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NUMPAGE 238**Title Extensions:****Abstract**

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

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

Author:**Subject:****Major Command:****Administrative Markings**

No Administrative Markings Listed

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Acc ID	Acc Date:	

MISSION REPORTS

FOLDER NO. 9

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

00001018

2007-5

SCANNED BY ACD

DECLASSIFIED
DOD DIR 5200.9, 27 Sep 58

P.R.C.

~~MICROFILMED~~

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

SECRET
By authority
CG, Ste. 170
10 August 1944
Init. _____

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

SUBJECT: Report of Combat Mission.

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

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

1. 38
2. 36
3. 34
4. 2 (spare s)
5. 1
6. 43-9956

Lt. J. J. Iakovich

Returned 4 bombs. No cause determined. Backs 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 fixed. 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

43-9951
Lt. J. C. Gary

Same as above
Same as above

2 bombs returned. Backs and circuits checked and found to function properly.

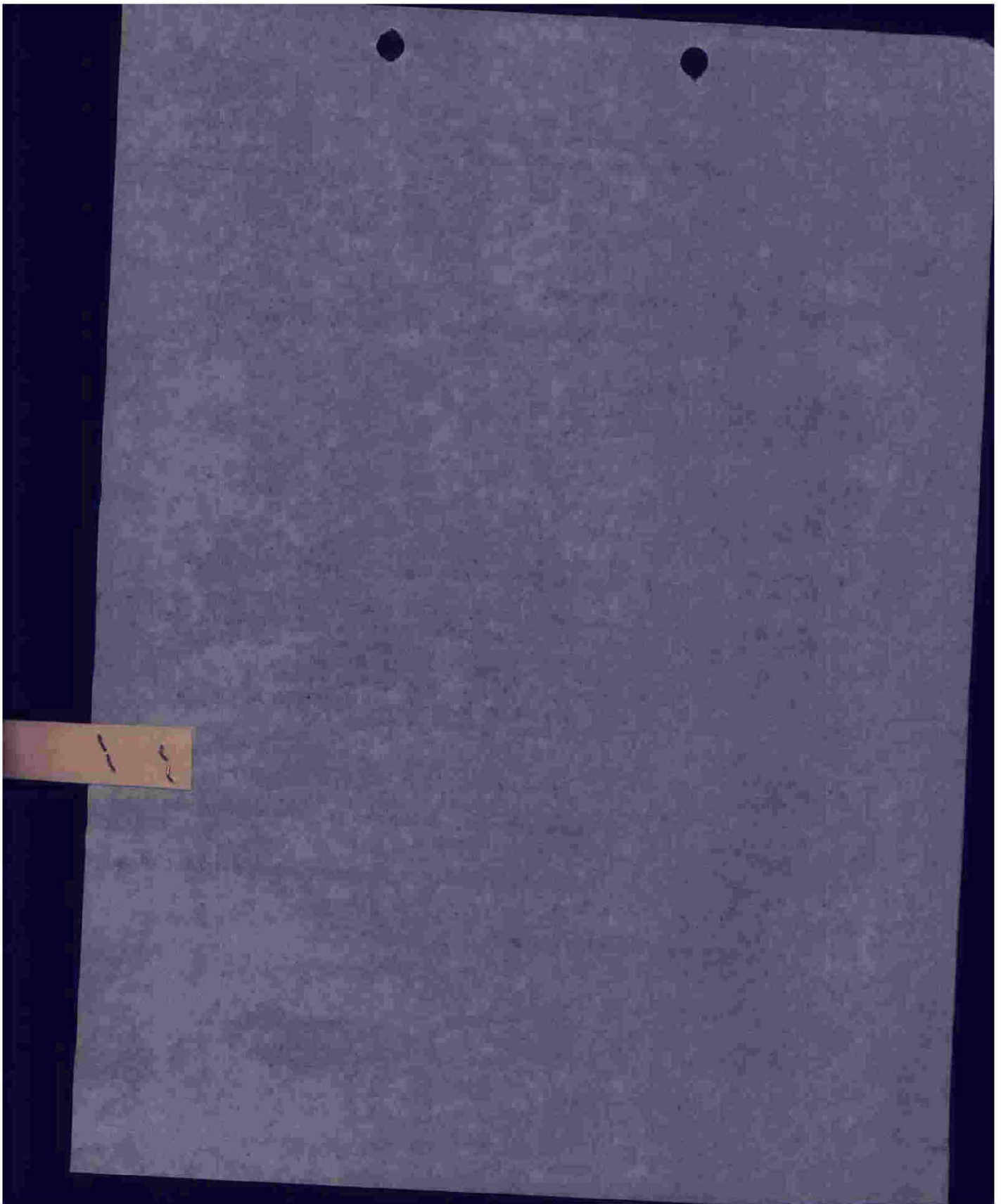
8. 43-21764
- Lt. L. E. Hill

Landed on strip A-13 in Normandy before reaching target area.

For the Commanding Officer:

GEORGE SCHUBERT,
Captain, Air Corps,
Adjutant.

AUG 9 1944
#119



S E C R E T

ANNEX "A"

BOMBING INFORMATION

EX B.C. FIELD ORDER NO. 477BOX 1, Flight 1 GROUP 416 DATE 2 August 1944 TARGET ATTACKED Bois Du Pierre
Radar Installation1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 02303. Was mercury erection system used? YES _____ NO X4. Did entire ~~(squad)~~ (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: 1st P.O. Royalty6. Name of lead Pilot: Major D.E. Willatts7. 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: 22

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

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES _____ NO X. If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES _____ NO X. If answer is "YES", state circumstances and effect on bombing:(c) Did Flak affect bombing? YES _____ NO X. If answer is "YES", state to what extent did Flak affect bombing or bomb run:(d) To what extent did attacks by enemy aircraft affect bombing? None

(e) State any difficulties on bombing run:

Could not kill drift. Bombsight 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 _____

S E C R E T

Formation consisted of 2 boxes, 18 ships each, bombing in flights of 6. Time of take-off was 1032. Time over target 1312. Target - Bois De Pierre Radar Installation. A total of 154 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 Point Du Plume
Radar Installation1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 025°3. Was mercury erection system used? YES _____ NO X4. Did entire ~~team~~ (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:

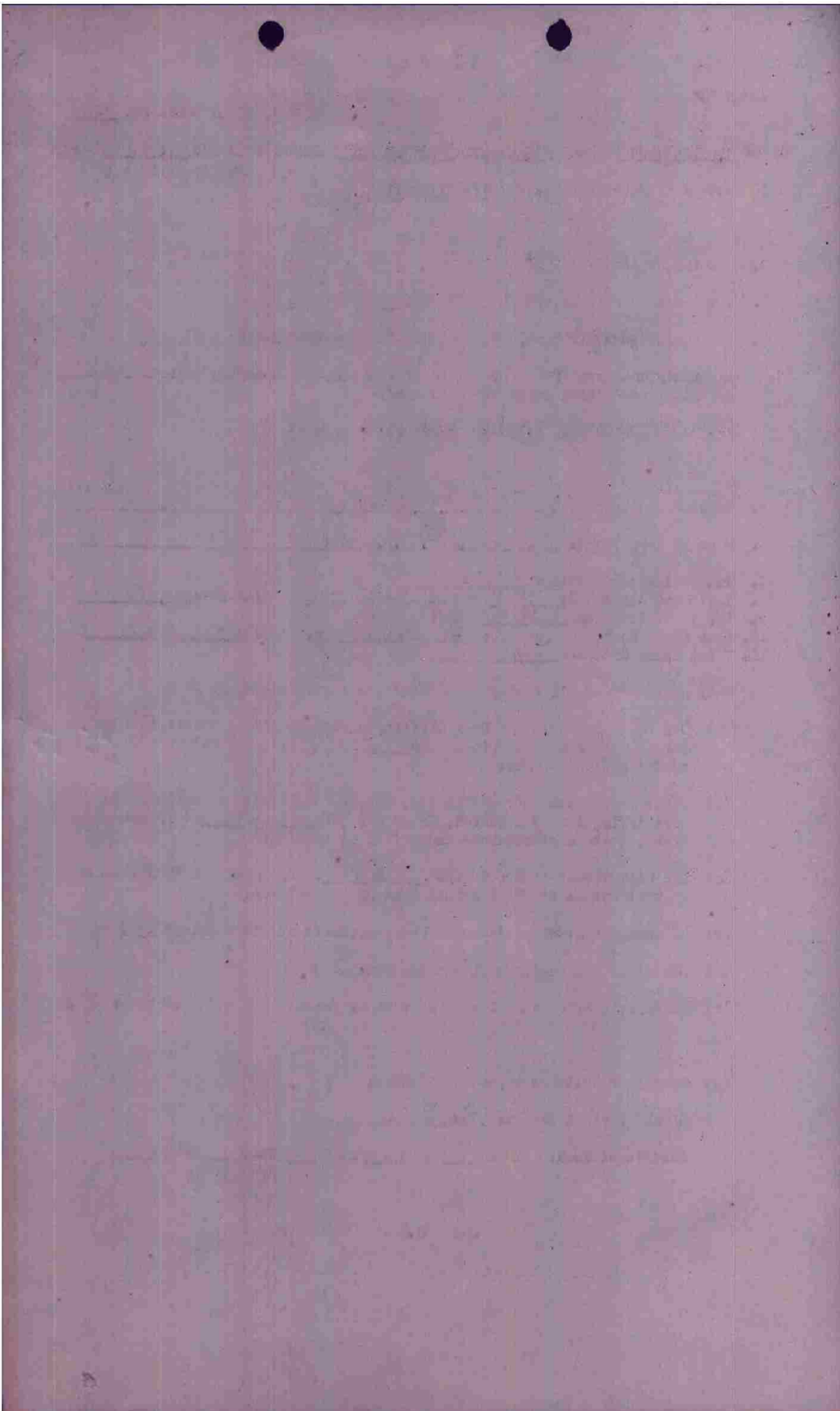
Pre-set with corrections. Used briefed A.P.5. Name of lead Bombardier: Lt. E. Genta6. Name of lead Pilot: Capt. D.A. Bulce7. Intervalometer setting: None8. Indicated Air Speed: 300 Ground Speed: 240 Altitude: 12,0009. Length of bomb run: 40 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/100 T11. Total Bombs Dropped: 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



SECRET

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 577BOX 1, Flight 3 GROUP 416 DATE 2 August 1944 TARGET ATTACKED Bois 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 ~~(Barr)~~ (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:

