

IRIS Public Record

Key Information

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Publication Date:

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Old MFlm Roll # **B0532**

Audio Rec:

NUMPAGE **102**

Title Extensions:

Abstract

Descriptive Notes: CONTAINS FIELD ORDERS, OPERATIONAL REPORTS, LOADING LISTS, NAVIGATIONAL DATA WITH CHARTS, TACTICAL DATA WITH PHOTOGRAPHS, TECHNICAL DATA, INTERROGATION FORMS AND REPORT OF CASUALTIES.

Title Added Entries: MISSION FOLDER NUMBER 127 (TARGET: FORET DE CHANTILLY FUEL DUMP, FIELD ORDER NUMBER 496)

Author:

Subject:

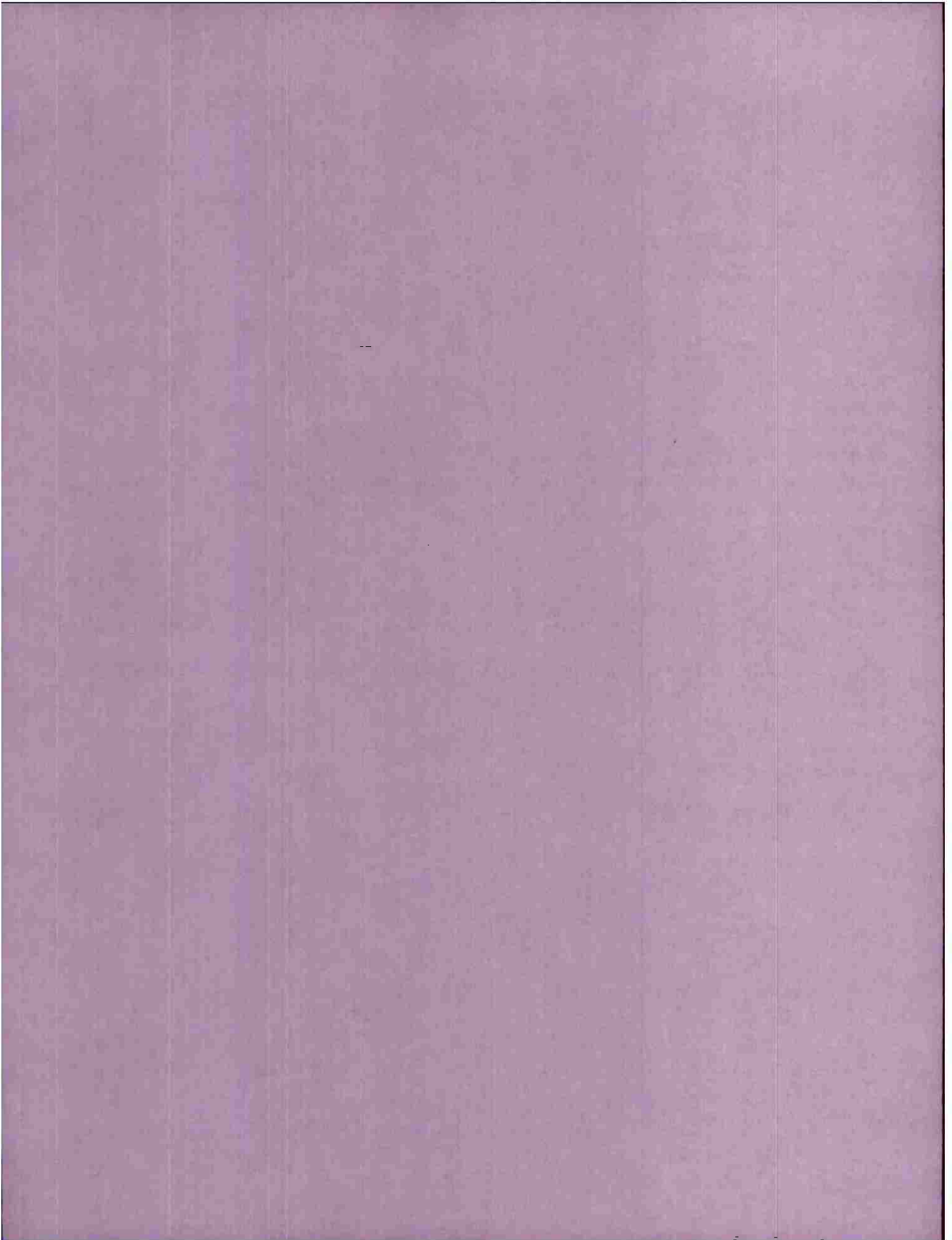
Major Command:

Administrative Markings

No Administrative Markings Listed

Security Review Information:

Rcvd:	Rel	1985/03/05
Indexer ID: 35	Entered Date:	
QC ID:	QC'd Date::	
Scanner ID:	Scanned Date:	
Acc ID	Acc Date:	



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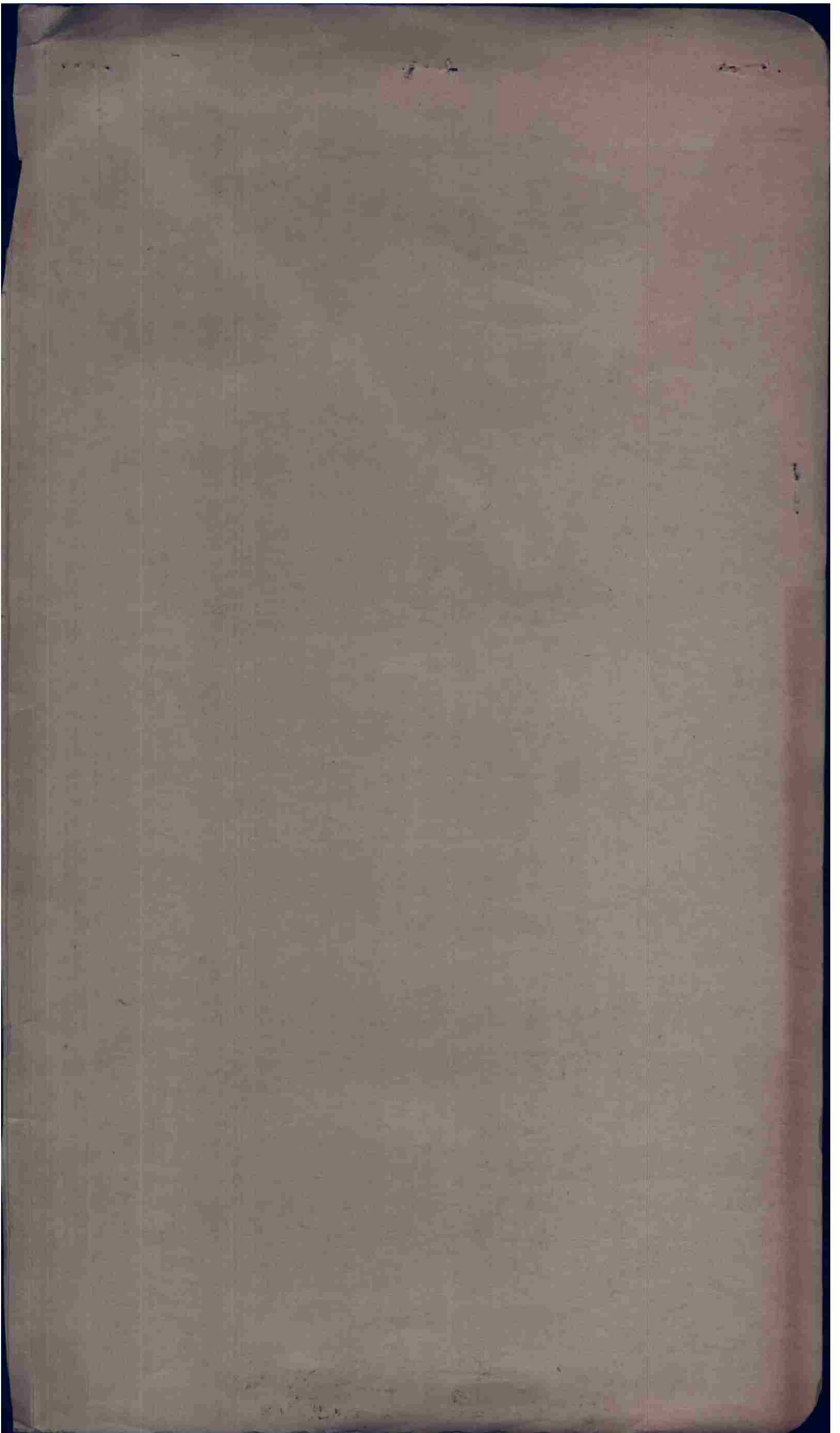
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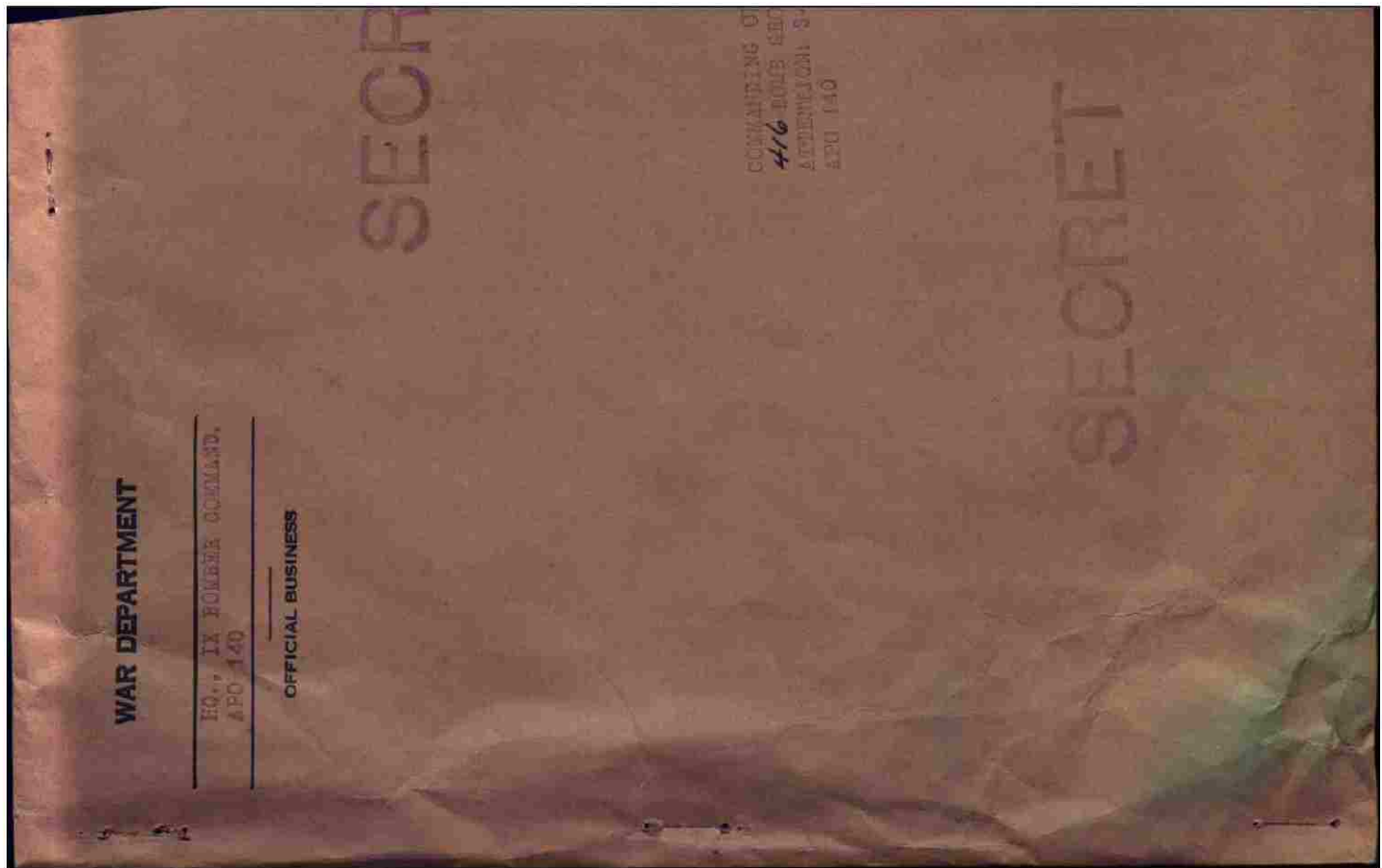
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DOD DIR 5200.9, 27 Sep 58

SCANNED BY ACD
= 2007

P.R.C.

Sp-416-Su-Op-5
15 Aug 1944





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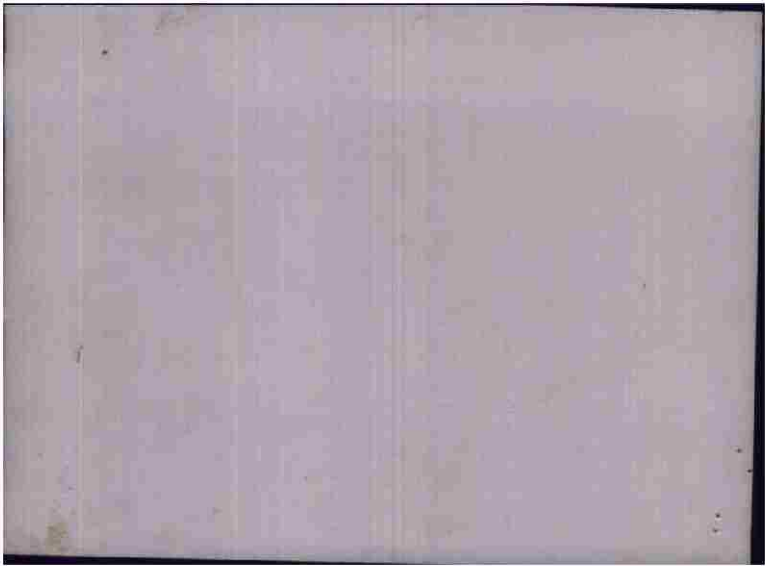
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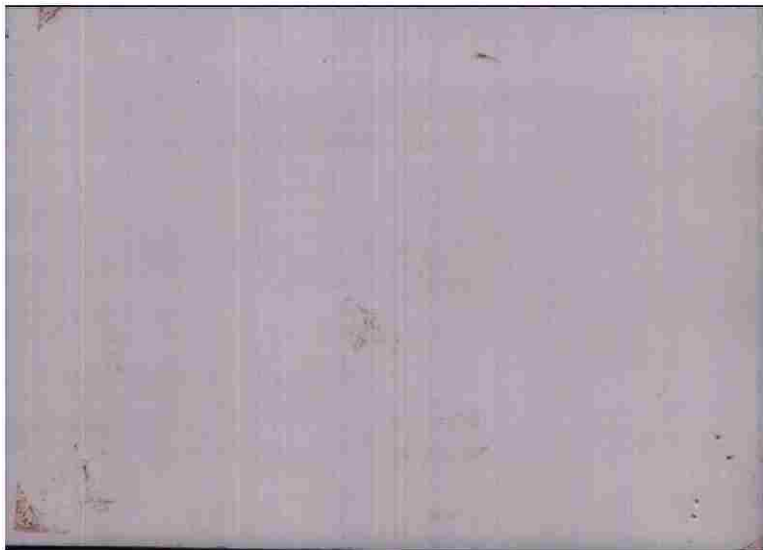
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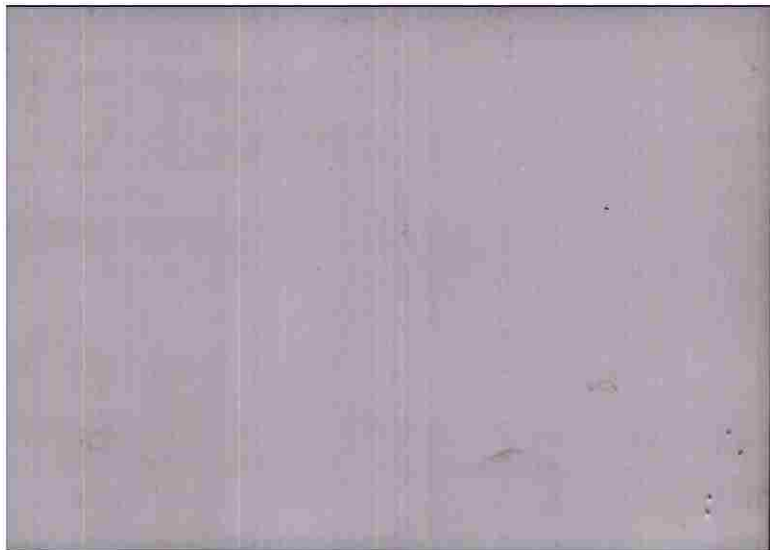
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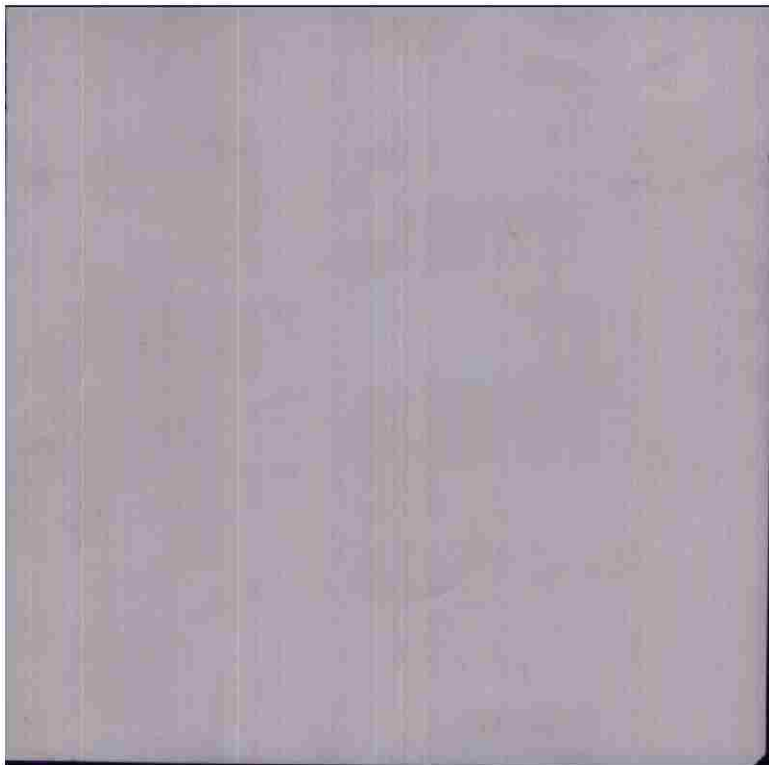
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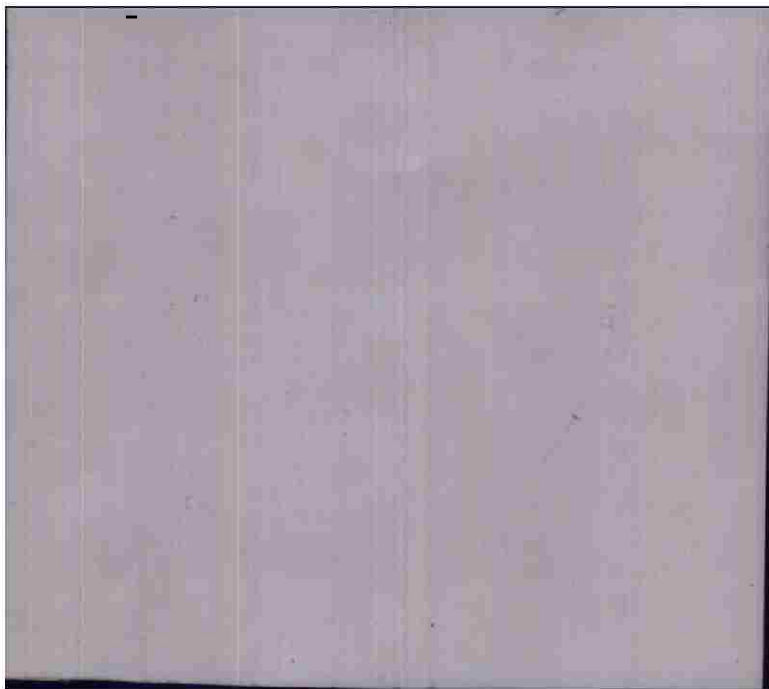
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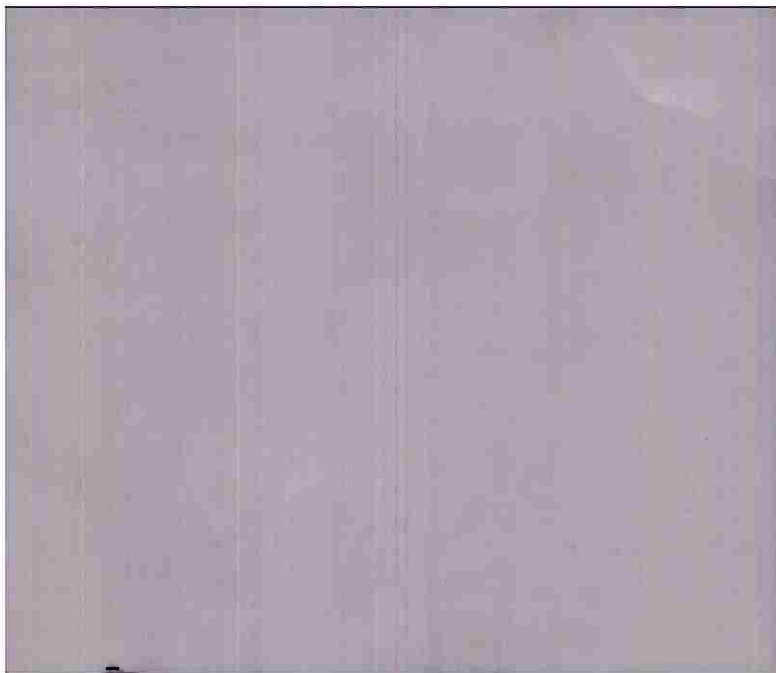
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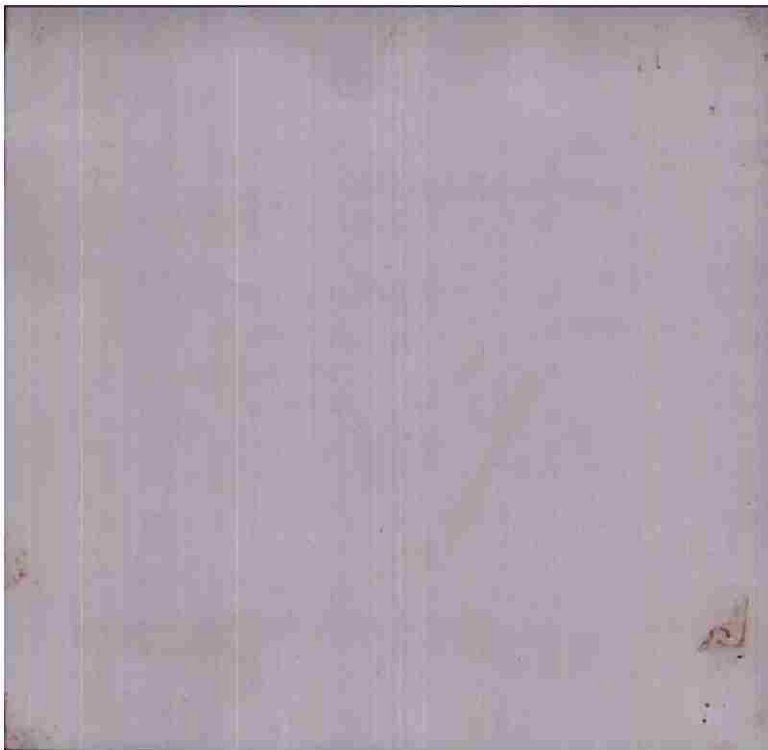
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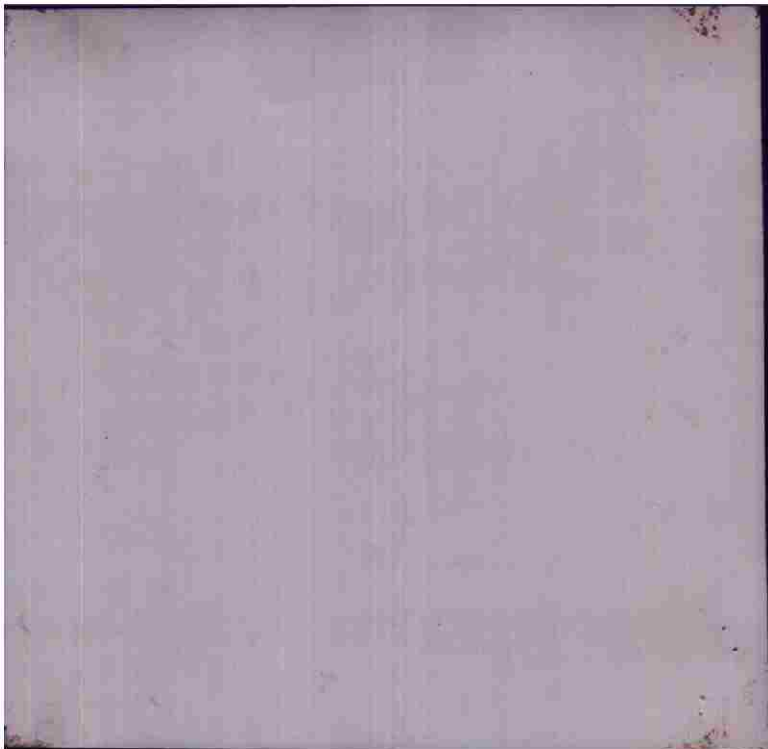
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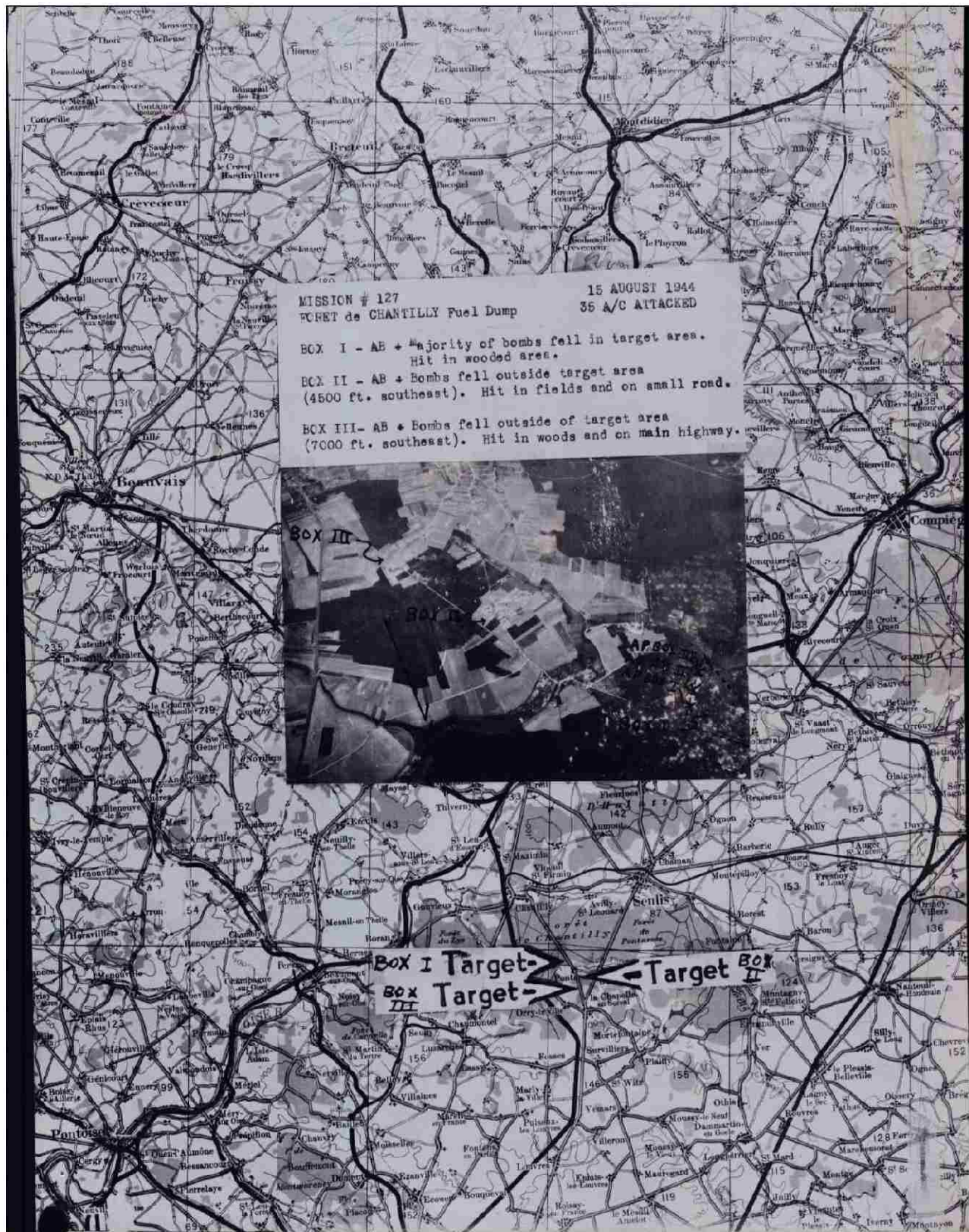


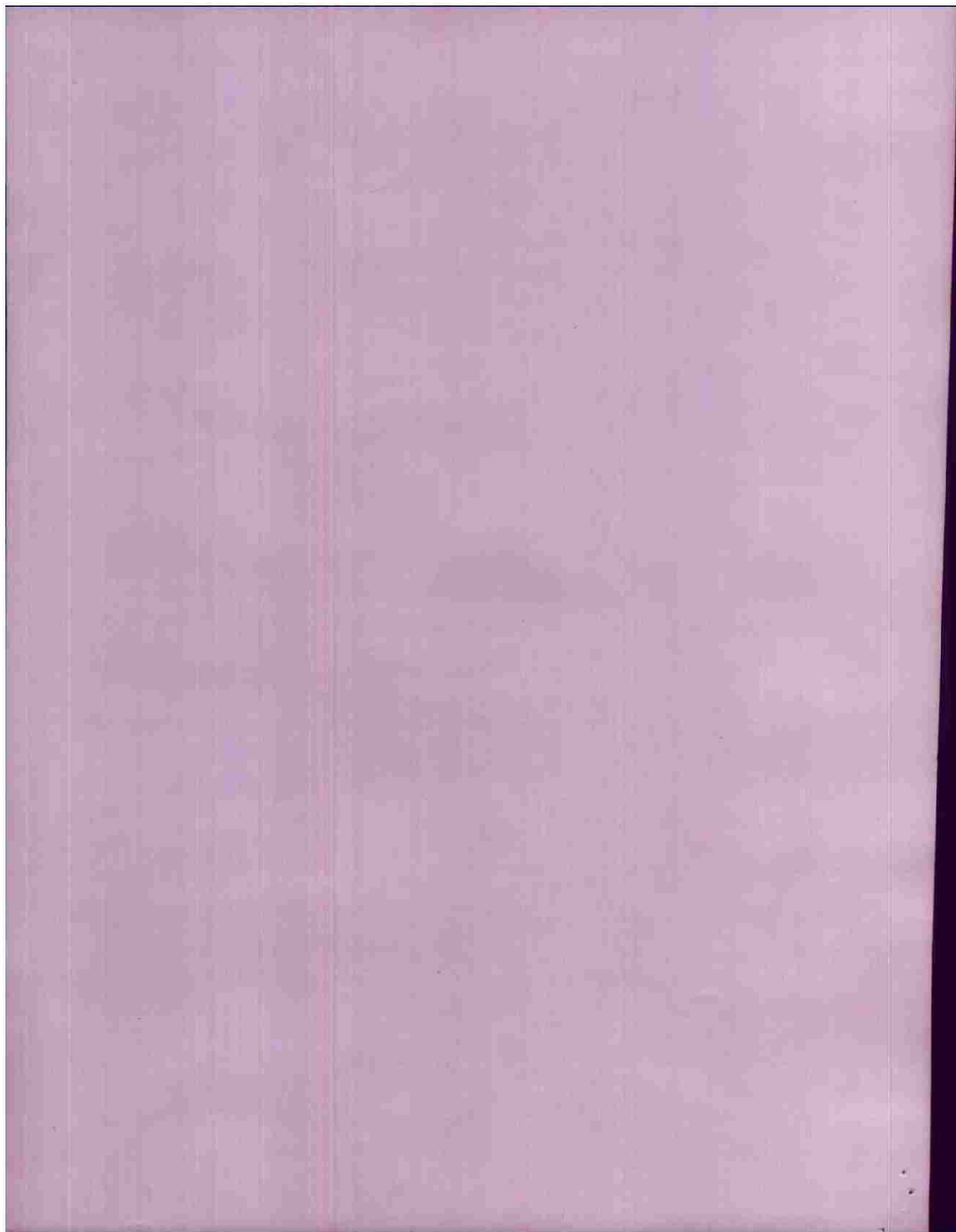
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CONFIDENTIAL

NINTH AF CONSOLIDATED REPORT IX BC/SA 430

- (A) TARGET: FORET DE CHANTILLY F/D 4040 173 195757
 (B) SCORTIE: US 416/179-567
 (C) DATE: 15 AUG 44 TIME: 1750 B
 (D) ATTACKING A/C: 38 A-20's BY 12's
 (E) BOMBS: 140/500 FRAGS SEPARATION 10 SEC. AFTER RELEASE.
 (F) COVER: TARGET COVERED ON POOR QUALITY PRINT.
 (G) RESULTS OF BOMBING: ONE BOX DROPPED ABOUT 50% OF ITS BOMBS
 IN THE T/A. ONE BOMB PATTERN IS SEEN IN OPEN FIELDS AND
 CROSSES A ROAD ABOUT 4500 FEET SE OF THE T/A, AND ANOTHER
 BOMB PATTERN EXTENDS OVER A MAIN HWY ABOUT 1 1/2 MILES SE
 OF THE T/A.

(H) ACTIVITY:

(I) ASSOCIATED PRINT: 5020 SCORTIE: US 416/567

NOTE: RECTANGLE ENCLOSES BOMB PATTERN AREA.

DISTRIBUTION: S/A

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RECEIVED F.I.D.

NT. HQ. IX B.C.



Mission
Folder

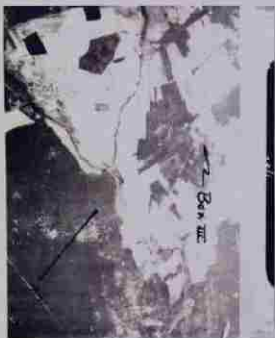
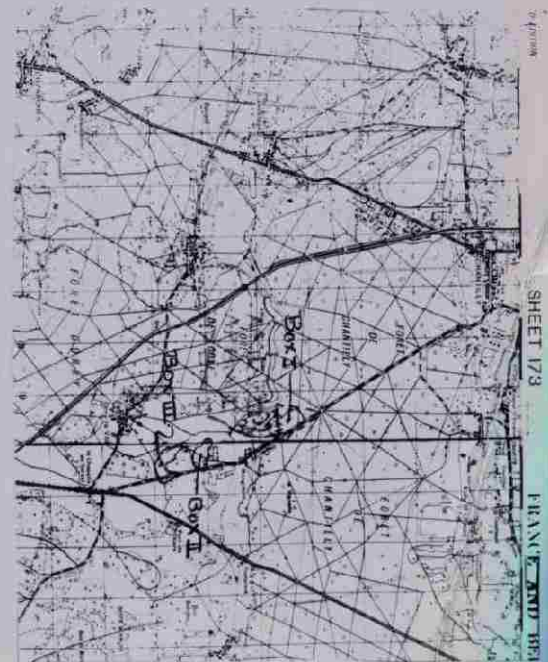
RESULTS OF RESEARCH:

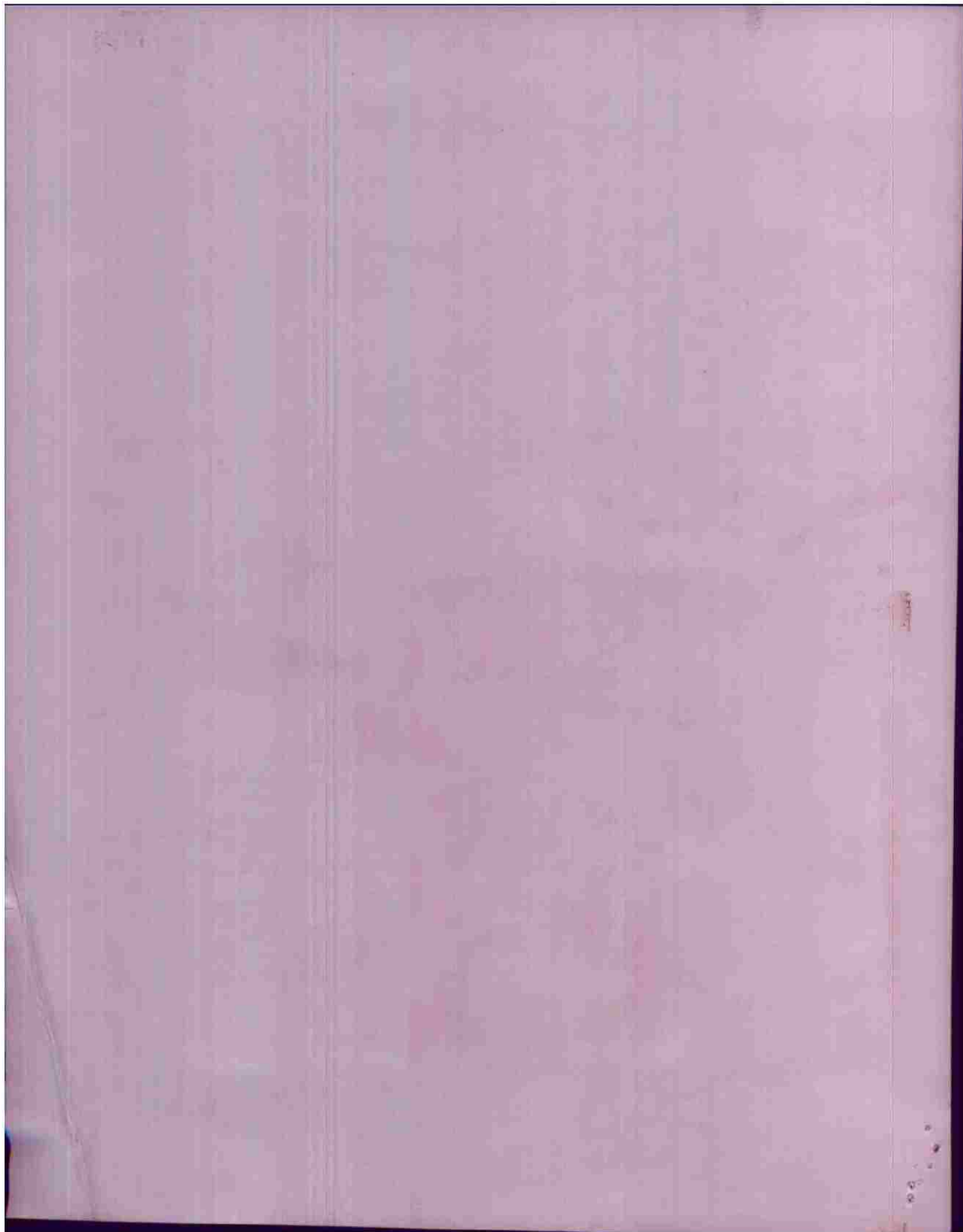
EX I: AS: Spraying of honey fall female target area is disrupted pattern. Honey fall is avoided since it is not a dispersed pattern. (4500 ft. southeast of target area).

EX II: AS: All honey fall target areas are avoided. (4500 ft. southeast of target area). Honey fall is avoided since it is not a dispersed pattern. Honey fall is plentiful and on small peak.

EX III: AS: All honey fall targets of target area (7000 ft. southeast of target area) are avoided. In some patterns. Honey fall is plentiful and on small peak.

PHOTO INTELLIGENCE CENTER





GENERAL INDEX

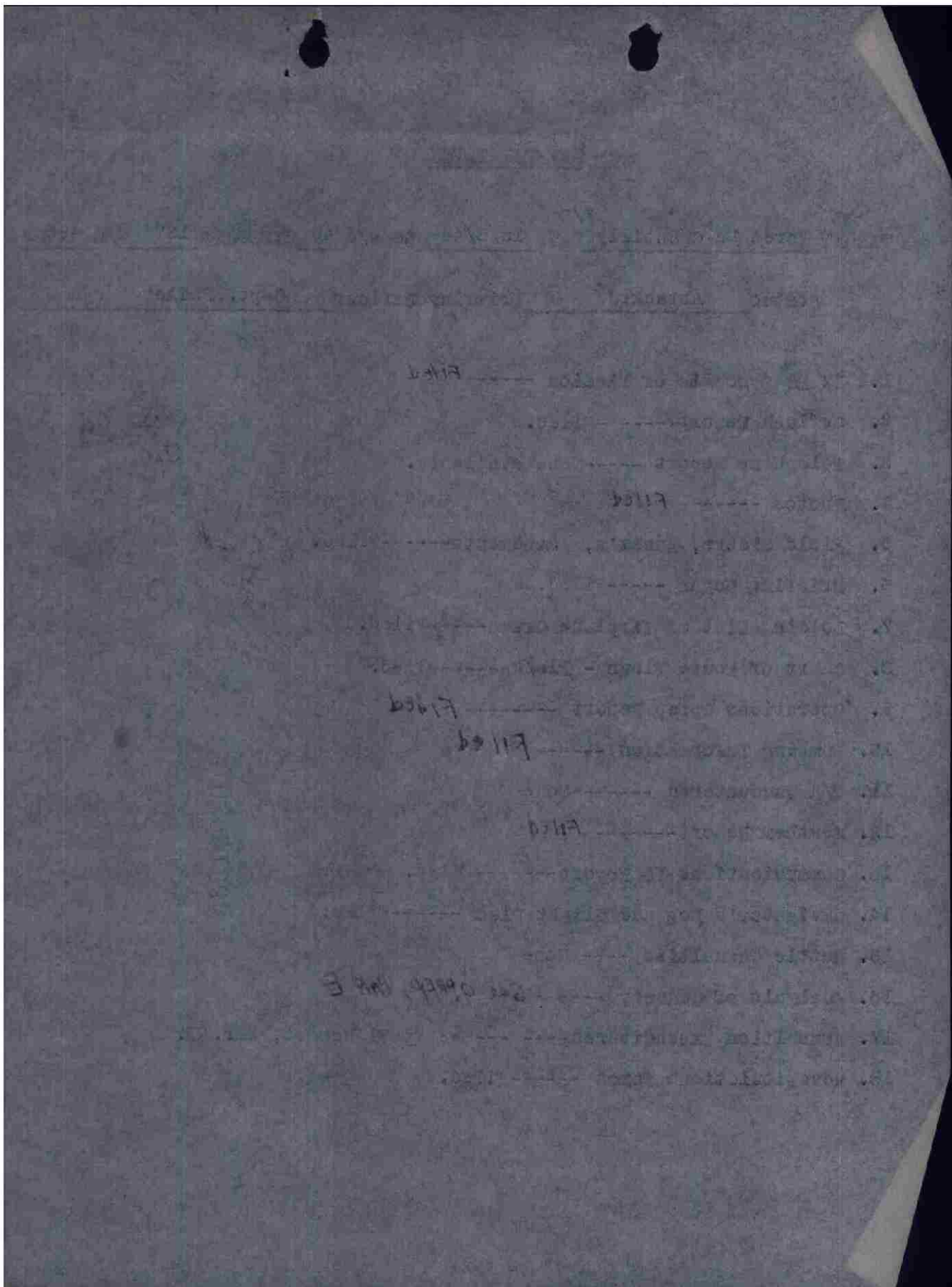
TARGET Foret De Chantilly ^{F/D} DATE 15/8/44 No a/c 40 MISSION# 127 F/O 498

Status Attacked Briefing Officer Capt. Bailey

1. IX BC Synopsis of Mission ----- *Filed*
2. Opflash Report ----- *Filed.*
3. Telephone Report ----- *None available.*
4. Photos ----- *Filed*
5. Field Orders, Annex's, Amendments ----- *Filed.*
6. Briefing Notes ----- *Filed.*
7. Loading List of Airplane Crews ----- *Filed.*
8. Chart of Route Flown - *Flask* ----- *Filed.*
9. Operations Oppop Report ----- *Filed*
10. Bombing Information ----- *Filed*
11. E/A Encountered ----- *None*
12. Weather Report ----- *Filed*
13. Communications YS Report ----- *Filed.*
14. Navigator's Log and Flight Plan ----- *Filed.*
15. Battle Casualties ----- *None*
16. Analysis of Gunnery ----- *See OPREP, PAR E*
17. Ammunition Expenditures ----- *See OpsFl Report, Par. I.*
18. Recapitulations Forms ----- *Filed.*

P. R. C.

06091335



MISSION SUMMARY

Target: Foret de Chantilly (Fuel Dump)
 F/O : #496
 Date : 15 August 1944
 Result: Box I - A.B.
 Box II- A.B.
 Box III-A.B.

