

## IRIS Public Record

## Key Information

Main: GROUP/0416/BOMBARDMENT (LIGHT)

Document Type:

Call Number: GP-416-SU-OP-S

IRIS Number: 00091889

Accessions Notes:

Old Accession Nbr:

Title:

Beginning Date:

End Date:

Publication Date: 1944/06/24

Classification UNCLAS

Media Roll #: 0000001709 First Frame: 561 Last Frame: 605 Linear Feet: 0  
 Old MFlm Roll # B0530 Audio Rec:

NUMPAGE 44

Title Extensions:

Abstract CONTAINS TARGET DATA. TARGET: BAGNOLLES DE L'ORNE. CONTAINS MISSION SUMMARY.

Descriptive  
Notes:

Title MISSION PHOTOS

Added

Entries

Author:

Subject:

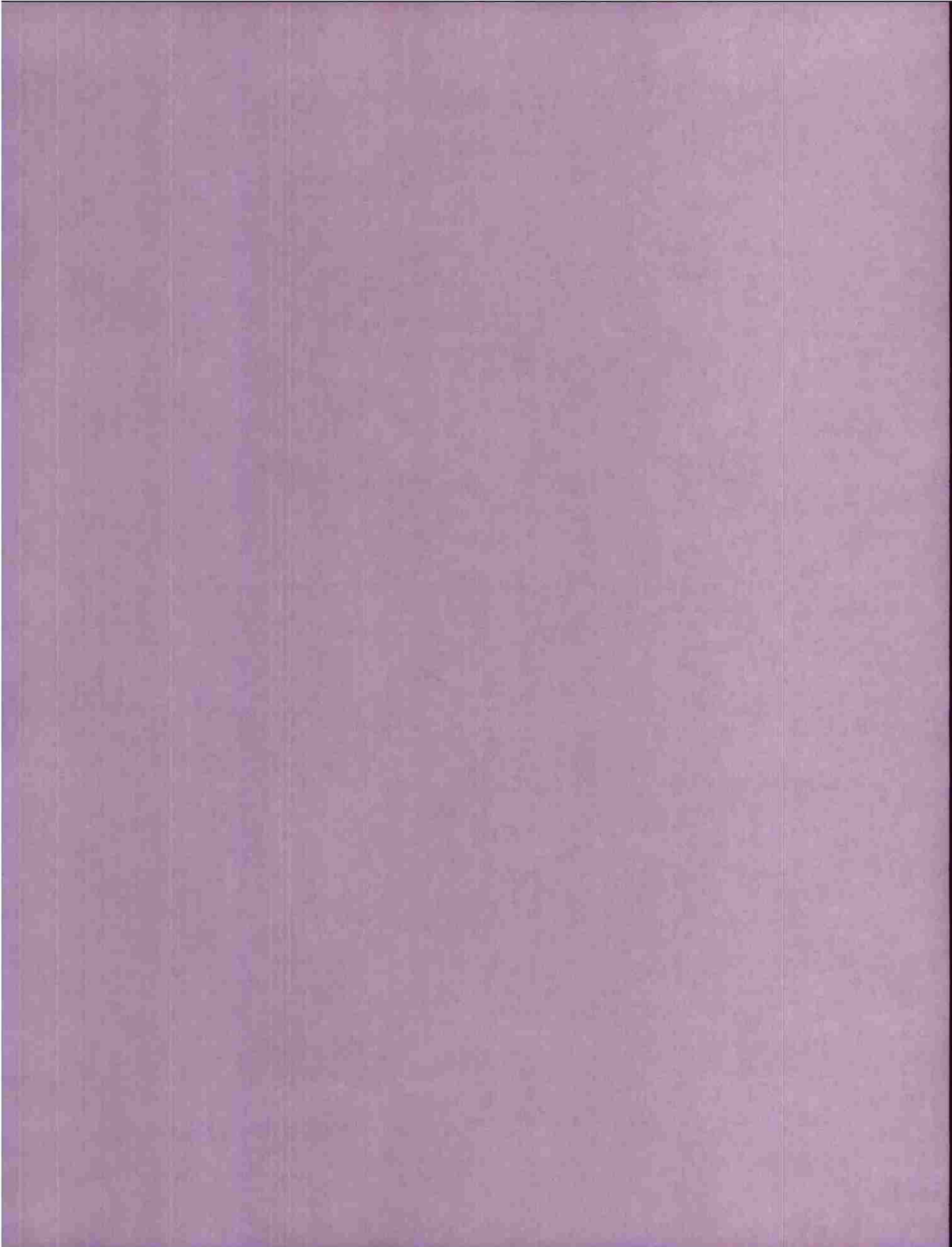
Major Command:

## Administrative Markings

No Administrative Markings Listed

Security Review Information:

Rcvd:	Rel	1985/03/05
Indexer ID: 24	Entered Date:	
QC ID:	QC'd Date::	
Scanner ID:	Scanned Date:	
Acc ID	Acc Date:	



*Sp-416 - Sec-Op-5  
24 June 1944*

P.B.C.

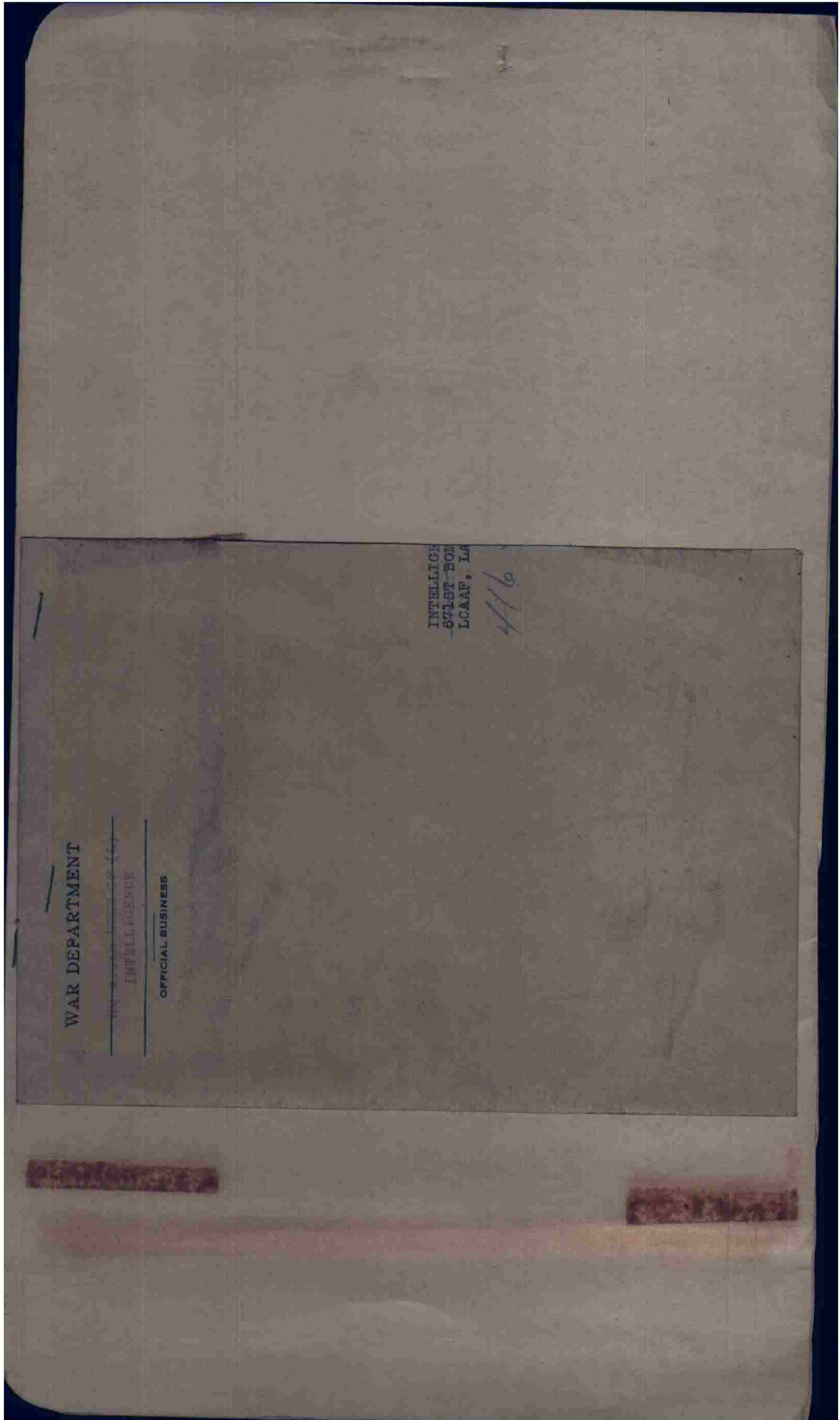
00C91889

SCANNED BY ACD  
2007-05

DECLASSIFIED  
EOD: DIR 52009, 27 Sep 58

~~SECRET~~

MICROFILMED



WAR DEPARTMENT

INTELLIGENCE

OFFICIAL BUSINESS

INTELLIGENCE  
671ST BOM  
LCAAF, LA

446



GENERAL INDEXTarget Bagnoles De L'ormate 24 June 4th A/G 36 Mission # 85 FO 393Status Attack Brief Officer Lt. Anderson

1. IX BC synopsis of mission. ----- *Filed*
2. OpFlash Report. ----- Filed.
3. Telephone Report. ----- No copy available.
4. Photos. ----- *Filed*
5. Field orders, Annex's, Amendments. ----- Filed.
6. Briefing Notes. ----- None.
7. Loading List of Airplane crews. ----- Filed.
8. Chart of Route Flown - plak. ----- None.
9. Operations oprep Report. ----- *Filed*
10. Bombing Information. ----- *Filed*
11. Mission Report-Aircraft. -----
12. E/A Encountered. ----- None.
13. Weather Reports. ----- Filed.
14. Communication "YS" Report. ----- Filed.
15. Navigator's Log & Flight Plan. ----- Filed.
16. Battle Casualties. ----- None.
17. Analysis of gunnery. ----- None.
18. Ammunition expenditure. ----- See Para. I - Ops Flash Report.
19. Recapitulation Forms. ----- Filed.

P.R.C.

00091889

MISSION SUMMARY

Target: Bagnolles de L'Orne (Fuel Dump)  
F/O# : 393  
Date : 24 June 44  
Results: Box I - Fair  
Box II - Fair

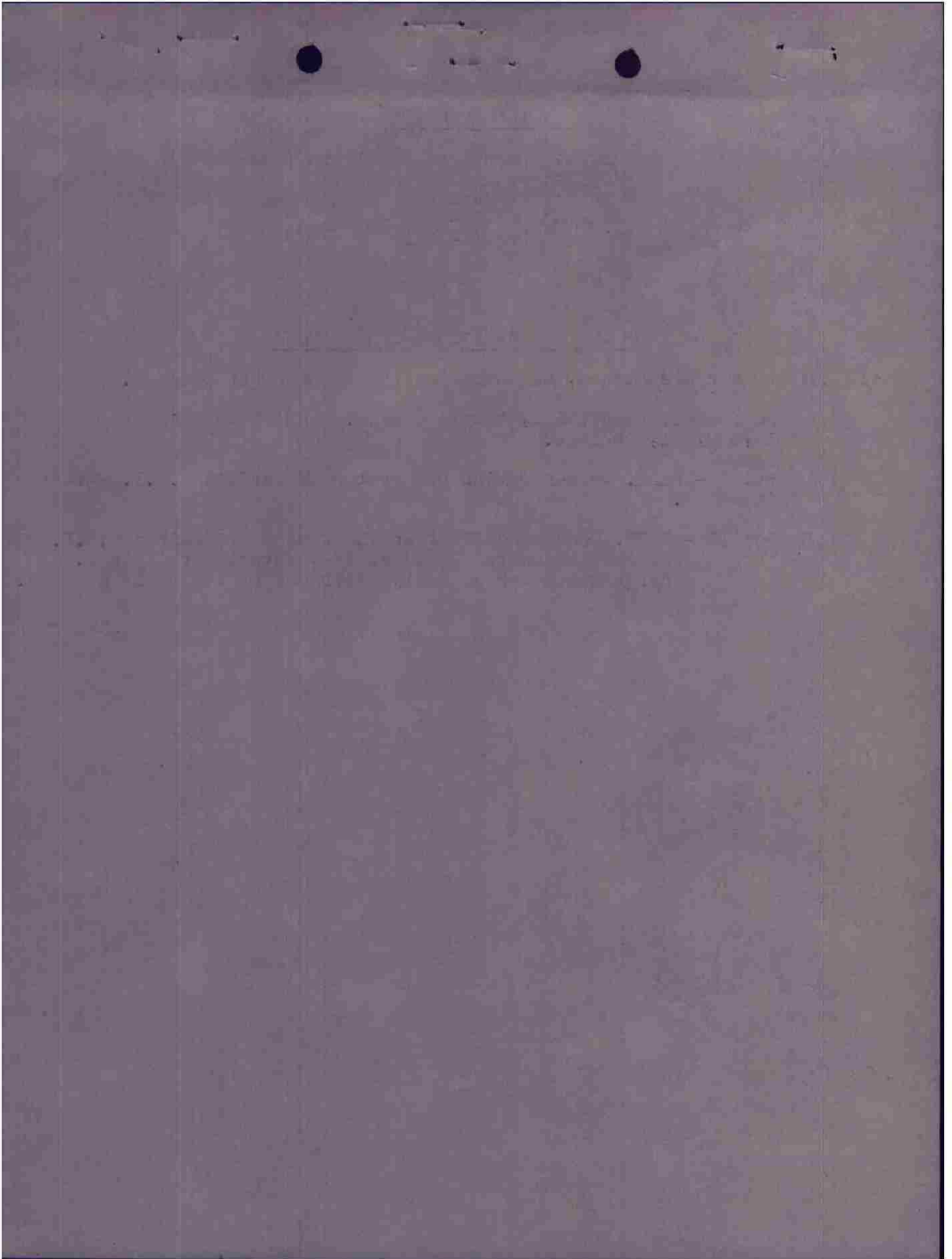
BAGNOLLES de L'ORNE (FUEL DUMP)

416 BG: 36 a/c dispatched, all dropping 173 x 500 GP on primary.

No losses, casualties, battle damage. Bombing by 18&s from 12,000, 11,500 feet.

Box I - FAIR. Concentration 650 feet W of desired M.P.I. Strikes in woods.

Box II - FAIR. Good concentration 750 feet E of desired M.P.I. Strikes blanketed E end of T/A, covering buildings. Large gasometer probably destroyed or seriously damaged.





97TH COMBAT WING ATTN: A-2

OPERATIONAL PRIORITY BT U-365-D

CONFIDENTIAL

OPFLASH NO. 83 FOR 24 JUNE 1944.

- A. (1) BAGNOLES DE L'ORNE FUELDUMP.  
(2) BAGNOLES DE L'ORNE FUELDUMP.
- B. (1) 416TH BG  
(2) 36 A-20'S.  
(3) INFORMATION LACKING FROM 3 A/C LANDED IN U.K. AWAY FROM BASE.  
(4) 33 A/C ON PRIMARY
- C. (1) 1716  
(2) 1851  
(3) 2030
- D. (1) NONE  
(2) 0-0-0  
(3) 0-0-0
- E. CONCENTRATION IN TARGET AREA.
- F. (1) (A) NIL  
(B) NIL  
(2) (A) NIL  
(B) NIL
- G. 5 - 7 SMALL BOATS AND 1 LARGE HERR BOAT EITHER ON FIRE OR THROWING SMOKE SCREEN OF COAST AT CABOURG. ALL BOATS STATIONERY.  
2X 2 TRUCKS GOING SW INTO ECOUCHE (U-1826)  
2 LARGE CAMOUFLAGE BLDGS 100 FT SQ IN ECOUCHE (U-1826)  
10 TRUCKS MOVING SLOWLY NW ON MAIN HWY AT T-1829.  
UNIDENTIFIED S/E FIGHTER IN TARGET AREA APPROACHED FORMATION FROM 2 O'CLOCK; BRAKE AWAY WITH ESCORT FIGHTERS FOLLOWING HIM.  
HE WAS FIRST SEEN AT 17,000 FT. NEAREST APPROACH 2000 YDS.  
M/Y AT ARGENTAN MORE THAN 1/2 FULL WITH OPEN TOP CARS.  
20 - 25 VEHICLES PARKED AT Q-2482 FACING WEST.  
4 OR 5 VEHICLES MOVING RAPIDLY IN TOWN AT U-2202 WITH 3 VEHICLES PARKED OFF ROAD ON W EDGE OF TOWN.  
3 RADIO TRUCKS WITH 6 ANTENNAS AT T-6821 A COMONFLAGE NET FROM EDGE OF WOODS TO RADIO TRUCKS.
- H. (1) VIS 6 - 10 MILES; SCATTERED CLOUDS  
(2) VIS 4 - 6 MILES OVER ENGLAND INCREASING TO 6 - 10 MILES OVER THE CONTINENT AND SCATTERED CLOUDS
- I. 157 X 500 G P ON PRIMARY  
1 X 500 RETURNED  
INFORMATION LACKING ON 3 A/C LANDED AWAY FROM BASE IN U.K.
- J. BOX I - 12,000  
BOX II - 11,500

KE MACE COBOMGR 416

AS TIC

CC IN PART G. 3RD LINE SHOULD READ:

2 TRUCKS GOING SW INTO ECOUCHE (U-1826)

7TH LINE SHOULD READ 2 O'CLOCK; BROKE AWAY WITH ESCORT FIGHTER FOLLOWING HIM

BT 23/2152B

EW BBBB

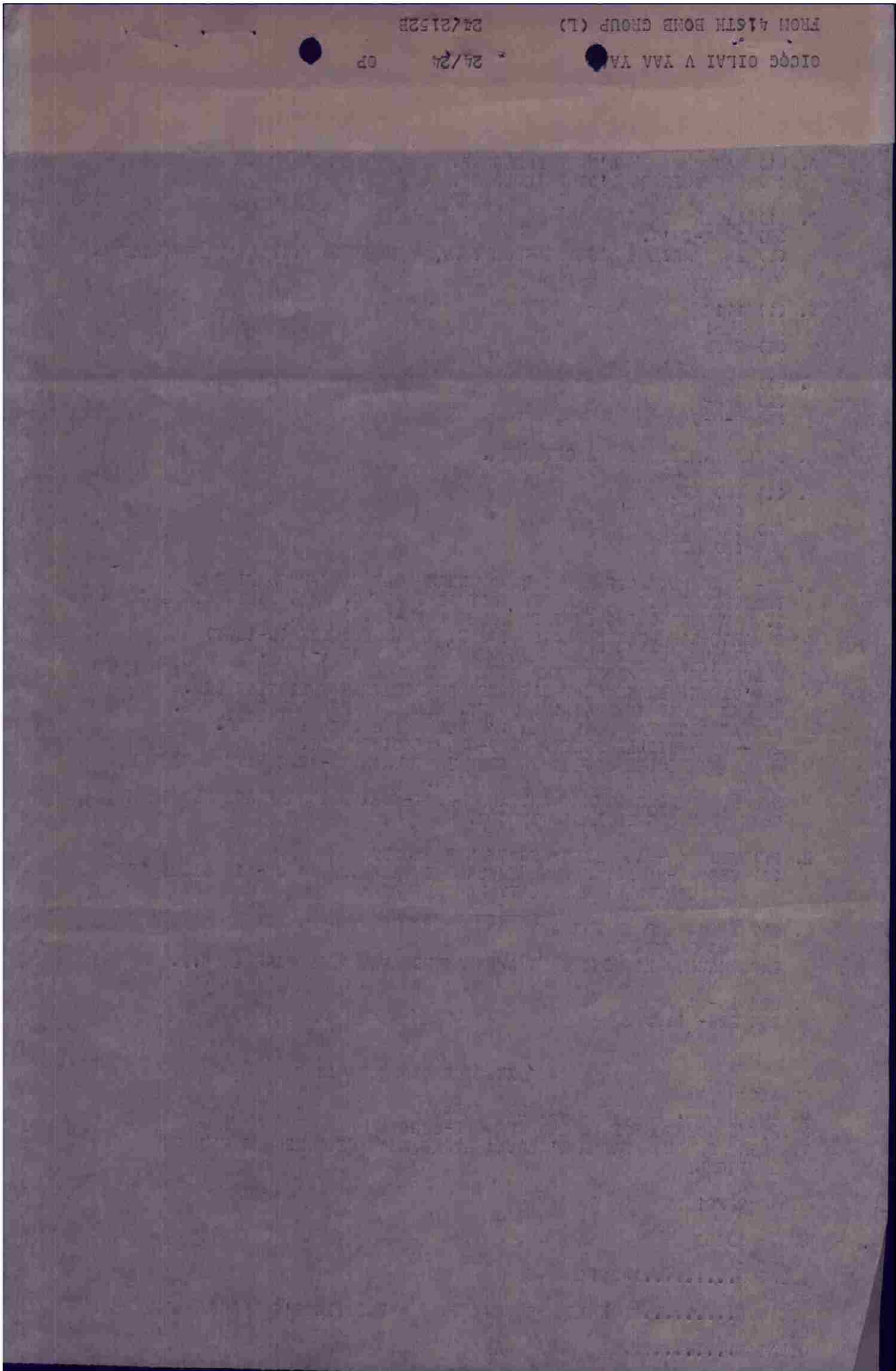
OILAI R.....242215B JD AR

KK

OICCG R.....SOOKXXX SORRY THAT WAS OICCG'S RCCC FOR LAI

OK

OILAI R.....42220B WVB AR





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

OTHER UNITS: TARGET : IX BC WING 97TH :  
 : : DATE 24 June 1944 :  
 : : ATTACKING UNIT 2 Boxes : 416TH  
 : : : GROUP  
 : : BAGNOLES DE L'ORNE  
 : : FIRST PHASE INTERPRETATION : TARGET HIT

TARGET BRIEFED BAGNOLES DE L'ORNE PRIMARY  
LISIEUX N/Y SECONDARY  
 CASUAL

M.P.I. Large storage tanks in woods.

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

B. TARGET ATTACKED BAGNOLES DE L'ORNE MILES FROM THE PRIMARY

DIRECTION FROM PRIMARY

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

NO. AND TYPE OF A/C DISPATCHED 36 A-20's NO. OF A/C ATTACKING 35

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

NO. AND TYPE OF BOMBS DROPPED 157 x 500 GP FUSING 1/10 nose 1/100 tail

FUSING

HEADING OF A/C WHERE BOMBS DROPPED 152 Degrees

TIME BOMBS DROPPED 1851

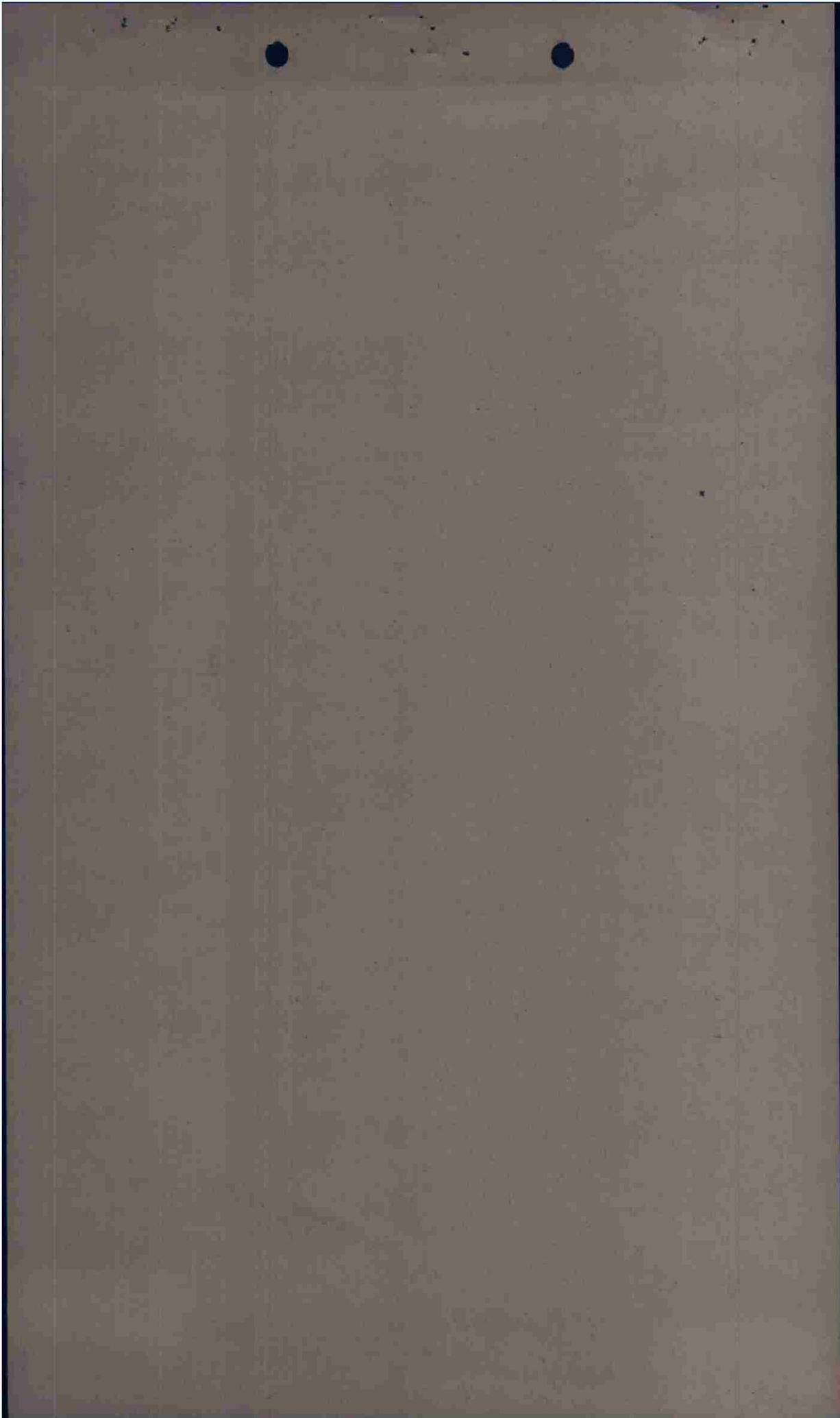
ACTIVITY AT TARGET

C. RESULTS OF BOMBING:

**BOX I -PAIR :** Bombs fell in woods approximately 650 ft. west of desired M.P.I.

**BOX II -PAIR :** Bombs fell in good concentration 750 ft. east of desired M.P.I.  
 Bursts blanket eastern end of target area covering buildings and  
 a large gasometer probably destroying or seriously damaging  
 gasometer.

CLAYTON W. EBSIGER  
 CAPTAIN AIR CORPS  
 PHOTO INTELLIGENCE OFFICER



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

PHOTOGRAPHIC REPORT

CAMERAS INSTALLED \_\_\_\_\_ % GROUP 416TH  
 CAMERAS PHOTOGRAPHING \_\_\_\_\_ % WING 97TH CBW  
 CAMERA FAILURES \_\_\_\_\_ % DATE 24, June, 1944  
 PERSONNEL FAILURES \_\_\_\_\_ %  
 OTHERS \_\_\_\_\_ %

~~640~~ TARGET BagnolesBel'Orne  
~~717~~ ALT. 12000 ft  
~~147~~ TRUE AIR SPEED 200 mph  
 GROUND SPEED 201 mph

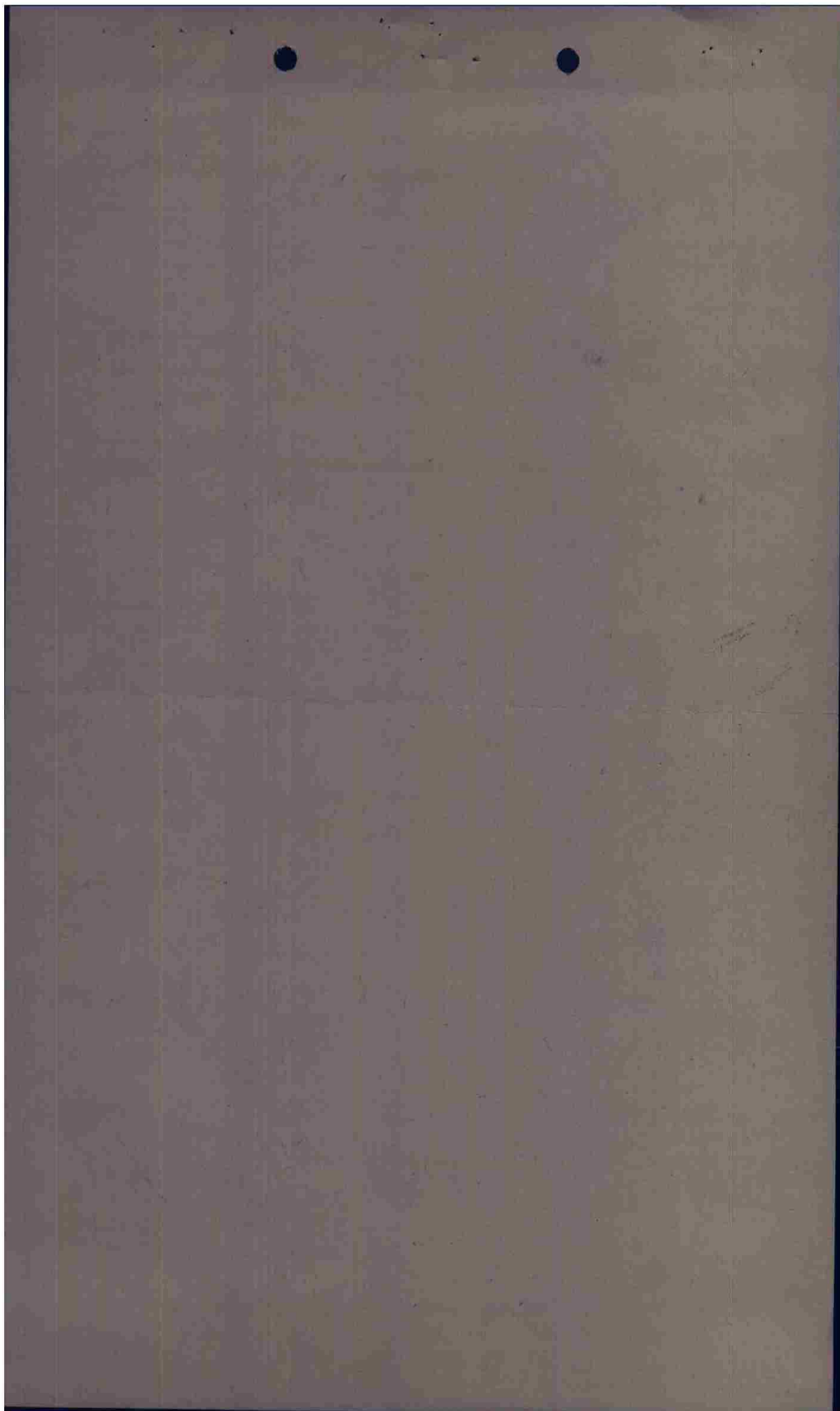
~~444~~ TARGET BagnolesBel'Orne  
907 ALT. 11500 ft  
~~221~~ TRUE AIR SPEED 200 mph  
~~925~~ GROUND SPEED 201 mph

TARGET \_\_\_\_\_  
 ALT. \_\_\_\_\_  
 TRUE AIR SPEED \_\_\_\_\_ mph  
 GROUND SPEED \_\_\_\_\_ mph

BOX NO.	A/C NO.	CAM. TYPE	F.L.	IMP.	PRINTED SORTIES	UNPRINT. SORTIES	EXPLANATION
1	640	K-20	6 <sup>3</sup> / <sub>8</sub>			104	
1	210	K-24	"	2			Camera not turned on.
1	717	K-24	7 <sup>3</sup> / <sub>8</sub>	2	353	352	
1	147	K-24	6 <sup>3</sup> / <sub>8</sub>	2		105	
2	<del>444</del>	K-20	"				
2	907	K-24	7	2	357		
2	221	K-24	"	2		354	See remarks.
2	925	K-24	"	2		355	" "
2	217	K-24	"	2		356	" "

REMARKS: Film damaged when it broke loose from developer assembly.

*F. J. Bachat* 1st Lt. 416th  
 Photographic Officer





Q

*June 24*  
*1415 hrs.*  
*466 AS-2*  
*SKL*

OICOG OIHAK OIYAA OIGOF 3/24 OP  
FROM 97TH COMBAT BOMB WING 24/1320B U--156-E  
TO COMBOMCOM IX  
COBOMGP 410 (INFO)  
COBOMGP 409  
COBOMGP 416

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

97TH COMBAT BOMB WING  
APO 140  
24 JUNE 1944

FIELD ORDER NO. 101-393

MAPS: NORMAL

- 1. B.(2) P-38'S WILL FURNISH ESCORT FOR THIS WING.
- 2. THIS WING WILL ATTACK TARGETS IN FRANCE.

ZERO HOUR 24/1800B

3. A. 409TH BOMB GROUP

- (1) 4802 W/H/LAND 2 SECONDARY 4802 W/C/16
- (3) WITH FIGHTERS AT SELSEY BILL AT ZERO HOUR AT 9,000 FEET.
- (4) BASE TO MAIDENHEAD TO SELSEY BILL TO 49 DEG 25 MIN NORTH 01 DEG 10 MIN WEST TO 48 DEG. 43 MIN NORTH 01 DEG 50 MIN WEST TO I.P. TO TARGET.
- (5) TARGET TURN LEFT TO R.P. TO SELSEY BILL TO MAIDENHEAD TO BASE.
- (7) 48 DEG 12 MIN NORTH 02 DEG 03 MIN. WEST.
- (8) GENERALLY NORTHWEST TO SOUTHEAST.
- (9) M.P.I. PRIMARY ILL. 4802W/50  
FIRST BOX REF. 041038 SECOND BOX REF. 066045 SECONDARY ILL. 4802W/156 REF. 071039
- (10) 4X500 LB G.P. FIRST BOX FUSED 1/10 INSET X NOSE AND 1/100 TAIL SECOND BOX FUSED INST. NOSE AND 1/40 TAIL.

(11) 48 DEG 04 MIN NORTH 01 DEG 09 MIN WEST.

B. 416TH BOMB GROUP.

- (1) 4801W/H/2 SECONDARY 4900/C/5
- (3) WITH FIGHTERS AT SELSEY BILL AT ZERO HOUR PLUS 10 MINUTES AT 9,000 FEET.
- (4) BASE TO MAIDENHEAD TO SELSEY BILL TO 49 DEG. 23 MIN. NORTH 01 DEG. 04 MIN. WEST TO 48 DEG. 51 MIN. NORTH 00 DEG. 53 MIN. WEST TO I.P. TO TARGET.
- (5) TARGET TURN LEFT TO R.P. TO SELSEY BILL TO MAIDENHEAD TO BASE.
- (7) 48 DEG. 43 MIN. NORTH 00 DEG. 36 MIN. WEST.
- (8) GENERALLY NORTHWEST TO SOUTHEAST.
- (9) M.P.I. PRIMARY ILL. 4801W/30/A REF. 047025  
SECONDARY ILL. 4900/70/D REF. 087050 AND REF. 093057
- (10) 6 X 500 LB.G.P. FUSED 1/10 SEC. NOSE AND 1/100 SEC. TAIL.
- (11) 49 DEG. 00 MIN. NORTH 00 DEG. 09 MIN. EAST.

