

## IRIS Public Record

### Key Information

Main: GROUP/0416/BOMBARDMENT (LIGHT)

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IRIS Number: **00091898**

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Title:

Beginning Date:

End Date:

Publication Date: **1944/07/06**

Classification **UNCLAS**

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NUMPAGE **59**

Title Extensions:

**Abstract** CONTAINS MISSION PHOTOGRAPHS AND TARGET DATA. TARGET: EPERNON (RAILROAD EMBANKMENT). MISSION SUMMARY.

Descriptive Notes:

Title **MISSION NUMBER 91**

Added

Entries

Author:

Subject:

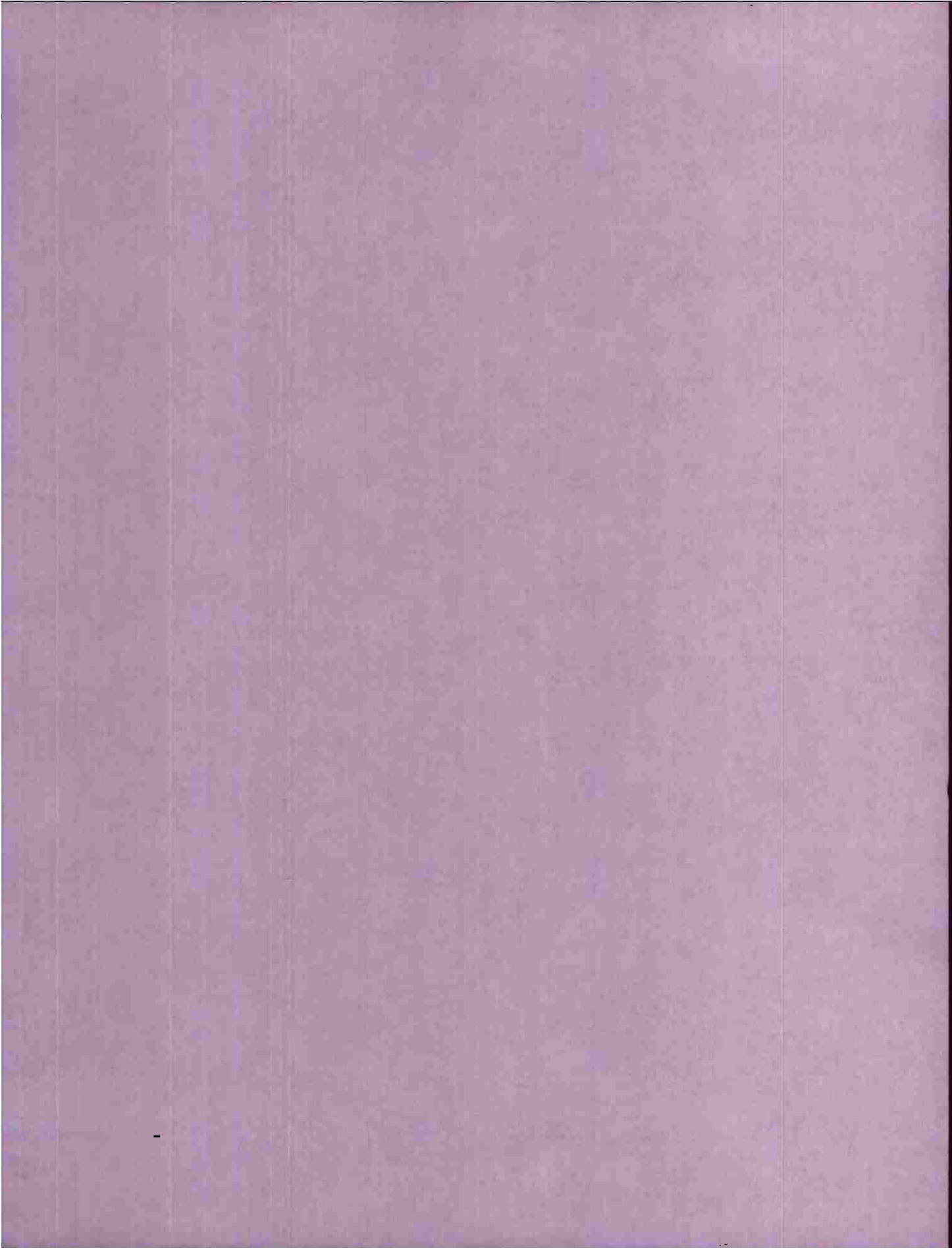
Major Command:

### Administrative Markings

No Administrative Markings Listed

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| Rcvd:                 | Rel           | <b>1985/03/05</b> |
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Gp-416. Sec-Op.S  
16 Jul 1944

**DECLASSIFIED**  
R.R.C. POD DIR 5200.9-27 Sep 58

**[REDACTED]**

0191838

**[REDACTED]**

ANNED BY ACD

2007

**MICROFILMED**

MISSION PHOTOS

No. of Prints 9

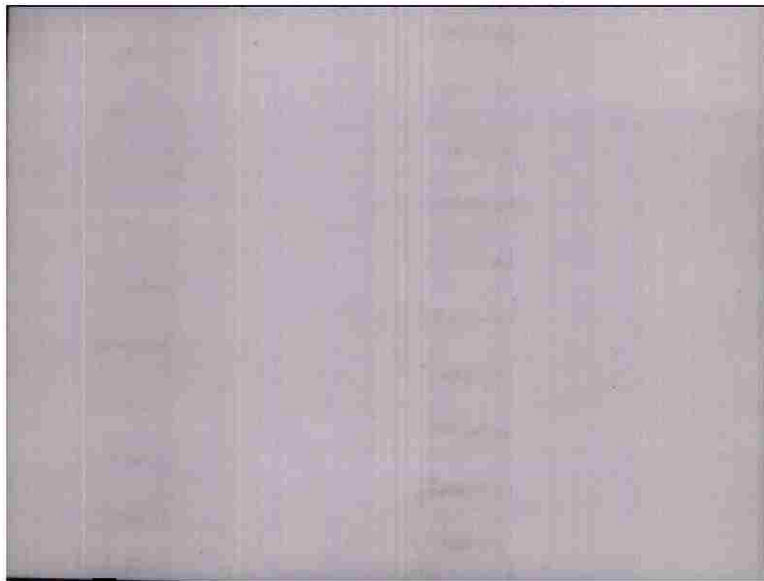
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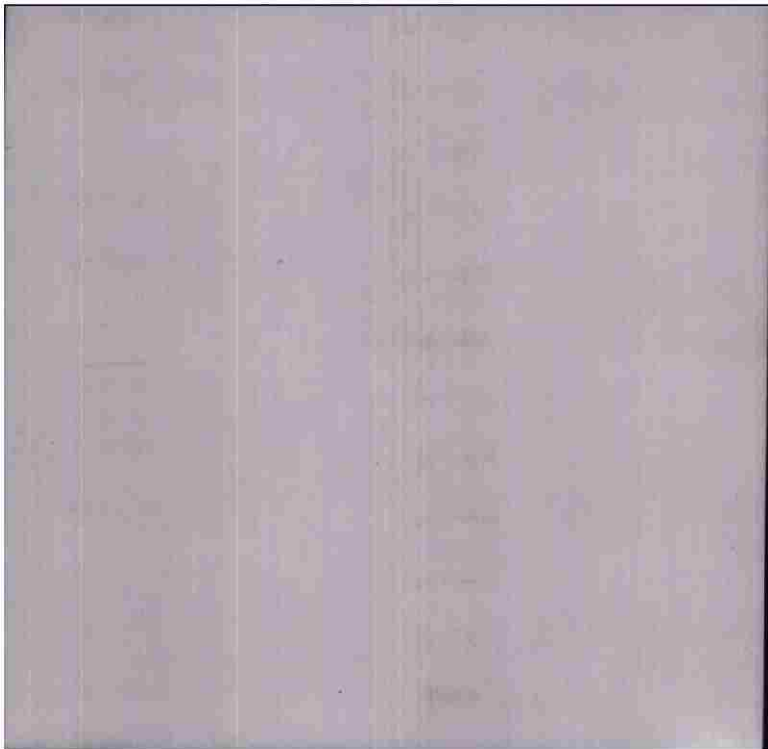
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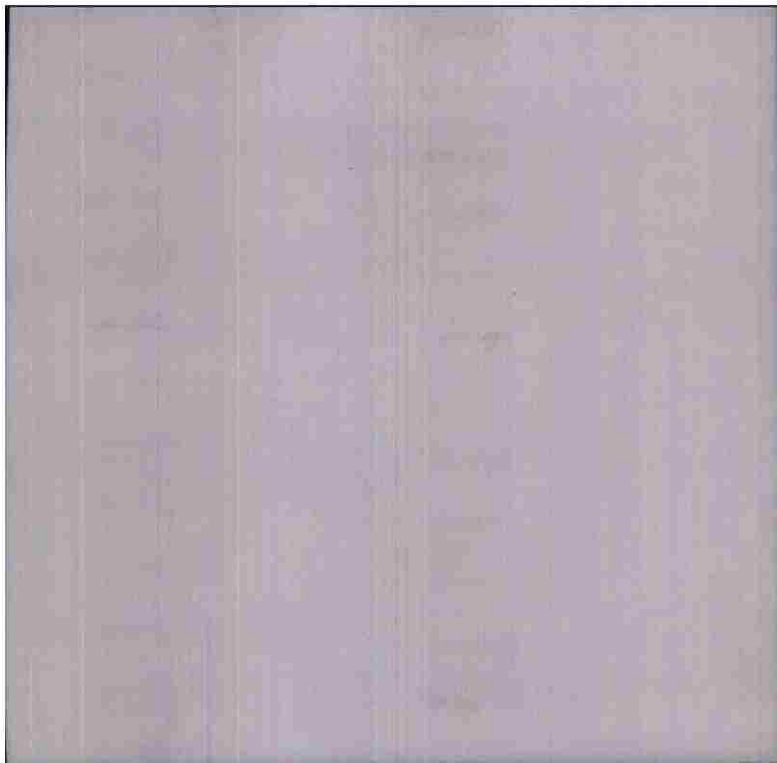
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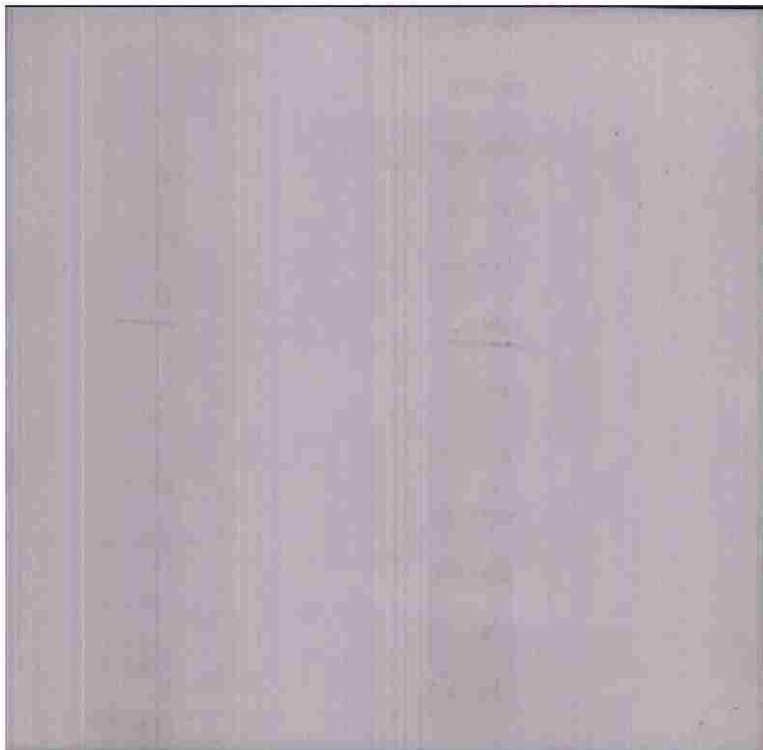
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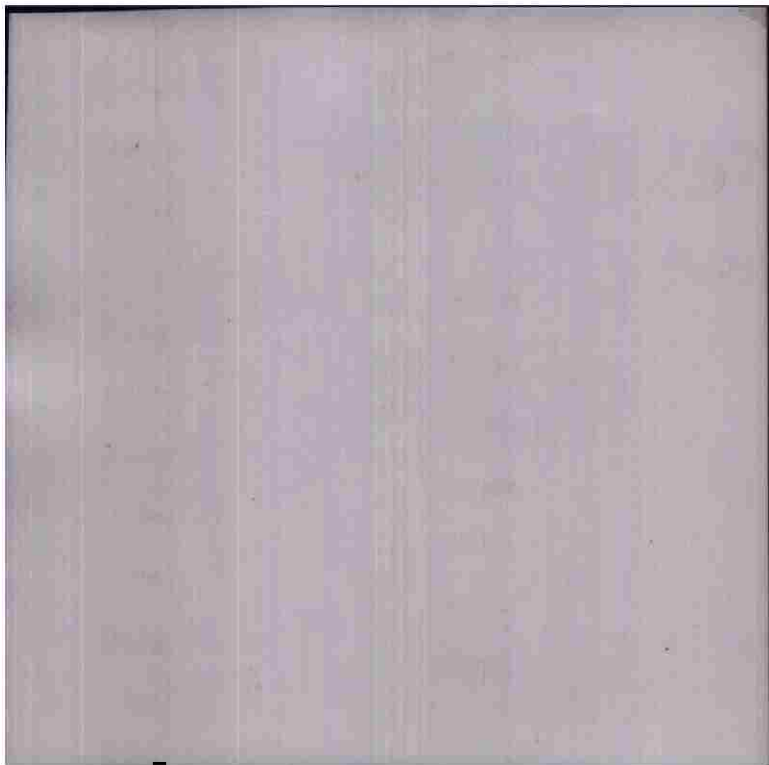
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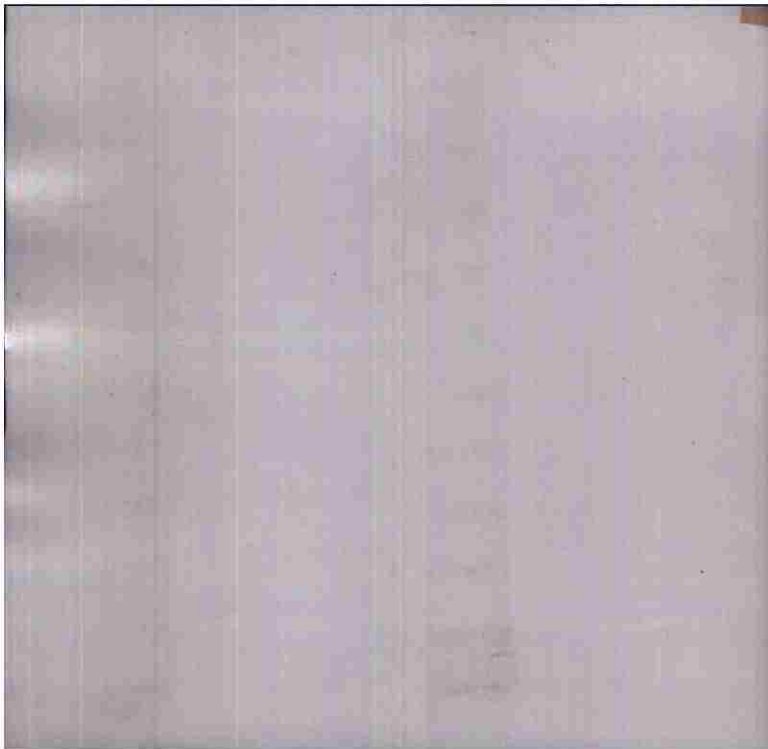
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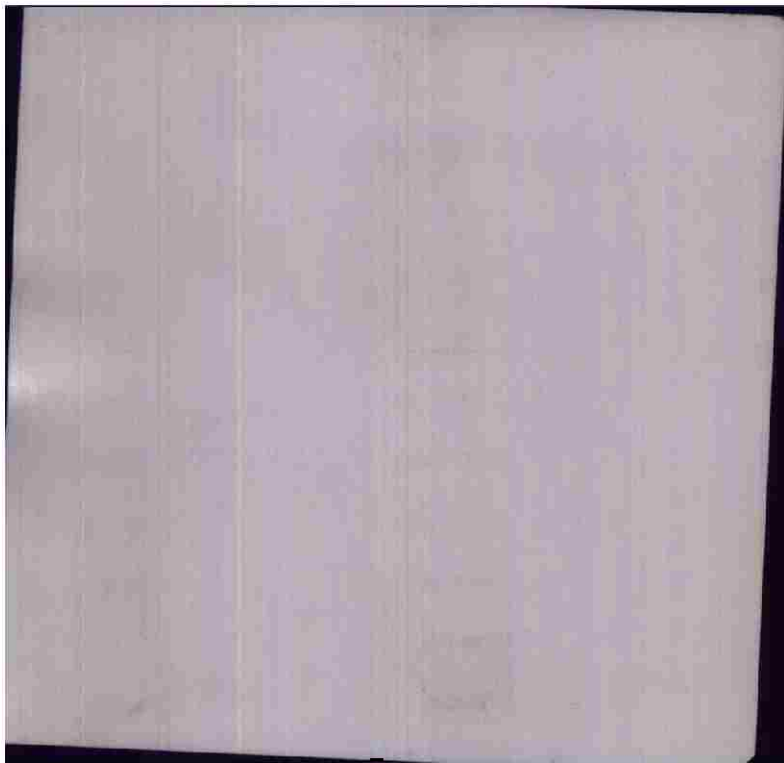
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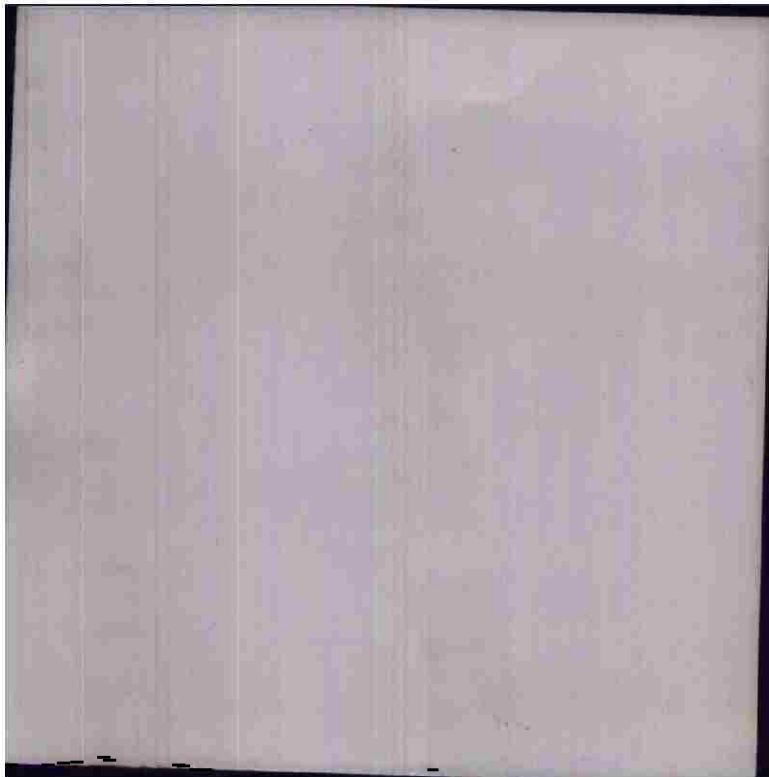
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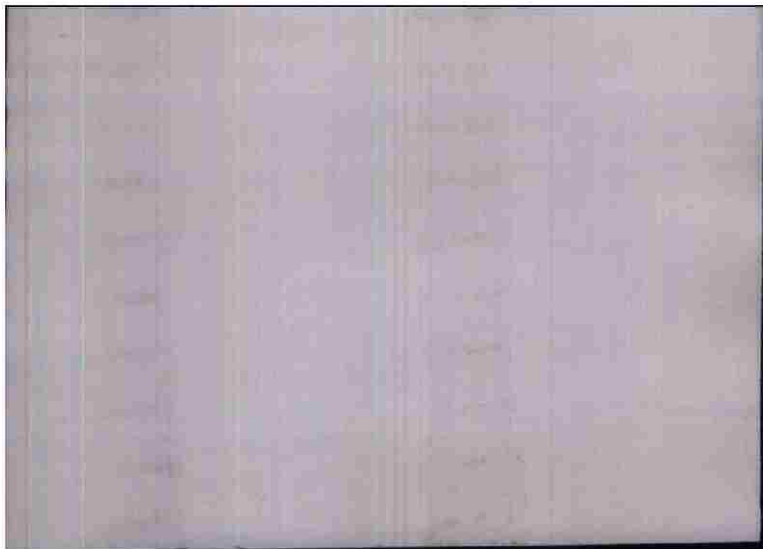
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1-2-50 (Date) No. 10000 Progress Reports sheet for each flight number

|               |                    |        |            |
|---------------|--------------------|--------|------------|
| FLIGHT NUMBER | 10000              | DATE   | 1 MAY 1950 |
| FLIGHT AREA   | AFRICA             | TIME   | 11:00 AM   |
| PILOT         | W. J. BERRY        | COPIES | 1          |
| REMARKS       | AERIAL PHOTOGRAPHY |        |            |

1-2-50 (Date) No. 10000 Progress Reports sheet for each flight number

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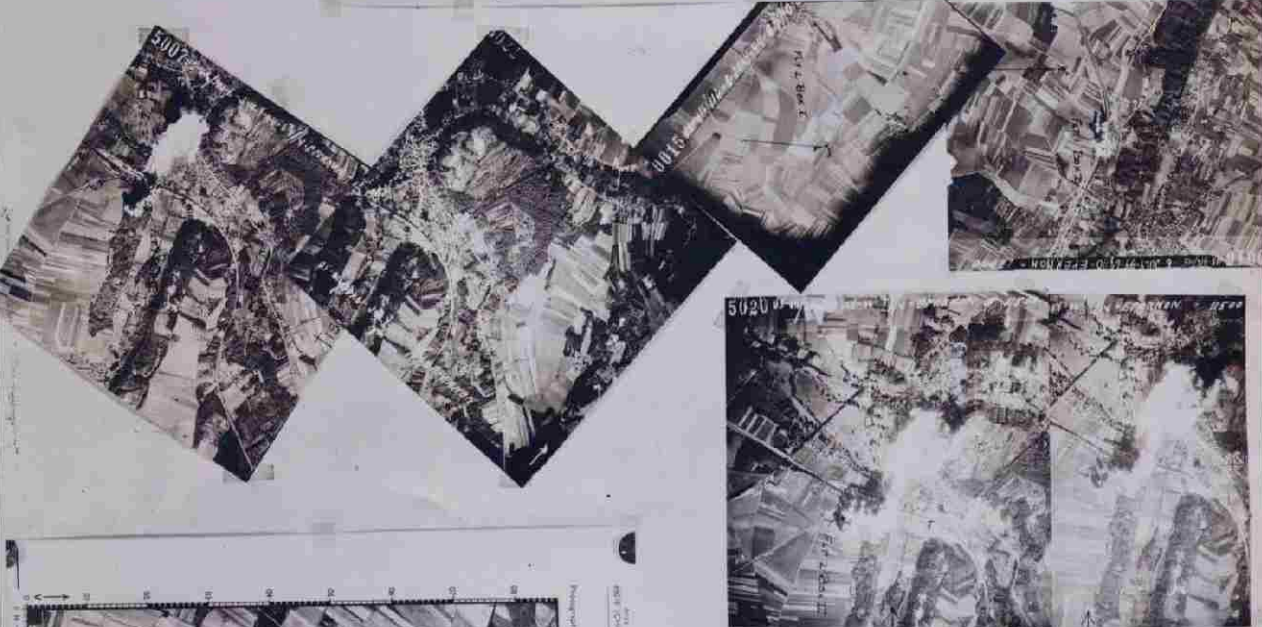
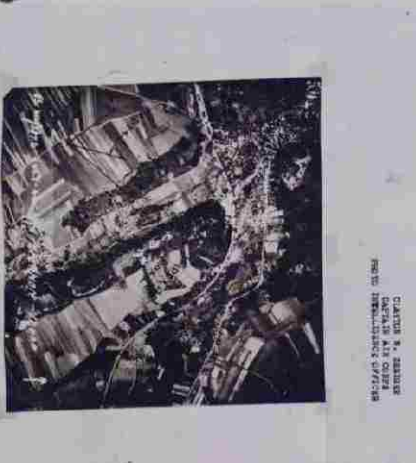
1-2-50 (Date) No. 10000 Progress Reports sheet for each flight number

