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GP-416-SU-OP-3
182 APR 1949

MISSION REPORT

FOLDER NO. 3

DATE	NO.	F. O. NO.
APR. 22	24	278
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24	RECALLED	283
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P.R.C.

SCANNED BY ACID
2007

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DECLASSIFIED
DOD DIR 5200.9-21 Sep 58

MICROFILMED

1386-10

Kyle

SECRET
By Authority
CG, #12, 170
27 April 1944
Init. _____

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

APO 140, U. S. Army,
27 April 1944.

Subject: Transmittal of A-3 Bombing Information Reports.

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

1. Transmitted herewith are the A-3 Bombing Information Reports on operational mission 27 April 1944, submitted in compliance with IX Bomber Command Memorandum 15-44.

For the Commanding Officer:

GEORGE SCHERLIN,
Captain, Air Corps,
Adjutant.

2 Incls:

- 1 - Bombing Information Report (Box I)
- 2 - Bombing Information Report (Box II)

APR 27 1944
#31



File

~~SECRET~~

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 200

ANNEX "A"

BCX IX GROUP 425 DATE 27 Apr 44 TARGET ATTACHED ATTN

1. Method of Sighting: Normal.
2. Bombing approach: 39° ang.
3. Was mercury erection system used? YES _____ NO X
4. Did entire box drop on lead bombardier? YES X NO _____

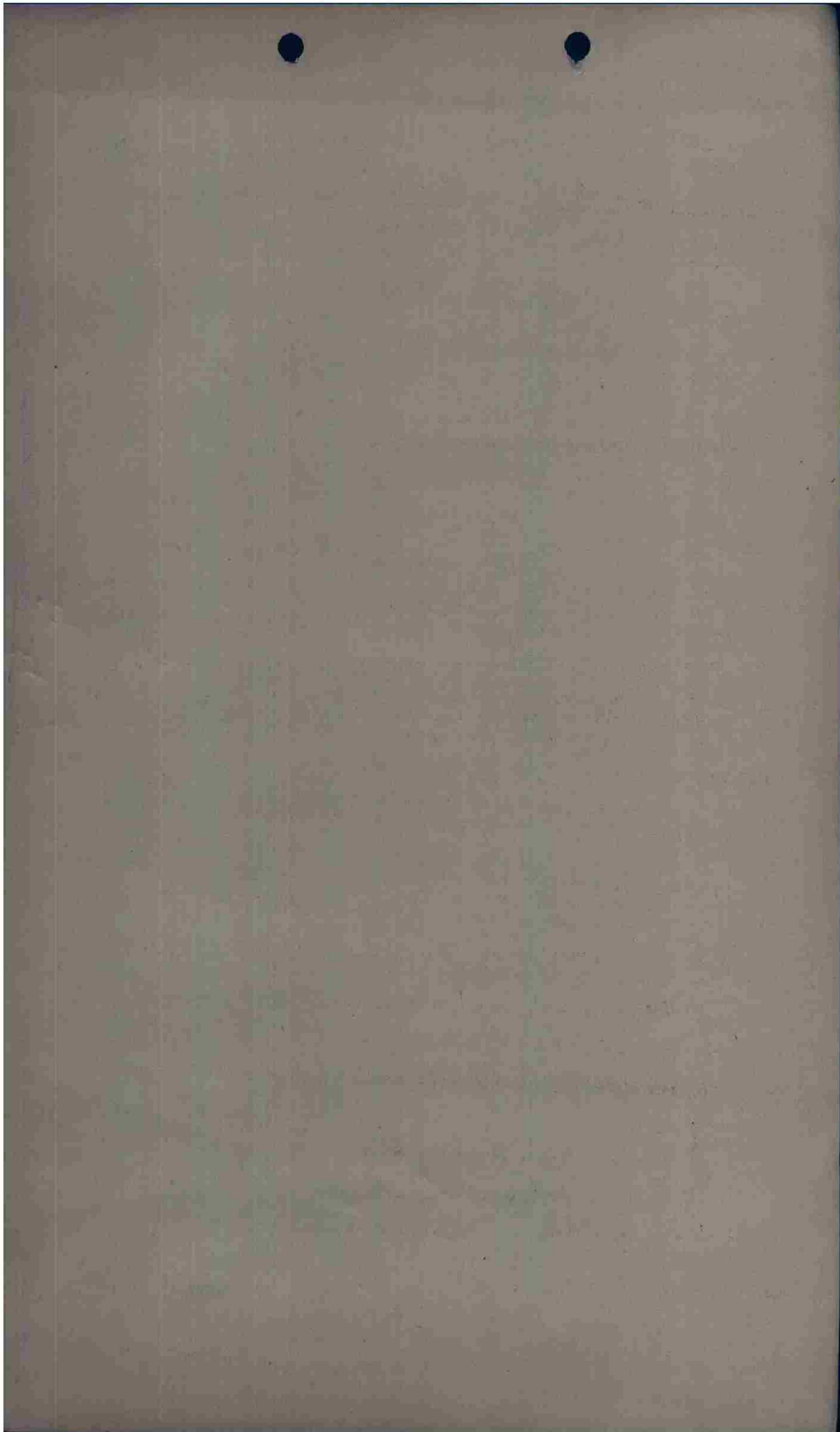
In either case explain fully method of sighting and dropping of bombs; and specify exact aiming point actually used:
Sighting Method Normal.
Right drop, 1 lb from bomb bay and two wing bombs. Aiming point as briefed.

5. Name of lead bombardier: Sgt. Lt. H. T. Arrington
6. Name of lead pilot: Capt. L. F. Dunn
7. Intervalometer setting: None
8. Indicated Air Speed: 200 Ground Speed: 217 Altitude: 10,000
9. Length of bomb run: 50 Sec: _____
10. Bomb Load and Fusing per A/C: _____ X 500 lb FUSED _____ N 1/10 T 1/40
11. Total Bombs Dropped: 83

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

- (a) Did weather conditions or visibility adversely affect identification of target attached or bombing, YES _____ NO X. If "YES" state conditions and effect.
- (b) Apart from weather or visibility, was any difficulty encountered in identifying target attached, IF or ATT? 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 Flak affected bombing or bomb run:
- (d) ~~How~~ None extent did attacks by enemy aircraft affect bombing?
- (e) State any difficulties on bombing run: None
- (f) ~~Malfunctions, personnel errors or other factors affecting bombing:~~
Malfunctions on P.C.I. switch. (see report of malfunctions of A/C equipment)
- (g) Bombing results as reported by crews:
 Aimed at right Target: YES X NO _____
 Results claimed: GOOD _____ FAIR _____ POOR X BAD MISS _____

~~SECRET~~



File

~~SECRET~~

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 280

ANNEX "A"

BOX I GROUP 416 DATE 27 Apr 44 TARGET ATTACHED AF000

- 1. Method of Sighting: By - not synchronous.
- 2. Bombing approach: 60° up.
- 3. Was mercury erection system used? YES _____ NO X
- 4. Did entire box 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: Target as determined by sighting

- 5. Name of lead bombardier: 1st Lt. A. P. Head
- 6. Name of lead pilot: Major R. P. Price
- 7. Intervalometer setting: None
- 8. Indicated Air Speed: 40 Ground Speed: 210 Altitude: 11,500
- 9. Length of bomb run: _____ 6 Sec: _____
- 10. Bomb Load and Fusing per A/C: _____ X 500 lb FUSED _____ N _____ T _____
- 11. Total Bombs Dropped: _____

- 12. Full statement of all factors affecting bombing - including: -
 - (a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES _____ NO _____. If "YES" state conditions and effect.
 - (b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, if or AT? YES _____ NO _____. If answer is "YES", state circumstances and effect on bombing:
 - (c) Did Flak affect bombing? YES _____ NO _____. If answer is "YES", state to what extent Flak affected bombing or bomb run:
 - (d) To what extent did attacks by enemy aircraft affect bombing? None.
 - (e) State any difficulties on bombing run:
 - (f) Malfunctions, personnel errors, or other factors affecting bombing:
 - (g) Bombing results as reported by crews:
 - Aimed at right Target: YES X NO _____
 - Results claimed: VERY GOOD _____ FAIR _____ POOR _____ BAD MISS _____

(over)

~~SECRET~~

- (1) 6 to 8 miles down run. 1 to 2 miles down run. Run up to 5000 ft.
- (2) Run over target. 4 to 5 approximately to other end of target.
- (3) Run over target approximately 4 miles to 5 of course plotted to avoid
- (4) Run from 4 run position 3 after night of plotted course.
- (5) Good overall picture of terrain with some small features.
- (6) Target located approximately to other end, there being no other
- (7) To run in this run and some other runs. No landing into it.
- (8) No distribution mentioned.
- (9) Very good.
- (10) NT

4. Description of top from I.P. to target.

Position consisted of 2 boxes, 15 miles from I, and 17 miles from II. Run off
 the box was 1000. This was target area. Target - 17 miles (approximately) from I. Box
 I, at 11,000 feet, had a total of 60 miles in the range with 1000 feet
 Box II, at 10,000 feet, had a total of 50 miles with 1000 feet. Unit-
 this was box and information for box I, and some, because for box II, 3 miles being
 changed in roughly 7. Position was 10 to 15 miles with no low clouds. In some
 7/0 encountered. Run was 1000 at 1941.

