

IRIS Public Record

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Audio Rec:

NUMPAGE 104

Title Extensions:

Abstract CONTAINS TARGET DATA AND REPORT OF COMBAT MISSION.

Descriptive TITLE SUPPLIED.

Notes:

Title OISELL BRIDGE

Added

Entries

Author:

Subject:

Major Command:

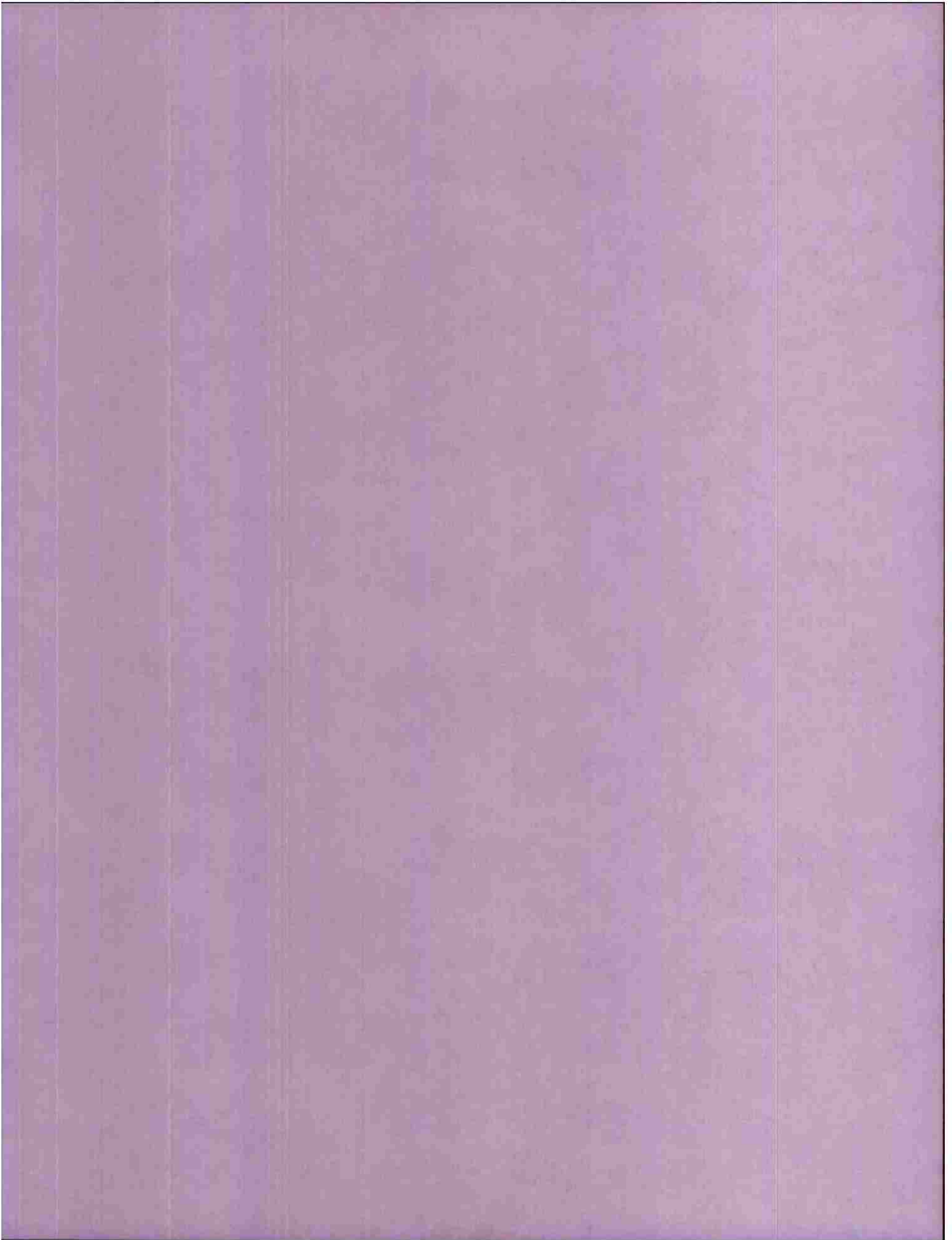
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Acc ID	Acc Date:	

Administrative Markings

No Administrative Markings Listed

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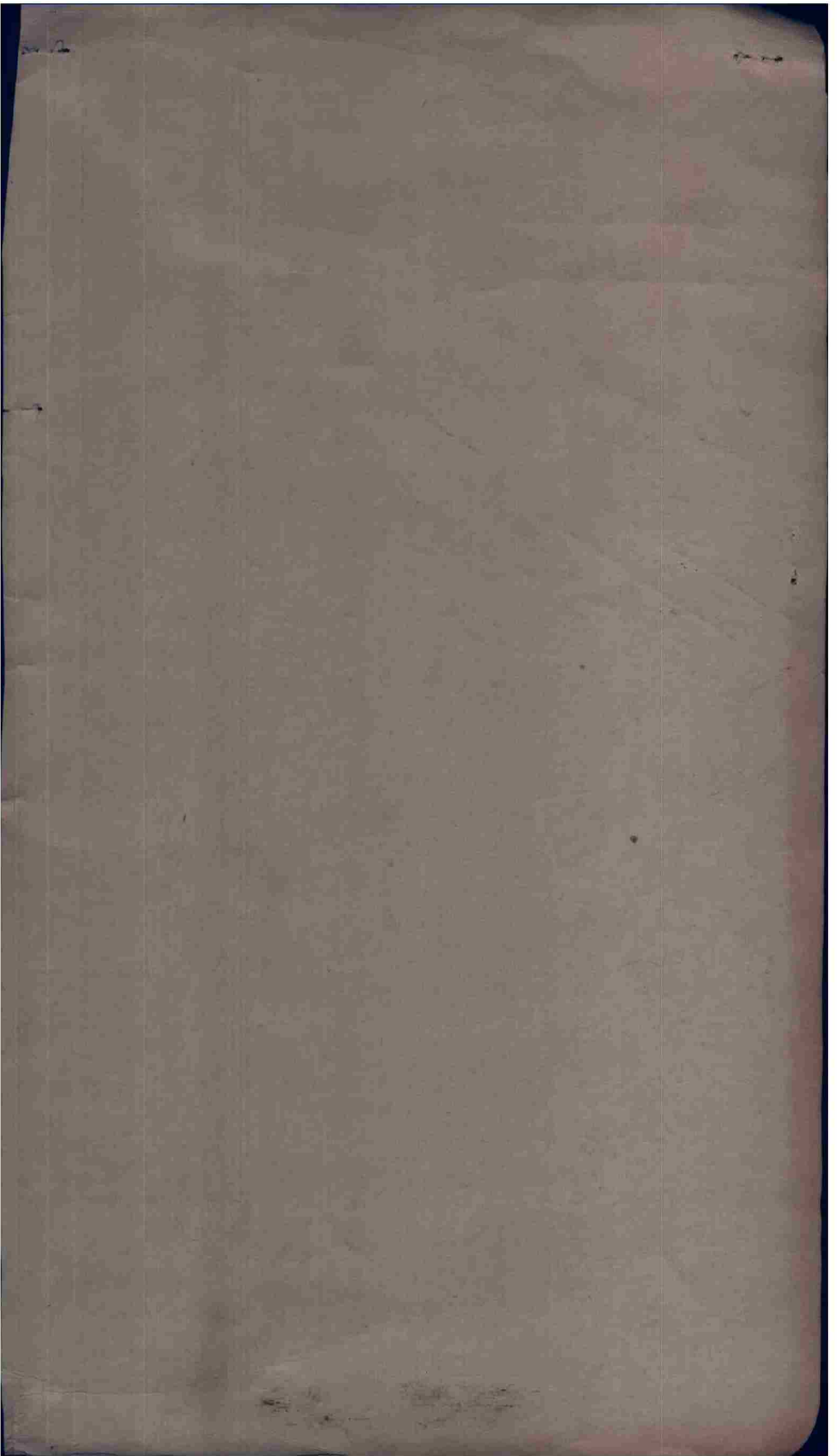
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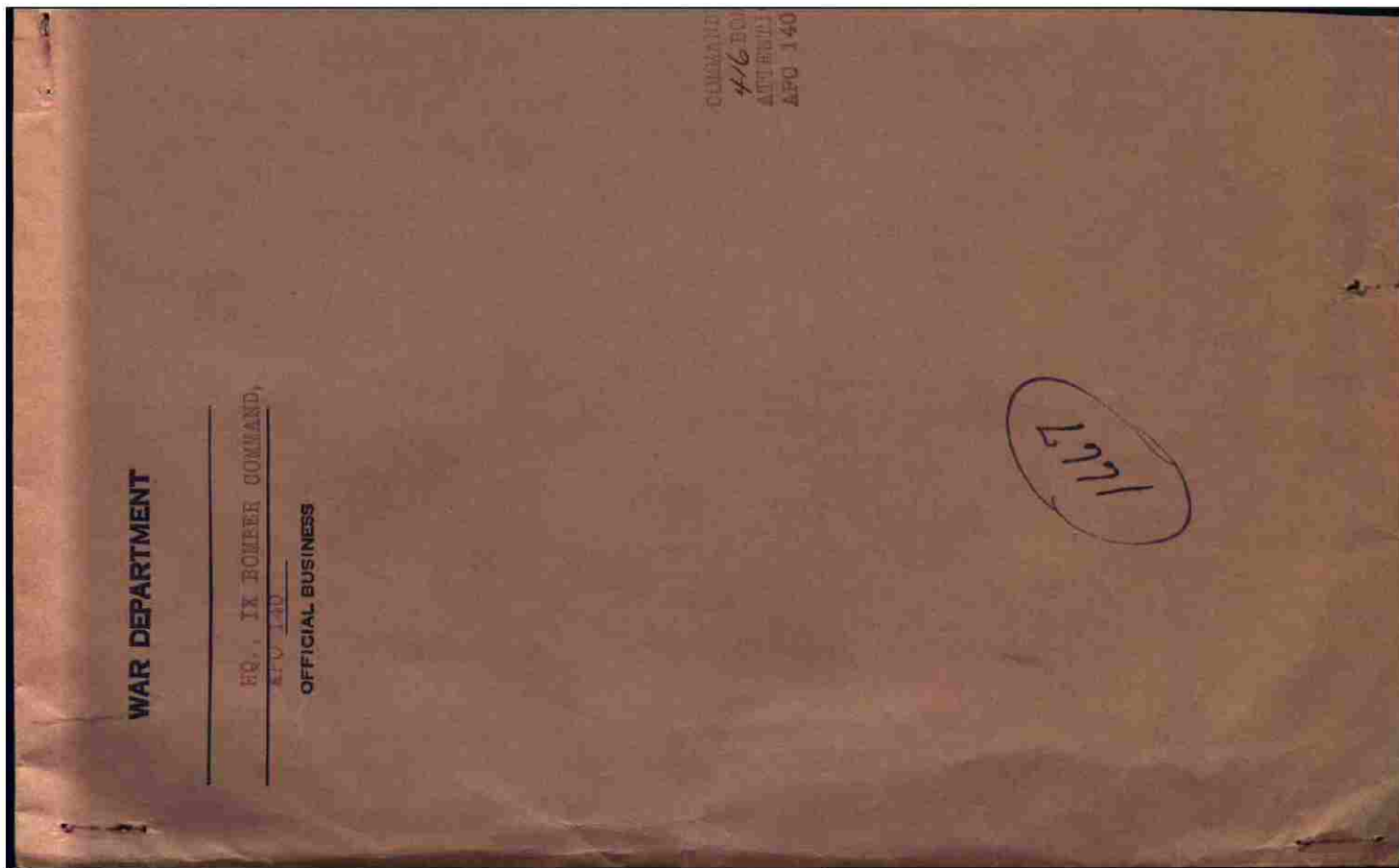


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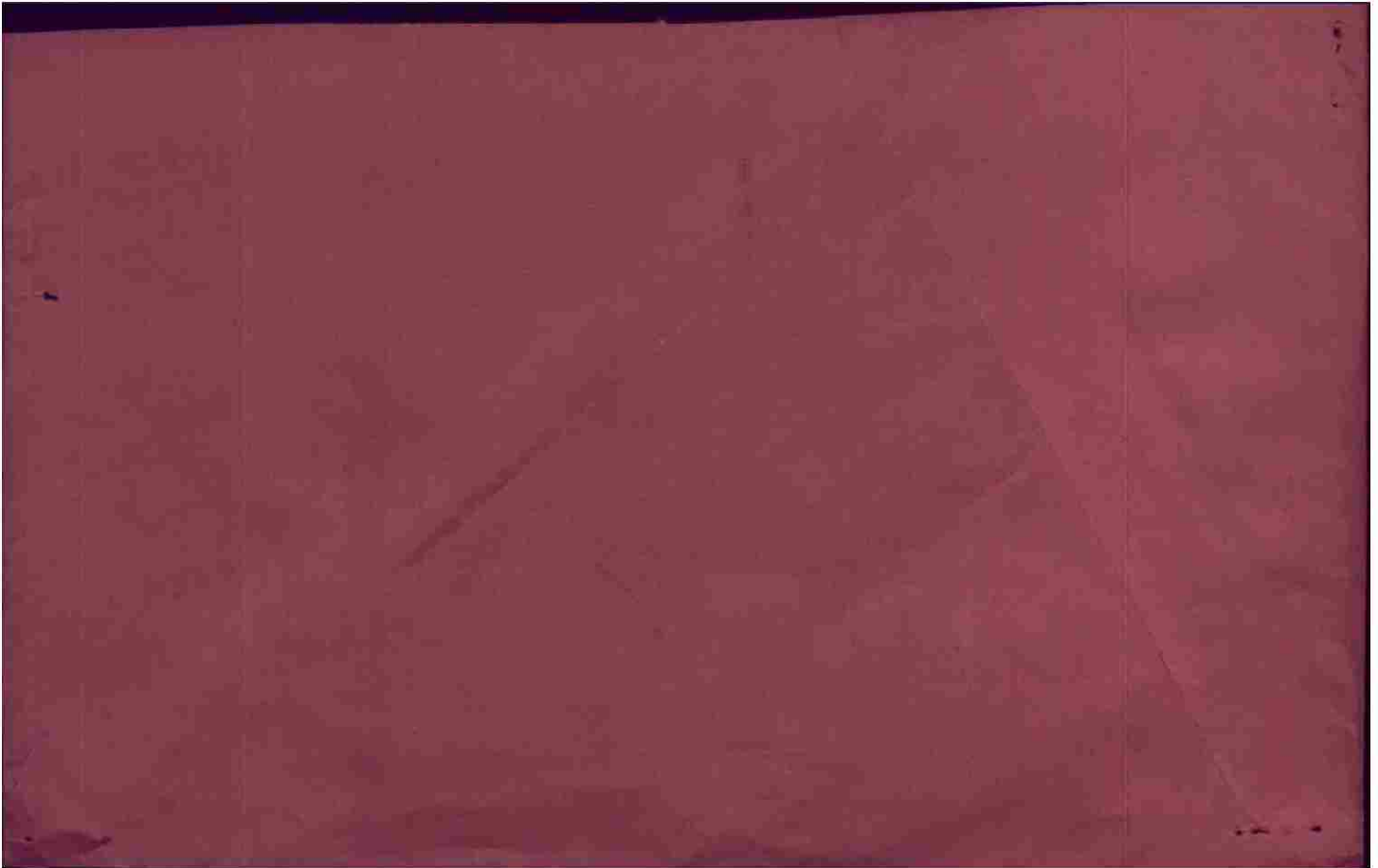
P.R.C.

Gp-416-Su-Op-5
6 Aug 1944





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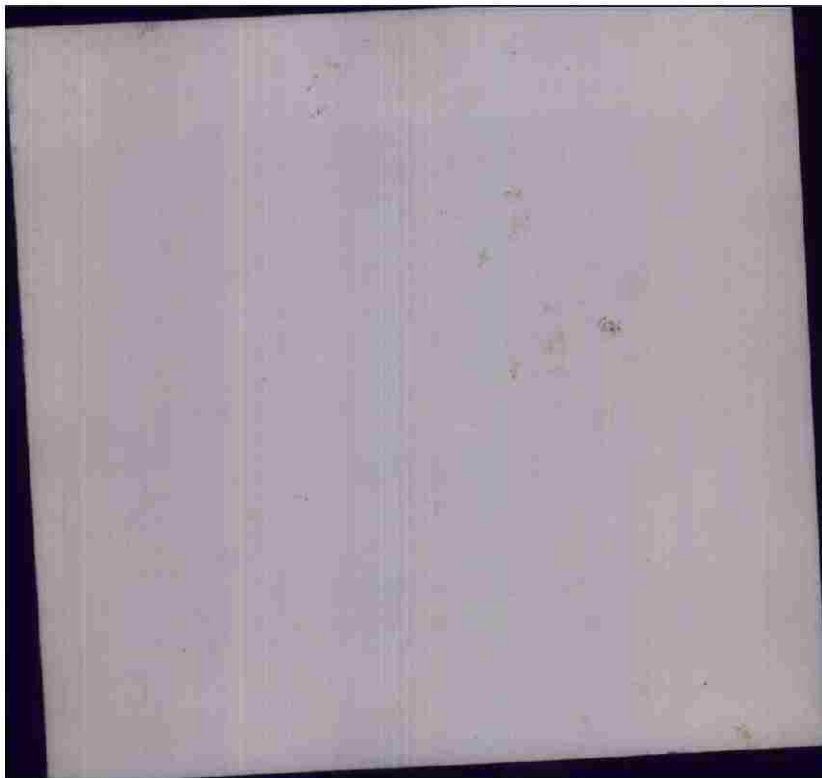
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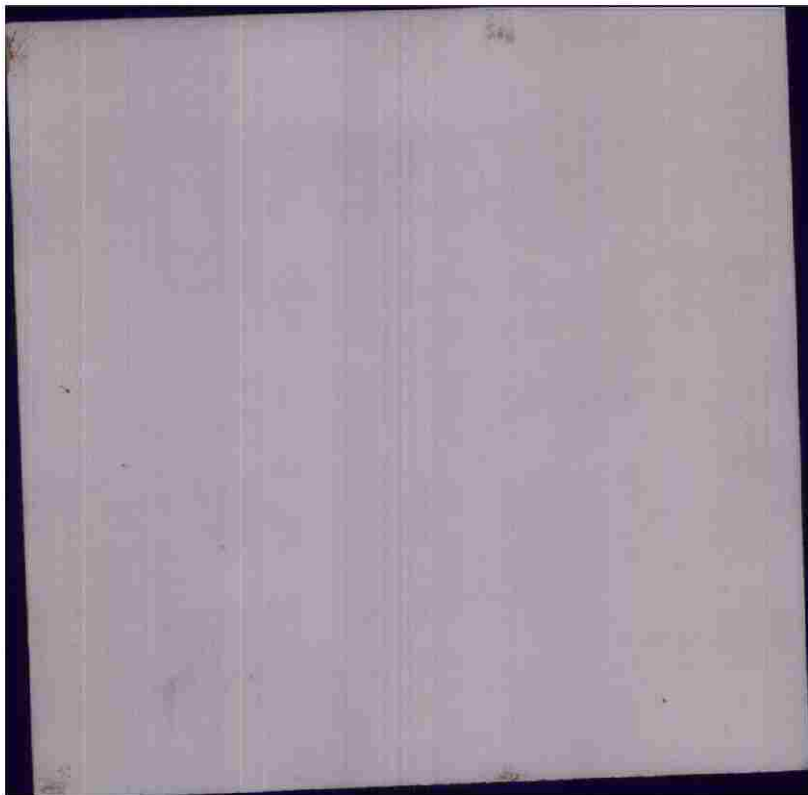
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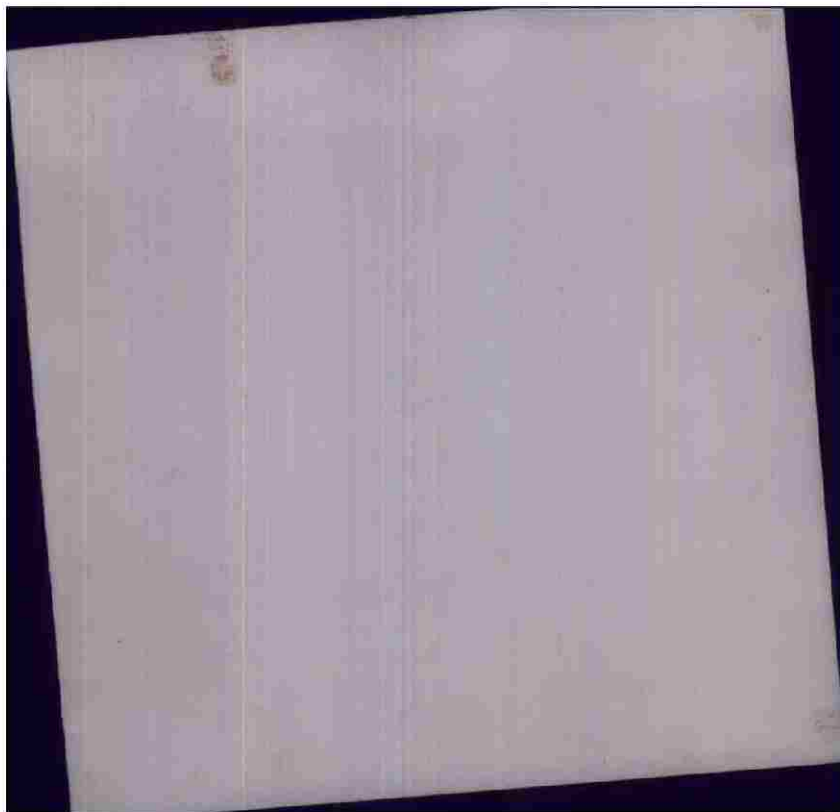
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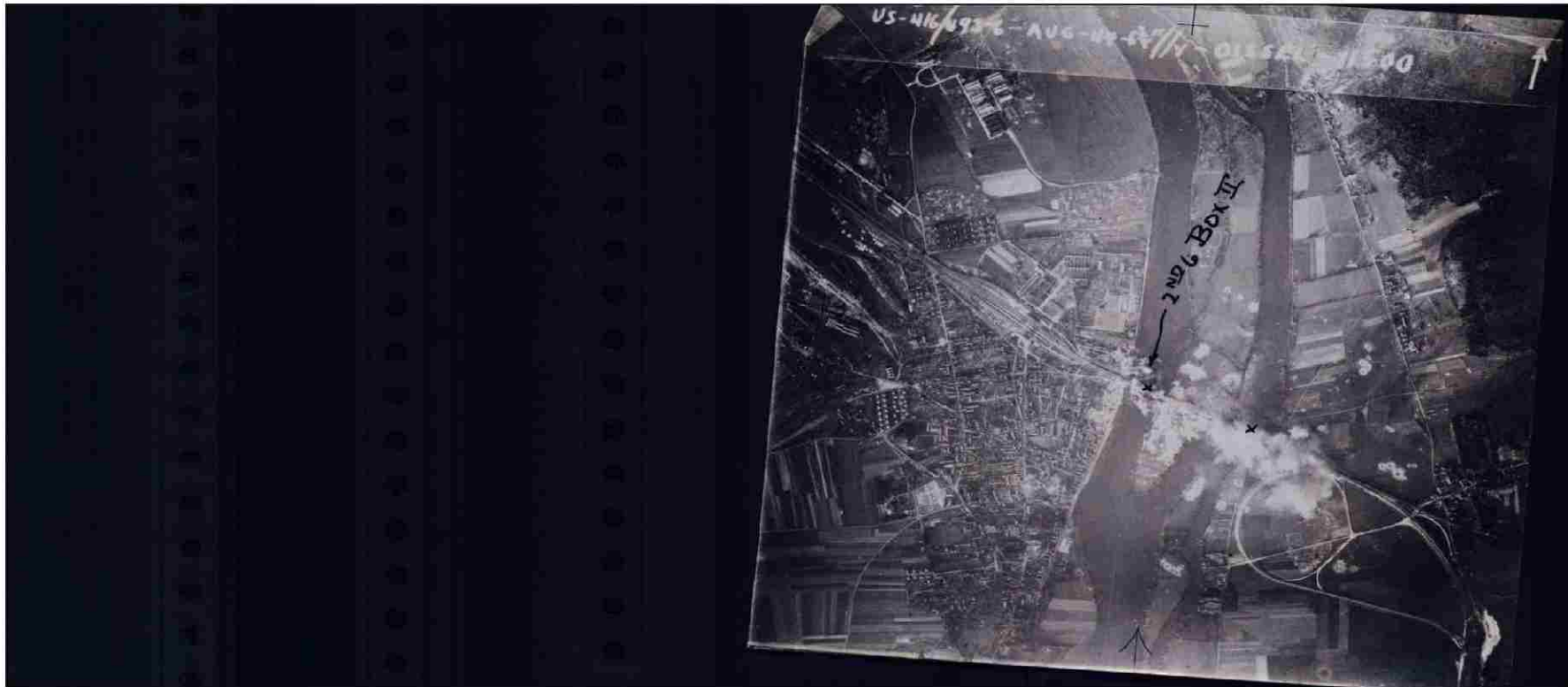
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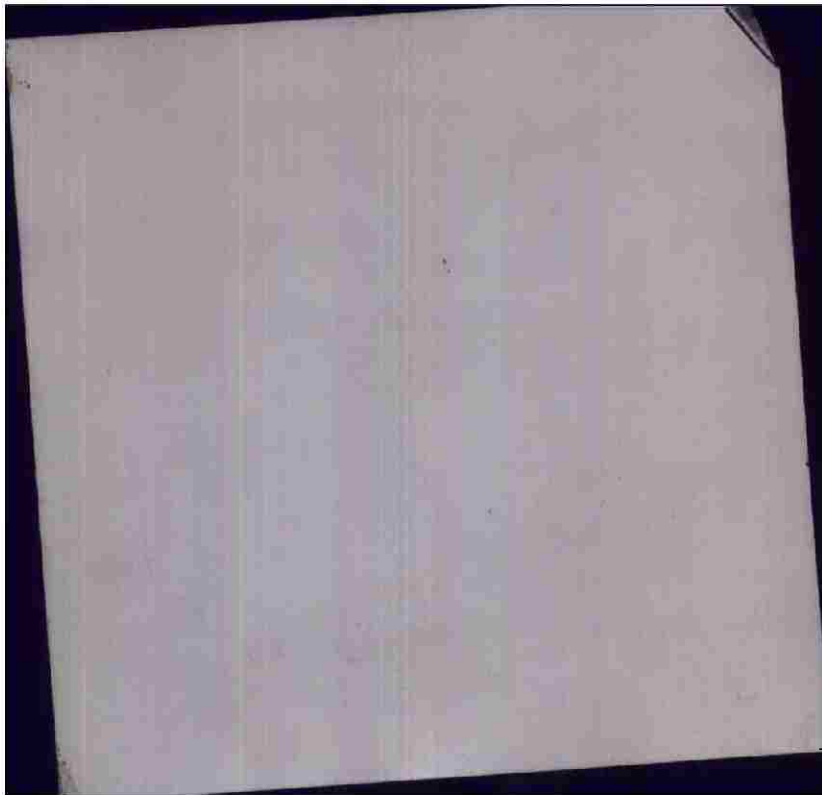
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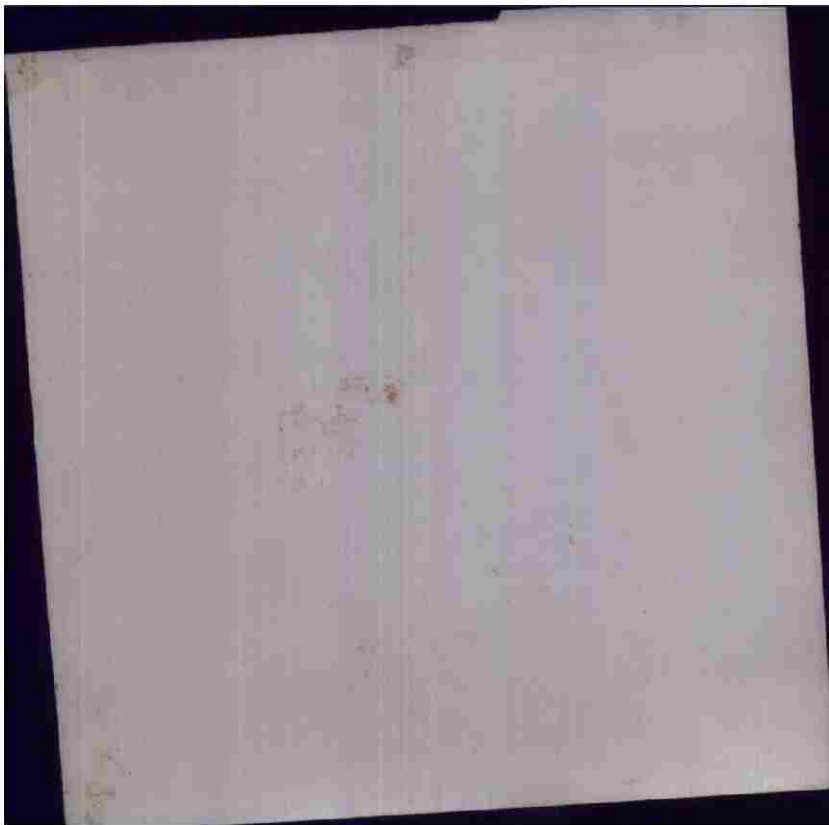
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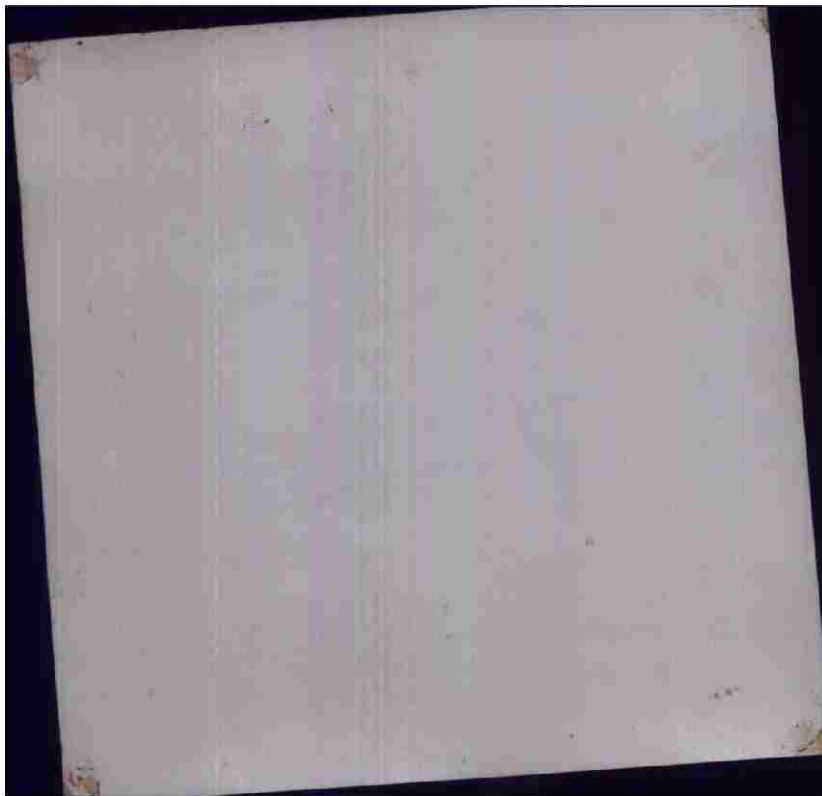
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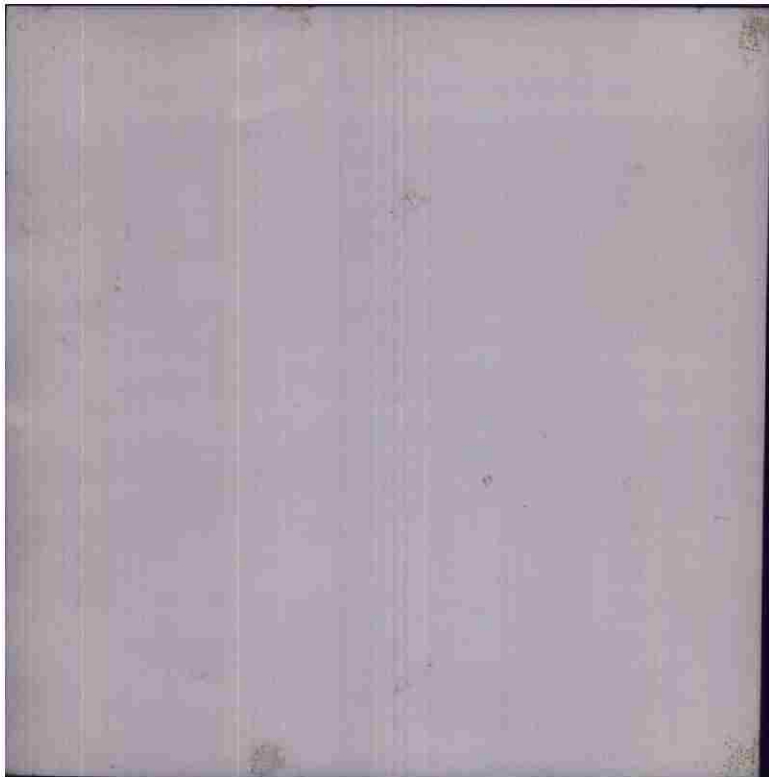
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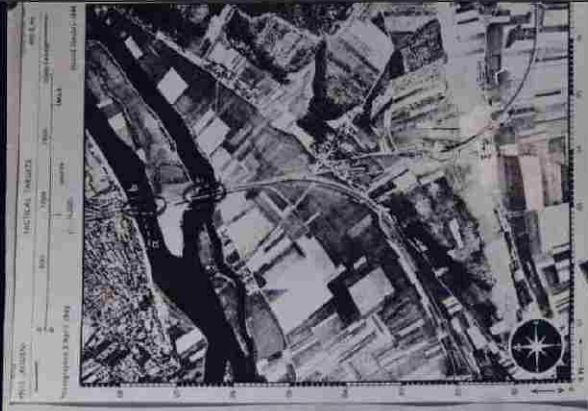


