

IRIS Public Record**Key Information****Main:** GROUP/0416/BOMBARDMENT (LIGHT)**Document Type:****Call Number:** GP-416-SU-OP-S**IRIS Number:** 00091861**Accessions Notes:****Old Accession Nbr:****Title:****Beginning Date:****End Date:****Publication Date:** 1944/05/28**Classification** UNCLAS**Media** Roll #: 0000001708 First Frame: 434 Last Frame: 494 Linear Feet: 0

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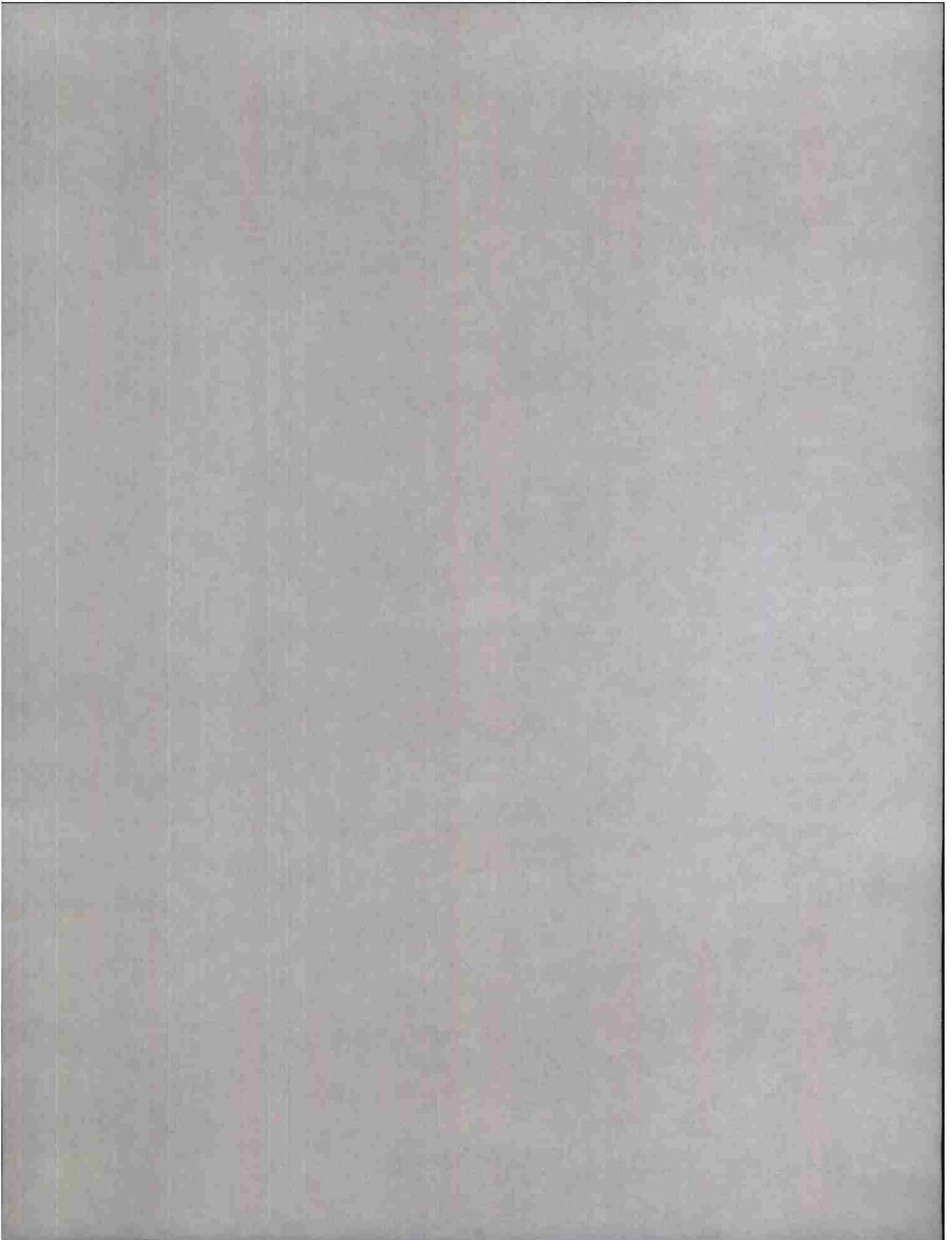
Audio Rec:

NUMPAGE 60**Title Extensions:****Abstract****Descriptive** TITLE SUPPLIED.**Notes:****Title** PHOTOGRAPHS AND MISSION REPORTS: BRUGES/SAINT MICHIEL NAVAL STATION,**Added** FRANCE**Entries****Author:****Subject:****Major Command:****Administrative Markings**

No Administrative Markings Listed

Security Review Information:

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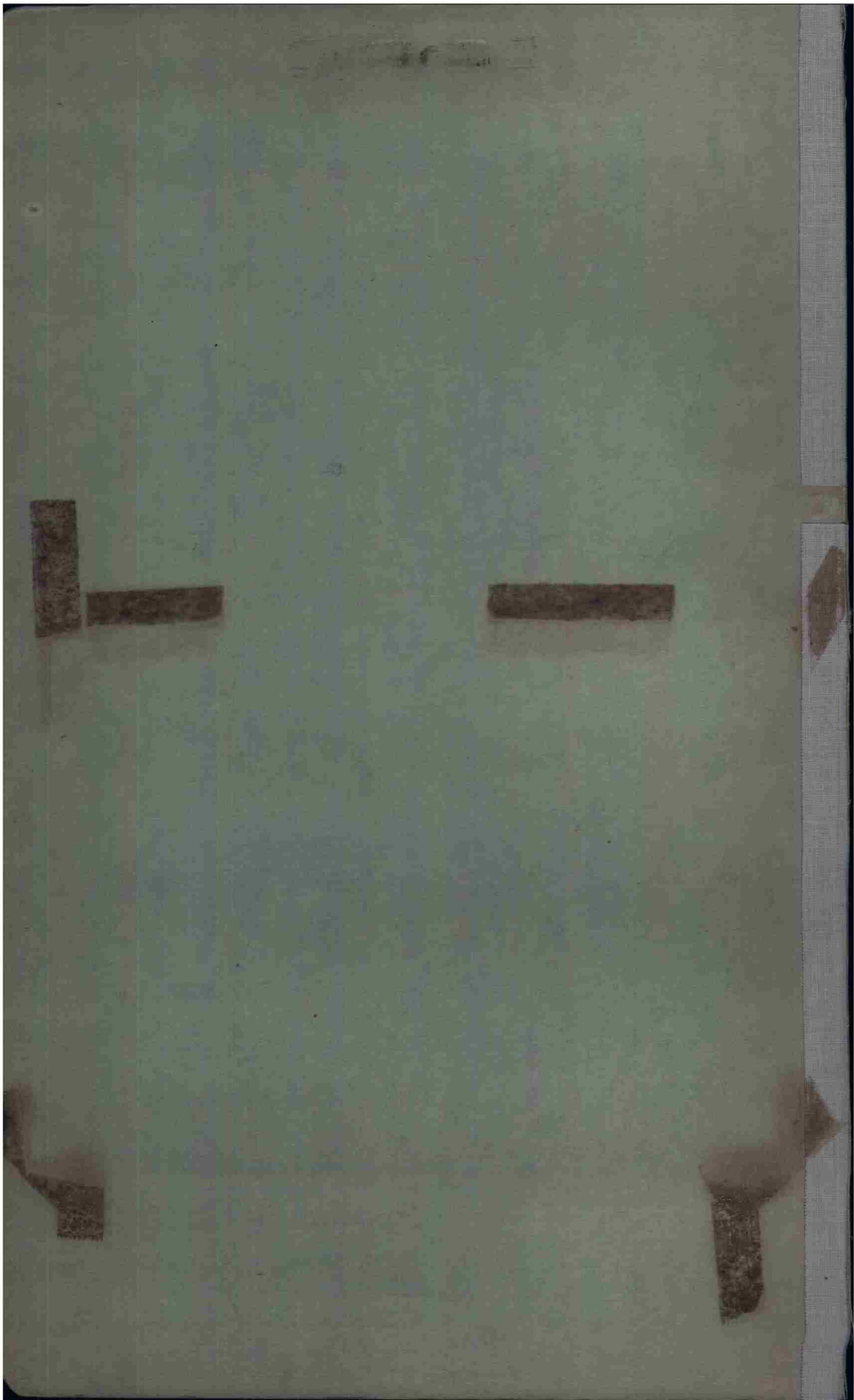


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DOD DIR 5200.9, 27 Sep 88

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MICROFILMED





SECRET
HEADQUARTERS
97TH COMBAT BOMB WING (L)

#59

APO 140, U. S. Army.
4 June 1944.

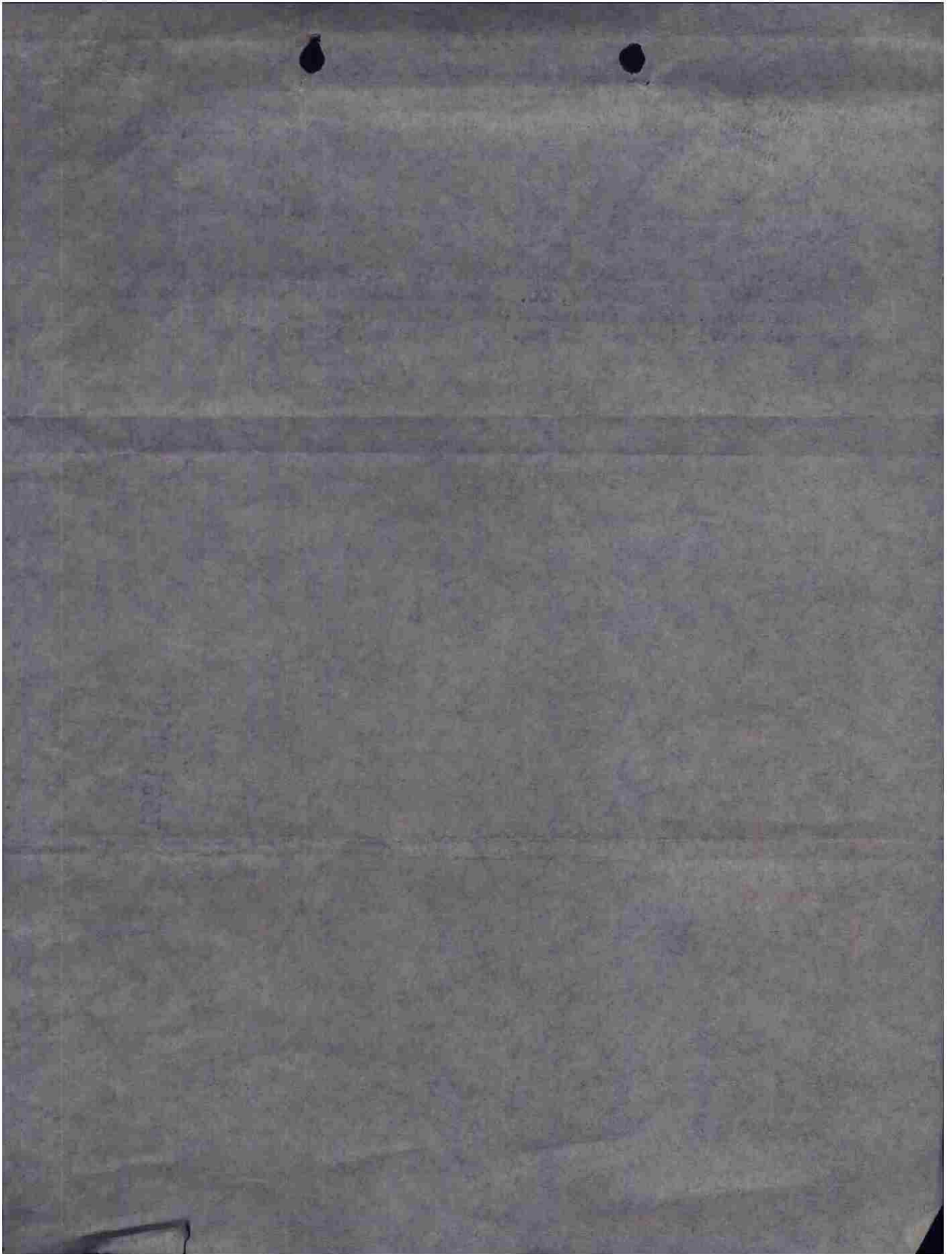
Annex to A-2 Comments on 416th BG observations of Bruges/St. Michiel mission, F. O. 55-333, 28 May, 1944.

Par. 3. Submerged minefield 50 to 100 ft. off Belgium Coast at 51 deg. 07' N - 02 deg. 32' E, seen from 12,000. British Admiralty has record of this minefield, from photo reconn. This observation is entirely correct and of considerable value. The correct coordinates are: 51 deg. 05' N - 02 deg. 32' E.

P.R.C.

00091861

SECRET

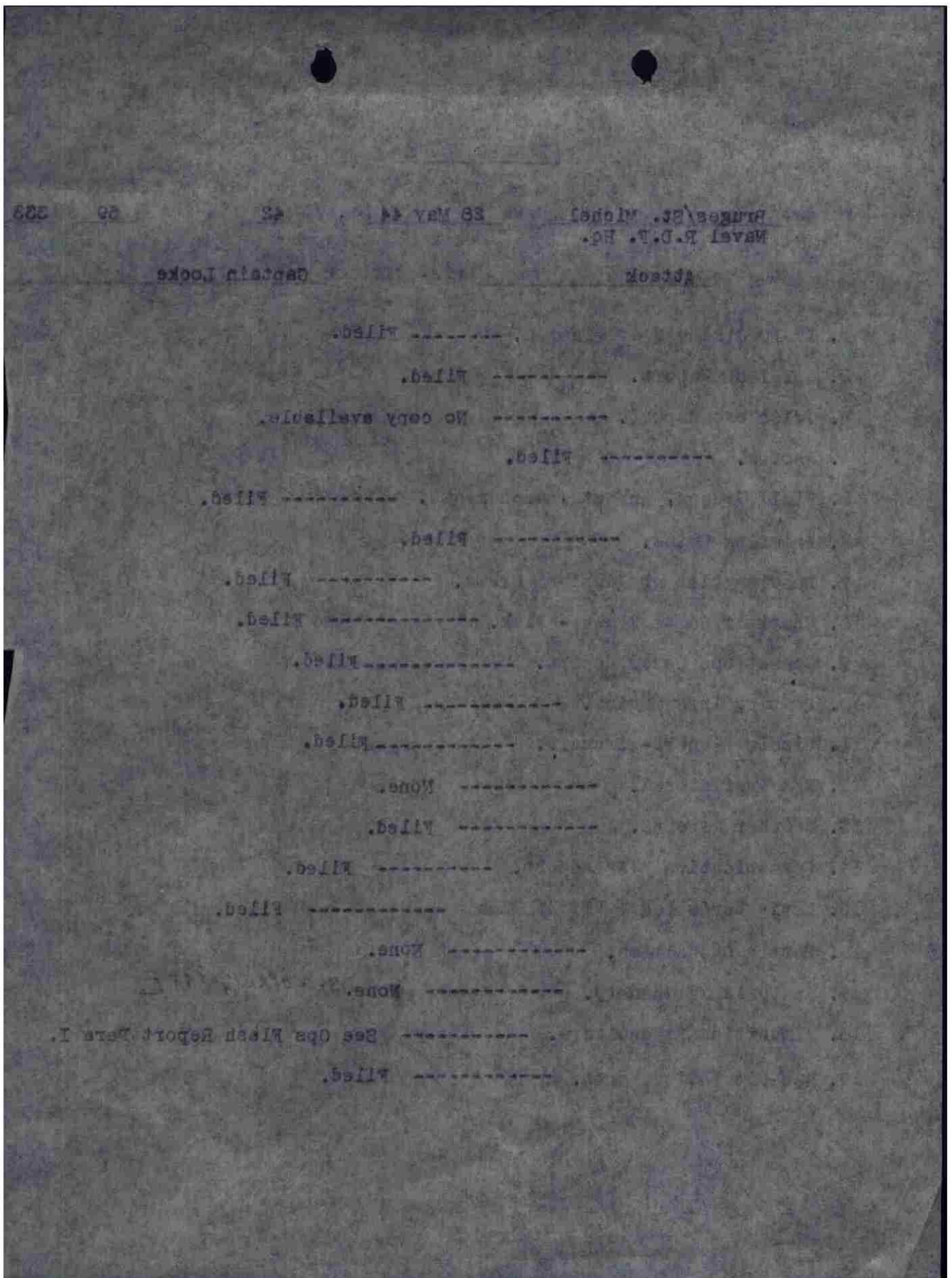


GENERAL INDEX

Target Bruges/St. Michel Date 28 May 44 No. A/C 42 Mission # 59 FO 333
 Naval R.D.F. Hq.

Status Attack Brief Officer Captain Locke

1. IX BC Synopsis of Mission. ----- Filed.
2. OpsFlash Report. ----- Filed.
3. Telephone Report. ----- No copy available.
4. Photos. ----- Filed.
5. Field Orders, Annex's, Amendments. ----- Filed.
6. Briefing Notes. ----- Filed.
7. Loading List of Airplane Crews. ----- Filed.
8. Chart of Route Flown - Flak. ----- Filed.
9. Operations Oprep Report. ----- Filed.
10. Bombing Information. ----- Filed.
11. Mission Report-Aircraft. ----- Filed.
12. E/A Encountered. ----- None.
13. Weather Reports. ----- Filed.
14. Communication "YS" Report. ----- Filed.
15. Navigator's Log & Flight Plan. ----- Filed.
16. Battle Casualties. ----- None.
17. Analysis of Gunnery. ----- None. *SEE OPREP, BAR E*
18. Ammunition Expenditure. ----- See Ops Flash Report Para I.
19. Recapitulation Forms. ----- Filed.



MISSION SUMMARY

Target: Bruges/St.Michiel (Naval RDF Station)
 F/O : #333
 Date : 28 May 44
 Results: Box I - Good
 Box II - Gross
 Box III- Gross

BRUGES/ST.MICHEL (NAVAL RDF STATION)

416 BG: 42 a/c were dispatched, all dropping 166 x 500 GP on the primary target.

No losses, casualties or battle damage. Bombing was by fourteens.

Box I - GOOD. In heavy concentration bombs fell 293 North of the desired M.P.I., with one possible hit and several possible near misses to that M.P.I., a large rectangular building. The majority of bursts occurred in a wooded area. Hits and near misses were scored on a long rectangular building.

Box II - GROSS. (Box II attacked last.) Bombs fell in a scattered pattern 2200 feet NW of the desired M.P.I., across a highway and in fields. (Fore and aft bubble not level. An attempt to level on r failed to produce any change, so bombardier returned to telescope in last five seconds of run to replace hairs on target. Synchronization possibly also off.)

Box III- GROSS. (Box III bombed second.) Scattered bursts occurred 2100 feet NW of the desired M.P.I., across a highway, on buildings and in fields. (Although he had identified the target, bombardier was unable to pick up the A.P. in his telescope until the last part of bomb run, and consequently found no time to level bubbles which were observed to be off in aft direction.)

OICOG OILAI V YAA VAA 5/28 OP

FROM 416TH BOMB GP (L) 281510B

TO IX BOMBER COMMAND ATTN: A-2
97TH COMBAT WING ATTN: A-2

CONFIDENTIAL BT

1677D OPSFLAHH NO 54 FOR 28 MAY 44

A. (I) BRUGES/ST MICHIEL NAVAL R.D.F. HQ.
(II) BRUGES/ST MICHIEL NAVAL R.D.F. HQ.

B. (I) 416TH BG
(II) 42 A-20'S
(III) NONE
(IV) 42 A-20'S

C. (I) 1100
(II) 1218
(III) 1321

D. (I) NONE
(II) 0-0-0
(III) 0-0-0

E. 1ST BOX GOOD (BASED ON OBSERVATIONS)
2ND BOX FAIR (BASED ON OBSERVATIONS)
3RD BOX FAIR (" " ")

F. (I) (A) NIL
(B) NIL
(II) (A) NIL
(B) NIL

G. AT 1222, FROM 12,000 FEET, ONE LONG TRAIN OF ABOUT 60 CARS SEEN ON OSLEND-THONRONT RAILROAD, ABOUT MIDWAY BETWEEN THESE TWO POINTS HEADED TOWARDS THONRONT.

AELTRE-BRUGES HIGHWAY IS BEING SXXX WIDENED AND SEVERAL BRIDGES ARE BEING CONSTRUCTED OVER WATERY PLACES.

HIGHWAY FRM AELTRE IS BEING EXTENDED TO GHENT-CLEARING AND AND LEVELING PROCESS IS ALMOST COMPLETED, THOUGH NEW SECTION OF ROAD IS NOT LAID AS YET.

AT 1205, FROM 12,000 FEET, 4 LONG BARGES WERE OBSERVED BEING TOWED WEST NEAR FURNES.

AT 1218, FROM 12,000 FEET, SIX BARGES WERE SEEN MOORED IN THE BRUGES CANAL AT THE EASTERN SECTION OF THE CITY OF BRUGES.

AT 1215, FROM 12,000 FEET, 14 BARGES WERE OBSERVED AS STATIONARY IN THE BRUGES CANAL, NORTH OF AELTRE.

FLOODED AREA NEAR OSTEND HAS INCREASED IN SIZE AND DEPTH.

AT 1204, FROM 12,000 FEET, 4 TR TRAINS, OF ABOUT 40 TO 50 FREIGHT CARS EACH, WERE SEEN STANDING STILL, IN THE VICINITY OF DIXNUDE. NO LOCOMOTIVES ATTACHED.

AT 1201, FROM 12,000 FEET, AT 51 EG 06' N- 02 DEG 20' E. A DINGHY WAS OBSERVED; PREVIOUSLY REPORTED AS HOT NEWS.

A SUBMERGED MINEFIELD 50-100 FEET OFF BELGIAN COAST WAS OBSERVED AT 51 DEG 07' N.- 02 DEG 32' E. SEEN FROM 12,000 FEET.

H. (I) 8-10 MILES VISIBILITY NO CLOUDS
(II) SAME

I. 100 X 500 GP ON PRIMARY
1 X 500 GP FELL IN CHANNEL
1 X 500 GP RETURNED

J. 1ST BOX 12,000
2ND BOX 12,500
3RD BOX 11,500

MACE COBONGR416

BT 281510B

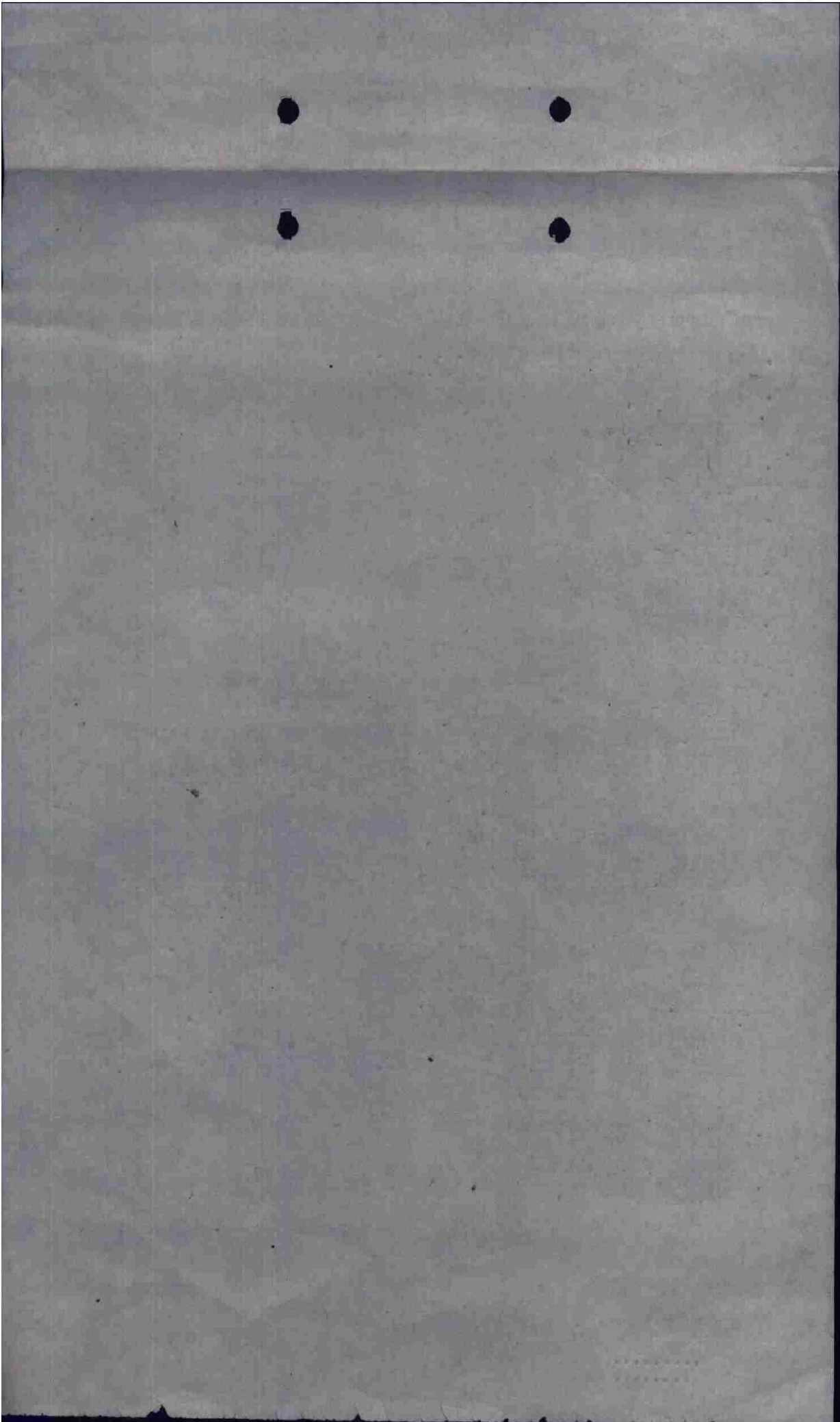
AS

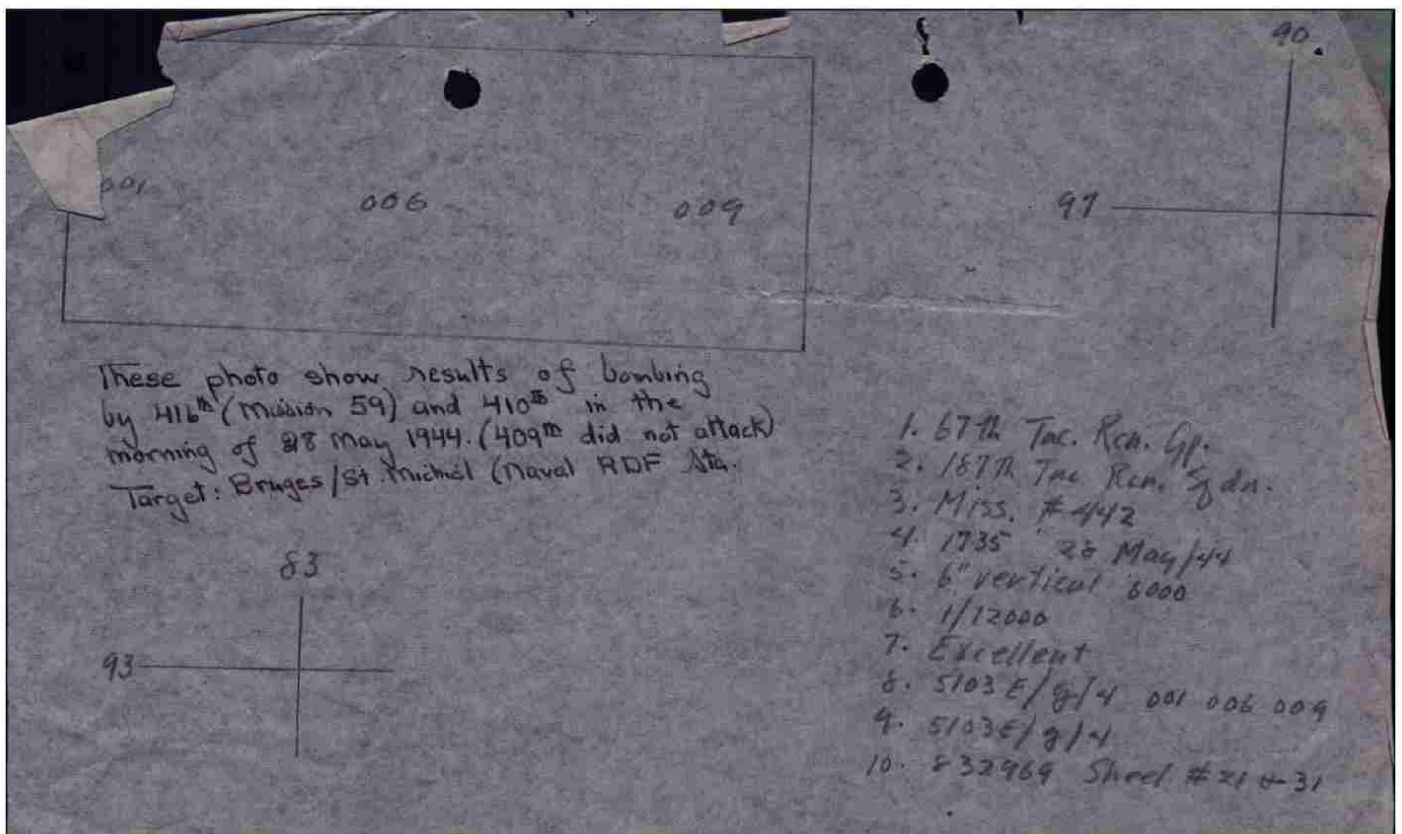
CC 7TH LINE UNDER G. 2ND GR TO READ AS LEVELING

