

IRIS Public Record

Key Information

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Descriptive

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Title MISSION REPORTS

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Entries

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Subject:

Major Command:

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No Administrative Markings Listed

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MISSION NO.	F.O. NO.	DATE
78	375	15 JUNE 1944
79	379	18 JUNE 1944
80	383	20 JUNE 1944
81	384	20 JUNE 1944
82	386	21 JUNE 1944
83	388	22 JUNE 1944
84	392	24 JUNE 1944
85	393	24 JUNE 1944
86	395	25 JUNE 1944
87	401	29 JUNE 1944
88	404	30 JUNE 1944
89	407	4 JULY 1944
90	409	5 JULY 1944
91	410	6 JULY 1944
92	411	6 JULY 1944
93	413	7 JULY 1944
94	415	8 JULY 1944

P. R. C.

000091883

DECLASSIFIED
POP DIR 5200.9, 27 Sep 58

SCANNED BY ACID

2007-7

~~MICROFILMED~~

1386-16

SECRET

BOMBING INFORMATION

ANNEX "A"

IX B.C. FIELD ORDER NO. 401

 BOX 1 GROUP 416 DATE 29 June 44 TARGET ATTACHED Railroad - St. Nizaire to Vitre
 Flight 1
1. Method of Sighting: Fixed - Angle2. Bombing approach: 160° Neg.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 with corrections for synchronization
5. Name of lead bombardier: Lt. Royalty6. Name of lead pilot: Major Willette7. Intervalometer settings: None 2188. Indicated Air Speed: 25 Ground Speed: 218 Altitude: 30009. Length of bomb run: 4 Sec: 500 lb FUSED N 1/10 1/10010. Bomb Load and Fusing per A/C: 16 X 500 lb FUSED N 1/10 1/10011. 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 X. If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IV or AV? 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 Flak affected 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: GOOD X FAIR POOR BAD MISS

(Over)

SECRET

JUN 29 1944
#87

4. Description of route from II to target:
1. 10 miles.
2. 0/10 to 10/10 heading at 4000 feet.
3. 2 hours, 10 ships each heading by flight of 6.
4. Moderate rain in.
5. Weather report was identification feature.
6. Flight 1 of box 2 experienced difficulty in clearing out at 4000 feet for 10 3
7. Box 1 and 10 3
8. Box 2.)
Formation consisted of 2 boxes, 10 ships each box, heading by flight of 6.
Target - followed, at 10/10 to 10/10. Time of take off was 1757. Time over
target 1805 to 1807. Visibility was 10 miles at 0/10 to 10/10 heading at
4000 feet. Anti-aircraft fire was moderate light accurate 10/10 to 10/10 of 02.
No on course in and out, 2 ships receiving damage, 1 ship receiving
damage, 1 ship each heading resulting in damage to 2 ships and 1 ship
was seen to crash in of 02. No other heading target area. No enemy aircraft en-
countered. Flares landed at 2134.

SECRET

BOMBING INFORMATION

ANNEX "A"

IX B.C. FIELD ORDER NO.

1

416

DATE 29 June 44

TARGET ATTACHED

Railroad, St. Hilaire to Vitre

BOX 1

GROUPE

1. Method of Sighting: Pre-set synchronous.

2. Bombing approach: 165° Mag.

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: Pre-set with corrections for

5. Name of lead bombardier: Lt. Beck.

6. Name of lead pilot: Lt. Cole

7. Intervalometer setting: None

8. Indicated Air Speed: 90 - Ground Speed: 220 Altitude: 3000

9. Length of bomb run: 4 Sec: 500

10. Bomb Load and Fusing per 23/C: X 1b FUSED 1/10 T/40

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 AT? 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? None

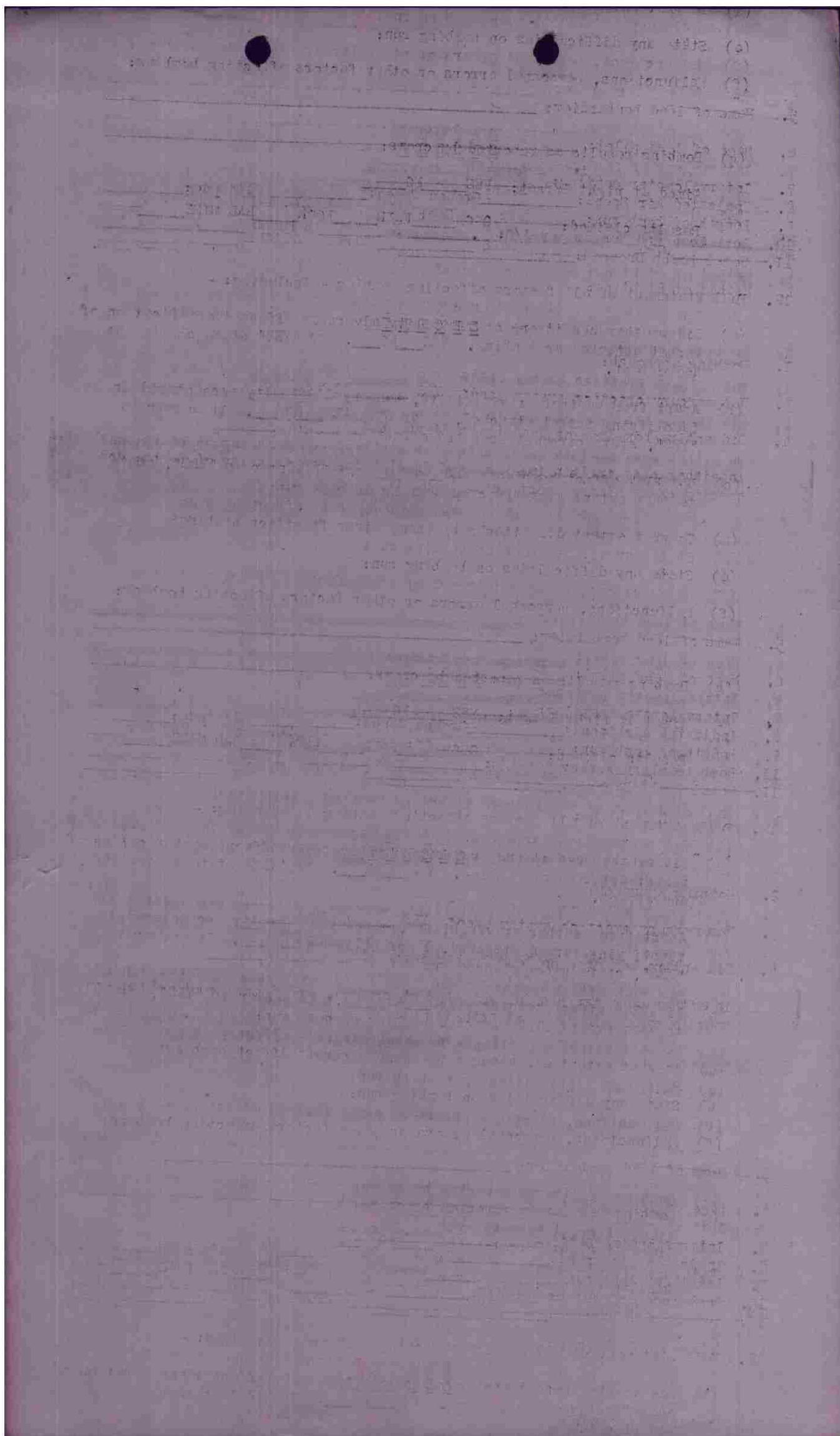
(e) State any difficulties on bombing run: None

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

(g) Bombing results as reported by crews:

Aimed at right Target: YES NO ☒Results claimed: EXCELLENT ☒ GOOD FAIR POOR BAD MISS

SECRET



SECRET

BOMBING INFORMATION

ANNEX "A"

IX B.C. FIELD ORDER NO. 401BOX 1 GROUP 416 DATE 29 June 44 TARGET ATTACHED Railroad, St. Hilaire to Vitre1. Method of Sighting: Pre-set synchronous.2. Bombing approach: 206° Mag.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 with corrections for synchronization. Could not locate briefed AP so chose RR in vicinity of AP. Bombs hit short.

5. Name of lead bombardier: Lt. Lytle.6. Name of lead pilot: Lt. Sheefer7. Intervalometer setting: None8. Indicated Air Speed: 210 Ground Speed: 226 Altitude: 30009. Length of bomb run: 25 Sec: 410. Bomb Load and Fusing per A/C: 24 X 500 lb FUSED _____ N 1/16 T 1/100

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 X. If "YES" state conditions and effect. Low clouds over target area. Showers in area made visibility poor and resulted in late sighting of target

(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES X NO _____. If answer is "YES" state circumstances and effect on bombing: Could not locate bridge until on second run.

(c) Did Flak affect bombing? YES _____ NO X. 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? None

(e) State any difficulties on bombing run: Poor visibility and decreasing altitude made synchronization difficult.

