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Abstract

Descriptive Notes: CONTAINS FIELD ORDERS, OPERATIONAL REPORTS, LOADING LISTS, NAVIGATIONAL DATA WITH CHARTS, TACTICAL DATA, TECHNICAL DATA, INTERROGATION FORMS AND REPORT OF CASUALTIES. INCLUSIVE DATES ARE ACTUALLY 2 THROUGH 9 AUG 44.

Title Added Entries: MISSION REPORTS, FOLDER NUMBER 9, MISSION NUMBERS 111 THROUGH 120

Author:**Subject:**

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MISSION REPORTS

FOLDER NO. 9

MISSION NO.	F.O. NO.	DATE
111	462	2 AUGUST 1944
112	465	4 AUGUST 1944
113	467	5 AUGUST 1944
114	468	5 AUGUST 1944
115	470	6 AUGUST 1944
116	471	6 AUGUST 1944
117	475	8 AUGUST 1944
118	476	8 AUGUST 1944
119	477	9 AUGUST 1944
120	478	9 AUGUST 1944

00001018

2007-5

SCANNED BY ACD

DECLASSIFIED
DOD DIR 5200.9, 27 Sep 58

P.R.C.

~~MICROFILMED~~

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

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

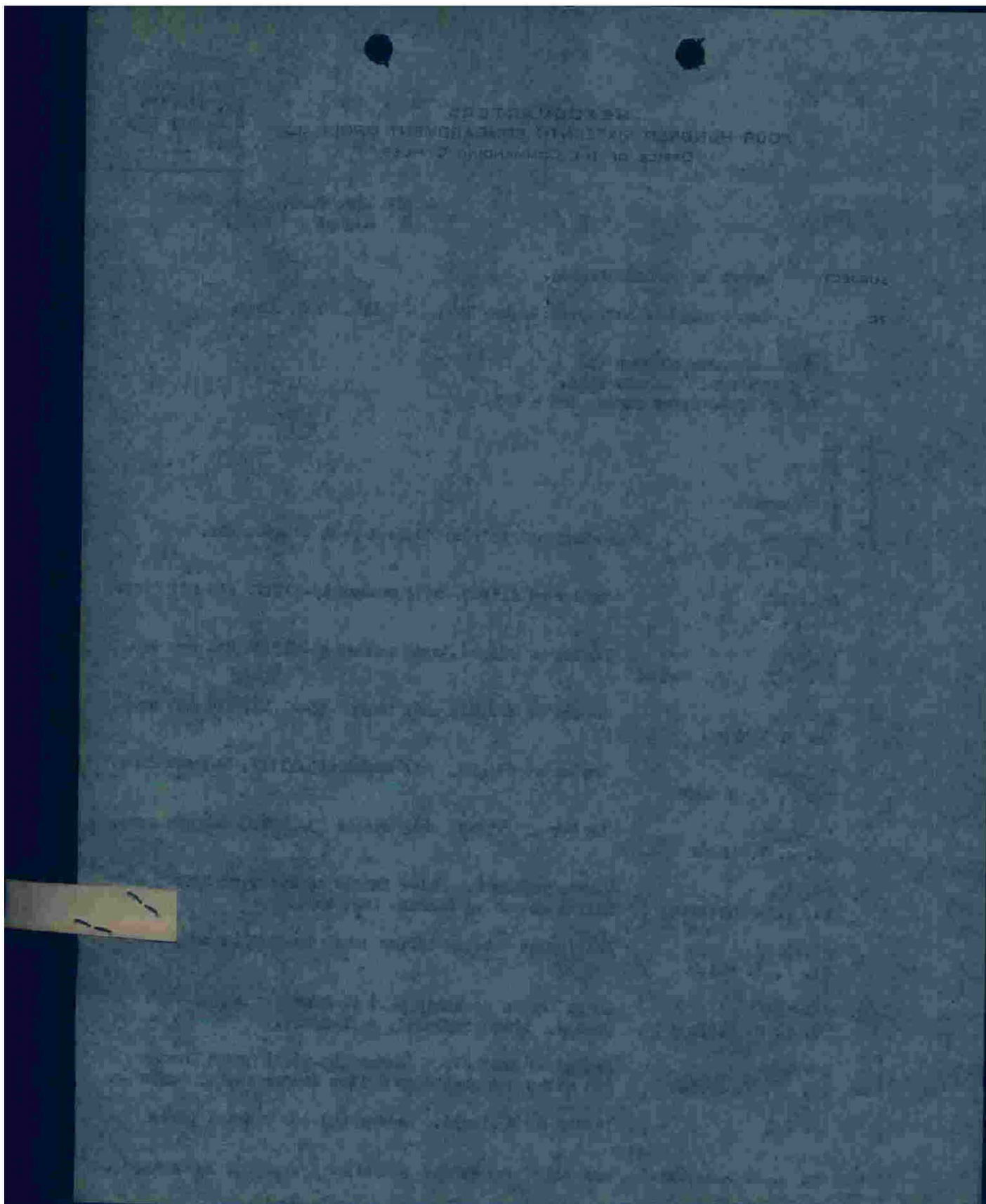
APO 140, U. S. Army,
8 August 1944.

SUBJECT: Report of Combat Mission.

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

415th Bombardment Group (L)
115th Mission, 6 August 1944.
97th CW Field Order number 164 - 471.

1. 41
2. 39
3. 39
4. 2 (upervisors)
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. P. Smith
- 43-3717 Leader of flight, ship number 43-21712, did not drop.
Lt. Col. W. W. Farmer
- 43-9399 Leader of flight, ship number 43-21712, did not drop.
Lt. T. Bonkamp
- 43-9943 Leader of flight, ship number 43-21712, did not drop.
Lt. J. E. Blomgren
- 43-9742 Leader of flight, ship number 43-21712, did not drop.
Lt. J. F. Allen
7. 43-9674 1 bomb returned. Pilot failed to energize firing
switch enough to release last bomb.
Lt. J. R. Sparling
- 43-10147 Jettisoned 6 bombs before crash landing at Tangiers.
Lt. J. P. Smith
8. 43-9640 Crash landed on strip E-18 in Normandy due to flak
damage. Ship completely washed out.
Lt. A. E. Osborne
- 43-9935 Landed at Northolt. Leader (43-9640) crash landed
and pilot was unable to follow course due to darkness.
Lt. P. R. Parker
- 43-9894 Landed at Northolt. Leader (43-9640) crash landed
and pilot was unable to follow course due to darkness.
Lt. U. J. Andersen



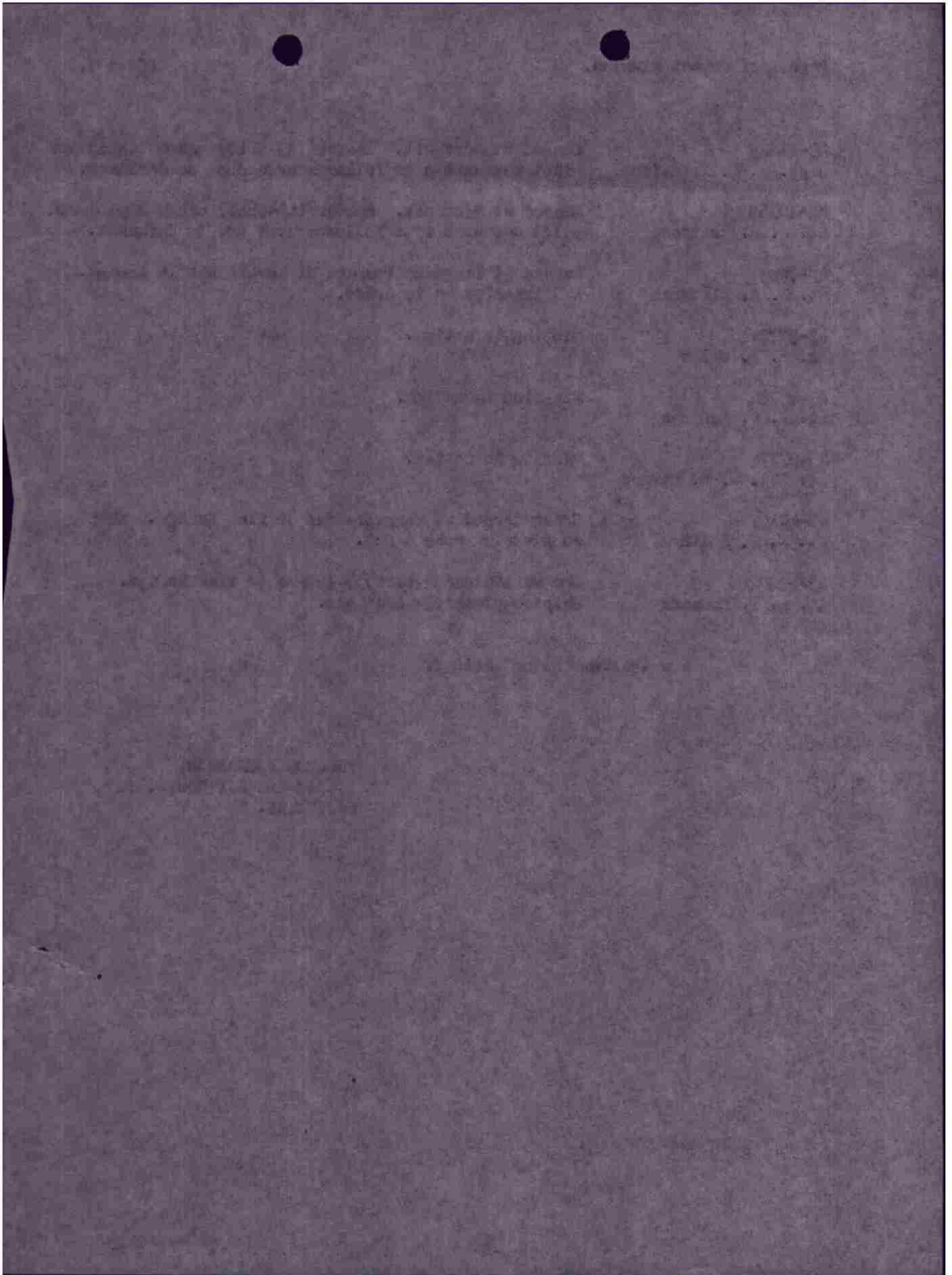
Report of Combat Mission.

(Cont'd.)

43-25819 Capt. R. B. Prentiss	Landed at Northolt. Leader (43-9640) crash landed and pilot was unable to follow course due to darkness.
43-10150 Lt. J. H. Montrose	Landed at Northolt. Leader (43-9640) crash landed and pilot was unable to follow course due to darkness.
43-9943 Lt. J. E. Elvengren	Landed at Tangmere because of severe battle damage. A/C transferred to Grove.
43-9770 Lt. A. J. Welsh	Missing in action.
43-9976 Lt. T. W. McManus	Missing in action.
43-9717 Lt. Col. W. W. Farmer	Missing in action.
43-10147 Lt. J. F. Smith	Crash landed at Tangmere due to flak damage. Ship completely washed out.
43-9000 Lt. D. T. Sommers	Crash landed on strip 4-13 due to flak damage. Ship completely washed out.

For the Commanding Officer:

GEORGE SCHIMMELIN,
Capt in, Air Corps.
Adjutant.



2nd Ind.