Gule

HEADQUARTERS
 FOURTH AIRBORNE DIVISION, BOMBER AIRCRAFT GROUP (L)
 Office of the Commanding Officer

REPORT
 OF AUTHORITY
 80, 81a. 170
 27 Apr. 1944
 1113. _____

AFD 142, U. S. Army,
 27 April 1944.

Subject: Reports of Malfunction of Aircraft Equipment.

To: 1. Commanding General, IX Bomber Command, AFD 142, U. S. Army.

I. Summary of Aircraft Operations.

Date of Mission 1 27 April 1944.
 Number of Aircraft Scheduled 1 36
 Number of Aircraft Allocated 1 36

II. Scheduled Aircraft Failing to Become Airborne.

Type	ACRN	Description	Cause
B A-20B-23	43-2678	No fuel pressure.	Fuel pressure trans- mitter out.
c A-20B-23	43-2827	Radio out.	Radio out.

III. Malfunction of Airborne Aircraft Affecting Success of Mission.

Type	ACRN	Description	Cause
A-20B-23	43-2211	Fuel content gauge out. Returned early to base.	Unknown.
A-20B-23	43-2849	Left wing rack failed to release.	Faulty bomb rack.
A-20B-23	43-2823	Right wing rack failed to release.	Faulty bomb rack.
A-20B-23	43-2360	Right wing rack failed to release.	Faulty bomb rack.
A-20B-23	43-2743	Left wing rack failed to release.	Faulty bomb rack.
A-20B-23	43-2584	Left wing rack failed to release.	Faulty bomb rack.
A-20B-23	43-2439	Left wing rack released over England.	Faulty bomb rack.

Report of Malfunction of Aircraft Equipment.

(Cont'd.)

<u>Type</u>	<u>ADN</u>	<u>Description</u>	<u>Cause</u>
A-200-20	43-9387	Right wing rack failed to release; left released over England.	Faulty bomb rack.
A-200-20	43-9207	Left wing rack failed to release.	Faulty bomb rack.
A-200-20	43-9324	Delayed release on right wing rack.	Faulty bomb rack.
A-200-20	43-9329	Right wing rack failed to release.	Faulty bomb rack.
A-200-20	43-9333	Right wing rack failed to release.	Faulty bomb rack.
A-200-20	43-9181	Right wing rack failed to release.	Faulty bomb rack.
A-200-20	43-9745	Right wing rack failed to release.	Faulty bomb rack.
A-200-20	43-9210	Left wing rack failed to release.	Faulty bomb rack.
A-200-20	43-9717	Left and right wing racks failed to release.	Faulty bomb racks.
A-200-20	43-9379	Right wing rack failed to release. No. 3 station failed to release.	Faulty bomb rack. Burned out release solenoid.
A-200-20	43-9196	Right wing rack failed to release. No. 3 station released on doors while landing. No. 1 station failed to release.	Faulty bomb rack. Sway brace too tight.

IV. Malfunction of Airborne Aircraft Not Affecting Success of Mission.

None.

V. Other Factors Affecting Success of Mission.

<u>Type</u>	<u>ADN</u>	<u>Description</u>	<u>Cause</u>
A-200-20	43-9724	No. 2 station failed to release.	Wires and circuits checked and function properly.

Report of Malfunction of Aircraft Equipment.

(Cont'd.)

<u>Type</u>	<u>ACFT</u>	<u>Description</u>	<u>Cause</u>
A-200-23	42-5200	No. 1 and 2 stations failed to release.	Hooks and wires checked and found to function properly.

For the Commanding Officer:

GEORGE SCHLESSEL,
 Captain, Air Corps,
 Adjutant.

File

HEADQUARTERS
 11th Bomber Command (LW)
 Office of the Commanding Officer

By Authority
 CG, No. 173
 27 Apr 1944
 217.

AFG 140, U. S. Army,
 27 April 1944.

Subject: Lost, Damaged and Abortive Report.
 To : Commanding General, 11 Bomber Command, AFG 140, U. S. Army.

Warfare Areas.
 Date : 27 April 1944.

11 Bomber Command Field Order No. 388.

1. Summary.

Group	Type A/S	A/S		Abortive		Damaged		Lost	Attacked
		Dispatched	Enroute	Back	Other	A	B		
418	A-200's & J's	35		8	6	3	0	0	34

2. Lost.

None.

3. Damaged.

Group	Type A/S	ACSN	Category	Status
418	A-200-30	43-9717	A	Flak
418	A-200-38	43-9961	A	Flak
418	A-200-10	43-9914	A	Flak

4. Abortives.

Group	Type A/S	ACSN	Cause	Remarks	Result
418	A-200-25	43-9211	Unknown	Fuel content gauge out.	No.
418	A-200-25	43-9258	Engine & air-cuits check- ed and found to function properly.	2 stations fail- ed & released.	4 bombs jettison- ed.

B
C

For the Commanding Officer:

GEORGE MURKIN,
 Captain, Air Corps,
 Adjutant.

MISSION NO. 31

LOADING LIST

27 APRIL 1944

BOX I
FLIGHT I

- | | |
|---|---|
| <p>1. A/C # 840 "Z"
Major R.F. Price
Lt. A.R. Hand
S/S D.H. Simpson
T/S L.E. Robbins</p> <p>2. A/C # 135 "T"
Capt. R.A. Clark
Lt. C.W. Jones
Sgt. R.F. Wolber
S/S R.W. Nicks</p> <p>3. A/C # 223 "F"
Lt. G.F. Bartmus
S/S C.L. Hibbs
S/S L.M. Daugherty</p> | <p>4. A/C # 379 "G"
Lt. G. Ebenstein
S/S H. Perkins
S/S R. Bankston, Jr.</p> <p>5. A/C # 360 "S"
Lt. R.K. Cruze
S/S C.F. Love
S/S F.L. Adair</p> <p>6. A/C # 377 "W"
Lt. R.D. Leshar
S/S A.J. Antanaitis
S/S H.R. Hedrick</p> |
|---|---|

FLIGHT II

- | | |
|--|---|
| <p>1. A/C # 745 "I"
Lt. R.F. Shaefer
S/S E.R. Judd
S/S J.A. Fejes</p> <p>2. A/C # 194 "C"
Lt. S.B. Ritchie
S/S A.W. Newkirk
S/S E.A. Anderson</p> <p>3. A/C # 195 "D"
Lt. R.V. Miracle
S/S B.C. Sieg
S/S J.C. Burkhalter</p> | <p>4. A/C # 893 "P"
Lt. R. Poindexter
S/S A.A. Hall
S/S L.R. Shaw</p> <p>5. A/C # 684 "K"
Lt. E.B. Kreh
S/S E.E. Kelly
S/S W.H. Coe</p> <p>6. A/C # 214 "C-1"
Lt. W.E. Downing
S/S E.A. Damico
S/S E.S. Dickenson</p> |
|--|---|

FLIGHT III

- | | |
|--|--|
| <p>1. A/C # 439 "J"
Lt. G.M. McNulty
Lt. F.H. Bursiel
S/S H.F. White
S/S R.F. Addleman</p> <p>2. A/C # 696 "G-1"
Lt. D.F. Shea
S/S R.F. Stobert
S/S F.P. Glynn</p> <p>3. A/C # 387 "H"
Lt. C.L. McGlohn
S/S J.W. Moran
S/S P.B. Driskill</p> | <p>4. A/C # 207 "B"
Lt. W.B. Ostrander
S/S J.E. Wilson
S/S I. Binney</p> <p>5. A/C # 386 "W-1"
Lt. L.R. McBride
S/S O.D. Evans
Sgt. T.A. Palmer</p> <p>6. A/C # 224 "E"
Lt. H.A. Monroe
S/S W.L. Kidd
S/S S. Risko</p> |
|--|--|

SPARE

A/C # 393 "K-1"
Lt. P.G. Atkinson
S/S P.F. Glynn
Sgt. J.O. Swafford

MISSION NO. 31

LOADING LIST

27 APRIL 1944

BOX II
FLIGHT I

- | | |
|---|--|
| 1. 914 "X"
Capt. L.F. Dunn
Lt. H.T. Arrington
T/S F.H. Larronde
S/S H.A. Lempka | 4. 951 "P"
Lt. F.W. DeMand
S/S C.W. Middleton
Cpl R.J. Troyer |
| 2. 129 "I"
Lt. L.A. Marzolf
Lt. A. Jedinak
S/S H.C. Wellin
S/S L.G. Kutzer | 5. 225 "G"
Lt. G.W. Cowgill
S/S H.A. Foster
S/S E.W. Rust |
| 3. 714 "N"
Lt. S.M. Hixon
S/S H.T. Best
S/S I.R. DeGuisti | 6. 724 "W"
Lt. H.P. Cole
S/S G.B. Chvatal
S/S F.R. Fandre |

FLIGHT II

- | | |
|--|--|
| 1. 181 "A"
Lt. R.J. Morton
S/S G.M. Coffey
S/S F.M. Citty | 4. 376 "O"
Lt. W.A. Estek
S/S A.E. Bergeron
S/S H.E. Kelton |
| 2. 211 "C" <i>two</i>
Lt. N.V. Shadnberg
S/S J.D. Bresnak
S/S G.F. Cope | 5. 226 "E"
Lt. J.S. Connor
S/S S.F. Alden
S/S R.L. Ballinger |
| 3. 743 "W-1"
Lt. R.L. Behlmer
S/S W.J. Kelly
S/S W.G. Ferguson | 6. 189 "P-1"
Lt. E.E. Demun
S/S M. Rosenstein
S/S H.O. Carney |

