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HEADQUARTERS
368TH FIGHTER GROUP

I-P-1

AFPO 595, US Army
4 July 1944.

SUBJECT: Oprep A Report. USAAF Form 34A.

TO : Commanding General, Ninth Air Force, Attention 26th Statistical
Control Unit.
Commanding General, IX Tactical Air Command, Attention Statistical
Control Section.
Commanding General, 70th Fighter Wing, Attention Statistical
Control Section.

FROM : 368th Fighter Group, Statistical Officer. *CR*

REF : Oprep A No. 121 for 24 hours ending 1 July 1944.
Operations Order No. NIL, IX Tactical Air Command.

This Group did not execute any missions on date stated above.

For the Commanding Officer:

MAURICE D POWELL
1st Lt., Air Corps,
Ass't. Adjutant.

0260

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HEADQUARTERS
368TH FIGHTER GROUP

I-P-1

AFG 595, US Army,
5 July 1944.

SUBJECT: Oprep A Report, USAAF Form 34.

TO : Commanding General, Ninth Air Force, Attention 26th Statistical Control Unit.
Commanding General, IX Tactical Air Command, Attention Statistical Control Section.
Commanding General, 70th Fighter Wing, Attention Statistical Control Section.

FROM : 368th Fighter Group, Statistical Officer.

REF : SECRET

Oprep A No. 122 for 24 hours ending sunset 2 July 1944. *5 Sweeps*
operations Order No. 48, IX Tactical Air Command. *4/23*

A. : 4 P-47Ds of the 397th Fighter Squadron of the 368th Fighter Group, took off from AIG A-3 at 1400, 2 July 1944 as an alert patrol for fighter interception. Flight proceeded on mission as directed by controller. They encountered 40 plus ME 109s and FW 190s, 5 miles west of Caen area at 1515. 2 pilots fired at E/A but because the flight was so greatly outnumbered, evasion action was taken, using clouds as cover. No other encounters took place. Flight landed on AIG A-3 at 1625. No claims were made on the encounter with E/A. One A/C was damaged by enemy aircraft, Cat. AC. This A/C crash landed at Strip B6 (British). The flak over Caen Area was heavy, meager, and inaccurate. The weather was poor-numerous layers of cumulus - 6/10 cover from 4000 to 6000 feet, 9/10 cover above 6000 feet. Visibility was good.

8 P-47Ds of the 397th Fighter Squadron of the 368th Fighter Group, took off from AIG A-3. One flight of 4 took off at 1510, the other flight at 1525 as an alert patrol for fighter interception. Under the direction of the Controller, the 8 A/C patrolled the area from 30 miles south of Caen to Le Havre from 1530 to 1700. The patrol was uneventful and 8 A/C landed at the base at 1710. No encounters were made with E/A on the patrol. The flak at Caen and to the south of Caen was light and heavy, meager and inaccurate. The weather was poor, with 5/10 to 7/10 density, at 10000 feet solid overcast. Visibility was good.

4 P-47Ds of the 395th Fighter Squadron of the 368th Fighter Group took off from AIG A-3 at 1945, 2 July 1944 as an alert patrol for fighter interception. Flight proceeded under the direction of the Controller. The flight was vectored for several different heading but was unable to contact any E/A. Flight returned to base, landing at 2145. Patrol was uneventful. Many friendly A/C were observed in the vicinity of Caen. The weather was 10/10 stratus at 4000 feet in vicinity of Caen with 5 mile visibility. The flak at Caen was light, intense and accurate.

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Oprep A No. 122 contd.

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- A. : 4 P47Ds of the 397th Fighter Squadron of the 368th Fighter Group took off from AIG A-3 at 1953, 2 July 1944 as an alert patrol for fighter interception. The flight executed the mission as directed by the Controller. No E/A were encountered. Patrol was made in the vicinity of Caen and between Bayeux and St Lo from 2015 to 2130. Flight landed at the base at 2140. The flak at Torigny was heavy, intense and accurate; in a woods at T-5050 it was light, moderate and inaccurate; at Caen it was heavy, intense and inaccurate. The weather was rain with overcast from 2500 to 5900 feet. Probable heavy artillery fire noted at a bridge at T-5075. Lt Sutcliffe made a deadstick landing, with wheels down at the British strip No 5, but A/C was damaged in landing. Forced landing was caused by engine failure.
- 8 P47Ds of the 397th Fighter Squadron of the 368th Fighter Group took off from AIG A-3 at 2040, 2 July 1944 as an alert patrol for fighter interception. Flight of 8 took off but one A/C aborted due to pilot error. Pilot thought radio was out. The flight of 7 then followed the directions of the Controller in patrol of Area in the vicinity of Caen and from Bayeux to Caen between 2047 to 2120. No E/A were encountered on the patrol. Flight landed at the base at 2155. One A/C was damaged by flak, Cat. A. The flak in the vicinity of Caen was light, intense and accurate, also it was heavy, moderate and inaccurate at same location. The weather was rain with an overcast at 2500 feet to 5000 feet.
- B. : (i) 28 P47Ds (Alert patrols for fighter interception)
(ii) 27 (All A/C on patrol in vicinity of Caen to Le Havre; between Bayeux and St Lo; between Bayeux and Caen).
(iii) 1 (b) Pilot thought radio had failed and returned to base immediately after take off. (Pilot error)
(iv) NIL
(v) NIL
(vi) NIL
(vii) 3 - 1-Enemy action and crash landing at British Strip No. 5, Cat. AC.
1-Flak, Cat. A.
1-Damaged by dead stick landing after engine failed. Landed at British Strip No. 5, Cat. AC.
(viii) 28
- C. : (i) NIL
(ii) NIL
- D. : (i) 44:30
(ii) NIL
- E. : (i) 50400 rounds 50 cal. API
(ii) 1560
(iii) NIL
- F. : NIL

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Opreg A No. 122 contd.

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G. : NIL
H. : NIL

For the Commanding Officer:

Maurice D Powell
MAURICE D POWELL
1st Lt., Air Corps.
Asst. Adjutant.

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HEADQUARTERS
368TH FIGHTER GROUP

I-1-1

APO 595, US Army
5 July 1944.

SUBJECT: Oprop A Report, USAAF Form 34A.

TO : Commanding General, Ninth Air Force, Attention 86th Statistical Control Unit.
Commanding General, IX Tactical Air Command, Attention Statistical Control Section.
Commanding General, 70th Fighter Wing, Attention Statistical Control Section.

FROM : 368th Fighter Group, Statistical Officer.

REF : SECRET

Oprop A No. 123 for 24 hours ending sunset 2 July 1944.
Operations Order No. 49, par. 3, Combat Ops - 70th Fighter Wing.

A. : 12 B-7Ds of the 368th Fighter Squadron of the 368th Fighter Group took off from AIG A-3 at 1431, 2 July 1944 to dive bomb railroad bridge south of Nantes. Each A/C was loaded with 2x500 GP bombs (1/10-1/10 fuzing). Squadron of 9 A/C (2 A/C aborted and 1 crashed) proceeded on mission as briefed, arriving over target area at 1525. Three bridges were attacked. The A/C dove from 4000 feet at a 55 degree angle and at 1500 feet released 8 bombs on railroad bridge over highway at Clisson - 0-2000; 4 bombs were dropped on R/R bridge over river 6 miles southeast of Clisson - 09134, and 6 bombs on R/R bridge at Montaign - 02727. Squadron then returned to base, landing at AIG A-3 at 1630. The bombing results were excellent. Hits were observed on all three bridges. The tracks were knocked out but the spans were not. One A/C crashed and one pilot MIA. Two A/C aborted because prop trouble and one escort. No E/A were encountered. The weather was C/10 cumulus at 4000 to 4500 feet and S/10 stratus at 7000 feet, solid at 8000 over Nantes.

B. : (i) 12 B-7Ds (D/Bombers)
(ii) 9 (D/Bombers - R/R bridges at Clisson, 6 miles southwest of Clisson, and at Montaign).
(iii) 2 (c) 1-prop failure immediately after take-off.
(d) 1-escort to A/C which crashed.
(iv) NIL
(v) 1 - last seen to go in at Torigny at T-5352.
(vi) NIL
(vii) NIL
(viii) 11

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Oprep A No. 123 contd.

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- C. : (1) NIL
(11) NIL
- D. : (1) 22:15
(11) NIL
- E. : (1) 21600 rounds 50 cal. APT
(11) NIL
(111) 1200
- F. : (1) 24 - 5000 GP bombs (nose AN-2103 - tail AN M201/2)
(11) 18 - B on R/R bridge at Clisson.
h on R/R bridge 6 miles southeast of Clisson.
c on R/R bridge at Montaigu.
(111) h - By abortive ~~MC~~
(1v) 2
- G. : 1 - WTA - 1st Lt. John L. Carter, C-420500, called on radio to Lt. Caron and stated prop was going out. Lt Carter left flight and a few seconds later Lt Carter called on radio that his prop was completely out and that he was bailing out. A/C was seen to crash but no parachute was seen. This took place south of Torigny, France at T-5352.
- H. : NIL

For the Commanding Officer:

Maurice D Powell
MAURICE D POWELL
1st Lt., Air Corps,
Ass't. Adjutant.

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HEADQUARTERS
368TH FIGHTER GROUP

I-1-1

APO 595, US ARMY
5 July 1944.

SUBJECT: Oprep A Report. USAAF Form 344.

TO : Commanding General, Ninth Air Force, Attention 36th Statistical Control Unit.
Commanding General, IX Tactical Air Command, Attention Statistical Control Section.
Commanding General, 70th Fighter Wing, Attention Statistical Control Section.

FROM : 368th Fighter Group, Statistical Officer.

REF : SECRET

Oprep A No. 124 for 24 hours ending sunset 3 July 1944.
Operations Order No. 52, par 9, Mission WB-5B, IX Tactical Air Command.

A. (WB-5B) 12 P47Ds of the 395th Fighter Squadron of the 368th Fighter Group took off from AIG A-3 at 1753, 3 July 1944 to dive bomb target T-805745. Each A/C was loaded with 2x500 GP bombs (1/10-1/40 fusing). Squadron proceeded on mission as briefed. Squadron of 12 A/C arrived over target at 1802 and diving from 7500 feet at a 70 degree angle and pulling out at 1200 feet, released 21 bombs on it. 2 bombs were dropped south of target. After the bombing, the Controller called in E/A for the Squadron to investigate with no contacts being made. Squadron returned to base, landing at 1927. Pilots reported bombing results as fair. Most of the bombs were dropped in the northeast portion of the strip as briefed. No gun emplacements were observed. An area (T-9496-T-9493-T-9759-T-9756) was reported by a pilot as possibly containing a large number of tanks cleverly camouflaged. No E/A were encountered. The weather was density 5/10 cumulus, 1300 to 3500 feet unlimited visibility.

(WB-5B) 10 P47Ds of the 397th Fighter Squadron of the 368th Fighter Group took off from AIG A-3 at 1801, 3 July 1944 to dive bomb target T-127591. Each A/C was loaded with 2x500 GP bombs (1/10-1/40 fusing). Squadron proceeded on mission as briefed, arriving over target at 1830. 10 A/C dove from 7500 feet at an angle of 55 degree and at 3000 feet released 18 bombs on the target. Some of the A/C also strafed ground targets. Squadron then returned to base, landing at 1959. Bombing results were fair. Target was not destroyed. No gun positions were observed. One unidentified object was hit and black smoke was noted. The flak at T-3041 was heavy, meager and accurate. No E/A were encountered. The weather was swelling cumulus clouds-6/10 with very good visibility.

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Oprep A No. 124, contd.

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- B. : (i) 22 B47Ds (D/Bombers)
 (ii) 22 (12 D/Bombers - target T-205715)
 (16 D/Bombers - target T-127591)
 (iii) NIL
 (iv) NIL
 (v) NIL
 (vi) NIL
 (vii) NIL
 (viii) 22
- C. : (i) NIL
 (ii) NIL
- D. : (i) 38:45
 (ii) NIL
- E. : (i) 39600 rounds 50 cal. AP
 (ii) 1480
 (iii) NIL
- F. : (i) 44 - 500# GP bombs (nose AN-2103 - tail AN-201A2)
 (ii) 41 - (18 on target - T-127591)
 (21 on target - T-205715)
 (2 south of target T-205715)
 (iii) NIL
 (iv) NIL
 3 - returned to base.
- G. : NIL
- H. : NIL

Other Claims:

Fuel trucks - 2-0-0 ✓

For the Commanding Officer:

Maurice D Powell
 MAURICE D POWELL
 1st Lt., Air Corps.
 Ass't. Adjutant. C

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S E C R E T

HEADQUARTERS
365TH FIGHTER GROUP

T-P-1

APO 595, US Army,
6 July 1944.

SUBJECT: Oprep A Report. USAAF Form 344.

TO : Commanding General, Ninth Air Force, Attention 20th Statistical Control Unit.
Commanding General, IX Tactical Air Command, Attention Statistical Control Section.
Commanding General, 70th Fighter Wing, Attention Statistical Control Section.

FROM : 365th Fighter Group, Statistical Officer.

REF : S E C R E T

Oprep A No. 125 for 24 hours ending sunset 3 July 1944.
Operations Order No. DFC-5, Combat Ops - 79th Fighter Wing.

A. : 12 P47Ds of the 396th Fighter Squadron of the 365th Fighter Group took off from AIC A-3 at 2045, 3 July 1944 to dive bomb road bridges at T-220713, T-255714, T-235683, T-255677. Each A/C was loaded with 2x500 GP bombs (8/11 sec. fusing). Squadron proceeded on mission as briefed. A solid overcast was over target area at a 1000 feet. Squadron returned to base, jettisoning 24 bombs in a swamp just west of the base. A/C landed at 2150. No troop movements were observed between Lezay and Periers. The flak at Periers was fairly intense, light and accurate. The mission was abortive due to weather. No E/A were encountered.

B. : (i) 12 P47Ds (D/Bombers)
(ii) NIL
(iii) 12 (a) Weather obscured target with a complete overcast at a 1000 feet.
(iv) NIL
(v) NIL
(vi) NIL
(vii) NIL
(viii) 12

C. : (i) NIL
(ii) NIL

D. : (i) 12:30
(ii) NIL

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S E C R E T

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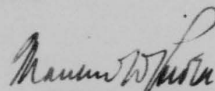
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Oprep A No. 125 contd.

S E C R E T

- E. : (i) 21600 rounds 50 cal. API.
(ii) NIL
(iii) NIL
- F. : (i) 24 - 500# GP bombs (tail - AN-1013)
(ii) NIL
(iii) 24 - Jettisoned because of weather obscuring target.
(iv) NIL
- G. : NIL
- H. : NIL

For the Commanding Officer:


MAURICE D POWELL
1st Lt., Air Corps,
Ass't. Adjutant.

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HEADQUARTERS
368th FIGHTER GROUP

I-3-2

APO 595, U. S. ARMY,
6 July 1944.

SUBJECT: Oprep A Report. USAAF Form 34A.

TO : Commanding General, Ninth Air Force, Attention 26th Statistical
Control Unit.
Commanding General, IX Tactical Air Command, Attention Statistical
Control Section.
Commanding General, 70th Fighter Wing, Attention Statistical
Control Section.

FROM : 368th Fighter Group, Statistical Control Officer.

REF : SECRET

Oprep A No 126 for 24 hours ending sunset 4 July 1944. *e 82*
Operations Order No 54, Mission FOG 4, IX Tactical Air Command,
Operations Order No 7, Mission FOG 4, 70th Fighter Wing.

A.FOG 4 : 11 P47Ds of the 395th Fighter Squadron of the 368th Fighter Group took off from AIG-43 at 0745 4 July 1944 to execute an armed reconnaissance mission in the area T-396762 south along highway to T-400674 thence west to T-270720 thence northeast to T-318754 with primary targets of a 4-gun battery at T-315754 and a 4-gun battery at T-402678. Each A/C was loaded with 2 x 500#GP bombs (1/10-1/40 sec fusing.). The Squadron proceeded on the mission as briefed. Due to the weather conditions the Squadron had to glide bomb rather than dive bomb. At 0745 11 A/C dove from 4000 feet at an 30° angle and at 1200 feet released 15 bombs on target T-315754 and 4 bombs on target T-402678. 3 bombs were dropped south of bomb line. A convoy of 10 plus M/T was spotted at T-404674. This convoy was strafed. Squadron returned to base, landing at 0847. The results of the bombing at target T-315754 appeared to be excellent, the second target, T-402678 had 4 bomb hits well concentrated. No gun emplacements were seen. No E/A were encountered. Small arms fire light AA, and heavy guns fired in the area between first and second targets. The fire was very intense and inaccurate. The weather was cloudy with 5/10 to 9/10 from 400 to 8000 feet.

FSG 4 : 12 P47Ds of the 396th Fighter Squadron, 368th Fighter Group took off from AIG-43 at 1152, 4 July 1944 to execute an armed reconnaissance and dive bomb 4 gun battery at T-402678. Each A/C carried 2 x 500#GP (1/10 -1/40 fusing). Squadron arrived over target at 1215. 12 A/C dove from 6000 feet at a 60° angle and at 1500 feet released 29 bombs on the target. Squadron strafed 19 M/T at T4768. Squadron returned to base landing at 1300. Bombing results were very good. 75 % hits were observed in the target area. One A/C damaged by flak cat AC. Heavy, meager and inaccurate flak at IA Chappelle en Jager. The weather was 5/10 cumulus over target at 2800 feet and up.

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Opreg A Report 126 cont'd.

- B. : (i) 29 2470 (0/Bombers)
- (ii) 29 (11 B/Bombers - Gun Emplacements at T-315754 and T-402678)
- (12 B/Bombers - Gun emplacements at T-402678)
- (iii) Nil
- (iv) Nil
- (v) Nil
- (vi) Nil
- (vii) 1 Damaged by Fisk (Oct AC)
- (viii) 23.

- C. : (i) Nil
- (ii) Nil

- D. : (i) 29:15
- (ii) Nil

- E. : (i) 11400 rds 50 cal AP
- (ii) 3675
- (iii) Nil

- F. : (i) 46 - 500*08 bombs (nose AN-203 - Tail AN 201A2)
- (ii) 45 - (15 - on target T-315754)
- (4 - on target T-402678)
- (3 - South of Bomb line)
- (23 - on target T-402678)
- (iii) 1
- (iv) Nil

- G. : Nil

- H. : Nil

Other Claims ✓
 W/T 1-4-0
 For the commanding officer:

Maurice D. Funnell
 MAURICE D. FUNNELL
 1st Lt., Air Corps,
 Asst., Adjutant.

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HEADQUARTERS
368TH FIGHTER GROUP

I-1-1

APO 595, US Army
6 July 1944.

SUBJECT: Oprep A Report. USAAF Form 34A.

TO : Commanding General, Ninth Air Force, Attention 26th Statistical Control Unit.
Commanding General, IX Tactical Air Command, Attention Statistical Control Section.
Commanding General, 70th Fighter Wing, Attention Statistical Control Section.

FROM : 368th Fighter Group, Statistical Officer.

REF : S E C R E T

Oprep A No. 127 for 24 hours ending sunset 4 July 1944.
Operations Order No. KOD-5, par 3A, 70th Fighter Wing. *ER*

A. : (KOD-5, par 3A) 12 P47Ds of the 997th Fighter Squadron of the 368th Fighter Group, took off from AIG A-3 at 1939, 4 July 1944 to dive bomb bridges at T-22-713, T-255714, T-295689, T-255677, thence an armed reconnaissance in the area. Each A/C carried 2x500 GP bombs (1/10-1/40). 11 A/C arrived over bridge at T-1952 at 2015 and from 5000 feet at an 70 degree angle, dove to 1500 feet and released 7 bombs on it. 8 A/C jettisoned 16 bombs south of bomb line to give chase to 18 FW 190s, which were seen at Coutances at 2020. Encounters were made with E/A (see section H). Squadron then returned to base, landing at AIG A-3 at 2058. The bombing of the one bridge was limited to minimum damage at the east end which was only weakened by the attack. One A/C was damaged probably by flak, Cat. A. The flak at Mortain was heavy, intense and accurate. The weather was cloudy from 1900 to 6000 feet - 9/10 cover over target, with good visibility.

B. : (i) 12 P47Ds (D/Bombers)
(ii) 12 (4-D/Bombers - Bridge at T-1952 and gave chase to E/A)
(8-Bomb line and gave chase to E/A)
(iii) NIL
(iv) NIL
(v) NIL
(vi) NIL
(vii) 1 - Caused by flak (probably), Cat. A.
(viii) 12

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Cprop A No. 127 contd.

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- C. : (i) NIL
(ii) NIL
- D. : (i) 19:30
(ii) NIL
- E. : (i) 21600 rounds 50 cal. API
(ii) 2690
(iii) NIL
- F. : (i) 24 - 5000 GP bombs (nose AN-4103 - tail AN-4101A2)
(ii) 7 - Bridge at T-1952
(iii) 17 - (16 because A/C took up chase of E/A)
(iv) NIL CHASE
- G. : NIL
- H. : IN AIR - 1-0-1
(i) 1 FW 190 - Capt. E. M. Tetter.
(ii) NIL
(iii) 1 FW 190 - 1st Lt. R. S. Brown.

For the Commanding Officer:

Maurice D. Powell
 MAURICE D. POWELL
 1st Lt., Air Corps.
 Capt's. Adjutant.

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HEADQUARTERS
368TH FIGHTER GROUP

I-F-1

APO 595, US Army.
7 July 1944.

SUBJECT: Oprep A Report. USAAF Form 34A.

TO : Commanding General, Ninth Air Force, Attention 26th Statistical
Control Unit.
Commanding General, IX Tactical Air Command, Attention Statistical
Control Section.
Commanding General, 70th Fighter Wing, Attention Statistical
Control Section.

FROM : 368th Fighter Group, Statistical Officer.

REF : SECRET

Oprep A No. 126 for 24 hours ending sunset 5 July 1944. *187*
Operations Order No. 55 Mission Y21-52, IX Tactical Air Command.

A. : ^v(21-52) The 395th Fighter Squadron of the 368th Fighter Group, composed of 12 P47Ds took off from AIG A-3 at 0910 to execute an armed reconnaissance mission in area of Perriers-St Sauveur-Iendelen-Gorreyville Dien-Cenisy-Bois Du Hammet and to dive bomb road bridge T-249731. 12 P47Ds each carried 2x500# GP bombs (8/11 sec fusing). Squadron proceeded on mission as briefed, arriving over the target at 0930. 12 P47Ds dove from 4000 feet at a 30 degree angle and at 500 feet released 12x500 GP bombs on road bridge and a woods at T-232754. 2x500 GP bombs were dropped south of St Lo. Squadron then left target area, landing at AIG A-3 at 1041. No abortive or E/A were encountered on the mission. One A/C was damaged by light and heavy AA, Cat. A. Bombing results were excellent with the bridge (primary target) completely destroyed by two direct hits. Several bombs were dropped in woods (T-232754) which gave evidence of being gun positions. 5 trucks were seen on the road at T-4553 against a house. About 15 plus individual vehicles, marked with Red Crosses were seen throughout the whole armed reconnaissance area at various times. Extremely heavy flak was noted at an area four miles east of Notre Dame (T-376503); heavy gun installations at T-424545 were also noted but were not firing; light, moderate and fairly accurate AA firing from a strip along woods at scullies, 432530 to 435540. The weather at target was found as briefed, 3 layers of clouds, one from 3 to 4000 feet - 4/10; the other from 5 to 5300 feet - 3/10; and one from 8 to 10000 feet - 3/10 with unlimited visibility.

B. : (1) 12 P47Ds (D/Bombers)
(11) 12 (D/Bombers - Road Bridge at T-249731 and a Woods at
T-232754)

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- B. : (iii) NIL
(iv) NIL
(v) NIL
(vi) NIL
(vii) 1 - damaged by fldr, Cat. A.
(viii) 12
- C. : NIL
- D. : (i) 19:30
(ii) NIL
- E. : (i) 21600 rounds 50 cal. AMI.
(ii) 725
(iii) NIL
- F. : (i) 24 - 500# GP bombs (tail AM-119)
(ii) 18 - (Road Bridge at T-249731 and a wood at T-232754 which was near bridge)
2 - South of St Io.
(iii) 3
(iv) NIL
1 returned to base.
- G. : NIL
- H. : NIL

Operations Order No. GGV-6, par No. 3A, IX Tactical Air Command.

- A. : (GGV-6 par 3A) ¹⁸²The 396th Fighter Squadron of this Group, consisting 12 F47Ds took off from AIG A-3 at 1548 5 July 1944 to dive bomb a spiderweb of roads at T-225815. 12 A/C each carried 2x500 # GP bombs (instant fusing). One A/C aborted due to engine trouble and other 11 A/C proceeded on mission as briefed, arriving over target at 1600. 11 F47Ds dove from 8000 feet at a 55 degree angle and at 2000 feet released 22x500# GP bombs on target. Squadron then left target area, landing at AIG A-3 at 1722. Bombing results were very good with 90% of bombs falling on immediate target area. No troop installations were noted in target area. A/C were unable to contact Air-Support Party. No smoke appeared to aid in identifying the target. No damaged or B/A were encountered. The weather over target was 7/10 cumulus.
- B. : (i) 12 F47Ds (D/Bombers)
(ii) 11 (D/Bombers - Spiderweb of Roads at T-225815)
(iii) 1 (c) Instruments - cylinder head temperature gauge failed.
(iv) NIL
(v) NIL

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Oprep A No 128 contd.

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- B. : (vi) NIL
(vii) NIL
(viii) 11
- C. : NIL
- D. : (i) 20:00
(ii) NIL
- E. : (i) 21600 rounds 50 cal. AVT.
(ii) 3126
(iii) NIL
- F. : (i) 24 - 500 GP bombs (instant fusing)
(ii) 22 - (Spiderweb of Roads at T-255815)
(iii) 2 - By abortive A/C
(iv) NIL
- G. : NIL
- H. : NIL

Operations Order No. INC-5, par 3A, IX Tactical Air Command.