EJ AR K

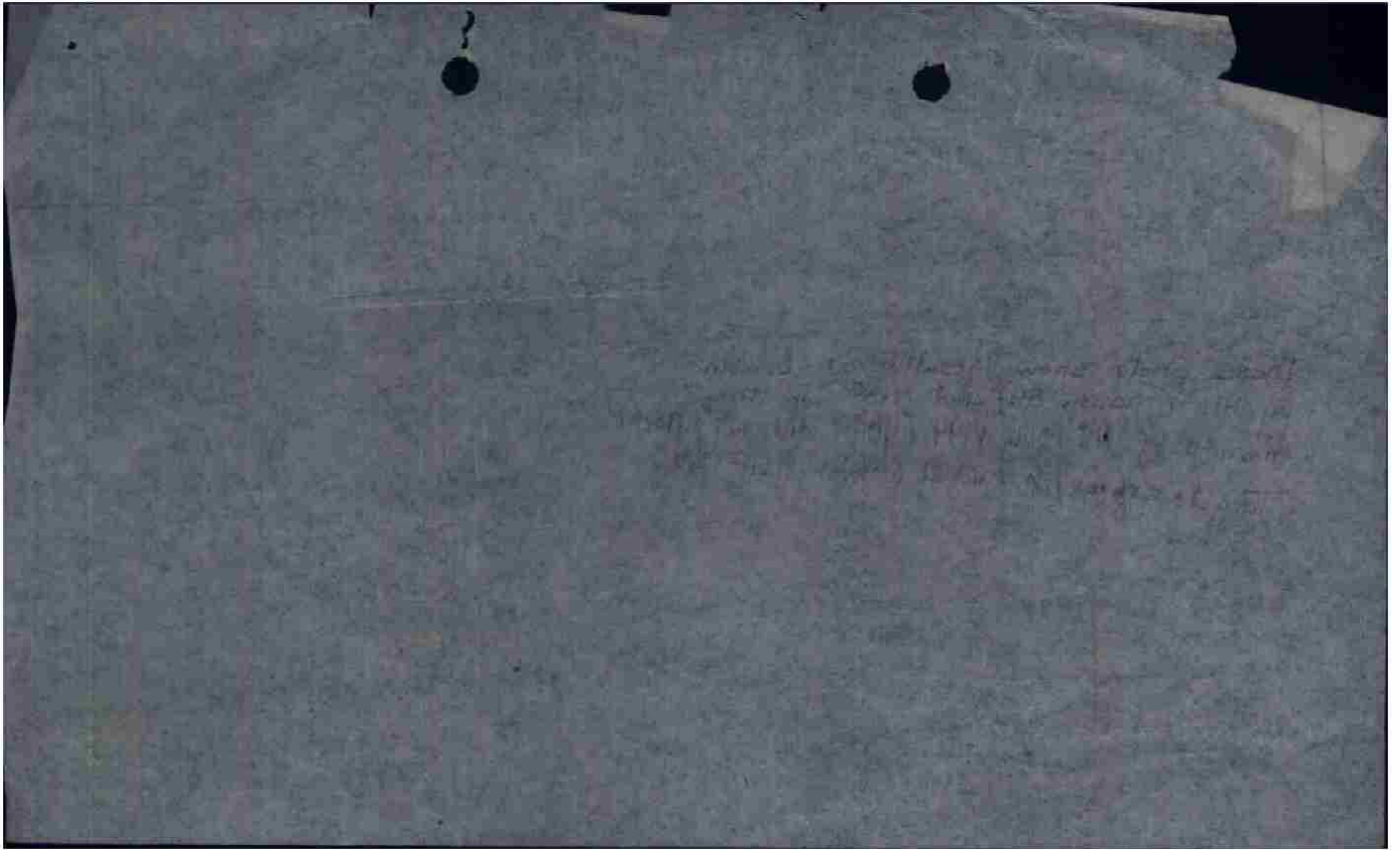
OICOG R.....281525B RPG AR

OILAI R.....28/1525B FK AR

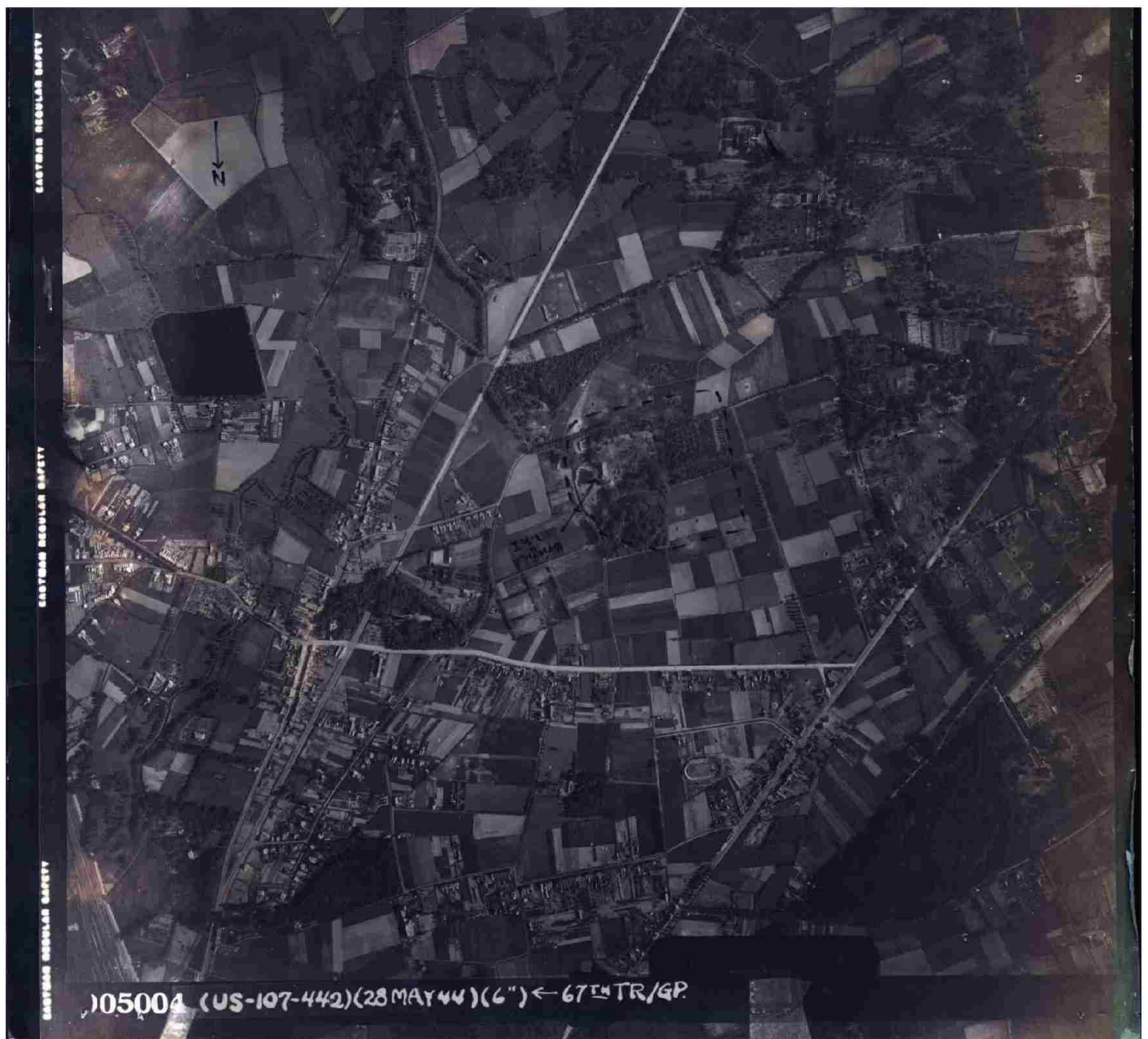


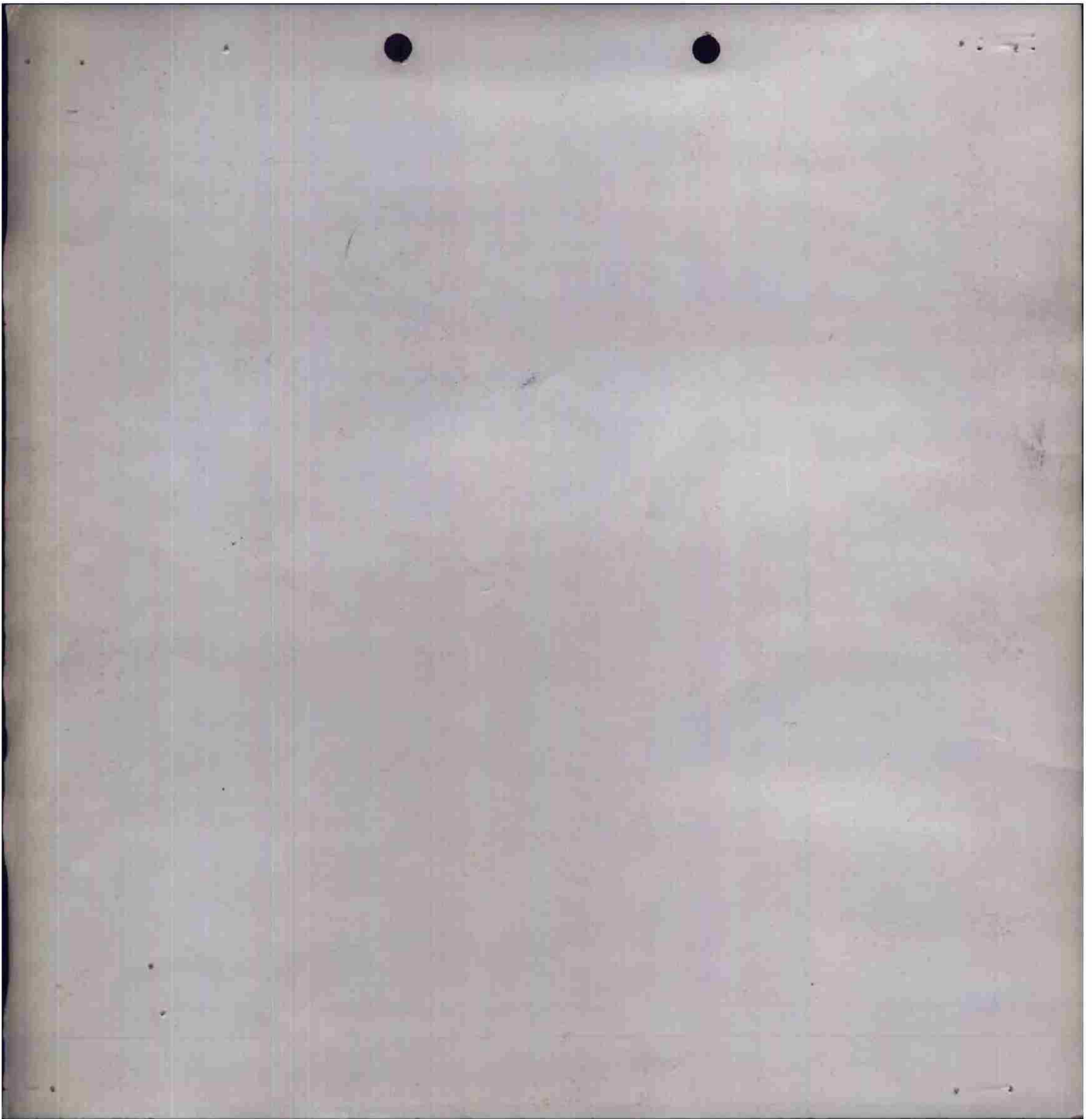


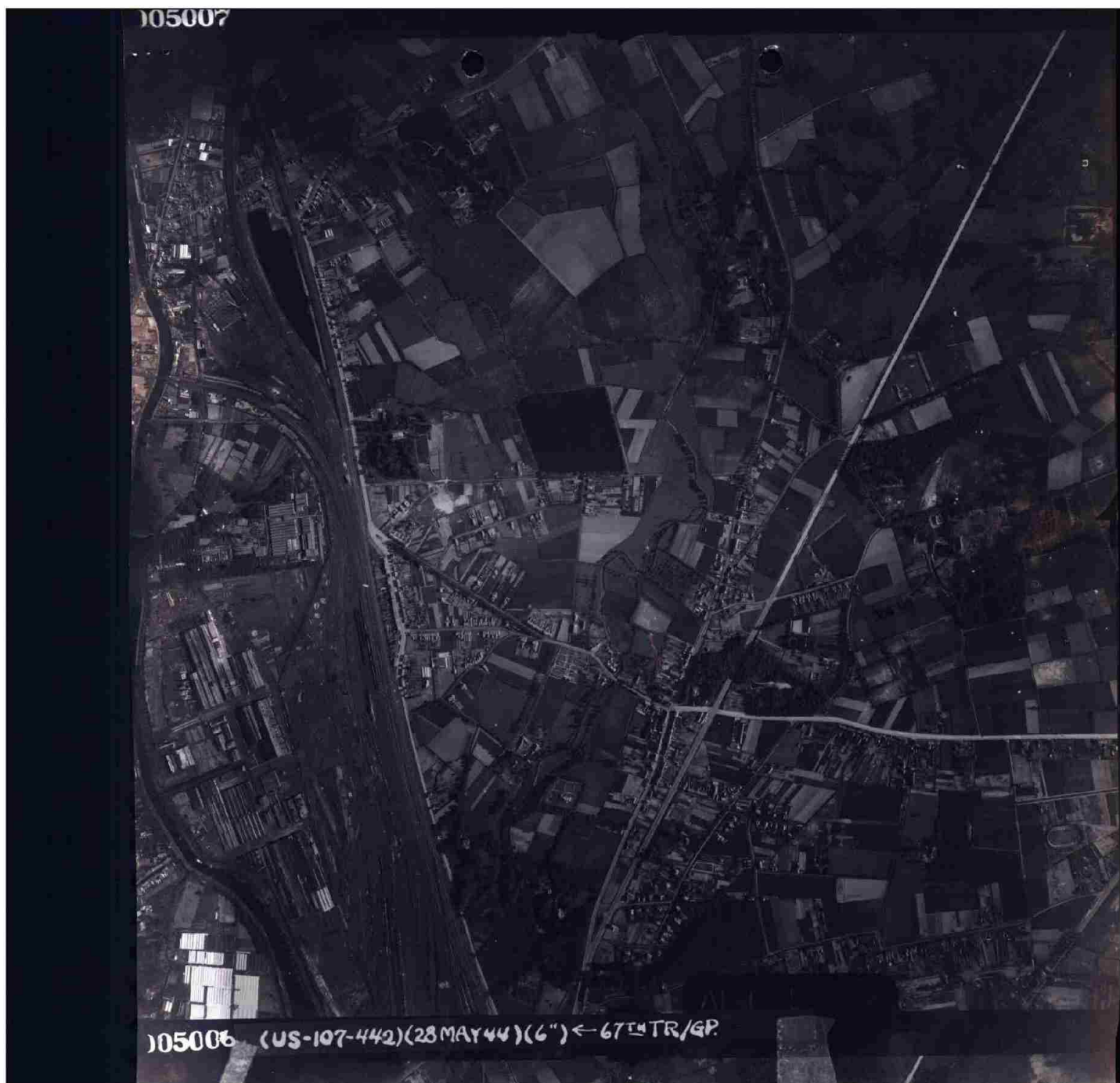
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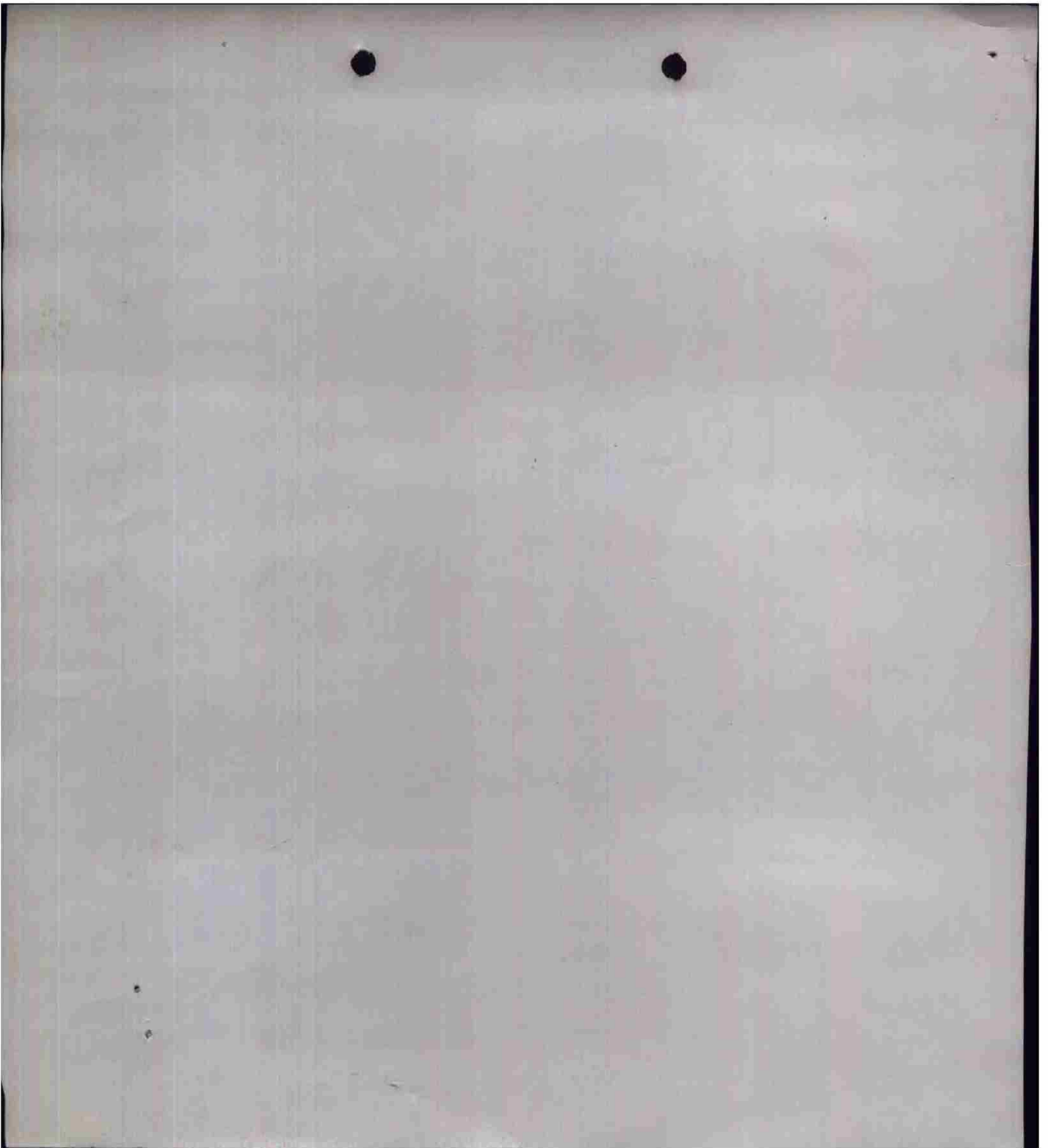


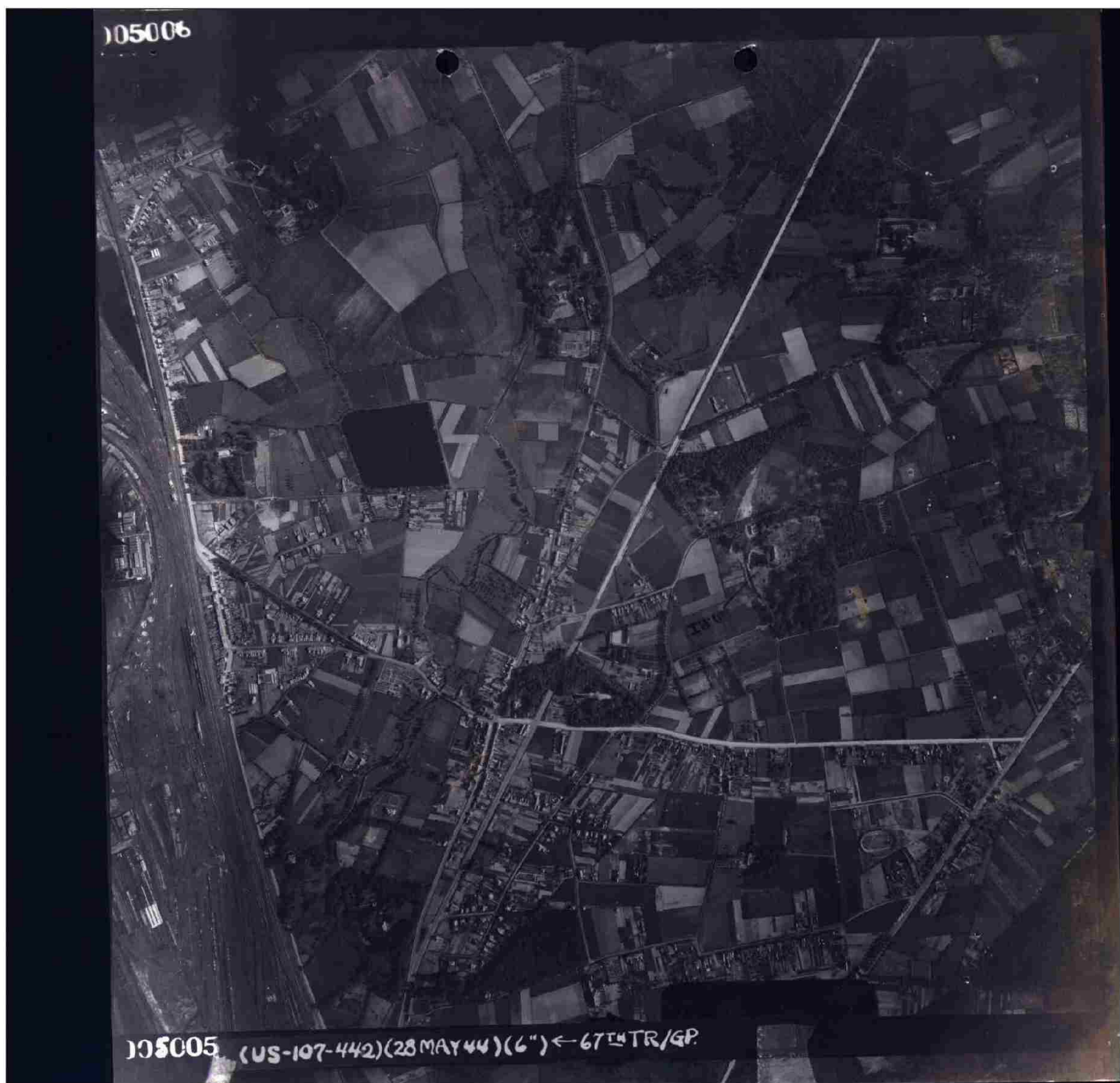
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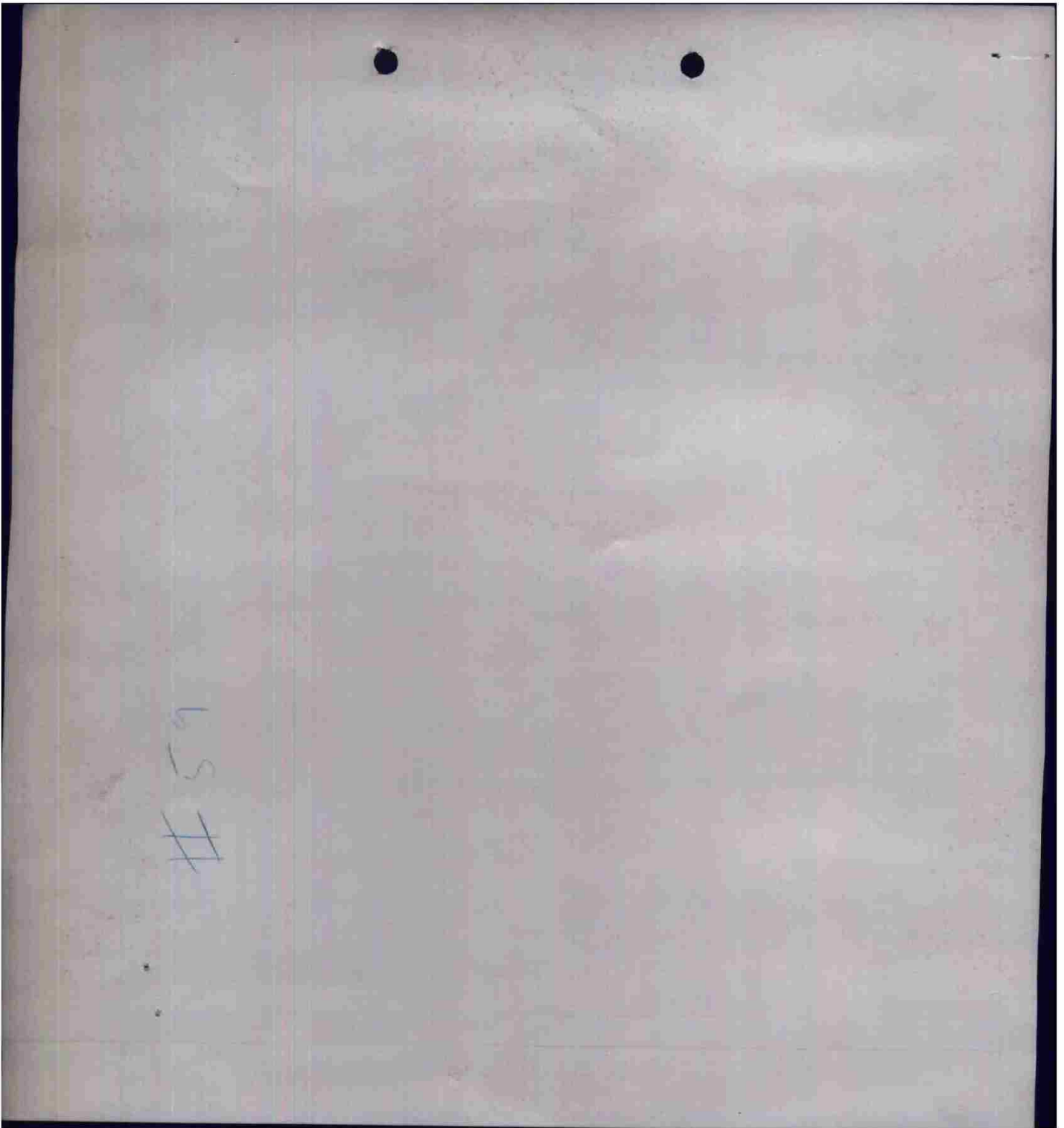












IX B.C.S-2 Form No. 106-B Prepare separate sheet for each target bombed

OTHER UNITS: TARGET : IX BC WING 97TH : 416TH
 : : : DATE 28 May 1944 :
 : : : ATTACKING UNIT 3 Boxes : 416TH
 : : : : GROUP
 : : : : BRUGES/ST. MICHEL
 : : : FIRST PHASE INTERPRETATION : TARGET HIT

A. TARGET BRIEFED BRUGES/ST. MICHEL PRIMARY
 SECONDARY
 CASUAL

M.P.I. Large rectangular building near center of target area.

