

IRIS Public Record

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Abstract

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

Title Added Entries MISSION FOLDER NUMBER 119 (TARGET: BOIS DU PIERRE CHATEAU, FIELD ORDER NUMBER 477)

Author:

Subject:

Major Command:

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00091926

GP-416-SU-OP-S
09 Aug. 1944

SCANNED BY ACD
2013

RETURN TO
HQ USAFHRC
MAXWELL AFB AL 36112-6678

DECLASSIFIED

DECLASSIFIED

Gp-416-Su-Op-S
9 Aug 1944

~~SECRET~~

SCANNED BY ACD

-2013-

DECLASSIFIED
DOD DIR 5200.9, 27 Sep 58

MICROFILMED

P.R.C.

00091926

26

PENALTY FOR PRIVATE USE TO AVOID
PAYMENT OF POSTAGE, \$300

ET

24

SICER,
P (X)]

SECRET

8/6 9E
10L

SECRET

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24

MPT & AP

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26

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701
36 3/8

IX B.G.S.-c Form No. 104-B Prepare separate sheet for each target bombed

REVIEW UNIT: TARGET	IX B.G. 1100 07H
DATE	9 August 1944
ATTACKING UNIT	416TH GROUP
NOIS du PIERRE CHATEAU	
FIRST PHASE INTERPRETATION	WABST HIT

1. TARGET SHIPPED NOIS du PIERRE CHATEAU PRIMARY
SECONDARY
CASUAL

Box I - Point on east side of chateau.
M.P.I. - Box II - Point on edge of clearing 500 ft. south of edge of chateau.
A.P. - Same as M.P.I.

3. TARGET ATTACKED NOIS du PIERRE CHATEAU MILES FROM THE PRIMARY
DIRECTION FROM PRIMARY

2. COORDINATES (IF non-descript POINT) ON 1:50,000 MAP NO.

1. NO. AND TYPE OF A/C DISPATCHED 34 A-20's NO. OF A/C ATTACKING 34

3. BOMBING BY 3's, 6's, 12's, 24's 6's IN FOLLOWING ORDER 1,2,3,4,5,6

1. NO. AND TYPE OF BOMBS DROPPED 124 x 500 GP FUSING 1/10 nose, 1/100 tail.

1. HEADING OF A/C WHEN BOMBS DROPPED 30 deg. W.

1. TIME BOMBS DROPPED 1115

7. ACTIVITY AT TARGET

RESULTS OF BOMBING:

Box I - 1st 6 - MAIN: Bombs fell in good pattern on edge of clearing approximately 570 ft. northwest of DAPI.

2nd 6 - MAIN: Bombs fell in long pattern in clearing and running up into woods, approximately 850 ft. north of DAPI.

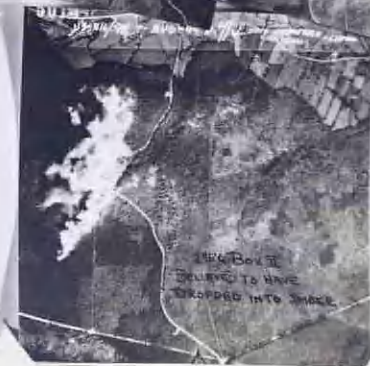
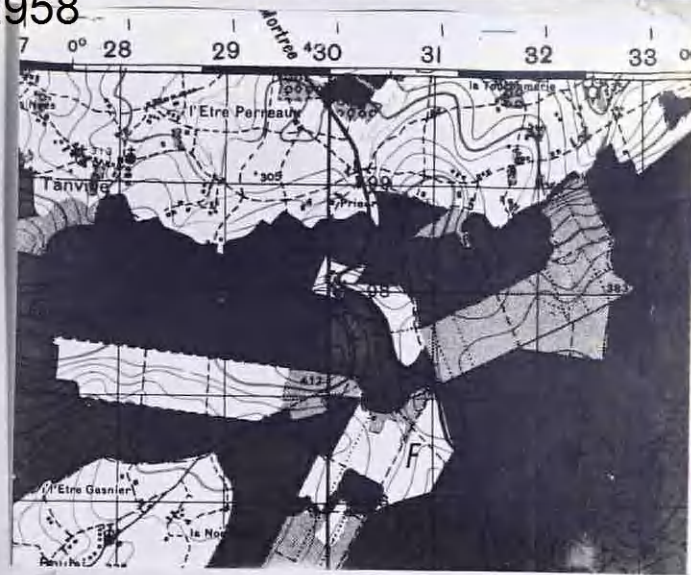
3rd 6 - EXCEL: Bombs fell in good pattern approximately 228 ft. northwest of DAPI on edge of chateau. Possible hits or near misses on chateau.

Box II - 1st 6 - GROSS: Bombs fell in long pattern in woods approximately 3,000 ft. southwest of DAPI.

2nd 6 - THUNDER: Bombs fell into smoke from preceding flight. Visual observations indicate bombs fell across DAPI.

3rd 6 - EXCEL: Bombs fell in long pattern approximately 175 ft. southwest of DAPI. Edge of forest fell across DAPI.

LLOYD G. PERKINS,
Sgt. Lt., Air Corps,
Asst. Photo Intelligence Officer.





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Mission
Freed

GENERAL INDEX

Target Bois de Pierre Chateau Date 9-8-44 No A/C 36 Mission No. 119 F/O 477
 Status Attacked Briefing Officer SHERIDAN

1. IXBCA Synopsis of Mission. -----None
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 YS Report. -----Filed.
14. Navigator's Log and Flight Plan. -----Filed.
15. Battle Casualties. -----None.
16. Analysis of Gunnery. -----See Oprep Report, Par. E.
17. Ammunition Expenditure. -----See OpsFl Report, Par. I.
18. Recapitulations Forms. -----Filed.

00091926

P.R.C.

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

SECRET
By authority
GO, Sta. 170
10 August 1944
Init. _____

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

SUBJECT: Report of Combat Mission.

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

416th Bombardment Group (L)
119th Mission, 9 August 1944
97th Combat Wing FO 168-477.

1. 38
2. 96
3. 34
4. 2 (spare s)
5. 2
6. 43-9956
Lt. J. J. Iackovich
Returned 4 bombs. No cause determined. Racks and circuits checked and found to function properly.
- 43-21764
Lt. L. E. Hill
Returned 4 bombs. Pilot claimed loss of power on left engine. Landed before reaching target area on strip A-13 in Normandy. Plane checked and fuel line bled. Pilot on way back to field claimed recurrence of previous trouble. Upon arrival at this field plane was checked and test flown 1 1/2 hours and reported satisfactory by test pilot.
7. 43-9956
43-21764
Same as above
Same as above
- 43-9951
Lt. J. C. Gary
2 bombs returned. Racks and circuits checked and found to function properly.
8. 43-21764
Lt. L. E. Hill
Landed on strip A-13 in Normandy before reaching target area.

For the Commanding Officer:

GEORGE SCHENKIN,
Captain, Air Corps,
Adjutant.

