

368TH FIGHTER GROUP

HISTORICAL REPORT
1 June to 30 June

GP-368-4
JUNE-1944

Information contained herein, is written in compliance with Ninth Fighter Command Memorandum Number 20-4, dated 22 December, 1943. It is a resume of the activities of the 368th Fighter Group Headquarters, for the month of June from the 1st to the 30th.

1. ORGANIZATION

No Change.

2. STRENGTH AS OF 30 JUNE 1944.

Figures shown below are total strength for Group Headquarters and assigned squadrons.

Assigned Personnel

Officers-----181
Enlisted Men-----855
TOTAL 1036

Authorized Personnel

Officers-----181
Enlisted Men-----826
TOTAL 1007

3. DATE OF ARRIVAL AND DEPARTURE FROM EACH STATION IN ETO:

Departed USAAF Station 404, Chilbolton, Hants, England 1st July 1944, for Advanced Landing Strip number three (3), 2 miles East of Cardonville, France, arriving on 3 July 1944. (Advance Eschelon arrived on 16 June 1944.)

4. ECSES IN ACTION:

Nil for Group Headquarters.

5. AWARDS AND DECORATIONS:

Awards of Distinguished Flying Cross:
Lt. Colonel Frank S. Perego

Award of Bronze Oak Leaf Clusters to Air Medal:

Colonel G. L. Meyers, 6th and 7th Oak Leaf Cluster.
Lt. Colonel F. S. Perego, 6,7,8,9, Oak Leaf Cluster.
Capt. Richard E. Leary, 1st Bronze Oak Leaf Cluster.
Capt. M. W. Henry, 2nd Oak Leaf Cluster.
Colonel G. L. Meyers, 1st Silver Oak Leaf Cluster.

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RECORD OF EVENTS

JUNE 1944

1 June 1944

Another month has rolled around bringing with it new hopes and above all more work to keep us busy. Contrary to expectations this first day of June did not dawn bright and sunny as it was expected to. Instead at our appearance at the door about 0500 brought us the view of low hanging clouds, poor visibility, and the smell of rain in the air. With an optimistic sigh we started on our way to the headquarters building, we were starting the month out right with a briefing at 0800 for a dive bombing mission

After everything had been prepared and all the pilots were assembled in the briefing room things got under way. Our staff weather officer, Lt. Newton Steers, was about to give his version of the weather conditions for the day, when Capt. Pendleton strolled nochantly in and said, "Mission called off until 1600." That was too much for us so we hurried out to escape the gripes and groans of sleepy pilots.

About 1130 operations called us over the inter office squawk box to say the job was on again, TOT was to be 1300, but again our good or bad friend the weather cancelled everything. The mission was further called off until late in the afternoon when work was finally received that the mission was scrubbed. This is a typical day in the 368th Fighter /Bomber Group.

Report of Intelligence Training Progress, Supporting Document #1.

Promotion of Enlisted Men, Group Headquarters, Supporting Document #2)

2 June 1944

UPON arrival at the office this morning we were greeted with the news that we had been released until 1100 for maintenance and training. The morning passed slowly while we did routine work that had been accumulating on us. About 1030 another release came, this time giving us until 1700. A good break or so we thought. About 1500 were given a mission with briefing set at 1700, TOT to be 1830. The mission was one that had been pending for some time. We were to use incendiary bombs, for the first time, on a fuel dump at Domfront.

58 of our P-47s took off at 1740, Lt. Col. Perego leading. The boys arrived over the target at 1828. The first two squadrons went in releasing their 1000 lb. G. P. bombs and obtained many hits. The third squadron came in releasing their 500 lb. incendiaries over the target into the fuel. The theory was that the G. P. bombs would splatter the fuel all over and the incendiaries would set it all on fire. Needless to say, the GPs set so many fires that the third squadron had a hard time locating the storage tanks. Strike photos taken after and during the attack give us excellent results, high fires and explosions were seen. Our boys went so low that several of our planes were damaged thru the bombs exploding on the ground. Coming back from the target 5 locomotives were destroyed and tow were damaged. Flak for the most part was light, moderate, and inaccurate. No enemy planes were sighted, and general comments ran along like, "pretty slow."

Mission Summary Report Supporting Document #3.

3 June 1944

A teletype came in during the mission yesterday reading, "After comp-
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letion of presently scheduled mission, the 368th Fighter Bomber Group is released for maintenance and training until daybreak, the 4 of June."

The above paragraph gives the story of today's accomplishments thoroughly. Throughout the day we carried on routine work, straightening out our target files and preparing for further missions.

4 June 1944

Today was not to be a day of rest for any of us. We had been alerted for a dive bombing job, a continuation of smashing of the enemy transportation system. Our precise job was to knock out a specially important highway bridge at Rouen, France.

46 P-47s took off at 1411, with our Group Commander, Colonel Meyers leading the pack. Arriving over the bridge at 1500 the first flight peeled off and went to work. Results were very good. The south east bridge was hit and left in the water, the northwest bridge was severely damaged by several direct hits. From the gist of the pilots talk after returning, they really like the way the 1000 lb. bombs blast hell out of things they hit.

As usual our boys kept their eyes open for possible strafing targets on the way out. Things were pretty slow today, the only thing strafed was 40 freight cars, and they were left burning where they were standing.

Flak experienced wasn't too bad, with only a scattering of heavy fire along the route and at L/F out at Fecamp. All planes were back at 1614.

Mission Summary Report, Supporting Document #4.

5 June 1944

Morning came early again today. We were up at 0500 to prepare the 0715 briefing. With eyes still full of sleep we arrived at the Headquarters building and started working. All information pertinent to the operation was dug out and recorded for dispensing to the pilots.

Lt. Steers had just started his weather story, when our old news dispenser, Capt. Pendleton, came in the briefing room, and in his own casual way told us "Mission Scrubbed." It was time to leave again.

Returning from breakfast we were surprised to learn that we were on the alert for a nother mission, same type, only a different target. Again all information was delved into, recorded for dissemination. Just prior to briefing time the announcement that it was scrubbed again came over the inter-office squawk box. We were then released until 1300. After lunch we came back, and there was no news of anything happening. Just then work came we were released until 1800, and about an hour later it was changed until 1900.

The night duty officer and enlisted man departed for an early supper and upon return waited around for some word. Exactly at 1830 came word we were to attack the 1st target we had been briefed for at 2000, giving us exactly less than no time at all to prepare briefing. It was scratched and pilots were already on the way to their planes when word came via the phone: Scrubbed.

