

IRIS Public Record

Key Information

Main: GROUP/0416/BOMBARDMENT (LIGHT)

Document Type:

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

IRIS Number: 00091955

Accessions Notes:

Old Accession Nbr:

Title:

Beginning Date:

End Date:

Publication Date: 1944/09/14

Classification UNCLAS

Media Roll #: 0000001713 First Frame: 663 Last Frame: 698 Linear Feet: 0
 Old MFlm Roll # B0533 Audio Rec:

NUMPAGE 35

Title Extensions:

Abstract

Descriptive
Notes:

Title REPORT OF COMBAT MISSION

Added

Entries

Author:

Subject:

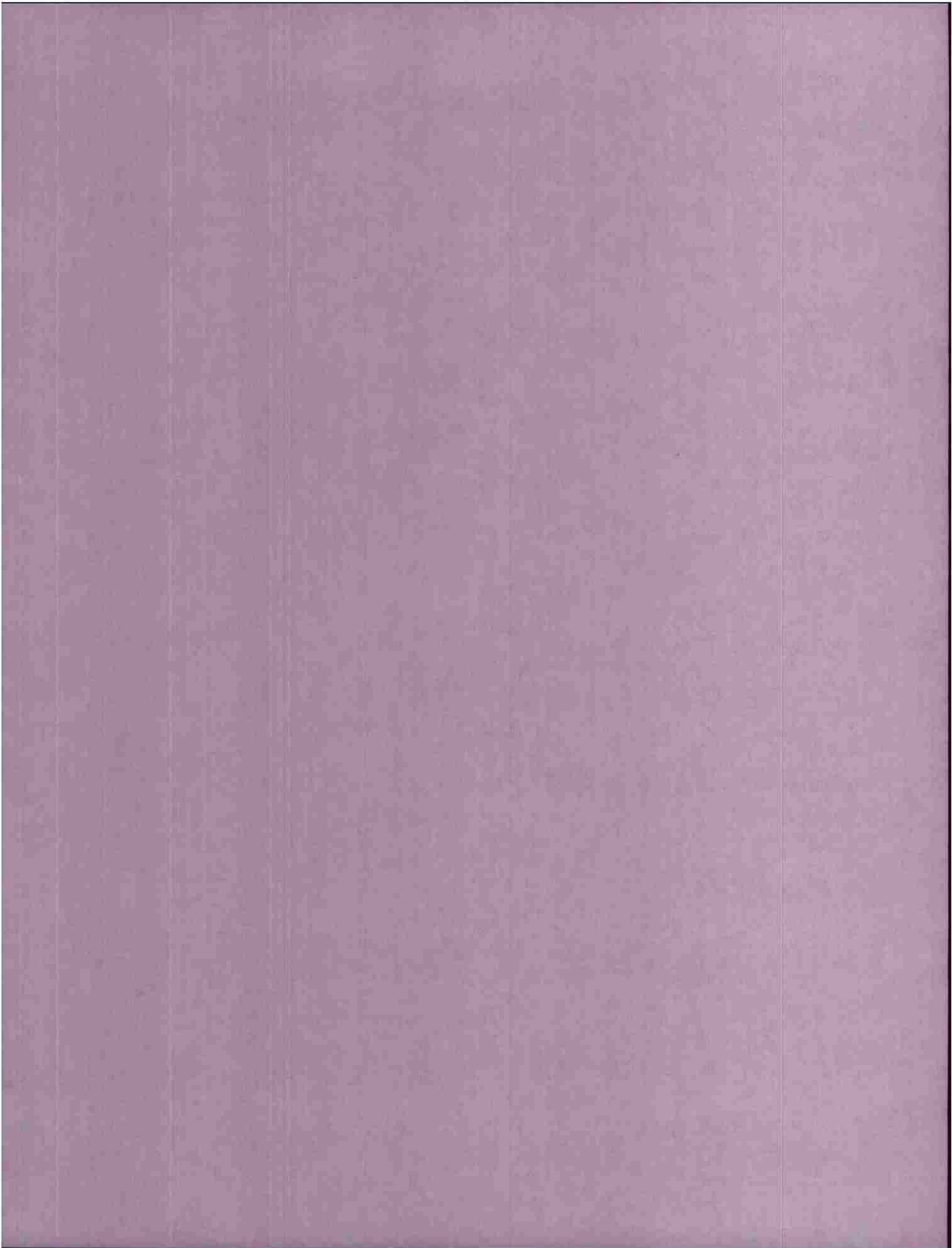
Major Command:

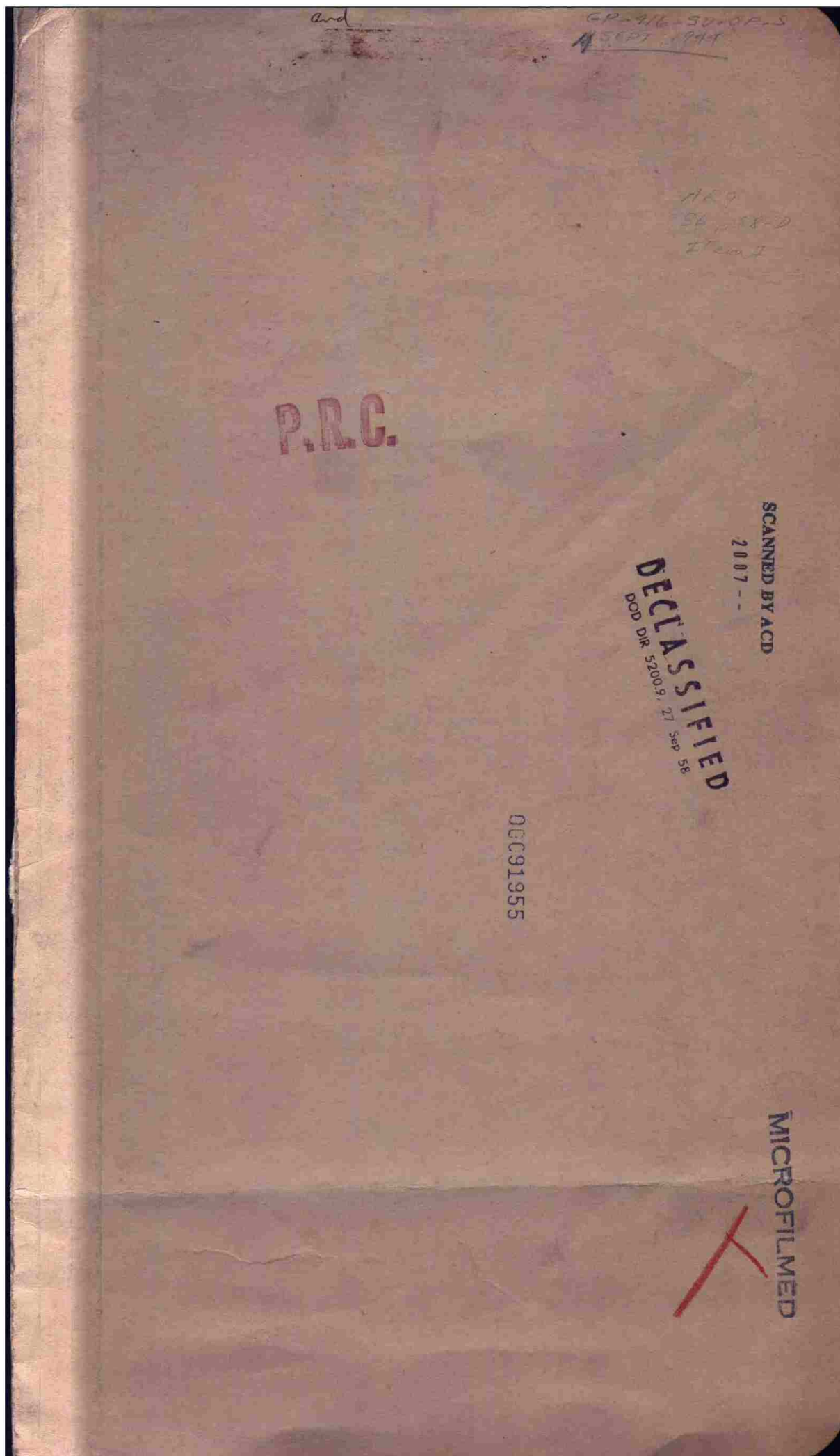
Administrative Markings

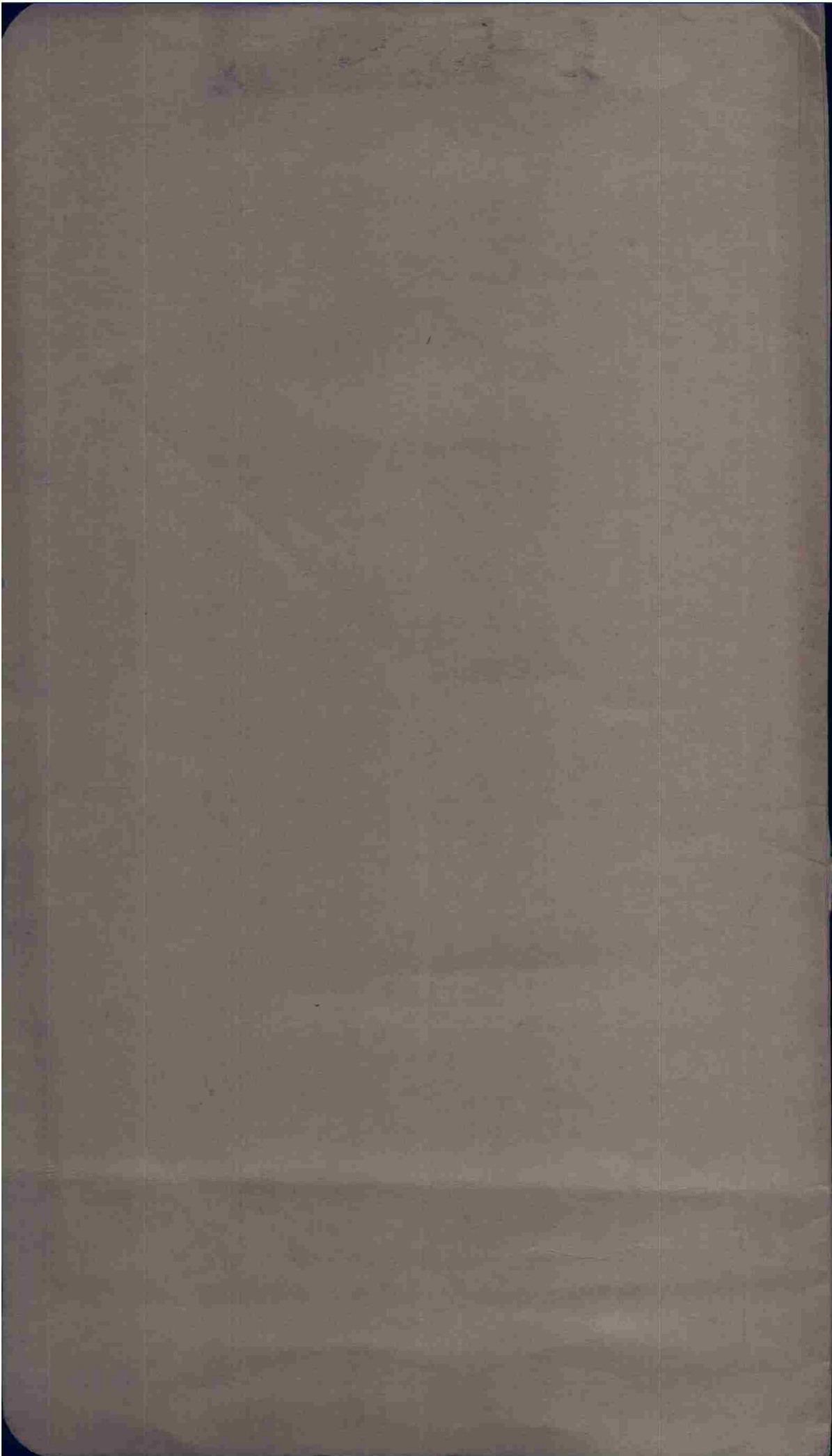
No Administrative Markings Listed

Security Review Information:

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







HEADQUARTERS
FOUR HUNDRED SIXTEENTH BOMBARDMENT GROUP (L)
Office of the Commanding Officer

SECRET
By authority
CO, Sta 170
17 Sept 1944
Init. _____

P.R.C.

APC 140, U. S. Army,
17 September 1944.

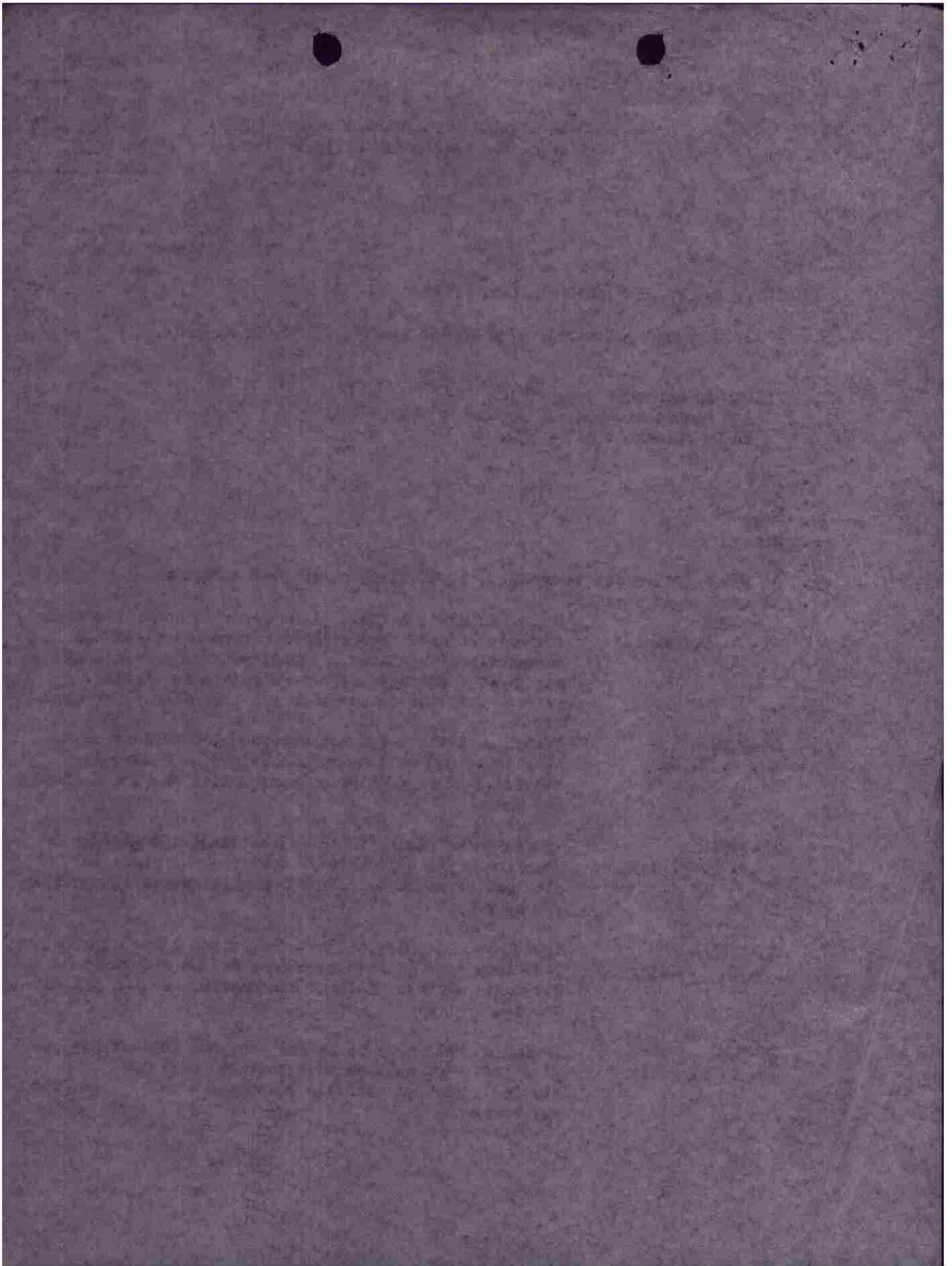
SUBJECT: Report of Combat Mission.

TO : Commanding General, 97th Combat Wing, APC 140, U. S. Army.