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

- (5) A/C REQUIRED: TWO BOXES OF 18 EACH GROUP.
- (6) ALTITUDES: BOMB 12,000 FEET CROSS ENEMY COAST OUT 12,000 FEET.

4. NO CHANGE.

5. COMMUNICATIONS:

- A. 409TH BOMB GROUP.
  - (2) QUEENSHED
  - (3) TOWNER
- C. 416TH BOMB GROUP.
  - (2) JOLLBOAT
  - (3) WAYMAN

X. GENERAL INFORMATION:

- (3) CHANGE 11H/11H TO 11G/11G ADD 13H/13H
- (10) ABTV/ABTV
- (11) BOX LEADERS WILL REPORT TO COMMAND CONTROL ON CHANNEL 'C' WHEN LEAVING TARGET AREA.

COCBTWIG 97

BT 24/1320B

CC: PARA. 3. B. (9) SHOULD READ  
M.P.I. SECONDARY REF. ~~055033~~ 050044  
REF. 056038

INSTEAD OF AS SENT

CES/FK 'AR' 241400 WB AS  
OILAI / OICOG R.....  
OIAAI / OIHAK R.....241400B IDR  
OILAI / OIYAA R.....24/14000B EJ AR  
OILAI / OIGOF R.....24/1400B WCS AR



FROM THE COMBAT BOMB WING  
 TO COMBOMB IN  
 COMBOMB AIR (L) (U)  
 COMBOMB AIR  
 COMBOMB AIR  
 OPERATIONAL PRIORITY  
 SECRET SENT IN THE CLEAR  
 LT. COL. W. B. BEE  
 24 JUNE 1944  
 FIELD ORDER NO. 131-233

1. B. (2) P-38's WILL FURNISH PROTECT FOR THIS WING.  
 2. THIS WING WILL ATTACK TARGETS IN FRANCE.  
 ZERO HOUR 24 JUNE

- A. A. 48TH BOMB GROUP  
 (1) BASE WAINWICK 2 SECONDARY BASE WAINWICK  
 (2) WITH FIGHTERS AT GILBY HILL AT ZERO HOUR AT 0.00Z  
 (3) BASE TO WAINWICK AT GILBY HILL TO 0.00Z  
 (4) BASE TO WAINWICK AT GILBY HILL TO 0.00Z  
 (5) TARGET TURN LEFT TO R.P. TO GILBY HILL TO WAINWICK TO BASE  
 (6) AS DEC 12 MIN NORTH 02 DEC 02 MIN WEST  
 (7) GENERALLY NORTHWEST TO SOUTHWEST  
 (8) M.P.I. PRIMARY ILL. ASSIGNED  
 (9) FIRST BOX 211500 SECOND BOX 211500 SECONDARY ILL.  
 ASSIGNED REF. 211500  
 (10) WAINWICK G.P. FIRST BOX 211500 ILL. WAINWICK AND ILL. WAINWICK  
 (11) SECOND BOX 211500 ILL. WAINWICK AND ILL. WAINWICK  
 (12) AS DEC 04 MIN NORTH 01 DEC 03 MIN WEST  
 E. 48TH BOMB GROUP  
 (1) ASSIGNED SECONDARY ASSIGNED  
 (2) WITH FIGHTERS AT GILBY HILL AT ZERO HOUR PLUS 10  
 MINUTES AT 0.00Z  
 (3) BASE TO WAINWICK AT GILBY HILL TO 0.00Z 03 MIN  
 NORTH 01 DEC 04 MIN WEST TO 0.00Z 01 MIN NORTH  
 02 DEC 02 MIN WEST TO TARGET  
 (4) TARGET TURN LEFT TO R.P. TO GILBY HILL TO WAINWICK  
 TO BASE  
 (5) AS DEC 04 MIN NORTH 02 DEC 03 MIN WEST  
 (6) GENERALLY NORTHWEST TO SOUTHWEST  
 (7) M.P.I. PRIMARY ILL. ASSIGNED A REF. 211500  
 SECONDARY ILL. ASSIGNED REF. 211500 AND REF. 211500  
 (8) G.P. 211500 ILL. WAINWICK AND ILL. WAINWICK  
 (9) AS DEC 03 MIN NORTH 02 DEC 03 MIN WEST

X. (1) TO (4) NO CHANGE.  
 (2) AND REMAINING TWO BOXES OF 12 EACH GROUP.  
 (3) ALTITUDE: BOMB 12,000 FEET CROSS COUNTRY COVER OUT 12,000 FEET.  
 4. NO CHANGE.

5. COMMUNICATIONS:  
 A. 48TH BOMB GROUP  
 (1) 211500  
 (2) 211500  
 (3) 211500  
 (4) 211500  
 (5) 211500  
 (6) 211500  
 (7) 211500  
 (8) 211500  
 (9) 211500  
 (10) 211500  
 (11) 211500  
 (12) 211500  
 (13) 211500  
 (14) 211500  
 (15) 211500  
 (16) 211500  
 (17) 211500  
 (18) 211500  
 (19) 211500  
 (20) 211500  
 (21) 211500  
 (22) 211500  
 (23) 211500  
 (24) 211500  
 (25) 211500  
 (26) 211500  
 (27) 211500  
 (28) 211500  
 (29) 211500  
 (30) 211500  
 (31) 211500  
 (32) 211500  
 (33) 211500  
 (34) 211500  
 (35) 211500  
 (36) 211500  
 (37) 211500  
 (38) 211500  
 (39) 211500  
 (40) 211500  
 (41) 211500  
 (42) 211500  
 (43) 211500  
 (44) 211500  
 (45) 211500  
 (46) 211500  
 (47) 211500  
 (48) 211500  
 (49) 211500  
 (50) 211500  
 (51) 211500  
 (52) 211500  
 (53) 211500  
 (54) 211500  
 (55) 211500  
 (56) 211500  
 (57) 211500  
 (58) 211500  
 (59) 211500  
 (60) 211500  
 (61) 211500  
 (62) 211500  
 (63) 211500  
 (64) 211500  
 (65) 211500  
 (66) 211500  
 (67) 211500  
 (68) 211500  
 (69) 211500  
 (70) 211500  
 (71) 211500  
 (72) 211500  
 (73) 211500  
 (74) 211500  
 (75) 211500  
 (76) 211500  
 (77) 211500  
 (78) 211500  
 (79) 211500  
 (80) 211500  
 (81) 211500  
 (82) 211500  
 (83) 211500  
 (84) 211500  
 (85) 211500  
 (86) 211500  
 (87) 211500  
 (88) 211500  
 (89) 211500  
 (90) 211500  
 (91) 211500  
 (92) 211500  
 (93) 211500  
 (94) 211500  
 (95) 211500  
 (96) 211500  
 (97) 211500  
 (98) 211500  
 (99) 211500  
 (100) 211500

WHEN LEAVING TARGET AREA.  
 BOX LEADERS WILL REPORT TO COMMAND CONTROL ON CHANNEL 10.  
 (1) 211500  
 (2) 211500  
 (3) 211500  
 (4) 211500  
 (5) 211500  
 (6) 211500  
 (7) 211500  
 (8) 211500  
 (9) 211500  
 (10) 211500  
 (11) 211500  
 (12) 211500  
 (13) 211500  
 (14) 211500  
 (15) 211500  
 (16) 211500  
 (17) 211500  
 (18) 211500  
 (19) 211500  
 (20) 211500  
 (21) 211500  
 (22) 211500  
 (23) 211500  
 (24) 211500  
 (25) 211500  
 (26) 211500  
 (27) 211500  
 (28) 211500  
 (29) 211500  
 (30) 211500  
 (31) 211500  
 (32) 211500  
 (33) 211500  
 (34) 211500  
 (35) 211500  
 (36) 211500  
 (37) 211500  
 (38) 211500  
 (39) 211500  
 (40) 211500  
 (41) 211500  
 (42) 211500  
 (43) 211500  
 (44) 211500  
 (45) 211500  
 (46) 211500  
 (47) 211500  
 (48) 211500  
 (49) 211500  
 (50) 211500  
 (51) 211500  
 (52) 211500  
 (53) 211500  
 (54) 211500  
 (55) 211500  
 (56) 211500  
 (57) 211500  
 (58) 211500  
 (59) 211500  
 (60) 211500  
 (61) 211500  
 (62) 211500  
 (63) 211500  
 (64) 211500  
 (65) 211500  
 (66) 211500  
 (67) 211500  
 (68) 211500  
 (69) 211500  
 (70) 211500  
 (71) 211500  
 (72) 211500  
 (73) 211500  
 (74) 211500  
 (75) 211500  
 (76) 211500  
 (77) 211500  
 (78) 211500  
 (79) 211500  
 (80) 211500  
 (81) 211500  
 (82) 211500  
 (83) 211500  
 (84) 211500  
 (85) 211500  
 (86) 211500  
 (87) 211500  
 (88) 211500  
 (89) 211500  
 (90) 211500  
 (91) 211500  
 (92) 211500  
 (93) 211500  
 (94) 211500  
 (95) 211500  
 (96) 211500  
 (97) 211500  
 (98) 211500  
 (99) 211500  
 (100) 211500

OPERATIONAL FCST TO ALL GRPS PERIOD 1700-2200 HRS 24/6/44

BASE TO TARGET: NIL LOW OR MED CLD WITH PATCHY CIRRUS ABV 20,000 FT. VSBY 8 PLUS MILES IN BASES BCMNG 3-6 MILES NEAR LONDON INCRNG TO 6 PLUS MILES OVER THE CHANNEL AND CONTINENT DOWN SUN.

TARGET: NIL LOW OR MED CLD WITH PATCHY CIRRUS ABV 20,000 FT. VSBY 10 MILES IN HAZE.

TARGET TO BASE: NIL LOW CLD WITH PATCHY MED CLD 1-3/10 ABV 12,000 FT.

HAZARDS TO FLYING: MOD HAZE TO 5,000 FT LGT TO MOD HAZE TO 15,000 FEET.

FREEZING LEVEL: 10,000 FT. ICING: NIL.

WNDS	DIR	VEL	TEMP
SFC		300-10	PLUS 17.
5,000		360-18	PLUS 6
10,000		360-25	PLUS 3
12,000		340-30	-2
15,000		340-30	-8.5

MEAN TEMP PLUS 5

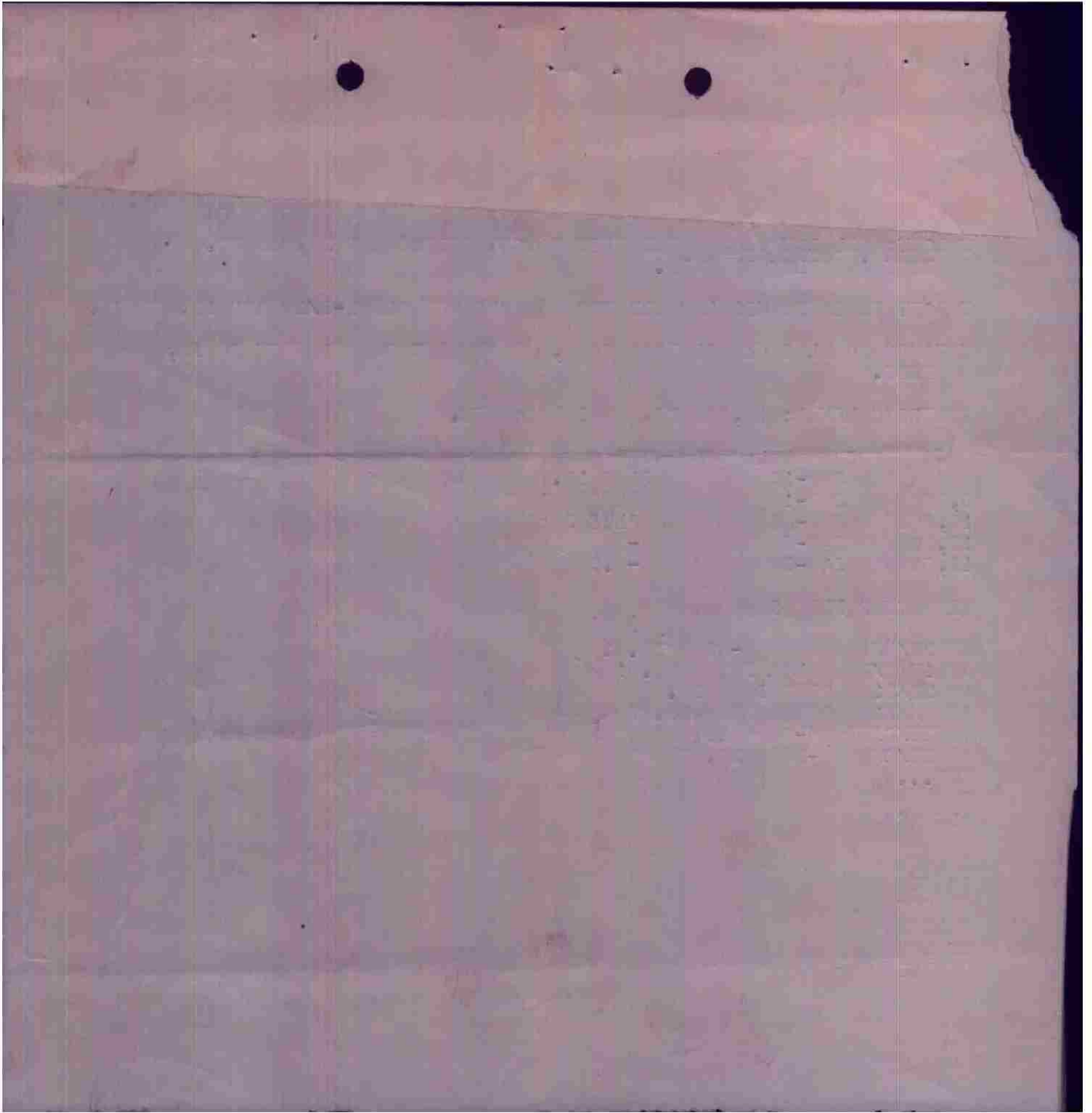
4802W/H/1	AND 2	-82	30.01
4801W/H/2	PLUS 382		29.51
4802E/21	PLUS 38		29.88
4800/H/1	PLUS 420		29.87
4902E/C/32	-54		29.98
5002E/C/5	-26		29.95

END...

0

PLS ACK

EAR OK  
OK STN  
OK GOF  
GBLD BOR  
OK HAD  
OK WET





176 T - No F/A

No E/A  
No Damage

Visibility Good -

No activity on ground.

Obs: Firestray - Rd + RR crossing

practically repaired - ~~my study~~

my study done up

Snake - a little short - yellow + black

Snake

929 - No F/A - No E/A - No Damage

Vis. good -

Train without engine standing on

tracks at hissing 20-30 cars, at

1903 - Evidence of Damage from

previous Bombing along track

Ground pretty good -

One stack freight entering to Home

680 - No F/A - No E/A - No Damage

Vis. good

1848 - 1 truck

925 - No F/A - No E/A - No Damage

Vis. Good.

1840 - RR bridge S of St. Louis - high + long - on good  
order - looks like a good target.

1841 - my - 12 cars.

1856 - 6 trucks with red topped trucks moving  
E on road at about Taillebois (NE of Pier)

743 - no flak.

Intense light smoke at I. P.

Clear spot in center of woods.

Possible smoke screen by 4 ships on

Cherbourg on route.

209 - no flak.

4 barges off shore burning.

951 - no flak.

Hospital South West  $\frac{1}{2}$  mile from  
target.



943 - 656 - My - heavy. half full or more, no loco.  
open top cars.

730 - vessel - oil slick - blue ring.  
not moving. alone. Red.

1 fighter - at target - 2000 yds. spun down  
to 5000 - left of plane. SE - (120)  
5000 ft above at first.  
Smoke at target 300 - 400 ft. fast - flash.

452 - 190 - cut across ~~head~~<sup>intend.</sup> of formation  
from abt 2 o'clock - dark - no marks.  
at 5-6000 ft. - broke away toward  
clouds with 47's & 38's after him.  
15000 yds away. near Viro.  
(note dinghy)

10 Trucks - see route -  
into Viro from SE. slow - gray.  
3 miles out of town.

724 - Makou + used camera.  
pix of ships - some burning -  
2 hrs burned at Le Haou toward Cabung.  
where some hosts - how abt.  
My - 2 of Flors - list up.



Capt Prentiss AC 210  
 Bot I - 71 #4  
 No damage.  
 No flak.  
 No E/A

3 building with Red Crosses  
 immediately north of  
 target dump. <sup>Close to</sup> target area  
 6 vessels on fire on coast at  
 exit. looked like merchantmen.

Wing Price A/C 444  
 No flak Bot II head.  
 11,500 - alt of bombing.  
 1 min bomb run  
 IAS - 200 mph.  
 Heading - 155°

one A-20 #6 in flight.  
 left formation as we  
 completed bomb run. losing  
 altitude - to 2,000 - 4,000 feet.  
 Smoke from left engine. fell  
 behind. no fighter with him  
 last seen 6 to 7 miles  
 out over channel on way  
 home.

TOT 1851  
 Left friendly coast 1810  
 Enemy Coast on - 1834  
 I P 1848  
 Target 1851  
 R P 1903

Course as briefed  
 Exit between  
 Villers sur mer  
 and Benneville  
 to Selsey Bill.

Exit 5 Barges on fire <sup>to left of</sup> exit - near Cabourg.  
 2 other A-20's left formation 15 miles out over  
 channel. Dropped down & turning left. Lt  
 Ebenstein & his right wing man (#5).  
 Went back toward France.



2+ Ostrander A/C # 750 -  
 no flak Bot II H 2  
 no damage. # 1

Smoke screen being laid  
 by 12 small boats  
 off Cabourg.