- A. : (INC-5, par 3A) The 397th Fighter Squadron of this Group, composed of 12 F47Ds took off from AIG A-3 at 1658, 5 July 1944 to dive bomb the following bridges: T-220713, T-255714, T-235683 and T-255677. 12 F47Ds each carried 2x500 GP bombs (8/11 sec fusing). One flight of 4 A/C arrived over target T-255677 at 1729 and dove from 2000 feet at a 20 degree angle and at deck level released 8x500 GP bombs on this target. At 1734, two flights of 4 A/C each arrived over target T-235683 and at deck level released 15x500 GP bombs on target. Squadron left the target area, strafed ground targets and returned to AIG A-3, landing at 1847. There were no damaged, abortive or B/A encountered. Bombing results were poor, although all bombs fell near T-235683. Two direct hits were made on south bank east of bridge. Only a fill at T-255677 and no bridge was observed. A tank battle was observed at T-4025. Also a column of 25 tanks was seen at T-3364. 10 to 15 vehicles with Red Crosses were noted at various spots. Vehicles did not resemble ambulances and many appeared to be tanks. One flight of A/C strafed and destroyed 30 to 40 horses and 15 wagons at T-2455. The weather was 8/10 swelling cirrus between 3 and 5000 feet with good visibility.
- B. : (i) 12 F47Ds (D/Bombers)
(ii) 12 (4 D/Bombers - 1 fill at T-255677)
(iii) 8 D/Bombers - bridge at T-235683
(iii) NIL
(iv) NIL
(v) NIL

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Group A No. 128 contd.

SECRET

- B. : (vi) NIL
(vii) NIL
(viii) ME
- C. : NIL
- D. : (i) 20.15
(ii) NIL
- E. : (i) 21600 rounds 50 cal. AP.
(ii) 3005
(iii) NIL
- F. : (i) 24 - 500# GP bombs (tail AN-2613)
(ii) 25 - (2-bill at T-255677)
(12-bridge at T-255683)
(iii) NIL
(iv) NIL
1 returned to base.
- G. : NIL
- H. : NIL

Other Claims:

Horses - 30-0-0
Wagons - 15-0-0.

Operations Order No. 7000.

- A. : 4 F4Us of the 395th Fighter Squadron of the 368th Fighter Group, took off from AIG A-3 at 1027, 5 July 1944 to provide fighter escort to a C-47 carrying military personnel to England. 4 A/C R/V with the C-47 over AIG A-3 and escorted it to the shores of England and then returned to AIG A-3, landing at 1147. The mission was unsuccessful.
- B. : (i) 4 F4Us (escort)
(ii) 4 (escort C-47 to shores of England)
(iii) NIL
(iv) NIL
(v) NIL
(vi) NIL
(vii) NIL
(viii) 4
- C. : NIL
- D. : (i) 5:30
(ii) NIL

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Cprep A No. 128 contd.

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B. : (i) 7200 rounds 50 cal. API.
(ii) NIL
(iii) NIL

F. : NIL

C. : NIL

H. : NIL

For the Commanding Officer:

Marl. J. Foster
MARLIE D. FOSTER
1st Lt., Air Corps,
Asst. Adjutant.

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HEADQUARTERS
368TH FIGHTER GROUP

I-P-1

AFG 595, US Army,
6 July 1944.

SUBJECT: Oprep A Report. USAAF Form 34A.

TO : Commanding General, Ninth Air Force, Attention 26th Statistical
Control Unit,
Commanding General, IX Tactical Air Command, Attention Statistical
Control Section,
Commanding General, 70th Fighter Wing, Attention Statistical
Control Section.

FROM : 368th Fighter Group, Statistical officer.

REF : Oprep A No. 129 for 24 hours ending sunset 6 July 1944.
Operations Order No. 111, IX Tactical Air Command.

This Group did not execute any missions for the date stated above.

For the commanding officer:

Maurice D. Powell
MAURICE D. POWELL
1st Lt., Air Corps,
Ass't. Adjutant.

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HEADQUARTERS
368TH FIGHTER GROUP

I-7-1

APO 595, US Army.
9 July 1944.

SUBJECT: Oprep A Report. USAAF Form 34a.

TO : Commanding General, Ninth Air Force, Attention 26th Statistical
Control Unit.
Commanding General, IX Tactical Air Command, Attention Statistical
Control Section.
Commanding General, 70th Fighter Wing, Attention Statistical
Control Section.

FROM : 368th Fighter Group, Statistical Officer.

REF : SECRET

Oprep A No. 130 for 24 hours ending sunset 7 July 1944.
Operations Order No. 6, Mission Y21-53, IX Tactical Air Command.
Operations Order Y21-53, 70th Fighter Wing.

A. (Y21-53) The 397th Fighter Squadron of the 368th Fighter Group, composed of 12 P47Ds took off from AIG A-3 at 0845, 7 July 1944 to dive bomb and strafe a 60 Motor Transport Concentration at T-7827. 12 A/C each carried 2x500 CP bombs. Squadron proceeded on mission as briefed, arriving over target at 0930. 12 P47Ds dove from 6000 feet at a 60 degree angle and at 1500 feet released 2x500 CP bombs on target. Target was also strafed by some A/C. Just as the squadron finished bombing, 12 plus FW 190s attacked squadron over target at 0935. Two of our A/C failed to return from this engagement (see section C and H). Squadron then returned to base, landing at AIG A-3 at 0950. Bombing results were very good with all bombs falling in target area. A fuel dump in target area was hit and set afire. 15 trucks were observed at edge of woods at target. E/A attacked in flights of six from above and 9 o'clock out of the clouds to go right back into clouds. Strafing results were unobserved due to sudden attack of E/A. The Controller warned of E/A just as one flight went down to strafe. The sudden attack of E/A which went back into clouds, gave little opportunity for encounter. There were no damaged or abortive A/C on the mission. The flak at T-6460 was light and heavy, moderate, inaccurate and accurate. The weather over target was solid overcast at 7500 feet with good visibility.

(Y21-53) The 396th Fighter Squadron of this Group, composed of 12 P47Ds took off from AIG A-3 at 0911, 7 July 1944 to dive bomb and strafe a 60 Motor Transport Concentration at Clairefontaine (T-7827).

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Gprep A No. 130 contd.

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- A. : 12 A/C each carried 2x500 GP bombs (instant fusing). While enroute to target, one flight was attacked by 6 to 8 FW 190s at 0925 over Forest I' Eveque, T-6449 (see section H), thus causing the squadron to jettison their bombs before reaching target. The results of the engagement are shown under section H. One pilot saw an FW 190 and the number 2 man in a flight of 3 B47Ds, collided head on in the vicinity of Forest I' Eveque at 0930. Squadron then returned to base, landing at AIG A-3 at 1044. There were no abortive A/C on the mission. 3 A/C were damaged by flak and E/A; 2 A/C are under cat. A and one AC. The flak at St Is was light, intense and accurate. The weather was 10/10 of tostratus at 8000 feet with good visibility. The German Air Force pilots were able and aggressive.
- B. : (i) 24 B47Ds (D/Bombers)
(ii) 34 12 - (D/Bombers - A 60 M/T Concentration at T-7027)
12 - (Squadron jettisoned their bombs when attacked by E/A)
(iii) NIL
(iv) NIL
(v) NIL
(vi) 2 - 1 A/C crashed at T-7032 due to enemy aircraft. Pilot bailed out.
1 A/C last seen in clouds about 5 miles east of wire. This A/C believed to be the one which collided with a FW 190 as witnessed by a pilot of the 396th Fighter Squadron. Both A/C had made their bomb run on target.
(vii) 3 - 2 damaged by flak and E/A, Cat. A.
1 damaged by flak and E/A, Cat. AB.
(viii) 24
- C. : NIL
- D. : (i) 31:15
(ii) NIL
- E. : (i) 43200 rounds 50 cal. API.
(ii) 7710
(iii) 9600
- F. : (i) 48 - 500/ GP bombs (nose AN-2103 - tail AN-2101A2) ✓
(ii) 24 - (24 - Motor Transports Concentrated at T-7027)
(iii) 24 - Jettisoned because squadron was attacked by 6 to 8 FW 190s.
(iv) NIL
- G. : 2 - MEA 1 - Captain Eugene M Potter, O-385463 was last seen in clouds approximately over Compeaux, France. Capt Potter's A/C is believed to have collided with a FW 190. A pilot from the 396th Fighter Squadron saw a FW 190 collide with a silver B47.

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Oprep A No. 130 combd.

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- G. : 1 - P/O Arlington J Clever, T-123198 was flying in vicinity of Vire, France when an FW 190 dropped out of the clouds onto his tail. The A/C was last seen by Lt Polta bursting into flames. Another pilot saw P/O Clever bail out at about 6000 feet.
- H. : In Air 1-0-0
- (I) 1 - FW 190 - Lt. H.L. Olson ✓: Landing
Lt. R.W. Howie ✓: Combat films.
- (II) NIL
- (III) 1 - FW 190 - Major H.F. Sparks ✓ (Landing films)
1 - FW 190 - Capt. J.O. Myers ✓
Lt. A.E. Benton ✓
1 - FW 190 - 2nd Lt. J.P. Polta. ✓

Operations Order No. 22, Mission No. WAF-1, 70th Fighter Wing.

- A. : 12 P47Ds of the 395th Fighter Squadron of the 368th Fighter Group took off from AIG A-3 at 1024, 7 July 1944 to bomb and strafe enemy strong points at T-205797, T-240808 and T-262800. Each A/C carried 2x5000 GP bombs (instant fusing). Squadron proceeded on mission as briefed, arriving over target at 1045. All A/C dove from 7000 feet at a 55 degree angle and at 1500 feet released their bombs. A A/C attacked target T-205797 dropping 6 bombs on it and two near misses. A A/C attacked target T-240808 dropping 8 bombs. A A/C attacked T-262800 dropping 8 bombs. All targets strafed. Squadron returned to base, landing at AIG A-3 at 1140. The results of bombing of targets were obscured somewhat because of trees etc. Fires were started at T-205797. On target T-262800, bombs fell on trees from which caused flashes of artillery fire. No P/W were encountered. Pilots reported many unidentified brown piles or stacks along shoulders of road in whole general area. Red Cross vehicles were observed in area bounded by St Lo - Villedieu. The flak at T-240808 was light, meager and inaccurate. The weather was 10/10 at 9000 feet with good visibility.
- B. : (I) 12 P47Ds (8/Bombers)
(II) 12 (4-3/Bombers - target T-205797)
(4-3/Bombers - target T-240808)
(4-3/Bombers - target T-262800)
- (III) NIL
(IV) NIL
(V) NIL
(VI) NIL
(VII) NIL
(VIII) 12
- C. : NIL

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Oprep A No. 130 contd.

SECRET

- D. : (i) 18:45
(ii) NIL
- E. : (i) 21600 rounds 50 cal. AP.
(ii) 800
(iii) NIL
- F. : (i) 24 - 500# GP bombs (nose AN-4103 - tail AN-4101-2)
(ii) 24 - 8 on target T-205797
 8 on target T-210808 ✓
 8 on target T-212900
(iii) NIL
(iv) NIL
- G. : NIL
- H. : NIL

Other Claims:
w/T 2-0-0 ✓

operations Order No. 27, Mission No. 17 - HST-1 per SA, 70th Fighter wing.

- A. : The 97th Fighter Squadron of this Group, composed of 12 F47Ds took off from AIC A-3 at 1210, 7 July 1944 to dive bomb 88mm Anti-tank Gun Emplacements at T-346796. 12 A/C each carried 2x500 GP bombs (1/10-1/40) fuzing. Squadron proceeded on mission as briefed, arriving over target at 1230. 12 A/C dove from 5000 feet at a 50 degree angle and at 1000 feet released 2x500 GP bombs on target. Squadron also strafed W/Ts (see section H). Squadron then returned to base, landing at AIC A-3 at 1417. Bombing results were excellent with all bombs dropped on target which the artillery marked with red smoke. No damaged, abortive or W/A were encountered. The weather over the target was 5/10 scattered at 3000 with good visibility.
- B. : (i) 12 F47Ds (D/Bombers)
(ii) 12 (D/Bombers - 88mm Anti-tank Gun Emplacements at T-346796)
(iii) NIL
(iv) NIL
(v) NIL
(vi) NIL
(vii) NIL
(viii) 12 ✓
- C. : NIL
- D. : (i) 23:15
(ii) NIL

- h -

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Oprp A No. 130 contd.

- E. : (i) 21600 rounds 50 cal. API.
(ii) 600
(iii) NIL
- F. : (i) 24 - 500# GP bombs (nose AN-M103 - tail AN-M101A2)
(ii) 24 - (24 on Gun Emplacements at T-346796)
(iii) NIL
(iv) NIL

G. : NIL

H. : NIL

Other Claims:

Staff Car 1-0-0
M/T 1-0-0

Operations Order No. HEJ-B, par 3A, IX Tactical Air Command.
Operations Order No. 28, HEJ-B, 70th Fighter Wing.

- A. : The 396th Fighter Squadron of this Group, composed of 12 P47Ds took off from AIG A-3 at 1350, 7 July 1944 to dive bomb Infantry Positions near road junction at T-347803. Each A/C carried 2x500 GP bombs, (instant fusing). Upon arriving over target at 1407, 12 A/C dove from 4000 feet at a 60 degree angle and at 2000 feet released 22x500 GP bombs on target. Squadron then returned to base, landing at 1532. Bombing results were excellent with 90% hits observed in the marked target area. Target was well marked and clobbered. There were no abortive or E/A encountered. One A/C was damaged by flak, Cat. AC. The flak over the target was light, meager and accurate; at T-2563 the flak was heavy, moderate and fairly accurate. The weather was variable with rain squalls.
- B. : (i) 12 P47Ds (D/Bombers)
(ii) 12 (D/Bombers - Infantry Positions at T-347803)
(iii) NIL
(iv) NIL
(v) NIL
(vi) NIL
(vii) 1 - Caused by flak, Cat. AC.
(viii) 12
- C. : NIL
- D. : (i) 19:00
(ii) NIL
- E. : (i) 21600 rounds 50 cal. API.
(ii) NIL
(iii) NIL
- F. : (i) 24 - 500# GP bombs (nose AN-M103 - tail AN-M101A2)
(ii) 22 (on Infantry Position at T-347803).
(iii) 2
(iv)

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Oprep A No.-130 contd.

SECRET

G. : NIL

H. : NIL

Operations Order No. LEF-1, 70th Fighter Wing.

A. : The 395th Fighter Squadron of this Group, composed of 12 F47Ds took off from AIG A-3 at 1945, 7 July 1944 on an armed reconnaissance on reported vehicles and troops moving south cross bridge at T-390754 and east from T-392746 along road T-425754 and also on alternate target, a six gun position at T-4756. 12 A/C each carried 2x500 GP bombs (instant fusing). Squadron proceeded on mission as briefed, arriving over target area at 2015. 11 A/C dove from 8000 feet at a 60 degree angle and at 3500 feet released 22x500 GP bombs on woods at T-4174. 2x500 GP bombs were dropped by one A/C on gun emplacement at T-4756. Some A/C strafed ground targets. Squadron then left target area at 2045, landing at AIG A-3 at 2112. Red cross ambulances were noted on roads NE of Contances. Bombing results were not noted at T-4174 because of the woods concealing the strikes. On target T-4756, results were not observed. There were no damaged, abortive or W/A encountered. The flak at Contances was meager, heavy and inaccurate; at T-4756 it was light, meager and fairly accurate. The weather was 3/10 to 5/10 cumulus at 3000 to 3500 feet.

B. : (i) 12 F47Ds (D/Bombers)
(ii) 12 (Armed Reconnaissance and D/Bomber - woods at T-4174 and Gun Emplacement at T-4756).

(iii) NIL

(iv) NIL

(v) NIL

(vi) NIL

(vii) NIL

(viii) 12

C. : NIL

D. : (i) 20:00

(ii) NIL

E. : (i) 21600 rounds 50 cal. AVY.

(ii) 330

(iii) NIL

F. : (i) 24 - 500 GP bombs (nose AN-M103 - tail AN-M101A2)

(ii) 24 - (22 on woods at T-4174)
2 on Gun Emplacement at T-4756)

(iii) NIL

(iv) NIL

G. : NIL

H. : NIL

Other Claims:

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Copy A No. 130.

SECRET

For the commanding officer:

Mauch D. Foster

MAJOR D. FOSTER
1st Lt., Air Corps,
Asst. Adjutant.

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S E C R E T

HEADQUARTERS
368TH FIGHTER GROUP

I-1-1

APO 595, US ARMY,
10 July 1944.

SUBJECT: Oprep A Report. USAAF Form 34A.

TO : Commanding General, Ninth Air Force, Attention 26th Statistical
Control Unit.
Commanding General, IX Tactical Air Command, Attention Statistical
Control Section.
Commanding General, 70th Fighter Wing, Attention Statistical
Control Section.

FROM : 368th Fighter Group, Statistical Control officer.

REF : S E C R E T

Oprep A No. 131 for 24 hours ending sunset 8 July 1944. *EHS*
Operations Order No. 59, Mission Y21-54, IX Tactical Air Command.

A. : 12 P47Ds of the 396th Fighter Squadron of the 368th Fighter Group took off from AIC A-3 at 0703, 8 July 1944 to dive bomb Is Bignon A/F at Y-791329. Each A/C was loaded with 2x500# GP bombs (instant nose - 1/40 tail fusing). Squadron proceeded on mission, arriving over I/C about 11 miles southeast of Leval, (Y-791329) at 0745. 12 A/C dove from 8000 feet at a 70 degree angle and at 2500 feet released 24 bombs on the I/C. Several flights strafed ground targets. Squadron returned to base, landing at 0910. Bombing results were very good with some hits on the landing field. There was a good concentration of hits in the dispersal area. No E/A were encountered. No E/A were on the field that was bombed. The other target (A/D at Y-705415) had been well bombed previously. 12 large trucks were seen on a road between T-6047 and wire. All these vehicles displayed red crosses on the top only. A stone house with white "FW" letters painted on the roof and on the lawn was seen at T-6236. The flak at St Lo was light, meager and inaccurate. The weather was 10/10 stratus at 8000 feet with the threat of rain. Visibility was good.

B. : (i) 12 P47Ds (D/Bombers)
(ii) 12 (D/Bombers - Is Bignon A/F at Y-791329)
(iii) NIL
(iv) NIL
(v) NIL
(vi) NIL
(vii) NIL
(viii) 12

C. : NIL

D. : (1) 23:30
(ii) NIL

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S E C R E T

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Oprep A No. 131 c.m.v.

SECRET

- E. : (i) 21600 rounds 50 cal. API.
(ii) 2730
(iii) NIL
- F. : (i) 24 - 500# GP bombs (nose AN-M103 - tail AN-M201A2)
(ii) 21 - (on Le Bignon A/F at Y-791329)
(iii) 3
(iv) NIL
- G. : NIL
- H. : NIL

Other Claims:

W/T 1-0-0
Staff Car 1-0-0

Operations Order No. 59, Mission 500-9, IX Tactical Air Command.

- A. : 12 F47Ds of the 377th Fighter Squadron of the 368th Fighter Group took off from AIG A-3 at 0913, 8 July 1944 to dive bomb road bridge at T-238763 on main supply route. Each A/C carried 2x500# GP bombs (2/11 sec. fusing). Squadron arrived over target area at 0935. The assigned target, the road bridge at T-238763 was a culvert and because of the size, only six A/C attached it. 12 A/C dove from 6000 feet at a 30 degree angle and from 800 to 500 feet released 12 bombs on road bridge at T-238763, 4 bombs on a road junction at T-231764 and six bombs were dropped on three or four bridges just north of T-2768. The squadron returned to the base, landing at 1027. All 12 bombs dropped either on the bridge (T-238763) or ver close. The bridge was at least damaged. Results of other targets were either unobserved or poor. No SA were encountered. The flak from T-2375 to T-2672 was light and heavy, intense and inaccurate. The weather was 10/10 cloud coverage with some rain with good visibility except when raining.
- B. : (i) 12 F47Ds (D/Bombers)
(ii) 12 (6 D/Bombers - Road Bridge at T-238763, 2 D/B Road Junction at T-231764, 1 D/B Road Bridge at T-2768 and 3 D/B three or four bridges just north of T-2768)
- (iii) NIL
(iv) NIL
(v) NIL
(vi) NIL
(vii) NIL
(viii) 12
- C. : NIL
- D. : (i) 17:45
(ii) NIL

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OPREP A No. 131 contd.

SECRET

- E. : (i) 21600 rounds 50 cal. APF.
 (ii) NIL
 (iii) NIL
- F. : (i) 24 - 500# GP bombs (nose AN-M103 - tail AN-M113)
 (ii) 24 - 12 on Road Bridge at T-292763
 4 on Road Junction at T-231764
 2 on Road Bridge at T-2768
 6 on 3 or 4 Bridges just north of T-2768.
 (iii) NIL
 (iv) NIL
- G. : NIL
- H. : NIL

Operations Order XHQ-1.

- A. : 11 F47Ds of the 395th Fighter Squadron of the 368th Fighter Group took off from AIG A-3 at 0905, 8 July 1964 to dive bomb enemy strong points at T-349783 and T-352783. Each A/C carried 2x500# GP bombs (Instant fusing). Squadron arrived over target area at 0925 and 11 A/C dove from 5000 feet at an 45 degree angle and at 1500 feet released 8 bombs on T-349783 and 11 bombs on target T-352783. Targets were strafed also. Squadron then returned to base, landing at AIG A-3 at 1048. Bombing results were very good. Targets were marked and the report to the pilots were that they were successful in hitting their target. No M/A were encountered. About 25 white top covered wagons were observed in St Martin area. The weather was 10/10 at 5000 feet over target.
- B. : (i) 11 F47Ds (D/Bombers)
 (ii) 11 (5 D/Bombers - target T-349783)
 (6 D/Bombers - target T-352783)
 (iii) NIL
 (iv) NIL
 (v) NIL
 (vi) NIL
 (vii) NIL
 (viii) 11
- C. : NIL
- D. : (i) 21,00
 (ii) NIL
- E. : (i) 19800 rounds 50 cal. APF
 (ii) 560
 (iii) NIL

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Opreg A No 171 contd.

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- F. : (i) 22 - 500# GP bombs (nose AN-2103 tail - AN-2101A2)
 (ii) 19 - (8 on target T-347783)
 (iii) 1 (11 on target T-352783)
 (iv) NIL
 2 returned to base.
- G. : NIL
- H. : NIL

Other Claims:

w/c 1-2-40

Operation Order No. 39, Mission W/2, 70th Fighter Wing.

- A. : 12 F47Ds of the 396th Fighter Squadron and 11 F47Ds of the 397th Fighter Squadron both of the 360th Fighter Group, took off from AIC A-3 at 1919, 8 July 1944 to dive bomb gun positions at T-679421, T-676424, T-675425 and T-672427. Each A/C carried 2x500# GP bombs (instant nose-1/40 tail) 23 A/C proceeded on mission as briefed, arriving over target area at 1915. 12 A/C dove from 6000 feet at an 60 degree angle and at 2000 feet released 20 bombs on gun emplacements. 11 A/C dove from 5000 feet at a 45 degree angle and at 1000 feet released 22 bombs on target area. Some A/C also strafed W/Ts. A/C left target area at 1945, landing at base at 1953. 42 bombs fell in the designated area. No specific target was seen and no results were observed. A very large number of W/T were seen in the general area of St Lo. All vehicles were marked with red crosses on plain white. One A/C was damaged by flak. No W/T were encountered. The flak at T-3448 was light, meager and inaccurate. The weather was 10/10 at 5000 feet with poor visibility.
- B. : (i) 23 F47Ds (D/bombers)
 (ii) 23 (gun emplacements at T-679421, T-676424, T-675425 and T-672427)
 (iii) NIL
 (iv) NIL
 (v) NIL
 (vi) NIL
 (vii) 1 - Damaged by flak, Cat. A.
 (viii) 23
- C. : NIL
- D. : (i) 32:30
 (ii) NIL

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- E. : (i) 41400 rounds 50 cal. API.
(ii) 420
(iii) NIL
- F. : (i) 46 - 500# GP bombs (nose - AN-4109 - tail AN-4101A2)
10 (ii) 42 - (Gun emplacements at T-679421, T-676424, T-675425 and
T-672427)
(iii) 4
(iv) NIL
- G. : NIL
- H. : NIL

Other Claims:
W/Y 4-0-0

Operations Order No. 41, Mission Y21-3, 70th Fighter Wing.

The 395th Fighter Squadron of this Group, composed of 11 B47Ds took off from AIG A-3 at 1634, 8 July 1944 to dive bomb targets of opportunity. 11 A/C each carried 2x500# GP (Instant fusing) bombs. Squadron proceeded on mission as briefed, arriving over target at 1645. 11 A/C dove from 5000 feet at a 45 degree angle and at 1500 feet released 8 bombs on W/Y at St Martin. (Yards consisted of 2 tracks only - 2 bombs were seen to drop on south end of Yards on tracks - 6851), 8 bombs on road in woods at T-645435, (this road was carrying considerable traffic thought to be civilian), 6 bombs on road traffic (possibly civilian) at T-685425. This road was hit with widespread damage to traffic. One A/C was abandoned, the cause thought due to fire caused by flak. The pilot was seen to bail out at T-654425. Squadron then left target area, landing at AIG A-3 at 1725. A great amount of evacuation by civilians was observed in area of viro. No M/A were encountered. There were no abortive A/C on the mission. The flak at 5454 was heavy, moderate and inaccurate. Light flak was observed in the vicinity of woods (T-645435). After bomb run, moderate and inaccurate flak was observed. The weather was 10/10 stratus from 6000 to 7500 feet with good visibility.

- B. : (i) 11 B47Ds (D/Bombers)
(ii) 10 (4-D/B - W/Y at St Martin)
(4-D/B - Road in Woods at T-645435)
(3-D/B - Road traffic (possibly civilian) at T-685425)
- (iii) NIL
(iv) NIL
(v) NIL
(vi) 1 - At T-654425 Pilot stated A/C was on fire - believed caused by flak. Pilot bailed out.

