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Abstract

Descriptive Notes: CONTAINS FIELD ORDERS, OPERATIONAL REPORTS, LOADING LISTS, NAVIGATIONAL DATA WITH CHARTS, TACTICAL DATA, TECHNICAL DATA, INTERROGATION FORMS AND REPORT OF CASUALTIES. INCLUSIVE DATES ARE ACTUALLY 2 THROUGH 9 AUG 44.

Title Added Entries: MISSION REPORTS, FOLDER NUMBER 9, MISSION NUMBERS 111 THROUGH 120

Author:**Subject:**

Major Command:

Administrative Markings

No Administrative Markings Listed

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2 AUG 1944

MISSION REPORTS

FOLDER NO. 9

MISSION NO.	F.O. NO.	DATE
111	462	2 AUGUST 1944
112	465	4 AUGUST 1944
113	467	5 AUGUST 1944
114	468	5 AUGUST 1944
115	470	6 AUGUST 1944
116	471	6 AUGUST 1944
117	475	8 AUGUST 1944
118	476	8 AUGUST 1944
119	477	9 AUGUST 1944
120	478	9 AUGUST 1944

00001018

2007-5
SCANNED BY ACD

P.R.C.

DECLASSIFIED
DOD DIR 5200.9, 27 Sep 58

MICROFILMED

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

SECRET
By authority
CG, SAs.178
5 August 1944
Info. _____

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.

416th Bombardment Group (L)
112th Mission, 4 August 1944.
97th CG FO number 160 - 465.

1. 37
2. 37
3. 35
4. 0
5. None
6. 43-9711

15. T. 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

18. A. R. Donato

Pilot turned back before leaving English Coast due to radio and interphone failure - returned and checked OK.

7. 43-9360

19. L. G. Beads

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.

43-10176

19. F. D. McCready

3 bombs released, 3 returned, cause same as above.

43-1961

19. P. Dantas

Right wing rack failed to release. Bombing circuits checked and no cause could be determined. Bombs released upon return from mission.

8. None

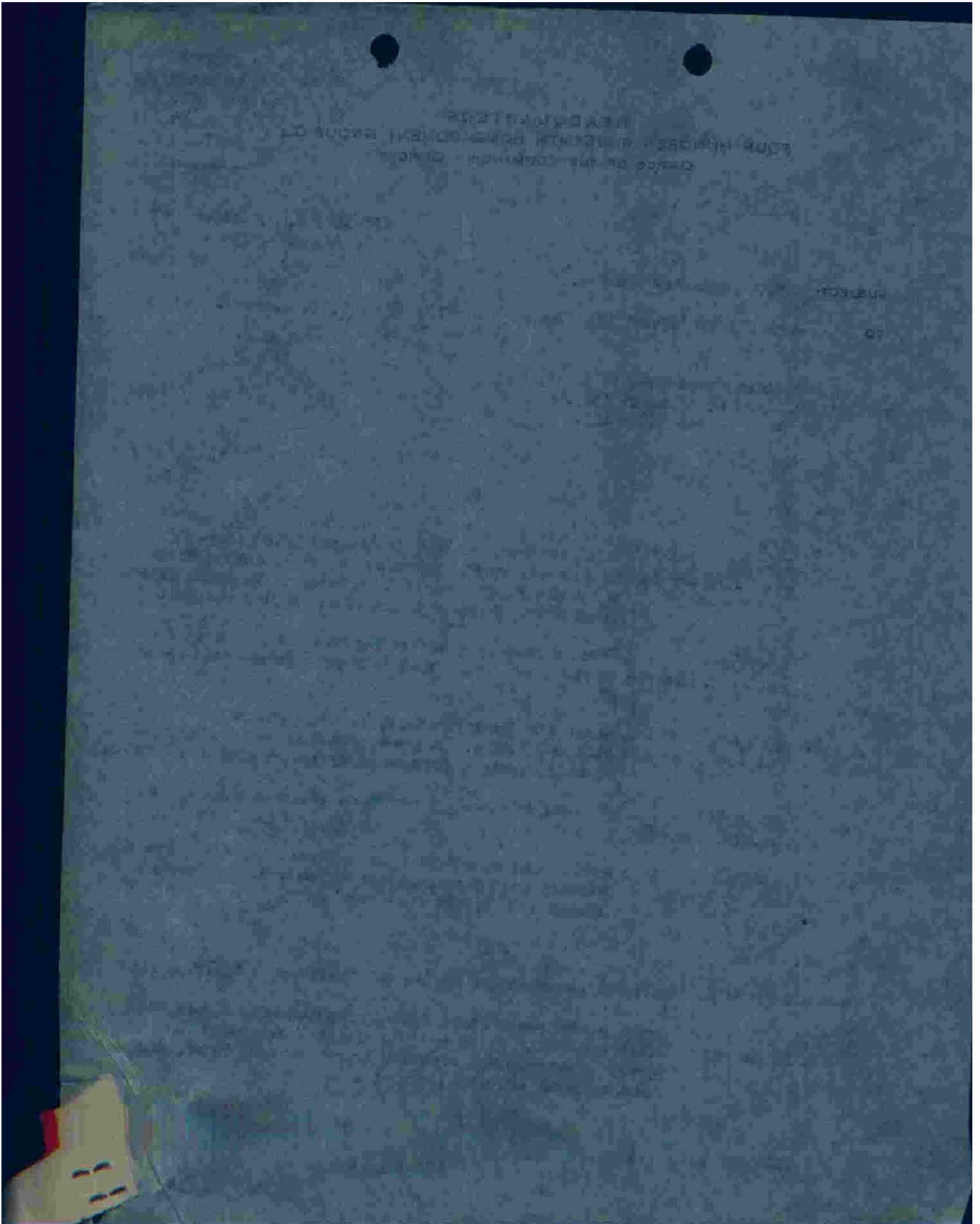
Cite paragraph 6, "Report of Material and Mechanical Failures" 1 August 1944:

43-9745

19. R. B. Lecher

Crash landed near Little Hadden approximately 20 minutes after take-off. Pilot claimed engine choking and loss of power. Investigation revealed broken exhaust valve, cause undetermined. Aircraft salvaged.

AUG 4 1944



Report of Combat Mission

(Cont'd.)

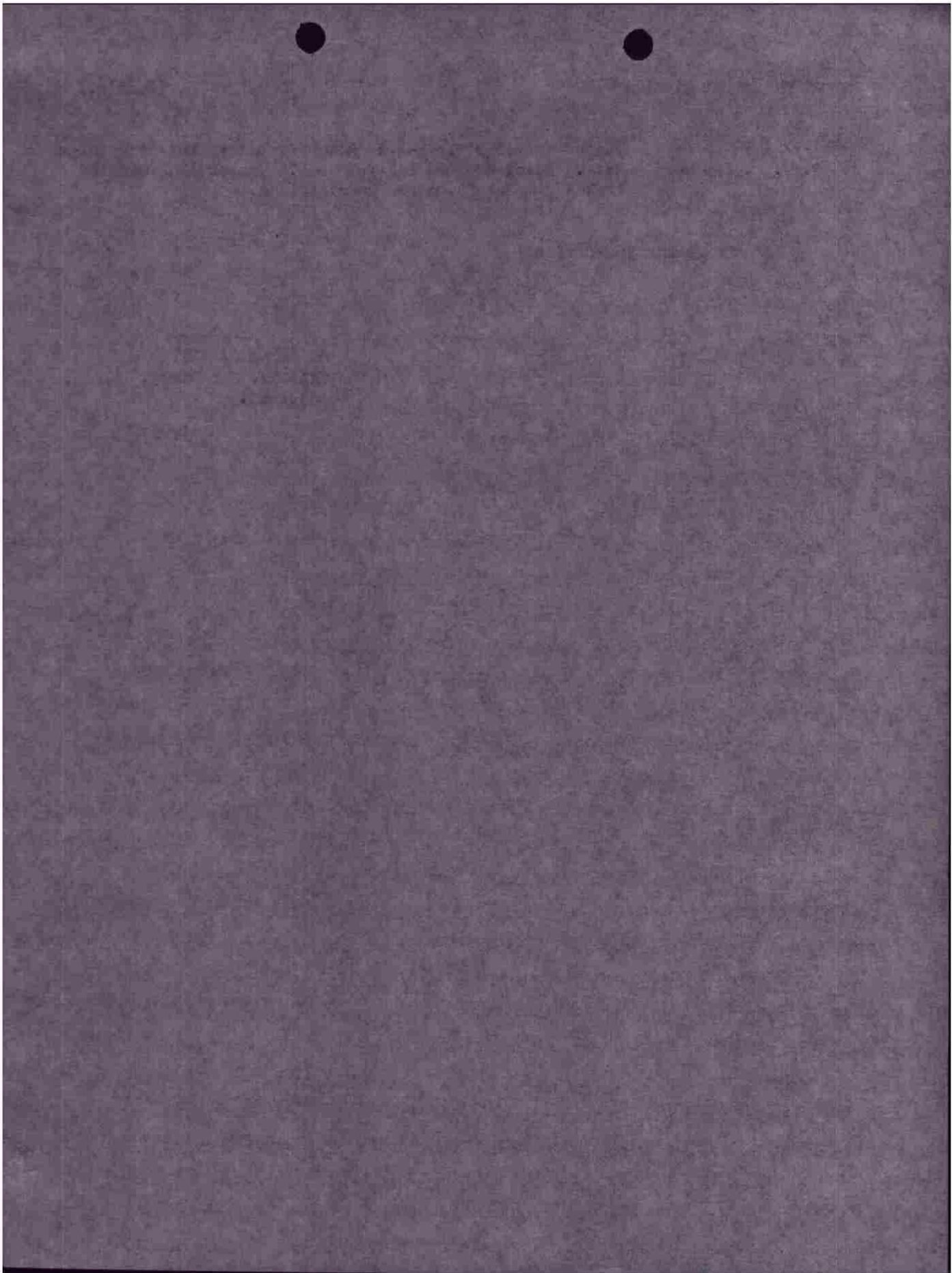
43-9221

Lt. W. A. Marchant

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 SCHENKIN,
Captain, Air Corps,
Adjutant.



SECRET

ANNEX "A"

BOMBING INFORMATION

IK B.C. FIELD ORDER NO. 465BOX Flight I GROUP 116 DATE 4 August 1944 TARGET ATTACKED Beauvais N/Y1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 350°3. Was mercury erection system used? YES ___ NO X4. Did entire (~~bomb~~) (flight) drop on lead bombardier? YES X NO ___

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

Pre-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.R. 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: 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.