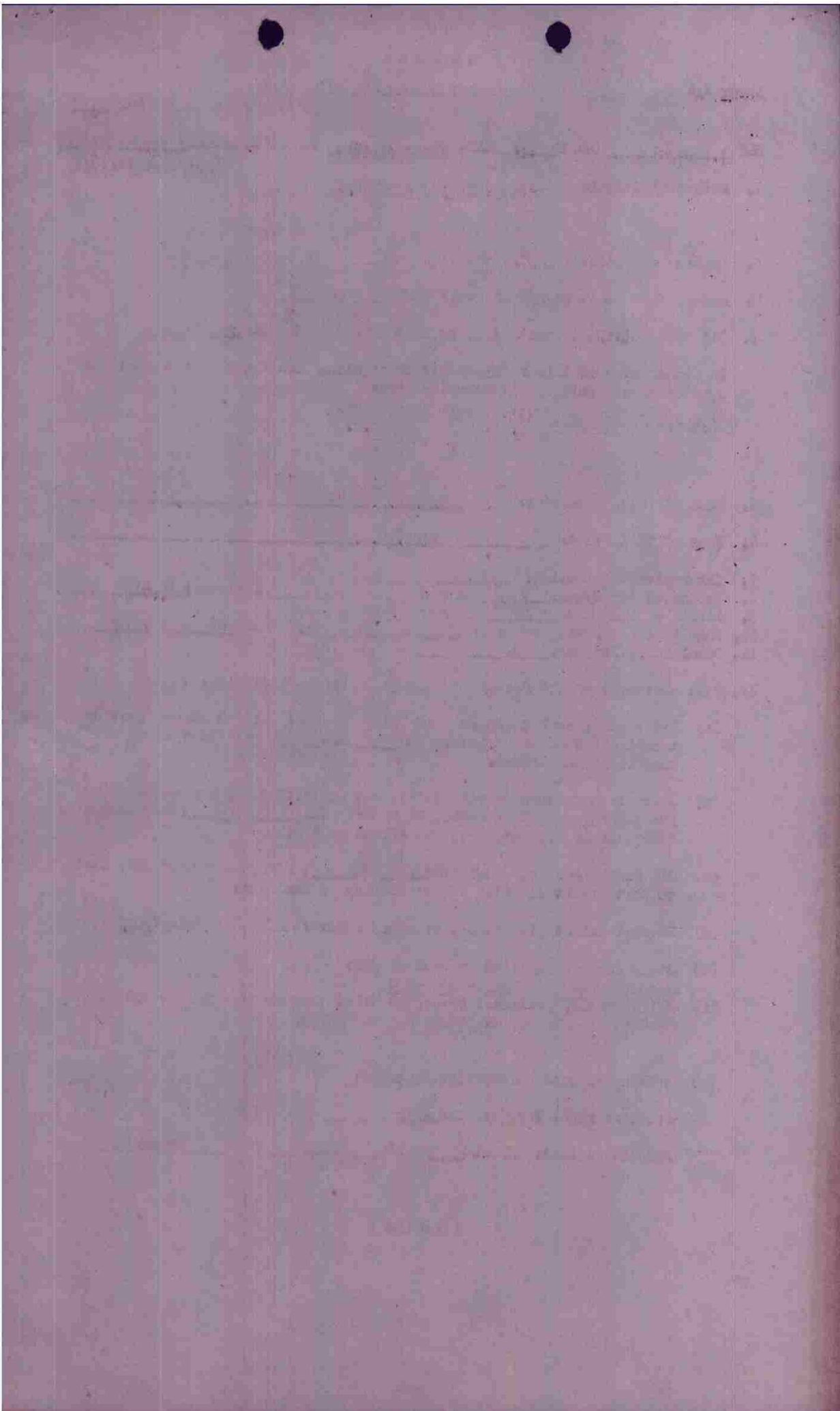
Pre-set with corrections. Used briefed A.P.5. Name of lead Bombardier: Lt. A.W. Maltby6. Name of lead Pilot: Capt. G.R. Jackson7. Intervalometer setting: None8. Indicated Air Speed: 300 Ground Speed: 340 Altitude: 11,7009. Length of bomb run: 80 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 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 SECRET



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 477BOX 2, Flight 1 GROUP 412 DATE 8 August 1944 TARGET ATTACKED Bois De 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 ~~(boom)~~ (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. E. Beck6. Name of lead Pilot: Lt. L.A. Marshall7. 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:

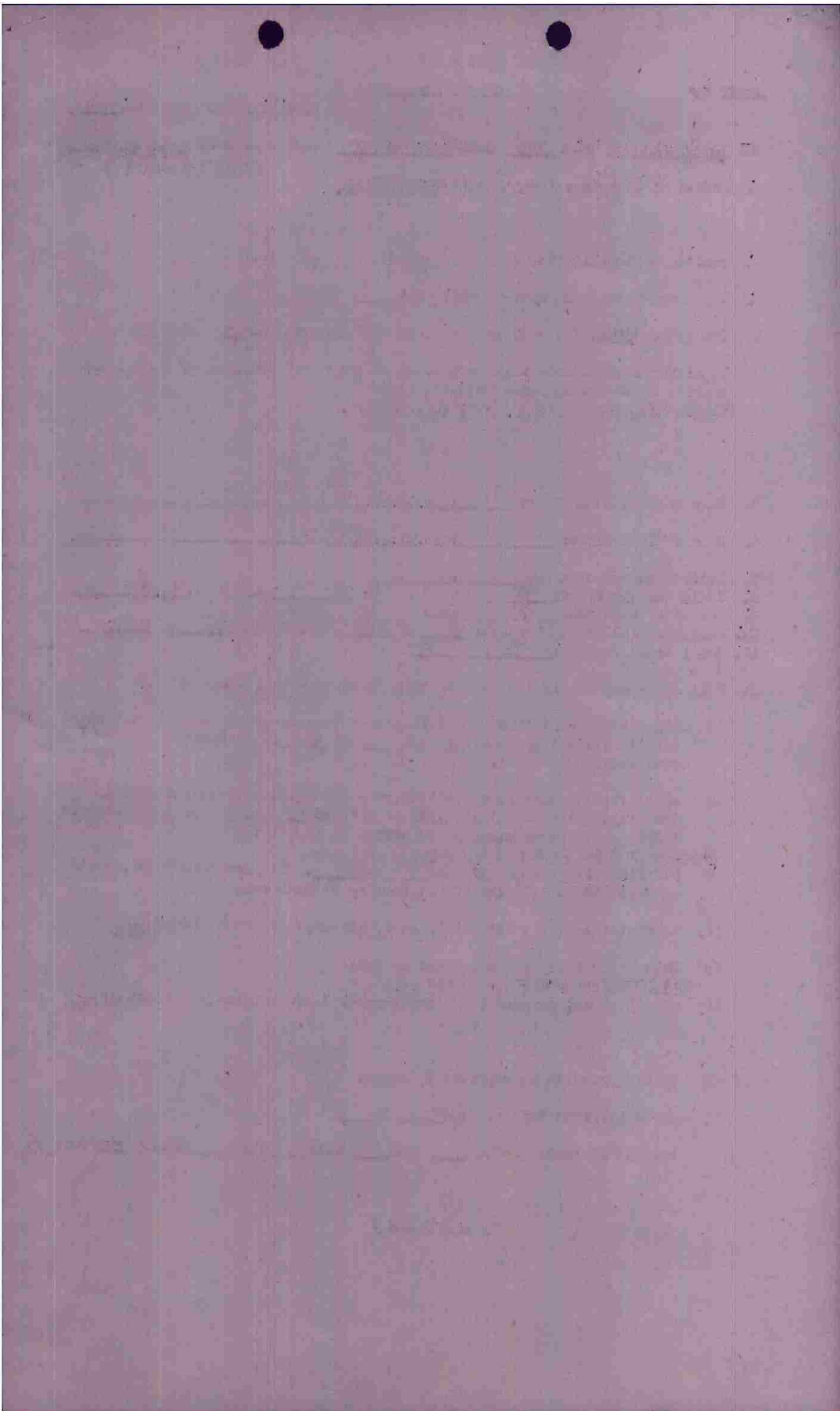
B/N did not turn on telescope motor switches.

(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 415 DATE 9 August 1944 TARGET ATTACKED Pois 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 ~~(BOM)~~ (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.H. Barriel6. Name of lead Pilot: Capt. G.M. McNulty7. Intervalometer setting: None8. Indicated Air Speed: 300 Ground Speed: 240 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 effecting bombing - including: -

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

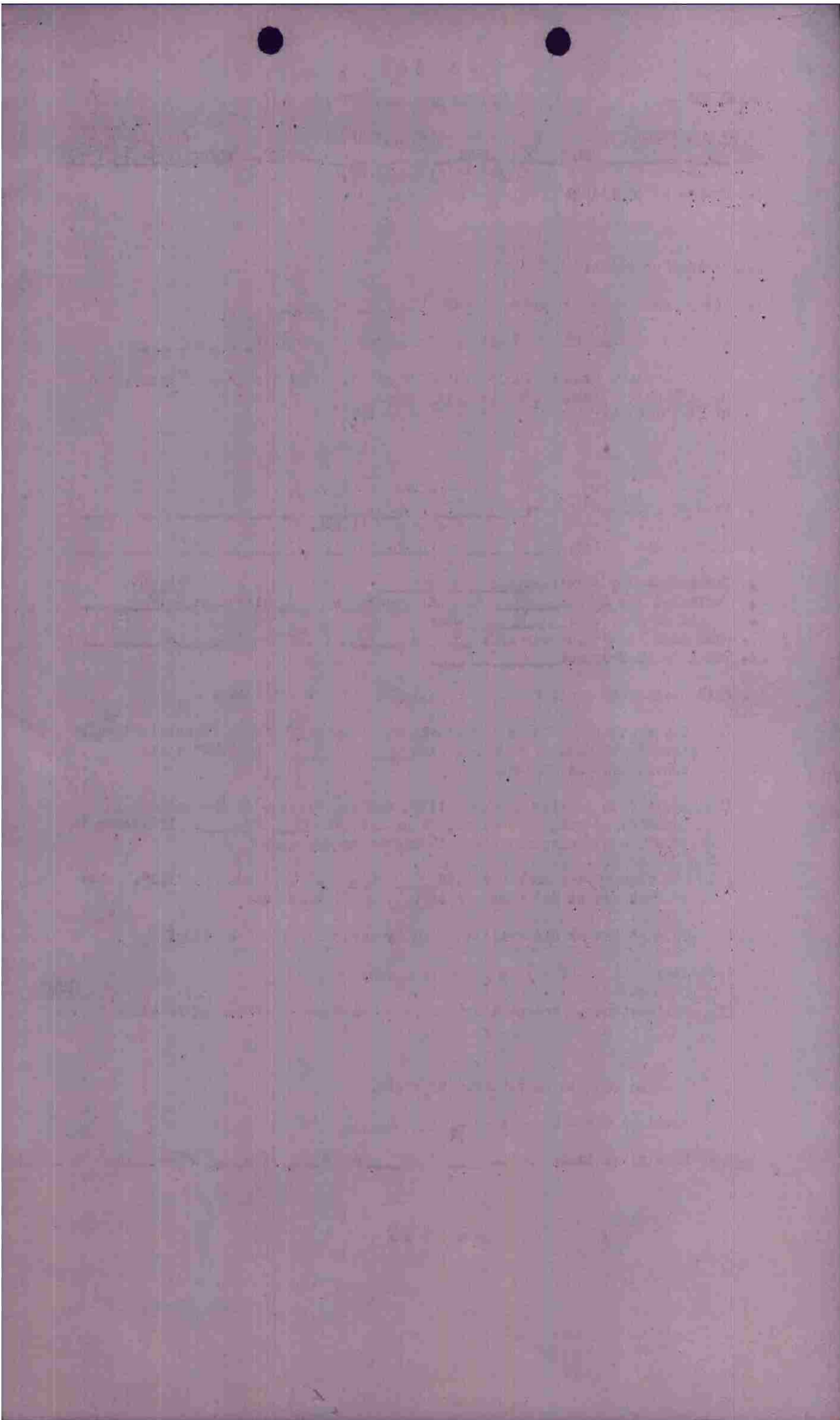
(e) State any difficulties on bombing run:

