

IRIS Public Record

Key Information

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Abstract CONTAINS TARGET DATA AND INTERROGATION REPORT.

Descriptive
Notes:

Title MISSION REPORTS

Added
Entries

Author:

Subject:

Major Command:

Administrative Markings

No Administrative Markings Listed

Security Review Information:

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

RECEIVED
By authority
GO, Sta. 170
7 July 1944.
Init. _____

AFD 140, U. S. Army.
7 July 1944.

SUBJECT: Transmittal of A-3 Bombing Information Reports.

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

Transmitted herewith are the A-3 Bombing Information Reports on Operational mission 6 July 1944.

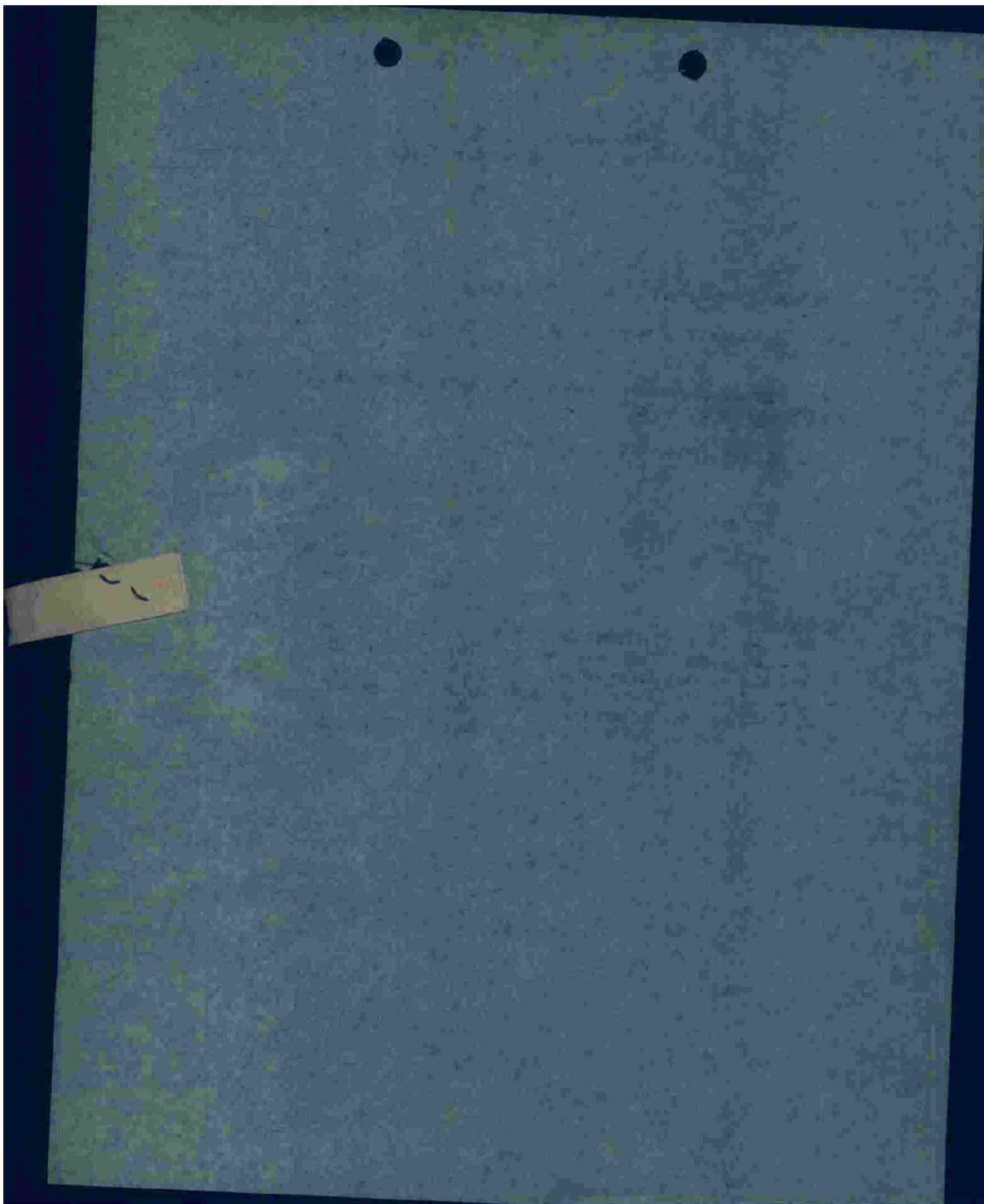
For the Commanding Officer:

GEORGE SCHENKELN,
Captain, Air Corps,
Adjutant.

6 Incls:

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

JUL 6 5 1944



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. A10BOX 1, Flight 1 GROUP A16 DATE 6 July 1944 TARGET ATTACKED Spencer Railway Embankment

1. Method of Sighting:

Pre-set with corrections

2. Bombing approach:

250° I.F.3. Was mercury erection system used? YES _____ NO x4. Did entire (~~group~~) (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. After turn from I.F. sighted railroad embankment. Mistook it for target and bombed.5. Name of lead Bombardier: Lt. R.J. Bennett6. Name of lead Pilot: Lt. L.A. Marshall7. Intervalometer setting: None8. Indicated Air Speed: 290 Ground Speed: 260 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 1/10 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: Error in target identification. 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?

None

(e) State any difficulties on bombing run:

Did not stick to briefed course from I.F. 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 xResults claimed: EXCEL _____ GOOD _____ FAIR _____ POOR _____ GROSS x

S E C R E T

Formation consisted of 2 boxes, 13 ships each box, bombing in flights of 5. Time of take off was 0709. Time over target 0907. Target - Spanish Rai Iuy Kabanbant. A total of 143 bombs were dropped with the following results: Box 1, Flight 1, Grossy box 1, Flight 2, Grossy box 1 Flight 3, No try box 2, Flight 1, Fairy box 2, Flight 2, Four 3 box 2 flight 3, Four. Visibility was 12 miles with 2/10 scattered clouds. Anti-aircraft fire was moderate accurate NW, 3 ships receiving category A0 damage and 5 ships receiving category A 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, 13 ships each box. Flights split at I.P.
4. Flights took individual evasive action.
5. No check points used. 3 flights bombed wrong target.
6. Flights 1 and 2 attacked wrong target
7. Gross, Gross, Fair, Fair, Four, Four.
8. None.

SECRET

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 410BCX 2, Flight 2 GROUP A16 DATE 6 July 1944 TARGET ATTACKED Spokane Railway Substation

1. Method of Sighting:

Pre-ord with corrections

2. Bombing approach:

3. Was mercury erection system used? YES _____ NO X4. Did entire ~~(bomb)~~ (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-ord with corrections. Left formation before I.F. and became lost in target area. Located a railway caboose at. Mistook it for briefed target and bombed it. It was not the car root target.5. Name of lead Bombardier: Lt. R.S. Joubert6. Name of lead Pilot: Lt. R.S. Duffinell7. Intervalometer setting: None8. Indicated Air Speed: 300 Ground Speed: 250 Altitude: 12,3009. Length of bomb run: 20 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/20 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:Lost way after I.F. 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?

None

(e) State any difficulties on bombing run:

Did not stick to briefed break-away point and course from I.F. to target

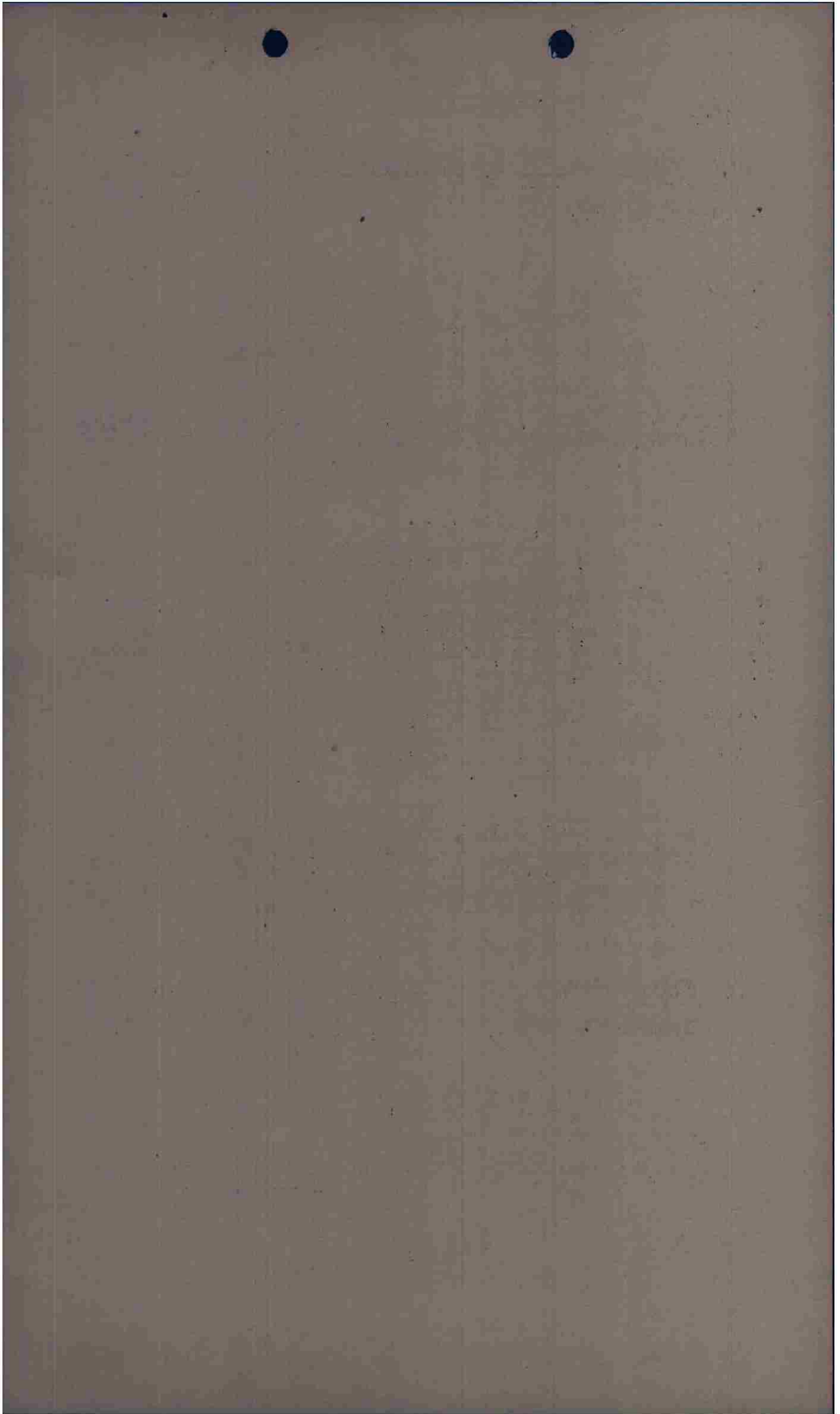
(f) Malfunctions, personnel errors or other factors affecting bombing:

Bombed wrong target.

