

## IRIS Public Record

### Key Information

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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  
FOUR HUNDRED SIXTYSETH BOMBARDMENT GROUP (L)  
Office of the Commanding Officer

SECRET  
By authority  
CG, Sta. 170  
30 August 1944  
Dist. \_\_\_\_\_

SUBJECT: Report of combat mission.

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

416th Bombardment Group (L)  
133rd Combat Mission, 28 August 1944.  
97th CG FO 196-517.

1. 38
2. 36
3. 37
4. None
5. 1
6. 43-21961      Attempt to release bombs over target failed. Defective circuit breaker. Short in indicator light system caused circuit breaker to trip when bomb master switch was turned on.  
Lt. T. Gookney
7. 43-21961      Same as above.
- 43-9217      No. 2 station failed to release. Spare wire to release solenoid shorting against actuating lever in rack.  
Lt. J. S. Connor
- 43-9207      No. 1 station failed to release. Release solenoid burned out in No. 1 station.  
Lt. L. R. Morris
- 43-21819      Released 2 wing bombs just before IP when pilot turned bomb master switch on for the preparation of the bombing run. Pilot claimed he had his finger on release button and accidentally released wing bombs.  
Lt. G. B. Stanley

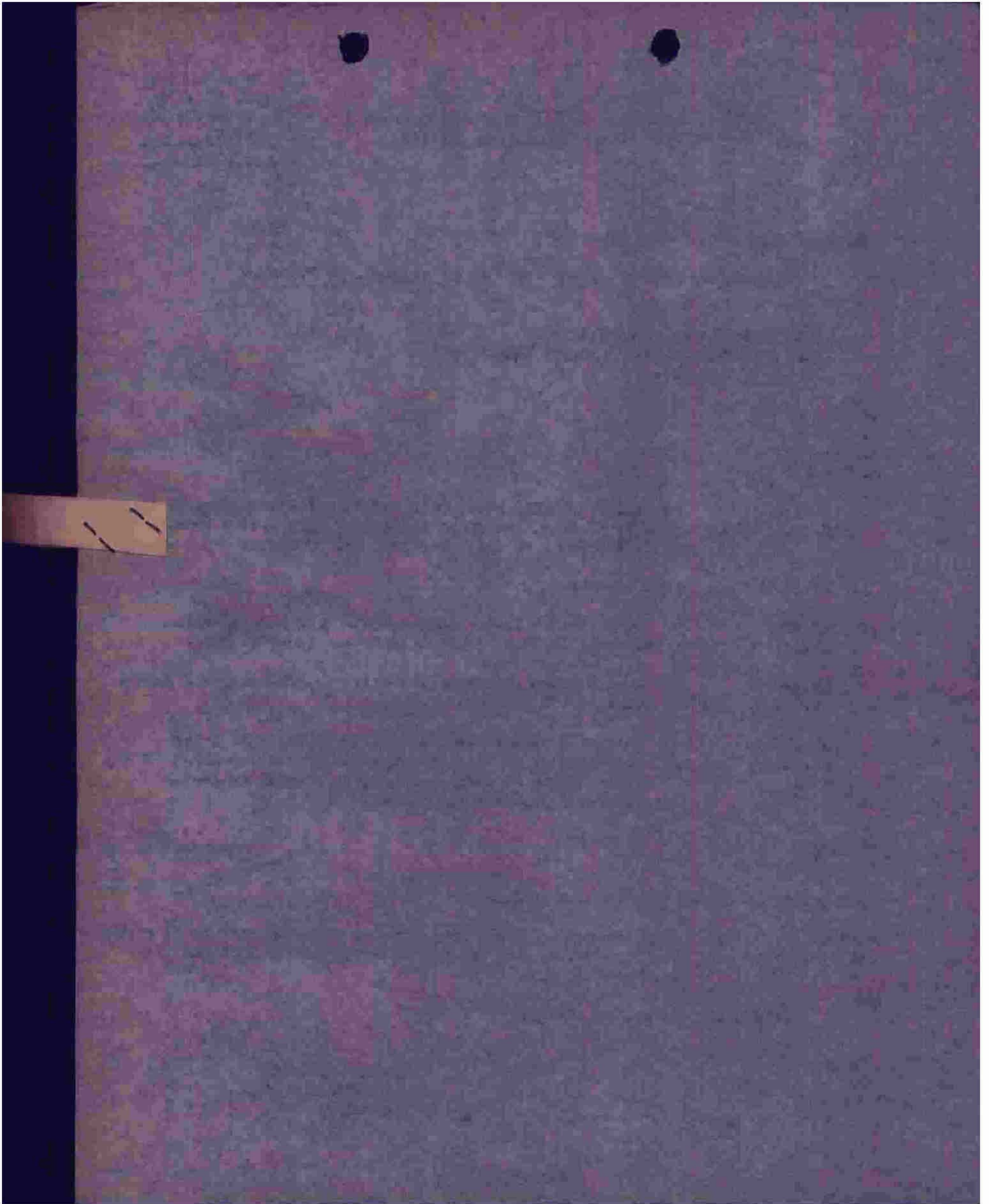
8. None

(cite report of combat mission 27 August 1944)

- 43-9961      Crash landed on 67th group strip in Normandy because of severe fuel damage. 1 engine, hydraulic system and left and right rudder cable out.  
Lt. A. J. Vignola

For the Commanding Officer,

DEWITT BURNEKIN,  
Captain, Air Corps,  
Adjutant.



FILE

HEADQUARTERS  
FOUR HUNDRED SIXTEENTH BOMBARDMENT GROUP (L)  
Office of the Commanding Officer

SECRET  
By auth  
CO, Sta 170  
29 Aug 1944  
Init. \_\_\_\_\_

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

SUBJECT: Transmittal of A-3 Bombing Information Reports.

TO : Commanding General, IX Bomber Command, APO 140, U. S. Army.

Transmitted herewith are the A-3 Bombing Information Reports on operational mission 28 August 1944.

For the Commanding Officer:

GEORGE SCHENKIN,  
Captain, Air Corps,  
Adjutant.

6 Incls:

- 1 - A-3 Bombing Information Report (Box 1, flt 1)
- 2 - A-3 Bombing Information Report (Box 1, flt 2)
- 3 - A-3 Bombing Information Report (Box 1, flt 3)
- 4 - A-3 Bombing Information Report (Box 2, flt 1)
- 5 - A-3 Bombing Information Report (Box 2, flt 2)
- 6 - A-3 Bombing Information Report (Box 2, flt 3)

## S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 517BOX 1, 418 1 GROUP 418 DATE 28 Aug 44 TARGET ATTACKED Doullens  
F/D1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 222x 012°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. J. Kupits6. Name of lead Pilot: Capt. H. J. Huff7. Intervalometer setting: None8. Indicated Air Speed: 300 Ground Speed: 282 Altitude: 100009. Length of bomb run: 50 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/30 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

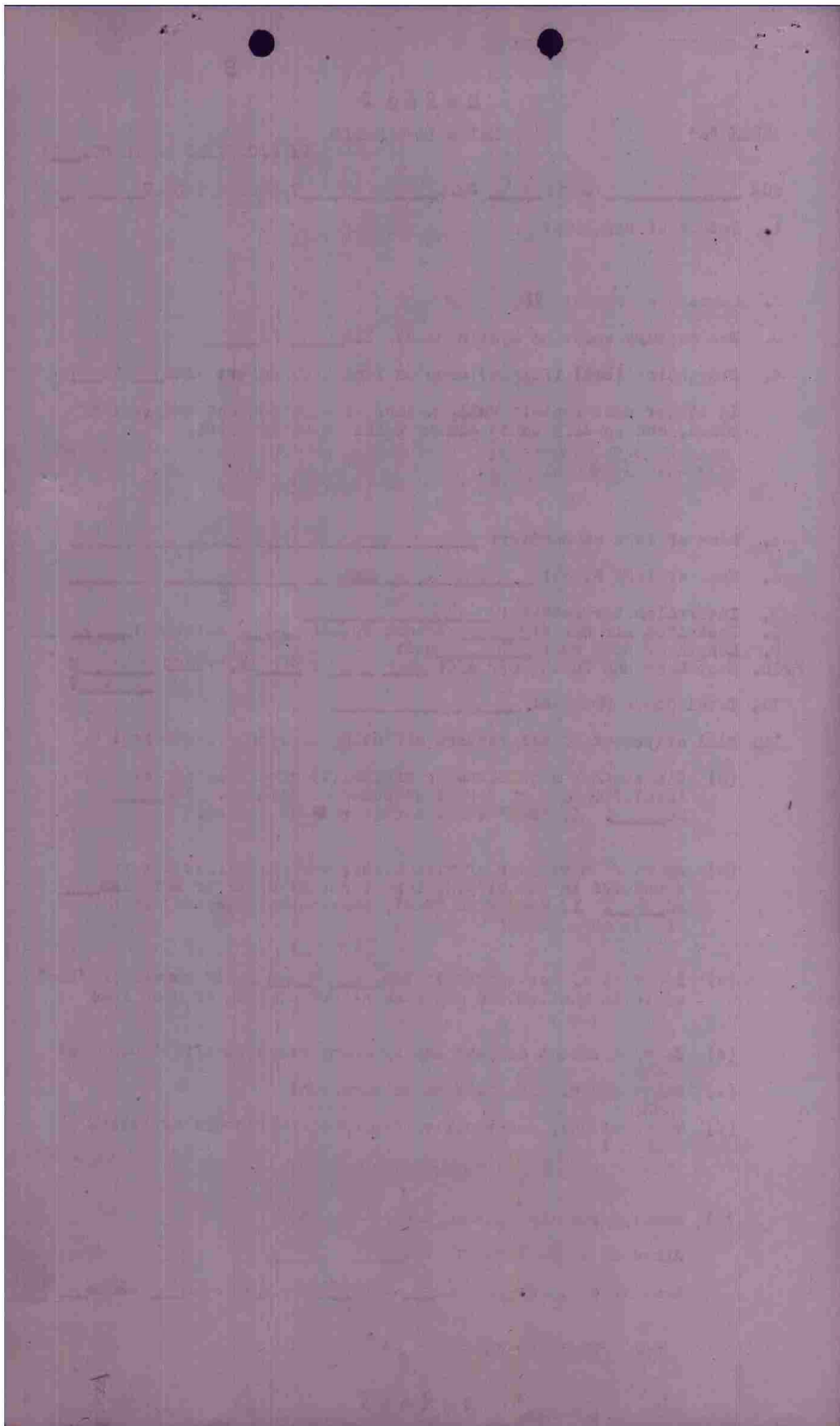
(f) Malfunctions, personnel errors or other factors affecting bombing:

None

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO \_\_\_\_\_Results claimed: EXCEL \_\_\_\_\_ GOOD X FAIR \_\_\_\_\_ POOR \_\_\_\_\_ GROSS \_\_\_\_\_\*5 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. 417BOX 1, flt 2 GROUP 416 DATE 28 Aug 44 TARGET ATTACKED Doullens, F/D

1. Method of Sighting:

**Pre-set with corrections.**2. Bombing approach: 011<sup>0</sup>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. 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. Harzoff7. Intervalometer setting: None8. Indicated Air Speed: 300 Ground Speed: 280 Altitude: 123009. 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: 36

