

IRIS Public Record

Key Information

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Publication Date:

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Old MFlm Roll # **B0531**

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NUMPAGE **80**

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.

Title Added Entries: MISSION FOLDER NUMBER 112 (TARGET: BEAUVAIS MARSHALLING YARD, FIELD ORDER NUMBER 465)

Author:

Subject:

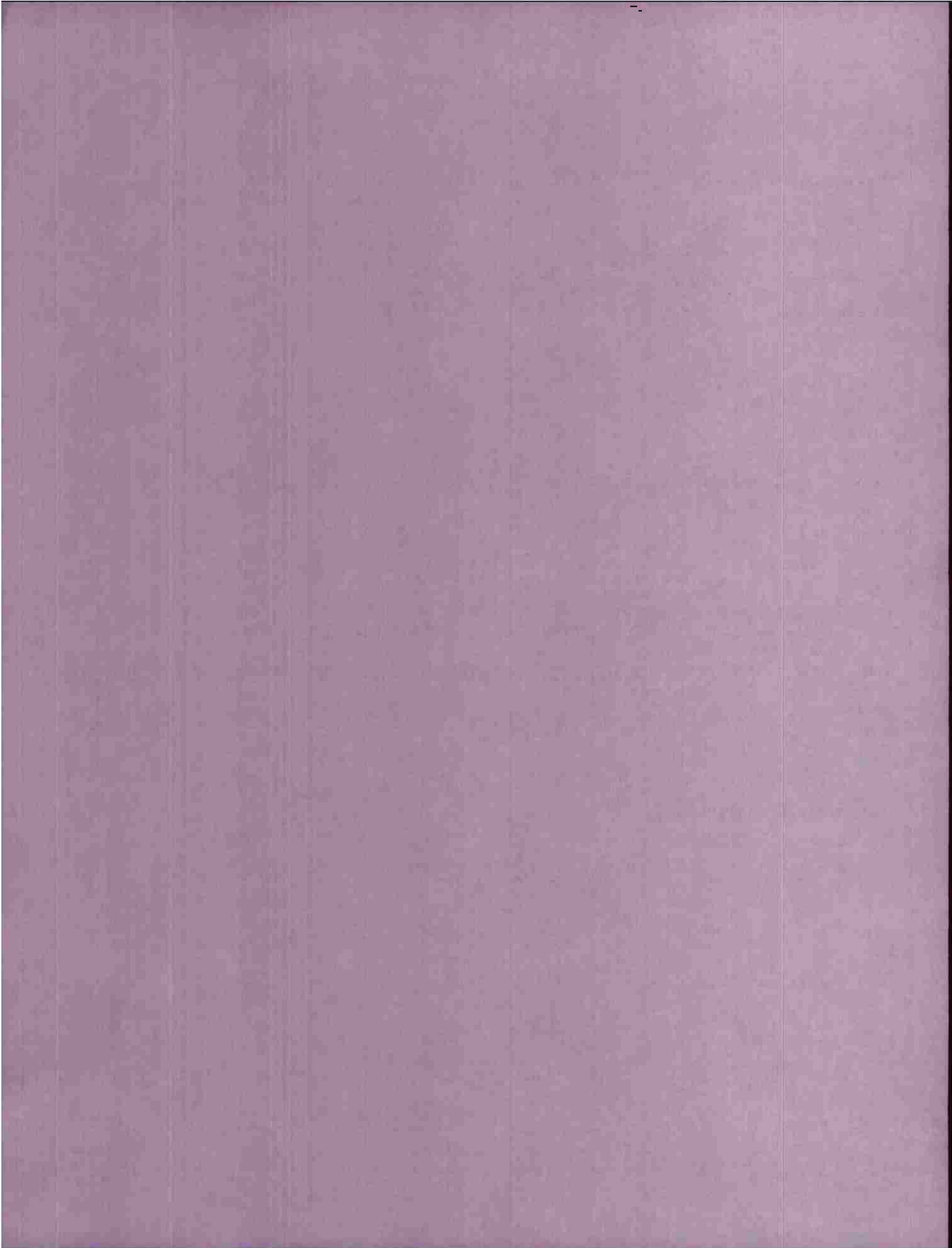
Major Command:

Administrative Markings

No Administrative Markings Listed

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QC ID:	QC'd Date::	
Scanner ID:	Scanned Date:	
Acc ID	Acc Date:	



Op-416 - Sec Op - S
14 Aug 1944

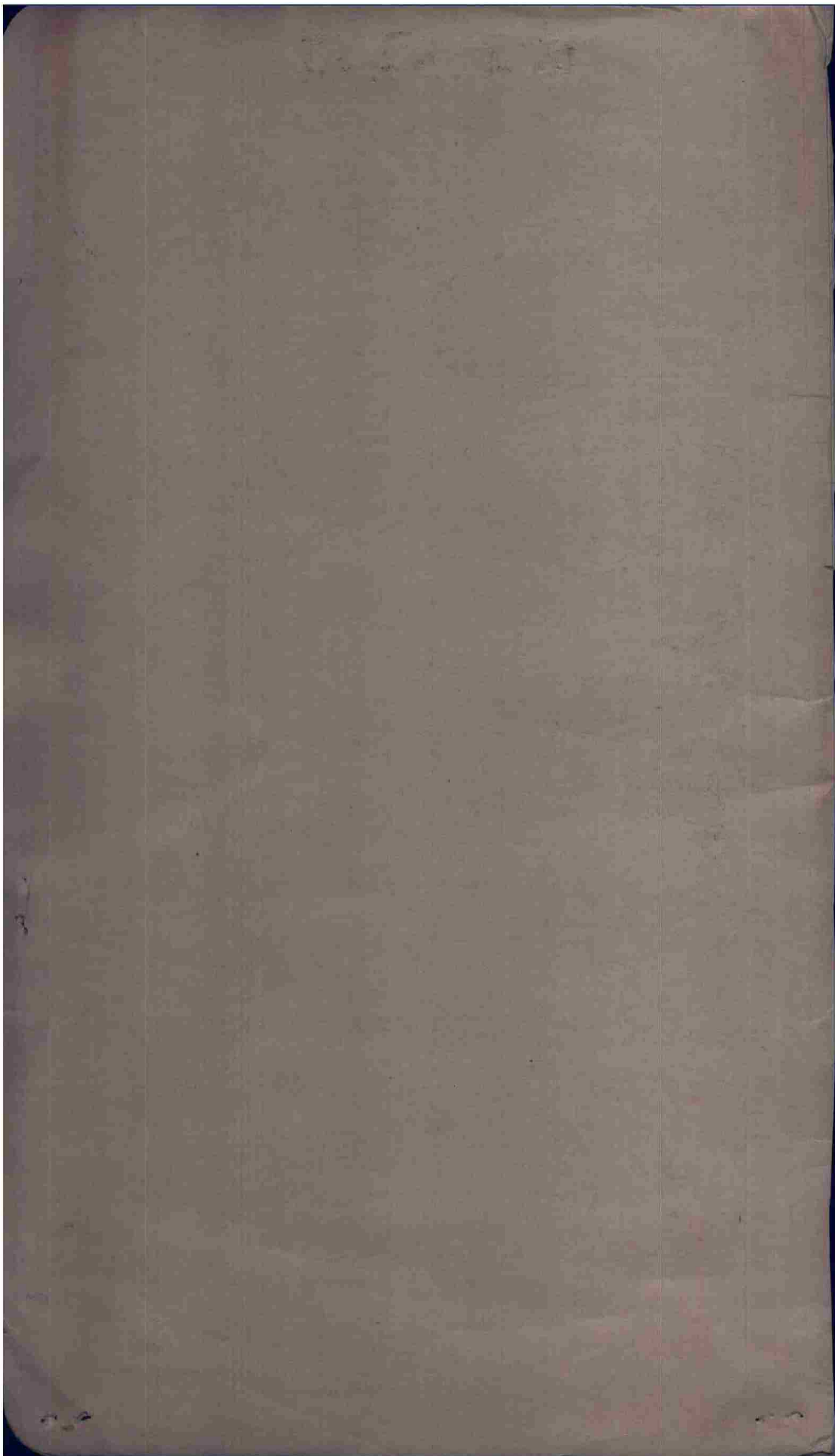
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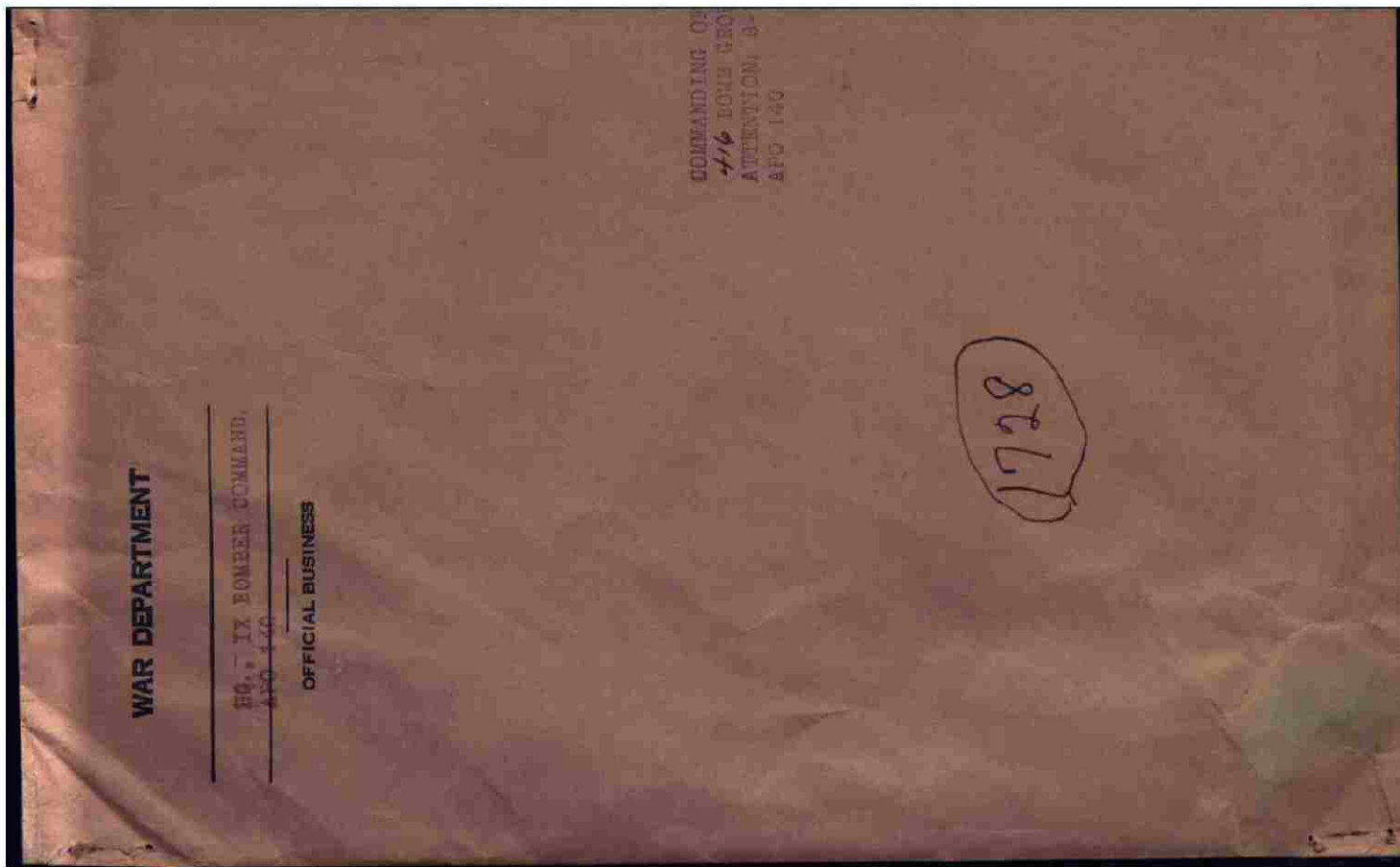
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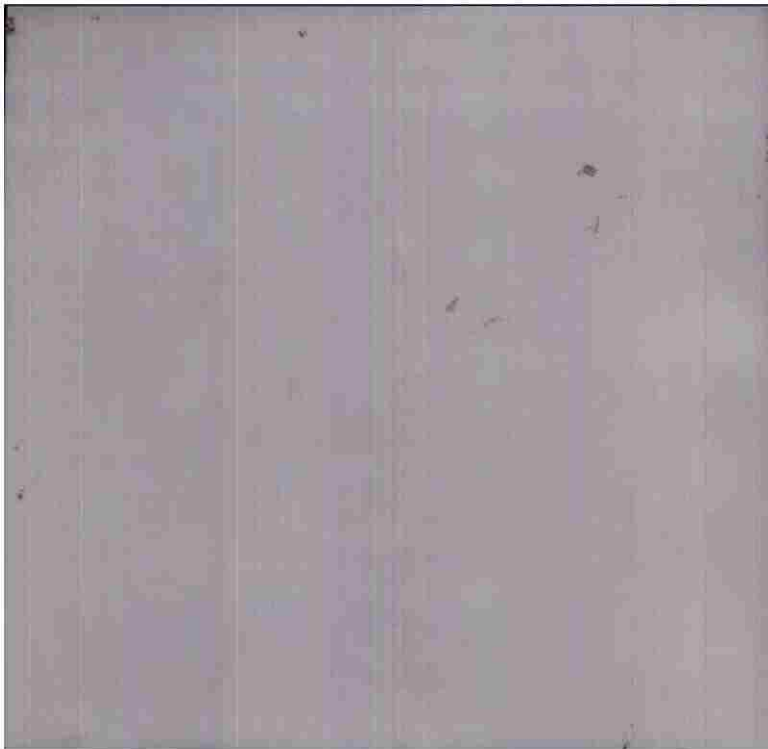
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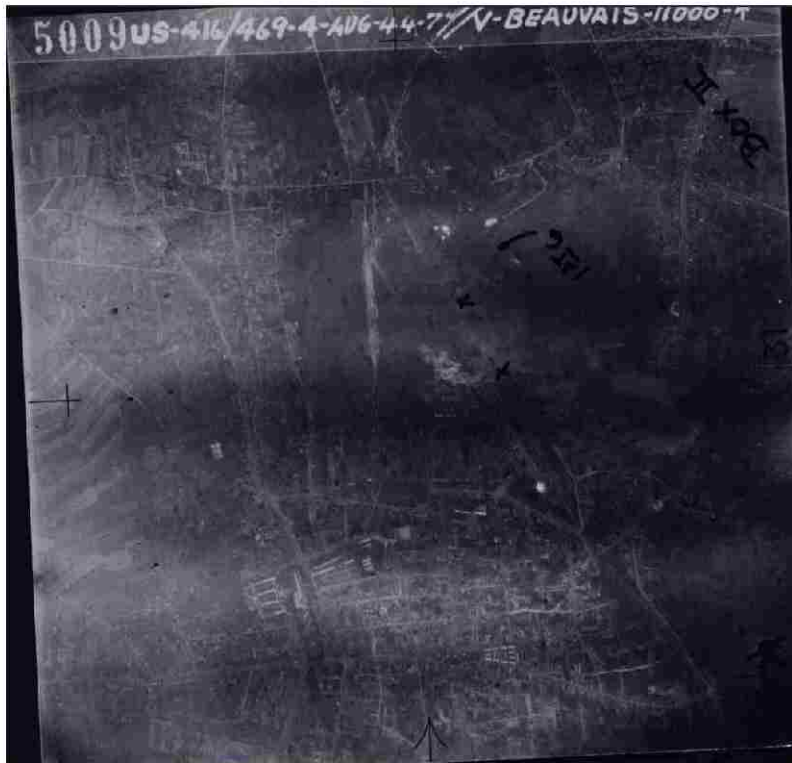
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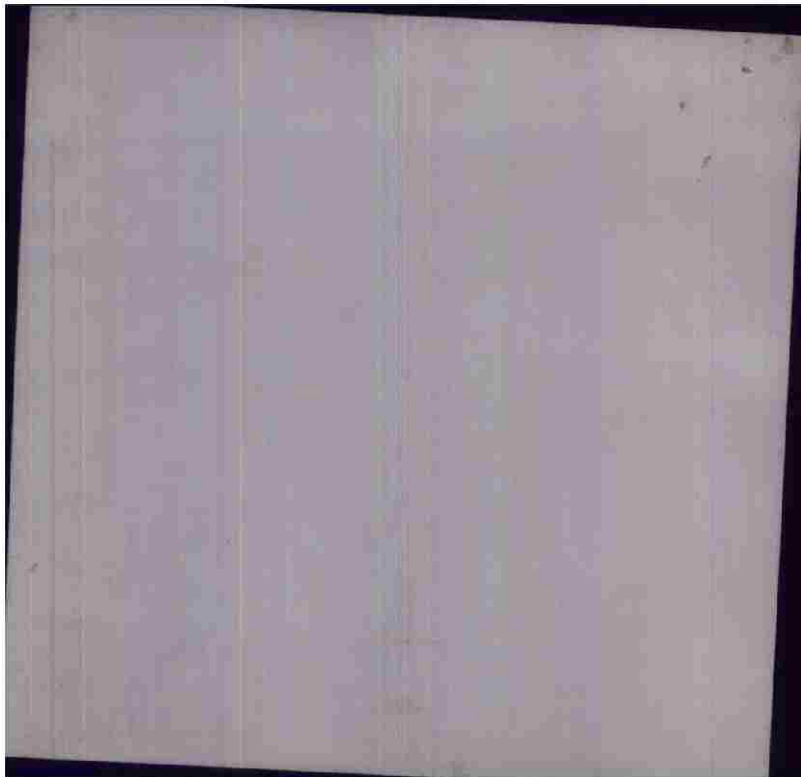
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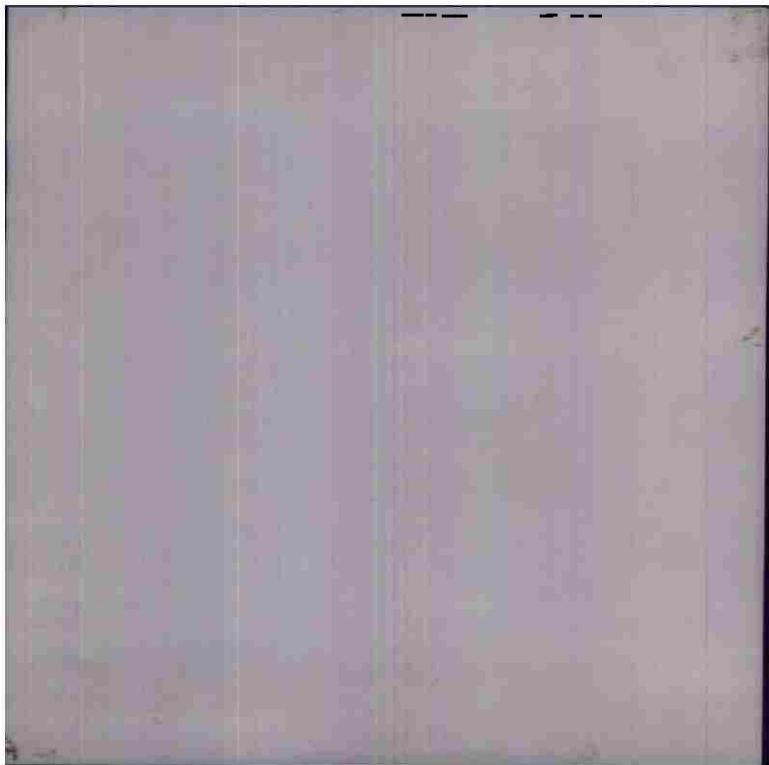
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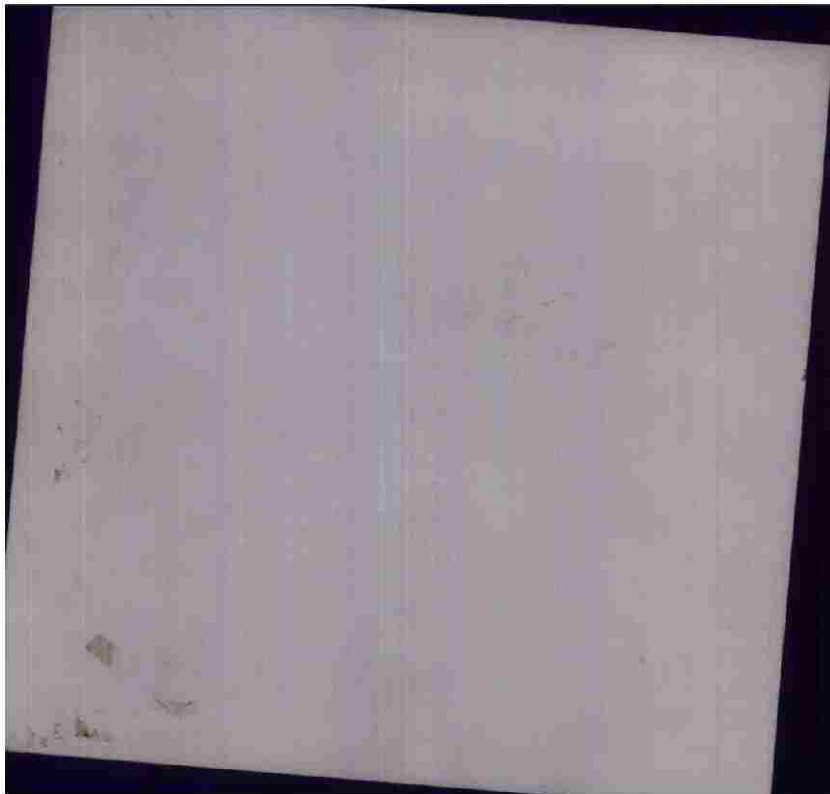
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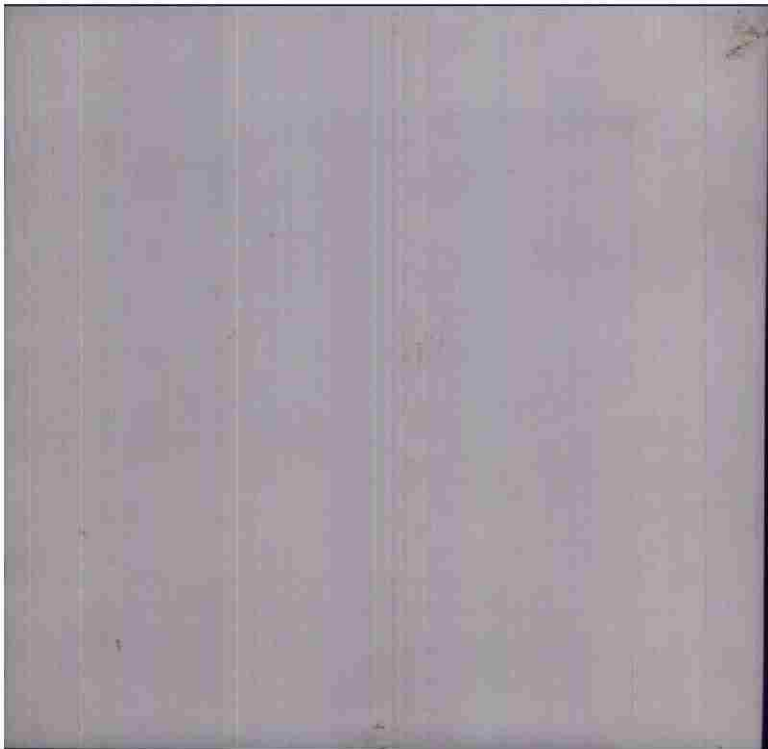
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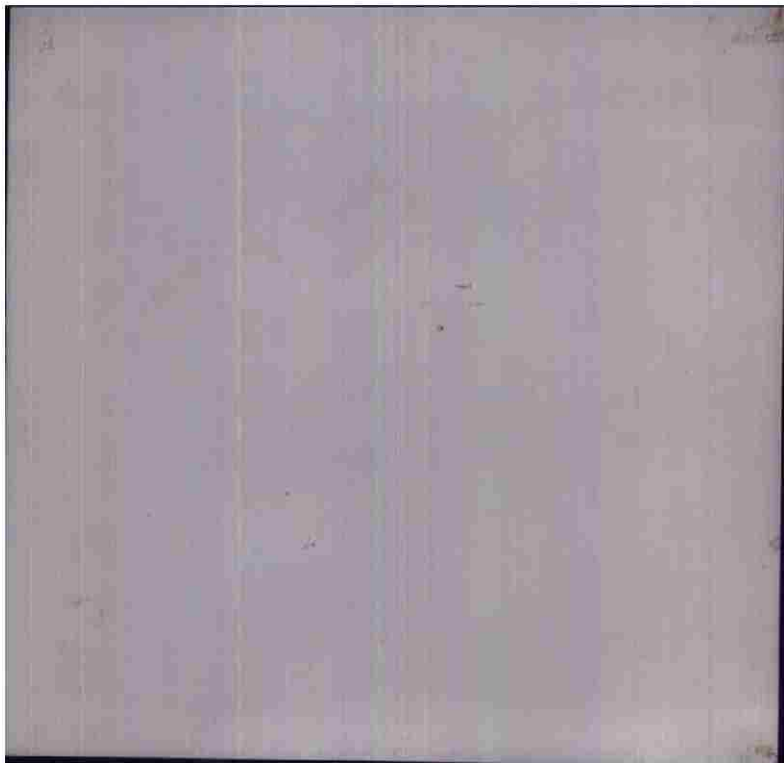
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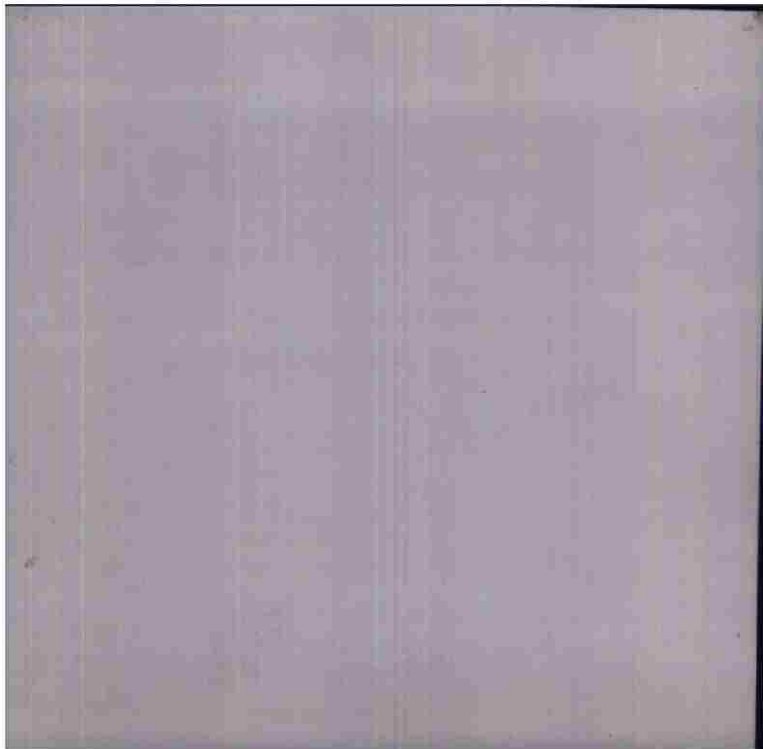
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MISSION # 112 4 AUGUST 1944
BEAUVAIS W/Y 36 A/C ATTACKED