FLIGHT III

- | | |
|--|---|
| 1. 200 "A-1"
Capt. M.J. Huff
S/S J.B. Thompson
S/S H.L. Hatch | 4. 227 "F-1"
Lt. H.L. Sommers
S/S A.A. Nielson
S/S W.E. Fields |
| 2. 209 "K"
Lt. F.E. MacManus
S/S J.L. Rogers
Capt. A. McClellan | 5. 978 "S"
Capt. H.F. Conant
S/S J.E. McCreery
S/S J.R. Orr |
| 3. 380 "N-1"
Lt. T. Boukamp
S/S R.J. Colosimo
S/S J.S. Wing | 6. 689 "I-1"
Lt. R.H. Smith
S/S V.P. Adams
Sgt F.G. Falk |

SPARE

717 "N-2"
Lt. R.B. Rudisill
S/S A.J. Bonamo
S/S R. Eutsler

04
HEADQUARTERS
416th BOMB GROUP (L)
OFFICE OF THE WEATHER OFFICER

APC 140
27 April 1944

SUBJECT: Interrogation Report

TO : Group Operations

ROUTE OUT: England clear of low clouds with
visibiltiy 4-5 miles in thick haze.
Top of haze layer at 6000 feet.
Small patches of cirrus above 20000
all along the route. Visibility
increased to 8-10 miles over channel
and France with no low clouds.

TARGET: Visibility 10-15 miles. No clouds.

ROUTE OUT: 3/10 low clouds over France with tops
4-5000 feet. Clear over channel with
visibility 3-4 miles in Dunkirk area
and over the channel. Visibility over
England 1-2 miles in thick haze with
no clouds.

WINDS: As forecast.

TIME OVER TARGET: 18:15

Weather did not effect bombing.

Walter D. Castle

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

DATE 27 April 1944
 PERIOD 600-200
Hq SOS USAPP 9-43/190M/1522

OPERATIONAL ROUTE FORECAST

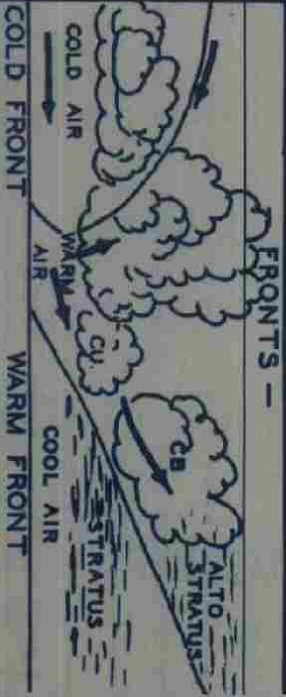
	A ROUTE OUT	B TARGET	C ROUTE BACK
1	ROUTE OUT HAZE	TARGET HAZE	ROUTE BACK HAZE
2	2-4/10 CIRUS ABOVE 25,000 NIL MIDDLE NIL LOW CLOUDS OVER ENGLAND OR CHANNEL WITH 3-4/10 OVER CONTINENT.	2-4/10 CIRUS ABOVE 25,000 3-4/10 CUMULUS BASE 3,000 TOPS 5,000	SAME AS ROUTE OUT
3	ICING 0°C - 9500	SAME	SAME
4	VISIBILITY 5-10 MILES	6-8 MILES	4-7 MILES
HEIGHT SURFACE	DIRECTION VELOCITY LIGHT AND VARIABLE	DIRECTION VELOCITY	DIRECTION VELOCITY
5000 FT	010° 20		
10000 FT	010° 25		
12000 FT	010° 28		
15000 FT	360° 30		
FT			
FT			
BASE ALTIMETER SETTING <u>30.42</u> TARGET SURFACE TEMP. <u>16°C</u> TARGET MEAN TEMP. <u>15°C</u> TEMP. AT <u>12,000</u> FT. <u>-6°C</u> TARGET SURFACE (PRESSURE-ALT) <u>-372</u>			

AIRCRAFT REPORT

	BASE TO COAST	OVER CHANNEL OR SEA	OVER CONTINENT & TARGET
TIME			
POSITION			
ALTITUDE			
CLOUD BELOW AIRCRAFT	AMOUNTS AND TYPE		
	HEIGHT OF BASE AND TOP		
CLOUD ABOVE AIRCRAFT	AMOUNTS AND TYPE		
	HEIGHT OF BASE AND TOP		
VISIBILITY			
TEMPERATURE			
WINDS			
REMARKS: AS WEATHER ENCOUNTERED, FRONTAL POSITIONS, ETC.			

NOTE: AT LEAST ONE COMPLETE OBSERVATION SHOULD BE ENTERED IN EACH COLUMN. THE OTHER SIDE OF THIS CARD HELPED YOU - WON'T YOU GIVE THE NEXT FELLOW A BREAK!

CLOUD TYPES AND ABBREVIATIONS
 LOW CLOUDS = ST-STRATUS
 SC-STRATOCUMULUS
 MIDDLE CLOUDS = AS-ALTOSTRATUS
 AC-ALTOCUMULUS
 HIGH CLOUDS = CI-CIRRUS
 CS-CIRROSTRATUS
 CLOUDS OF VERTICAL EXTENT =
 CU-CUMULUS CB-CUMULONIMBUS



FROM: 416TH BOMB GROUP (L) OPERATIONAL PRIORITY
 TO : IX BOMBER COMMAND TO: 97TH COMBAT WING
 416 BG P _____ E

CONFIDENTIAL IN THE CLEAR AUTH: LCCOL. WALTER W. FARMER
 "J" FORM CLEARANCE F-3 27 APRIL 1944

PREPARED BY MAJOR JOHN G. NAPIER

A.

