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**SECRET**

HEADQUARTERS  
368TH FIGHTER BOMBER GROUP

I-P-1

APO 595, US Army,  
1 June 1944.

SUBJECT: Oprep A Report. U.S.A.A.F. 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, 71st Fighter Wing, Attention Statistical Control Section.

FROM : 368th Fighter Bomber Group, Statistical Officer.

REF : **SECRET**

Oprep A No. 78 for 24 hours ending sunset (31) May 1944.  
Operations Order No. 319, IX Fighter Command.

A. : This Group with Colonel G L Meyers leading, took off at 0933, 31 May 1944, consisting of 50 P47Ds, including 2 radio relays. The Group was to R/V with the 3rd ATF of the Eight Air Force, which was composed of 6 combat wings of B24s and provide penetration support to the limit of endurance to the 3rd combat wing (60 B24s) attacking target ZB-927. The Group made I/F in at Knocke at 1035 at 23000 feet, met the B24s and escorted them to Thielt where the bombers aborted due to weather. The Group accompanied the bombers on way home as far as Knocke, making I/F out at 1055 at 24000 feet. The Group landed at the base at 1215.

No E/A or flak encountered in the mission. The weather was 8/10 cumulus from deck to 24000 feet beginning at I/F in.

B. : (i) 50 P47Ds (48 escorts - 2 radio relays)  
(ii) 47 (45 escorts - 2 radio relays)  
(iii) 9 (c) 2 - 1 Engine - spark plugs failed.  
1 Supercharger regulator cutting out.  
(d) 1 - Escort to abortive A/C with supercharger failure.

(iv) NIL  
(v) NIL  
(vi) NIL  
(vii) NIL  
(viii) 49

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Oprep A No. 78 contd.

C.	:	(i)	100 - 108 US gal British type wing tanks.
		(ii)	100
D.	:	(i)	135:30
		(ii)	NIL
E.	:	(i)	80000 rounds 50 cal.
		(ii)	NIL
		(iii)	NIL
F.	:		NIL
G.	:		NIL
H.	:		NIL

For the Commanding Officer:

*Joseph H. Brumfield Jr*  
1st Lt. A.C.  
for MAURICE D POWELL  
1st Lt., Air Corps.  
Asst. Adjutant.

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HEADQUARTERS  
368TH FIGHTER BOMBER GROUP

E-P-2

APO 595, U.S. Army,  
31 May 1944.

SUBJECT: Abortive Report.

TO : Commanding General, IX Tactical Air Command,  
APO 595, U.S. Army.  
Att: Statistical Control

1. In compliance with IX Air Support Command Memorandum 55-3, dated 31 March 1944, the following report is submitted:

- A. 31 May 1944, Field Order 319
- B. Bomber Escort
- C. 368th Fighter Bomber Group, 71st Fighter Wing
- D. P-47D21, 43-25560, 395th Fighter Bomber Squadron
- E. 96:35
- F. 96:35
- G. 2nd Lieut. Homer E. Hayes
- H. Engine Failure
- I. While I was flying straight on level I noticed I was using a lot of throttle yet not catching my Flight leader. An orbit was called and upon completion my engine began surging with a definite loss of power however my instruments were normal. I called my Flight leader and told him I was going home and made it to Manston. I landed and had my engine ground checked ok and then proceeded to my home base.
- J. Investigation disclosed two cylinder intakes to be leaking and all plugs in bad shape. Plugs were changed and supercharger regulator flushed. Ground checked and found OK.
- K. Lieut. Hayes was escorted home from enemy territory by 2nd Lieut. A.H. Kleinklaus in P-47D15, A.C. No., 42-76323.

For the Commanding Officer:

*Frank S. Perigo*  
FRANK S. PERIGO,  
Lt. Col., Air Corps,  
Investigating Officer.

3 JUN 1944

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HEADQUARTERS  
368th Fighter Bomber Group

E-P-2

APO 595, US Army.  
31 May 1944.

SUBJECT: Abortive Report.

TO : Commanding General, IX Tactical Air Command, APO 595,  
US Army. (Through Channels)  
Att: Statistical Control.

1. In compliance with IX Air Support Command Memorandum,  
55-3, dated 31 March 1944, the following report is sub-  
mitted:

A- 31 May 1944, Operations Order #319.

B- Ramrod.

C- 368th Group, 71st Wing.

D- P-47D20, 42-76407, 396th Fighter Bomber Squadron.

E- 227 hours 55 minutes.

F- 227 hours 55 minutes.

G- 1st Lt., LAYMON A. RICE Jr.

H- A-1 Engine and/ or components.

I- Shortly after taking off my R.P.M. dropped to 2300.  
Attempts to increase them manually were of no avail,  
so I circled till the Group had cleared the field  
and then landed.

J- Investigation disclosed that the engine was in  
operational condition at time of take off. The  
propellor was found to be alright on ground tests  
and subsequent air tests. On the ground tests there  
was excessive loss of R.P.M. on the Magneto check.  
The spark plugs were changed and the engine then  
developed normal power.

K- None.

For the Group Commander:

*Frank S. Perego*  
FRANK S. PEREGO,  
Lt. Col., Air Corps,  
Investigating Officer.

3 JUN 1944

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HEADQUARTERS  
368TH FIGHTER BOMBER GROUP

I-P-1

APO 595, US Army,  
1 June 1944.

SUBJECT: Oprep A Report. U.S.A.A.F. 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, 71st Fighter Wing, Attention Statistical  
Control Section.

FROM : 368th Fighter Bomber Group, Statistical Officer.

REF : Oprep A No. 79 for 24 hours ending 1 June 1944.  
Mission or operation No. NII.

A. : This Group did not execute any missions for the period stated above.

For the Commanding Officer:

*Joseph R. Crumfield Jr.*  
*1st Lt. G.C.*  
*fa*  
MAURICE D POWELL  
1st Lt., Air Corps,  
Asst. Adjutant.

3 JUN 1944

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**SECRET**HEADQUARTERS  
368TH FIGHTER BOMBER GROUP

I-P-1

APO 595, US Army,  
3 June 1944.

SUBJECT: Oprop A Report. U.S.A.A.F. 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, 71st Fighter Wing, Attention Statistical  
Control Section.

FROM : 368th Fighter Bomber Group, Statistical Officer.

REF : **SECRET**Oprop A No. 80 for 24 hours ending sunset 2 June 1944.  
Operations Order No. 327, IX Fighter Command.

A. This Group with Lt Colonel Frank Perago leading took off at 1740, 2 June 1944. 50 P47Ds proceeded on mission to attack fuel dump at Domfront, France. 32 P47Ds carried each 2 x 1000# GP Bombs. 18 P47Ds carried each 3 x 500# IM filled incendiary bombs. The Group proceeded as briefed, arriving over target at 1828. 32 A/C dove from 12000 feet at angle of 30 degree, and from 1500 to 700 feet and released 63 x 1000# GP bombs on target. These were followed by 18 A/C which dove from 5000 feet, at an angle of 30 degree, and released at 1500 feet 54 x 500# Incendiary bombs. At 1844, the Group left the target, proceeded toward home base. Approximately 14 P47Ds strafed locomotive and rolling stock in vicinity of Becouche, Vire, Caen, St Lo, and Falaise (see section H). The Group then returned home, landing at 2025.

The pilots reported excellent bombing results. Large explosions occurred, sending smoke and flames 1000 feet into the air. Debris was scattered all through the air. The GP bombs were dropped first and smoke from their strikes obscured the detailed results of the incendiaries. Pilots also reported a sub sighted 15 miles north of Pont de Balfleur at 1935 (approximately). As our A/C approached, the sub submerged and three explosions occurred immediately afterwards. Railroad junction at Mesidon was packed with standing freight cars. At 1900, a convoy of Motor Transports, 4 miles long, was observed on highway joining Coen and Lisieux. At 1810, two unidentified tankers were seen underway in channel. They were also observed in relative same position heading west when the Group was on way home.

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Oprep A No. 80 Contd.

- A. : The area bounded by (approximately) Picaeuville, St. Sauveur, Gorges, and Careutan was flooded. No E/A were encountered on entire mission. The flak over target was light, moderate, fairly accurate; over Bayeux, light, moderate, and inaccurate; over Mezidon, light, moderate fairly accurate; over Gravelle, heavy meager, accurate as to altitude; and over woods, south of Caen, light, moderate and inaccurate. The weather over target and enroute was 3/10 cumulus, 6 to 7000 feet base, visibility good.
- B. : (i) 50 P47Ds (50 D/Bombers)  
(ii) 50 (50 D/Bombers - Fuel dump at Domfront, France).  
(iii) NIL  
(iv) NIL  
(v) NIL  
(vi) NIL  
(vii) 11 - 1 Wing, flap, cowling damaged by flak, Cat. AC.  
1 Cowling, right elevation damaged by debris, Cat. A.  
1 Entire A/C severely damaged by debris, Cat E.  
1 Main air duct, left aileron damaged by debris, Cat AC.  
1 Left wing tip damaged by debris, Cat A.  
1 Left wing damaged by debris, Cat A.  
1 Right wing damaged by debris, Cat AC.  
1 Tire, cowling, horizontal stabizer damaged by debris, Cat A.  
1 Right aileron damaged by flak, Cat A.  
1 Right wing damaged by flak, Cat A.  
1 Oil tank, flap controls, gun bay damaged by debris, Cat AC.
- (viii) 50
- C. : (i) NIL
- D. : (i) 123:00  
(ii) NIL
- E. : (i) 80000 rounds 50 cal API & I.  
(ii) 11477  
(iii) NIL

NOTE: The force of the explosions caused the air to be full of flying debris which damaged some of the A/C.

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Oprep A No. 80 contd.

F.	:	(i)	{	64 x 1000# GP fuse (nose M103 - tail M103-1).	32+	} 46
		118	{	54 x 500# (IM filled incendiary fuse (nose M103 - tail AN - M10A2)	145	
		(ii)	{	63 x 1000# GP - Fuel dump at Doufront, France.		} 45
		119	{	54 x 500# Incendiary Fuel dump at Doufront, France.		
		(iii)		NIL		
		(iv)		NIL		

1 Brought back to base.

G. : NIL

F. : NIL

*5-0-2 trains*

Other Claims.

- 1 Locomotive destroyed near Vire - Major Haasler's Flight.
- 1 Locomotive destroyed south of Caen - Capt Meyer's Flight.
- 1 Locomotive destroyed near St Lo - Lt Denton's Flight.
- 1 Locomotive destroyed near Lisieux - Lt Lougee's Flight.
- 1 Locomotive destroyed 10 miles south St Lo - Lt Gamblin's Flight.
- 1 Locomotive damaged near Falaise - Lt Rosvold's Flight.
- 1 Locomotive damaged place unknown.

For the Commanding Officer:

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

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*Late*

HEADQUARTERS  
368TH FIGHTER BOMBER GROUP

I-P-1

APO 595, US Army,  
3 June 1944.

SUBJECT: Oprep A Report. U.S.A.A.F. 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, 71st Fighter Wing, Attention Statistical  
Control Section.

FROM : 368th Fighter Bomber Group, Statistical Officer.

REF : Oprep A No. 81 for 24 hours ending 3 June 1944.  
Mission or operation No. NIL.

A. : This Group did not execute any missions for the period stated above.

For the Commanding Officer:

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

8 JUN 1944

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**SECRET**HEADQUARTERS  
368TH FIGHTER BOMBER GROUP

I-P-1

APO 595, US Army,  
4 June 1944.

SUBJECT: Oprep A Report. U.S.A.A.F. 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, 71st Fighter Wing, Attention Statistical  
Control Section.

FROM : 368th Fighter Bomber Group, Statistical Officer.

REF : **SECRET**Oprep A No. 82 for 24 hours ending sunset 4 June 1944.  
Operations Order No. 340, IX Fighter Command.

A. : This Group consisting of 46 P47Ds, with Colonel Gilbert L. Meyers leading, took off at 1411, 4 June 1944 to dive bomb two road bridges. The mission proceeded as briefed, arriving over the target at 1500. 43 P47Ds dove from 10000 to 3000 feet at a 70 degree angle and released 83 x 1000 GP bombs on the two bridges in Rouen area. The NW bridge was damaged by several direct hits, but was not destroyed. The SE bridge was hit and left in the water. 4 P47Ds strafed 40 stationary freight cars at Ravilly on way home. The Group then returned to base, landing at 1614.