FORET DE CHANTILLY (FUEL DUMP)

416 BG: 40 a/c dispatched, 35 dropping 542 x 250 GP on primary. 3 window a/c.

2 a/c failed to bomb: personnel failures.

3 a/c flak battle-damaged, no losses, casualties. Bombing by 12's from 11,500 to 12,000 feet. Area Bombing methods employed.

Box I - A.B. Majority of bombs fell in target area in a dispersed pattern, hitting a wooded area. Results undetermined.

Box II- A.B. Bombs fell outside target area (4500 feet SE of nearest edge of T/A) in a dispersed pattern, hitting fields and a small road. (Sight gyro tumbled on bomb run)

Box III-A/B. Bomb fell outside target area (7000 feet SE of nearest edge of T/A) in a loose pattern, hitting woods and a main highway. (Error due to short bomb run; bombardier did not pick up target in time for proper synchronization.)

OIYAA OIHAK V OILAI OILAI 02/19 P

FROM 97TH COMBAT BOMB WING 19/1100B A-126-E
TO 409TH BOMB GROUP
416TH BOMB GROUP

PRIORITY BT

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

SECRACK OF TWX RECEIVED AT THIS HQ. FROM 7TH PG

SORTIE US/7GP/3017 18 AUGUST 1944 1130B

FORET DE CHANTILLY FUEL DEPOT D/A ILLUS 13/71/A PHOTOS 3067-69
3052-54
HEAVY CONCENTRATION OF CRATERS IN TARGET AREA.

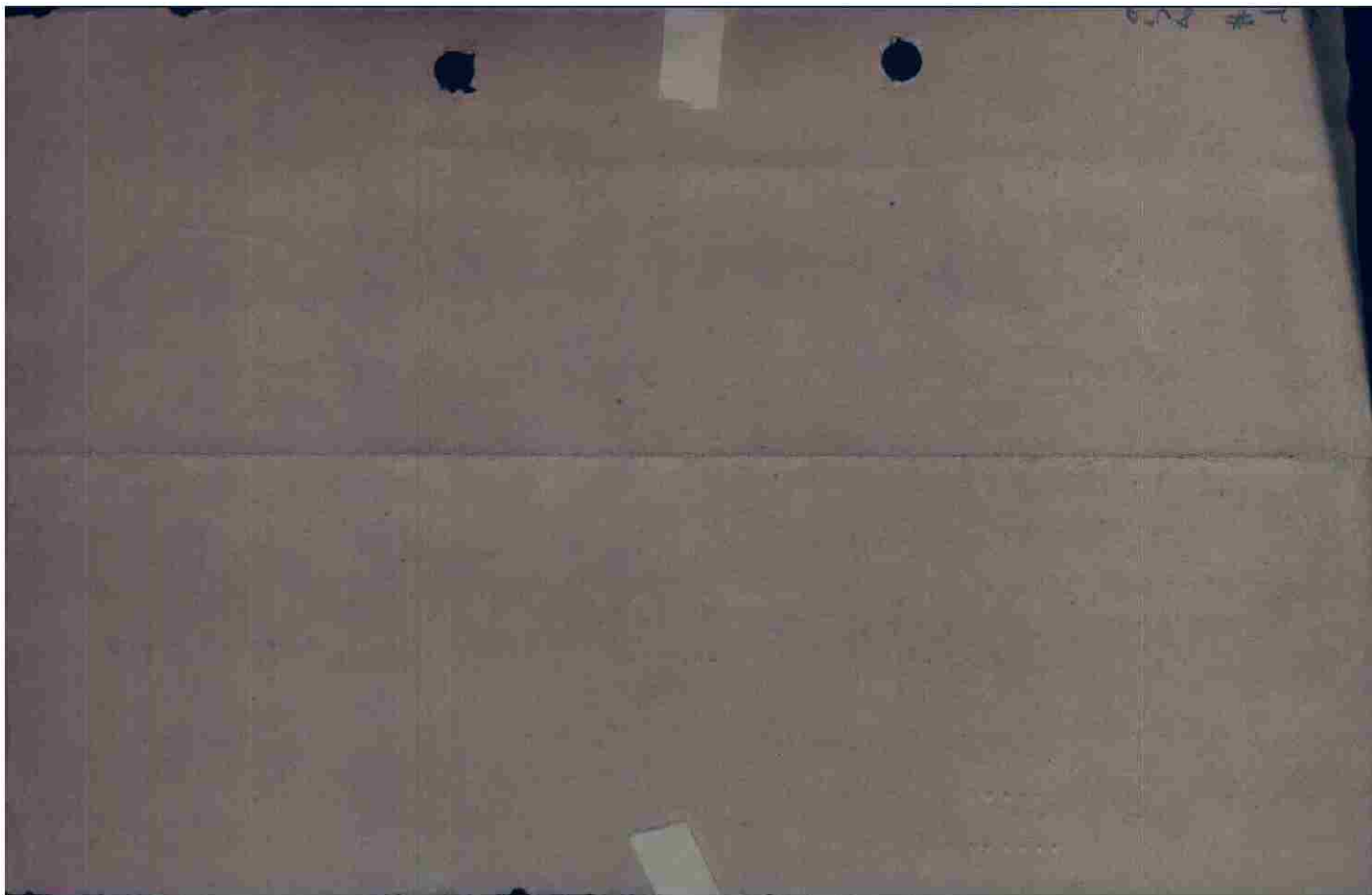
--COCBTWIG 97--

BT 19/1100B
(RRR) AR

OIHAK OILAI R.....19/1105B JP AR K

OIYAA OILAI R.....19/1105B LBS DITVBBBBBBB

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OICOG V OIYAA 02/16 OP

FROM 41ST BOMB GROUP (L) 160130B

TO HQ IX BOMBER COMMAND

HQ IX AIR FORCE ATT: A-2

SECRET ORN BT

A-44B-D

FIRST PHASE REPORT S/A PHOTOS 15/8/44

A. FORET DE CHANTILLY

B. SAME AS A.

J. 1730

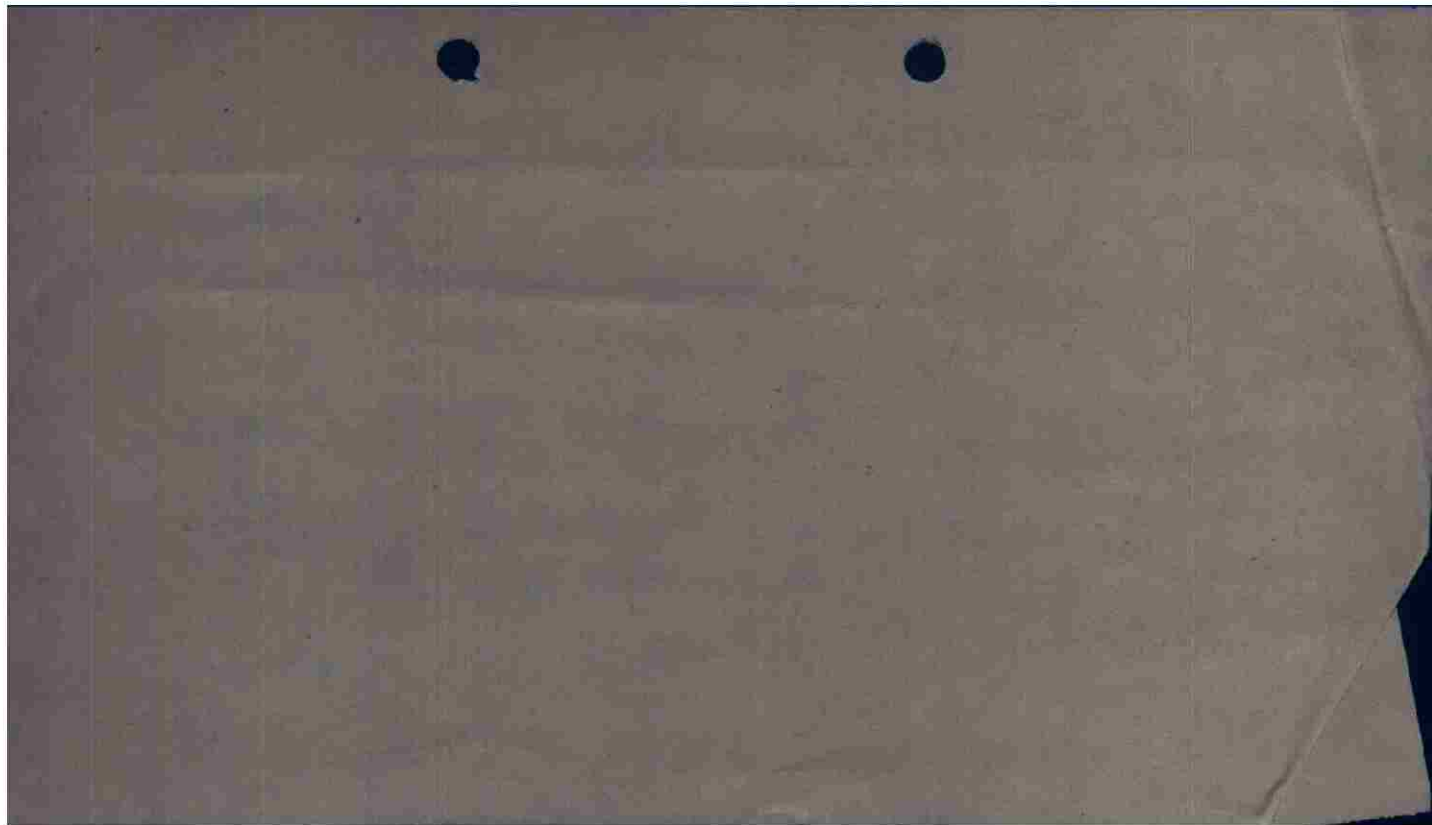
K. MAJORITY OF BOMBS FROM ONE BOX IN TARGET AREA. DAMAGE UNKNOWN

BT 160130B

DN AR AR

OICOG R.....160130B CJD AR

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15-8-44 Formation 3 of 12

Route out - Base to MH to Worthing (10000' before
 getting to Worthing) to $49^{\circ}51'N$ $00^{\circ}36'E$,
 $49^{\circ}43'N$ $01^{\circ}11'E$ to $49^{\circ}33'N$ $01^{\circ}31'E$
 to $49^{\circ}36'N$ $02^{\circ}04'E$ $49^{\circ}25'N$
 $02^{\circ}50'E$ $48^{\circ}58'N$ $02^{\circ}52'E$ to IP
 to Target.

Route Back Target turn right to R.P. to
 $49^{\circ}25'N$ $02^{\circ}50'E$ retrace.

Route to Base

IP $48^{\circ}58'N$ $02^{\circ}38'E$

RP $49^{\circ}08'N$ $02^{\circ}48'E$

Drop 2000' immediately
 after leaving target.

Lead Bombardier will drop his bombs
 Salvo on AP and remainder of
 aircraft will drop first bomb on lead
 Bombardier in that Box & toggle
 remainder at 3 second intervals

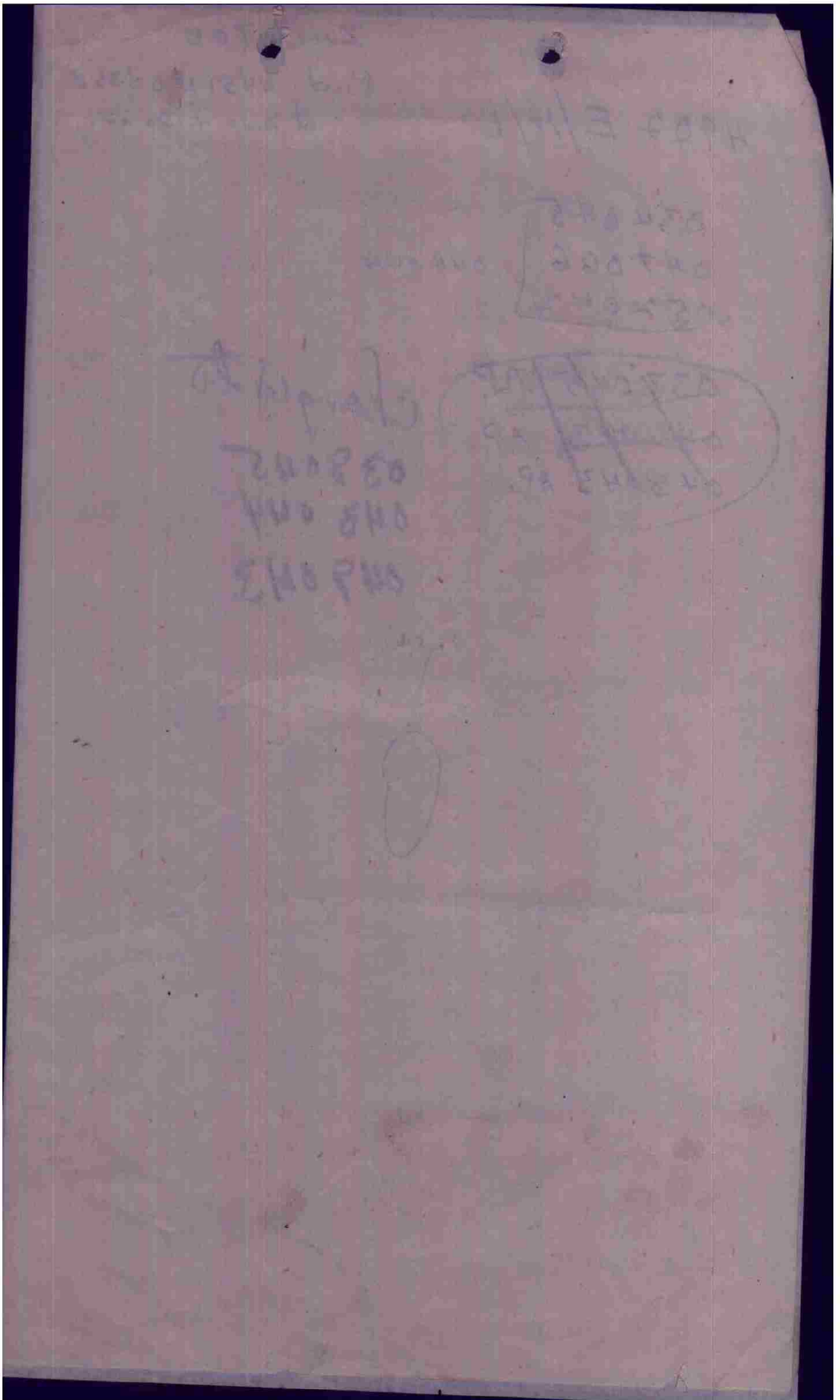
A.P. one Box on each of following Coord.

I Box 037045

II Box 043043

1 Box 048043

Changed to



Intelligence

CONFIDENTIAL

Headquarters 88th Bomb Group

Radar Office

A.P.O. 140 U.S. Army
15th August, 1944

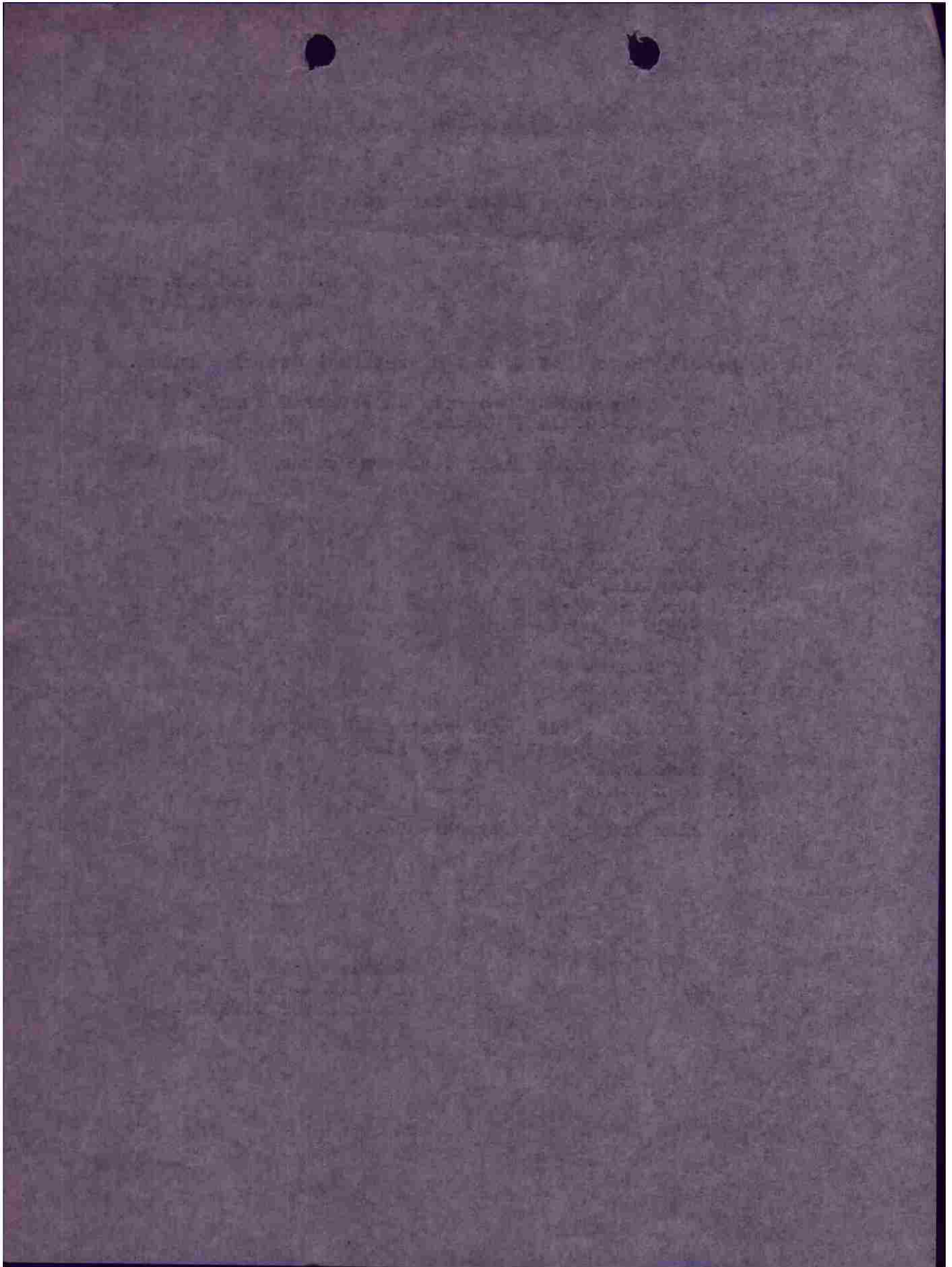
Subject: Report of Combat Operational use of Window.

To. Commanding General, IX Bomber Command,
A.P.O. 140, U.S. Army

Attention Radar Countermeasures Officer

1. R.C.M. Dispensing 24
2. 15th August, 1944
3. Chantilly
4. 49-00 N 02-30 E
5. 49-10 N 02-40 E
6. 12 Ships
7. 75 Bundles
8. 145 Degrees
9. 10700 Feet
10. No cloud cover, but considerable haze.
11. Weak to Moderate - Heavy flak
12. Inaccurate.
13. 30 seconds
14. A few ships
15. Flak low and poorly directed.

Charles F. Gunderson
1st Lt. G.A.C.
Group Radar Officer.



OICOG OILAI V OIYAA OIYAA 28/15 OP

FROM 416TH BOMB GROUP (L) 15/2155B
TO HQ IX BOMBER COMMAND
HQ 97TH CBW

416BG A-446-D

SECRET QXX BT

OPFLASH NO ¹³³ 132 FOR 15 AUGUST 1944.

- A. (1) FORET DE CHANTILLY - FUEL DUMP
(2) FORET DE CHANTILLY - FUEL DUMP
- B. (1) 416TH BG
(2) 31 A-20'S G'S PLUS 9 A-20J'S, INCLUDING 3 A/C CARRYING WINDOW.
(3) 2 A/C FAILED TO BOMB DUE TO PERSONNEL ERROR.
3 A/C CARRYING WINDOW DID NOT CARRY BOMBS.
(4) 35 A-20'S BOMBED PRIMARY TARGET.
- C. (1) 1544.
(2) 1750-1751.
(3) 1949.
- D. (1) 3 CAT. "A"
(2) 0-0-0
(3) 0-0-0
- E. GOOD MAJORITY OF BOMBS BELIEVED TO HAVE HIT SLIGHTLY OVER A.P.'S.
- F. (1) (A) NIL
(B) NIL
(2) (A) MEAGER TO MODERATE INACCURATE HFF IN TURN OFF TARGET.
(B) MEAGER, INACCURATE HFF AT 49 DEGREES 38 MIN N.,
01 DEGREES 07 MIN E.
- G. (1) CONCRETE RAMPS APPEARING TO RUN INTO GROUND AT S-4589

CRASHED B-17 OBSERVED AT M-2536.

1 S/E A/C ON A/F AT N-4809, ONE RUNWAY SERVICEABLE.

1800 HRS. 2 TRAINS STOPPED AT S-4552 ONE APPEARED TO BE LOADED WITH MILITARY VEHICLES.

25 TANK CARS OBSERVED STOPPED ON TRACK AT S-5290. FROM 20 TO 40 FREIGHT CARS OBSERVED AT EACH OF THE FOLLOWING LOCALITIES: L-9056, M-6227, M-7552, M-9228, N-1715, N-2913, S-4172, S-5082, S-5273, S-4877, N-5900, M/Y AT N-4330 HALF FULL, M/Y AT N-4809 3/4 FULL.

25 TO 30 TRUCKS PARKED AT M-2533, 10 TRUCKS PARKED AT S-4172

VEHICULAR TRAFFIC FROM HIGHWAY EAST OF COMPEIGNE INTO COMPEIGNE FORREST.

- H. (1) EXTREME HAZE, HORIZONTAL VISIBILITY 1 TO 2 MILES, HEAVY CLOUD IN TARGET AREA NO LOW CLOUDS, CLEAR OVER ENGLAND AND CHANNEL
(2) AND FOR 15 MILES IN FRANCE. THEN CUMULUS CLOUDS WITH TOPS AT 12,000 FT. FOR 20 MILES, THEN BREAKING TO TARGET.
- I. 140 X 500 ~~ON~~ ON PRIMARY TARGET
4 X 500 JETTISONED IN CHANNEL *frag. clusters.*
4 X 500 RETURNED
- J. 11,500 - 12,000 FT.

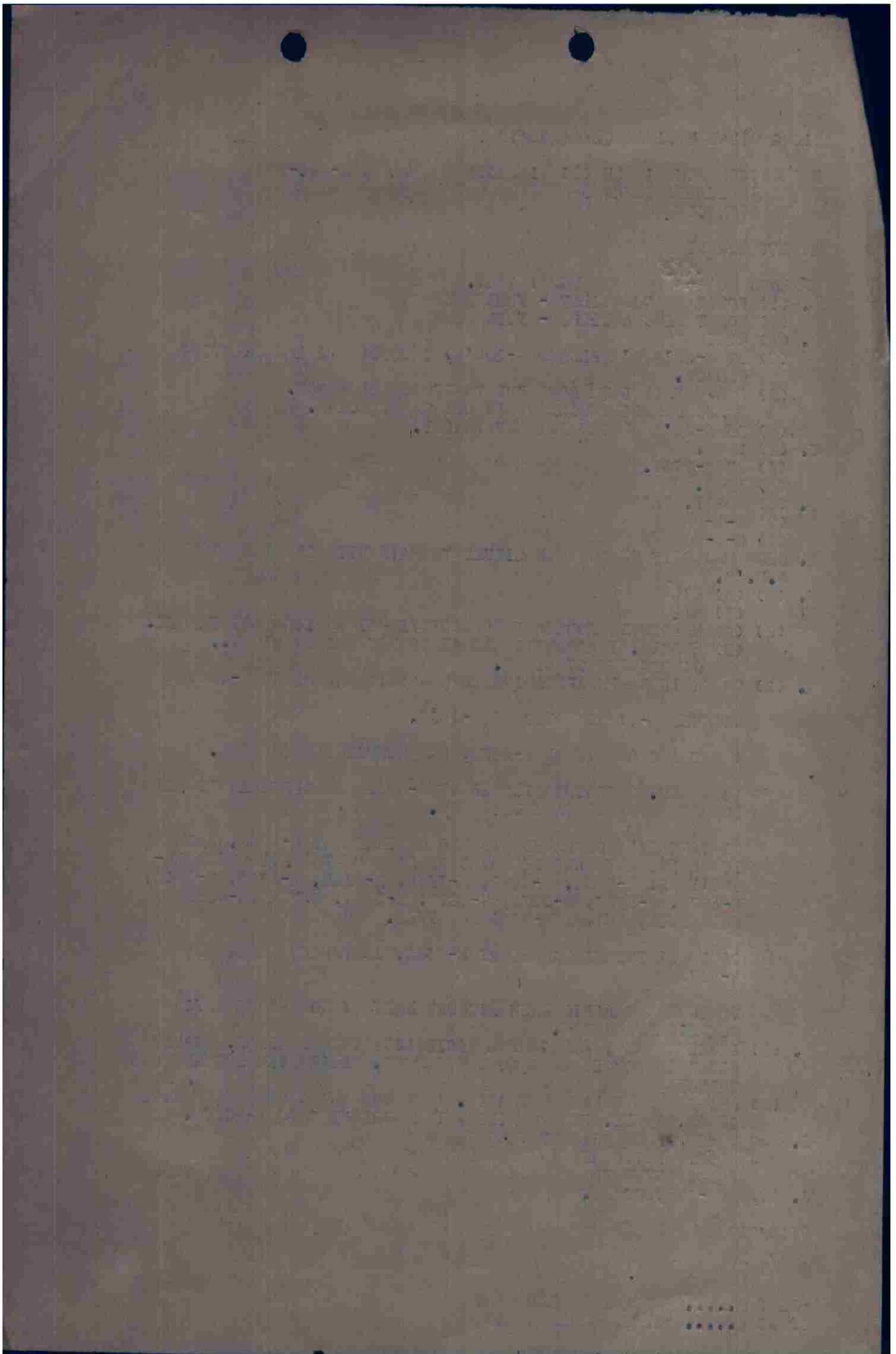
BT15/2155B

AS AS

CW AR K

OILAI R.....15/2248B LCB AR
OICOG R.....152252B JLP AR

AR TNY TZYAA STAND BYNEID



IX B.C.S.-2 Form No. 106-B Prepare separate sheet for each target, bombed.

OTHER UNITS: TARGET	IX BC WING 97TH	:
:	:	:
:	DATE 15 AUGUST 1944	:
:	:	416TH
:	ATTACKING UNIT 3 BOXES	GROUP
:	:	FORET DE CHANTILLY F/D
:	:	:
:	FIRST PHASE INTERPRETATION	TARGET HIT

A. TARGET BRIEFED FORET DE CHANTILLY F/D PRIMARY
 SECONDARY
 CASUAL

M.P.I. AREA BOMBING

A.P. Southern edge of target area.

B. TARGET ATTACKED FORET DE CHANTILLY F/D MILES FROM THE PRIMARY
 DIRECTION FROM PRIMARY

C. COORDINATES (If non-descript PINPOINT) ON 1:50,000 MAP NO. 3 Window
 D. NO. AND TYPE OF A/C DISPATCHED 40 A-20's NO. OF A/C ATTACKING 35
 E. BOMBING BY 3's, 6's, 12's, 18's 12's IN FOLLOWING ORDER 1,2,3
 F. NO. AND TYPE OF BOMBS DROPPED 140 x 500 Frag. FUSING Fused for separation 10 sec. after release.
 FUSING
 G. HEADING OF A/C WHERE BOMBS DROPPED 338 deg
 H. TIME BOMBS DROPPED 1750
 J. ACTIVITY AT TARGET

K. RESULTS OF BOMBING:

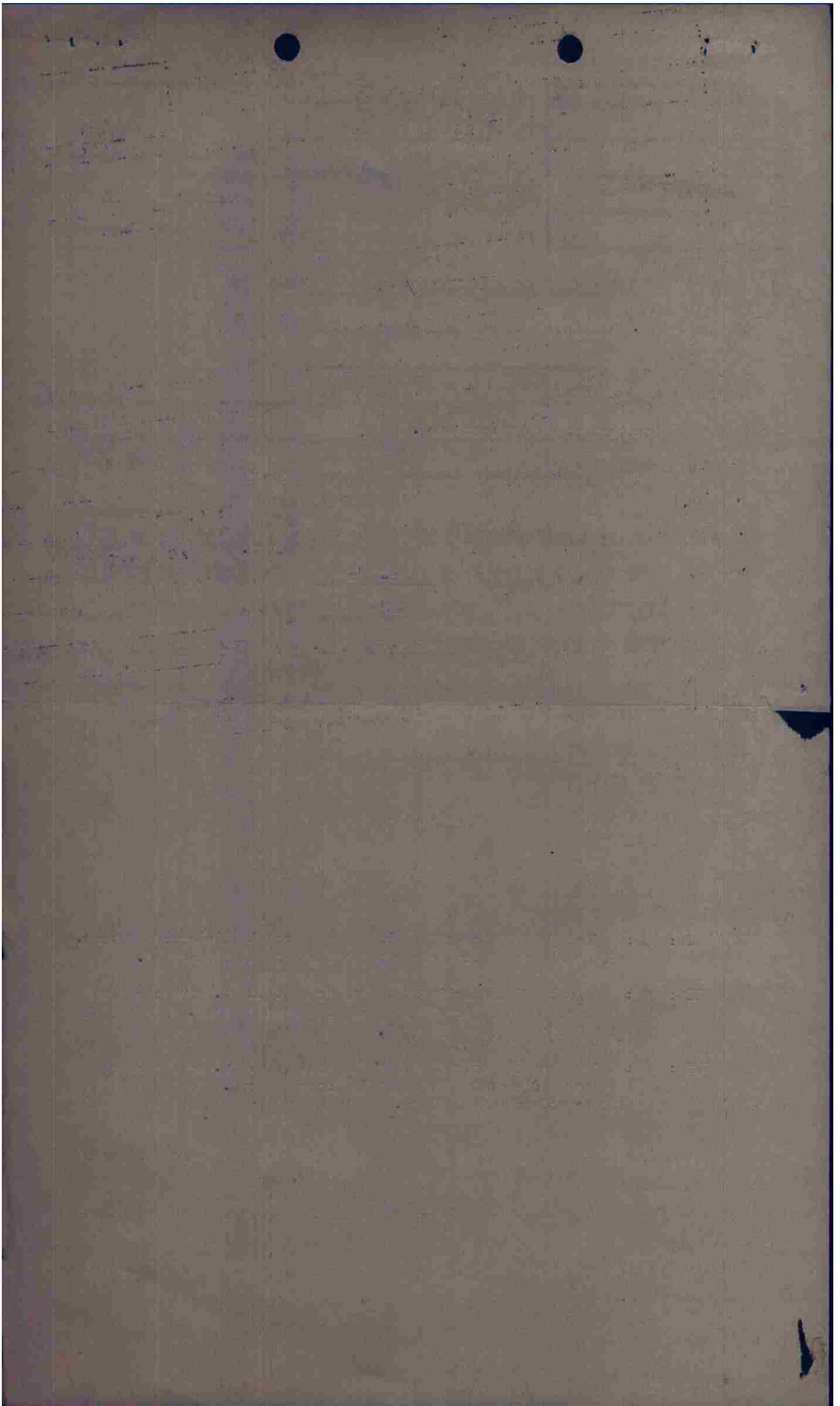
BOX I : AB : Majority of bombs fell inside target area in dispersed pattern.
 CAPT. HULSE Bombs hit in wooded area and results cannot be observed.
 LT. CONTE

BOX II : AB : All bombs fell outside of target area (4500 ft. southeast of
 MAJ. NAPIER nearest edge of target area) in dispersed pattern. Bombs fell
 LT. JONES in fields and on small road.

BOX III : AB : All bombs fell outside of target area (7000 ft. southeast of
 CAPT JACKSON nearest edge of target area) in loose pattern. Bombs fell in
 LT MALTBY woods and on main highway.

Clayton W. Zesiger

CLAYTON W. ZESIGER
 CAPTAIN AIR CORPS
 PHOTO INTELLIGENCE OFFICER



418TH GROUP BOMBARDIER'S
GROSS ERROR REPORT

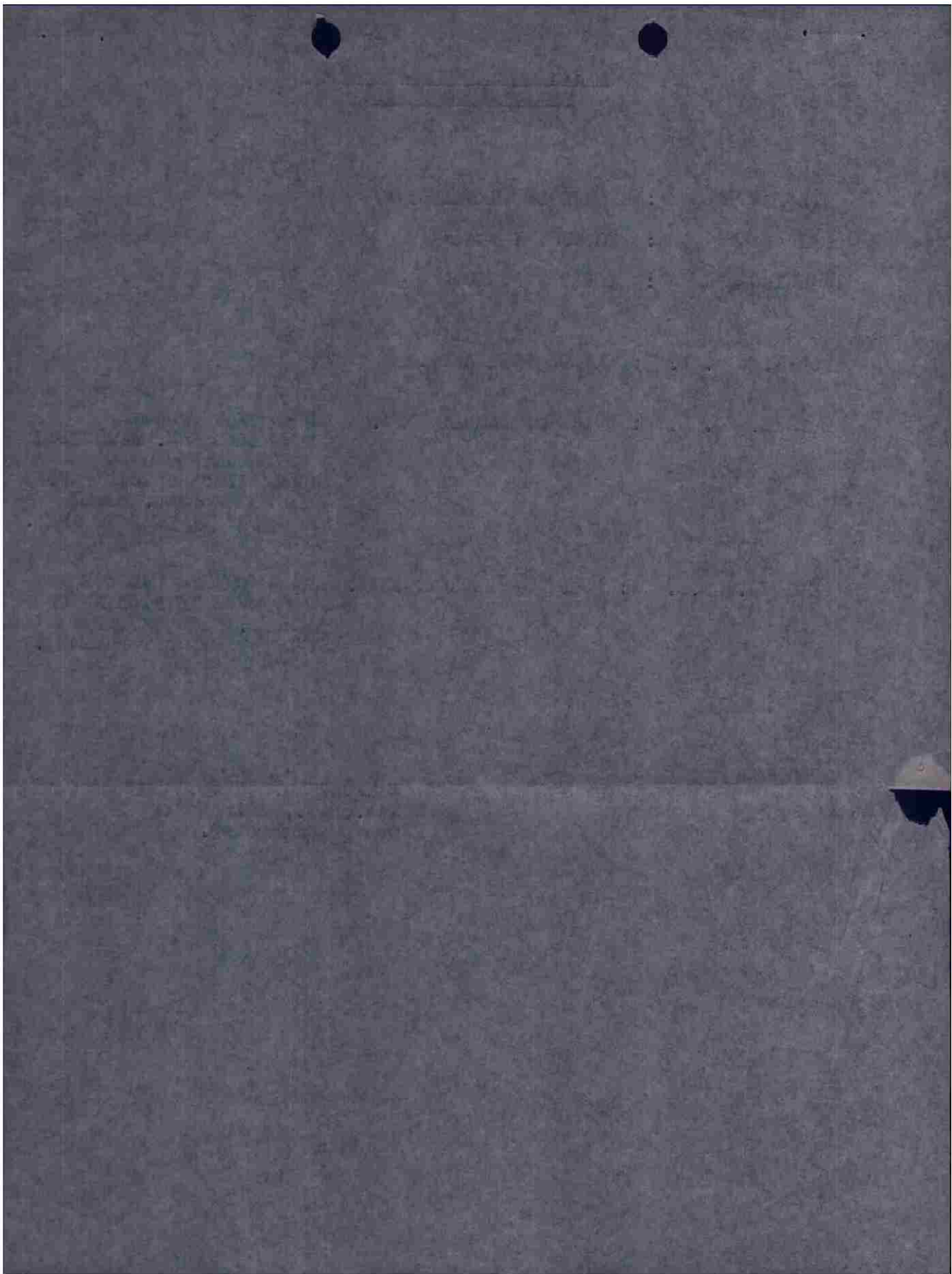
MISSION TO : FORET DE CHANTILLY F/D
DATE : 15 AUGUST 1944
BOMBING BY : BOXES OF TWELVE

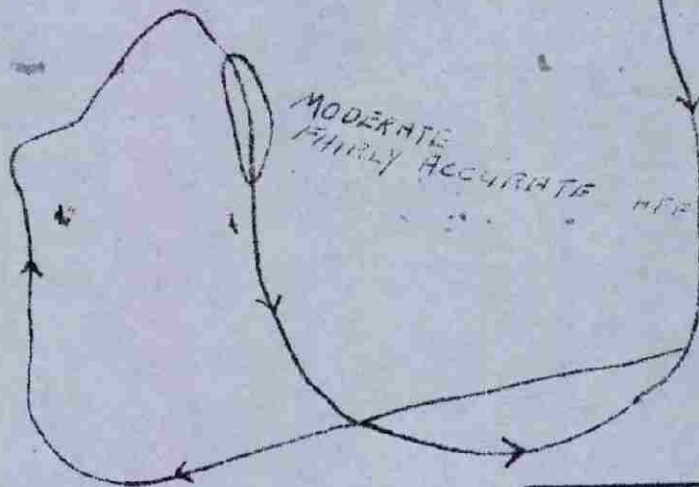
BOX I. A. B. : IN TA RGET AREA.

BOX II. A. B. : OUT OF TARGET AREA. SIGHT CYRO TUMBLED
ON BOMBING RUN. BOMBARDIER
BELIVED HE WAS WELL
ENOUGH SYNCHRONISED BEFORE
THIS TO RELEASE. BOMBS
HIT SHORT OF TA RGET AREA.

BOX III. A.B. : OUT OF TA RGET AREA. SHORT BOMBING RUN DUE TO
LA T ENESS IN PICKING UP
TA RGET. NOT COMPLETELY
SYNCHRONIZED A T RELEASE.

WILLIAM H. LITTLE,
1st., Lt., Air Corps
Group Bombardier.