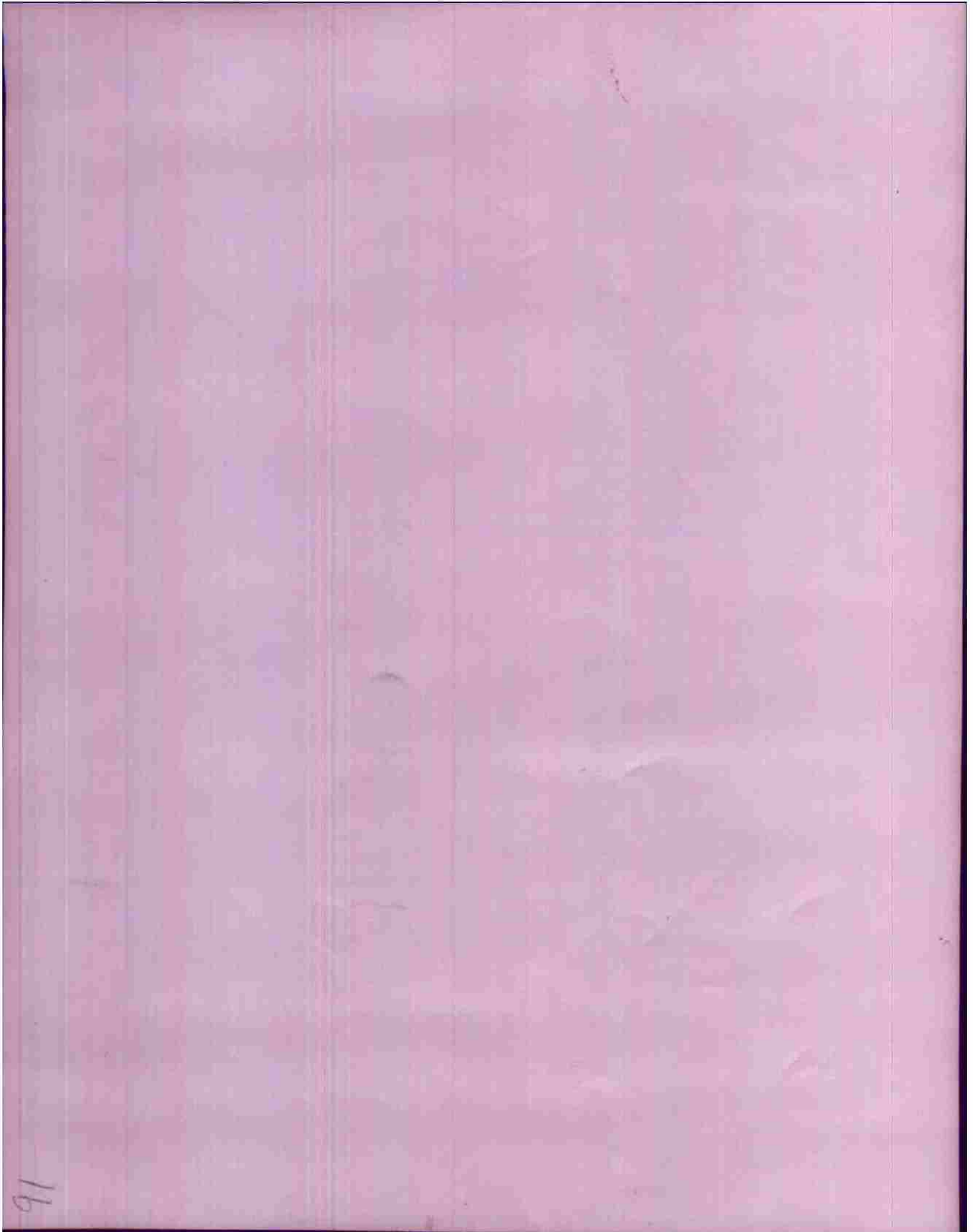
1-2-50 (Date) No. 10000 Progress Reports sheet for each flight number

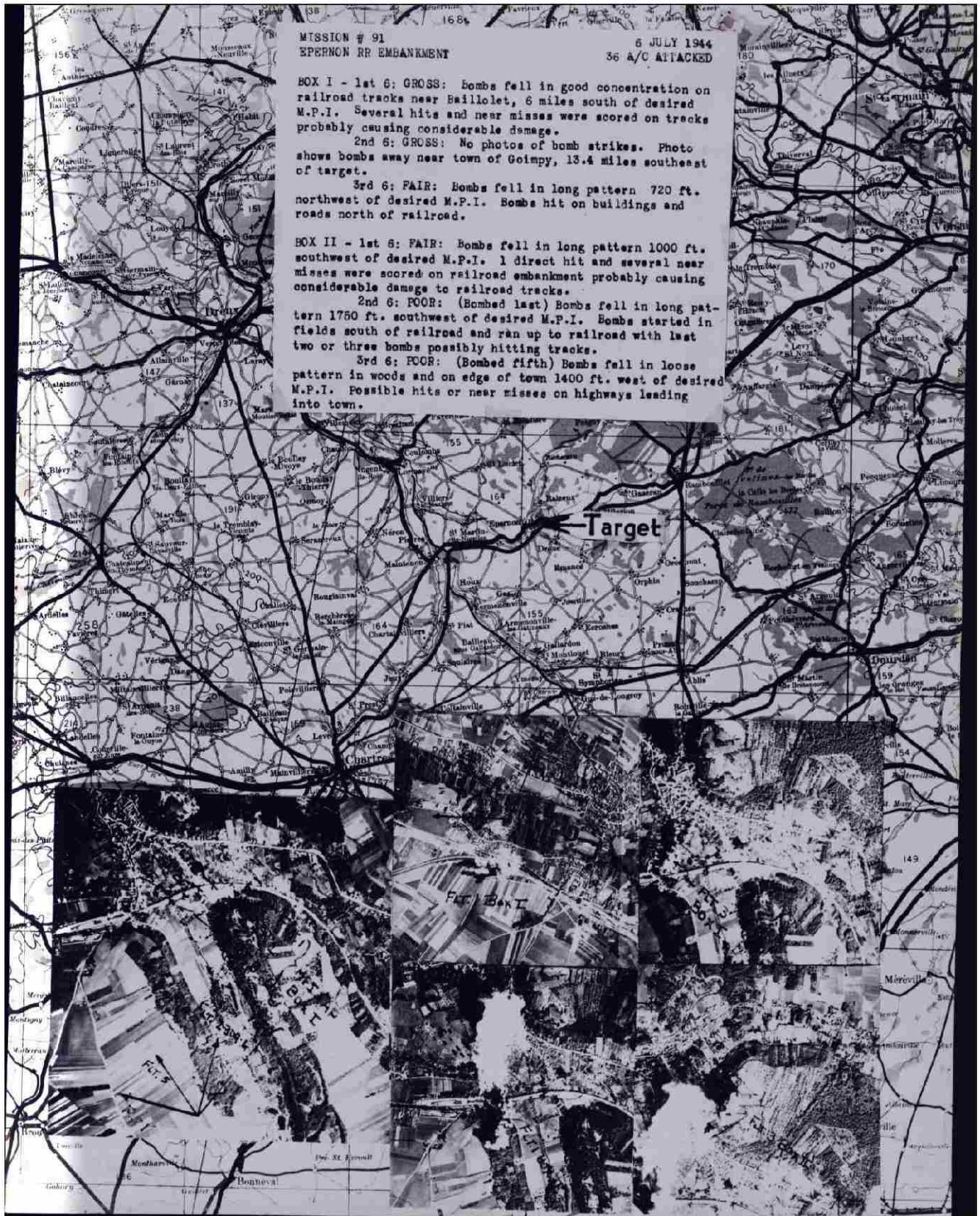
1-2-50 (Date) No. 10000 Progress Reports sheet for each flight number

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1-2-50 (Date) No. 10000 Progress Reports sheet for each flight number







MISSION # 91  
 EPERNON RR EMBANKMENT  
 6 JULY 1944  
 36 A/C ATTACKED

BOX I - 1st G: GROSS: Bombs fell in good concentration on railroad tracks near Baillolet, 6 miles south of desired M.P.I. Several hits and near misses were scored on tracks probably causing considerable damage.

2nd G: GROSS: No photos of bomb strikes. Photo shows bombs away near town of Golimpy, 13.4 miles southeast of target.

3rd G: FAIR: Bombs fell in long pattern 720 ft. northwest of desired M.P.I. Bombs hit on buildings and roads north of railroad.

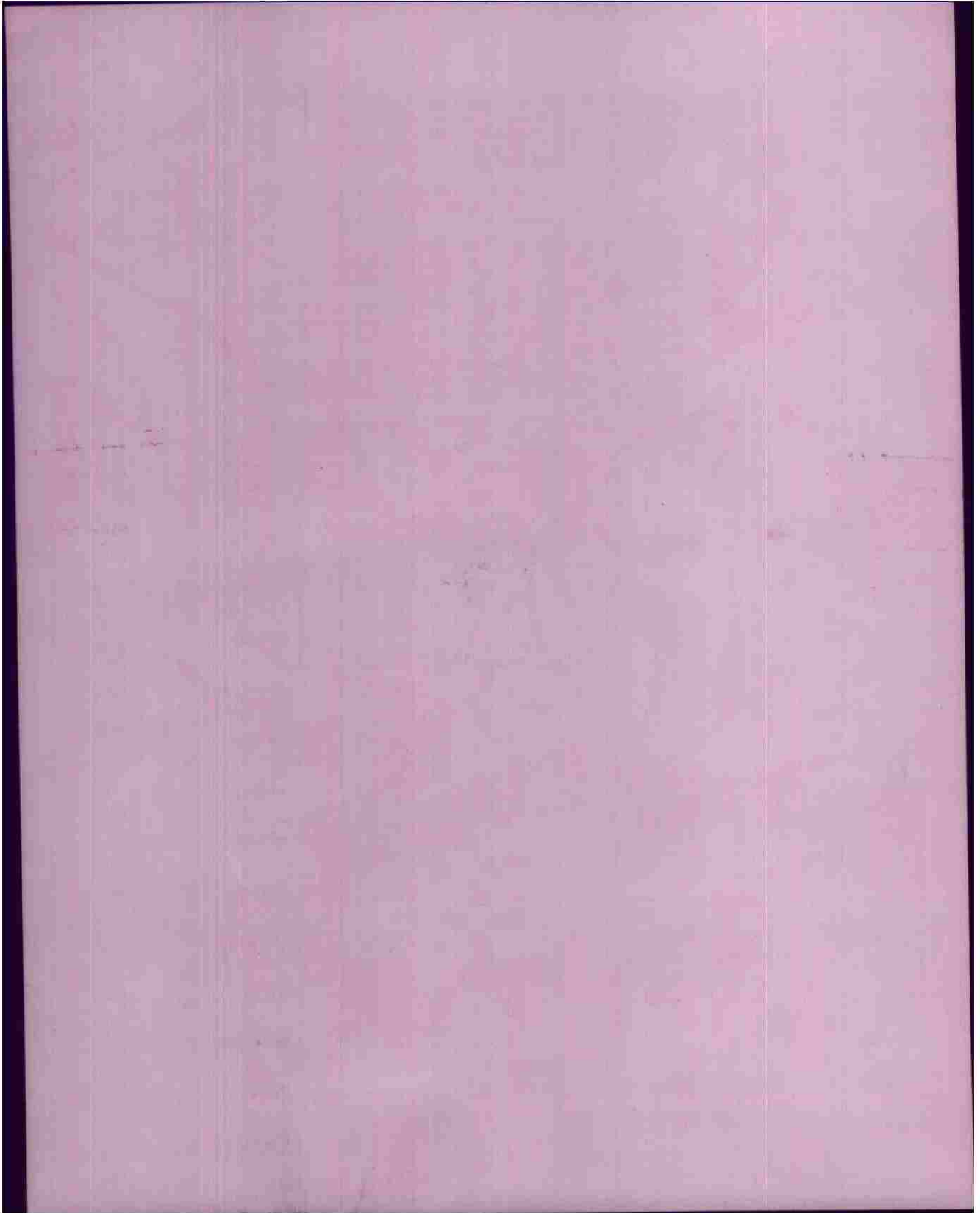
BOX II - 1st G: FAIR: Bombs fell in long pattern 1000 ft. southwest of desired M.P.I. 1 direct hit and several near misses were scored on railroad embankment probably causing considerable damage to railroad tracks.

2nd G: POOR: (Bombed last) Bombs fell in long pattern 1750 ft. southwest of desired M.P.I. Bombs started in fields south of railroad and ran up to railroad with last two or three bombs possibly hitting tracks.

3rd G: POOR: (Bombed fifth) Bombs fell in loose pattern in woods and on edge of town 1400 ft. west of desired M.P.I. Possible hits or near misses on highways leading into town.

Target

FIT BERT



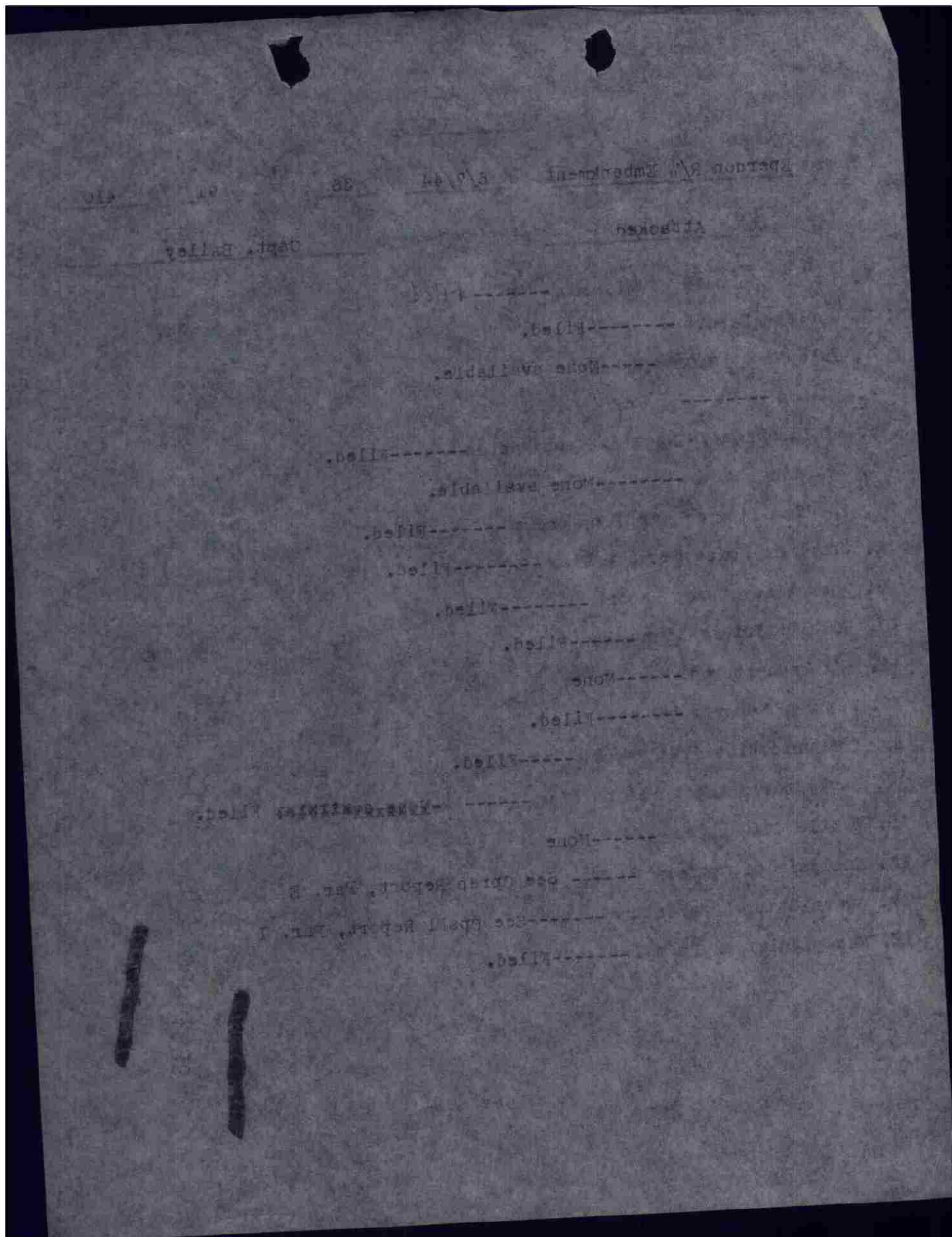
GENERAL INDEX

Target Epernon R/W Embankment Date 6/7/44 No. A/C 36 Mission No. 91 F/O 410  
 Status Attacked Briefing Officer Capt. Bailey

1. IX BC Synopsis of Mission ----- *Filed*
2. Opflash Report ----- *Filed.*
3. Telephone Report ----- *None available.*
4. Photos ----- *Filed*
5. Field Orders, Annex's, Amendments ----- *Filed.*
6. Briefing Notes ----- *None available.*
- ✓ 7. Loading List of Airplane Crews ----- *Filed.*
- ✓ 8. Chart of Route Flown & Flak ----- *Filed.*
9. Operations Oprep Report ----- *Filed.*
10. Bombing Information ----- *Filed.*
11. E/A Encountered ----- *None*
12. Weather Reports ----- *Filed.*
- ✓ 13. Communication "YR" Report ----- *Filed.*
14. Navigator's Log & Flight Plan ----- ~~None available~~ *Filed.*
15. Battle Casualties ----- *None*
16. Analysis of Gunnery ----- *See Oprep Report, Par. E*
17. Ammunition Expenditure ----- *See OpsFl Report, Par. I*
- ✓ 18. Recapitulation Forms. ----- *Filed.*

P.R.C.

00091898



MISSION SUMMARY

Target: ~~EP~~ernon (RR Embankment)  
 F/O # : 410  
 Date : 6 July 44  
 Results: Box I - 1st 6 - Gross  
                   2nd 6 - Gross  
                   3rd 6 - Fair  
           Box II- 1st 6 - Fair  
                   2nd 6 - Poor  
                   3rd 6 - Poor

EPERNON (RR EMBANKMENT)

416 BG: 36 a/c dispatched, all dropping 143 x 500 GP on primary.

8 a/c flak battle-damaged, 1 crewman wounded, no losses.  
 Bombing by 6's from 11,000, 12,000 feet.

Box I - 1st 6. GROSS. Good concentration 6 miles S of desired M.  
 P.I. Strikes on RR tracks near Baillolet. Probable  
 considerable damage.

2nd 6. GROSS. No photos of bursts. Bombs away plot  
 indicates strikes near Goimpy, 13.4 miles SE of target.  
 (Bombed wrong target.)

3rd 6. FAIR. Trailing pattern 720 feet NW of desired  
 M.P.I. Strikes on buildings, roads.

Box II- 1st 6. FAIR. Trailing pattern 1000 feet SW of desired  
 M.P.I. One direct hit, several near misses to embankment.  
 Probable considerable damage to RR tracks.

2nd 6. POOR. Trailing pattern 1750 feet SW of desired  
 M.P.I. Strikes in fields. Possible hits on tracks.

3rd 6. POOR. Loose pattern 1400 feet W of desired M.P.I.  
 Strikes in woods, edge of town. Possible hits on highways.

S-2

GICCG OILAI V YAA YAA 9/6 OF  
FROM 416TH BOMB GROUP (L) 06/1234B XXXXXX Y-05-D  
TO: HQ IX BOMBER COMMAND ATTN: A-2  
HQ 97TH COMBAT WING ATTN: A-2  
SECRET QOK BT

OPFLASH NO. 96 FOR 6 JULY 1944.

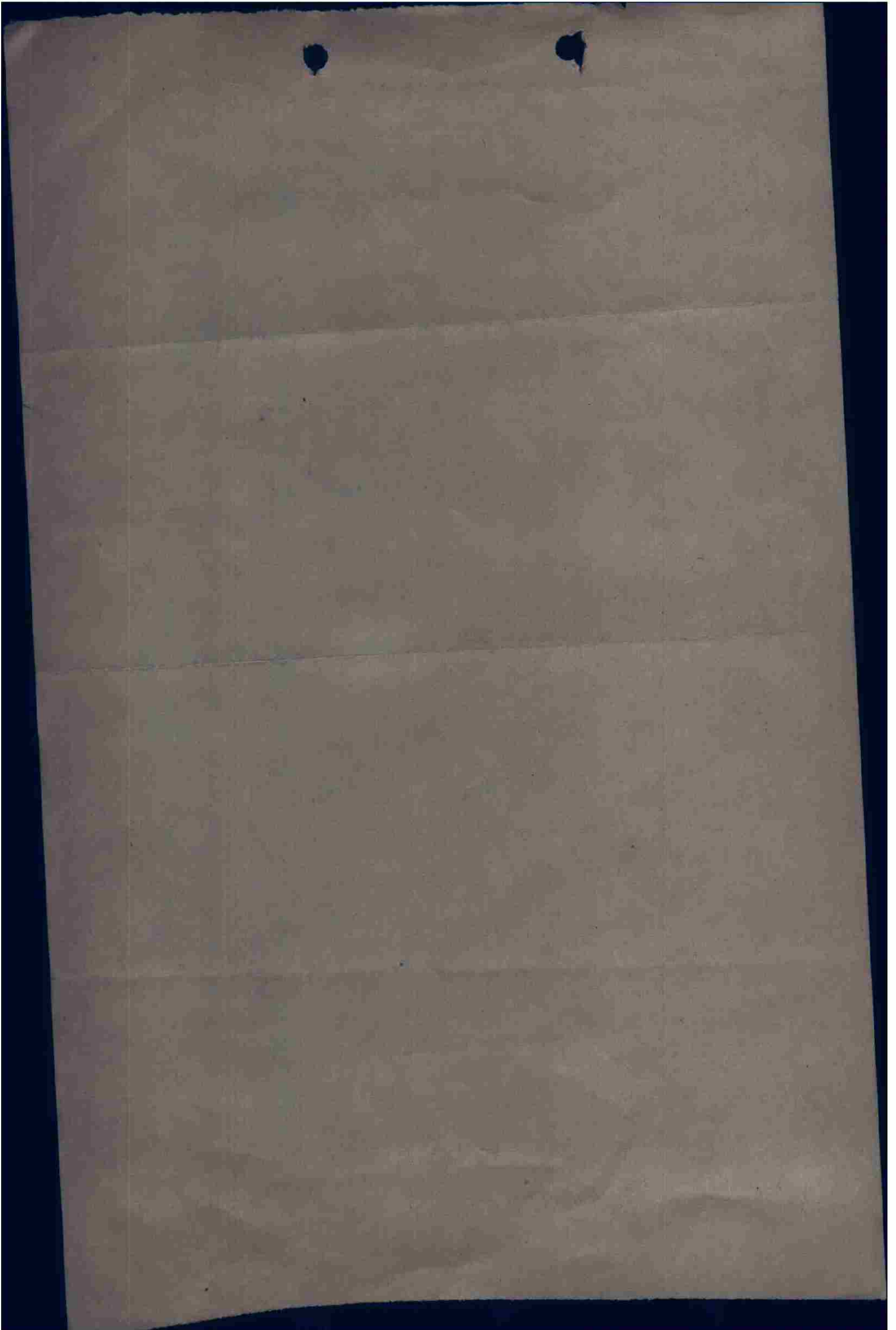
- A. (1) EPERNON RAILWAY EMBANKMENT  
(2) EPERNON RAILWAY EMBANKMENT
- B. (1) 416TH BG  
(2) 12/1 36 A-20's  
(3) NONE  
(4) 36 ATTACKED PRIMARY
- C. (1) 0709  
(2) 0907  
(3) 1106
- D. (1) SA/C CATEGORY "A", 3A/C CATEGORY "AC"  
(2) C-C-C  
(3) XXXX C-1-C
- E. FAIR CONCENTRATION OF BURSTS IN TARGET AREA BY FOUR FLIGHTS  
TWO FLIGHTS DROPPED SHORT OF TARGET IN FIELDS. DIRECT HITS  
OBSERVED ON R.R. TRACKS IN TARGET AREA.
- F. (1) (A) NIL  
(B) NIL  
(2) (A) NIL  
(B) MODERATE ACCURATE HFT FROM MAINTENON TO CHATEAUNEUF-EN-T
- G. 0939 HOURS - YELLOW DINGHY OBSERVED FROM 9,000 FT. IN POSITION  
49 DEGREES 45'N - 00'17'W.  
NEXT SMALL BOAT, PERHAPS LIFE BOAT, AT 0932 HOURS FROM 6,000 FT.  
IN POSITION 50 DEGREES 26' N-00DEGREES 18'E.  
ABOVE PREVIOUSLY REPORTED AS HOT NEWS  
15-20 TRUCKS PARKED 3 MILES NORTH OF YVETOT SEEN AT 12,000 FT.  
AT POSITION  
POSSIBLE ROCKET SITE AT L. 5128 SEEN AT 12,000 FT.  
SEEN AT 0837 AT 12,000 FT. R.R. SIDING WITH 73 CARS AT W4682  
AT PEXX 0836 NY 3/4 FULL OF CARS AT BERNAY  
LANDING STRIPS AT VEULETTE APPEARED TO BE HEAVY MINED.  
BRIDGE AT L7012 HALF ACROSS SEINE RIVER.  
25-30 TRUCK CONVOY JUST OFF LEFT OF FROGATION GOING W. AT  
EXIT POINT. 30R.R. CARS NEAR R.R. JUNCTION 3 MILES N.W. OF EUREUF.
- H. (1) 2/10 SCATTERED CLOUDS VISIBILITY 12 MILES.  
(2) 2/10 SCATTERED CLOUDS VISIBILITY 12 MILES.
- I. 143 X 500 G.P. BOMBS ON PRIMARY  
1 XXXXX G. P. BOMB JETTISONED IN CHANNEL
- J. 11,000 FT. TO 12,000 XXXX FT.

