

IRIS Public Record

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Beginning Date:

End Date:

Publication Date: **1944/07/08**

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NUMPAGE **262**

Title Extensions:

Abstract CONTAINS TARGET DATA.

Descriptive
Notes:

Title MISSION REPORTS

Added

Entries

Author:

Subject:

Major Command:

Administrative Markings

No Administrative Markings Listed

Security Review Information:

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Indexer ID: 24	Entered Date:	
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Scanner ID:	Scanned Date:	
Acc ID	Acc Date:	

GP-416-SU-OP-3
18 JULY 1944

MISSION REPORTS

FOLDER NO. 8

MISS-NO.	F.O-NO-	DATE
95	416	8 JULY 1944
96	421	11 JULY 1944
97	422	12 JULY 1944
98	427	14 JULY 1944
99	431	16 JULY 1944
100	435	18 JULY 1944
101	436	18 JULY 1944
102	437	19 JULY 1944
103	441	22 JULY 1944
104	442	23 JULY 1944
105	440	25 JULY 1944
106	447	26 JULY 1944
107	452	28 JULY 1944
108	456	30 JULY 1944
109	458	31 JULY 1944
110	459	31 JULY 1944

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S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.O. FIELD ORDER NO. 477BOX 1 Flight 1 GROUP 416 DATE 19 July 1944 TARGET ATTACKED From East Bay

1. Method of Sighting: Pre-set Squads
2. Bombing approach: 700 magnetic
3. Was mercury erection system used? YES NO
4. Did entire (4-5) (flight) 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.
Targets were not leveled on run.

5. Name of lead Bombardier: 1st. V. E. Powell
6. Name of lead Pilot: Major W. J. Hogg
7. Intervalometer setting: None
8. Indicated Air Speed: 200 Ground Speed: 250 Altitude: 12000
9. Length of bomb run: 30 Sec:
10. Bomb Load and Fusing per A/O: 4 x 500 lb. FUSED Inst. 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 attacked or bombing. YES NO . If "YES" state conditions and effect. Had to turn short run due to cloud and cloud shadow.
- (b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES NO . If answer is "YES", state circumstances and effect on bombing:
- (c) Did Flak affect bombing? YES NO . If answer is "YES", state to what extent did flak affect bombing or bomb run:
- (d) To what extent did attacks by enemy aircraft affect bombing? None
- (e) State any difficulties on bombing run: 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: EXCEL. GOOD FAIR POOR GROSS

S E C R E T

JUL 19 1944
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S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 437BOX 1 GROUP 118 DATE 19 July 44 TARGET ATTACKED Brux Fuel Pump
fls 21. Method of Sighting: Pre-set syn.2. Bombing approach: 90° Nag.3. Was mercury erection system used? YES _____ NO X4. Did entire ~~(box)~~ (flight) drop on lead bombardier? YES X NO _____

In either case explain fully method of sighting and dropping of bombs, and specify exact aiming point actually used: Pre-set with corrections. Ship was in slight bank at point of release.

5. Name of lead Bombardier: Lt. Cook6. Name of lead Pilot: Lt. Harzels7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 252 Altitude: 12,0009. Length of bomb run: 20 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED Inst. N _____ T11. Total Bombs Dropped: 24

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

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES X NO _____. If "YES" state conditions and effect. Low cloud and cloud shade obscured AP for primary necessitating too short a bomb run. Bomb was not certain of AP.

(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: (Same as 12 (a))

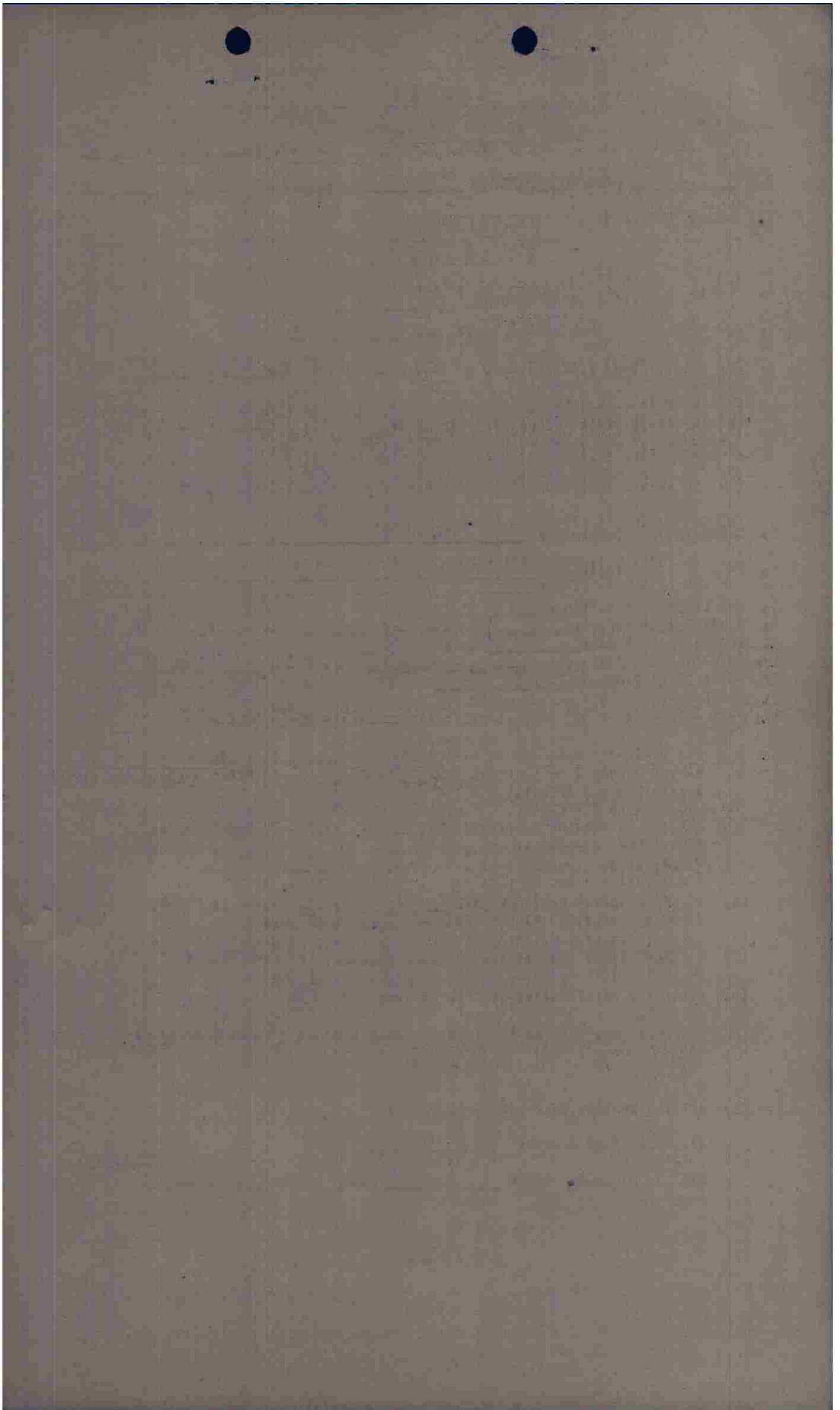
(f) Malfunctions, personnel errors or other factors affecting bombing: None

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____

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

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 437BOX 3 GROUP 416 DATE 19 July 1944 TARGET ATTACKED Brux Fuel Camp
Flt. 31. Method of Sighting: Pre-set synchronous.2. Bombing approach: 80° Magnetic.3. Was mercury erection system used? YES _____ NO X4. Did entire (~~box~~) (flight) drop on lead bombardier? YES X NO _____

In either case explain fully method of sighting and dropping of bombs, and specify exact aiming point actually used: Pre-set with corrections. Aim was straight and level at point of release.

5. Name of lead Bombardier: Lt. R. T. McHrien6. Name of lead Pilot: Capt. R. B. Prentice7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 245 Altitude: 116009. Length of bomb run: 60 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED Inst. N _____ T11. Total Bombs Dropped: 19

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

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES X NO _____ If "YES" state conditions and effect. Bombardier could not distinguish primary because of low clouds and cloud shadow which obscured AP.

(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: Bombardier attempted to attack second box's target when low clouds obscured primary but selected wrong point.

(g) Bombing results as reported by crews:

Aimed at right Target: YES _____ NO X

Results claimed: EXCEL _____ GOOD _____ FAIR _____ POOR _____ GROSS _____ P.M.B.

S E C R E T

S E C R E T

ANNEX "A"

BOMBING INFORMATION

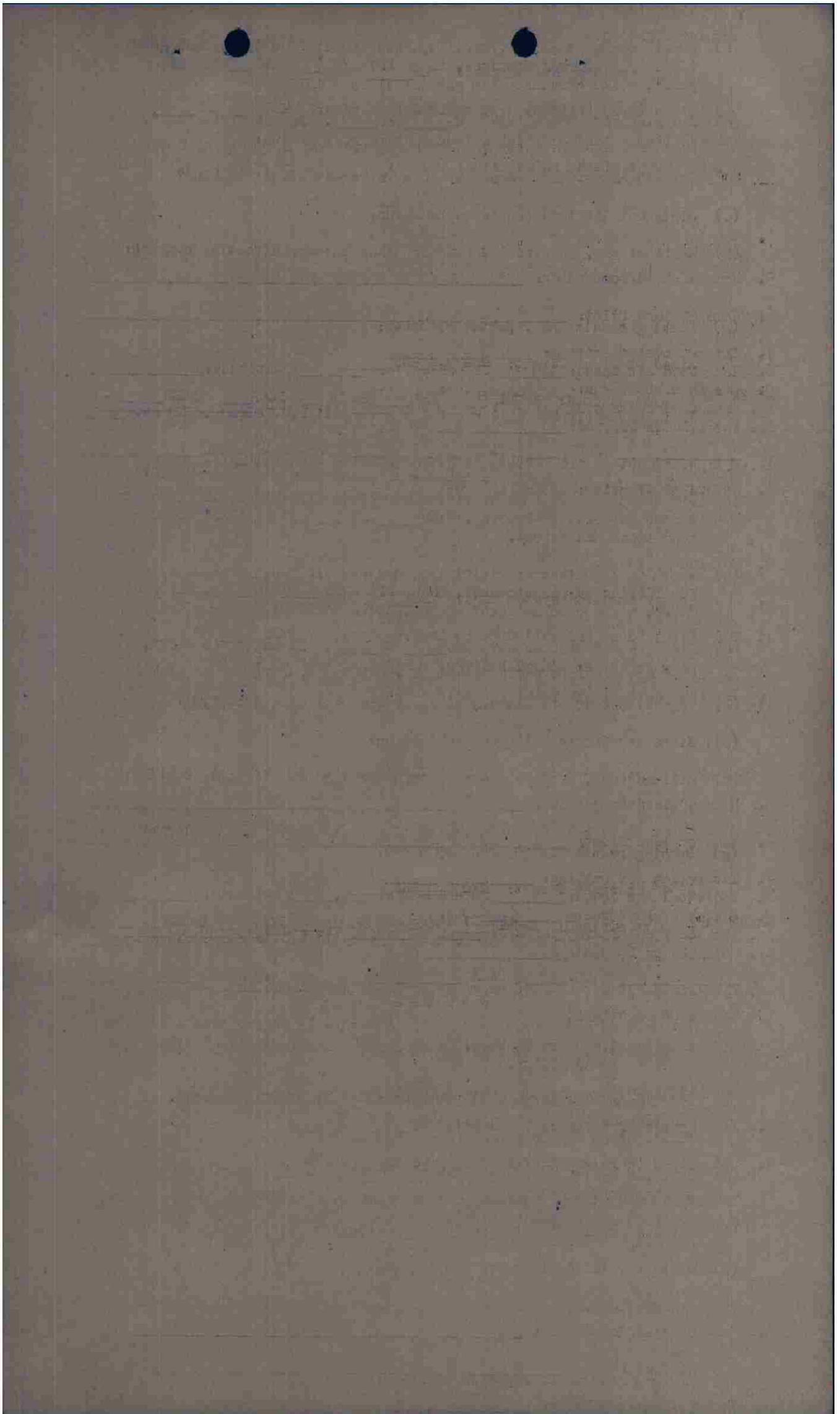
IX B.C. FIELD ORDER NO. 437BOX 2 GROUP 418 DATE 19 July 44 TARGET ATTACKED Brux Fuel Dump
Flt 11. Method of Sighting: Pre-set syn.2. Bombing approach: 79° Mag.3. Was mercury erection system used? YES _____ NO X4. Did entire (bom) (flight) drop on lead bombardier? YES X NO _____In either case explain fully method of sighting and dropping of bombs, and specify exact aiming point actually used: Pre-set with corrections.5. Name of lead Bombardier: Lt. Jacot6. Name of lead Pilot: Capt. Macmill7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 240 Altitude: 11,5009. Length of bomb run: 60 Sec: _____10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED Inst. N _____ T11. Total Bombs Dropped: 20

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

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES X NO _____. If "YES" state conditions and effect. Low cloud and cloud shadow obscured target and bombardier could not be certain of AP.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IF 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: Because of cloud cover the resulting difficulty in picking up target necessitated too short a bomb run for complete synchronization.