B. 1730

C. HASTINGS

D. BOX I R/T SLIMLINE ONE

868 11 Z F G B W I C D P K N

869 1 T

870 6 J G-1 H B W-1 E

870 1 SPARE S-1

GROUP LEADER 868 Z

DEPUTY 869 T

BOX II R/T SLIMLINE TWO

871 ⁷ 5 X I H P F W ~~K-1~~

869 6 A C W-1 O E P-1

870 ⁵⁴ 6 A-1 K M-1 P-1 ~~K-1~~ I-1

869 1 SPARE M-2

SECOND BOX LEADER 871 X

DEPUTY 871 I

E. 12,000

F. TOCQUEVILLE

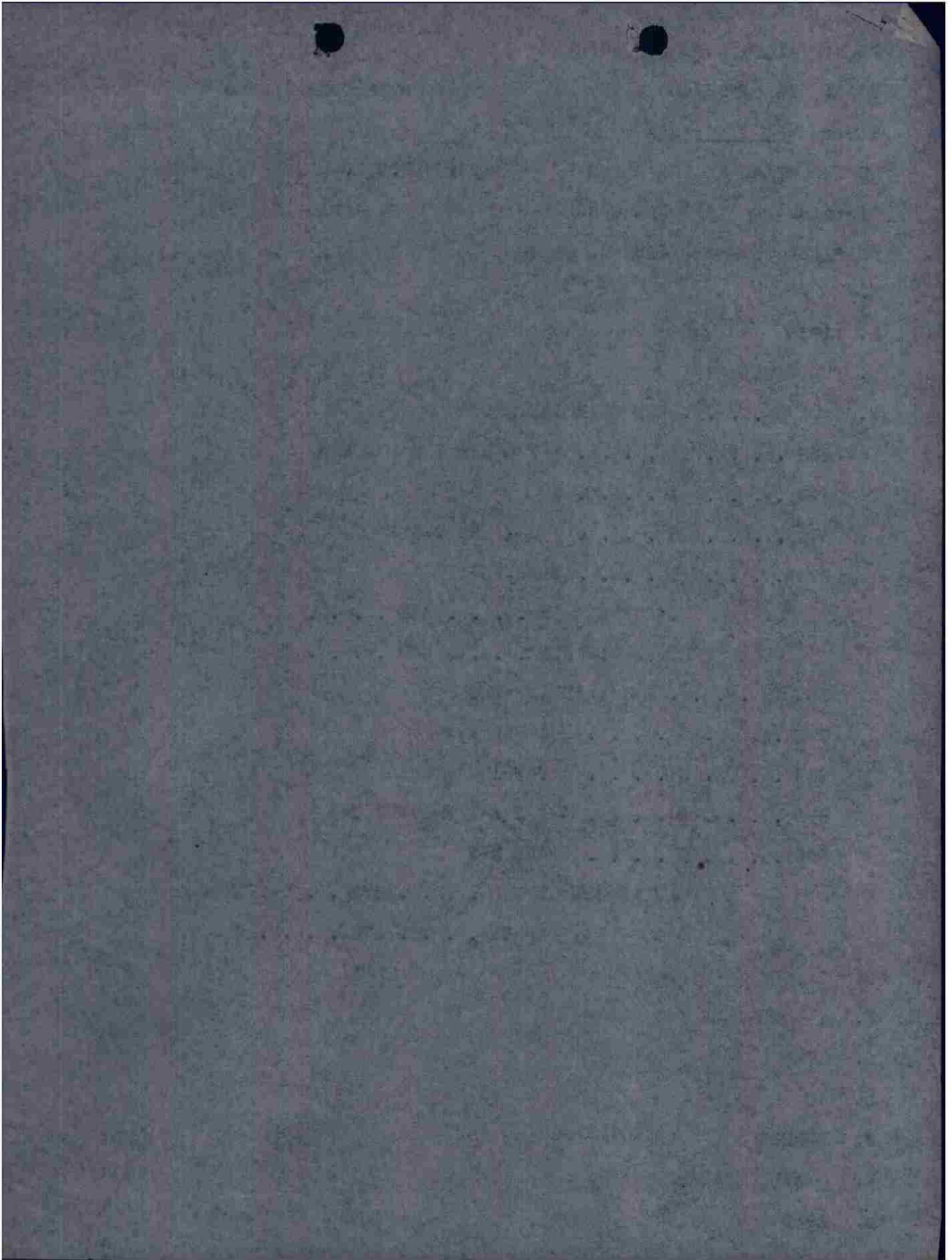
G. 1745

H. 40

J. FURNES

K. NORTH FORLAND

L. 1839

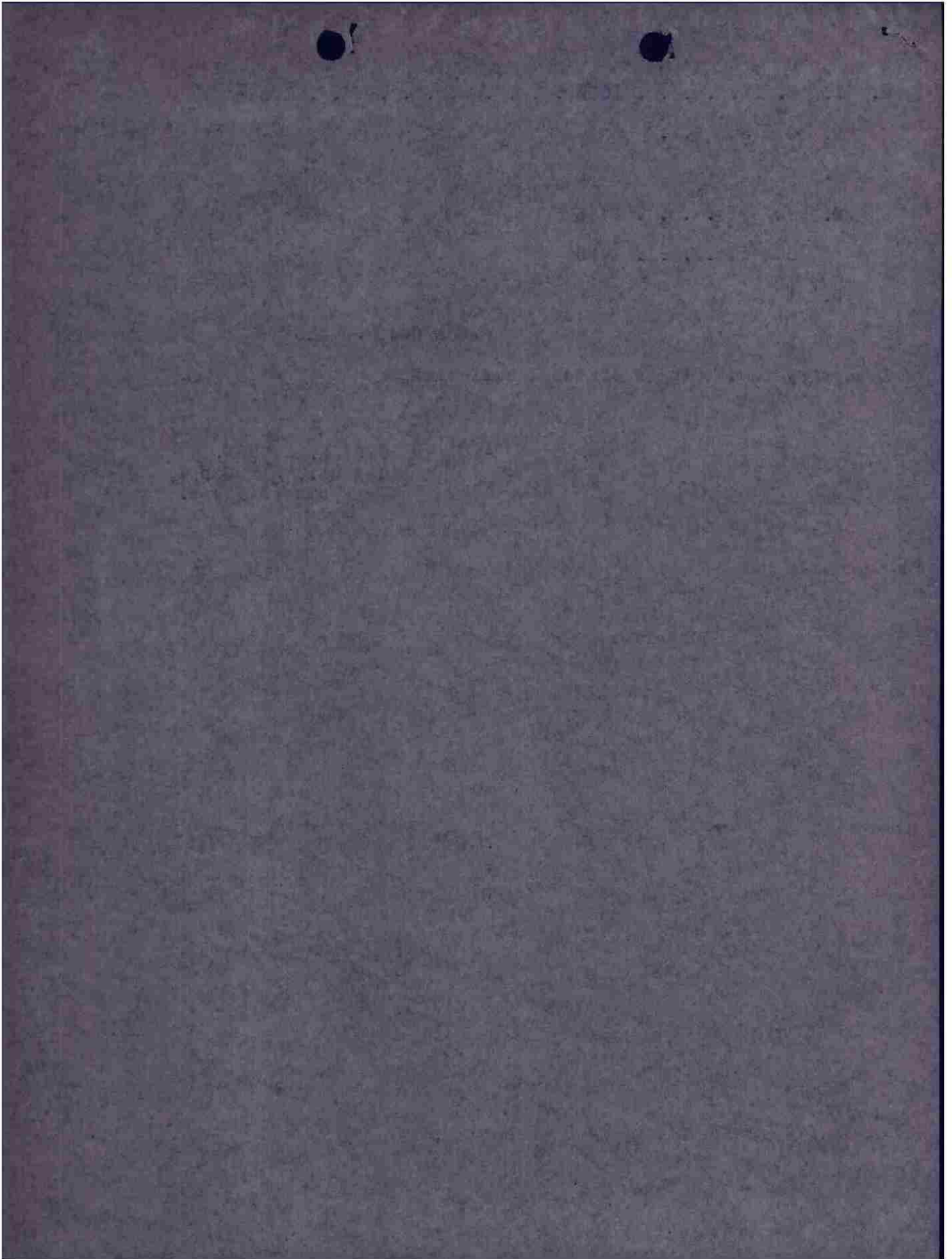


- M. 1. E.T.D. 1659 E.T.A. 1654¹
2. 6 x 500 G.P.
3. 4 HOURS
4. BOX I Z436
BOX II Z436
5. NONE

MACE COBOMGR 416

I certify that this is official business:

JOHN M. B NURA,
1st Lt., Air Corps,
Opns Stat Officer.



