368TH FIGHTER GROUP

HISTORICAL REPORT
1 June to 30 June

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.

<table>
<thead>
<tr>
<th>Assigned Personnel</th>
<th>Authorized Personnel</th>
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<tr>
<td>Officers------------</td>
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<tr>
<td>181</td>
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<tr>
<td>Enlisted Men-------</td>
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<td>855</td>
<td>826</td>
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<tr>
<td>TOTAL</td>
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<td>1,036</td>
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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. LOSSES IN ACTION:
   Nil for Group Headquarters.

5. AWARDS AND DECORATIONS:
   Award 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, 6th, 7th, 9th, Oak Leaf Cluster.
   Capt. Richard E. Leary, 1st Bronze Oak Leaf Cluster.
   Capt. W. W. Henry, 2nd Oak Leaf Cluster.
   Colonel G. L. Meyers, 1st Sliver Oak Leaf Cluster.
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 too. 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 optat:is: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. Fendelton strolled noisantly 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.

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, huge 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 dam ged. Flak for the most part was light, moderate, and inaccurate. No enemy planes were sighted, and general comments ran along like, "pretty slow."


3 June 1944

A teleprint case in during the mission yesterday reading, "After comp-
Mission 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 bery good. The south east bridge was hit and left in the water, the northeast 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 Pescap. All planes were back at 1614.


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.

It. 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 another 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 word came we were released until 1800, and about an hour later it was changed until 1900.

The night duty officer and enlisted men 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 1 less than no time at all to prepare briefing. It was scratched and pilots were already on 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 the乐 of the barracks for a little rest from a crazy world.
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 skyward. 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, although gas 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 on end of the woods had been scored with direct hits. One locomotive was strafed and destroyed at Airel. Flack 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 2, and a fighter/bomber show almost entirely.
All day long our boys flew patrols, one squadron after another at 1½ 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 bombs on gun emplacements, flak towers, and concentrations of enemy troops. The boys patroled 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. The were all 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.

A 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 'Japse'. 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. Fosco led this one. Col. Meyers led the next patrol out at 0857 and again it proved to be uneventful. Pilots again reported nothing. The flew their patrols in the assigned areas and returned home landing still. There was no flak or enemy fighters.

The third patrol took off at 1357, Major Henry Quay, C6, 395th Sqn. 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 Berenstien, Commanding General of the Ninth Air Force, commanding 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 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 BERNSTEIN) Unquote. This message was signed by Major General E. R. Cressada, Commanding General of Tactical Air Command."
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 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. Capt Reinthal is the assistant 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 to 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 "Japeo" and our part is that of flying high cover intermixed with close support.

During the early part of the 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 enemy was on the move again, they really went to town. Total strafing claims for the day's activity was 71 M/T 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 an ME 109 and after an encounter came away with a damage claim. This didn't quite balance the score however, because we had one NT, 1st Lt. Edward Haughton, who was last seen south of Cherbourg.

Flak was both heavy and light, with the light AA fire predominant. We flew 154 sorties today, the first plane off at 0346, the last one down at 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 briefing at 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 is getting rougher 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
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.


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 "Rice's 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 uppermost 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 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 AA, 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 0838, Lt. Col. F.S. Perigo 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 flight 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, Lts. Clarence Palmer, and Lt. Robert W. Reinhart, who was presumed 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 J. as CO 395th Fighter Squadron leading,
and headed out to sea over their period of patrol. 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 Carentan 20 to 25 ME 109s attacked in 2 waves from front and rear. The score balanced up like this, 2 ME 109s destroyed for Sgt. C. Romine, 396th Squadron, and 0-0-0 for the enemy. Besides this the strafing results were 12 W/Ts destroyed. This seemed to be a pretty good days work. Total destroyed a/f 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 W/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. Howies, who had to belly 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 men 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 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. Perigo led two squadrons off at 1840. There was a little excitement over the patrol area, one flight was crossing along when a wave of 16 FW 190s attacked and decided to give a little battle. The final outcome was 3-142, 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 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 by 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 nite, just as the planes were taking off and circling the field preparatory to setting course, a salute was seen to fly out and then collapse. It was then learned that 2nd Lt. Lampen 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 stayed in the hell, strafing and destroying 25 W/Ts
and damaging 4 others. The boys were out looking for targets and didn’t fail to find them, taking shots and squirts at recc. 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 0930 and proceeded to their assigned area. 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 FW190s over Vire, and in an encounter, Lt. H. R. Olson was seen to hit one FW and the pilot bailed out. This was Lt. Olson’s 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 very little strafing was done. A total of 16 Me109s 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 section bounded by imaginary lines. They were to be called eastern and the western. Our job now is called for the new admissment to "Japco" 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 that month. Total number of sorties for the day: 221.