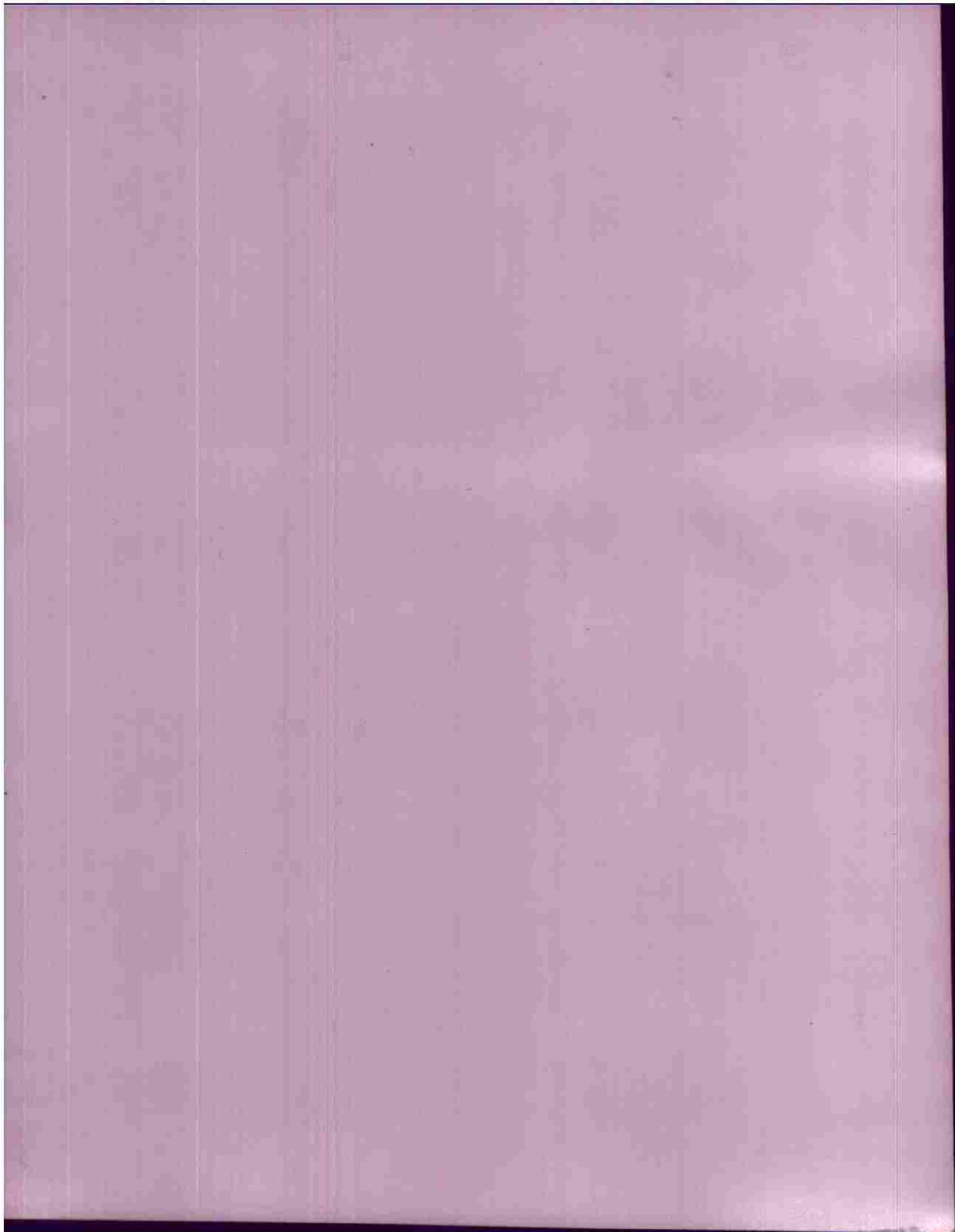
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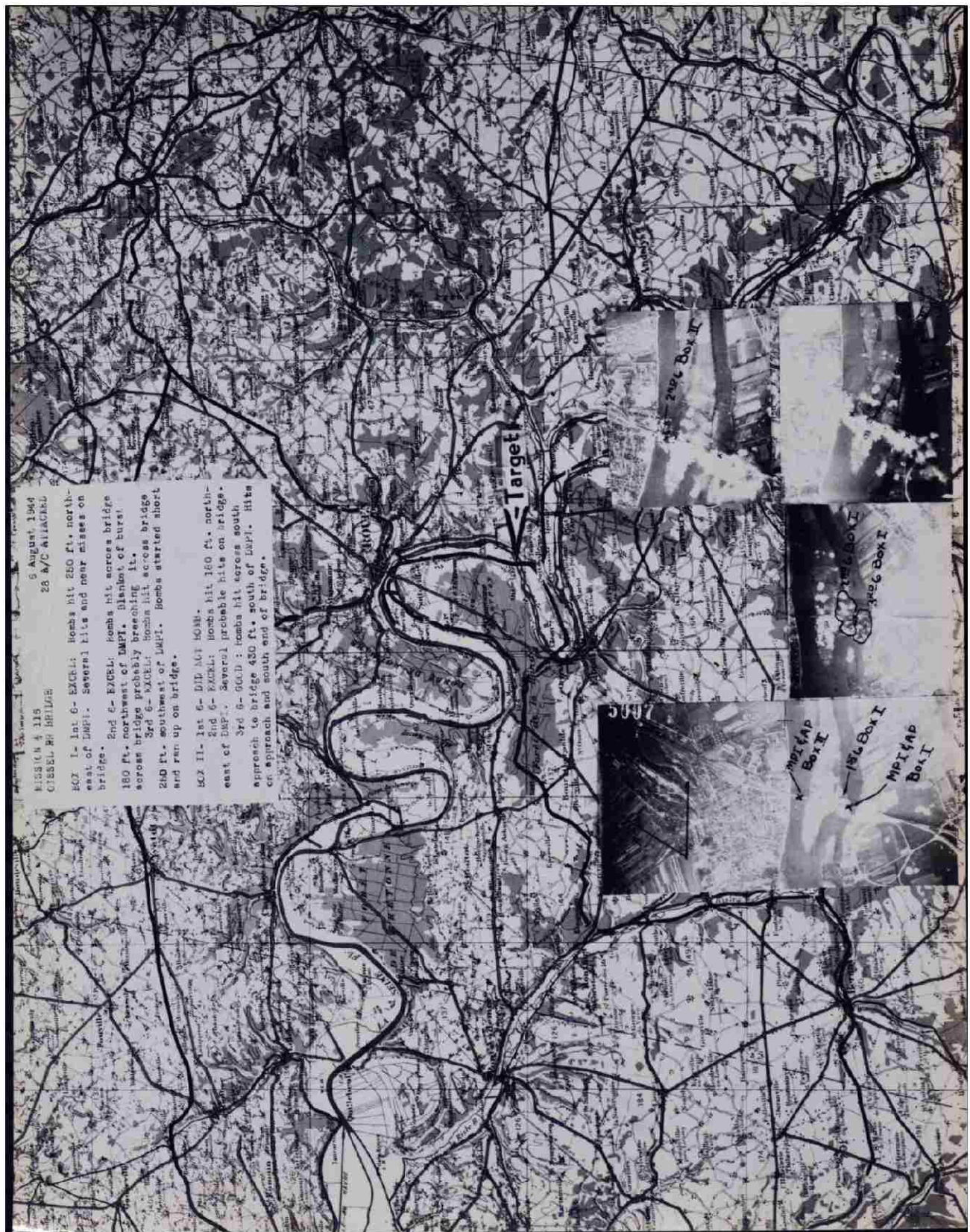
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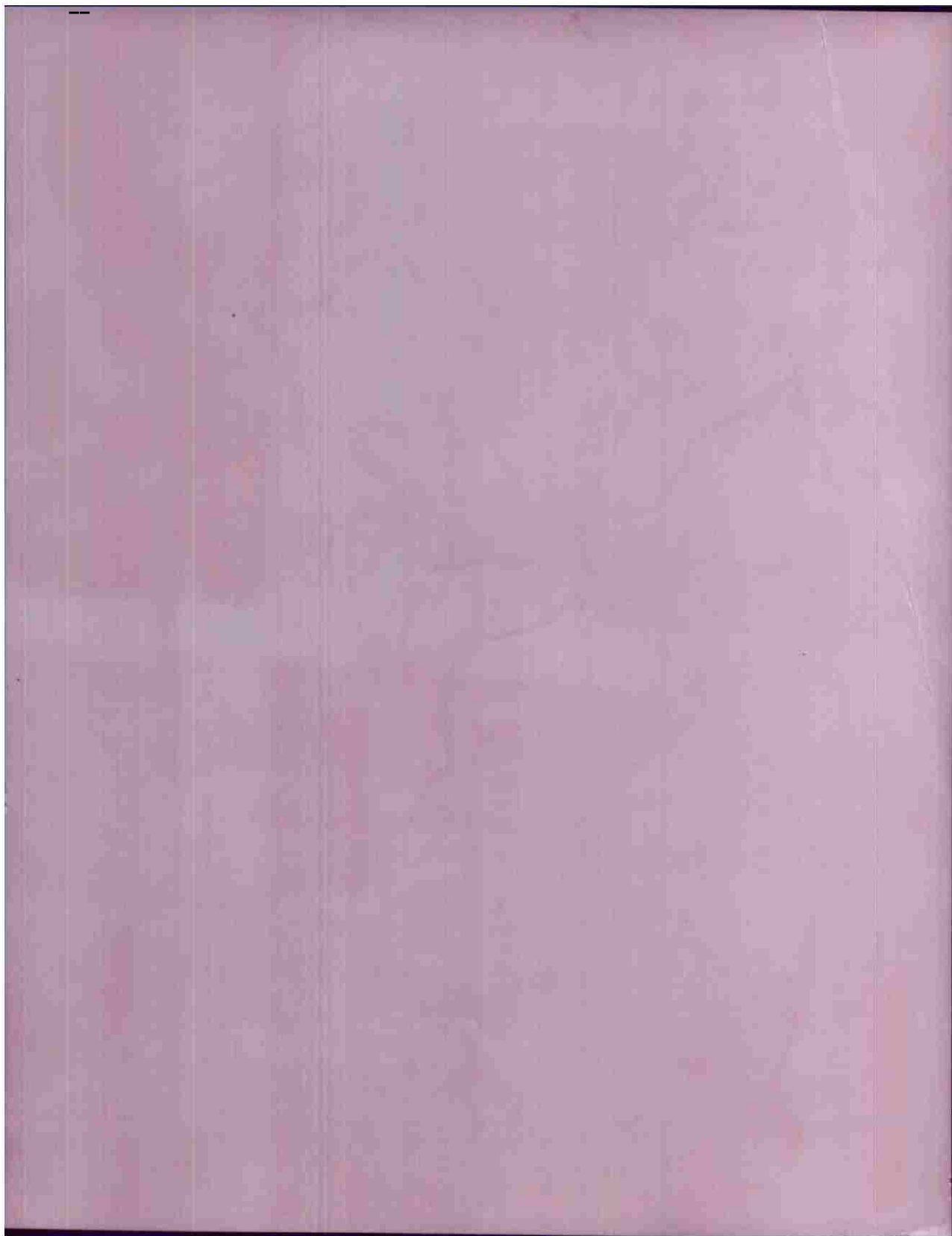


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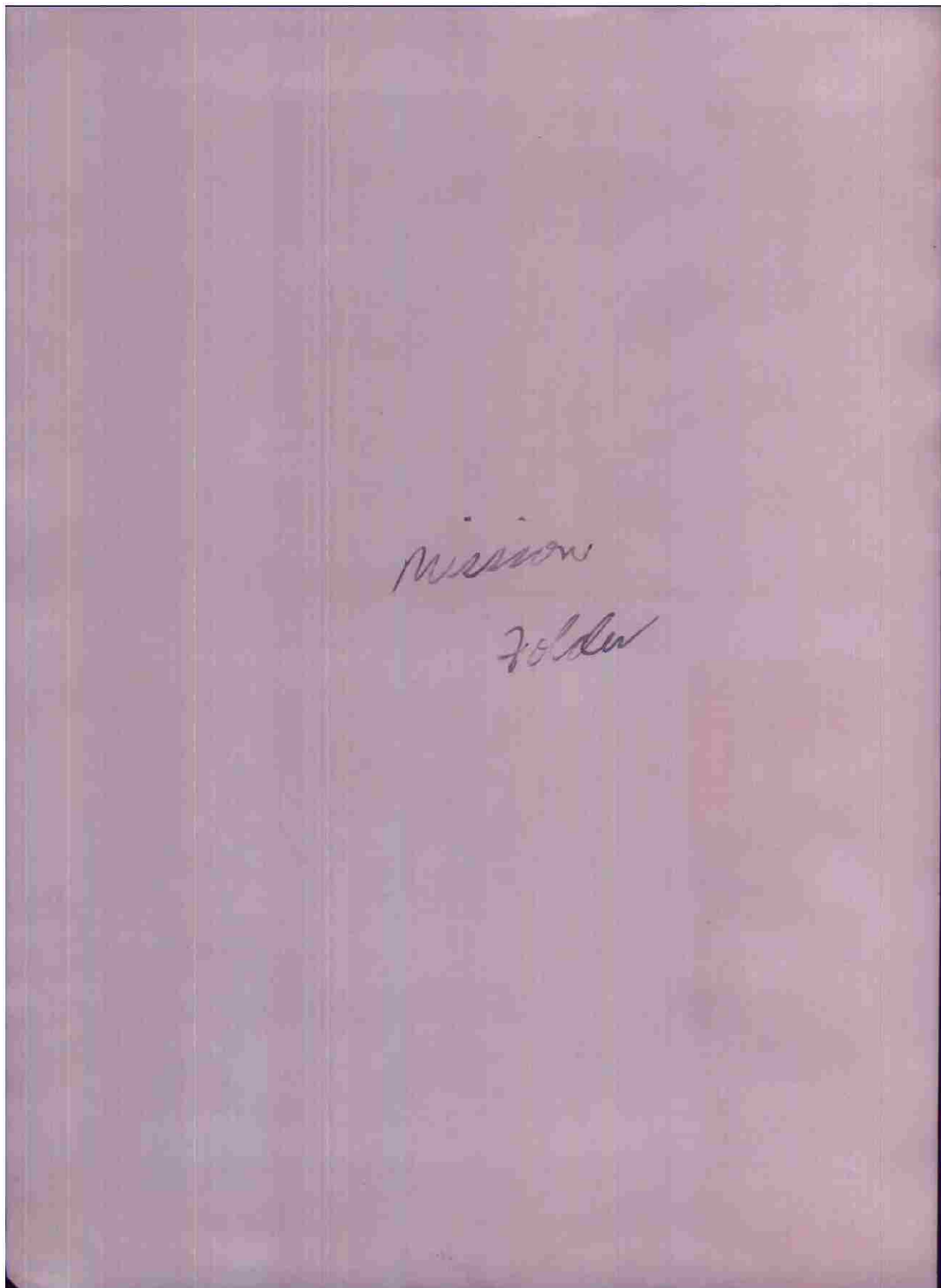


CONFIDENTIAL

NINTH AF CONSOLIDATED REPORT IX BC/SA 341

- (A) TARGET: OISEL RR/BR 4250 9E/5 188033-188035
188028-188032
- (B) SORTIE: US 416/488-492-493
- (C) DATE: 6 AUG 44 TIME: 1956 B
- (D) ATTACKING A/C: 28 A-20's BY 6's
- (E) BOMBS: 81/500 GP 1/10 N., 1/100 T.
66/500 GP INST. N., 1/100 T.
- (F) COVER: TARGET IS COVERED ON GOOD QUALITY PRINTS
- (G) RESULTS OF BOMBING: OF FIVE BOMB PATTERNS SEEN,
BOX I FLS. 1, 2, AND 3 EXTEND ACROSS THE S BRIDGE,
BOX II FL. 1 DID NOT BOMB, AND FL. 2 EXTENDS
ACROSS THE N BRIDGE, WHILE FL. 3 EXTENDS ACROSS
THE S APPROACH TO THE N BRIDGE.
- (H) ACTIVITY:
- (I) ANNOTATED PRINT: 5009 SORTIE: US 416/493
- NOTE: RECTANGLE ENCLOSES BOMB PATTERN AREA
- CONFIDENTIAL: DISTRIBUTION: S/A
- 20 P.I.D.
AT HQ. IX B.C.





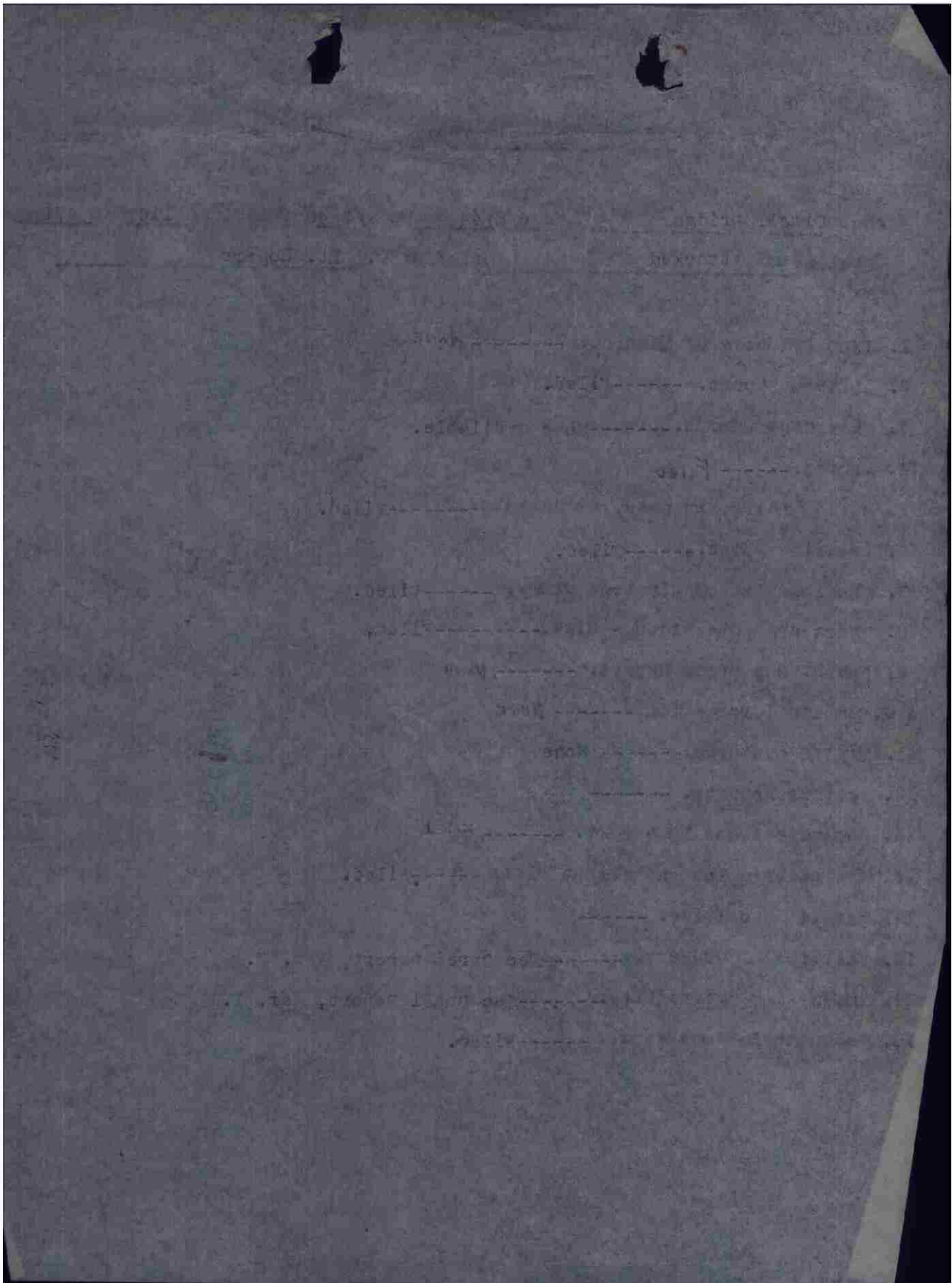
GENERAL INDEX

Target Oisell Bridge Date 6/8/44 No A/C 40 Mission# 116 F/O 471
 Status Attacked Briefing O. Lt. Rogers

1. IXBC synopsis of Mission. ----- None
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. ----- None
10. Bombing Information ----- None
11. W/A Encountered. ----- None
12. Weather Reports. ----- Filed
13. Communications YS Report. ----- Filed
14. Navigator's Log and Flight Plan. ----- Filed.
15. Battle Casualties. -----
16. Analysis of Gunnery. ----- See Oprep Report, Par. E.
17. Ammunition Expenditure. ----- See OpsFl Report, Par. I.
18. Recapitulations Froms. ----- Filed.

P.R.C.

00091896



HEADQUARTERS
FOUR HUNDRED SIXTEENTH BOMBARDMENT GROUP (L)
OFFICE OF THE COMMANDING OFFICER

SECRET
By authority
CO, Sta. 170
8 August 1944
Init. _____

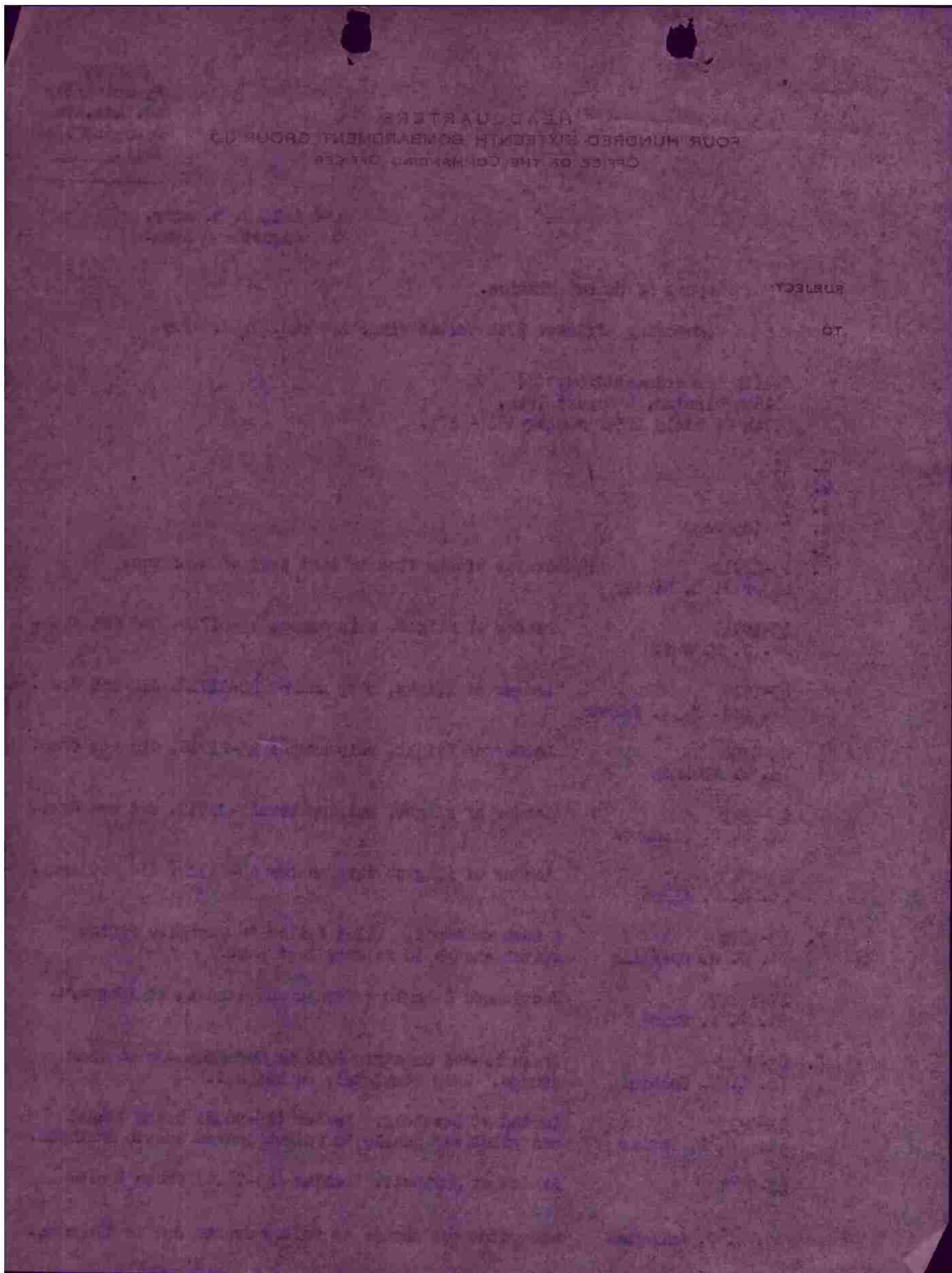
AFPO 140, U. S. Army.
8 August 1944.

SUBJECT: Report of Combat Mission.

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

416th Bombardment Group (L)
126th Mission, 6 August 1944.
97th CW Field Order number 164 - 471.

1. 41
2. 39
3. 39
4. 2 (spares)
5. 6
6. 43-21712 Bombardier hit by flak in last part of bomb run.
Major J. G. Napier
- 43-10147 Leader of flight, ship number 43-21712, did not drop.
Lt. J. F. Smith
- 43-9717 Leader of flight, ship number 43-21712, did not drop.
Lt. Col. W. W. Farmer
- 43-9390 Leader of flight, ship number 43-21712, did not drop.
Lt. T. Boukamp
- 43-9943 Leader of flight, ship number 43-21712, did not drop.
Lt. J. E. Blongren
- 43-9743 Leader of flight, ship number 43-21712, did not drop.
Lt. J. F. Allen
7. 43-9674 1 bomb retained. Pilot failed to energize firing
Lt. J. H. Sparling switch enough to release last bomb.
43-10147 Jettisoned 6 bombs before crash landing at Tanagera.
Lt. J. F. Smith
8. 43-9640 Crash landed on strip B-18 in Normandy due to flak
Lt. A. H. Osborne damage. Ship completely washed out.
43-9935 landed at Northolt. Leader (43-9640) crash landed
Lt. F. E. Parker and pilot was unable to follow course due to darkness.
43-9894 Landed at Northolt. Leader (43-9640) crash landed
Lt. C. J. Andersen and pilot was unable to follow course due to darkness.



Report of Combat Mission.

(Cont'd.)

43-71819
Capt. R. B. Prantiss

landed at Northolt. Leader (43-9640) crash landed and pilot was unable to follow course due to darkness.

43-10150
Lt. J. H. Montross

landed at Northolt. Leader (43-9640) crash landed and pilot was unable to follow course due to darkness.

43-9943
Lt. J. E. Blomgren

landed at Tangiers because of severe battle damage. A/C transferred to Grove.

43-9770
Lt. A. J. Welsh

Missing in action.

43-9978
Lt. T. W. Malmus

Missing in action.

43-9717
Lt. Col. W. W. Farmer

Missing in action.

43-10147
Lt. J. F. Smith

Crash landed at Tangiers due to flak damage. Ship completely washed out.

43-9280
Lt. D. T. Summers

Crash landed on strip A-13 due to flak damage. Ship completely washed out.

For the Commanding Officer:

GEORGE SCHENCKIN,
Capt in, Air Corps.
Adjutant.

DIYAA V OILAI

04/1

P

FROM 97TH BOMBAT BOMB WING
TO 416TH BOMB GROUP

12/0900B

A-81-P

PRIORITY BT

SECRET SENT IN THE CLEAR AUTH: MAJOR CAMPBELL

97TH COMBAT BOMB WING
APO 140
12 AUGUST 1944



A. US 34/1722 PR SORTIE 1915B 11 AUG 1944 10TH PH. G

B. OISSEL RR BR.

-----JOB 1677 PRINTS 2048, 2049
PHOTOS OF GOOD QUALITY AND COMPLETE COVER SHOW NO CHANGE SINCE
9 AUG 44. BR. STILL UNSERVICEABLE NO ACTIVITY.

-----@BERNDORFER-----

BT 12/0900B

WCB AR

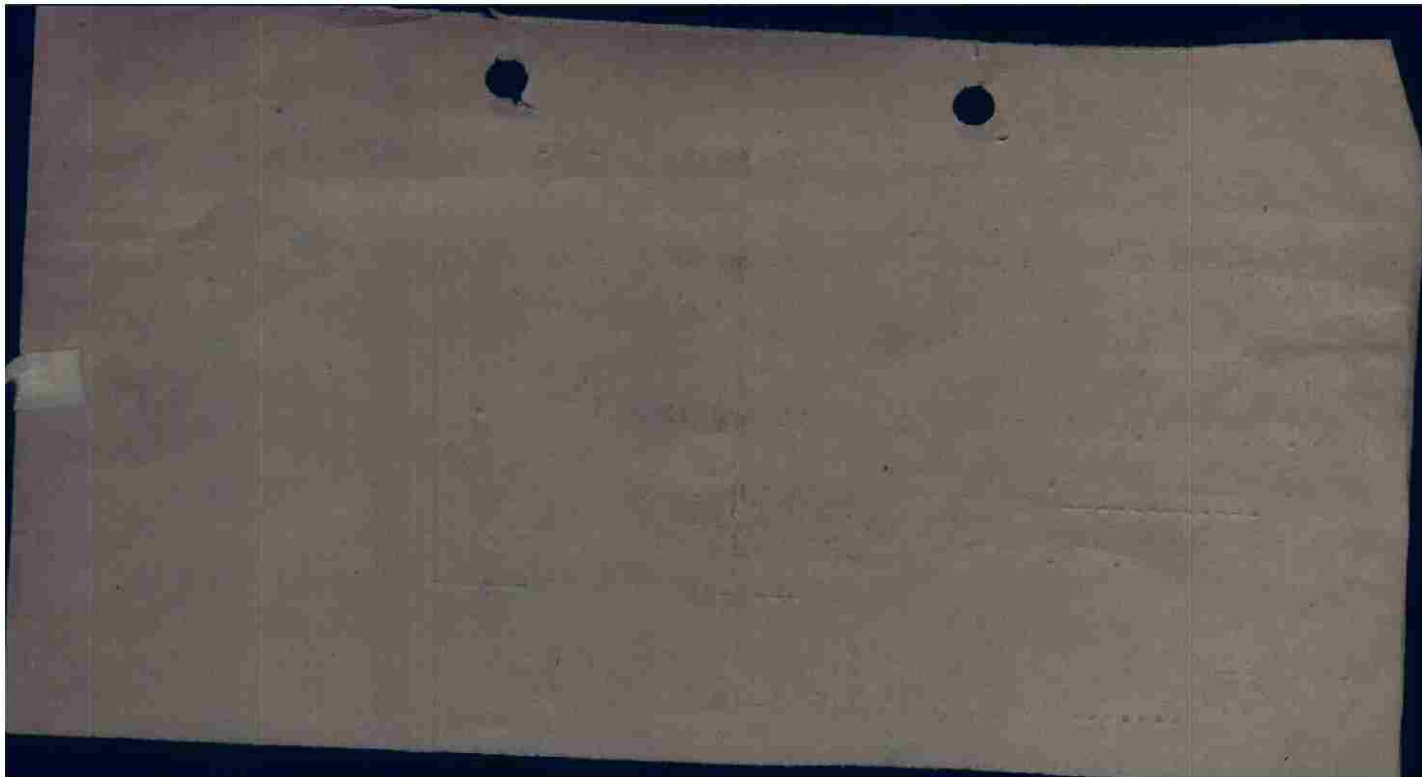
DIYAA R.....12/0930B

WJF

AR

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341
YAA V LAI 10/08 P

FROM 97TH COMBAT BOMB WING 08/2230B A-53-P

TO COBOMGP 416

CONFIDENTIAL PRIORITY BT

EXTRACT OF TWX RECEIVED THIS HEADQUARTERS FROM 10TH PHOTO GROUP

A. US 34/1687 PR SORTIE, 0139, B. 8 AUGUST RRN 10TH P.G.

B. GISSSEL RR BRIDGE. PHOTOS 5005 AND 07:

COMPLETE COVERAGE ON GOOD PHOTOS SHOWS MAIN WEIGHT OF ATTACK FELL
ACROSS RAIL LINE ON THE ISLAND. SOUTH APPROACH TO NEW RAIL
SPAN HAS RECIEVED AT LEAST ONE DIRECT HIT AND TWO NEAR
MISSES. SUPPORTS OF SOUTH END OF NEW SPAND HAS POSSIBLY BEEN
DAMAGED. LINE IS UNSERVICEABLE. AT LEAST TWO TRAINS ARE BEING HELD
IN TUNNEL TO THE SOUTH OF BRIDGE.

BT 08/2230B

CES AR

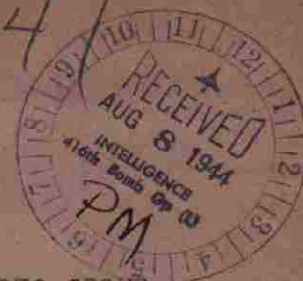
---@BERNDORFER---

YAA R.....08/2230B

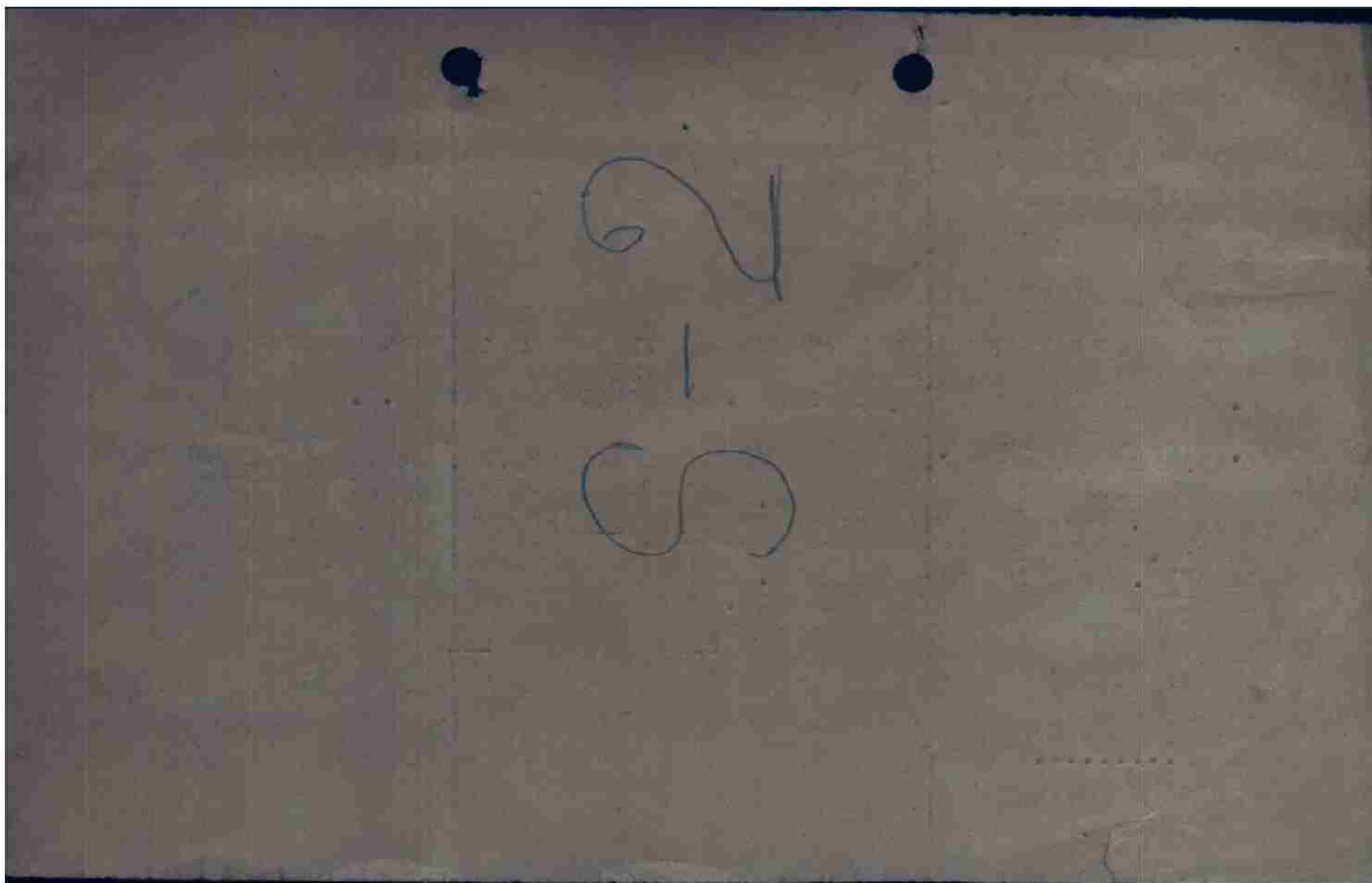
FD

AR

ART



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341
YAA V LAI 18/08 P

FROM 29TH COMBAT BOMB WING 08/2230B A-53-P

TO COBOMGP A16

CONFIDENTIAL PRIORITY DT

EXTRACT OF TWX RECEIVED THIS HEADQUARTERS FROM 10TH PHOTO GROUP

A. US 30/1687 PR SORTIE, 0139, B. 8 AUGUST RRN 10TH P.G.

E. GISSSEL RR BRIDGE. PHOTOS 5205 AND 07:

COMPLETE COVERAGE ON GOOD PHOTOS SHOWS MAIN WEIGHT OF ATTACK FELL
ACROSS RAIL LINE ON THE ISLAND. SOUTH APPROACH TO NEW RAIL
SPAN HAS RECIEVED AT LEAST ONE DIRECT HIT AND TWO NEAR
MISSES. SUPPORTS OF SOUTH END OF NEW SPAND HAS POSSIBLY BEEN
DAMAGED. LINE IS UNSERVICEABLE. AT LEAST TWO TRAINS ARE BEING HELD
IN TUNNEL TO THE SOUTH OF BRIDGE.

---OBERNDORFER---

BT 08/2230B

CES AR

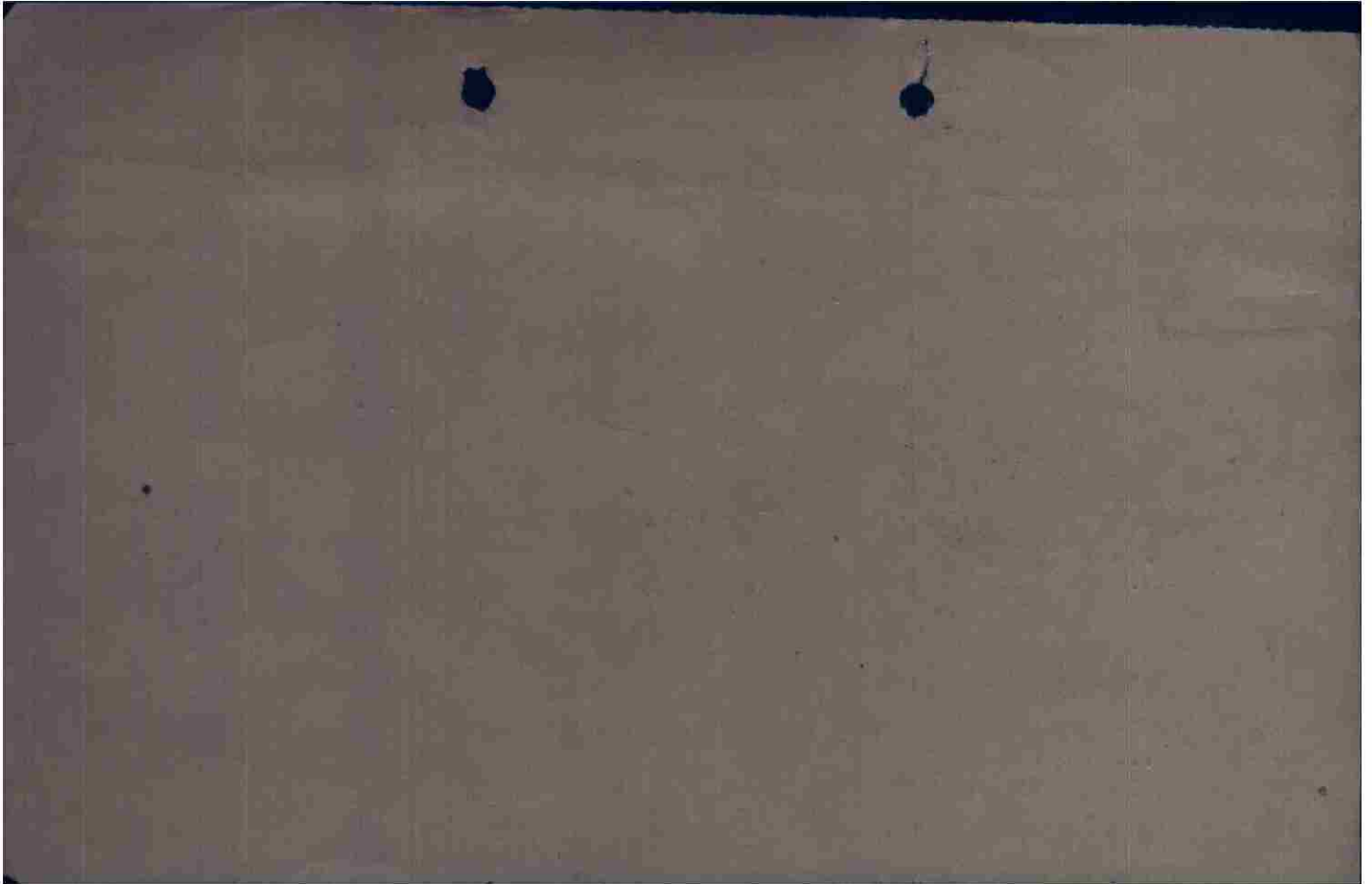
YAA R.....08/2230B

FD

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ALL FLIGHT LEADERS AND BOMB-NAVIGATORS WILL READ AND INITIAL THE FOLLOWING TARGET INFORMATION:

A double track bridge in two sections over the Seine River to an island in the river. Each bridge had three spans of steel girders and was 630' long.

Beginning on 10 May 44, these two bridges have been attacked, repaired in part and reattacked with varying degrees of damage. About June 1st, a single track diversion bridge was completed immediately to the East of the south bridge (30' away from the original bridge), was knocked out and rebuilt several times. On August 3rd, in 48 hours, this diversion bridge was again rebuilt and connects with the regular tracks at the North end of the island. A light foot bridge spans the river between the diversion bridge and the original bridge, probably used by repair crews.

The new diversion bridge is of light steel or heavy timber construction. This is the only complete railroad bridge across the Seine River north of

One, and possibly three, German Divisions are moving by this route to the battle area.

410th dispatched yesterday but did not attack due to 10/10 cloud cover.