(g) Bombing results as reported by crews:

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

SECRET



SECRET

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. A10BOX 1, Flight 1 GROUP A16 DATE 6 July 1944 TARGET ATTACKED Warren Railway Substation

1. Method of Sighting: Pre-set with corrections
2. Bombing approach: 350°
3. Was mercury erection system used? YES _____ NO X
4. Did entire ~~(bomb)~~ (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 our corrections. Recognized target late and took very short run. Was not completely synchronized at release.

5. Name of lead Bombardier: Lt. V. Fourn
6. Name of lead Pilot: Lt. J.E. Osborne
7. Intervalometer setting: None
8. Indicated Air Speed: 300 Ground Speed: 264 Altitude: 11,500
9. Length of bomb run: 30 Sec:
10. Bomb Load and Fusing per A/C: 1 x 500 lb. FUSED 1/10 N 1/10 T
11. Total Bombs Dropped: 24

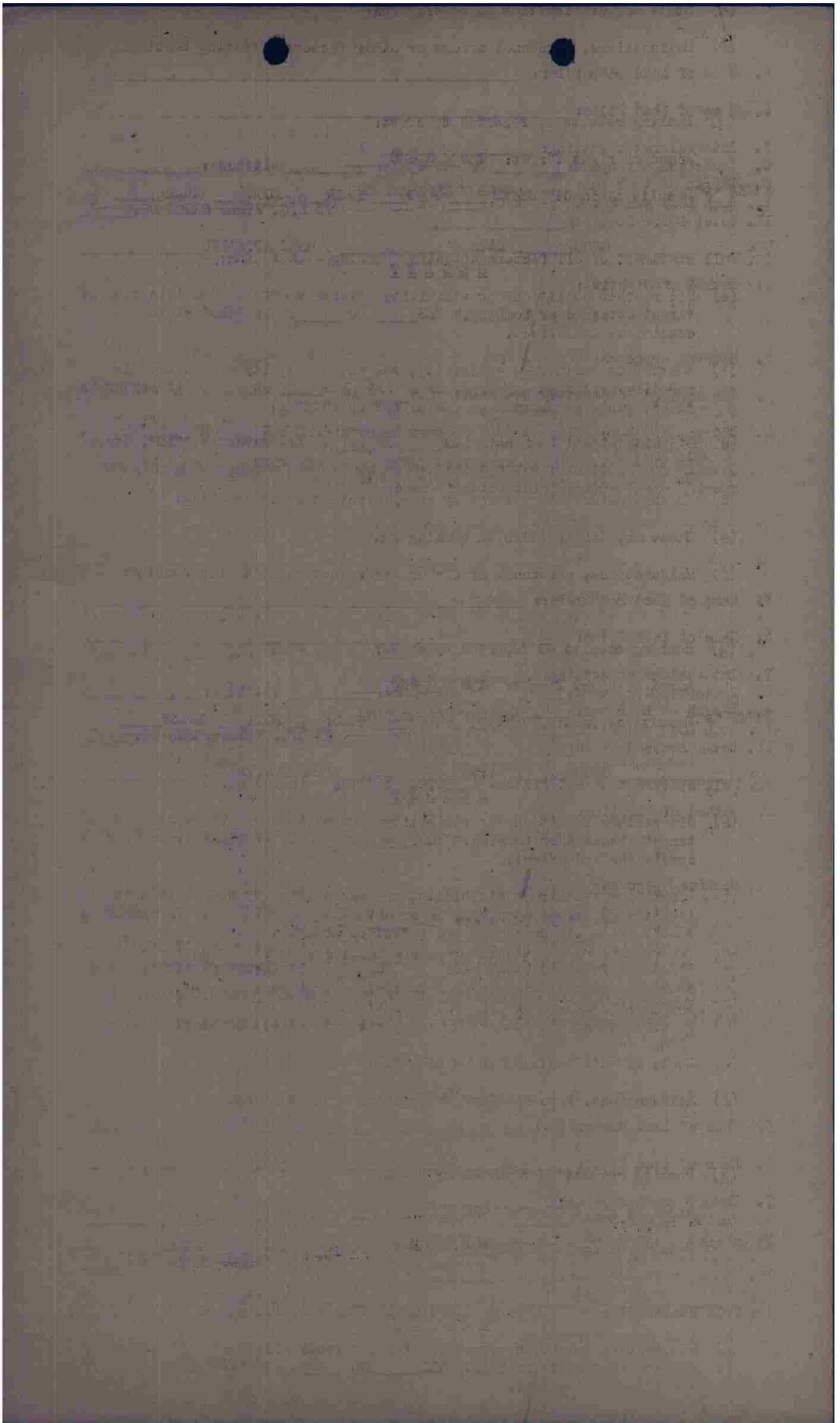
12. Full statement of all factors affecting bombing - including: -

- (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 very hard to see. Was late in recognizing it. Took short run.
- (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: Too short a 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 X POOR _____ GROSS _____

SECRET



SECRET

File

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 410BOX 2, Flight 1 GROUP 416 DATE 6 July 1944 TARGET ATTACKED Bozoum Railway Substation

1. Method of Sighting:
Pro-set with corrections
2. Bombing approach:
90° H.L.
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:

Pro-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: 1st Lt. G. Reynolds
6. Name of lead Pilot: 1st Lt. D.L. Billette
7. Intervalometer setting: None
8. Indicated Air Speed: 300 Ground Speed: 264 Altitude: 11,500
9. Length of bomb run: 60 Sec:
10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/40 T
11. Total Bombs Dropped: 24

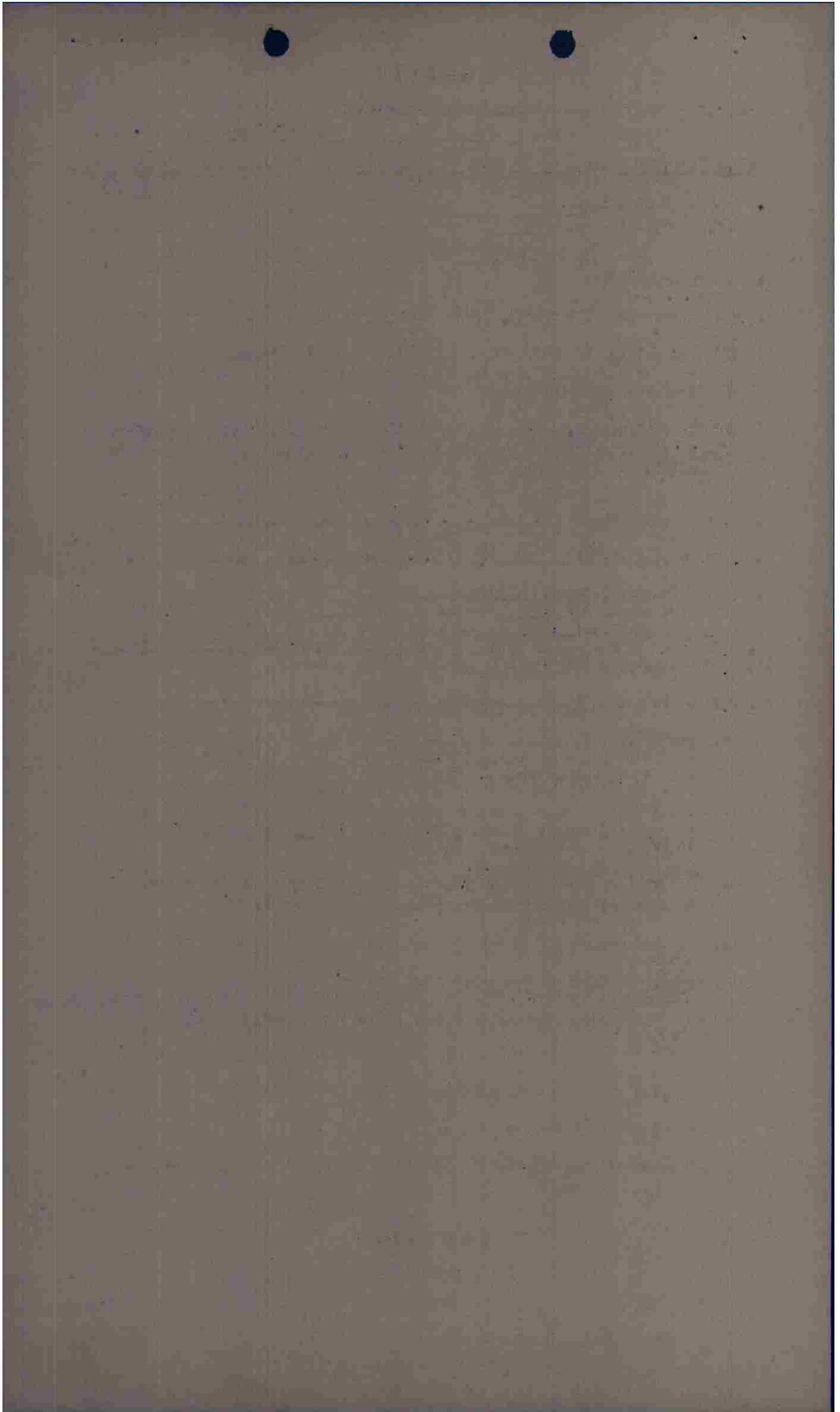
12. Full statement of all factors affecting bombing - including: -

- (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:
Could not see briefed A.P.
- (c) Did Flak affect bombing? YES NO . If answer is "YES", state to what extent did flak affect bombing or bomb run:
- (d) To what extent did attacks by enemy aircraft affect bombing?
None
- (e) State any difficulties on bombing run:
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 NO

Results claimed: EXCEL GOOD FAIR POOR GROSS

SECRET



SECRET

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 410BOX 2, Flight 2 GROUP A16 DATE 6 July 1944 TARGET ATTACKED Berlin Railway Substation

1. Method of Sighting:

Pre-put 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:

Pre-put with corrections. Could not find briefed A.P. Bombed in area of A.P. on 6th flight to bomb and was restricted from corrections because of proximity of flight #6.5. Name of lead Bombardier: Lt. J. Kupits6. Name of lead Pilot: Capt. H.J. Huff7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 260 Altitude: 11,7009. Length of bomb run: 30 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 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:
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?