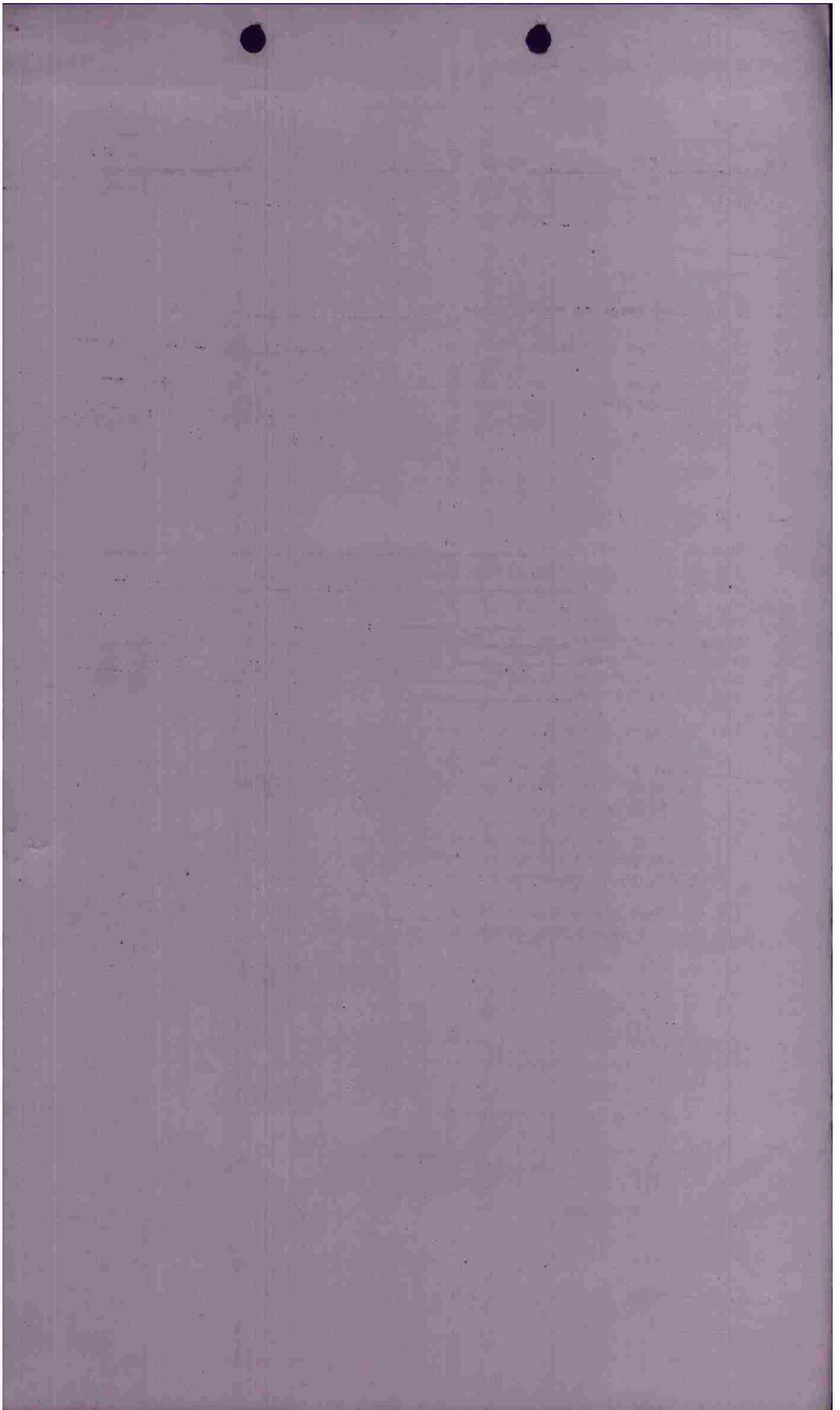
(f) None malfunctions, personnel errors or other factors affecting bombing:

(g) Bombing results as reported by crews:

Aimed at right Target: YES _____ NO X

Results claimed: GOOD _____ FAIR _____ POOR _____ BAD MISS _____ GROSS X

SECRET



SECRET

BOMBING INFORMATION

401

ANNEX "A"

IX B.C. FIELD ORDER NO. _____

BOX 2 GROUP 416 DATE 29 June 44 TARGET ATTACKED Railroad, St. Eilaire to Vitre
Flight 11. Method of Sighting: Fixed angle2. Bombing approach: 090° Mag.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 with corrections for syn-
chronization.5. Name of lead bombardier: Lt. Conte6. Name of lead pilot: Captain Hulce7. Intervalometer setting: None8. Indicated Air Speed: 210 Ground Speed: 220 Altitude: 30009. Length of bomb run: 30 Sec: _____10. Bomb Load and Fusing per A/C: 4 X 500 lb FUSED _____ N 1/10 1/4011. Total Bombs Dropped: 24

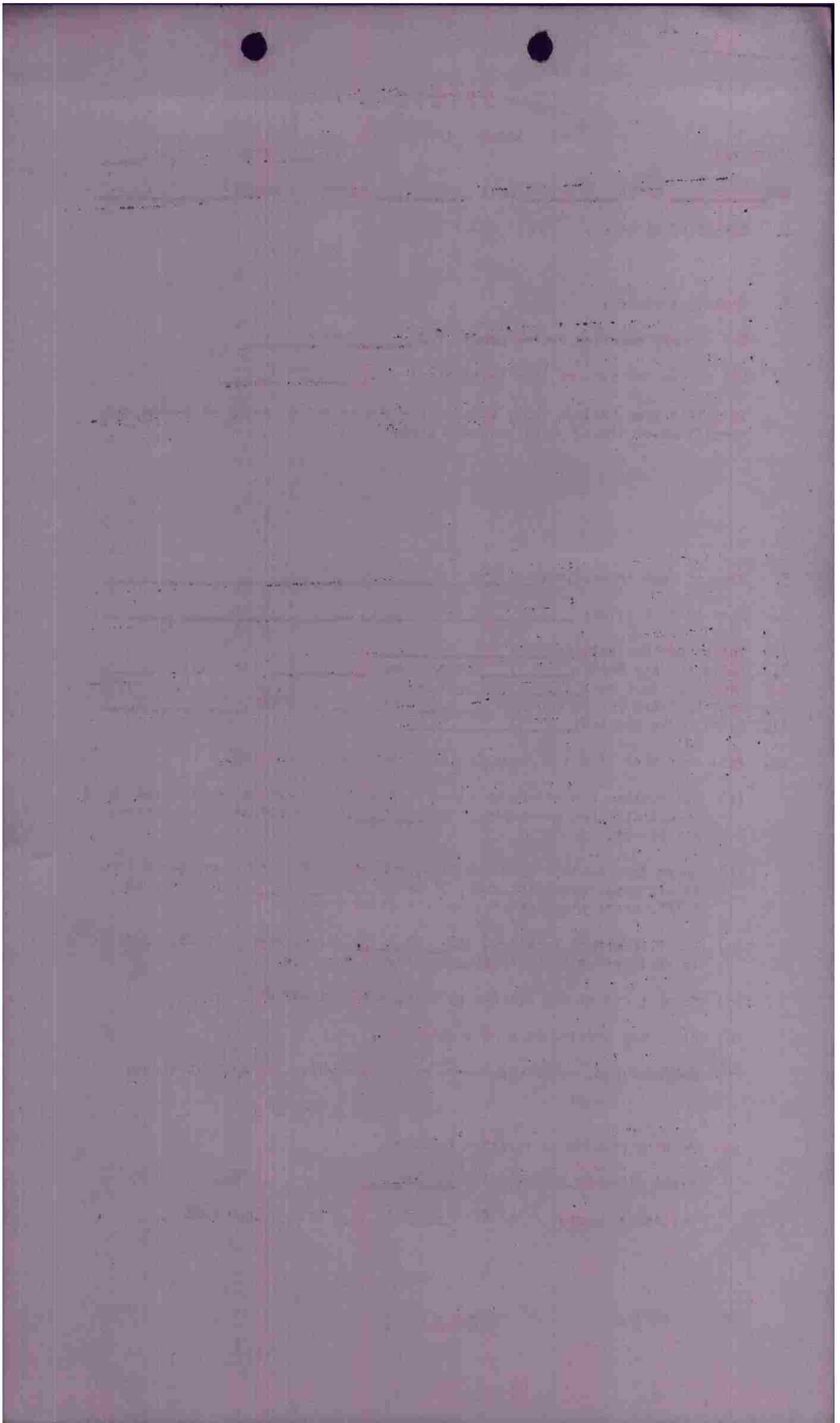
12. Full statement of all factors affecting bombing - including: -

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES _____ NO X. If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES X NO _____. If answer is "YES", state circumstances and effect on bombing: Experienced difficulty in picking out right AP.(c) Did Flak affect bombing? YES _____ NO X. 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? 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: GOOD _____ FAIR _____ POOR _____ X BAD MISS _____

SECRET



SECRET

BOMBING INFORMATION

ANNEX "A"

IX B.C. FIELD ORDER NO. 401BOX 2 GROUP 416 DATE 29 June 44 TARGET ATTACKED Railroad, St. Helaire to Vitre
Flight 21. Method of Sighting: Pre-set synchronous.2. Bombing approach: 100° Mag.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 with corrections for synchronization.5. Name of lead bombardier: Lt. Joost6. Name of lead pilot: Lt. Radisill7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 220 Altitude: 30009. Length of bomb run: 90 Sec:10. Bomb Load and Fusing per A/C: 4 X 500 lb FUSED N 1/10 T 1/10011. Total Bombs Dropped: 24