Needless to say it was a very trying day, and a funny one too. Alerted 3 times, briefed twice, on two different targets, on the way to the planes and everything is called off. After that last one the release came, and officers and enlisted men returned to the seclusion of the barracks for a little rest from a crazy world.

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6 June 1944

At last the big day had arrived. The moment that our boys as well as all the men in the armed forces had awaited, came at last. Word came at 0200 this morning, when an excited CQ rushed in the barracks and awoke all the mechanics with orders to hit the line and in a hurry. The duty officers and enlisted men tumbled out of the barracks and headed for Group Headquarters to find out what the details were. Pilots were awakened and assembled in the briefing room at 0230, and Colonel Myers took the stand and broke the news. It is hard to put on paper what went thru the minds of those men who were gathered there. After Colonel Myers had finished, Lt. David F. Reinthal, Assistant Group S-2, took the stand and gave out all the details. At this moment the story of what Lt. Reinthal and Capt. Richard E. Leary, Group Operations Officer, had been doing the last two weeks secluded by themselves in a guarded room. They had examined 50 targets, plotted the enemy situation, had full scale models of the terrain ready to let the boys have the most thorough briefing the group had ever known. Much credit for the success of our first days operations should go to these two officers, who knew the biggest secret in the world and had kept it right up to the last minute.

The honor of leading the first invasion mission was given to the Group Deputy Commander, Lt Col Frank S. Perego, and the first squadron was to be the 395th Fighter Bomber Squadron. Their first job was to dive bomb and destroy a vital road bridge at St. Sauveur. 16 P-47s took off at 0520 and arrived over the target at 0612. Results were good. Direct hits were observed and there was a good concentration of bombs. Fires were started and columns of smoke drifted skywards. As one of the many contributions to our Ground Forces, our boys let go at a 30 truck convoy hitting most of the vehicles and leaving two burning.

Describing the scene, Col Perego said, "There was all kinds of Allied aircraft, you almost had to put your hand out to turn. The barrage of gunfire from the channel was terrific. We could see hundreds of flashes as the navy laid down their barrage."

Throughout the whole show not one enemy aircraft was sighted. Nor was there any sight of the thousands of paratroopers that had been dropped earlier in the morning.

To most of us "paddle feet" that were left sitting back at our field, the day didn't seem much different than the usual ones. With the exception of the pilots waiting on the alert in the briefing room things were fairly quiet, altho' there was a known tension in the air. About 1530 we were notified that there was a target for the Fighter/bombers so after a quick briefing the boys were off to dive bomb a concentration of M/Ts and troops in a small woods south of Isigny. This was a group mission so 47 P-47s were off to the races. All planes were loaded with 3 clusters of fragmentation bombs. Results were excellent, bombs had been dispersed throughout the area and 3 rows of trucks at an end of the woods had been scored with direct hits. One locomotive was strafed and destroyed at Airel. Flak fire was mostly light AA fire intermixed with small arms fire. All planes returned at 1614, the completion of the second mission and the last one for D-Day.

Mission Summary Reports, Supporting Documents 5 and 6.

7 June 1944

Today was a very important day in the history of this Group. The invasion plan called for D plus one to be a fighter/bomber show almost entirely.

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All day long our boys flew patrols, one squadron after another at 1 1/2 hour intervals, starting at 0549 and ending when the last plane was down at 2327. All day the headquarters was a madhouse, officers and enlisted men kept coming in the S-2 office with one question on their lips. "How is the war coming."

Results of the 11 separate missions carried out today varied from good to excellent. Pilots reported strafing of countless trucks, tanks and other types of military vehicles. Others reported dropping their bombs on gun emplacements, flak towers, and concentrations of enemy troops. The boys patrolled roads in front of the beachhead up and down shooting at anything that looked like an enemy asset. However, as well as our boys did shooting up the enemy, it cannot repay for the loss of three of our pilots all from the 397th Squadron. Lt. Norman E. Langmaid, was seen to spin in 10 miles south of Bayeux, but there seems to be a doubt as to whether he was killed or not. It is thought there might be a chance for his life. Lts. Joseph Howard, and Buel Bates were lost on the same mission thru flak and small arms fire. Needless to say we are holding out great hope for the safety of these men.

After the last plane came down and we were officially released for the day the boys all headed for home and the sack. They were all too tired to do anything more than just hit the sack, some of them had flown as many as three missions and that is a lot of flying time for any man.

Mission Summary Reports #1 to #5. Supporting Documents #7 to 11.

5 June 1944

Despite weather that ordinarily would have kept us grounded our boys were up bright and early again today for a 0230 briefing. Today's mission were flown according to the invasion plan "Japeo". We were to fly assault area cover in the form of three group missions, the first one to take off at 0404.

The first patrol was uneventful, no flak, enemy fighters, were seen. Pilots reported that it was too dark to see anything anyway. Lt. Col. F.S. Peregole led this one. Col. Meyers led the next patrol out at 0857 and again it proved to be uneventful. Pilots again reported nothing. They flew their patrols in the assigned areas and returned home landing at 1116. There was no flak or enemy fighters.

9 The third patrol took off at 1357, Major Henry Quimby, CG, 395th Sqdn. leading, to patrol their assigned area over the assault areas. The only thing reported were general movements of enemy vehicles in front of the beachhead line. Again there was no flak or enemy fighters, all planes landed safely at the home base at 1627.

A teletype was received this morning from Lt. General Louis Brereton, Commanding General of the Ninth Air Force, commending three groups on their work on the day following the initial assault. The document read as follows:

"The spirit with which these groups accepted and performed their missions reflects great credit on them and I am most grateful for their efforts. It is possible if not probable that their efforts were in a large part responsible for the attack on Beach Omaha continuing. History may show that they saved the day. Quote "On seventh June groups of your command furnished close continuous support to the Omaha beachhead area. The situation there was critical and the excellent attacks and continuous support rendered by you restored a delicate situation. Please pass my personal congratulations to the Group Commanders concerned for their fine work. (Signed BRERETON Unquote. This message was signed by Major General E. R. Quesada, Commanding General, Tactical Air Command.

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9 June 1944

Today was a very dull day. Due to extremely bad weather we were grounded the entire day. We weren't officially released but were held on ground alert and all pilots were assembled in the pilots rooms in the squadrons ready to go out at a moments notice. Nothing came up however, and things were very quiet. It was noticeable tho' that the boys were champing at the bit wanting to get up and at them again. Lt Reinthal was promoted to Captain, per Special Order 155, Headquarters Ninth Air Force, Dated 3 June 1944. Captain Reinthal is assitant S-2. He had the honor of being in the the "know" before the invasion. It was due to his efforts along with Capt. R. E. Leary, that the details of the assault were put forward ot the pilots at the D-Day briefing. In his own mysterious way he kept everyone guessing as to what they were doing in a locked and guarded room working all day and half the night.