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

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

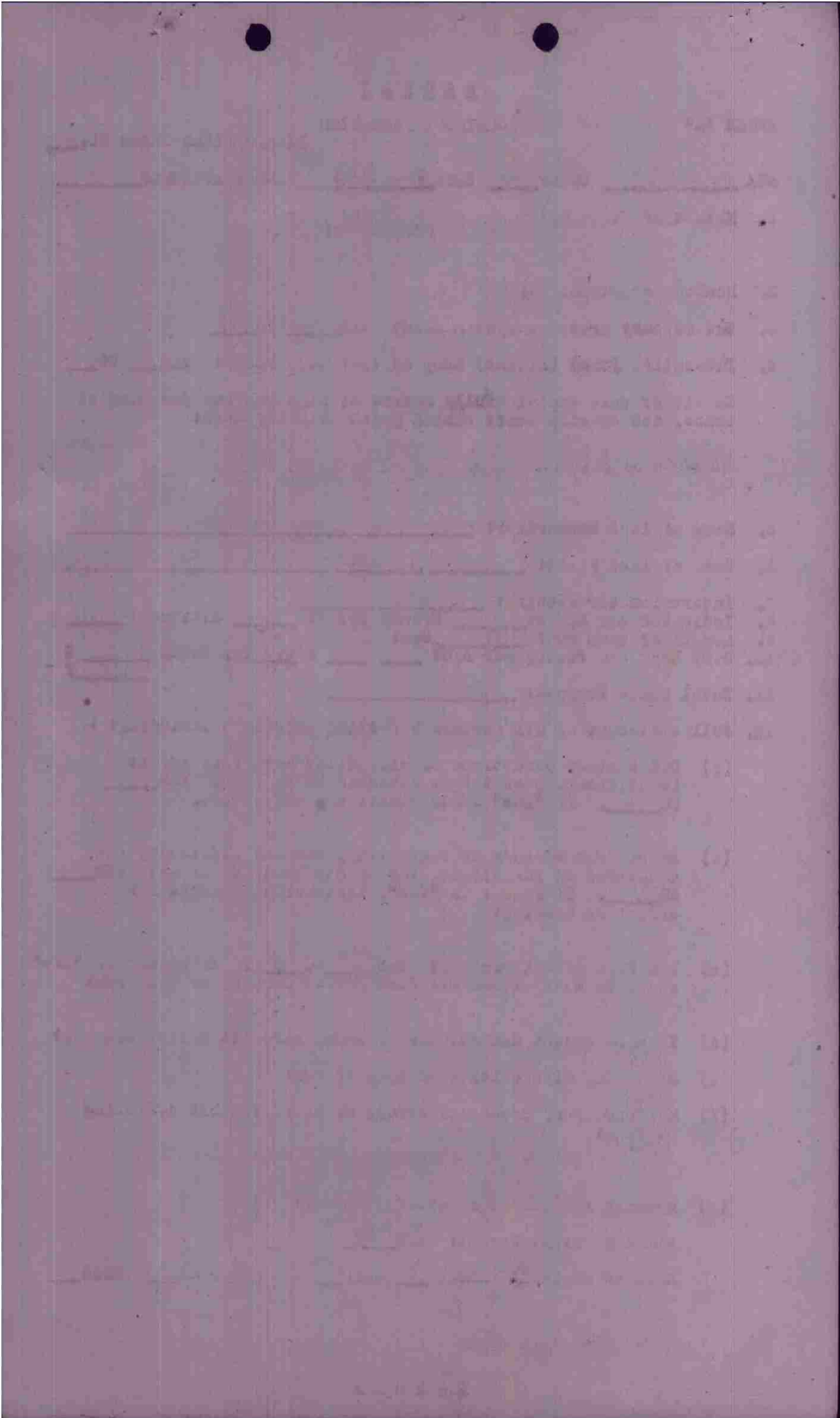
**Bombardier not completely synchronized at time of release.**

(g) Bombing results as reported by crews:

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

\*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. 517BOX 3, flt 3 GROUP 416 DATE 28 Aug 44 TARGET ATTACKED Doullens

P/D

1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 011<sup>0</sup>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. J. Bennett6. Name of lead Pilot: Lt. H. P. Cole7. Intervalometer setting: None8. Indicated Air Speed: 300 Ground Speed: 250 Altitude: 116009. Length of bomb run: 40 Sec:\* 10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N  
1/40 T11. Total Bombs Dropped: 32

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:

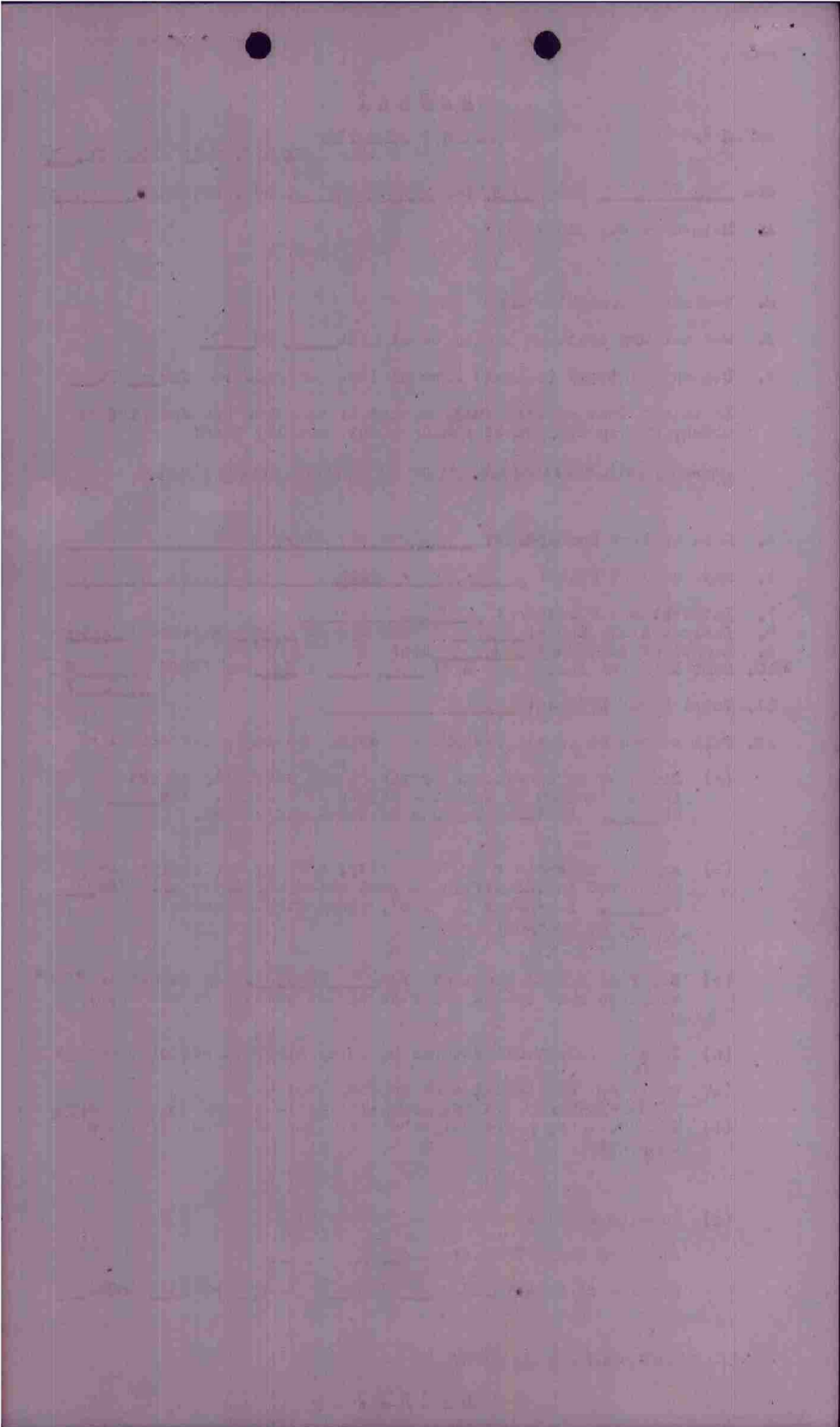
None

(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 6 x 500 lb CF

S E C R E T



## S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B. C. FIELD ORDER NO. 517BOX 2, Flt 1 GROUP 416 DATE 28 Aug 44 TARGET ATTACKED Boullens  
F/D

1. Method of Sighting:

**Pre-set with corrections.**2. Bombing approach: **012<sup>0</sup>**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. D. L. Moore6. Name of lead Pilot: Lt. R. J. Norton7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 250 Altitude: 115009. Length of bomb run: 90 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N  
1/60 T11. Total Bombs Dropped: 28

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:  
**Smoke 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:

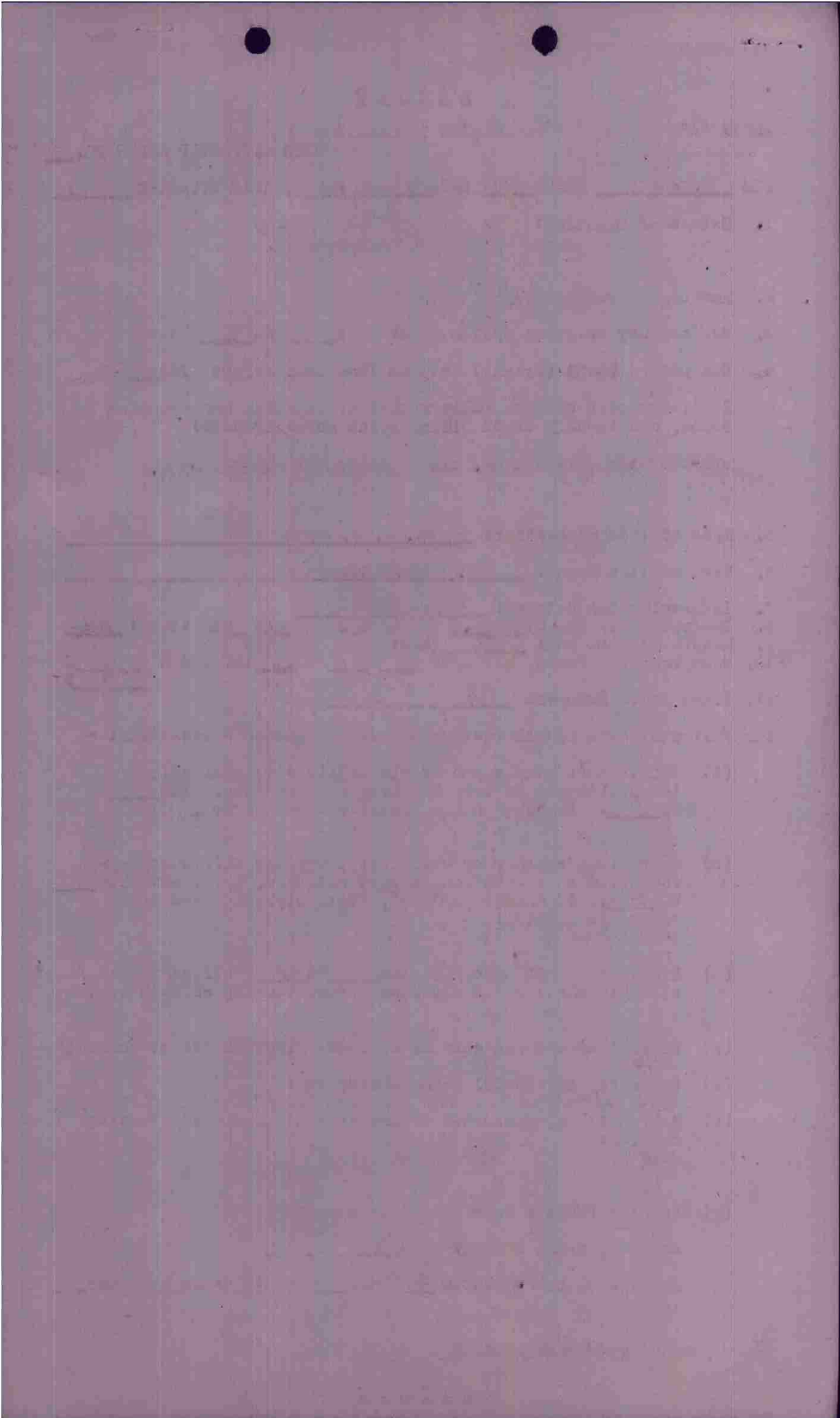
**AP difficult to identify due to smoke from previous bombing.**(f) Malfunctions, personnel errors or other factors affecting bombing:  
**None**

(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. 517BOX 2, 11, 2 GROUP 416 DATE 28 Aug 44 TARGET ATTACKED Doullens F/B1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 025°3. Was mercury erection system used? YES \_\_\_\_\_ NO X4. Did entire (~~boom~~) (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. F. H. Lursiel6. Name of lead Pilot: Capt. G. E. McNulty7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 250 Altitude: 117009. Length of bomb run: 120 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N  
1/45 T11. Total Bombs Dropped: 34