Pilots reported very good bombing results with the SE bridge hit and left in the water and the NW bridge damaged by several direct hits. 6 small boats headed west in mid-channel, were seen at 1520. Ballons over Seine, between Rouen and Le Harve were also noted. A sunken ship was seen just off St Valery. 10 to 12 truck convoy was seen at Cleres from 10000 feet at 1510. This convoy was not moving. 12 large gasoline tanks at the bend of Seine, south of Norville were also noted. No E/A were encountered on the mission. The flak over the target was heavy and light, intense and accurate; at Pecamp it was heavy, moderate and inaccurate. The weather over target was CAVU. At I/F in, it was scattered and CAVU for the balance of the mission.

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Oprep A No. 82 contd.

- B. : (1) 46 R47Ds (D/Bombers)  
 (11) 42 (42 D/Bombers - Two road bridges very close together at Rouen, France).  
 (4 strafed freight cars at Pavilly).  
 (144) 4 (4 D/Bombers)  
 (e) 4 - Mechanical - 1 - oil leak, 2 - radio failure, 1 - bomb release mechanism failure when over target.
- (iv) NIL  
 (v) NIL  
 (vi) NIL  
 (vii) 8 - 1 - Supercharger, right flap and prop damaged by flak, Cat. A.  
 1 - Holes in both wings, tail wheel, belly duct and tire damaged by flak, Cat. A.  
 1 - Both wheel wells damaged by flak, Cat. A.  
 1 - Belly fairing full of holes, damaged by flak, Cat. A.  
 1 - Wing and belly damaged by flak, Cat. A.  
 1 - 3 flak holes in wings, Cat. A.  
 1 - Flak holes in prop, fire wall and park plug lead shot off, Cat. A.  
 1 - Secondary cooling on left side, damaged by flak, Cat. A.
- (viii) 43
- C. : (1) 46 - US 108 gallon British type Belly tanks.  
 (11) 46
- D. : (1) 92:30  
 (11) NIL
- E. : (1) 73600 rounds of 50 cal. API & I.  
 (11) 4451  
 (144) NIL
- F. : 46x (1) 92 x 1000# GP fuse (nose - AN M103 - tail AN M102A-2)  
 41 (11) 83 (two road bridges at Rouen, France - bridges located very close together).  
 4 (144) 8 - All jettisoned by abortive A/C  
 (iv) NIL  
 1 - returned to base.
- G. : NIL
- H. : NIL

*Box Review for tube burner and quality VHF*

*see failed to operate*

*0-0-1 train*

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HEADQUARTERS  
368TH FIGHTER BOMBER GROUP

I-P-1

AFG 595, US Army  
6 June 1944.

*2001*

SUBJECT: Oprep A Report. U.S.A.A.F. 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, 71st Fighter Wing, Attention Statistical  
Control Section.

FROM : 368th Fighter Bomber Group, Statistical Officer.

REF : Oprep A No. 83 for 24 hours ending 5 June 1944.

Mission or operation No. III.

A. : This Group did not execute any missions for the period stated above.

For the Commanding Officer:

*Maurice D Powell*

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

*5*

9 JUN 1944

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**SECRET**HEADQUARTERS  
368TH FIGHTER BOMBER GROUP

I-P-1

ATO 595, US Army  
6 June 1944.

SUBJECT: Oprep A Report. U.S.A.A.F. 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, 71st Fighter Wing, Attention Statistical  
Control Section.

FROM : 368th Fighter Bomber Group, Statistical Officer.

REF : **SECRET** #1Oprep A No. 84 for 24 hours ending sunset, 6 June 1944.  
Operations order No. 345, IX Fighter Command.

A. : The 395th Fighter Bomber Squadron of this Group took off at 0525, 6 June 1944 to dive bomb road bridge north of St. Sauveur. Lt Colonel Frank Ferego led 16 P47Ds on the mission as briefed. 4 P47Ds carried each two 1000# GP bombs and 12 P47Ds each carried three 500# GP bombs. Arriving over target at 0612, all 16 P47Ds dove from 6000 feet to 1000 feet, at an angle of 20 degrees, and released 35-500# GP and 8-1000# GP bombs on target. 4 P47Ds strafed a 3 motor transport convoy, near St. Sauveur with hits on most of the vehicles and two left burning. The Squadron returned to the base, landing at 0710.

The Pilots reported results of bombing good. One direct hit was observed and the other bombs were all well concentrated on target. The smoke from the initial bombs of the attack hindered the pilot's views and most of the strikes could not be seen. A convoy of 30 military vehicles was seen standing facing west on east-west road south of St. Sauveur. The convoy was seen at 0610 and strafed as mentioned in previous paragraph. From 6000 feet, five destroyers were observed going in and coming out of harbor at Alderney Island. A large bon fire, believed to be ground-air signal indicating direction of winds, was seen between three houses, 908286 6E/5 1:30,000. An oil slick was observed four miles due west of Anderville. No E/A were encountered on the mission. There was no flak over the target, but the flak at Carteret was light, intense and inaccurate. The weather over target was 3/10 at 6000 feet with good visibility; from I/P to target, 2/10 at 6000 feet with good visibility.

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Oprep A No. 345. contd.

- B. : (i) 16 P47D (16 D/Bombers)
- (ii) 16 (16 D/Bombers -Road Bridge north of St. Sauveur).
- (iii) NIL
- (iv) NIL
- (v) NIL
- (vi) NIL
- (vii) 2 - 1 Exhaust and fuselage damaged by flak, Cat A.  
1 AC showered by flying debris caused by pilot's own bombs exploding over target, Cat A.
- (viii) 16
  
- C. : NIL
  
- D. : (i) 32.00
- (ii) NIL
  
- E. : (i) 25600 rounds 50 cal API & I.
- (ii) 2952
- (iii) NIL
  
- F. : (i) 8 - 1000# GP fuse (tail M114 8 - 11 seconds delay)
- 36 - 500# GP fuse (nose AN M103 - tail AN-M101A-1)
- (ii) 8 - 1000# GP bombs ; All on road bridge north of St Sauveur.
- 35 - 500# GP bombs ; All on road bridge north of St Sauveur.
- (iii) NIL
- (iv) NIL
- 1 - 500# GP bomb dropped by accident on take-off.
  
- G. : NIL
  
- H. : NIL

*0-0-2 trucks*

For the Commanding Officer:

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

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HEADQUARTERS  
368TH FIGHTER BOMBER GROUP

I-P-1

APO 595, US Army  
6 June 1944.

SUBJECT: Oprep A Report. U.S.A.A.F. Form 34A.

TO : Commanding General, Ninth Air Force, Attention 76th Statistical Control Unit.  
Commanding General, IX Tactical Air Command, Attention Statistical Control Section.  
Commanding General, 71st Fighter Wing, Attention Statistical Control Section.

FROM : 368th Fighter Bomber Group, Statistical Officer.

REF : **S E C R E T**

Oprep A No. 85 for 24 hours ending sunset 6 June 1944.  
Operations order No. 246, IX Fighter Command.

A. : This Group consisting of 47 P47Ds led by Colonel G.L. Meyers, took off at 1413, 6 June 1944 to dive bomb motor transports located in woods south west of Isigny, France. The mission proceeded as briefed and arrived over target at 1500. 47 P47Ds carrying 460 clusters AN-M1A1 Frag Bombs (each cluster has 6 M41 Frag Bombs) dove from 4000 feet to 1000 feet, angle 30 degrees and released 455 clusters on target. 6 P47Ds strafed locomotive and rolling stock near Airel (see section H.). The Group then returned to base, landing at 1614.

The pilots reported very good bombing results with excellent dispersal of bombs. Three rows of motor transports in west end of woods were hit directly but it is thought that they may have been dummies. No E/A were encountered on mission. No flak over target but at junction northeast of Airel, the flak was light, moderate, and inaccurate. Thirty to fifty small vehicles were seen on road 10 miles south of Bayeux at 1505 from 4000 feet. The weather over target and enroute was B/10 - 4 to 6000 feet.

- B. :
- (i) 47 P47Ds (47 D/Bombers)
  - (ii) 47 (47 D/Bombers - Motor Transports in woods southwest of Isigny)
  - (iii) NIL
  - (iv) NIL
  - (v) NIL
  - (vi) NIL
  - (vii) 1 - Tail damaged by 88 mm shell, Cat A.
  - (viii) 47

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Oprep A No. 85, contd.

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- C. : NIL
- D. : (1) 95:00  
(11) NIL
- E. : (1) 75000 rounds 50 cal. APF & I.  
(11) 1350  
(111) NIL
- F. : (1) 460 AN-M1A1 Frag Clusters (5,520°)  
(6 M 41 Frag Bombs to Cluster) 276 + 287  
(Use fuse M110-A1) 277  
(11) 455 Motor Transports in woods southwest of Isigny) 1/2 +  
(111) 5 *ball.*  
(1v) NIL
- G. : NIL
- H. : NIL

*1-0-0 train*

Other Claims

1 - Locomotive destroyed - near Aired - Capt R.W. Henrichs.

For the Commanding Officer:

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

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HEADQUARTERS  
368TH FIGHTER BOMBER GROUP

I-P-1

APO 595, US Army  
6 June 1944.

SUBJECT: Group A Report. U.S.A.A.F. 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, 71st Fighter Wing, Attention Statistical  
Control Section.

FROM : 368th Fighter Bomber Group, Statistical Officer.

REF : SECRET

Open & No. 56 for 24 hours ending sunset 6 June 1944.  
Operations Order No. 242, IX Fighter Command.

A. : This Group consisting of 47 P47Ds led by Lt Colonel F. Jerego took off at 1821, 6 June 1944 to dive bomb Artillery positions on Aure River between Isigny and Bayeux, France. 47 P47Ds each carrying three 500# GP bombs arrived over target area at 1900. Very few gun flashes were seen along Aure River, therefore, no gun positions were revealed and could not be attacked. The Group then attacked targets of opportunity and generally dove from 3000 feet at a 30 degree angle and at 1200 feet released 116 bombs. Hits were made on a Radar Installation near Anneville, a woods 15 miles south of Caen, trucks (also strafed) 18 miles southwest of Caen, a large building 5 miles north of Airal, railroad 6 miles west of Bayeux, 6 trucks and staff cars near Caen, 6 gun positions near St Iauher, W/V at de Molay, 5 motor transports 10 miles south west of Bayeux. The Group strafed trucks and rolling stock at Bayeux, Caen, Isigny area. The Group left the target area at 2015, returning to base at 2125.

The pilots reported that gun positions could not be located along Aure River. The Group attacked the following targets of opportunity:  
Radar installation near Anneville-fair results:

Woods 15 miles south of Caen, results good and large explosions were seen;

20 trucks strafed and bombed 18 miles southwest of Caen, results good;

large building 5 miles south of Airal destroyed;

A road spot 6 miles southwest of Bayeux, a very large explosion;

Railroad 6 miles west of Bayeux-large orange flame and explosion possibly gasoline trucks;

6 trucks and staff cars heading southwest out of Caen about 10 miles-destroyed.

6 gun positions with direct hits at St Iauher, 4 miles south of Isigny.

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Oprep A No. 86 contd.