BOX I

1st Flight:
Pilot _____
Bomb-Nav. _____

2nd Flight:
Pilot _____
Bomb-Nav. _____

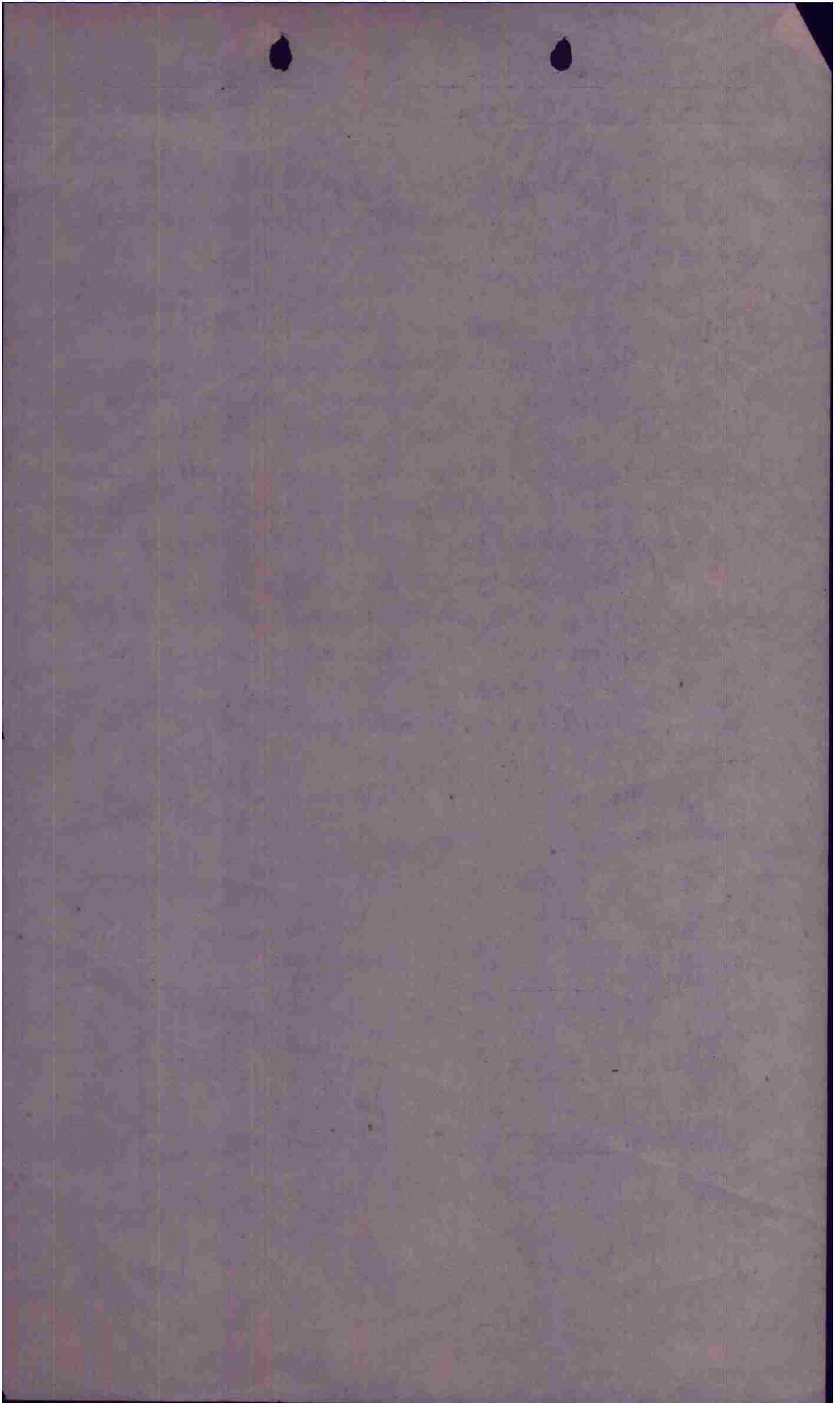
3rd Flight:
Pilot _____
Bomb-Nav. _____

BOX II

1st Flight:
Pilot _____
Bomb-Nav. _____

2nd Flight:
Pilot _____
Bomb-Nav. _____

3rd Flight:
Pilot _____
Bomb-Nav. _____



OICOG OILAI V YAA YAA 1/07 OP

FROM 416TH BOMB GP (L) 06/2350B

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

CONFIDENTIAL BT

A-158-D

OPFLASH NO. 117 FOR 6 AUGUST 1944.

- A. (1) OISSEL BRIDGE
- (2) OISSEL BRIDGE
- B. (1) 416TH BG
- (2) 8 A-20J'S AND 32 A-20G'S
- (3) 3 A/C DID NOT BOMB. CARRIED WINDOW ONLY.
6 A/C FAILED TO BOMB. (THE LEAD SHIP OF FLIGHT 4 DID NOT BOMB BECAUSE B/N WAS WOUNDED BY FLAK ON SECOND RUN. 5 OTHER A/C OF FLIGHT 4 DID NOT BOMB BECAUSE LEADER DID NOT BOMB. LEADER OF FLIGHT 4 DID NOT BOMB ON FIRST RUN BECAUSE PDI DID NOT REGISTER PROPERLY)
- (4) 28 A/C ON PRIMARY. INFORMATION LACKING FROM 3 A/C ONE OF WHICH WAS SHOT DOWN OVER TARGET AND 2 OF WHICH ARE MISSING.
- C. (1) 1806
- (2) 1956
- (3) 2149
- D. (1) 3 A/C ARE MISSING (A/C NOS. 200,770 AND 9717).
1 A/C DESTROYED BY FLAK OVER TARGET. (A/C NO. 978).
1 A/C LANDED ON BEACHHEAD (A/C NO. 640).
6 A/C LANDED AWAY FROM BASE IN U.K. (A/C NOS. 935,894, 819,150,147,943).

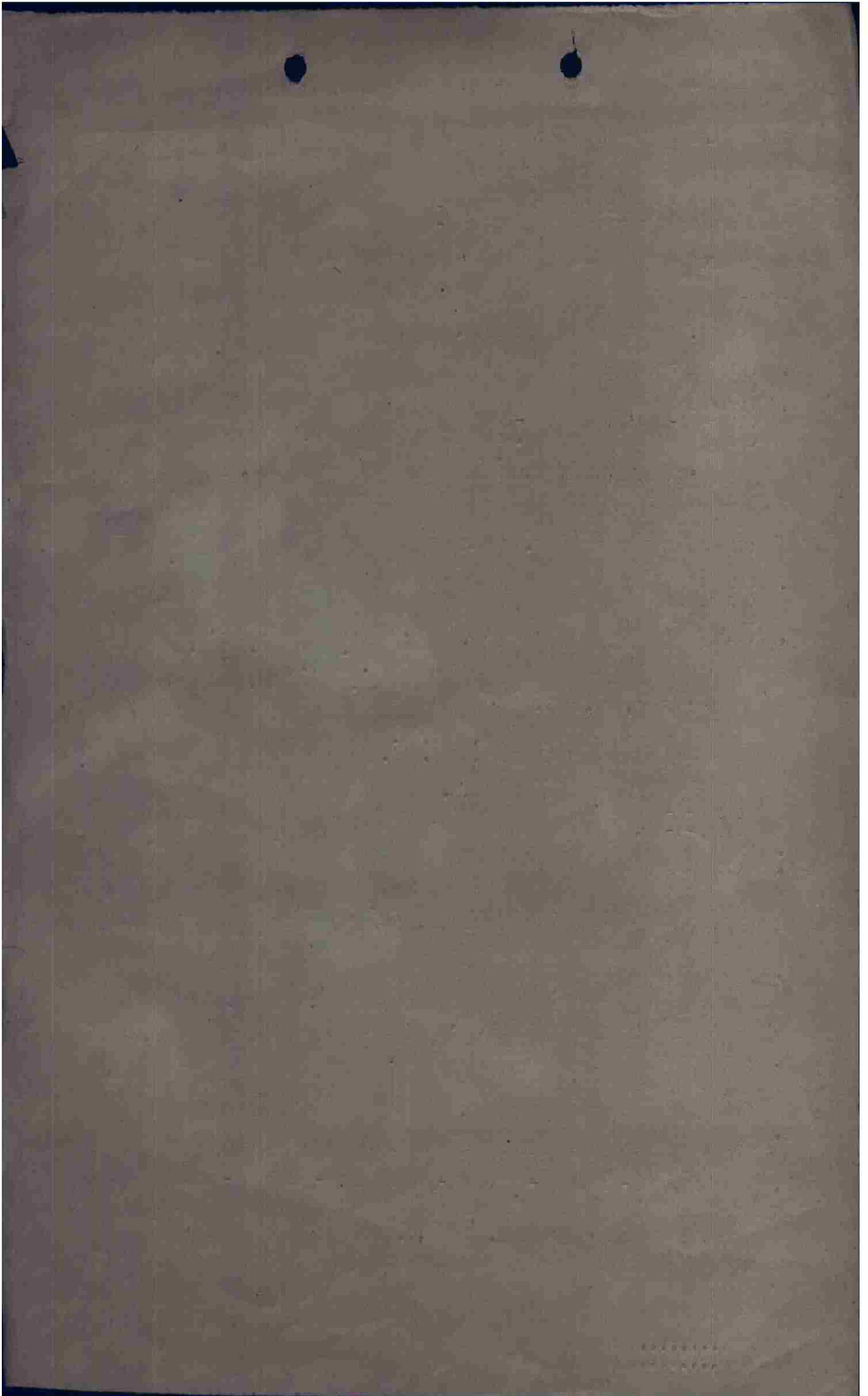
19 A/C DAMAGED BY FLAK. CAT. A.
3 A/C DAMAGED BY FLAK. CAT. AC.
DAMAGE INFORMATION LACKING FROM A/C LANDING ON BEACHHEAD AND AWAY FROM BASE IN U.K.
- (2) 0-0-0
- (3) 0-1-12. INFORMATION LACKING FROM A/C LANDING AWAY FROM BASE.
- E. GOOD TO EXCELLENT RESULTS KXXX BY FLIGHTS WHICH BOMBED.
- F. (1) (A) NIL
- (B) NIL
- (2) (A) INTENSE ACCURATE HFF FROM ELBEUF CONTINUING FOR 3 TO 4 MINUTES THROUGHOUT 180 DEGREES TURN OFF TARGET.
(B) WEAK INACCURATE HFF FROM PONT AUDEMER (L7609)
MODERATE ACCURATE HFF FROM PONT L'EVEQUE (L5204)
- G. VEHICLE CONVOY 2 TO 3 MILES IN LENGTH AT Q5688 MOVING WESTWARD TOWARD LISIEUX.
ORIGINAL BRIDGE AT PONT DE L'A (R2299) IS DOWN. TEMPORARY SPAN ALONGSIDE IS INTACT.
ONE OPEN CHUTE OBSERVED FROM A/C DESTROYED OVER TARGET.
- H. (1) SCATTERED CLOUDS AT 8,000 FEET. VISIBILITY 3 TO 5 MILES IN EXTREME HAZE.
- (2) SAME OVER CONTINENT WITH VISIBILITY INCREASING OVER CHANNEL AND EN SOUTHERN ENGLAND.
- I. 147 X 500 GP ON PRIMARY
6 X 500 GP JETTISONED AT Q5070
15 X 500 GP RETURNED
- J. 12,000 - 12,700 - 11,800 - NO ATTACK - 12,000 - 11,300

CCCC ADD THE WORDS IN FRANCE RPT IN FRANCE AFTER Q5070 RPT Q5070
IN SECOND LINE OF PART I. RPT E.I.

BT 2350B

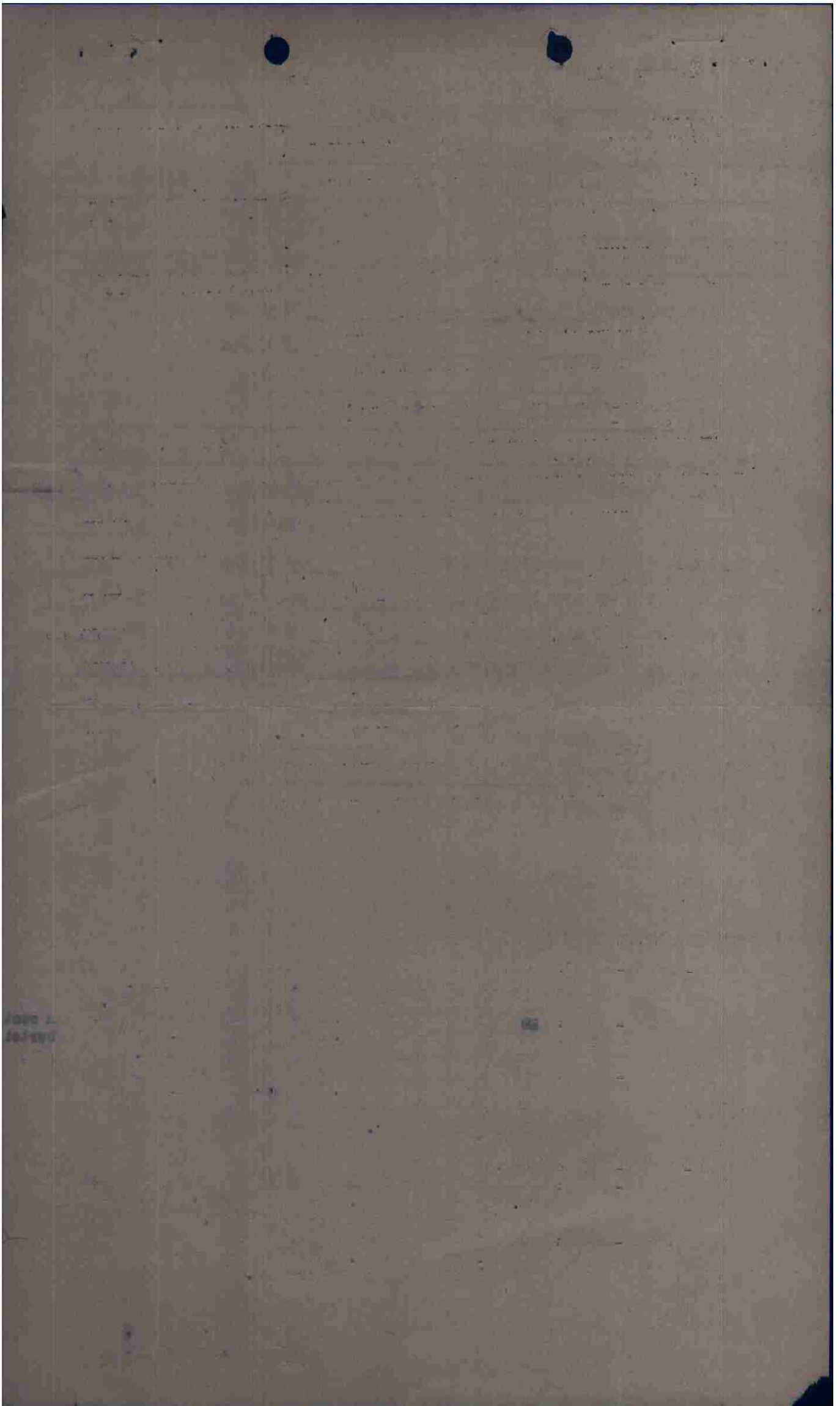
WFG AR

OICOG R.....070023 WB AR
OILAI R.....07/0023B FK AR



0050 hrs 7 Aug 79 Tp Lt Richmond to Lt Luria
A/c 39200 - crashed up attempting to land
at A 13. No survivors.

CLAYTON W. ZESIGER,
Captain, Air Corps,
Photo Intelligence Officer



416TH GROUP BOMBARDIER'S
GROSS ERROR REPORT

MISSION TO : OISSEL BRIDGE

DATE : 6 AUGUST 1944

BOMBING BY : FLIGHTS OF SIX

BOX 1 1ST SIX EXCEL. :

2ND SIX EXCEL. :

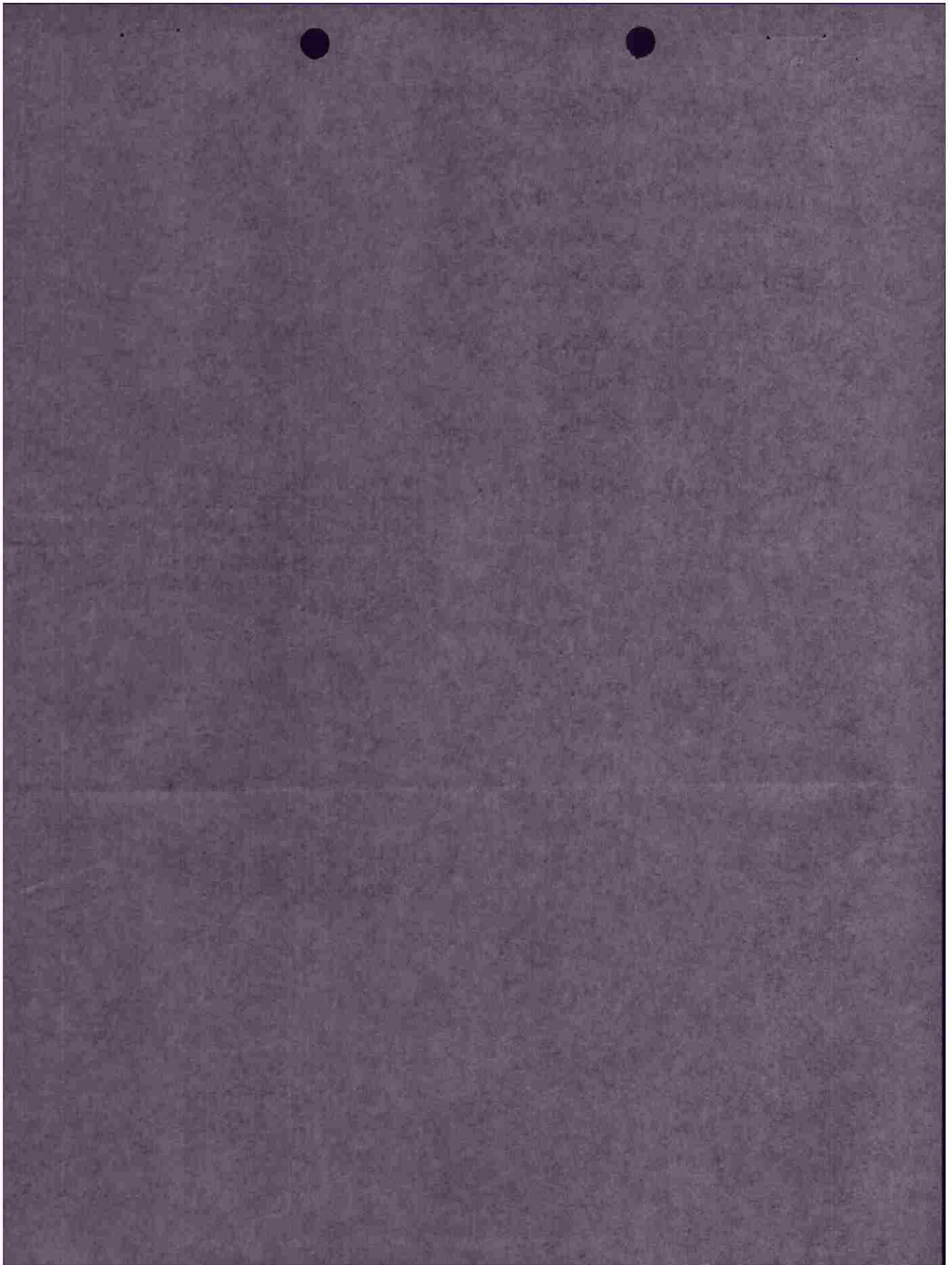
3RD SIX EXCEL. :

BOX 11 1ST SIX DID NOT BOMB. : ON FIRST RUN PILOT WAS NOT
GETTING PROPER P.D.I. CORRECTIONS
DECIDED TO TAKE SECOND RUN. ON
SECOND RUN BOMBARDIER HIT BY FLAK
PRIOR TO RELEASE AND DID NOT HAVE
SUFFICIENT TIME TO RECOVER AND
DROP BOMBS.

2ND SIX EXCEL. :

3RD SIX GOOD. :

WILLIAM M. LYTTLE,
1ST LT., AIR CORPS,
GROUP BOMBARDIER.



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

PHOTOGRAPHIC REPORT

CAMERAS INSTALLED 12 % GROUP 416TH
CAMERAS PHOTOGRAPHING 7 88 %
CAMERA FAILURES 0 0 % DATE 6 August, 1944
PERSONNEL FAILURES 1 12 %
OTHERS 4

894 150 211 750
467 674
TARGET ~~MISS~~ OISSEL
ALT. 12,000 f
TRUE AIR SPEED 200 mph
GROUND SPEED 240 mph

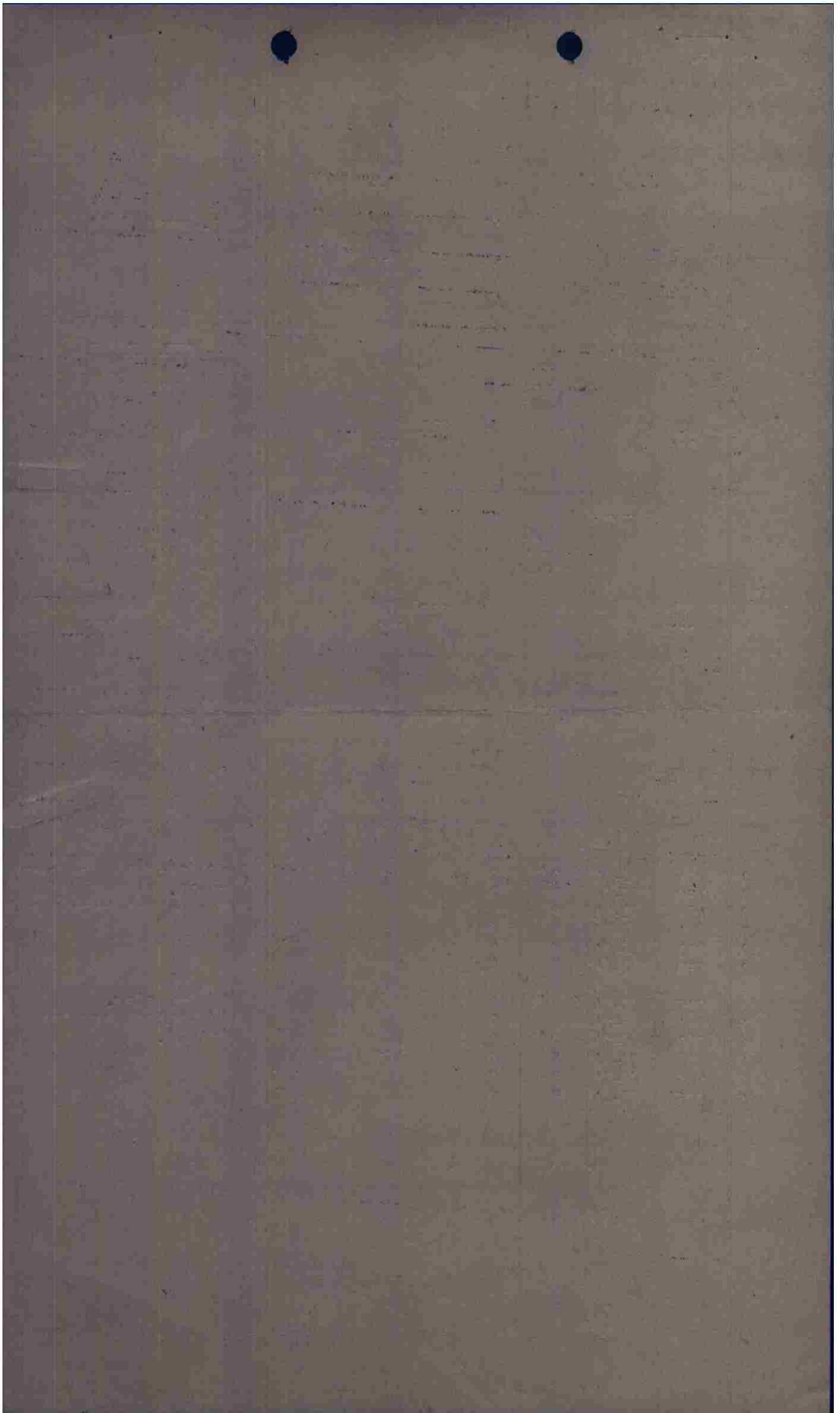
717 943 719 925
961 929
TARGET OISSEL
ALT. 11,500 f
TRUE AIR SPEED 200 mph
GROUND SPEED 230 mph

TARGET
ALT.
TRUE AIR SPEED
GROUND SPEED

BOX NO.	A/C NO.	CAM. TYPE	F.L.	INT.	PRINT D SORTIES	UNPRINT. SORTIES	EXPLANATION
1	894	K-24	6 3/8	2			A/C landed away from field. Camera not turned on.
1	150	K-24	"	2			
1	467	K-24	"	2			
1	674	K-24	"	2		489	
1	211	K-24	"	2		493	
1	750	K-24	"	2	488		
2	717	K-24	6 3/8	2			A/C missing. A/C landed away from field.
2	943	K-24	8	2			
2	961	K-24	6 3/8	2	492		
2	929	K-24	"	2	493		
2	719	K-24	"	2		490	
2	925	K-24	"	2		491	

REMARKS:

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



OICOG OIMAK OIGOF OIYAL V OILAI 4/06 OP
 FROM 97TH COMBAT BOMB WING 06/1520B A-35-E
 TO COMBOMCOM IX
 COBOMGR 409TH
 COBOMGR 410TH (INFO)
 COBOMGR 416TH

OPERATIONAL PRIORITY BT

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

97TH COMBAT BOMB WING
 A P O - 140
 6 AUGUST 1944

FIELD ORDER NO. 164-471

MAPS: NORMAL

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

ZERO HOUR: 06/1930B

3. A. 409TH BOMB GROUP:

- (1) FORET D'ANDAIN
- (2) 2 BOXES OF 18 BOMBING BY FLIGHTS OF 6.
- (3) WITH P-47'S AT 4850N 0137W AT 12,000 FEET AT ZERO HOUR PLUS 30 MIN.
- (4) BASE TO MAIDENHEAD TO ST. CATHERINES' POINT TO 4942N 0117W TO 4850N 0137W TO 4834N 0144W TO 4807N 0113W TO I.P. TO TARGET.
- (5) TARGET TURN LEFT TO R.P. TO 4908N 0014E TO 4919N 0000 TO SELSEY BILL TO MAIDENHEAD TO BASE.
- (6) BOMB 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 5,000 FEET. CROSS FRENCH COAST OUT AT BOMBING ALTITUDE.
- (7) 4836N 0050W
- (8) GENERALLY WEST TO EAST.
- (9) TARGET AREA MAPS SERIES GSGS 4250 SHEET 7G/1 50 YARDS EACH SIDE OF ROAD FROM 923024 TO 933023. A.P. FOR BOMBARDIERS 923024. BOMBARDIERS WILL SALVO THEIR BOMBS ON A.P. REST OF A/C WILL DROP FIRST BOMB ON BOMBARDIER THEN TOGGLE REMAINDER AT 3 SEC INTERVALS.
- (10) 4 X 500 LB M-26 FRAG CLUSTERS FUSED FOR INST. SEPARATION.
- (11) 4848N 0016E
- (12) ALTERNATE TARGETS WILL NOT BE BOMBED THIS MISSION.
- (13) THIS GROUP WILL BE PRECEDED OVER TARGET BY 3 B-26 GROUPS APPROXIMATELY 30 MIN, 20 MIN, AND 10 MIN AHEAD.

3. B. 416TH GROUP.

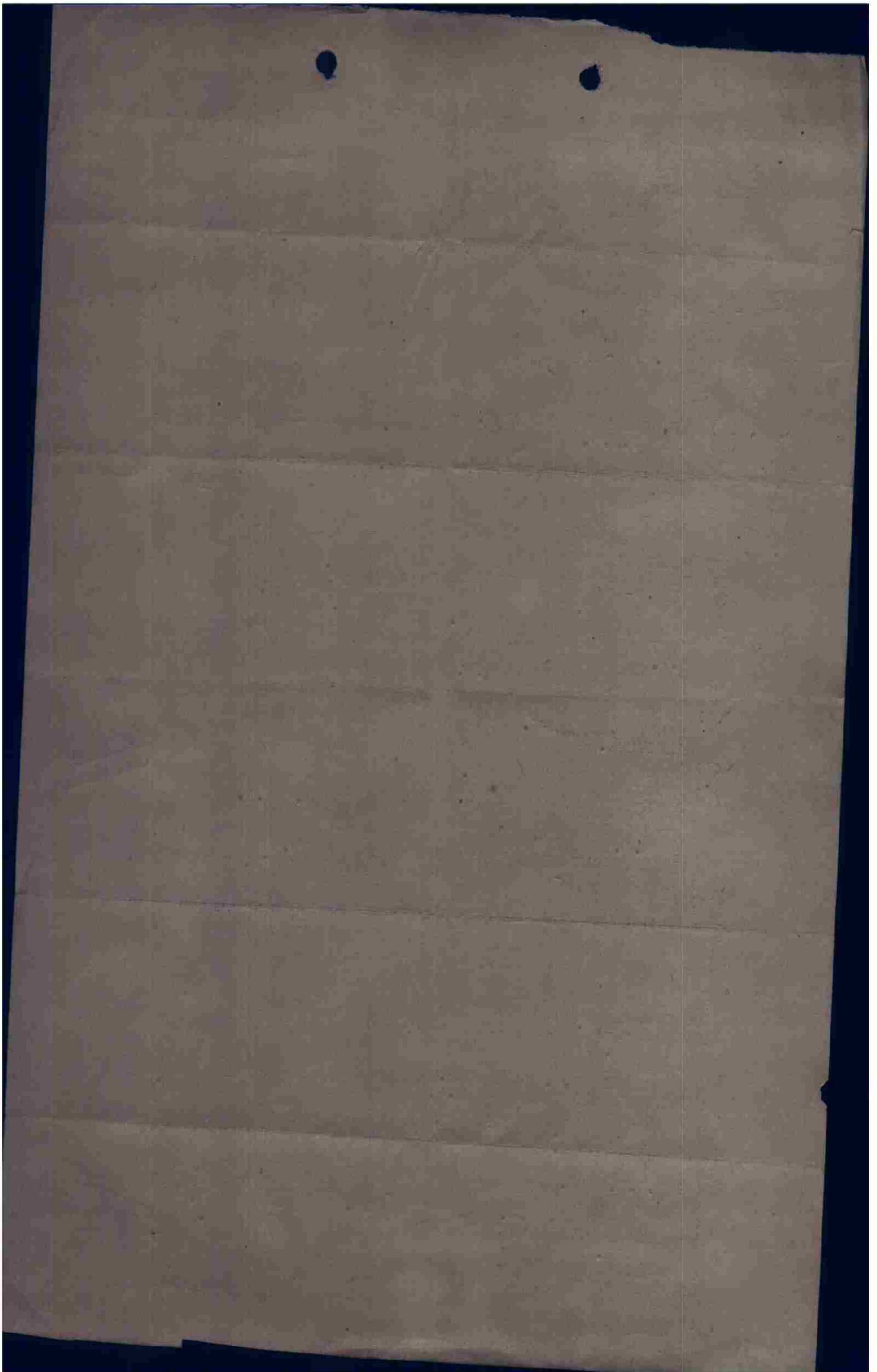
- (1) 4901E/B/22 AND 23
- (2) 2 BOXES OF 18 BOMBING BY FLIGHTS OF 6
- (3) WITH P-38'S AT 4919N 0000 AT 12,000 FEET AT ZERO HOUR PLUS 10 MIN.
- (4) BASE TO MAIDENHEAD TO SELSEY BILL TO 4919N 0000 TO 4908N 0013E TO I.P. TO TARGET.
- (5) TARGET RIGHT TURN TO R.P. THEN RETRACE ROUTE TO BASE.
- (6) BOMB AT 12,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 10,000 FEET. CROSS FRENCH COAST OUT 10,000 FEET.
- (7) 4912N 0043E.
- (8) GENERALLY SW TO NE
- (9) M.P.I. ILL. 4901E/44 THREE FLIGHTS ON REF. 031077 (CENTER OF BRIDGE) THREE FLIGHTS ON REF. 033065 (CENTER OF BRIDGE)
- (10) 6 X 500 LB. G.P. FUSED 1/10 SEC. NOSE 1/100 SEC. TAIL ON REF. 033065; FUSED WITH INSTANTANEOUS NOSE 1/100 SEC. TAIL ON REF. 031077.
- (11) 4912N 0043E
- (12) ALTERNATE TARGETS WILL NOT BE BOMBED THIS MISSION.

X. (1) TO (4) NO CHANGE

4. NO CHANGE.



235



5. COMMUNICATIONS:

A. 409TH BOMB GROUP
(2) QUICKWAY
(3) CABMAN

B. 416TH BOMB GROUP
(2) WORTHY
(3) BYPASS

X. GENERAL INFORMATION
(10) VABT

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

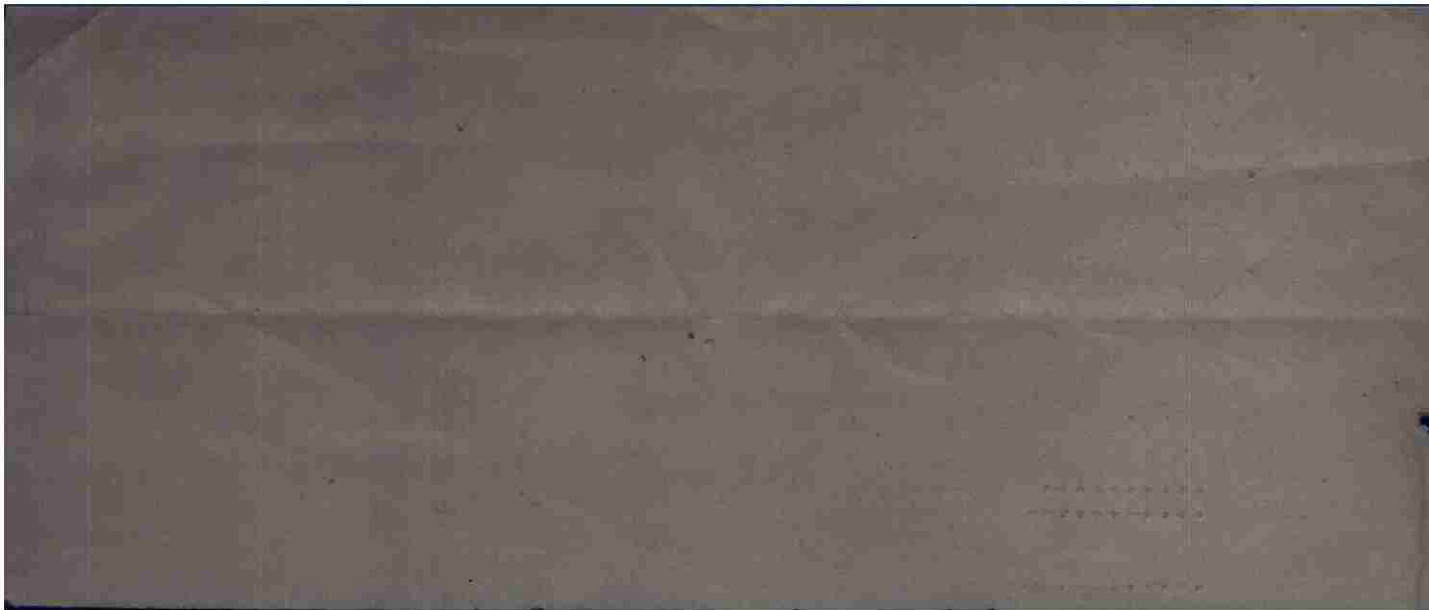
COCBTWIG 97

BT 06/1520B
LB/LG/RL AR K

OIHAK R.....06/1640B JH AR
OIMAAABLI.....06/1740B EJ AR 1

IMI IN LETTERS
OIYAA R.....06/1640B EJ AR K

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THIS PAGE DECLASSIFIED IAW EO12958

01HAK 01YAA V 01LAI (INFO)

FROM 97TH COMBAT BOMB WING
TO 409TH BOMB GROUP
416TH BOMB GROUP

ATTN: SIGNAL OFFICER

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

5. COMMUNICATIONS:

A. 409TH BOMB GROUP
(2) QUICKWAY
(3) CABMAN

B. 416TH BOMB GROUP
(2) WORTHY
(3) BYPASS

X. GENERAL INFORMATION

(10) VABT

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

COCBTWIG 97

BT

LCB AR

01HAK R.....05/1430B

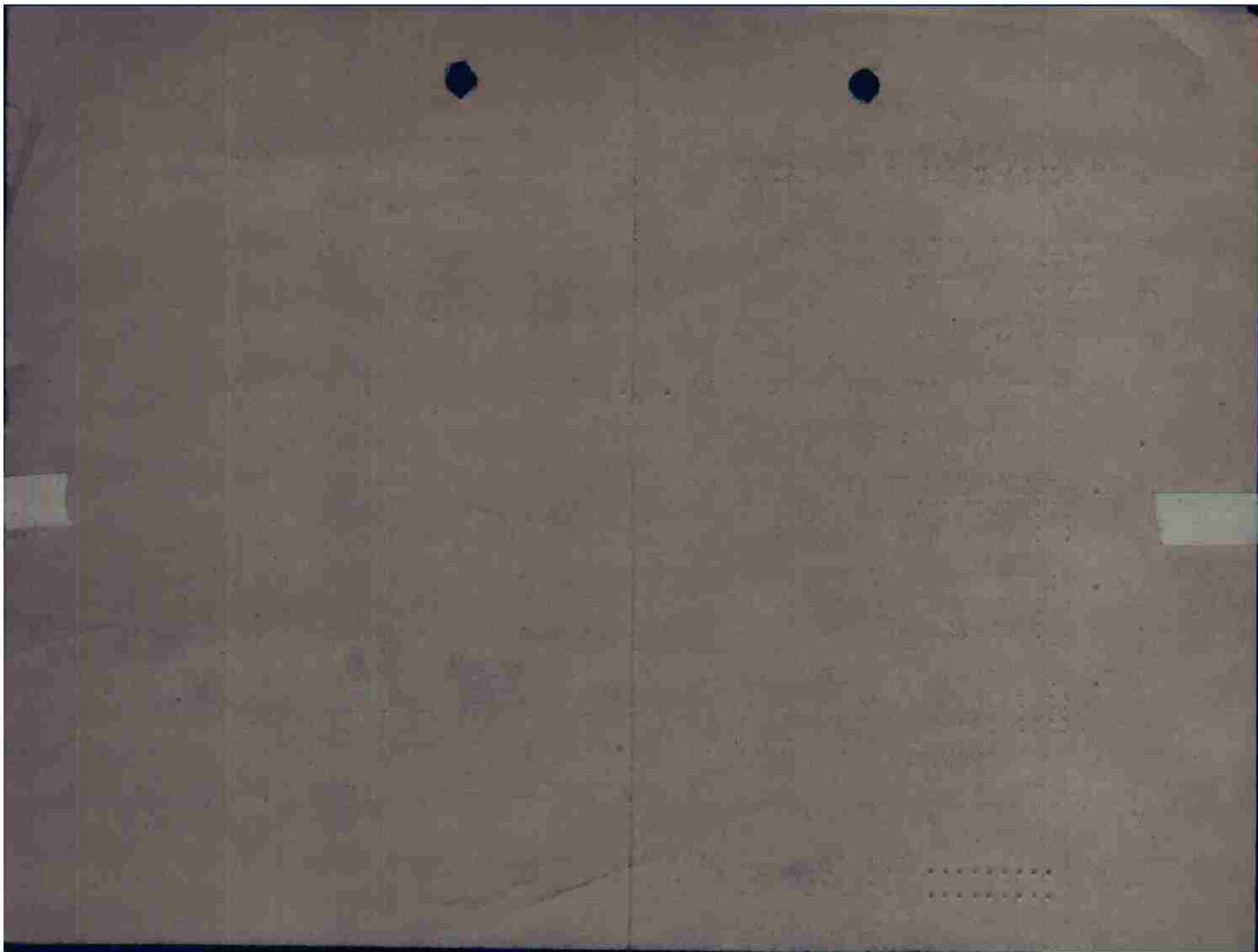
EJK AR

01YAA R.....06/1425B

RSS AR

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EXTRACTS OF TWX'S RECEIVED THIS HEADQUARTERS FROM 10TH PHOTO GROUP

A. US 34/1697 P R SORTIE, 1010B 9 AUG 44, 10TH P.G.

B. OISSEL RR BRIDGE, PHOTOS 1036-38:
-----PHOTOS OF GOOD QUALITY AND COMPLETE
COVERAGE SHOW NO CHANGE SINCE THE COVERAGE OF 8 AUG 44. BRIDGE
IS PROBABLY UNSERVICEABLE. AT LEAST TWO TRAINS STILL STANDING IN
TUNNEL AND TWO OTHER TRAINS ARE STANDING ON OTHER TRACK,
SOUTH-WEST OF BRIDGE. NO APPARENT ACTIVITY.

