IRIS Public Record

Key Information

Main: GROUP/0416/BOMBARDMENT (LIGHT)

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Document Type:

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Beginning Date: **1944/09/06**

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Media Roll #: **0000001712** First Frame: **1804** Last Frame: **1861** Linear Feet: **0**

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NUMPAGE **57**

Title Extensions:

Abstract

Descriptive Notes: CONTAINS FIELD ORDERS, OPERATIONAL REPORTS, LOADING LISTS, NAVIGATIONAL DATA WITH CHARTS, TACTICAL DATA WITH PHOTOGRAPHS, TECHNICAL DATA, INTERROGATION FORMS AND REPORT OF CASUALTIES. DOCUMENT AVAILABLE IN ELECTRONIC FORM VIA UNCLASSIFIED NETWORK.

Title Added Entries MISSION FOLDER NUMBER 138 (TARGET: BREST STRONG POINTS, FIELD ORDER NUMBER 204-532)

Author:

Subject:

Major Command:

Doc Link: https://hra3kiris2/g$/AAF/416 Bombardment GP Light/19440906/Mission Reports.pdf

Administrative Markings

No Administrative Markings Listed

Security Review Information:

GP-416-SU-OP-S
16 Sept 1944

00091948

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GP-416-SW-OPS
6 SEPT 1944

AF9
Ship 88-D
Item 1

P.R.C.

[redacted]

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2013

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DOD DIR 5200.9, 27 Sep 58

MICROFILMED

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UNITED STATES FORCES

OFFICIAL BUSINESS

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CONFIDENTIAL

CONFIDENTIAL

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5014

VS-416/607-6-SEPT-44-6 3/4 V - BREST - 75000

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5018 US-416608-6-SEPT-44-6 S/N - BREST - 9000

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5020 US-416/608-6-SEPT-44-6 3/8"/V - BREST - 9000 1

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5024 US-416/608-6-SEPT-44-6 3/8 V - BREST - 9000

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This Page Dec

US-416/195- G-SEPT-44-6 3/10- BREST- 8000

2 x 6

BOX II

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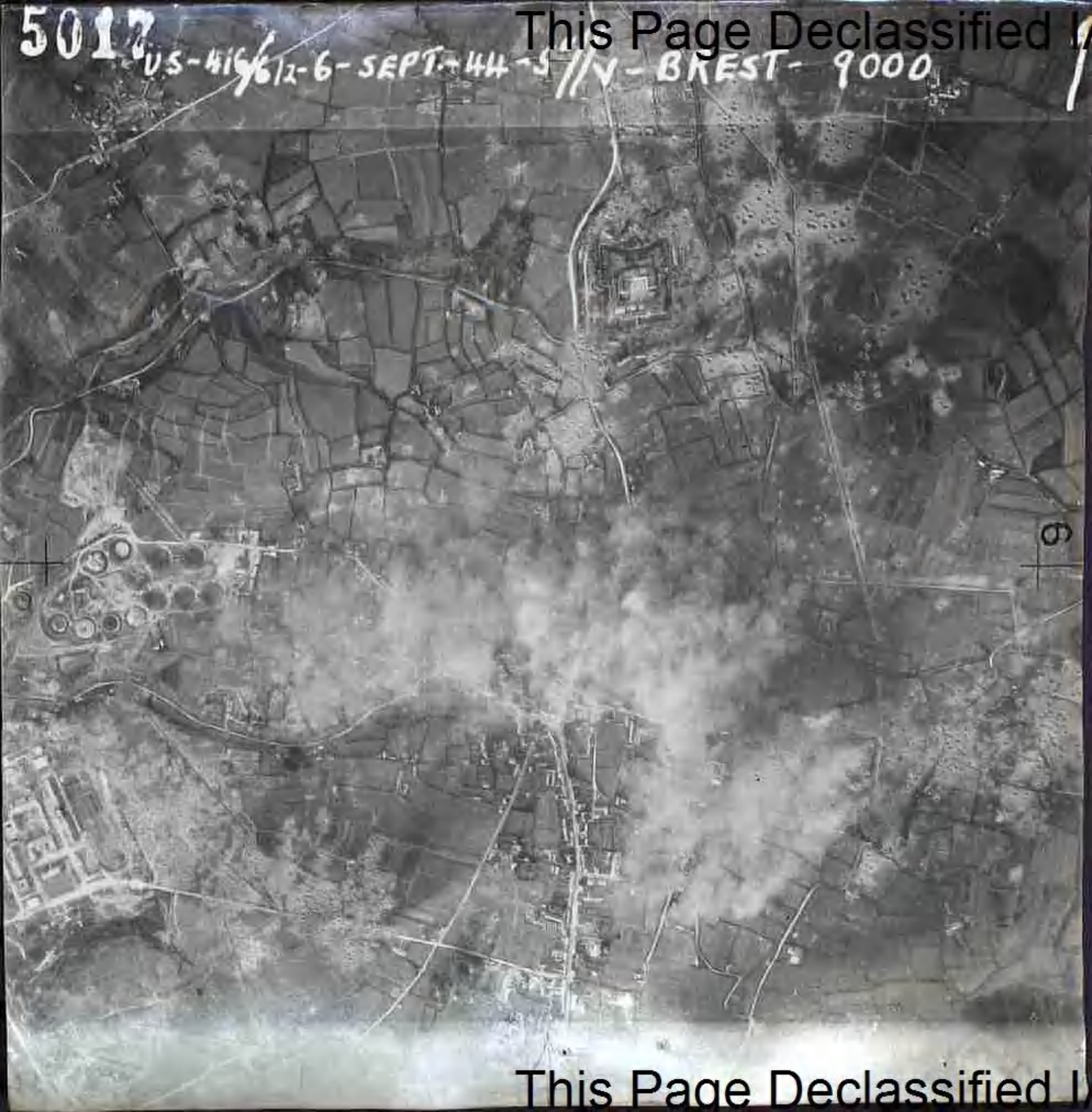
5017 US-416/6/12-6-SEPT-44-S//V-BREST- 9000



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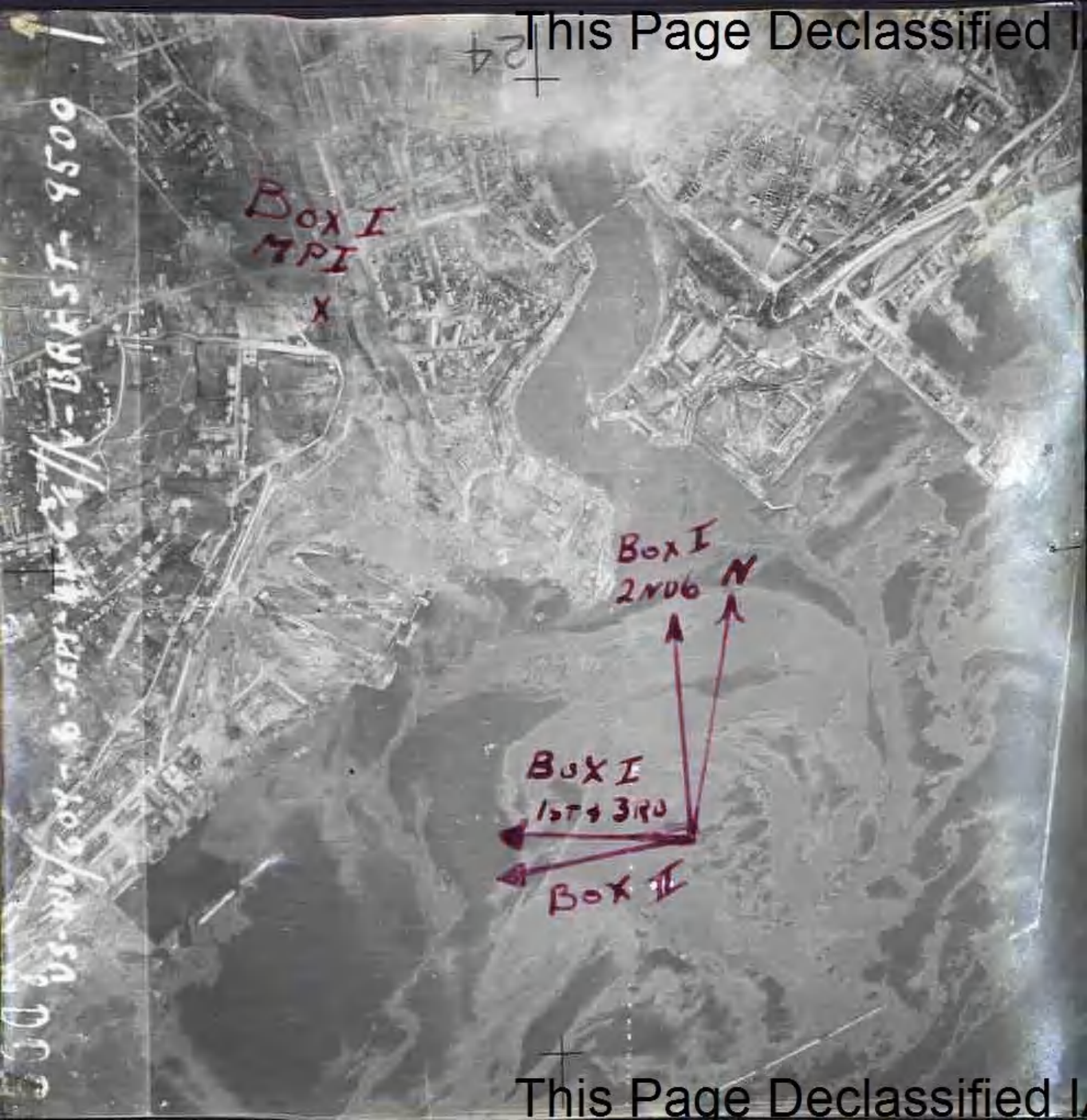

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5022 65-446/615-6-SEPT 44 5"/V-BREST-9500

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3024
US-146/615-6-SEPT 44 5"/V-BREST-9500

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A.T.S.F. 0-8 FORM NO. 1064-B "Tracer Strobe Sheet 1st and 2nd target bombed

	IX BO 97th	WING
	DATE 6 SEPTEMBER 1944	416TH GROUP
	1ST SORTIE WITH 6 FLIGHTS	BREST STRONG POINTS
	FIRST PHASE INTERPRETATION:	[illegible]

A. TARGET BRIEFED BREST STRONG POINTS PRIMARY

SECONDARY

M.P.I. BOX I Spot bomb confirmation (Ill. 4808W/80 Coord. 078041) CASUAL
BOX II Long building running north & south 225 ft. south of road.