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- B. : (vii) NIL
(viii) 11
- C. : NIL
- D. : (i) 18:45
(ii) NIL
- E. : (i) 19800 rounds 50 cal. AP
(ii) 3234
(iii) 1800
- F. : (i) 2x500# GP bombs (nose - AN-M103 - tail AN-M101A2)
(ii) 22 - (8 - M/V at St Martin) ✓
(iii) 8 - Road in woods at T-645435 ✓
(iv) 6 - Road traffic (possibly civilian) at T-6485425 ✓
(iii) NIL
(iv) NIL
- G. : 1 - MYA - 1st Lt. Irwin M Pascal, O-796021, was seen to abandon his A/C at 5500 feet at T-654425 and land on the ground. Lt. Pascal said over the radio that his A/C was on fire, thought to be caused by flak, thus causing the pilot to bail out.
- H. : NIL

Operations Order No. 47, Mission FFR-7, 70th Fighter Wing.

- A. : 12 F47Ds of the 396th Fighter Squadron of the 368th Fighter Group took off from AIG A-3 at 2010, 8 July 1944 to dive bomb communications center and strong point at T-356718. Each A/C carried 2x500# GP bombs (Dustent fusing). Squadron proceeded on mission as briefed, arriving over target at 2020. 12 A/C dove from 4000 feet at a 60 degree angle and at 1500 feet released 24 bombs on target. Squadron arrived at base, landing at 2054. Bombing results were very good. 90% of hits were observed between the barracks and the church. No E/A were encountered. 2 A/C were damaged by flak and small arms. Troops were billeted in the town at T-356718. The flak at target was light, intense and accurate. Small arms fire at the target. The weather was variable.
- B. : (i) 12 F47Ds (D/Bombers)
(ii) 12 (D/Bombers - Communication Center and Enemy strong point at T-356718)
(iii) NIL
(iv) NIL
(v) NIL
(vi) NIL
(vii) 2 - Damaged by flak and small arms, Cat. A.

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Prep a No. 101 0300.

- B. : (viii) 12
- C. : NIL
- D. : (i) 9:00
(ii) NIL
- E. : (i) 21600 rounds 50 cal. AM.
(ii) 3520
(iii) NIL
- F. : (i) 24 - 500' CP bombs (nose AN-M103 - tail AN-M101A2)
(ii) 24 - (Communications Center and enemy strong point at T-356718)
(iii) NIL
(iv) NIL
- G. : NIL
- H. : NIL

For the Commanding Officer:

Maurice B. Powell
MAURICE B. POWELL
1st Lt., Air Corps,
Ass't. Adjutant.

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S E C R E T

HEADQUARTERS
368TH FIGHTER GROUP

I-P-1

APO 595, US Army
12 July 1944.

SUBJECT: Oprep A Report. USAAF form 34A.

TO : Commanding General, Ninth Air Force, Attention 26th Statistical
Control Unit.
Commanding General, IX Tactical Air Command, Attention Statistical
Control Section.
Commanding General, 70th Fighter Wing, Attention Statistical
Control Section.

FROM : 368th Fighter Group, Statistical Officer.

REF : S E C R E T

Oprep A no. 132 for 24 hours ending sunset 9 July 1944.
Operations Order No. 9, Mission YPV-1, 70th Fighter Wing.

A. : The 395th Fighter Squadron of the 368 Fighter Group, consisting of 12 P47Ds took off from AIG A-3 at 0825, 9 July 1944 to dive bomb strong point at T-3279. 12 A/C each carried 2x500# GP bombs (Instant fusing). Squadron proceeded on mission as briefed, arriving over target at 0920. 12 A/C dove from 7500 feet at an 55 degree angle and at 2500 feet released 23 bombs on target T-3279. Squadron also strafed tanks between T-4458 and T-5055. Squadron then returned to base, landing at AIG A-3 at 1009. There were no damaged, abortive or E/A encountered. Bombing results were good. Target was well covered and houses in target area were destroyed as well as hedge rows. The flak at Torigny (T-5355) was moderate, accurate, and heavy; at Tesny (T-55297) it was light, accurate and intense. The weather was 7/10 cumulus between 1200 and 3000 feet with good visibility.

B. : (i) 12 P47Ds (D/Bombers)
(ii) 12 (D/Bombers - strong point at T-3279)
(iii) NIL
(iv) NIL
(v) NIL
(vi) NIL
(vii) NIL
(viii) 12

C. : NIL

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Oprep A No. 132 contd.

S E C R E T

- D. : (1) 18,00
(11) NIL
- E. : (1) 21600 rounds 50 cal. APF
(11) 1200
(111) NIL
- F. : (1) 24 - 500# CP bombs (Instant fusing)
(11) 29 - (on target T-3279)
(111) 1 - one mile south of target area.
(iv) NIL
- G. : NIL
- H. : NIL

Other Claims:

Tanks 0-0-3

Operations Order No. 10, Mission VP-2, 70th Fighter Wing.

- A. : 12 F47Ds of the 397th Fighter Squadron of the 360th Fighter Group, took off from AIC A-9 at 0834, 9 July 1944, to dive bomb gun emplacements at T-3378. Each A/C carried 2x500# CP bombs (instant fusing). Squadron arrived over target area at 0939. All A/C generally dove from 3500 to 1500 feet, at a 50 to 60 degree angle and from 1500 to 2000 feet, released bombs on target. 8 A/C attacked the gun emplacements at T-3378 and dropped 16 bombs. 3 A/C attacked tanks on a road just west of Torigny and dropped 6 bombs. One A/C dropped 2 bombs on bridge at T-2766 at St Sauveur. Squadron returned to base, landing at 1935. Bombing results on primary target were very good. One tank was destroyed on road just west of Torigny. Target of bridge at St Sauveur was missed. Two A/C were damaged by flak. The flak at Torigny was heavy, moderate and accurate. No E/A were encountered. The weather was fair.
- B. : (1) 12 F47Ds (D/Bombers)
(11) 12 (8 D/Bombers - gun emplacements at T-3378)
(3 D/Bombers - on tanks on road just west of Torigny)
(1 D/Bomber - on bridge at St Sauveur)
- (111) NIL
(iv) NIL
(v) NIL
(vi) NIL
(di) 2 - Damaged by flak, Oct. AC.
(viii) 12

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S E C R E T

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Oprep A No. 132 contd.

SECRET

C. : NIL

D. : (i) 23:45
(ii) NIL

E. : (i) 21600 rounds 50 cal. APF
(ii) 400
(iii) NIL

F. : (i) 2h - 500# GP bombs (nose- AN-M103 - tail AN-M101 A2)
(ii) 2h - (16 - Gun emplacements at T-3378
(6 - Tanks on road just west of Verdigny)
(2 - Bridge at St Sauveur - T-2766)
(iii) NIL
(iv) NIL

G. : NIL

H. : NIL

Operations Order No. 61, Mission T-21-55, IX Tactical Air Command.

A. : The 396th Fighter Squadron of the 368th Fighter Group, consisting of 12 F4U's took off from AIG A-3 at 0925, 7 July 1944 to dive bomb Messy A/F at O-486185 or alternate target - Babanment and bridge at T-364911. After completion of attacking both of the targets, Squadron was to conduct an armed reconnaissance in area bounded by Alencon, Sille, Beaumont, Mayenn and Argetan. 12 A/C each carried 2x500# GP bombs and proceeded on mission as briefed. While enroute to target, on course in the vicinity of Villers Bocage, Squadron sighted some A/C thought to be enemy A/C as to their suspicious behavior and 11 A/C were ordered to jettison their bombs safely at U-3322. When approached, these A/C were found to be Allied Spitfires and Typhoons. Squadron proceeded to the target (1005) and one A/C which was unable to jettison its bombs at the time of encounter with unidentified A/C, dropped two bombs on edge of woods at target. Upon arrival over target area, target appeared to be beyond recognition. Squadron then strafed M/Ts (see section E). Squadron left target area, landing at AIG A-3 at 1105. Of the two bombs dropped on edge of woods at target, bombing results were unobserved. 20 to 30 M/Ts on highway between Caen and Villers Bocage were noted. 8 gun emplacements at T-322565 were also seen and some M/T with Red Crosses were observed at Falaise (U-1496). No E/A were encountered. There was one abortive A/C. One A/C was damaged by light flak, Cat. A. The flak at T-9047 was meager, fairly accurate, light and heavy. The weather was 10/10 stratus at 14000 feet with unlimited visibility.

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Oprep A No. 132 contd.

S E C R E T

- B. : (i) 12 P47Ds (D/Bombers)
(ii) 11 (Because of presence of unidentified A/C (which were later found to be friendly), bombs were jettisoned; A/C continued patrol over target area).
(iii) 1 - (c) Engine - blown cylinder heads.
(iv) NIL
(v) NIL
(vi) NIL
(vii) 1 - Damaged by light flak, Cat. A.
(viii) 11
- C. : NIL
- D. : (i) 19:45
(ii) NIL
- E. : (i) 21600 rounds 50 cal. APT
(ii) 19800
(iii) NIL
- F. : (i) 24 - 500# GP bombs (nose AN-M103 - tail AN-M101A2)
(ii) 2 (on Essay A/T at Q-486185)
(iii) 22 - 20 because squadron thought A/C in the vicinity of Villers Bocage was hostile - later proved friendly - 2 by abortive A/C
(iv) NIL
- G. : NIL
- H. : NIL

Other Claims:
W/T 2-0-0

Operations Order No. Y21-59.

- A. : 11 P47Ds of the 395th Fighter Squadron of the 368th Fighter Group took off from ALS A-3 at 1235, 9 July 1944 to dive bomb tanks in area south and west of Torigny. Each A/C was loaded with 2x500# GP bombs (8/11 sec delay fusing). One A/C aborted due to pilot error. Squadron arrived over target area at 1300. Tanks could not be found in area of Torigny, partly due to bad weather. A/C then attacked targets of opportunity. Diving from 3000 to 4000 feet at a 25 degree angle and at 200 feet, 1 A/C dropped two bombs on half track (which was destroyed) at T-2363; 9 A/C dropped 46 bombs on road junction at T-2766. Squadron returned to base, landing at 1337. Results of bombing - unknown. The flak at T-2766 and T-5558 was light, moderate and inaccurate. No E/A were encountered. The weather was 10/10 cumulus from 1000 feet to 5500 feet with a few breaks.

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S E C R E T

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Opreg A No. 132 contd.

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- B. : (i) 11 B7Ds (B/Bombers)
 (ii) 10 (1-B/Bomber - half track at T-2363)
 (iii) (9-B/Bombers - Road Junction at T-2766)
 (iii) 1 (b) Pilot error - late for take off and could not overtake his flight.
 (iv) NIL
 (v) NIL
 (vi) NIL
 (vii) NIL
 (viii) 10
- C. : NIL
- D. : (i) 13,000
 (ii) NIL
- E. : (i) 19800 rounds 50 cal. M1
 (ii) 639
 (iii) NIL
- F. : (i) 22-5000 CP bombs (ball - M-2012)
 (ii) 18 - (2 on half track at T-2363)
 (16 on road junction at T-2766)
 (iii) 4 - 2 by abortive A/C
 (iv) NIL
- G. : NIL
- H. : NIL

Other claims:

Half track 1-0-0

Operations order No. 23A-6, per SA, IX Tactical Air Command.
 Operations order No. 32, Mission 23A-6, 70th Fighter wing.

- A. : The 397th Fighter Squadron of this group, consisting of 12 B7Ds took off from ALC A-3 at 2012, 9 July 1944, to dive bomb gun emplacements at Ladringale (T-232700). 12 A/C each carried 2x5000 CP bombs (instant fusing), and proceeded on mission as briefed, arriving over target at 2030. 12 A/C dove from 2500 feet at a 45 degree angle and at 1000 feet released 24 bombs on target. Squadron also strafed some tanks, then left target area, landing at ALC A-3 at 2205. Three A/C were damaged by flak. No abortive or E/A were encountered. Bombing results were very good with 20 bombs dropping directly on target. Two of the three houses in the target area suffered direct hits and were left in flames, with the third house probably damaged. It is believed that oil or ammunition was in

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Oprep A No. 132 contd.

S E C R E T

- A. : the two flaming houses. About 25 tanks, moving SW on road between Forigny sur Vire (T-576597) and T-440460 were seen at 2120. These tanks camouflaged with trees were strafed with no claims. The flak around target area was light, meager and accurate; in vicinity of T-2770 it was light, meager and accurate; at T-1050 it was light and heavy, intense and accurate; in the vicinity of T-5049 it was heavy, moderate and accurate. The weather was 8/10 cloud coverage, cumulus clouds between 3500 and 3600 feet with good visibility below clouds. Scattered clouds were over target at 2500 feet and also a solid layer of clouds at 4000 feet.
- B. : (i) 12 H.7Ds (D/Numbers)
(ii) 12 (Gun Emplacements at La Tringale, T-232700)
(iii) NIL
(iv) NIL
(v) NIL
(vi) NIL
(vii) 3 - Damaged by flak, Cat. A.
(viii) 12
- C. : NIL
- D. : (i) 20:45
(ii) NIL
- E. : (i) 21600 rounds 50 cal. AP.
(ii) 2094
(iii) NIL
- F. : (i) 24 - 500# GP bombs (nose AN-103 - tail AN-101A2)
(ii) 24 - (Gun Emplacement at La Tringale at T-232700).
(iii) NIL
(iv) NIL
- G. : NIL
- H. : NIL

For the Commanding Officer:

Maurice B Powell
MAURICE B POWELL
1st Lt., Air Corps,
Asst. Adjutant.

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S E C R E T

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HEADQUARTERS
368TH FIGHTER GROUP

I-7-1

AGO 595, US Army
13 July 1944.

SUBJECT: Oprop A Report. USAAF Form 34A.

TO : Commanding General, Ninth Air Force, Attention 26th Statistical Control Unit.
Commanding General, IX Tactical Air Command, Attention Statistical Control Section.
Commanding General, 70th Fighter Wing, Attention Statistical Control Section.

FROM : 368th Fighter Group, Statistical Officer.

REF : SECRET

Oprop A No. 133 for 24 hours ending 10 July 1944.
Operations Order No. 64, Mission T21-51, IX Tactical Air Command.

A. The 395th Fighter Squadron of the 368th Fighter Group, consisting of 12 H47Ds took off from AIG A-3 at 0700, 10 July 1944 to dive bomb target of opportunity. 12 A/C each carried 2x500# GP bombs (Instant fusing). Between 0700 and 0825, Squadron patrolled area cover. 12 A/C dove from 6000 feet at a 60 degree angle and at 600 feet released 24x 500 GP bombs on target selected. 2 A/C released 4 bombs on T-495597, 2 A/C dropped 4 bombs on R/R track at 475605, 4 bombs were dropped on 520620 a gun flak position, 8 bombs on bridge at 5257 and R/R track and 4 bombs dropped by 2 A/C at unknown destination. Squadron then left target area, landing at AIG A-3 at 0825. Bombing results generally speaking, were fairly good with the road and flak position of 4 guns at T-5161 being knocked out. Due to the intensity of small AA in the target area, most pilots were unable to report on the bombing accuracy. Vehicles with Red Cross markings were seen south of bomb line. No abortive or R/A were encountered. Three A/C were damaged by light AA. The flak at T-4962, T-5356 and T-5161 was light, intense and accurate. Flak (mostly light) was found throughout the entire patrol area. The weather was strato cumulus with cover ranging from 6/10 to 10/10; ceiling ranged from 500 feet to about 3500 feet in the target area.

B. : (1) 12 H47Ds (B/Bombers)
(11) 12 (4 bombs on target T-495597
4 bombs on target T-475605
4 bombs on gun position at 520620
8 bombs on bridge at T-5257).
4 BOMBS ON UNKNOWN TARGET

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Group A No. 133 contd.

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- B. : (iii) NIL
(iv) NIL
(v) NIL
(vi) NIL
(vii) 5 - Damaged by light AA, Cat. A.
(viii) 12
- C. : NIL
- D. : (i) 17:15
(ii) NIL
- E. : (i) 21600 rounds 50 cal. API
(ii) 20
(iii) NIL
- F. : (i) 24 - 500' GP bombs (Instant fusing)
(ii) 24 - 4 on target T-49557
4 on R/R track at 475605
4 on a gun flick position at 520620
8 on a bridge at 5257
(iii) NIL 4 ON UNKNOWN TARGET
(iv) NIL
- G. : NIL
- H. : NIL

For the commanding officer:

Joseph B. Brunfield Jr
1st Lt + A.C.

for MAURICE D FOSSEL
1st Lt., Air Corps.
Asst. Adjutant.

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S E C R E T

HEADQUARTERS
968TH FIGHTER GROUP

I-7-1

APO 595, US ARMY
13 July 1944.

SUBJECT: Gprep A Report. USAAF Form 344.

TO : Commanding General, Ninth Air Force, Attention 26th Statistical Control Unit.
Commanding General, IX Tactical Air Command, Attention Statistical Control Section.
Commanding General, 70th Fighter Wing, Attention Statistical Control Section.

FROM : 968th Fighter Group, Statistical Officer.

REF : S E C R E T

Gprep A No. 134 for 24 hours ending sunset 11 July 1944.
operations order No. 272-5/22a.

- A. : 12 H47Ds of the 377th Fighter Squadron of the 968th Fighter Group took off from AIG A-3 at 1147, 11 July 1944 to dive bomb tanks on road at T-3676 - T-3877. 12 A/C each carried 2x500 GP bombs (instant fusing, 1/40 tail fuse). While enroute to target, one A/C was seen to burst into flames due to ground fire. This occurred at T-4377, just before reaching the target and pilot was seen to bail out and land safely, as witnessed by another pilot. 11 A/C proceeded on mission as briefed, arriving over target at 1203. 11 A/C dove from 2000 feet at a 45 degree angle and at 800 feet released 22x500# GP bombs on target. Squadron then left the target area, landing at AIG A-3 at 1252. While enroute back to base, one A/C belly landed at AIG A-10. Bombing results were fair but no direct hits were observed. Bombs fell where red smoke markers on target could be plainly seen. Some tanks may have been hit. Bombs fell east end of road. About six plus tanks were seen on target road. One A/C was damaged by light flak or small arms. There were no obertive or E/A encountered. The flak near target area was light, moderate and very accurate. The weather was fair.
- B. : (i) 12 H47Ds (D/Bombers)
(ii) 11 (D/Bombers - Tanks on road at T-3676 - T-3877).
(iii) NIL
(iv) NIL
(v) 1 - At T-4377 A/C went into flames due to ground fire. Pilot was seen to bail out.
(vi) NIL
(vii) 2 - 1 Damaged by small arms or light flak, Cat. A.
1 A/C belly landed at Strip No. 10., Cat. AC.

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Oprep A No. 134 contd.

SECRET

- B. : (viii) 12
- C. : NIL
- D. : (i) 10:30
(ii) NIL
- E. : (i) 21600 rounds 50 cal. APF
(ii) NIL
(iii) 1800
- F. : (i) 24 - 500# GP bombs (nose AN-M109 - tail AN-M101A2)
(ii) 22 - Tanks on road at T-3676 - T-3677
(iii) NIL
(iv) 2 - 500# GP bombs.
- G. : 1 - MIA - Captain Joseph (NMT) Marini, O-665839 was seen to bail out of burning A/C at T-4977. Captain Marini was seen to land safely and walked away in company of two unidentified men.
- H. : NIL

Operations Order No. 261-7, 70th Fighter Wing.

- A. : The 995th Fighter Squadron of this Group, composed of 12 F47Ds took off from AIG A-3 at 1247, 11 July 1944 to dive bomb M/T at Pelligay (T-250325) and make an armed reconnaissance south of bomb line. 12 A/C each carried 2x500# GP bombs (instant fusing) and proceeded on mission as briefed. Squadron arrived over target at 1345 and dove from 7500 feet at a 60 degree angle and at 1000 feet released 20x500 GP bombs on target. Squadron then left target area, landing at AIG A-3 at 1406. Bombing results were good with many strikes in yards. 12 cars were observed to be damaged by previous bombing. Much of the squadron bombing results were obscured by smoke. 10 to 11 undamaged cars were seen in yards. There were no damaged, abortive or E/A encountered. The flak at Coutances was meager, light and accurate. The weather was 10/10 at 5500 feet and 5/10 at 1000 to 5500 feet with good visibility.
- B. : (i) 12 F47Ds (D/bombers)
(ii) 12 - (M/T at Pelligay and Armed reconnaissance south of bomb line)
(iii) NIL
(iv) NIL
(v) NIL
(vi) NIL
(vii) NIL
(viii) 12

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Oprop A No. 134 contd.

SECRET

- C. : NIL
- D. : (i) 22:00
(ii) NIL
- E. : (i) 21600 rounds 50 cal. APX
(ii) NIL
(iii) NIL
- F. : (i) 24 - 500# GP bombs (nose AN-2103 - tail AN-2101a2)
(ii) 20 - M/Y at Folligny.
(iii) 4
(iv) NIL
- G. : NIL
- H. : NIL

Operations Order No. 261-7. 70th Fighter Wing.

- A. The 396th Fighter Squadron of this Group, composed of 11 F47Ds took off from AIG A-3 at 1240, 11 July 1944 on an armed reconnaissance mission south of beach-line. 11 A/C each carried 2x500# GP bombs (inst fusing). Squadron proceeded on mission as briefed, arriving over target at 1347. 10 A/C dove from 4000 feet at a 60 degree angle and at 1000 feet released 20 bombs on target (M/Y at Folligny - T-250325). One A/C released 2 bombs on an enemy truck at T-2533. Squadron then left target area, landing at AIG A-3 at 1422. Bombing results were good with hits on sidings and some of the rolling stock in target area. The truck at T-2533 was destroyed. A possible storage dump, 1 mile SE of M/Y at T-250325, near Folligny was observed. The weather was 10/10 stratus at 2500 to 6000 feet with good visibility.
- B. : (i) 11 F47Ds (D/Bombers)
(ii) 11)10 - M/Y at Folligny, T-250325
(1 - Enemy truck at T-2533)
(iii) NIL
(iv) NIL
(v) NIL
(vi) NIL
(vii) NIL
(viii) 11
- C. : NIL
- D. : (i) 20:45
(ii) NIL

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Oprep A No. 134 contd.

SECRET

- E. : (i) 19800 rounds 50 cal. API
(ii) NIL
(iii) NIL
- F. : (i) 22 - 500# CP bombs (nose AN-M103 - tail AN-M101A2)
(ii) 22 - (20 - M/Y at Pölligny)
(2 - Truck at T-2533)
(iii) NIL
(iv) NIL
- G. : NIL
- H. : NIL

Other claims:

M/Y 1-0-0

Operations Order No. Y21-2, par 3a, 70th Fighter Wing.

- A. : The 977th Fighter Squadron of the 368th Fighter Group, composed of 10 P47Ds took off from AIG A-3 at 1509, 11 July 1944 to dive bomb M/Y at Grandville and then conduct an armed straffing reconnaissance in the Avanches - St Hilaire - St Lo area. Each A/C carried 2x500# CP bombs (instant fusing). 10 A/C proceeded on mission as briefed, arriving over target area at 1530. Because of the weather being 10/10 at 2000 feet, the A/C were unable to dive bomb the target. 20 bombs were jettisoned in a swamp south-west of Geranten. Squadron returned to base, landing at 1622. No E/A were encountered. The flak at T-2663 and T-1654 was light, moderate and insecure. The weather was 10/10 at 2000 feet with good visibility below and above overcast. Overcast extended from 2000 feet to 6500 feet.
- B. : (i) 10 P47Ds (D/Bombers)
(ii) NIL
(iii) 10 - (a) 10/10 overcast at 2000 feet at target.
(iv) NIL
(v) NIL
(vi) NIL
(vii) NIL
(viii) 10
- C. : NIL
- D. : (i) 11:30
(ii) NIL

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Oprep A No. 134 contd.

SECRET

- E. : (i) 18000 rounds 50 cal. APF
(ii) NIL
(iii) NIL
- F. : (i) 20 - 500# GP bombs (nose AN-M103 - tail AN-M101A2)
(ii) NIL
(iii) 20 - (because of the weather overcast at 2000 feet over target)
(iv) NIL
- G. : NIL
- H. : NIL

for the Commanding Officer:

Joseph B. Bramfield Jr
1st Lt. A.C.
for MAURICE D POWELL
1st Lt., Air Corps.
Asst. Adjutant.

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HEADQUARTERS
368TH FIGHTER GROUP

I-P-1

13 July 1944
APO 595, US Army.

SUBJECT: Oprep A Report, USAAF Form 34A.

TO : Commanding General, Ninth Air Force, Attention 26th Statistical
Control Unit.
Commanding General, IX Tactical Air Command, Attention Statistical
Control Section.
Commanding General, 70th Fighter Wing, Attention Statistical
Control Section.

FROM : 368th Fighter Group, Statistical Officer.

REF : Oprep A No. 135 for 24 hours ending sunset 12 July 1944.
Operations Order No. III.

This Group did not execute any missions for date stated above.

For the Commanding Officer:

Joseph B. Brunfield Jr.
1st Lt. A.C.
for
FRANCIS D POWELL
1st Lt., Air Corps,
Ass't. Adjutant.

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S E C R E T

HEADQUARTERS
368TH FIGHTER GROUP

I-P-1

APO 595, US Army
14 July 1944.

SUBJECT: Oprep A Report. OMAAF Form 34a.

TO : Commanding General, Ninth Air Force, Attention 26th Statistical
Control Unit.
Commanding General, IX Tactical Air Command, Statistical
Control Section.
Commanding General, 70th Fighter Wing, Attention Statistical
Control Section.

FROM : 368th Fighter Group, Statistical Officer.

REF : S E C R E T

Oprep A No. 136 for 24 hours ending 13 July 1944.
Operations Order No. Y21-52.