A.P. Same as M.P.I.

B. TARGET ATTACKED BRUGES/ST. MICHEL MILES FROM THE PRIMARY
 DIRECTION FROM PRIMARY

C. COORDINATES (If non-descript PINPOINT) ON 1:50,000 MAP NO.

D. NO. AND TYPE OF A/C DISPATCHED 42 A-20's NO. OF A/C ATTACKING 42

E. BOMBING BY 3's, 6's, 12's, 18's 14's IN FOLLOWING ORDER 1,3,2

F. NO. AND TYPE OF BOMBS DROPPED 152 x 500 GP FUSING 1/10 nose, 1/40 tail.
 FUSING

G. HEADING OF A/C WHERE BOMBS DROPPED Box 1 & 2: 305 deg. M. Box 3: 284 deg. M.

H. TIME BOMBS DROPPED 1218

J. ACTIVITY AT TARGET

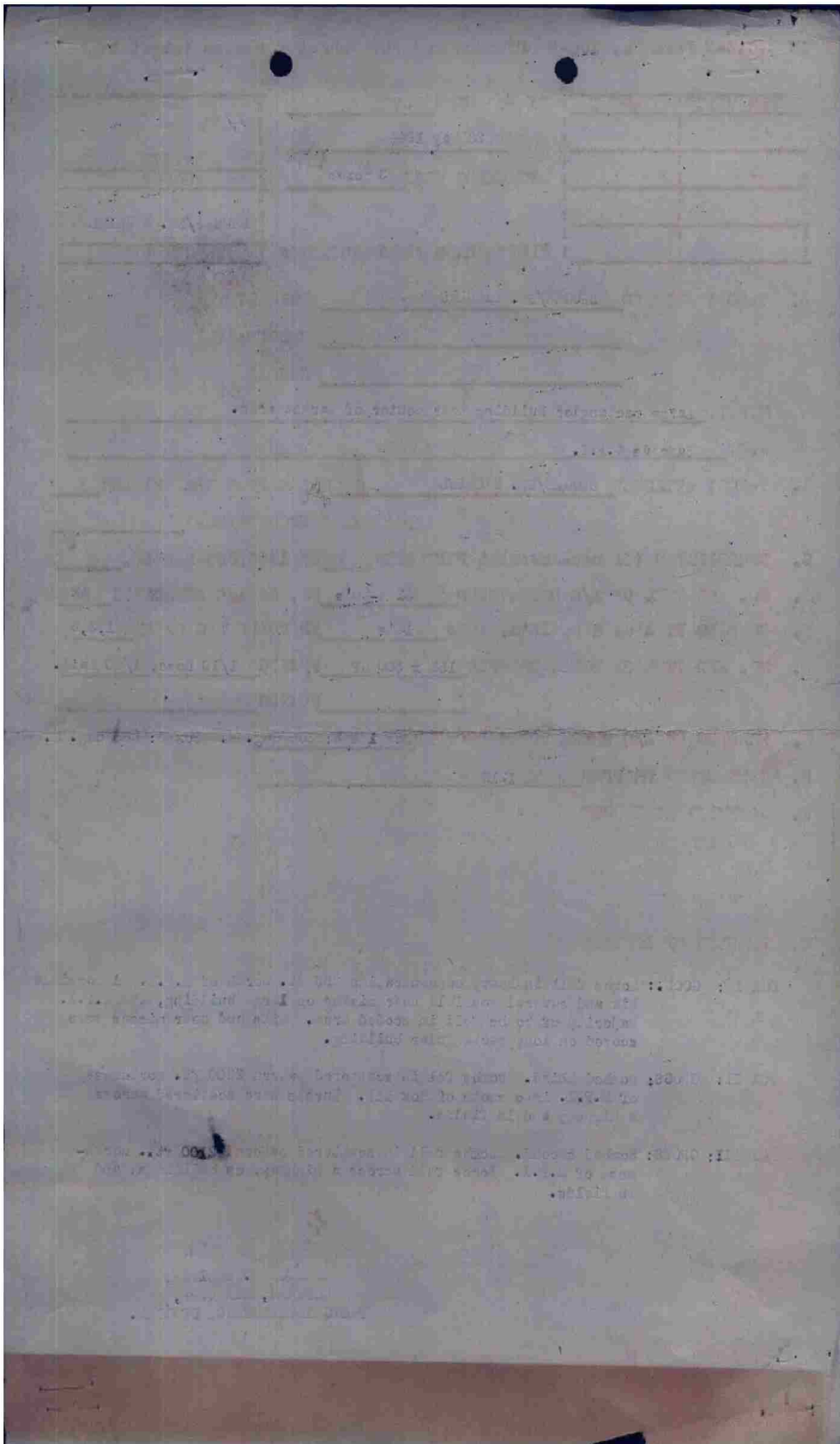
K. RESULTS OF BOMBING:

BOX I : GOOD:: Bombs fell in heavy concentration 293 ft. north of M.P.I. 1 possible hit and several possible near misses on large building, the M.P.I. Majority of bombs fell in wooded area. Hits and near misses were scored on long rectangular building.

BOX II: GROSS: Bombed third. Bombs fell in scattered pattern 2200 ft. northwest of M.P.I. into smoke of Box III. Bursts were scattered across a highway and in fields.

BOX III: GROSS: Bombed second. Bombs fell in scattered pattern 2100 ft. northwest of M.P.I. Bombs fell across a highway, on buildings, and in fields.

Clayton W. Zesiger
 CLAYTON W. ZESIGER,
 CAPTAIN, AIR CORP.,
 PHOTO INTELLIGENCE OFFICER.



MISSION NO. 59

LOADING LIST

28 MAY 1944

BOX I

FLIGHT I

1. 439 J
Major W.F. Mong
Lt. V.H. Powell
S/S R.F. Stobert
S/S F.P. Glynn

4. 207 B
Lt. R.J. Rooney
S/S H.M. McCleary
S/S S.F. DiNapoli

2. 452 Q
Capt. G.M. McHarty
Lt. F.H. Marsiel
S/S H.B. White
S/S R.F. Addelman

5. 224 E
Lt. L.R. McBride
Sgt W.J. Daniels
Sgt L. Burger

3. 217 D
Lt. T.J. Leonard
S/S C.D. Evans
S/S T.A. Palmer

6. 892 L
Capt. L.R. Moore
S/S E.L. Griffin
Sgt C.W. Masison

FLIGHT II

1. 840 Y
Lt. F.F.E. MacInnes
S/S M. Rosenstein
S/S H.C. Carney

3. 678 I
Lt. J.F. Smith
Sgt G. Vafindis
Sgt R.C. Hoffman

2. 181 A
Lt. W.H. Land
S/S S.F. Alden
S/S R.L. Ballinger

4. 689 I-1
Lt. B.J. Renth
S/S C.D. Lelave
S/S F.H. Citty

FLIGHT III

1. 145 H
Lt. R.J. Marion
Sgt H.C. Rogers
Sgt J.E. VanDayne

3. 951 F
Lt. R.L. Behlmer
T/S W.J. Kelly
S/S W.G. Ferguson

2. 221 F
Lt. H.V. Shainberg
S/S F.G. Holloway
Sgt F.R. Melchior

4. 219 D-1
Lt. H.D. Andrews
S/S G.M. Cook
S/S E.R. Worley

MISSION NO. 59

LOADING LIST

28 MAY 1944

BOX II

FLIGHT I

1. 455 T
Capt. G.H. Jackson
Lt. A.H. Maltby
S/S R.E. Riley
S/S A.J. Boname

4. 750 M-1
Lt. W.E. Ostreander
S/S J.E. Wilson
S/S I. Binney

2. 125 M
Capt. H.F. Conant
Lt. R.T. McBrien
S/S J.E. McGreevy
S/S H.J. Sylva

5. 380 N
Lt. E.L. Johnson
Sgt J.C. Swafford
S/S H.R. Brays

3. 157 F
Lt. R.D. Hall
S/S D.S. Blackford
S/S R. Kutzler

6. 680 R
Lt. H.A. Monroe
S/S W.L. Kidd
S/S S. Risko

FLIGHT II

1. 189 P-1
Lt. W.A. Peck
S/S A.H. Bergeron
S/S H.M. Kelton

3. 148 H
Lt. A.J. Vaghela
Sgt C.E. Rice
Sgt R.W. Young

2. 743 W
Lt. W.C. Sings
S/S R.W. Hicks
S/S H. Redlich

4. 961 E
Lt. M.S. Street
S/S E.T. Epps
S/S C.A. Frindle

FLIGHT III

1. 226 E-1
Lt. R.V. Minale
S/S R.C. Sieg
S/S J.C. Buthalter

3. 210 Q
Lt. A.F. Nickas
Sgt H.W. Smith
Sgt C.W. Scott

2. 0194 A
Lt. W.H. Downing
S/S S.B. Dickenson
Sgt H.E. Humbeck

4. 907 O
Lt. R.D. Leshor
S/S H.R. Hedrick
S/S A.J. Antanaitis

MISSION NO. 59

LOADING LIST
BOX III
FLIGHT I

28 MAY 1944

1. 914 X
Capt. L.F. Dunn
Lt. H.E. Arrington
S/S H.A. Marston
S/S V.P. Adams

4. 164 I
Lt. S.M. Hixon
T/S F.H. Larronde
S/S H.A. Lamplin

2. 645 R
Lt. L.A. Marzolf
Lt. R.J. Barnett
S/S H.E. Wallin
S/S L.G. Ratner

5. 363 L
Lt. R.W. York
S/S H.J. Wilds
Sgt L.A. Ashton

3. 711 H
Lt. R.A. Wippenman
S/S H.E. Ahrens
Sgt L.G. Munson

6. 220 R
Lt. E.F. Platter
S/S K.L. Johnson
S/S J.L. Czech

FLIGHT II

1. 214 G
Lt. R.V. Wheeler
S/S E. Corrin
S/S H.S. Brown

3. 937 B
Lt. F.W. Henderson
Sgt R.M. Grimsold
Sgt F.E. Coulombe

2. 701 H
Lt. Col. T.R. Ford
S/S H.F. Best
S/S I.R. DeGiusti

4. 493 V
Lt. J.D. Adams
S/S F.L. Cleaman
Sgt A.J. Zeikus

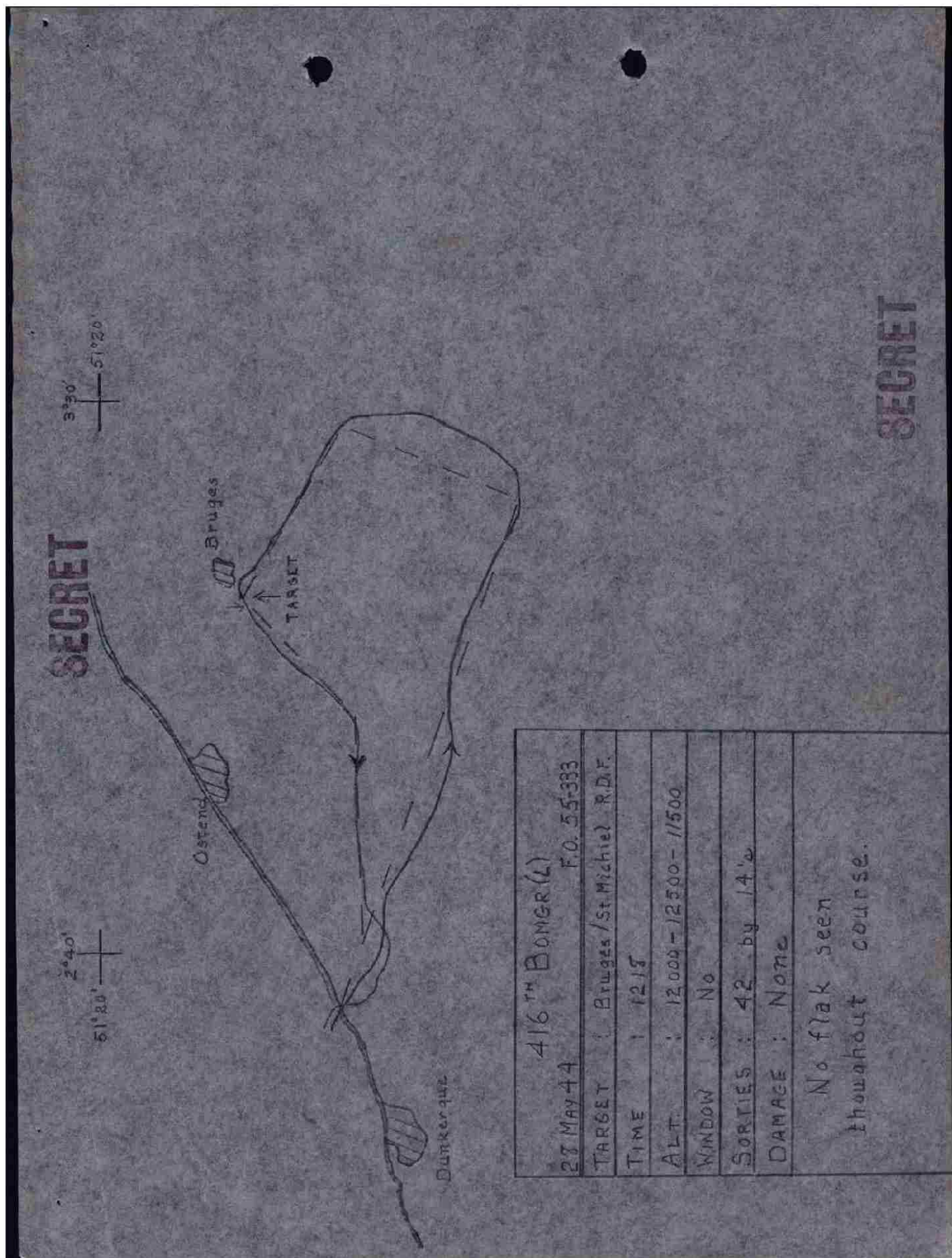
FLIGHT III

1. 360 S
Lt. G.F. Bartons
S/S J.R. Orr
S/S F.L. Flacks

3. 211 O
Lt. C.C. Mink
S/S G.J. Clark
Sgt R.F. Chutz

2. 649 H
Lt. L.G. Peede
S/S O.L. Ribbs
Sgt F.G. Wilds

4. 664 K
Lt. E.B. Krah
Sgt E. Shelton
S/S D.R. Schend



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

SECRET
By Authority
CG, Wta. 170
30 May 1944
Init. _____

APO 140, U. S. Army,
30 May 1944.

Subject: Oprep A, USAAF Form 34A.

To : Commanding General, Ninth Air Force, APO 696, U. S. Army. Attention 25th Statistical Control Unit.

Oprep A Number 38 for 24 hours ending sunset 28 May 1944.
Mission Number 59.
IX Bomber Command Field Order Number 333.

A. Formation consisted of 3 boxes, 14 ships each box. Time of take off was 1100. Time over target 1218. Target - Bruges St. Michiel Naval R.D.F. Station. Box 1, at 12,000 feet, dropped a total of 55 bombs in the target area with good results. Box 2, at 11,400 feet, dropped a total of 53 bombs in the target area with poor results. Box 3, at 12,500 feet, dropped a total of 55 bombs in the target area with poor results. Visibility was 8 to 10 miles with no low clouds. No anti-aircraft fire experienced. No enemy aircraft encountered. Planes landed at 1321.

B. (i) 36 A-200's and 6 A-20J's.
(ii) 36 A-20G's and 6 A-20J's.
(iii) None.
(iv) None.
(v) None.
(vi) None.
(vii) None.
(viii) 36 A-20G's and 6 A-20J's

C. (i) None.
(ii) None.

D. (i) A-20G's 23:30
A-20J's 16:35
(ii) None.

E. (i) A-20G's 113,400 x 50 cal.
A-20J's 12,600 x 50 cal.
(ii) A-20G's 884 x 50 cal. (testing)
A-20J's 144 x 50 cal. (testing)
(iii) None.

F. (i) A-20G's 144 x 500 lb GP 1/10 N 1/49 T
A-20J's 24 x 500 lb GP 1/10 N 1/49 T

Oprep A, ORAAF Form 34A.

(Cont'd.)

- (ii) A-20G's 141 x 500 lb GP
- A-20G's 24 x 500 lb GP
- (iii) A-20G 1 x 500 lb GP
- (iv) None
- A-20G 1 x 500 lb GP delayed release - cause undetermined.
- A-20G 1 x 500 lb GP returned to base - arming wire held release breaker points open.

G. None

H. (i) None
 (ii) None
 (iii) None

For the Commanding Officer:

GEORGE SCHURPIN,
 Captain, Air Corps,
 Adjutant.

SECRET

BOMBING INFORMATION

ANNEX "A"

IX B.C. FIELD ORDER NO. 333

BOX 3 GROUP 416 DATE 28 May 44 TARGET ATTACHED Boeing B-29, Station
Naval Air Station1. Method of Sighting: Pre-set asynchronous.2. Bombing approach: 300° Mag.3. Was mercury erection system used? YES NO X4. Did entire box drop on lead bombardier? YES X NO NO

In either case explain fully method of sighting and dropping of bombs, and specify exact aiming point actually used: Pre-set with corrections for asynchronous. WFI used as AP. No trail subtracted.

5. Name of lead bombardier: 1st. Howell6. Name of lead pilot: Major Mag.7. Intervalometer setting: None8. Indicated Air Speed: 280 Ground Speed: 280 Altitude: 10,0009. Length of bomb run: 15 Sec:10. Bomb Load and Fusing per A/C: 4 X 500 lb FUSED N 1/10T 1/4311. 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, IF or AP? YES NO X. If answer is "YES", state circumstances and effect on bombing:

(c) Did Flak affect bombing? YES NO X. If answer is "YES", state to what extent Flak affected bombing or bomb run:

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

(e) State any difficulties on bombing run: Operational wind seemed to be

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

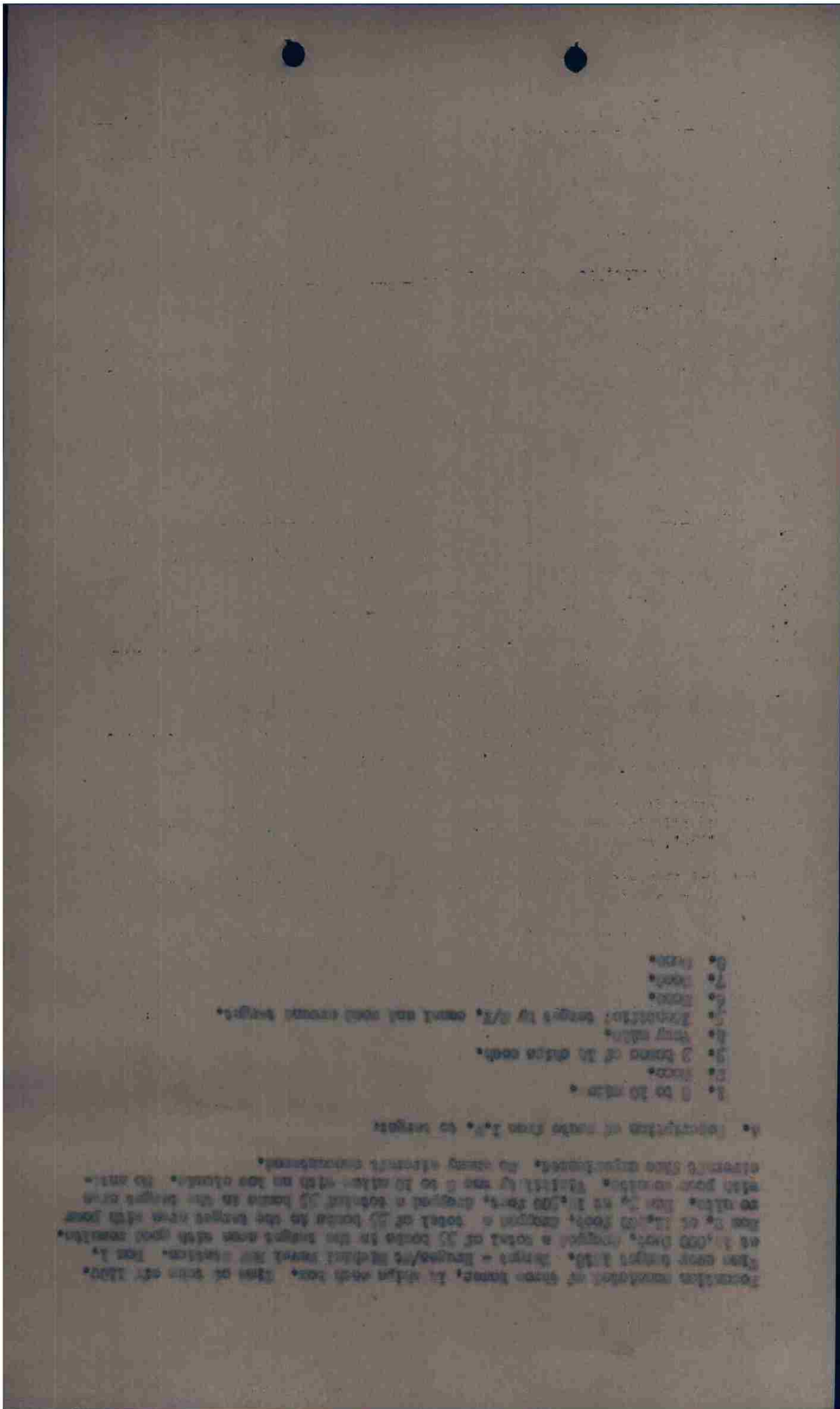
(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO NO

Results claimed: GOOD X FAIR NO POOR NO BAD MISS NO

SECRET

(over)



~~SECRET~~

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 333

ANNEX "A"

BOX 11 GROUP 415 DATE 28 May 44 TARGET ATTACHED Brace / 4. Signal
Naval Air Station1. Method of Sighting: Pre-set synchronous.2. Bombing approach: 30° Inc.3. Was mercury erection system used? YES NO4. Did entire box 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.

Placed in very slight bank to right at point of release.5. Name of lead bombardier: 1st Lt. Hby.
Captain Jackson.

6. Name of lead pilot: _____

7. Intervalometer setting: None Ground Speed: 250 Altitude: 11,4008. Indicated Air Speed: 25 Sec: _____9. Length of bomb run: _____ X 300 lb FUSED N 1/10 1/10

10. Bomb Load and Fusing per A/C: _____

11. Total Bombs Dropped: _____

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

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES NO. If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES NO. If answer is "YES", state circumstances and effect on bombing.(c) Did Flak affect bombing? YES NO. If answer is "YES", state to what extent Flak affected bombing or bomb run:

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

(e) State any difficulties on bombing run:

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

(g) Bombing results as reported by crews:

Aimed at right Target: YES NOResults claimed: GOOD FAIR POOR BAD MISS

(Over)

~~SECRET~~

SECRET

BOMBING INFORMATION

ANNEX "A"

IX B.C. FIELD ORDER NO. 333

BOX 122 GROUP 216 DATE 28 May 44 TARGET ATTACKED Bridge/Pl. Michael
level 1st section

1. Method of Sighting: Pre-set synchronous.

2. Bombing approach: 300° Mag.

3. Was-mercury erection system used? YES NO ☒4. Did entire box 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:
 Bombing was as planned. No trail submitted. Bombardier took most of time on run in attempt to level but less.

Lt. Arrington.

5. Name of lead bombardier: _____

6. Name of lead pilot: _____

7. Intervalometer setting: 200 215 Altitude: 10,500

8. Indicated Air Speed: 105 Ground Speed: _____

9. Length of bomb run: _____ Sec: 900

10. Bomb Load and Fusing per A/C: X 1b FUSED N 1/10 T 1/10

11. Total Bombs Dropped: _____

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

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

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

(c) Did Flak affect bombing? YES NO. If answer is "YES", state to what extent Flak affected bombing or bomb run:

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

(e) State any difficulties on bombing run:

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

(g) Bombing results as reported by crews:

Aimed at right Target: YES NO

Results claimed: GOOD FAIR POOR BAD MISS

SECRET

1. Identification of route from L.F. to target.
2. 30 to 40 miles.
3. 10 to 15 miles.
4. 5 to 10 miles.
5. 10 to 15 miles.
6. 10 to 15 miles.
7. 10 to 15 miles.
8. 10 to 15 miles.
9. 10 to 15 miles.
10. 10 to 15 miles.

HEADQUARTERS
 116TH BOMBARDMENT GROUP (L)
 Office of the Commanding Officer

SECRET
 BY AUTH CO, SEA 179
 28 May 1944
 Date _____
 R - H - 1

ATO 140, U. S. ARMY.
 28 May 1944.

SUBJECT: Mission Report--Aircraft.