- A. : M/Y at de Molay-good hits.  
 5 Motor Transports southwest of Bayeux-left burning.  
 6 A/C jettisoned their bombs in Channel because of the lack of targets of opportunity and also A/C were over area possibly occupied by Allied troops. The original targets were undetermined at time of the take off. ~~ARRIVING~~ over area, no gun positions along Aure River could be located. Group attacked targets of opportunity. All but these 6 A/C were able to attack such target, therefore these six A/C are not abortives as they fulfilled their mission as to attacking all gun positions that could be located. No EA encountered on entire mission. The flak over target was nil, over Germany, light, meager, accurate and over St Vaast, heavy, moderate and inaccurate. 80 to 100 truck convoy 5 miles long was observed on road 15 miles southeast of Bayeux at 2040 from 3000 feet. A high concentration of troops and trucks were observed near river 4 miles northwest of Bayeux. The weather over target and enroute was 7/10 at 3500 feet with good visibility.
- B. : (i) 47 B7Ds (47D/Bombers)  
 (ii) 45 (45 B/Bombers-targets of opportunity in Bayeux area)  
 (iii) 2 (d) 1 - Battle damage - hole in left stabilizer and small holes in fuselage - by flak.  
 1 - Escort to abortive A/C.  
 (iv) NIL  
 (v) NIL  
 (vi) NIL  
 (vii) 4 - 1 left wing - right aileron damaged by flak, Cat A.  
 1 Both flaps, right wing and left side of fuselage damaged by ground explosion, Cat A.  
 1 Fuselage damaged by ground explosions, Cat A.  
 1 Left stabilizer and various parts of A/C damaged by flak, Cat AC.  
 (viii) 47
- C. : NIL
- D. : (i) 122:15  
 (ii) NIL
- E. : (i) 75200 rounds 50 cal. API & I.  
 (ii) 14844  
 (iii) NIL
- F. : 357 (i) 141 - 500 GP Fuse (Nose AN-M103 -tail AN-M101-A1)  
 29+ (ii) 116 (Targets of opportunity, see Section A)  
 6+ (iii) 25 - 18 jettisoned in Channel because of lack of targets of opportunity.  
 (iv) NIL

45741L-M101-A2

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Oprep A No 86 contd.

G. : NIL  
H. : NIL

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*6-0-25 trucks*

For the Commanding Officer:

*Maurice D. Forrell*  
MAURICE D. FORRELL  
1st Lt., Air Corps.  
Asst. Adjutant.

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**SECRET**HEADQUARTERS  
360TH FIGHTER BOMBER GROUP

I-P-1

APO 595, US Army  
8 June 1944.

SUBJECT: Oprep A Report. U.S.A.A.F. 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, 71st Fighter Wing, Attention Statistical  
Control Section.

FROM : 360th Fighter Bomber Group, Statistical Officer.

REF : SECRET *di*Oprep A No. 87 for 24 hours ending 7 June 1944.  
Operations order No. 350, IX Fighter Command.A. This Group to attack gun positions and targets of opportunity and  
destroy enemy aircraft. This mission was executed in eleven phases  
which are reported as follows: PHASE # 1.

- A. : The 396th Fighter Bomber Squadron, composed of 15 P47Ds with Major  
Paul Douglas leading, took off at 0549, 7 June 1944 to patrol Isigny-  
Bayeux area. 15 P47Ds each carries 10 clusters of fragmentation bombs.  
Squadron arrived over target as briefed, at 0630. 15 P47Ds dove from  
1500 to 500 feet at a 30 degree angle to release 130 bombs on motor  
convoys on a road heading northeast between Contances and Marigny and  
on tanks and trucks in northeast corner of woods at Balleroy. Various  
truck convoys were strafed by squadron. Leaving the area at 0730,  
the squadron then returned to base, landing at 0835.
- Pilots reported fair to good bombing results. Out of a convoy of  
75 to 100 motor transports heading northeast on a road between Contances  
and Marigny, 25 to 30 were destroyed. Tanks and trucks were damaged in  
the northeast corner of woods at Balleroy. The highway between Bayeux  
and St Lo was observed to be very active with trucks and tanks. Marigny  
was observed to be packed with troops and trucks. No E/A or flak were  
encountered on the mission. The weather over continent was 8-9/10 strato-  
cumulus, with 2000 feet base and visibility good below; over Channel it  
was 8-9/10 strato-cumulus, clearing in center of Channel.

- B. : (1) 15 P47Ds (15-Patrol and D/Bombers)  
(11) 15 (D/Bombers - motor transports and tanks in vicinity  
of Contances, Marigny and Balleroy.)

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Prep A No 87, Phase No. 1 contd.

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- B. : (iii) NIL
- (iv) NIL
- (v) NIL
- (vi) NIL
- (vii) 7 - 1 Holes in right wing, fuselage - ground explosions and small arms - Cat A.
- 1 Both wings and left aileron - ground explosions and small arms - Cat A.
- 1 Both wings and elevators, belly and stabilizer - ground explosions and small arms fire - Cat A.
- 1 Both wings, stabilizers left and right flaps and left aileron - ground explosions and small arms - Cat A.
- 1 Left wing, belly, prop blade, right horizontal stabilizer and right elevator - ground explosions and small arms - Cat A.
- 1 Both wings, prop blade, fuselage, both ailerons - ground explosions and small arms fire - Cat A.
- 1 2 holes in belly - ground explosions and small arms fire - Cat A.
- (viii) 15
- C. : (i) 15 US gallon British type Belly tanks.
- (ii) 15
- D. : (i) 40:15
- (ii) NIL
- E. : (i) 24000 rounds 50 cal. API & I.
- (ii) 17421
- (iii) NIL
- F. : (i) 150 - AN-M1-A1 Frag Clusters (6-20# Frag Bombs to ea cluster)
- (ii) 130 - Motor Transport Convoy on road between Contances and Marigny and tanks and trucks in woods at Balleroy
- (iii) 10
- (iv) NIL
- 10 returned to base.
- G. : NIL
- H. : NIL

Other Claims:  
Motor transports - 25-0-0 ✓

Phase No. 2. OREP A No 88

- A. : The 397th Fighter Bomber Squadron of this Group led by Major JDW Haeeler took off at 0722, 7 June 1944. 16 P47Ds were to patrol the Isigny-Bayeux area. These A/C were loaded with 160 M1-A1 Frag clusters.

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Oprep A No. 7, Phase 2 contd.

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- A. : The squadron arrived over target area at 0755 and in a glide, released between 600 and 700 feet, 130 clusters on concentrated troops and trucks around Litry. Group left target area at 0905 and returned to base, landing at 1017.

The pilots reported results of bombing good. They also reported a very large concentration of troops, armored cars and flak in the area Bayeux-Mirel-St Lo. The road west from Marigny to St Sauveur-Lendelin was occupied by a solid mass of trucks and troops. One pilot made a pass at a large truck convoy northwest of Marigny-on the second pass six trucks were putting up a Red Cross flag. No E/A were encountered on mission. The flak around Litry was light, intense and accurate.

- B. :
- (i) 16 B47Ds (16 Petrol and Dive-Bombers)
  - (ii) 12 (Troops and trucks around Litry)
  - (iii) 1 (c) Failure of bomb mechanism. Electrical release would not operate.
  - (iv) 1 This A/C was not seen by any witnesses and is unreported from mission.
  - (v) 1 This A/C was last seen by the Flight Commander just prior to completing diving run.
  - (vi) NIL
  - (vii) 7
    - 1 - Stabilizer, fuselage, wings damaged by flak, Cat B.
    - 1 - Left wing damaged by flak, Cat B.
    - 1 - Flaps, exhaust stack, air duct, belly damaged by gunfire, cal. 303, Cat A.
    - 1 - Right elevator damaged by flak, Cat A.
    - 1 - Left wing, fuselage and tail damaged by ground explosions, Cat B.
    - 1 - Right horizontal stabilizer, belly damaged by ground explosion, Cat A.
    - 1 - Wing damaged by gunfire, Cat A.
  - (viii) 16
- C. :
- (i) 16 - 108 US gal British type Belly tanks.
  - (ii) 16
- D. :
- (i) 38.00
  - (ii) NIL
- E. :
- (i) 25600 rounds 50 cal. API & I.
  - (ii) NIL
  - (iii) 3200
- F. :
- (i) 160 - AN M1-A1 Frag Clusters (6-20# Bombs each cluster)
  - (ii) 130 (Concentrated troops and trucks near Litry)
  - (iii) 10 - By Abortive A/C
  - (iv) 20 - By Missing A/C

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OpREP A No. 3 Phase 2 contd.

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- G. : 2 MIA 2nd Lt Buel W Bates, 0688786 was not seen at any time on mission the circumstances are unknown.
- 2nd Lt Joseph C Howard, 0680907 was last seen by his Flight Commander at the time the flight was in the process of dive-bombing troops and vehicles in the littry area. 7C
- H. : NIL

Phase No. 3. OpREP A No 49

- A. : The 395th Fighter Bomber Squadron (Colonel G I Meyers leading) composed of 16 P47Ds took off at 0850, 7 June 1944 on an armed reconnaissance mission. 16 P47Ds each carried 10 Frag clusters. The mission proceeded as briefed, arriving over target at 0940-1100. The squadron released 150 fragmentation bombs on the following targets: heavy battery 1 mile south of Castillon, M/Y 1 mile south of Iesandes, 6 tanks on road east of Lignerolles. The squadron strafed trucks south of Alnoy, MontBriaume, SE of Lisone, and south of Balleroy. Squadron then landed at base at 1140.
- Pilots reported heavy battery bombed 1 mile south of Castillon. 6 tanks were bombed about 2 miles east of Lignerolles. One flight attacked the M/Y 1 mile due south of Iesandes. Squadron strafed 18 trucks and destroyed 10 others in vicinity of Alnoy and Lisone. Forêt de Cerisy was filled with motor transports, troops and equipment. 8 tanks were seen at Lignerolles. No E/A were encountered on entire mission. The flak at Forêt de Cerisy was light, moderate and accurate. The weather over target and enroute was 7/10 at 1500 feet.
- B. : (i) 16 P47Ds (16 Patrol and D/Bombers)  
(ii) 14 (14-D/Bombers - Heavy battery - M/Y and 6 tanks and trucks)  
(iii) 2 (D) Dropped clusters into Channel - no targets of opportunity were available.  
(iv) NIL  
(v) NIL  
(vi) NIL  
(vii) 10 - 1 Right wing and flaps, tail assembly and prop damaged by flak and small arms, Cat A.  
3 Wings and fuselage, damaged by flak, Cat AC  
1 Prop damaged by flak and small arms, Cat A.  
1 Right wing damaged by flak and small arms, Cat A.  
1 Right elevator damaged by flak and small arms, Cat A.  
2 Primary cowling damaged by flak and small arms, Cat A.  
1 left flap aileron and stabilizer damaged by flak and small arms, Cat A.  
(viii) 16
- C. : (i) 16 US gallon British type Belly tanks.  
(ii) 16

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Oprep A No. 3 Phase 3 contd.

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- D. : (i) 40:15  
(ii) NIL
- E. : (i) 25600 rounds 50 cal APF & I.  
(ii) 11764  
(iii) NIL
- F. : (i) 160 - AN-M1-A1 Frag clusters (6-20% bombs to each cluster)  
(ii) 130 - (Targets; heavy battery near Castillon - M/Y near  
Lesandes - 6 tanks near Nigermolles)  
(iii) 28  
(iv) NIL  
2 - returned to base.
- G. : NIL
- H. : NIL

Other Claims:

Motor transports 10-0-0

Phase No. 4. OPRP ANo 90

- A. : The 396th Fighter Bomber Squadron, consisting of 11 F47Ds with Lt. Colonel Frank Berego leading, took off at 1019, 7 June 1944 to patrol the Isigny-Bayeux area. 11 F47Ds each carried 10 clusters of fragmentation bombs. Arriving over target at 1100, the squadron released 100 clusters on targets; road junction east side of Forêt de Cerisy; 6 motor transports at Tournieres. The squadron strafed 47 motor transports in Bayeux and Tournieres area. Squadron then left target area at 1155 and returned to base, landing at 1250.
- Pilots reported good bombing results, with most hits on road junction east side of Forêt de Cerisy. 6 motor transports were bombed and destroyed at Tournieres. 32 M/T were destroyed and 15 damaged by strafing in Bayeux and Tournieres area at road junction east side of Forêt de Cerisy. 15 M/T carrying troops were headed north on small road. T650460 (was seen and strafed at 1150). Some rolling stock at R/R junction at Airel was also noted. No E/A or flak was encountered on entire mission. The weather was 9/10 strato cumulus at 1500 feet with good visibility.
- B. : (i) 11 F47Ds (Patrol and D/Bombers)  
(ii) 11 (D/Bombers - road junction at east side of Forêt de Cerisy, 6 M/T at Tourniers, strafing in Bayeux - Tournieres area)

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Prep A No. 4 Phase No. 4 contd.