A.P. Same as MPI.

B. TARGET ATTACKED BREST STRONG POINTS MILES FROM PRIMARY

DIRECTION FROM PRIMARY

C. COORDINATES on 1:50,000 map no.

D. NO. AND TYPE OF A/C DESTROYED 36 A-20's NO. OF A/C DAMAGED 36

E. BOMBED BY 8's IN FOLLOWING ORDER BOX I. 1,3,4 BOX II. 1,2,5

F. NO. AND TYPE OF BOMBS DROPPED BOX I- 136 x 500 GP FUSING 1/10 NOSE 1/40 TAIL
BOX II- 96 x 500 GP FUSING 1/10 NOSE 1/40 TAIL

G. HEADING OF A/C WHEN BOMBS DROPPED BOX I 1st 6 & 3 rd 6 — 270
BOX II 2nd 6 — 306 BOMBER NO.
BOX II — 255

H. TIME BOMBS DROPPED 0909 - 0930

I. ACCURACY OF BOMBING:

J. RESULTS OF BOMBING:

BOX I 1st 6: EXCEL : Bombs fell in good pattern with bursts blanketing the DRPI.
MAJ DUNN LT POWELL Probable hits on buildings in target area causing severe damage to strong point.

2nd 6: UNKNOWN No photo coverage of bomb bursts. One camera was run-away
CAPT. McNULTY LT BURNEL with all of the film being used up before bombs hit, other camera was a malfunction, the intervalometer burned out.

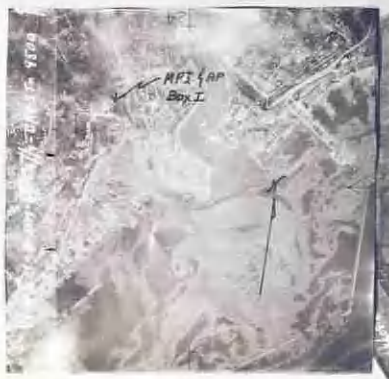
3rd 6: EXCEL : Bombs fell in good pattern on buildings and across road 170 ft.
MAJ PRICE LT HAND east of DRPI. Several hits and near misses on buildings in target area probably causing considerable damage to strong point.

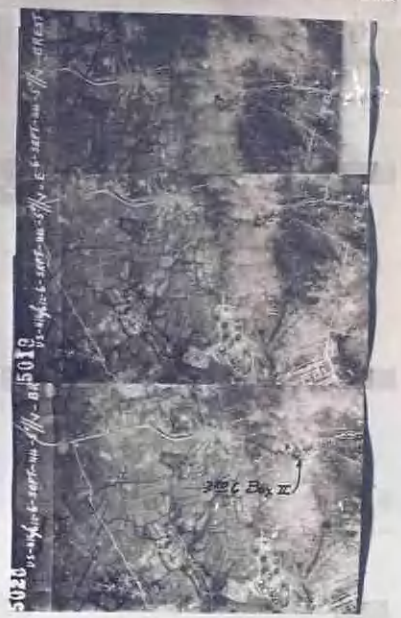
BOX II 1st 6: EXCEL : Bombs fell in excellent concentration 250 ft. southeast of DRPI.
CAPT JACKSON LT MACTOY Bombs fell into smoke and haze, hitting across roads and buildings in target area with probable damage to strong point.

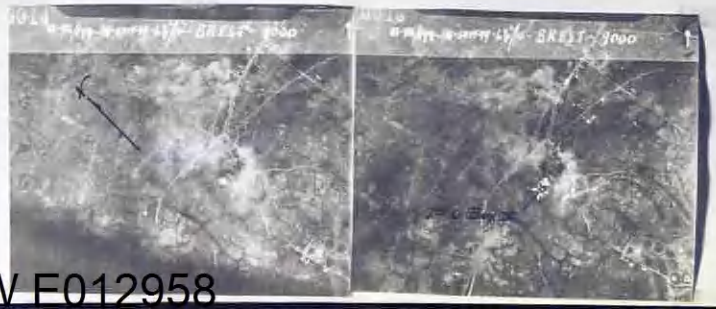
2nd 6: EXCEL : Bombs fell in heavy concentration 250 ft. southwest of DRPI.
CAPT MORTON LT MOORE Bombs fell into smoke of 1st 6 covering target area, with probable damage to strong point.

3rd 6: EXCEL : Bombs fell in long pattern with center of bursts 170 ft. south-
LT ADAMS LT HANCOK east of DRPI. Bombs fell into smoke blanketing target area with probable severe damage to strong point.

CLAYTON W. ZERBEE
CAPTAIN AIR CORPS
PHOTO INTELLIGENCE OFFICER







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GENERAL INDEX

TARGET Brest Strongpoints DATE 6/9/44 No. a/c 36 MISSION 138

F.O.#204-532 Status Attack Briefing Officer Lt Anderson

1. IX BC Synopsis of Mission
2. Opflash Report Filed
3. Telephone Report
4. Photos filed
5. Field Orders and Annexes Filed
6. Briefing Notes
7. Loading List Filed — not yet
8. Chart of Route Flown - Flak None
9. Operations Oprep Filed
10. Bombing Information None filed
11. E/A Encounter Form None
12. Weather Report
13. Communications YS Report Filed
14. Navigators' Log and Flight Plan Filed
15. Battle Casualties None
16. Analysis of Gunnery None
17. Ammunition Expenditures None
18. Recapitualtion Forms Filed
19. Interrogation Sheets Filed

P.R.C.

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138

MISSION SUMMARY

Target: Brest StrongPoints
Date : 6 September 1944
F/O : #532
Results: Box I - 1st 6 - Excellent
2nd 6 - No cover
3rd 6 - Excellent
Box II- 1st 6 - Excellent
2nd 6 - Excellent
3rd 6 - Excellent

BREST STRONGPOINTS

416 BG: 36 a/c dispatched, all dropping 202 x 500 GP on primaries.

No losses, casualties, battle damgge. Bombing by 6's from 9500, 10,000 feet.

Box I - 1st 6. EXCELLENT. Good pattern blanketed DMPI. Proable hits on buildings in T/A, with severe damage to strong point.

2nd 6. NO PHOTO COVERAGE. 1 camera malfunction; film of other ran out before bombs landed. (Group Bombardier reported EXCELLENT to GOOD results from visual observation.)

3rd 6. EXCELLENT. Good pattern 170 feet E of DMPI. Strikes on buildings, road, with several hits and near misses to buildings casuing probable heavy damage to strong point.

Box II- 1st 6. EXCELLENT. Excellent concentration 250 feet SE of DMPI. Strikes in smoke, with hits across buildings and roads causing probable damage to strong point.

2nd 6. EXCELLENT. Heavy concentration 230 feet SW of DMPI. Strikes in smoke covered target area, with probable damage to strong point.

3rd 6. EXCELLENT. Long pattern centered 170 feet SE of DMPI. Strikes in smoke blanketed target area, causing probable severe damage to strong point.

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S-2

OICOG OILAI V YAA YAA 7/Ø6 OP

FROM 416TH BOMB GROUP (L) Ø61145B S-111-DE
TO IX BOMBER COMMAND
97TH COMBAT WING

SECRET QQX BT
OPFLASH NO. 144 FOR 6 SEPT. 1944

A. (1) BREST STRONG PTS
(2) BREST STRONG PTS
B. (1) 416TH BG
(2) 27 A-2Ø'S G AND 9 A-2ØJ
(3) NIL
18 A-2Ø'S ON V-939989
18 A-2Ø'S ON V-914986
C. (1) Ø657
(2) Ø9Ø9
(3) 11Ø9
D. NONE
NONE
Ø-Ø-Ø
E. EXCELLENT
F.(1) (A) NIL
(B) NIL
(2) (A) NIL
(B) NIL
G. TWO A2Ø'S SEEN TO COLLIDE OVER TARGET. BELIEVE BOTH WERE FROM FORMATION FOLLOWING OURS. NOTED LIGHT FLAK ENGAGING DIVE BOMBERS AT TARGET.
H. (1) CLEAR-NO CLOUD. VIS. 8-12 MILES.
(2) OVER CHANNEL PATCHY CLOUD 61-8/1Ø CUM.
TOPS 35ØØ-6ØØØ.
I. BOX I - 1Ø6 X 5ØØ GP ON PRIMARY
BOX II- 95 X 5ØØ GP ON PRIMARY
1 X 5ØØ FELL OUT ON BOMB RUN.
J. 95ØØ-1ØØØØ

AYLESWORTH COBOMGR416

BT Ø61145B
EJ AR K
CC H. (2) OVER CHANNEL PATCHY CLOUD 6-8/1Ø CUM.