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 1849. Time over target 2031-2034. Target - Bourville W/V. A total of 171 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 IHB. Weather over target and elsewhere - 6 to 7/10 clouds top 8,000 ft., visibility down sun 4 miles, up sun zero. Wind inaccurate to moderate accurate HW was experienced. No enemy a/c encountered. Planes landed at 2205.

Description of route from I.P. to target:

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

SECRET

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 165BOX I Flight 2 GROUP 116 DATE 4 August 1944 TARGET ATTACKED Beauvais A/T1. 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. Hunlon6. Name of lead Pilot: Lt. F.V. DeLand7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 250 Altitude: 12,2009. Length of bomb run: 20 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 effecting 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.

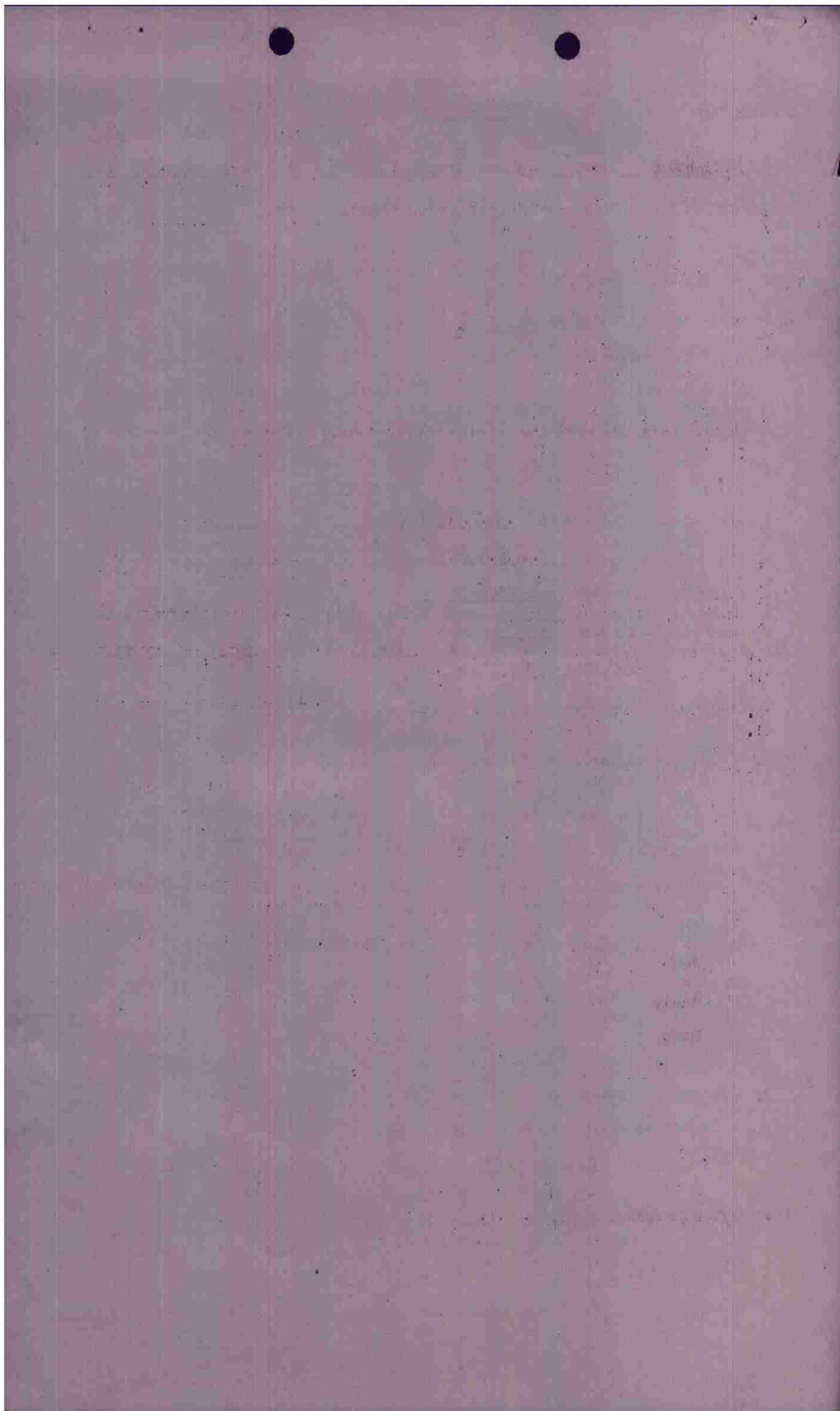
(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____

Results claimed: EXCEL _____ GOOD _____ FLIN _____ POOR _____ GROSS X

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

SECRET



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 465BOX I Flight 3 GROUP A16 DATE 4 August 1944 TARGET ATTACKED Bombing U/V.1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 360°3. Was mercury erection system used? YES _____ NO X4. Did entire ~~(bomb)~~ (flight) drop on lead bombardier? YES X NO _____

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

Pre-set with corrections. Aimed at briefed A.P. in U/V.

5. Name of lead Bombardier: Lt. R.J. Bennett6. Name of lead Pilot: Lt. H.P. Cole7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 258 Altitude: 11,8009. 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.

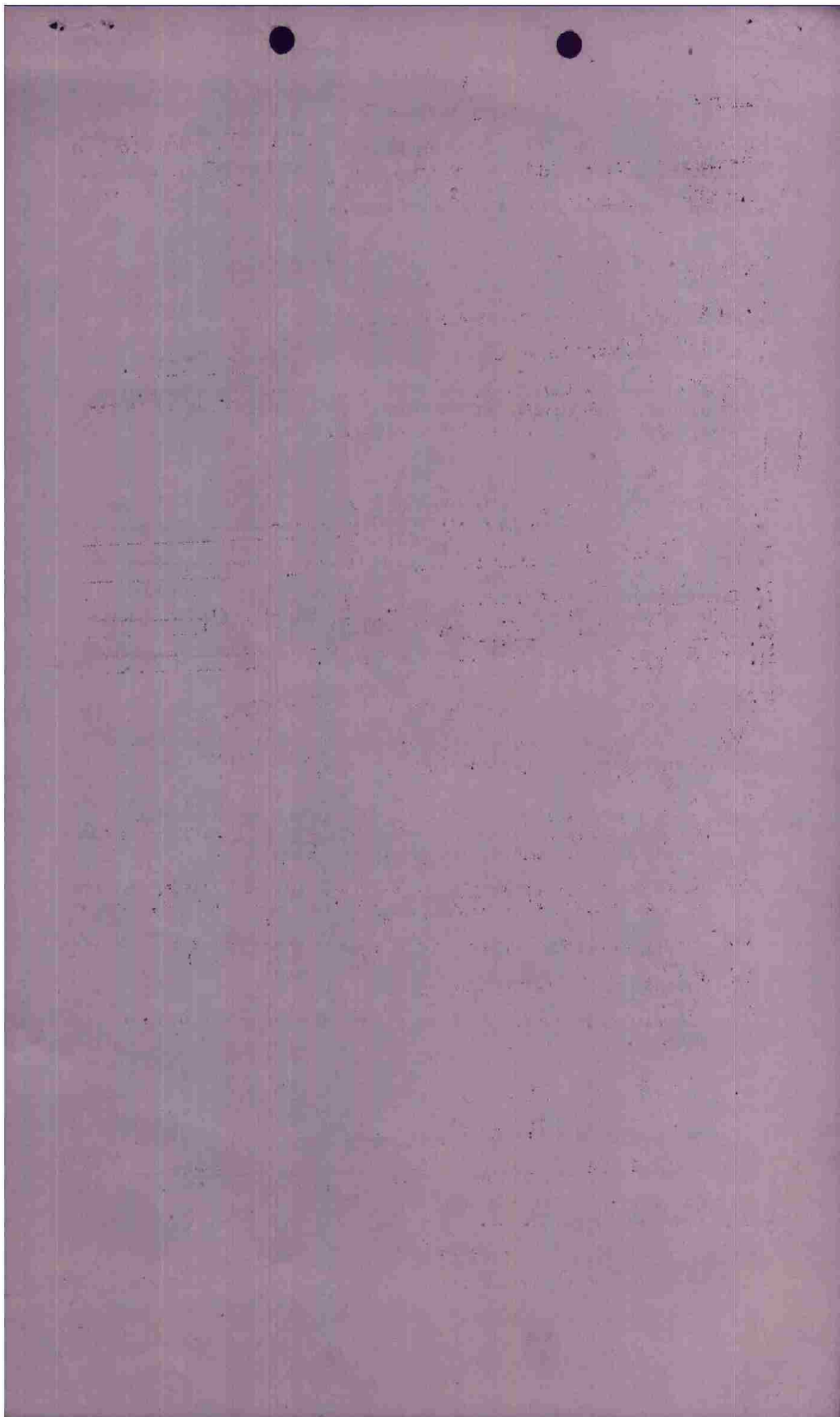
(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____

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

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

S E C R E T



SECRET

ANNEX "A"

BOMBING INFORMATION

IN B.C. FIELD ORDER NO. 44BOX VI Flight 1 GROUP A16 DATE 4 August 1944 TARGET ATTACKED Barracks M/T.1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 340°3. Was mercury erection system used? YES _____ NO X4. Did entire ~~(bomb)~~ (flight) drop on lead bombardier? YES X NO _____

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

Pre-set with corrections. Aimed at briefed A.P. in M/T.

5. Name of lead Bombardier: Lt. P.H. Burriel6. Name of lead Pilot: Captain G.M. McKelvey7. 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 1/10 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.