16 June 1944

We are still operating our patrol work under Appendix "DF" of Japco. 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 Quinby led the first mission of 24 P-47s taking off at 1654 making TOF at 1730 to 1830. Patrol was uneventful except for one incident when one P-47 landed on ACS 2-2 because of low oil pressure. The pilot returned to the base via C-47 late tonite. 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, weather inaccurate over all points on the mission.

Lt. Col. P. S. Perego led the next mission of 12 P-47s off at 1740
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 Catten, but no chutes were seen. All planes were back at 2045.

Major Cunibyr, 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 Spencer 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 their 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 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.
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. There are 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 Op Operations officer, Capt. R. E. Leary, and Capt. M. D. Henry left via their own planes for the strip. Operations have now ceased from t is 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 H. 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. Everyone was still doing last minute work when the order came that were to 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 raining. 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.
12 Jun 1944

A march of members of the 3rd Armored Division was to start tomorrow. The Advance Section was to report to the first aid station in the area to assist with casualties. The first aid station would be set up by the Army Medical School. This was the first time we had been involved in medical work. Our duty was to assist with casualties.

Our unit was Company B, 1st Platoon, 1st Armored Division. The platoon consisted of a captain, a first lieutenant, a second lieutenant, and four sergeants. The platoon was commanded by Captain John B. Smith. The sergeants included: John B. Smith, first lieutenant; John B. Smith, second lieutenant; John B. Smith, third lieutenant; John B. Smith, fourth lieutenant; and John B. Smith, fifth lieutenant.

The Army Medical School had been established by the Army to train medical officers and personnel. The school was located in a beautiful setting.

Fifteen vehicles were assigned to our unit, including three jeeps, two trucks, and ten jeeps. These vehicles were equipped with medical supplies and equipment.

On the day of the march, we set out from the starting line at 7:00 AM. The march was to last throughout the day.

12 Jun 1944

We were expected only for a short chop after which we were allowed to stop and rest. We had no idea of what was ahead. We were given a short rest before we were to continue on our march. We had received letters from the real Quesada wishing us good luck and reminding us of the exciting job ahead.

After the brief rest, we were told to set out on our own, most of which they took a week off. Some of the men took a veer, others went their way in a different way. No one of them just sat by for good weather.

12 Jun 1944

We were ambushed at 0330 and told to get ready immediately. There was a little amount of shell fire that "This is it" were pressed a lot of road noise and other noises. We ruffled burlings after a short time asleep. After an eerie, eerie, eerie, eerie out of coffee for breakfast, we were
off again on our way to HMAS "Cerberus". It was a wet trip, muddy and the bridge was covered in snow. At Bathurst, we left the bridge and continued our way to the town. There were many trucks and vehicles passing through the town. At one of our stops, we were greeted by a line of trucks and people, some of whom helped us to carry our things. At Bathurst, we were greeted by many people and vehicles, and we continued our journey.

As we arrived at the dock, we were welcomed by HMAS "Cerberus". The docks were already set up and ready to receive us. The ship was loaded with supplies and equipment, and we were greeted by the officers in charge.

16th Jan 1944

At 1800, we arrived at the dock and were greeted by the officers in charge. They were ready to receive us and help us unload our supplies. We were also greeted by the local residents, who were happy to see us. We unloaded our supplies and began our journey again.
In June 1917

This is the final report on the 32nd Division's progress in the campaign. The division has moved from the 10th Corps to the 16th Corps, and has been engaged in fighting on the Somme front. The division has suffered heavy losses, but has also shown remarkable tenacity and skill in battle. The 32nd Division is currently preparing to undergo a major reorganization, which will involve the transfer of several battalions to other divisions. The division's leadership is optimistic about the future, and hopes to continue its good work in the coming months.

