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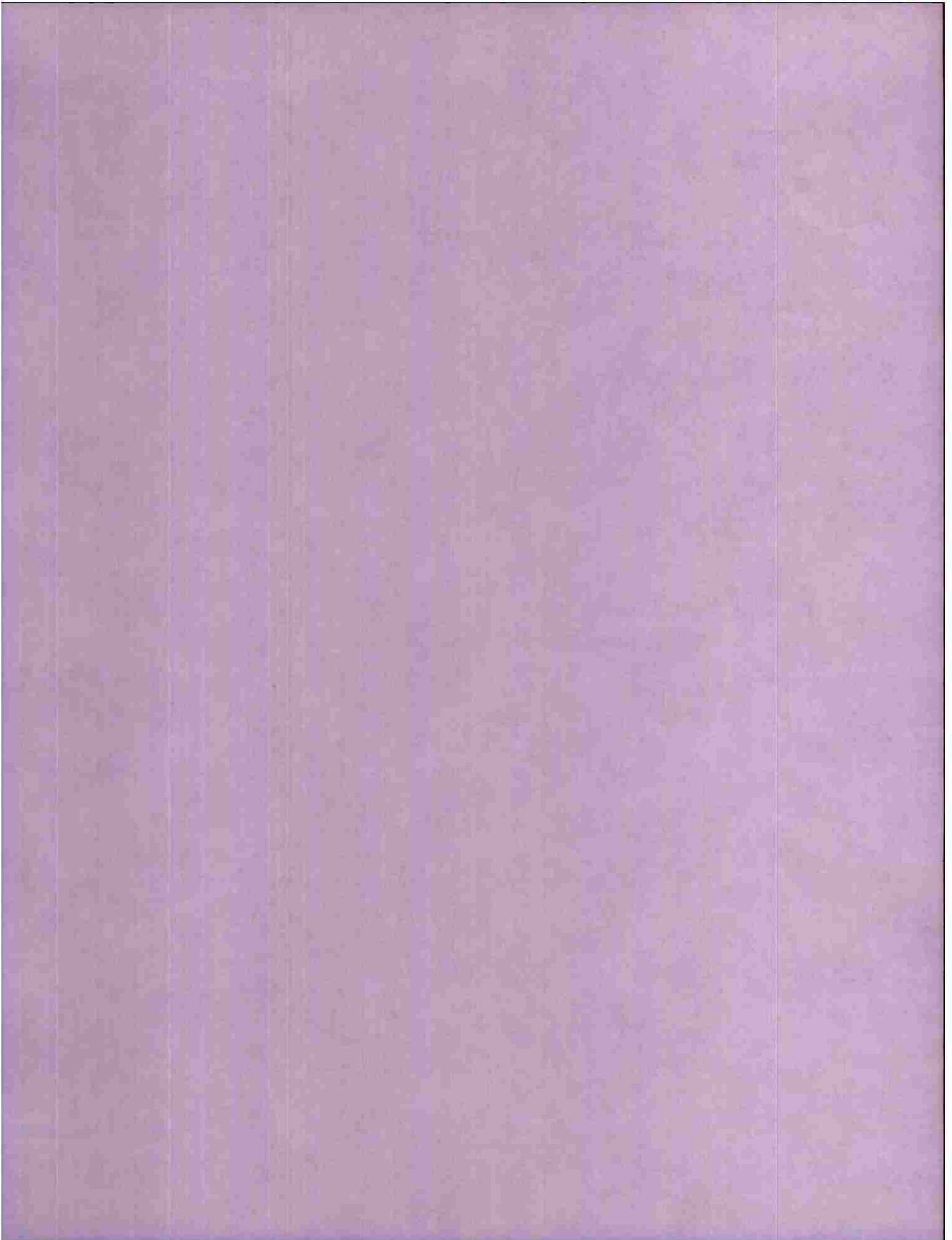
Media Roll #: 0000001708 First Frame: 1135 Last Frame: 1187 Linear Feet: 0
 Old MFlm Roll # B0529 Audio Rec:

NUMPAGE 52**Title Extensions:****Abstract****Descriptive** TITLE SUPPLIED.
Notes:**Title** MISSION REPORTS AND PHOTOGRAPHS: AIRDROME CHARTRES, FRANCE**Added****Entries****Author:****Subject:****Major Command:****Administrative Markings**

No Administrative Markings Listed

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Gp-446-Su-Op-5
3 Jun 1944

P.R.C.

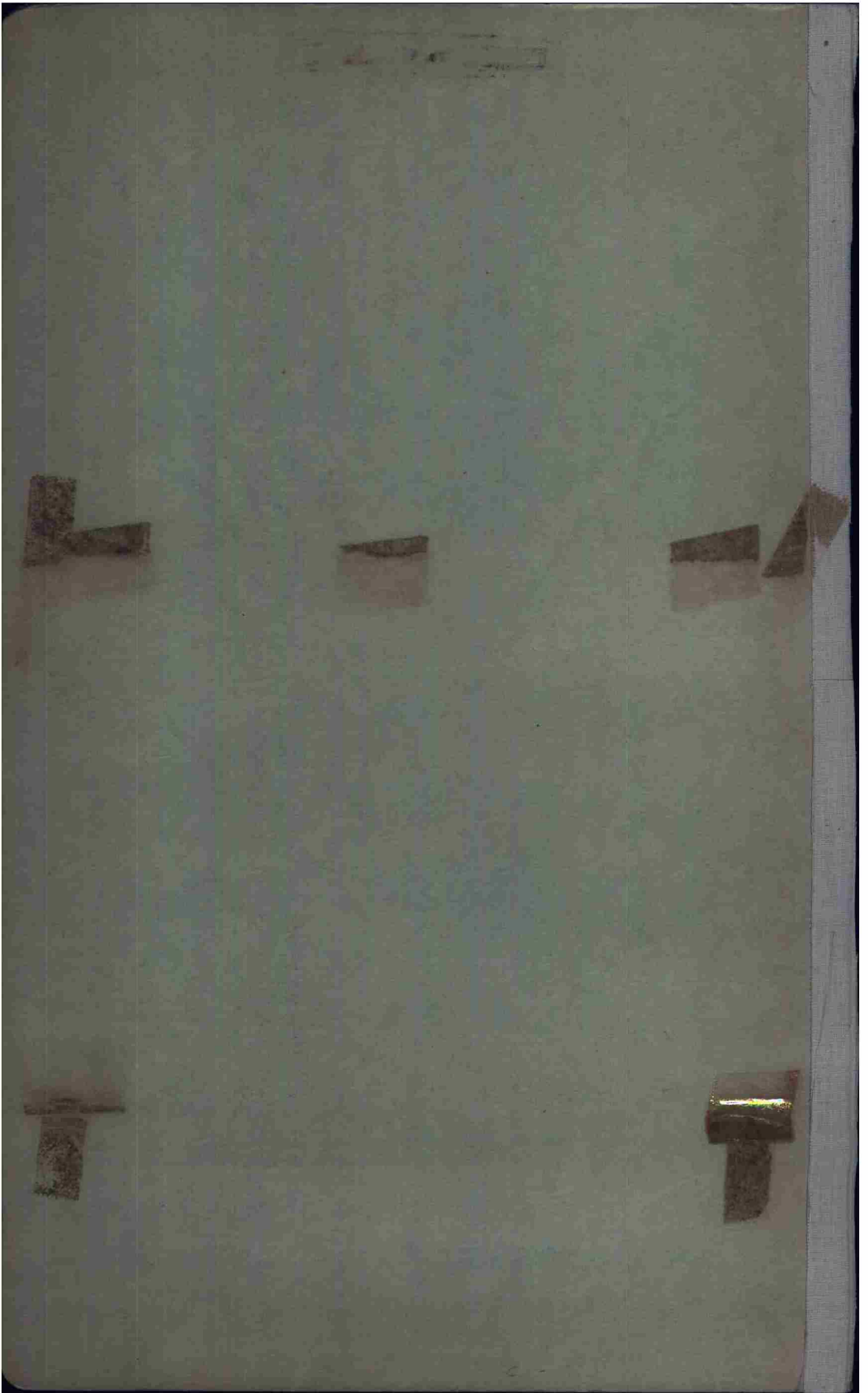
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DOD DIR 5200.9, 27 Sep 58

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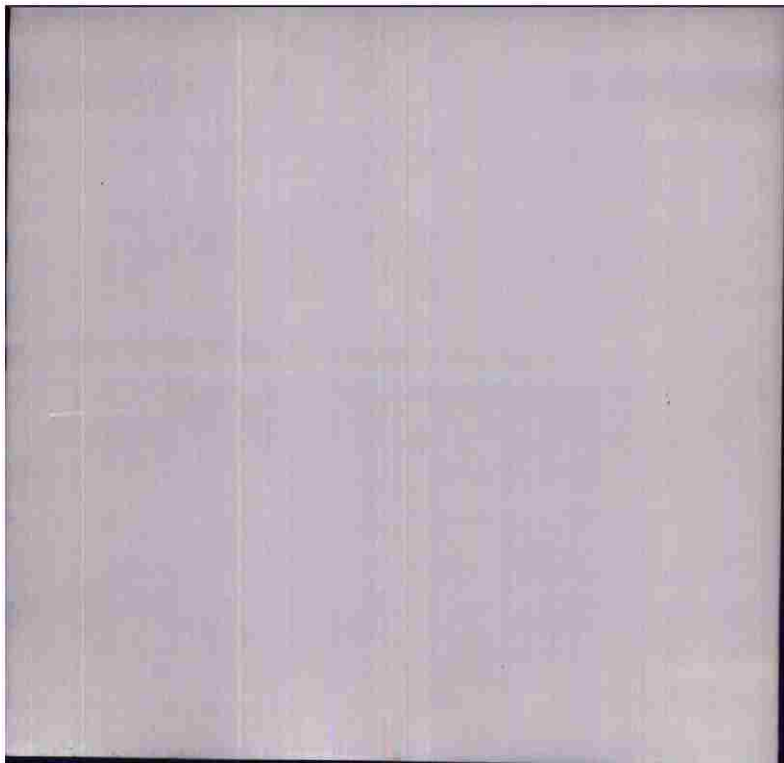


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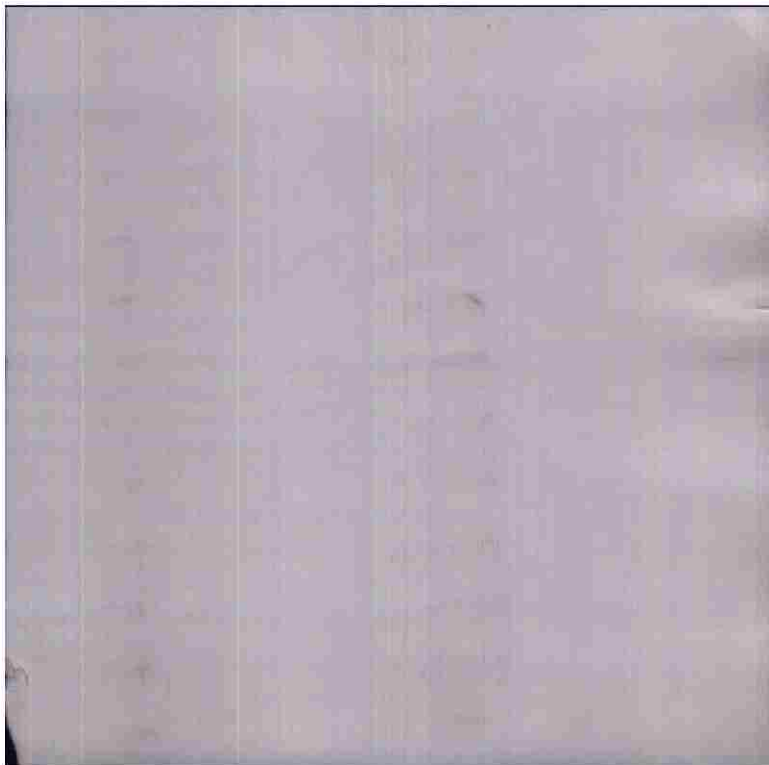
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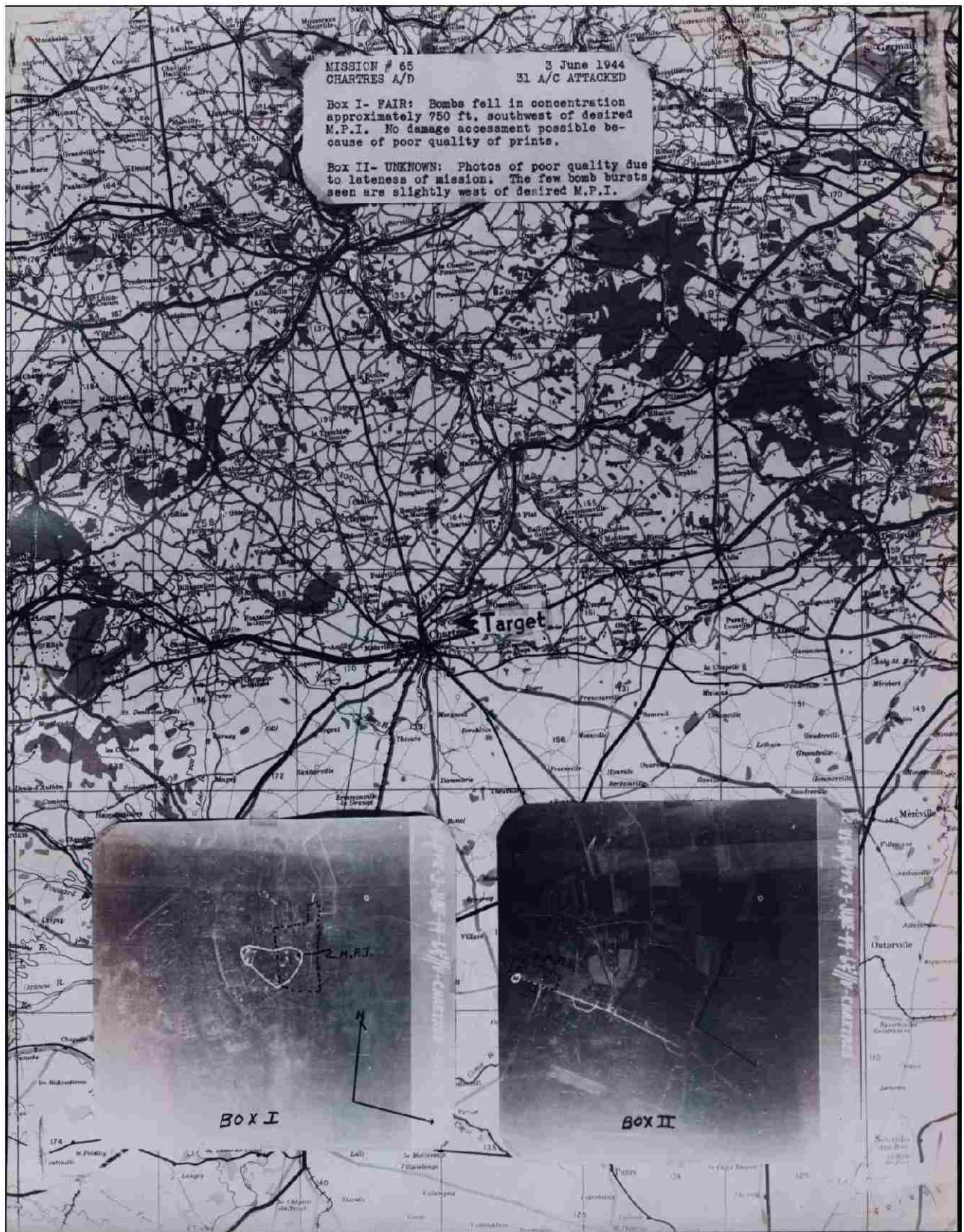