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

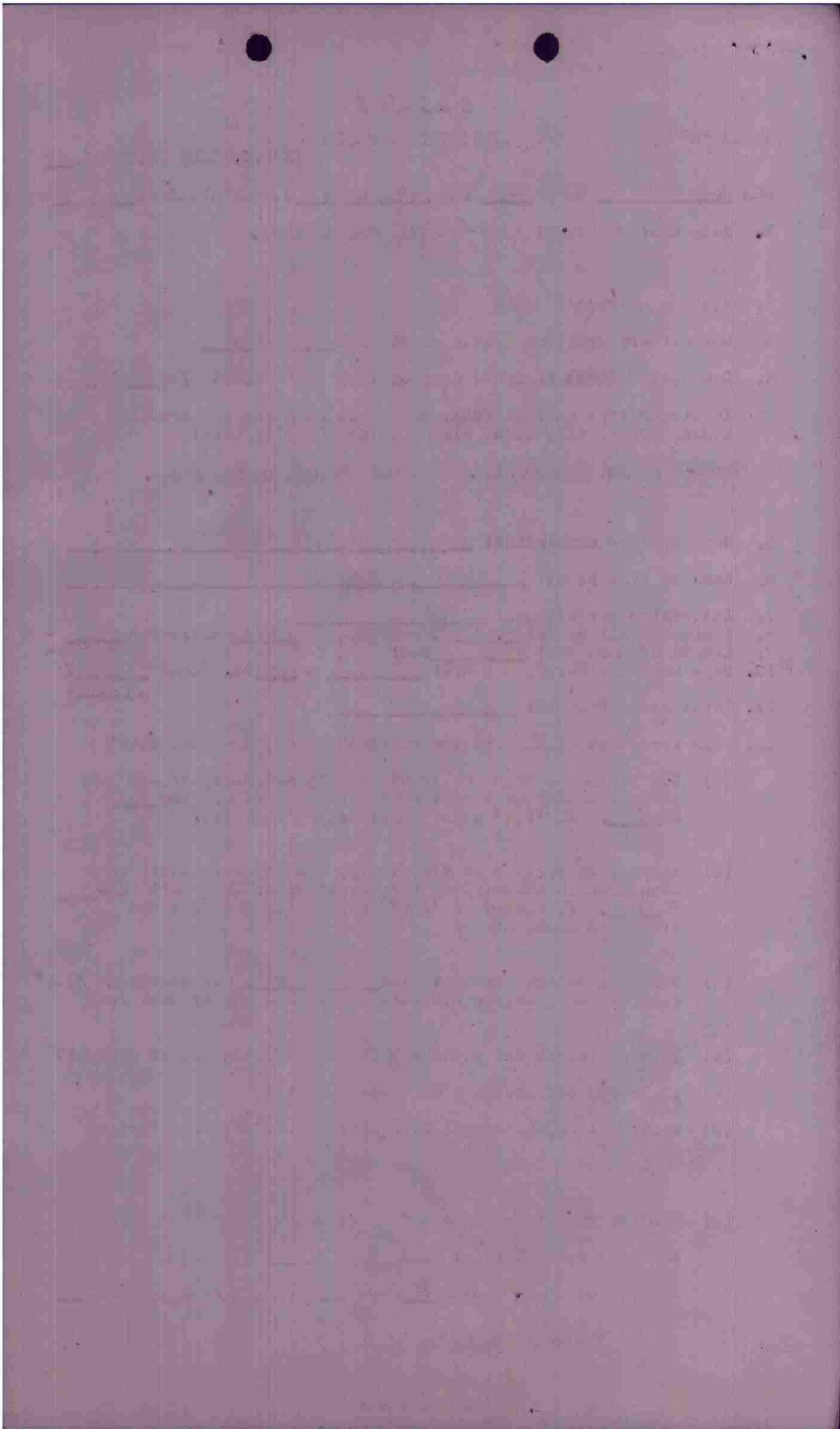
(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES \_\_\_\_\_ NO X. If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES \_\_\_\_\_ NO X. If answer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



MISSION NO. 133

LOADING LIST

28 AUGUST 1944

BOX I  
FLIGHT I

1. 412 D  
Capt. M.J. Huff  
Lt. J. Kupits  
Sgt R.A. Clark  
T/S W.J. Kelly

4. 217 D  
Lt. J.S. Connor  
S/S J.E. Van Dyne  
S/S H.C. Rodgers

2. 439 L  
Lt. J.F. Allen  
Sgt L.R. Getgen  
Sgt C.W. Vessey

5. 1767 N  
Lt. L.E. Roundstone  
Sgt A.J. Barland  
S/S K. Heath

3. 743 W  
Lt. W.C. Siggs  
S/S R.W. Nicks  
S/S N. Redlich

6. 376 O  
Lt. D.W. Elliott  
Sgt J.J. McGuire  
S/S J. Mani

FLIGHT II

1. 1711 S  
Capt. L.A. Marzolf  
Lt. J.P. Beck  
S/S H.E. Wellin  
S/S L.G. Rutzler

4. 714 N-1  
Capt. S.M. Hixon  
Sgt A.H. Hinson  
S/S C.E. Swank

2. 951 P  
Lt. J.H. Miller  
S/S R.C. Schrom  
S/S J. Gelander

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

3. 493 V  
Lt. F.W. Henderson  
S/S R.M. Griswold  
S/S P.E. Coulambe

6. 221 F  
Lt. C.L. Estes  
S/S C.R. Orvold  
S/S A.E. DiMartino

FLIGHT III

1. 645 R  
Lt. H.P. Cole  
Lt. R.J. Bennett  
S/S B.G. Fandre  
S/S F.R. Chvatal

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

2. 914 X  
Lt. F.W. DeMand  
Lt. A.C. Burns  
S/S R.J. Troyer  
S/S C.W. Middleton

5. 369 L  
Lt. J.C. Gary  
Sgt R.W. Chevront  
Sgt A.E. Schoen

3. 165 H  
Lt. M. Zubon  
T/S J.R.L. Tanner  
S/S W.C. Russell

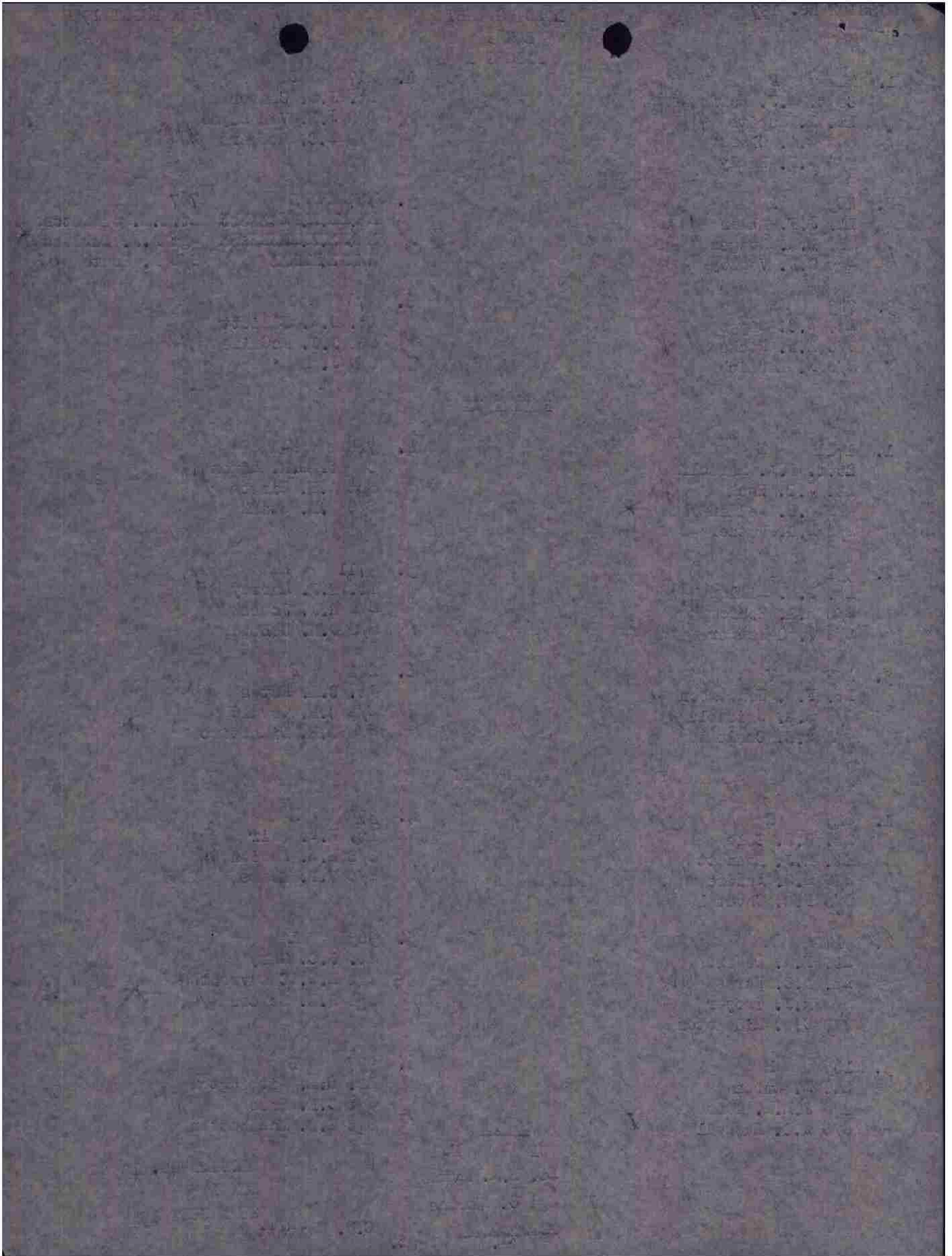
6. 997 B  
Lt. D.L. Withington  
Sgt C.F. Hiss  
Sgt L.D. McElhattan

SPARE

701 H-1  
Lt. H.M. Evans  
Sgt C. Sheens

MISSION NO. 133  
BOX I  
28 AUGUST 1944

Sgt. C.N. Merritt



MISSION NO. 133

LOADING LIST

28 AUGUST 1944

BOX II  
FLIGHT I

1. 469 J  
LT. R.J. MORTON ✓  
LT. D.L. MOORE ✓  
S/S C.L. WEBB ✓  
S/S F.M. CITY ✓

4. 10190 I  
LT. E.P. HALL ✓  
SGT. R.W. CARSTENS ✓  
SGT. R.P. SHARP ✓

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

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

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

6. 692 M  
LT. J.F. SMITH ✓  
S/S C. VAFIADIS ✓  
S/S R.C. HOFFMAN ✓

FLIGHT II

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

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

2. 760 Z  
LT. J.P. KENNY ✓  
SGT. L.V. METZLER ✓  
PFC. J.J. SITTARICH ✓

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

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

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

FLIGHT III

1. 063 A  
LT. H.A. MONROE ✓  
LT. R.L. KIRK ✓  
S/S W.L. KIDD ✓  
T/S J.F. GOGGIN ✓

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

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

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

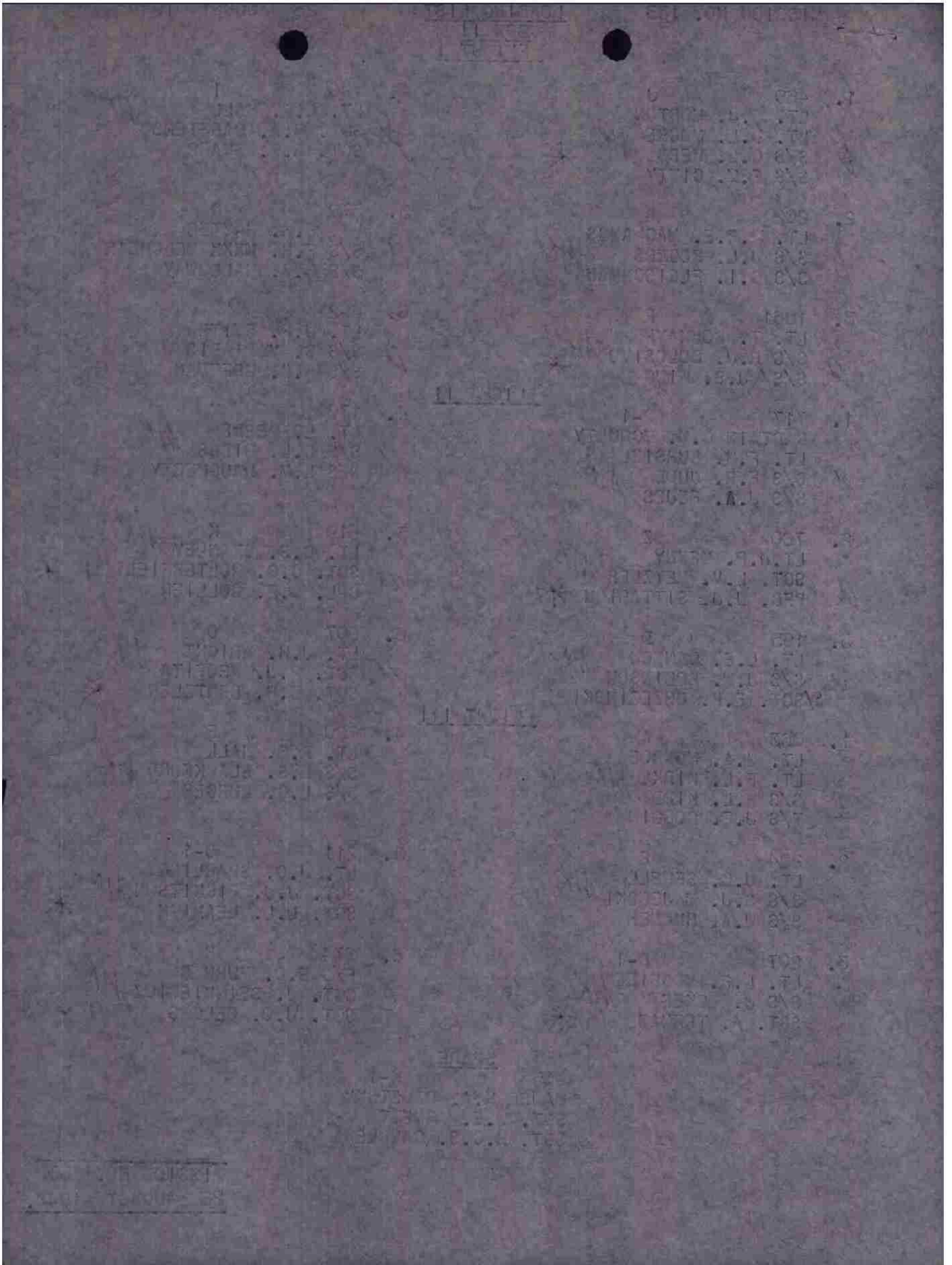
3. 207 B-1  
LT. L.R. MCBRIDE ✓  
S/S J. MCKEE ✓  
SGT. A. TERNAN ✓

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.