416th Bombardment Group (L),
144th Combat Mission, 14 September 1944,
97th CG FO Number 213 - 550.

1. 38
2. 38
3. None
4. None
5. 38
6. 38 a/c abortive due to weather, 10/10 cloud cover over target area.
7. 38 a/c due to weather.
8. 43-21764
Lt. H. E. Downing
Landed on strip A-230. Pilot reported low oil pressure, transmitter out. Investigation revealed diaphragm ruptured. 450 gallons of gasoline were serviced at strip A-230 and 250 gallons on return to station. Average gasoline consumption was 164 gallons per hour.
- 43-9393
Lt. J. C. Gary
Landed on strip A-230 and serviced 300 gallons of gasoline. 600 gallons were serviced on return to station. Average gasoline consumption was 186 gallons per hour.
- 43-21724
Capt. H. P. Cole
Landed at Holmesley South and serviced 150 gallons of gasoline. 550 gallons were serviced on return to station. Average gasoline consumption was 133 gallons per hour.
- 43-9741
Lt. C. L. Estes
Landed at Holmesley South and serviced 150 gallons of gasoline. 650 gallons were serviced on return to station. Average gasoline consumption was 164 gallons per hour.
- 43-9951
Lt. F. H. Miller
Landed at Holmesley South and serviced 145 gallons of gasoline. 680 gallons were serviced on return to station. Average gasoline consumption was 157 gallons per hour.

00091955



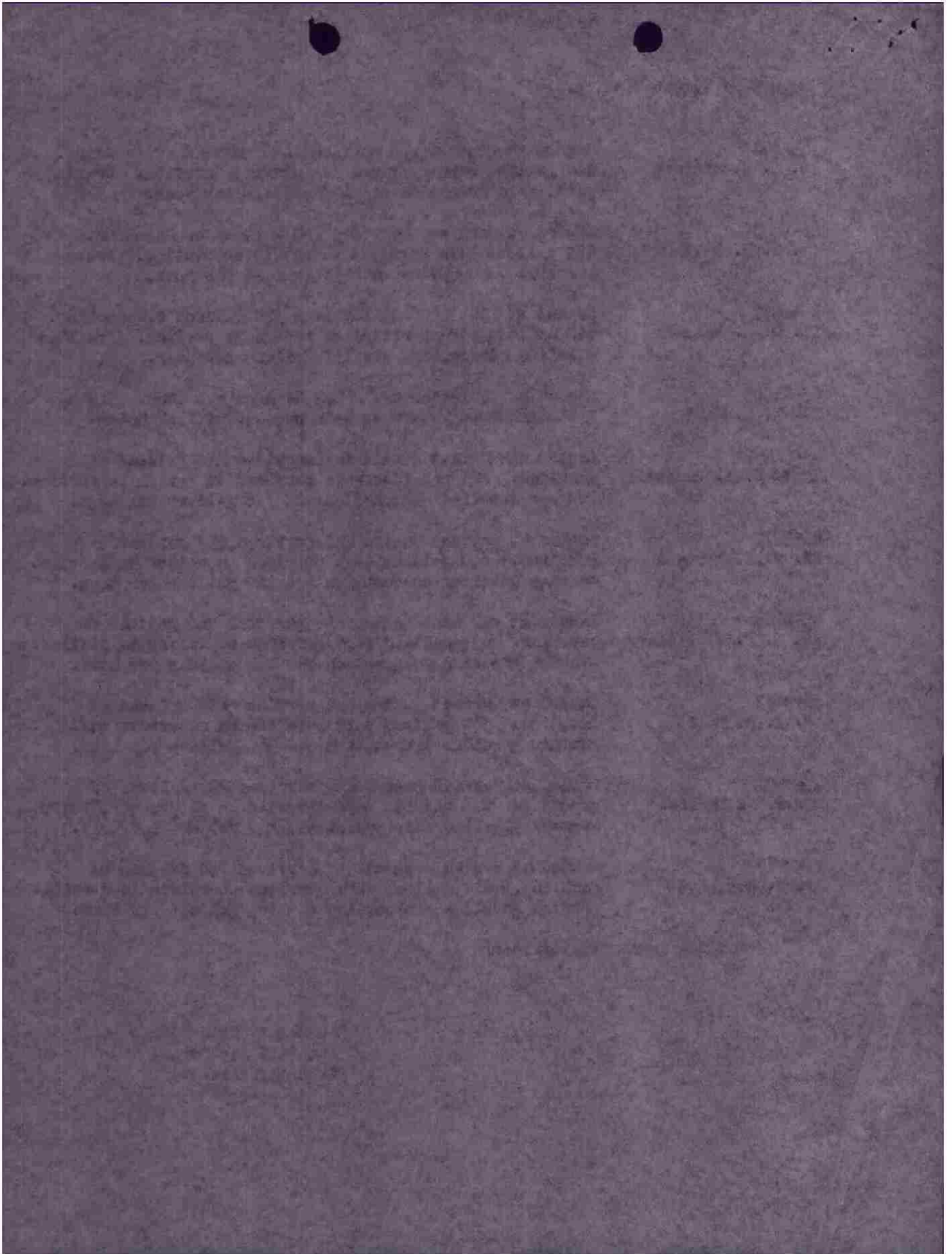
Report of Combat Mission.

(Cont'd.)

43-9719 Lt. H. D. Andrews	Landed at Finkton and serviced 150 gallons of gasoline. 160 gallons were serviced on return to station. Average gasoline consumption was 120 gallons per hour.
43-9493 Lt. H. E. Smith	Landed at Burn and serviced 160 gallons of gasoline. 625 gallons were serviced on return to station. Average gasoline consumption was 151 gallons per hour.
43-9937 Lt. D. M. Eastman	Landed at Beaulieu and serviced 300 gallons of gasoline. 660 gallons were serviced on return to station. Average gasoline consumption was 158 gallons per hour.
43-21961 Lt. R. L. Miller	Landed at Christchurch. Flak damaged gas tank. Did not fill tank upon return to base because of flak holes.
43-21467 Capt. R. E. Radisill	Landed at Tarrant Ruston and serviced 230 gallons of gasoline. 605 gallons were serviced on return to station. Average gasoline consumption was 156 gallons per hour.
43-9217 Lt. T. J. Leonard	Landed at Tarrant Ruston and serviced 230 gallons of gasoline. 630 gallons were serviced on return to station. Average gasoline consumption was 163 gallons per hour.
43-9689 Lt. R. B. Singletary	Landed at Tarrant Ruston and serviced 240 gallons of gasoline. 635 gallons were serviced on return to station. Average gasoline consumption was 164 gallons per hour.
43-9207 Lt. R. B. Hall	Landed at Tarrant Ruston and serviced 200 gallons of gasoline. 560 gallons were serviced on return to station. Average gasoline consumption was 142 gallons per hour.
43-9392 Lt. T. G. Merritt	Landed at Tarrant Ruston and serviced 230 gallons of gasoline. 625 gallons were serviced on return to station. Average gasoline consumption was 162 gallons per hour.
43-21759 Lt. W. Mungrove	Landed at Tarrant Ruston and serviced 250 gallons of gasoline. 620 gallons were serviced on return to station. Average gasoline consumption was 163 gallons per hour.

For the Commanding Officer:

JOSEPH A. HANBRIGHT,
1st Lt., Air Corps,
Asst Adjutant.



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 554BOX 1, Flt 1 GROUP 416 DATE 16 Sept 1944 TARGET ATTACKED Bergan Op Zone1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 113°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:

C-1 autopilot was not used.

Pre-set with corrections. Aimed at briefed aiming point.

5. Name of lead Bombardier: Lt. J. Dupite6. Name of lead Pilot: Capt M. J. Huff7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 274 Altitude: 120009. Length of bomb run: 50 Sec:10. Bomb Load and Fusing per A/C: 6 x 500 lb. FUSED 1/10 N 1/100 T11. Total Bombs Dropped: 32

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

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

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

(c) Did Flak affect bombing? YES _____ NO X. If answer is "YES", state to what extent did Flak affect bombing or bomb run:

(d) To what extent did attacks by enemy aircraft affect bombing?

(e) State any difficulties on bombing run:

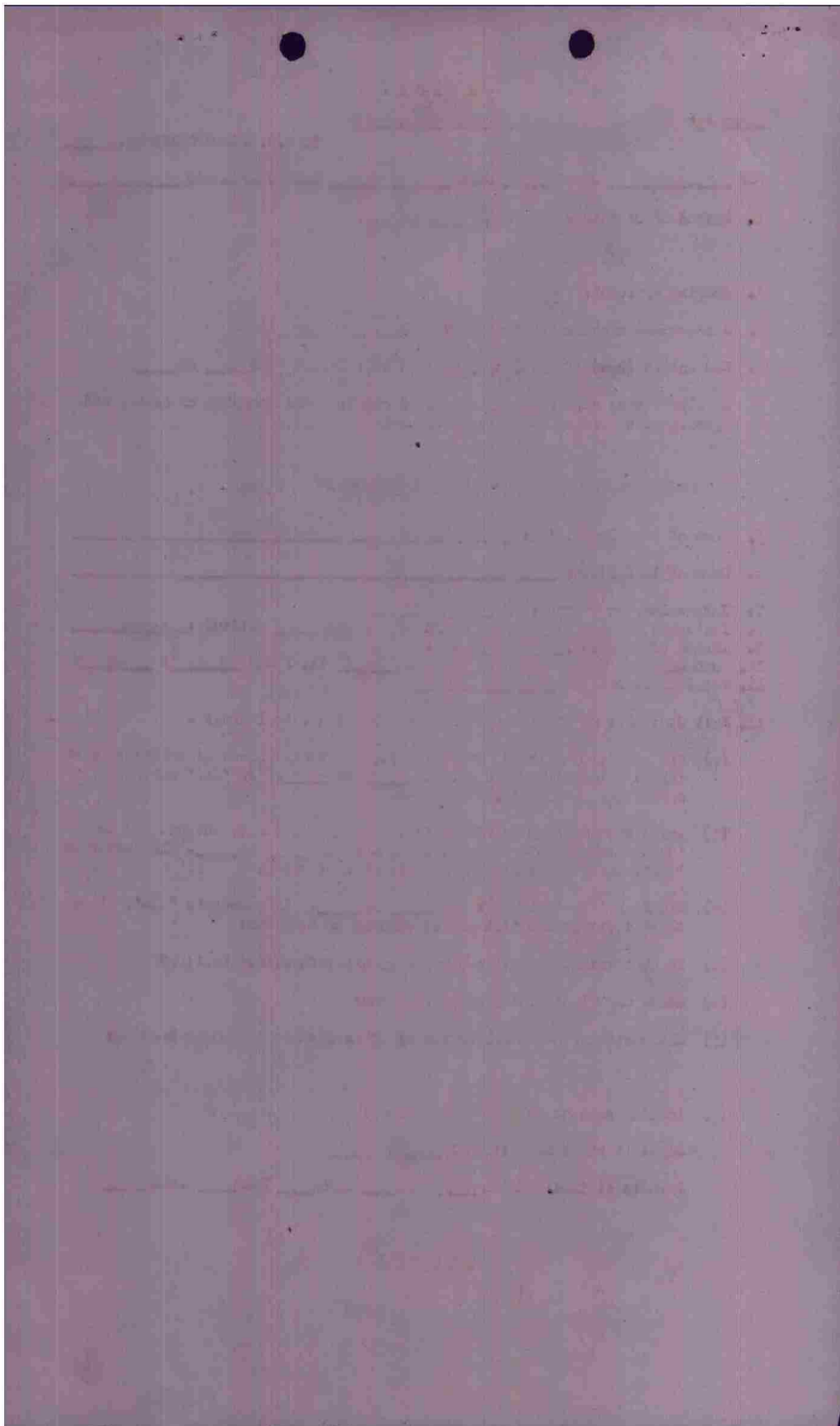
(f) Malfunctions, personnel errors or other factors affecting bombing:

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____

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

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 554BOX 1, 4142 GROUP 416 DATE 16 Sept 1944 TARGET ATTACKED Bergen Op Room1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 145°3. Was mercury erection system used? YES NO X4. Did entire ~~(bomb)~~ (flight) drop on lead bombardier? YES X NO

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

Cal autopilot was not used.Pre-set with corrections. Aimed at briefed aiming point.5. Name of lead Bombardier: ~~XXXXXXXX~~ Lt. P. A. Ackerman6. Name of lead Pilot: Lt. P. G. Atkinson7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 225 Altitude: 120009. Length of bomb run: 25 Sec:10. Bomb Load and Fusing per A/C: 6 x 500 lb. FUSED 1/10 N 1/100 T11. Total Bombs Dropped: 32

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

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES NO X. If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES NO X. If answer is "YES", state circumstances and effect on bombing:(c) Did Flak affect bombing? YES NO X. If answer is "YES", state to what extent did flak affect bombing or bomb run:

(d) To what extent did attacks by enemy aircraft affect bombing?

None

(e) State any difficulties on bombing run:

None

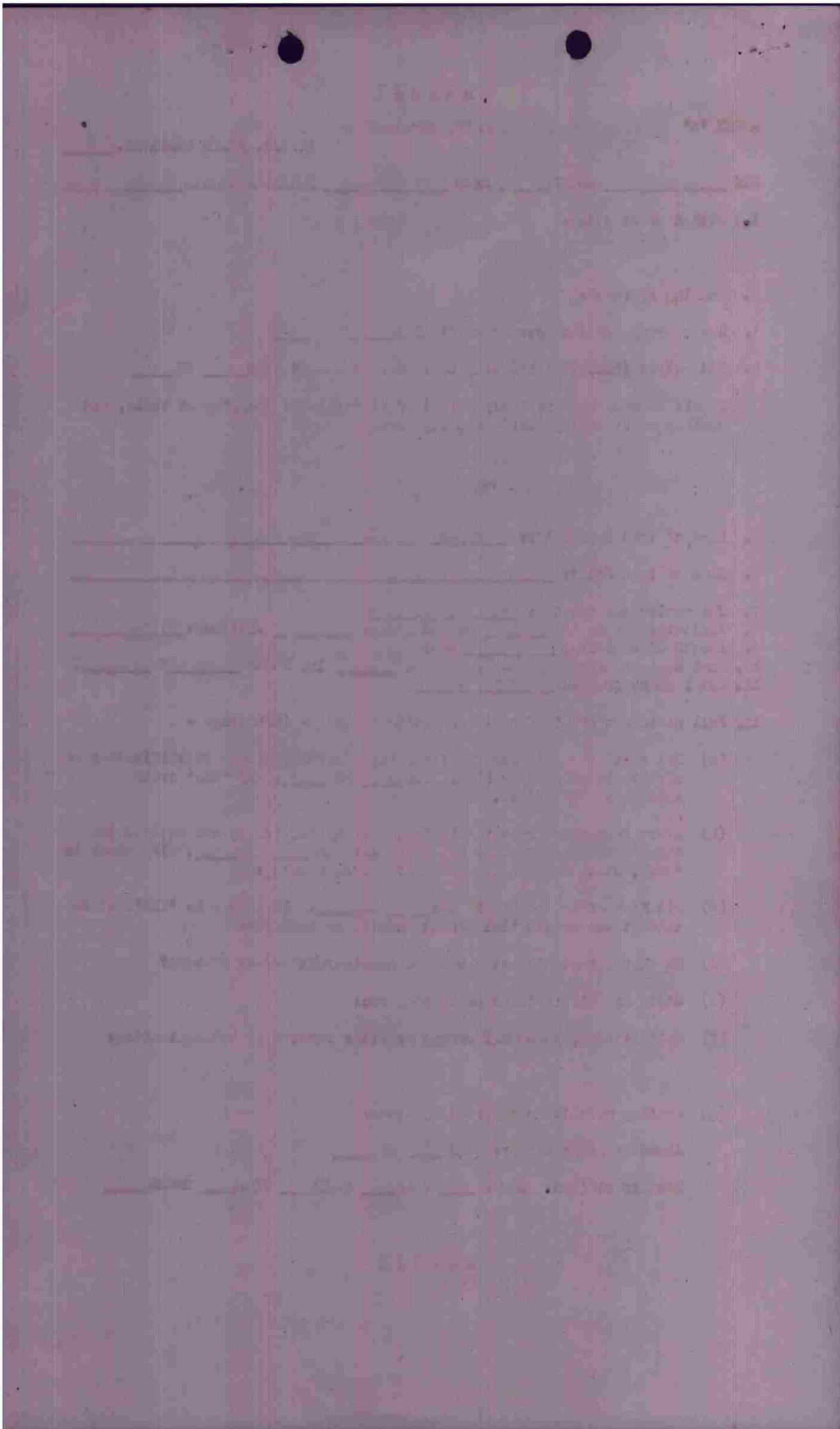
(f) Malfunctions, personnel errors or other factors affecting bombing:

None

(g) Bombing results as reported by crews:

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

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 554BOX 1, 513 GROUP 414 DATE 16 Sept 1941 TARGET ATTACKED Bombing of Borm1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 100°3. Was mercury erection system used? YES _____ NO XX4. 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:

Cal catapult was not used.Pre-set with corrections. Aimed at briefed aiming point.5. Name of lead Bombardier: 10. J. J. Burt6. Name of lead Pilot: 11. J. T. Mearns7. Intervalometer setting: None8. Indicated Air Speed: 300 Ground Speed: 272 Altitude: 113009. Length of bomb run: 120 Sec:10. Bomb Load and Fusing per A/C: 6 x 500 lb. FIXED 1/10 N 1/100 T11. Total Bombs Dropped: 35

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?