A. The 396th Fighter Squadron of the 368th Fighter Group, composed of 12 P47Ds took off from AIG A-3 at 1449, 13 July 1944 to dive bomb rolling stock on R/R north of Loire River, west of Angers; alternate target, to destroy R/R bridge at Cinq Mars, just west of Tours (this bridge has been destroyed by previous bombings). 12 A/C each carried 2x500# GP bombs (instant-dense - 1/40 tail fuze). Squadron proceeded as briefed, arriving over target area at 1545. 9 A/C dove from 7000 feet, at a 60 degree angle and at 2000 feet released 18x500# GP bombs on freight train of approximately 25 cars, 8 miles NE of Portiers (U-530900). 3 A/C also released 6 bombs on trucks on road junction one to two miles NW of Angliens (P-300215). One flight of A/C also strafed the locomotive of the bombed train. Squadron then left area, landing at AIG A-3 at 1703. Bombing results were good with the locomotive (by strafing), as well as the rear 8 to 10 cars destroyed. R/R tracks were out at the rear of train. The trucks at P-300215 were well hit. As the Squadron approached the town of Portiers, balloons were being run up at the south edge of the A/F west of the town. The A/F was observed to be in good condition. There were no damaged, abortive or E/A encountered on the mission. The flak at St Lo was heavy, meager and inaccurate. The weather was 10/10 from 3000 feet to 7000 feet over the target area. This made it difficult to locate the target.

12 P47Ds of the 395th Fighter Squadron of this Group, took off from AIG A-3 at 1459, 13 July 1944 to dive bomb rolling stock on R/R north of Loire River, west of Angers; alternate target, to destroy R/R bridge at Cinq Mars, just west of Tours (this bridge was destroyed by previous

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Prep A No. 135 contd.

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A. : bombings). 12 A/C each carried 2x500# GP bombs (instant nose - 1/40 tail fuze). Squadron of 12 A/C proceeded on mission as briefed, arriving over targets at 1600. 12 A/C dove from 7000 feet at a 40 degree angle and at 1500 to 2000 feet, released 7 bombs on north end of R/R bridge at P-587627 with 2 direct hits; 8 bombs alongside R/R tracks containing G/wa, extending east from bridge, and 4 G/wa were observed to be derailed; 8 bombs on R/R tracks containing G/wa at Langeais and extending eastward from town (P-542604) 16 G/wa were estimated to be derailed. Squadron then returned to base, landing at 1719. Bombing results were good. Many G/wa on roads north of target within 75 miles radius were observed. 400 to 500 G/wa (mostly empty) were seen on tracks in vicinity of Langeais (P-542605 to P-45640). Many of the G/wa appeared to be flat cars, containing material. One G/wa lit up with light smoke and flame when bombed. Much enemy activity was noted. There were no damaged, abortive or E/A encountered. The flak at wire was heavy, meager and inaccurate. The weather north of target area for 50 miles was 10/10 stratus between 3 and 5000 feet; it was 4/10 stratus at 3000 feet over target - visibility was excellent.

The 397th Fighter Squadron of this Group, composed of 12 P47Ds took off from AIG A-3 at 1505, 13 July 1944 to dive bomb rolling stock on R/R north of Loire River, west of Angers; alternate target, to destroy R/R bridge at Cinq Mars, just west of Tours (this bridge was already destroyed by previous bombings). The designated primary target R/R stock east and west of Angers (O-8278) to Ancenis (O-3468) and alternate target, a bridge at P-5969, were not bombed because of a solid overcast to 3000 feet. 12 A/C each carried 2x500# GP bombs (instant nose fuse - 1/40 tail fuse) and arrived over target area at 1600. 12 A/C dove from 5000 feet at a 45 to 60 degree angle and at 1000 feet released 24 bombs on R/R bridge, slightly west of Thouars. Squadron also strafed locomotives and W/T east of town. Squadron then left target area, landing at AIG A-3 at 1730. Bombing results were good, although no direct hits were observed. All bombs struck very near the bridge. Both sides of the embankments of bridge were hit and smoke was seen rising from these points. Six military buildings, well camouflaged, were seen just off a road at T-789045 and T-772066. Six flak gun positions and several trucks were seen close to buildings. 5 locomotives were also destroyed; 2 at north of bridge at target and one south of bridge at target; 2 at P-195110. No damaged, abortive or E/A were encountered. The flak south of St Lo (T-4969) was heavy, meager (not over 12 burst) and accurate. The weather was 10/10 at 3000 feet and 5/10 below 3000 feet with good visibility.

- B. : (1) 36 P47Ds (D/Bombers)
(11) 36 (9 - Freight train of about 25 G/wa 8 miles NE of Portiers at (U-530900).
(3 - W/T at road junction 1-2 miles NW of Angliens)
(4 - Northend of R/R bridge at P-587627)
(4 - R/R tracks containing goods wagons at Langeais and extending eastward from town (P-542604)
(4 - Along R/R tracks containing goods wagons, extending east from bridge at P-587627)
(12 - R/R bridge over stream, slightly west of Thouars (P-0623)

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- B. : (iii) NIL
(iv) NIL
(v) NIL
(vi) NIL
(vii) 1 - Damaged by flak, Oct. A.
(viii) 36
- C. : NIL
- D. : (i) 90,15
(ii) NIL
- E. : (i) 64,800 rounds 50 cal. AMT.
(ii) 3945
(iii) NIL
- F. : (i) 72 - 5000 GP bombs (nose AN-2103 - tail AN-2101A2)
18 (ii) 71 - (18 - Freight train of 25 C/w, 8 miles NE of Portiers)
(6 - R/T at road junction near Angliers)
(7 - North end of bridge at R-537627)
(8 - R/R tracks and a/w extending east from bridge)
(8 - R/R tracks and C/w at Langois)
(24 - R/R bridge slightly west of Thomara)
(iii) 1
(iv) NIL
- G. : NIL
- H. : NIL

Other Claims:
locomotives 6-0

For the Commanding Officer;

Maurice D Powell
MAURICE D POWELL
1st Lt., Air Corps.
Asst. Adjutant.

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HEADQUARTERS
368th FIGHTER GROUP

T-P-1

APO 595, 16 Army
16 July 1944.

SUBJECT: Group A Report. (MAAF Form 34).

TO : Commanding General, Ninth Air Force, Attention 26th Statistical
Control Unit.
Commanding General, IX Tactical Air Command, Attention Statistical
Control Section.
Commanding General, 70th Fighter Wing, Attention Statistical
Control Section.

FROM : 368th Fighter Group, Statistical Officer.

REF : SECRET

Group A No. 137 for 24 hours ending 14 July 1944.
Operations Order No. 512-1, par 34, IX Tactical Air Command.

- A. : The 395th Fighter Squadron of the 368th Fighter Group, composed of 12 P-47Ds took off from AIG A-3 at 0949, 14 July 1944 to dive bomb Artillery observation Post in church on top of a hill, west side of Milliere (T-233723) and also crossroads at T-235683. 12 A/C each carried 2x500 CP bombs (instant fusing) and arrived over target at 1012. 11 A/C dove from 7000 feet at a 45 degree angle and at 1000 feet released 22 bombs on targets. 4 A/C dropped 8 bombs on church (T-233723) and two of the bombs landed on Court Yard; 3 A/C dropped 6 bombs on cross roads at T-235683; 4 A/C dropped 8 bombs SW of target. One A/C aborted - bombs hung up when attacking target. Squadron then returned to base, landing at AIG A-3 at 1132. Bombing results were direct hits on cross roads at T-235683. Two bombs fell on Court Yard and damage was thought to have been inflicted on the church. Results of bombing SW of target were unobserved. Camouflaged vehicles were noted on road at T-5449. One A/C was damaged by flak. No E/A were encountered. The flak at T-235704 and T-237678 was light and heavy. intense and accurate. The weather was extremely poor and bombing had to be done through patches in clouds. It was 10/10 cumulus - base of 1000 feet and tops of 3000 feet.
- B. : (i) 12 P-47Ds (D/Bombers)
(ii) 11 - (4 A/C Church at T-233723)
(3 A/C Cross Roads at T-235683)
(4 A/C SW of Target - Bombed through a solid overcast)
(iii) 1 - (c) Bomb release failure - bomb hung up while attacking target.

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S E C R E T

- B. : (iv) NIL
(v) NIL
(vi) NIL
(vii) 1 - Damaged by flak, Cat. A.
(viii) 12
- C. : NIL
- D. : (i) 17:30
(ii) NIL
- E. : (i) 21600 rounds 50 cal. API.
(ii) 200
(iii) NIL
- F. : (i) 24 - 500# GP bombs (nose AN M103 - tail AN M101A2)
(ii) 22 - (8 on Target T-233723)
(8 on S.W. of target - Bombed thru overcast)
(6 on Cross Roads at T-235689)
(iii) 2 - by aborted A/C
(iv) NIL
- G. : NIL
- H. : NIL

Operations Order No. 78, Mission Y21-59, IX Tactical Air Command.

- A. The 397th Fighter Squadron of the 368th Fighter Group, consisting of 12 P47Ds took off from AIG A-3 at 1109, 14 July 1944 to dive bomb northern M/Y at Chateaudun, (Q-245625). 12 A/C each carried 2x500# GP bombs (instant fusing). 12 A/C arrived over target at 1215 and dove from 10000 feet at a 60 degree angle and at 1500 feet released 23 bombs on the target. One bomb dropped in vicinity of Chaillou, (Q-435340). One B-17 apparently in distress, escorted by 4 P51s was seen at 1155, north of Huisne River (estimated location). Squadron then left target area, landing at AIG A-3 at 1352. Upon return to base, 2 B-17s were seen at this strip, one of which is believed to be the A/C which was in distress. Bombing results were good with many hits on cars in M/Y, some of which were seen to explode, among these, one being an oil car. Many hits were observed on edge of Yard, also fires were seen in Yards and many goods wagons were observed to be in flames. Two direct hits were observed on the main track, east of the Yard. There were no damaged, abortive or E/A encountered. The flak at Argentan, (U-2719) was heavy and meager, although not fired at our A/C. The weather was 10/10 overcast in general, 7/10 or 8/10 overcast over target, from 2500 to 5800 feet. Visibility below overcast was good.

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S E C R E T

- B. : (i) 12 P47Ds (D/Bombers)
 (ii) 12 (Northern M/Y at Chateaudun, W-245625)
 (iii) NIL
 (iv) NIL
 (v) NIL
 (vi) NIL
 (vii) NIL
 (viii) 12
- C. : NIL
- D. : (i) 28:30
 (ii) NIL
- E. : (i) 21600 rounds 50 cal. API.
 (ii) 200
 (iii) NIL
- F. : (i) 24 - 500# GP bombs (nose AN M103 - tail AN M101A2)
 (ii) 29 - (Northern M/Y at Chateaudun, W-245625)
 (iii) 1
 (iv) NIL
- G. : NIL
- H. : NIL

Operations Order No. 78, Mission Y21-58, IX Tactical Air Command.

- A. The 396th Fighter Squadron of this group, consisting of 12 P47Ds took off from AIG A-3 at 1122, 14 July 1944 to dive bomb R/R from Verneuil (R-0-10389) to La Loupe (R-04-8) and M/Y at Verneuil. 12 A/C each carried 2x500# GP bombs (instant nose - 1/40 tail fusing) and arrived over target area at 1209. The tracks south of Verneuil were already cut. 12 A/C dove from 8000 feet at a 60 degree angle and at 2000 feet, released 24 bombs on targets. 4 A/C dropped 8 bombs on M/Y at Verneuil; 8 A/C dropped 16 bombs on La Ferte, (Q-969246). Squadron then left target area, landing at AIG A-3 at 1345. Bombing results were good with direct hits in Yards at Verneuil. Few of the 20 cars in Yards were hit. At La Ferte, many direct hits were observed on tracks and cars in yards. 10 to 15 cars were destroyed. There were no damaged, abortive or E/A encountered. The flak at R-0198 was light, intense and fairly accurate. The weather was 9/10 at 4 to 7000 feet with good visibility.

- B. : (i) 12 P47Ds (D/Bombers)
 (ii) 12 (4 D/Bombers - M/Y at Verneuil)
 (iii) NIL (8 D/Bombers - M/Y at La Ferte)

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S E C R E T

- B. : (iv) NIL
(v) NIL
(vi) NIL
(vii) NIL
(viii) 12
- C. : NIL
- D. : (i) 29:15
(ii) NIL
- E. : (i) 21600 rounds 50 cal. API
(ii) 160
(iii) NIL
- F. : (i) 24 - 500# GP bombs (nose AN M103 - tail AN M101A2)
(ii) 24 - (8 M/Y Verneuil)
(16 - M/Y at La Ferté)
(iii) NIL
(iv) NIL
- G. : NIL
- H. : NIL

Other Claims:

G/W 15-0-0

Operations Order No. 78, Mission Y21-57, IX Tactical Air Command.

The 395th Fighter Squadron of this Group, composed of 11 F47Ds took off from AIG A-3 at 1225, 14 July 1944 to dive bomb R/R at Q-7843 to Q-6917. 11 A/C each carried 2x500# GP bombs (instant fusing). 10 A/C (one A/C aborted) arrived over target area at 1315 and dove from 8000 feet at a 60 to 90 degree angle and at 1500 feet released 20 bombs on targets. R/R track Q-7843 - Q-6910 (primary target) could not be found due to bad weather. 2 bombs were dropped on Q-9525 (tracks were cut); 8 bombs were dropped on Q-7840 (tracks were cut in three places); 6 bombs were dropped on 2 M/Y at Q-7241; 4 bombs were dropped on tracks at Q-7944 (tracks were cut). Squadron then left target area at 1340, landing at AIG A-3 at 1418. Of the 50 G/W cars seen at M/Y at Q-7241, 15 to 20 were destroyed. One M/Y at Q-7535 was destroyed. One A/C aborted due to radio failure. No damaged or E/A were encountered. The flak at Q-7241 was light and heavy, intense and fairly accurate. The weather was 10/10 stratus at 2 to 6000 feet with a few breaks in the clouds.

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- B. : (i) 11 R/TDs (B/Bombers)
- (ii) 10 (1 B/Bomber - R/R tracks at Q-9525)
 (4 B/Bombers - R/R tracks at Q-7040)
 (3 B/Bombers - W/Y at Q-7241)
 (2 B/Bombers - W/R tracks at Q-7244)
- (iii) 1 (e) Radio failure - one tube burnt out causing the radio to fail.
- (iv) NIL
- (v) NIL
- (vi) NIL
- (vii) NIL
- (viii) 10
- C. : NIL
- D. : (i) 21.45
- (ii) NIL
- E. : (i) 19000 rounds 50 cal. M1
- (ii) 328
- (iii) NIL
- F. : (i) 22 - 5000 lb bombs (nose AN-M103 - tail AN-M101A2)
- (ii) 20 - (2 - R/R tracks at Q-9525)
 (8 - R/R tracks at Q-7040)
 (6 - W/Y at Q-7241)
 (4 - R/R tracks at Q-7244)
- (iii) 2 - (by abortive A/C)
- (iv) NIL
- G. : NIL
- H. : NIL

Other Claims:

Q/R 20-0-0 3-0-0
W/Y 1-0-0

For the Commanding Officer:

Maurice Powell
MAURICE D POWELL
1st Lt., Air Corps,
Ass't. Adjutant.

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HEADQUARTERS
368TH FIGHTER GROUP

T-7-3

APP 595, US Army,
27 July 1944.

SUBJECT: Gprep A Report. USAF Form 34.

TO : Commanding General, Ninth Air Force, Attention 26th Statistical Control Unit.
Commanding General, IX Tactical Air Command, Attention Statistical Control Section.
Commanding General, 70th Fighter Wing, Attention Statistical Control Section.

FROM : 368th Fighter Group, Statistical Officer.

REF : SECRET

Gprep A No. 198 for 24 hours ending sunset 15 July 1944.
Operations Order No. 79, Mission Y21-52, IX Tactical Air Command.

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A. : The 368th Fighter Group, composed of 36 P47s, took off from ALC A-3 at 1951, 15 July 1944 to dive bomb R/N bridge at Nantes - Cassiacourt, (R-606599) or R/N at Alencon (secondary target). 36 A/C each carried 2x5000 GP bombs (instant nose - 1/40 tail fusing). Group of 36 A/C arrived over target as briefed, at 2100. 36 A/C dove from 9000 feet at a 65 degree angle and at 2500 feet, released 72x5000 GP bombs on targets. Bridges at R-606599, at R-609597 and at R-612593. Group then left target area, landing at ALC A-3 at 2210. Bombing results were difficult to observe for most part, due to heavy smoke over target area. The bridge at R-606599 was damaged and many hits along embankment to southwest were noted. Bridges at R-609597 and R-612593 were destroyed. Large fire with red flame and much smoke was started in area at R-604600. 150 plus G/Us were noted in R/N at Nantes-Cassiacourt, R-5961. 20 plus goods wagons were seen in R/N at R-7562. 3 A/C were damaged by flak. No abortive or R/A were encountered. The flak over Gibeuf area to Louviers was heavy, very intense and accurate; northeast of Caen, it was heavy, intense and fairly accurate; at Cabourg (U-2279), it was light, moderate and accurate. The weather was 10/10 stratus, base 3000 feet stratus; over target it was 4/10 at 4 to 6000 feet and 10/10 at 12000 feet.

B. : (1) 36 P47s (D/Bombers)
(11) 36 (R/N bridges at Nantes-Cassiacourt - Bridges at R-606599, R-609597 and R-612593)
(111) NIL
(1v) NIL

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13 JUL 1944

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- B. : (v) NIL
(vi) NIL
(vii) 3 - Damaged by flak, Cal. A.
(viii) 36
- C. : NIL
- D. : (i) 77:45
(ii) NIL
- E. : (i) 64,000 rounds 50 cal. API
(ii) 168
(iii) NIL
- F. : (i) 72 - 5000 GP bombs (nose AN-M103 - tail AN-M101A2)
(ii) 72 - (GVA bridges at Mantee-Cassicoart - R-606599, R-603597
and R-612593)
(iii) NIL
(iv) NIL
- G. : NIL
- H. : NIL

For the Commanding Officer:

Aurice D Powell
 AURICE D POWELL
 1st Lt., Air Corps,
 Ass't. Adjutant.

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HEADQUARTERS
368TH FIGHTER GROUP

I-P-1

APO 595, US Army
18 July 1944.

SUBJECT: Oprep A Report. USAAF Form 34a.

TO : Commanding General, Ninth Air Force, Attention 26th Statistical Control Unit.
Commanding General, IX Tactical Air Command, Attention Statistical Control Section.
Commanding General, 70th Fighter Wing, Attention Statistical Control Section.

FROM : 368th Fighter Group, Statistical Officer.

REF : SECRET

Oprep A No. 199 for 24 hours ending sunset 16 July 1944.
Operations Order No. 89, Mission Y21-54, IX Tactical Air Command.

A. : The 397th Fighter Squadron of the 368th Fighter Group, composed of 12 F47Ds, took off from AIG A-3 at 1826, 16 July 1944 to dive bomb R/R bridge at Mantes-Gassicourt (R-606599). 12 A/C each carried 2x500# GP bombs (instant nose - 1/40 tail fusing). 12 A/C proceeded on mission as briefed, arriving over target at 1930, and dove from 9000 feet at a 60 degree angle and at 2500 feet released 20 bombs on targets of opportunity since the primary target (R/R bridge at Mantes-Gassicourt) could not be attacked because of a solid overcast. 8 A/C dropped 13 bombs on R/R bridge at Font Authou, Q-3896 at 1930; 4 A/C dropped 7 bombs on a military installation NE of Folleville at Q-7287 at 1935. Squadron then left target area, landing at AIG A-3 at 2045. Bombing results were successful with R/R bridge at Q-3896 destroyed with at least one direct hit. Installation at Q-7287 (thought to be an ammunition or oil dump) was damaged by at least 3 direct hits and set on fire. One A/C was damaged by flak. There were no abortive or E/A encountered. The flak 15 miles SE of Caen was heavy, moderate and accurate. The weather over primary target was a solid overcast and prevented bombing of target. Visibility was bad.

12 F47Ds of the 396th Fighter Squadron of the 368th Fighter Group, took off from AIG A-3 at 1836, 16 July 1944 to dive bomb R/R bridge at Mantes-Gassicourt - R-606599. 12 A/C each carried 2x500# GP bombs (instant nose - 1/40 tail fusing). 12 A/C proceeded on mission as briefed. Due to a solid overcast, the primary target (R/R bridge at Mantes-Gassicourt) could not be bombed. The squadron returned to strip area and then headed south, spotting the M/Y at St Sever Calvados. 3 A/C aborted, two because of low on gas and one as escort. 9 A/C dove from 8000 feet at a 60 degree

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20 JUL 1944

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- A. : angle and pulled out at 2000 feet, releasing 18 bombs on the M/Y. 3 abortive A/C jettisoned 6 bombs in swamp north of Insigny. Squadron then left target area, landing at AIG A-3 at 2045. Bombing results were very good with 16 direct hits on cars and tracks in Yards. 15 G/W were seen in M/Y. Thick black smoke was also observed and several G/Ws were believed to have been damaged. Three A/C were damaged by flak. No E/A were encountered on the mission. The flak at U-2068 was light and heavy, intense and accurate; at Vire (T-6932) it was heavy, meager and accurate. The weather was 10/10 at briefed target with tops of 8000 feet; over St Sever it was 3/10. Visibility was fair to poor.

The 395th Fighter Squadron of the 368th Fighter Group, composed of 12 P47Ds, took off from AIG A-3 at 1845, 16 July 1944 to dive bomb R/R bridge at Mantes-Gassicourt (R-606599). 12 A/C each carried 2x500# GP bombs (instant nose - tail 1/40 fusing), and proceeded on mission as briefed. The briefed target was covered with a solid overcast and Squadron then attacked targets of opportunity at 1940. 12 A/C dove from 9000 feet at a 70 degree angle and at 3000 feet released 24 bombs on targets of opportunity. 4 A/C dropped 8 bombs on M/Y at Argentan - U-2648; 2 A/C dropped 3 bombs on M/Y at Iaigle - Q-7843; one A/C dropped 2 bombs on road 1 mile north of Iaigle; 6 A/C dropped 11 bombs on R/R track and bridge at Q-5938; one A/C dropped one bomb on each of two targets. Squadron then left target area, landing at AIG A-3 at 2019. Bombing results on targets of opportunity were good, with many hits on M/Ys and R/R tracks in addition to a hit on a bridge. Tracks were noted to be blocked at Q-5938. Of the 150 goods wagons in M/Y at Argentan, U-2648, 40 to 50 were damaged and 20 destroyed. 4 G/W of the 40 to 50 were destroyed at M/Y at Iaigle. There were no abortive or E/A encountered. The flak at Argences - U-1887 was light and heavy, meager and accurate; at Lisieux, Q-5488 it was light and heavy, meager and accurate; at Iaigle Q-7843 it was light, meager and inaccurate. The weather was 10/10 stratacumulus between 3 to 7000 feet with poor visibility.

- B. : (i) 36 P47Ds (D/Bombers)
 (ii) 33 (8 D/Bombers - R/R bridge at Pont-Authoy)
 (4 D/Bombers - Military Installation at Q-7287)
 (9 D/Bombers - M/Y at St Sever Calvados - T-5132)
 (4 D/Bombers - M/Y at Argentan - U-2648)
 (1 D/Bomber - M/Y at Iaigle - Q-7843)
 (1 D/Bomber - Road 1 mile north of Iaigle)
 (6 D/Bombers - R/R tracks and bridge at Q-5938)
 (iii) 3 (a) 2 A/C run short of gas - original target was weathered in and by the time the A/C reached target of opportunity, their gas supply was almost exhausted.
 (a) 1 - Escort to 2 A/C who were low on gas.
 (iv) NIL
 (v) NIL
 (vi) NIL
 (vii) 5 - Damaged by flak; 4 Cat. A. - 1 Cat. AC.
 (viii) 36

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- C. : NIL
- D. : (i) 78,000
(ii) NIL
- E. : (i) 64,800 rounds 50 cal. AP.
(ii) 320
(iii) NIL
- F. : (i) 72 - 5000 GP bombs (nose AN-9103 - tail AN-9101A2)
(ii) 62 - 19 - R/R bridge at Fort Arthur - 2-8896.
7 - military installation (possibly an oil dump) at
Folleville - 2-7287.
8 - M/Y at Argentan - U-2648.
9 - M/Y at Laigle - 2-7242.
2 - road 1 mile north of Laigle.
11 - R/R tracks and bridge at 2-5938.
18 - M/Y at St Sever - T-5132.
(iii) 3 - (6 by abortive A/C).
(iv) NIL
2 returned to base (ALC A-3).
- G. : NIL
- H. : NIL

Other Claims:
 G/W 24-2-49 2-0-4

For the commanding officer:

Hurricane D Powell
 HURRICANE D POWELL
 1st Lt., Air Corps,
 Ass't. Adjutant.

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HEADQUARTERS
368TH FIGHTER GROUP

I-P-1

APO 595, US Army,
18 July 1944.

SUBJECT: Oprep A Report. USAAF Form 34A.

TO : Commanding General, Ninth Air Force, Attention 26th Statistical
Control Unit.
Commanding General, IX Tactical Air Command, Attention Statistical
Control Section.
Commanding General, 70th Fighter Wing, Attention Statistical
Control Section.

FROM : 368th Fighter Group, Statistical Officer.

REF : S E C R E T

Oprep A No. 140 for 24 hours ending sunset 17 July 1944.
Operations Order No. 17R, Mission JNJ/5 par 3A, IX Tactical Air Command.

A. : 11 P47Ds of the 396th Fighter Squadron of the 368th Fighter Group took off from AIG A-3 at 1231, 17 July 1944 to dive bomb troop concentration at T-242714, T-244716, T-243719, T-247719, T-256717, vehicles in woods at T-244706 and strafe traffic jam, if any at cross roads at T-244689. Each A/C was loaded with 2x500# GP bombs (instant nose - 1/40 tail). Squadron arrived over target area (about 2 miles SE of Periers) and 11 A/C diving from 4500 feet, at a 50 degree angle, and at 1000 feet released 22 bombs on targets: 2 A/C dropped 4 bombs on house east of road at T-242714. The house was destroyed. 4 A/C dropped 8 bombs on woods at T-256717. The woods were well bombed and large flames were seen. 1 A/C dropped 2 bombs near buildings at T-243719. 4 A/C dropped 8 bombs in woods at T-244706. The woods were well bombed and hits concentrated in whole area. 10 A/C strafed M/T at T-255658, T-310605 and T-313646. Squadron returned to base, landing at 1334. The bombing results were good. 2 A/C damaged by flak. No E/A were encountered. Large flak was observed from beside hospital approximately at Woods at T-257612. The flak throughout target area was light, fairly accurate. The weather was 2/10 stratocumulus at 1200 feet; haze layers up to 700 feet.