OPERATIONAL PRIORITY

FROM: 416TH BOMB GROUP (L)

TO : IX BOMBER COMMAND  
97TH COMBAT WING

416 BG A \_\_\_\_\_ E SECRET IN THE CLEAR

"J" FORM OPERATIONAL CLEARANCE F-4 28 AUGUST 1944

PREPARED BY MAJOR HAROLD A. RATETSKY

A.

B. 1828

C. CLACTON-ON-SEA

D. BOX I . . . . . R/T CORNHILL ONE

669 . . . . . 6 . . . . . D L W Q N O

671 . . . . . 12 . . . . . S P V H-1 M F R X H K L B

670 . . . . . 1 . . . . . (SPARE) E-1

GROUP LEADER . . . . . 669 . . . . . D

DEPUTY . . . . . 671 . . . . . S

BOX II . . . . . R/T CORNHILL TWO

669 . . . . . 5 . . . . . J B P I M

668 . . . . . 7 . . . . . P-1 Z D T R O G

670 . . . . . 6 . . . . . A E B-1 F O-1 R

668 . . . . . 1 . . . . . (SPARE) . . . H

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

DEPUTY . . . . . 668 . . . . . P-1

E. 12,000

F. FURIES

G. 1855

H. 53

J. FURIES

K. CLACTON-ON-SEA

L. 2011

M. 1. TAKE OFF . . . . 1800 SWT COURSE. . . 1820 E.T.A. . . . 2020

2. 33 AIRCRAFT 6 x 500 GP 5 AIRCRAFT 4x 500 GP

3. 4 HOURS

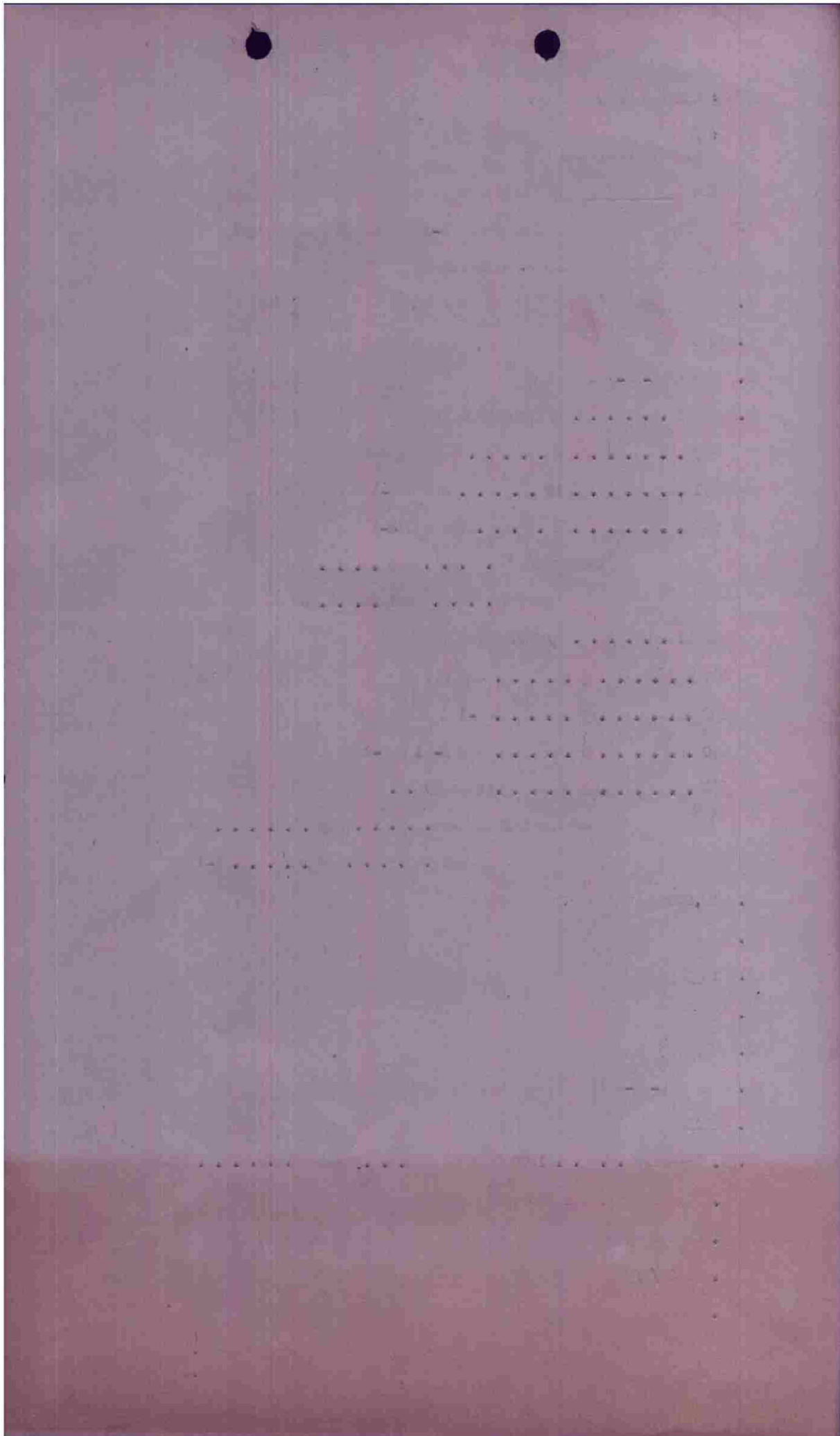
4. 5000E/M/3

5. NONE

AYLESWORTH BOMBING 416

JOHN M. BONURA  
1st Lt., Air Corps

I CERTIFY THAT THIS IS OFFICIAL BUSINESS.



POST MISSION REPORTMISSION NO. 133DATE 28 August1. NUMBER OF MEN WOUNDED (MEDICS - 16) None

2. BOMBING MALFUNCTIONS (ARMAMENT - 92)

217 - SQDN C - LT. GONNOR - RETURNED BOMB ON #2 STATION. SHORT IN WIRE TO RELEASE SOLENOID OF #2 STATION.

819 - SQDN A - LT. STANLEY - RELEASED TWO WING BOMBS JUST BEFORE 1.P. WHEN PILOT TURNED BOMB MASTER SWITCH ON FOR THE PREPARATION OF THE BOMBING RUN PILOT STATES HE HAD HIS FINGER ON RELEASE BUTTON AND ACCIDENTALLY RELEASED WING BOMBS.

207 - SQDN C - LT. MC BRIDE - RET. #1 STATION BOMB - DEFECTIVE RELEASE

1961 - SQDN B - LT. BOUKAMP - DIDN'T BOMB - DEFECTIVE BOMB CIRCUIT BREAKER

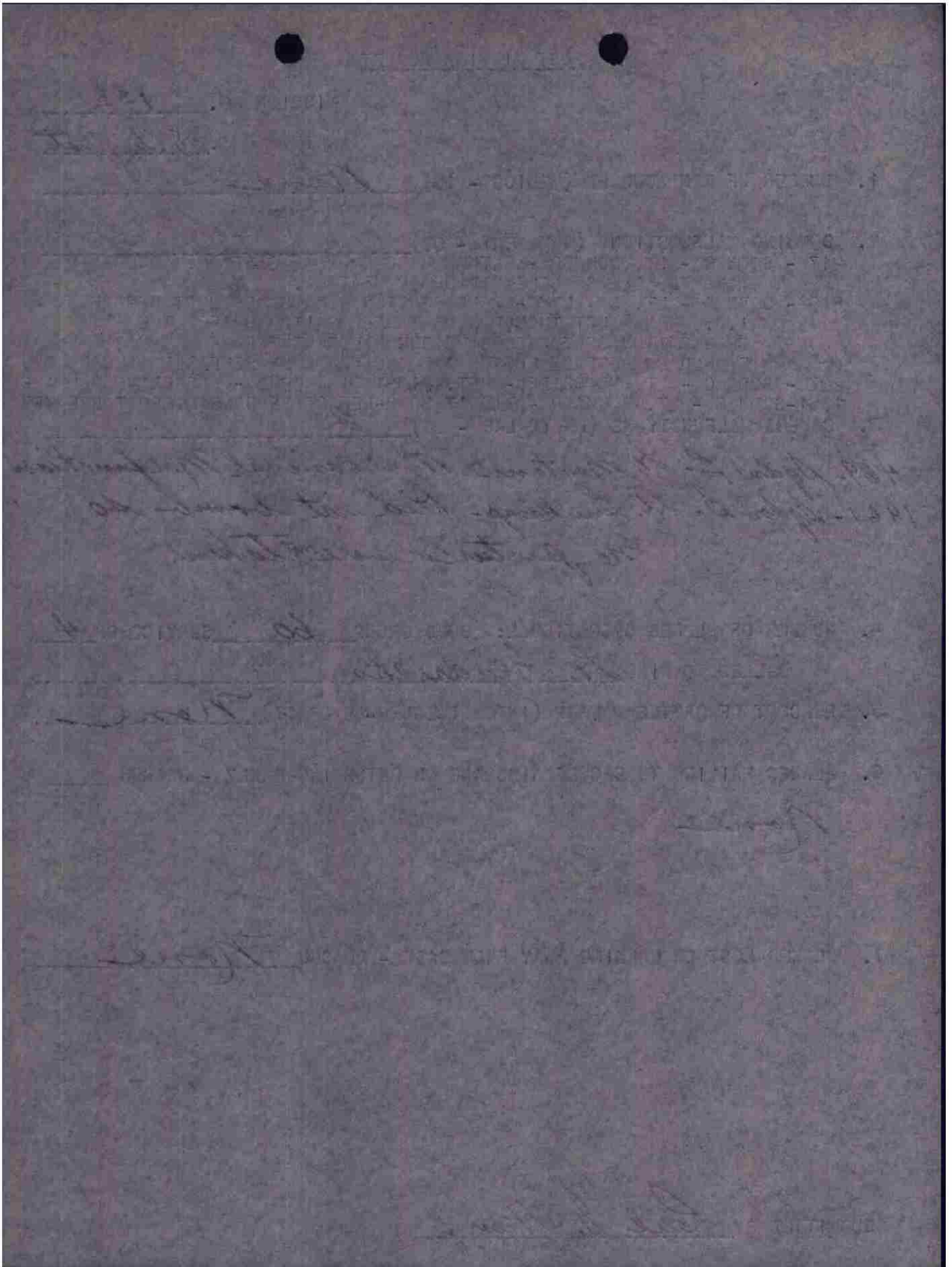
3. CAMERA MALFUNCTIONS (PHOTO LAB - 84) 2

469 - Sqdn B - Lt. Martan - Mechanical Malfunction  
 1961 - Sqdn B - Lt. Boukamp - Did not bomb so  
 no pictures were <sup>not</sup> taken.

