

IRIS Public Record**Key Information****Main:** GROUP/0416/BOMBARDMENT (LIGHT)**Document Type:****Call Number:** GP-416-SU-OP-S**IRIS Number:** 00091924**Accessions Notes:****Old Accession Nbr:****Title:****Beginning Date:** 1944/08/08**End Date:** 1944/08/08**Publication Date:****Classification** UNCLAS

Media Roll #: 0000001711 First Frame: 1285 Last Frame: 1391 Linear Feet: 0
 Old MFlm Roll # B0531 Audio Rec:

NUMPAGE 106**Title Extensions:****Abstract**

Descriptive Notes: CONTAINS FIELD ORDERS, OPERATIONAL REPORTS, LOADING LISTS, NAVIGATIONAL DATA WITH CHARTS, TACTICAL DATA WITH PHOTOGRAPHS, TECHNICAL DATA, INTERROGATION FORMS AND REPORT OF CASUALTIES.

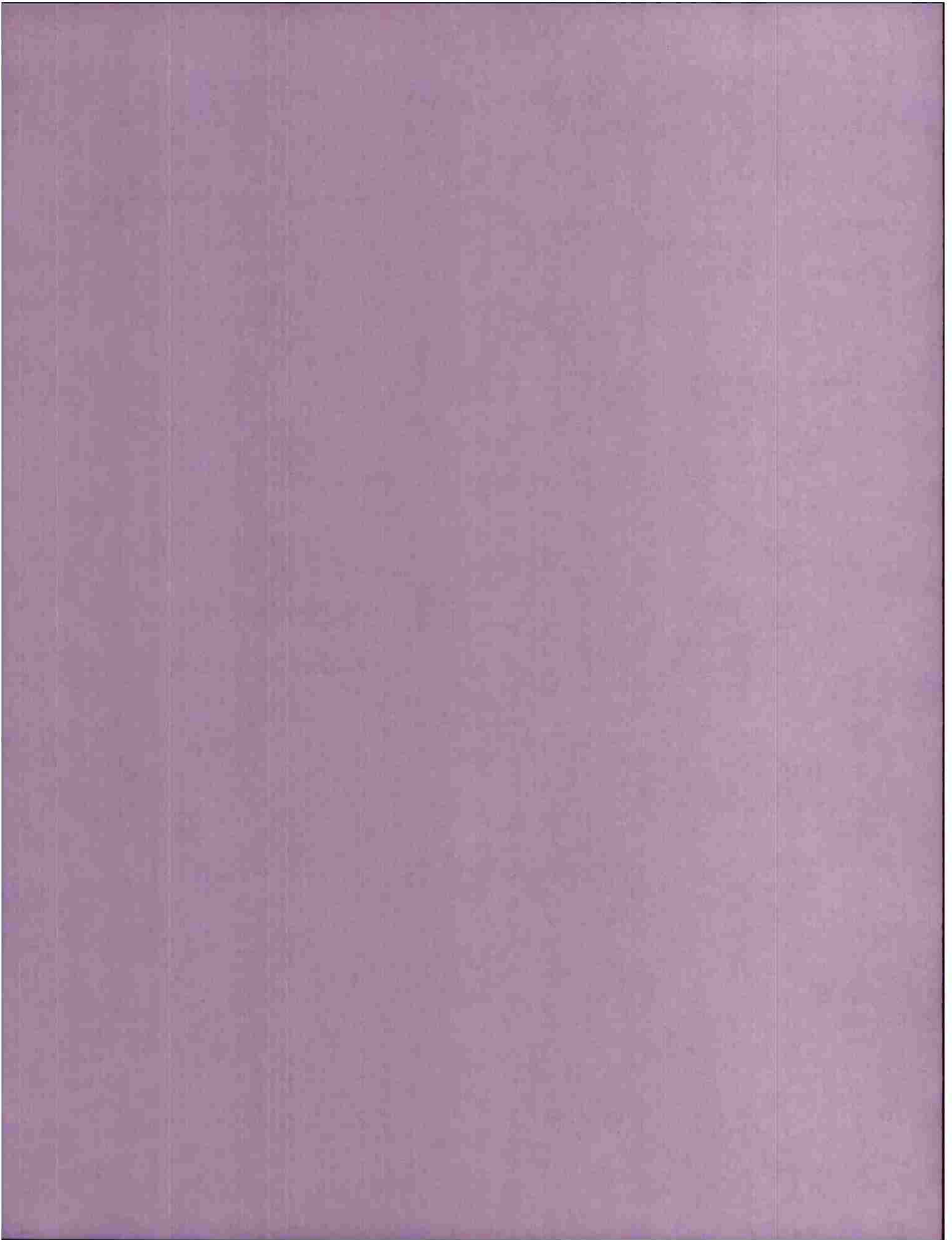
Title Added Entries: MISSION FOLDER NUMBER 117 (TARGET: FREVENT RAILROAD AND JUNCTION, FIELD ORDER NUMBER 475)

Author:**Subject:****Major Command:****Administrative Markings**

No Administrative Markings Listed

Security Review Information:

Rcvd:	Rel	1985/03/05
Indexer ID: 35	Entered Date:	
QC ID:	QC'd Date::	
Scanner ID:	Scanned Date:	
Acc ID	Acc Date:	



Op-446-Su-Op-5
8 Aug 1944

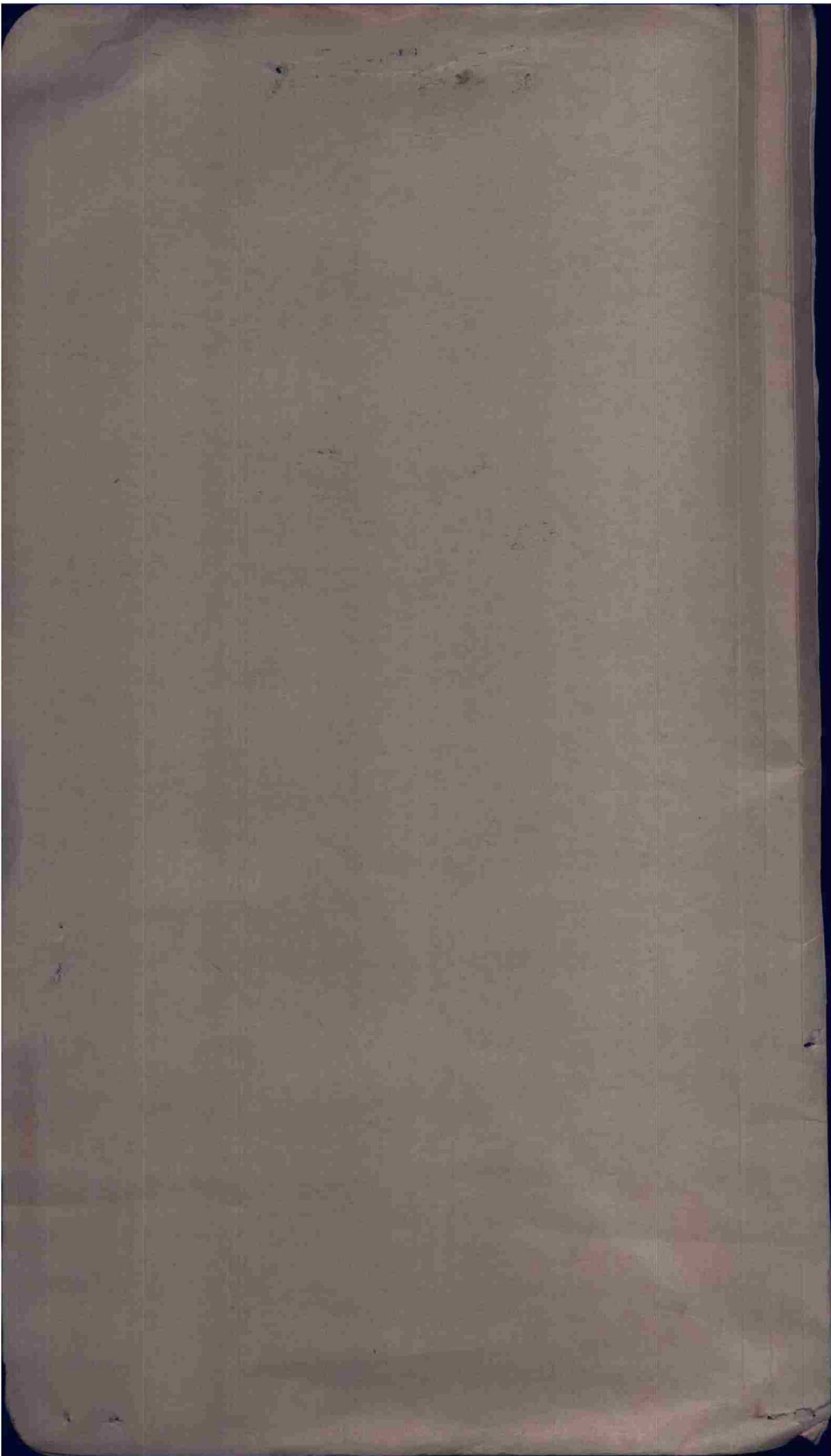
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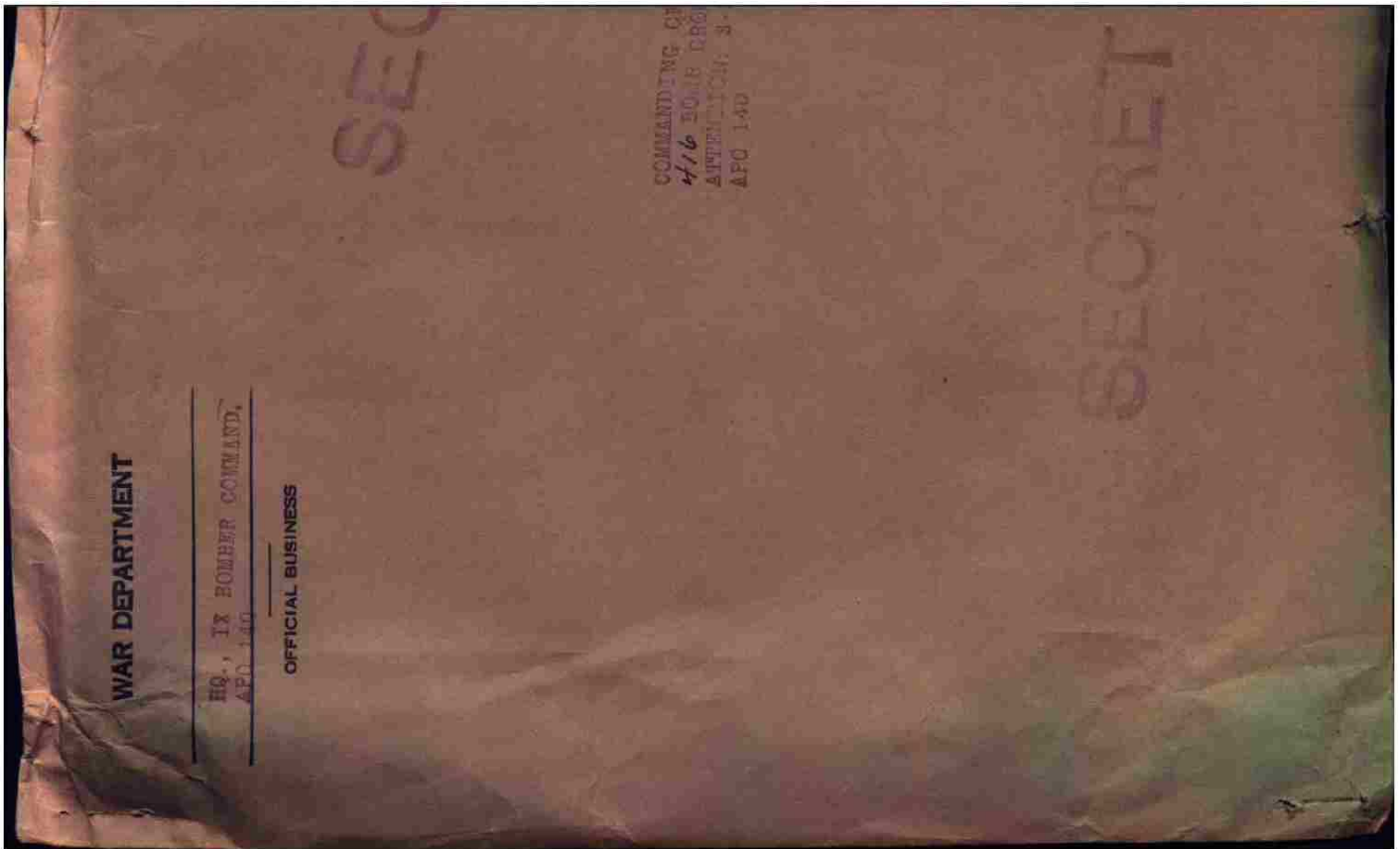
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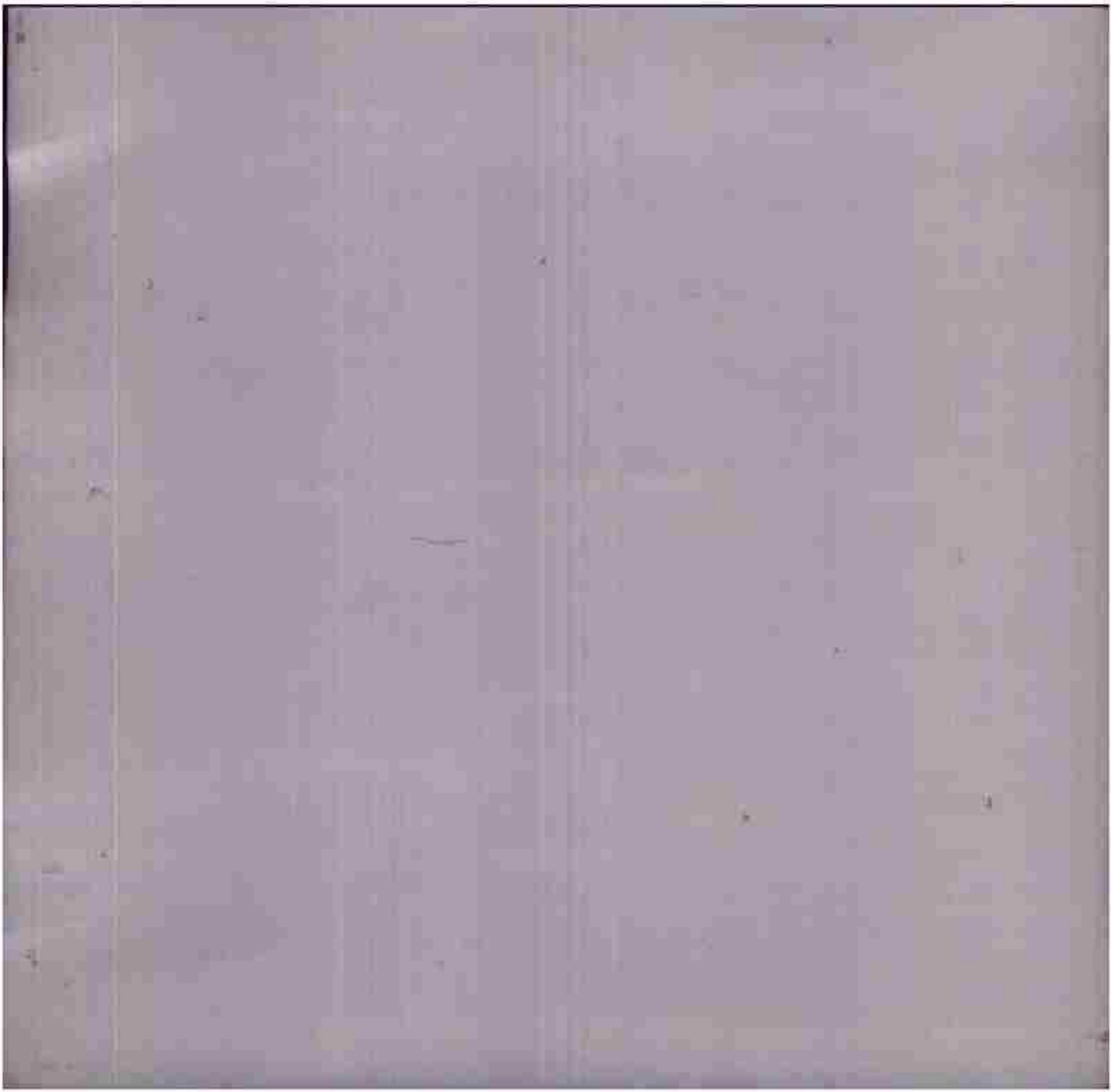
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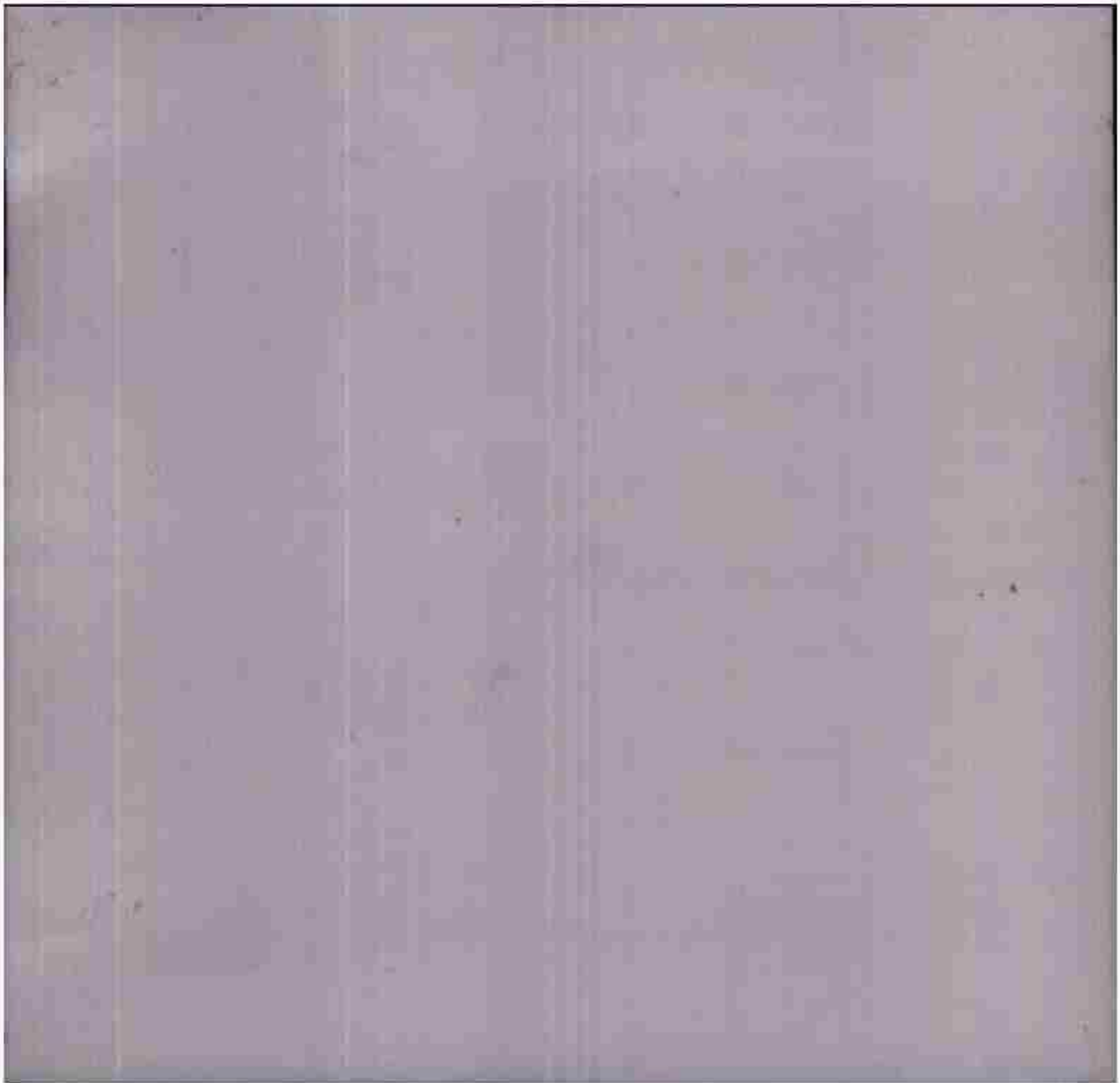
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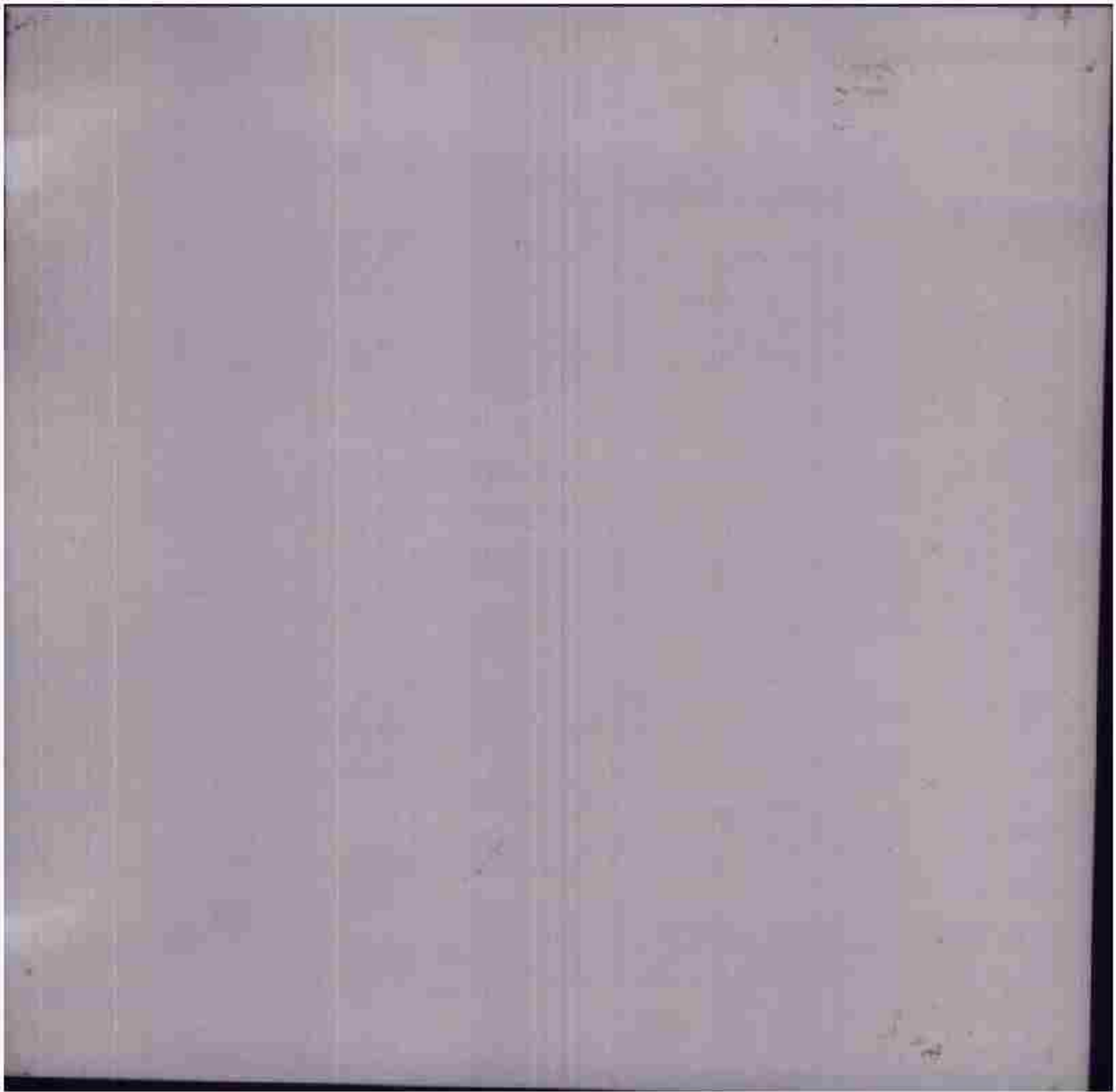
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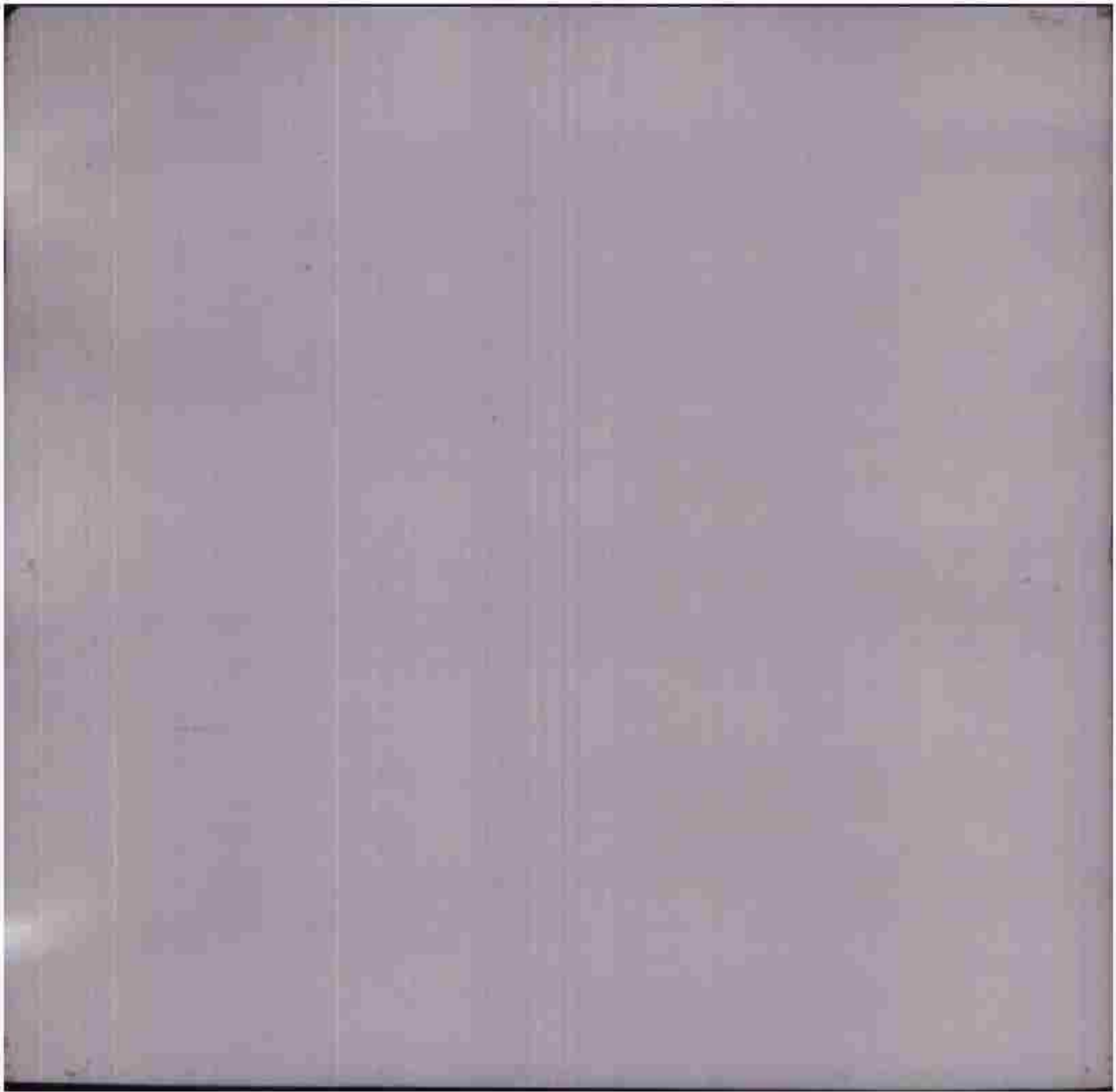
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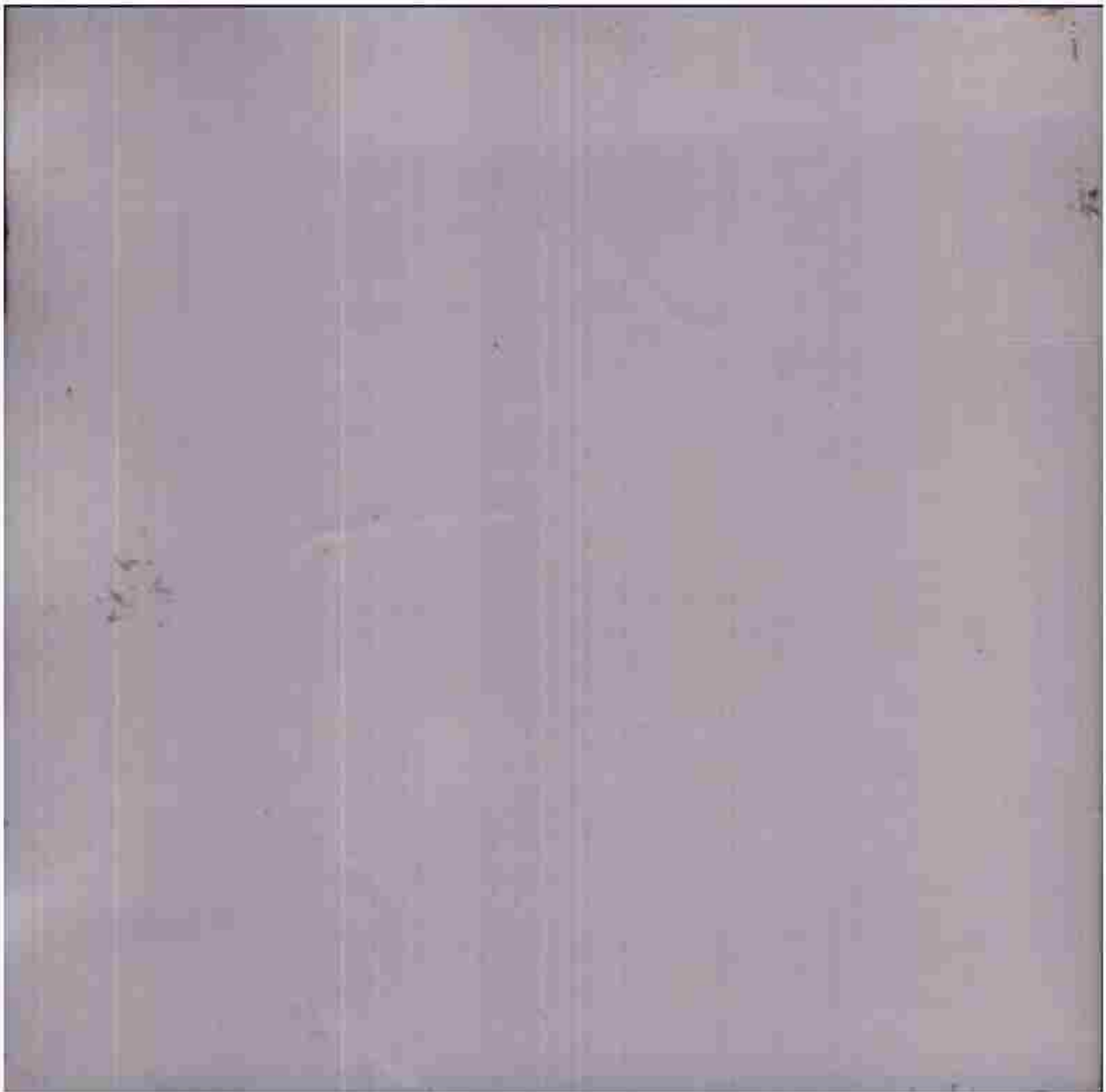
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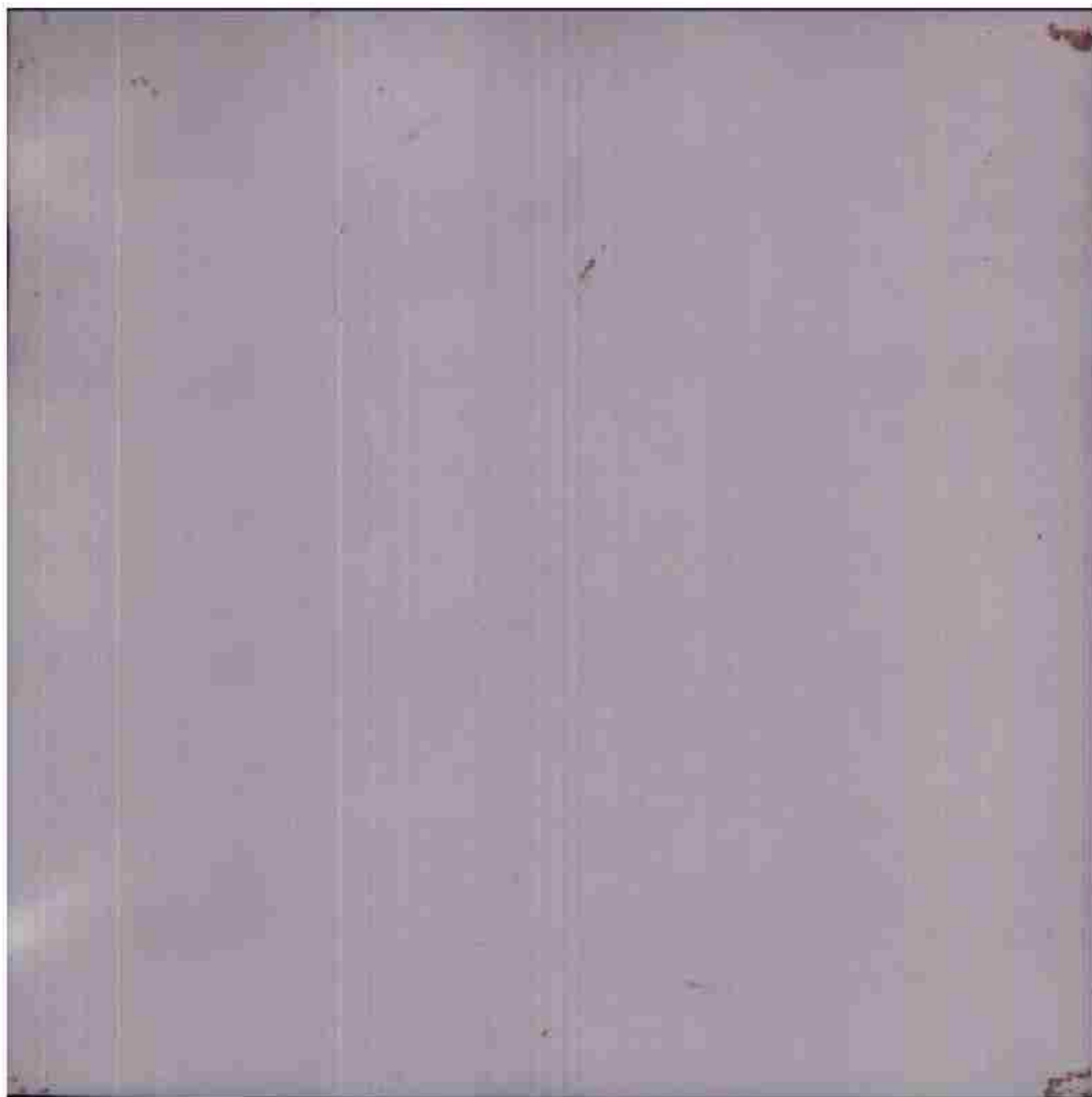
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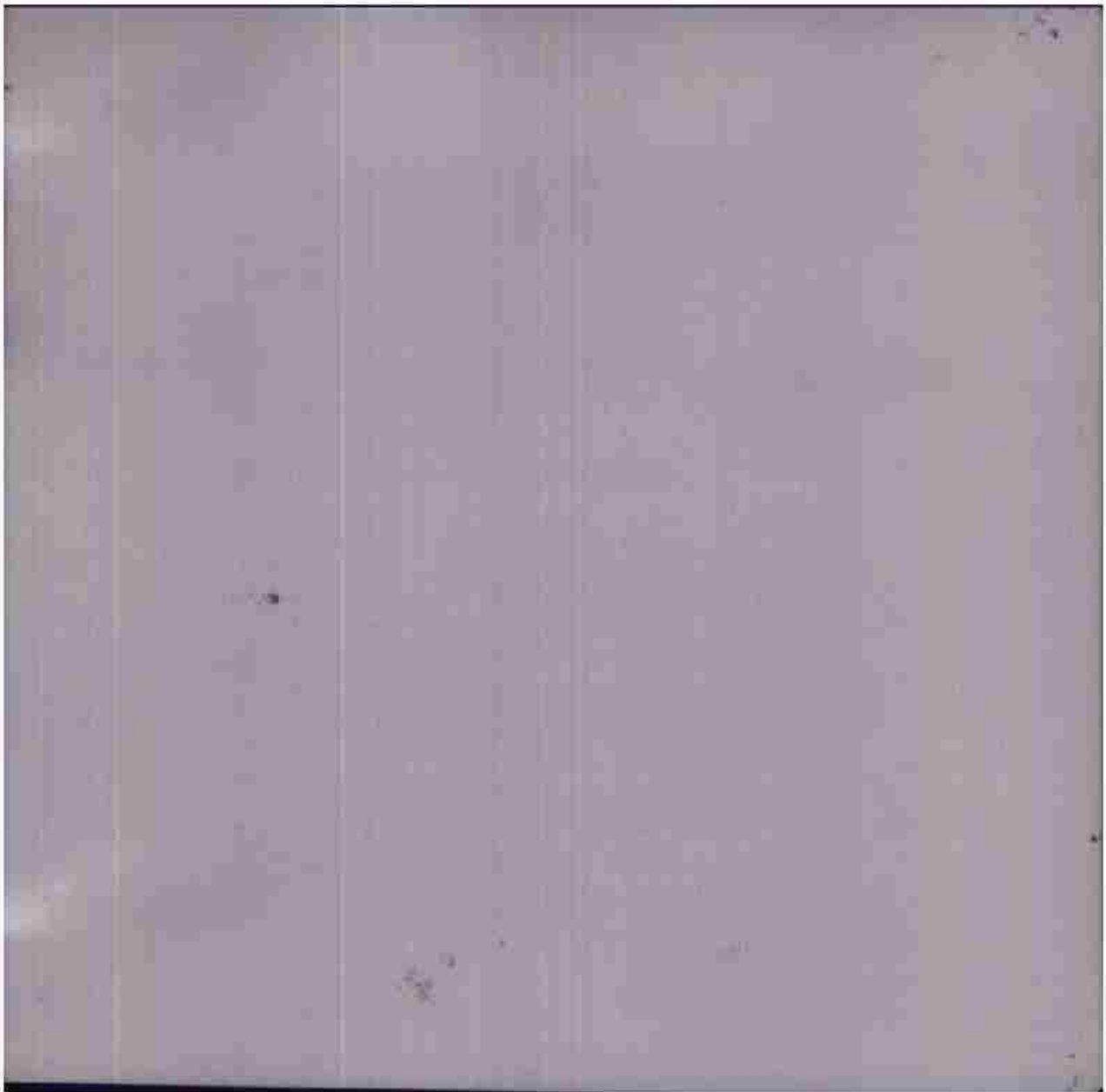
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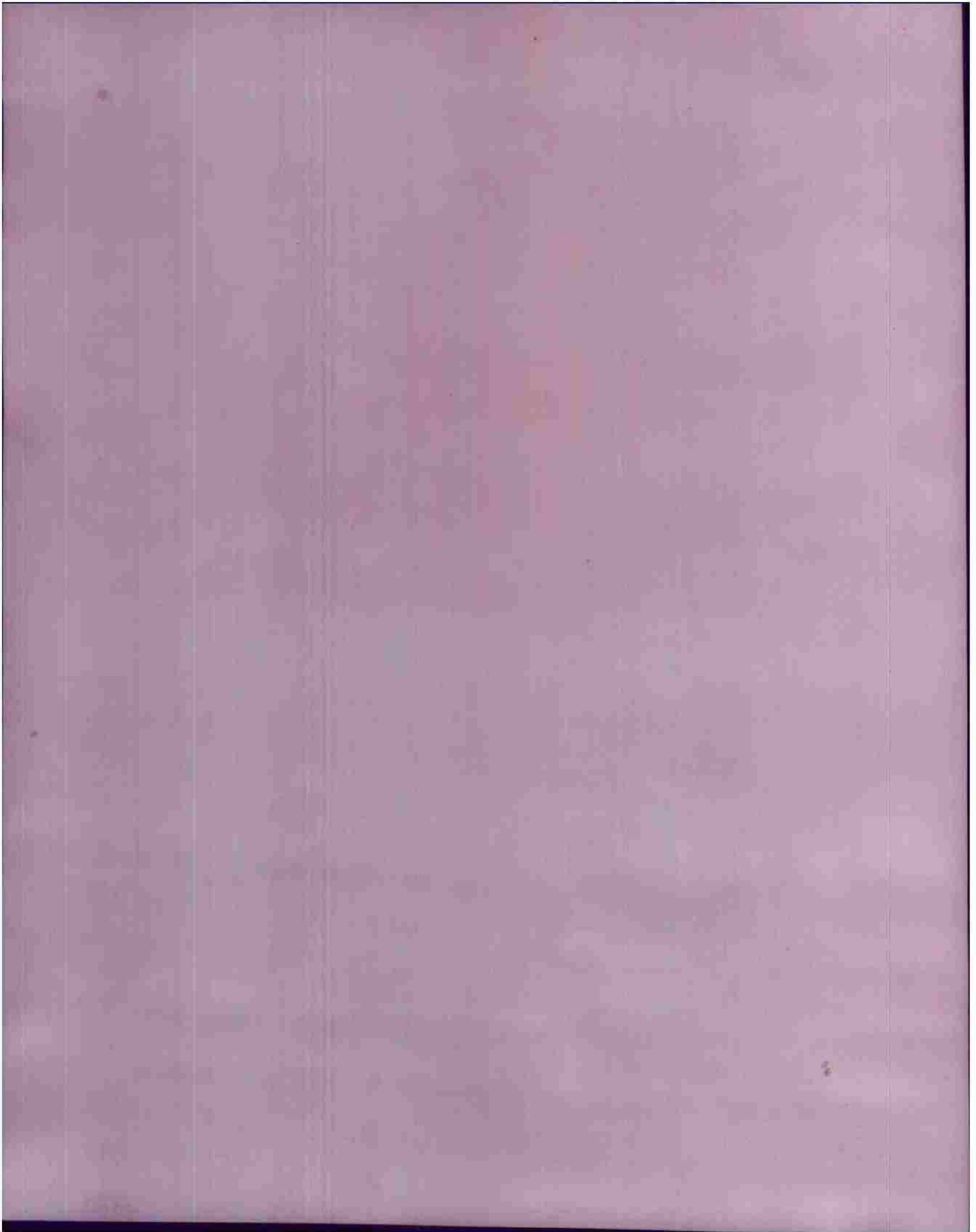