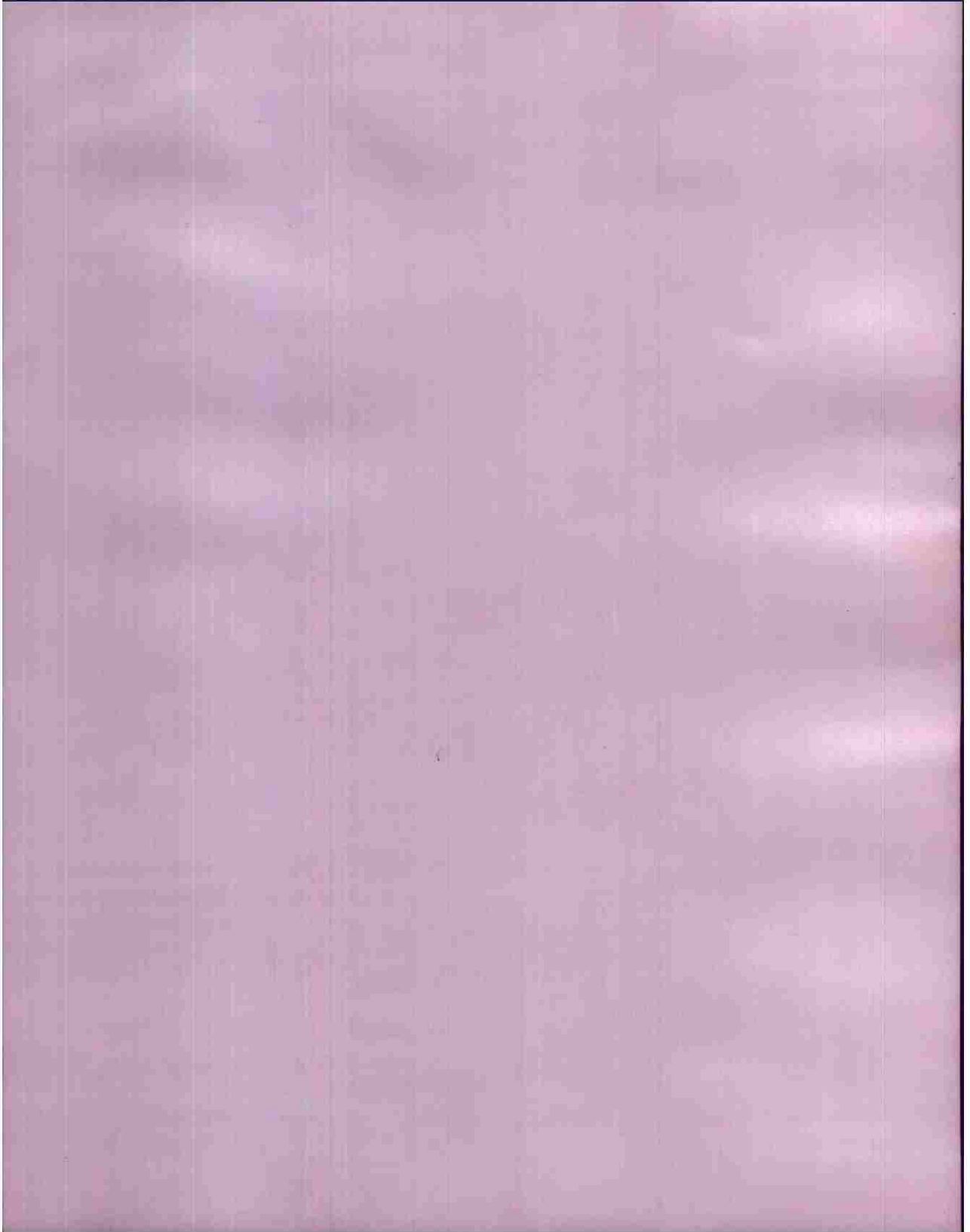
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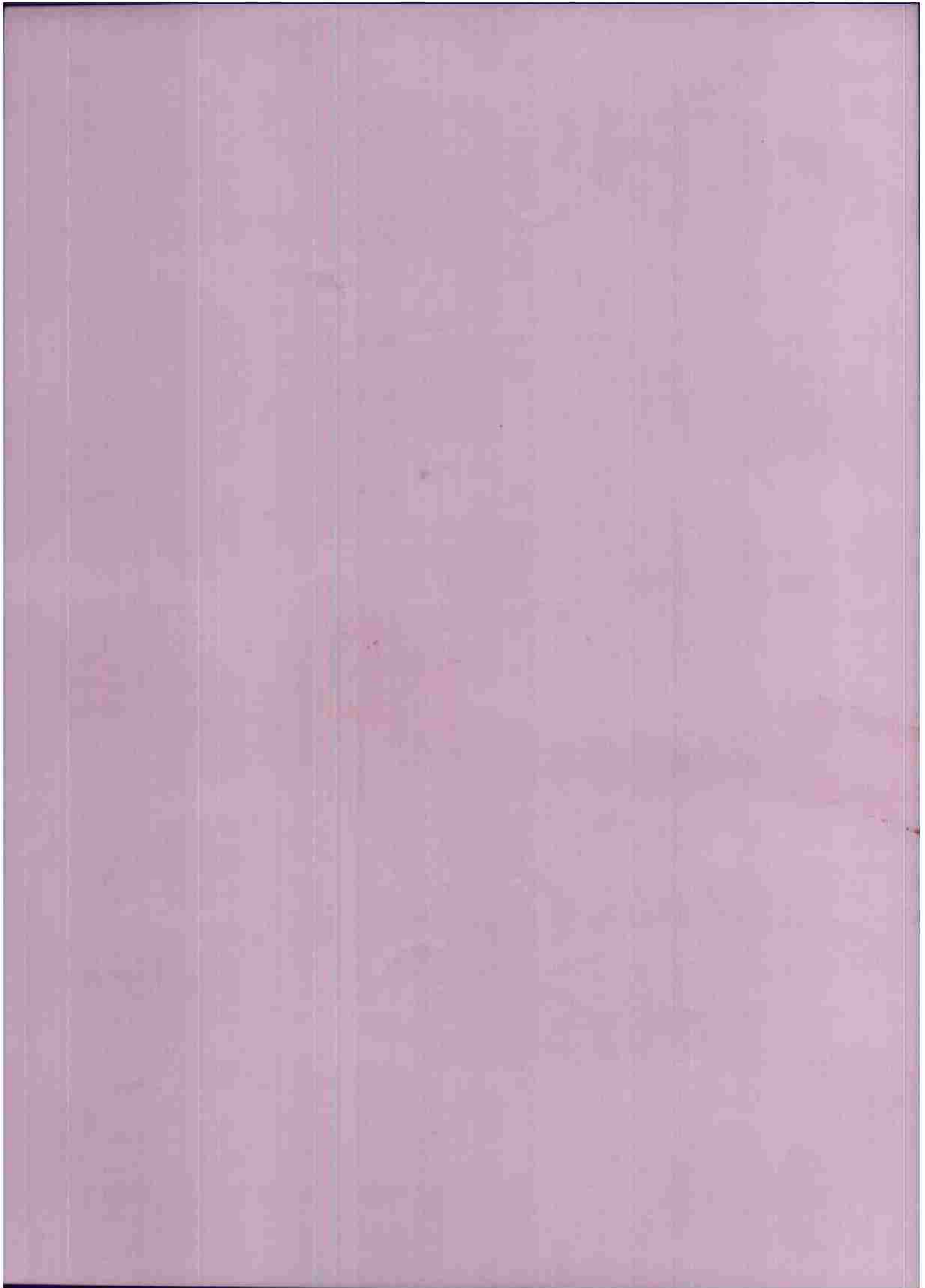


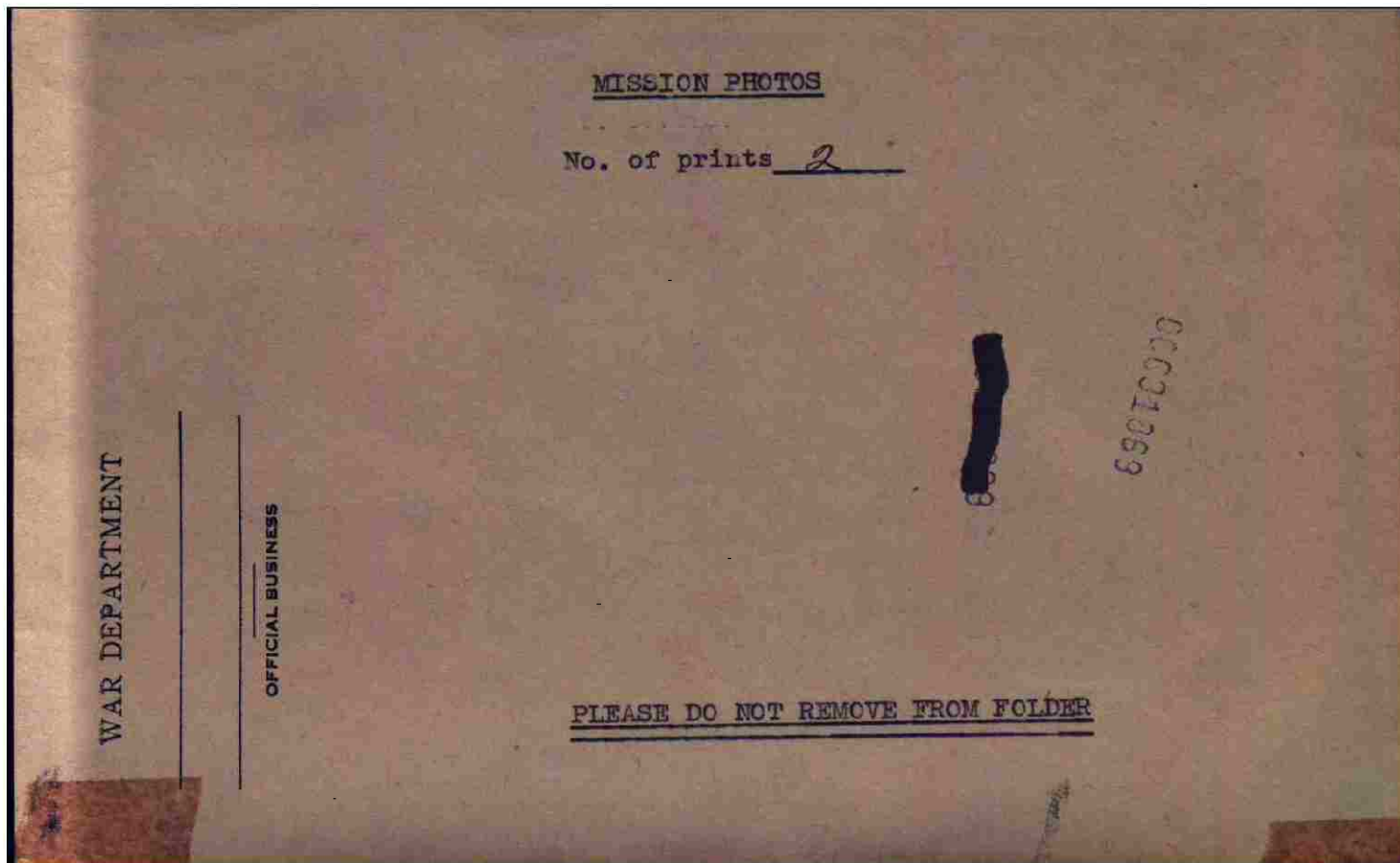
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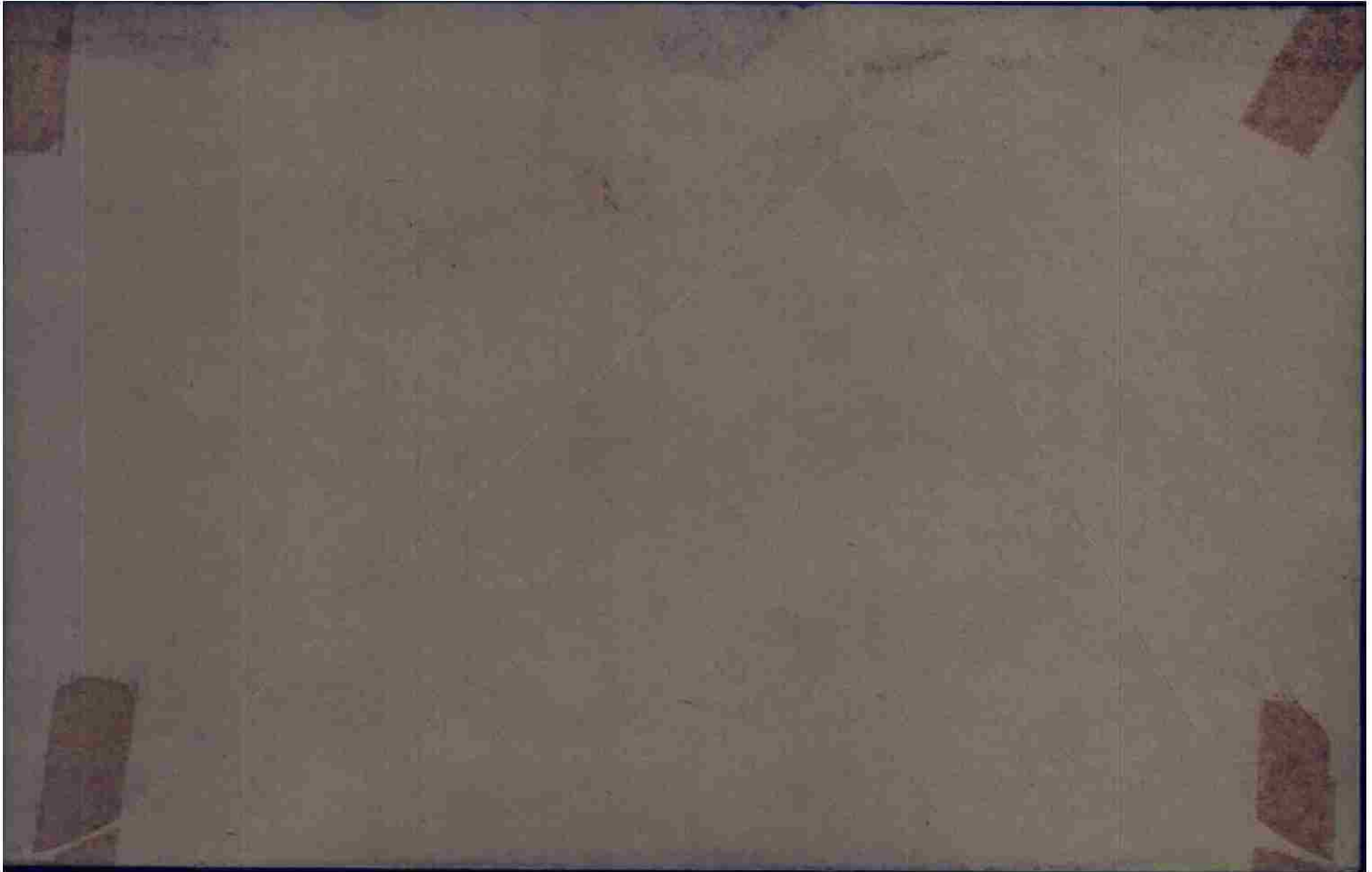








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HEADQUARTERS
Fourth Combat Camera Unit

APC 696
August 21, 1944

P.R.C.

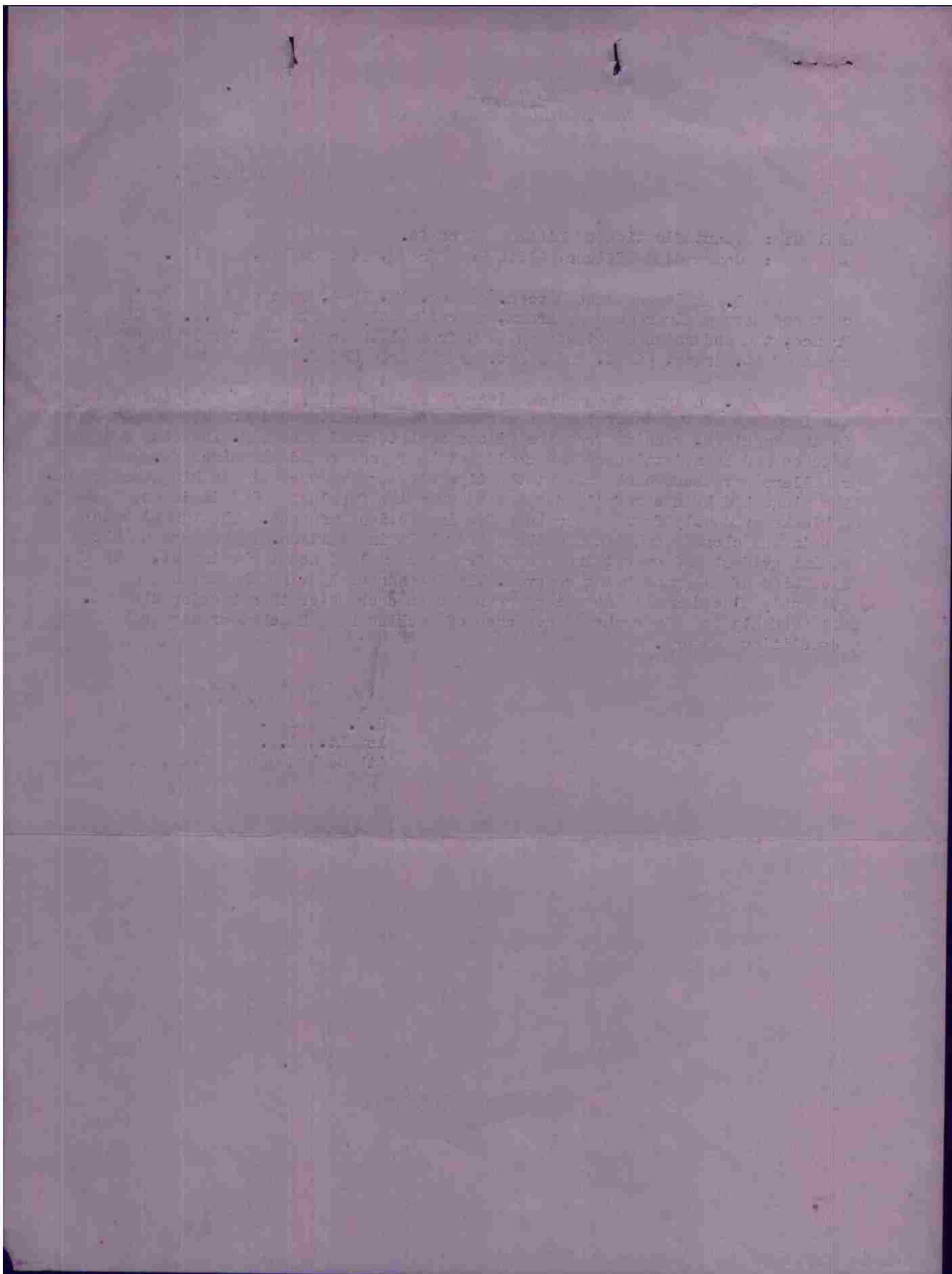
SUBJECT : Identification of Missing Aircraft.
TO : Commanding Officer, 416th Bomb Group, Station 170, APC 140.

1. While on Photo Recon. on Aug. 18, 1944, on crossing a newly captured German Airdrome near Dreux, approximately twenty miles N.W. of Chartres, France, the undersigned noticed an A20G from 416th Group. The fuselage bore the names of Lt. Cruze, Pilot, and S/Sgt. Wright Crew Chief.

2. On inspection above aircraft had evidently been landed intact on its fuselage as the underside was scraped and a longitudinal wrinkle was evident in the fuselage, running from the Pilots seat to tail assembly. The escape hatches had been jettisoned and could not be found around the aircraft. Both propellers were bent backwards at the tips showing evidence of striking the ground. The wings had been carefully dismantled from the fuselage and laid to one side on blocks evidently from appearances for inspection purposes. The tunnel hatch was in the closed position and the safety belt in position. There were no blood stains evident and everything seemed from a casual glance to be intact, with the exception of all guns being removed. The Germans on leaving the Drome had evidently placed small incendiary grenades on each motor thus burning them up. The tail assembly and wings showed evidence of hacking by a hatchet or axe probably as a demolition measure.



G. F. Sutliff
G.F. SUTLIFF,
1st Lt., A.C.
4th Combat Camera Unit, 9th AAF



HEADQUARTERS
Fourth Combat Camera Unit

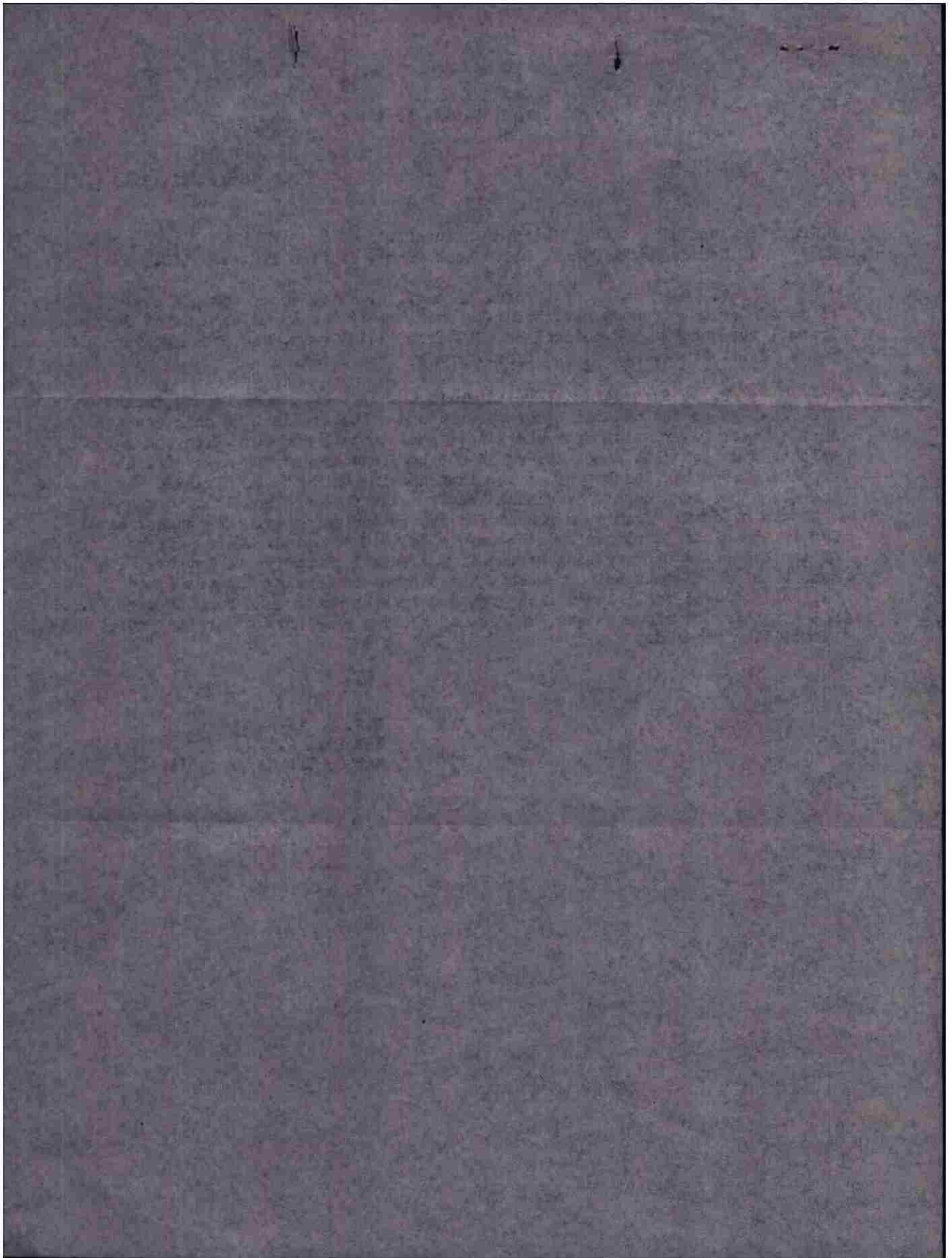
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G.F. SUTLIF, Jr.
1st Lt., A.C.
4th Combat Camera Unit, 9th AAF



GENERAL INDEX

Z 248 S 898/8
 Target Chartres A/D Date 3/6/44 No. A/C 40 Mission # 65 FO 344

Status Attacked Brief Officer Lt. Luria

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 - Flak. -----Filed.
9. Operations Oprep Report. -----Filed.
10. Bombing Information. -----Filed.
11. Mission Report-Aircraft. - $\frac{1}{2}$ -----Filed.
12. E/A Encountered. -----None
13. Weather Reports. -----Filed.
14. Communication "YS" Report. -----Filed.
15. Navigator's Log & Flight Plan. -----Filed.
16. Battle Casualties. -----See opsfl Report, Par. D, III.
17. Analysis of Gunnery. -----~~None~~See Oprep A, Par. E.
18. Ammunition Expenditure. -----See Opslfl Report, Par. I.
19. Recapitulation Forms. -----Filed.