(e) State any difficulties on bombing run:

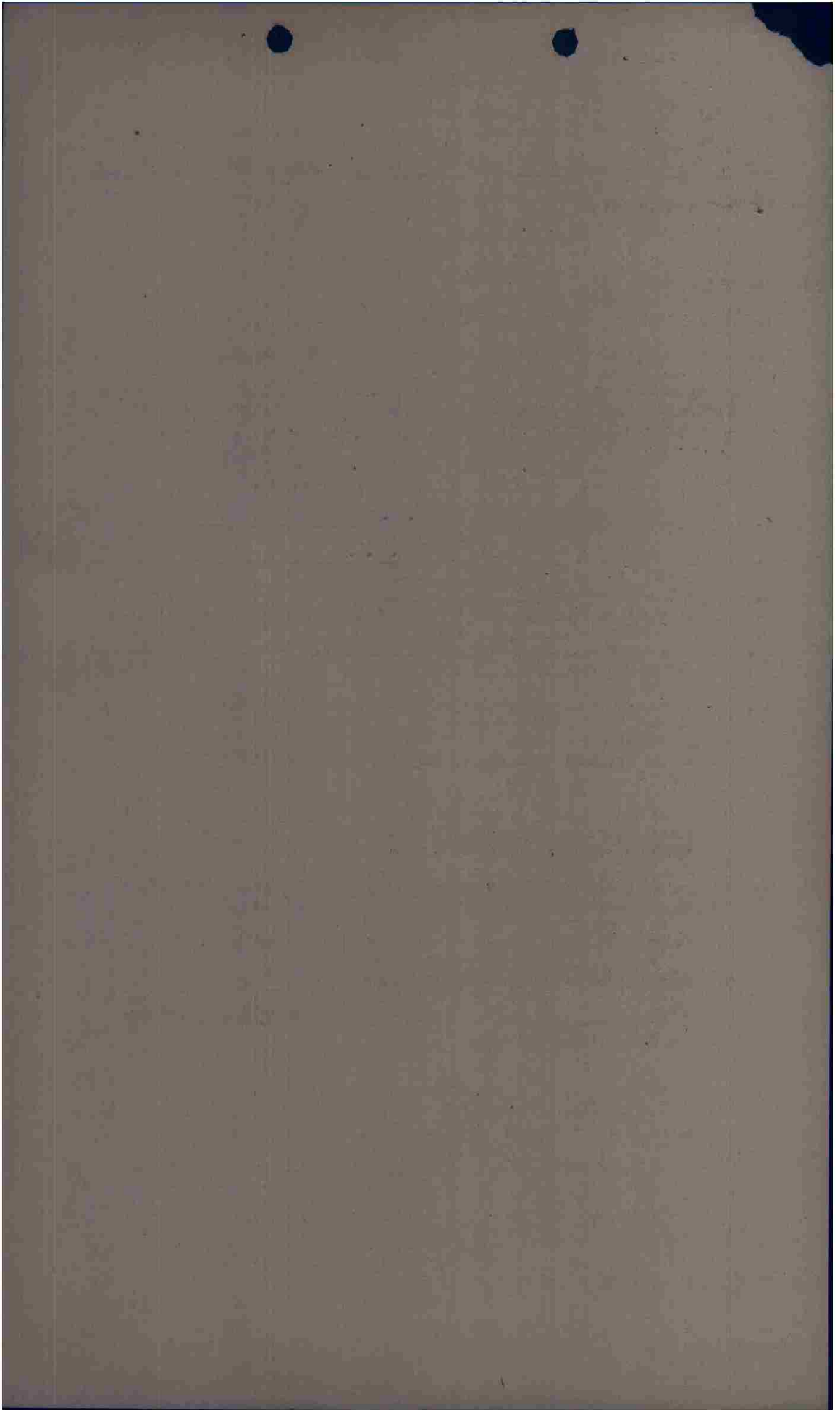
6th flight was too close to allow 5th flight to make necessary corrections.

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

(g) Bombing results as reported by crews:

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

SECRET



SECRET

File

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 419BOX 2, Flight 3 GROUP 416 DATE 6 July 1944 TARGET ATTACKED Eastern Railway Substation

1. Method of Sighting:

Pre-set with corrections

2. Bombing approach:

39003. Was mercury erection system used? YES _____ NO 4. Did entire (box) (flight) drop on lead bombardier? YES NO _____

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

Pre-set with corrections. Lost for a short time after I.F. Found position and headed for target area. Very close to 5th flight.

5. Name of lead Bombardier: 1st. E.L. Smith6. Name of lead Pilot: 1st. E.E. Dellen7. Intervalometer setting: None8. Indicated Air Speed: 300 Ground Speed: 260 Altitude: 11,3009. Length of bomb run: 30 Sec:10. Bomb Load and Fusing per A/C: 1 x 500 lb. FUSED 1/10 N 1/10 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 . 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 area very hard to locate.

(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:

Target hard to see. Picked it up late. Short run.

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

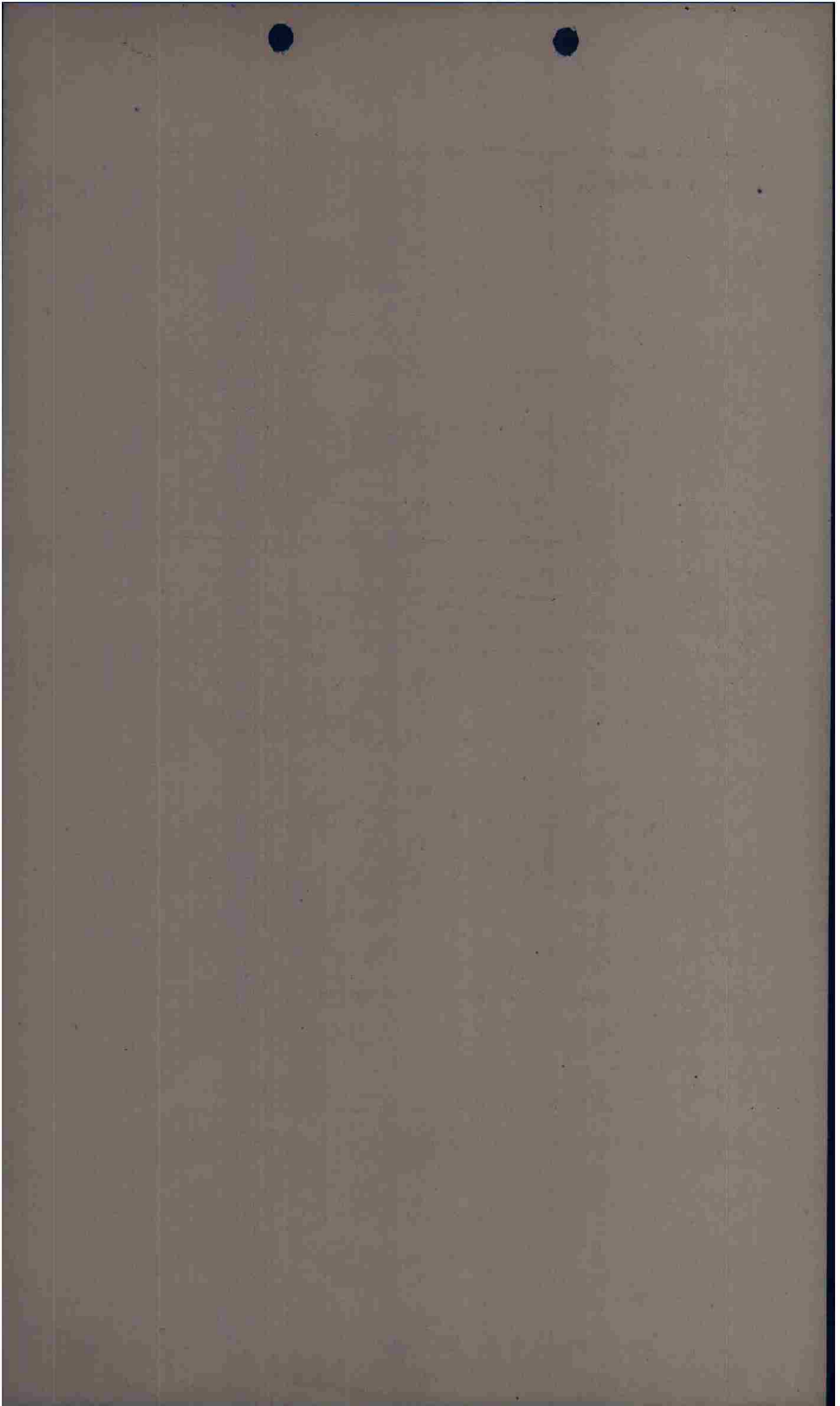
None

(g) Bombing results as reported by crews:

Aimed at right Target: YES NO _____

Results claimed: EXCEL _____ GOOD _____ FAIR _____ POOR GROSS _____

SECRET



MISSION NO. 91

LOADING LIST
BOX I
FLIGHT I

6 JULY 1944

1. 645 R
LT L A MARZOLF ✓
LT R J BASNETT ✓
S/S H E WELLIN
S/S L G KUTZER

4. 393 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 CZECH
S/S K L JOHNSON

5. 219 D
LT H D ANDREWS, JR. ✓
S/S G M 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 C
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. ~~750~~ 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 EUTSLER
SGT C L SHAW

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

6. 892 L
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 DOWNING ✓
S/S E S DICKENSON
S/S K E HORNBECK

2. 975 ~~W-1~~ *Returned early*
LT L E HILL *Collect. Double*
S/S R W MACDONALD *no Lantier*
S/S E SHELTON