In July 1917

The division has completed its reorganization and is now ready for action. The division's leadership is confident that it can handle any challenges that come its way. The division's men are in high spirits and ready to continue their role in the war effort.

Yours truly,

Lt. T.S.

Chief of Staff, 32nd Division

SECRET
22 June 1944

23 June 1944

24 June 1944

25 June 1944

26 June 1944
27 Sept 44

Since the last three to four days, the situation has been much more critical. The "4th" remains very hard pressed in its area of operations, and is being subjected to considerable air activity by the enemy. It is reported that a fairly large number of aircraft have been sent in by the enemy, mainly in the direction of the "4th," and also to the east of it. The enemy is also trying to break through the" 4th" and the Army Ground Forces in the area of operations.

The situation is such that the "4th" is taking heavy casualties, and it has been necessary to reinforce it with additional troops. The Army Ground Forces is also providing support to the "4th" in the area of operations. The situation is critical, and every effort is being made to maintain the position.

28 Sept 44

The situation remains critical, and the "4th" is still under heavy pressure. The Army Ground Forces is providing additional support, and the "4th" is receiving reinforcements. The enemy is continuing to conduct air operations, and the "4th" is working hard to maintain its position.

TO JUNE 1944

The situation has not changed significantly since the last report. The "4th" remains under heavy pressure, and the Army Ground Forces is continuing to provide support. The situation is critical, and every effort is being made to maintain the position.

The total number of missions flown has been 78, with a total tonnage of 1,670 tons. All in all, a very busy time.
CONFIDENTIAL

HEAD QRTS:
368TH FIGHTER BOMBER GROUP

APO 595, U. S. Army
1 June 1944

SUBJECT: Report of Intelligence Training Progress.

TO: 38th A.T., 7th Tactical Air Command, APO 595, U. S. Army.

ATTN: Lt. Colonel Perkins.

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.
Intelligence Intelligence Subjects 3 Hours.

396th Fighter Bomber Squadron

General Orientation 1 Hour.
Aircraft Recognition 1 Hour.
Flak

397th Fighter Bomber Squadron

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

For the Group Commander:

DAVID P. BICKHAMS
1st Lt. Air Corps
Asst. Group 3-2
1. Under the provisions of 15 May-30 Jun 1943 and upon the recommendation of their Orgn Cdr, the following named Enlisted Men, 35th Ftr Bomber Sq, are promoted to grades as indicated:

<table>
<thead>
<tr>
<th>Rank</th>
<th>Name</th>
<th>Serial No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>S/Sgt</td>
<td>John L. Tucker</td>
<td>11460897</td>
</tr>
<tr>
<td>S/Sgt</td>
<td>Ralph E. Staton</td>
<td>36442270</td>
</tr>
<tr>
<td>S/Sgt</td>
<td>Charles G. Smith</td>
<td>31853614</td>
</tr>
<tr>
<td>S/Sgt</td>
<td>John A. Deans</td>
<td>33355777</td>
</tr>
<tr>
<td>S/Sgt</td>
<td>Edmund L. Spalding</td>
<td>35469278</td>
</tr>
<tr>
<td>S/Sgt</td>
<td>Howard Birk</td>
<td>32446428</td>
</tr>
<tr>
<td>S/Sgt</td>
<td>Donald G. John</td>
<td>33456238</td>
</tr>
</tbody>
</table>

2. Under the provisions of 15 May-30 Jun 1943 and upon the recommendation of their Orgn Cdr, the following named Men, 36th Ftr Bomber Sq, are promoted to grades as indicated:

<table>
<thead>
<tr>
<th>Rank</th>
<th>Name</th>
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</thead>
<tbody>
<tr>
<td>Cpl</td>
<td>Earl L. McCay</td>
<td>32744646</td>
</tr>
<tr>
<td>Cpl</td>
<td>Earl L. Bollay</td>
<td>11703324</td>
</tr>
<tr>
<td>Cpl</td>
<td>Alton A. Davison</td>
<td>17210737</td>
</tr>
<tr>
<td>Cpl</td>
<td>Harry L. Ostrow</td>
<td>13601920</td>
</tr>
<tr>
<td>Pfc</td>
<td>Victor S. Flanamer</td>
<td>31180118</td>
</tr>
<tr>
<td>Pfc</td>
<td>Joseph O. Cordwell</td>
<td>34794935</td>
</tr>
<tr>
<td>Pfc</td>
<td>Joseph L. Sutro</td>
<td>32409111</td>
</tr>
<tr>
<td>Pfc</td>
<td>George Mutch Jr.</td>
<td>33363321</td>
</tr>
<tr>
<td>Pfc</td>
<td>Donald A. Cantley</td>
<td>25633600</td>
</tr>
</tbody>
</table>