BT. 07/// 06/1234.B  
RS AS AS  
CCC PART I. SECOND LINE SHOULD BE  
1 X 500 G.P. BOMB JETTISONED IN CHANNEL  
UJF AS  
GICCG R.....PYXGEORH H HAS ACO  
INI PLS  
GICCG R.....06/1314B HAS AR  
OK OK  
OILAI R..... 06/1305B RL AR K  
AIDDL DBBB

INI ALL OF PART C K  
C. (1) 0709  
(2) 0907  
(3) 1106

OK  
INI THE MSG NEXT BELOW THAT  
D. (1) SA/C CATEGORY "A", ENRY 3 A/C CATEGORY "AC"  
OK OK OK

UNDER PAR C (3) IS 1106 AND NOT 11069 MK 1106 RATE T B F R



IX B.C.S-2 Form No. 126-B Prepare separate sheets for each target bombed

|              |        |                            |             |
|--------------|--------|----------------------------|-------------|
| OTHER UNITS: | TARGET | IX BC WING 97TH            |             |
|              |        | DATE                       | 8 July 1944 |
|              |        | ATTACKING UNIT             | 6 flights   |
|              |        |                            | 416TH GROUP |
|              |        |                            | EPSON       |
|              |        | FIRST PHASE INTERPRETATION | TARGET HIT  |

- A. TARGET BRIEFED
- |                       |   |           |
|-----------------------|---|-----------|
|                       | EPSON   | PRIMARY   |
| M.P.I. BOX I - Flt. 1 | Railroad tracks in northeast end of target area.    | SECONDARY |
| Flt. 2                | Railroad tracks 200 ft. northeast of road crossing. | CASUAL    |
| Flt. 3                | Railroad bridge at northwest end of target area.    |           |
| Flt. 4                | Railroad tracks between bridge and road crossing.   |           |
| Flt. 5                | Railroad tracks at road crossing.                   |           |
| Flt. 6                | Railroad tracks 100 ft. southwest of road crossing. |           |
| M.P.I.                |   |           |
| A.P.                  | same as M.P.I.                                      |           |
| Flts. 3, 4, 5, 6      | EPSON   |           |

B. TARGET ATTACKED

|        |           |                        |            |
|--------|-----------|------------------------|------------|
| Flt. 1 | BAILLOLET | MILES FROM THE PRIMARY | 8          |
| Flt. 2 | GOIPPY    | DIRECTION FROM PRIMARY | south 13.4 |

- C. COORDINATES (if non-descript PINPOINT) ON 1:50,000 MAP NO. 982
- D. NO. AND TYPE OF A/C DISPATCHED 86 A-20's NO. OF A/C ATTACKING 86
- E. BOMBING BY 3's, 6's, 12's, 18's 6's IN FOLLOWING ORDER 1, 2, 3, 4, 5, 6.
- F. NO. AND TYPE OF BOMBS DROPPED 143 x 500 GP FUSING 1/10 nose 1/40 tail
- G. HEADING OF A/C WHERE BOMBS DROPPED
- |                  |             |
|------------------|-------------|
| Flt. 1           | 250 Degrees |
| Flts. 2, 3, 4, 5 | 345 Degrees |
| Flt. 6           | 290 Degrees |
- H. TIME BOMBS DROPPED 0906 - 0908
- I. ACTIVITY AT TARGET

- K. RESULTS OF BOMBING:
- BOX I - 1st 6 : CROSS : Bombs fell in good concentration on railroad tracks near Baillolet, 6 miles south of desired M.P.I. Several hits and near misses were scored on tracks probably causing considerable damage.
- 2nd 6 - CROSS : No photos of bomb strikes. Photo shows bombs very near town of Goippy 13.4 miles southeast of target.
- 3rd 6 - M.I.B : Bombs fell in long pattern 720 ft. northwest of desired M.P.I. Bombs hit on buildings and roads north of railroad.
- BOX II - 1st 6 - PAIR : Bombs fell in long pattern 1000 ft. southwest of desired M.P.I. One direct hit and several near misses were scored on railroad embankment probably causing considerable damage to railroad tracks.
- 2nd 6 - CROSS : (Bombed last) Bombs fell in long pattern 1750 ft. southwest of desired M.P.I. Bombs started in fields south of railroad and ran up to railroad with last two or three bombs possibly hitting tracks.

Ord 6 - 1000 : Bombs fell in loose pattern in woods and on edge of town 1400 ft. west of desired M.P.L. Possible hits or near misses on highways leading into town.

CLAYTON W. BISHOP  
CAPTAIN AIR CORPS  
REMO INTELLIGENCE OFFICER

U.S. Army Form No. 100a

PHOTOGRAPHIC REPORT

|                       |           |           |       |                     |
|-----------------------|-----------|-----------|-------|---------------------|
| CAMERAS INSTALLED     | <u>11</u> | %         | GROUP | <u>416TH</u>        |
| CAMERAS PHOTOGRAPHING | <u>8</u>  | <u>80</u> | WING  | <u>97TH CGW</u>     |
| CAMERA FAILURES       | <u>1</u>  | <u>10</u> | DATE  | <u>6-July, 1944</u> |
| PERSONNEL FAILURES    | <u>1</u>  | <u>10</u> |       |                     |
| OTHERS                | <u>1</u>  |           |       |                     |

|            |                |  |                |                  |
|------------|----------------|--|----------------|------------------|
| <u>645</u> | <del>925</del> |  | TARGET         | <u>PERNON</u>    |
| <u>467</u> |                |  | ALT.           | <u>12,000</u> ft |
| <u>210</u> |                |  | TRUE AIR SPEED | <u>200</u> mph   |
|            |                |  | GROUND SPEED   | <u>262</u> mph   |

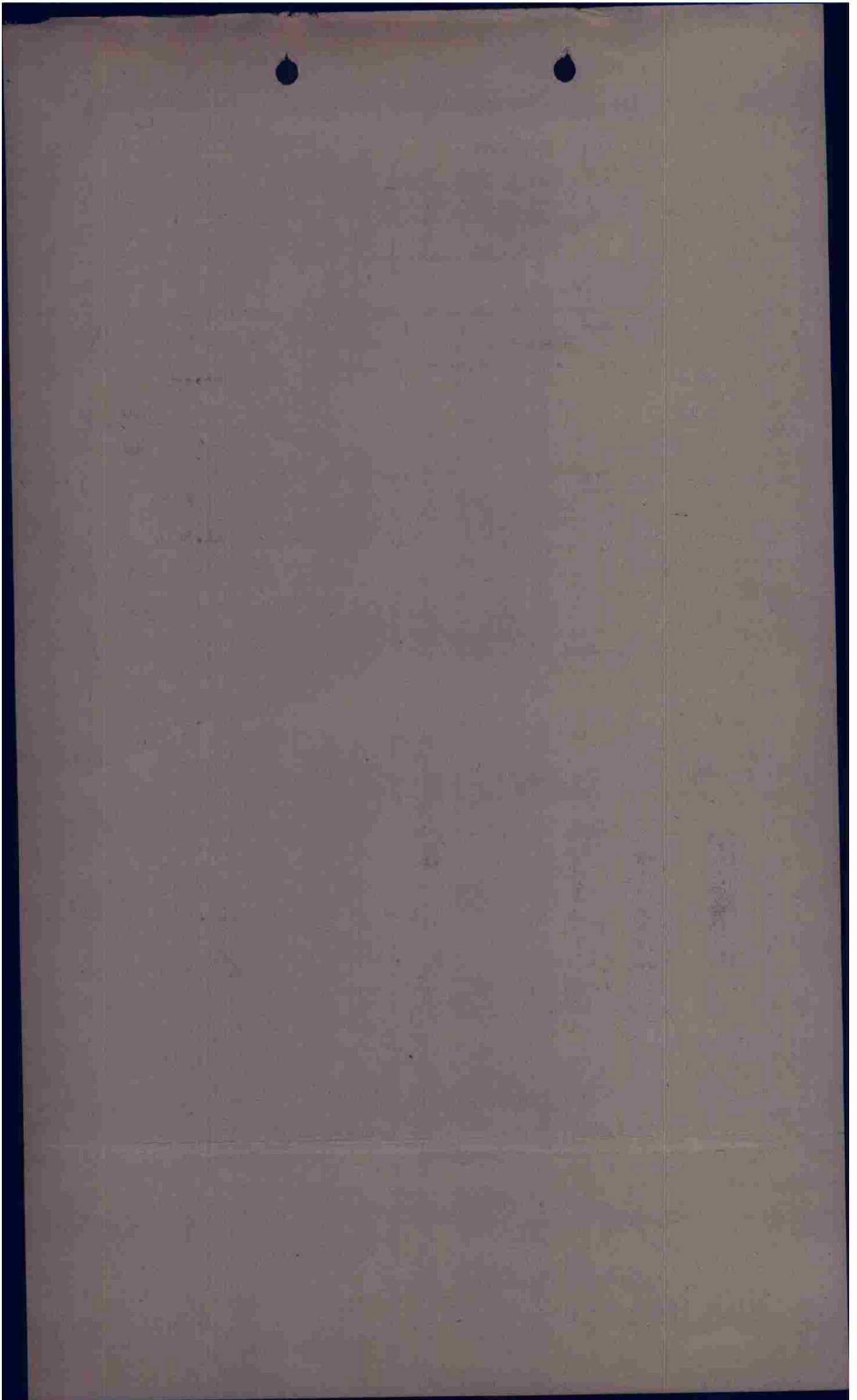
|                |            |            |                |                  |
|----------------|------------|------------|----------------|------------------|
| <u>914</u>     | <u>363</u> |            | TARGET         | <u>PERNON</u>    |
| <del>929</del> |            | <u>189</u> | ALT.           | <u>11,500</u> ft |
| <u>717</u>     |            | <u>147</u> | TRUE AIR SPEED | <u>200</u> mph   |
|                |            |            | GROUND SPEED   | <u>260</u> mph   |

|  |  |  |                |  |
|--|--|--|----------------|--|
|  |  |  | TARGET         |  |
|  |  |  | ALT.           |  |
|  |  |  | TRUE AIR SPEED |  |
|  |  |  | GROUND SPEED   |  |

| BOX NO. | A/G NO. | CAM. TYPE | F.I. | TIME | PRINTED SORTIES | UNPRINT. SORTIES | EXPLANATION                                  |
|---------|---------|-----------|------|------|-----------------|------------------|--|
| 1       | 645     | K-20      | 6    | 3/8  | 115             |                  |  |
| 1       | 467     | K-20      | 6    | 3/8  | 116             |                  |  |
| 1       | 975     | K-24      | 7    |      |                 | 2                |  |
| 1       | 925     | K-24      | 7    |      |                 | 2                |  |
| 1       | 210     | K-24      | 7    |      | 384             |                  | Returned early. Intervalometer burned ( out. |
| 2       | 914     | K-20      | 6    | 3/8  |                 | 114              |  |
| 2       | 363     | K-24      | 7    |      |                 | 381              |  |
| 2       | 929     | K-24      | 7    |      |                 | 2                | Camera not turned on.                        |
| 2       | 717     | K-24      | 6    | 3/8  | 382             |                  |  |
| 2       | 189     | K-24      | 6    | 3/8  |                 | 385              |  |
| 2       | 147     | K-24      | 7    |      | 383             |                  |  |

REMARKS:

*F. J. Cochran* 1st Lt. A.C.  
Photographic Officer



OIYAA V OILAI 04/07 P

FROM 97TH COMBAT BOMB WING 07/1150B Y-27-P  
TO COBOMGP 416TH  
ATTN: PHOTO OFFICER



PRIORITY BT

THE FOLLOWING IS A COPY OF TWX RECEIVED AT THIS HEADQUARTERS 6 JULY 44:

FIRST PHASE REPORT

IMMEDIATE SECRET

A. US 34/1059 PR SORTIE 0945B 6 JULY 44 10TH PG

EPERNON EMBANKMENT

PRINT NOS. 1051-2051-2052.

COMPLETE COVERAGE ON GOOD QUALITY PHOTOS SHOWS FOUR DIRECT HITS ON SOUTH END OF EMBANKMENT DESTROYING TRACK ON WESTERN SIDE. ANOTHER DIRECT HIT HAS DESTROYED HALF OF HIGHWAY OVERPASS. APPROXIMATELY FIFTY CRATERS IN TARGET AREA. ONE NEAR MISS HAS DAMAGED TRACKS ON NORTH END OF EMBANKMENT.

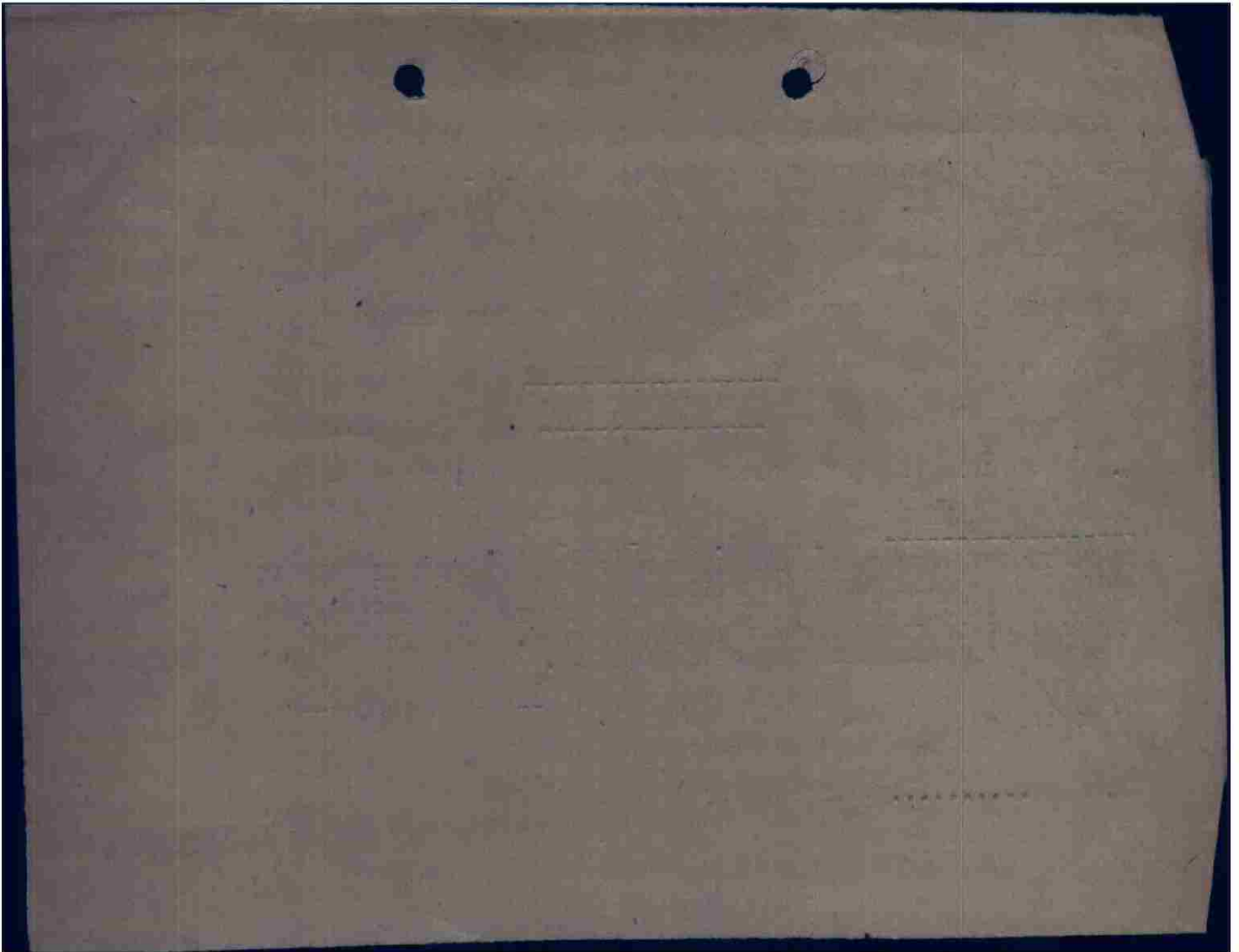
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BT 07/1150B  
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OIYAA R .....07/1205B CW AR

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OICOG OIHAK OIGOF OIYAA V OILAI 1/06 OP

FROM 97TH BOMBAT BOMB WING 06/0600B Y-20-E  
 TO COBOMGP 409  
 COBOMGP 410  
 COBOMGP 416  
 COMBOMCOM IX



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

97TH COMBAT BOMB WING  
 A P 0 140  
 6 JULY 1944

FIELD ORDER NO. 112-410

MAPS: NORMAL

1. B. (2) NINTH FIGHTER COMMAND WILL FURNISH P-47 ESCORT FOR THIS WING
2. THIS WING WILL ATTACK TARGETS IN FRANCE

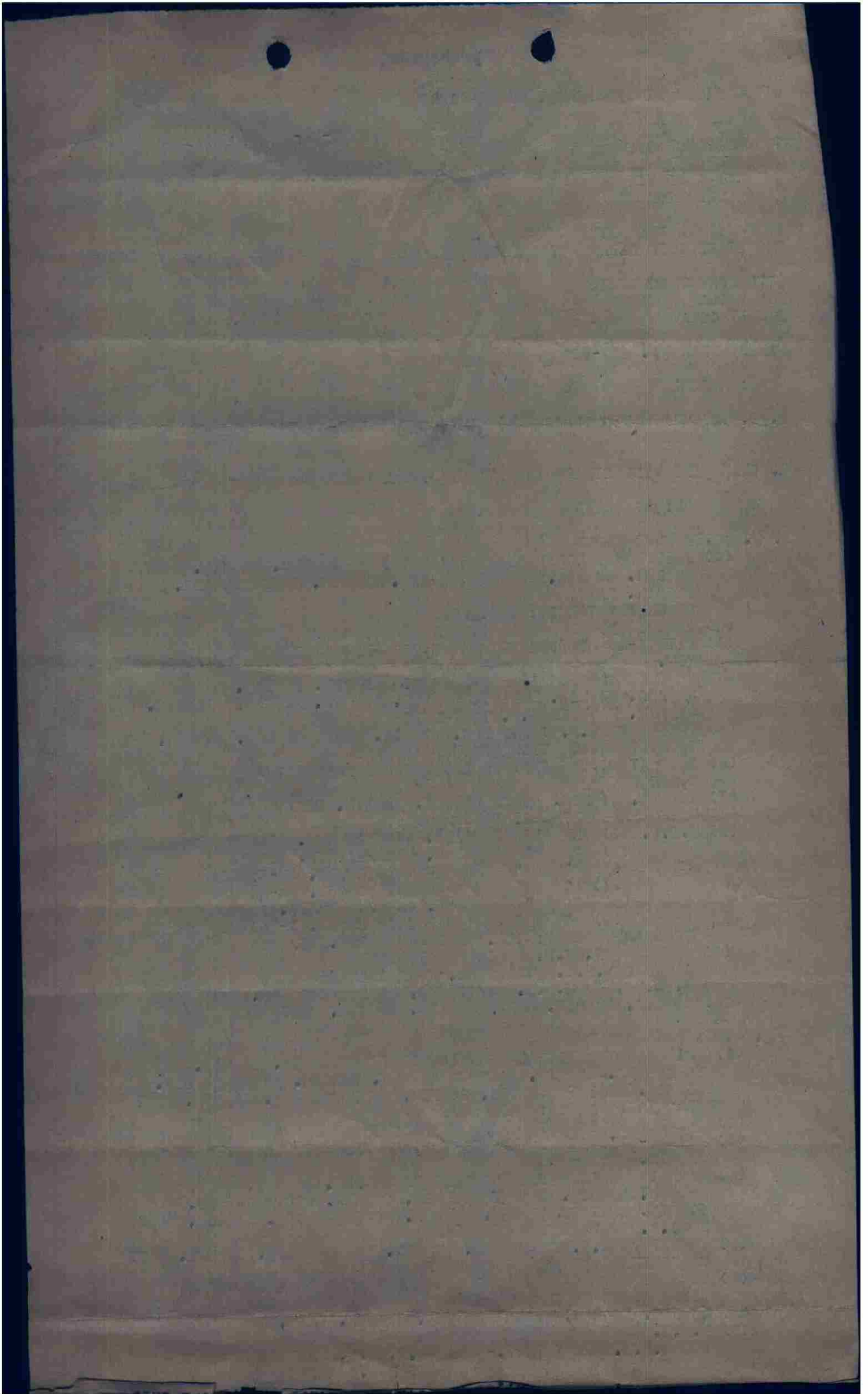
ZERO HOUR: 06/0800B

3. A. 409TH BOMB GROUP

- (1) RAILROAD TARGETS ALONG RAILWAY FROM 48 DEG. 42 MIN. NORTH 00 DEG. 04 MIN. EAST TO 48 DEG. 20 MIN. NORTH 00 DEG. 07 MIN. EAST  
 SECONDARY TARGET: 4901W/C/2
- (2) 2 BOXES OF 18 BOMB BY FLIGHTS OF 6 A/C
- (3) WITH P-47 AT DUNGENESS AT 9,000 FEET AT ZERO HOUR PLUS 40 MIN.
- (4) BASE TO MANSTON TO DUNGENESS TO 49 DEG. 53 MIN. NORTH 00 DEG. 43 MIN. EAST TO 49 DEG. 00 MIN. NORTH TO 00 DEG. 44 MIN. EAST TO I.P. TO TARGET
- (5) TARGET TO R.P. TO 49 DEG. 17 MIN. NORTH 00 DEG. 04 MIN. WEST TO WORTHING TO HIGH WYCOMBE TO BASE
- (6) BOMB AT 11,500 FEET OR BELOW CLOUD BASE BUT NOT BELOW 8,000 FEET
- (7) 48 DEG. 21 MIN. NORTH 00 DEG. 22 MIN. EAST
- (8) GENERALLY SOUTHEAST TO NORTHWEST
- (9) M.P.I. (1) ONE FLIGHT ILL. 4800/20 REF. 030020 BRIDGE  
 (2) " " ILL. 4800/21 REF. 060034  
 (3) " " MAP GRID COORD. Z-353836  
 (4) " " MAP GRID COORD. Q-418206  
 (5) " " ILL. 4800/46 REF. 094004  
 (6) " " MAP GRID COORD. Z-361740 BRIDGE  
 SECONDARY TARGET: ILL. 4901W/49 REF. 063059
- (10) 6 X 500 LB. G.P. FUSING AS FOLLOWS  
 1 AND 2 M.P.I. 1/10 SEC. NOSE 1/40 SEC TAIL  
 3, 4, 5, 6 M.P.I. 1/10 SEC. NOSE 1/100 SEC. TAIL
- (11) 48 DEG. 34 MIN. NORTH 00 DEG. 09 MIN. WEST

B. 410TH BOMB GROUP

- (1) RAILROAD TARGHTS ALONG RAILROAD FROM 48 DEG. 43 MIN. NORTH TO 00 DEG. 40 MIN. EAST TO 48 DEG. 31 MIN. NORTH 00 DEG. 33 MIN. EAST TO 48 DEG. 24 MIN. NORTH 00 DEG. 51 MIN. EAST  
 SECONDARY TARGET: 4900/C/6
- (2) 2 BOXES OF 18 A/C BOMB BY FLIGHTS OF 6 A/C
- (3) WITH P-47'S AT DUNGENESS AT 9,000 FEET AT ZERO HOUR PLUS 20 MIN.
- (4) BASE TO MANSTON TO DUNGENESS TO 49 DEG. 53 MIN. NORTH 00 DEG. 43 MIN. EAST TO 48 DEG. 57 MIN. NORTH 00 DEG. 57 MIN. EAST TO 48 DEG. 44 MIN. NORTH 01 DEG. 11 MIN. EAST TO I.P. TO TARGET
- (5) TARGET TO R.P. TO 49 DEG. 17 MIN. EAST 00 DEG. 04 MIN. WEST TO WORTHING TO HIGH WYCOMBE TO BASE
- (6) BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 8,000 FEET
- (7) 48 DEG. 37 MIN. NORTH 00 DEG. 53 MIN. EAST.
- (9) M.P.I.  
 1ST M.P.I. ONE FLIGHT.- MAP G.S. G.S. 4250 SHEET 86/2  
 GRID COORD. 818378  
 2ND M.P.I. ONE FLIGHT.- MAP G.S. G.S. 4250 SHEET 86/2 GRID



3RD.M.P.I. ONE FLIGHT.- ILL. 4800/24 REF. 078042  
4TH M.P.I. ONE FLIGHT.- ILL. 4800/24 REF. 103065  
5TH M.P.I. ONE FLIGHT.- ILL. 4800/27 REF. 022057 BRIDGE  
6TH M.P.I. ONE FLIGHT.- MAP 4250 SHEET 8G/4 GRID COORD.  
817061

SECONDARY TARGET ILL. 4900/89 REF. 036017  
(10) 6 X 500 LB. G.P. FUSING AS FOLLOWS:  
1ST AND 6TH M.P.I. 1/10 SEC. NOSE 1/100 SEC. TAIL.  
2ND, 3RD, 4TH AND 5TH M.P.I. 1/10 SEC NOSE 1/40 SEC.  
TAIL.  
(11) 48 DEG. 31 MIN. NORTH 00 DEG. 22 MIN. EAST.