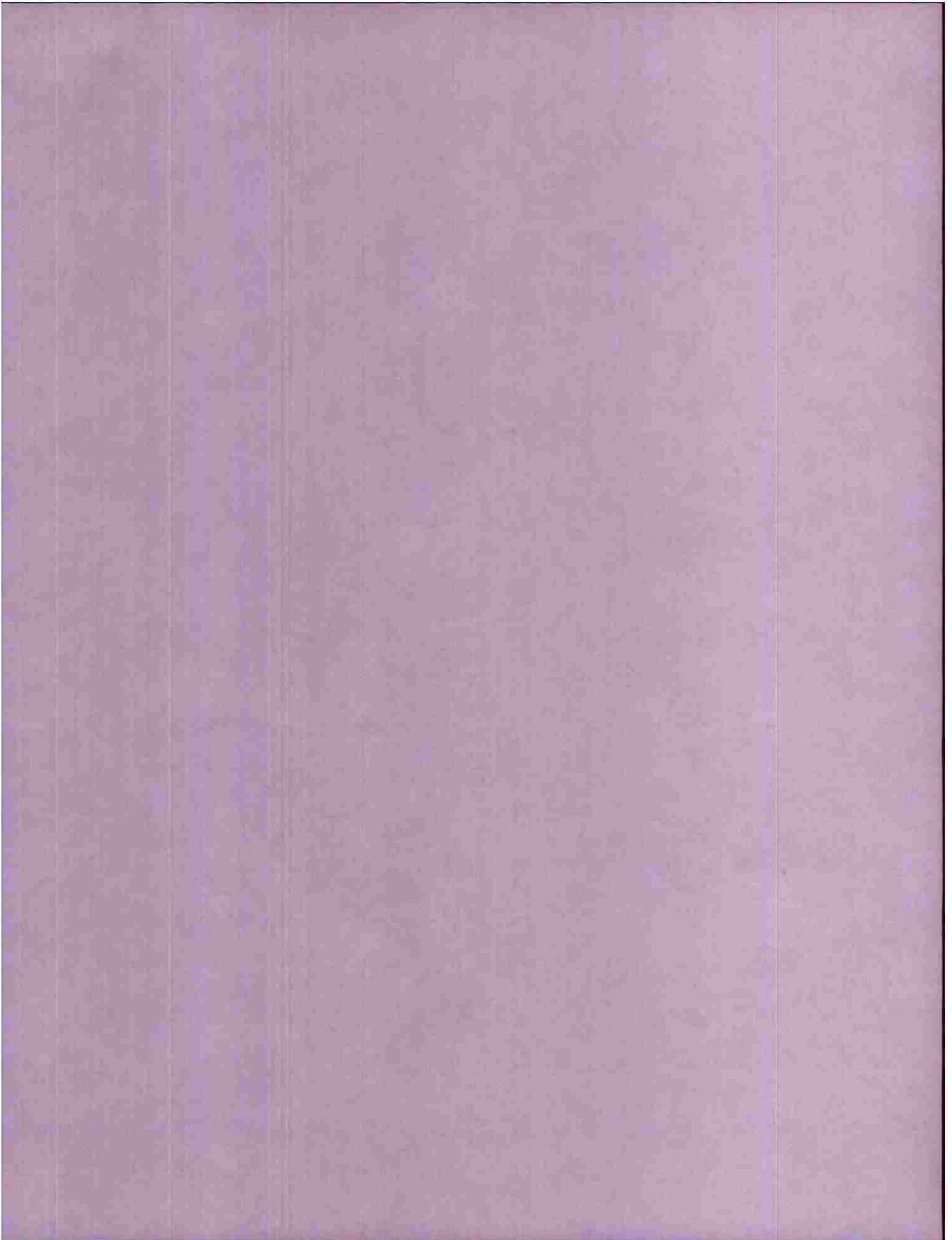


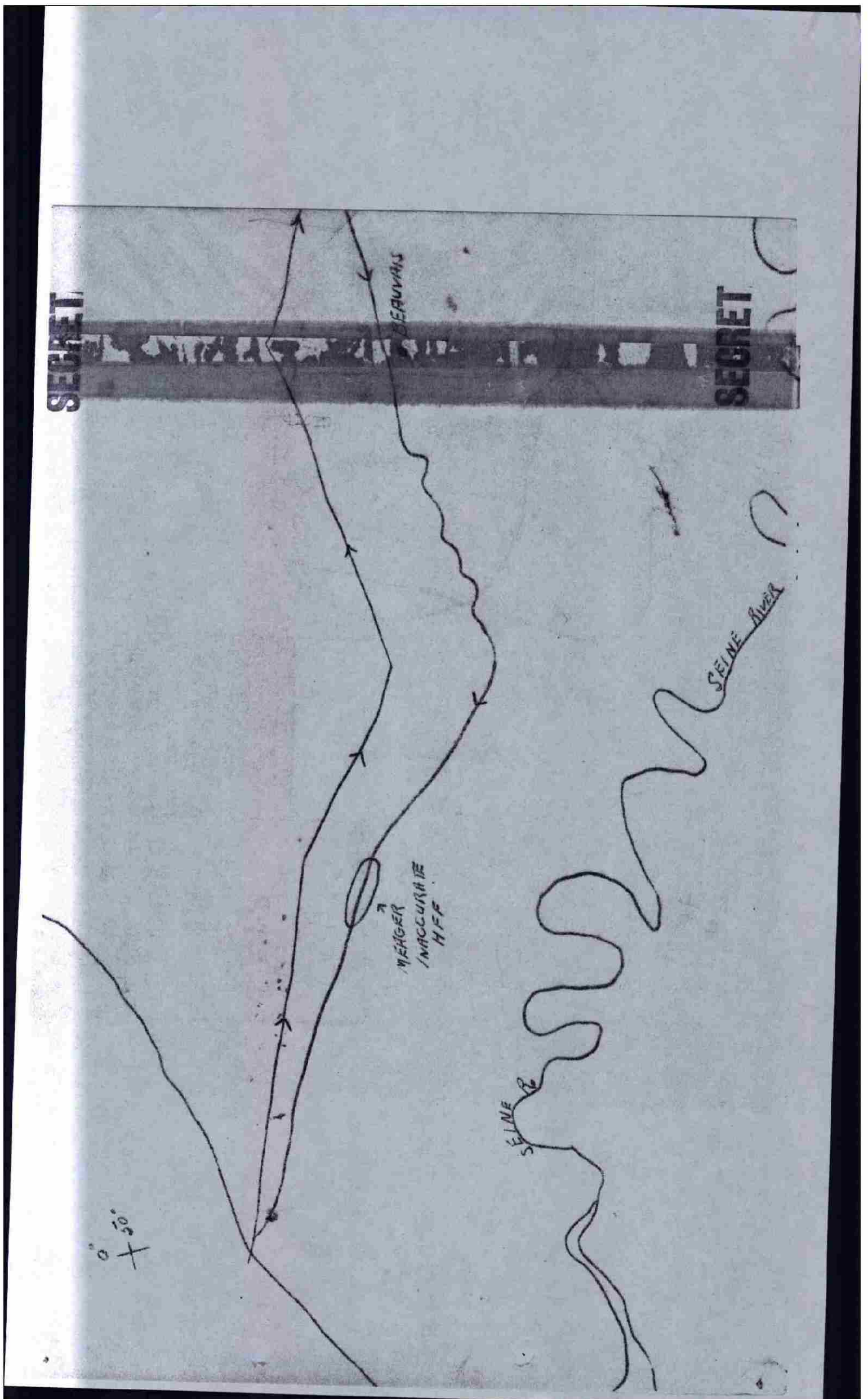


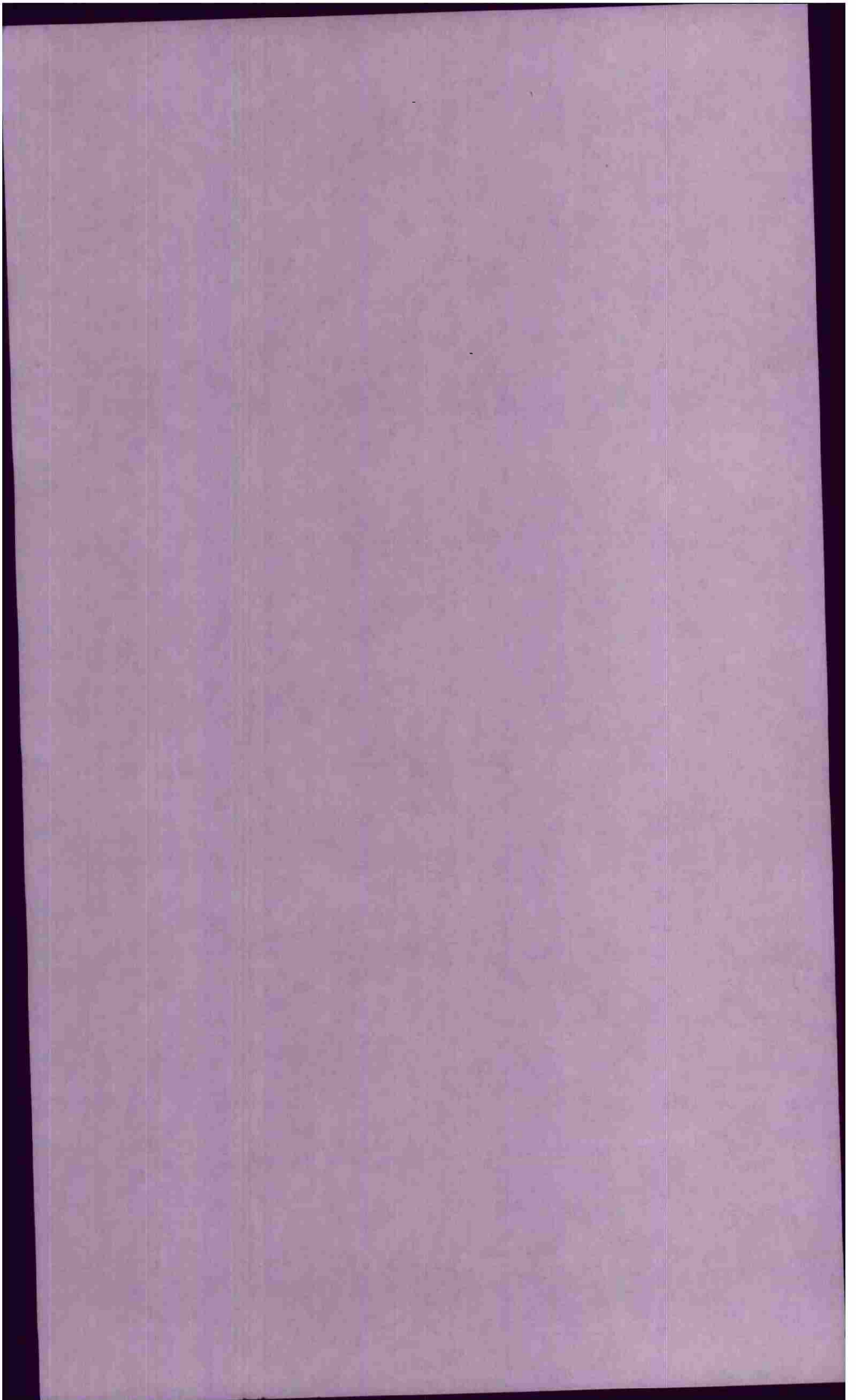
416 a Bomb Group	13 August '44
F.O. 182-498 - Target - Fort de Chateau	
T.O. T. 1750 - 1751	
ALTITUDES - 11,500 - 14,000	
WINDOW YES	
3 BOMBS OF 12 Hrs. each	
WEATHER - EXTREMELY	T T
Hazy, Heavy Clouds	T T
IN TARGET AREA	T T
No Low Clouds	T T
MOONLIGHT	T T
VISIBILITY 1700	T T
WINDS CLEAR	T T
OVER ENGLAND	T T

⊕ - CATH

X 48° 50'
03 20'







IX B.C. 3-2 Form No. 105a

PHOTOGRAPHIC REPORT

CAMERAS INSTALLED	14	%	GROUP	416TH
CAMERAS PHOTOGRAPHING	10	77	%	
CAMERA FAILURES	1	8	%	DATE 15, Aug. 1944
PERSONNEL FAILURES	2	15	%	
OTHERS	1			

724	TARGET	Chantilly Forest
1961	ALT.	11000
480	TRUE AIR SPEED	200
819	GROUND SPEED	255

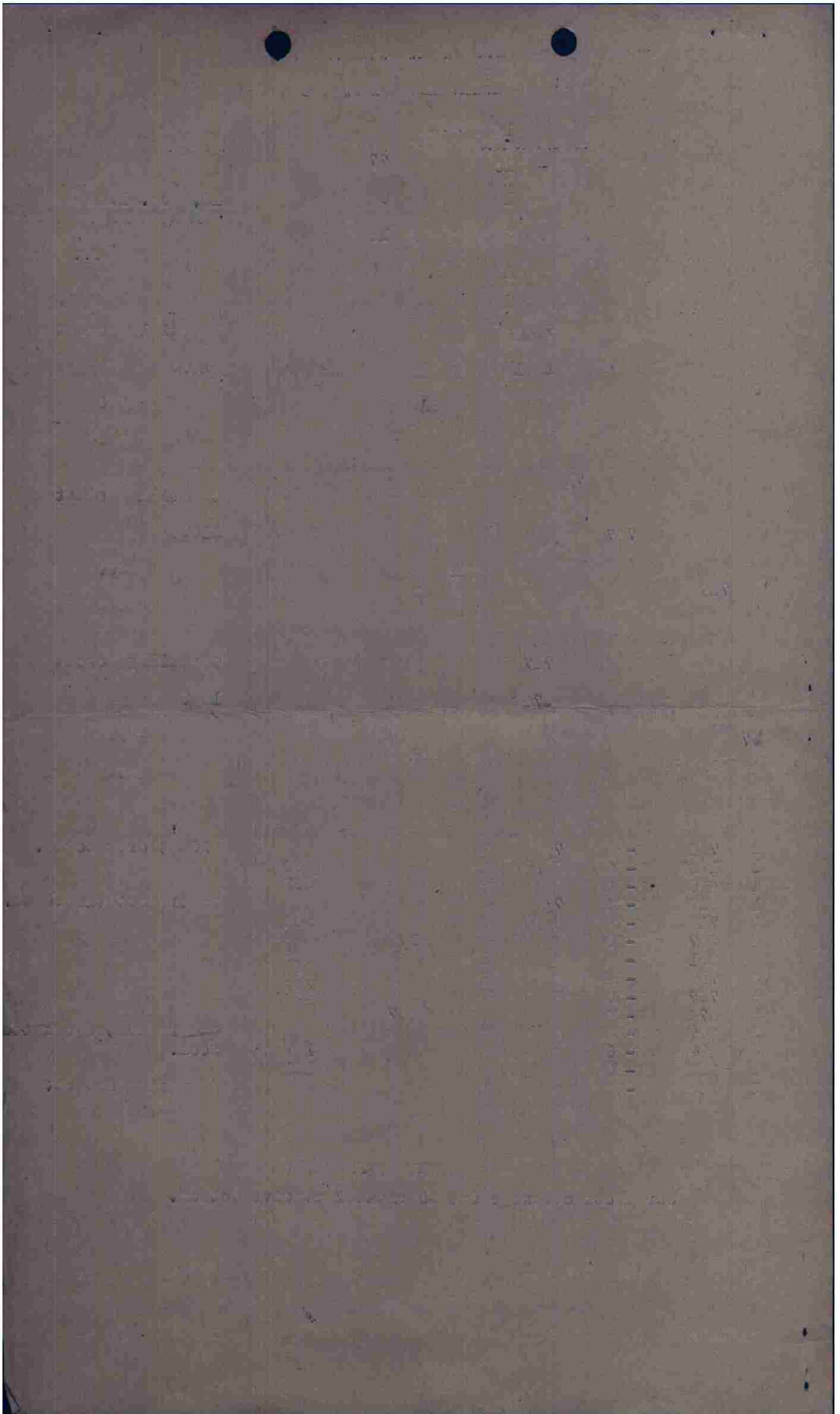
712	TARGET	Chantilly Forest
767	ALT.	11500
221	TRUE AIR SPEED	200
719	GROUND SPEED	258

717	TARGET	Chantilly Forest
674	ALT.	12500
207	TRUE AIR SPEED	200
689	GROUND SPEED	262

BOX NO.	A/C NO.	CAM. TYPE	F.L.	INT.	PRINT D SCOTIES	UNPRINT. SCOTIES	EXPLANATION
1	724	K-24	73	2			Didn't drop bombs.
1	1961	K-24	6 3/8	2		566	
1	480	K-24	8	2		563	
1	819	K-24	73	2			Camera not turned on.
2	712	K-24	6 3/8	2		564	
2	767	K-20	"		179		
2	221	K-24	"	2		562	
2	719	K-24	"	"		568	
3	717	K-20	"			182	
3	674	K-24	"	2	567		
3	207	K-24	"	"			Camera turned off too soon.
3	689	K-20	"			189	
3	951	K-20	"			181	
3	363	K-24	"	2			A/C wiring defect.

REMARKS: Poor photo coverage due to violent evasive action.

F. J. Bachat 1st Lt. A.C.
Photographic Officer



32 B 1344
7-50 1747
CONFIDENTIAL REPORT

From: 416th Bomb Group (L)

A-446-D

To : Hq IX Bomber Command
Hq 97th Combat Wing

Attn: A-2
Attn: Z-2

In 2165

Ref :

OPERATIONAL PRIORITY

CONFIDENTIAL

Opflash no. 133 for 15 August 1944.

A. (1) FOREZ, de Chantilly Fuel Dump.

(2) FOREZ de Chantilly Fuel Dump.

B. (1) 416th BG

(2) 31 A-20's 15 + 9 A-20's, including

(3) 3 A/c carrying bombs
2 A/c failed to release bombs due to personnel error. 3 A/c carrying
bombs did not carry bombs.

(4) 35 A-20's bombed primary target

C. (1) 1544

(2) 1750-1751

(3) 1949

D. (1) 3 Cont A.

2 0-0-0

3 0-0-0

Do not majority of bombs believed to have hit
slightly over 10 A.P.s.

F. (1) (a) nil

(b) nil

(2) (a) meager to moderate incumbent off
in turn off target

(b) meager, inaccurate off at 49°38'N
01°07'E

G. TRAIN - 150-200 cars - 2 9056

17313 30 cars V 6237

1734 30 cars M 7522

1733 40 cars M 9238

1733 40 cars ~~N 1175~~

1734 30 cars M 5913

~~1739 25 tank cars parked on track at S 5270~~

1742 40 cars S 4172

Two trains parked with engines at S 5082

1807 50 cars ~~M 7715~~

1815 100 cars M 1665

1743 2 trains S 5373

1758 4 trains N 5900

1800 3 trains S 4552 on train loaded with
atomic bombs to be military vehicle

1740 train S 4827

M at S 4552 + N 1303 half full

- H. (1) Extreme haze, horizontal visibility 1 to 2
miles, heavy cloud in light area, no low cloud-
- (2) cloud over England and Channel and for 15 minutes
in Bunker's cloud with tops at 12,000 for 30
mile then breaking to light.

I.

140 x 500 kps. on primary light -
4 x 500 stationed in Channel
4 x 500 returned.

J. 11,500, 12,000 ft.

Correction sent by TWX - To make it 500 Troy.
Clinton.

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

SECRET
By authority
OO, Sta. 179
16 Aug 1944
Init. _____

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

SUBJECT: Report of Combat Mission.

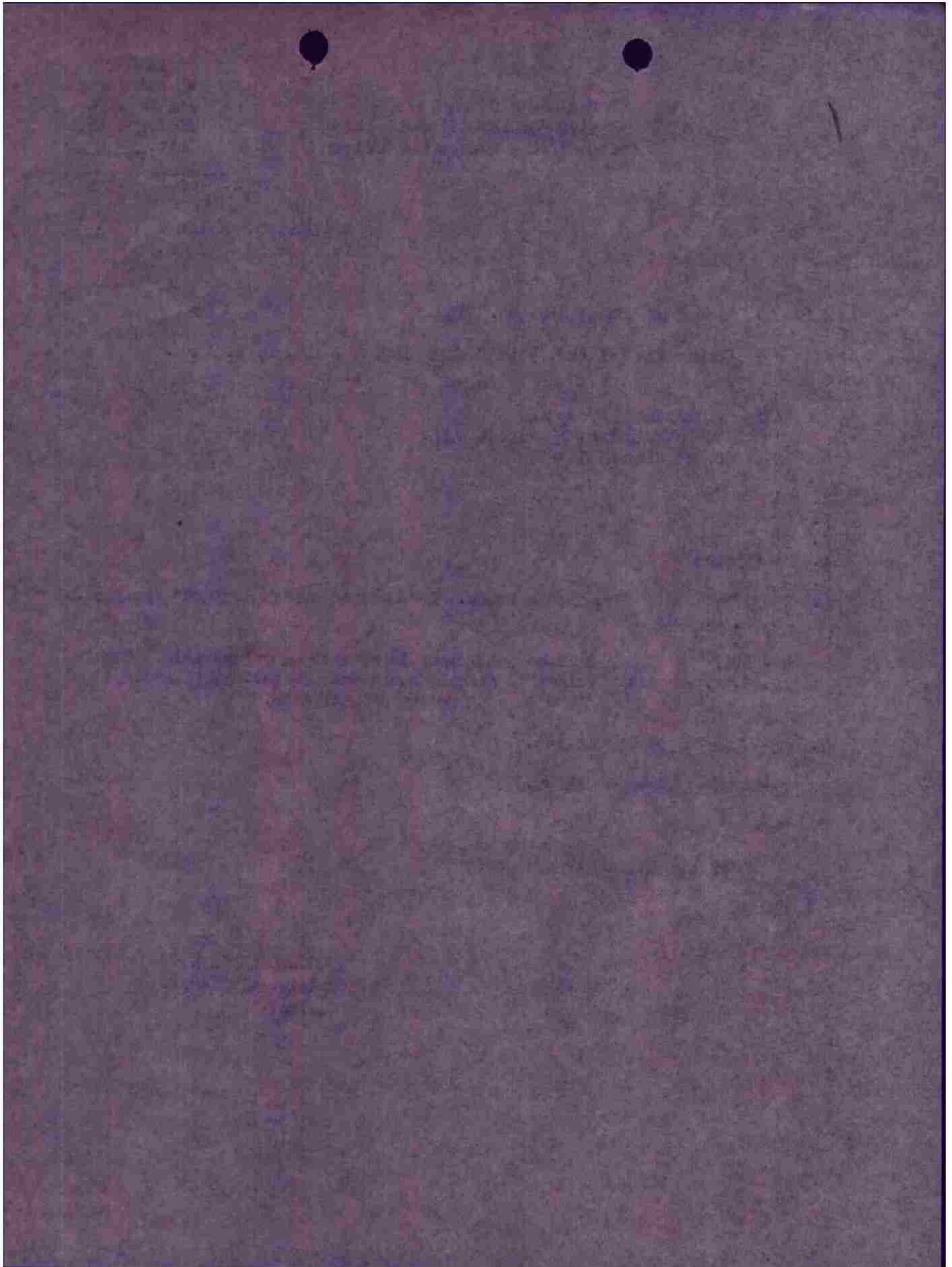
TO : Commanding Officer, 97th Combat Wing, AFG 140, U. S. Army.

416th Bombardment Group (L)
1st Combat Mission, 15 August 1944.
97th Combat Wing FO 187-496

1. 41
2. 40
3. 38
4. 1 (aparo)
5. 2
6. 43-21724 Returned 4 bombs. Bomb master switch in "off" position.
Lt. H. F. Cole
- 43-21717 4 bombs jettisoned in channel on return trip. Pilot
Lt. J. F. Mcagher failed to release bombs over target. Ship checked and
found OK upon return from mission.
7. 43-21724 Same as above.
- 43-21717 Same as above.
8. None

For the Commanding Officer:

GEORGE SCHENKIN,
Captain, Air Corps,
Adjutant.



OICOG OIHAK OIYAA OIGOF V OILAI (INFO)

FROM 97TH COMBAT BOMB WING 15/1300B
TO COMBOMCOM IX
413TH BOMB GRP
416TH BOMB GRP



647

97TH COMBAT BOMB WING
A P O 140
15 AUGUST 1944

ADVANCED INFORMATION COPY OF PARAGRAPH 5. COMMUNICATIONS

5. COMMUNICATIONS:

B. 413TH BOMB GROUP:

- (2) GOLDWAY
- (3) CARROT

C. 416TH BOMB GROUP:

- (2) JAYWALK
- (3) MUSTARD

X. GENERAL INFORMATION:

- (10) B T V A/D T V A
- (11) BOX LEADERS WILL REPORT TO COMMAND CONTROL ON CHANNEL "C" WHEN CLEARING TARGET AREA.

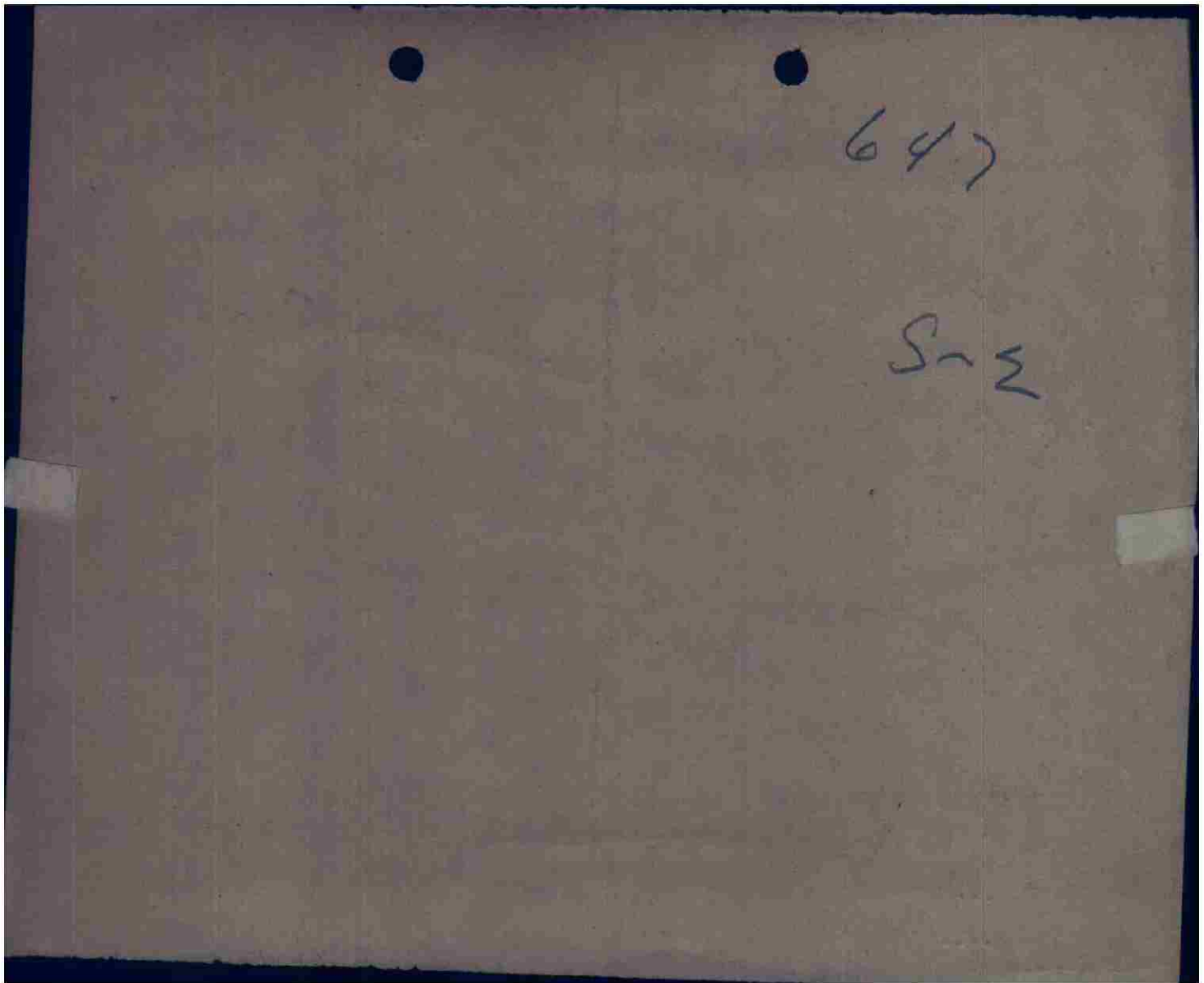
COCETWIG 97

BT 15/1300B

AR
AS
SS

OICOG R...15/1300B HAS AR

OIYAA R..VL B 15/1300B LBS AR
OICOG ARE YOU STILL THERE KKKOICOG ARE YOU STILL THERE KK



OICOG OIHAK OIYAA OIGOF V OILAI OILAI 3/15 -OP-
 FROM 97TH COMBAT BOMB WING 15/1530B A-109-E
 TO COMBOMCOM IX
 409TH BOMB GROUP (INFO)
 410TH BOMB GROUP
 416TH BOMB GROUP

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

97TH COMBAT BOMB WING
 APO 140
 15 AUG. 1944

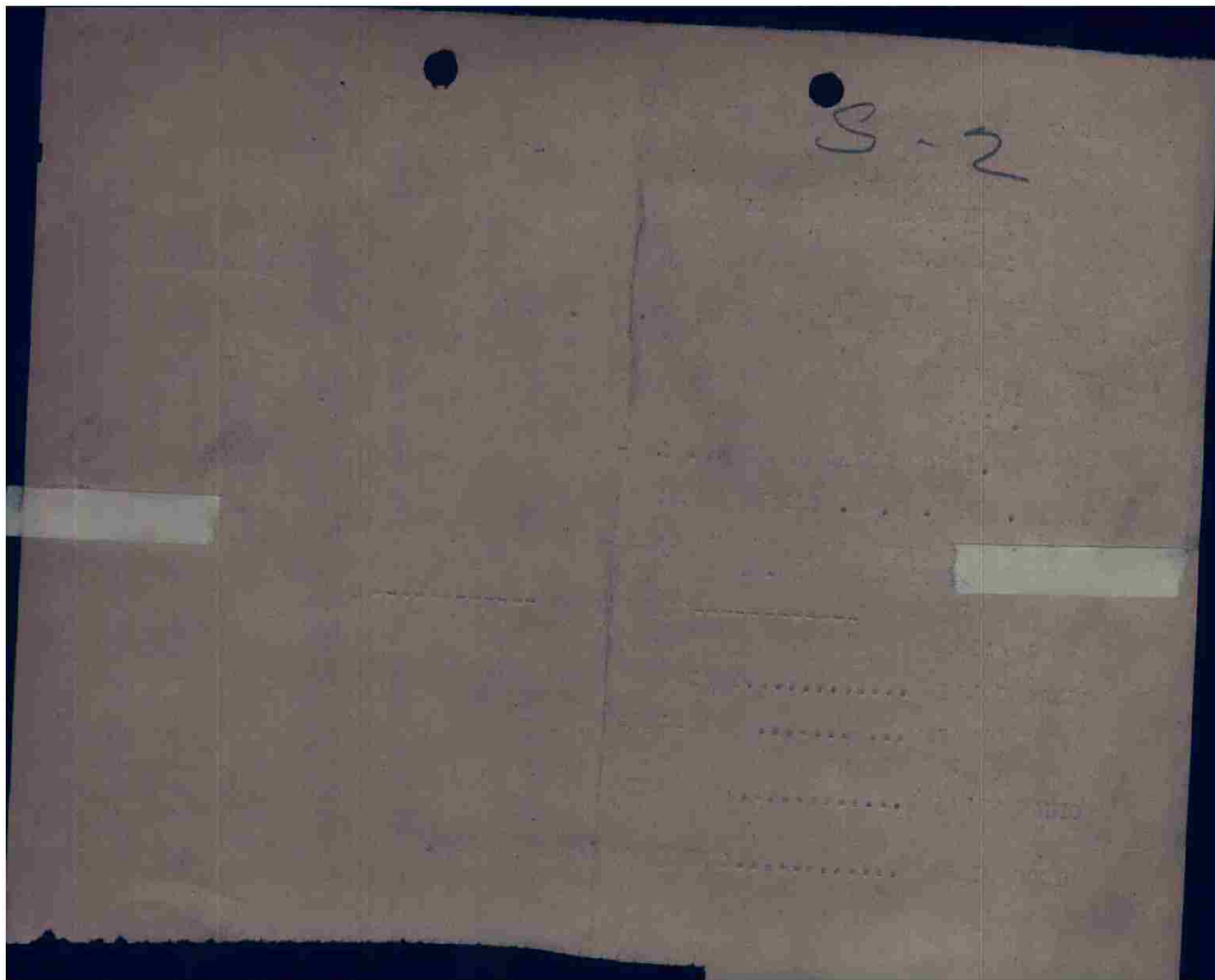
ANNEX NO.1 TO FIELD ORDER NO. 182-496

AMMEND. PAR. 3. A. (3) TO READ:

(3) WITH FIGHTERS AT 4951N 0036E AT 12,000 FEET AT ZERO HOUR
 PLUS 20 MIN.

-----COCBTWIG 97-----
 BT 15/1530B
 (RRR) AR
 OIYAA OILAI R.....15/1543B JMD AR BBB
 OIGOF OILAI R...9..... 15/1543B SH AR
 OIHAK OILAI R.....15/1543B JRP AR
 OICOG OILAI R.....~~XXXX~~ 15/1545 WHB. AR

0



OIGOF OIYAA V OILAI (INFO)

FROM 97TH COMBAT BOMB WING
TO 416TH COBOMGP
416TH COBOMGP

620

ATTN: SIGNAL OFFICER

CANCEL PREVIOUS ADVANCED INFO
ADVANCED INFORMATION COPY OF PARA. 5. OF FIELD ORDER TO FOLLOW
XINSHOULD READ:

5. COMMUNICATIONS

B. 416TH BOMB GROUP
(2) CARFAX
(3) JUDITH

C. 416TH BOMB GROUP
(2) MONSTER
(3) BYPASS

K. GENERAL INFORMATION
(3) 5A, 10B, 6C, 7D, 8E, 13F, 11G, 15H, 16I
(10) VABT/VABT



COCBTWIG 97

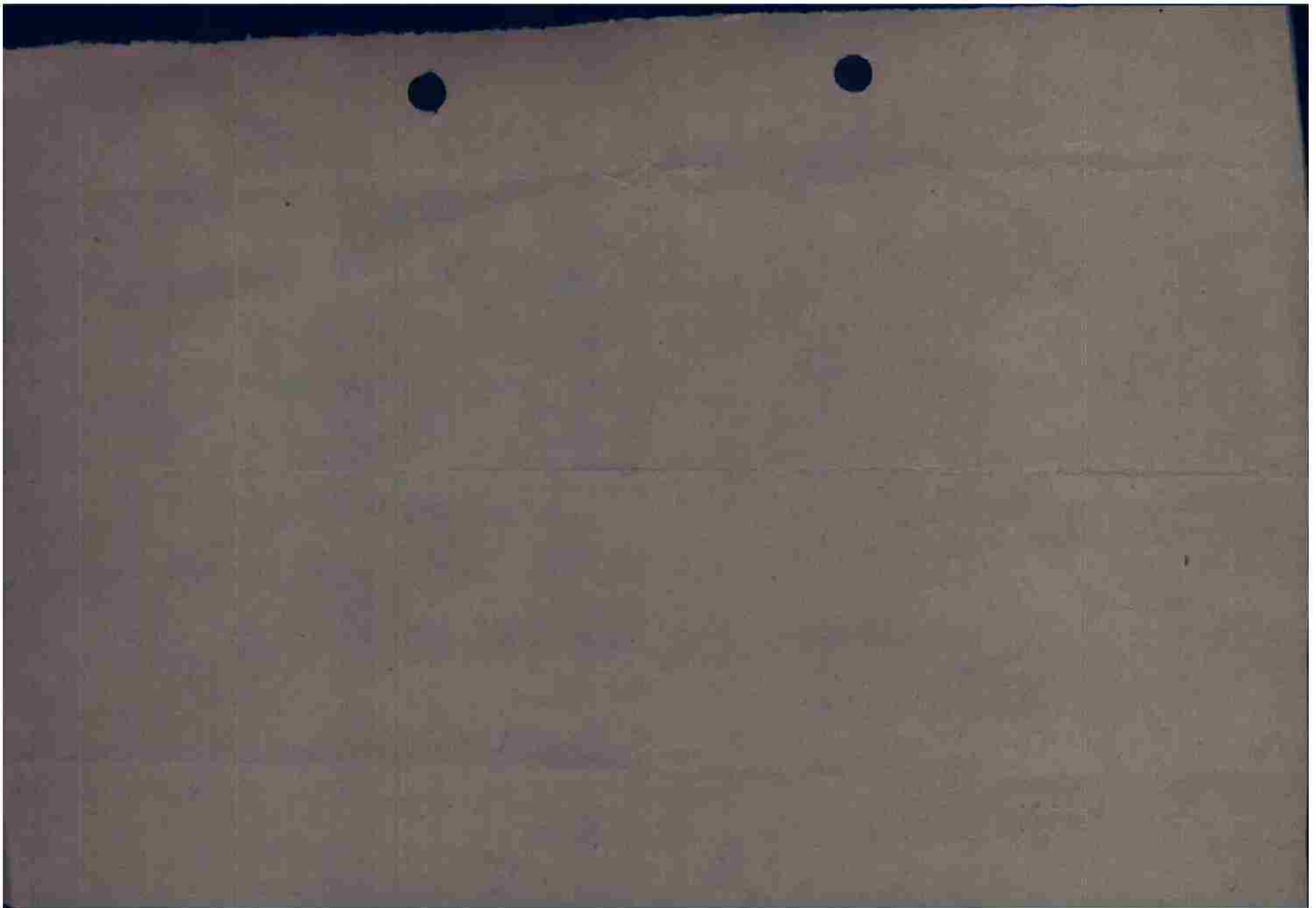
AR JMB

OIGOF R.....15/0030B

OIYAA R.....15/0030B

AG AR
T RSS AR

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THIS PAGE DECLASSIFIED IAW EO12958

OICOG OILAI V OIYAA OIYAA 30/15 OP

FROM 416TH BOMB GROUP (L) 15/2350B 416BG A-447-D
TO HQ IX BOMBER COMMAND ATTN: A-2
HQ 97TH CBW ATTN: A-2

SECRET QGX BT

REF OUR TWX A-446-D OPFLASH NO 133 FOR 15 AUG., 1944.
PAR. I SHOULD READ AS FOLLOWS:

- I. 140 X 500 M-26 FRAGMENTATION CLUSTERS ON PRIMARY TARGET.
4 X 500 JETTISONED IN CHANNEL
4 X 500 RETURNED

BT 15/2350B

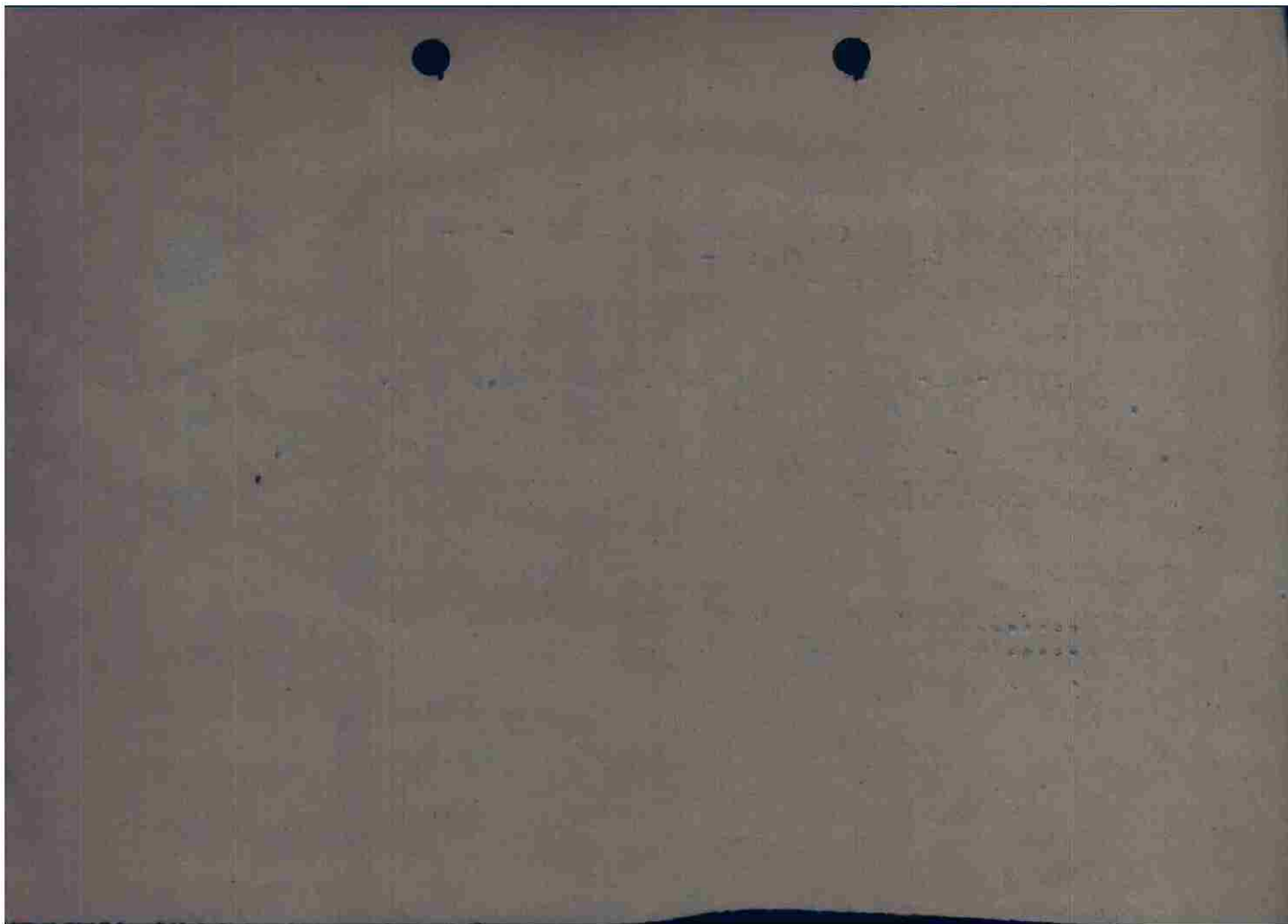
CW AR K

OICOG R.....152359B CJD AR

OILAI R.....16/0001B LCB AR

MT

THIS PAGE DECLASSIFIED IAW EO12958



THIS PAGE DECLASSIFIED IAW EO12958

OICOG OIHAK OIYAA OIGOF V OILAI OILAI 02/15 OP

FROM 97TH COMBAT BOMB WING 15/1425B A-108-E
TO COMBOMCOM IX

409TH BOMB GROUP (INFO ONLY)

410TH BOMB GROUP

416TH BOMB GROUP

OPERATIONAL PRIORITY BT

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

97TH COMBAT BOMB WING

A P O 140

15 AUGUST 1944

FIELD ORDER NO. 182-496

MAPS: NORMAL

1. B. (1) REF. CURRENT BOMB LINE
(2) NINTH T.A.C. WILL FURNISH FIGHTER ESCORT FOR THIS WING.

2. THIS WING WILL ATTACK A TARGET IN FRANCE.

ZERO HOUR: 15/1700B

3. A. 410TH GROUP:

- (3) WITH FIGHTERS AT 4951N 0036E
AT 12,000 FEET AT ZERO HOUR PLUS 30 MIN.
- (10) 4 X 500 LB. G.P. FUSED INSTANTANEOUS NOSE. NON-DELAY TAIL.
- (12) THIS GROUP IS AUTHORIZED TO PICK ALTERNATE TARGETS. IF
ALTERNATE TARGETS ARE SELECTED M.P.I.'S FOR THEM MUST BE
SELECTED.
- (13) A/C RETURNING LOW ON GAS MAY LAND AT FORD TO REFUEL THEN
RETURN TO BASE.

3. B. 416TH GROUP:

- (3) WITH FIGHTERS AT 4951N 0036E AT 12,000 FEET AT ZERO HOUR
PLUS 10 MIN.
- (10) 4 X 500 LB. M-26 FRAG. CLUSTERS FUSED FOR SEPARATION 10 SEC.
AFTER RELEASE. ~~XXXX~~
- (12) THIS GROUP IS NOT AUTHORIZED TO ATTACK ANY ADDITIONAL TARGETS.
IF PRIMARY TARGET IS NOT ATTACKED, THEY WILL RETURN THEIR
BOMBS TO BASE.
- (13) A/C RETURNING LOW ON FUEL MAY LAND AT TANGMERE TO REFUEL THEN
RETURN TO BASE.

- X. (1) NO CHANGE

(4) FORD AND TANGMERE

(5) TARGET: 4902E/H/1 CHANTILLY FOREST

(6) A/C REQUIRED: 3 BOXES OF 12 A/C EACH GROUP

(7) ROUTE OUT: BASE TO MAIDENHEAD TO WORTHING (10,000 FEET)
TO 4951N 0036E TO 4943N 0111E TO 4933N 0131E TO 4936N 0204E
TO 4925N 0250E TO 4858N 0252E TO I.P. TO TARGET

(8) ROUTE BACK: TARGET TURN RIGHT TO R.P. TO 4925N 0250E
THEN RETRACE ROUTE TO BASE.

(9) ALTITUDES: BOMB 12,000 FEET OR BELOW CLOUD BASE DOWN TO
BUT NOT BELOW 10,000 FEET. DROP 2,000 FEET IMMEDIATELY AFTER
LEAVING TARGET. CROSS FRENCH COAST OUT AT THAT ALTITUDE.