GENERAL INDEX

Target Character A/D Date 3/8/44 No. 10 to Mission 45 to 544

Station Attacked Brief Officer J. J. Smith

1. IX RC Synopses of Mission.-----filled.
2. Cephess Report.-----filled.
3. Telephone Report.-----None Available.
4. Photos.-----filled.
5. Field Orders, Annex's, Amendments.-----filled.
6. Briefing Notes.-----filled.
7. Loading List of Airplane Crews.-----filled.
8. Chart of Route flown - Map.-----filled.
9. Operations Group Report.-----filled.
10. Bombing Information.-----filled.
11. Mission Report-Alvarez.-----filled.
12. A/A Encountered.-----None.
13. Weather Reports.-----filled.
14. Communication "Yes" Report.-----filled.
15. Navigator's Log & Flight Plan.-----filled.
16. Battle Casualties.-----see Casual Report, Part II.
17. Analysis of Gunner.-----Killed Over A. Part II.
18. Ammunition Expenditure.-----see Casual Report, Part I.
19. Recollection Forms.-----filled.



SECRET
HEADQUARTERS
97TH COMBAT BOMB WING (L)

SFO 142, U. S. Army.
4 June 1944.

A-2 Comments on Crew Observations of Chartres A/D Mission, F. O. 62-344, 3 June 1944.

459th BG.

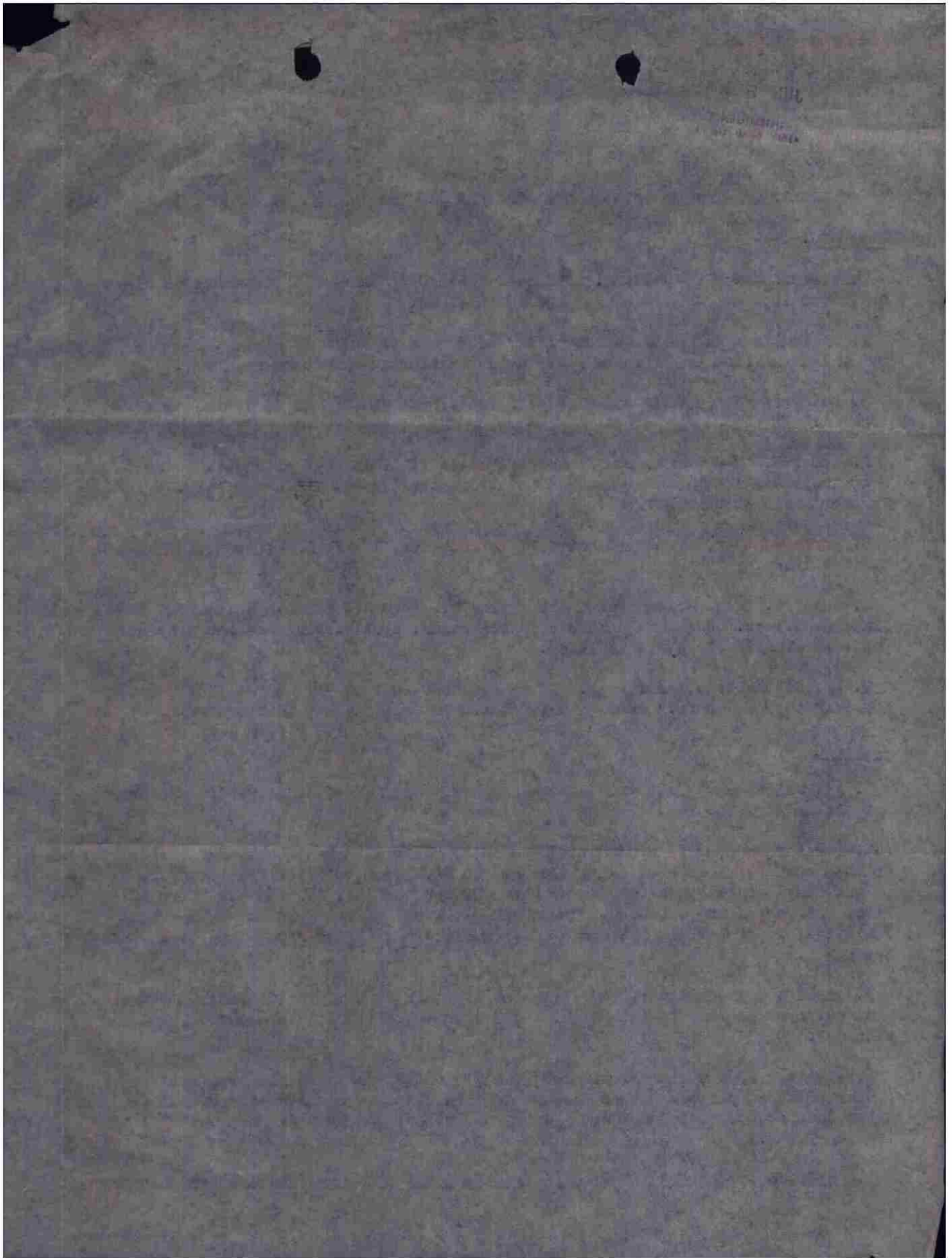
1. Fire observed on Seine R. at Rouen. Assumed to be result of recent bombings as described in June 3rd issue of Stars and Stripes.
2. Observation of 6 red storage tanks on E bank of Seine at 49 deg. 25' N - 00 deg. 53' E is confirmed by TIL. 4900/48/c as La Mailleraie-sur-Seine refinery.
3. Shipyard with 3 ways on Seine near Ducclair is located at Le Trait, shown by Tac Tar TIL. 4900/48/b.
4. 100 bks.-type structures in woods 2 miles W. of La Haye du Theil. Target data does not cover location which would be at or near 49 deg. 15' N - 00 deg. 53' E. Further observation requested.
5. Three rectangular shaped white bldgs in woods, 1 mile W. of Le Neubourg, cannot be identified.
6. A 250ft. cargo boat heading E up Seine R., from its mouth. No comment from Naval Liaison Officer. For more accuracy in reporting, time of sighting and more definite position of ship should be included.
7. M/Y at Chartres, half full. 410th BG observed this M/Y as "full of cars, approximately 200 cars." From Tac Tar there is only one M/Y in Chartres.

410th BG

1. St. Valery-en-Caux A/D in good condition. Good observation, which confirms A/D Status Reports.
2. Large warehouse in woods along N bank of Seine with two docks, and a freighter tied to each dock (2 miles W of La Mailleraie) is difficult to identify. However, it may be the quays at Candebac-on-Chaux as shown by Tac Tar TIL. 4900/38/b. There is a river crossing ferry between Candebac and St. Nicq which could be an important facility for M/T traffic between N & S. (2 miles W of Mailleraie would be inland from the river.)
3. Three S E F (unidentified) flying at right angle to formation (2,000 ft. alt.) at Chartres, made no move to intercept. With a few exceptions this seems to be S O F with GAP.
4. "A silver object approx. 12" long and 3" in dia. was seen going up between planes right at target. Plane closest to this object was destroyed several seconds after this object was observed." If any deductions can be made, comment will be written later.
5. Experienced #1 HFF 1 1/2 miles in from landfall (Cabourg) and observed 6 guns in

1.

SECRET



S E C R E T

A-2 Comments (Continued)

circle in open field which were seen firing at formation at 49 deg. 15' N - 00 deg. 44' E. Also 8 gun battery not seen firing in form of right angle, with 5 guns on long side running EW. Wing has had no record of gun positions in this immediate area. Experience is recorded in LX BC Flak Intelligence Report No. 93.

6. "At 49 deg. 42' N - 00 deg. 33' E (approx. 2 miles NE of Fauville) about 10 slit trenches were observed running parallel to coast, no bldgs or activities were observed near these trenches." In area covered by Tac Tar III. 4900/93, which shows defended locality of possible 4 heavy AA guns u/c as of Feb. 1944. In addition there are 3 Infantry Divisions stationed in the Le Havre peninsula.

7. Observations of flooded areas near Cabourg and St. Valery, and of yellow dinghy were also recorded.

416th BG.

1. A cargo vessel in Le Havre harbor. Naval Liaison Officer makes no comment. Further details would add value to the report.

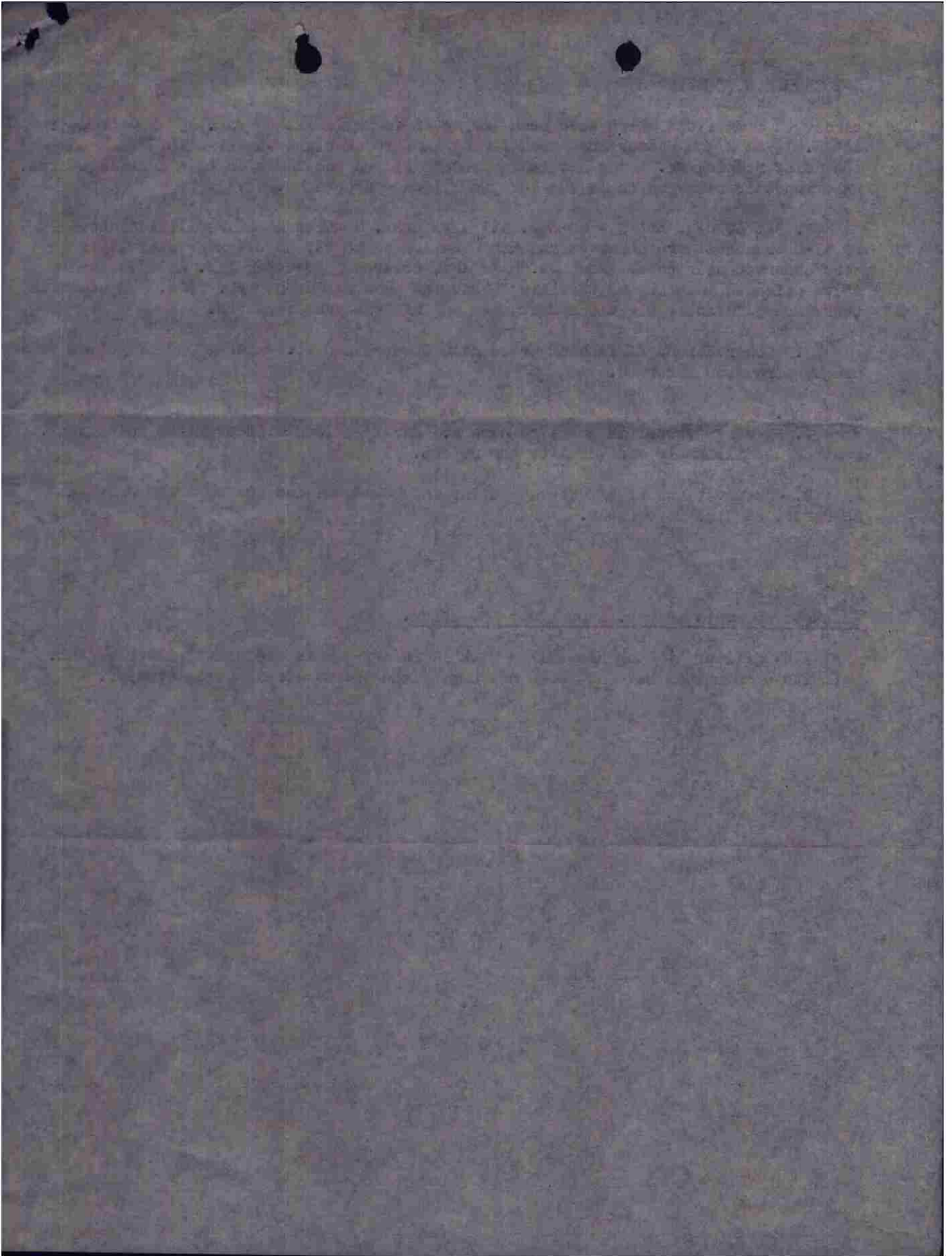
2. Observations of M/T convoy moving into Chartres, and 40 car train W of Chartres, require no comment.

Annex to Comments on Par. 4 of 416th BG, above.

Flak Officer at Wing has talked with LX BC about this explosive silver object. Definite conclusions have not been reached, altho the matter is being studied.

2.

S E C R E T



24 AUGUST 1944

IX BC PHONED - PLANE #439360 FOUND IN FRANCE
(PLACE NOT REPORTED) BY GROUND FORCES. PLANE
APPEARED TO HAVE BELIED IN WITH LITTLE DAMAGE
CAUSED IN LANDING.

FROM OUR RECORDS

PILOT - LT A. P. NICKES

GUNNER* S/SGT. A.W.NEWKIRK

" SGT. G.W. SCOTT

MISSION # 65 DATE 3 JUNE 1944

TOT 2132

IX BOMBER COMMAND TELEPHONED PLANE #439360
24 AUGUST 1944
found

EXTRACTS OF TWX'S RECEIVED AT THIS HQ. FROM 67TH TACTICAL RECON. GP.

CHARTRES AIRFIELD

Chartres airfield is covered on Photos of excellent quality and scale and show 45 craters in the NE ammunition dump area. 28 craters on the East-West runway. Men are seen working in this area. Approximately 200 craters are seen on the landing ground. Five main hangars have been destroyed by fire plus the workshop building on the West end of the field. Three large hangars in the NE area have been demolished. Two others have received direct hits. Each. Two hangars in the NE dispersal area have been almost destroyed. Two single engine aircraft are visible.

MISSION SUMMARY

Target: Chartres A/D
F/O : #344
Date : 3 June 44
Results: Box I - Fair
Box II- Unknown

CHARTRES A/D

416 BG:

Three carried only window; two ships, one returning early because of flak damage and the other due to personnel error, failed to attack. Bombs of three a/c landing away from base are unaccounted for.

One a/c is missing, having been seen to either crash or crash land on the bank of the Seine River near Bourg-Achard after being hit by flak in the target area. No chutes were observed. The crew of three are missing.

Twenty-four other a/c sustained flak battle damage and two crew members were wounded. Bombing was by eighteens.

Box I - FAIR. Falling in concentration bombs landed approximately 750 feet southwest of the desired M.P.I. Damage Unknown.

Box II- UNKNOWN. Photos were of poor quality due to waning light at time of exposure. Several bursts, however, were plotted extending West from a point approximately 225 feet west of the desired M.P.I. Damage is unknown.

~~PARAGRAPH~~ B (IV)

34 A/C BOMBED PRIMARY

PARAGRAPH D (I)

ONE A/C MISSING. HIT BY FLAK AT TARGET.

24 A/C (CATEGORY A)

~~2~~ 3 A/C (CATEGORY AC)

PARAGRAPH I

16 2 x 500 GP. IN CHANNEL

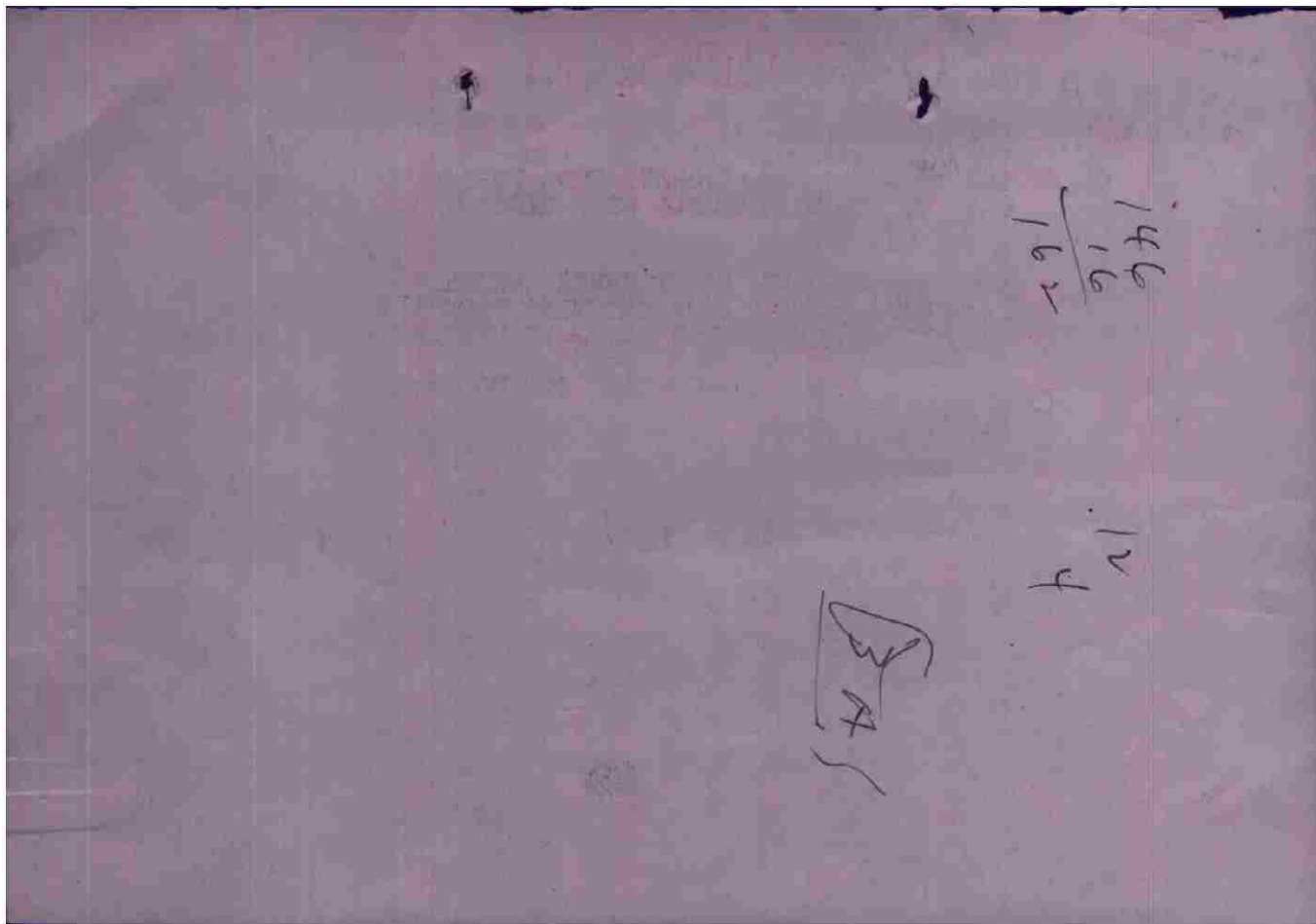
6 x 500 GP JETTISONED IN CHANNEL

4 x 500 GP RETURNED.