4. NUMBER OF PLANES OPERATIONAL: BOMB GROUP 60 SERVICE GP 4CALLED TO WING Lt. Friedrichs5. PERCENT OF BATTLE DAMAGE (INTELLIGENCE - 68 OR 17) None

6. PLANES FAILING TO BECOME AIRBORNE OR RETURNING EARLY - REASON

None7. PLANES LOST OR LANDING AWAY FROM BASE - REASON None(SUBMITTED BY Paul G. Henry)



CONFIDENTIAL

5-3  
FROM: COBOMGR 416

TO : COMBSTWIG 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.

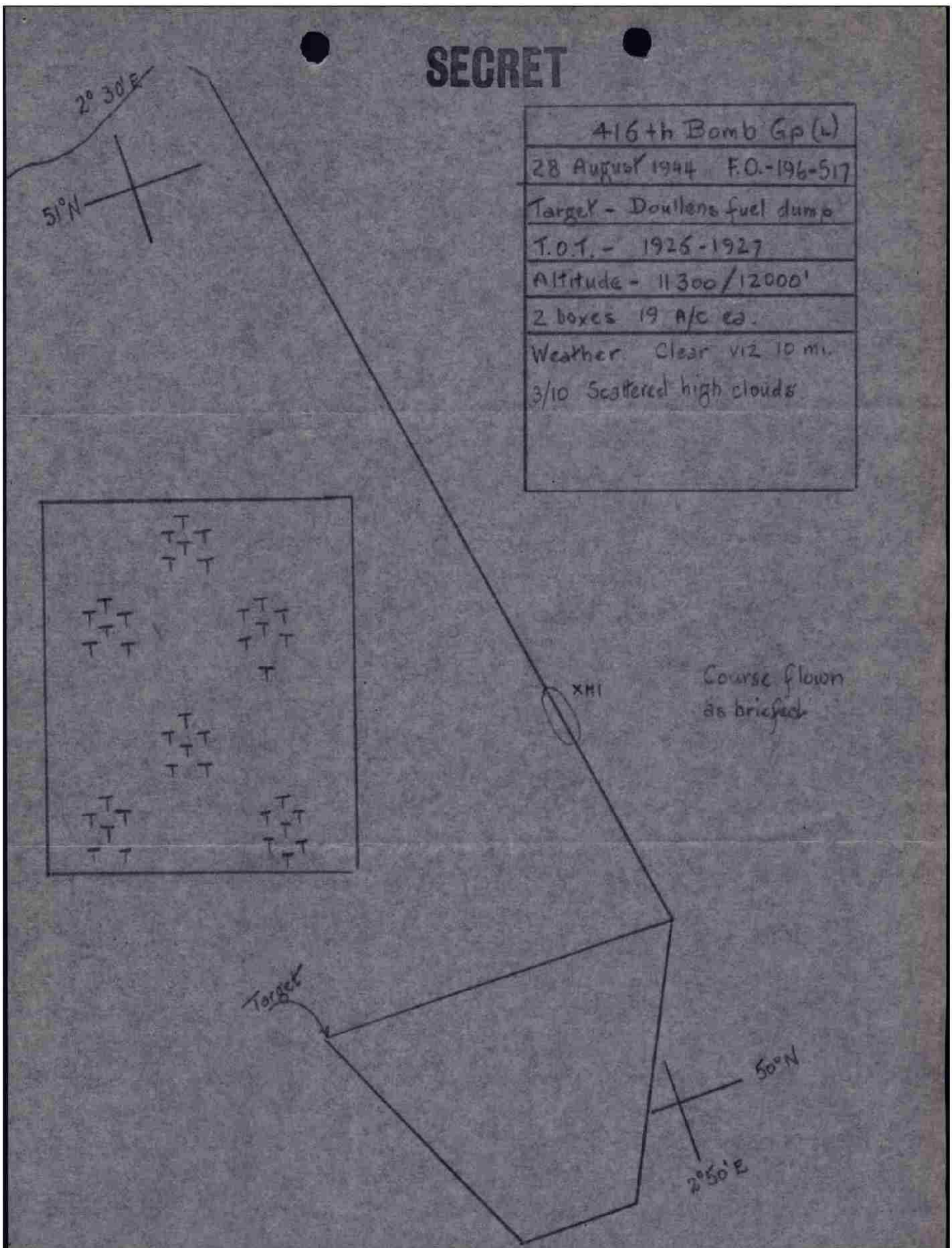
AYLESWORTH COBOMGR 416

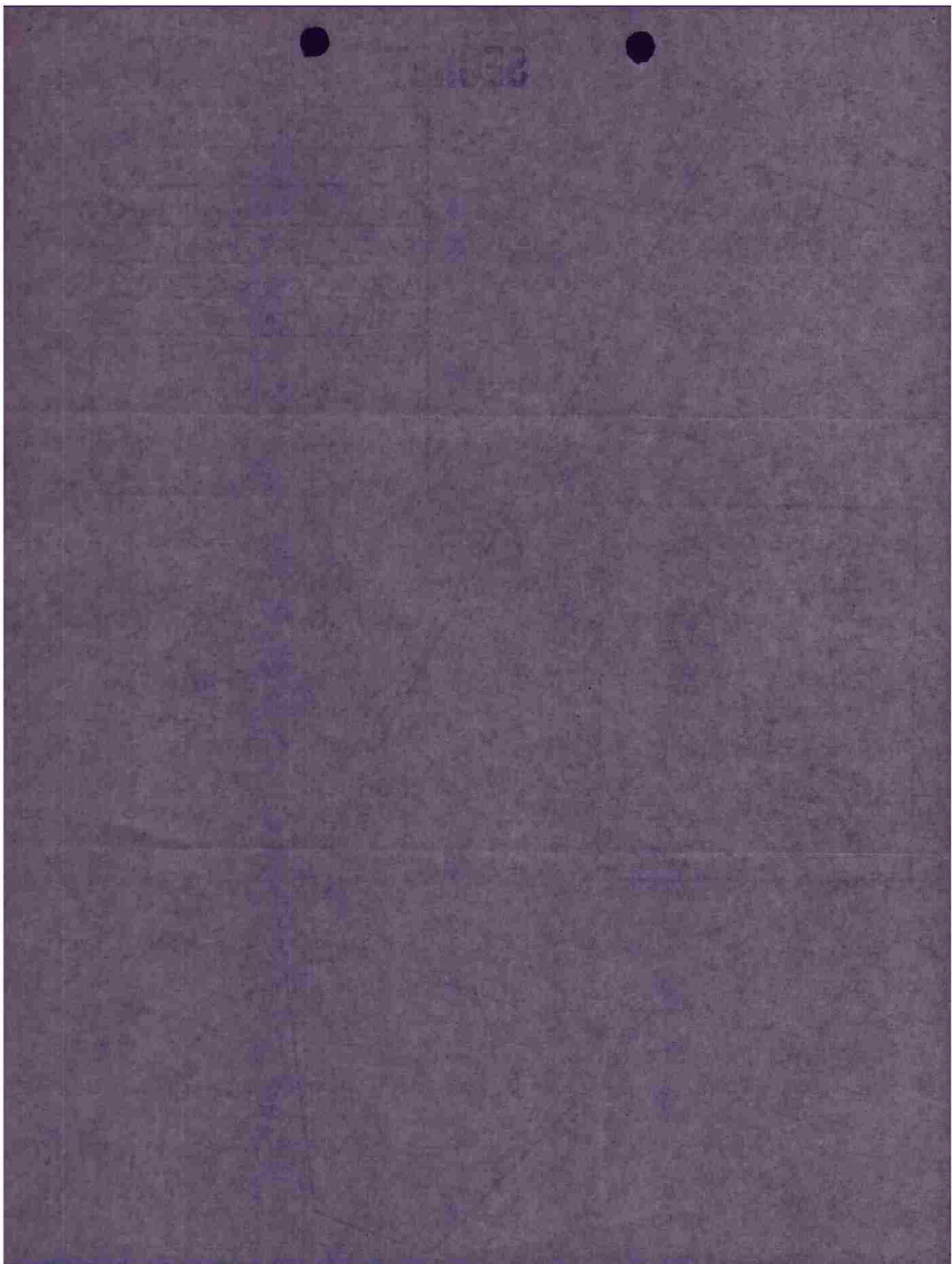
OFFICIAL:

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

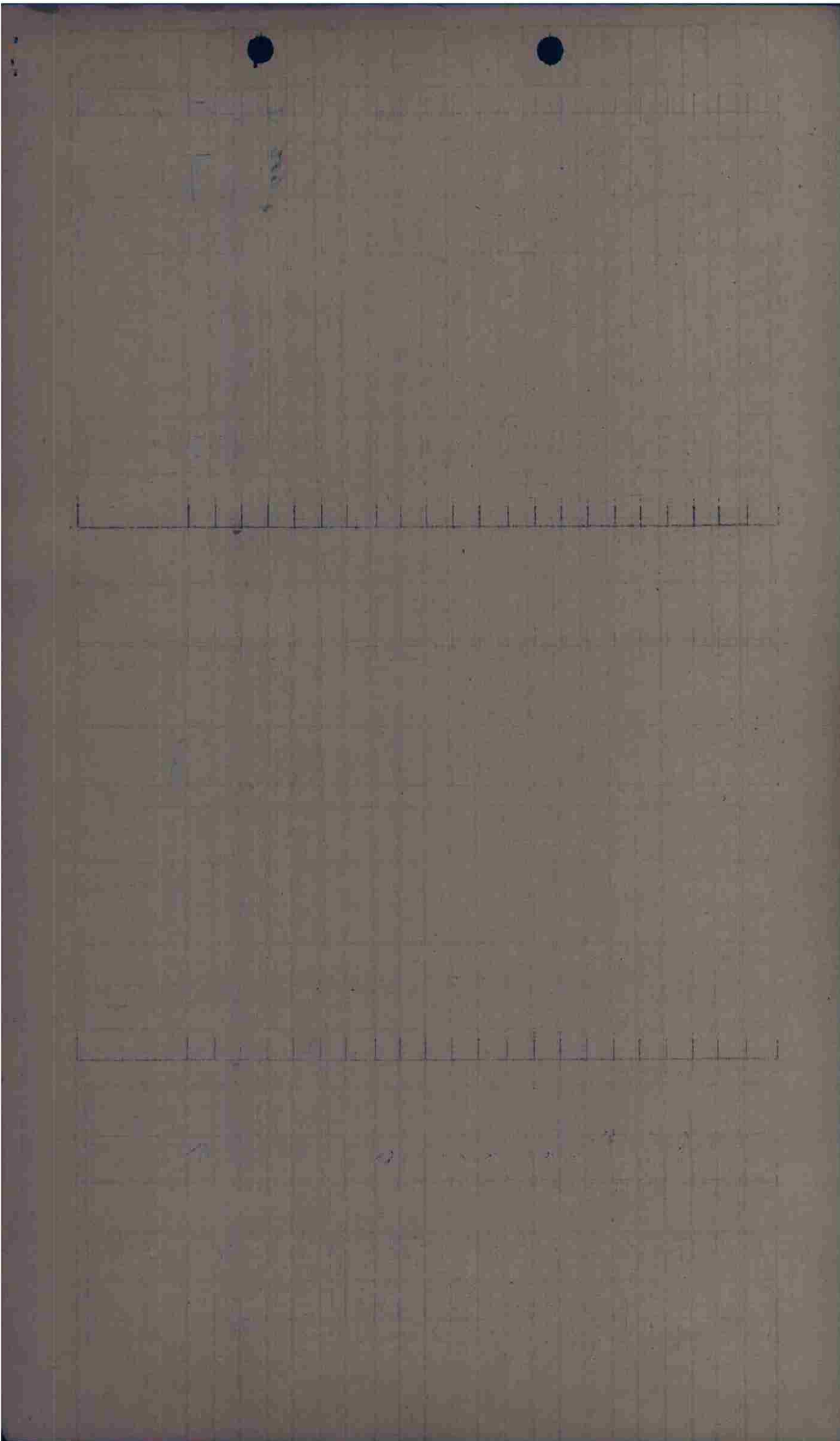
**SECRET**

|   |
|---|
| 416th Bomb Gp (L)                                       |
| 28 August 1944 F.O.-196-517                             |
| Target - Doullens fuel dump                             |
| T.O.T. - 1926-1927                                      |
| Altitude - 11300/12000'                                 |
| 2 boxes 19 A/c ea.                                      |
| Weather: Clear viz 10 mi.<br>3/10 Scattered high clouds |