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CONFIDENTIAL

NIGHT AIR CONSOLIDATED REPORT 1/15/54 354

(A) TARGET: AIRPORT (RR JUNCTION) 4040 72 124002

(B) BORTIA: US 416/495-498-497-499

(C) DATE: 1 AUG 44 TIME: 1038 Z

(D) ATTACHING A/3: 33 A-20's BY C/A (3 WINDOW)

(E) SCORES: 157/500 BY 1/10 I., 1/40 T.

(F) IC/GR: TARGET COVERED ON GOOD QUALITY PHOTOGRAPH

(G) RESULT OF BOMBING: PATTERN OF BOMBS FROM TWO FLIGHTS WERE SEEN TO EXTEND ACROSS THE S AND E DESIGNED AREA'S. ANOTHER FLIGHT'S BOMBS FELL W OF THE DESIGNED AREA BUT PRODUCED A GOOD CONCENTRATION OF BURNED IN THE AREA OF RR SIDINGS. BOX II-1 DID NOT BOMB AND BOX II-2,3 BOMBS FELL INTO BOXES AND ARE NOT ASSESSABLE.

(H) ACTIVITY:

(I) ANNOYED UNIT: 5018

BORTIA: US 416/499

NOTE: REPAIRABLE, ENCLOSED BOX PAYMENT AREA

DISTRIBUTION: 3/A

CONFIDENTIAL:

20 C.I.D.

15 AUG 1944



mission
Folder

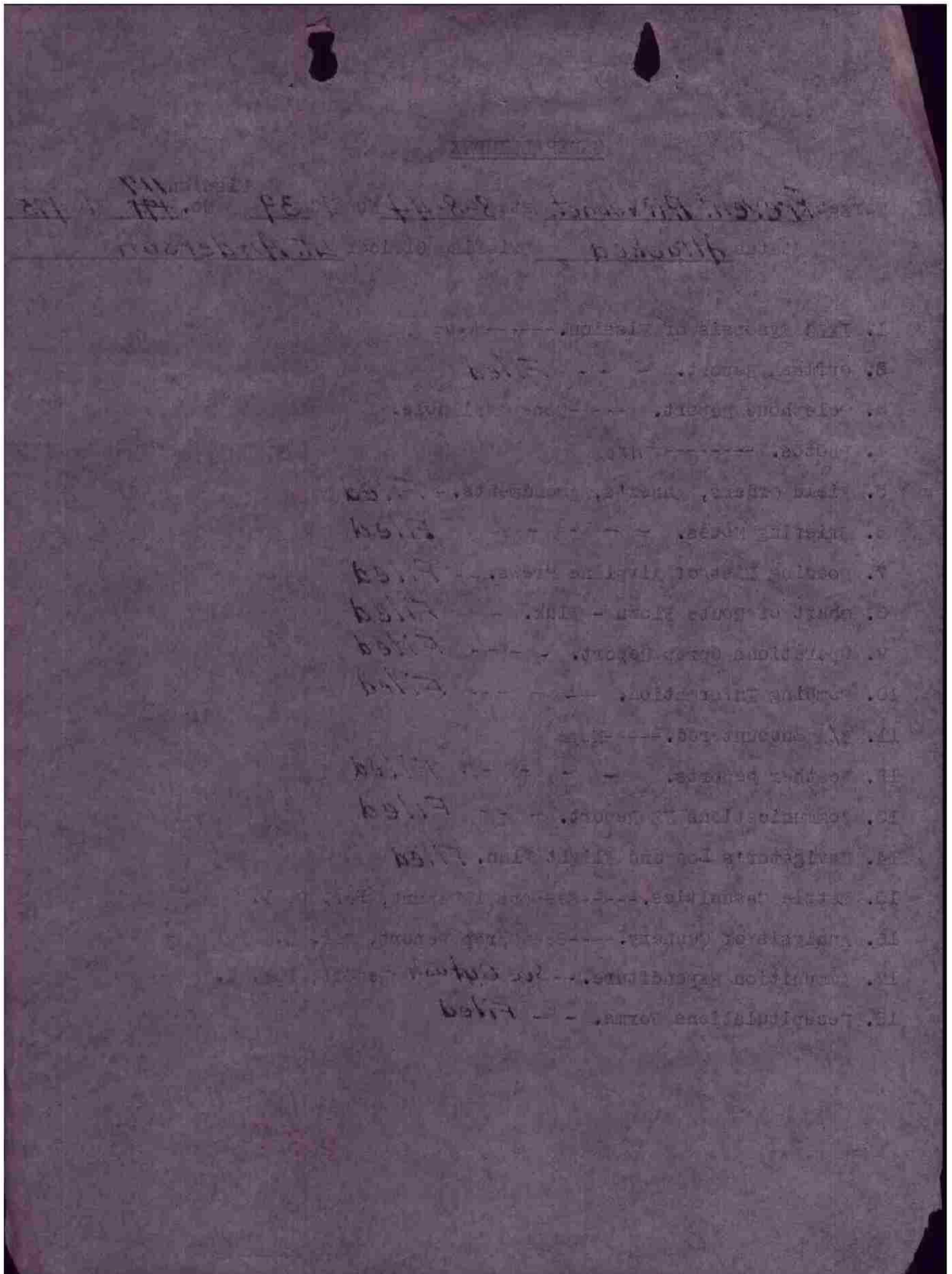
GENERAL INDEX

Target Frevent ARVJunct. Date 8-8-44 No A/C 39 Mission 117 No. 171 F/O 475
 Status Attacked Briefing Officer Lt. Anderson

1. IXBON Synopsis of Mission. ----- None
2. Opflash Report. - - - *Filed*
3. Telephone Report. p-----None available.
4. Photos. ----- *Filed*
5. Field Orders, Annex's, Amendments. - *Filed*
6. Briefing Notes. - - - - - *Filed*
7. Loading List of Airplane Crews. - - *Filed*
8. Chart of Route Flown - Flak. - - - *Filed*
9. Operations Oprep Report. - - - - *Filed*
10. Bombing Information. - - - - *Filed*
11. E/A Encountered. -----None
12. Weather Reports. - - - - - *Filed*
13. Communications YS Report. - - - *Filed*
14. Navigator's Log and Flight Plan. - *Filed*
15. Battle Casualties. -----See OpsFl Report, Par. D, 1.
16. Analysis of Gunnery. -----See Oprep Report, Par. E.
17. Ammunition Expenditure. - - - *See Opflash* Report, Par. I.
18. Recapitulations Forms. - - - *Filed*

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

By authority
CO, Sta. 170
9 August 1944
Init. _____

AFD 140, U. S. Army,
9 August 1944.

SUBJECT: Report of Combat Mission.

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

416th Bombardment Group (L)
117th Mission 8 August 1944.
97th CW FO 156-475.

1. 41
2. 39
3. 33
4. 2 (spares)
5. 6
6. 43-9452 Pilot stated that bomb sight would not release. No
Capt. R. S. Rudisill cause could be determined. Checked on return and
found to function properly.
- 43-21759 Leader (43-9452) did not drop.
Lt. A. W. Nordstrom.
- 43-9439 Leader (43-9452) did not drop.
Lt. W. B. Ostrander
- 43-9674 Leader (43-9452) did not drop.
Lt. J. P. Hillerman
- 43-9217 Leader (43-9452) did not drop.
Lt. H. G. Brown
- 43-9750 Leader (43-9452) did not drop.
Lt. D. B. Grunig
7. 43-9452 Returned 4 bombs - reason as above
- 43-21759 Returned 6 bombs - reason as above
- 43-9439 Returned 4 bombs - reason as above
- 43-9674 Returned 6 bombs - reason as above
- 43-9217 Returned 6 bombs - reason as above
- 43-9750 Returned 4 bombs - reason as above
- 43-21961 Returned 1 bomb. Switch in neutral position.
Lt. E. J. Renth

Report of Combat Mission (Continued)

8. 43-9390 Missing in action.
Lt. N. V. Shainberg

43-9673 Missing in action.
Lt. Peter Dentas

For the Commanding Officer:

GEORGE SCHENCKIN,
Captain, Air Corps,
Adjutant.

PREVENT REBARRICADING AND RECONSTRUCTION
-----PRINTS 2014 5, 16.
COMPLETE COVER ON GOOD PHOTOS SHOWS WIDE SPREAD AREA OF BOMB CRATERS
COVERING TOWN AND RAIL AREAS. NO CRATERS VISIBLE ON EMBANKMENT EAST
OF TOWN. A CONCENTRATION OF AT LEAST FOURTEEN CRATERS IN CENTER
OF GATHERING ROADS DESTROYING HALF OF LARGE REPAIR SHOT AND SEVERAL
SMALLER INSTALLATION. AT LEAST SEVENTEEN WAGONS DESTROYED
OR DAMAGED. ONE DIRECT HIT ON LINES JUST EAST OF BRIDGE AT WEST
END OF ROADS. ANOTHER DIRECT HIT ON LINE WEST OF THIS BRIDGE.
ALL THROUGH LINES IN GATHERING ROADS ARE CUT.

-----OBERNDORFER-----

BT 11/1340B
CC: IN SECOND PARAGRAPH PLS MAKE THE W A REPAIR IN THE 6TH LINE
READ SHOP RPT SHOP STED AS SENT PLS
AR
AS
SS
OIVAA R...11/1400B EJ AR

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YAA V LAI LAI 02/09 P

FROM 97TH COMBAT BOMB WING 09/1125 D
TO 416TH BOMB GROUP

SECRET SENT IN THE CLEAR AUTH MAJOR CAMPBELL

SECRET QOK

97TH CBW

A-56-P

A. US-4/1692 PR SORTIE 1500B 08 AUG 44 10TH PG

B. FREVENT EMBANKMENT AND RR JUNCTION

----- PRINTS 2014, 15, 16.
COMPLETE COVER ON GOOD PHOTOS SHOWS WIDE SPREAD AREA OF BOMB
CRATERS COVERING TOWN AND RAIL AREAS. NO CRATERS VISIBLE ON EMBANK-
MENT EAST OF TOWN. A CONCENTRATION OF AT LEAST FOURTEEN CRATERS IN
CENTER OF GATHERING ROADS DESTROYING HALF OF LARGE REPAIR SHOP AND SEV-
ERAL SMALLER INSTALLATION. AT LEAST SEVENTEEN WAGONS DESTROYED
OR DAMAGED. ONE DIRECT HIT ON LINES JUST EAST OF BRIDGE AT WEST END
OF ROADS. ANOTHER DIRECT HIT ON LINE WEST OF THIS BRIDGE. ALL THROUGH
LINES IN GATHERING ROADS ARE CUT.

-----OBERNDORFER-----

BT 09/1125D

AR

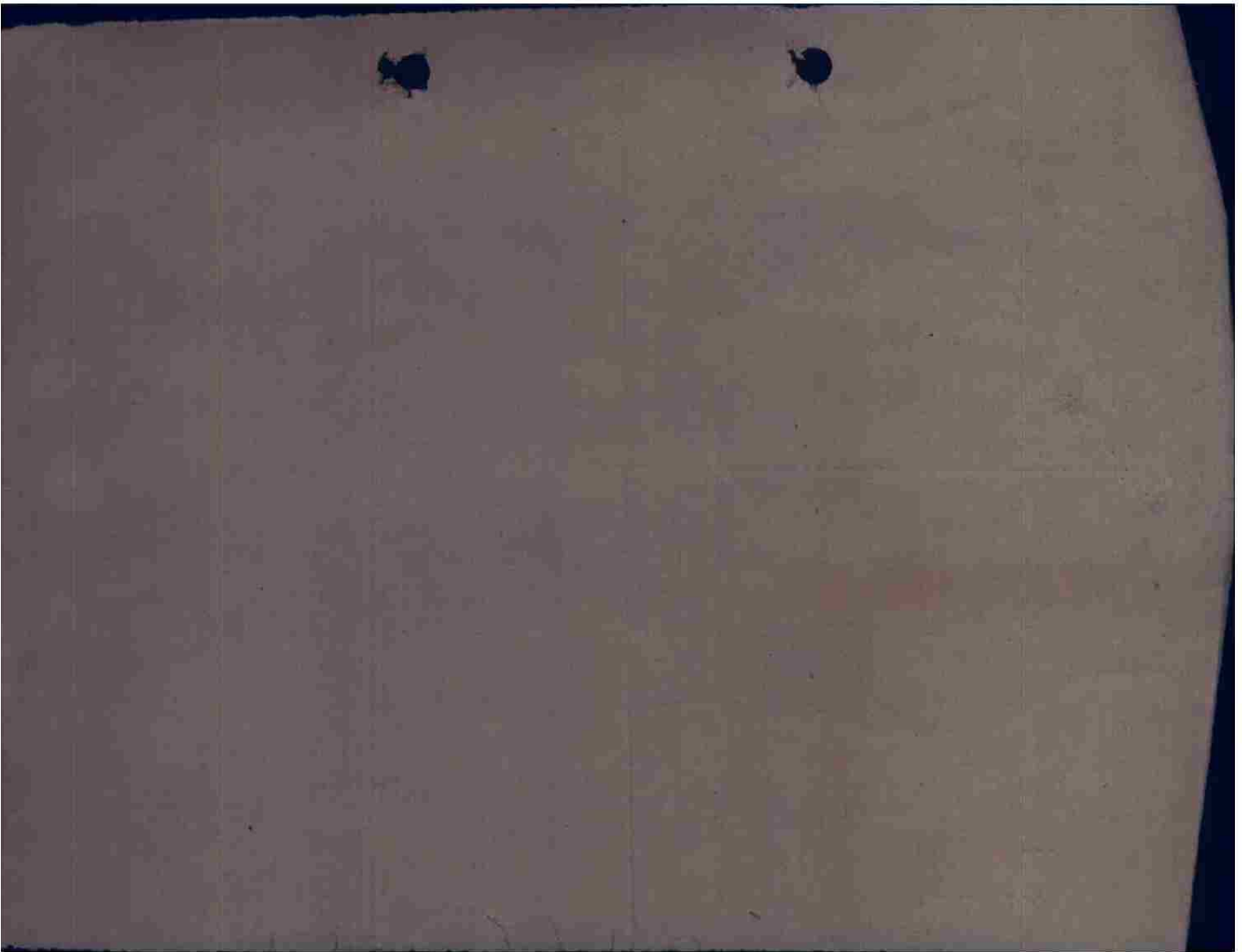
AS

SS

YAA R...09/11:08 LBS AR

IMI PLS K

YAA R...09/1130D LBS AR



OICOG OILAI V YAA YAA 5/8 OP
 FROM 416TH BOMB GROUP(L) 08/1627B
 TO : HQ IX BOMBER COMMAND ATTN: A-2
 HQ 97TH COMBAT WING

416BG A210-D

~~XXXXXXXXXX~~

SECRET QOX BT

OPFLASH NO. 118 FOR 8 AUGUST 1944

A. (1) PREVENT RR EMBANKMENT AND JUNCTION ✓

(2) PREVENT RR EMBANKMEN AND JUNCTION ✓

9/

B. (1) 416TH BG

(2) 39 A-20'S 3 OF WHICH WERE WINDOW ONLY . INCLUDING

7 A-20J'S AND 32 A-20G'S .

(3) 6 A/C FAILED TO BOMB. ONE OF WHICH FLIGHT LEADER HAD MALFUNCTION OF BOMB RELEASE. 5 OTHER A/C OF THIS FLIGHT FAILED TO BOMB BECAUSE LEADER DID NOT DROP. INFORMATION LACKING FROM 2 A/C LOST.

(4) 28 A-20 KXX BOMBED PRIMARY TARGET. INFORMATION LACKING FROM 2 A/C LOST.

~~XXXXXXXX~~

C. (1) 1056

(2) 1257-1258

(3) 1411

D. (1) 2 A/C LOST TO FLAK AFTER TARGET - ONE PARACHUTE SEEN.

6 A/C CAT " A" .

(2) 0-0-0

(3) 0-0-6

E. 1ST EXCELLENT

2ND EXCELLENT

3RD EXCELLENT

4TH D. N. E.

5TH GOOD

6TH GOOD

F. (1) (A) NIL

(B) NIL

(2) (A) MODERATE TO INTENSE HFF FROM BEAUVOIR TO KXX AUXI-LE-CHATEAU, ALSO MODERATE ACCURATE FROM H-0600 TO KXX Q-9705

(B) WEAK INACCURATE . LIGHT AND HEAVY FF AT BURCH- SUR MER

XXXXX G-6233

G. LARGE CONVOY HEADING SOUTH FROM ARMENTIERS (H-6844) XXXXX 50-75 VEHICLES AT 1238 HOURS FROM 12000 FT. (PREVIOUSLY REPORTED AS HOT NEWS)

LENS M/Y FIELD OF CARS- H-5215. ARMENTIERS M/Y HALF FULL OF CARS

H-6846. TRAINS, 15 CARS AT H-5427 MOVING EAST. AT KXX 1237 HOURS.

TRAIN 9-12 CARS HEADED SW AT 1256 HOURS AT N-3665.

200 CARS ON SIDING AT ALBERT N-3668.

50 CAR TRAIN OF RAILWAY SW FROM ARRAS N-4396, NOT MOVING.

20-30 CARS IN M/Y AT BERCK-SUR-MER G-6820.

XXXX 1234 HOURS : M/ Y H-3070 FULL OF PARKED CARS WITHOUT ENGINES.

AT 1252 HOURS 200(PLUS) VEHICLES XXXX PARKED ON SECONDARY

RDS. AT N-3070, APPEARED TO BE XXX PARKED UNDER TREES.

6 MILITARY HUTS AT G-7223.

H. (1) NO CLOUDS KX HAZE TO 12,00 FEET. VIZINKKX VISIBILITY 6-8 MILES

DOWN SUN . 2 MILES UP SUN. U

(2) SAME AS ABOVE.

I. 157 X 500 GP ON PRIMARY .S

31 X 500 GP RETURNED

J. 11,000-10,000 FT.

BT 08/1627B

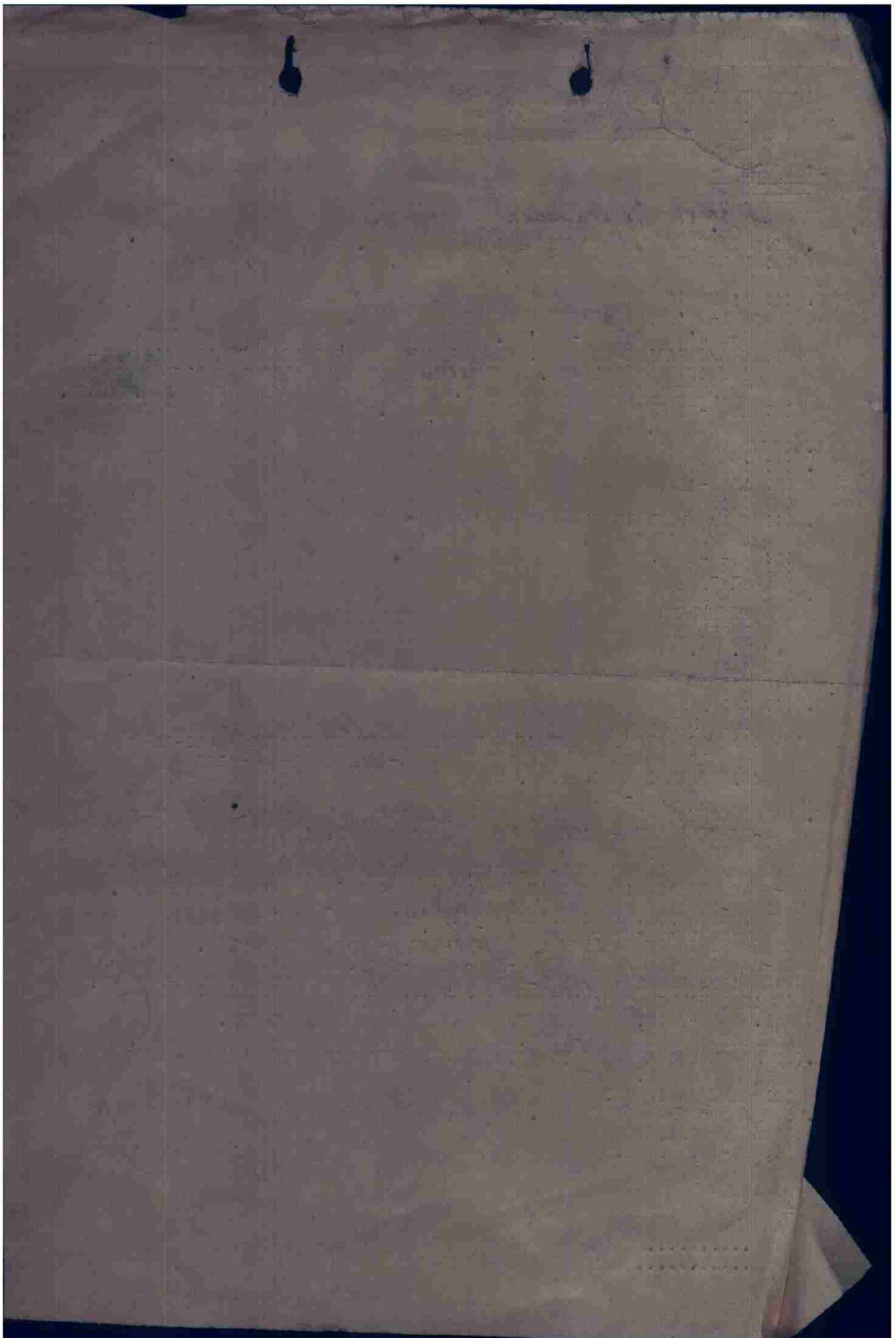
AS AS AS

WJF AR

OICOG R.....07/1645B MILT AR

OILAI R.....08/1650B LCB AR

— St. Anderson —



GICOG OILAI V YAA YAA 1/3 OP
 FROM 416TH BOMB GROUP (L) 08/1627B
 TO : HQ IX BOMBER COMMAND ATTN: A-2
 HQ 97TH COMBAT WING

416BG A210-D

~~XXXXXXXXXX~~

SECRET QOX BT

OTFLASH NO. 118 FOR 8 AUGUST 1944

A. (1) PREVENT RR EMBANKMENT AND JUNCTION.

(2) PREVENT RR EMBANKMEN AND JUNCTION.

W/

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(4) 28 A-20 EXX BOMBED PRIMARY TARGET. INFORMATION LACKING FROM 2 A/C LOST.

~~XXXXXXXXXX~~

C. (1) 1036

(2) 1257-1258

(3) 1411

D. (1) 2 A/C LOST TO FLAK AFTER TARGET - ONE PARACHUTE SEEN.

6 A/C CAT " A" .

(2) 0-0-0

(3) 0-0-0

E. 1ST EXCELLENT

2ND EXCELLENT

3RD EXCELLENT

4TH D. N . B.

5TH GOOD

6TH GOOD

F. (1) (A) NIL

(B) NIL

(2) (A) MODERATE TO INTENSE HFF FROM DEAUVOIR TO EXX AUXI-LE-CHATEAU, ALSO MODERATE ACCURATE FROM H-0600 TO EXX 0-9700

(B) WEAK INACCURATE . LIGHT AND HEAVY FF AT BURCH- SUR MER

EXX G-6233

G. LARGE CONVOY HEADING SOUTH FROM ARMENTIERS (H-6844) EXX 50-75 VEHICLES AT 1238 HOURS FROM 12000 FT. (PREVIOUSLY REPORTED AS HOT NEWS)

LENS M/Y FIELD OF CARS- H-5215. ARMENTIERS M/Y HALF FULL OF CARS

H-6846 TRAINS, 15 CARS AT H-5427 MOVING EAST AT EXX 1237 HOURS.

TRAIN 9-12 CARS HEADED SW AT 1256 HOURS AT N-3665.

200 CARS ON SIDING AT ALBERT N-3668.

50 CAR TRAIN OF RAILWAY SW FROM ARRAS N-4396, NOT MOVING.

20-30 CARS IN M/Y AT BERCK-SUR-MER G-6820.

EXX 1234 HOURS : M/ Y H-3070 FULL OF PARKED CARS WITHOUT ENGINES.

AT 1252 HOURS 200(PLUS) VEHICLES WERE PARKED ON SECONDARY

RDS. AT N-3070, APPEARED TO BE EXX PARKED UNDER TREES.

6 MILITARY HUTS AT G-7223.

H. (1) NO CLOUDS EX HAZE TO 12,00 FEET. VIZINEXX VISIBILITY 6-8 MILES DOWN SUN . 2 MILES UP SUN.U

(2) SAME AS ABOVE.

I. 157 X 500 GP ON PRIMARY .S

31 X 500 GP RETURNED

J. 11,000-10,000 FT.

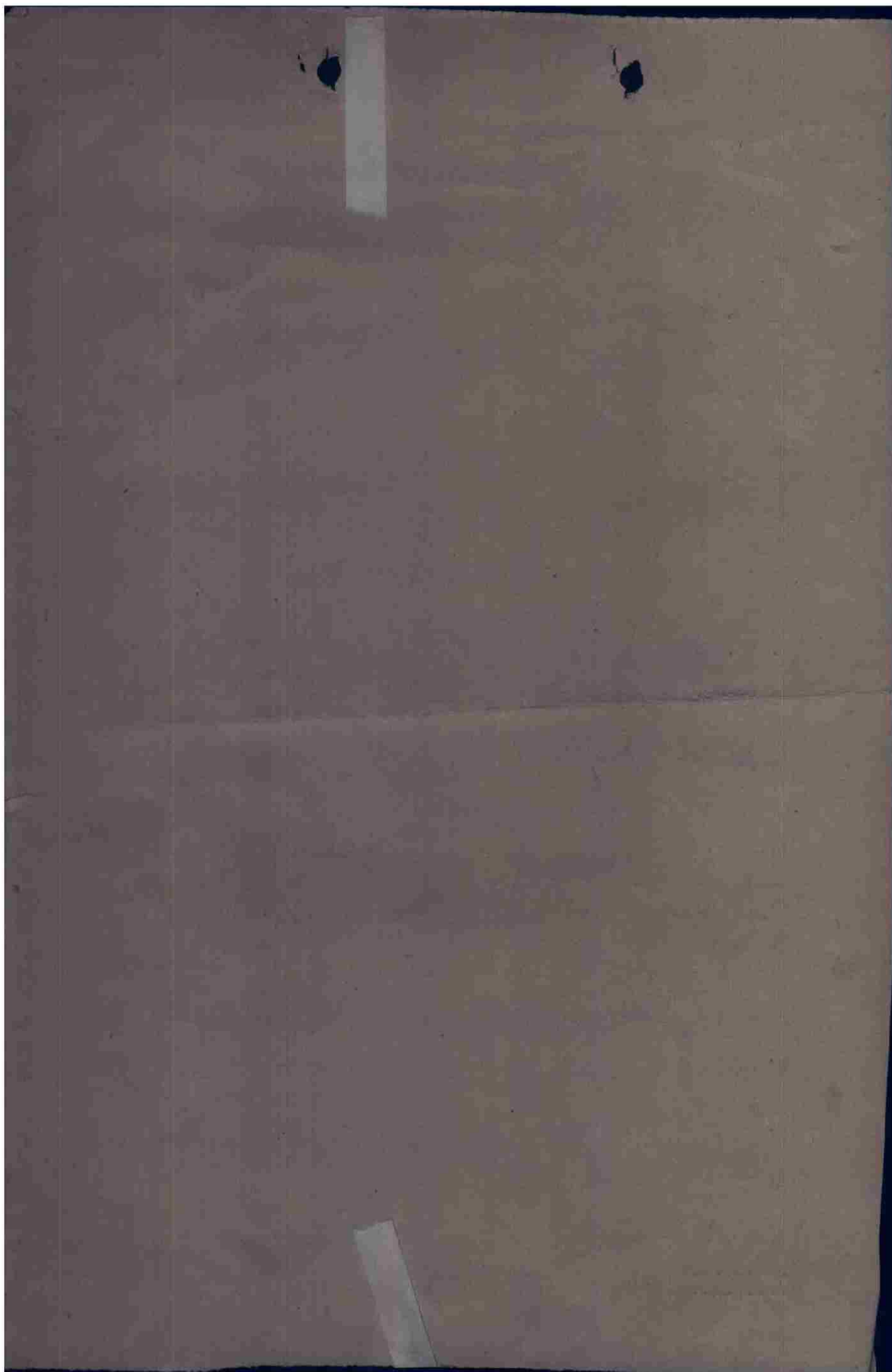
BT 08/1627B

AS AS AS

WFF AR

GICOG R.....07/1645B MILT AR

OILAI R.....08/1630B LCB AR



G. Large Convoy Heading South from
Amentius (H-6844) 50-75 Vehicles
at 1238 Hours from 12,000 ft.
(Previously Reported as Hot News)

Less 17/9 Field of Cars - H-5215
Amentius 17/9 Half full of cars - H-6846
Train 15 cars at H-5427 moving East
at 1237 Hours.

Train 9-12 cars Headed SW at 1256 Hours
N-3665

200 cars on Siding at Albert N-3662

50 car Train on Railway SW from Cars

N-4396 - Not moving -

20-30 Cars in 17/9 at Berck-Sar - 17/9
R-6820

1234 Heavy 17/9 H-3070 full of parked
cars without engines -

at 1252 Hours 200 plus vehicles parked
on secondary Rd at N-3070, appeared
to be parked under trees -

H. (1) ~~1500 ft. from heading south at 1238~~
No Clouds - Haze to 12,000 ft.

Vis 6-8 mi down Sar - 2 mi Up Sar.

