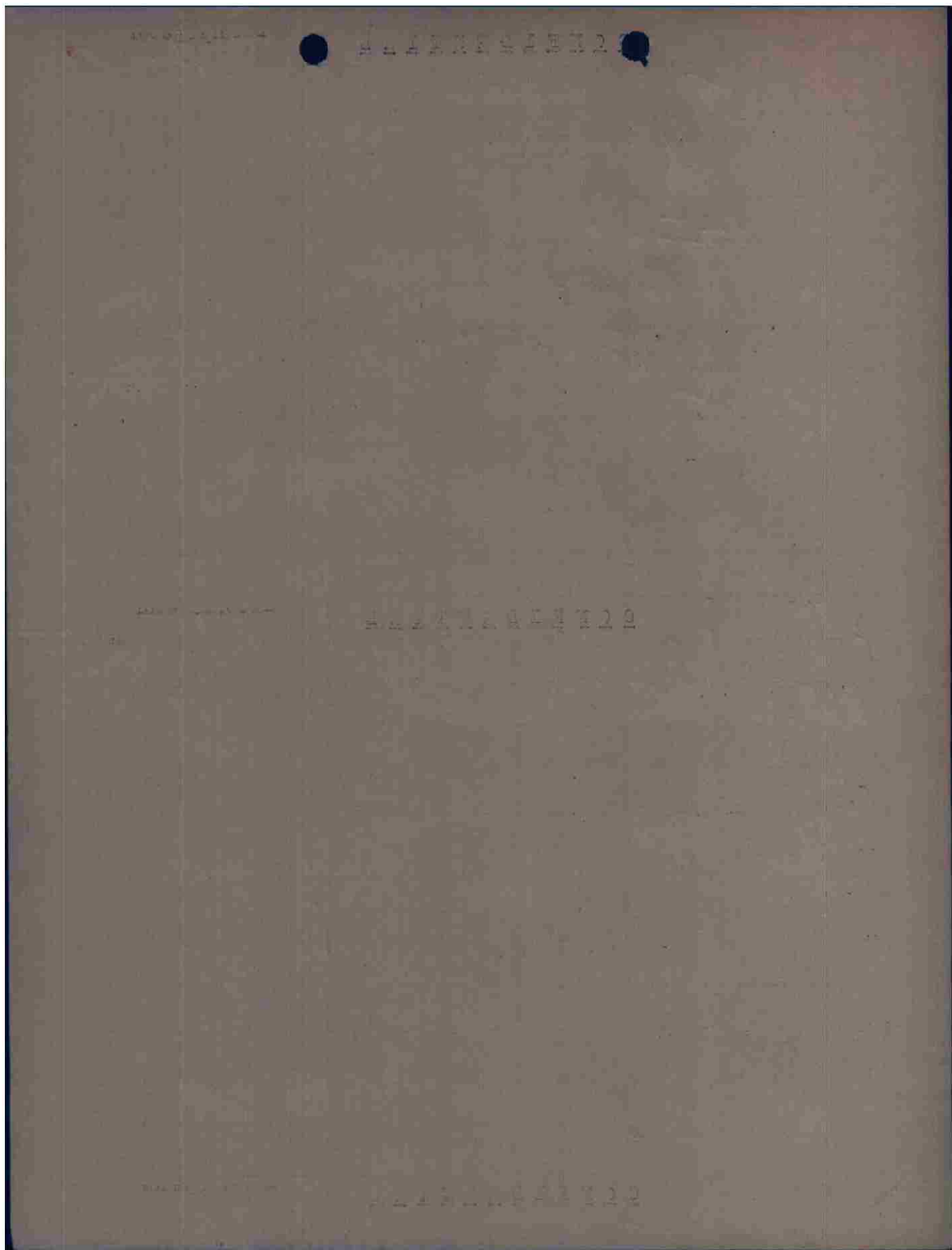
OBSERVATIONS: _____

M/V long full cars
1903 - 2 large planes
in field

[Handwritten Signature]

Interrogator

CONFIDENTIAL



CONFIDENTIAL

INSRR. FORM

PILOT Siggs A/C# 743-W LOC 7 FLIGHT 1 POS 2

CASUALTIES: _____

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

FLAK: _____

XHI Long

E/A: _____

OBSERVATIONS: _____

1921 four way going west
white dog
toward systems from N5
going fast. early dispersal

N20-62

Camera

[Signature]
Interrogator

CONFIDENTIAL

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

Interr. Form

PILOT Gary A/C# 363-L BOX 1 FLIGHT 3 POS 6

CASUALTIES: _____

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

FLAK: _____

Low - 1000 ft just before turn to R

E/A: _____

OBSERVATIONS: _____

855 - 5 ~~X~~ vehicles -

LENS 905 - 20 cars - 3 trans steering up

N-1865 - 9 vehicles (white) headed to R

*GRATIEN ~~X~~ AC - a small TE shape in field
no landing strips*

*1935 - Camp ~~X~~ in woods - road entrance
no activity - no activity*

*no activity on 3 car fuel tank - some
way out in fuel shape*

Alent

Interrogator

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

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

Interr. Form

PILOT Vendusa A/C# 493-V BOX 1 FLIGHT 2 POS 2

CASUALTIES:

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

FLAK:

10 Bunt - more behind - began first time

E/A:

OBSERVATIONS:

QUESTIONS

1920 - 4 SL battery on course of F

1906 - 60 knots in canal - H 5326-LABASSE

02 - 25 " in smaller canal H 5520-

10 - 10 trucks with 2 boxes KARRAS-H-4600

01 - 9 white trucks - headed N.

N-1374

Factors number as in use -

6 planes to left of course - 2 pairs, 1 pair
one burning - total 6 down. Unidentified

Vendusa

Interrogator

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

CONFIDENTIAL

Interr. Form

PILOT Murray A/C# 9711-M BOX 3 FLIGHT 2 POS 6

CASUALTIES:

BOMB DISPOSITION: PT 6 ST --- CT --- JET --- RET --- BATTLE DAMAGE: nil

FLAK: Papering - about 10 bursts - miss -

E/A: nil -

OBSERVATIONS:

Good bombing result
* 9 trains at 7:30 going towards the
Sathukend - believe troop - train
all m/y's full of trucks - no engines -
took 15 miles W of Amien
Reading North -

A. B. Rogers
Interrogator

CONFIDENTIAL

CONFIDENTIAL

Interr. Form

PILOT Cole A/C# 645-R BOX 1 FLIGHT 3 POS 1

CASUALTIES: _____

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

FLAK: _____

XHI Levee

E/A: X

OBSERVATIONS: 20-7

1906 Barges in Canals -

1907 M/u's Half Full -

3 Trains at Pauai - Long -

10 Vehicles - white tops moving

to Amers - from Albert -

50 car Train at Amers - Engine No

Movement -

Apulbert -

Bailey
Interrogator

CONFIDENTIAL

CONFIDENTIAL

Interr. Form

PILOT Zubov A/C# 165-2 BOX I FLIGHT 3 POS 2

CASUALTIES: _____

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

FLAK: _____

X H I _____

E/A: _____

OBSERVATIONS: _____

- 1806 17/4 few Cars - H-5513
- 1910 Train 204 Cars Engine Stearns ^{N-5585} up
- 1915 17/4 1/4 full N-4060
- 1921 Train small 17/4 N-2070
- 1930 19/4 and A/O on ^{N-4585} A/C on open way
- 1935 Weak plsk - - 17/4 on left -
- 1940 17/4 and Cars -
Flooded cars smaller -

Good Bookings
Pictures of A/O along Route -

Bailey
Interrogator

CONFIDENTIAL

CONFIDENTIAL

Interr. Form

PILOT Conrad A/C# 900 ²¹⁷~~5~~ ECR I FLIGHT 1 POS 4

CASUALTIES: _____

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

FLAK: one Bomb Returned

X HI - Cars 1906 -

E/A: X

OBSERVATIONS:

1902 one truck moving to Right E

1905 Car moving to Right - E

H-5515 1906 Car moving to West

H-5510 1907 Car moving West of Cars -

N-2570 1919 11 white Trucks moving from
about to across -

H-4515 1935 Train Under steam at base 19/4
15 cars -

H-4850 1940 Conveyor of Trucks (10) black
moving South

1952 Two Calves of Snake from
B-B site - left 5 miles of course out

Bailey
Interrogator

CONFIDENTIAL

CONFIDENTIAL

Interr. Form

PILOT Pair A/C# 393-K BOX 7 FLIGHT 3 POS 4

CASUALTIES: nil

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

FLAK: XH1 Lino

E/A: nil

OBSERVATIONS: 1 Rin

Fires at target from bombing
30-40 car train headed south 8 miles
of Arras. ~~at~~ 3 minutes after target.

Luvia.
Interrogator

CONFIDENTIAL

CONFIDENTIAL

Interr. Form

PILOT Elliott A/C# 376-0 BOM 1 FLIGHT 1 POS 5

CASUALTIES: nil

BOMB DISPOSITION: (E) ST CT JBT RET BATTLE DAMAGE: A A-G E

FLAK: 1908 XHI

E/A: nil

OBSERVATIONS:

1907 - 10-15 vehicles halted on SW-NE Road

1908 - 50 vehicle convoy halted on E-W rd.

1915 - 12 barges

1916 - 15 barges

1916 1/2 - small M/Y 2/3 full

1922 - 10 white moving vehicles (no red CTOR) headed N.(?)