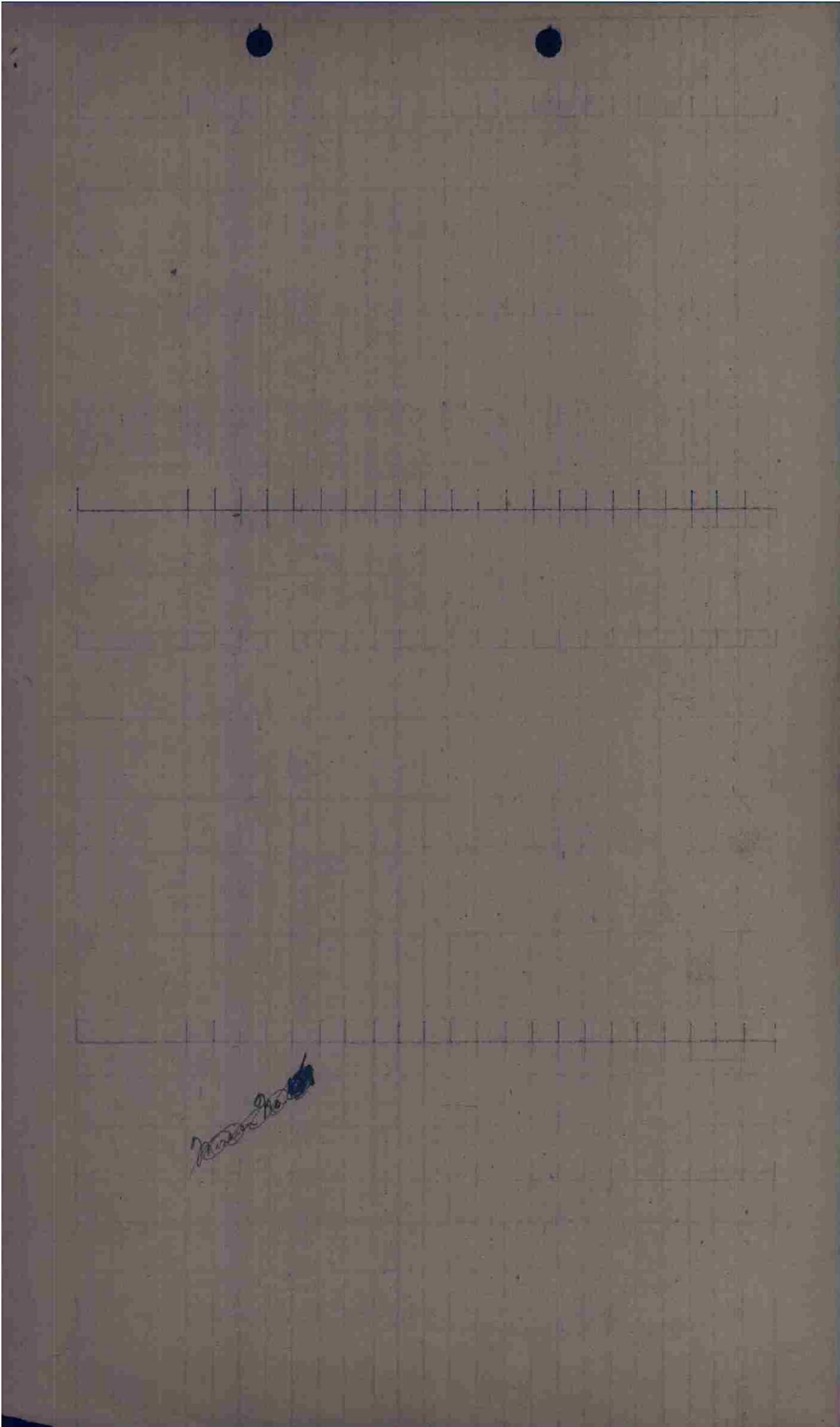
| 133     |           | 28 August 1944     |         | MISSION No. 133 |             | BOX I |                        | 28 August 1944 |       | 133            |               |             |                 |               |           |                 |               |
|---------|-----------|--------------------|---------|-----------------|-------------|-------|------------------------|----------------|-------|----------------|---------------|-------------|-----------------|---------------|-----------|-----------------|---------------|
| S Q D N | A / C 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 | ENG. COAST OUT | ENG. COAST IN | C A M E R A | F U L L L O A D | B O M B O A D | E N D U R | L A T I T U D E | R E M A R K S |
| B       | D         | 442                | Shull   | 416             |             | 1759  | <del>12000</del> 12000 | 15000          | 1926  | 12000          | 9000          | C           | 715             | 6             | 4         | 2031            | 2:35          |
| B       | L         | 453                | Alber   |                 |             | 1759  | 12000                  | 15000          | 1926  | 12000          | 9000          | C           | 715             | 6             | 4         | 2032            | 2:35          |
| B       | W         | 743                | Ingos   |                 |             | 1812  | 1828                   | 1855           | 1948  | 2011           |               |             |                 | 6             |           | 2033            | 2:35          |
| B       | D         | <del>767</del> 767 | Parsons |                 |             | 1800  |                        |                |       |                |               | EC          |                 | 6             |           | 2034            | 2:35          |
| B       | N         | 767                | Parsons |                 |             | 1800  |                        |                |       |                |               |             |                 | 6             |           | 2035            | 2:35          |
| B       | O         | 376                | Alber   |                 |             | 1800  |                        |                |       |                |               |             |                 | 6             |           | 2036            | 2:40          |
| B       | S         | 1711               | Shull   |                 |             | 1800  |                        |                |       |                |               | C           |                 | 6             |           | 2037            | 2:40          |
| D       | P         | 951                | Shull   |                 |             | 1800  |                        |                |       |                |               |             |                 | 6             |           | 2038            | 2:40          |
| D       | V         | 493                | Shull   |                 |             | 1801  |                        |                |       |                |               |             |                 | 6             |           | 2039            | 2:40          |
| D       | N-1       | 714                | Shull   |                 |             | 1801  |                        |                |       |                |               |             |                 | 6             |           | 2040            | 2:40          |
| D       | M         | 9711               | Shull   |                 |             | 1801  |                        |                |       |                |               |             |                 | 6             |           | 2041            | 2:40          |
| D       | F         | 221                | Shull   |                 |             | 1801  |                        |                |       |                |               | C           |                 | 6             |           | 2042            | 2:40          |
| D       | R         | 645                | Shull   |                 |             | 1802  |                        |                |       |                |               |             |                 | 6             |           | 2043            | 2:40          |
| D       | X         | 914                | Shull   |                 |             | 1802  |                        |                |       |                |               |             |                 | 6             |           | 2044            | 2:40          |
| D       | H         | 165                | Shull   |                 |             | 1802  |                        |                |       |                |               | HC          |                 | 6             |           | 2045            | 2:40          |
| D       | K         | 392                | Shull   |                 |             | 1802  |                        |                |       |                |               |             |                 | 6             |           | 2046            | 2:40          |
| D       | L         | 363                | Shull   |                 |             | 1803  |                        |                |       |                |               | C           |                 | 6             |           | 2047            | 2:40          |
| D       | B         | 937                | Shull   |                 |             | 1803  |                        |                |       |                |               |             |                 | 6             |           | 2048            | 2:40          |
| C       | K-1       | <del>701</del> 701 | Shull   |                 |             | 1803  |                        |                |       |                |               |             |                 | 6             |           | 2049            | 2:40          |
| F       | H         | 701                | Shull   |                 |             | 1803  |                        |                |       |                |               |             |                 | 6             |           | 2050            | 2:40          |



MISSION NO. 133  
BOX II

28 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 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       | 469       | J         | Porter     |                 |        | 1805  |                |                |       |                 |               |             |               |             |           | 2037          | 2:35          |
| B       | 202       | B         | MacManis   |                 |        | 1805  |                |                |       |                 |               |             |               |             |           | 2039          | 2:35          |
| B       | 1961      | P         | Bombard    |                 |        | 1805  |                |                |       |                 |               |             |               |             |           | 2031          | 2:35          |
| B       | 190       | I         | E. C. Hall |                 |        | 1806  |                |                |       |                 |               |             |               |             |           | 2039          | 2:35          |
| A       | 379       | G         | Hooper     |                 |        | 1806  |                |                |       |                 |               |             |               |             |           | 2040          | 2:35          |
| B       | 692       | M         | Bill Smith |                 |        | 1806  |                |                |       |                 |               |             |               |             |           | 2040          | 2:35          |
| A       | 1917      | P1        | Gene Smith |                 |        | 1807  |                |                |       |                 |               |             |               |             |           | 2044          | 2:40          |
| A       | 760       | Z         | Young      |                 |        | 1807  |                |                |       |                 |               |             |               |             |           | 2045          | 2:40          |
| A       | 195       | D         | Carson     |                 |        | 1807  |                |                |       |                 |               |             |               |             |           | 2045          | 2:40          |
| A       | 176       | T         | Perle      |                 |        | 1808  |                |                |       |                 |               |             |               |             |           | 2045          | 2:40          |
| A       | 819       | K         | Stanley    |                 |        | 1808  |                |                |       |                 |               |             |               |             |           | 2046          | 2:40          |
| A       | 907       | O         | W right    |                 |        | 1808  |                |                |       |                 |               |             |               |             |           | 2046          | 2:40          |
| C       | 063       | A         | Marble     |                 |        | 1808  |                |                |       |                 |               |             |               |             |           | 2041          | 2:35          |
| C       | 224       | F         | Swell      |                 |        | 1809  |                |                |       |                 |               |             |               |             |           | 2047          | 2:40          |
| C       | 207       | B-1       | MacBride   |                 |        | 1809  |                |                |       |                 |               |             |               |             |           | 2042          | 2:35          |
| C       | 720       | F         | G. O. Hall |                 |        | 1809  |                |                |       |                 |               |             |               |             |           | 2042          | 2:35          |
| C       | 211       | O-1       | Aparking   |                 |        | 1809  |                |                |       |                 |               |             |               |             |           | 2043          | 2:35          |
| C       | 674       | R         | Turned     |                 |        | 1810  |                |                |       |                 |               |             |               |             |           | 2043          | 2:35          |
| A       | 777       | #         | Turned     |                 |        | 1810  |                |                |       |                 |               |             |               |             |           | 2046          | 2:40          |
| C       | 905       | K1        | Podetsky   |                 |        | 1810  |                |                |       |                 |               |             |               |             |           | 2046          | 2:40          |