(2) Same as above

I. 157 x 500 C.P. on Primary
31 x 500 C.P. Returned

J. 11,000 - 10,000 ft.

6 Military Huts at 67223

CONFIDENTIAL REPORT

From: 416th Bomb Group (L)

To : Hq IX Bomber Command
Hq 97th Combat WingAttn: A-2
Attn: Z-2

Ref :

OPERATIONAL PRIORITYCONFIDENTIALOpflash no. 118 for Aug 8 1944.A. (1) FREVENT RPR Embankment and Junction(2) FREVENT RPR Embankment and Junction

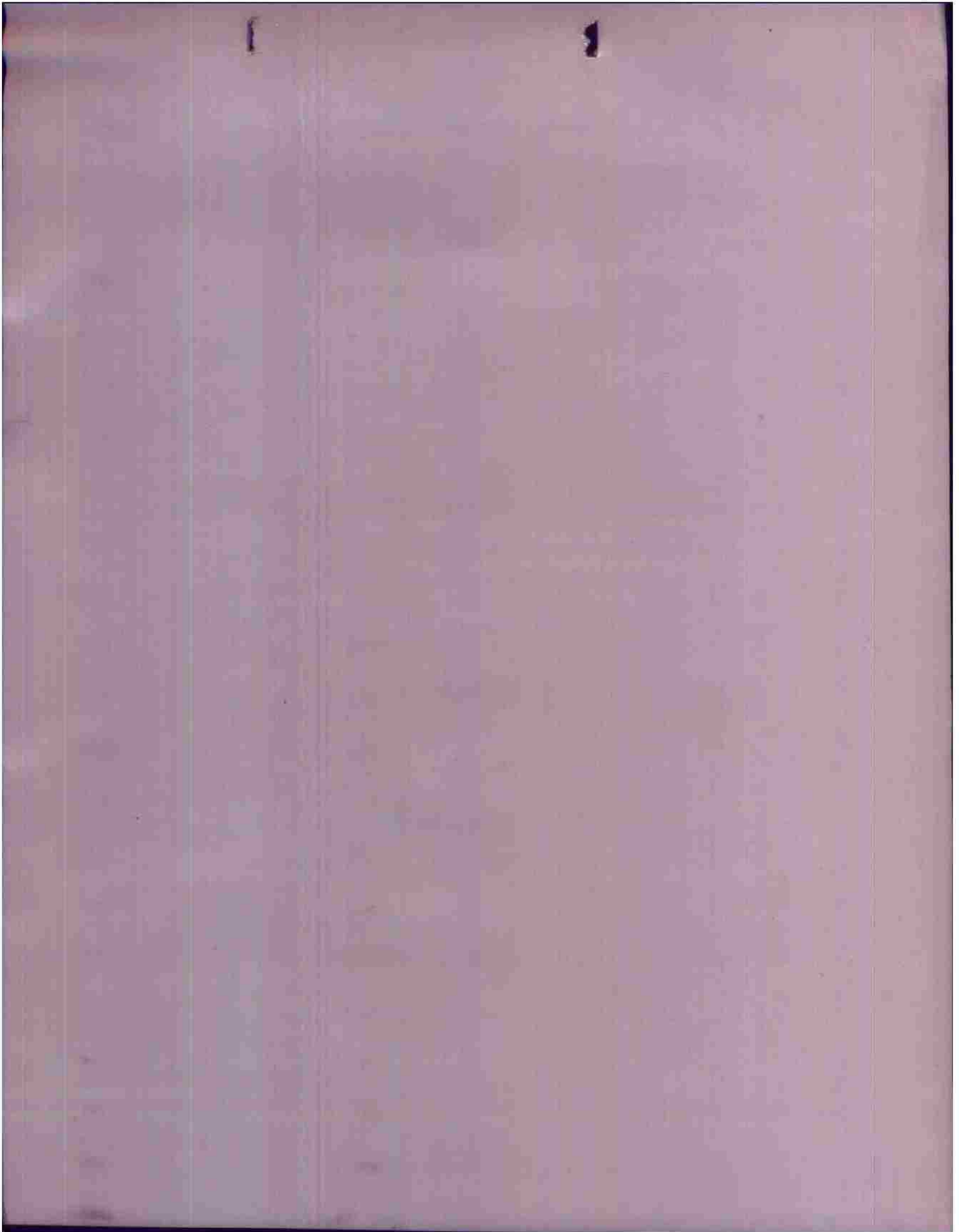
B. (1) 416th BG

(2) 39 A-20's 3 of which Window only.(3) Including 7 A-20's and 32 A-20 G's
6 A/C Failed to Bomb. One of which
Flight leader had malfunctioning of Bomb Release.
5 other A/C of this flight failed to drop because
leader did not drop.C. (1) Information lacking from 2 A/C lost.(2) 1257-1258(3) 1411D. (1) 2 A/C lost to flak after target one parachute seen.6 A/C cat. "A"(1) 0-0-0(11) 0-0-6

E.

1st Excellent2nd Excellent3rd Excellent4th D. N. B.5th Good6th GoodF. (1) (a) Nil(b) Nil(2) (a) Modest to Intense HFF fromBeauvoir to Aug. - Le - Chateau(b) Dep Magnat Accuracy from H-0600 to H-0705Weak Inaccurate Light and HeavyFF at Beauvoir - Sat - MonG-6233

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

OTHER UNITS: TARGET	IX BG WING 97TH	:
:	DATE 8 AUGUST 1944	:
:	ATTACKING UNIT 6 FLIGHTS	416TH GROUP
:		FREVENT RR JUNCTION
:	FIRST PHASE INTERPRETATION	TARGET HIT

A. TARGET BRIEFED FREVENT PRIMARYFLIGHTS : - SECONDARY

1 & 2 : Southern railroad junction.

3 & 4 : Western railroad junction.

5 & 6 : Eastern railroad junction.

M.P.I. _____

A.P. SameB. TARGET ATTACKED FREVENT MILES FROM THE PRIMARY

DIRECTION FROM PRIMARY _____

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

D. NO. AND TYPE OF A/C DISPATCHED 39 A-20's NO. OF A/C ATTACKING 28E. BOMBING BY 3's, 6's, 12's, 18's 6's IN FOLLOWING ORDER 1,2,3,5,6.F. NO. AND TYPE OF BOMBS DROPPED 157 x 500 GP FUSING 1/10 nose 1/40 tail

FUSING _____

G. HEADING OF A/C WHERE BOMBS DROPPED 330H. TIME BOMBS DROPPED 1258

I. ACTIVITY AT TARGET

~~XXXXXXXXXXXXXXXXXXXX~~String of cars on embankment between South and East Junction.
Two long strings of cars in marshalling yard.

K. RESULTS OF BOMBING:

BOX I 1st 6 : Fair : Bombs fell in good pattern across RR embankment 760 ft. north of the DMPI. Several probable hits and near misses on embankment with possible hits on train of goods wagons on embankment.

2nd 6 : EXCEL : Bombs fell in long pattern across DMPI and along RR tracks with center of bursts 186 ft. northwest of DMPI. Hits were scored on RR junction and along tracks probably cutting tracks. At least one hit on edge of RR overpass probably destroying or severely damaging it.

3rd 6 : GOOD : Bombs fell in good concentration in M/Y 490 ft. west of DMPI. Tracks and number of goods wagons probably severely damaged or destroyed. Several probable hits on large building in center of M/Y.

BOX II 1st 6 : DID NOT BOMB.

2nd 6 : UNKNOWN : Bombs fell into smoke of previous bombing which covered DMPI. No evidence of bursts is visible. Photo showing bombs away is same as those of first 3 flights showing bombs away, indicating that pattern must have hit target. Crews reported seeing bombs hit across DMPI.

CLAYTON W. ZESSIGER
CAPTAIN AIR CORPS
PHOTO INTELLIGENCE OFFICER

BOX II 3rd 6 : UNKNOWN : Bombs fell into smoke of previous bombing which covered
DMP. No evidence of bursts is visible. Photo showing
bombs away is same as those of first 3 flights showing
bombs away, indicating that pattern must have hit target.
Crews reported seeing bombs hit across DMP.

IX B.C. 3-2 Form No. 100a

PHOTOGRAPHIC REPORT

CAMERAS INSTALLED	<u>12</u>	<u>0</u>	GROUP	<u>416TH</u>
CAMERAS PHOTOGRAPHING	<u>9</u>	<u>90</u>	TIME	<u>97TH GRW</u>
CAMERA FAILURES	<u>1</u>	<u>10</u>	<u>8-August, 1944</u>	
PERSONNEL FAILURES	<u>0</u>	<u>0</u>		
OTHERS	<u>2</u>			

165 — 929 — 202 — 711 —
 — 925 — 214 —

TARGET PREVENT
 ALT. 11,200
 TRUE AIR SPEED 200 mph
 GROUND SPEED 226 mph

— 674 —
 — 217 —
701 — 764 —
 — 193 — 907 —

TARGET PREVENT
 ALT. 10,500 f
 TRUE AIR SPEED 200 mph
 GROUND SPEED 226 mph

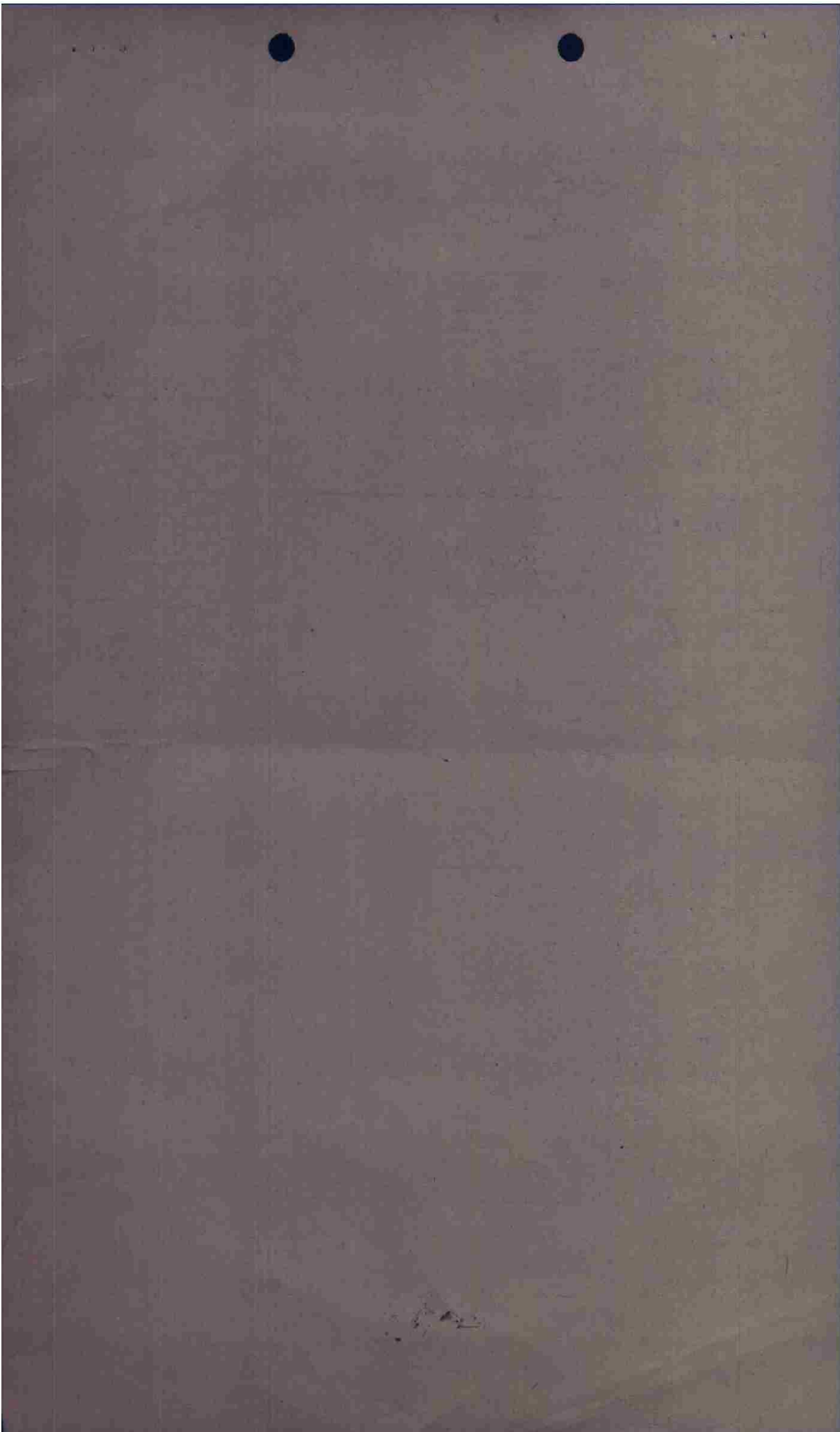
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TARGET
 ALT. f
 TRUE AIR SPEED mph
 GROUND SPEED mph

BOX NO.	A/C NO.	CAM. TYPE	F.L.	INT.	PRINTED SORTIES	UNPRINT. SORTIES	EXPLANATION
1	202	K-20	6 3/8			152	
1	1244	K-20	"			153	
1	165	K-20	"			154	
1	925	K-20	"	2	495		
1	1711	K-24	"	2	496		
1	929	K-24	"	2	497		
2	674	K-24	"	2			Didn't drop bombs.
2	217	K-24	"	2			" " "
2	701	K-24	"	2		498	
2	193	K-24	"	2			Camera drive gear
2	764	K-24	"	2	499		(sheared).
2	907	K-24	"	2		500	

REMARKS:

F. J. Beckert 1st Lt. L.A.C.
 Photographic Officer



416TH GROUP BOMBARDIER'S
GROSS ERROR REPORT

MISSION TO : FREVANT RAILROAD JUNCTION

DATE : 8 AUGUST 1944

BOMBING BY : FLIGHTS OF SIX

BOX I 1ST SIX FAIR : LATERAL BUBBLE NOT LEVEL AT RELEASE POINT.

2ND SIX EXCEL :

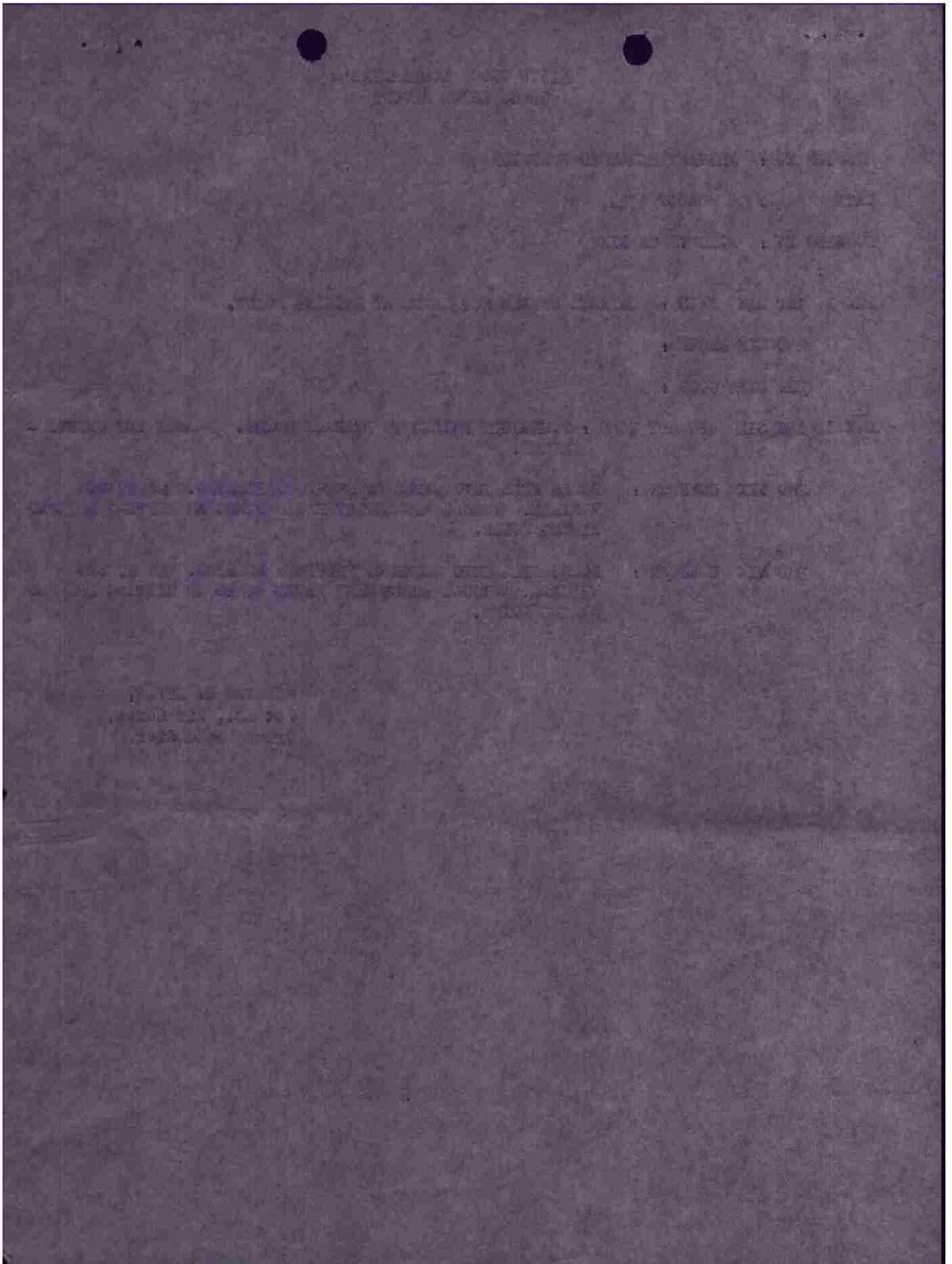
3RD SIX GOOD :

BOX II 1ST SIX DID NOT BOMB : BOMBSIGHT FAILED TO RELEASE BOMBS. REASON YET UNDETERMINED.

2ND SIX UNKNOWN : BOMBS FELL INTO SMOKE OF PREVIOUS BOMBING. NO BURSTS VISIBLE. VISUAL ASSESSMENT RATED BOMBS AS HITTING BRIEFED AIMING POINT.

3RD SIX UNKNOWN : BOMBS FELL INTO SMOKE OF PREVIOUS BOMBING. NO BURSTS VISIBLE. VISUAL ASSESSMENT RATED BOMBS AS HITTING BRIEFED AIMING POINT.

WILLIAM M. LYTLE,
1st Lt., Air Corps,
Group Bombardier.



FROM 97TH COMBAT BOMB WING 08/1125B A-45-E
TO COMBOMCOM IX
409TH BOMB GROUP
410TH BOMB GROUP
416TH BOMB GROUP
OPERATIONAL PRIORITY BT
SECRET SENT IN THE CLEAR AUTH: LT. COL. MC AFEE

97TH COMBAT BOMB WING
A P @ 140
08 AUGUST 1944

ANNEX NO. 1 TO FIELD ORDER NO. 166-475

CHANGE ZERO HOUR TO READ 409TH AND 416TH GROUPS 08/1130; 410TH GROUP
08/1200

COCBTWIG 97

BT 08/1125B

AR

AS

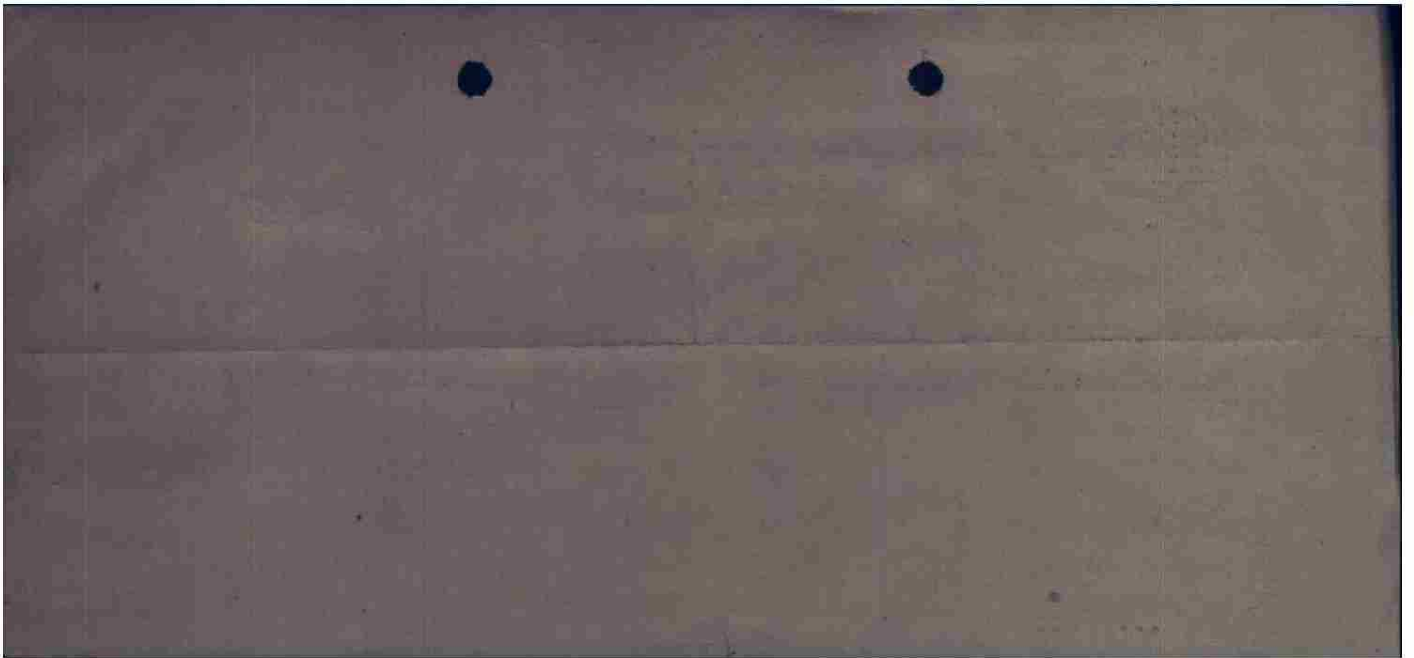
SS

GIYAA R...08/1120B WFG AR

MMTM



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OICOG OIHAK OIGOF OIYAA V OILAI 1/08 OP
 FROM 97TH COMBAT BOMB WING 08/0155B A-44-E
 TO COMBOMCOM IX
 COBOMGR 409TH
 COBOMGR 410TH
 COBOMGR 416TH

OPERATIONAL PRIORITY BT

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

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

FIELD ORDER NO. 166-475

MAPS: NORMAL

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

ZERO HOUR: 08/1030B

3. A. 409TH BOMB GROUP:

- (1) 4903E/B/96 ALTERNATE RAILWAY TARGET ON ILL. 4902E/62.
- (2) 2 BOXES OF 18 BOMBING BY FLIGHTS OF 6.
- (3) WITH FIGHTERS AT 5010N 0123E AT 11,000 FEET AT ZERO HOUR PLUS 40 MIN.
- (4) BASE TO DUNGENESS TO FIGHTER RNDV. TO 5007N 0127E TO 4940N 0156E TO 4928N 0240E TO 4904N 0325E TO I.P. TO TARGET.
- (5) TARGET LEFT TURN TO R.P. TO 4928N 0240E THEN RETRACE ROUTE TO BASE.
- (6) BOMB 11,000 FEET OR BELOW CLOUD BASE, DOWN TO BUT NOT BELOW 8,000 FEET. CROSS FRENCH COAST OUT AT BOMBING ALTITUDE.
- (7) 4905N 0345E
- (8) GENERALLY SE TO NW.
- (9) M.P.I. ILL. 4903E/107 REF. 049061. ALTERNATE ILL. 4902E/62 ONE BOX REF. 050041, ONE BOX REF. 026082.
- (10) 6 X 500 LB. G.P. FUSED 1/10 SEC, NOSE 1/100 SEC, TAIL.
- (11) 4920N 0320E
- (12) ADDITIONAL ALTERNATE TARGETS ARE AUTHORIZED. M.P.I. WILL BE SELECTED FOR ANY ADDITIONAL ALTERNATE TARGETS.

3. B. 410TH GROUP.

- (1) 4803E/B/25 ALTERNATE RAILWAY TARGET ON ILL. 4902E/59.
- (2) 2 BOXES 18 BOMBING BY FLIGHTS OF 6.
- (3) WITH FIGHTERS AT 5010N 0123E AT 11,000 FEET AT ZERO HOUR PLUS 30 MIN.
- (4) BASE TO DUNGENESS TO FIGHTER RNDV. TO 5007N 0127E TO 4940N 0156E TO 4928N 0240E TO 4845N 0400E TO I.P. TO TARGET.
- (5) TARGET RIGHT TURN TO R.P. THEN RETRACE ROUTE TO BASE.
- (6) BOMB 11,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 8,000 FEET. WILL DROP 1,000 FEET BETWEEN TARGET AND R.P. CROSS FRENCH COAST OUT AT THAT ALTITUDE.
- (7) 4835N 0348E
- (8) GENERALLY SE TO NW.
- (9) M.P.I. ILL. 4803E/33 REF. 046034. ALTERNATE: ILL. 4902E/59 1 BOX REF. 043071; 1 BOX REF. 036053.
- (10) 4 X 500 LB. G.P. FUSED 1/10 SEC. NOSE 1/100 SEC. TAIL
- (11) 4904N 0325E
- (12) ADDITIONAL ALTERNATE TARGETS ARE AUTHORIZED. M.P.I.'S WILL BE SELECTED FOR ANY ADDITIONAL TARGETS.

3. C. 416TH GROUP.

- (1) 5002E/B/41
- (2) 2 BOXES OF 18 BOMBING BY FLIGHTS OF 6.
- (3) WITH FIGHTERS AT NORTH FORELAND AT 11,000 FEET AT ZERO HOUR

M.P. 4250 / 7/23/4

Test area - 150 yard section

Z 3007 - 9799

M.P.I. Radar Equipment
Chatman

No photo coverage

O.R. 1900

- (4) BASE TO NORTH FORELAND TO 5059N 0208E TO 5048N 0250E TO 5028N 0250E TO 5018N 0232E TO 5005N 0243E TO I.P. TO TARGET.
 (5) TARGET LEFT TURN TO R.P. TO 5024N 0133E TO DUNGENESS TO BASE.
 (6) BOMB 11,000 FEET OR BELOW CLOUD BASE DOWN TO BUT NOT BELOW 8,000 FEET. CROSS FRENCH COAST OUT AT BOMBING ALTITUDE.
 (7) 4958N 0235E
 (8) GENERALLY SE TO NW
 (9) M.P.I. ILL. 5002E/81 2 FLIGHTS ON REF. 090046; 2 FLIGHTS ON REF. 089039; 2 FLIGHTS ON REF. 081045.
 (10) 6 X 500 LB. G.P. FUSED 1/10 SEC. NOSE 1/40 SEC. TAIL.
 (11) 5017N 0159E
 (12) ALTERNATE TARGETS WILL NOT BE ATTACKED.

X (1) TO (4) NO CHANGE

(5) 416TH GROUP WILL TAKE OFF AT LEAST 10 MIN. BEFORE 410TH GROUP.

4. NO CHANGE

5. COMMUNICATIONS:

A. 409TH BOMB GROUP:

(2) CARFAX

(3) HEADUP

B. 410TH BOMB GROUP:

(2) ROCKFISH

(3) POKER

C. 416TH BOMB GROUP:

(2) WALLSTREET

(3) JUDITH

X. GENERAL INFORMATION:

(10) BAVT/BAVT

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

COCBTWIG 97

BT 0155B

LEG/RL AS AR

OIHAK R08/0237B

CML AR

OIGOF R08/0237B

JHS AR

OIYAA R08/0237B

LBS AR



OIHAK OIGOF OIYAA V OILAI (INFO COPY)

FROM 97TH COMBAT BOMB WING
TO COBOMGR 409TH
COBOMGR 410TH
COBOMGR 416TH



ATTN: SIGNAL OFFICER

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

5. COMMUNICATIONS:

A. 409TH BOMB GROUP:
(2) CARFAX
(3) HEADUP

B. 410TH BOMB GROUP:
(2) ROCKFISH
(3) POKER

C. 416TH BOMB GROUP:
(2) WALLSTREET
(3) JUDITH

X. GENERAL INFORMATION:

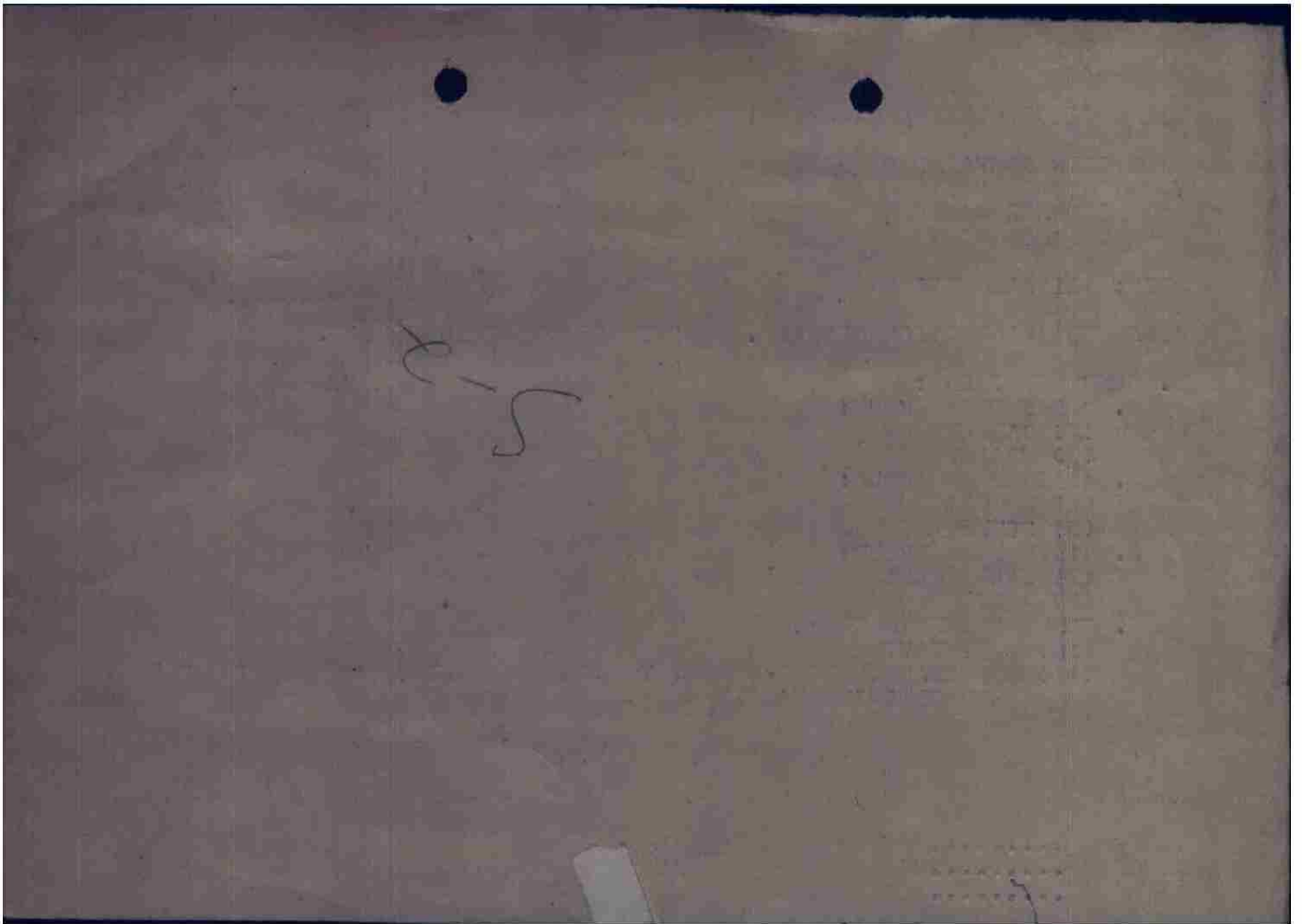
(10) BAVT/BAVT
(11) BOX LEADERS WILL REPORT TO COMMAND CONTROL ON CHANNEL "C"
WHEN CLEARING TARGET AREA.

COCBTWIG 97

BT
LEG AR

OIHAK R08/0055B
OIGOF R08/0055B
OIYAA R08/0055B

CML AR
LR AR
JF AR



Frevant R.R.

The target is composed of three legs of railroad tracks.

The Target is the intersection of the railroads at each apex. Three railroads lead into Frevant from three different directions. The railroad embankment is 820 yards, there is a underpass under each leg of the railroads. There is a Marshalling yard on the west end of the railroad triangle. The town of Frevant which is on the north side of the railroads and is the focal point of the roads in that section. There are woods which point to the town of Frevant, are long and slim in body make the town the focal point.

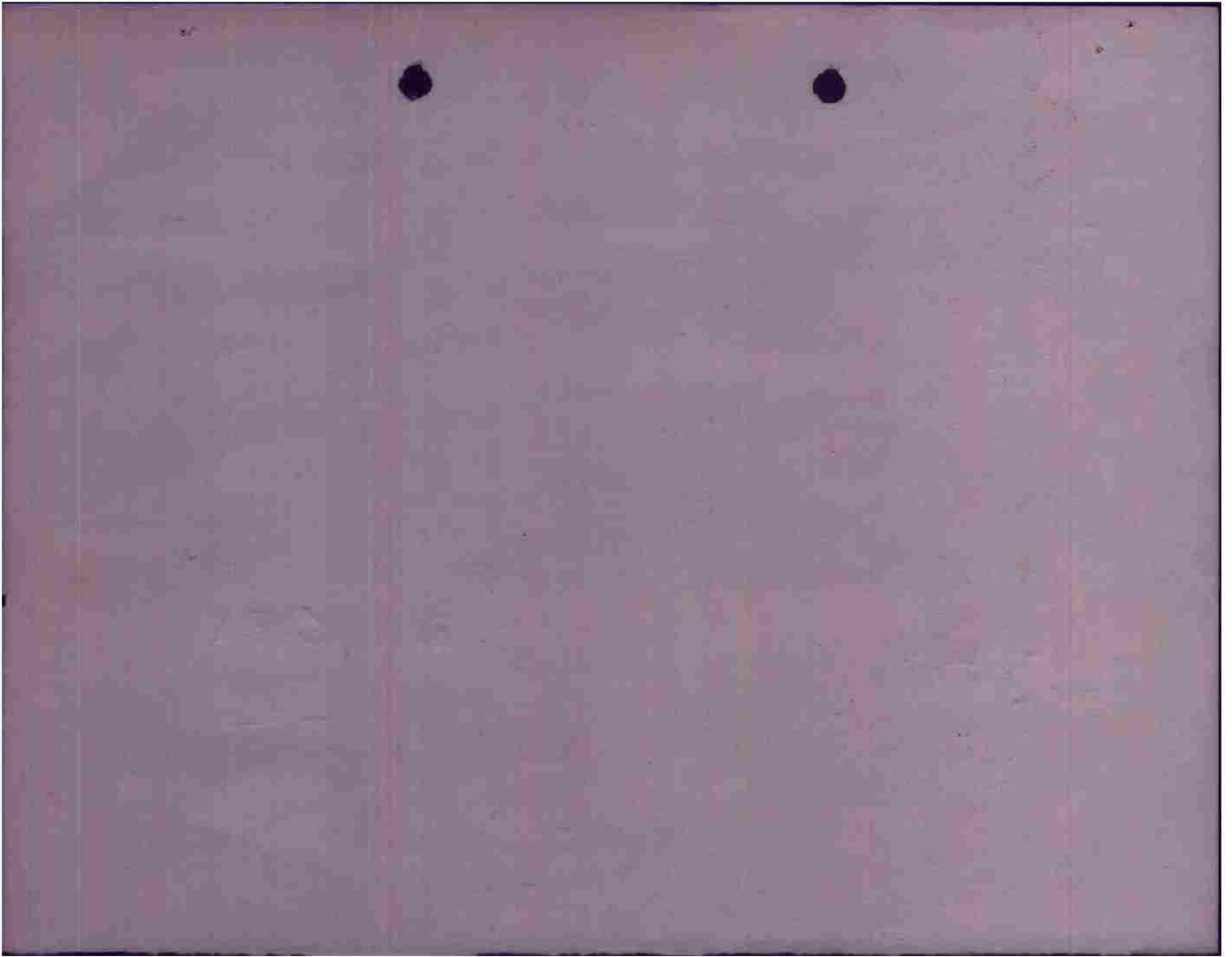
Paralleling the bomb run on the left approximately 6 miles before the target runs a double track R.R. On the bomb run about 10 miles before the target the formation passes over a large wooded area. This target was ~~selected~~ selected to slow down the movement of troops and supplies in the Arras area.

H.T.A.
R.H.f
rac

2a ml
L.B.
wmh.
g2B
C22

D.R.K.
JMM
R.R.
J.M.
J.