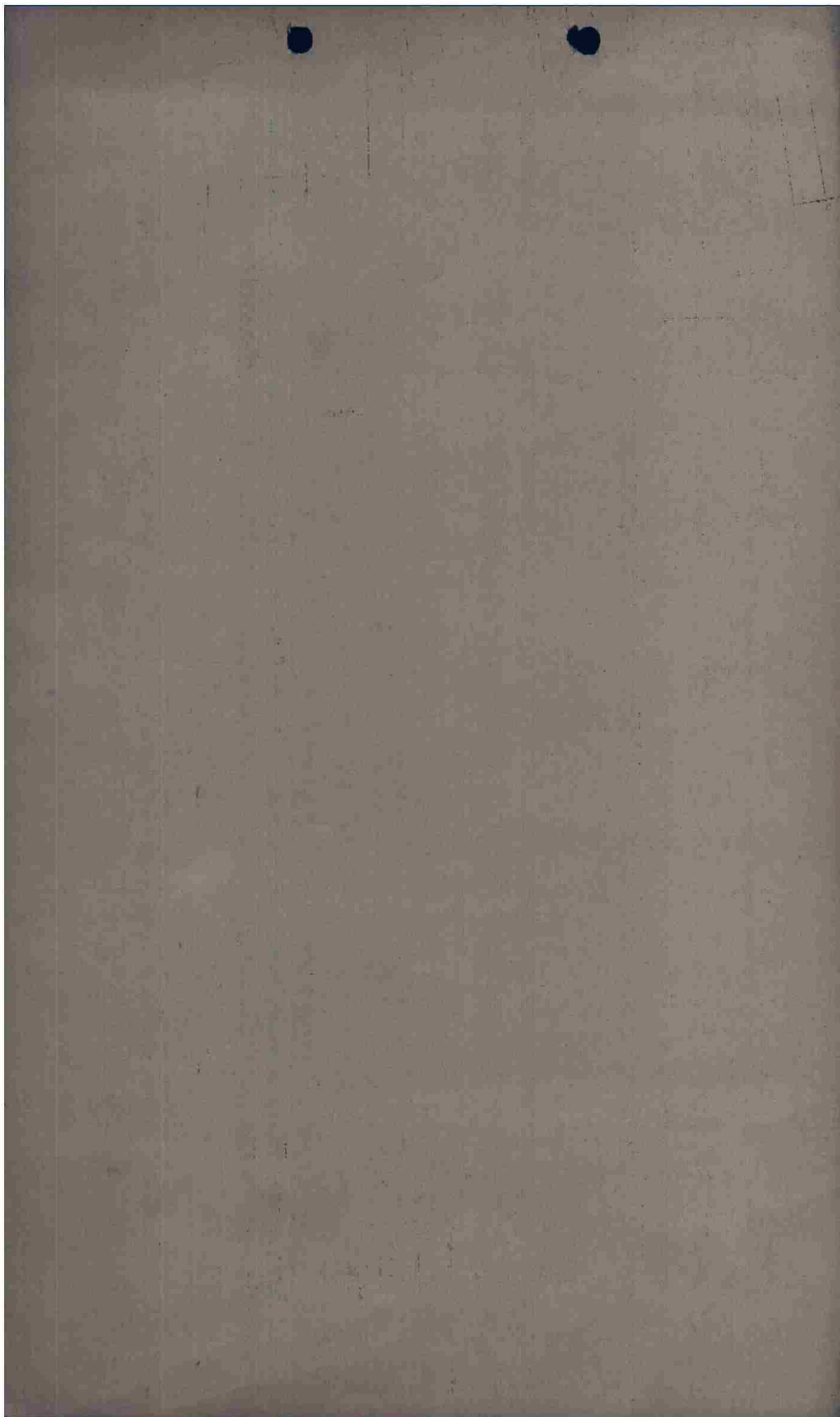
27 April 1944

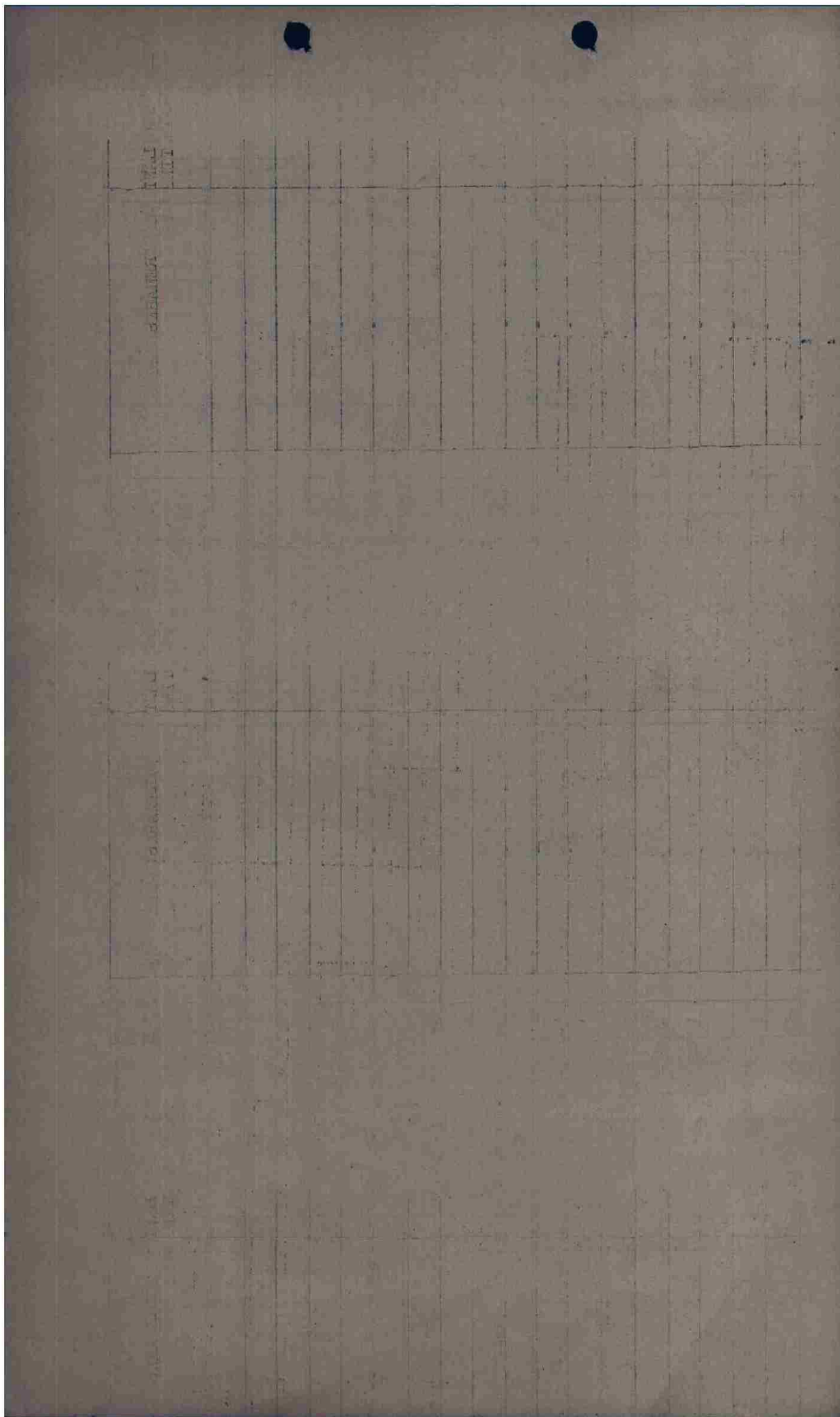
Medium No. 31

Page I

A/C NO.	SQDN.	PILOT	ARRGET	AFO	ENGLISH COAST OUT	ENEMY COAST IN	TOT	ENEMY COAST OUT	ENGLISH COAST IN	O A M E R A	FUEL	BOMB LOAD	E N D U R.	LAND TIME	REMARKS
Z 640	A	Lucie	ABEAS	1640	12000	1800	1810	12000	9000	He	725	65000	7	1910	
I 135	B	Clark	(Mines) 1640	1640	1730	1945	1825	1825	1839					1911	
E 203	A	Portman	(Mines) 1640	1641	HASTINGS	1641	1641	1641	1641					1933	
G 379	A	Elmstein	(Mines) 1640	1641	HASTINGS	1641	1641	1641	1641					1912	
S 360	A	Burg		1641										1919	
M 377	A	Jackson		1641										1913	
I 745	A	Shaffer		1642										1915	
C 194	A	Stehle		1642										1915	
D 195	A	Truax		1642										1916	
P 893	A	Widder		1642										1915	
C 684	A	Trick		1643										1917	
2-214	D	Norman		1643										1919	
J 439	C	McNulty		1643										1920	
Y-1 696	C	Wheat		1644										1920	
H 387	C	McLellan		1644										1921	
B 207	C	Outman		1644										1921	
M-1 386	C	McBride		1644										1922	
E 224	C	Truax		1645										1922	
K-1 393	D	Adkinson		1650										1914	

Span



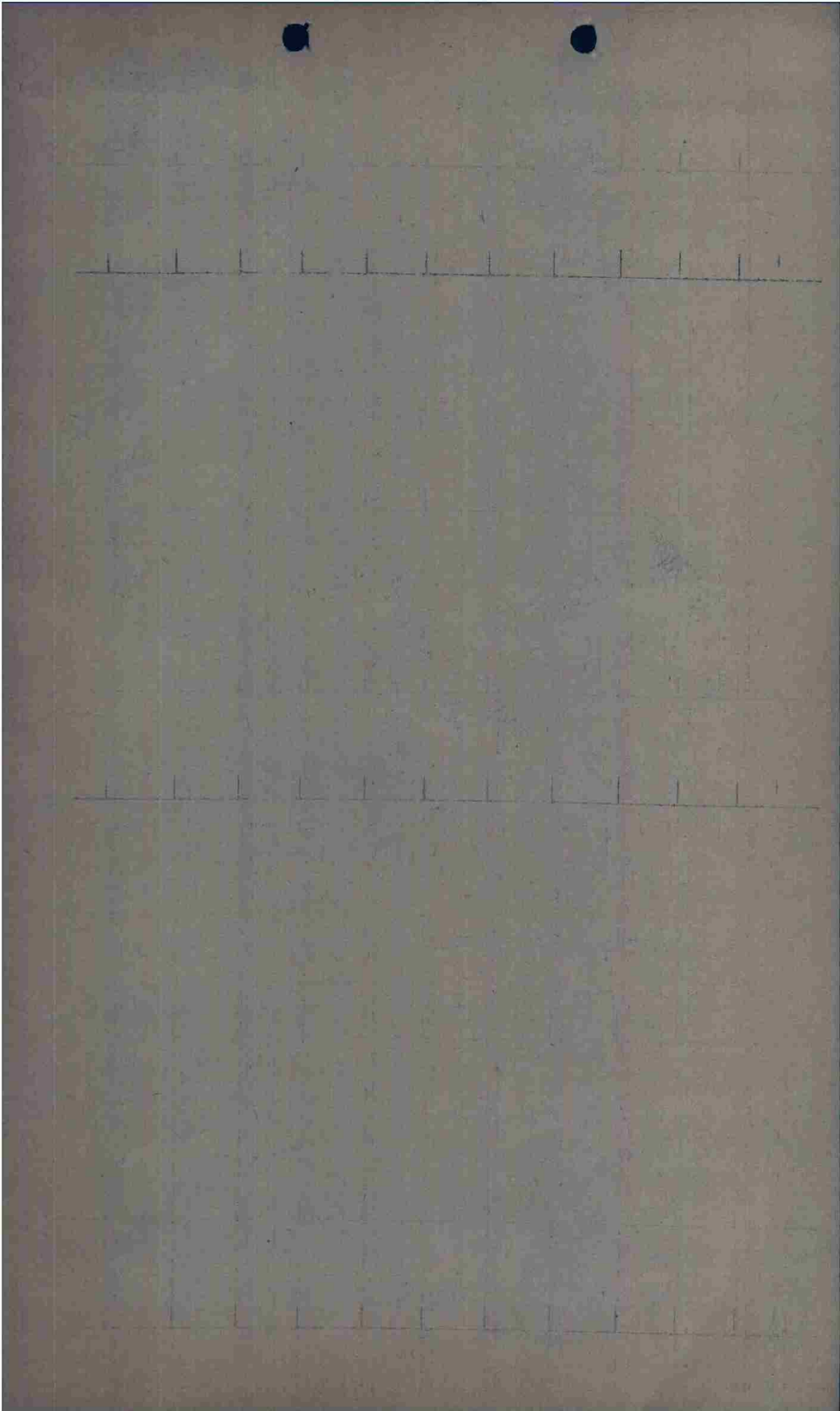


SHIP NO	SQUADRON	PILOT and/or ROYALTY	MISSION	FUNCTIONS	RESULTS OF FUNCTIONS
393	D	McLennan	MISSION No. 2.	Right wing rack failed to release.	From left hand rack.
181	B	Myerton		Right wing rack failed to release.	"
743	B	Behmer		Right wing rack released from England.	"
226	B	Conner		Left wing rack failed to release.	"
717	B	Radcliffe		Left and right wing racks.	"
724	D	Cole		No. 2 station failed to release.	Racks were checked and found to be properly.
800	C	Hoff		No. 1 & 2 stations failed to release.	Racks & armament checked and found to be properly.
379	A	Manston		Right wing rack failed to release. No. 3 station failed to release.	Facility wing racks. Released out release port.
193	A	Minick		Right wing rack failed to release. No. 3 station failed to release. No. 1 failed to release.	Facility wing racks. Released out release port.

MISSION No. 2.