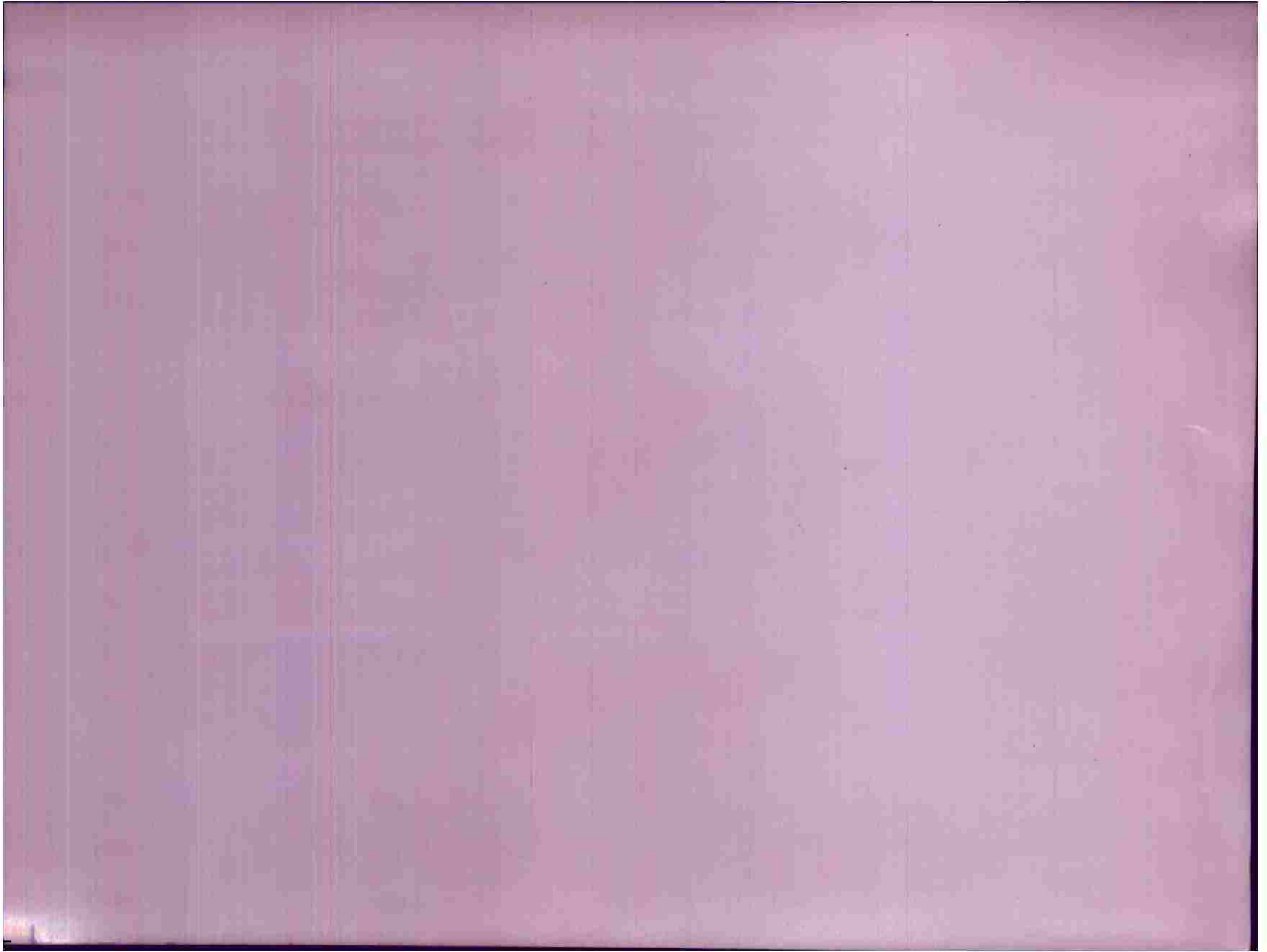
BOX I- 1st G: GOOD: Bombs fell in long pattern on edge of M/Y 490 ft. southwest of M.P.I Hits and near misses on large factory building. Hit on road and possible hits on tracks.
2nd G: GRCSB: Bombs fell in long pattern across tracks and large building 5300 ft. northwest of M.P.I.
3rd G: GOOD: Bombs hit in fields and on small buildings 500 ft. north of M.P.I.

BOX II- 1st G: GOOD: Bombs fell in long pattern 450 ft. southwest of M.P.I Hits on tracks and goods wagons causing violent explosions possibly hitting fuel or ammunition.
2nd G: UNKNOWN: No photo coverage due to evasive action.
3rd G: PNE : Bombardier picked M.P.I. of Box I due to smoke and haze covering his M.P.I., and dropped with excellent results. Hits on tracks.

Beauvais
-Target

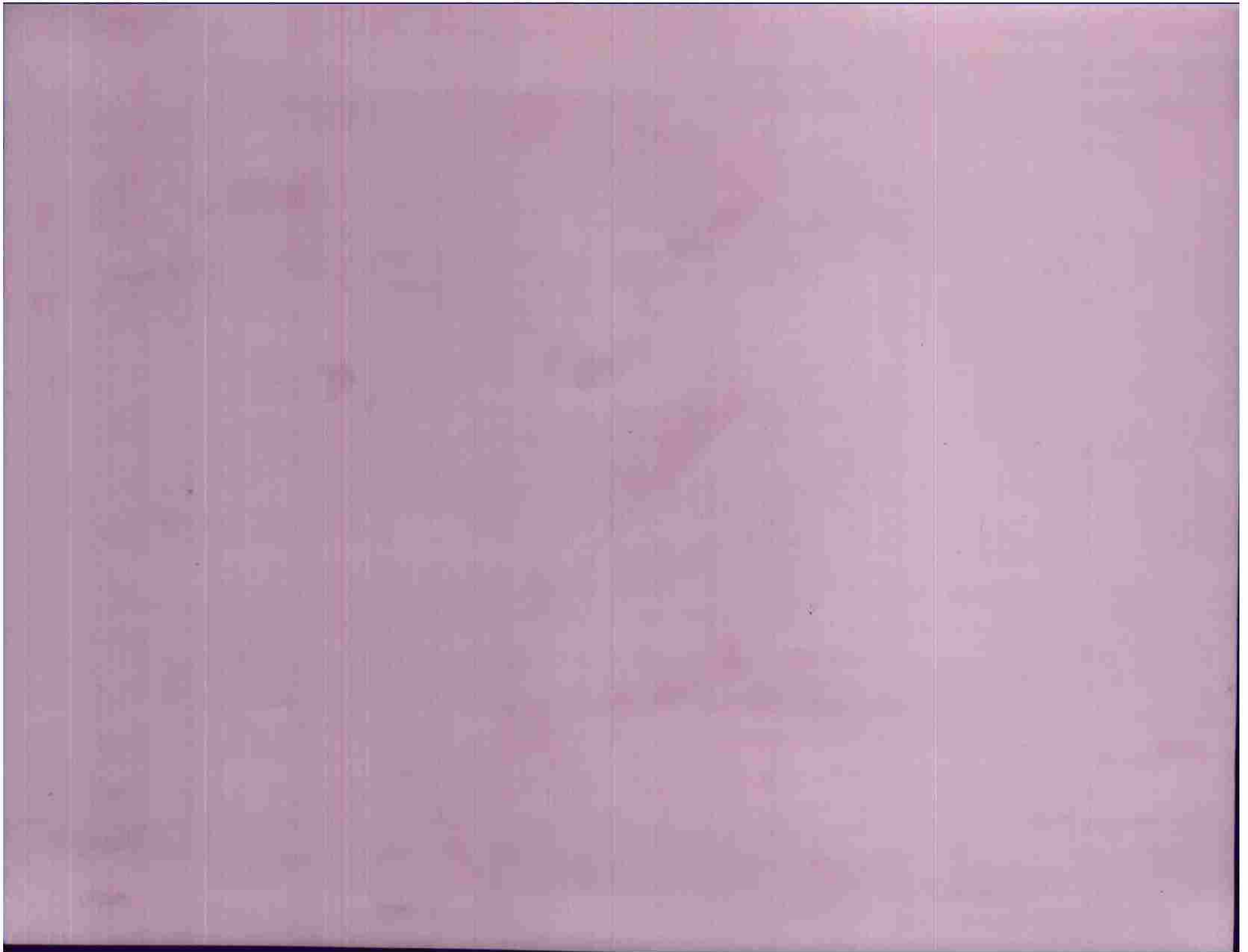


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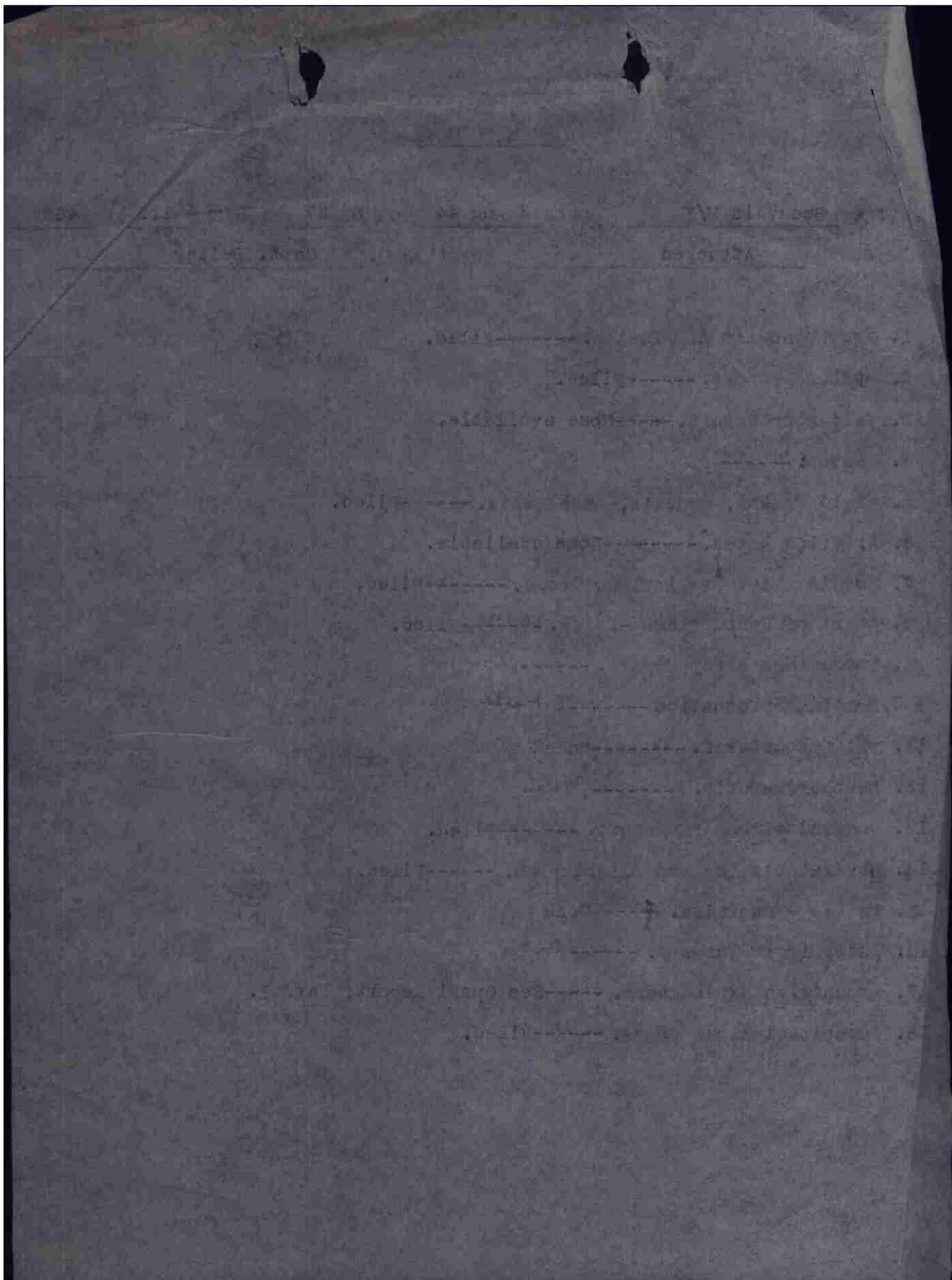
GENERAL INDEX

Target Beauvais M/Y Date 4 Aug 44 No A/C 37 Mission# 112 F/O 465
 status Attacked Briefing O. Capt. Bailey

1. IXBG synopsis of Mission. -----Filed.
2. Opflash report. -----Filed.
3. Telephone Report. -----None available.
4. Photos: ----- *Filed*
5. Field Orders, Annex's, Amendments. -----Filed.
6. Briefing Notes. -----None available.
7. Loading List of Airplane Crews. -----Filed.
8. Chart of Route Flown - Flak. -----Filed.
9. Operations Oprep Report. ----- *Filed*
10. Bombing Information ----- *Filed*
11. E/A Encountered. -----None
12. Weather Reports. ----- *Filed*
13. Communications YB Report. -----Filed.
14. Navigator's Log and Flight Plan. -----Filed.
15. Battle Casualties. -----None
16. Analysis of Gunnery. ----- *See Ops Report, Part E*
17. Ammunition Expenditure. -----See OpsRl Report, Par. I.
18. Recapitulations FFoms. -----Filed.

00091920

P.R.C.



OICOG OILAI V YAA YAA 21/4 GP
 FROM 416TH BOMB GROUP (L) 04/2330B
 TO : JEX HQ IX BOMBER COMMAND ATTN: A-2
 HQ 97TH COMBAT WING

416TH BG A-101-B

SECRET COX BY

OPFLASH NO . 113 FOR 4 AUGUST 1944

- A. (1) BEAUVAIS M/Y
 (2) BEAUVAIS M/Y
- B. (1) 416TH BG
 (2) 37 A-20'S , 6 JEX OF WHICH WERE A-20-J'S
 (3) 2A/C FAILED TO BOMB. ONE RETURNED EARLY DUE TO ENGINE FAILURE, AND ONE RETURNED EARLY RADIO NON-OPERATIVE
 (4) JEX 35 A/C BOMBED PRIMARY.

- D. (1) 1849
 (2) 2031-2034
 (3) 2208.

D. 3A/C " CAT" A
 1 A/C " CAT" AC
 KRX 0-0-0
 0-0-0

- E. FLIGHT NO1 -FAIR TO GOOD
 FLIGHT NO 2- GROSS
 FLIGHT NO3- GOOD
 FLIGHT NO4 -GOOD TO EXCELLENT
 FLIGHT KRX NO.5 - GOOD TO FAIR
 FLIGHT NO.6- GOOD.

- F. (1) (A) NIL
 (B) NIL
 (2) (A) NIL
 (B) WEAK INACCURATE AT M-4416
 MODERATE ACCURATE AT M-2245

KX

- G. M/Y 50-50 CARS AT .KEXX M-6616. FROM 11,000 FT. AT 2029 HRS.
 SIX TO SEVEN CARGO VEHICLES STANDING STILL ON ROAD HEADED WEST
 AT LA FEUILLIE, M-6025 . FROM 12,000 FT. AT 2023 HRS.

NO A/C KEXX OBSERVED ON BEAUVAIS A/D.

- H. (1) 6/10-7/10 TOPS 8,000 FT. VERY MUCH HAZE- VISABILITY DOWN
 SUN 4 MILES- UP SUN, ZERO
 (2) WEATHER ELSEWHERE OVER CONTINENT KEXXKEXX SAME AS ABOVE.
- I. 172X 500 GP ON PRIMARY.
 1X 500GP FELL OUT ON BOMBRUN.
 9 X 500 GP RETURNED .
- J. 11,500-12,500.

BT 04/2330B

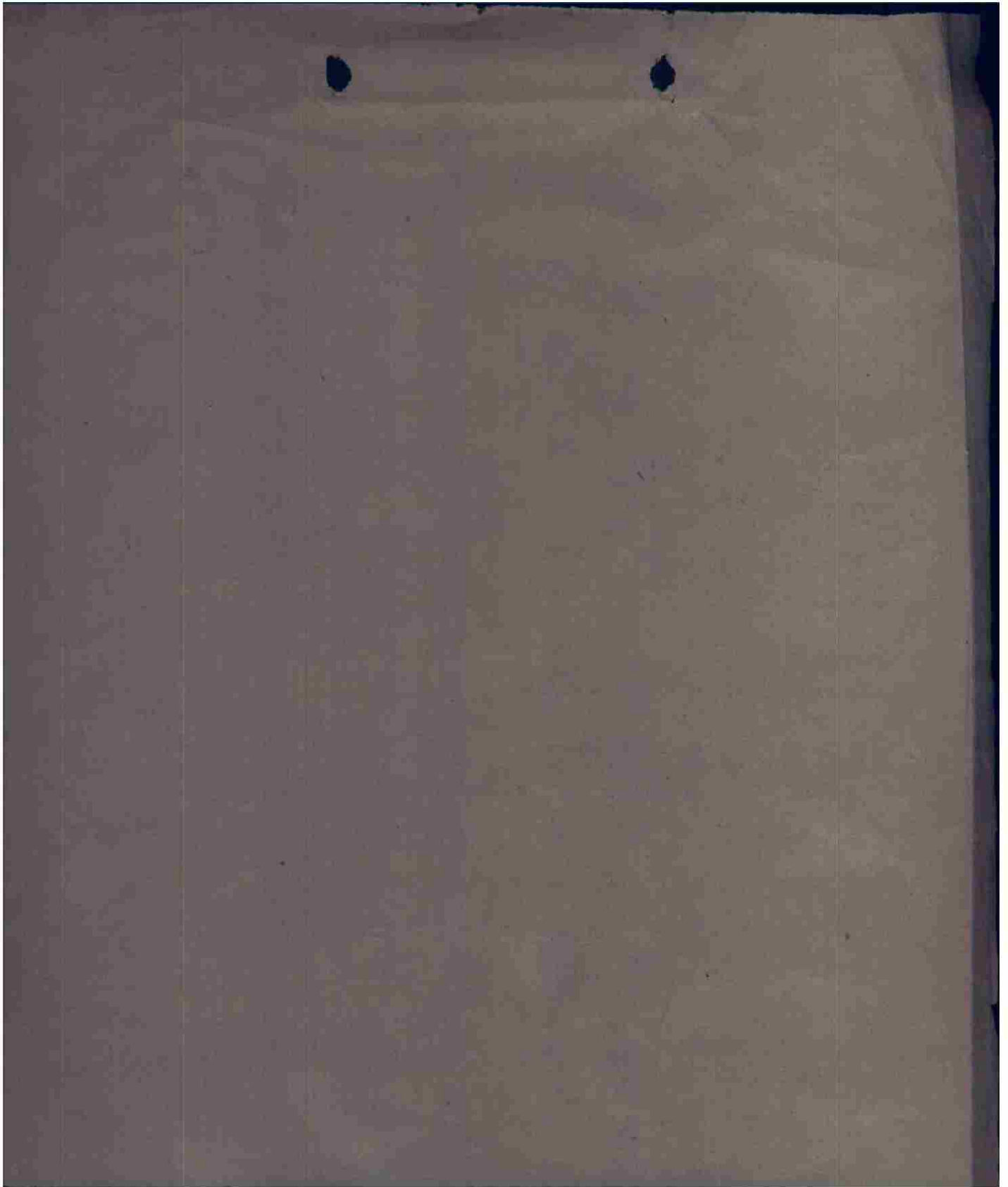
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BJF AR

OICOG R.....04/2345B CLV E AR K

OILAI R.....04/2345B SS AR

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TX B.G.S-2 Form No. 36-B Prepare separate sheets for each target bombed

OTHER UNITS:	TARGET	TX BQ	WING	27TH	:
:	:	DATE	4 AUGUST	1944	:
:	:	ATTACKING UNIT	6 Flights	:	416TH
:	:	:	:	:	GROUP
:	:	:	:	:	BEAUVAIS M/Y
:	:	FIRST PHASE INTERPRETATION	:	:	TARGET HIT

4. TARGET BRIEFED BEAUVAIS M/Y PRIMARY
BUCHY R.R. Jct. SECONDARY
 _____ CASUAL

M.P.I. BOX I : Point in center of marshalling yards.
BOX II: Point in center of marshalling yards - 250 yds east of Box I.