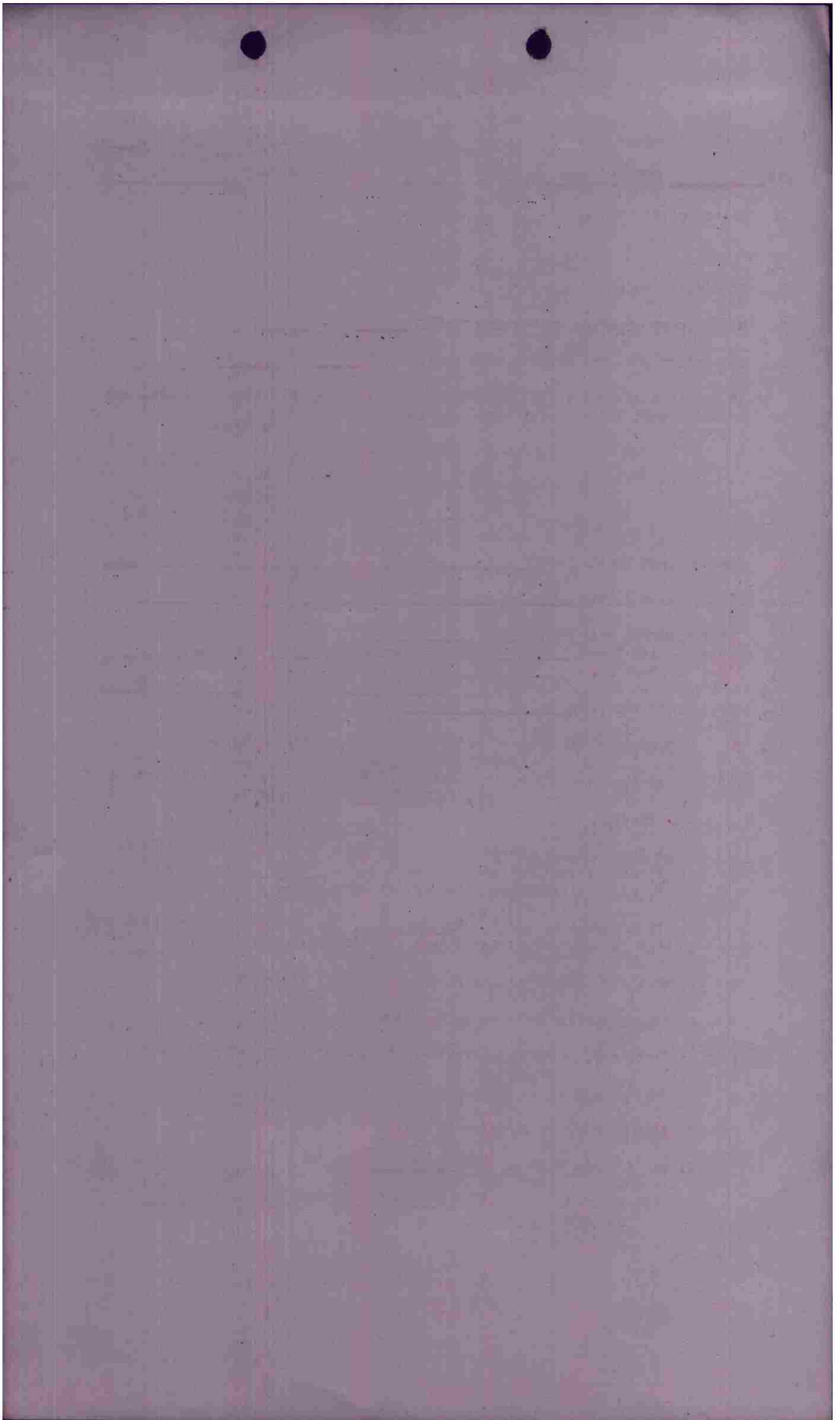
12. Full statement of all factors affecting bombing - including: -

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES NO X. If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES NO X. If answer is "YES", state circumstances and effect on bombing:(c) Did Flak affect bombing? YES NO X. If answer is "YES", state to what extent Flak affected 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: EXCELLENT X GOOD _____ FAIR _____ POOR _____ BAD MISS _____

SECRET



SECRET

BOMBING INFORMATION

ANNEX "A"

IX B.C. FIELD ORDER NO. 401BOX 2 GROUP 416 DATE 29 June 44 TARGET ATTACKED Railroad, St. Hilaire to Vitre

Flight 2

1. Method of Sighting: Pre-set synchronous.2. Bombing approach: 175° Mag.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: Changed AP because could not find the briefed one. Aimed at section of tracks 5 miles south of assigned AP.

5. Name of lead bombardier: 1st. Smith6. Name of lead pilot: 1st. DeBam7. Intervalometer setting: None8. Indicated Air Speed: 210 Ground Speed: 218 Altitude: 30009. Length of bomb run: 40 Sec:10. Bomb Load and Fusing per A/C: 4 X 500 lb FUSED N 1/10 T 1/10011. Total Bombs Dropped: 24

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

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

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

(c) Did Flak affect bombing? YES _____ NO X. If answer is "YES", state to what extent Flak affected 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

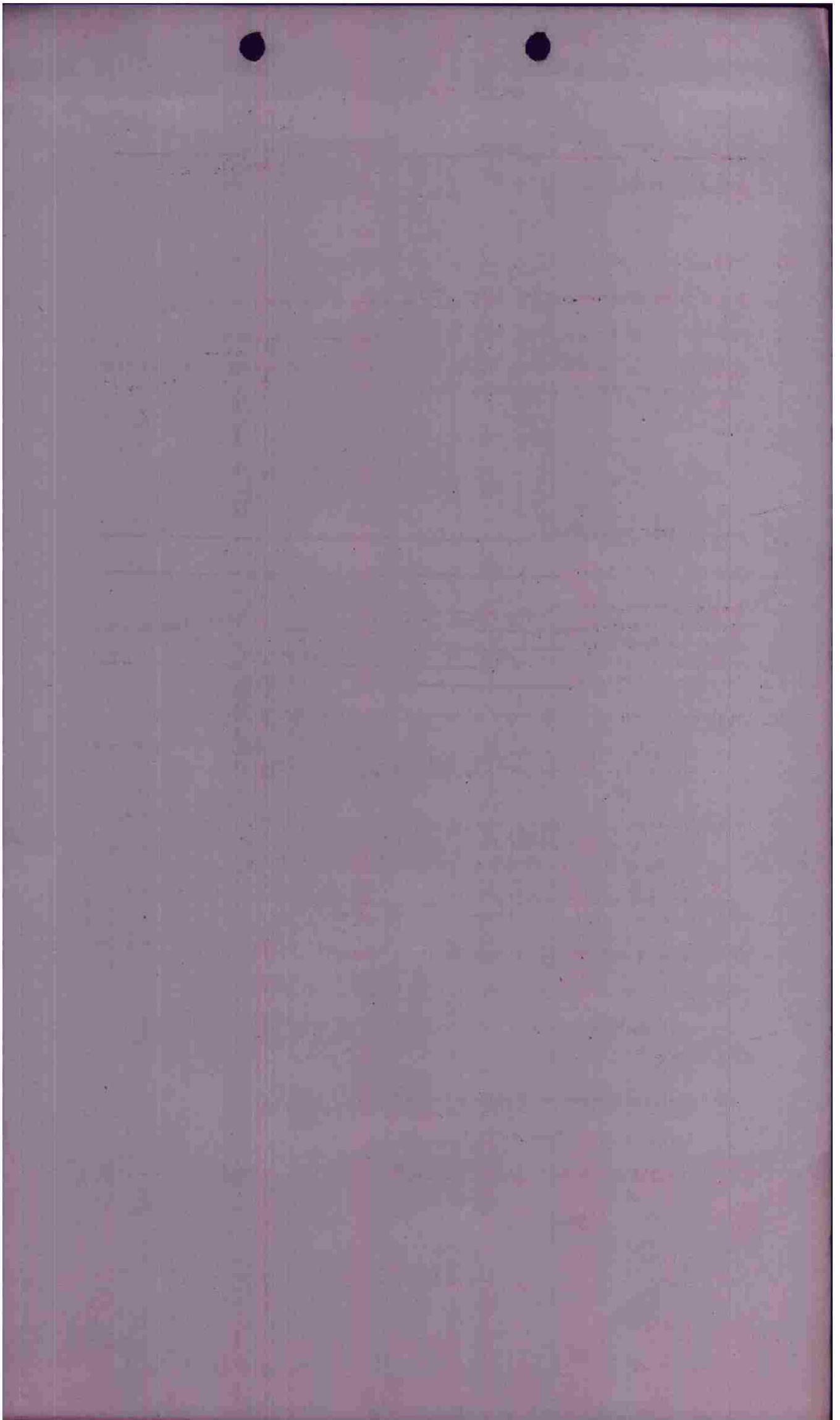
(g) Bombing results as reported by crews:

Aimed at right Target: YES _____ NO X

Results claimed: GOOD _____ FAIR _____ POOR _____ BAD MISS _____

UNKNOWN

SECRET



MISSION NO. 87

LOADING LIST
BOX I
FLIGHT I

29 JUNE 1944

1. 914 X
Major D.L. Willetts ✓
Lt. P.G. Royalty ✓
T/S F.H. Larronde
S/S H.A. Lempka
2. 221 F
Lt. W.A. Merchant ✓
S/S C.J. Harp
S/S K.P. Brown
3. 493 V
Lt. Col. T.R. Ford ✓
S/S H.J. Sylva ✓
Sgt F. Elliott ✓

4. 393 K
Lt. R.E. Greenley ✓
S/S H.C. Worden
S/S J.J. Rzepka
5. 951 P
Lt. J.H. Miller ✓
S/S R.G. Schrom
S/S J. Galender
6. 711 M
Lt. R.C. Morehouse ✓
S/S L.A. Zygiel
S/S A.J. Burgess