116

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YAA V COG TAN102/6 P

FROM R A F TANGMERE TH1 062210B
TO 43 GROUP SALVAGE, AM AACB KINGSWAY, 49 MUSAMP4 CAS
HQ ADGB, HQ 11 GROUP, 669 SQDN WEATHERSFIELD, HQ USAAF
USAAFSLIASON OFFICER MANSTON, 416 GROUP USAAF
INFO SHQ A TANGMERE
QGX BT

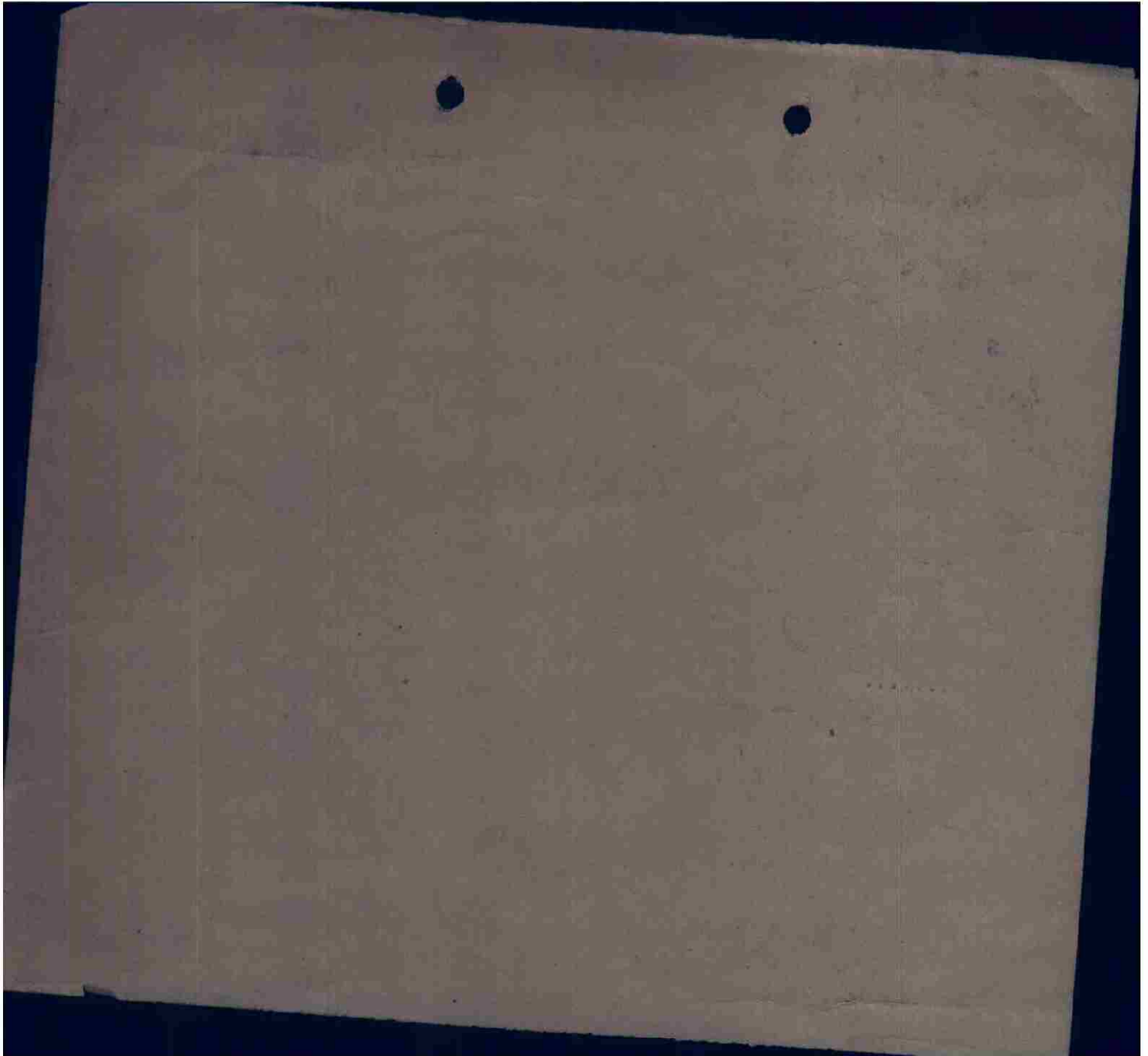
T743 6AUG1944 F.B.
(A) HAVOC 310147 (B) 669 SQDN USAAF WEATHERSFIELD
(C) TANGMERE 2110DAY (D) NO ASUALTIES. PILOT LT SMITH
(E) TANGMERE (F) QUANTITY SIX 500 LB BOMBS . OPERATIONAL
EQUIPMENT (G) NO BRAKES. AIRCRAFT OVERSHOT AIRFIELD
(H) BRAKE SYSTEM DAMAGED BY FLAK EXTENSIVE FLA
STRIKES FRONT FUSELAGE FUSELAGE TORO AND
BUCKLED BOTH ENGINES SHOCK LOADED BOTH PROPELLORS DAMAGED
CAT E SALVAGE YES (J) 49 MU (K) KINNOT (L) NO
BT TH1 162210B

CC WA (D) NO CASUALTIES
CC WA EXTENSIVE FLAK

SB AR K
YAA R.....07/0140B WFG AR TR TKS TKS U

SORRI NOW ABOUT SECOND LINE PART (H) PLS SORRI
(H) BRAKE SYSTEM DAMAGED BY FLAK EXTENSIVE FLAK
STRIKES FRONT ETC IS THAT OK? DID I ANSWER UR QUESTION OK?
YAA U STILL THERE? YES SORI SORRI I WAS TALKING TO SOMEN ONE ON THE
OTHER MACH ITS OK IS MY ANSWER OK?
SORRI START WITH THE SECOND LINE STRIKES ETC. PLS
(H) BRAKE SYSTEM DAMAGED BY FLAK EXTENSIVE FLAK
STRIKES FRONT FUSELAGE FUSELAGE TORO AND
BUCKLED BOTH ENGINES SHOCK LOADED BOTH PROPELLORS DAMAGED
CAT E SALVAE YES (J) 49 MU (K) KINNOT (L) NO
BT TH1 062210B
CC WASCAT E SALVAGE INI SALVAGE
HOWS THAT? PERFET T B R R

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THIS PAGE DECLASSIFIED IAW EO12958

MISSION NO. 116

LOADING LIST

6 AUGUST 1944

BOX I
FLIGHT I

1. 640 Z
Lt. A.E. Osborne
Lt. W. Forma
S/S E.E. Kelly
S/S K.G. Lagerman

2. 935 F
Lt. P.E. Parker
Sgt A.F. Galloway
Sgt S. Kochan

3. 894 R
Lt. C.J. Andersen
Sgt T.G. Euga
Sgt E.L. Schafer

4. 819 K
Capt. R.B. Prentiss
S/S J.L. McGreery
S/S H.J. Sylva

5. 150 N
Lt. J.H. Montrose
Sgt R.S. Gandy
Sgt J.W. Felkel

6. 770 I
Lt. A.J. Welsh
Sgt R.E. Wright
Sgt S.G. Novak

FLIGHT II

1. 452 Q
Capt. D.A. Hulse
Lt. R.H. Conte
S/S F.D. Allred
S/S F.P. Glynn

2. 387 E
Lt. N.G. Brown
S/S H.E. White
S/S R.F. Addleman

3. 224 G
Lt. A.W. Nordstrom
Sgt J.A. Hummer
S/S D.A. Sampson

4. 211 O
Lt. R.J. Greene
S/S J.A. Ochaba
S/S W.F. Colbert

5. 750 M
~~XXX~~ Lt. R.T. Byrne
Sgt W.D. Cummings
Sgt L. Paules

6. 978 S
Lt. ~~XXX~~ T.W. McManus
Sgt G.E. Hart
Sgt J.A. LaPionte

FLIGHT III

1. 467 W
Capt. C.R. Jackson
Lt. A.H. Maltby
Sgt D.E. Burns
Sgt W.J. Daniel

2. 380 N-1
Lt. T.R. Leonard
S/S O.D. Evans
T/S J.T. Goggin

3. 200 A
Lt. D.T. Sommers
Sgt S.R. Zaklikiewicz
Sgt J.L. Johnson

4. 209 K-1
Lt. C.L. McGlohn
S/S J.W. Moran
S/S P.B. Driskill

5. 674 R-1
Lt. J.R. Sparling
Sgt C.L. Shaw
Sgt L.L. Leahigh

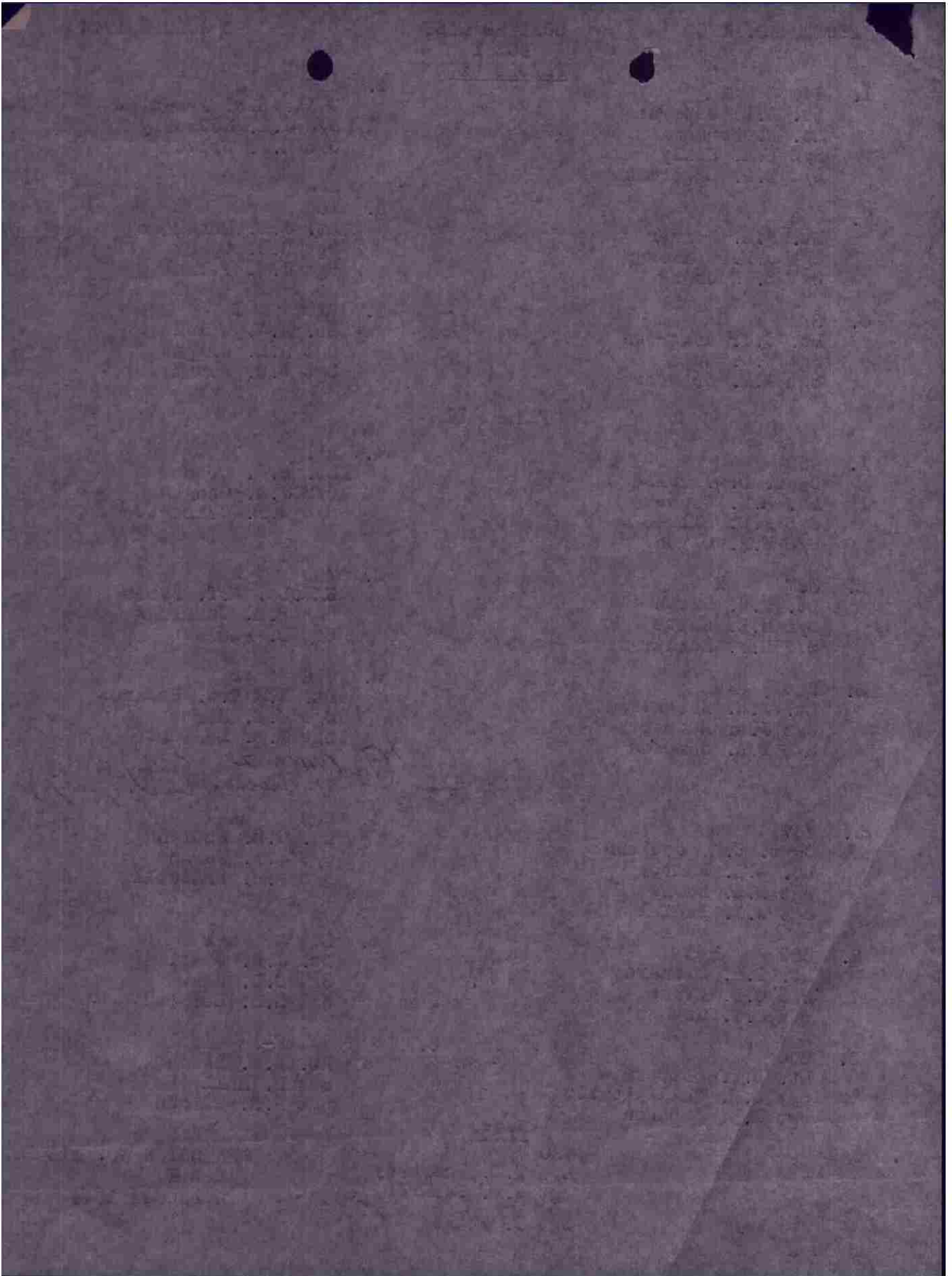
6. 227 F-1
Lt. P.P. Barausky
Sgt M. Hall
Sgt B.R. Wilson

SPARE

480 B
Lt. T.D. McGready
Sgt W.F. Fuehrer
Sgt G. Fetko

MISSION NO. 116
BOX I
6 AUGUST 1944

*Returned
Only*



MISSION NO. 116

LOADING LIST
BOX 11
FLIGHT 1

6 AUGUST 1944

1. 712 H
MAJOR J C NAPHER
LT J MADENFORD
PVT R W PERKINS
S/S R R LOWE

2. 147 R
LT J F SMITH
S/S C VAFIADIS
S/S R C KOFFMAN

3. 717 M
LT COL W W FAIRMER
SGT J E HAY
SGT J A BUCKING

4. 390 O
LT T BOUKAMP
S/S O D LANAVE
S/S J S WING

5. 943 F
LT J E BLOMBERG
SGT M BOCKACH
SGT L H FLEMING

6. 743 W
LT J F ALLEN
SGT L R GEIGER
SGT C W VEASEY

FLIGHT 11

1. 1711 S
LT L A MARGOIT
LT J T BECK
S/S J L JOHNSON
S/S C J CREEK

4. 719 J
LT H F PAIR
S/S H A MARION
S/S V P ADAMS

2. 714 M-1
LT M ZUDON
T/S J R L TANNER
S/S W C RUSSELL

5. 925 G-1
LT A R DURANTE
S/S H T BEST
S/S I R DI GIUSTI

3. 493 V
LT J H MILLER
S/S H G SCHROM
S/S J GALLINGER

6. 956 2
LT LACKOVICH, J J
SGT T CONNERY
SGT R M BARRY

FLIGHT 111

1. 135 T
CAPT M J HOFF
LT J KUPINS
SGT R A CLARK
SGT R P EASTFORD

4. 900 Q
LT R L REHLER
T/S W J KELLY
S/S W G FERGUSON

2. 181 A
LT W H IANE
S/S S F ALDEN
S/S R L BALLINGER

5. 929 C
LT H R HAYTER
S/S P E MELCHOIR
S/S R C HOLLOWAY

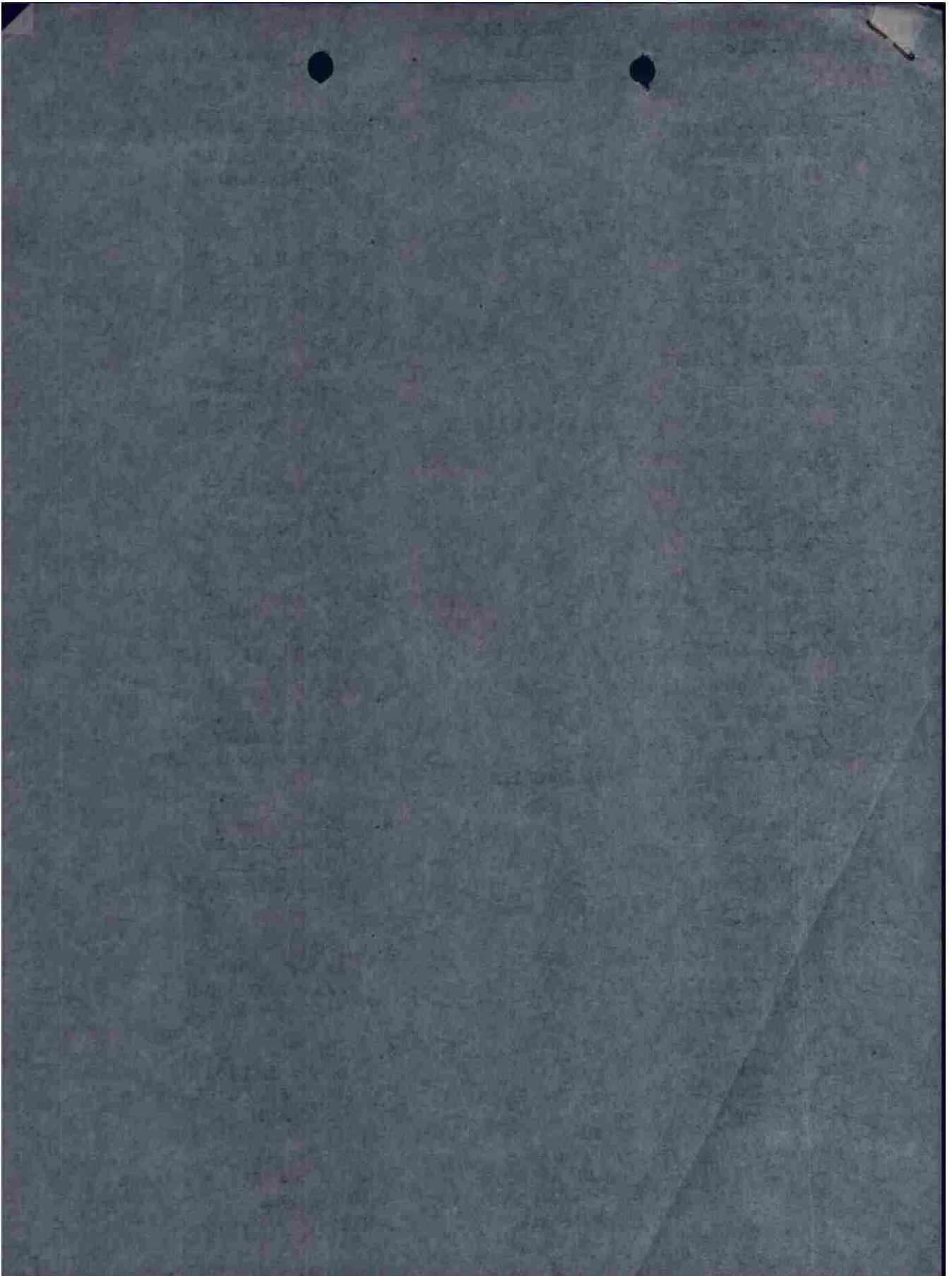
3. 9961 R
LT M S STREET
S/S C A PRINDLE
S/S E T ERSS

6. 202 B
LT D W ELLIOTT
SGT J J MC GUINE
SGT J MANI

SPARE

219 D
LT W H AMES
SGT H S FESSLER
S/S R J BROWN

MISSION NO. 115
6 AUGUST 1944
BOX 11



MISSION NO. 116

LOADING LIST
BOX III

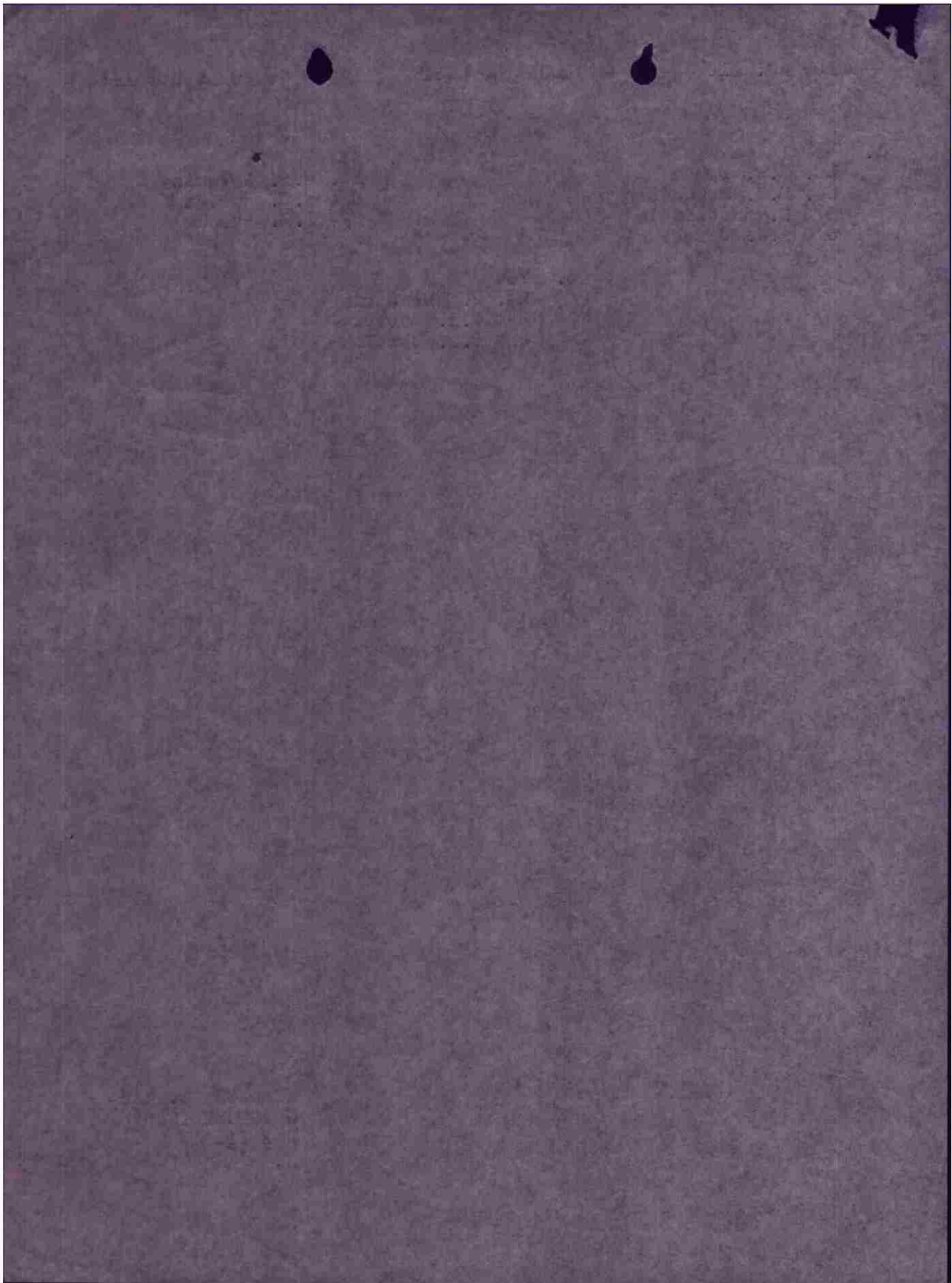
6 AUGUST 1944

1. 450 S
Lt. E.E. DeMun
Lt. R.J. McQuade
S/S M. Rosenstein
S/S H.O. Garney

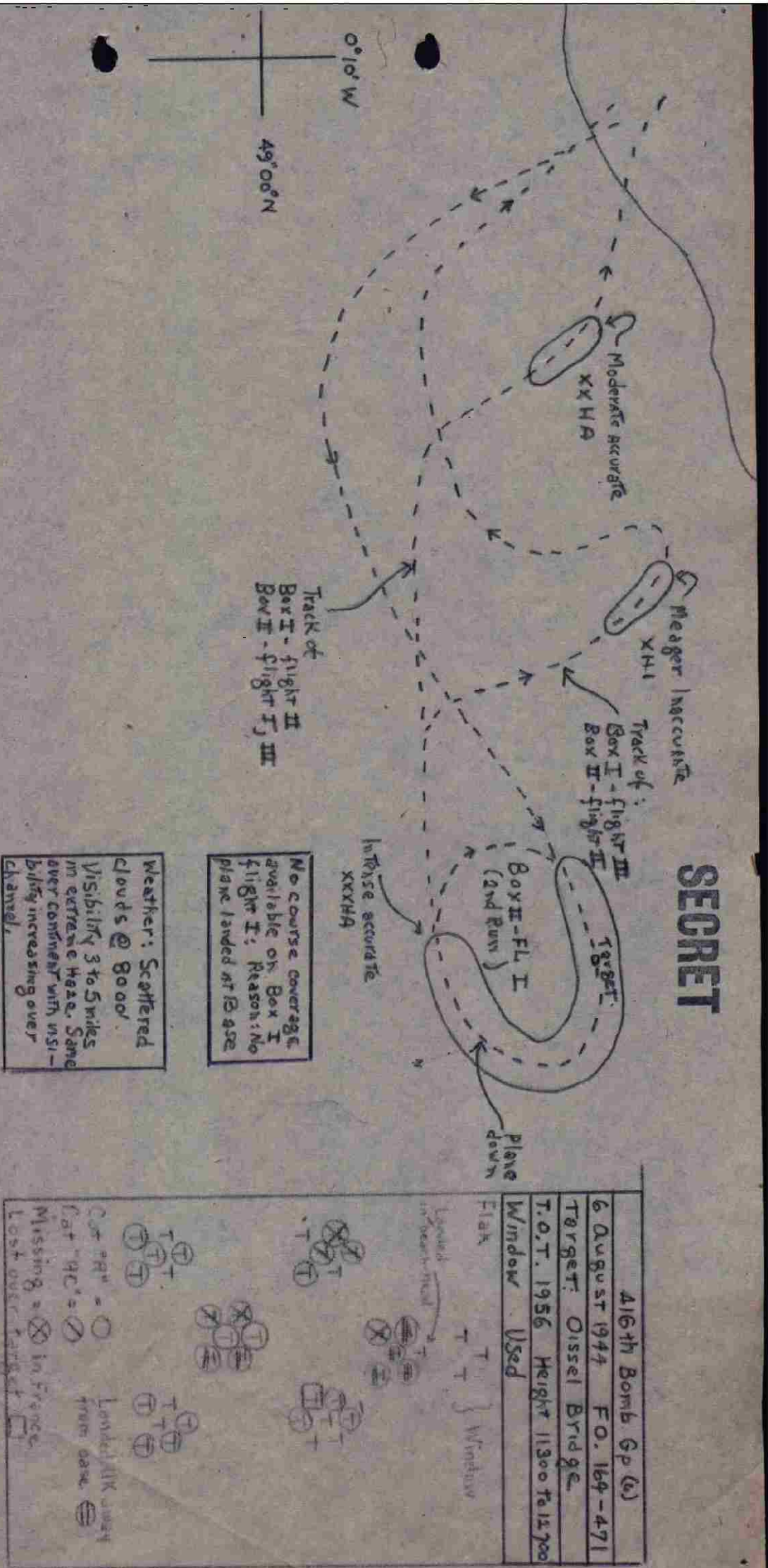
2. 951 P
Lt. R.E. Greenley
S/S H.O. Worden
S/S J.J. Rzepka

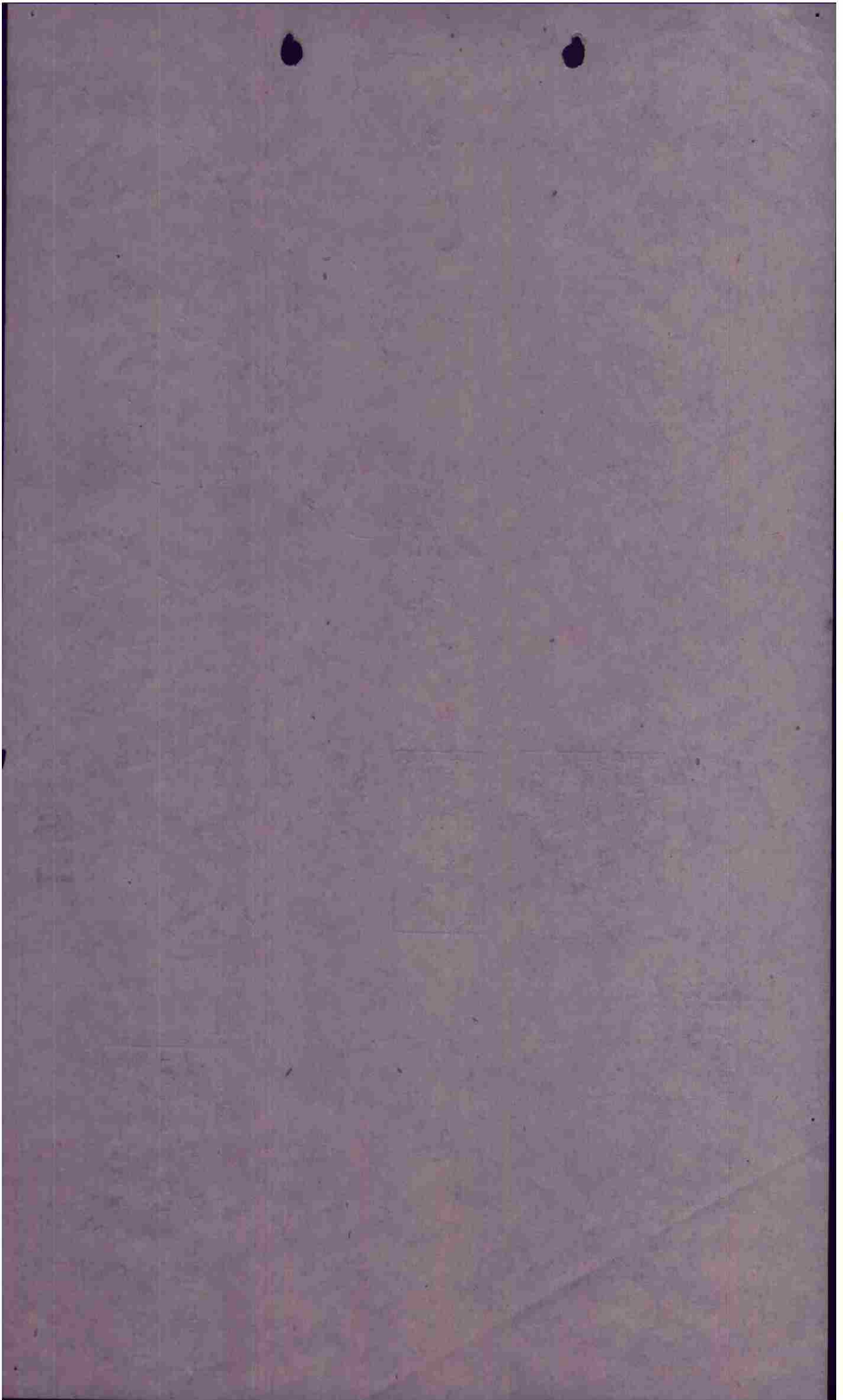
3. 764 X
Lt. G. Ebenstein
Sgt J.H. Roberts
Sgt S.P. Newell

MISSION NO. 116
6 AUGUST 1944
BOX III



SECRET





USAAF FORM 34A

S E C R E T

SECRET

AUTH: CO STA

DATE: _____

INIT:

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

TO:

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

Ref : Oprep A No. 123 a per 24 hrs. ending midnight 6 August 1944
Mission or Operation No. 116 57th GS RD 164 - 471

4. Short Narrative of Operations:

Target Cinzel Bridge
Place of take-off AAF Station 170
Place of landing AAF Station 170, 1 at Northolt, 1 on strip A-16, 1 on strip A-13.
Take-off time 1806 Landing time 2149 /2 at Tangara.
Time over target 1956 Bombing Altitude 11,500 - 12,000 ft.
Nature of mission bombing Other None
Weather Target - no clouds, vis 4 to 6 mile A. Over continent - 6 to 5/10 cumulus
Results 1st, 2nd, 3rd, 4th No obs. 5th, 6th, 7th, 8th, 9th, 10th /to 4 to 5/10 cumulus.
Enemy opposition Intense accurate AAA from Alhuet continuing for 3 to 4 minutes throughout 180° turn off target.

B. Type & model of aircraft:

1. Dispatched

32 A-200
7 A-201

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

29 A-100
6 A-100

05001 Bridge

3. Abortive due to:

(1) Weather: None

(2) Personnel: _____

(3) Mechanical: ~~None~~

(L) Other: 5 A-20s and 1 A-26 - lead bombardier hit by flak in last minute of bomb run.

4. Missing (i.e. cause and place unknown) 2 A-300 - s/o last seen after leaving target area.

5. Destroyed - before reaching target _____
giving cause w here known

6. Destroyed - over or after leaving _____
target giving cause w here known _____

7. Damaged (give category & cause) 3 1-203 category 1 - wreck landed - flick
16 1-203 category 1 - flick
3 1-203 category 1 - flick

8. Sorties

32 A-200
7 A-203

S E C R E T

(over)

SECRET

GEORGE SCHENKELIN,
Captain, Air Corps,
Adjutant.

For the Commanding Officer:

_____	E. Destroyed
_____	F. Prob. Destroyed
_____	G. Damaged

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

Type of	Pilot	Co-pilot	Nav	Bomb	R. Gun	R. Gun	T. Gun
Killed in Action	1	0	0	0	0	0	1
Missing in Action	3	0	0	0	0	0	3
Seriously Wounded	0	0	0	0	0	0	0
Slightly Wounded	0	0	0	0	0	0	0

G. Own Personnel Casualties:

_____	E. Total Returned
_____	F. Lost or wrecked on missing a/c
_____	G. Jetisoned
_____	H. Expended on operations (List targets separately)

F. Bombs, flares, etc. used:

_____	E. Total carried into air
_____	F. Expended on operations
_____	G. Lost on wrecked or missing a/c

E. Ammunition by calibre:

_____	F. Night (Sunset to sunrise)
_____	G. Day (Sunrise to sunset)
_____	H. Total operational flying hours

SECRET

USAF FORM 34a (ed 11-4)

Intelligence

CONFIDENTIAL
416TH BOMBARDMENT GROUP
OFFICE OF THE RADAR OFFICE

APO 140, U.S. ARMY
7 AUGUST, 1944.

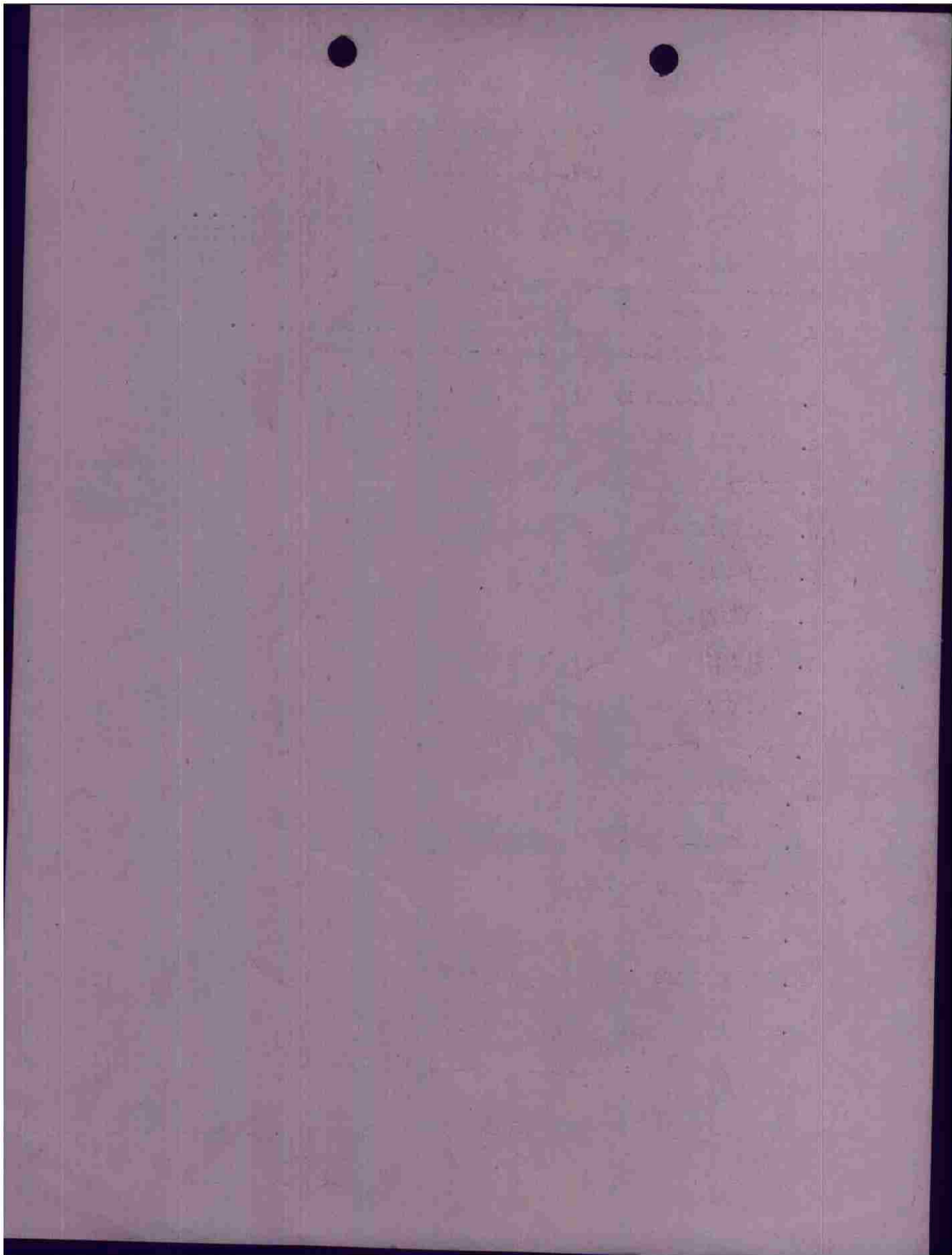
SUBJECT: REPORT OF OPERATIONAL USE OF WINDOW.

TO : COMMANDING GENERAL IX BOMBER COMMAND, APO 140, U.S. ARMY
ATTENTION: RADAR COUNTER-MEASURES OFFICER

1. RCM DISPENSING 19
2. 6 AUGUST 1944
3. ELEUF
4. NOT OBTAINED
5. NOT OBTAINED
6. 12 SHIPS
7. 75 BOXES
8. NOT OBTAINED
9. 12,000 FEET
10. NOT OBTAINED
11. INTENSE-HEAVY
12. ACCURATE TO INACCURATE
13. 3-4 MINUTES
14. 29 AIRCRAFT
15. NONE

NOTE: COMPILED FROM INTELLIGENCE DATA

CF
CHARLES F. GUNDERSON
1ST LT., C A C
GROUP RADAR OFFICER



SECRET

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 471BOX 1 Flight 1 GROUP 416 DATE 6 August 1944 TARGET ATTACKED Cassol Bridge1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 35°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. Aimed at briefed A.P. in center of bridge.5. Name of lead Bombardier: Lt. W. Forns6. Name of lead Pilot: Lt. A.E. Gohorns7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 240 Altitude: 12,0009. Length of bomb run: 45 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/100 T11. Total Bombs Dropped: 18

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

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

(e) State any difficulties on bombing run:

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

(g) Bombing results as reported by crews:

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

• 6 4/5 bomb load 6 x 500 lb. G.P.