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

5. TARGET ATTACKED BEAUVAIS M/Y MILES FROM THE PRIMARY _____
 DIRECTION FROM PRIMARY _____

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

7. NO. AND TYPE OF A/C DISPATCHED 37 A-20's NO. OF A/C ATTACKING 35

8. BOMBING BY 3's, 6's, 12's, 18's 6's IN FOLLOWING ORDER 1,2,3,4,5,6

9. NO. AND TYPE OF BOMBS DROPPED 172 x 500 GP FUSING 1/10 nose, 1/100 tail.
 _____ FUSING _____

10. HEADING OF A/C WHERE BOMBS DROPPED 100 deg.

11. TIME BOMBS DROPPED 2031 - 2034

12. ACTIVITY AT TARGET

Few goods wagons in marshalling yards.

13. RESULTS OF BOMBING:

BOX I 1st 6 GOOD Bombs fell in long pattern on edge of M/Y 490 ft. southwest of DMPI. Hits and near misses on large factory building and in factory area probably causing considerable damage. Hits on road and possible hits on tracks at edge of yard.

2nd 6 GROSS Bombs fell in long pattern across tracks and on large building 5300 ft. northwest of DMPI.

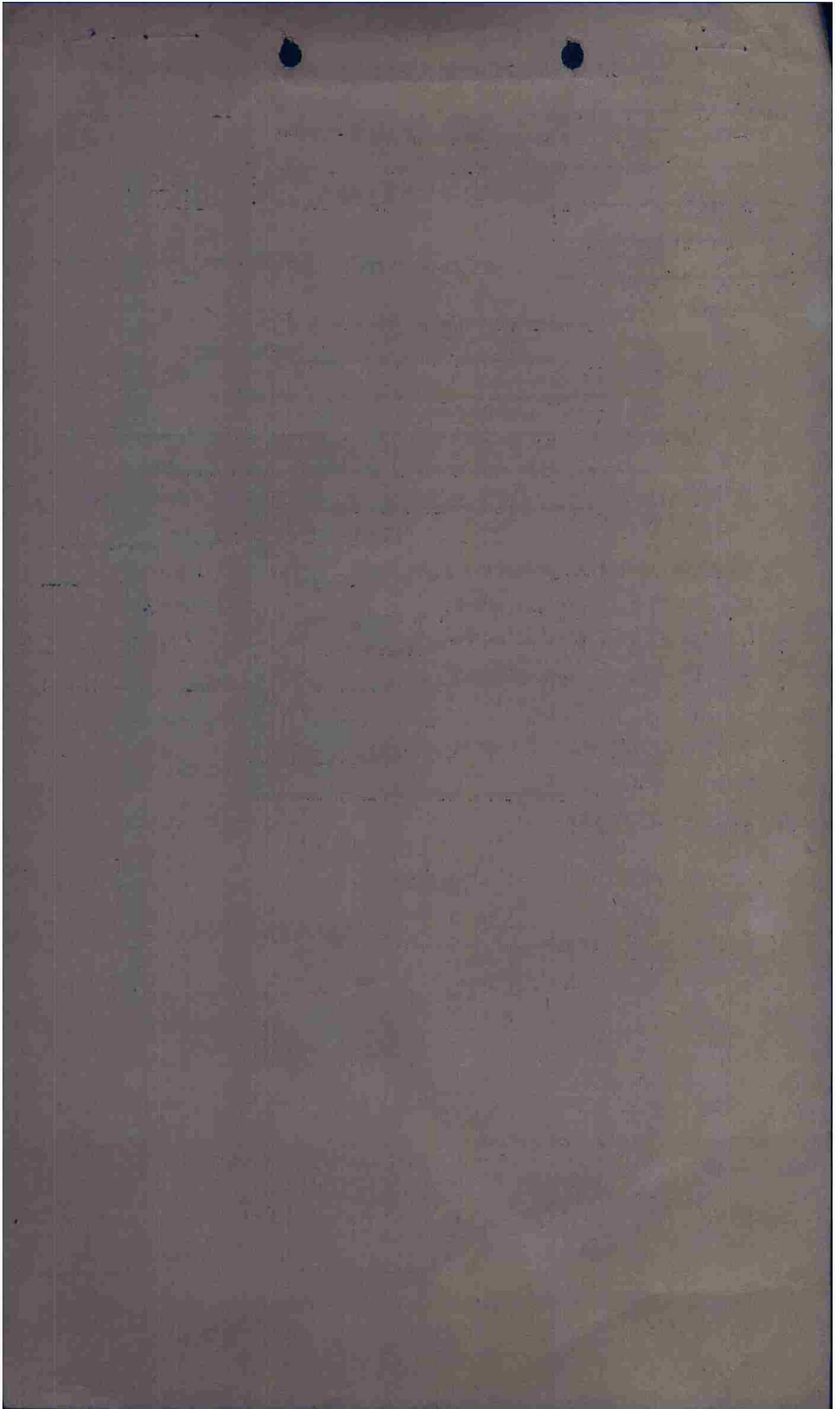
3rd 6 GOOD Bombs fell in fields and on small buildings 500 ft. north of DMPI.

BOX II 1st 6 GOOD Bombs fell in long pattern 450 ft. southeast of DMPI. Hits were scored on tracks and goods wagons causing violent explosions probably hitting fuel storage or tank cars on siding.

2nd 6 UNSURE No photo coverage due to violent evasive action of aircraft.

3rd 6 FSB Due to smoke and haze covering Box II MPI, bombardier picked MPI of Box I which was clearer and dropped on MPI with excellent results. Bursts covered MPI and hits were scored on tracks and buildings.

CLAYTON W. ZESIGER
 CAPTAIN AIR CORPS
 PHOTO INTELLIGENCE OFFICER



416TH GROUP BOMBARDIER'S
GROSS ERROR REPORT

MISSION TO : BEAUVAIS MARSHALLING YARDS

DATE : 4 AUGUST 1944

BOMBING BY : FLIGHTS OF SIX

BOX I

1ST SIX : GOOD

2ND SIX : GROSS : BOMBARDIER PICKED WRONG AIMING POINT,
BECAUSE OF ALMOST NIL VISIBILITY DUE
TO CLOUD AND EXTENSIVE HAZE,

3RD SIX : GOOD

BOX II

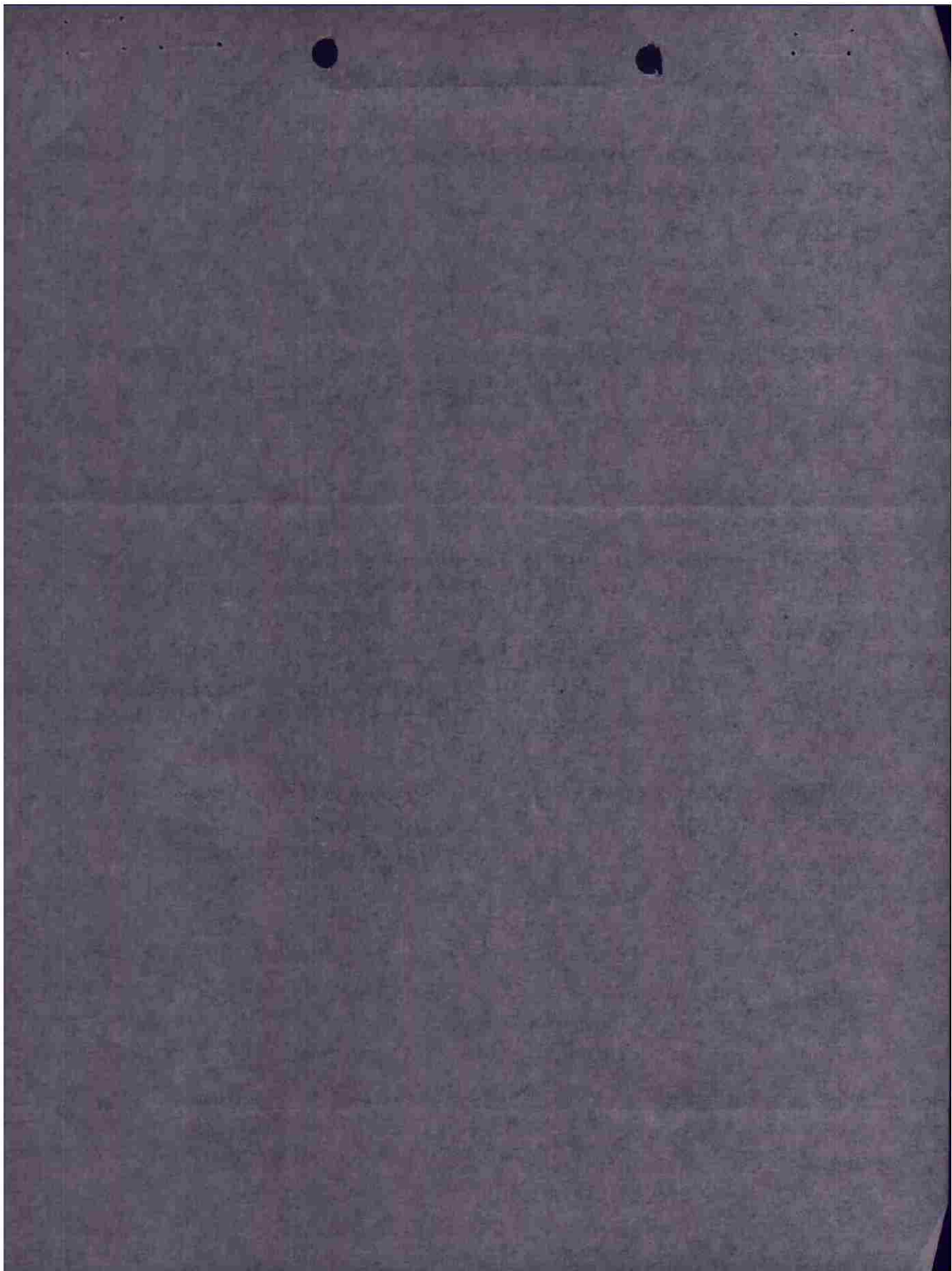
1ST SIX : GOOD

2ND SIX : UNKNOWN: VISUAL OBSERVATIONS GIVES GOOD CONCENTRA-
TION OF BOMBS IN THE TARGET AREA WITH THE
PROBABLE RESULTS AS GOOD.

3RD SIX : PNB : BOMBARDIER, BECAUSE THE AIMING POINT OF
BOX II WAS OBSCURED BY SMOKE AND HAZE,
SELECTED THE AIMING POINT OF BOX I, WHICH
WAS NOT OBSCURED, AND BOMBED WITH EXCELLENT
RESULTS.

Max A. Pape

MAX A. PAPE,
1ST LT., AIR CORPS,
GROUP BOMBARDIER.



IX B.C. 3-2 Form No. 10ca

PHOTOGRAPHIC REPORT

CAMERAS INSTALLED	<u>12</u>	%	GROUP	<u>416TH</u>
CAMERAS PHOTOGRAPHING	<u>12</u>	<u>100</u>	%	<u>7-2</u>
CAMERA FAILURES	<u>0</u>	<u>0</u>	%	DATE <u>4-August, 1944</u>
PERSONNEL FAILURES	<u>0</u>	<u>0</u>	%	
OTHERS	<u>0</u>			

<u>1717</u>				TARGET	<u>Beauvais</u>
<u>1711</u>	<u>894</u>	<u>645</u>		ALT.	<u>12,000</u> f
<u>925</u>		<u>719</u>		TRUE AIR SPEED	<u>200</u> mp
				GROUND SPEED	<u>250</u> mp

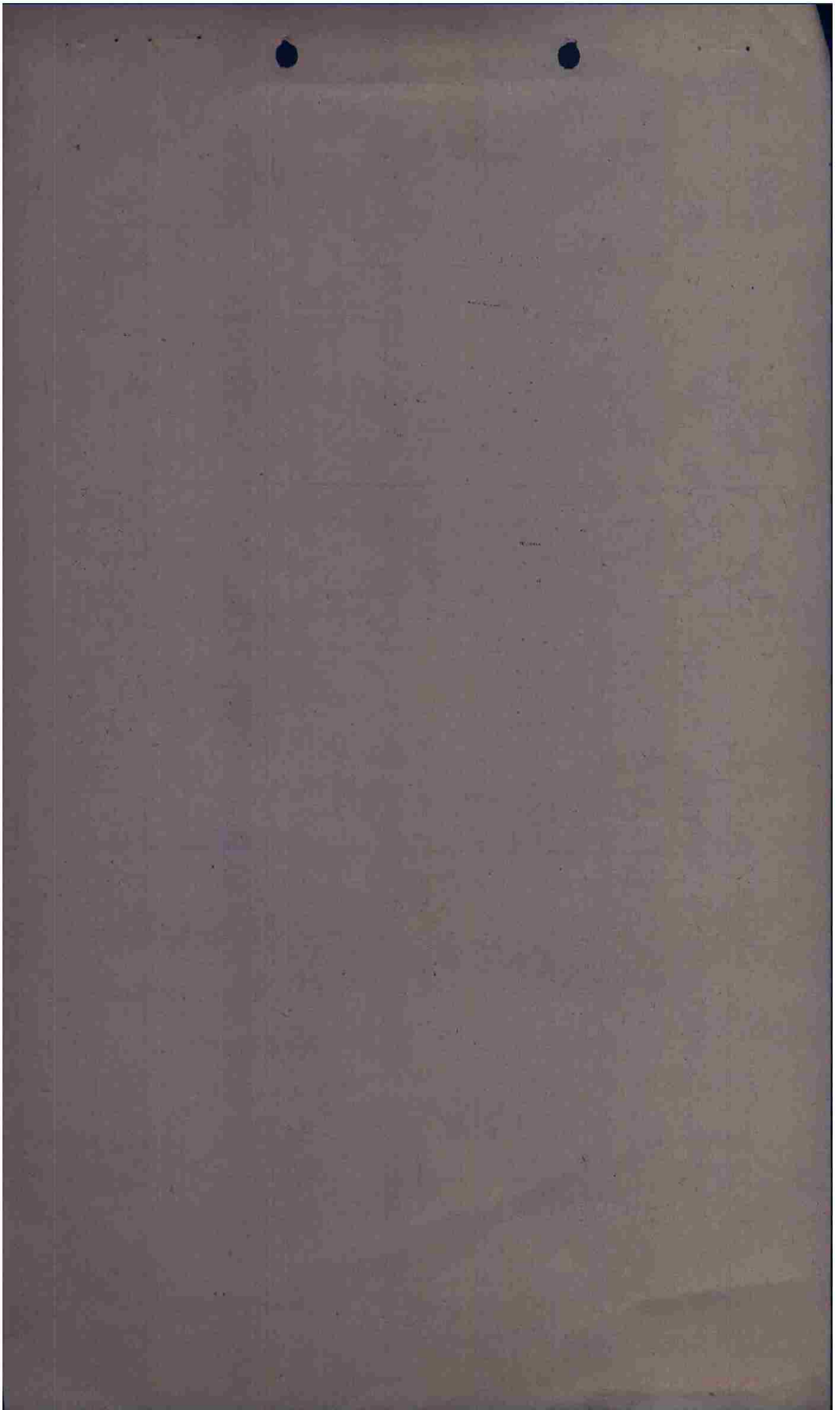
	<u>619</u>			TARGET	<u>Beauvais</u>
<u>674</u>	<u>907</u>	<u>147</u>		ALT.	<u>11,000</u> f
<u>217</u>		<u>943</u>		TRUE AIR SPEED	<u>200</u> mp
				GROUND SPEED	<u>250</u> mp

				TARGET	
				ALT.	
				TRUE AIR SPEED	
				GROUND SPEED	

BOX NO.	A/C NO.	CAM. TYPE	F.L.	INT.	PRINT D SORTIES	UNPRINT. SORTIES	EXPLANATION
1	645	K-20	6 2/8			148	
1	894	K-24	6 2/8	2	160		
1	925	K-24	7	2	163		
1	1717	K-24	5	2		159	
1	1711	K-24	7	2		161	
1	719	K-24	8	2		162	
2	819	K-24	7	2		164	
2	907	K-24	8	2		165	
2	674	K-24	6 2/8	2		168	
2	217	K-24	7	2	169		
2	147	K-24	7	2			see remarks below.
2	943	K-24	8	2			" " "

REMARKS: No photographs on 5th flight due to violent evasive action.

F. J. Cachat 1st Lt. H.A.C.
 Photographic Officer



OICOG OIRAK OIGOF OIYAA V OILAI 2/04 OP
 FROM 97TH COMBAT BOMB WING 04/1615B A-24-E
 TO COMBOMCOM IX
 COBOMGR 409TH (INFO)
 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
 4 AUGUST 1944

FIELD ORDER NO. 160-465

MAPS: NORMAL

1. B. (2) NINTH T.A.C. WILL FURNISH ESCORT FOR THIS WING.
2. THIS WING WILL ATTACK TARGETS IN FRANCE.

ZERO HOUR: 04/1900B

3. A. 410TH BOMB GROUP:

- (1) OISSEL - 4901E/B/22 AND 4901E/B/23
- (2) TWO BOXES OF 18 BOMBING BY FLIGHTS OF 6.
- (3) WITH FIGHTERS AT 4919N 0000 AT 12,000 FEET AT ZERO HOUR PLUS FIFTY MIN.
- (4) BASE TO MAIDENHEAD TO SELSEY BILL TO 4919N 0000 TO 4912N 0013E TO I.P. TO TARGET.
- (5) TARGET TURN LEFT TO R.P. TO 4940N 0054E TO 4952N 0043E TO SELSEY BILL TO MAIDENHEAD TO BASE.
- (6) BOMB AT 12,000 FEET OR BELOW CLOUD BASE; DOWN TO BUT NOT BELOW 10,000 FEET. CROSS FRENCH COAST OUT AT 10,000 ALTITUDE.
- (7) 4912N 0042E
- (8) GENERALLY SW TO NE
- (9) M.P.I. - ILL. 4901E/44/B. THREE FLIGHTS ON REF. 030077 (CENTER OF BRIDGE) M.P.I. - ILL. 4901E/44/C. THREE FLIGHTS ON REF. 033065 (CENTER OF BRIDGE).
- (10) 6 X 500 LB G.P. FUSED WITH 1/10 SEC NOSE 1/100 SEC TAIL ON REF. 033065. FUSED WITH INST. NOSE 1/100 SEC TAIL ON REF. 030077.
- (11) 4928N 0054E
- (12) NO ALTERNATE TARGET WILL BE BOMBED ON THIS MISSION.

B. 416TH BOMB GROUP

- (1) 4902E/C/32
ALTERNATE - 4901E/C/17
- (2) TWO BOXES OF 18 BOMBING BY FLIGHTS OF 6
- (3) WITH P-47'S AT 4952N 0043E AT 12,000 FEET AT ZERO HOUR PLUS 75 MINUTES.
- (4) BASE TO MAIDENHEAD TO SELSEY BILL TO 4952N 0043E TO 4932N 0102E TO I.P. TO TARGET.
- (5) TARGET TURN RIGHT TO R.P. AND RETRACE ROUTE.
- (6) BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 10,000 FEET LEAVING ENEMY COAST AT 10,000 FEET.
- (7) 4929N 0142E
- (8) GENERALLY ENE TO WSW
- (9) M.P.I. - ILL. 4902E/34/C - THREE FLIGHTS ON REF 07350495, THREE FLIGHTS ON REF 080048. (COVER SIDINGS FROM 083048 - 071050) ROLLING STOCK. ALT. M.P.I. - ILL 4901E/31/B; REF 087035 AND 068030.
- (10) 6 X 500 G.P. FUSED 1/10 SEC NOSE 1/100 SEC TAIL.
- (11) 4929N 0142E
- (12) GROUP WILL NOT ATTACK ANY TARGET EXCEPT SPECIFIED PRIMARY OR ALTERNATE TARGET.

X. (1) TO (3) NO CHANGE

152

S-2

4. NO CHANGE

5. COMMUNICATIONS:

A. 410TH BOMB GROUP.

(2) CLOTHING

(3) POKER

B. 416TH BOMB GROUP.

(2) SKIPPER

(3) JUDITH

X. GENERAL INFORMATION.

(10) BAVT/BAVT

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

COCBTWIG 97

BT 04/1615B

RRR/LEG AS

CC: IN PARA 3. A. (6) SHOULD BE READ AS FOLLOWS:

(6) BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT
BELOW 10,000 FEET. CROSS FRENCH COAST OUT AT 10,000 FEET.