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____Results claimed: EXCEL _____ GOOD _____ FAIR _____ POOR X _____ GROSS _____S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 437BOX II GROUP 416 DATE 19 July 1944 TARGET ATTACKED Brux Fuel Dump
Fit 21. Method of Sighting: Pre-set synchronous.2. Bombing approach: 60° Magnetic.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: Pre-set with corrections.
Levelled bubbles twice on bomb run.

5. Name of lead Bombardier: Lt. J. Madenfort6. Name of lead Pilot: Major J.G. Napier7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 245 Altitude: 117009. Length of bomb run: 90 Sec: 10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED Inst. N T 11. 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 X NO . If "YES" state conditions and effect. Low cloud and cloud shadow made recognition of target difficult.

(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: Bombardier could not level lateral bubble.

(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO

Results claimed: EXCEL GOOD FAIR POOR X GROSS

S E C R E T

(a) State any information on bombing and:

(1) Information, persons or other factors affecting bombing:

2. Name of lead bomber:

3. Name of lead pilot:

(b) Bombing details as reported by others:

4. Information on bomber:

5. Information on pilot:

6. Information on other factors:

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SECRET

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 437BOX II GROUP 416 DATE 19 July 1944 TARGET ATTACKED Bras Fuel Dump

1. Method of Sighting: Pre-set synchronous.
2. Bombing approach: 80° magnetic.
3. Was mercury erection system used? YES NO
4. Did entire ~~(box)~~ (flight) drop on lead bombardier? YES NO

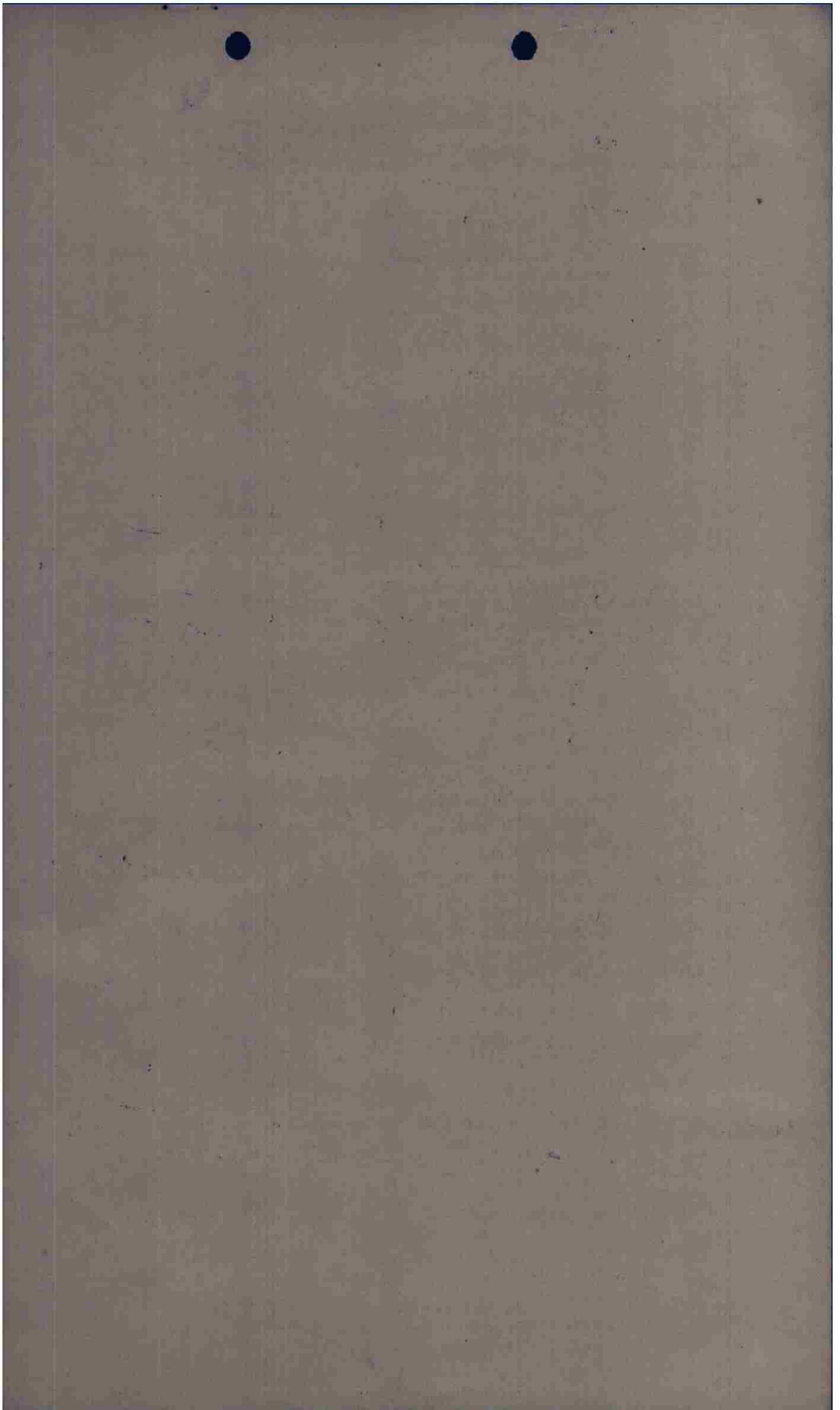
In either case explain fully method of sighting and dropping of bombs, and specify exact aiming point actually used: Pre-set with corrections, aimed at fuel but did not affect or hinder bombing.

5. Name of lead Bombardier: Lt. D.L. Moore
6. Name of lead Pilot: Lt. R. J. Horton
7. Intervalometer setting: None
8. Indicated Air Speed: 200 Ground Speed: 245 Altitude: 11300
9. Length of bomb run: 30 Sec: 4
10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED Inst. N T
11. Total Bombs Dropped: 44

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

- (a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES NO . If "YES" state conditions and effect.
- (b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IF or AP? YES NO . If answer is "YES", state circumstances and effect on bombing:
- (c) Did Flak affect bombing? YES NO . If answer is "YES", state to what extent did flak affect bombing or bomb run:
- (d) To what extent did attacks by enemy aircraft affect bombing? None
- (e) State any difficulties on bombing run: 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: EXCEL GOOD FAIR POOR GROSS SECRET



MISSION NO. 102

LOADING LIST

9 JULY 1944

BOX I
FLIGHT I

1. 439 J
Major W J Meng ✓
Lt. V H Powell ✓
S/S F P Glynn
S/S R F Stobert

4. 200 A
Lt D F Shea ✓
S/S R E Lee
S/S F G Falk

2. 759 G
Lt A W Nordstrom ✓
S/S J McKee
S/S R L Miller

5. 689 I
F/O R T Byrne ✓
Sgt W D Cummings
Sgt R L Cochran

3. 211 O
Lt D G Grunig ✓
Sgt H J Nowosielski
Sgt M E Dias

6. 209 K
Lt D T Sommers ✓
Sgt S R Zaklikiewicz
Sgt J L Johnson

FLIGHT II

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

4. 714 N
Capt S M Hixon ✓
S/S K L Johnson
S/S J L Czech

2. 925 G-1
Lt C L Estes ✓
S/S C R Orvold
S/S A E DiMartino

5. 363 L
Lt J J Lackovich ✓
Sgt T Gannery
Sgt R M Barry

3. 219 D
Lt H F Pair ✓
S/S H A Marion
S/S V P Adams

6. 165 H
Lt T J Murray ✓
S/S D H DeBower
S/S R J Jones

FLIGHT III

1. 442 D-1
Capt R B Prentiss ✓
Lt R T McBrien ✓
S/S E Shelton
S/S H J Sylva

4. 362 L-1
Lt L G Peede ✓
S/S E E Kelly
S/S C L Hibbs

2. 764 X
Lt L E Hill ✓
S/S R W Burch
S/S C H Yost

5. 195 D-2
Lt R R Svenson ✓
S/S P G Fild
S/S G H Pfrenning

3. 907 O-1
Lt R D Lasher ✓
S/S H R Hedrick
S/S A J Antanaitis

6. 894 R
Lt A J Welsh ✓
Sgt R E Wright
Sgt S G Novak

SPARE

221 F
Lt A E Herman
S/S A J Charette
Sgt J G Young
as Briefed
No Action

MISSION NO. 102
BOX I
19 JULY 1944

MISSION NO. 102

LOADING LIST
BOX NO. II
FLIGHT I

19 JULY 1944

1. 058 C
Lt. R.S. Rudisill
Lt. R.H. Joost
S/S R.K. Riley
S/S A.J. Boname
2. 750 M
Lt. J.P. Hillerman
Sgt L. Martinez
Sgt E.F. Paulsen
3. 892 L
Lt. R.O. Gruetzemacher
S/S O.D. Evans
S/S T.A. Palmer

4. 224 E
Lt. H.A. Monroe
S/S J.E. Wilson
S/S S. Risko
5. 978 S
Lt. P.P. Barausky
Sgt B.R. Wilson
Sgt M. Hall
6. 380 N
Lt. J.R. Sparling
Sgt C.L. Shaw
Sgt L.L. Lehigh

FLIGHT II

1. 469 J
Lt. R.J. Morton
Lt. D.L. Moore
S/S C.L. Webb
S/S F.M. Gitty
2. 717 N
Lt. A.J. Vleghele
S/S R.W. Rice
S/S C.E. Young
3. 900 Q
Lt. W.F. Tripp
S/S J.O. Scott
Sgt R.W. Carstens

4. 961 E-1
Lt. M.S. Street
S/S C.A. Prindle
S/S E.T. Epps
5. 743 W
Lt. R.E. Robertson
Sgt J.E. Hay
Sgt J.A. Buskirk
6. 202 B
Lt. D.W. Elliott
Sgt J. Mui
Sgt J.J. McGuire

FLIGHT III

1. 135 T
Major J.G. Napier
Lt. J. Madenfort
S/S G. Vafiadis
S/S R.G. Hoffman
2. 147 K
Lt. W.H. Land
S/S F. Alden
S/S R.L. Ballinger
3. 673 I
Lt. P. Dantas
S/S A.L. Nielsen
S/S W.E. Fields

SEPARATE
379 G-1
Lt. J.K. Colquitt
Sgt J.K. Spadoni
Sgt F. Notarianni

*as ordered
No further*

4. 376 O
Lt. T. Bouka mp
S/S R.J. Colosimo
S/S J.S. Wing
5. 943 F
Lt. J.E. Blongren
Sgt M. Bookach
Sgt L.R. Fleming
6. 390 G
Lt. J.F. Allen
Sgt L. R. Getman
Sgt C.W. Veasey

BOX III - WINDOW ONLY

1. 724 A
Lt. H.P. Cole
Lt. R.J. Bassett
S/S B.G. Fandree
S/S F.R. Chvatal

2. 210 Q
Lt. R.V. Miracle
S/S B.C. Sieg
S/S J.G. Burkhalter

3. 220 E
Lt. P.H.E. MacManus
S/S J.L. Rogers
S/S G.I. Fleischmann

MISSION NO. 102
BOXES II & III
19 JULY 1944

13 JUL 81

TELL OR I'LL
II .OM ROM
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501. ONE MOTOR

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2. 976
1st. J. D. Barnaby
2nd. E. R. Wilson
3rd. M. Hall

W 086 2
J. H. T. 1
J. C. 2
J. 3

0 058 J
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2. 750 H
J. P. Williams
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J. L. Williams

2. 892 1
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II TWO 7

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Albany 1, N. 10
New York 1, N. 10

Mr. J. A. ...
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Lt. A. J. Vothke
Sgt. R. W. Rios
Sgt. C. E. Young

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THE FIGHT

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nelia, H. L. 53
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1. 1935
J. E. Hoffman
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J. A. Wilson
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Mr. H. J. Bennett
Mr. R. J. Bennett
Mr. E. C. Bennett
Mr. W. N. Bennett

RECEIVED
JUL 11 1964
JUL 11 1964

OPERATIONAL PRIORITY

FROM: 416TH BOMB GROUP (L)

TO : IX BOMBER COMMAND

TO: 97TH COMBAT WING

416 BG Y _____ E

CONFIDENTIAL IN THE CLEAR

"J" FORM

OPERATIONAL

CLEARANCE F-10

19 JULY 1944

PREPARED BY MAJOR HAROLD A. RADETSKY

A.