DICOG R.....Ø6/114B CLEV AR K
OILAI R.....Ø6/1214B FK AR
NA

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OICOG OIHAK OIGOF OIYAA V OILAI 7/05 OP

FROM 97TH COMBAT BOMB WING 05/2355B S-025-E
TO COMBOMCOM IX
COBOMGR 409TH
COBOMGR 410TH
COBOMGR 416TH

OPERATIONAL PRIORITY BT

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

97TH COMBAT BOMB WING
A P O - 140
5 SEPTEMBER 1944

FIELD ORDER NO. 204-532

MAPS: NORMAL

1. B. (1) REFERENCE SPECIAL BOMBLINE.
(2) BEACHHEAD AREA COVER WILL BE FURNISHED FOR THIS WING.

2. THIS WING WILL ATTACK TARGETS IN THE BREST AREA.

ZERO HOUR: 06/0900B

3. A. 409TH BOMB GROUP:
(1) BREST: COORD. V-954992 COORD. V-923983.
(9) M.P.I. ILL. 4805W/56. 3 FLIGHTS ON REF. 118042.
ILL. 4805W/57. 3 FLIGHTS ON REF. 057062.
(10) 6 X 500 G.P. 3 FLIGHTS ON ILL. 4805W/56, FUSED 1/10 SEC. NOSE 1/100 SEC. TAIL.
3FLIGHTS ON ILL. 4805W/57 FUSED 1/10 SEC. NOSE 1/40 SEC. TAIL.
(12) TIME OVER TARGET: ZERO HOUR.
B. 410TH BOMB GROUP:
(1) BREST. COORD. V-954992 COORD. V-923983.
(9) M.P.I. ILL. 4805W/56 3 FLIGHTS ON REF. 118042
ILL. 4805W/57 3 FLIGHTS ON REF. 057062.
(10) 6 X 500 G.P. 3 FLIGHTS ON ILL. 4805W/56, FUSED 1/10 SEC. NOSE 1/100 SEC. TAIL. 3 FLIGHTS ON ILL. 4805W/57, FUSED 1/10 SEC. NOSE 1/40 SEC. TAIL.
(12) TIME OVER TARGET: ZERO PLUS 20 MIN.
C. 416TH BOMB GROUP:
(1) BREST: COORD. V-939989 COORD V-914986.
(9) M.P.I. ILL.4805W/56 3 FLIGHTS ON REF. 078041
XXRP 3 FLIGHTS ON GRID. COORD. V-914986.
(10) 6 X 500 G.P. FUSED 1/10 SEC. NOSE 1/40 SEC. TAIL.
(12) TIME OVER TARGET: ZERO HOUR PLUS 10 MIN.
X. (1) (3) NO CHANGE
(4) FORD AND TANGMERE
(5) A/C REQUIRED: 2 BOXES OF 18 A/C BOMBING BY FLIGHTS OF 6 A/C
(6) ROUTE OUT: BASE TO MAIDEN HEAD TO BILL OF PORTLAND TO I.P. TO TARGET.
(7) ROUTE BACK: TARGET TURN RIGHT TO R.P. TO BILL OF PORTLAND TO MAIDEN HEAD TO BASE.
(8) ALTITUDE: BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 5,000 FEET LEAVE FRENCH COAST AT BOMBING ALTITUDE.
(9) I.P. 4830N 0405W
(10) AXIS OF ATTACK: GENERALLY N E TO S W
(11) R.P. 4834N 0419W
(12) NO ALTERNATE TARGET WILL BE ATTACKED ON THIS MISSION. PRIMARY TARGETS WILL NOT BE BOMBED UNLESS POSITIVELY IDENTIFIED.
(13) THE 416TH BOMB GROUP WILL TAKE OFF AT LEAST 10 MIN. BEFORE THE 410TH BOMB GROUP.
(14) EXTREME CAUTION WILL BE EXERCISED DURING ATTACKS IN ORDER THAT HOSPITALS AT GRID. COORD. V-952989 AND V-957989 WILL NOT BE BOMBED.
(15) ANY A/C SHORT OF FUEL ON RETURN MAY LAND AT FORD OR TANGMERE TO REFUEL THEN RETURN TO BASE.

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4. NO CHANGE

5. COMMUNICATIONS:
   A. 409TH BOMB GROUP
      (2) BYLAW
   B. 410TH BOMB GROUP
      (2) FUTURE
   C. 416TH BOMB GROUP
      (2) KINGPIN
   X. GENERAL INFORMATION:
      (10) TABV/TABV

COMCBTWIG 97

ET 06/2355B
LEG/SS AR

OIHAK R .....05/2422B DJP AR
OIGOF R .....06/0022B DB AR
OIYAA R .....06/0022B CW AR
OICOG R .....06/0033B RT AR KKK

CK AR BOYS ;

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416TH BOMB BOMBARDIER'S BOMBER SUMMARY REPORT

MISSION TO: BREST STRONGPOINTS.

DATE : 8 SEPTEMBER 1944.

BOMBING BY: FLIGHTS OF SIX.

BOX I	1st SIX.	EXCELLENT :	
	2nd SIX.	UNKNOWN :	NO STRIKE PHOTOS. VISUAL ESTIMATES RATE BOMBS GOOD TO EXCELLENT.
	3rd SIX.	EXCELLENT :	
BOX II	1st SIX.	EXCELLENT :	
	2nd SIX.	EXCELLENT :	
	3rd SIX.	EXCELLENT :	

William M. Lytle
WILLIAM M. LYTLE,
1st Lt., Air Corps,
Group Bombardier.

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XIB.C.S-2-Form No. 106-B-Prepare separate sheet for each target bombed

OTHER UNITS:	TARGET :	IX BC 97TH WING	416TH GROUP
		DATE 6 SEPTEMBER 1944	
		ATTACKING UNITS 6 FLIGHTS	BREST STRONG POINTS
		FIRST PHASE INTERPRETATION:	TARGET HIT

A. TARGET BRIEFED BREST STRONG POINTS PRIMARY

SECONDARY

CASUAL

M.P.I. BOX I. Spot near fortification (Ill. 4805W/56 Coord. 078041)
BOX II. Long building running north & south 225 ft. south of road.

A.P. Same as MPI.

B. TARGET ATTACKED BREST STRONG POINTS MILES FROM PRIMARY

DIRECTION FROM PRIMARY

C. COORDINATES ON 1;50,000 MAP NO.

D. NO. AND TYPE OF A/C DISPATCHED 36 A-20's NO. OF A/C ATTACKING 36

E. BOMBING BY 6's IN FOLLOWING ORDER BOX I- 1,3,2 BOX II-1,2,3

F. NO. AND TYPE OF BOMBS DROPPED BOX I-106 x 500 GP FUSING 1/10 NOSE 1/40 TAIL

BOX II- 95 x 500 GP FUSING 1/10 NOSE 1/40 TAIL

G. HEADING OF A/C WHERE BOMBS DROPPED BOX I 1st & 3rd 6 --270 BOX I 2nd 6 -- 355 BOX II -- 258 DEGREES MAG.

H. TIME BOMBS DROPPED 0909 - 0930

J. ACTIVITY AT TARGET:

K. RESULTS OF BOMBING:

BOX I 1st 6: EXCEL : Bombs fell in good pattern with bursts blanketing the DMPI. Probable hits on buildings in target area causing severe damage to strong point.

2nd 6: UNKNOWN No photo coverage of bomb bursts. One camera was run-away with all of the film being used up before bombs hit; other camera was a malfunction, the intervalometer burned out.

3rd 6: EXCEL : Bombs fell in good pattern on buildings and across road 170 ft. west of DMPI. Several hits and near misses on buildings in target area, probably causing considerable damage to strong Pt.

BOX II 1st 6: EXCEL : Bombs fell in excellent concentration 250 ft. southeast of DMPI. Bombs fell into smoke and haze, hitting across roads and buildings in target area with probable damage to strong point.

2nd 6: EXCEL : Bombs fell in heavy concentration 230 ft. southwest of DMPI. Bombs fell in smoke of 1st 6 covering target area with probable damage to strong point.

3rd 6: EXCEL: Bombs fell in long pattern with center of bursts 170 ft. southeast of DMPI. Bombs fell into smoke blanketing target area with probable severe damage to strong point.

CLAYTON W. ZESIGER
CAPTAIN AIR CORPS
PHOTO INTELLIGENCE OFFICER

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TX B.C. S-2 Form No. 105a

PHOTOGRAPHIC REPORT

CAMERAS INSTALLED	13		%
CAMERAS PHOTOGRAPHING	11	85	%
CAMERA FAILURES	2	15	%
PERSONNEL FAILURES	0	0	%
OTHERS	0		

GROUP 416TH
WING 97TH CBW
DATE 6, Sept. 1944

				467				TARGET Brest
			720					ALT. 9500 ft
								TRUE AIR SPEED 200 mph
480		150						GROUND SPEED 197 mph

			689					TARGET Brest
			207					ALT. 9000 ft
711					692			TRUE AIR SPEED 200 mph
363	719				190			GROUND SPEED 200 mph

								TARGET
								ALT. ft
								TRUE AIR SPEED mph
								GROUND SPEED mph

BOX NO.	A/C NO.	CAM. TYPE	F.L.	INT.	PRINTED SORTIES	UNPRINT. SORTIES	EXPLANATION
1	467	K-24	5	2	–	617	
1	720	K-24	5 3/8	"	615		
1	480	K-24	6	"	609		
1	150	K-24	"	"	607	–	
1	760	K-24	"	"		614	See remarks.
1	819	K-24	5	"		613	Interval. burnt out.
2	689	K-24	5 3/8	"	–	611	
2	207	K-24	6	"	608		
2	711	K-20	"		–	199	
2	719	K-24	5 3/8	"	612	–	
2	363	K-24	6	"		616	
2	692	K-20	"		198	–	
2	190	K-24	8	"		610	

REMARKS: The camera operated runaway, thus film ran out before bombs hit.

F. J. Cuchat 1st Lt. A.C.
Photographic Officer

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SECRET
By authority
CO, Sta.170
6 Sept 1944
Init._____

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

APO 140, U. S. Army.
6 September 1944.