Information from A/C landed away from
base included above as shown in Oprep.

Luvia

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OICOG LAI V YAA YAA 02/04 OP

FROM 416TH BG 04/0115B
 TO HQ INDOCHINA COMMAND ATTN: A-2
 HQ 97TH COMBAT WING ATTN: A-2

CONFIDENTIAL BT

U-38-D

OPFLASH NO. 69 FOR 3 JUNE 1944

- A. (I) CHARTRES A/D
 (II) CHARTRES A/D
- B. (I) 416TH BG
 (II) 40 A-20 THREE OF WHICH CARRIED WINDOW ONLY.
 (III) 3 A/C WINDOW ONLY
 1 A/C RETURNED EARLY RECEIVED FLAK DAMAGE ENEMY COAST
 GOING IN.
 1 A/C PERSONNEL FAILURE, SELECTOR SWITCHES WRONG POSITION.
 INFORMATION LACKING FROM ONE A/C MISSING, AND FROM 3 A/C
 LANDED AWAY FROM BASE.
 (IV) 31 A/C BOMBED PRIMARY
 INFORMATION LACKING FROM 1 A/C MISSING AND FROM 3 A/C
 LANDED AWAY FROM BASE.
- C. (I) 1959
 (II) 2132
 (III) 2347
- D. (I) ONE A/C MISSING HIT BY FLAK AT TARGET.
 21 A/C (CAT. A)
 3 A/C (CAT. AC)
 (II) 0-0-0
 (III) 3 CREW MEMBERS MISSING
 2 CREW MEMBERS WOUNDED
- E. 1ST BOX PATTERN SLIGHTLY SHORT OF M.P.I.
 2ND BOX PATTERN SHORT OF M.P.I.
- F. (I) (A) NIL
 (B) NIL
 (II) (A) MODERATE INACCURATE FROM PONTGOUIN TO CHARTRES
 (B) MODERATE ACCURATE FROM CABOURG TO LISIEUX.
- G. ONE CARGO VESSEL IN LE HAVRE HARBOR
 10 TRUCKS MOVING INTO CHARTRES FROM WEST ON MAIN HIGHWAY.
 40 CAR TRAIN STANDING STILL IN WEST SIDE OF CHARTRES.
- H. (I) NO LOW CLOUDS. VIS LIMITED DUE TO HAZE AND DARKNESS.
 (II) SAME
- I.. 146 X 500 GP ON PRIMARY
 6 X 500 GP JETTISONED IN CHANNEL.
 4 X 500 GP RETURNED
 INFORMATION LACKING FROM ONE A/C MISSING AND 3 A/C LANDED
 AWAY FROM BASE.
- J. 11,000 - 11,500 FT.

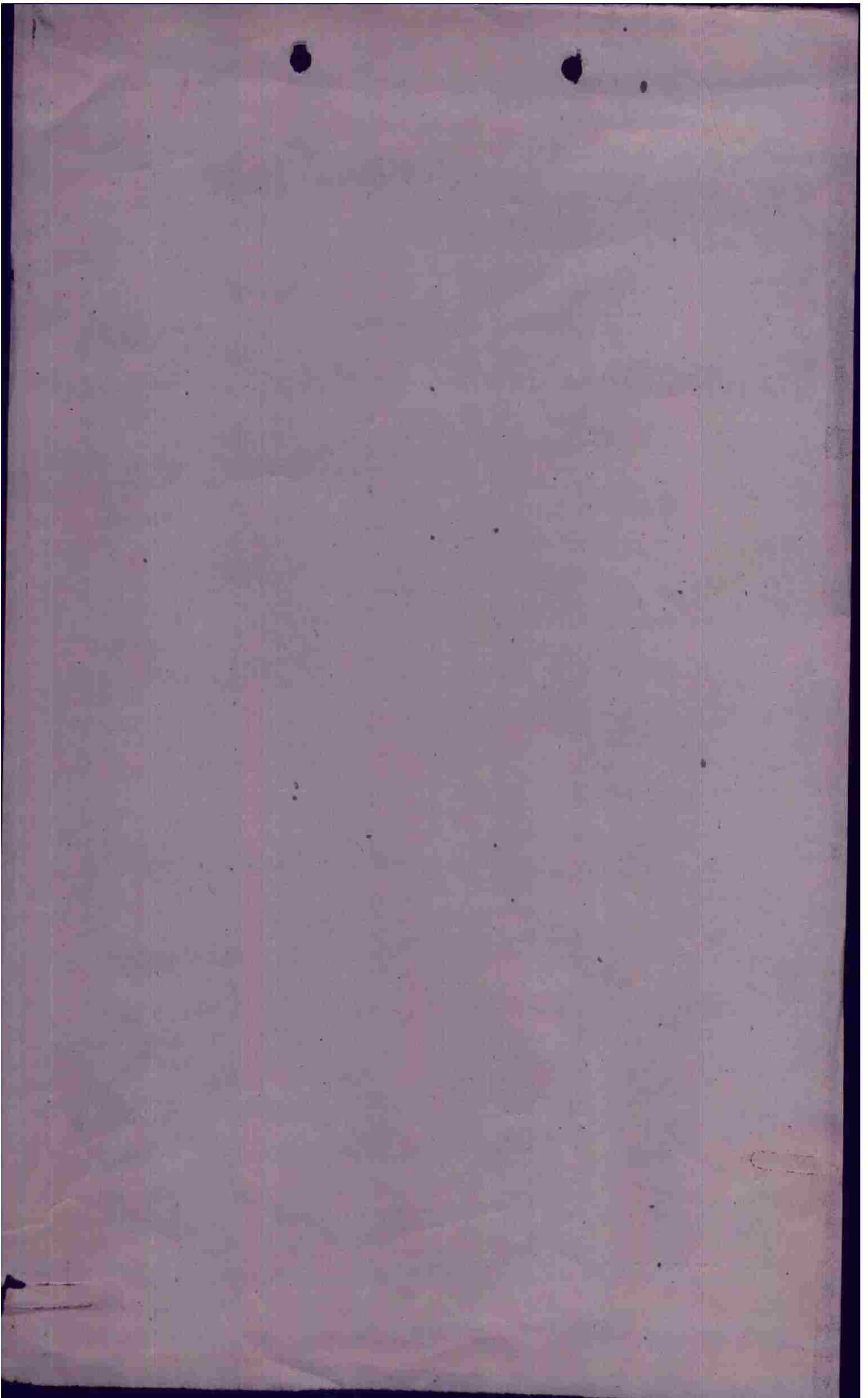
BT 04/0115B

PD AR

LAI R.....04/0220B FK AR

ME

LAI YOU WILL SEND THAT TO OICOG AS SOON AS YOU CAN WONT YOU
 KKKK YES I HAVE STARTED K
 GOOD THX AR NOW AR AR AR



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

OTHER UNITS:	TARGET:	IX BC WING 97TH	
:	:	DATE	3 June 1944
:	:	ATTACKING UNIT	2 Boxes
:	:		
:	:	FIRST PHASE INTERPRETATION	TARGET HIT

416th
416TH
GROUP
CHARTRES A/D

A. TARGET BRIEFED CHARTRES A/D PRIMARY
SECONDARY
CASUAL

M.P.I. Box I- Center of area containing workshops, stores, and barracks.
Box II- The western hangar of a group of three located on the north
edge of landing field.
A.P. Same as M.P.I.

B. TARGET ATTACKED CHARTRES A/D MILES FROM THE PRIMARY
DIRECTION FROM PRIMARY

C. COORDINATES (If non-descript PINPOINT) ON 1:50,000 MAP NO. 4 unknown

D. NO. AND TYPE OF A/C DISPATCHED 37 A-20's NO. OF A/C ATTACKING 31

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

F. NO. AND TYPE OF BOMBS DROPPED 146 x 500 GP. FUSING 1/10 nose, 1/100 tail.
FUSING

G. HEADING OF A/C WHERE BOMBS DROPPED 100 deg. WL

H. TIME BOMBS DROPPED 2132

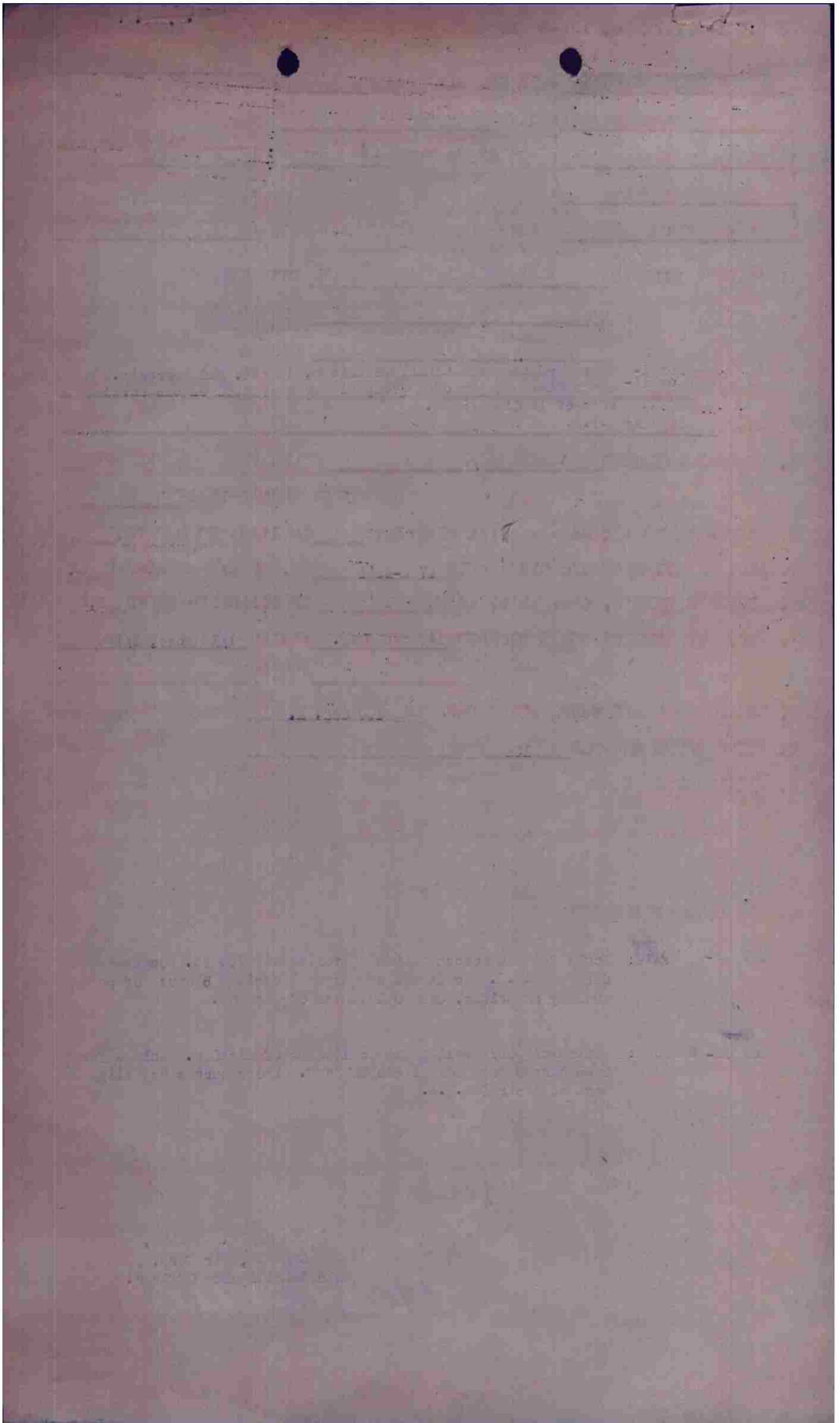
J. ACTIVITY AT TARGET

K. RESULTS OF BOMBING:

BOX I- **FAIR:** Bombs fell in concentration approximately 750 ft. southwest of desired M.P.I. No damage assessment possible because of poor quality of prints, due to lateness of mission.

BOX II- **UNKNOWN:** Photos of poor quality due to lateness of mission. Only a few bomb bursts from Box II can be seen. These bursts are slightly west of desired M.P.I.

Clayton W. Zesiger
CLAYTON W. ZESIGER,
Captain, Air Corp,
Photo Intelligence Officer.



IX B.C. 3-2 Form 105a

PHOTOGRAPHIC REPORT

CAMERAS INSTALLED	<u>10</u>	<u>%</u>	GROUP	<u>416TH</u>
CAMERAS PHOTOGRAPHING	<u>9</u>	<u>100</u>	WING	<u>97TH CBW</u>
CAMERA FAILURES	<u>0</u>	<u>0</u>	DATE	<u>3-June, 1944</u>
PERSONNEL FAILURES	<u>0</u>	<u>0</u>		
OTHERS	<u>1</u>			

<u>444</u>			TARGET	<u>CHARTRES</u>
<u>221</u>	<u>164</u>	<u>925</u>	ALT.	<u>12,000</u> ft
			TRUE AIR SPEED	<u>200</u> mph
			GROUND SPEED	<u>276</u> mph

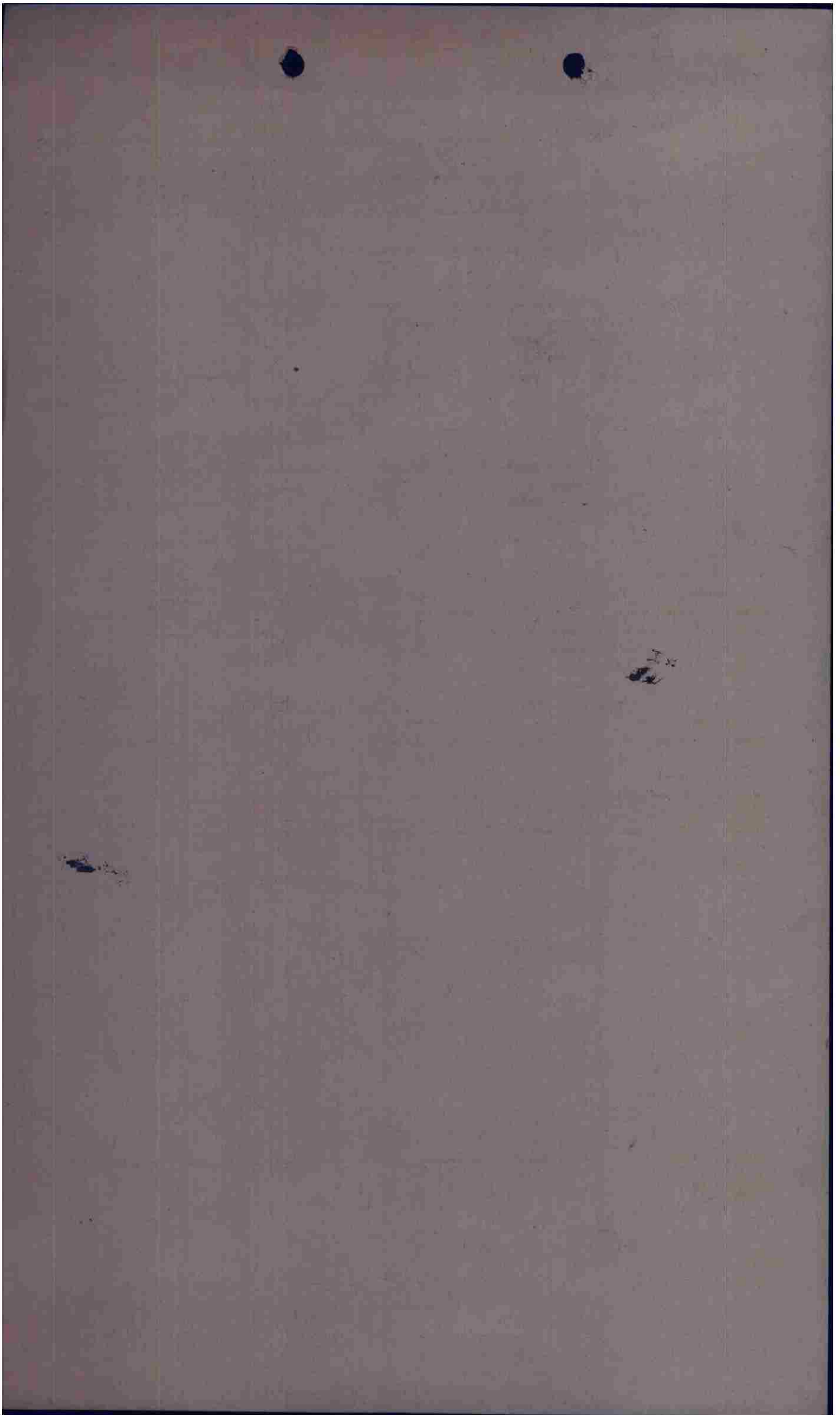
<u>125</u>			TARGET	<u>CHARTRES</u>
<u>195</u>			ALT.	<u>11,500</u> ft
			TRUE AIR SPEED	<u>200</u> mph
<u>189</u>	<u>750</u>	<u>207</u>	GROUND SPEED	<u>275</u> mph

			TARGET	
			ALT.	ft
			TRUE AIR SPEED	mph
			GROUND SPEED	mph

BOX NO.	A/C NO.	CAM. TYPE	F.L.	INT.	PRINTED SORTIES	UNPRINT. SORTIES	EXPLANATION
1	444	K-24	0 3/4			70	
1	907	K-24	"	2			See remarks
1	925	K-24	"	2		149	
1	164	K-24	"	2		150	
1	221	K-24	"	2		151	
2	125	K-24	"			71	
2	195	K-24	"	2		152	
2	207	K-24	"	2		153	
2	189	K-24	"	2	148		
2	750	K-24	"	2		154	

REMARKS: Camera in A/C 907 could not photograph bomb bursts as oil leakage obscured lens.
No photographs of build-up of bombing available due to lack of light because of lateness of mission.

F. J. Cachet 2nd Lt. A.C.
Photographic Officer



R.

~~221 - Camera - Road - Foyd Ave.~~

1 Plane in ^{Hifels.} Wind Box - got flake feathers
 engine + went back.

Plane - Red nose crash landed at
 Brugi ^{Richard} ~~crash landed~~ maybe Hicks.