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

3. 745 I
LT R D LESHER
SGT R E WRIGHT
SGT S G NOVAK

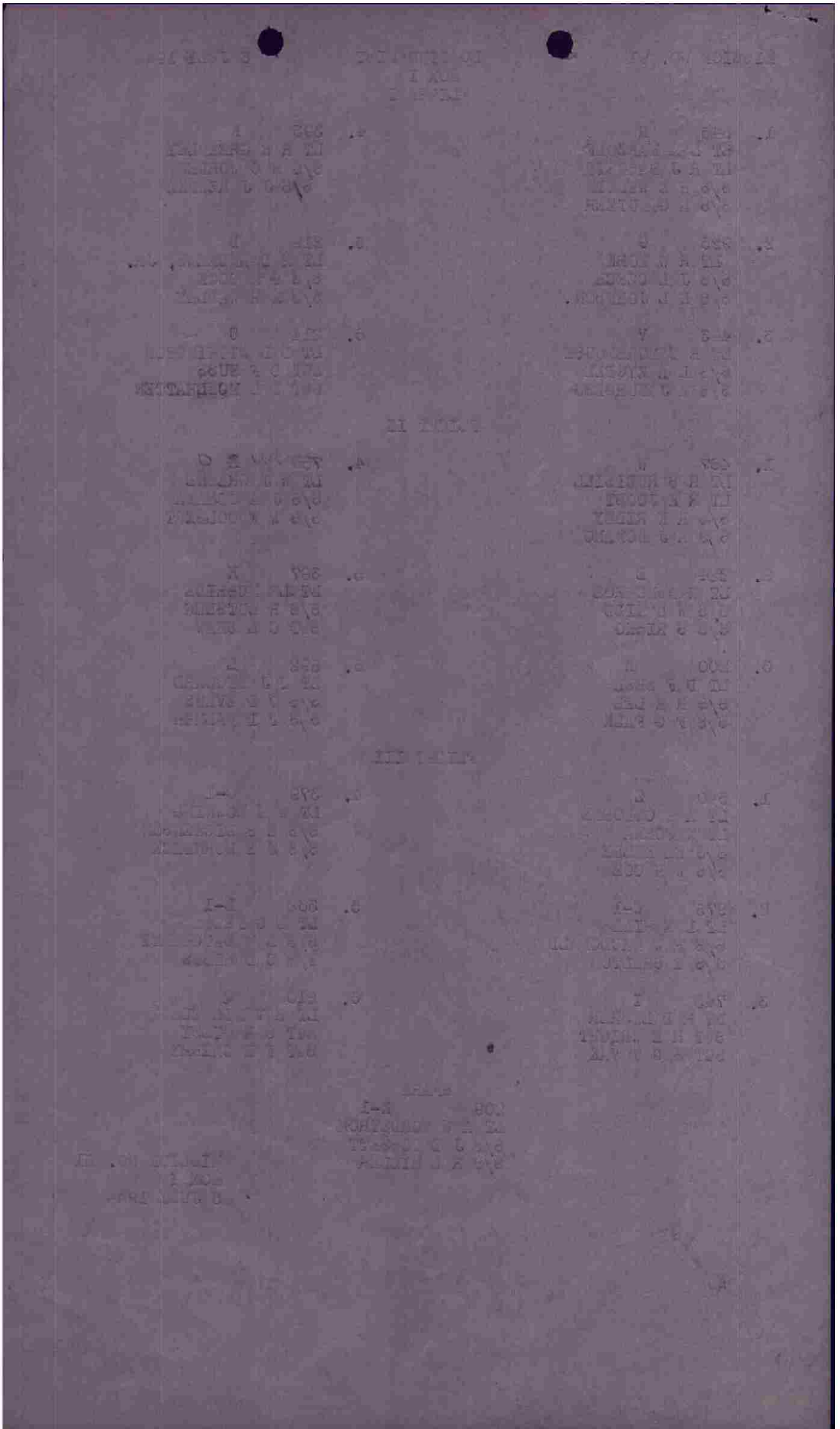
6. 210 Q
LT R V MIRACLE ✓
SGT S H GIESY
SGT F E CHERRY

SPARE

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

MISSION NO. 91
BOX I
6 JULY 1944

No Wing Bombs.



MISSION NO. 91

LOADING LIST
BOX II
FLIGHT I

6 JULY 1944

- | | |
|---|--|
| <p>1. 914 X
MAJOR D L WILLETTS ✓
LT P G ROYALTY ✓
T/S F H LARRONDE ✓
S/S H A LEMPKA ✓</p> <p>2. 221 F ✓
LT M ZUBON ✓
S/S W C RUSSELL ✓
T/S J R L TANNER ✓</p> <p>3. 951 P ✓
LT R H SMITH ✓
S/S R J MAHONEY ✓
S/S A A STOCKHAM ✓</p> | <p>4. 363 L ✓
LT R V WHEELER ✓
S/S J S BROWER ✓
S/S H J WILDS ✓</p> <p>5. 9711 M ✓
LT C L ESTES ✓
S/S C R ORVOLD ✓
SGT A E DIMARTINO ✓</p> <p>6. 937 B ✓
LT W H AMES ✓
SGT H S FESSLER ✓
SGT R J BROWN ✓</p> |
|---|--|

FLIGHT II

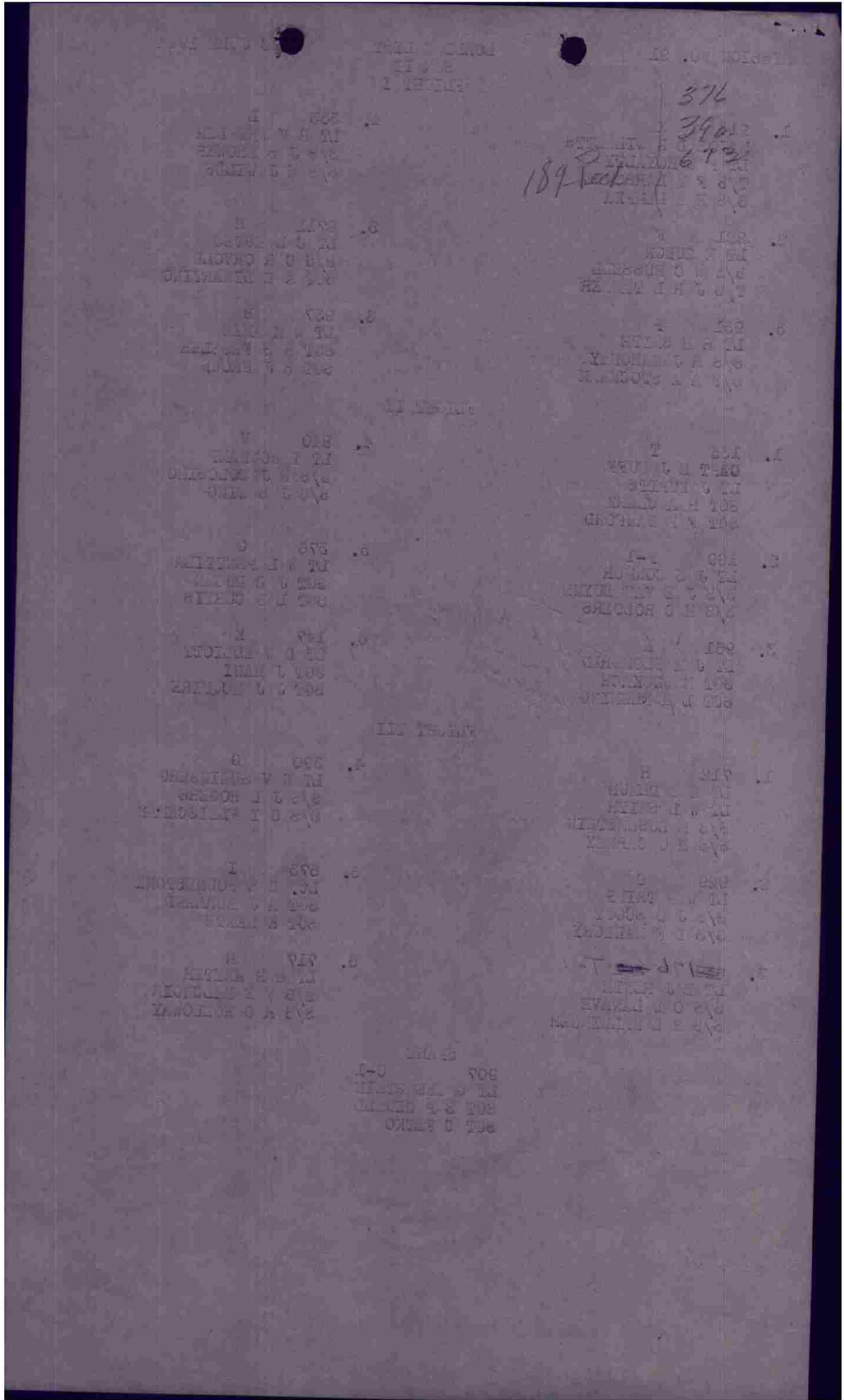
- | | |
|--|---|
| <p>1. 135 T ✓
CAPT M J HUFF ✓
LT J KUPITS ✓
SGT R A CLARK ✓
SGT F P BASFORD ✓</p> <p>2. 189 P-1 ✓
LT J S CONNOR ✓
S/S J E VAN DUYN ✓
S/S H C RODGERS ✓</p> <p>3. 961 E ✓
LT J E BLOMGREN ✓
SGT M BOOKACH ✓
SGT L R FLEMING ✓</p> | <p>4. 840 V ✓
LT T BOUKAMP ✓
S/S R J COLOSIMO ✓
S/S J S WING ✓</p> <p>5. 376 O ✓
LT W L PENTTILA ✓
SGT J D DUGAN ✓
SGT L B CURTIS ✓</p> <p>6. 147 K ✓
LT D W ELLIOTT ✓
SGT J MANI ✓
SGT J J MCQUIRE ✓</p> |
|--|---|
- Failed to become airborne } Magneto*

FLIGHT III

- | | |
|--|---|
| <p>1. 712 H ✓
LT E E DEMUN ✓
LT W L SMITH ✓
S/S M ROSENSTEIN ✓
S/S H O CARNEY ✓</p> <p>2. 929 C ✓
LT W F TRIPP ✓
S/S J O SCOTT ✓
S/S D F MALLORY ✓</p> <p>3. 917 76 T-1 ✓
LT E J RENTH ✓
S/S O D LANAVE ✓
S/S R L BALLINGER ✓</p> | <p>4. 390 G ✓
LT N V SHAINBERG ✓
S/S J L ROGERS ✓
S/S G I FLEISCHMAN ✓</p> <p>5. 673 I ✓
Lt. L E POUNDSTONE ✓
SGT A J BURLAND ✓
SGT K HEATH ✓</p> <p>6. 717 N ✓
LT E R HAYTER ✓
S/S F E MELCHOIR ✓
S/S R G HOLLOWAY ✓</p> |
|--|---|

SPARE

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



376

39012

6792
189

307
0-1
IN 6 JAN 1951
801 2 P 1951
801 3 P 1951

OPERATIONAL PRIORITY

FROM: 416TH BOMB GROUP (L)

TO : IX BOMBER COMMAND TO: 97TH COMBAT WING

416BG Y_____E CONFIDENTIAL IN THE CLEAR

"J" FORM OPERATIONAL CLEARANCE F-3 6 JULY 1944

PREPARED BY LT. MAX A PAPE

A.