E-B

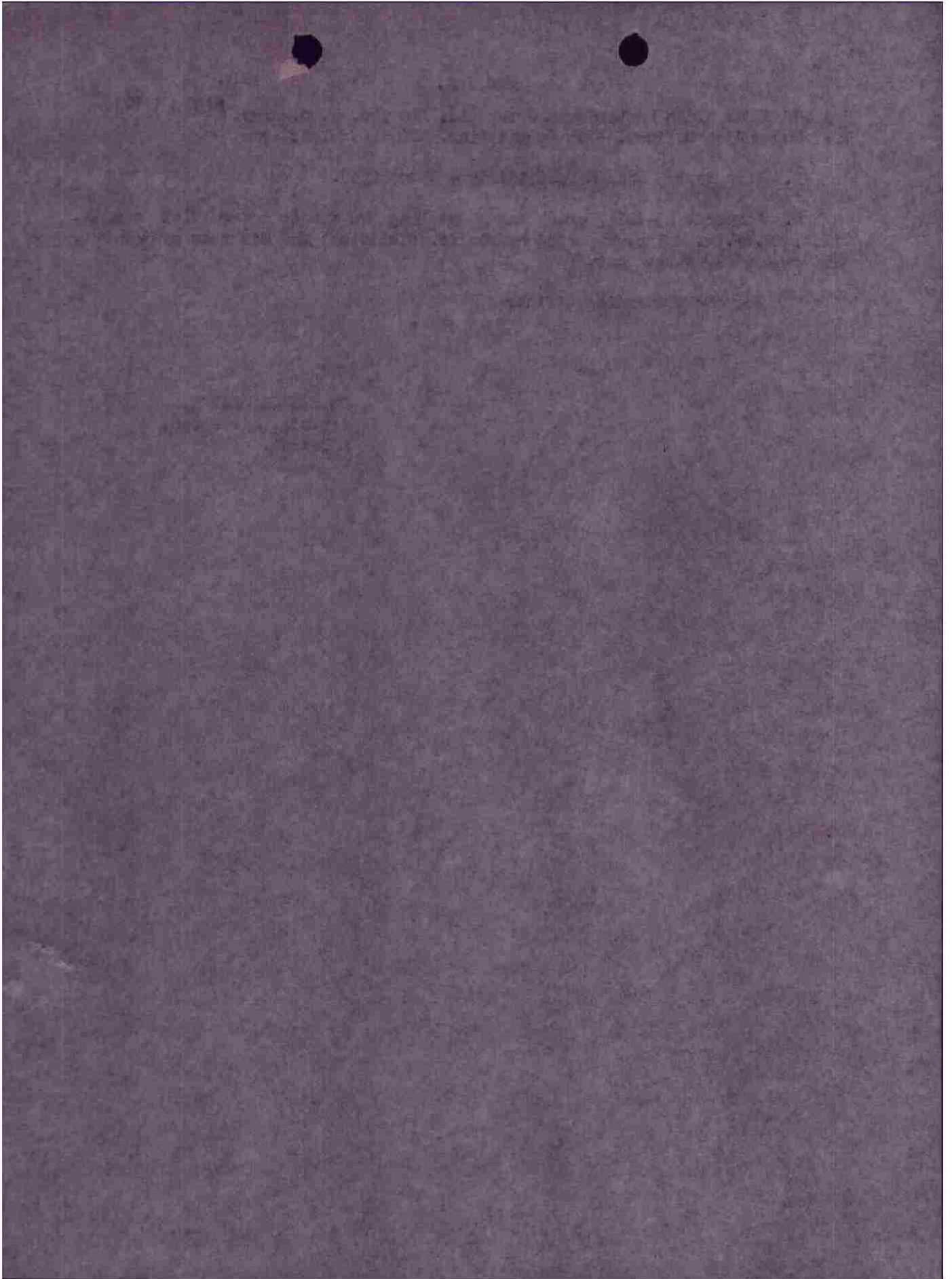
HEADQUARTERS, 416th Bombardment Group (L), APO 140, U. S. Army.
TO: Commanding Officer, 97th Combat Wing, APO 140, U. S. Army.

AUG 11 1944

1. Paragraph 3 should read thirty - three (33).
2. Aircraft 43-10147 crash landed at Tanguara due to severe flak damages. Pilot, Lt. F. F. Smith, reported hydraulic, electrical and airbrake system out. Ship completely washed out.

For the Commanding Officer:

GEORGE SCHERERIN,
Captain, Air Corps,
Adjutant.



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 472BOX 1 Flight 1 GROUP 416 DATE 6 August 1944 TARGET ATTACKED Cissel Bridge1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 55°3. Was mercury erection system used? YES NO X4. Did entire (bomb) (flight) drop on lead bombardier? 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. in center of bridge.5. Name of lead Bombardier: Lt. W. Form6. Name of lead Pilot: Lt. A.E. Osborne7. 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: 36

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

(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES NO X If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IF or ANY? 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 NOResults claimed: EXCEL X GOOD NO FAIR NO POOR NO GROSS NO

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

S E C R E T

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 wounding bombardier in last minute of bomb run, box II, flight 2 excellent, box II, flight 3 go od. Weather over target - no clouds, visibility 4 to 6 miles. Anti-Aircraft fire was intense accurate HFF from Elbeuf 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. Normal.
5. Bridge, river and towns of Gissel picked up easily.
6. None.
7. Excellent, excellent, excellent, no attack, excellent, good.
8. None

SECRET

ANNEX "A"

BOMBING INFORMATION

TH B.C. FIELD ORDER NO. A71BOX 1 Flight 2 GROUP A16 DATE 6 August 1944 TARGET ATTACKED Cincoal Bridge1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 55°3. Was mercury erection system used? YES ☒ NO ☐4. Did entire ~~(box)~~ (flight) drop on lead ~~(box)~~? 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 briefed A.P.5. Name of lead Bombardier: Lt. R. Conte6. Name of lead Pilot: Captain D.A. Bales7. Intervalometer setting: 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. FUSE 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 ☒. If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or A.P. 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:

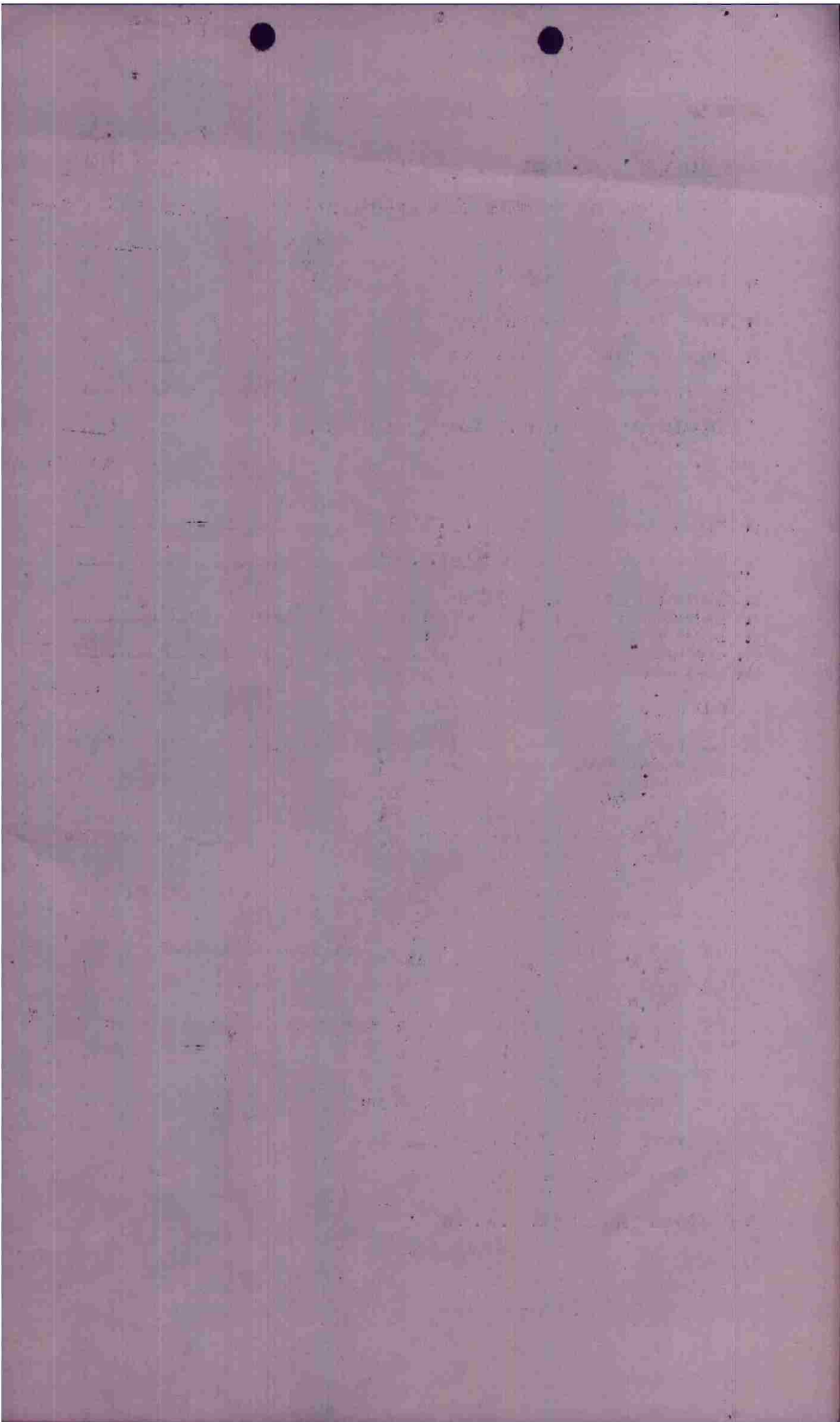
None.

(g) Bombing results as reported by crews:

Aimed at right Target: YES ☒ NO ☐Results claimed: EXCEL. ☒ GOOD ☐ FAIR ☐ POOR ☐ GROSS ☐

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

SECRET



S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 472BOX 1 Flight 3 GROUP 416 DATE 6 August 1944 TARGET ATTACKED Cissel Bridge1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 70°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. Aimed at briefed A.P.5. Name of lead Bombardier: Lt. A.H. Maltby6. Name of lead Pilot: Captain G.R. Jackson7. Intervalometer setting: None.8. Indicated Air Speed: 200 Ground Speed: 242 Altitude: 11,8009. 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: 27

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:

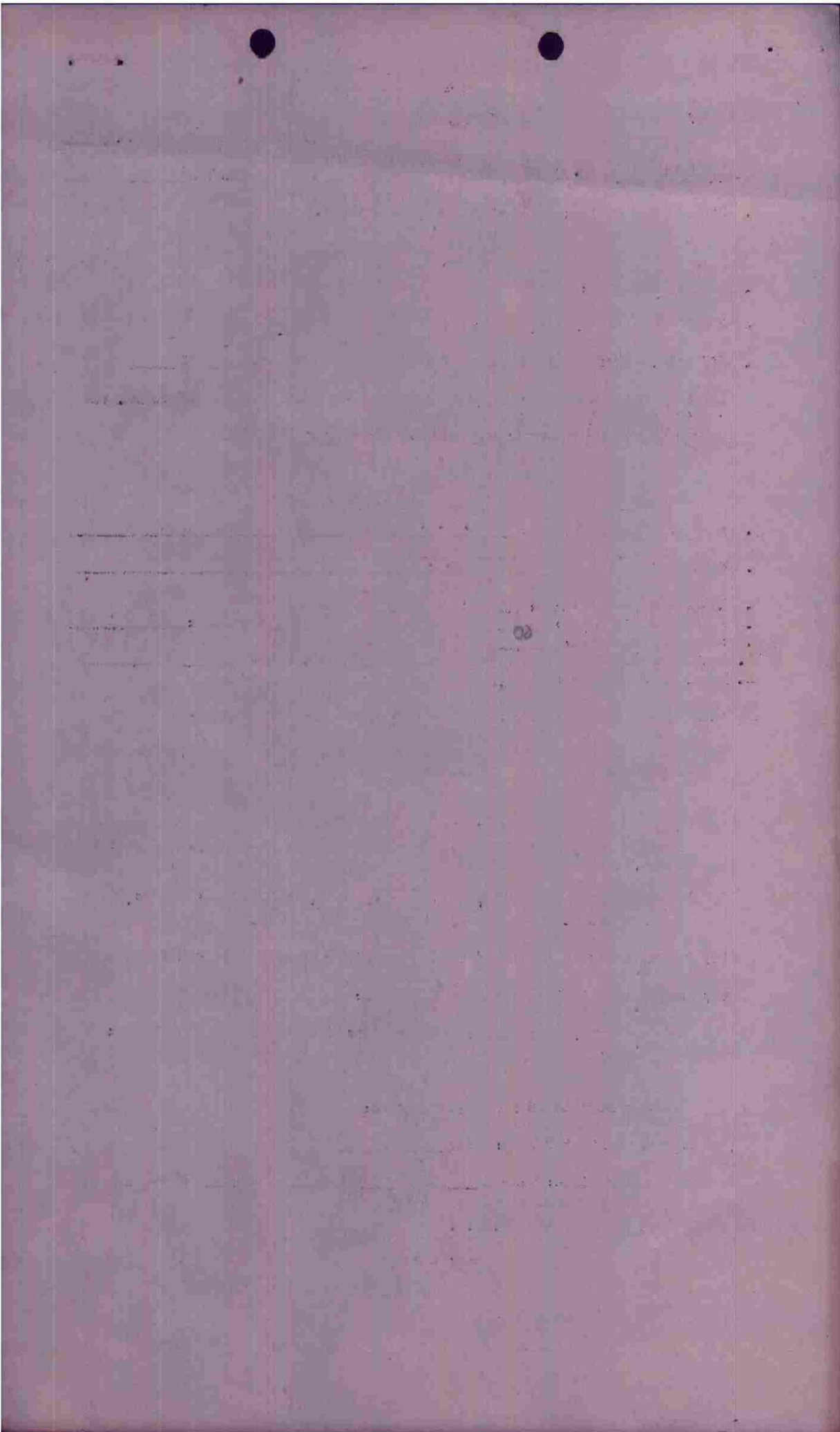
None.

(g) Bombing results as reported by crews:

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

* - 2 4/3 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 416 DATE 6 August 1944 TARGET ATTACKED Cassal Bridge1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 70°3. Was mercury erection system used? YES _____ NO X _____4. 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.P. Beck6. Name of lead Pilot: Lt. L.A. Herzog7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 231 Altitude: 12,0009. Length of bomb run: 60 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

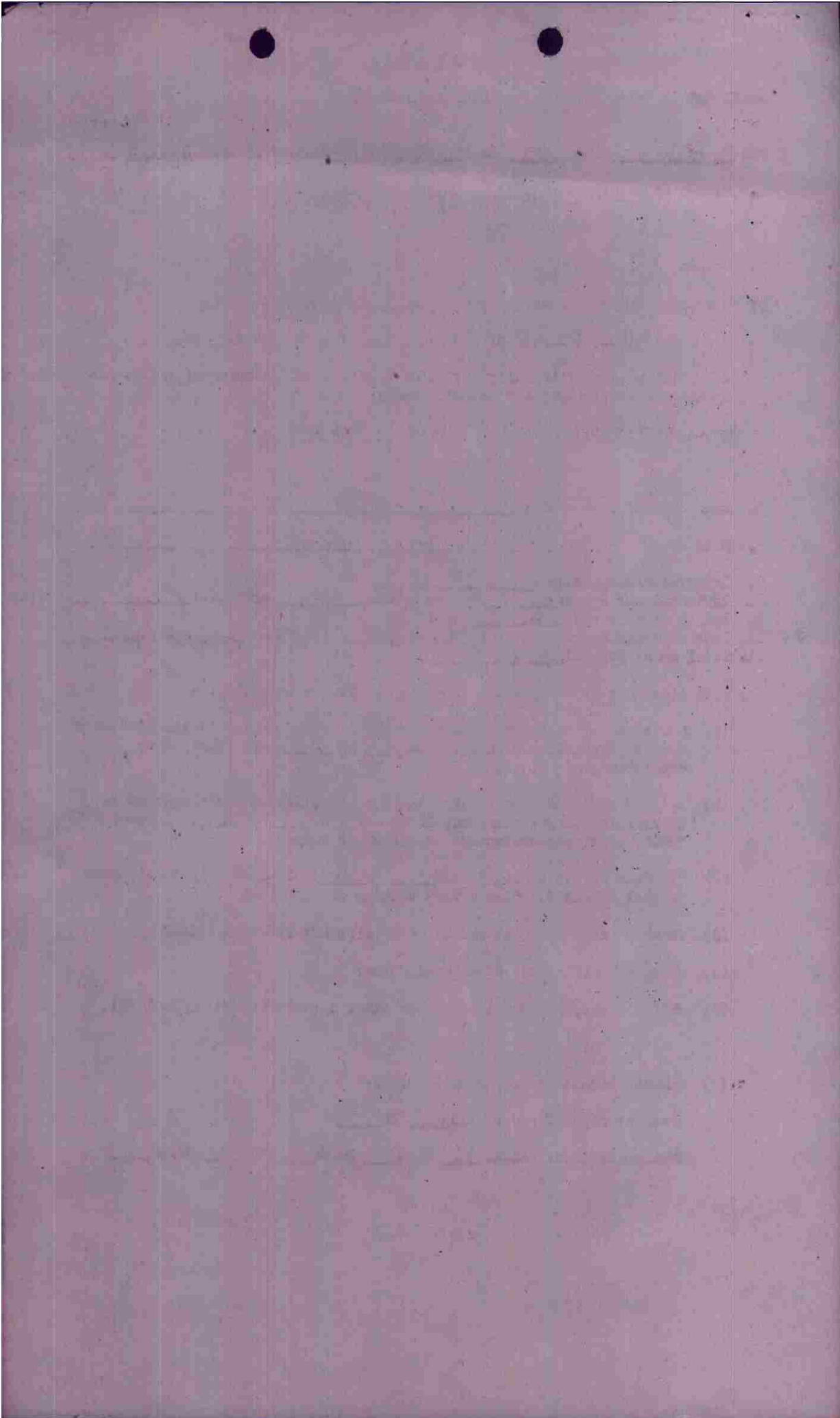
(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____

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

* - 4 Aircraft bomb load 6 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. 471BOX 2, Flt. 3 GROUP 416 DATE 6 August 1944 TARGET ATTACKED Glacial Bridge1. Method of Sighting: Pre-set with corrections2. Bombing approach: 55°3. Was mercury erection system used? YES ☐ NO ☒4. Did entire (team) (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 briefed AP.5. Name of lead Bombardier: Lt. J. Kunitz6. Name of lead Pilot: Capt. M.J. Huff7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 200 Altitude: 11,3009. Length of bomb run: 80 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED Inst. N 1/100 T11. Total Bombs Dropped: 36

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

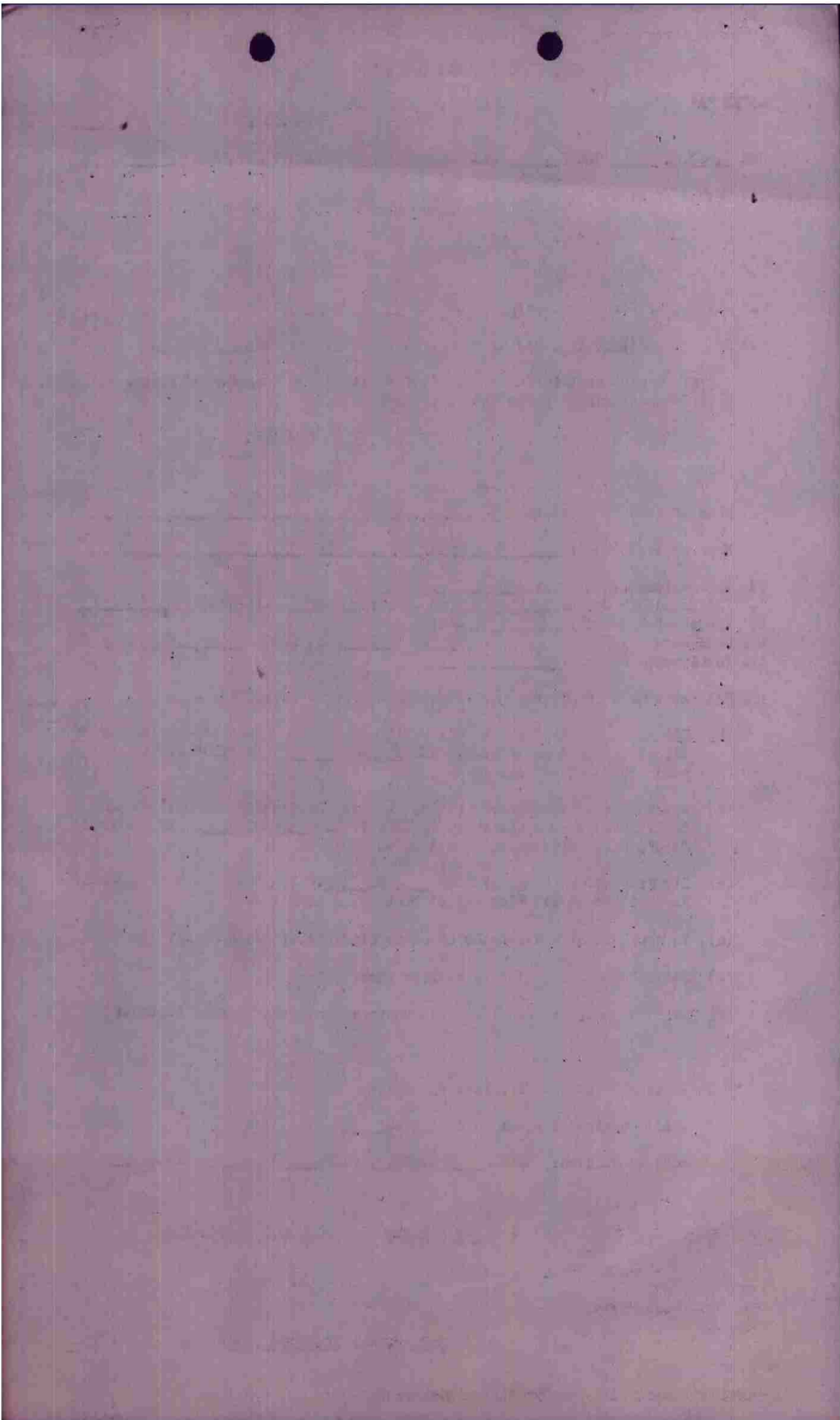
(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES ☐ NO ☒. If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES ☐ NO ☒. If answer is "YES", state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

* - 3 Aircraft bomb load 6 x 500 lb GP

S E C R E T



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 H
Lt. M.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. W.J. Greene ✓
S/S J.A. Ochnaba ✓
S/S W.F. Colbert ✓

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

6. ✓ 978 S
Lt. 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. O.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. Lehigh ✓