FLIGHT II

1. 1711 S
Lt. H.P. Cole ✓
Lt. J.T. Beck ✓
S/S B.G. Fandre
S/S F.R. Chvatal
2. 165 H
Lt. M. Zubon ✓
T/S J.R.L. Tanner
S/S W.C. Russell
3. 220 E
Lt. R.D. Perkins ✓
S/S V.N. Sherry
S/S R.H. Linneman

4. 925 G
Lt. E.T. Platter ✓
S/S K.L. Johnson
S/S J.L. Czech
5. 363 L
Lt. J.D. Adams ✓
S/S A.J. Ziekus
S/S P.L. Clearman
6. 714 N
Lt. R.W. York ✓
S/S L.A. Ashton
S/S H.J. Wilds

FLIGHT III

1. 750 S-1
Lt. R.F. Shaefer ✓
Lt. W.M. Lytle ✓
S/S J.A. Fejes
S/S E.R. Judd
2. 745 I
Lt. L.G. Peede ✓
Sgt C. Fetko
Sgt D.M. Brown
3. 894 R
Capt. H.F. Conant ✓
Sgt R.E. Wright
Sgt S.G. Novak

4. 9194 C
Lt. W.E. Downing ✓
S/S E.S. Dickenson
S/S K.E. Hornbeck
5. 684 K
F/O B.E. Baxter ✓
Sgt R.L. Ernstrom
Sgt H.A. Potter
6. 226 E-1
Lt. J.K. Colquitt ✓
Sgt S.H. Giesy
Sgt F.E. Cherry

SPARE

935 E-1
Lt. G.F. Bartmus
S/S J.R. Orr
S/S D.H. Simpson

*no parties
Returned Early
as Briefed*

*No ships carried
during Bombing*

(21)

MISSION NO. 87
BOX I
29 JUNE 1944

10-1-58

MISSION NO. 107
10-1-58
FLIGHT I

MISSION NO. 107

303
Lt. J. J. Overmyer
Sgt. J. J. Overmyer
Sgt. J. J. Overmyer

310
Lt. J. J. Overmyer
Sgt. J. J. Overmyer
Sgt. J. J. Overmyer

301
Lt. J. J. Overmyer
Sgt. J. J. Overmyer
Sgt. J. J. Overmyer

311
Lt. J. J. Overmyer
Sgt. J. J. Overmyer
Sgt. J. J. Overmyer

302
Lt. J. J. Overmyer
Sgt. J. J. Overmyer
Sgt. J. J. Overmyer

312
Lt. J. J. Overmyer
Sgt. J. J. Overmyer
Sgt. J. J. Overmyer

FLIGHT II

303
Lt. J. J. Overmyer
Sgt. J. J. Overmyer
Sgt. J. J. Overmyer

313
Lt. J. J. Overmyer
Sgt. J. J. Overmyer
Sgt. J. J. Overmyer

304
Lt. J. J. Overmyer
Sgt. J. J. Overmyer
Sgt. J. J. Overmyer

314
Lt. J. J. Overmyer
Sgt. J. J. Overmyer
Sgt. J. J. Overmyer

305
Lt. J. J. Overmyer
Sgt. J. J. Overmyer
Sgt. J. J. Overmyer

315
Lt. J. J. Overmyer
Sgt. J. J. Overmyer
Sgt. J. J. Overmyer

FLIGHT III

306
Lt. J. J. Overmyer
Sgt. J. J. Overmyer
Sgt. J. J. Overmyer

316
Lt. J. J. Overmyer
Sgt. J. J. Overmyer
Sgt. J. J. Overmyer

307
Lt. J. J. Overmyer
Sgt. J. J. Overmyer
Sgt. J. J. Overmyer

317
Lt. J. J. Overmyer
Sgt. J. J. Overmyer
Sgt. J. J. Overmyer

308
Lt. J. J. Overmyer
Sgt. J. J. Overmyer
Sgt. J. J. Overmyer

318
Lt. J. J. Overmyer
Sgt. J. J. Overmyer
Sgt. J. J. Overmyer

309
Lt. J. J. Overmyer
Sgt. J. J. Overmyer
Sgt. J. J. Overmyer

10-1-58
10-1-58
10-1-58

MISSION NO. 87

LOADING LIST
BOX II
FLIGHT I

29 JUNE 1944

1. 452 Q
Capt. D.A. Hulsee ✓
Lt. R. Conte
S/S F.D. Allred
S/S D.W. ~~Stephens~~ Stephens

2. 209 K
Lt. R.B. Hall
Sgt D.S. Blackford
Sgt L.C. Burger

3. 217 D
Lt. T.J. Leonard
Sgt N.F. Dias
Sgt H.J. Nowosielski

4. 224 E
Lt. H.A. Monroe
S/S W.L. Kidd
S/S S. Risko

5. 680 R
Lt. J.P. Hillerman
Sgt E.F. Paules
Sgt L. Martinez

6. 387 H
Lt. G.L. McGlohn
S/S J.W. Moran
S/S P.E. Driskill

FLIGHT II

1. 467 W
Lt. R.S. Rudisill
Lt. R.H. Joost
S/S R.K. Riley
Lt. Lindsay

2. 892 L
Lt. N.B. Brown
S/S H.E. White
S/S R.F. Addleman

3. 211 O
Lt. L.R. McBride
S/S J. McKee
S/S R. Eutsler

4. 750 M
Lt. W.B. Ostrander
S/S J.E. Wilson
S/S I. Binney

5. 200 A
Lt. R.B. Singletary
Sgt A.A. Cianiosi
Sgt H.G. Winggins

6. 380 N
Lt. E.L. Johnson
S/S W.J. Donahue
S/S M.R. Brayn

FLIGHT III

1. 450 S
Lt. E.E. Demun
Lt. W.L. Smith
S/S M. Rosenstein
S/S H.O. Carney

2. 943 F
Lt. W.F. Tripp
S/S J.O. Scott
S/S D.F. Mallory

3. 743 W-1
Lt. E.J. Renth
S/S O.D. LaNave
S/S J.S. Wing

4. 376 O-1
Lt. J.S. Connor
S/S H.C. Rodger
S/S J.E. VanDuyne

5. 900 Q-1
Lt. D.W. Elliott
Sgt J.J. McQuire
Sgt J. Mani

6. 840 V
Lt. J.E. Blomgren
Sgt M. Bookach
Sgt L.R. Fleming

SPARE

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

*no battle
Returned Early
as Briefed*

25 JUNE 1944

FLIGHT I

FLIGHT I

1.	400	1. Lt. J. A. Haines	1. Lt. J. A. Haines
2.	380	2. Lt. J. A. Haines	2. Lt. J. A. Haines
3.	360	3. Lt. J. A. Haines	3. Lt. J. A. Haines
4.	340	4. Lt. J. A. Haines	4. Lt. J. A. Haines
5.	320	5. Lt. J. A. Haines	5. Lt. J. A. Haines
6.	300	6. Lt. J. A. Haines	6. Lt. J. A. Haines
7.	280	7. Lt. J. A. Haines	7. Lt. J. A. Haines
8.	260	8. Lt. J. A. Haines	8. Lt. J. A. Haines
9.	240	9. Lt. J. A. Haines	9. Lt. J. A. Haines
10.	220	10. Lt. J. A. Haines	10. Lt. J. A. Haines

FLIGHT II

1.	400	1. Lt. J. A. Haines	1. Lt. J. A. Haines
2.	380	2. Lt. J. A. Haines	2. Lt. J. A. Haines
3.	360	3. Lt. J. A. Haines	3. Lt. J. A. Haines
4.	340	4. Lt. J. A. Haines	4. Lt. J. A. Haines
5.	320	5. Lt. J. A. Haines	5. Lt. J. A. Haines
6.	300	6. Lt. J. A. Haines	6. Lt. J. A. Haines
7.	280	7. Lt. J. A. Haines	7. Lt. J. A. Haines
8.	260	8. Lt. J. A. Haines	8. Lt. J. A. Haines
9.	240	9. Lt. J. A. Haines	9. Lt. J. A. Haines
10.	220	10. Lt. J. A. Haines	10. Lt. J. A. Haines

FLIGHT III

1.	400	1. Lt. J. A. Haines	1. Lt. J. A. Haines
2.	380	2. Lt. J. A. Haines	2. Lt. J. A. Haines
3.	360	3. Lt. J. A. Haines	3. Lt. J. A. Haines
4.	340	4. Lt. J. A. Haines	4. Lt. J. A. Haines
5.	320	5. Lt. J. A. Haines	5. Lt. J. A. Haines
6.	300	6. Lt. J. A. Haines	6. Lt. J. A. Haines
7.	280	7. Lt. J. A. Haines	7. Lt. J. A. Haines
8.	260	8. Lt. J. A. Haines	8. Lt. J. A. Haines
9.	240	9. Lt. J. A. Haines	9. Lt. J. A. Haines
10.	220	10. Lt. J. A. Haines	10. Lt. J. A. Haines

FLIGHT IV

1.	400	1. Lt. J. A. Haines
2.	380	2. Lt. J. A. Haines
3.	360	3. Lt. J. A. Haines
4.	340	4. Lt. J. A. Haines
5.	320	5. Lt. J. A. Haines
6.	300	6. Lt. J. A. Haines
7.	280	7. Lt. J. A. Haines
8.	260	8. Lt. J. A. Haines
9.	240	9. Lt. J. A. Haines
10.	220	10. Lt. J. A. Haines

FROM: 416TH BOMB GROUP (L)

TO : IX BOMBER COMMAND

TO: 97TH COMBAT WING

416 BG U _____ E

CONFIDENTIAL IN THE CLEAR

"J" FORM

CLEARANCE F-2

29 JUNE 1944

PREPARED BY MAJOR HAROLD A. RADETSKY

A.