10 June 1944

After a quick 0300 briefing this morning and a 0350 takeoff the day settled down again to be one of squadrons flying in and out all day. These missions are being flown in accordance with the invasion plan "Japep" and our part is that of flying high cover intermixed with close support.

During the early part of hhe day up to about 1030 the patrols were uneventful. Only one M/T was strafed and destroyed. After about 1030 when it seemed that the boys had gotten the sleep out of their eyes and the eney was on the move again, they really went to town. Total strafing claims for the days activity was 71 M/Ts, destroyed, 2 staff cars destroyed, and 18 M/Ts damaged. For the first time since the big show started enemy aircraft were encountered over the beachhead. Lt. W. E. Horlacher encountered a n ME 109 and after an encounter came away with a damage claim. This didn't quite balance the score however, because we had one NYR, 1st Lt. Edward Haughton, who was last seen south of Cherbourg.

Flak was both heavy and light, with the light AA fire predomiant. We flew 154 sorties today, the first plane off at 0346, the last one downat 2158. It was a tired bunch of pilots who hit the sack that night.

11 June 1944

We are still operating according to the Air Support plan "Japeo" of which our part is the job of close support and patrol. This morning our group made a total of 81 sorties, all against enemy transportation and troop concentrations.

After an early briefingat 0300 the boys took off at 0341 to start the ball rolling. Our job as explained by "Japeo" is to provide high cover in three different areas. Consequently we are now flying cover in three direct and different areas over the beachhead. The patrols were uneventful and not much strafing was carried out. Only eleven enemy vehicles were destroyed with one probable and one damage.

Lt. Robert H. Howie, 396th Fighter-Bomber Squadron, belly landed on French ground in Allied controlled territory. Pilots who observed the landing reported that they believe he is safe and only a little the worse for wear.

The boys say this it is getting rough er over there, we have been fired on by friendly naval and ground AA guns. They say that it is the most accurate fire they have ever experienced.

After landing at 1135 the boys returned to the Officers Mess for

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lunch and a little rest after which they prepared for another full afternoon's work. Nothing like this happened however, due to bad weather and a low cloud ceiling we were grounded for the rest of the day. There will be another day however, and plenty more enemy vehicles and planes to shoot up.

Report of Intelligence Training Progress, Supporting Document #13.

Advance elements of this Group left this morning at 1200 for the marshalling area preparatory for embarkation for the beachhead in France. The men from headquarters, affectionately known as "Rices Raiders" will set up over there and take care of the various duties while the rest of the Group is on the move from this base here at Chilbolton. There seemed to be an uplift of morale on this departure, because it means that we will all be over there soon and that thought is upper most in everyone's mind at this time.

12 June 1944

Another full day for the members of this Group that are still "Sweating it out" on this side. We were up at 0230 again this morning for the early briefing, and shortly after that could we heard the roar of engines as the mechanics on the line warmed the planes up. 43 P-47s were off the field bright and early at 0358, Colonel Meyers leading the group. The first phase of the patrol was uneventful, except that one flight was fired on by unidentified A/C, possibly Mosquitoes or ME 410s. They took off in a cloud of slipstream after dropping two pink flares.

After the release by the controller, the boys went out looking for targets to shoot up. Strafing claims for this first mission, 13 M/Ts destroyed, and 40 plus German soldiers strafed with unobserved results.

All planes returned to the base at 0648, grabbed a small snack and prepared to go out again after more targets.

The second mission for the day turned out to be a little more exciting. At 0848, Lt. Col. F.S. Perego led 36 P-47s off the runway and headed for the beachhead for their turn at the job of providing cover. Things went along quietly for a time, then while flying along on the patrol one of the flights saw a number of planes flying along below which looked like FW 190s. Capt. Randall W. Hendricks, 397th Squadron took out after them and in a running fight shot down four of them with one probable and a damage. Meanwhile Lts. Rosvold, and Soo converged on one ME 109 and shot it down. Total for the mission was six destroyed, one probable and one damage all out of the 397th Squadron. Included in this total is another FW 190 shot down by Lt. Foltz. This is a pretty good day's work. Capt. Hendricks is our leading man now, his score is the highest in the Group. However, even with a victory like this, it is hard to take the loss of two fine boys, one of whom was shot down, Lt. Clarence Palmer, and Lt. Robert W. Reinhart, who was presumably lost to flak over the Evreux airdrome. Besides the 6 planes shot down, the boys claim a total of 18 destroyed enemy vehicles, and 3 damaged.

When the boys entered the briefing room they were full of talk about their encounter with the G. A. F. This was the first time that we had run into them since D-Day. They were all ready and willing to take off again right away without a moment's notice, despite the fact that we had flown a total of 79 sorties before noon.

The third mission proved to be exciting too. It seemed as tho' the German Air Force had finally made up its mind to come out and fight it out. At 1354, 36 P-47s took off with Major [redacted] CO 395th Fighter Squadron leading,

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and headed out to ~~the~~ over their period of patrol ~~the~~. At first it seemed it was going to be the same old thing, just flying out and looking around for trouble, but this time they didn't have to look for it. While flying along over Garentan 20 to 25 ME 109s attacked in 2 waves from front and rear. The score balanced up like this, 2 ME 109s destroyed for Capt. C. Romine, 396th Squadron, and O-C-O for the enemy. Besides this the strafing results were 12 M/Ts destroyed. This seemed to be a pretty good days work. Total destroyed a/c for today up to 1600 is 8-0-1.

The fourth mission proved to be uneventful, on enemy aircraft were sighted and strafing results were only 9 M/Ts destroyed and a couple of tanks damaged. With the completion of this mission the sum total of sorties that our boys flew today was 151.

We had good news today, word was received that Lt. Howie, who had to velly land on the beachhead, had returned to the Group and was ready to fly again. Relating his experience he said that on landing he was greeted by a Colonel in the British Army and given a cup of tea. Within 6 hours he was on his way back to England in an LST, with a German helmet for a Souvenir.

13 June 1944

We were released until 1100 today and boy was it a relief not to be rushing around like mad men working on a mission or getting maps ready for missions. By 1100 nothing had developed, except that we were placed on ground alert, one hours notice. It is believed that bad weather was the reason, because of a low cloud ceiling.