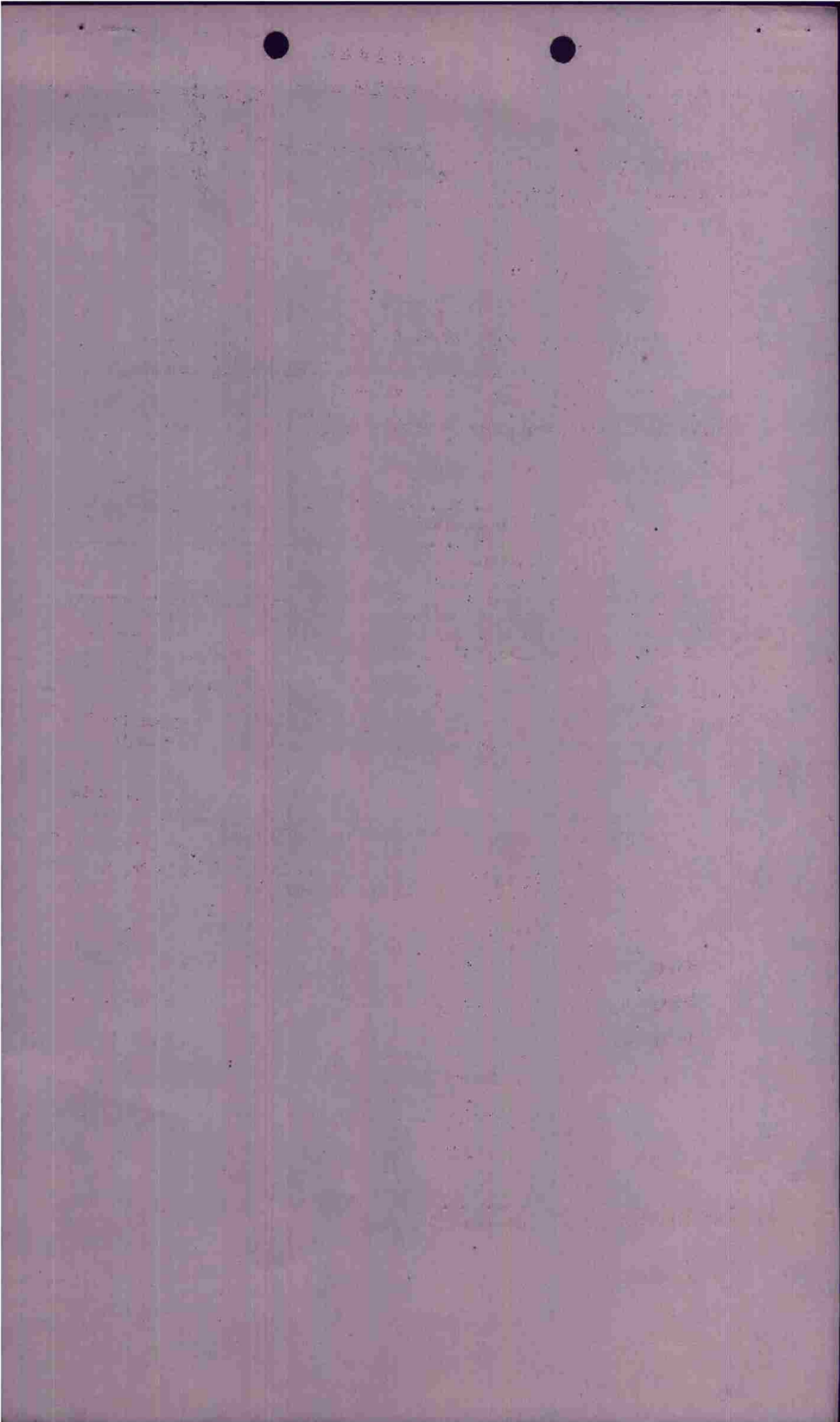
(g) Bombing results as reported by crews:

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.

SECRET



SECRET

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 465BOX VI Flight 2 GROUP A16 DATE 4 August 1944 TARGET ATTACKED Beauvais H/Y.1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 390°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 H/Y.5. Name of lead Bombardier: Lt. J. Hainfort.6. Name of lead Pilot: Major J.J. Napier7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 252 Altitude: 11,7009. Length of bomb run: 35 Sec10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/100 T11. Total Bombs Dropped: 36

12. Full statement of all factors effecting 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 effecting bombing:

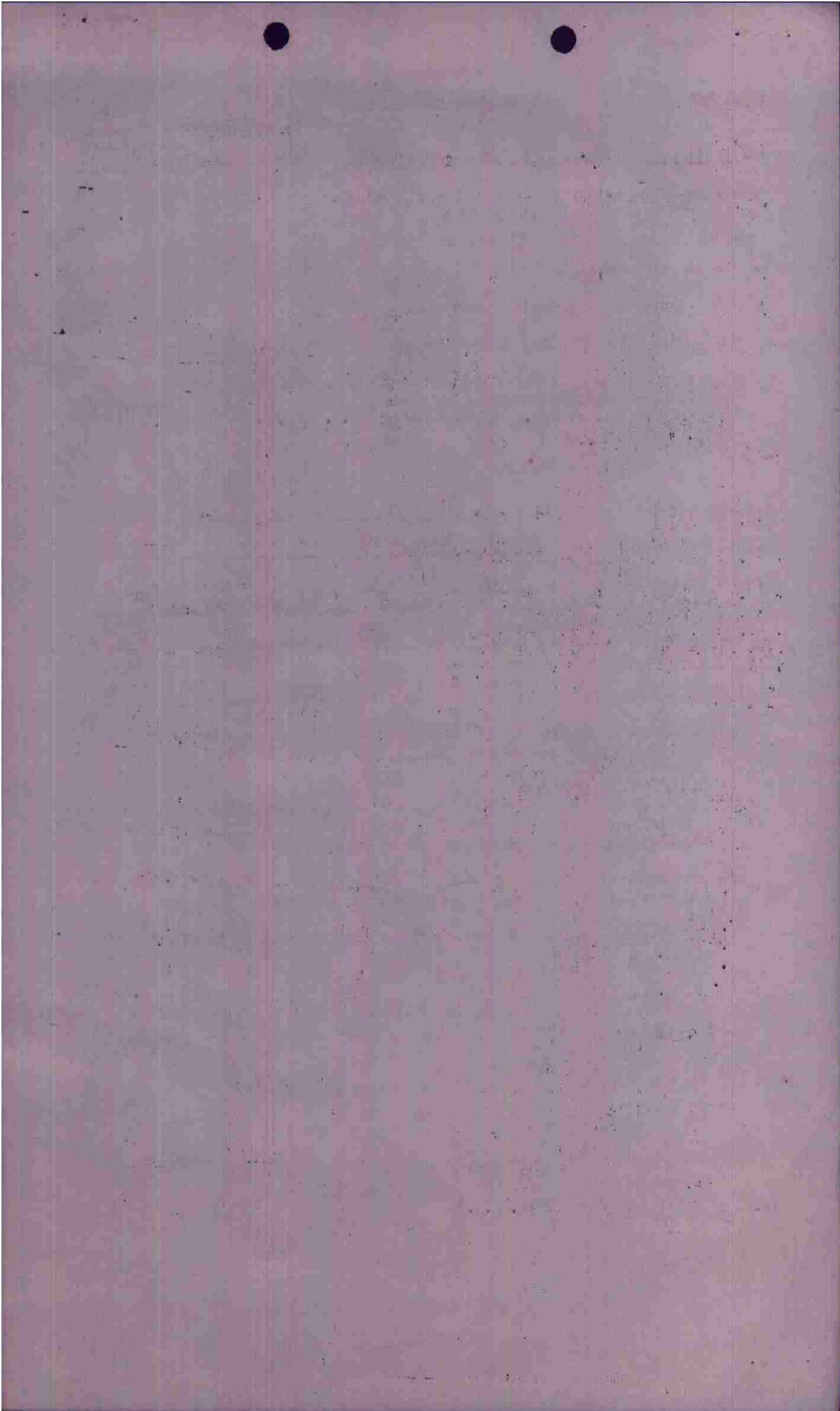
No photos.

(g) Bombing results as reported by crews:

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

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

SECRET



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 465BOX II Flight 3 GROUP A16 DATE 4 August 1944 TARGET ATTACKED Beauvais B/Y.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/N 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. Rudisill7. 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: 28

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.

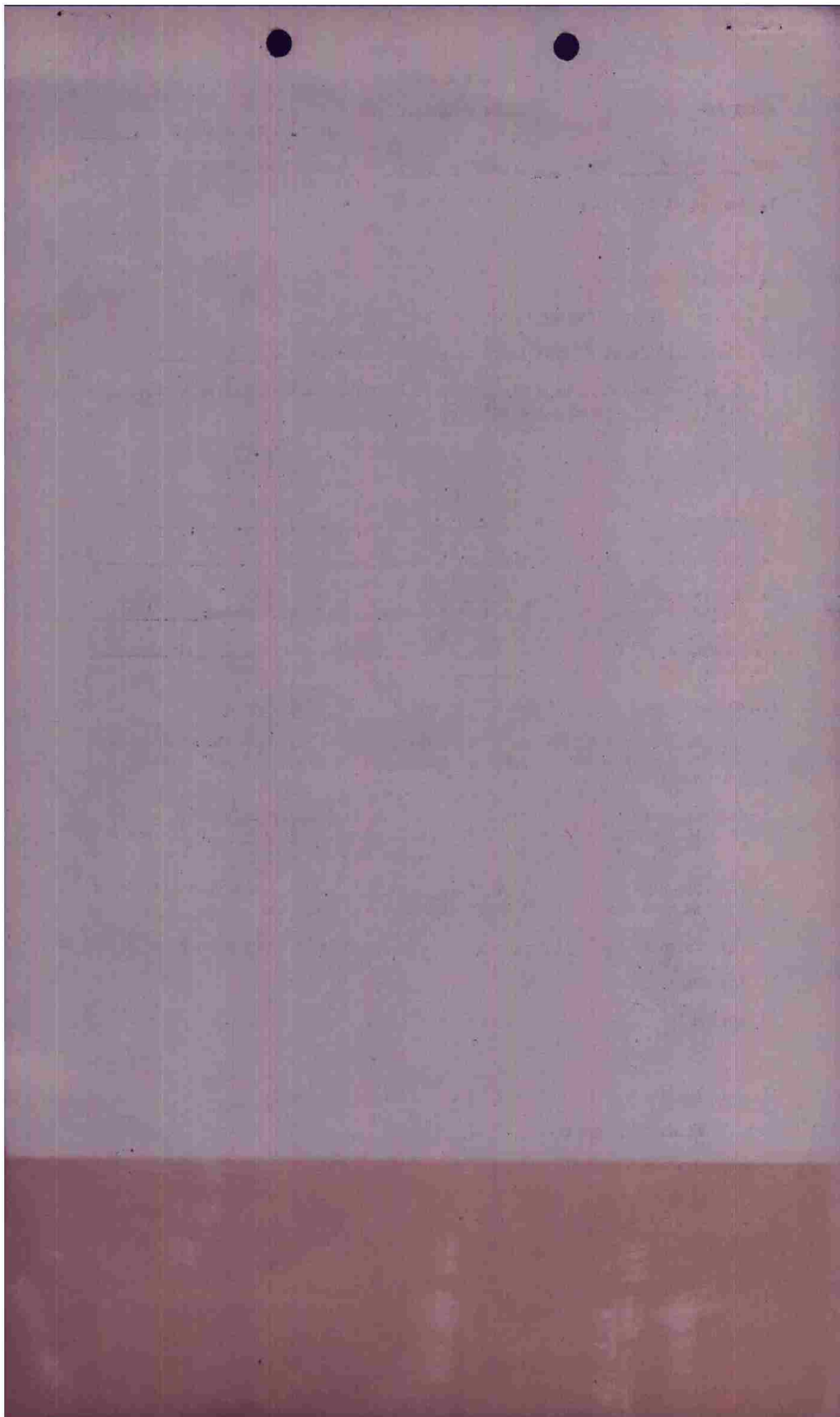
(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____

Results claimed: EXCEL X GOOD _____ EMIR _____ POOR _____ GROSS _____

2 x 1/10 bomb load 6 x 500 lb. J.P.