B. 1830

C. SELSY BILL

D. BOX I R/T QUEENSHED ONE

671 12 X F V K P M S H E G L N

668 6 S-1 I R C K E-1

668 1 SPARE F-1

GROUP LEADER 671 X
DEPUTY 671 F

BOX II R/T QUEENSHED TWO

670 12 Q K D E R H W L O M A N

669 6 S F W-1 O-1 Q-1 V

671 1 SPARE B

SECOND BOX LEADER 670 Q
DEPUTY 671 K

E. 6,000

F. 1858

G. 49 DEGREES 23 MINUTES 00 DEGREES 57 MINUTES W

H. 53 MINUTES

J. 49 DEGREES 23 MINUTES N 00 DEGREES 57 MINUTES W

K. SELSY BILL

L. 2012

M. 1. E. T. D. 1748 E. T. A. 2044

2. 4 x500 GP

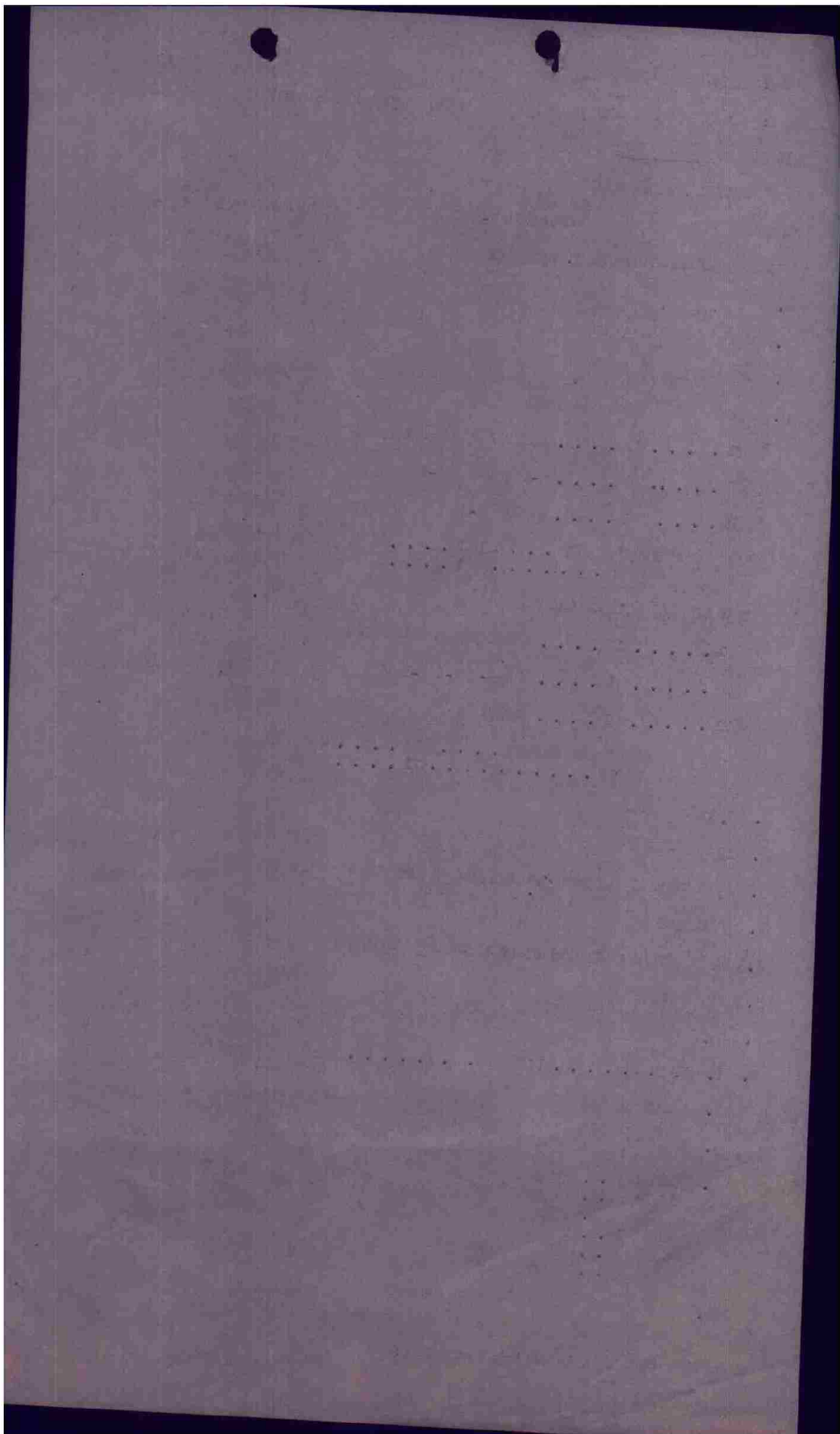
3. 4 HOURS

4. FLIGHT I . . . Y2556
FLIGHT II . . . Y3453
FLIGHT III . . . Y3862
FLIGHT IV . . . Y3966
FLIGHT V . . . Y4604
FLIGHT VI . . . Y4047

5. NONE

MAGE COBOMGR 416

I certify that this is official business:



~~CONFIDENTIAL~~

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

APO 140
29 June 1944

SUBJECT: Interrogation Report

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

BASE AT TAKEOFF: Visibility 7 miles. 5/10 to 6/10 cumulus
at 2,000 feet. Overcast of altostratus
above 8,000 feet.

ROUTE OUT: 8/10 to 10/10 cumulus over England with bases
varying from 2,000 to 4,000 feet. Clouds broke
in Le Havre area to 3/10 to 4/10 but became 8/10
to 10/10 inland. Scattered showers over entire
route. Visibility 10 miles or better over entire
route except 1 to 2 miles in showers.

TARGET: 8/10 to 10/10 cumulus at 4,000 feet. Visibility
10 miles.

ROUTE BACK: Similar to route out but along bases over
England generally 4,000 feet except in showers.

BASE ON RETURN: 6/10 to 7/10 stratocumulus and cumulus at
4,000 feet. 7/10 to 9/10 altostratus
estimated 6,000 to 7,000 feet. Visibility
6 miles.

WINDS: As forecast.

TIME OVER TARGET: 1939

Weather did not affect bombing.

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

- 1 Incl
2 Route Forecast Forms.

~~CONFIDENTIAL~~

WEATHER FIELD		TAKEOFF - 1935		CONFIDENTIAL	
416TH BOMB GP (L)		RETURN - 2118		Opw	
OPERATIONAL ROUTE FORECAST					
				DATE <u>29 JUNE 1944</u>	
				PERIOD <u>1300-1700</u>	
				Hq SDS USAFP 9-43/90M/15027	
WEATHER	A BASE TO TARGET	B TARGET	C TARGET TO BASE	D	
1	CLOUDY	CLOUDY	CLOUDY		
2	6-9/10 CUMULUS BASE 15,000 TO 20,000 FT TO PS 10,000-12,000 FT SCATTERED THUNDERHEADS 6-9/10 STRATO-CUMULUS ACROSS CHANNEL BASE 5-6,000 FT, BECOMING 10/10 AT ENEMY COAST BASE 4,000 FT	NIL CLOUD BELOW 4,000 FT 10/10 MULTILAYER MEDIUM CLOUD ABOVE	SAME AS ROUTE OUT		
CLOUDS					
3	MODERATE TO HEAVY IN SHOWER CLOUDS ABOVE FREEZING LEVEL.	SAME	SAME		
ICING					
4	10-12 MILES	12 MILES	10-12 MILES		
MOBILITY					
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	
SURFACE	SW 10-15				
5,000 FT	SW 32				
10,000 FT	SW 35				
12,000 FT	SW 40				
12,100 FT	SW 40				
FT					
FT					
CONFIDENTIAL					
BASE ALTIMETER SETTING <u>29.78</u> TARGET SURFACE TEMP <u>17°</u> TARGET MEAN TEMP <u>+4.0°</u>					
TEMP AT <u>2000</u> FT. <u>-4°</u> TARGET SURFACE (PRESSURE-ALT) <u>+342</u>					
<u>+410</u>					