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 C. Petko ✓

MISSION NO. 116
BOX I
6 AUGUST 1944

MISSION NO. 115 116

LOADING LIST
BOX 11
FLIGHT 1

AUGUST 1944

1. ✓ 712 H
MAJOR J G NAPIER
LT J MADENFORTH
PVT R W PERKINS
S/S R R LOWE

2. ✓ 147 K
LT J F SMITH
S/S C VAFIADIS
S/S R C HOFFMAN

3. ✓ 717 N
LT COL W W FARMER
SGT J E HAY
SGT J A BUSKIRK

FLIGHT 11

1. ✓ 1711 S
LT L A MARZOLF
LT J T BECK
S/S J L JOHNSON
S/S C J CZECK

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

3. ✓ 493 V
LT J H MILLER
S/S R G SCHROM
S/S J GALLENDER

FLIGHT 111

1. ✓ 135 T
CAPT M J HUFF
LT J KUPITS
SGT R A CLARK
SGT F P BASFORD

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

3. ✓ 9961 E
LT M S STREET
S/S C A PRINDLE
S/S E T EETS

SPARE

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

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

5. ✓ 943 F
LT J E BLOMGREN
SGT M BOOKACH
SGT L R FLEMING

6. ✓ 743 W
LT J F ALLEN
SGT L R GETZEN
SGT C W VEAZEY

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

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

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

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

5. ✓ 929 G
LT E R HAYTER
S/S F E MELCHOIR
S/S R C HOLLOWAY

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

MISSION NO. 115
8 AUGUST 1944
BOX 11

MISSION NO. 116

LOADING LIST
BOX III

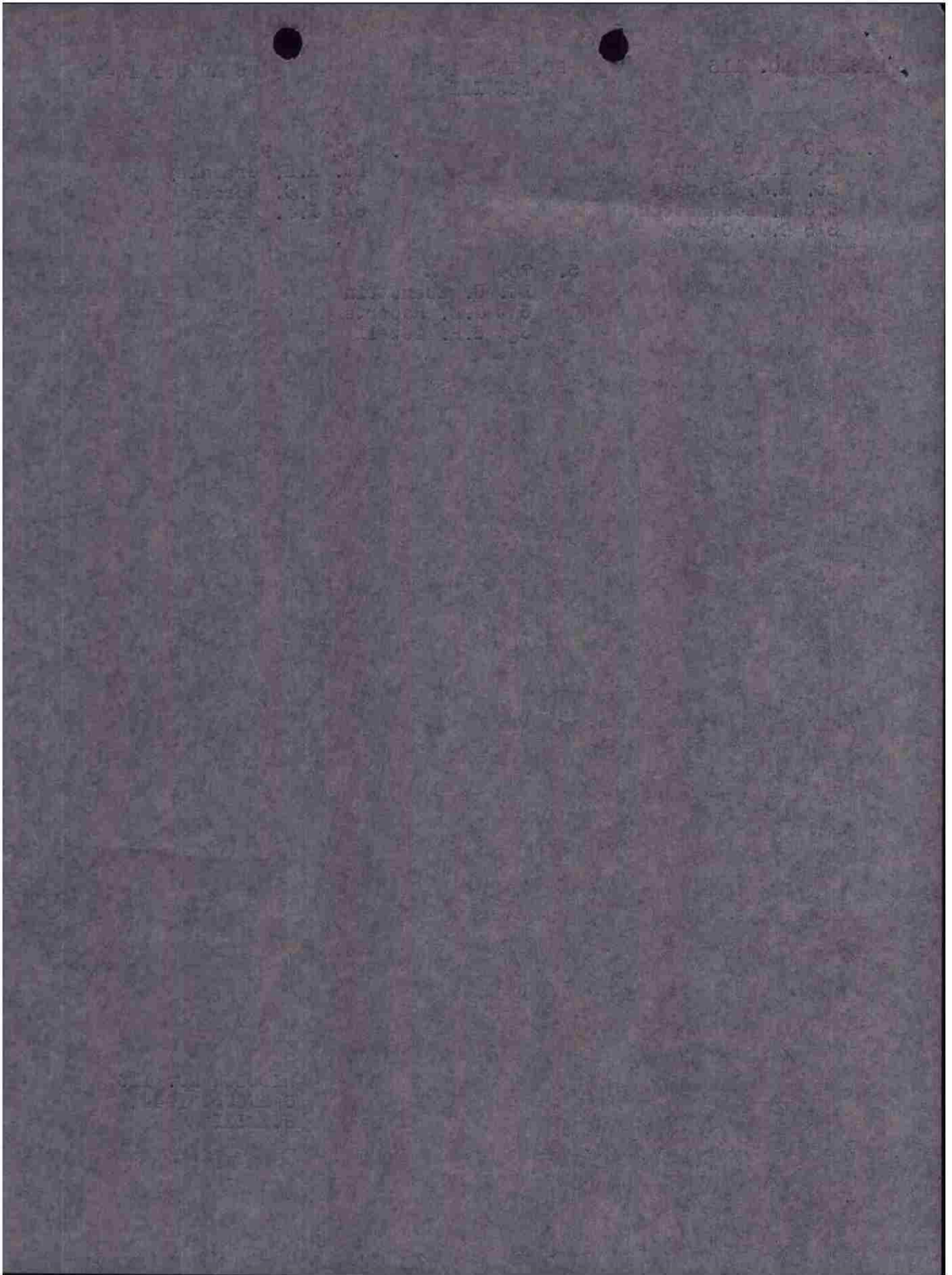
6 AUGUST 1944

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

2. ✓ 951 P
Δ Lt. R.E. Greenley ✓
S/S H.C. Worden
S/S J.J. Rzepka

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

MISSION NO. 116
6 AUGUST 1944
BOX III



OPERATIONAL PRIORITY

FROM: 416TH BOMB GROUP (L)

TO: IX BOMBER COMMAND

TO: 97TH COMBAT WING

416 BG A _____ E

SECRET IN THE CLEAR

"J" FORM OPERATIONAL

CLEARANCE F-6

6 AUGUST 1944

PREPARED BY LT M A PAPE

A.

B. 1913

C. SELSY BILL

D. BOX I R/T WORTHY ONE

668 6 Z F R K N I

670 12 Q H G O M S W N-1 A K-1 R-1 F-1

668 1 SPARE . . B

GROUP LEADER . . . 668 . . . Z

DEPUTY . . . 670 . . . Q

BOX II R/T WORTHY TWO

669 12 H K N G F W T A E Q G B

671 6 S N-1 V J G-1 Z

671 1 SPARE . . D

SECOND BOX LEADER . . . 669 . . . H

DEPUTY . . . 669 . . . T

BOX III R/T WORTHY THREE

669 1 S

668 1 X

671 1 K

LEADER 669 S

E. 12,000

F. VILLIERS

G. 1940

H. 30 MINUTES

J. VILLIERS

K. SELSY BILL

L. 2035

M. 1. T.O. . . . 1806 E.T.D. . . . 1826 E.T.A. . . . 2107

2. 25 A/C 6 X 500 G.P.

13 A/C 4 X 500 G.P.

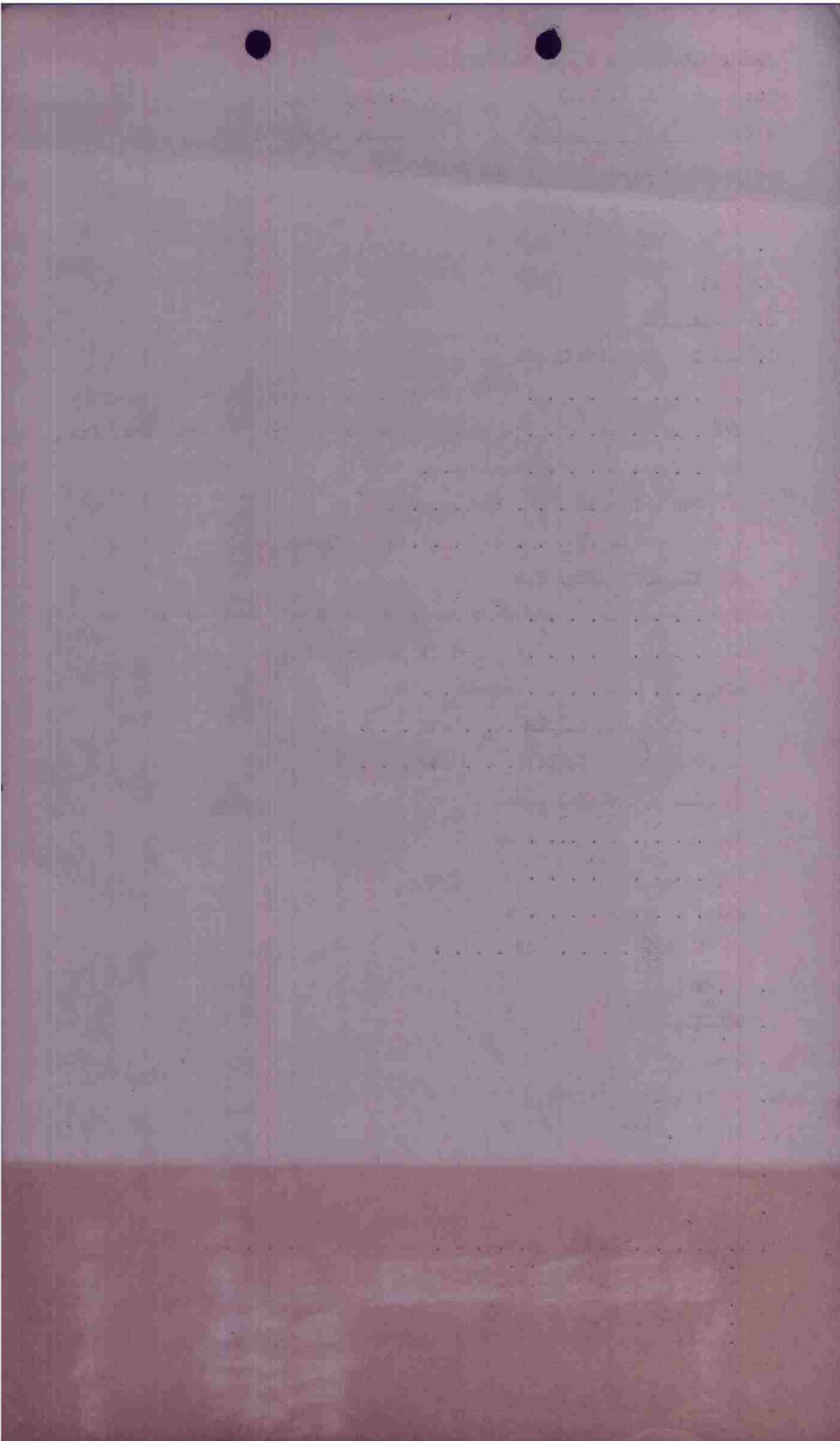
3. 4 HOURS

4. 4901E/B/22-23

5. NONE

AYLESWORTH COBOMGR 416

I certify that this is official business:



POST MISSION REPORTMISSION NO. 116DATE 6 August 19441. Number of men wounded (Medics - 16) 4 slightly injured - 3 Killed in action.

2. Bombing Malfunctions (Armament - 92)

- 674 - Sparling - 1 bomb returned. Only energized switch 5 times.
 712 - Napier - B/N hit by flak. Did not bomb.
 390 - Boukamp - Leader did not drop.
 743 - Allen - Leader did not drop.