S E C R E T



MISSION 112

LOADING LIST

4 AUGUST 1944

BOX I
FLIGHT I

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

4. 362 L
Lt. L.G. Peede ✓
A S/Sgt. G.L. Hibbs
Sgt. J.H. Roberts

2. 480 B
Capt. H.F. Conant ✓
Sgt. D.E. Raines ✓ w/k
A Lt. G.E. Lindsay (4th Combat Camera Unit)

5. 894 R
Lt. J.P. Kenny ✓
A Sgt. J.K. Spadoni * w/k
Sgt. F. Noteriani

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

6. 195 D
A Lt. A.J. Welsh ✓
Sgt. R.E. Wright
Sgt. S.G. Novak

FLIGHT II

1. 645 B-1
Lt. F.W. DeMand ✓
A Lt. R.J. Haddon ✓ HX
S/Sgt. R.J. Troyer
S/Sgt. J.L. Czeck

4. 937 B-1
Lt. A.R. Durante ✓ Ret'd Early w/k
A S/Sgt. H.T. Best No Sortie -
S/Sgt. I.R. DeGiusti Radio + Interphone Out

2. 165 H
Lt. M. Zubon ✓
A T/Sgt. J.R.L. Tanner w/k
S/Sgt. W.C. Russell

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

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

6. 951 P
A Lt. A.E. Herman ✓
S/Sgt. A.D. Garrett w/k
S/Sgt. J. Young

FLIGHT III

1. 1711 S
A Lt. H.P. Cole ✓
Lt. R.J. Bassett * w/k
S/Sgt. B.G. Fandre
S/Sgt. F.R. Chvatal

4. 493 V
A Lt. R.H. Smith Not Airborne -
S/Sgt. R.J. Mahoney Brakes Out
S/Sgt. J.S. Brower

2. 219 D-1
A Lt. H.D. Andrews ✓
S/Sgt. G.M. Cook
S/Sgt. E.R. Werley

5. 9711 M
A Lt. T.J. Murray Ret'd Early
S/Sgt. D.H. DeBower No Sortie -
S/Sgt. R.J. Jones Right Oil Pump Out

3. 714 N-1
A Lt. F.W. Henderson ✓
S/Sgt. R.M. Griswold
S/Sgt. P.E. Coulombe

6. 925 G
A Lt. D.L. Withington ✓
Sgt. L.D. McElhattan * w/k
Sgt. C.F. Huss

SPARE

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

Mission No. 112
Box I
4 Aug 44

19

MISSION NO. 112

LOADING LIST

4 AUGUST 1944

BOX NO. II
FLIGHT I

1. 640 Z
A Capt. G. M. McNulty
Lt. F. H. Bursiel
Sgt. A. E. Mayheu
S/Sgt. E. E. Judd

2. 819 K
A Lt. R. G. Meredith
S/Sgt. A. A. Hill
S/Sgt. R. W. MacDonald

3. 379 G
A Lt. C. J. Andersen
Sgt. T. G. Euga
Sgt. E. L. Schafer

4. 935 F
A Lt. R. D. Lasher
S/Sgt. H. R. Hedrick
Sgt. S. P. Newell

5. 176 T
A Lt. T. D. McCready
Sgt. R. S. Gandy
Sgt. W. F. Feuhrest

6. 907 O
A Lt. P. E. Parker
Sgt. A. F. Galloway
Sgt. S. Kochman

FLIGHT II

1. 469 J
B Major J. G. Napier
Lt. J. Madenfort
S/Sgt. R. R. Lowe
Pvt. H. W. Perkins

2. 1961 P
B Lt. P. Dantas
S/Sgt. A. L. Nielsen
S/Sgt. W. E. Fields

3. 147 K-1
B Lt. A. J. Vleghels
S/Sgt. R. W. Rice
S/Sgt. C. E. Young

4. 929 C
B Lt. T. Boukamp
S/Sgt. O. D. Lenave
S/Sgt. J. S. Wing

5. 943 F-1
B Lt. S. E. Tripp
Sgt. J. C. Scott
Sgt. D. F. Mallory

6. 900 Q
B Lt. E. P. Hall
Sgt. R. P. Sharp
Sgt. R. W. Carstens

FLIGHT III

1. 467 W
C Capt. R. S. Rudisill
Lt. R. H. Joest
S/Sgt. R. K. Riley
S/Sgt. A. J. Bomemo

2. 200 A
C Lt. E. L. Johnson
S/Sgt. W. J. Donahue
S/Sgt. M. R. Braya

3. 674 R
C Lt. R. B. Singletary
Sgt. A. A. Cianciosi
Sgt. H. G. Wiggins

4. 209 K-2
C Lt. P. G. Atkinson
T/Sgt. J. F. Goggins
S/Sgt. J. D. Gossett

5. 217 D
C Lt. T. R. Leonard
S/Sgt. O. D. Evans
S/Sgt. T. A. Palmer

6. 978 S
C Lt. N. G. Brown
S/Sgt. H. E. White
S/Sgt. R. F. Addleman

SPARE

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

Mission No. 112
Box II
4 Aug 44

PRIORITY

FROM: 416TH BOMB GROUP (L)

TO: IX BOMBER COMMAND

TO: 97TH COMBAT WING

416 BG A _____ E

SECRET IN THE CLEAR

"J" FORM OPERATIONAL

CLEARANCE F-11

4 AUGUST 1944

PREPARED BY LT E T PLATTER

A.

B. SELSY BILL

C. 1940

D. BOX I R/T SKIPPER ONE

668 6 P B N L R D

671 12 R-1 H E B-1 J P S D-1 N-1 V M G

670 1 SPARE E-1

GROUP LEADER 668 P

DEPUTY 668 B

BOX II R/T SKIPPER TWO

668 6 Z K G F T O

669 6 J P K-1 C F-1 Q

670 6 W R K-2 D S A

669 1 SPARE . . W-1

SECOND BOX LEADER 668 Z

DEPUTY 668 K

E. 12,000

F. ST. VALERY

G. 2015

H. 38 MINUTES

J. ST VALERY

k. SELSY BILL

L. 2115

M. 1. T.O. . 1850

E.T.D. . 1910

E.T.A. . 2148

2. 21 A/C . . 6 X 500 G.P.

17 A/C . . 4 X 500 G.P. (INCLUDES 2 SPARES)

3. 4 HOURS

4. 4902E/C/32

5. NONE

AYLESWORTH COBOMGR 416

I certify that this is official business:

John M. Bonura
JOHN M. BONURA,
1st Lieut., Air Corps.

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

FROM: COBOMGR 416

TO : COCRWIG 97 ATT: SIG O

A - YS - 112

B - 4 AUGUST 1944

C - 36 A/C

D - 668 - 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.

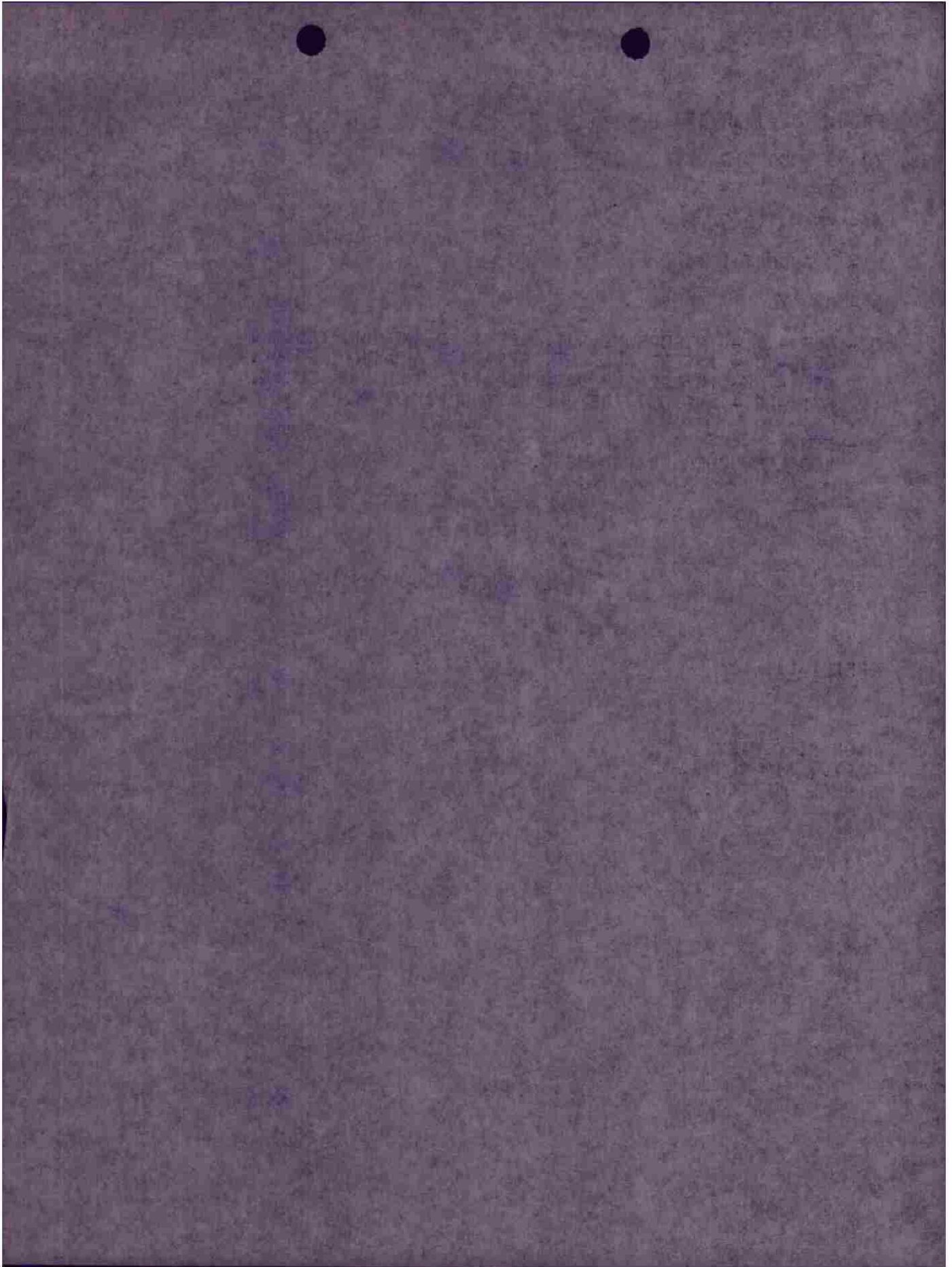
E - NONE
LOCAL BUNCHER BEACON USED.