OICOG V YAA YAA 26/S: OP

T- ADDRESSEE

FROM 416TH BOMBARDMENT GROUP(L) 09/2015B

TO: HQS IX AIR FORCE

HQS IX BOMBER COMMAND

ATT: A-2 DUTY OFFICER

416TH BG A-252-D

SECRET QOX BT

A. BOIS DU PIERRE REDAR INSTALLATION .

B. SAME AS ABOVE .

H. 1212

K. ONE CONCENTRATION OF ~~XXXX~~ BOMBS ACROSS DMPI 900

FT. SOUTH OF CHATEAU. BURSTS FROM ANOTHER

FLIGHT ON EDGE OF CHATEAU WITH POSSIBLE

HITS ON SAME

BT 09/2015B

AS

IN CCC IN PART A IT SHOULD BE RADAR NOT REDAR AS PRINTED

WJF ARP

OICOG R.....09/2053B DEG AR

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OICOG V YAA YAA 03/09 OP
T- OIUBA
FROM HDQS 416TH BOMB GROUP (L) 09/0133B
TO HDQS IX BOMBER COMMAND ATT: A-2
HDQS 9/ IX AIR FORCE ATT: A-2

SECRET QXX BT
A-228-D

FIRST PHASE REPORT S/A PHOTOS 8/8/44

A. BOIS DU PIERRE RADAR INSTALLATION

B. SAME AS A

J. 1940

K. BLANKET OF BURSTS FROM ONE FLIGHT ON DMPI, PROBABLY CAUSING
CONSIDERABLE DAMAGE TO INSTALLATION.

AYLESWORTH COMBOMGR 416TH

AS TIC

BT 09/0133B

HB AR

OICOG R.....09/0203B ME AR

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A. US 33/1701 PR SORTIE 14000. 9 AUGUST 1944 10TH PG

B. BOIS DU PIERRE RADAR STATION

----- PHOTO NOS. 1021, 1022.

SUCCESSFULLY COVERED ON PHOTOS OF GOOD QUALITY. APPROXIMATELY
FIFTY (50) BOMB HITS VISIBLE WITHIN CLEARED AREA. NO EVIDENCE
OF EXTENSIVE DAMAGE TO ANY OF THE INSTALLATIONS. HIGHEST
CONCENTRATION OF BOMBS FELL IN FOREST AT NORTH CORNER OF TARGET
AREA.

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information copy
for 5-2

OICOG OILAI V OIYAA OIYAA 14/09 OP

FROM 416TH BOMB GROUP (L) 09/1550B A-241-D
TO HQ IX BOMBER COMMAND ATTN A-2
97TH CBW ATTN A-2

SECRET QGX BT

OPFLASH NO 120 FOR 9 AUG. 1944.

A. (1) BOIS DU PIERRE RADAR INSTALLATION
(2) BOIS DU PIERRE RADAR INSTALLATION

B. (1) 416TH BG

/K27/38/A-207B/

(2) 36 A-20'S (INCLUDING 7 A-20J'S AND 29 A-20G'S

(3) 1 A/C FAILED TO ATTACK TARGET. - MALFUNCTION OF RELEASE
1 UNACCOUNTED FOR - FAILED TO RETURN TO BASE

(4) 34 A-20'S

C. (1) 1021

(2) 1212

(3) 1415

D. 1 A/C DID NOT RETURN TO BASE.

4 DAMAGE CATEGORY A

4 DAMAGE CATEGORY AC

E. BOX I

XXXXXXXXXX

FLIGHT 1 - FAIR

FLIGHT 2 - GOOD

FLIGHT 3 - EX

BOX II

FLIGHT 1 - GROSS

FLIGHT 2 - EX

FLIGHT 3 - EX

F. (1) (A) NIL

(B) NIL

(2) (A) NIL

(B) MODERATE HEAVY FLAK AT VILLAINES (Z-0575) CONTINUING
FOR ALMOST A MINUTE. ACCURATE FOR BOX II, BUT INACCUR-
ATE FOR BOX I.

B. 20 TRUCKS (ORANGE TOPS) AT 1210 - (Z2388) HEADED NE

LONG CONVOY TRUCKS BETWEEN Y-9981 AND PRE - EN- PAIL (Z-1358)

A/C WHICH FAILED TO RETURN WAS SEEN AT POLXXXXXX POINT JUST
BEFORE BOMB RELAXXXXXX RELEASE. PULLED OUT OF FORMATION, LOST
ALTITUDE AND LAST SEEN HEADED TOWARD FRIENDLY TERRITORY.

H. (1) 3 TO 4/10'S CUMULUS WITH TOPS TO 4000 FT - VISIBILITY 8
MILES

(2) OVER ENGLAND - 6/10TH'S TOPS 3500 TO 4000 FT - VISIBILITY
8 MILES

I. 134 X 500 ON PRIMARY

6 X 500 RETURNED

INFORMATION LACKING ON ONE A/C FAILED TO RETURN TO BASE.

J. 12,000 - 11,500

BT09/1550B

AS AS

CCC: PARAGRAPH FOLLOWING F. SHD BE G. NOT B. AS SENT

EMXARXX

CV BBBB

LAI R.....09/1610B

WCB AR

OICOG R.....09/1609B

CLEV KKKK

8-5

Bombay - axt. 46 -

File
misc. F-105
Aug 9, 1964
evening meeting

wants a report (by phone)
on aircraft rec. They called
at 1100 - July 31 -

Bombay called:

Thunder.

St. Clark is down at Ridgwell
with bad engine. Bombay will
change opsflash when it arrives

CONFIDENTIAL REPORT

From: 416th Bomb Group (L)

To : Hq IX Bomber Command
Hq 97th Combat WingAttn: A-2
Attn: Z-2Ref : OPERATIONAL PRIORITY CONFIDENTIALOpflash no. 120 for 9 June 1944.A. (1) BOIS DU PIERRE RADAR INSTALLATION.(2) BOIS DU PIERRE RADAR INSTALLATION.

B. (1) 416th BG

(2) 36 A-20's (INCLUDING 7 A-20's AND ²⁹ ~~10~~ A-10 G's. -(3) 1 A/C FAILED TO ATTACK TARGET, - MALFUNCTION OF RELEASE @
1 UNACCOUNTED FOR - FAILED TO RETURN TO BASE.(4) 34 A-20'sC. (1) 1021.(2) 1212.(3) 1415.D. 1A/C DID NOT RETURN TO BASE.
4 DAMAGE CATEGORY A
4 DAMAGE CATEGORY ACE. BOX I
FLIGHT 1 - FAIR
FLIGHT 2 - GOOD
FLIGHT 3 - EXBOX II
FLIGHT 1 - GROSS
FLIGHT 2 - EX
FLIGHT 3 - EXF. (1) (a) NIL(b) NIL(2) (a) NIL(b) MODERATE INACCURATE HEAVY FLAK AT
VILLAINES (Z-0575) CONTINUING FOR ~~two~~
~~two~~ THREE MINUTES. ALMOST A MINUTE

G.

20 TRUCKS (ORANGE TOPS) AT 1210 (Z2388) HEADED NE.
 LONG CONVOY TRUCKS BETWEEN Y-9981 ^{AND} ~~FA~~ Pre-en Fail (Z-1388)
 AC WHICH FAILED TO RETURN WAS SEEN AT POINT
 JUST BEFORE BOMB RELEASE. PULLED OUT OF
 FORMATION, LOST ALTITUDE AND LAST SEEN
 HEADED TOWARD FRIENDLY TERRITORY.

H. (1) 3⁴ 4/10s Cumulus with tops to 4000ft. Vis. 8 miles.

(2) over England - 6/10th tops 3500 to 4000 - vis. 8 miles.

I.

134 x 500 ON PRIMARY
 6 x 500 RETURNED.

INFORMATION LACKING ON ONE AC FAILED TO
 RETURN TO BASE.

J.