1942 - 12 barges

M/Y at DOULLENS at target

Luria
Interrogator

CONFIDENTIAL

CONFIDENTIAL

Interr. Form

PILOT Estes A/C# 221-F BOX I FLIGHT 2 POS 5

CASUALTIES: _____

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

FLAK: 2105 15 seconds west in aircraft

E/A: _____

OBSERVATIONS: 1905 40 Barges in canal H4315
around Lens

1914 20 tubes on side of rd

1920 10 tubes shedded west N2308

1922 9 appeared bridge

2021 Portals under full blast

2047 4 Hospital good sized of red tube

a camera

May
Interrogator

CONFIDENTIAL

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

Interr. Form

PILOT Morton A/C# 469-J BOX II FLIGHT 1 POS 1

CASUALTIES:

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

FLAK:

X H I Levs

E/A: X

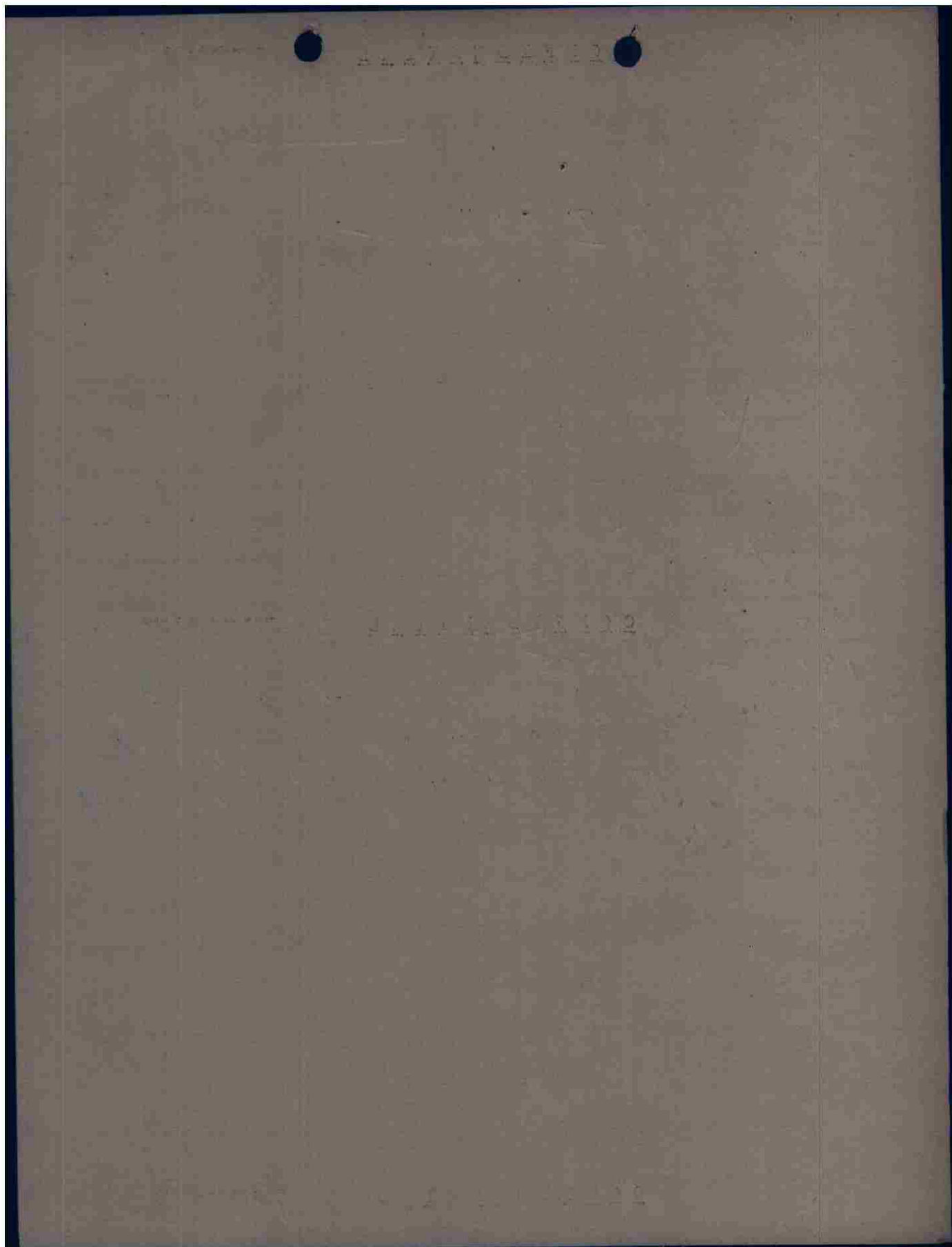
OBSERVATIONS:

Excellent

20 Vehicles moving from SW into areas
1910 - N 5585

2 50 car train at Baillif -
60 cars at Albert - Moving SW at
good speed - Flat Cars covered with
light colored Canvas -

Bailey



CONFIDENTIAL

Interr. Form

PILOT Monroe A/C# 063-A BOX II FLIGHT 3 POS 1

CASUALTIES: _____

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

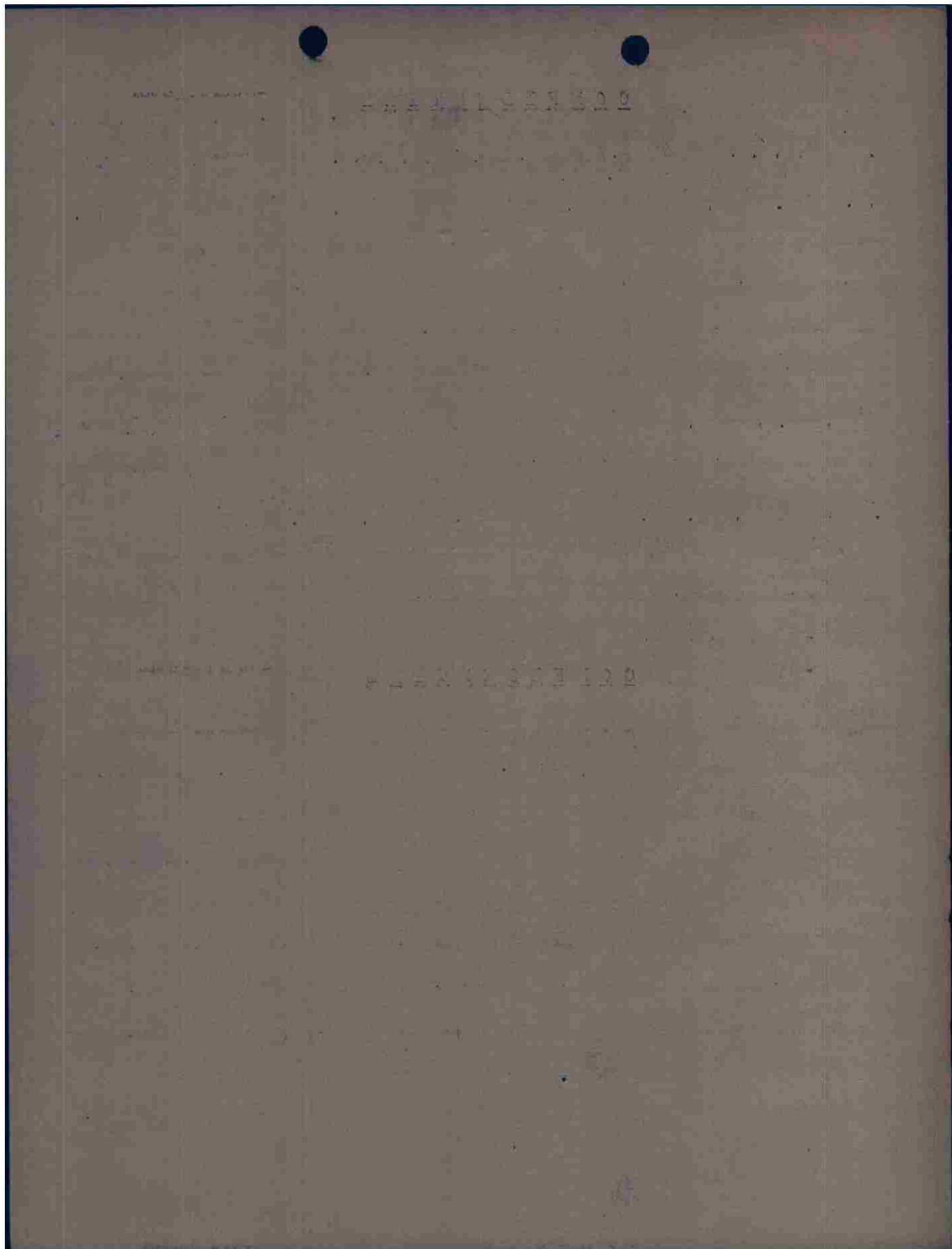
FLAK: _____

weak inaccurate - 5ms.