C. 416TH BOMB GROUP.

- (1) 4801E/B/14
- (2) 2 BOXES OF 18 A/C BOMB BY FLIGHTS OF 6 A/C.
- (3) WITH FIGHTERS AT DUNCENESS AT 9,000 FEET AT ZERO HOUR.
- (4) BASE TO MANSTON TO DUNCENESS TO 49 DEG. 53 MIN. NORTH  
00 DEG. 43 MIN. EAST TO 48 DEG. 40 MIN. NORTH 00 DEG.  
41 MIN. EAST TO 48 DEG. 17 MIN. NORTH 01 DEG. 38 MIN. EAST  
TO I.P. TO TARGET.
- (5) TARGET TURN LEFT TO R.P. TO 48 DEG. 40 MIN. NORTH 00 DEG.  
IX 41 MIN. EAST TO 49 DEG. 17 MIN. NORTH 00 DEG. 04 MIN. WEST  
TO WORTHING TO HIGH WYCOMBE TO BASE.
- (6) BOMB AT 11,500 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT  
BELOW 8,000 FEET.
- (7) 48 DEG. 27 MIN. NORTH 01 DEG. 47 MIN. EAST.
- (8) GENERALLY SOUTHEAST TO NORTHWEST.
- (9) M.P.I. ILL. 4801E/30  
ONE FLIGHT - REF. 048024  
ONE FLIGHT - REF. 049026  
ONE FLIGHT - REF. 051028  
ONE FLIGHT - REF. 053030  
ONE FLIGHT - REF. 055033  
ONE FLIGHT - REF. 058034
- (10) 4 X 500 LB. G.P. 1/10 SEC. NOSE 1/40 SEC. TAIL.
- (11) 48 DEG. 35 MIN. NORTH 01 DEG. 18 MIN. EAST.

- X. (1) TO (4) NO CHANGE.
- (5) 416TH BOMB GROUP WILL TAKE OFF 10 MIN. BEFORE 410TH BOMB  
GROUP.

4. NO CHANGE.

5. COMMUNICATIONS

- A. 409TH BOMB GROUP
  - (2) SCOLLOP
  - (3) WAYMAN

- B. 410TH BOMB GROUP
  - (2) BROADLONG
  - (3) TOWNER

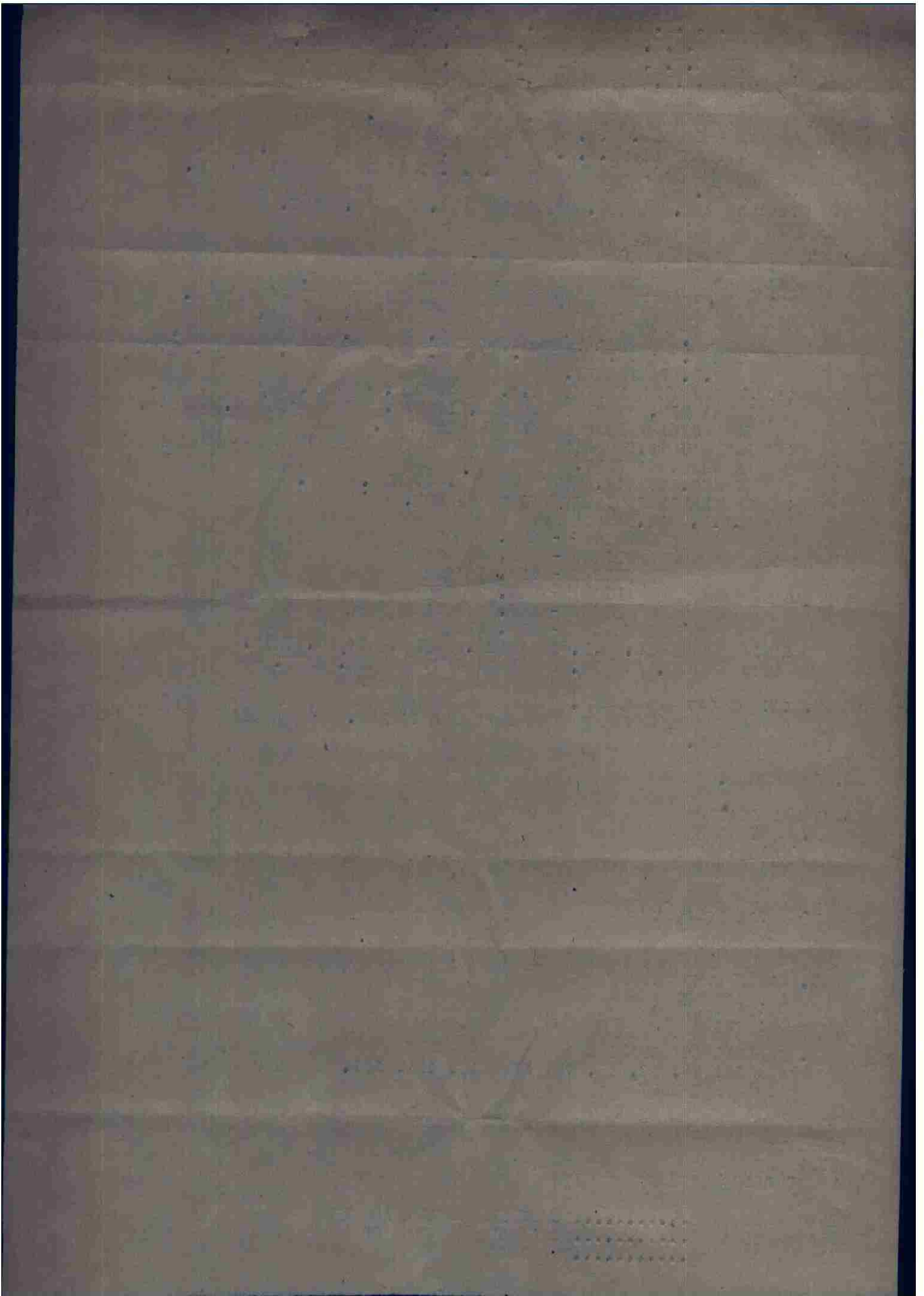
- C. 416TH BOMB GROUP
  - (2) YAMTREE
  - (3) ANGELA

- X. GENERAL INFORMATION
  - (3) 3A, 4B, 6C, 5D, 7E, 8F, 11G, 13H, 16I.
  - (10) VABT/VABT

COCBTWIG 97

BT 06/0600B  
LCB/FK AS  
ALL STSTIONS HOLD FOR K WITH R

|                              |    |    |    |
|------------------------------|----|----|----|
| OILAI / OICOG R.....06/0703B | MZ | AR | KK |
| OILAI / OIHAK R.....06/0705B | JW | AR |    |
| OILAI / OIYAA R.....06/0705B | CW | AR |    |



MISSION NO. 91

LOADING LIST  
BOX I  
FLIGHT I

JULY 1944

*Intell*

1. 645 R  
LT L A MAREOLF  
LT R J BARNETT  
S/S H E WELLEN  
S/S L G KUTZER

4. 395 K  
LT R E GREENLEY  
S/S H C WORDEN  
S/S J J RZEPKA

2. 925 G  
LT R W YORK  
S/S J L GZECH  
S/S K L JOHNSON

5. 219 D  
LT H D ANDREWS, JR.  
S/S G H COCK  
S/S E R WERLEY

3. 493 V  
LT R C MOREHOUSE  
S/S L A ZYGIEL  
S/S A J BURGESS

6. 214 G  
LT D L WITHINGTON  
SGT C F HUSS  
SGT D L MCELHATTEN

FLIGHT II

1. 467 W  
LT R S RUDISILL  
LT R K JOOST  
S/S R K RILEY  
S/S A J BONAMO

4. ~~730~~ 211 B O  
LT W J GREENE  
S/S J A OCHABA  
S/S W F COLBERT

2. 224 E  
LT H A MONROE  
S/S W L KIDD  
S/S S RISKO

5. 387 H  
LT LR MCBRIDE  
S/S R KUTSLER  
SGT C L SHAW

3. 200 A  
LT D F SHEA  
S/S R E LEE  
S/S F G FALE

6. 892 I  
LT T J LEONARD  
S/S O D EVANS  
S/S T I PALMER

FLIGHT III

1. 640 Z  
LT A E OSBORNE  
LT W FORMA  
S/S EE KELLY  
S/S W H COE

4. 379 G-1  
LT W E BOWNING  
S/S E S DICKINSON  
S/S K E HORNBECK

2. 975 W-1  
LT L E HILL  
S/S R W MACDONALD  
S/S E SHELTON

*Returned Early  
Elect. Trouble  
No Sortie*

5. 362 L-1  
LT L G PERDE  
S/S L M DAUGHERTY  
S/S G L HIBBS

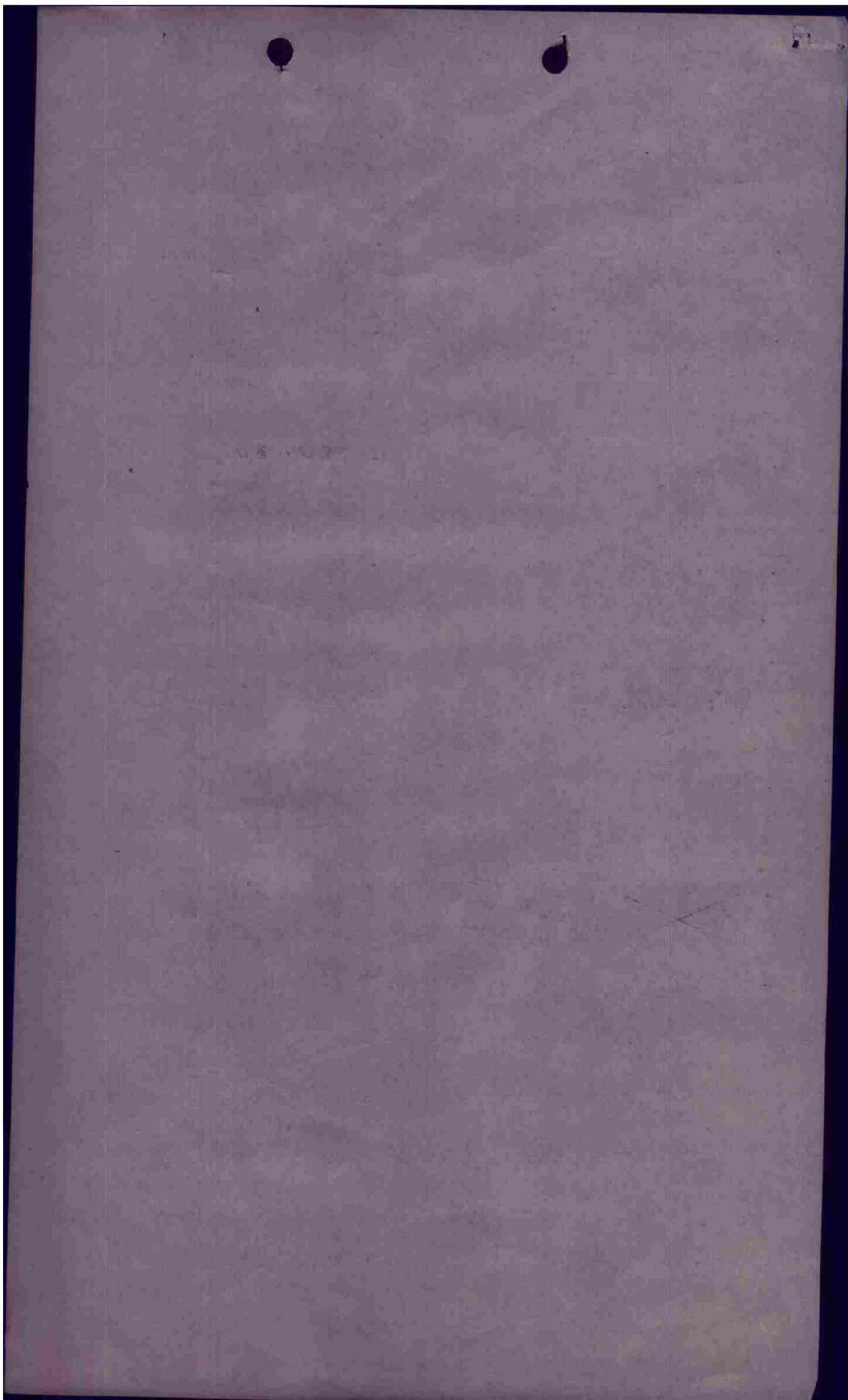
3. 745 I  
LT R D LESNER  
SGT R E WRIGHT  
SGT S G KOVAK

6. 210 G  
LT R V MIRACLE  
SGT S H GIESY  
SGT F E CHERRY

SPARE

209 K-1  
LT A W NORDSTROM  
S/S J D GOSBETT  
S/S R L MILLER

MISSION NO. 91  
BOX I  
6 JULY 1944



MISSION NO. 91

LOADING LIST  
BOX II  
FLIGHT I

JULY 1944

1. 914 X  
MAJOR D L WILLETTS  
LT P G ROYALTY  
T/S F H LARRONDE  
S/S H A LEMPKA

4. 363 L  
LT R V WHEELER  
S/S J S BROWER  
S/S H J WILDS

2. 221 F  
LT M ZUBON  
S/S W C RUSSELL  
T/S J R L TANNER

5. 9711 M  
LT C L ESTES  
S/S G R ORVOLD  
SGT A E DIMARTINO

3. 951 P  
LT R H SMITH  
S/S R J MAHONEY  
S/S A A STOCKHAM

6. 937 B  
LT W H AMES  
SGT H S FESSLER  
SGT R J BROWN

## FLIGHT II

1. 135 T  
CAPT M J HUFF  
LT J KUPITS  
SGT R A CLARK  
SGT F P BASFORD

4. 840 V  
LT T BOUKAMP  
S/S R J COLOSIMO  
S/S J S WING

2. 189 P-1  
LT J S CONNOR  
S/S J E VAN DUYN  
S/S H C RODGERS

5. 376 O  
LT W L PENTTILA  
SGT J D DUGAN  
SGT L B CURTIS

3. 961 E  
LT J E BLOMGREN  
SGT M BOOKACH  
SGT L R FLEMING

*Failed to  
become  
airborne* } *injured*

6. 147 K  
LT D W ELLIOTT  
SGT J MANI  
SGT J J MCQUIRE

## FLIGHT III

1. 712 H  
LT E E DEMUN  
LT W L SMITH  
S/S M ROSENSTEIN  
S/S H O GARNEY

4. 390 G  
LT N V SHAINBERG  
S/S J L ROGERS  
S/S G I FLEISCHMAN

2. 929 C  
LT W F TRIPP  
S/S J O SCOTT  
S/S D F MALLORY

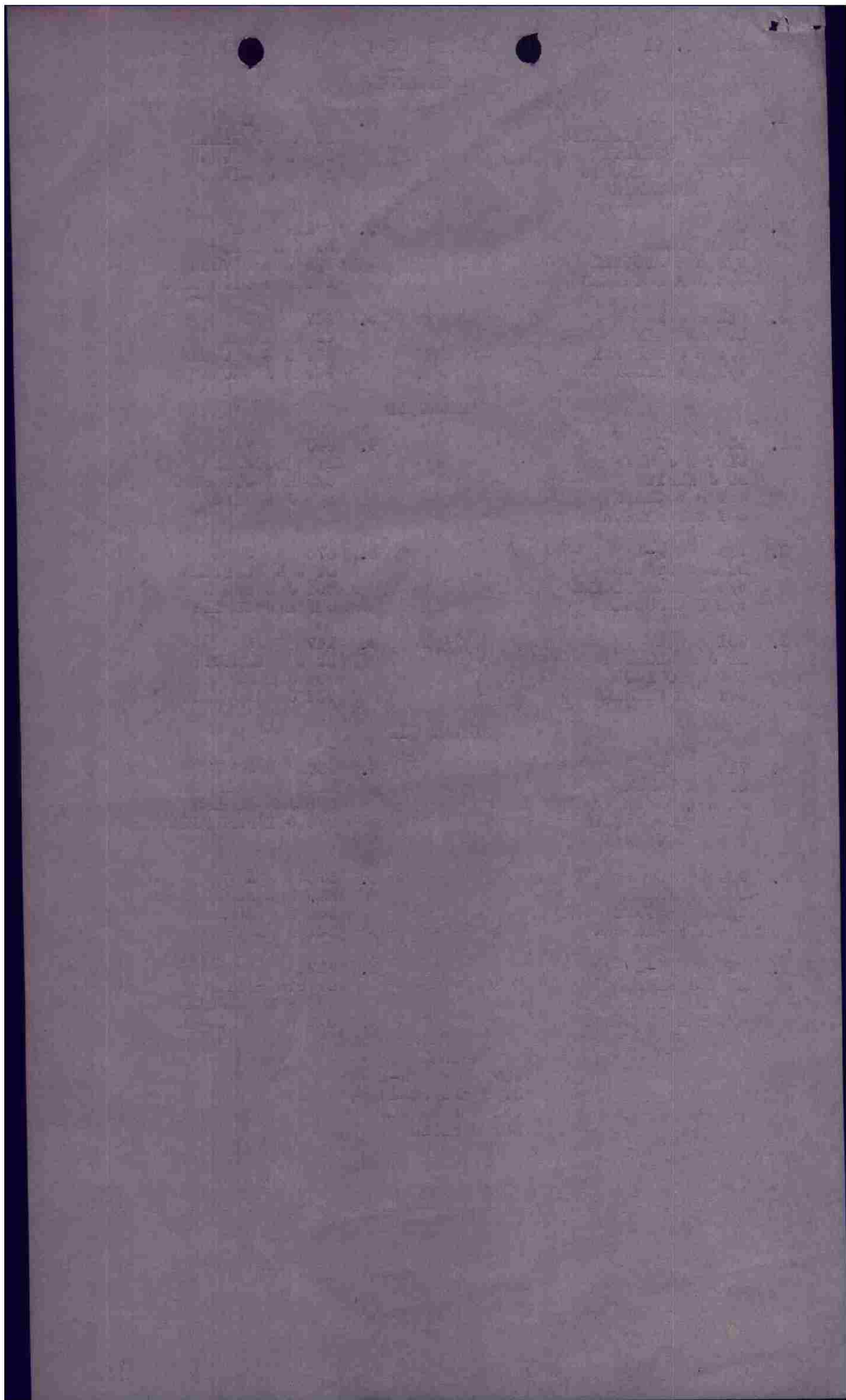
5. 673 I  
Lt. L E POUNDSTONE  
SGT A J BURLAND  
SGT K HEATH

3. ~~889~~ <sup>176</sup> K-1 T-1  
LT E J RENTH  
S/S O D LANAVE  
S/S R L BALLINGER

6. 717 N  
LT E R HAYTER  
S/S F E MELCHOIR  
S/S R G HOLLOWAY

## SPARE

907 O-1  
LT G EBENSTEIN  
SGT S P NEWELL  
SGT G FETKO



200  
RECEIVED  
JUL 6 1944  
INTELLIGENCE  
416th Bomb Gp (L)  
F.M.  
10 16

OIHAK OIGOF OIYAA V OILAI OP  
FROM 97TH COMBAT BOMB WING 05/0245B  
TO COBOMGP 409  
COBOMGP 410  
COBOMGP 416

OPERATIONAL PRIORITY  
SECRET SENT IN CLEAR AUTH LT COL MC AFEE

ADVANCE INFORMATION OF COMMUNICATIONS OF FIELD ORDER TO FOLLOW  
ATTN: SIGNAL OFFICER

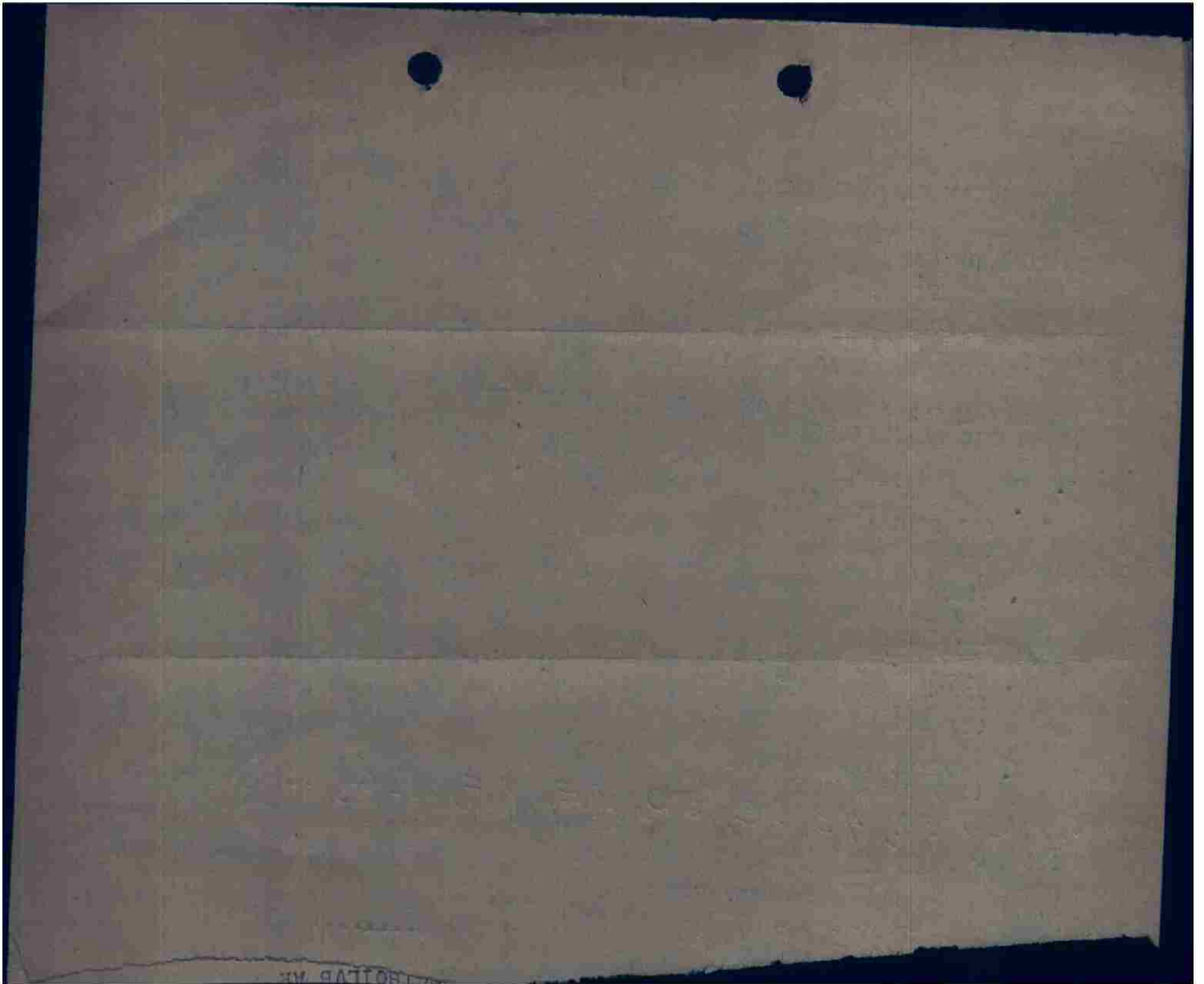
- 5. COMMUNICATIONS
  - A. 409TH BOMB GROUP
    - (2) SCOLLOP
    - (3) WAYMAN
  - B. 410TH BOMB GROUP
    - (2) BROADLONG
    - (3) TOWNER
  - C. 416TH BOMB GROUP
    - (2) YAMTREE
    - (3) ANGELA

X. GENERAL INFORMATION  
(10) VABT/VABT

5. X. (3) 3A, 4B, 6C, 5D, 7E, 8F, 11G, 13H, 16I.  
COCBTWIG 97

BT 06/  
~~BTN 06XPGTBC~~  
BT 05/0245B  
LVB AGO  
OIHAK.....  
Y AA - 06/0310B c.w.