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<th>Rank</th>
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<th>Serial No.</th>
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<tr>
<td>Pte</td>
<td>Herbert E. Seab</td>
<td>6537123</td>
</tr>
<tr>
<td>Pte</td>
<td>Charles D. Evans</td>
<td>33798758</td>
</tr>
<tr>
<td>Pte</td>
<td>Peter E. Bolland</td>
<td>12020798</td>
</tr>
<tr>
<td>Pte</td>
<td>Herbert E. Breen</td>
<td>6537123</td>
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<th>Serial No.</th>
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<tr>
<td>Cpl</td>
<td>Robert J. Duffy</td>
<td>17297038</td>
</tr>
<tr>
<td>Cpl</td>
<td>Roy E. Richard</td>
<td>33315598</td>
</tr>
</tbody>
</table>
3. Under the provisions of 13 515-5, 30 Jun 1943, and upon the recommendation of their OIC Condr, the following named Pfc, 368th PIR 306th Sq, are promoted to grades as indicated:

- **PFC 403** Jereko E. Cheima
- **PFC 405** Headford J. McCool
- **PFC 407** Richard H. Newton
- **PFC 408** Howard D. Pratt
- **PFC 409** Morris Sokoloff
- **PFC 410** John G. Wepner

**30TH PRIVATE FIRST CLASS (PFC)**

- **Pvt 327** Fred C. Montolillia 32346728
- **Pvt 405** Joseph J. Covalnik 32346689

**30TH STAFF SERGEANT (STG)**

- **Sgt (911)** James G. Cato 32346755

3. Under the provisions of 13 515-5, 30 Jun 1943, and upon the recommendation of their OIC Condr, the following named 1st, 368th PIR 306th Sq, are promoted to grades as indicated:

- **1ST SERGEANT (STG)**
  - **Sgt (747)** Donald H. Alder 10130475
  - **Sgt (758)** Earle A. Lesay 32346338

- **2ND TECCH 4L STAFF SERGEANT (TGC)**

- **Sgt (747)** Donald J. Ato 32346317
- **Sgt (450)** Jack L. Bulsini 32346644
- **Sgt (747)** John J. Lissis Jr 32346789
- **Sgt (747)** Ernest L. Horrell 32346123
- **Sgt (683)** French Stamps 32346020

- **3D TECCH 3L STAFF SERGEANT (TGC)**

- **Sgt (747)** Donald J. Ato 32346317

- **3D TECCH 4L STAFF SERGEANT (TGC)**

- **Cpl (523)** Gustaf J. Erikson 11034277
- **Cpl (511)** Frederick W. Alten 32346195
- **Cpl (511)** Edward J. Staneck 11034773

- **3D CORPORAL (COE)**

- **Pfc (814)** Kevin H. Mess 32346284
- **Pfc (911)** Terrance J. Barzo 32346331
- **Pfc (911)** William H. Berghoff 32346543

4. Under the provisions of 13 515-5, 30 Jun 1943, and upon the recommendation of his OIC Condr, 2nd (405) April J. Leal, 368th PIR 306th Sq, is promoted to rank of Corporal (Cpl).
March-June 1944

1. Near enemy forward, no other info.

2. 2 Ltr. 47s dropped on ground.
3. 2 Ltr. 47s dropped on ground.
4. 1 Ltr. 47s dropped on ground.
5. 1 Ltr. 47s dropped on ground.
6. 2 Ltr. 47s dropped on ground.
7. 2 Ltr. 47s dropped on ground.
8. 2 Ltr. 47s dropped on ground.
9. 2 Ltr. 47s dropped on ground.
10. 2 Ltr. 47s dropped on ground.
11. 2 Ltr. 47s dropped on ground.
12. 2 Ltr. 47s dropped on ground.
13. 2 Ltr. 47s dropped on ground.
14. 2 Ltr. 47s dropped on ground.
15. 2 Ltr. 47s dropped on ground.
16. 2 Ltr. 47s dropped on ground.
17. 2 Ltr. 47s dropped on ground.
18. 2 Ltr. 47s dropped on ground.
19. 2 Ltr. 47s dropped on ground.
20. 2 Ltr. 47s dropped on ground.
21. 2 Ltr. 47s dropped on ground.