AIRCRAFT REPORT

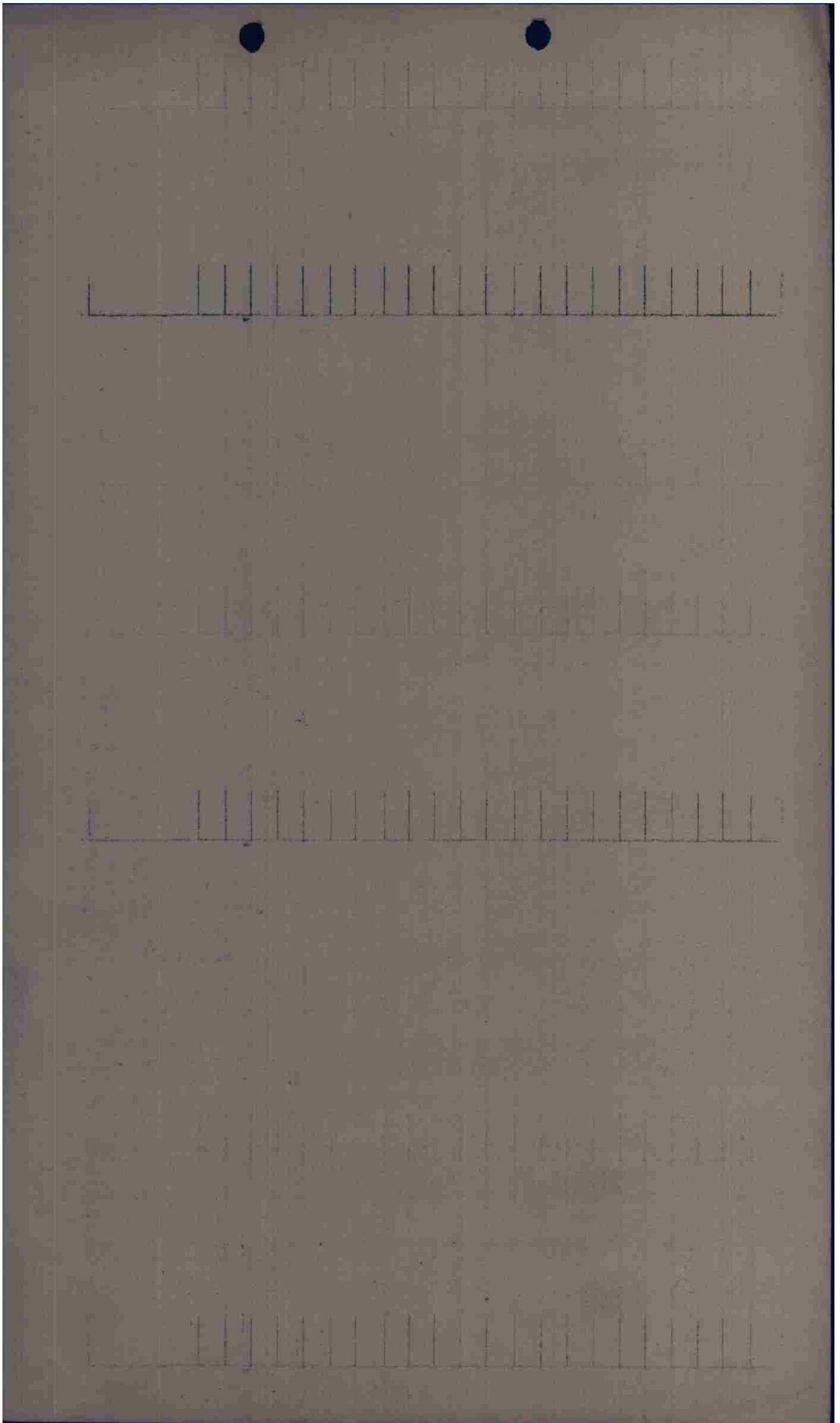
TIME		BASE TO COAST		OVER CHANNEL OR SEA		OVER CONTINENT & TARGET	
POSITION							
ALTITUDE							
CLOUD BELOW AIRCRAFT	AMOUNTS AND TYPE						
	HEIGHT OF BASE AND TOP						
CLOUD ABOVE AIRCRAFT	AMOUNTS AND TYPE						
	HEIGHT OF BASE AND TOP						
VISIBILITY							
TEMPERATURE							
WINDS							
REMARKS: 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		FRONTS - 			

Pat I

Mission No. 87

JUN 29 1944

S Q D N	A / C LTR	A / C NO.	PILOT	D I S T A NCE	TARGET	A T O	ENG. COAST OUT	ENEMY COAST IN	T O	ENEMY COAST OUT	ENG. COAST IN	C A M E R A	F U L L O L O B A D	E N D U R	L A T I T U D I N E	R E M A R K S
A	X	914	Willotta	630	Rubank	1717	Shelby	49°33'N	1935	49°33'N	Shelby	H.C.	725	45m	2106	
A	F	821	Murdoch		St. John	1727	Belle	00°37'W		00°37'W	Belle	C			2107	
A	V	493	Bark		40	1727	1830	1858		1951	2012				2107	
A	K	393	Brinkley		Vitor	1727									2108	
A	P	901	Thiers			1728									2109	
A	M	711	Mearns			1728									2109	
A	S	1711	Cole			1728									2124	
A	H	165	Budwin			1728									2125	
A	E	220	Brinkley			1729									2124	
A	G	925	Blanton			1729									2125	
A	K	363	Adams			1729									2127	
A	N	714	Wynke			1730									2126	
A	S-1	750	Shawder			1730									2111	
A	I	745	Shawder			1730									2111	
A	R	894	Carroll			1730									2134	
A	C	914	Shawder			1731									2111	
A	K	684	Barber			1731									2111	
A	E-1	226	Carlquist			1731									2111	
A	F-1	935	Carlquist			1731									2111	

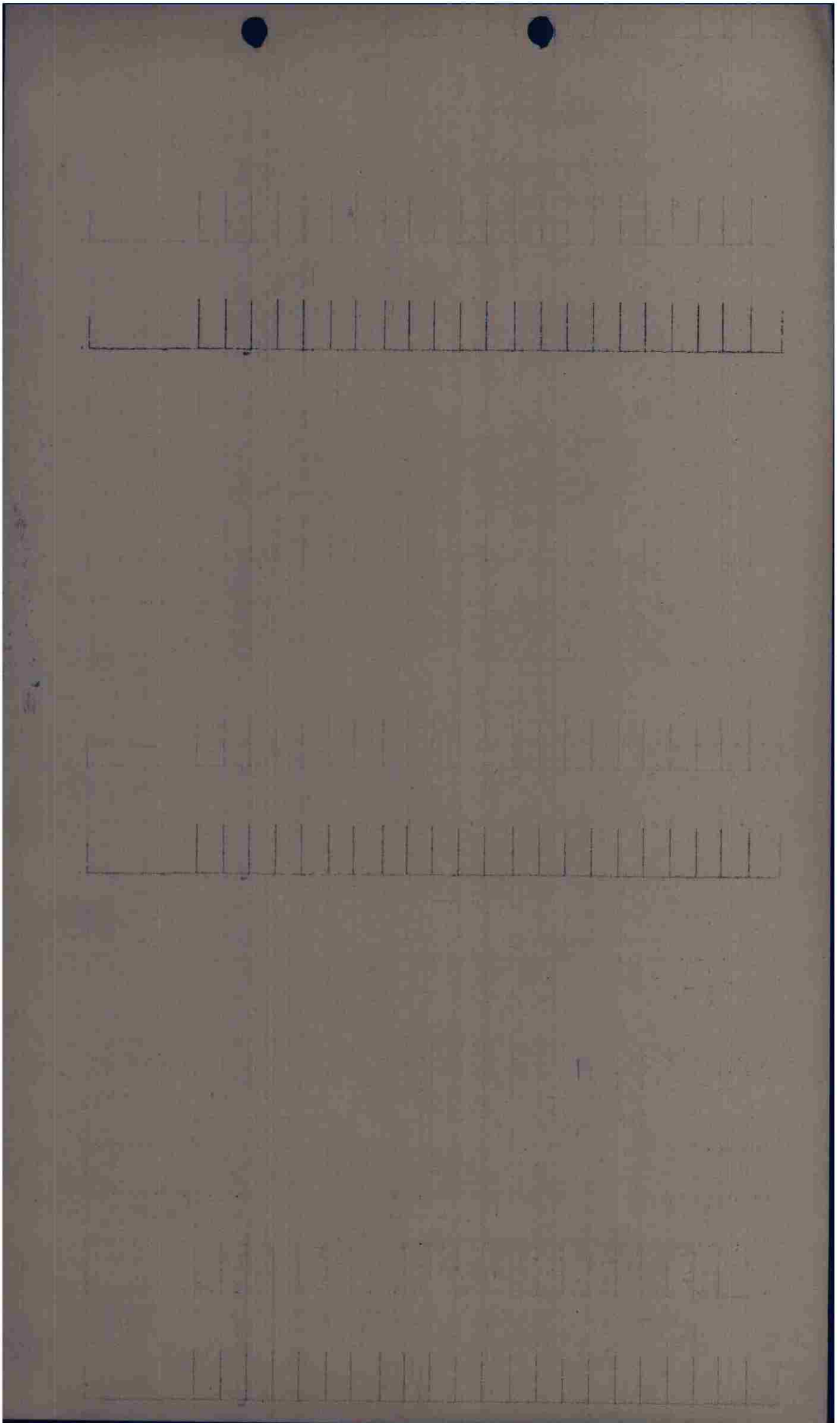


S Q D N	A / C LTR	A / C NO.	PILOT	D I S T A N C E	TARGET	A T O	ENG. COAST OUT	ENEMY COAST IN	T O T	ENEMY COAST OUT	ENG. COAST IN	C A M E R A	F U L L O A D	B O M B O A D	E N D U R	L A T I T U D E	R E M A R K S
C	A	452	Hucker			1732						HCC				2116	
C	X	209	Stall			1733										2117	
C	A	217	Leonard			1733						C				2116	
C	E	224	Thorn			1734										2117	
C	R	680	Sturman			1734										2118	
C	H	387	W. S. Baker			1734										2118	
C	W	467	Rudovic			1734										2112	
C	L	893	Brown			1734										2114	
C	O	211	W. S. Baker			1735						C				2113	
C	M	750	Orthander			1735						C				2114	
C	A	200	Thorn			1735										2115	
C	N	380	Sturman			1735										2115	
C	S	410	Sturman			1736										2119	
C	F	943	Thorn			1736						C				2120	
C	W-1	743	Thorn			1736										2120	
C	O-1	376	Thorn			1736										2122	
C	O-1	900	Thorn			1737										2123	
C	V	840	Thorn			1737						HCC				2122	
C	B	937	Thorn			1737										19th Apr	