B. 1852

C. SAINT CATHERINE'S POINT

D. BOX I R/T MOUNTAIN ONE

670 6 J G O A I K

671 , . . . 6 S G-1 D N L H

668 6 J-1 X O-1 L-1 D-1 R

671 1 (SPARE) F

GROUP LEADER 670 J

DEPUTY 671 S

BOX II R/T MOUNTAIN TWO

670 6 C M L E S N

669 12 J N Q E-1 W B T K I O F G

668 1 (SPARE) G-1

SECOND BOX LEADER 670 G

DEPUTY 669 J

BOX III R/T MOUNTAIN THREE

671 2 A E

668 1 Q

LEADER 671 A

E. 12,000

F. POINT DE BARFLEUR

G. 1910

H. 74

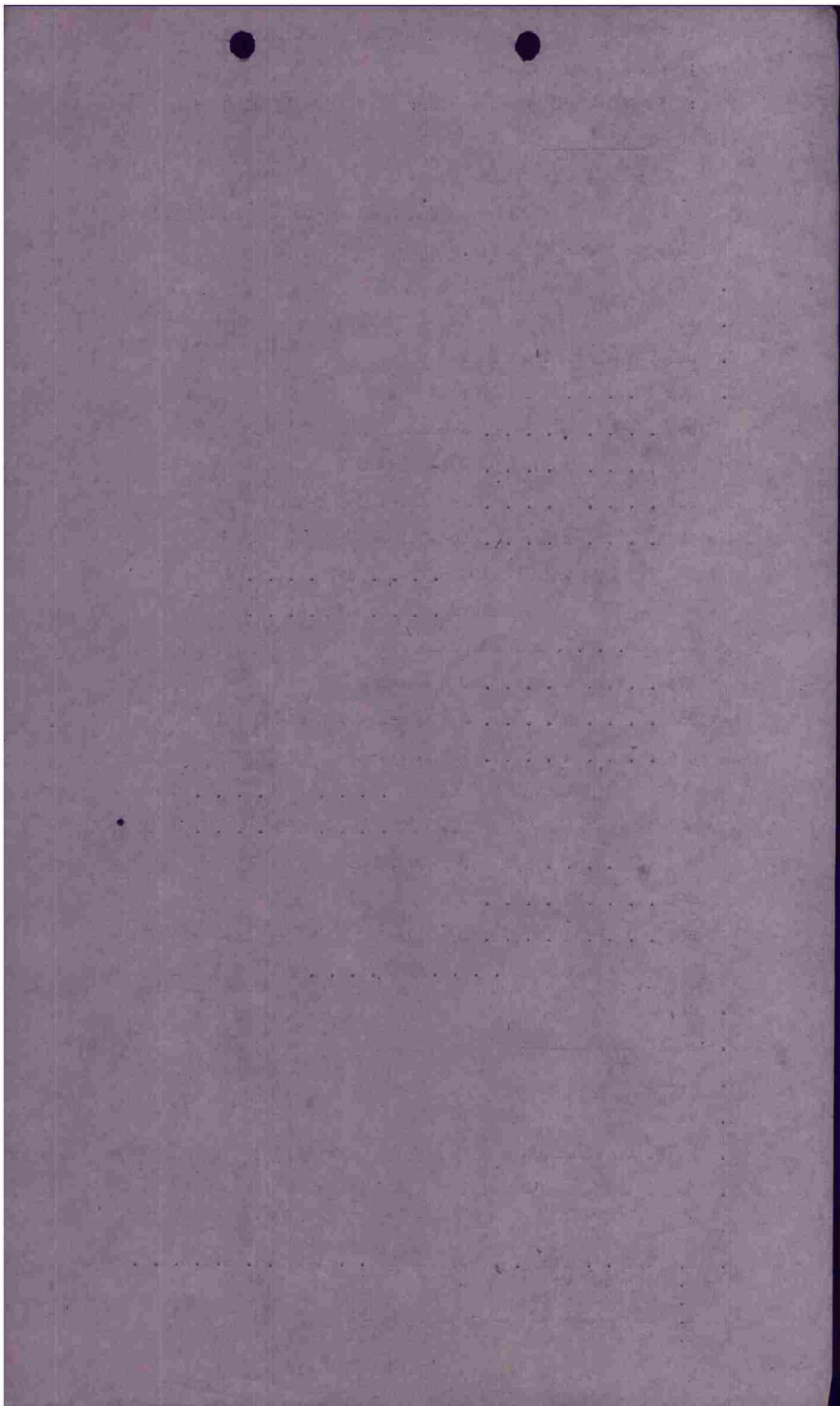
J. POINT DE BARFLEUR

K. SAINT CATHERINE'S POINT

L. 2038

- M. 1. T/O . . 1739 . . , SET COURSE . . 1759 . . E.T.A. . . 2112
 2. 4 x 500 GP
 3. 4 PLUS HOURS
 4. BOX I AND BOX II - 4802W/H/1N2
 5. NONE

MACE COBOMGR 416



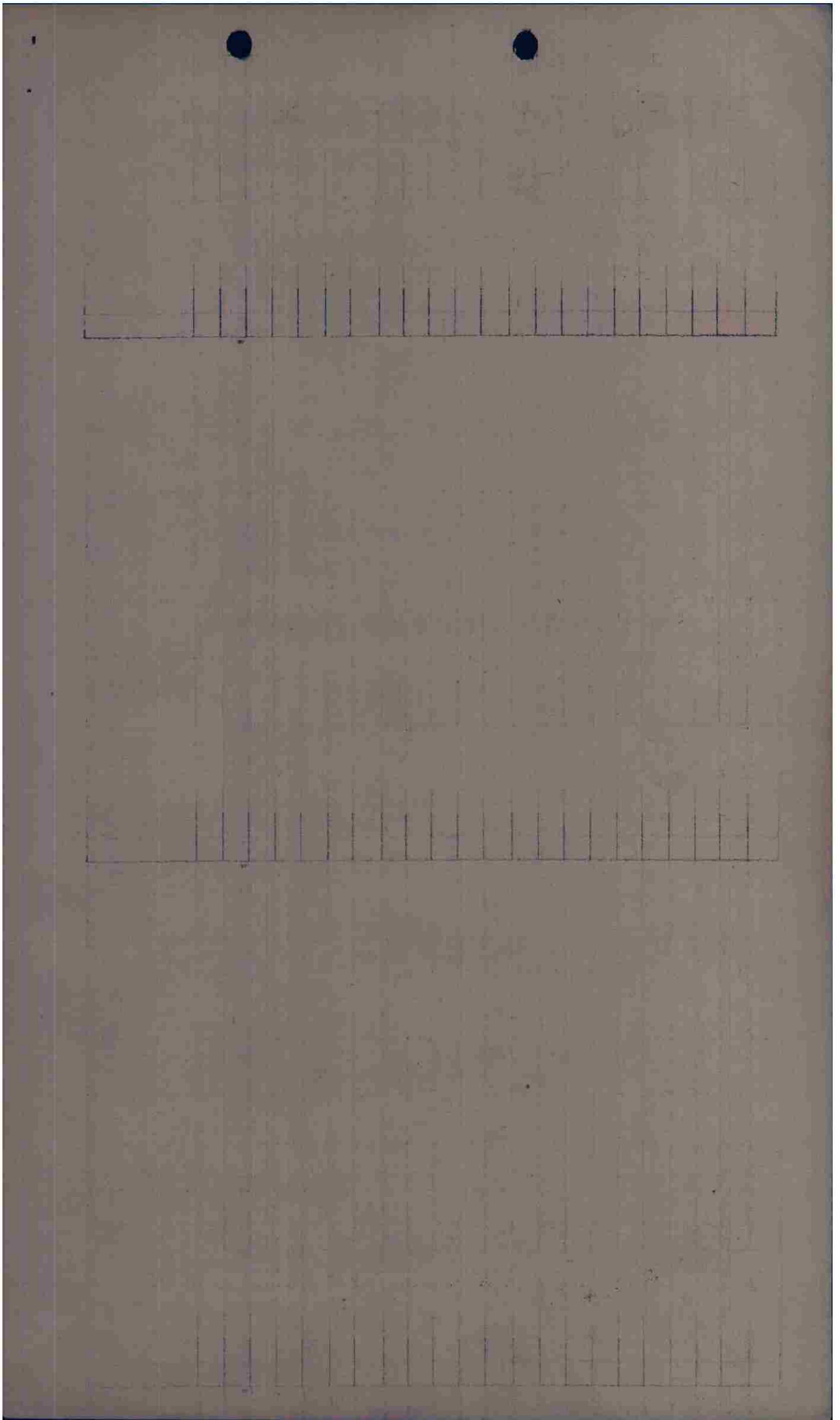
S Q D N	A / C LTR	A / C NO.	PILOT	D I S T A N C E	TARGET	A T O	ENG. COAST OUT	ENEMY COAST IN	T O T	ENG. COAST OUT	ENG. COAST IN	C A M E R A	F U L L O L O A D	B O L O B A D	E N D U R	L A T I T U D E	R E M A R K S
C	J	439	Frank			1739										2129	
C	G	759	Goodman			39										30	
C	O	811	Young			39										31	
C	A	800	Hea			39										30	
C	I	689	Byrne			40											
C	K	209	Johnson, D.T.			40										29	
D	S	1711	Murray			40										36	
D	G-1	925	Boyle			40										38	
D	D	219	Pair			41										37	
D	N	714	Spiron			41										40	
D	L	363	Jackowski			41										40	
D	H	165	Pyunmy			41											
B	D-1	442	Chentals			52										33	
A	X	764	Still			42										34	
A	0-1	907	Teher			42										34	
A	L-1	1362	Deede			42										34	
A	D-2	195	Swenson			43										36	
A	R	894	Welsh			43										35	
D	F	821	Stevenson			43										1851	

Mission No. 102
Box I
(6 x 6)