12,000 - 11,500

OIHAK OIGOF OIYAA V OILAI (INFO)

FROM 97TH COMBAT BOMB WING
TO 409TH COBOMGR
410TH COBOMGR
416TH COBOMGR

ATTN: SIGNAL OFFICER

ADVANCED INFORMATION COPY OF PARA. 5. OF FIELD ORDER TO FOT

5. COMMUNICATIONS:

A. 409TH BOMB GROUP:

(2) CARFAX

(3) HEADUP

B. 410TH BOMB GROUP:

(2) WALLSTREET

(3) JUDITH

C. 416TH BOMB GROUP:

(2) ROCKFISH

(3) POKER

X. GENERAL INFORMATION:

(10) BVAT/BVAT

COCBTWIG 97

BT

LEG AR

CC: LAST WORD IN LINE AHEAD OF COMMUNICATIONS IS "FOLLOW"

OIHAK R09/0240B
OIGOF R09/0240B
OIYAA R09/0240B

CML	AR
JHS	AR
GP	AR

MTTM



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S-3

SIGNALS

353

OICOG OIHAK OIGOF OIYAA V OILAI 1/09 OP
 FROM 97TH COMBAT BOMB WING 09/0450B A-55-E
 TO COMBOMCOM IX
 COBOMGR 409TH
 COBOMGR 410TH
 COBOMGR 416TH.

OPERATIONAL PRIORITY BT

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

97TH COMBAT BOMB WING
 A P O - 140
 9 AUGUST 1944

FIELD ORDER NO. 168-477

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: 09/1115B

3. A. 409TH BOMB GROUP:

- (1) 4903E/B/75 AND 4903E/B/76. ALTERNATE TARGETS 4902E/B/12 AND 5002E/B/33.
- (2) 2 BOXES OF 18. BOMBING BY FLIGHTS OF 6.
- (3) WITH P-38'S AT 5010N 0124E AT 12,000 FEET AT ZERO PLUS 10 MIN.
- (4) BASE TO DUNGENESS TO 5010N 0124E TO 5006N 0126E TO 4940N 0156E TO I.P. TO TARGET.
- (5) TARGET TURN LEFT TO R.P. TO 5012E 0232E TO 5032N 0250E TO 5046N 0250E TO 5100N 0206E TO NORTH FORELAND TO BASE.
- (6) BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 8,000 FEET. LEAVE ENEMY COAST AT BOMBING ALTITUDE.
- (7) 4925N 0300E.
- (8) GENERALLY SW TO NE.
- (9) M.P.I. ILL. 4903E/36/J 3 FLIGHTS ON REF. 054025
 ILL. 4903E/36/K 3 FLIGHTS ON REF. 044027
 ALTERNATE ILL. 4902E/12/B REF. 086055
 ILL. 5002E/62/A REF. 07350970
- (10) 6 X 500 LB G.P. FUSED 1/10 SEC. NOSE 1/100 SEC. TAIL.
- (11) 4948N 0248E.
- (12) THERE WILL BE NO OTHER ALTERNATE TARGETS ATTACKED ON THIS MISSION.

B. 410TH BOMB GROUP.

- (1) 4801E/B/36
- (2) 2 BOXES OF 18 BOMBING BY FLIGHTS OF 6.
- (3) WITH P-38'S AT 4942N 0117W AT 12,000 FEET AT ZERO HOUR.
- (4) BASE TO MAIDENHEAD TO ST. CATHERINES PT. TO 4942N 0117W TO 4834N 0104W TO 4804N 0015W TO I.P. TO TARGET.
- (5) TARGET TURN LEFT TO R.P. TO 4850N 0002E TO 4910N 0022W 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. LEAVE ENEMY COAST AT 12,000 FEET.



- (7) 4813N 0113E
 (8) GEN. SSE TO NNE
 (9) M.P.I. ILL. 4801E/72/A REF. 051060
 (10) 4 X 500 G.P. FUSED 1/10 SEC. NOSE 1/100 SEC. TAIL.
 (11) 4827N 0100E.
 (12) GROUP IS AUTHORIZED TO SELECT SUITABLE ALTERNATE TARGET. IF ALTERNATE TARGETS ARE SELECTED M.P.I.'S FOR THEM WILL ALSO BE SELECTED.
 (13) ONE BOX WILL LAND AT STONY CROSS AND ONE BOX AT BEAULIEU TO REFUEL ON ROUTE OUT. AFTER REFUELING WILL PROCEED AS ORDERED TO TARGET. IF ANY A/C ARE SHORT OF FUEL ON RETURN THEY CAN LAND AND REFUEL AT THESE FIELDS THEN RETURN TO BASE.

C. 416TH BOMB GROUP.

- (1) 1/50,000 MAP. SHEET 7G.4.
 GRID COORD. Z-30059809 AND 30059791.
 (2) 2 BOXES OF 18. BOMBING BY FLIGHTS OF 6.
 (3) WITH P-47 AT 4942N 0117W AT 12,000 FEET AT ZERO PLUS 20 MIN.
 (4) BASE TO MAIDENHEAD TO SELSEY BILL TO 4942N 0117W TO 4834N 0104W TO I.P. TO TARGET.
 (5) TARGET TURN LEFT TO R.P. AND RETRACE ROUTE
 (6) BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 8,000 FEET. LEAVE ENEMY COAST AT BOMBING ALTITUDE.
 (7) 4820N 0008W
 (8) GEN. SSW TO NNE.
 (9) M.P.I. 3FLTS. ON GRID. COORD. Z-30059809
 3FLTS. ON GRID. COORD. Z-30059791.
 (10) 4 X 500 G.P. FUSED 1/10 SEC. NOSE 1/100 SEC. TAIL.
 (11) 4820N 0008W.
 (12) NO ALTERNATE TARGET WILL BE ATTACKED ON THIS MISSION.
 (13) ANY A/C SHORT OF FUEL ON RETURN CAN LAND AT STONY CROSS OR BEAULIEU TO REFUEL AND RETURN TO BASE.

- X. (1) TO (3) NO CHANGE.
 (4) STONY CROSS AND BEAULIEU.