Destroyed Bridge 4 Bears below bridge

10-12 Truck Convoy going in woods.
in Macraugh creek

~~985~~ - ^{To them} had trouble receiving Tower.

~~211~~ - Radio interference - out - when left - used Command but worked only half the time.

214 - ^{To McDonald} light indicated I had up.

2 or 3 August

~~partly~~ light.

10 miles into coast. Ship
pulled out of 1st Bay.

8-9 gun positions in cultivated
area just in from coast,
in coastal area.

No 1st Bay or 2nd Bay
has on second bay just
inside the river junction

on coastal floor. It was
at 1st bay - immediate

Shilohman (680) under
return.

VP - off E coast - 8-10 miles
on course - colors of Bay -

668TH BOMBARDMENT SQUADRON
416TH BOMBARDMENT GROUP CD
ARMY AIR BASE

Windows - saw target fleet was
low (X x H) left & behind formation
from J.P.

Question - Col. AC probable.

at 1st bay only when firing at
coastal area. at least ships.
3 positions to left of course.

Went west on bank to
low - behind. followed
curved, & evasive action.
X H 1 - 28 - 30 units.

H. Nickas - out of formation
again. target - low way out
losing alt. & falling out.

Curly 25-40 miles into France.
visibility poor - near Seine R.
Berckbulten.

Damage to ships (check for
Price awarded by glass.

Ans as we entered (5-6000
headed for England.

1 to 2 minutes - flock.
not around them.

Saw plane crash (Custer has
pen point) # 5 in 3d flight Port
A - H. Stephens - (Stephens)

Another one seen here.

at 953 cost seen 7 Brown - K.P.

10 trucks on highway - 439.

668TH BOMBARDMENT SQUADRON
416TH BOMBARDMENT GROUP CD
ARMY AIR BASE

195 ships took part of
fisher at coast going in.
Also of A/D exit.
also of Benwick's Bldg.

668TH BOMBARDMENT SQUADRON
416TH BOMBARDMENT GROUP CD
ARMY AIR BASE

668TH BOMBARDMENT SQUADRON
416TH BOMBARDMENT GROUP (L)
ARMY AIR BASE

Yards at edge of character.
10-12 - moving into the town.

Some ships had been. Light
in air around coast.

Radio station at Tan Sgt -

See list of coast in - Coast's ship.
check for positions - 3 gun in
triangle.

Also seen target.

6 min in from the coast station
lost sight of ship, below
horizon, - 2 min in from

line.

Check part of entry at HOWFLEDE.

End of line of the DOUBLES
about 2/3 finished - E → W.
another - completed - 8 miles N.

To

XXHA Coast 6 positions
XXHA Target

One A-20 left engine on fire, feathered and followed behind until reaching Seine River last seen flying S/E losing altitude.

O-A-20 left engine on fire - from one land group, coming out of coast on 4/16 at event in. Heading out over channel.

Bombs start of target -

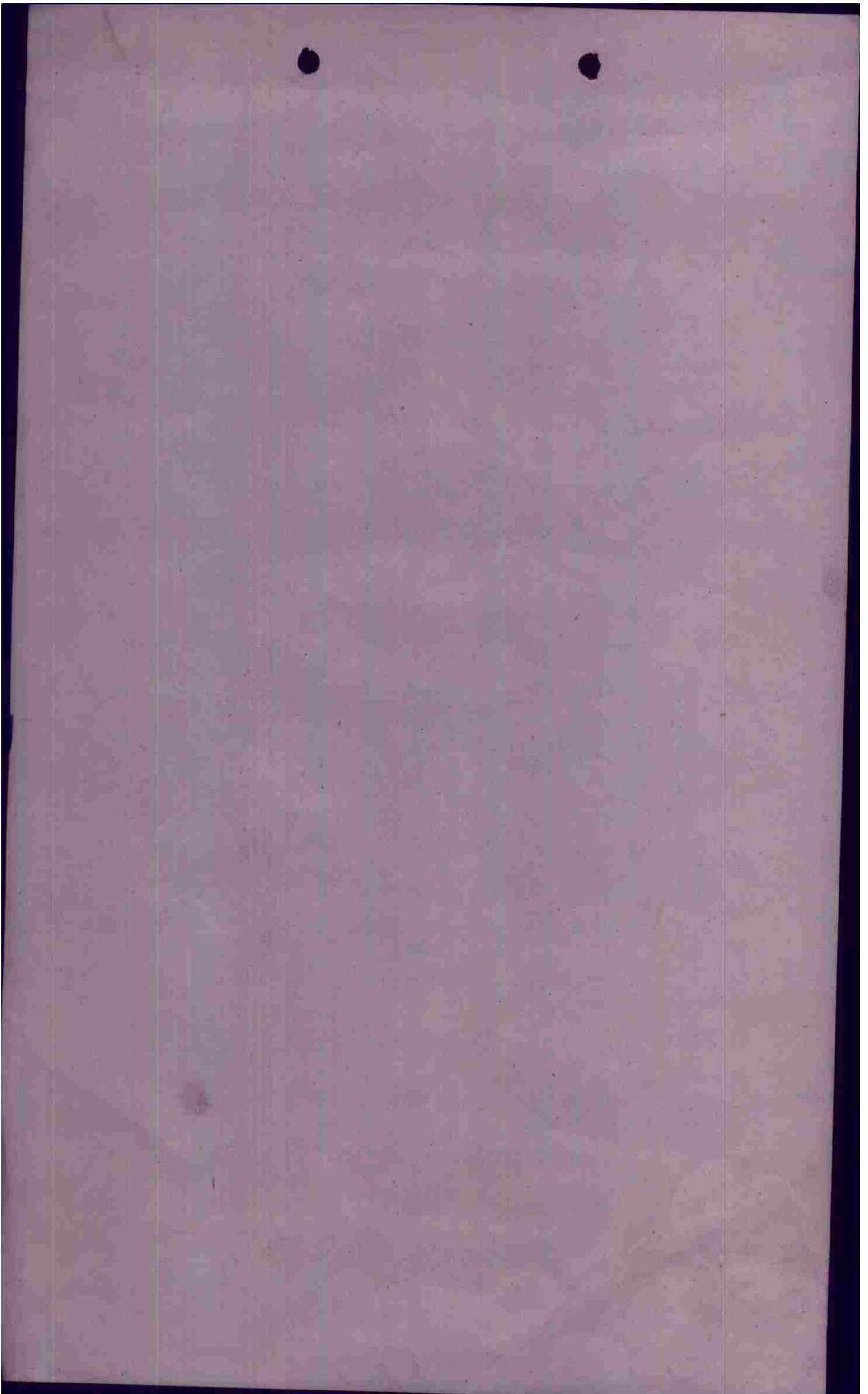
Three large vessels - in Harbor -

Land fall - flooded area -

Train 40 cars setting, still west of Chartre

2155 Bridge blown up -

Landfall out - A/D port plowed up - and camouflaged -



OICOG OIYAA OIHAK OIGOF V OILAI OILAI 06/03 OP
 FROM 97TH COMBAT BOMB DMENT WING 03/1700B M-3-E
 TO COMBOMCOM IX
 409TH BOMB GROUP
 416TH BOMB GROUP
 410TH BOMB GROUP

OPERATIONAL PRIORITY BT
 SECRET SENT IN THE CLE AUTH: MAJOR CLARENCE. TOWLES JR.

97TH COMBAT BOMB. WING
 APO 140
 03 JUNE 1944

FIELD ORDER NO. 62-344

MAPS: NORMAL

1. B. (2) NINTH FIGHTER COMMAND P-47'S WILL FURNISH ESCORT FOR ALL FORMATIONS OF THIS WING.

2. THIS WING WILL ATTACK AN AIRFIELD IN FRANCE.

ZERO HOUR: 03/2030B

3. A. 409TH GROUP

(3) WITH FIGHTERS AT BRIGHTON AT 7,000 FEET AT ZERO HOUR
 (6) BOMB: 12,000 FEET. CROSS ENEMY COAST OUT 11,000 FEET.

3. B. 410TH GROUP:

(3) WITH FIGHTERS AT BRIGHTON AT 7,000 FEET AT ZERO HOUR MINUS 15 MINUTES.
 (6) BOMB: 12,000 FEET. CROSS ENEMY COAST 11,000 FEET.

3. C. 416TH GROUP:

(3) WITH FIGHTERS AT BRIGHTON AT 7,000 FEET AT ZERO HOUR PLUS 15 MINUTES.
 (6) BOMB: 12,000 FEET. CROSS ENEMY COAST OUT 11,000 FEET.

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

(5) TARGET: Z 248

(6) A/C REQUIRED 2 BOXES OF 18 A/C EACH GROUP

(7) ROUTE OUT: BASE TO BRIGHTON TO 49 DEG. 17 MIN. NORTH 00 DEG. 07 MIN. WEST TO I.P. TO TARGET.

(8) ROUTE BACK: TARGET TURN LEFT TO R.P. TO 49 DEG. 09 MIN. NORTH 00 DEG. 54 MIN. EAST TO 49 DEG. 52 MIN. NORTH 00 DEG. 42 MIN. EAST TO HASTINGS TO BASE.

(9) I.P. 48 DEG. 30 MIN. NORTH 01 DEG. 04 MIN. EAST.

(10) AXIS OF ATTACK: GENERALLY WEST NORTHWEST TO EAST SOUTHEAST.

(11) R.P. 48 DEG. 34 MIN. NORTH 01 DEG. 14 MIN. EAST.

(12) M.P.I. ILL. S 898/8

409TH REF. 043018 1 BOX

REF. 054046 1 BOX

410TH REF. 071051 1 BOX

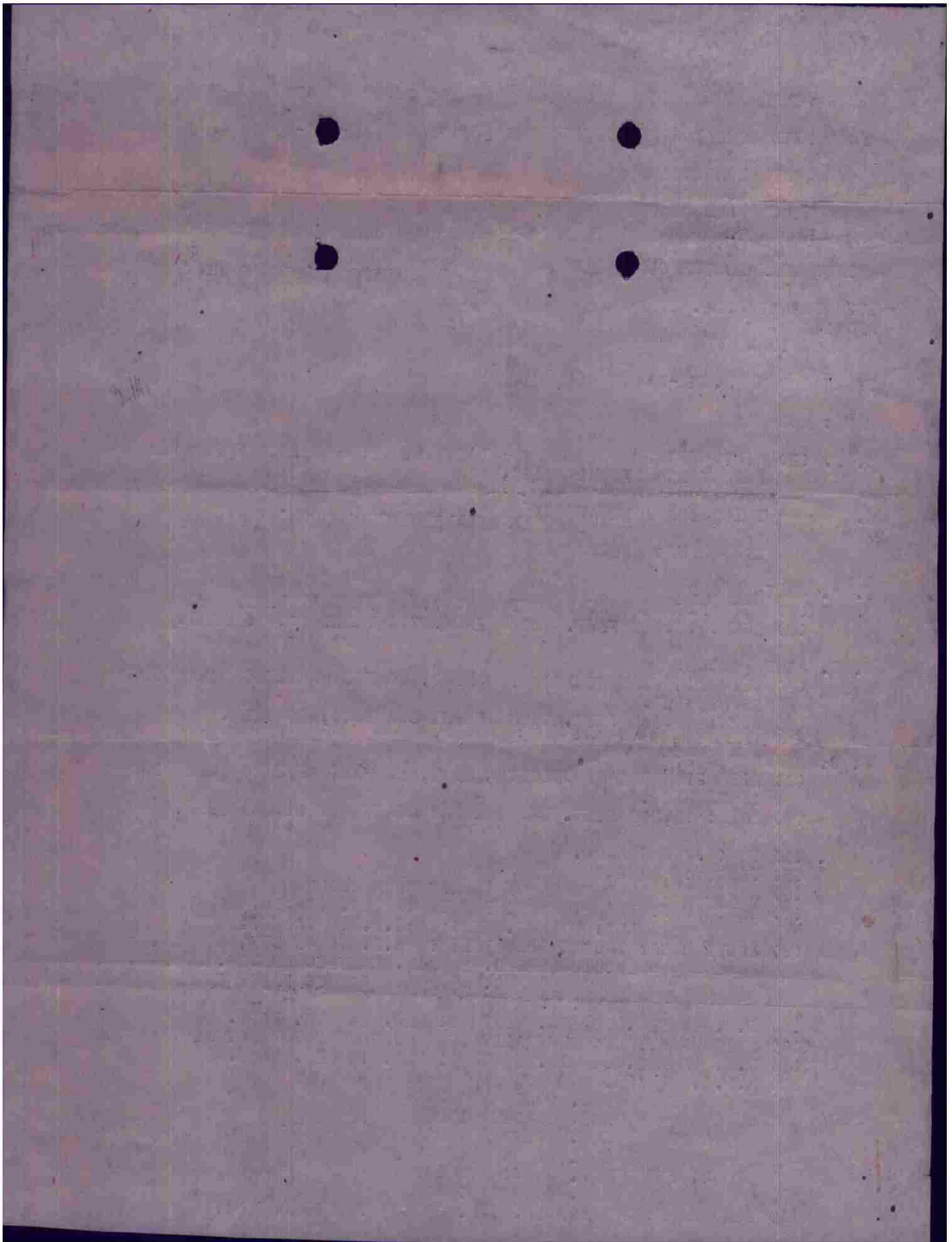
REF. 080053 1 BOX

416TH REF. 043018 1 BOX

REF. 054046 1 BOX

(13) BOMB LOAD: 4 X 500 LB. G.P. OR 6 X 500 PLANES WITH WING RACKS.





5. COMMUNICATIONS:

A. 409TH BOMB GROUP:

- (2) DASHDOWN
- (3) OWNER

B. 410TH BOMB GROUP.

- (2) FEETACHE
- (3) UMBRIDGE

C. 416TH BOMB GROUP.

- (2) ENCOT
- (3) LOCKMAN

X. GENERAL INFORMATION:

- (2) WEST MALLING D/D
- (3) NORMAL
- (8) EASTERN WYOMING, SOUTHERN UTAH, SOUTHERN ARIZONA ENTIRE MISSION.
- (10) BATV/BATV
- (11) BOX LEADERS WILL REPORT TO COMMAND CONTROL ON CHANNEL "C" WHEN LEAVING TARGET AREA.

COCBTWIG 97

BT 03/1700B

AR

AS

SS

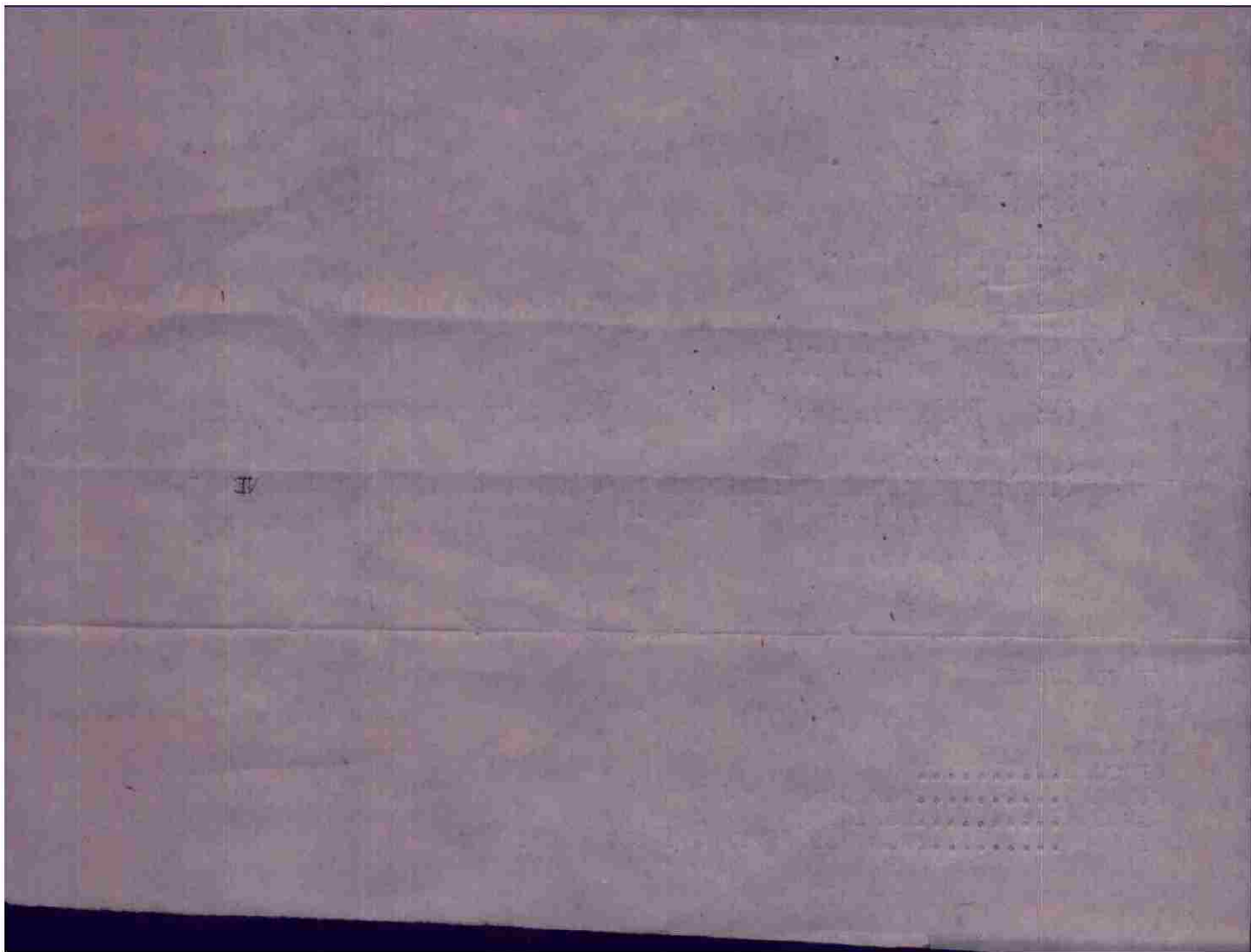
~~010000XXXXXXXXXXXX~~

OIHAK R.....03/1815B JAB AR

OIGOF R.....03/1815 B MC AR

OIYAA R.....~~03/17 021717~~ 03/1815B WJF AR

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THIS PAGE DECLASSIFIED IAW EO12958

BRIEFING NOTES

416TH BOMB GR (L)

No. 60-340

TARGET: CHARTRES A BRIEFING: BN - 0730
7-1 - 0815 HRS DATE: JUNE OFFICER: LURIA
main 0845

1. TARGET INFO: 50 miles SW of Paris. 1 1/2 mi NE of Chartres. Cathedral
Box I - 1300 yds away to SW. Main tennon 10 miles to NNE
Dimensions N/S 1000 yds E/W 2000 yds; rectangular
R/W ① Concrete 1400 yds ENE/WSW
Box II - 4 groups of B-26's attacked May 26th with good results.
Box I - Large hangar Workshops, stores, Barracks, (Large hangar still intact. Small hangar to E obliterated.
Box II - Fueling dump. (Craters to West as well as on A/F R/W's but not on MPI)

AXIS - ENE - WSW

2. FLAK: AT LANDFALL: Avoid Tcamp
ROUTE IN: Use main highway to Lillebonne & Quillebeuf (416) Avoid Rouen.
KH1 at fork. Avoid Paris
TARGET: Mod to Intense. Acc.
ROUTE OUT: Conches & Conches.
MOBILE UNITS:

3. FIGHTERS: 40⁴¹⁶ Cormouilles 30 AF/B Koye
10 Guyancourt SER BRetigny 25 T/E
50 SIE
Fighter reaction to B-26 mission - handled by P-47's. Brown B-26 - turned back.
4. LANDFALL TIDES:

5. DUMIES, DECOYS, CAMOUFLAGE, ETC: SE of A/D - 1400 yds

6. GROUND SITUATION & BOMB LINE:

7. MISC: 18's.

Chartres A/D Cathedral.