JUL 19 1944
#102
Box I

landed at A-15 in Normandy. History of the

with early air flight

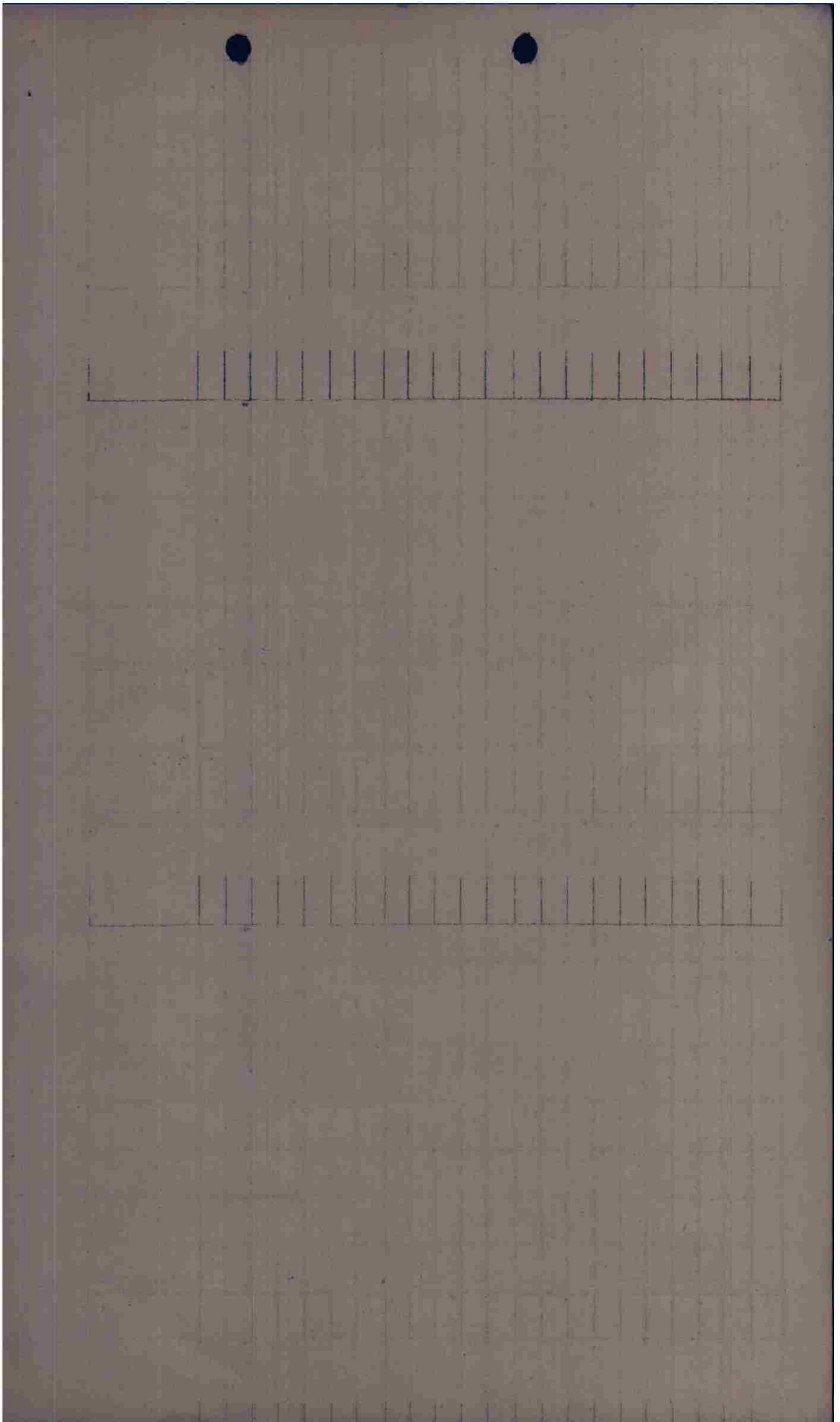


S Q D N	A / C LTR	A / C NO.	PILOT	D I S T A N C E	TARGET	A T O	ENG. COAST OUT	ENEMY COAST IN	T O T	ENEMY COAST OUT	ENG. COAST IN	C A M E R A	F U L L O A D	B O L D	E N D U R	L A T I T U D E	R E M A R K S
C	C	058	Brucknell			45										2138	
C	M	950	Willeman			45										39	
C	L	892	Wietemacher			45										39	
C	E	824	Prohace			45										41	
C	S	978	Baranovsky			46										42	
C	N	380	Harling			46										41	
B	T	135	Harper			46										45	
B	K	149	Jand			46										48	
B	I	673	Donter			47										48	
B	O	376	Bondkamp			47										49	
B	F	943	Blemden			49										50	
B	G	390	Alch			48										50	
B	J	469	Monter			48										42	
B	N	917	Wegels			48										44	
B	Q	900	Edgip			49										43	
B	E-1	961	Shelt			49										45	
B	W	943	Robertson			49										46	
B	B	202	Ellcott			49										45	
B	G-1	399	Colquhitt			50										1852	

Both early as thought.

Mission No. 102
Box II
(6x6)

#102
JUL 19 1944
Box II

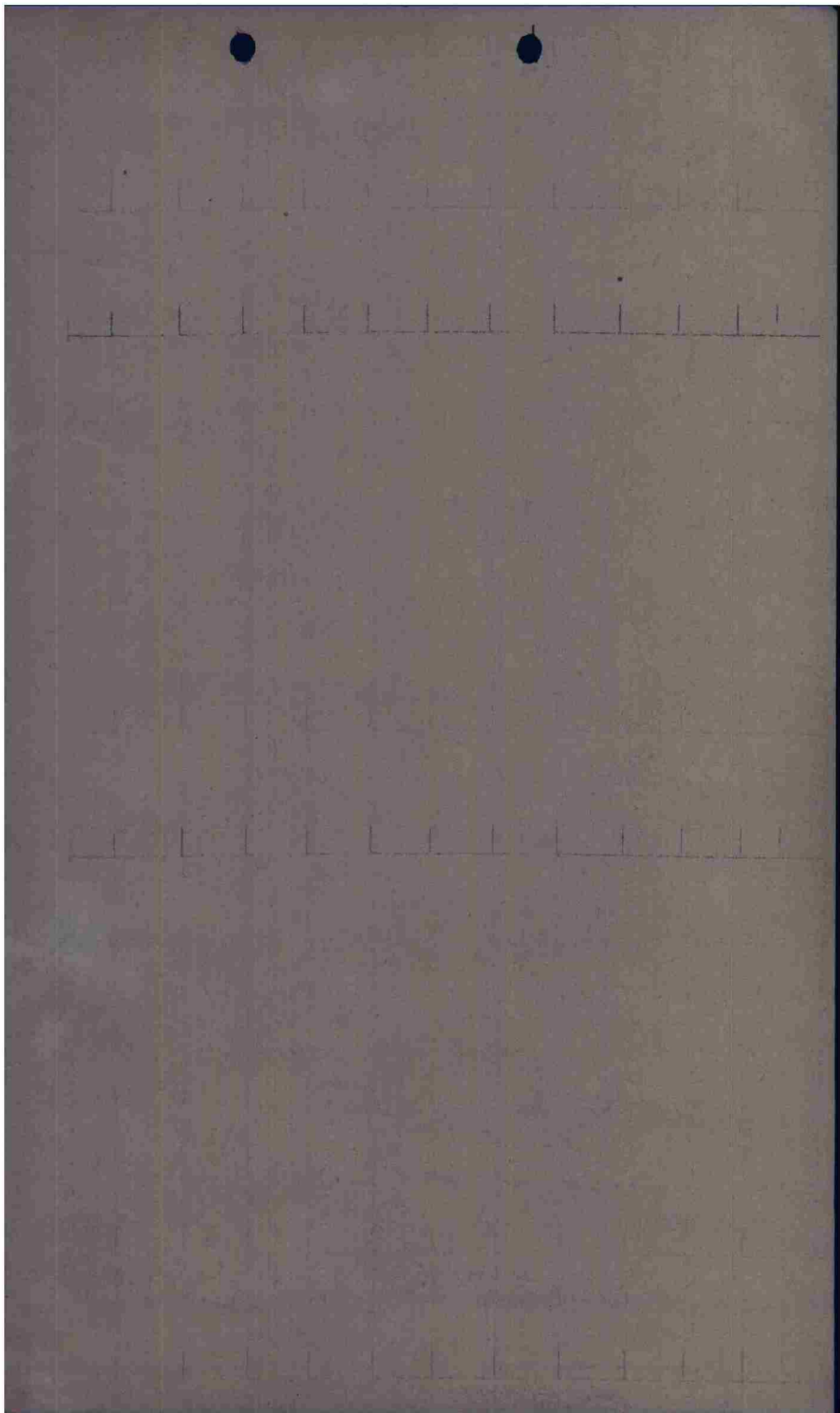


Mission No. 102
~~Box III~~ - window

#102
JUL 19 1944
~~Box III~~

Mission No. 102				19 July 1944	
SHIP NO	SQUADRON	PILOT and/or BOMBARDIER	REMARKS	RELIEF	CAUSES OF MALFUNCTIONS
925	D	Bates	No. 3 & No. 4 stations failed to release		Bomb was released properly after return from mission. Electrical system checked out properly.
262	A	Parole	No. 4 station failed to release.		Bomb released after return from mission. Electrical system under further investigation for probable cause.
978	C	BARRASH	No. 4 station failed to release		Mechanical failure of Bomb No. 4
380	C	Spaulding	No. 1 station failed to release		Faulty RS-2 Bomb rack collector unit.

William A. McDonald
Lieut. H. E.
Command Officer



- (3) WITH FIGHTERS AT 49 DEG. 42 MIN. NORTH 01 DEG. 16 MIN. WEST AT 12,000 FEET AT ZERO HOUR PLUS 10 MIN.
- (4) BASE TO MAIDENS HEAD TO ST. CATHERINES POINT TO 49 DEG. 42 MIN. NORTH 01 DEG. 16 MIN. WEST TO 49 DEG. 15 MIN. NORTH 01 DEG. 45 MIN. WEST TO 48 DEG. 33 MIN. NORTH 01 DEG. 45 MIN. WEST TO I.P. TO TARGET.
- (5) TARGET TURN LEFT TO I.P. TO 48 DEG. 33 MIN. NORTH 01 DEG. 45 MIN. WEST AND RETRACE ROUTE.
- (6) BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 10,000 FEET. LEAVE ENEMY COAST AT 11,000 FEET.
- (7) 48 DEG. 07 MIN. NORTH 01 DEG. 22 MIN. WEST.
- (8) GENERALLY NORTHEAST TO SOUTHWEST.
- (9) M.P.1. ILL. 4802W/50 2ND EDITION.
3 FLIGHTS ON REF. 072233
3 FLIGHTS ON REF. 042030
- (10) 4 X 500 G.P. INST. NOSE ONLY.
- (11) 48 DEG. 07 MIN. NORTH 01 DEG. 22 MIN. WEST.

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

(4) HARTFORD BRIDGE
DUNSFOLD
ODHAM
LASHAM.

(5) A/C REQUIRED 2 BOXES OF 15 A/C
BOMB BY FLIGHTS OF 6 A/C

(6) CASUAL TARGETS ALONG RAIL ROAD FROM 48 DEG. 13 MIN. NORTH 01 DEG. 38 MIN. WEST TO 48 DEG. 33 MIN. NORTH 01 DEG. 45 MIN. WEST MAY BE BOMBED, IF TARGET CAN BE IDENTIFIED AND PIN-POINTED ON MAP.

(7) A/C SHORT ON GAS MAY LAND AT EMERGENCY AIRDROMES LISTED IN X (4) TO REFUEL AND RETURN TO BASE.
HOWEVER ALL SHIPS WILL RETURN TO HOME BASE ENROUTE FROM TARGET IF POSSIBLE.