SUBJECT: Report of Combat Mission.

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

416th Bombardment Group (L),
138th Combat Mission, 6 September 1944,
97th CW FO 304 - 532.

1. 38
2. 36
3. 36
4. 2 (spares)
5. None
6. 2 spares
7. 43-9900 Lt. M. W. DuBose — 1 bomb released prematurely when bomb-bay doors were opened at beginning of bomb run. Pilot's release button stuck in the energized position effecting release of No. 1 station when bomb master switch was turned on and doors opened.

8. None.

For the Commanding Officer:

GEORGE SCHENKEIN,
Captain, Air Corps,
Adjutant.

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USAAF FORM 34A

S E C R E T

SECRET
AUTH: CO STA 170
DATE: 6 Sept 1944
INIT:

H E A D Q U A R T E R S
416TH BOMBARDMENT GROUP (L)
Office of the Commanding Officer

TO:

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

Ref : Oprep A No. 157 for 24 hrs. ending midnight 6 Sept 1944.
Mission or Operation No. 139 97th BS FO 204 - 530.

A. Short Narrative of Operation:
Target Brest Strongpoints.
Place of take-off AAF Station 170
Place of landing AAF Station 170
Take-off time 0457 Landing time 1109
Time over target 0900 Bombing Altitude 9500 - 10000 ft.
Nature of mission Bombing Other None
Weather Over target clear, vis 8 to 12 miles. Over channel 6 to 8/10 clouds tops /3500-6000 ft.
Results Dmg. unk. exc. exc. exc. exc
Enemy opposition None

B. Type & model of aircraft:

1. Dispatched 27 A-20G
9 A-20J

2. Attacking target (indicate target) or completing mission.
27 A-20G Brest Strongpoints.
9 A-20J Brest Strongpoints.

3. Abortive due to:
(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 w here known

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

7. Damaged (give category & cause) None

8. Sorties 27 A-20G
9 A-20J

S E C R E T (over)

D. Total operational flying hours
a. Day (Sunrise to sunset) A-20G 111:15
A-20J 36:10

b. Night (Sunset to sunrise) None

E. Ammunition by calibres: A-20G 85,050 x 50 cal.
a. Total carried into air A-20J 18000 x 50 cal.
b. Expended on operations A-20G 648 x 50 cal. A-20J 216 x 50cal. (testing)
c. Lost on wrecked or missing a/c None

F. Bombs, flares, etc. used:
a. Total carried into air: A-20G 158 x 500 lb GP 1/10 M 1/40 T
A-20J 50 x 500 lb GP 1/10 M 1/40 T

b. Expended on operations: None
(List targets separately) A-20G 157 x 500 lbGP
A-20J 50 x 500 lb GP

c. Jettisoned A-20G 1 x 500 lb GP released prematurely.

d. Lost or wrecked on missing a/c None

e. Total Returned None

G. Own Personnel Casualties:

Type of Casualty	Pilot	Co-pilot	Nav	Bomb	R.Gun	E.Gun	T.Gun
Killed in Action	0	0	0	0	0	0	0
Missing in Action	0	0	0	0	0	0	0
Seriously Wounded	0	0	0	0	0	0	0
Slightly Wounded	0	0	0	0	0	0	0

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

a. Destroyed None

b. Prob. Des None

c. Damaged None

For the Commanding Officer:

GEORGE SCHENKEIN,
Captain, Air Corps,
Adjutant.

S E C R E T

ANNEX "A" BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 530

BOX 1, Flt 1 GROUP 436 DATE 6 Sept 1944 TARGET ATTACKED Great strong-points.

1. Method of Sighting: Pre-set with corrections.

2. Bombing approach: 261°

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. Aimed at briefed Aiming Point.

5. Name of lead Bombardier: Lt. W. E. Powell

6. Name of lead Pilot: Major L. F. Stone

7. Intervalometer setting: None
8. Indicated Air Speed: 200 Ground Speed: 197 Altitude: 9500
9. Length of bomb run: 30 Sec.
10. Bomb Load and Fusing per A/C: 4 ____ x 500 lb. FUSED 1/10 N 1/40 T

11. Total Bombs Dropped: 36

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

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES____ NO X. If "YES" state conditions and effect.

(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES____ NO X. If answer is "YES", state circumstances and effect on bombing:

(c) Did Flak affect bombing? YES____ NO X. If answer is "YES" state to what extend 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: None.

(f) Malfunctions, personnel errors or other factors affecting bombing: None

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO____

Results claimed: EXCEL X GOOD___ FAIR___ POOR___ GROSS___

S E C R E T

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S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 532

BOX 1, Flt 2 GROUP 416 DATE 6 Sept 1944 TARGET ATTACKED Brest Strong-points.

1. Method of Sighting:

Pre-set with corrections.

2. Bombing approach: 355°

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 corrections. Aimed at briefed Aiming Point.

5. Name of lead Bombardier: Lt. F. H. ~~[illegible]~~ Durziel

6. Name of lead Pilot: Capt. G. H. McNulty

7. Intervalometer setting: None
8. Indicated Air Speed: 250 Ground Speed: 230 Altitude: 9700
9. Length of bomb run: 90 Sec:
10. Bomb Load and Fusing per A/C: 8 x 500 lb. FUSED 1/10 N 1/40 T

11. Total Bombs Dropped: 96

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

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES____ NO X. If "YES" state conditions and effect.

(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES____ NO X. If answer is "YES", state circumstances and effect on bombing:

(c) Did Flak affect bombing? YES____ NO X. If answer is "YES" state to what extend did Flak affect bombing or bomb run:

(d) To what extent did attacks by enemy aircraft affect bombing?

None

(e) State any difficulties on bombing run:

None

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

None on bombing. Cameras did not function and so no Strike photos were gotten.

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO____

Results claimed: EXCEL ___ GOOD X FAIR___ POOR___ GROSS___
Unknown X

S E C R E T

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S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 532

BOX 1. Flt 3 GROUP 416 DATE 6 Sept 1944 TARGET ATTACKED Front Strong-points.

1. Method of Sighting: Pre-set with corrections.

2. Bombing approach: 280°

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. Aimed at briefed Aiming Point.

5. Name of lead Bombardier: Lt. A. H. Rand

6. Name of lead Pilot: Major R. F. Price

7. Intervalometer setting: None
8. Indicated Air Speed: 200 Ground Speed: 190 Altitude: 9300
9. Length of bomb run: 90 Sec.
10. Bomb Load and Fusing per A/C: 4 ____ x 500 lb. FUSED 1/10 N 1/20 T

11. Total Bombs Dropped: 36

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

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES____ NO X. If "YES" state conditions and effect.

(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES____ NO X. If answer is "YES", state circumstances and effect on bombing:

(c) Did Flak affect bombing? YES____ NO X. If answer is "YES" state to what extend did Flak affect bombing or bomb run:

(d) To what extent did attacks by enemy aircraft affect bombing? None

(e) State any difficulties on bombing run: None

(f) Malfunctions, personnel errors or other factors affecting bombing: None

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO____

Results claimed: EXCEL X GOOD___ FAIR___ POOR___ GROSS___

S E C R E T

This Page Declassified IAW E012958

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 592

BOX 2, Fit 1 GROUP 416 DATE 6 Sept 1944 TARGET ATTACKED Irmai Strong-points.

1. Method of Sighting: Pre-set with corrections.

2. Bombing approach: 255°

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. Aimed at briefed Aiming Point.

5. Name of lead Bombardier: Lt. A. H. Maltby

6. Name of lead Pilot: Capt. C. R. Jackson

7. Intervalometer setting: None
8. Indicated Air Speed: 200 Ground Speed: 205 Altitude: 9000
9. Length of bomb run: 120 Sec:
10. Bomb Load and Fusing per A/C: 6 ____ x 500 lb. FUSED 1/10 N 1/40 T

11. Total Bombs Dropped: 32

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

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES____ NO X. If "YES" state conditions and effect.

(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES____ NO X. If answer is "YES", state circumstances and effect on bombing:

(c) Did Flak affect bombing? YES____ NO X. If answer is "YES" state to what extend did Flak affect bombing or bomb run:

(d) To what extent did attacks by enemy aircraft affect bombing? None

(e) State any difficulties on bombing run: None

(f) Malfunctions, personnel errors or other factors affecting bombing: None

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO____

Results claimed: EXCEL X GOOD___ FAIR___ POOR___ GROSS___

S E C R E T

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S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 532

BOX 2. Sit 2 GROUP 416 DATE 6 Sept 1944 TARGET ATTACKED Brest Strong points.

1. Method of Sighting: Pre-set with corrections.

2. Bombing approach: 261°

3. Was mercury erection system used? YES____ NO X

4. Did entire (flight) drop on lead bombardier? YES X NO___

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

Pre-set with corrections. Aimed at briefed Aiming Point.

5. Name of lead Bombardier: Lt. D. L. Moore

6. Name of lead Pilot: Capt. R. J. Morton

7. Intervalometer setting: None
8. Indicated Air Speed: 200 Ground Speed: 200 Altitude: 9200
9. Length of bomb run: 90 Sec:
10. Bomb Load and Fusing per A/C: 9 ___ x 500 lb. FUSED 1/10 N
2/40 T
11. Total Bombs Dropped: 31

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

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES____ NO X. If "YES" state conditions and effect.

(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES____ NO X. If answer is "YES", state circumstances and effect on bombing:

(c) Did Flak affect bombing? YES____ NO X. If answer is "YES" state to what extend did Flak affect bombing or bomb run:

(d) To what extent did attacks by enemy aircraft affect bombing? None

(e) State any difficulties on bombing run: None

(f) Malfunctions, personnel errors or other factors affecting bombing: None

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO____

Results claimed: EXCEL ___ GOOD X FAIR___ POOR___ GROSS___

S E C R E T

This Page Declassified IAW E012958

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 592

BOX [illegible] GROUP 416 DATE [illegible] TARGET ATTACKED Brest Strong-points.