As no official word had come, the night duty officer and enlisted man departed to the various mess halls for their evening meal. Returning early to sweat out a mission or a release. Everything was going along quietly when all of a sudden a voice boomed out of the inter-office squawk box saying that in five minutes you must have maps ready for the Colonel. In other words a mission had come up, and it gave us exactly five minutes to get all ready. Briefing was scratched, and all pilots headed for their planes. Lt. Col. Perego led two squadrons off at 1840. There was a little excitement over the patrol area, one flight was circling along when a wave of 16 FW 190s attacked and decided to give a little battle. The final outcome was 3-1-2, with Lts. Parrish, Larsen and Olson all of the 396th Squadron getting one destroyed apiece. Lt. Parrish also got a probable, and Lts. Larsen and Olson each a damaged. Lts. Jensen and Schulte landed on an emergency landing strip for refueling. It became officially known that the 397th Fighter Squadron was the first American fighters to officially land on the Continent. All planes were back at 2311, the latest to date that we had ever been out.

14 June 1944

As the war goes on so do we, as usual we were up bright and early again this morning for a quick briefing at 0300, our missions for today were again covered by "Japeo" which stipulated that we were to provide high cover over the assault areas.

The first flight left the ground at 0450, Major Sparks, Operations Officer of the 396th Squadron leading. Incidentally Major Sparks had just learned of his promotion to the rank he now holds late last night. Just as the planes were taking off and circling the field preparatory to setting course, a chute was seen to furl out and then collapse. It was then learned that 2nd Lt. Lammson Rice had been killed when the chute had failed to open. His plane had developed engine trouble and the engine had cut out on him. Meanwhile the rest of the group continued on to the area and started strafing hell, strafing and destroying 25 M/Ts

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and damaging 4 others. The boys were out looking for targets and didn't fail to find them, taking shots and squirts at recce cars, staff cars, busses, and medium tanks.

The second mission proved to be a little more exciting than the first one. Lt. Col. Perego led 36 P-47s off at 0950 and proceeded to their assigned areas. After being released from patrol the squadrons flew south looking for targets of opportunity. Flights became separated and one flight was jumped by 40 plus ME109s. In an encounter lasting about 15 minutes Lt. Bechold, 397th Squadron, was seen to bail out over France. The rest of the flight proceeded to EBS and managed to refuel before coming home. Lt. Rosvold, 397th claimed a damaged ME 109. Meanwhile the 396th had been jumped by 12 FW 190s over Vire, and in an encounter, Lt. H. R. Olson was seen to hit one FW and the pilot bailed out. This was Lt. Olsons second victory in two days.

Flak fire encountered was vicious, 2nd Lt. Robert Fay is believed killed when his plane crashed resulting from anti-aircraft fire. Lt. Fay was a well liked boy and it is a sure thing that he will be sorely missed by all the members of the 395th Squadron.

The third mission was a slow job. It was nothing more than routine patrol, no enemy aircraft were sighted and a very little strafing was done. A total of 16 M/Ts were destroyed and several damaged. The fourth went much the same way and nothing eventful happened. Large convoys of enemy troops were observed but the boys didn't go down on them, having been directed by the controller to fly patrol at 20,000 feet. Total sorties for the day: 142.

15 June 1944

After yesterday's high pressure full day, the boys were just a little tired when they were awakened early this morning. Little did they know that this would be another one of those days. Today's schedule was a little different, we had been assigned to specific areas, two sections bounded by imaginary lines. They were to be called the eastern and the western. Our job now as called for by the new amendment to "Japeo" was just high cover, with no strafing work called for, unless by specific order of the controller.

The planes were to operate completely off the landing strips on the continent and would not return to the base until late that night. There was no activity, patrols were completely uneventful. No enemy aircraft were sighted and very little flak was experienced. One mission had taken off and was on the way to the assault area when they were directed by the controller to return to the base, due to the bad weather. This was the first abortive mission we had had this month. Total number of sorties for the day: ~~142~~ 121.

16 June 1944

We are still operating our patrol work under Appendix "D" of Japeo. These patrols have turned out to be more or less routine, with the boys just flying back and forth, orbiting over the eastern area of the assault beach. Major Quimby led the first mission of 24 P-47s taking off at 1654 making TOT at 1730 to 1830. Patrol was uneventful except for one incident when one P-47s landed on ALG 2-2 because of low oil pressure. The pilot returned to the base via C-47 late tonight. The controller had called the planes and ordered them to pick up and escort 20 C-47s from Beuzeville, France to England. Flak was light meager inaccurate over all points on the mission.

~~again~~ Lt. Col. F. S. Perego led the next mission of 12 P-47s off at 1740

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on Japeo Appendix "D". This mission was also uneven, no enemy aircraft were sighted, only light moderate inaccurate flak was experienced. One P-47 or Typhoon was seen to crash south of Caen, but no chutes were seen. All planes were back at 2045.

Major Quimby, CO, 395th Squadron, leading his second mission of the day which was also under Japeo, had just about made landfall in on the assault coast when they were recalled by the controller, this making our second abortive mission in two days for the same cause, bad weather.

17 June 1944

Another full day today, starting early in the morning. The first one led by Major Sparks of the 396th Squadron 12 P-47s took off at 0659 for the assault area still under Appendix "D" of Japeo. The patrol was uneventful, on enemy aircraft were seen and there were flak guns fired at the boys. A few trucks were seen on the roads south of the lines but no strafing was carried out.

All in all there were four mission today, none of which proved to be eventful in anyway. The 395th and 397th had been operating off the landing strip in France, returning late at night. The last plane down was at 0020, the latest we had ever been out.

18 June 1944

Good news for today, we were released for the entire day giving us a chance to work undisturbed on last minute packing and distribution on maps.

Early this morning Major Lewis, IX Fighter Command, called to ask us what tactics we had used in bombing our second target on D-Day. He told us that after the woods had been taken they found dead soldiers and totally destroyed equipment all over the woods. In his own words the woods were totally wiped out. This proves the ability of our pilots and the thoroughness of their training.

19 June 1944

The first of our squadrons took off today for the landing strip in France. The 395th will be the first squadron of the group to be permanently based on the continent.

We were given a release again today so there was no flying. Pilots of the remaining two squadrons continued their packing, making ready for the time when they would fly over to remain permanently. The various sections continued their packing and in the afternoon a short hike was taken, one of a series of conditioning hikes that would run until the time we were to leave.

20 June 1944

We were on the alert today for a possible target, the the weather is so bad that it is thought we wouldn't fly unless really necessary. The 396th Squadron took off, pilots and planes to join the 395th and the Advance Echelon on the continent.

About 1000 a quick flash target was called into us for an attack, the only remaining squadron, the 397th was called up for a briefing on it, but after it was finished word came that we were to scrub the mission due to the weather.