4. NO CHANGE.

5. COMMUNICATIONS:

A. 409TH BOMB GROUP:

- (2) CARFAX
 (3) HEADUP

B. 410TH BOMB GROUP:

- (2) WALLSTREET
 (3) JUDITH

C. 416TH BOMB GROUP:

- (2) ROCKFISH
 (3) POKER

X. GENERAL INFORMATION:

- (10) BVAT/BVAT

COCBTWIG 97

BT 09/0450B
 LEG/RL AR

OIHAK R	09/0520B	CML	AR
OIGOF R	09/0520B	JHS	AR
OIYAA R	09/0520B	GP	AR
OICOG R			

MISSION NO. 119

LOADING LIST

9 AUGUST 1944

BOX I
FLIGHT I

1. 914 X
Major D.L. Willette
Lt. P.G. Royalty
T/S F.H. Larronde
S/S H.A. Lampka

2. 714 B
Lt. W.A. Merchant
S/S C.J. Harp
S/S K.F. Brown

3. 719 J
Lt. W.H. Ames
Sgt H.S. Fessler
Sgt R.J. Brown

4. 937 B
Lt. A.R. Durante
S/S H.T. Best
S/S I./B. DeGiusti

5. 214 C
Lt. C.L. Estes
S/S C.R. Orvold
S/S A.E. DiMartino

6. ~~951~~ 951 F
Lt. J.C. Gary
Sgt A.E. Shoen
Sgt R.W. Cheuvront

FLIGHT II

1. 469 J-1
Capt. D.A. Hulse
Lt. R. Conte
Sgt A.J. Burland
Sgt K. Heath

2. 9981 E
Lt. E.J. Renth
S/S O.D. LaNave
Pvt L. Koskowitz

3. 202 B-1
Lt. P.F.E. MacManus
S/S J.L. Rogers
S/S G.L. Fleischmann

4. 1961 F-1
Lt. T. Boukamp
S/S F.E. Melchoir
S/S J.B. Wing

5. 900 Q
Lt. W.F. Tripp
S/S J.O. Scott
S/S D.F. Mallory

6. 376 O
Lt. E.P. Hall
Sgt R.P. Sharp
Sgt R.W. Carstens

FLIGHT III

1. 462 G-1
Capt. C.R. Jackson
Lt. A.H. Maltby
Sgt D.E. Burns
Sgt W.J. Daniel

2. 367 H
Lt. R.B. Singletary
Sgt A.A. Cianciemi
Sgt H.G. Wiggins

3. 211 C
Lt. A.W. Nordstrom
S/S J.D. Gossett
S/S R.L. Miller

4. 058 G-1
Lt. H.A. Monroe
Lt. R.L. Kirk
S/S J.O. Swafford
S/S P.F. Glynn

5. 692 L
Lt. T.J. Leonard
S/S O.D. Evans
Sgt A.H. Hinson

6. 320 H-1
Lt. D.C. Grunig
Sgt H.J. Nowosielski
Sgt M.E. Dias

~~SPARE~~
929 G-2
Lt. W.C. Sigee
S/S R.W. Nick
S/S H. Rallich

MISSION NO. 119
9 AUGUST 1944
BOX I

MISSION NO. 119

LOADING LIST
BOX II
FLIGHT I

9 AUGUST 1944

1. 1711 B
Lt. L.A. Marzolf
Lt. J.T. Beak
S/S H.E. Wellin
S/S L.G. Kutzer
2. 956 X
Lt. J.J. Lackovich
Sgt R.M. Barry
Sgt T. Connery
3. 393 K
Lt. R.W. Kork
S/S L.A. Ashton
S/S H.J. Wilde

4. 493 V
Lt. R.H. Smith
S/S R.J. Mahoney
S/S J.B. Brower
5. 165 H
Lt. M. Zubon
T/S J.R.L. Tanner
S/S W.C. Russell
6. 353 L
Lt. D.L. Withington
Sgt C.F. Huss
Sgt L.D. McElhattan

FLIGHT II

1. 444 J
Capt. G.M. Makulty
Lt. F.H. Bursiel
S/S J.A. Fajon
S/S E.R. Judd
2. 764 X
Lt. L.E. Hill
S/S G.F. Love
S/S F.L. Adair
3. 894 H
Lt. J.H. Montrose
Sgt R.S. Gandy
Sgt J.W. Falke

4. 379 G
Lt. W.E. Downing
S/S E.S. Dickenson
S/S R.E. Hornbeck
5. 480 B
Lt. L.E. Cannon
Sgt J.W. Robinson
Sgt E.F. Brzezinski
6. 362 L-1
Lt. R.R. Svenson
Sgt J.K. Spadoni
Sgt F. Noteriani

FLIGHT III

1. 1717 P
Lt. J.F. Mcagher
Lt. J.J. Burg
T/S L.G. Robbins
S/S H.J. Sylva
2. 819 H-1
Lt. T. Clausen
Sgt G. Petke
Sgt D.M. Brown
3. 701 H-1
Lt. T.D. McGready
Sgt W.F. Fuehrer
Sgt A.F. Galloway

4. 150 H
Lt. C.C. Mish
Sgt W.E. Lemonds
S/S F. Naifeh
5. 175 T
Lt. J.K. Colquitt
Sgt J.F. Geyer
S/S D.E. Raines
6. 227 F
Lt. P.E. Parker
S/S E. Shelton
Sgt S. Kochan

SPARE
224 H
Lt. J.O. Sewell
S/S D.A. Sampson
Sgt C.A. Hummer

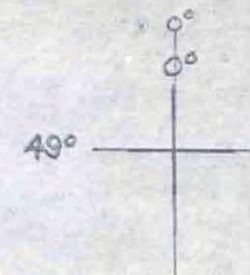
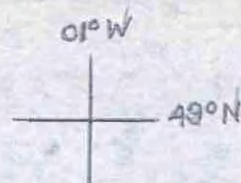
MISSION NO. 119
9 AUGUST 1944
BOX II

SECRET

416 TH BOMGR(L)	
9 August 44	F.O. 168-477
TARGET	Bois Du Pierre
T.O.T.	12 12 ½
ALT.	12 000 - 11500
WINDOW	No
SORTIES	36

DAMAGE:

○ - CAT. A
 ⊗ - CAT. A-C



MODERATE HFF:
 INACCURATE FOR BOX I
 ACCURATE FOR BOX II

← TARGET

SECRET

USAAF FORM 34A

S E C R E T

SECRET

AUTH: CO STA

DATE:

INIT:

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

TO:

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

Ref : Oprep A No. 191 for 24 hrs. ending midnight 9 August 1944
Mission or Operation No. 119 9745 ON 70 168 - 477.

A. Short Narrative of Operation:

Target Bois Du Pierre Radar Installation
Place of take-off AAF Station 170
Place of landing AAF Station 170. 1 a/c landed on air strip A-13 in Normandy.
Take-off time 1031 Landing time 1115
Time over target 1112 Bombing Altitude 11,500 - 12,000
Nature of mission Bombing Other None
Weather Over target - 3 to 4/10 cumulus tops 4000 ft. vis 5 miles.
Results Fair, good, exc. gross, exc. acc.
Enemy opposition Moderate heavy flak at Villaines continuing for almost a minute. Accurate for box 2 but inaccurate for box 1.

B. Type & model of aircraft:

1. Dispatched 29 A-200
7 A-203
2. Attacking target (indicate target) or completing mission.
27 A-200 Bois Du Pierre Radar Installation
7 A-203 Bois Du Pierre Radar Installation
3. Abortive due to:
 - (1) Weather: None
 - (2) Personnel: 1 A-200 no bombs dropped. Packs and circuits checked and found to function properly.
 - (3) Mechanical: 1 A-200 - left engine cutting out - landed on strip A-13 in Normandy.
 - (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-203 category AC - flak
2 A-203 category AC - flak
1 A-203 category A - flak
3 A-203 category A - flak
8. Sorties 29 A-200
7 A-203

S E C R E T

(over)

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

G. Own Personnel Casualties:

a. Total Returned
b. Total Returned
c. Lost or wrecked on
missing a/c
d. Jettisoned
e. Expended on operations:
(List targets separately)

F. Bombs, flares, etc. used:
a. Total carried into air:
b. Total carried into air:
c. Expended on operations:
d. Lost on wrecked or missing a/c

E. Ammunition by caliber:
a. Total carried into air
b. Expended on operations
c. Lost on wrecked or missing a/c

D. Total operational flying hours
a. Day (Sunrise to sunset)
b. Night (Sunset to sunrise)

SECRET

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 477BOX 1, Flight 1 GROUP 416 DATE 9 August 1944 TARGET ATTACKED Bois Du Pierre Radar Installation1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 025°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.

5. Name of lead Bombardier: Lt. P.G. Royalty6. Name of lead Pilot: Major R.L. Willette7. Intervalometer setting: None8. Indicated Air Speed: 300 Ground Speed: 240 Altitude: 12,0009. 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:

Could not kill drift. Bombight not getting full electrical power.