- B. : (iii) NIL  
(iv) NIL  
(v) NIL  
(vi) NIL  
(vii) 3 - 1 - Fuselage damaged by flak, Cat A.  
1 - Right wing damaged by exploding bombs on ground, Cat A.  
1 - Vertical fin damaged by exploding bombs on ground, Cat. A.  
(viii) 11
- C. : (i) 11 - 108 US gallon British type Belly tanks.  
(ii) 11
- D. : (i) 31:30  
(ii) NIL
- E. : (i) 17000 rounds 50 cal. APT & I.  
(ii) 12618  
(iii) NIL
- F. : (i) 110 - AN M1-A1 Frag Clusters (6-20# frag bombs each cluster)  
(ii) 100 (Road junction at east side of Foret de Cerisy, 6 M/T at Tournieres).  
(iii) NIL  
(iv) NIL  
10 clusters returned to base.
- G. : NIL
- H. : NIL  
Other Claims:  
Motor Transports 38-0-15

Phase No. 5. (PREP A No 91)

- A. : The 397th Fighter Bomber Squadron, with Capt R W Henricks leading, consisting of 15 P47Ds took off at 1158, 7 June 1944 on an armed reconnaissance mission along the Aure River in the Bayeux-Airel area. 15 P47Ds each carried 10 Frag clusters and arrived over target at 1235. 14 P47Ds dove from 1500 feet at a angle of 15 degree and at 50 feet released 140 frag clusters on targets of opportunity; M/T on highway between Constances and St Lo - Radar Installations - 390170 - Troop and material concentration in Foret de Cerisy. The squadron strafed 30 to 60 motor transports between Constances and St Lo. The squadron left 1337 and returned to base, landing at 1438.  
Good to excellent results were obtained in bombing. Several columns of M/T (15 M/T in each) on highway between Constances and St Lo were bombed and many destroyed. Radar installations were also destroyed.

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Oprep A No 4, Phase No. 5 contd.

- A. : Troop and material concentration in Forêt de Cerisy were bombed with good results. Squadron strafed several columns of M/Ts (15 M/T per column) on highway between Constances and St Lo with excellent results. Enemy troop casualties were high. One pilot of the Squadron MIA - 2nd Lt. N E Langmaid, last seen 10 miles south of Bayeux. No E/A or flak encountered on entire mission. The weather was 8/10 strato cumulus at 1500 feet with good visibility.
- B. : (i) 15 M/Ts (15 Patrol and B/Bombers)  
 (ii) 11, (M/T on highway between Constances and St Lo - Radar installations - 390170 - Troop and Material concentration - Forêt de Cerisy)
- (iii) NIL  
 (iv) NIL  
 (v) 1 - Spun in 10 miles south of Bayeux. A/C was seen to lose wings and severely damaged on crashing.
- (vi) NIL  
 (vii) 5 - 1 - Left wing, right elevator, belly, left flap damaged by small arms fire, Cat A.  
 1 - Both wings, tail aileron, left flap rudder, and belly damaged by small arms fire, Cat A.  
 1 - Right flap and right wing damaged by small arms fire, Cat A.  
 1 - Small hole in exhaust damaged by small arms fire, Cat A.  
 1 - Right flap damaged by small arms fire, Cat A.
- (viii) 15
- C. : (i) 15 - 108 US gallon British type Belly tanks.  
 (ii) 15
- D. : (i) 38/15  
 (ii) NIL
- E. : (i) 28000 rounds 50 cal. API & I  
 (ii) 15546  
 (iii) 1600
- F. : 9+ (i) 150 - An-M1-A1 - Frag clusters (6-200 bombs each cluster)  
 8+ (ii) 110 - (Motor transports between Constances and St Lo, Radar installation, troop and Material concentration in Forêt de Cerisy).
- (iii) NIL  
 (iv) 10
- G. : (i) 1 - MIA - 2nd Lt Norman F Langmaid, 0805641, last seen 10 miles south of Bayeux where he spun in. His A/C was severely damaged by the crash and Lt Langmaid was not seen by the witnessing pilot to leave the A/C at any time.
- H. : NIL

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Phase No. 6.

SECRET OPREP A No 92

A. : The 395th Fighter Bomber Squadron led by Major H Quimby took off at 1332, 7 June 1944 on a armed reconnaissance. 15 P47Ds loaded with 138 M1-A1 Frag clusters, proceeded on mission, arriving over target area at 1412. The squadron dove from 2000 feet, angle at 25 degree and at 50 to 500 feet bombed motor transports, half tracks and armored cars three miles northwest of Vire, a large convoy in vicinity of 7347 and 7351. The squadron strafed tank, gun carriers and trucks at unknown places. The squadron left the target area at 1450, returned to base at 1550.

The pilots reported about 50 plus motor transports, half tracks and armorers cars well hit by bombs. These were located three miles northwest of Vire. A large convoy at 7347 and 7351, was hit and six trucks knocked out. One tank, two gun carriers and trucks strafed at unknown places. Forest de Carisy still heavily occupied. Three heavy guns active at Isigny. No E/A encountered on mission. The flak was light from all convoys attacked. The weather was 7/10 at 5000 feet on mission.

- B. :
- (i) 15 P47Ds (D/Bombers)
  - (ii) 14 (M/T, half tracks, and armored cars three miles northwest of Vire. Large convoy at 7347 and 7351)
  - (iii) 1 (c) Bomb release mechanism failure - Electrical release would not release clusters at proper time.
  - (iv) NIL
  - (v) NIL
  - (vi) NIL
  - (vii) 6 - 1 - Right stabilizer, flap damaged by flak, Cat A.  
1 - Left wing, stabilizer, fuselage, belly damaged by small arms, Cat A.  
1 - Right wing, both horizontal stabilizer, rudder, left wing damaged by flak, Cat A.  
1 - Wings, flap, fuselage damaged by flak, Cat A.  
1 - Both horizontal stabilizer damaged by flak, Cat A.  
1 - Hydraulic system, both wings damaged by flak, Cat A.
  - (viii) 15
- C. :
- (i) 15 - 100 US gal British type Belly tanks.
  - (ii) 15
- D. :
- (i) 30:30
  - (ii) NIL
- E. :
- (i) 24000 rounds 50 cal. API & I.
  - (ii) 14890
  - (iii) NIL
- F. :
- 8+ (i) 138 - AN-M1-A1 Frag clusters (6-20% bombs to each cluster)
  - (ii) 122 (Targets of opportunity see A.)
  - (iii) 10
  - (iv) NIL
- G. :
- NIL

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10828  
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Oprep A No. 37 Phase No. 6 contd.

H. : NIL  
Other Claims  
 Motor Transports 6-0-0 ✓

Phase No. 7. Oprep A No 43

A. : The 396th Fighter Bomber Squadron, with Major Paul Douglas leading, composed of 16 P47Ds took off at 1450, 7 June 1944 on a armed reconnaissance mission. 16 P47Ds each carried 10 clusters of frag bombs and arrived over target area at 1540. 16 P47Ds dove from 1500 feet at a 15 degree angle and at 50 feet released 155 clusters of bombs, with most of the bombs being dropped on vehicles and personnel in Forêt de Cerisy. Vehicles in vicinity of St Lo were also bombed. 17 M/T were destroyed by strafing in the area of St Lo and Marigny. Squadron left target area at 1630 and returned to base, landing at 1715.

Pilots reported the results of bombing as fair. Bombing of vehicles in vicinity of St Lo was inaccurate.. Soldiers in black uniforms were seen in Forêt de Cerisy. 3 M/T were destroyed, 2 of them in east St Lo. 12 M/T destroyed in Marigny, 2 other M/T destroyed at an unknown destination, all by strafing. No E/A were encountered on entire mission. The flak at Ple de Carfleur was light, moderate and accurate. The weather was 2/10 with slight haze.

B. : (i) 16 P47Ds (16 Patrol and D/Bombers)  
 (ii) 16 (Vehicles and Personnel in Forêt de Cerisy - M/T in Marigny and east St Lo).  
 (iii) NIL  
 (iv) NIL  
 (v) NIL  
 (vi) NIL  
 (vii) 1 - Right stabilizer damaged by flak, Cat A.  
 (viii) 16

C. : (i) 16 - 108 US gal British type Belly tanks  
 (ii) 16

D. : (i) 42:00  
 (ii) NIL

E. : (i) 25600 rounds 50 cal. API & I.  
 (ii) 12355  
 (iii) NIL

F. (ct): (i) 160 - AN M1-A1 Frag clusters (6-20% frag bombs to each cluster)  
 (ii) 155 (Targets of opportunity see section A)  
 (iii) NIL  
 (iv) NIL

5 clusters returned to base.

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Oprep A No 8, Phase No. 7 contd.

G. : NIL

H. : NIL

Other Claims:

Motor transports 17-0-0 ✓

Phase No. 8. OPREP A No 94

A. : The 397th Fighter Bomber Squadron led by Colonel G. I. Meyers, took off at 1620, 7 June 1944 on a armed reconnaissance mission. 14 P47Ds loaded with 140 frag clusters arrived over target area at 1700. The P47Ds generally dove from 3000 feet at an angle of 30 degrees and from 1200 to 600 feet released 140 frag clusters on targets of opportunity in vicinity of Foret de Cerisy. A gun emplacement at T530600 was bombed. The squadron strafed a radio station at T530745. The squadron left the target area at 1740, arriving at the base at 1838.

The pilots reported the bombing results as poor. Fragmentation bombs are not suitable for main type of bombing called for. All bombs dropped on targets of opportunity in vicinity of Foret de Cerisy. Gun emplacement T530600 was bombed but the results are unknown. No E/A were encountered on the mission. The flak at Littry was light, moderate and accurate. The weather was 3/10 clouds at 4000 feet, visibility fair.

- B. : (i) 14 P47Ds (Patrol and D/Bombers)  
 (ii) 14 (Targets of opportunity see section A)  
 (iii) NIL  
 (iv) NIL  
 (v) NIL  
 (vi) NIL  
 (vii) 2 - 1 - Ailerons, right flap, both wings, fuselage, belly, left elevator damaged by ground explosions, Cat A.  
 1 - Cowling damaged by flak, Cat A.  
 (viii) 14
- C. : (i) 14 - 108 US gal British type Belly tanks.  
 (ii) 14
- D. : (i) 30:45  
 (ii) NIL
- E. : (i) 22400 rounds 50 cal API & I.  
 (ii) NIL  
 (iii) NIL
- F. : (i) 140 - AN-M1-A1 Frag clusters (6-20% frag bombs to each cluster)  
 (ii) 135 - (Targets of opportunity see section A)  
 (iii) NIL  
 (iv) NIL

5 clusters brought back to base.

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Phase No. 8 contd.

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- G. : NIL  
H. : NIL

Phase No. 9. (PREP A No 95)

- A. : The 395th Fighter "omber Squadron with Major H. Quinby leading, consisting of 12 P47Ds, took off at 1750, 7 June 1944 on a armed reconnaissance mission. 12 P47Ds each carried 10 Frag clusters. The squadron arrived over target area at 1825 and generally dove from 2000 feet at a 35 degree angle and at 500 feet released 75 Frag bombs on targets of opportunity. 10 Motor transports and two staff cars were bombed and destroyed in Villers and Torigny area. One train south of Isigny was damaged. one staff car destroyed - place unknown. Squadron then left target area at 1931 and landed at base at 2032.

Pilots encountered great difficulty in locating targets of opportunity. one ME 109 was jumped 2 miles south of Isigny and chased for ten minutes without getting within firing range. Two staff cars and one M/T were destroyed at Villers; 9 M/T were destroyed at Torigny; one staff car was destroyed at an unknown destination; one train was damaged 2 miles south of Isigny. The flak from 6 flak cars at end of R/R line in north part of Isigny was light, moderate and accurate. The weather was 5/10 at 5000 feet and visibility from 3 to 4 miles.