B. 0800

C. DUNGNESS

D. BOX I R/T YAMTREE ONE

671 . . . 6 . . . R G V K D C

670 . . . 6 . . . W E A M H L

668 . . . 6 . . . Z ~~Q~~ I G-1 L-1 Q *W-1*

670 . . . 1 . . . SPARE . . . K-1

GROUP LEADER . . . 671 . . . R

DEPUTY . . . 671 . . . G

BOX II R/T YAMTREE TWO

671 . . . 6 . . . X ~~S~~ P L M B F669 . . . 11 . . . T P-1 E V O K H ~~Q~~ C G I N

668 . . . 1 . . . K-1

668 . . . 1 . . . SPARE . . . O-1

SECOND BOX LEADER . . . 671 . . . X

DEPUTY . . . 671 . . . H

E. 12000

F. ST VALERY

G. 0821

H. 67

J. 49 DEGREES 17 MINUTES NORTH 00 DEGREES 04 MINUTES WEST

K. WORTHING

L. 0952

M. 1. E.T.D. . . . 0729 . . . E.T.A. . . . 1021 .T.O. 0709

2. 4 x 500 GP

3. 4 HOURS

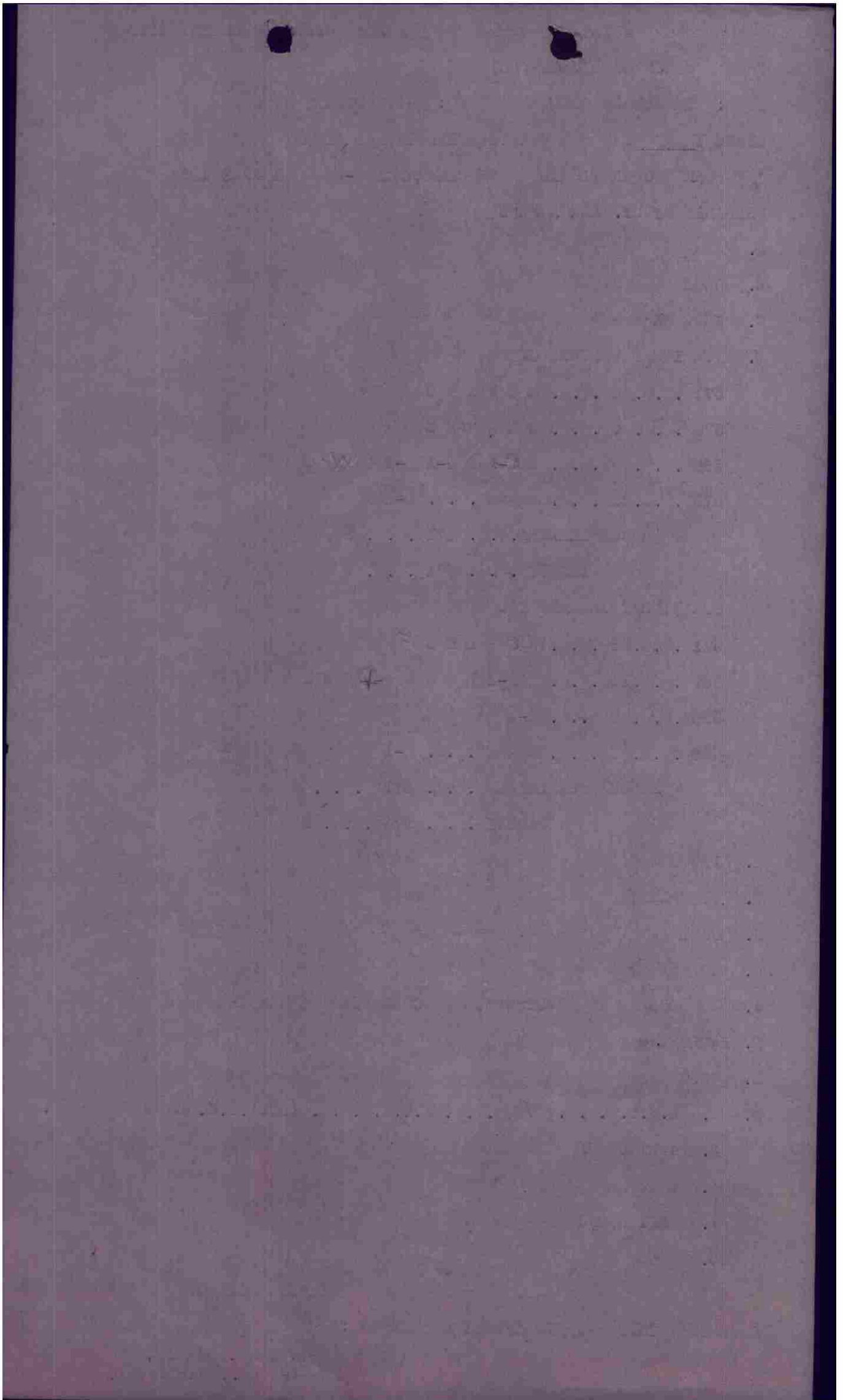
4. 4801 E/B/14

5. NONE

MACE COBOMGR 416

I CERTIFY THAT THIS IS OFFICIAL BUSINESS:

JOHN M. BONURA,
1st Lt., Air Corps,



CONFIDENTIAL

HEADQUARTERS
41ST 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 6 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 4 miles
at Thames. 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 2/10 to 3/10 small
cumulus over England. Base 3,000 feet, tops
4,000 to 5,000 feet.

BASE ON RETURN: 4/10 cumulus at 5,000 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. Gasele
WALTER D. GASELE
1st Lt., Air Corps,
Staff Weather Officer.

1 Incl.
2 Route Forecast Forms.

CONFIDENTIAL

WEATHERS FIELD
 418TH BOMB GP (A)
 TAKEOFF - 0910
 RETURN - 1050
 CONFIDENTIAL
 OPERATIONAL ROUTE FORECAST
 DATE 6 JULY 1944
 PERIOD 0700 - 1100
 HQ SOS USAFP 9-43/90M/15827

	A BASE TO TARGET	B TARGET	C TARGET TO BASE	D
WEATHER	1 PARTLY CLOUDY	PARTLY CLOUDY	PARTLY CLOUDY	
CLOUDS	2 5-7/10 HIGH STRATO CUMULUS BASE 6,000 - 7,000 FT TOPS 8,000 FT WITH PATCHY MIL 1/2 STRATO CUMULUS BASE 9,000 TO 5,000 FT TOPS MIXED TO 5,000 FT. 4/10-5/10 CIRROS ABOVE 20,000 FT NIL LOW OVER THE CHANNEL HIGH STRATO CUMULUS OVER THE CONTINENT	4/10-5/10 HIGH STRATO CUMULUS BASE 7,500 - 8,500 FT TOPS 9,500 FT. 4/10-5/10 CIRROS ABOVE 20,000 FT	SAME AS ROUTE OUT EXCEPT CUMULUS OVER ENGLAND AT 5/10 TO 7/10	
ICING	3 NIL	NIL	NIL	
VISIBILITY	4 4-5 MILES AT BASE 1-3 MILES IN RANDOM AREA 6 MILES OVER CONTINENT	6 MILES PLUS	4-8 MILES	
HEIGHT SURFACE	SE 8-12			
5,000 FT	190			
10,000 FT	200			
15,000 FT	200			
20,000 FT	210			
FT	35			
FT				
BASE ALTIMETER SETTING	29.92	TARGET SURFACE TEMP	+14°C	TARGET MEAN TEMP
		TEMP AT 20,000 FT.	5°C	TARGET SURFACE (PRESSURE-ALT)
				1680

CONFIDENTIAL

AIRCRAFT REPORT

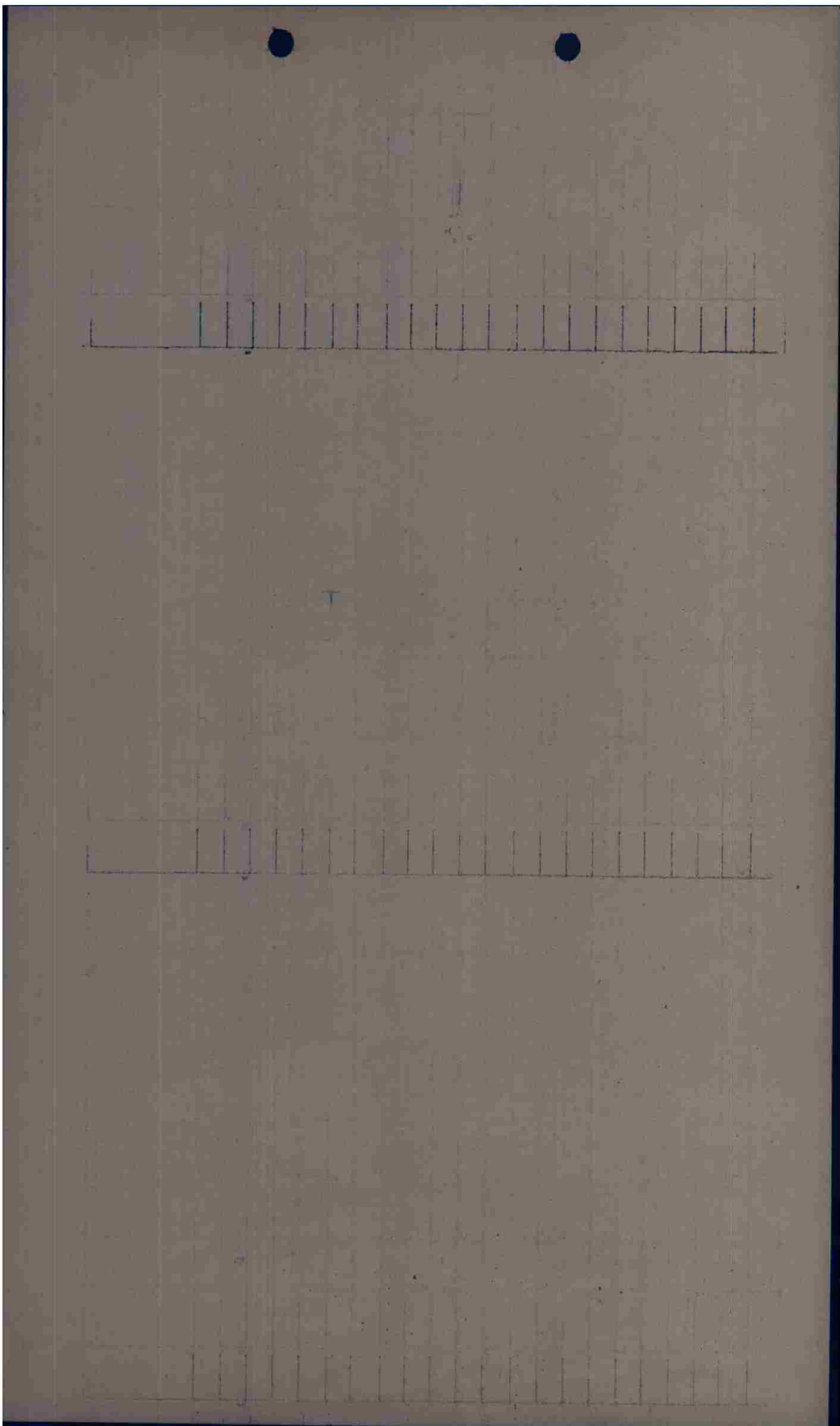
	BASE TO COAST	OVER CHANNEL OR SEA	OVER CONTINENT & TARGET
TIME			
POSITION			
ALTITUDE			
CLOUD BELOW AIRCRAFT	AMOUNTS AND TYPE		
	HEIGHT OF BASE AND TOP		
CLOUD ABOVE AIRCRAFT	AMOUNTS AND TYPE		
	HEIGHT OF BASE AND TOP		
VISIBILITY			
TEMPERATURE			
WINDS			
REMARKS: AS WEATHER ENCOUNTERED, FRONTAL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