2 Ltr. 47s 2000 lb. each.

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2 Ltr. 47s 2000 lb. each.

2 Ltr. 47s 2000 lb. each.
(Page two)

heading west at 13,000 from 13,000 feet.

Area bounded approx. by neuville, st. sauvour, gorge and carentan flooded.

II. (1) 3/10 cu. 6 to 7000 feet visibility good.
(2) over target area.
CONFIDENTIAL  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 1/200 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. Reloaded 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 headed west in mid channel at 1520 seem 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) GAVU
   (2) Scattered at L/F in GAVU REFT OF WAY

CONFIDENTIAL
CONFIDENTIAL

MISSION SUMMARY R FORT

OpsFlash #2 June 6, 1944. 00 31.5
A. (1) Bombing N/TeV woods S of Itigny. (2) Nil
B. (1) 368th Fighter Bomber Group, Col Meyers leading
   (2) 47 P-47
   (3) Nil
C. (1) 1412
   (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 N/TeV 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 released at 1000 angle 30 degrees.
F. (1) Nil
   (2) (a) Nil
   (b) Junction NE of Miral—Light Moderate Inaccurate.
   Ex
G. 30 to 50 small vehicles on road 10 miles south of Bayeux 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 Miral, locomotive destroyed.
6 June 1944  OpsFlash 11. Ops order 245.

A. (1) Dive Bombing Road Bridge R of St. Sauveur.
   (2) Nil

   (2) 16 P-47s
   (3) Nil

C. (1) 0525
   (2) 0612
   (3) 0710

D. (1) 1 P-47 Cat. A flak
    XXX 1 P-47 Cat. A bombs exploding over target.
   (2) Nil
   (3) Nil

F. 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 XXXXXXXXXXXXXXXXXXX
   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 1600 at an angle of 20 degrees. Stafing results as follows: 30 H/T
   convoy—most vehicles hit. 2 left burning.

G. Convoy 30 military vehicles standing facing west on east-west road south of St.
   Sauveur. Seen and strafed 0610. Aldernay Island--5 destroyers going into and coni
   out at havnor seen from 6,000 feet. Large bon fire believed to be ground-air
   signal indicating direction of winds, between 3 houses 902886 6H/5 150,000.
   Oil slick 4 miles due west of Interville.

H. (1) 8/10 8000 visibility good.
   (2) L/F to target same as above.
CONFIDENTIAL
MISSION SUMMARY REPORT

Phoned to Lt Herzel at Hing
1000 hours

7 June 1944

A. Patrol Isigny-Bayeux, O.O. 350, Opflash No. 1

   (2) 15 F-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 I.T.S 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. Le very
   active with trucks and tanks.
CONFIDENTIAL
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. Peregur leading.
(2) 47 P-47s
(3) 2, one battle damage, one escort.

C. (1) Up 1821
(2) Top 1900-2015
(3) Down 2125

D. (1) 4 --, 1 cat A flak, 2 cat AA flak, 2 cat A ground explosions.
(2) Nil
(3) Nil

E. Results--very few gun flashes located along Aure river. Radar installation near Anville Farm results. Woods 15 miles south of Caen--Good--large explosions. 20 trucks strafed and boated 15 miles south west of Caen--good results. Large building 5 miles south of Aire--destroyed. 6 miles south west of Bayeux--very large explosion--road spot. RR 6 miles west Bayeux--large orange flash 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. Luber 4 miles south of Isigny. M/Y de Malay--good hits. 5 H/Ts 10 miles southwest of Bayeux and left burning. Strafing trucks roiling stock Bayeux, Caen, Isigny Area. Loaded 47 x 3 x 500 GP 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) Germany Light H-ager accurate, St. Vastel H mod inacc.
(2) (a) Nil
(b) Nil

G. 30 to 100 trucks convoy 5 miles long on road 1 miles south east of Bayeux at 2040, from 3000 feet. High concentration troops an trucks near river 4 miles N of Bayeux.