1. Method of Sighting: Pre-set with corrections.

2. Bombing approach: 261°

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. Ai med at briefed Aiming Point.

5. Name of lead Bombardier: Lt. R. J. Henlon

6. Name of lead Pilot: Lt. J. D. Adams

7. Intervalometer setting: None
8. Indicated Air Speed: 200 Ground Speed: 194 Altitude: 6500
9. Length of bomb run: 60 Sec:
10. Bomb Load and Fusing per A/C: 6 ____ x 500 lb. FUSED 1/10 N 1/40 T

11. Total Bombs Dropped: 36

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

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES____ NO X. If "YES" state conditions and effect.

(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES____ NO X. If answer is "YES", state circumstances and effect on bombing:

(c) Did Flak affect bombing? YES____ NO X. If answer is "YES" state to what extend did Flak affect bombing or bomb run:

(d) To what extent did attacks by enemy aircraft affect bombing?
None

(e) State any difficulties on bombing run:
None

(f) Malfunctions, personnel errors or other factors affecting bombing:
None

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO____

Results claimed: EXCEL X GOOD___ FAIR___ POOR___ GROSS___

S E C R E T

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S2

CONFIDENTIAL

FROM: COBOMGR 416

TO : COMCBTWIG 97 ATT: SIG O

A - YS - 138

B - 6 SEPT 1944

C - 36 A/C

D - 671 - E - VHF WEAK, CHANNEL C, RETUNED AND CHECKED OKAY.

671 - C - VHF OUT - RETUNED AND CHECKED OKAY.

E - LOCAL BUNCHER BEACON USED. ONE QDM FROM BOATDECK.

F - NONE.

AYLESWORTH COBOMGR 416

OFFICIAL:

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

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2nd FLT.

2nd Box

TARGET

DATE

Pressure Altitude of Target: + 275	Type of Release: Train Ind. Salvo
Altimeter Setting: 29.92	Interval:
Ind. Alt. : 11200 True Alt. : 11400	Length of Run : Time of Release:
Ground Speed : Est. : 196 Act. : Drift : Est. : 0 Act.	Mag. Head. Ordered : Actual:
Ind. Air Sp. 300 True Air Sp. 340 Est. : Act. :	Aircraft Number :
Tan. Dropping Angle : 63.5	Pilot :
Disc Speed : 193.1 Trail : 58	Navigator :
Sighting: Toggled : Bombsight :	Bombardier :

BOMBS AND FUZES

Types: Number: Nose : Tail :

LEFT				RIGHT		
HEADING	DRIFT	TANGENT		HEADING	DRIFT	TANGENT
10°			ALTERNATE TANGENTS AND DRIFT FOR HEADING LEFT AND RIGHT OF ORDERED HEADINGS.	9900 10°	219.5	53
20°				8900 20°	228.9	53
30°				8000 30°	233.4	52
40°				7200 40°	241.3	52
				7200	250.2	51

MINUS				PLUS		
ALTITUDE	DISC SPEED	TRAIL		ALTITUDE	DISC SPEED	TRAIL
15000	197.6	58	ALTERNATE DISC SPEEDS AND TRAIL FOR PLUS OR MINUS ALTITUDES.	6500	260	51
14000	202.5	57		6 1000	271.1	47
13500	207.7	57		5 7500	283.7	47
9 7000 2000	213.3	57		5 2000	298.1	45
				4700	315	45

9700
THIS 234
65

MT +2½

METRO DATA

HEIGHT	WIND DIRECTION & VELOCITY	TEMPERATURE
1000		
3000		
5000		
7000		
9000		
10000		
11000		
12000		

DESCRIPTION OF MALFUNCTIONS OF BOMBING EQUIPMENT

REMARKS

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3rd flt.

2nd Box

TARGET

DATE

Pressure Altitude of Target: 225	Type of Release: Train Ind. Salvo
Altimeter Setting: 29.92	Interval:
Ind. Alt. : ~~11300~~ 8800 True Alt. 11000	Length of Run : Time of Release:
Ground Speed : Est. 196 Act. : Drift : Est. 0 Act. +2	Mag. Head. Ordered : Actual:
Ind. Air Sp. 200 True Air Sp. 239	Aircraft Number : 171
Tan. Dropping Angle : Est. : 66 Act. : .82	Pilot : Adams
Disc Speed : ~~196.9~~ 224.7 Trail : 58.53	Navigator : Hanlon
Sighting: Toggled : Bombsight :	Bombardier :

BOMBS AND FUZES

Types: Number: Nose : Tail :

LEFT				RIGHT		
HEADING	DRIFT	TANGENT		HEADING	DRIFT	TANGENT
10°			ALTERNATE TANGENTS AND DRIFT FOR HEADING LEFT AND RIGHT OF ORDERED HEADINGS.	10° 8800	224.7	53 .79
20°				20° 8300	231.9	53
30°				30° 7800	239.2	52
40°				40° 7300	248.3	52
				50° 6800	258	51

MINUS				PLUS		
ALTITUDE	DISC SPEED	TRAIL		ALTITUDE	DISC SPEED	TRAIL
105000	201.5	58	ALTERNATE DISC SPEEDS AND TRAIL FOR PLUS OR MINUS ALTITUDES.	13000	268.8	51
103000	206.6	57		5~~8~~1000	281	48
101500	212.2	57		6~~5~~1500	295.1	47
93000	218.2	56		4~~8~~2000	311.4	45
				4300	330.6	45

METRO DATA

HEIGHT	WIND DIRECTION & VELOCITY	TEMPERATURE
1000		
3000		
5000		
7000		
9000		
10000		
11000		
12000		

DESCRIPTION OF MALFUNCTIONS OF BOMBING EQUIPMENT

REMARKS

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FLT. III

1st Box

TARGET

DATE

Pressure Altitude At Target: +87 +3	Type of Release: Train Ind. Salvo ✓
Altimeter Setting: 29.92	Interval: 1 min
Ind. Alt. : ~~4800~~ 9300 True Alt. : ~~4700~~ 9250	Length of Run 90 sec. Time of Release: 0916
Ground Speed : Est. 196 Act. : 190 Drift : Est. : 0 Act. 1° R	Mag. Head. Ordered : 261 Actual: 280
Ind. Air Sp. 200 True Air Sp. 230	Aircraft Number : 444
Tan. Dropping Angle : Est. : ~~.75~~ Act. : .76	Pilot : Maj. Price
Disc Speed : ~~210.5~~ 215 Trail : ~~.53~~ .53	Navigator : Lt. Hand
Sighting: Toggled : ✓ Bombsight :	Bombardier : "

+6½
+87

BOMBS AND FUZES 9300 - 9250

(215.8 / 53)

Types: Number: Nose : Tail :

LEFT				RIGHT		
HEADING	DRIFT	TANGENT		HEADING	DRIFT	TANGENT
10°			ALTERNATE TANGENTS AND DRIFT FOR HEADING LEFT AND RIGHT OF ORDERED HEADINGS.	10° 9300	215.7	53
20°				20° 8800	222.1	53
30°				30° 8300	228.9	52
40°				40° 7800	236.5	52
				7300	244.8	51

MINUS				PLUS		
ALTITUDE	DISC SPEED	TRAIL		ALTITUDE	DISC SPEED	TRAIL
11500	194.8	58	ALTERNATE DISC SPEEDS AND TRAIL FOR PLUS OR MINUS ALTITUDES.	6500	254	51
10000	189.5	58		6000	264.3	47
9500	204.5	52		5500	275.9	47
9000	209.9	57		5000	288.9	45
				4800	304.7	45

METRO DATA

HEIGHT	WIND DIRECTION & VELOCITY	TEMPERATURE
1000		
3000		
5000		
7000		
9000		
10000		
11000		
12000		

DESCRIPTION OF MALFUNCTIONS OF BOMBING EQUIPMENT

REMARKS

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Bat I

at a/c 0640

215 6400

FLIGHT PLAN

PILOT	START ENG. ~~0650~~ 0643	COAST OUT 0818	COAST IN 0951	ALTITUDE 172
NAVIGATOR	TAXI OUT ~~0658~~ 0651	COAST IN ~~0903~~	BASE 1033	HEADING
PLANE	TAKE OFF ~~0704~~ 0657	I.P. 0903	REND. ALT.	AIR SPEED
MISSION	ON COURSE 0724	TARGET 0910	LAND FALL ALT.	TIME
DATE	RENDEZVOUS	COAST OUT	TARGET ALT.	RESULTS

POSITION FROM	POSITION TO	M. H.	~~ETA~~ Time	ATA	TC	DR	TH	VAR	MH	ALT / TEMP	I.A.S. / T.A.S.	GS	TO DIST.	RUN TIME	ETA	REMARKS
Base	md. Hd.	254°	0720	0742	240	+4	244	10	254	5000 / +4	190 / 205	188	62	20	0740	
	Bill of Part.	243°	0742	0813	227	+5	232	11	243	10000 / -5	190 / 222	200	103	31	s/c 0816 0813	
	H830N 0405W	227°	0813	0902	208	+7	215	12	227	12000 / -8	200 / 242	207	156	45	0901	
	Tgt-turn P.	261°	0902	0912	249	0	249	12	261			197	22	7	0909 0910	
	H834N 0419W	42°	0918	0920	036	-6	30	12	42			278	16	3½		
	Bill of Part.	37°	0920	0959	032	-7	25	12	37	7000 / 0	210 / 234	253	157	37	0957	196
	md. Hd	53°	0959	1023	047	-5	42	11	53	5000 / +4	210 / 226	238	103	26	1025	
	Base	66°	1023	1037	060	-4	56	10	66			242	62	15½	1038	

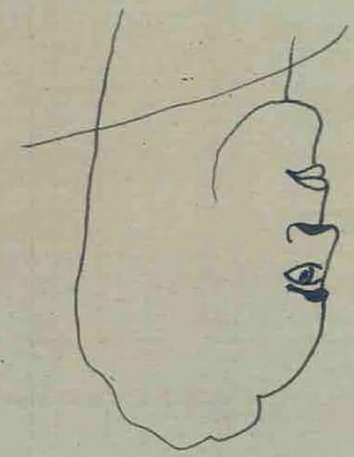
DIVERSION AIRDROMES

2000 FT. 280/15 270/18 +15	RENDEZVOUS	TARGET	LANDED
4000	COAST OUT	COAST OUT	REND. ALT.
6000 280/22 270/30 +4	COAST IN	COAST IN	LAND FALL ALT.
8000 265/25	I.P.	BASE	TARGET ALT.
10000 270/30 260/40 -5			
12000 270/35 250/45 -8			

9500 260/38 -4

FLIGHT RECORD

CHALLENGE
REPLY
COLORS
VHF CHANNEL
BOMBER C/S
FIGHTER C/S
BOMBER TO BOMBER FREQ.