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On the Canadian ^{sight} advances along line 2nd Brit
 & 1st Amer Armies repulsed German attack
 at Amance. 1st U.S. made slight gains
 & mopped up & reorganized for future operation
 3rd U.S. Army. 5th armor Div at Le Mans
 Z 4035 One col of this div is also
 at J 8011 ~~10013~~ K 0723. 7th & 9th
 Inf. Div Z 1535 8th Inf Div ^{near} Angers
 D 8279

1740 - first up
2130 - " down

6 - J's
30 - G's

2 - sp G's
1 - ret early
1 - sp. ret.

Intel

BOX I
FLIGHT I

1. 135 T Major R.A. Clark Lt. C.W. Jones S/Sgt. C.L. Webb S/Sgt. A.L. Mayhew	4. 375 O Lt. W.A. Peck S/Sgt. A.E. Bergeron S/Sgt. H.E. Kelton
2. 202 B Lt. W.C. Sigge S/Sgt. N. Radlich S/Sgt. R.W. Nicks	5. 673 I Lt. Peter Dantas S/Sgt. A.L. Nielsen S/Sgt. W.E. Fields
3. 390 G Lt. N.V. Shainberg Sgt. J.D. Dugan Sgt. L.B. Curtis	6. 929 C Lt. W.F. Tripp S/Sgt. J.O. Scott S/Sgt. D.F. Mallory

FLIGHT II

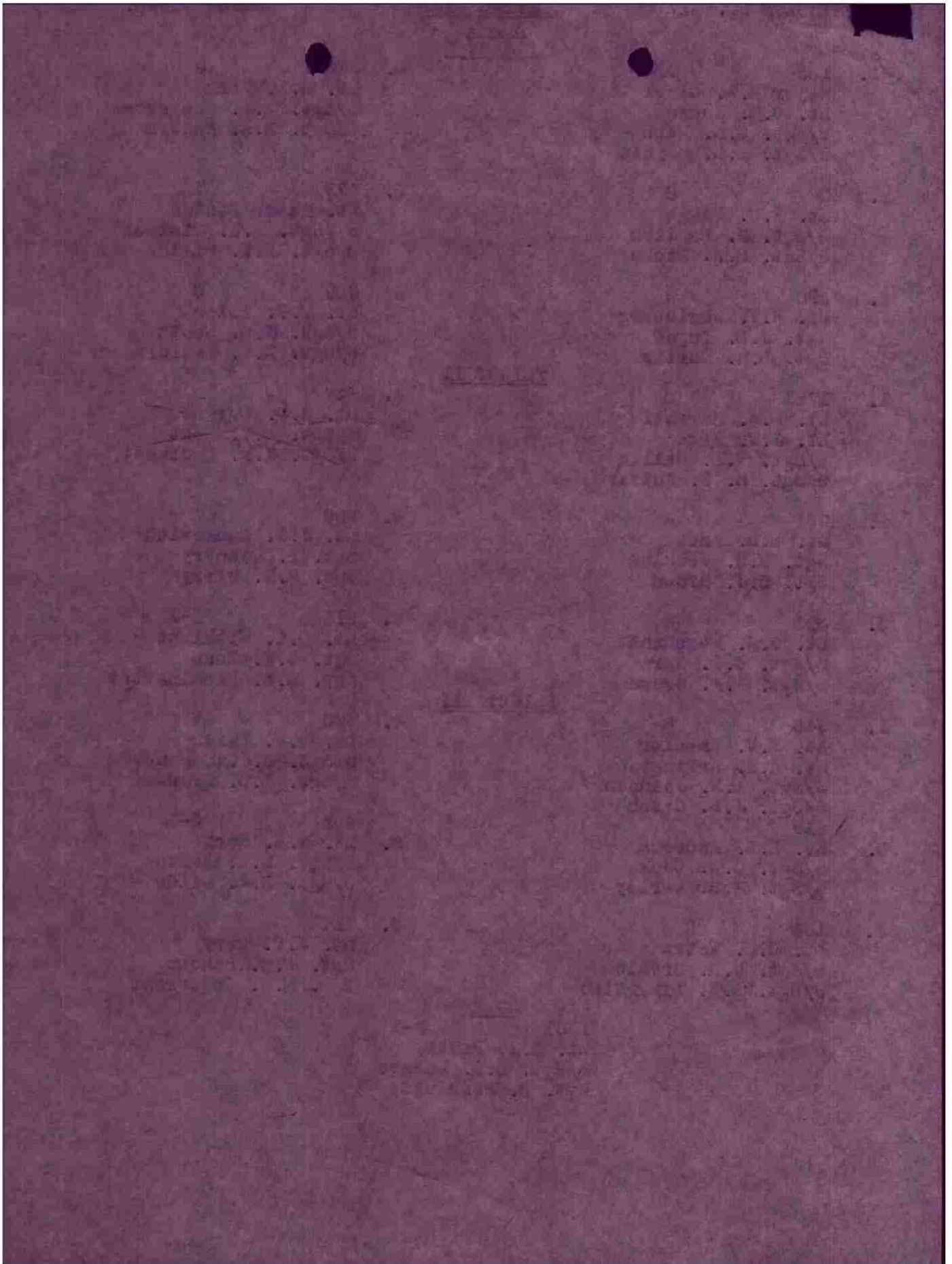
1. 1711 S Lt. L.A. Marzolf Lt. J.T. Beck S/Sgt. H.E. Wellin S/Sgt. L.G. Kutzer	4. 937 B Lt. A.R. Durante S/Sgt. H.T. Best S/Sgt. I.R. DeGiusti
2. 951 F Lt. W.H. Ames Sgt. H.S. Fessler Sgt. R.J. Brown	5. 956 Z Lt. J.J. Lackovich Sgt. T. Connery Sgt. R.M. Barry
3. 393 K Lt. W.A. Merchant S/Sgt. C.J. Harp S/Sgt. K.P. Brown	6. 214 C-1 Lt. D.L. Withington Sgt. G.F. Huss Sgt. L.D. MacElhattan

FLIGHT III

1. 645 R Lt. R.V. Wheeler Lt. H.F. Arrington S/Sgt. K.L. Johnson S/Sgt. J.L. Czech 219 D	4. 493 V Lt. R.H. Smith S/Sgt. R.J. Mahoney S/Sgt. J.S. Brower
2. Lt. H.D. Andrews S/Sgt. G.M. Cook S/Sgt. E.R. Werley	5. 925 G-1 Lt. R.W. York S/Sgt. L.A. Ashton S/Sgt. H.J. Wilds
3. 165 H Lt. C.L. Estes S/Sgt. G.R. Orvold S/Sgt. A.E. DiMartino	6. 714 N Lt. J.C. Gary Sgt. A.E. Schoen Sgt. R.W. Cheuvront

SPARE

1961 P-1
Lt. E.J. Renth
S/Sgt. O.D. LaNave
Pvt. P. Moskowitz



MISSION NO. 117

LOADING LIST

8 AUGUST 1944.

BOX II
FLIGHT II

1. 452
Captain R.S. Rudisill
Lt. R.H. Joost
S/Sgt. R.K. Riley
S/Sgt. A.J. Benamo

2. 759 G
Lt. A.W. Nordstrom
S/Sgt. J.D. Gosssett
S/Sgt. R.L. Miller

3. 439 J
Lt. W.B. Ostrander
Lt. O.R. Koch
S/Sgt. J.E. Wilson
S/Sgt. I. Binney

1. 444 J-1
Captain G.M. McNulty
Lt. F.H. Bursiel
S/S J.A. Fejot
S/S E.R. Jung

2. 764 X
Lt. L.E. Hill
S/S G.R. Love
S/S F.L. Adair

3. 150 N ~~xxxxxxMish~~
Lt. C.C. Mish
S/S C.J. Clark
S/S R.F. Chustz

FLIGHT II

4. 504 R
Lt. J.P. Hillerman
Sgt. E.F. Paulsen
Sgt. L. Martinez

5. 217 D
Lt. N.G. Brown
S/Sgt. H.E. White
S/Sgt. R.F. Addleman

6. 750 H
Lt. D.B. Grunig
Sgt. M.E. Dias
Sgt. H.G. Nowosielski

4. 181 A
Lt. W.E. Downing
S/S E.S. Dickenson
S/S K.E. Hornbeck

5. 362 L
Lt. J.P. Kenny
Sgt. J.K. Spadoni
Sgt. F. Noteriani

6. 907 O
Lt. T. Glausen
Sgt. C. Fetko
S/S D.M. Brown

FLIGHT III

12. 719 V
Lt. J.F. Meagher
Lt. J.J. Burg
S/S F. Naifeh
T/S L.G. Robbins

2. 819 K
Lt. E.B. Kreh
S/S E. Shelton
S/S D.R. Schenck

3. 701 H
Capt. R.B. Prentiss
S/S J.E. McCreery
S/S H.J. Sylva

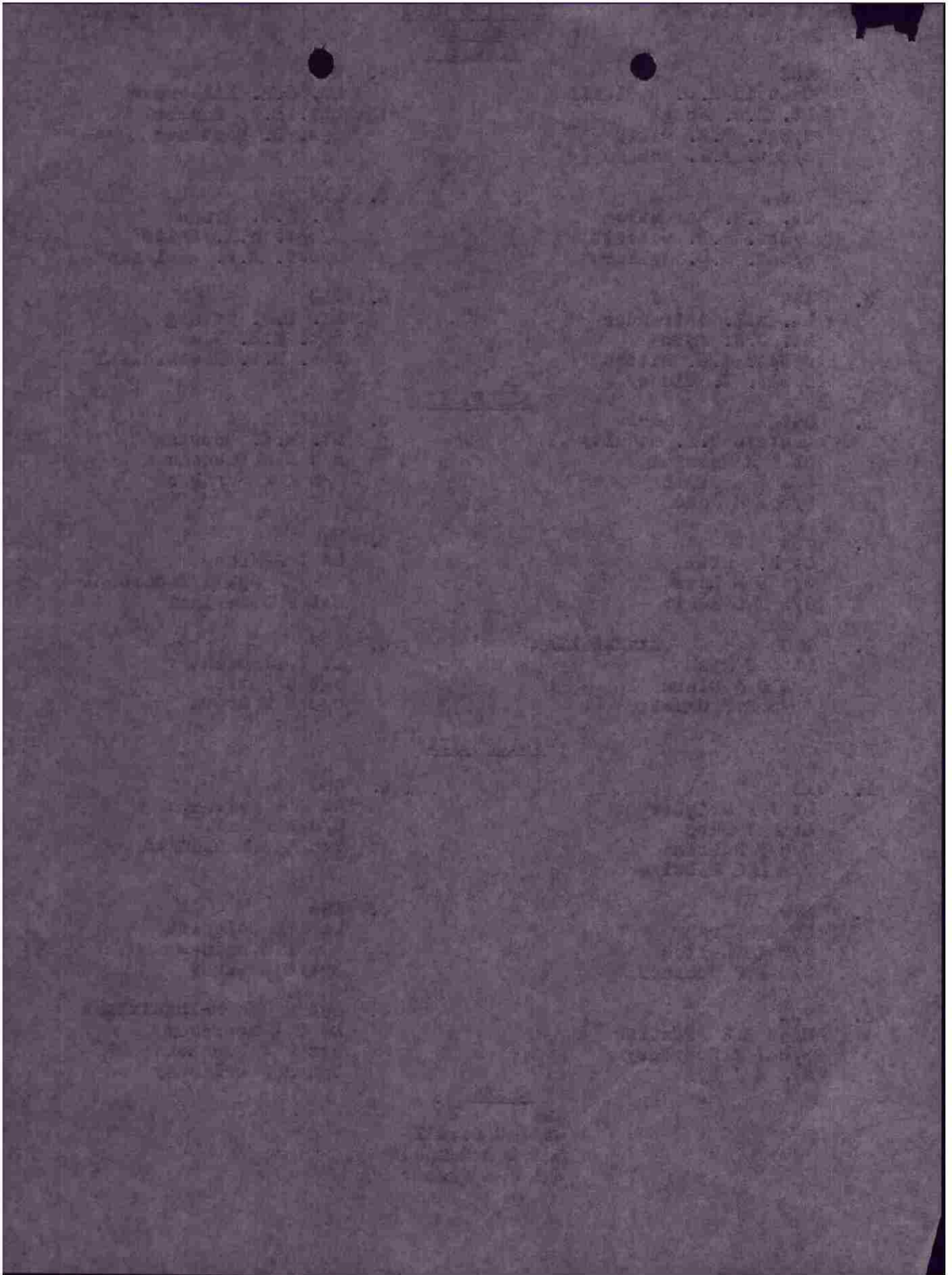
4. 480 B
~~Lt. R.G. Meredith~~
~~S/A A.A. Hill~~
~~S/S R.W. MacDonald~~

5. 195 D
Lt. J.K. Colquitt
S/S D.E. Raines
Sgt. R.S. Gandy

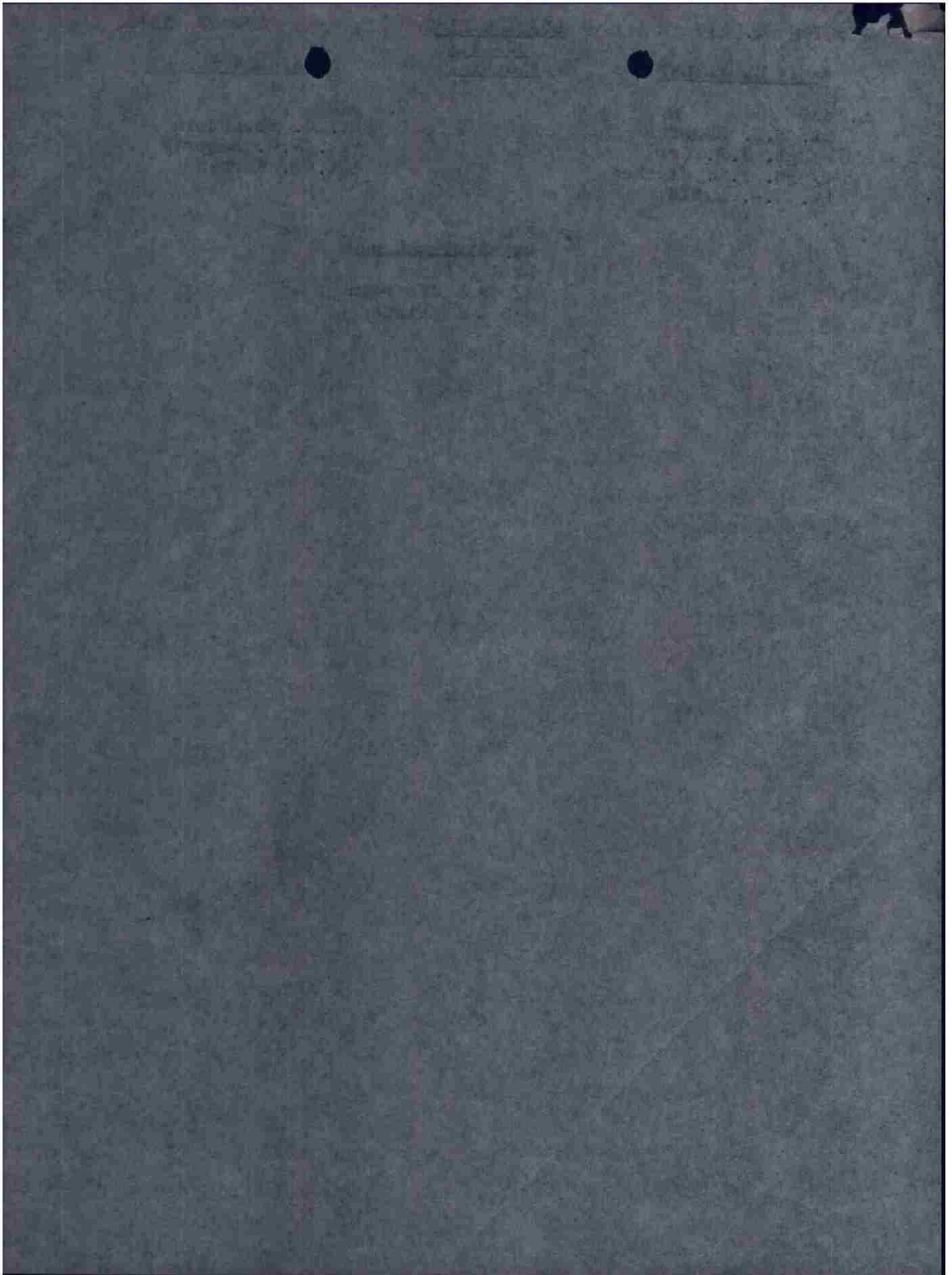
6. 894 R-1 ~~xxxxxxMish~~
Lt. T.D. McGready
Sgt. W.F. Fuehren
Sgt. A.F. Galloway

SPARE

224 E
Lt. J.C. Sewell
S/S D.A. Sampson
Sgt. J.A. Hummer



MISSION NO. 117		<u>LOADING LIST</u>		8 AUGUST 1944.	
		<u>BOX III</u>			
<u>WINDOW FLIGHT</u>		<u>FLIGHT I</u>		<u>WINDOW FLIGHT</u>	
L. 450 S		2. 840 V			
Lt. R.F. Shaefer		Lt. G. Ebenstein			
S/Sgt. J.R. Orr		Sgt. J.N. Roberts			
S/Sgt. F.L. Flacks		Sgt. S. Kochan			
Lt. W.L. Lytle					
		3. 380 N			
		XXXXXXXXXXXX			
		Lt J D Adams			
		S/S P L Clearman			
		S/S A J Zeikus			



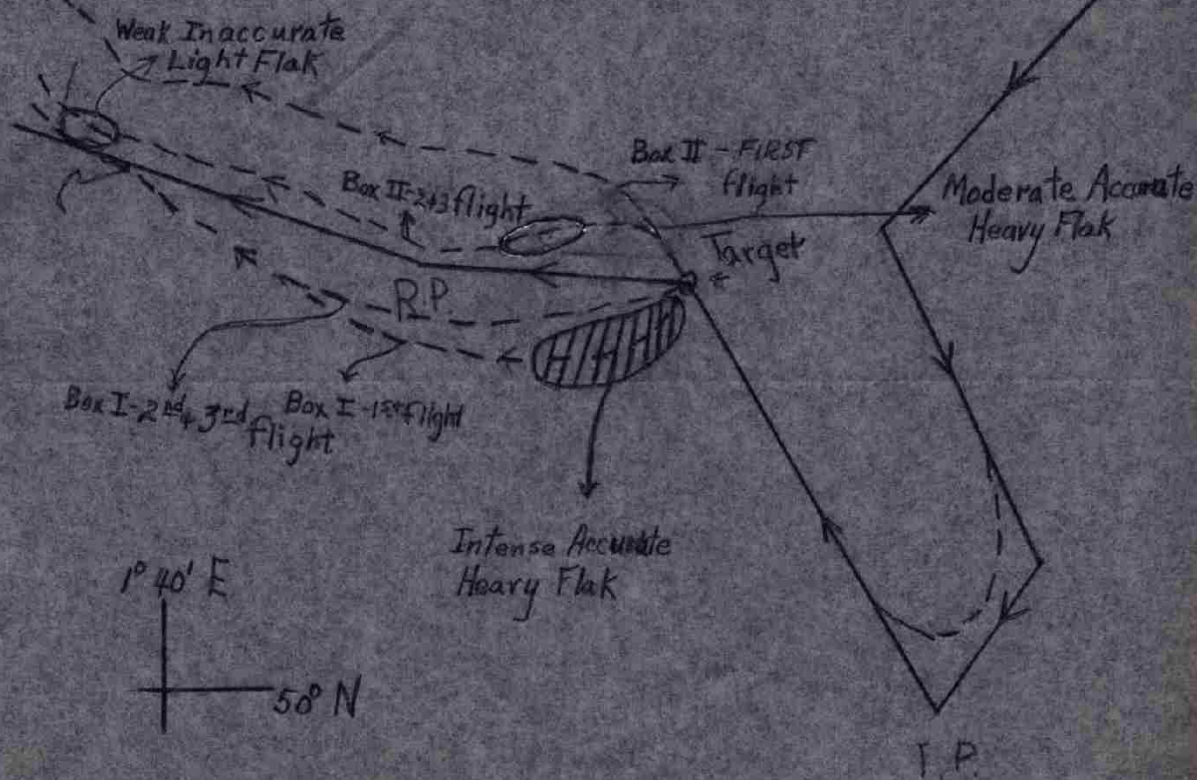
SECRET

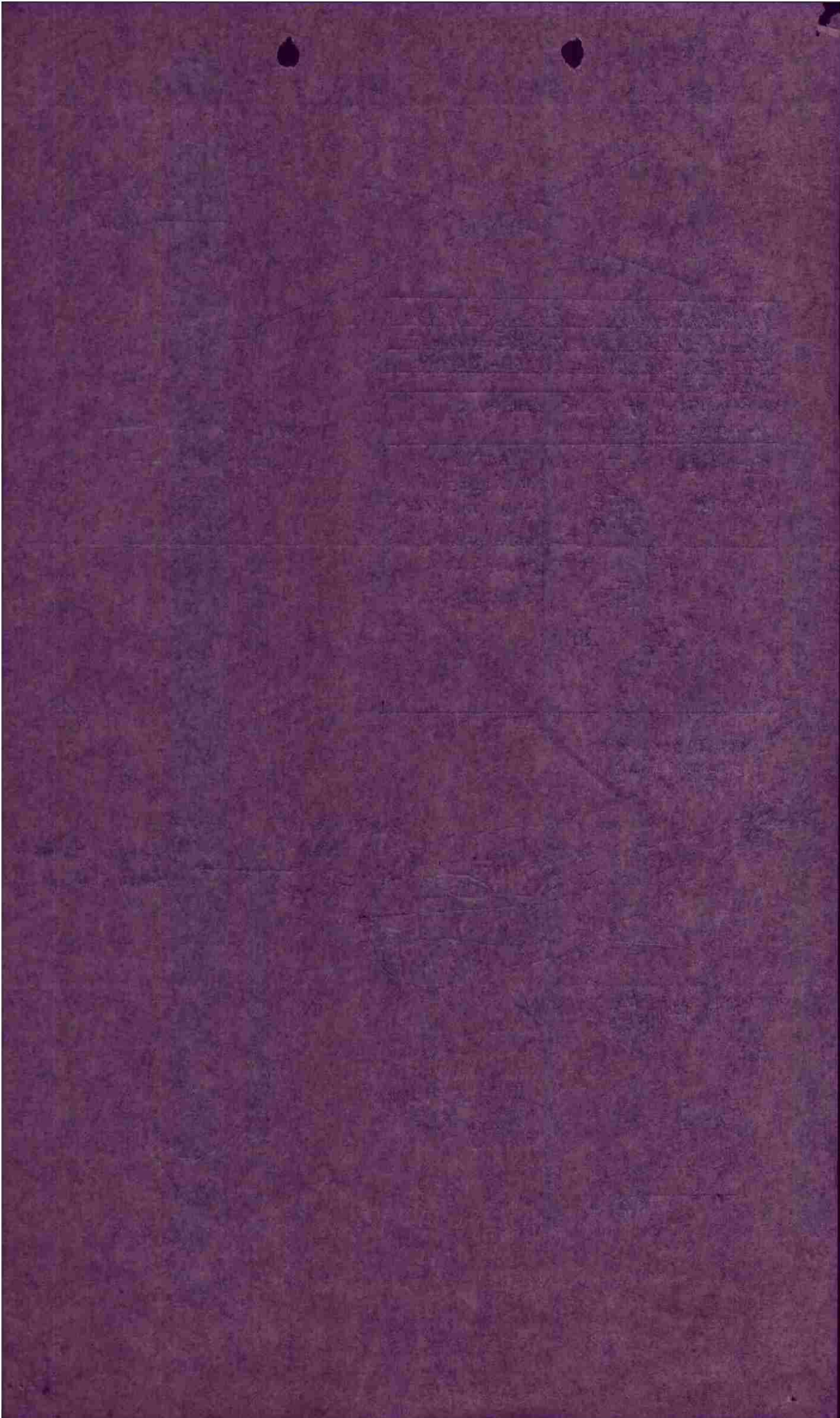
20° 40' E
+ 51° N

Cat. "A" ⑤
Lost-●

Weather:
No Clouds.
Haze to 12,000 ft.
Vis. 6 to 8 mi.
down Sun.
2 mi. Up Sun

Course Briefed —
Course Flowchart —





AAF FORM 344

S E C R E T

SECRET
AUTH: CO STA 170
DATE: 8 August 1944
INIT:

HEADQUARTERS
416TH BOMBARDMENT GROUP (L)

Office of the Commanding Officer

Commanding General, IX Bomber Command, APO 140, U. S. Army.

TO: Attention Statistical Control.

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

Ref: Oprop -- No. 129 for 24 hrs. ending midnight 7 August 1944
Mission or Operation No. Negative

For the Commanding Officer:

GEORGE SCHENKELIN,
Captain, Air Corps,
Adjutant.

S E C R E T

THIS PAGE DECLASSIFIED IAW EO12958



THIS PAGE DECLASSIFIED IAW EO12958

USMAF FORM 34A

SECRET

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. 130 for 24 hrs. ending midnight 8 August 1954
Mission or Operation No. 117. 97th CW PG 146-475

A. Short Narrative of Operation:

Target Prevent R/R Subelement on J Junction
Place of take-off AAF Station 170
Place of landing AAF Station 170
Take-off time 1206 Landing time 1411
Time over target 1257 - 1258 Bombing Altitude 10000 - 11000 ft.
Nature of mission Bombing Other None
Weather No clouds, haze to 12000 ft. Vis 4 to 5 miles down sun, 2 miles up sun.
Results Fair, exp. good, no alt. unknown, un known.
Enemy opposition Moderate to intense R/R from Reservoir to April - Ye - Chateau, weak inaccurate, light and heavy FF at French Air Base.

B. Type & model of aircraft:

1. Dispatched 32 A-200
7 A-201
2. Attacking target (indicate target) or completing mission.
27 A-200 Prevent R/R Subelement and Junction
6 A-201 Prevent R/R Subelement and Junction
3. Abortive due to:
 - (1) Weather: None
 - (2) Personnel: 5 A-200 and 1 A-201 - leader stated bomb sight would not release bombs. Checked on return and found to be functioning properly.
 - (3) Mechanical: None
 - (4) Other: None
4. Missing (i.e. cause and place unknown) None
5. Destroyed - before reaching target None
giving cause where known
6. Destroyed - over or after leaving 2 A-200 lost to flak over target.
target giving cause where known
7. Damaged (give category & cause) 5 A-200 category A - flak
1 A-201 category A - flak
8. Sorties 32 A-200
7 A-201

NOTE
Para. 2, Oprep A No. 130 & Mission No. 116 should read: 27 A-200 and 6 A-201.

SECRET

(over)

SECRET

GEORGE SCHENKELIN,
Captain, Air Corps,
Adjutant.

For the Commanding Officer:

Destroyed	None
Prob. Destroyed	None
Damaged	None

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

Type of	Pilot	Co-pilot	Nav	Bomb	R. Gun	L. Gun	T. Gun
Killed in action	0	0	0	0	0	0	0
Missing in action	0	0	0	0	0	0	0
Sortiously Wounded	0	0	0	0	0	0	0
Slightly Wounded	0	0	0	0	0	0	0
Wounded	0	0	0	0	0	0	0

C. Own Personnel Casualties:

Total Returned	None
Lost or wrecked on missing a/c	None
Detached	None
Expended on operations (List targets separately)	None

Bombs, flares, etc. used:	None
Total carried into air:	None
Lost on wrecked or missing a/c	None
Expended on operations	None
Total carried into air	None
Ammunition by calibre:	None

Day (Sunset to sunset)	98:55
Night (Sunset to sunset)	23:35
Total operational flying hours	None

SECRET

USAF FORM 34a (Rev. 4-54)

SECRET

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 435BOX 1, Flight 1 GROUP 416 DATE 8 August 1944 TARGET ATTACKED Forward R/R Embankment & Junction1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 330°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. Used briefed A.P.5. Name of lead Bombardier: Lt. G.W. Jones6. Name of lead Pilot: Major R.A. Clark7. Intervalometer setting: None8. Indicated Air Speed: 300 Ground Speed: 226 Altitude: 11,0009. Length of bomb run: 60 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/40 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, 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 _____ FAIR X POOR _____ GROSS _____

* - 2 Aircraft bomb load 4 x 500 lb GP

SECRET

Formation consisted of 2 boxes, 18 ships each, preceded by 3 ships dispensing window only. Time of take-off was 1255. Time over target 1257 - 1258. Target - Frevant R/R Embankment and Junction. A total of 185 bombs were dropped with the following results: Box 1, Flight 1 - Fair, Box 1, Flight 2 - Good., Box 1, Flight 3 - Good, Box 2, Flight 1 - Unknown, Box 2, Flight 2 - Unknown. Weather over target and elsewhere - no clouds, haze to 12,000 feet, visibility 5 to 8 miles down sun, 3 miles up sun. Anti-aircraft fire was moderate to intense N/T from Beauvoir to Auxi-le-Chateau. No enemy aircraft encountered. Flares landed at 1411.

Description of route from IP to target:

1. 5 to 8 miles down sun, 3 miles up sun.
2. No clouds.
3. 2 boxes, 18 ships each, bombing in flights of 3.
4. Mild from IP.
5. Target identified by town of Frevant and railroad junctions - also N/T to left of target.
6. None
7. Good
8. None

S E C R E T

ANNEX "A"

BOMBING INFORMATION

IX B.C. FIELD ORDER NO. 475BOX 1, Flight 3 GROUP 415 DATE 8 August 1944 TARGET ATTACKED Pre-set 2/2 Subbank-
ment & function1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 330°3. Was mercury erection system used? YES _____ NO X4. Did entire (333) (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. Used briefed A.P.5. Name of lead Bombardier: Lt. J.E. Bank6. Name of lead Pilot: Lt. E.A. Marshall7. Intervalometer setting: None8. Indicated Air Speed: 200 Ground Speed: 236 Altitude: 11,2009. Length of bomb run: 50 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/40 T11. Total Bombs Dropped: 55

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

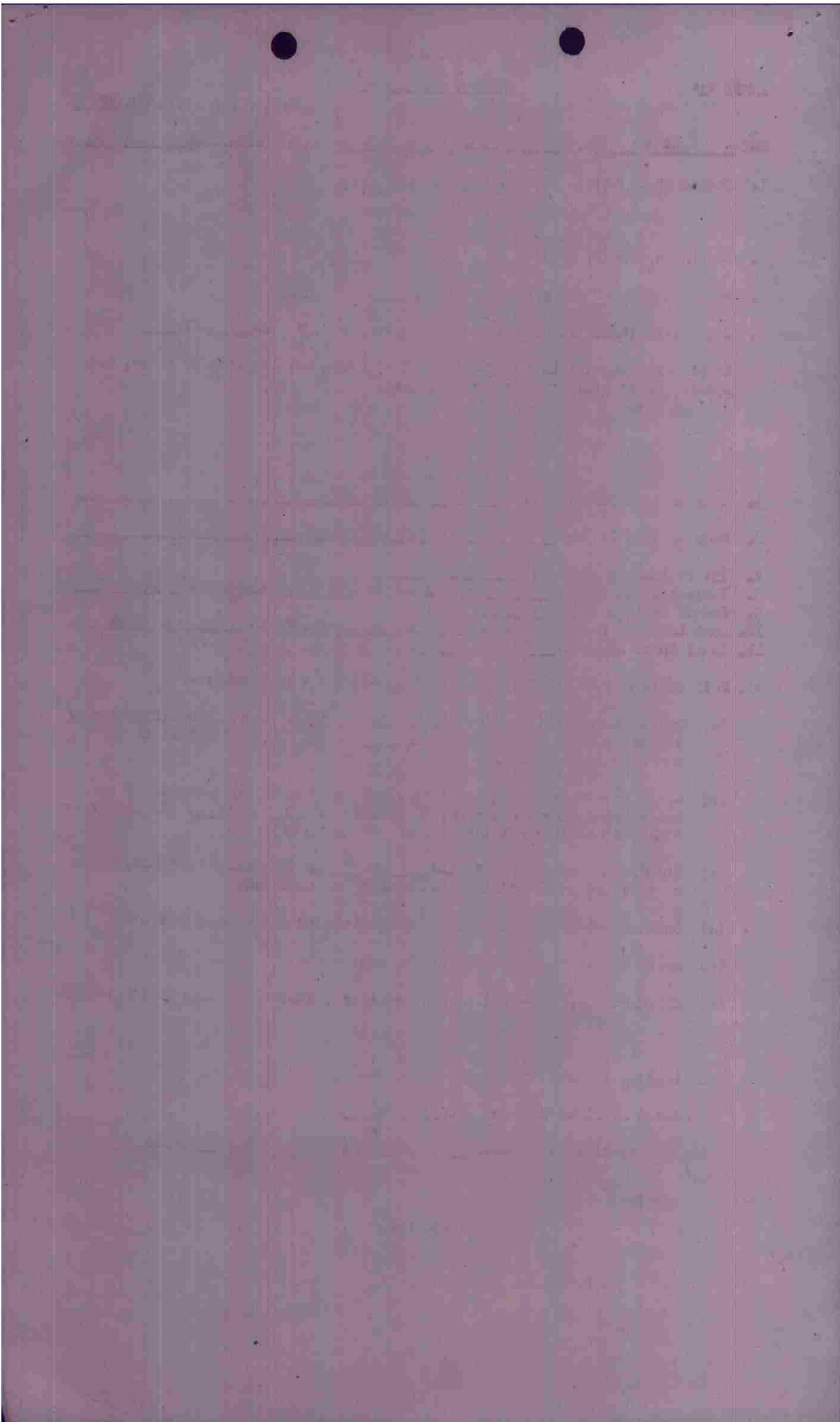
(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES _____ NO X. If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES _____ NO X. If answer is "YES", 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 _____

* - 5 aircraft bomb load 4 x 500 lb GP

S E C R E T



S E C R E T

ANNEX "A"

BOMBING INFORMATION

EX B.C. FIELD ORDER NO. 475BOX 1, Flight 2 GROUP 413 DATE 2 August 1944 TARGET ATTACKED Target B/R Sabank-
ment & Junction1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 320°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. Used briefed A.P.