S Q D N	A / C LTR	A / C NO.	PILOT	D I S T A N C E	TARGET	A T O	ENG. COAST OUT	ENEMY COAST IN	T O T	ENEMY COAST OUT	ENG. COAST IN	C A M E R A	F U L L A D	B O M B A D	E N D U R	L A N D I N G	R E M A R K S
A	R	645	Prangoff	653		0709	9000	12000	0904	10000	9000	HC	7x5	4x500	+	1038	
A	G	925	Sparks			0709	8800	0829	0904	0000W	0952	C				1039	
A	V	493	Sparks			0709										1038	
A	K	393	Lawrence			0710										1040	
A	D	219	Anderson			0710										1050	
A	C	214	Whittington			0710						HC				1055	
C	W	467	Rudnick			0710										1052	
C	E	224	Marion			0711										1052	
C	A	200	Heas			0711										1052	
C	M	211	Green			0711						C				1053	
C	H	387	McCurtain			0712										1052	
C	H	892	Stewart			0712										1055	
A	R	640	Johnson			0712										1051	
A	W-1	915	Stille			0712										0725	Return
A	I	745	Peckham			0713										1049	
A	G-1	379	Lawrence			0713										1045	
A	L-1	362	Boyle			0713										1101	
A	A	210	Minick			0713						C				1050	
C	K-1	209	Marston			0714										1050	Sparks

Part I

Mission No. 91

July 1954



S Q D N	A / C LTR	A / C NO.	PILOT	D I S T A N C E	TARGET	A T O	ENG. COAST OUT	ENEMY COAST IN	T O T	ENEMY COAST OUT	ENG. COAST IN	C A M E R A	F U L L O A D	B O M B O A D	E N D U R	L A N D I N G	R E M A R K S
D	X	914	W. Meeter			0715						140				1053	
D	F	221	Johnson			0715										1054	
D	P	951	Smith			0715										1101	
D	L	363	Wheeler			0715										1052	
D	M	9711	Cotter			0716										1057	
D	B	937	Ames			0716										1104	
B	T	135	Steff			0716										1105	
B	P1	189	Johnson			0717											
B	E	961	Stamper			0717										1033	
B	V	840	Stamper			0717										1106	
B	O	376	Smith			0717										1104	
B	K	147	Harvett			0718										1058	
B	H	712	Harvett			0718										1059	
B	C	929	Smith			0718										1059	
B	K1	118	Smith			0719										1100	
B	G	390	Stamper			0719										1102	
B	I	673	Stamper			0719										1102	
B	N	714	Stamper			0720										1105	Span
B	O-1	907	Stamper			0720											

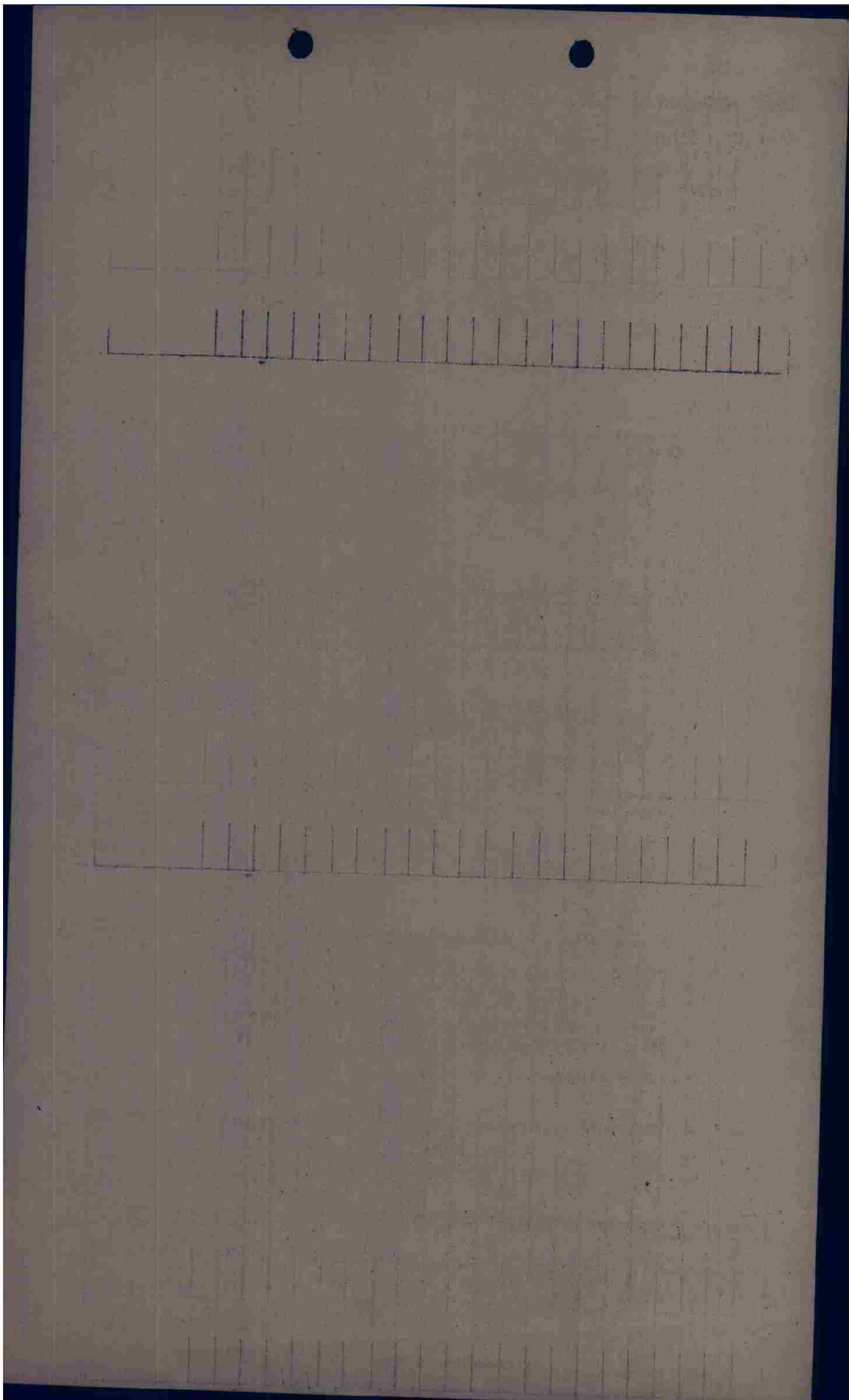
Part II

1000
1000
1000

Mission No. 91

6 July 1940

Start to finish duration 10:30



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 O 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: 06/0300B

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 DUNGNESS AT 9,000 FEET AT ZERO HOUR PLUS 40 MIN.

(4) BASE TO MANSTON TO DUNGNESS 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 TARGETS 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 DUNGNESS AT 9,000 FEET AT ZERO HOUR PLUS 30 MIN.

(4) BASE TO MANSTON TO DUNGNESS 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.

(8) M.P.I.

1ST M.P.I. ONE FLIGHT.- MAP G.S. G.S. 4250 SHEET 8G/2 GRID COORD. 818378

2ND M.P.I. ONE FLIGHT.- MAP G.S. G.S. 4250 SHEET 8G/2 GRID COORD. 805299

3RD M.P.I. ONE FLIGHT.- ILL. 4800/24 REF. 075042

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

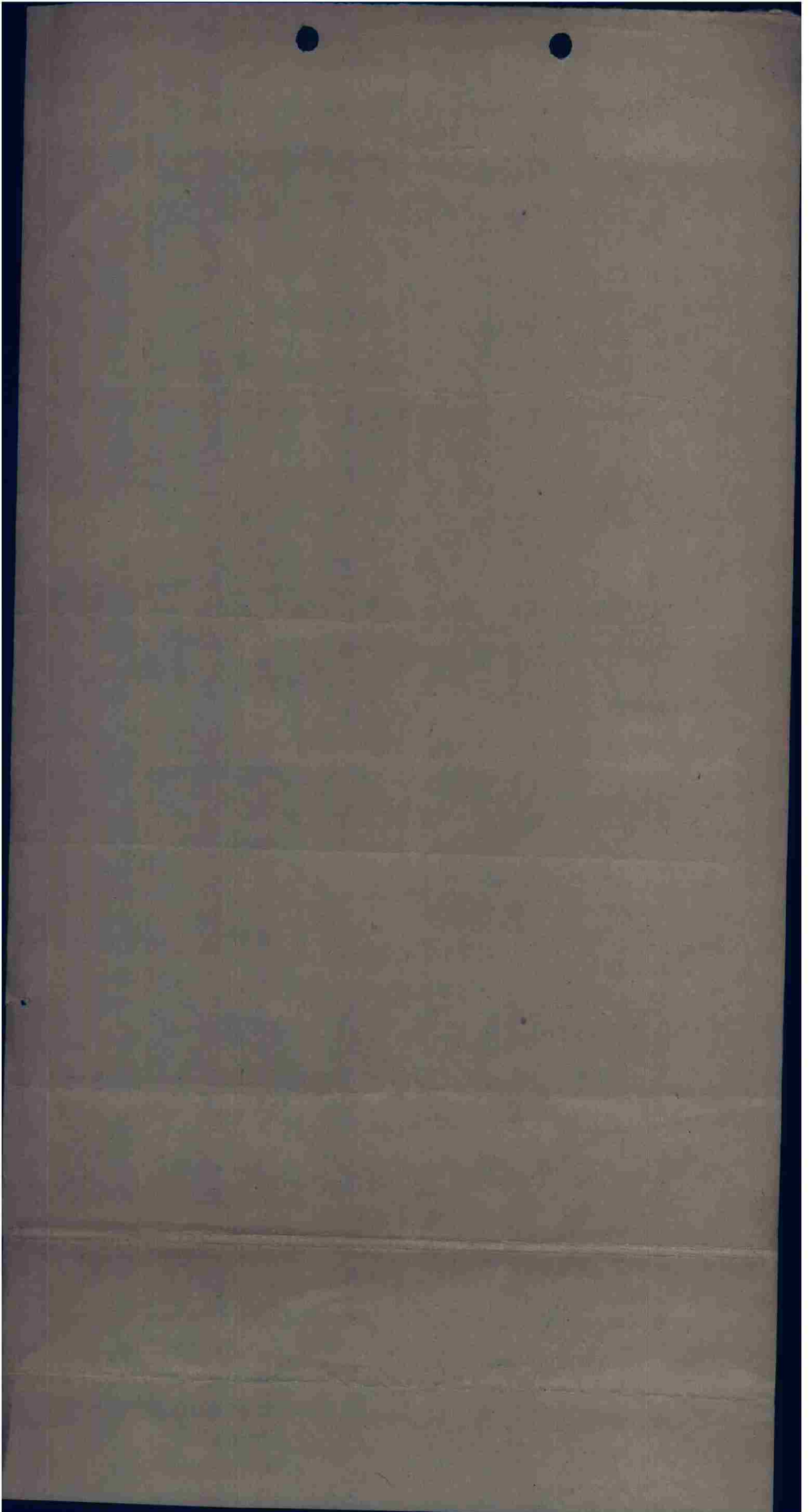
SECONDARY TARGET ILL. 4900/89 REF. 036017

(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) 4501E/D/1A
- (2) 2 BOXES OF 10 A/C BOMB BY FLIGHTS OF 5 A/C.
- (3) WITH FIGHTERS AT DUNGENESS AT 9,000 FEET AT ZERO HOUR.
- (4) BASE TO HANSTON TO DUNGENESS TO 49 DEG. 53 MIN. NORTH 00 DEG. 43 MIN. EAST TO 48 DEG. 40 MIN. NORTH 00 DEG. 41 MIN. EAST TO 46 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. 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. 4501E/38
 - ONE FLIGHT - REF. 049024
 - 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. 39 MIN. NORTH 01 DEG. 18 MIN. EAST.