PERIOD 27-1944

William A. McDonald
 Capt. U.S.C.
 Command Officer

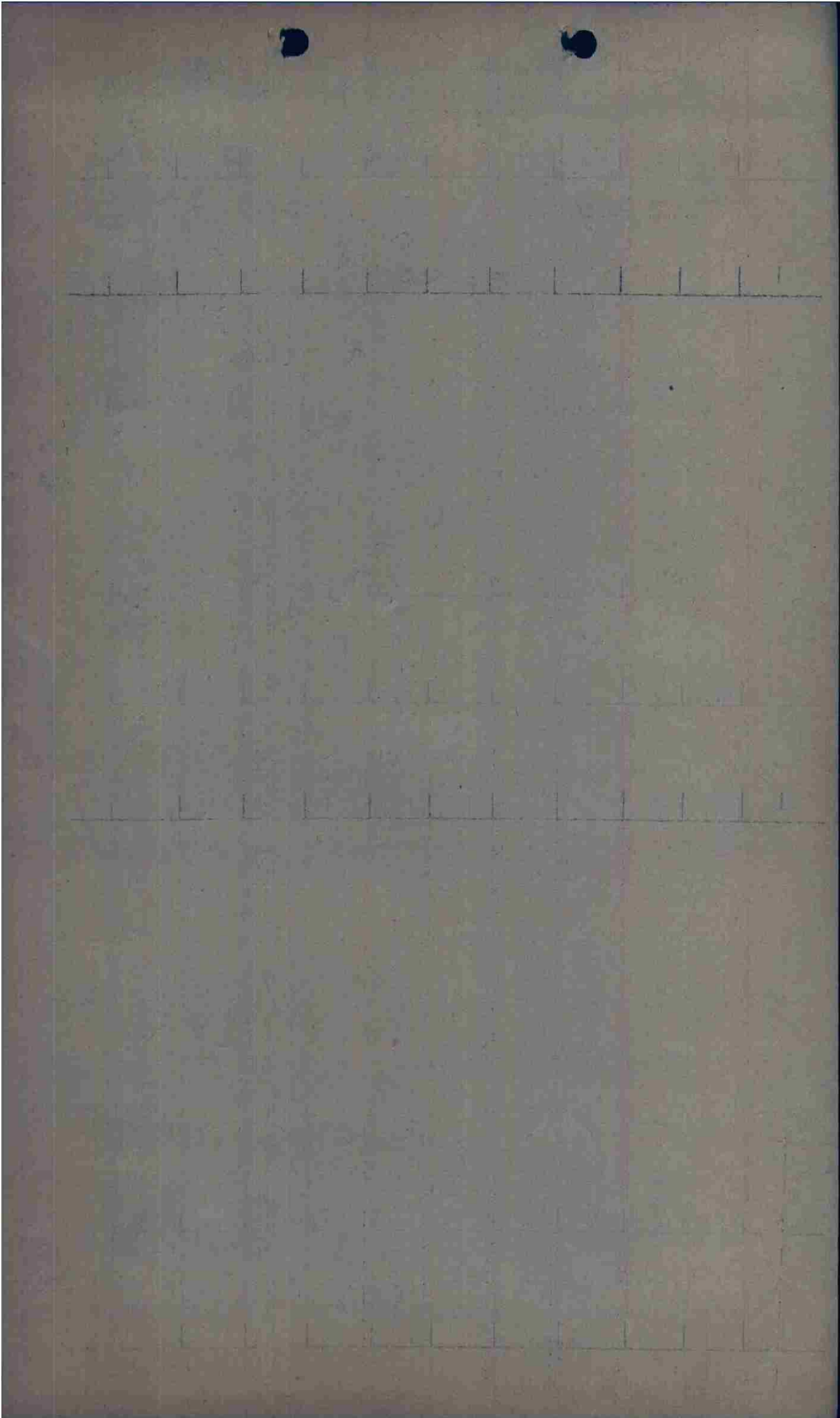


Mission No 2

April - 27 - 1944

SHIP NO	SQUADRON	PILOT and/or POW/DIER	PHONES	MAINTENANCE	CAUSES OF MALFUNCTIONS
640	A	Price		Left wing rack failed to release	Faulty bomb rack
233	A	Bateman		Right wing rack failed to release	"
210	A	Byrge		Right wing rack failed to release	"
745	A	Schaffner		Left wing rack failed to release	"
684	A	Koch		Left wing rack failed to release	"
439	C	McClellan		Right wing rack failed to release	"
387	C	McClellan		Right wing rack failed to release	"
207	C	Costantini		Left wing rack failed to release	"
224	C	Almon		Right wing rack failed to release	"
209	C	McClellan		Right wing rack failed to release	"

William A. McClellan
Capt. H. C.
Bombardier Officer



OINAK OIYAA OIGOF OICOG V OILAI 3/27 OP

FROM 97TH COMBAT BOMBARDMENT WING 27/1335B 97CBW P-096-E
 TO: COBOMGP 409
 COBOMGP 416
 COBOMGP 410 (INFO)
 COMBOMCOM 9

OPERATIONAL PRIORITY
 SECRET SENT IN CLEAR AUTH. MAJ. CLARENCE S. TOWLES, JR.

97TH COMBAT BOMBARDMENT WING
 APO 140
 27 APRIL 1944

FIELD ORDER NO. 16-288

MAPS: NORMAL

1. B. (2) 98TH AND 99TH WINGS ARE ATTACKING TARGETS IN THE SAME AREA WITH THE SAME ROUTE 10 AND 30 MINUTES AFTER THIS WING. R.A.F. 11 GROUP (SPITFIRES) WILL FURNISH ESCORT AND SUPPORT FOR THIS WING.

2. THIS WING WILL ATTACK A TARGET IN FRANCE.

ZERO HOUR: 271730B

3. A. 409TH GROUP:

(3) (A) WITH 416TH GROUP AT GRAVESEND AT 10000 FEET AT ZERO HOUR MINUS 10 MINUTES. THE 416TH GROUP WILL LEAD. THE 416TH GROUP WILL LEAVE GRAVESEND AT ZERO HOUR MINUS 10 MINUTES ON COURSE TO HASTINGS.

(B) WITH FIGHTERS AT HASTINGS AT ZERO HOUR AT 12000 FEET.

(6) 12000 FEET

(9) ILLUSTRATION 1686/4 REFERENCE 048017

(10) 4 X 500 LB. G.P. FUSED 1/10 SECOND NOSE AND 1/100 SECOND TAIL.

B. 416TH GROUP:

(3) (A) WITH 409TH GROUP AT GRAVESEND AT 10000 FEET AT ZERO HOUR MINUS 10 MINUTES. THE 416TH GROUP WILL LEAD. THE 416TH GROUP WILL LEAVE GRAVESEND AT ZERO HOUR MINUS 10 MINUTES ON COURSE TO HASTINGS.

(B) WITH FIGHTERS AT HASTINGS AT ZERO HOUR AT 12000 FEET.

(6) 11500 FEET.

(9) ILLUSTRATION 1686/4 REFERENCE 044013

(10) 6 X 500 LB. G.P. FUSED 1/10 SECOND NOSE AND 1/100 SECOND TAIL.

X. (1) TO (4) NO CHANGE.

(5) TARGET: PRIMARY: Z436 SECONDARY: Z835

(6) A/C REQUIRED: 36 EACH GROUP

(7) INITIAL POINT: 50 DEG. 03 MIN. NORTH 02 DEG. 33 MIN. EAST

(8) AXIS OF ATTACK: GENERALLY SOUTHWEST TO NORTHEAST.

(9) RALLY POINT: LABASSE

(10) ROUTE OUT: BASE TO GRAVESEND TO HASTINGS TO TOCQUEVILLE TO 49 DEG. 39 MIN. NORTH 02 DEG. 10 MIN. EAST TO TARGET.

(11) ROUTE BACK: TARGET TURN LEFT TO R.P. TO FURNES TO NORTH FORELAND TO BASE.