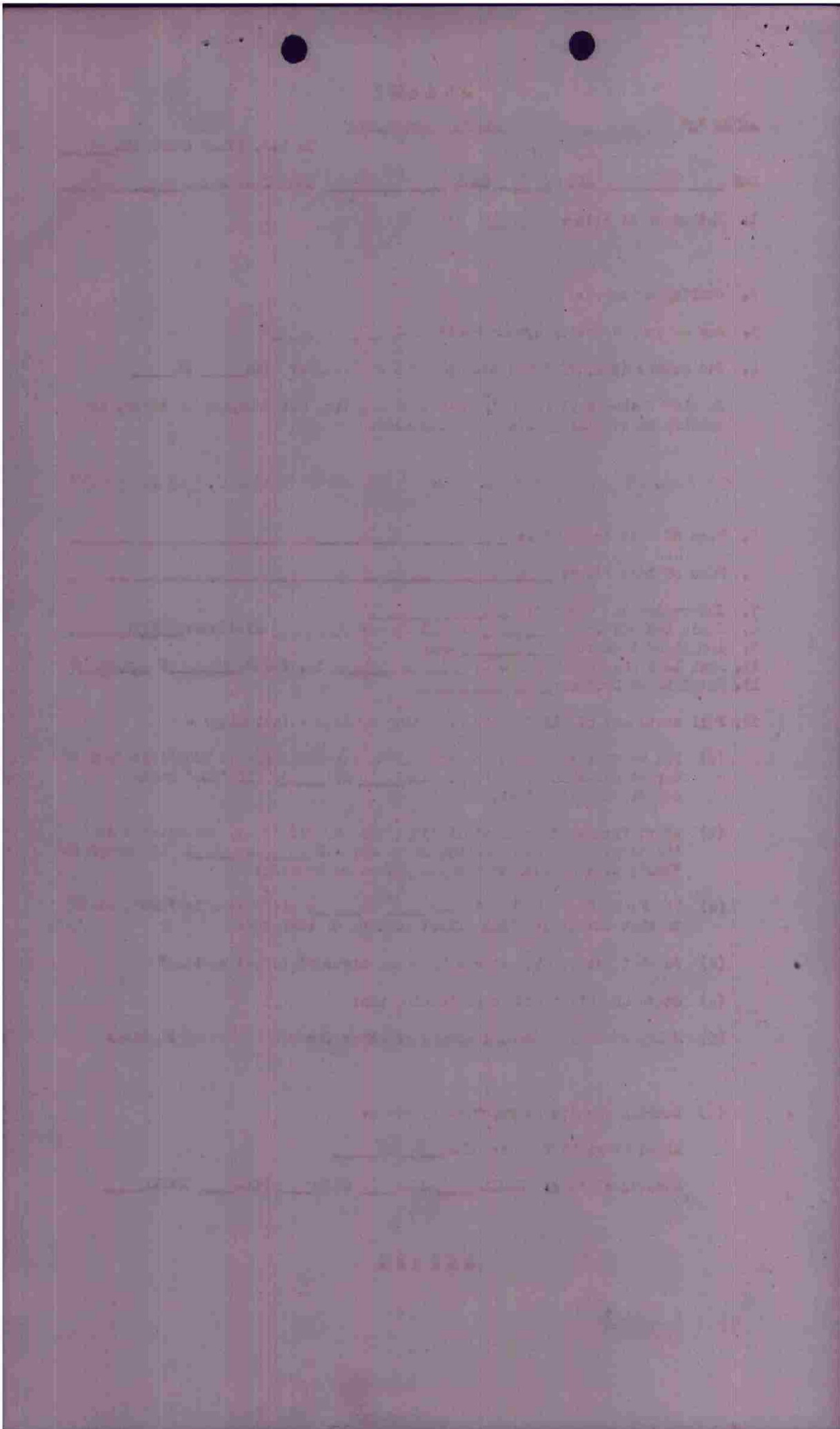
(e) State any difficulties on bombing run:

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

(g) Bombing results as reported by crews:

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

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 55ABOX 2, Flt 2 GROUP 416 DATE 16 Sept 1944 TARGET ATTACKED Bergen Op Town1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 095°3. Was mercury erection system used? YES _____ NO X4. Did entire (bomb) (flight) drop on lead bombardier? YES X NO _____

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

C-1 autopilot was not used.

Pre-set with corrections. Aimed at briefed aiming point. Smoke over part of target area made exact aiming point difficult to see.

5. Name of lead Bombardier: Lt. R. H. Mitchell6. Name of lead Pilot: Lt. R. H. Greenley7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 270 Altitude: 115009. Length of bomb run: 35 Sec:10. Bomb Load and Fusing per A/C: 6 x 500 lb. FUSED 1/10 N 1/100 T11. Total Bombs Dropped: 36

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

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

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

(c) Did Flak affect bombing? YES _____ NO X. If answer is "YES", state to what extent did flak affect bombing or bomb run:

(d) To what extent did attacks by enemy aircraft affect bombing?

None

(e) State any difficulties on bombing run:

None

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

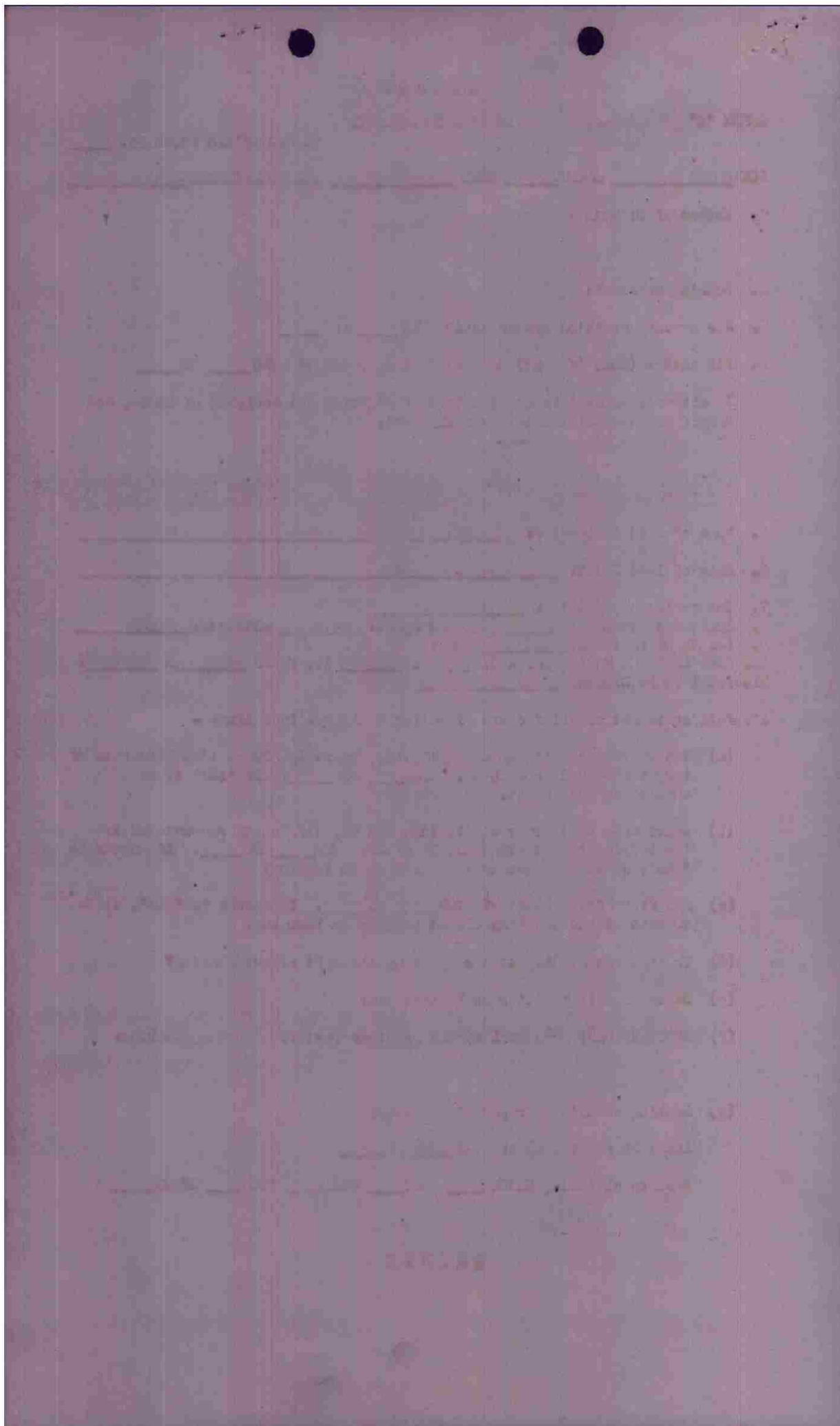
None

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____

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

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 551BOX 2, 213 3 GROUP 416 DATE 16 Sept 1944 TARGET ATTACKED Bomben On Soga1. Method of Sighting: Free-act with corrections.2. Bombing approach: 113°3. Was mercury erection system used? YES NO X4. Did entire ~~(bomb)~~ (flight) drop on lead bombardier? YES X NO

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

C-1 autopilot was not used.Misjudged distance for bombing run. Rolled out on run too late and in an attempt to pick up the target in the telescope the bomb s were prematurely released by the crossing of the indicies.5. Name of lead Bombardier: 1st. A. J. Buxs6. Name of lead Pilot: 1st. F. W. Dillard7. Intervalometer setting: None8. Indicated Air Speed: 500 Ground Speed: 260 Altitude: 113009. Length of bomb run: 10 Sec:10. Bomb Load and Fusing per A/C: 6 x 500 lb. FUSED 1/20 N 1/100 T11. Total Bombs Dropped: 36

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?

(e) State any difficulties on bombing run:

Misjudged length of run. Sighed bombs out with search knob while trying to pick up target in telescope.

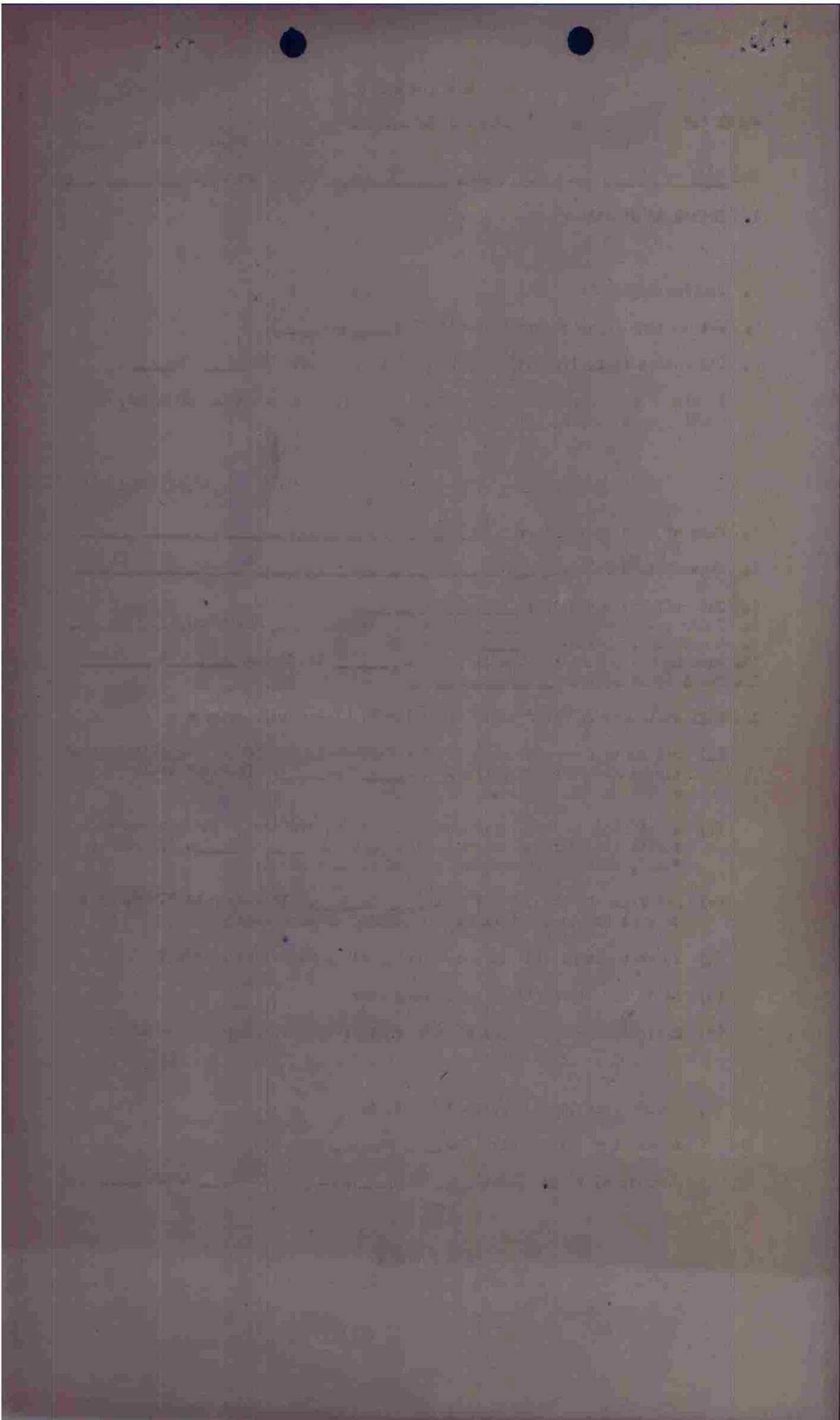
(f) Malfunctions, personnel errors or other factors affecting bombing:

Bombardier crossed sight indicies while trigger was up causing a premature release.

(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



USAAF FORM 31A

SECRET

SECRET

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

AUTH: CO STA
DATE: 170
INIT: 17 Sept 1944

TO:

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

Ref: Oprep A No. 144 for 24 hrs. ending midnight 16 September 1944
Mission or Operation No. 145 97th CG 13 214-551

A. Short Narrative of Operation:

Target Wichita, KS and lead over Bergen Co Town
Place of take-off AIF Station 170
Place of landing AIF Station 170
Take-off time 1700 Landing time 1805
Time over target 1800 - 1811 Bombing Altitude 11000 - 12000
Nature of mission Bombing Other None
Weather clear. Visibility 10 miles plus.
Results Good, exp. good, no attack, fair, good.
Enemy opposition Moderate to intense accurate flak lasting until take off target.

B. Type & model of aircraft:

1. Dispatched 32 A-200
7 A-203

2. Attacking target (indicate target) or completing mission.

<u>27 A-200</u>	<u>Bergen Co Town</u>
<u>6 A-203</u>	<u>Bergen Co Town</u>
_____	_____
_____	_____

3. Abortive due to:

(1) Weather: None(2) Personnel: None(3) Mechanical: None

(4) Other: 3 A-200 and 1 A-203. Lead bombardier had to alter course to avoid colliding with another flight and could not correct course in time to make bomb run.

4. Missing (i.e. cause and place unknown) 1 A-203 left formation after leaving target area.

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) 5 A-200 category A - flak
1 A-203 category A - flak
6 A-203 category AB-flak
1 A-203 category E - flak - crash landed.