(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 X POOR _____ GROSS _____

SECRET

Formation consisted of 2 boxes, 18 ships each, bombing in flights of 6. Time of take-off was 1021. Time over target 1312. Target - Bois Du Pierre Radar Installation. A total of 134 bombs were dropped in the target area with the following results. Box 1, Flight 1 - Fair, Box 1, Flight 2 - Fair, Box 1, Flight 3 - Excel., Box 2, Flight 1 - Gross, Box 2, Flight 2 - Unknown, Box 2, Flight 3 - Excel. Weather over target - 3 to 4/10 cumulus tops 4,000 feet. Visibility 8 miles. Anti-aircraft fire was moderate heavy flak at Villaines continuing for almost a minute. No enemy aircraft encountered. Planes landed at 1415.

Description of route from IP to targets

1. 8 miles.
2. 3 to 4/10 cumulus tops 4,000 feet
3. 2 boxes, 18 ships each, bombing in flights of 6
4. Wild from IP.
5. Open woods and chateau by road used as check points.
6. None
7. fair, Fair, Excel, Gross, Unknown, Excel.
8. None.

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 477BOX 1, Flight 2 GROUP 416 DATE 9 August 1944 TARGET ATTACKED La B. Pierre
Radar Installation1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 025°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. Used briefed A.P.5. Name of lead Bombardier: Lt. R. Costa6. Name of lead Pilot: Capt. D.A. Halse7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 240 Altitude: 12,0009. 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: 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 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 _____ FAIR X POOR _____ GROSS _____

S E C R E T

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 477BOX 1, Flight 1 GROUP 416 DATE 9 August 1944 TARGET ATTACKED Point Du Pierre
Radar Installation1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 03503. 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. Used briefed A.P.5. Name of lead Bombardier: Lt. A.E. Maltby6. Name of lead Pilot: Capt. G.R. Jackson7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 240 Altitude: 11,7009. Length of bomb run: 60 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 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 X GOOD FAIR POOR GROSS

S E C R E T

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 477BOX 2, Flight 1 GROUP 416 DATE 8 August 1944 TARGET ATTACKED Bois De L'Anno
Radar Installation1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 030°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. Used briefed A.P.5. Name of lead Bombardier: Lt. J. T. Beck6. Name of lead Pilot: Lt. L.A. Marzolf7. Intervalometer setting: None8. Indicated Air Speed: 300 Ground Speed: 240 Altitude: 11,4009. Length of bomb run: 30 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:

Telescope motor was not turned on.(f) Malfunctions, personnel errors or other factors affecting bombing:
B/H did not turn on telescope motor switches.

(g) Bombing results as reported by crews:

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

S E C R E T

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 477BOX 2, Flight 2 GROUP 416 DATE 9 August 1944 TARGET ATTACKED Bois Du Pierre
Radar Installation1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 030°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. Used briefed A.P.5. Name of lead Bombardier: Lt. F.E. Sursiel6. Name of lead Pilot: Capt. G.M. McNulty7. Intervalometer setting: None8. Indicated Air Speed: 300 Ground Speed: 340 Altitude: 11,7009. 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 _____ 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 X NO _____. If answer is "YES", state circumstances and effect on bombing:Smoke over A.P. Bombed into smoke.(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 see A.P. through smoke.(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 _____ UNKNOWN X

S E C R E T

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 444BOX 2, Flight 2 GROUP 114 DATE 9 August 1944 TARGET ATTACKED Bois du Pierre Radar Installation.1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 030°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. Used briefed A.P.

5. Name of lead Bombardier: Lt. J.J. Burg6. Name of lead Pilot: Lt. J.F. Hengher7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 230 Altitude: 11,3009. 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: 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 did Flak affect bombing or bomb run:

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

(e) State any difficulties on bombing run: None

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

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____

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

S E C R E T

IV

1130
1230
10750

Beck

BOMBARDIER'S LOG

TARGET

DATE

Pressure Altitude of Target: +1250	Train Ind. Salvo
Altitude Setting: 29.92	Type of Release:
Interval:	
Ind. Alt. : 11500 True Alt. : 10500	Length of Run : Time of Release:
Ground Speed : Drift :	
Est. : 235 Act. : Est. : 7°R Act. :	Mag. Head. Ordered : 030° Actual:
Ind. Air Sp. : 200 True Air Sp. : 238	Aircraft Number :
Est. : Act. :	
Tan. Dropping Angle : .81	Pilot :
Disc Speed : 201.1 Trail : 57½	Navigator :
Toggled : Bombsight :	Bombardier :

BOMBS AND FUELS

Types: Number: Nose : Tail :

LEFT			INTERMEDIATE TANGENTS AND DRIFT FOR <u>LEFT</u> AND <u>RIGHT</u> OF ORIGIN AND HEADING.	RIGHT			
HEADING	DRIFT	TANGENT		HEADING	DRIFT	TANGENT	
020	7K	.80		100	7K	.83	
090	6K	.78		030	6K	.84	
30°				30°			
40°				40°			
MINUS			INTERMEDIATE DISC SPEEDS AND TRAIL FOR <u>PLUS</u> OR <u>MINUS</u> ALTITUDES.	PLUS			
ALTITUDE	DISC SPEED	TRAIL		ALTITUDE	DISC SPEED	TRAIL	
11000	206.2	57		500			
10500	211.8	56		9000	231.6	53	
10000	217.8	55		8500	239.4	52	
9500	224.4	54		8000	248	51	

230
225

240
245

CONFIDENTIAL

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

APC 140
8 August 1944

SUBJECT: Interrogation Report

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

BASE AT TAKEOFF: 2/10 cumulus at 4000 feet.
Visibility 6 miles.

ROUTE OUT: 3-4/10 cumulus over England with bases
4000 feet and tops to 5-6000 with
bulging cumulus to west of course over
southern England, tops estimated 15000.
Visibility 3-4 miles over England.
Channel clear. 3-4/10 altocumulus over
France with tops to 13000, becoming
7/10 over the Brest Peninsula with
tops estimated 17000 to south and west
of course. Visibility over France 3-5
miles in thick haze.

TARGET: Clear. Visibility 5-7 miles down sun and
2-4 miles up sun.

ROUTE BACK: Same as route out to the English coast
with 4-5/10 cumulus over southern England
lowering and increasing in amount to
the north. To west and north of London
much lightning and rain visible with
cumulus tops estimated 15-30000 feet.

BASE ON RETURN: 6/10 cumulus at 3-4000 feet. 10/10
altocumulus estimated 12000 feet.
Visibility 3 miles.

TIME OVER TARGET: 1942

WINDS: As forecast.

Weather did not affect bombing.

Walter D. Castle

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

CONFIDENTIAL

5-2
FROM: COBOMGR 416

TO : COCBTWIG 97 ATT: SIG O

A - YS - 119

B - 9 AUGUST 1944

C - 36 A/C

D - 671 - K - TURRET INTERPHONE OUT, REPAIRED AND CHECKED OKAY.

671 - O - INTERPHONE WEAK, CHECKED AND FOUND OKAY.

670 - C - LOWER GUNNER INTERPHONE OUT, REPAIRED AND CHECKED OKAY.

668 - V - CHANNEL B WEAK, RETUNED AND CHECKED OKAY.

668 - G - CALL POSITION OUT, REPAIRED AND CHECKED OKAY.

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

F - NONE.