4. NO CHANGE.

5. COMMUNICATIONS:

A. 416TH BOMB GROUP:

(2) SLINLINE

(9) 71/71

(10) 242/242

B. 409TH BOMB GROUP:

(2) FANCYGIRL

(9) 71/71

(10) 242/242

X. GENERAL INFORMATION:

(2) WEST WALLING ON CHANNEL D
 HORN ON CHANNEL D

(10) TVBA

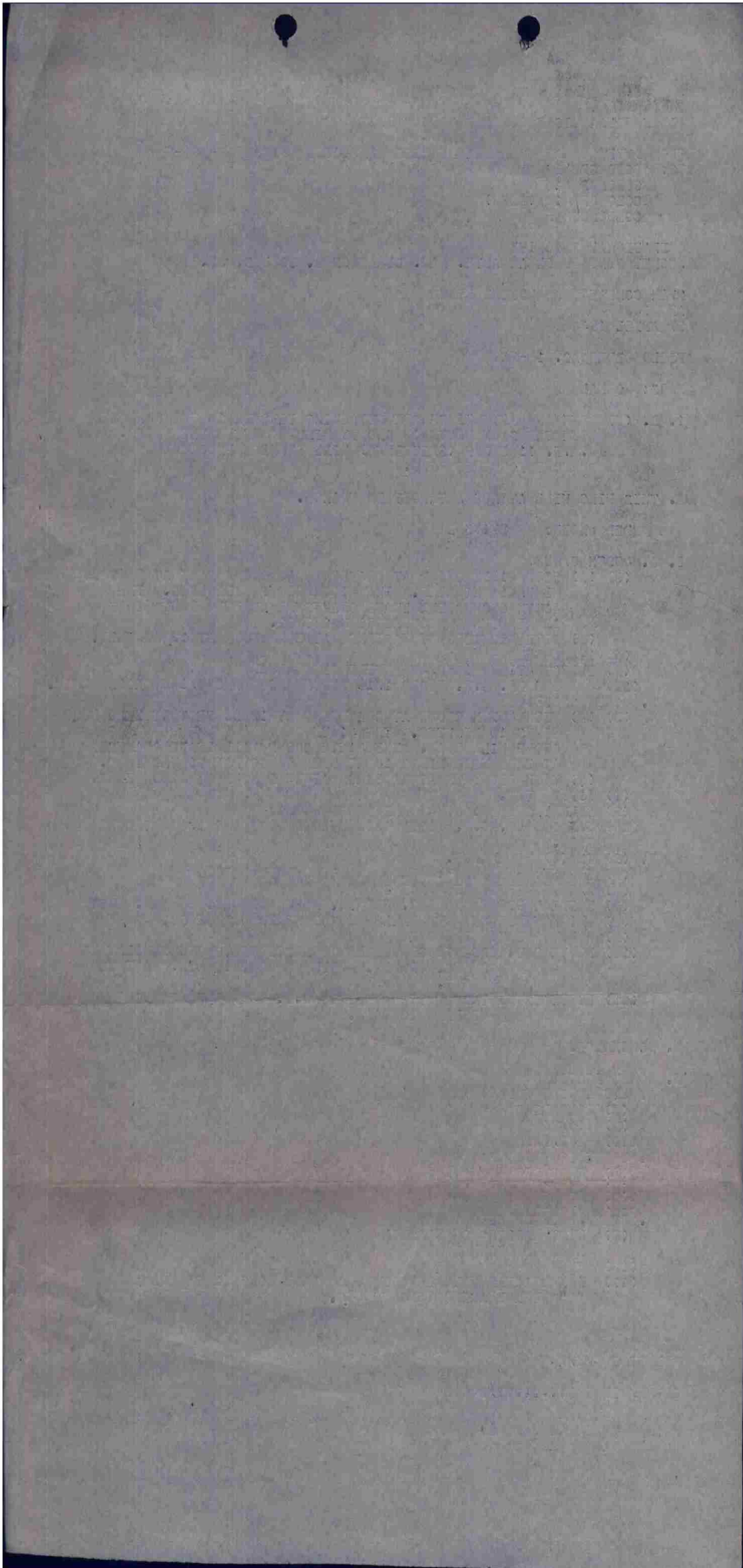
(11) BOX LEADERS WILL REPORT TO COMMAND CONTROL ON CHANNEL "C" WHEN LEAVING TARGET AREA.

COCBTWIG 97

MEM AR
 ALL STNS R/K/R

OIYAA/OILAI R.....27/1434B K

WHAT R YOUR INITIALS PLSE K
 SORRY FD FD KK AR TRS MUCH
 ;



USLAI V YAA YAA 15/27
 FROM COBOMGR 416 27/1710B
 TO 97TH COMBAT WING ATT: COM O
 CONFIDENTIAL BT

P-487-J

A - YS - 28

B - 27 RXX APRIL 1944 (0934-1247)

C - 668 (9) Z D C G-1 K-1 H-1 W-1 P-2 1

669(8) N-1 A P-1 E R W O C-1

670 (11) J G S L R F H W K N E-1

671 (10) I X F P B C K N V W-1

TOTAL--38

D - 668 - C - FAULTY MIKE SWITCH IN TURRET CAUSED INTERPHONE
 TO CUT OUT.

E - NONE

~~RXX~~

F - NOT APPLICABLE

G - NOT APPLICABLE

H - NOT APPLICABLE

I - NONE

J - 670 - J - USED FOR LANDING ~~INSTR~~ INSTRUCTIONS, AND INSTRUCTIONS
~~TOXKRWAIIN~~ FORMATION.

K - NONE

L - 670 - J - REPORTED TO PARADE AFTER LEAVING TARGET AREA.

671 - I - REPORTED TO PARADE THAT MISSION ABORTED.

M - NONE

N - NOT APPLICABLE

O - RECURRENT REPORTS OF INTERMITTENT SWEEP ON CHANNEL A
 CAUSING NOISE WHICH ~~WEMKXINXKXIX~~ SOMETIMES INTERFERES WITH
 RECEPTION. VHF PERFORMANCE VERY GOOD.