Box II

Mission No. 87

JUN 29 1944



[illegible]

9d3 - present town
over town
road

^a
Tub
==

I-3
20 mi
looking

OICOG GINAK OIGOF OIVAA V OILAI 1/29 OP
 FROM: 97TH COMBAT BOMB WING: 29/1645B U-183-E
 TO COMBOMCON IX
 COBOMGP 409 (INFO)
 COBOMGP 410
 COBOMGP 416

OPERATIONAL PRIORITY BT

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

97TH COMBAT BOMB WING
 APO 140
 29 MUNE 44

FIELD ORDER NO. 105-401

MAPS: NORMAL

1. B. (1) SEE CURRENT BOMB LINE
 (2) NINTH FIGHTER COMMAND P-38'S WILL FURNISH ESCORT FOR THIS WING.

2. THIS WING WILL ATTACK RAILWAY TARGETS IN FRANCE.

ZERO HOUR 29/1830B

3.A. 410 BOMB GROUP.

- (1) RAILROAD DOL TO RENNES
- (2) 36 AIR CRAFT BOMBING BY FLIGHTS OF SIX.
- (3) WITH FIGHTERS AT ST. CATHERINES POINT AT ZERO HOUR AT 9000 FEET OR BELOW CLOUD BASE.
- (4) BASE TO HIGH WYCOMBE TO CHICHESTER TO ST. CATHERINES POINT TO 49 DEG 42 MIN. NORTH 01 DEG 15 MIN. WEST 49 DEG. 22 MIN. NORTH 01 DEG 49 MIN. WEST TO 48 DEG. 42 MIN. NORTH 01 DEG. 50 MIN. WEST TO I.P. TO TARGET.
- (5) TARGET TURN LEFT TO R.P. TO 48 DEG. 42 MIN. NORTH 01 DEG. 50 MIN. WEST AND RETRACE ROUTE.
- (6) BOMB AT NORMAL A/T OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 3000 FEET.
- (7) 48 DEG. 30 MIN. NORTH 01 DEG. 53 MIN. WEST.
- (8) GENERALLY NORTH WEST TO SOUTH EAST.
- (9) M.P.I.
 - 1ST FLIGHT ILL. 4802N/44 REF. 015129
 - 2ND FLIGHT ILL. 4802N/44 REF. 032090
 - 3RD FLIGHT ILL. 4802N/44 REF. 030071
 - 4TH FLIGHT ILL. 4802N/44 REF. 028060
 - 5TH FLIGHT ILL. 4802N/39 REF. 042055
 - 6TH FLIGHT ILL. 4802N/38 REF. 040033
- (10) 4X 500 LB. G.P. FLIGHTS 1ST 2ND 3RD 4TH FUFUSING 1/10 SEC. NOSE 1/100 SEC. TAILXEXTXASTH AND 6TH FLIGHTS FUSING 1/10 SEC. NOSE 1/40 SEC. TAIL.
- (11) 48 DEG. 20 MIN. NORTH 01 DEG. 32 MIN. WEST.

XXXXXXXXXX

- (1) RAILROAD . HILAIRE TO VITRE
- (2) 36 AIRCRAFT. BOMBING BY FLIGHTS OF SIX
- (3) WITH FIGHTERS AT SELSEY BILL AT ZERO HOUR AT 9000 FEET OR BELOW CLOUD BASE
- (4) BASE TO HIGH WYCOMBE TO SELSEY BILL TO 49 DEG. 23 MIN. NORTH 00 DEG. 57 MIN. WEST TO 48 DEG. 44 MIN. NORTH 01 DEG. 10 MIN. WEST TO I.P. TO TARGET
- (5) TARGET TURN LEFT TO R.P. TO 48 DEG. 44 MIN. NORTH 01 DEG. 10 MIN. WEST AND RETRACE ROUTE
- (6) BOMB AT NORMAL ALTITUDE OR BELOW CLOUD BASE TO BUT NOT BELOW 3000 FEET
- (7) 48 DEG. 15 MIN. NORTH 01 DEG. 23 MIN. WEST
- (8) GENERALLY NORTHWEST TO SOUTHEAST
- (9) M.P.I. 1ST FLIGHT GRID COORD. Y396769
2ND FLIGHT " " Y386646
3RD FLIGHT " " Y378615
4TH FLIGHT " " Y336569
5TH FLIGHT ILL. 4802W/59 REF. 089072
6TH FLIGHT ILL. 4802W/15 REF. 022030
- (10) 4 X 500 LB. G.P. 1ST, 3RD, 4TH, AND 6TH FLIGHTS
FUSING 1/10 SEC. NOSE 1/100 SEC. TAIL
2ND AND 5TH FLIGHTS FUSING 1/10 SEC. NOSE 1/40 SEC. TAIL
- (11) 48 DEG. 18 MIN. NORTH 00 DEG. 56 MIN. WEST

X. (1) TO (4) NO CHANGE

(5) WING BOMBS WILL NOT BE CARRIED ON THIS MISSION

4. NO CHANGE

5. COMMUNICATIONS

B. 415TH BOMB GROUP

(2) MACHINE

(3) CHOPPER

C. 415TH BOMB GROUP

(2) QUEENSHED

(3) ANGELA

X. GENERAL INFORMATION

(3) 4A, 6B, 10C, 8D, 5E, 7F, 11G, 15H, 16I

(10) VABT

000BTWIG 97

BT 29/1645B

LCD WCB

CC: 3. A. (6) BOMB AT NORMAL ALTITUDE OR BELOW ETC.

3. B. (1) RAILROAD ST. HILAIRE TO VITRE

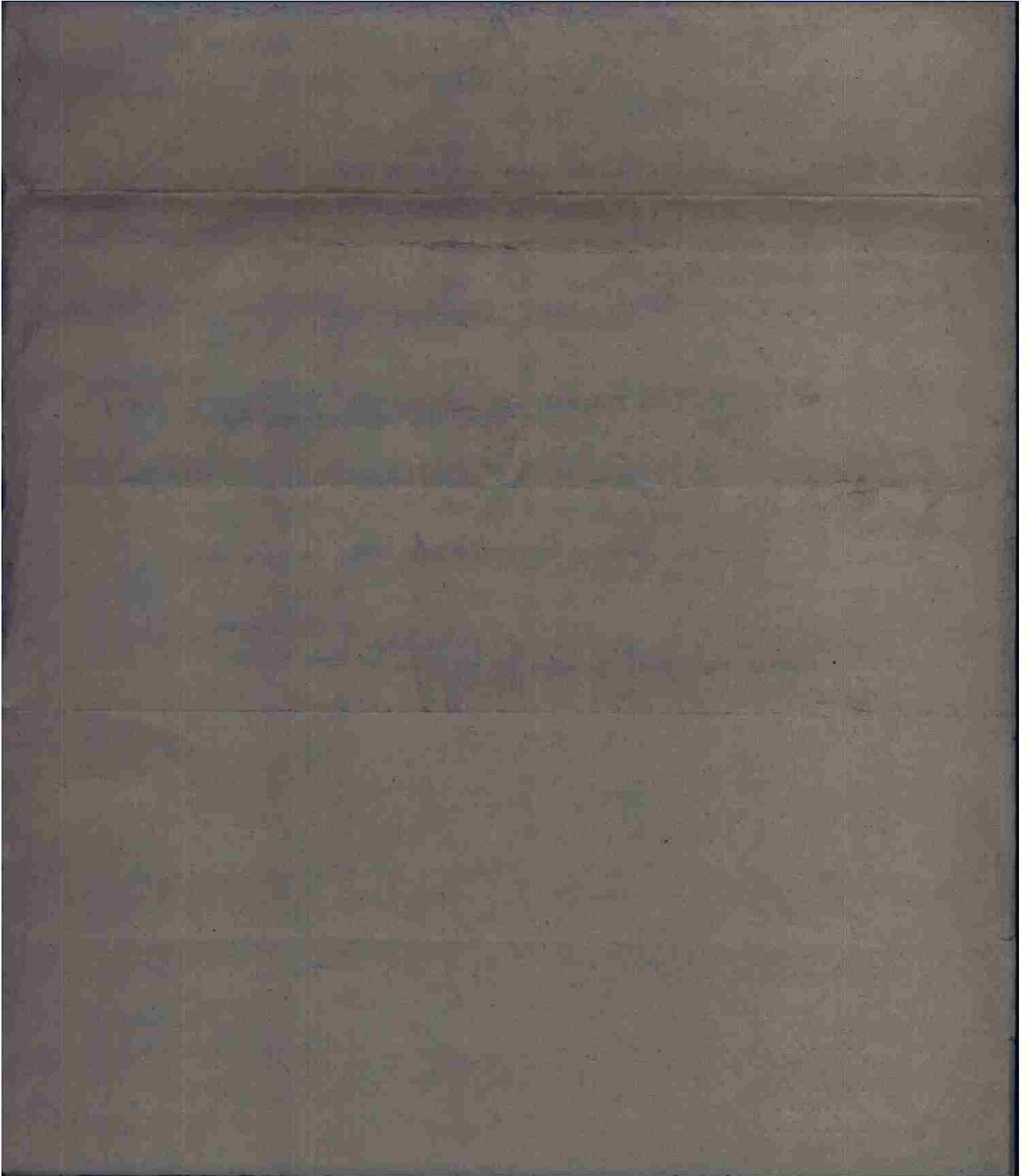
OICOG R.....29/1730B DC AR

OICOG R.....29/1730B HG AR

OICOG R.....29/1730B CB AR

EIVAA R.....29/1725 EJ AR

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THIS PAGE DECLASSIFIED IAW EO12958