Rt Ehrenstein and his  
 wingman (~~E easy~~) - saw  
 went back for E easy.  
 Heard to say they made  
 English coast and that  
 E easy could make it

2+ Shea A/C # 217  
 no flak - no damage

Bot II H 2 # 6  
 later # 3 in place  
 of Grentzmacher who  
 fell out momentarily

Smoke fall over Cherbourg.

7 or 8 small + one large boat either on fire  
 or laying smoke screen off Cabourg. All  
 were stationary.

Heard A-no ~~say~~ (E for easy) say - there's  
 a field let's land.

2+ Grentzmacher A/C 892 Bot II H III  
 # 3 & 6

no flak - same story on ships off Cabourg.  
 2 tracks head SE SW into ECOWCHE

to Penttila A/c 9711 Box I - Flz #6  
no flake no observations  
no E/A

to Elliot A/c 493 Box I - Flz #5  
Smoking boats or smoke screen at exit.



900 - ...

717 - M ...  
40202 'Youngs'  
is a ...  
+ ...

...  
to exit.

3 small boats ...  
...  
... exit.

221 - ...  
50-60 ...  
...  
...

214 - 3 ...  
...  
trucks



1845  
18



Prints 673. Box I  
4.

Just W of T/A for the Box  
White band of yellow - bricks, tents in  
clearing NW of T/A

---

(684) Box I.

4. Just NW of T/A

3 tanks on. heads 1844 - ~~2~~ headed same.  
moving

---

(840) Box II - Flt. 3, #6 Poundstone.

6 bombs.

1) Just NW of T/A 2) closer.  
west etc.

---

Johnson Box II  
4

Hits in area T/A No flat.

Kenny out over Bank Run - left <sup>engine</sup> ~~channel~~.

<sup>smoking</sup> P-38s after El & Col. made left turn

La Fertemont U-0202  
 3 mi SE of  
 3 mi SW of English U-18261  
 U-1829

---

20-25 small birds in fens  
 with wings. Head WES  
 RP # 7  
 0-0482  
 Hts. near area

---

Ship 147 Box I Plot II  
 left back with engine smoking  
 Ship out of Plot II Box I  
 Red horns on bridge  
 Hts -  
 Schaumburg. Box I  
 Elexkin, Kelly, Colquhoun

---

in plk. H.  
 Hts - 1 by explosion on I/A  
 In obs.  
 Escort - P-38s - P-49s, P-51s

---

Box I Ship 325 FH # 1 # 6

*Intelligence*

MISSION NO. 85

LOADING LIST  
BOX 1  
FLIGHT 1

24 JUNE 1944

1. 640 Z  
LT A E OSBORNE  
LT W FORMA  
S/S E E KELLY  
S/S W H DOE

4. 0210 Q  
CAPT R B PRENTISS  
S/S J C MC CREERY  
S/S H J SYLVA

2. 452 T  
CAPT D A HULSE  
LT R CONTE  
S/S F D ALLRED  
S/S D W STEPHENS

5. 684 K  
LT F W HARRIS  
SGT R L ERNSTROM  
SGT H A POTTER

3. 176 T-1  
LT G F BARTMUS  
S/S J R ORR  
S/S D R SCHENCK

6. 362 L  
LT C J ANDERSON  
SGT T G EUGA  
SGT E L SCHAFER

FLIGHT 11

1. 376 O  
LT P F E MAC MANUS  
S/S B L ROGERS  
S/S G I FLEISCHMANN

4. 900 Q-1  
LT R L BEHLMER  
S/S W G FERGUSON  
S/S W J KELLY

2. 147 K-1  
LT E R HAYTER  
S/S F E MELOHON  
S/S R G HOLLOWAY

5. 493 V  
LT D W ELLIOTT  
SGT R A CLARK  
SGT F P BASFORD

3. 943 F  
LT J F SMITH  
S/S C VAFIADIS  
S/S R C HOFFMAN

6. 9711 M  
LT W L PENTTILA  
SGT J D DUGAN  
SGT L B CURTIS

FLIGHT 111

1. 929 C  
LT E E DE MUN  
S/S M ROSENSTEIN  
S/S H O CARNEY

4. 390 G  
LT N V SHAINBERG  
S/S J E VAN DUYNE  
S/S H C RODGERS

2. 673 I  
LT P DONTAS  
S/S A L NIELSEN  
S/S W E FIELDS

5. 743 W  
LT H B CLARK  
S/S J W SABADOSH  
S/S C F FLOYD

3. 717 N  
LT A J VLEGHEL  
S/S R W RICE  
S/S C E YOUNG

6. 840 V-1  
LT L E POUNDSTONE  
SGT A J BURLAND  
SGT K HEATH

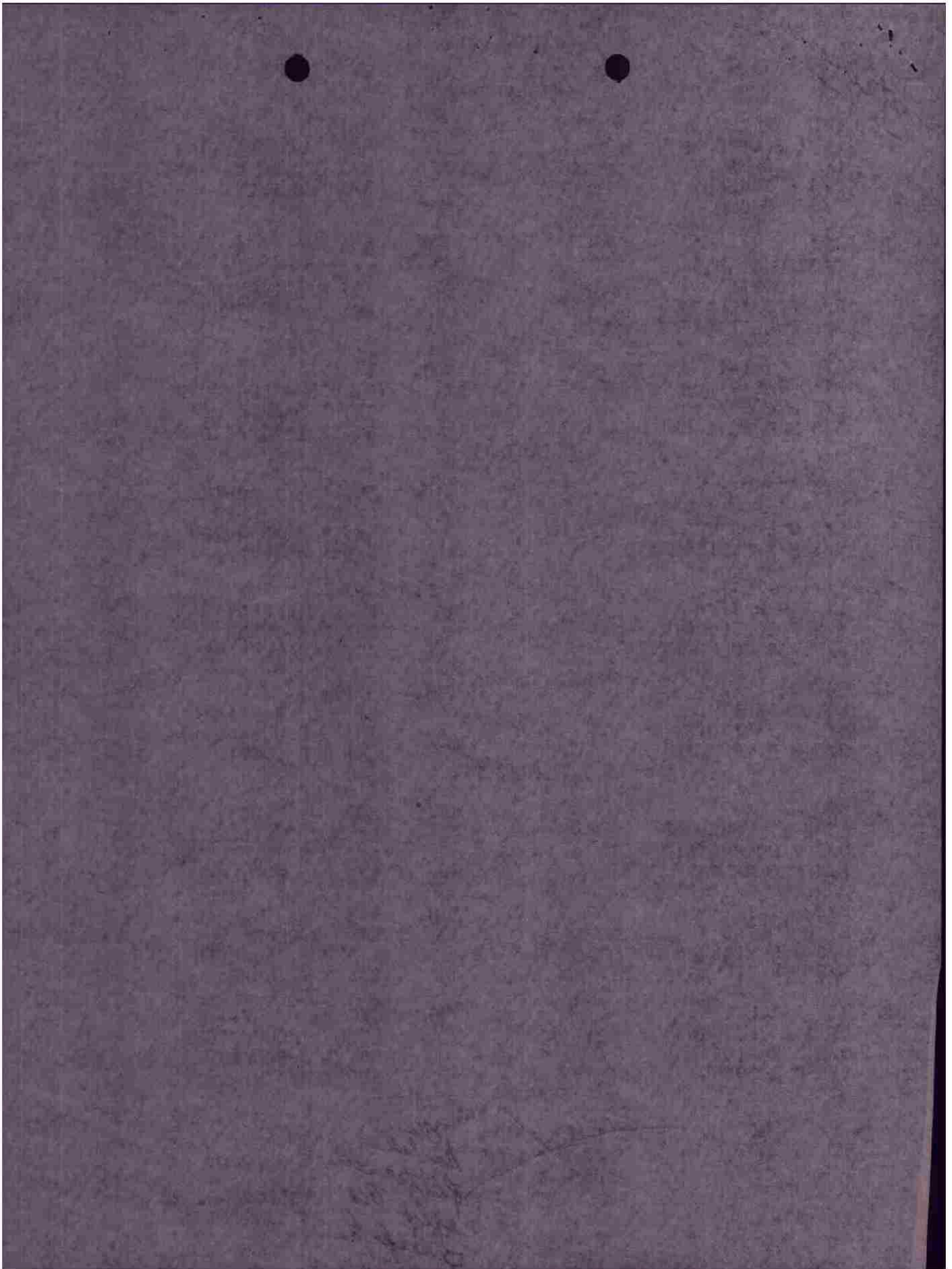
SPARE

~~935 F-1  
LT R K CRUZE  
S/S C F LOVE  
S/S F L ADAIR~~

*no  
part  
returned  
Early as  
Briefed*

MISSION NO. 85  
24 JUNE 1944





MISSION NO. 85

LOADING LIST  
BOX 11  
FLIGHT 1

24 JUNE 1944

1. 444 J  
MAJOR R F PRICE  
LT A R HAND  
S/S J A FEJES  
S/S E R JUDD

4. 907 O  
LT G EBENSTEIN  
SGT S P NEWELL  
S/S H PERKINS

2. 724 A  
LT F W DE MAND  
LT R J HANDBN  
S/S R J TROYER  
S/S L KEMPER

5. 745 I  
LT J K COLQUITT  
SGT S H GIESY  
SGT F E CHERRY

3. 0194 A-1  
LT G C MISH  
S/S C J CLARK  
S/S R F CHUSTZ

6. 226 E  
LT J P KENNY  
SGT J K SPADONI  
SGT F NOTERIANI

FLIGHT 11

1. 750 M  
LT W B OSTRANDER  
S/S J E WILSON  
S/S I BINNEY

4. 209 K  
LT F J HARROLD  
S/S E L GRIFFIN  
S/S C W MARIASZ

2. 680 R  
LT J P HILLERMAN  
SGT L MARTINEZ  
SGT E F PAULES

5. 200 A-2  
LT E L JOHNSON  
S/S W J DONAHUE  
S/S M R BRAYN

3. 892 L  
LT R O GRUETZEMACHER  
S/S J W MORAN  
S/S P B DRISKILL

6. 217 D  
LT D F SHEA  
S/S R E LEE  
S/S F G FALK

FLIGHT 111

1. 214 C  
LT R V WHEELER  
S/S J S BROWER  
T/S J R L TANNER

4. 393 K-1  
LT R E GREENLEY  
S/S H C WORDEN  
S/S J J R-EPKA

2. 714 N  
LT F W HENDERSON  
S/S R M GRISWOLD  
S/S P E COULOMBE

5. 951 P  
LT C L ESTES  
S/S C R ORVOLD  
SGT A E DI MARTINO

3. 221 F  
LT W A MERCHANT  
S/S C J HARP  
S/S K P BROWN

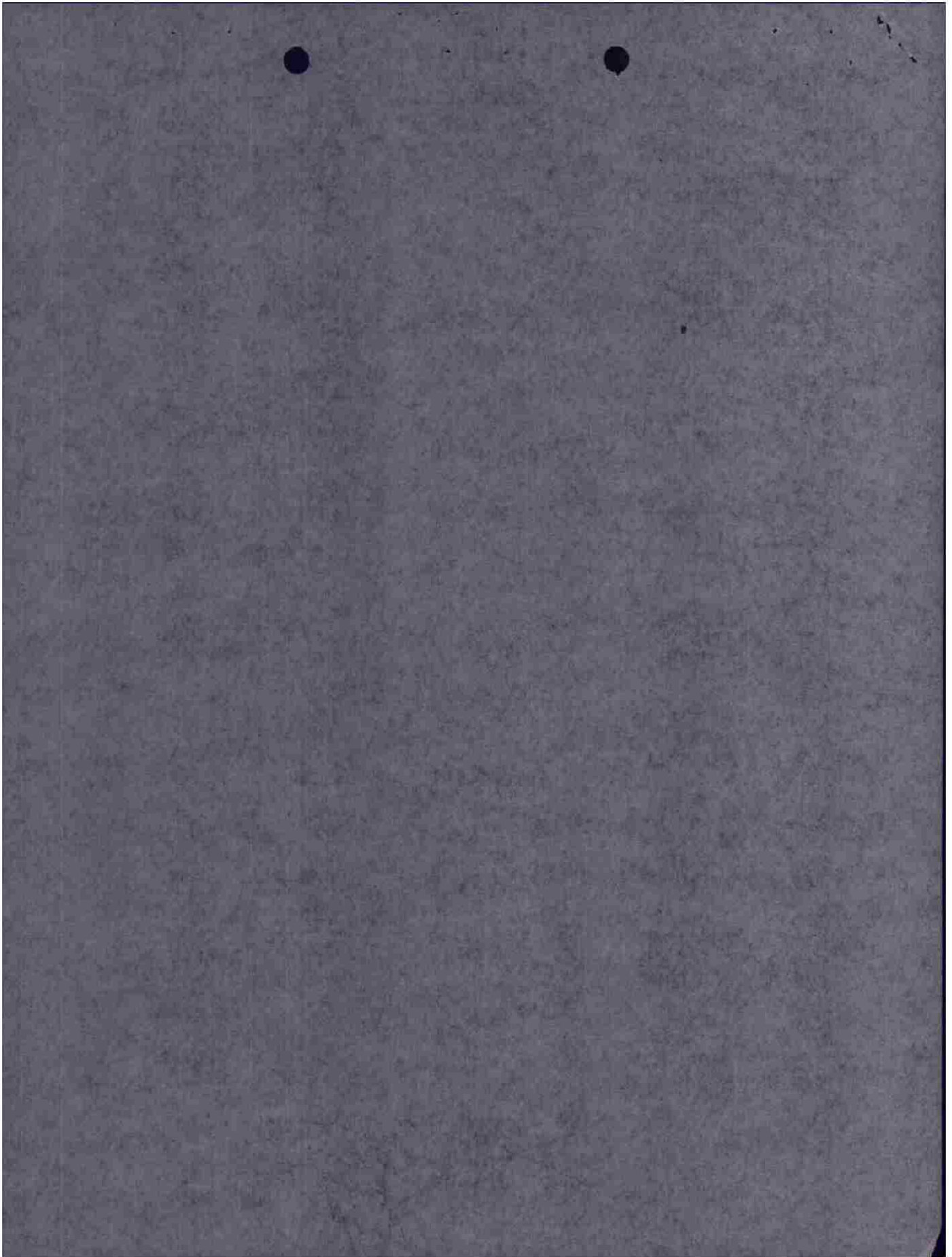
6. 925 G  
LT T J MURRAY  
S/S W C RUSSELL  
S/S R J JONES

SPARE

~~0194~~  
~~LT W E DOWNING~~  
~~S/S E S DICKENSON~~  
~~S/S K E HORNBECK~~

*C-1 no  
part  
Returned  
Early as  
Briefed*

MISSION NO. 85  
24 JUNE 1944





CONFIDENTIAL

*Initial*

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

APO 140  
24 June 1944

SUBJECT: Interrogation Report

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

BASE AT TAKEOFF: 2/10 to 4/10 cumulus at 4,000 feet.  
Visibility 10 miles.

ROUTE OUT: Visibility 10 miles over bases decreasing to  
4 to 8 miles in London area and increasing over  
channel and continent to 6 to 8 miles. Slight  
haze to 6,000 feet. Nil low or medium clouds  
but scattered high clouds.

TARGET: Visibility 6 to 8 miles, in slight haze to 6,000  
feet. Scattered high clouds above 20,000 feet.  
Nil medium or low cloud. Scattered clouds at  
6,000 feet were observed to the east of the target.

ROUTE BACK: Similar to route out except visibility in London  
area reduced to 2 to 4 miles in haze and smoke  
and visibility in the bases reduced to 4 to 6  
miles.

BASE ON RETURN: Visibility 4 to 6 miles in slight haze  
to 6,000 feet. Scattered high clouds, nil  
medium and nil low cloud.

WINDS: As forecast.

TIME OVER TARGET: 1851

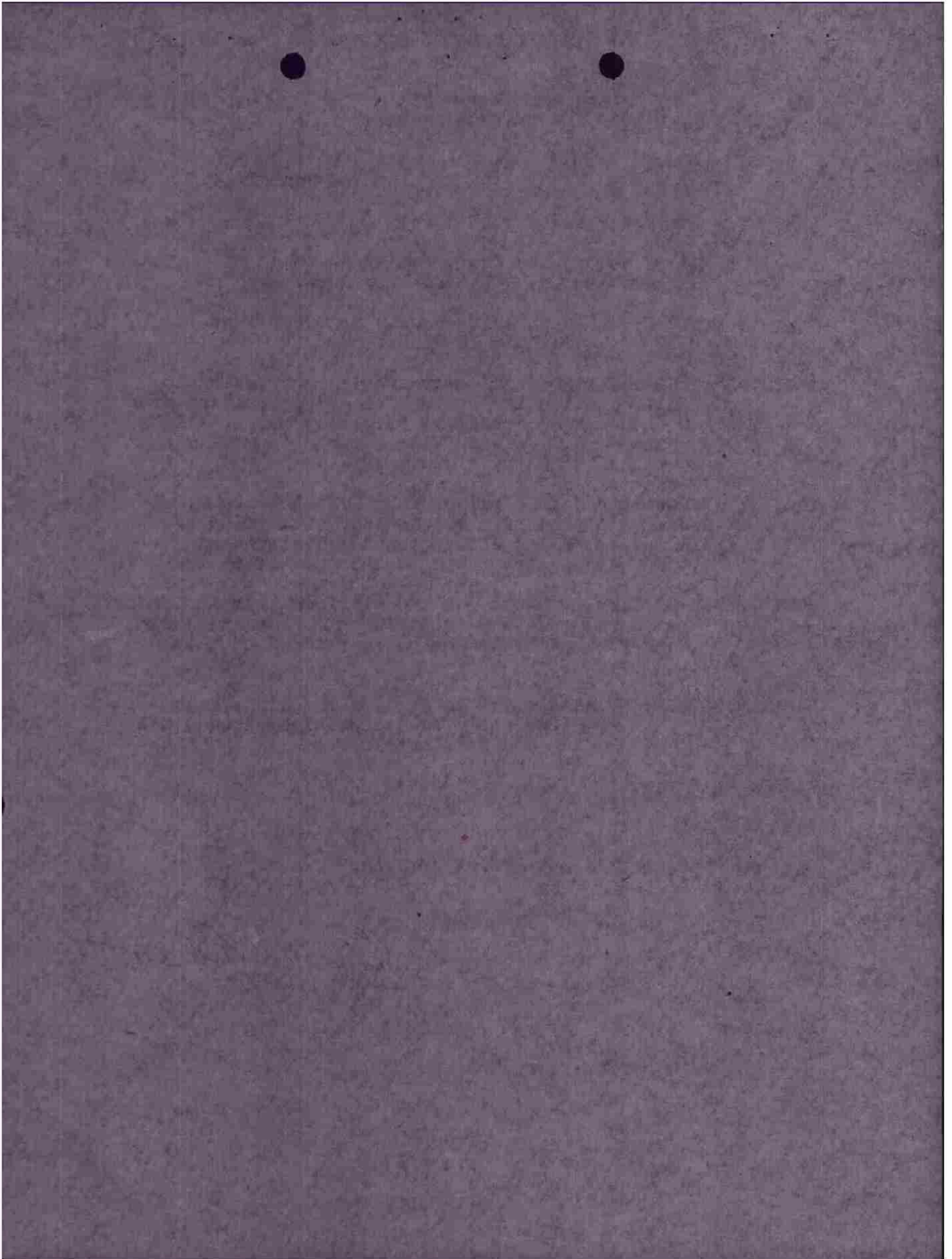
Weather did not affect bombing.