2 other A-20 groups - spaced 15 minutes apart. (other MPI's)
P47 escort.

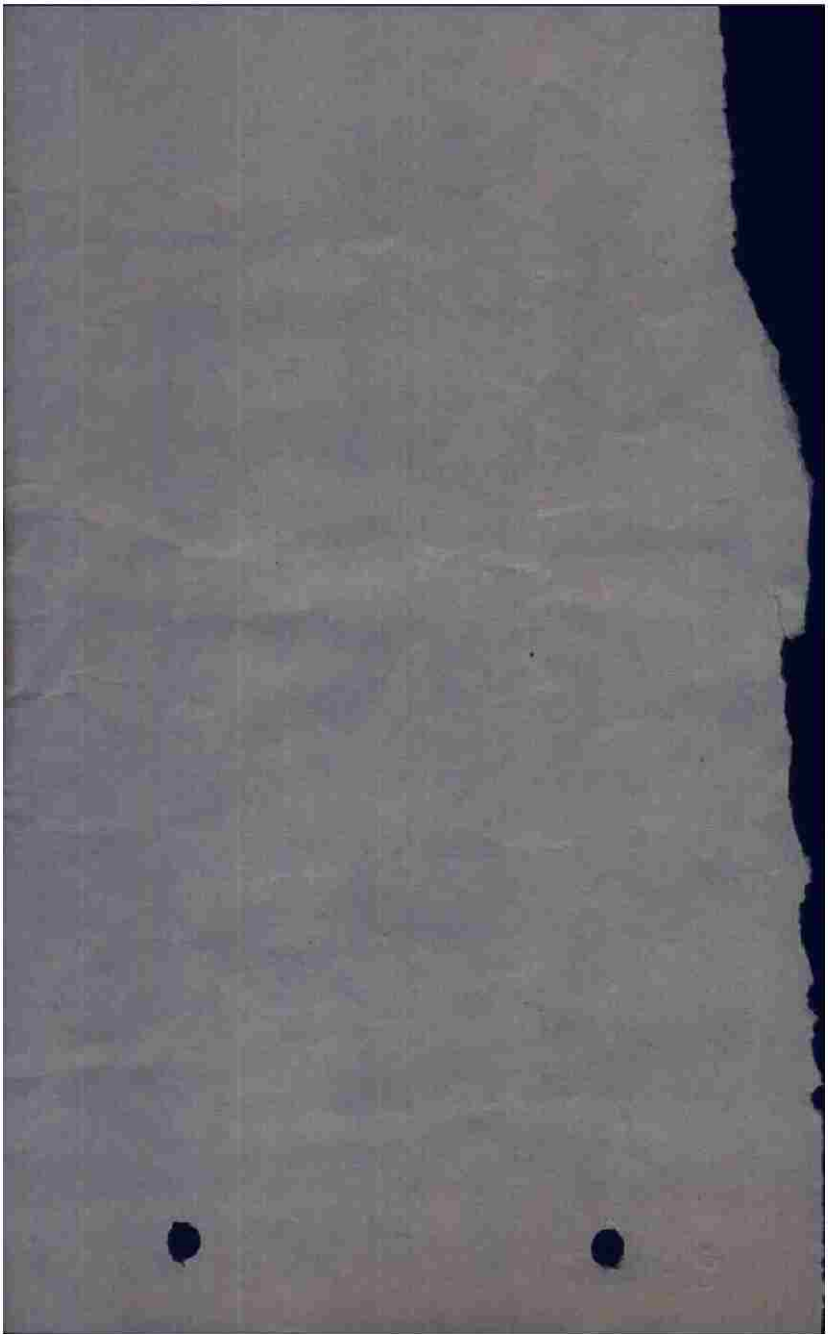
Observation (Read)

8th leaving St. Yarnonville
at 090098th & 99th at approx
same time as us

F B-26s - Groups ~~attacked~~ Bombed by 6's.
 The groups attacked in pairs 15 minutes
 apart - 1st gp of each receiving most of the
 A battle damage. Fire - mod to int. and acc.
 varying from barrage to contin following - all
 F seen. One gp used window but its
 A lead box red more than others.
 R It appears as tho defenses picked out
 G 1st box of each 2 gps as they came in &
 E concentrated on them.
 5/26

RP Chapman
I P Belknap
Separate from 40944 410A
tut 30-15 looking
Art is NW to SE
Et is (SX) Volcan - Camp
} Entering
} ~~Angels~~ XH1
} ~~Blowers~~ XH4A
card SE Angle de l'Eure
larger
Quadr. in House
Page 3

THIS PAGE DECLASSIFIED IAW EO12958



THIS PAGE DECLASSIFIED IAW EO12958

2030

36

Z 248

2X18

5898/8

① 043018
② 054046

Fighter R P-47 Brighton 0115 7000'
 over Base to Brighton to $49^{\circ}17'N$ $0^{\circ}07'W$
 to IP to target
 to $49^{\circ}09'N$ $00^{\circ}54'E$
 Back from left to RP, to ~~$49^{\circ}17'N$ $0^{\circ}07'W$~~
 to Hastings to Base $49^{\circ}52'N$ $00^{\circ}42'E$

IP $48^{\circ}30'N$ $01^{\circ}03'E$

Alt Gen NW to SE

RP $48^{\circ}34'N$ $01^{\circ}14'E$

12000

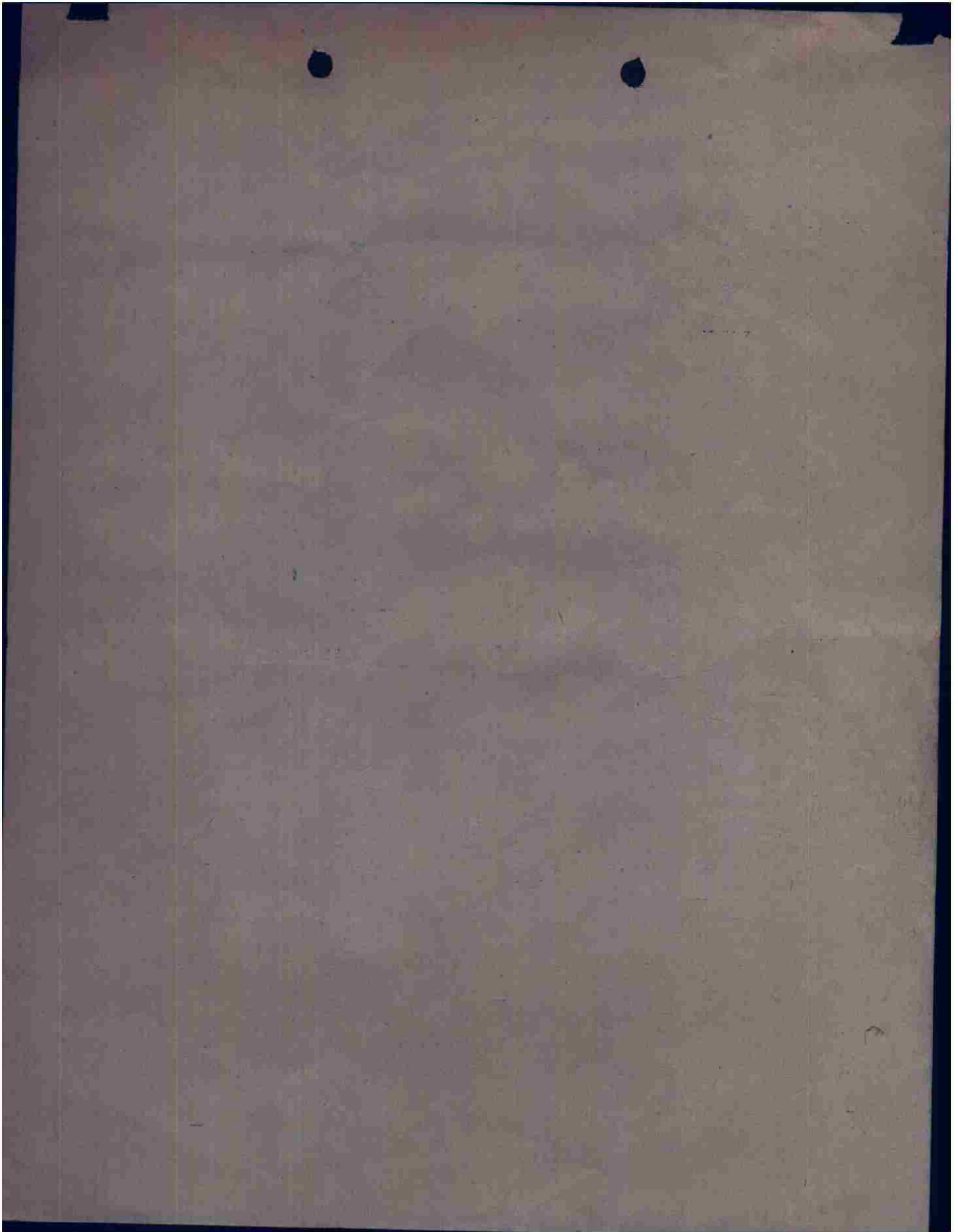
11000

4 or 6

to

to

409 th 30 min. ahead
 410 th 15 " ahead.



MISSION NO. 66

LOADING LIST

3 JUNE 1944

BOX I
FLIGHT I

1. A/C # 444 "J"
Major H.F. Price
Lt. A.R. Hand
S/S F.L. Adair
S/S C.F. Love
2. A/C # 439 "J-1"
Captain D.A. Hulce
Lt. H. Conte
S/S F.D. Allred
S/S D.W. Stephens
3. A/C # 178 "T"
Lt. H.V. Miracle
S/S J.C. Burkhalter
S/S E.C. Sleg

4. A/C # 907 "Q"
Lt. G. Ebenstein
S/S H. Perkins
Sgt. S.P. Newell

5. A/C # 350 "S"
Lt. A.P. Nikas
Sgt. C.W. Scott
S/S A.W. Newkirk

6. A/C # 0194 "A"
Lt. W.E. Downing
S/S E.S. Dickenson
Sgt. K.E. Hornbeck

FLIGHT II

1. A/C # 393 "K"
Lt. R.P. Cole
S/S E.G. Fandre
S/S F.R. Chvatal
2. A/C # 220 "E"
Lt. R.A. Wiperman
S/S H.S. Ahrens
Sgt. L.C. Mazza
3. A/C # 164 "I"
Lt. F. Zubon
Sgt. B.H. Griswold
Sgt. P.E. Coulombe