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21 June 1944

The 397th Squadron, the last one left on this side left for France today. We now have a full group operating from an advanced landing strip. The rear echelons part in operating the group is now over, and the advance echelon takes over as of today. Our Group Commander, Col. G. L. Meyers, Group Operations officer, Capt. R. E. Leary, and Capt. M. D. Henry left via their own planes for the strip. Operations have now ceased from this base as far as flying any missions are concerned.

22--30 June 1944

Not having any missions to bother us and very little administrative detail to carry out, we started today to pack in earnest. The men were taken out on a series of conditioning hikes with full packs and equipment that we would be required to carry on the trip. Capt. Ernest R. Pendleton, assistant Operations Officer had been appointed as the commanding Officer of the rear echelon troops.

We were busy right up to the last minute packing and shipping critical material to the landing strip by C-47. Several key men from the different sections were flown over to enforce the advance echelon. Every one was still doing last minute work when the order came that we leave at 0742 from the railroad station at Fullerton for the marshalling area. Word was sent down to the troops to be ready the following morning at 0600 and to be in formation by 0615. Besides not having time for any sleep that night our tempers were a little on edge when just before we left it started to rain. This coupled with the weight of the packs left us a little of edge and the feeling we would be glad when the trip was finally over.

***Continuation of this narrative and final movement of rear echelon from Chilbolton will be found added to the July installment of the Group History.

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RECORD OF EVENTS
(ADVANCE ESCORT)

12 June 1944

A handful of men selected from each department comprised the "Advance or Air Eschelon". The purpose of the Advance Eschelon is to precede the Crown in all moves, to set up and be ready to operate in the advance base when the planes arrive. Plans are kept from the rear Eschelon until the Advance Eschelon is ready to receive them, then operations are conducted from advance bases or landing sites.

Our Air Eschelon is made up of Major J. I. Dixon S-1, Major L. F. Fox S-2, Major L. Curdison S-4, Major F. Brown C-1, (1st Army Liaison Officer), Capt. R. Parks, Communications, Capt. Quinlan, Special Services, Capt. D. E. Clary, Captain, and Lt. Goldsmith, Communications. The pilot and crew from the various sections are: S/Sgt. Truitt and Hawkins, S-1, S/Sgt. Bennett, and PVT Anderson, S-2, S/Sgt. Oliver and Cpl. Burns, S-3, Sgt. Schalk, T/Sgt. Eicher, S-4, T/Sgt. Wood, S/Sgt. Oliver, Sgt. Hornbush, Cpl. Musgrave, Communications, and Sgt. Wilson and Cpl. Holt. S/Sgt. Wood is assigned as driver and transportation.

The Air Eschelon had been picked weeks ago and had been trained and had been scheduled and ready to go in on hours notice. Sunday night at 2300 we were alerted and told to be ready to leave Monday 12 June 1944, for orders from Lt. Col. C. T. C. Sallisbury District.

Five vehicles carried all of our equipment plus one jeep of Major Curdison. Drivers were Sgts. Smith, Wood, Eicher, Wilson, and Cpl. Holm, and Pvt. Jackson, (1st Army Liaison). The vehicles left Chilloston Air Base at 1104 12 June 1944, and the troops in 4 separate convoys left at 1430 the same day. Capt. Quinlan in Charge of Troops. We arrived at the airstrip Area, camp 2 site 7, at 1530 and 2030 respectively. Marshalling area was crowded with British, Canadian, and American troops, of all sorts. We were fed and lunched in tents, 10 men to a tent and thus ended the first day as each man hit the sack, tired out from the long ride on hard truck seats.

13 June 1944

We were awakened early for a good check after which we were allowed to check our currency, draw rations and seasick pills. We were then given a general processing for a short sea voyage. Major Donigan briefed us on what to expect on the beach and the voyage over the channel. He read several letters from General Quessada wishing us good luck and reminding us of the serious job ahead.

After the brief the men went off on their own time, most of which they took advantage of. Some of the men took a nap, others went thru their packs in an effort to find wash room, and more of them just hit the sack for some extra sleep.

14 June 1944

We were awakened at 0500 and told to get ready immediately. There was a little excitement while remarks that "This is it" were passed and a lot of good natured banter to relieve ruffled feelings after a short night's sleep. After inspection, packing, and a cup of coffee for breakfast, we were

SECRET

(2)

off again on our way to Southampton at 4:30. It was a slow trip, we arrived at Southampton at 11:00, the men in the truck conveyer and the equipment in a separate conveyer, traveling together on one conveyer. At Southampton there was a long wait while we would inch our way slowly to the docks. Troops and equipment of all sorts were passing thru the city. At one of our halts the Red Cross was right there, passing out coffee and doughnuts to help ease the empty feeling in our stomachs. At lunch time C/S + Chief, while attempting to sit down on the grass with a mess kit in his hand slipped and fell against his ass. A first aid consultation was made and it was found that the head cracked his rib. He was taken to a hospital and taped up and immediately received the rest of the party.

We arrived at the docks proper and were unloaded at 1:30. The equipment had already been loaded on an LST. We were finally loaded into another LST, number 16, and the ship was given the go and coast the water to the dock.

15 June 1944

At 0800 LST no. 16 set sail for France. Most of the conveyer had already left on another LST. Our supplies went on a later conveyer. The sea was calm and the weather perfect, the trip was a peaceful and easy ride. We arrived at the beachhead at 21:00 and waited for the tide to rise enough for us to unload the troops and cargo. We had our first bit of real excitement tonight. The moon was a silver disk in the blackness and the small boats were turned into tiny white specks. A bi-plane was seen in the dark over the sea. It was a Messerschmitt of red nose and army shell bursts.

16 June 1944

At 0500 the troops were unloaded off the LST with packs into the flat of water, and with a full load of supplies and equipment. The men were glad to get out of the LST and waited further orders. The water was very high in the dark and waiting was a little boring, so with a lot of excitement we went to the beach to get a little sleep, lay our blankets, and to eat our first meal of "K" rations. When all the vehicles were ready to go the troops saw what appeared to be available equipment on the beach and started to go on land, landing strip 22, Goodwinville Beach. The British were waiting for us and at 08:00 our trip was finished. The British had set up a camp at the rear of the beach and were waiting for our individual equipment for all other equipment.

17 June 1944

Today was a full day of activity. We were pitched in and worked hard to get the beachhead established. There were a lot of men in short shorts and the weather was hot. We spent the day in the beachhead and the British were waiting for us and at 08:00 our trip was finished. The British had set up a camp at the rear of the beach and were waiting for our individual equipment for all other equipment.