3. Camera Malfunctions (Photo Lab - 84) 1

467 - Jackson. Misunderstanding. Pilot under impression camera was hand operated as shown by briefing room board. Camera installed by Photo section was strike camera.

4. Number of Planes Operational: Bomb Group 16 --- Service Group 6

Called to Wing _____

5. Percent of Battle Damage (Intelligence - 68 or 17) 57%

6. Planes failing to become airborne or returning early - reason _____

Sparcs returned early as briefed.

7. Planes lost or landing away from base - reason see reverse side(SUBMITTED BY Sgt Young & Sgt Booles)

640 - Osborne - Crash landed on B-18
 925 - Parker - Landed at Northolt
 894 - Andersen - Landed at Northolt
 819 - Prentiss - Landed at Northolt
 150 Montrose - Landed at Northolt
 770 - Welsh - Missing in Action
 978 - MacManus - Plane seen to crash in flames over target.
 200 - Sommers - Crashed on Strip A-13. Fatal to all crew personnel.
 147 - Smith, J.F. - Landed at Tangmere. Crash landed. Plane washed out.
 717 - Farmer - Missing in Action
 943 - Blomgren - Landed at Tangmere.

Opa

CONFIDENTIAL

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

APC 140
6 August 1944

SUBJECT: Interrogation Report

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

BASE AT TAKEOFF: 6-8/10 cumulus, base 3000 feet. Visibility
8 miles.

ROUTE OUT: 6-8/10 cumulus, base 3000 feet, tops 8000-10,000
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
shower cloud to 15000-18000 feet from South coast
to Maidenhead. Visibility 3-6 miles in haze.

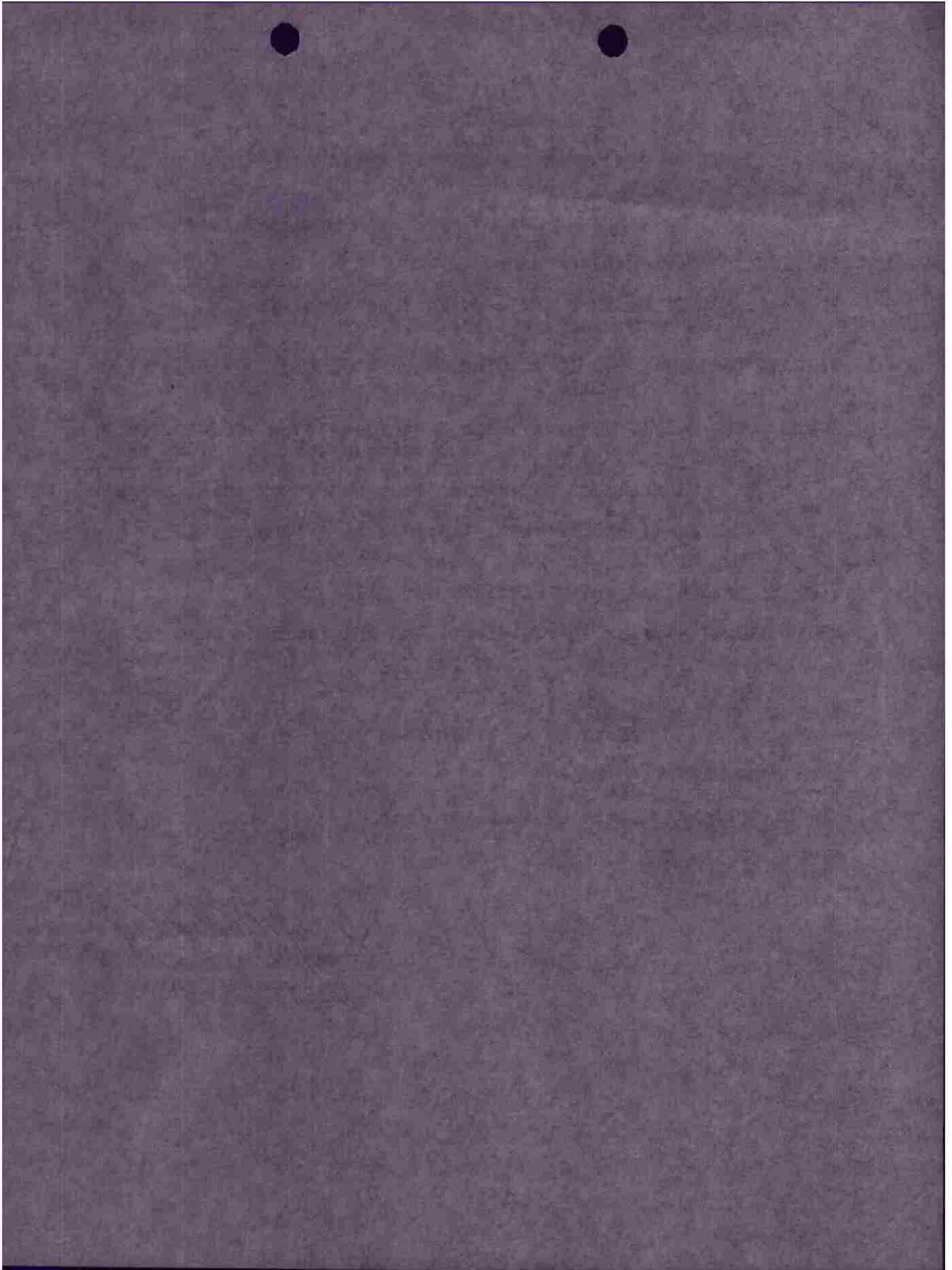
BASE ON RETURN: 2-4/10 low cloud at 3000 feet. 2-4/10 high
cloud. Visibility 3-5 miles in haze.

TIME OVER TARGET: 1956

WINDS: Slightly stronger than forecast.

EFFECT OF WEATHER ON BOMBING: None.

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



5-3
CONFIDENTIAL

FROM: COBOMGR 416

TO : OOCBTWIG 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:

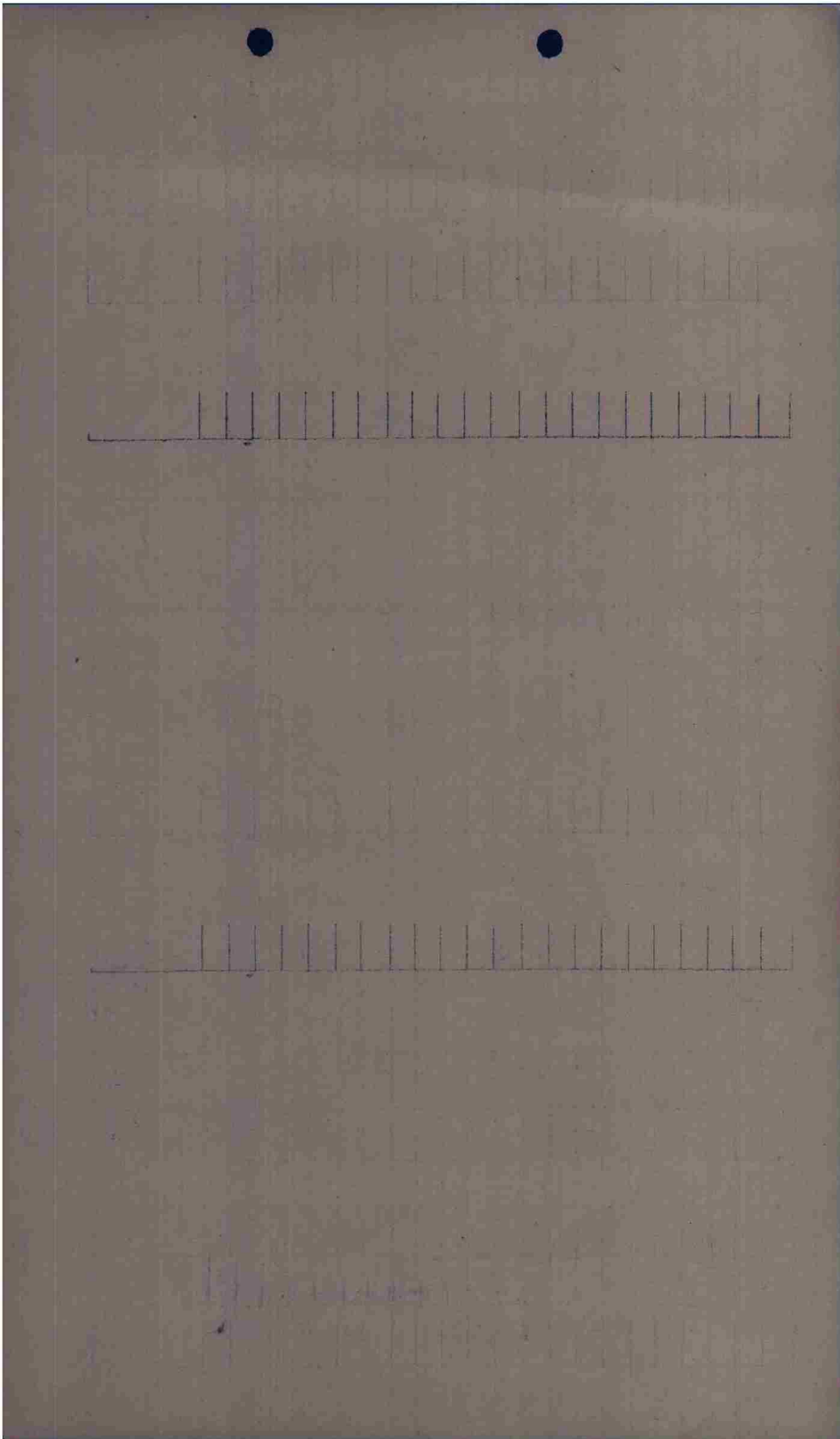
JACK B. COONEY,
CAPT, AIR CORPS,
SIG O.