8. Sorties 32 A-200
7 A-203

SECRET

(over)

SECRET

GEORGE JOHNSON
Capt 4th Air Corps
Adjutant

For the Commanding Officer:

a. Destroyed
b. Prob. Destroyed
c. Damaged

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

Type of	Pilot	Co-pilot	Nav	Bomb	R. Gun	E. Gun	T. Gun
Killed in							
Action							
Missing in							
Action							
Slightly							
Wounded							

G. Own Personnel Casualties:

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

F. Bombs, flares, etc. used:
a. Total carried into air
b. Total carried into air
c. Total carried into air

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

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

SECRET

USAF FORM 34a (cont'd)

CONFIDENTIAL

BASE WEATHER STATION
AAF STATION 170

14 September 1944

LOCAL AREA FORECAST FOR PERIOD ~~0800~~ 2000 HOURS 14 SEPT. 1944.

WEATHER: Much fog and low stratus at first lifting and breaking toward middle of period. Increasing amounts of high and middle clouds throughout period with possible rain toward end of period.

CLOUDS: Patchy 2-3/10 high and middle cloud at first increasing and becoming 6-8/10 in the afternoon. 10/10 fog and low stratus at first breaking by 1200 hours and becoming 3-5/10 small cumulus and stratocumulus in the afternoon.

VISIBILITY: 500 yards or less at start of period improving slowly throughout morning and becoming 1-2 miles by noon.

FREEZING LEVEL: 10000 feet.

SURFACE WINDS: Southeasterly light and variable.

Walter D. Castle

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

CONFIDENTIAL

The target is a defended position at Point De Lanueoc on the North tip of the Crozon Peninsula. Our troop line at present is about 1200 feet short of the target running between the target and an airfield which is about 4500 feet to the Southeast.

The target is located in the center of the small peninsula. It is a square fortified position. The size of the guns here are not known.

BOMBARDIER - NAVIGATORS SIGN NAME HERE ---

FH
WT
ms
ms
ms

E/A:

OBSERVATIONS:

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

FROM: COBOMGR 416

TO : COCBTWIG 97 ATT: SIG O

A - YS - 144

B - 14 SEPTEMBER 1944

C - 38 A/C

D - 670 - J - GEE BOX OUT, BUSE REPLACED, CHECKED OKAY.

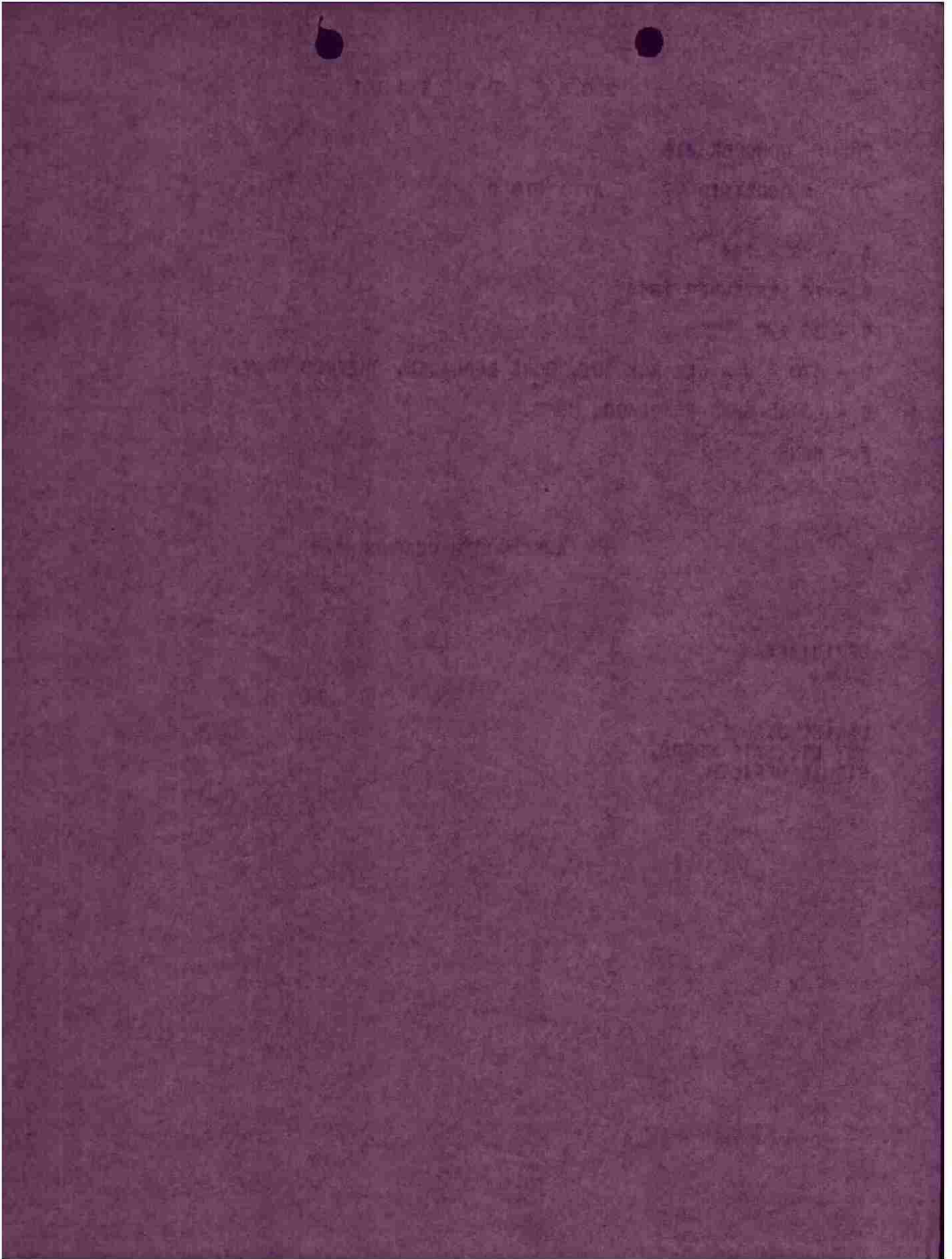
E - LOCAL BUNCHER BEACON USED.

F - NONE

AYLESWORTH COBOMGR 416

OFFICIAL:

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



OINAK OIYAA OICOF V OICOG 03/14 OF (OICOG FOR OILAI)

FROM NINTH BOMBER COMMAND 14/0132D
TO 409TH BOMB GROUP (L) (INFO)
416TH BOMB GROUP (L)
416TH BOMB GROUP (L)

OPERATIONAL PRIORITY
SECRET ORX BT

IN BOMBER COMMAND (FOR 97TH CBTWIC)
A P O 140
14 SEPT. 1964

9BC 03-742-E

FIELD ORDER NO. 213 - 226

1. D. (1) SEE SPECIAL BOMBLINE (PAR 3 X (13))
(2) 12 A-26'S WILL ATTACK BREST AT ZERO HOUR. FOUR GROUPS
OF B-26'S WILL ATTACK BREST AT ZERO HOUR PLUS 30 MIN.,
ZERO PLUS 40 MIN., ZERO PLUS 50 MIN., ZERO PLUS 60
MIN.

2. THIS WING WILL ATTACK A MILITARY OBJECTIVE ON THE BREST
PENINSULA.

ZERO HOUR - TO FOLLOW.

3. A. 416TH GROUP:

- (1) POINT DES ESPAGNOLS
(2) H.P.I. THREE FLIGHTS ON ILL. 40050/66 REF. 130055.
THREE FLIGHTS ON ILL. 40050/66 REF. 130058.
(10) 6 X 500 LB. GP. FLIGHTS ON REF. 130055 FUSED 1/10 SEC.
NOSE 1/40 SEC. TAIL. FLIGHTS ON REF. 130058 FUSED 1/10
SEC. NOSE 1/100 SEC. TAIL.
(12) T.O.T. ZERO HOUR PLUS 20 MIN.

- B. 416TH GROUP:

- (1) POINT DE LANDEOC
(2) H.P.I. GRID COORD. V-961886
(10) 6 X 500 LB. GP. FUSED 1/10 SEC. NOSE 1/40 SEC. TAIL.
(12) T.O.T. ZERO HOUR PLUS 10 MIN.

- X. (1) TO (3) NO CHANGE.
(4) FORD AND TANGHERE.
(5) 36 A/C BOMBING BY FLIGHTS OF 6 A/C.
(6) ROUTE OUT: BASE TO MAIDENHEAD TO BILL OF PORTLAND TO
I.P. TO TARGET.
(7) ROUTE BACK: TARGET TURN RIGHT TO R.P. TO BILL OF PORTLAND
TO PORTLAND TO MAIDENHEAD TO BASE.
(8) DOND 12,000 FT. OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW
5,000 FT.
(9) I.P. 4012N 0400W
(10) AXIS OF ATTACK: GENERALLY SE TO NW.
(11) R.P. 4030N 0400W
(12) SPECIAL BOMBLINE: V-963008 TO V-963008 SOUTH TO TIP OF
PENINSULA AT V-96075A.
(13) TARGETS WILL NOT BE ATTACKED UNLESS POSITIVELY IDENTIFIED.
(14) NO ALTERNATE TARGETS AUTHORIZED ON THIS MISSION.
(15) DUE TO LOCATION OF TARGET ENEMY FIGHTER REACTION IS
HIGHLY IMPROBABLE. HENCE FIGHTER PROTECTION IS NOT
DEEMED NECESSARY.

4. NO CHANGE.

5. COMMUNICATIONS:

- A. 416 GROUP TARGET - BREST.
(2) CORNHILL.

- B. 416 GROUP TARGET - BREST.
(2) PROCTOR.

- X. (10) VADT/VADT.

COMBONCOM NINE

BT

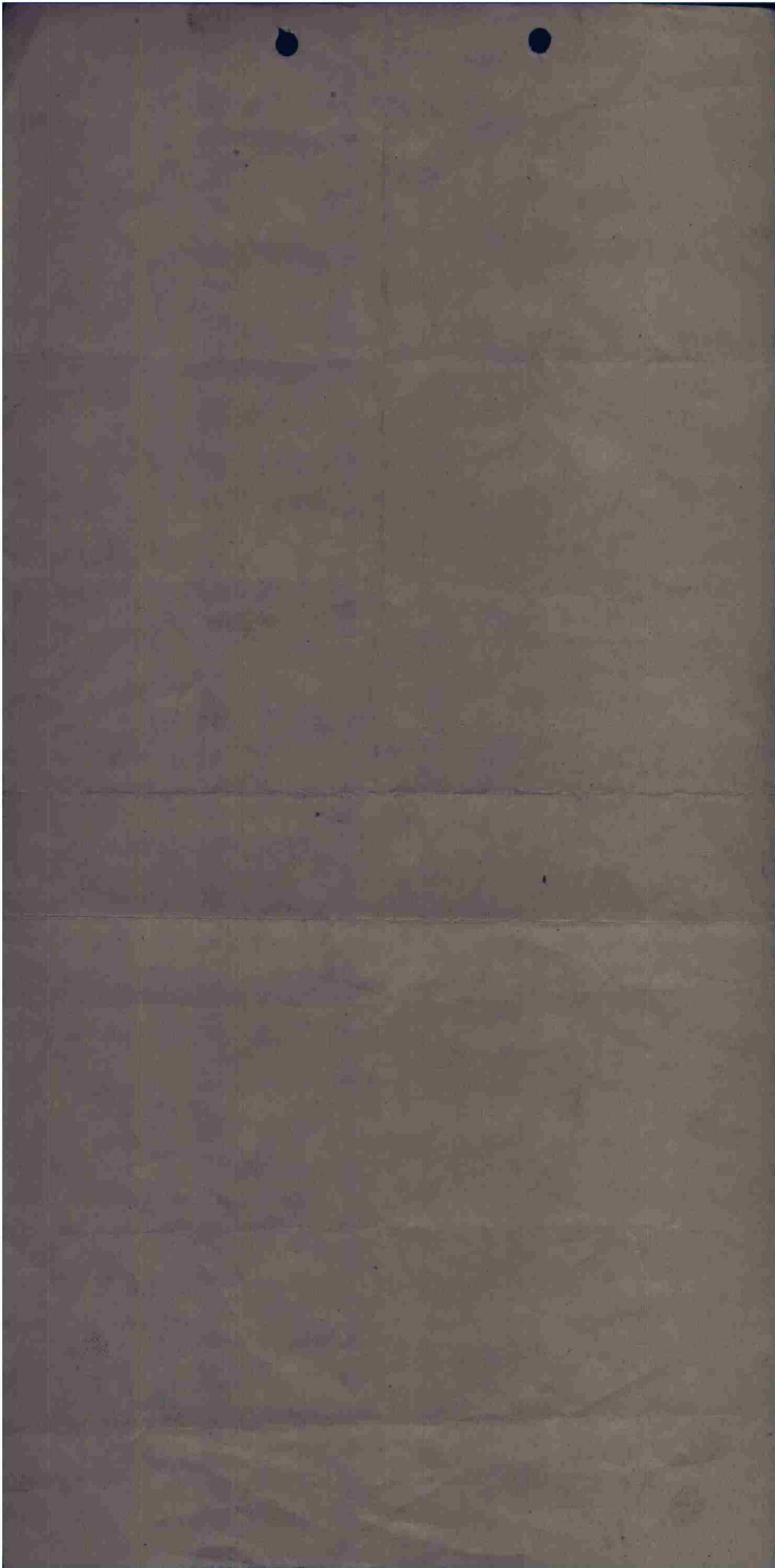
CC: UNDER X. (7) SHOULD READ AS FOLLOWS:

(7) ROUTE BACK: TARGET TURN RIGHT TO R.P. TO BILL OF PORTLAND TO
MAIDENHEAD TO BASE. (AND NOT AS SENT)

CLEV AR K

ALL STATIONS PLS HOLD FOR K WITH R

OIYAA/OICOG R.....14/0307B EJS AR
OICOF/OICOG R.....14/0307B WGS AR
OINAK/OICOG R.....14/0307B CHL AR



OIHAK OIYAA OIGOF V OICOG 03/14 OP (OICOG FOR OILAI)

FROM NINTH BOMBER COMMAND 14/0132B
TO 409TH BOMB GROUP (L) (INFO)
410TH BOMB GROUP (L)
416TH BOMB GROUP (L)
OPERATIONAL PRIORITY
SECRET QX BT

512

IX BOMBER COMMAND (FOR 97TH CBTWIG)
A P O 140
14 SEPT. 1944

9BC OS-742-E

FIELD ORDER NO. 213 - 550

1. B. (1) SEE SPECIAL BOMBLINE (PAR 3 X (15))
(2) 12 A-26'S WILL ATTACK BREST AT ZERO HOUR. FOUR GROUPS OF B-26'S WILL ATTACK BREST AT ZERO HOUR PLUS 30 MIN., ZERO PLUS 40 MIN., ZERO PLUS 50 MIN., ZERO PLUS 60 MIN.

2. THIS WING WILL ATTACK A MILITARY OBJECTIVE ON THE BREST PENINSULA.

ZERO HOUR - TO FOLLOW.

3. A. 410TH GROUP:

- (1) POINT DES ESPAGNOLS
- (9) M.P.I. THREE FLIGHTS ON ILL. 4805W/66 REF. 130055.
THREE FLIGHTS ON ILL. 4805W/66 REF. 128058.
- (10) 6 X 500 LB. GP. FLIGHTS ON REF. 130055 FUSED 1/10 SEC.
NOSE 1/40 SEC. TAIL. FLIGHTS ON REF. 128058 FUSED 1/10 SEC. NOSE 1/100 SEC. TAIL.
- (12) T.O.T. ZERO HOUR PLUS 20 MIN.

- B. 416TH GROUP:

- (1) POINT DE LANUEOC
- (9) M.P.I. GRID COORD. V-961836
- (10) 6 X 500 LB. GP. FUSED 1/10 SEC. NOSE 1/40 SEC. TAIL.
- (12) T.O.T. ZERO HOUR PLUS 10 MIN.

- X. (1) TO (3) NO CHANGE.