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. 477BOX 2 Flight 3 GROUP 410 DATE 2 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. Moughar7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 230 Altitude: 11,0009. Length of bomb run: 40 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/100 T11. Total Bombs Dropped: 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

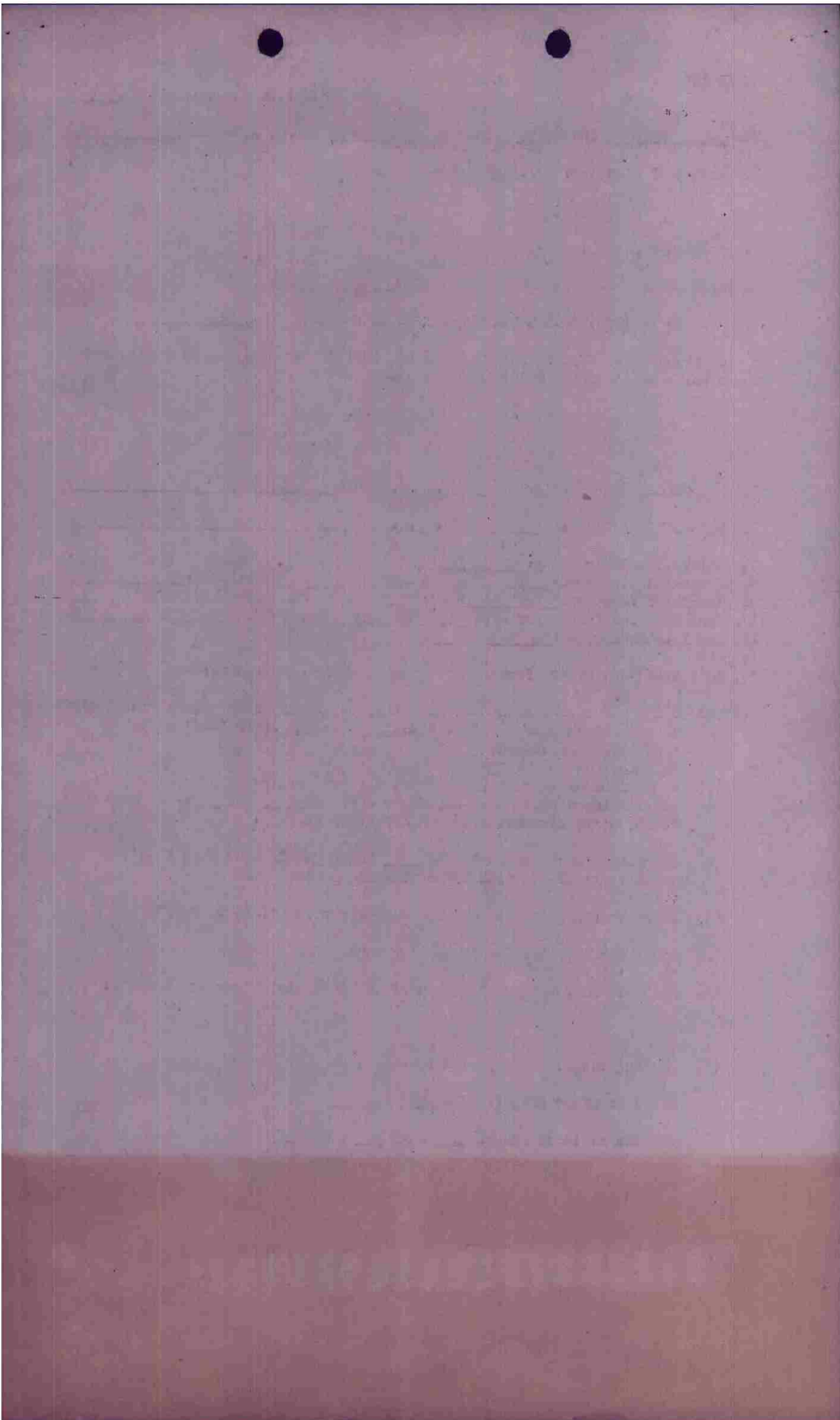
(f) Malfunctions, personnel errors or other factors affecting bombing: None

(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



MISSION NO. 119

LOADING LIST
BOX I
FLIGHT I

9 AUGUST 1944

1. 914 X
Major D.L. Willetts ✓
Lt. P.G. Royalty ✓
T/S F.H. Larronde H*
S/S H.A. Lempka

2. 714 N
Lt. W.A. Merchant ✓
S/S C.J. Harp
S/S K.P. 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./R. DeGiusti

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

6. ~~1961~~ 951 P
Lt. J.C. Gary ✓
Sgt A.E. Shoen
Sgt R.W. Chevront

FLIGHT II

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

2. 9961 E
Lt. E.J. Renth ✓
S/S O.D. LaNave *
Pvt L. Moskowitz

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

4. 1961 P-1
Lt. T. Boukamp ✓
S/S F.E. Melchoir *
S/S J.S. 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. 452 Q-1
Capt. C.R. Jackson ✓
Lt. A.H. Maltby ✓
Sgt D.E. Burns
Sgt W.J. Daniel

2. 387 H
Lt. R.B. Singletary ✓
Sgt A.A. Ciancisi
Sgt H.G. Wiggins

3. 211 O
Lt. A.W. Nordstrom ✓
S/S J.D. Gossett *
S/S R.L. Miller

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

5. 892 L
Lt. T.J. Leonard ✓
S/S O.D. Evans
Sgt A.H. Hinson

6. 380 N-1
Lt. D.G. Grunig ✓
Sgt H.J. Nowosielski
Sgt M.E. Dias

SPARE

929 C-2
Lt. W.C. Siggs
S/S R.W. Nicks
S/S W. Radlich

MISSION NO. 119
9 AUGUST 1944
BOX I

*Rate Early
as Briefed
no later*

MISSION NO. 119

LOADING LIST
BOX II
FLIGHT I

9 AUGUST 1944

1. 1711 S
Lt. L.A. Marzolf ✓
Lt. J.T. Beck ✓
S/S H.E. Wellin
S/S L.G. Kutzer

4. 493 V
Lt. R.H. Smith ✓
S/S R.J. Mahoney
S/S J.S. Brower

2. 956 Z
Lt. J.J. Lackovich ✓
Sgt R.M. Barry
Sgt T. Connery

5. 165 H
Lt. M. Zubon ✓
T/S J.R.L. Tanner
S/S W.C. Russell

3. 393 K
Lt. R.W. York ✓
S/S L.A. Ashton
S/S H.J. Wilds

6. 363 L
Lt. D.L. Withington ✓
Sgt C.F. Huss
Sgt L.D. McElhattan

FLIGHT II

1. 444 J
Capt. G.M. McNulty ✓
Lt. F.H. Bursiel ✓
S/S J.A. Fejes
S/S E.R. Judd

4. 379 G
Lt. W.E. Downing ✓
S/S E.S. Dickenson
S/S K.E. Hornbeck

2. 764 X
Lt. L.E. Hill ✓
S/S C.F. Love
S/S F.L. Adair

5. 480 B
Lt. L.E. Cannon ✓
Sgt J.W. Robinson
Sgt E.P. Brzezinski

3. 894 R
Lt. J.H. Montrose ✓
Sgt R.S. Gandy
Sgt J.W. Felkel

6. 362 L-1
Lt. R.R. Svenson ✓
Sgt J.K. Spadoni
Sgt F. Noteriani

FLIGHT III

1. 1717 P
Lt. J.F. Meagher ✓
Lt. J.J. Burg
T/S L.G. Robbins
S/S H.J. Sylva

4. 150 N
Lt. C.C. Mish ✓
Sgt W.E. Lemonds
S/S F. Naifeh

2. 819 K-1
Lt. T. Clausen ✓
Sgt C. Fetko
Sgt D.M. Brown

5. 176 T
Lt. J.K. Colquitt ✓
Sgt J.F. Geyer
S/S D.E. Raines

3. 701 H-1
Lt. T.D. McGready ✓
Sgt W.F. Fuehrer
Sgt A.F. Galloway

6. 227 F
Lt. P.E. Parker ✓
S/S E. Shelton
Sgt S. Kochan

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

MISSION NO. 119
9 AUGUST 1944
BOX II

FROM: 416TH BOMB GRP (L)

OPERATIONAL PRIORITY

TO : IX BOMBER COMMAND

TO: 97TH COMBAT WING

416 BG A _____ E SECRET IN THE CLEAR

"J" FORM OPERATIONAL CLEARANCE F-1 9 AUGUST 1944

PREPARED BY LT. MAX A. PAPE

A.