OIYAA R04/1705B

WJF

BBB

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MISSION 112

LOADING LIST

4 AUGUST 1944

BOX I
FLIGHT I

Intel

1. 1717 F
Major R.F. Price
Lt. A.R. Hand
Sgt. W.E. Lemonds
S/Sgt. F. Naifeh

4. 362 L
Lt. L.G. Fenske
S/Sgt. G.L. Hibbs
Sgt. J.H. Roberts

2. 480 B
Capt. H.F. Conant
Sgt. D.E. Raines
Lt. L.B. Lindsey

5. 894 R
Lt. J.P. Kenny
Sgt. J.K. Spadoni
Sgt. F. Noteriani

3. 150 N
Lt. F.W. Harris
S/Sgt. E.A. Damico
Sgt. J.W. Robinson

6. 195 D
Lt. A.J. Welch
Sgt. R.E. Wright
Sgt. S.C. Novak

FLIGHT II

1. 645 B-1
Lt. F.W. DeLand
Lt. R.J. Handon
S/Sgt. R.J. Troyer
S/Sgt. J.L. Czech

4. 937 B-1
Lt. A.R. Durants
S/Sgt. E.F. Best
S/Sgt. I.R. DeLuisti

*Ret'd Early
No Sortie*

2. 165 H
Lt. M. Zibon
T/Sgt. J.R.L. Tanner
S/Sgt. W.C. Russell

5. 719 J
Lt. G.L. Estes
S/Sgt. C.R. Orvold
S/Sgt. A.R. DiMartino

3. 220 E
Lt. W.A. Merchant
S/Sgt. C.J. Harp
S/Sgt. K.P. Brown

6. 951 F
Lt. A.E. Herman
S/Sgt. A.D. Garrett
S/Sgt. J. Young

FLIGHT III

1. 1711 S
Lt. H.P. Cole
Lt. R.J. Bassett
S/Sgt. B.G. Fandre
S/Sgt. F.R. Chvatal

4. 493 V
Lt. R.H. Smith
S/Sgt. R.J. Mahoney
S/Sgt. J.S. Broger

Not Airborne

2. 219 B-1
Lt. H.D. Andrews
S/Sgt. G.H. Cook
S/Sgt. E.R. Warley

5. 9711 H
Lt. T.J. Murray
S/Sgt. D.B. DeRover
S/Sgt. R.J. Jones

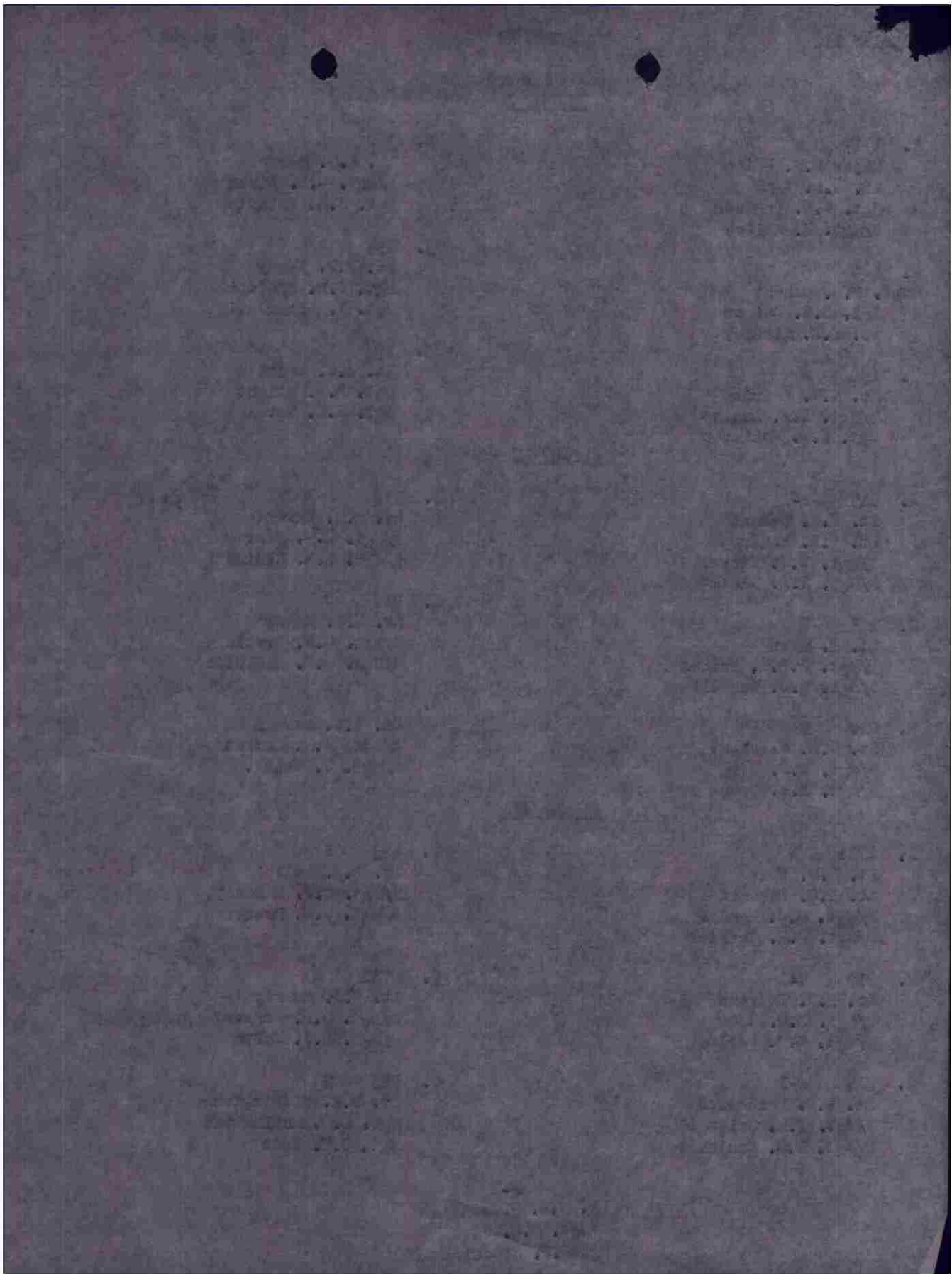
*Ret'd Early
No Sortie*

3. 714 B-1
Lt. F.W. Henderson
S/Sgt. R.M. Griswold
S/Sgt. P.E. Coulembé

6. 925 G
Lt. D.L. Withington
Sgt. L.D. McElhattan
Sgt. G.F. Huss

SPARE

224 B-1
Lt. D.B. Grunig
S/Sgt. M.H. Dias
Sgt. H.J. Nowosielski



MISSION NO. 112

LOADING LIST

4 AUGUST 1944

BOX NO. II
FLIGHT I

- | | |
|--|---|
| <p>1. 648 Z
Capt. G. M. McHulty
Lt. F.H. Bursiel
Sgt. A.E. Mayhou
S/Sgt. H.R. Judd</p> <p>2. 819 K
Lt. R.G. Meredith
S/Sgt. A.A. Hill
S/Sgt. R.W. MacDonald</p> <p>3. 379 G
Lt. O.J. Anderson
Sgt. T.G. Egan
Sgt. H.L. Schafer</p> | <p>4. 935 F
Lt. H.D. Leshor
S/Sgt. H.R. Hedrick
Sgt. S.P. Newell</p> <p>5. 176 Y
Lt. T.D. McGready
Sgt. R.S. Gandy
Sgt. W.F. Feuhret</p> <p>6. 987 O
Lt. F.E. Parker
Sgt. A.F. Galloway
Sgt. S. Kochman</p> |
|--|---|

FLIGHT II

- | | |
|--|--|
| <p>1. 469 J
Major J.G. Napier
Lt. J. Madenfort
S/Sgt. R.R. Lowe
Pvt. H.W. Perkins</p> <p>2. 1961 P
Lt. P. Dantas
S/Sgt. A.L. Nielsen
S/Sgt. W.E. Fields</p> <p>3. 147 K-1
Lt. A.J. Vleghele
S/Sgt. R.W. Rice
S/Sgt. C.E. Young</p> | <p>4. 929 O
Lt. T. Boukamp
S/Sgt. O.D. Lanave
S/Sgt. J.S. Wing</p> <p>5. 943 F-1
Lt. S.F. Tripp
Sgt. J.O. Scott
Sgt. D.F. Mallory</p> <p>6. 900 Q
Lt. E.P. Hall
Sgt. R.F. Sharp
Sgt. R.W. Carstens</p> |
|--|--|

FLIGHT III

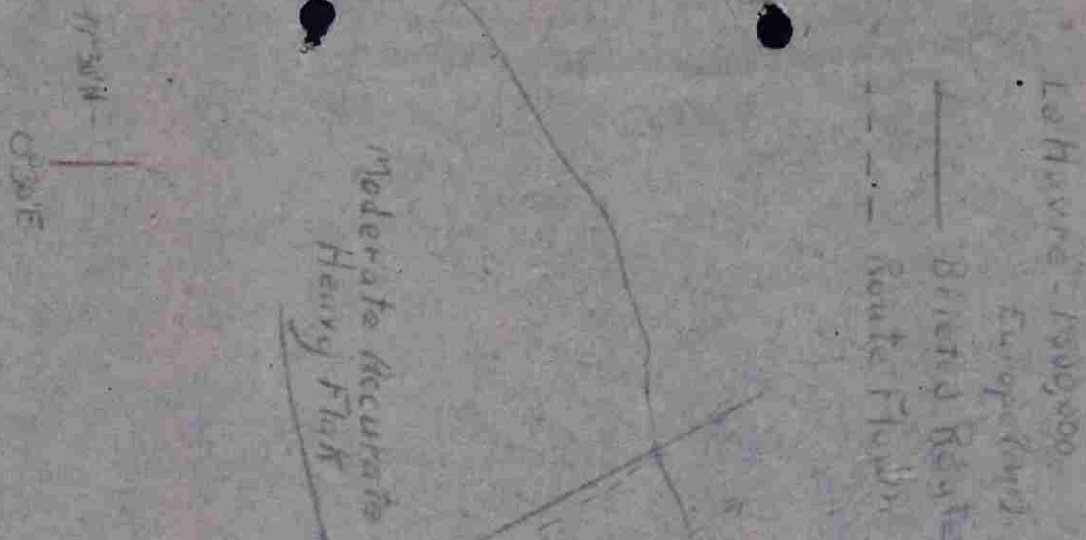
- | | |
|---|---|
| <p>1. 467 V
Capt R.S. Rudisill
Lt. R.H. Jcoat
S/Sgt. R.A. Riley
S/Sgt. A.J. Bonems</p> <p>2. 200 A
Lt. E.L. Johnson
S/Sgt. W.J. Donahue
S/Sgt. M.R. Braya</p> <p>3. 674 R
Lt. R.B. Singletary
Sgt. A.A. Ciancioci
Sgt. H.G. Wiggins</p> | <p>4. 209 E-2
Lt. P.G. Atkinson
T/Sgt. J.F. Goggins
S/Sgt. J.D. Gossett</p> <p>5. 217 D
Lt. T.R. Leonard
S/Sgt. O.D. Evans
S/Sgt. T.A. Palmer</p> <p>6. 978 S
Lt. W.O. Brown
S/Sgt. H.E. White
S/Sgt. R.F. Addleman</p> |
|---|---|

SPARE

743 W-1
Lt. R.B. Robertson
Sgt. J.E. Hay
Sgt. J. A. Burkirk

SECRET

SECRET

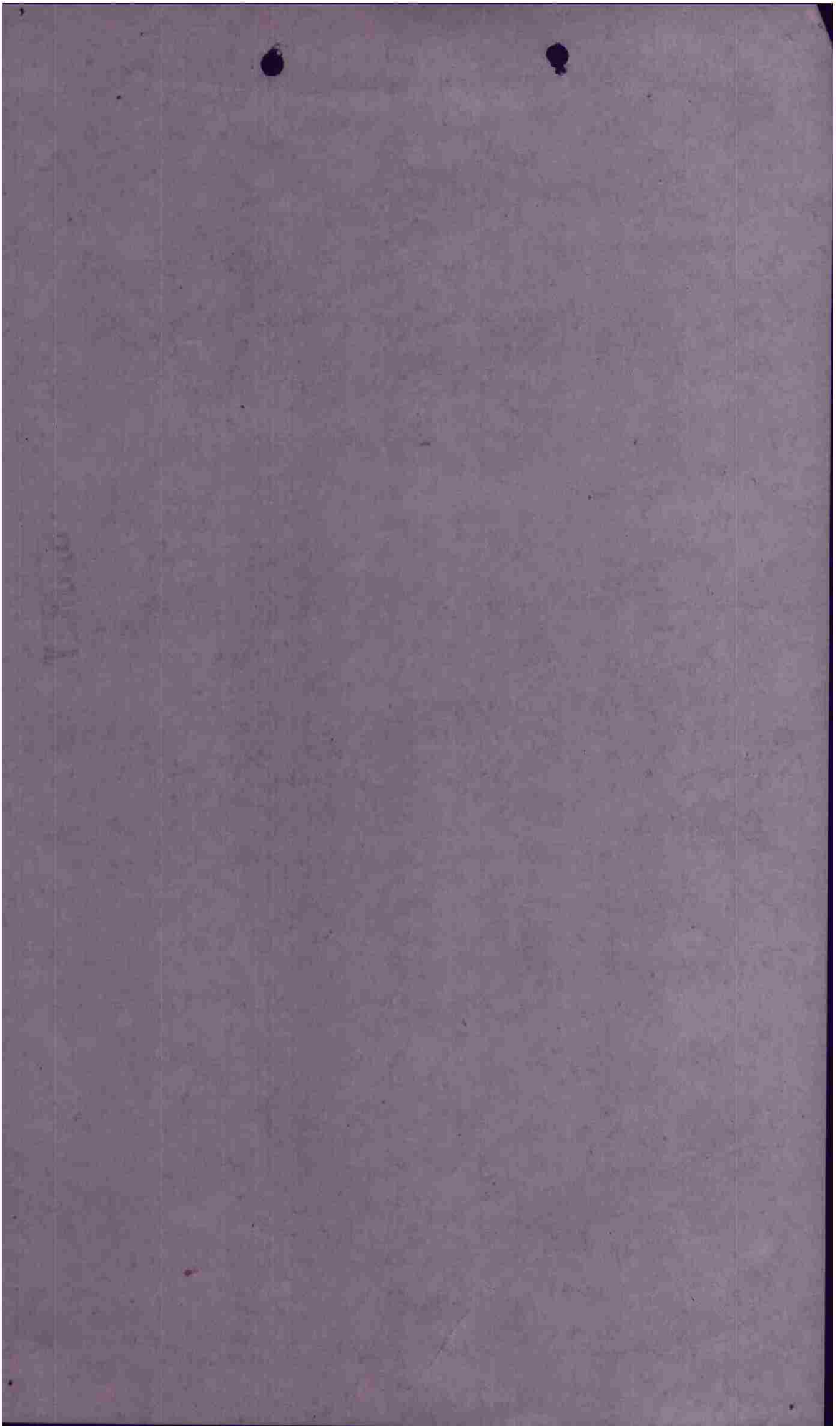


Weak Inaccuracy Heavy Flak

116th Bomb Grp (M)
 4 Aug 1944
 FO 160-465 TWT 205-14
 Alt. 14,500 ft 15,500 ft
 Weather: clear (top 5,000)
 Very moist 5,000 - 10,000
 2-4 mi. U. 500-200
 Windows Not used
 Destroyer 1st Lt. C. J. G. H. C.

T T T T T T T T T T
 T T T T T T T T T T
 T T T T T T T T T T
 T T T T T T T T T T

501031



SECRET
By authority
GC, Sta. 170
5 August 1944
Init. _____

HEADQUARTERS
FOUR HUNDRED SIXTEENTH BOMBARDMENT GROUP (L)
OFFICE OF THE COMMANDING OFFICER

APO 140, U. S. Army,
5 August 1944.

SUBJECT: Report of Combat Mission.

TO : Commanding Officer, 97th Combat Wing (L), APO 140, U. S. Army.

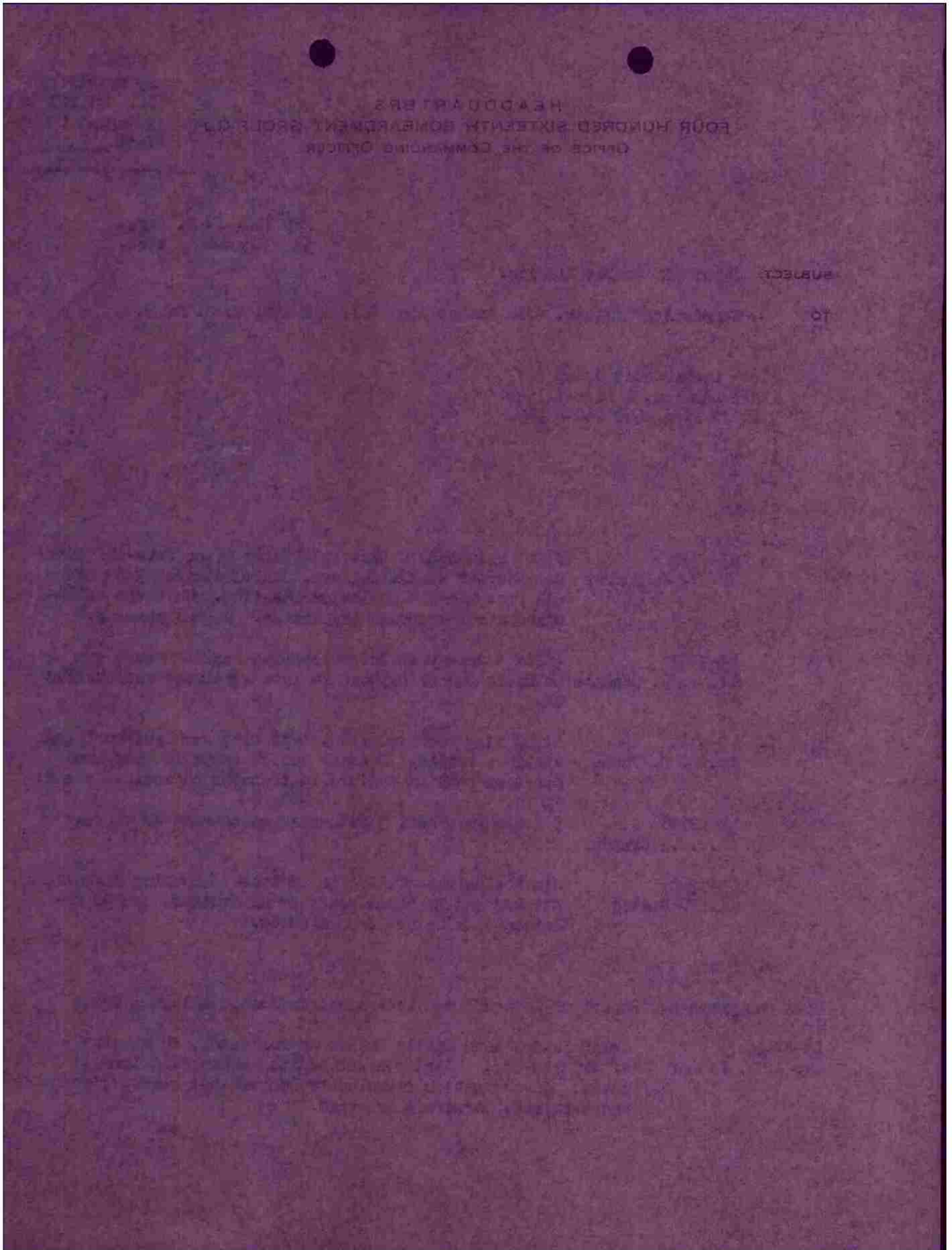
16th Bombardment Group (L)
112th Mission, 4 August 1944.
97th CW RG number 160 - 465.

1. 37
2. 37
3. 35
4. 2
5. None
6. 43-9711
Lt. W. J. Murray
Pilot returned to base 11 minutes after take-off due to internal engine failure. Pilot claimed loss of oil pressure and engine overheating. No cause determined after thorough inspection. Engine changed.
- 43-9937
Lt. A. R. Dumante
Pilot turned back before leaving English Coast due to radio and interphone failure - returned and checked OK.
7. 43-9362
Lt. L. G. Peede
Right wing rack released, left wing rack and bomb bay stations failed. Release button froze in energized position causing failure to transfer current to racks.
- 43-18176
Lt. T. D. McCready
3 bombs released, 3 returned, cause same as above.
- 43-1961
Lt. F. Dantas
Right wing rack failed to release. Bombing circuits checked and no cause could be determined. Bombs released upon return from mission.

8. None

Cite paragraph 6, "Report of Materiel and Mechanical Failures" 1 August 1944:

- 43-9745
Lt. R. D. Lasher
Crash landed near Little Madham approximately 20 minutes after take-off. Pilot claimed engine smoking and loss of power. Investigation revealed broken exhaust valve, cause undetermined. Aircraft salvaged.



87
Report of Combat Mission

(Cont'd.)