F - NONE

AYLESWORTH COBOMGR 416

OFFICIAL:

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



CONFIDENTIAL

HEADQUARTERS
41st 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: 5/10 swelling cumulus at 4000 feet.
3-4/10 cirrus estimated at 30000 feet.
Visibility 10 miles.

ROUTE OUT: Large patches of 6-7/10 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 6 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 2-5
miles in thick haze.

TARGET: 5-6/10 cumulus with tops estimated 8000 feet.
Large break directly over target. Visibility
2-3 miles.

ROUTE BACK: Similar to route out except visibility
into sun 6 miles over continent becoming
2-3 miles over the channel and 4-5 miles
over England.

BASE ON RETURN: 1-3/10 altocumulus at 8000 feet.
7/10 cirrus estimated at 30000 feet.
Visibility 4 miles.

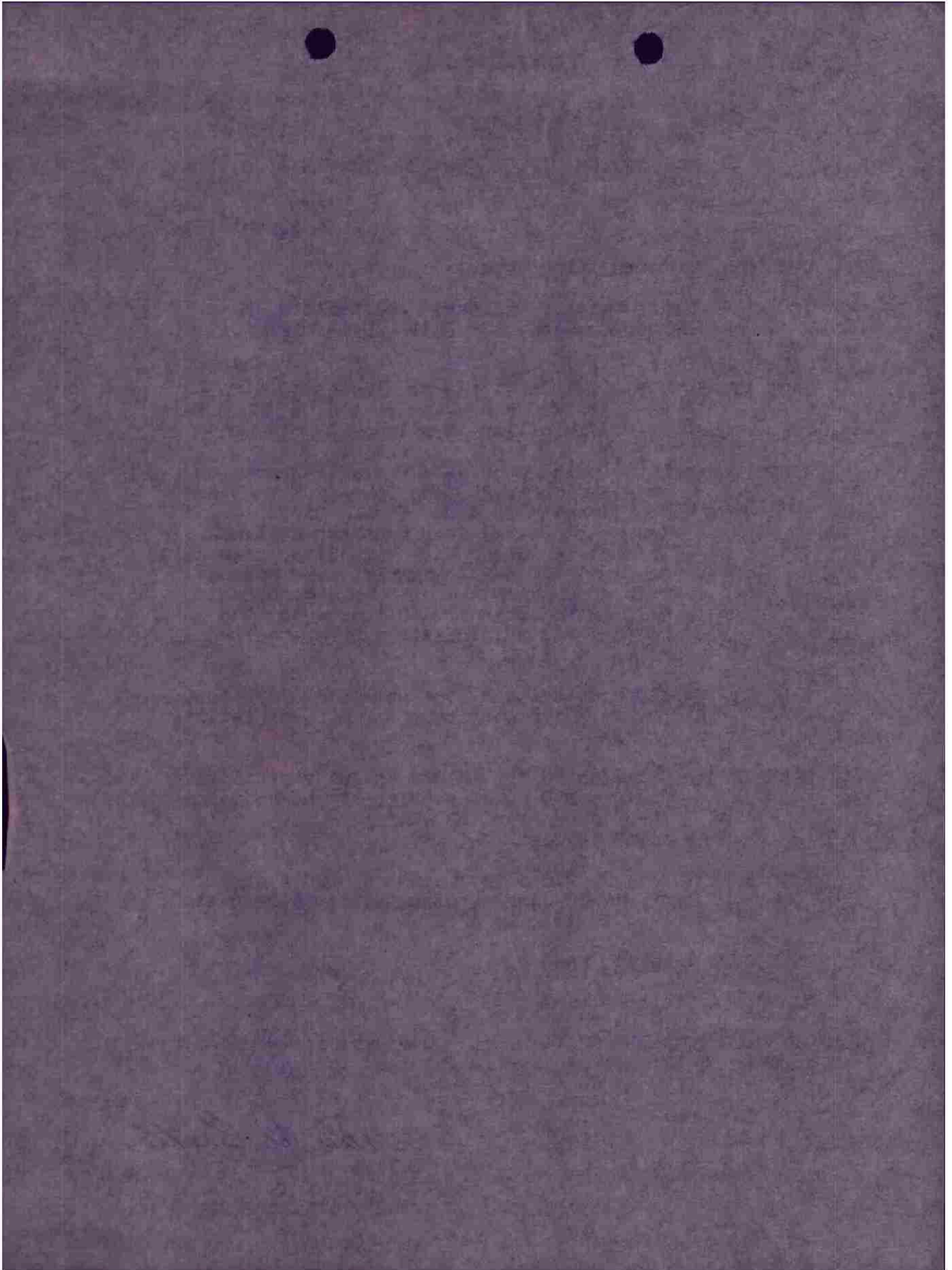
TIME OVER TARGET: 2034

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



POST-MISSION REPORTMISSION NO. 117

DATE

AUG 4 - 19441. Number of men wounded (Medical Officer - 15) NONE2. Bombing malfunctions (Captain MacDonald - 92) THREE

(Number)

Sq A: #362 - 1 bomb released, 5 returned; release button froze in energized position, causing failure to transfer current to following racks.

Sq A: #176 - 3 bombs dropped, 3 returned; cause same as #362

Sq B: 1961 - Returned one bomb; (Bomb dropped ok upon return from mission, electrical circuits checked ok)

3. Camera malfunctions (Lt Gachet - 84) None

(Number)

4. Number of Planes Operational: Bomb Group 14 - J Service Group 3 - J
43 - G 2 - G5. Percent of Battle Damage (Intelligence - 58 or 17) 11%

6. Planes failing to become airborne or returning early.

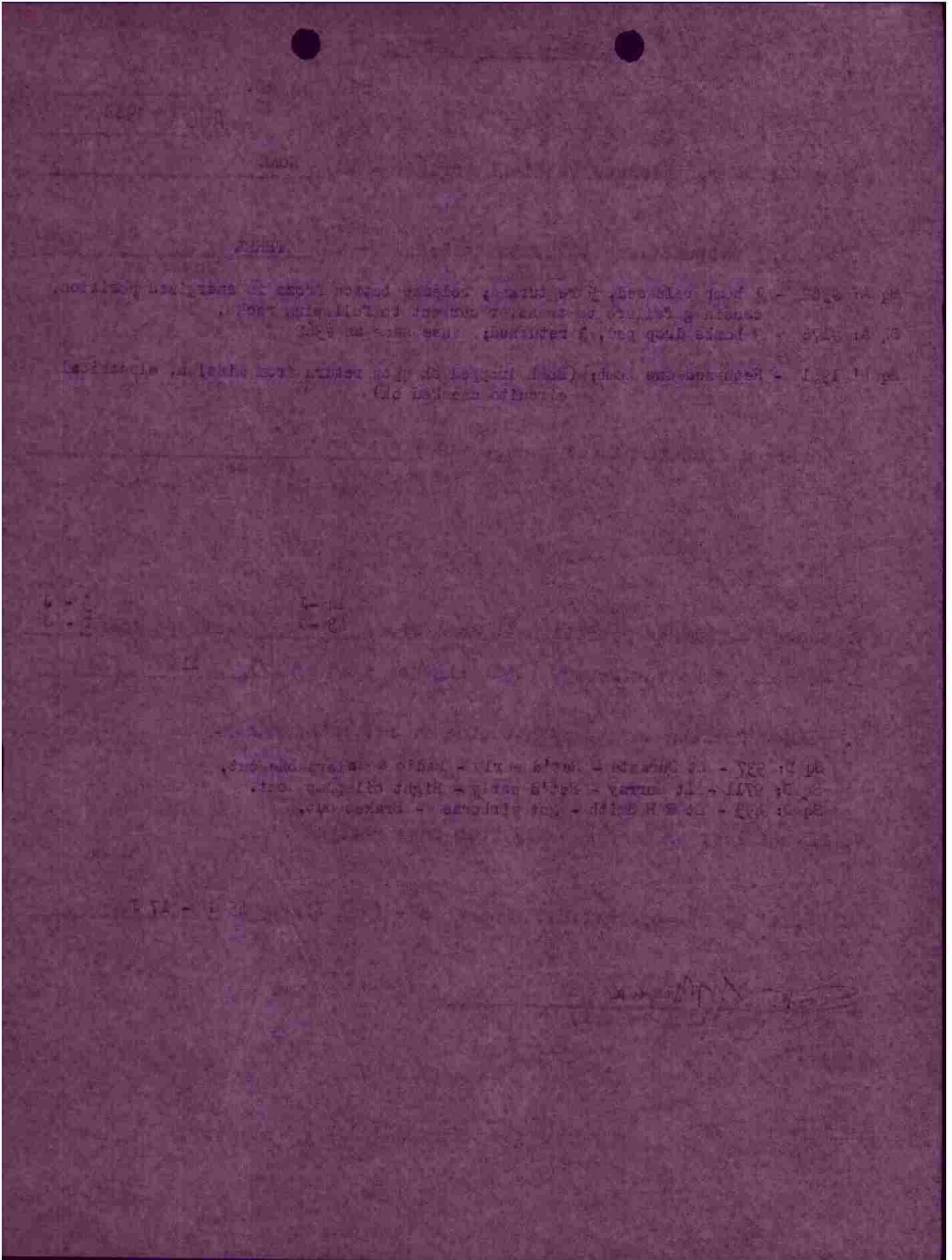
Sq D: 937 - Lt Durante - Ret'd early - Radio & Interphone out.

Sq D: 9711 - Lt Murray - Ret'd early - Right oil pump out.

Sq D: 493 - Lt R H Smith - Not airborne - Brakes out.