4. A/C # 925 "G"
Lt. E.T. Flatter
S/S K.L. Johnson
S/S J.L. Czech

5. A/C # 711 "M"
Lt. R.C. Morehouse
Sgt. L.A. Zygiel
Sgt. A.J. Burgess

6. A/C 493 "V"
Lt. F.H. Smith
S/S A.A. Stockham
Sgt. R.J. Mahoney

FLIGHT III

1. A/C # 951 "A"
Lt. F.W. DeHand
S/S C.W. Middleton
Sgt. R.J. Troyer

2. A/C # 221 "F"
Lt. W.A. Merchant
S/S G.J. Harp
S/S K.F. Brown

3. A/C # 219 "D"
Lt. H.B. Andrews
S/S E.R. Werley
S/S G.M. Cook

4. A/C # 363 "L"
Lt. J.D. Adams
S/S P.L. Clearman
Sgt. A.J. Zeikus

5. A/C # 214 "C"
Lt. T.J. Murray
Sgt. R.J. Jones
Sgt. D.H. DeBower

6. A/C # 937 "B"
Lt. A.E. Herman
Sgt. J.O. Young
Sgt. A.D. Garrett

SPARE

- A/C # 963 "N"
Lt. L.E. Hill
S/S R.W. Burch
S/S C.H. Yost

MISSION NO. 65

LOADING LIST
BOX II
FLIGHT I

3 JUNE 1944

1. A/C # 125 "M"
Captain H.F. Conant
Lt. R.T. McBrien
S/S J.R. Orr
Pvt. J.R. Herdtus

2. A/C # 405 "T"
Major J.G. Napier
Lt. W.L. Smith
S/S A.E. Bergeron
S/S H.E. Kelton

3. A/C # 745 "I"
Lt. R.D. Leshar
S/S H.R. Hedrick
S/S A.J. Antanaitis

4. A/C # 362 "L"
Lt. J.F. Mesgher
S/S E.A. Damico
Sgt. D. Hantske

5. A/C # 384 "K"
Lt. E.B. Kreh
Sgt. E. Shelton
S/S D.R. Schenck

6. A/C # 195 "D"
Lt. R.R. Svenson
Sgt. P.G. Fild
Sgt. G.H. Pfenning

FLIGHT II

1. A/C # 227 "F"
Lt. R.S. Rudolph
S/S J.W. Romano
S/S H.R. Riley

2. A/C # 217 "D-1"
Lt. D.F. Shea
S/S R.E. Lee
S/S F.G. Falk

3. A/C # 689 "I-1"
Lt. P.C. Atkinson
Sgt. J.O. Swafford
S/S P.F. Glynn

4. A/C # 207 "B"
Lt. F.J. Harrold
S/S E.L. Griffin
S/S G.W. Mazlase

5. A/C # 680 "R"
Lt. J.P. Hillerman
Sgt. E.F. Paules
Sgt. L. Martinez

6. A/C # 750 "M-1"
Captain Z.R. Moore
S/S J.A. Ochaba
S/S D.D. Burns

FLIGHT III

1. A/C # 147 "K-1"
Lt. R.J. Morton
S/S A.L. Nielsen
S/S W.E. Fields

2. A/C # 743 "W"
Lt. W.C. Siggs
S/S R.J. Colosimo
S/S N. Radlich

3. A/C # 717 "N"
Lt. W.F. Tripp
Sgt. J.W. Sabadosh
S/S D.F. Mallory

4. A/C # 943 "F-1"
Lt. E.J. Renth
S/S O.D. LaNave
S/S F.M. Citty

5. A/C # 189 "P"
Lt. E.R. Hayter
Sgt. F.E. Melchoir
S/S R.G. Halloway

6. A/C # 900 "S"
Lt. C. Church
S/S P.E. Macidulewicz
S/S H.E. Shatzer

SPARE

A/C # 226 "E"
Lt. R.G. Meredith
S/S A.A. Hill
S/S R.W. MacDonald

MISSION NO. 65

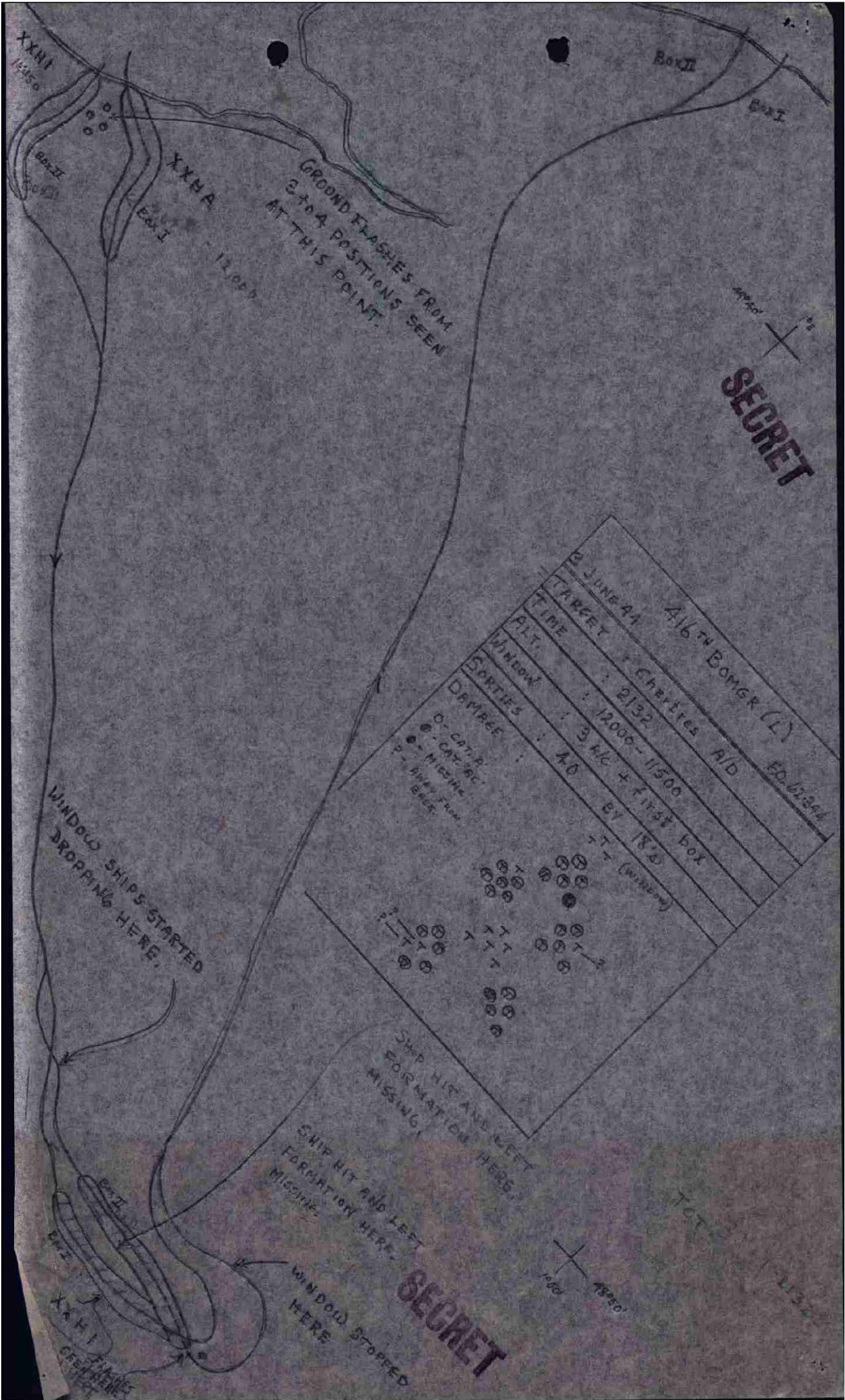
LOADING LIST
BOX 11A
FLIGHT 1

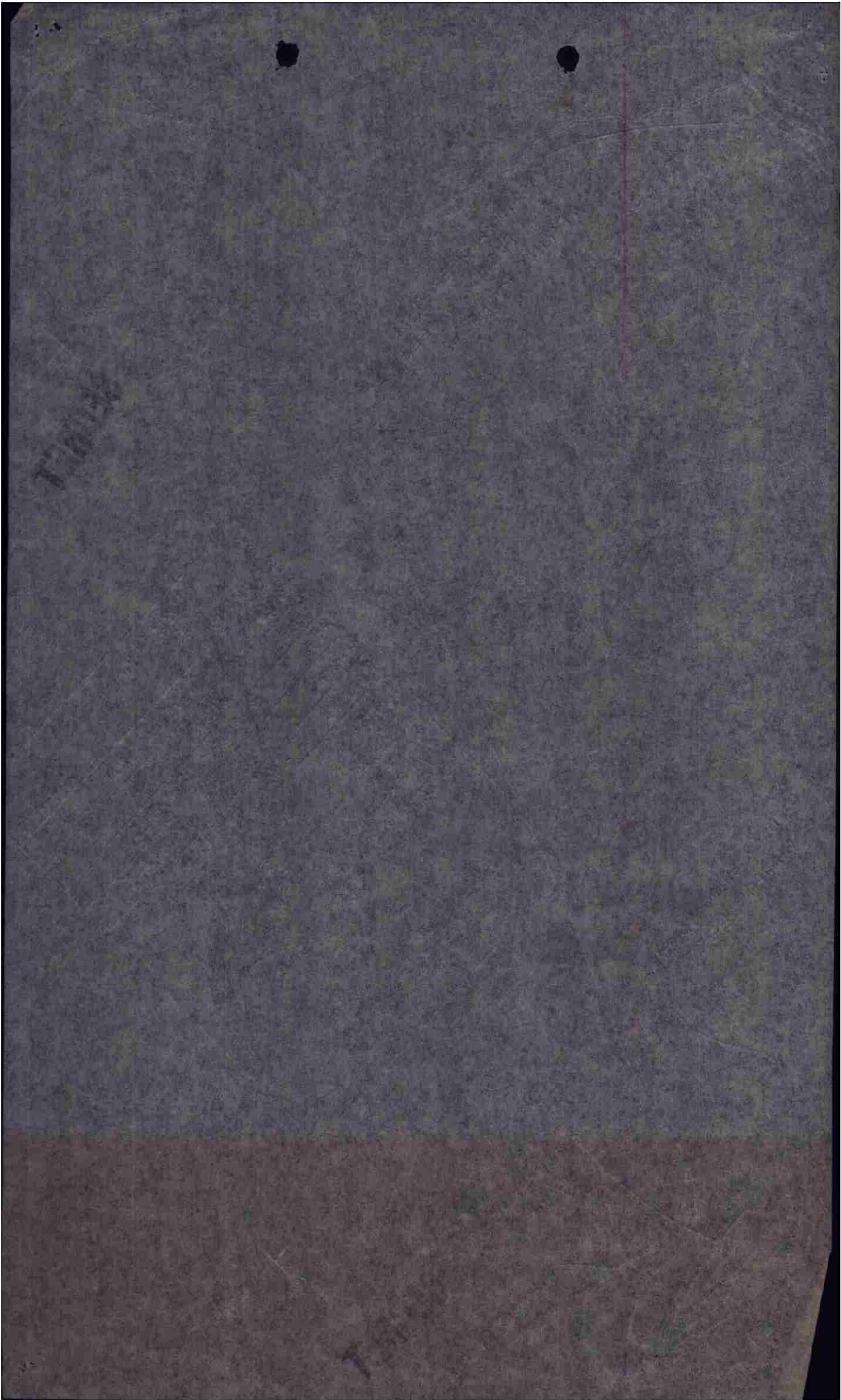
3 JUNE 1944

1. A/C # 1711 "S"
Lt. A.E. Osborne
Lt. W. Forma
S/S E.E. Kelly
S/S W.H. Coe

2. A/C # 181 "A"
Lt. H.B. Clark
Sgt. C.F. Floyd
Sgt. J.O. Scott

3. A/C # 390 "G"
Lt. H.S. Street
S/S C.A. Prindle
S/S E.T. Epps





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

SECRET
By authority
CG, Sta. 170
4 June 1944
Init. _____

APO 140, U. S. Army,
4 June 1944.

SUBJECT: Oprep A, USAAF Form 34A.

TO : Commanding General, Ninth Air Force, APO 696, U. S. Army, Attention
26th Statistical Control Unit.

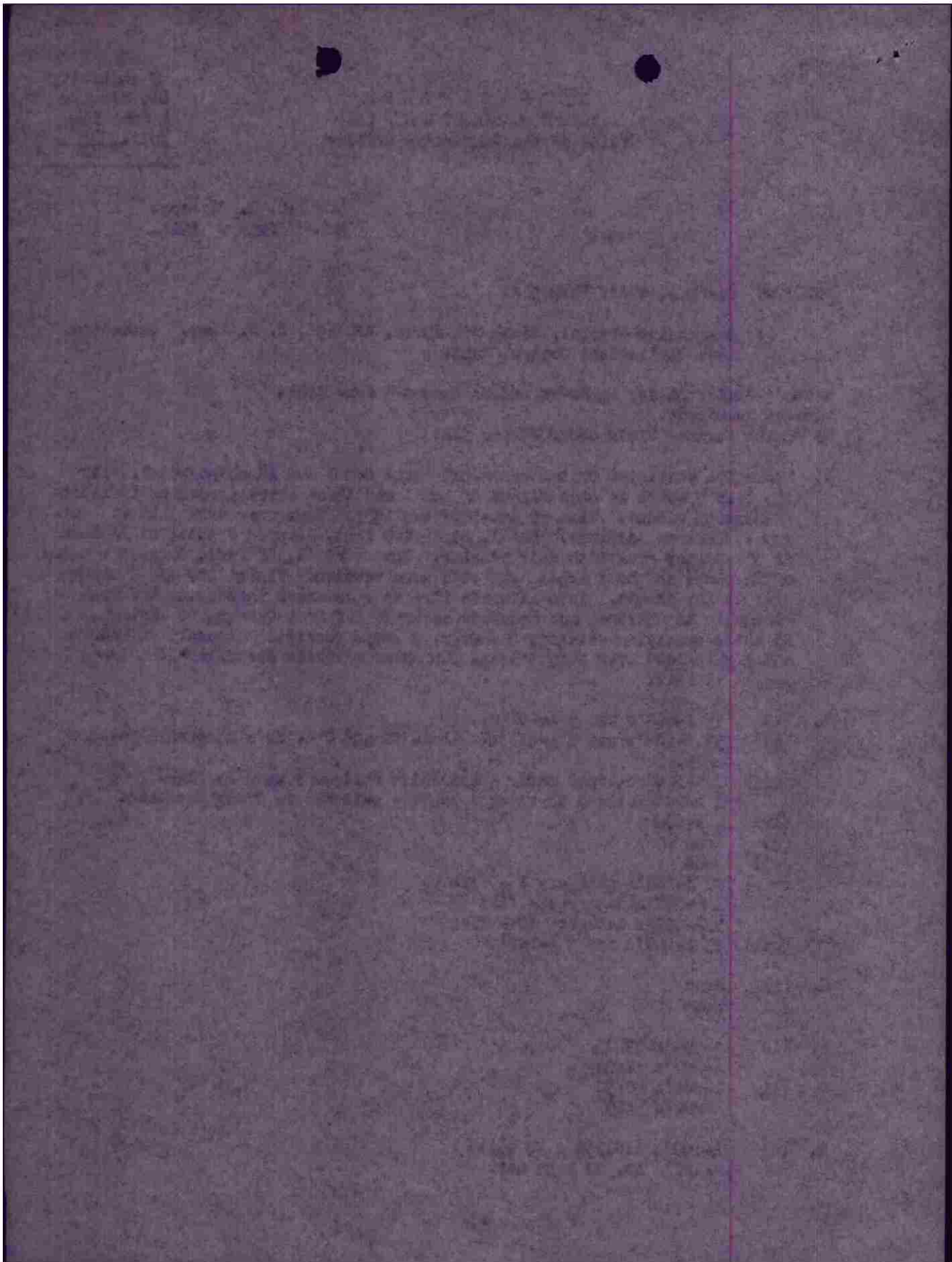
Oprep A Number 64 for 24 hours ending sunset 3 June 1944.

Mission Number 65.

IX Bomber Command Field Order Number 344.

A. Formation consisted of two boxes, 19 ships box 1 and 18 ships box 2, with the last 3 ships in each flight of box 1 and three ships preceding formation dispensing window. Time of take off was 1959. Time over target 2132. Target - Chartres Airdrome. Box 1, at 12,000 feet, dropped a total of 86 bombs in the target area with fair results. Box 2, at 11,400 feet, dropped a total of 76 bombs in the target area with good results. Visibility was 4 miles with no low clouds. Anti-aircraft fire was moderate inaccurate HFF from Pontgouin to Chartres and moderate accurate HFF from Cabourg to Lisieux. 21 ships receiving category A damage, 3 ships receiving category AD damage and 1 ship lost over target area. No enemy aircraft encountered. Planes landed at 2347.

- B. (i) 35 A-200's and 5 A-20J's.
(ii) 33 A-200's and 5 A-20J's. (1 A-20J and 2 A-200's dispensing window only)
(iii) 1 A-20J returned early - hydraulic failure caused by flak.
1 A-20J failed to release bombs - switches in wrong position.
(iv) 1 A-200
(v) None
(vi) None
(vii) 20 A-200's category A - flak
1 A-20J category A - flak
3 A-200's category AD - flak
(viii) 35 A-200's and 5 A-20J's
- C. (i) None
(ii) None
- D. (i) A-200's 83:05
A-20J's 12:20
(ii) A-200's 40:50
A-20J's 5:10
- E. (i) A-200's 110,250 x 50 cal.
A-20J's 10,500 x 50 cal.



- (ii) A-20G's 840 x 50 cal. (testing)
- A-20J's 120 x 50 cal. (testing)
- (iii) A-20G 3125 x 50 cal.

- F. (i) A-20G's 156 x 500 lb GP 1/10 N 1/100 T (12 A-20G's bomb load 6 x 500 lb GP)
- A-20J's 16 x 500 lb GP 1/10 N 1/100 T
- A-20G's 110 boxes window
- A-20J 10 boxes window
- (ii) A-20G's 146 x 500 lb GP
- A-20J's 16 x 500 lb GP
- A-20G's 110 boxes window
- A-20J 10 boxes window
- (iii) A-20G 6 x 500 lb GP
- (iv) None
- A-20G 4 x 500 lb GP returned to base - switches in wrong position.

1 Armorer Gunner slightly wounded.

G.

- H. (i) None
- (ii) None
- (iii) None

For the Commanding Officer:

GEORGE SCHENKIN,
Captain, Air Corps,
Adjutant.

ANNEX "A"

~~SECRET~~

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 386BOX 1 GROUP A16 DATE 3 June 1944 TARGET ATTACKED Chartres Airfield.1. Method of Sighting: Pre-set synchronous.2. Bombing approach: 30° up.3. Was mercury erection system used? YES NO X4. Did entire box drop on lead bombardier? YES X NO

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

Pre-set synchronous.

5. Name of lead bombardier: Lt. Land.6. Name of lead pilot: Major Price7. Intervalometer settings: None Ground Speed: 276 Altitude: 15,0008. Indicated Air Speed: 30 Sec: 9. Length of bomb run: X 500 1b FUSED N 1/10 1/10010. Bomb Load and Fusing per A/C: 11. Total Bombs Dropped:

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.

(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 Flak affected bombing or bomb run:

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

(e) State any difficulties on bombing run occurred AF.

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

(g) Bombing results as reported by crews:

Aimed at right Target: YES NO

Results claimed: GOOD FAIR X POOR BAD MISS

0.0 c/s bomb load 6 x 500 lb GP's.

~~SECRET~~

(Over)

1. 1 mile
2. 2 miles
3. 3 miles
4. 4 miles
5. 5 miles
6. 6 miles
7. 7 miles
8. 8 miles
9. 9 miles
10. 10 miles

11. 11 miles

12. 12 miles

13. 13 miles

14. 14 miles

15. 15 miles

16. 16 miles

17. 17 miles

18. 18 miles

19. 19 miles

20. 20 miles

21. 21 miles

22. 22 miles

23. 23 miles

24. 24 miles

25. 25 miles

26. 26 miles

27. 27 miles

28. 28 miles

29. 29 miles

30. 30 miles

31. 31 miles

32. 32 miles

33. 33 miles

34. 34 miles

35. 35 miles

36. 36 miles

37. 37 miles

38. 38 miles

39. 39 miles

40. 40 miles

41. 41 miles

42. 42 miles

43. 43 miles

44. 44 miles

45. 45 miles

46. 46 miles

47. 47 miles

48. 48 miles

49. 49 miles

50. 50 miles

51. 51 miles

52. 52 miles

53. 53 miles

54. 54 miles

55. 55 miles

56. 56 miles

57. 57 miles

58. 58 miles

59. 59 miles

60. 60 miles

61. 61 miles

62. 62 miles

63. 63 miles

64. 64 miles

65. 65 miles

66. 66 miles

67. 67 miles

68. 68 miles

69. 69 miles

70. 70 miles

71. 71 miles

72. 72 miles

73. 73 miles

74. 74 miles

75. 75 miles

76. 76 miles

77. 77 miles

78. 78 miles

79. 79 miles

80. 80 miles

81. 81 miles

82. 82 miles

83. 83 miles

84. 84 miles

85. 85 miles

86. 86 miles

87. 87 miles

88. 88 miles

89. 89 miles

90. 90 miles

91. 91 miles

92. 92 miles

93. 93 miles

94. 94 miles

95. 95 miles

96. 96 miles

97. 97 miles

98. 98 miles

99. 99 miles

100. 100 miles

SECRET

BOMBING INFORMATION

ATTACH "A"

IX B.C. FIELD ORDER NO. 344BOX 22 GROUP 116 DATE 2 June 1944 TARGET ATTACHED Barthen Airbase.1. Method of Sighting: not synchronous.2. Bombing approach: 300° 12g.3. Was mercury erection system used? YES NO 4. Did entire box 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:

synchronization. 100 used as AP. No trail subtracted.

5. Name of lead bombardier: Lt. Melvick6. Name of lead pilot: Captain Conant.7. Intervalometer setting: None 875 11,4508. Indicated Air Speed: 200 Ground Speed: Altitude: 9. Length of bomb run: 70 Sec: 1/10 1/10010. Bomb Load and Fusing per A/C: X 300 lb FUSED N T 11. Total Bombs Dropped:

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

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

(b) Apart from weather or visibility, was any difficulty encountered in identifying target attached, 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 Flak affected 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:

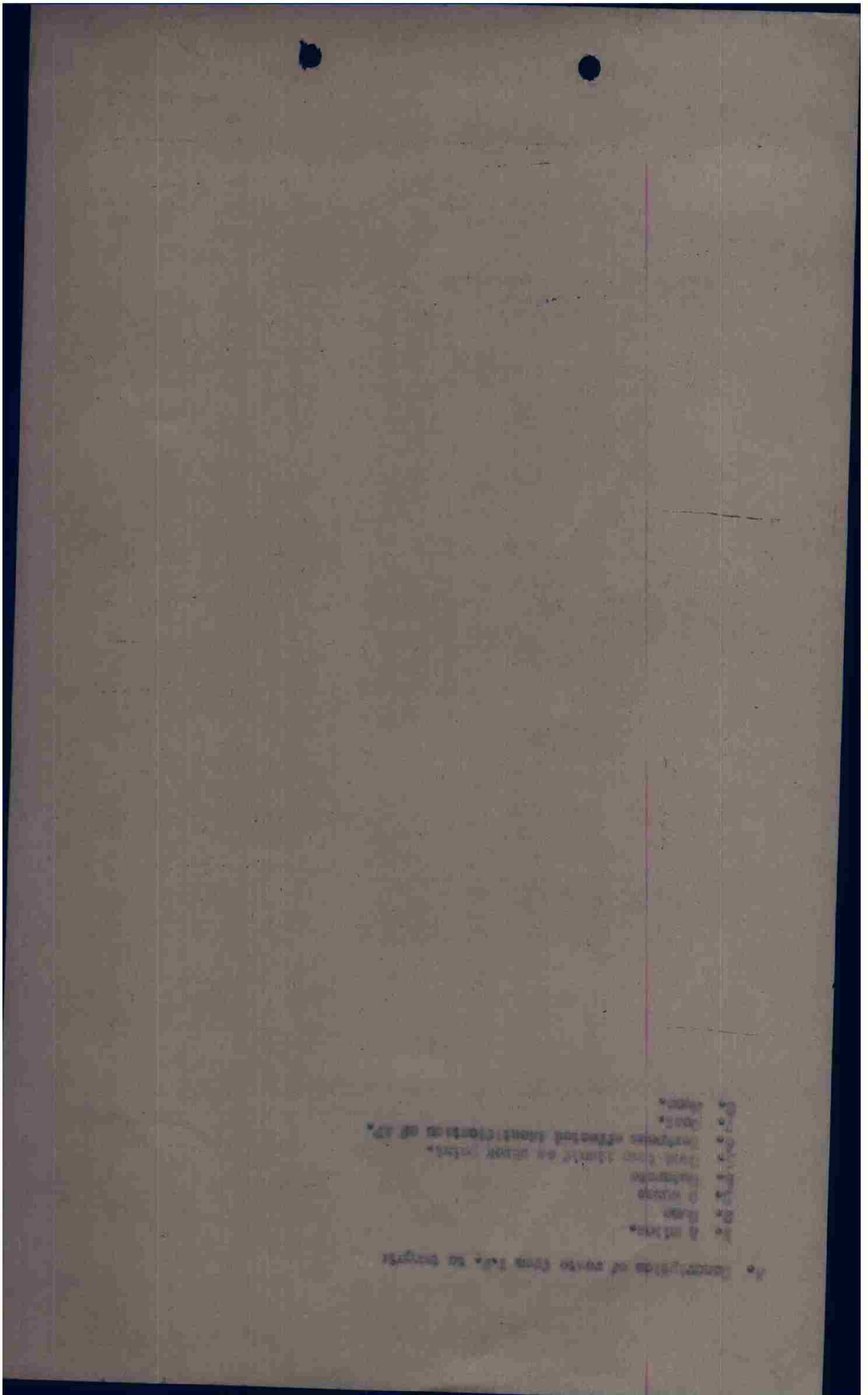
(g) Bombing results as reported by crews:

Aimed at right Target: YES NO

Results claimed: GOOD FAIR POOR BAD MISS

1/2 a/c bomb load, 6 x 300 lb GP's.

SECRET



SECRET
BY AUTH 80, 678 170
4 June 1944
INITIAL:

Int

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

Ref-1

APO 140, U.S. Army.
4 June 1944.

SUBJECT: Mission Report--Aircraft.

TO : Commanding General, IX Bomber Command, APO 140, U.S. Army.
(Attn: Maintenance Branch)

PART I.

- (1) 3 June 1944--1959--Chartres AB
- (2) 39 (31 alerted)
- (3) 39

PART II.

<u>RAF SERIAL NO</u>	<u>DESCRIPTION</u>	<u>CAUSE</u>	<u>CORRECT</u>
43-9800	Flak.	Unknown.	

PART III (1).

43-9227	Oil pressure low.	Internal engine trouble. Undetermined.	No
---------	-------------------	---	----

PART III (2).

43-9907	Hydraulic failure.	Flak.	Yes
43-9804	No bombs dropped.	Pilot had switch in wrong position.	Yes

PART III (3).

None.

For the Commanding Officer:

ORVILLE SCHMIDT,
Captain, Air Corps,
Adjutant.

Intel

CONFIDENTIAL

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

APO 140
3 June 1944

SUBJECT: Interrogation Report

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

BASE AT TAKEOFF: 5/10 cumulus at 4,000 feet. 5/10
altostratus and altostratus at 7,000
feet. Visibility 7 miles.

ROUTE OUT: 5/10 cumulus at 4,000 feet and 5/10
altostratus and altostratus at 7,000 feet
both becoming nil 30 miles off English
coast. Visibility 7 miles dropping to 4 miles
over channel and continent.