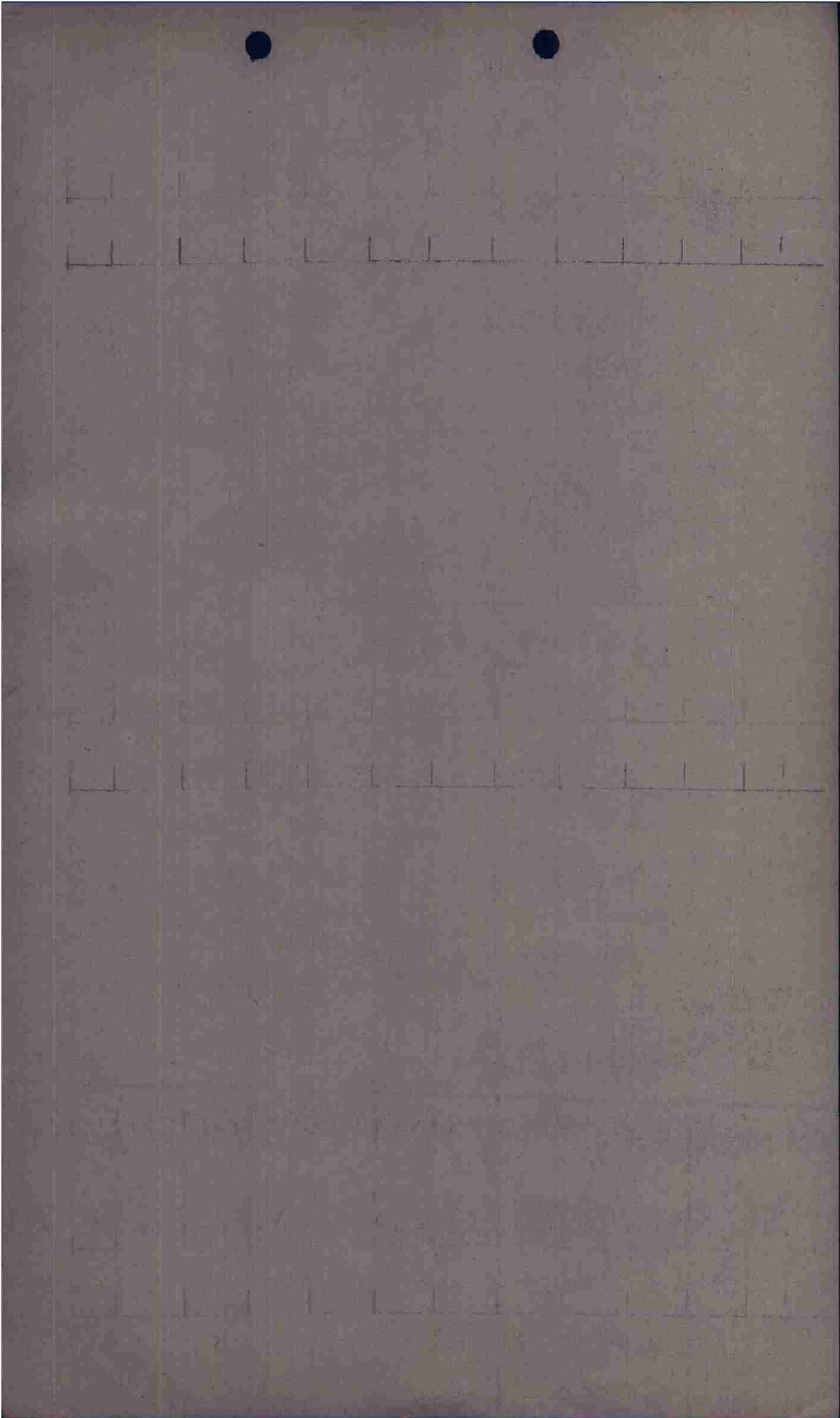


Mission # 133

28 Aug 1944

| SHIP NO | SQUADRON | PILOT and/or BOMBARDIER | GUIDE S | INSTRUCTIONS                                    | OTHER S OF INSTRUCTIONS  |
|---------|----------|-------------------------|---------|---|--|
| 217     | C        | Conroy                  |         | 1 bomb failed to release.                       | Bomb was to release, although short against rotating turret in rack. Release solenoid turned out in no. 1 station.         |
| 207     | C        | McBride                 |         | 1 bomb failed to release.                       | Short in indicator, light system causing the air unit to be pulled to the stop position. Bomb arm on switch was turned on. |
| 1961    | B        | Bromkamp                |         | 2 bombs failed to release.                      | accidental release   |
| 819     | A        | Stanley                 |         | 3 bombs fell off wings just before bombing run. |  |

W. A. McDaniel  
 Capt. USN  
 Gunnery Officer



## S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 517BOX 2, Flt 3 GROUP 416 DATE 29 Aug 44 TARGET ATTACKED Boullens F/11. Method of Sighting: Pre-set with corrections.2. Bombing approach: 015°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. Aimed at briefed aiming point.5. Name of lead Bombardier: Lt. R. L. Kirk6. Name of lead Pilot: Lt. R. A. Monroe7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 237 Altitude: 113009. Length of bomb run: 45 Sec:\*10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N  
1/40 T11. Total Bombs Dropped: 41

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:

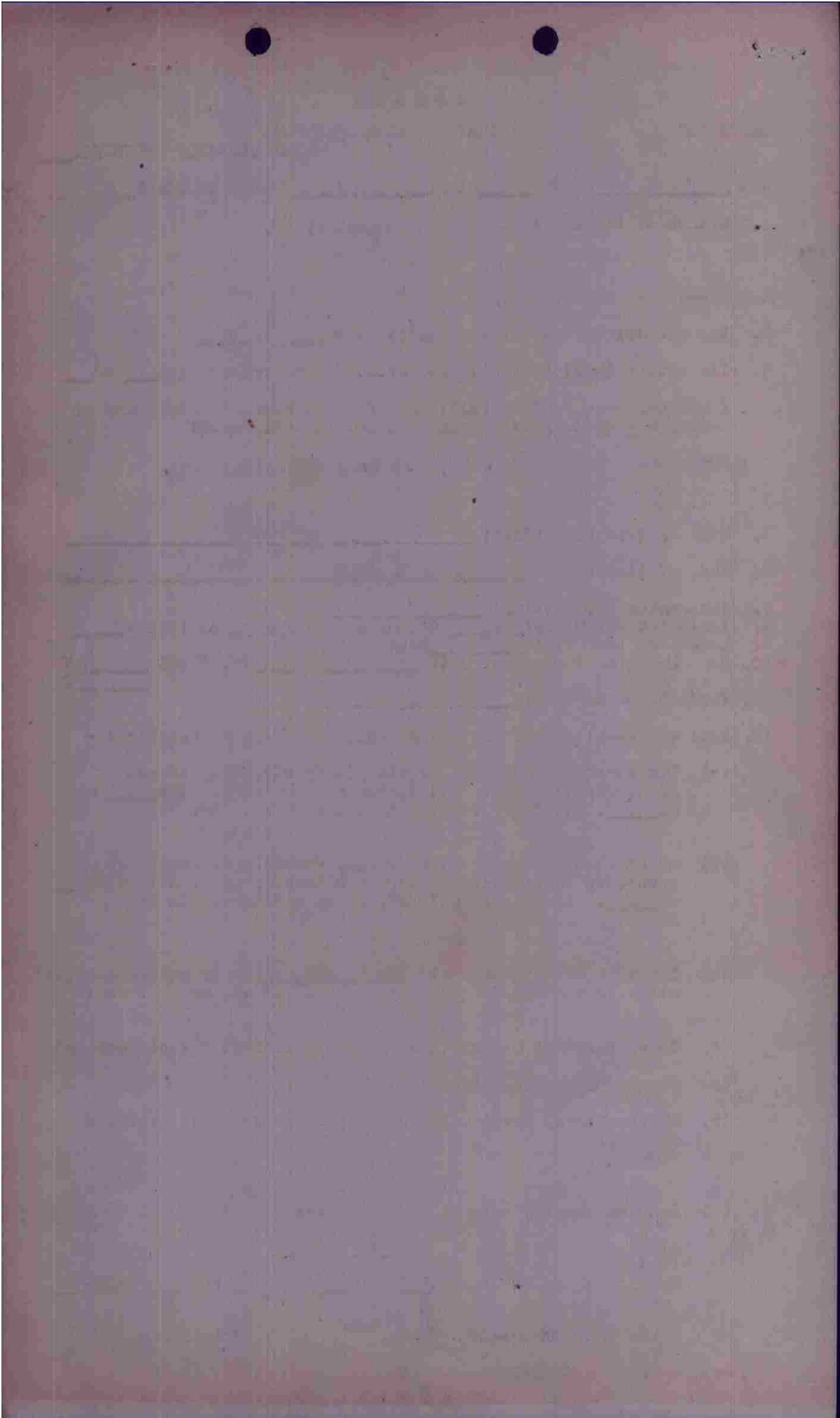
None

(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



OICOG OIGOF OIHAK OI... V OILAI OILAI 2/28 -07-

FROM 97TH COMBAT BOMB WING 28/0050B A-163-E  
TO COMBOMCON IX  
409TH BOMB GROUP KINFOON 410TH BOMB GROUP  
416TH BOMB GROUP

1194

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

OUTH COMBAT BOMB WING  
APO 14B  
28 AUG. 44

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

K  
5. COMMUNICATIONS

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

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

X. GENERAL INFORMATION  
(10) VABT/VADT

CGBTWIG 97

BT 28/0050B  
RRR AR

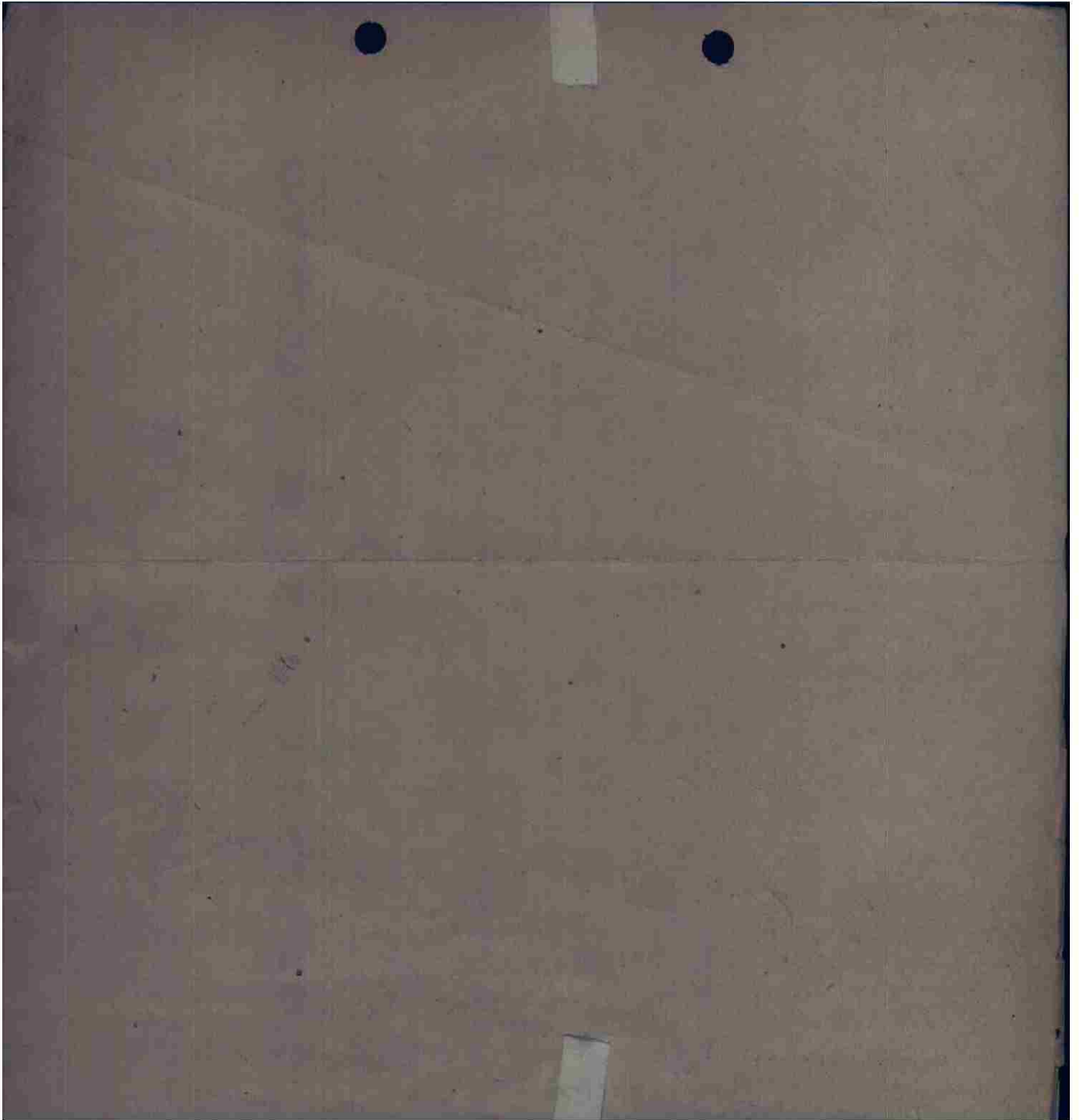
CC: IN C. OMIT THE FIRST (5) IS NOO TO BE THEJE OK

BIB  
OICOG OILAI R.....27/0047 BIRD H HNY  
TDJKVBBBUBBB

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

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

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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

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 | SR.....28/1033B | JH  | AR |
| OIYAA | : | OILAI | R.....28/1033B  | GRL | AR |
| OIGOF | : | OILAI | R.....28/1033B  | JM  | AR |