7. Planes lost or landing away from base - reason.

8. No. of planes operational called to - 97th Wing 45 G - 17 JSgt M. Byrne
(Person compiling report)



Mission No. 112

Box I

AUG 4 - 1944

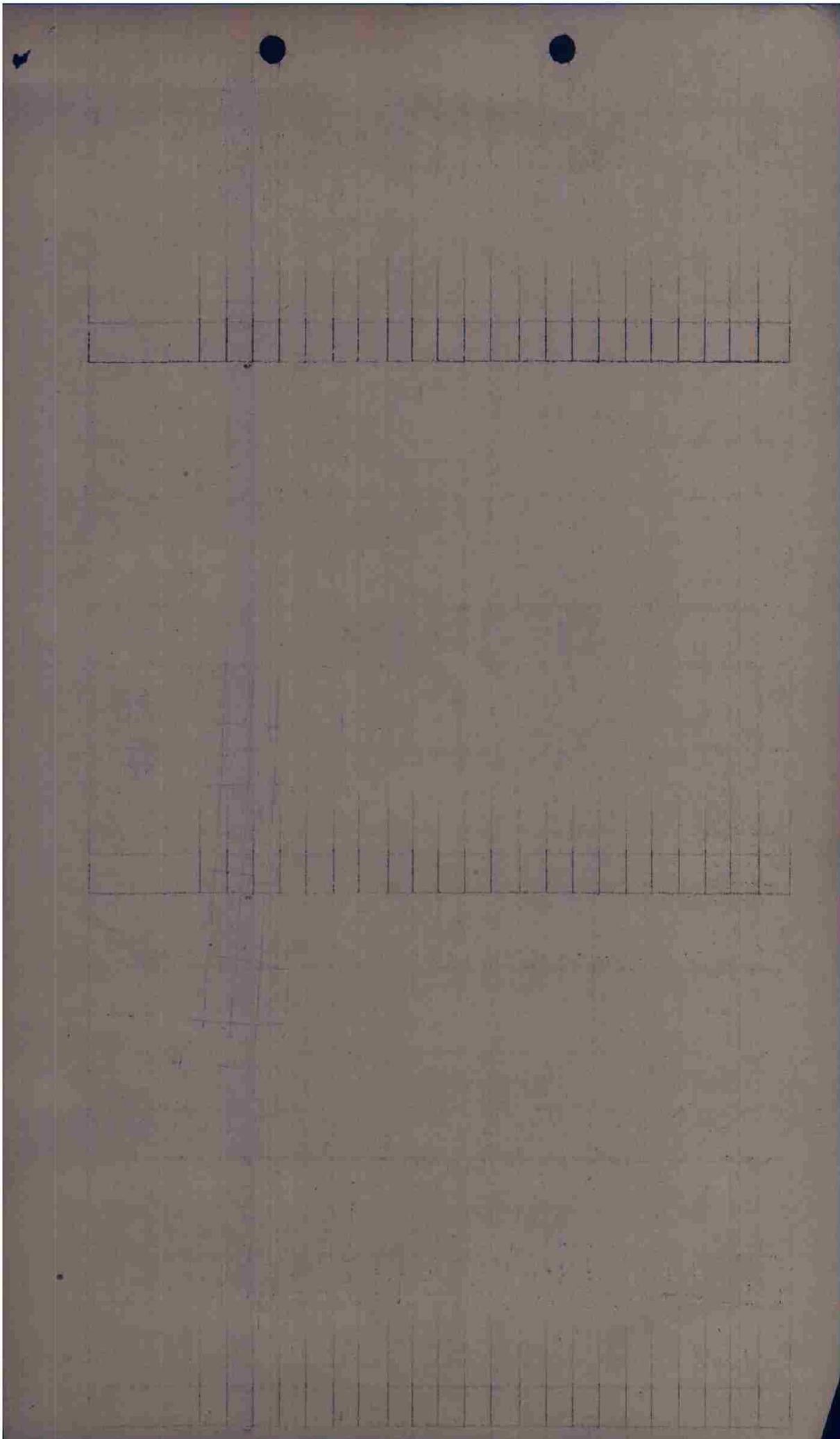
S G D N	A / C LTR	A / C NO.	PILOT	D I S T A N C E	TARGET	A T O	ENG. COAST OUT	ENEMY COAST IN	T O T	ENEMY COAST OUT	ENG. COAST IN	C A M E R A	F U L L O L D	B O M B O A D	E N D U R	L A N D I M E	R E M A R K S
A	P	1717	Major Frier	164		1849	Deling Bill	2033		Deling Bill		C	725	4x500	4	2148	
A	B	480	Carroll			1849	Deling Bill	19080		10000	9000	C				2148	
A	N	150	Hansen			1849	12000	2015		2053	2115	C				2149	
A	L	363	Feder			1849						C				2149	
A	R	894	Stenberg			1849						C				2149	
A	D	195	Neelak			1850						C				2151	
A	R-1	645	Bohman			1850						C				2154	
A	H	165	Yakob			1850										2154	
A	E	220	Speckart			1850										2154	
A	B-1	937	Stewart			1850										2154	
A	J	9719	Estes			1851						C				2154	
A	P	951	Storman			1851						C				2154	
A	S	1711	Cole			1851						C				2154	
A	D-1	219	Andriew			1851										2154	
A	N-1	714	Wenderson			1852										2154	
A	V	493	Smith, R.H.														
A	M	9711	Murray			1852										1903	Radio out
A	G	925	McMillan			1852						C				2158	RIGHT OIL PUMP
C	E-1	224	Knudsen			1853										2156	Span