SECRET

Formation consisted of 2 boxes, 18 ships each, preceded by 1 flight of 3 ships dropping window only. Bombing was in flights of 6. Time of take-off was 1806. Time over target 1856. Target - Gissel Bridge. A total of 157 bombs were dropped in the target area with the following results: box I, flight 1 excellent, box I, flight 2 excellent, box I, flight 3 excellent, box II, flight 1 did not attack due to flak warning bombardier in last minute of bomb run, box II, flight 2 excellent, box II, flight 3 go ok. Weather over target - no clouds, visibility 4 to 6 miles. Anti-aircraft fire was intense accurate NW from ahead continuing for 3 to 4 minutes throughout 180° turn off target. No enemy a/c encountered. Planes landed at 2149.

Description of route from I. P. to target.

1. 4 to 6 miles.
2. None.
3. 2 boxes 18 ships each, bombing in flights of 6.
4. None.
5. Bridge, river and towns of Gissel picked up easily.
6. None.
7. Excellent, excellent, excellent, no attack, excellent, good.
8. None.

S E C R E T

ANNEX "A"

BOMBING INFORMATION

M B.C. FIELD ORDER NO. 471BOX 1 Flight 2 GROUP 126 DATE 6 August 1944 TARGET ATTACKED Civil Bridge1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 55°3. Was mercury erection system used? YES NO X4. Did entire (box) (flight) drop on lead (target) YES X NO NO

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

Pre-set with corrections. Aimed at briefed A.P.5. Name of lead Bombardier: Lt. R. Conte6. Name of lead Pilot: Captain P.A. Hulse7. Intervalometer settings: None8. Indicated Air Speed: 200 Ground Speed: 240 Altitude: 12,7009. Length of bomb run: 60 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/100 T11. Total Bombs Dropped: 28

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, IF or NOT NO X. If answer is "YES", state circumstances and effect on bombing:(c) Did Flak affect bombing? YES NO X. If answer is "YES", state to what extent did flak affect bombing or bomb run:

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

None.

(e) State any difficulties on bombing run:

None.

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

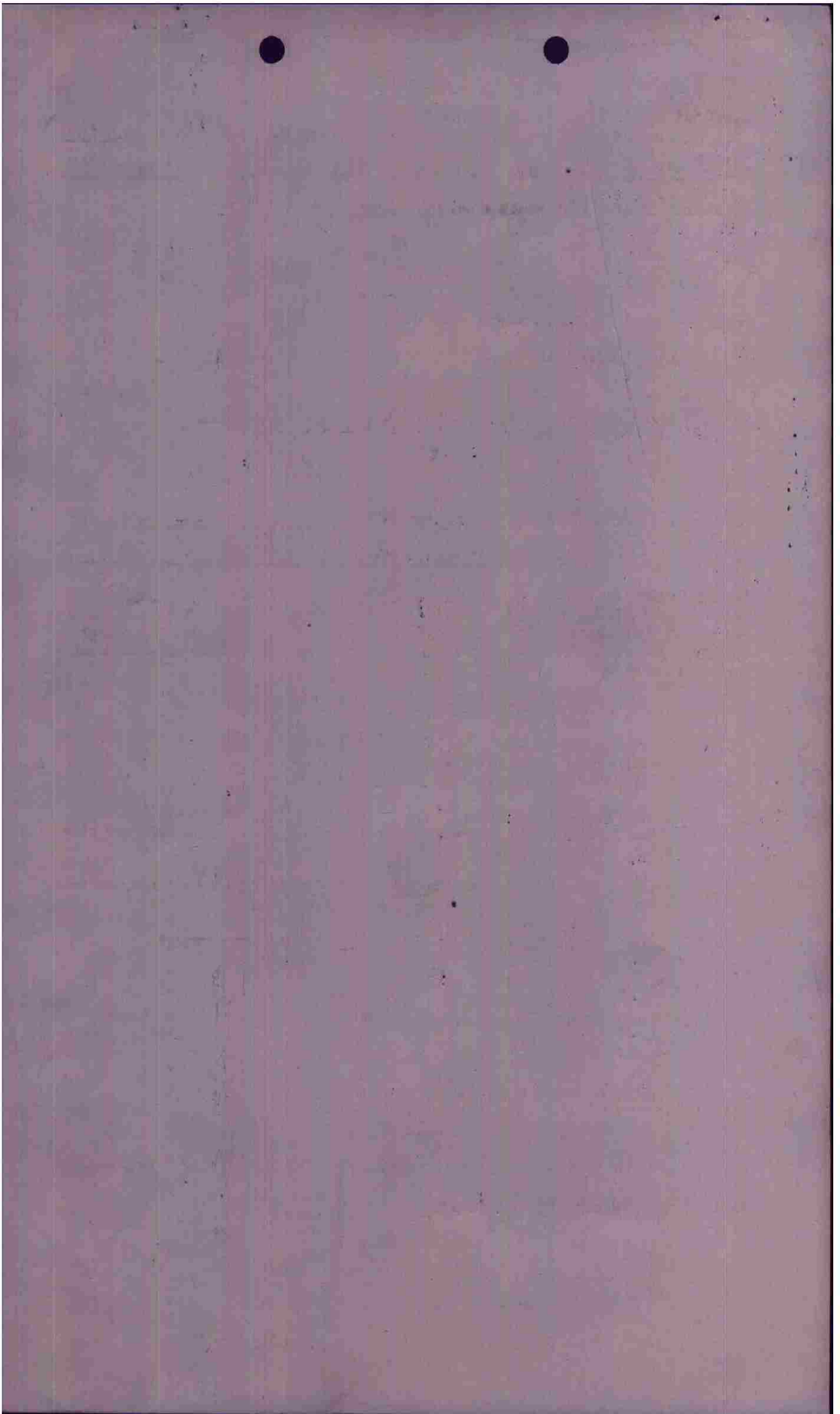
None.

(g) Bombing results as reported by crews:

Aimed at right Targets: YES X NO NOResults claimed: EXCEL. X GOOD NO FAIR NO POOR NO CROSS NO

* - 2 A/C bomb load 6 x 500 lb. G.P.

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 471BOX 2 Flight 3 GROUP 416 DATE 6 August 1944 TARGET ATTACKED Cassel Bridge1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 70°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. Aimed at briefed A.P.

5. Name of lead Bombardier: Lt. A.H. Maltby6. Name of lead Pilot: Captain C.R. Jackson7. Intervalometer setting: None.8. Indicated Air Speed: 300 Ground Speed: 242 Altitude: 11,8009. Length of bomb run: _____ Sec: 410. Bomb Load and Fusing per 4 C: _____ x 500 lb. FUSED 1/10 N 1/100 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 X. If "YES" state conditions and effect.

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

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

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

(e) State any difficulties on bombing run:

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

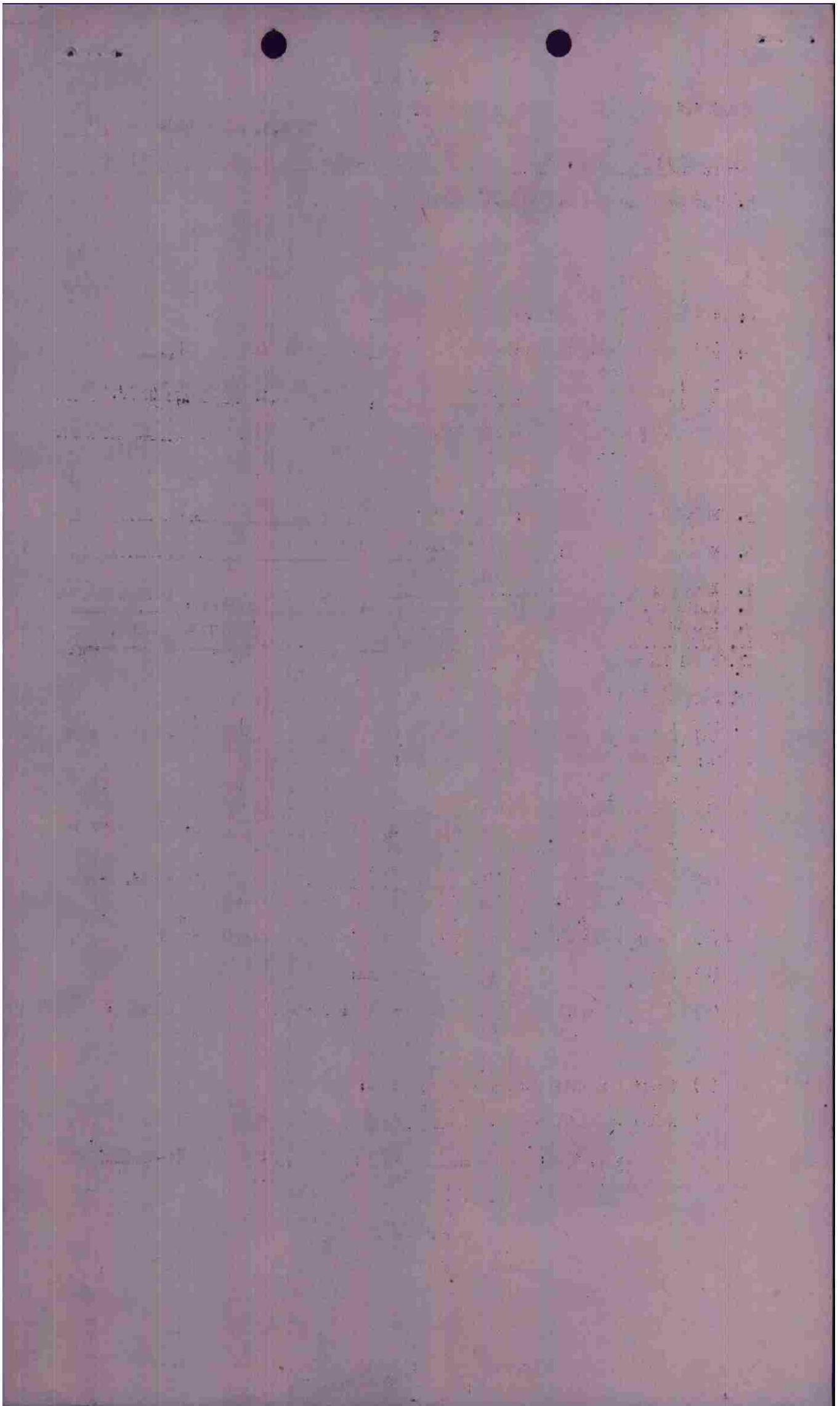
(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____

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

* - 2 4/5 bomb load 6 x 500 lb. G.P.

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 471BOX 2, Flight 2 GROUP 418 DATE 5 August 1944 TARGET ATTACKED Wissel Bridge1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 75°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. Aimed at briefed AP.

5. Name of lead Bombardier: Lt. J.T. Beek6. Name of lead Pilot: Lt. L.A. Marzolf7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 231 Altitude: 12,0009. Length of bomb run: 50 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED Inst. N 1/100 T11. Total Bombs Dropped: 32

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

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

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

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

(d) To what extent did attacks by enemy aircraft affect bombing? None

(e) State any difficulties on bombing run: None

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

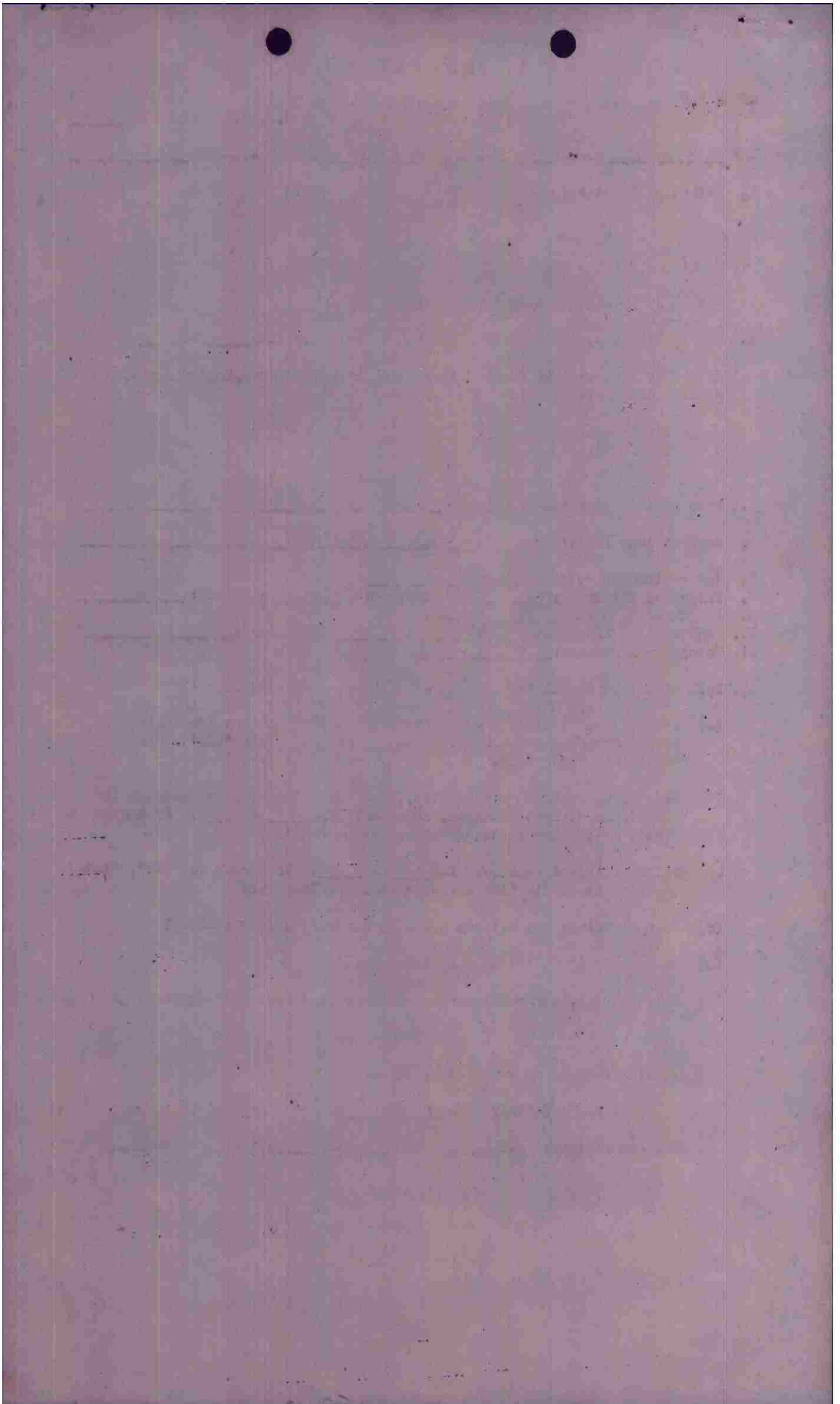
(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____

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

* - 4 Aircraft bomb load 4 x 500 lb GP

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 472BOX 2, Flt. 3 GROUP 410 DATE 6 August 1944 TARGET ATTACKED Glenn Bridge1. Method of Sighting: Pre-set with corrections2. Bombing approach: 65°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. Aimed at briefed AP.5. Name of lead Bombardier: Lt. J. Kupitz6. Name of lead Pilot: Capt. H.J. Huff7. Intervalometer setting: None8. Indicated Air Speed: 300 Ground Speed: 280 Altitude: 11,0009. Length of bomb run: 60 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED Inst. N 2/100 T11. Total Bombs Dropped: 34

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

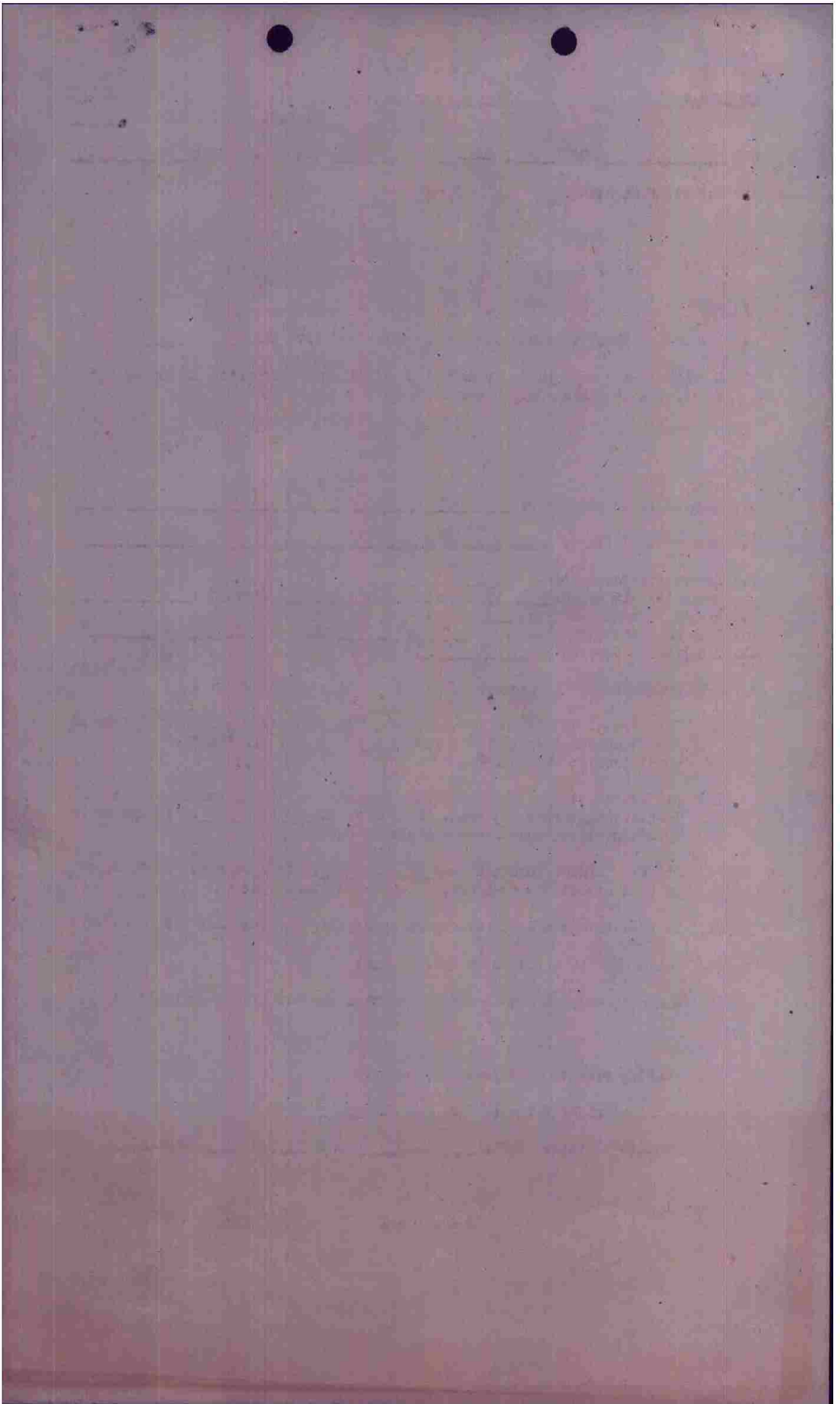
(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES _____ NO X. If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES _____ NO X. If answer is "YES", state circumstances and effect on bombing:(c) Did Flak affect bombing? YES _____ NO X. If answer is "YES", state to what extent did flak affect bombing or bomb run:(d) To what extent did attacks by enemy aircraft affect bombing? None(e) State any difficulties on bombing run: None(f) Malfunctions, personnel errors or other factors affecting bombing: None

(g) Bombing results as reported by crews:

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

* - 3 Aircraft bomb load 3 x 500 lb GP

S E C R E T



Intelligence

CONFIDENTIAL

HEADQUARTERS
416th BOMB GROUP (L)
OFFICE OF THE WEATHER OFFICERAPO 140
6 August 1944

SUBJECT: Interrogation Report

TO : Staff Weather Officer, Headquarters, IX
Bomber Command, APO 140, U. S. Army.BASE AT TAKEOFF: 6-8/10 cumulus, base 5000 feet. Visibility
8 miles.ROUTE OUT: 6-8/10 cumulus, base 5000 feet, tops 9000-10,000
feet but some isolated cumulus tops to 14,000 feet
west of London to south coast. Much low cloud over
Channel but no cumulus tops to a very great height.
Visibility 2-4 miles in haze. 6-8/10 cumulus over
continent breaking inland to 4-8/10 with target area
clear.

TARGET: Nil cloud and Visibility 4-6 miles.

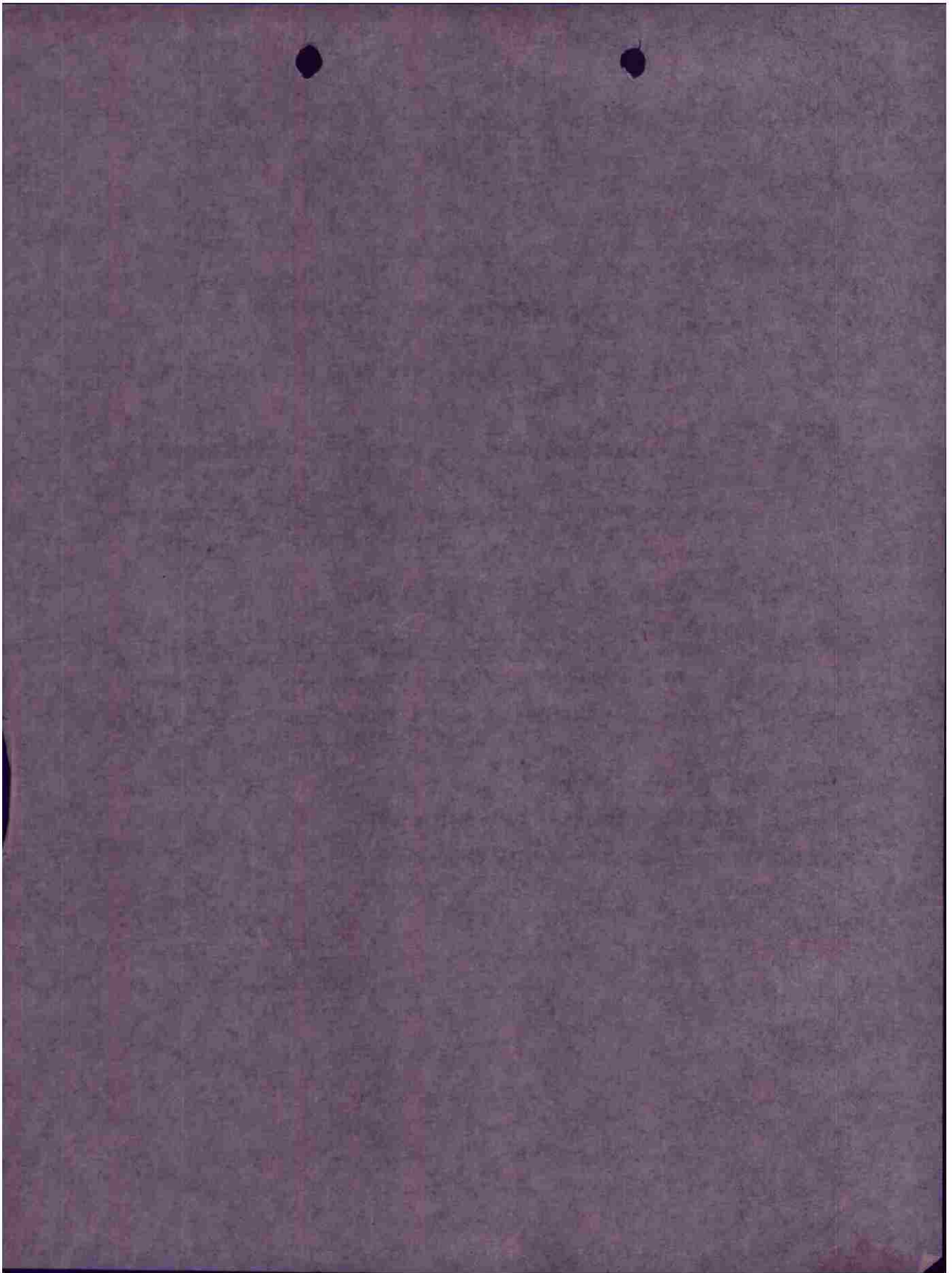
ROUTE BACK: Similar to route out, but some cumulus tops in
showers cloud to 15000-18000 feet from South coast
to Maidenhead. Visibility 3-5 miles in haze.BASE ON RETURN: 2-4/10 low cloud at 3000 feet. 2-4/10 high
cloud. Visibility 3-5 miles in haze.

TIME OVER TARGET: 1946.

WINDS: Slightly stronger than forecast.

EFFECT OF WEATHER ON BOMBING: None.

Henry W. Chidley
HENRY W. CHIDLEY
1st Lt., Air Corps
Forecaster



CONFIDENTIAL

FROM: COBOMGR 416

TO : COCBTWIG 97

ATT: SIG O

A - YS - 116

B - 6 AUGUST 1944

C - 36 A/C

D - 870 - R - VHF OUT, FLAK DAMAGE, NEW SET REPLACED.

E - 5 QDM'S FROM BOATDECK. LOCAL BUNCHER BEACON USED.

F - NONE.

AYLESWORTH COBOMGR 416

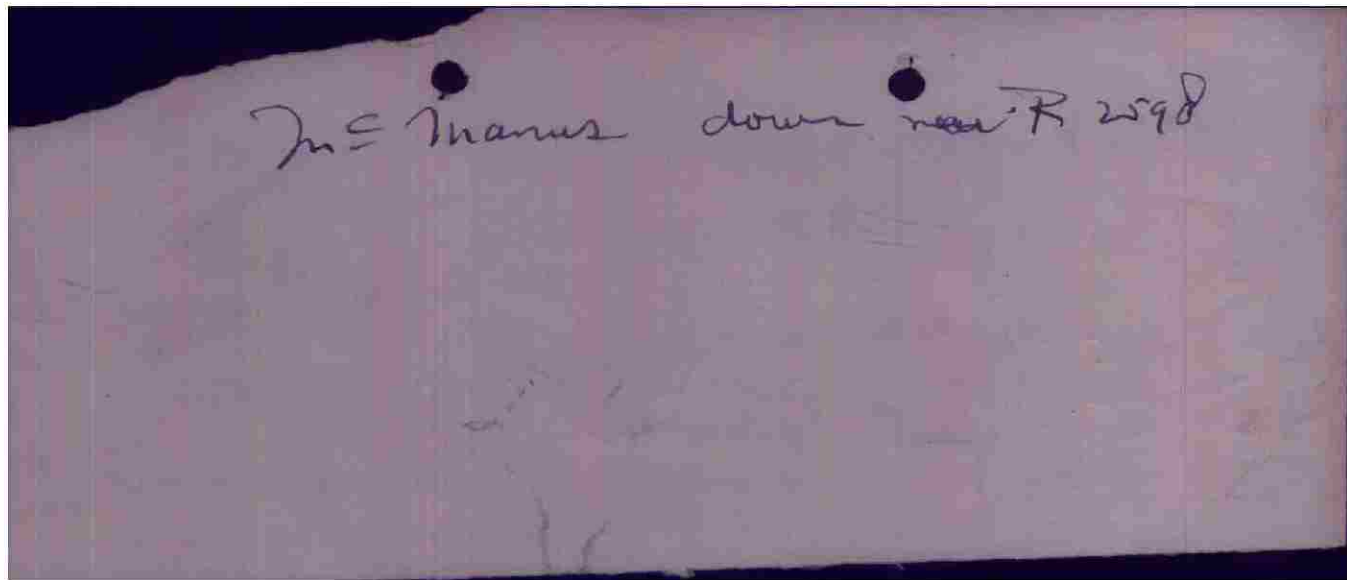
OFFICIAL:

JACK B. COONEY,
CAPT, AIR CORPS,
SIG O.

Wing Ship
874-2 - # 7 ship 2nd Flight
1st Box
6 ~~\$~~ 500 G.P. on Primary
1st Ex
2nd Ex
3rd ~~Ex~~ Gross
XX HA Big Bomb run centering over target. When
turn over target & loitering for about 5 minutes

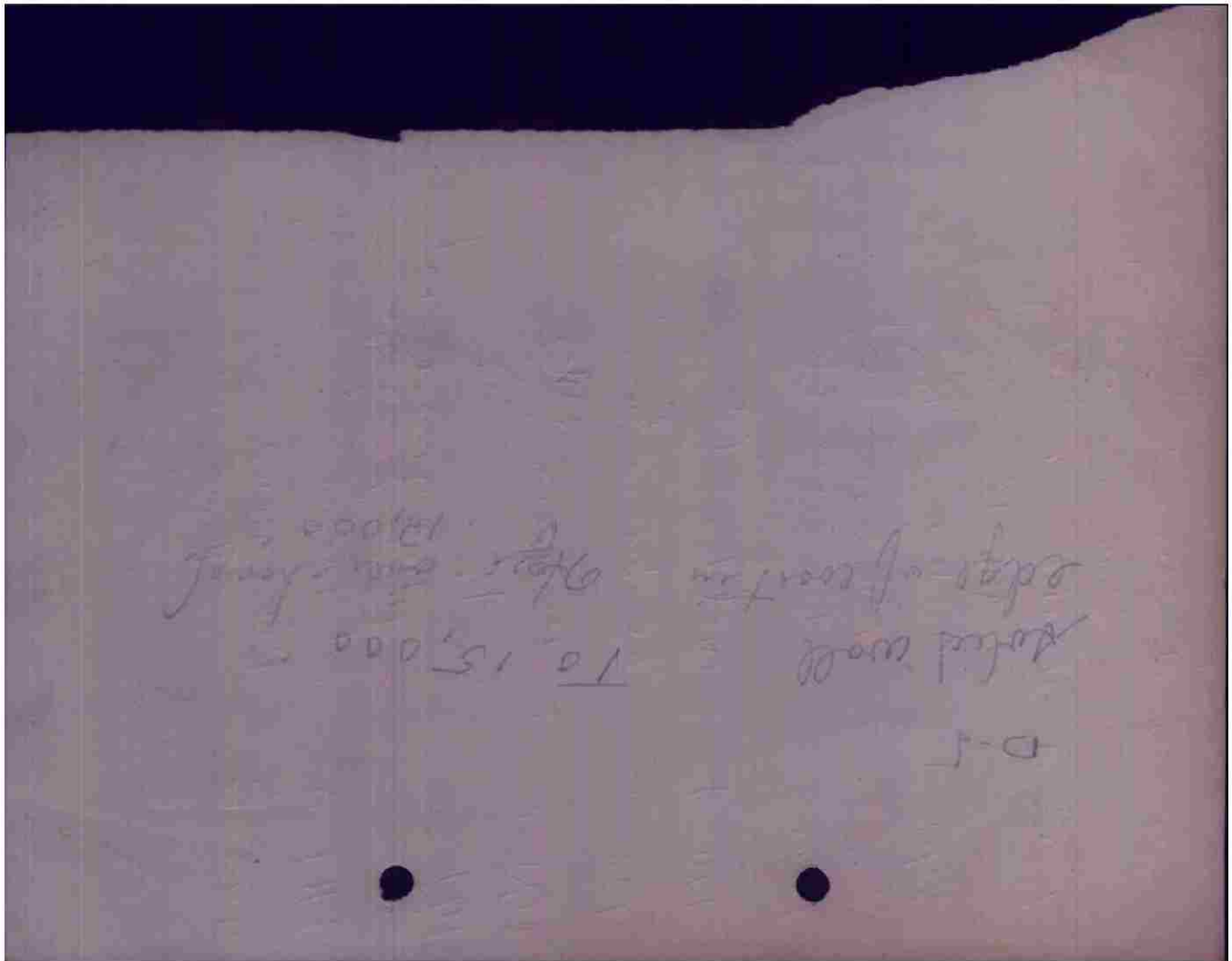
No E/A -
cut "J" + flat Dangle

THIS PAGE DECLASSIFIED IAW EO12958



THIS PAGE DECLASSIFIED IAW EO12958

640 - A Osborne 2 (4) ✓
 Landed in France
 935 - A Parker - 1 (6)
 North Holt 3
 894 A Anderson - R (6) 34
 819 Prentiss (6)
 Montrose (6)
 770 A Welsh - ? (6) ✓
 978 C McManus Down at target
 290 C Lt Summers ? (4) ✓
 147 Smith - (6)
 Tangmere - not
 flyable + crew safe
 9717 B Col Farmer - ? 81
 943 B Blomgren } 66
 Tangmere } 147
 39
 11/9
 3/13
 34



Pls. Copying 0630
Bomb 0750

FIELD ORDER BY TELEPHONE Flights

Zero Hour 1030 6 X 6

Aircraft required 36 Formation 36

Target: 4907 E/B/22 Illustration 4901 E/44 3 Fl in Ref Reference 031077
 Primary: 4907 E/B/23 033065

Secondary: None Illustration _____ Reference _____

Bomber Rendezvous: _____
 Group _____ Place _____ Time _____ Altitude _____

Fighter Rendezvous: Alt above 11000
 Type 5006 N - 0126 E Place _____ Time _____ Altitude _____

Route Out: Base - Wungness (10000) 5006 N - 0126 E - 4940 N -
0157 E - 4928 N - 0142 E - IP - Target

Route Back: Target to RP - 4911 N - 0012 E -
4919 N - 0000 - Selsy Bill - Maidenhead - Base

IP 4922 N 0124 E

Axis of Attack E-W

RP 4911 N 0042 E

Bombing Altitude 12,000 Altitude Enemy Coast Out 10000

Bomb Load 6 X 500 GP Nose Y10 Tail 1/100 (033065)
 (inst — Y100 (031077))

REMARKS Best. B/N in Flights

*B/N make sure they know what they're
 after (center of Bridges)*

410th Same Target. Sp. assignment

All Flight Leaders + Bomb Nav
Will Read + Initial Target Info -

Oct 12/8/22 #23 Illus 44/C&B
M/P 1 033065
03050770

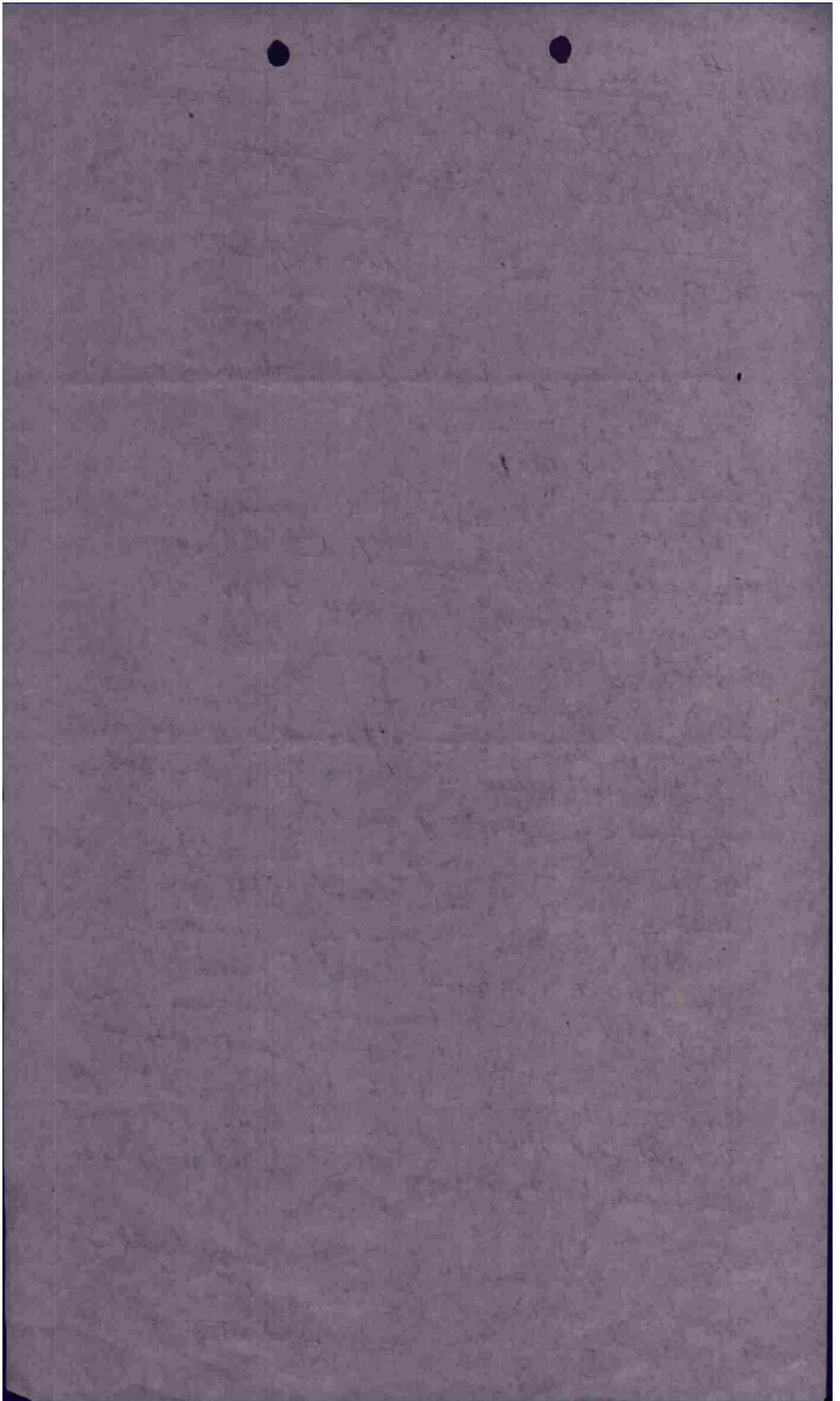
(1) Photo Rep. 45 10/57 with name of
Bridge

(2) Rep. 45 10/57 with name of Bridge

A double track Br. - two sections
over the Seine River - to an island in
the river. Each Br. had 3 spans of
steel girders and was 630' long

Beginning on the 10 May 44 these
2 Bridges have been attacked, repaired in
part & reattached with varying degrees
of Damage. About June 1st a single
track diversion barge was completed
immediately to the East of the South
Bridge (30' away from original Bridge) was
knocked out & rebuilt several times. On
Aug 30th in 48 hrs this diversion bridge
was again rebuilt and connects with
the regular tracks at the N end of Island.
A light foot Bridge spans the river between
the Div. Bridge & the orig. Bridge probably
used by repair crews.

The new Div. Bridge is of light steel
of heavy timber construction. This is the only
complete bridge across Seine river ~~to~~ of Townville
Nath



[illegible]

did not - 6 (24

1 - B/N wounded
 (5) - Leader did not (Col Farn)
 (one of these 5/AC is missing. Lt. 6)
 was seen to jettison bombs south
 of LISIEUX (Q5070).