(10) I.P. 4858N 0238E

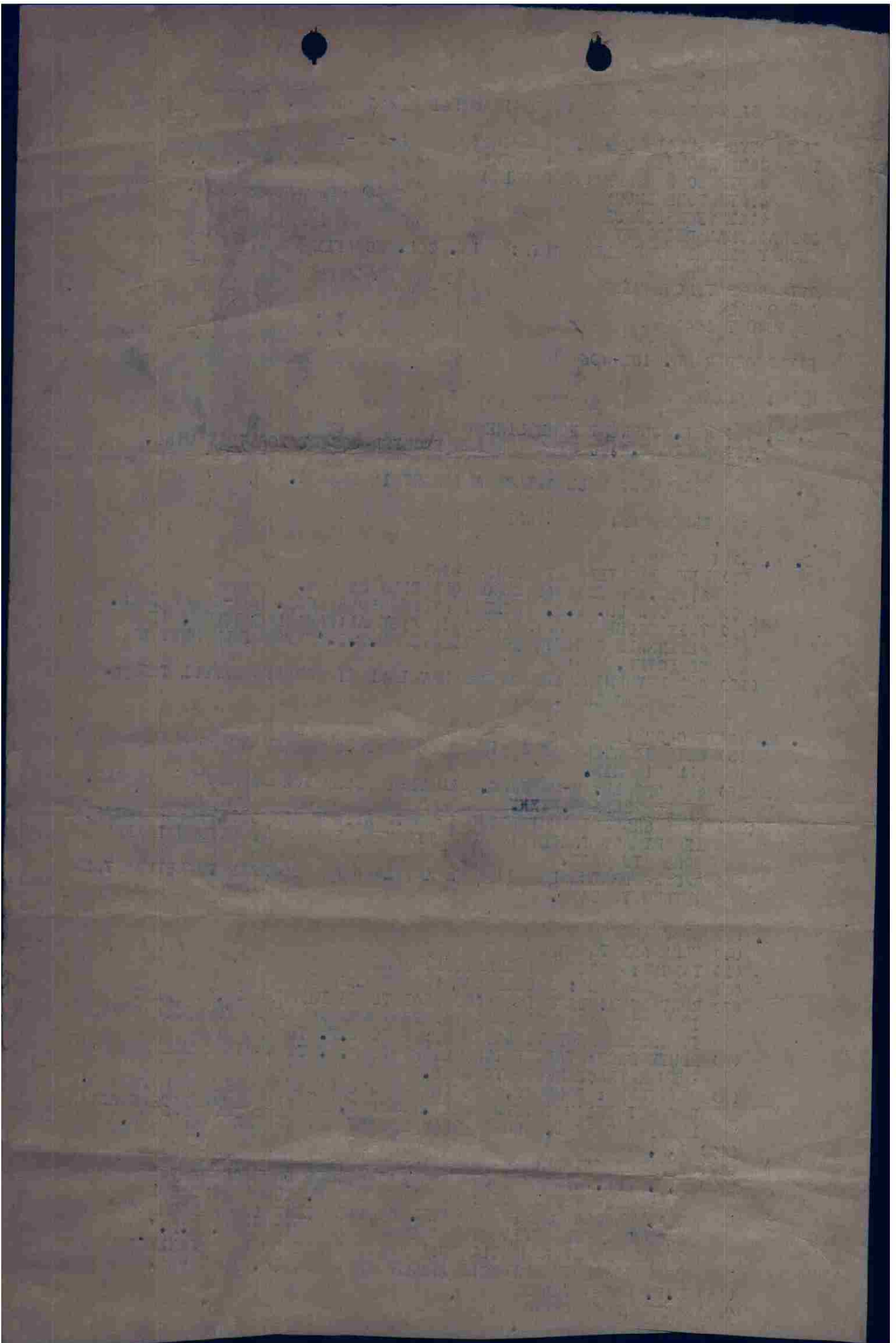
(11) AXIS OF ATTACK: SSE TO NNW

(12) A.P. ILL. 4902E/71 ONE BOX EACH GROUP ON EACH OF THE
FOLLOWING REFERENCES: ONE BOX ON REF. 038045 ONE BOX ON
REF. 043044 ONE BOX ON REF. 049043 LEAD BOMBARDIERS OF
EACH BOX WILL SALVO THEIR BOMBS ON THEIR RESP. A.P.'S
REMAINDER OF A/C WILL DROP THEIR FIRST BOMB ON ~~INXXX~~ THE LEAD
BOMBARDIER THEN TOGGLE REMAINDER AT 3 SEC. INTERVAL.

(13) R.P. 4908N 0248E

(14) 416TH BOMB GROUP WILL TAKE OFF AT LEAST 10 MIN. BEFORE

416TH BOMB GROUP.



4. NO CHANGE

5. COMMUNICATIONS:

B. 410TH BOMB GROUP
(2) GOLDWAY
(3) CARROT

C. 416TH BOMB GROUP
(2) JAYWALK
(3) MUSTARD

X. GENERAL INFORMATION.

(10) BTVA/BTVA

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

-----COCBTWIG 97-----

BT 15/1425B

(RRR) (SS) AR

OIYAA OILAI R.....15/1450B (LBS) AR

OIHAK OILAI R.....15/1450 MH BBBB

OIGOF OILAI R.....15/1450B MC BB

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BOMB-NAVS AND FLIGHT LEADERS READ AND INITIAL:

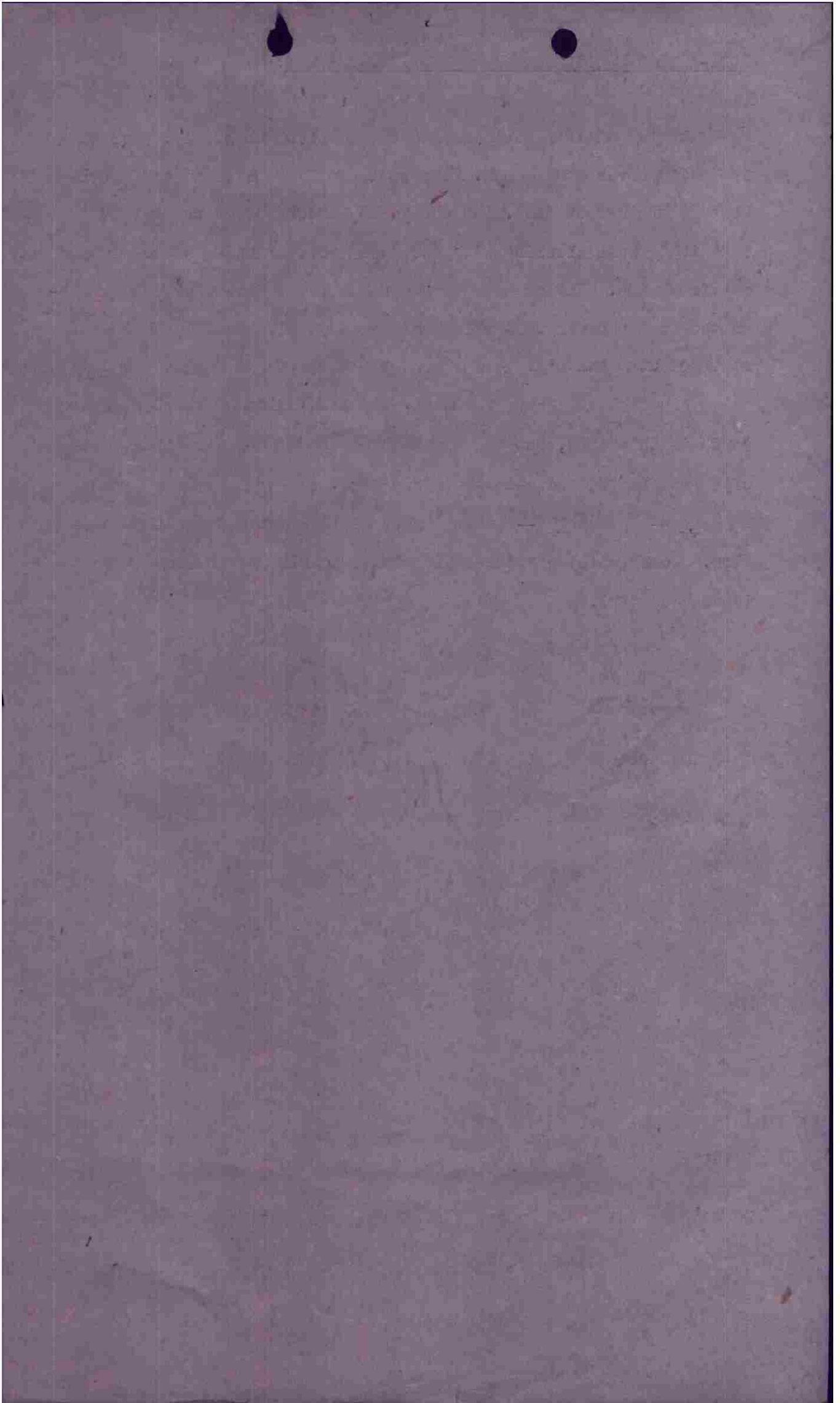
The target is a Fuel Dump in the Forêt de Chantilly. Target is heavily covered by woods. A long narrow lake lies to the South-West of the Target Area. At the North Boundary of the target area is a small clearing with secondary roads running spoke-wise out from same. One of these roads forms the East Boundary and another the west boundary. A third road crosses 500 yards east to west at the South Boundary.

This fuel dump had previously supplied units of the German Air Force in this area, but has now probably been designated for vehicles and armored units in the Paris area.

NO -- repeat NO -- other target will be attacked on this mission. Bombs will be returned if visual bombing of assigned target is unsuccessful.

R.V.D.
~~XXX~~
~~XXX~~

J. F. M. ~~sen~~
~~XXX~~
 M.O.D.



MISSION NO. 127

LOADING LIST
BOX I
FLIGHT I

15 AUGUST 1944

1. 469 J
CAPT D A HULSE
LT R CONTE
SGT A J BURLAND
SGT K HEATH

2. 724 A
LT H P COLE
LT R J BARNETT
S/S B G FANDRE
S/S F R CHVATAL

3. 442 D
LT W J GREENE
LT J E NICHOLS
SGT G KREITER
S/S M W CHERNEY

195 D-1
4. LT P F E MAGNANUS
S/S J L ROGERS
S/S G I FLEISCHMAN

5. 1961 P
LT J S CONNOR
S/S H C RODGERS
S/S R W NICKS

6. 214 G
LT E R HAYTER
S/S F E MELCHOIR
S/S R E HOLLOWAY

FLIGHT II

1. 194 G-1
LT R V MIRAGLE
S/S B G SING
S/S J C BUNKHALTER

2. 907 G-1
LT L G PIEDRE
S/S L M DAUGHERTY
S/S C H HIBBS

3. 819 K
LT G J ANDERSEN
SGT T G MUGA
SGT E L SCHAFER

FLIGHT III

1. 480 E
LT R G MERRIDITH
S/S A A HILL
S/S R W MACDONALD

2. 760 E
LT T D MCCREADY
SGT W F FURBER
SGT J F GYER

4. 379 G
LT J H MONTROSE
SGT R S GANDY
SGT J W FELKEL

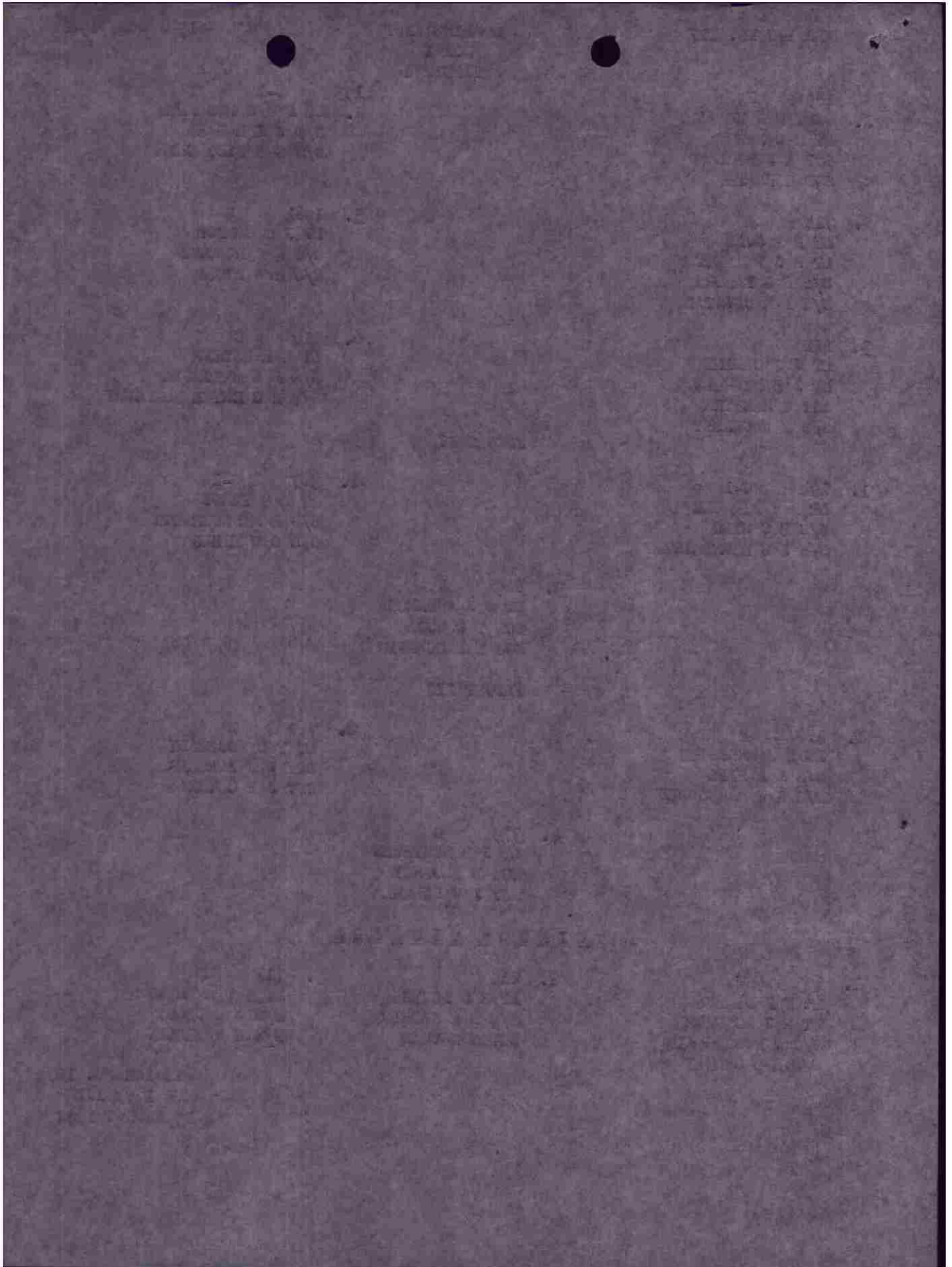
WINDOW MISSION

1. 455 T
LT E E DE MUN
LT R J MCQUADE
S/S M ROSENSTEIN
S/S H O GARNEY

2. 210 Q
LT R D LESHER
S/S R R REDRICK
SGT S KOCHAN

3. 714 N
LT H D ANDREWS
S/S G M COCK
S/S E R WERLEY

MISSION NO. 127
BOX I OF III
15 AUGUST 1944



MISSION NO. 127

LOADING LIST
BOX II
FLIGHT I

15 AUGUST 1944

1. 712 H
MAJOR J G NAPIER
LT G W JONES
PVT G E PERKINS
SGT L R GETTEN

4. 190 I
LT T BOUKAMP
S/S R J COLOSIMO
S/S J S WING

2. 645 R
LT J D ADAMS
LT R J HANLON
S/S P L GLEAFMAN
S/S A J ZEIKUS

5. 483 L
LT M S STREET
S/S C A PRINDLE
S/S E T EPPS

3. 197 F
LT H B CLARK
S/S J W SABADOSH
S/S C F FLOYD

6. 767 N
LT E J RENTH
S/S O D LA NAVE
CPL L MOSKOWITZ

FLIGHT II

1. 221 F-1
LT W A MERCHANT
S/S C J HARP
S/S K F BROWN

2. 9711 M
LT T J MURRAY
S/S R M GRISWOLD
S/S R J JONES

3. 165 H-1
LT R C MOREHOUSE
S/S L A ZYGIEL
S/S A J BURGESS

FLIGHT III

1. 956 Z
LT A R DURANTE
S/S H T REST
S/S I R DE GUISTI

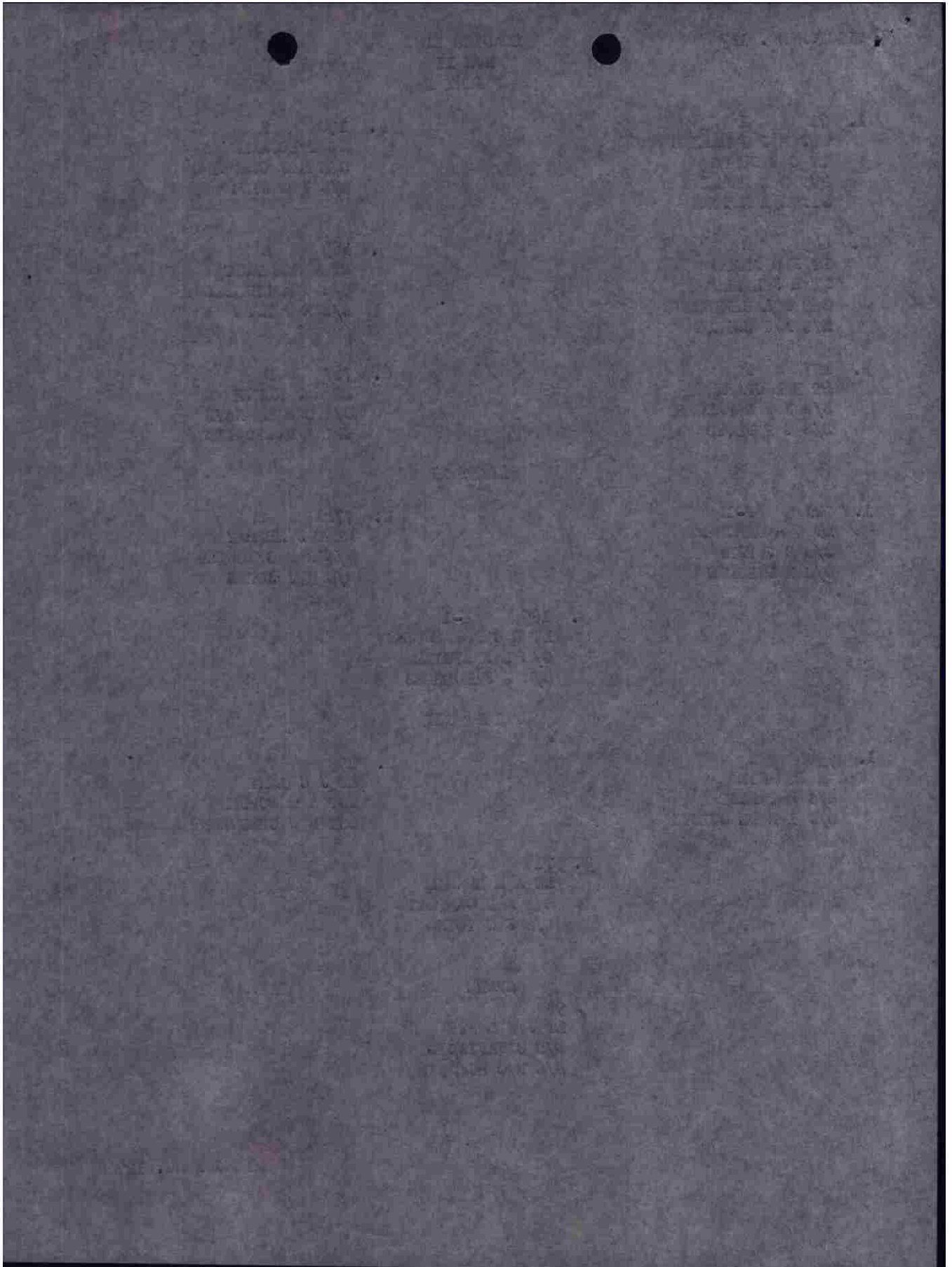
2. 493 V
LT J C GARY
SGT A E SCHOEN
SGT R W CHEUVRONT

3. 719 J
LT A E HERMAN
S/S A D GARRETT
S/S J O YOUNG

SPARE

900 Q
LT J F SMITH
S/S C VAFIADIS
S/S R C HOFFMAN

MISSION NO. 127



MISSION NO. 127

LOADING LIST
BOX III
FLIGHT I

15 AUGUST 1944

1. 152 Q
CAPT C R JACKSON
LT A H MALTBY
SGT D E BURNS
SGT W J DANIEL

4. 759 G
LT E L JOHNSON
S/S W J DONAHUE
S/S J F GOGGIN

2. 1717 P
LT J F MEAGHER
LT J J BURG
S/S C F LOVE
S/S F L ADAIR

5. 674 R
LT P P BARAUSKY
SGT M HALL
SGT B R WILSON

3. 217 D
LT R B HALL
SGT D S BLACKFORD
SGT L C BURGER

6. 750 M
LT W MUSGROVE
S/S J D COSMETT
S/S R L MILLER

FLIGHT II

1. 219 D-1
LT R D PERKINS
SGT R J BROWN
SGT A H HINSON

2. 363 L
LT D L WITHINGTON
SGT C F HUSS
SGT L D MC ELHATTAN

3. 951 F-1
LT C L ESTES
S/S C R ORVOLD
S/S A E DIMARTINO

FLIGHT III

1. 207 B
LT F J HAROLD
S/S E L GRIFIN
S/S C W MAZIASZ

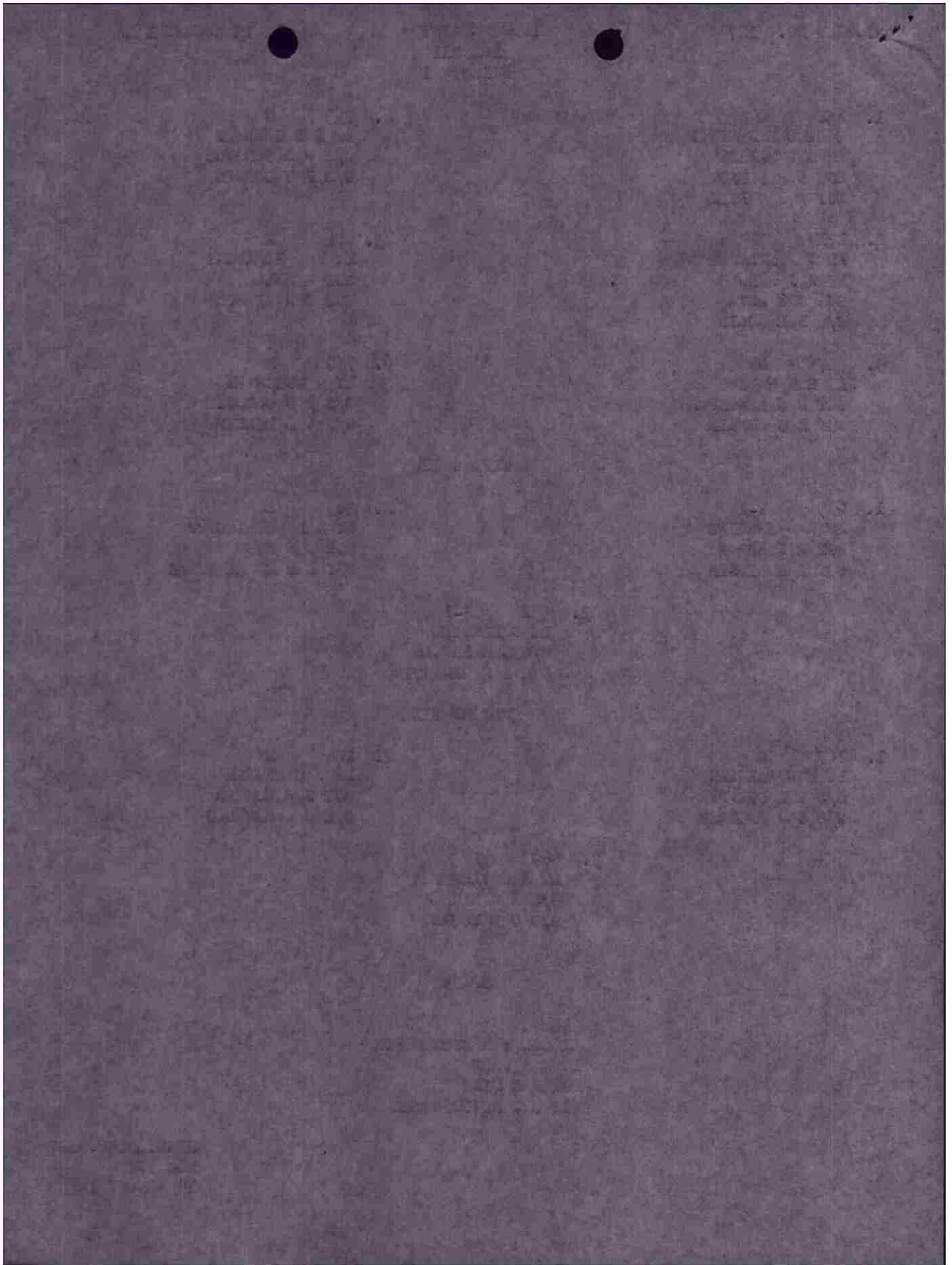
2. 224 E
LT J C SEWELL
SGT J A HEDDER
SGT D A SAMPSON

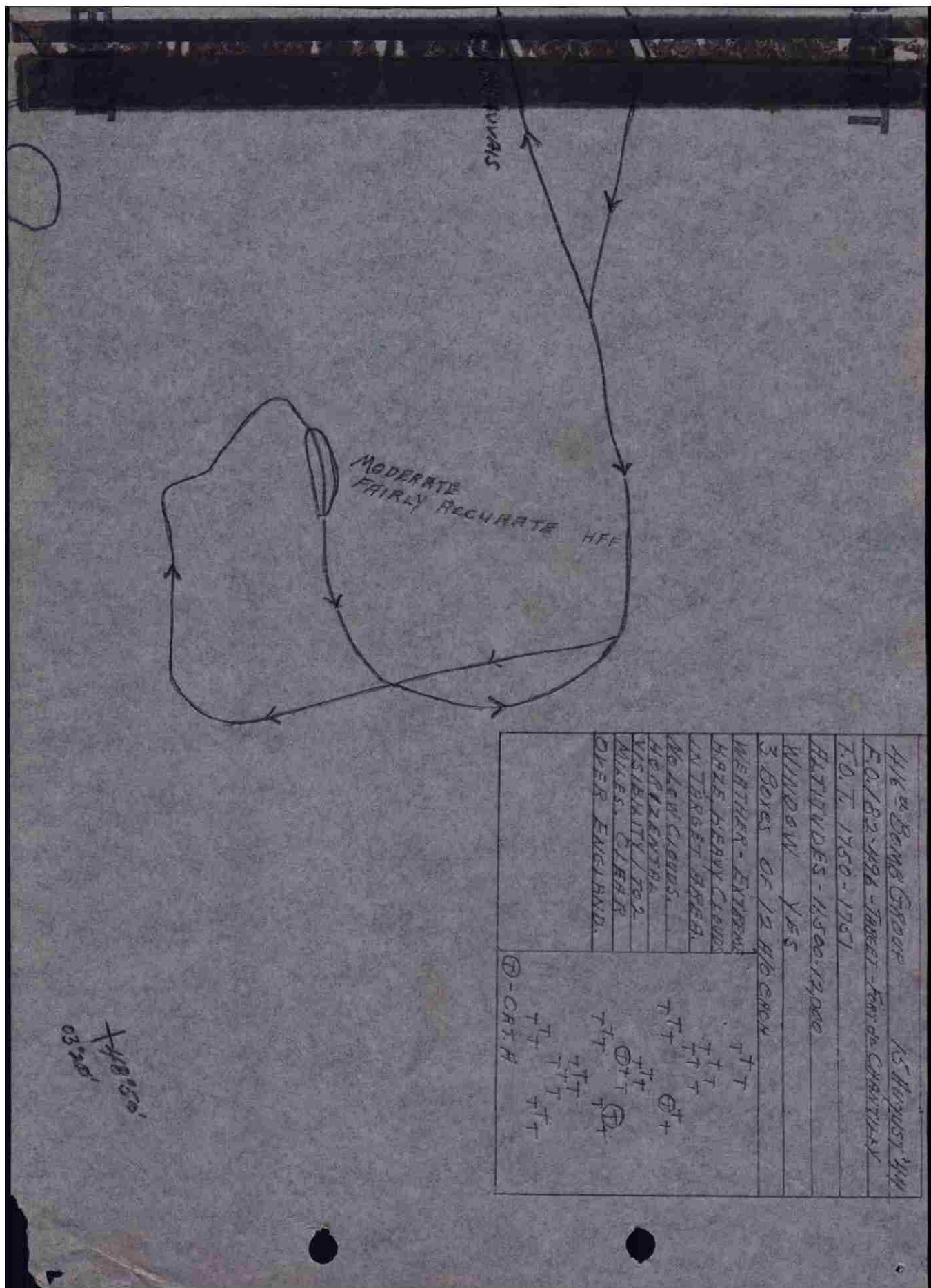
3. 689 I
LT A J VLEGHELS
S/S R W RICE
S/S C E YOUNG

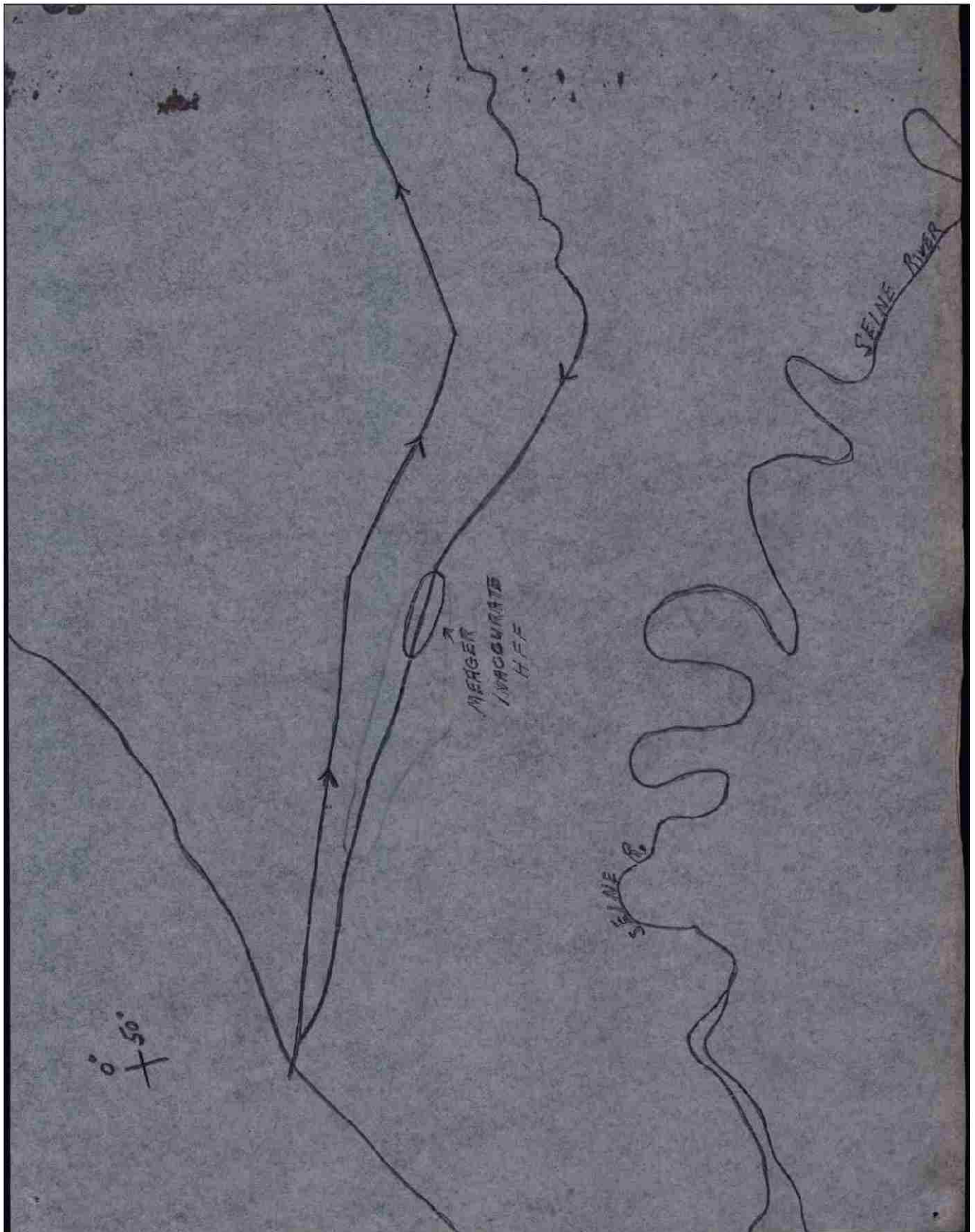
SPARE

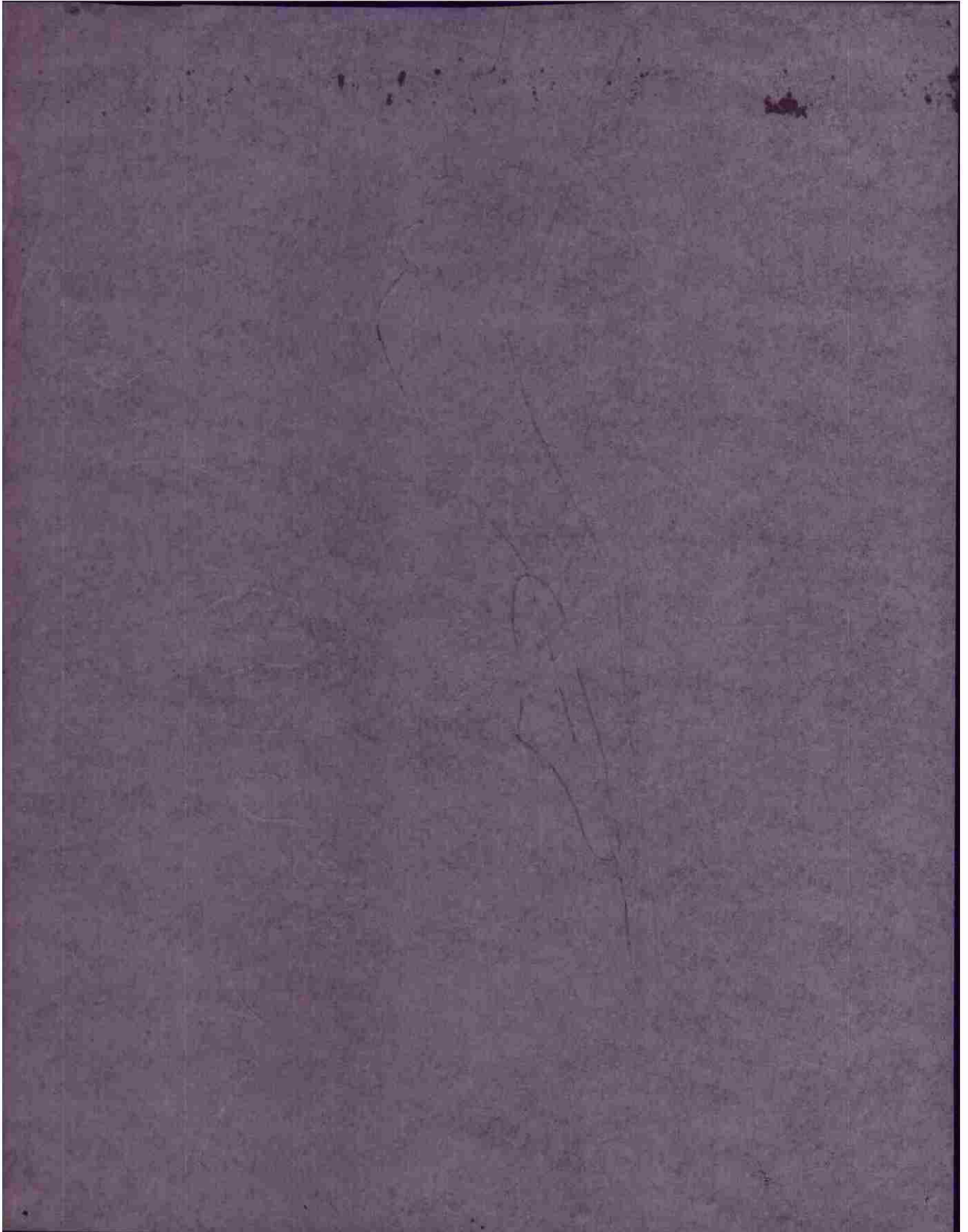
444 J
LT COL T R AYLESWORTH
LT M A PAPE
SGT M E DIAS
SGT H J NOWOSIELSKI

MISSION NO. 127
BOX III
15 AUGUST 1944









USAAF FORM 34A

SECRET

SECRET

AUTH: CO STA 170

DATE: 16 August 1944

INIT:

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

TO:

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

Ref: Oprep A No. 1372 for 24 hrs. ending midnight 16 August 1944
Mission or Operation No. 127 97th AF to 120 - 496

A. Short Narrative of Operation:

Target Secret De Chantilly Fuel Tank
Place of take-off AAF Station 170
Place of landing AAF Station 170
Take-off time 1934 Landing time 1948
Time over target 1750 - 1751 Bombing Altitude 11,500 - 12,000 ft.
Nature of mission Bombing Other None
Weather extreme haze, horizontal visibility 1 to 2 miles, heavy cloud in target area, no low clouds, clear over
Results area bombing England and channel
Enemy opposition danger to moderate inaccurate
RAF in turn off target.

B. Type & model of aircraft:

1. Dispatched 31 A-203
9 A-203
2. Attacking target (indicate target) or completing mission.
31 A-203 Secret De Chantilly Fuel Tank
9 A-203 Secret De Chantilly Fuel Tank
3. Abortive due to:
 - (1) Weather: None
 - (2) Personnel: 31 A-203 failed to release bombs over target. (1 bomb master switch was in "off" position and the other ship checked out OK upon return)
 - (3) Mechanical: None
 - (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) 31 A-203 cat A - 11th
8. Sorties 31 A-203
9 A-203

SECRET

(over)

SECRET

GEORGE SCHENKELIN,
Capt in, Air Corps,
Adjutant.

For the Commanding Officer:

Destroyed	None
Prob. Destroyed	None
Damaged	None

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

Type of Casualty	Pilot	Co-pilot	NAV	Bomb	R.Gun	E.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:

Total Returned	None
Lost or wrecked on missing e/c	None
Detained	None
Expended on operations: (List targets separately)	None

Bombs, flares, etc. used:	None
Total carried into air:	None
Expended on operations	None
Lost on wrecked or missing e/c	None
Total carried into air	None
Ammunition by caliber:	None

Day (Sunrise to sunset)	116:40
Night (Sunset to sunrise)	37:25
Total operational flying hours	

SECRET

USARF FORM 34a (cont'd)

SECRET

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 49BOX 3 GROUP 416 DATE 15 August 1944 TARGET ATTACKED Forest de Chantilly
Fuel Dump

1. Method of Sighting:

Pre-set with corrections.2. Bombing approach: 330°3. Was mercury erection system used? YES NO X4. Did entire (box) (instant) 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 point in target area.5. Name of lead Bombardier: Lt. R. Conte6. Name of lead Pilot: Capt. D. A. Bulco7. Intervalometer setting: None8. Indicated Air Speed: 250 Ground Speed: 255 Altitude: 210009. Length of bomb run: 30 Sec: 2-3 frag clusters fused for separation 10 secs. after release.10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED N T 11. Total Bombs Dropped: 44

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

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES X NO . If "YES" state conditions and effect.
None in target area.(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 POOR GROSS Area Bombing: In target area.

SECRET

(over)

1. 1 to 2 miles.
 2. No low clouds. Heavy along in target area.
 3. 3 boxes, 12 white each.
 4. Very little fog in.
 5. Target, plane, wooded area and lake in target area used to identify area.
 6. None.
 7. None.
 8. None.
- Description of route from 17 to target

Formation consisted of 3 boxes, 12 white each, preceded by a flight of 3 white gliders. Time of take-off was 1500. The crew target 1750-1751. Target - Forest in vicinity of target. 4 total of 120 boxes were dropped in the target area. Post-formation time was measured to moderate intensity and in turn off target. That-ality was 1-2 miles with extreme haze and a heavy cloud in target area. No enemy aircraft encountered. Flares landed at 1545.

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 494BOX 11 GROUP 414 DATE 15 August 1944 TARGET ATTACKED Forest de Chantilly Fuel Dump

1. Method of Sighting:

Pre-set with corrections.2. Bombing approach: 342°3. Was mercury erection system used? YES NO X4. Did entire (box) (CLUSTERS) 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 d.p. in target area.

5. Name of lead Bombardier: Lt. G. W. Jones 6. Name of lead Pilot: Major J. G. Rader 7. Intervalometer setting: None 8. Indicated Air Speed: 300 Ground Speed: 250 Altitude: 110009. Length of bomb run: 30 Sec: 15-26 Frog clusters fused for10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED N T 11. Total Bombs Dropped: 40 separation 10 sec. after release.

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

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

None in target area.

- (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:

Crew in sight troubled on run.

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

None

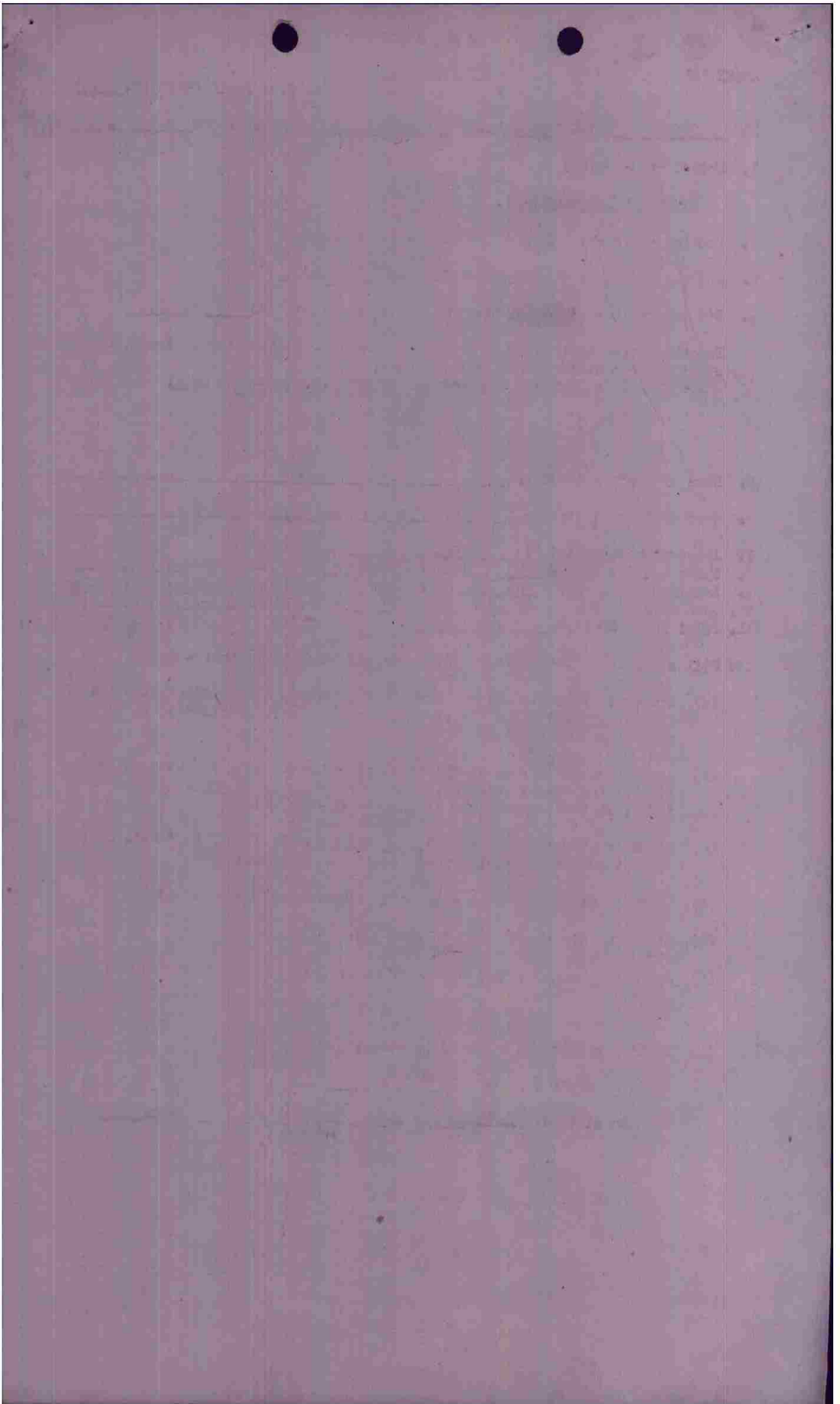
- (g) Bombing results as reported by crews:

Aimed at right Target: YES X NO

Results claimed: EXCEL GOOD FAIR POOR GROSS

Area Bombing: Out of target area.