TO : Commanding General, IX Bomber Command, ATO 140, U. S. Army.
 (Attn: Maintenance Branch)

PART I

(1) 28 May 1944--1100--Bugsen/24, Naval Naval REF Station.

(2) 42

(3) 42

PART II

Name

PART III (1)

Name

PART III (2)

AIR SERIAL NO.

DESCRIPTION

CAUSE

43-9807

One bomb delayed release.

Electrical, undetermined.

43-9804

One bomb brought back.

Arming wire held release
 breaker points open.

43-9189

One bomb delayed release.

Undetermined.

PART III (3)

Name

For the Commanding Officer:

THOMAS SCHWENKEL,
 Captain, Air Corps,
 Adjutant.

Intel.

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

APO 140
38 May 1944

SUBJECT: Interrogation Report

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

BASE AT TAKEOFF: Visibility 4 miles. 3/10 to 4/10 cirrus
above 20,000 feet.

ROUTE OUT: Small patches of cirrus along route. No low
clouds. Visibility 4 to 5 miles over England
except 1 to 2 miles in London area and
improving to 8 to 10 miles over channel and
continent. Base to 5,000 ft. over England
except 3,000 to 5,000 ft in London Area.

TARGET: Scattered cirrus above 20,000 ft. Visibility
8 to 10 miles down sun and 4 to 5 miles up sun.

ROUTE BACK: Same as route out.

BASE ON RETURN: Visibility 2 to 5 miles in haze. 3/10 small
cumulus at 5,500 feet.

WINDS: Winds over target reported as being wrong by
one bombardier and right by another.

TIME OVER TARGET: 1218

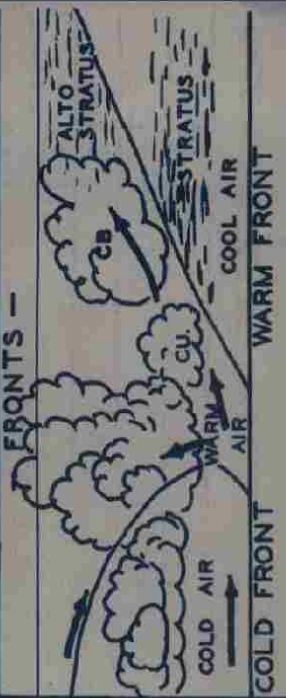
Weather did not effect bombing.

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

1 Incl.
2 Route Forecast Forms.

WEATHERS FIELD 416 M BOMB GROUP (C)		TAKEDOFF - 1100 RETURN - 1300	
OPERATIONAL ROUTE FORECAST DATE <u>28 MAY 1944</u> PERIOD <u>0900-1300</u> Hq SOS USAPP 9-43/90M/15227			
	A BASE TO TARGET	B TARGET	C TARGET TO BASE
WEATHER	1 SCATTERED CLOUDS + HAZE	SCATTERED CLOUDS + HAZE	SCATTERED CLOUDS + HAZE
2	NIL MEDIUM CLOUDS 3/4 HIGH CLOUD ABOVE 29,000 FT INCREASING 4/10 TO 6/10 OVER CONTINENT NIL 3/10 PATENT STRATO- CUMULUS BASE 6,000 FT TO 7,000 FT. MODERATE HAZE OVER ENGLAND TO 10,000 FT BECOMING LIGHT OVER THE CONTINENT	4/10 TO 6/10 HIGH CLOUD ABOVE 20,000 FT NIL MEDIUM AND NIL LOW CLOUD	SAME AS ROUTE OUT EXCEPT HIGH CLOUD INCREASING TO 4/10 TO 6/10
CLOUDS			
3	FREEZING LEVEL: 12,000 FT ICING: NIL	SAME	SAME
ICING			
4	11,000 TO 3,000 FOS INCREASING TO 3 TO 5 MILES OVER CHANNEL AND 5 MILES PLUS OVER THE CONTINENT	5 MILES PLUS	2 TO 4 MILES
VISIBILITY			
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	SE 6 TO 8		
5,000 FT	SE 15		
10,000 FT	SE 18		
20,000 FT	SE 22		
30,000 FT	SE 24		
FT			
FT			
FT			
FT			
BASE ALTITUDE SETTING <u>36,400</u>	TARGET SURFACE TEMP <u>+17°C</u> TARGET MEAN TEMP <u>+8.5°C</u> TEMP. AT <u>12,000</u> FT. <u>0°C</u> TARGET SURFACE (PRESSURE-ALT) <u>-47%</u>		

AIRCRAFT REPORT

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

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!

S-2

CONFIDENTIAL

TO: COMBAT WING 97 ATT:COM 0

FROM: COBOMGR 416

A - WS - 56

B - 28 MAY 1944

C - 42 A/C

D - 668 - E - VHF WEAK, RETUNED.
670 - P - VHF INOPERATIVE, SET EXCHANGED.

E - ONE A/C USED SPLASHER NO. 7. THREE A/C USED LOCAL BUNCHER
BEACON.

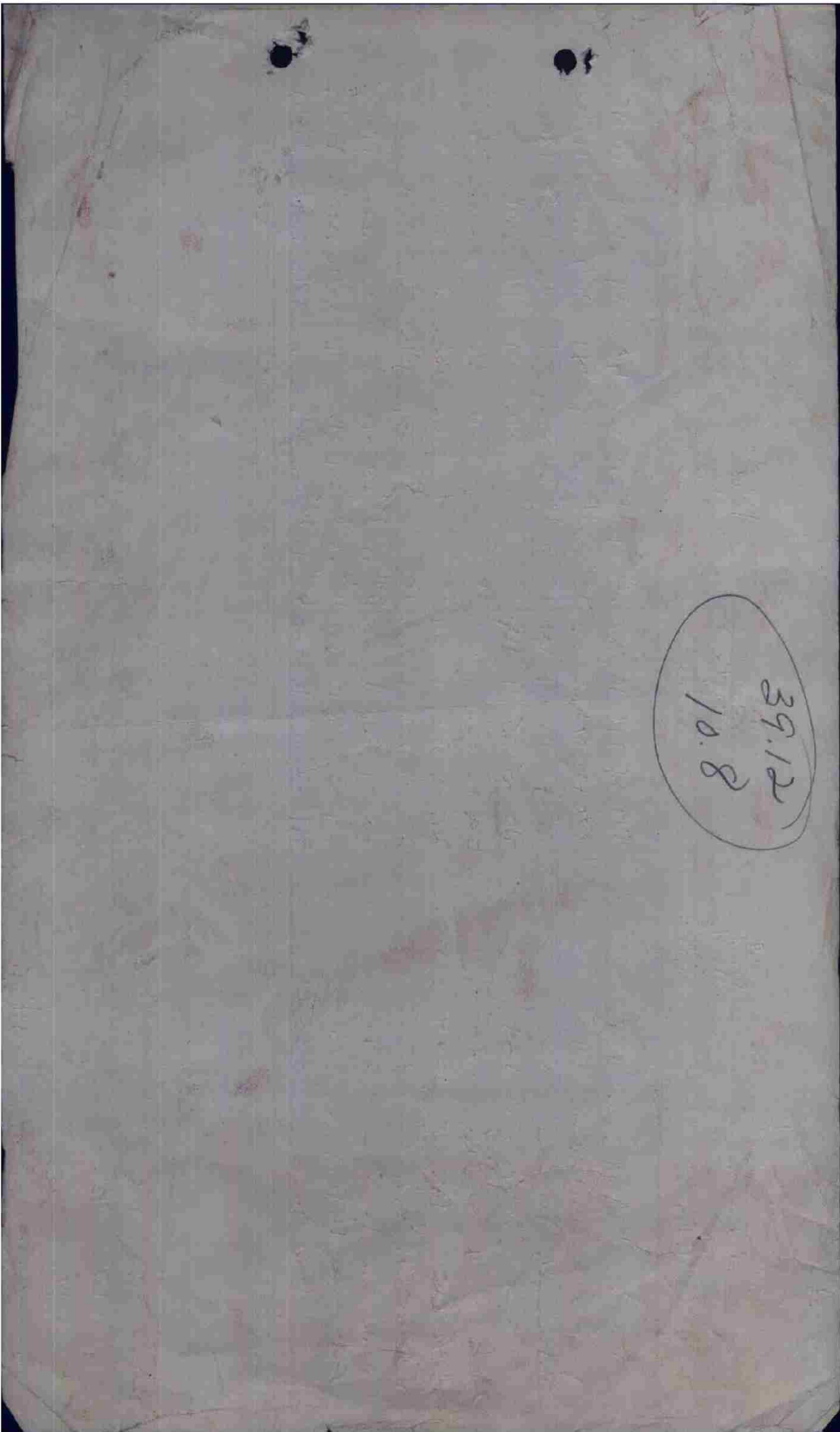
F - BOX LEADERS REPORTED TO PARADE AFTER COMPLETING MISSION.

MACE COBOMGR 416

OFFICIAL:

JACK B. COONEY,
CAPT, AIR CORPS,
COM 0.

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FLIGHT PLAN

PILOT CAPT JACKSON		START ENG		COAST OUT 2150		COAST IN 1235		ALTITUDE													
NAVIGATOR LT MALLOY		TAXI OUT		COAST IN 1204		BASE 1248		HEADING													
PLANE		TAKE OFF		I.P. 1215		REND. ALT. 1260		AIR SPEED													
MISSION		ON OCCUR 1125		TARGET 1218		LAND FALL ALT. 1130		TIME													
DATE		RENDZVOUS 1130		COAST OUT 1223		TARGET ALT. 1150		RESULTS													
POSITION		ETA		ATA		TC		DR		TH		VAR		MH		CS		TO RUN		REMARKS	
FROM	TO																				
BASE	MAIDSTONE	1124	1138	1138	179	-1	178	10	188	2-900	11	218	204	48	14						
MAIDSTONE	N. FORELAND	1138	1148	1148	80	+5	85	10	95	9-1000	3	233	234	41	10						
N. FORELAND	FURNES	1148	1202	1203	111	+5	116	9	125	13-0	205	242	57	14							
FURNES	ISEGHEM	1203	1210	1212	110	+4	114	9	123			242	31	7							
ISEGHEM	AELTRE	1210	1215	1215	24	+2	26	9	35			270	13	3							
AELTRE	TARGET	1215	1218	1218	299	-4	295	9	304			262	13	3							
TARGET	RP	1218	1221	1221	230	-4	226	9	235			237	10	2							
RP	FURNES	1221	1224	1224	265	-4	261	9	270			279	15	3							
FURNES	N. FORELAND	1224	1237	1246	291	-3	288	10	298			276	57	12							
N. FORELAND	BASE	1246			317	-2	315	10	325			269	57	12							

2000 FT. 55/6-8

4000

5000 179/15

6000

10000 170/18

RENDZVOUS

COAST OUT

COAST IN

I.P.

MT +8

PA -471

TARGET

COAST OUT

COAST IN

BSE

LANDED

REND. ALT.

LAND FALL ALT.

TARGET ALT.

CHALLENGE

REPLY

COLORS

VHF CHANNEL

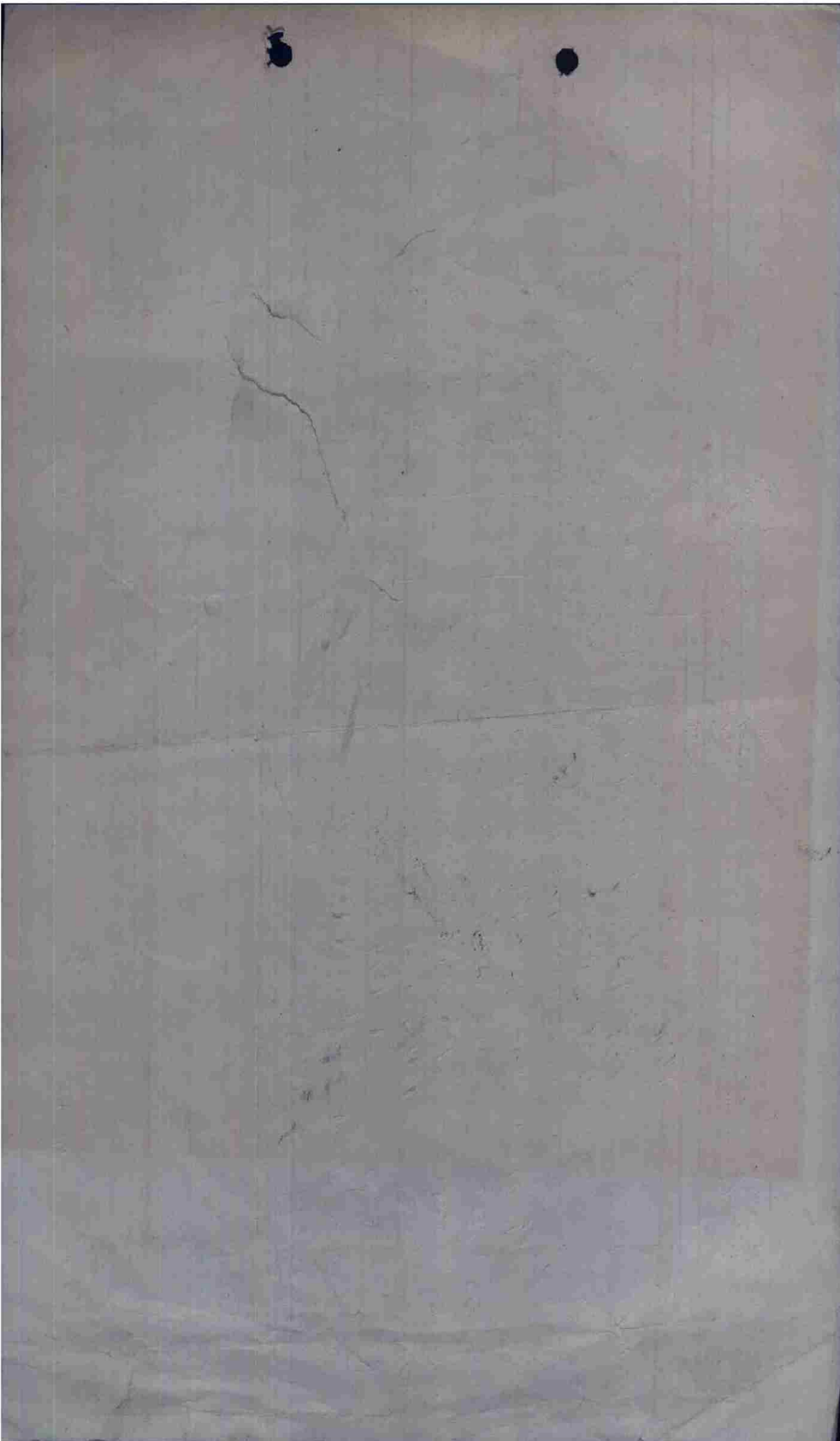
POWER C/S

FIGHTER C/S

BOILER TO BOILER PFC

DIVERSION

AIRPORTS



BOMBARDIER'S LOG

5/27/44

TARGET

DATE

Pressure Altitude of Target: -471 MT+8	Type of Release: Train Ind. Salvo
Altimeter Setting: 29.92	Interval: Minimum.
Ind. Alt.: 11500 True Alt.: 12150	Length of Run: Time of Release:
Ground Speed: Drift:	Mag. Head. Ordered: 305 Actual:
Est.: 260 Act.: Est.: -4 Act.	Aircraft Number:
Ind. Air Sp.: 205 True Air Sp.: 250	Pilot: COARAT HIRSH F. CAPT.
Tan. Dropping Angle: .85	Navigator: MCBRIEN R.T. 2ND LT.
Disc Speed: 186 Trail: 62	Bombardier:
Sighting: Toggled: Bombsight: ☒	

BOMBS AND FUSES

Types: Number: Nose: Tail:

LEFT			INTERPOLATE TANGENTS AND DRIFT FOR HEADING LEFT AND RIGHT OF ORDERED READINGS.	RIGHT		
HEADING	DRIFT	TANGENT		HEADING	DRIFT	TANGENT
257 10° 194	4 1/2 R			264 10° 135	3 1/2 R	
254 20° 224	5 R			267 20° 225	3 R	
250 30° 224	5 R			270 30° 225	3 R	
246 40° 204	5 R			271 40° 235	1 1/2 R	
MINUS			INTERPOLATE DISC SPEEDS AND TRAIL FOR PLUS OR MINUS ALTITUDES.	PLUS		
ALTITUDE	DISC SPEED	TRAIL		ALTITUDE	DISC SPEED	TRAIL
11000 500	190.4	62		500		
10500 1000	195.3	61		1000		
10000 1500	200.4	61		1500		
2000				2000		