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RRRRK

OICOG V CIYAA YAA 2/06 P  
T CIUBA



FROM 416TH BG (L) 06/0110B  
TO IX BOMBER COMMAND  
ADV HQS 9TH AIR FORCE ATT: A-2

SECRET OQX BT

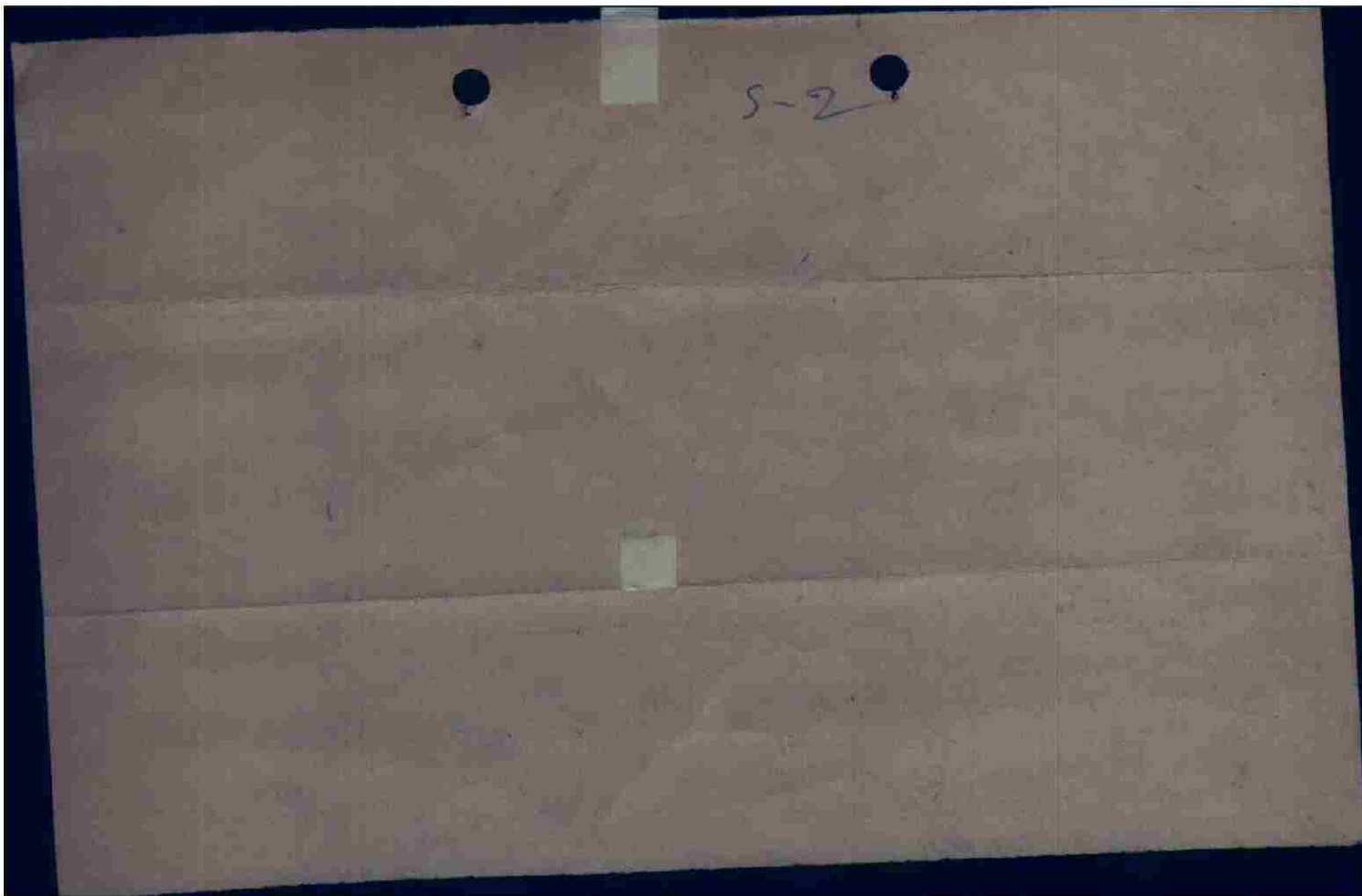
Y-78-D FIRST PHASE S/A PHOTOS 5/7/44

- A. MERLEMONT
- B. SAME AS A.
- K. 1 PROBABLE HIT ON CHATEAU, THE DESIRED MPI.  
SEVERAL HITS AND NEAR MISSES ON OTHER BUILDINGS IN TARGET AREA.

BT06/0110B  
CW AR  
OICOG R....06PQ0TB N :S -4  
IMI PLS P  
OICOG R....06/115B BVDN ARC

060115 BED AR

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5

OICOG OIHAK OIYAA OIGOF V OILAI (SIGNAL SERVICE)

FROM 97TH VOMBAT BOMB WING 06/0750B

TO COMBOMCOM IX  
409TH BMB GROUP.  
416TH BOMB GROUP.  
418TH BOMB GROUP.

OPERATIONAL PRIORITY BT



CC: 3. A. (9) (3) SHOULD READ AS FOLLOWS:

(3) ONE FLIGHT MAP GRID COORD. Z 353866

COVETWIG 97

060750B

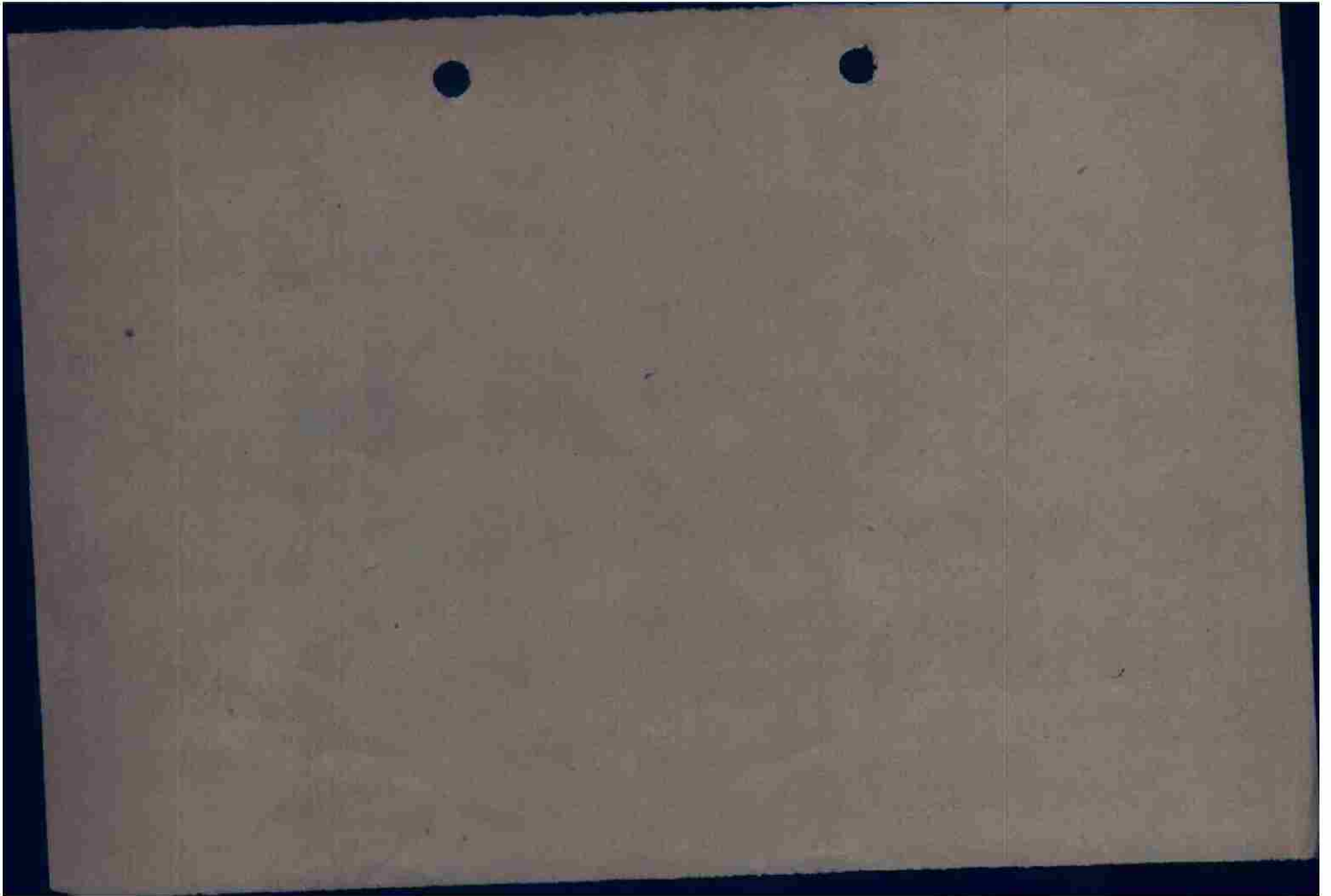
FK AS

OILAI / OIHA R.....06/0755B EJK AR

OILAI / OIYAA R.....06/0755B WFG AR  
WHAT SIG ARE YOU REFERING TO THE F.O. KK  
OK I T B FOR R

OILAI / OIGOX R.....06/0755B SK AR

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

INTERROGATION FORM

F.O.# \_\_\_\_\_ PILOT Lt. Wheeler BOX # II Fl. I # 4  
 DATE \_\_\_\_\_ TARGET ASSIGNED \_\_\_\_\_ A/C # 363  
 CAMERAS \_\_\_\_\_ TARGET ATTACKED \_\_\_\_\_ CALL LETTER \_\_\_\_\_

1. EARLY RETURN: Time \_\_\_\_\_ Whence \_\_\_\_\_ Why \_\_\_\_\_

2. \_\_\_\_\_ NAV. \_\_\_\_\_ TURRET GUNNER

\_\_\_\_\_ BOMB. \_\_\_\_\_ LOW GUNNER

3. CASUALTIES:

| <u>Name</u> | <u>Rank</u> | <u>Position</u> | <u>K</u> | <u>W</u> | <u>M</u> | <u>Cause</u> |
|-------------|-------------|-----------------|----------|----------|----------|--------------|
| _____       | _____       | _____           | :        | :        | :        | _____        |
| _____       | _____       | _____           | :        | :        | :        | _____        |
| _____       | _____       | _____           | :        | :        | :        | _____        |
| _____       | _____       | _____           | :        | :        | :        | _____        |
| _____       | _____       | _____           | :        | :        | :        | _____        |

4. DAMAGE TO A/C: Flak \_\_\_\_\_ E/A \_\_\_\_\_ Dam. Cat. \_\_\_\_\_  
 Description \_\_\_\_\_

5. HOT NEWS CONFIRMATIONS: \_\_\_\_\_

6. LOAD  GP  Frag  Inc  Smoke  Window

On Primary  GP  Frag  Inc  Smoke  Window

On Other  GP  Frag  Inc Where \_\_\_\_\_

Jettisoned  (size) (type) (armed) (safe) (Where-Time-Why)

Fell Out \_\_\_\_\_ (Why)

Returned  GP  Frag  Inc \_\_\_\_\_ (Why)

Bombing Observations \_\_\_\_\_

7. FLAK: Landfall \_\_\_\_\_

Route In: \_\_\_\_\_

Target: \_\_\_\_\_

Route Out: XXHA for 3 minutes from area south of DREUX. One Red burst noted.

Course Out: \_\_\_\_\_

Other: \_\_\_\_\_

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

X X X X  
 X X X  
 X X X X  
 X X X X  
 X  
 X X  
 X

POSITION IN BOX

(Interpretation)

*Kurtz*

9. OTHER SUGGESTIONS & COMMENTS:

12. ITEMS TAKEN:

11. OBSERVATIONS:

10. FIGHTER SUPPORT:

9. WEATHER:

8. E/A:

*m*

CONFIDENTIAL

*M/Y or riding - fuel - near CANY BARVILLE*

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

I N T E R R O G A T I O N F O R M

F.O.# \_\_\_\_\_ PILOT Lt Zubov BOX # II R2 #2  
 DATE \_\_\_\_\_ TARGET ASSIGNED \_\_\_\_\_ A/C # 227  
 CAMERAS \_\_\_\_\_ TARGET ATTACKED \_\_\_\_\_ CALL LETTER \_\_\_\_\_

1. EARLY RETURN: Time \_\_\_\_\_ Whence \_\_\_\_\_ Why \_\_\_\_\_  
 2. \_\_\_\_\_ NAV. \_\_\_\_\_ TURRET GUNNER  
 \_\_\_\_\_ BOMB. \_\_\_\_\_ LOW GUNNER

3. CASUALTIES:

| <u>Name</u> | <u>Rank</u> | <u>Position</u> | <u>: K :</u> | <u>W :</u> | <u>M :</u> | <u>Cause</u> |
|-------------|-------------|-----------------|--------------|------------|------------|--------------|
| _____       | _____       | _____           | :            | :          | :          | _____        |
| _____       | <u>nil</u>  | _____           | :            | :          | :          | _____        |
| _____       | _____       | _____           | :            | :          | :          | _____        |
| _____       | _____       | _____           | :            | :          | :          | _____        |

4. DAMAGE TO A/C: Flak nil E/A \_\_\_\_\_ Dam. Cat. \_\_\_\_\_  
 Description \_\_\_\_\_

5. HOT NEWS CONFIRMATIONS: \_\_\_\_\_  
 \_\_\_\_\_

6. LOAD  CP  Frag  Inc  Smoke  Window  
 On Primary 4  GP  Frag  Inc  Smoke  Window  
 On Other   GP  Frag  Inc Where \_\_\_\_\_  
 Jettisoned  (size) (type) (armed) (safe) (Where-Time-Why)  
 Fell Out \_\_\_\_\_  
 Returned   GP  Frag  Inc (Why) \_\_\_\_\_  
 Bombing Observations \_\_\_\_\_

7. FLAK: Landfall \_\_\_\_\_  
 Route In: \_\_\_\_\_  
 Target: \_\_\_\_\_

Route Out: XXHA from DREUX ~~area~~ continuing for 3 minutes  
 Coast Out: XAI AT DIVES SUR MER

Other: \_\_\_\_\_  
 \_\_\_\_\_

X X X X  
 X X X  
 X X X X  
 X X X X  
 X  
 X X  
 X

POSITION IN BOX

*Luna*  
(Instructor)

8. OTHER COMMENTS & COMMENTS:

12. INITIALS

4 DD Landing made at St Aubin sur Mer  
 ahead of cruise and heavy transport  
 flying off shore.

at 0837.

Small M/Y with 6 to 8 cars near YETOT

11. OBSERVATIONS:

10. FIGHTER SUPPORT:

9. WEATHER:

E/A: Unidentified E/A were spotted by P-38's  
 and P-47's in DREUX area. No passes  
 to our formation.

CONFIDENTIAL

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

INTERROGATION FORM

F.O.# \_\_\_\_\_ PILOT <sup>RK</sup> to miracle BOX # L H3 # 6

DATE \_\_\_\_\_ TARGET ASSIGNED \_\_\_\_\_ A/C # 210

CAMERAS \_\_\_\_\_ TARGET ATTACKED \_\_\_\_\_ CALL LETTER \_\_\_\_\_

1. EARLY RETURN: Time \_\_\_\_\_ Whence \_\_\_\_\_ Way \_\_\_\_\_

2. \_\_\_\_\_ NAV. \_\_\_\_\_ TURRET GUNNER

3. \_\_\_\_\_ BOMB. \_\_\_\_\_ LOW GUNNER

3. CASUALTIES:

| Name  | Rank       | Position | K | W | M | Cause |
|-------|------------|----------|---|---|---|-------|
| _____ | _____      | _____    | : | : | : | _____ |
| _____ | _____      | _____    | : | : | : | _____ |
| _____ | <u>nil</u> | _____    | : | : | : | _____ |
| _____ | _____      | _____    | : | : | : | _____ |
| _____ | _____      | _____    | : | : | : | _____ |
| _____ | _____      | _____    | : | : | : | _____ |

4. DAMAGE TO A/C: Flak \_\_\_\_\_ E/A \_\_\_\_\_ Dem. Cet. \_\_\_\_\_  
Description nil

5. HOT NEWS CONFIRMATIONS: \_\_\_\_\_

6. LOAD  GP  Frag  Inc  Smoke  Window

On Primary 4 x 500 GP  Frag  Inc  Smoke  Window

On Other  x  GP  Frag  Inc Where \_\_\_\_\_

Jettisoned  (size) (type) (armed) (safe) (Where-Time-Why)

Fell Out \_\_\_\_\_ (size) (type) (armed) (safe) (Where-Time-Why)

Returned  GP  Frag  Inc (Why)

Bombing Observations \_\_\_\_\_

7. FLAK: Landfall \_\_\_\_\_

Route In: \_\_\_\_\_

Target: \_\_\_\_\_

Route Out: XXHA from vicinity of VERNAILLES A/D

Coast Out: \_\_\_\_\_

Other: \_\_\_\_\_

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

X X X X  
 X X  
 X X X X  
 X X X X  
 X  
 X X  
 X

POSITION IN BOX

(Interceptor)

*Luna*

19. GAINS, LOSSES & COMMENTS:

18. TIME TAKEN:

*0901 km/sec out M/Y*

*at 0845 500000 of 010000 from west side area 2 miles beyond course.*

*at 0836 hours M/Y full of cars.*

*Considerable rolling stock stationary at siding along course.*

*Approximately 30 cars near R.R. junction 5 miles northwest of ELBEUF*

*over*

11. OBSERV. TIPS:

10. FIGHTER SUPPORT:

9. WEATHER:

*mf*

E/A:

CONFIDENTIAL

840 -

0739 - singly in channel below flight  
runway - flak XXHA  
2 box - 1 in M of 1st box at edge  
AF at Vellella - bomb crater.

2 Big bursts that hang out AF No Target.

9711 - 09<sup>15</sup> - for 30.4 min. XXHA L5128

how to cut track.

0851 - train (appears white) small  
in M of before town (Wedgetown)

0910 AF in grass shape - 2 dlog on field.

745 - flak at A/Dat Drey XXHA  
no hit on track.

25-30 Trunk coming on left of formation  
// to coast just inland coast.

Lesber - saw Eiffel tower.

189 - 406 batt. in air at target. XXHA

6 bursts - 2 in before coast.

3 ships steaming just off shore W of coast.

0830 - smoke from forest just before runway.

Runway at coast

892 - near AF got XXHA.

~~0854~~ 1st box SW of target on track in M of

storage tanks at head of runway - concrete.

train going W 2 min in coast.

Military camp at exit - 100 yds off runway  
head 2 1/2 mi.

white, signs of low around the camp, & boat  
against beach - also D.P. - just off shore.  
~~At night~~

914 - no damage.

2 4FW 190

6-8 bursts XXHA

red flash. below formation

{ 50° 26' N - 00° 18' E. small ship.  
from 0000-0952

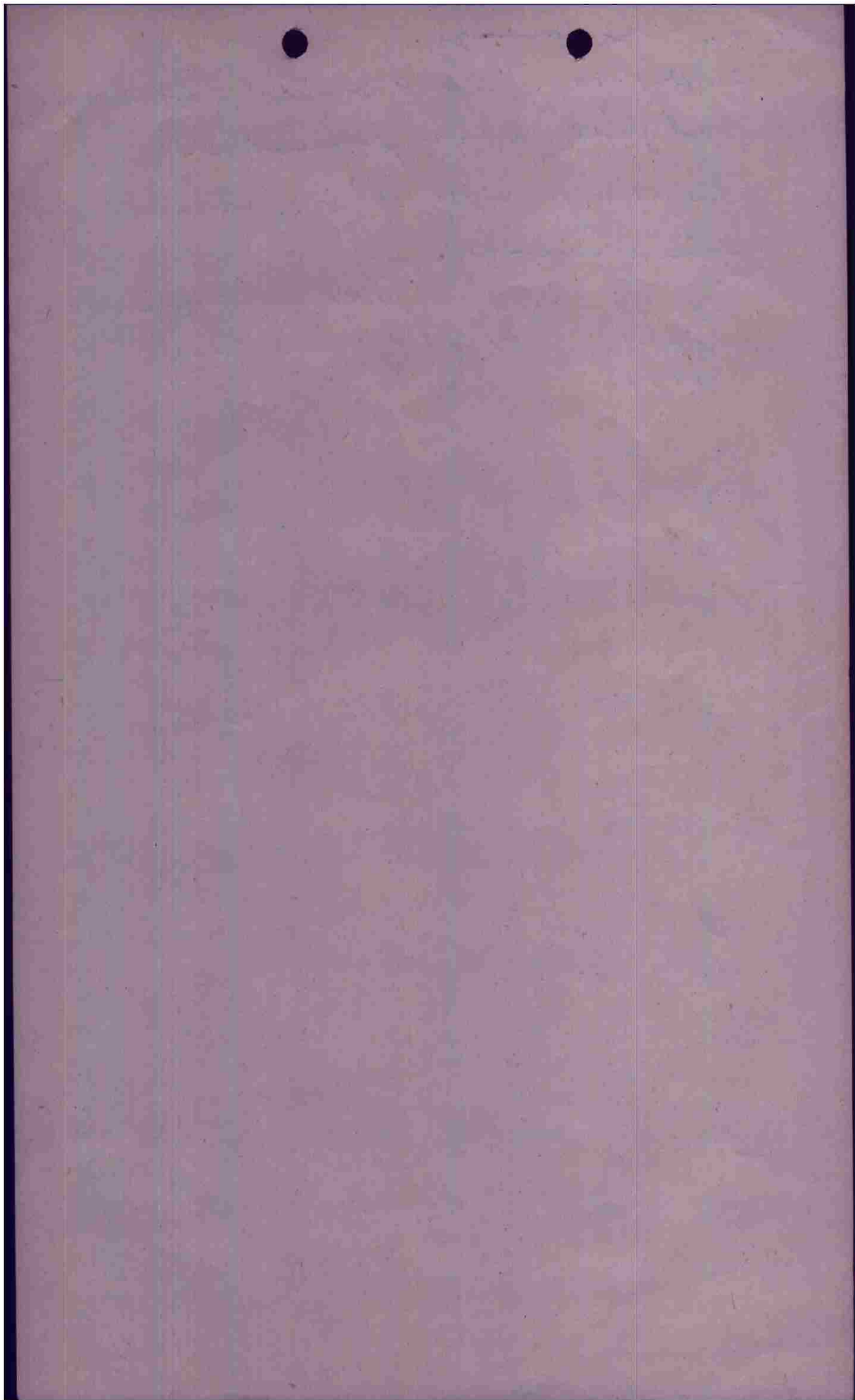
0823

0958 B.O. Star Regis 10 miles

0907

to left of course home.