B. 1115

C. SELSEY BILL

D. BOX I R/T ROCKFISH ONE

671 6 X N J B G P

669 6 J-1 E B-1 F-1 Q O

670 6 Q-1 H G-1 B N-1 O-1 L

669 1 (SPARE) G-2

GROUP LEADER 671 X

DEPUTY 669 J-1

BOX II R/T ROCKFISH TWO

671 6 S Z K V H L

668 11 J X R G B L-1 P K-1 H-1 N T

670 1 F

670 1 (SPARE) E

SECOND BOX LEADER 671 S

DEPUTY 668 J

E. 12,000

F. POINT DE BARFLEUR

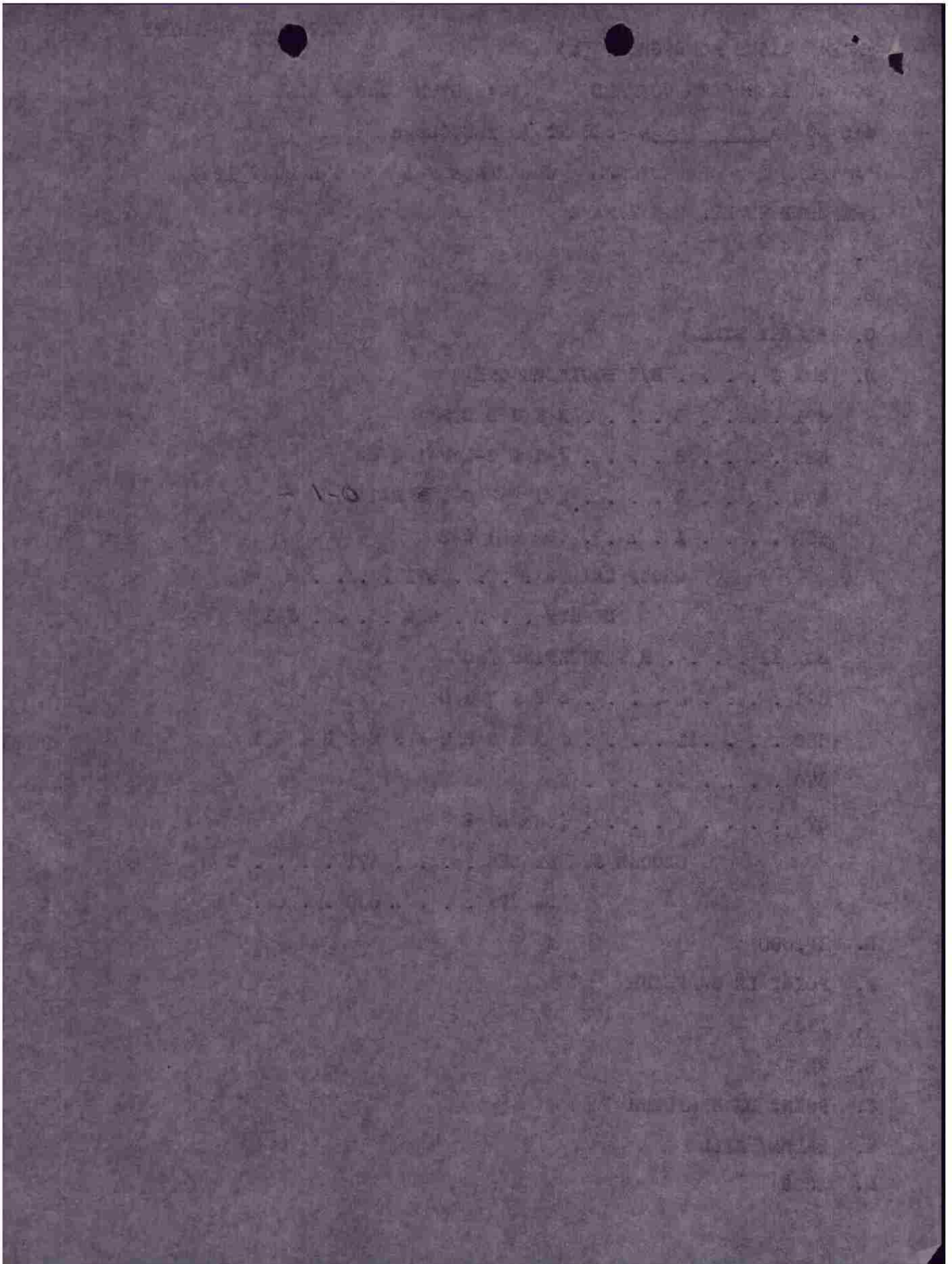
G. 1135

H. 72

J. POINT DE BARFLEUR

K. SELSEY BILL

L. 1305

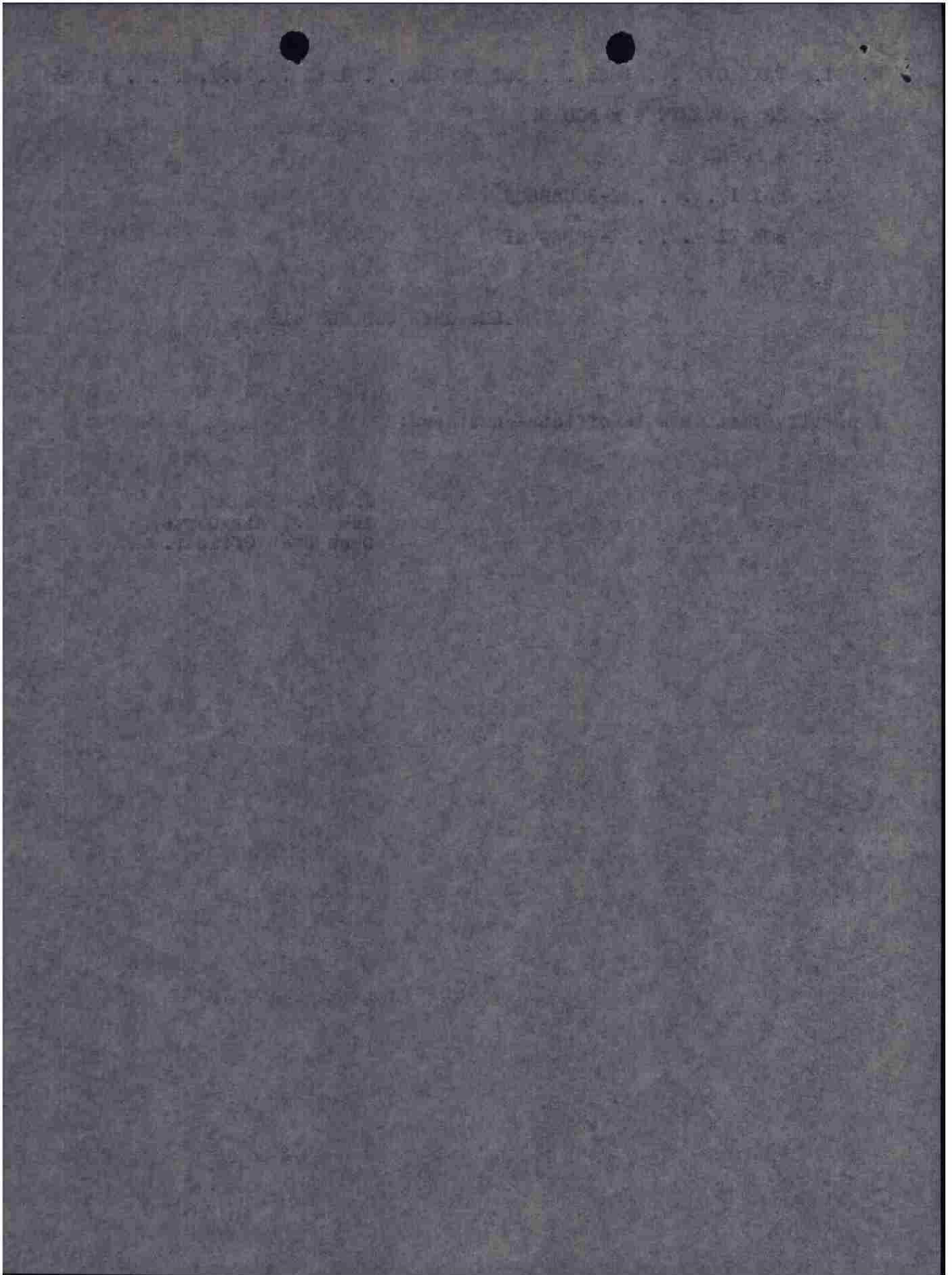


- M. 1. TAKE OFF . . 1021 . . SET COURSE . . 1041 . . E.T.A. . . 1335 $\frac{1}{2}$
2. 38 AIRCRAFT 4 x 500 GP
3. 4 HOURS
4. BOX I 2-30059809
BOX II 2-30059791
5. NONE

AYLESWORTH COBOMGR 416

I certify that this is official business:

JOHN M. BONURA,
1st Lt., Air Corps,
Opns Stat Officer.



POST MISSION REPORT

MISSION NO. 119
DATE 9 August 19441. Number of men wounded (Medics - 16) None2. Bombing Malfunctions (Argument - 92) 2956 - Lackawish - Checked OK on return - 4 Bombs held
951 - Gary - Checked OK on return - 2 Bombs held3. Camera Malfunctions (Photo Lab - 84) None4. Number of Planes Operational: Bomb Group 44 Service Group 2Called to King Pt. Friedrichs5. Percent of Battle Damage (Intelligence - 60 or 17) 40% - 40% - 220%6. Planes failing to become airborne or returning early - reason None - other than spaces7. Planes lost or landing away from base - reason 764 - Hill(SUBMITTED BY Lt. Boulton)

Ops.

CONFIDENTIAL

HEAD QUARTERS
 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: Visibility 4 miles. 1/10 cumulus at 4000 feet.

ROUTE OUT: 5-6/10 cumulus to the west of course over England but very few scattered cumulus on course. Visibility 5 miles plus over England. Nil low clouds over the channel. 3-4/10 cumulus over France with tops to 4000 feet. Patchy 4-5/10 cirrus over France.

TARGET: 3-4/10 cumulus with tops to 4000. Visibility 5 miles.

ROUTE BACK: Similar to route out except 5-7/10 cumulus over the land with bases 3000-5000 and tops 4-5000 feet. Visibility 10 miles over England.

BASE ON RETURN: Visibility 10 miles. 6/10 cumulus at 5500 feet. 5/10 alto-cumulus estimated at 10000 feet.