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180

FLIGHT PLAN

PILOT SHEA, D.F.	START ENG 0620 0643 - 0649	COAST OUT	COAST IN	ALTITUDE
NAVIGATOR Roch, O.R.	TAXI OUT 0651 - 0657	COAST IN	BASE	HEADING
PLANE 467	TAKE OFF 0657 - 0703	I.P.	REND. ALT.	AIR SPEED
MISSION BREST	ON COURSE 0724 - 0720	TARGET 0910	LAND FALL ALT.	TIME
DATE 9-6-44	RENDEZVOUS	COAST OUT	TARGET ALT.	RESULTS

POSITION FROM	POSITION TO	M. H.	ETA	ATA	TC	DR	TH	VAR	MH	ALT / TEMP	I.A.S. / T.A.S.	GS	TO DIST.	RUN TIME	ETA	REMARKS
Base	Md. Hd.	254	0740	0741	240	+4	244	10	254	5000 / +4	~~240~~ 190 / 205	188	62	20		
	Bilf of Port.	243	0815 0812½	0812½	227	+5	232	11	243	10000 / -5	190 / 272	196 200	103	31½ 31	5/C 1816	265/35
	4830N 0405W	227	0855 0858½	0902	208	+7	215	12	227	12000 / -8	200 / 242	204 207	156	46 45		
	Tgt-turn P.	261	0908	0908	249	0	249	12	261			192 197	22	7	0910	
	4834N 0419W	42	0914	0914	036	-6	30	12	42			255 278	16	3½		
	Bilf of Port.	37	0950½	0953½	032	-7	25	12	37	7000 / 0	210 / 234	256 253	157	36½ 37		
	Md. Hd.	53	1019½	1020	047	-5	42	11	53	5000 / +4	210 / 226	238	103	26		
	Base	66	1055½		060	-4	56	10	66			242	62	15½		

DIVERSION AIRDROMES

S 280-15	270 IX - +15
2000 FT.	
4000 280-22	270-30+4
6000	
8000	
10000 280-30	260-40-5
12000 270-35	260-45-8

REND EZVOUS	TARGET	LANDED
COAST OUT	COAST OUT	REND. ALT.
COAST IN	COAST IN	LAND FALL ALT.
I.P.	BASE	TARGET ALT.

FLIGHT RECORD

CHALLENGE
REPLY
COLORS
VHF CHANNEL
BOMBER C/S
FIGHTER C/S
BOMBER TO BOMBER FREQ.

D.S. 219 - TRAIL 53 JAN. .71 9000

0713
0720

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Box II

d/d ~~0640~~

FLIGHT PLAN

PILOT		START ENG ~~0656~~ 0649	COAST OUT	COAST IN		ALTITUDE	
NAVIGATOR		TAXI OUT ~~0704~~ 0657	COAST IN	BASE		HEADING	
PLANE		TAKE OFF ~~0712~~ 0703	I.P.	REND. ALT.		AIR SPEED	
MISSION		ON COURSE 0724	TARGET 0910	LAND FALL ALT.		TIME	
DATE		RENDEZVOUS	COAST OUT	TARGET ALT.		RESULTS	

POSITION FROM	POSITION TO	M. H.	ETA	ATA	TC	DR	TH	VAR	MH	ALT / TEMP	I.A.S. / T.A.S.	GS	TO RUN DIST.	TO RUN TIME	ETA	REMARKS
Base	Md. Hd.	0724	0741	0741	240	+4	244	10	254	5000 / +4	190 / 205	188	62	20		
	Bill of Part.	0741	0812	0813	227	+5	232	11	243	10000 / -5	190 / 222	200	103	31	S/C 0816	
	4830N 0405W	0813	0848	0854	208	+7	215	12	227	12000 / -8	200 / 242	207	156	45		
	Tgt-turn P.	0854	0911	0911	249	0	249	12	261			197	22	7	0910	
	4834N 0419W	0911	0914½	0915	036	-6	30	12	42			278	16	3½		
	Bill of Part.	0915	0952	0958	032	-7	25	12	37	2000 / 0	210 / 234	253	157	37		
	Md. Hd.	0958	1024	1023	047	-5	42	11	53	5000 / +4	210 / 226	238	103	26		
	Base	1023	1038½		060	-4	56	10	66			242	62	15½		

DIVERSION AIRDROMES

~~2000~~ FT. 280/15	270/18	+15	
4000			
~~6000~~ 280/22	270/30	+4	
8000			
10000 270/30	260/40	-5	
12000 270/35	250/45	-8	

REND EZVOUS	TARGET	LANDED
COAST OUT	COAST OUT	REND. ALT.
COAST IN	COAST IN	LAND FALL ALT.
I.P.	BASE	TARGET ALT.

FLIGHT RECORD

CHALLENGE	
REPLY	
COLORS	
VHF CHANNEL	
BOMBER C/S	
FIGHTER C/S	
BOMBER TO BOMBER FREQ.	

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1505 / 37.0 15.02 36.5 2130 048

FLIGHT PLAN

PILOT MAJOR DONN	START ENG 0643	COAST OUT 0815½	COAST IN		ALTITUDE
NAVIGATOR LT BUSELL	TAXI OUT 0651	COAST IN 0901½	BASE		HEADING
PLANE	TAKE OFF 0657	I.P.	REND. ALT.		AIR SPEED
MISSION COMBAT	ON COURSE 0724	TARGET 0910	LAND FALL ALT.		TIME
DATE 9-6-44	RENDEZVOUS	COAST OUT	TARGET ALT.		RESULTS

POSITION FROM	POSITION TO	M. H.	~~ETA~~	ATA	TC	DR	TH	VAR	MH	ALT / TEMP	I.A.S. / T.A.S.	GS	TO DIST.	RUN TIME	ETA	REMARKS
BASE	14.72 - 36.4 MAIDEN HEAD	254	0720	0744½	240	+4	244	10	254	5 / +4	190 / 205	188	62	20	0740	0744
MAIDENHEAD	15.32 - 41.10 BILL OF PORTLAND	243	0741½	0814	227	+5	232	11	243	9 / -3	200 / 229	196	103	31½	0813	0815½
BILL OF PORTLAND	13.8 37.24 I P	228	0814	0902	208	+8	216	12	228	95 / -3	200 / 229	204	156	46	0900	0901½
I P	14.06 - 32.95 TARGET	263	0902	0909	249	+2	251	12	263	5 / -3	200 / 229	192	22	7	0909	
TARGET	14.12 - 32.97 R P	41	0909	0912½	36	-7	29	12	41	9 / -3	200 / 229	255	16	3½	0912½	
R.P	15.32 - 41.10 BILL OF PORTLAND	37	0912½	0953½	32	-7	25	12	37	7 / 0	210 / 234	253	157	37	0949½	10.35
BILL OF PORTLAND	14.72 - 36.4 MAIDENHEAD	53	0953½	1020½	47	-5	42	11	53	5 / +4	210 / 226	238	103	26	1019½	53½ 26
MAIDENHEAD	BASE	66	1020½	1037	60	-4	56	10	66	5 / +4	210 / 226	242	62	15½	1036	392 23

15.1

17.35 4000 3500 3.10 3.6

BU

DIVERSION AIRDROMES

2000 FT. 280-15 270-18 +15	RENDEZVOUS	TARGET 0909	LANDED		CHALLENGE
4000	COAST OUT 0814	COAST OUT 0914	REND. ALT.		REPLY
6000 280-22 270-30 +4	COAST IN 0858	COAST IN 0953½	LAND FALL ALT.		COLORS
8000 260-38	I.P. 0902	BASE	TARGET ALT.		VHF CHANNEL
10000 270-30 260-40 -5					BOMBER C/S
12000 250-35 250-45 -8					FIGHTER C/S
					BOMBER TO BOMBER FREQ.