*Henry W. Chidley*  
HENRY W. CHIDLEY  
1st Lt., Air Corps.

1 Incl

2 Route Forecast Forms.

CONFIDENTIAL





USAAF FORM 34\*

SECRET

SECRET

AUTH: CO STA

DATE: 25 June 1944

INIT:

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

TO: **Commanding General, Ninth Air Force, (REAR), APO 140, U.S. Army.**  
**Attention: 26th Statistical Control.**

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

Ref: Oprep A No. 86 for 24 hrs. ending midnight 24 June 1944  
Mission or Operation No. 85 # 101 BC 393

A. Short Narrative of Operation:

Target Engines De L'Orne Fuel Dump  
Place of take-off Station 170  
Place of landing Station 170  
Take-off time 1716 Landing time 2030  
Time over target 2853 Bombing Altitude 10,000  
Nature of mission Bombing Other None  
Weather Visibility 6-10 miles. Scattered clouds.  
Results Hit on both boxes  
Enemy opposition None

B. Type & model of aircraft:

1. Dispatched 32 A-200's  
4 A-207's
2. Attacking target (indicate target) or completing mission.  
32 A-200's Engines De L'Orne Fuel Dump  
4 A-207's Engines De L'Orne Fuel Dump
3. Abortive due to:
  - (1) Weather: None
  - (2) Personnel: None
  - (3) Mechanical: None
  - (4) Other: None
4. Missing (i.e. cause and place unknown) None
5. Destroyed - before reaching target None  
giving cause w here known
6. Destroyed - over or after leaving None  
target giving cause w here known
7. Damaged (give category & cause) None
8. Sorties 32 A-200's  
4 A-207's

SECRET

(over)  
COMMUNICATIONS SECTION



GEORGE SORENKIN,  
 Captain, Air Corps,  
 Adjutant.

For the Commanding Officer:

- a. Destroyed
- b. Prob. Des
- c. Damaged

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

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

G. Own Personnel Casualties:

- a. Total Returned
- b. Total carried into air:
- c. Bombs, flares, etc. used:
- d. Total carried into air:
- e. Total carried into air:
- f. Total carried into air:
- g. Total carried into air:
- h. Total carried into air:
- i. Total carried into air:
- j. Total carried into air:
- k. Total carried into air:
- l. Total carried into air:
- m. Total carried into air:
- n. Total carried into air:
- o. Total carried into air:
- p. Total carried into air:
- q. Total carried into air:
- r. Total carried into air:
- s. Total carried into air:
- t. Total carried into air:
- u. Total carried into air:
- v. Total carried into air:
- w. Total carried into air:
- x. Total carried into air:
- y. Total carried into air:
- z. Total carried into air:

- a. Total carried into air:
- b. Total carried into air:
- c. Total carried into air:
- d. Total carried into air:
- e. Total carried into air:
- f. Total carried into air:
- g. Total carried into air:
- h. Total carried into air:
- i. Total carried into air:
- j. Total carried into air:
- k. Total carried into air:
- l. Total carried into air:
- m. Total carried into air:
- n. Total carried into air:
- o. Total carried into air:
- p. Total carried into air:
- q. Total carried into air:
- r. Total carried into air:
- s. Total carried into air:
- t. Total carried into air:
- u. Total carried into air:
- v. Total carried into air:
- w. Total carried into air:
- x. Total carried into air:
- y. Total carried into air:
- z. Total carried into air:

SECRET

USAF FORM 374 (00-7414)

SECRET

## BOMBING INFORMATION

ANNEX "A"

IX B.C. FIELD ORDER NO. 393

BOX I GROUP 416th DATE 24 June TARGET ATTACKED Regulares De L'Orne Fuel Dump

1. Method of Sighting: Pre-set Syn.
2. Bombing approach: 150° Mag.
3. Was mercury erection system used? YES \_\_\_\_\_ NO x
4. Did entire box 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.

Bombardier chose wrong aiming point in target area. Two white objects in target area looked like A.P. and bombardier chose closest. No trail subtracted.

5. Name of lead bombardier: Lt. W. Forme
6. Name of lead pilot: Lt. A.E. Osborne
7. Intervalometer setting: None
8. Indicated Air Speed: 200 Ground Speed: 271 Altitude: 12000
9. Length of bomb run: 45 Sec:
10. Bomb Load and Fusing per A/C: 4 X 500 lb FUSED 1/10 N 1/100
11. Total Bombs Dropped: 85

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, IV or A/C? YES x NO \_\_\_\_\_. If answer is "YES", state circumstances and effect on bombing: Two white silver fuel tanks both looking like A.P. confused bombardier.
- (c) Did Flak affect bombing? YES \_\_\_ NO x. If answer is "YES", state to what extent Flak affected bombing or bomb run:
- (d) To what extent did attacks by enemy aircraft affect bombing? None
- (e) State any difficulties on bombing run: None
- (f) Malfunctions, personnel errors or other factors affecting bombing: None
- (g) Bombing results as reported by crews:  
 Aimed at right Target: YES \_\_\_ NO x  
 Results claimed: GOOD \_\_\_ FAIR x POOR \_\_\_ BAD MISS \_\_\_\_\_

\* - 7 A/C carried bomb load of 6 x 500 G.P.

SECRET

OVER

Formation consisted of 2 boxes, 18 ships Box I, 18 ships Box II. Time of take-off was 1716. Time over target 1845. Target Baguies De L'orne. Box I at 12,000 dropped a total of 85 bombs. Box II, at 11,500 dropped a total of 86 bombs with fair results. Visibility was 6 to 10 miles with scattered clouds. No flak encountered. No enemy aircraft. Flares landed at 2030.

A. Description of route from I.P. to target:

1. 6 - 10 Miles
2. Scattered Clouds
3. 2 Boxes
4. None
5. Lake and highway.
6. Two white objects causing confusion of A.P.
7. Box I Fair, Box II Fair.
8. None



SECRET

## BOMBING INFORMATION

ANNEX "A"

IX B.C. FIELD ORDER NO. 399BOX Box 22 GROUP 415th DATE 24 June TARGET ATTACKED Reguoles De L'erno

1. Method of Sighting: Pre-set Gyn.
2. Bombing approach: 135° Mag.
3. Was mercury erection system used? YES \_\_\_\_\_ NO X
4. Did entire box 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: Used A.F. briefed. No trail subtracted. Overshot A.F. because of bubbles not being level.

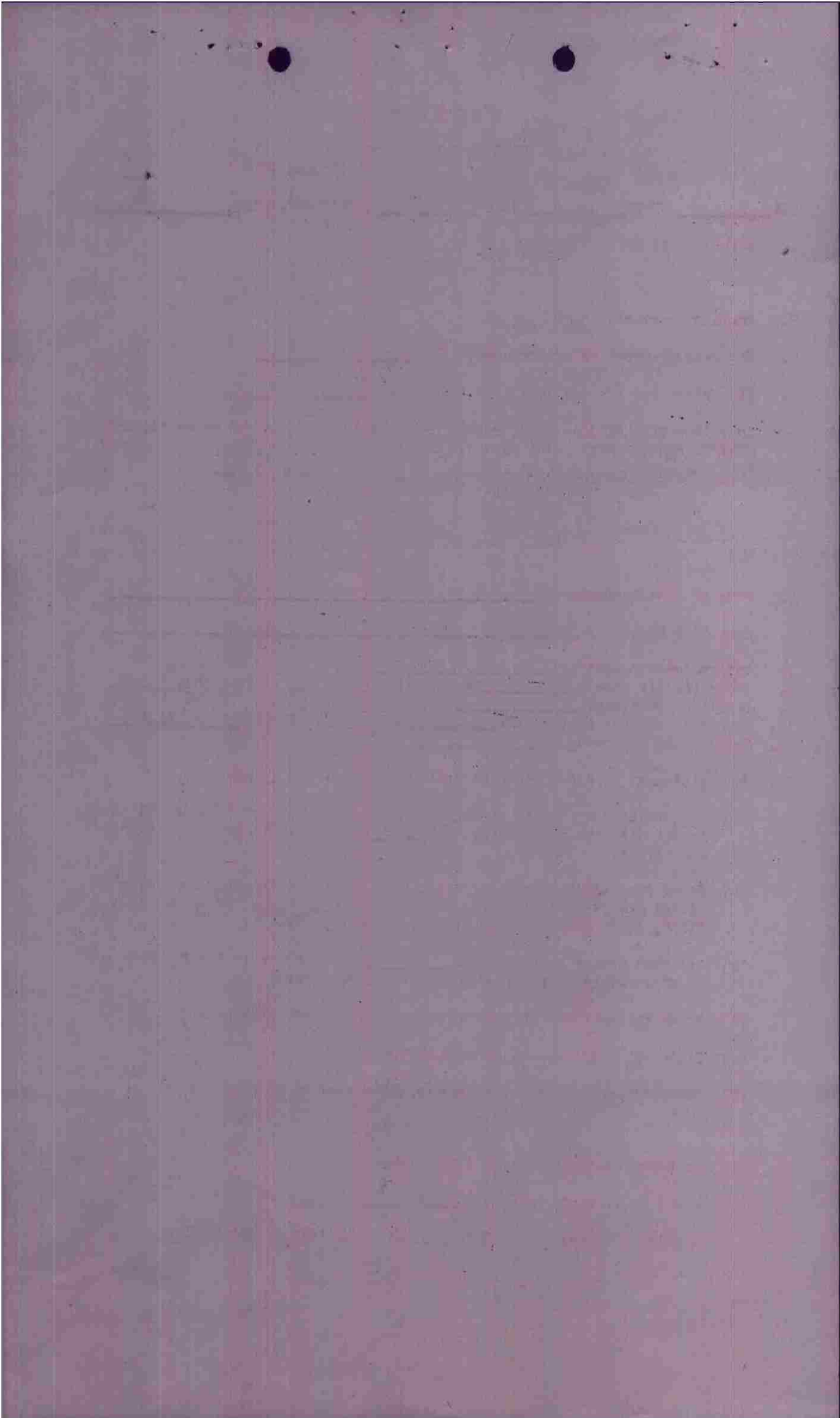
5. Name of lead bombardier: Lt. A.B. Hand
6. Name of lead pilot: Major R.F. Price
7. Intervalometer setting: None
8. Indicated Air Speed: 300 Ground Speed: 260 Altitude: 11500
9. Length of bomb run: 60 Sec:
- \*10. Bomb Load and Fusing per A/C: 4 X 500 lb FUSED 1/10 N 1/100
11. Total Bombs Dropped: 24

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

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

\* - 7 A/C carried bomb load of 6 x 500 G.P.

SECRET



**CONFIDENTIAL** *Just*

WETHERS FIELD  
416TH BOMB GP (L)

TAKEOFF - 1710  
RETURN - 2010

DATE 24 JUNE 1944  
PERIOD 1700 - 2200

Hg SOS USAFF 9-43 (90M/152)

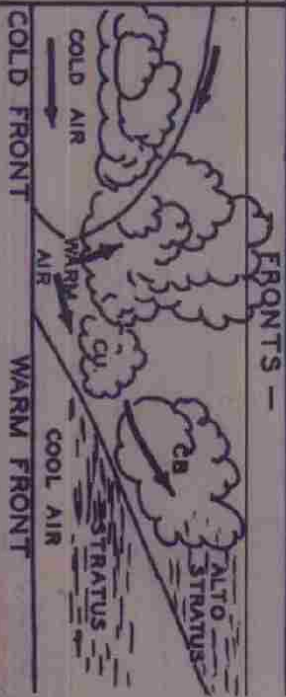
# OPERATIONAL ROUTE FORECAST

	A BASE TO TARGET	B TARGET	TARGET TO BASE
1 WEATHER	PARTLY CLOUDY	PARTLY CLOUDY	PARTLY CLOUDY
2 CLOUDS	NIL LOW OR MEDIUM CLOUD WITH PATCHY CIRRUS ABOVE 20,000 FT.	NIL LOW OR MEDIUM CLOUD WITH PATCHY CIRRUS ABOVE 24,000 FT.	NIL LOW CLOUD WITH PATCHY MEDIUM CLOUD 1/10 - 3/10 ABOVE 12,000 FT.
3 ICING	NIL	NIL	NIL
4 VISIBILITY	8 MILES PLUS IN BASES 3-6 MILES NEAR LONDON 6 MILES OVER CHANNEL CONTINENT DOWN SUN	10 MILES IN HAZE	8 MILES PLUS
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	300 10		
5,000 FT	360 18		
14,000 FT	360 26		
12,000 FT	340 30		
15,000 FT	340 30		
FT			<b>CONFIDENTIAL</b>
FT			

TARGET SURFACE TEMP 29.96 TARGET MEAN TEMP +5.2  
 TEMP. AT 12,000 FT. -2.2 TARGET SURFACE (PRESSURE-ALT) +382



# AIRCRAFT REPORT

	BASE TO COAST	OVER CHANNEL OR SEA	OVER CONTINENT & TARGET
TIME			
POSITION			
ALTITUDE			
CLOUD BELOW AIRCRAFT	AMOUNTS AND TYPE		
	HEIGHT OF BASE AND TOP		
CLOUD ABOVE AIRCRAFT	AMOUNTS AND TYPE		
	HEIGHT OF BASE AND TOP		
VISIBILITY			
TEMPERATURE			
WINDS			
REMARKS: AS WEATHER ENCOUNTERED, FRONTAL POSITIONS, ETC.			
NOTE: AT LEAST ONE COMPLETE OBSERVATION SHOULD BE ENTERED IN EACH COLUMN. THE OTHER SIDE OF THIS CARD HELPED YOU - WON'T YOU GIVE THE NEXT FELLOW A BREAK!	CLOUD TYPES AND ABBREVIATIONS LOW CLOUDS = ST-STRATUS SC-STRATOCUMULUS MIDDLE CLOUDS = AS-ALTOSTRATUS AC-ALTOCUMULUS HIGH CLOUDS = CI-CIRRUS CS-CIRROSTRATUS CU-CUMULUS CB-CUMULONIMBUS	FRONTS - 	

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

FROM COBOMGR 416

TO COCBTWIG 97 ATTN: SIG O

A - YS - 81

B - 24 JUNE 1944

C - 38 A/C

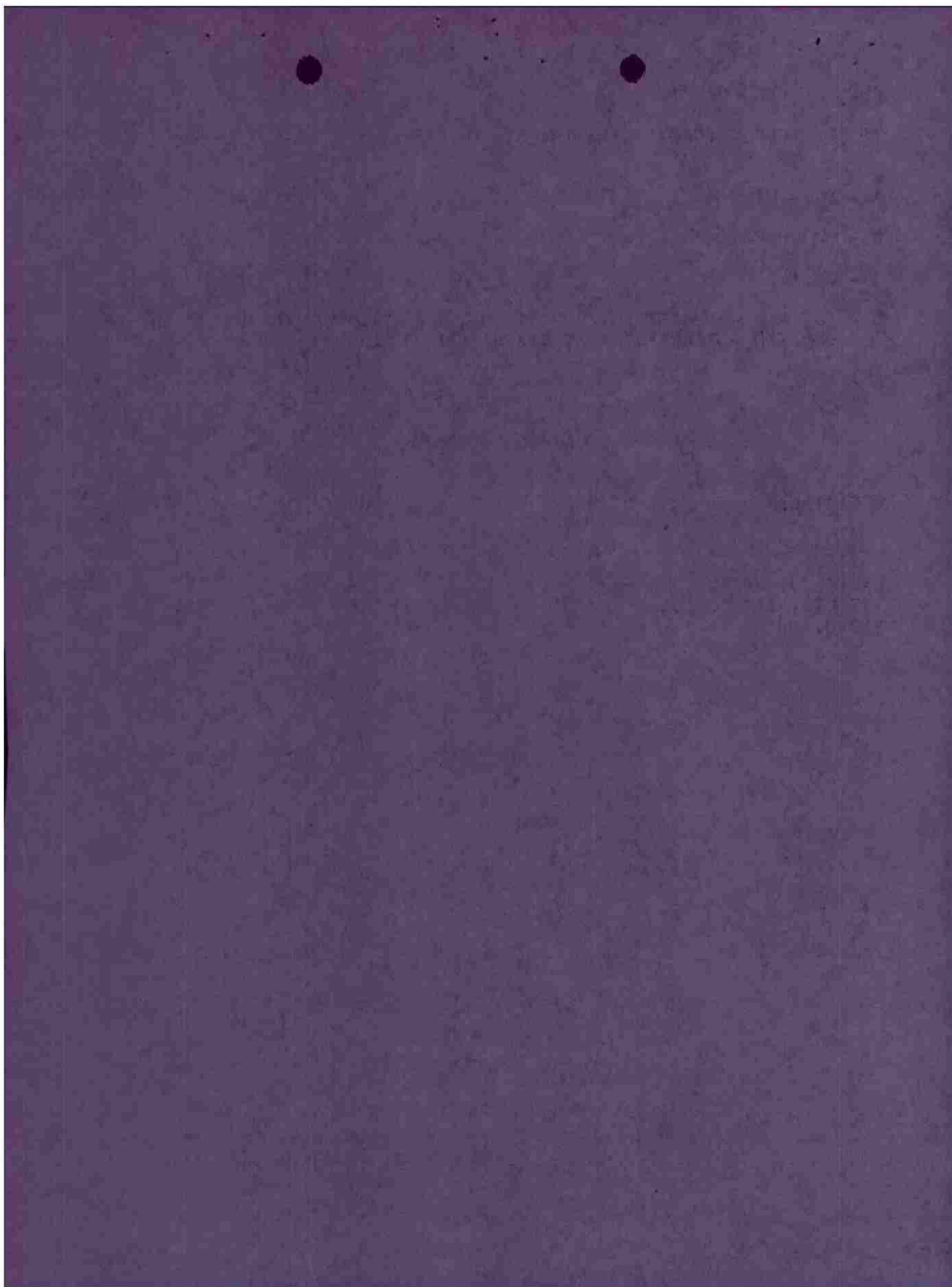
D - 669 - W - TURRET INTERPHONE OUT, BAD CONNECTION, REPLACED.  
668 - J - FAULTY THROAT MIKE, REPLACED.