mission no. 116

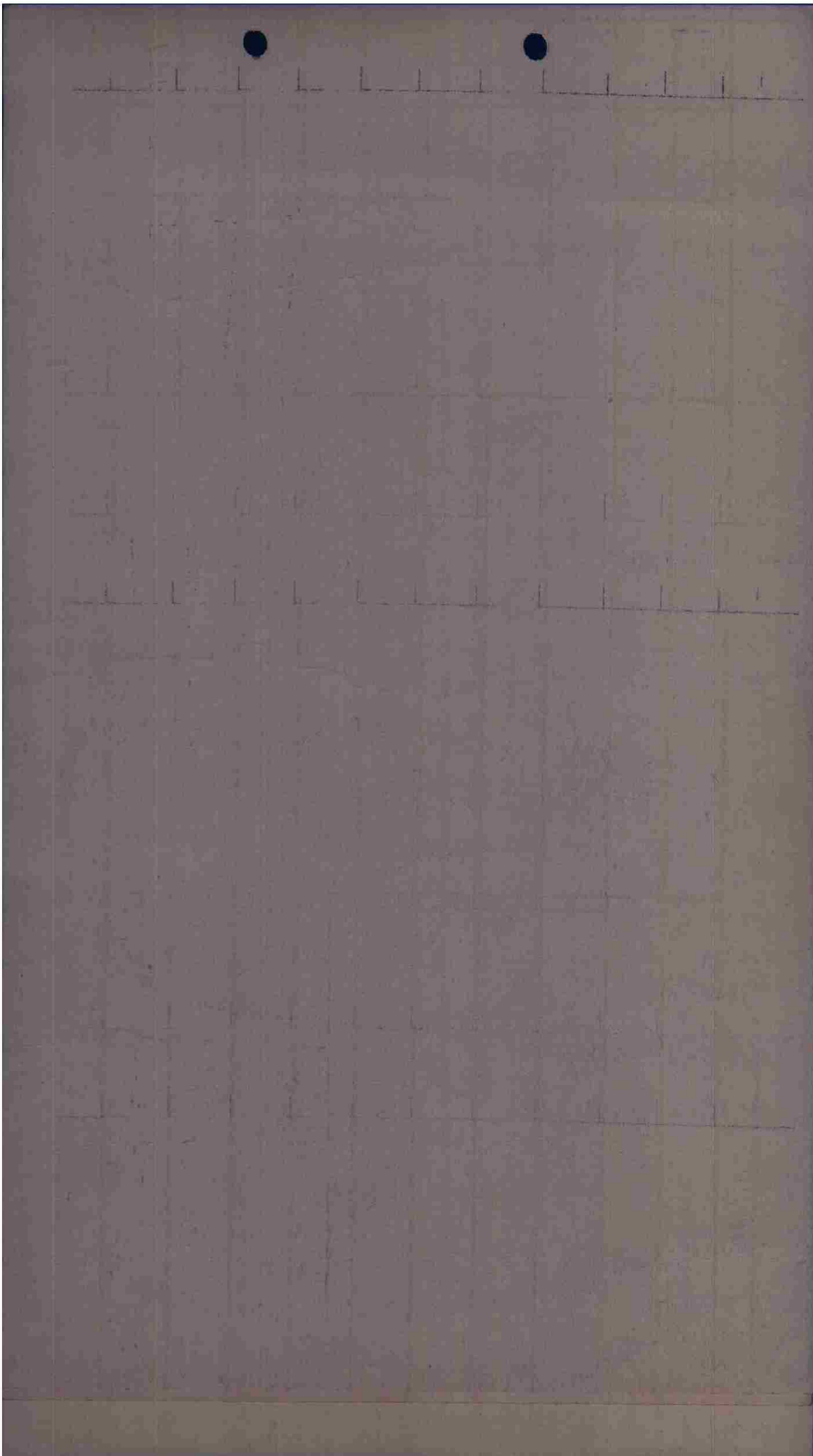
S Q D N	A / C LTR	A / C NO.	PILOT	D I S T A NCE	TARGET	A T O	ENG. COAST OUT	ENEMY COAST IN	T O T	ENEMY COAST OUT	ENG. COAST IN	C A M E R A	F U L L O L A D	B O L M O B A D	E N D U R	L A T I T U D E	R E M A R K S
A	3	640	Cetane	560		1805	delay	12000	1956	10000	2035		735	6500		2116	Northolt
A	3	935	Fisher			1805	Delay	12000								2116	Northolt
A	R	894	Anderson			1806	12000	1940		2010	2035	C				2116	Northolt
A	K	819	Montrose			1806	1913									2116	Northolt
A	N	150	Montrose			1806										2116	Northolt
A	I	710	Heck			1806										2116	Northolt
C	Q	452	Hicks			1807										2116	Northolt
C	M	387	Brown			1807										2117	Northolt
C	B	224	Montrose			1807										2117	Northolt
C	O	211	Heck			1807										2117	Northolt
C	M	750	Byrne			1808										2118	Northolt
C	S	918	Anderson			1808										2149	Northolt
C	3	467	Anderson			1808										2149	Northolt
C	N	380	Anderson			1808										2141	Northolt
C	A	200	Anderson			1809										2140	Northolt
C	K	209	Anderson			1809										2122	Northolt
C	F	674	Anderson			1809										2123	Northolt
C	F	227	Anderson			1810										2148	Northolt
A	B	480	McNulty			1810										2148	Northolt

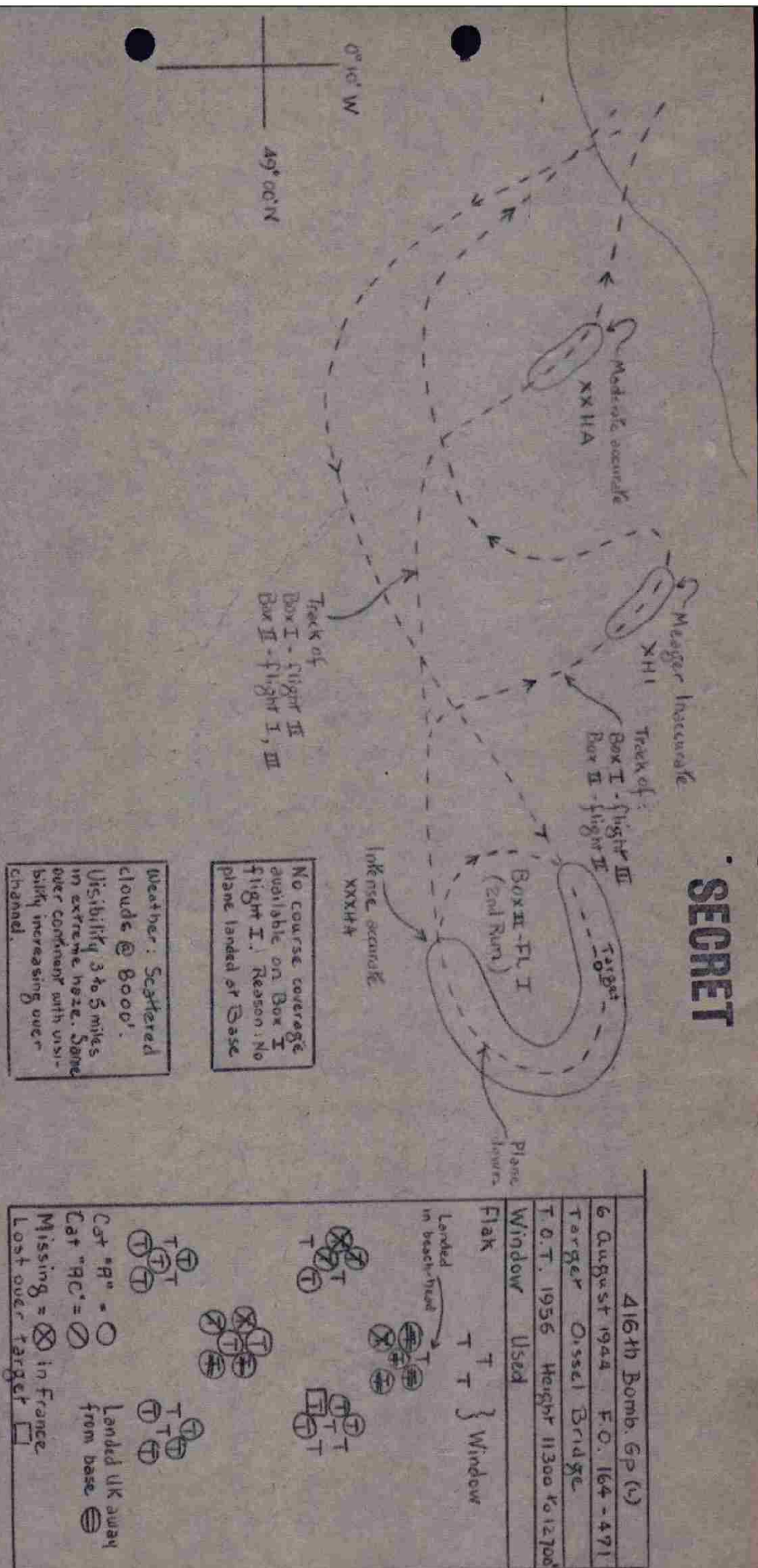
Box I

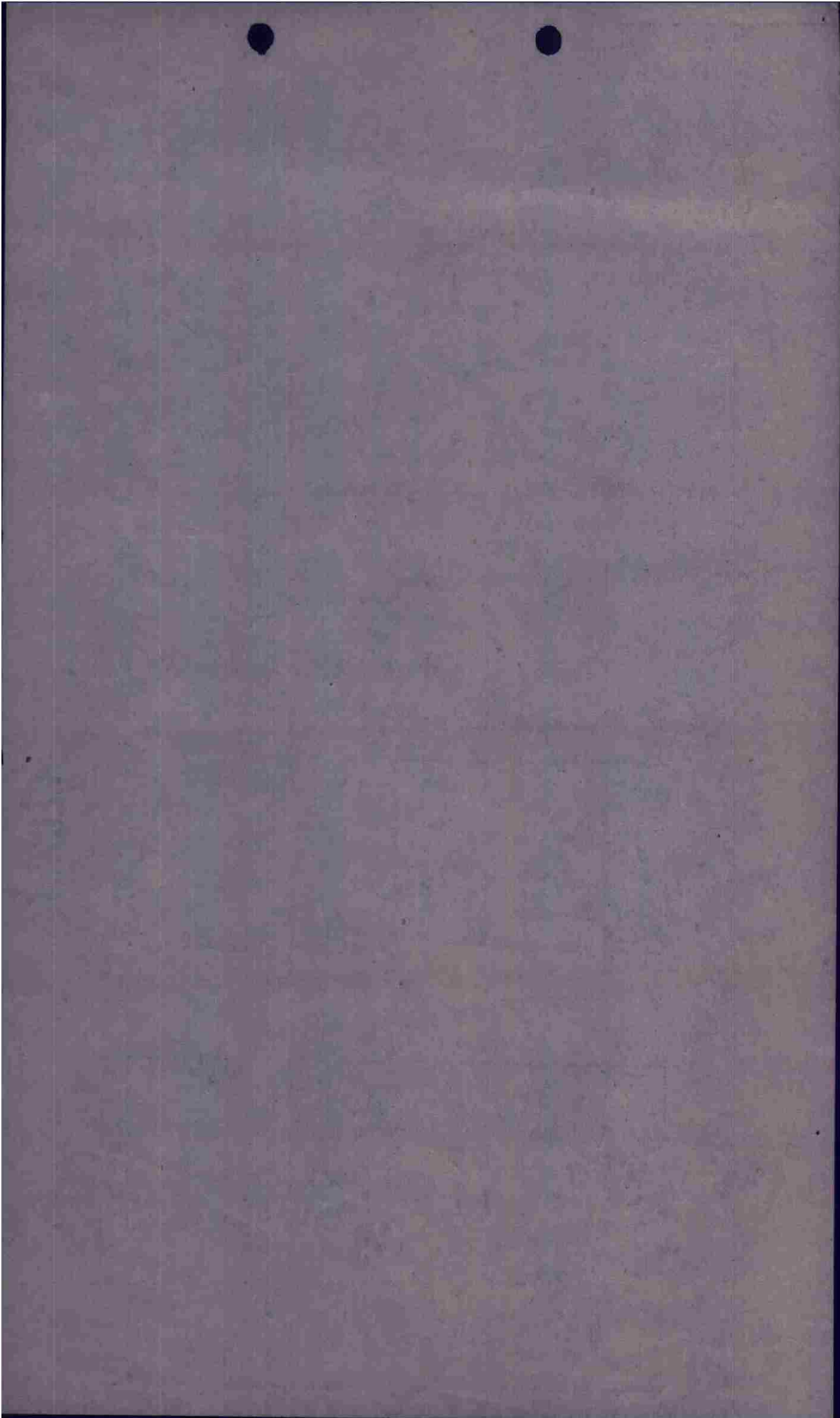
August 1944



[illegible]



SECRET



OICOG OIHAK OIGOF OIYAA V OILAI 4/66 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 AFEE