- (4) FORD AND TANGMERE.
- (5) 36 A/C BOMBING BY FLIGHTS OF 6 A/C.
- (6) ROUTE OUT: BASE TO MAIDENHEAD TO BILL OF PORTLAND TO I.P. TO TARGET.
- (7) ROUTE BACK: TARGET TURN RIGHT TO R.P. TO BILL OF PORTLAND TO PORTLAND TO MAIDENHEAD TO BASE.
- (8) BOMB 12,000 FT. OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 5,000 FT.
- (9) I.P. 4812N 0406W
- (10) AXIS OF ATTACK: GENERALLY SE TO NW.
- (11) R.P. 4830N 0405W
- (12) SPECIAL BOMBLINE: V-963888 TO V-930808 SOUTH TO TIP OF PENINSULA AT V-890754.
- (13) TARGETS WILL NOT BE ATTACKED UNLESS POSITIVELY IDENTIFIED.
- (14) NO ALTERNATE TARGETS AUTHORIZED ON THIS MISSION.
- (15) DUE TO LOCATION OF TARGET ENEMY FIGHTER REACTION IS HIGHLY IMPROBABLE. HENCE FIGHTER PROTECTION IS NOT DEEMED NECESSARY.

4. NO CHANGE.

5. COMMUNICATIONS:

- A. 410 GROUP TARGET - BREST.
(2) CORNHILL.

- B. 416 GROUP TARGET - BREST.
(2) PROCTOR.

- X. (10) VABT/VABT.

COMBOMCOM NINE

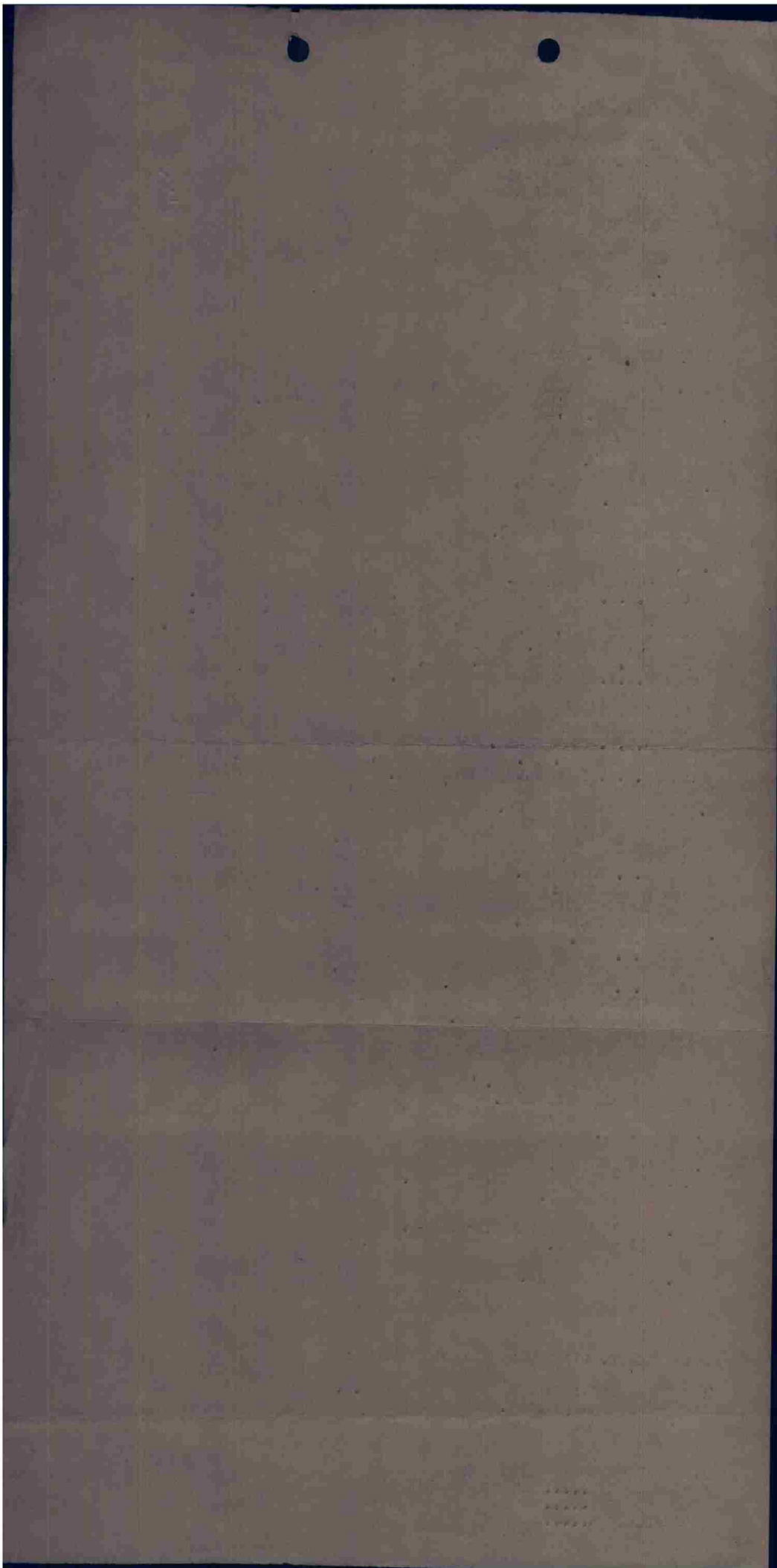
BT

CC: UNDER X. (7) SHOULD READ AS FOLLOWS:

- (7) ROUTE BACK: TARGET TURN RIGHT TO R.P. TO BILL OF PORTLAND TO MAIDENHEAD TO BASE. (AND NOT AS SENT)

CLEV AR K

ALL STATIONS PLS HOLD FOR K WITH R
OIYAA/OICOG R.....14/0307B EJS AR
OIGOF/OICOG R.....14/0307B WCS AR
OIHAK/OICOG R.....14/0307B CML AR



OICOG V OIYAA OIYAA 14/15 OP
FROM 416TH BOMB GROUP 14/2054B S-307-D
TO HQ IX BOMBER COMMAND ATTN A-2

CONFIDENTIAL BT

~~XXXXXXXXXXXX~~

SUPPLEMENT NO. 2 TO OPFLASH NO 150 FOR 14 SEPT 1944

2A/C PREVIOUSLY REPORTED IN SUPPLEMENT NO1 AS UNACCOUNTED FOR
HAVE LANDED IN U.K ARXXX AT GROOVE . OTHER 5 A/C ARE STILL AT
LOCATIONS GIVEN IN SUPPLEMENT NO1. OF 8A/C PREVIOUSLY REPORTED
AS LANDED AWAY FROM BASE IN U.K 7A/C HAVE RETURNED TO BASE AND
1A/C IS STILL AT WINKTON . -.3,\$

AMEND PARA (1) OF OPFLASH TO READ "3A/C DAMAGED BY FLACK MXXX
CATEGORY "A". INFORMAYXXXXX INFORMATION LACKING FROM 8A/C LANDED
AWAY FROM BASE IN U.K

BT 14/2054B

AS

CC THT SHOULD READ LANDED AT GROVE RPT GROVE

HAD AR KK

OICOG R '.....'

" "

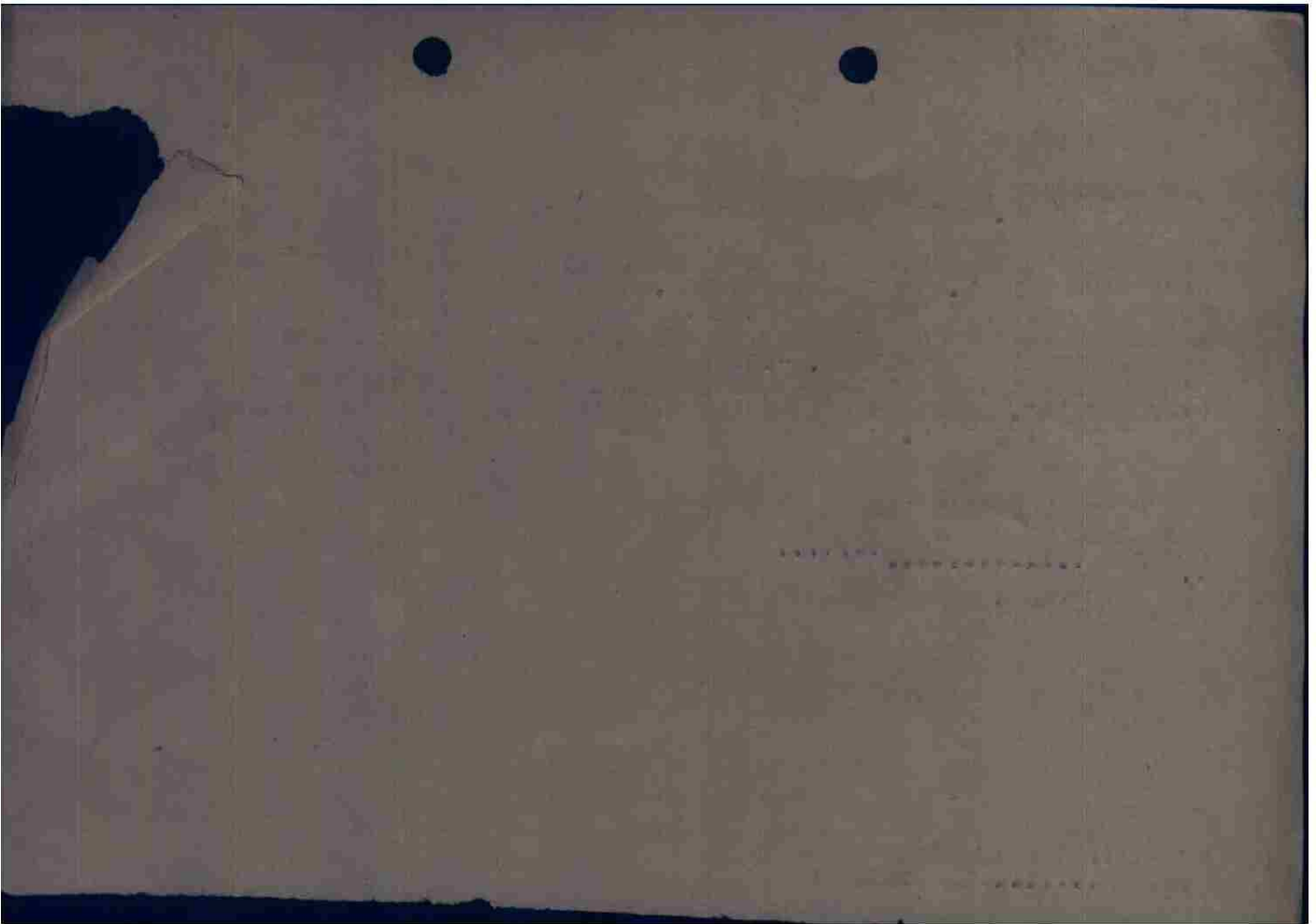
USCOG INT AR?

NO WAITING FOR R FROM OICOG TIC

OICOG R.....14/2132B FD AR

BBBB

THIS PAGE DECLASSIFIED IAW EO12958



THIS PAGE DECLASSIFIED IAW EO12958

OICOG V OIYAA OIYAA 13/14 OP

FROM 416TH BOMB GROUP 14/1845B 416BG S-305-D
TO HQ IX BOMBER COMMAND ATTN: A-2

SECRET QXX BT

SUPPLEMENT TO OPFLASH NO 150 FOR 14 SEPTEMBER 1944.

IXX

5 OF 7 A/C PREVIOUSLY REPORTED AS UNACCOUNTED FOR HAVE LANDED
AS FOLLOWS: 3 AT HONESLEY SOUTH
1 AT BEAULIEU
1 AT CHRIST CHURCH.

INFORMATION LACKING AS TO WHEREABOUTS OF 2 A/C.

BT14/1845B

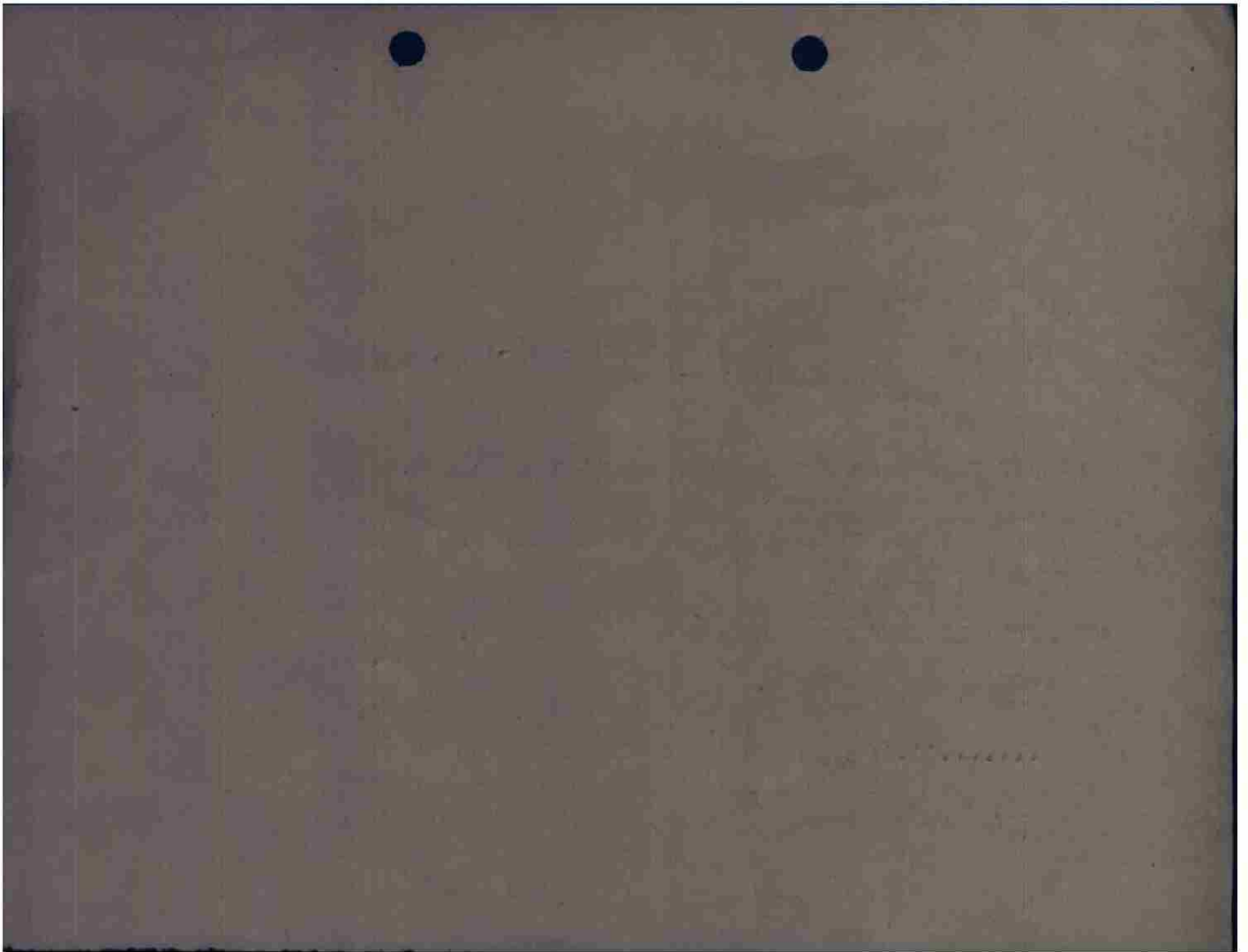
AS

CW AR K

OICOG R.....'1:1645B XXXX 1:1845B IC ARN

IS IT 14/1845B IC ???

YES OK.TNX AR



0500/9-15-44

OICOG V OIYAA OIYAA 12 /14 OP

FROM 416TH BOMB GROUP (L) 14/1815B 416BG S-304-D
TO HQ IX GOMBER COMMAND ATTN: A-2

SECRET QXX B T

OPFLASH NO 150 FOR 14 SEPTEMBER 1944.

A. (1) DEFENDED POSITION - POINT LANVEOC (BREST).

(2) NO ATTACK

B. (1) 416TH BG

(2) 32 A-20G 'S AND 6 A-20'J'S

///X2///

(3) 23 A/C DID NOT BOMB DUE TO WEATHER.

INFORMATION LACKING ON 14 A/C OF WHICH 8 A/C LANDED AWAY
FROM BASE IN U.K. OTHER 7 A/C AS YET UNACCOUNTED FOR.

(4) NIL

EX

C. (1) 1256

(2) NO ATTACK (TOT - 1510)

(3) 1701

D. (1) 7 A/C UNACCOUNTED FOR.

1 A/C DAMAGED BY FLAK. CATEGORY "A"

(2) 0-0-0

(3) 0-0-0. CREWS OF 7 A/C UNACCOUNTED FOR.