B. : (i) 11 P47Ds (D/Bombers)
(ii) 11 (2 D/Bombers - House east of road at T-242714)
(4 D/Bombers - Woods at T-256717)
(1 D/Bomber - Building at T-243719)
(4 D/Bombers - Woods at T-244706)
(iii) NIL
(iv) NIL
(v) NIL

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Oprep A No. 140 contd.

SECRET

- B. : (vi) NIL
(vii) 2 - Damaged by flak Cat. A.
(viii) 11
- C. : NIL
- D. : (i) 12:45
(ii) NIL
- E. : (i) 19800 rounds 50 cal. APF.
(ii) 2840
(iii) NIL
- F. : (i) 22 - 500# GP bombs (nose AN M103 - tail AN M101A2)
(ii) 22 - (4 bombs at T-242714)
(8 Woods at T-256717)
(2 Building at T-243719)
(8 Woods at T-244706)
(iii) NIL
(iv) NIL
- G. : NIL
- H. : NIL
- Other Claims: ✓
M/T 1-0-3

Operations Order No. 15FEMH-4, par 3A, IX Tactical Air Command.

- A. : The 395th Fighter Squadron of the 368th Fighter Group, consisting of 12 F47Ds took off from AIG A-3 at 1244, 17 July 1944 to dive bomb Artillery Gun Positions and Gun Park at T-546616 in east and southeast corner of woods. 12 A/C each carried 2x500# GP bombs (instant nose - 1/40 tail fusing) and proceeded on mission as briefed. One A/C aborted shortly after take off when hydraulic dome seal on prop had gone out. 11 A/C arrived over target at 1300 and dove from 8000 feet at a 45 degree angle and at 2000 feet released 22x500# GP bombs on Artillery Gun Positions and Gun Park. Squadron then left the target area, landing at AIG A-3 at 1340. Bombing results were excellent with all bombs dropping in east and southeast portion of the woods. No movement of any kind was noted south from St Io to Vire. There were no damaged or E/A encountered. The flak at T-7430 was moderate, heavy and inaccurate; at T-6047 it was moderate, accurate and heavy; at target it was light, moderate and inaccurate. The weather was 5/10 cumulus at 4000 feet with haze up to 6000 feet. Visibility was 20 miles.
- B. : (i) 12 F47Ds (D/Bombers)
(ii) 11 (Artillery Gun Positions and Gun Park at T-546616 in east and southeast corner of woods).

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Uprep A No. 140 contd.

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- B. : (iii) 1 - (c) Hydraulic dome seal on prop failed.
 (iv) NIL
 (v) NIL
 (vi) NIL
 (vii) NIL
 (viii) 11
- C. : NIL
- D. : (i) 19:30
 (ii) NIL
- E. : (i) 21600 rounds 50 cal. APX.
 (ii) 1160
 (iii) NIL
- F. : (i) 24 - 500# GP bombs (nose AN M103 - tail AN M101A2).
 (ii) 22 - Artillery Gun Positions and Gun Park at U-546616 in East and SE corner of woods).
 (iii) 2 - by abortive A/C
 (iv) NIL
- G. : NIL
- H. : NIL

Operations Order No. Y21-64, per 3A, IX Tactical Air Command.

- A. : 12 B-7Ds of the 397th Fighter Squadron of the 366th Fighter Group took off from AIG A-3 at 1415, 17 July 1944 to dive bomb troop movements of foot soldiers and motorized equipment on primary and secondary roads in area U-1515, U-1520 and Argentan. Each A/C carried 2x500# GP bombs (instant nose - 1/40 tail fusing). Squadron proceeded on mission as briefed, arriving over target area at 1430. 12 A/C dove from 4000 to 5000 feet, at a 45 degree to 60 degree angle, and at 1000 feet released 24 bombs on targets: 5 A/C dropped 10 bombs on road bridge at U-0334. All were near misses. 2 A/C dropped 4 bombs on median tanks, staff car jeep and 15 men at U-206080. All direct hits and everything was probably destroyed. 2 A/C dropped 4 bombs on R/R junction SW edge of Carantan. All bombs near misses. 3 A/C dropped 6 bombs on two M/T at 0334. All were near misses. 2 A/C strafed 2 M/T at U-2008. One PW 190 was encountered SW of St Lo and it is claimed as destroyed by 1st Lt. Rudolph Marko. P/A was carrying a belly tank. Squadron returned to base, landing at 1556. 1 A/C damaged by flak, and 3 A/C damaged by bomb frags. The flak at U-9246 was heavy, moderate and accurate. The weather was 5/10 scattered cumulus - 2000 to 3000 feet with good visibility.

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Oprep A No. 140 contd.

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- B. : (1) 12 F47Ds (D/Bombers)
 (ii) 12 (5 D/Bombers - Road Bridge at U-0334)
 (2 D/Bombers - Medium tanks, staff car, 15 soldiers at U-206086)
 (2 D/Bombers - R/R junction SW of Carantan)
 (3 D/Bombers - 2 M/T at U-0334)
 (iii) NIL
 (iv) NIL
 (v) NIL
 (vi) NIL
 (vii) 3 - Damaged by bomb frags, 1 Cat. AC, 2 Cat. A.
 1 - Damaged by flak, Cat. AC.
 (viii) 12
- C. : NIL
- D. : (i) 22:00
 (ii) NIL
- E. : (i) 21600 rounds 50 cal. API.
 (ii) 505
 (iii) NIL
- F. : (i) 24 - 500# GP bombs (nose AN M103 - tail AN M101A2)
 (ii) 24 - (10 - Road bridge - U-0334)
 (4 - Medium tanks, staff car, soldiers - U-206086)
 (4 - R/R junction SW of Carantan)
 (6 - 2 M/T at U-0334)
 (iii) NIL
 (iv) NIL
- G. : NIL
- H. : In Air 1-0-0
 (i) 1 - PW 190 - 1st Lt. Rudolph Marko ✓
 (ii) NIL
 (iii) NIL

Other Claims:
 M/T 2-0-0 ✓

Operations Order No. OXX-3, par 3A, IX Tactical Air Command.

- A. 35 F47Ds of the 360th Fighter Group took off from AIG A-3 at 1740, 17 July 1944 to dive bomb strong points at buildings right of road junction at T-429686, east edge of orchard at T-436690, road junction at T-430689 and road junction at T-429683. Each A/C carried 2x500# GP bombs (instant nose and 1/40 tail fusing). Squadron proceeded on mission as briefed, arriving over target area at 1800. 35 A/C dove from 6500 feet at a 60 degree angle and at 1800 feet released 67 bombs on targets: 3 A/C dropped 6 bombs

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- on two houses at T-428686; 4 A/C dropped 8 bombs on one house at T-427684; 4 A/C dropped 8 bombs on road junction at T-430687; 12 A/C dropped 22 bombs along road at T-430689 to T-429687; 12 A/C dropped 23 bombs on areas on other places marked by the ground troops with red smoke. Some A/C strafed ground targets. Squadron returned to base, landing at 1947. The bombing results were generally excellent with concentration of bombs on targets. Targets were well marked by red smoke. No E/A were encountered. 2 A/C were damaged by flak. The flak at T-4459 was heavy, moderate and inaccurate; at T-5364 it was heavy, intense and accurate; at T-5812 it was heavy, meager and inaccurate. 10 to 15 tanks were observed on main road - Periers and St Lo at approximately T-410670. 20 W/Ts were seen SE of Villediers at T-412300. The weather was haze up to 7000 feet.
- B. (i) 35 P47Ds (D/Bombers)
 (ii) 35 (3 D/Bombers - two houses at T-428686)
 (4 D/Bombers - one house at T-427684)
 (4 D/Bombers - Road junction at T-430687)
 (12 D/Bombers - Along road T-430689 to T-429687)
 (12 D/Bombers - Areas marked by red smoke.)
 (iii) NIL
 (iv) NIL
 (v) NIL
 (vi) NIL
 (vii) 2 - Damaged by flak, Cat. A.
 (viii) 35
- C. : NIL
- D. : (i) 72:00
 (ii) NIL
- E. : (i) 69000 rounds 50 cal. AP.
 (ii) 1296
 (iii) NIL
- F. : (i) 70 - 500# GP bombs (nose AN M103 - tail AN M101A2)
 (ii) 67 - (6 - Two houses - T-428686)
 (8 - One house - T-427684)
 (8 - Road junction - T-430687)
 (22 - Along road from T-430689 to T-429687)
 (29 - In areas marked by red smoke)
 (iii) 9
 (iv) NIL
- G. : NIL

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Oprep A No. 14C contd.

SECRET

H. : NIL

Other Claims:

Staff Car 1-0-0 ✓

For the Commanding Officer :

Maurice D Powell
MAURICE D POWELL
1st Lt., Air Corps.
Ass't. Adjutant.

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SECRET

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S E C R E T

HEADQUARTERS
368TH FIGHTER GROUP

I-1-1

APO 595, US Army,
20 July 1944.

SUBJECT: Oprep A Report. USAAF Form 34A.

TO : Commanding General, Ninth Air Force, Attention 26th Statistical Control Unit.
Commanding General, IX Tactical Air Command, Attention Statistical Control Section.
Commanding General, 70th Fighter Wing, Attention Statistical Control Section.

FROM : 368th Fighter Group, Statistical Officer.

REF : S E C R E T

Oprep A No. 141 for 24 hours ending sunset 18 July 1944.
Operations Order No. 86, Mission Y21-53, IX Tactical Air Command.

A. : The 395th Fighter Squadron of the 368th Fighter Group, composed of 12 F47s took off from AIG A-3 at 0617, 18 July 1944 to dive bomb bridge over Orne River at T-951520, T-971555 and T-966554. 12 A/C each carried 2x500# GP bombs (1/10 nose and 1/40 tail fusing). 12 A/C proceeded on mission as briefed. While enroute to target, one A/C encountered an oil leak and returned back to base. 10 A/C arrived over target at bridge at T-971555 at 0645 and dove from 8000 feet at a 70 degree angle and pulled out at 2000 feet, releasing 20 bombs on bridge at T-971555. Because of inability to see the primary target due to smoke, one A/C dropped 2 bombs on bridge at T-965555. Squadron then left target area, landing at AIG A-3 at 0705. Bombing results were good and primary target (bridge at 971555) was thought to be destroyed. All bombs fell in target area. No damaged or E/A were encountered. The flak at T-991520 was light, moderate and inaccurate; at T-9653, it was light and heavy, moderate and inaccurate. The weather was hazy up to 6000 feet; thin cirrus at 20000 and no clouds below 20000 feet over target. Visibility was at least 5 miles.

12 F47s of the 397th Fighter Squadron of this Group took off from AIG A-3 at 0625, 18 July 1944 to dive bomb bridges over Orne River at T-95120, T-971555 and T-966554. 12 A/C each carried 2x500# GP bombs, (1/10 nose and 1/40 tail fusing). Squadron of 12 A/C proceeded on mission as briefed, arriving over target, Road bridge at T-966554 at 0650. 12 A/C dove from 8500 feet, at a 60 degree angle and at 1500 feet, released 24 bombs on road bridge at T-966554. Many direct hits were observed and road bridge at T-966554 was completely destroyed. Squadron then left target area, landing at AIG A-3 at 0740. A friendly A/C was believed to have

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S E C R E T

22 JUL 1944

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Oprep A No. 141 contd.

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A. : crashed at or near Epinay (T-345580). No damaged or abortive or E/A were encountered. The flak, mostly SW, S, and SE in Caen area, was heavy, intense and accurate; at T-9454 it was light, intense and accurate. The weather - light haze with overcast moving in at 11000 feet from SW - good visibility.

12 P47Ds of the 396th Fighter Squadron of the 368th Fighter Group took off from ALG A-3 at 0625, 18 July 1944 to dive bomb bridge over Orne River at T-951520, T-971555 and T-966554. 12 A/C each carried 2x500# GP bombs (1/10 nose and 1/40 tail fusing) and proceeded on mission as briefed. 12 A/C arrived over target (road bridge at T-951520) at 0650 and dove from 7000 feet at a 60 degree angle to 1500 feet releasing 20 bombs on road bridge at T-951520. During the bomb run, in a heavy flak area, one of our A/C was shot down at T-345580. Squadron then left target area, landing at ALG A-3 at 0715. Bombing results were very good, with 3 hits and 5 near misses observed. Gun emplacements were seen at T-965510 and T-964516. 5 A/C were damaged by flak. No abortive or E/A encountered. The flak over target area was heavy and light, intense and accurate. Some ground haze existed over continent.

12 P47Ds of the 397th Fighter Squadron of the 368th Fighter Group took off from ALG A-3 at 1530, 18 July 1944 to dive bomb bridges over Orne River at T-951520, T-971555 and T-966554. Each A/C carried 2x500# GP bombs (instant nose and 1/40 tail fusing). Squadron proceeded on mission as briefed, arriving over target (R/R bridge at T-966554) at 1540. 10 A/C dove from 1000 feet at a 60 degree angle and at 3500 feet released 19 bombs on target. 1 A/C dropped 2 bombs on small bridge at T-963554 and 1 A/C dropped 2 bombs in the vicinity of T-970570. Squadron returned to base, landing at 1625. The bombing fairly successful. There were 4 direct hits on west side of bridge at T-966554. There were also six hits in the immediate area and a cluster of hits on the southwest side of the bridge, was very close. The bridge was severely damaged. 2 A/C were damaged by flak. The flak from vicinity of T-9663 to target was heavy, meager and accurate; at target it was light, intense and accurate; at T-9667 it was heavy, meager and accurate. No E/A were encountered. The weather was poor. 7/10 clouds over target with poor visibility. Strato-cumulus clouds from 7000 feet to 10000 feet in several layers.

12 P47Ds of the 396th Fighter Squadron of the 368th Fighter Group took off from ALG A-3 at 1559, 18 July 1944 to dive bomb bridges over the Orne River at T-966554, T-951520 and T-971555. Each A/C was loaded with 2x500# GP bombs (instant nose and 1/40 tail fusing). Squadron proceeded on mission as briefed, arriving over target, R/R bridge at T-936477 at 1620. 12 A/C dove from 7000 feet, at a 40 degree angle and at 1500 feet released 22 bombs on R/R bridge. 4 A/C strafed M/T in vicinity of Coumont. Squadron returned to the base, landing at 1720. Bombing results were fair. Bridge was still standing and there were no direct hits observed. 3 A/C were damaged by flak. M/C fire was directed at our A/C from a hill at T-908418. The flak north of target vicinity was light, intense and accurate. No E/A were encountered. About 10 to 15 vehicles were seen on main highway and secondary roads in the vicinity of Coumont. The weather over target was 9/10 strato-cumulus (in layers) at 5 to 10000 feet with fair visibility. Due to the intense cloud coverage, it was difficult to make a good bomb run on the target.

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Oprep A No. 141 contd.

S E C R E T

- A. : 12 F47Ds of the 395th Fighter Squadron of the 968th Fighter Group took off from AIG A-3 at 1606, 18 July 1944 to dive bomb bridges over the Orne River at T-951520, T-971555 and T-966554. Each A/C carried 2x500# GP bombs (instant nose and 1/40 tail fusing). Squadron proceeded on mission as briefed. 12 A/C arrived over target, bridges at T-937472 and T-935477 at 1640. 11 A/C dove from 7500 at a 70 degree and at 2500 feet released 32 bombs on targets. 6 A/C dropped 12 bombs on north and south end of bridge at T-935477, cutting it. 1 A/C dropped 2 bombs on bridge at T-937472. 1 A/C dropped on bridge at 936457; one A/C dropped 2 bombs on cross roads at T-6446; 2 A/C dropped 4 bombs at T-6442. 1 A/C shorted - couldn't release bombs while attacking target. Squadron returned to base, landing at 1730. Bombing was seriously handicapped by weather. Near misses were noted at Cross-roads and bridge at T-936457. The bridge at T-937472 was cut. No E/A were encountered. The flak at T-9447 was light, intense and accurate; at T-7245, it was heavy, intense and accurate. The weather was 9/10 cirrus, base 4000 to 4400 feet - visibility 1-1/2 miles.
- B. : (1) 72 F47Ds (D/Bombers)
- (ii) 70 - (10 D/Bombers - Bridge at T-971555)
69 (1 D/Bomber - Bridge at T-966554)
(12 D/Bombers - Road Bridge at T-951520)
(12 D/Bombers - Road Bridge at T-966554)
(10 D/Bombers - B/R Bridge at T-966554)
(1 D/Bomber - Bridge at T-969554)
(1 D/Bomber - Vicinity of T-970570)
(6 D/Bombers - Bridge at T-935477)
(12 D/Bombers - B/R Bridge at T-936477)
(1 D/Bomber - Bridge at T-936457)
(1 D/Bomber - Bridge at T-937472)
(1 D/Bomber - Cross Roads at T-6446)
(2 D/Bombers - Target at T-6442)
- (iii) 2 (c) 2 - Mechanical
1 - Casket blown under rocker box cover.
1 - Bomb release failure; bombs would not release while over target.
- (iv) NIL
(v) NIL
(vi) 1 - A/C believed to have been hit by flak during bomb run.
A/C was seen to crash at T-845590.
(vii) 10 - Damaged by flak.
6 - Cat. A., 4 - Cat. AC.
(viii) 71
- C. : NIL
- D. : (i) 92:00
(ii) NIL

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S E C R E T

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Opreg A No. 141 cont'd

S E C R E T

- R. : (1) 129600 rounds 50 cal. APF.
(11) 1392
(111) 1800
- F. : (1) 144 - 5000 lb bombs (nose AN M109 - tail AN M101A2)
(11) 133 - 20 - Bridge at T-971555
 2 - Bridge at T-965555
 24 - Road bridge at T-966554
 20 - Road bridge at T-951520
 19 - R/R bridge at T-966554
 2 - Bridge at T-962554
 2 - Vicinity of T-9750570
 22 - R/R bridge at T-936477
 12 - Bridge at T-935477
 2 - Bridge at T-936457
 2 - Bridge at T-937472
 2 - Cross roads at T-6446
 1 - Target at T-6442
(111) 11 - 4 by abortive A/C
(iv) NIL
- G. : 1 - MIA - 2nd Lt. John W. Spencer III, O-693171 was last seen at beginning of bomb run. One A/C was seen to crash by two other pilots at this time and it is believed that it was Lt. Spencer. It is also believed that Lt Spencer's A/C had been hit by intense flak.
- H. : NIL
Other Claims:
W/T - 2-0-0
Staff Car 1-0-0

Operations Order SECRETS.

- A. : 4 F47Ds of the 397th Fighter Squadron of the 306th Fighter Group took off from AIG A-3 at 2020, 18 July 1944, to escort one B26. The flight R/V with the B26 over AIG A-3 at 2024 at 2000 feet. The flight provided cover while the bomber dropped leaflets in area of T-1455 from altitude of approximately 3000 feet at 2040 and then escorted the bomber to west coast of Cherbourg Peninsula. Flight then returned to base, landing at 2120. No E/A were encountered. The flak at T-1356 was light, meager and inaccurate. The weather was 9/10 stratus at 4000 feet with 2 miles visibility.
- B. : (1) 4 F47Ds (escort)
(11) 4 (escort to B26 to T-1455 and to west coast of Cherbourg Peninsula).

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Oprep A No. 141 contd.

SECRET

- B. : (iii) NIL
(iv) NIL
(v) NIL
(vi) NIL
(vii) NIL
(viii) h
- C. : NIL
- D. : (i) 4:00
(ii) NIL
- E. : (i) 7200 rounds 50 cal. API
(ii) NIL
(iii) NIL
- F. : NIL
- G. : NIL
- H. : NIL

For the Commanding Officer:

Maurice D Powell
 MAURICE D POWELL
 1st Lt., Air Corps,
 Ass't. Adjutant.

SECRET

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HEADQUARTERS
368th FIGHTER GROUP

I-3-1

AGO 595, US Army,
20 July 1944

SUBJECT: Oprep A Report. USAAF Form 31A.

TO : Commanding General, Ninth Air Force, Attention 26th Statistical Control Unit.
Commanding General, IX Tactical Air Command, Attention Statistical Control Section.
Commanding General, 70th Fighter Wing, Attention Statistical Control Section.

FROM : 368th Fighter Group, Statistical Officer.

REF : SECRET

Oprep A No. 142 for 24 hours ending sunset 19 July 1944.
Operations Order 7000, IX Tactical Air Command.

A. : 2 P47Ds of the 395th Fighter Squadron and 2 P47Ds of the 396th Fighter Squadron took off from AIG A-3 at 1330, 19 July 1944 to escort a C-78. The flight of 4 A/C took off after which the C-78 took off. When the flight became organized, they could not locate the C-78. Flight then proceeded on course (300 degree for 4 minutes) made 1/T out at T-5090 at 1335 at 800 feet. Not finding the C-78, the flight turned back, 1/T in being made at T-5090 at 1355, at 700 feet. The flight landed at the base at 1401. No E/A were encountered. The weather was 10/10 stratus at 1000 feet from AIG A-3 to Channel; 10/10 stratus at 100 feet over Channel. Visibility was fair to poor.

B. : (i) 4 P47D (Escort)
(ii) 4 P47D (The c-78 to be escorted was not contacted after it had taken off from AIG A-3)
(iii) NIL
(iv) NIL
(v) NIL
(vi) NIL
(vii) NIL
(viii) 4

C. : NIL

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SECRET

22 JUL 1944

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A No. 142 contd.

SECRET

D. : (i) 2:15
(ii) NIL

E. : (i) 7200 rounds 50 cal. API.
(ii) NIL
(iii) NIL

F. : NIL

G. : NIL

H. : NIL

For the Commanding Officer:

Maurice D Powell
MAURICE D POWELL
1st Lt., Air Corps,
Ass't. Adjutant.

C

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SECRET

0333

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S E C R E T

HEADQUARTERS
968TH FIGHTER GROUP

I-P-1

APO 595, US Army
20 July 1944.

SUBJECT: Oprop A Report USAAF Form 34.

TO : Commanding General, Ninth Air Force, Attention 26th Statistical
Control Unit.
Commanding General, IX Tactical Air Command, Attention Statistical
Control Section.
Commanding General, 70th Fighter Wing, Attention Statistical
Control Section.

FROM : 968th Fighter Group, Statistical Officer.

REF : S E C R E T

Oprop A No. 149 for 24 hours ending sunset 20 July 1944.
Operations Order No. III.

This Group did not execute any missions for date stated above.

For the Commanding Officer:

Maurice D Powell
MAURICE D POWELL
1st Lt., Air Corps,
Ass't. Adjutant.

S E C R E T

20

22 JUL 1944

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HEADQUARTERS
368TH FIGHTER GROUP

I-P-1

APO 595, US Army
21 July 1944.

SUBJECT: Oprep A Report. USAAF Form 34A.

TO : Commanding General, Ninth Air Force, Attention 26th Statistical
Control Unit.
Commanding General, IX Tactical Air Command, Attention Statistical
Control Section.
Commanding General, 70th Fighter Wing, Attention Statistical
Control Section.

FROM : 368th Fighter Group, Statistical Officer.

REF : Oprep A No. 144 for 24 hours ending Sunset 21 July 1944.
Operations Order No. NIL. *EB*

This Group did not execute any mission for date stated above.

For the Commanding Officer:

Maurice D Powell
MAURICE D POWELL
1st Lt., Air Corps,
Ass't. Adjutant.

23 JUL 1944

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HEADQUARTERS
368TH FIGHTER GROUP

I-P-1

AWC 595, US Army
22 July 1944.

SUBJECT: Oprep A Report. USAAF Form 34A.

TO : Commanding General, Ninth Air Force, Attention Statistical
Control Unit.
Commanding General, IX Tactical Air Command, Attention Statistical
Control Section.
Commanding General, 70th Fighter Wing, Attention Statistical
Control Section.

FROM : 368th Fighter Group, Statistical Officer.

REF : Oprep A No. 145 for 24 hours ending sunset 22 July 1944.
Operations Order No. III.

This Group did not execute any missions for date stated above.

For the Commanding Officer:

Maurice D Powell
MAURICE D POWELL
1st Lt., Air Corps,
Ass't. Adjutant.

23 JUL 1944

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HEADQUARTERS
368TH FIGHTER GROUP

I-P-1

APO 505, US Army
23 July 1944.

SUBJECT: Oprep A Report. USAAF Form 34A.

TO : Commanding General, Ninth Air Force, Attention 26th
Statistical Control Unit.
Commanding General, IX Tactical Air Command, Attention
Statistical Control Section.
Commanding General, 70th Fighter Wing, Attention
Statistical Control Section.

FROM : 368th Fighter Group, Statistical Officer. *qsp*

REF : Oprep A No. 146 for 24 hours ending sunset 23 July 1944.
Operations Order No. NIL.

This Group did not execute any missions for date stated above.

For the Commanding Officer:

Maurice D Powell
MAURICE D POWELL
1st Lt., Air Corps,
Ass't. Adjutant.

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24 JUL 1944

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S E C R E T

HEADQUARTERS
368TH FIGHTER GROUP

I-P-1

APO 595, US Army
24 July 1944.

SUBJECT: Oprep A Report. USAAF Form 34A.

TO : Commanding General, Ninth Air Force, Attention 26th
Statistical Control Unit.
Commanding General, IX Tactical Air Command, Attention
Statistical Control Section.
Commanding General, 70th Fighter Wing, Attention
Statistical Control Section.

FROM : 368th Fighter Group, Statistical Officer.

REF : S E C R E T

Oprep A No. 147 for 24 hours ending sunset 24 July 1944.
Operations Order No. Y21-58, IX Tactical Air Command.