FLIGHT RECORD

M.T. +6

2 ships at 8 mi N Gulf Port 261°

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Bat II at o/c 0640

FLIGHT PLAN

PILOT	START ENG ~~0656~~ 0649	COAST OUT	COAST IN	ALTITUDE
NAVIGATOR	TAXI OUT ~~0704~~ 0657	COAST IN	BASE	HEADING
PLANE	TAKE OFF ~~0700~~ 0703	I.P.	REND. ALT.	AIR SPEED
MISSION	ON COURSE 0724	TARGET 0910	LAND FALL ALT.	TIME
DATE	RENDEZVOUS	COAST OUT	TARGET ALT.	RESULTS

POSITION FROM	POSITION TO	M. H.	ETA	ATA	TC	DR	TH	VAR	MH	ALT / TEMP	I.A.S. / T.A.S.	GS	TO DIST.	RUN TIME	ETA	REMARKS
Base	Md. Hd.	254	0741	0741	240	+4	244	10	254	5000 / +4	190 / 205	188	62	20		
Maidenhead	Bill of Port	243	0812	0813	227	+5	232	11	243	10000 / -5	190 / 222	200	103	31	S/C 0816	
Bill of Port	4830N 0405W	227	0858	0859	208	+7	215	12	227	12000 / -8	200 / 242	207	156	45		
4830N 0405W	Tgt-turnP	261	0906	0904	249	0	249	12	261	✓	✓	197	22	7	0910	
Tgt	4834N0419W	42	0911	0911	036	-6	30	12	42	✓	✓	278	16	3½		
4834N 0419W	Bill of Port	37	0948	0957	032	-7	25	12	37	7000 / 0	210 / 234	253	157	37		
Bill of Port	Md. Hd.	53	1023	1022	047	-5	42	11	53	5000 / +4	210 / 226	238	103	26		
Maidenhead	Base	66	1034½		060	-4	56	10	66	✓	✓	242	62	15½		

31

DIVERSION AIRDROMES

2000 FT.	RENDEZVOUS	TARGET	LANDED
4000	COAST OUT	COAST OUT	REND. ALT.
6000	COAST IN	COAST IN	LAND FALL ALT.
8000	I.P.	BASE	TARGET ALT.
10000			
12000			

FLIGHT RECORD

CHALLENGE
REPLY
COLORS
VHF CHANNEL
BOMBER C/S
FIGHTER C/S
BOMBER TO BOMBER FREQ.

	Base	Tgt.	
5	280/15	270/18	+15
5	280/22	270/30	+4
7	265/30		
10	270/30	260/40	-5
12	270/35	250/45	-8

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Off Pl. 0600

FLIGHT PLAN

PILOT	McNulty	START ENG	0643	COAST OUT		COAST IN	ALTITUDE
NAVIGATOR	Bursier	TAXI OUT	0651	COAST IN		BASE	HEADING
PLANE	717-P	TAKE OFF	0657	I.P.		REND. ALT.	AIR SPEED
MISSION	Brest	ON COURSE	0724	TARGET	0910	LAND FALL ALT.	TIME
DATE	9-6-44	RENDEZVOUS		COAST OUT		TARGET ALT.	RESULTS

POSITION FROM	POSITION TO	M. H.	ETA	ATA	TC	DR	TH	VAR	MH	ALT / TEMP	I.A.S. / T.A.S.	GS	TO DIST.	RUN TIME	ETA	REMARKS
Base	Maidenhead	254	0740	0742	240	+4	244	10	254	5000 / +4	190 / 205	188	62	20		
	Bill or Port.	243	0811	0812	227	+5	232	11	243	10000 / -5	190 / 222	200	103	31	0816	
	I.P.	227	0857	0901	208	+7	215	12	227	12000 / -8	200 / 242	207	156	45		
	Target	261	0908	0920	249	0	249	12	261			197	22	7		
															0910	
	R.P.	042	0923½	0923	036	-6	030	12	042			228	16	3½		
	Bill or Port.	037	1000	1001½	032	-7	025	12	037	7000 / 0	210 / 234	253	157	37		
	Maidenhead	053	1027½	1027½	047	-5	042	11	053	5000 / +4	210 / 226	238	103	26		26 / 15 / 46
	Base	066	1043	1043	060	-4	056	10	066			242	62	15½		

DIVERSION AIRDROMES

2000 FT.	280-15 / 270-18	+15	
4000	280-22 / 270-30	+4	
6000			
8000	260-38	-4	
10000	270-30 / 260-40	-5	
12000	270-35 / 250-45	-8	

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

FLIGHT RECORD

CHALLENGE	
REPLY	
COLORS	
VHF CHANNEL	
BOMBER C/S	
FIGHTER C/S	
BOMBER TO BOMBER FREQ.	243 / 180 / 63

On course 0720

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620

FLIGHT PLAN

PILOT DeMand	START ENG 0643-0649	COAST OUT	COAST IN	ALTITUDE	
NAVIGATOR Burns	TAXI OUT 0651-0657	COAST IN	BASE	HEADING	
PLANE 9H	TAKE OFF 0657-0703	I.P.	REND. ALT.	AIR SPEED	
MISSION	ON COURSE 0724-0721	TARGET	LAND FALL ALT.	TIME	
DATE 1-6-44	RENDEZVOUS	COAST OUT	TARGET ALT.	RESULTS	

POSITION FROM	POSITION TO	M. H.	ETA	ATA	TC	DR	TH	VAR	MH	ALT / TEMP	I.A.S. / T.A.S.	GS	TO DIST.	RUN TIME	ETA	REMARKS
Base	Md. Hd	254	0741	0742	240	+4	244	10	254	5000 / +4	190 / 205	188	62	20		280/22 +4
M. H.	Bill of Port.	243	0813	0813	227	+5	232	11	243	10000 / -5	190 / 222	200	103	31	S/C 1816	270/30 -5
Bill of Port	4830N0405W	227	0858		208	+7	215	12	227	12000 / -8	200 / 242	207	156	45		250/45 -8
4830N0405W	Tgt-turn P.	261			249	0	249	12	261			197	22	7	0910	
Tgt.	4834N0419W	42		935	036	-6	30	12	42			278	16	3½		
4834N0419W	Bill of Port.	37	1012		032	-7	25	12	37	7000 / 0	210 / 234	253	157	37		265/35 +1
Bill of Port	Md. Hd.	53			047	-5	42	11	53	5000 / +4	210 / 226	238	103	26		270/30 +4
Md Hd	Base	66			060	-4	56	10	66			242	62	15½		

DIVERSION AIRDROMES

2000 FT. 280/15	270/18	+15	RENDEZVOUS	TARGET	LANDED
4000 280/22	270/30	+4	COAST OUT	COAST OUT	REND. ALT.
6000	265/35		COAST IN	COAST IN	LAND FALL ALT.
8000 9000'	260/38	-4	I.P.	BASE	TARGET ALT.
10000 270/30	260/40	-5			
12000 270/35	250/45	-8			

FLIGHT RECORD

CHALLENGE	
REPLY	
COLORS	
VHF CHANNEL	
BOMBER C/S	
FIGHTER C/S	
BOMBER TO BOMBER FREQ.	

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Bot II at a/c 0640

FLIGHT PLAN

PILOT	Adams	START ENG	~~0656~~ 0649	COAST OUT	0813½	COAST IN	10 10½
NAVIGATOR	Hayter	TAXI OUT	~~0704~~ 0657	COAST IN	0855	BASE	1102
PLANE	1711	TAKE OFF	~~0710~~ 0703	I.P.		REND. ALT.	
MISSION	Com Gal	ON COURSE	0724 0721	TARGET	0910	LAND FALL ALT.	
DATE	3/6/44	RENDEZVOUS		COAST OUT	0933½	TARGET ALT.	

ALTITUDE
HEADING
AIR SPEED
TIME
RESULTS

POSITION FROM	POSITION TO	M. H.	ETA	ATA	TC	DR	TH	VAR	MH	ALT / TEMP	I.A.S. / T.A.S.	GS	TO DIST.	RUN TIME	ETA	REMARKS
Base	Md. Hd	254	0741	0742	240	+4	244	10	254	5000 +4	190 / 205	188	62	20	0741	
	Bill of Port.	243	0813½	0813	227	+5	232	11	243	10000 -5	190 / 222	186	103	31½	S/C 0816	
	4830N0405W	228	0859	0855	208	+8	216	12	228	12000 -8	200 / 242	204	156	46	0859	
	Tgt-turn R	263	0903	0930	249	+2	251	12	263			192	22	7	0910	
	4834N0419W	041	0933½	0933½	036	-7	029	12	041			278	16	3½	0933½	
	Bill of Port.	037	1010½	1020	032	-7	025	12	037	7000 0	210 / 234	253	157	37	0950½	
	Md. Hd.	053	1046	1046½	047	-5	042	11	053	5000 +4	210 / 226	238	103	26	1016½	
	Base	066	1102	1101	060	-4	056	10	066			242	62	15½	1032	

DIVERSION AIRDROMES

2000 FT.			
4000			
6000	280/22	270/30	+4
8000	265/28		
10000	270/30	260/40	-5
12000	270/35	250/45	-8

REND.		TARGET	0930	LANDED	1110
COAST OUT	0813	COAST OUT	0933½	REND. ALT.	
COAST IN	0855	COAST IN	1020	LAND FALL ALT.	
I.P.		BASE	1101	TARGET ALT.	

FLIGHT RECORD

CHALLENGE
REPLY
COLORS
VHF CHANNEL
BOMBER C/S
FIGHTER C/S
BOMBER TO BOMBER FREQ.