S E C R E T



SECRET

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 496BOX III - GROUP A16 DATE 15 August 1944 TARGET ATTACKED Sortie to Gumbilly Fuel Dump

1. Method of Sighting:

Present with corrections.2. Bombing approach: 345°3. Was mercury erection system used? YES NO 4. Did entire (box) (missile) drop on lead bombardier? YES NO

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

Present with corrections. Aimed at briefed point in area.

5. Name of lead Bombardier: 1st Lt. A. R. Kelly6. Name of lead Pilot: Capt. G. B. Jackson7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 240 Altitude: 20009. Length of bomb run: 20 Sec: 15-26 Frag Glutamate fused for10. Bomb Load and Fusing per A/C: 4 x 300 lb. FUSED N11. Total Bombs Dropped: 48 separation 10 sec after release.

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 . If "YES" state conditions and effect.

None in target area.

(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES NO . If answer is "YES", state circumstances and effect on bombing:

(c) Did Flak affect bombing? YES NO . 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:

Bombs went away before B/N was aware of it.

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

None

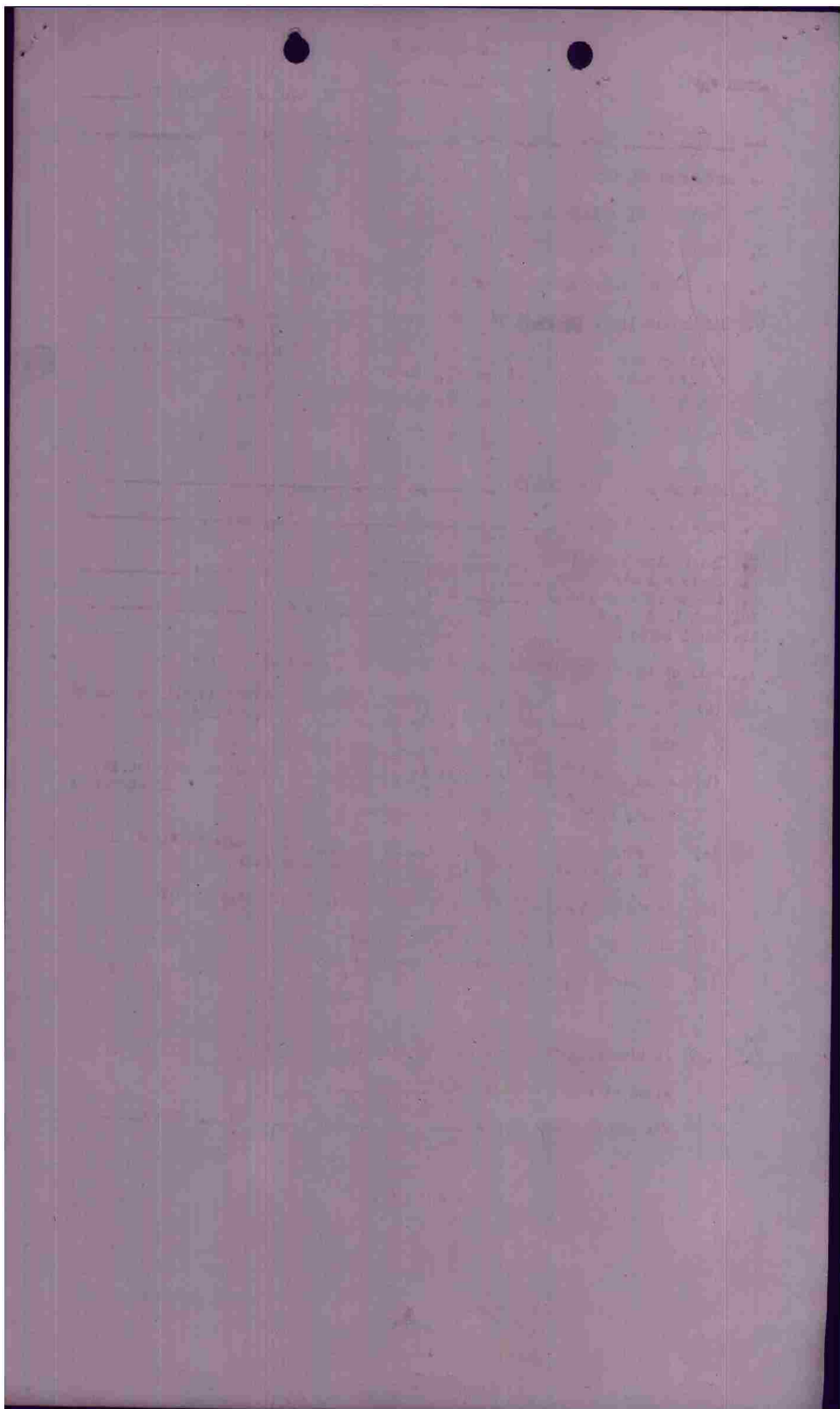
(g) Bombing results as reported by crews:

Aimed at right Target: YES NO

Results claimed: EXCEL GOOD FAIR POOR GROSS

Area bombing: Out of target or so.

SECRET



Int

CONFIDENTIAL

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

APO 140
15 August 1944

SUBJECT: Interrogation Report

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

BASE AT TAKEOFF: 3/10 cirrus estimated at 20000 feet.
Visibility 10 miles.

ROUTE OUT: Nil low or medium cloud over England. 4-6/10
cirrus estimated 20000 feet over the entire
route. Large patch of 2-3/10 cumulus near the
French coast with tops estimated 6000 feet.
15 miles inland over France was 6-7/10
altocumulus with tops 12500 and base unknown.
altocumulus broke 40 miles inland to nil.
Visibility 10 miles plus over England
becoming 6-8 over the channel and 1-2 miles
over France.

TARGET: 8-6/10 cirrus estimated 20000 feet. 5/10
altocumulus with base 11500 and top unknown.
Visibility 1-2 miles.

ROUTE BACK: Same as route out except visibility over
England 8-10 miles.

BASE ON RETURN: 7/10 cirrus estimated 20000 feet.
Visibility 8 miles.

TIME OVER TARGET: 1750

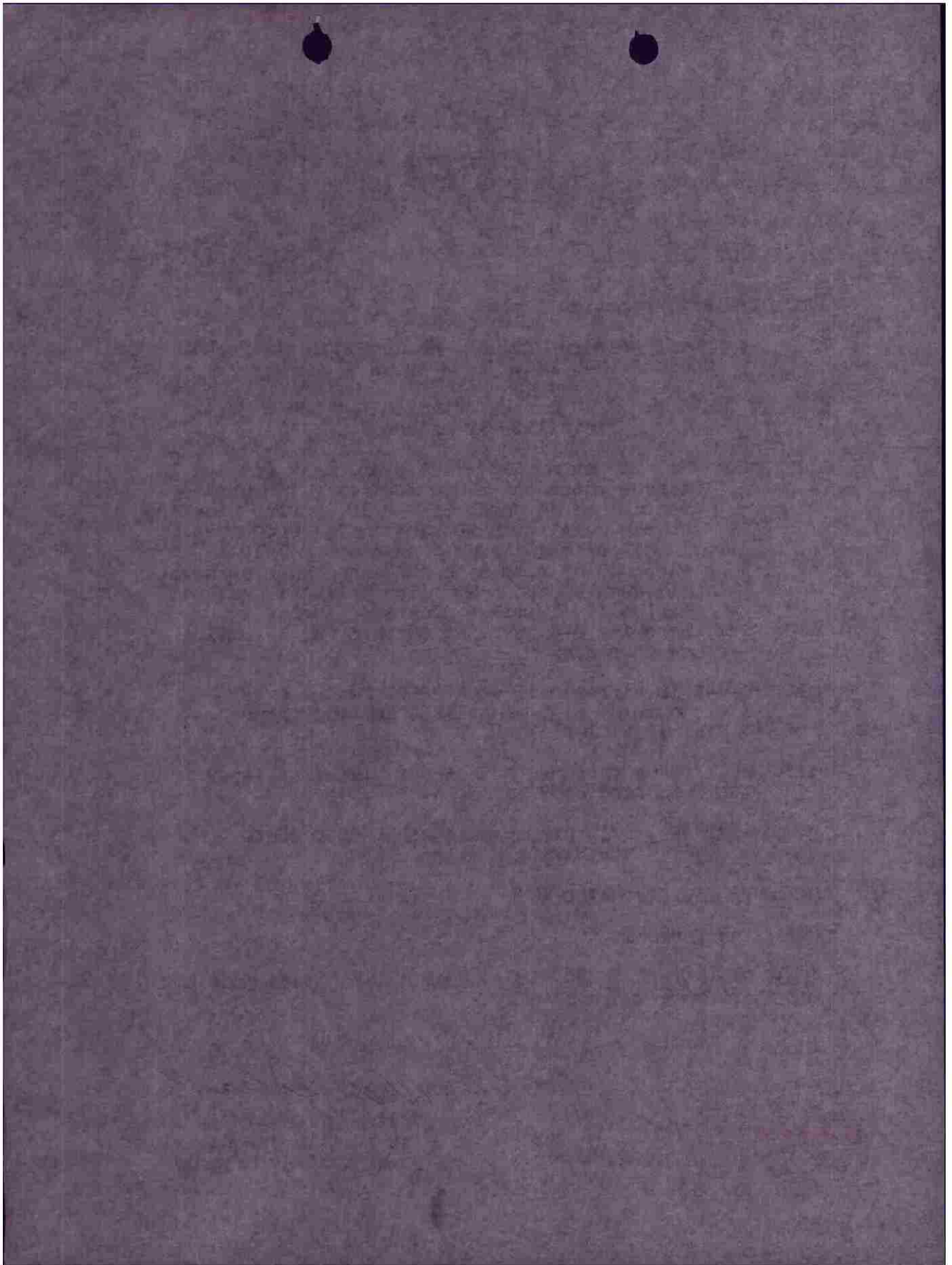
WINDS: As forecast.

EFFECT OF WEATHER ON BOMBING: Poor visibilities made a
very short bomb run necessary.

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

CONFIDENTIAL

CONFIDENTIAL



52

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

FROM COBOMGR 416

TO COCBTWIG 97 ATT: SIG O

A - YS - 127

B - 15 AUGUST 1944

C - 36 A/C

D - 668 - J - VHF OFF, RETUNED AND CHECKED OK.

668 - K - INTERPHONE TO TURRET GUNNER OUT, REPAIRED AND
CHECKED OK.

670 - T - TRANSMITTER WEAK, RETUNED AND CHECKED OK.

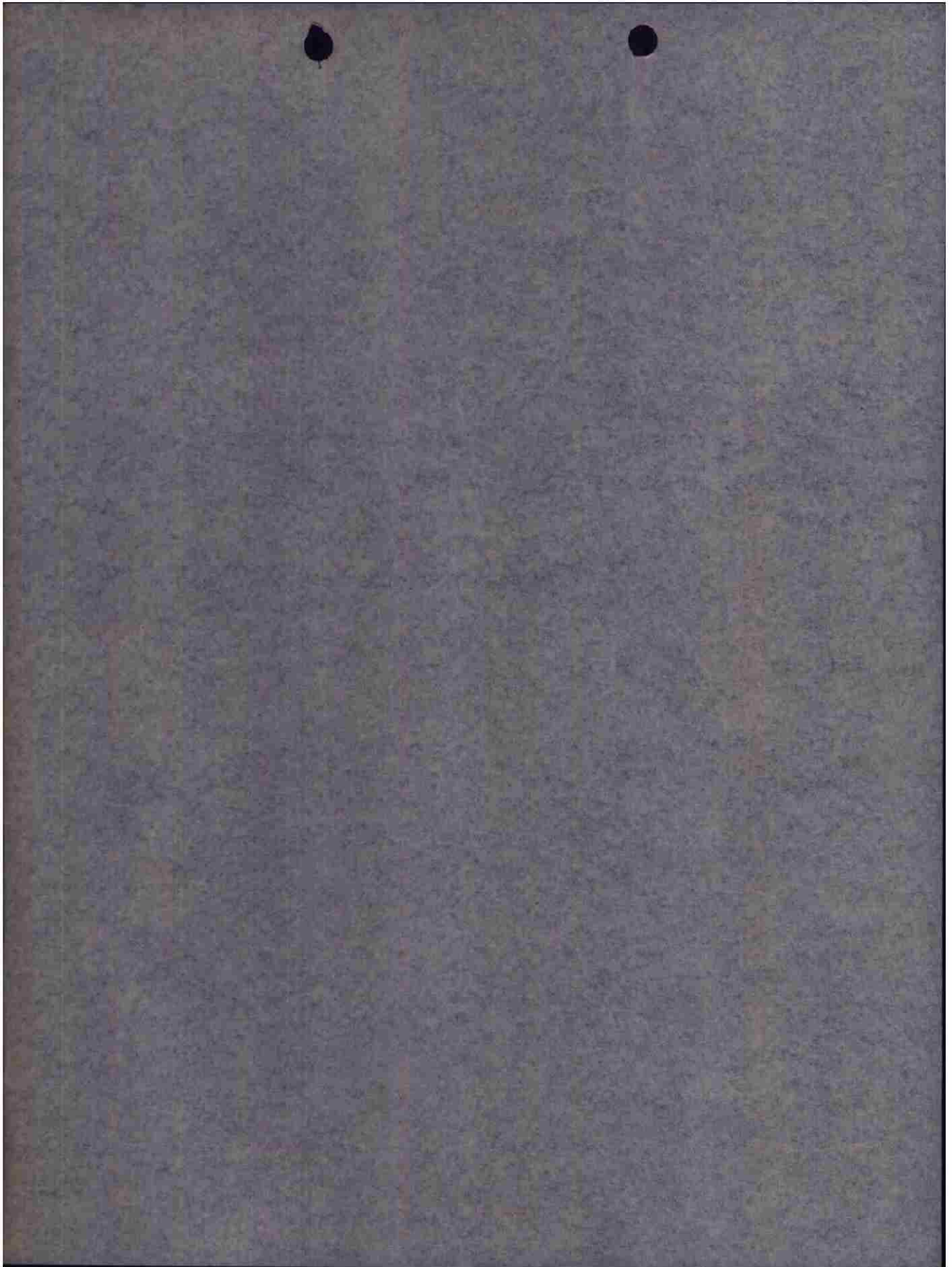
E - NO QDM'S. LOCAL BUNCHER BEACON USED.

F - NONE

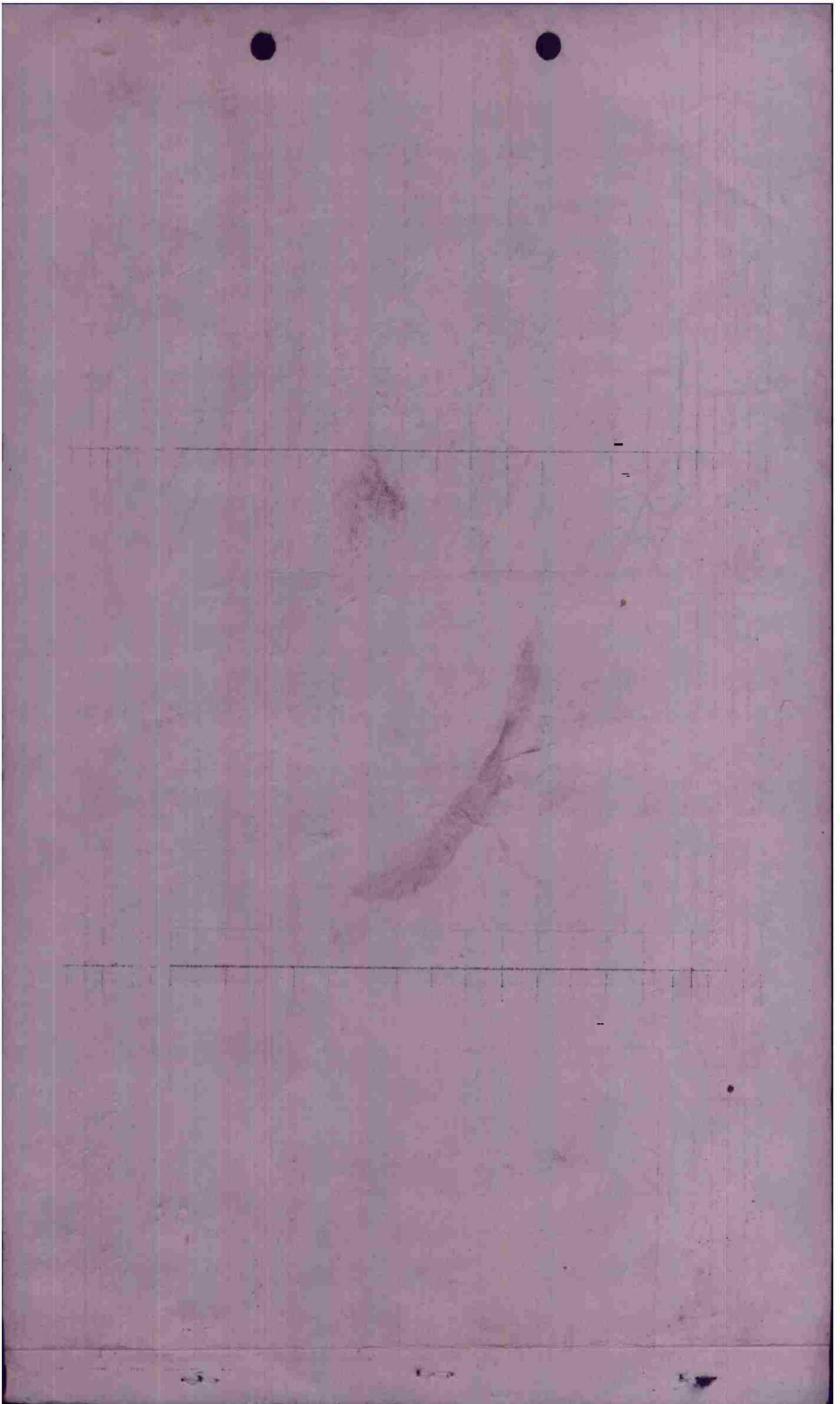
AYLESWORTH COBOMGR 416

OFFICIAL:

DANIEL J. NOLAN
1ST LT., AIR CORPS,
SIGNAL OFFICER.



[illegible]



FLIGHT PLAN												
PILOT		START ENG		COAST OUT		COAST IN		ALTITUDE				
NAVIGATOR		TAXI OUT		COAST IN		BASE		HEADING				
PLANE		TAKE OFF		I.P.		REND. ALT.		AIR SPEED				
MISSION		ON COURSE		TARGET		LAND FALL ALT.		TIME				
DATE		RENDEZVOUS		COAST OUT		TARGET ALT.		RESULTS				
POSITION		M. H.		ATA		ETA		TO				
FROM		TO		DR		TH		VAR				
				MH		S. S. S. CS		HON				
				DIST.		TIME		REMARKS				
H932N0131E	H942N0111E	314	1820	1835	242	-1	306	9	262	18	4	
	H951N0034E	301	1853	1855	242	-1	306	10	261	28	6 1/2	
	Marthung	338	1853	1855	242	-1	306	10	261	79	18	
	Myandenhead	353	1908	1908	243	0	343	10	242	52	13	
	Base	073	1924	060	243	0	343	10	232	62	16	1832

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

DIVISION
 AIRCRAFTS

RENDEZVOUS
 COAST OUT
 COAST IN
 I.P.
 BASE
 TARGET
 COAST OUT
 COAST IN
 BASE
 TARGET
 COAST OUT
 COAST IN
 BASE
 TARGET

L.A.N.D.E.D
 RE.N.D. ALT.
 L.A.N.D. FALL ALT.
 T.A.R.G.E.T ALT.

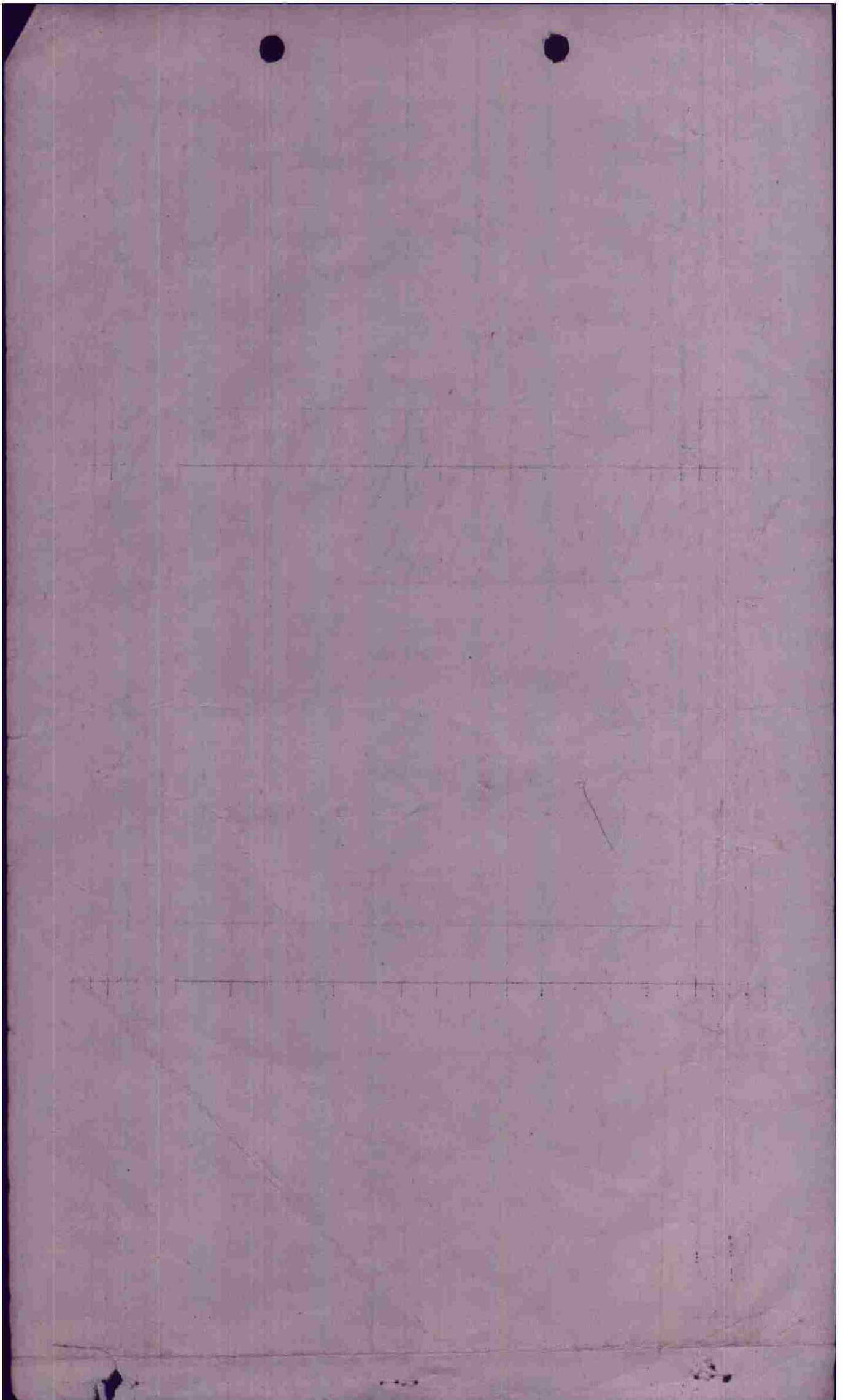
2000 FT.
 4000
 6000
 8000
 10000
 12000

FLIGHT RECORD

12100
 MS 262
 1°L
 PA 34.2
 DS 200
 Mg 339°
 Fuel 150

11500	206.5	35	750
11	211.8	35.8	
105	218	36.5	
1000	722	37.3	

FLIGHT PLAN									
PILOT		START ENG		COAST OUT		COAST IN		ALTITUDE	
NAVIGATOR		TAXI OUT		COAST IN		BASE		HEADING	
PLANE		TAXI OFF		I.P.		REND. ALT.		AIR SPEED	
MISSION		ON COURSE		TARGET		LAND FALL ALT.		TIME	
DATE		RENDEZVOUS		COAST OUT		TARGET ALT.		RESULTS	
FROM		M. H.		ETA		ATA		TO	
POSITION		M. H.		ETA		ATA		TO	
FROM		M. H.		ETA		ATA		TO	
POSITION		M. H.		ETA		ATA		TO	
FROM		M. H.		ETA		ATA		TO	
POSITION		M. H.		ETA		ATA		TO	
FROM		M. H.		ETA		ATA		TO	
POSITION		M. H.		ETA		ATA		TO	
FROM		M. H.		ETA		ATA		TO	
POSITION		M. H.		ETA		ATA		TO	
FROM		M. H.		ETA		ATA		TO	
POSITION		M. H.		ETA		ATA		TO	
FROM		M. H.		ETA		ATA		TO	
POSITION		M. H.		ETA		ATA		TO	
FROM		M. H.		ETA		ATA		TO	
POSITION		M. H.		ETA		ATA		TO	
FROM		M. H.		ETA		ATA		TO	
POSITION		M. H.		ETA		ATA		TO	
FROM		M. H.		ETA		ATA		TO	
POSITION		M. H.		ETA		ATA		TO	
FROM		M. H.		ETA		ATA		TO	
POSITION		M. H.		ETA		ATA		TO	
FROM		M. H.		ETA		ATA		TO	
POSITION		M. H.		ETA		ATA		TO	
FROM		M. H.		ETA		ATA		TO	
POSITION		M. H.		ETA		ATA		TO	
FROM		M. H.		ETA		ATA		TO	
POSITION		M. H.		ETA		ATA		TO	
FROM		M. H.		ETA		ATA		TO	
POSITION		M. H.		ETA		ATA		TO	
FROM		M. H.		ETA		ATA		TO	
POSITION		M. H.		ETA		ATA		TO	
FROM		M. H.		ETA		ATA		TO	
POSITION		M. H.		ETA		ATA		TO	
FROM		M. H.		ETA		ATA		TO	
POSITION		M. H.		ETA		ATA		TO	
FROM		M. H.		ETA		ATA		TO	
POSITION		M. H.		ETA		ATA		TO	
FROM		M. H.		ETA		ATA		TO	
POSITION		M. H.		ETA		ATA		TO	
FROM		M. H.		ETA		ATA		TO	
POSITION		M. H.		ETA		ATA		TO	
FROM		M. H.		ETA		ATA		TO	
POSITION		M. H.		ETA		ATA		TO	
FROM		M. H.		ETA		ATA		TO	
POSITION		M. H.		ETA		ATA		TO	
FROM		M. H.		ETA		ATA		TO	
POSITION		M. H.		ETA		ATA		TO	
FROM		M. H.		ETA		ATA		TO	
POSITION		M. H.		ETA		ATA		TO	
FROM		M. H.		ETA		ATA		TO	
POSITION		M. H.		ETA		ATA		TO	
FROM		M. H.		ETA		ATA		TO	
POSITION		M. H.		ETA		ATA		TO	
FROM		M. H.		ETA		ATA		TO	
POSITION		M. H.		ETA		ATA		TO	
FROM		M. H.		ETA		ATA		TO	
POSITION		M. H.		ETA		ATA		TO	
FROM		M. H.		ETA		ATA		TO	
POSITION		M. H.		ETA		ATA		TO	
FROM		M. H.		ETA		ATA		TO	
POSITION		M. H.		ETA		ATA		TO	
FROM		M. H.		ETA		ATA		TO	



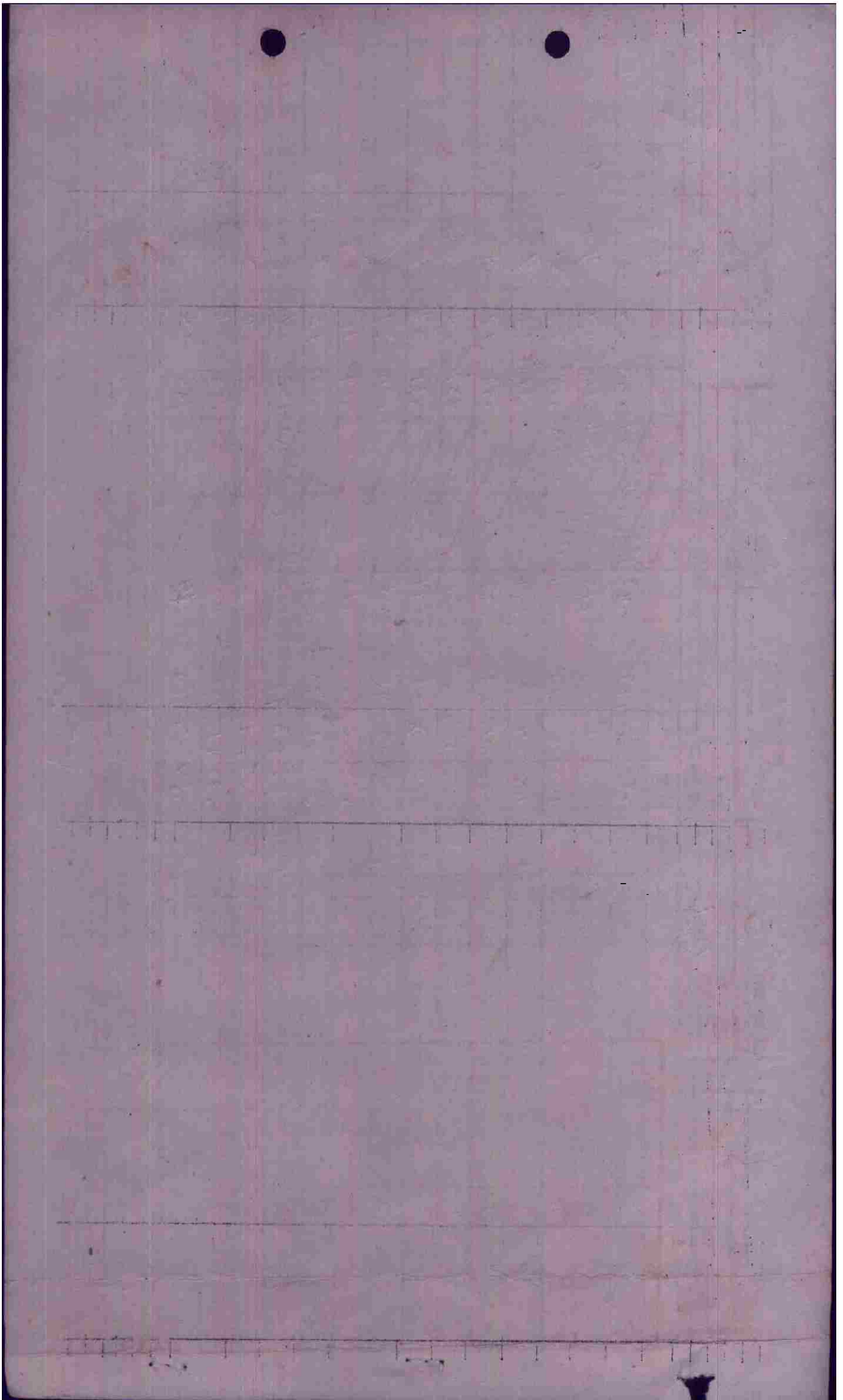
FLIGHT PLAN									
PILOT		START ENG		COAST OUT		COAST IN		ALTITUDE	
NAVIGATOR		TAXI OUT		COAST IN		BASE		HEADING	
PLANE		TAXI OFF		I.P.		REND. ALT.		AIR SPEED	
MISSION		ON COURSE		TARGET		LAND FALL ALT.		TIME	
DATE		RENDZVOUS		COAST OUT		TARGET ALT.		RESULTS	
POSITION		M. H.		ETA		ATA		TO RUN	
FROM	TO							DIST.	TIME
4933N0131E	4943N011E			1830		1830		18	4
4951N0030E	4951N0030E			1836		1836		26	28
Worthburg	Worthburg			1834		1834		74	18
Wardenhead	Wardenhead			1908		1908		52	13
Base	Base			1924		1924		62	16
DIVERSION AIRDROMES									
CHALLENGE									
REPLY									
COLORS									
VHF CHANNEL									
POWER C/S									
FIGHTER C/S									
BOATERS TO REPORT FROM									

~~69~~

450
239

689

1530 FLIGHT PLAN									
PILOT		START ENG 1548		COAST OUT		COAST IN		ALTITUDE	
NAVIGATOR		TAXI OUT 1546		COAST IN		BASE		HEADING	
PLANE		TAKE OFF		I.P.		REND. ALT.		AIR SPEED	
MISSION		ON COURSE 1614		TARGET		LAND FALL ALT.		TIME	
DATE		RENDEZVOUS 1710		COAST OUT		TARGET ALT.		RESULTS 100-8 + VV	
POSITION		M. H.		ETA		ATA		TO RUN	
FROM	TO							DIST.	FILE
Base	Maddenhead	147	1634	1634	1634	1634	1634	64	18
	Worthung	173	1649	1649	1649	1649	1649	54	144
	4951N0036E	157	1710	1710	1710	1710	1710	79	41
	4943N0111E	144	1718	1718	1718	1718	1718	48	44
	4933N0131E	137	1743	1743	1743	1743	1743	18	5
	4936N080NE	95	1749	1749	1749	1749	1749	45	64
	4925N0250E	144	1739	1739	1739	1739	1739	36	94
	4858N0253E	185	1747	1747	1747	1747	1747	31	8
	4858N0238E	476	1750	1750	1750	1750	1750	11	44
	Igt-turn R.	339	1753	1753	1753	1753	1753	13	3
	4908N0248E	108	1757	1757	1757	1757	1757	14	34
	4935N0250E	16	1804	1804	1804	1804	1804	40	5
	4936N020NE	300	1811	1811	1811	1811	1811	36	84
	4933N0131E	469	1817	1817	1817	1817	1817	45	6
2000 FT.		RENDEZVOUS		TARGET		LANDED		CHALLENGE	
4000		COAST OUT		COAST OUT		REND. ALT.		REPLY	
6000		COAST IN		COAST IN		LAND FALL ALT.		COLORS	
8000		I.P.		BASE		TARGET ALT.		VHF CHANNEL	
10000								BOATER C/S	
12000								FIGHTER C/S	
								BOATER TO BOATER EFFCO.	



FLIGHT PLAN

PILOT		START ENG		COAST IN		ALTITUDE									
NAVIGATOR		TAXI OUT		COAST OUT		HEADING									
PLANE		TAKE OFF		I.P.		AIR SPEED									
MISSION		ON COURSE		TARGET		TIME									
DATE		RENDZVOUS		COAST OUT		RESULTS									
FROM	TO	N. H.	ETA	ATA	TC	DR	TH	VAR	NH	ALT	CS	DIST.	TIME	ETA	REMARKS
4933N 0131E	4943N 0111E	314	1841	1841	306	-1	305		314		✓6✓	18	4	1841	
	4951N 0036E	300	1848	1835	494	-1	491		300		✓61	✓8	6 1/4	1848	
	Wardburg	336	1846	1853	347	+1	346		336	7000	✓10	79	18	1846	
	Wardburghead	353	1859	1907	343	0	343		353	10000	✓10	✓5	13	1859	
	Base	73	1915	1949	60	+3	63		73		✓3✓	6✓	16	1915	

CHALLENGE

REPLY

COLORS

VHF CHANNEL

BOMBER C/S

FIGHTER C/S

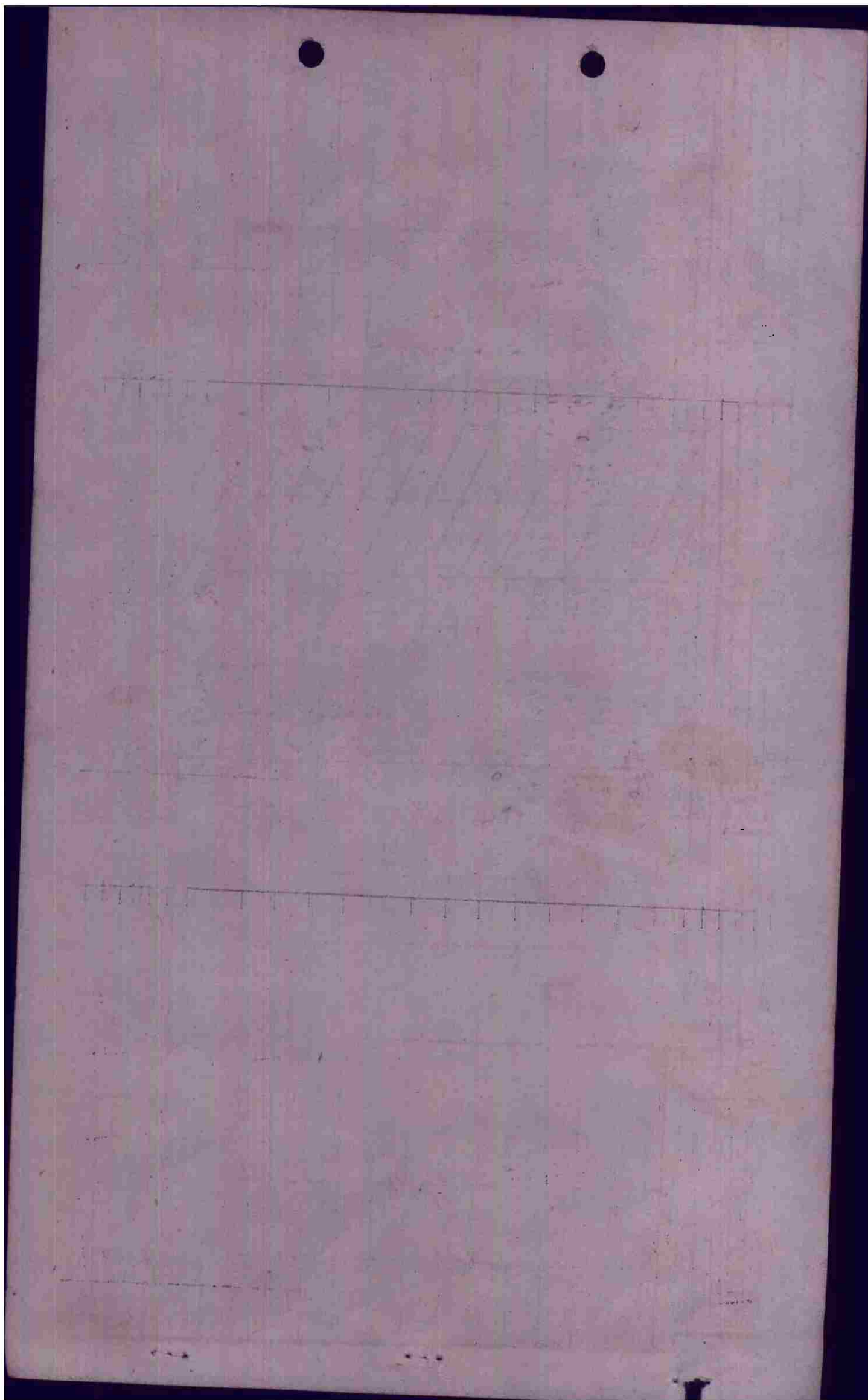
BOMBER TO BOMBER REPLY

DIVERSION

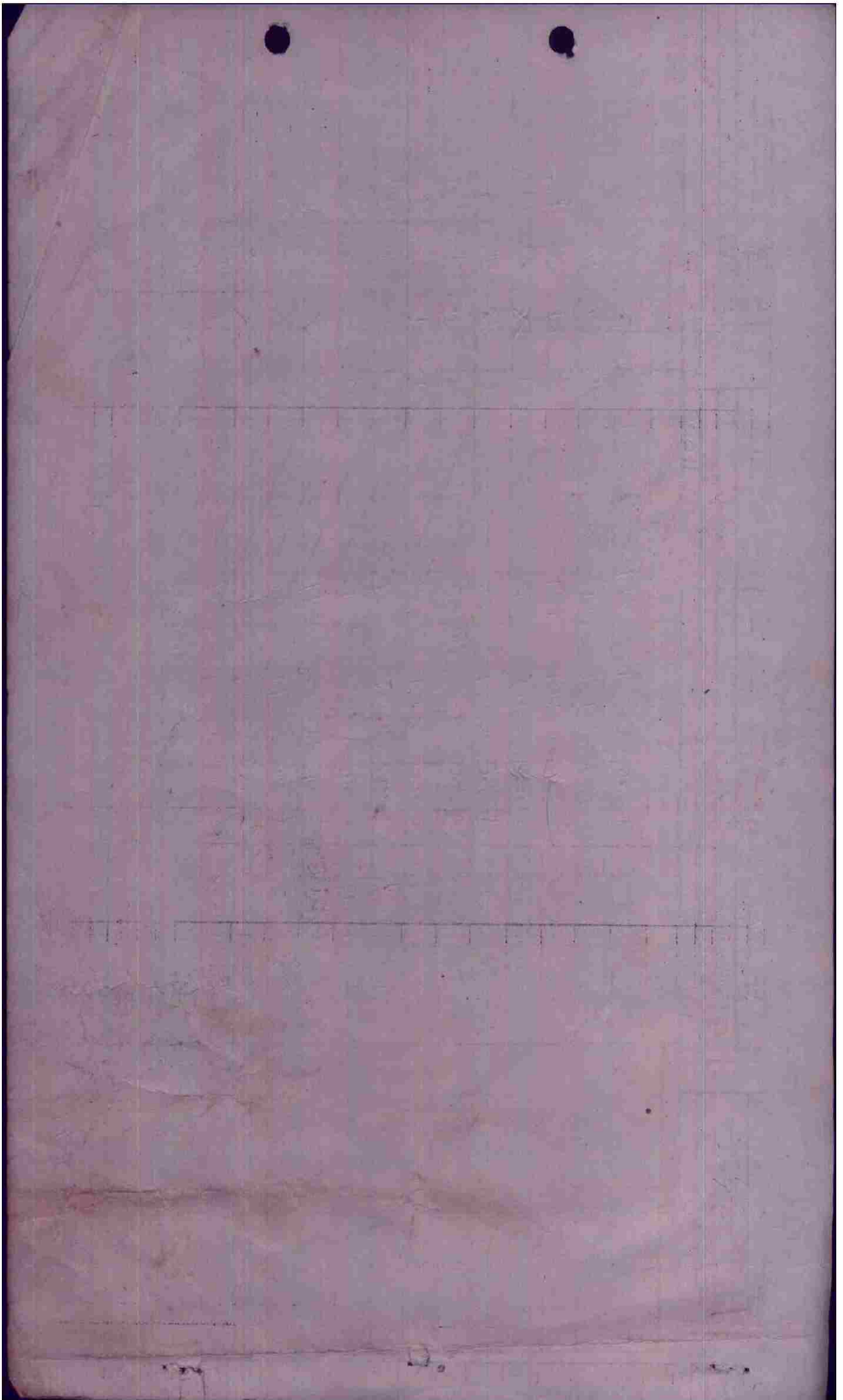
AIRDROMES

2000 FT.	RENDZVOUS	TARGET	LANDED
4000	COAST OUT	COAST OUT	REND. ALT.
6000	COAST IN	COAST IN	LAND FALL ALT.
8000	I.P.	BASE	TARGET ALT.
10000			
12000			