18 June 1944

SECRET

(7)

17 June 1944

This being the first of the series of operations and a review in the
 Cheshire that this morning. The report that at 0800 hours the
 finishing touch to the previous day's work. A few more tanks were
 or could be in the holes were dug. A hole to be converted into
 a hot set with a new 200 Blower, so any we can all luxury about
 but they did not start. The first of the 7th was done and up state
 and began all for this a week, first of the operations that had been
 to be done.

18 June 1944

The report of the 10th was taken, but it looked as though it
 would be still better than the previous day. The 12th was the first
 of the 22nd. The first of the operations was completed. The
 the 10th. The 10th was the first of the operations. The 10th
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 operations. The 10th was the first of the operations.

19 June 1944

The report of the 10th was taken, but it looked as though it
 would be still better than the previous day. The 12th was the first
 of the 22nd. The first of the operations was completed. The
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 operations. The 10th was the first of the operations.

20 June 1944

The report of the 10th was taken, but it looked as though it
 would be still better than the previous day. The 12th was the first
 of the 22nd. The first of the operations was completed. The
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HEAD QUARTERS
368TH FIGHTER BOMBER GROUP

0-2-2

AFG 595, U. S. Army
1 June 1944

SUBJECT: Report of Intelligence Training Progress.

TO : CG of G, 7-2., 78 Tactical Air Command, AFG 595, U. S. Army.
Attn: Lt. Colonel Parkman.

1. The following intelligence training was given to Pilots of the 368th Fighter Bomber Group during the period of 21 May to 31 May 1944 inclusive:

395th Fighter Bomber Squadron

Security Lecture	1 Hour.
Aircraft Recognition	1 Hour.
Current Events	2 Hours.
Miscellaneous Intelligence Subjects	3 Hours.

396th Fighter Bomber Squadron

General Orientation	1 Hour.
Aircraft Recognition	1 Hour.
Flak	1 Hour.

397th Fighter Bomber Squadron

General Orientation (New Pilots)	1 Hour.
Current Events	1 Hour.
Security Lecture	1 Hour.

For the Group Commander:

DAVID F. BRINHAL
1st Lt. Air Corps
Asst. Group S-2

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HEADQUARTERS
368TH FIGHTER BOMBER GROUP

APO 595, U. S. Army
1 June 1944

SPECIAL ORDERS)
NUMBER.....61)

1. Under the provisions of AR 615-5, 30 Jun 1943 and upon the recommendation of their Orgn Comdr, the following named EM, 395th Ftr Bomber Sq, are promoted to grades as indicated:

TO BE TECHNICAL SERGEANT (TEMP)

S/Sgt (756) Stewart T. Simpson 36395286

TO BE STAFF SERGEANT (TEMP)

Sgt (862) Raymond L. Tucker 14162087
Sgt (511) Ralph J. Petro 36444510
Sgt (747) Charles Richards 33505614
Sgt (750) John J. Dombos 35514777
Sgt (750) Edmund L. Spalding 35496279
Sgt (747) Herman Birk 32466428
Sgt (750) Daniel H. Kohn 33366288

TO BE SERGEANT (TEMP)

Cpl (911) Carl E. McCoy 32746545
Cpl (911) Carl E. Bailey 17033424
Cpl (932) Alton A. Davidson 17110757
Cpl (405) Harry E. Ostrosky 13081888

TO BE CORPORAL (TEMP)

Pfc (405) Walter S. Plummer 31180115
Pfc (555) Joseph O. Cardwell 34739495
Pfc (747) Joseph E. Surat 32409111
Pfc (747) George Kutcher 35363521
Pfc (932) Donald A. Huntley 35631600

TO BE PRIVATE FIRST CLASS (TEMP)

Pvt (345) George Simpson 51266713
Pvt (911) Charles C. Lully 33798758
Pvt (747) Peter L. Bolland 12020798
Pvt (060) Herbert E. Reed 6537125

2. Under the provisions of AR 615-5, 30 Jun 1943 and upon the recommendation of their Orgn Comdr, the following named EM, 396th Ftr Bom Sq, are promoted to grades as indicated:

TO BE TECHNICAL SERGEANT (TEMP)

S/Sgt (747) Herbert E. Catts 37259420
S/Sgt (862) Athanasios Karisiades 14180533

TO BE SERGEANT (TEMP)

Cpl (405) Robert J. Duffy 17187038
Cpl (667) Roy E. Richard 33316598

SO 61, Hq 368th Ftr Bom Gp, 1 June 1944 (Cont'd)

TO BE CORPORAL (TEMP)

Pfc (405)	Jerome H. Chojnacki	56555484
Pfc (050)	Weyford B. McGaha	54729884
Pfc (747)	Richard H. Pottberg	12157803
Pfc (405)	Howard D. Pruett	39695627
Pfc (590)	Morris Sokoloff	33054918
Pfc (405)	John C. Wepfer	38332740

TO BE PRIVATE FIRST CLASS (TEMP)

Pvt (237)	Fred C. Santolotta	52849728
Pvt (050)	Joseph J. Povernik	32914589

TO BE STAFF SERGEANT (TEMP)

Sgt (911)	Luigi Caluto	52058755
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3. Under the provisions of AR 615-5, 30 Jun 1943, and upon the recommendation of their Orgn Comdr, the following named P1, 397th Ftr Bom Sq, are promoted to grades as indicated:

TO BE TECHNICAL SERGEANT (TEMP)

S/Sgt (754)	Raymond H. Elrod	18130475
S/Sgt (759)	Samuel Leisoy	33240328

TO BE STAFF SERGEANT (TEMP)

Sgt (747)	Carman J. Ante	52362617
Sgt (060)	Rock A. Feliziani	39844664
Sgt (747)	John E. Messie Jr	35713789
Sgt (747)	Ernest L. Horrell	31109122
Sgt (685)	French Stamps	34474020

TO BE SERGEANT (TEMP)

Cpl (932)	Gustaf A. Erikson	11042577
Cpl (911)	Frederick E. Nelson	39121195
Cpl (911)	Edward R. Stanisc	17157374

TO BE CORPORAL (TEMP)

Pfc (014)	Herwin I. Adams	53242324
Pfc (911)	Raymond T. Barrett	32699931
Pfc (911)	William H. Hogarth	33897443

TO BE PRIVATE FIRST CLASS (TEMP)

Pvt (900)	Joseph J. Grabovski	32909606
Pvt (747)	George W. Savage	11131241

4. Under the provisions of AR 615-5, 30 Jun 1943, and upon the recommendation of his Orgn Comdr, Pfc (405) Cyril F. Fey, 35685284, Hq 368th Ftr Bom Gp, is promoted to grade of Corporal (Temp).