4. NO CHANGE.

5. COMMUNICATIONS:

A. 409TH BOMB GROUP:

- (2) SWEEPER
- (3) JUDITH

B. 410TH BOMB GROUP:

- (2) BRASSNUT
- (3) POKER

C. 416TH BOMB GROUP:

- (2) MOUNTAIN
- (3) HEADUP

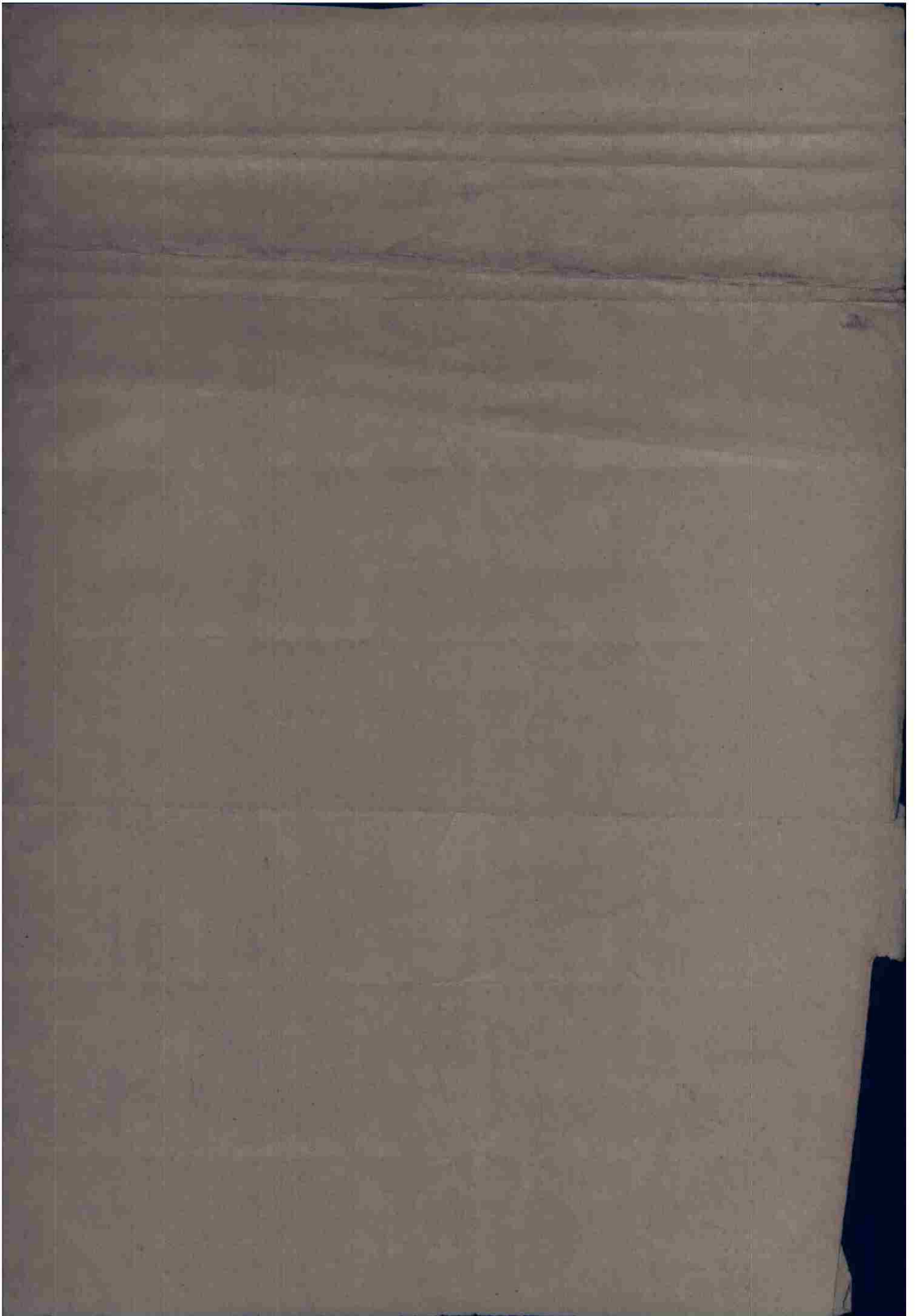
X. GENERAL INFORMATION:

- (3) 10A, 4B, 6C, 5D, 7E, 7F, 13G, 11H, 16I
- (10) T V B A/T V B A
- (11) BOX LEADERS WILL REPORT TO COMMAND CONTROL ON CHANNEL "C" WHEN CLEARING TARGET AREA.

COCBTWIG 97

19/0400B

HAK R...	190545 B	DC	AR
GOF R...	19/0545B	UC	AR
YAA R...	19/0545B	JF	AR
COG R...	19/0547B	TLC	AR



OICOG OIYAA OIHAK OIGOF V OILAI OILAI 01/19 OP

FROM 97TH COMBAT BOMBARDMENT WING 19/0400B Y-107-E
TO COMBOMCON IX
409TH BOMB GROUP
410TH BOMB GROUP
416TH BOMB GROUP

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

97TH COMBAT BOMB. WING
A P O 140
19 JULY 1944

FIELD ORDER NO. 133-437

MAPS: NORMAL

1. B. (2) NINTH FIGHTER COMMAND WILL FURNISH P-47 ESCORT FOR THIS WING

2. THIS WING WILL ATTACK TARGETS IN FRANCE

ZERO HOUR: 19/0300B

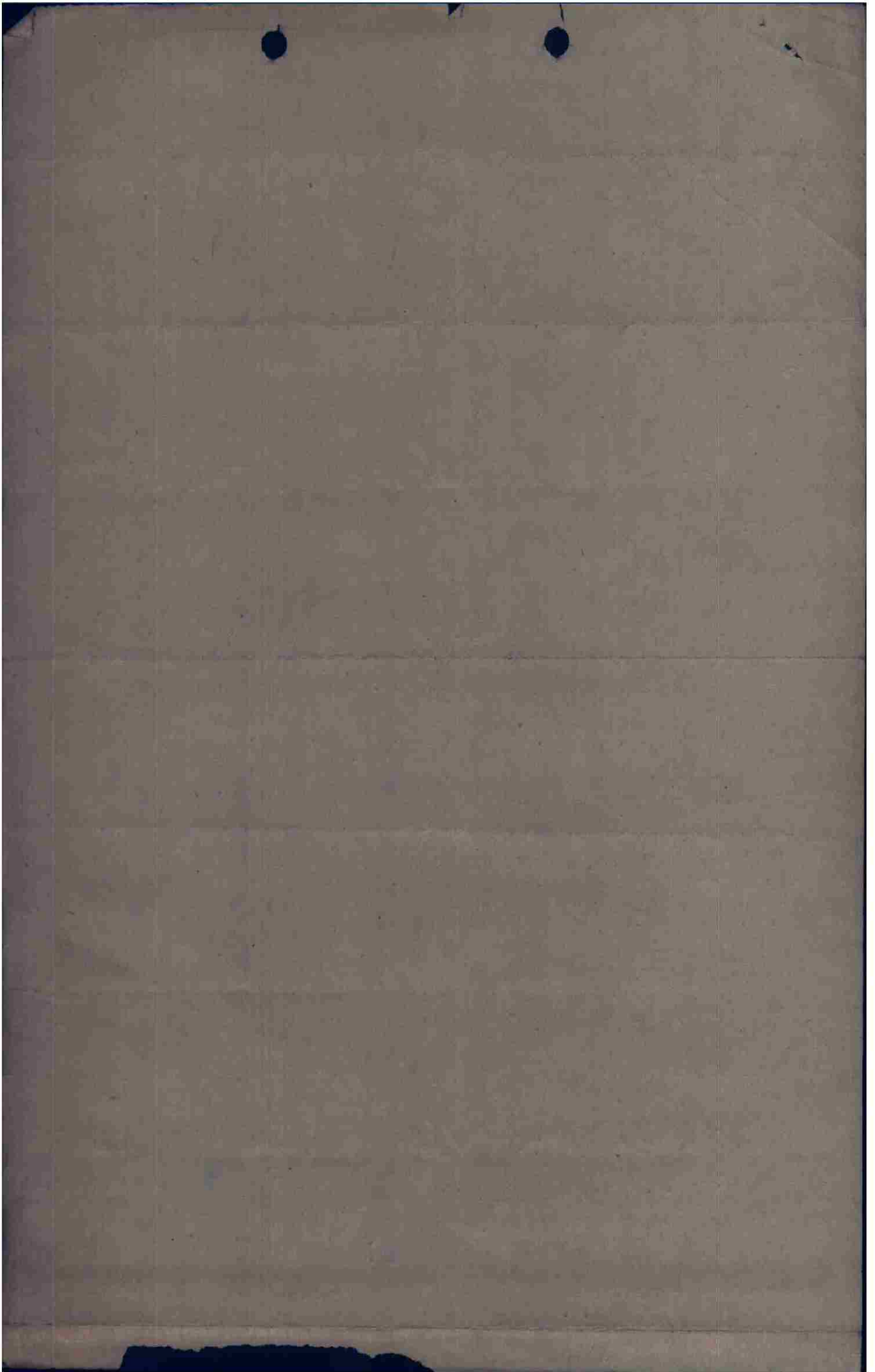
3. A. 409TH BOMB GROUP:

- (1) 4702N/H/Q
- (3) WITH FIGHTERS AT 49 DEG. 42 MIN. NORTH 01 DEG. 16 MIN. WEST AT 12,000 FEET AT ZERO HOUR PLUS 20 MIN.
- (4) BASE TO MIDENS HEAD TO ST. CATHERINES POINT TO 49 DEG. 42 MIN. NORTH 01 DEG. 16 MIN. WEST TO 49 DEG 15 MIN. NORTH 01 DEG. 45 MIN. WEST TO 48 DEG. 33 MIN. NORTH 01 DEG. 45 MIN. WEST TO I.P. TO TARGET.
- (5) TARGET TURN RIGHT TO R.P. TO 48 DEG. 33 MIN. NORTH 01 DEG. 45 MIN. WEST AND RETRACE ROUTE.
- (6) BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 8,000 FEET. LEAVE ENEMY COAST AT 11,000 FEET.
- (7) 48 DEG. 05 MIN. NORTH 00 DEG. 56 MIN. WEST.
- (8) GENERALLY NORTHEAST TO SOUTHWEST.
- (9) A.P. ILL. 4702N/2 REF. 063027
COVER AREA 50 YARDS SOUTH OF ROAD BETWEEN REF. 051023 AND 063027. LEAD BOMBARDIER OF EACH FLIGHT WILL SALVO BOMBS ON A.P. REST OF A/C WILL DROP FIRST BOMB ON LEAD BOMBARDIER THEN TOGGLE REMAINDER AT 1 1/2 SEC. INTERVAL.
- (10) 4 X 500 G.P. INST. NOSE 1/100 SEC. TAIL.
- (11) 48 DEG. 02 MIN. NORTH 01 DEG. 24 MIN. WEST.

3. B. 410TH BOMB GROUP:

- (1) 4702N/H/1
- (3) WITH FIGHTERS AT 49 DEG. 42 MIN. NORTH 01 DEG. 16 MIN. WEST AT 12,000 FEET AT ZERO PLUS 30 MIN.
- (4) BASE TO MAIDENS HEAD TO ST. CATHERINES POINT TO 49 DEG. 42 MIN. NORTH 01 DEG. 16 MIN. WEST TO 49 DEG. 13 MIN. NORTH 01 DEG. 45 MIN. WEST TO 48 DEG. 33 MIN. NORTH 01 DEG. 45 MIN. WEST TO 48 DEG. 05 MIN. NORTH 00 DEG. 56 MIN. WEST TO I.P. TO TARGET.
- (5) TARGET TURN RIGHT TO R.P. TO 48 DEG. 33 MIN. NORTH 01 DEG. 45 MIN. WEST AND RETRACE ROUTE.
- (6) BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 8,000 FEET. LEAVE ENEMY COAST AT 11,000 FEET.
- (7) 47 DEG. 51 MIN. NORTH 00 DEG. 57 MIN. WEST.
- (8) GENERALLY EASTSOUTHEAST TO WESTNORTHWEST.
- (9) A.P. ILL. 4702N/2 REF. 009021 3 FLIGHTS COVER AREA 50 YARDS SOUTH OF ROAD BETWEEN REF. 001022 AND 009021
REF. 025018. 3 FLIGHTS COVER AREA 50 YARDS SOUTH OF ROAD BETWEEN REF. 013019 AND 025018. LEAD BOMBARDIER OF EACH FLIGHT WILL SALVO BOMBS ON A.P. REST OF A/C WILL DROP FIRST BOMB ON LEAD BOMBARDIER THEN TOGGLE REMAINDER AT 1 SEC. INTERVAL.
- (10) 4 X 500 G.P. INST. NOSE 1/100 SEC. TAIL.
- (11) 48 DEG. 02 MIN. NORTH 01 DEG. 24 MIN. WEST.