5. Name of lead Bombardier: Lt. E.E. Arrington6. Name of lead Pilot: Lt. R.V. Shuler7. Intervalometer setting: None8. Indicated Air Speed: 300 Ground Speed: 328 Altitude: 10,4009. Length of bomb run: 60 Sec: _____10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/40 N 1/40 T11. Total Bombs Dropped: 34

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

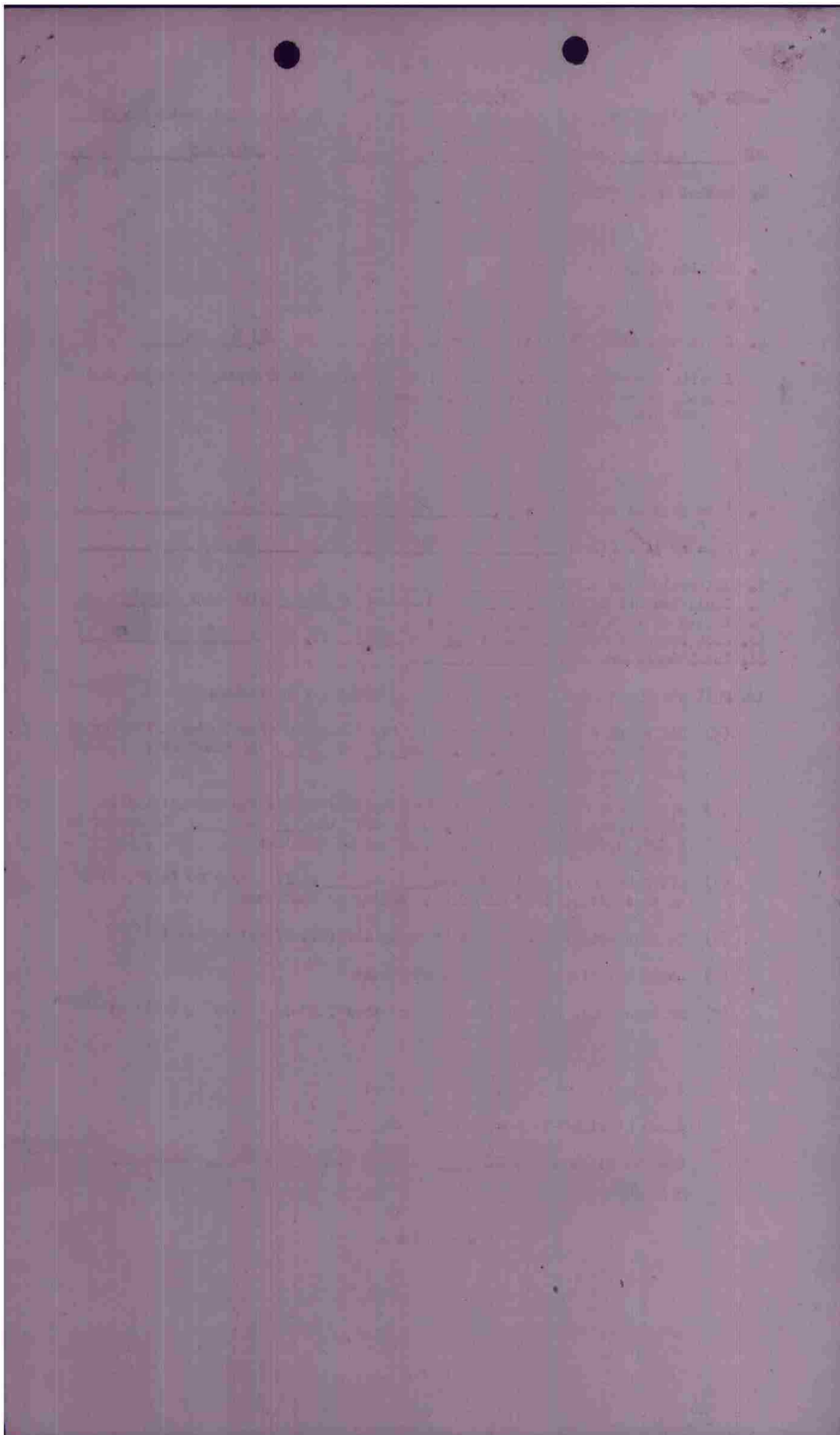
(g) Bombing results as reported by crews:

Aimed at right Target: YES X NO _____

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

* - 5 aircraft bomb load 5 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. 475BOX 2, Flight 2 GROUP 416 DATE 8 August 1944 TARGET ATTACKED Frontal B/E Disembarkment & Junction1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 230°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. Used briefed A.P.5. Name of lead Bombardier: Lt. P.E. Dursial6. Name of lead Pilot: Capt. G.H. McElroy7. Intervalometer setting: None8. Indicated Air Speed: 300 Ground Speed: 235 Altitude: 10,2009. Length of bomb run: 60 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/40 T11. Total Bombs Dropped: 20

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

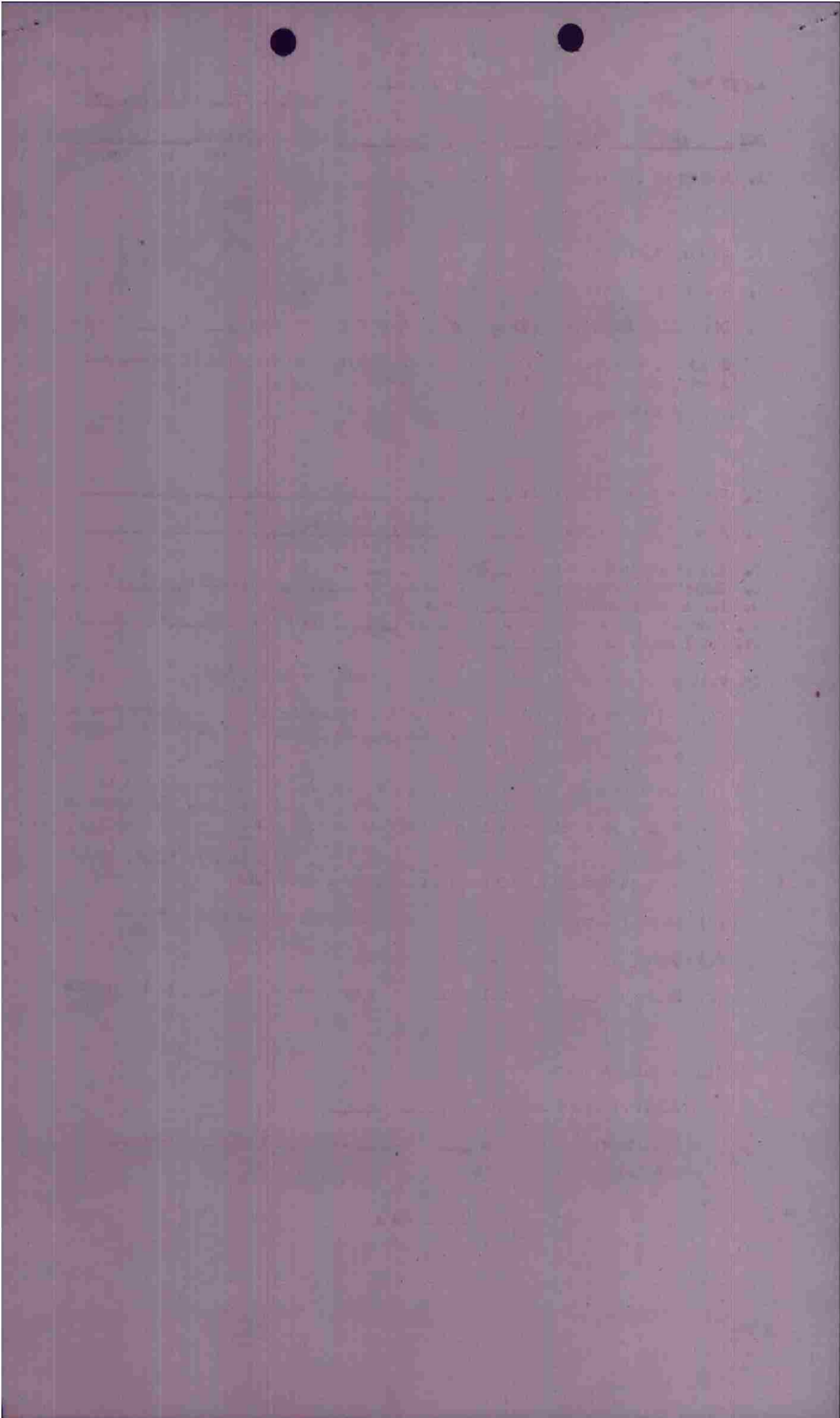
(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES _____ NO X. If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES X NO _____. If answer is "YES", state circumstances and effect on bombing:
Smoke over A.P. Bombed into smoke(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 _____ FAIR _____ POOR _____ GROSS _____ UNKNOWN X

* - 6 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. 475BOX 2, Flight 3 GROUP 416 DATE 8 August 1944 TARGET ATTACKED Front E/B Subbankment & Junction1. Method of Sighting: Pre-set with corrections.2. Bombing approach: 325°3. Was mercury erection system used? YES _____ NO X4. Did entire ~~(500)~~ (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. Used briefed A.P.5. Name of lead Bombardier: Lt. J.J. Durg6. Name of lead Pilot: Lt. J.E. Mangner7. Intervalometer setting: None8. Indicated Air Speed: 300 Ground Speed: 227 Altitude: 10,4009. Length of bomb run: 60 Sec:10. Bomb Load and Fusing per A/C: 4 x 500 lb. FUSED 1/10 N 1/10 T11. Total Bombs Dropped: 34

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

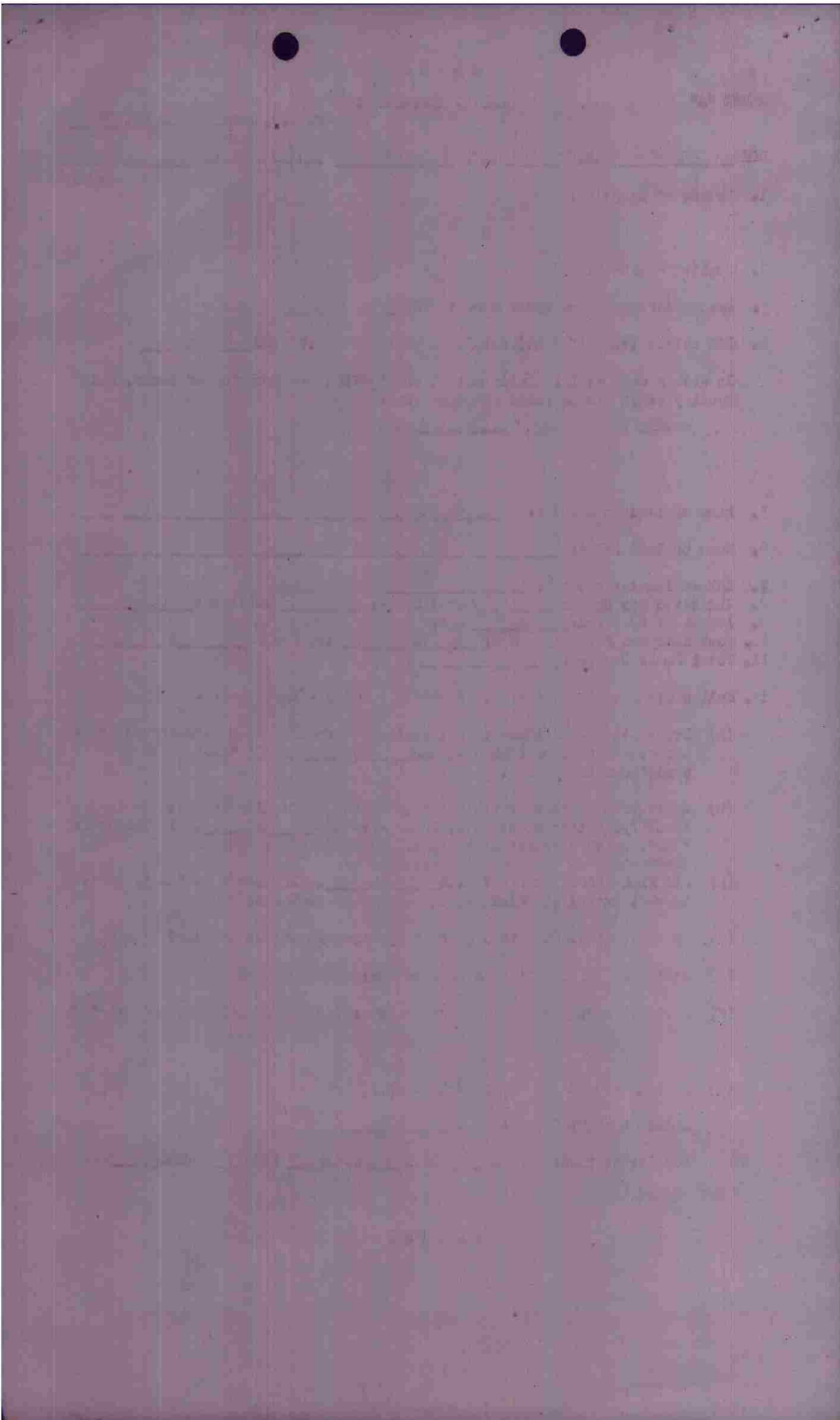
(a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES _____ NO X. If "YES" state conditions and effect.(b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, IP or AP? YES X NO _____. If answer is "YES", state circumstances and effect on bombing:
Socks over AP. Bombed into smoke.(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 _____ FAIR _____ POOR _____ GROSS UNKNOWN X

* - 5 aircraft bomb load 5 x 500 lb. GP

S E C R E T



CONFIDENTIAL
8 August 44

NINTH AF 2ND PHASE INTERPRETATION REPORT US10/D 390

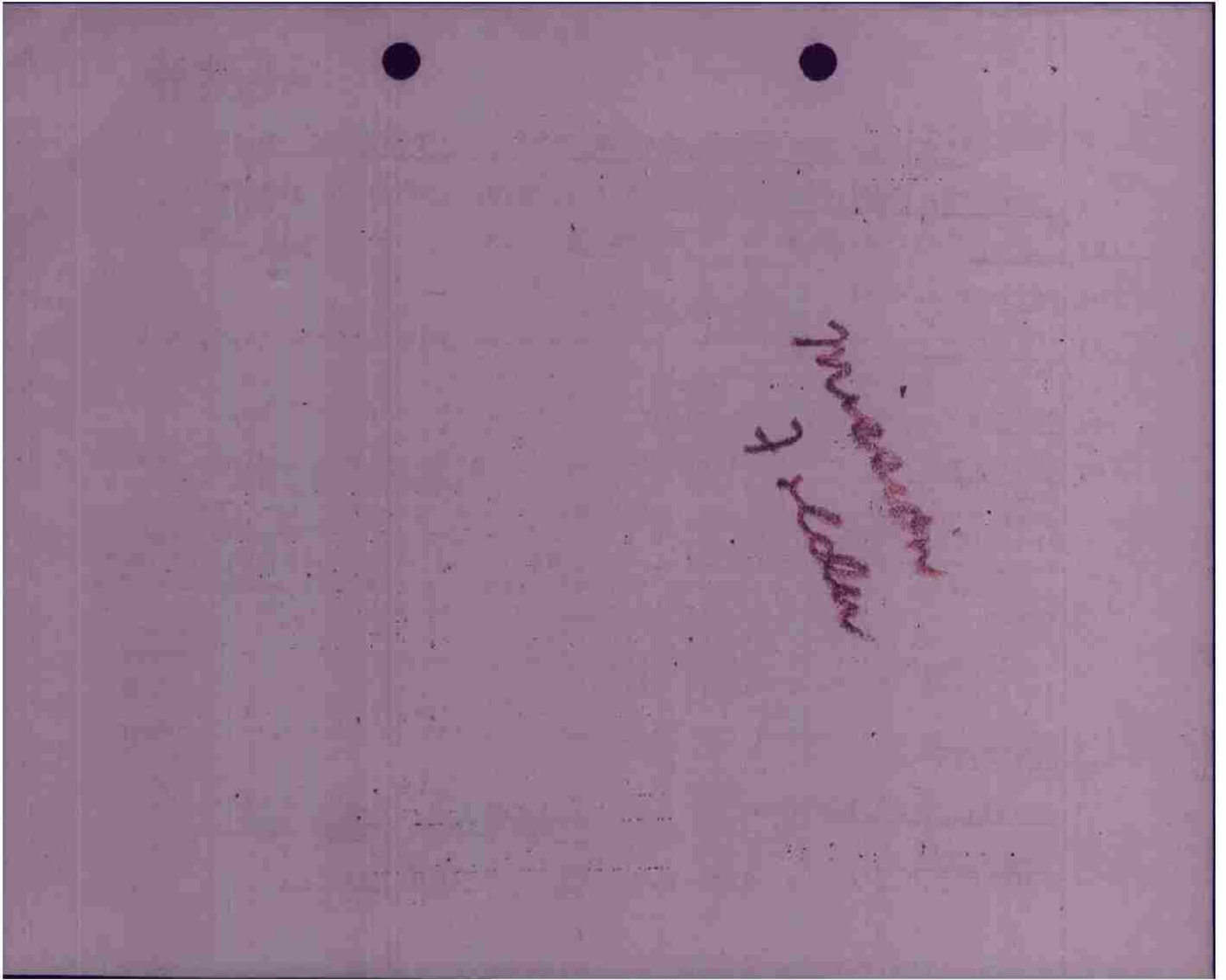
- (a) LOCALITY: FREVENT R.R. CENTER (G.S.G.S. 4040/72 - 123003)
- (b) SORTIE: US 34/1692 SCALE: 14,000 F.L. 24"
- (c) DATE: 8 Aug 44 HOUR: 1500B
- (d) PERIOD UNDER REVIEW: This report covers damage from 17.7.44 to date.
- (e) COVER: The target is covered on prints of good quality.
- (f) STATEMENT ON DAMAGE: Approximately 15 hits in the sidings have cut all through lines and destroyed or damaged 25 goods wagons. Just west of the sidings the line is cut blocking traffic to Abbeville. The choke point at the western end of the sidings is blocked by a direct hit. The avoiding line just east of the sidings is cut by a direct hit and several near misses. A goods train on the avoiding line was hit and several wagons were destroyed. The junction of the avoiding line and the line to Doullens is cut by three hits. The line to St. Pol is damaged just east of the avoiding line.
- (g) ACTIVITY: Old damage to the lines has been repaired. No other activity is noted.

ANNOTATED PRINT: None

Sortie: US 34/1692 - 2014,16.
Hour: 1500B Date: 8.8.44

CONFIDENTIAL

20th P.I.D., At Hq. 10th P.G. DISTRIBUTION NO. 100



8-8-44

15 - MINUTE REPORT

Windsor No Flak

1. Bombing Results (inc. no. of runs on target.)

Primary Target bombed Frevent Results:

If not -- why?

Other target bombed _____ Results:

2. weather as it effected mission:

Target: Amis ris. Hays -

Enroute: Time up seen.

3. Flak (Intensity, accuracy, type)

Target: Yonish - Frevent

Enroute: XXXHA

4. E/A encounters (strong, mediocre, meager, nil - available details)

5. Deviations from Route:

6. Special comments:

390 - Lt. Shamburg -

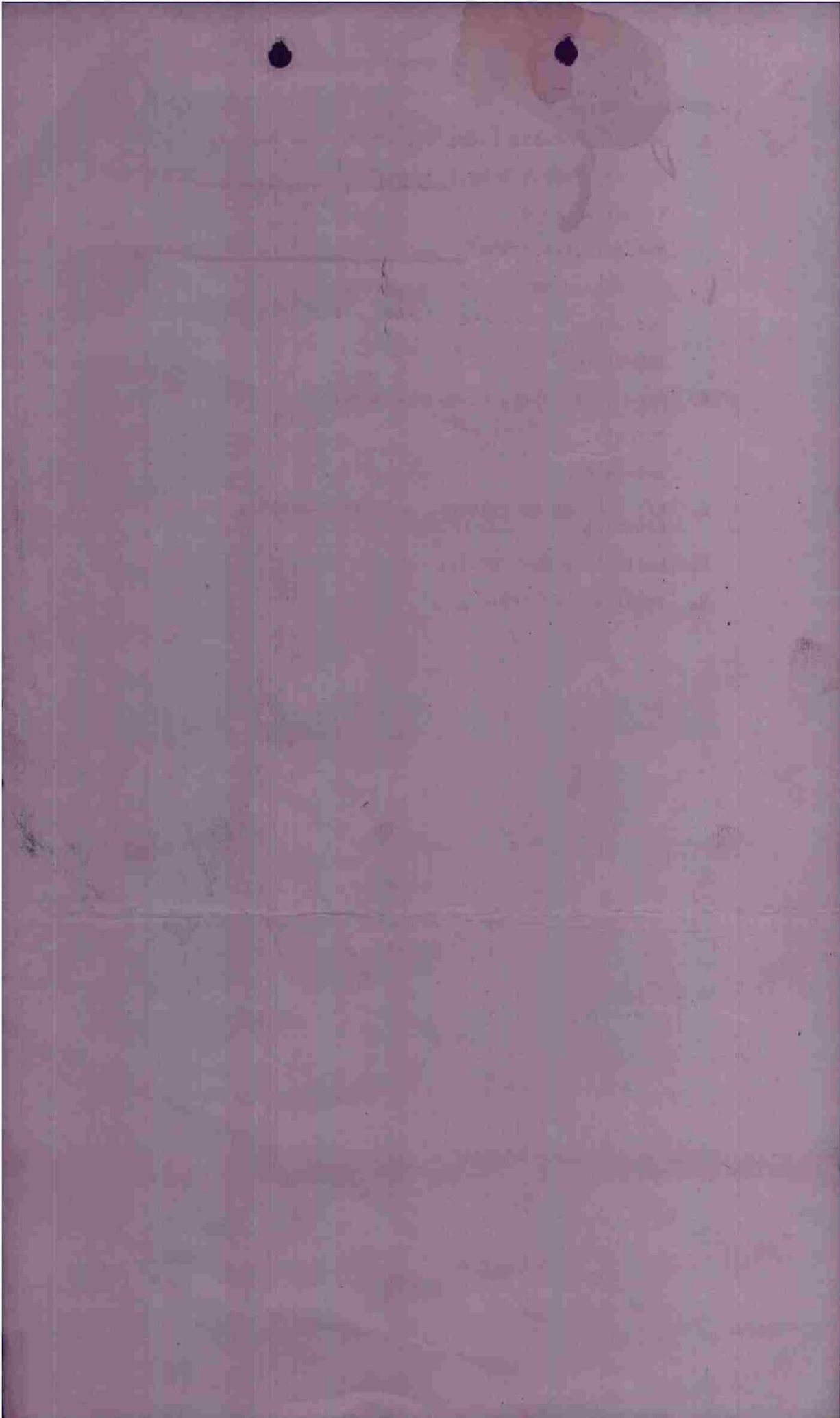
673 Lt. Dantas -

1355

First up. 1056

First down 1345

Last down 1411



A Lt Osborne 640-2

B Maj. Napier 712-4

15 - WHITE REPORT

1. Bombing Results (inc. no. of runs on target.)
Primary Target bombed _____ Results:
If not -- why?
Other target bombed _____ Results:
2. Weather as it effected mission:
Target:
Enroute:
3. Flak (Intensity, accuracy, type)
Target:
Enroute:
4. E/A encounters (strong, mediocre, meager, nil - available details)
5. Deviations from Route:
6. Special Comments:

1 good

2

3

4

5

6

Butterick good

fast did not

James

an

beck

Byrd

good

St. John

off left - also seen with -

get - see file

on 8-20 on street - Cy

1 month on local pen

3 months - on the off

just - see

all right

Excell - believe all

all

CONFIDENTIAL

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

APC 140
8 August 1944

Int.
SUBJECT: Interrogation Report

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

BASE AT TAKEOFF: 2-3/10 stratus at 1500 feet. Visibility
5000 yards.

ROUTE OUT: Haze layer to 12000 feet over England with
visibility 2-3 miles up sun and 5-6 miles
down sun. 8/10 stratocumulus at the south
coast with tops estimated 6-7000 feet becoming
10/10 over the channel but breaking at the
French coast to 1-2/10 cumulus with tops
estimated 4-5000 feet. Visibility over France
6-8 miles down sun and 2-3 miles up sun.

TARGET: 1-2/10 cumulus with tops estimated 5000 feet.
Visibility 6-8 miles down sun and 2-3 miles up
sun.

ROUTE BACK: Same to English coast becoming 2-3/10 cumulus
over England with base 4000 feet and tops
5-6000 feet.

BASE ON RETURN: 4/10 cumulus at 4000 feet. Visibility
3-5 miles.

TIME OVER TARGET: 1230

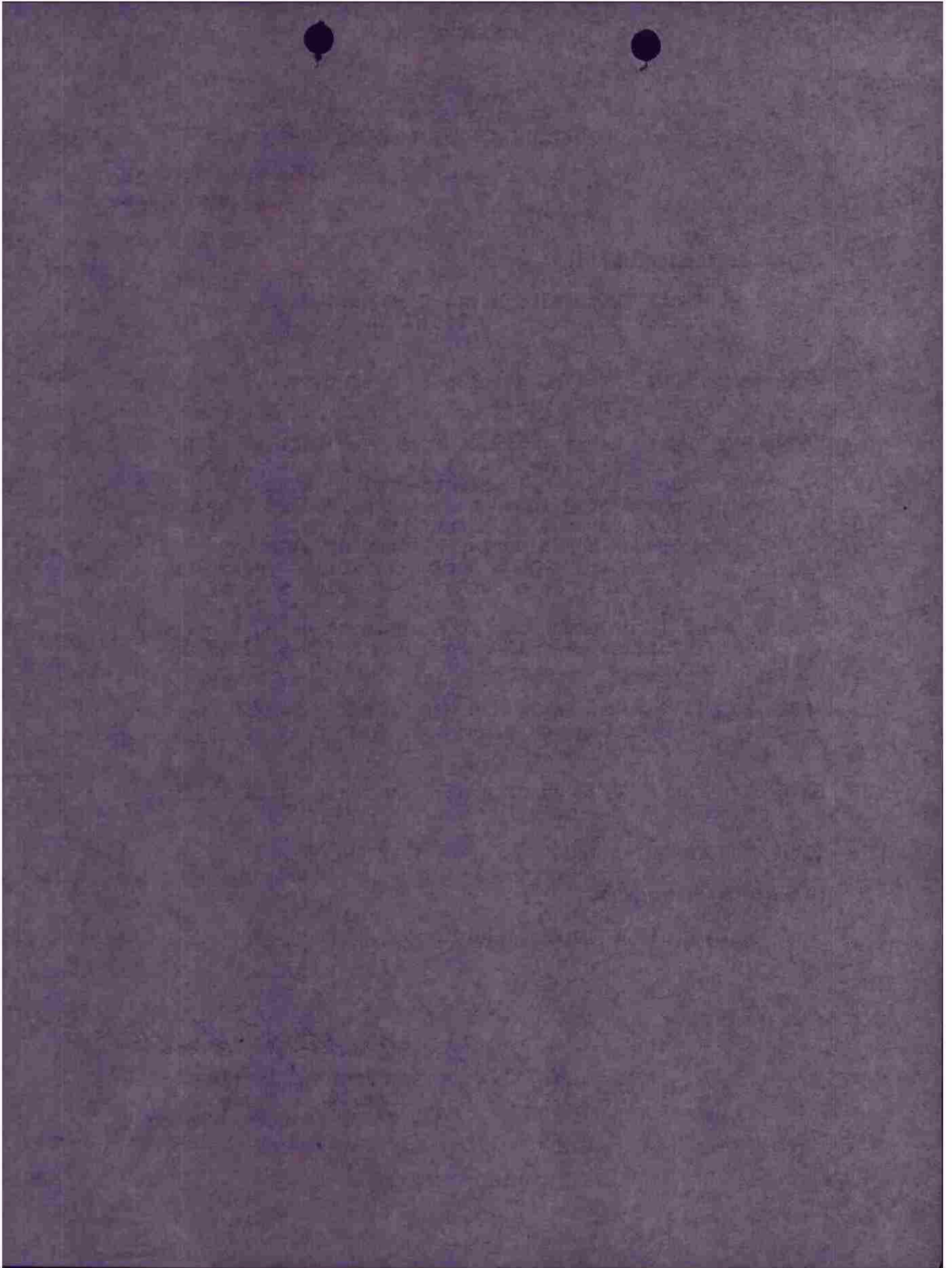
WINDS: As forecast.

Weather did not affect bombing.

Walter D. Castle

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

CONFIDENTIAL



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FROM: COBOMGR 416

TO : COCBTWIG 97 ATT: SIG O

A - VS - 117

B - 8 AUGUST 1944

C - 36 A/C

D - 669 - S - VHF OUT, FUSE BLOWN, REPLACED AND CHECKED OKAY.

669 - T - CHANNEL C RECEIVER WEAK, RETUNED AND CHECKED OKAY.

670 - Q - VHF WEAK, RETUNED AND CHECKED OKAY.

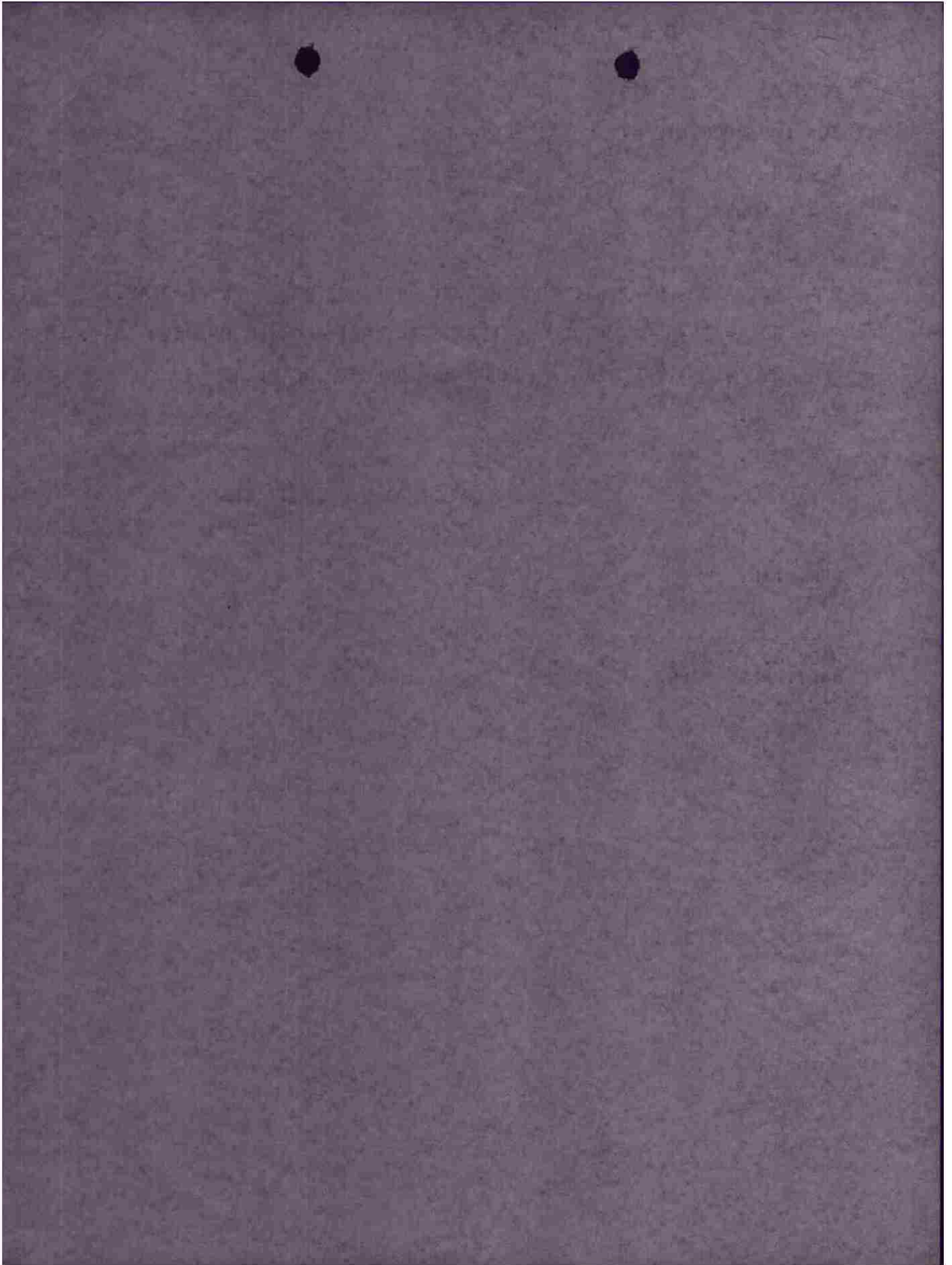
E - NONE.

F - NONE.

AYLESWORTH COBOMGR 416

OFFICIAL;

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



*Intelligence office**MISSION #117*

CONFIDENTIAL
 416TH BOMBARDMENT GROUP
 RADAR SECTION

AFD 140, U.S. ARMY
 8 AUGUST, 1944.

SUBJECT: REPORT OF OPERATIONAL USE OF WINDOW.

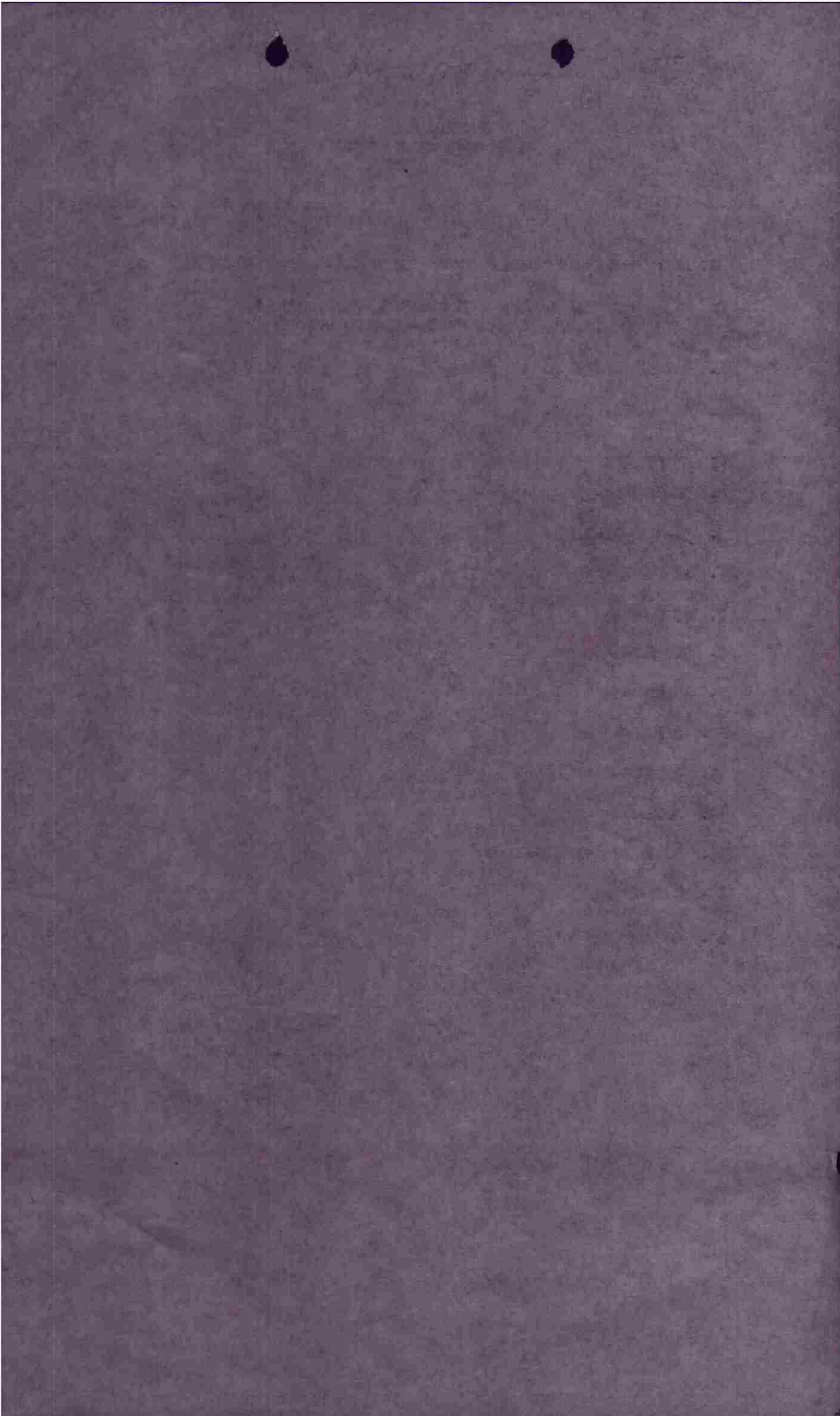
TO : COMMANDING GENERAL IX BOMBER COMMAND, AFD 140, U.S. ARMY
 ATTENTION: RADAR COUNTER-MEASURES OFFICER

1. RCH DISPENSING 20
2. 8TH AUGUST, 1944.
3. AUXI-LIL-CHATEAU
4. 50-05N 02-55E
5. 50-22N 01-30E
6. 12 SHIPS
7. 75 BUNDLES
8. 510 DEGREES
9. 10,000 FEET
10. 2/10TH
11. INTENSE HEAVY
12. ACCURATE
13. DURATION 4-5 MINUTES
14. 8 SHIPS
15. NO COMMENTS

Received 16.35 - 8 August
for.

CS
 CHARLES F. GUNTERSON
 1ST LT., O A G

GROUP RADAR OFFICER



CONFIDENTIAL

FROM: COBOMGR 416

TO : COCBTWIG 97 ATT: SIG O

A - YS - 118

B - 8 AUGUST 1944

C - 38 A/C

D - 669 - E - TURRET INTERPHONE OUT. REPAIRED AND CHECKED OKAY.

669 - S - INTERPHONE WEAK. CHECKED AND FOUND OKAY.

E - 2 QDM'S FROM BOATDECK. LOCAL BUNCHER BEACON USED.

F - NONE.

AYLESWORTH COBOMGR 416

OFFICIAL:

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

XXXHA continuing from PREVENT
TO ADVANCE HERE 1st turning
point after target.

E/A: _____

OBSERVATIONS:

#5 in this flight exploded. No chokes

#3 in this flight losing altitude.
After hit by flames near Auxi - LE -
CHAPELLE. No chutes seen. In flames -
down - hit ground & exploded while
headed toward Abbeville - Drucat A/D.
Hit ground midway between AUXI and the
A/D. No chutes observed.