- B. : (i) 12 P47Ds (Patrol and D/Bombers)  
(ii) 12 (Targets of opportunity see section A)  
(iii) NIL  
(iv) NIL  
(v) NIL  
(vi) NIL  
(vii) 2 - 1 - Right wing damaged by small arms, Cat A.  
1 - Tail damaged by small arms, Cat A.  
(viii) 12
- C. : (i) 12 - 108 US gal British type belly tanks.  
(ii) 12
- D. : (i) 31:00  
(ii) NIL
- E. : (i) 19200 rounds 50 cal API & I  
(ii) 8255  
(iii) NIL

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Phase No. 9

- F. (i) 120 - AN M1-A1 frag clusters (6-20# frag bomb in each cluster)  
 (ii) 75 - (Targets of opportunity see section A)  
 (iii) 45 - 40 were jettisoned in Channel by 4 A/C which could not release bombs because they could not find targets of opportunity. These A/C executed their patrol mission.  
 (iv) NIL
- G. : NIL
- H. : NIL

Other Claims:  
 Staff cam 3-0-0 ✓  
 Motor Transports 10-0-0 ✓

Phase No. 10 *OPER A No 46*

- A. : The 396th Fighter Bomber Squadron with Major Paul Douglas leading, consisted of 16 P47Ds, took off at 1921, 7 June 1944 on a armed reconnaissance mission and were loaded with 42 x 500 GP bombs. Squadron proceeded on mission as briefed, arriving over target at 2000. 16 P47Ds dove from 3000 feet to 1500 feet at a 30 degree angle released 41 x 500 GP bombs on targets: gun positions at Airel, M/Y 8 miles west of Vire and M/Y at an unknown location. Squadron also strafed a Panzer Convoy of approximately 75 cars between Mayenne and Alencon. Squadron left target area at 2015 and returned to base, landing at 2211.
- Pilots reported fair bombing results with hits on M/Y 8 miles west of Vire and on another M/Y location unknown. Gun positions in Airel were also attacked. Squadron strafed a Panzer convoy which was seen between Mayenne and Alencon going towards Caen and 19 trucks were set on fire. Fires were seen in Vire. No E/A or flak encountered on entire mission. The weather was 2/10 cover with some haze.
- B. : (i) 16 P47Ds (16 Patrol B/Bombers)  
 (ii) 16 - (M/Y 8 miles west of Aire - gun positions at Airel, M/Y at unknown location)  
 (iii) NIL  
 (iv) NIL  
 (v) NIL  
 (vi) NIL  
 (vii) 1 - Horizontal stabilizer damaged by 30 cal shells, Cat A.  
 (viii) 16
- C. : NIL

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Phase No. 10

- D. : (i) 43:00  
(ii) NIL
- E. : (i) 25600 rounds 50 cal API & I  
(ii) 16458  
(iii) NIL
- F. : 10+ (i) 42 - 500# GP (Inst. nose, tail - AN-M101A1)  
10+ (ii) 41 + (M/Y - 8miles west of Vire - gun positions at Airel -  
M/Y at unknown location)  
(iii) 1  
(iv) NIL
- G. : NIL
- H. : NIL

MT 19-0-0 ✓ JC

Phase No. 11 ORREP A No 91

A. : The 397th Fighter Bomber Squadron led by Major D W Heesler took off at 2051, 7 June 1944 on a armed reconnaissance mission. 15 P47Ds loaded with 150 frag clusters arrived over target area at 2135. These A/C dove from 3000 feet, an angle of 30 degree, and at 1000 feet released 140 clusters on the woods south-west of Bayeux. This target was ordered on the R/T by controller. The squadron strafed various convoys south of Bayeux. The squadron left target area at 2240 and arrived back at base at 2327.

The pilots reported bombing results as fair. Bombs hit woods south-west of Bayeux as ordered by R/T controller. The results of strafing various convoys were unobserved. Guns at Barfleur were seen firing. Fires were seen at St Lo and Bayeux. No E/A or flak encountered on entire mission. The weather was clear but hazy.

- B. : (i) 15 P47Ds (Patrol and D/Bombers)  
(ii) 14 - (D/Bombers - Woods southwest of Bayeux)  
(iii) 1 - (c) 1 - landing gear mechanism would not retract.  
Check valve on hydraulic system failed.  
(iv) NIL  
(v) NIL  
(vi) NIL  
(vii) 2 - 1 - Fuselage and wings damaged by small arms, Cat A.  
1 - Stabilizer damaged by flak, Cat A.  
(viii) 14
- C. : NIL
- D. : (i) 31:15  
(ii) 9:15  
40170

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Phase No. 11

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- E. : (i) 24000 rounds 50 cal API & I.  
(ii) 4170  
(iii) NIL
- F. : (i) 150 - AN-M1A1 frag clusters (6-200 frag clusters to each)  
(ii) 140 - (Woods southwest of Bayeux)  
(iii) NIL  
(iv) NIL  
10 clusters returned to base.
- 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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11 JUN 1944

0201

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**SECRET**HEADQUARTERS  
368TH FIGHTER BOMBER GROUP

I-P-1

APO 595, US Army  
9 June 1944.Late  
SUBJECT: Oprep A Report. U.S.A.A.F. 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, 71st Fighter Wing, Attention Statistical,  
Control Section.FROM : 368th Fighter Bomber Group, Statistical officer. 3 missions

REF : SECRET

Oprep A No. 98 for 24 hours ending sunset 8 June 1944.  
Operations order No. JAFBO, IX Fighter Command.  
Appendix "D".A. : This Group furnished cover for the Assault Area as directed in  
Appendix "D", "JAFBO" (Assault Area Cover) and conduct operations as  
scheduled in paragraph 29, Appendix "D", "JAFBO". The cover was fur-  
nished by three group missions starting at 0404, 8 June 1944 to 1627.  
Further missions were prohibited by bad weather. The narrative on the  
three missions is as follows:(1) 47 P47Ds led by Lt Colonel Perogo took off from this base at  
0404, 8 June 1944 to furnish cover over the English Channel to the west  
of Le Havre. Patrol was made and it was uneventful. Two loose balloons  
were seen - 1 about three miles northwest of Caen and 1 at Port en Bassin.  
These were observed at 0500 from 9000 feet. The cover was made over area  
from 0440 to 0530. The Group then returned to base, landing at 0615.  
There were no damaged aircraft. One A/C aborted due to defective check  
valve on hydraulic system.(2) This Group consisting of 35 P47Ds led by Colonel G I Meyers  
took off at 0857. The Group proceeded on mission as briefed, giving  
cover over assigned districts in the assault area. Five thin, white  
smoke streamers up to 12000 feet were seen in the vicinity of Isnigy  
at 1000 from 10000 feet. Flashes were seen at 0-280085. These were  
believed to be from gun positions. These flashes were observed at  
1025 from 10000 feet. The area was patrolled from 0930 to 1030. The  
Group returned to the base, landing at 1116. There were no battle  
damages. One A/C aborted due to the tachometer being out of commission.

19 JUN 1944

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prep A No. 98 contd.

- A. : (3) This Group consisting of 34 P47Ds led by Major H Quimby took off at 1357 to patrol specified districts in the assault area. The Group proceeded on mission, giving cover. A general movement of vehicles along woods between St Marie Eglise to Montebourg and also between Valogues and Cherbourg were observed at 1500 from 10000 feet. The patrol cover of the area was made from 1420 to 1530. The Group returned to the base, landing at 1627. There were no battle damages. Two A/C aborted - one because a short in SCR - 522 caused a current surge which resulted in burning out several parts in radio and dyna-motor. The other because of a defective rubber tubing on the belly tank which caused an air lock in the gasoline line. No E/A were encountered on any of the three missions. The flak at Le Havre was light, inaccurate and intense. At Caen, Carentan and St Vaast was heavy, meager and inaccurate. Heavy flak at 0-024090. The weather was raining during the morning hours with 5/10 to 9/10 at 4000 to 7000 feet, developing to 10/10 at 1500 in the afternoon. Visibility was good thru out the day. Light drizzle in the afternoon.

The following data includes all three group missions.

- B. : (i) 116 P47Ds (Cover for assault area as per Appendix "D", "JAFEO")  
(ii) 112 (Patrol and cover over assault area)  
(iii) 4 - (c) 1 - Defective check valve on hydraulic system.  
1 - Radio - a short in SCR 522 caused a current surge which resulted in burning out several parts in radio and dyna-motor.  
1 - Defective rubber tubing on the belly tank which caused an air lock in the gasoline line.  
1 - Tachometer went out of Commission.  
(iv) NIL  
(v) NIL  
(vi) NIL  
(vii) NIL  
(viii) 113
- C. : (i) 116-108 US gal British type Belly tanks.  
(ii) 116
- D. : (i) 191.00  
(ii) 88.45
- E. : (i) 185600 rounds 50 cal APX & I.  
(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.

12 JUN 1944

SECRET

0203

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HEADQUARTERS  
368TH FIGHTER BOMBER GROUP

I-F-1

AGO 595, US Army  
9 June 1944.

SUBJECT: Oprep A Report. U.S.A.A.F. Form 38A.

TO : Commanding General, Ninth Air Force, Attention 26th Statistical  
Control Unit.  
Commanding General, IX Tactical Air Command, Attention Statistical  
Control Section.  
Commanding General, 71st Fighter Wing, Attention Statistical  
Control Section.

FROM : 368th Fighter Bomber Group, Statistical Officer.

REF : Oprep A No. 99 for 24 hours ending 9 June 1944.  
Mission or operation No. NIL. *287*

A. : This Group did not execute any missions for the period stated above.

For the Commanding Officer:

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

12 JUN 1944

0204

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HEADQUARTERS  
368TH FIGHTER BOMBER GROUP

I-F-1

APO 595, US Army,  
11 June 1944.

SUBJECT: Oprep A Report. U.S.A.A.F. 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, 71st Fighter Wing, Attention Statistical  
Control Section.

FROM : 368th Fighter Bomber Group, Statistical officer.

REF : SECRET

Oprep A No. 100 for 24 hours ending sunset 10 June 1944.  
Operations Order No. 361 Appendix "D" of JAFBO and unnumbered operations  
order, IX Fighter Command, dated 7 June 1944.

A. : This Group furnished cover for the Assault Area as directed in Appendix "D", JAFBO (Assault Area Cover) and conducted operations as scheduled in paragraph 29, Appendix "D", JAFBO. The cover was furnished by four group missions starting at 0350, 10 June 1944 and ending at 2158. On each mission, each squadron would proceed to specified district and patrol the assault area. The narrative on the four missions is as follows:

(1) 46 P47Ds led by Lt Colonel Frank Perez took off at 0350, 10 June 1944 to patrol assault areas. The group proceeded as briefed arriving over area at 0425. During the patrol, heavy intense, accurate naval gunfire from off the beaches was directed at our A/C. This occurred from 0430 to 0530. Also the Controller did not answer on FDTs for 15 minutes. The group strafed ground targets. The Group left the area at 0540 and returned to base, landing at 0625. Two A/C were damaged, one by friendly AA and one by enemy AA. Both A/C Cat. A. There were 3 abortive A/C on this mission. One because of weak tubes in radio, one because of oil leak in rocker box, and one as escort to abortive A/C.

(2) 36 P47Ds took off at 0852 on patrol over assault area. The Group arrived at 0920 and gave cover over assigned districts. Large M/Ts were jamming the road from Valognes to Cherbourg. Group strafed M/Ts and command car at 0-2009 and 0-1518. Two planes with roundels and allied invasion markings were seen north of Caen at 1010. These were thought to be ME 109s. The M/T at Mexidon had at least 30 box cars and yards were in good condition. Dump with large crates piled up was observed at T1594 at 1045. Large freighters were seen anchored in outer harbor at Cherbourg at 1000. Ground targets were strafed by the Group. The Group left the area at 1045, arrived at the base at 1142. Four A/C were damaged - three by flak and small arms - 1 by an exploding truck. No abortives.