TIME OVER TARGET: 1312

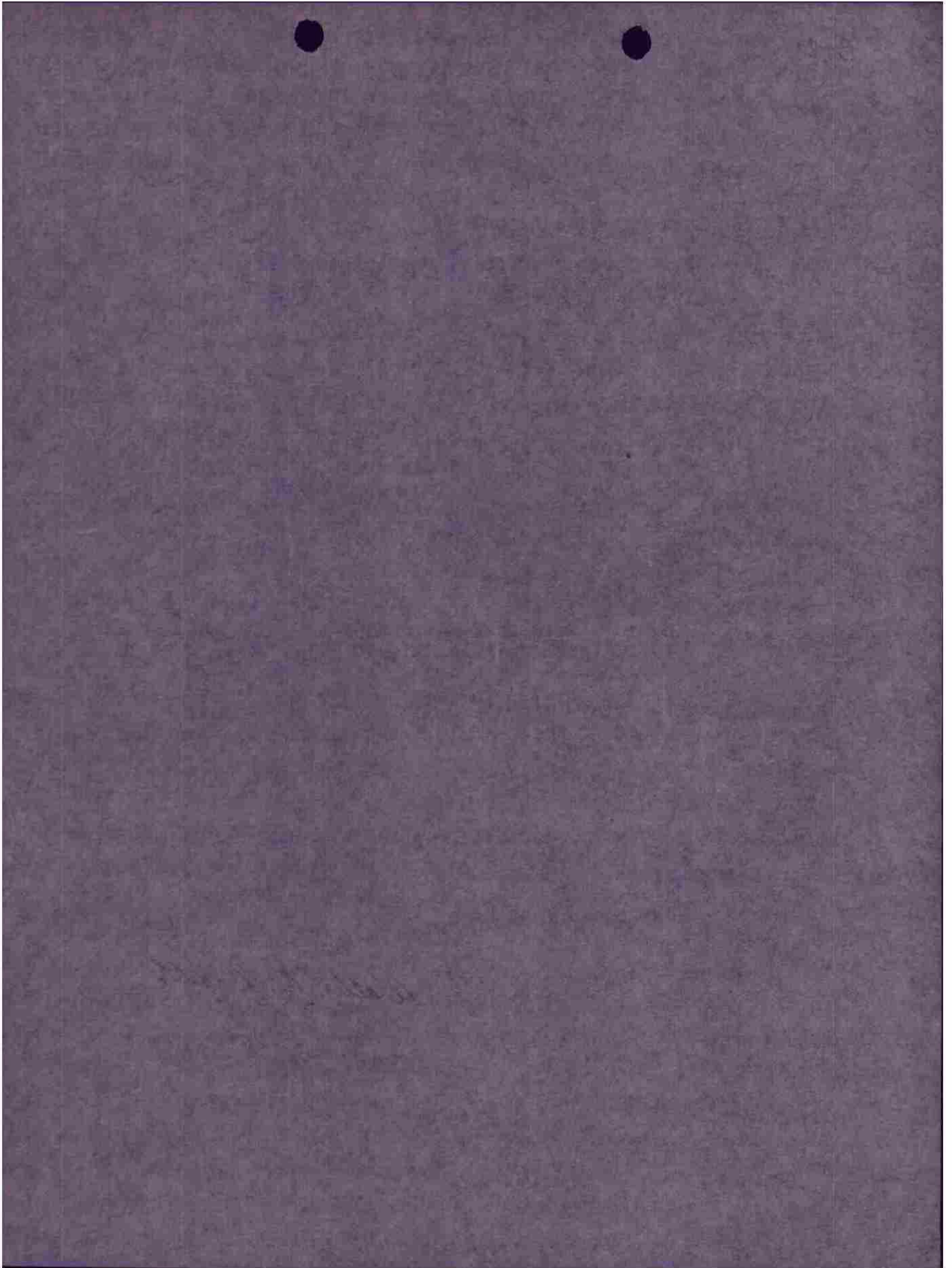
WINDS: Winds over target were reported as being off by three bombadiers and as forecast by one bombadier.

Weather did not affect bombing.

Walter D. Castle

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

CONFIDENTIAL



CONFIDENTIAL

FROM: COBOMGR 416

TO : COCBTWIG 97TH ATT: SIG O

A P YS - 119

B - 9 AUGUST 1944

C - 36 A/C

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

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

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

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

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

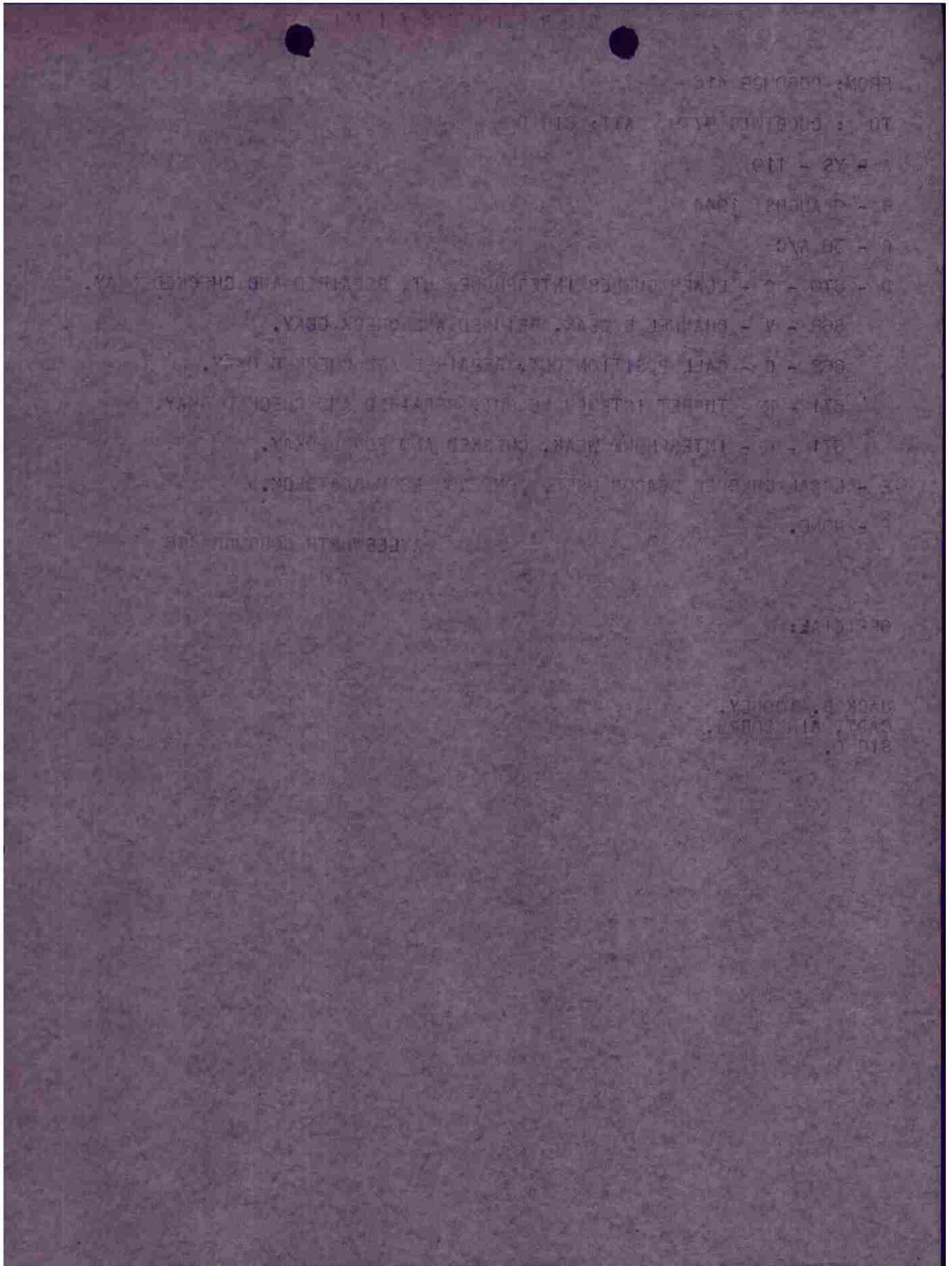
E - LOCAL BUNCHER BEACON USED. ONE QDM FROM BOATDECK.

F - NONE.

AYBESWORTH COBOMGR 416

OFFICIAL:

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

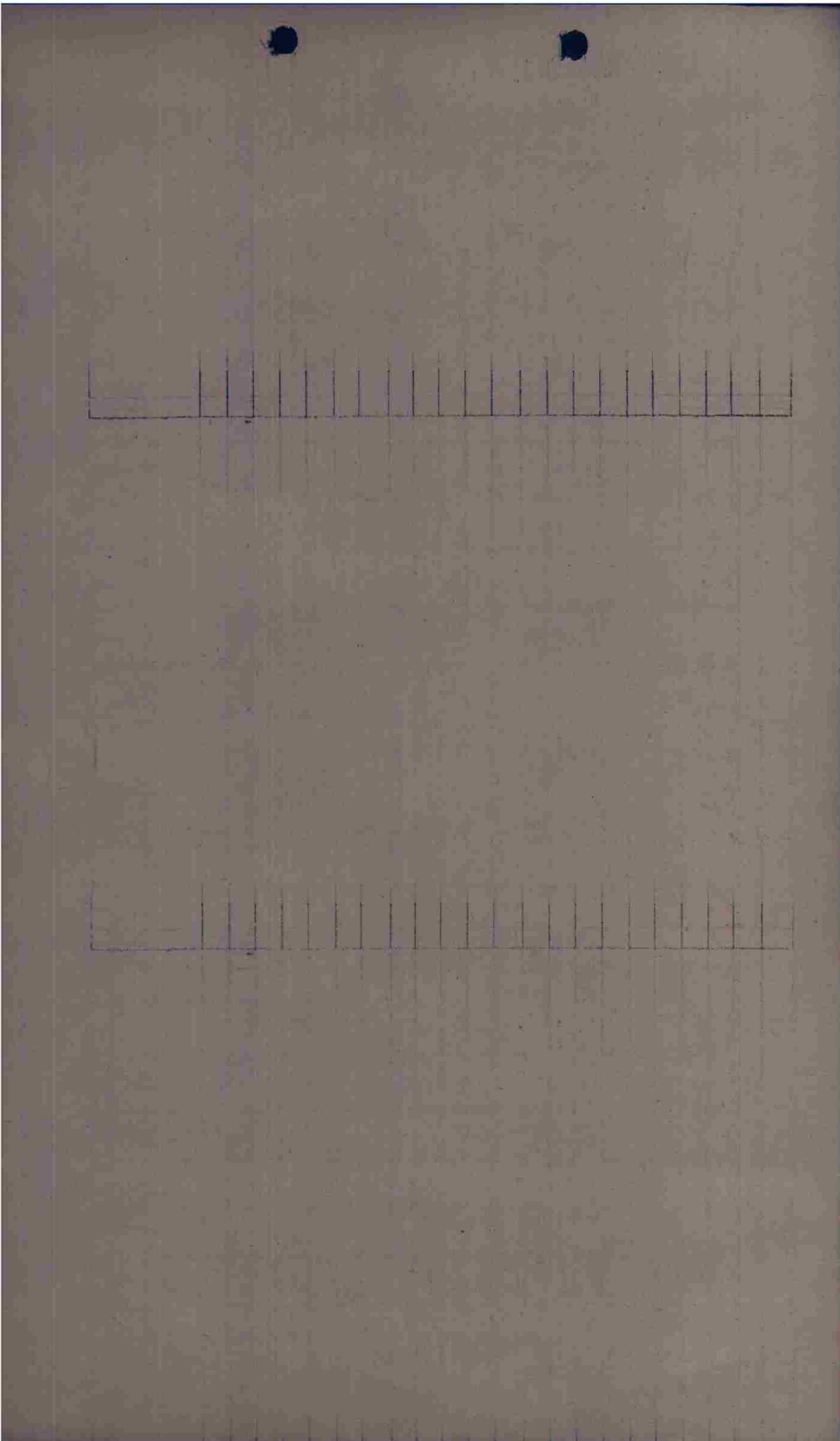


S Q D N	A / C LTR	A / C NO.	PILOT	D I S T A N C E	TARGET	A T O	ENG. COAST OUT	ENEMY COAST IN	T O T	ENEMY COAST OUT	ENG. COAST IN	C A M E R A	F U L L A D	B O L M A D	E N D U R	L A T I T U D E	R E M A R K S
A	X	914	Mallette	670		1021	1021	1115	1000	1000	1300	H.C.	70	450	4	1349	
A	N	712	Mallette			1021	1021	1115	1000	1000	1300					1350	
A	J	719	Ames			1021	1021	1115	1000	1000	1300					1351	
A	B	937	Ames			1021	1021	1115	1000	1000	1300					1351	
A	C	214	Ames			1021	1021	1115	1000	1000	1300					1351	
A	P	451	Ames			1021	1021	1115	1000	1000	1300					1351	
A	J-1	469	Ames			1021	1021	1115	1000	1000	1300					1351	
A	E	9461	Ames			1021	1021	1115	1000	1000	1300					1351	
A	B-1	202	Ames			1021	1021	1115	1000	1000	1300					1351	
A	P-1	1961	Ames			1021	1021	1115	1000	1000	1300					1351	
A	Q	900	Ames			1021	1021	1115	1000	1000	1300					1351	
A	O	376	Ames			1021	1021	1115	1000	1000	1300					1351	
A	A-1	452	Ames			1021	1021	1115	1000	1000	1300					1351	
A	H	387	Ames			1021	1021	1115	1000	1000	1300					1351	
A	O-1	211	Ames			1021	1021	1115	1000	1000	1300					1351	
A	C-1	008	Ames			1021	1021	1115	1000	1000	1300					1351	
A	D	892	Ames			1021	1021	1115	1000	1000	1300					1351	
A	N-1	380	Ames			1021	1021	1115	1000	1000	1300					1351	
A	C-2	929	Ames			1021	1021	1115	1000	1000	1300					1351	

Mission No. 119

Box 1

AUG 9 - 1944

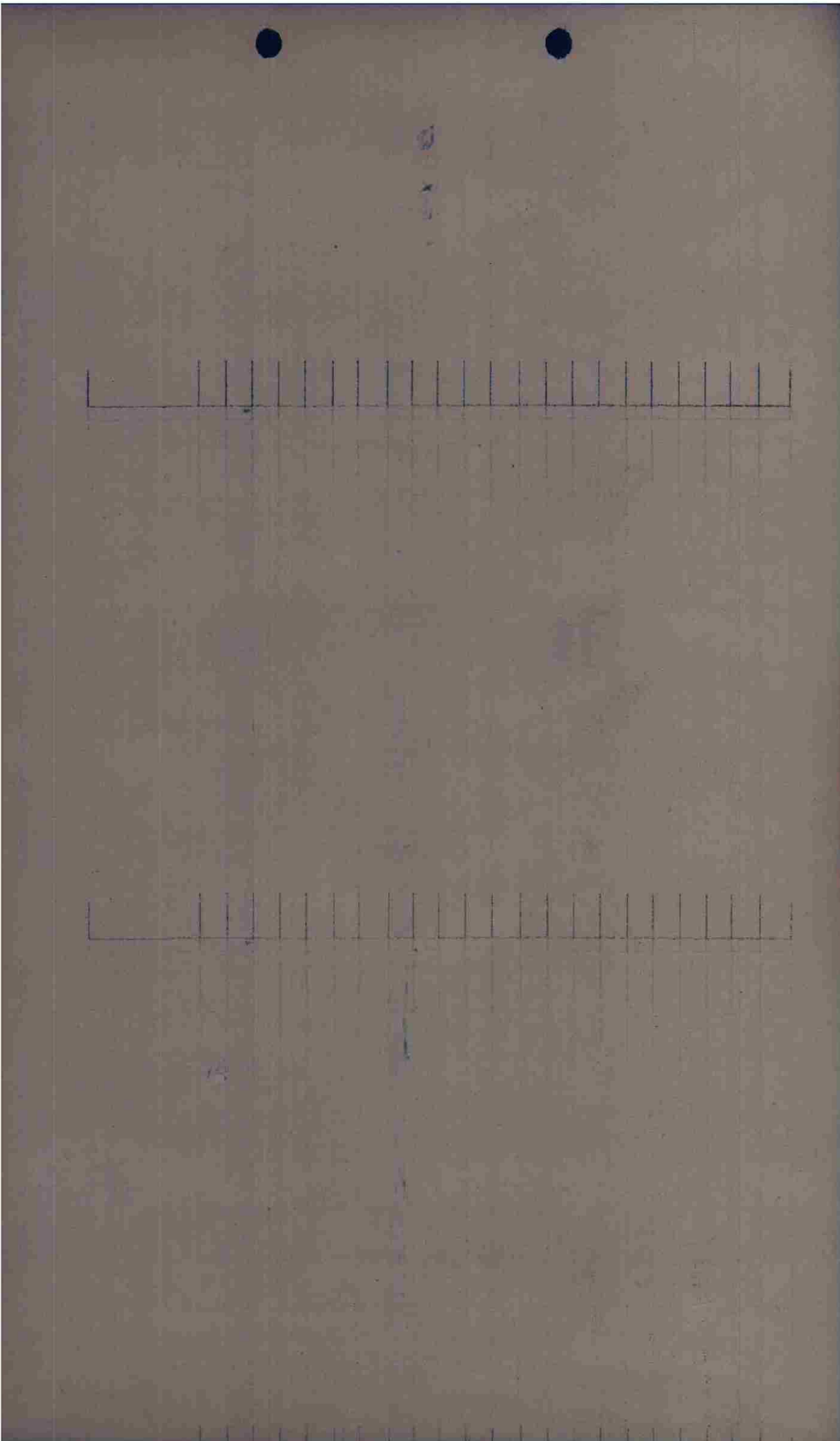


S R D N	A / C LTR	A / C NO.	PILOT	D I S T A N C E	T A R G E T	A T O	E N G - C O A S T O U T	E N E M Y C O A S T I N	T O T	E N E M Y C O A S T O U T	E N G - C O A S T I N	C A M E R A	F U L L O L A D	B O L O M A D	E N D U R	L A T I T U D E	R E M A R K S
A	S	1711	Prang			1027										1359	
A	Z	916	Ballou			1028										1401	
A	K	393	Boyle			1027										1400	
A	V	493	Boyle, R.H.			1027										1415	
A	H	165	Boyle			1027										1400	
A	L	363	Boyle			1028										1401	
A	I	442	Boyle			1028										1404	
A	X	764	Boyle			1028										1404	
A	R	894	Boyle			1029										1405	
A	G	379	Boyle			1029										1406	
A	B	480	Boyle			1029										1405	
A	K-1	362	Boyle			1030										1406	
A	P	1717	Boyle			1030										1402	
A	K-1	819	Boyle			1030										1403	
A	H-1	701	Boyle			1030										1402	
A	N	150	Boyle			1031										1403	
A	T	176	Boyle			1031										1404	
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A	E	224	Boyle			1031										1404	