1234 M/ys full of cars. No engines.
Several M/ys in industrial area

3070

(See other side)

Lupia

Interrogator

Gravelines 1228
 TO
 1st turning point
 TO
 LENS
 TO
 TURNING POINT } as bridge 1237
 1242 1/2
 1247
 TO
 TURNING POINT 1251
 IP ~~HEAT~~ (cut short) 1252
 TO
 TARGET — TOT 1258 1/2 (alt. 11000)
 TO left w/ evasive action paralleling
 Precy from PONTHEU —
 2 miles
 out, above Berck sur mer.

1301 beg after target
 1307 — Coast out.

B/R — 60 sec
 Axis 330 mag.

PILOT Indrus A/C# 219 BOX X FLIGHT POS
 CASUALTIES:
 BOMB DISPOSITION: PT ST CT JET RET
 BATTLE DAMAGE:
 FLAK: XXX HA - After target - 2 min duration

E/A: X

OBSERVATIONS: - one Chute seen from crashed ship -
saw clear to ground - down west of wood - near
R.P.

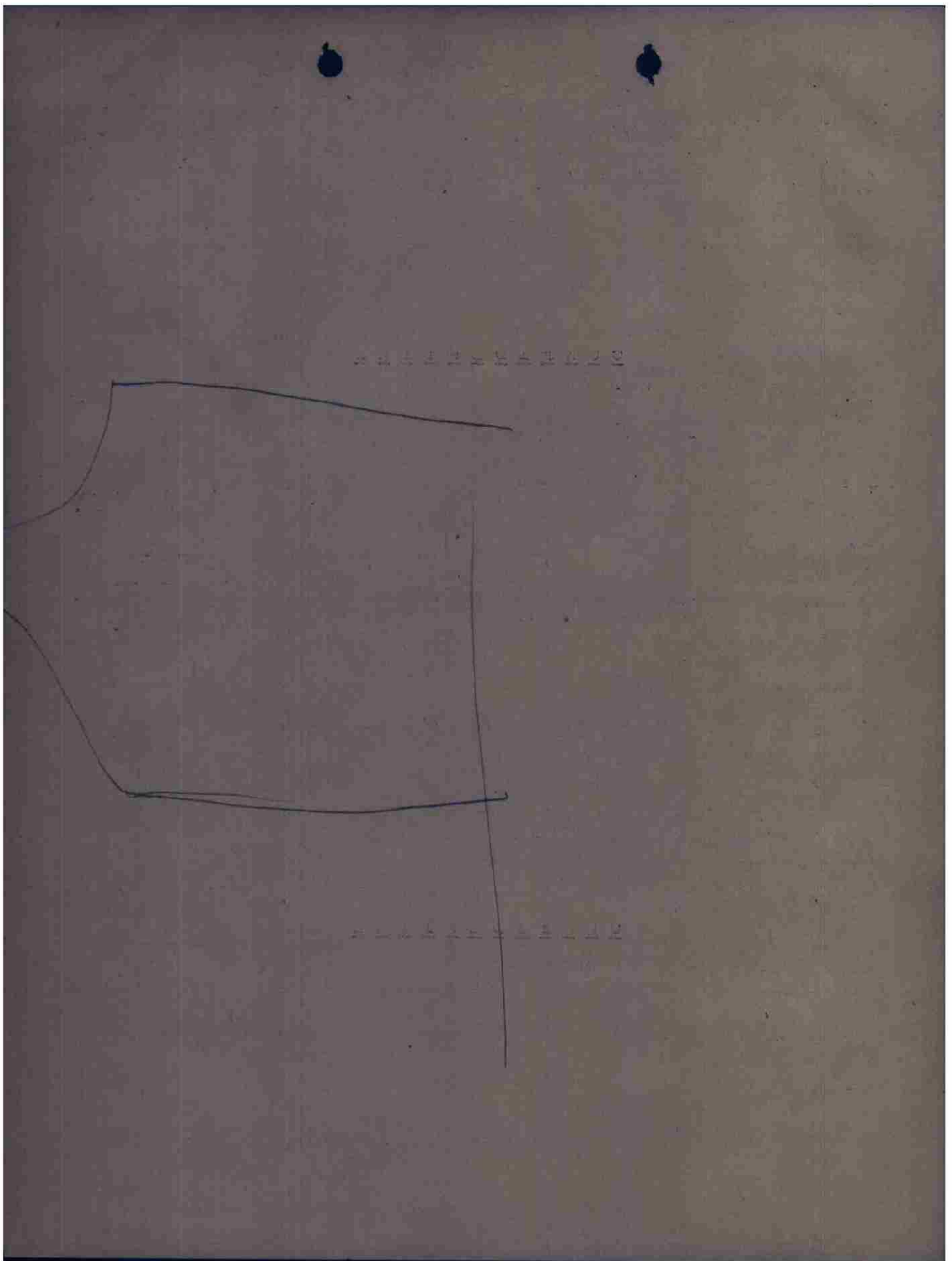
Other ship lost on one engine heading for
coast -

- 1244 - Large Marshalling yd - 200 cars -
lost east of Marshall large Factory -
in operation -

1235 - large no. of trucks heading into town

Complaint about fighter rendezvous -

Sampson -
 Interrogator



CONFIDENTIAL

Interrog. Form

PILOT [Signature] A/C# 937 BOX 9 FLIGHT PCS
 CASUALTIES:
 BOMB DISPOSITION: PT ST CT JET RNT BATTLE DAMAGE: A A-C E
6 Nil
 FLARE: Just after leaving Target XXA - - 2 min Dur

E/A: X

OBSERVATIONS: - Danter in lead flight - Direct hit in
bomb bay - right wing came off didn't see any
parachutes-

Other ship last seen about 8,000 ft and
to right of course headed for Channel-

1233 → 2 Trucks - loaded - moving (?)

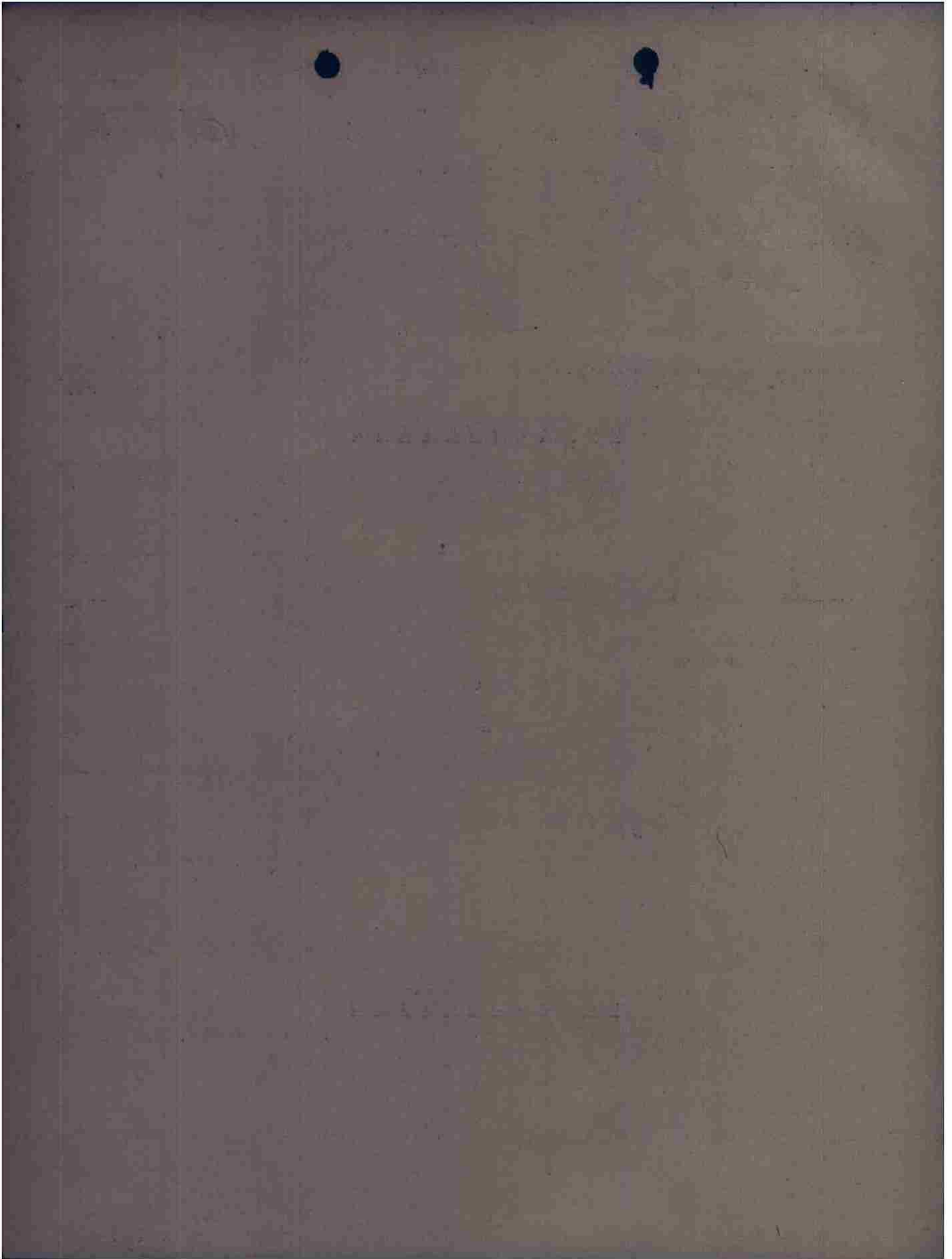
Bombs - 1st flight some hit center of triangle
rest on tracks-

Air strip seen completely unserviceable- -

[Signature]
 Interrogator

CONFIDENTIAL

Shirley
Interrogator



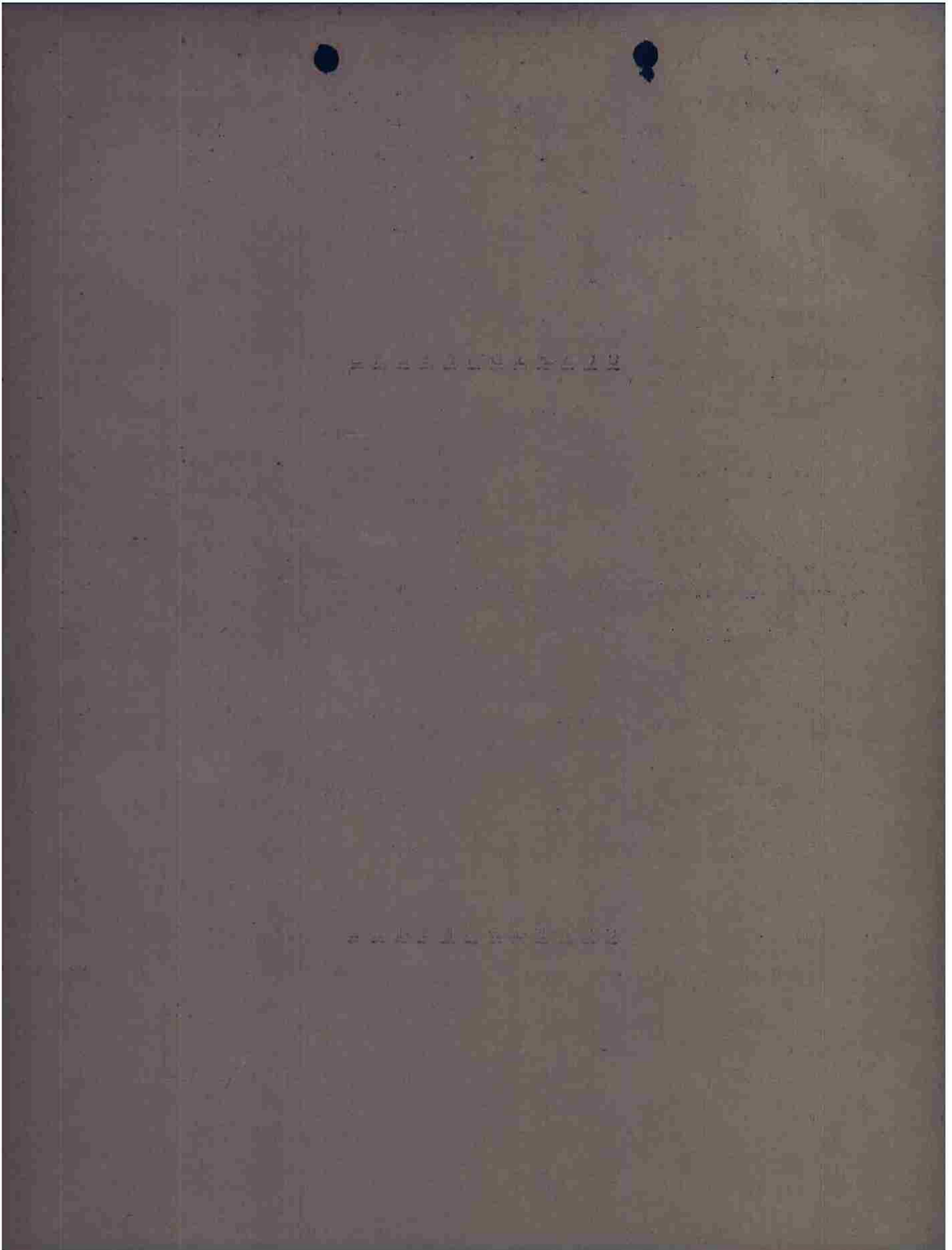
E/A:

OBSERVATIONS: 1 chute out of blazing plane.
M/y activity over flower route.
1231 15-20 trucks crossing a bridge
over canal
2001 20 cars in m/y at Berch. In mer. 66820
cars in m/y at target
Flk towers visible along route.
coastal underwater obfences at exit
1244

Pictures of my & Conroy's.

165

MAZ
Interrogator



CONFIDENTIAL

Interrog. Form

PILOT Bentley A/C# 1961 BOX 1 FLIGHT 2 POS 6
 CASUALTIES: nil

BOMB DISPOSITION: PT ST CT JET ART A A-C E
3 1 1 1 1 1 1 1 1
 BATTLE DAMAGE: nil

FLARE: Coming off target XXX+H A at first flight.

E/A: _____

OBSERVATIONS:
#5 AND #6 in 1st flight
#5 blew up. No chutes.
#6 One engine smoking - losing altitude at 17-8,000 feet. Last seen in Hampton area under control. Two fighters escort with him.

1232 1/2 - 8 trucks on different roads

1257 - 2 trucks

1258 - Long train

1307 - One train - 15 cars

1245 - 6 or 7 trucks - convoy

Considerable vehicle activity

Lucia

Interrogator

CONFIDENTIAL

CONFIDENTIAL

Interp. Form

PILOT Smith, R. A. A/C# 493 BOX 1 FLIGHT 3 POS 4

CASUALTIES: nil

BOMB DISPOSITION: PT 6 ST --- CT --- JET --- RET --- BATTLE DAMAGE: nil

FLAK: After bombs away turn left & then
for 4 minutes XXHA for lead flight.
We dropped 5 bottles of window on bomb
run.

E/A: nil

OBSERVATIONS:

#500 # 6 in ~~lead~~ lead flight Box I -
 flames smoke then blew up. No chutes.

Large ship beached at entry point

Another A-10 fell out - went down to about
 5-8000 feet R engine smoking headed
 in direction of Southwest.

Luria
 Interrogator

G-6818

CONFIDENTIAL

Interr. Form

PILOT S1905 A/C# 202 BOX X FLIGHT 1 POS 2

CASUALTIES: X

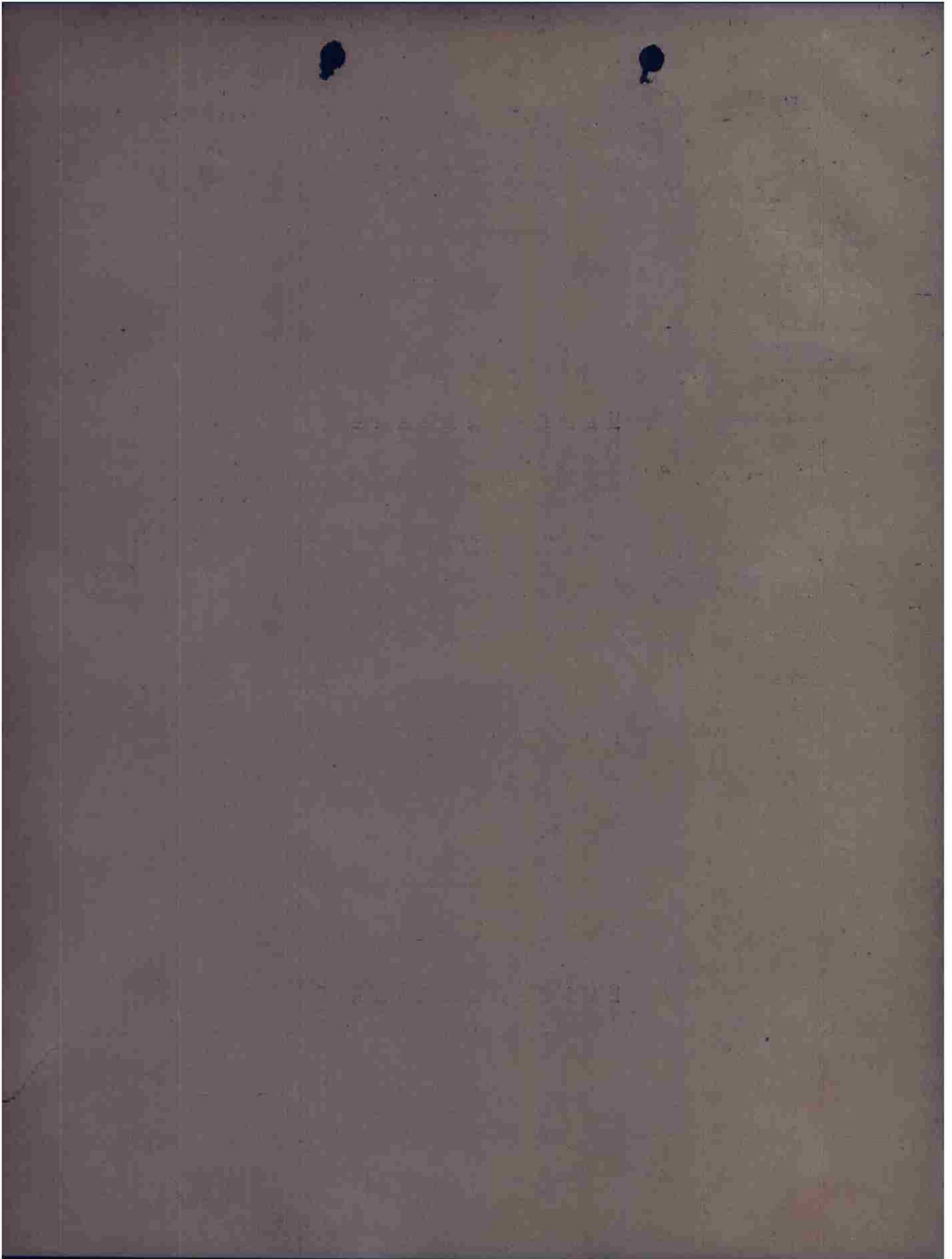
BOMB DISPOSITION: 6 PT ST OT JET RET BATTLE DAMAGE: A A-C E

FLAK: 390 + 673 (blew up) (one about 1000 ft)?)
1/2 - 1 min before target - 1 min after
XX/HA

E/A: X

OBSERVATIONS: good results
commenced at 1242 or 43 going SSW -
12 to 15 tons
1245 - mX - full of cases (shells)

Interrogator K. K.



CONFIDENTIAL

Interr. Form

PILOT: Hackworth A/C# 956 BOX X FLIGHT 2 POS 5

CASUALTIES: X

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

PLAN: on left to target XXHA

B.B. Down seen after P.V.

202 - wing off - no chute

673(?) - no seen

E/A: X

OBSERVATIONS: hit 3rd -

1242 - 3 tranches - position on rd at

70 Clock

1252 - Air strip } hit wing

1235 - " " } shake -

Hopper
Interrogator

CONFIDENTIAL

CONFIDENTIAL

Interp. Form

PILOT Michaels A/C# 393 BOX 1 FLIGHT 2 POS 3

CASUALTIES: _____

BOMB DISPOSITION: PT ST CT JET RNT BATTLE DAMAGE: A A-C EFLAK: 1300 @ 2 minutes after target -no sign accurate

E/A: _____

OBSERVATIONS: Very good to excellentA-20 took off at 1302 - 1 chute observedobserved to shoot into groundVery little movement observedQuit making ~~so many~~ somany shots in channel

CONFIDENTIAL

Interrogator

OBSERVATIONS:

No Deviation from Bayed route

Interrogator

C O N F I D E N T I A L

CONFIDENTIAL

Interrog. Form

PILOT Gary A/C# 714 BOX FLIGHT 3 POS 6

CASUALTIES:

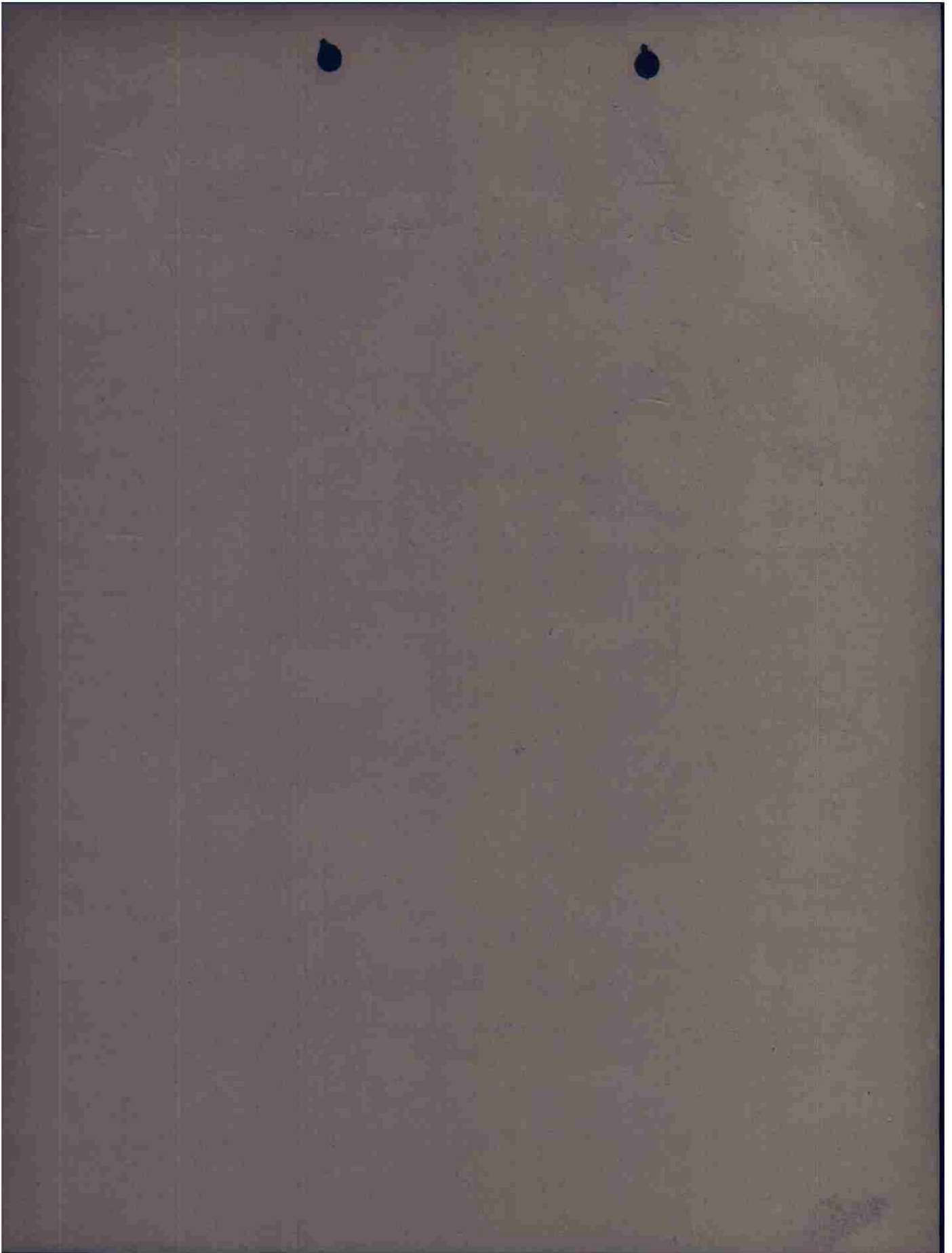
BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: A A-C E

FLAK: starts with bombs away 12 ft was in
fled for 5 minutes shot - very acc

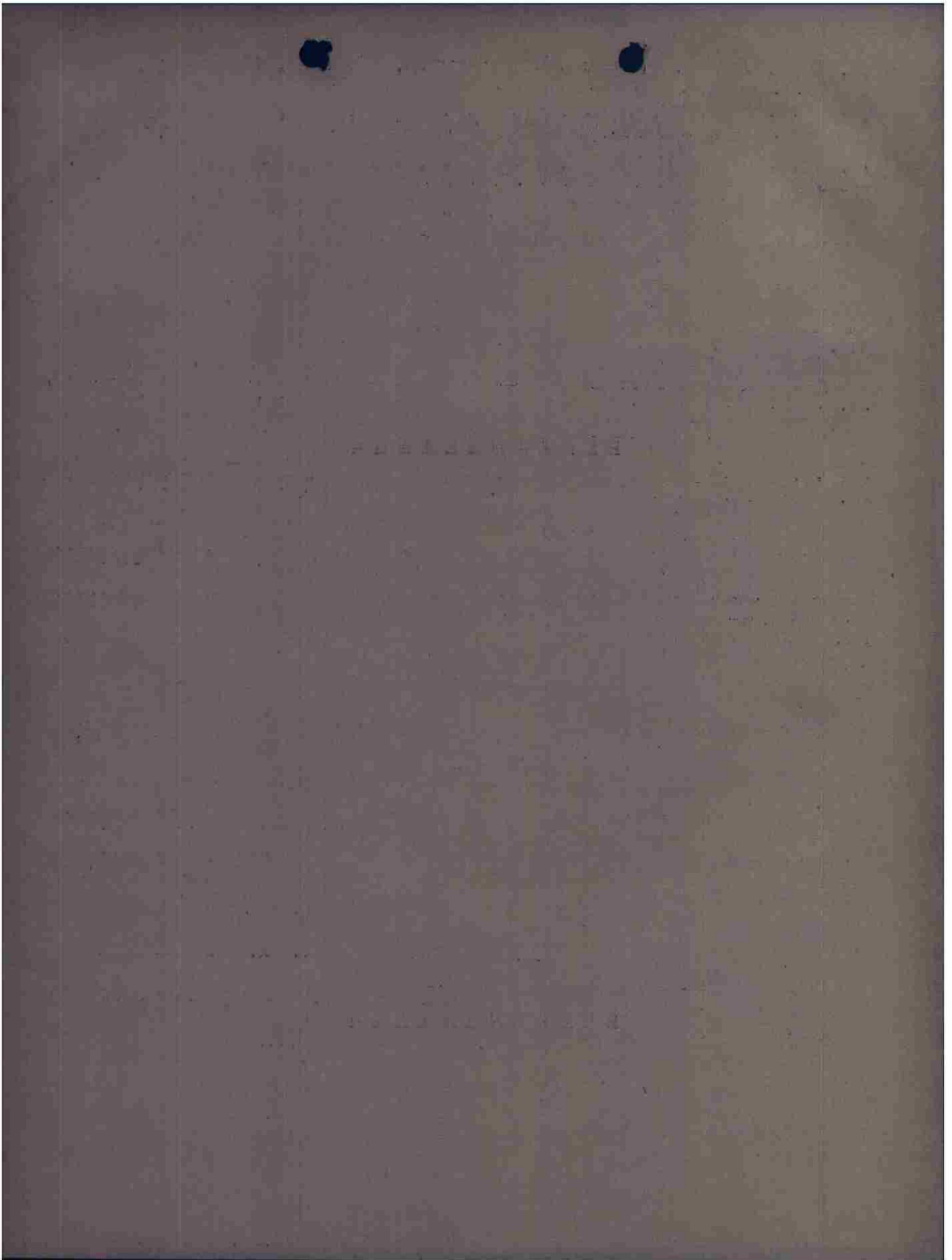
E/A: nil

OBSERVATIONS: Don't to Exultant
A-26 observed to shoot at target

L. Rogers
Interrogator

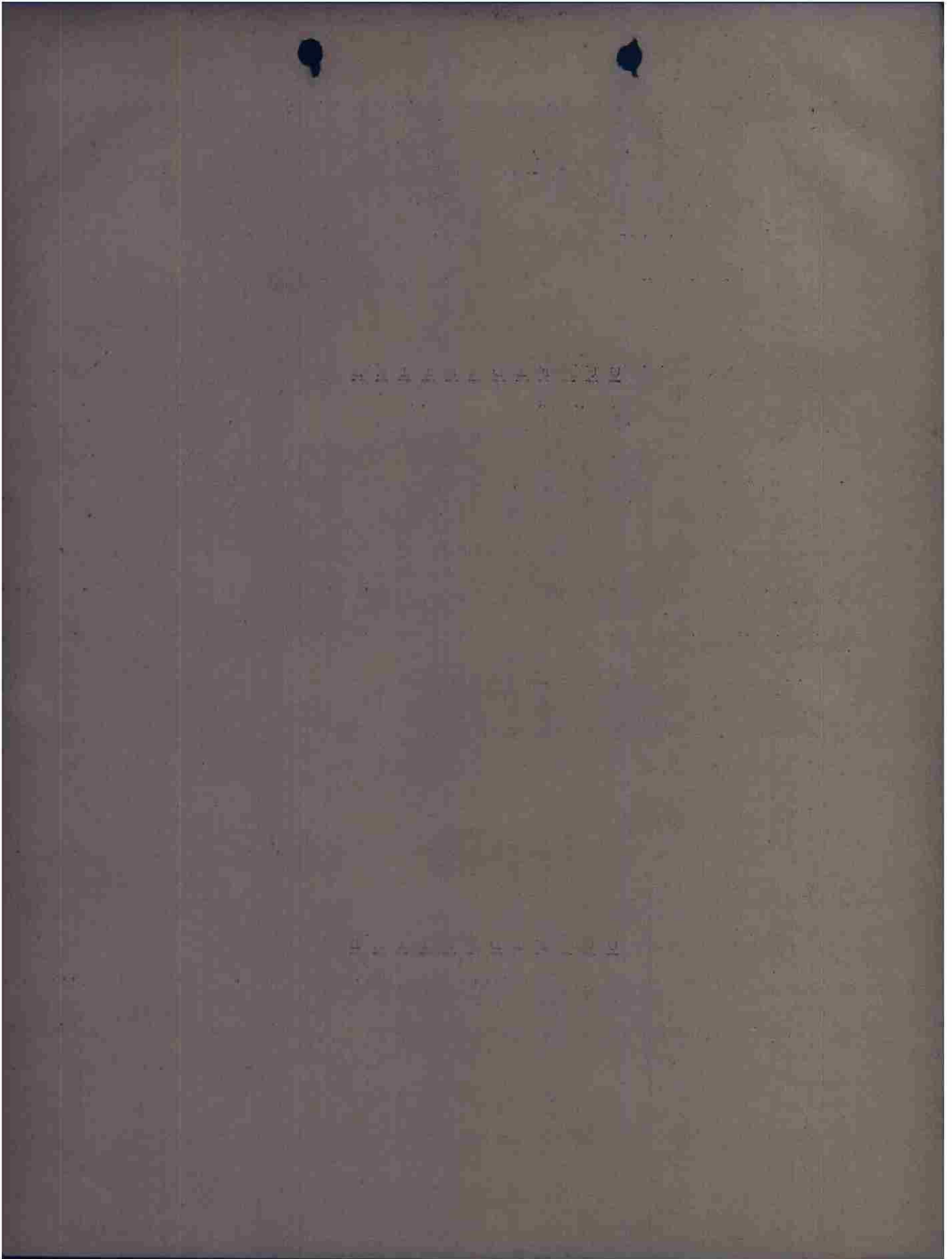


Interrogator



OBSERVATIONS:

THIS PAGE DECLASSIFIED IAW EO12958



PILOT Khuck A/C# 645 BOX FLIGHT POS

CASUALTIES:

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

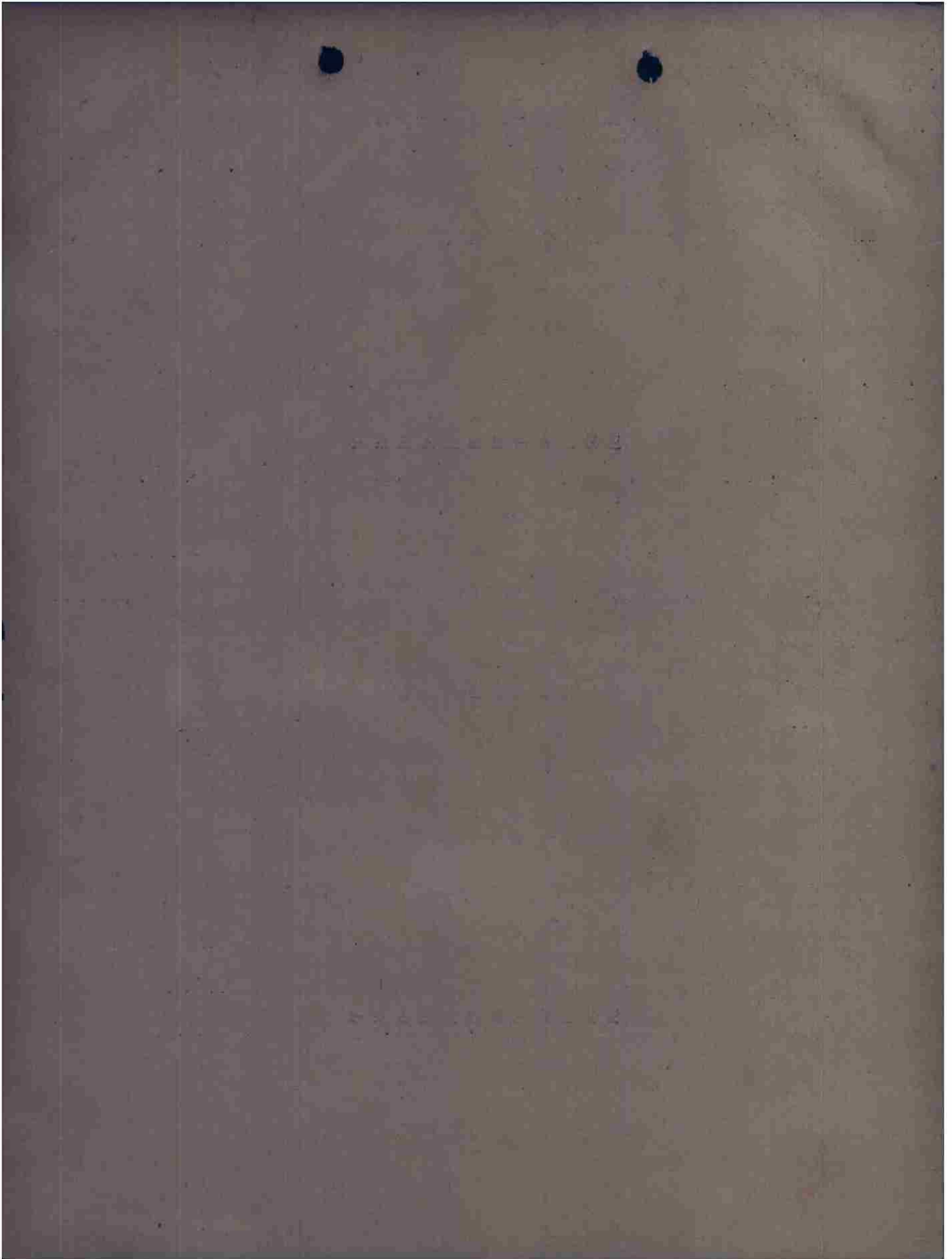
FLAK: XXH A SW of target. following for
4 to 5 minutes near auxi Le Chateau

E/A:

OBSERVATIONS: Excellent? pattern near target.
X
873?? one chute seen. plane
went down spinning in pieces near
auxi Le Chateau N 9996

armeniers m/y about half full.
a. 7 car train going into lens from
west. few miles from town.
4 cars moving East in Traveliers
area.
Vehicle going into (Albert) from N.E.
R.R. siding with about 200 cars on it.
Factory in lens is active.
T.O.T. - 1257 1/2

SUS.
Interrogator

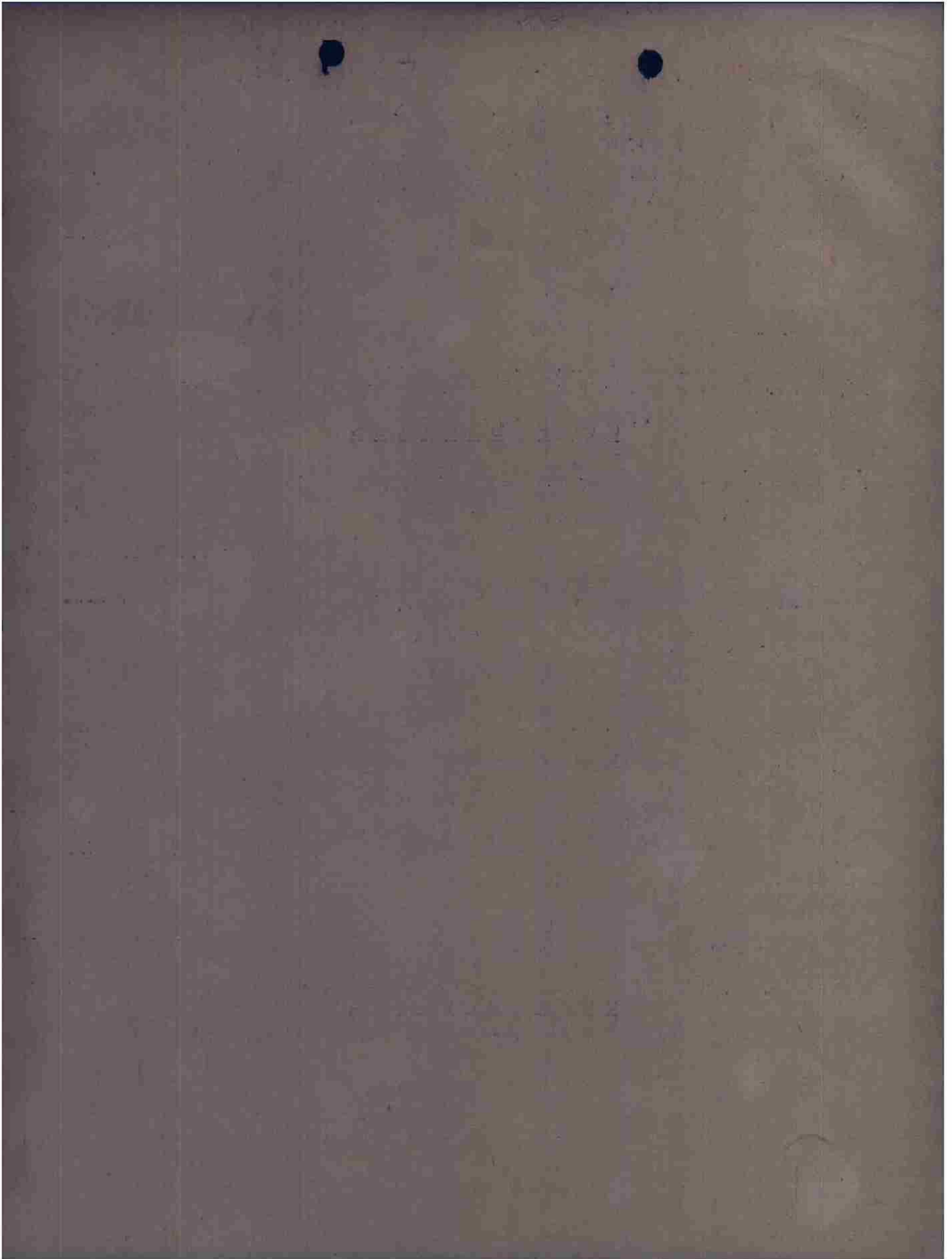


PILOT Driff A/C# 929 BOX X FLIGHT PO3
 CASUALTIES: _____
 BOMB DISPOSITION: PT ST CT JET RET BATTLE DAMAGE: A A-C E
6 X
 FLAK: YXXHA Flak for 2 minutes south of
Headen on route.