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

4. NO CHANGE.

5. COMMUNICATIONS

A. 409TH BOMB GROUP

- (2) SCOLLOP
- (3) JAYMAN

B. 416TH BOMB GROUP

- (2) BROADLONG
- (3) TOWNER

C. 416TH BOMB GROUP

- (2) YANTREE
- (3) ANGELA

X. GENERAL INFORMATION

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

COCBTWIG 97

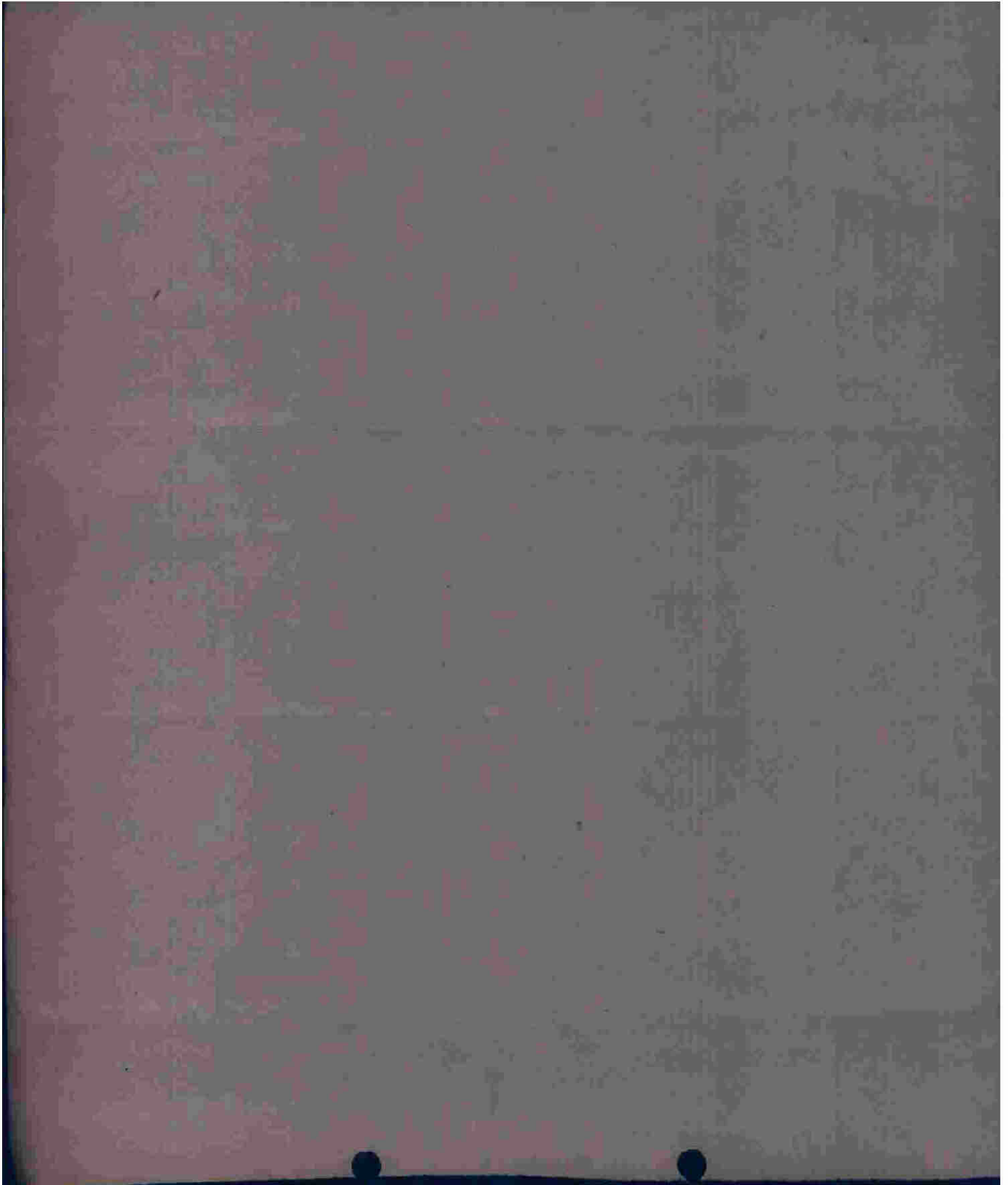
BT 06/0600B

LCE/TK AS

ALL ACTIONS HOLD FOR K WITH R

OILAI / OICCG R.....06/0703B
 OILAI / OIHAK R.....06/0703B
 OILAI / OIYAA R.....06/0703B

NZ AR NK
 JV AR
 CV AR



S-3

OICOG OILAI V YAA YAA 9/6 OP
 FROM 416TH BOMB GROUP (L) 06/1234B YKXX Y-85-D
 TO: HQ IX BOMBER COMMAND ATTN: A-2
 HQ 97TH COMBAT WING ATTN: A-2
 SECRET QXX BT

OPFLASH NO. 90 FOR 6 JULY 1944.

- A. (1) EPERNON RAILWAY EMBANKMENT
 (2) EPERNON RAILWAY EMBANKMENT
- B. (1) 416TH BG
 (2) /Z// 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) 0-0-0
 (3) MIXXX 0-1-0
- 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 HFF 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.
 XSMN SMALL BOAT, PERHAPS LIFE BOAT, AT 0952 HOURS FROM 6,000 FT.
 IN POSITION 50 DEGREES 26' N-00DEGREES 16'E.
 ABOVE PREVIOUSLY REPORTED AS HOT NEWS
 15-20 TRUCKS PARKED 3 MILES NORTH OF YVETOT SEEN AT 12,000 FT.
 AT POSTION
 POSSIBLE ROCKET SITE AT L 5128 SEEN AT 12,000 FT.
 SEEN AT 0857 AT 12,000 FT. R.R. SIDING WITH 75 CARS AT W4682
 AT XXXX 0836 BY 3/4 FULL OF CARS AT DERNAY
 LANDING STRIPS AT VEULETTE APPEARED TO BE MIXX MINED.
 BRIDGE AT L7012 NAEB HALF -ACROSS SEINE RIVER.
 25-30 TRUCK CONVOY JUST OFF LEFT OF FROMATION GOING W. AT
 EXIT POINT. 30R.R. CARS NEAR R.R. JUNCTON 5 MILES N.W. OF EUDEUF.
- 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 X 500 G. P. BOMB JETTISONED IN CHANNEL
- J. 11,000 FT. TO 12,000 EXXX 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
 WJF AR

OICOG R.....PYXQGRB H HAS ACO

IMI PLS

OICOG R.....06/1314B HAS AR

OK OK

OILAI R..... 06/1320B RL AR K

AIDBL BBBB

IMI ALL OF PART C K

- C. (1) 0709
 (2) 0907
 (3) 1106

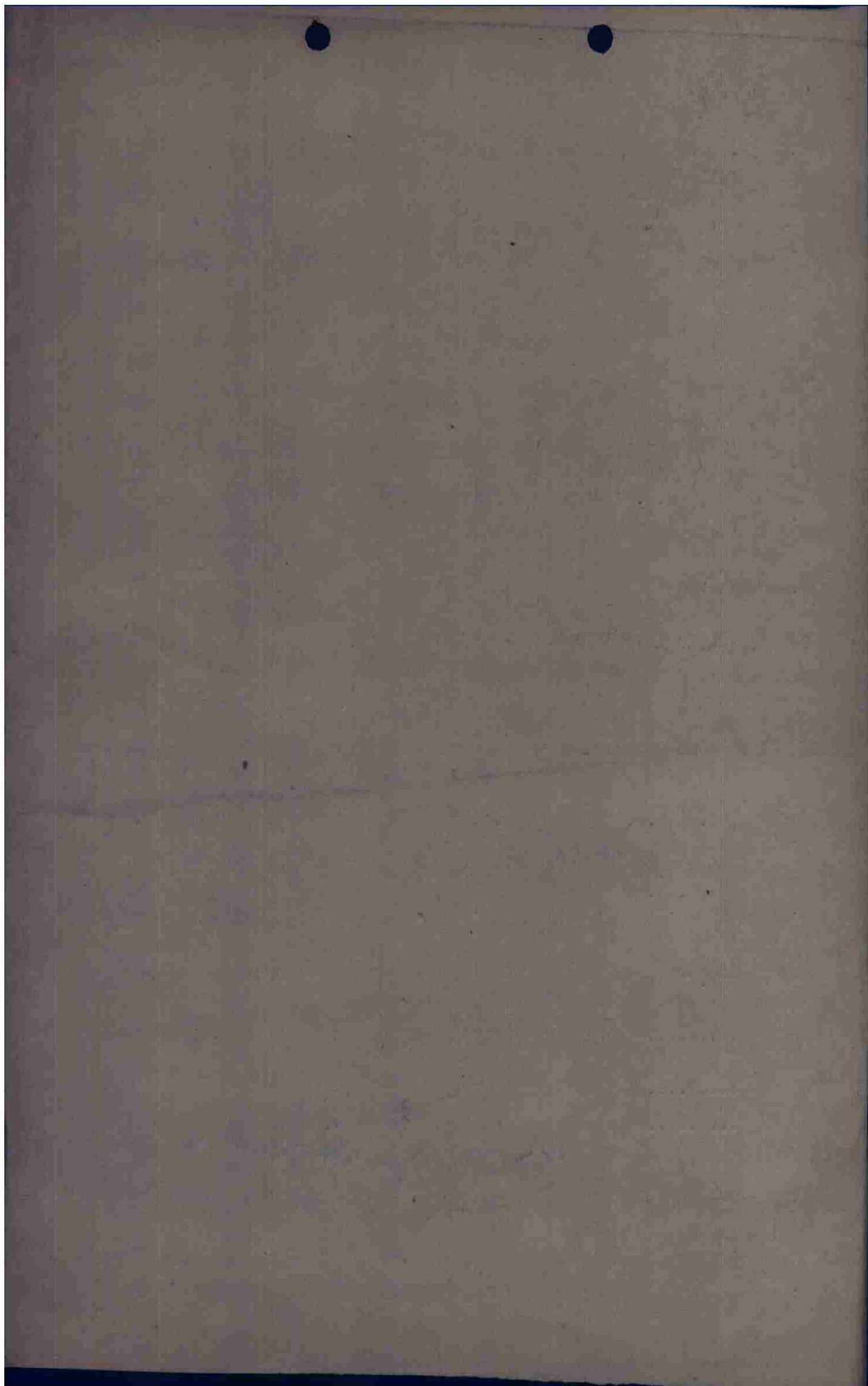
OK

IMI THE NES NEXT BELOW THAT

D. (1) SA/C CATEGORY "A", XXXX 3 A/C CATEGORY "AC"

OK OK OK

UNDER PAR C (3) IS 1106 AND NOT 11069 HK 1106 RITE T B F R



S-3
256

OIYAA V GILAI 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

EPERON 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.