0934



645 - no damage.

Positions of flash guns.

XX X H I XX H A from.

4 gun positions - red flash. low.

A/F at coast blown up Q 5 75 2

Forest NW of Breteuil on fire

touch moving NE toward Chateaufort. R 15 15

211 no "A" damage.

A/F at Drevet in good shape.

X H A S of Saige - 4 gun battery.

387 - "A" damage

362 - no.

XX H A + I from Drevet

P 3 & die bombing flash position

Bridge half way across stream at  
2nd bend in R. L 60 12

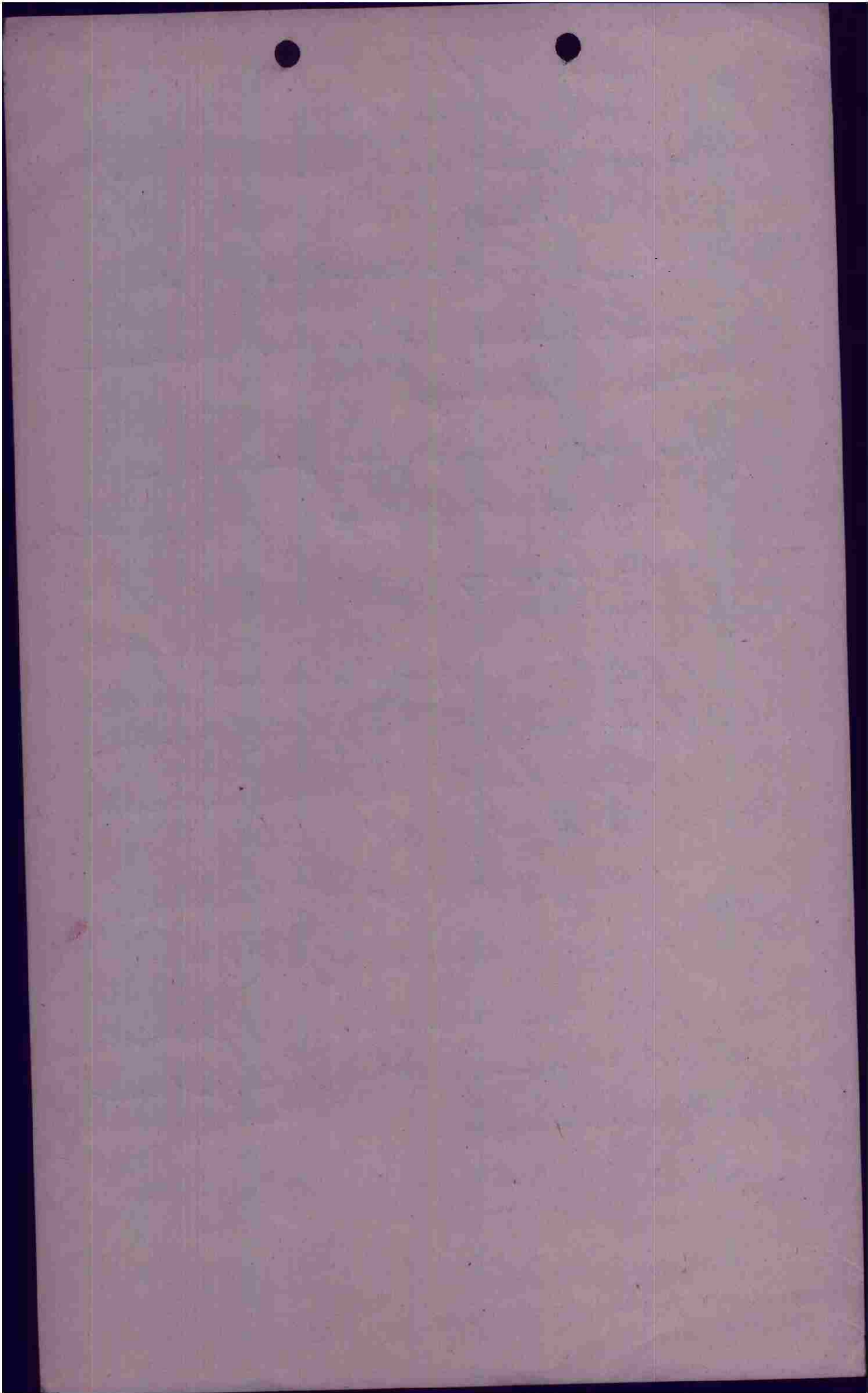
4 barges tied up at Norville.

6 fires in woods at 0843

5 fires in woods. S.E. of bomb run

R.P. crossing NW of target retard.

937-B. no damage.



# 925 -

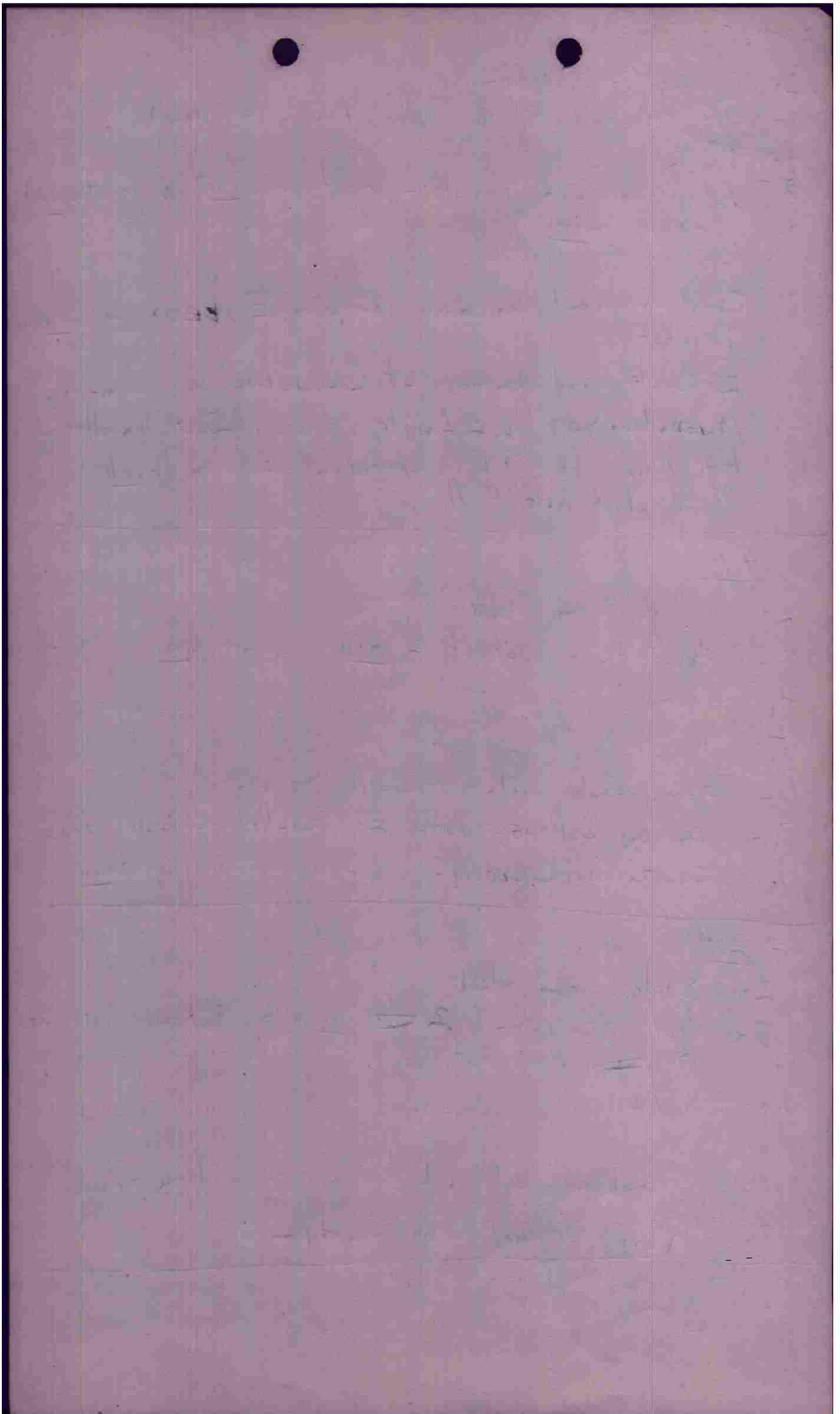
- 2- 8 holes - - scattered -
- 3- Mod. - Accurate Flack lasted 1 min. (see map)
- 4- None -
- 5- 1st Flight hit Tracks - rest over shot N of target  
6. seemed good
- 7 Troop movement on Road Between EVERUX and Boisner  
Trucks -  
2- Boats and barges at Caudebec on Seine R.  
Marshalling yds, N.E Light, track - East knocked,  
but line No. still in operation - Cars on tracks.  
Yard about half Full.

493

- 2- 3 holes from flack -
- 3- Mod Acc. - about 2 min Same area
4. Nil -
5. "
- 6- Some bombs hit - straddled target -
7. - Barrage balloons - over 2- parallel canals near  
coast. nr. Cabourg - 6- ships shelling town

# 214

- 2- 8 holes from flack -
- 3- Mod Accurate - ~~2 to 4~~ min - Batteries to right  
of ~~the~~ route out.
- 4- Nil -
- 5- "
- 6- Bombing good all seemed to hit on tracks
7. Roads seemed to be empty -



# 929 3rd Flight

2. Nil-

3. Flack stem but in other flight, Flack near

4. Nil- Coast on way out. 6 or 8 Bombs - just as crossed coast

5. Nil - Bombs

6. 1st ~~Flight~~ bombs seen on tracks - 3rd Flight

bombs - on tracks SW of target -

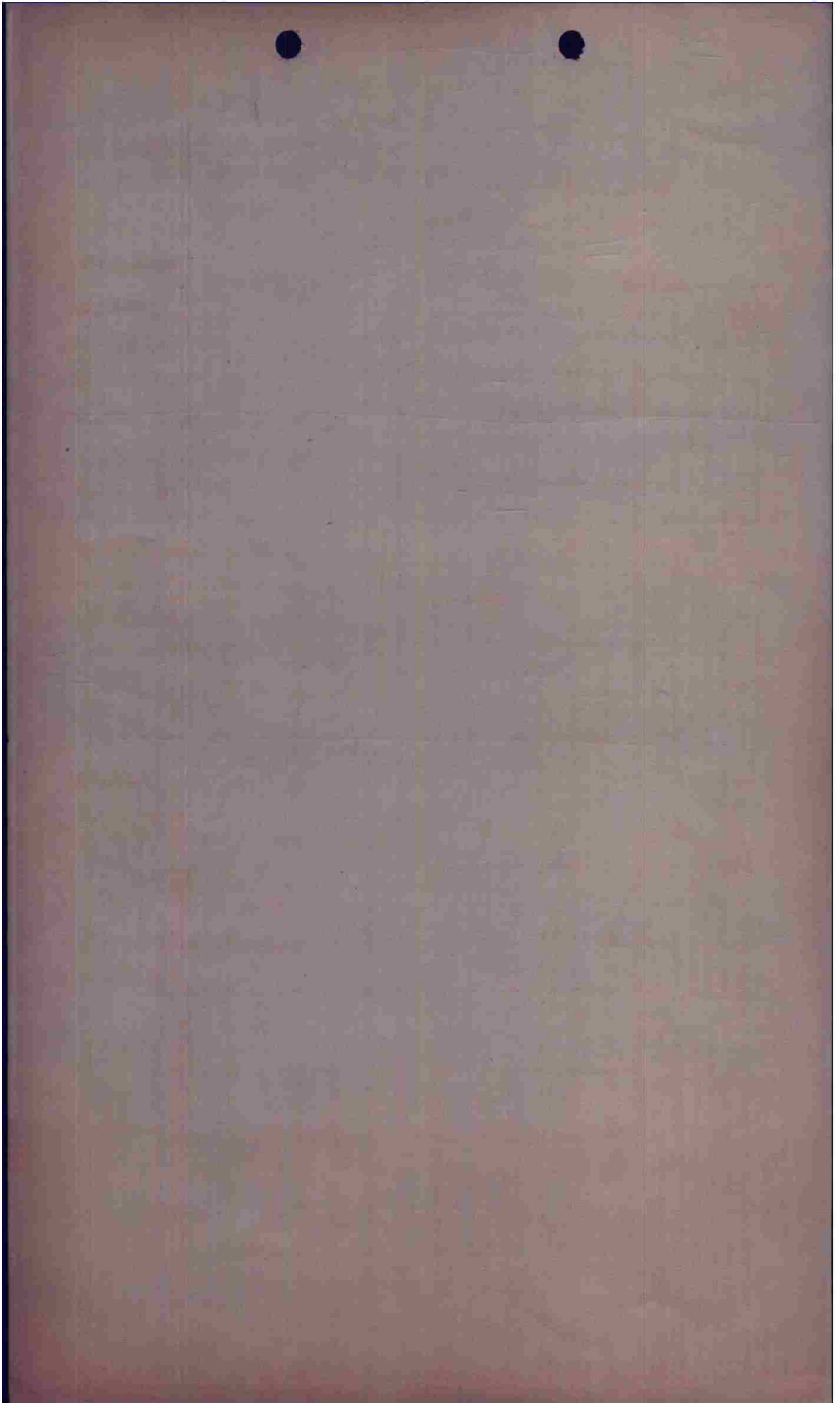
7. Marshall Yd. about 20 min - from coast on way in - only 6 - cars -

# 763

2. Same as above -

3. 3 kinds of Flack - white, red, and Black

7. 20 to 25 RR cars on R.R. - S.W. of target



| PILOT    |                | NAVIGATOR |       | PLANE |      | MISSION    |     | DATE |     | START TIME |      | END TIME |        | ON COURSE |       | REDEVELOPS |     | CONST. OUT |           | CONST. IN |           | L.A.N.D. F.I.L.L. A.I.F. |           | L.A.N.D. F.I.L.L. A.I.F. |           | RESULTS   |           | ETA       |           | REMARKS   |  |
|----------|----------------|-----------|-------|-------|------|------------|-----|------|-----|------------|------|----------|--------|-----------|-------|------------|-----|------------|-----------|-----------|-----------|--------------------------|-----------|--------------------------|-----------|-----------|-----------|-----------|-----------|-----------|--|
| FROM     | POSITION       | TO        | M. H. | ETA   | ALT. | TO         | DR  | TH   | WLR | NH         | ALT. | ETA      | CS     | TO        | DIST. | TIME       | ETA | REMARKS    | CHALLENGE | CHALLENGE | CHALLENGE | CHALLENGE                | CHALLENGE | CHALLENGE                | CHALLENGE | CHALLENGE | CHALLENGE | CHALLENGE | CHALLENGE | CHALLENGE |  |
| BASE     | MANSTON        | BASE      | 155   |       |      | 140 +5     | 145 | 10W  | 155 | 10W        | 155  | 187      | 56     | 18        | 0747  |            |     |            |           |           |           |                          |           |                          |           |           |           |           |           |           |  |
|          | ABHERD         |           | 242   |       |      | 236 -4     | 232 | 10W  | 242 | 242        | 242  | 226      | 25     | 7 1/2     | 0754  |            |     |            |           |           |           |                          |           |                          |           |           |           |           |           |           |  |
|          | DUNGENESS      |           | 181   |       |      | 167 +4     | 171 | 10W  | 181 | 181        | 181  | 204      | 17     | 5         | 0759  |            |     |            |           |           |           |                          |           |                          |           |           |           |           |           |           |  |
|          | ST. VALERY     |           | 198   |       |      | 187 +2     | 189 | 9W   | 198 | 198        | 198  | 216      | 73     | 21        | 0820  |            |     |            |           |           |           |                          |           |                          |           |           |           |           |           |           |  |
|          | 48°46N 00°41E  |           | 193   |       |      | 181 +3     | 184 | 9W   | 193 | 193        | 193  | 211      | 83     | 23 1/2    | 0844  |            |     |            |           |           |           |                          |           |                          |           |           |           |           |           |           |  |
|          | 48°17N 01°35E  |           | 139   |       |      | 122 +7 1/2 | 130 | 9W   | 139 | 139        | 139  | 234      | 51     | 13        | 0857  |            |     |            |           |           |           |                          |           |                          |           |           |           |           |           |           |  |
|          | 48°17' 01 41 E |           | 38    |       |      | 028 +1     | 29  | 9W   | 38  | 38         | 38   | 274      | 14     | 3         | 0900  |            |     |            |           |           |           |                          |           |                          |           |           |           |           |           |           |  |
|          | TARGET         |           | 335   |       |      | 322 -6     | 326 | 9W   | 335 | 335        | 335  | 258      | 12 1/2 | 3         | 0904  |            |     |            |           |           |           |                          |           |                          |           |           |           |           |           |           |  |
|          | 48°25N 01°06E  |           | 272   |       |      | 270 -7     | 263 | 9W   | 272 | 272        | 272  | 229      | 2-2    | 6         | 0910  |            |     |            |           |           |           |                          |           |                          |           |           |           |           |           |           |  |
|          | 48°46N 01°41E  |           | 283   |       |      | 284 -8     | 274 | 9W   | 283 | 283        | 283  | 236      | 21     | 5 1/2     | 0916  |            |     |            |           |           |           |                          |           |                          |           |           |           |           |           |           |  |
|          | 49°17N 00°41E  |           | 326   |       |      | 323 -6     | 317 | 9W   | 326 | 326        | 326  | 258      | 56     | 13        | 0929  |            |     |            |           |           |           |                          |           |                          |           |           |           |           |           |           |  |
|          | WDRTHANG       |           | 0     |       |      | 353 -2     | 351 | 9W   | 0   | 0          | 0    | 262      | 105    | 24        | 0953  |            |     |            |           |           |           |                          |           |                          |           |           |           |           |           |           |  |
|          | HIGH WDRTHANG  |           | 351   |       |      | 344 -3     | 341 | 10W  | 351 | 351        | 351  | 249      | 59     | 14        | 1007  |            |     |            |           |           |           |                          |           |                          |           |           |           |           |           |           |  |
|          | BASE           |           | 83    |       |      | 067 +6     | 73  | 10W  | 83  | 83         | 83   | 226      | 59     | 15        | 1022  |            |     |            |           |           |           |                          |           |                          |           |           |           |           |           |           |  |
| 2600 FT. |                |           |       |       |      |            |     |      |     |            |      |          |        |           |       |            |     |            |           |           |           |                          |           |                          |           |           |           |           |           |           |  |
| 4000     |                |           |       |       |      |            |     |      |     |            |      |          |        |           |       |            |     |            |           |           |           |                          |           |                          |           |           |           |           |           |           |  |
| 6000     |                |           |       |       |      |            |     |      |     |            |      |          |        |           |       |            |     |            |           |           |           |                          |           |                          |           |           |           |           |           |           |  |
| 8000     | 760129 43      |           |       |       |      |            |     |      |     |            |      |          |        |           |       |            |     |            |           |           |           |                          |           |                          |           |           |           |           |           |           |  |
| 10000    | 760129 43      |           |       |       |      |            |     |      |     |            |      |          |        |           |       |            |     |            |           |           |           |                          |           |                          |           |           |           |           |           |           |  |
| 12000    | 760129 43      |           |       |       |      |            |     |      |     |            |      |          |        |           |       |            |     |            |           |           |           |                          |           |                          |           |           |           |           |           |           |  |

FLIGHT RECORD

CHALLENGE  
 REPLY  
 SOLDERS  
 VMD CHANTREL  
 BOMBER G/S  
 FIGHTER G/S  
 BOMBER TO BOMBER FRUG.

BOMBARDIER'S MISSION DATA

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

METRO DATA:

TEMPERATURES AT TARGET: GROUND \_\_\_\_\_ ALOFT \_\_\_\_\_ MEAN \_\_\_\_\_  
 WINDS ALOFT AT TARGET: \_\_\_\_\_ MPH FROM \_\_\_\_\_ DIRECTION.