AYLESWORTH COBOMGR 416

OFFICIAL:

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



150/21 + 21

BOMBARDIER'S MISSION DATA

BOX FLIGHT INDICATED ALTITUDE BOMB LOAD TYPE

METRO D.T.L.:

TEMPERATURES AT TARGET: GROUND ALT MEAN
WINDS ALOFT AT TARGET: MPH FROM DIRECTION

TARGET DATA:

PRIMARY

SECONDARY

1. TARGET		
2. INITIAL POINT		
3. MAG. READING FROM I.P. TO TARGET		
4. DISTANCE FROM I.P. TO TARGET		
5. TIME FROM I.P. TO TARGET		

BOMBING DATA:

1. INTERVLOMETER SETTING		
2. PRESSURE ALTITUDE OF TARGET		
3. INDICATED BOMBING ALTITUDE		
4. TRUE ALTITUDE ABOVE TARGET		
5. INDICATED AIR SPEED		
6. TRUE AIR SPEED		
7. GROUND SPEED FOR BRITFIELD HEADING		

SIGHT DATA:

1. DISC SPEED		
2. TRAIL		
3. DRIFT ON BRITFIELD HEADING		
4. TANGENT OF DROPPING ANGLE		
5. ACTUAL TIME OF FALL		

*Buy cross
300° 10 min.
from S.B.*

PILOT McNulty
 NAVIGATOR Butcher
 PLANE
 MISSION
 DATE 8-9-44

START ENG 1013
 TAXI OUT 1021
 TAKE OFF 1027
 ON COURSE 1047
 RENDEZVOUS 1135
 COAST OUT
 COAST IN
 I. P.
 TARGET
 COAST OUT
 COAST IN
 BASE
 REND. ALT.
 LAND FILL ALT.
 TARGET ALT.

ALTITUDE
 HEADING
 AIR SPEED
 TIME
 RESULTS

POSITION		M. H.	ETA	ATL	TC	DR	TH	V/R	MH	ALT.	TEMP.	I. A. S.	GS	TO DIST.	RUN TIME	ETA	REMARKS
FROM	TO																
Base	Maidenhead	252	1057	1057	240	+2	242	10		5000	+10	190	196	62	19		
	Selsey Bill	197	1111 1/2	1116 1/2	183	+4	187			10000	+1	190	227	55	14 1/2		
	Pte de Barseur	212	1134 1/2	1135	196	+6	202			20000	+5	200	247	75	18		
	St. Hilhaire	189	1153 1/2	1153	174	+5	179						259	79	18 1/2		
	I.P.	120	1205	1207	111	-1	110						270	46	10		
	Target	030	1212	1212	127	-7	020						239	18 1/2	5		
	R.P.	224		1217	207	+7	214						242	18 1/2	4 1/2		
	St. Hilhaire	301	1230	1230	290	+1	291						214	46	13		
	Pte de Barseur	358	1251	1249	353	-5	348						225	79	21		
	Selsey Bill	023	1307	1314 1/2	016	-3	013			8000	+3	220	252	75	18		
	Maidenhead	010	1329	1328	003	-3	360			5000	+10	210	228	55	14 1/2		
	Base	068	1344		060	-2	058						237	62	16		

DIVERSION
 AIRDROMES

2000 FT.	
4000	270-11 710
6000	
8000	
10000	290-18 -1
12000	300-28 -5

TARGET
 COAST OUT
 COAST IN
 I.P.

TARGET
 COAST OUT
 COAST IN
 BASE
 TARGET ALT.

FLIGHT RECORD

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

11700'

200 IAS

11700' A 200 IAS

BOMBARDIER'S MISSION DATA

BOX _____ FLIGHT _____ INDICATED ALTITUDE _____ BOMB LOAD _____ TYPE _____
METRO DATA: TEMPERATURES AT TARGET, GROUND _____, ALT _____, MEAN _____
WINDS ALOFT AT TARGET: _____ MPH FROM _____ DIRECTION.

TARGET DATA

PRIMARY

SECONDARY

1. TARGET		
2. INITIAL POINT		
3. MAG. READING FROM I.P. TO TARGET		
4. DISTANCE FROM I.P. TO TARGET		
5. TIME FROM I.P. TO TARGET		

BOMBING DATA:

1. INTERVELOMETER SETTING		
2. PRESSURE ALTITUDE OF TARGET		
3. INDICATED BOMBING ALTITUDE		
4. TRUE ALTITUDE ABOVE TARGET		
5. INDICATED AIR SPEED		
6. TRUE AIR SPEED		
7. GROUND SPEED FOR BRIMED HEADING		

SIGHT DATA:

1. DISC SPEED		
2. TRAIL		
3. DRIFT ON BRIMED HEADING		
4. TANGENT OF DROPPING ANGLE		
5. ACTUAL TIME OF FALL		

Box #	CpsFl	Date	F/O	Target	Alt.	Box Leader	T/O	15 min.
<u>I</u>		<u>9 Aug 94</u>				<u>Willetts</u>	TOT	
							L/D	

Box I - NO DAMAGE

A/C	Fail to Bomb	ATT	Bomb Miss	A/C Dam	E/A	Pers.
Pos No.	Reason	P S O	P S J F R	M D A A C B E	D P D	K W M
914			4			
714			4			
719			4			
937			4			
714			4			
951			2		2	
469			4			
9961			4			
202			4			
1961			4			
900			4			
376			4			
452			4			
219						
211			4			
058			4			
387			4			
380			4			
892	In place of 217		4			

70

2

Willetts 914

TOT 1212 1/2

Ames 719 Merchant 714

1200

Durante 937

Gary 951 Estes 214

Jackson 452 Hulse 469

Nordstrom 211 (892) Leonard 217 Mac Manus 202 Renth 9961

Monroe 058 Doucamp 1961

Grunig 380 Singletary Hall 376 Tripp 900

(Spire) Sigg 929
(RETURNED)

Box #	OpsFl	Date	F/O	Target	Alt.	Box Leader	T/O	15 min.
XX		9 Aug 9A				Marzolf	TOT	
							L/D	
A/C	Fail to Bomb	ATT	Bomb Disp	A/C Dam	E/A	Pers.		
Fus. No.	Reason	P S O	P S J F R	M D A AC B E D P D K W M				
1711			4			X		
956			0	4				
393			4			X		
493			4			XX		
165			4					
363			4			X		
444			4					
764								
894			4					
379			4			X		
480			4					
362			4					
717			4			X		
819			4			X		
701			4					
150			4					
176			4					
227			4			X		
892			X					
892								

Marzolf 1711 AC

AC York 393 Lackovich 956

Smith, R.H. 493 AC

363 Vithington Zubon 165

AC

A Meagher 717 McNulty 444

701 McCreedy 819 Clusen Montrose 894 Hill 764

Mish 150

Downing 379 A

227 Parker Colquitt 176 Jensen 362 Cannon 480

(Spare) Sewell 224
(RETURNED)

11500 FT

PILOT Downing A/C# 379 BOX 2 FLIGHT 2 POS 4

CASUALTIES:

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

FLAK:

VXHA - Just before I.P.

E/A:

X

OBSERVATIONS:

Bombs - Fair -

1125 Sea Markers or objects

1305 " -

1307 " -

on 4-20 (Hill) turned off formation
and was last seen headed to
Beachhead losing alt. both engines
running - No smoke.

Bailey

1 2 3 4 5 6 7 8 9 10

1 2 3 4 5 6 7 8 9 10

PILOT Cannon A/C# 180 BOX 2 FLIGHT 2 POS 5

CASUALTIES:

BOMB DISPOSITION: PT ST CT JET MM A A-C E
4 nil.