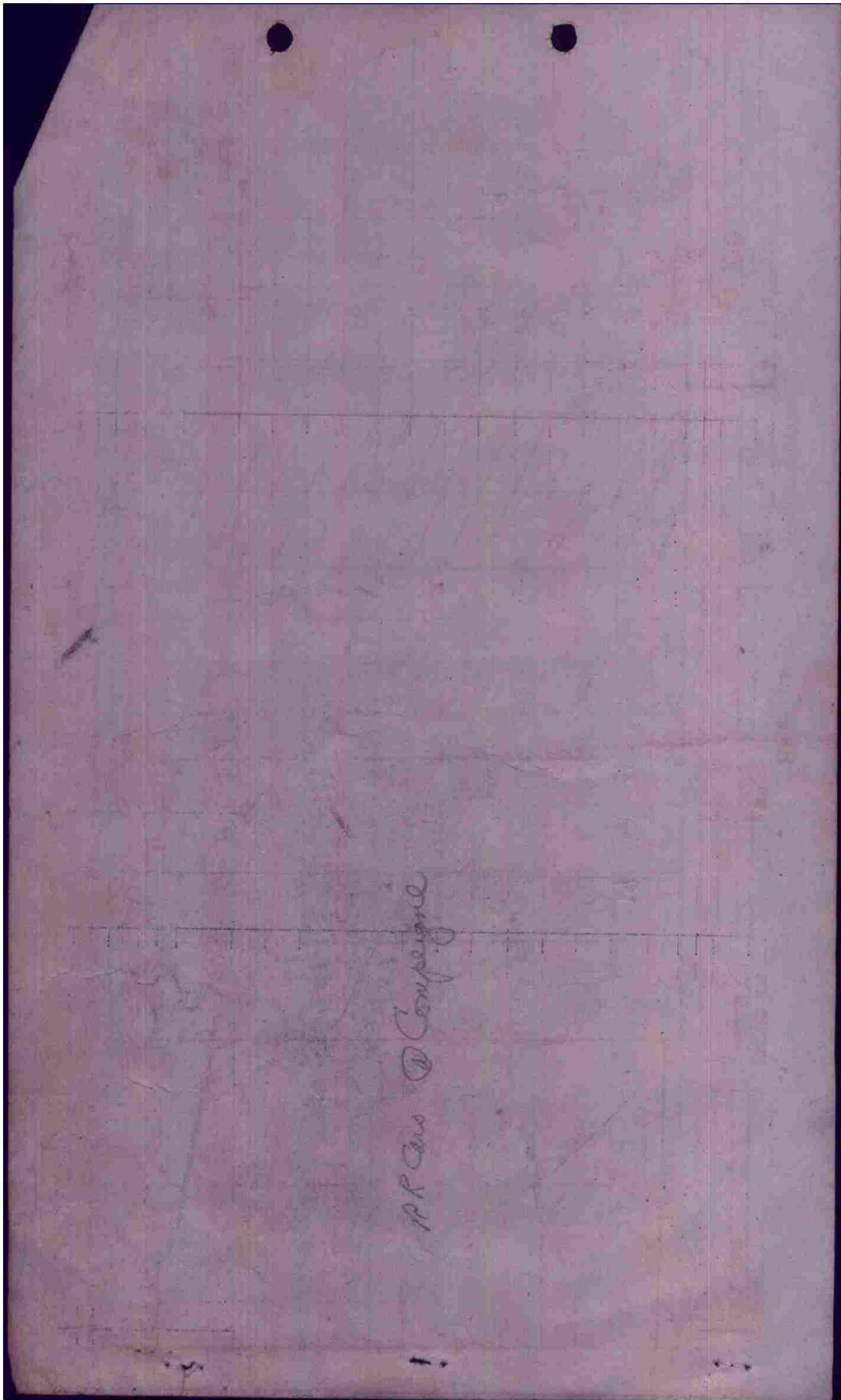
FLIGHT RECORD



PILOT				NAVIGATOR				PLANE				MISSION				DATE			
START ENG				TAXI OUT				TAKE OFF				ON COURSE				RENDEZVOUS			
1530				1548				1554				1614				1710			
COAST OUT				COAST IN				I.F.				TARGET				COAST OUT			
M. H.				ETA				ATA				TC				DR			
TH				VAR				MH				AT				I.F.			
1630				1647				1710				1715				1720			
1647				1710				1715				1720				1725			
1710				1715				1720				1725				1730			
1715				1720				1725				1730				1735			
1720				1725				1730				1735				1740			
1725				1730				1735				1740				1745			
1730				1735				1740				1745				1750			
1735				1740				1745				1750				1755			
1740				1745				1750				1755				1800			
1745				1750				1755				1800				1805			
1750				1755				1800				1805				1810			
1755				1800				1805				1810				1815			
1800				1805				1810				1815				1820			
1805				1810				1815				1820				1825			
1810				1815				1820				1825				1830			
1815				1820				1825				1830				1835			
1820				1825				1830				1835				1840			
1825				1830				1835				1840				1845			
1830				1835				1840				1845				1850			
1835				1840				1845				1850				1855			
1840				1845				1850				1855				1900			
1845				1850				1855				1900				1905			
1850				1855				1900				1905				1910			
1855				1900				1905				1910				1915			
1900				1905				1910				1915				1920			
1905				1910				1915				1920				1925			
1910				1915				1920				1925				1930			
1915				1920				1925				1930				1935			
1920				1925				1930				1935				1940			
1925				1930				1935				1940				1945			
1930				1935				1940				1945				1950			
1935				1940				1945				1950				1955			
1940				1945				1950				1955				2000			
1945				1950				1955				2000				2005			
1950				1955				2000				2005				2010			
1955				2000				2005				2010				2015			
2000				2005				2010				2015				2020			
2005				2010				2015				2020				2025			
2010				2015				2020				2025				2030			
2015				2020				2025				2030				2035			
2020				2025				2030				2035				2040			
2025				2030				2035				2040				2045			
2030				2035				2040				2045				2050			
2035				2040				2045				2050				2055			
2040				2045				2050				2055				2100			
2045				2050				2055				2100				2105			
2050				2055				2100				2105				2110			
2055				2100				2105				2110				2115			
2100				2105				2110				2115				2120			
2105				2110				2115				2120				2125			
2110				2115				2120				2125				2130			



FLIGHT RECORD



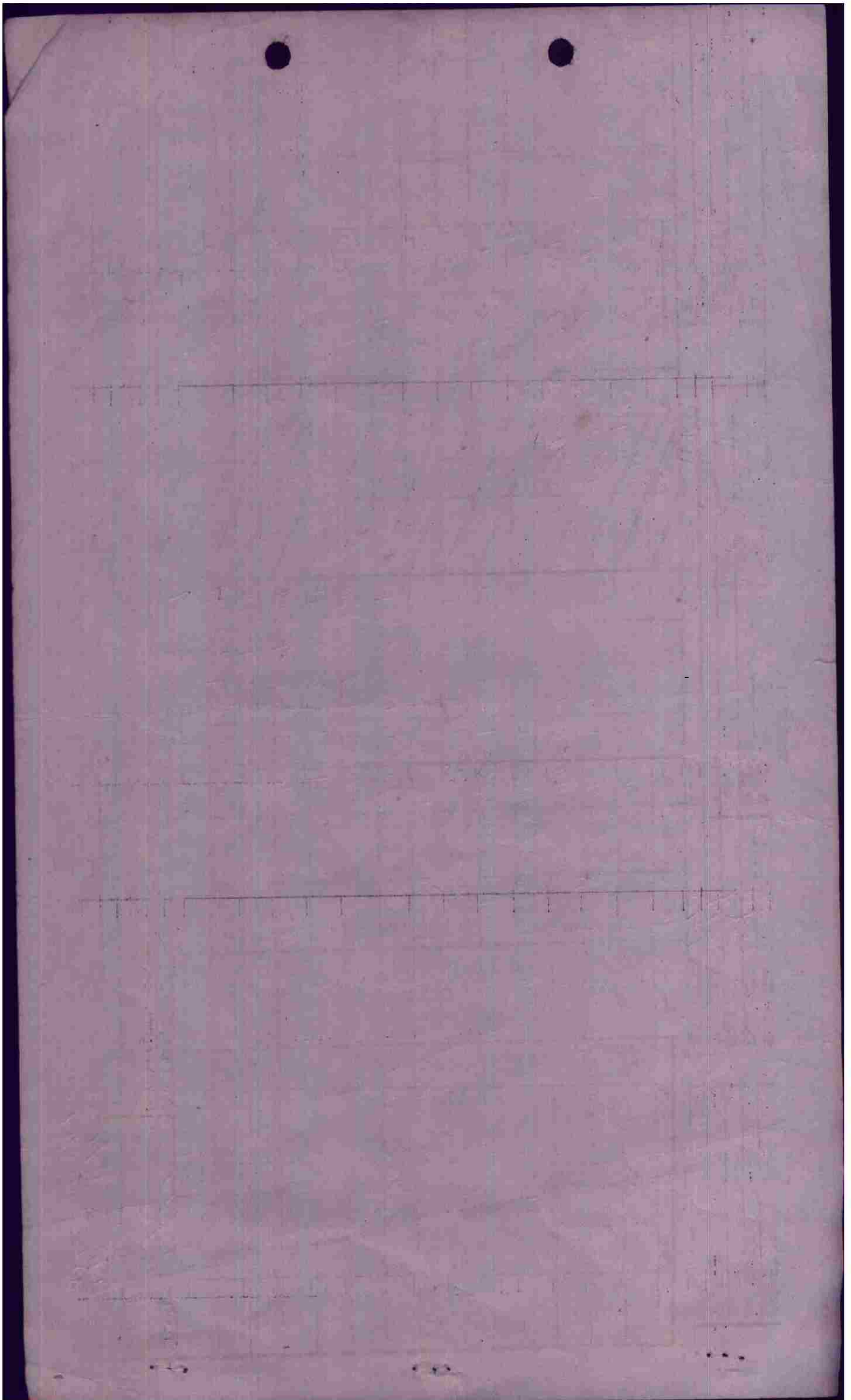
FLIGHT PLAN

PILOT <i>Greene</i>		START ENG	1540	COAST OUT		COAST IN		ALTITUDE										
NAVIGATOR <i>Nichols</i>		TAXI OUT	1548	COAST IN		BASE		HEADING										
PLANE <i>40-2</i>		TAKE OFF	1554	I.P.		REND. ALT.		AIR SPEED										
MISSION		ON COURSE	1614	TARGET		LAND FALL ALT.		TIME										
DATE <i>8-15-44</i>		RENDEZVOUS	1710	COAST OUT		TARGET ALT.		RESULTS										
POSITION		M. H.	ETA	ATA	TC	DR	TH	VAR	MH									
FROM	TO																	
<i>Base</i>	<i>Wardenhead</i>	253	1632	1631 1/2	200	-3	243	10	953									
	<i>Warthing</i>	173	1646	1645 1/2	162	+1	163	10	173									
	<i>4951N0006E</i>	157	1707 1/2	1710	147	0	147	10	157									
	<i>4943N0111E</i>	124	1719	1722 1/2	112	+2	114	10	124									
	<i>4933N0131E</i>	136	1722 1/2	1722 1/2	126	+1	127	9	136									
	<i>4936N0204E</i>	90 1/2	1728 1/2	1728 1/2	082	+3 1/2	85 1/2	9	94 1/2									
	<i>4925N0250E</i>	123	1737 1/2	1736 1/2	112	+2	114	9	123									
	<i>4958N0252E</i>	184	1744 1/2	1744 1/2	177	-2	175	9	184									
	<i>4858N0238E</i>	276	1747	1744 1/2	270	-3	267	9	276									
	<i>Tgt-turn P</i>	341	1751 1/2	1751	331	+1	332	9	341									
	<i>4908N0248E</i>	108	1754 1/2	1755 1/2	096	+3	99	9	108									
	<i>4925N0250E</i>	16	1800 1/2	1804 1/2	105	+2	07	9	16									
	<i>4926N0204E</i>	598	1809 1/2	1810 1/2	990	-1	289	9	598									
	<i>4933N0131E</i>	269	1819	1819	212	-2	260	9	269									
	<i>4900N0204E</i>	1000	1824	1824	1000	0	1000	0	1000									
CHALLENGE		REFLY	COLORS		VHF CHANNEL		FOUR C/S		FIGHTER C/S									
FIGHTER TO BATTLED ROOM																		
DIVISION		AIRDROMES																
2000 FT. 1000 FT.		1000 FT. 1000 FT.																
4000		4000																
6000		6000																
8000		8000																
10000		10000																
12000		12000																

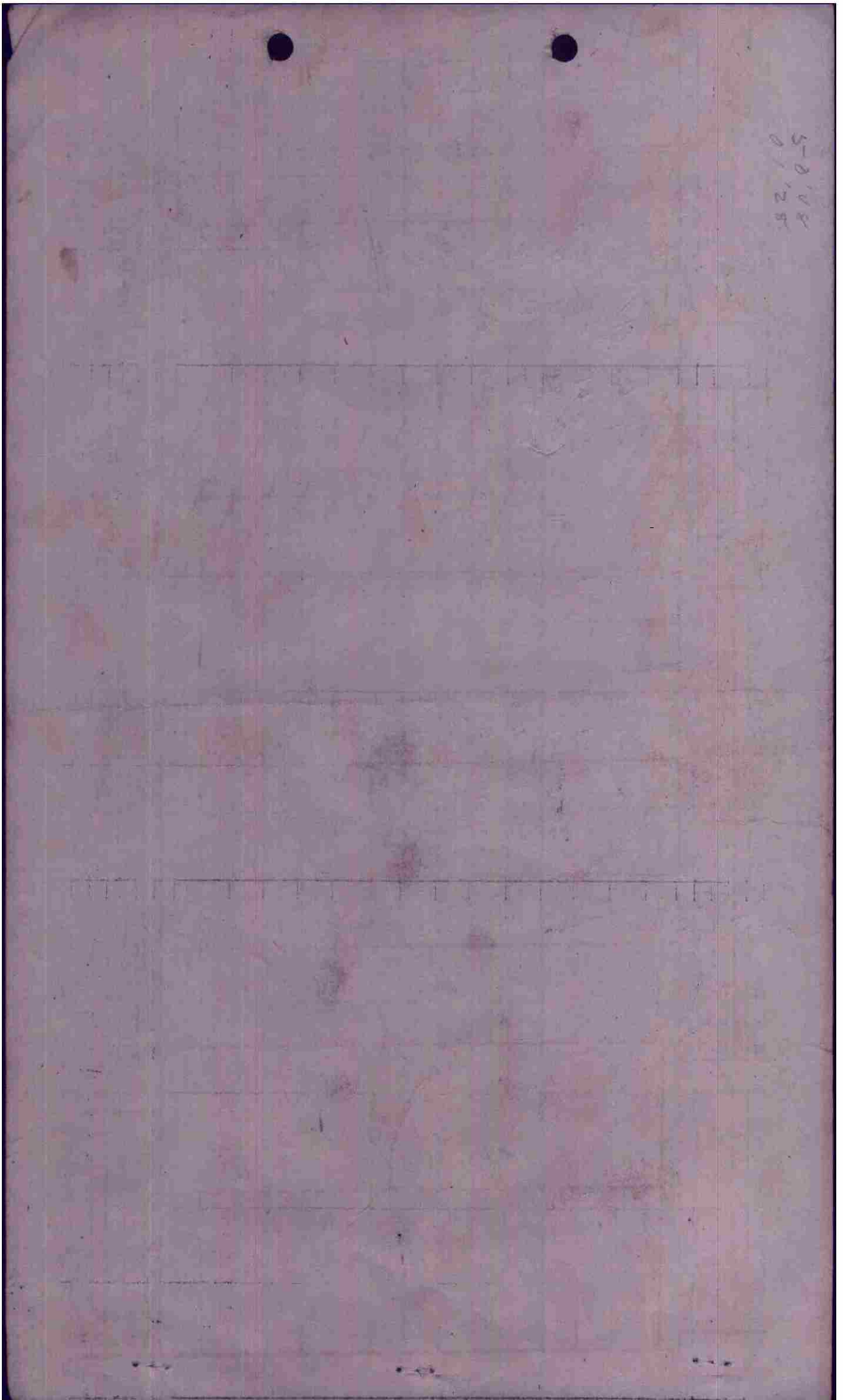
4904 N
02' 29 E

1530

FLIGHT RECORD



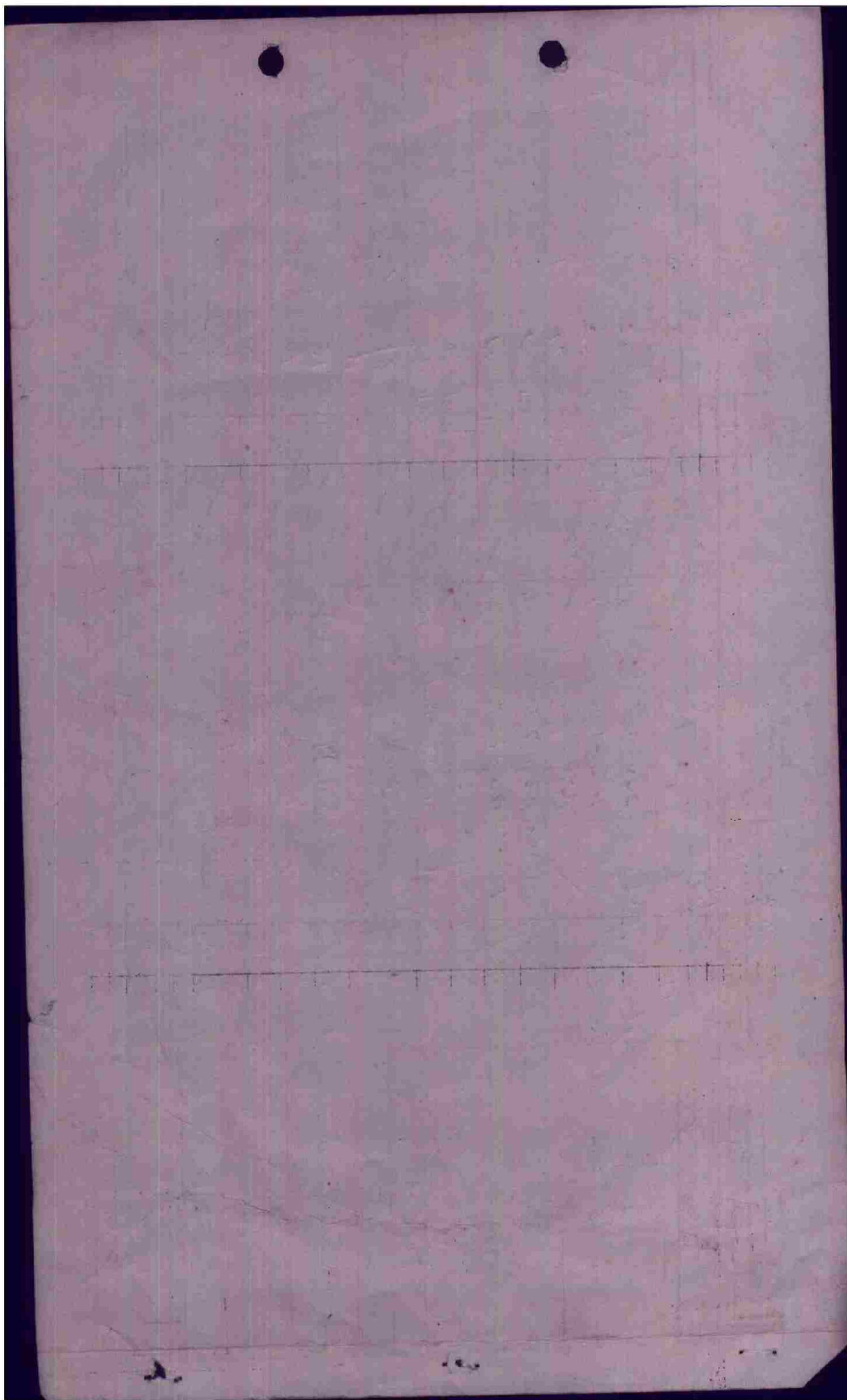
[illegible]



FLIGHT PLAN

PILOT		NAVIGATOR		START ENG		1548		COAST OUT		COAST IN		ALTITUDE			
PLANE		Misty		TAXI OUT		1556		COAST IN		BASE		HEADING			
MISSION				TAXI OFF		1602		I.P.		REND. ALT.		AIR SPEED			
DATE				ON COURSE		1614		TARGET		LAND FALL ALT.		TIME			
POSITION				RENDEZVOUS		1710		COAST OUT		TARGET ALT.		RESULTS			
FROM	TO	TIME	ETA	ATA	TC	DR	TH	VAR	MH	ALT	CS	DIST.	TIME	REMARKS	
Base	Maidenhead	1613	1631	1631	240	-3	237	10	247	5000	209	62	18		
	Marthens	1631	1645	1646	162	+1	163	10	173	10000	226	52	14 1/2		
	H951N0038E	1647	1708	1709	147	0	147		157	12000	243	79	21		
	H943N0111E	1709	1716	1716	112	+2	114		124		231	28	7 1/2		
	H933N0131E	1716	1722	1720	126	+1	127		137		229	18	5		
	H936N0204E	1720	1726	1727	82	+3	85		95		237	25	6 1/2		
	H925N0250E	1727	1736	1737	112	+2	114		124		231	36	9 1/2		
	H858N0252E	1737	1745	1746	177	-2	175		185		230	31	8		
	H858N0238E	1745	1749	1747	270	-3	267		277		254	11	2 1/2		
	Tgt - turn R	1747	1750	1750	331	+1	332		342		262	13	3	100/8	
	H908N0248E	1750	1753	1754	96	+3	99		109	10000	250	14	3 1/2		
	H945N0250E	1754	1759	1801	05	+2	07		17		258	20	5		
	H936N0204E	1807	1808	1809	290	-1	290		300		260	36	8 1/2		
	H933N0131E	1809	1815	1816	262	-2	260		270		250	25	6		
2000 FT.		RENDEZVOUS	TARGET	COAST OUT	COAST IN	BASE	LAND	REND. ALT.	CHALLENGE	REPLY	COLORS	VHF CHANNEL	POWER C/S	FIGHTER C/S	DIVERSION AIRDROMES
4000		COAST OUT	COAST IN	BASE	LAND	REND. ALT.	REND. ALT.	LAND FALL ALT.							
6000	160/11	120/11													
8000															
10000	190/11	140/11													
12000	200/12	145/17													

FLIGHT RECORD

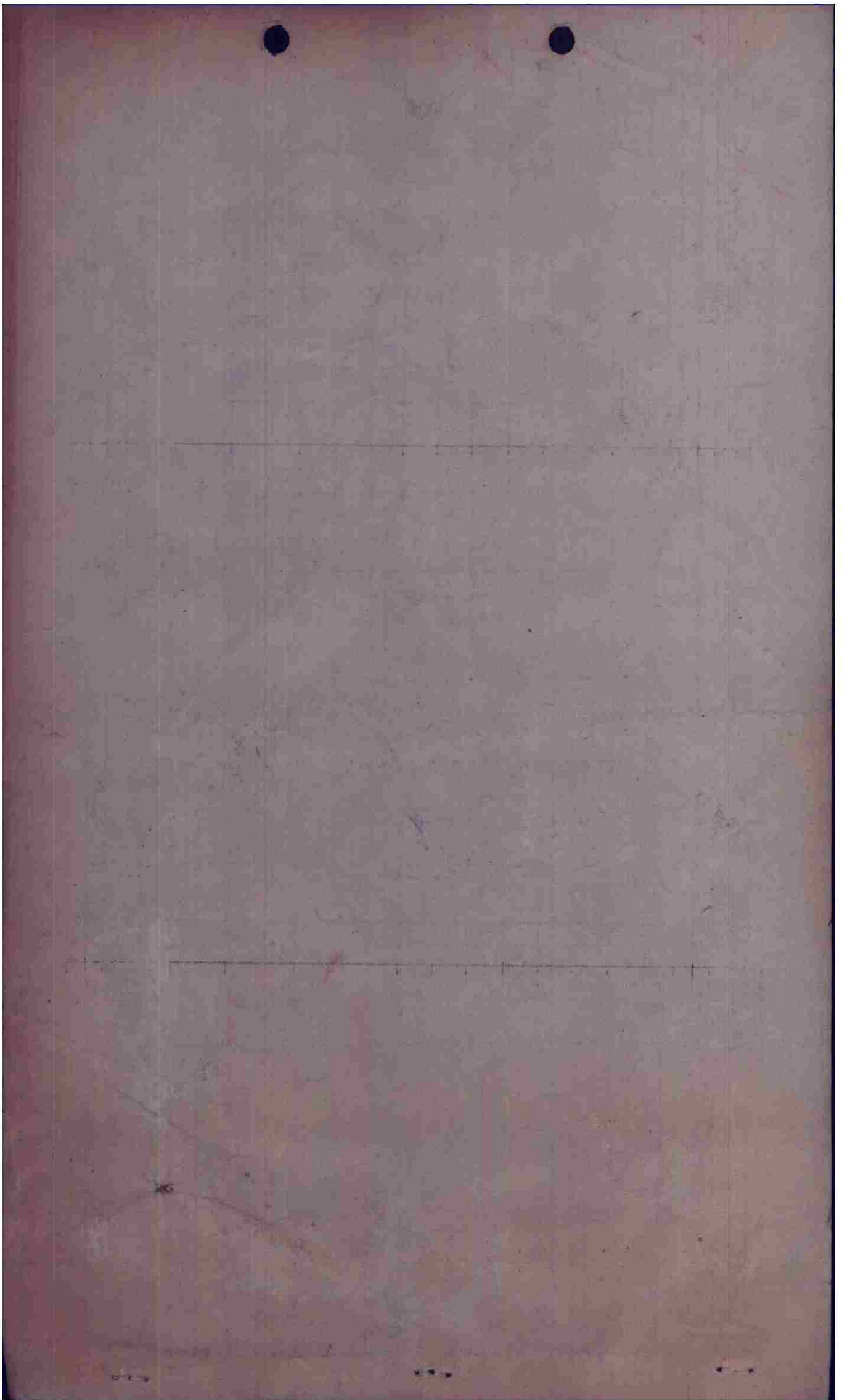


FLIGHT PLAN												
START ENG			COAST OUT			COAST IN			ALTITUDE			
TAXI OUT			COAST IN			BASE			HEADING			
TAXI OFF			I.P.			REND. ALT.			AIR SPEED			
ON COURSE			TARGET			LAND FALL ALT.			TIME			
RENDZVOUS			COAST OUT			TARGET ALT.			RESULTS			
M. H.			ETA			ATA			TC			
DR			TH			VAR			MH			
GS			T.S.			T.S.			TO			
DIST.			TIME			TIME			REMARKS			
FROM	TO											
H933N0131E	H943N0111E	1816	1820	1824	306	-1	305	315	262	18	4	
H951N0036E	1824	1830	1835	292	-1	291	300	261	28	6		
Marthens	1835	1853	1855	327	+1	328	338	261	79	18		
Wairarapa	1855	1908	1908	343	0	343	353	242	52	13		
Base	1908	1924	060	+3	63	73	232	62	16			

CHALLENGE
 REPLY
 COLORS
 VHF CHANNEL
 FOLDER C/S
 FIGHTER C/S
 RETURN TO FOLDER

DIVERSION
 AIRCRAFT

FLIGHT RECORD



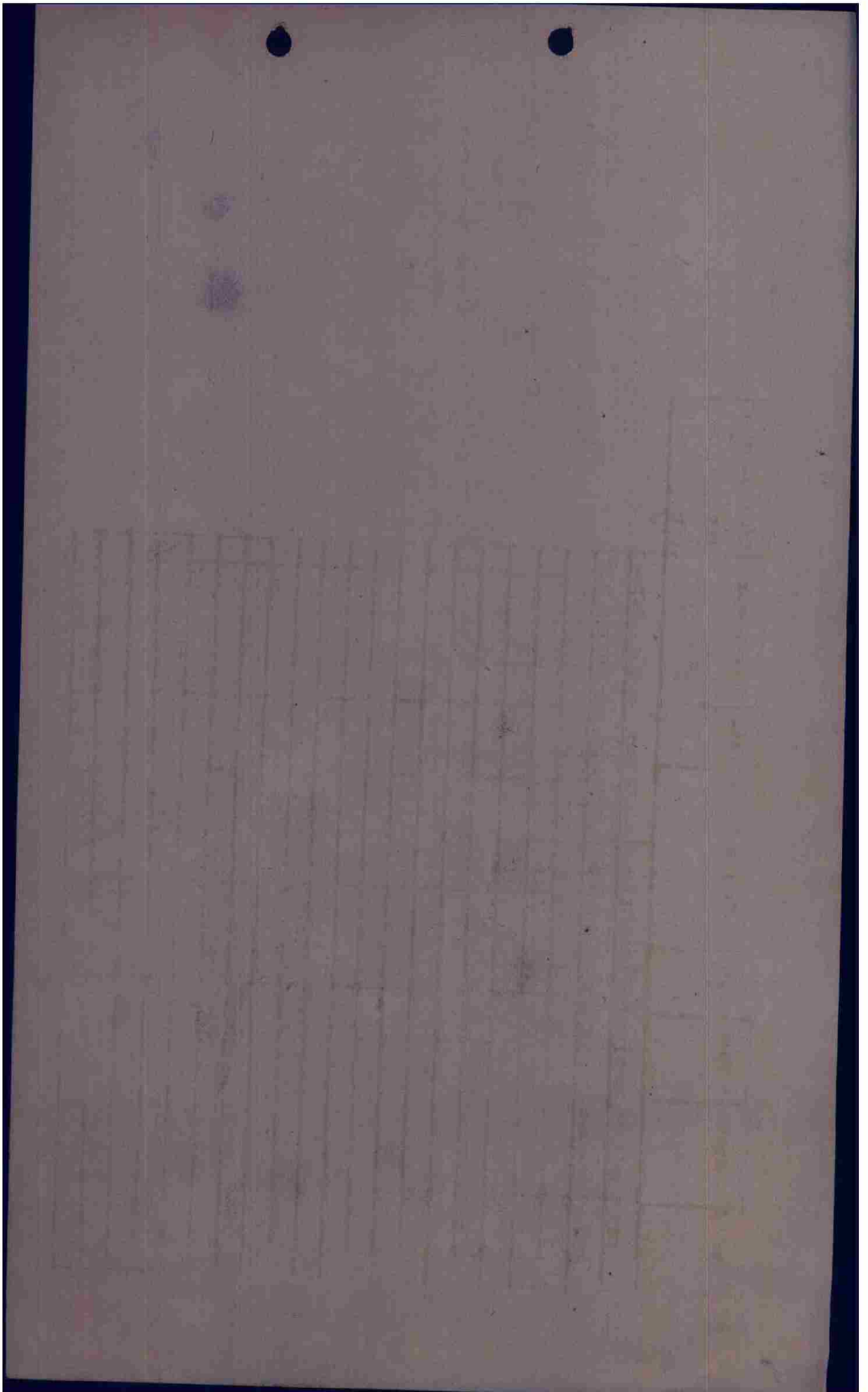
Box #	CpsFl	Date	F/O	Target	Alt.	Box Leader	T/O	15 min.
		15 Aug 44				Hulse	TOT	
							L/D	
A/C	Fail to Bomb	ATT	Bomb Disp	A/C Dam	E/A	Pers.		
Pos No.	Reason	F S O	F S J F R	M D A A C B E D P D K W M				
1 169		H		master switch not on				
1 724		H						
1 142		H						
1 145		H						
1 161		H						
1 214		H						
1 19A		H						
1 907		H						
1 819		H						
1 180		H						
1 710		H						
1 379		H						
900	Returned early	H						
100								

Handwritten notes:

- T.O - 1544
- LAND - 1949
- OFF
- A-20 G1 - 31
- A-20 G2 - 9
- Bombs
- DROPPED - 136
- RET. - 4
- RETURNED - 4
- 2 A/C FAILED TO BOMB
- Hulse 464
- Green 42 724
- Miss 195
- 214
- Hulse 464
- 379
- 760
- 819
- 907
- Returned early
- 100

40 - 31 0-5
9 5
38 - 85

Box #	OpsFl	Date	F/O	Target	Alt.	Box Leader	T/O TOT L/D	15 min.
✓		15 Aug 44				Nagier		
A/C	Fall to Bomb	ATT	Bomb Disp	A/C Dam	E/A	Pers.		
No.	Reason	F S O	T S J F R	M D A A C B E	D F D K W M			
✓ 712		✓						Nagier 712
✓ 645		✓						Clark 417 Adams 645
✓ 197		✓						Flouclump 190
✓ 190		✓						Reid 717 Street 483
✓ 453		✓						
✓ 767		✓		X	A			
✓ 221		✓		X	A			Director 956 Merchant 221
✓ 970		✓						
✓ 165		✓						
✓ 356		✓						
✓ 493		✓						Director 956 Merchant 221
✓ 719		✓						Reid 717 Street 483
✓ 418		✓						
900								



36 34 38

Window
DeMunn 455
Andrews Leher
714 210

34 48 48 40

St Krom 452
Hall 217 Meagher 1717
Johnson 754
Musgrave 180
Sarkins 219
Hurdell 207
Vickelbe 224
Aulandworth 444

Wilmington 3635
Edes 951

Box #	CPSFL	Date	F/O	Target	Alt.	Box Leader	T/O	15 min.
A/C	Fail to Bomb	ATT	Bomb	Disp	A/C Dam	E/A	Pers.	
Pos No.	Reason	F S O	P S J T R		D A A C B E D P D K W M			
452		H		H				
1717		H						
217		H						
719		H						
57A		H						
750		H						
219		H						
363		H						
451		H						
207		H						
22A		H						
689		H						
44A		H						
455		H						
210		H						
714		H						

455 } Window
210 }
714 }

40 gals 3 cond used

CONFIDENTIAL

Interr. Form

PILOT Dellon A/C# 155 BOZ 1 FLIGHT 1 POS 1

CASUALTIES:

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

FLARE: XXHI Tgt

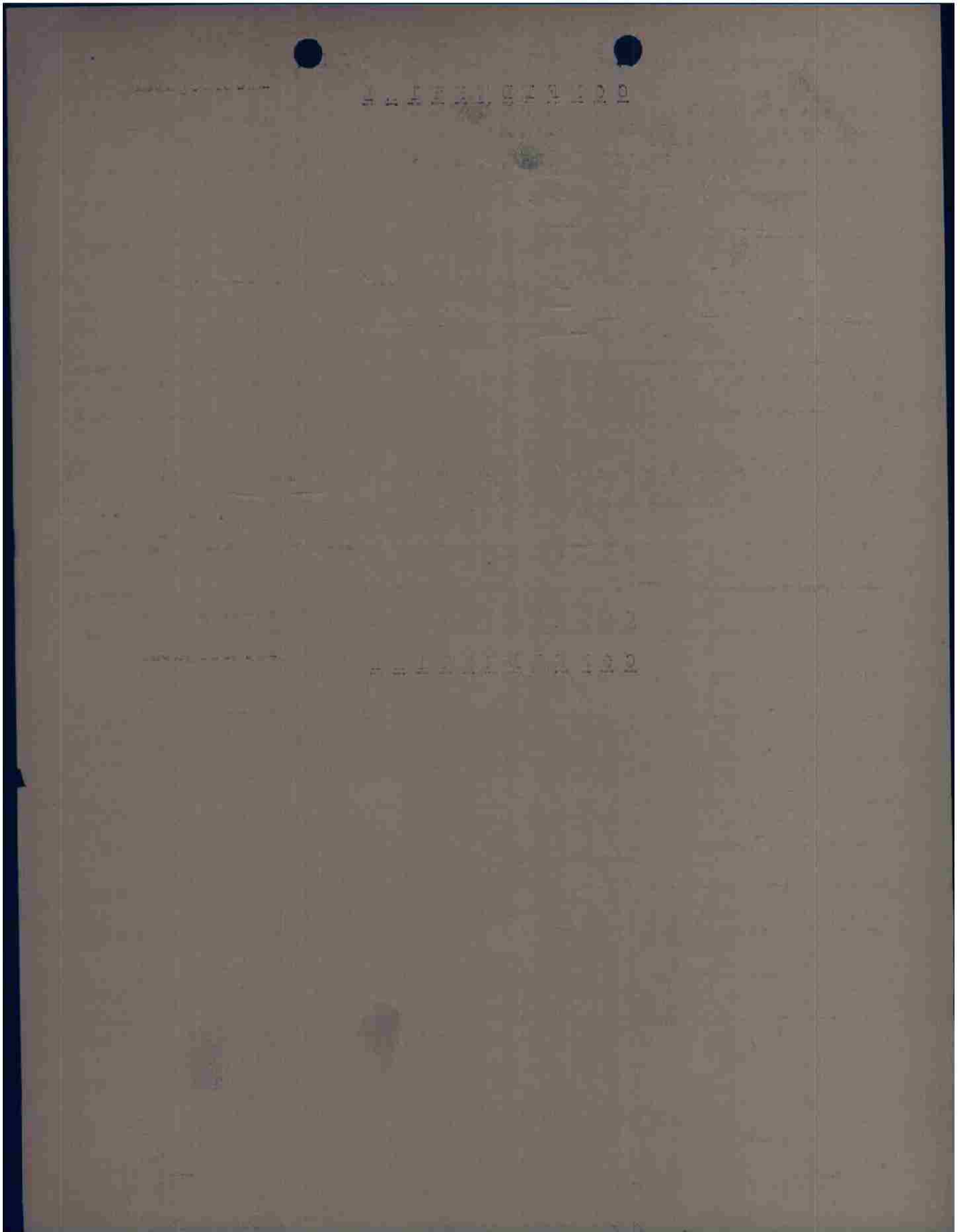
Bellanca - from
crosses XHI - 3 gun

E/A:

OBSERVATIONS: Brazilas A7 - 1 plane
undamaged observed

Dellon

③



CONFIDENTIAL Window Interr. Form
 PILOT LESHER A/C# 210 ECR FLIGHT POS 2
 CASUALTIES: nil
 BOMB DISPOSITION: PT ST CR JET RET BATTLE DAMAGE: A A-C E
no bombs nil
 FLAM: nil

Totally XX nothing at window flight.
Saw some (about 25 bursts) at 1st box
over target.
also about 10 bursts on way out near
St Sains at body of formation.
 E/A: nil

OBSERVATIONS:

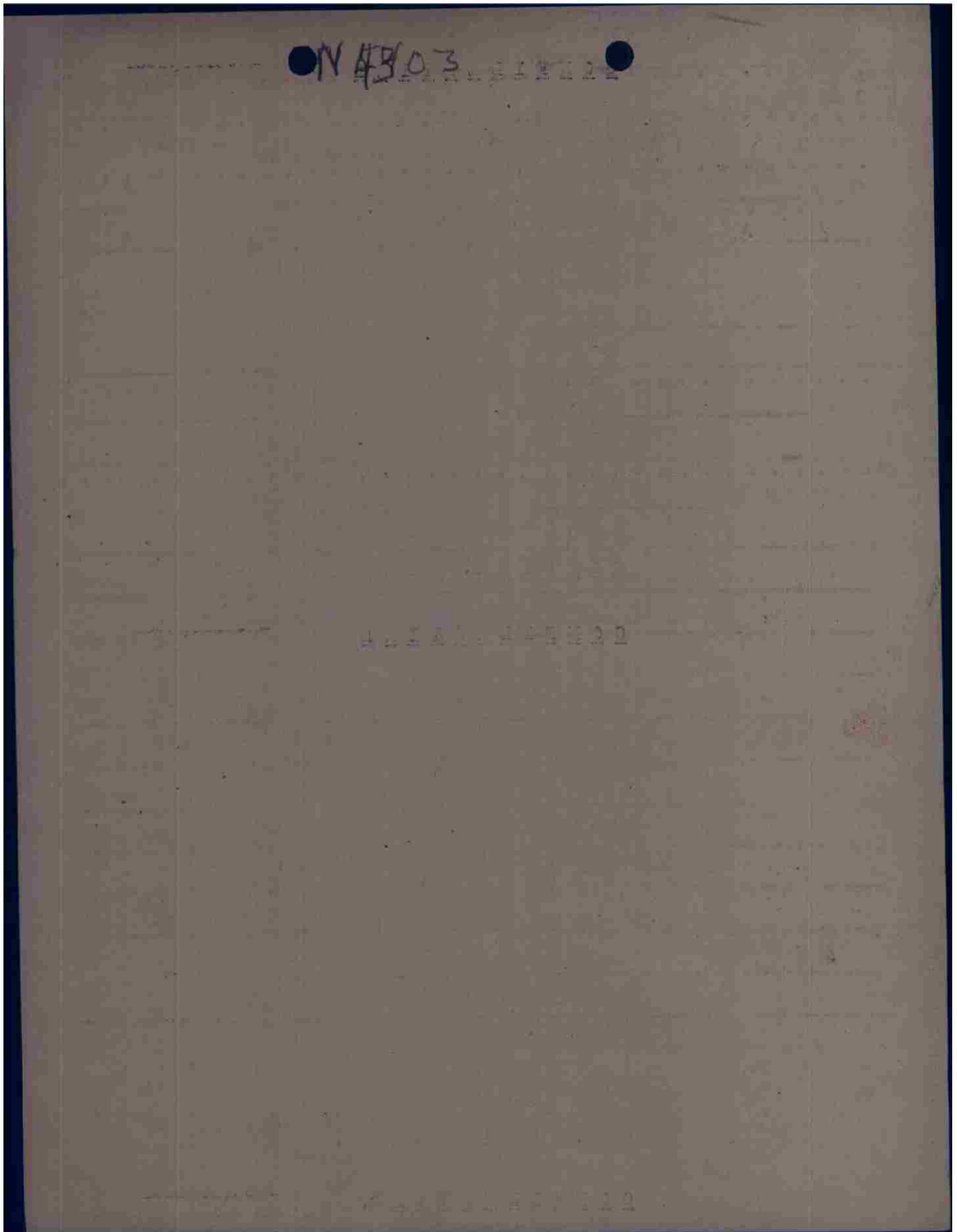
Dropped 10 boxes of Window
from IP then turn off target
alt. 10,000 feet.

About 30 barges in AISNE OR OISE
near COMPIEGNE N 4303

1 A/20 lagging formation near CREVECOEUR
Lost sight of him.

1800 - 10-12 cars near sidings in small
town. THOUROTTE N 4802

Ruria



CONFIDENTIAL

Interr. Form

PILOT Hick A/C# 714 BOX FLIGHT PCS 3

CASUALTIES:

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

FLAK:

E/A: X

OBSERVATIONS:

Bombs at Target Good

1827 Bergees in River

1737 Lines Leading into Woods

Rail Cars on Same -

Bailey

Bailey

CONFIDENTIAL

Interr. Form

PILOT Huke A/C# 469 BOX 1 FLIGHT 1 POS 1

CASUALTIES:

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

FLAK:

An white spot in photo - heavy concent. beyond spot.