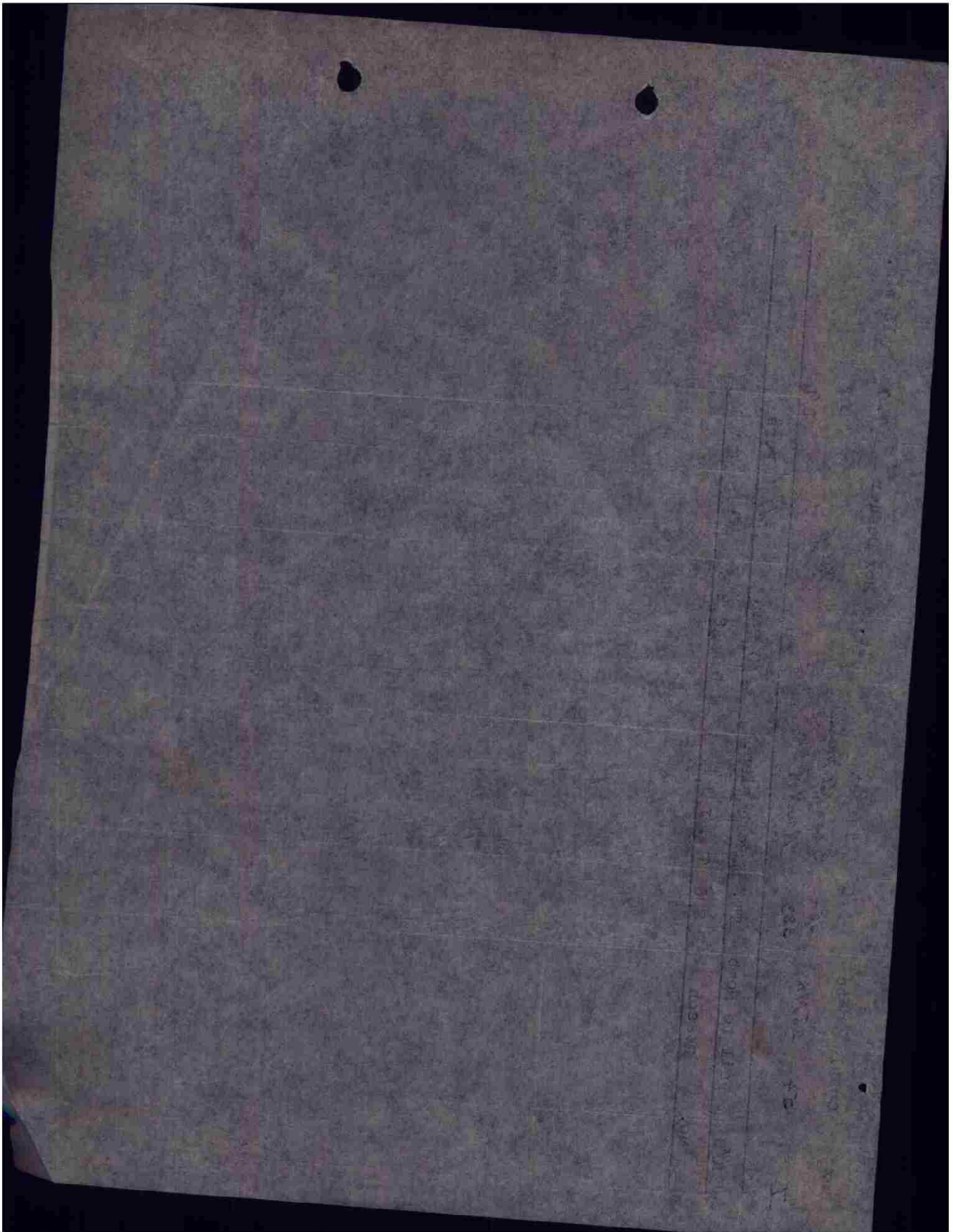
REMARKS

DESCRIPTION OF INSTRUMENTS OF BOARDING EQUIPMENT

		12000
		11000
		10000
		9000
		8000
		7000
		6000
		5000
		4000
		3000
		2000
		1000
REMARKS	DATE & LOCATION	TEMPERATURE

BOARDING EQUIPMENT

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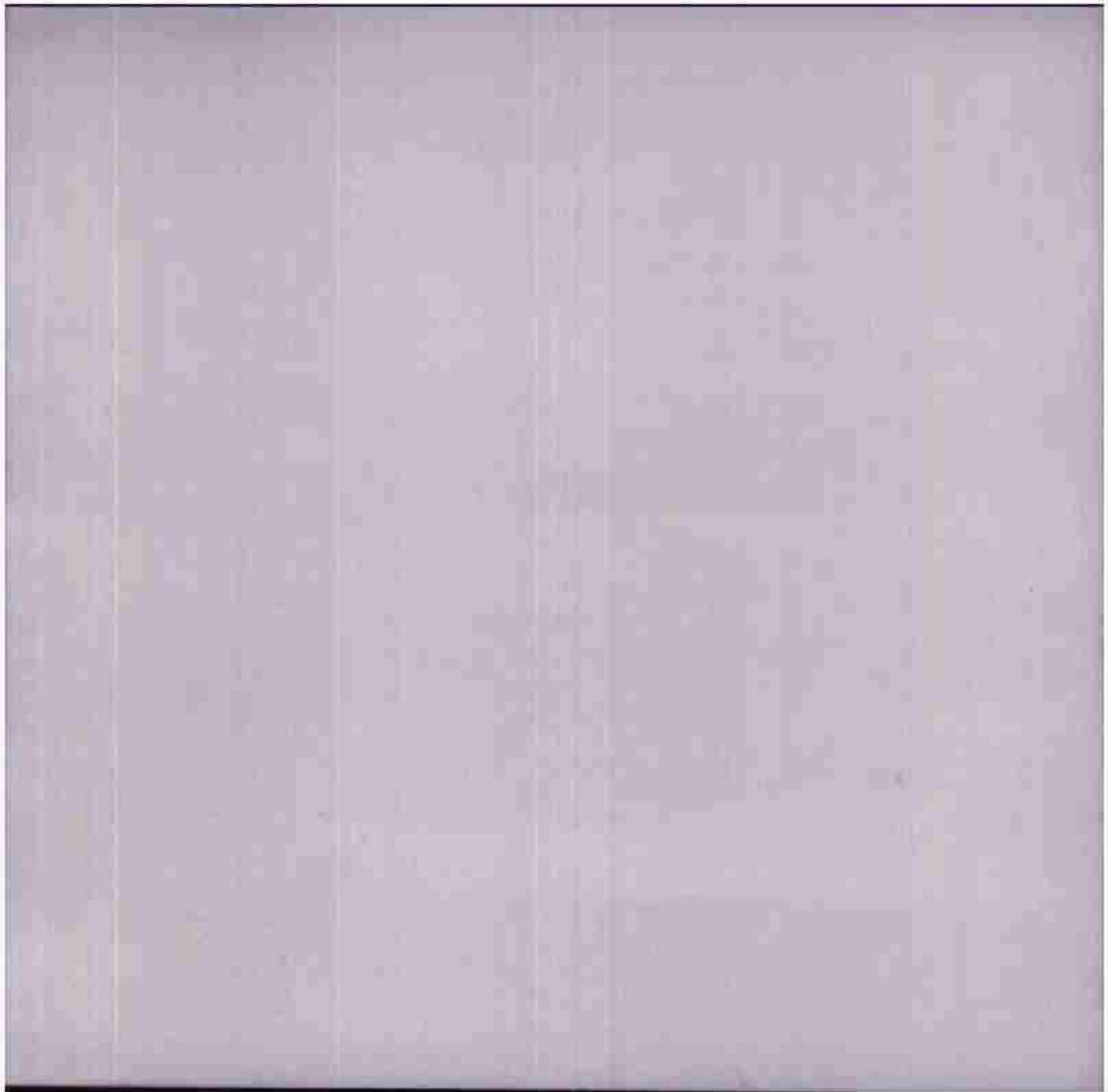
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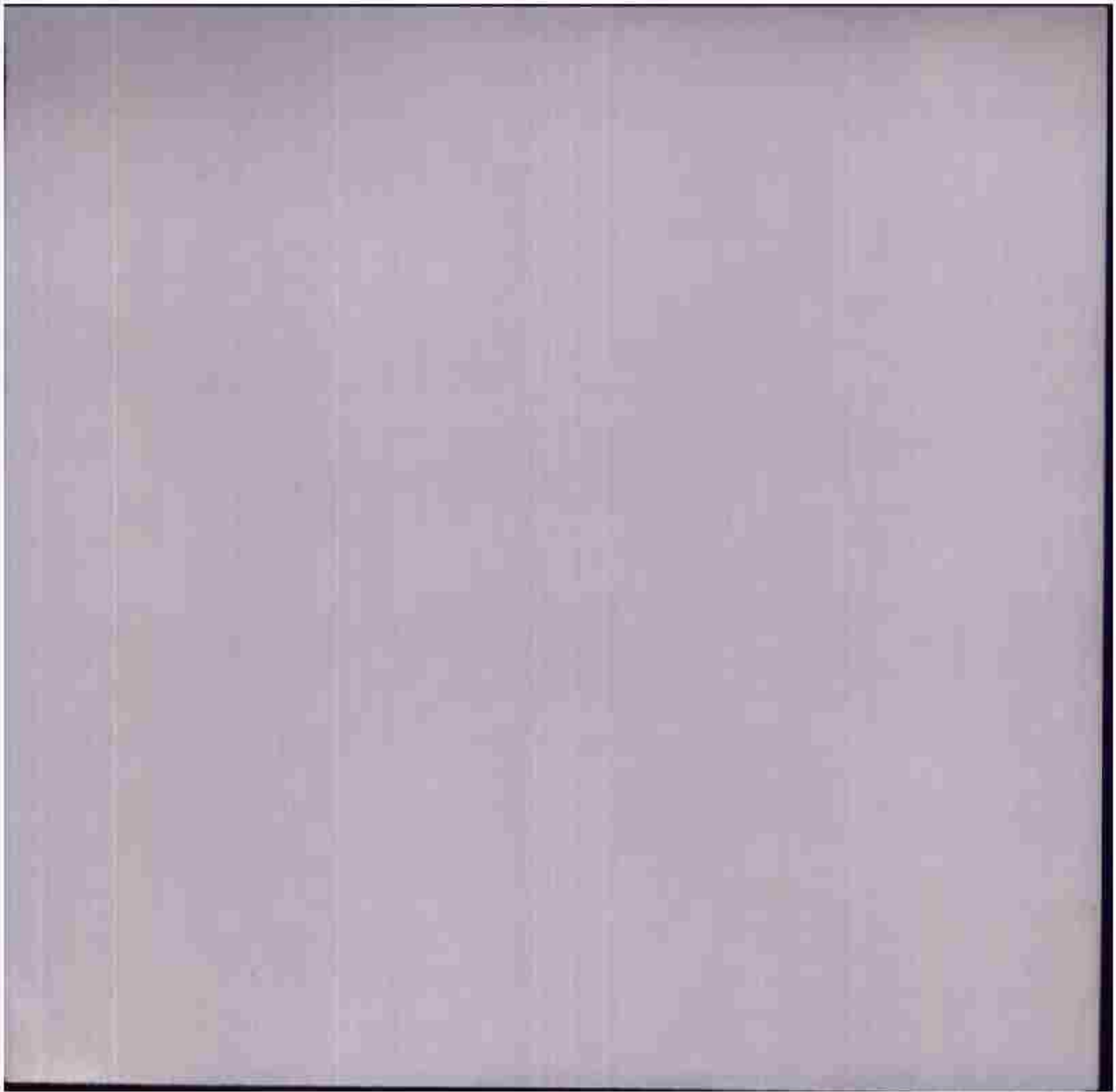
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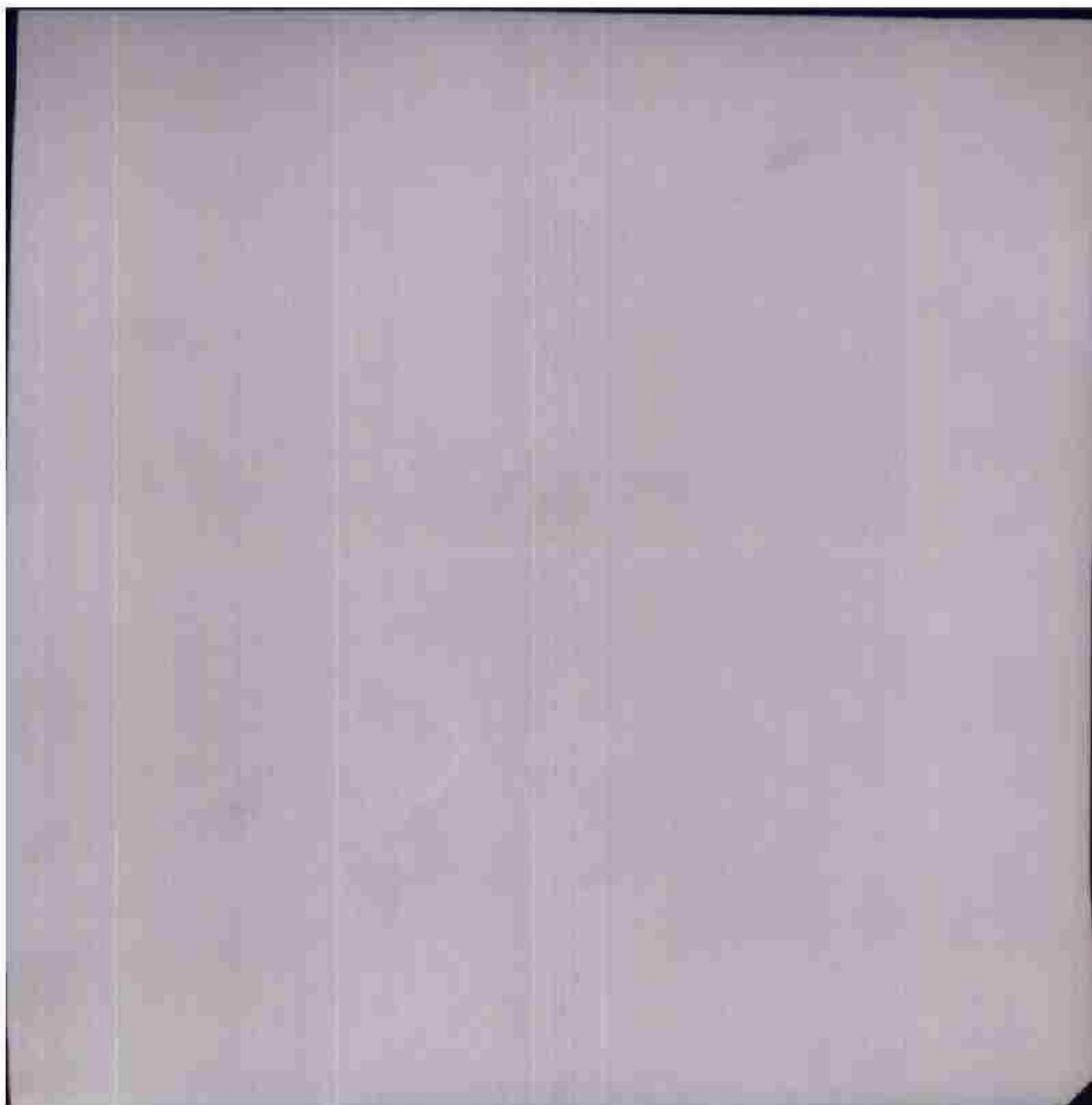
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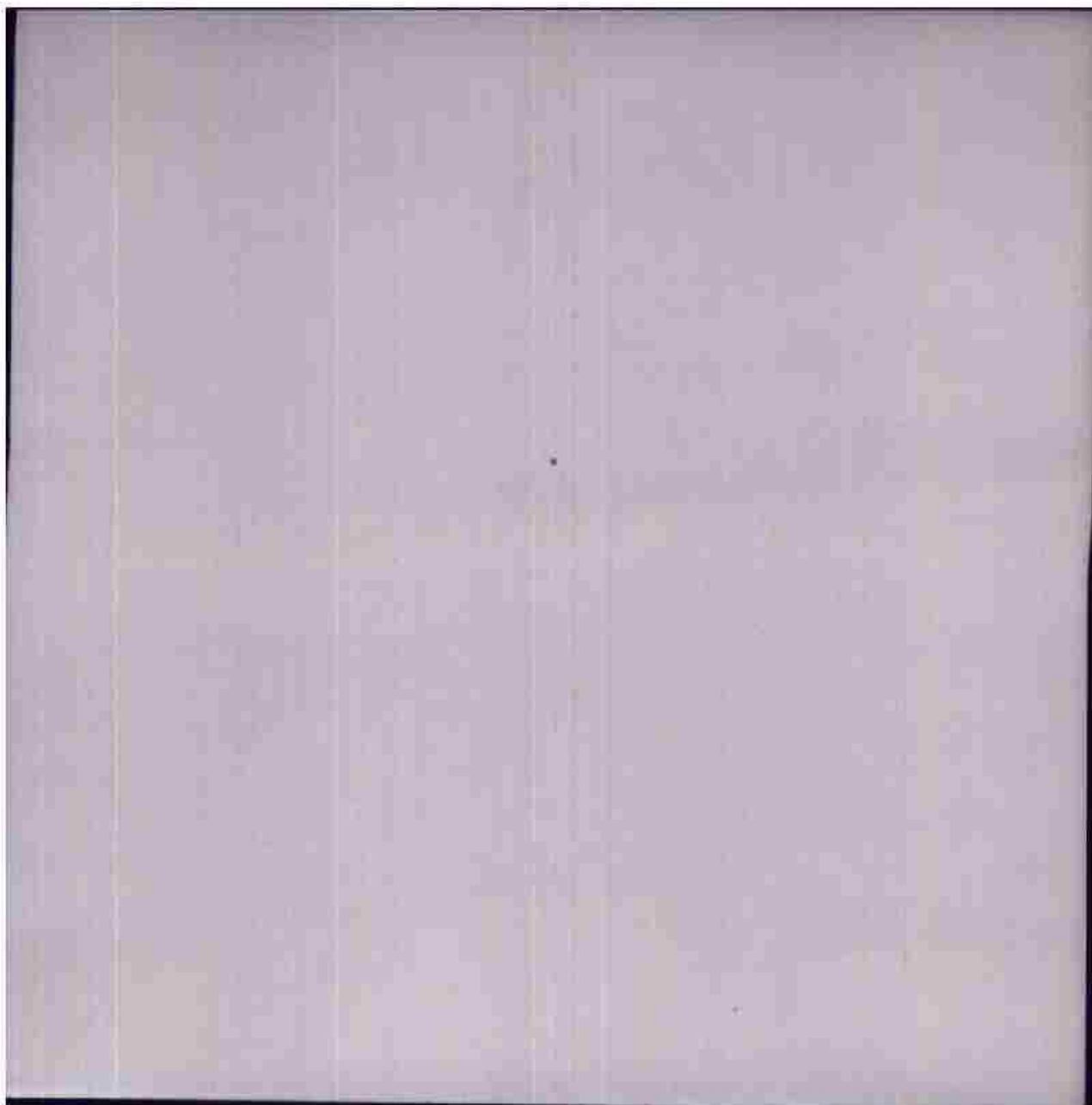
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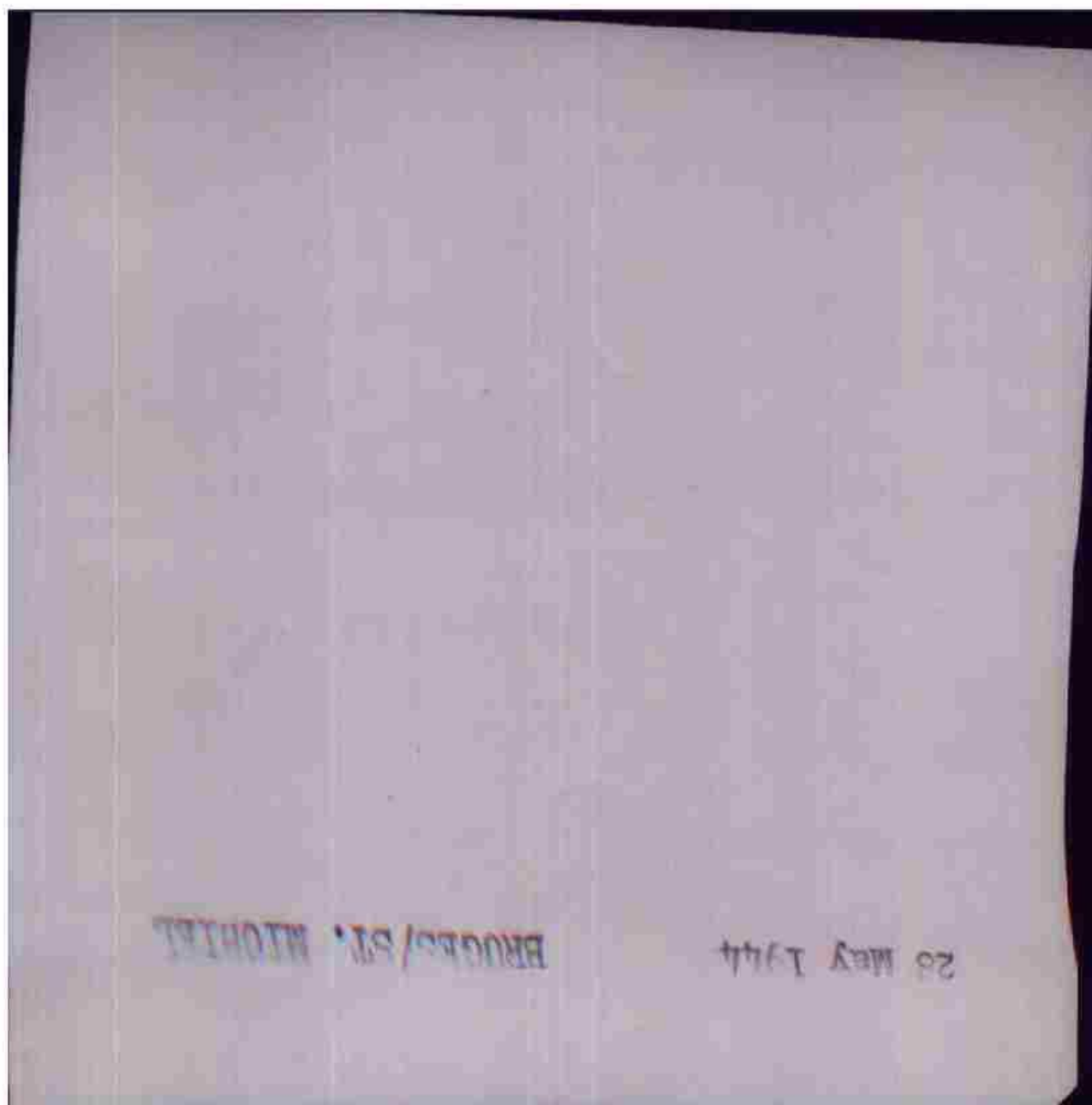
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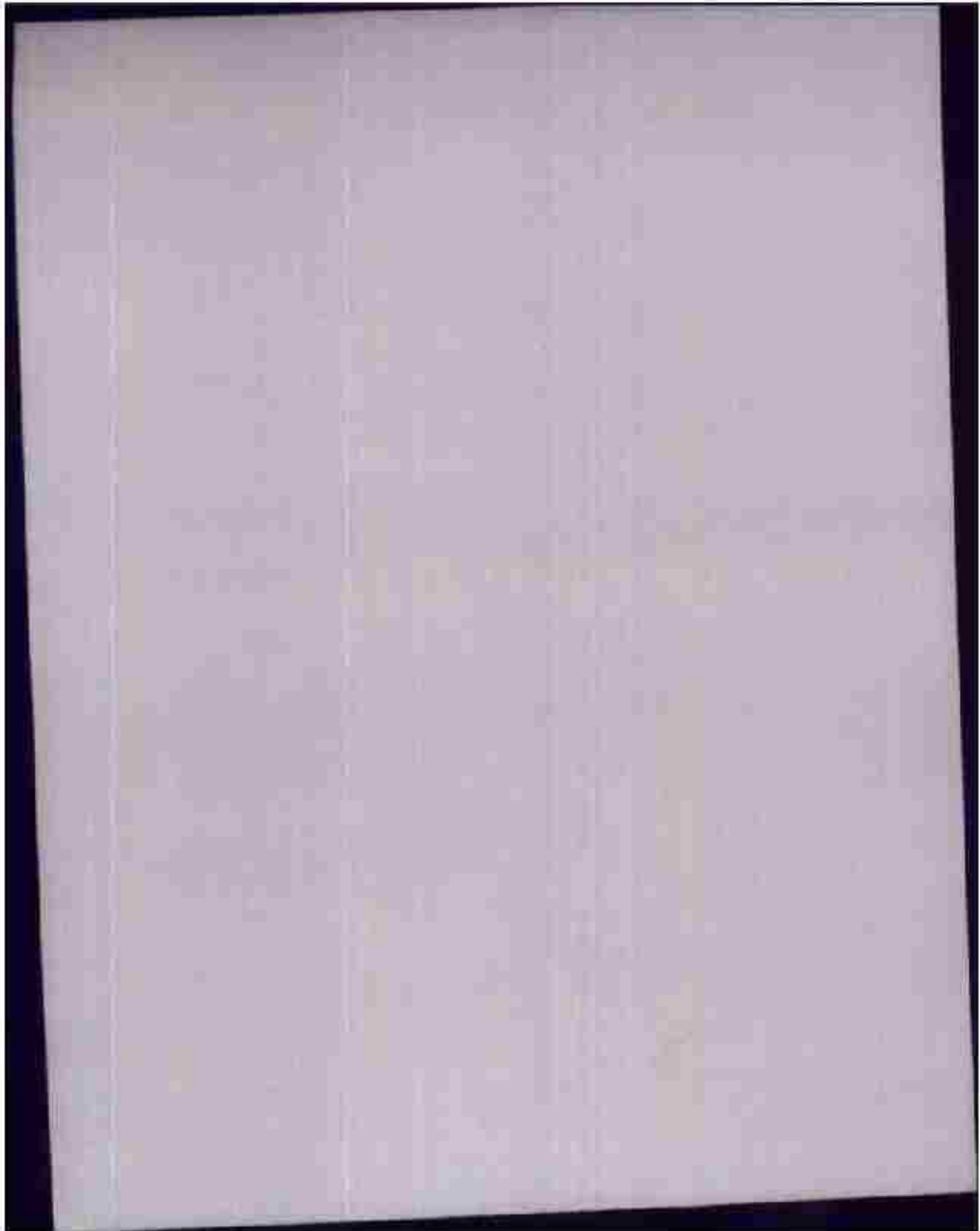
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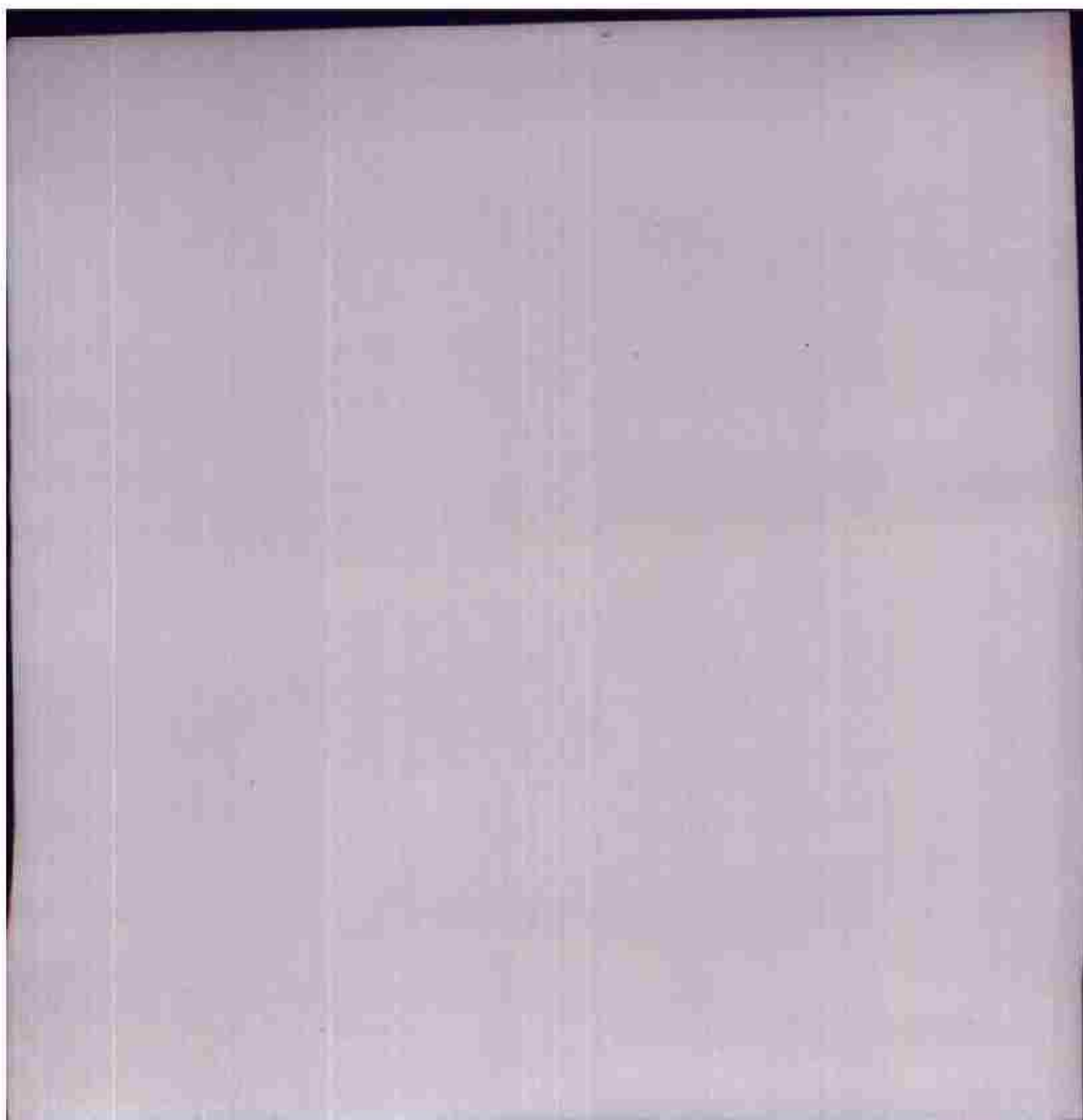
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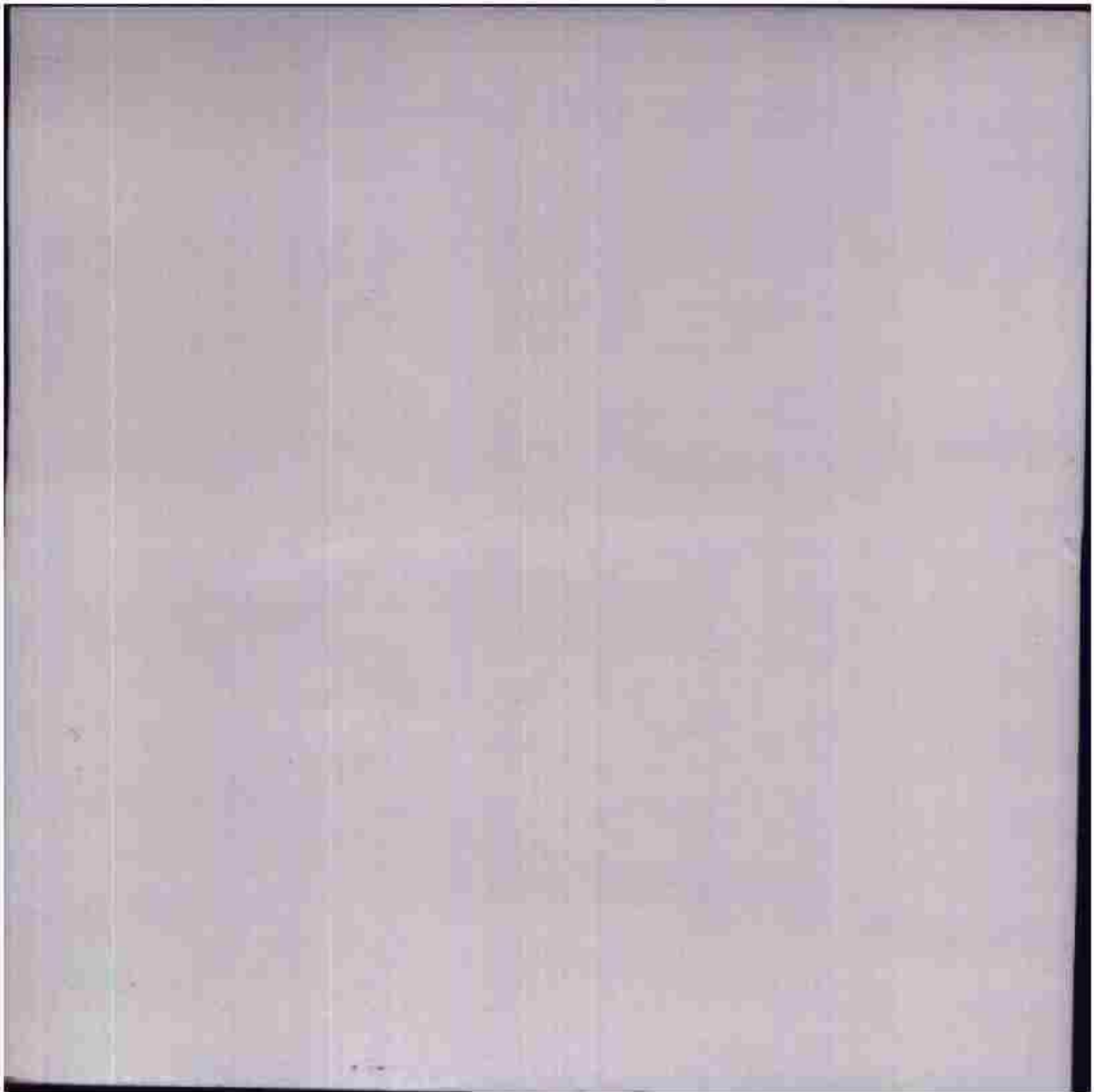
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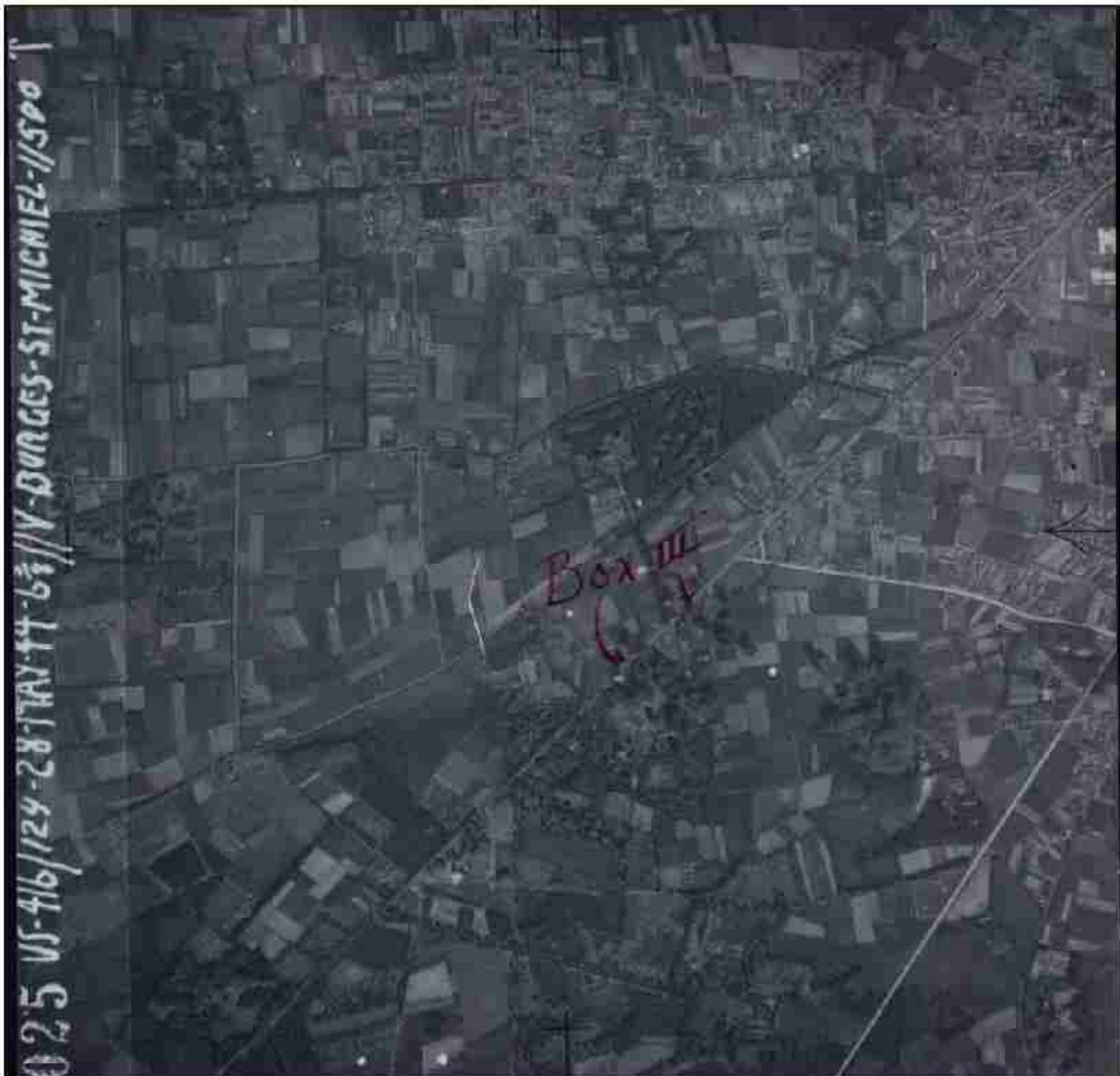