TARGET: Nil cloud. Visibility 4 miles.

ROUTE BACK: Similar to route out.

BASE ON RETURN: 5/10 altostratus and altostratus at
6,000 feet. 10/10 cirrus above 20,000
feet. Visibility 6 miles.

WINDS: As Forecast.

TIME OVER TARGET: 2134

Weather did not affect bombing but darkness made it
difficult to pick out aiming point.

Robert D. Griffith

ROBERT D. GRIFFITH
2nd Lt. Air Corps.

1 Incl. 2 Route Forecast Forms

CONFIDENTIAL

WETHERS FIELD
416TH BOMB GROUP (L)

TAKEOFF - 2000
RETURN - 2250

CONFIDENTIAL *Intel*

DATE 3 JUNE 1944
PERIOD 1830-2230
HQ SOS USAPP 9-43/90M/15227

OPERATIONAL ROUTE FORECAST

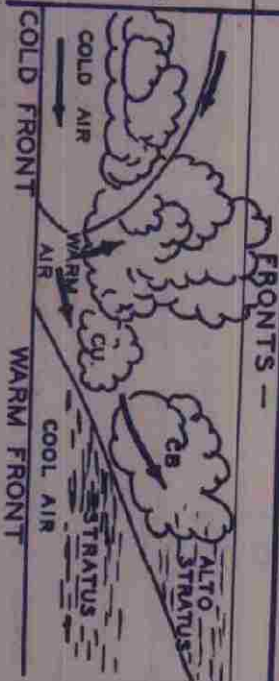
	A BASE TO TARGET	B TARGET	C TARGET TO BASE	D
WEATHER	CLOUDY & HAZE	CLOUDY	CLOUDY & HAZE	
CLOUDS	2 PATCHY CIRROSTRATUS 8/10 ABOVE 20,000 FT 6/10-9/10 MED CLOUD BASE 10,500 FT TOPS 13,000 FT. FRAGMENT OF CLOUD 7,500 FT BREAKING 10 MILES OVER ENGLISH COAST. SOME THIN CLOUD 500 FT THICK. BASE 8,000 FT TOPS 8,500 FT BUT LESS THEN 5/10. 1/10-9/10 LOW CLOUD BASE 3,000 FT TOPS 5,000 FT BREAKING BELOW THAMES TO 5-6/10 AND BREAKING TO FEN OFF ENGLISH COAST	8/10 CIRROSTRATUS ABOVE 20,000 FT NIL MED CLOUD NIL 7/10 LOW CLOUD BASE 7,000 FT TOPS 7,500 FT.	LOW CLOUD ALONG SOUTH COAST 6-8/10 BASE 11,500 TO 2,000 1ST TOPS 51,000 FT	
ICING	3 NIL TO VERY LIGHT RIME IN MEDIUM CLOUDS ABOVE FREEZING LEVEL! 8,500 FT	SAME	SAME	
VISIBILITY	4 4-5 MILES OVER CHANNEL BECOMING 8 MILES OVER CONTINENT	8 MILES DOWN SUN 2-3 MILES UP SUN	4-5 MILES OVER CHANNEL	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	250 13-18'			
5,000 FT	260 30			
10,000 FT	290 30			
12,000 FT	300 36			
15,000 FT	300 42			
FT				
FT				
BASE ALTIMETER SETTING <u>30.05</u>	TARGET SURFACE TEMP. <u>+14°C</u>	TARGET MEAN TEMP. <u>+5°C</u>	TARGET SURFACE (PRESSURE-ALT) <u>+29</u>	
	TEMP. AT <u>12,000 FT. -6°C</u>			

AIRCRAFT REPORT

		BASE TO COAST	OVER CHANNEL OR SEA	OVER CONTINENT & TARGET
TIME				
POSITION				
ALTITUDE				
CLOUD BELOW AIRCRAFT	AMOUNTS AND TYPE			
	HEIGHT OF BASE AND TOP			
CLOUD ABOVE AIRCRAFT	AMOUNTS AND TYPE			
	HEIGHT OF BASE AND TOP			
VISIBILITY				
TEMPERATURE				
WINDS				
REMARKS: AS WEATHER ENCOUNTERED, FRONTAL POSITIONS, ETC.				

NOTE: AT LEAST ONE COMPLETE
OBSERVATION SHOULD BE ENTERED
IN EACH COLUMN. THE OTHER
SIDE OF THIS CARD HELPED YOU-
WON'T YOU GIVE THE NEXT
FELLOW A BREAK!

CLOUD TYPES AND ABBREVIATIONS
 LOW CLOUDS = ST-STRATUS
 SC-STRATOCUMULUS
 MIDDLE CLOUDS = AS-ALTOSTRATUS
 AC-ALTOCUMULUS
 HIGH CLOUDS = CI-CIRRUS
 CS-CIRROSTRATUS
 CLOUDS OF VERTICAL EXTENT =
 CU-CUMULUS CB-CUMULONIMBUS



2nd Lt. Cooney
FROM COBOMGR 416

TO COMBAT WING 97 ATT: COM O

CONFIDENTIAL BT

A - YS- 61

B - 3 JUNE 1944

C - 41 A/C

D - 670 - I - VHF VERY WEAK, RETURNED AND CHECKED OK.
671 - D - INTERPHONE OUT, FUSE REPLACED AND CHECKED OK.

E - 670 - R - ONE QDM FROM WETHERSFIELD.
670 - I - USED LOCAL BUNCHER BEACON.

F - BOX LEADERS REPORTED TO PARADE AFTER LEAVING TARGET.
EXCELLENT RADIO PERFORMANCE.

MACE COBOMGR 416

OFFICIAL:

JACK B. COONEY
CAPT., AIR CORPS,
COMMUNICATIONS OFFICER.

BOMBARDIER'S LOG

TARGET

DATE

Ind. B...

Pressure Altitude of Target: <u>1259</u>	Type of Release: _____	Train Ind. Valve
Altimeter Setting: <u>29.92</u>	Interval: _____	
Ind. Alt. : <u>11500</u> True Alt. : <u>11300</u>	Length of Run: _____	Time of Release: _____
Ground Speed : _____ Drift : _____	Mag. Head. Ordered : <u>101</u>	Actual: _____
Est. : <u>274</u> Act. : _____ Est. : <u>48</u> Act. : _____	Aircraft Number : _____	
Ind. Air Sp. : <u>200</u> True Air Sp. : <u>244</u>	Pilot : _____	
Tan. Dropping Angle : <u>.90</u>	Navigator : _____	
Disc Speed : <u>193.6</u> Trail : <u>60</u>	Bombardier : _____	
Sightings: _____		

BOMBS AND FUZES

Types: _____ Number: _____ Nose : _____ Tail : _____

LEFT				INTERMEDIATE CALCULATED AND DRIFT FOR LEADING LEFT AND RIGHT OF GROUND HEADINGS.	RIGHT			
HEADING	DRIFT	TANGENT			HEADING	DRIFT	TANGENT	
<u>274</u>	<u>40°</u>	<u>48</u>	<u>.90</u>		<u>119°</u>	<u>14.6</u>	<u>.92</u>	<u>219</u>
<u>270</u>	<u>20°</u>	<u>50</u>	<u>.88</u>		<u>120°</u>	<u>0</u>	<u>.92</u>	<u>280</u>
<u>268</u>	<u>30°</u>	<u>62</u>	<u>.86</u>		<u>131°</u>	<u>14</u>	<u>.92</u>	<u>279</u>
	<u>40°</u>				<u>140°</u>	<u>32</u>		

MINUS			INTERMEDIATE DISC SPEEDS AND TRAIL FOR PLUS OR MINUS ARTICLES.	PLUS		
ALTITUDE	DISC SPEED	TRAIL		ALTITUDE	DISC SPEED	TRAIL
<u>11500</u>	<u>198.2</u>	<u>58</u>		<u>11500</u>	<u>189.1</u>	<u>59</u>
<u>11000</u>	<u>203.1</u>	<u>58</u>		<u>13000</u>	<u>185.2</u>	<u>59</u>
<u>9500</u>	<u>208.3</u>	<u>58</u>		<u>13500</u>	<u>181.4</u>	<u>59</u>
<u>2000</u>				<u>2000</u>		

REMARKS

DESCRIPTION OF INSTALLATIONS OF FORTIFYING EQUIPMENT

HEIGHT	WIND DIRECTION & VELOCITY	TEMPERATURE
12000		
11000		
10000		
9000		
7000		
5000		
3000		
1000		

WIND DIRECTION

FLIGHT PLAN

START DATE 20:05/2

PILOT NAVIGATOR
PLANE MISSION
DATE

COAST OUT 2222
BASE 2242
REND. ALT.
LAND FALL ALT.

COAST IN 2110
2127
2132

ATA 20:29
ETA 20:19
RENDZVOUS F. 0845

POSITION FROM TO

BASE MAIDSTONE
 DRIGHTON
 49°17'N 00°07'W
 48°30'N 01°03'E
 T&T
 49°09'N 00°50'E
 49°50'N 00°50'E
 HASTINGS
 BASE

ATA 20:29
 20:44
 21:11
 21:29
 21:37
 21:43
 21:57
 22:08
 22:25
 22:47

ETA 20:19
 20:19
 20:19
 20:19
 20:19
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 20:19

A-20 - Reading Forests England - 20.52
Ship in harbor at London 21.08 1/2
Flotilla at entry 21.11 1/2
A-20 heading back - 21.18 1/2
Remains away 21.37
Off Bridge 21.56
Remains from
Long Column at London
at London - 21.59
Exit London -

822

8.0 - 1959

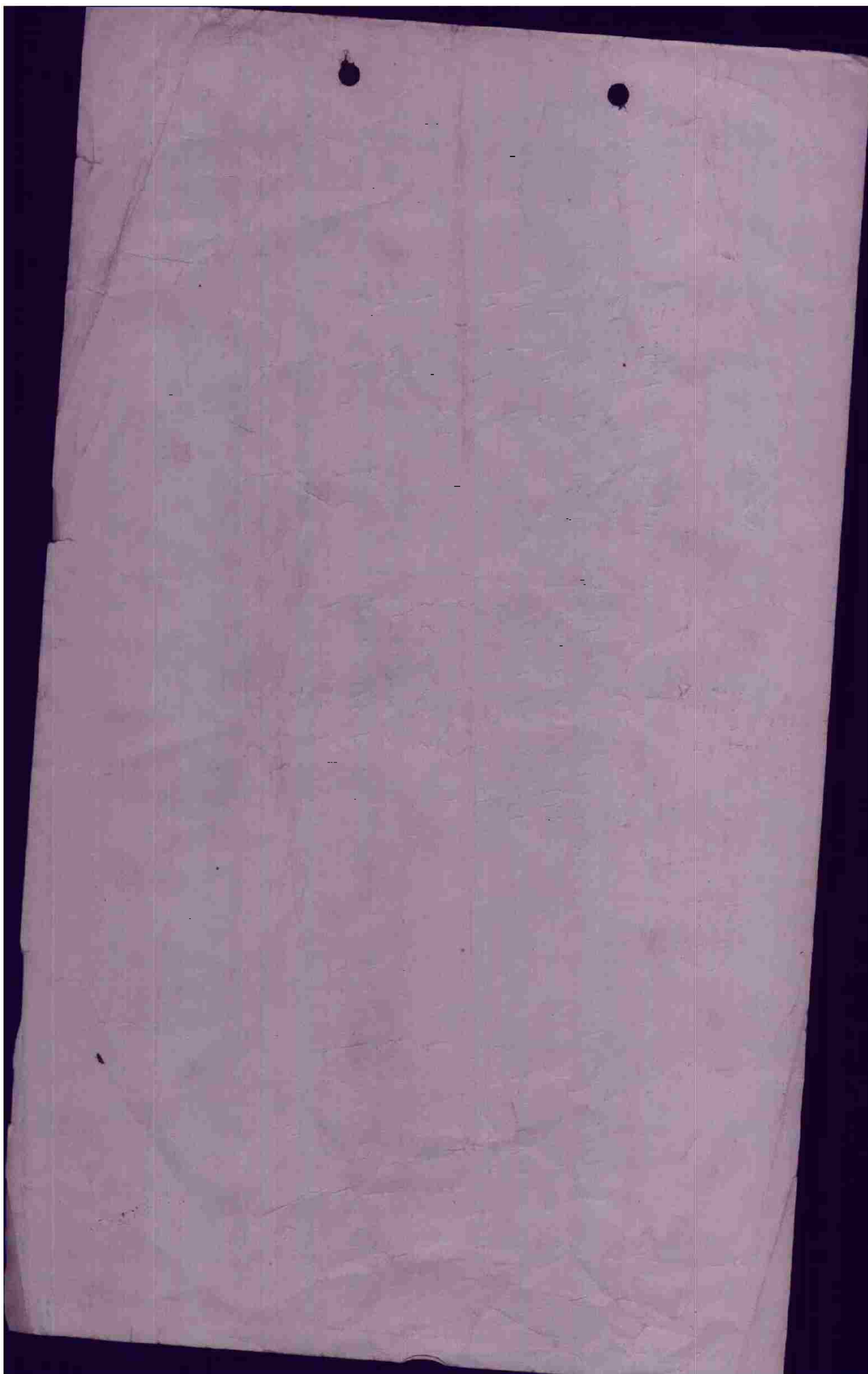
PILOT		NAVIGATOR		PLANE		MISSION		DATE	
FROM	TO	POSITION	TIME	ALTITUDE	HEADING	AIR SPEED	TIME	RESULTS	REMARKS
Base	Maidstone	198°	2015	6000	190	214	48	13 1/2	280/32
Maidstone	Brighton	242°	2045	11000	190	212	42	12	295/32
Brighton	Cabourg	196°	2045	12000	200	257	106	25	300/36
Cabourg	48°30'N-01°03'E	156°	2012	-	200	273	77	17	-
48°30'N-01°03'E	Target	102°	2045	-	200	274	21	4 1/2	-
Target	Chateaufort	306°	2045	-	200	206	14	4	-
Chateaufort	Be Neubourg	343°	2045	-	200	212	42 1/2	12	-
Be Neubourg	St. Vallery	353°	2045	-	200	216	50	14	290/34
St. Vallery	Hastings	357°	2045	-	200	236	68	17 1/2	280/30
Hastings	Base	01°	1025	-	200	230	77	20	-

CHALLENGE
FUEL
COLORS
VHF CHANNEL
ECM C/S
FIGHTER C/S
BOAT TO BOAT FPC

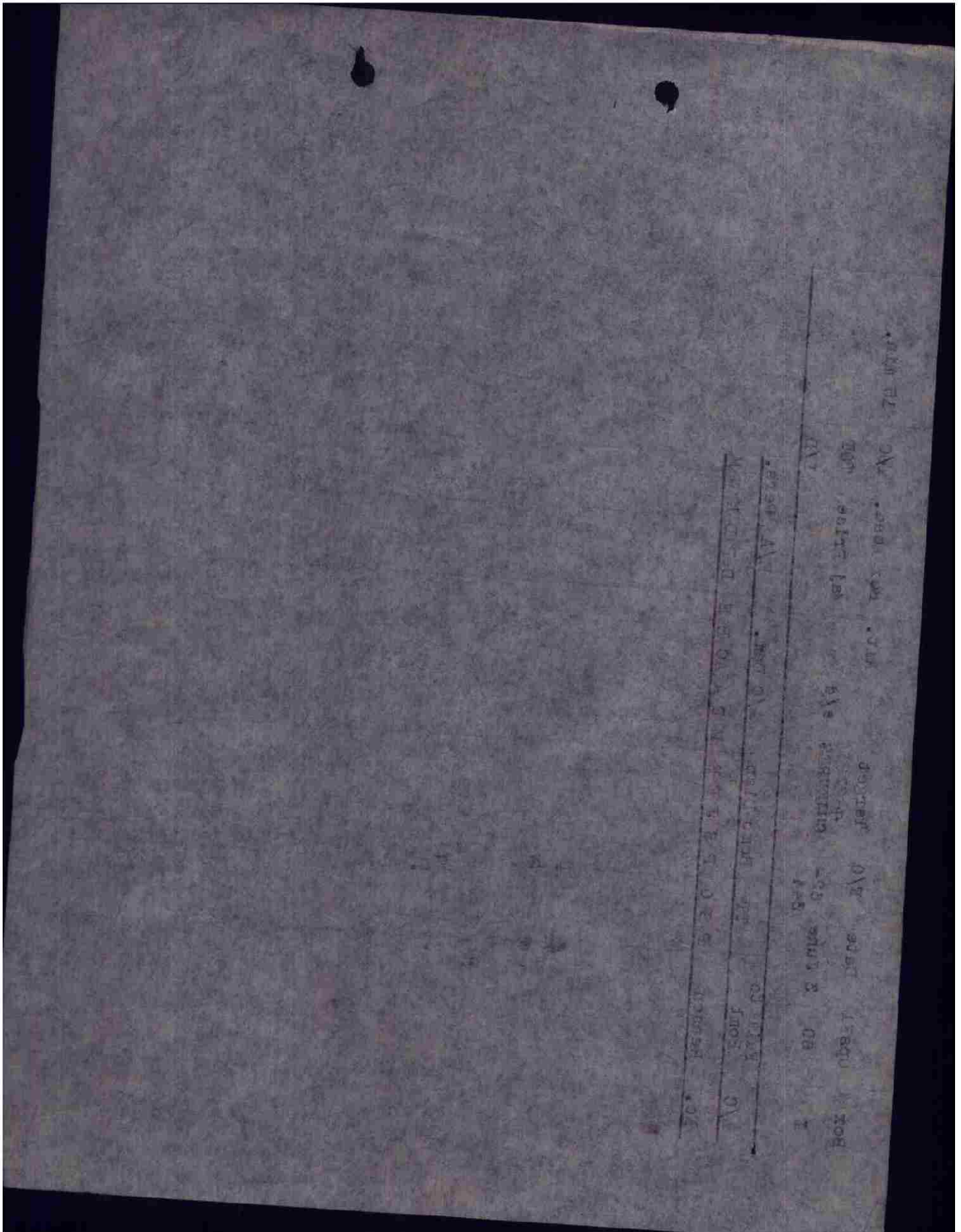
DIVISION 232 60
AHEADS 15/10

FLIGHT RECORD

2005 FPC
1000
5000
10000
200/30
200/30
200/30



Box #	Ops Fl	Date	F/O	Target	Alt.	Box lead.	T/O	15 min.
Box #	Ops Fl	Date	F/O	Target	Alt.	Box lead.	T/O	15 min.
I	60	3 June	62-344	CHARTRES a/d		Waj Price	TOT	
A/C	Fail to Bomb	ATT	Bomb Disp	A/C Dam.	E/A	Pers.	L/D	
No.	Reason	P S O	P S J F R	M D A A C B E	D P D K W M			
1	444	X	X	X				
2	439	X	X	X				
3	176	X	X	X				
4	907	X	X	X				
5	360	X	X	X				
6	0194	X	X	X				
7	393	X	X	X				
8	220	X	X	X				
9	164	X	X	X				
10	925	X	X	X				
11	711	X	X	X				
12	493	X	X	X				
13	951	X	X	X				
14	221	X	X	X				
15	219	X	X	X				
16	363	X	X	X				
17	214	X	X	X				
18	937	X	X	X				
19	963	X	X	X				



[illegible]