3. C. 416TH BOMB GROUP:



OICOG OIHAK OIYAA OICOG V OILAI OILAI 82/19

FROM 97TH COMBAT BOMBARDMENT WING 19/8638B Y-188-E
 TO COMBOMCOM IX
 418TH BOMB GROUP
 409TH BOMB GROUP
 416TH BOMB GROUP
 OPERATIONAL PRIORITY BT

770

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

97TH COMBAT BOMB. WING
 A P O 148
 19 JULY 1944

ANNEX NO. 1 TO F.O. 133-437

CHANGE PAR. 3. A. (1) AND 3. C. (11) TO READ:

3. A. (1) 4722W/H/1

3. C. (11) 48 DEG 07 MIN. NORTH 01 DEG. 22 MIN. WEST.

COCBTWIG 97

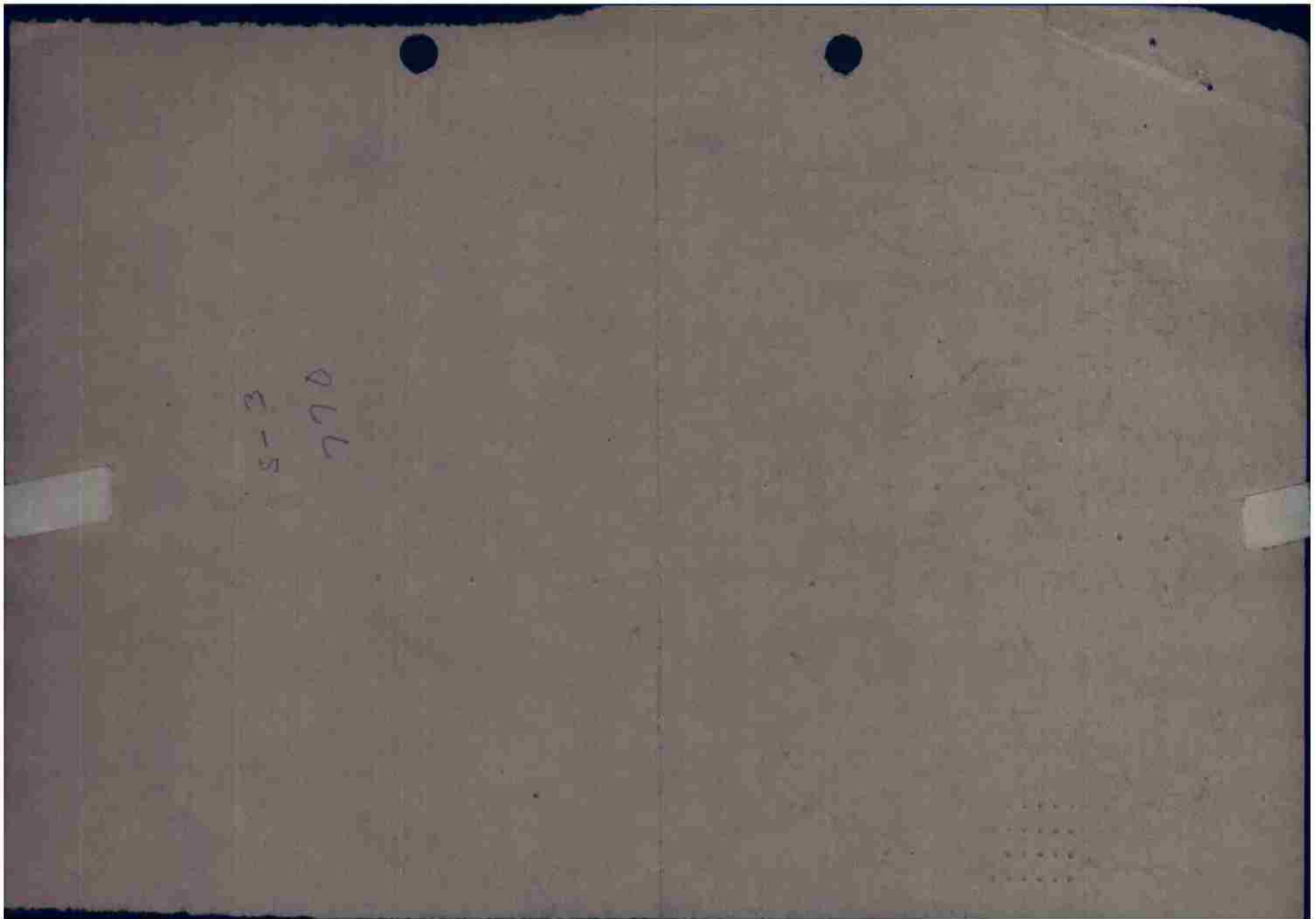
BT 19/8638B

AR
 AS
 SS

OIHAK R.....19/8640B
 OICOG R.....19/8640B
 OIYAA R.....19/8640B.7
 OICOG R.....

MG AR
 LB AR
 JMD AR

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OICOG OIHAK OIYAA OICOF V OILAI OILAI 03/19 'OP'

FROM 97TH COMBAT BOMB WING 19/0814B Y109E
TO COMBOMCOM IX
409TH BOMB GROUP.
410TH BOMB GROUP.
416TH BOMB GROUP.

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

97TH COMBAT BOMB WING
A P O 140
19 JULY 1944

ANNEX 2 TO F.O. NO. 133-437

ZERO HOUR DELAYED INDEFINITELY

COCBTWIC 97

BT 19/0814B

FK AS

AS AR

OICOG K WITH R

OILAI / OICOG R.....19/0821B BCD AR

OIHAK K WITH R

OILAI / OIHAK R.....19/0825B AGA AR

OIYAA K WITH R

OILAI / OIYAA R.M...19/0821 B WFG AR

MEYAA K WITH R

OILAI / OIYAA R.....19/0821B WFG AR

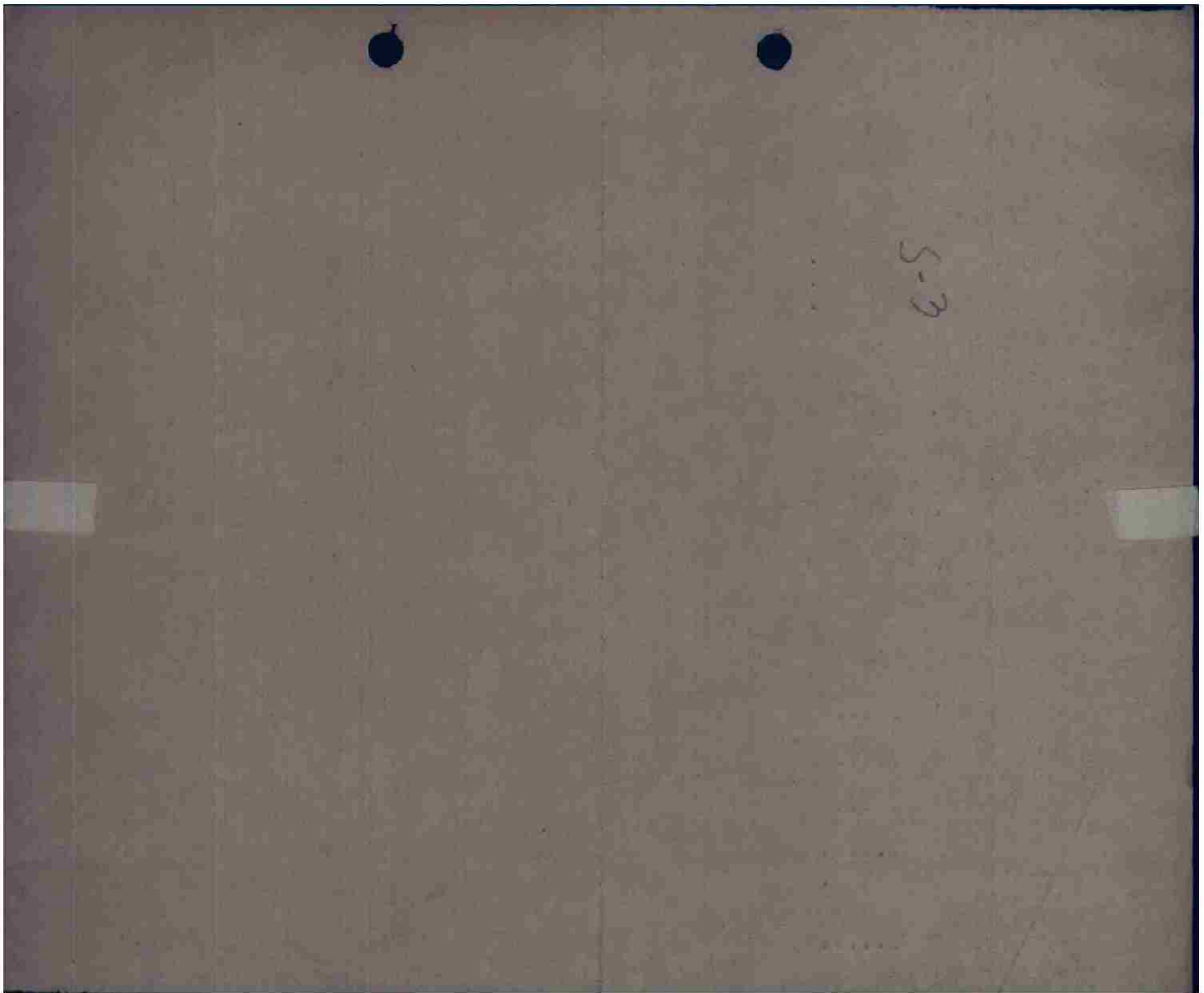
H

OICOF K WITH

OILAI / OICOF R.....19/0821B LB AR

MTV, /

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OICOG OIHAK OIYAA OIGOF V OILAI OILAI 05/19 'OP'

FROM 97TH COMBAT BOMB WING 19/0915B Y-111-E
TO COMBOMCON IX
409TH BOMB GROUP.
410TH BOMB GROUP.
416TH BOMB GROUP.

OPERATIONAL PRIORITY BT
SECRET SENT IN CLEAR AUTH: LT COL MC AFEE

97TH COMBAT BOMB WING
A P O 140
19 JULY 1944

ANNEX 3 TO F.O. 133-437

CANCEL ALL CONCERNING 409TH BOMB GROUP.