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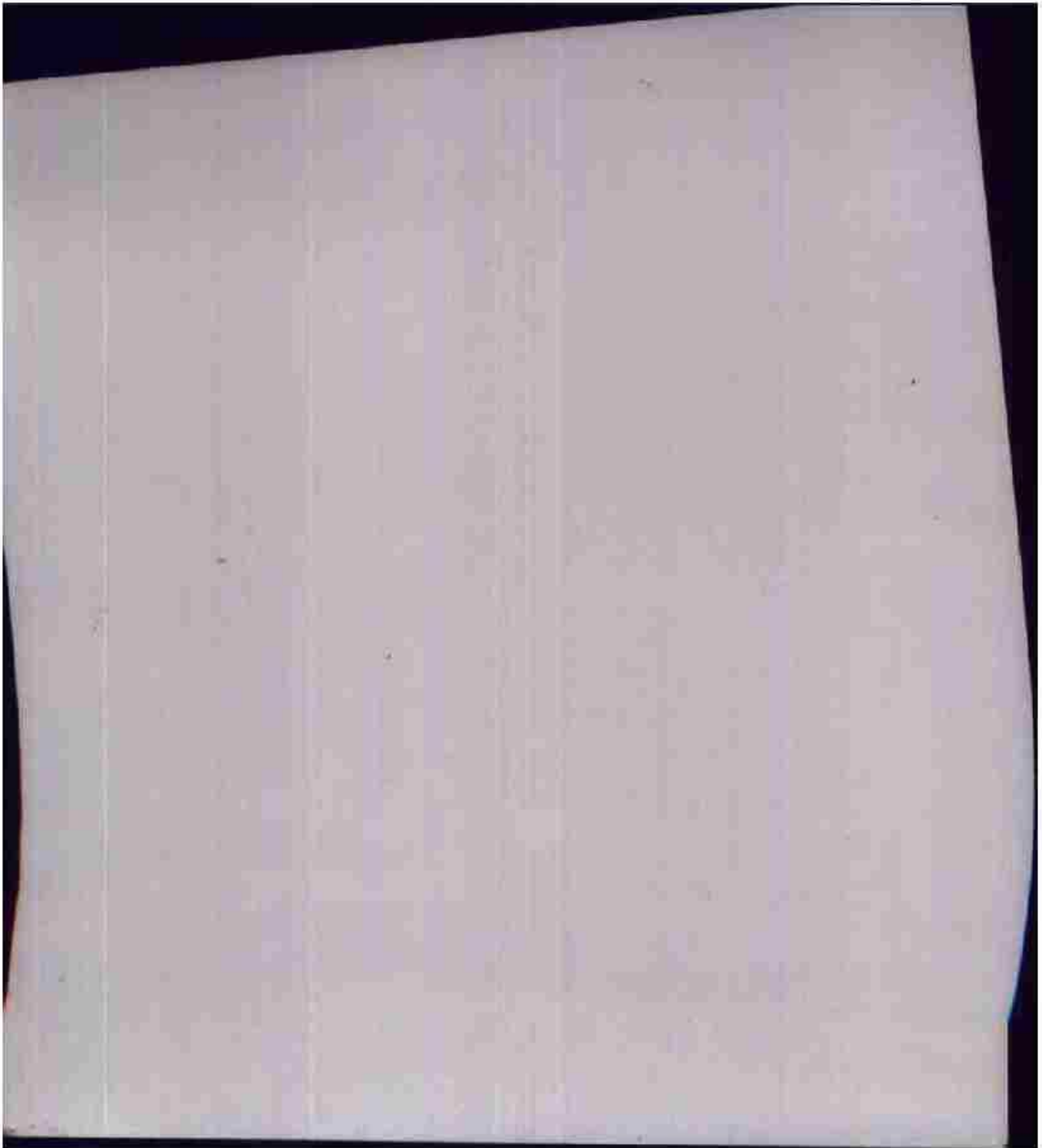
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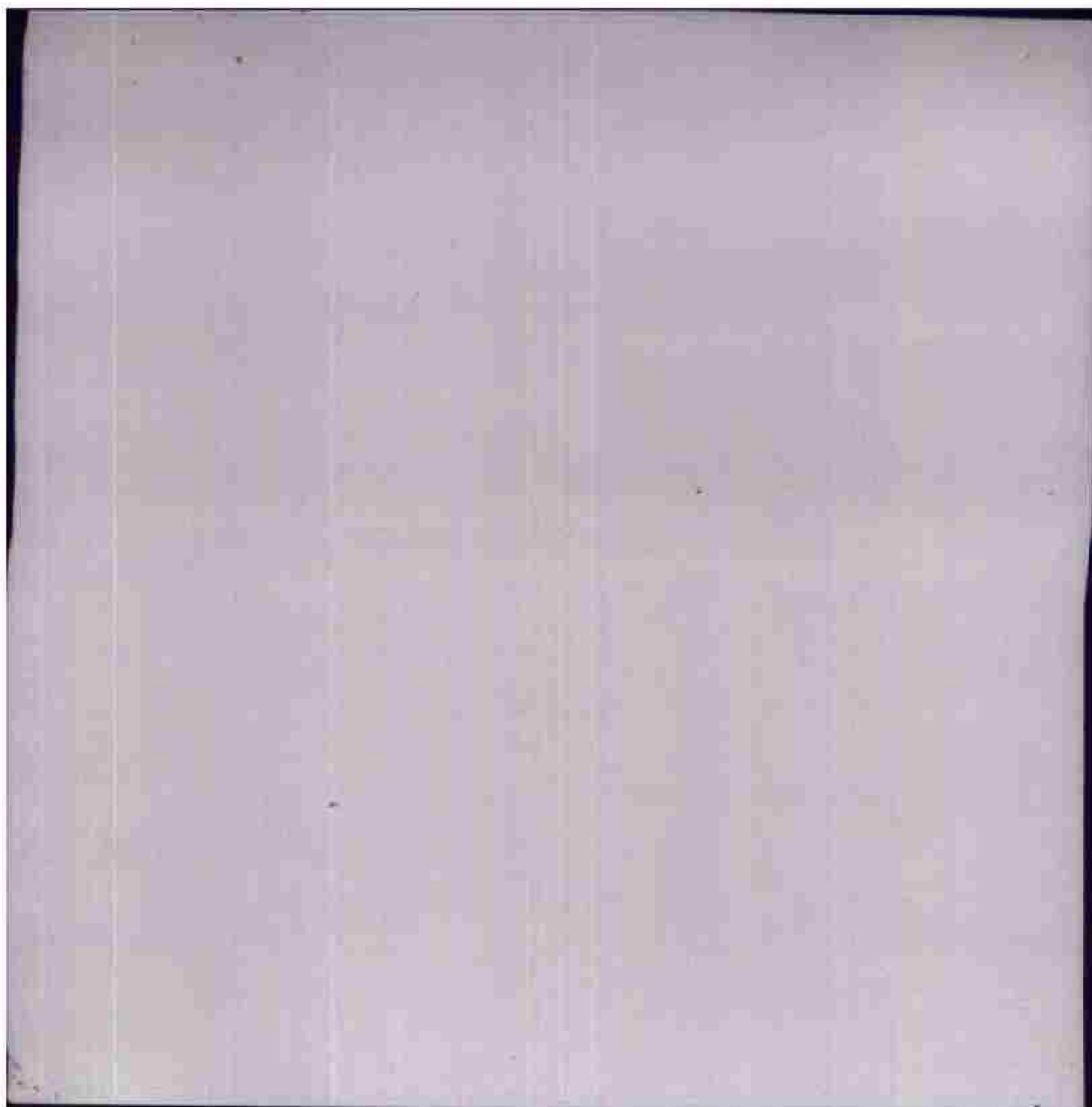
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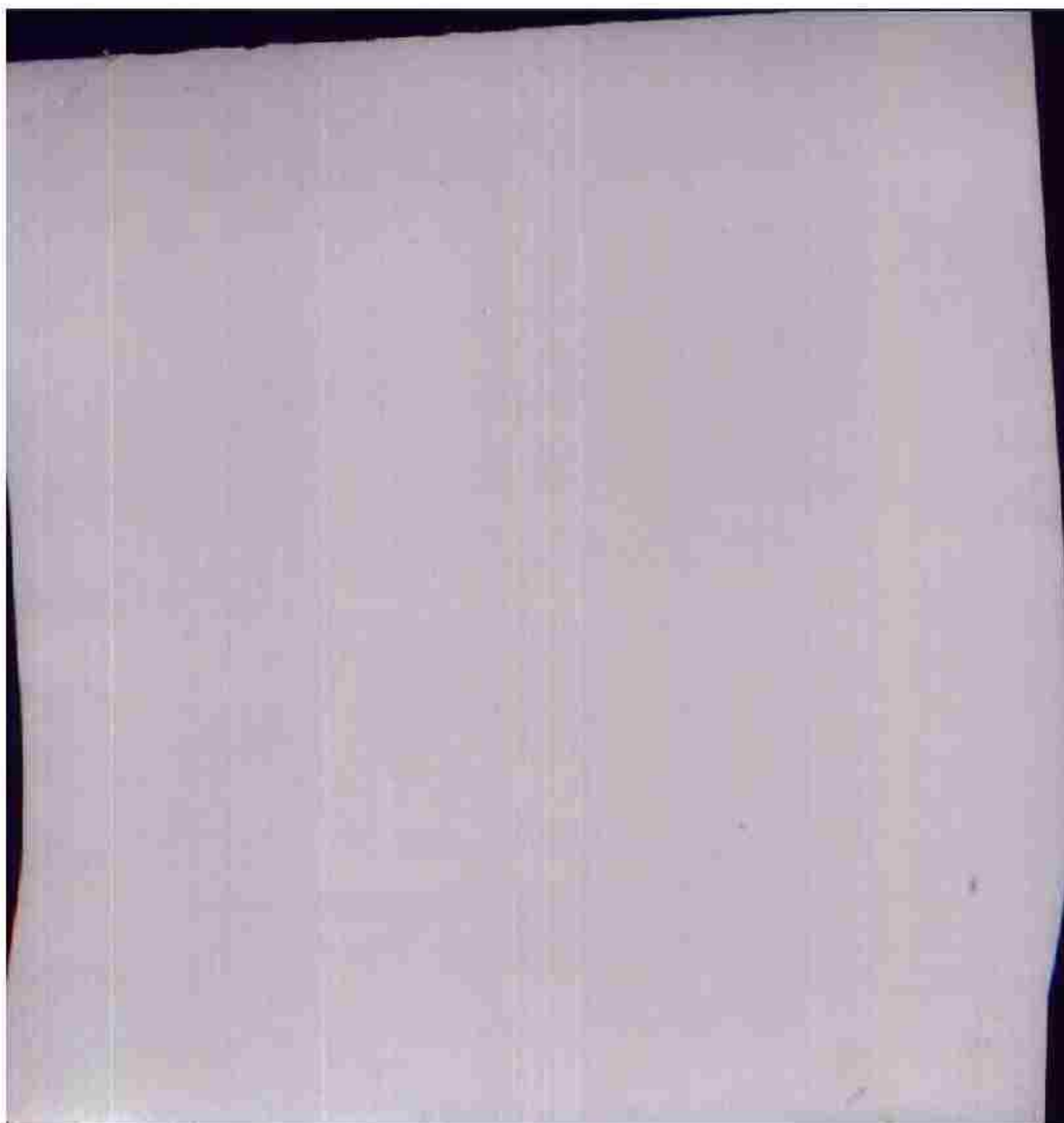
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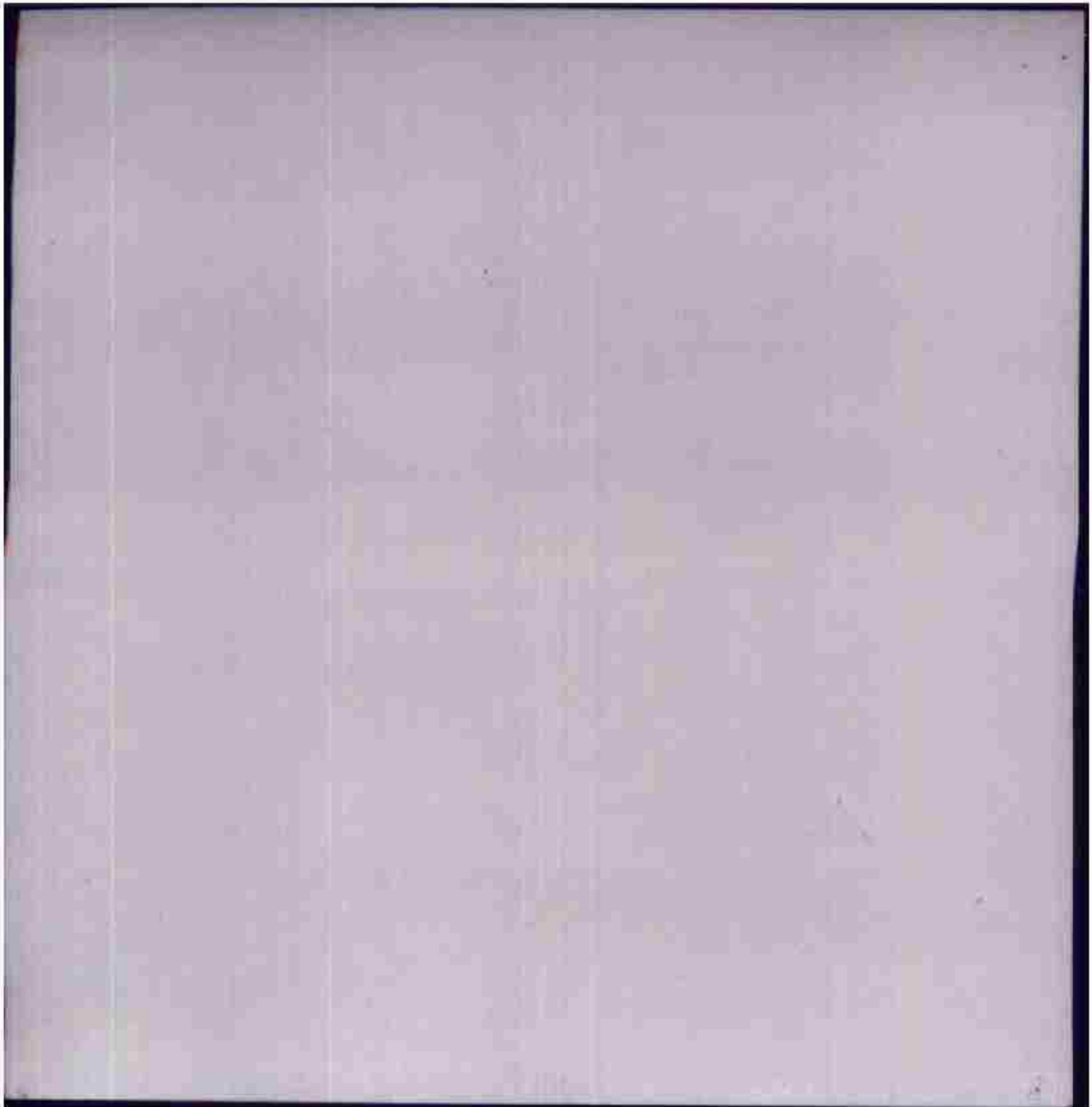
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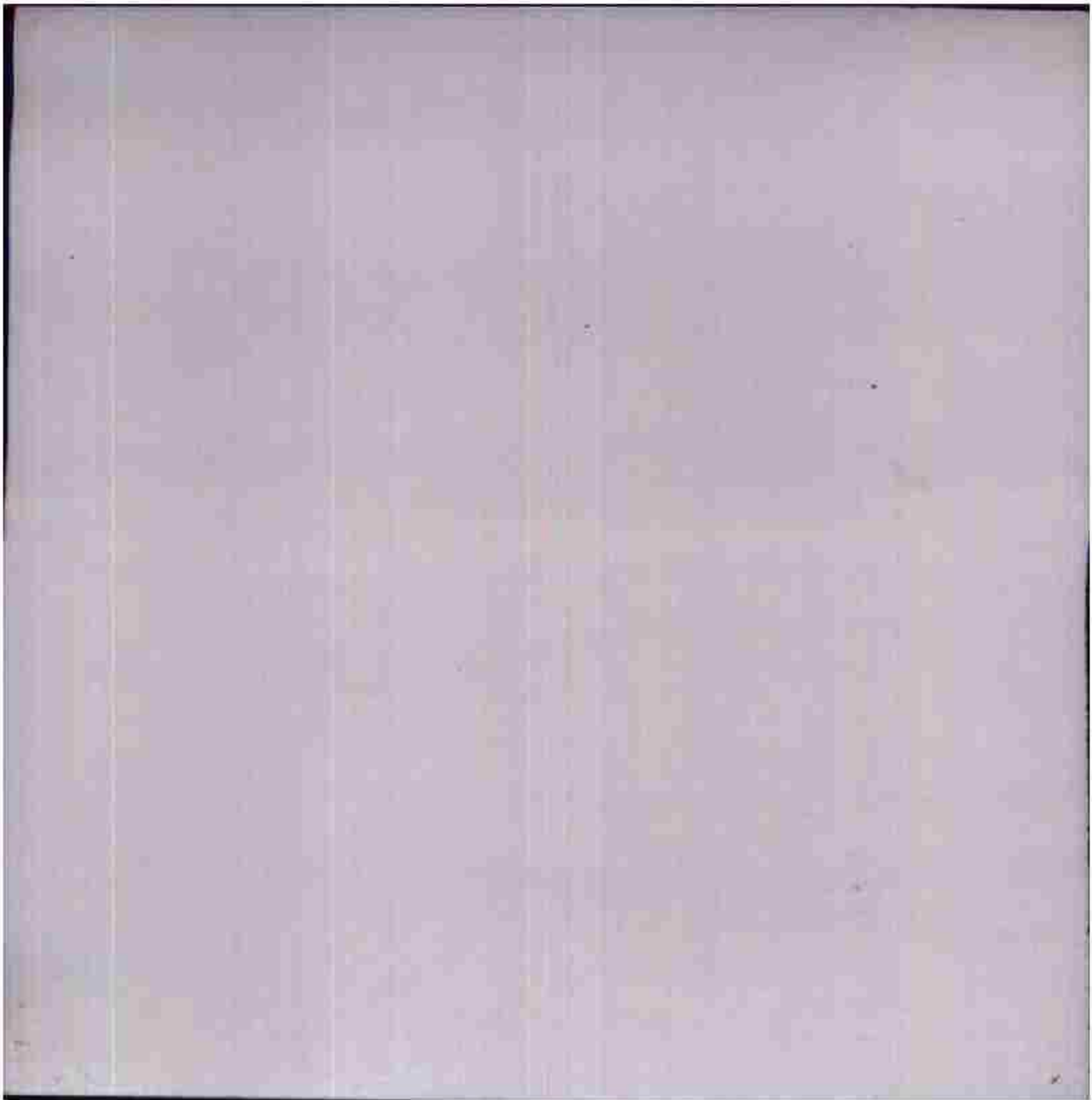
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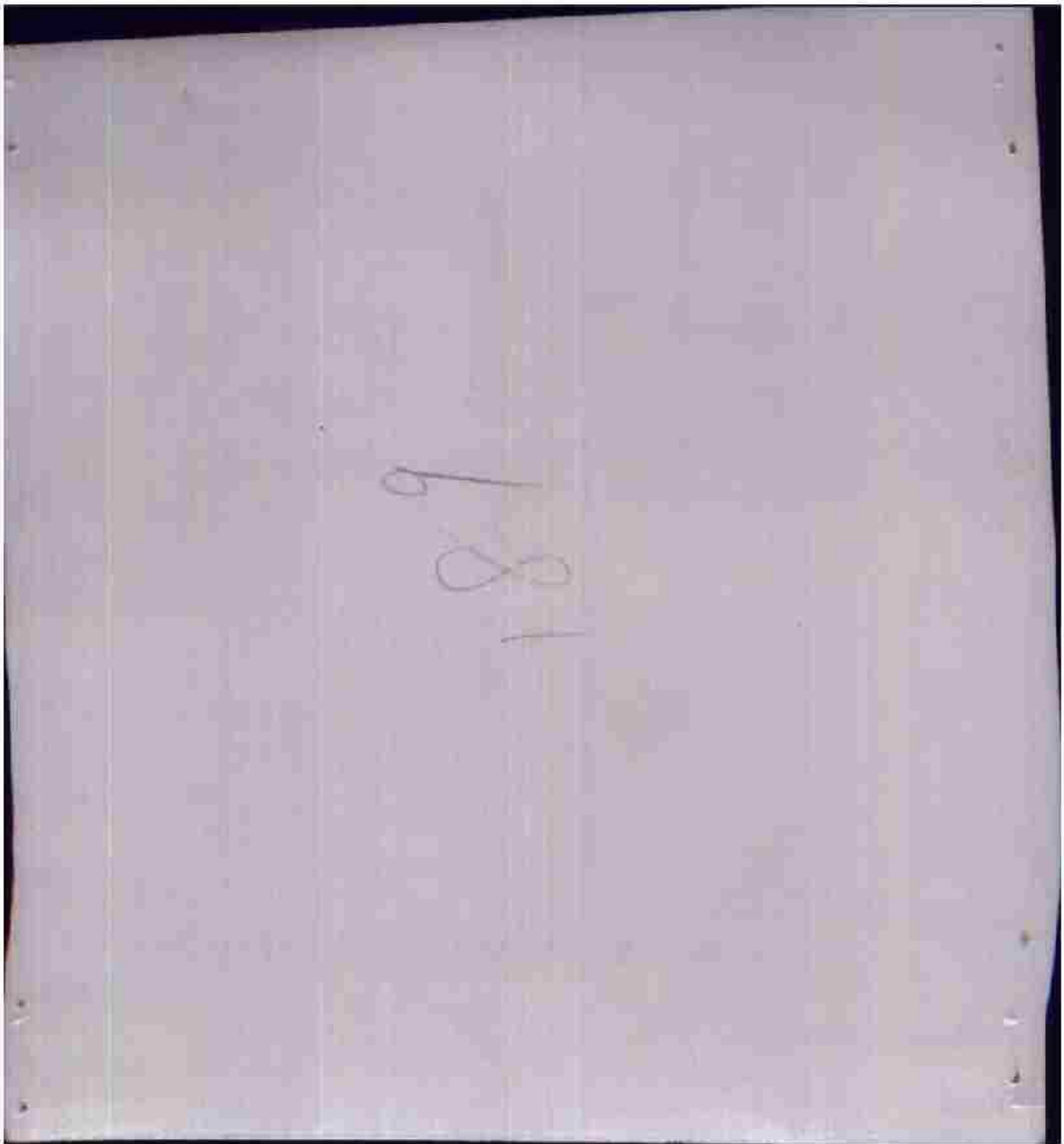
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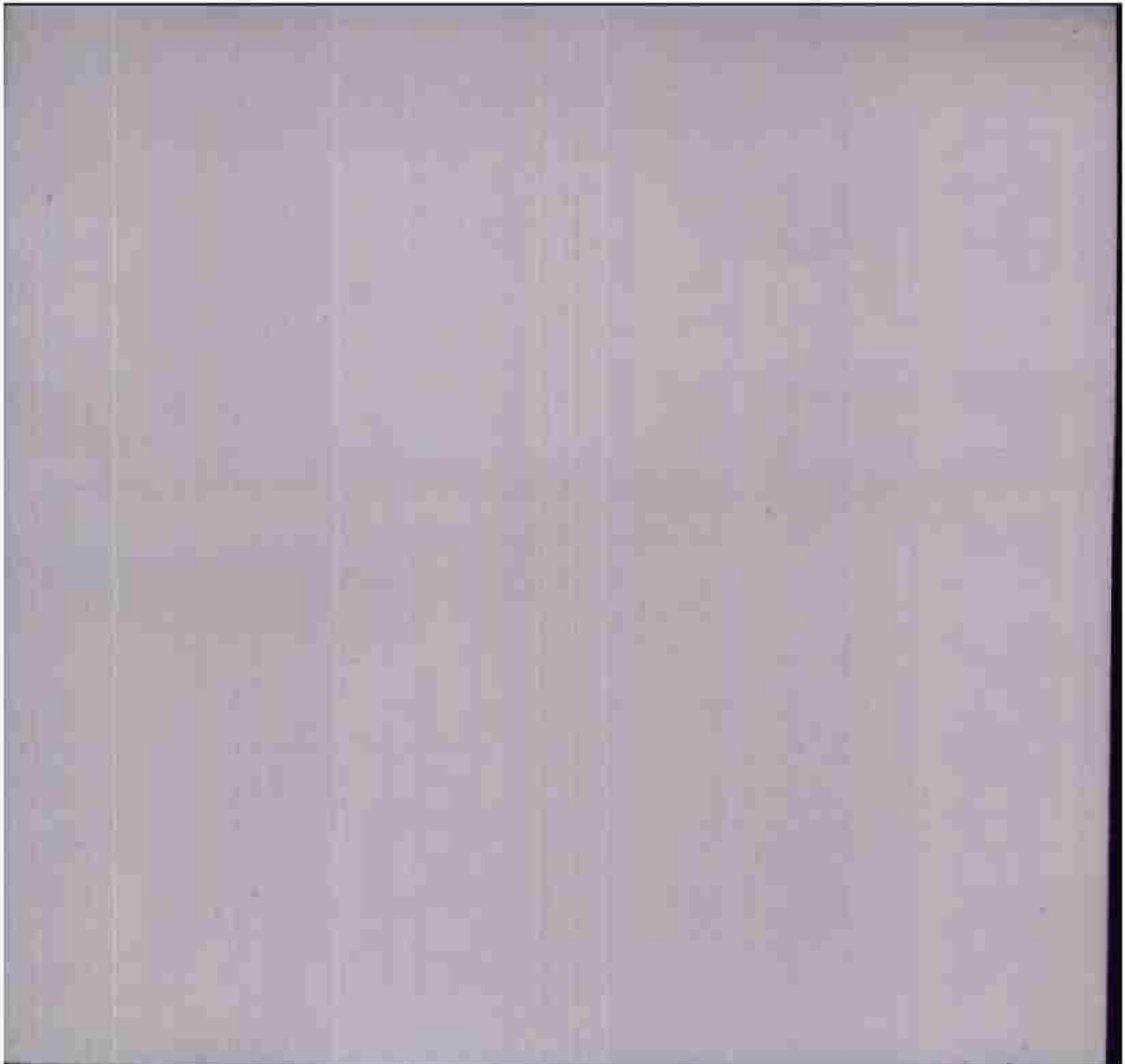
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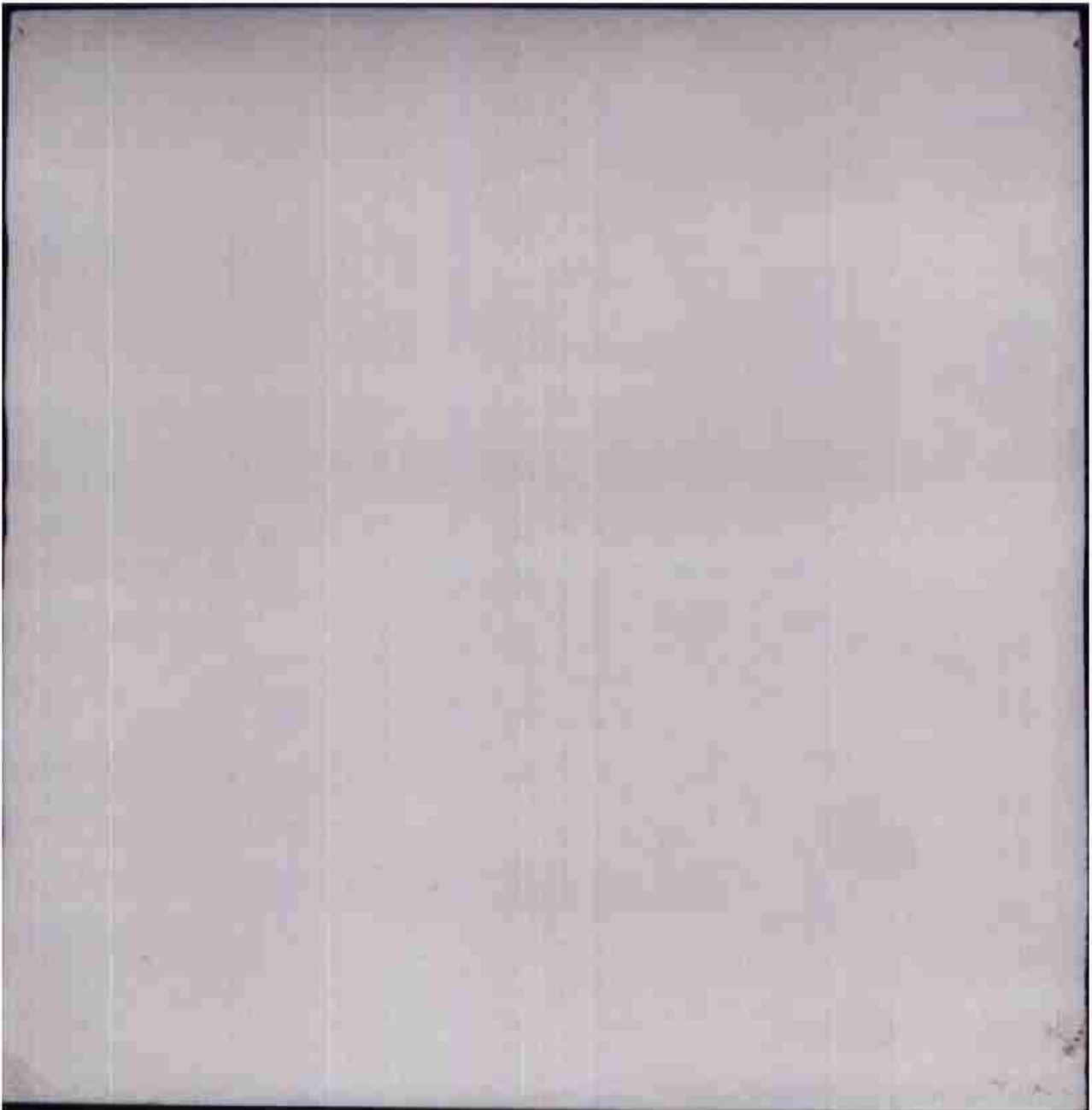
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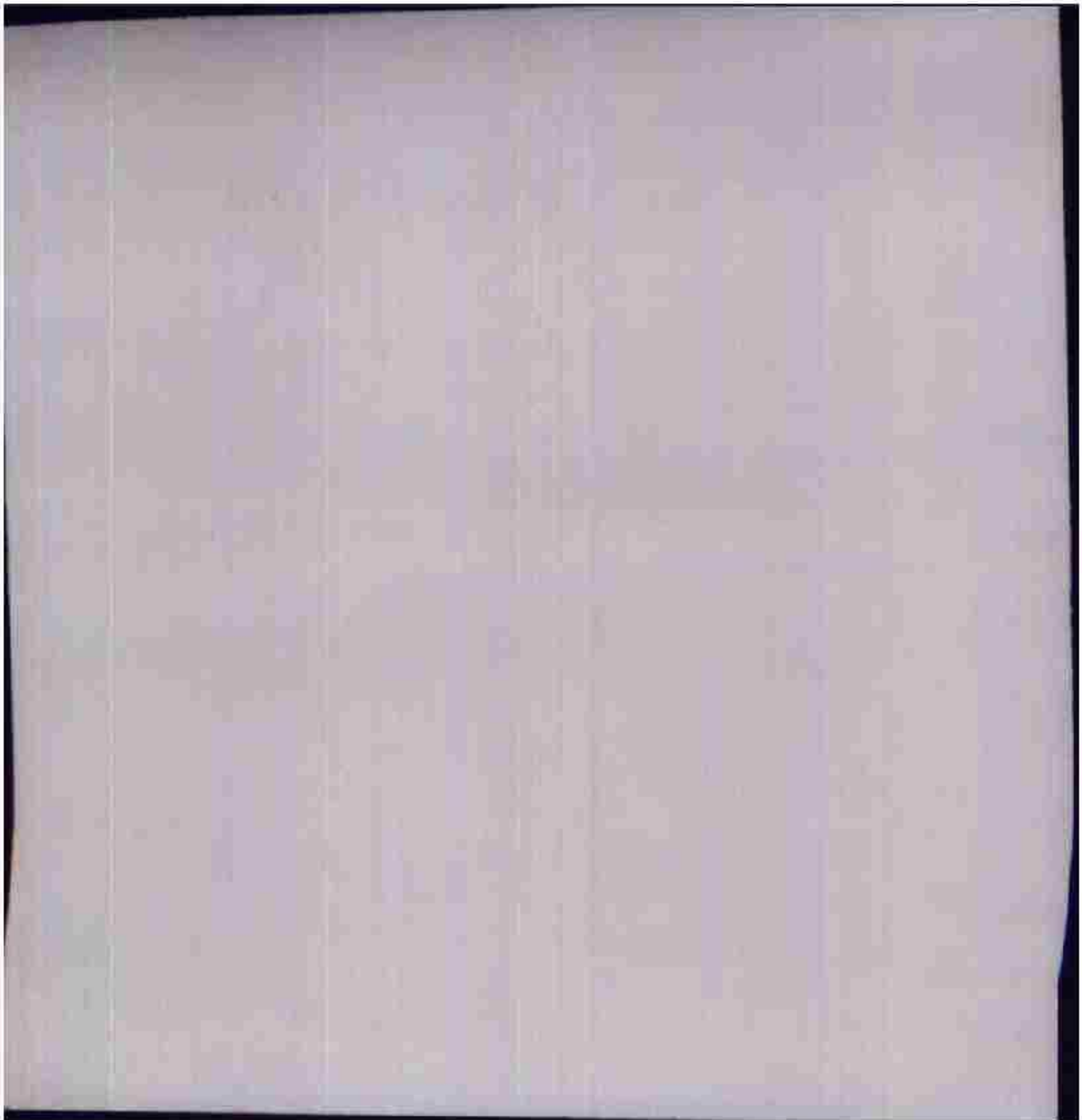
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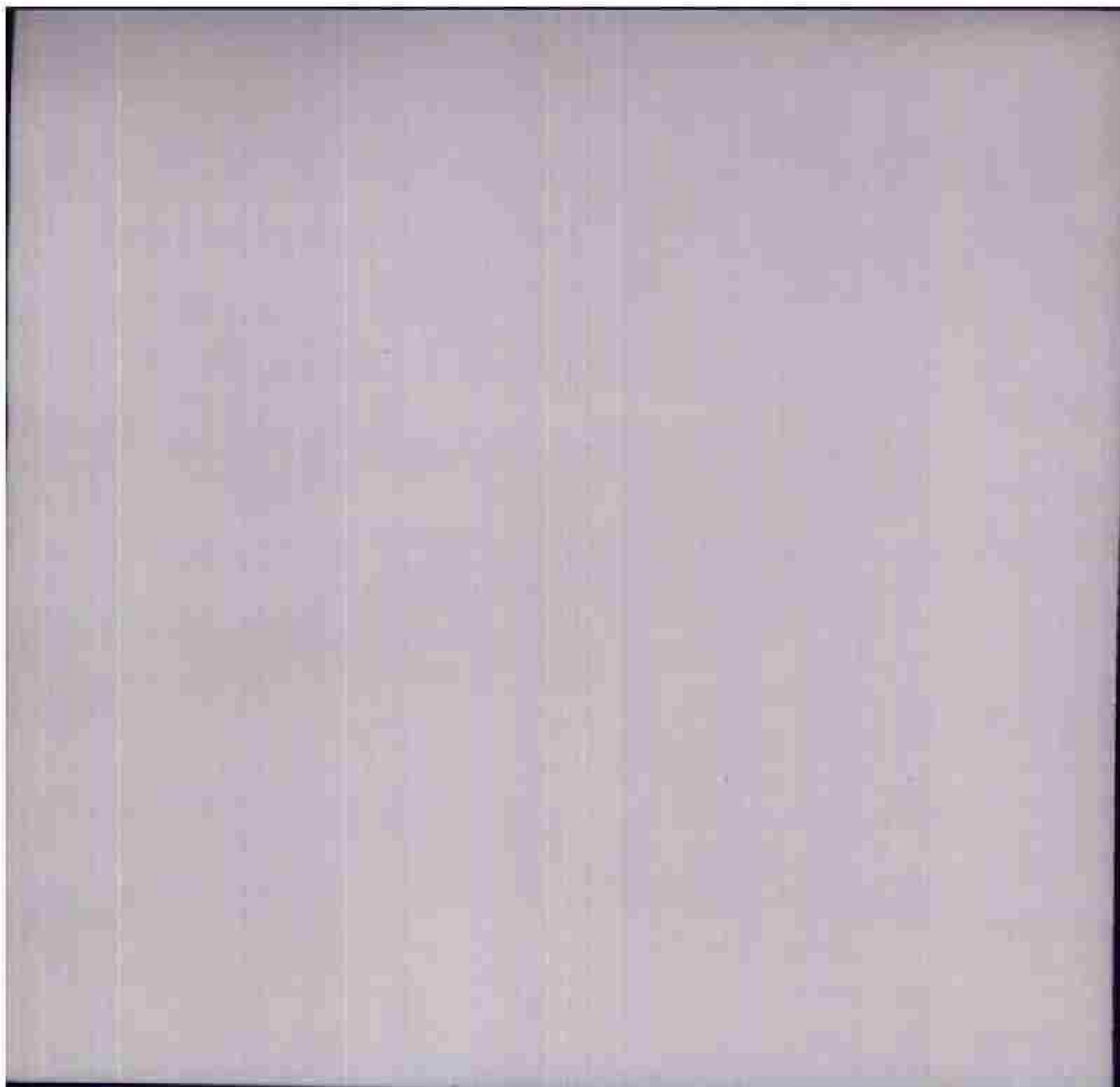
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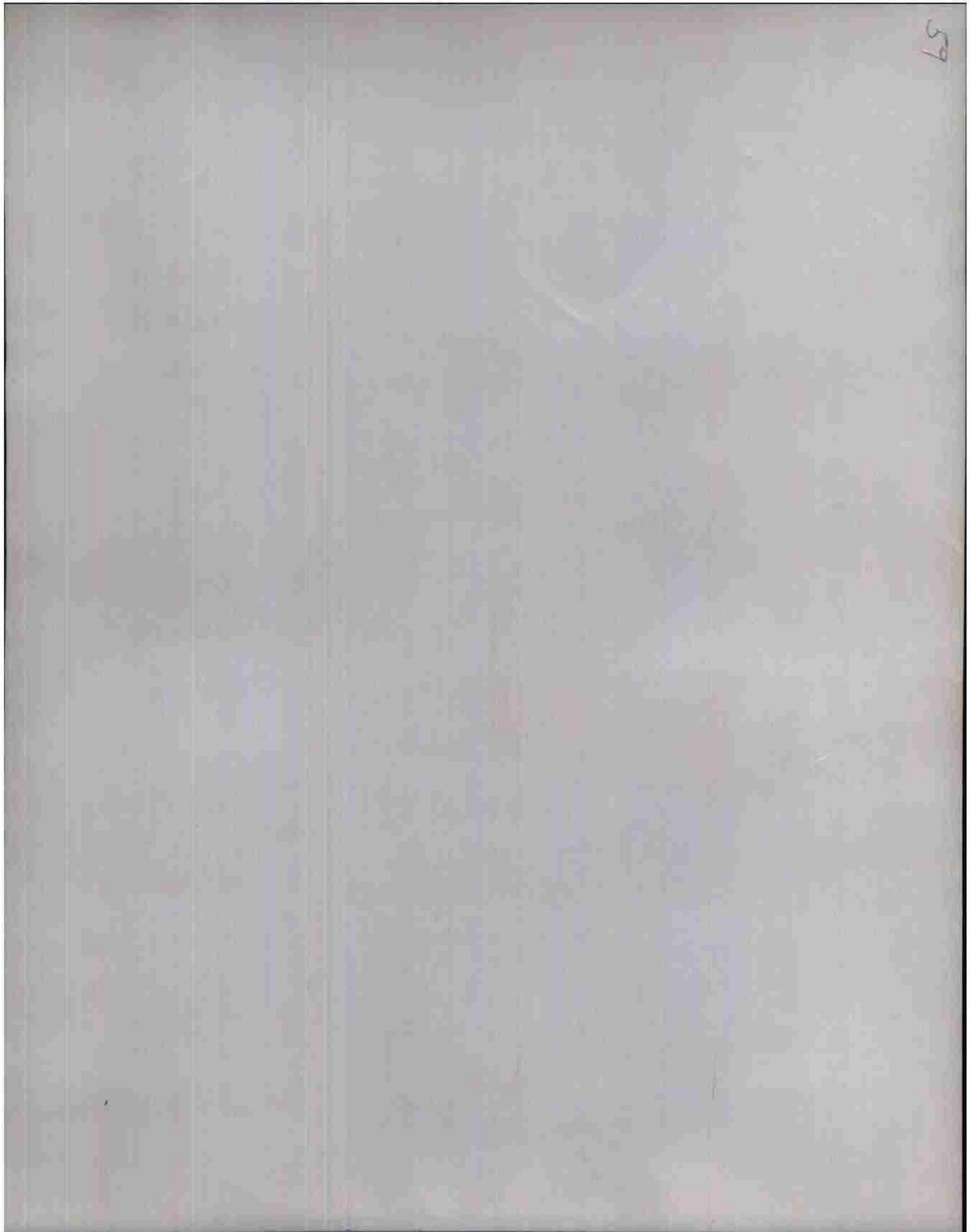