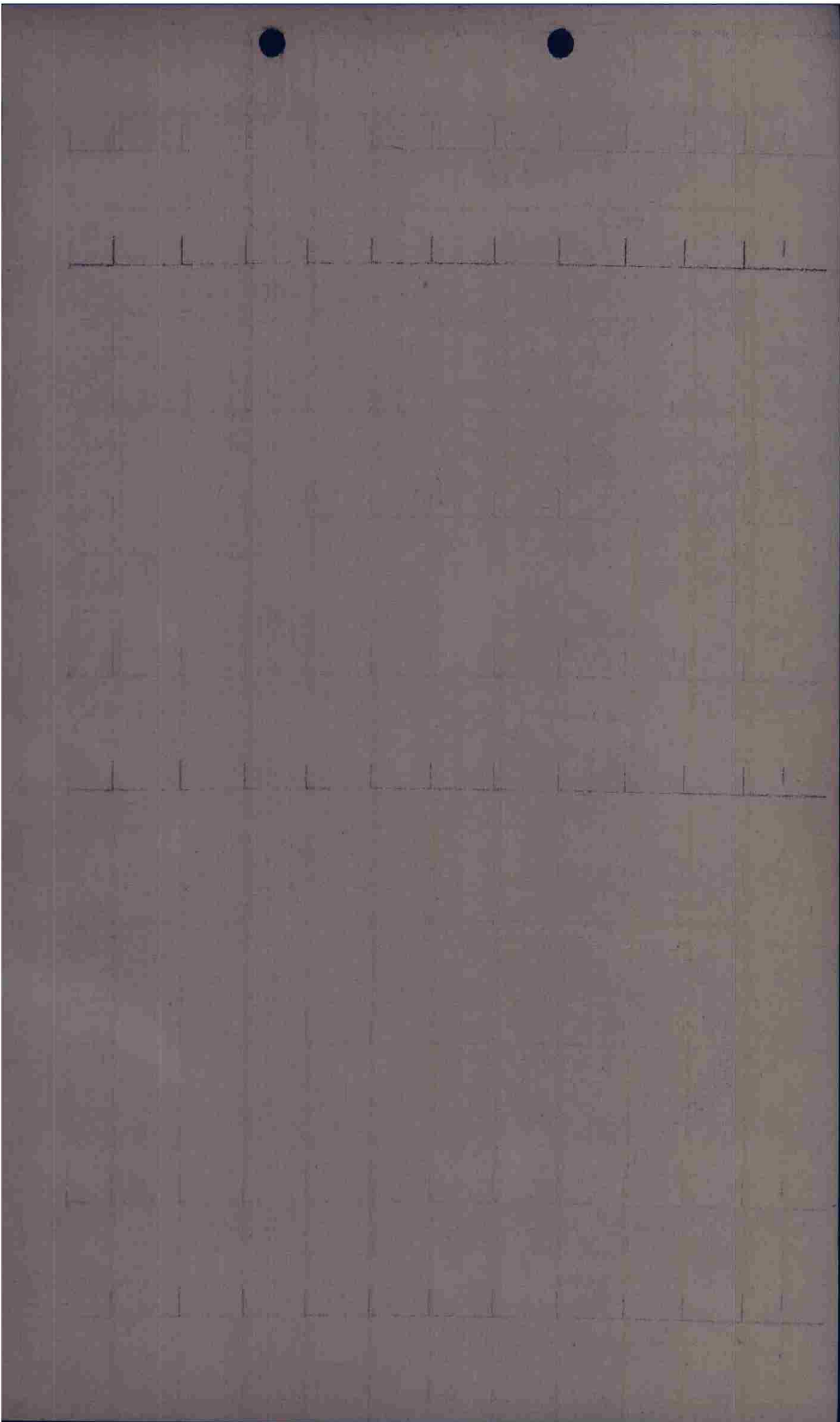
Mission No. 119

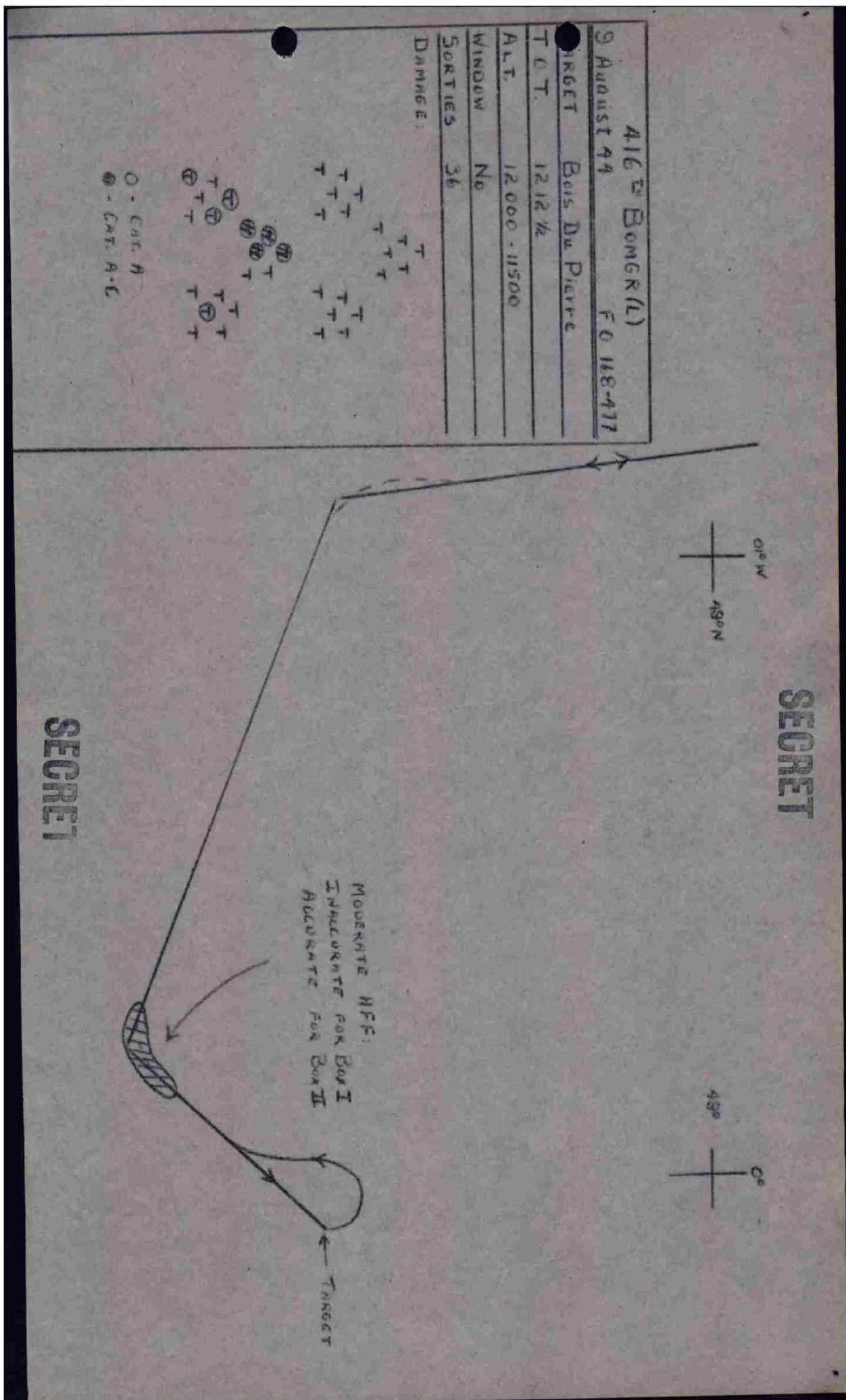
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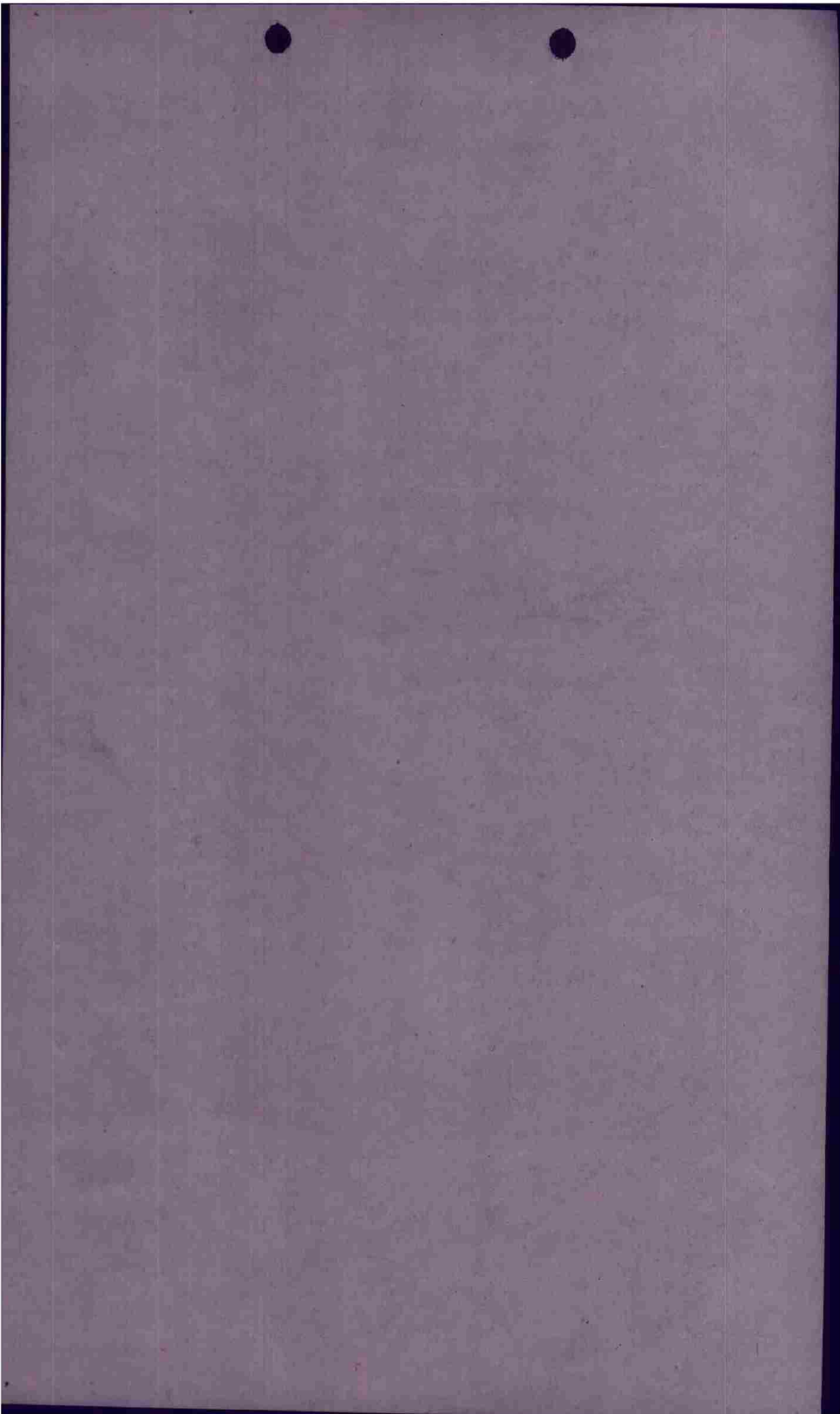
AUG 9 - 1944



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ONE COPY TO S-3
S-3
SIGNALS
OP
353

OICOG OIHAK OIGOF OIYAA 'V OILAI' 1/09
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/73 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 DUNCENESS TO 5010N 0124E TO 5006N 0126E TO 4942N 0136E 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. 056055
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 4824N 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 10,000 FEET.

- (7) 4813N 0135E
 (8) GEN. SSE TO NNW.
 (9) M.P.I. ILL. 4801E/72/A RET. 051000
 (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 15 BOMBING BY FLIGHTS OF 6.
 (3) WITH P-47 AT 4942N 0117W AT 12,000 FEET AT 2100Z
 (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 5,000 FEET. LEAVE ENEMY COAST AT BOMBING ALTITUDE.
 (7) 4820N 0000W
 (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 0000W.
 (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