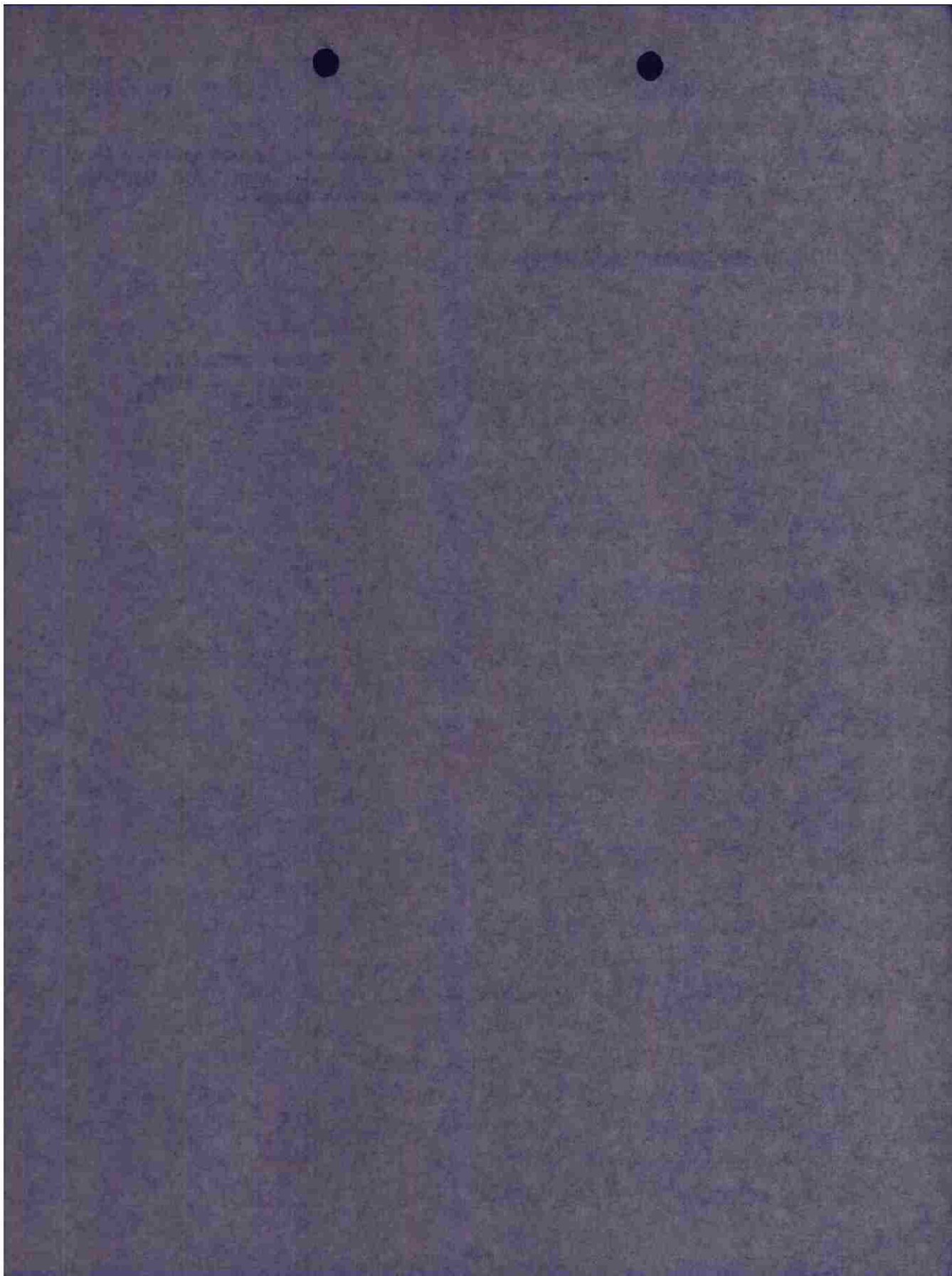
A-9221

J. B. J. Merchant

Landed on air strip B-4 in Normandy before reaching target area. Pilot claimed oil pump out. Inspection revealed broken prop shaft, cause undetermined.

For the Commanding Officer:

GEORGE SCHERKIN,
Captain, Air Corps,
Adjutant.



USAAF FORM 34A

SECRET

SECRET

AUTH: CO STA 170
 DATE: 5 August 1944
 INIT:

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

TO:

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

Ref: Cprep A No. 125 for 24 hrs. ending midnight 4 August 1944
 Mission or Operation No. 112. 97th CR PG 160-165

A. Short Narrative of Operation:

Target Beauvais 4/T
 Place of take-off AAF Station 170
 Place of landing AAF Station 170
 Take-off time 1829 Landing time 2008
 Time over target 2031 - 2034 Bombing Altitude 21,500 - 17,500
 Nature of mission Bombing Other None
 Weather Clear target and elsewhere. 6 to 7/10 clouds tops 8000 ft. via down sun
 Results Good, gross, good, good, no coverage, 100% A miles, up sun zero
 Enemy opposition Weak inaccurate to moderate accurate NFV.

B. Type & model of aircraft:

1. Dispatched 27 A-200
6 A-200
2. Attacking target (indicate target) or completing mission.
27 A-200 Beauvais 4/T
6 A-200 Beauvais 4/T
3. Abortive due to:
 - (1) Weather: None
 - (2) Personnel: None
 - (3) Mechanical: 1 A-200 - radio interphone out (no sortie)
1 A-200 - interplane engine failure (no sortie)
 - (4) Other: None
4. Missing (i.e. cause and place unknown) None
5. Destroyed - before reaching target None
 giving cause where known _____
6. Destroyed - over or after leaving None
 target giving cause where known _____
7. Damaged (give category & cause) 1 A-200 category AD - flick
1 A-200 category A - flick
2 A-200 category A - flick
8. Sorties 27 A-200
6 A-200

SECRET

(over)

FORM 314 (Rev. 1-5-53)

GEORGE SCHENBERG
Capt. USAF, Air Corps
Adjutant

For the Commanding Officer:

- a. Destroyed
- b. Prop. Dam.
- c. Damaged

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

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

G. Own Personnel Casualties:

- a. Total Returned
- b. Lost or wrecked on missing a/c
- c. Detained

d. Expended on operations: (List targets separately)

e. Bombs, flares, etc. used: Total carried into air:

- a. Total carried into air
- b. Expended on operations
- c. Lost on wrecked or missing a/c

f. Ammunition by caliber: Total carried into air

- a. Day (Sunrise to sunset)
- b. Night (Sunset to sunrise)

D. Total operational flying hours

FORM 314 (Rev. 1-5-53)

USAF FORM 314 (Rev. 1-5-53)

SECRET

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 465BOX Flight I - GROUP 416 DATE 4 August 1944 TARGET ATTACKED Demavais N/Y1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 350°3. Was mercury erection system used? YES _____ NO X4. Did entire (~~50%~~) (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. Used briefed A.P. in N/Y. Towns and R.R. Yards stood out well.5. Name of lead Bombardier: Lt. A.H. Hand6. Name of lead Pilot: Major R.F. Price7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 256 Altitude: 12,0009. Length of bomb run: 65 Sec: _____10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/100 T11. Total Bombs Dropped: 30

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 extent did Flak affect bombing or bomb run:

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

(e) State any difficulties on bombing run:

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

(g) Bombing results as reported by crews:

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

* - 4 A/B bomb load 6 x 500 lb. G.P.

SECRET

(over)

Formation consisted of 2 boxes, 18 ships box I and 18 ships box II, bombing in flights of 6. Time of take off was 1843. Time over target 2031-2034. Target - Biscuits W/V. A total of 172 bombs were dropped in the target area with the following results: box I, flight 1 good, box I, flight 2 good, box I, flight 3 good, box II, flight 1 good, box II, flight 2 no coverage, box II, flight 3 NFB. Weather over target and elsewhere - 6 to 7/10 clouds top 8,000 ft., visibility, down one 1/2 miles, up sun zero. Leak inaccurate to moderate accurate W/V was experienced. No enemy a/s encountered. Planes landed at 2208.

Description of route from I.P. to target:

1. Down sun 1/2 miles, up sun zero.
2. 6 to 7/10 clouds top 8,000 ft.
3. 2 boxes, 18 ships each bombing in flight s of 6.
4. Very mild from I.P.
5. Down and W/V picked up easily.
6. None.
7. Good, gross, good, good, no coverage, NFB.
8. None.

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 165BOX 1 Flight 2 GROUP 416 DATE 4 August 1944 TARGET ATTACKED Besuvain N/Y1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 340°3. Was mercury erection system used? YES _____ NO X4. Did entire (~~box~~) (flight) drop on lead bombardier? YES X NO _____

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

Pre-set with corrections. Picked wrong A.P. due to haze and poor visibility.5. Name of lead Bombardier: Lt. R.J. Hanlon6. Name of lead Pilot: Lt. F.W. Boland7. Intervalometer setting: None8. Indicated Air Speed: 300 Ground Speed: 250 Altitude: 12,200

9. Length of bomb run: _____ Sec: _____

10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/100 T11. Total Bombs Dropped: 24

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

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES X NO _____. If "YES" state conditions and effect.Clouds and haze made target hard to locate.(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 extent did flak affect bombing or bomb run:

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

None.

(e) State any difficulties on bombing run:

Could not locate briefed A.P.

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

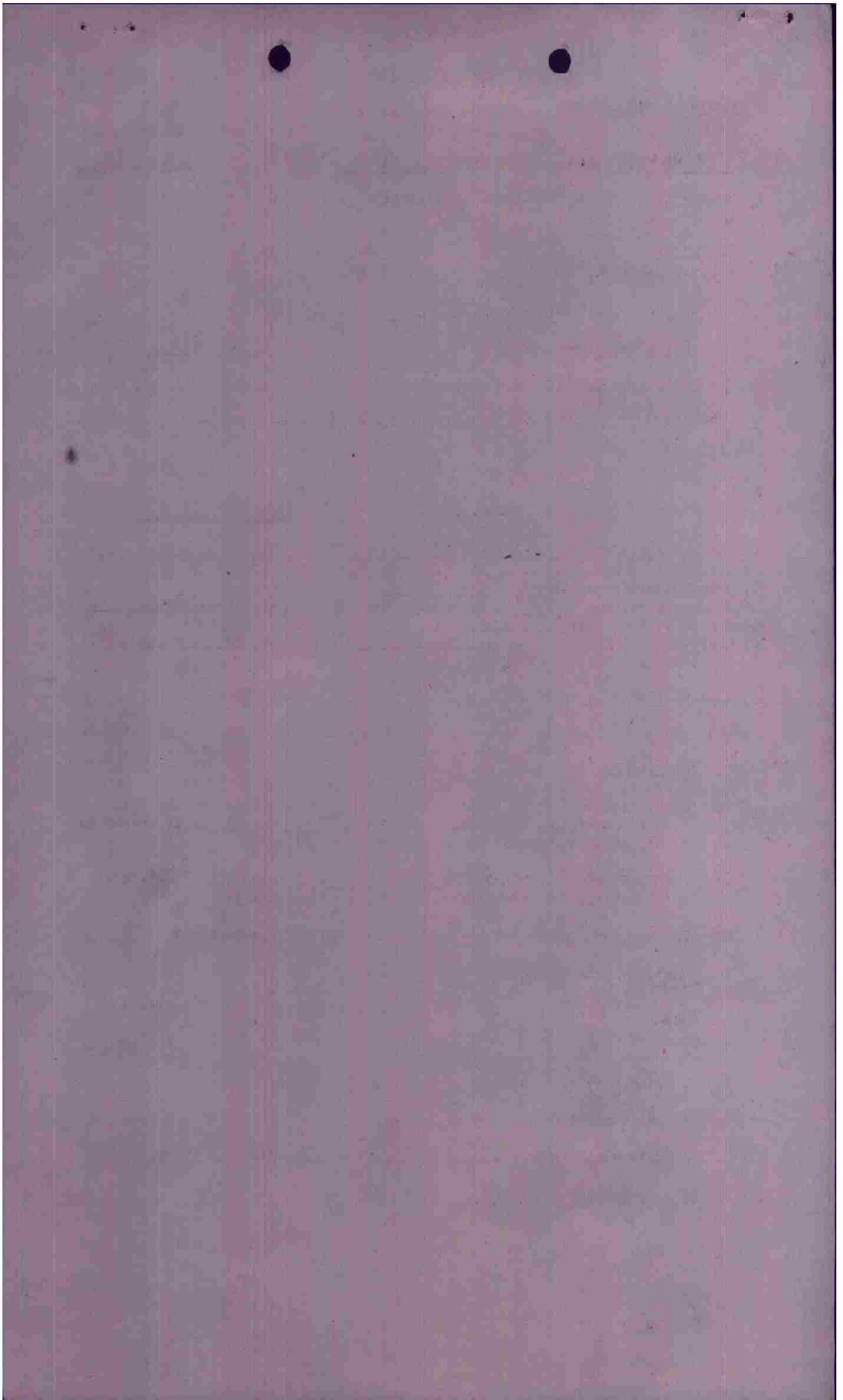
None.

(g) Bombing results as reported by crews:

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

* - 2 1/2 bomb load 6 x 500 lb. G.P.

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 445BOX 1 Flight 5 GROUP 416 DATE 4 August 1944 TARGET ATTACKED Bourville A/T.1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 360°3. Was mercury erection system used? YES _____ NO X4. Did entire (~~1250~~) (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 A.T. in A/T.5. Name of lead Bombardier: Lt. R.J. Bennett6. Name of lead Pilot: Lt. H.J. Cole7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 250 Altitude: 11,0009. Length of bomb run: 40 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/100 T11. Total Bombs Dropped: 20

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

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES _____ NO X. If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES _____ 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 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:

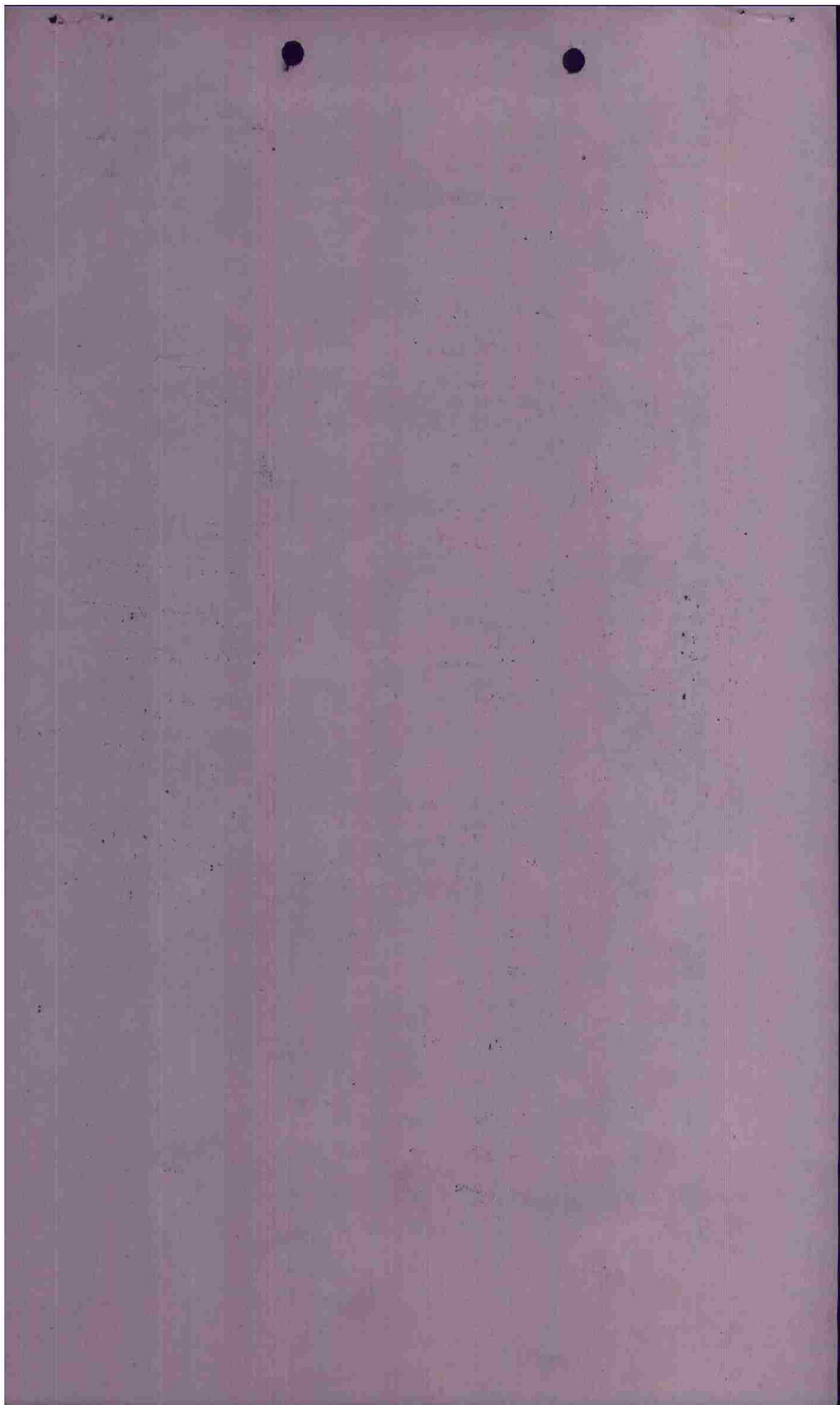
None.

(g) Bombing results as reported by crews:

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

* * * A/C bomb load 6 x 500 lb. G.F.

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 165BOX FRIGHT 1 GROUP 116 DATE 4 August 1944 TARGET ATTACKED Bombing N/Y1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 340°3. Was mercury erection system used? YES ___ NO X4. Did entire (box) (flight) drop on lead bombardier? YES X NO ___

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

Pre-set with corrections. Aimed at briefed A.P. in N/Y.

5. Name of lead Bombardier: Lt. P.H. Rursiel6. Name of lead Pilot: Captain G.H. Schultz7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 250 Altitude: 11,5009. Length of bomb run: 45 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/30 N 1/100 T11. 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 extent did flak affect bombing or bomb run:

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

None.

(e) State any difficulties on bombing run:

None.

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

None.

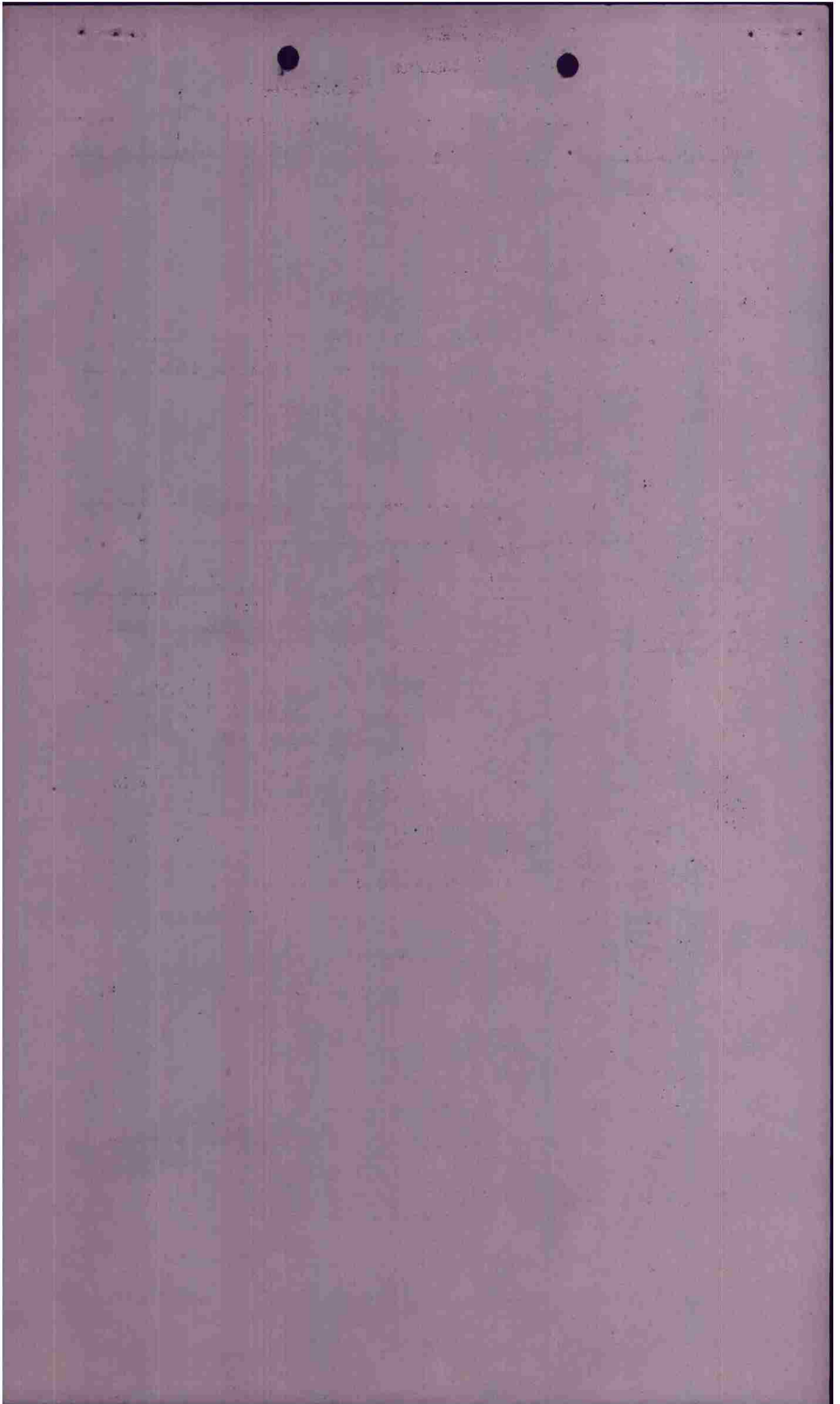
(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO ___

Results claimed: EXCEL ___ GOOD X FAIR ___ POOR ___ GROSS ___

* - 4 A/C bomb load 6 x 500 lb. G.P.

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 465BOX 17 Flight 2 GROUP A16 DATE 1 August 1944 TARGET ATTACKED Beauvais H/Y.

1. Method of Sighting: Pre-set with corrections.
2. Bombing approach: 330°
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 A.P. in H/Y.