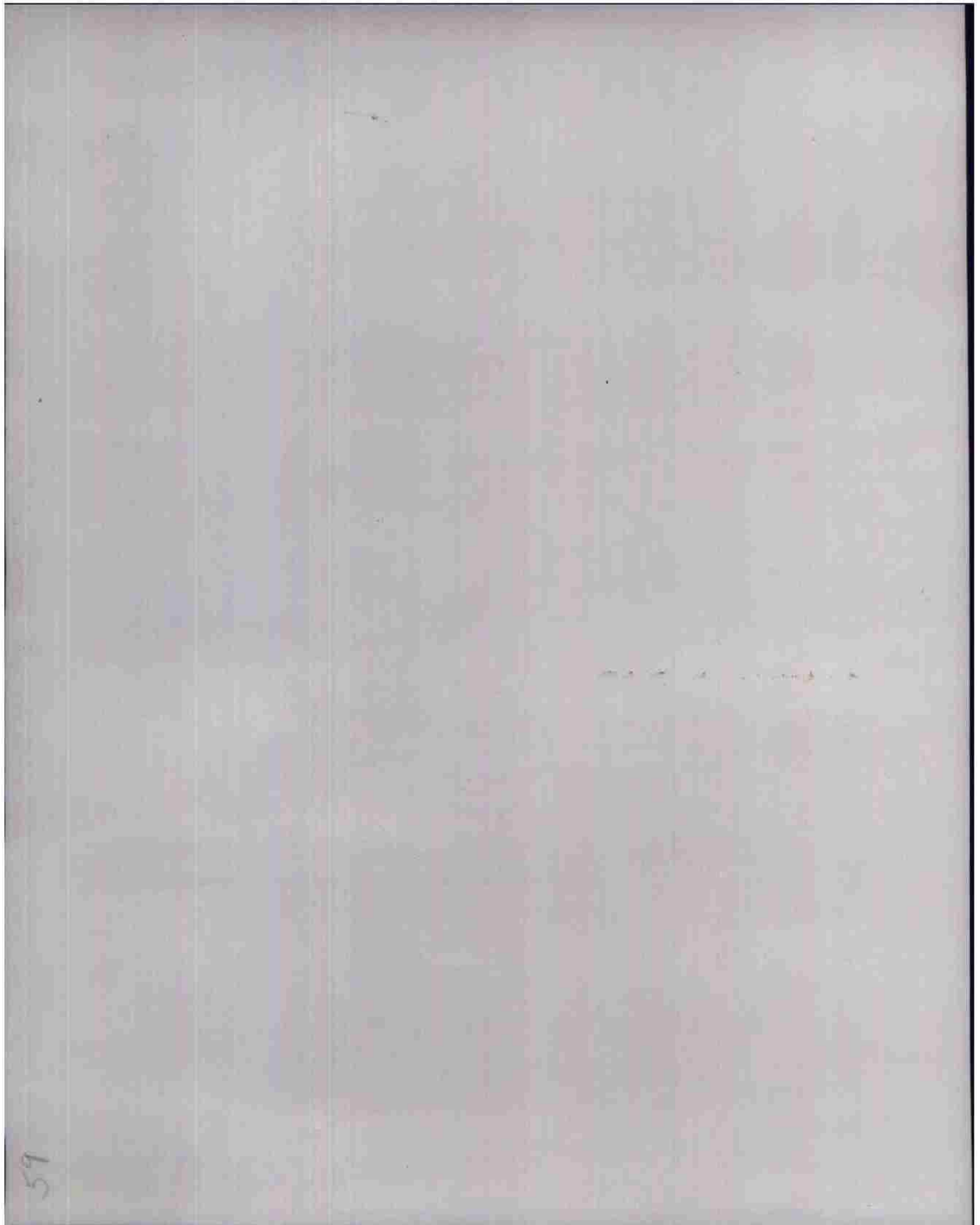
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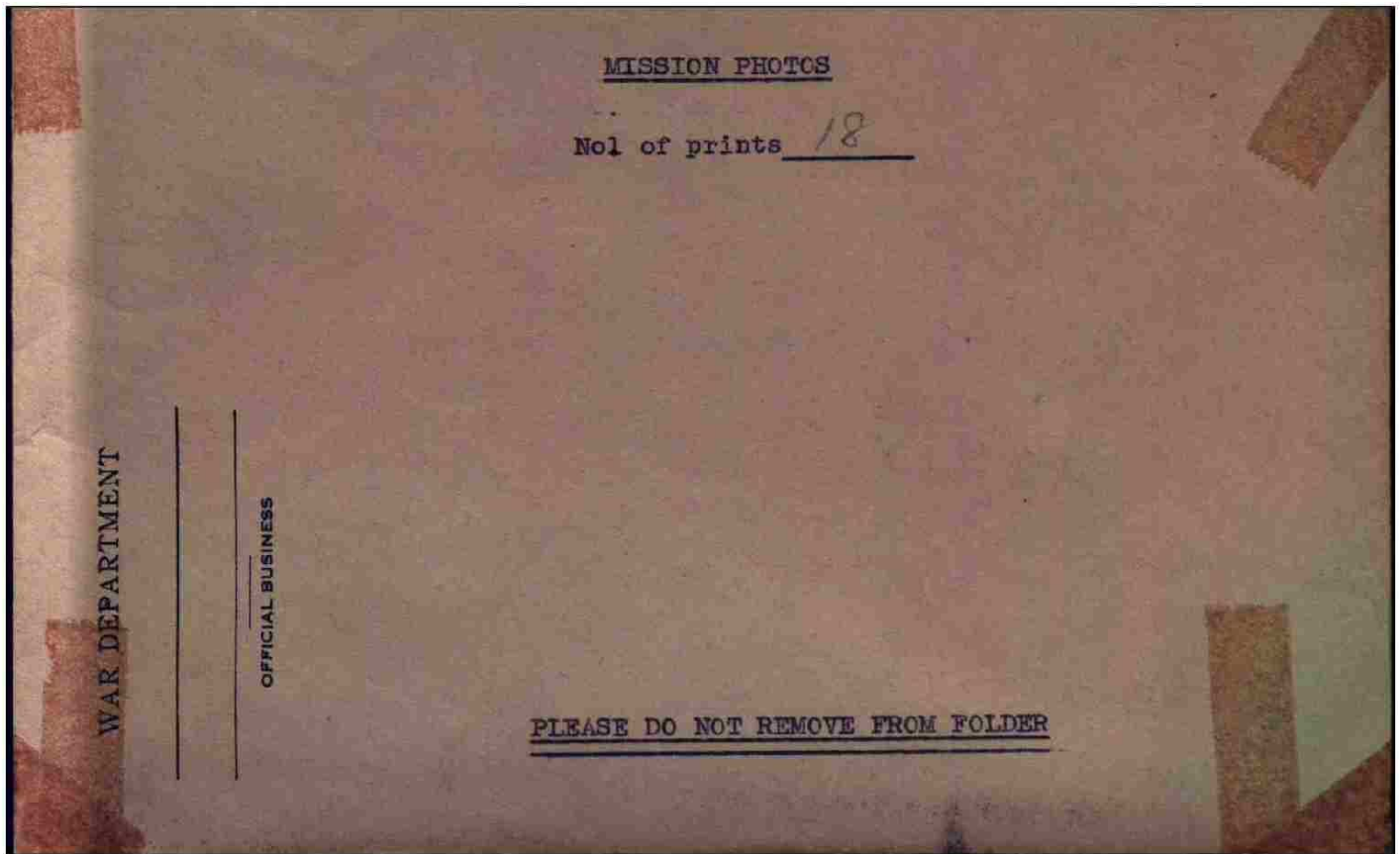
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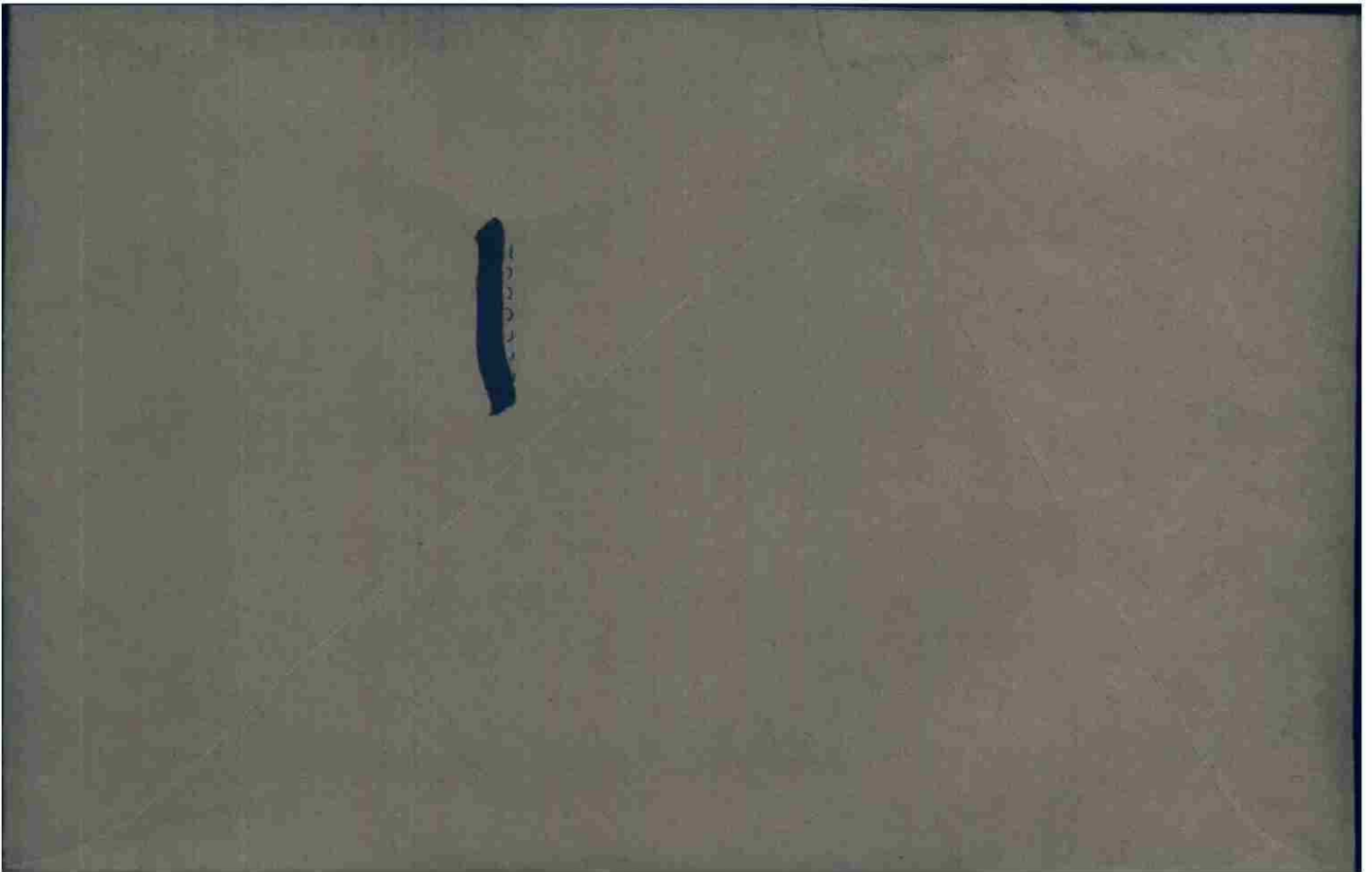
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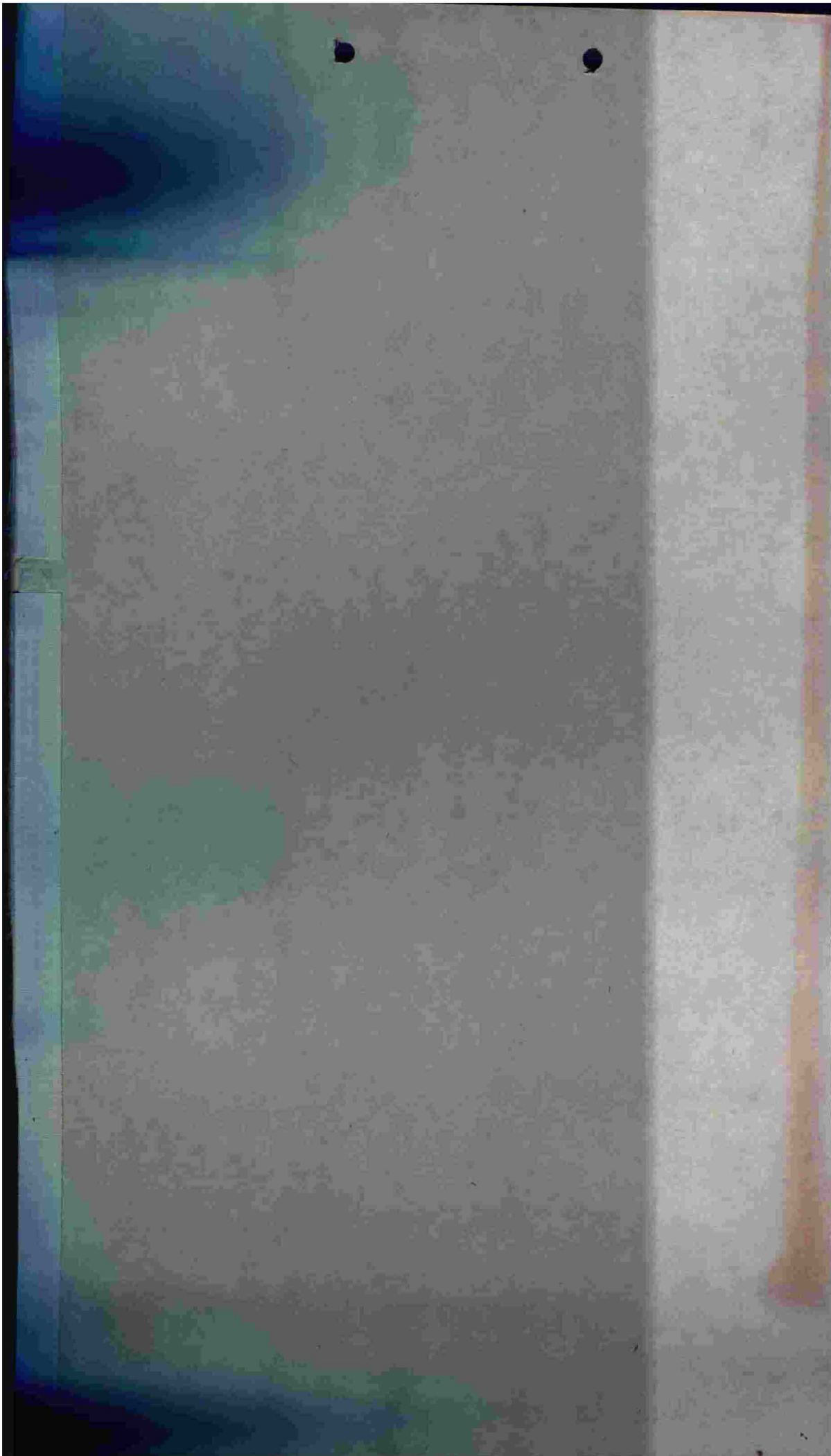