TARGET DATA:

PRIMARY

SECONDARY

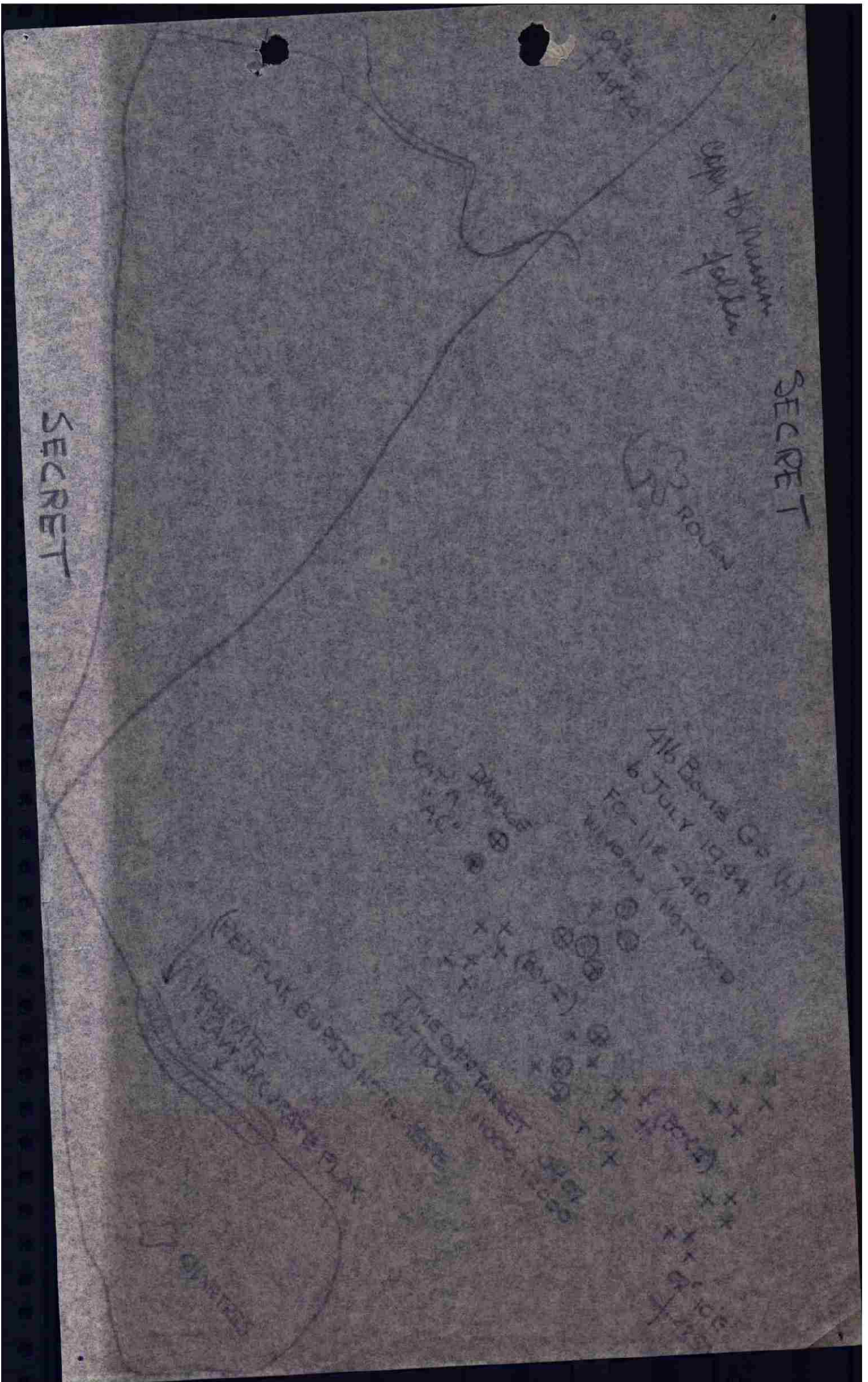
|                                     | <u>PRIMARY</u> | <u>SECONDARY</u> |
|-------------------------------------|----------------|------------------|
| 1. TARGET                           |                |                  |
| 2. INITIAL POINT                    |                |                  |
| 3. M.G. READING FROM I.P. TO TARGET |                |                  |
| 4. DISTANCE FROM I.P. TO TARGET     |                |                  |
| 5. TIME FROM I.P. TO TARGET         |                |                  |

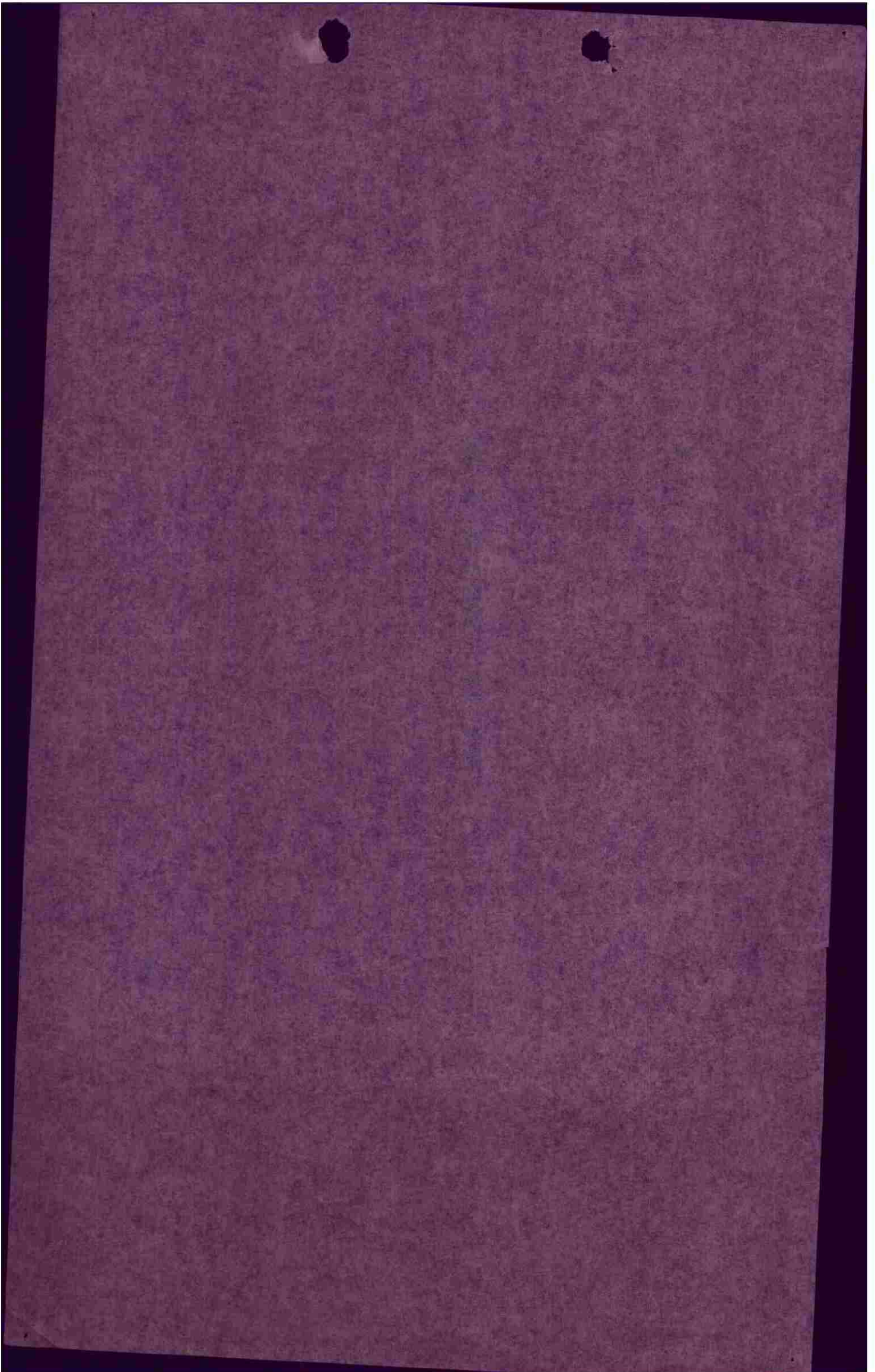
BOMBING DATA:

|                                     |  |  |
|-------------------------------------|--|--|
| 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       |  |  |





CONFIDENTIAL

HEADQUARTERS  
EIGHT BOMB GROUP (L)  
OFFICE OF THE WEATHER OFFICER

APO 140  
6 July 1944

SUBJECT: Interrogation Report

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

BASE AT TAKEOFF: Visibility 8 miles. 2/10 to 3/10  
altocumulus at 6,000 feet. 5/10 cirrus  
above 20,000 feet.

ROUTE OUT: Visibility 5 to 6 miles except 2 to 3 miles  
at times. 4/10 to 5/10 cirrus estimated 20,000  
feet over England decreasing to 2/10 over continent.  
Very few patches of altocumulus between 7,000 to  
8,000 feet. Channel no low cloud, 2/10 cirrus.  
Continent no low cloud 2/10 cirrus. Visibility  
10 miles.

TARGET: 2/10 cirrus 20,000 feet. Visibility 10 miles.

ROUTE BACK: Same as route out except 5/10 to 3/10 small  
cumulus over England. Same 6,000 feet, tops  
4,000 to 5,000 feet.

BASE ON RETURN: 4/10 cumulus at 3,000 feet. 4/10 to 5/10  
cirrus estimated 20,000 feet. Visibility  
7 miles.

WINDS: As forecast.

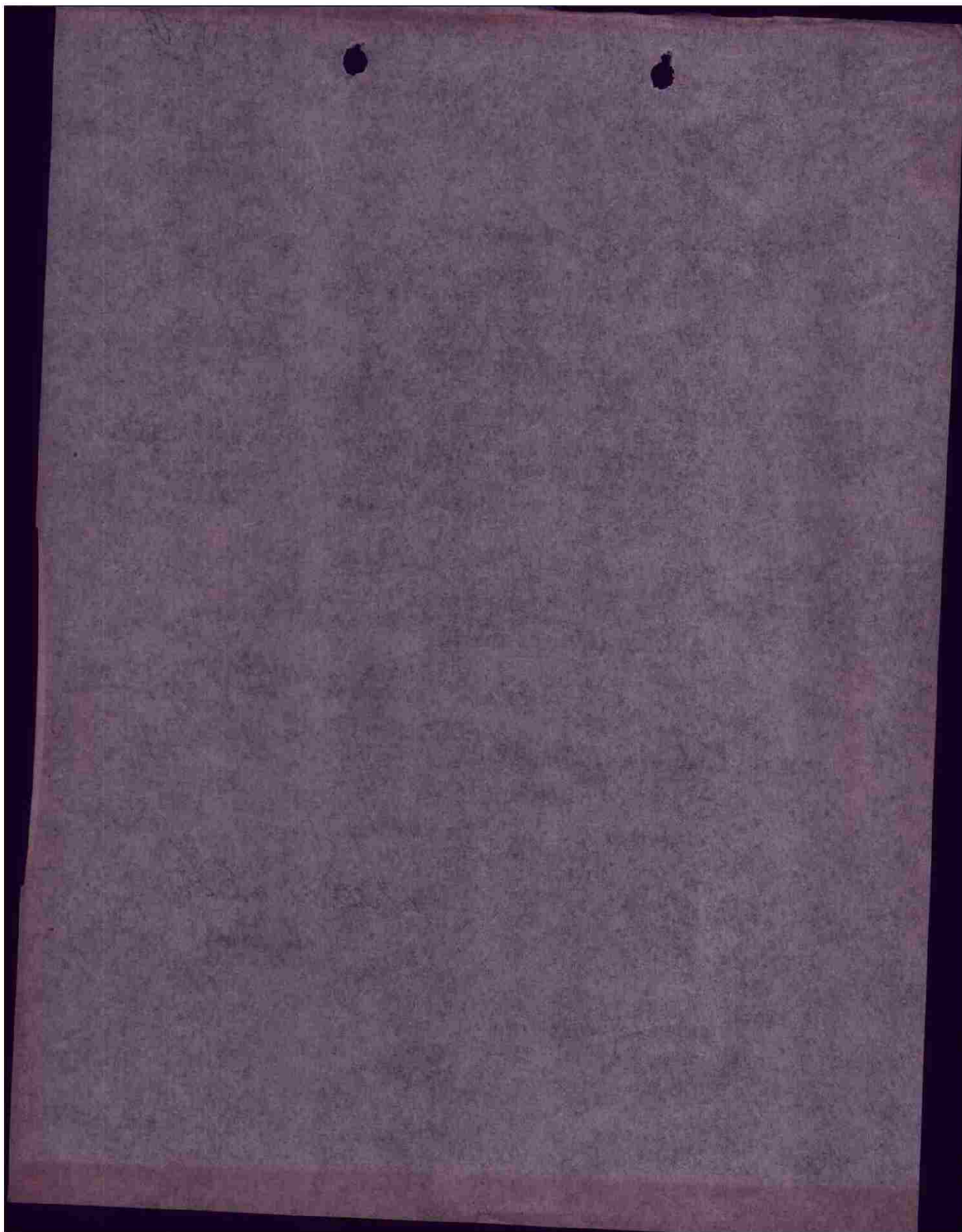
TIME OVER TARGET: 0906

Weather did not affect bombing.

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

1 Incl.  
2 Route Forecast Forms.

CONFIDENTIAL



ETHERS FIELD  
416TH Bomb B GP (A)

TAKE OFF - 0710  
RETURN - 1050

~~CONFIDENTIAL~~

# OPERATIONAL ROUTE FORECAST

DATE 6 July 1994  
PERIOD 0900 - 1100  
HQ SCS USAFP 9-43/90W/15227

|           | A   | B  | C   | D                  |
|-----------|---|--|---|--------------------|
| WEATHER   | BASE TO TARGET<br>PARTLY CLOUDY   | TARGET<br>PARTLY CLOUDY  | TARGET TO BASE<br>PARTLY CLOUDY   |                    |
| 2         | 5-7/10 HIGH STRATOCUMULUS<br>BASE 6,000 - 7,000 FT<br>TOPS 8,000 FT WITH<br>PATCHY NH 3/10 STRATO-<br>CUMULUS BASE 2,000-3,000<br>FT TOPS 4,000-5,000 FT<br>4/10-5/10 CIRRUS ABOVE<br>2,000 FT NH LOW HIGH<br>OVER THE CHANNEL<br>STRATOCUMULUS OVER THE<br>CONTINENT | 4/10-5/10 HIGH STRATOCUMULUS<br>BASE 2,500 - 3,500 FT TOPS<br>7,500 FT 4/10-5/10 CIRRUS<br>ABOVE 20,000 FT | SAME AS ROUTE<br>OUT EXCEPT<br>CUMULUS OVER<br>ENGLAND AT 5/10<br>TO 7/10 |                    |
| 3         | ICING<br>NIL  | ICING<br>NIL   | ICING<br>NIL  |                    |
| 4         | VISIBILITY<br>2.5 MILES AT BASE<br>13 MILES IN LONDON AREA<br>MILES OVER CONTINENT  | VISIBILITY<br>6 MILES PLUS   | VISIBILITY<br>4-8 MILES   |                    |
| SURFACE   | HEIGHT<br>SE  | DIRECTION VELOCITY   | DIRECTION VELOCITY  | DIRECTION VELOCITY |
| 5,000 FT  | 190   | 8-12   | 26  |                    |
| 10,000 FT | 200   | 30   | 30  |                    |
| 12,000 FT | 200   | 32   |   |                    |
| 15,000 FT | 210   | 35   |   |                    |
| FT        |   |  |   |                    |
| FT        |   |  |   |                    |

~~CONFIDENTIAL~~

BASE ALTIMETER SETTING 29.82 TARGET SURFACE TEMP +14°C TARGET MEAN TEMP +5°C  
TEMP AT 10,000 FT. -5°C TARGET SURFACE (PRESSURE-ALT) 7530

# 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! | <p style="text-align: center;">FRONTS -</p> <p style="text-align: center;">CLOUD TYPES AND ABBREVIATIONS<br/>                 LOW CLOUDS = ST-STRATUS<br/>                 SC-STRATOCUMULUS<br/>                 MIDDLE CLOUDS = AS-ALTOSTRATUS<br/>                 AC-ALTOCUMULUS<br/>                 HIGH CLOUDS = CI-CIRRUS<br/>                 CS-CIRROSTRATUS<br/>                 CLOUDS OF VERTICAL EXTENT =<br/>                 CU-CUMULUS CB-CUMULONIMBUS</p> |                     |                         |

*Intell*

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 110BOX 1, Flight 1 GROUP 116 DATE 6 July 1944 TARGET ATTACKED Spanish Railway Substation

## 1. Method of Sighting:

Pre-set with corrections

## 2. Bombing approach:

35° I.R.3. Was mercury erection system used? YES \_\_\_\_\_ NO   4. Did entire (crew) (flight) drop on lead bombardier? YES    NO \_\_\_\_\_

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

Pre-set with corrections. After turn from I.R. sighted railroad embankment. Mistook it for target and bombed.5. Name of lead Bombardier: 1st Lt. R. J. Bennett6. Name of lead Pilot: 1st Lt. L. J. Harrel7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 264 Altitude: 12,0009. Length of bomb run: 25 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/40 T11. Total Bombs Dropped: 24

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

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES \_\_\_\_\_ NO   . If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES    NO \_\_\_\_\_. If answer is "YES", state circumstances and effect on bombing: Error in target identification. Bombed wrong target.(c) Did Flak affect bombing? YES \_\_\_\_\_ NO   . If answer is "YES", state to what extent did "lak affect bombing or bomb run:(d) To what extent did attacks by enemy aircraft affect bombing?  
None(e) State any difficulties on bombing run:  
Did not stick to briefed course from I.R. to target(f) Malfunctions, personnel errors or other factors affecting bombing:  
Selected wrong target.

(g) Bombing results as reported by crews:

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

S E C R E T

Formation consisted of 2 boxes, 10 ships each box, bombing in flights of 6. Time of take off was 0709. Time over target 0907. Target - Bremen Red Army Submarine. A total of 140 bombs were dropped with the following results: Box 1, Flight 1, Gross; box 1, Flight 2, Gross; box 1 Flight 3, Fairy; box 2, Flight 1, Fairy; box 2, Flight 2, Four; box 2 Flight 3, Four. Visibility was 12 miles with 2/10 scattered clouds. Anti-aircraft fire was moderate accounts for 3 ships receiving category A damage and 5 ships receiving category 4 damage. No enemy aircraft encountered. Planes landed at 1106.

Description of route from I.P. to target.

1. 12 miles
2. 2/10 scattered clouds.
3. 2 boxes, 10 ships each box. Flights split at I.P.
4. Flights took individual evasive action.
5. No check points used. 2 flights bombed wrong target.
6. Flights 1 and 2 attacked wrong target
7. Gross, Gross, Fair, Fair, Four, Four.
8. None.

*Incl*

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 110

BCX 3, Flight 2 GROUP 116 DATE 4 July 1944 TARGET ATTACKED Swiss Railway Substation

1. Method of Sighting:

*Pre-set with corrections*

2. Bombing approach:

3. Was mercury erection system used? YES \_\_\_\_\_ NO X

4. 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. Left formation before I.P. and became lost in target area. Located a railway substation. Mistook it for briefed target and bombed it. It was not the correct target.*

5. Name of lead Bombardier: Lt. R.H. Scott

6. Name of lead Pilot: Lt. R.H. Russell

7. Intervalometer setting: None

8. Indicated Air Speed: 200 Ground Speed: 260 Altitude: 12,000

9. Length of bomb run: 20 Sec:

10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/10 T

11. 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:  
*Lost way after I.P. and bombed wrong target.*

(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?

(e) State any difficulties on bombing run:  
*Did not follow the briefed formation; point and course from I.P. to target*

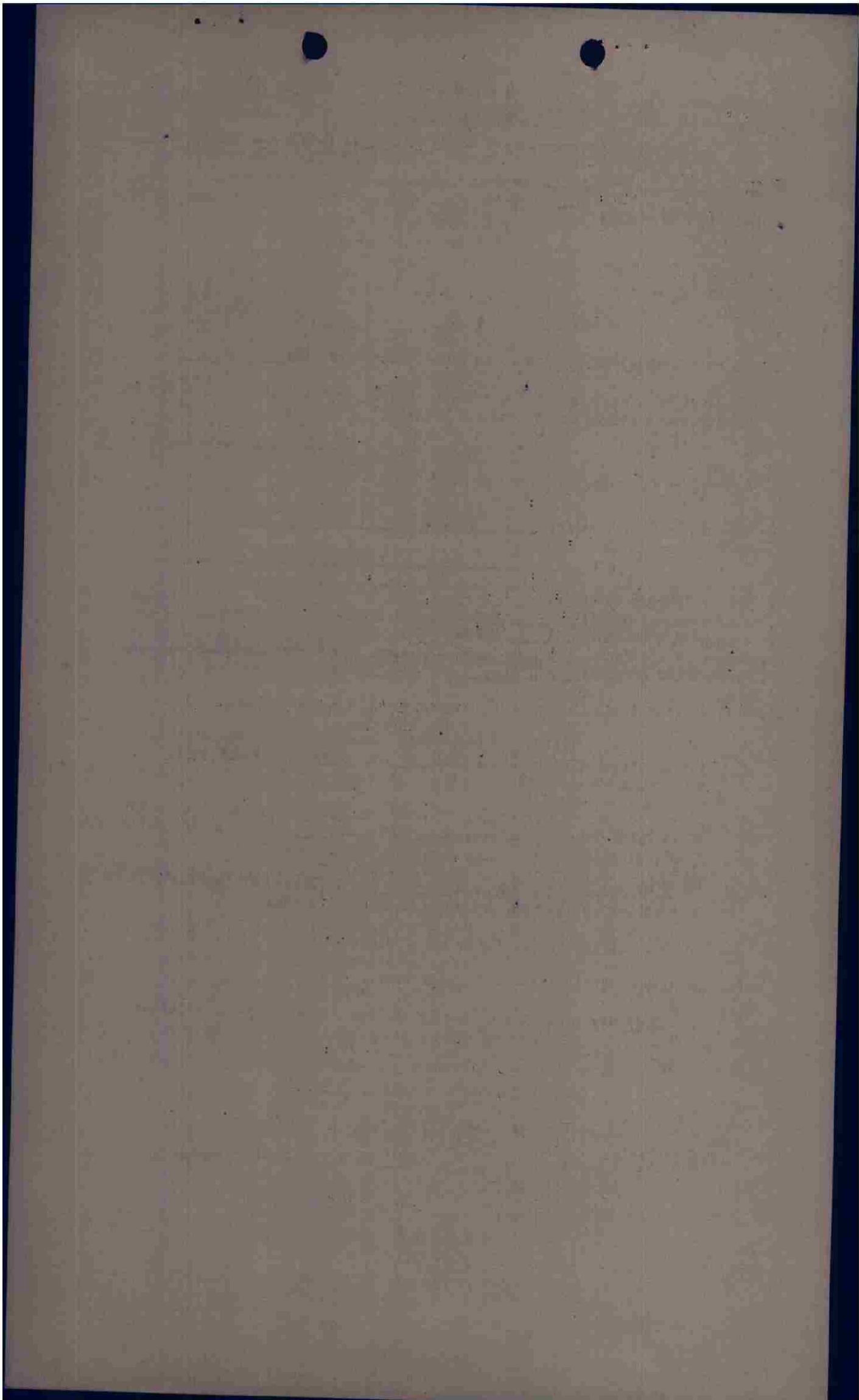
(f) Malfunctions, personnel errors or other factors affecting bombing:  
*Selected wrong target.*

(g) Bombing results as reported by crews:

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

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

S E C R E T



*Inter*

SECRET

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 110

BOX 1, Flight 3 GROUP 116 DATE 6 July 1944 TARGET ATTACKED Spokane Railway Substation

1. Method of Sighting: Pro-set with corrections
2. Bombing approach: 350°
3. Was mercury erection system used? YES  NO
4. Did entire (box) (flight) drop on lead bombardier? YES  NO

In either case explain fully method of sighting and dropping of bombs, and specify exact aiming point actually used:  
Pro-set with our corrections. Recognized target late and took very short run. Was not completely synchronized at release.

5. Name of lead Bombardier: Lt. W. Farns
6. Name of lead Pilot: Lt. A. B. Guberna
7. Intervalometer setting: None
8. Indicated Air Speed: 300 Ground Speed: 260 Altitude: 11,000
9. Length of bomb run: 30 Sec:
10. Bomb Load and Fusing per A/C: 4 x 300 lb. FUSED 1/10 N 1/10 T
11. Total Bombs Dropped: 12

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

- (a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES  NO . If "YES" state conditions and effect.
- (b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES  NO . If answer is "YES" state circumstances and effect on bombing:  
Target very hard to see. Was late in recognizing it. Took short run.
- (c) Did Flak affect bombing? YES  NO . If answer is "YES", state to what extent did flak affect bombing or bomb run:
- (d) To what extent did attacks by enemy aircraft affect bombing?
- (e) State any difficulties on bombing run:  
Took short run.
- (f) Malfunctions, personnel errors or other factors affecting bombing:

(g) Bombing results as reported by crews:

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

SECRET

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

Items of lead bombing:

Items of lead bombing as reported by crews:

Investigation results:

Local Board Report:

Will statement of all witnesses - including:

Section 1. (a) Did you observe or participate in any bombing or bombing preparation activities and efforts?

(b) If so, what was your position or activity at the time of the bombing?

(c) Did you observe or participate in any bombing or bombing preparation activities and efforts?

(d) If so, what was your position or activity at the time of the bombing?

(e) State any distinctions on bombing run:

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

Items of lead bombing:

Items of lead bombing as reported by crews:

Investigation results:

Local Board Report:

Will statement of all witnesses - including:

Section 1. (a) Did you observe or participate in any bombing or bombing preparation activities and efforts?

(b) If so, what was your position or activity at the time of the bombing?

(c) Did you observe or participate in any bombing or bombing preparation activities and efforts?

(d) If so, what was your position or activity at the time of the bombing?

(e) State any distinctions on bombing run:

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

Items of lead bombing:

Items of lead bombing as reported by crews:

Investigation results:

Local Board Report:

Will statement of all witnesses - including:

Section 1. (a) Did you observe or participate in any bombing or bombing preparation activities and efforts?

(b) If so, what was your position or activity at the time of the bombing?

(c) Did you observe or participate in any bombing or bombing preparation activities and efforts?

(d) If so, what was your position or activity at the time of the bombing?