5. Name of lead Bombardier: Lt. J. Madenfort.
6. Name of lead Pilot: Major J.G. Napier
7. Intervalometer setting: None
8. Indicated Air Speed: 200 Ground Speed: 250 Altitude: 11,700
9. Length of bomb run: 35 Sec:
10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/100 T
11. Total Bombs Dropped: 36
12. Full statement of all factors affecting bombing - including: -

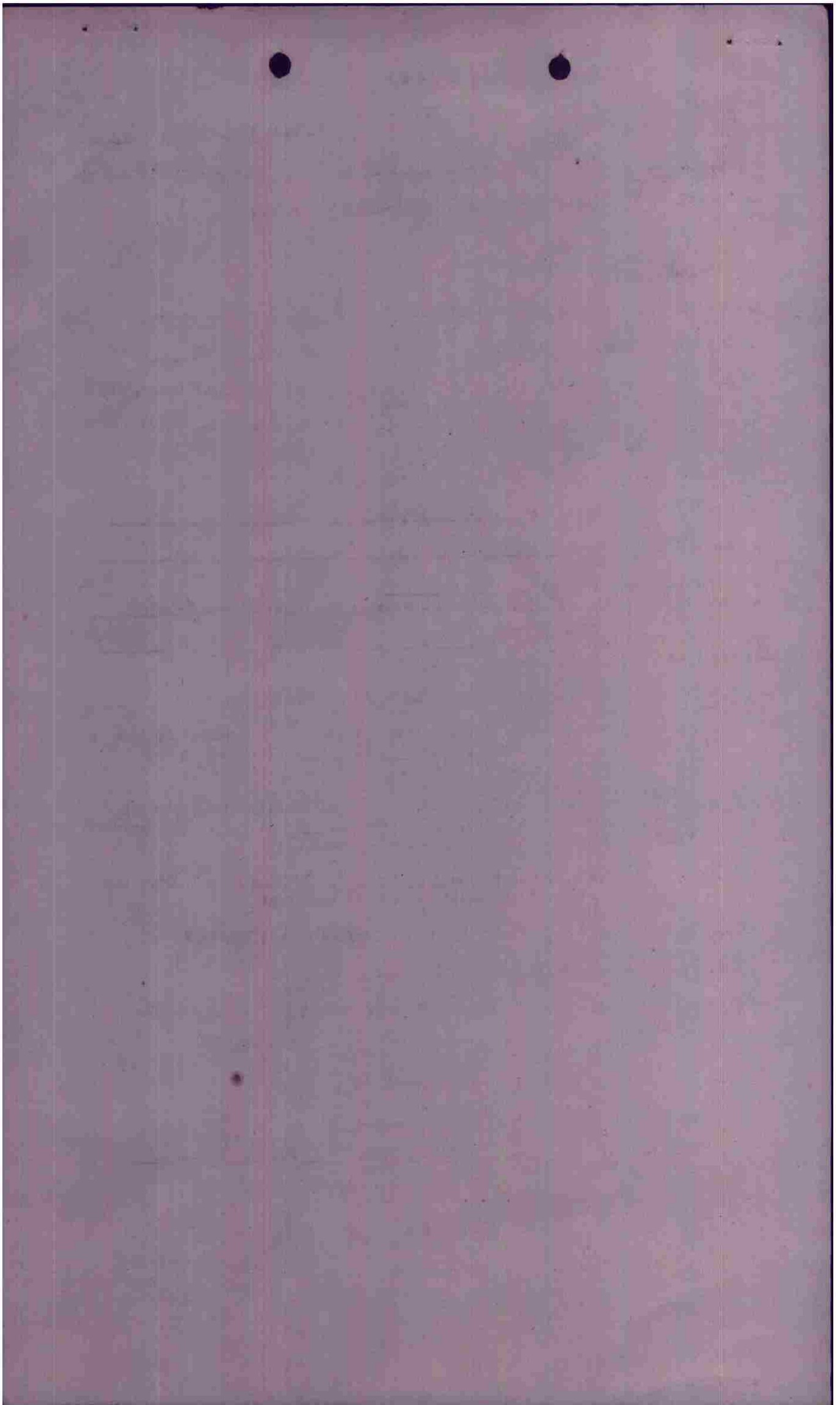
- (a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES _____ NO X. If "YES" state conditions and effect.
- (b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES _____ NO X. If answer is "YES", state circumstances and effect on bombing:
- (c) Did Flak affect bombing? YES _____ NO X. If answer is "YES", state to what extent did Flak affect bombing or bomb run:
- (d) To what extent did attacks by enemy aircraft affect bombing?
None.
- (e) State any difficulties on bombing run:
None.
- (f) Malfunctions, personnel errors or other factors affecting bombing:
No photos.
- (g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____

Results claimed: EXCELL X GOOD _____ FAIR _____ POOR _____ GROSS _____
No coverage

6 A/C bomb load 6 x 500 lb. G.P.

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 166BOX IX Flight 3 GROUP 116 DATE 4 August 1944 TARGET ATTACKED Beauvais 2/1.1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 350°3. Was mercury erection system used? YES _____ NO X4. Did entire (~~box~~) (flight) drop on lead bombardier? YES X NO _____

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

Briefed A.P. obscured by smoke and haze. B/W chose A.P. of box I and hit it with excellent results.

5. Name of lead Bombardier: Lt. R.H. Joost6. Name of lead Pilot: Captain R.S. Radicill7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 247 Altitude: 11,3009. Length of bomb run: 45 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/100 T11. Total Bombs Dropped: 20

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

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

Smoke and haze covered briefed A.P.

(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 extent did flak affect bombing or bomb run:

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

None.

(e) State any difficulties on bombing run:

None.

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

None.

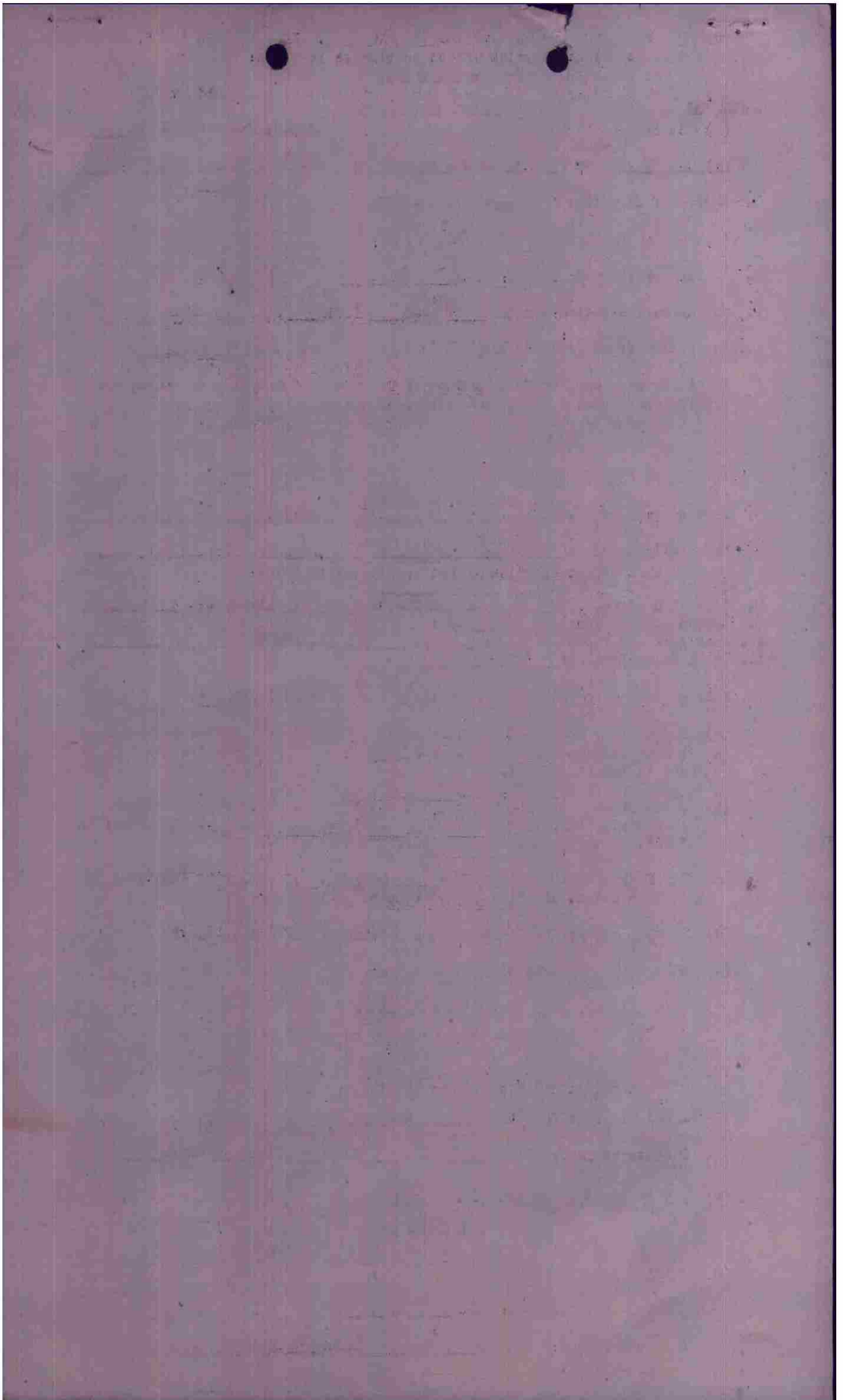
(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____

Results claimed: EXCELL X GOOD _____ FAIR _____ POOR _____ GROSS _____

* - 2 A/C bomb load 6 x 500 lb. G.P.

S E C R E T



CONFIDENTIAL

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

APO 140
4 August 1944

SUBJECT: Interrogation Report

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

BASE AT TAKEOFF: 3/10 swelling cumulus at 4000 feet.
3-4/10 cirrus estimated at 20000 feet.
Visibility 10 miles.

ROUTE OUT: Large patches of 5-7/10 swelling cumulus
over England with tops to 6-7000 feet and
occasionally to 14000 feet. Cirrus
decreased to nil over southern England.
Channel was clear with visibility decreasing
to 5 miles. 6-7/10 cumulus over France
with tops estimated at 6000 feet becoming
8/10 in Rouen area with tops estimated
20000 feet. Visibility over France 2-3
miles in thick haze.

TARGET: 5-6/10 cumulus with tops estimated 2000 feet.
Large break directly over target. Visibility
2-3 miles.

ROUTE BACK: Similar to route out except visibility
into sun 0 miles over continent becoming
2-3 miles over the channel and 4-5 miles
over England.

BASE ON RETURN: 1-2/10 altocumulus at 8000 feet.
7/10 cirrus estimated at 20000 feet.
Visibility 4 miles.

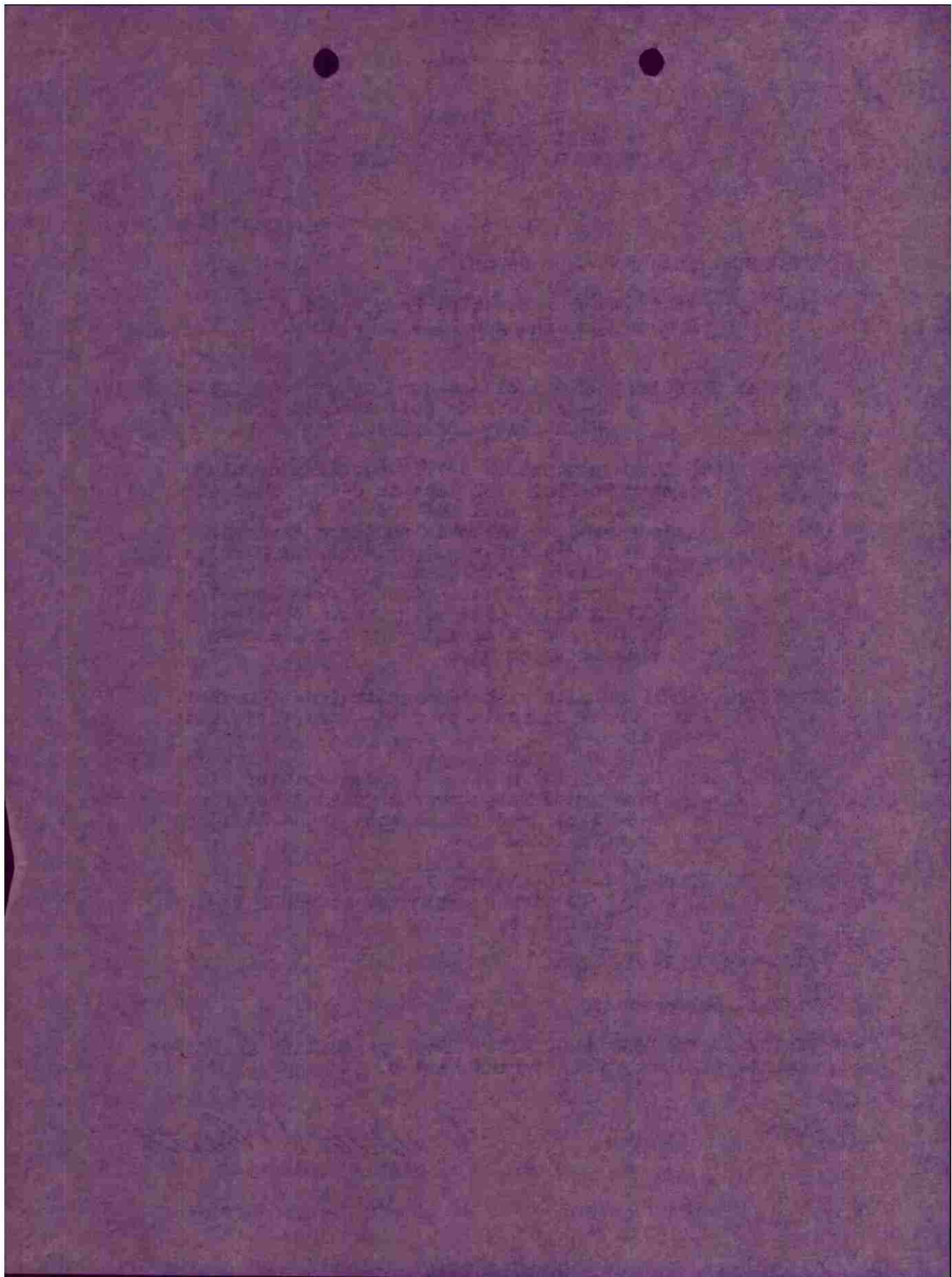
TIME OVER TARGET: 2034

WINDS: As forecast.

EFFECT OF WEATHER ON BOMBING: Poor visibility and large
amounts of clouds made target hard to pick up.

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

CONFIDENTIAL



S-2

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

FROM: COBOMGR 416

TO : COCBWIG 97 ATT: SIG O

A - YS - 112

B - 4 AUGUST 1944

C - 36 A/C

D - 638 - K - INTERPHONE OUT, REPAIRED AND CHECKED OK.
669 - C - INTERPHONE OUT, REPAIRED AND CHECKED OK.
670 - K - INTERPHONE OUT, REPAIRED AND CHECKED OK.
671 - B - VHF OUT, RETUNED AND CHECKED OK.

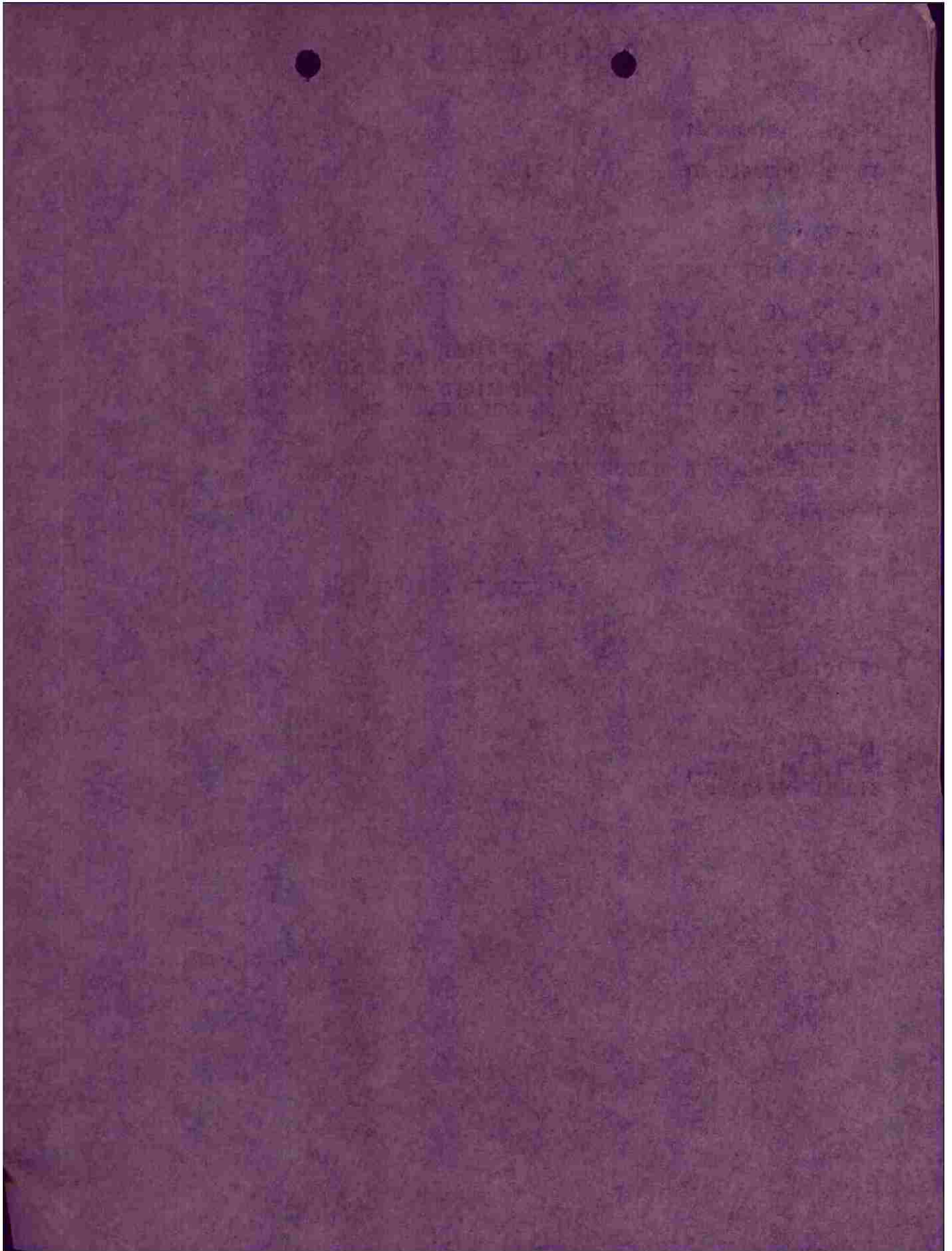
E - NONE
LOCAL BUNCHER BEACON USED.

F - NONE

AYLESTWORTH COBOMGR 416

OFFICIAL:

JACK B. COONEY
CAPT., AIR CORPS,
SIGNAL OFFICER.



Bot II
Flt II

BOMBARDIER'S LOG

TARGET

DATE

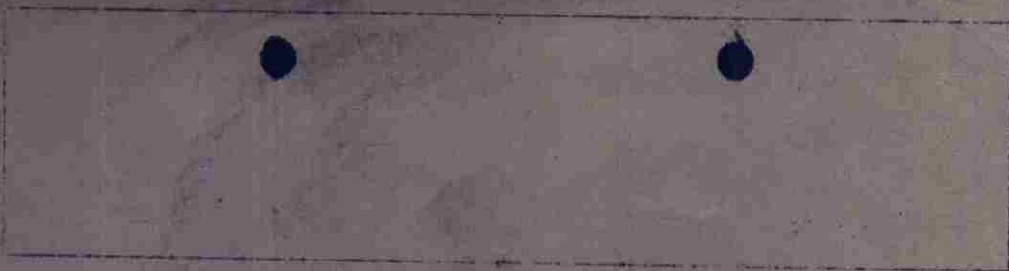
Pressure Altitude of Target: -5	Type of Release: Train Ind. Salve
Altimeter Setting: 29.92	Interval:
Ind. Alt. : 11700 True Alt. : 11850	Length of Run : Time of Release:
Ground Speed : Drift :	Mag. Head. Ordered : 113° Actual:
Est. : 250 Act. : Est. : 20 Act. :	Aircraft Number :
Ind. Air Sp. : 200 True Air Sp. : 242	Pilot :
Tan. Dropping Angle : 81° 08'	Navigator :
Disc Speed : 199 Trail : 59	Bombardier :
Sighting: Toggled : Bomb sight :	

BOMBS AND FUELS

Types: Number: Nose: Tail:

LEFT			ALTERNATE TARGETS AND DRAFT FOR HEADING LEFT AND RIGHT OF ORDERED HEADING.	RIGHT		
HEADING	DRIFT	TARGET		HEADING	DRIFT	TARGET
10°	103	2R 79.8		10°	123 1/2 R 81.2	GS 251
20°	93	2R 79.5		20°	133 1 R 81.5	252
30°				30°		
40°				40°		

MINUS			ALTERNATE DISC SPEEDS AND TRAIL FOR PLUS OR MINUS ALTITUDES.	PLUS		
ALTITUDE	DISC SPEED	TRAIL		ALTITUDE	DISC SPEED	TRAIL
11200	192.8	58 1/2		12500	184.4	59
10700	187.6	58		12700	180.8	60
1500				1500		
2000				2000		



FORM 100



DESCRIPTION OF INSTROUMENTS OF BOMBING EQUIPMENT

HEIGHT	WIND DIRECTION	WIND VELOCITY	WEATHER
12000			
11000			
10000			
9000			
8000			
7000			
6000			
5000			
4000			
3000			
2000			
1000			

FORM 100

II AF A/C 1525 Mission #112 4/8/44 On Course 1908

PILOT McMURTY
 NAVIGATOR C. W. Z.
 PLANE B-24
 MISSION Bombing
 DATE 4-4-44

START ENG 1845
 END ENG 1920
 TIME OF 1856
 ON COURSE 1910
 REMEDY 3015

FLIGHT PLAN
 COAST OUT
 COAST IN
 I.T.
 TARGET
 COAST OUT

COAST IN
 REM. ALT.
 LAND FALL ALT.
 TARGET ALT.

ALTITUDE
 HEADING
 AIR SPEED
 TIME
 RESULTS

FROM	TO	A. H.	ETA	ACTA	90	DR	TH	VAR	MFT	LAND	1.5-5-3-65	TO	RDN	ETA	REMARKS
Base	Mesa Verde	248	1925	1913	140	-2	238	10	248	5000	190	62	17		090/12
	Delany Hill	192		19513	154	-2	182	10	192	19000	190	55	135		030/17
	St. Valery	141	20132	2013	132	-1	131	10	141	200	200	89	92	2015	330/11
	McLanney	153	2020	2019	146	0	146	9	153		254	99	99		
	1st Tank	098	2026	2034	091	-2	089	9	098		249	17	4		
	McLanney	291	20375	20385	050	-2	282	9	291		236	17	42		
	St. Valery	335		2053	285	-2	287	9	296		237	30	25		
	St. Valery	324	2115	2063	306	0	326	9	335		232	29	29		
	McLanney	017		2063	310	+2	314	10	324	8000	200	89	29		040/10
	Base	072		2142	004	+3	007	10	017	5000	219	55	145		090/12
	Base				060	+0	062	10	072		015	62	172		

HEMISPHERES
 COAST OUT
 COAST IN
 I.T.