E - NONE

MACE COBOMGR 416

OFFICIAL:

DANIEL J. NOLAN  
1ST LT., AIR CORPS,  
SIG O.





To U. Luffe.

PILOT: *W. F. ...*  
 NAVIGATOR: *...*  
 PLANE: *...*  
 MISSION: *...*  
 DATE: *6/29/44*

FROM POSITION	TO POSITION	M. H.	ETA	ATA	TC	DR	TH	VAR	MF	ALT	I.F.S.	CS	DIST.	TIME	ETA	REMARKS
<i>Base</i>	<i>Wendland</i>	253	1748	1750	239	14	243	10	253	5000	195	210	60	16 1/2	1751 1/2	
	<i>Wind Point</i>	233	1800	1801	219	14	223		233	9000	210	250	41	10	1801 1/2	
	<i>Delany Reef</i>	131	1909	1810	125	-4	21		231	9000	231	249	33	8	1809 1/2	
	<i>49° 28' N 010° 4' W</i>	700	1830 1/2	1832	187	13	190		200	12000	203	269	82	20 1/2	1830	
	<i>48° 5' W 0053' W</i>	167	1810	1810 1/2	166	11	167		177		243	272	37	8	1838	
	<i>48° 47' W 0036' W</i>	134	1840 1/2	1847	184	-3	124		134		271	269	17	4	1842	
	<i>48° 33' N 0024' W</i>	150	1850	1851	142	-2	140		150		271	271	14	3	1845	
	<i>49° 00' N 0000' E</i>	413	1901 1/2	1901	039	-6	33		43		276	276	40	10 1/2	1859 1/2	
	<i>Sally Reef</i>	350	1936	1934	340	0	340		350		210	210	125	35	1930 1/2	
	<i>Wendland</i>	1078	1950	1948	003	-3	000		10		214	214	56	16	1946 1/2	
	<i>Base</i>	65	2003	2003	059	-4	55		65		210	210	60	15	2001 1/2	

RENDZVOUS: *1910*  
 TARGET: *1851*  
 COAST OUT: *1810*  
 COAST IN: *1832*  
 I.F.: *1847*

RENDZVOUS: *1910*  
 TARGET: *1851*  
 COAST OUT: *1903 1/2*  
 COAST IN: *1934*  
 I.F.: *1947*

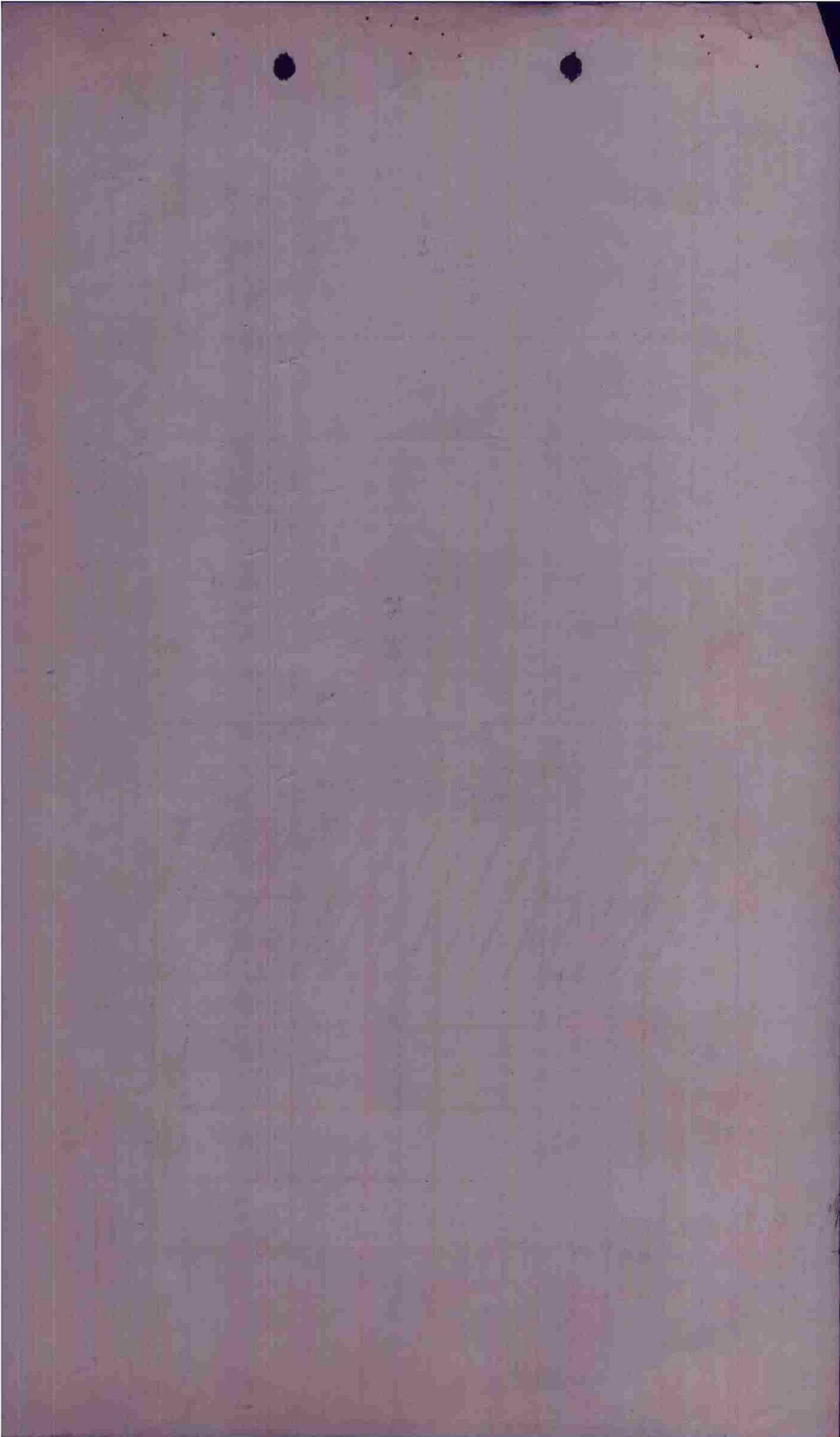
RENDZVOUS: *1910*  
 TARGET: *1851*  
 COAST OUT: *1903 1/2*  
 COAST IN: *1934*  
 I.F.: *1947*

FLIGHT RECORD

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

DIVERSION  
 AIRPROBES

15  
 1382

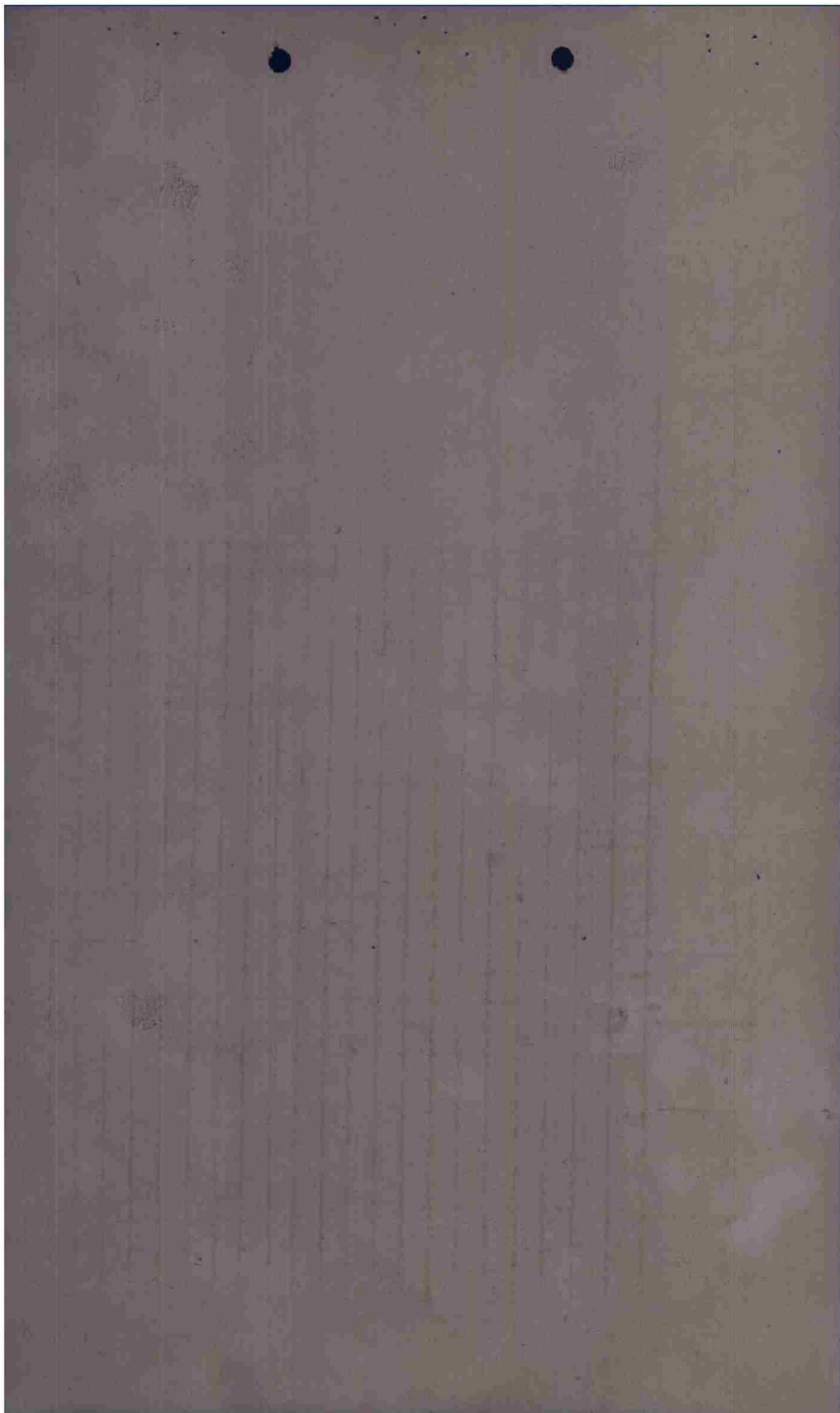




71

Box #	Opstl	Date	F/O	Target	Alt.	Box Leader	T/O TOT L/D	15 min.	A/C										
									Reil to Bomb	ATT									
A/C		Bomb		A/C Dam		Pers.													
Reason		T	S	F	J	T	R	"	D	A	A	E	D	F	D	K	W	M	
1	444	4																	✓ Chase 444
2	1724	6																	✓ Mack 392J DeWard 724
3	2124	6																	✓ Edgerton 907
4	207																		✓ Alamy 222 Coburn 742
5	745																		
6	222																		
7	750	4																	✓ Peterson 750
8	252	5																	✓ Peterson 214
9	207	6																	✓ Mack 714 Mack 792 Mack 650
10	207	4																	✓ Peterson 750
11	207	7																	✓ Mack 714 Mack 792 Mack 650
12	217	6																	✓ Peterson 750
13	214	4																	✓ Peterson 750
14	221	4																	✓ Peterson 750
15	393	7																	✓ Mack 714 Mack 792 Mack 650
16	257	6																	✓ Peterson 750
17	223	6																	✓ Peterson 750