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- (vii) 2- Prop damaged by flak, Cat A.  
1- Belly and hydraulic system damaged by flak, Cat. A.  
1- Prop cuff damaged by flak, Cat. A.  
1- Right aileron hit by 20 mm. shell and fuselage damaged by flak, Cat. A.
- (viii) 153
- C. : (i) 102 - 108 US gal British type Belly tanks.  
(ii) 52 - 150 US gal British type Belly tanks.  
(iii) 1 - MIA
- D. : (i) 325.45  
(ii) 24.45  
42800
- E. : (i) 246400 rounds 50 cal. API & I.  
(ii) 47236  
(iii) 1600
- F. : NIL
- G. : 1st Lt. Edward (NMI) Haughton, 0681661, 396th Fighter Bomber Squadron - MIA. Last seen south of Cherbourg. Detail circumstances are unknown.
- H. : (i) NIL  
(ii) NIL  
(iii) 1 - ME 109 - 2nd Lt. W. C. Horlacher.

Other Claims:

Motor Transports 71-0-18 ✓  
Staff Cars 2-0-0 ✓

For the Commanding Officer:

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

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**SECRET**HEADQUARTERS  
368TH FIGHTER BOMBER GROUP

I-P-1

APO 595, US Army  
12 June 1944.

SUBJECT: Oprep A Report. U.S.A.A.F. 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, 71st Fighter Wing, Attention Statistical Control Section.

FROM : 368th Fighter Bomber Group, Statistical Officer. *2 missions*

REF : Oprep A No. 101 for 24 hours ending sunset 11 June 1944.  
Operations Order No. Appendix "D" of JAFEO and unnumbered operations order, IX Fighter Command, dated 7 June 1944. *689*

A. : This Group furnished cover for the Assault Area as directed in Appendix "D", JAFEO (Assault Area Cover) and conducted operations as scheduled in paragraph 29, Appendix "D" JAFEO. The cover was furnished by two Group missions, starting at 0341, 11 June 1944 and ending 1135. On each mission each squadron proceeded to specified districts and patrolled the assault area. The narrative on the two missions is as follows:

(1) 45 P47Ds (with each Squadron CO as their leader) took off at 0341, 11 June 1944. Group proceeded on mission as briefed, arriving over the target area at 0430. During the patrol, friendly Naval and ground AA throughout beach head area directed heavy and light, intense accurate flak at our A/C. Group strafed and destroyed many M/T. Two fast moving vessels, possibly destroyers, were observed entering Cherbourg Harbor at 0500 - observed from 7500 feet. Leaving the area at 0530, the Group landed at 0635. 4 A/C were damaged. 2 by flak, Cat A., one by explosion of M/T, Cat A., and one by flak, Cat B. (There were two abortive A/C on this mission. One because of radio failure (broken wire in the microphone) and one because of left magneto failure.

(2) 36 P47Ds with Lt Col Frank Perego leading, took off at 0849 on a patrol cover of assault area. Group arrived over assault areas at 0915 and gave cover over assigned districts. 2nd Lt Robert H Howie's A/C was hit in the engine by flak and small arms. After attempting to maintain flight while heading north, he belly-landed in the beach-head area. (Lt Howie reported safe and returned to duty 12 June 1944). 4 to 6 gun emplacements were observed at U-4312 and U-2090 at 1000 from 1500 feet. The Group strafed M/Ts. Leaving the area at 1035, and landing at 1135. There were no abortive or damaged A/C on the mission.

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14 JUN 1944

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- A. : The flak at Caen was heavy, moderate and accurate. At N-1321 and D-2080 it was heavy and meager and accuracy unknown. No E/A encountered on any of the missions. The weather was 5/10 to 8/10 at 3000 to 8000 feet and 15000 feet over target. Enroute it was 8 to 10/10 at 500 to 6000 feet and 8000 to 12000 feet.
- B. : (i) 81 B47Ds (Cover for Assault Area as per Appendix "B", JAPRO)  
 (ii) 78 (Patrol and cover assault area)  
 (iii) 2 - (c) 1 - Radio - broken wire in microphones.  
 (c) 1 - Engine - left magneto failure.  
 (iv) NIL  
 (v) NIL  
 (vi) 1 - 2nd Lt Robert H Howie belly-landed A/C inside Allied lines (has now reported to this station for duty)  
 (vii) 4 - 1 - Wings, canopy, fuselage and tail damaged by flak and possibly E/A) The A/C belied in when landing at the base, Cat. B.  
 1 - left wing damaged by exploding M/T., Cat. A.  
 2 - Wings damaged by flak, Cat. A.  
 (viii) 80
- C. : (i) 57 - 108 US gal British type Belly tanks.  
 (ii) 24 - 150 US gal British type Belly tanks.  
 (iii) 15 - 108
- D. : (i) 123:15  
 (ii) 82:15
- E. : (i) 14500 50 cal. API & I.  
 (ii) 3280  
 (iii) 1800
- F. : NIL
- G. : NIL  
 2nd Lt Robert H Howie, 396th Fighter Bomber Squadron. ✓  
 A/C engine hit by flak and belly landed inside Allied lines. Pilot reported back to this station for duty 12 June 1944.
- H. : NIL  
Other Claims: ✓  
 M/T 11-1-2

For the Commanding Officer:

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

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**SECRET**HEADQUARTERS  
368TH FIGHTER BOMBER GROUP

I-P-1

APO 595, US Army  
13 June 1944.

SUBJECT: Oprep A Report. U.S.A.A.F. 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, 71st Fighter Wing, Attention Statistical  
Control Section.

FROM : 368th Fighter Bomber Group, Statistical officer.

REF : **SECRET**Oprep A No. 102 for 24 hours ending sunset 12 June 1944.  
Operations Order No. Appendix "D", JAFBO and unnumbered operations  
order, IX Fighter Command, dated 7 June 1944.

✓ A. : This Group furnished cover for the Assault Area as directed in Appendix "D", JAFBO (Assault Area Cover) and conducted operations as scheduled in paragraph 29, Appendix "D", JAFBO. The cover furnished by four Group missions throughout the day, starting at 0958, 12 June 1944 and ending 2146. On each mission each squadron would proceed to specified districts and patrol the assault area therein. The narrative on the four missions is as follows:

(1) 43 P-47Ds led by Colonel G.I. Meyers took off at 0958, 12 June 1944 to give cover to the assault area. The Group proceeded on mission as briefed, arriving over area at 0420. Patrol was uneventful with the exception of one flight being fired at by unidentified A/C, either the Mosquito or ME 410, which dropped two pink flares after encounter at 11000 feet. This encounter occurred at 0445 near Cherbourg Peninsula. The Group strafed motor transports and 13 were destroyed. Some 40 German soldiers were strafed at U-0949. Five medium ships were observed heading into Cherbourg Harbor at 0515 (from 9000 feet). 10 to 15 small boats were also observed in vicinity of Cherbourg Harbor at 0515. 10 tanks were heading north along main road into Caen and 10 were entering Caen from the north, moving south. This occurred at 0545. A convoy of 25 M/T was seen at 04753 at 0540 moving northeast. No E/A were encountered on this mission. Group left area at 0535, arriving back to base at 0640. One battle damage caused by Allied flak, Cat A. No abortive A/C. The flak at Cherbourg and vicinity was heavy, moderate, and inaccurate; from boats in harbor at Le Havre it was light intense and accurate; from Omaha beachhead, it was heavy and light, intense and fairly accurate.

16 JUN 1944

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Oprep A No 102 contd.

A. (2) 36 P47Ds with Lt. Colonel Frank Berge leading, took off at 0848, to give cover over assault area. Group proceeded as briefed, arriving over designated area at 0920. At 1046, from one to 2000 feet, between Exreux and Lisreux, one squadron encountered 14 ME 109s and 1 ME 109. 5 E/A were destroyed - 4 FW 190s by Capt. R.W. Hendricks and 1 ME 109 by Lt Rosvold and Lt Soo. One ME 109 was destroyed by Lt Foltz. Also one FW 190 was damaged by Capt R.W. Hendricks. A single ME 109 was engaged over Q6598 at 1500 to 2500 feet at 1050. Lt C Palmer was shot down at Q6885. Lt W Reinbert - MIA and was last seen over Exreux A/D. Group also strafed motor transports. 30 M/Ts at O-0825 were headed NW at 1100. 30 tanks, 24 M/Ts and other small vehicles were also noted from 2000 feet, standing facing NE at U0961. The highway between L6080 and I79A3 was filled with vehicles moving NW at 1000 from 10000 feet. Leaving this area at 1105, the Group returned to base, landing at 1208. One A/C was damaged by flak, Cat. A. There were 2 abortives on the mission. One due to failure of the thermo-couple. The other due to pilot who was late in taking off and could not catch up with his squadron and had to return to base. The flak at Exreux was light, intense and accurate; at T5649 light, intense and inaccurate; at T9964 it was light, intense and fairly accurate. The weather was 7/10 cumulus at 1800 to 3000. Visibility was good.

(3) This Group consisting of 36 P47Ds led by Major H Quimby took off at 1354 to patrol and give cover to the Assault Area. Group proceeded as briefed, arriving over area at 1430. 20 to 24 ME 109s attacked one flight in two waves from front and rear at Carantan at 6000 feet at 1610. An engagement followed with Capt Charles W Romine of the 396th Fighter Bomber Squadron claiming two ME 109s destroyed. The Group strafed some M/T and 12 were destroyed. The Group left the area at 1530, landing at the base at 1648. Two battle damages, by flak, Cat. A. There were no abortives on this mission. The flak at T8045 and T9545 was light, intense and accurate. The weather was 3/10 at 5000.

(4) 36 P47Ds with Colonel C.L. Meyers leading took off at 1851 on a patrol cover of Assault Area. Group proceeded on mission as briefed, arriving over Assault Area at 1930 and gave cover over assigned districts. Patrol was uneventful except that M/Ts, vehicles, tanks were strafed from 2030 to 2100. 6 plus tanks were seen moving north at T6743 at 2045. 20 M/Ts moving north at U1536 at 2015 were also noted. A heavy concentration of tanks, troops and trucks in woods Q5373 at 2040 was also observed. M/T containing 25 trains was seen at U2555 at 2045. One B25 was seen to do down and 4 chutes were seen at U1516 at 2045. Group left the area at 2105, arriving at base at 2146. There were no damaged or abortive A/C on the mission. The flak at U1050 was heavy, intense and accurate. The weather was 9/10 at 6000 feet over Cherbourg, breaking up farther inland.

B. (i) 151 P47Ds (Cover for Assault Area as per Appendix "D" JARCO)  
 (ii) 1A7 (Patrol and cover over Assault Area)  
 (iii) 2 - (b) 1 - Pilot was late taking off - unable to catch up with squadron, returned to base.  
 (c) 1 - Thermo-couple failed and had to be replaced.  
 (iv) NIL  
 (v) NIL

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Oprep A No. 102 contd.

- D. : (vi) 2 - 1 MIA - A/C did not return from mission and details concerning it are vague. Last seen at Evreux, France.  
 (vii) 4 1 - Shot down by enemy A/C near Thiberville, France.  
 1 - Primary cowling damaged by flak, Cat. A.  
 1 - Primary cowling damaged by Allied flak, Cat. A.  
 1 - Rudder damaged by flak, Cat. A.  
 1 - Right flap damaged by flak, Cat. A.  
 (viii) 149
- C. : (i) 112 - 108 US gal British type Belly tank  
 39 - 150 US gal British type Belly tank  
 (ii) 5 - 108  
 2 - 150
- D. : (i) 328:45  
 (ii) 100:45  
 429:30
- E. : (i) 271800 rounds 50 cal API  
 (ii) 55266  
 (iii) 3600
- F. : NIL
- G. : 2 - MIA 1 - 2nd Lt Clarence B Palmer, O-672666 was attacked from the rear by an E/A while he (Lt Palmer) was attacking an FW 190. Cannon strikes were seen on Lt Palmer's A/C and flame burst out from underneath. His plane nosed up and stalled out. This occurred in the vicinity of Thiberville, France.  
 1 - 2nd Lt Robert W Rinchart, O-695341, was flying over St Martin Airbase at Evreux, France in pursuit of some FW 190s. The enemy put up intense light flak which is believed to have hit Lt Rinchart's A/C. Lt Rinchart's wing was seen to wobble in the middle of the flak burst and then he levelled out in what appeared to be a good glide. From this point on the details are unknown.
- H. : (i) In Air 8-0-1  
 4 FW 190 - Capt R. W. Hendricks ✓  
 1 ME 109 - 2nd Lt M. U. Rosvold and 2nd Lt M.K. Coe shared ✓  
 1 ME 109 - 2nd Lt J. P. Poltz ✓  
 2 ME 109 - Capt C. W. Romine ✓  
 (ii) NIL  
 (iii) 1 FW 190 Capt R. W. Hendricks ✓

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Cprep A No. 102 contd.