H. (1) cover target 7/10 at 3500 visibility good.
(2) on route 7/10 at 3500 visibility good.
CONFIDENTIAL
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 F47
   3. Nil

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

D. 1. 6- Category A & C  2 F47 NTR — flak and grd explosions
   2. Nil
   3. 2 NTR — 2nd Lt. Joseph Howard
      2nd Lt Buel Bates

E. Results good — all bombs dropped on concentrated troops and trucks around
   Litry
   Loaded - 16x100 M1-Al fragmentation
   On target - 130x100 M1-Al
   Jettisoned in Channel - 10x100 M1-Al
   NTR - 20x100 M1xAl
   Glide bomber — released 600'/700'

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

G. Area Bayeux —arel— St. Lo has very large concentration of troops, armoured
   cars and flak.
   Road West from Marigny to St. Saviour— lendalin 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.
CONFIDENTIAL

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

A. (1) Armed Recce
   (2) M/M

B. (1) 335th P47’s
   (2) 16 P47’s
   (3) M/M

C. Up 0850
   TOT 0940 to 1100
   Down 1140

D. (1) 10 P47’s Category 1 - Flak and small arms
   (2) M/M
   (3) M/M

E. Heavy battery bombed 1 mile south of Castillon. 1/4 1 mile south of Yesandes
   hit 6 tanks bombed on road 3 of Lignerettes
   Strafing:
   3 trucks C of Alnoy
   3 trucks C of Mont Bruneau
   10 trucks destroyed 3 of Lieno
   12 trucks strafed 20 to 3 miles S of Lignoroles
   16 x 5 clusters M/M Fg. bomb
   70 clusters on Targets
   2 clusters in channel - 2 clusters brought back to Base

F. (1) M/M
   (2) Forêt de Cerisy - Light - moderate - accurate

G. Forêt de Cerisy filled with troops, trucks, guns and very great activity.
   8 tanks at Lignorelles - 400' at 1030

H. 7/10 at 1500
CONFIDENTIAL
MISSION SUMMARY REPORT
Lt. Hirtzel 1530
Phoned to Sector Control

7 June 1944. 00.350 Opfash #4  Lt. COL. FRANK PEREGO leading

A. (1) Patrol Isigny-Bayeux
   (2) Nil

B. (1) 596th P/B 366th F/A Fp
   (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 Forst de Cerisay.
   6 M/T's bombed and destroyed at Tournieres.
   11 x 10 clusters M1-Al loaded
   10C clusters on targets (100 x 10)
   10 x 10 clusters brought back to base
   Strafing:
      4 M/T damaged 1 mile N of Forst de Cerisay
      2 M/T destroyed - apparently loaded with munitions at St. Clair
      T345710
      6 M/T destroyed at Tournieres
      21 M/T's destroyed between Bayeux and Airel
      3 damaged M/T's
      3 M/T's destroyed and 3 damaged 7 miles S of Ballercy.

F. (1) Nil
   (2) Nil

G. Troops at Road junction E side of Forst de Cerisay 15 M/T's carrying troops
   headed N on small road. T 650x60 (seen and strafed at 1150)
   Some rolling stock at RR junction at Airel (seen 1155)

H. 9/10 SC 1500' - Visibility good

/CONFIDENTIAL/
MISSION SUMMARY REPORT

7 June  Opsflash #5  Operation order 350.

A. (1)  Amned Reece--Aure River, Bayeux Air.IL.
        (2)  

B. (1)  368th Fighter Bomber Group, 397th Pfr. #8#8. Bomb Sqdn. Capt. Hendrick 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's damaged Cat "A" small arms
        (2)  Nil
        (3)  2nd Lt. Norman E. Langsmid, 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 Forêt de Ñerisñ bombed with generally good results
   30 clusters MIAI loaded. 28 clusters on target, 2 clusters on MIA. Dived from
   1500 feet, reloaded 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.