RADIO AND INTERPHONE

Radio out

RIGHT OIL PUMP

Span

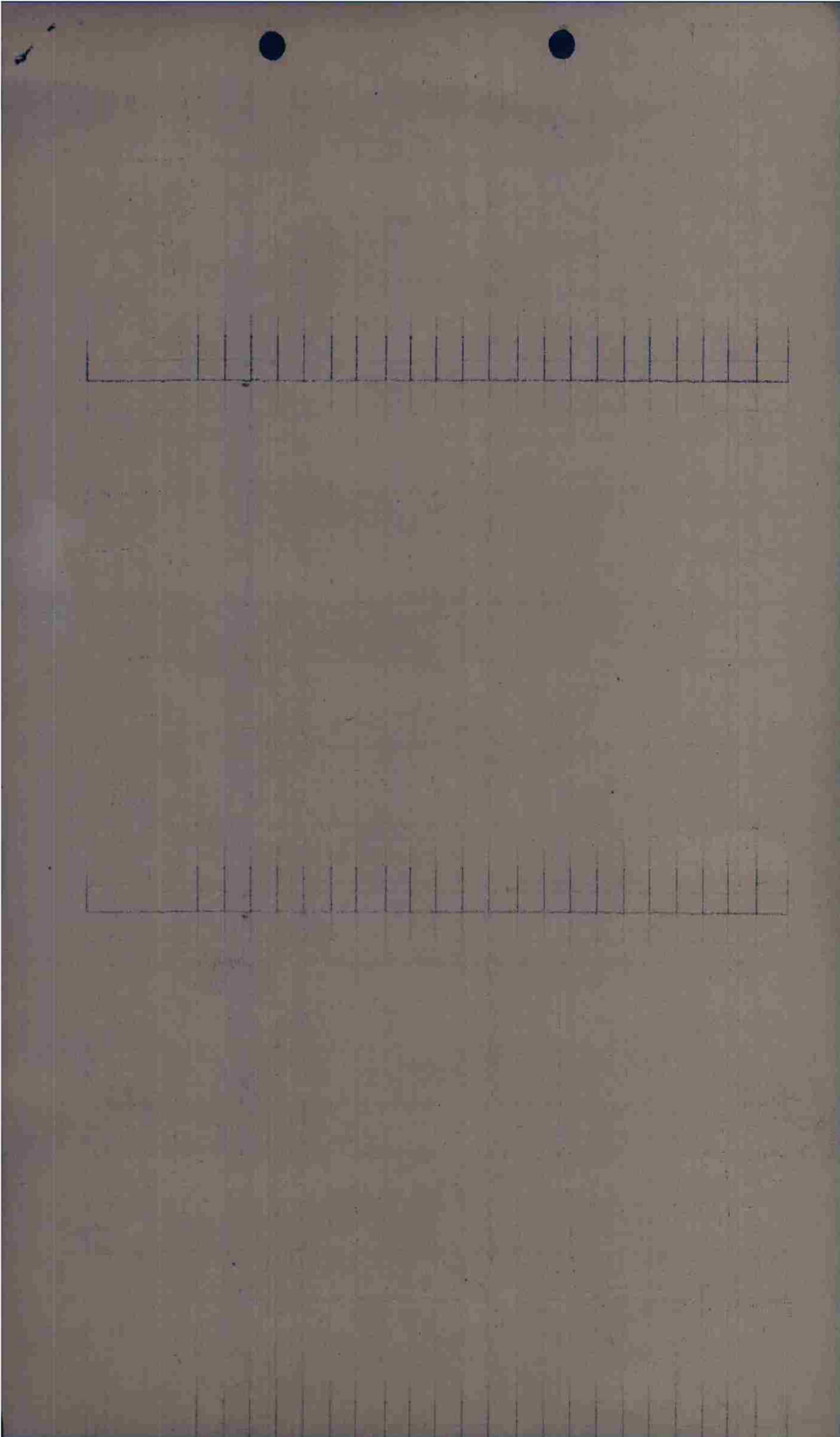


Mission No. 113

Part II

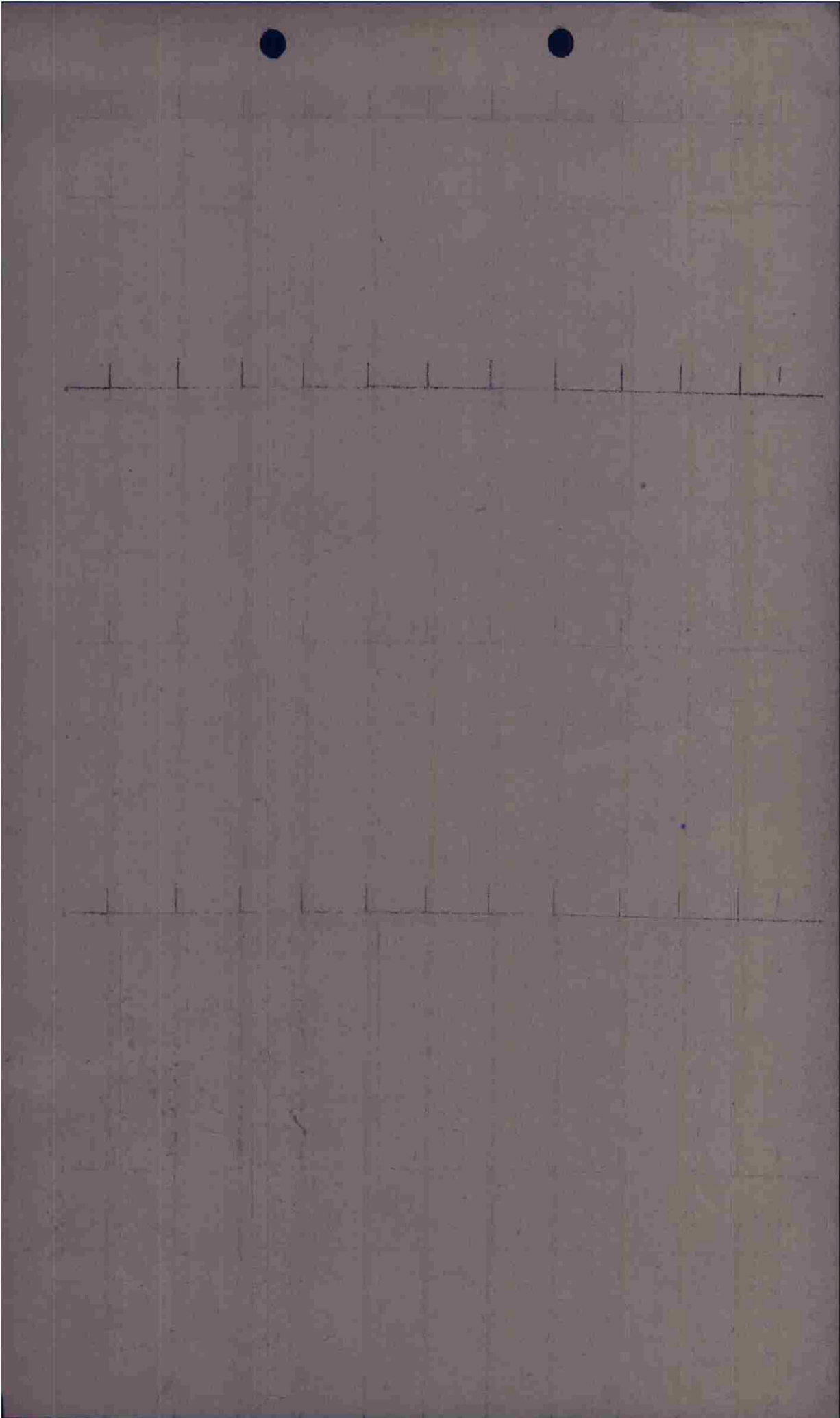
AUG 4 - 1944

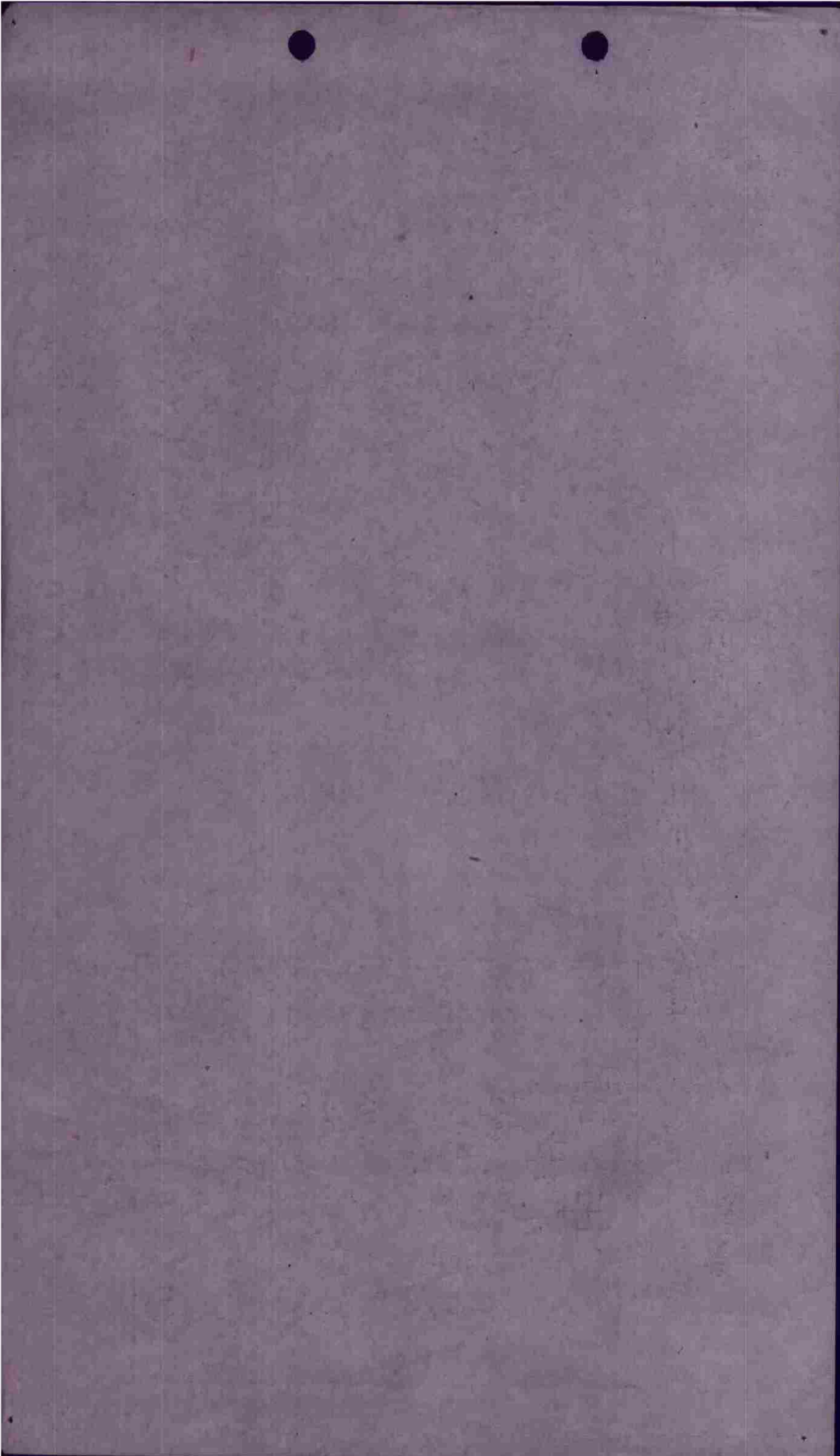
S Q D N	A / C LTR	A / C NO.	PILOT	D I S T A N C E	T A R G E T	A T O	E N G . C O A S T O U T	E N E M Y C O A S T I N	T O T	E N E M Y C O A S T O U T	E N G . C O A S T I N	C A M E R A	F U L L O L D A D	B O M B A D	E N D U R	L A T I T U D E	R E M A R K S
A	Z	640	M. E. Mistry			18 55										2159	
A	K	819	Meredith			18 55						C				2500	
A	G	379	Anderson			18 55										2201	
A	E	935	Decker			18 55										2201	
A	T	176	M. E. Mistry			18 55										2201	
A	O	907	Farmer			18 56										2201	
B	J	469	Harkin			18 56										2203	
B	P	1961	Harkin			18 56										2204	
B	K-1	1417	W. B. Kite			18 56										2204	
B	C	919	Bankhart			18 56										2204	
B	F-1	943	Smith			18 57										2205	
B	Q	900	Smith			18 57										2205	
A	Q	900	Smith			18 57										2205	
A	W	467	Harkin			18 57										2206	
C	N	200	Harkin			18 58										2206	
C	R	674	Harkin			18 58										2206	
C	K-1	309	Harkin			18 58										2207	
C	D	817	Harkin			18 58										2207	
C	S	978	Harkin			18 59										2208	
B	W-1	743	Harkin			18 59										2208	



SHIP NO	SQUADRON	PILOT and/or BOMBARDIER	ENGINE S	MALFUNCTIONS	OTHER MALFUNCTIONS
<i>Martin</i> No. <i>112</i> <i>4 August 1944</i>					
362	A	Fuelle		Right wing's rack released Left wing's rack and Bombing gear doors failed	Release button broke in emergency position - failed to transfer current to following stream
176	A	McCreedy		3 Bombs released 3 Bombs returned Right wing's rack failed to release	Bomb released upon return from mission - Bombs & circuitry exploded and fell
7961	B	DANTA			

William R. Starnes
Capt. A.O.
Commander of Base -





OICOG OINAK OIGOF OIYAA V OILAI 2/04 OF

FROM 97TH COMBAT BOMB WING 04/1619B 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

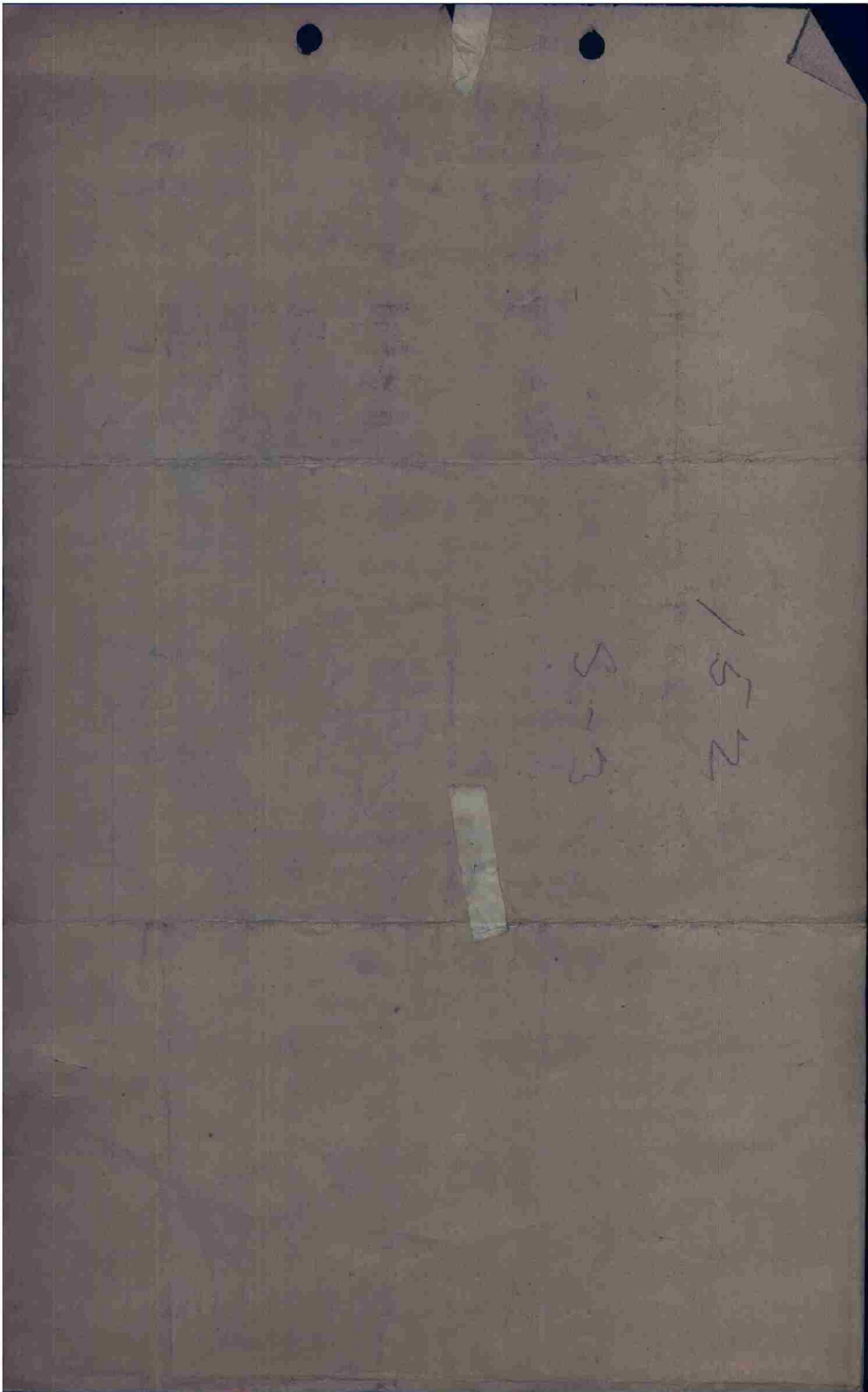
3. A. 410TH BOMB GROUP:

- (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) 4923N 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 060548. (COVER SIDINGS FROM 083045 - 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



4. NO CHANGE

5. COMMUNICATIONS:

A. 416TH BOMB GROUP.
(2) CLOTHING
(3) POLER

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.

COCETWIG 97

BT 04/1615E
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.

OIVAA R04/1705B UJF DEBB

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OICOG OILAI V YAA YAA 24/4 OP
 FROM 416TH BOMB GROUP (L) 04/2330B
 TO : XXX HQ IX BOMBER COMMAND. ATTN: A-2
 HQ 97TH COMBAT WING

416TH BG A-101-D

SECRET QOX BT

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 KXX 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) XXX 35 A/C BOMBED PRIMARY.
- D. (1) 1849
 (2) 2031-2034
 (3) 2208
- D. 3A/C " CAT" A
 1 A/C " CAT" AC
 XXX 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 XXX 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
- EX
- G. M/Y 50-60 CARS AT .XXX 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 XXXXX 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 XXXXXX 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.

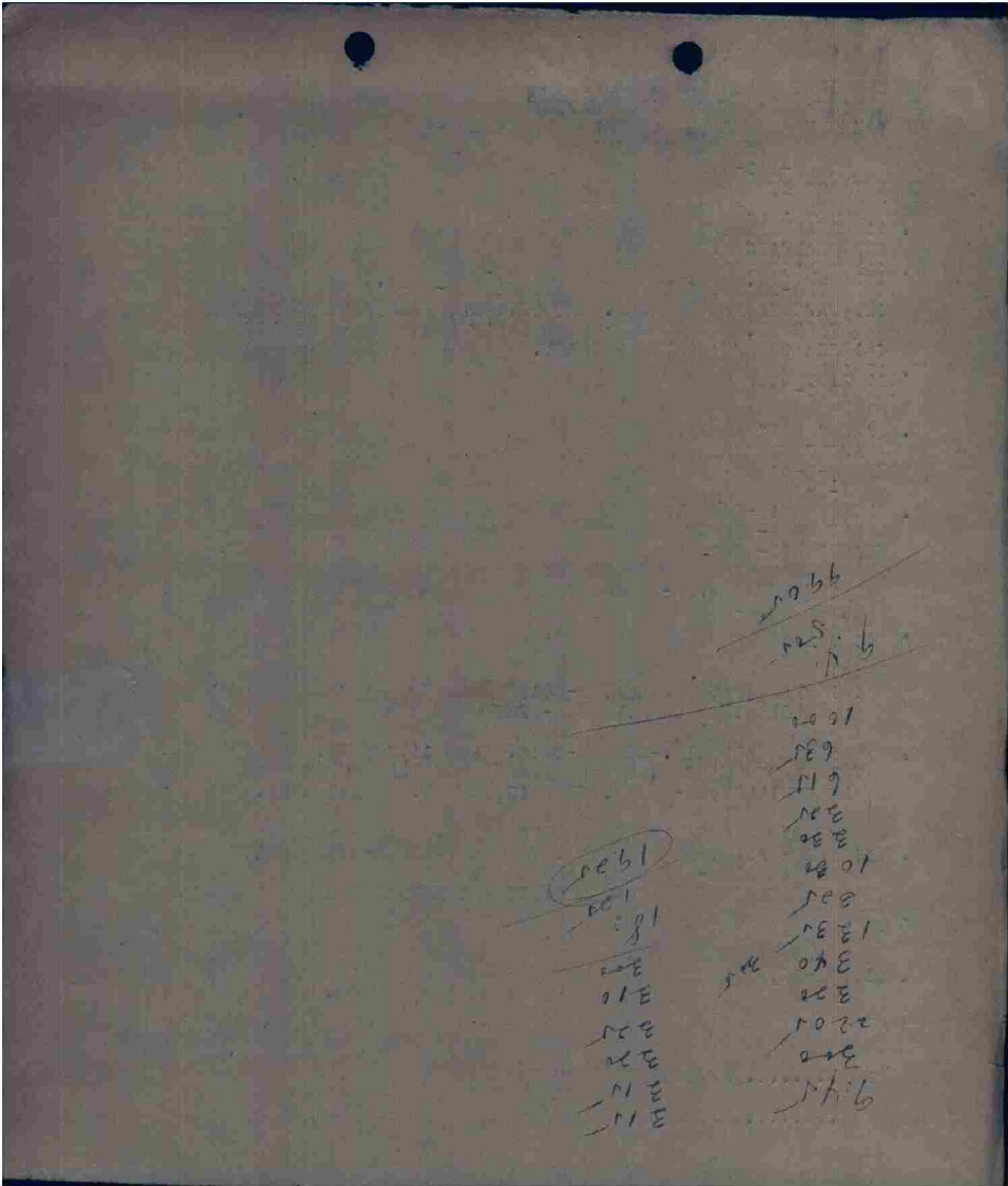
BT 04/2330B

AS AS AS

WJF AR

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

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



OICOG V YAA YAA 1/6 P
T OIUBA
FROM 416TH BOMB GROUP (L) 05/0320B
TO HQ 9TH AIR FORCE ATT: A-2
HQ 9TH BOMBER COMMAND ATT: A-2

416BG A-102-D
SECRET QOX BT

FIRST PHASE REPORT K S/A PHOTOS 4/6/44

A. DEAUVAIS M/Y

B. SAME AS A.

N. 2031 - 2034

K. CONCENTRATION OF BOMBS IN CENTER OF M/Y CAUSING CONSIDERABLE
DAMAGE TO GOODE WAGONS AND TRACKS. SEVERAL HITS ON FUEL OR
AMMUNITION SUPPLIES, AS EVIDENCED BY EXPLOSIONS. NUMBER OF HITS
ON LARGE BUILDINGS IN M/Y AREA.

COBOMCR 416

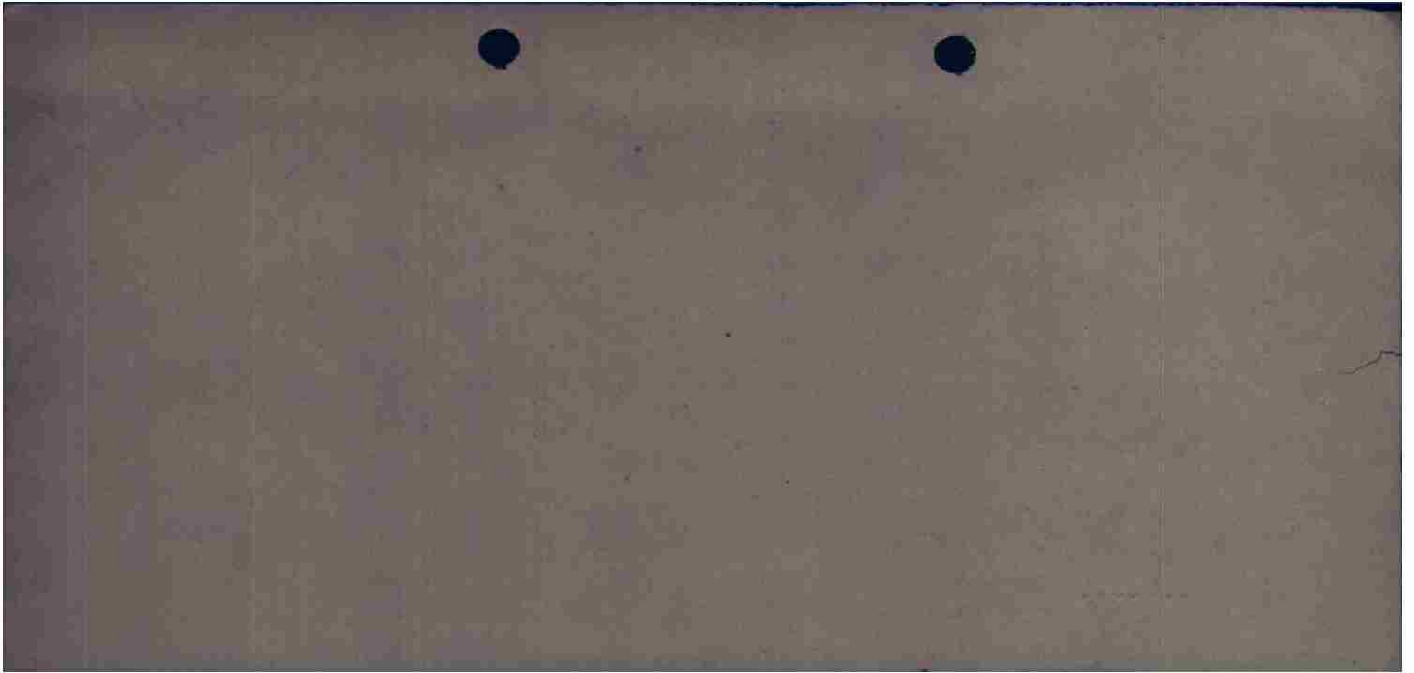
BT 05/0320B

RSS AR

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