OFFICIAL:

By C of Col MYERS:
Maurice D. Powell
MAURICE D. POWELL,
1st Lt, AC,
Asst Adj.

MAURICE D. POWELL,
1st Lt, AC,
Asst Adj.

DISTRIBUTION "4"

RESTRICTED

(Page two)

heading west at 1800 from 13,000 feet.

Area bounded approx. by :icauville, St. Sauveur, Gorges, and Carentan flooded.

- H. (1) 3/10 cu. 6 to 7000 feet visibility good.
(2) over target same.

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Phone to Lt. Bond 1745

MISSION SUMMARY REPORT

- A. (1) Dive Bombing, road bridge at Rouen
- B. (1) 368th Fighter Bomber Group, Col. Gilbert L. Meyers leading
(2) 46 P-47's
(3) 3 for mechanic
- C. (1) Up 1411
(2) TOT 1500
(3) 1614
- D. (1) 8 P-47's cat. A flak
(2) Nil
(3) Nil
- E. Results very good, SE bridge hit and left in water, NW bridge damaged by several direct hits.
46 x 2 x 1000 lb. G.P. instant nose 1/100 sec tail loaded.
83 x 1000 on target
8 x 1000 in channel
1 x 1000 brought back to base.
Dived from 10,000 feet Released at 3,000 feet angle of dive 70°
Strafing results: 40 stationary freight cars at Pavilly.
- F. (1) a. Nil
b. Nil
(2) a. Heavy and light intense accurate.
b. Fecamp heavy-moderate-inaccurate.
- G. 6 small boats heading west in mid channel at 1520 seen from 12,000 feet.
Ballons over Seine between Rouen and Le Harve. Sunken ship seen just off St. Valery
10 to 12 trucks convoy stationary at Cleres 10,000 feet at 1510.
12 large gasoline tanks in bend of Seine south of Norville at 1510 from 3000 feet.
- H. (1) CAVU
(2) Scattered at L/F in CAVU REST OF WAY

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Phoned to Lt. Nelson
at Sector Control 1715

Hest

MISSION SUMMARY REPORT

- OpsFlash #2 June 6, 1944. 00 345
- A. (1) Bombing W/Ts woods SW of Isigny. (2) Nil
 - B. (1) 368th Fighter Bomber Group, Col Meyers leading
 - (2) 47 P-47
 - (3) Nil
 - C. (1) 1413
 - (2) 1500
 - (3) 1614
 - D. (1) 1 P-47 Cat A Flak
 - (2) Nil
 - (3) Nil
 - E. Results very good, excellent dispersal of bombs. 3 rows W/Ts west end of woods hit directly, but thought that they may have been dummies. 47 a/c carried 10 cluster of 6 frags each. M 1 A 1. 455 x 6 on target. 15 x 6 jettisoned in channel by 3 aircraft. Dived from 4000 feet rebased at 1000 angle 30 degrees.
 - F. (1) Nil
 - (2) (a) Nil
 - (b) Junction NE of Aired--Light Moderate Inaccurate.
cux
 - G. 30 to 50 small vehicles on road 10 miles south of Bayann at 1505 seen from 4000'
 - H. Over target--8/10 4 to 6000'
On Route--8/10 4 to 6000'
 - E. (continued) 1 train was strafed at Aired, locomotive destroyed.

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Phoned to Maj Vanger at Sector
ontrol. at 0825.

Hit

MISSION SUMMARY REPORT

6 June 1944 Opsflash #1. Ops order 345.

- A. (1) Dive Bombing Road Bridge R of St. Sauveur.
(2) Nil
- B. (1) 368th Fighter Bomber Group, 395th Ftr. Bomb Sqdn. Lt. Col. Perregg leading.
(2) 16 P-47s
(3) Nil
- C. (1) 0525
(2) 0612
(3) 0710
- D. (1) 1 P-47 Cat. A flak
~~XX~~ 1 P-47 Cat. A bombs exploding over target.
(2) Nil
(3) Nil
- E. Results Good. One direct hit observed, bombs well concentrated, smoke obscured most strikes. 4 x 2 1000 lb. G.P. 8-10 sec delay plus ~~XXXXXXXXXXXXXXXXXXXX~~
12 x 3 x 500 lb. G.P. 1/10 nose instant fail loaded. 35 x 500 and 8 x 1000 on target. 1 x 500 dropped by accident on take-off. Dived from 6000 feet Released 1000 at an angle of 20 degrees. Strafing results as follows: 30 M/T convoy--most vehicles hit; 2 left burning.
- F. (1) Nil
(2) ~~Nil~~ (a) *nil*
(b) Carteret--light intense inaccurate.
- G. Convoy 30 military vehicles standing facing west on east west road south of St. Sauveur. Seen and strafed 0610. Alderney Inland--5 destroyers going into and coming out of harbor seen from 6,000 feet. Large bon fire believed to be ground-air signal indicating direction of winds, between 3 houses 908286 6E/5 1:50,000. Oil slick 4 miles due West of Anderville.
- H. (1) 8/10 6800 visibility good.
(2) I/F to target same as above.

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MISSION SUMMARY REPORT

Phoned to Lt Heretzel at Wing
1000 hours.

7 June 1944

- A. Patrol Isigny-Bayeux, C.O. 350, OpFlash No. 1
- B. (1) 396th Fitr. Bomb Sqdn., 368th Fitr. Bomb Group, Major Douglas leading.
(2) 15 P-47s.
(3) Nil.
- C. (1) Up 0549
(2) TOT 0630-0730
(3) Down 0835
- D. (1) 8 - Category A
(2) Ground explosions and small arms.
(3) Nil.
- E. 25-30 MTS destroyed on road - Contances to Marigny out of a convoy of 75/100 heading NE. Tanks and trucks damaged NE corner of woods at Balleroy.

15 X 4 clusters of fragmentation bombs.
58 on target.
2 jettisoned in channel.
- F. (1) Nil.
(2) Nil.
- G. Marigny packed with troops and trucks - Highway between Bayeux and St. Lo very active with trucks and tanks.