FLAK:

20-30 sec. duration - 50 bursts.

E/A:

OBSERVATIONS:

Saw ships - # 2 ahead. Pulled out & fell behind
appeared under control.

Red burst of flak just before ships pulled out.

Shiden.

PILOT Jackson A/C# 452 FLIGHT 3 POS 1

CASUALTIES:

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

FLAK: none at this flight

2 lost at 2nd box at T.P. 20 to 30
beers -

E/A: nil -

OBSERVATIONS: 1st hit just short and walked over
building - good to - excellent -

11 11 11 11 11 11 11 11 11 11

11 11 11 11 11 11 11 11 11 11

PILOT Durante A/C# 937 BOX 1 FLIGHT 1 POS 4

CASUALTIES:

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

FLAK: just after landing on way in - average
mod - in air -

E/A: nil-

OBSERVATIONS: Hit building + corner - Disrupt -
observed on large flash in corner of woods

L. S. Rogers

11 11 11 11 11 11 11 11 11 11

11 11 11 11 11 11 11 11 11 11

PILOT Renth A/C# 9961 BOX 1 FLIGHT 2 POS 2

CASUALTIES: _____

BOMB DISPOSITION: PT ST CT JET REF BATTLE DAMAGE: A A-C EFLAK: Flak at turn off T.P. 20 or 30 bursts
inacc - none on way out over same
place -E/A: nil -OBSERVATIONS: one vehicle one minute before top
one vehicle one minute after -Bombs very good to excellent -L. S. Rogers
Interrogator

PILOT Nordstrom A/C# 211 BOX 1 FLIGHT 3 POS 3

CASUALTIES: _____

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

FLAK: 1204 weak inaccurate

E/A: _____

OBSERVATIONS: 3rd flight hit target

Pictures of target

MAZ

RECEIVED

RECEIVED

PILOT Svenson A/C# 362 BOX 2 FLIGHT I POS 6

CASUALTIES:

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

FLAK: 5.1 12 + hrs. moderate accurate.

E/A:

OBSERVATIONS: a 20-30 car train (1158) going
north of Mayenne.
1228 $\frac{1}{2}$ 6 vehicles parked in a field in
a circle
bombs in target area

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

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

PILOT Meagher A/C# 717 BOX 2 FLIGHT 3 POS 1

CASUALTIES:

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

FLAK: N of Mayenne. moderate - accurate

E/A:

OBSERVATIONS:

PILOT McMolty A/C# 444 BOX 2 FLIGHT 2 POS 1

CASUALTIES:

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

FLAK: just over front line - going in - 1200 -

mod - acc -

E/A: nil -

OBSERVATIONS: being good to ex-actly -

two tanks & vehicles - parallel to course - sitting
on road - not moving -
Dingy 1428 1/2 -

A-20 pulled out of formation at 1207 -
Not being alt. didn't appear to be in trouble
when last seen

2-20-44

SECRET

SECRET

Picture in target area



*1330 3 bursts headed in
a dinghy 15 min of clearing
3 miles off ground activity on it
Bombs in thickets*

OBSERVATIONS:

F/A:

FLAME:

BATTLE DAMAGE:

BOMB DISPOSITION:

CASUALTIES:

PILOT

Wish

A/C#

150

BOX

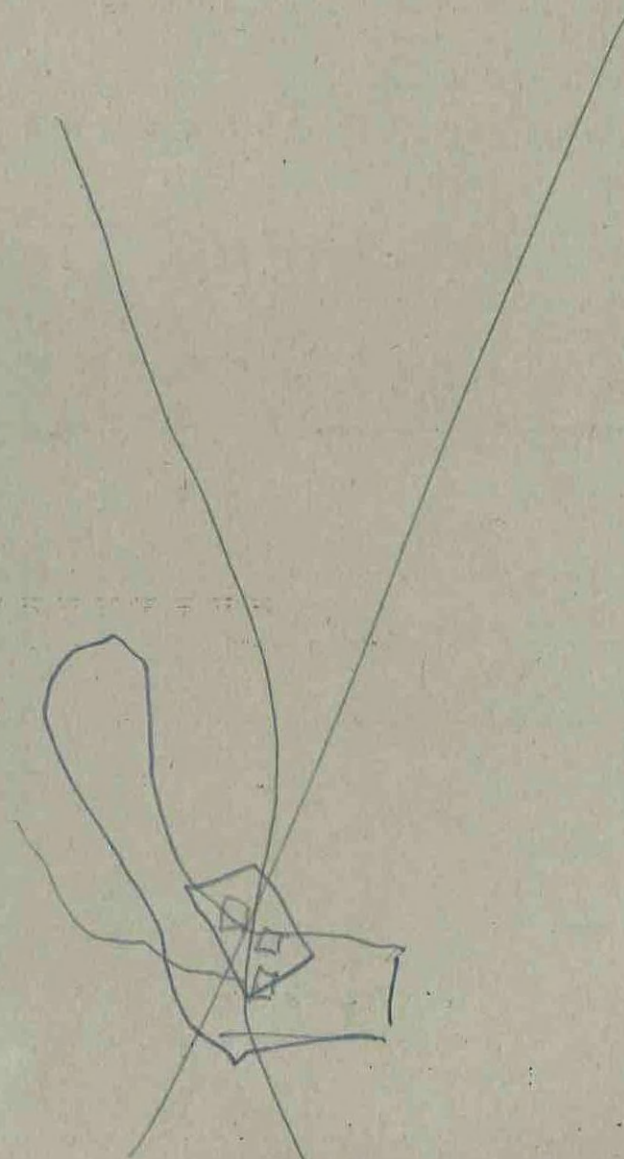
2

FLIGHT

3

POS

4



PILOT Monroe A/C# 658 BOX 7 FLIGHT IV POS 4

CASUALTIES: _____

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

BATTLE DAMAGE: nil

FLAK: at second by - from I.P. 3 to 40 knots

in acc as to the flak

E/A: nil

OBSERVATIONS: fair - the flt over to left - one

bomb may have hit building

transportation from Hardstand is -
poor -

Camera - did not operate -

L.S.P.

Interrogator

PILOT: Mentrose A/C# 89A BOX 1 FLIGHT 1 POS 3

CASUALTIES:

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

FLAK: Nil - near I.P. to 3 minute - fairly acc.
mit

E/A: Nil

OBSERVATIONS: from the flt his in some of
other flts observed results

L. S. Rogers

PILOT Boucamp A/C# 1961 BOX 1 FLIGHT 2 POS 4

CASUALTIES: _____

BOMB DISPOSITION: PT ST CT JET REF BATTLE DAMAGE: Nil

FLAK: _____

*None in 1st box, just before Villaines for
2d box. looked accurate.*

E/A: _____

OBSERVATIONS: _____

*Plane of Box 1 (#3 man) went down to look
at dinghy in channel.*

Shi

Interrogator

1 - Ann
2 - Ly
3 - Gend 4

II - 1 - Ann
2 - Gend 4
3 - Ly

PILOT Hulse A/C# 469 BOX ● FLIGHT 2 POS 1

CASUALTIES: _____

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

FLAK: _____

E/A: _____

OBSERVATIONS: _____

#2 (Bombed 3)
Bombing - 3 flights - 1st just west of AP. close,
overlapping 2d. in clearing, (Bombed 3d.)

4 Trucks on highway west of Alencon. headed west.

Trucks - Ambulances (N of Mayenne) headed N.