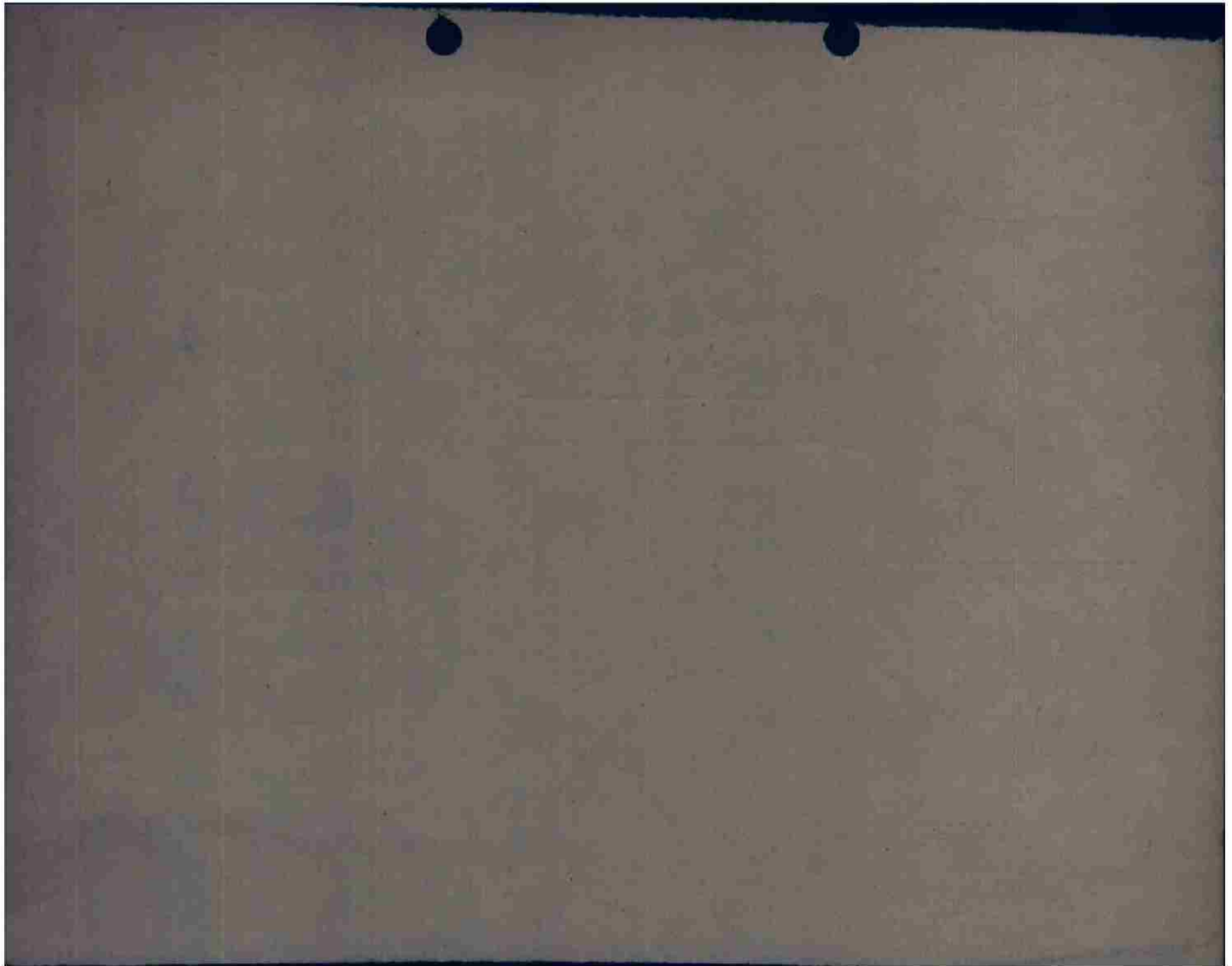
-- OBERNDORFER --

BT 07/1150B
LEG AR

OIYAA R07/1205B CW AR

OT

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5

OICOG OIHAK OIYAA OIGOF V OILAI (SIGNAL SERVICE) 'OP'

FROM 97TH VOMBAT BOMB WING 06/0750B
TO COMBOMCOM IX
409TH BMB GROUP.
416TH BOMB GROUP.
410TH BOMB GROUP.
OPERATIONAL PRIORITY BT

205

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

(3) ONE FLIGHT MAP GRID COORD. Z 353886

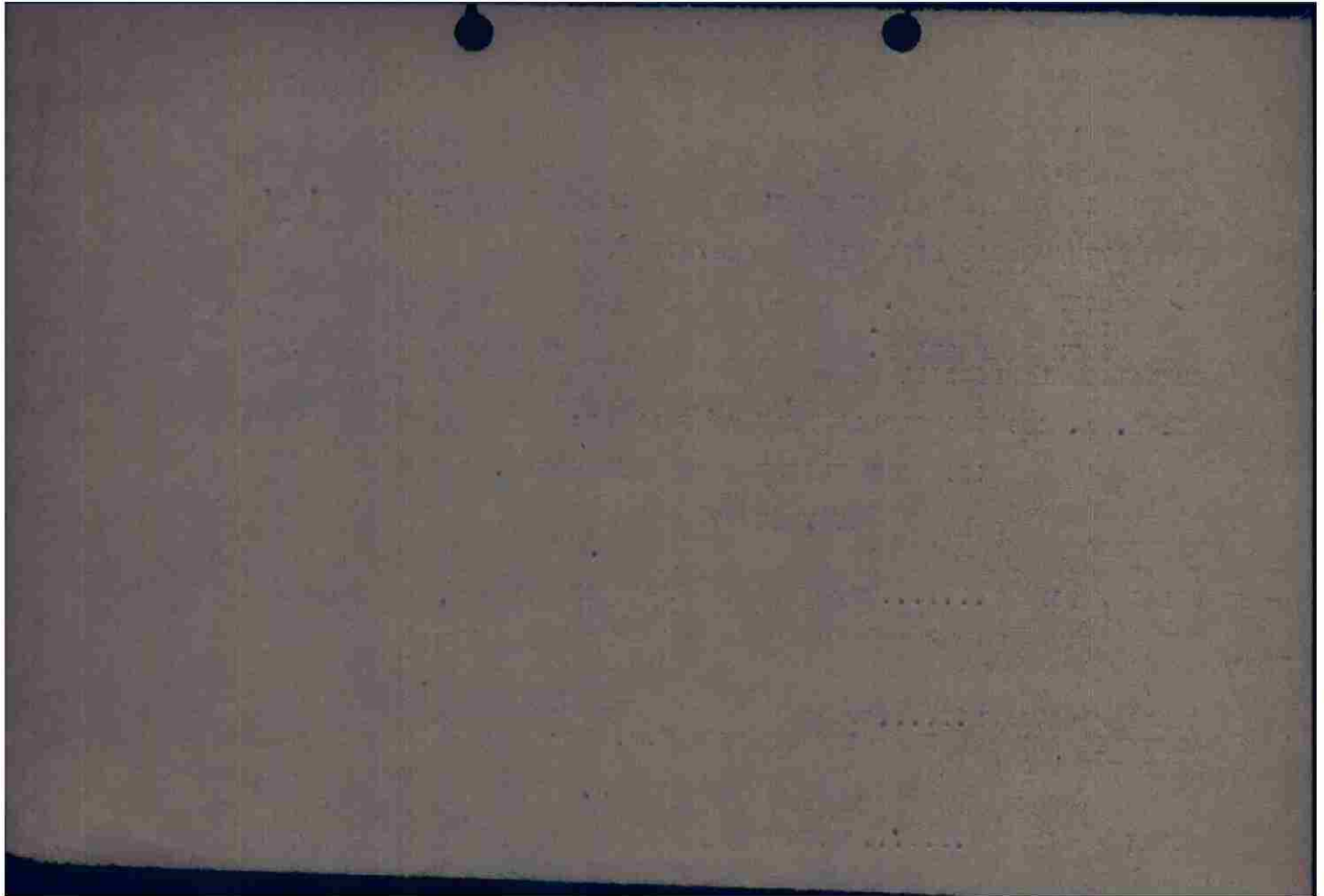
COVBTWIG 97

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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200

OIHAK OIGOF OIYAA V OILAI OP
FROM 97TH COMBAT BOMB WING 85/3245B
TO COBOMCP 409
COBOMCP 410
COBOMCP 416

OPERATIONAL PRIORITY
SECRET SENT IN CLEAR AUTH LT COL HC 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) YANTREE
 - (3) ANGELA

K. GENERAL INFORMATION
(10) VABT/VABT

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

ETS 86/

BTM OXEPWGTDC

BT 85/3245B

0

LVB-ACC

X AA - 06/0310B e.w.

OIHA C.....

BT HHO



CONFIDENTIAL

FROM: COBOMGR 416

TO : COCBTWIG 97TH ATT: SIG O

A - YS - 87

B - 6 JULY 1944

C - 36 A/C

D - 668 - G - INTERPHONE WEAK, REPAIRED AND CHECKED OKAY.
668 - V - VHF OUT, LOOSE CONNECTION, REPAIRED AND CHECKED OKAY.
669 - C - 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.

MAGE COBOMGR 416

OFFICIAL:

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