COCBTWIG 97

ET 190915B

FK AS AR

OICOG K WITH R

DILAI / OICOG R.....19/0923B BAD AR

OIHAK K WITH R

OILAI : OIHAK RM.....19/0923B WD BBBB

OIYAA K WITH R

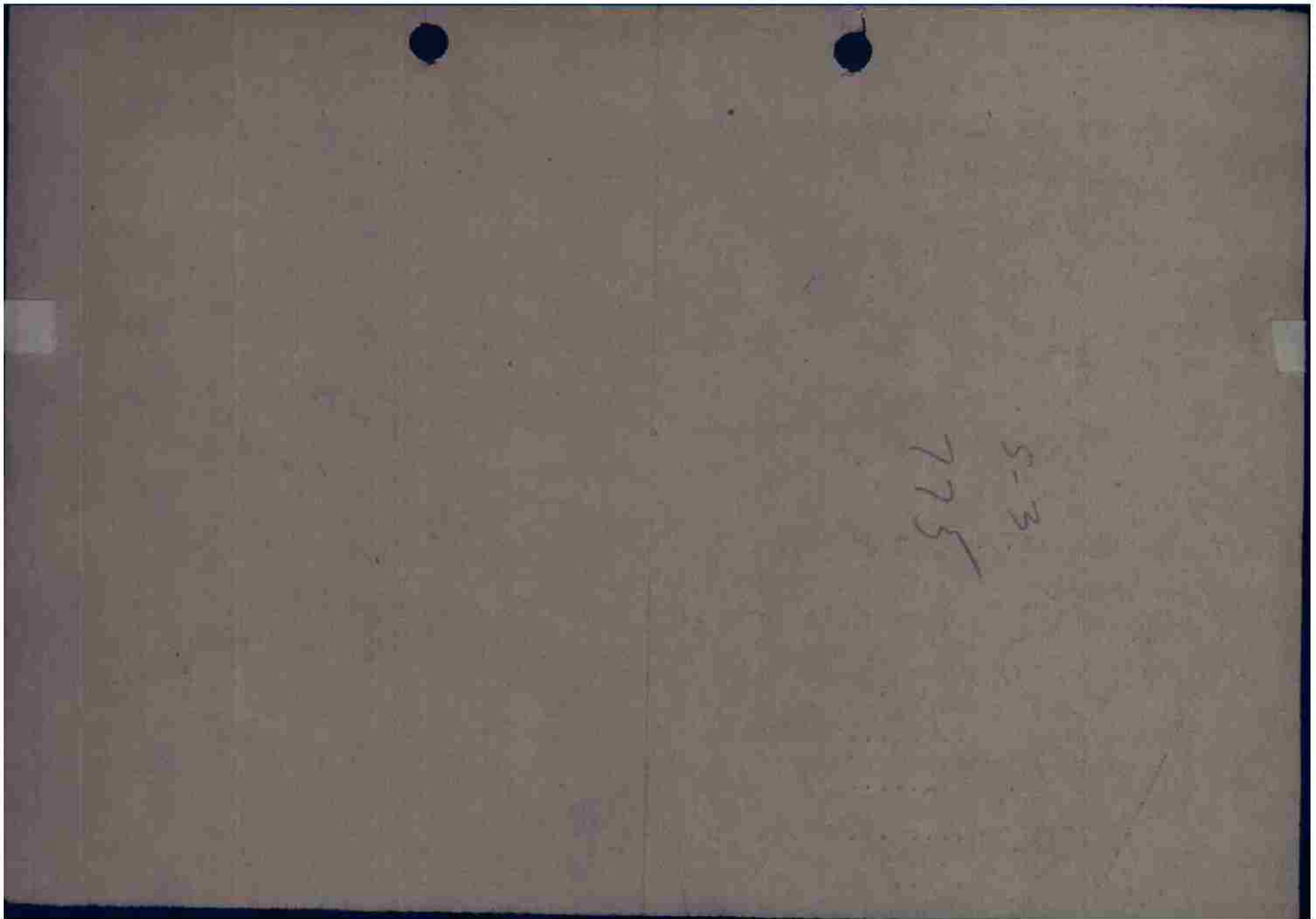
OILAI / OIYAA R.....19/0923BM E WFG AR

OIGOF K WITH R

OILAI / OIGOF R.....19/0923B SH AR

TWO

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OICOG OIHAK OIYAA OIGOF V OILAI

OILAI 09/19

"OP"

FROM 97TH COMBAT BOMB WING 19/1540B Y-115-E
 TO COMBOMCOM IX
 409TH BOMB GROUP. (INFO ONLY)
 410TH BOMB GROUP.
 416TH BOMB GROUP.

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

97TH COMBAT BOMB WING
 A P O 140
 19 JULY 1944

ANNEX NO. 4 TO F.O. NO. 133-437

MAKE ZERO HOUR: 19/1900B

AMMEND PARA. 3.B. (4) TO READ:
 BASE TO MAIDENSHEAD TO ST. CATHERINES POINT TO 49 DEG. 42 MIN.
 NORTH 01 DEG. 16 MIN. WEST 49 DEG. 15 MIN. NORTH 01 DEG. 45 MIN.
 WEST TO 48 DEG. 33 MIN. NORTH 01 DEG. 45 MIN. WEST TO 48 DEG. 00
 MIN. NORTH 02 DEG. 05 MIN. WEST TO I.P. TO TARGET.

AMMEND PARA. 3. B. (5) TO READ:
 TARGET TURN LEFT TO R.P. TO 48 DEG. 33 MIN. NORTH 01 DEG. 45 MIN.
 WEST THEN RETRACE ROUTE TO BASE.

AMMEND PARA. 3. B. (7) TO READ:
 47 DEG. 50 MIN. NORTH 01 DEG. 41 MIN. WEST.

AMMEND PARA. 3. B. (8) TO READ:
 GENERALLY WEST SOUTHWEST TO EAST NORTHEAST.

AMMEND PARA. 3.B. (9) TO READ:
 A.P. 4702W/2 REF. 051023 COVER AREA 50 YDS. SOUTH OF ROAD BETWEEN
 REF. 051023 AND REF. 063027 LEAD BOMBARDIER OF EACH FLIGHT WILL
 SALVO BOMB ON A.P. REST OF A/C WILL DROP FIRST BOMB ON LEAD
 BOMBARDIER THEN TOGGLE REMAINDER AT 1 1/2 SEC. INTERVAL.

AMMEND PARA. 3. B. (11) TO READ:
 48 DEG. 07 MIN. NORTH 01 DEG. 22 MIN. WEST.

AMMEND PARA. 3. C. (4) TO READ:
 BASE TO MAIDENSHEAD TO ST. CATHERINES POINT TO 49 DEG. 42 MIN. NORTH
 01 DEG. 16 MIN. WEST TO 49 DEG. 15 MIN. NORTH 01 DEG. 45 MIN. WEST TO
 48 DEG. 33 MIN. NORTH 01 DEG. 45 MIN. WEST TO I.P. TO TARGET.

X AMMEND PARA. 3. C. (7) TO READ:
 47 DEG 55 MIN NORTH 02 DEG 07 MIN WEST

AMMEND PARA. 3.C. (8) TO READ:
 GENERALLY SOUTHWEST TO NORTHEAST

AMMEND PARA. 3. C. (11) TO READ: X
 48 DEG 07 MIN NORTH 01 DEG 22 MIN WEST

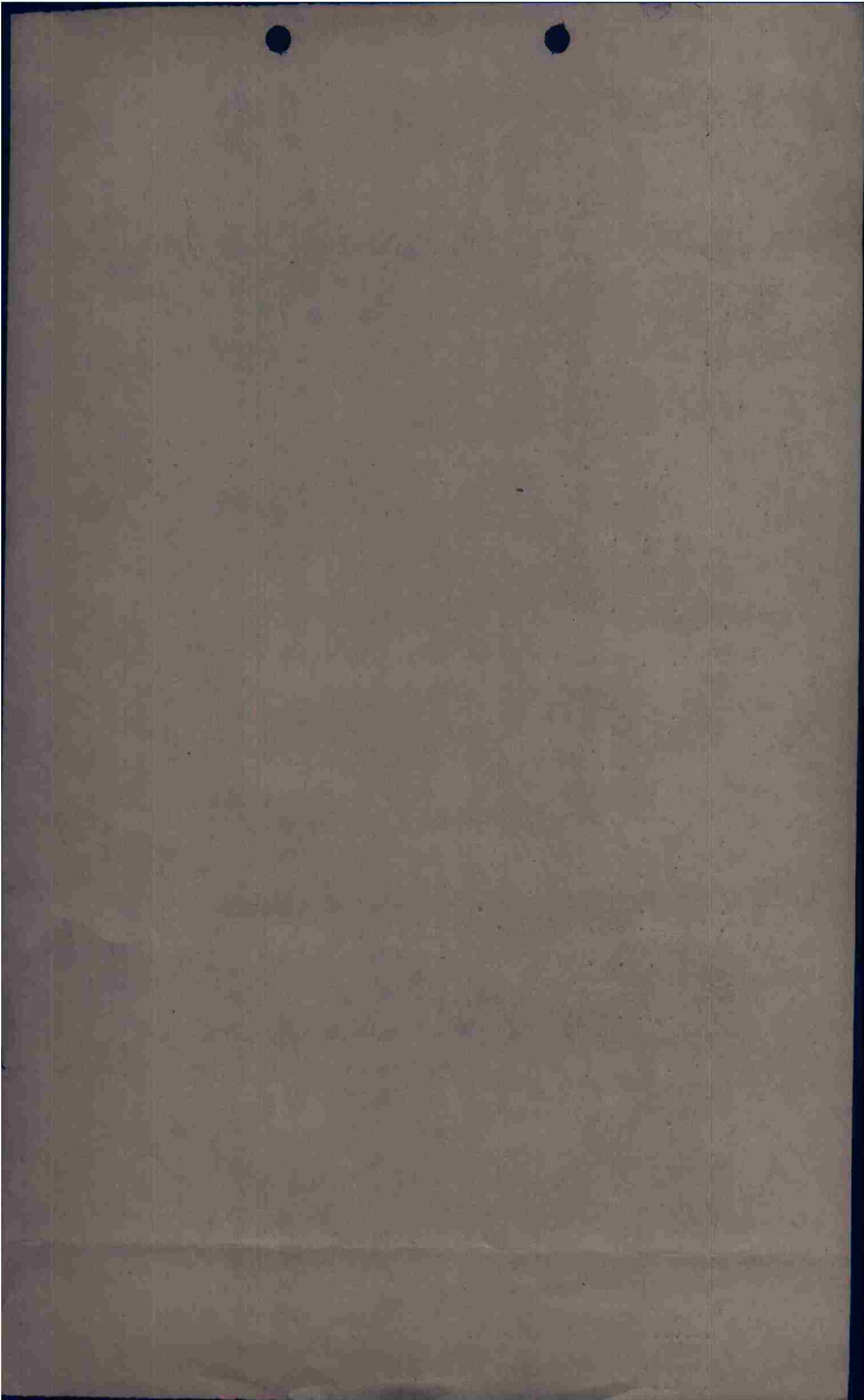
AMMEND PARA. X. (6) TO READ:
 THERE WILL BE NO SECONDARY TARGET. CASUAL TARGETS OF MILITARY VALUE
 ALONG RAILROAD FROM 48 DEG 13 MIN NORTH 01 DEG 38 MIN WEST AND 48 DEG
 33 MIN NORTH 01 DEG 45 MIN WEST MAY BE ATTACKED IF THEY CAN BE
 POSITIVELY IDENTIFIED AND PIN POINTED ON MAP

COBETHEG 97

BT 191540B
 AR JMB/FHK

OICOG R..... NOTA ,9 1998 343

OIYAA R.....19/1610B EJ AR K
 OIGOF R.....19/1616B BRF AR
 OICOG R.....