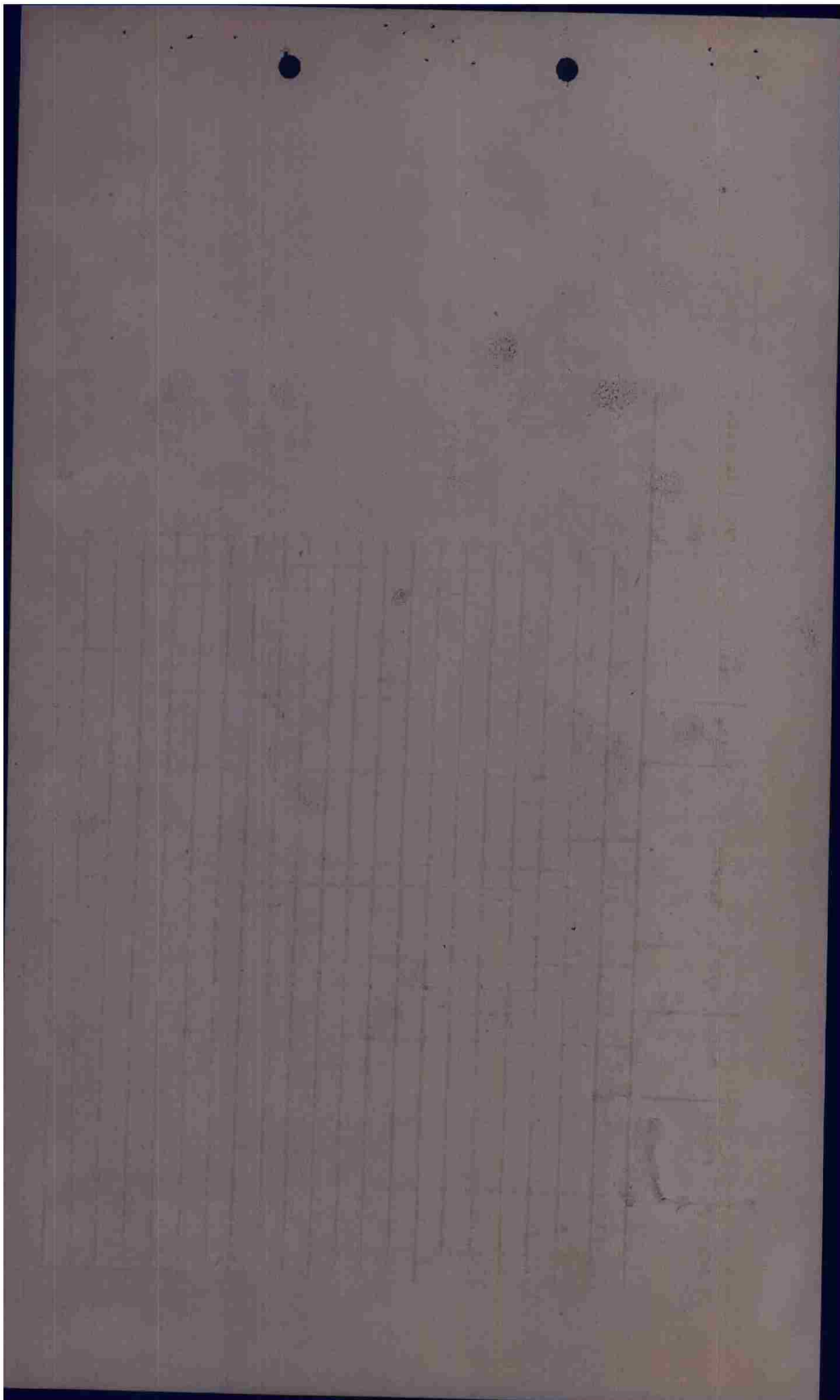
158 157

78/49 dropped - returned

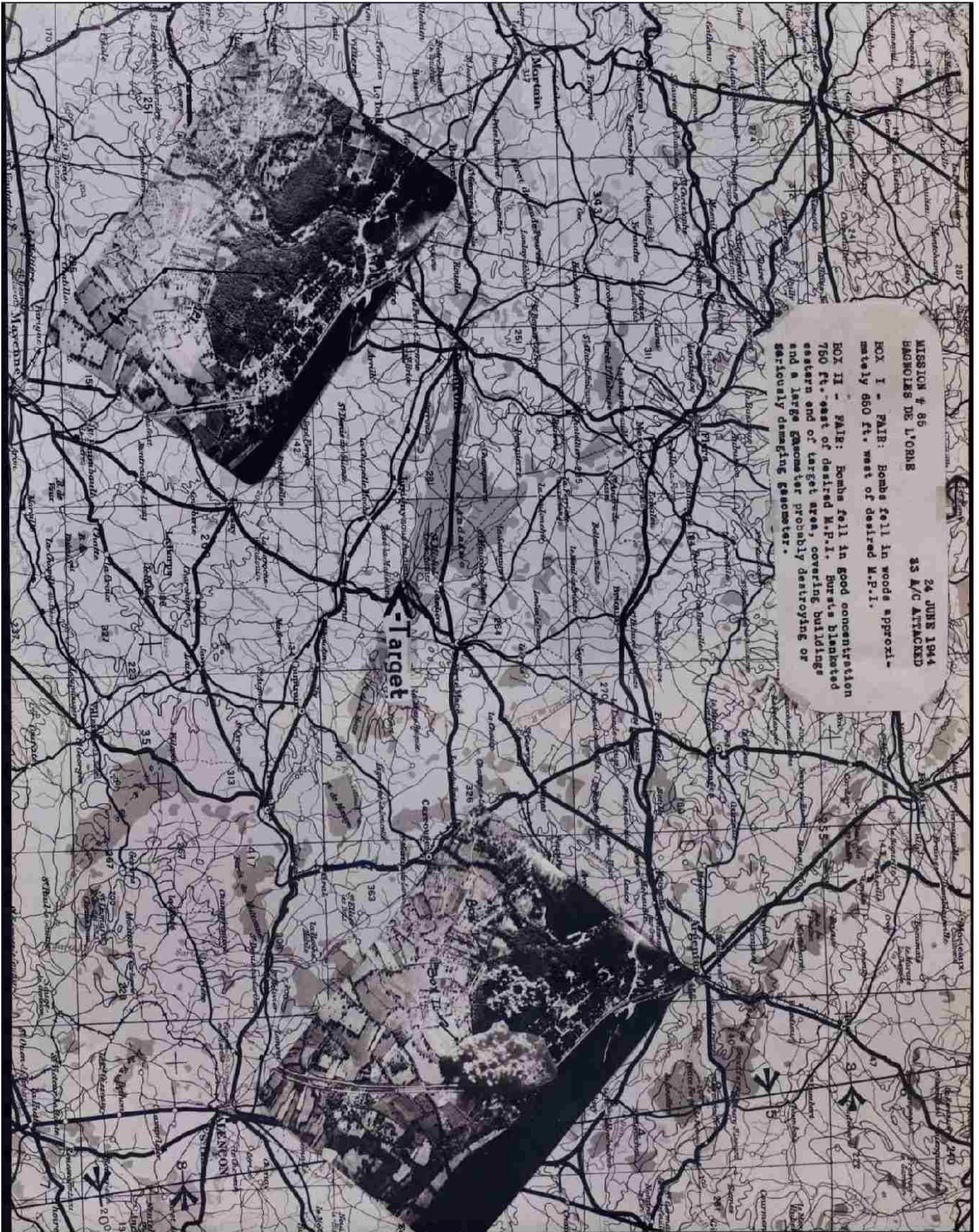
Box #	Opstl	Date	F/O	Target	Alt.	Box Leader		T/O TOT L/D	15 min.
						A/C	Par.		
I							Reburne		
A/C	Fail to Bomb	ATI	BOMB	IISP	A/C Dam	E/A	Par.		
Pos No.	Reason	F S O	T S J	T R	M D A A C B E D P D K V M				
1 640		4							Reburne 840 ✓
2 452		4							Reburne 452 ✓
3 176		6							Reburne 176 ✓
4 2210		6							Reburne 2210 ✓
5 684		4							Reburne 684 ✓
6 342		4							Reburne 342 ✓
7 376		4							Reburne 376 ✓
8 0457		6							Reburne 0457 ✓
9 949		6							Reburne 949 ✓
0 950		6							Reburne 950 ✓
1 449		A							Reburne 449 ✓
2 3711		4							Reburne 3711 ✓
3 929		6							Reburne 929 ✓
4 678		4							Reburne 678 ✓
5 717		4							Reburne 717 ✓
6 370		4							Reburne 370 ✓
7 743		4							Reburne 743 ✓
8 842		6							Reburne 842 ✓

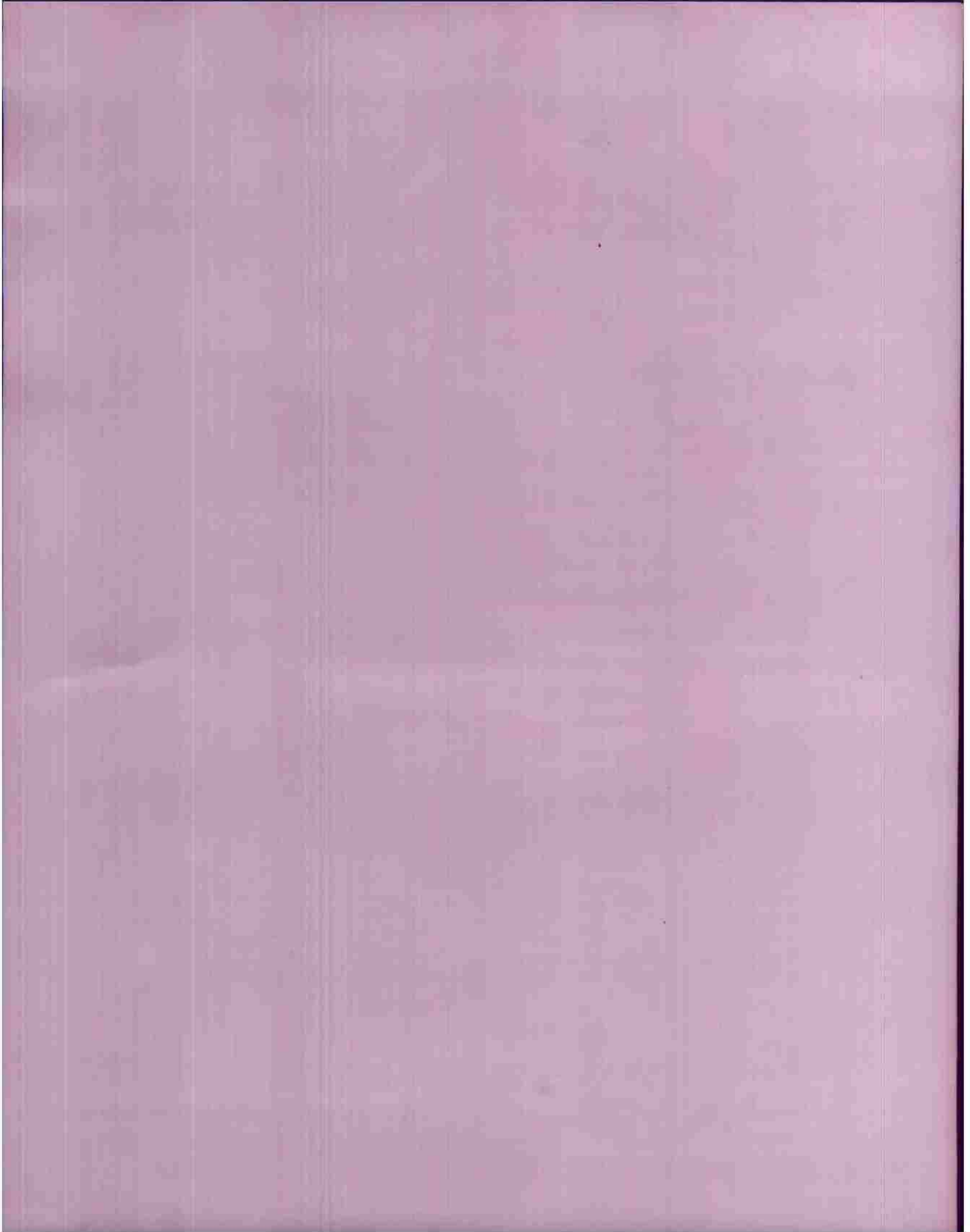
✓ Reburne 840  
 ✓ Reburne 452  
 ✓ Reburne 176  
 ✓ Reburne 2210  
 ✓ Reburne 684  
 ✓ Reburne 342  
 ✓ Reburne 376  
 ✓ Reburne 0457  
 ✓ Reburne 949  
 ✓ Reburne 950  
 ✓ Reburne 449  
 ✓ Reburne 3711  
 ✓ Reburne 929  
 ✓ Reburne 678  
 ✓ Reburne 717  
 ✓ Reburne 370  
 ✓ Reburne 743  
 ✓ Reburne 842