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MISSION NO. 138 LOADING LIST 6 SEPT 1944

BOX I

FLIGHT I

1. 063 A
MAJOR L.F. DUNN
LT. V.H. POWELL
S/S W.J. DONAHUE
T/S J.F. GOGGIN

2. 467 W
LT. D.F. SHEA
LT. O.R. KOCH
S/S R.E. LEE
LT. G.F. LINDSAY

3. 1961 P
LT. N.G. BROWN
S/S H.E. WHITE
S/S R.F. ADDLEMAN

4. 720 F
LT. J.P. HILLERMAN
S/S E.F. PAULES
S/S L. MARTINEZ

5. 380 N
LT. T.A. MURPHY
SGT J.J. RICKETSON
SGT L.W. O'CONNELL

6. 211 O
LT. H. POPENEY
SGT W.E. ARNETT
SGT H.C.S. CANDLER

FLIGHT II

1. 1717 P-1
CAPT. G.M. MC NULTY
LT. F.H. BURSIEL
S/S J.A. FEJES
S/S E.R. JUDD

2. 210 Q
LT. R.R. SVENSON
S/S P.G. FILD
S/S G.E. PFENNING

3. 764 X
LT. F.W. HARRIS
S/S D. HANTSKE
S/S E.A. DAMICO

4. 907 O-1
LT. W.E. DOWNING
S/S E.S. DICKENSON
S/S K.E. HORNBECK

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

6. 760 Z
LT. J.H. WRIGHT
SGT P.J. PROFITA
SGT J.R. SIMMONDS

FLIGHT III

1. 444 J
MAJOR R.F. PRICE
LT. A.R. HAND
S/S NAIFEH
SGT ROBERTS

2. 894 R
LT. J.H. MONTROSE
SGT R.S. GANDY
SGT J. FELKEL

3. 176 T
LT. W.L. HALE
SGT J.F. GEYER
SGT D.H. BENTZLER

4. 194 C
LT. L.G. PEEDE
SGT D.M. BROWN
S/S L.M. DAUGHERTY

5. 150 N-1
LT. J.B. SAIDLA
CPL A.F. CAVANAGH
CPL J.M. HARRIS

6. 480 B
LT. H.M. EVANS
SGT C. SKEENS
SGT C.N. MERRITT

SPARE
221 F-1
~~LT. D.M. EASTMAN~~
~~CPL R.J. JOHNSON~~
~~CPL A.B. EATON~~
Returned early as Briefed

MISSION NO. 138
6 SEPT 1944
BOX I

MISSION NO. 138 LOADING LIST 6 SEPT 1944

BOX II

FLIGHT I

1. 452 Q
CAPT. C.R. JACKSON
LT. A.H. MALTBY
SGT D.E. BURNS
S/S F.G. FALK

2. 439 J
LT. P.G. ATKINSON
LT. D.G. ACKERSON
S/S J.O. SWAFFORD
S/S F.P. GLYNN

3. 689 I
LT. A.W. NORDSTROM
CPL L.R. FRIDAY
S/S R.L. MILLER

FLIGHT II

1. 469 J-1
CAPT. R.J. MORTON
LT. D.L. MOORE
S/S C.L. WEBB
S/S F.M. CITTY

2. 743 W
LT. E.R. HAYTER
S/S F.R. MELCHOIR
S/S R.C. HOLLOWAY

3. 692 M
LT. J.F. SMITH
S/S C. VAFIADIS
S/S R.C. HOFFMAN

FLIGHT III

1. 1711 S
LT. J.D. ADAMS
LT. R.J. HANLON
S/S P.L. CLEARMAN
S/S A.J. ZEIKUS

2. 914 X
LT. F.W. DE MAND
LT. A.C. BURNS
S/S C.W. MIDDLETON
S/S R.J. TROYER

3. 9711 M-1
LT. T.J. MURRAY
S/S R.J. JONES
S/S D.H. DE BOWER

4. 892 L
LT. T.J. LEONARD
S/S O.D. EVANS
S/S T.A. PALMER

5. 224 E
LT. C.L. MC GLOHN
S/S J.W. MORAN
S/S P.B. DRISKILL

6. 207 B
LT. P.P. BARAUSKY
SGT M. HALL
SGT B.R. WILSON

4. 767 N
LT. M.S. STREET
S/S C.A. PRINDLE
S/S E.T. EPPS

5. 900 Q-1
LT. M.W. DU BOSE
CPL D.L. GRIFFIN
CPL J.H. WALTER

6. 190 I-1
LT. E.P. HALL
SGT R.W. CARSTENS
SGT R.P. SHARP

4. 9719 J-2
LT. H.F. PAIR
S/S H.A. MARION
S/S V.P. ADAMS

5. 219 D
LT. D.A. FERO
CPL T.W. SKELTON
CPL A.A. ROJAS

6. 363 L-1
LT. H.M. VAN NOORDEN
CPL R.I. STEFFEY
SGT G. THOMPSON

SPARE
202 B-1
~~LT. H.B. CLARK~~
~~S/S J.W. SABADOSH~~
~~S/S D.F. FLOYD~~
Returned early as briefed.

MISSION NO. 138
6 SEPT 1944
BOX II

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Box #	OpsFl	Date	F/O	Target	Alt.	Box Leader	T/O TOT L/D	15 min.
I		6 Sept. 44				Maj Dunn.		

A/C		Fail to Bomb	ATT			Bomb Disp					A/C Dam						E/A			Pers.		
Pos	No.	Reason	P	S	O	P	S	J	F	R	M	D	A	AC	B	E	D	P	D	K	W	M
1	063		6																			
2	467		6																			
3	810		6																			
4	720		6																			
5	386		6																			
6	211		6																			
1	1717		6																			
2	210		6																			
3	764		6																			
4	907		6																			
5	819		6																			
6	760		6																			
1	444		6																			
2	894		6																			
3	176		6																			
4	194		4																			
5	150		6																			
6	480		6																			
	221	Ret as briefed																				

Dunn 063

Brown 810 Shea 467

Hillerman 720

Popeney 211 Murphy 386

Price 444 McNulty 1717

Hale 176 Montrose 894 Harris 764 Svenson 210

Peede 194 Downing 907

Evans 480 Sadla 150 Wright 760 Stanley 819

Spare
Eastman 221

106
102

106
95 P
20 1 F
1

4

18
16
124

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Box #	OpsFl	Date	F/O	Target	Alt.	Box Leader	T/O TOT L/D	15 min.
II		6 Sept. 44				Capt. Jackson		

A/C Pos	A/C No.	Fail to Bomb Reason	ATT P	ATT S	ATT O	Bomb Disp P	Bomb Disp S	Bomb Disp J	Bomb Disp F	Bomb Disp R	A/C Dam M	A/C Dam D	A/C Dam A	A/C Dam AC	A/C Dam B	A/C Dam E	E/A D	E/A F	E/A D	Pers. K	Pers. W	Pers. M
1	452		4																			
2	439		4																			
3	689		6																			
4	892		6																			
5	224		6																			
6	207		6																			
1	469		6																			
2	743		4																			
3	692		4																			
4	929	x	6																			
5	900		3						1													
6	190		6																			
1	1711		6																			
2	914	x	6																			
3	9711		6																			
4	9719		4																			
5	219	x	6																			
6	363	x	6																			
	20R	Ret as briefed																				

72
20
3
95

Jackson 452

Nordstrom 689 Atkinson 439

Leonard 892

Baransky 207 McGlohn 224

Adams 1711 Morton 469

Murray 9711 DeMond 914 Smith 692 Hayter 743

Pair 9719 Street 929

Van Noorda 363 Ferro 219 Hall 190 DuBose 900

Spare Clark 202

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C O N F I D E N T I A L Interr. Form

PILOT Popenoe A/C# 211 BOX [illegible] FLIGHT 1 POS 6

CASUALTIES:

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

FLAK:

E/A:

OBSERVATIONS:

Bombs fell on E side of inlet. - Smoke.

Shudan

Interrogator

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C O N F I D E N T I A L Interr. Form

PILOT Stanley A/C# 819 BOX 5 FLIGHT 2 POS 5

CASUALTIES: nil

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

FLAK: nil

E/A: nil

OBSERVATIONS: Two runs - dropped on 2nd. 5 or 6 ships in Brest Breakwater - Merchant.

Lucia

Interrogator

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C O N F I D E N T I A L Interr. Form

PILOT Harris A/C# 764 BOX [illegible] FLIGHT 2 POS 3

CASUALTIES:

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

FLAK:

E/A:

OBSERVATIONS:

Pill box 500 yards to Right of our target. (E)
truncat Dive bombers.

Results - exc. close to flight.

Shinde

Interrogator

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C O N F I D E N T I A L Interr. Form

PILOT Evans A/C# 480 BOX [illegible] FLIGHT 3 POS 6

CASUALTIES:

BOMB DISPOSITION: PT ST CT JET RET
6 — — — —

BATTLE DAMAGE: A A-C E
nil

FLAK:

E/A:

OBSERVATIONS:

2 rect of vehicles - white tops - near target - before bombing headed NE. All bombs fell together.

2 runs.

Interrogator

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C O N F I D E N T I A L Interr. Form

PILOT Leonard A/C# 892 BOX [illegible] FLIGHT I POS 4

CASUALTIES: nil

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

FLAK: nil

E/A: nil

OBSERVATIONS: ~~nil~~

Bridge to LOPERHAT - down.

Luria

Interrogator

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C O N F I D E N T I A L Interr. Form

PILOT Morton A/C# 469 BOX [illegible] FLIGHT II POS 1

CASUALTIES:

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

FLAK:

E/A:

OBSERVATIONS:

Into smoke - Yellow smoke - looked good

Dive B. hitting 0703

Interrogator

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PILOT: Demand PLANE: III POS: 2

CASUALTIES: ✓

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

FLAK: ✓

E/A: ✓

OBSERVATIONS: Black fires thru out entire city.

Light ack-ack fire in town at planes & fighters.

Ship - freighter sunk

✓91-95

Stanton
Interrogator

CONFIDENTIAL

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

PILOT: Murray A/C# 9211 BOX II FLIGHT III POS 3

CASUALTIES: 6

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

FLAK: ✓

E/A: ✓

OBSERVATIONS: Harbor covered by oil scum from oil tanks burning

Jettison 1 C 7 101 panels at turn after bomb burst

One large vessel in harbor - very large

Camera

Stanton

Interrogator

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C O N F I D E N T I A L Interr. Form

PILOT Pair [redacted] A/C# 9719 BOX [redacted] FLIGHT III POS 4

CASUALTIES:

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

FLAK:

E/A:

OBSERVATIONS:

A-20 ?
Two A/c Collided over target -

one Exploded in air one on Ground.
No Parachutes -

Bailey
Interrogator

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