E. NO ATTACK BY FLIGHTS WHICH WERE INTERROGATED

F. (1) (A) NIL

(B) NIL

(2) (A) NIL

(B) MODERATE ACCURATE HFF FROM GUERNSEY ISLAND (DETERMINED
BY GEE FIX)

G. MIL OBSERVATIONS DUE TO WEATHER.

SUPPLEMENTARY OPSFLASH WILL FOLLOW WHEN FURTHER INFORMATION
IS AVAILABLE. 15 MINUTE REPORT NOT TRANSMITTED DUE TO LACK OF
COMMUNICATION FACILAXXXXXXX FACILITIES ON OPS LINE.

H. (1) 10/10.

(2) VARYING FROM .8 TO .10

I. ALL BOMBS RETURNED

J. NO ATTACK

BT14/1815B

AS

CC: IN LINE G. WORD BEFORE OBSERVATIONS IS NIL RPT NIL

CW AR K

OICOG R.....'.....'QRQICWB IC AR

IMI PLS

OICOG R.....141842B IC ACN

BBBBB

See down white smoke T.
mark T.T
TOT-2 TOT-3
troops with down 1500 yds

OIHAK OIGOF OIYAA V OICOG 19/14 OP

FROM NINTH BOMBER COMMAND 141055B 9BC OS-761-E
TO: COBOMGP 409, 410, 416TH.
OPERATIONAL PRIORITY
SECRET QGX BT

97TH COMB WING (9TH BC SENDING)
APO 140

14 SEPT 1944

ANNEX NO 1 TO FO 213-550.

ZERO HOUR 14/1500B.

CHANGE THE FOLLOWING PAR TO READ.

3 A (10) 4 X 500 G.P. FLIGHTS ON REF. 130055 FUSED 1/10 SEC. NOSE
1/40 SEC TAIL. FLIGHTS ON REF. 128058 FUSED 1/10 SEC. NOSE
EX 1/100 SEC. TXXXTAIL.

3 B (10) 4 X 500 G.P. FUSED 1/10 SEC. NOSE 1/40 SEC. TAIL.
X (6) ROUTE OUT: BASEXTXM TO MAIDENHEAD TO BILL OF PORTLAND TO 4800
N 0406 W TO I. P. TO TARGP. 4803 N 0429 W.
(10) AXIS OF ATTACK. GEN S TO N.

COMBOMCOM NINE

BT

MWC AR K

(THIS IS A XERO CORRECT VERSION)

OIYAA R14/1340B JF AR

OIHAK R14/1340B MC AR

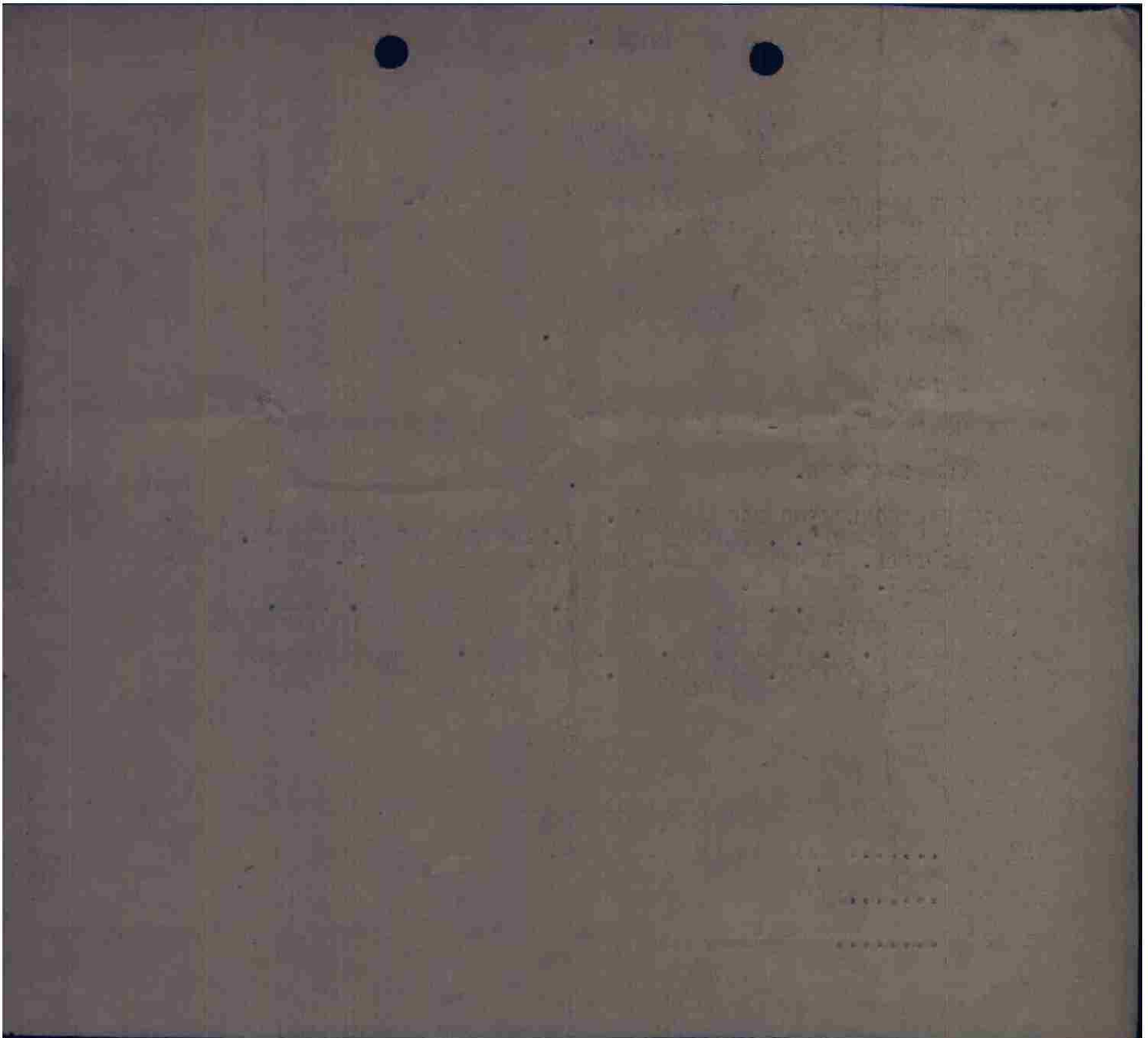
OIGOF R14/1342B WAC AR

AR

530
S-2
S-3
SIG

530

Recd
14/1400



YB A ERE KKK
ALL STATIONS STAND BY FOR B/CAST

OIHAK OIGOF OIYAA V OICOG 19/14 -OP-
(OICOG SENDING FOR THE 97TH CBW)

FROM NINTH BOMBER COMMAND 141055Z 9BC. 08-761-E.
TO: COBOMGP 409, 410, 416.

OPERATIONAL PRIORITY.
SECRET. QGX.

97TH COMBAT WING.
APO 140
14 SEPTEMBER 1944.

ANNEX NO. 1 TO F.O. 213-550.

ZERO HOUR 14/1500Z.

CHANGE THE FOLLOWING PAR. TO READ:

3.A. (10) 4 X 500 G.P. FLIGHTS ON REF. 130055 FUSED 1/10 SEC. NOSE
1/40 SEC. TAIL. FLIGHTS ON REF. 128058 FUSED 1/10 SEC. NOSE 1/100
SEC. TAIL.

3.B. (10) 4 X 500 G.P. FUSED 1/10 SEC. NOSE 1/40 SEC. TAIL.

X. (6) ROUTE OUT. BASE TO MAIDENHEAD TO BILL OF PORTLAND TO
4800N 0406E TO I.P. TO TARGET.

(9) I.P. 4803N 0429E.

(10) AXIS OF ATTACK. GEN S TO N

COMBOMCOM NINE

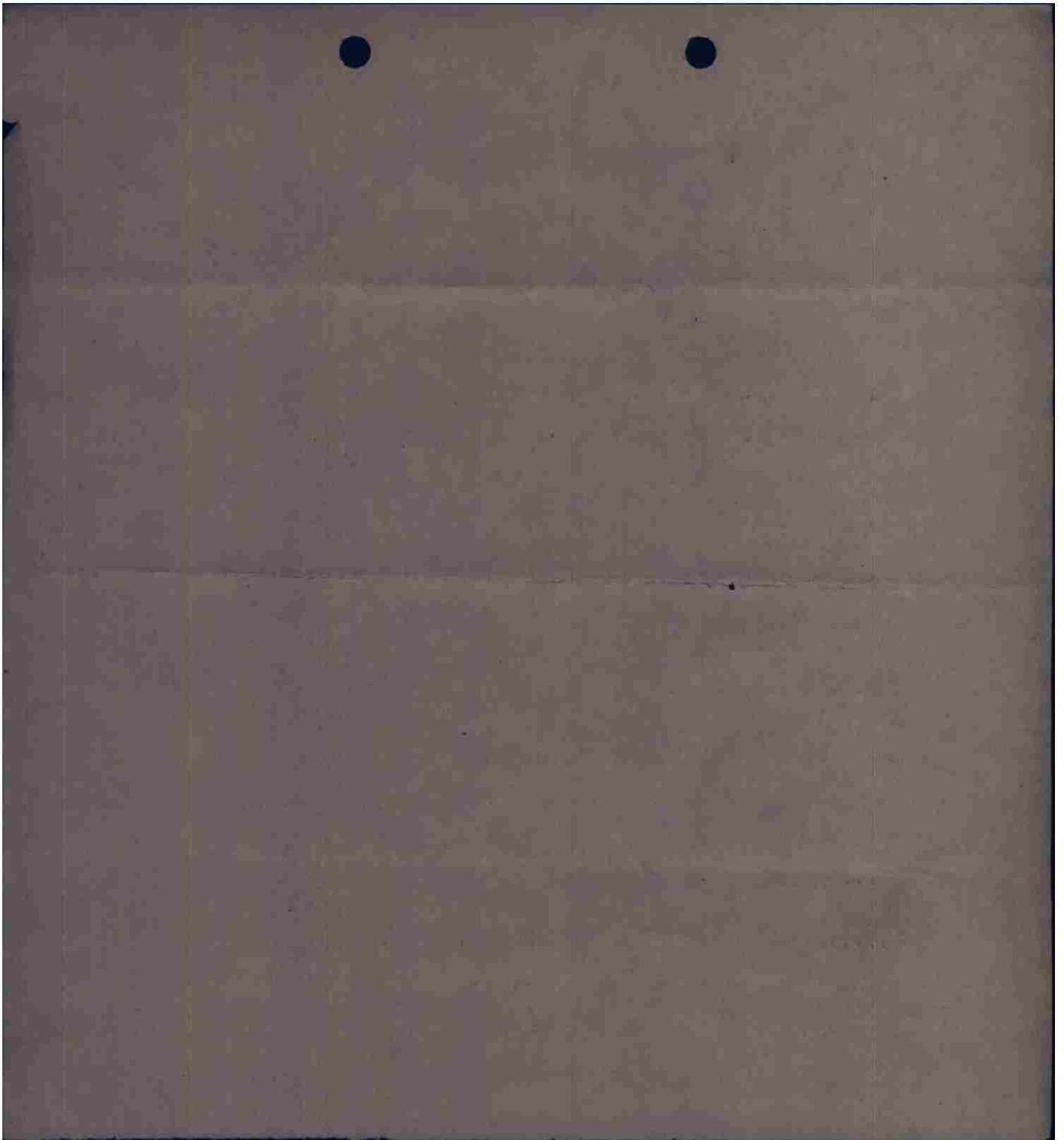
WKB. AR
STMS HX/K/R.

OIYAA
OICOG R.....IMXZX 14/1125B CP AR

OIHAK
OICOG R.....14/1125B MC AR

OIGOF
OICOG R.....14/1125B GEN AR
M

forward
11:35
Sept 13-44
525



MISSION NO. 144

LOADING LIST
BOX 1
FLIGHT 1

14 SEPT. 1944

Int.
1. 717 P
CAPT A E OSBORNE
LT W FORMA
S/S S P NEWELL
SGT E G LEAGERMAN

2. 194 C
LT R D LESHER
S/S H R HEDRICK
SGT S L HEITELL

3. 195 D
LT R R SVENSON
S/S P G FILD
S/S G F PFENNING

4. 480 B
LT R G MEREDITH
SGT C FETKO
S/S R W MAC DONALD

5. 819 K
LT C S STANLEY
SGT C C HOLTERFIELD
SGT C B COLLIER

6. 376 O
LT J H WRIGHT
SGT P J PROFITA
SGT J R SIMMONDS

FLIGHT 11

1. 439 J
LT F J HARROLD
LT W E BREWER
SGT D E BURNS
SGT W J DANIEL

2. 750 M
LT P P BARAUSKY
S/S B R WILSON
S/S M HALL

3. 674 R
LT D B GRUNIG
S/S M E DIAS
S/S H C NOWOSIELSKI

4. 224 E
LT J P HILLERMAN
S/S L MARTINEZ
S/S R F PAULES

5. 211 O-1
LT J R SPARLING
SGT J L COLLIER
SGT L L LEAHIGH

6. 380 N
LT E O TURNER
SGT J SIENKIEWICZ
SGT J O BELCAS

FLIGHT 111

1. 467 W
LT R S RUDISILL
LT R H JOOST
S/S R K RILEY
S/S A J BONAMO

2. 217 D-1
LT T J LEONARD
S/S T A PALMER
S/S O D EVANS

3. 689 I-
LT R B SINGLETARY
S/S H G WIGGINS
S/S A A CIANCIOSI

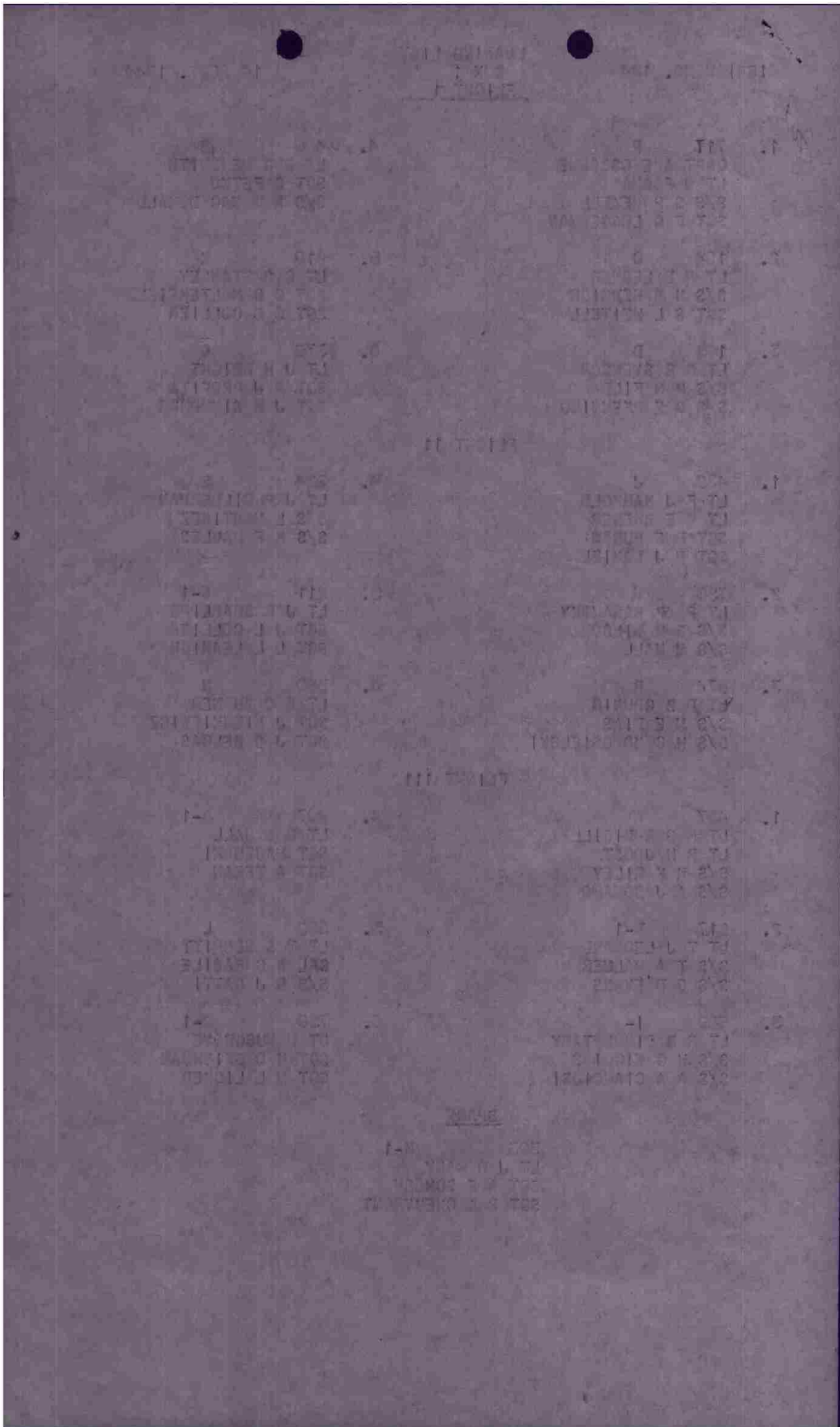
4. 207 B-1
LT R B HALL
SGT MAJEWSKI
SGT A TERAN