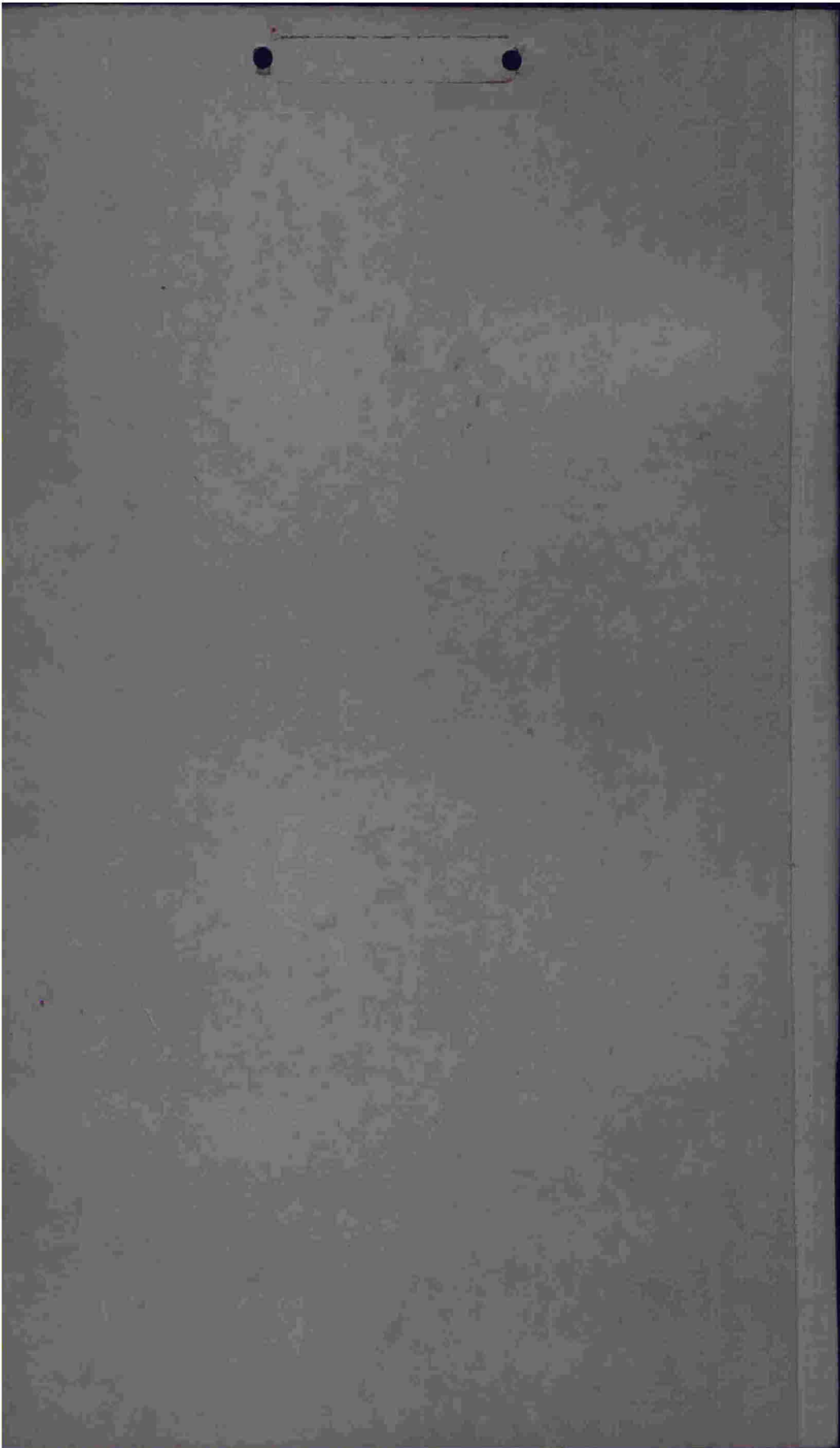


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FROM 97TH COMBAT BOMBARDMENT WING 28/0100E
 TO COMBOMCOM IX
 409TH BOMB GROUP
 410TH BOMB GROUP
 416TH BOMB GROUP

M-151-E



OPERATIONAL PRIORITY BT
 SECRET SENT IN THE CLEAR AUTH: MAJOR CLARENCE S. FOWLES JR.

97TH COMBAT BOMB. WING
 APO 140
 28 MAY 1944

FIELD ORDER NO. 55-333

MAPS: NORMAL

1. B. (2) VIII AF IS ATTACKING TARGETS IN GERMANY LEAVING ENGLAND AT 1100 HOURS.
 2ND TACTICAL AIR FORCE IS ATTACKING TARGETS IN FRANCE.

98TH WING IS ATTACKING BRIDGE TARGET IN BELGIUM LEAVING NORTH FORELAND AT ZERO HOUR. ZERO HOUR PLUS 20, PLUS 40 AND PLUS 60 MINUTES WITH THUNDERBOLT ESCORT.

99TH WING IS ATTACKING BRIDGE TARGETS NEAR PARIS LEAVING BRIGHTON AT ZERO HOUR. ZERO HOUR PLUS 20, PLUS 60 AND PLUS 80 MINUTES WITH SPITFIRE AND THUNDERBOLT ESCORT.

R A F II GROUP WILL FURNISH SPITFIRE ESCORT FOR THIS WING.

2. THIS WING WILL ATTACK A TARGET IN BELGIUM.

ZERO HOUR: 28/1030E

3. A. 409TH GROUP:

- (2) THREE BOXES OF 14
 (3) WITH FIGHTERS AT NORTH FORELAND AT ZERO HOUR PLUS 100 MINS. AT 12,000 FEET.
 (9) ILL. 5103 E/80 REF. 077011.
 (10) 4 X 500 LB. G.P. FUSED INST. NOSE AND 1/10 SECOND TAIL.

- B. 410TH GROUP:

- (2) TWO BOXES OF 18
 (3) WITH FIGHTERS AT NORTH FORELAND AT ZERO HOUR PLUS 120 MINS. AT 12,000 FEET.
 (9) ILL. 5103 E/80 REF. 077014.
 (10) 4 X 500 LB. G.P. FUSED 1/10 SECOND NOSE AND 1/40 SECOND TAIL.

- C. 416TH GROUP:

- (2) THREE BOXES OF 14.
 (3) WITH FIGHTERS AT NORTH FORELAND AT ZERO HOUR PLUS 80 MINS. AT 12,000 FEET.
 (9) ILL. 5103 E/80 REF. 077014.
 (10) 4 X 500 LB. G.P. FUSED 1/10 SECOND NOSE AND 1/40 SECOND TAIL.

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

- (5) TARGET: 5103 E/K/4⁰⁰³ BRUGES/St. Michael
 (6) ROUTE OUT: BASE TO NORTH FORELAND TO FURNES TO NORTH FORELAND TO FURNES TO 50 DEG 55 MIN. NORTH 03 DEG. 20 MIN. EAST TO I.P. TO TARGET.
 (7) ROUTE BACK: TARGET TURN LEFT TO R.P. TO FURNES TO NORTH FORELAND TO BASE.
 (8) ALTITUDES: BOMB 12,000 FEET CROSS ENEMY COAST OUT 11,000 FEET.
 (9) INITIAL POINT: 51 DEG 05 MIN. NORTH 03 DEG. 27 MIN. EAST.
 (10) AXIS OF ATTACK: GENERALLY SOUTHEAST TO NORTHWEST.
 (11) RALLY POINT: 51 DEG 05 MIN. NORTH 03 DEG. 00 EAST.

4. NO CHANGE.

5. COMMUNICATIONS:

A. 409TH BOMB GROUP.

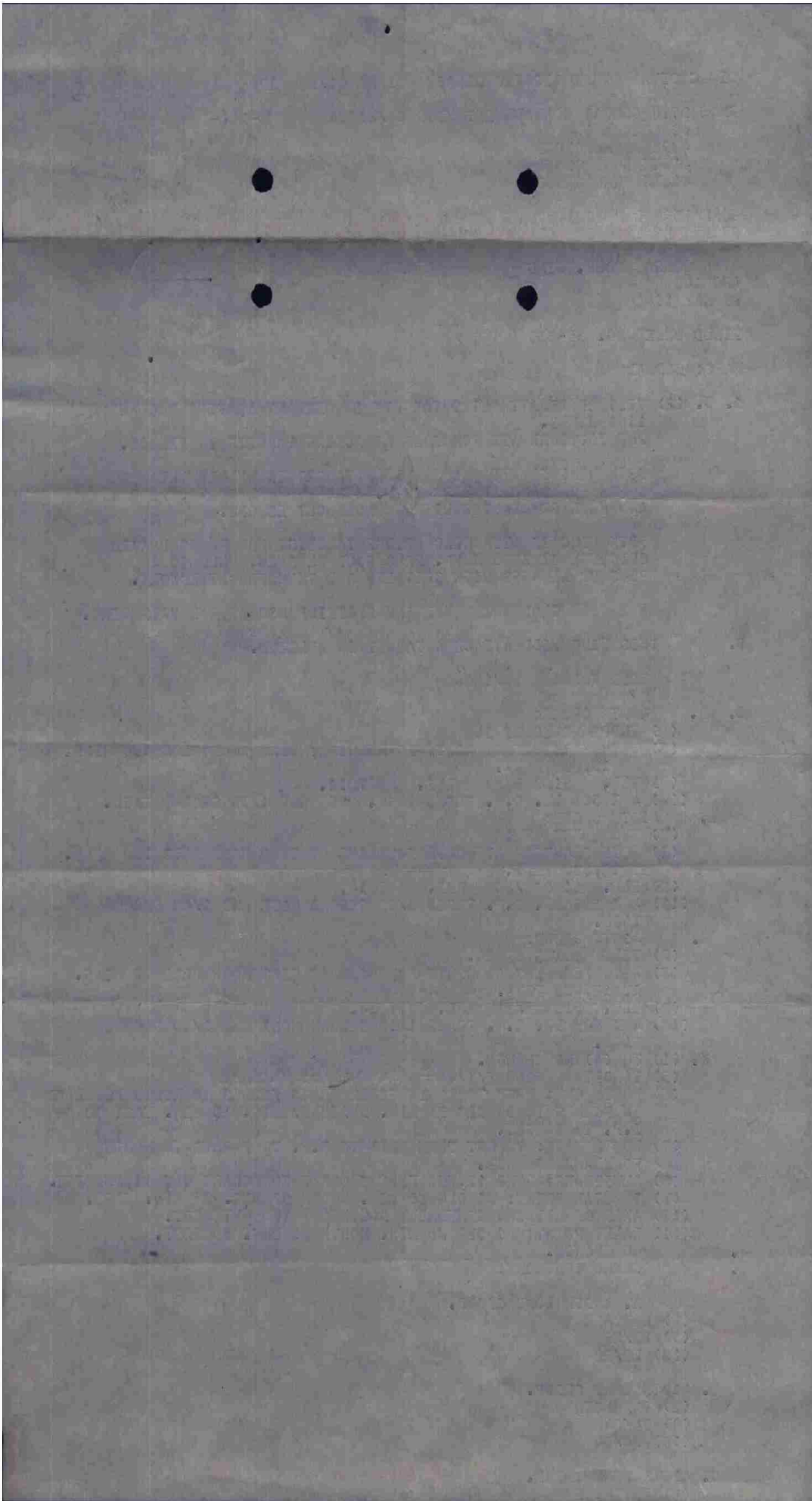
- (2) LADYMAN
 (9) 28/28
 (10) 28/28

B. 410TH BOMB GROUP.

- (2) DASHDOWN
 (9) 54/54
 (10) 54/54

C. 416TH BOMB GROUP.

- (2) FEETACHE



(9) 3/3
(10) 3/3

X. GENERAL INFORMATION:

(2) WEST MALLING D/D
BRIGHTON AREA, C/C, C/S PARADE

(3) NO CHANGE

(10) VATB/VATB

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

COCBTWIG 97

BT 28/0100B

CC: PAR. 3. X (6) SHOULD READ:

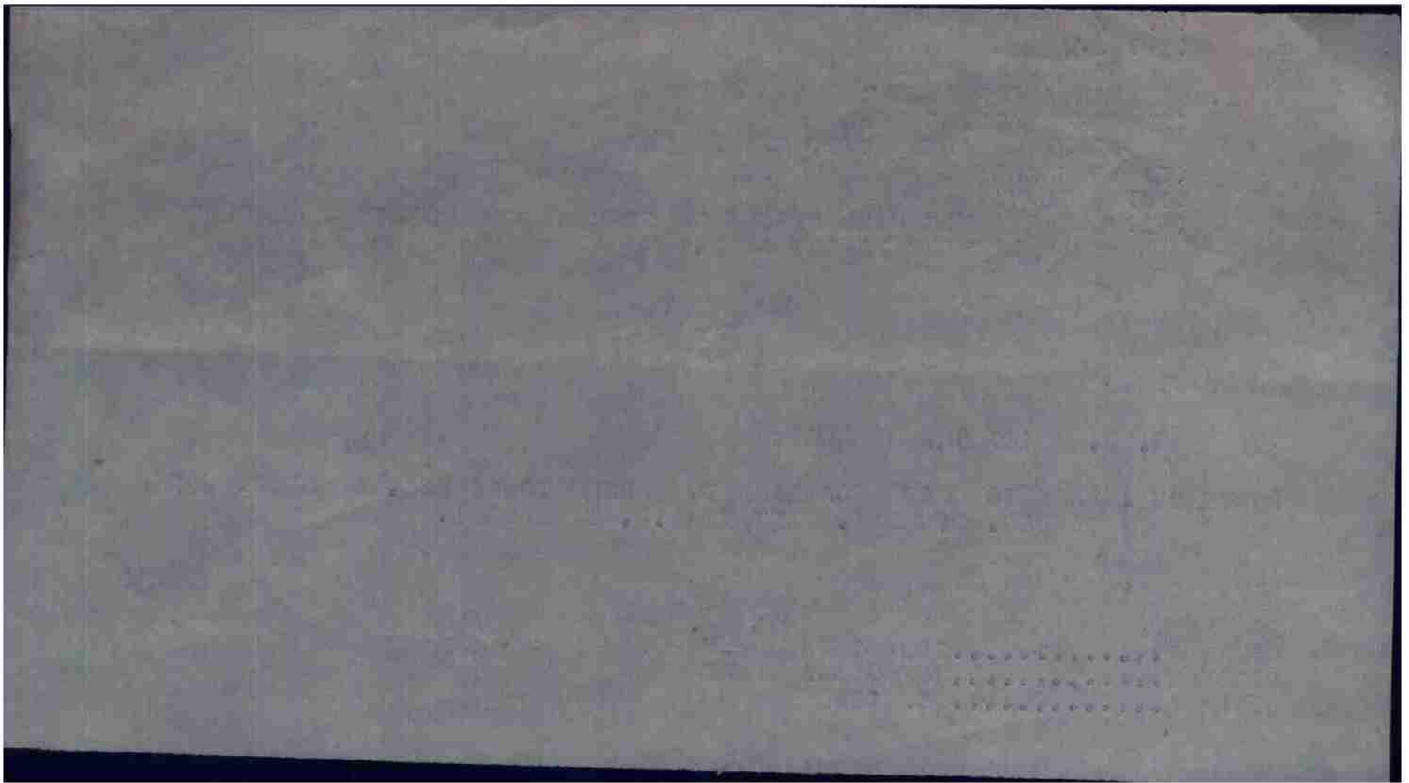
ROUTE OUT: BASE TO NORTH FORELAND TO FURNES TO 50 DEG. 55 MINS. NORTH
03 DEG. 20 MINS. EAST TO I.P. TO TARGET.

AS

AR

SS

OIHAK R.....	S28/0130B	EJK	AR
OIGOF R.....	28/ 0130B	WCS	AR
OIYAA R.....	28/0130B	JMD	BBBBBBBBBB



OICOG OIHAK OIGOF OIYAA V OILAI 02/28 OP

FROM 97TH COMBAT BOMB WING 28/0140B M-151-E
TO COMBOMCOM IX
COBOMGP 409
COBOMGP 410
COBOMGP 416

OPERATIONAL PRIORITY BT
SECRET SENT IN THE CLEAR AUTH: MAJOR CLARENCE S. TOWLES JR.

97TH COMBAT BOMB WING
APO 140
28 MAY 1944

INTELLIGENCE ANNEX TO F.O. 55-333
ATTENTION: S-2



(1217)

A. THE TARGET:

RATHER THAN BEING USED AS OUTLINED IN DOSSIER, AS A NAVAL W/T STATION, THIS TARGET IS IN FACT A GERMAN NAVAL R.D.F. HQ OF EXTREME IMPORTANCE. HEADQUARTERS ARE IN AN OLD CHATEAU AND ADJACENT BARRACKS HOUSE MANY TECHNICALLY TRAINED IRREPLACEABLE PERSONNEL. FIVE MINUTES AFTER THE FIRST GROUP BOMBS, R.A.F. TYPHOONS WILL STRAFF PERSONNEL. IN ADDITION TO DOSSIER USE PHOTO NEGATIVES 3131 AND 4009. IF COPY OF 3131 HAS ARROW INDICATING NORTH, IT IS WRONG AND SHOULD BE REORIENTATED. DOSSIER PHOTOGRAPH IS PARTLY OVERLAPPED BY ILLUSTRATION /81. THE LATTER CONTAINS GOOD CHECK POINTS AND CAN BE JOINED TO TARGET PHOTOGRAPH CHARTS AND PICTURES APPLICABLE TO ZB870 COVER SAME TERRITORY.

B. THE SITUATION:

GROUPS HAVE THE LATEST INFORMATION.

C. OBSERVATIONS:

- (1) REQUEST OBSERVATION OF BARRAGE BALLOONS AT ROULERS AND AELTRE.
- (2) REQUEST OBSERVATIONS OF ACTIVITY AT SECOND DEFENSE LINE BEHIND FLOODED AREA, AS REPORTED BY IX Bomber Command "INTELLIGENCE OPERATION REPORT 16 MAY 44.
- (3) 30TH APRIL 409TH B.G. REPORTED "AT 2002 FROM 12,000 FEET SOUTH EAST OF BRUGES SAW WHAT APPEARED TO BE MILITARY ENCAMPMENT. HUTS LOOKED LIKE NISSEN HUTS. REQUEST 409TH B.G. TO OBSERVE IF THIS MILITARY ENCAMPMENT IS IN THE TARGET AREA.

COCBTWIG 97

BT /280140B
RL AR K

OICOG R.....

TIC KUOKKKKKKKKK

TRY IT NOW KK

OIHAK R.....28/0220B

MG AR

OIGOF R.....28/0220B

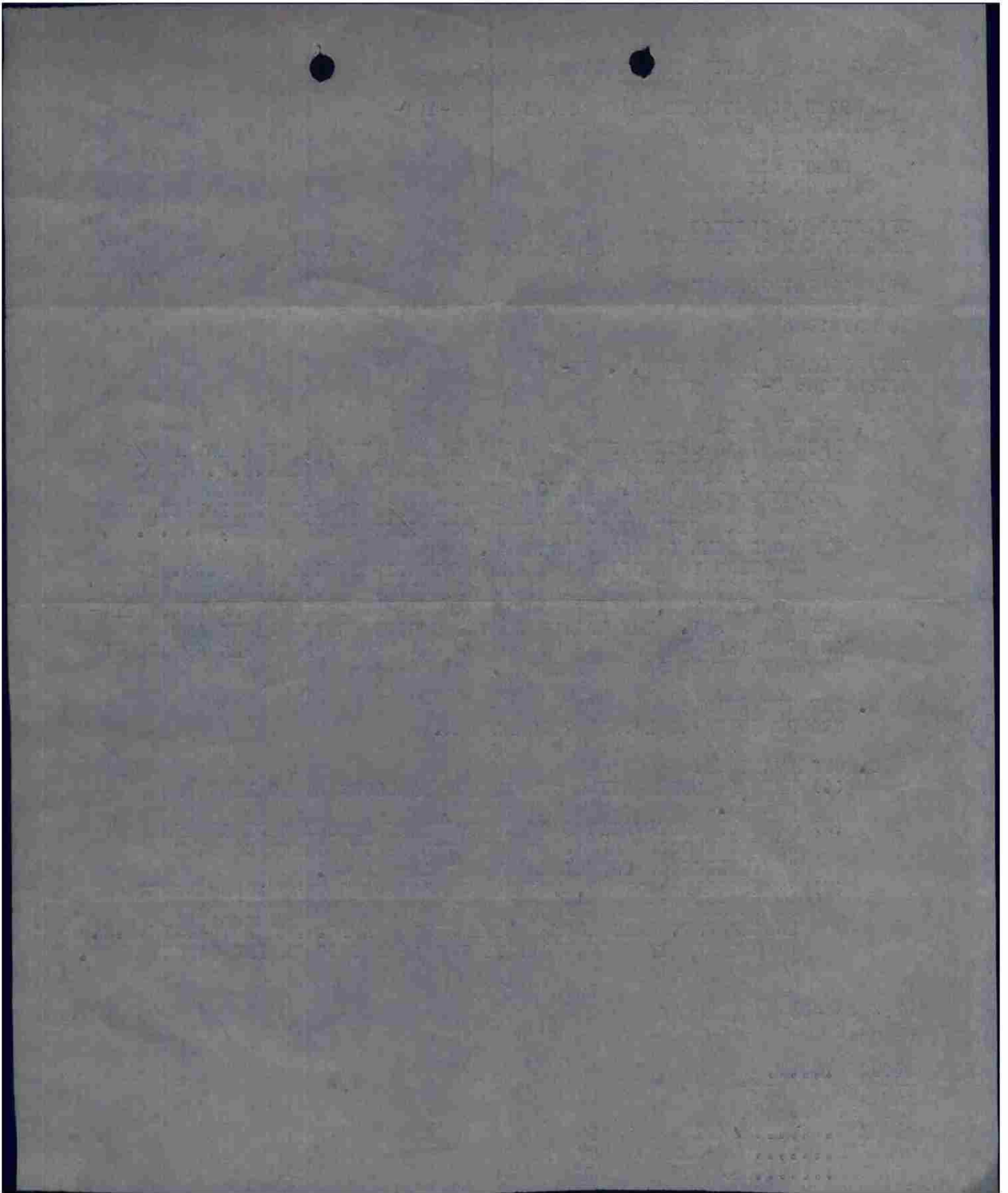
WCS AR

OIYAA R.....28/0220B

JF AR

TRY WHAT YOU CAN

CALL DFC OICOG W



	^I 1030	^{II} 1035	^{III} 1040
AT AIRCRAFT			
START	1044	1050	1056
TAXI	1054	1100	1106
TAKE OFF	1100	1106	1112
SET COURSE →	1125	1125	1125
Rendezvous :	11:50		
Coast out :	11:50		
" In :	12:03 1/2		
I. P. → :	12:14		
Target :	12:17		
Coast out :	12:23		
Coast in :	12:35 1/2		
Base :	12:48 1/2		
ON 304°			
OFF 235			
TO ENG. 399			
TO BASE 325			
OVER E/T 20 MIN.			

LEAD BOMBARDIER'S MISSION REPORT

Results of Bombing: _____

Heading over Target: _____ Length of Run: _____

Were Bubbles Leveled on Run: _____

Position of bubbles at Release Point: _____

A. Fore & Aft:



Lateral:



Altitude at Point of Release: _____

Indicated Air Speed at Release Point: _____

Attitude of Ship at Release Point: _____

Diac Speed Used: _____

Trail Used: _____

Tangent of Dropping Angle at Release Point: _____

Drift: _____

Remarks: _____

Zero - 1030

BRIEFING NOTES

416TH BOMB GP (L)

F.O. 55-333

TARGET: 5103 E/K/H

Pre-Briefing

BRIEFING:

HRS

DATE: May 28, 1944 OFFICER: Capt. Locke

1. TARGET INFO:

Bruges/St. Michiel Naval ~~Wireless Telegraphy~~ Station R.D.F. HQ.

Situating very much like Mark's Hall. Valuable personnel employed there.

Important as communications link, especially control of channel shipping.
Might well be H.Q. control center for naval action. Is known
to be a H.Q. of naval communication.2. FLAK: AT LANDFALL: Cayde XXHA (13th Ep) Dunkirk + Ostend
ROUTE IN: Furnes - XHI Dixmude - XXHA Contrei XXHA
Chent - XXXHI

TARGET: Bruges - no experience 3 4-gun positions unoccupied.

ROUTE OUT: Ostend + Cayde

MOBILE UNITS:

3. FIGHTERS: Meet Spits (RAF 11 Gp) at North Foreland at 1150.

4. ~~LANDFALL TIDES:~~5. ~~DUMIES, DECKS, CAMOUFLAGE, ETC:~~ Old country mansion6. ~~GROUND SITUATION & BOMB LINE:~~

7. MISC:

Observations

1) Barrage Balloons at Roulers + Geltre

2) Any activity at 2nd Defense Line
N of Dixmude