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

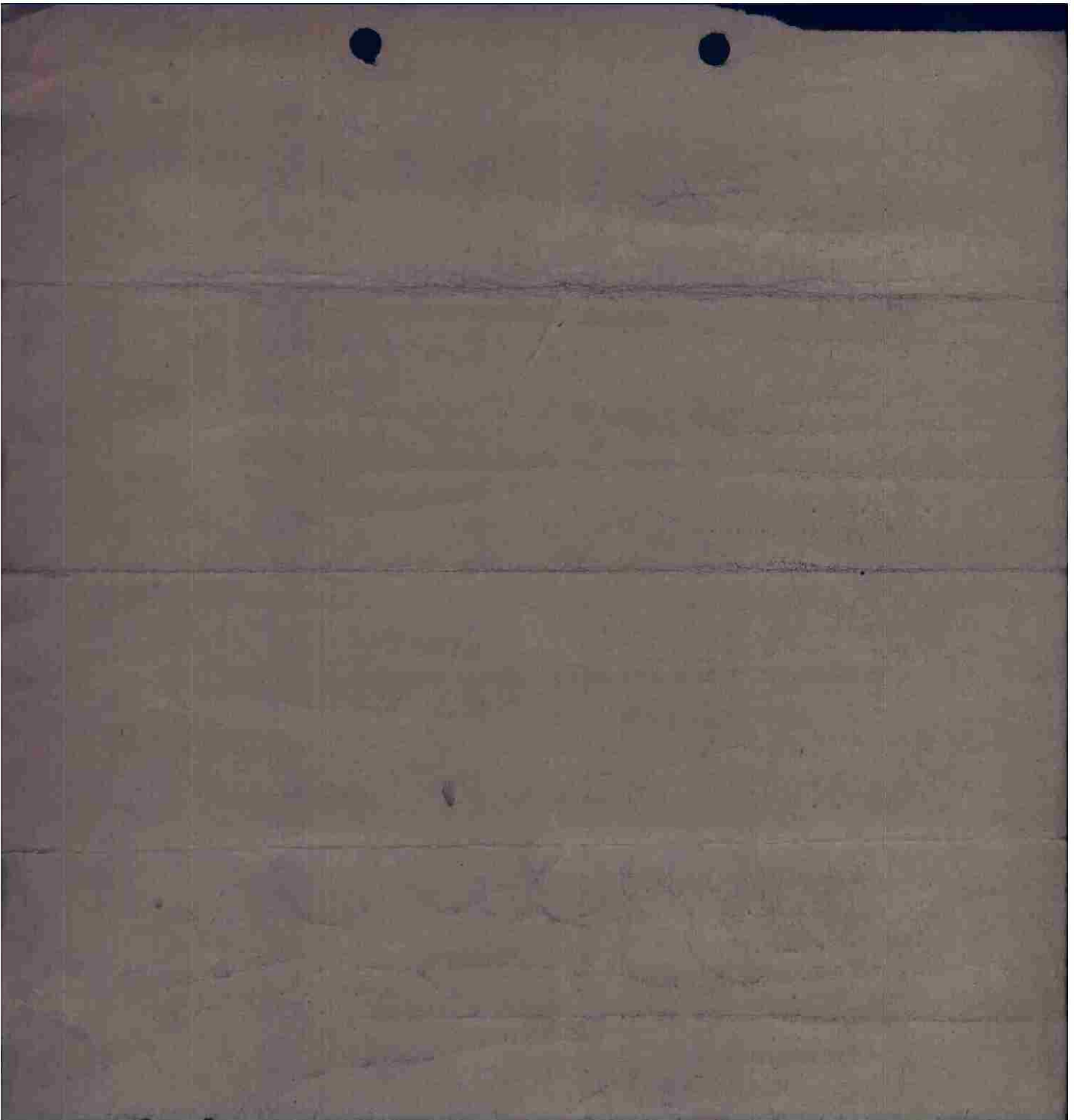
FIELD ORDER NO. 164-471

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

- 235
3. A. 409TH BOMB GROUP:
 - (1) FORET D'ANDAIN
 - (2) 2 BOXES OF 15 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 4827N 0113W TO I.P. TO TARGET.
 - (5) TARGET TURN LEFT TO R.P. TO 4906N 0014E TO 4919N 0000 TO SELSEY BILL TO MAIDENHEAD TO EAST.
 - (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 76/1 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) 4843N 0016E



(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 15 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 HAIDENHEAD 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.

K. (1) TO (4) NO CHANGE

4. NO CHANGE.

5. COMMUNICATIONS:

A. 409TH BOMB GROUP

- (2) QUICKWAY
- (3) CABMAN

B. 416TH BOMB GROUP

- (2) WORTHY
- (3) BYPASS

X. GENERAL INFORMATION

- (10) WART

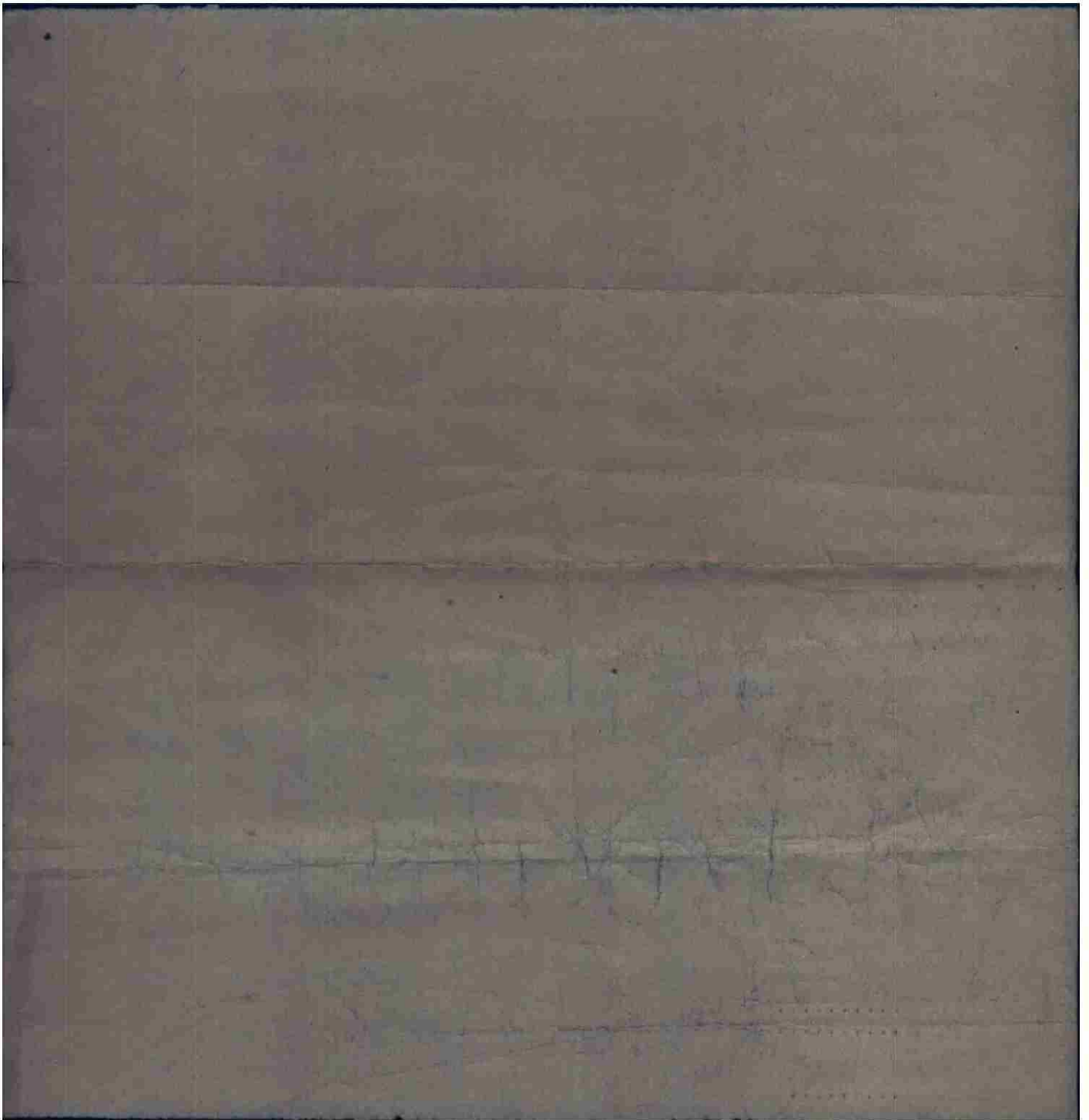
(11) BOX LEADERS WILL REPORT TO CONTINUE CONTROL ON CHANNEL "G" WHEN CLEARING TARGET AREA.

COCBTWIG 97

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

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

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



SIHAK QIYAA V QILAI (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

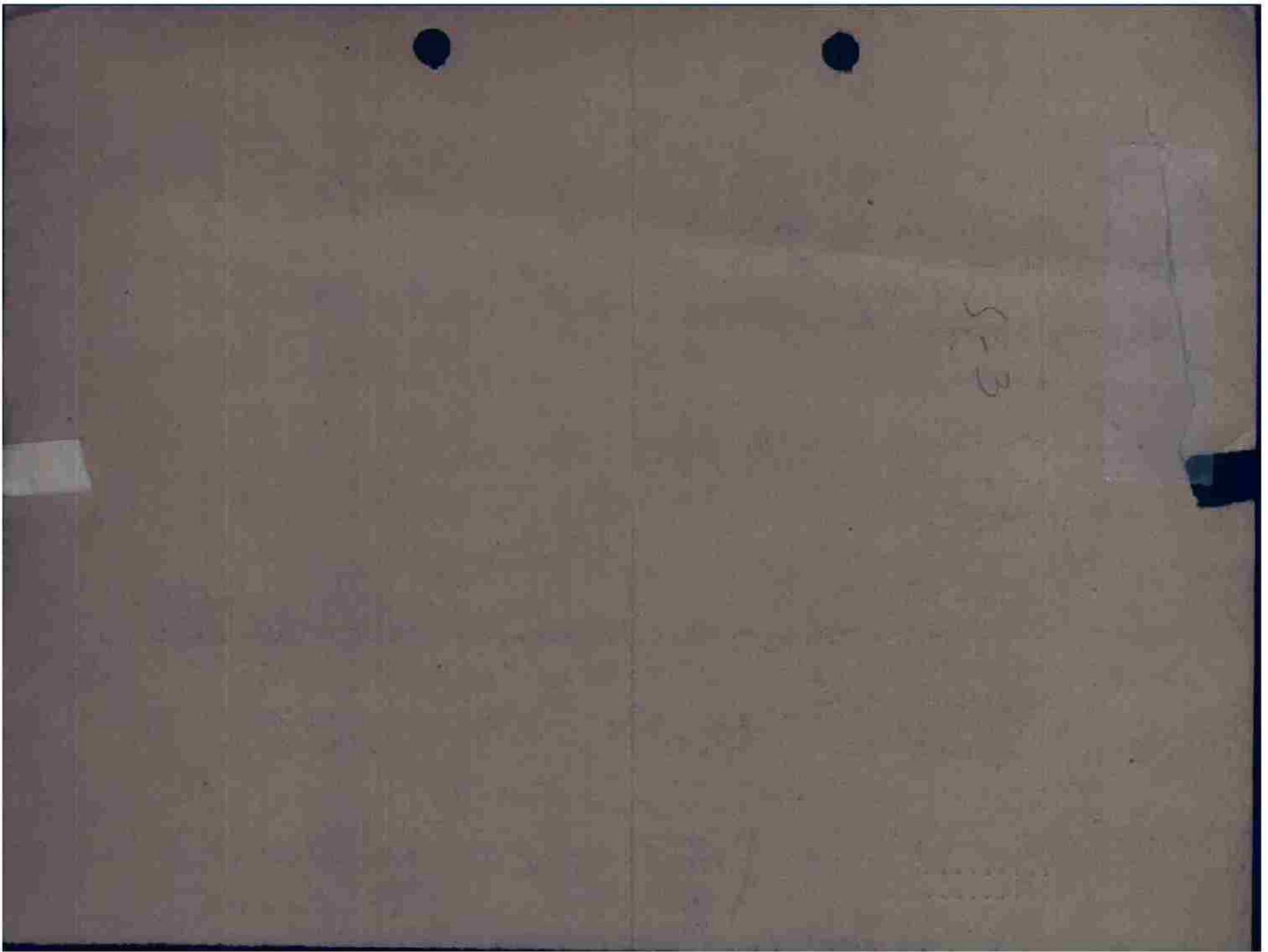
B. 416TH BOMB GROUP
(2) WORTHY
(3) BYPASS

X. GENERAL INFORMATION

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

COCBTWIC 97

BT
LCB AR
SIHAK R.....05/1430B EJK AR
QIYAA R.....06/1425B RSS AR
C



OICOG OILAI V YAA YAA 1/57 OF

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.