COCETWIG 97

BT 09/0450E
 LEC/RL AR

OIHAK R09/0520E
 OIGOF R09/0520E
 OIYAA R09/0520E
 OIGOC R

CNL AR
 JHS AR
 GP AR

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/EVAT

COCBTWIG 97

BT

LEG AR

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

OIHAK R09/0240B

CML

AR

OIGOF R09/0240B

JHS

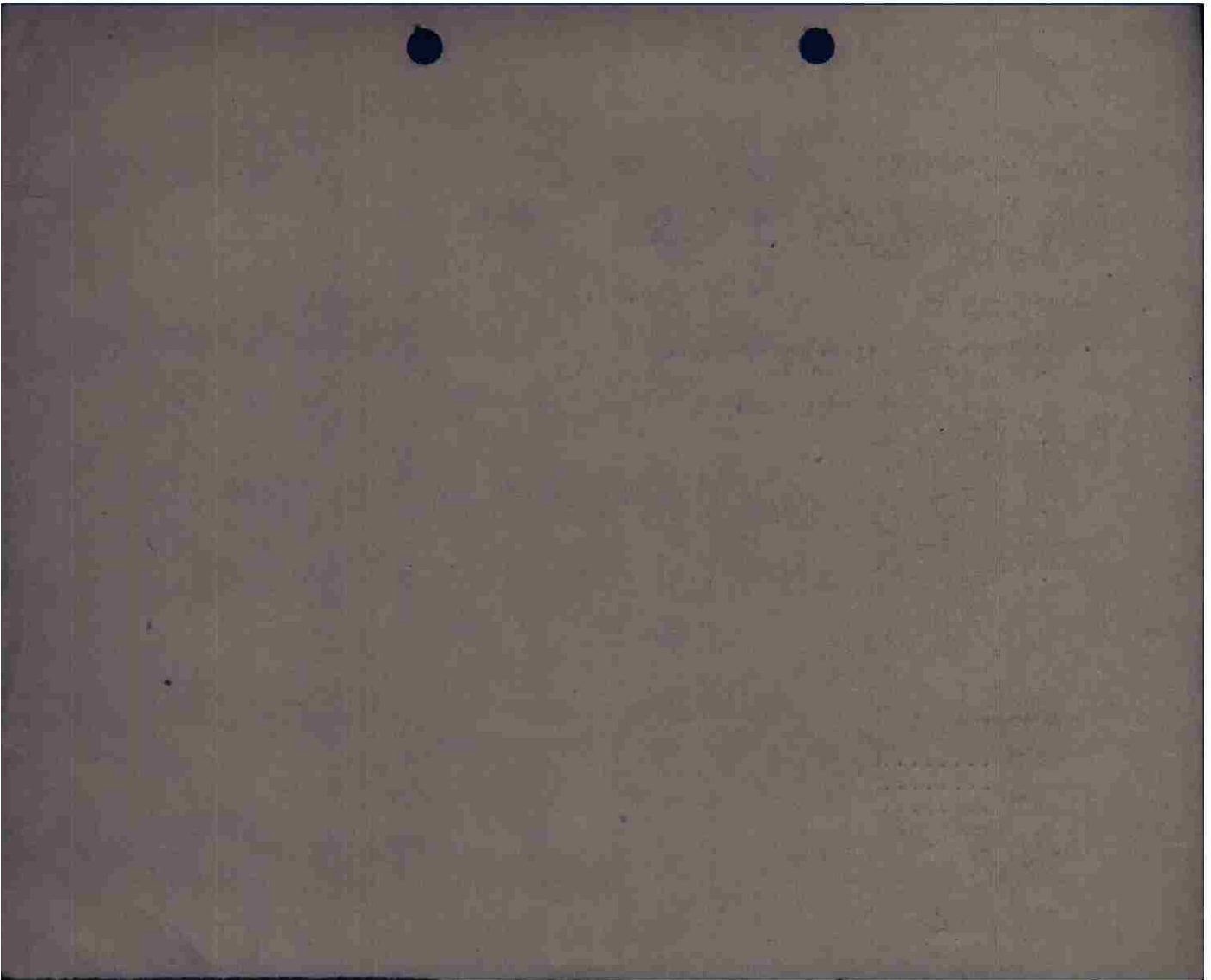
AR

OIYAA R09/0240B

GP

AR

NTTM



OICOG OILAI V OIVAA OIVAA 14/69 OP

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

SECRET 00X 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

/027/36/R+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 - CROSS

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 1215 - (Z2305) HEADED NE
LONG CONVOY TRUCKS BETWEEN Y-2201 AND PRE - EN- PAIL (Z-1308)
A/C WHICH FAILED TO RETURN WAS SEEN AT POLKXXXXX 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 3000 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 AT

CCCG PARAGRAPH FOLLOWING F. SHD BE C. NOT B. AS SENT

CHXXXXX

CV BBBBB

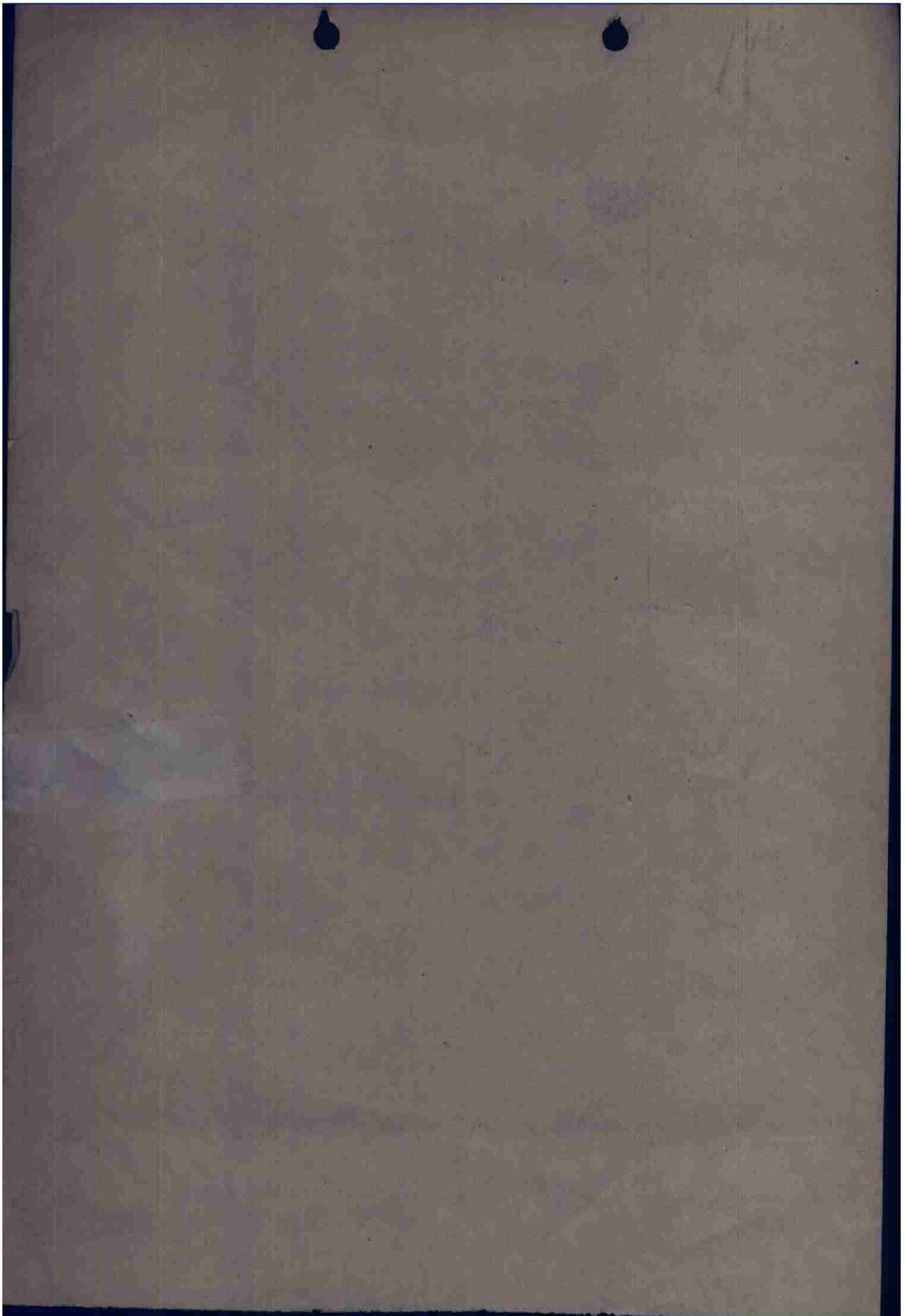
LAI R.....09/1610B

UCB AR

OICOG R.....09/1609B

CLEV

KIKK



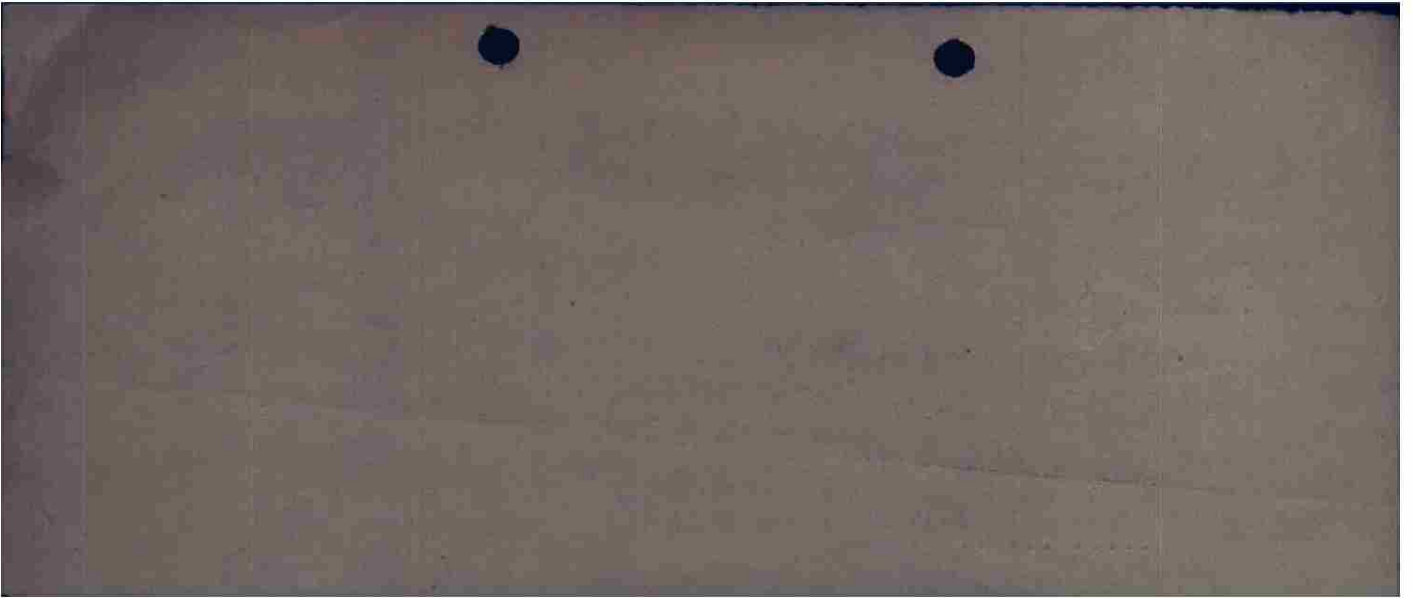
8

OICOG V YAA YAA 2645 OP 5-3
 7- 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 QOK BT

A. BOIS DU PIERRE REDAR INSTALLATION .
 B. SAME AS ABOVE .
 H. 1212
 K. ONE CONCENTRATION OF HXXX BOMBS ACROSS DMPI 900
 FT. SOUTH OF CHATEAU. BURSTS FROM ANOTHER
 FLIGHT ON EDGE OF CHATEAU WITH POSSIBLE
 HITS ON SAME

HT 09/2015B
 AS
 IN CCC IN PART A IT SHOULD BE RADAR NOT REDAR AS PRINTED
 WJF ARP
 OICOG R.....09/2053B DEC AR

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