E/A:

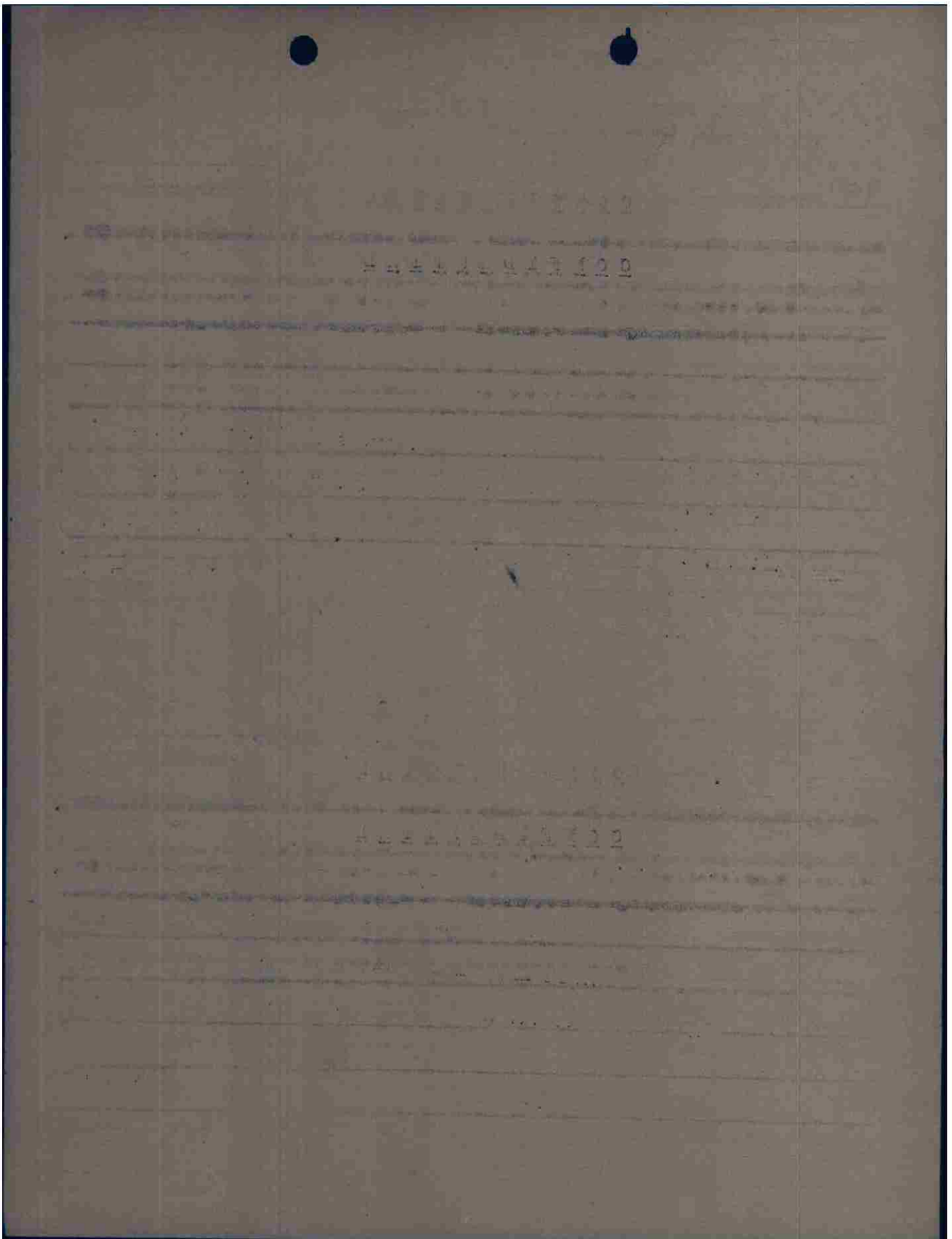
OBSERVATIONS:

10-12 trucks at NONTEUIL (gas trucks)
5-6 - GREPV
trucks moving in + out of forest E of Compiègne
to north of RR Road.

Cloud at 2P - dived 1000 ft to get below -
B/N had to make complete change of data.

Shirley

PILOT Miracle A/C# 194 BOX 1 FLIGHT 2 POS 1
 CASUALTIES: nil
 BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: nil
 FLAK: Just after bombs away. XHI on turn off target.
XHA in vicinity of AUFFAY and Tores.
 E/A: nil
 OBSERVATIONS: 15-20 barges in rivers near COMPIEGNE
M.I.Y.s AT MEULX and COMPIEGNE
1/2 FULL 54552 ↓ N 4303
CONCRETE RUNWAYS RUNNING INTO
GROUND Under construction near
Bethany St Pierre 54589
Luvia
 Interrogator



CONFIDENTIAL INTERV. FORM
PILOT Merritt A/C# 480 BOX 1 FLIGHT 3 POS 1
CASUALTIES: _____
BOMB DISPOSITION: 1st of 2nd BATTLE DAMAGE: A A-C E
FLAK: _____

XXHI - at Target -
XHI way out

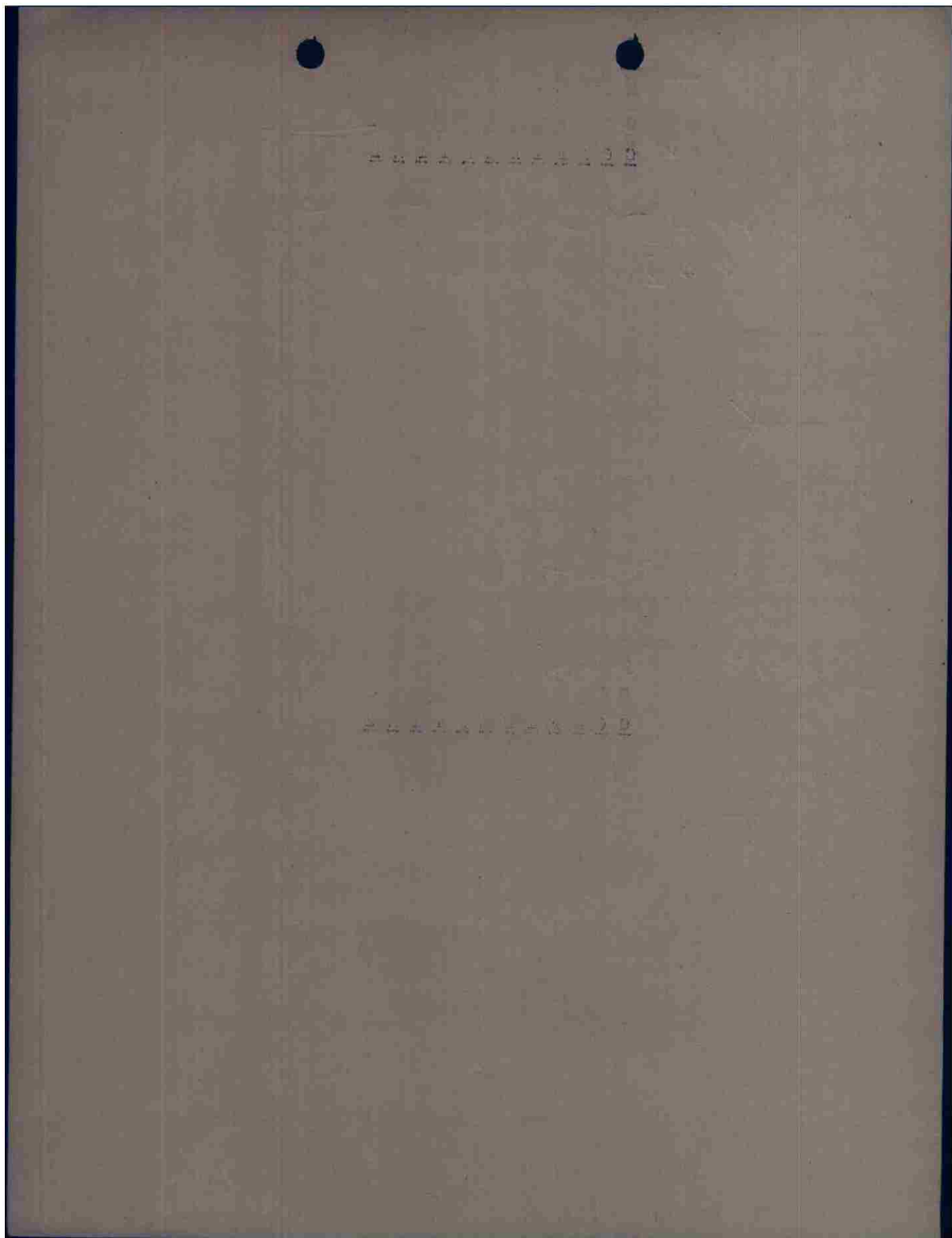
E/A: X

OBSERVATIONS: _____

- Window -

B-17 on ground

Bealy
Interviewer



CONFIDENTIAL

INSTR. FORM

PILOT Johnson A/C# 759 BCK 3 FLIGHT 1 POS 1

CASUALTIES: _____

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

BATTLE DAMAGE: _____

FLAK: _____

X X H I at Target
X H I way out

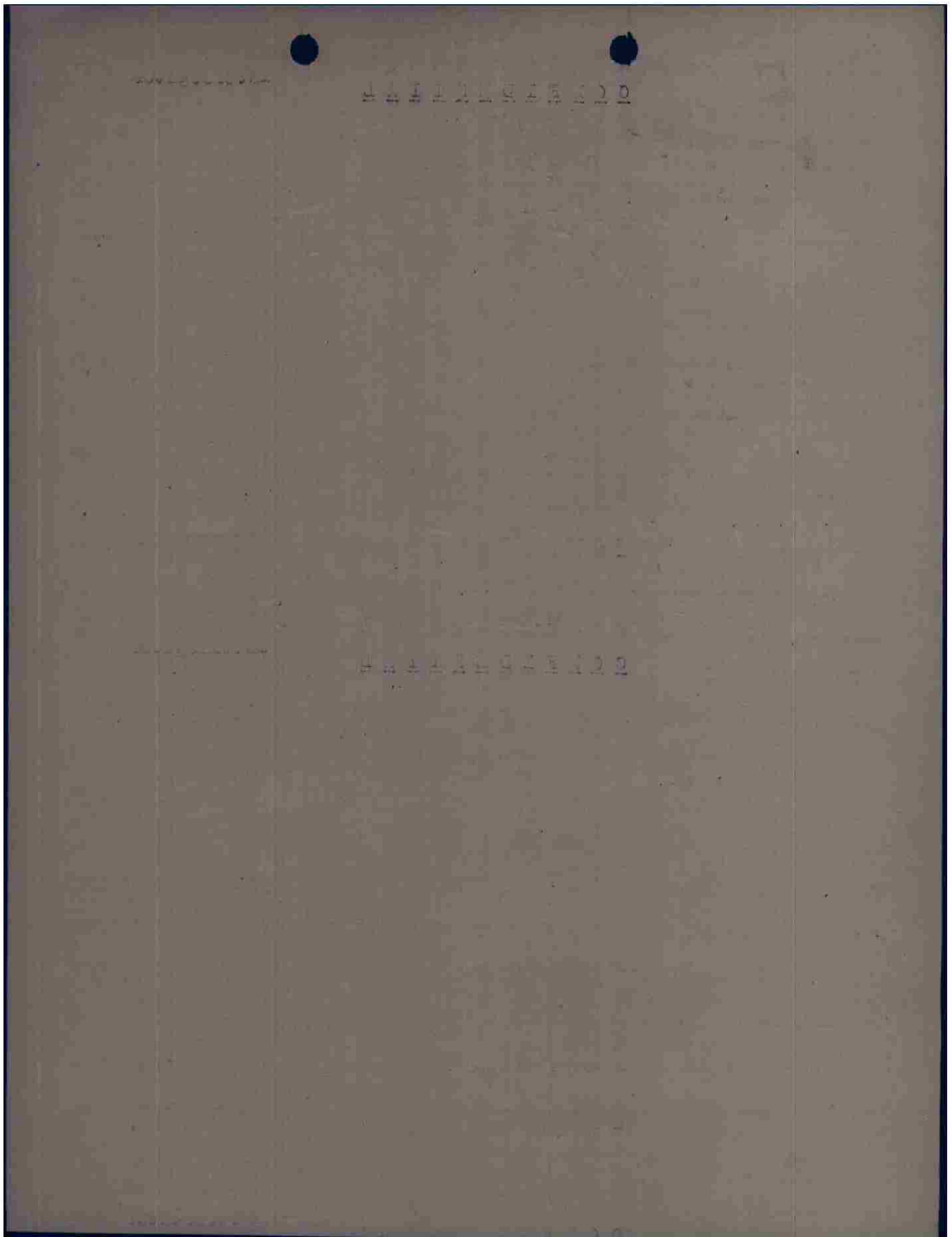
E/A: _____

OBSERVATIONS:

Bomb Good -

B-17 on ground 1825 -

Bailey
Interpreter



PILOT Greene - A/C# BOX 1 FLIGHT 1 POS 3

CASUALTIES:

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

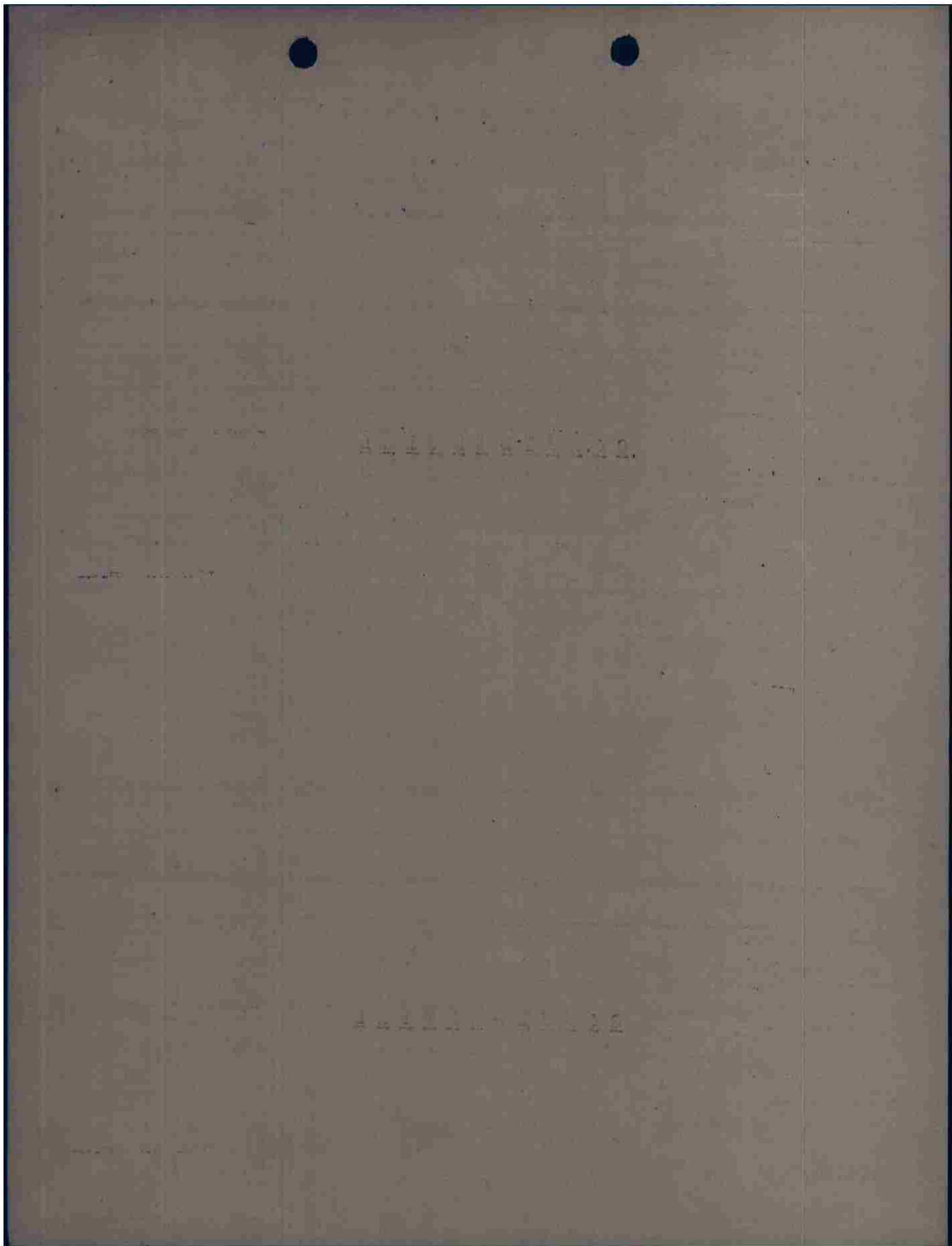
FLAK: XXHA - 14 gun position - fired twice -

XXHA - at target - to right -

E/A: X

OBSERVATIONS: Bombs not completely observed - - 1853 -
Marshalling yd. Compiegne - East side bombed, but
other side, 6 strings of cars (15 cars each) no
movement - Very little traffic -

Sempson
 Interrogator



PILOT Cobbler A/C# 941 BOX FLIGHT POS 5

CASUALTIES:

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

FLAK: XXHA- at target-

(1830) XHA

E/A: X

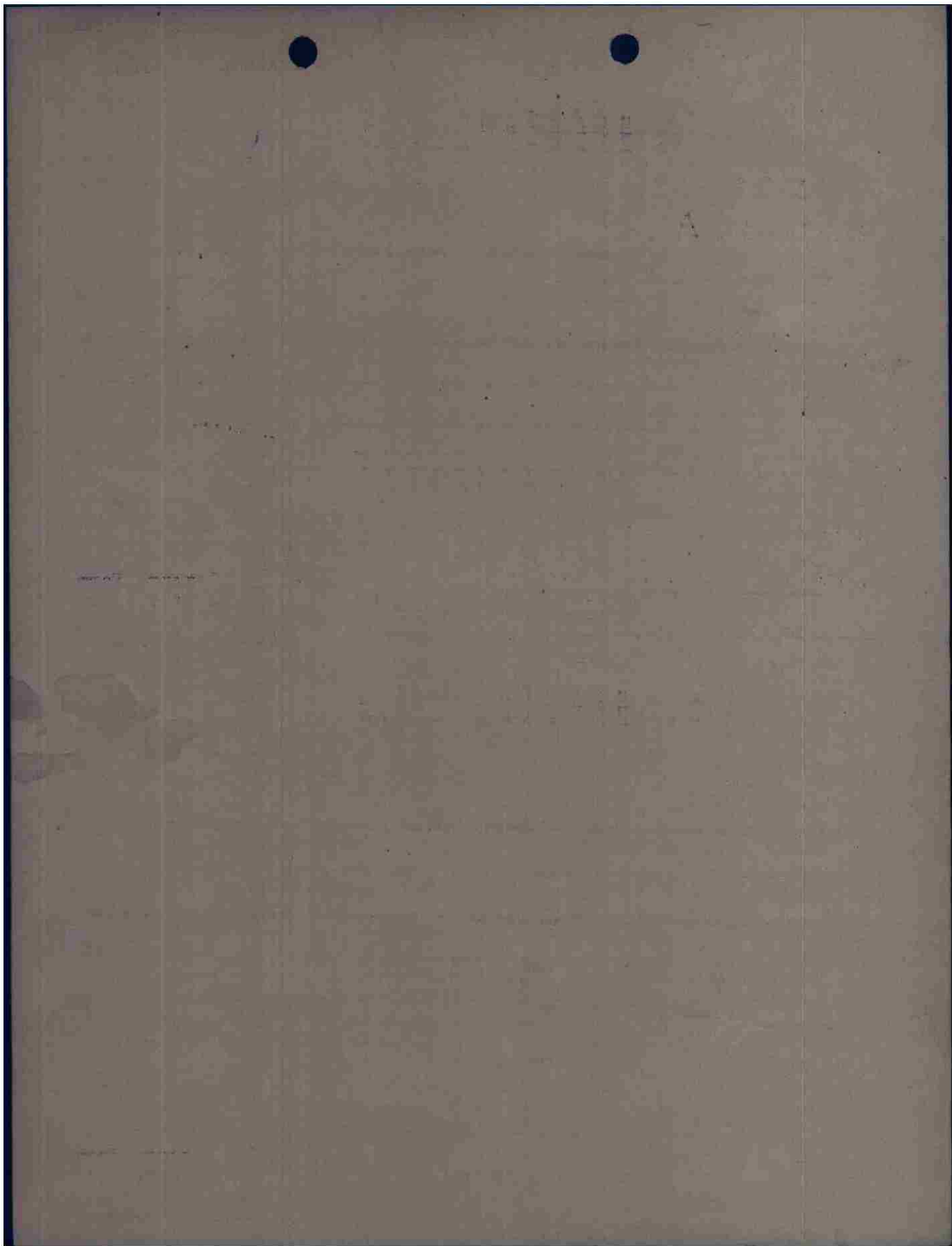
OBSERVATIONS:

1758- 10 trucks parked- to rt of course-

1815- 3 white M/T- moving- E - directly under

Bombs unobserved-

Sampson
Interrogator



PILOT Cole A/C# 724 BOX 1 FLIGHT 1 POS 2

CASUALTIES: _____

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

FLAK: XXHA - after target 5 miles

XHA - cross roads - S.E. Totes -

E/A: X -

OBSERVATIONS: Bomb Alt- 11,000- Time Over target 1751

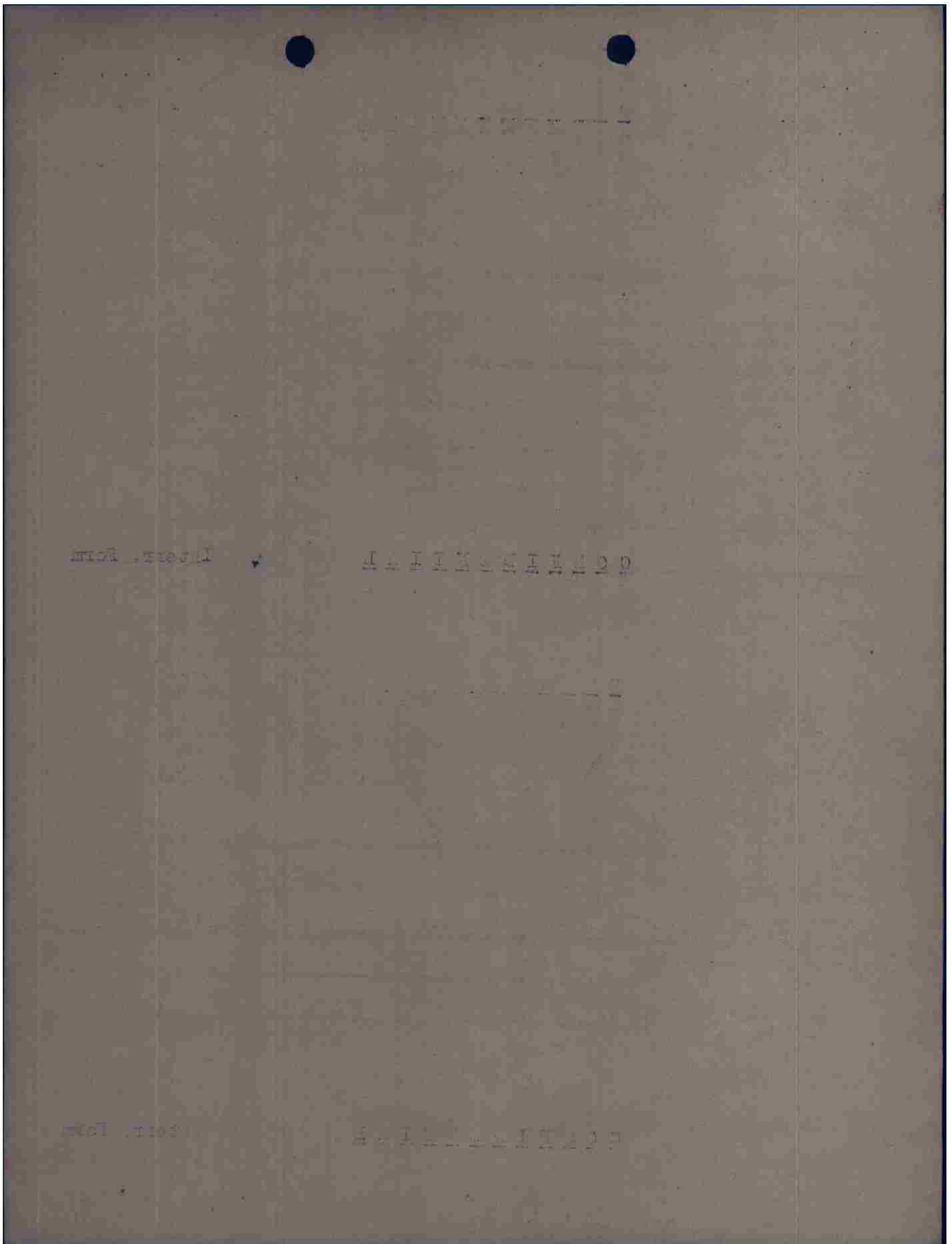
1724 - 30 men in road - walking E- SE Foyes

1741 - 2 trains (long) standing - (Crews +

173830 - Trucks parked in lot - near camp. Rothender -

Sampson
Interrogator

CONFIDENTIAL



PILOT Anderson A/C# 719 BOX 1 FLIGHT 2 POS 3
 CASUALTIES: _____
 BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: A A-C E
4 Prop
 FLAK: _____

off target - started turn - XXHA - first burst accurate
alt to be OK. - alt 45 to a minute followed
also at 1832 - directly ahead - alt OK - then
to report (total 15 bursts)

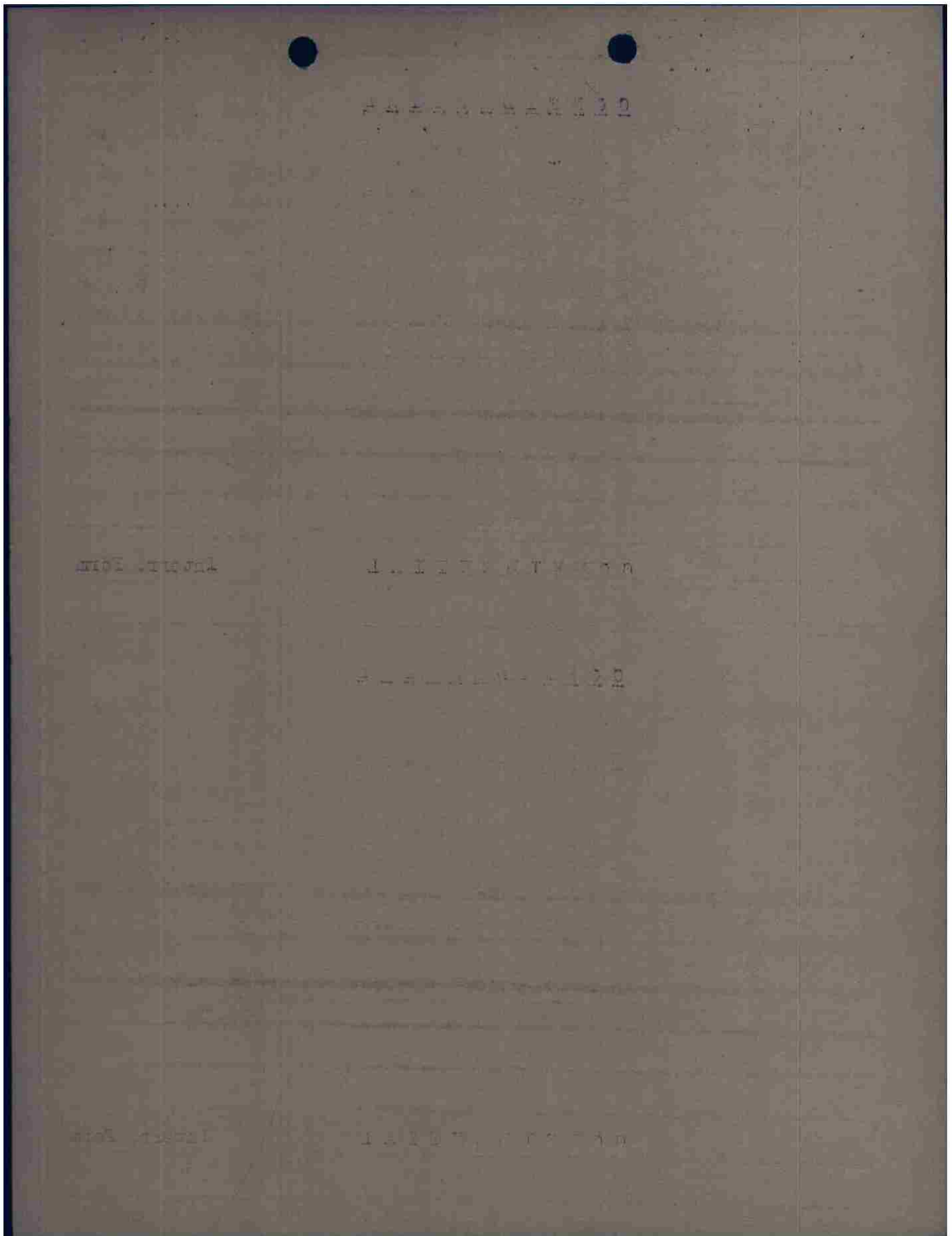
E/A: _____

OBSERVATIONS: _____

12 - 14 cars on siding at Bombed out mfg -
just after flak (1833-34)

Shed
 Interrogator

CONFIDENTIAL



PILOT MacLennan A/C# 155 BOX 1 FLIGHT 1 POS 4

CASUALTIES:

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

BATTLE DAMAGE: nil

FLAK: 2 miles before target (Bomb Release) Clouds in large
bursts of 20 or 30 at once -

Almost at 1829 - 12 Bursts inaccurate.

E/A:

OBSERVATIONS:

Trains - 2 cases where they sit outside of town

514 - full

559 - 7 cars

mixed freight - no locos

541 - 20 cars

IN WOODS

at 559 - on at end end of yards - 30 cars each

Town - no fact. 534 - and 537

42 Barges - 537

Shepherd

Interrogator

- CONFIDENTIAL

*****1330

mod. mod.

*****1330

*****1330

Calc. First area.
meagles - 4 in pair - 1 chance.
(thick down target area)
Parks - 3 as above
1 set + 1 set + 1 set
1 set 1 drop.

PILOT Ward A/C# 319 BOX 1 FLIGHT 2 POS 8
 CASUALTIES: ✓
 BOMB DISPOSITION: PT ST OT JET HE BATTLE DAMAGE: A A-C E
 FLAK: Lgt XXHI

1831-XHI

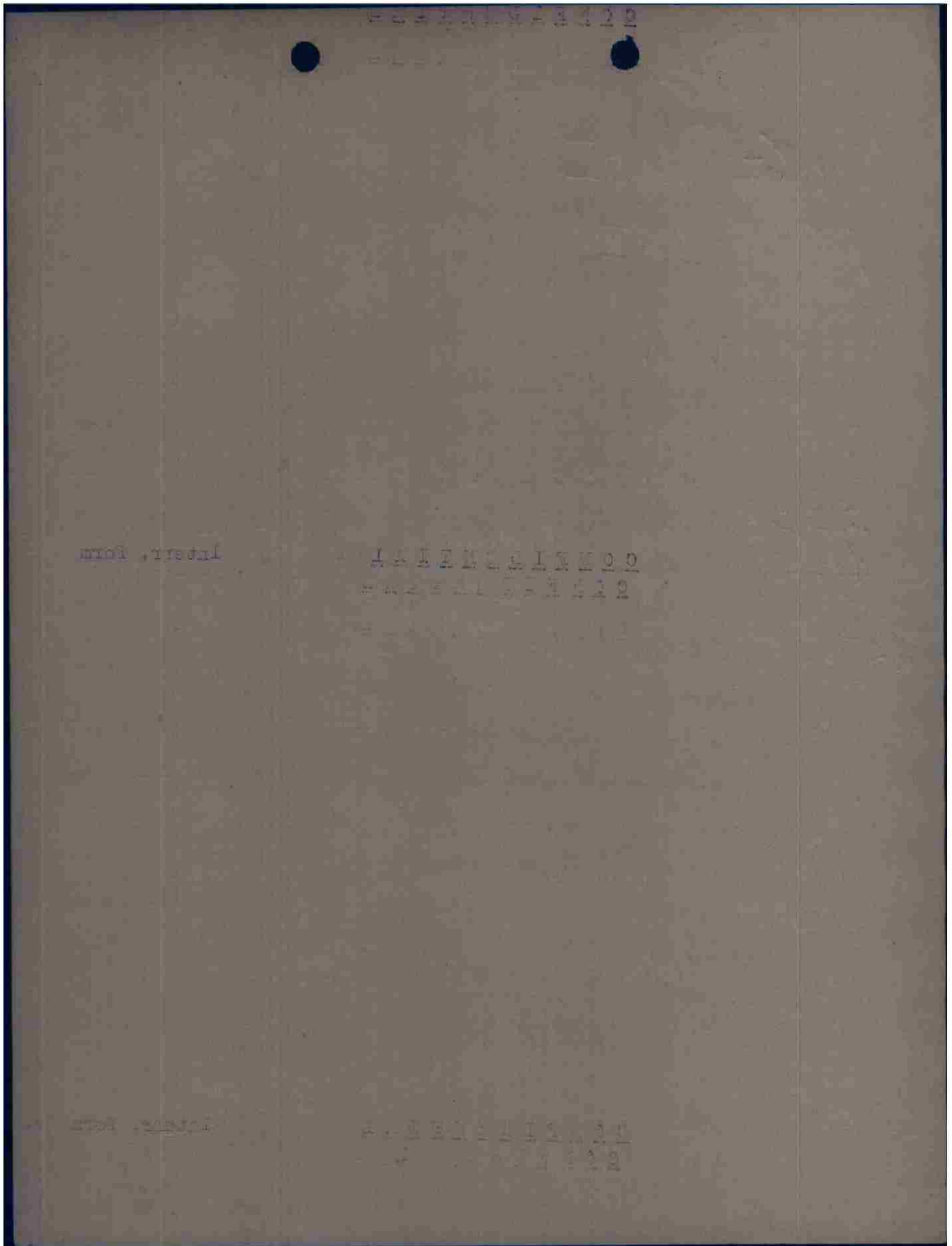
E/A: ✓

OBSERVATIONS:

Barges No tgt on river just
25 to 30
RR barge just tgt area - ENE - 1742
vehicles moving to just -
15 RR cars parked to

Sheldon
 Interrogator

CONFIDENTIAL



PILOT Peabo A/C# 907 BOX 1 FLIGHT 2 POS 2
 CASUALTIES: ✓
 BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: A A-C E
 FLAK: tgt XXHI
XXHI
 E/A: _____

OBSERVATIONS:

M/Y 1759 full cars
30 barges - near jet 1804
M/Y 1804 - 40 cars
M/Y 1808 30 cars
3th 1815 first
white color

Sharon
 Interrogator

CONFIDENTIAL

Interr. Form

PILOT Baxter A/C# 376 BOX 1 FLIGHT 1 POS 6

CASUALTIES: nil

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

FLAK: Target XHI

XHI at 1827

E/A: nil

OBSERVATIONS:

✓ M/Y 1732 - 3/4 full. Bombed out spaces
in M/Y N 4802

Barges 20-25 on River near town -
A/D nearby - 1737

✓ 2 trains - one behind each other at 1743 -
stopped. Engine no smoke. (BETZ) 55273

✓ 1758 - 4 trains one behind each other
near NW side of a woods (halted)

✓ (ATTICHY N 5900)

Luria

PILOT Napier A/C# 712 BOM 1 FLIGHT 1 POS 1
 CASUALTIES: _____
 BOMB DISPOSITION: 4 PT ST OT JET LINE BATTLE DAMAGE X A A-C E
 FLAK: XXHA at Target
XXHA to rt of course nr Belleaucompre-

E/A: 1 Fighter at Beauvais - on ground-

OBSERVATIONS: Nothing moving on ground-

Bombs 11,400-

Bombs unobserved - hit short and walked into woods

Sennypson
 Interrogator

CONFIDENTIAL

Interr. Form

PILOT Mary A/C# 7711 BOX FLIGHT 2 POS 2

CASUALTIES: nil

BOMB DISPOSITION: 4 ST ST JEP LEE BATTLE DAMAGE: A A-C E

FLAK: Target - XH1
ST SAENS - XH1

E/A: nil

OBSERVATIONS:

14 barges in river (island in middle)
 near COMPIEGNE.

1 S/E on A/D near MORGNY. Many
 craters - 1 R/W serviceable.

3 trucks with white tops south of
 MONTDIDIER HEADED southward Compiègne

Obstacles in series of 3 on A/D near exit
 BARVILLE or ST HELENE (L7856)
 Holes in regular pattern on sides of roads
 - main highways in target area.

Luria

CONFIDENTIAL

Interr. Form

PILOT Quante A/C# 956 BOX FLIGHT 3 POS 1

CASUALTIES:

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

FLAK:

XHI - Target

XHI - Way out

E/A: X

OBSERVATIONS:

1738 25 Tach Cars 5-5290

Train parked in large Woods

Bailey

PILOT Wasson A/C# 190 BOX 1 FLIGHT 1 POS 4

BOMB DISPOSITION:

BATTLE DAMAGE: 1 1/2 1/2 1/2

FLAV:

XHA Way out -
1829 -

E/A:

OBSERVATIONS:

40-50 Bays in River 1737
Cars or Vehicle Parked in Waard
area 1739 -

Windsor

Bailey
Interrogator

CONFIDENTIAL

Interr. Form

PILOT M. A. W. A/C# 165 BOX 1 FLIGHT 2 POS 3

CASUALTIES:

BOMB DISPOSITION: PT ST CT LBT LBT BATTLE DAMAGES: A A-C EFLAK: AT 10000 ft target light AC 10000INACCURATE1825INACCURATE

E/A:

OBSERVATIONS: 1815 A/C 10000 ft target1818 Empty only tracks bomb out

MAZ

PILOT C. J. K. A/C# 197 BOX 1 FLIGHT 1 POS 3

CASUALTIES:

BOMB DISPOSITION: PH SM ST JET END

BATTLE DAMAGE: 1 A-C 1

FLAN: off to school

on the way on the course between Argos and
St. Lawrence 12 hours

E/A:

OBSERVATIONS: *Chrysomitris*

4. *Cantharis* *gibba* W. Edwards. *St. James*

Interrogator

PILOT ALAN A/C# 473 BGR FLIGHT 1 POS 5

CASUALTIES: _____

BOMB DISPOSITION: PE ST CP RET RET A-C

FLAK: 10/10/10

E/A: ✓ - DP-4411C

OBSERVATIONS: 1224-10-45 24 other

1734 50 cases see other.

1737-100-150 head in

1741k - 4 train

1748-2000

175 f - M/ 150 - 175 cars

1844 - AF local plans.

Interrogator

CONFIDENTIAL

Interr. Form

 PILOT GARY A/C# 499 BOX FLIGHT 3 POS 2
CASUALTIES:
 BOMB DISPOSITION: PT ST OT JET RET
BATTLE DAMAGE: A A-C EFLAX: hie

Hub in turn - XX4 mass. for this box at Box II

3 min before exit. XX41 -

Box III seemed to get some on 1st flank. -

E/A: OBSERVATIONS:

~~1030 2 trucks headed north.~~

~~1045 3 trucks headed east.~~

True to Rt of formation at entry.

Blind

M-2334

CONFIDENTIAL

Interr. Form

 PILOT A/C# 719 BOX FLIGHT 9 POS 3
CASUALTIES:
 BOMB DISPOSITION: PT ST CT JET RET
BATTLE DAMAGE: A A-C EFLAK:

at flight ahead in ~~the~~ turn off to get - far
 hrs. ts. generally behind on flight. Very inaccurate
 2d experience on way out.

E/A: OBSERVATIONS:

1743 - train in yards -

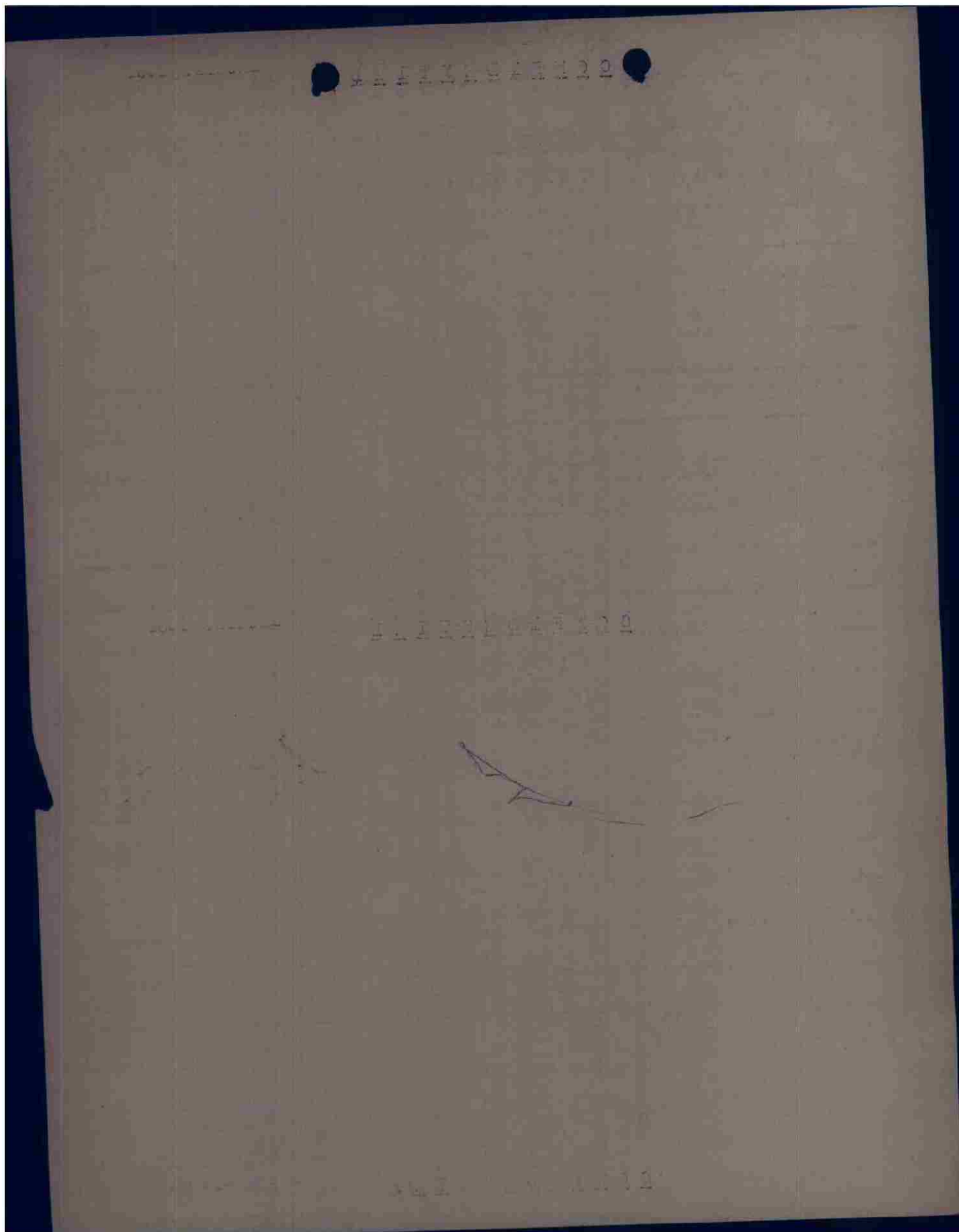
1800 - 3 train 2 - 10 - 15 cars each.

1806 - Barges - 30 cont'd.

1817 - 2 white trucks -

1823 - 91 trucks - many are on flage.