OICOG OILAI V YAA YAA 12/29 OP
FROM 416TH BOMB GROUP (L) 29/2350B

TO HQ IX BOMBER COMMAND ATTEN: A-2
HQ 97TH COMBAT WING ATTEN: A-2

CONFIDENTIAL PRIORITY BT OPERATIONAL PRIORITY U-451-D

OFFLASH NO. 55 FOR 29 JUNE 1944

- A. (1) RAILROAD - ST. HILAIRE TO VITRE.
(2) RAILROAD - ST. HILAIRE TO VITRE.
- B. (1) 416TH BG
(2) 36 A-22'S
(3) 2 A/C FAILED TO BOMB. USED WRONG SELECTOR SWITCHES
(4) 21 A/C BOMBED PRIMARY TARGET
10 A/C BOMBED SECONDARY TARGET.
NO DATA FROM 3 A/C 1 A/C MISSING AND 2 A/C LANDED AWAY FROM BASE
- C. (1) 1727
(2) 1935 - 1942.
(3) 2134.
- D. (1) 1 A/C MISSING. 2 A/C LANDED AWAY FROM BASE
3 A/C DAMAGED CATEGORY "A"
(2) 0-0-0
(3) 0-0-0
- E. FLIGHT 1 - COULD NOT IDENTIFY TARGET. BOMBED RAILWAY IN TARGET AREA
FLIGHT 2 - GOOD CONCENTRATION OF BOMBS ON TARGET
FLIGHT 3 - GOOD CONCENTRATION OF BOMBS ON TARGET
FLIGHT 4 - BOMBS HIT SHORT OF TARGET AREA
FLIGHT 5 - GOOD CONCENTRATION OF BOMBS ON TARGET
FLIGHT 6 - COULD NOT IDENTIFY TARGET. BOMBED ROAD AT POINT 3 MILES SE OF FOURGERES (Y 412754)
- F. (1) (A) NIL
(B) NIL
(2) (A) NIL
(B) MODERATE LIGHT ACCURATE FLAK 3 MILES SE OF ST. LO. ON COURSE IN AND OUT
- G. VEHICLES IN AREA COVERED BY COURSE SEEMED TO BE MOVING AS INDIVIDUAL UNITS RATHER THAN IN GROUPS.
AT 1915 A HEAVY CONCENTRATION OF TROOPS WAS SEEN IN WOODS FROM 3000 * (Y 2577)
SEVEN TRUCKS IN PATCH OF WOODS NEAR TARGET (Y3425)
TWENTY FIVE TANKS PARKED ON THE ROAD SW OF MORTAIN XY (T 5506)
AT 1946 AT Y2959 A NUMBER OF BUILDINGS AND TRUCKS IN EAST SECTION OF WOODS WITH ACTIVITY AROUND THEM WERE OBSERVED FROM 3000 FEET.
AT 1950 LARGE REFLECTING SURFACES INTERSPERSED IN WOODS AT T 4713 SEEN FROM 3000 FEET
- H. (1) CUM CLOUD BASE - 3500 - 4000 FEET. 8/10 TO 10/10 CLOUD COVER
(2) SAME AS AT TARGET.
- I. 83 X 500 GP ON PRIMARY
40 X 500 GP ON SECONDARY
4 X 500 GP JETTISONED IN CHANNEL
5 X 500 GP RETURNED
- J. 3000 FEET FOR ALL FLIGHTS.

MADE CORONER 416.

AS TIC

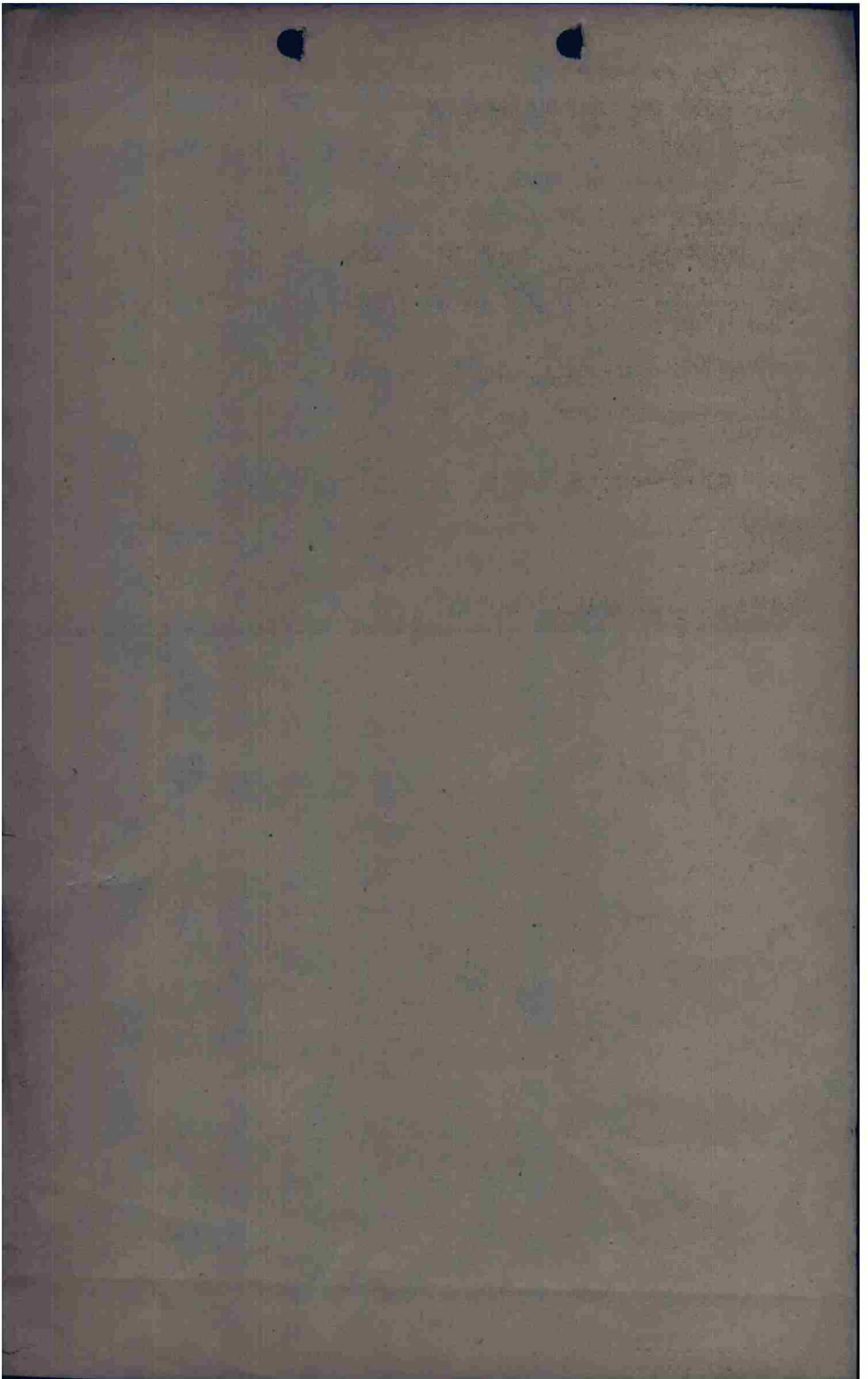
CC IN PARD B 3 PARA D SHOULD READ

(3) 0-0-3 PARA G 2ND LINE WORD AFTER UNIT "RATHER" NOT TAKE RATER

BT 29/2350B

EV AR K

OICOG R.....3;0012B)B 249
OILAI R.....30/0010B LEG AR



OICOG V YAA YAA 2/30 P
T- ADDRESSEE
FROM: 416TH BOMB GROUP (L) 30/0312B
TO : ADV. HQS. 9TH AIR FORCE ATT: A-2
416TH BG U-452-D
CONFIDENTIAL QXX BT
FIRST PHASE REPORT S/A PHOTOS 29/6/44

A. RAILROAD - ST HILAIRE TO VITRE
B. SAME AS MXX A.
K. BRIDGE AT ST. HILLAIRE DE HARCOURT RECEIVED HITS AND
NEAR MISSES WITH PROBABLE DESTRUCTION OR SEVERE DAMAGE.
HITS ON HIGHWAY. SEVERAL HITS ON 9 SPAN BRIDGE
KMX (4802B/59) POSSIBLY BREACHING BRIDGE OR CAUSING
SEVERE DAMAGE . NO OTHER HITS.

BT 30/0312B
AS CC THIS IS ALSO SUPPOSED TO GO TO IX BOMBER COMMAND
WJF AR
OICOG R.....EP/P226B VBH AR
IMI PLS

OICOG GMMMMMMM30PE/2B VB AV

VET IT
NO M
TIC O

OICOG R.....30/0326B RB AR