1/3 D/B

A. : 12 P47Ds of the 396th Fighter Squadron of the 368th
Fighter Group, took off from ALS A-3 at 1417, 24 July 1944
to dive bomb M/Y at Granville. 12 A/C each carried 2x500#
GP bombs (instant nose, 1/40 tail fuzing) and proceeded on
mission as briefed, arriving over M/Y at 1440. 12 A/C dove
from 4000 feet, at a 45 degree angle and at 1500 feet released
2x500 GP bombs on target. A heavy gun position just south of
M/Y, was strafed. Squadron then left target area, landing at
1554. Bombing results were very good. Big fires were started
and building to left of M/Y was hit. An explosion and much
black smoke were also noted. 50 to 60 G/W were seen with
some destroyed. 7 E/A (FW 190 and ME 109s) were seen 10 to 15
miles NE of Villedieu. E/A initiated an attack then ran off.
E/A were then chased to the south. One A/C was damaged by
flak, Cat. AC. Small motor bicycles were observed 10 miles
east of Mortain. French civilians were noted on road east of
Mortain heading east. There were no abortive A/C. The flak
over bomb-line was heavy and meager; at target it was light
and heavy, intense and fairly accurate. The weather over
target was B/10 at 4000 feet with tops of 5500 feet.

B. : (1) 12 P47Ds (D/Bombers)
(ii) 12 - (D/Bombers - M/Y at Granville)
(iii) NIL
(iv) NIL
(v) NIL

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Total 1.0/13/44
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Oprep A No. 147 c td.

S E C R E T

- B. : (vi) NIL
 (vii) 2 - Damaged by flak, 1 Cat. AC., 1 Cat. A.
 (viii) 12
- C. : NIL
- D. : (1) 19:15
 (ii) NIL
- E. : (1) 21600 rounds 50 cal. API.
 (ii) 2822 Note: Correction on Oprep A No. 132, 9
 (iii) NIL July 1944, Operation Order No. 61
 should read 1980 instead of 19800.
- F. : (i) 24 - 500# GP bombs (nose AN-M103 - tail AN M101A2)
 (ii) 22 - (M/Y at Granville)
 (iii) 1
 (iv) NIL
 1 - returned to base.
- G. : NIL
- H. : NIL

Operations Order No. Y21-59, IX Tactical Air Command.

- A. : 12 P47Ds of the 397th Fighter Squadron of the 368th
 Fighter Group took off from ALG A-3 at 1420, 24 July 1944
 to dive bomb Road Bridge at T-1603. 12 A/C each carried
 2x500# GP bombs and proceeded on mission as briefed. Arriv-
 ing over target at 1540. 12 A/C dove from 4500 feet at a
 45 degree angle and at 1000 feet, released 24 bombs on target.
 Squadron then left target area, landing at ALG A-3 at 1634.
 Bombing results were fair with 2 direct hits on bridge.
 Many hits were observed on approaches of bridge. Not much
 damage was inflicted to the bridge at T-0783. An A/C or
 boat was seen burning on water at 1445. One A/C was damaged
 by flak. No abortive or E/A were encountered. The flak at
 Aldernay was heavy, intense and accurate; at T-2067, north
 of Coutances it was light, meager and inaccurate. The wea-
 ther was 5/10 strato-cumulus at 4000 to 4500 feet. Visi-
 bility was 1 to 2 miles.
- B. : (i) 12 P47Ds (D/Bombers)
 (ii) 12 (D/Bombers - Road Bridge at T-1603).
 (iii) NIL
 (iv) NIL
 (v) NIL
 (vi) NIL
 (vii) 1 - Damaged by flak, Cat. A.
 (viii) 12

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S E C R E T

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Operations Order No. 147 c. d.

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- C. : NIL
- D. : (i) 26:00
(ii) NIL
- E. : (i) 21600 rounds 50 cal. API.
(ii) NIL
(iii) NIL
- F. : 6 (i) 24 - 500# CP bombs (nose AN M103 - tail AN M101A2)
(ii) 24 - Road Bridge at T-1603
(iii) NIL
(iv) NIL
- G. : NIL
- H. : NIL

Operations Order No. Y21-57, IX Tactical Air Command.

- 1/3 D/B*
- A. : 12 P47Ds of the 398th Fighter Squadron of this Group took off from ALG A-3 at 1405, 24 July 1944 to dive bomb at LeMans M/Y. 12 A/C each carried 2x500# CP bombs. While enroute to target, one A/C aborted due to oil leak and 11 A/C proceeded on mission as briefed. Arriving over target at 1440, 11 A/C dove from 4800 feet, at a 45 degree angle and at 1000 feet, released 22 bombs on target. Target area was well hit by previous attacks and Squadron bombed NE choke point of M/Y. Squadron then flew Armed reconnaissance. Several of the A/C strafed M/T (see section H). 4 A/C landed at two other strips for refueling, (3A/C at strip 10 and 1 A/C at strip 4). Squadron then returned to base, landing at ALG A-3 at 1614. Bombing results were very good. 100 G/Ws, well dispersed were noted throughout the M/Y. No damaged or M/A were encountered. The flak over target area was light, meager and inaccurate. The weather was 9/10 at 4 to 6000 feet; a high thin cirrus at 20000 feet with good visibility.
 - B. : (i) 12 P47Ds (D/Bombers)
(ii) 11 (D/Bombers - LeMans M/Y)
(iii) 1 - (c) Lubrication - #18 cylinder pumping oil.
(iv) NIL
(v) NIL
(vi) NIL
(vii) NIL
(viii) 11
 - D. : NIL

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Opres A No. 147 contd.

S E C R E T

- D. : (i) 20:45
(ii) NIL
- E. : (i) 21600 rounds 50 cal. AFI.
(ii) 2837
(iii) NIL
- F. : (i) 24 - 500/ GP (nose AN-W103 - tail AN-W101A2)
(ii) 22 - (M/Y at Le Mans)
(iii) 2 - By abortive A/C
(iv) NIL
- G. : NIL
- H. : NIL

Other Claims:
M/T 2-0-0

Operations Order No. 106, Mission Y21-6, IX Tactical
Air Command.

- A. : 12 P47Ds of the 398th Fighter Squadron of the 368th
Fighter Group took off from ALG A-3 at 1759, 24 July 1944
to escort 30 A20s to target T-9003. The Squadron of 12 A/C
M/V with 30 A20s at 1830 at 14000 feet, and escorted the
A20s, arriving over target area at 1900. The Squadron then
maintained cover over target for the A20s. Leaving at 1925,
the squadron then escorted Bombers from target area. The
squadron then landed at ALG A-3 at 1939. No damaged, abort-
ive or E/A were encountered. All bombs from the bombers fell
along road in woods at T-9003. The flak in vicinity of
U-2074 was heavy, intense and inaccurate. The weather was
6/10 cumulus from 7 to 8000 feet with fair visibility and
ground haze.
- B. : (i) 12 P47Ds (Escort)
(ii) 12 (Escort - 30 A20s to target T-9003)
(iii) NIL
(iv) NIL
(v) NIL
(vi) NIL
(vii) NIL
(viii) 12
- C. : NIL
- D. : (i) 20:15
(ii) NIL

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S E C R E T

K. : (i) 21600 rounds 50 cal. API
 (ii) 80
 (iii) NIL

L. : NIL

M. : NIL

N. : NIL

Operations Order No. 106, Mission Y21-B, IX Tactical
 Air Command.

A. : 12 A/C of the 327th Fighter Squadron of the 368th
 Fighter Group took off from ALO A-3 at 1846, 24 July 1944
 to escort 36 B26s to Ammunition dump at Livarot. 12 A/C
 B/V with 36 B26s at 12000 feet over Houlgate (U-2861) at
 1910 and arrived over target area at 1938 at 15000 feet.
 Squadron then escorted the bombers from target area, leav-
 ing bombers at 1952 and landed at ALO A-3 at 2016. No
 damaged, abortive or E/A were encountered. The results of
 bombing by bombers was good. The flak at L-9090 was heavy
 meager and inaccurate; at U-0063, it was heavy, intense
 and fairly accurate. The weather consisted of heavy haze
 up to 6000 feet.

B. : (i) 12 P47s (Escort)
 (ii) 12 (Escort - 36 B26s to and from Ammunition dump
 at Livarot)
 (iii) NIL
 (iv) NIL
 (v) NIL
 (vi) NIL
 (vii) NIL
 (viii) 12

C. : NIL

D. : (i) 20:00
 (ii) NIL

E. : (i) 21600 rounds 50 cal. API
 (ii) NIL
 (iii) NIL

F. : NIL

G. : NIL

H. : NIL

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 S E C R E T

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Oprep A No. 147 contd.

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*4/87*Operations Order No. 106, Mission Y21-10, IX
Tactical Air Command.

- A. : 12 P47Ds of the 395th Fighter Squadron of the 368th Fighter Group took off from ALG A-3 at 1926, 24 July 1944 to escort 36 B26s to target at Ambrieres. 12 A/C R/V with 36 B26s at 19000 feet at Cape de La Hague at 1947, arriving over H/R bridge at Ambrieres at 2023. Squadron then left target area, escorting bombers back to Cape de la Hague, leaving them at 2050 and landing at ALG A-3 at 2130. The bombing results of the bombers were good. Bridge seemed to have been hit. No damaged, abortive or E/A were encountered. The weather was 5/10 cumulus at 20000 feet; 3/10 strato-cumulus between 4 and 5500 feet, with haze up to 8000 feet. Visibility was 4 miles.
- B. : (1) 12 P47Ds (Escort)
(11) 12 (Escort - 36 B26s to Ambrieres)
(111) NIL
(1v) NIL
(v) NIL
(v1) NIL
(v11) NIL
(v111) 12
- C. : NIL
- D. : (1) 24:15
(11) NIL
- E. : (1) 21600 rounds 50 cal. AP1.
(11) NIL
(111) NIL
- F. : NIL
- G. : NIL
- H. : NIL

For the Commanding Officer:

Maurice D Powell
 MAURICE D POWELL
 1st Lt., Air Corps,
 Ass't. Adjutant.

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HEAD QUARTERS
368TH FIGHTER GROUP

L-1-1

27 July 1944
APO 595, US Army.

SUBJECT: Oprop A Report. USAAF Form 34A.

TO : Commanding General, Ninth Air Force, Attention 26th Statistical Control Unit.
Commanding General, IX Tactical Air Command, Attention Statistical Control Section.
Commanding General, 70th Fighter Wing, Attention Statistical Control Section.

FROM : 368th Fighter Group, Statistical Officer.

REF : SECRET
Oprop A No. 143 for 24 hours ending sunset 25 July 1944.
Operations Order No. BEX-8.

2 D/B

A. : The 395th Fighter Squadron of the 368th Fighter Group, composed of 12 P-47Ds took off from AIC A-3 at 1226, 25 July 1944 to dive bomb Fuel Dump at T-458533 to T-458537. 12 A/C each carried 2x500^{lb} GP bombs (instant nose and 1/40 tail fusing), and proceeded on mission as briefed. Arriving over target at 1242, 12 A/C dove from 2500 feet at a 70 degree angle, to 2500 feet, and pulling out at 1800 feet, releasing 24 bombs on target area. 22 of the bombs were laid down the length of the target and 2 others were near mines. Squadron then left target area, landing at AIC A-3 at 1342. Bombing results were very good. Some fires were observed but much of the results were obscured by smoke of exploding bombs. All roads leading south from St Lo were choked with traffic of French civilians evacuating area under attack. The flak over target area at T-458533 was light and heavy, intense and inaccurate; at T-458534, it was heavy, intense and accurate. No damaged, abortive or E/A were encountered. The weather was 10/10 alto-stratus at 12000 feet. Visibility was 4 miles.

- B. : (i) 12 P-47Ds (D/Bombers)
- (ii) 12 (D/Bombers - Fuel Dump at T-458533 to T-458537)
- (iii) NIL
- (iv) NIL
- (v) NIL
- (vi) NIL
- (vii) NIL
- (viii) 12

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Oprep A No. 148 contd.

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- C. : NIL
- D. : (i) 17:30
(ii) NIL
- E. : (i) 21600 rounds 50 cal. API.
(ii) 1160
(iii) NIL
- F. : (i) 24 - 500# GP bombs - (nose AN-M103 - tail AN-M101A2)
(ii) 24 - Fuel Dump at T-458533 to T-458537
(iii) NIL
(iv) NIL
- G. : NIL
- H. : NIL

Operations Order No. 261-5, IX Tactical Air Command.

- 13 P/B
- A. : 12 H47Ds of the 397th Fighter Squadron of the 368th Fighter Group took off from AIG A-3 at 1211, 25 July 1944, to dive bomb Train containing 35 fully loaded R/R cars at J-5903. Each A/C carried 2x500# GP bombs (instant nose - 1/40 tail fusing) and proceeded on mission as briefed. While enroute to target, one A/C was hit by flak in vicinity of T-7043 at 1230, and was escorted by another A/C to strip, A-12, with the escort A/C landing later at AIG A-3. 10 H47Ds arrived over target at 1245 and dove from 7000 feet, at a 50 to 60 degree angle and at 1000 feet, released 20 bombs on the 35 G/Ws. Locomotives, G/Ws and M/Ts were strafed in target area. Squadron then left the target area, landing at AIG A-3 at 1405. Bombing results were good with 3 direct hits on train. There were many near misses and train was also strafed and left burning in two places. Freight cars were noted to be constructed of iron with fresh cut trees on top of them. It was thought that there wasn't any ammunition on the train. Much smoke was seen south of St Lo. An ammunition dump, observed on previous occasion, was noted in vicinity of LaVerdrie (T-760068). 3 A/C were damaged by flak. There were 2 abortives on the mission and no E/A were encountered. The flak SE of St Lo was heavy, intense and accurate; at T-7043 it was heavy, intense and accurate; at T-4655, it was heavy, intense and accurate. The weather was 10/10 cloud density with stratus clouds at 10000 feet. Visibility was from 8 to 10 miles, although generally dark and hazy.
- B. : (i) 12 H47Ds (D/Bombers)
(ii) 10 (D/Bombers - 35 R/R cars at Segne - J-5903)
(iii) 2 - (a) 1 A/C hit by flak while enroute to target.
(d) 1 Escort to above A/C
(iv) NIL
(v) NIL

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Oprep A No. 148 contd.

- B. : (vi) NIL
(vii) 3 - Damaged by flak; one Cat. AC, and two Cat. A.
(viii) 12
 - C. : NIL
 - D. : (i) 25:30
(ii) NIL
 - E. : (i) 21600 rounds 50 cal. AP.
(ii) 6418
(iii) NIL
 - F. : (i) 24 - 500# GP bombs (nose AN-M103 - tail AN-M101A2)
(ii) 20 - (35 R/R cars at Segne.
(iii) 4 - by abortive A/C
(iv) NIL
 - G. : NIL
 - H. : NIL
- Other Claims:
M/T 0-0-3
Locomotives 1-0-0

Operations Order No. DEK-6, par 3A, IX Tactical Air Command.

1/2 D/B

A. : The 396th Fighter Squadron of the 368th Fighter Group, composed of 12 P47Ds took off from AIG A-3 at 1325. 25 July 1944 to dive bomb a Petrol Dump - 100 yards SW of R/R Junction at T-263313. 12 A/C each carried 2x500# GP bombs (instant fusing). Upon arrival over the target, squadron buzzed the area at tree top heights and strafed the area but could not observe any signs of activity or installations. Squadron then bombed M/Y at Folligny at 1418. 12 A/C dove from 6000 feet at a 50 degree angle and at 2000 feet, released 21 bombs on M/Y. Three bombs were jettisoned over target area after a temporary hanging up. Squadron also strafed halftracks on road at T-387547. Squadron then left target area, landing at AIG A-3 at 1501. Bombing results were very good. Hits were observed on buildings in M/Y. Refugees attempting to flee assault area were observed being held by Germans at T-387547. No damaged, abortive or E/A were encountered. The weather was 10/10 at 7000 feet with fair visibility.

- B. : (i) 12 P47Ds (D/Bombers)
(ii) 12 (Target of opportunity - 12 D/Bombers - M/Y at Folligny)
(iii) NIL
(iv) NIL
(v) NIL
(vi) NIL
(vii) NIL
(viii) 12

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Oprep A No. 148 contd.

SECRET

- C. : NIL
- D. : (i) 22:00
(ii) NIL
- E. : (i) 21600 rounds 50 cal. API.
(ii) 4450
(iii) NIL
- F. : (i) 24 - 500# GP bombs (AN-M103 nose - AN-M101A2 tail).
(ii) 24 - (Target of opportunity - M/T at Folligny)
(iii) *dropped in target area later.*
(iv) NIL
- G. : NIL
- H. : NIL

Other Claims:

Halftracks 0-0-2

Operations Order No. 110, Mission Y21-4, IX Tactical Air Command.

- 177B
- A. : 9 P47Ds of the 395th Fighter Squadron of the 368th Fighter Group took off from AIG A-3 at 2131, 25 July 1944 to dive bomb road junction at following points: T-451380, T-381481, T-329561, T-368475, T-301528 and T-274532. 9 A/C carried 18x500# GP bombs with the following fusing: 5x500# bombs - 12 hr. delay, 8x500# bombs - 6 hour delay, 5x500# bombs - 1 hour delay. Arriving over target at 2145, 9 A/C dove generally from 6000 feet, at a 60 degree angle and at 1000 feet, released 16 bombs on following targets: 3 A/C dropped 2x500# GP bombs - 1 hour delay, 2x500# bombs 12 hour delay and 2x500# bombs - 6 hour delay on target T-274532; 3 A/C dropped 2x500# bombs - 6 hour delay, 2x500# bombs - 1 hour delay, on target T-301528; 3 A/C dropped 3x500# bombs - 12 hour delay, 2x500# bombs - 6 hour delay and 1x500# bomb - 1 hour delay on target T-329561. Squadron then left target area, landing at AIG A-3 at 2215. Due to the nature of mission, exact bombing results cannot be disclosed, although excellent bomb runs were obtained. The flak at T-287538 was light, moderate and inaccurate. No damaged, abortive or E/A were encountered. The weather was 10/10 stratus with a 10000 feet base. Visibility was 10 miles.
- 12 P47Ds of the 397th Fighter Squadron of the 368th Fighter Group took off from AIG A-3 at 2135, 25 July 1944 to dive bomb Road Crossings at the following pinpoints: T-451380, T-381481, T-329561, T-368475, T-301528 and T-274532. 12 A/C carried 24x500# GP bombs with the following fuses: 6 instant fusing, 7 - 1 hour delay, 8 - 6 hour delay and 3 - 12 hour delay. 12 A/C arrived over target area at 2150 and dove from 5000 feet, at a 30 degree angle and at 500 feet, released 24 bombs on target area, (The strategic road junctions were hard to locate and resulted in bombs being dropped on road junctions other than briefed. Darkness also added to the difficulty). 4 A/C dropped 2x500# - 6 hour delay

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Oprep A No. 148 contd.

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- A. : bombs and 6x500# instantaneous bombs on road junction at T-362494; 4 A/C dropped 1x500# - 1 hour delay, 3x500# - 6 hour delay bombs and 1x500# - 12 hour delay bombs on highway at T-390455; 2 A/C dropped 1x500# - 1 hour delay bomb, 3x500# - 6 hour delay bombs were dropped on T-381481; 2 A/C dropped 2x500# - 1 hour delay bombs and 2x500# - 12 hour delay bombs on T-368475. 12 A/C then left target area with 5 A/C landing at AIG A-3 at 2240 and 7 A/C landing at AIG A-2, due to darkness. Bombing results were unobserved due to darkness and type of fusing. No damaged, abortive or E/A were encountered. The flak at Goutances was observed to be light, heavy and intense, although not encountered by our A/C; 10 miles NW of target, it was observed to be light, heavy and intense. The weather was 9/10 at 9000 feet. Visibility was 10 miles.
- B. : (i) 21 F47Ds (D/Bombers)
(ii) 21 - (3 D/Bombers - Road Junction at T-274532)
(3 D/Bombers - Road Junction at T-301528)
(3 D/Bombers - Road Junction at T-329561)
(4 D/Bombers - Road Junction at T-362494)
(4 D/Bombers - Road Junction at T-390455)
(2 D/Bombers - Road Junction at T-381481)
(2 D/Bombers - Road Junction at T-368475)
(iii) NIL
(iv) NIL
(v) NIL
(vi) NIL
(vii) NIL
(viii) 21
- C. : NIL
- D. : (i) 26:00
(ii) NIL
- E. : (i) 37800 rounds 50 cal. AP.
(ii) NIL
(iii) NIL
- F. : (i) 42 - 500# GP bombs (fusing as follows: 6 instant, 12 - 1 hour delay, 16 - 6 hour delay, 8 - 12 hour delay).
(ii) 40 - 2 - 1 hour delay 2 - 6 hour delay
2 - 12 hour delay on target Road Junction T-274532
2 - 6 hour delay
1 - 1 hour delay on target Road Junction T-301528
3 - 12 hour delay
2 - 6 hour delay
1 - 1 hour delay on target Road Junction T-329561
2 - 6 hour delay
6 - instant on target Road Junction T-362494
4 - 1 hour delay
3 6 hour delay
1 - 12 hour delay on target highway at T-390455

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F. : (ii) 1 - 1 hour delay
 3 - 6 hour delay on target Road Junction at T-381481
 2 - 1 hour delay
 2 - 12 hour delay on target Road Junction at T-368475
 (iii) NIL
 (iv) NIL
 2 returned to base, fusing - 6 hour delay.

G. : NIL

H. : NIL

For the Commanding Officer:

Maurice D. Powell

MAURICE D POWELL
1st Lt., Air Corps.
Ass't. Adjutant.

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HEADQUARTERS
368TH FIGHTER GROUP

I-7-3

29 July 1944
APO 595, US Army.

SUBJECT: Oprep A Report. USAAF Form 34A.

TO : Commanding General, Ninth Air Force, Attention
26th Statistical Control Unit.
Commanding General, IX Tactical Air Command, Attention
Statistical Control Section.
Commanding General, 70th Fighter Wing, Attention
Statistical Control Section.

FROM : 368th Fighter Group, Statistical Officer.

REF : SECRET

Oprep A No. 149 for 24 hours ending sunset 28 July 1944.
Operations Order No. 90 (operations cobra) Mission Y21-58,
IX Tactical Air Command.

A : The 368th Fighter Group executed armored column cover in the Canisy Area. The four rapid advancing armored columns were covered at all times by a four ship flight from this group and other units assigned to this cover. These flights were bombed up with 2 x 500# GP bombs fused 1/10 sec. delay. These flights maintained close armed reconnaissance in advance of the rapidly moving column. The flights attacked any targets which were identified as enemy. The flights directed their attention to the terrain immediately in front of the advance column. Radio contact was maintained between the flights and combat command commander. The flights of 4 A/C were relieved every 30 minutes by another flight. During the period from 0853 to 2208 on the 26 July 1944, the 395th Fighter Squadron of this Group despatched a total of 44 P-47Ds from ALA A-3 on missions of armored column cover. There were 11 missions of 4 A/C each. The time over Tank Columns for the eleven missions of this squadron were as follow: 0900 to 0930, 1000 to 1030, 1230 to 1400, 1430 to 1500, 1530 to 1600, 1630 to 1700, 1730 to 1800, 1830 to 1900, 1930 to 2000, 2030 to 2100, and 2130 to 2200. The average flying time for each A/C was 1 hour and 19 minutes for this squadron. Each A/C carried 2 x 500# GP bombs with instant fusing. 4 A/C dove from 5500 feet and released 2 x 500 bombs on T416423 at 0930. 4 A/C dove from 1500 feet at an 10° angle and

3 D/B
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Oprep A No. 149, C.O. No. 90 contd.

at 1000 feet released 8 x 500 bombs on woods at T-437445 at 1030. 4 A/C dove from 3000 feet, 60° angle and at 1100 released 8 x 500 bombs on T-448479 at 1418. 4 A/C dove from 3000 feet at 45° angle and at 1000 feet released 8 x 500 bombs on gun positions at T-469558 at 1500. 4 A/C dove from 3000 feet at 60° angle, and at 1000 feet released 8 x 500 on woods at T-424548 at 1610. 4 A/C dove from 1600 feet, at 60° angle and at 800 feet released 8 x 500 on church at T-437570 and 3 tanks at T-435596 at 1700. 4 A/C dove from 3500 feet at 45° angle and at 1000 feet released 8 x 500 on farm positions at T-412594 and 2 x 500 bombs on orchard at T-451370 at 1751. 4 A/C dove from 4500 feet at 45° angle and at 1000 feet released 8 x 500 on gun position at T-435548 and A/T at T-430520 at 1815. 4 A/C dove from 4500 feet, 45° angle and at 1000 feet released 8 x 600 on targets of opportunity (road junction at T-425539 and other road junctions.) 4 A/C dove from 3000 feet at 50° angle, and at 1500 feet released 8 x 500 bombs on church, tower, armored car, gun positions and a jeep from 2000 to 2130. 3 A/C dove from 3000 feet, 55° angle and at 1000 feet released 8 x 500 on T-432508, T-411331 and T-435528. The church at T-437578 was seen to collapse after being bombed. Four direct hits were observed on gun position at T-412594. Most of the other bombing was observed falling where directed but results were unobserved due to falling in wooded and heavy foliage areas. 3 A/C were damaged by flak at 1415, the flak at T-447507 was light and heavy, intense and accurate. At 1500 the flak at T-469558 was light and heavy, moderate and accurate. At 1610 the flak at T-365438 was light moderate, and accurate. At 1700 the flak at Canby (T-435591) was light, meager and inaccurate. At 1845 the flak at T-413548 was light, meager and accurate. At 1130, at T-435 & 506 the flak was light, moderate and accurate. No A/A were encountered on any of the flights. The weather was generally poor in the morning hours with 10/10 cloud cover visibility, limited with it clearing in the afternoon and evening up to 8/10 to base generally 4000 feet and visibility unlimited. Target at T-437648, church at T-437578 were the only two targets called in by the armored tanks. The others of opportunity bombed after being released from tank cover. One A/C aborted due to darkness and had to jettison the bombs.

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Oprep A No. 149, C.O. No. 90 contd.