Shind



CONFIDENTIAL

Interp. Form

PILOT North A/C# 757 ECK 1 FLIGHT 1 POS 4

CASUALTIES: nilBOMB DISPOSITION: PT ST 30 JET 100BATTLE DAMAGE: A A-C EFLAK: XHA near St SAENS ON WAY OUT 1825XXXXH 1 over targetE/A: nil

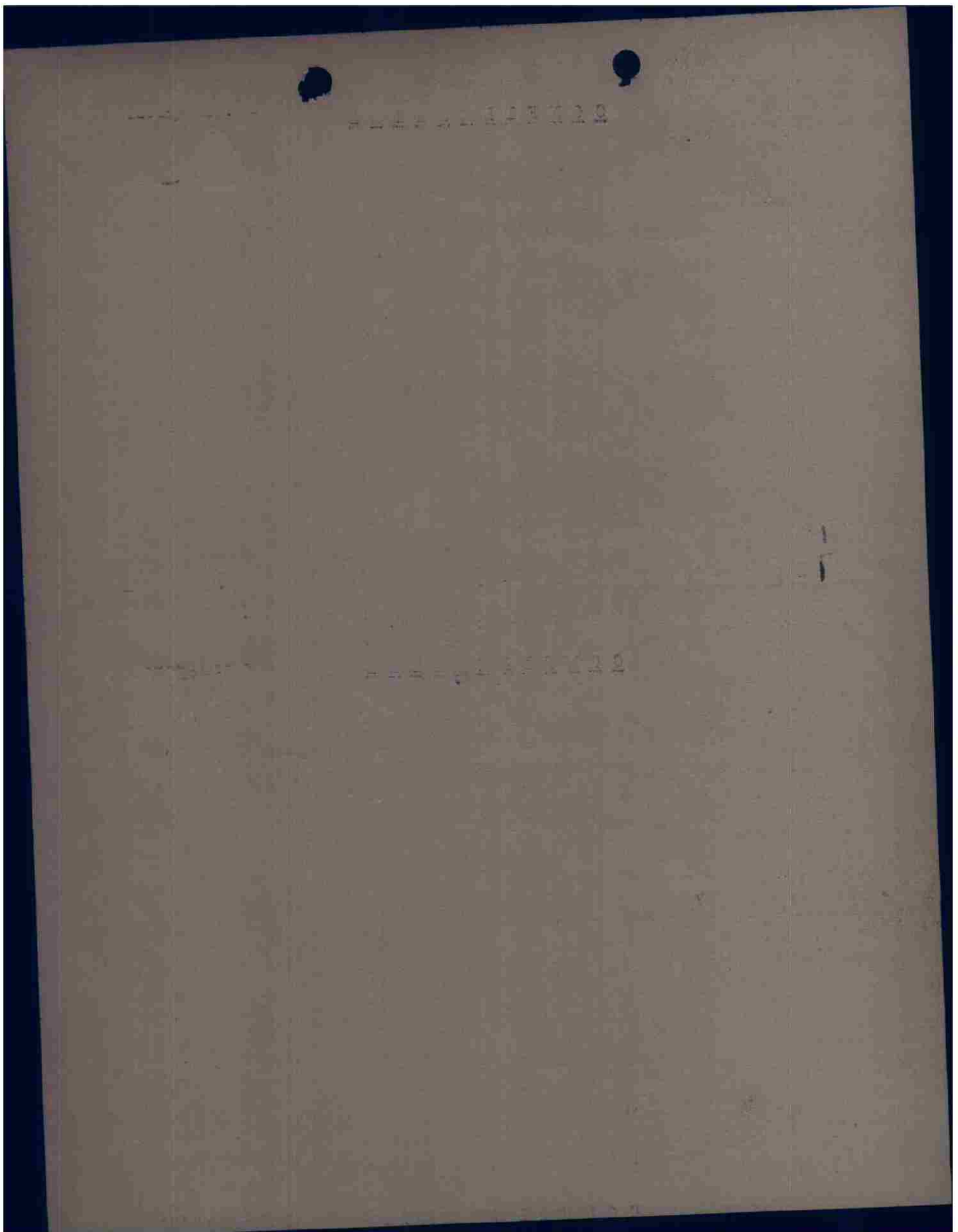
OBSERVATIONS:

1914 - 8 vehicles✓ 1735 - 25 R.R. cars (parked)✓ 1738 1/2 RR cars (30) 55290 "✓ 1742 RR cars (15) S4172 one of flat cars1800 2 rows of RR cars (near MEAUX) S4554

with loaded objects some appearing
like military vehicles - tanks or
armored vehicles

Russia

Interrogator



CONFIDENTIAL

PILOT Alams A/C# 645 BOM FLIGHT 1 POS 2

CASUALTIES: 1

BOMB DISPOSITION: 7 BATTLE DAMAGE: A A-C E

FLAK: XXHI tgt

* Roules Daudville - XHI

E/A:

OBSERVATIONS:

25 Barges Margay 1801
One large ship coming to high
like island - trees etc. targeting
pulling

1815 - Tourguy - M/V - 100 cars
1807 - St Just per chance
50 to 60 cars M/V

Vallers Cottrepts - 5-10 in. woods
extensive M/V - new 150 cars
1742 & 1752 coming back

Crevecoeur le Lt - 100 cars
Rebuilt from bombed.

Interrogator

CONFIDENTIAL

Interr. Form

PILOT Marche A/C# 221 BOX 2 FLIGHT 2 POS 1

CASUALTIES: nil

BOMB DISPOSITION: PT ST ON JET HIT BATTLE DAMAGE: A A-C E

FLAK: Threw off target XH1 nil

Also 5 minutes before hit - 12 bursts
in groups of 4 bursts.

E/A: nil

OBSERVATIONS:

1738 - Loaded barges in river - near
small town.

✓ 1740 - Train - no engine - halted - about
25 cars. LEVIGNEN S 4877

1742 - 10 trucks halted on road near
woods. ~~ETRA~~ BETZ S 5273

~~activity S 5472~~

Luvia

Interrogator

CONFIDENTIAL

Interr. Form

PILOT Tucker A/C# 402 BOA DL FLIGHT 1 POS 1

CASUALTIES:

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

FLAK:

X H I Target

X H I Way out -

E/A:

OBSERVATIONS:

N-4303

Vehicle Traffic at Seathred point
20-25 Barges in Canal - 1804

A/C or A/D Way out 3rd
(Mally -) Bazaar Till A/D -
17-9108

Bailey
1st Lieutenant

CONFIDENTIAL

Interr. Form

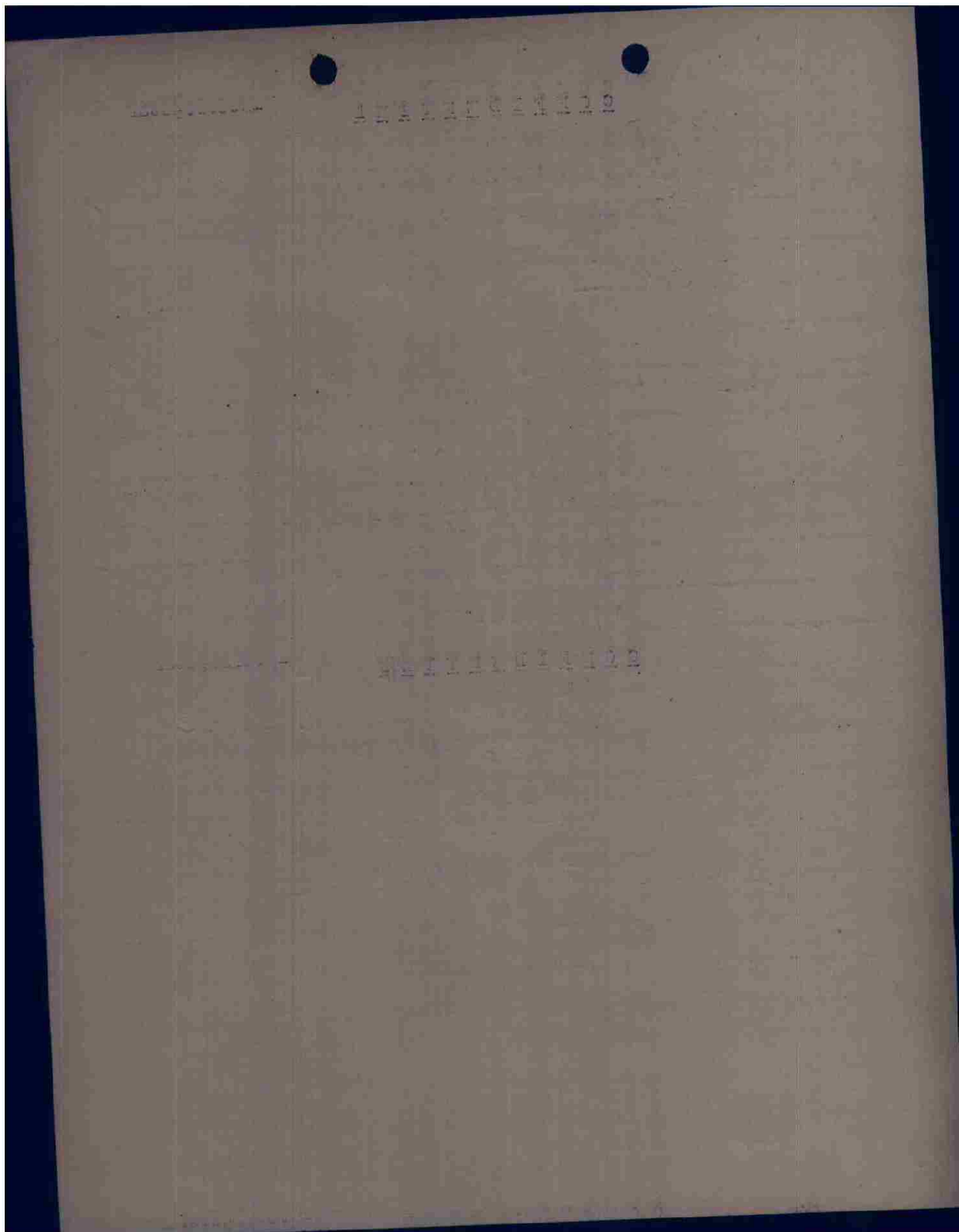
 PILOT A/C# 679 BOX FLIGHT POS
 CASUALTIES:

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

 FLAK: XXHT tjt
1835 XXHT

 E/A:

 OBSERVATIONS: Little traffic on roads
Margay N04-44 N44-04
Spencer M16-65
St. Juste M17-15
Villiers Carteret Swinward S43-73
Crevincur le St M92-28
River jet - 525-75
RR-Road jet tjt - 541-73
Bew vras a T M91-08
Camera
(5)



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

Interr. Form

PILOT Berkin A/C# 19 BOX 1 FLIGHT 2 POS 1

CASUALTIES: PT ST CT JET RET

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

FLAM: XXHI at Target

XHI -

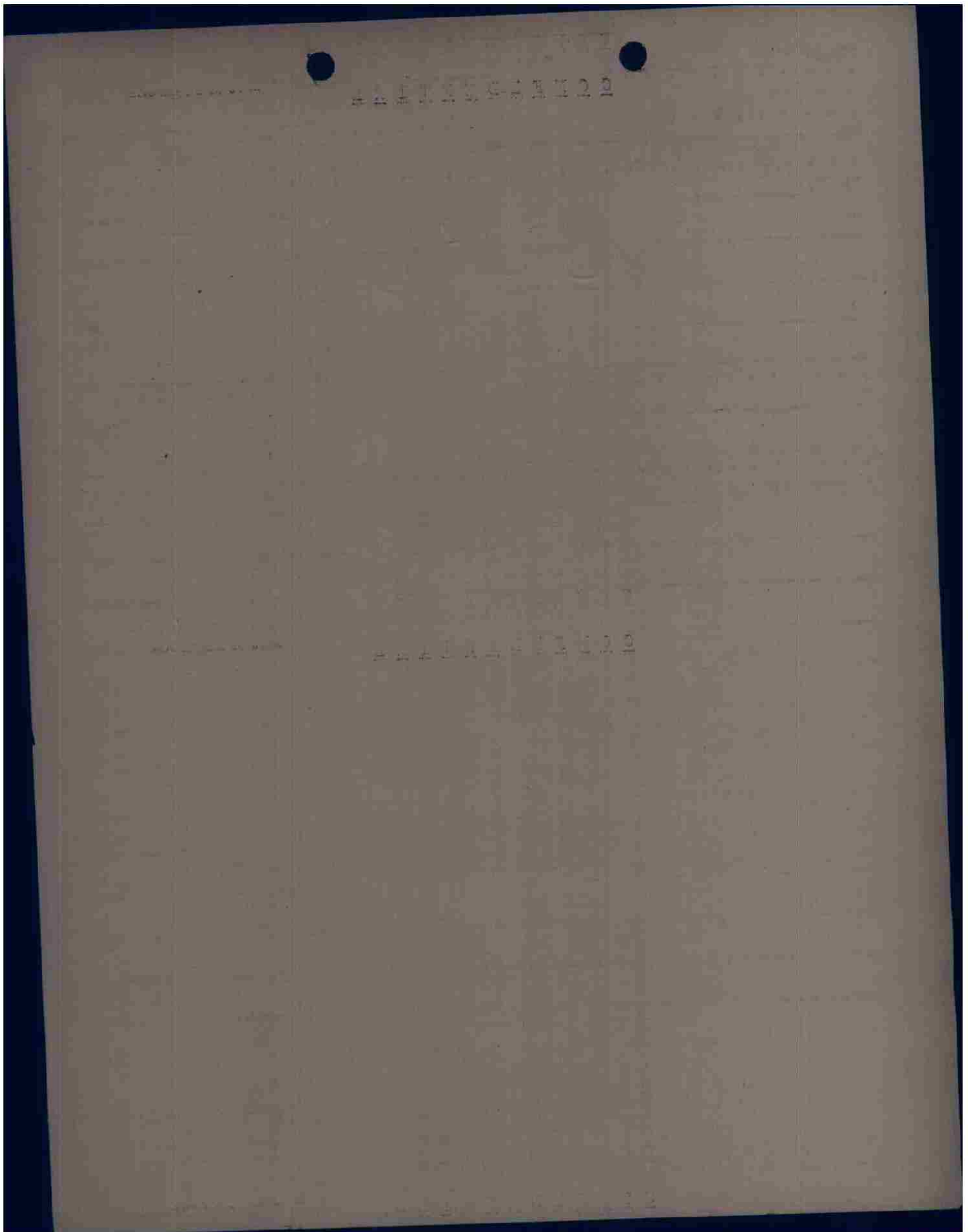
E/A: X

OBSERVATIONS:

Barges in River at Conspiring

Bombs in Woods - Target area -

Berkin



CONFIDENTIAL

Interr. Form

PILOT A/C# 1717 ECM FLIGHT POS 2

CASUALTIES: Pilot Eject -

BOMB DISPOSITION: PT ST CT JET RET

BATTLE DAMAGE: A A-C E

FLARE:

XXHI Start and at Extreme Range -
4 Gun position at - Malabunay area

E/A: X

OBSERVATIONS:

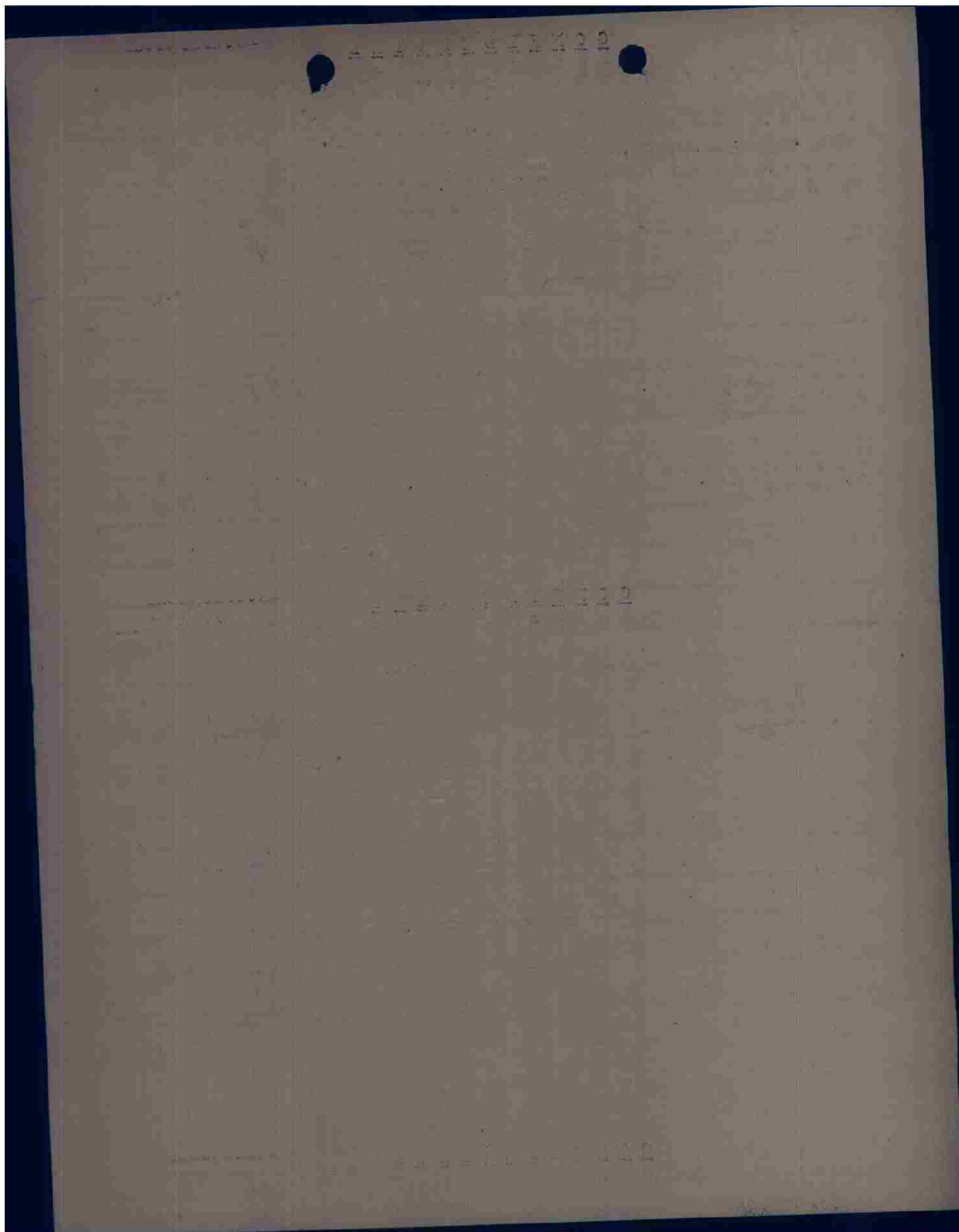
Corpsmen - Barges in River -

Good Bombing - S-5082

Two Trains Smoke from same Corps
val -

~~AK~~ AK on Board in Field
S/E - - M-2536

Convoy of Vehicle - Standing still
1825 - M-2533



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

Interr. Form

PILOT 0215 A/C# 223 BOX 2 FLIGHT 2 POS 2

CASUALTIES:

BOMB DISPOSITION: PT ST CT JET RET

BATTLE DAMAGE:

A A-C E

FLAK:

E/A:

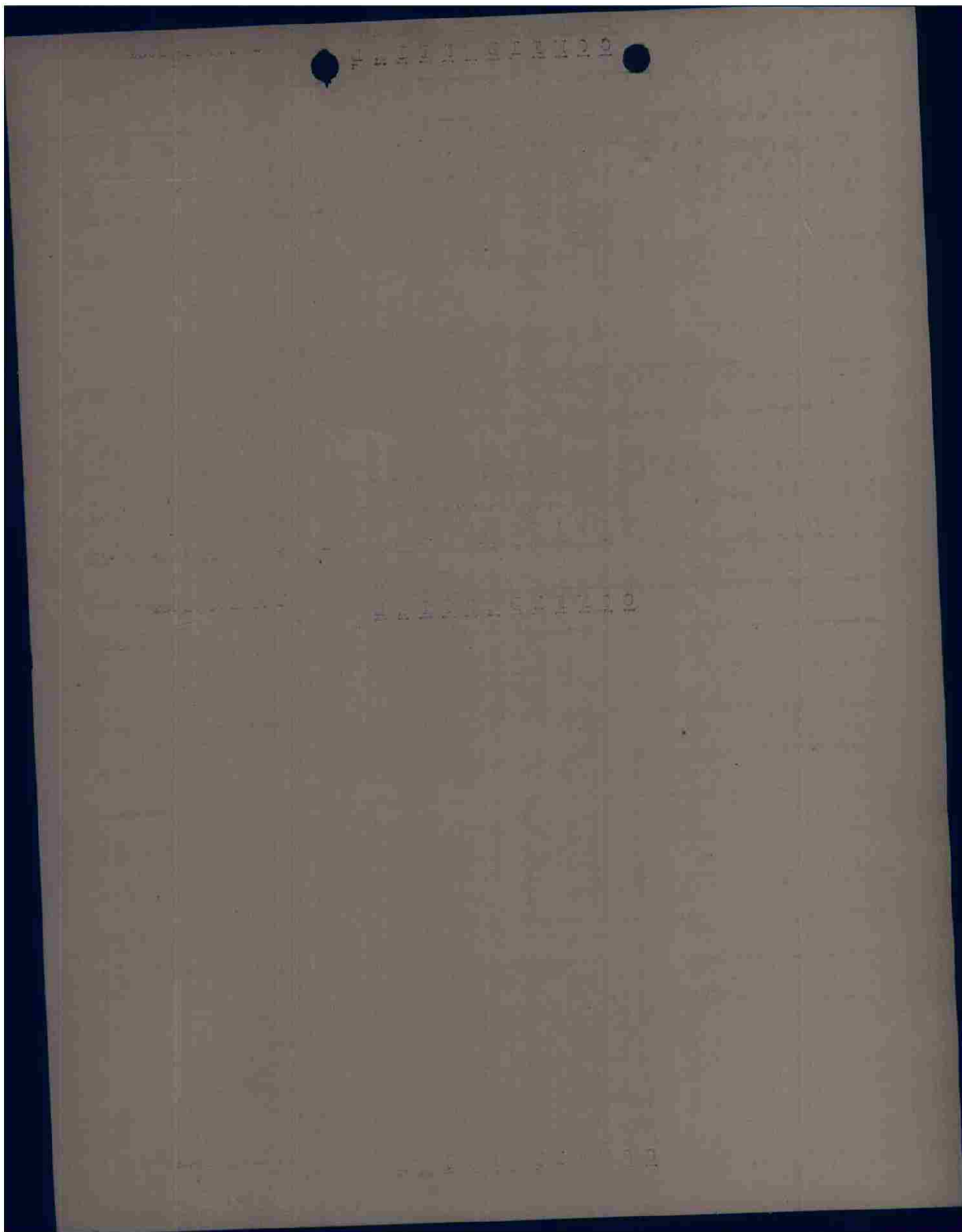
OBSERVATIONS:

1805 A/C with 1st flak

1822 A/C with 22 flak at base

1809 A/C with damage 7-8 flak

MAZ



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

Interr. Form

PILOT Harold A/C# 387 BOX 1 FLIGHT 3 POS 1

CASUALTIES: PT ST CT JET RET

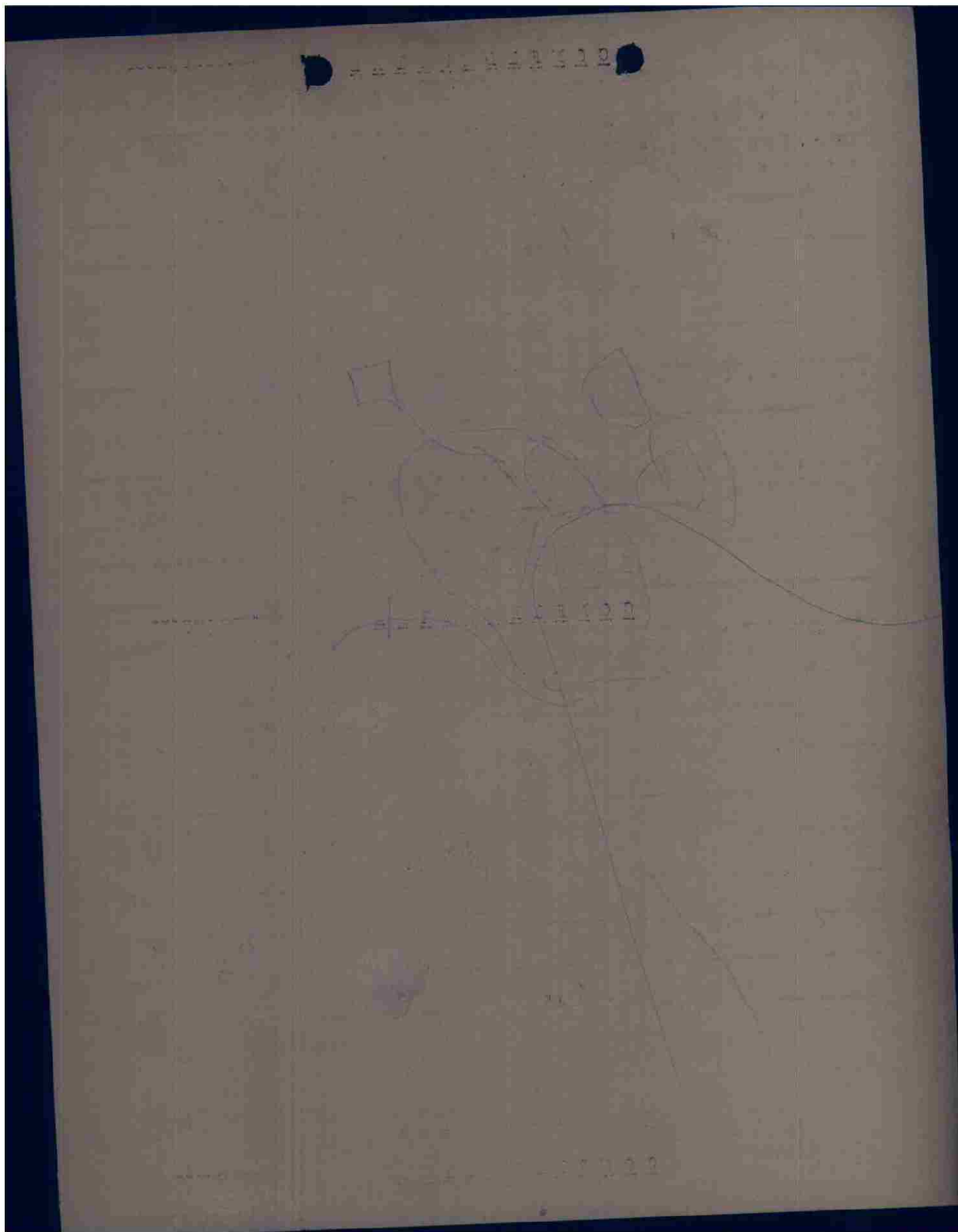
BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: A A-C E

FLAK: 182 So member inaccurate

E/A: MAZ

OBSERVATIONS: Camera

MAZ
Instructor



CONFIDENTIAL

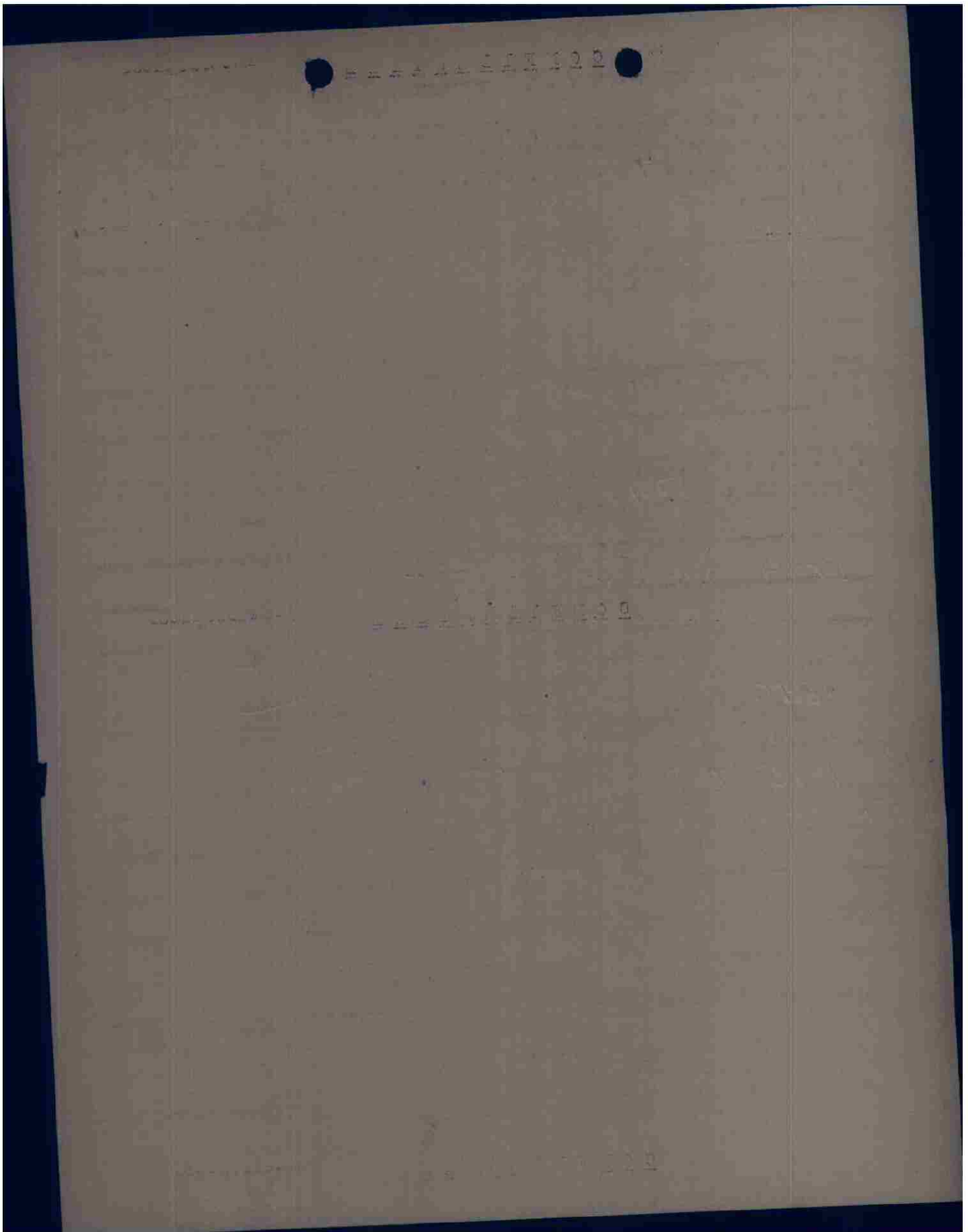
Interr. Form

 PILOT Sgt. 11 A/C# 724 BOX FLIGHT 3 PCS 2
CASUALTIES:
 BOMB DISPOSITION: PT ST CT JET RNT BATTLE DAMAGE: A A-C E

 FLAK: Moderate After bombing
1850 Meag. for Accuracy
E/A: OBSERVATIONS: 1740 a cloud of bombing
1744 ARMY 3 long trains 1 train road
18 ARM with approximately 1000 men
1810 continuation of R.R. in train
1823 a small unit of activity
1815 ARM with train at 250 conc.
1810-15 with road cars
Bombing T. was

MAZ

Interpreter



CONFIDENTIAL

Interr. Form

PILOT V132 A/C# -89 BOX FLIGHT 3 POS 3

CASUALTIES:

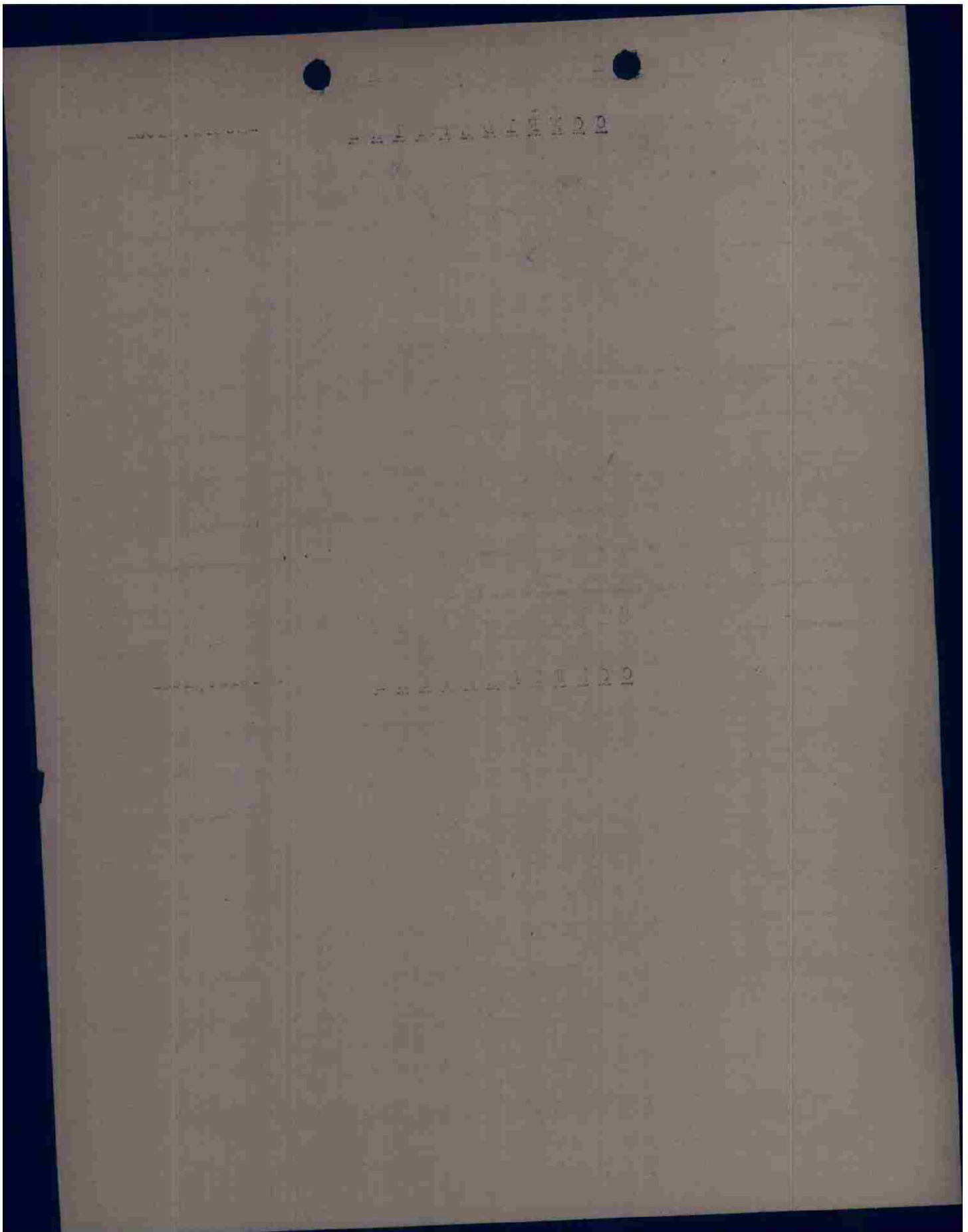
BOMB DISPOSITION: PT ST OT JET RET BATTLE DAMAGE: (A) A-C E

FLAK: XX Light XX HA
just before August X H 1

E/A: X

OBSERVATIONS: AF at base
30 cars at base into woods - 1741
few cars in town

/Joppe



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

Interr. Form

PILOT 8030104 A/C# 750 BOX FLIGHT 1 POS 6

CASUALTIES:

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

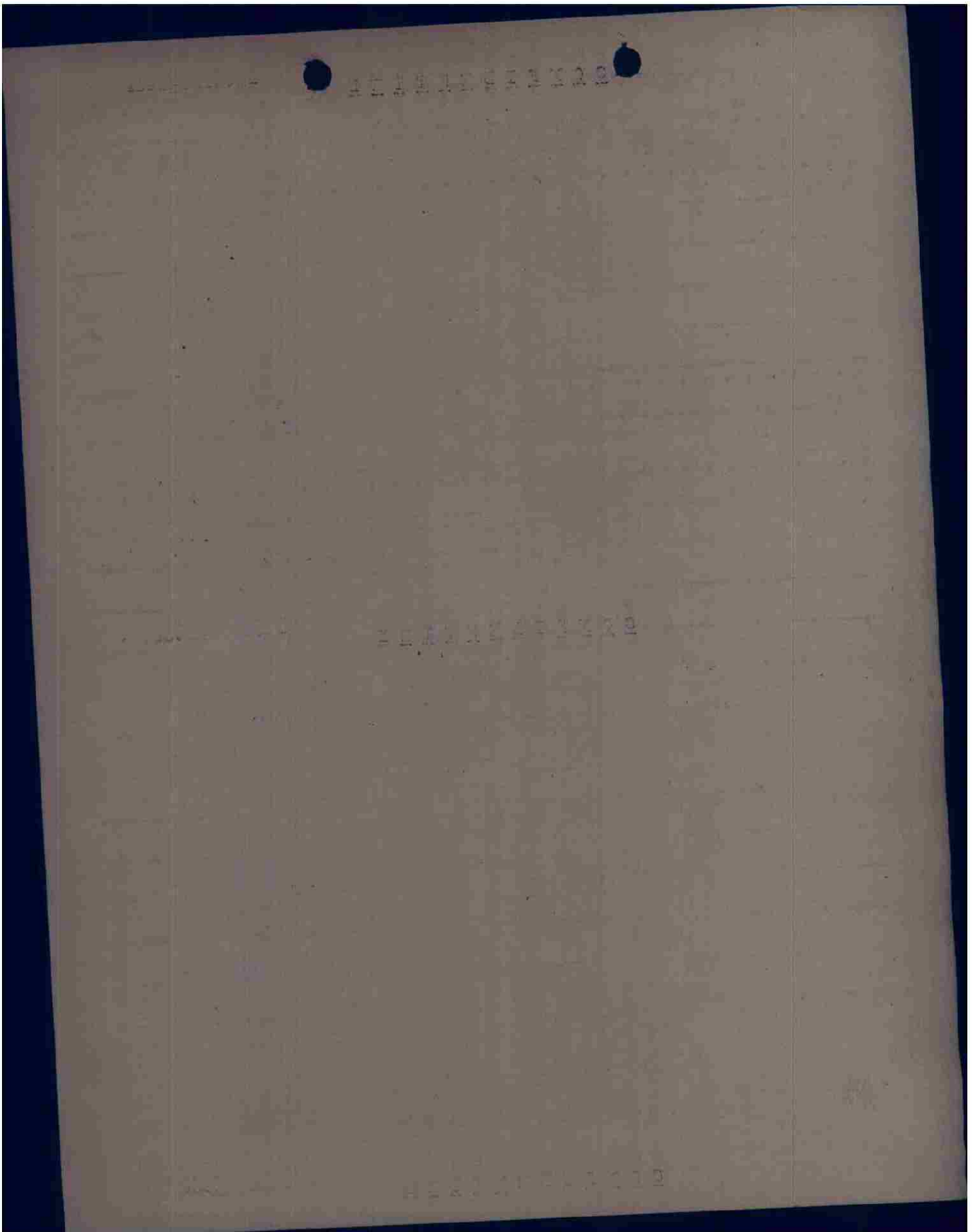
FLAK: 14830 - 12 burst - low

E/A: X

OBSERVATIONS:

Wings before flak - 2 seen
tracks laid down - 2 rows / com
edges not touch before flak.

Hoppe



CONFIDENTIAL

PILOT

A/C#

BOX

FLIGHT

POS

Interr. Form

CASUALTIES:

BOMB DISPOSITION:

PT ST CT JET ART

BATTLE DAMAGE:

A A-C E

FLAK:

E/A:

OBSERVATIONS:

1905^h 1717 - 16 - 20 cars parkedM6227 1721^h - 20 carsM752^h 1724 - 20 carsM752^h 1728 - 15-20 cars

M1715 1733 - 40 cars at junction

M2913 1734 - 20 cars near town, latter with

M4101 1738 - 30-40 houses damaged

✓ 1739 - Commander's car - in woods -

54172 1742 - 40-50 cars Neutral

1759 - cars

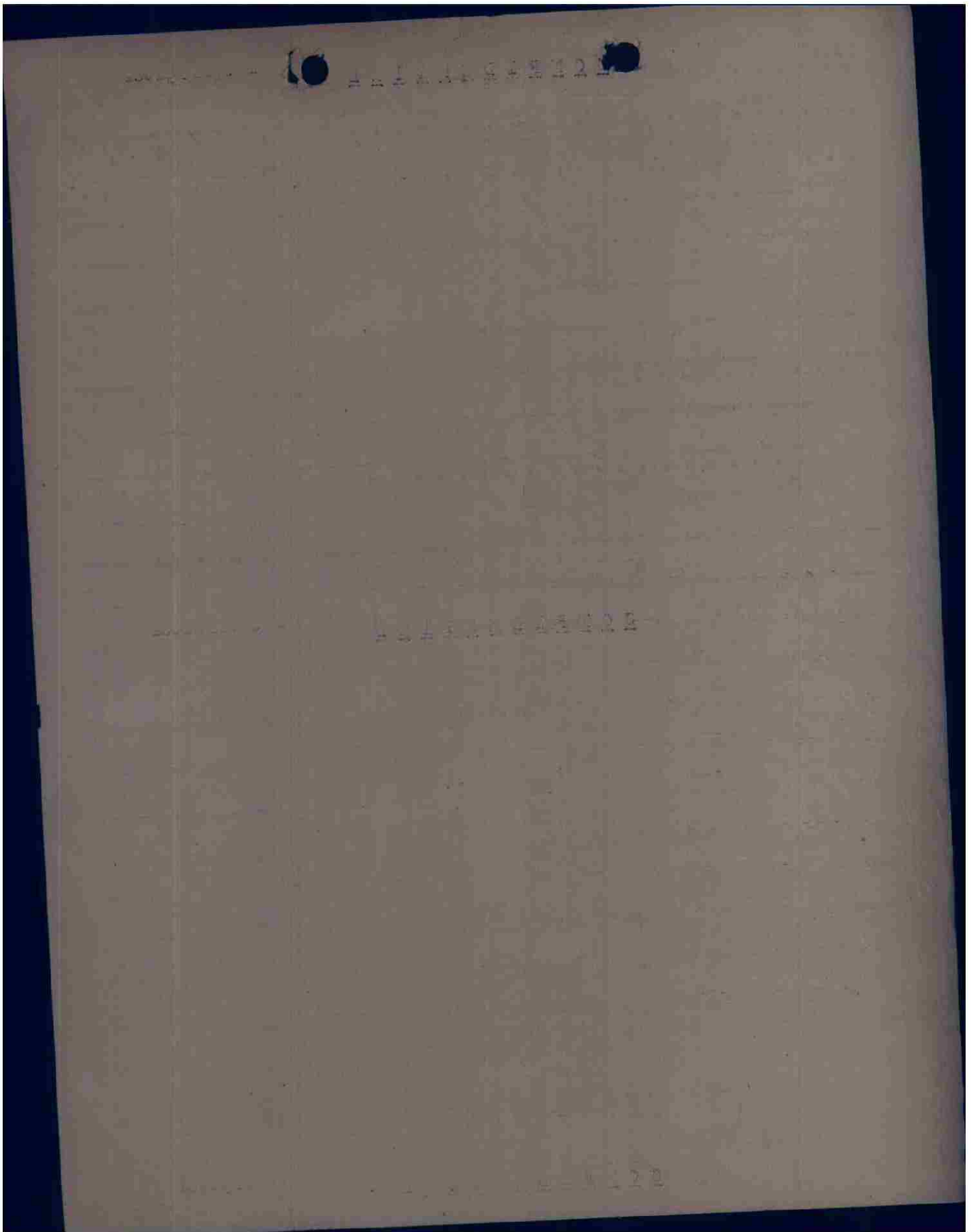
1755 - 15 cars near bridge with long red roof, strong corner.

1806 - looked like hand trucks near woods

+ A/P nearby - had been bombed.

1815 - 1st car.

Interrogator



PILOT A/C# 217 BOX FLIGHT 1 POS 3
CASUALTIES:

BOMB DISPOSITION: PT ST OT JBT RMT BATTLE DAMAGE: A A-C E

BATTLE DAMAGE: A A-C E
 *hil*

Didn't see second attack -

 $E/A:$

OBSERVATIONS:

1803 - Concentration of trucks or other vehicles
in field - spaced evenly either in rows
and across in next field some load
strings of stuff -
50-55 total.

Sw g Beauvais - open woods - white spots (?)

Shinde