Shirley

PILOT Marzolt A/C# 1711 BOX 2 FLIGHT 1 POS 1

CASUALTIES:

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

FLAK: immediately before I.R. mod - inacc to see

E/A:

nil -

OBSERVATIONS:

15 miles off landfall - 15000 ft -
observed at 1131 + 1200 - 50° 01' N
01° 25' E -

Bombing - 15000 -

Have flight stay at proper altitude
on bomb run -

L. S. Rogers

PILOT Smith, R H A/C# 493 BOX FLIGHT 7 POS 4

CASUALTIES:

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

FLAK:

XHA - Just before 1.P.

E/A:

OBSERVATIONS:

Banks Fair -

Bailey

PILOT Etes A/C# 214 BOX 1 FLIGHT 7 POS 5

CASUALTIES: _____

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

FLAK: behind flight XXH1

E/A: _____

OBSERVATIONS: Seen in woods with some
or chestnut leaves
1210 - Comms in red-orange color
20 - morning going N.E. - good

CASUALTIES:

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

BOMB DISPOSITION: 4

BATTLE DAMAGE:

FLAK: XX H1 has been L Box

E/A: _____

OBSERVATIONS: In 10 more areas

errogator

11 11 11 11 11 11 11 11 11 11

11 11 11 11 11 11 11 11 11 11

PILOT Withington A/C# 363 BOX FLIGHT 7 POS 6

CASUALTIES:

BOMB DISPOSITION: PT ST OT JET RNT BATTLE DAMAGE: A (A-C) E

FLAK: T.P. to hand run XX HA

E/A:

OBSERVATIONS: 1st bunch in open area - back in
woods - good concentration

Lopez

CONFIDENTIAL

CONFIDENTIAL

PILOT Colquitt A/C# 176 BOX FLIGHT 5 POS 5
CASUALTIES: _____
BOMB DISPOSITION: PT ST CT JET RNT A A-C E
FLAK: between lines 2 J.P. XX/1

E/A: 8

OBSERVATIONS: helms crossing good
concentration

PILOT Leonard A/C# 892 BOX FLIGHT 3 POS 2

CASUALTIES:

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

BATTLE DAMAGE:

FLAK: Ground I.P.

E/A:

OBSERVATIONS:

1 2 3 4 5 6 7 8 9 10 11 12 13

1 2 3 4 5 6 7 8 9 10 11 12

PILOT Gary A/C# 951 BOX FLIGHT 1 POS 6

CASUALTIES:

BOMB DISPOSITION: PT ST CT JET RET 2 2 reason unknown A A-C E
BATTLE DAMAGE:

FLAK:

chip on DP

E/A:

OBSERVATIONS: seen on B.R. in light smoke

area

PILOT Singley A/C# 387 BOX 1 FLIGHT 3 POS 5

CASUALTIES:

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

FLAK: X X H 1 - behind on runway

E/A: 8

OBSERVATIONS: On hldg x runway on

to car side

1/10/56

1 2 3 4 5 6 7 8 9 10 11 12

1 2 3 4 5 6 7 8 9 10 11 12

PILOT Zubon A/C# 165 BOX FLIGHT 1 POS 5

CASUALTIES:

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

FLAK: from left for min to peak left
left min 1000 ft drop - called off
on extreme right side down.

E/A:

OBSERVATIONS: unknown target
heron top bldg on NE edge of road
low with peaked roof.

Hoppe

PILOT Lackovitch A/C# 956 BOX 20 FLIGHT 1 POS 2

CASUALTIES:

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

FLAK: XXH7 - between woods & IP
40 seconds

E/A: ✓

OBSERVATIONS: 1

Huber

Box II
78 I
#5

PILOT McCready A/C# 701 BOX 2 FLIGHT 3 POS 3

CASUALTIES: None

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

FLAK: XXXXHH

Vallarnas la J woods
just before I.P. 2 mine

E/A:

OBSERVATIONS:

Box 2

7, 3

3

PILOT Ames A/C# 719 BOX 1 FLIGHT 1 POS 3

CASUALTIES: ✓

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

FLAK: X H I

E/A: ✓

OBSERVATIONS: ✓

at 1301 side road & 1304.05 mined
vehicles moving NE on
route in to tgt. Well dispersed
in all directions but great
length. U9981 to PRE-EN-
FALL 721388
30 miles from Eng
220° adlsy hill Eng. were big
probably B-17 few pieces of
wreckage - small Destroyer
near beach to have picked
up any destroyers. Sprung. Then
low & observed a P.T. boat (going fast)
(very fast) heading 50° toward Hanson
Eng.

Boy T
1
3

PILOT Hall A/C# 376 BOX 1 FLIGHT 2 POS 6

CASUALTIES:

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

FLAK: XXHI 45 bursts (or more)
half way thru bomb run

E/A:

OBSERVATIONS:

[Handwritten signature]

Box I
Flight 2
6

PILOT Mac Manus A/C# 202 BOX 1 FLIGHT 2 POS 3
 CASUALTIES: _____
 BOMB DISPOSITION: PT ST CT JET RNT A A-C E
 FLAK: _____

XXHI - Bebr I.P.

E/A: X

OBSERVATIONS:

One A-20 left formation at English
Coast -

Bombing in Area -

One Flight Start.

1147 - Many Ketches moving about No
white Marking visible.

Further Ketches on Rd further on
with orange Markings

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

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

PILOT Willetts A/C# 914 BOX FLIGHT 1 POS 1

CASUALTIES:

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

BATTLE DAMAGE:

FLAK:

XXI about Villaines way in
Nil way out -

Nil wayset -

E/A:

X P 47-

OBSERVATIONS:

Barbering left - due to mechanical
winds at breaking -

winds at briefs -

Pigeon off seller bill - Airsea Post
headed for home -

headed by some -

Boiley

PILOT York A/C# 396 BOX 20 FLIGHT 1 POS 3

CASUALTIES: _____

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

BATTLE DAMAGE: _____

FLAK: _____

XXHA - Between IP and
barrier. before opening doors -

E/A: X

OBSERVATIONS: _____

Serial Vehicle at I.P. -
Bombing Fair

Bailey

errogator

PILOT Merchant A/C# 714 BOX FLIGHT POS 2

CASUALTIES:

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

FLAK:

E/A:

OBSERVATIONS:

A-20 Fall out at Base loaded Ean

Banks Fair -

Perky 15 miles off Charming Coast

PILOT Grunig A/C# 380 BOX 1 FLIGHT 2 POS 6

CASUALTIES:

BOMB DISPOSITION: PT ST OT JET RLT A A-C E

BATTLE DAMAGE:

FLAK:

XXI - XXII - Fined
at other flight -

E/A:

OBSERVATIONS:

A-20 Dropped out after flak
and headed back to American
Lines - Flying OK. Losing alt.
but apparently OK.

Convoy Rd Markings on Trucks
25-30 Trucks - Moving West
Just after passing Beemline
East of Danfront -

Bailey

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

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

PILOT Clausen A/C# 819 BOX 2 FLIGHT 3 POS 2

CASUALTIES:

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

FLAK:

XHA - 1207 - Just
before I.P.

E/A:

X

OBSERVATIONS:

Bombs Hit in Woods not in target area.

Bailey

PILOT Parker A/C# 227 BOX 2 FLIGHT 3 POS 6

CASUALTIES:

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

FLAK:

XHA - Before 1. P. 3000

E/A:

OBSERVATIONS:

One A-20 fell out to Right
turned back to Beachhead - No
smoke both engines running.

Bombs Fair -

Bailey