(e) State any distinctions on bombing run:

SECRET*Inter*

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 410BOX 2, Flight 1 GROUP 416 DATE 6 July 1944 TARGET ATTACKED Bozeman Railway Substation1. Method of Sighting:  
Pre-set with corrections2. Bombing approach:  
300° R.L.3. Was mercury erection system used? YES \_\_\_\_\_ NO X4. Did entire ~~(train)~~ (flight) drop on lead bombardier? YES X NO \_\_\_\_\_

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

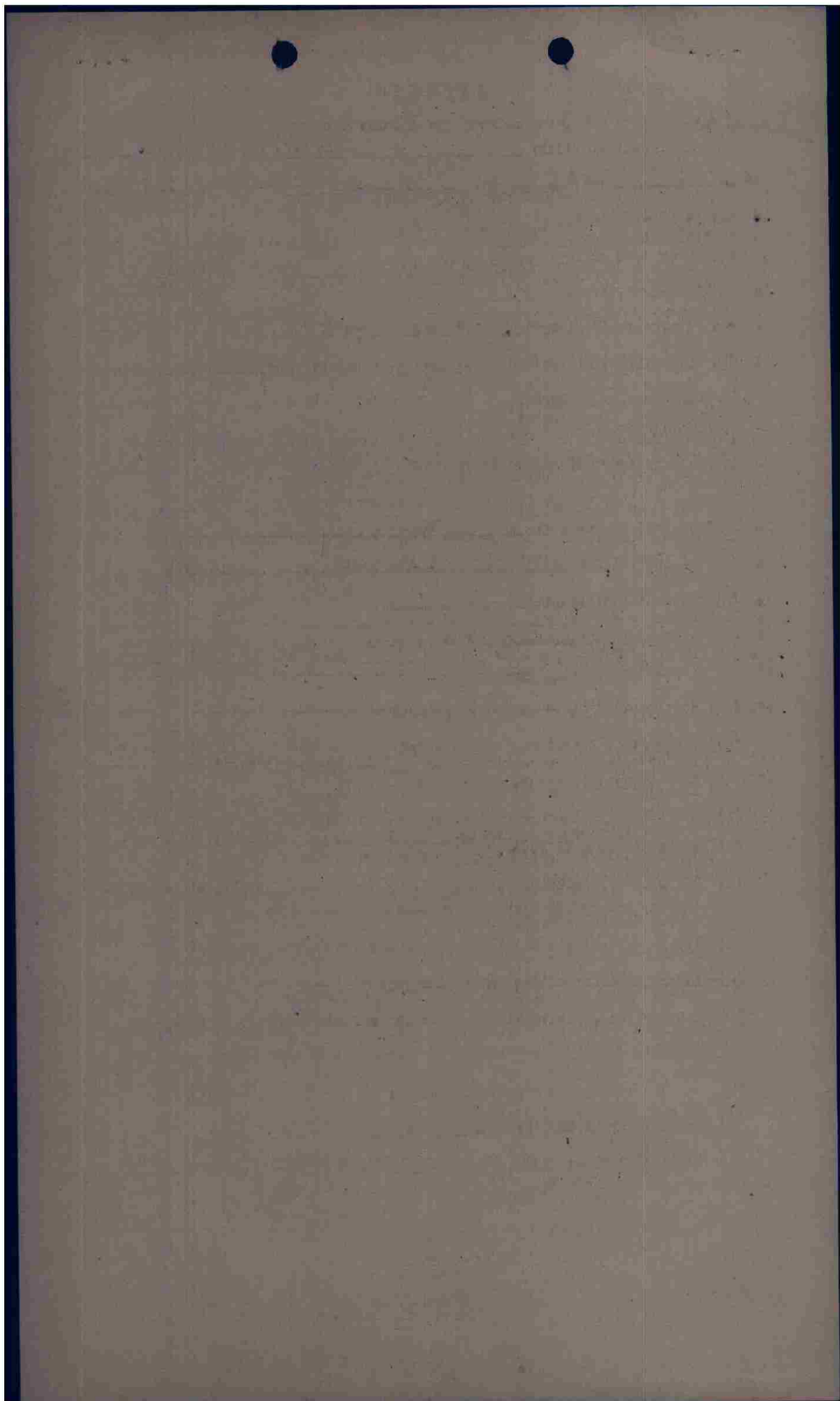
Pre-set with corrections. Could not recognize briefed A.P. and so chose one A.P. in the area of the briefed one.5. Name of lead Bombardier: Mr. F.G. Rowlett6. Name of lead Pilot: Mr. D.J. Willette7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 200 Altitude: 11,5009. Length of bomb run: 60 Sec:10. Bomb Load and Fusing per A/C: 1 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 X NO \_\_\_\_\_. If answer is "YES", state circumstances and effect on bombing:  
Could not see briefed A.P.(c) Did Flak affect bombing? YES \_\_\_\_\_ NO X. If answer is "YES", state to what extent did flak affect bombing or bomb run:(d) To what extent did attacks by enemy aircraft affect bombing?  
None(e) State any difficulties on bombing run:  
Could not locate A.P.(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 \_\_\_\_\_SECRET



SECRET

*Intell*

ANNEX "A"

BOMBING INFORMATION

IX B.O. FIELD ORDER NO. 110BOX 2, Flight 2 GROUP 114 DATE 4 July 1944 TARGET ATTACKED Swansea Railway Station

1. Method of Sighting:

Proced with corrections.

2. Bombing approach:

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:

Proced with corrections. Could not find briefed A.P. Bombed in area of A.P. Was 6th flight to bomb and was restricted from corrections because of proximity of flight 5.5. Name of lead Bombardier: Lt. J. Ruyts6. Name of lead Pilot: Capt. H.J. Huff7. Intervalometer setting: None8. Indicated Air Speed: 300 Ground Speed: 260 Altitude: 11,7009. Length of bomb run: 30 Sec:10. Bomb Load and Fusing per A/C: 4 x 300 lb. FUSED 1/30 N 1/40 T11. Total Bombs Dropped: 24

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

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES \_\_\_\_\_ NO x. If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES x NO \_\_\_\_\_. If answer is "YES", state circumstances and effect on bombing:  
Could not see briefed A.P.(c) Did Flak affect bombing? YES \_\_\_\_\_ NO x. If answer is "YES", state to what extent did Flak affect bombing or bomb run:(d) To what extent did attacks by enemy aircraft affect bombing?  
None

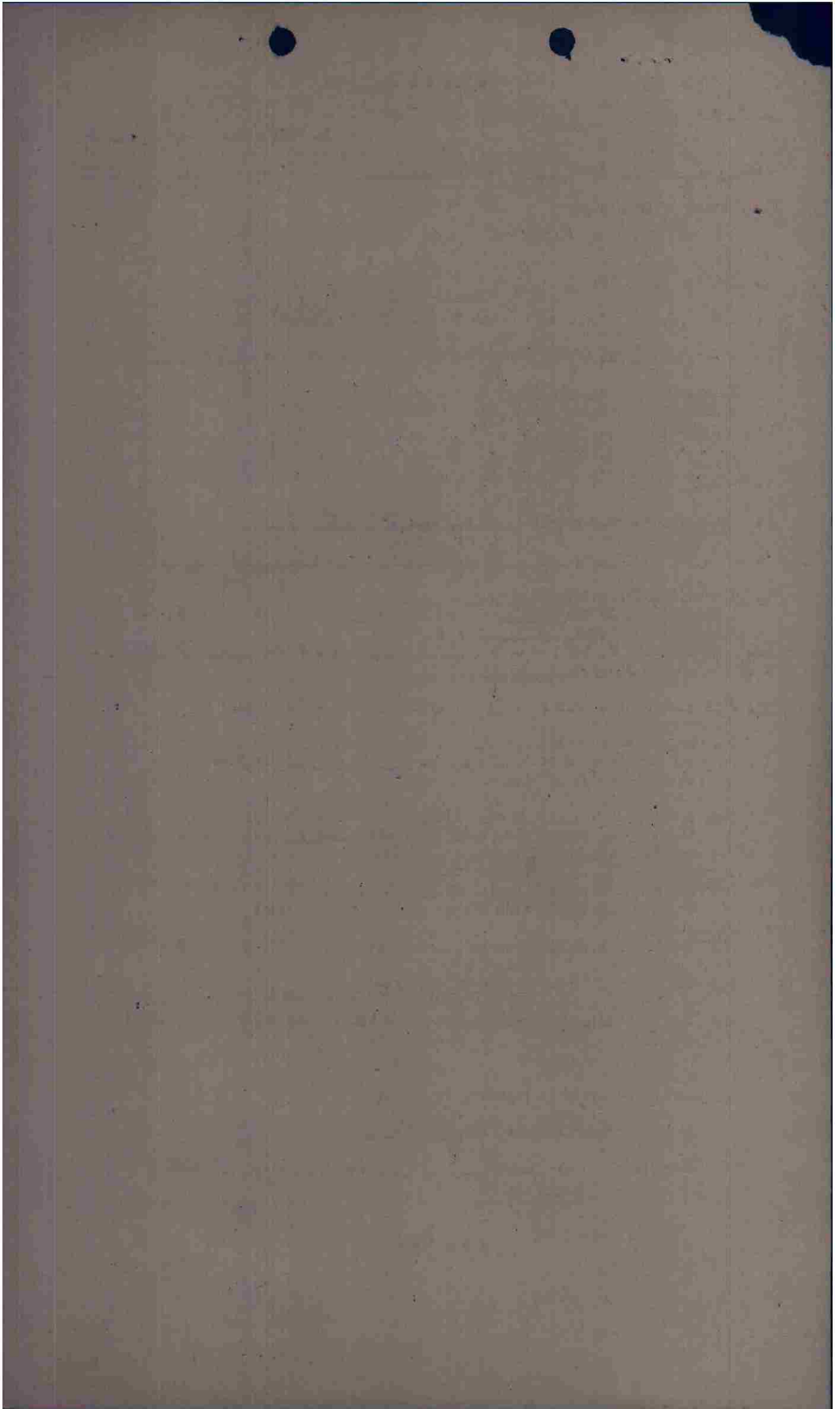
(e) State any difficulties on bombing run:

6th flight was too close to allow 5th flight to make necessary corrections.(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 \_\_\_\_\_ POOR x GROSS \_\_\_\_\_

SECRET



SECRET

*Inter*

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 110BOX 2, Flight 3 GROUP 116 DATE 6 July 1944 TARGET ATTACKED Spencer Railway  
Substation1. Method of Sighting:  
Pre-set with corrections2. Bombing approach:  
egg3. 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. Lost for a short time after I.F. Found position on 4 headed for target area. Very close to 5th flight.5. Name of lead Bombardier: Lt. V.L. Smith6. Name of lead Pilot: Lt. F.B. Dolan7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 200 Altitude: 11,0009. Length of bomb run: 30 Sec:10. Bomb Load and Fusing per A/C: 4 x 200 lb. FUSED 1/10 N 1/20 T11. Total Bombs Dropped: 24

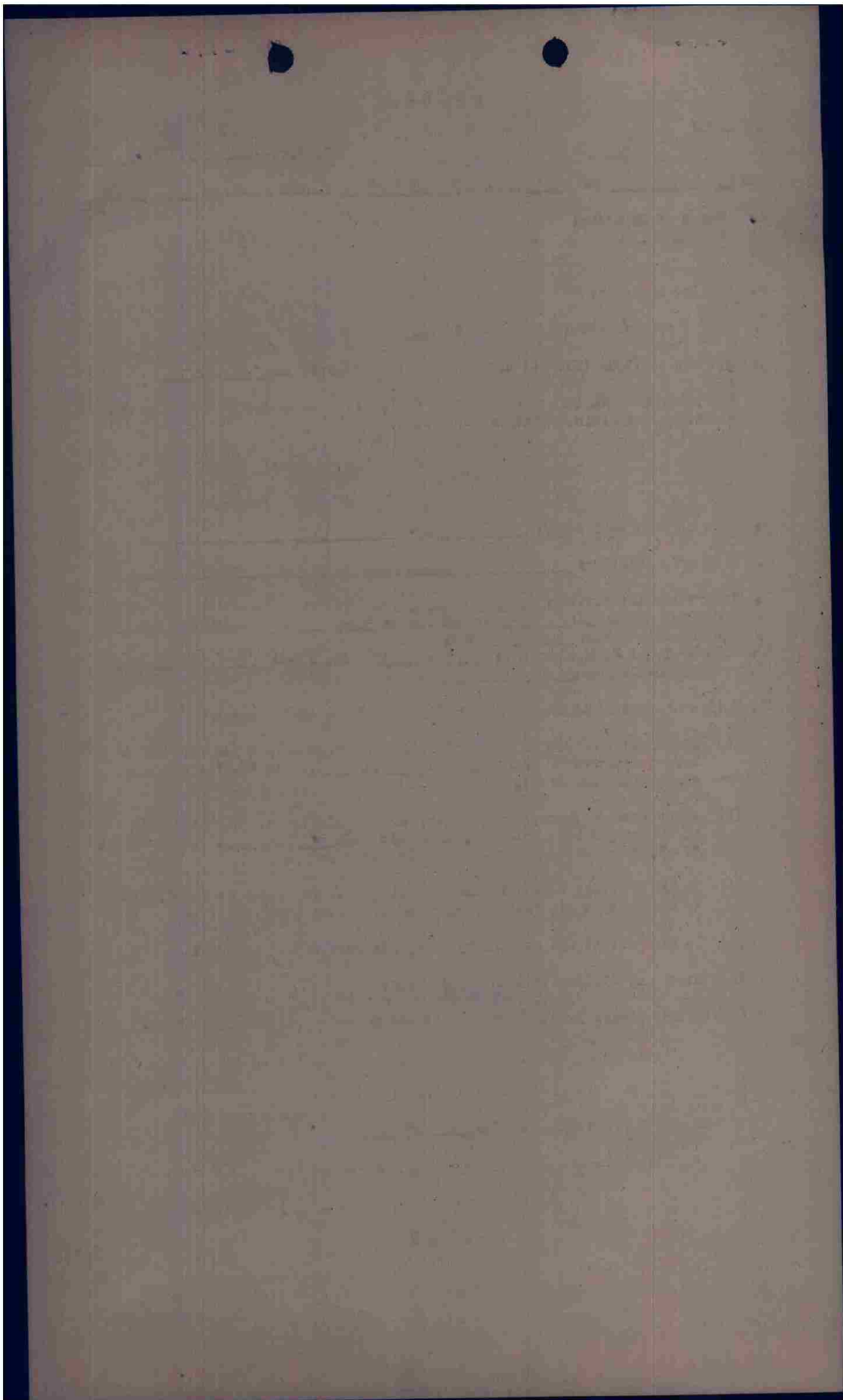
12. Full statement of all factors affecting bombing - including: -

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES \_\_\_\_\_ NO X. If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES X NO \_\_\_\_\_. If answer is "YES", state circumstances and effect on bombing:  
Target area very hard to locate.(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:  
Target hard to see. Picked it up late. Short run.(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 \_\_\_\_\_ POOR X GROSS \_\_\_\_\_

SECRET



USAAF FORM 3/4A

SECRET

SECRET

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

AUTH: CO STA  
DATE: 7 July 1944  
INIT:

TC:

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

Ref: Oprep A No. 97 for 24 hrs. ending midnight 6 July 1944  
Mission or Operation No. 31 97th OS FO 112-110

A. Short Narrative of Operation:

Target Everson Railway Embankment.  
Place of take-off AAF Station 170  
Place of landing AAF Station 170  
Take-off time 0709 Landing time 1106  
Time over target 0907 Bombing Altitude 11,000 - 12,000 feet.  
Nature of mission Bombing Other None  
Weather 2/10 scattered clouds, visibility 1 1/2 miles.  
Results Good, Good, Fair, Fair, Poor, Poor.  
Enemy opposition Moderate accurate fire from maintenance to Chateausauf.

B. Type & model of aircraft:

1. Dispatched 30 A-20G  
6 A-20J

2. Attacking target (indicate target) or completing mission.  
30 A-20G Everson Railway Embankment  
6 A-20J Everson Railway Embankment

3. Abortive due to: None  
(1) Weather: None  
(2) Personnel: None  
(3) Mechanical: None  
(4) Other: None

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

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

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

7. Damaged (give category & cause) 4 A-20G and 1 A-20J category A  
2 A-20G and 1 A-20J category B

8. Sorties 30 A-20G  
6 A-20J

SECRET

(over)

SECRET

GEORGE SOHNENKIN,  
Captain, Air Corps,  
Adjutant.

For the Commanding Officer:

|      |                    |
|------|--------------------|
| None | a. Destroyed       |
| None | b. Prob. Destroyed |
| None | c. Damaged         |

H. Enemy aircraft by type or description (tentative claims):-

|            |        |          |     |      |        |        |        |
|------------|--------|----------|-----|------|--------|--------|--------|
| Type of    | 1st Lt | Co-pilot | Nav | Bomb | H. Gun | E. Gun | T. Gun |
| Casualty   | 0      | 0        | 0   | 0    | 0      | 0      | 0      |
| Killed in  | 0      | 0        | 0   | 0    | 0      | 0      | 0      |
| Action     | 0      | 0        | 0   | 0    | 0      | 0      | 0      |
| Missing in | 0      | 0        | 0   | 0    | 0      | 0      | 0      |
| Action     | 0      | 0        | 0   | 0    | 0      | 0      | 0      |
| Seriously  | 0      | 0        | 0   | 0    | 0      | 0      | 0      |
| Wounded    | 0      | 0        | 0   | 0    | 0      | 0      | 0      |
| Slightly   | 0      | 0        | 0   | 0    | 0      | 0      | 0      |
| Wounded    | 0      | 0        | 0   | 0    | 0      | 0      | 0      |

G. Own Personnel Casualties:

|                  |                                   |
|------------------|-----------------------------------|
| None             | a. Total Returned                 |
| None             | b. Lost or wrecked on missing a/c |
| 4-201 1450 1P GP | c. Detention                      |

b. Expended on operations: (List targets separately)

4-201 119 x 500 1P GP  
4-201 28 x 500 1P GP

f. Bombs, Flares, etc. used:

4-201 200 x 500 1P GP 1/10 N 1/10 E  
4-201 28 x 500 1P GP 1/10 N 1/10 E

e. Ammunition by caliber:  
a. Total carried into air  
b. Expended on operations  
c. Lost on wrecked or missing a/c

4-201 28,500 x 50 cal.  
4-201 17,600 x 50 cal.  
4-201 200 x 50 cal. 4-201 28 x 50 cal. (Total)

b. Night (Sunset to sunrise)

None

e. Day (Sunrise to sunset)

4-201 11:10  
4-201 10:50

d. Total operational flying hours

SECRET USAF FORM 374 (cont'd)

CONFIDENTIAL

5-2  
FROM: COBOMGR 416

TO : COCBTWIG 97TH ATT: SIG O

A - YS - 87

B - 6 JULY 1944

C - 36 A/G

D - 668 - G - INTERPHONE WEAK, REPAIRED AND CHECKED OKAY.  
669 - V - VHF OUT, LOOSE CONNECTION, REPAIRED AND CHECKED OKAY.  
669 - G - INTERPHONE WEAK AND NOISY, REPAIRED AND CHECKED OKAY.  
670 - H - VHF OUT, CHECKED AND REPAIRED CONNECTIONS.  
671 - X - CHANNEL A FUZZY, CHECKED AND RETUNED.

E - NONE.

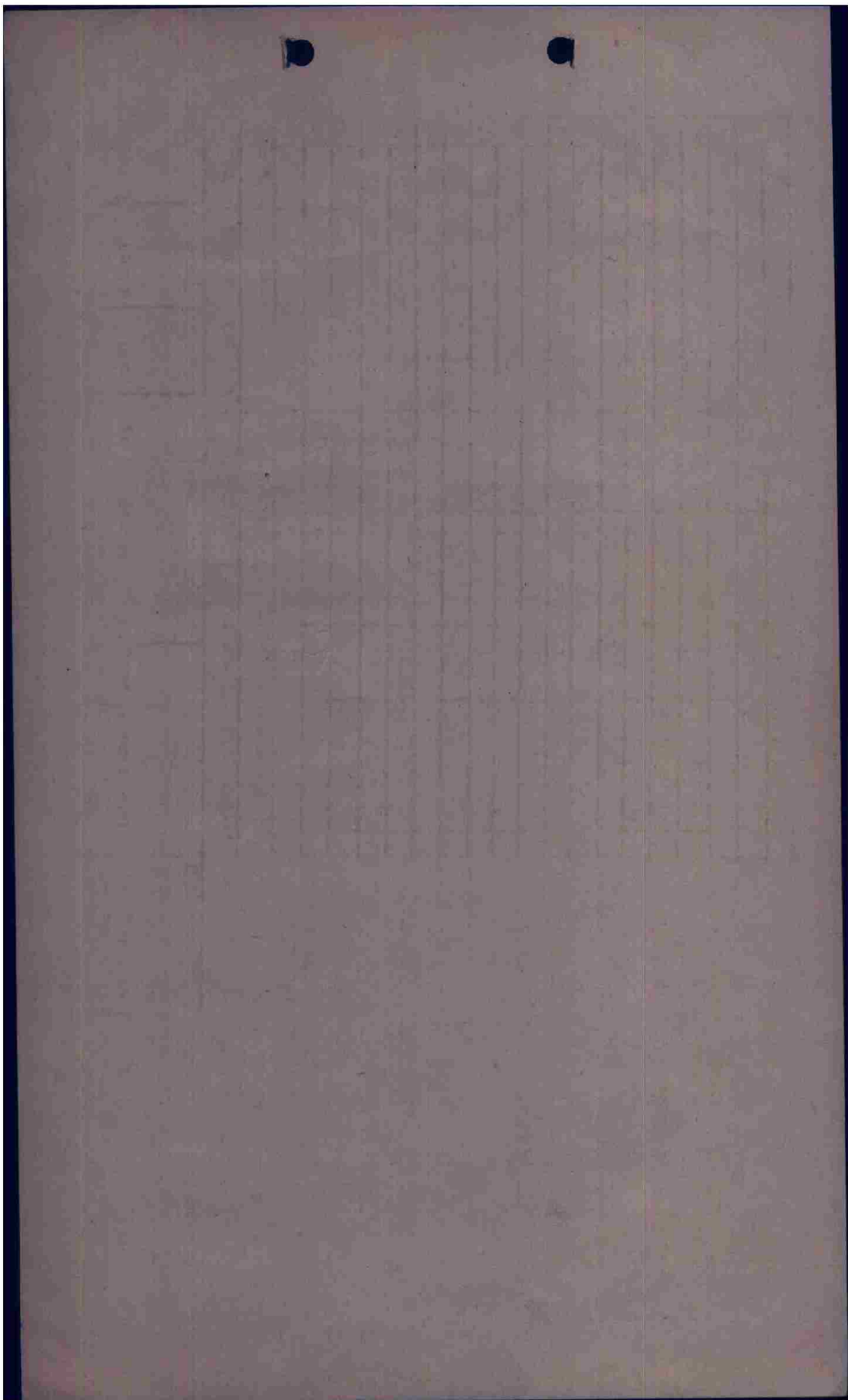
F - NONE.

MACE COBOMGR 416

OFFICIAL:

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





| Box #   | OpSTL        | Date        | F/O       | Target                  | Alt. | Box Leader     | P/O | 15 min. |
|---------|--------------|-------------|-----------|-------------------------|------|----------------|-----|---------|
| II      |              | 6 July 1944 |           | Epernon R.R. Embankment |      | Major Willetts | TOP |         |
| A/C     | Regl to Bomb | ATT         | Bomb Disp | A/C Dam                 | E/A  | Pers.          | L/D |         |
| Pos No. |              |             |           |                         |      |                |     |         |
| 1       | 914          | ✓           | ✓         |                         |      |                |     |         |
| 2       | 221          | ✓           | ✓         |                         |      |                |     |         |
| 3       | 951          | ✓           | ✓         |                         |      |                |     |         |
| 4       | 363          | ✓           | ✓         |                         |      |                |     |         |
| 5       | 9711         | ✓           | ✓         |                         |      |                |     |         |
| 6       | 937          | ✓           | ✓         |                         |      |                |     |         |
| 1       | 135          | ✓           | ✓         |                         |      |                |     |         |
| 2       | 189          | ✓           | ✓         |                         |      |                |     |         |
| 3       | 961          | ✓           | ✓         |                         |      |                |     |         |
| 4       | 840          | ✓           | ✓         |                         |      |                |     |         |
| 5       | 376          | ✓           | ✓         |                         |      |                |     |         |
| 6       | 147          | ✓           | ✓         |                         |      |                |     |         |
| 1       | 712          | ✓           | ✓         |                         |      |                |     |         |
| 2       | 929          | ✓           | ✓         |                         |      |                |     |         |
| 3       | 189          | ✓           | ✓         |                         |      |                |     |         |
| 4       | 370          | ✓           | ✓         |                         |      |                |     |         |
| 5       | 673          | ✓           | ✓         |                         |      |                |     |         |
| 6       | 717          | ✓           | ✓         |                         |      |                |     |         |
| Space   | 907          | ✓           | ✓         |                         |      |                |     |         |

Wicketts 914  
 Smith 951  
 Wheeler 363  
 Amos 937  
 Bates 9711  
 Demuth 712  
 Huff 135  
 North 189  
 Tripp 929  
 Blomgren 961  
 Connors 189  
 Steinberg 370  
 Burtamp 370  
 Hayler 117  
 Roundstone 673  
 Elliott 147  
 Penhale 376  
 Odenstein 907