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MISSION SUMMARY REPORT

OPSFLASH 3 for 6 June 1944

- A. (1) Dive bomb Artillery Positions on Aure River between Isigny and Bayeux.
- B. (1) 368th Fighter Bomber Group, Lt. Col. Perego leading.
(2) 47 P-47s
(3) 2, one battle damage, one escort.
- C. (1) Up 1821
(2) TOT 1900-2015
(3) Down 2125
- D. (1) 4-- , 1 cat A flak, 1 cat. AC flak, 2 cat A ground explosions.
(2) Nil
(3) Nil
- E. Results--very few gun flashes located along Aure river. Radar installation near Anneville Fair results. Woods 15 miles south of Caen--Good--large explosions. 20 trucks strafed and bombed 18 miles south west of Caen--good results. Large building 5 miles south of Airl--destroyed. 6 miles south west of Bayeux--very large explosion--road spot. RR 6 miles west Bayeux--large orange flame and explosions--possibly gasoline trucks. 6 trucks and staff cars destroyed heading Southwest out of Caen--ten miles. 6 gun positions, direct hits at St. Lauber 4 miles south of Isigny. M/Y de Molay--good hits. 5 W/Ts 10 miles southwest of Bayeux and left burning. Strafing trucks robbing stock Bayeux, Caen, Isigny Area. Loaded 47 x 3 x 500 GP 1/10, 1/100 tail on target 116 x 500. Jettisoned 25 x 500 in channel. Dived 3000 feet 30 degree angle, 1000 feet.
- F. (1) (a) over target Nil
(b) ~~over target~~ Germany Light Mager accurate, St. Vaast H mod inacc.
(2) (a) Nil
(b) Nil
- G. 80 to 100 trucks convoy 5 miles long on road 1 mile south east of Bayeux at 2040. from 3000 feet. Big concentration troops and trucks near river 4 miles NW of Bayeux.
- H. (1) over target 7/10 at 3500 visibility good.
(2) on route 7/10 at 3500 visibility good.

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MISSION SUMMARY REPORT

7 June 1944 Opsflash #2 Ops. Order #350

A. (1) Patrol Isigny- Bayeux

- B. 1. 397th F/b Sq. 368 F/B Gp. Major Haesler leading
2. 16 P47
3. Nil

- C. 1. Up 0722
2. TOT 0755 to 0905
3. Down 1017

- D. 1. 6- Category A & C 2 P47 NYR --flak and grd explosions
2. Nil
3. 2 NYR -- 2nd Lt. Joseph Howard
2nd Lt Buel Bates

E. Results good - all bombs dropped on concentrated troops and trucks around
Litry
Loaded - 16X100 M1-A1 fragmentation
On target - 130X100 M1-A1
Jettisoned in Channel - 10X100 M1-A1
NYR - 20X100 M1xAl
Glide bombed - released 600'/700'

- F. 1. Nil
2. Flak around Litry - Light-Intense-Accurate

G. Area Bayeux -airel- St. Lo has very large concentration of troops, armoured cars and flak.
Road West from Marigny to St. Sauveur- Jendelin is a solid mass of trucks and troops.
One pilot made pass at large truck convoy NW of Marigny - On second pass six (6) trucks were putting up Red Cross flags.

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Phoned to Lt. Hirtzel 1315

7 June 1944 Opflash #3. O.C. 350 Colonel MEYERS leading

- A. (1) Armed Recce
(2) Nil
- B. (1) 395th F/R Gp 368th F/R Gp
(2) 16 P47's
(3) Nil
- C. Up 0850
TOT 0940 to 1100
Down 1140
- D. (1) 10 P47's Category A - Flak and small arms
(2) Nil
(3) Nil
- E. Heavy battery bombed 1 mile south of Castillon. W/Y 1 mile south of Mesandes
hit 6 tanks bombed on road N of Lignerolles
Strafing:
3 trucks S of Alnoy
3 trucks S of Mont Friaume
10 trucks destroyed SE of Lisone
12 trucks strafed 20 to 3 miles S of Valleroy
16 x 5 clusters W/M Frag bombs
70 clusters on Targets
2 clusters in channel - 2 clusters brought back to Base
- F. (1) Nil
(2) Foret de Gerloy - Light-Moderate-accurate
- G. Foret de Gerisy filled with troops, trucks, guns and very great activity.
8 tank at Lignerolles - 400' at 1030
- H. 7/10 at 1500'

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MISSION SUMMARY REPORT

Lt. Hirtzel 1530
Phoned to Sector Control

7 June 1944. O.O. 350 Opsflash #4 LT. COL. FRANK PEREGO leading

- A. (1) Patrol Isigny-Bayeux
(2) Nil
- B. (1) 396th F/B Sq 368th F/B Sq
(2) 11 P47's
(3) Nil
- C. (1) Up 1019
(2) TOT 1100 - 1155
(3) Down 1250
- D. (1) One P47 Cat A Frag bombs exploding on ground.
(2) Nil
(3) Nil
- E. Results good - most hits on road junction at E side of Foret de Cerisy.
6 M/T's bombed and destroyed at Tournieres.
11 x 10 clusters M1-A1 loaded
100 clusters on targets (100 x 10)
10 x 10 clusters brought back to base
Strafing:
4 M/T damaged 1 mile N of Foret de Cerisy
2 M/T destroyed - apparently loaded with munitions at St. Clair
T545710
6 M/T destroyed at Tourniers
21 M/T's destroyed) between Bayeux and Airel
8 damaged M/T's)
3 M/T's destroyed and 3 damaged 7 miles S of Balleroy.
- F. (1) Nil
(2) Nil
- G. Troops at Road junction E side of Foret de Cerisy 15 M/T's carrying troops
headed N on small road. T 650460 (seen and strafed at 1150)
Some rolling stock at RR junction at Airel (seen 1155)
- H. 9/10 SC 1500' - Visibility good

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MISSION SUMMARY REPORT

Phone to Sector Control at
25 received by Lt. Herzel

7 June

Opsflash #5 Operation order 350.

- A. (1) Armed Recce--Aure River, Bayeux Aird. *Handwritten: Hest*
(2)
- B. (1) 368th Fighter Bomber Group, 397th Ftr. Bomb Sqdn. Capt. Hendricks leading
(2) 15 P-47's
(3) Nil
- C. (1) Up 1158
(2) TOT 1235 to 1337
(3) Down 1438
- D. (1) 1 P-47
5 P-47's damaged Cat "A" small arms
(2) Nil
(3) 2nd Lt. Norman E. Langmaid, Spun in 10 miles south of Bayeux
- E. Results good to excellent--Several columns of M/Ts 15 M/Ts in each on highway between Contances and Lt Lo bombed and many destroyed. Radar installations, 390170 destroyed. Troop and Material concentration in Foret de Cerisy bombed with generally good results 30 clusters MIA loaded. 28 clusters on target, 2 clusters on MIA. Dived from 1500 feet, released at 50 feet, angle of dive, 15degrees. Strafing: Several columns of MT, 15 M/Ts per column on highway between Contances and St. Lo. Excellent results--Troop casualties high.
- F. (1) Nil
(2) Nil
- G. 8/10s SC 1500 feet--visibility good.