Page - not early





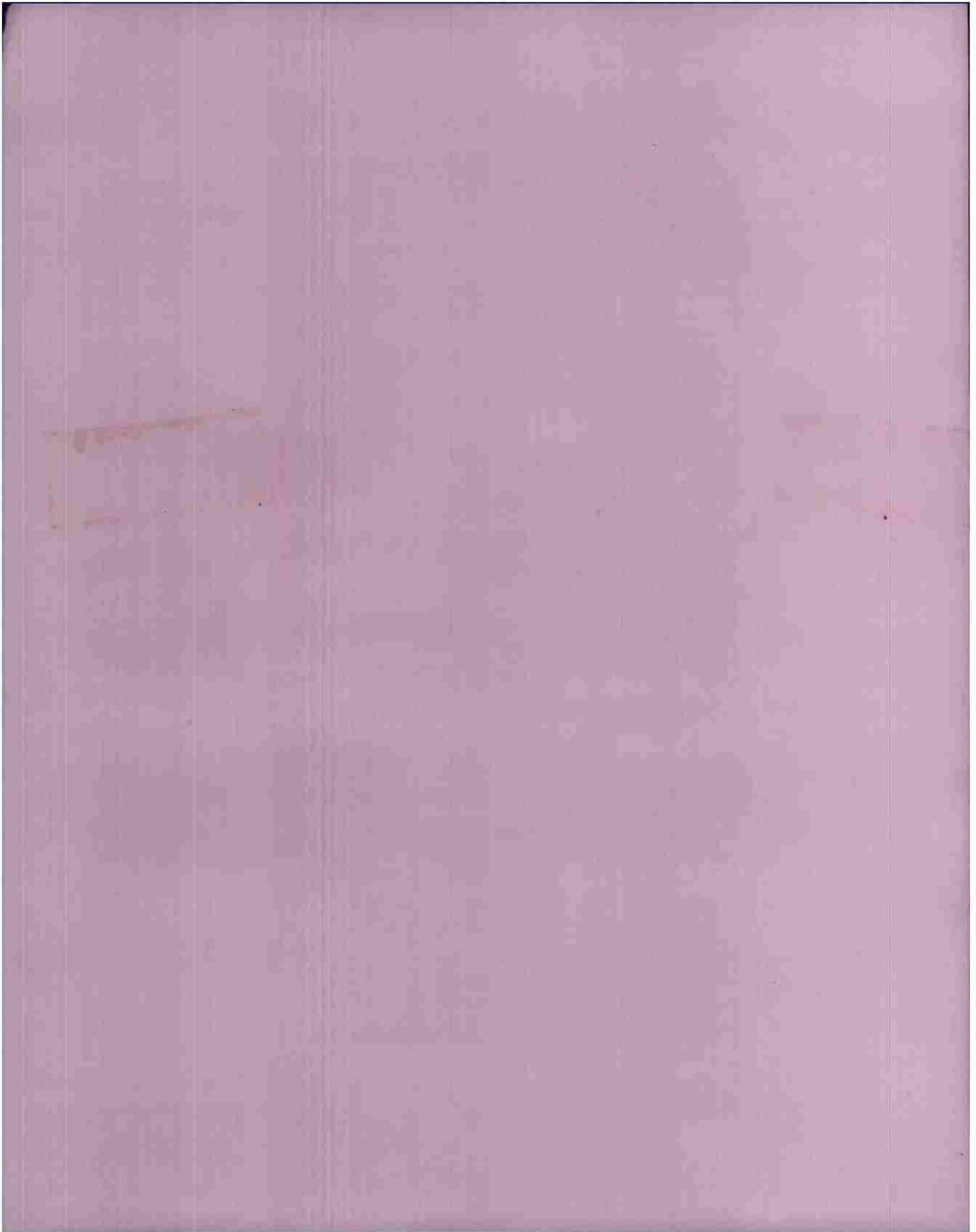






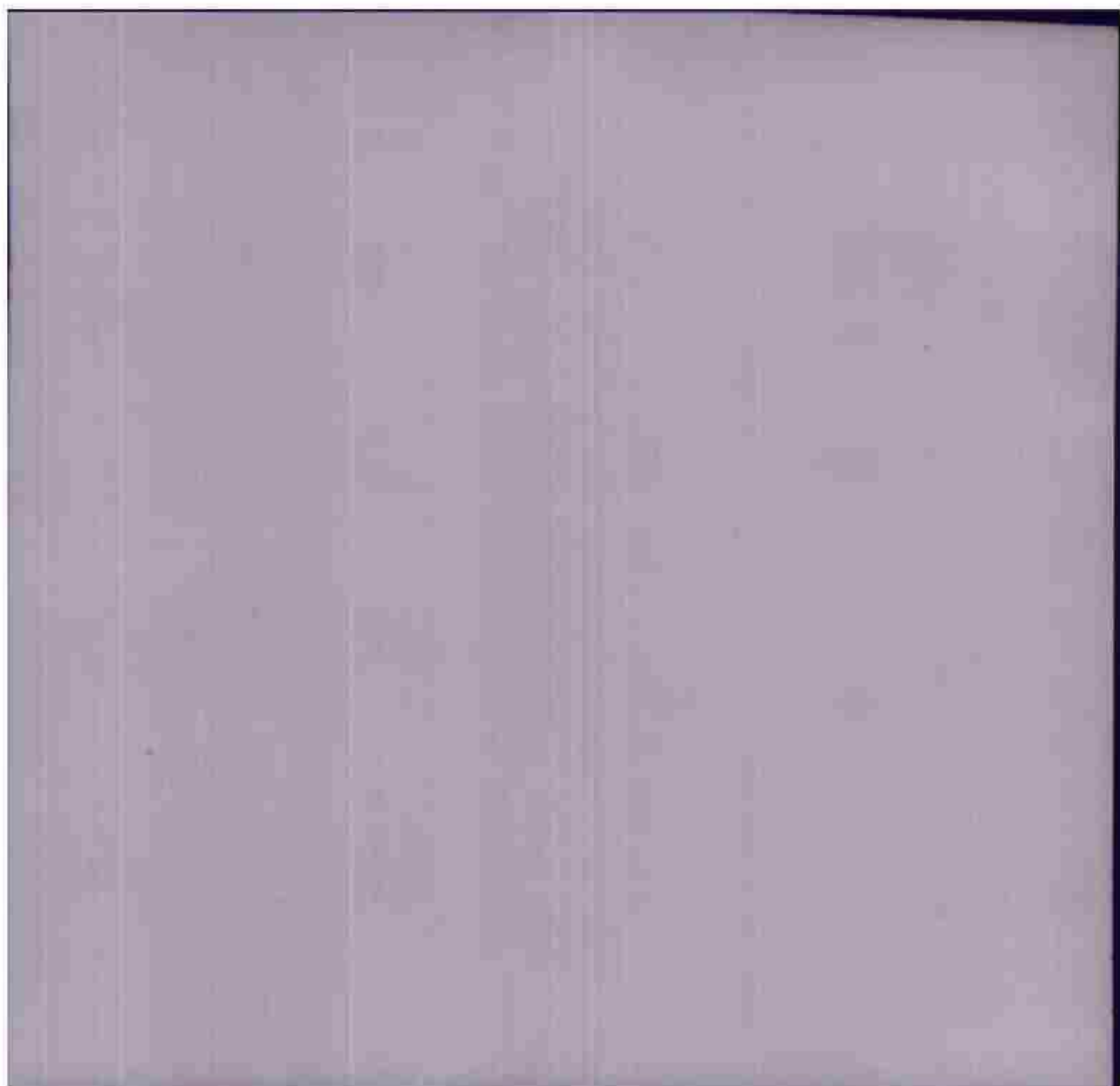








**THIS PAGE DECLASSIFIED IAW EO12958**

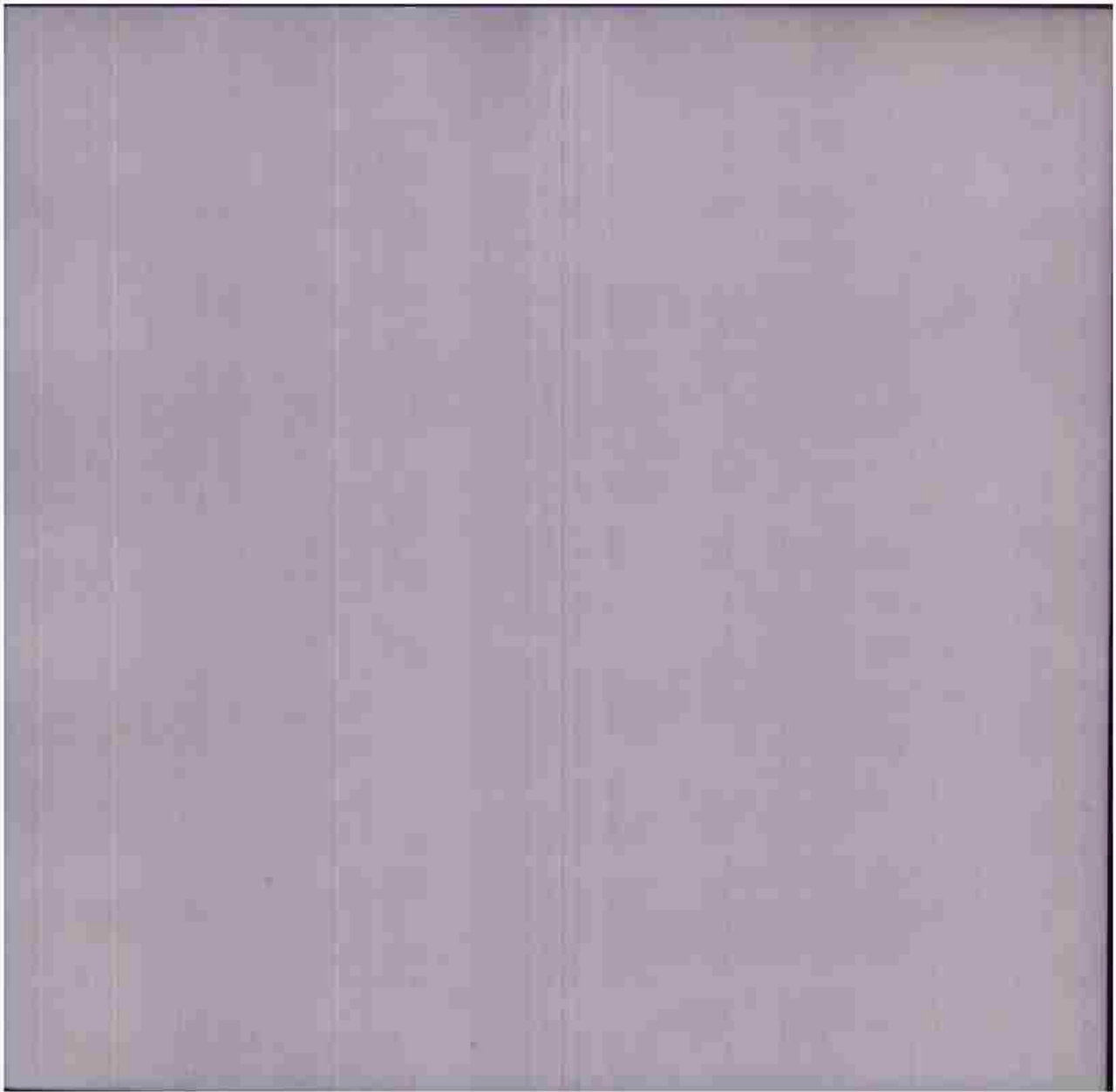


**THIS PAGE DECLASSIFIED IAW EO12958**





**THIS PAGE DECLASSIFIED IAW EO12958**

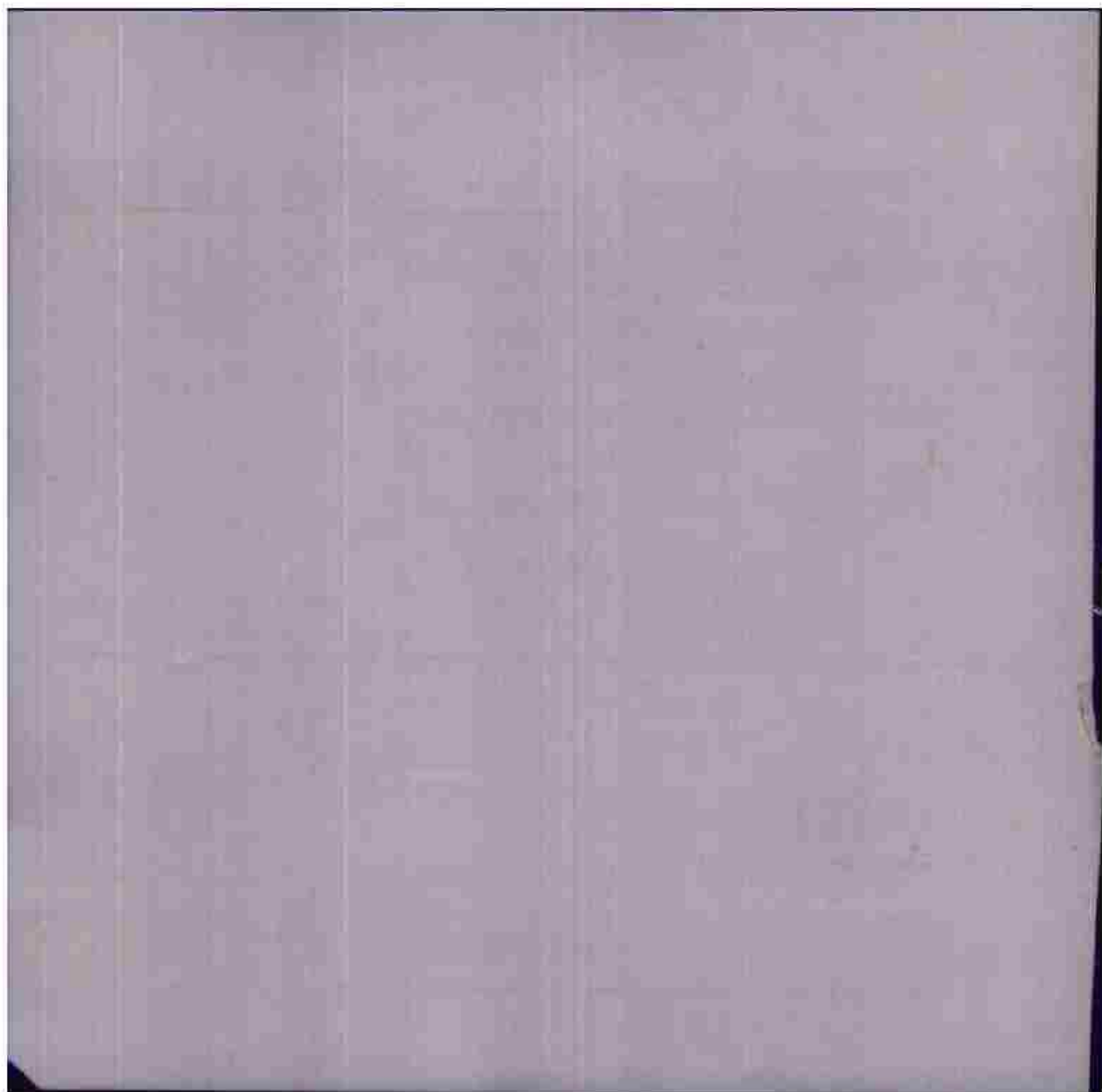


**THIS PAGE DECLASSIFIED IAW EO12958**





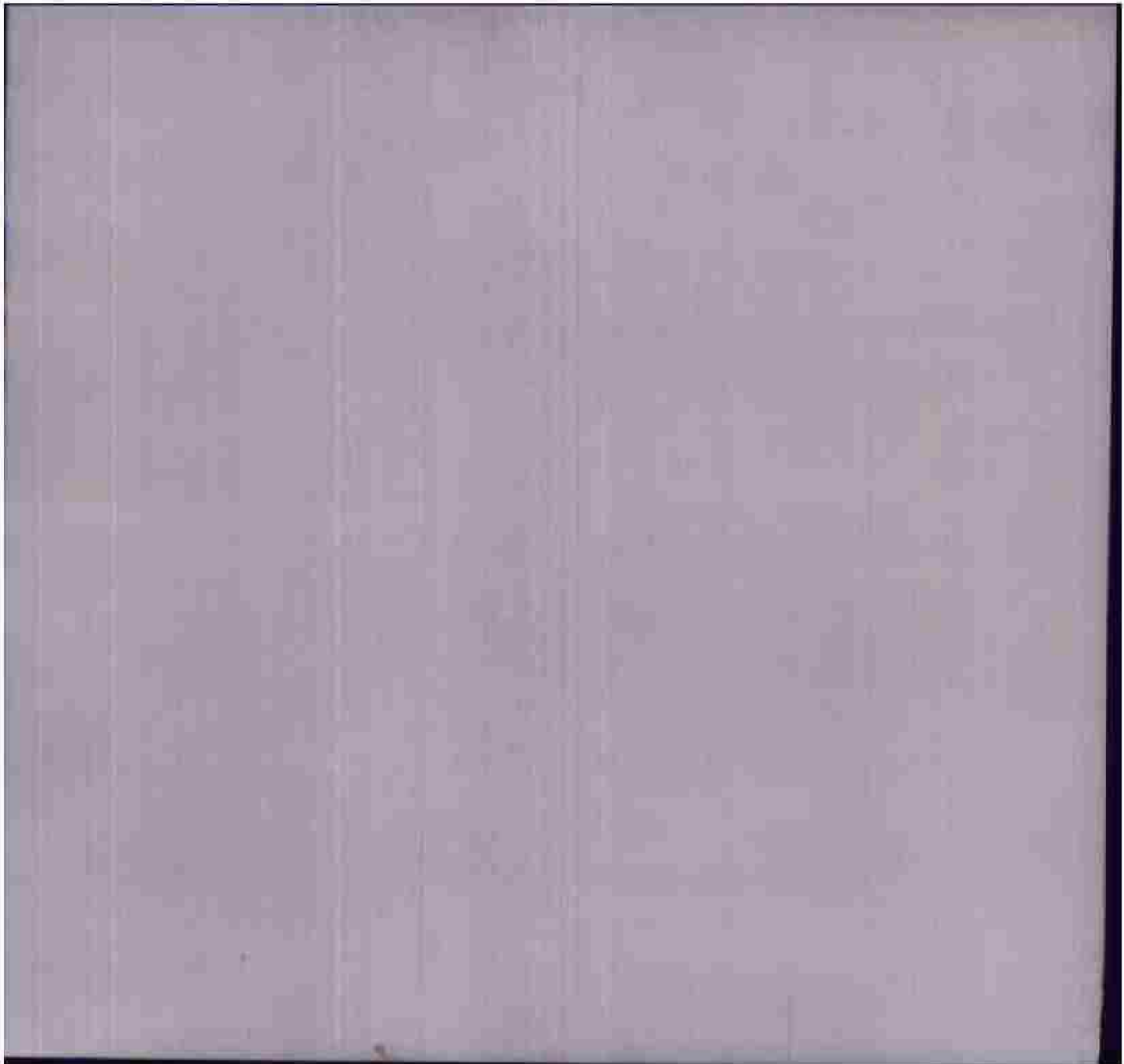
**THIS PAGE DECLASSIFIED IAW EO12958**



**THIS PAGE DECLASSIFIED IAW EO12958**



**THIS PAGE DECLASSIFIED IAW EO12958**



**THIS PAGE DECLASSIFIED IAW EO12958**

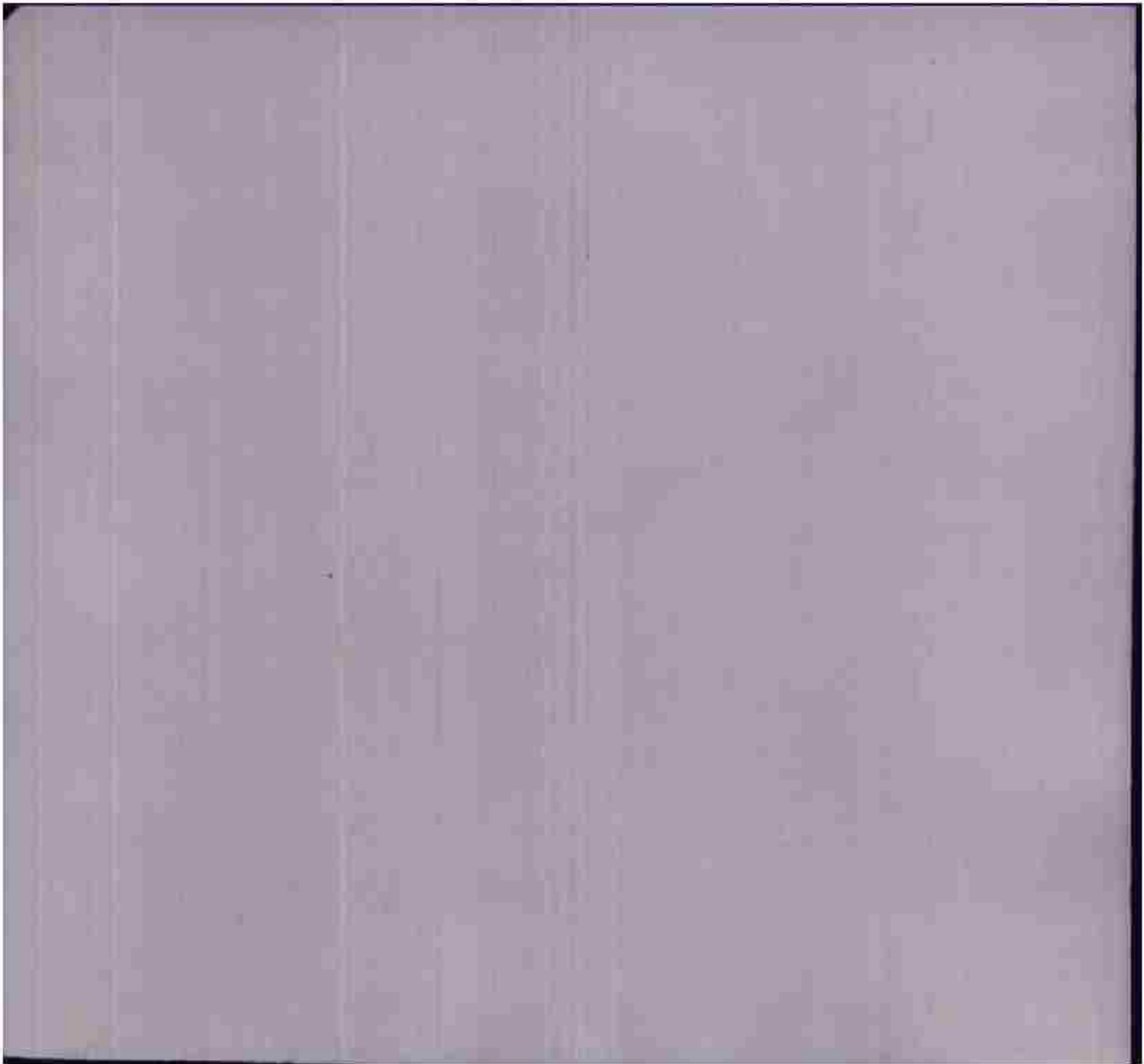


THIS PAGE DECLASSIFIED IAW EO12958



THIS PAGE DECLASSIFIED IAW EO12958

**THIS PAGE DECLASSIFIED IAW EO12958**

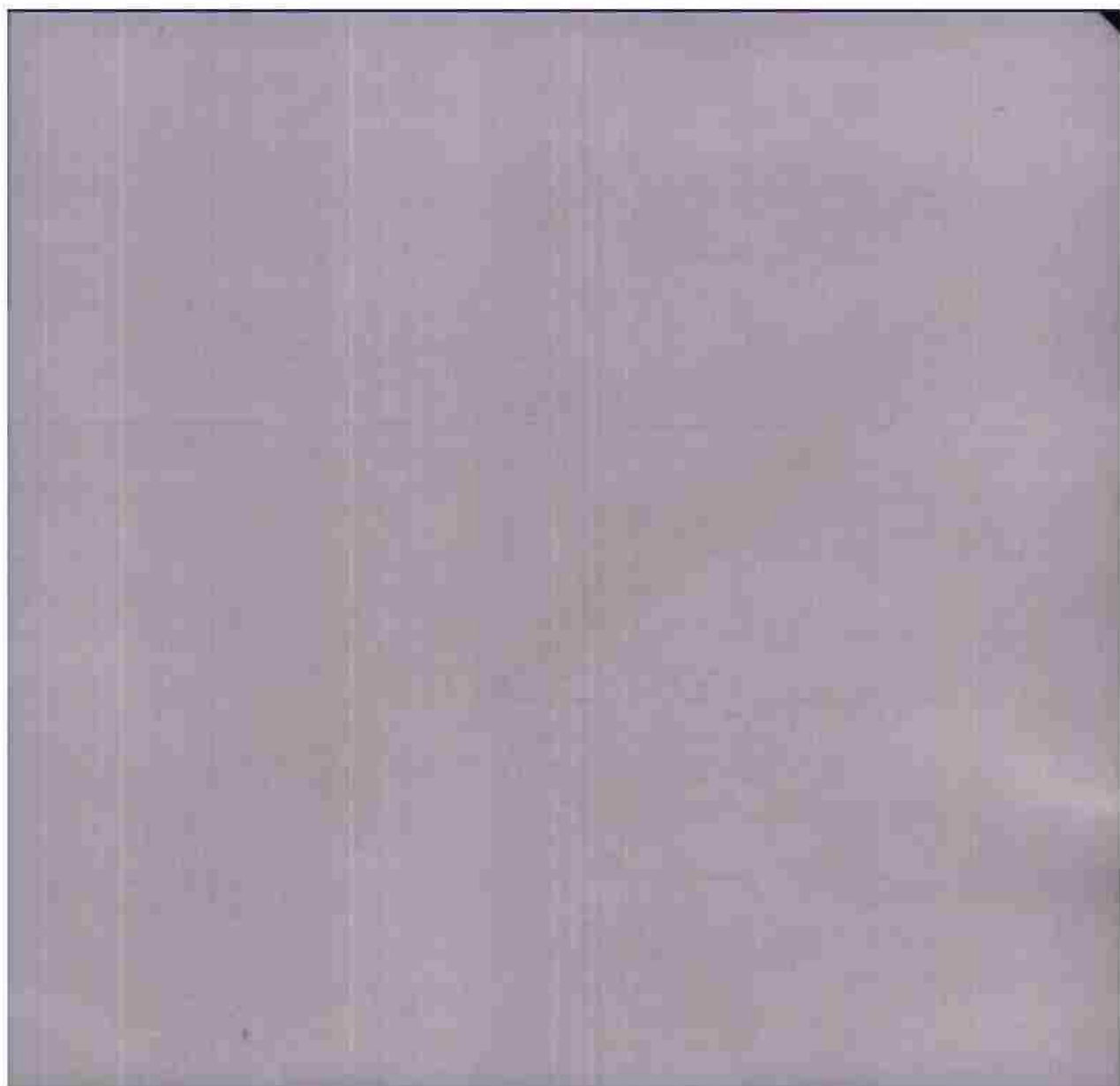


**THIS PAGE DECLASSIFIED IAW EO12958**





**THIS PAGE DECLASSIFIED IAW EO12958**



**THIS PAGE DECLASSIFIED IAW EO12958**