MACE COBOMGR 416

BT 27/1710B

LBS

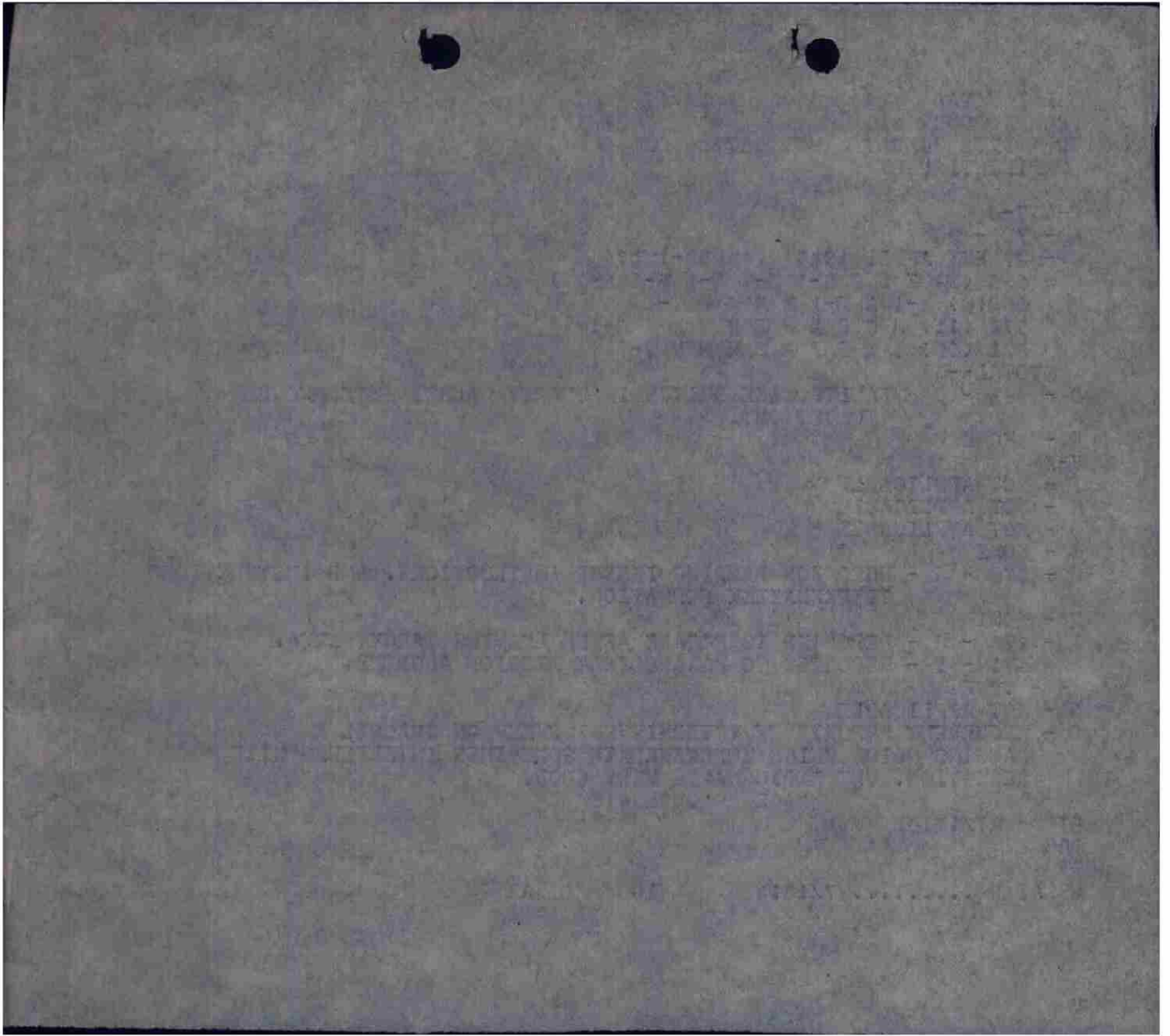
AR

USLAI R27/1814B

LCB

AR

V



OICOG OILAI V OIYAA YAA 21/27 OP

FROM 416TH BG 27/2230E
TO HQ IX BC
97TH CBW

CONFIDENTIAL BT

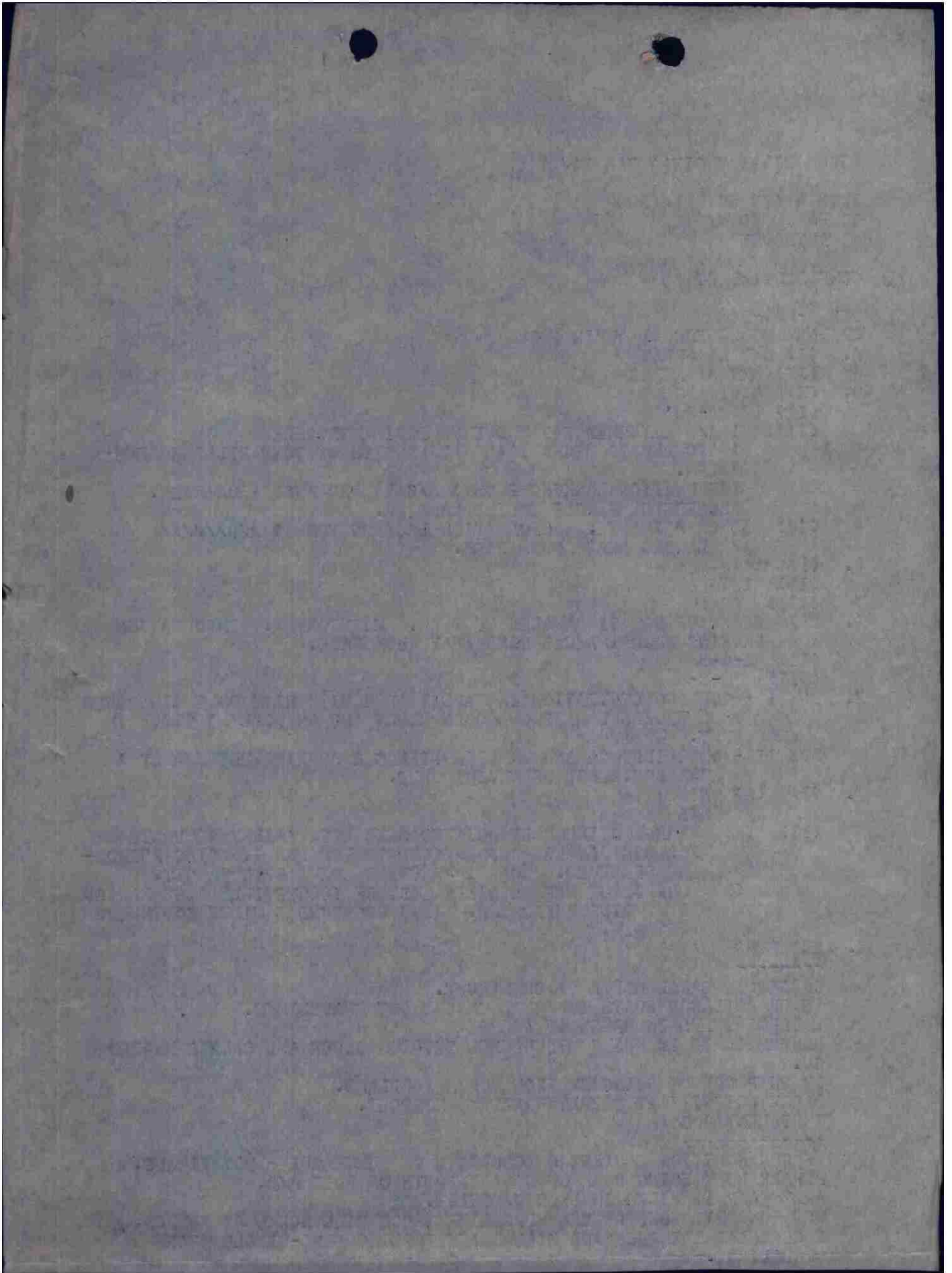
REF P-497-D

OPFLASH NO 24 FOR 27 APRIL 1944

- A. (I) M/Y AT ARRAS
(II) M/Y AT ARRAS
- B. (I) 416TH BG
(II) 36 A-20'S
(III) 1 A/C RETURNED EARLY DUE TO ENGINE TROUBLE
1 A/C DUE TO MECHANICAL MALFUNCTION OF BOMB RELEASE MECHANISM.
INFORMATION LACKING FROM 1 A/C LANDED AWAY FROM BASE.
SUCCESSFUL SINGLE ENGINE LANDING.
(IV) 33 ON PRIMARY. INFORMATION LACKING FROM 1 A/D/////
- C. (I) 1640
(II) 1816
(III) 1941
- D. (I) 5 A/C OF BOX II DAMAGED BY FLAK. CATEGORY A. INFORMATION LACKING FROM 1 A/C LANDED AWAY FROM BASE.
(II) 0-0-0
(III) 0-0-0
- E. BOX I - GOOD CONCENTRATION IN TARGET AREA WITH HITS ON ENGINE SHED AND PROBABLE HITS ON GOODS DEPOT AND ON ROLLING STOCK IN M/Y.
BOX II - ON BUILDINGS AND IN OPEN FIELDS APPROXIMATELY 3/4 OF A MILE SOUTHEAST OF ENGINE SHED.
- F. (I) (A) NIL
(B) NIL
(II) (A) WEAK CONTINUOUSLY POINTED SEEN HFF, FAIRLY ACCURATE FOR BOX II, LOW AND INACCURATE FOR BOX I. DISC PHENOMENA OBSERVED. BOX II PRECEDED BOX I OVER TARGET.
(B) ONE BLACK PUFF 2 MILES EAST OF TOCQUEVILLE ACCOMPANIED BY 2 DISC PHENOMENA. DISCS OBSERVED 5 MILES SOUTHWEST OF POIX.
- G. SHIPPING

BARGES IN CANAL NORTH OF DUNKERQUE.
15 OR 20 LARGE BOATS IN CANAL ON WAY OUT GRAVELINES.
2 LARGE SHIPS IN HARBOR AT DIEPPE.
CONVOY 15 TO 20 SHIPS MIDCHANNEL BETWEEN DOVER AND CALAIS HEADED SW.
12 SHIP CONVOY GOING SE FROM NORTH FORELAND.
BARGE ACTIVITY AT NIEPRTXXXXXXXX NIEPORT.
INSTALLATIONS

6 GUN POSITION 8 MILES ON COURSE N OF DUNKERQUE - NOT FIRING.
REPAIR WORK BEING DONE ON NOBALL SOUTH OF POIX A/D.
ARMY CAMP 10 MILES IN FROM HARDELLOT.
NEW CONCRETE CONSTRUCTED BLDG LIKE LARGE PILL BOX W OF FURNES.
5 CIRCULAR TRENCHES AND PILL BOXES FORMING SEMI-CIRCLE NEAR GRAVELINES.



MARSHALLING YARDS AND RAILROADS

M/Y NORTH OF TARGET VERY ACTIVE, FULL OF ROLLING STOCK.
 30 TO 40 CAR TRAIN FROM AMIENS TO POIX
 M/Y AT LENS VERY ACTIVE.
 40 CAR TRAIN ON SIDING NORTH OF DUNKERQUE.
 30 CAR TRAIN 5 MILES NORTH OF ALBERT HEADING NORTH.

MISC

LEAFLETS DROPPING THRU FORMATION FROM B-17S NEAR HAUTE FORET.
 DISC SEEN IN GROUPS OF 3 OR 4 TO REAR AND BELOW FORMATION 10 MILES
 IN FROM TOCQUEVILLE.
 AREA BETWEEN DUNKERQUE AND OSTEND FLOODED.
 WHITE BALLS SEEN IN AIR SOON AFTER ENTERING COAST AT TOCQUEVILLE.
 HEAVIES DROPPED WHAT LOOKED TO BE "WINDOW" SOON AFTER ENTERING
 COAST AT TOCQUEVILLE.
 NO A/C SEEN AT POIX A/D.
 NO A/C SEEN AT AMIENS. A/D.
 10 S/E PLANES ON A/D BETWEEN ARRAS AND LENS, ONE RUNWAY TO RIGHT
 OF COURSE.
 4 PLANES, 1 FW 190 AND 3 ME 210 SEEN ON GROUND IN A/F 4-5 MILES SW
 OF LENS.
 12 T/E SINGLE POINTED TAIL PLANES SEEN ON GROUND AT VITRY-EN -
 ARTOIS, DISPERSED.
 VEHICLES PARKED ON BEACHES BETWEEN DUNKERQUE AND OSTEND.
 BLACK OBJECT SEEN TO FALL THRU FORMATION JUST AFTER TARGET. COULD
 NOT IDENTIFY. MIGHT HAVE BEEN SPENT FLAK SHELL.
 WHITE OR YELLOW OBJECT, SMALL, COULD HAVE BEEN A ONE MAN DINGHEY,
 5 MILES OUT IN CHANNEL FROM NORTH FORELAND. (REPORTED PREVIOUSLY
 IN HOT NEWS REPORT)

E/A

1 ME 109 GOING NW AT 5000 FT, WHITE SPINNER, 8 MILES SE OF POIX.

- H. (I) NO LOW CLOUDS, VISIBILITY 10 TO 15 MILES
- .. (II) .3 LOW CLOUDS WITH TOPS TO 5000 FT. VISIBILITY 10 MILES
 DECREASING AT EXIT TO 4 MILES WITH HAZE.

XXX

I. BOMBS ON PRIMARY 170 X 500 GP.
 BOMBS JETTISONED 5 X 500 GP. IN CHANNEL + 6 Capt Corbett
 FELL OVER ENGLAND 3 X 500 GP. on primary
 FELL IN THAMES ESTUARY 1 X 500 GP
 FELL IN CHANNEL 1 X 500 GP
 RETURNED 24 X 500 GP
 INFORMATION LACKING FROM 1 A/ C LANDED AWAY FROM BASE.

~~11/10X/2/1/11/~~

- J. BOX I: 11,500 FEET
- .. BOX II: 10,000 FEET

COBOMGR 416

BT 27/2100B

AS

CW AR K

OICOG R.....2304B MC AR

OILAI R.....2/2305B RRR AR

AR.