Bombing { Information lacking from 3 A/C, one of
 which was ~~down~~ shut down over target
 and 2 of which are missing.

Bombed. 28

Failed to bomb ~~3 down~~ 6

	CAT	119	
		28	
		147	
CAT	CAT	A - 19	39
		AC - 3	12
			27
			9
			3

~~Information lacking from~~
 on those Damage information is lacking
 from

[illegible]

BOMBARDIER'S MISSION DATA

BOX FLIGHT INDICATED ALTITUDE BOMB LOAD TYPE

METRO DATA:

TEMPERATURES AT TARGET: GROUND LOFT MEAN

WINDS ALOFT AT TARGET: MPH FROM DEGREES.

TARGET DATA:PRIMARYSECONDARY

1. TARGET		
2. INTLL. POINT		
3. MAG. READING FROM I.P. TO TARGET		
4. DISTANCE FROM I.P. TO TARGET		
5. TIME FROM I.P. TO TARGET		

BOMBING DATA:

1. INTERVELOMETER SETTING		
2. PRESSURE ALTITUDE OF TARGET		
3. INDICATED BOMBING ALTITUDE		
4. TRUE ALTITUDE ABOVE TARGET		
5. INDICATED AIR SPEED		
6. TRUE AIR SPEED		
7. GROUND SPEED FOR BRIEFED HEADING		

SIGHT DATA:

1. DISC SPEED		
2. TRAIL		
3. DRIFT ON BRIEFED HEADING		
4. TANGENT OF DROPPING ANGLE		
5. ACTUAL TIME OF FALL		

[illegible]

BOMBARDIER'S MISSION DATA

BOX _____ FLIGHT _____ INDICATED ALTITUDE _____ BOMB LOAD _____ TYPE _____

METRO DATA:

TEMPERATURES AT TARGET: GROUND _____ ALOFT _____ MEAN _____

WINDS ALOFT AT TARGET: _____ MTH FROM _____ DEGREES.

TARGET DATA:PRIMARYSECONDARY

1. TARGET		
2. INITIAL POINT		
3. MAG. READING FROM I.P. TO TARGET		
4. DISTANCE FROM I.P. TO TARGET		
5. TIME FROM I.P. TO TARGET		

BOMBING DATA:

1. INTERVELOMETER SETTING		
2. PRESSURE ALTITUDE OF TARGET		
3. INDICATED BOMBING ALTITUDE		
4. TRUE ALTITUDE ABOVE TARGET		
5. INDICATED AIR SPEED		
6. TRUE AIR SPEED		
7. GROUND SPEED FOR BRIEFED HEADING		

SIGHT DATA:

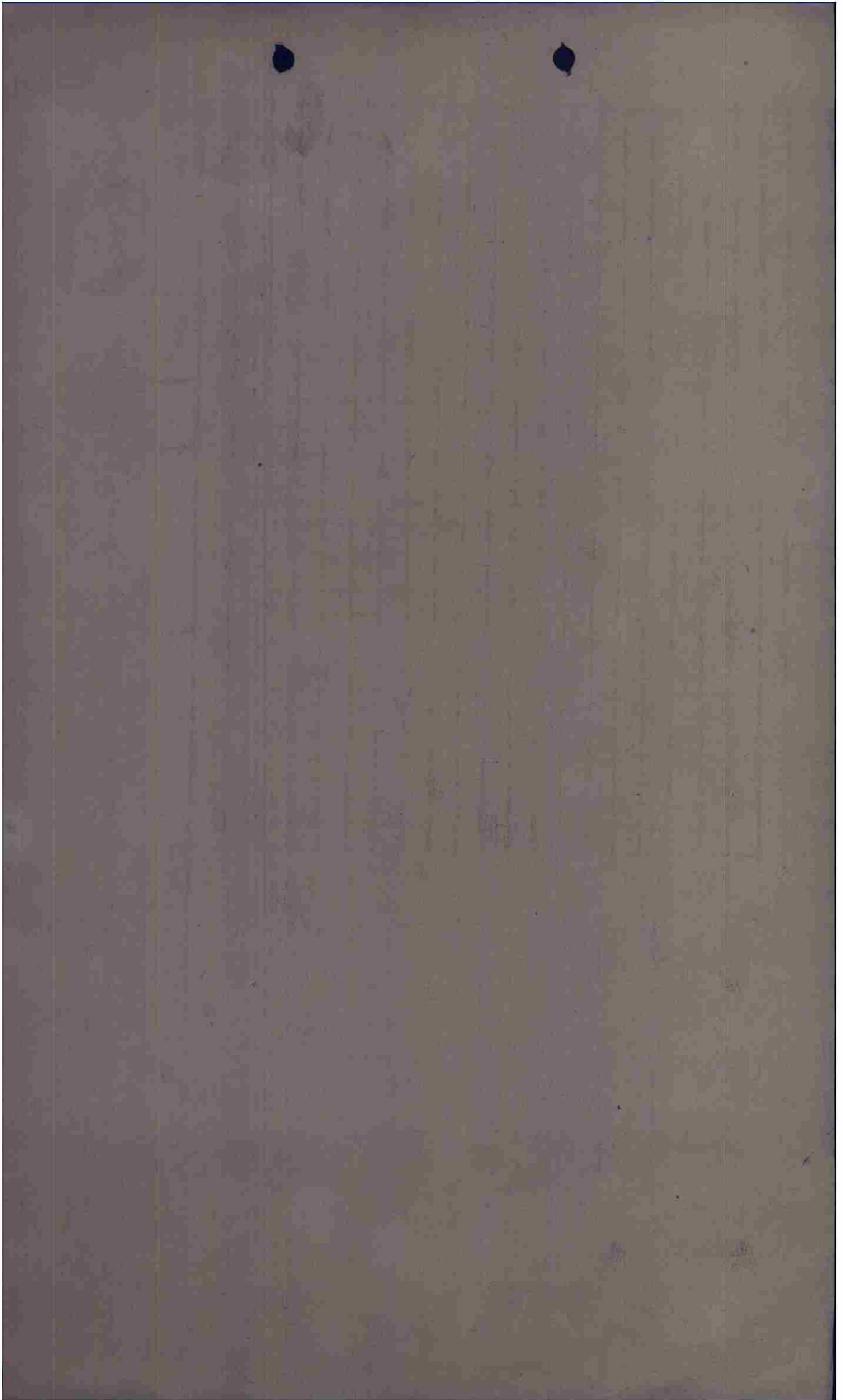
1. DISC SPEED		
2. TRAIL		
3. DRIFT ON BRIEFED HEADING		
4. TANGENT OF DROPPING ANGLE		
5. ACTUAL TIME OF FALL		

Box #	CpsTl	Date	F/O	Target	Alt.	Box Leader	T/O	Lb min.
II		6 Aug.					TOT	
							L/D	
A/C	Fail to Bomb	ATT	Bomb Disp	A/C Dem	E/A	Pers.		
Pos No.	Reason	F	S	O	T	S	J	T
1 712								
2 147								
3 9717								
4 390								
5 943								
6 743								
1 1711								
2 714								
3 493								
4 719								
5 925								
6 956								
1 135								
2 181								
3 9961								
4 900								
5 929								
6 202								

606 14 10 1

3 loaded clearance

Wagner 712
Tanner Smith + 9717
Boukamp 390
Allen Blangum + 743 943
Mangels 1411
Miller 714
Raine 719
Elliot 929
Raine 219



2nd 38th

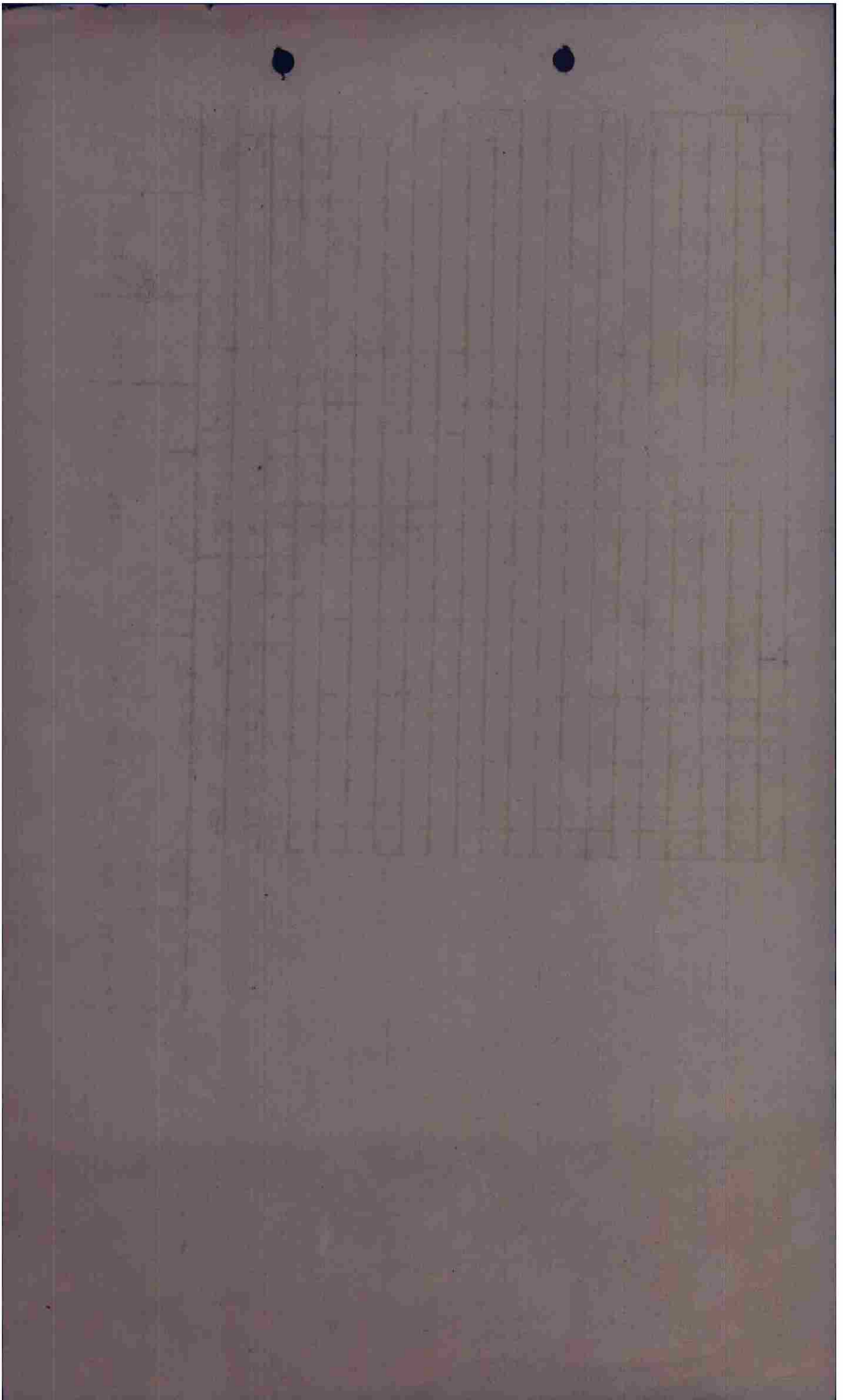
119
96
147

Box #	CDSTL	Date	F/O	Target	Alt.	Box Leader
I	117	6 Aug		Quail-Townville R. R. Bridge		Osborne

A/C	Fail to Bomb	ATT	Bomb Disp	A/C Dam	E/A	PERS.
No.	Reason	T S O	T S J F R	M D A A C B E D P D K W M		
1 640			4	X		
2 935			6	X		
3 894			6	X		
4 819			6	X		
5 150			6	X		
6 770			4	X		
1 452			4			
2 387			6	X		
3 224			6			
4 211			6			
5 750						
6 978						
1 467			6	X		
2 380			6			
3 200			4	X		
4 209			4	X		
5 674			5	X		
6 227			4	X		
874	King ship		6	X		

81 4 2

W. H. H. 460
Osborne 620
Anders + Parker + 894
Rudine + 819
V. M. 770
H. 467
H. 462
J. 209
McK. 211
B. 227
McM. 975
McC. 450
T. 224
R. 387
B. 750
1. Missing
2. Landed Elsewhere
3. Down
2 Missing
1 Down
5 Landed Elsewhere



CONFIDENTIAL

Interr. Form

PILOT Greenley A/C# 393 BOX Window POS 2

CASUALTIES: _____

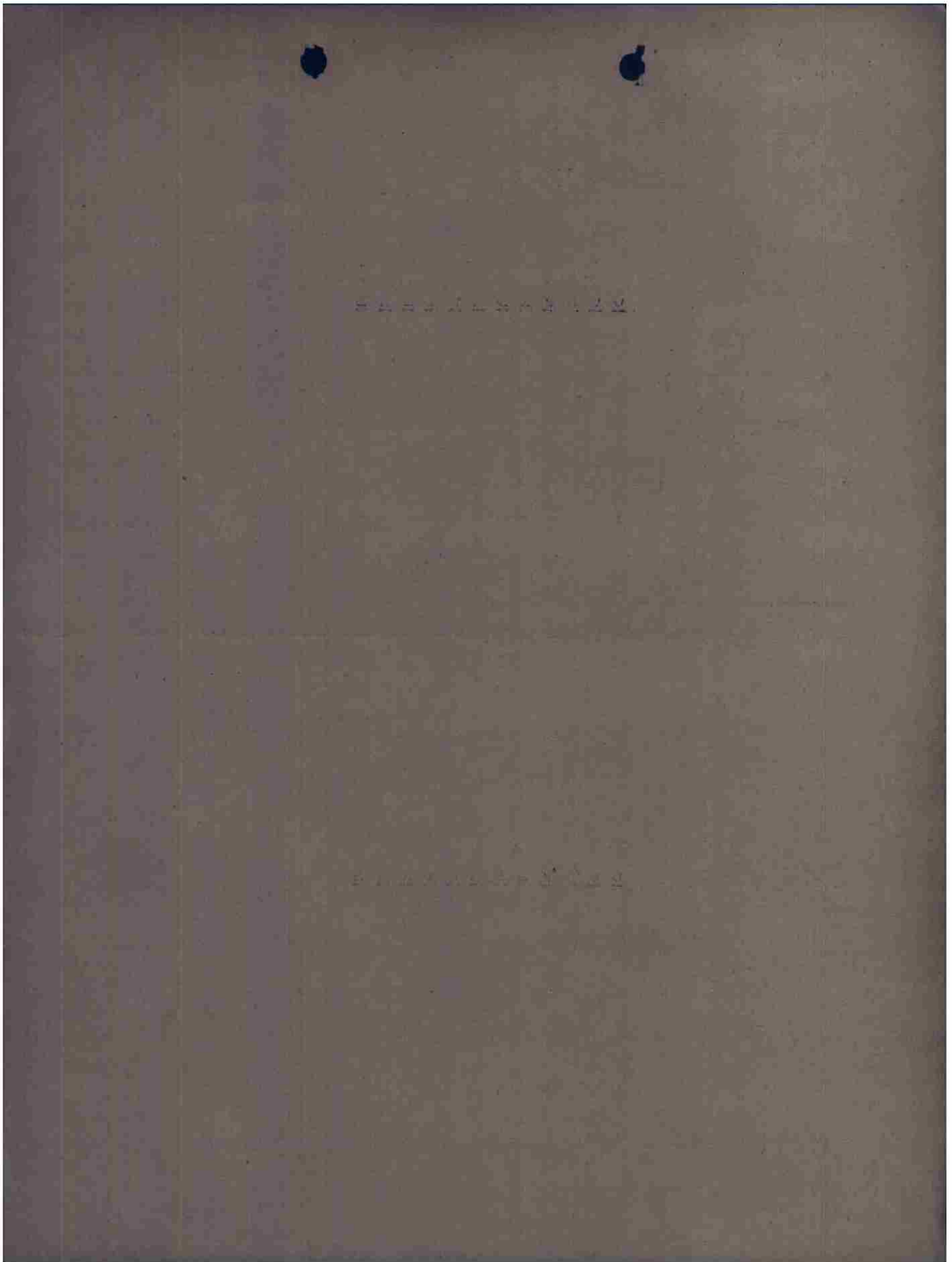
BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: A A-C E

FLAK: XXXXH A at target.

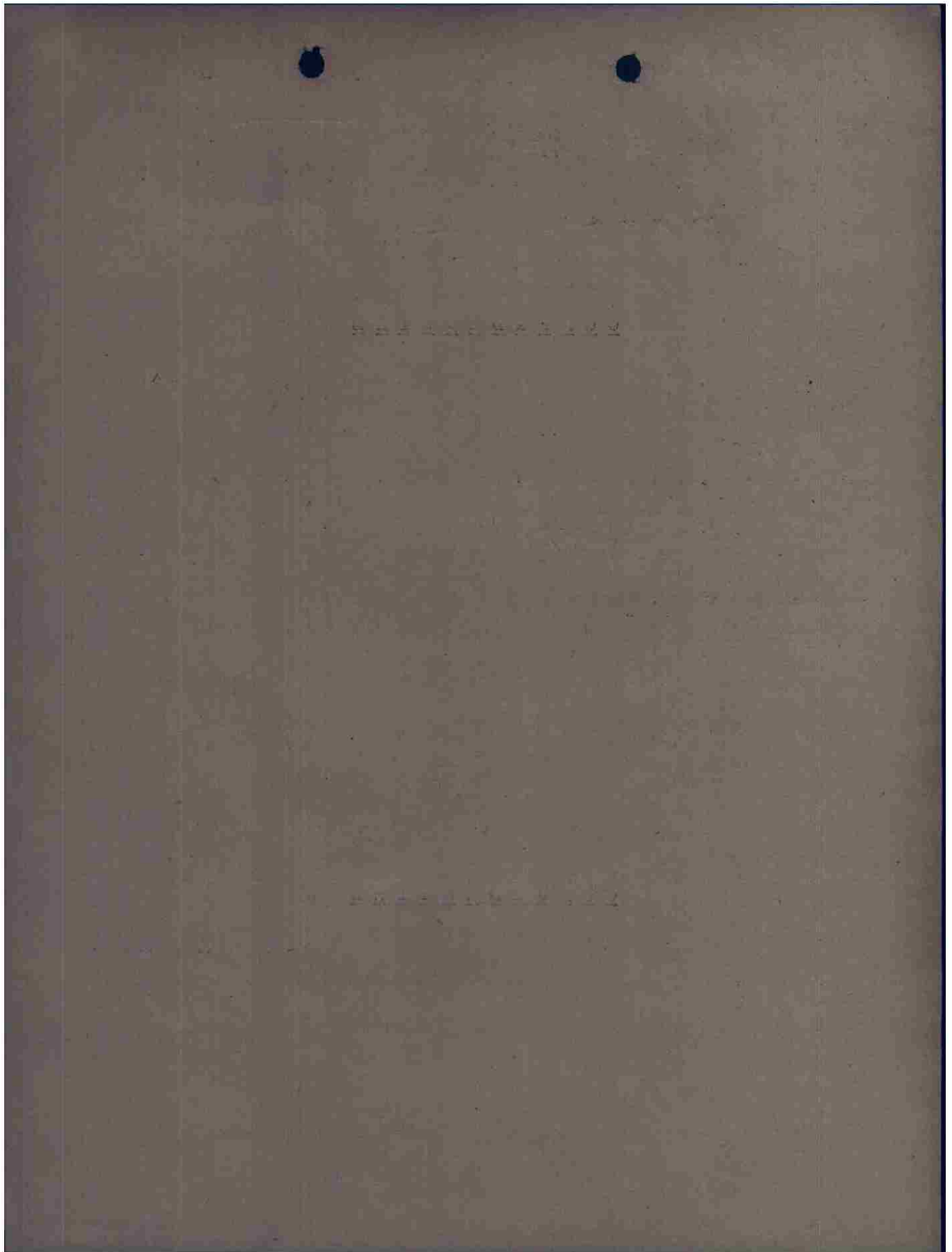
E/A: _____

OBSERVATIONS: Gunners threw out
window.

HWA
Interrogator



Interrogator



CONFIDENTIAL

Interr. Form

PILOT DeMunn A/C# 450 BOX Window FLIGHT POS 1

CASUALTIES: ✓

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

FLAK: XXXXH
3 minutes
Flak Isient

E/A: ✓

OBSERVATIONS:

[Signature]
 Interrogator

CONFIDENTIAL

#1 - *W. L. Brown*

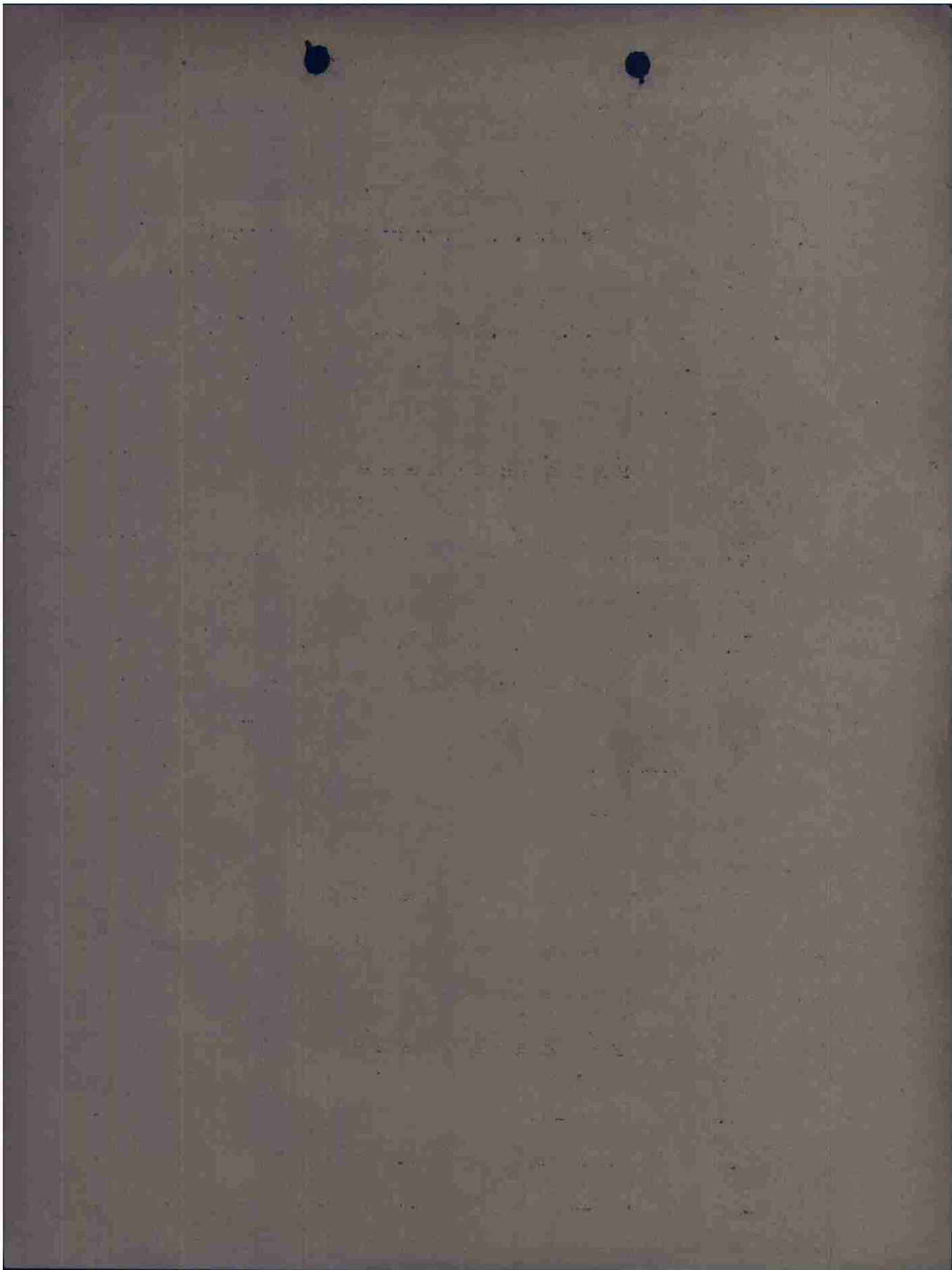
PILOT Anderson A/C# 894 BOX I FLIGHT 1 POS 3
CASUALTIES: _____
BOMB DISPOSITION: PT ST GT JET RET BATTLE DAMAGE: A A-C E
FLAK: _____

E/A: _____

OBSERVATIONS:

Landed at North Holt

Interrogator

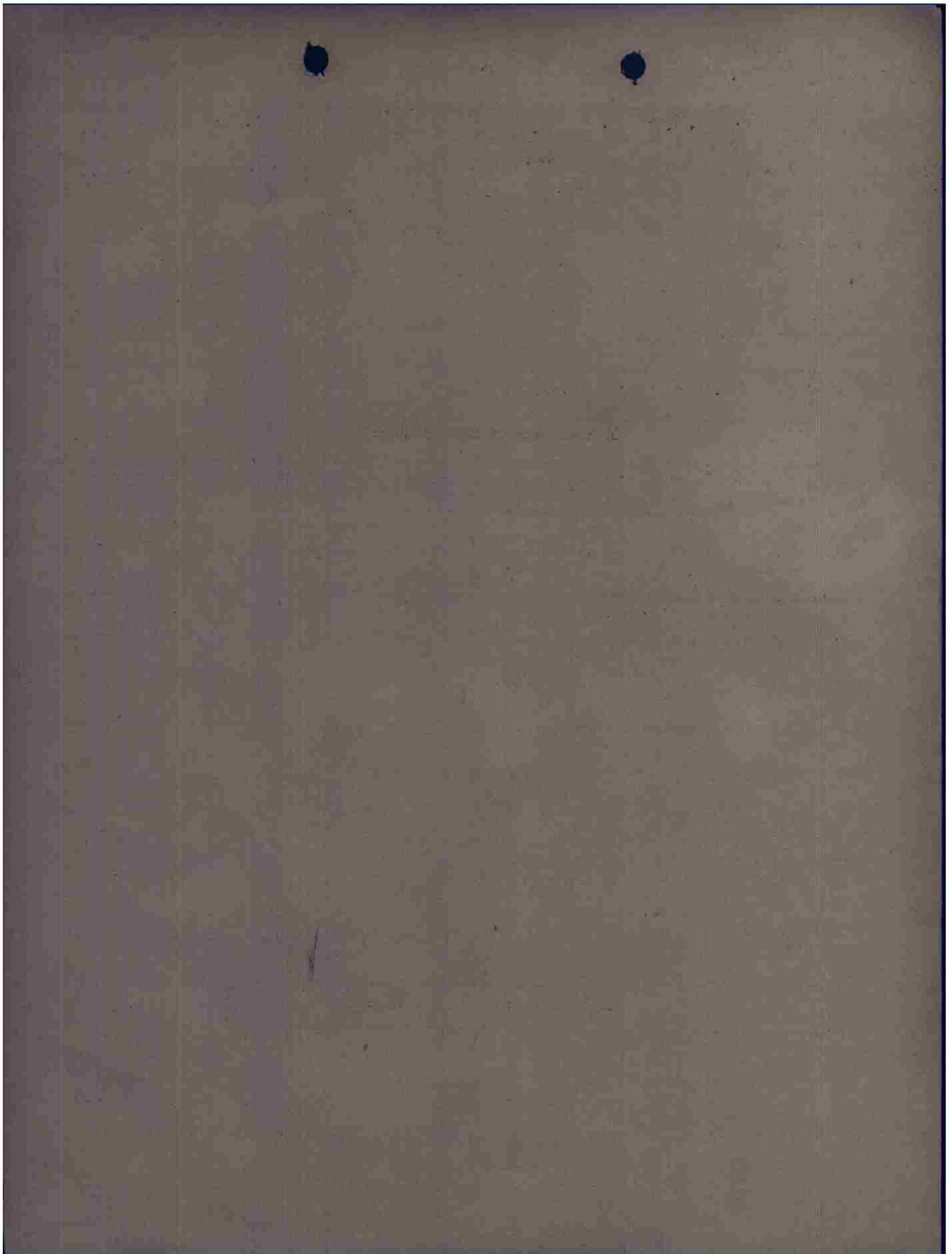


CONFIDENTIAL

Interp. Form

PILOT Greene A/C# 211 BOX FLIGHT 2 POS 4CASUALTIES: 1BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: A A-C EFLAK: from r to T - in area to leftT - lab pool soft targetXXHA - 6 gun batt. - 1 in airDenial hit 1 engine after targetone chute - mass of flames hit groundE/A: XOBSERVATIONS: good result

Interrogator



~~CONFIDENTIAL~~ Interrog. Form

PILOT Hulse A/C# 452 BOX Bombardier FLIGHT 2 POS 1

CASUALTIES: X

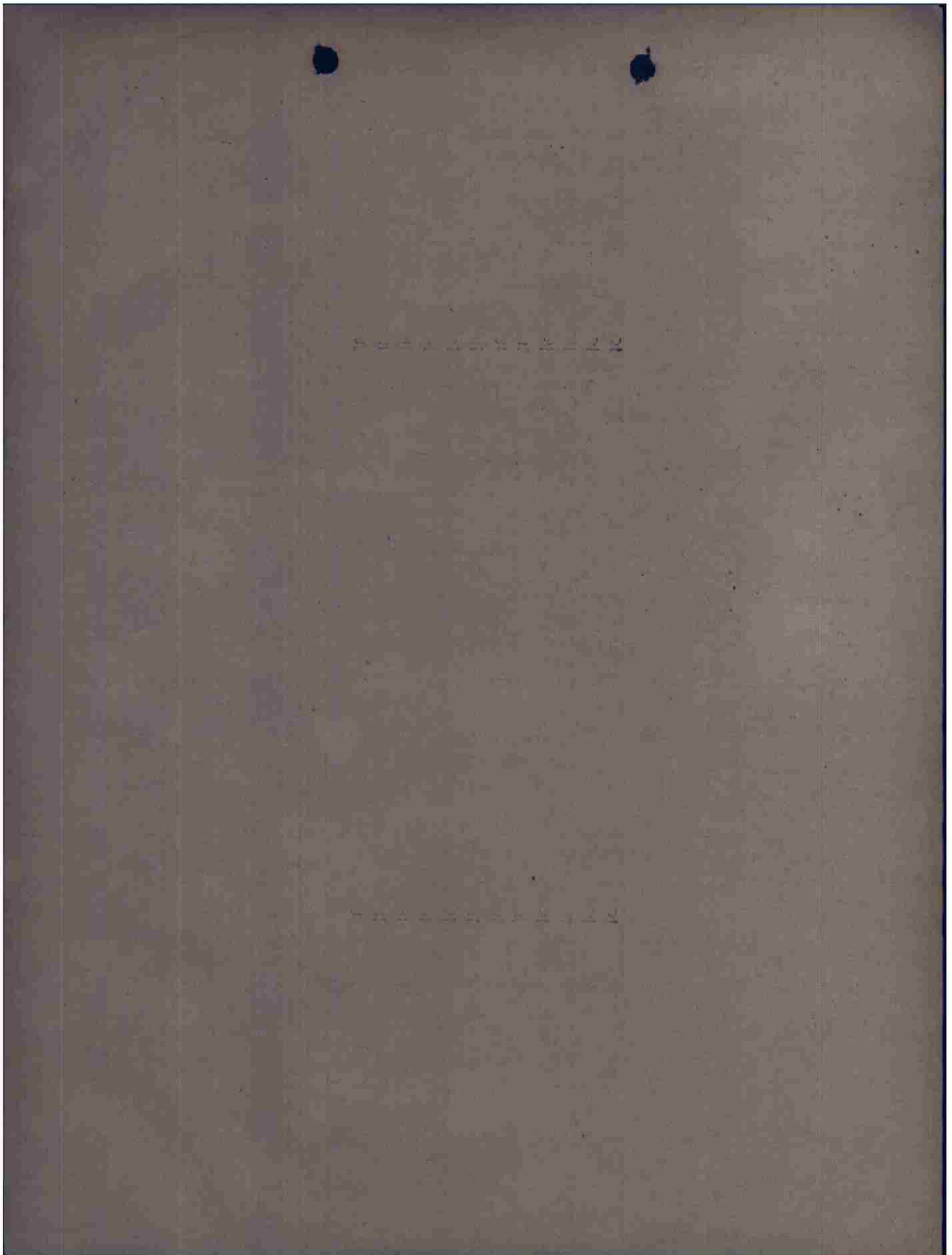
BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: A A-C E

FLAK: 24 in high explosive XXH1
on target XXXH1A
Port L'Enferme XXH1

E/A: X

OBSERVATIONS: Comms to L'Enferme - 2 min - 2000 mikes
A-20 in altitude - 5000 ft
56 houses

Koppe
Interrogator



Over Target C O N F I D E N T I A L Interrog. Form

PILOT Mac. Mans A/C# 978 BOX FLIGHT 2 POS 6

CASUALTIES:

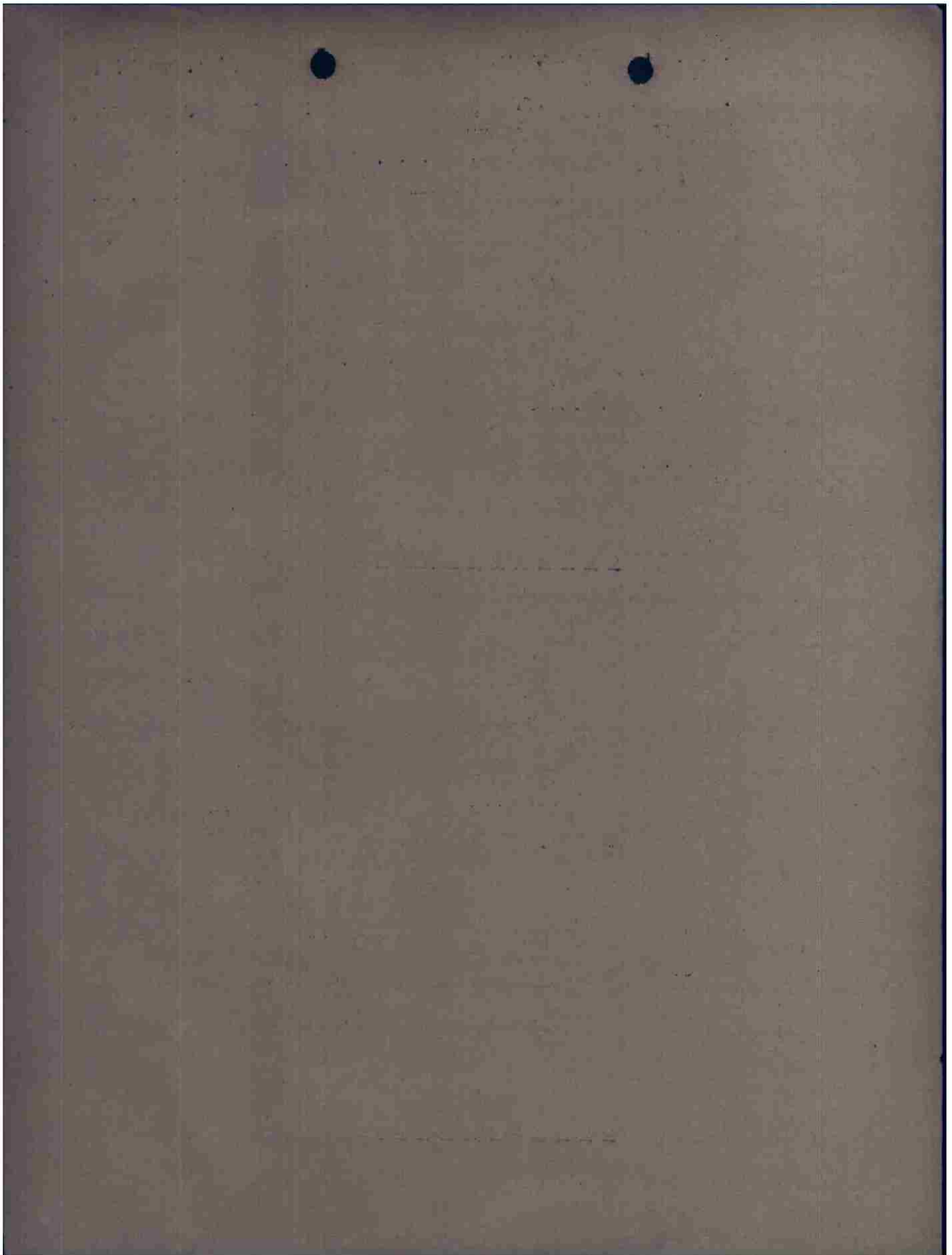
BOMB DISPOSITION: PT ST CE JET RET BATTLE DAMAGE: A A-C E

FLAK:

E/A:

OBSERVATIONS: Dani

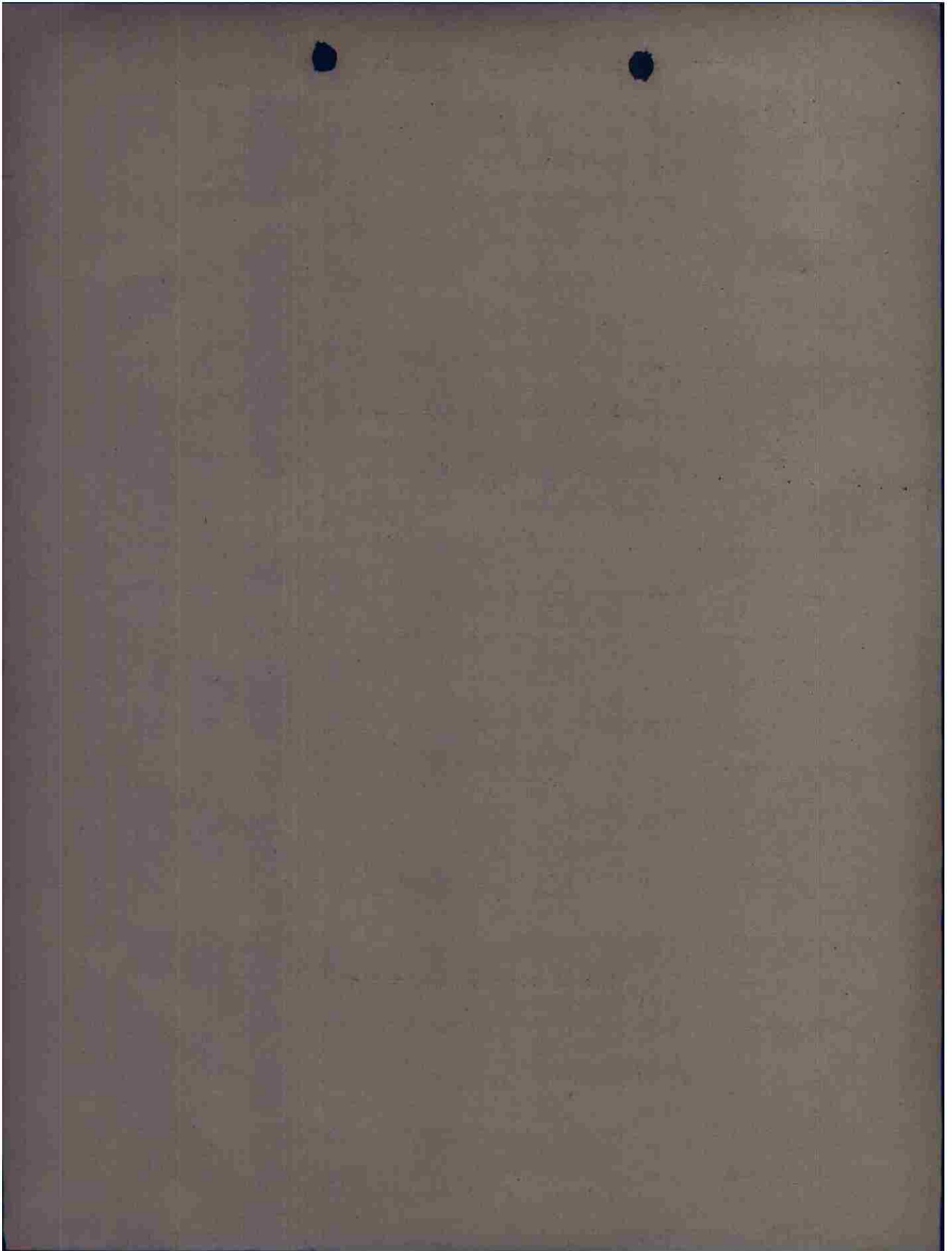
Interrogator



$E/A:$

OBSERVATIONS:

THIS PAGE DECLASSIFIED IAW EO12958



PILOT Parker A/C# 935 BOX FLIGHT 1 POS 2
CASUALTIES:
BOMB DISPOSITION: PT ST OT JET RET A A-C E
BATTLE DAMAGE:
FLAK:

E/A:

OBSERVATIONS:

Landed at Northolt

Interrogator

RECEIVED

RECEIVED

PILOT Baranuk A/C# 327 BOX 4 FLIGHT 3 POS 6

CASUALTIES: nil

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

FLAK: XXHA - from about 30 seconds after bomb bay doors were opened through turn off target. Worse on turn off target.