E/A: _____

OBSERVATIONS: 673 ship on fire. went down
spinning on course SW of Headen.
390 fell out smoking badly with one
engine (R) feathered. went off to left
toward abbeville & west.
M/Y at Sens $\frac{1}{2}$ full. Large
concrete stacks seen smoking.

H. W. A.
 Interrogator



CONFIDENTIAL

Interp.

PILOT York A/C# 935 BOX ✓ FLIGHT PO

CASUALTIES: _____

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

FLAK: _____

XXXXA - 5 of 6 down

E/A: _____

OBSERVATIONS: _____

1045 - RP trans to left of course. headed EastLong range1 ship down in flames. Notice in two - one
chute out (Apar. Box I). Bag Shipto left of formationShinden

Interrogator

CONFIDENTIAL

CONFIDENTIAL

Interrog. Form

PILOT Withington A/C# 214 BOX 6 FLIGHT 2 Form

CASUALTIES: 3

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

FLAK: XXH A after target - it
Beaverair -

E/A: X

OBSERVATIONS: Sigs - Direct Hit in Right Wing -
Check Camera - Fuel - Crews seen
to come off - No parachute -
Good Bombing -
Steering also working but seen to
crash -

CONFIDENTIAL

Interrogator

PILOT St. Hughes A/C# 719 BOX II FLIGHT POS

CASUALTIES: PT ST OF JET LMT A A-C E

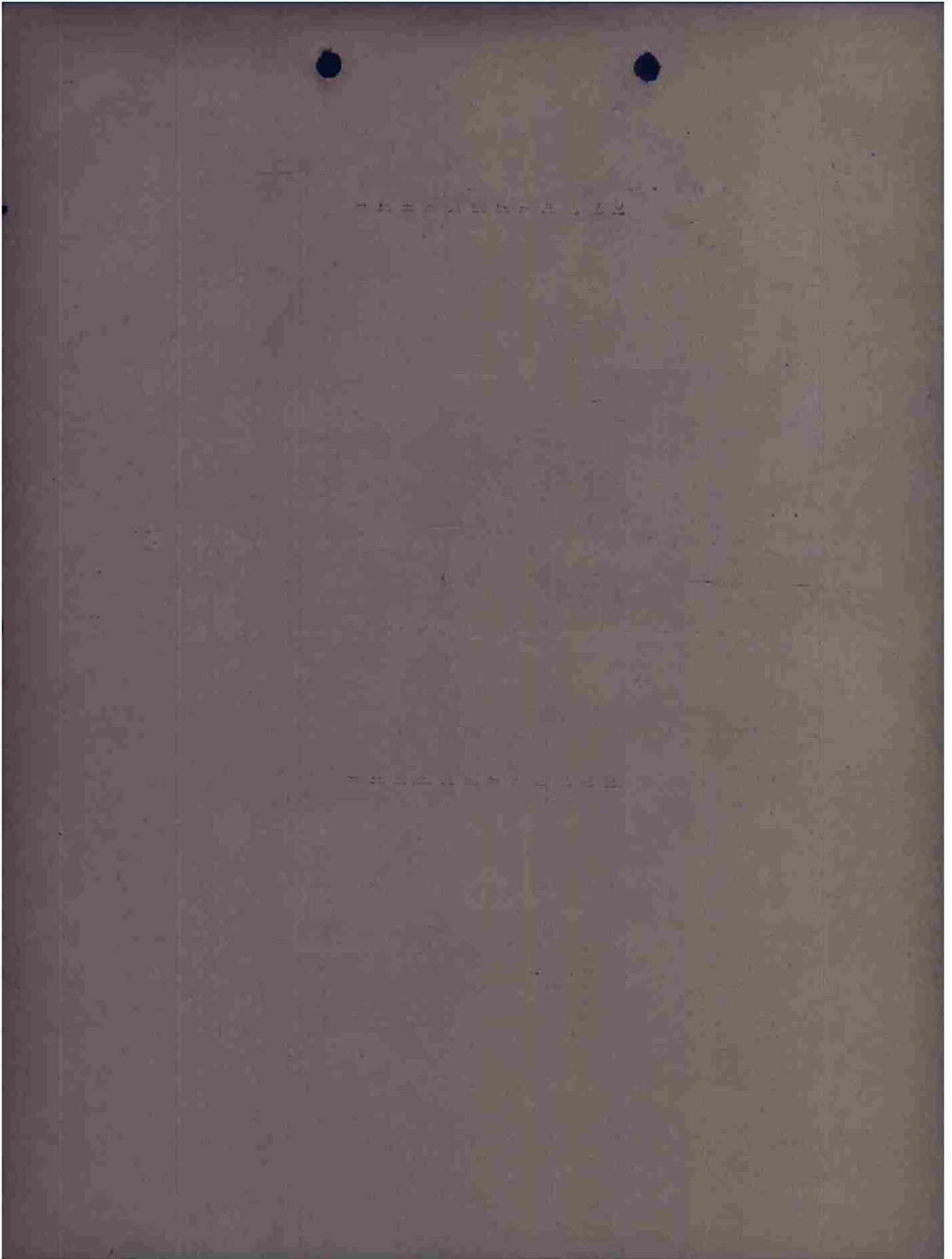
BOMB DISPOSITION: 6 BATTLE DAMAGE: 1

FLAK: on bomb runs on turn off target
intense accurate AUX 1
meager inaccurate Perk for men men.

E/A: 1

OBSERVATIONS: A m/y at base 150 cars. 1240 H 5215
a convoy out of Armenteros headed SW 1238 H 6844
50-75
on line SW of area 50 cars in open. N 43 96

Mag.
Interrogator



CONFIDENTIAL

Interr. Form

PILOT At Hellenman A/C# 674 BOX 75 FLIGHT POS CASUALTIES: BOMB DISPOSITION: PT ST CT JET BMT -6- BATTLE DAMAGE: A A-C E Nil-FLAK: All way out - 2nd Box went N of 1st Box
route, flack was behind flight - XXI -E/A: X -OBSERVATIONS: - No chutes seen -1st shiphit pilot - saw it all way to ground - no chutesOther ship on engine heading down -Nil observationsTrain standing 30 to 40 cars - W of DoullauSampson

Interrogator

CONFIDENTIAL

C O N F I D E N T I A L

Interrog. Form

PILOT St Osterman A/C# 439 BOX 2 FLIGHT 3 POS 3

CASUALTIES: _____

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

FLAK: _____

Note map for exit -

E/A: _____

OBSERVATIONS: _____

300 cars at Lens Mfg.

Hunt
Interrogator

C O N F I D E N T I A L

CONFIDENTIAL

PILOT Lt Huk A/C# 819 BOX II FLIGHT 3 POS 2
 CASUALTIES: _____
 BOMB DISPOSITION: PT 22 22 JET 22 BATTLE DAMAGE: Nil
 FLAK: _____

Also at exit - light was short & Ht was high.
 X#1 - at Box II - didn't start until
 almost out of coast. Nacw from 1000
 almost to our altitude.

E/A: _____

OBSERVATIONS: _____

1114 -

Barges - at entry - SW of Berque - 5 total.

1236 1/2 - 50 cars.

41 - 75 cars - also on siding outside town 30 more

45 - 200 cars - full.

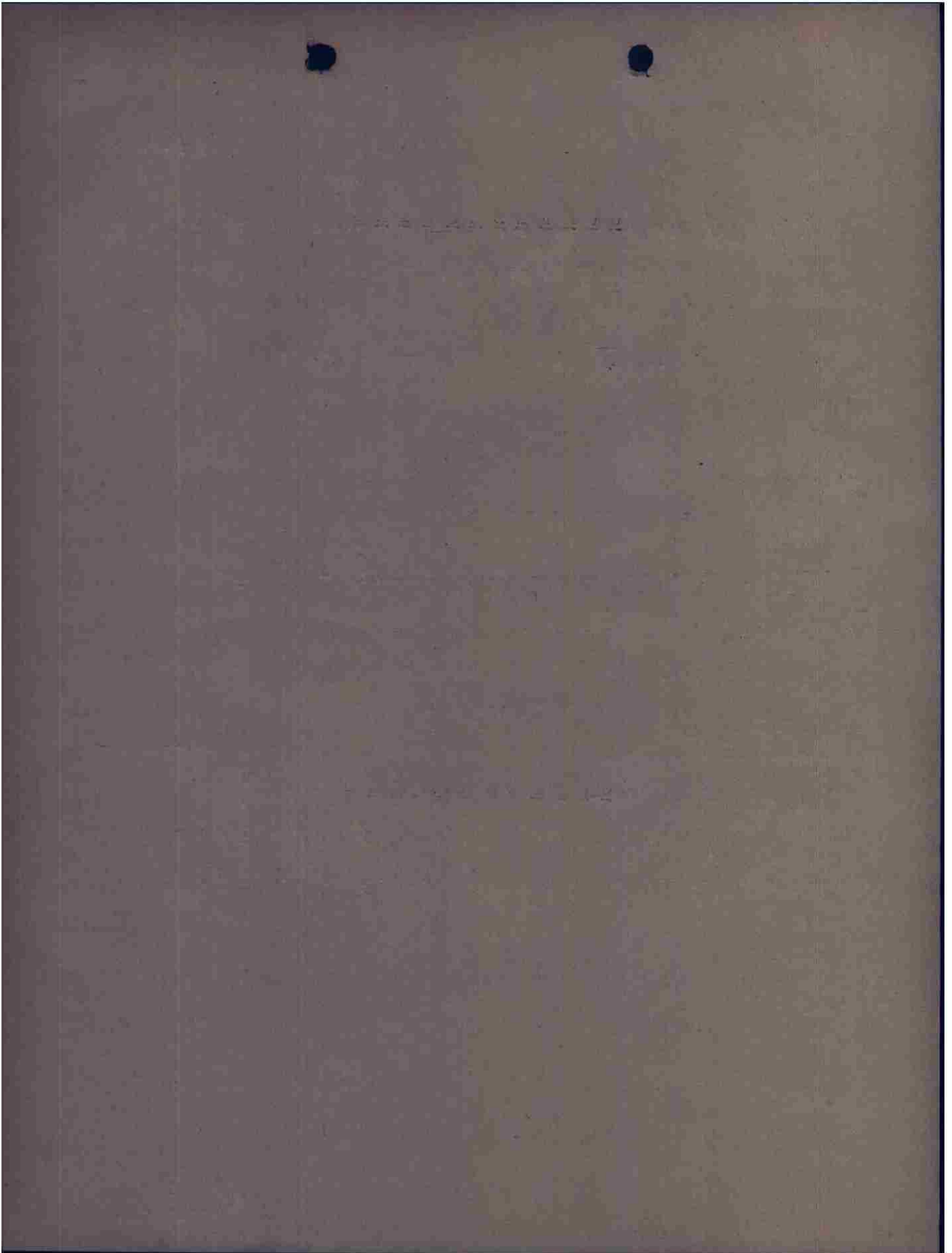
Trucks - 1243 - 4 - headed west.

train headed East - 30 cars more

1306 - 2 Trucks headed west.

Shindler
 Interrogator

CONFIDENTIAL



CONFIDENTIAL

Interrog. Form

PILOT St. Loring A/C# 750 BOX 7 FLIGHT 1 POS 1
 CASUALTIES: _____
 BOMB DISPOSITION: PT ST GT JET RET A A-C E
 ELAK: meagles inaccurate at Berth San Mar.

E/A: _____

OBSERVATIONS:

a ship beached at Chaulines
about 600' long. H 04 84
a goods train in r/s about 35 miles up
Beach
Bombs in target area.

CONFIDENTIAL

May
 Interrogator

C O N F I D E N T I A L

Coast in (Gravelines) 1228

YPRES 1237

H 3070

LENS 1243

AMBIGNY 1247

ACHIEZ 1251

TOT 1258

ALT
10,700-

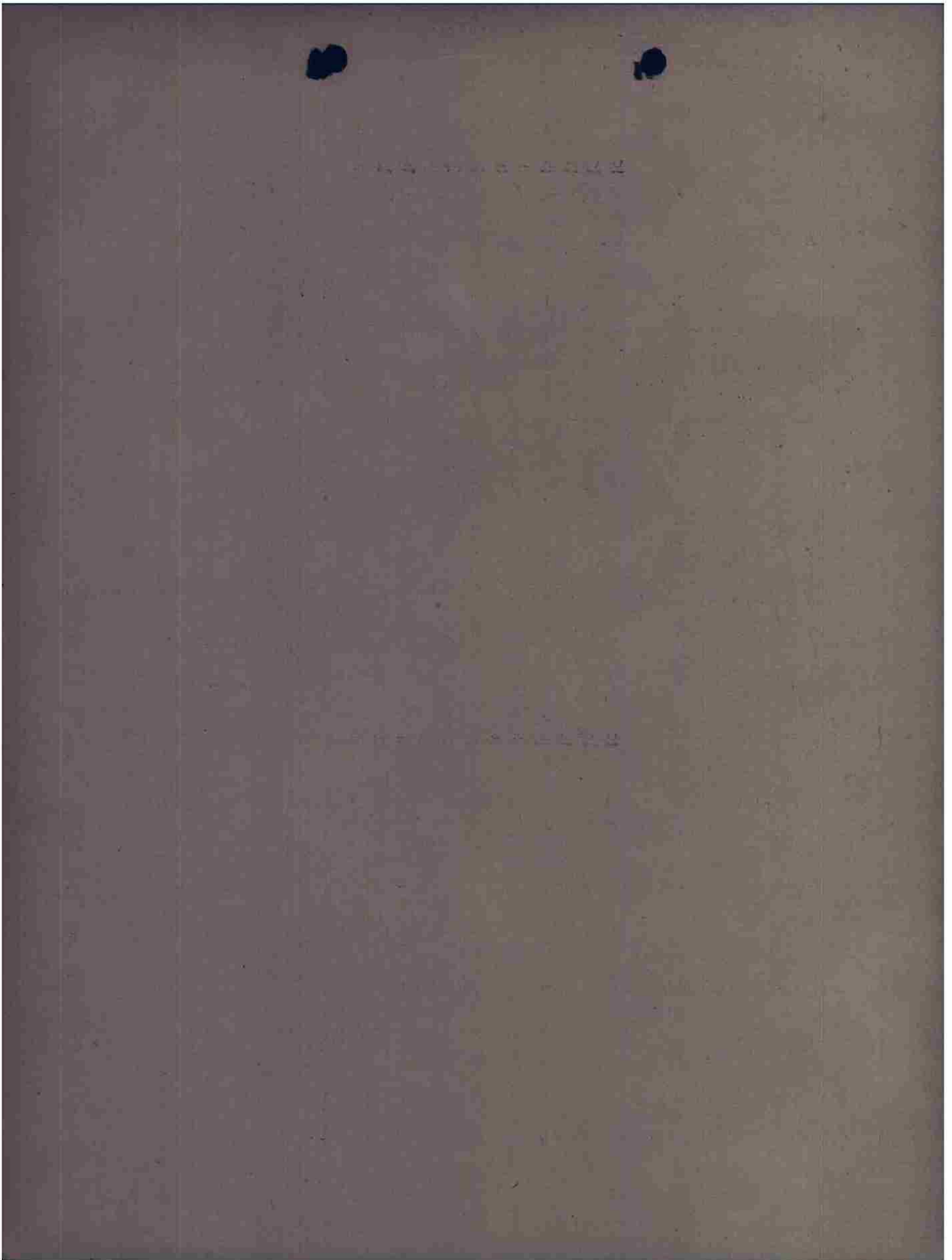
(RP) PONTIEU (TO LEFT) 1302

Out

1308

Lt. McKeeley C C F I D 894
 PILOT Lt. McKeeley A/C# 485 BOX 1 FLIGHT 1 POS 1
 CASUALTIES: _____
 BOMB DISPOSITION: PT ST OT JED LNT BATTLE DAMAGE: A A-C E
 FLAW: X H1 - low (ragged) - black & white
practically - burning surface that
in glb ha - flake
 E/A: X
 OBSERVATIONS: good
1235 - 2.5 - 3000 ft
7-9 train going fast - 1238 - on turn off to rt
A/F with green - in plane - good
shape - off to rt - a couple of other
20-30 min in coast - concrete structure
on rt. of foundation - crater, around

Hooper
 Interrogator



CONFIDENTIAL

INSTR. FORM

PILOT At Kenner A/C# 362 BOX 5 FLIGHT 2 POS 5

CASUALTIES: X

BOMB DISPOSITION: PT ST GT JET LAT BATTLE DAMAGE: A A-C E

FLAK: X

at constant - into low flight off box

1238 - inflow - coming off

E/A: X

OBSERVATIONS:

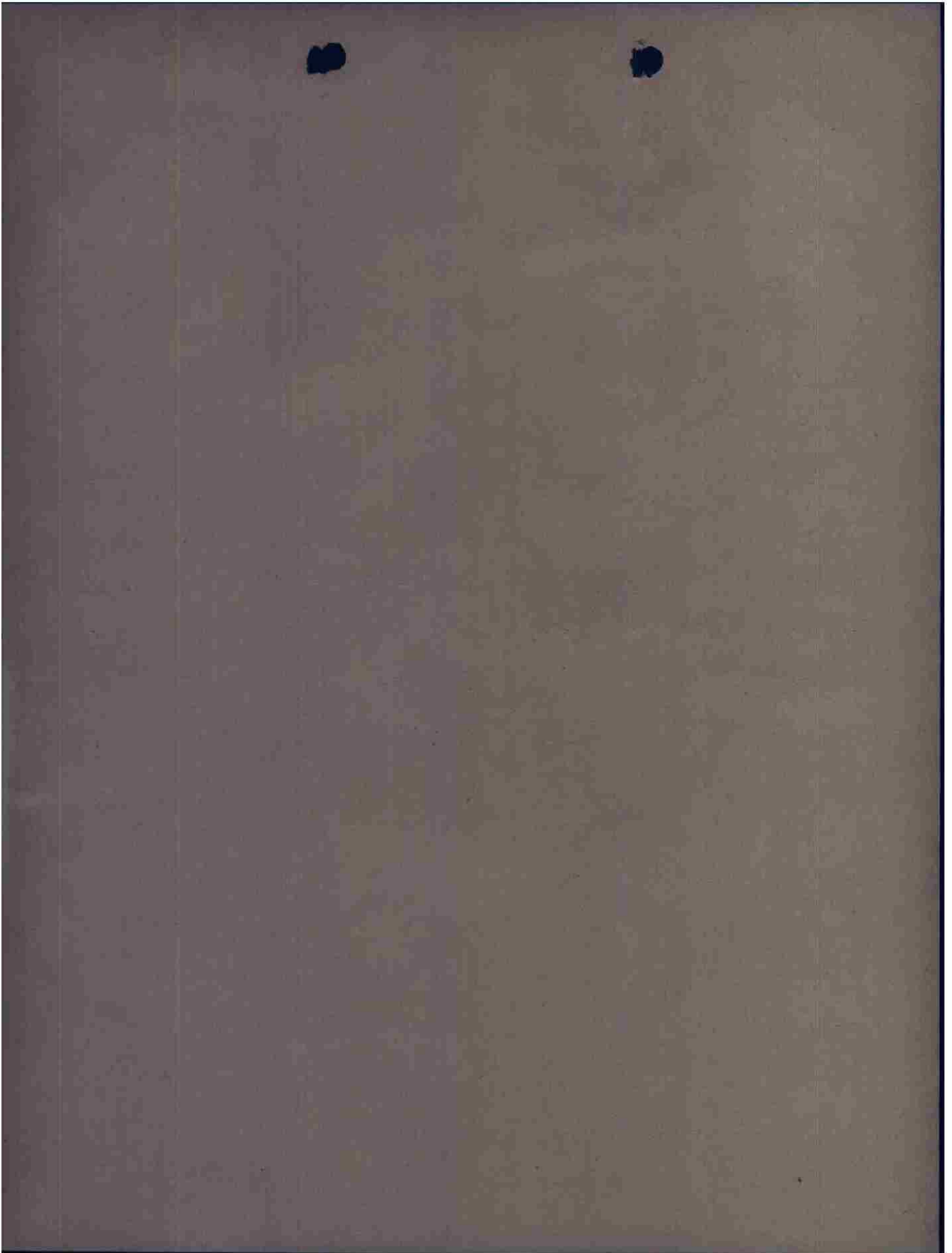
N + W edge road

1242 - loads in body of car to left

looked like hangar - 30 m. to left

1244-45 - 3/4 full of cars

At Kenner
Interrogator



PILOT Lt Swall A/C# 224 BOX 3 FLIGHT 3 POS 5

CASUALTIES:

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

FLAK: 20 seen off target - largely to left and
low - 2 or 3 minutes - tried fairly acc-
urate the shots - as to find for further acc-
light flak at coast but - 15 minutes
off flak - 2 green bursts -

E/A:

OBSERVATIONS: two A.P.s hit - one to south - apparently
missed - two wild bursts in town -

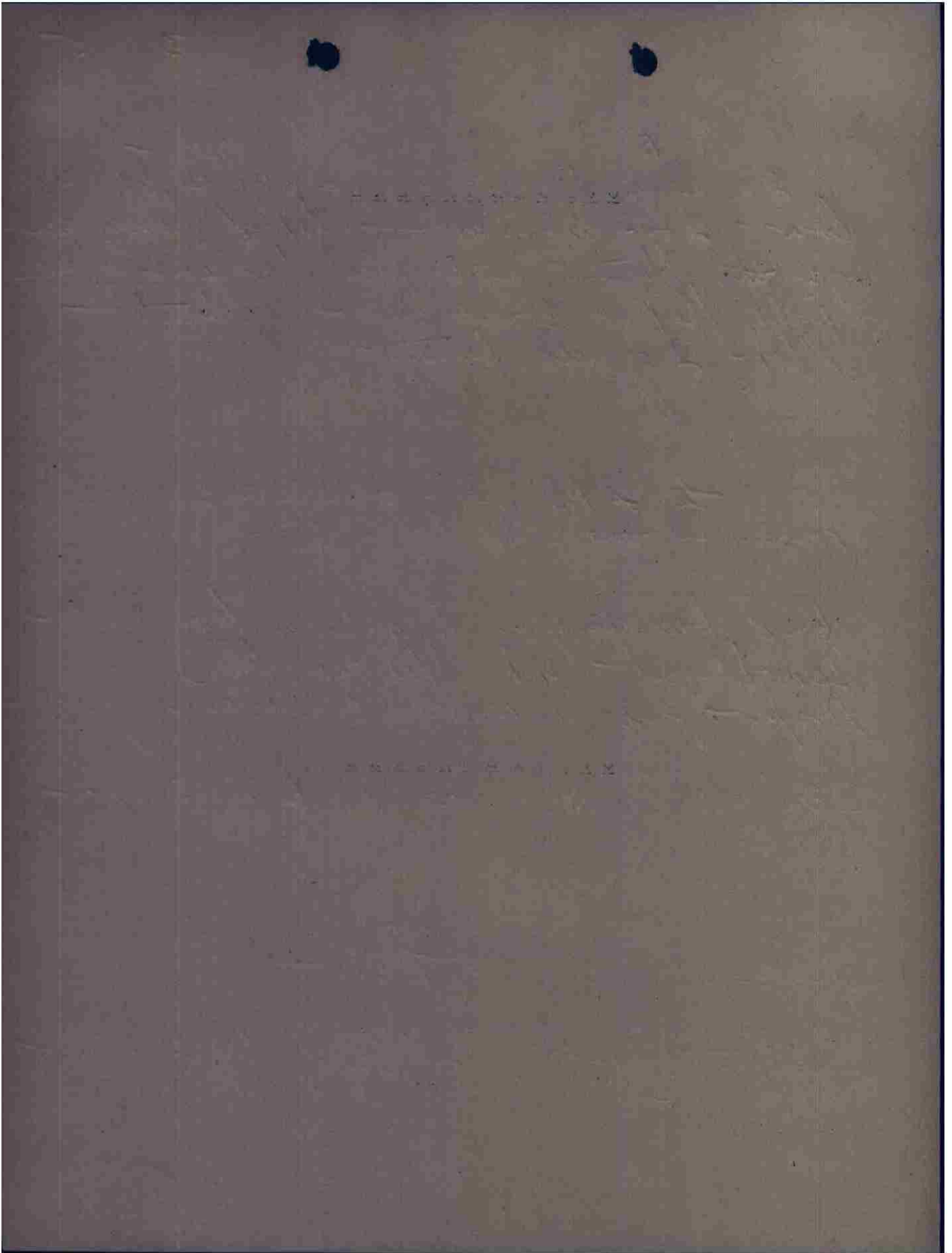
6 or 8 barracks about 6 miles in from coast -
Camouflaged - (when filed same from)
Disp. - 3 miles in from coast on way in -

Saw several A.P. cars on beach near -

Do not go back there -

Sunday Sep 1st 1945 had seen been bombed
by East of town -

L. R. Jones
 Interrogator



CONFIDENTIAL

PILOT St. Trish A/C# 150 BOX II FLIGHT 2 POS 3

CASUALTIES: _____

BOMB DISPOSITION: PT 52 OF JET BOMB BATTLE DAMAGE: A-C E

FLAK: _____

West of Target XXHA -

E/A: X

OBSERVATIONS:

A/D at Aubigny - A/D on Ground - ?
1243 Train moving at 1/2 mi - 1/4 mi
Half full - another 2/3 full -
also Red traffic at this point
Train at Fairbrook - standing still
1253 M/4 Cars -
Storage Tanks West of here -

CONFIDENTIAL

Interrogator

PILOT Al Claus A/C# 907 BOX 5 FLIGHT IV POS IV

CASUALTIES:

BOMB DISPOSITION: PT ST GE JET IMP BATTLE DAMAGE: sub

FLAK:

quite a bit mostly at the
flights - also at coast out
at last - in sec - mod. for the flight
mod. in sec - at coast out

E/A:

Probably one - undamaged - to far away
see by

OBSERVATIONS:

Excellent - saw two junction
beamed with excellent results

1243 - 17 trucks moving with line of
flights

1231 -

two large bags on road see back

R.R. car - 60 - at 1255

Keep carrying window

L. J. Rogers

Interrogator

Interrogator

CONFIDENTIAL

Interrog. Form

PILOT Al Brown A/C# 217 BOX TH FLIGHT 1 POS

CASUALTIES:

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

ELAX:

E/A:

OBSERVATIONS:

leader didn't drop no this
plane didn't.

9- can hear headed SA from Albert my.

lots of single trucks moved south
in area NE of AMIENS.

rhinder
Interrogator

CONFIDENTIAL

CONFIDENTIAL

Interrog. Form

PILOT Capt Rudinill A/C# 452 BOX TP FLIGHT PO3
 CASUALTIES: _____
 BOMB DISPOSITION: PT ST CT JET FMT BATTLE DAMAGE: A A-C E
 FLAME: _____

None in turn off target
 12 bursts at about 400 yds.

E/A: _____

OBSERVATIONS:

Witcher correct position - no bombs
 dropped

Exit N of Buc.

4 large Pdxs - 5000 lbs

Leus-

Plane tried to crash
 land but crashed south
 of Creech forest.

Cars & trucks well scattered but moving
 together -

Team - headed east toward Little

Leus 15 cars - mixed.

~~Leus~~ - 200 - full.

over

Rudinill

CONFIDENTIAL

Interrogator

CONFIDENTIAL

PILOT Lt Colquhoun A/C# 195 BOX 1 FLIGHT 3 POS

CASUALTIES:

BOMB DISPOSITION: PT ST CT JET EIT BATTLE DAMAGE: ① A-C E

FLAME:

17 Points at coast.

E/A:

OBSERVATIONS:

Shinden

Interrogator

Thin headed E. brown little - 15 cars - moved H 5427
 Lens full - 200 -
 Train - 9 cars - SW from Albert Hwy. H 3665
~~Train~~ - 50 cars - H 4863 - 24

XXHA - from - (H 0600 to Q-9705)

~~XXHA~~

G - 6223 -

X

CONFIDENTIAL

PILOT Lt Downing A/C# 399 ECR TH FLIGHT 2 POS 4
 CASUALTIES: _____
 BOMB DISPOSITION: PT CT JET WT A A-C E
 BATTLE DAMAGE: _____
 PLAN: _____

None of this flight -
Flap at first Box - to left of
route after target -

E/A: X

OBSERVATIONS: _____

1232 Vehicles Heading N-S on Rd -
1245 - Traffic on rd - and large Convoy
parked on N-S Hwy -

Bombing Goal

Bailey
 Interrogator

CONFIDENTIAL

CONFIDENTIAL

Interr. Form

PILOT A Nordstrom A/C# 759 BOX 4 FLIGHT 1 POS 2

CASUALTIES:

BOMB DISPOSITION: PT ST CT JET RHT A A-C E

PLAN: Reduct District Prop Bombail sent

No fbs at this flight -
after it was seen to hit ground
also.