E/A: _____

OBSERVATIONS: 5 hits 193 4 NW of Japanese hospital
1947 25 cur train - 2ms - 5ms head 10E
penetration 1st area left H4705

May



CONFIDENTIAL

Interr. Form

PILOT Reede A/C# 176-T BOX 1 FLIGHT 2 POS 4

CASUALTIES: ~~.....~~

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

FLAK: ~~.....~~

XHL at Sea

E/A: ~~.....~~

OBSERVATIONS: N/A 1000 40 cars at Sea H 5215

1906 2 trucks going west H

1906 35 barges in canal H 5416

1908 40 barges in canal H 5114

~~1915 5 trucks going east~~

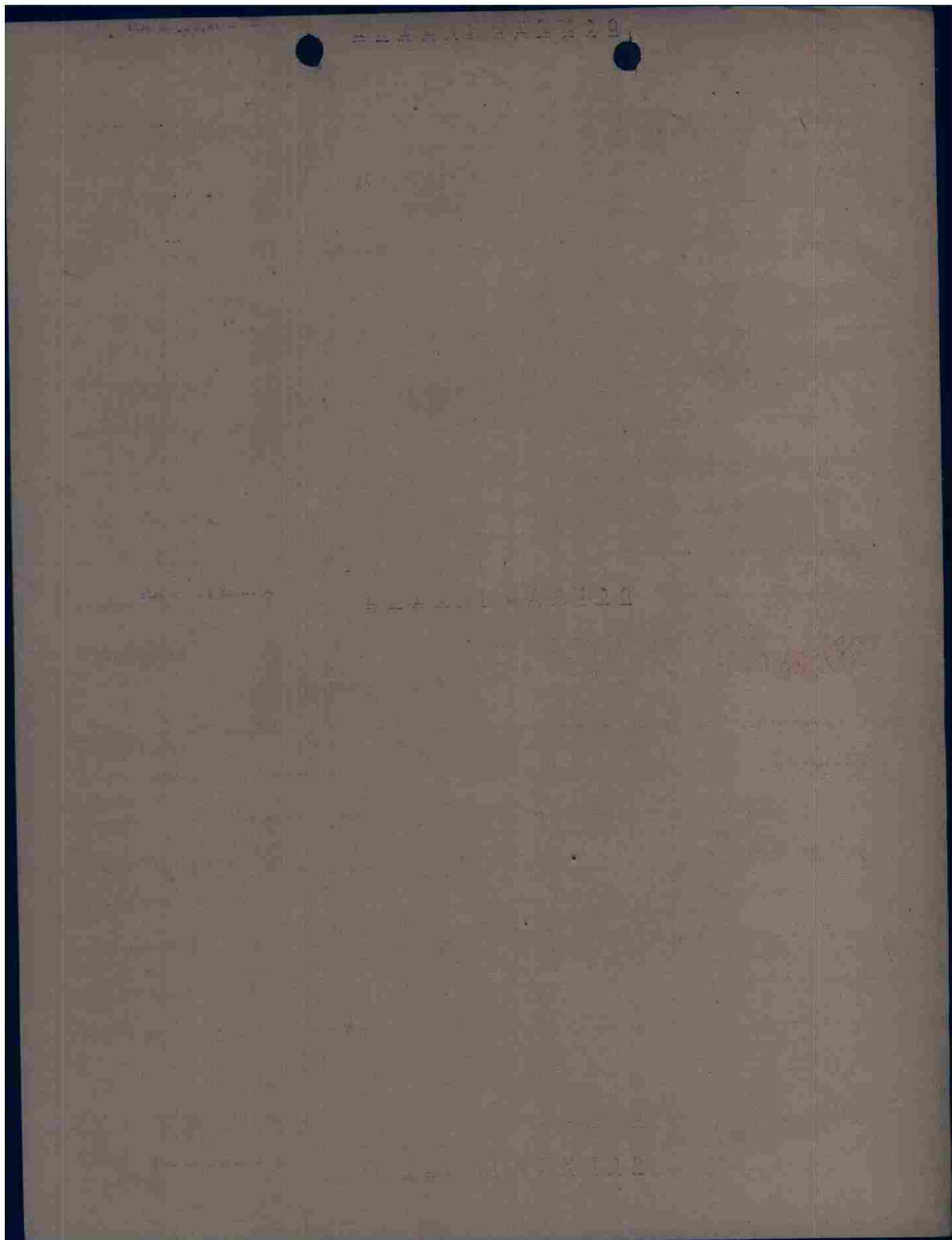
1922 Train of 50 cars going east

1934 6 trucks going west N 1957

flooded area near

plane going down from flak near D wharves

N 1957



CONFIDENTIAL

Interr. Form

PILOT Hayter A/C# 379-G BOX II FLIGHT 1 POS 6

CASUALTIES: _____

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

FLAK: 1907-XH1

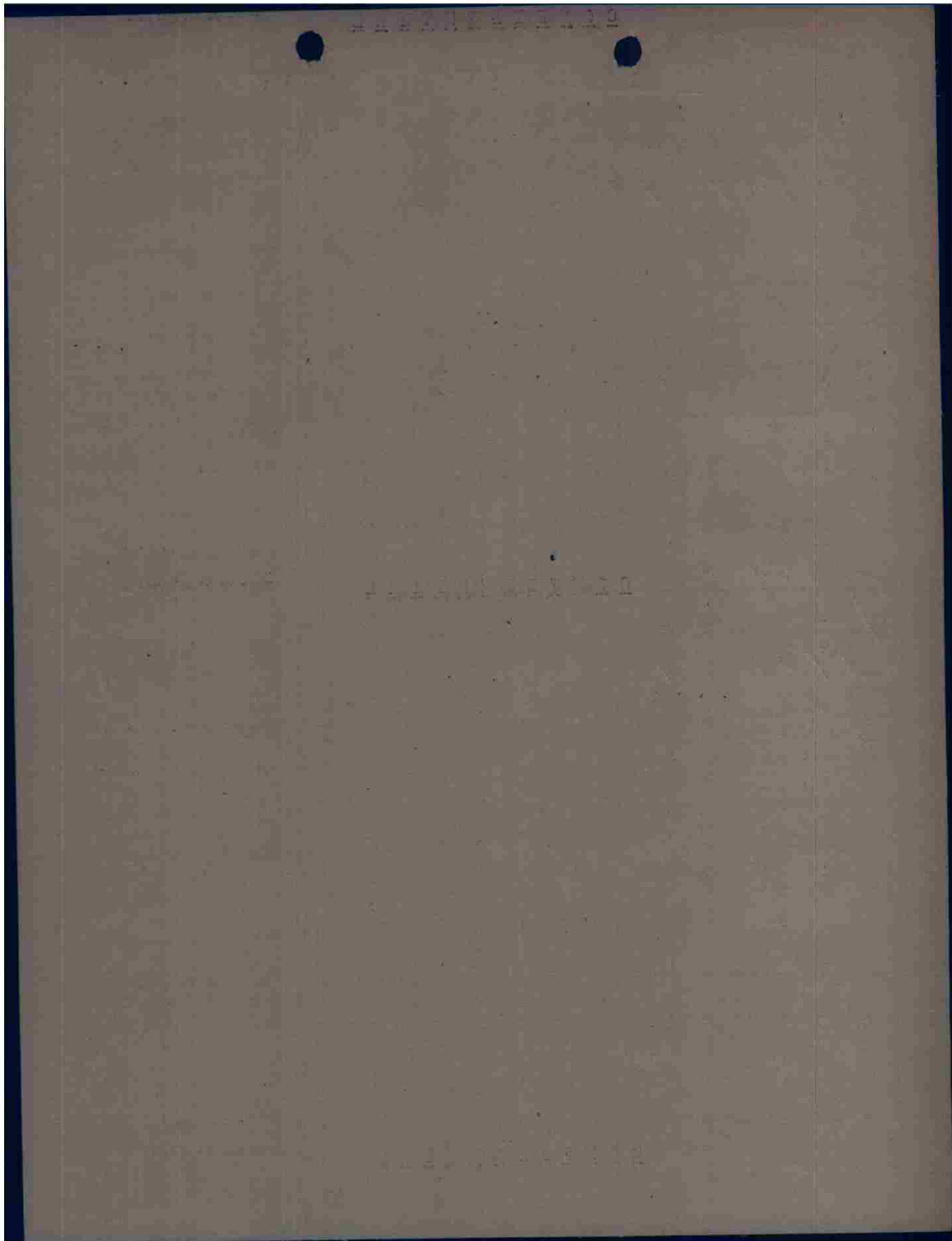
E/A:

~~X~~ Spills

OBSERVATIONS:

good results
general
1943 - canal with barges - 18-20
Yincanal.
1921 - 9 vehicles and (wrecks tops)
going west