Also XH1 about a minute or two before exit.

E/A: nil

OBSERVATIONS:

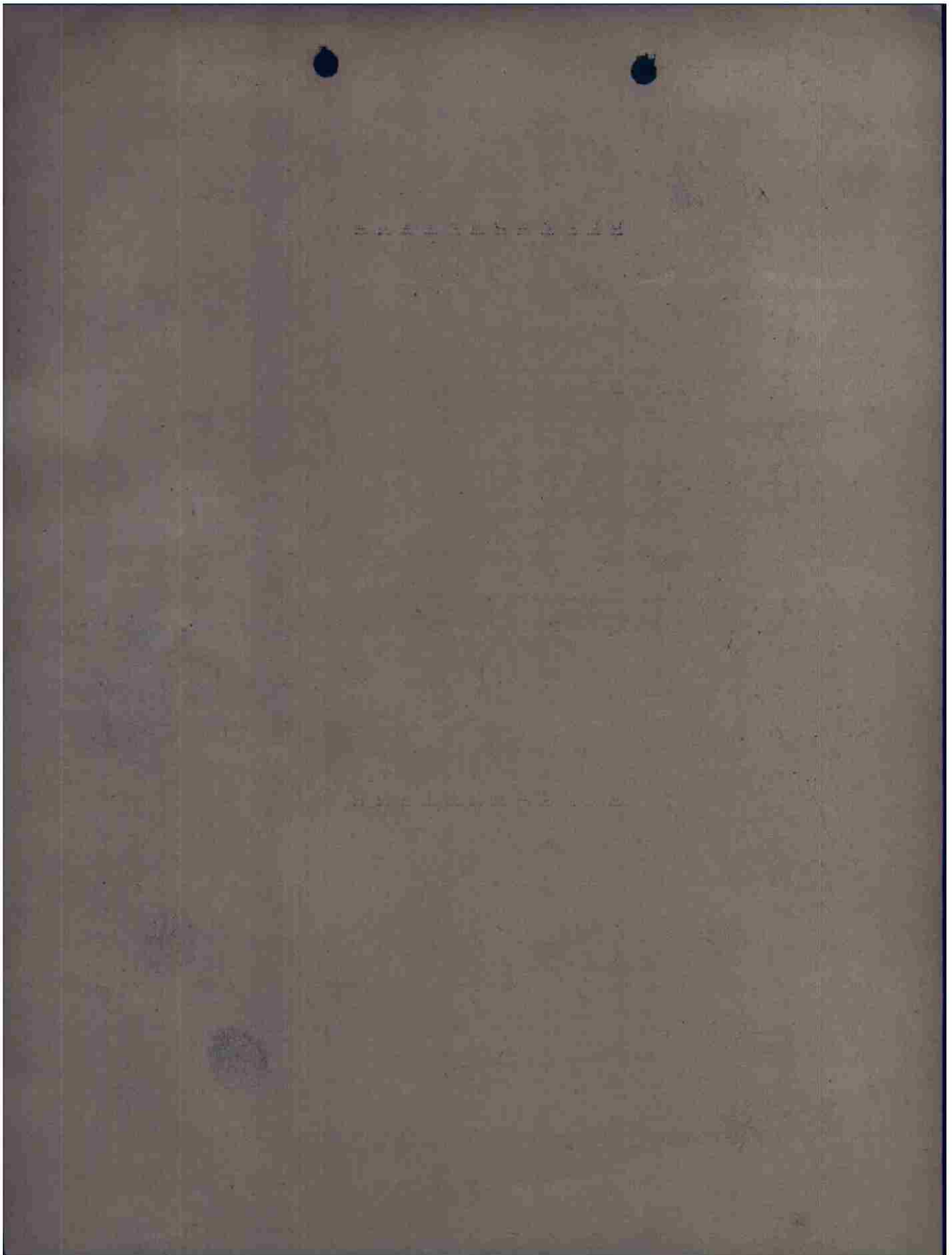
No activity at target.

Sg. C.

A/C 978 (Mc Manus) lost - La Pointe down over target. Right engine on fire. 1 chute came out ^{and} back hatch. Did not see plane hit ground but saw it in spin.

Luria

Interrogator



PILOT Nordstrom A/C# 224 BOX FLIGHT 2 POS 3

CASUALTIES: nil

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

FLAK: XXX HA from cliff to target & then right
turn off target for about 4 minutes after
bombs were away.

XXXX XHA about 3 or 4 minutes before
exit

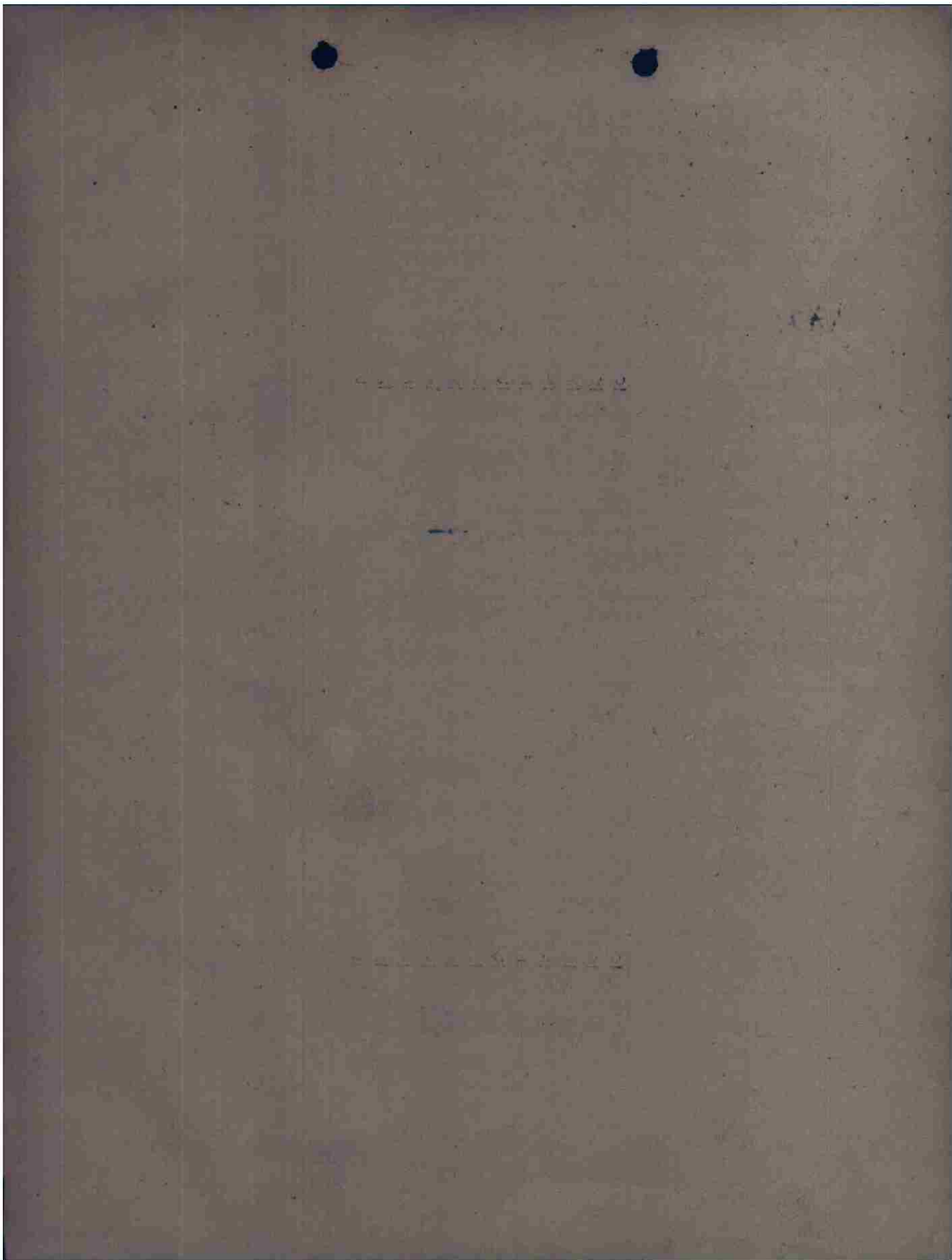
E/A: nil

OBSERVATIONS: 2 span
PONT de L'A bridge f. original bridge
down - but temporary single span bridge
alongside seems okay. R 2299

1 chute (open) out of 978. Came out
of back.

Rusia

Interrogator



PILOT Jackson A/C# 467 BOX 4 FLIGHT 3 POS 1
 CASUALTIES: _____

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

FLAK: _____ tanks - 60-65 holes.
life raft.

XXXXHA at target.
Also 3-3 mi before coast - 20-25 km/s.

E/A: _____

OBSERVATIONS: _____

Saw Osborne pull out & feather engine.

other ship - one chutes out - exploded on hit.

Bymer scratched by turret glass.

Interrogator

Interr. Form

PILOT Cabonne A/C# 640 BOX FLIGHT 1 POS 1

CASUALTIES:

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

FLAK:

E/A: _____

OBSERVATIONS: _____

Interrogator

NOT BOMB
4 OTHERS
NAPIER & FLIGHT -
MACMANS -
WELSH -
SOMMERS -
FARMER -
IN FO. LACKING

CONFIDENTIAL

Interp. Form

PILOT Prentiss A/C# 819 BOX 6 FLIGHT 1 POS 4

CASUALTIES: _____

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

FLAK: _____

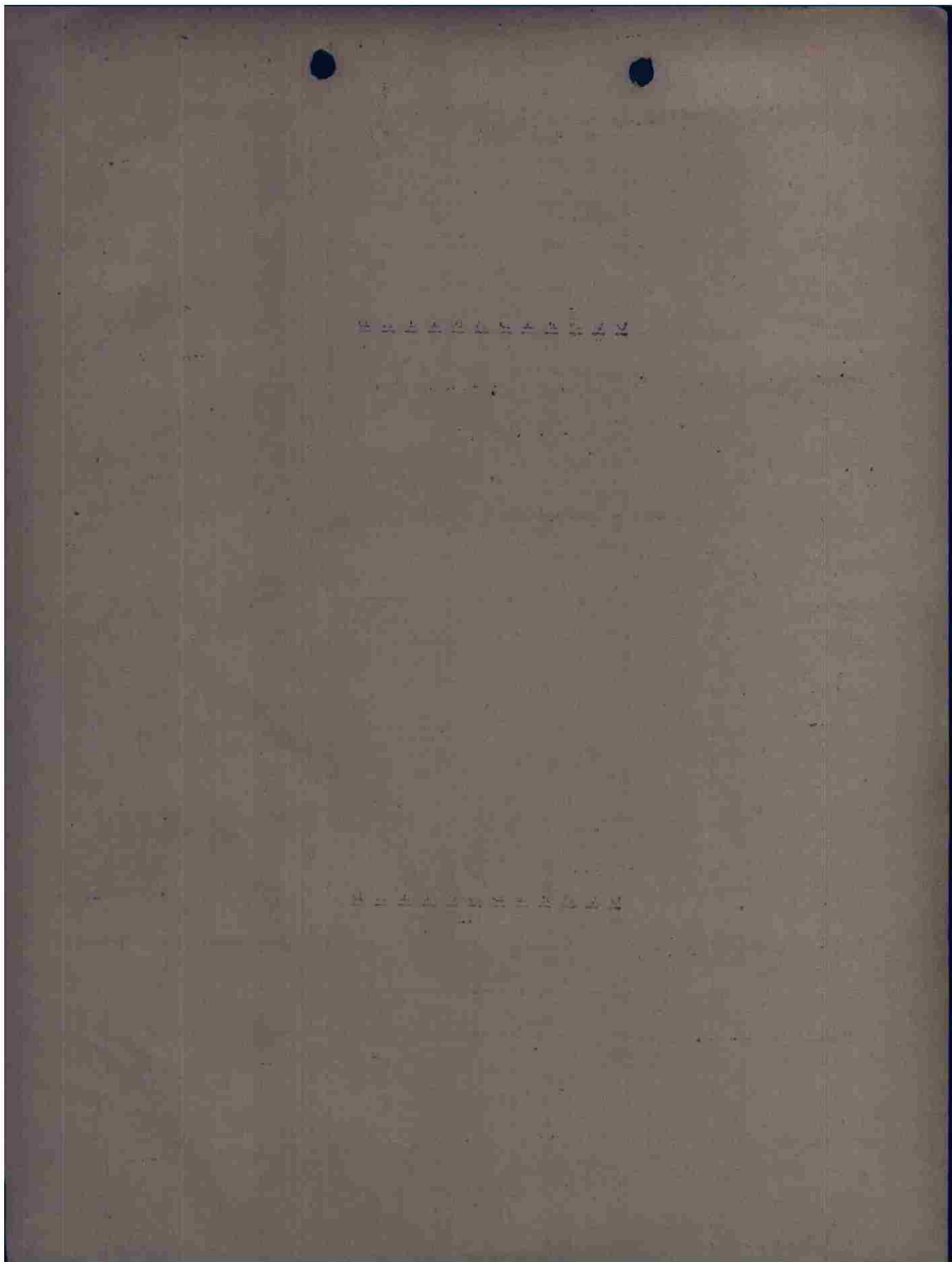
E/A: _____

OBSERVATIONS:

Landed at North coast

Interrogator

CONFIDENTIAL



PILOT Byrne A/C# 750 BOX FLIGHT 2 POS 5

CASUALTIES:

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

FLAK: all around target

ten minutes started on bomb
run XXX H F & XXX L F
one hit.

E/A:

OBSERVATIONS:

Sharon
Interrogator

Box I
7 2
5

CONFIDENTIAL

INTELL. FORM

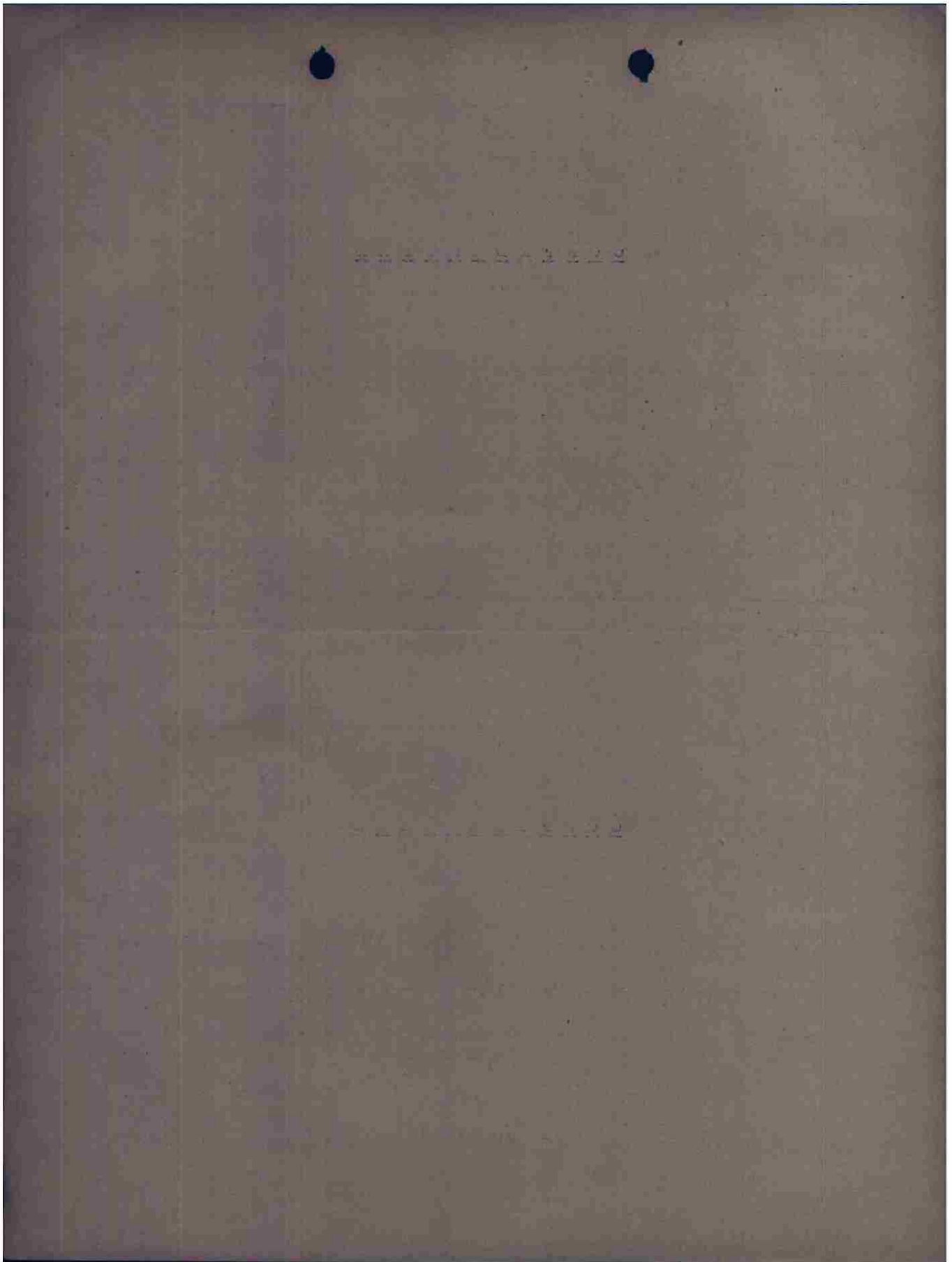
PILOT McElhenny A/C# 209 BOX 1 FLIGHT 3 POS 4

CASUALTIES:

BOMB DISPOSITION: PT ST CT JET RET A A-C EFLAK: XXXXH on bomb run and turn off
XXXXH at Bernay.

E/A:

OBSERVATIONS: SE of plane on fire at target.
Ship going down. no chutes.W.A.
Interrogator



CONFIDENTIAL

INTERF. FORM

PILOT Leonard A/C# 380 BOX 1 FLIGHT 3 POS 2

CASUALTIES:

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

FLAK: On Bomb run - a rain before bombing - some
all around - 5000 below - Followed for
him to Rt. off - XXXHA.
XHI AT LISIEUX

E/A:

OBSERVATIONS:

Clustered pattern around bridges.

Plane left formation as turn to right,
he dropped bombs.

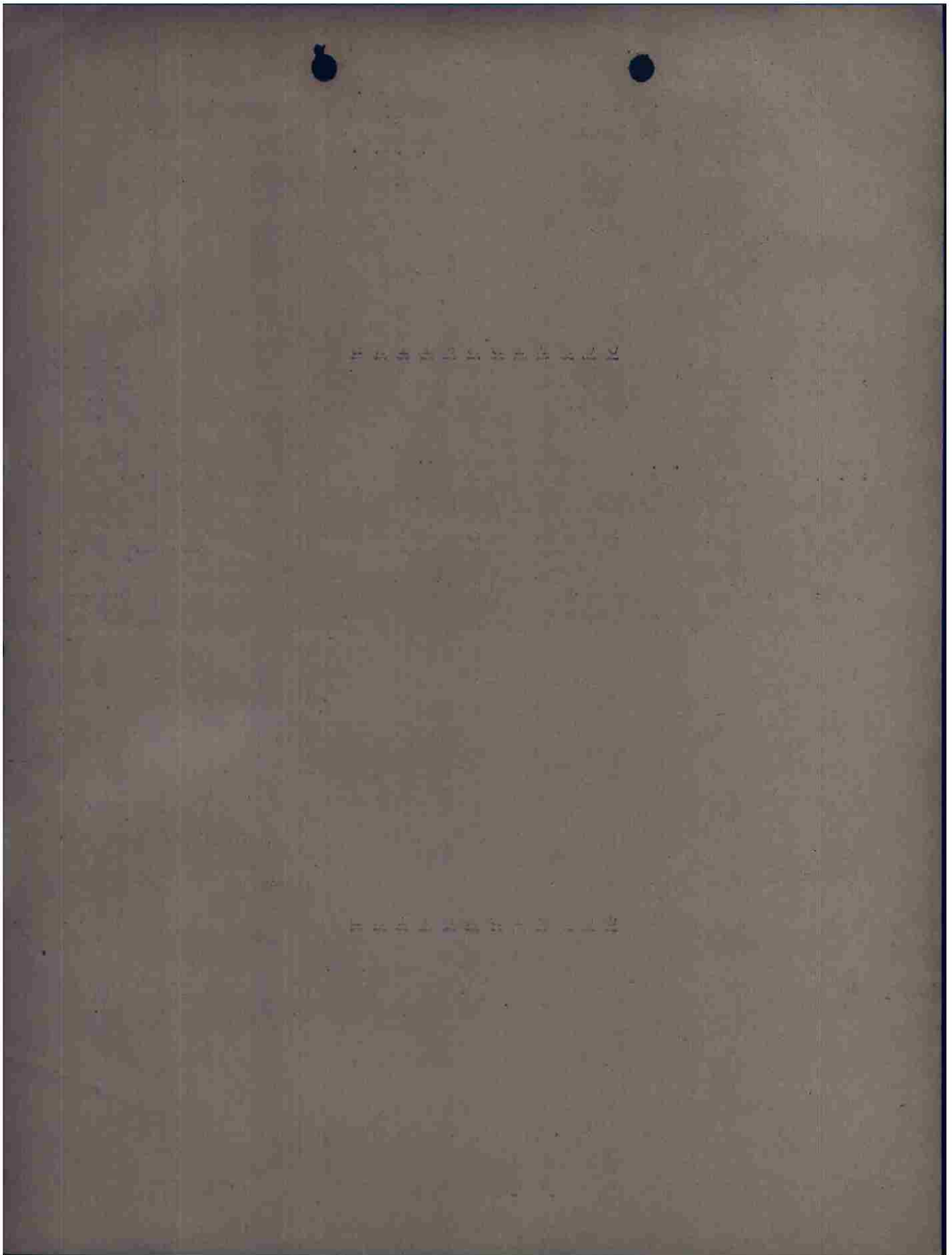
1 chute out. = L engine exploded, into spin.
hit ground. S of Rouen.
10 miles.

Another straggled -

Osborn led past target - turned over
to Prentiss & feathered prop
leaving four others.

Sharden

Interrogator



PILOT Spaulding A/C# 674 BOX 7 FLIGHT 3 POS 5
 CASUALTIES: _____
 BOMB DISPOSITION: PT 2 ST 1 CT 1 JET 1 RET 1 BATTLE DAMAGE: A (A-C) E 1
 FLAK: _____

XHI at Port Andover.

XXHA at Target.

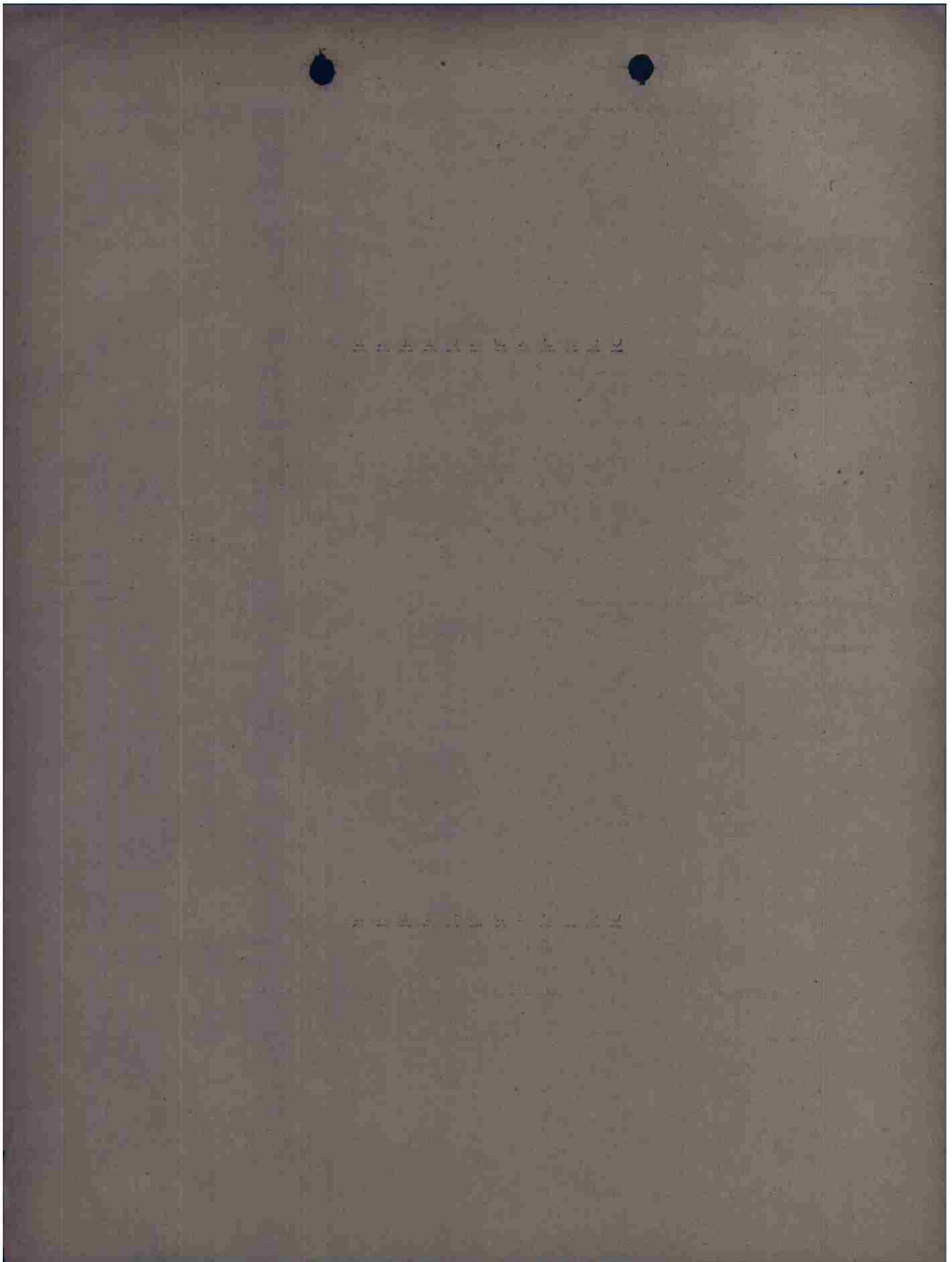
E/A: _____

OBSERVATIONS: _____

Ship went down in turn off target - 2 a.g.
 spin nose down - 1 chute. may have
 exploded just before hitting. Model G.

at 4 to 5000 when chute came out.

Shard
 Interrogator



CONFIDENTIAL

Interrog. Form

PILOT Montrose A/C# 150 BOX 6 FLIGHT 1 POS 5

CASUALTIES: _____

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

FLAK: _____

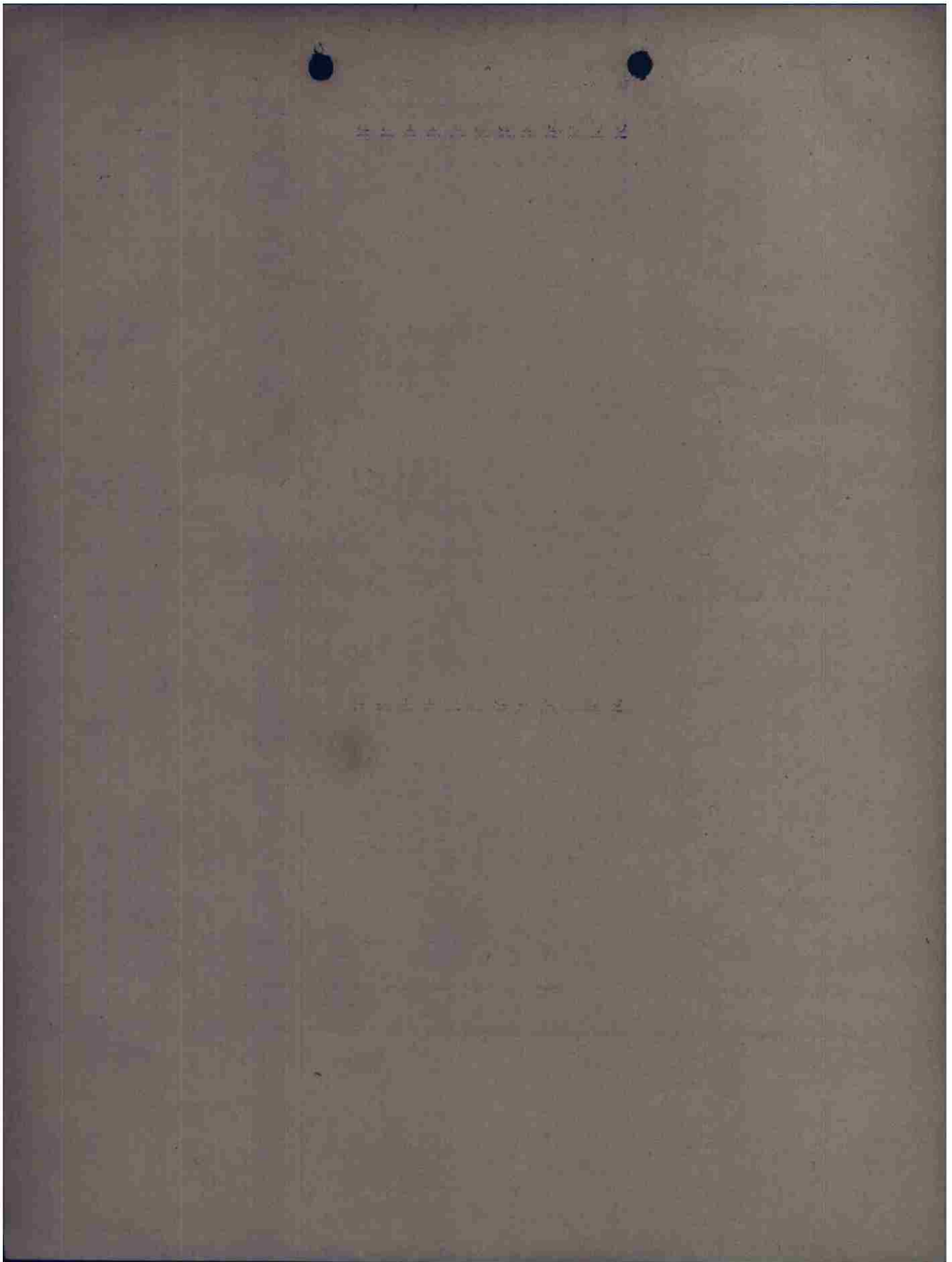
E/A: _____

OBSERVATIONS: _____

Landed at North Holt

CONFIDENTIAL

Interrogator

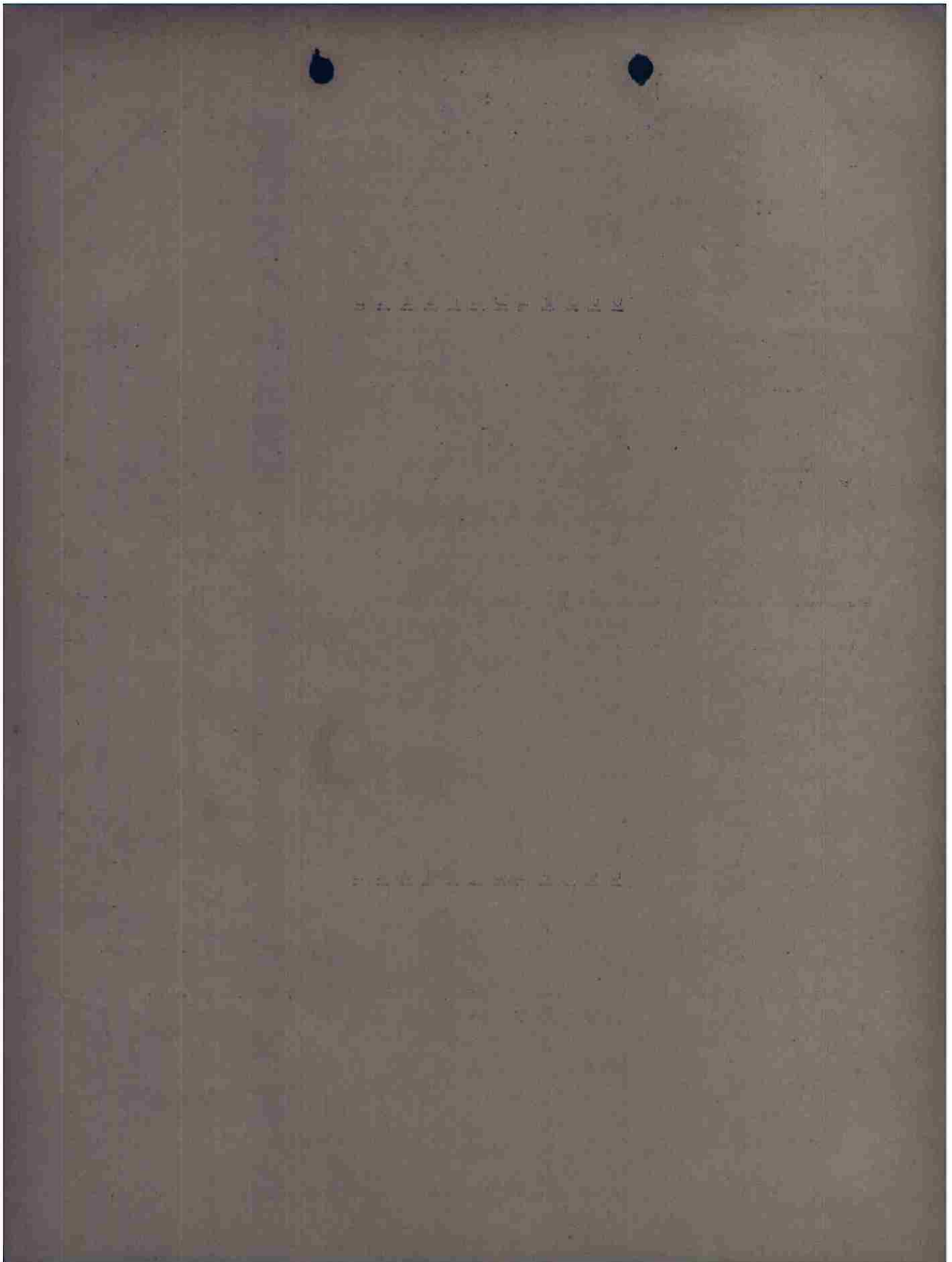


PILOT Sommers A/C# 200 BOX FLIGHT 3 POS 3
 CASUALTIES:
 BOMB DISPOSITION: PT BT CT JET RET BATTLE DAMAGE: A A-C E
 FLAK:

E/A:

OBSERVATIONS:

Interrogator



PILOT Brown A/C# 387 BOX FLIGHT 2 POS 2
 CASUALTIES:
 BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: (A) A-C E
 FLAK:

XXXXA or bombing continuing
in Right turn off target -
XXXXA at Point 1' Crique

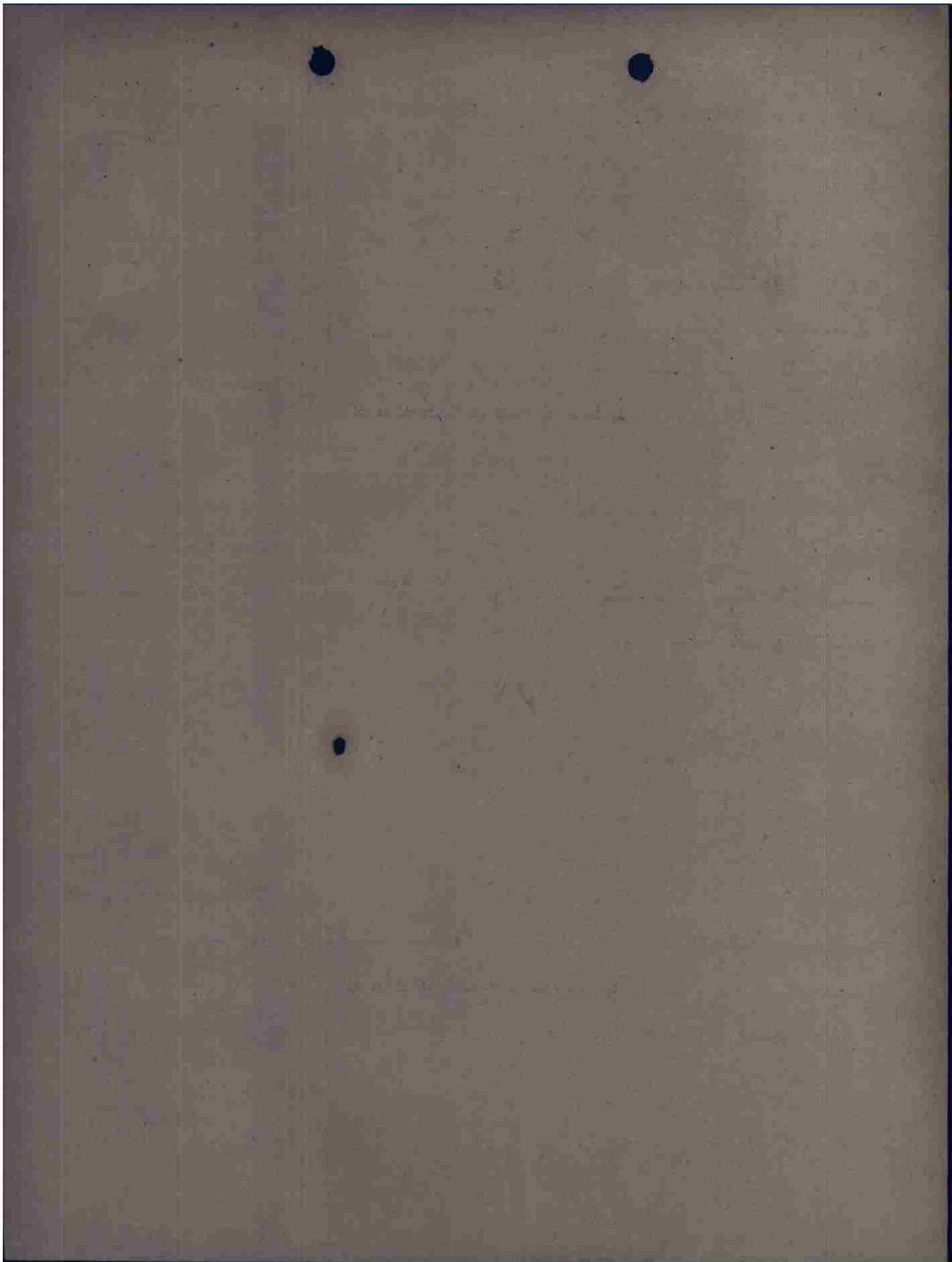
E/A: X

OBSERVATIONS:

0-978 Hit after target in
Turn - Went into Spin - in fire -
one parachute all seen -

Bombing Ex - by two flights -

Bailey
 Interrogator



CONFIDENTIAL *dropped 2/20/77*

INTERVIEW FORM

PILOT Huff A/C# 135 BOX 7 FLIGHT 3 POS 1

CASUALTIES: X

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

FLAK: plotted

One plane - lost after target - North

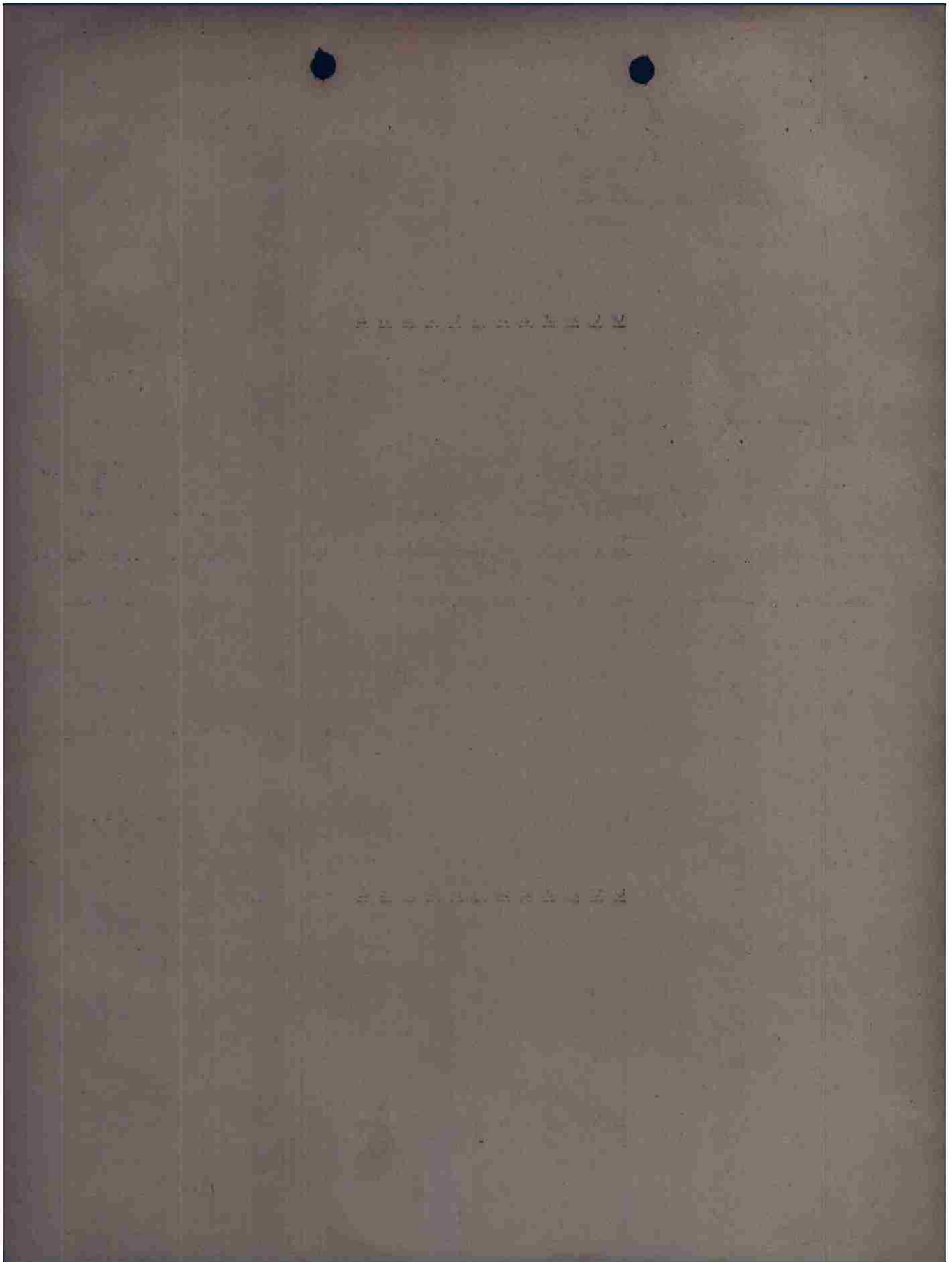
E/A: X

OBSERVATIONS: 7 S/E fight, 1 plane
in white - moved in & off target
& moved off to the left

11300 ind. 20.52

Huff
Interrogator

CONFIDENTIAL



CONFIDENTIAL

INTERV. FORM

PILOT Rand A/C# 181 BOX 7 FLIGHT 3 POS 2

CASUALTIES: ✓

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

FLAK: XXHF 4 minson lgt
all along river everywhere
2008 four gun XXHF

E/A: ✓

OBSERVATIONS: ✓

Stanton
Interrogator

CONFIDENTIAL

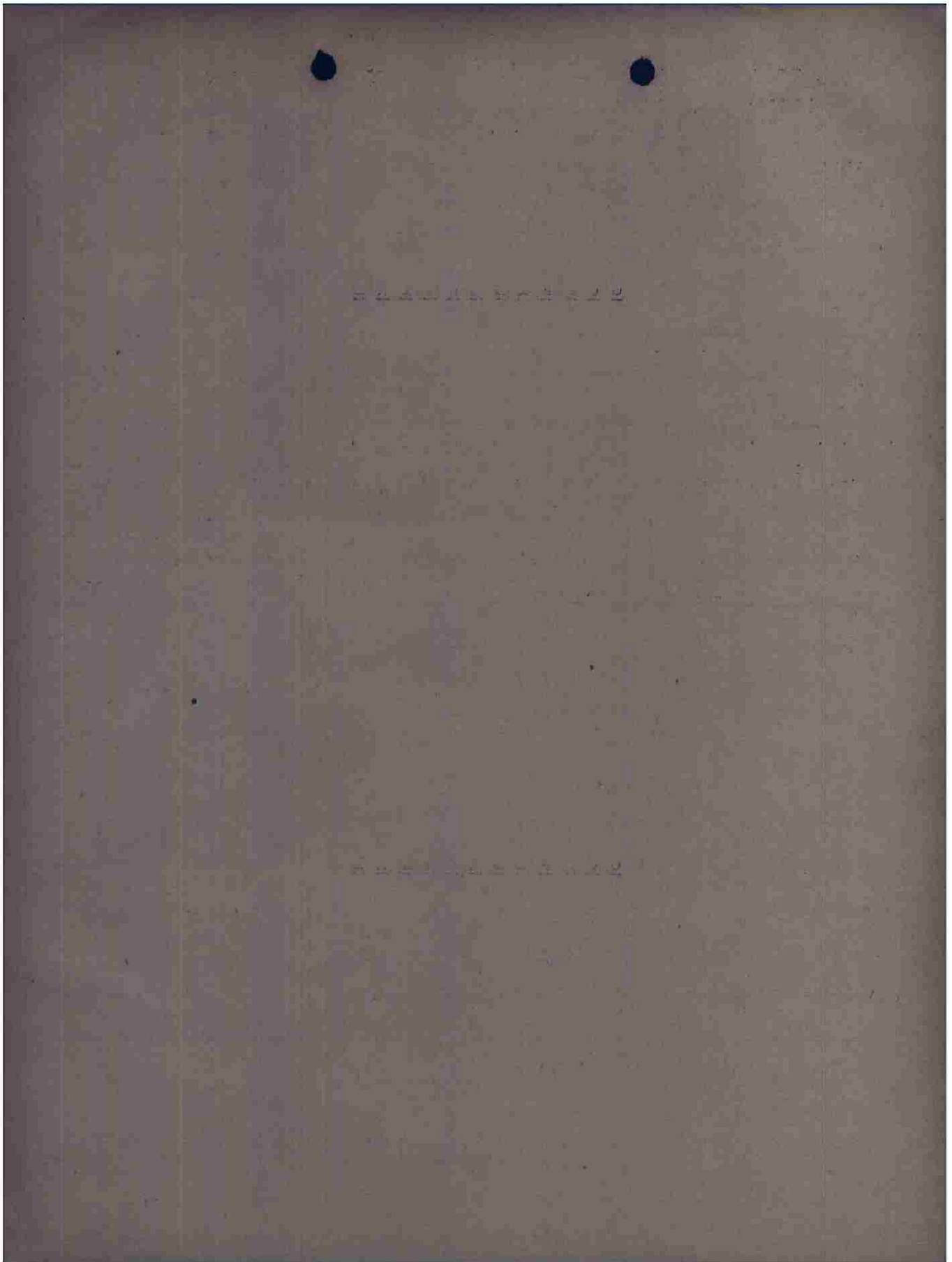
PILOT Blomgren A/C# 943 BOX 7 FLIGHT 1 POS 5
 CASUALTIES: _____
 BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: A A-C E
 FLAK: _____

E/A: _____

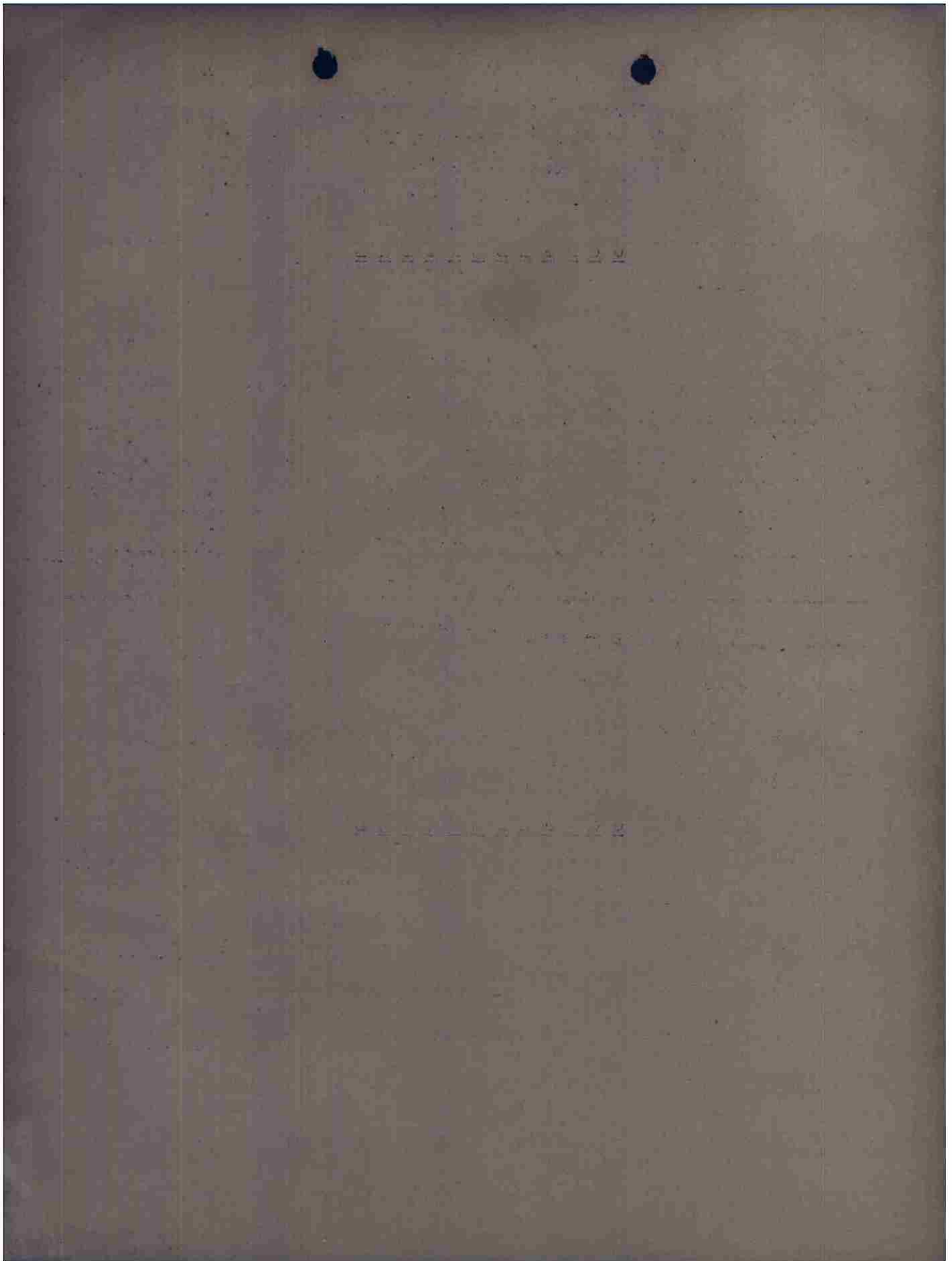
OBSERVATIONS: _____

TANGUIRE

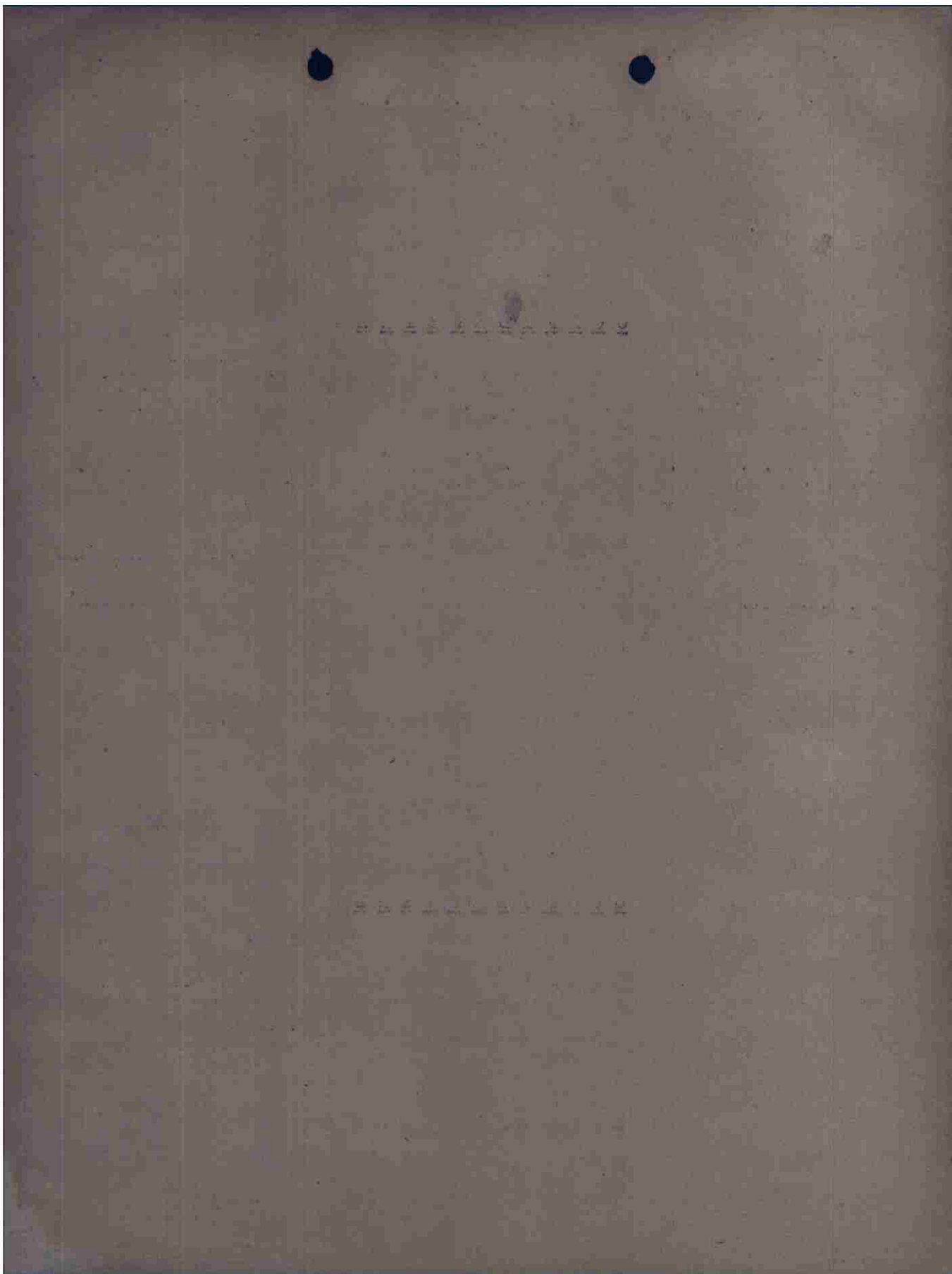
Interrogator



Interrogator



Interrogator



CONFIDENTIAL

INTELL. FORM

PILOT Bouhamp A/C# 390 BOX 7 FLIGHT 1 POS 4
 CASUALTIES: nil
 BOMB DISPOSITION: A/C 147 Reader didn't drop A A-C E
 FLAK: after 2 mins.

XX 147 Bomb doors open until turn off target
 and throughout circle and second turn
 XHA - about $\frac{1}{2}$ way out.

E/A: nil

OBSERVATIONS:

A/c hit over target - was in a
 spin to right.

- Col Farmer

A/c 9717 left formation - called for QDM
~~and~~ Called sweepstakes - Last
 seen heading for beachhead with
 both engines smoking.

A/c 147 - hydraulic failure (told so
 over radio) - doors couldn't close.
 Last seen headed for A/P near
 Selby Bill in W.K. A/c 943 with
 him. Selectors for fuel tanks out.
 So told over radio.

net/bridge ^{up} stream from target. not
 down.

Luvia

Interrogator

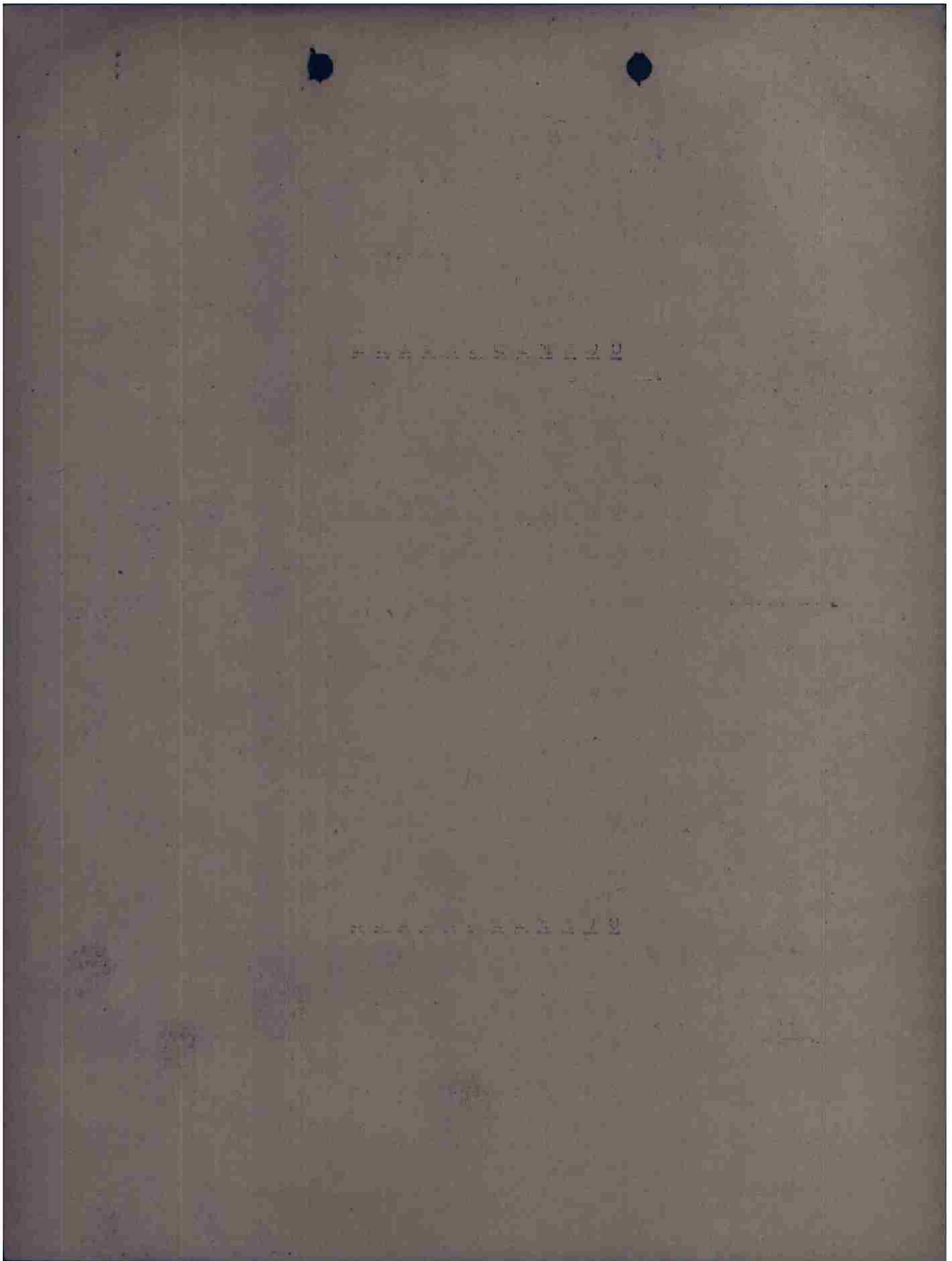
CONFIDENTIAL

Interrog. Form

PILOT Elliot A/C# 202 BOX 7 FLIGHT 3 POS 6

CASUALTIES:

BOMB DISPOSITION: PT BT OT JET RET BATTLE DAMAGE: 1 A-C HFLAK: XXXXA on bomb run and at target - about 3 to 4 min duration -XI at Pont Audmer -E/A: XOBSERVATIONS: - None - clouds -Sampson
Interrogator



PILOT Ames A/C# 219 BOX 7 Spare FOS
 CASUALTIES: _____
 BOMB DISPOSITION: PT ST GT JET RET A A-C E
 FLAM: _____

E/A: _____

OBSERVATIONS: _____

Spare - returned
11/10/50

Interrogator

SECRET

SECRET

CONFIDENTIAL

Interrog. Form

PILOT Allen A/C# 743 BOX 1 FLIGHT 1 POS 6

CASUALTIES: _____

BOMB DISPOSITION: PT ST GT JST RET 4 BATTLE DAMAGE: A A-C E

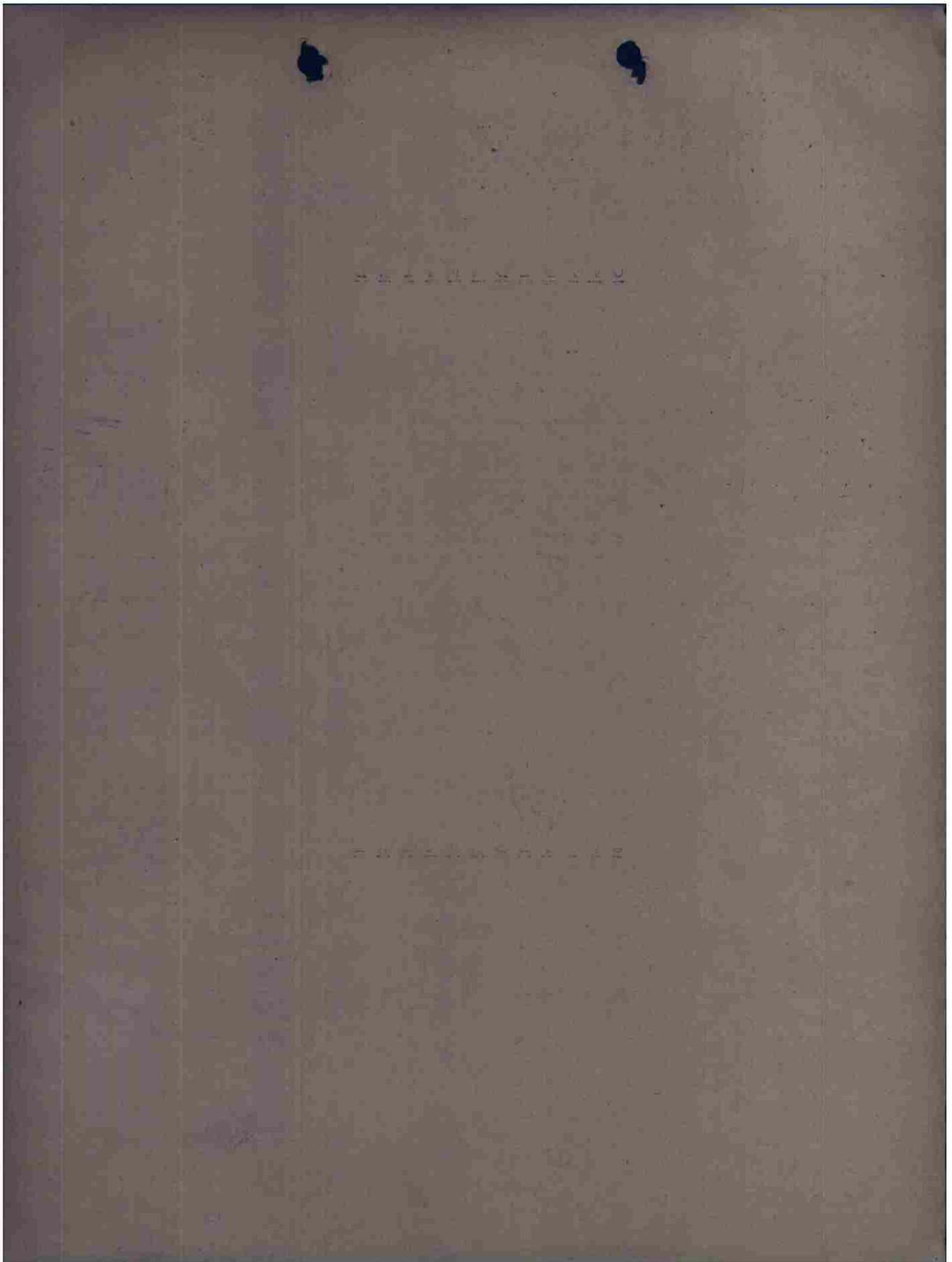
FLAY: XXX A. All around Target Area - 1 to 5 miles -
XA Nr. Blangy -

E/A: X

OBSERVATIONS: - None - ABC -

Simpson
Interrogator

CONFIDENTIAL



PILOT Behlmer A/C# 900 BOX 7 FLIGHT 3 POS 4

CASUALTIES:

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

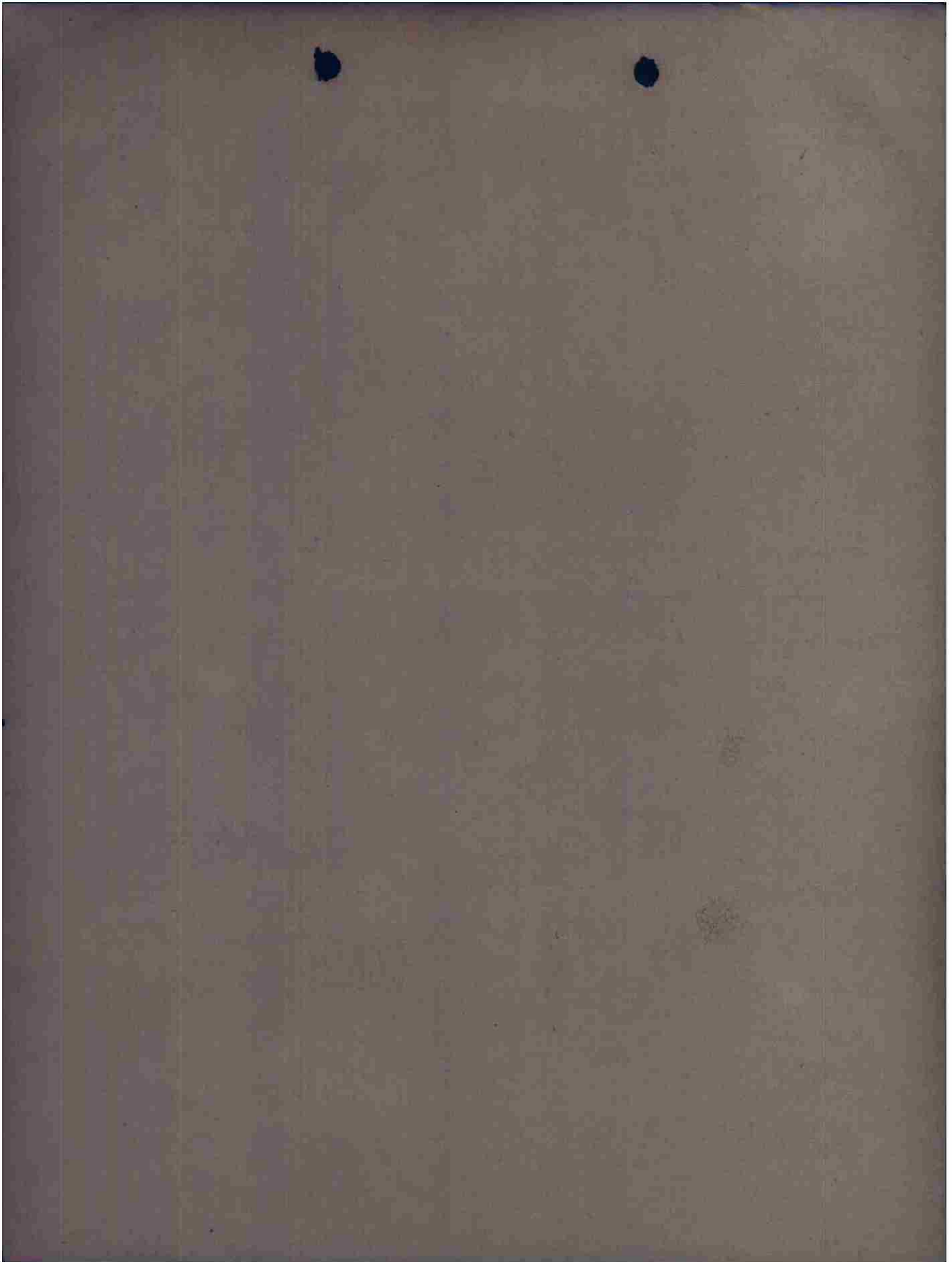
FLAK: on bomb run intense accurate.

5' after bomb run moderate accurate
meagher inaccurate N of Saigon.

E/A: [Signature]

OBSERVATIONS: window

May
Interrogator



Shirley
Interrogator

PILOT Hayler A/C# 929 BOX 7 FLIGHT 3 POS 5
 CASUALTIES: _____
 BOMB DISPOSITION: PT ST OT JET RET BATTLE DAMAGE: (A) A-C E
 FLAK: _____

Completely around turn - edged into
 North & the flak continued so we edged
 South - took left off target then right - continued
 X41 at Port Anderson. Coasive action

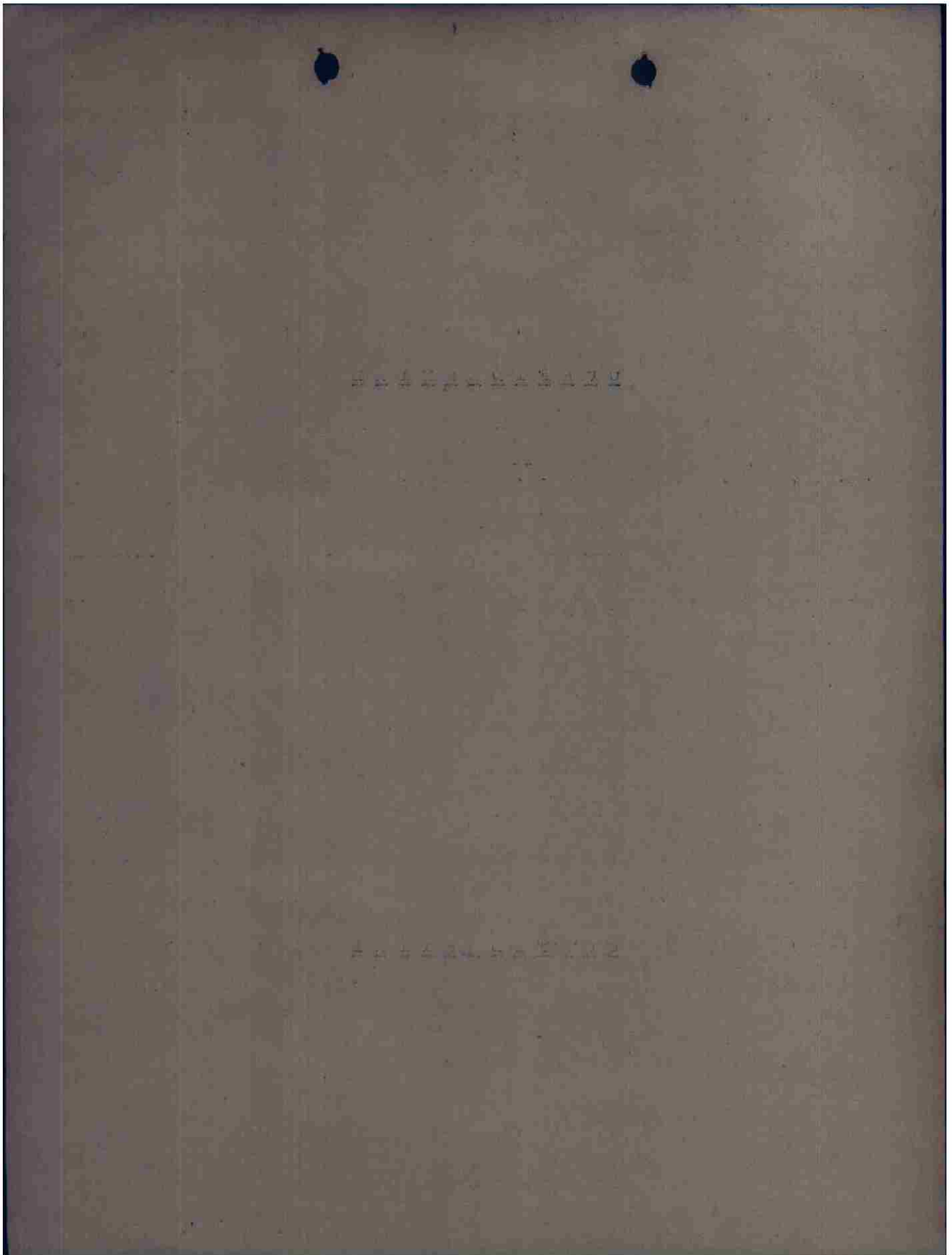
E/A: _____

OBSERVATIONS: _____

Bombing looked good. - looked direct on
 north bridge.

Shind

Interrogator



CONFIDENTIAL

Interr. Form

PILOT Pain A/C# 719 BOX 7 FLIGHT 2 POS 4

CASUALTIES: ✓

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

FLAK: XXXXH

E/A: ✓

OBSERVATIONS: ✓

[Signature]
Interrogator

CONFIDENTIAL

CONFIDENTIAL

Interr. Form

PILOT Durante A/C# 925 BOX 3 FLIGHT 2 PCS 5

CASUALTIES: _____

BOMB DISPOSITION: PT ST CT JET LET _____ A A-C E _____

BATTLE DAMAGE: XFLAK: XXXXH A. at target on turn south
from target
25 bursts at ^{below} ~~formation~~ Quillebury

E/A: _____

OBSERVATIONS: ^{below formation} 1 ship seen to go out to channel
alone turn left back to Normandy
1 other ship above formation went
straight W to Normandy.

Visibility - hazy -

2 single engine ships seen below
formation. J38's went down to
meet it.KLAS

Interrogator

CONFIDENTIAL

Interr. Form

PILOT Miller A/C# 493 BOX 71 FLIGHT 2 POS 3

CASUALTIES:

BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: A A-C EFLAK: XXXXH at elberf and on turn
off from road S of target

E/A:

OBSERVATIONS: one ship in flames at target
one chute come out.HWA
Interrogator

1805- cy

2149-

Longren ship is

flyable

Smith not flyable
overst running down
Somers possibly

on beach

CONFIDENTIAL

Interr. Form

PILOT Zubon A/C# 714 BOX 7 FLIGHT 2 POS 2

CASUALTIES:

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

FLAK:

2XX HA - Barage - and then in
burst of 4 - but probably 4-5 positions
engaging -

E/A:

OBSERVATIONS:

one parachute - 2057 hours -
3 A/C seen on single engine
apparently turned into Beachhead -

Bailey

Interrogator

CONFIDENTIAL

Interr. Form

PILOT Street A/C# 9961 BOX 7 FLIGHT 3 POS 3

CASUALTIES:

BOMB DISPOSITION: PT ST OT JET RET

BATTLE DAMAGE:

A A-C E

FLAK:

VXXHA Visual aimed fire
 continuing from before release point
 to point after Right turn off target
 XHA from Port 2 Engine

E/A:

X

OBSERVATIONS:

One A/C in flames crashed -
 3 A/C or single engine -
 apparently near Beachhead -
 of Bombing -

Barley

Interrogator

CONFIDENTIAL

CONFIDENTIAL

Interrog. Form

PILOT Napier A/C# 712 BOX 3 FLIGHT 1 POS 1
 CASUALTIES: 1 crew member wounded
 BOMB DISPOSITION: PT CF CF JET RET BATTLE DAMAGE: A A-C E
 FLAK: _____

XXXXA - from Elbe

E/A: _____

OBSERVATIONS: _____

One parachute -

col - former lost seen Thelwell
lost - Bomb Here
losing alt. heading West -

Small "K" landed in England
Bla - "F"
did not Bomb -

Interrogator