E/A: X

OBSERVATIONS:

1837 Trucks moving south out
of town -

1834 Trucks

1950 Trucks going to left on main
rd -

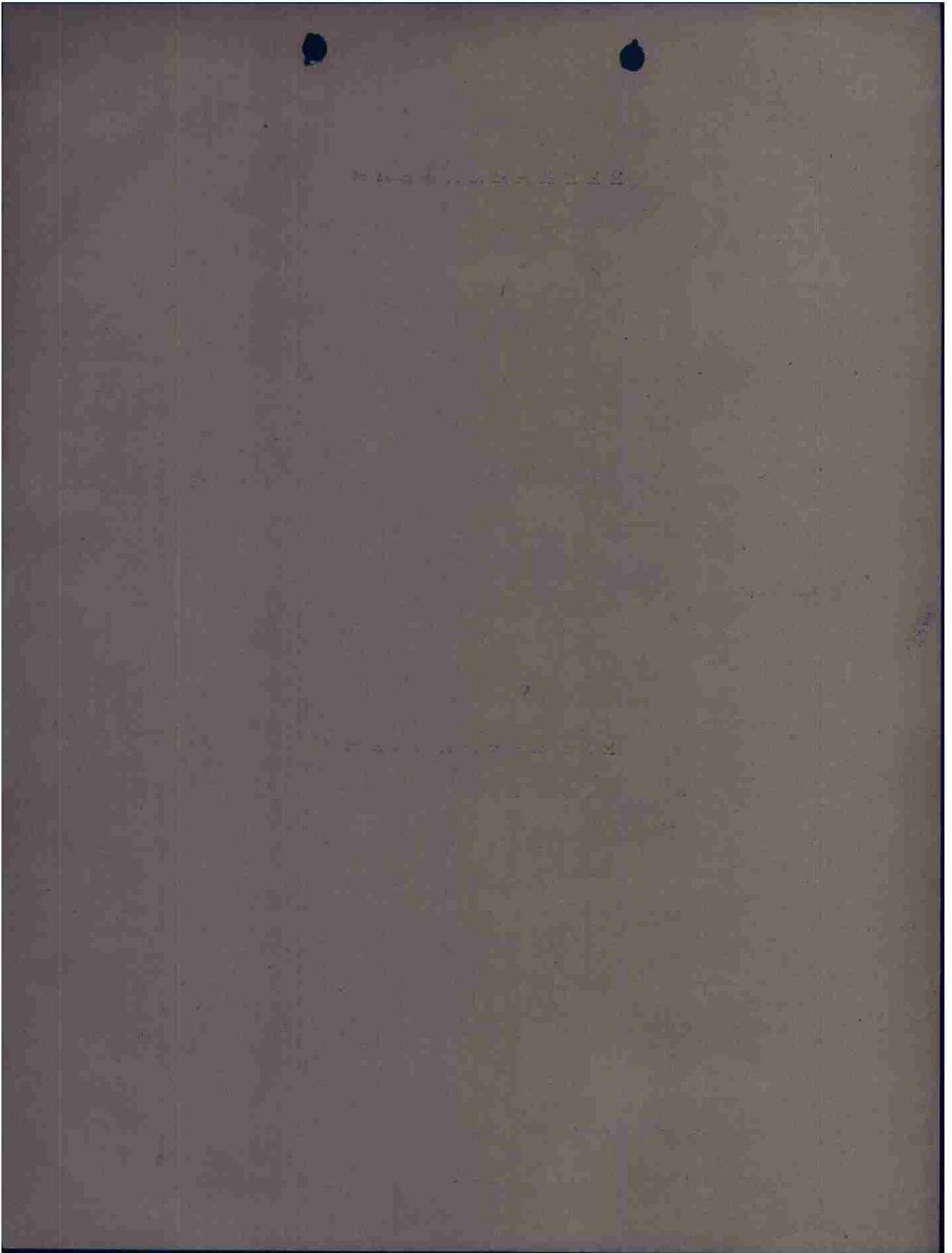
1914's 1/4 full -

Bailey

Interrogator

CONFIDENTIAL

Q Q 35 70 7 7 34 35 12 7 1 7



CASUALTIES:

BOMB DISPOSITION: Window BATTLE DAMAGE: None

FLAK: Douglas - 62. w/FA - 4/8/42

Summa

#5 - on, swing off - ready lane

E/A:

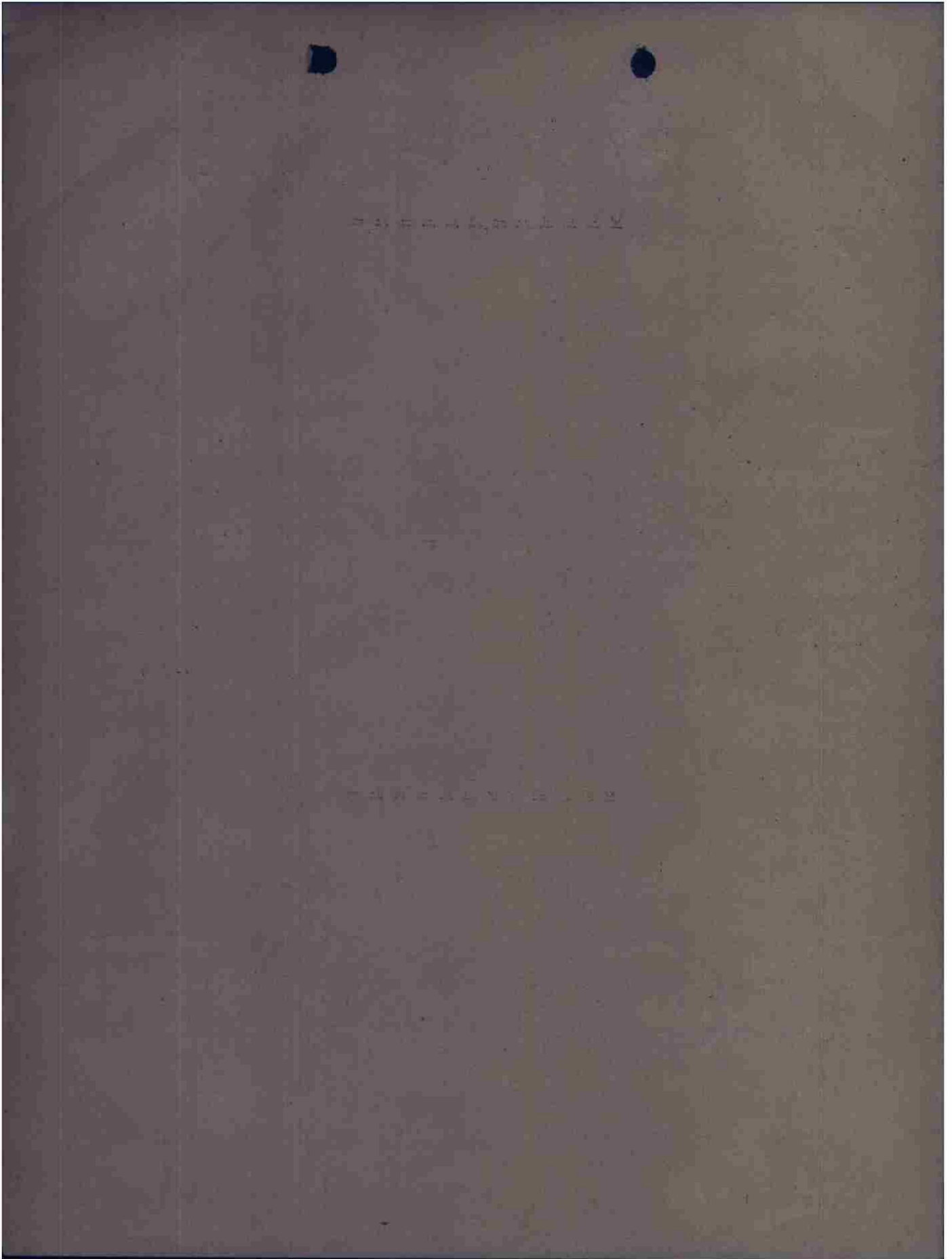
CONSERVATIONS: *Phyllanthus*

Co to am, going with Paul & me N

10 boxes (9 over bagged) 4000 cases

1898

CONFIDENTIAL



CONFIDENTIAL

PILOT Ch. Chene A/C# 840 BOX 10 FLIGHT PCS
 CASUALTIES: Window
 BOMB DISPOSITION: PT ST CE JET RIT BATTLE DAMAGE: A A-C E
 FLAK:

note at coast.

XYHA - (ran into the lake)

E/A:

OBSERVATIONS:

Ships down at Aux. le Chateau. (Dontas)

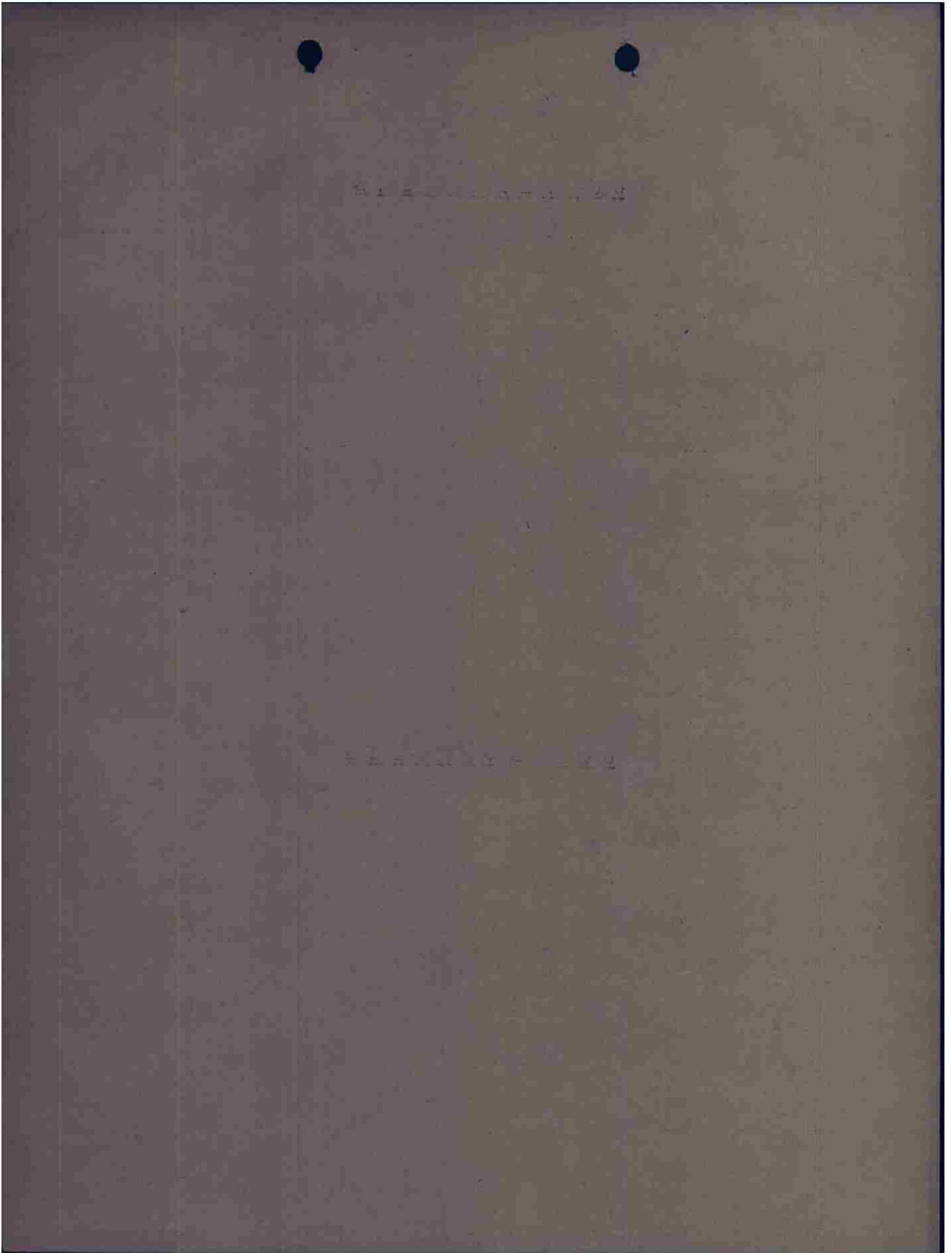
down toward Crecy -

1 last can. Shearwing - slow glide.
to left of formation - Saw flash
on ground.

12 43 - Trucks on main highway - heads
down as we - trees on road
W4 all loaded -
Barge traffic

Shi
 Interrogator

CONFIDENTIAL



CONFIDENTIAL

PILOT Ch. Shaghi A/C# 460 BOX III FLIGHT PO3

CASUALTIES: Wounded Dead

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

FLAK: _____

XXXXHA Target to Beauvais
XHA at Brest Sea Mine
XLE

E/A: X

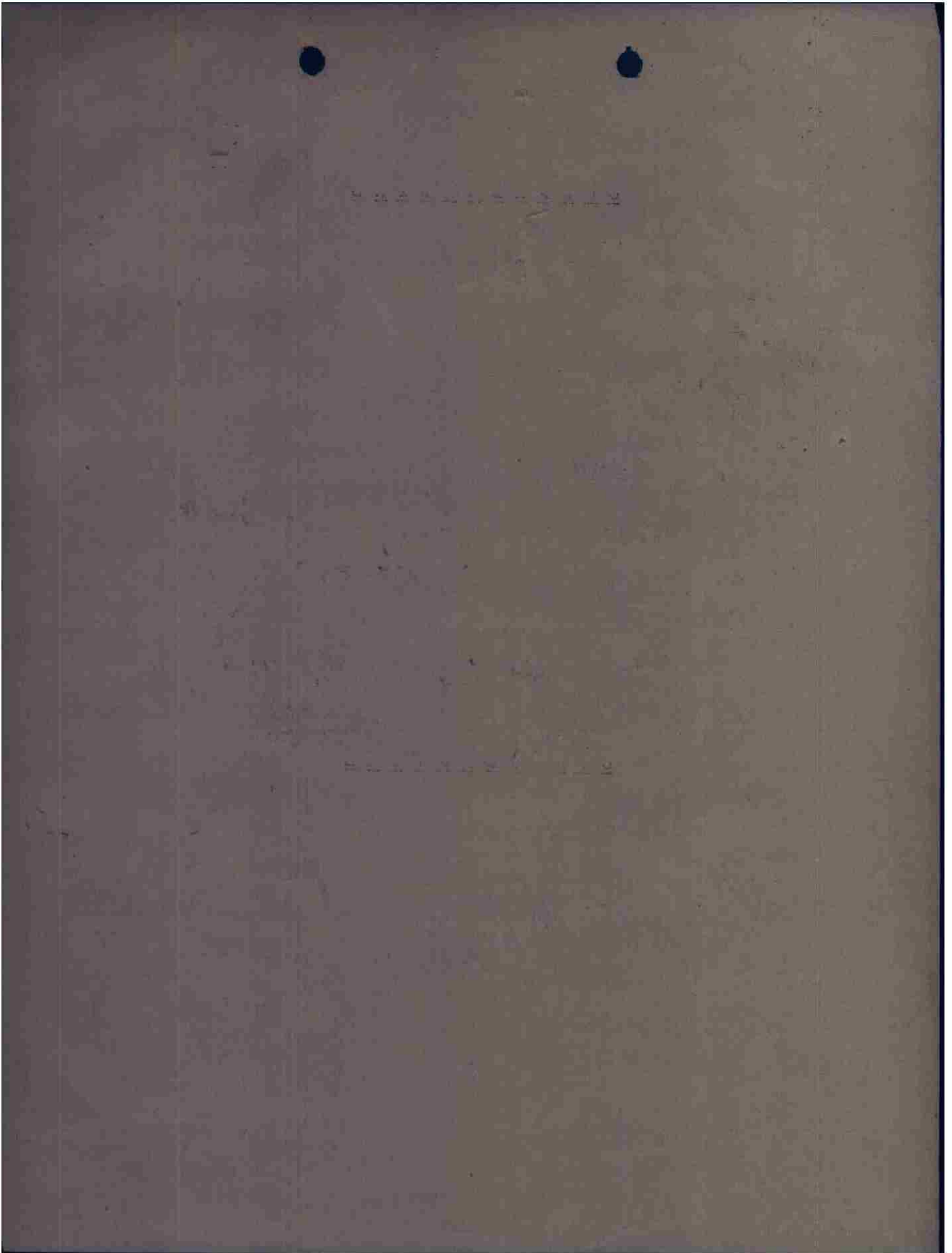
OBSERVATIONS:

2 A20 and one fighter

M/y at airport 1200 cars
Garage 50 vehicles being towed
to SW - 100 yd. space
Garage Traffic on cars -

First A20 and fighter crashed
at target - one parachute seen
but not known whether from
fighter or A-20

Interrogator



110 290 75

PILOT *Major Clark* FLIGHT PLAN
 NAVIGATOR *Major Clark*
 PLANE *A-20-1-135*
 MISSION
 DATE *August 8, 1944*

START ENL 1000
 TAKE OFF 1045
 TIME OFF 1051
 ON COURSE 1145
 RENDEZVOUS 1200

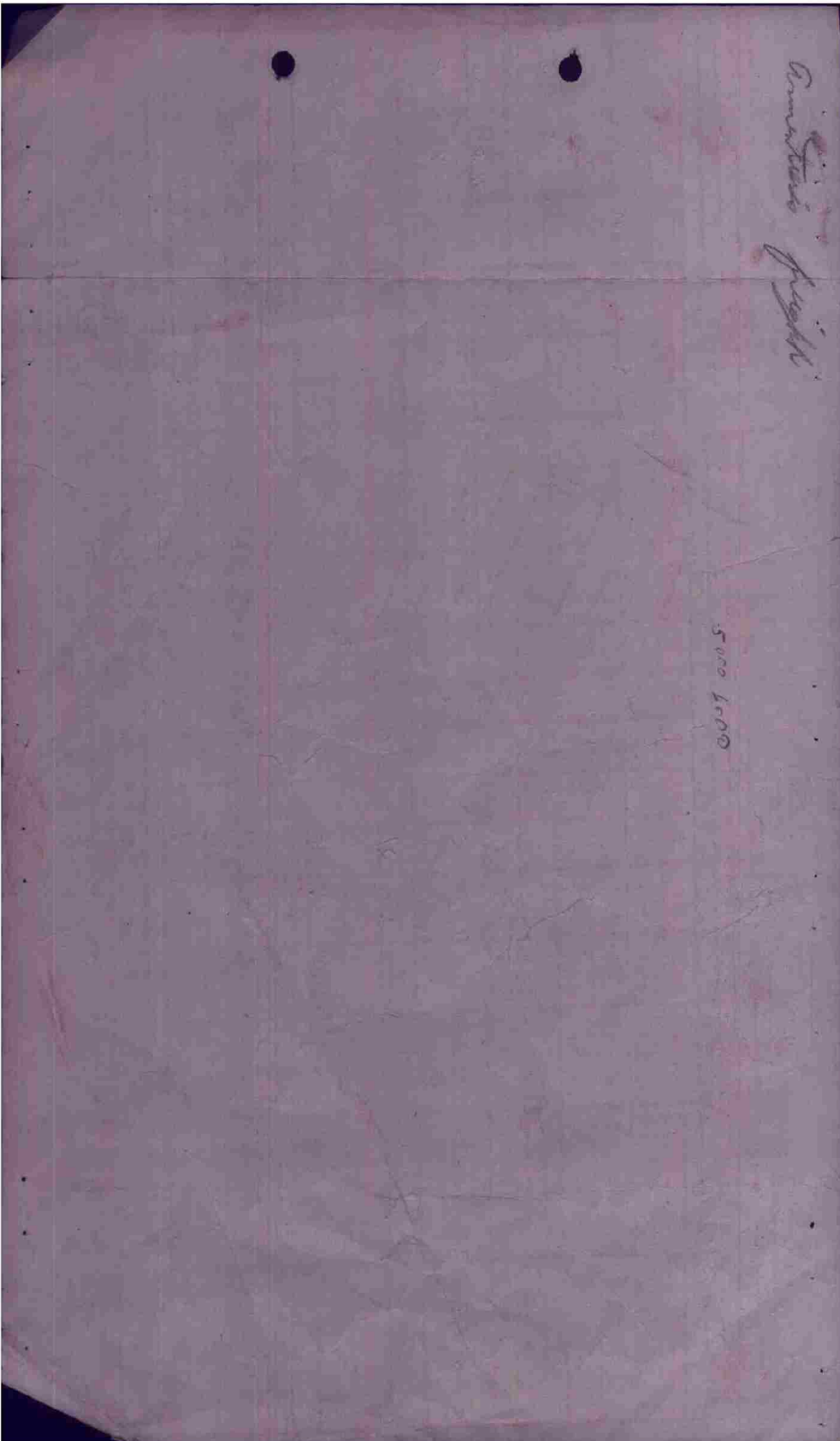
COAST OUT 1050
 COAST IN 1052
 I.P. 1054
 TARGET 1057
 COAST OUT 1200

FROM	TO	M. H.	ETA	ATA	TC	DR	TH	VAR	MM	AS	U.S.S.	RESULTS	ETA	REMARKS
Base	7. Fordland	147	1158	1219	136	+1	137	410	147	1000	190	58 14 1/2	1200	34.1/15
7. Fordland	Brandenburg	142	1228 1/2	1228 1/2	132	0	132	410	142	1000	240	40 9 1/2		10.6 35.5
Brandenburg	50.402 50.412		1236 1/2	1237	113	-1	112	49	121		254	33 1/2		10.15 35.15
1st turn	50.202 50.412		1242 1/2	1242 1/2	160	+3	183	9	191		250	23 5 1/2		10.65 34.5
2nd turn	50.102 50.325		1247	1247	229	+3 1/2	233	9	242		296	18 4 1/2		11.18 34.07
3rd turn	50.052 50.432		1251	1251	152	+1	153	9	162		254	17 1/2		11.29 33.89
4th turn	48.58 50.335		1252	1252	215	+4	219	9	220		240	11 1/3		11.5 33.65
C.R.	50.17 50.154		1302	1301	271	+2	273	9	282		227	25 1/2		11.45 33.80
Present	50.242 50.335		1306 1/2	1307	295	+1	296	49	305		234	21 5 1/2		11.77 33.67
R.P.	50.242 50.335		1318 1/2	1318 1/2	324	-1	323	410	333		248	44 11 1/2		12.1 33.6
Coast Out	Brandenburg	333	1338	1338	344	-2	344	410	354		286	77 19 1/2		12.3 34.1
Brandenburg	Base	354												

CHALLENGE
 REPLY
 COLORS
 VIF CHANNEL
 PORTER C/S
 FIGHTER C/S
 ORDER TO PORTER P/C.

2000 FT. 2000
 4000 5000 310/10 41
 6000
 8000
 10000 210/15 42
 12000 300/17 43

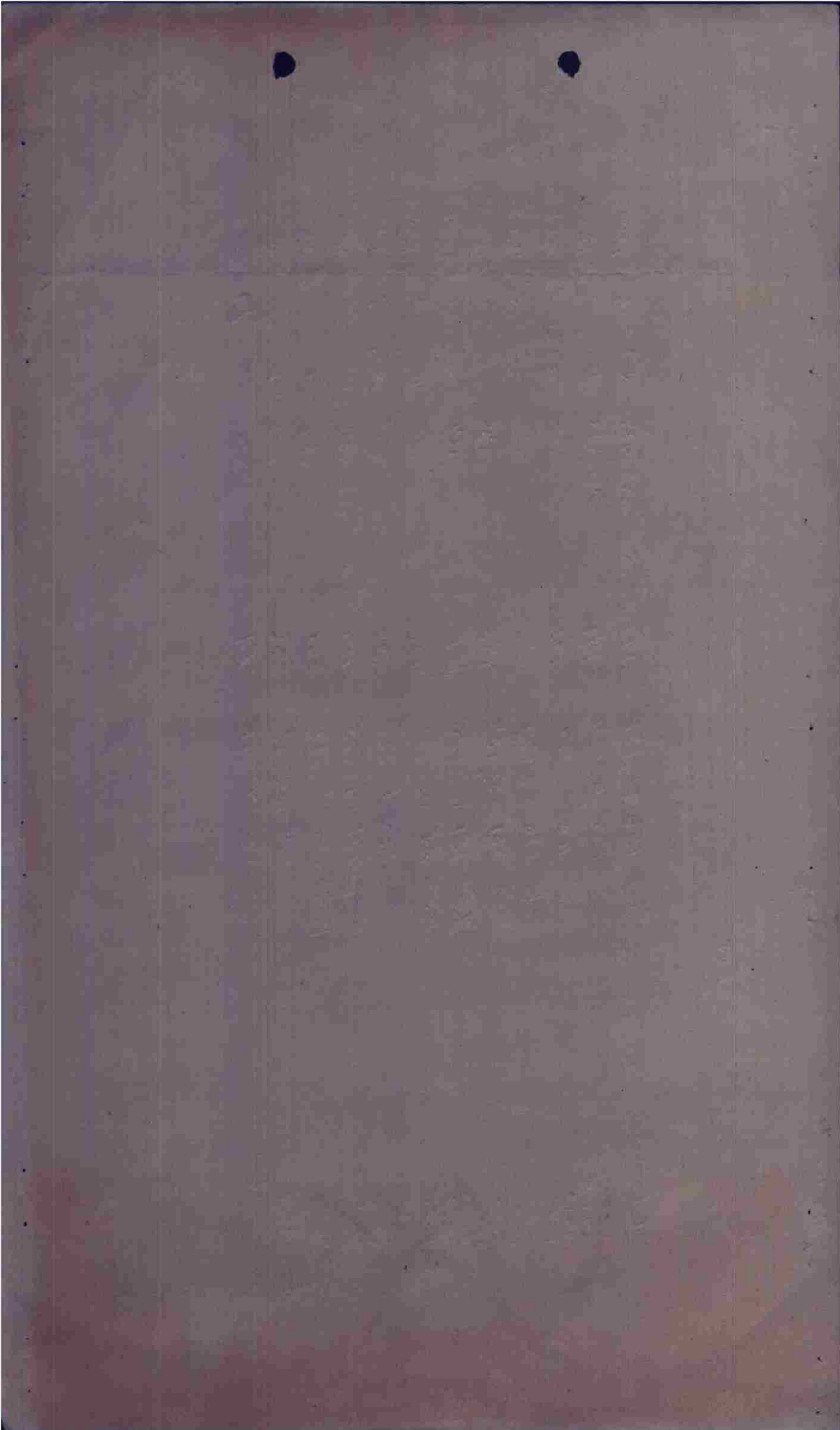
FLIGHT RECORD 115



FLIGHT RECORD



Bing



AT P 1030

PILOT	MISSION	DATE	TIME	ALTITUDE	HEADING	AIR SPEED	TIME	RESULTS	TO RUN	ETA	REMARKS
McMurtre	Base	8-8-49	1030	10000	200						
Gravelines	Ypres	122	1230	1200	1200	1200	1200	1200	1200	1200	
Lens	Ypres	122	1230	1200	1200	1200	1200	1200	1200	1200	
Abbigoy	Ypres	122	1230	1200	1200	1200	1200	1200	1200	1200	
N. of Albert	Ypres	122	1230	1200	1200	1200	1200	1200	1200	1200	
I.P.	Ypres	122	1230	1200	1200	1200	1200	1200	1200	1200	
Target	Ypres	122	1230	1200	1200	1200	1200	1200	1200	1200	
S. R.P.	Ypres	122	1230	1200	1200	1200	1200	1200	1200	1200	
Ref. S. Met	Ypres	122	1230	1200	1200	1200	1200	1200	1200	1200	
Duignes	Ypres	122	1230	1200	1200	1200	1200	1200	1200	1200	
Base	Ypres	122	1230	1200	1200	1200	1200	1200	1200	1200	

TO, 1105 On Course 0914 Time

BOX	FLIGHT	INDICATED ALTITUDE	BOMB LOAD	TYPE
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4
5	5	5	5	5
6	6	6	6	6
7	7	7	7	7
8	8	8	8	8
9	9	9	9	9
10	10	10	10	10
11	11	11	11	11
12	12	12	12	12
13	13	13	13	13
14	14	14	14	14
15	15	15	15	15
16	16	16	16	16
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18	18	18	18	18
19	19	19	19	19
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83	83	83	83	83
84	84	84	84	84
85	85	85	85	85
86	86	86	86	86
87	87	87	87	

[illegible]

BOMBARDIER'S MISSION DATA

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

METEO DATA:

TEMPERATURES AT TARGET: GROUND _____ LOFT _____ MEAN _____

WINDS ALOFT AT TARGET: _____ MPH 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		

THIS PAGE DECLASSIFIED JAN 10 2018

1. DISC SPEED		
2. TRAIL		
3. DRIFT ON RELEASE HEADING		
4. PLACEMENT OF DROPPING ANGLE		
5. TOTAL TIME OF FALL		

SIGHT DATA

1. INTERMEDIATE SIGHTING		
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 RELEASE HEADING		

BOMBING DATA

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		

TARGET DATA

PRIMARY

SECONDARY

METRO DATA

TEMPERATURES AT TARGET: GROUND _____ ALT _____ MEAN _____
 WINDS ALOFT AT TARGET: DIR FROM _____ SPEEDS _____

BOX _____ FLIGHT _____ INDICATED ALTITUDE _____ BOMB LOAD _____ TYPE _____
 BOMBARDIER'S MISSION DATA

IV

just

BOMBARDIER'S LOG

TARGET

DATE

Pressure Altitude of Target: +100	Train Ind. Salvo
Altimeter Setting: 29.92	Type of Release:
Ind. Alt.: 10500 True Alt. 10600	Interval:
Ground Speed: 225 Drift: 1° R	Length of Run: Time of Release:
Est. Alt.: 225 Act. Alt.: 225	Mag. Head. Ordered 340° Actual:
Ind. Air Sp.: 200 True Air Sp.: 238	Aircraft Number:
Tan. Dropping Angle: 76	Pilot:
Disc Speed: 482 Trail: 57	Navigator:
Sighting: Toggled: Bombsight:	Bombardier:

BOMBS AND FUEL

Types:

Number:

Nose:

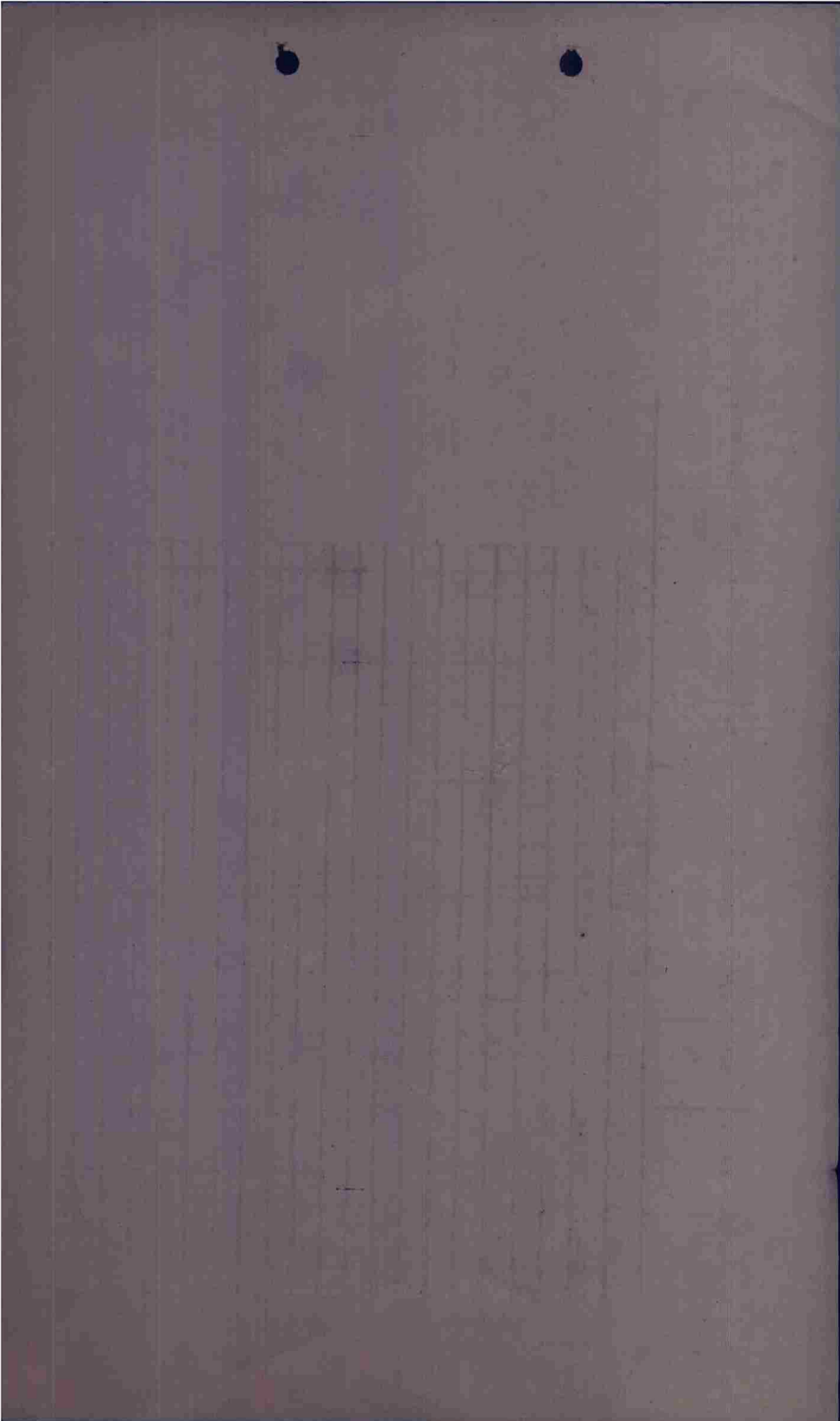
Tail:

224
225

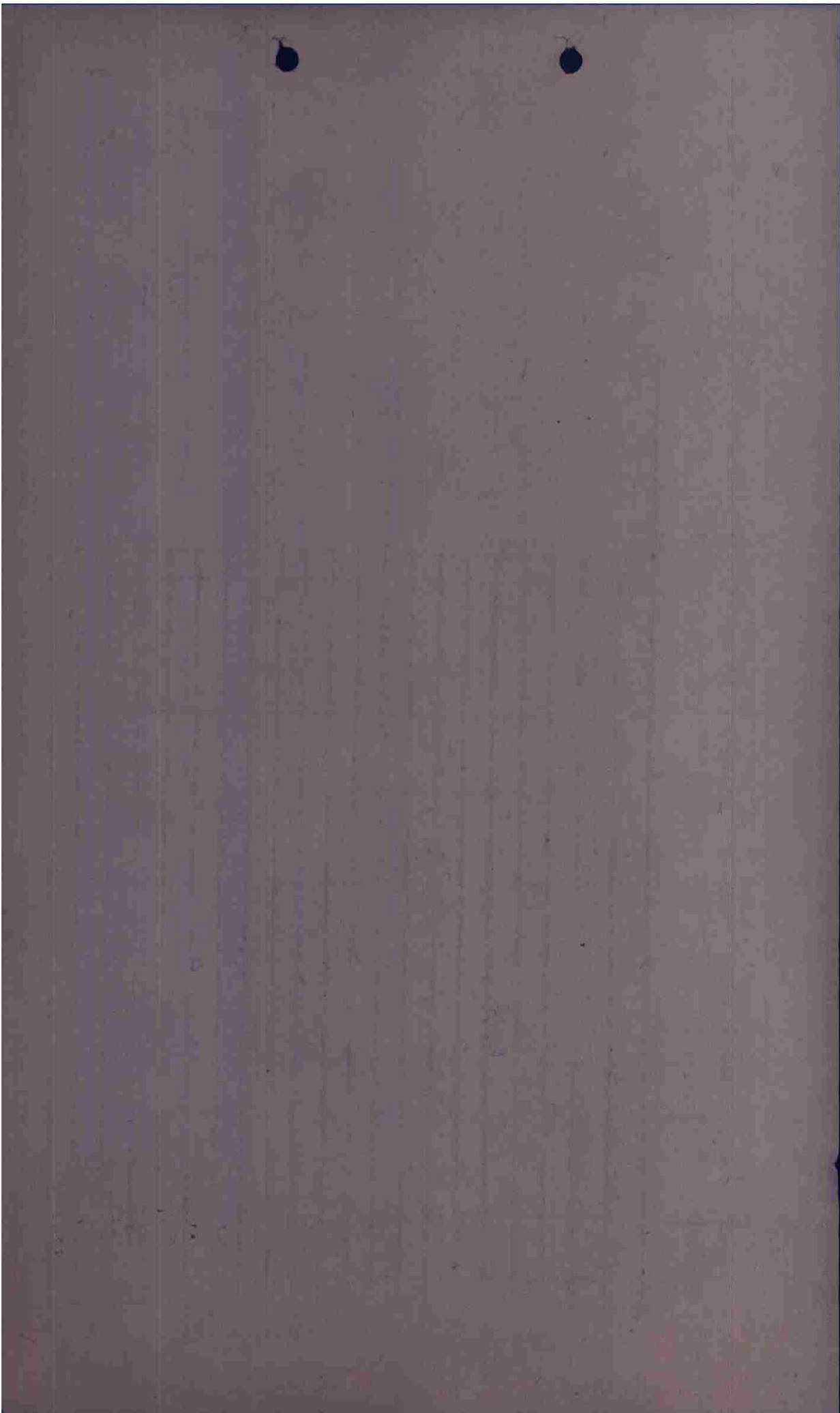
LEFT			INTERPOLATE DRIFTS AND TRAIL FOR LEFT AND RIGHT OF ORDERED HEADINGS.	RIGHT		
HEADING	DRIFT	TANGENT		HEADING	DRIFT	TANGENT
330°	0	76	330°	1° R	76	226
320°	0	76	320°	2° R	77	228
30°			30°			
40°			40°			

MINUS			INTERPOLATE DISC SPEEDS AND TRAIL FOR PLUS OR MINUS ALTITUDES.	PLUS		
ALTITUDE	DISC SPEED	TRAIL		ALTITUDE	DISC SPEED	TRAIL
10000	204.9	57	500			
9500	210.3	56	1000			
9000	216	55	1500			
8500	222.3	54	2000			
8000	229	53				

Box #	Opsfl	Date	F/O	Target	Alt.	Box Leader	T/O	15 min.
1	8 Nov	8 Nov				Clark	TOT	
							L/D	
A/C	Fall to Bomb	ATT	Bomb	Disp	A/C Dam	E/A	Pers.	
No.	Reason	F S O	P S J	F R	M D A	A C B E D P D K V M		
133-		✓	6		X			Shainberg 390
390								Clark 133
202		✓	6		X			Siag 202
376		✓	4		X			Peck 376
929		✓	6		X			Tripp 929
673		✓	6					Donnas 673
643-		✓	6					
165-		✓	6					
219		✓	6					
493		✓	4					Wheeler 643
714		✓	6					Essex 165
925-		✓	6					Anderson 219
1711		✓	4					Merchant Ames 393
393		✓	6					Marade 1711
951		✓	6					Dotan 951
937	Returned Early	✓	6					Smith R.H. 493
214		✓	6					York 937
956		✓	6					Garg 214
1941		✓	5					Wittigson 956
			8 9 31	31				SEARE
								Kenh 1961



Rudolph	452	✓
Ostlander	439	✓
Nordstrom	759	✓
Miller	624	✓
Goring	750	✓
Brown	217	✓
Meagher	719	✓
Pentecost	819	✓
Merz	480	✓
McCready	894	✓
Schmitt	195	✓
Clawson	907	✓
Downing	184	✓
McClary	444	✓
Hish	150	✓
Hill	704	✓
Kenny	362	✓
Spare		✓
Sawell	224	✓



Box #	Cpsfl	Date	F/O	Target	Alt.	Box Leader	T/O TOT L/D	15 min.
A/C	Fell to Bomb	ATT	Bomb Disp	A/C Dam	E/A	Pers.		
Pass No.	Reason	P 30	P 30	M D A	A C B E	D P D K W M		
450		✓						
840		✓						
380		✓						

Shaffer ✓

450

Adams Libenstein
380