Hayter



CONFIDENTIAL

Interr. Form

PILOT McBride A/C# 207-B-1 BOX 7 FLIGHT 3 POS 2

CASUALTIES: _____

BOMB DISPOSITION: PT 3 ST _____ CT _____ JET 1 RET 1 BATTLE DAMAGE: A A-C E

FLAK: 3-5 bursts x #1 at low

E/A: Spots

OBSERVATIONS: excellent results - small

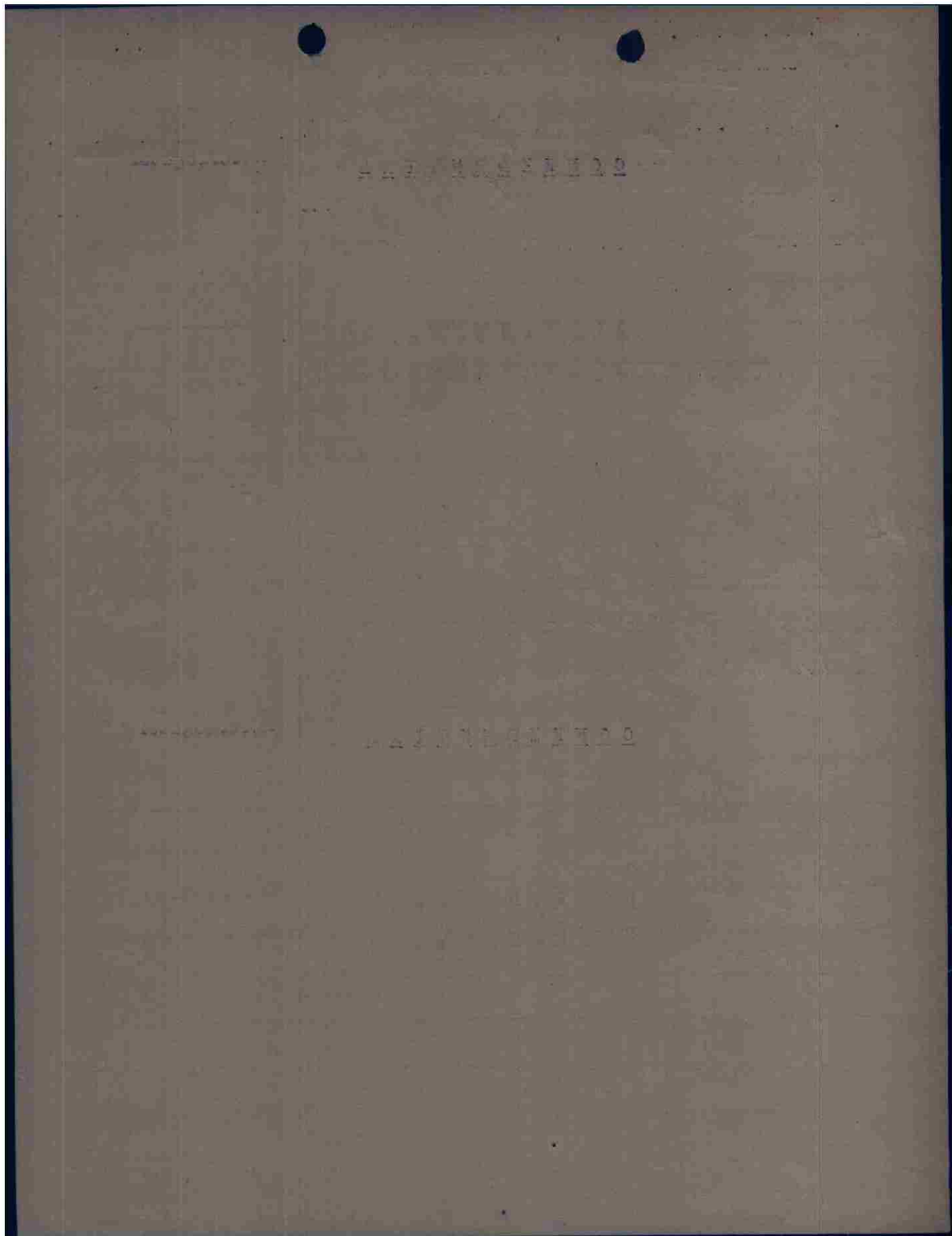
³⁹⁷⁷ ~~H~~ at Turner going SW - 15-20 armed
¹⁷⁵⁴ vehicles to get by Valmar, Va coast

1935 - 20 large parked

1908 - town with M/S - each had car

25-100 (300 garden)

Hoppe



Interr. Form

PILOT M. Nulty A/C# 717-F BOX II FLIGHT 2 POS 1

CASUALTIES:

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

FLAK: X HI - on beach - by off on way in.

E/A:

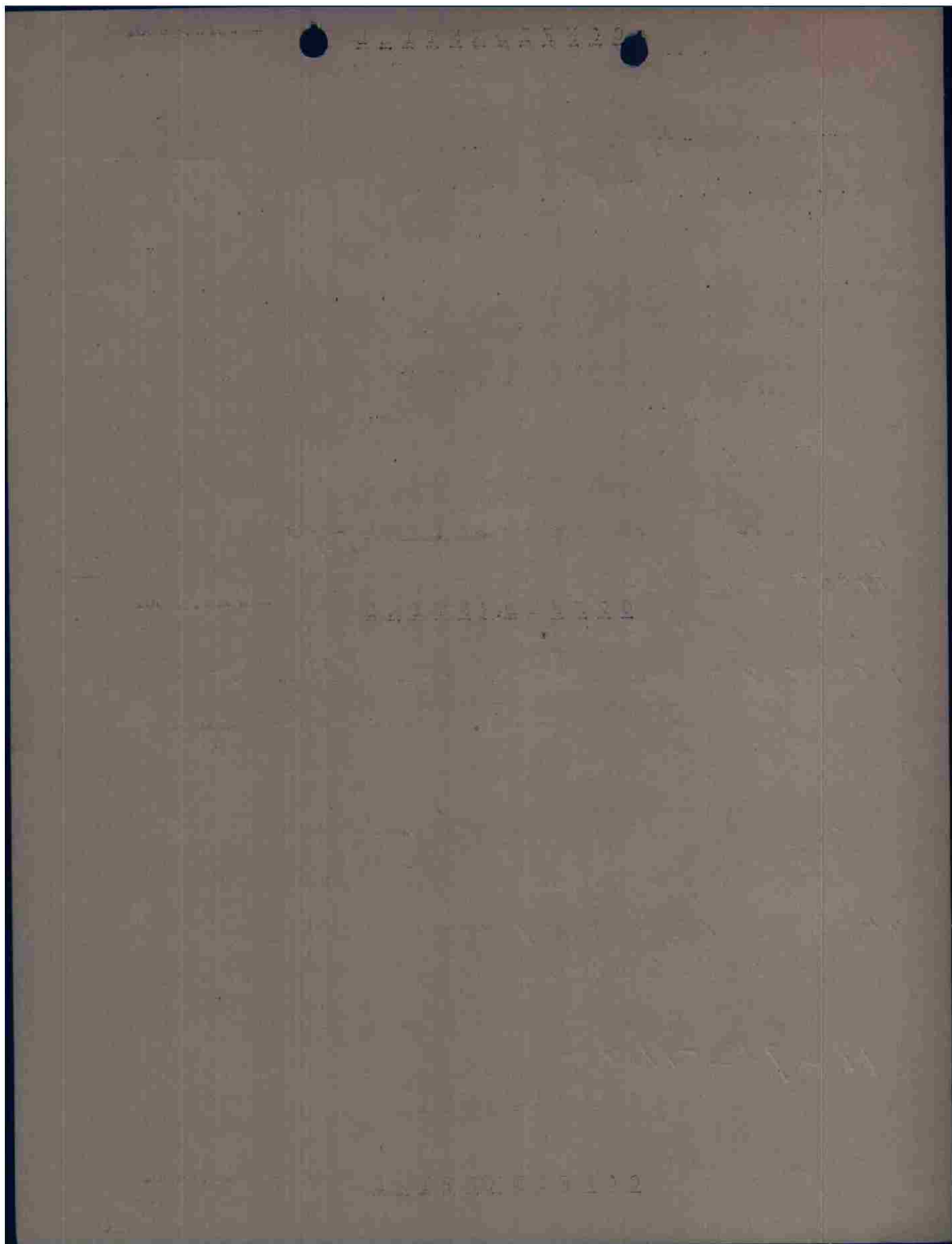
OBSERVATIONS:

excellent world - black smoke
1920 - 9 white trucks to T.P. - Surm. A
1905 1/2 - 15 barges in canal & rolling stacks
in small town - river area
1936 - 40 containers - steam - to coast
rolling stacks at Cayenne after
entrance in.

general activity
at Bourges - rocket fire up to
14,000 - 15,000 ft. - smoke when it hit
red colored - white smoke.

1927 1/2 - 11,700

Hoppe



CONFIDENTIAL
PILOT Sparling A/C# 211-0-1 ECM II FLIGHT 3 POS 6

CASUALTIES: _____

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

FLAK: _____

XHI - 2

E/A: ✓

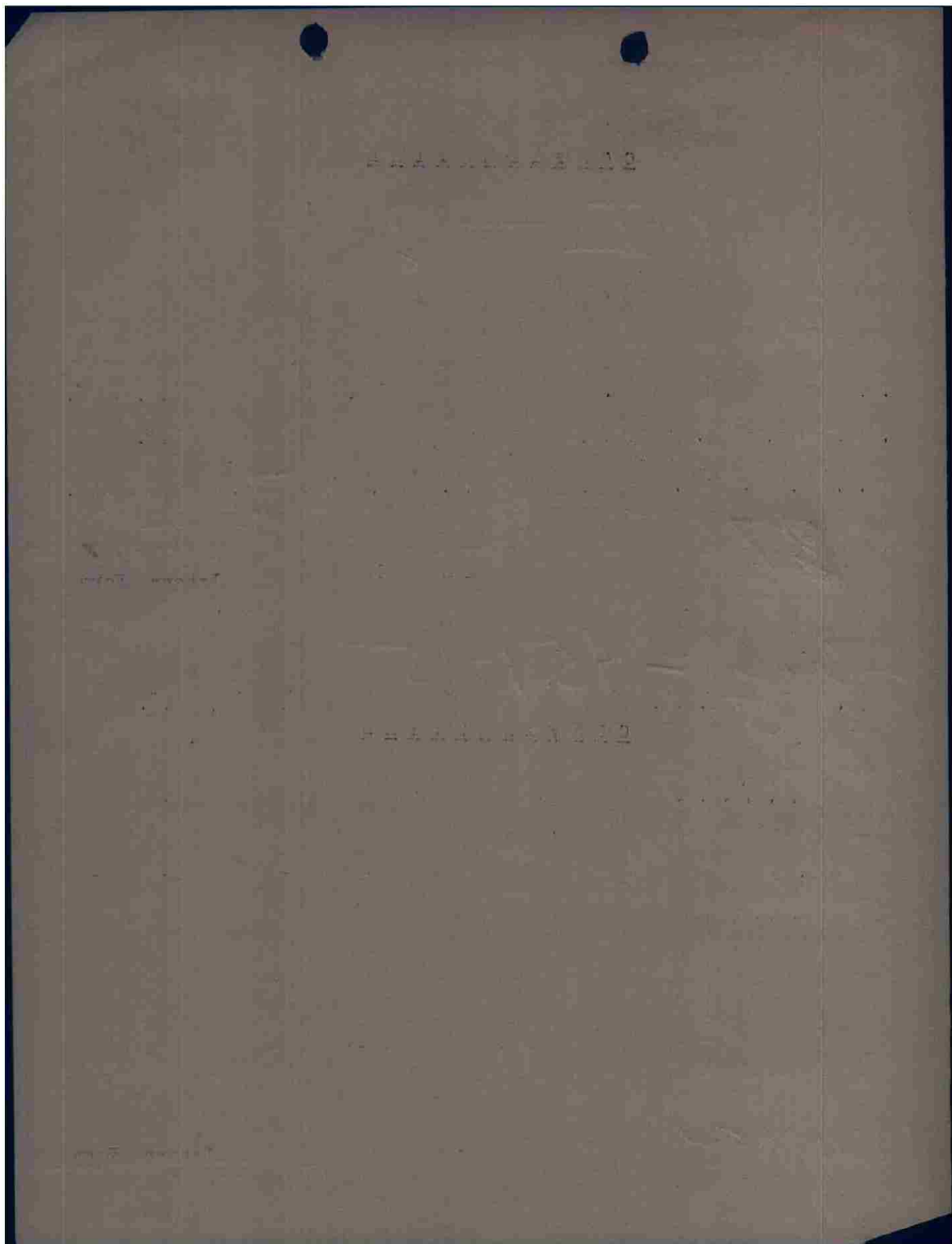
OBSERVATIONS: 30-40 car train
1937 edge small town