The 396th Fighter Squadron of the 368th Fighter Group dispatched 40 P-47Ds from ABG AB on missions of armored column cover starting from 0925 to 2158, 26 July 1944. There were 10 missions of 4 A/C each. The time over tank columns for ten missions were as follow: 0930 to 1000, 1300 to 1330, 1400 to 1430, 1500 to 1530, 1600 to 1630, 1700 to 1730, 1800 to 1830, 1900 to 1930, 2000 to 2030, 2100 to 2130. Each A/C carried 8 x 500# GP bombs (instant - 1/40 fusing). 4 A/C flew patrol and then made a bombing run from 800 to 600 feet, at a 3 degree angle released 8 x 500 on two Tiger tanks. Both tanks were destroyed by strafing after bombs had missed. 4 A/C dove from 6000 to 1500, at 60 degree angle and released 8 x 500# bombs on crossroad at Fuyaches (T-486486). One A/C and pilot lost on this mission. 4 A/C dove from 5000 to 1600 feet at 50 degree angle and released 7 x 500 bombs on railroad bridge at Cerences (T-164E) at 1600. 4 A/C dove from 6000 feet at a 60 degree angle and pulled out at 1800 feet and released 8 x 500 bombs on probable gun emplacement at T-484834 at 1830. 4 A/C dove from 4000 feet to 1000 feet at a 60 degree angle and released 8 x 500 on 2 Tiger tanks at T-482618 at 1815. 4 A/C dove from 3500 feet at a 48 degree angle, pulled out at 600 feet and released 6 x 500 on bridge at T-51347E and 2 x 500 on gun emplacement at T-470531. 4 A/C dove from 3000 feet to 1000 at 50 degree angle and released 8 x 500 on vehicle concentration at T-483655. 3 A/C (1 of the 4 A/C crashed after being hit by flak) dove from 5000 feet to 1500 feet at a 60 degree angle and released 8 x 500 on intersection and building at Villebaudo at T-485460. 4 A/C dove from 4000 feet to 1000 feet at a 60 degree angle and released 4 x 500 bombs on ammunition dump at T-412607 and 4 x 500 bombs on machine gun nest at T-412557 between 2010 and 2050. 4 A/C dove from 3000 feet to 1000 feet, at 55 degree angle and released 8 x 500 bombs on church at T-418581. Gun emplacement at T-484834, was believed to be the only target called in by the ground force. The rest of the targets were targets of opportunity and bombed after flights had been released from armored column cover. Bombing results were very good on 7 of the missions, other 3 were fair. 75% of all the bombs hit in the target and caused considerable damage. 4 A/C were damaged 2 by flak 2 by small arms. No E/A were encountered on these missions. The flak at 1330 (approx) east of St Lo was heavy, meager and inaccurate. 15 various types M/T observed on Mayen (T-472502) at approximately 1500. Some M/T were seen going south along road at T-381595 at 1900. Gun emplacement was seen at T-442493, intense, accurate, and light flak in vicinity of T-480540 at 2000. The weather was 9/10 and at 900 feet at 0925, going to 5/10 mid-afternoon to 2/10 to 4/10 on missions executed after 1900, visibility was good thru out the day. The average flying time for each A/C of this squadron was 1 hour and 17 minutes.

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OPREP A No. 149, O.C. No. 90 contd.

The 337th Fighter Squadron of the 368th Fighter Group dispatched 27 F-47D from ALS AS on 26th July 1944 on missions of armored column cover. There were 6 missions of 4 A/C and one mission of 3 A/C. These A/C were dispatched between 1536 and 2224. The time over tank column for the 7 missions were as follows: 1530 to 1600, 1630 to 1700, 1730 to 1800, 1830 to 1900, 1930 to 2000, 2030 to 2100 and 2130 to 2200. Each A/C carried 2 x 500 lb bombs (instant 1/40 fusing). 4 A/C dove from 4000 feet to 1000 feet at 30 degree angle and released 8 x 500 on seven tanks (T-434613) at 1556. 4 A/C dove from 4000 feet at 30 degree angle and at 1000 feet released 8 x 500 bombs on one tank at T-408537 at 1655. 3 A/C dove from 4000 feet at 30 degree angle and at 1000 feet released 6 x 500 bombs on (2) cross-roads at T-454678, 2 on tanks at T-408553 and (2) tanks at T-339680 at 1825. 4 A/C dove from 4000 feet at 45 degree angle and at 1500 ft, released (2) on road junction at T-425485, 2 on road junction at T-444460, 2 on woods at T-459460, and 2 on road junction at T-446460. Time over targets was 1500. 4 A/C dove from 4000 feet at 30 degree angle and at 1000 feet released 8 x 500 bombs on road at T-441460 and road junction at T-439460 and road at T-432518 at 1940. 4 A/C dove from 4000 feet at 30 degree angle and at 1000 feet released 8 x 500 bombs on woods and tanks at T-432555 at 2050. One A/C crashed & one pilot is MIA on this mission. 4 A/C dove from 4000 feet at 30 degree angle and at 1000 feet released 8 x 500 bombs on tank at T-360639 & tank at T-362639 at 2145. Bombing results were all very good with one tank destroyed and 12 tanks damaged. 2 A/C were damaged by flak. No B/A were encountered. Much light traffic seen in area of mission. The flak at T-430650 and T-470680 was light, moderate and accurate at 1825. Light meager & accurate flak in friendly territory at T-440640 at 1940. The weather was generally 5/10 at 5000 feet in early afternoon, developing to 3/10 at 5000 feet in late afternoon and early evening. Good visibility throughout. The average flying time for each A/C for the squadron was 1 hour and 18 minutes.

- B : (1) 111 F-47D (Tank cover and Dive Bombers)
 (11) 107 (4 Cover - D/Bomber - Two Tiger Tanks)
 (4 " " -Cross road at Pervaches T496496)
 (4 " " -Railroad bridge at Cerences T1542)
 (2 " " -Gun emplacements at T-434634)
 (4 " " -Two Tiger Tanks at T-432616)
 (1) " " -Gun emplacements at T-470531)
 (3 " " -Bridge at T-518472)
 (4 " " -Vehicle concentration at T423555)
 (3 " " -Road junction & buildings at Villebaudon)
 (2 " " -Ammunition dump at T-412602)

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- | | | |
|-------|----|---|
| | (2 | Cover - D/Bomber-Machine gun nest at T-412657) |
| | (4 | " " -Church at T-415581) |
| | (4 | " " -Dropped thru overcast at T-418423) |
| | (1 | " " -Woods at T-437645) |
| | (3 | " " -Two tanks in woods at T425625) |
| | (4 | " " -Woods at T-448479) |
| | (4 | " " -Gun positions at T-469558) |
| | (4 | " " -Woods at T-474548) |
| | (1 | " " -Church at T-437578) |
| | (3 | " " -3 Tanks at T-435596) |
| | (4 | " " -Gun position at T-422504 & Orchard at T-462570) |
| | (3 | " " -Gun position at T-423548) |
| | (1 | " " -M/T at T-490590) |
| | (4 | " " -Road and road junctions in vicinity of T-436559) |
| | (1 | " " -Jeep at T-382515) |
| | (1 | " " -Gun position & tower in vicinity of T-425452) |
| | (1 | " " -Church at T-576537) |
| | (1 | " " -Gun position at T-582538) |
| | (3 | " " -Targets at T-492506, T-421521) |
| | (4 | " " -Seven tanks at T-434613) |
| | (4 | " " -One tank at T-408537) |
| | (1 | " " -Road junction at T-454678) |
| | (1 | " " -Tanks at 468555) |
| | (1 | " " -Tank at T-330583) |
| | (4 | " " -Road junctions at T-425485 T-444460, T-446480 and woods at T-458460) |
| | (4 | " " -Road & road junctions T441480) |
| | (4 | " " -Woods and Tanks At T-432565) |
| | (2 | " " -Tank at T-360539) |
| | (2 | " " -Tank at T-362539) |
| (III) | 1 | (S) Pilot didnot get any target to bomb & darkness forced him to jettison his bombs. |
| (IV) | | NIL |
| (V) | 1 | Hit by flak, pilot bailed out & A/C went in at T-4074. |
| (VI) | 2 | 1-Pilot went down to strafe at T-525482. A/C thought to have struck wires, the A/C then hit a tree, tore his left wing off & the A/C exploded on hitting the ground. 1-A/C probably hit by light arms fire as it went down to identify tanks, it turned over & went in and exploded. The A/C went down at T-445563. |

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Opreg A No. 149, G.O. No. 90 Contd.

- B : (VII) 15 2-Small arms Cat A.
7-Flak Cat A.
6-Flak Cat A.
- (VIII) 111
- C NIL
- D (I) 147:00
(II) 4:00
- E (I) 199,800 rds 50 Cal. AMI
(II) 26,319
(III) 8400
- F (I) 222 x 500 W bombs (nose M-2103 - Tail AMI 101 A2)
(II) 217 - (8) " (2 Tiger Tanks
- (3) " Road junction at Peevaches-496496)
54 - (7) " Railroad bridge at Cerences 11542)
- (8) " Gun emplacement - T-434534)
- (8) " Two tanks - T-432616)
- (2) " Gun emplacement T-470531)
- (6) " Bridge T-518472)
- (8) " Vehicles Concentration T-423555)
- (6) " Road intersection-Vellebaudon)
- (4) " Ammunition dump T-412507)
- (4) " Machine gun nest T-412557)
- (8) " Church T-418581)
- (8) " Thrua overcast at T-416423)
- (1) " Woods at T-437645)
- (7) " Two tanks in woods T-425625)
- (8) " Woods at T-448479)
- (8) " Gun positions T-469558)
- (8) " Woods at T-424548)
- (2) " Church T-437572)
- (6) " 3 Tanks T-435596)
- (8) " Gun position T-442594)
- (2) " Orchard T-452570)
- (8) " Gun position T-423543)
- (2) " M/T T-490520)
- (8) " Road junction at T-435559 and
also M/T in same area/
- (2) " Jeep at T-382525)
- (1) " Gun position T-426452)
- (1) " 50 Ft tower T-422521/
- (2) " Church T-876537)
- (2) " Gun position T-582538)
- (6) " Targets at T-492505 - T-421521-
T-439528)
- (8) " Seven tanks at T-434613)
- (8) " One tank at T-408537)
- (2) " Road junction at T-454578)
- (2) " Tanks at T-468558)
- (2) " Tank at T-330580)

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S E C R E T

Opreg A No. 143, O.O. No. 90 Contd.

- F : (II) 217 x 500 GP bombs
 - (8 " Road junction at T-425485, T-444460)
 T-446460 and woods at T-438460)
 - (3 " Road at T-441480 and Road junction
 at T-436460)
 - (2 " Woods at T-425612)
 - (6 " Tanks at T-432565)
 - (4 " One tank at T-360539)
 - (4 " One tank at T-362539)
- (III) 2 By abortive A/C
- (IV) 3 ~~2~~ → fell off on take-off.
- G : 2 MIA 1- Captain Leon B. Myers, ASN O-723317 while strafing
 M/T in the vicinity of Lesy Sur Vire, France probably
 struck some wires then his A/C was seen to hit trees,
 the left wing came off and the A/C upside down, hit
 the ground & exploded.
- 1- Captain Robert W. Anderson, ASN O-667023, while
 investigating the identity of some tanks about one
 mile south of Canisy, was apparently hit by light
 arms fire, because no tank was seen, 3 white smoke
 came from his A/C. The plane went straight into the
 ground and exploded.
- 1 MIA Lt. Colonel Paul F. Douglas ASN O-432137 bailed out
 of his A/C at T-4074, landed in friendly territory
 and returned to AIG A-3 late on 26 July 1944. He
 sustained a light wound in the left hand.
- H : NIL

CASUAL CLAIMS

Tanks 3-1-19
 M/T 15-1-1
 Gun Carrier 0-1-0
 Armored Vehicles 1-0-4

19-3-24 ✓

Maurice D. Powell
 1st Lt., Air Corps,
 Asst. Adjutant

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S E C R E T

HEADQUARTERS
368TH FIGHTER GROUP

I-T-1

APO 595, US Army,
30 July 1944

SUBJECT: Oprep A Report. USAF Form 31A.

TO : Commanding General, Ninth Air Force, Attention 26th Statistical Control Unit.
Commanding General, IX Tactical Air Command, Attention Statistical Control Section.
Commanding General, 70th Fighter Wing, Attention Statistical Control Section.

FROM : 368th Fighter Group, Statistical Officer.

REF : S E C R E T

Oprep A No. 150 for 24 hours ending sunset 27 July 1944.
Operations Order No. 114, Mission Y21-51. IX Tactical Air Command.

A. : This Group provided close armed reconnaissance in advance of the armored columns and also provided cover for the columns. The 395th and 396th Fighter Squadron covered the Combat Command "A" of the 2nd Armored Division. The 397th in addition to a squadron from another Group, covered the Combat Command "B" of the 2nd Armored Division. The cover was provided by a 4 ship flight patrolling for 30 minutes. Each A/C carried 2x500# GP bombs fused 1/10 sec delay. Radio contact with the Combat Command Commanders was maintained for directing flights to any targets they designated and for close support. All flights took off from AIG A-3. These missions were executed on 27 July 1944.

A flight from the 395th Fighter Squadron took off at 0752. Because the weather was 7/10 at 1000 feet, the controller told the flight to go back. The flight before returning, dove from 3500 feet at a 35 degree angle and at 1000 feet released 2x500# bombs on road junction at T442418 at 0810, destroying one M/T and men who seemed to be repairing the road. Flight returned to base, landing at AIG A-3 at 0824.

A flight of 4 A/C took off at 0747. This flight from the 397th Fighter Squadron, dove from 4000 feet, at a 45 degree angle and at 1000 feet, released 7x500# GP bombs on 5 tanks and 5 armored cars at T395545 at 0757. Results were good-near misses on two tanks. Flight also strafed, then landed at 0831. The flak in woods at T413543 and T408542 was light, moderate and inaccurate. The weather was 3/10 at 1500 feet.

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S E C R E T

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Group A No. 150 contd.

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A. A flight from the 395th Fighter Squadron took off at 1100. After contacting the ordered column for OK, the flight dove from 3500 feet, at 50 degree angle and at 1000 feet, released 2x500# bombs on a convoy of 20 plus tanks, trucks and armored vehicles at T421531 at 1115. The convoy was also strafed. 4 tanks, 21/2s and one staff car were destroyed with 8 more tanks damaged. Flight landed at 1207. The A/C was damaged by flak. The flak in vicinity of T4253 was light, moderate and accurate. The weather was 6/10 at 4300 feet. Visibility - 10 miles.

A flight from the 395th Fighter Squadron took off at 1109. The flight dove from 4000 feet, 45 degree angle and at 1000 feet, released 2x500# bombs on two tanks at T416526 and 6x500# bombs on 4 tanks and 3 vehicles in vicinity of T405539 at 1130. Targets were also strafed. All were near hits and possibly some damage done. 15 German tanks were seen at T425525, also some German tanks were seen west of T425525. The flak at T399541 was light, moderate and accurate. The flight landed at 1215. The weather was 9/10 cumulus with a 2000 foot base.

A flight from the 396th Fighter Squadron took off at 1127. The flight dove from 3000 feet at 25 degree angle and at 1200 feet, released 2x500# bombs on tanks at T394590 and T403519, (targets of opportunity). Bombing results were fair. Near misses were made and tanks probably damaged. Some strafing on tanks and M/T at T4050. One A/C and pilot in ME. A/C last seen near T405532. Flight landed at 1203. Much activity of tanks and vehicles observed west of Bois de Bouilles at T4050. The flak at T404542 was light, moderate and accurate. The weather was 8/10 cumulus at 3500 feet with good visibility. One A/C was damaged by flak.

A flight from the 397th Fighter Squadron took off at 1150. The flight dove from 3000 feet, at 45 degree angle and at 1200 feet, released 2x500# bombs on 3 tanks at T400489 at 1210. Tanks were also strafed at T465460. Bombed tanks were damaged and one strafed tank destroyed. 1st Lt. Robert S Brown claims one FW 190 damaged in encounter with it over T460520. 6 other E/A were in vicinity but in the clouds. German tanks and vehicles seen at T440520. The flight landed at 1309. Flak in vicinity of T400500 was light, meager and inaccurate. The weather was 8/10 at 2500 feet with very good visibility.

A flight from the 395th Fighter Squadron took off at 1146. 2 A/C dove from 4000 feet at 45 degree angle and at 1500 feet, released 2x500# bombs on armed vehicle and intersection (both destroyed) at T241514 and 2x500# bombs (near misses) on truck at T272503 at 1235. Truck at T272503 was also strafed. 2 other A/C jettisoned their bombs when coming into contact with E/A. 12 to 20 ME 109 and FW 190s were encountered over T26561 with our A/C attacking the E/A who were trying to get away. The encounter lasted for about 1 minute with our pilots claiming 1 FW 190 and 1 ME 109 destroyed and 2 ME 109s damaged. Flight landed at 1313. The weather was 7/10 cumulus at 2000 feet.

A flight from the 395th Fighter Squadron took off at 1248. The flight dove from 3000 feet, at 40 degree angle and at 1000 feet, released 2x500# bombs on tank in wooded area at T426522 and 6x500# bombs on vehicles in wooded lane at T418521 at 1310. Results of bombing were unobserved. Targets were also strafed. Flight returned to A10 A-3 at 1335. The flak at T418521 and T522472 was light, meager and inaccurate.

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Oprop A No. 150 contd.

SECRET

- A. : At T426522, it was light, moderate and inaccurate. The weather was 8/10 stratus cumulus from 1200 to 1300 feet. Visibility was poor.
- A flight from the 396th Fighter Squadron took off at 1223. One A/C aborted because of radio failure. 3 A/C dove from 3000 feet at 45 degree angle and at 1200 feet, released 6x500# bombs on 5 tanks at T475502 and one tank at T472502 at 1300. Bombing results are unknown. Near misses on 6 of the tanks were observed. Targets were also strafed. 3 A/C landed at 1335. Flak came from a church tower at T5151. The weather was variable with good visibility.
- A flight from the 377th Fighter Squadron took off at 1258. The flight dove from 2800 feet, angle of 45 degree, and at 1000 feet, released 4x500# bombs on two tanks at T400558 and 4x500# bombs on houses in town of Inianoy (T417501) at 1350. Armored columns requested that the houses be bombed and they were pleased with the result. Houses were destroyed. The tanks at T400558 were probably destroyed by good hits. One of our A/C crashed and pilot is MIA. Last seen to bail out at T396557. The flak at T420540 was heavy, intense and accurate. Flight of three landed at 1309. The weather was 9/10 at 3000 to 4000 feet with very good visibility. Rain was encountered on mission.
- A flight from the 396th Fighter Squadron took off at 1316. The flight dove from 4500 feet to 2500 feet at an angle of 60 degree and released 8x500# bombs on (targets of opportunity) gun position at T510476 and 4 M/Ts and 1 armored vehicle at T535499 at 1410. Results of bombing were fair. One M/T was destroyed and one M/T damaged. Gun position suffered near hits. Flight returned at 1445. Scattered truck movements were noted at T41511. The flak at T535479 was light, moderate and inaccurate. Gun positions were observed at T510476. The weather was 6/10 cumulus from 2 to 4000 feet with local showers. Visibility was good. Three self propelled guns were seen at T4251.
- A flight from the 397th Fighter Squadron took off at 1350. The flight dove from 4000 feet, at 45 degree angle and at 1000 feet, released 8x500# bombs on houses at crossroads at T270439 at 1440. Several houses were destroyed. Flight returned to base, landing at 1504. All roads south of our area, were full of refugees going south. Also German vehicles were seen here too. The weather was scattered rain clouds at 2500 feet. Poor visibility in rain, elsewhere visibility was good.
- A flight from the 395th Fighter Squadron took off at 1352. The flight dove from 2000 feet at a 20 degree angle and at 800 feet released 2x500# bombs on tank at T2037 and 6x500# bombs on crossroads at T4037 at 1445. Tank was damaged by near miss and strafing. Near misses were observed on road junction with a M/T nearly probably destroyed. French civilians were noted moving south at T6432. The flak at T4450 was light, meager and inaccurate. Flight returned at 1508. The weather was 9/10 cumulus at 1500 to 2000 feet with scattered showers. Visibility was good.
- A flight from the 396th Fighter Squadron took off at 1415. Flight could not locate guns at T4654 as directed by the tank column M/P. The flight headed south and dove from 2000 feet at 45 degree angle and at 1000 feet released 8x500# bombs on 5 tanks at T55538 at 1455. Results were poor with no damage but tanks were also strafed - results unknown.

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Oprep A No. 150 contd.

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A. : One A/C was lost and pilot was seen to bail out at T365585. Pilot has returned (29 July 1944) to A10 A-3 uninjured. Flight returned to base landing at 1545. German units seemed to be more out in the open in retreat. The flak at T565585 was light, intense and accurate.

A slight of the 397th Fighter Squadron took off at 1453. The flight dove from 4000 feet at 45 degree angle and at 1000 feet, released 2x500# bombs on T295526 and 6x500# bombs on road junction at T302528 at 1500. Tank at T295526 was damaged and at road junction 2 tanks and 2 houses were damaged. The flight returned at 1557. The flak at T220466 was light, meager and inaccurate. Tanks were strafed at T302526. The weather was 10/10 at 1500 to 2000 feet with poor visibility.

A flight from the 397th Fighter Squadron took off at 1541. Flight dove from 3000 feet to 900 feet at 35 degree angle and released 3x500# bombs on tanks on road at T383515 (2 destroyed), 2x500# bombs on one tank at T410510 (destroyed), 2x500# bombs on 8 to 10 M/Ts at T375525 (6 damaged) and one 500# bomb on truck at T370530 (damaged). Bombing was at 1550. The flight returned at 1637. 40 to 50 M/T were seen in area at T371522 to T379622 moving south. Flight strafed M/Ts and destroyed 11. The weather was 9/10 at 2000 feet with good visibility.

A flight from the 395th Fighter Squadron took off at 1452. Flight attacked targets of opportunity, diving from 3000 feet at 40 degree angle to 1000 feet and released 2x500# bombs on road junction and buildings at T258425; 2x500# bombs on road junction and building at T273422; 2x500# bombs on tank position at T443991, and 2x500# bombs on two tanks at T486503. The time of the attack was 1605. The first two targets were hit and results on other two targets were unobserved. Some strafing on M/T at T425525 and T471411. Flight returned at 1625. The flak at T443522 was light, moderate and inaccurate; at T461539, it was light, moderate and accurate; it is reported that the enemy is marking our tanks with yellow smoke, hoping our A/C will attack our own tanks. One A/C damaged by flak. The weather was 7/10 at 1800 to 3300 - visibility was excellent, - rain showers.

A flight from the 396th Fighter Squadron took off at 1518. The flight dove from 2500 feet at 25 degree angle and at 1000 feet, released 2x500# bombs on building, probably housing a German SS at T45726 and 6x500# bombs on supply dump at T470483. The time over target was 1600. Bombing results were excellent with building at T457526 being knocked out. Flight returned at 1648. The weather was 9/10 at 2000 feet, visibility was good.

A flight from the 395th Fighter Squadron took off at 1548. The flight spotted a convoy of 50 plus enemy units including tanks, M/Ts and others. The flight dove from 2500 feet at 25 degree angle and at 1000 feet released 6x500# bombs on this convoy at Orville at T292535 at 1700. The results were excellent with 7 M/Ts destroyed and 8 damaged; with one tank destroyed and 7 damaged. One A/C strafed the M/T at T439473 and T443107 with excellent results. Flight returned at 1718. The weather was rain at 5 to 600 feet near target area, west of area it cleared up to 2500 feet with 9/10 coverage and good visibility.

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Prop A No. 150 contd.

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A flight from the 396th Fighter Squadron took off at 1618. The flight dove from 1500 feet and at 10 degree angle, at 1000 feet released 2x500# bombs on possible gun position at T3151 at 1650. Results are unknown but hits were seen falling where gun flashes had been seen. Flight returned at 1737. Possible heavy guns were noted at T5050 area. The flak at T5050 was light, intense and accurate. The weather was 10/10 at 1000 feet with poor visibility.

A flight from the 397th Fighter Squadron took off at 1651. The flight dove from 4000 feet at 45 degree angle and at 1000 feet released 2x500# bombs on 4 Tiger tanks at T307519 at 1655. 4 tanks were destroyed or damaged at T370500 by strafing. Flight returned at 1825. The area of T370500 T400530, T370530 and T400500 was abating with activity of the enemy tanks. Our tanks were approaching. Also enemy tanks and troop carriers were seen in area of T362521, T375487. The weather was 5/10 at 1500 to 4000 feet. Visibility was good.

A flight from the 396th Fighter Squadron took off from A10 A-3 at 1721. Flight was unable to find any enemy traffic going south out of Le Mesnil Herman as requested by the tank column, so the flight proceeded to T490509 and there they dove from from 4000 feet at 60 degree angle and at 1500 feet released 2x500# bombs on two tanks and two cars on road at T490509 at 1810. Bombing results were fair with hits near the tanks but no damaged tanks observed. These targets were strafed. A convoy of about 10 trucks was strafed at T5051 with one M/T being destroyed. Vehicle traffic was observed at T5050. Flight returned at 1845. The flak at T5050 was light, moderate and accurate. The weather was 5/10 cumulus at 1500 feet with excellent visibility.

A flight from the 395th Fighter Squadron took off at 1654. Flight dove from 2000 feet at a 45 degree angle and at 1200 feet released 2x500# bombs on road junctions at T344469, T180578, T562551 from 1745 to 1800. Flight couldn't find gun positions tank column referred to in their M/T. Some damage was inflicted on buildings at Road Junction at T34449, other bombing was only fair. Flight landed at 1835. The flak at T390477 was light, meager and accurate; at T5050 it was heavy, meager and accurate. 2 A/C were damaged by flak. The weather was 7/10 cumulus 1500 to 4000 feet. Visibility was 4 miles.

A flight from the 395th Fighter Squadron took off at 1747. The tank column called for bombing of a church at T183460 in village of Villa Brandon. The flight from 2000 feet at 40 degree angle and at 1000 feet released 2x500# bombs on the church at T1820. Two direct hits were scored and 4 near misses with two being a little short. Church was severely damaged. Flight also strafed M/T at T421449 with good results. Flight landed at 1849. Many civilian evacuees were seen south of bomb line. The weather was 7/10 seal at 2000 feet.