H. Other Claims:

M/T 64-0-3 ✓  
Tanks 0-0-2 ✓

For the Commanding Officer:

*Maurice D Powell*

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

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**SECRET**HEADQUARTERS  
368th FIGHTER BOMBER GROUP

I-P-1

APO 595, US Army  
14 June 1944.

SUBJECT: Oprep A Report. U.S.A.A.F. 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, 71st Fighter Wing, Attention Statistical  
Control Section.

FROM : 368th Fighter Bomber Group, Statistical Officer.

REF : SECRET

Oprep A No. 103 for 24 hours ending sunset 13 June 1944.  
Operations Order No. Appendix "D", JAFEO and unnumbered operations  
order IX Fighter Command, dated 7 June 1944. *2 miss*

A. : This Group furnished cover for the Assault Area as directed in Appendix "D", JAFEO (Assault Area Cover) and conducted operations as scheduled in paragraph 23, Appendix "D", JAFEO. The cover was furnished by two missions, starting at 1840, 13 June 1944 and ending at 2311. On each mission each squadron proceeded to specified districts and patrolled the assault area therein. One squadron, 397th Fighter Bomber Squadron, made a landing on a strip, T-605931, for refueling between patrols. This was the first landing of this nature by this Group. The narrative on the two missions is as follows: *SITE No 2 FAR SHORE*

(1) This Group consisting of 24 F47Ds with Lt Colonel Frank Ferego leading, took off at 1840, from Station 404, 13 June 1944 to give cover to the assault area. The Group proceeded as briefed, arriving over the assault area at 1916 and gave cover over the designated districts. 16 FW 190s attacked one flight at T-4614 at 4000 feet at 2005. Results of the engagement are shown under Section H. 2 of our A/C landed safely at EIS at T-8684. 15 M/Ts were seen moving north at T-9238 at 1945. Of these 8 were destroyed and 3 damaged. 25 M/Ts were seen moving NE at T-7825 at 2000 hours. Of these 17 were destroyed and 4 damaged. 8 M/Ts were destroyed in the vicinity of T-4050 at 2045. Group left assault area at 2050 and landed at Station 404 at 2140. One A/C was damaged by enemy ground fire, cat. ~~unknown~~. There were no abortive A/C on the mission. The flak at T-7159 (inside bombline) was light, meager and accurate; at T-8832 it was light, meager and inaccurate and unusual white flashes were noted at 500 feet. The weather was 4/10 at 3000 feet and 7/10 at 2000 feet. Visibility was excellent.

16 JUN 1944

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Oprep A No. 103 contd.

- A. : (2) The 997th Fighter Bomber Squadron with Lt Colonel Ferego leading, consisting of 12 P47Ds, took off at 1840 from Station 404 to give patrol cover to the assault area. The Squadron proceeded on mission as briefed, arriving over the designated area at 1925 and gave cover over the specified districts. Squadron landed at 1940 on EIS T-605931 for refueling between patrols. Squadron then took off from EIS at 2130. 5 M/Ts were destroyed by strafing west side of Cherbourg peninsula at 2150. One train was strafed at Q-2656 and another strafed at T-2868 at 2145. Squadron left the area at 2230 and returned to Station 404, landing at 2311. There were no damaged or abortive A/C on the mission. The weather was 3/10 at 5000 feet with excellent visibility. No E/A or flak was encountered on this mission.
- B. : (i) 35 P47Ds - UK - (High cover for Assault Area as per Appendix  
47 "D", JAFEO)  
(ii) 12 P47Ds - At ~~T-368h~~ SITE NO 2. FAR SHORE  
(iii) 47 (Patrol and Cover over Assault Area)  
(iv) NIL Note: 2 A/C landed at EIS at T-368h and have  
(v) NIL not returned to Station 404 as yet.  
(vi) NIL  
(vii) 3 1 - Fuselage damaged by enemy ground fire, Cat. A.  
2 - Damage unknown, caused by enemy ground action, Cat.  
unknown.  
(viii) 47
- C. : (i) 23 - 108 US gal British type Belly tank  
24 - 150 US gal British type Belly tank  
(ii) 13 - 150
- D. : (i) 79.15  
(ii) 12.45
- E. : (i) 63000 50 cal API - UK  
7800 50 cal API - Far Shore  
(ii) 27487  
(iii) NIL
- F. : NIL
- G. : NIL
- H. : In Air 9-1-2  
(i) 1 - PW 190 - 1st Lt D. Parrish ✓  
1 - PW 190 - 1st Lt A. Larsen ✓  
1 - PW 190 - 2nd Lt H. Olson ✓

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Group A No. 103 contd.

SECRET

- H. : (ii) 1 - PW 190 - 1st Lt. D. Parrish ✓
- (iii) 1 - PW 190 - 1st Lt A. Larson ✓
- 1 - PW 190 - 2nd Lt H. Olson ✓

Other Claims:

W/P 98-0-7 ✓

*W/P 98-0-7* ✓

For the Commanding Officer:

*Maurice D. Powell*

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

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**SECRET**HEADQUARTERS  
368TH FIGHTER BOMBER GROUP

I-P-1

APO 595, US Army,  
15 June 1944.

SUBJECT: Gprop A Report. U.S.A.A.F. 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, 71st Fighter Wing, Attention Statistical Control Section.

FROM : 368th Fighter Bomber Group, Statistical Officer.

REF : **SECRET**Gprop A No. 104 for 24 hours ending sunset 14 June 1944.  
Operations Order No. 380, Appendix "D", JAFEO.

A. : This Group was assigned to Assault Area Cover and was briefed on Appendix "D" of JAFEO. Squadrons of 12 A/C were used. The cover was furnished by four missions, starting at 0450, 14 June 1944 and ending at 2251. On each mission each squadron proceeded to specified districts and patrolled the assault area therein. The narrative of the four missions is as follows:

(1) This Group consisting of 35 P47Ds with Major H.P. Sparks leading, took off at 0450, 14 June 1944 from Station 404 to give patrol cover to the assault area. The Group proceeded as briefed, arriving over the designated area at 0530, and gave cover over the specified districts. While enroute to area, one A/C crashed in vicinity of Stockbridge at 0500 due to engine failure. Pilot of this A/C, 2nd Lt. Iaymon Rice, was killed when his chute failed. While on patrol over assault area, Group strafed M/Ts including reconnaissance and staff cars, jeeps, buses and tanks. A large bivouac of troops and 15 M/T were noted at T-9455 at 0630 from 2500 feet. A large merchant ship in Cherbourg harbor was observed from 8000 feet at 0530. 30 machine guns were noted 4 to 5 miles due south of Caen Airport, U-0060 from 2000 feet at 0630. A radar installation with 4-It and 2 hy guns was seen at N-9831 from 1000 feet at 0705. Group then left assault area at 0705 and returned to Station 404 at 0740. 2 A/C were damaged by ground fire, both Cat. A. There was one abortive (crashed A/C, engine failure). No E/A were encountered on this mission. The flak at Caen was light, intense and accurate; at T-8832 it was light and heavy, moderate and accurate. The weather was 4/10 at 5000 feet with good visibility.

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Oprep A No. 104 contd.

A. (2) This Group consisted of 36 P47Ds with Lt Colonel Frank Perego leading, took off at 0950 from Station 404 to give patrol cover over the assault area. The Group proceeded on mission as briefed, arriving over the assault area at 1030 and gave cover over the assigned districts. 30 ME 109s with 15 more ME 109s as top cover at 7000 feet, attacked one flight of our A/C over Lisieux at 1500 feet at 1215. During this engagement one of our A/C was shot down. The pilot of this A/C was seen to bail out. One ME 109 was claimed as damaged by 1st Lt M. Rosvold. 12 FW 190s were encountered at wire at 3000 feet at 1140 and were chased into clouds. One FW 190 was claimed as destroyed by Lt H L Olson. One of our A/C, with Lt R Fay as pilot, crashed at T-9557 when hit by flak at 1220. 3 A/C landed at EIS, A-2 for refueling. Group also strafed and destroyed M/Ts (see section H). Group then left the assault area at 1200, landing at Station 404 at 1311. Two A/C were damaged; one by enemy A/C, one by flak, both Cat. AC. There were no abortive A/C on this mission. The flak south and southwest of Caen Area for 10 miles was light, very intense and accurate. There was also a concentration of tanks and trucks in this area. The weather was 7/10 cumulus at 1500 to 9000 feet.

(3) This Group consisting of 35 P47Ds with Major H. Quimby leading, took off at 1451, 14 June 1944 from Station 404 to give patrol cover to the assault area. The Group proceeded on mission as briefed, arriving over the designated area at 1530 and gave cover over specified districts. During the patrol, 16 M/Ts were destroyed by strafing. 50 small vessels were seen in the bay near Granville (T-1034) at 1600 from 5000 feet. Group left the assault area at 1709, landing at Station 404 at 1819. There were three abortives on the mission. 2 A/C were damaged by flak, one Cat. A. and one Cat. AC. No E/A were encountered on the mission. The flak at U-0560 (approximately) was heavy, intense and accurate. The weather was 8/10 from 5000 to 9000 feet with good visibility.

(4) 36 P47Ds with Major JDW Haesler leading, took off at 1959 from Station 404 to give patrol cover over the assault area. Group proceeded on mission as briefed, arriving over designated area at 2030 and gave cover over the specified districts. 3 plus M/Ts on road between Coutances and St Lo (direction unknown) were seen at 2140 from 8000 feet. This patrol was uneventful, with the Group leaving the assault area at 2130 and landing at Station 404 at 2251. There were two abortive A/C on the mission. One A/C was damaged by light flak, Cat. A. No E/A were encountered. The flak at Ste. Mere Eglise for 10 miles was light, moderate and fairly accurate; at Caen it was light, moderate and accurate. The weather was 3/10 from 9000 to 6000 feet with good visibility.

- B. (1) 142 P47Ds (High cover for Assault Area as per Appendix "D", JAFPO)
- (ii) 134 133 (Patrol and Cover over Assault Area)
- (iii) 6 - (c) - 1 Engine failure - A/C crashed and was destroyed at Stockbridge.
- (c) - 1 Mechanical - generator burned out.
- (c) - 1 Lubrication system - oil pump failure (was repaired on far shore)
- (c) - 1 Fuel system - carburetor failure.
- (d) - 2 Escort to abortive A/C.

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Oprep A No. 104 contd.

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- B. : (iv) NIL  
 (v) ~~X~~ ~~Crashed - vicinity of Stockbridge due to engine failure.~~  
 (vi) 2 - 1 - Flak - T-9557  
 1 - Enemy A/C - Pilot bailed out - Lisieux.  
 (vii) X - 1 - Cowling damaged by flak, Cat. A.  
 1 - Wing damaged by cable and small arms, Cat. B.  
 1 - Cowling and prop damaged by flak, Cat. A.  
 1 - Stabilizer, supercharger, wing, landing gear  
 damaged by 20 mm shell, Cat. B.  
 1 - Left wing and fin damaged by 20 mm shells; A/C  
 belly landed when returning to base, Cat. AC.  
 1 - Stabilizer, belly, hydraulic system and supercharger  
 damaged by 20 mm shell, Cat. AC.  
 1 - Supercharger damaged by 20 mm shell, Cat. A.  
 (viii) Nil
- C. : (i) 43 - 108 US gal British type tanks. BELL/  
 99 - 150 US gal British type tanks. "  
 (ii) 27 - 108  
 12 - 150
- D. : (i) 362:15  
 (ii) 48:30  
 4:10:45
- E. : (i) 255600 rounds 50 cal. APX  
 (ii) 3742h  
 (iii) 5400
- F. : NIL
- G. : 3 - 1 - KIA - 1st Lt Laymon A Rice Jr., O-802949. Shortly  
 after take-off, engine failed and pilot bailed  
 out and because of lack of height, was killed.  
 Rip cord was not pulled.  
 1 - MIA - 2nd Lt Robert J Bechtold, O-693097. Pilot was  
 was last seen near Lisieux, France during an  
 engagement with enemy A/C. Pilot was believed  
 to have bailed out.  
 1 - MIA - 2nd Lt Robert C Fay, O-680014. Pilot was last  
 seen in vicinity of Caen, France. A/C was  
 struck by intense machine gun fire. A/C was  
 seen to burst into flame and crashed.
- H. : In Air 1-0-1  
 (i) 1 - FW 190 - 2nd Lt. H. L. Olson ✓  
 (ii) NIL  
 (iii) 1 - ME 109 - 1st Lt. M. Rosvold ✓

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Oprep A No. 104 contd.