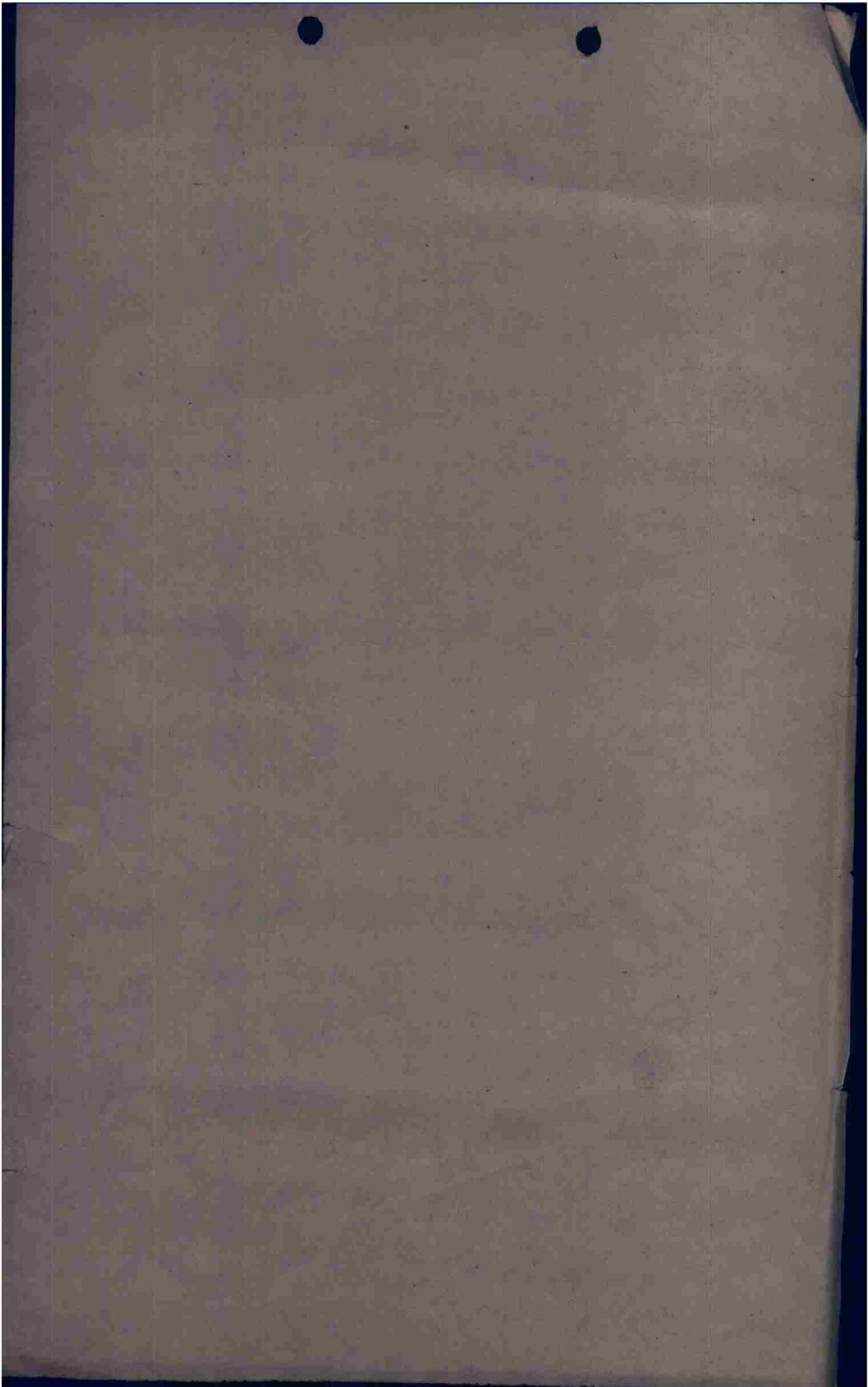
- A. (1) OISSEL BRIDGE
(2) OISSEL BRIDGE
- B. (1) 416TH BG
(2) 8 A-26J'S AND 32 A-26G'S
(3) 3 A/C DID NOT BOMB. CARRIED WINDOW ONLY.
6 A/C FAILED TO BOMB. (THE LEAD SHIP OF FLIGHT 4 DID NOT BOMB BECAUSE D/N WAS WOUNDED BY FLAK ON SECOND RUN. 3 OTHER A/C OF FLIGHT 4 DID NOT BOMB BECAUSE LEADER DID NOT 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) 1826
(2) 1956
(3) 2149
- D. (1) AT 3 A/C ARE MISSING (A/C NOS. 260, 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, 694, 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) E-B-E
(3) E-1-12. INFORMATION LACKING FROM A/C LANDING AWAY FROM BASE.
- E. GOOD TO EXCELLENT RESULTS XXXX 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 (17609)
MODERATE ACCURATE HFF FROM PONT L'EVEQUE (15204)
- G. VEHICULE CONVOY 2 TO 3 MILES IN LENGTH AT 05658 MOVING WESTWARD TOWARD LISIEUX.
ORIGINAL BRIDGE AT PONT DE L'A (B2290) 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 NAZE.
(2) RAGE OVER CONTINENT WITH VISIBILITY INCREASING OVER CHANNEL AND EN SOUTHERN ENGLAND.
- I. 147 X 500 GP ON PRIMARY
6 X 500 GP JETTISONED AT 05070
15 X 500 GP RETURNED
- J. 12,000 - 12,700 - 11,500 - NO ATTACK - 12,000 - 11,300

CCCC ADD THE WORDS IN FRANCE RPT IN FRANCE AFTER 05070 RPT 05070 IN SECOND LINE OF PART 1. RPT E.I.

BT 2350B

WFO AR

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



OICOG V OIYAA OIYAA 3/27 OP
T OIUBA

FROM HQS 416TH BOMBARDMENT GROUP(L) 27/0105B
TO HQX IX AIR FORCE
HQS IX BOMBER COMMAND

ATT: A-2 DUTY OFFICER

416BG A-159-D
SECRET QGX BT

FIRST PHASE REPORT S/A PHOTOS 6/8/44

A. OISSEL BRIDGE

B. OISSEL BRIDGE

EX

H. 1956

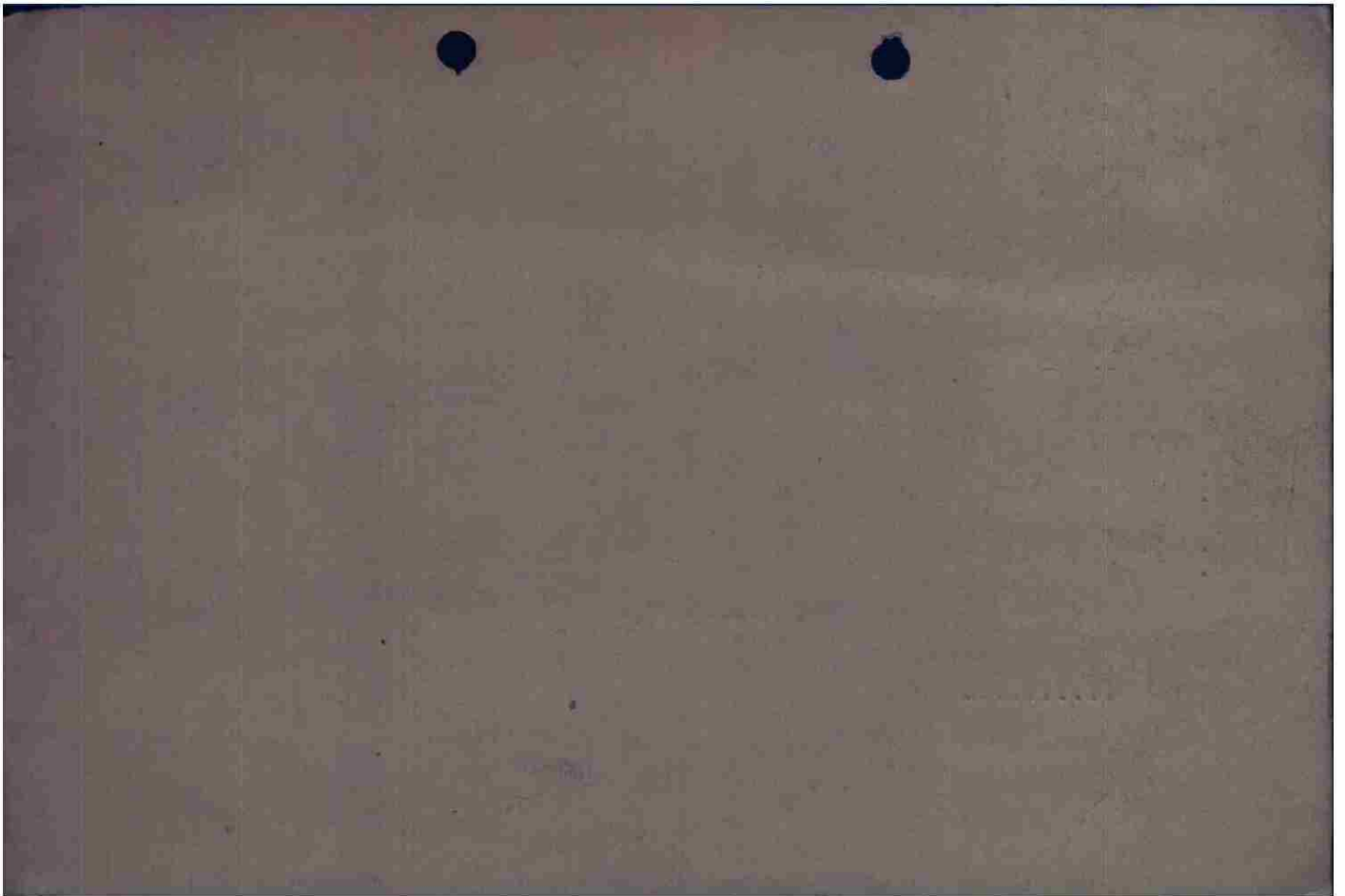
K. BLANKET OF BURSTS ACROSS BOTH BRIDGES WITH PROBABLE DESTRUCTION OF BOTH OF THEM

BT67/0105B

CM AR K

OICOG R.....27/0115B TLC AR
OM

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