A flight of 4 A/C from the 397th Fighter Squadron took off at 1754. Flight of 3 A/C dove from 1300 feet at 10 degree angle and at 1000 feet, released 2x500# bombs on 4 Tiger Tanks and road junction at T390550 at 1830. One tank was severely damaged. One A/C aborted because of radio failure. Flight strafed M/T and tanks at T375521, T380520 and T404537. Results were very good. Flight returned at 1903. The flak at T390550 was light, meager and inaccurate. The weather was 10/10 cumulus at 1300 to 1500 feet. One A/C was damaged.

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SECRET

0361

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Oprep A No. 150 contd.

SECRET

A. : A flight from the 397th Fighter Squadron took off at 1856. At 1920 the flight dove from 1800 feet at 30 degree angle and at 800 feet, released 2x500# bombs at T423504, 2x500# bombs on 2 M/Ts and 2 tanks at T386507, (2 M/T destroyed), (1 tank destroyed and 1 damaged); 2x500# bombs on 2 tanks and a building at T387495, (1 tank destroyed, 1 probably destroyed and building set on fire) and 2x500# bombs on 3 armored cars at various points, (see section H). Flight returned back at 2005. 2 A/C were damaged by flak, small arms and machine gun fire were encountered in the area but could not be given. Many German vehicles and French civilians were seen going southwest. The weather was 8/10 stratus at 1500 to 1800 feet with good visibility.

A flight of 3 P47s from the 395th Fighter Squadron took off at 1852. The 3 A/C dove from 3500 feet, at 40 degree angle and at 1000 feet released 2x500# bombs on building and road at T249583, 2x500# bombs on road junction at T269569, and 2x500# bombs on tanks and jeeps on main road 2 miles northeast of Coutances. The time of attack was 1930. Building destroyed at T249583. Road cut at T269569. One tank, 2 M/T and one jeep were destroyed on road northeast of Coutances. Targets were strafed. 3 A/C returned at 2008. The flak at T269569 was light, meager and inaccurate. The weather was 9/10 at 4000 feet, with 10 mile visibility.

A flight of the 396th Fighter Squadron took off at 1814. The flight dove from 4500 feet at 40 degree angle and at 1200 feet, released 8x500# bombs on 15 heavy vehicles and two tanks along road between T400519 and T-411519 at 1910. Bombing results were fair to good with hits on heavy equipment and near misses to tanks which was damaged. 2 vehicles were probably destroyed. Flight returned at 1955. The weather was 9/10 cumulus at 1500 to 350 feet with good visibility. 1 A/C was damaged by small arms fire.

A flight from the 396th Fighter Squadron took off at 1918. The armored column called for the bombing of a steeple in Villeboudon. The flight dove from 1500 feet at 10 degree angle and at 1000 feet, released 8x500# bombs on steeple at (Villeboudon) at T425461 at 2010. Results were fair with near misses. The flight then strafed the steeple with good results, left it burning. Flight returned to base at 2027. Tanks, M/T and armored vehicles were observed heading NE on road out of Villeboudon. 20 vehicles were noted in area of T445465. M/T, tanks were strafed at T445465, T439479, and T450561, (see section H). The weather was 6/10 cumulus at 1500 feet with good visibility.

A flight from the 397th Fighter Squadron took off at 1944. At 2000 the flight dove from 4000 feet at 35 degree angle and at 900 feet, released 2x500# bombs on a vehicle towing a long gun (possibly an 88) at T331505, and 6x500# bombs on a town at T370605 (this was called in by the armored column). This town was suspected of having guns which were firing at the tank column. The vehicles and gun at T331505 was missed by bombing but was strafed and the vehicle and gun were destroyed. No observation on bombing of town. Flight strafed M/T and gun position at T355505 and T370600. Flight returned at 2106. The flak north and south of Coutances was light, moderate and accurate. The weather was 5/10 stratus cumulus at 1500 feet.

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SECRET

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Oprop A No. 150 contd.

SECRET

A. A flight from the 395th Fighter Squadron took off at 1915. The armored column called for a church steeple at T125460 to be bombed. The flight dove from 3000 feet at a 40 degree angle and at 1000 feet released 8x500# bombs on church steeple at T125460 and enemy W/Ts and tanks in area 4 miles from town of Soules T122522. The time over target was 2000 to 2045. Bombing results were near misses on tanks (damaged) at T125517, road cut at T112519 and 2 houses destroyed at T125515. Church steeple was destroyed by bombs and strafing. Flight strafed enemy W/T in area south of Soules. Flight returned at 2058. The flak at T125460 was light, meager and accurate. The weather was 6/10 stratus at 1000 to 2500 feet. One A/C was damaged by flak.

A flight from the 397th Fighter Squadron took off at 2044. The flight dove from 4000 feet and at 45 degree angle at 1200 feet released 4x500# bombs on 2 Mark IV tanks at T342485 (damaged by near misses). 2x500# bombs on Mark IV tank at T341491 (destroyed) and 2x500# bombs on Mark IV tank at T342492 (destroyed). The time on target was 2100 to 2130. Flight returned at 2153. 5 Tiger tanks were seen at T352401; 6 tanks at T337493. Flight strafed W/T and tanks at T365465 and T345456. The weather was 10/10 at 800 up to 1200 feet.

A flight from the 396th Fighter Squadron took off at 2017. At 2115 the Squadron dove from 2500 feet at a 45 degree angle and at 800 feet released 7x500# bombs on 1 tank at T274531 and tanks at T302526. 1 tank was destroyed and 2 damaged by the bombing. Flight also strafed tanks and trucks, then returned to base, landing at 2201. The flak at T262525 was light, meager and inaccurate. The weather was 8 to 9/10 cumulus at 1200 feet to 1800 feet with good visibility.

A flight from the 396th Fighter Squadron took off at 2120. The flight dove from 4000 feet at a 60 degree angle and at 1500 feet, released 4x500# bombs on tanks near T225516 and 4x500# bombs on vehicles in vicinity of T215482 at 2130 to 2200. Bombing results were good. Direct hits were observed and tank was destroyed and 1 W/T probably destroyed and 3 damaged. Flight returned at 2208. One A/C was damaged by flak. The flak at Hyouville was light, moderate and inaccurate. The weather was 9/10 cumulus at 800 feet.

A flight from the 325th Fighter Squadron took off at 2051. The flight dove from 2500 feet at a 45 degree angle and at 1000 feet, released 8x500# bombs on road bridge at T192510 at 2120. All bombs were near misses. Flight returned at 2219. Flight made a reconnaissance flight over Cambes sector with very little activity to be observed. No flak was encountered. The weather was 6/10 cumulus at 1500 to 2500 feet with good visibility.

All flights maintained their cover over armored columns until relieved. Then the flights, in case they still had their bombs, would attack targets of opportunity. All flights strafed targets of opportunity and then returned to the base. No EA were encountered unless otherwise mentioned in specific paragraph.

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Oprop A contd.

SECRET

- B. (1) 139 H7D (Tank column cover and Dive Bombers)
- (11) 137 (1) - Cover - D/Bomber Road Junction T-442418
 (1) - Cover - D/Bomber - 5 tanks and M/T - T-295545
 (1) - Cover - D/Bomber - Convoy - Tanks - M/T T-421531
 (1) - Cover - D/Bomber - 2 Tanks at T-416506
 (3) - Cover - D/Bomber - 4 tanks and 2 M/T at T-408539
 (1) - Cover - D/Bomber - At T-403519 3 tanks
 (1) - Cover - D/Bomber - 3 tanks at T-400677
 (2) - Cover - D/Bomber - Road Junction - T-214544 & M/T T-270503
 (2) - Cover - D/Bomber - Jettisons' bombs when attacked by P/A
 (1) - Cover - D/Bomber - Tank at T-418521
 (3) - Cover - D/Bomber - Vehicles at T-426522
 (3) - Cover - D/Bomber - Total of 6 Tanks at T-475502
 (2) - Cover - D/Bomber - 2 Tanks at T-400550
 (2) - Cover - D/Bomber - Houses at Inicney - T-415581
 (1) - Cover - D/Bomber - Gun Position T-325479
 (3) - Cover - D/Bomber - M/Ts at T-535499
 (1) - Cover - D/Bomber - Houses at T-278409
 (1) - Cover - D/Bomber - Tanks at T-2937
 (3) - Cover - D/Bomber - Road Junction T-4837
 (1) - Cover - D/Bomber - 5 tanks at T-355530
 (1) - Cover - D/Bomber - One tank T-295526
 (3) - Cover - D/Bomber - Road Junction T-302526
 (2) - Cover - D/Bomber - Tanks at T-389513
 (1) - Cover - D/Bomber - One tank T-410510
 (1) - Cover - D/Bomber - M/Ts T-375525 and T-370530
 (1) - Cover - D/Bomber - Road Junction T-256425
 (1) - Cover - D/Bomber - Road Junction at T-273422
 (1) - Cover - D/Bomber - Tank - T-444391
 (1) - Cover - D/Bomber - 2 Tanks - T-406509
 (3) - Cover - D/Bomber - Supply Dump - T-472473
 (1) - Cover - D/Bomber - Building at T-457526
 (1) - Cover - D/Bomber - Convoy of 50 Mechanized units - T-290535
 (1) - Cover - D/Bomber - Gun Position - T-5151
 (1) - Cover - D/Bomber - 2 Tanks and 2 Carts - T-490509
 (1) - Cover - D/Bomber - Road Junction at T-346449, T-188570,
 and T-459550
 (1) - Cover - D/Bomber - Church at T-435462
 (3) - Cover - D/Bomber - 4 Tiger Tanks - T-390550, Road Junction.
 (1) - Cover - D/Bomber - at T-423504
 (1) - Cover - D/Bomber - 2 Tanks and 2 M/T - T-380509
 (1) - Cover - D/Bomber - 2 Tanks and Building - T-387495
 (1) - Cover - D/Bomber - Armored vehicles T-390495
 (3) - Cover - D/Bomber - Building - T-249583, Road Junction at
 T-269569, M/T on road near Coubaux)
 (1) - Cover - D/Bomber - Convoy of 15 heavy vehicles and 2 tanks
 at T-400519 and T-411519
 (1) - Cover - D/Bomber - Steple at Villebauden
 (1) - Cover - D/Bomber - Vehicle towing gun at T-331505
 (3) - Cover - D/Bomber - Artillery position town at T-370505)

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SECRET

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Oprep A No. 150 contd.

SECRET

- B. : (ii) (4 - Cover - D/Bomber - Church Steeple at T-435460 and enemy M/T and road, tanks vicinity of T-421
(4 - Cover - D/Bomber - 4 MARK IV vicinity of T-348485)
(4 - Cover - D/Bomber - Tank at T-305526 and T-279591)
(4 - Cover - D/Bomber - 1 Tank - T-225510 and M/T at T-215432)
(4 - Cover - D/Bomber - Road bridges at T-192540)
- (iii) 2 (c) Radio Failure -
1 - Tube burnt out in transmitter.
1 - Brushes on dynamotor failed on voltage output.
- (iv) NIL
(v) NIL
(vi) 3 - 1 - A/C last seen near Bois De Sculles. Pilot bailed out and was seen to land and walk away. Cause unknown.
1 - A/C had bombed tanks at T-396557 and pulled up to 1000 feet and pilot bailed out. Cause unknown.
1 - A/C was last seen at T-365585 when pilot bailed out. A/C hit by flak. (Pilot returned to Squadron uninjured)
- (vii) 19 - 12 - Damaged by flak, 10 Cat. A., 2 Cat. AC.
1 - Damaged by small arms, cat. A.
- (viii) 197
- C. : NIL
- D. : (i) 132:15
(ii) 4:30
- E. : (i) 250200 rounds 50 cal. API
(ii) 54669
(iii) 5400
- F. : (i) 278 - 500# GP Bombs (nose AN-M103 - tail AN-M101A2)
(ii) 268 - (8 - Road Junction T-442418)
67
(7 - 5 Tanks - M/T, T-395545)
(8 - Convoy of 20 tanks, M/T, etc. at T-421531)
(2 - 2 tanks - T-416526)
(6 - 4 tanks, 3 M/T - T-408539)
(8 - 8 tanks - T-394530 and T-403519)
(8 - 3 tanks - T-400489)
(4 - M/T and road junction T-244544)
(2 - Tank - T-418521)
(6 - M/T - T-426522)
(6 - 6 tanks at T-475502 and T-472502)
(4 - 2 tanks at T-400558)
(4 - Houses at Tainey)
(2 - Gun Position at T-525479)
(6 - 5 M/Ts at T-535499)
(8 - Houses at T-270429)
(2 - tank at T-28377)
(6 - Road Junction at T-4837)
(8 - 5 tanks at T-355530)
(2 - tank at T-295526)

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SECRET

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Oprep A H_o. 150. contd.

SECRET

- F.
- (6 - Road Junction at T-302528)
 - (3 - Tanks at T-383513)
 - (2 - Tank at T-410510)
 - (2 - M/T at T-375525)
 - (1 - Tank and M/T at T-370530)
 - (4 - Road Junction at T-258425 and T-273422)
 - (4 - Tanks at T-444391 and T-486503)
 - (6 - Supply dump at T-472473)
 - (2 Building (with 80) at T-47526)
 - (8 - Convoy of 50 tanks at T-290535)
 - (8 - Gun emplacement at T-5151)
 - (8 - 4 Tiger tanks at T-387513)
 - (8 2 tanks and 2 cars at T-490509)
 - (8 - Road Junctions at T-346469, T-18578 and T-569551)
 - (8 - Church at T-435462)
 - (6 - 4 Tiger tanks at T-395550)
 - (8 - 2 tanks and 2 M/T at T-380509, 2 tanks and building at T-387495, 3 M/T at T-39495)
 - (6 - Road Junctions at T-269569, building at T-242589)
 - (8 - Convoy of 15 M/T at T-400519 and T-411519)
 - (8 - Steeple at Villebauden)
 - (2 - M/T towing gun at T-331505)
 - (6 - Artillery position in town of T-370505)
 - (8 - Church steeple at T-435460 and M/T vicinity of Soules)
 - (7 - Tanks at T-305526 and T-273531)
 - (8 - Tank at T-225610 and M/T at T-215482)
 - (8 - Road bridge at T-192540)
- (111) 10
(iv) NIL

- G.
- 2 - ME - 1 - 1st Lt. Grover Y. Greene, 0805612 was last seen near Bois de Soules. He had just bombed a tank and pulled up to 3000 feet and bailed out. He was seen to walk away from his parachute.
 - 1 - 2nd Lt. Ruben G. Bork, 0763473 had bombed enemy tanks between Cerisy and Canisy. He then pulled up to 1000 feet and bailed out. He was seen to land OK and disappear into a hedge.
- Remark: Captain Joseph J. McLaughlin, 0665344 was seen to bail out at T-365525. A/C was hit by flak. Pilot returned to his Squadron on 28 July 1944 uninjured.

- H.
- 2-0-3
A/C in air
- (1) 1 - ME 109 - 1st Lt. Clarence Staton ✓
 - 1 - FW 190 - 1st Lt. Robert Caldwell. ✓
 - (11) NIL
 - (111) 1 - FW 190 - 1st Lt Robert S Brown ✓
 - 2 - ME 109 - 1st Lt Robert Caldwell. ✓

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Oprep A No. 150 contd.

SECRET

H. :

In Air - 2-0-3

Other Claims:

Tanks	18-8-36
Armored Car	26 -2-1
M/P	51-2-35

95-12-72

For the Commanding Officer:

Maurice D Powell
 MAURICE D POWELL
 1st Lt., Air Corps,
 Ass't. Adjutant.

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HEADQUARTERS
368TH FIGHTER GROUP

I-1-1

APO 595, US Army,
29 July 1944.

SUBJECT: Oprop A Report, USAAF Form 24a.

TO : Commanding General, Ninth Air Force, Attention 26th Statistical Control Unit.
Commanding General, IX Tactical Air Command, Attention Statistical Control Section.
Commanding General, 70th Fighter Wing, Attention Statistical Control Section.

FROM : 368th Fighter Group, Statistical officer.

REF : SECRET

Oprop A No. 151 for 24 hours ending sunset 28 July 1944.
Operations Order No. 117, Mission X51-56, IX Tactical Air Command.

A. : The 397th Fighter Squadron of the 368th Fighter Group took off from AIG A-3 at 1340, 28 July 1944 to escort and maintain top cover for 32 B26s of the 344th Bomber Group, to R/R bridge at Merzy (north of Broux). The squadron of 12 A/C (F47Ds) R/V with 32 B26s at 4230 W - 0010 W at 1400 at 12000 feet and arrived over target area at 1420. Upon arrival over target area, there was a solid overcast of 10/10 at 10000 and bombers were unable to drop their bombs on target. Squadron then escorted bombers back to R/V point, leaving them at 1502. Bombers then jettisoned their bombs over the channel. Squadron returned to base, landing at AIG A-3 at 1525. No damaged, abortive or E/A were encountered on the mission. The weather was 10/10 - solid overcast at 10000 feet, with good visibility below and excellent visibility above this point.

The 396th Fighter Squadron of the 368th Fighter Group, composed of 12 F47Ds took off from AIG A-3 at 1420, 28 July 1944 to escort and maintain top cover for 32 B26s of the 322nd Bomber Group, to R/R bridge west of Broux. Shortly after take off, one A/C aborted due to prop failure and 11 A/C R/V with 31 B26s at briefed point, (east of Le Havre) at 1445, at 12000 feet. Upon making I/F in about 3 miles south of Trouville at 1449, between 14 and 17000 feet, one of the B26s turned back towards coast of England. 11 F47Ds then escorted 31 B26s, arriving over target area at approximately 1515. Squadron then left target area at 1520, leaving the bombers at R/V point at 1540, making I/F out about 3 miles south of Trouville at 12000 feet. Squadron then returned to base, landing at AIG A-3 at 1610. The results of bombing by B26s were unobserved due to smoke around target area. No damaged or E/A were encountered. The weather was 9/10 cumulus at 7-8000 feet with good visibility.

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SECRET

31 JUL 1944

0368

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Oprep A No. 151 contd.

SECRET

- A. : The 395th Fighter Squadron of the 360th Fighter Group, composed of 12 F47Ds took off from AIG A-3 at 1507, 20 July 1944 to escort and maintain top cover for 32 A-20s of the 416th Group. Squadron of 12 A/C, R/V with the three boxes of B-26s and A-20s at briefed point (at east of La-Havre) at 1534 at 12000 feet and escorted them to target area. Squadron then escorted bombers from target area north along coast, leaving them at 1635. Squadron then returned to base, landing at AIG A-3 at 1655. Bombing results of bombers were unobserved. One box of bombers jettisoned their bombs into the sea. 20 plus boats of all kinds, anchored in harbor at St Malo, were observed at 1615 at 18000 feet. No damaged, abortive or E/A were encountered. The weather was clear.
- B. : (i) 36 F47Ds (escort and maintain top cover for bombers)
(ii) 35 (escort to B-26s and A-20s to their targets and return)
(iii) 1 - (c) Prop failure.
(iv) NIL
(v) NIL
(vi) NIL
(vii) NIL
(viii) 35
- C. : NIL
- D. : (i) 07:45
(ii) NIL
- E. : (i) 69000 rounds 50 cal. AP
(ii) NIL
(iii) NIL
- F. : NIL
- G. : NIL
- H. : NIL

For the Commanding Officer:

Maurice D Powell
MAURICE D POWELL
1st Lt., Air Corps,
Ass't. Adjutant.

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SECRET

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HEADQUARTERS
368TH FIGHTER GROUP

I-P-1

AFG 595, US Army,
29, July 1944.

SUBJECT: Oprep A Report. USAAF Form 34A.

TO : Commanding General, Ninth Air Force, Attention 26th Statistical
Control Unit.
Commanding General, IX Tactical Air Command, Attention Statistical
Control Section.
Commanding General, 70th Fighter Wing, Attention Statistical
Control Section.

FROM : 368th Fighter Group, Statistical Officer. 929

REF : Oprep A No. 152 for 24 hours ending sunset 29 July 1944.
Operations Order No. NII.

This Group did not execute any missions for date stated above.

For the Commanding Officer:

Maurice D Powell
MAURICE D POWELL
1st Lt., Air Corps,
Ass't. Adjutant.

4 AUG 1944

29

0370

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HEADQUARTERS
360TH FIGHTER GROUP

I-P-1

APO 595, US Army,
30 July 1944.

SUBJECT: Oprep A Report. USAAF Form 34A.

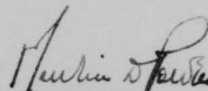
TO : Commanding General, Ninth Air Force, Attention 26th Statistical
Control Unit.
Commanding General, IX Tactical Air Command, Attention Statistical
Control Section.
Commanding General, 70th Fighter Wing, Attention Statistical
Control Section.

FROM : 368th Fighter Group, Statistical Officer.

REF : Oprep A No. 153 for 24 hours ending 30 July 1944. *082*
Operations Order No. NIL.

This Group did not execute any missions for date stated above.

For the Commanding Officer:



MAURICE D POWELL
1st Lt., Air Corps,
Ass't. Adjutant.

4 AUG 1944

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0371

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HEADQUARTERS
368TH FIGHTER GROUP

Y-1

ATO 595, US Army,
1 August 1944.

SUBJECT: Oprep A Report. ISAF Form 9/A.

TO : Commanding General, Ninth Air Force, Attention 26th Statistical Control Unit.
Commanding General, IX Tactical Air Command, Attention Statistical Control Section.
Commanding General, 70th Fighter Wing, Attention Statistical Control Section.

FROM : 368th Fighter Group, Statistical Officer.

REF : SECRET

*17/10
ECS*

Oprep A No. 154 for 24 hours ending sunset (31 July 1944).
Operations Order No. Y-51-6, par 3A, IX Tactical Air Command.

The 368th Fighter Group composed of the 395th, 396th, and 397th Fighter Squadrons took off from AIG A-3 31 July 1944 to dive bomb Fuel Dump at 4802N/A/3, 4802N/A/4, 4802N/A/2. The narrative on the 3 missions is as follows:

A. The 395th Fighter Squadron of the 368th Fighter Group, composed of 12 M47Ds took off from AIG A-3 at 1647, 31 July 1944 to dive bomb Fuel dump at Rennes (Y-031532). 12 A/C each carried two 500 lb GP bombs (instant nose and 1/40 tail fusing) and proceeded on mission as briefed. Arriving over target at 1720, 12 A/C dove from 8000 feet at a 50 degree angle, and at 1500 feet, released 23 bombs on Fuel dump at Rennes (Y-031532). One bomb was dropped on M/Y at Vitre (Y-3553) at 1730. Squadron also strafed M/T in target area, (see section B). Squadron then left target area, landing at AIG A-3 at 1836. Bombing results were extremely to observe; one flight reported seeing fires starting in target area. Bomb dropped on M/Y at Vitre (Y-3553) appeared to be a near miss. The M/Y at Vitre appeared to be in good condition with about 10 G/Ws in this area. 20 G/Ws were seen at M/Y at Fontorson (T1604) at 1745. One A/C was damaged by flak. No abortive or E/A were encountered. The flak at Rennes was light, heavy and meager and inaccurate. The weather was 6/10 cumulus at 3 to 5000 feet, with good visibility.

4 AUG 1944

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0372

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Oprep A No. 154 contd.

SECRET

A. : The 396th Fighter Squadron of this Group, consisting of 12 P47Ds, took off from AIG A-3 at 1655, 31 July 1944 to dive bomb Fuel Dump at Y-032532. 12 A/C each carried 2x500# GP bombs (instant nose, 1/40 tail fusing) and proceeded on mission as briefed. Arriving over target at 1735 12 A/C dove from 2500 feet at a 65 degree angle and at 1600 feet, released 23 bombs on target. One bomb was jettisoned at 24690. Squadron then left target area, landing at AIG A-3 at 1830. Bombing results were good with 3 fires being started. Black billowing smoke was observed over target. No damaged, abortive or E/A were encountered. Flak over target area was light, moderate and inaccurate. The weather was 4/10 cumulus at 3 to 6000 feet with heavy haze below; 5/10 alto-stratus over Brest Peninsula at 14000 feet.

The 397th Fighter Squadron of this Group, composed of 12 P47B took off from AIG A-3 at 1704, 31 July 1944 to dive bomb Fuel Dump at Y-100597 - Y-070603. 12 A/C each carried 2x500# GP bombs (instant nose - 1/40 tail fusing) and proceeded on mission as briefed. Arriving over targets at 1740, 12 A/C dove from 8000 feet at a 30 degree angle and at 2000 feet released 24 bombs on target area. 4 A/C dropped 8 bombs on west side of target area; 8 A/C dropped 16 bombs on east side of target area. 2 A/C also strafed in target area, with no direct results. Squadron then left target area, landing at AIG A-3 at 1902. No activity of any kind was observed in target area as targets had been previously bombed. No damaged, abortive or E/A were encountered. The weather was 3/10 at 3 to 6000 feet with fair visibility.

- B. : (i) 36 P47Ds (B/Bombers)
 (ii) 36 - (12 - B/Bombers - Fuel Dump at Y100597 - Y-70603)
 (12 - B/Bombers - Fuel Dump at Rennes (Y-031532))
 (12 - B/Bombers - Oil Depot at Rennes)
 (iii) NIL
 (iv) NIL
 (v) NIL
 (vi) NIL
 (vii) 1 - Damaged by light flak, Cat. A.
 (viii) 36
- C. : NIL
- D. : (i) 6645
 (ii) NIL
- E. : (i) 64800 rounds 50 cal. AFI.
 (ii) 6405
 (iii) NIL
- F. : (i) 72 - 500# GP bombs (An M103 nose - AN M101A2 tail)
 (ii) 71 - 23 - Fuel Dump at Rennes at Y-031532)
 1 - M/T at Vitre - Y-3553)
 8 - On Fuel Dump at Y-70603
 16 - On Fuel Dump at Y100597)
 23 - Fuel Dump at Y032532)

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W. : (iii) 1
 (iv) NIL

G. : NIL

H. : NIL

Other Clans: ✓

M/T 1-0-0

For the Commanding Officer:

Maurice D. Powell

MAURICE D POWELL
1st Lt., Air Corps
Adj't., Adjutant.