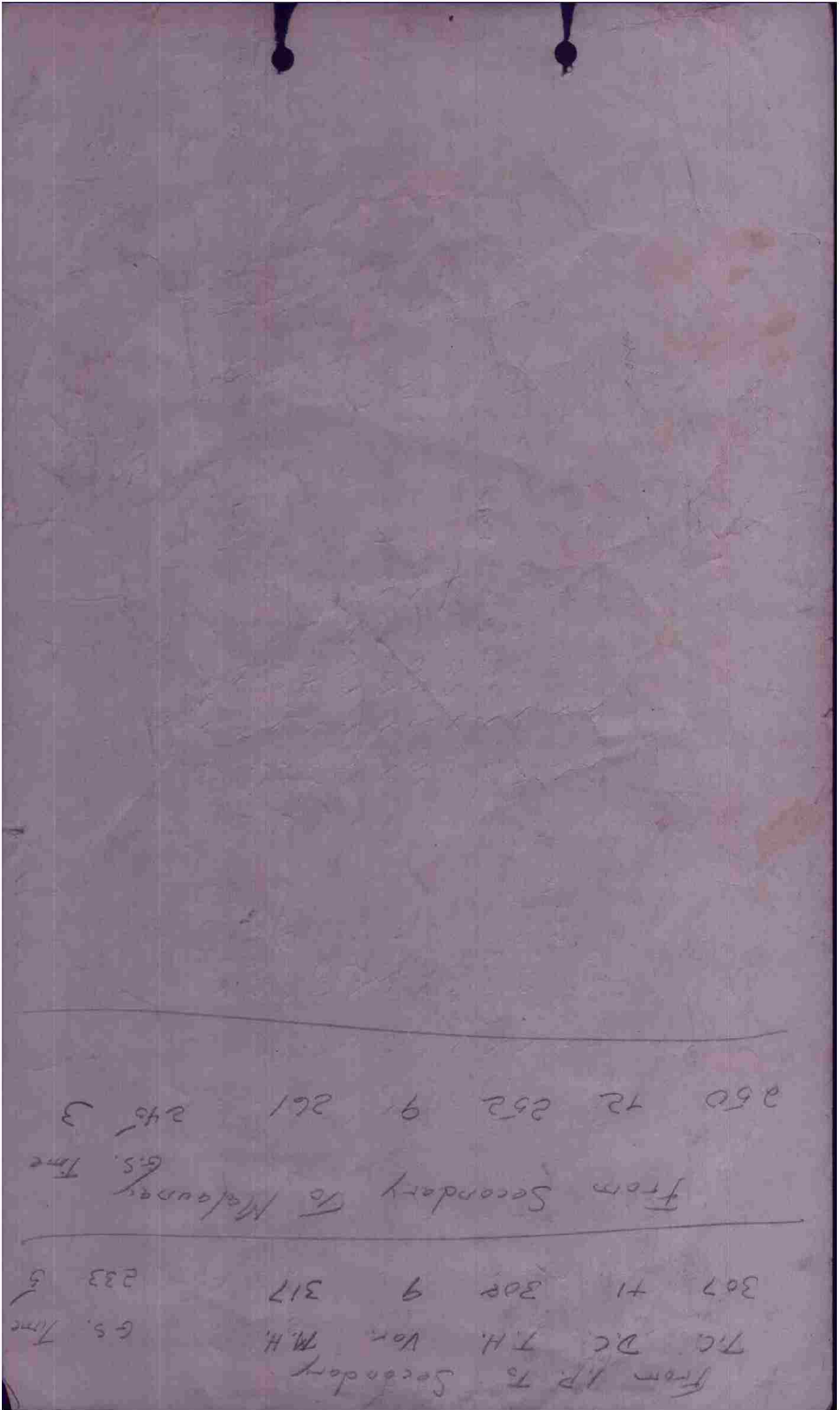
TARGET
 COAST OUT
 COAST IN
 REM.

LANDED
 REM. ALT.
 LAND FALL ALT.
 TARGET ALT.

CHALLENGE
 HELIX
 COLORS
 VIB CHANNEL
 BOMBER C/S
 FIGHTER C/S
 BOMBER TO BOMBER TAC

DIVERSION
 AIRBORNE

2143



From Secondary to Malanay G.S. Time
 250 12 252 9 261 3
 240 3

From LP to Secondary
 T.C. DC T.H. Van M.H.
 307 +1 308 9 317
 G.S. Time 233 5

I
05 a/c 1825

PILOT COLE
 NAVIGATOR BASWELL
 PLANE 1711
 MISSION
 DATE Aug 4

STANT H. 1836
 INST CUT 1844
 TIME CTR 1850
 ON COURSE 1919
 RENEZVOUS 1845

FLIGHT PLAN
 COAST IN
 COAST IN
 I.P.
 TARGET
 COAST CUT

COAST IN
 BASE
 RENEZVOUS
 LAND FALL ALT.
 TARGET ALT.

ALTITUDE
 HENDING
 AIR SPEED
 TIME
 RESULTS

FROM	TO	N. H.	EPA	APA	TC	DR	TH	VAR	MH	ALT	T. I. S. S. CS	TO DIST.	HOW TIME	EPA	REMARKS
<u>Base</u>	<u>Manakia</u>				<u>240</u>	<u>-2</u>				<u>5000</u>	<u>1906017</u>	<u>62</u>	<u>17</u>		<u>090/12</u>
<u>3.45</u>	<u>St. Valery</u>	<u>192</u>			<u>1811</u>	<u>-2</u>				<u>18000</u>	<u>190230245</u>	<u>55</u>	<u>135</u>		<u>030/17</u>
<u>4.13</u>	<u>St. Valery</u>	<u>138</u>			<u>132</u>	<u>-2</u>					<u>208213654</u>	<u>89</u>	<u>22</u>		<u>330/11</u>
<u>4.165</u>	<u>St. Valery</u>	<u>157</u>			<u>142</u>	<u>0</u>					<u>254</u>	<u>29</u>	<u>7</u>		
<u>3.57</u>	<u>St. Valery</u>	<u>143</u>			<u>095</u>	<u>-2</u>					<u>249</u>	<u>30</u>	<u>7</u>		
<u>4.178</u>	<u>St. Valery</u>	<u>100</u>			<u>92</u>	<u>-2</u>	<u>90</u>		<u>100</u>		<u>259</u>	<u>17</u>	<u>H</u>		
	<u>St. Valery</u>	<u>298</u>			<u>286</u>	<u>+2</u>					<u>247</u>	<u>17</u>	<u>H</u>		
	<u>St. Valery</u>	<u>281</u>			<u>275</u>	<u>+2</u>					<u>237</u>	<u>30</u>	<u>75</u>		<u>MODACC ORANGE FLAG</u>
<u>5.95</u>	<u>St. Valery</u>	<u>336</u>			<u>326</u>	<u>0</u>					<u>232</u>	<u>29</u>	<u>75</u>		
<u>4.3.5</u>	<u>St. Valery</u>	<u>324</u>			<u>312</u>	<u>+2</u>				<u>8000</u>	<u>250243</u>	<u>89</u>	<u>22</u>		<u>049/10</u>
<u>14.9</u>	<u>St. Valery</u>	<u>017</u>			<u>204</u>	<u>+3</u>				<u>+3000</u>	<u>250243</u>	<u>55</u>	<u>145</u>		<u>070/12</u>
<u>36.95</u>	<u>St. Valery</u>	<u>072</u>			<u>260</u>	<u>+2</u>					<u>210235224</u>	<u>55</u>	<u>145</u>		
	<u>St. Valery</u>	<u>072</u>			<u>260</u>	<u>+2</u>					<u>215</u>	<u>62</u>	<u>128</u>		

2000 FT.
 4000
 6000
 8000
 10000
 12000

HENDZVOUS 2512
 COAST CUT 1952
 COAST IN 2015
 I.P. 2030

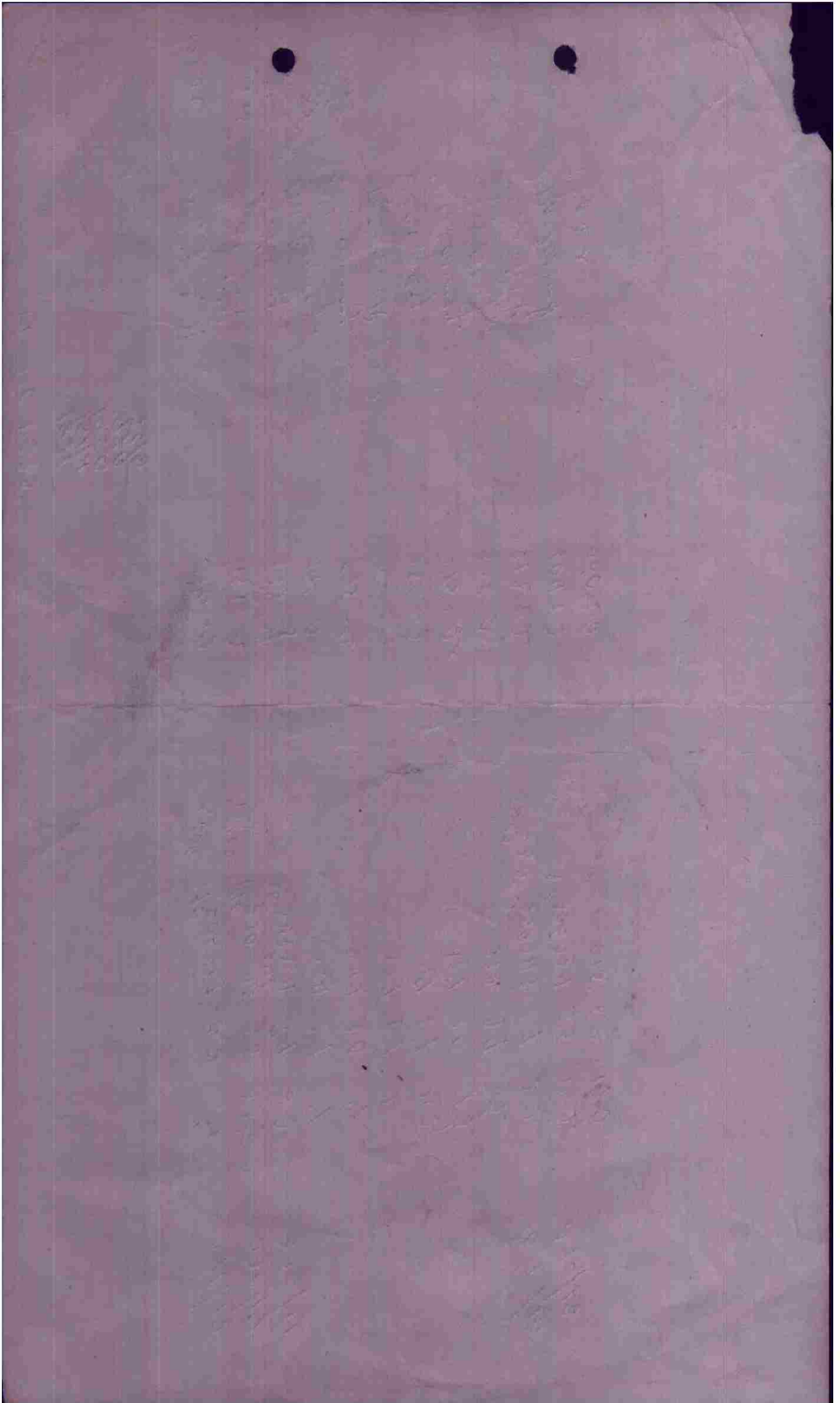
TARGET 207
 COAST CUT 2119
 COAST IN 2147
 I.P. 2147

LANDED
 HEND. ALT.
 LAND FALL ALT.
 TARGET ALT.

CHALLENGE
 REPLY
 COLORS
 VIB CHANDEL
 BOMBER C/S
 FIGHTER C/S
 BOMBER TO BOMBER FIRE

FLIGHT RECORD

DIVERSION
 AIRDROGNS



FROM		TO		M. H.		ETA		APA		TC		DR		TH		VLR		MH		W/E		I.V.S.		G.S.		TO		RESULTS		REMARKS	
POSITION		POSITION		HOURS		MINUTES		ALTITUDE		COAST		OUT		IN		IN		IN		IN		IN		IN		IN		IN		IN	
Base		Macdonald		248°	19:27			240	-2	238	+10	248	5000	190	306	217	62	17	19:27											090/12	
		Levey Bill		192°	19:40	19:52	184	-2	182	+10	192	19000	190	330	245	55	132	19:40											030/17		
		St. Valery		137°	20:15	20:14	132	-1	128	+9	137	900	243	354	89	22	20:15												330/11		
		Macdonald		155°	20:22			146	0	146	+9	155		354	99	7	20:22														
		Bourmont		102°	20:29			095	-2	093	+9	102		249	30	7	20:29														
		Tgt-Town P.		113°	20:45			5035	106	-2	104	113		250	17	4	20:33														
		Bourmont		305	20:27	20:19	256	+9	296	+9	305		232	17	4	20:37															
		Macdonald		286	20:51	20:47	275	+2	277	+9	286		237	30	7	20:45															
		St. Valery		335	21:04	20:54	326	+9	335		335		332	29	7	20:55															
		Levey Bill		323	21:04	21:05	312	+2	314	+9	323		332	29	7	20:55															
		Macdonald		017	21:24	21:24	004	+3	007	110	017	5000	210	324	55	142	21:24													040/10	
		Base		073	21:46	21:42	060	+9	062	110	072	5000	215	62	17	21:46														020/12	

at a/c 1895

FLIGHT PLAN

2000
4000
6000
8000
10000
12000

HERNIMAN
COAST CUT
COAST IN
I.P.

TARGET
COAST CUT
COAST IN
DISC

LANDED
HELD. I.P.
LAND FALL ALT.
TARGET ALT.

CHALLENGE
REPLY
COLOPS
VIE CHINTE
BOMBER C/S
FIGHTER C/S
EIGHTER TO BOMBER DIVE

FLIGHT RECORD

289
406
57
92
74

150
2

300
450
- 225

225

II
at A/C 1840

PILOT
NAVIGATOR
PLANE
MISSION
DATE

START ENG 1840
PLNT CUT 1858
FLY CTF 1858
ON COURSE 1910
RONDREVOCUS 2015

FLIGHT PLAN
COAST CUT
COAST IN
I.T.
TARGET
COAST CUT
COAST IN

COAST IN
BASE
RND. ALT.
LAND FALL ALT.
TARGET ALT.

ALTITUDE 11200
HEADING 95
AIR SPEED 200
TIME 2037
RESULTS Good

FROM	TO	M. H.	ETA	AVA	FC	DR	TH	VAR	MH	ALT FEET	I.A.S.	G.S.	FO	DIST.	TIME	RESULTS	ETA	REMARKS
Base	McKenzie				240	-2	238	10	248	5000	190	217	62	17				090/12
	Seal				184	-2	182	10	192	13000	190	245	55	13 1/2				020/17
	McKenzie				132	-1	128	9	137		200	243	89	22				330/11
	McKenzie				146	0	146	9	155			254	29	7				
	McKenzie				106	-2	104	9	113			219	30	7				
	McKenzie				986	+2	288	9	297			250	17	4				530/11
	McKenzie				325	+2	277	9	286			237	30	7 1/2				
	McKenzie				326	0	326	9	335			232	29	7 1/2				
	McKenzie				312	+2	314	10	324	8400	228	243	89	22				040/10
	McKenzie				004	+3	9	10	17	5100	218	251	55	14 1/2				090/12
	McKenzie				060	+2	67	10	77			215	62	17 1/2				

My Birds Oswald 2 birds of same spec Right of turning Point

HANDICAP
4000
6000
8000
10000
12000

COAST CUT
COAST IN
I.T.

TARGET
COAST CUT
COAST IN
BASE
RND. ALT.
LAND FALL ALT.
TARGET ALT.

CHALLENGE
REPLY
COLORS
VIP CHARTER
BOATMAN C/S
PILOT C/S
EXETER TO BOULDER DEC.

DIVERSION
ADDRESS

IP for 30500 134 - 134 + 9 143 TH
30500 to 794 85 - 2 83 + 9 92 TH

FLIGHT RECORD 104

Bomb
Right
Wiring

at alt 18000

FLIGHT PLAN

IOT: *P. Demond*
 NAVIGATOR: *Demond*
 PLANE: *695*
 MISSION: *Penalty*
 DATE: *1/14/45*

START ENG: *1835*
 TIME OUT: *1844*
 RATE OFF: *1550*
 ON COURSE: *1910*
 RENDEZVOUS: *2015*

COAST OUT: *COAST IN*
 I.P.: *COAST IN*
 TARGET: *COAST OUT*
 TARGET ALT.: *BASE*
 REMD. ALT.: *REMD. ALT.*
 LAND FAIL ALT.: *LAND FAIL ALT.*

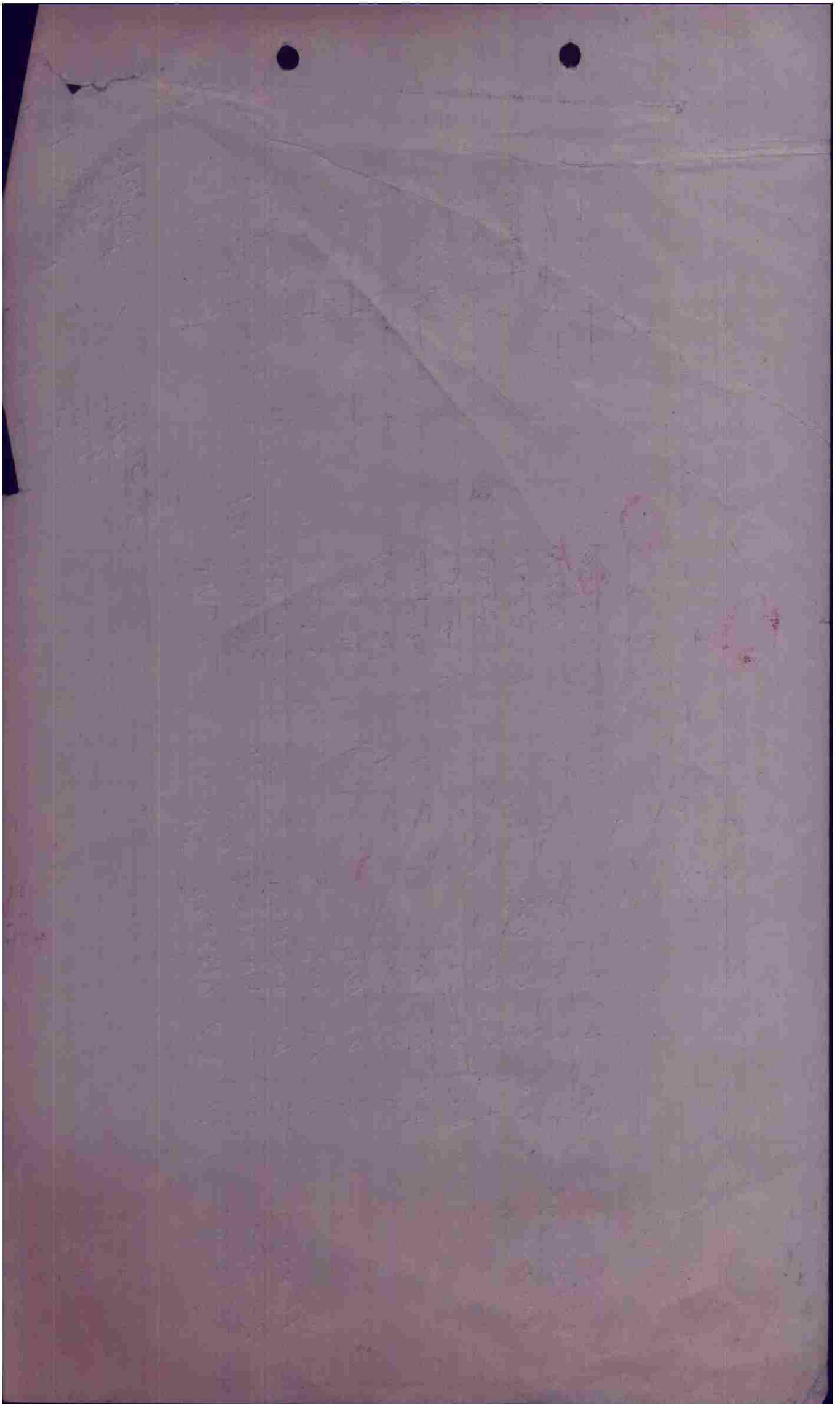
FROM	TO	M. H.	ETA	ATA	TC	DR	TH	VAR	MH	MN	W. T. S.	S. S.	G.S.	DIST.	TIME	RESULTS	ETA	REMARKS	
<i>Base</i>	<i>Walden</i>																		
	<i>Adley Bell</i>			<i>1851</i>	<i>184</i>	<i>-2</i>	<i>238</i>	<i>10</i>	<i>247</i>	<i>5000</i>	<i>190</i>	<i>806</i>	<i>917</i>	<i>62</i>	<i>17</i>			<i>090/19</i>	
	<i>St. Valery</i>		<i>2013</i>	<i>2013</i>	<i>134</i>	<i>32</i>	<i>-1</i>	<i>130</i>	<i>10</i>	<i>140</i>	<i>192</i>	<i>1000</i>	<i>198</i>	<i>830</i>	<i>245</i>	<i>55</i>	<i>135</i>		<i>030/17</i>
	<i>St. Valery</i>		<i>2020</i>	<i>2020</i>	<i>146</i>	<i>0</i>	<i>146</i>	<i>10</i>	<i>156</i>				<i>900</i>	<i>913</i>	<i>854</i>	<i>89</i>	<i>22</i>		<i>330/11</i>
	<i>St. Valery</i>		<i>2032</i>	<i>2032</i>	<i>106</i>	<i>-2</i>	<i>2073</i>	<i>9</i>	<i>102</i>				<i>854</i>	<i>89</i>	<i>7</i>			<i>2020</i>	
	<i>St. Valery</i>		<i>2032</i>	<i>2032</i>	<i>106</i>	<i>-2</i>	<i>2073</i>	<i>9</i>	<i>103</i>				<i>249</i>	<i>30</i>	<i>7</i>			<i>2027</i>	
	<i>St. Valery</i>		<i>2036</i>	<i>2036</i>	<i>116</i>	<i>+2</i>	<i>288</i>	<i>9</i>	<i>297</i>				<i>250</i>	<i>17</i>	<i>4</i>			<i>2031</i>	
	<i>St. Valery</i>		<i>2054</i>	<i>2054</i>	<i>326</i>	<i>0</i>	<i>326</i>	<i>10</i>	<i>336</i>				<i>836</i>	<i>17</i>	<i>4</i>			<i>2035</i>	
	<i>St. Valery</i>		<i>2116</i>	<i>2116</i>	<i>318</i>	<i>+2</i>	<i>314</i>	<i>10</i>	<i>324</i>	<i>800</i>	<i>928</i>	<i>850</i>	<i>243</i>	<i>89</i>	<i>22</i>			<i>2112</i>	<i>040/10</i>
	<i>St. Valery</i>		<i>2128</i>	<i>2148</i>	<i>060</i>	<i>+2</i>	<i>062</i>	<i>10</i>	<i>072</i>	<i>5000</i>	<i>910</i>	<i>925</i>	<i>224</i>	<i>55</i>	<i>145</i>			<i>2128</i>	<i>090/12</i>

COAST OUT: *COAST IN*
 I.P.: *COAST IN*
 TARGET: *COAST OUT*
 TARGET ALT.: *BASE*
 REMD. ALT.: *REMD. ALT.*
 LAND FAIL ALT.: *LAND FAIL ALT.*