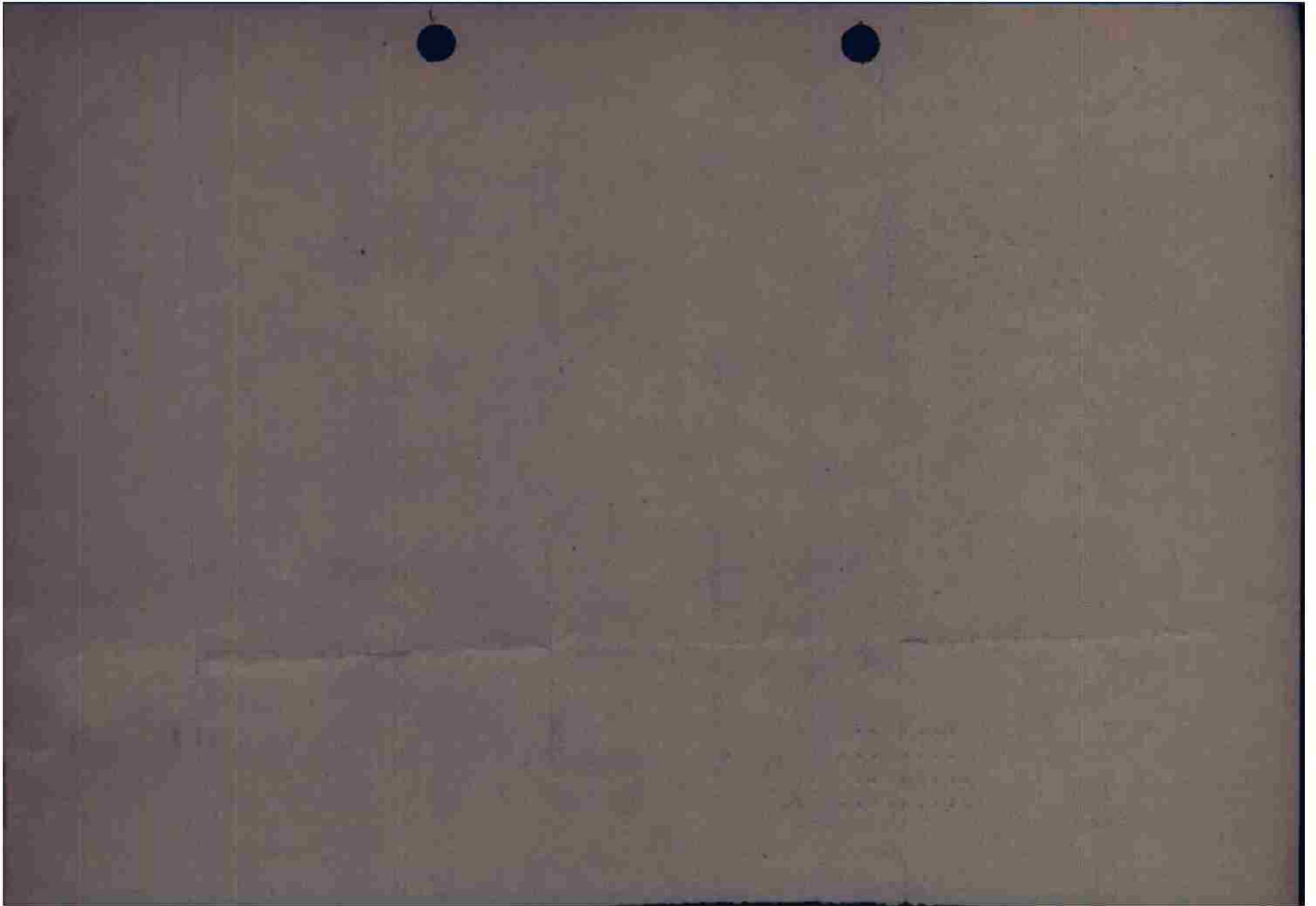
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V

2004  

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2004  
S-2  
S-3  
S/G

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IE

OICOG OIHAK OIYAA OIGOF V OILAI OILAI 08/28 OP

2025

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

TO COMBOMCOM IX  
409TH BOMB GROUP  
410TH BOMB GROUP  
416TH BOMB GROUPOPERATIONAL PRIORITY BT  
SECRET SENT IN THE CLEAR AUTH: LT. COL. MC AFEE97TH COMBAT BOMB WING  
A P O 140  
28 AUGUST 1944

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

ZERO HOUR: 28/1845E

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 GLACTON-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 MACHINES FOR U

KKKKKKK

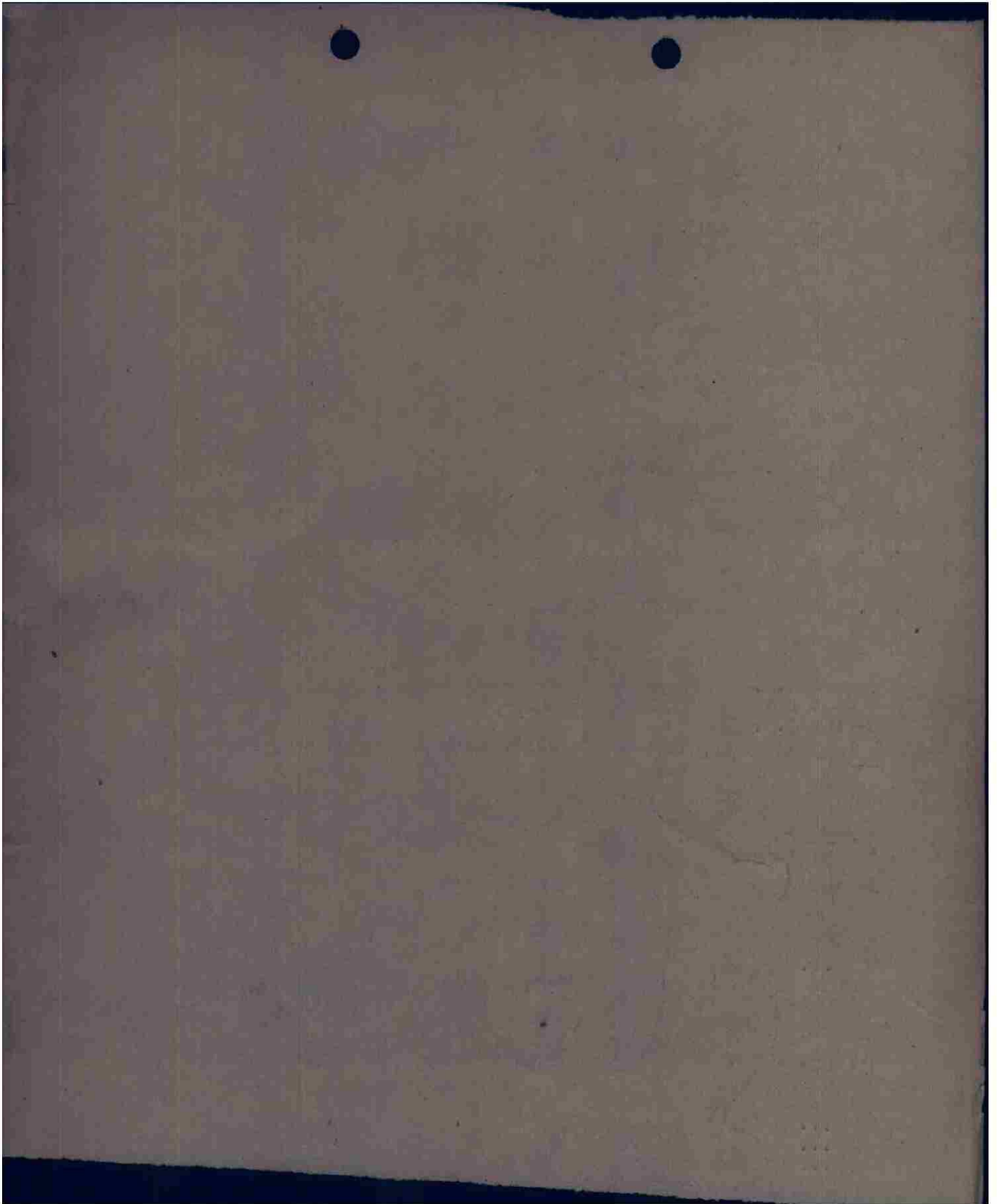
NFW KKK

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

OIHAK R...28/1645E JH AR

OIGOF R...28/1645E REW AR

OIYAA R...28/1646E WJF AR



OICOG V YAA 3/29 OP  
T OIUBA

FROM HQ 416TH BOMB GROUP 290145B  
TO HDQTS IX BOMBER COMMAND ATT. A-2  
HDQTS IX AIR FORCE ATT. A-2

416 BG A-781-D  
SECRET QGX BT

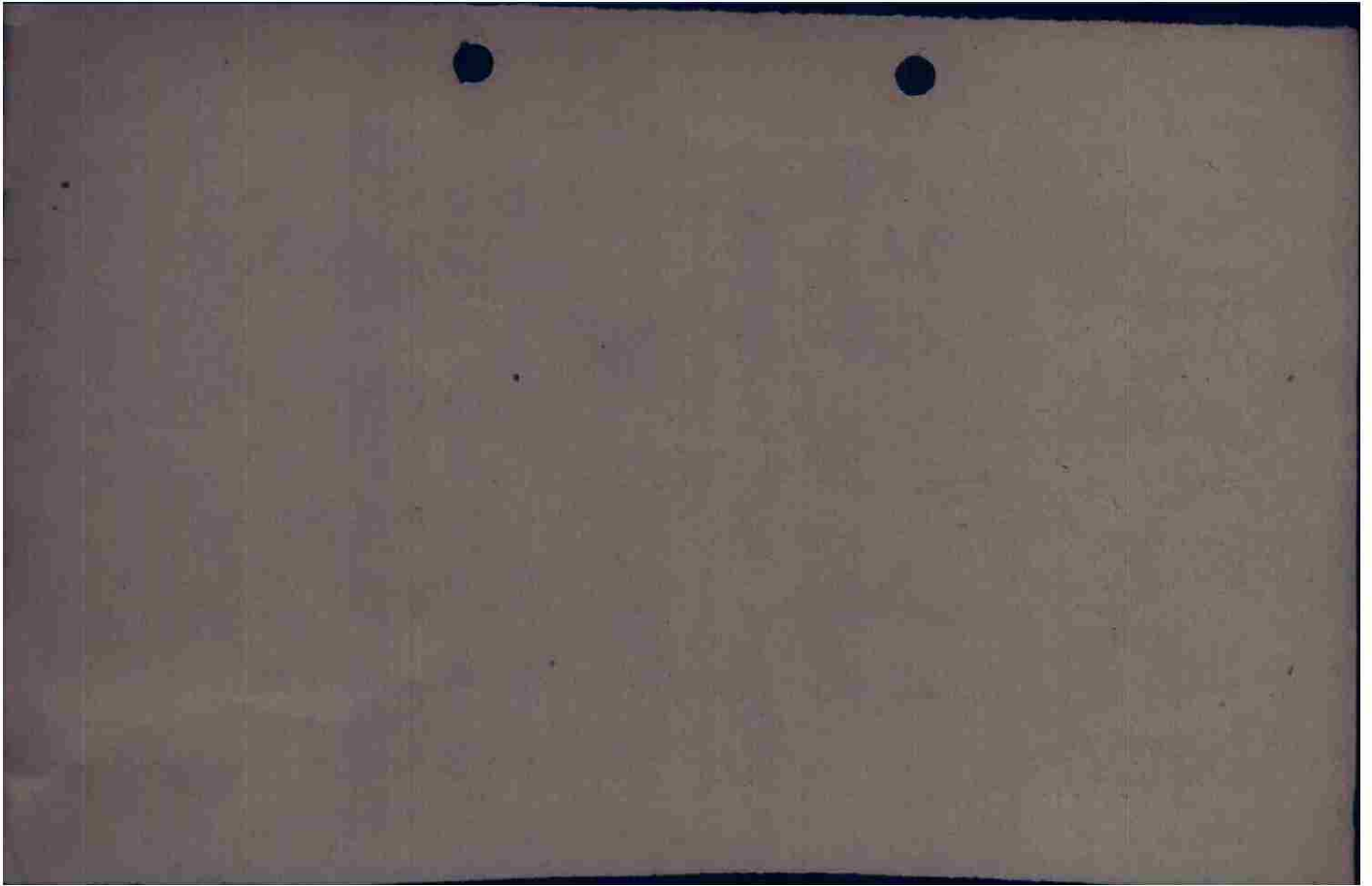
FIRST PHASE REPORT S/A MX PHOTOS 28-8-44

- A. DOULLENS F/D
- B. SAME AS A
- H. 1926 - 1927
- K. HEAVY CONCENTRATION OF BURSTS IN TARGET AREA WITH PROBABLE  
HITS AND NEAR MISSES ON FUEL STORAGE TANKS.

AYLESWORTH COBOMGR 416

BT 290145B  
ANN AR  
OICOG R.....29/0215 WHE. AR  
OT

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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 QOX BT

OFFFLASH NO. 139 FOR 28 AUGUST 1944

A. (1) DOULLENS T 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) 1739

(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 AK AT LENS (H5515) FULL. TWO TRAINS WITH STEAM UP AT 1906 HOURS.

HEAVY BARGE ACTIVITY ON CANALS BETWEEN LILLE AND LENS.

20 H 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 TARPULINS.

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 NIGHT CLOUDS.

I. 208 X 500 GP ON PRIMARY

2 X 500 GP WING BOMBS FELL NEAR LABASSEE ~~XXXX~~(H5136) DUE TO ACCIDENTAL RELEASE.

8 X 500 GP RETURNED.

J. 11300 - 12000 FEET.

BT 28/2240B

RSS AR

OICOG R.....28/2336B CLEV AR K

OILAI R.....28/2336B RRR AR

OICOG SWED AR