Lang = H57-15

Camera

Sankon

Interrogator



CONFIDENTIAL

Interr, Form

PILOT Sevell A/C# 224E BOX 7 FLIGHT 3 POS 3

CASUALTIES:

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

FLAK:

XH-1

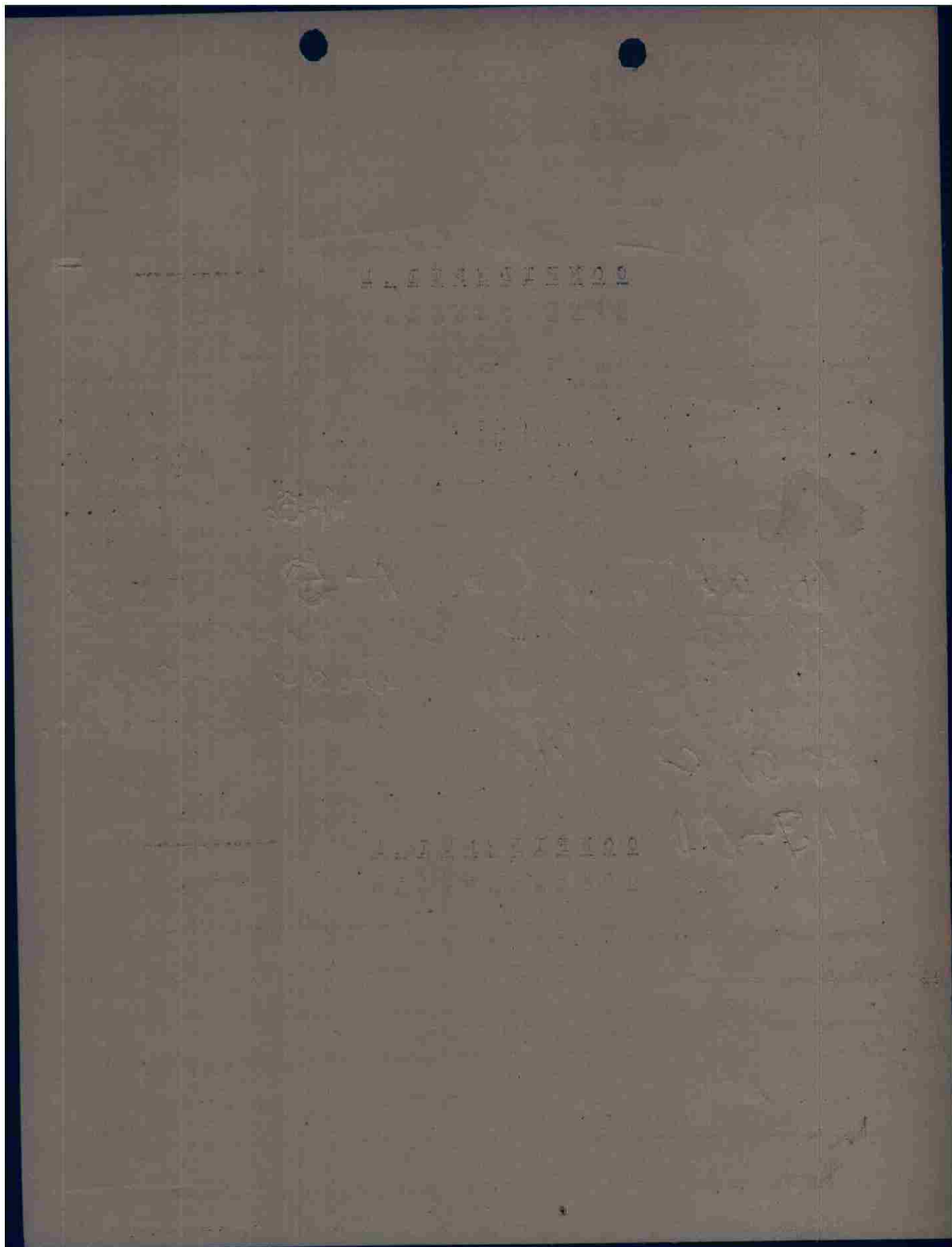
E/A:

OBSERVATIONS: 1150

Over trucks No 5 down
hit near large
open field. 5. Over field
showed no bomb damage.
No a/c 1910

H43-00

[Signature]



CONFIDENTIAL

Interr. Form

PILOT Bankamp A/C# 1961-P BOX 11 FLIGHT 1 POS 2

CASUALTIES:

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

FLAK:

1907 - Flak - 6 bursts in area - 2 left.

E/A:

OBSERVATIONS:

mech malfunction - switches or
shorted out

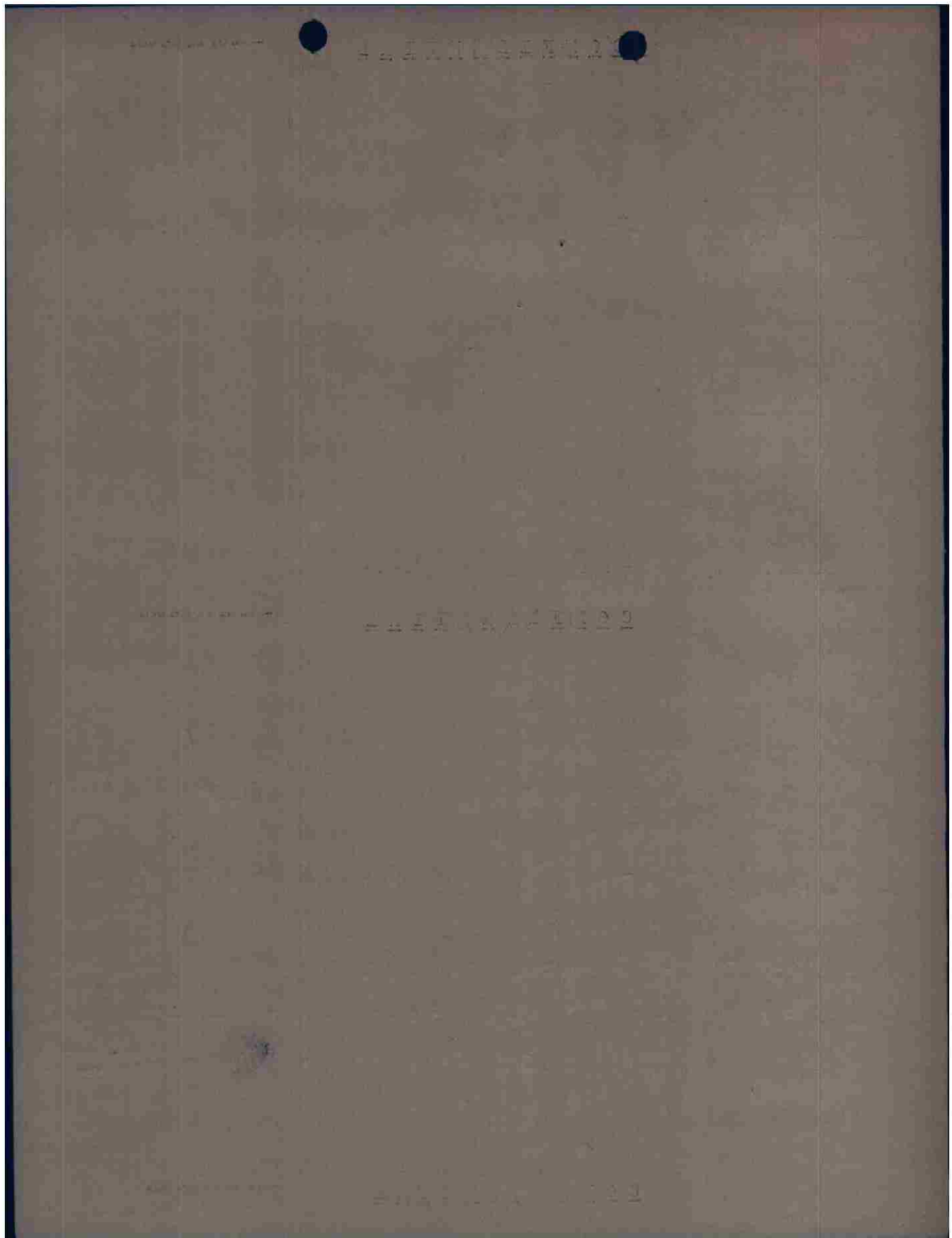
all but one flight on intersection -
the odd flight to N & W of AP.