5. 892 L
LT T S MERRITT
6PL A C BASILE
S/S R J GATTI

6. 759 G-1
LT W MUSGROVE
SGT H O SEIGHMAN
SGT M L LICKER

DPARE

393 K-1
LT J C GARY
SGT A E SCHOEN
SGT R W CHEUVRONT



MISSION NO. 144

LOADING LIST
BOX 11
FLIGHT 1

14 SEPT. 1944

1. 125 M
CAPT G M McNULTY
LT F H BURSIEL
S/S J A FEJES
S/S E R JUDD
2. 894 R
LT J K COLQUITT
S/S L M DAUGHERTY
SGT D E RAINES
3. 150 N
LT L E CANNON
SGT J W ROBINSON
SGT E P BRZEZINSKI

4. 764 X
LT W E DOWNING
S/S E S DICKINSON
S/S K E HORNBECK
5. 210 Q
~~XXXXXXXXXXXX~~
LT J H MONTROSE
SGT R S CANDY
SGT J FELKEL
6. 226 E
LT F E PARKER
SGT A E GALLOWAY
SGT S KOCHAN

FLIGHT 11

1. 135 T
LT E E DEMON
LT R J McQUADE
S/S J MARI
SGT D J McGUIRE
2. 181 A
LT W H LAND
S/S D R ABRIOLO
CPL V F FAIR
3. 743 W
LT T BOURKAMP
S/S R J COLOSIMO
S/S J S WING

4. 692 M
LT E F HALL
SGT R P SHARP
SGT R W CARSTENS
5. 821 Z
LT W F TRIPP
S/S J O SCOTT
S/S E MALLORY
6. 900 Q-1
LT J P ALLEN
SGT L R GETCHEN
SGT C W VRAZBY

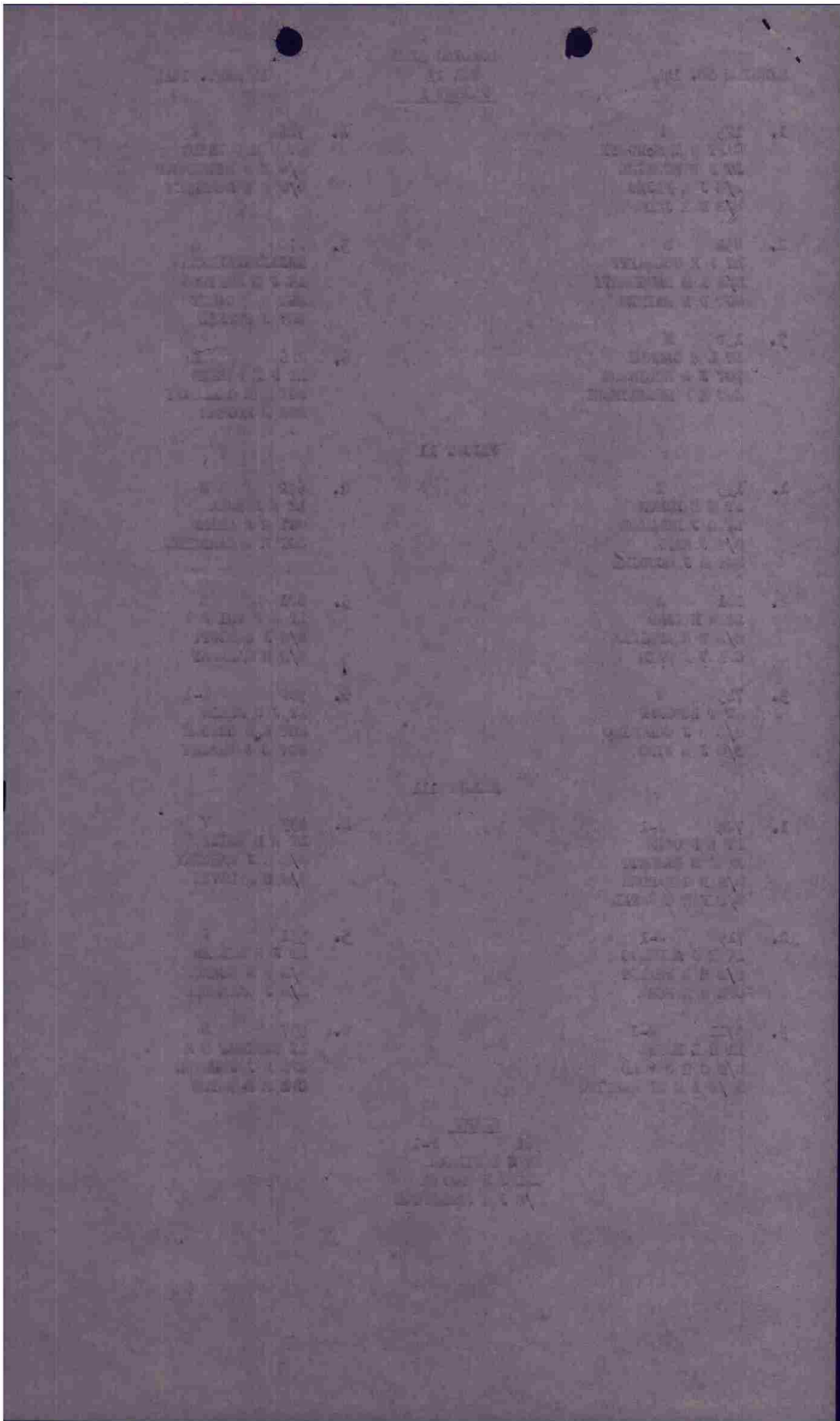
FLIGHT 111

1. 724 A-1
LT H P COLE
LT R S BASNETT
S/S B G FANDRE
S/S F R CHVATAL
2. 719 J-1
LT H D ANDREWS
S/S E R WERLEY
CPL R E HERR
3. 9711 M-1
LT O L ESTES
S/S C R ORVOLD
S /S A E DI MARTINO

4. 493 V
LT R H SMITH
S/S R J MAHONEY
S/S H R DAVIS
5. 951 P
LT J H MILLER
S/S R G SCHROM
S/S J CALENDER
6. 937 B
LT EASTMAN D M
CPL R J JOHNSON
SPE A B EATON

SPARE

961 P-1
LT E L MILLER
CPL J F MALLOY
S/S J M PEMBERTON



USAAF FORM 34A

SECRET

SECRET

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

AUTH: CO STA 170
DATE: 15 Sept 1944
INIT:

TO:

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

Ref: Oprep A No. 154 For 24 hrs. ending midnight 14 Sept 1944
Mission or Operation No. 154 97th AF PO 212-250

A. Short Narrative of Operation:

Target Defended Coast Position - Point Lagoon
Place of take-off AAF Station 170
Place of landing AAF Station 170 (S see below)
Take-off time 1234 Landing time 1701
Time over target 1510 Bombing altitude No attack
Nature of mission Bombing Other None
Weather 10/10 cloud cover over target area. Over continent - varying from 5 to
Results No attack due to weather. /10/10 clouds.
Enemy opposition Moderate accurate fire from Guernsey Island.

B. Type & model of aircraft:

1. Dispatched 32 A-200
6 A-200
2. Attacking target (indicate target) or completing mission.
None
3. Abortive due to:
 - (1) Weather: 32 A-200
6 A-200
 - (2) Personnel: None
 - (3) Mechanical: None
 - (4) Other: None
4. Missing (i.e. cause and place unknown) None
5. Destroyed - before reaching target None
giving cause where known
6. Destroyed - over or after leaving None
target giving cause where known
7. Damaged (give category & cause) 3 A-200 category A - fish
8. Sorties 32 A-200
6 A-200

* 2 a/c landed at Gove, 3 at Palmerley South, 1 at Winton, 1 at Horn, 1 at Esselton,
1 at Christchurch and 6 at Tarant Ruston.

SECRET

(over)

SECRET

GEORGE SCHENKELIN,
Capt. in, Air Corps,
Alpharetta.

For the Commanding Officer:

a. Destroyed _____
b. Prob. Destroyed _____
c. Damaged _____

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

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

G. Own Personnel Casualties:

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

e. Total carried into air: _____
f. Bombs, flares, etc. used: _____

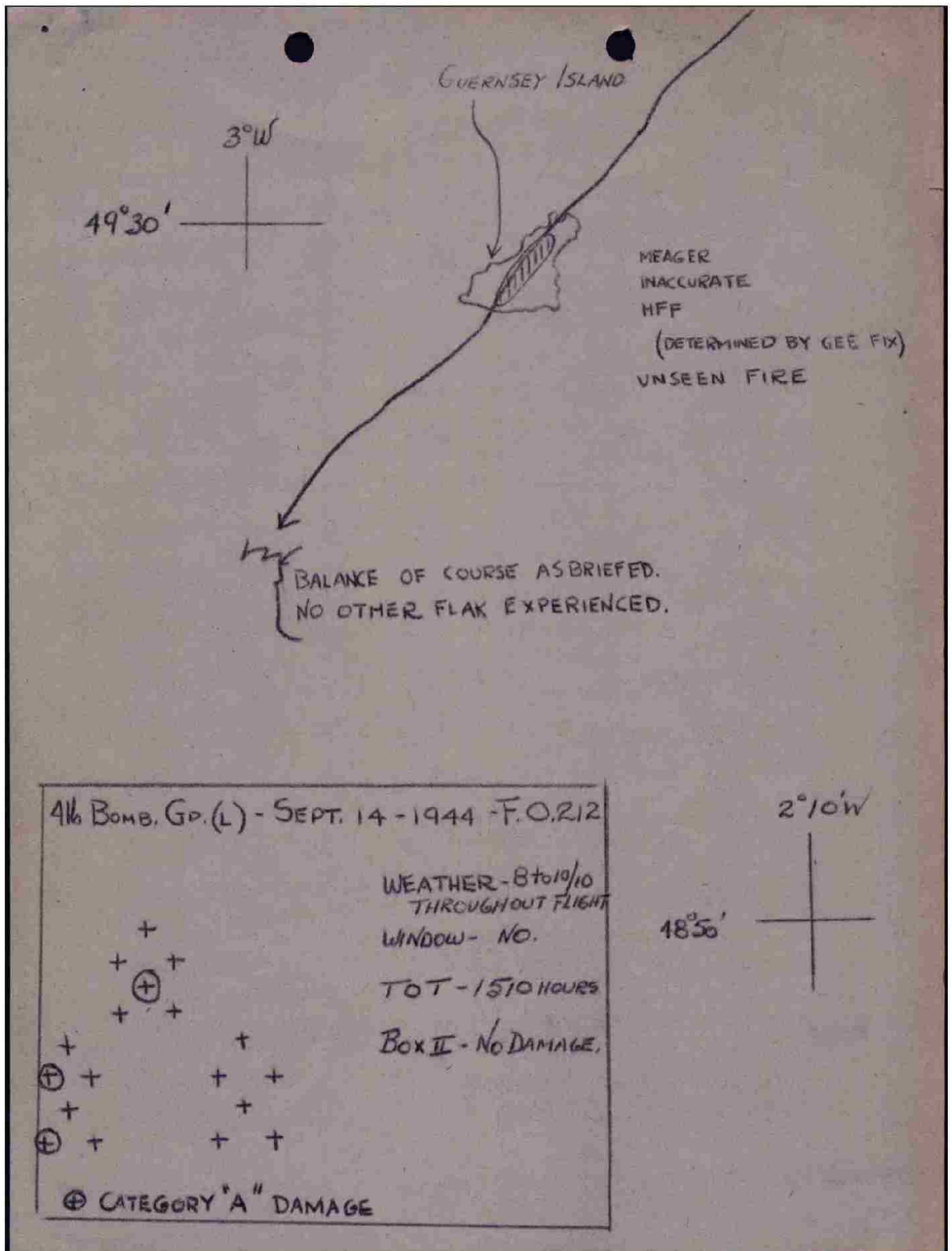
g. Lost on wrecked or missing a/c _____
h. Expended on operations _____
i. Total carried into air _____
j. Ammunition by caliber: _____

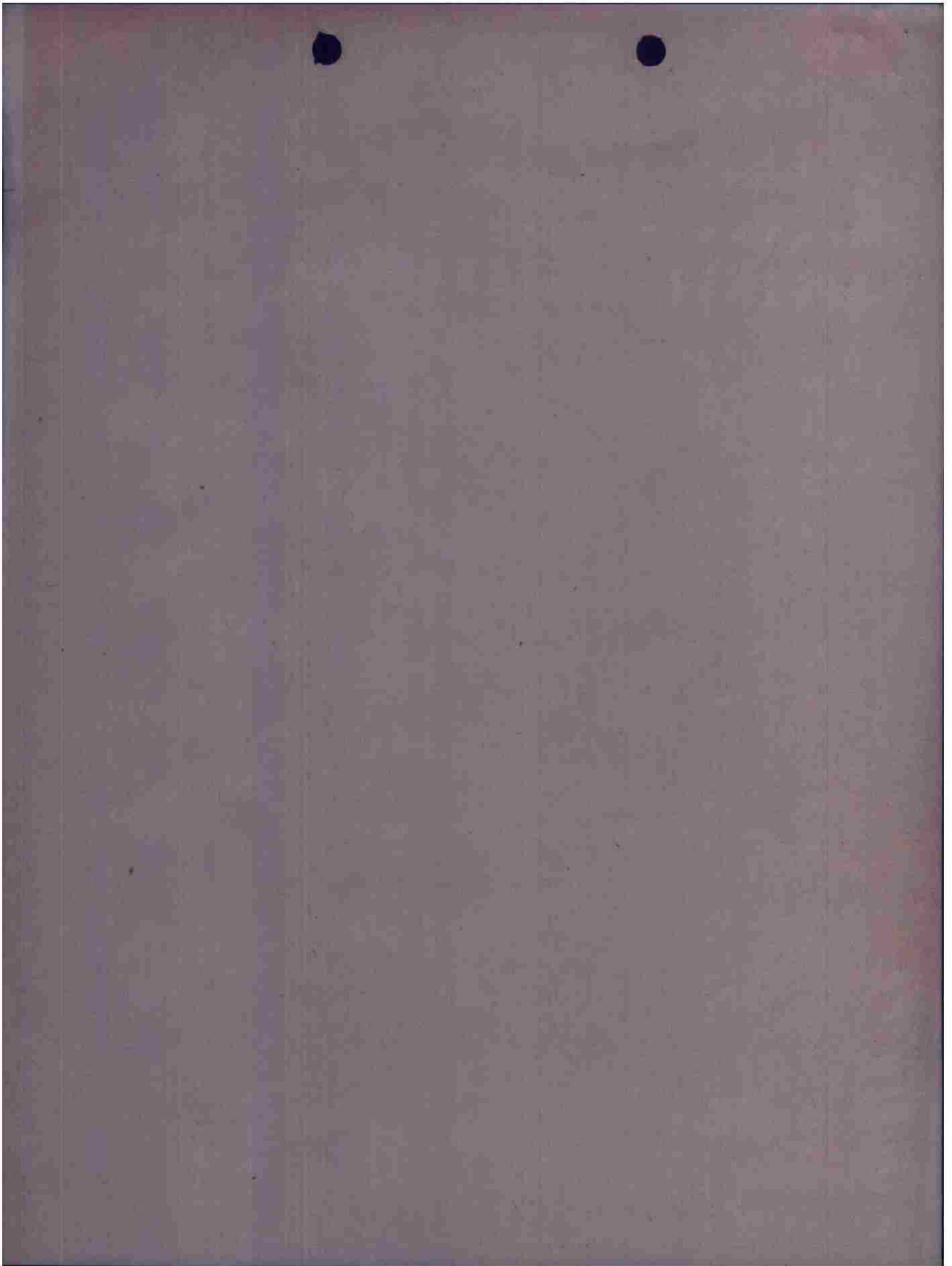
k. Night (Sunset to sunrise) _____
l. Day (Sunrise to sunset) _____

m. Total operational flying hours _____
n. Day (Sunrise to sunset) _____
o. Night (Sunset to sunrise) _____