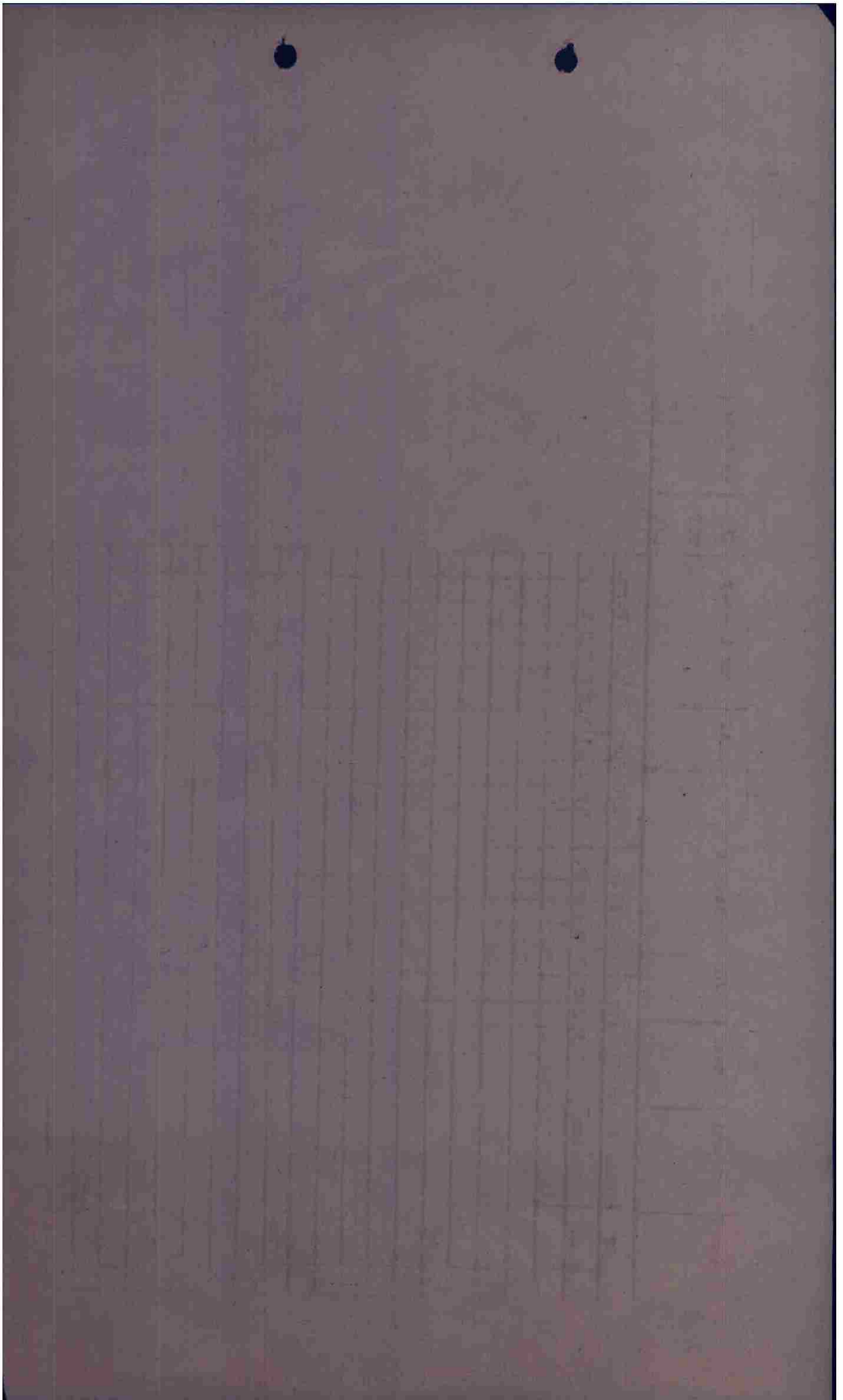
CHALLENGE: *2153*
 REPLY: *2153*
 COLOURS: *2153*
 VIT CHANT: *2153*
 FIGHTER C/S: *2153*
 FIGHTER S/S: *2153*
 FORMER TO IN BEH ITC: *2153*

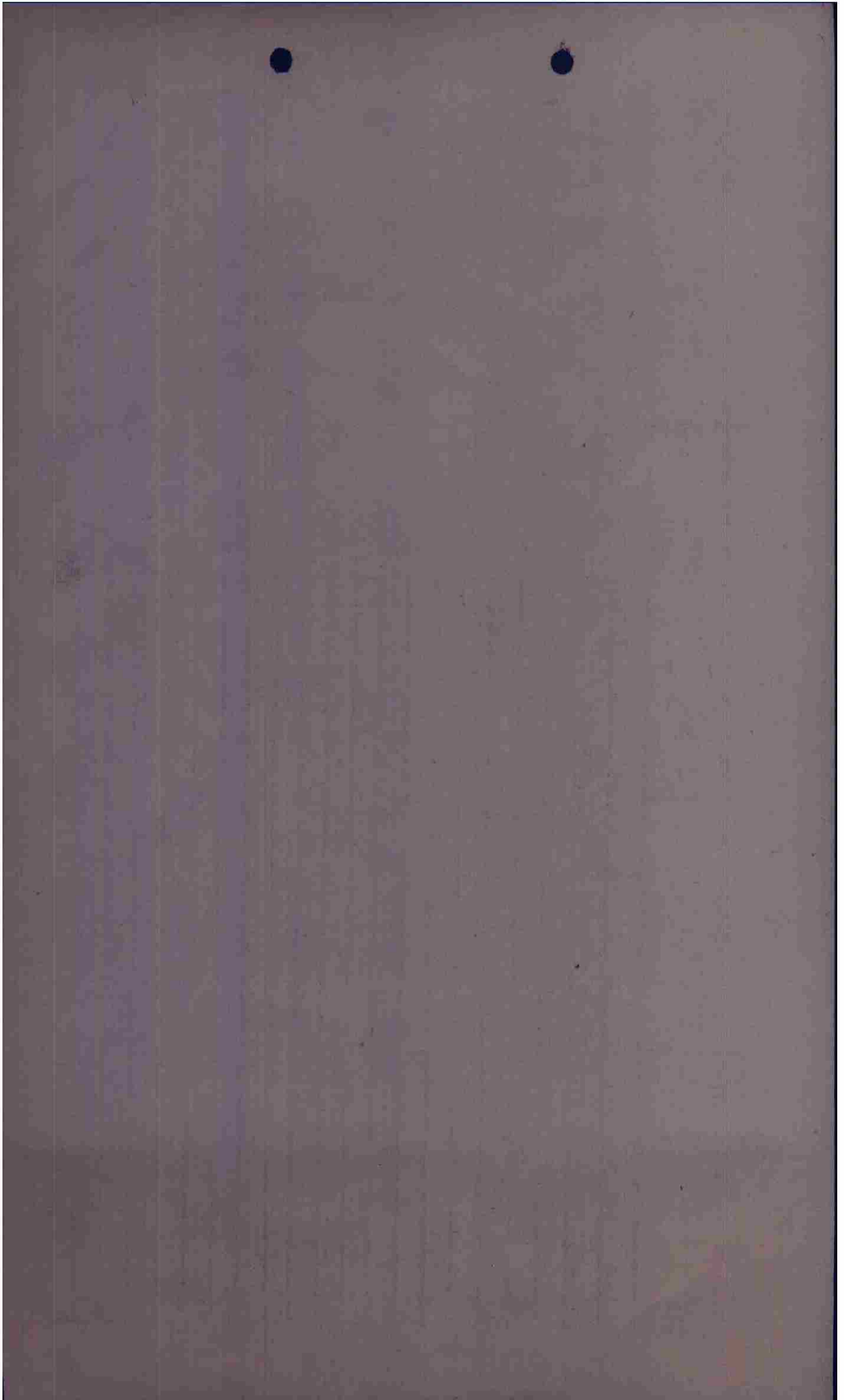
DIVISION
AIRDROMES

FLIGHT RECORD



Box #	Opstl	Date	F/O	Target	Alt.	Box Leader	T/O	
#		4 Aug		Beauvais		Capt McNulty	1849 15 min. TOT L/D 2208	
A/C	Fail to Bomb	ATT	Bomb	IISP	A/C	Dem	E/A	Pers.
Seq No.	Reason	F S O	F S J F R	M D A A C B E D F D K W M				
1 640		✓	4					McNulty 640 ✓
2 819		✓	6					Anderson 379 ✓ Lasher 935 ✓
3 379		✓	6					Robert 907 ✓ McCondy 176 ✓
4 935		✓	6					
5 176		✓	3	3				
6 907		✓	6					
1 469		✓	6					
2 1961		✓	5					
3 149		✓	6					
4 929		✓	6					
5 943		✓	6					
6 906		✓	6					
1 467		✓	6					
2 200		✓	3	1				
3 074		✓	4					
4 209		✓	4					
5 217		✓	6					
6 978		✓	6					
943		✓	4					
			99	14				
			772					





CONFIDENTIAL

Interr. Form

PILOT St. Zubov A/C# 165 BOX 5 FLIGHT _____ POS _____

CASUALTIES: _____

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

FLAK: Nil target - XI on route to coast St Laurent

E/A: X

OBSERVATIONS: Haze -

tanker (P) 300 to 400 yd off shore on route out -
 Heavy haze made bomb observations difficult -
 looked like target area hit - -

Sampson -
Interrogator

CONFIDENTIAL

CONFIDENTIAL

Interrog. Form

PILOT A. Human A/C# 957 BOX I FLIGHT _____ POS _____

CASUALTIES: _____

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

FLAK: _____

2050 XHA -

E/A: X

OBSERVATIONS: _____

Bomb hit in target area
Fire or explosion in target Black smoke

Bailey
Interrogator

CONFIDENTIAL

CONFIDENTIAL

INCEPT. FORM

PILOT St Andrews A/C# 219 BOX I FLIGHT _____ POS _____

CASUALTIES: _____

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

FLAK: _____

XXXXA on Right of Course out -

E/A: X

OBSERVATIONS: _____

see Parachute for formation (?)
South of London -

This flight Hit Right of target

Bailey
Interrogator

CONFIDENTIAL

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

Interr. Form

PILOT Lt Merchant A/C# 220 BOX 4 FLIGHT _____ POS _____

CASUALTIES: _____

BOMB DISPOSITION: 7 PT ST CT JET RNT A A-C E

BATTLE DAMAGE: _____

FLAK: Message inaccurate.

E/A: _____

OBSERVATIONS: _____

Frank Masrowe
Interrogator

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

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

Interr. Form

PILOT Capt. Cox A/C# 480 BOX 1 FLIGHT 1 POS 11

CASUALTIES: _____

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

FLAK: mod acc - hp in vicinity of POWs

E/A: nil

OBSERVATIONS: Bomb hit about half way through the yards + largely on right side - majority of bomb hit in yards with gold concentrates

Rogers
Interrogator

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

CONFIDENTIAL

Interr. Form

PILOT Lt. Harris A/C# 150 BOX 1 FLIGHT I POS III

CASUALTIES: _____

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

FLAK: None - acc. shot off

E/A: nil

OBSERVATIONS: Hit on building to right of track on top
flashed from reports in ground -

very heavy - one prob layer of cloud - on
about 13000, one low - all scattered
3/5/45

L. Rogers
Interrogator

CONFIDENTIAL

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

Interrog. Form

PILOT St. DeMund A/C# 645 BOX 1 FLIGHT _____ POS _____

CASUALTIES: _____

BOMB DISPOSITION: 7 7 PT ST CT JET RET BATTLE DAMAGE: A A-C E

FLAK: none, accurate

E/A: _____

OBSERVATIONS: 7 vehicles standing still in area

of flak exposure ~~at~~ M 6025 La. Paville
96t DM pi: due to poor visi picked up during as pi

Mas
Interrogator

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

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

Interr. Form

PILOT L. Kinney A/C# 894 BOX I FLIGHT _____ POS _____

CASUALTIES: None

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

PLANE: no location - none

E/A: _____

OBSERVATIONS: Flak 2046 to 2048 (position unknown)

XLI

[Signature]
Interrogator

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

CONFIDENTIAL

Interrog. Form

PILOT A. Reede A/C# 362 BOX I FLIGHT _____ POS _____

CASUALTIES: None

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

FLAK: at 2052 XXHH

missiles before

E/A: None

OBSERVATIONS: None

[Signature]

Interrogator

CONFIDENTIAL

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

Interr. Form

PILOT C. White A/C# 195 BOX I FLIGHT _____ POS _____

CASUALTIES: None

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

FLAK: Accompanying out - on course
directly in front of XXHI

E/A: None

OBSERVATIONS: None

[Signature]
Interrogator

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

CONFIDENTIAL

Interr. Form

PILOT May Price A/C# 417 BOX 5 FLIGHT 1 POS 1

CASUALTIES: _____

BOMB DISPOSITION: PT ST GT JBT RET BATTLE DAMAGE: A A-C E
X X X X X X X X X

FLAK: _____

XXHA - CLERES - FLAK AS BRIEFER.

ON WAY OUT. AT 11,000.

at - 849-850. -

E/A: nil.

OBSERVATIONS: _____

CLOUD - 8/10 at 12500 - cum at 4 to 8000 -

VIS - zero on exit - one mile going in

Haze thick.

Shuda
Interrogator

CONFIDENTIAL

CONFIDENTIAL

Interrog. Form

PILOT A. Henderson A/C# 714 BOX 5 FLIGHT _____ POS _____

CASUALTIES: _____

BOMB DISPOSITION: 7 PT ST CT JET RET BATTLE DAMAGE: None A A-C E

FLAK: _____

878 His-guns to left of course, in woods north of scene. A lot 4 gun positions.

E/A: _____

OBSERVATIONS: _____

[Signature]
Interrogator

CONFIDENTIAL

CONFIDENTIAL

Interrog. Form

PILOT St. George A/C# 224 BOX 1 FLIGHT 3 POS 5

CASUALTIES: _____

BOMB DISPOSITION: 4 PT ST CT JET RET BATTLE DAMAGE: A A-C E

FLAK: _____

4 gun pos. - scattered.
at pt on way out - just before turning
back on course.

E/A: _____

OBSERVATIONS: _____

No activity on radar near targets.

two aircraft from lost flight.

Sluder
Interrogator

CONFIDENTIAL

CONFIDENTIAL

Interrog. Form

PILOT A. Estes A/C# 719 BOX I FLIGHT _____ POS _____

CASUALTIES: None

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

FLAK: 2051 observed to burst

course XXI

E/A: None

OBSERVATIONS: ~~None~~

Flame from bomb burst
gasoline

Horton
Interrogator

CONFIDENTIAL

CONFIDENTIAL

Interr. Form

PILOT St. Cole A/C# 1711 BOX 3 FLIGHT 3 POS 1

CASUALTIES: _____

BOMB DISPOSITION: 6 PT ST CT JET RET BATTLE DAMAGE: None A A-C E

FLAK: _____

Radar still visible when flak came.
5 to 6 min before leaving coast - 847-848.

XXHA

11,800 at time.

E/A: _____

OBSERVATIONS: _____

Cloud top 10000.

Results - Good - Hand to R & Short.

Bassett - near & h.

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Interrogator

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Interrog. Form

PILOT A Withington A/C# 925 BOX 5 FLIGHT 3 POS 4

CASUALTIES: _____

BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: A A-C E
6 none

FLAK: XXHA-

850 hours.

E/A: ✓

OBSERVATIONS: _____

Planes on ground low - 2 or 3. light & dark
brown, definite not Spits. at 3 to 5000 ft.
across course.

7 tanks (storages) at exit pt. 1 minute
before leaving coast. Bldgs nearby - to West

Shindler
Interrogator

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Interrog. Form

PILOT St Brown A/C# 978 BOX II FLIGHT _____ POS _____

CASUALTIES: None

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

FLAK: Two pulses X1 # None
Bursts. Just before L.P.
going

E/A: None

OBSERVATIONS: Near Belton crater
large craters (1 mile S.W. town)
Flak firing out of craters
Bursts here

may have seen 15-20 trucks
go out to W fork

Stones
Interrogator

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Interr. Form

PILOT W. Jupp A/C# 943 BOX 15 FLIGHT _____ POS _____

CASUALTIES: none

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

FLAK: XXHF at 2024 going in
* 2045 going out.

E/A: none

OBSERVATIONS: On way back boat
observed 100 to 150 yds from
shore. Fair size ship,
little smaller than cruiser.

Airfield near
target looked unoccupied.
Buildings bombed.

[Signature]
Interrogator

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INTERP. FORM

PILOT W. Fisher A/C# 935 BOX IV FLIGHT _____ POS _____

CASUALTIES: None

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

FLAK: XLT

3024 going in
3050 coming out

E/A: None

OBSERVATIONS: Several explosions in target area - ammunition on gasoline.

[Signature]
Interrogator

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Interrog. Form

PILOT St. Richards A/C# 147 BOX II FLIGHT _____ POS _____

CASUALTIES: None

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

FLAK: X 1 # probably 500

E/A: None

OBSERVATIONS: Hit target (bombs)

Flame as gasoline

Canopy hit in woods

[Signature]

Interrogator

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Interrog. Form

PILOT LT Archer A/C# 907 BOX 5 FLIGHT _____ POS _____

CASUALTIES: _____

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

FLAK: _____

*XXHF on way out -
at Fates area -*

E/A: X

OBSERVATIONS: _____

*None - No observation
Two trucks or Hvy at target -
Moving off rd.*

Felix Camera - Turned off target fast

Bailey

Interrogator

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Interr. Form

PILOT Maj Harper A/C# 469 BOX II FLIGHT II POS I

CASUALTIES: _____

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

FLAK: meagre - since - ~~substantially~~
St - volun Heron shells - mod - acc -
on way out -

E/A: nil

OBSERVATIONS: very good, slightly night, three large
explosions from forward third of flight -
The explosion was on E + S of yard - think
it was ~~my~~ fuel -

air speed 200
Head 95 mag
alt - 11,400
time = 2035 hr

A.P. Roy
Interrogator

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

Interr. Form

PILOT L Boukamps A/C# 929 BOX IV FLIGHT IV POS IV

CASUALTIES: _____

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

FLAK: 829 - main - in ace -
mod - acc - at sea place on way out -

E/A: nil -

OBSERVATIONS: 1st box hit slightly short - 2nd
box hit on south side of half of yards
large explosion observed

L. S. Rogers
Interrogator

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

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INSPT. FORM

PILOT Lt. Donta A/C# 1901 BOX 4 FLIGHT II POS II

CASUALTIES:

BOMB DISPOSITION: PT ST OT JET RET BATTLE DAMAGE: A A-G E

FLAK: 824 + 850

824 - inaccurate - slight
850 - chut. acc -

E/A: nil

OBSERVATIONS: Routinew view of road - hit in bushes
on right + into m/g - observed 5 large
explosions

L. L. Rogers
Interrogator

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Interrog. Form

PILOT H. Johnson A/C# 200 BOX 15 FLIGHT _____ POS _____

CASUALTIES: _____

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

FLAK: moderate accurate 2026.

E/A: _____

OBSERVATIONS: half way out of sight in line of sight

2030 @ 5 miles away going W - a co.

Ma
Interrogator

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

Interrog. Form

PILOT C. Meredith A/C# 819 BOX 15 FLIGHT _____ POS _____

CASUALTIES: _____

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

FLAK: nearby inoperative

E/A: _____

OBSERVATIONS: Bombs on target

Pictures on target.

W.B.
Interrogator

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

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Interr. Form

PILOT C. Robertson A/C# 743 BOX 10 FLIGHT _____ POS _____

CASUALTIES: _____

BOMB DISPOSITION: 7 PT ST CT JBT RET _____ BATTLE DAMAGE: A A-C E

FLAK: negative inaccurate 2042

E/A: _____

OBSERVATIONS: _____

Frank Wagner
Interrogator

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INTER. FORM

PILOT D. Atkinson A/C# 209 BOX 11 FLIGHT _____ POS _____

CASUALTIES: _____

BOMB DISPOSITION: 4 PT ST CT JET RET BATTLE DAMAGE: X A A-C E

FLAK: Flock at - 2019 and 2048-
XA XZ-

E/A: X-

OBSERVATIONS: Good hit on target area -
haze obscured ground observations.

Sampson
Interrogator

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

Interr. Form

PILOT Capt Mc Tully A/C# 648 BOX II FLIGHT _____ POS _____

CASUALTIES: _____

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

FLAK: _____

XHA of Tates - way out
XHI N of Raven -

E/A: X

OBSERVATIONS: _____

None Bad. No observations

Barley

Interrogator

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

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

Interr. Form

PILOT A. Singletary A/C# 674 BOX 7 FLIGHT _____ POS _____

CASUALTIES: _____

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

FLAK: _____

XXXXA Way in Cleves Area
XXXXA Way out

E/A: X

OBSERVATIONS: _____

Bombs in area of target -

Bailey

Interrogator

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

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

Interr. Form

PILOT Ch. Anderson A/C# 379 BOX E FLIGHT _____ POS _____

CASUALTIES: _____

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

BATTLE DAMAGE: X

FLAK: XXA N. Malauisat

XI - after turn on way out - near woods E of
Povilly

E/A: X

OBSERVATIONS: 2023-10 tanks parked along road -
Seemed to hit fuel or ammunition cars in yard -

XN

J. Sampson
Interrogator

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Interrog. Form

PILOT St. Mc Cready A/C# 176 BOX 2 FLIGHT 1 POS 5

CASUALTIES: _____

BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: A A-C E
3 3 None

FLAK: _____

Switched from 1st Box to second.
XYHA for front
XHA for 2d.

E/A: _____

OBSERVATIONS: _____

Dropped wing handle - left aft.

Mechan.

Shed
Interrogator

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

Interr. Form

PILOT J. Hall C.P. A/C# 910 BOX 5 FLIGHT 2 POS 6

CASUALTIES: _____

BOMB DISPOSITION: 6 PT ST CT JET RBT BATTLE DAMAGE: none A A-C E

FLAK: _____

4 or 6 Bursts at once.

XX14A.

E/A:

OBSERVATIONS: _____

[Signature]
Interrogator

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

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Interr. Form

PILOT Capt. Russell A/C# 467 BOX 5 FLIGHT 5 POS 1

CASUALTIES: _____

BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: A A-C E
6 None

FLAK: _____

Air was at flights - total 100 bursts
not accurate

8 Bursts on way in - probable same places.

E/A: _____

OBSERVATIONS: _____

La Haye en L. ~~to~~ East of Rouen. 10 miles.

Join

XXHA - M-2245
X+1 M.4416

XHA on way in at Le Haye (4 gun Batt)

XXHA on way out at Pavilly (4 tab)

Landing strips with criss cross strips at angles.
all lanes around - 3 or 4 miles inside
to W of Duppe near St. Omer

at 1 P- M/Y. with 50 to 100 cars - S. of Dourney.
some cars in a string & some shorts.

47's dived across from as flak came Shindan
Interrogator

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