1921 hr - 10-11 trucks headed south
while

N-4892 33 - 6-7 more trucks headed south
LEWS - 33 - 11y - 150-200 cars - 2 trans with
30 cars each pulled into
yards.

44-5215

Shander



CONFIDENTIAL

Interr. Form

PILOT Hall, R. A/C# 720-F BOX 7 FLIGHT 3 POS 4

CASUALTIES:

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

FLAK:

1906 - 12 bombs - accurate

E/A:

OBSERVATIONS:

1906 - 17 bombs - 12 bombs in two
parts of cloud

1908 - Traces of smoke - all white
clouds of smoke

white clouds 40-50 ft (near
range 1910)

Bombs on intersection of range

Shindler

Interpreter

CONFIDENTIAL

Interr. Form

PILOT Smith J. A/C# 692-M ECK 11 FLIGHT 1 POS 5

CASUALTIES:

BOMB DISPOSITION: 7 PT ST OT JBT ALT BATTLE DAMAGE: nil A A-C E

FLAK: few bursts of flak believed to come from Lille - in sec -

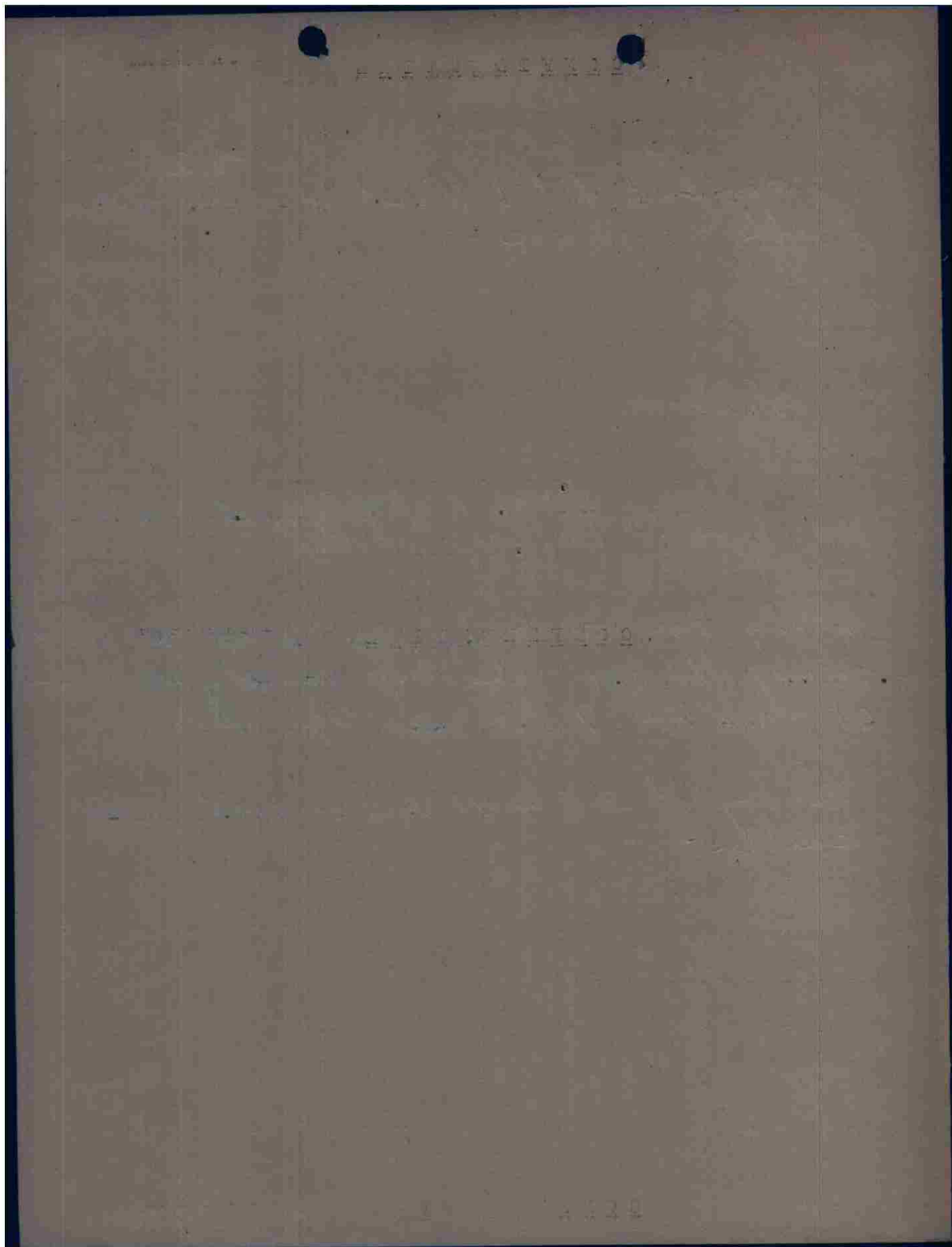
E/A: nil -

OBSERVATIONS: Good pattern - slightly west & south of 1st box.

Long train on track of road across to Albert on only flat cars - also troop covered goods cars - at same time 7 flat cars tops white -

Convoy of 30 to 40 cars on road near Bailen -

PSR



PILOT Gurney A/C# 674-R BOX 11 FLIGHT 3 POS 5

CASUALTIES:

BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: mil

FLAK: weak - in obs - off - near Le Bassee

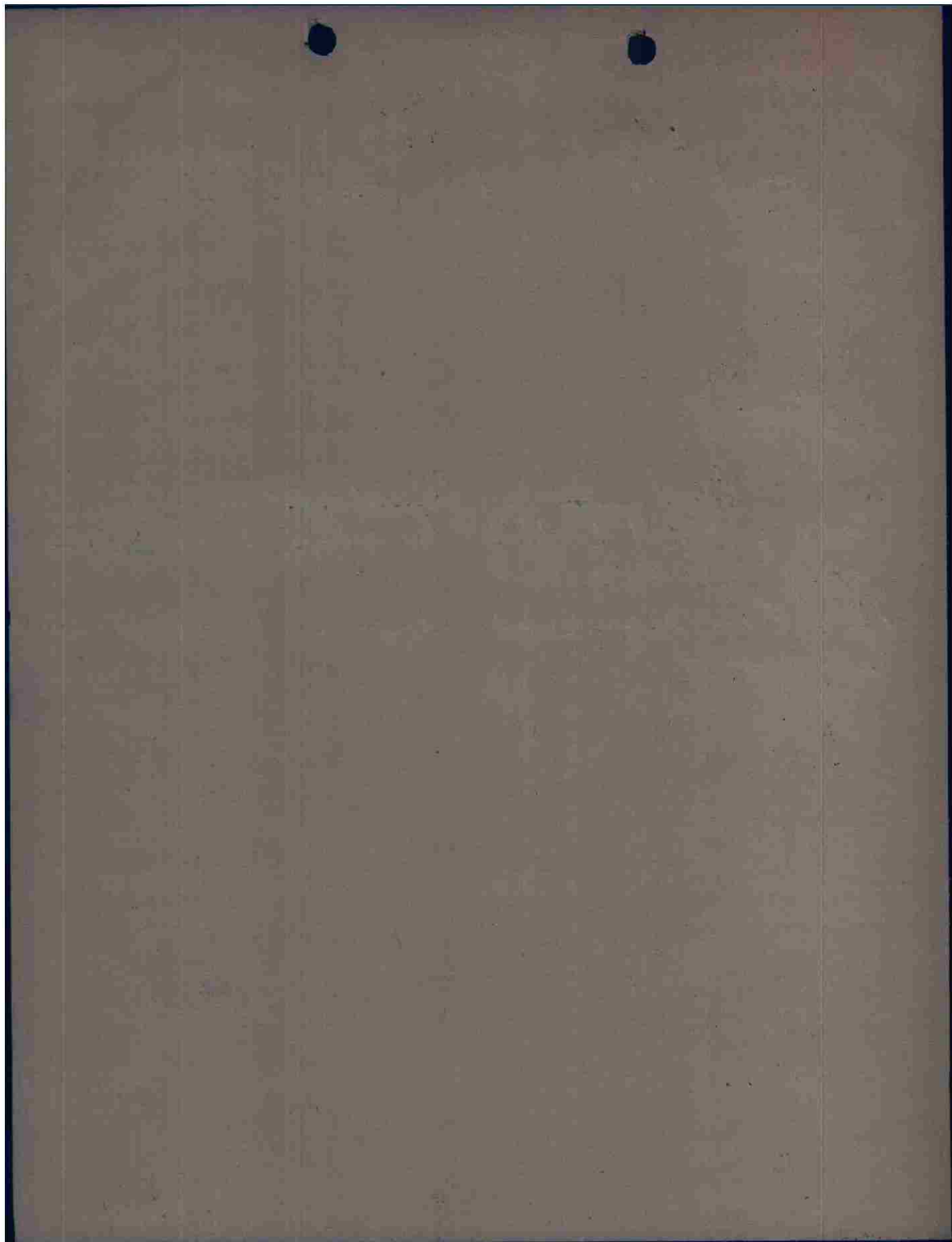
E/A: mil -

OBSERVATIONS: Good follow - believed good -

Quite a bit of traffic - to search to locate -
going south

Gun fire near coast closed to Dunkirk -
Burgues -

Royers



CONFIDENTIAL

Interr. Form

PILOT Stanley A/C# 019-K ECR 11 FLIGHT 2 POS 6

CASUALTIES:

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

FLAX:

ENE weak inaccurate

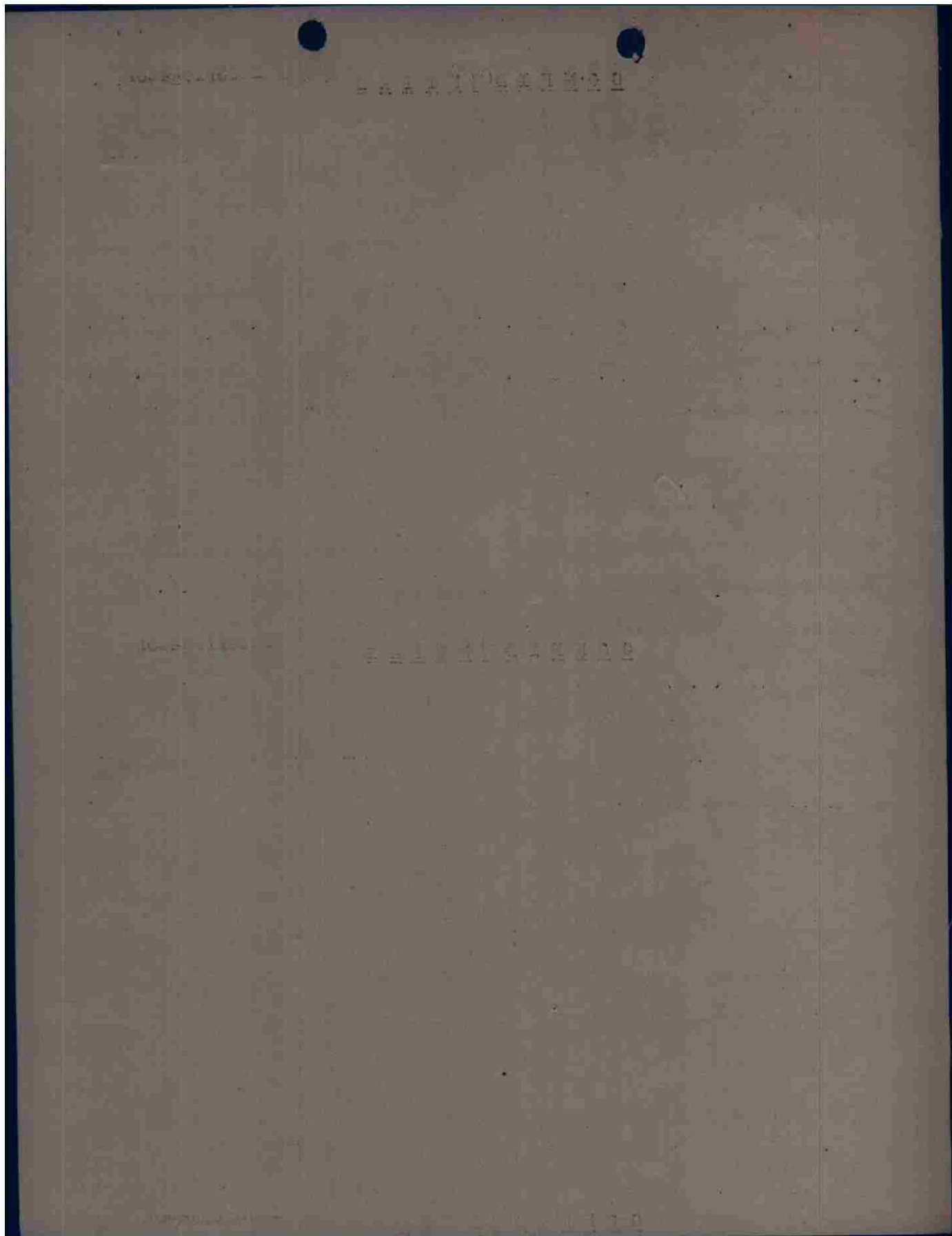
E/A:

OBSERVATIONS:

10 ships in channel

a hand camera

May



CONFIDENTIAL

Interr. Form

PILOT MacNamee A/C# 202-B BOX 7 FLIGHT 1 POS 3

CASUALTIES: nil

BOMB DISPOSITION: (P) ST OT JET RET BATTLE DAMAGE: A A-C E

FLAK: nil

XH1 at 1906 LENS

E/A: nil

OBSERVATIONS:

1906 - 50 RR cars & 10 barges seen

1907 - 15-20 barges

1909 40 cars in M/Y arrived

~~1930~~ N 4750 flat cars?

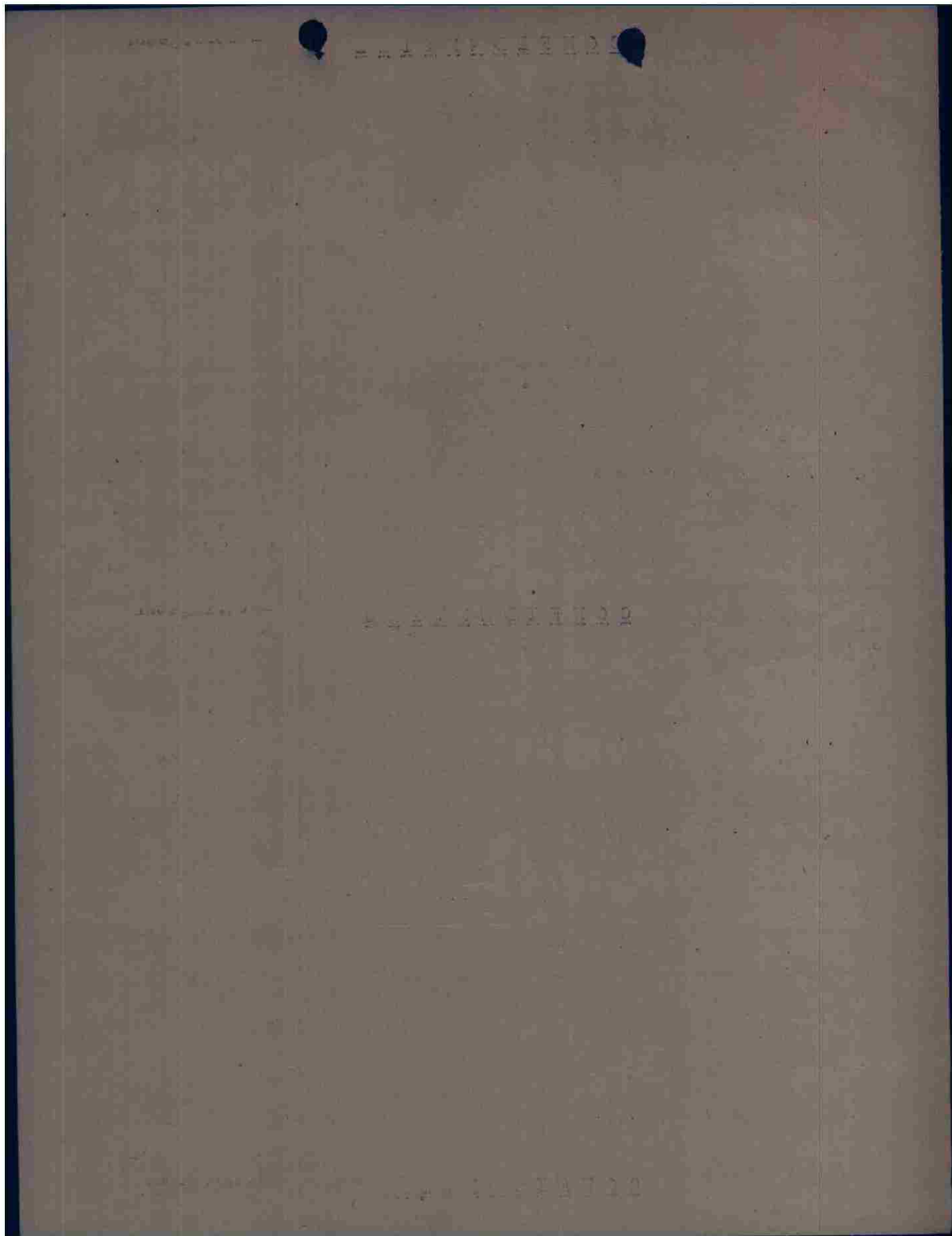
1930 - train headed south (8 to 10 cars) away from ARRAS (white cars) 114541

1935 A/D w/ serviceable P/W's no activity

✓ 1936 - 40 car train headed east Engine Steam

1942 - 20 car train -

Luvia



INTERR. FORM

PILOT Kenny A/C# 760-Z BOX II FLIGHT 2 POS 3

CASUALTIES: nil

BOMB DISPOSITION: (6) ST OF JET RET. BATTLE DAMAGE: A-C nil E

FLAK: 1907 - XII

E/A: nil

OBSERVATIONS: Good results N of choke point.