SECRET

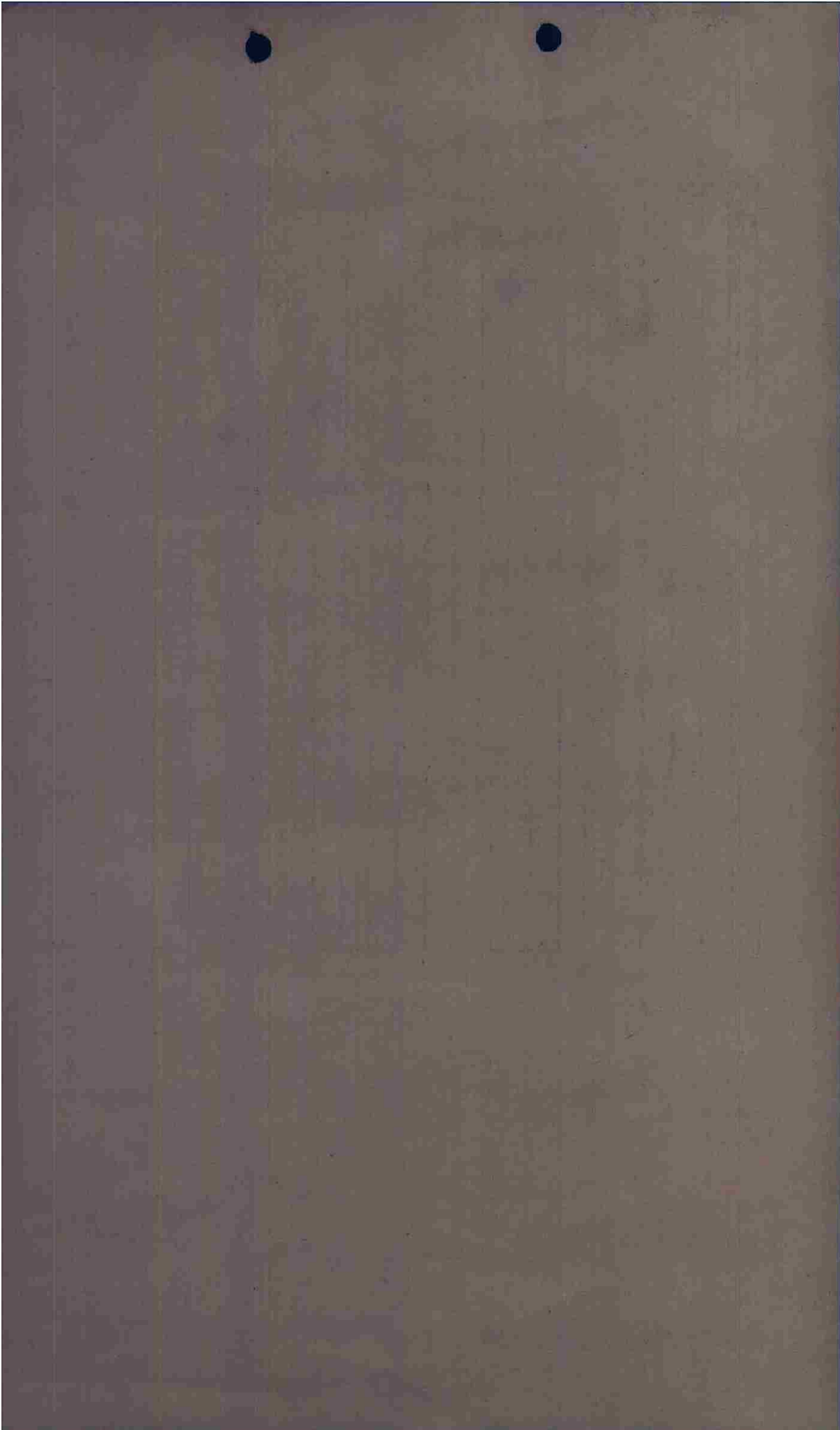
USAF FORM 94 (Rev. 4)





Box #	Opsfl	Date	F/O	Target	Alt	Box Leader	T/O TOT	15 min.
I		1/14/44					L/D	
A/C	Rel to Bomb	ATF	Bomb Disp	A/C Dam	E/A	Pers.		
1 717								717 OSBORNE
2 194								195 SUNSON LESHER
3 195								480 MEREDITH
4 480								376 819 WRIGHT STANLEY
5 819								
6 376								
1 439								467 RUDISILL
2 750								439 HAROLD
3 674								689 SINOLETARY
4 824								317 LEONARD GRUNIG BARAUSKY
5 211								207 HALL, R.B.
6 380								224 HILFMAN
1 467								759 892 MOSPORE MERRITT TURNER SPARKLING
2 317								380 211
3 689								
4 207								
5 892								
6 759								
SPARE 393								393 GARY SPARK

Russell's Flight down at Rushon



Box #	OpsFL	Date	F/O	Target	Alt.	Box Leader	T/O TOT L/D	15 min.
11		9/14/44						
A/C	Fail to Bomb	ATT	TSIO	TSTFR	A/C Dam	E/A	Pets.	
125	Reason							
814								
150								
741	Failed in flight - called to heading in to F. and							
915								
926								
135								
181								
713								
692								
821								
906								
724								
714								
9711								
493								
951								
937								
961								

3 Henry Smith
1 Beaulieu
1 Christie
10/1/44
10/1/44
10/1/44

135
McNulty
150
CANNON Colquitt
764
Downing
326
PARKER MONTROSE
310

924
Cole
135
DeHUN

9711
ESTES ANDREWS BOUKAMP LAND
493
SMITH
937 951 900 831
EASTMAN MILLER ALLEN TRIPP
961

Smith down at Heavne

MILLER
SPARE

TOTALS FOR MISSION

B.

- (2) No. a/c off by type: _____
 A-20G's _____ A-20J's (obtained from Opns) _____
- (3) No. of a/c failing to bomb _____ explain each failure.
 Recall due to weather _____
 Personnel _____
 Mechanical _____
 Other Reasons _____
- (4) No. a/c bombing. _____
 Primary. _____
 Secondary. _____
 Other. _____
 (Obtained from recaps.) _____

C.

- (1) Time up _____
 T.O.T. _____ (Obtained from Tower).
 Time Down _____

D.

- (1) No. a/c _____ Missing _____
 Destroyed _____
 Damaged _____ (cat. B/C)
 Damaged _____ (cat. A)
- (3) No. Crew _____ Killed _____ Wounded _____ Missing _____
 (Obtained from Recaps).

E. Results of Bombing. (Obtained from Group Bombardier).

	No.	Type
I. Bombs on Primary	_____ X	_____
Bombs on Secondary	_____ X	_____
Bombs on Other	_____ X	_____
Bombs Returned	_____ X	_____
Bombs Jettisoned	_____ X	_____ Where _____
(Obtained from Recaps)		

(The NCO in charge should fill this out immediately finishing taking the recaps and hand to the Officer making up the Ops Report).

MISSION NO. 148

29 SEPTEMBER 1944

LOADING LIST*Intel*

BOX NO.	I
FLIGHT	I

1. 444 J
MAJOR R.F. PRICE
LT A.R. HAND
S/SGT E.A. DAMICO
SGT D.M. BENTZLER

2. 717 P
LT C.J. ANDERSON
LT W. BABBAGE
SGT P.G. ENGA
SGT L. SCHAFER

3. 894 R
LT E.B. KREH
S/SGT. D.R. SCHENCK
S/SGT. E. SHELTON

4. 907 O
LT G. ESENSTEIN
S/SGT F.L. ADAIR
S/SGT. C.F. LOVE

5. 760 Z
LT T.D. MCGREADY
SGT W.L. LEMONDS
SGT. W.F. FUEHRER

6. 226 E
LT J.B. SAIDLA
SGT A.F. CAVANAGH
SGT. C. HARRIS

FLIGHT II

1. 439 J-1
LT P.G. ATKINSON
LT D.O. ACKERSON
S/SGT J.O. SWAFFORD
S/SGT P.F. GLYNN

2. 892 L
LT T.A. MURPHY
SGT J.J. RICKETSON
SGT L.W. O'CONNELL

3. 810 P-1
LT P.P. BARAUSKY
S/SGT B.R. WILSON
SGT M. HALL

4. 224 E-1
LT W.B. OSTRANDER
S/SGT J.E. WILSON
S/SGT I BINNEY

5. 380 N
LT W. MUSGROVE
SGT H.O. SEIGHMAN
SGT M. LICKER

6. 689 I
LT T.S. MERRITT
SGT A.C. BASILE
S/SGT R.J. GAFFI

FLIGHT III

1. 452 Q
LT F.J. HARROLD
LT W.E. BREWER
S/SGT E.L. GRIFFIN
S/SGT C.W. MAZIACZ

2. 207 B
LT H. POPENEY
SGT W.E. ARNETT
SGT H.C.S. CANDLER

3. 720 F
LT J.R. WARREN
SGT C.C. STROUP
SGT S.J. TURPIN

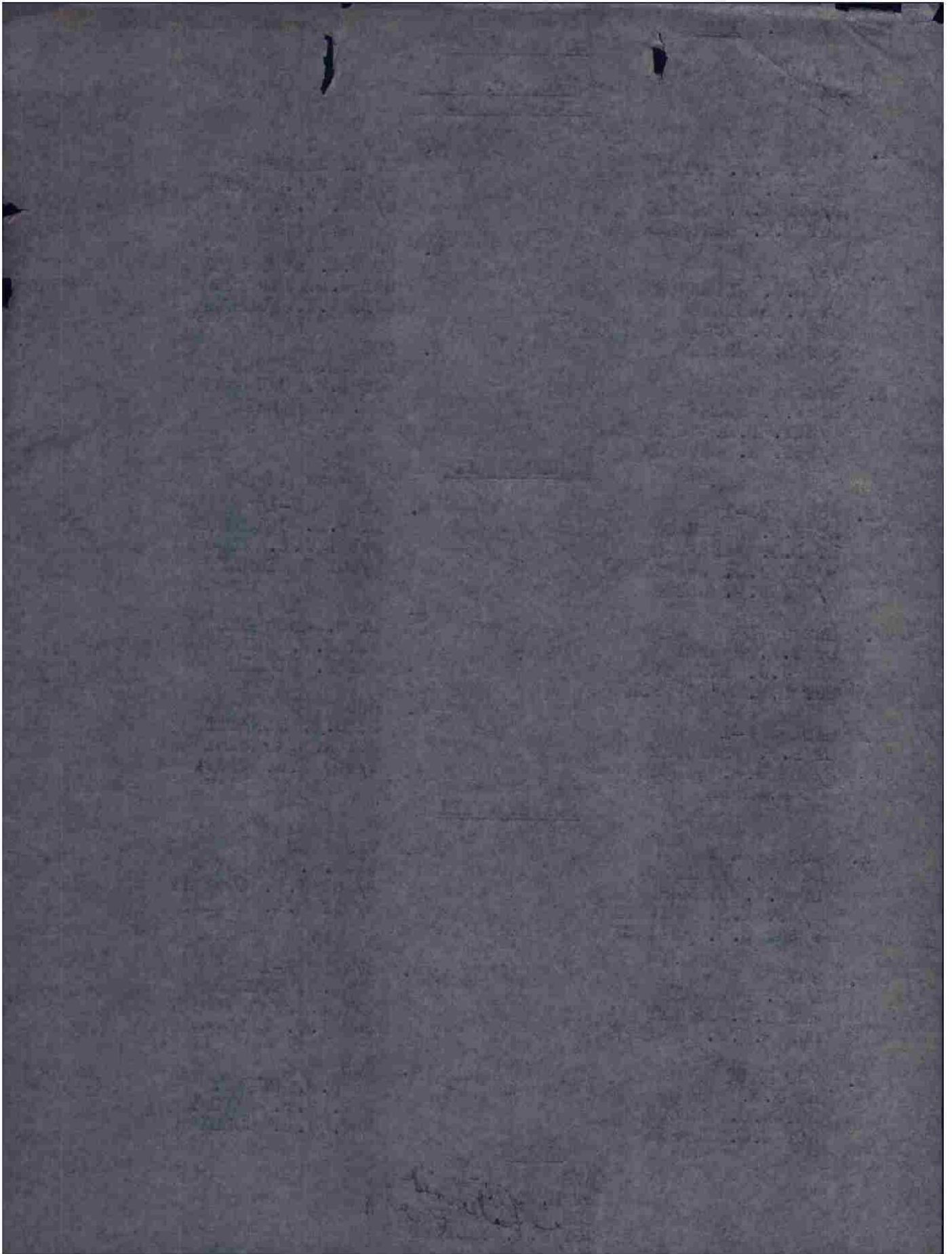
4. 759 G
LT A.W. NORDSTROM
S/SGT J.D. GOBETT
S/SGT R.L. MILLER

5. 674 R-1
LT E.O. TURNER
SGT J. SIENKIEWICZ
SGT J.O. BELCAS

6. 905 K
LT S.H. SHELLEY
SGT. L.R. FRIDAY
SGT. J.L. COLLIER

SPARE

376 O-1
LT M.W. DUBOSE
SGT. D.L. GRIFFIN
SGT J.E. WALTERS



NO. 148 29 SEPT 1944

LOADING LIST
BOX II
FLIGHT I

- 125 M
CAPT G.M. MCNULTY
LT F.H. BURSIEL
S/SGT J.A. FEJES
S/SGT E.R. JUDD
- 719 V
LT R.V. MIRACLE
F/O T.M. MCCARTNEY
S/SGT B.C. SIEG
S/SGT J.C. BURKHALTER
- 382 L
LT H.M. EVANS
SGT C. SKEENS
SGT O. N. MERRITT
- 194 C
LT R.D. LESHER
SGT S.L. HEITELL
S/SGT H.R. HEDRICK
- 764 X
LT L.E. CANNON
SGT J.W. ROBINSON
SGT. E.P. BREZINSKI
- 195 D
LT F.W. HARRIS
S/SGT D. HANTSKE
S/SGT R.F. CHUSTZ

FLIGHT II

- 645 R
LT J.D. ADAMS
LT R.J. HANDON
S/SGT A.H. HINSON
S/Sgt. R.E. HERR
- 1711 S
LT H.F. PAIR
LT J.L. CORUM
S/SGT H.A. MARION
S/SGT V.P. ADAMS
- 841 O
LT W.H. AMES
SGT H.S. FESSLER
SGT. R.J. BROWN
- 956 Z
LT J.J. LACKOVICH
SGT T. CONNERY
SGT. R.M. BARRY
- 200 F
LT A.J.P. WINN
CPL W.G. DAVIS
SGT G.G. STEPHENSON
- 719 J
LT D.A. FERRO
CPL T.W. SKELTON
CPL A.A. ROJAS

FLIGHT III

- 489 J-1
CAPT R.J. MORTON
LT D.L. MOORE
S/SGT C.L. WEBB
S/SGT F.M. GITY
- 135 T
LT E.L. MILLER
LT J.F. CONNER
SGT J.F. MALLOY
S/SGT J.M. PEMBERTON
- 155 V-1
LT J.S. CONNOR
S/SGT H.C. RODGERS
S/SGT J.E. VANDUYNE
- 961 P
LT T. BOUKAMP
S/SGT R.J. COLOSIMO
S/SGT J.S. WING
- 190 I
LT J.W. KEHOE
CPL E.A. ARENDT
PVT L.L. RICHARDSON
- 743 W
LT G.S. BUTLER
CPL H.B. MCCLAIN
SGT W.S. MCGAUGHY

SPARE
937 B
LT VAN NOORDEN R.M.
SGT J. THOMPSON
CPL. R.I. STEFFEY