OINHA OIGOF CIYAA V OILAI (INFO)

767

FROM 97TH COMBAT BOMBARDMENT WING
TO 409TH COBOMGP
410TH COBOMGP
416TH COBOMGP

ATTN: SIGNAL OFFICER

ADVANCED INFORMATION COPY OF PARA. 5. OF FIELD ORDER TO FOLLOW:

5. COMMUNICATIONS:

A. 409TH BOMB GROUP
(2) SWEEPER
(3) JUDITH

B. 410TH BOMB GROUP
(2) BRASSINUT
(3) POKER

C. 416TH BOMB GROUP
(2) MOUNTAIN
(3) HEADUP

X. GENERAL INFORMATION

(3) 10A, 4D, 6C, 9D, 7E, 8F, 13C, 11H, 16I

(10) T V B A/T V B A

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

COCBTWIG 97

AR
AS
SS

OINHA R.....*640000,777777)

OINHA R19/0305B

EJH

AR

CIYAA R.....19/0305B

JND

AR

OIGOF R.....19/0305B

UC

AR

V

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OICOG OILAI V YAA YAA 27/19 OP
 FROM: 416TH BOMB GROUP (L) 19/2330B
 TO : HQ IX BOMBER COMMAND ATTN: A-2
 HQ 97TH COMBAT WING ATTN: A-2
 SECRET CXX BT
 Y-361-D

~~XXXXXXXXXXXXXXXXXXXX~~

OPFLASH NO. 152 FOR 19 JULY 1944

- A. (1) BRUX FUEL DUMP
 (2) BRUX FUEL DUMP
- B. (1) 416TH HWR BG
 (2) 39 A-20'S INCLUDING 3 WINDOW
 (3) ONE A/C - PILOT FAILED TO SEE LEADER DROP
 (4) 34 A/C BOMBED PRIMARY - INFORMATION LACKING
 ON ONE PLANE THAT LANDED AWAY FROM CXX BASE
 (SITE NO. 14 CHERBOURG PENINSULA)
- C. (1) 1739
 (2) 1951
 (3) 2151
- D. (1) 9 A/C CATEGORY "A"
 5 A/C CATEGORY "AC"
 INFORMATION LACKING ON ONE A/C LANDED AWAY FROM BASE-
 SUSTAINED BATTLE DAMAGE BUT CATEGORY UNKNOWN.
- E. FAIR TO GOOD FOR BOTH BOXES.
- F. (1) (A) NIL
 (B) NIL
 (2) (A) MODERATE ACCURATE
 (B) WEAK INACCURATE AT LA BNX BOUEXIERE
- G. ONE TRAIN OF 17 OR 18 CARS STOPPED ON TRACKS AT CHATENUBOURGS
 AT 1955. HOURS
 10 TRUCKS ON ROAD AT X 7753 MOVING NORTH, AT 1944 HOURS
 SMALL TRAIN STANDING STILL AT S8513, AT 1932 HOURS
 15 CAR TRAIN STANDING STILL AT S9823, AT 1932 HOURS
 XEAMKX X SMALL BOAT MOVING AT HIGH SPEED IN SW DIRECTION IN
 CHAUSEY ISLANDS, AT 1922 HOURS
 BALLOON AT T1247 NO BOAT WAS SEEN BENEATH IT, AT
 2008 HOURS, AT 2,000 FEET- OBSERVATION MADE FROM 10,000 FT.
 THREE LARGE FRESHLY - DUG EXCAVATIONS AT U0206- SIZE AND SHAPE
 INDEFINITE.
 AT 1935 FROM 12,000 FT. AT X 9385 ONSIDE OF A HILL, FIVE
 LARGE HOLES THOUGHT TO BE CAVES - ONE CAVE STILL UNDERCONSTR-
 UCTION-SUPPLIS ON GROUND AROUND FRXX FOUR OTHER CAVES.
~~XXXXXXXX~~
 AT 1957, AT Y1564, A CAMP WHICH IS SW OF A POND, WITH
 ABOUT 12 BUILDINGS IN WOODS AND SLIT TRENCHES IN AREA.
- H. (1) 2-4 SCATTERED TOPS 7,500FT. HAZE UP
 TO 10,000FT VISIBILITY 4-5 MILES
 (2) 10/10
 OVER BEACHHEAD AREA
- I. 131X500 G.P. ON PRIMARY
 4X500G.P. JETTISONED ON CHANNEL
 5X500 G. P. RETURNED
 INFORMATION LACKING ON ONE PLANE LANDED AWAY FROM BASE.
- J. 11,000 -12,000 FT

BT 19/2330 B

AS AS AS

CC IN PART D. THERE SHOULD HAVE BEEN A PART (II) AND A ~~XXXXXXXXXXXXXXXX~~

~~XXXXXXXX~~

~~XXXXX~~ (II) 0-0-0

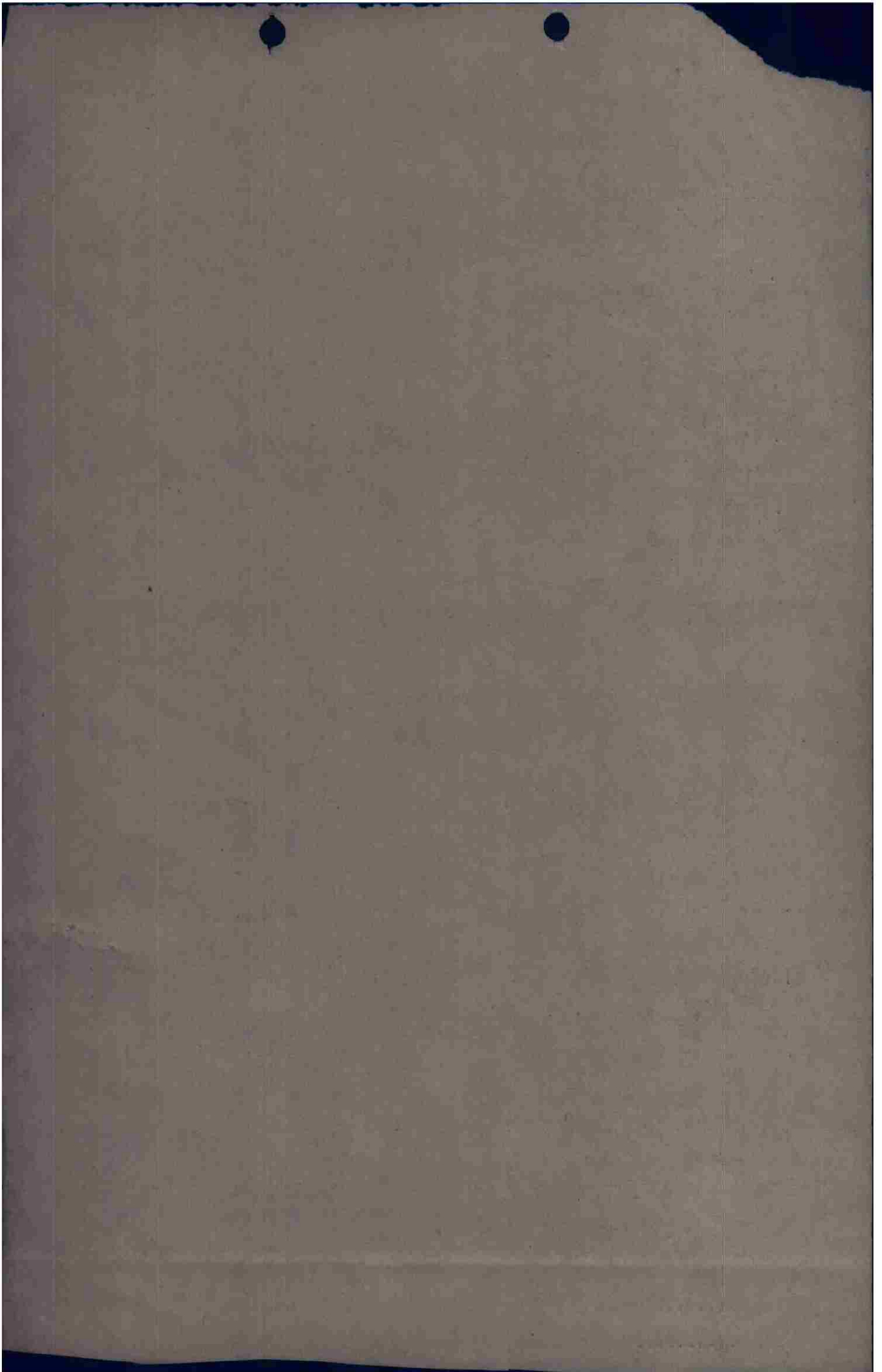
(III) 1-0-0

CC IN PART C. THE LINE STARTING WITH THREE LARGE
 THREE LARGE FRESHLY - DUG EXCAVATIONS AT T0206 INXX INSTEAD OF
 U0206AS PRINTED

OICOG R.....20/0003B ME AB

L

OILAI R.....20/0003B SS AB



contin. copy - 5-3

OICOG V YAA YAA 2/20 OP
T CIUBA

FROM 416TH BOMB GP 200230B
TO HQS IX BOMBER COMMAND
HQS IX AIR FORCE ATTN: P. I. OFFICER

416BG V-362-D
SECRET CAX BT

FIRST PHASE REPORT S/A PHOTOS 19/7/44.

A. DRUZ F/D

~~MINERMAX~~

B. DRUZ F/D

H. 1949-1952

K. CONCENTRATION OF BOMBS FROM ONE FLIGHT ON FUEL DUMP C (ILL.
4802W/50), AND APPROXIMATELY 50 PERCENT OF BURSTS OF ONE L///
FLIGHT ON D (ILL. 4802W/50).

BT 200230B

EJ AR K

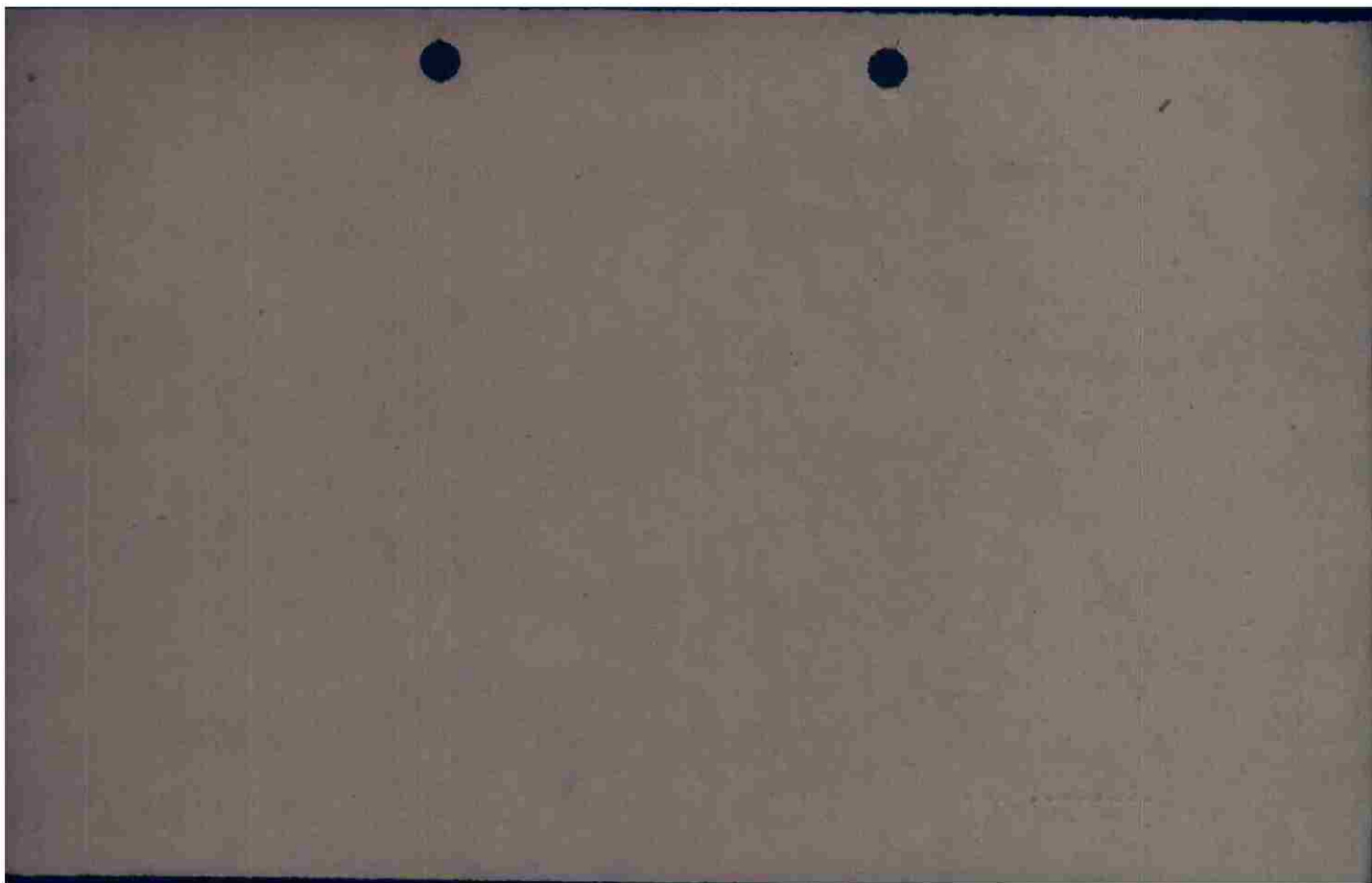
OICOG I.....200317B JLP AR

C BOMBS IN K.

3RD GR

OK

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