1907 - 10 barges

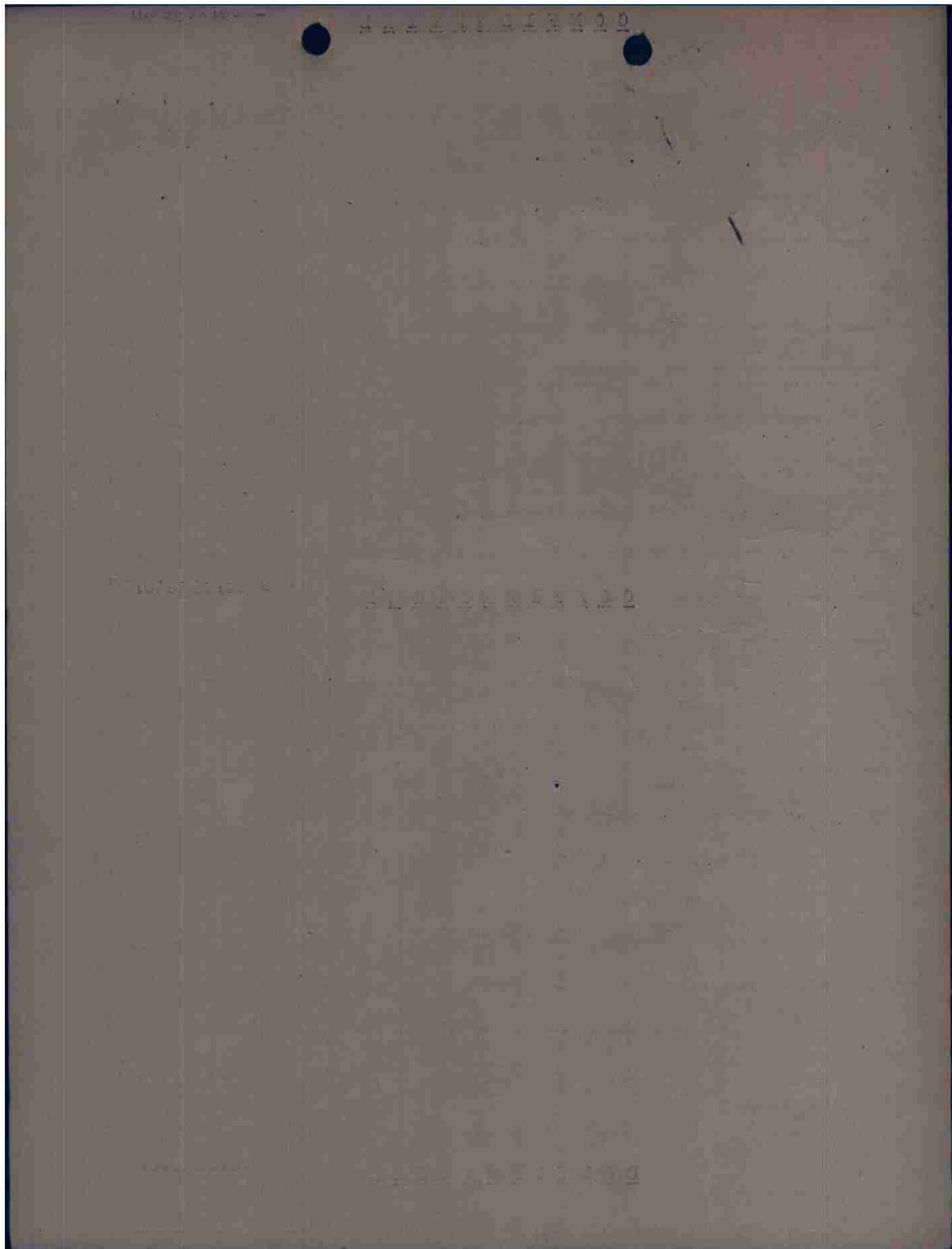
1908 - 8 barges

1902 - M/Y

50-60 cars (left of course)

File #6836

Luria



PILOT Radetsky A/C# 905-X-1 BOX II SPARE FLIGHT 2 Bombed POS 7
 CASUALTIES: nil
 BOMB DISPOSITION: (6) SE CT JET RET BATTLE DAMAGE: nil
 FLAME: _____

XH1: LENS

E/A: nil

OBSERVATIONS: Target area.

1905 - 15 RR cars no engine N5718

1909 - 11 " " " ~~N1814~~

1922 - 13-15 vehicles - same direction as course. N1814

1905 A/D - crater in R/W on A/D.

Luvia

Interrogator

SECRET

SECRET

CONFIDENTIAL

Interr. Form

PILOT Wright A/C# 907-0 BOX 4 FLIGHT 2 POS 5

CASUALTIES:

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

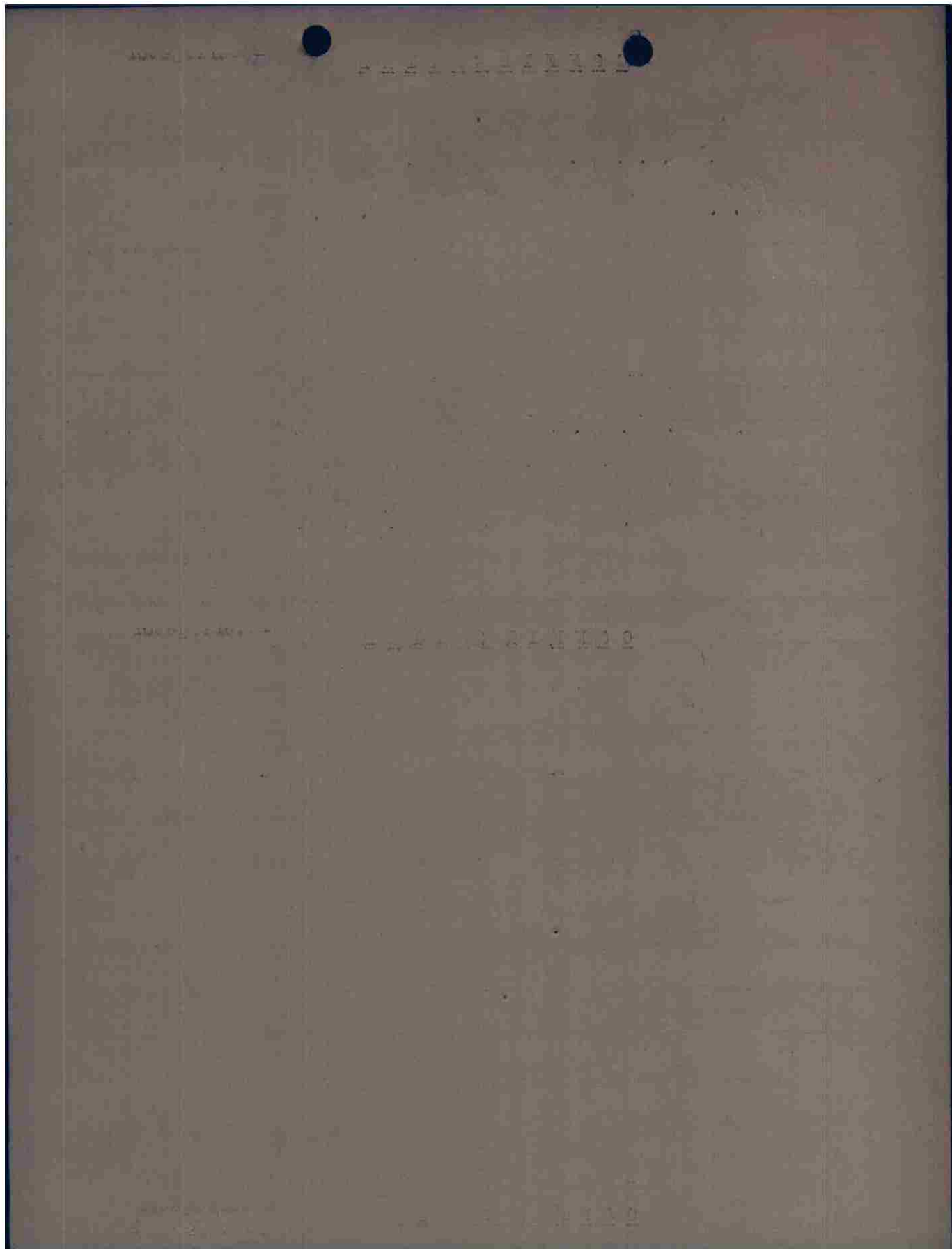
FLAK: 1910 weak inaccurate

E/A: [Signature]

OBSERVATIONS: flames in bombed

camera

Mac



PILOT Cannon A/C# 195-D BOX 2 FLIGHT 2 POS 2

CASUALTIES: None

BOMB DISPOSITION: X PT ST CT JET RET BATTLE DAMAGE: None

FLAM: _____

10 miles from west xH I on course

E/A: None

OBSERVATIONS: _____

~~1407 - Truck convoy - light gray head toward target~~

1445 - M/Y - 5 Full in area - River thru center of town

~~long~~ Truck Convoy - headed south west out of lens (#5113)

Two wing bombs dropped short of target - Stanley near La Bessey (H 5136)

12 + vehicles halted alongside a large A/D
 south of ~~ARRAS~~ ACHIET A/D AT
 1915 hours.

12 + convoy ^{of white trucks} headed west toward Amiens
 A/D at N 555 at 1921 hours.

10 white trucks headed north at 1921
 hours near N 1374.

4 Flak towers at 1910 hours at H 48100
 of northeast of Arras.

At 1940 hours convoy of 10+ black
 vehicles moving south at H 4850.

Vehicles on perimeter and 1 A/C on taxi
 strip of ~~ARRAS~~ ACHIET A/D AT 1930
 Hours.