H. : Other Claims

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W/T - 58-0-4 ✓  
W/Tanks - 2-0-0

Note:

2 Pilots that landed on WTS, as mentioned on oprep A No. 103, have returned to this station for duty. A/C were not returned.

For the Commanding Officer:

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

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**SECRET**HEADQUARTERS  
368TH FIGHTER BOMBER GROUP

I.P.-1

APO 595, US Army  
16 June 1944.

SUBJECT: Oprep A Report. U.S.A.A.F. 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, 71st Fighter Wing, Attention Statistical  
Control Section.

FROM : 368th Fighter Bomber Group, Statistical Officer.

REF : **SECRET**Oprep A No. 105 for 24 hours ending sunset 15 June 1944.  
Operations Order No. Appendix "D", JAFEO, Roulement operations. *e.g.*A. This Group furnished cover for the Assault Area. Specific areas were  
patrolled by each squadron and cover furnished. On the missions of this  
date, landing strips AIGA-4 and AIG A-6 were used for refueling and maint-  
enance. Three missions were completed and the narrative of each is as  
follows:

(1) The 395th Fighter Bomber Squadron of the 368th Fighter Bomber  
Group with Major H. Quinby leading, took off at 0648, 15 June 1944 from  
Station 404 to give cover over Assault Area. 13 P47Ds proceeded  
on mission, arriving over assault area (Eastern Section) at 0720. Patrol  
was uneventful and at 0905, the squadron left the area, landing at AIG A-4.  
The squadron refueled and 11 P47Ds took off and patrolled the eastern area  
from 1300 to 1455, landing again at AIG A-4. After refueling was made,  
the squadron consisting of 12 P47Ds took off and patrolled the eastern  
section from 1700 to 1850, landing at AIG A-6. At 2144, 12 P47Ds returned  
from the AIG A-6 because weather prohibited additional missions and landed  
at Station 404 at 2255. (One A/C had an accident trying to take off at  
AIG) One A/C was damaged by flak, Cat. A. No E/A were encountered on  
this mission. The flak in area south and southwest of Caen was heavy and  
light, intense and accurate. The weather was 3/10 at 1500 feet in the  
morning developing to 10/10 at 4500 feet in the evening.

(2) The 397th Fighter Bomber Squadron of the 368th Fighter Bomber  
Group with Major H. Quinby in command, took off from Station 404 at 0756,  
15 June 1944 to give cover over assault area. The 12 P47Ds arrived over  
the assault area at 0840 and patrolled the eastern section until 0950.  
The squadron then landed at AIG A-4 for refueling. This squadron of 12  
P47Ds took off and patrolled the western section from 1300 to 1455 and  
then landed at AIG A-6 for refueling. 12 P47Ds took off from AIG A-6 and

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A. patrolled the eastern section from 1830 to 1930, landing at AIG A-4 for refueling. Because of weather prohibiting further missions, the squadron was recalled from AIG and 12 P47Ds took off and returned to Station 404 at 2230. No E/A were encountered on this mission. The weather was 3/10 at 5000 feet in the morning developing to 10/10 at 4500 feet in the evening. One abortive A/C at AIG due to failure of propeller.

(3) The 996th Fighter Bomber Squadron composed of 12 P47Ds with Col. G I Meyers leading, took off at 0659, 15 June 1944 from Station 404 to give patrol cover to the assault area. Squadron proceeded on mission as briefed, arriving over the designated area at 0730 and gave cover over the specified districts. The mission was uneventful and Squadron left the assault area at 0840, landing at Station 404 at 0920. There were no damaged, abortive or E/A encountered on this mission. Neither was any flak observed. The weather was 1/10 Cu. base at 5000 feet; it was 4/10 cirrus at 20000 feet with good visibility. This Squadron composed of 12 P47Ds with Major P. Douglas leading took off at 1133 from Station 404 to patrol the western area and give cover to the assault area. Squadron proceeded as briefed, arriving over the assault area at 1210. Mission was uneventful with the Squadron leaving the assault area at 1320 and landing at AIG A-4, France at 1340 for refueling. This Squadron consisting of 19 P47Ds took off from AIG A-4 at 1700 to give patrol cover over the west area. Squadron proceeded as briefed, arriving over designated area at 1730 and gave patrol cover over specified districts. Patrol was uneventful except that one destroyer was seen in Cherbourg harbor at 1805 from 6000 feet. Squadron left the assault area at 1830, landing at Station 404 at 1910. No E/A or flak were encountered on this mission. There were no damaged or abortive A/C on the mission. The weather was 9/10 at 3000 feet and 7/10 at 20000 feet with good visibility. This squadron of 12 P47Ds with Major H P Sparks leading took off from Station 404 at 2053 to give patrol cover over the assault area. Squadron proceeded as briefed and while enroute to designated area, the squadron was recalled because of weather by the controller, over the Channel at 2125. Squadron then returned to base, landing at Station 404 at 2150. This was an abortive mission due to the Controller recall. No damaged or E/A were encountered. The weather was 10/10 at 4500 feet.

- B. (1) 61 P47Ds - Station 404  
 48 P47Ds - AIG A-4, Far Shore  
 12 P47Ds - High Cover for Assault Area as per Appendix "D", JAFBO  
 9 P47Ds - Reconnaissance mission for 7th Corp Area.  
 (ii) 108 (Patrol and high cover over Assault Area)  
 9 (Reconnaissance mission)  
 (iii) 19 (a) 12 - Controller recalled Squadron from mission because of weather.  
 (c) 1 - Propeller failure at AIG A-6. Propeller was repaired and A/C returned on later mission to Station 404.
- (iv) NIL  
 (v) NIL  
 (vi) NIL  
 (vii) 1 - Right wing damaged by flak, Cat. A.  
 (viii) 111
- C. (1) 10 - 108 US gal British type Belly tanks  
 41 - 150 US gal British type Belly tanks.  
 (ii) NIL Note:

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Note:

- C. : 6 - 108;  
93 - 150;  
Above tanks left at AIG
- D. : (1) 264:45  
(11) 8:45
- E. : (1) 223200 rounds 50 cal APF  
(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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**SECRET**HEADQUARTERS  
368TH FIGHTER BOMBER GROUP

I-P-1

APO 595, US Army,  
17 June 1944.

SUBJECT: Oprep A Report. U.S.A.A.F. 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, 71st Fighter Wing, Attention Statistical  
Control Section.

FROM : 368th Fighter Bomber Group, Statistical Officer.

REF : SECRET

Oprep A No. 106 for 24 hours ending sunset 16 June 1944.  
Operations Order No. Appendix "D", JAEBO and also operations Order  
No. 391, IX Fighter Command.

- A. : This Group furnished cover for the Assault Area. Each squadron patrolled and gave cover to specific districts over the Assault Area. Two missions were completed and the narrative is as follows:
- (1) The 397th Fighter Bomber Squadron of the 368th Fighter Bomber Group led by Lt Colonel Frank Ferego, took off from Station 404 at 1740, 16 June 1944 to give cover to the Assault Area. 12 P47Ds proceeded as briefed, arriving over specified district (East Area) at 1810. The patrol was uneventful and the squadron left the area at 1950, arriving back at Station 404 at 2045. The pilots reported one P47D or Typhoon was seen to crash 5 miles southeast or southwest of Caen and no chutes were seen. No E/A were encountered on the mission. The flak at Caen was light, moderate, and accurate; at T-9262 it was light, meager and accurate. No abortive A/C were encountered on this mission. The weather was 9/10 with 3000 base to 5000 feet tops and poor visibility. The 395th and 396th Fighter Bomber Squadrons of the 368th Fighter Bomber Group with Major H Quinby leading, took off from Station 404 at 1654, 16 June 1944 to give cover over Assault Area. 24 P47Ds proceeded on mission, arriving over specified districts at 1730. The patrol was uneventful and at 1830 the 396th Fighter Bomber Squadron left the Area and landed at Station 404 at 1915. The 395th Fighter Bomber Squadron as per operations order No. 391, R/V with 21 C47s at 1845 over Beuzeville and escorted them to St. Albans Head, England. The 395th Squadron then returned to Station 404, landing at 1950. Three A/C aborted on this mission. No E/A were encountered. The flak at C-4028 and U-0273 was light, meager and inaccurate. The weather was 9/10 with 2500 base to 5000 feet tops.

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Oprep A No. 106 contd.

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- Mission*
- A. : (2) 12 P47Ds of the 396th Fighter Bomber Squadron of the 368th Fighter Bomber Group, took off at 2054, 16 June 1944 from Station 404 to give cover over the Assault Area. This squadron proceeded as briefed, arriving over the designated area at 2130 and gave patrol cover to the specified districts. Patrol was uneventful and the Squadron left the Assault Area at 2230 and returned to base, landing at Station 404 at 2325. There was one abortive A/C on this mission due to engine failure. No flak or E/A were encountered on the mission. The weather was 10/10 strato cumulus at 4000 feet with the Squadron flying below the overcast throughout the mission. Visibility was fair. The 395th and 397th Fighter Bomber Squadrons composed of 24 P47Ds with Major H Quilty leading, took off from Station 404 at 2146 to give cover over the Assault Area. Squadrons proceeded on mission as briefed. While enroute to the Assault Area just before making I/P in, the 395th Squadron was recalled by the Controller because of weather. The 397th Squadron had patrolled from 2225 to 2300 when recalled. Squadrons then returned to base, landing at Station 404 at 2355. There were 24 abortive A/C due to Controller recall. No flak or E/A were encountered on the mission. The weather was hazy and cloudy at 4000 feet up to undetermined altitude. Visibility was 3 miles.
- B. : (1) 72 P47Ds (High Cover for Assault Area as per Appendix "D", JAFRO)
- (ii) 44 (Patrol and High Cover over Assault Area)
- (iii) 28 - (a) - 24 - Recalled by Controller because of weather  
(c) - 3: -  
1 - Defective oil gasket on oil filter.  
1 - Low oil pressure; A/C bellied in at A/C A-6  
1 - Brush assembly on propeller would not operate due to damage by small bullet, received on previous mission.
- (d) - 1 - One escort to abortive A/C
- (iv) NIL
- (v) NIL
- (vi) NIL
- (vii) 1 - Belly landed on A/C A-6 because of low oil pressure, Cab. AC. (Pilot has returned to this Station)
- (viii) 71
- C. : (1) 72 - 150 US gal British type Belly tanks.  
(ii) 1
- D. : (1) 139:00  
(ii) 55:00
- E. : (i) 120600 rounds 50 cal. APF  
(ii) NIL  
(iii) 1800
- F. : NIL

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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 BOMBER GROUP

I-P-1

APO 595, US Army  
18 June 1944.

SUBJECT: Oprep A Report. U.S.A.A.F. 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, 71st Fighter Wing, Attention  
Statistical Control Section.

FROM : 368th Fighter Bomber Group, Statistical Officer.

REF : S E C R E T

Oprep A No. 107 for 24 hours ending sunset 17 June 1944.  
Operations Order No. Appendix "D", JAPECO, Amended by TWX,  
14 June 1944 1330 B, and Roulemont operations and TWX 16  
June 1944 2210 B, IX Fighter Command.

A. : This Group furnished Beach Cover and patrolled the  
Assault Area. The first squadron took off at 0651, 17  
June 1944 and the last squadron landed at 2400. The  
narrative on the missions is as follows:

The 396th Fighter Bomber Squadron of the 368th Fighter  
Bomber Group with Major H P Sparks leading, took off from  
Station 404 at 0659, 17 June 1944 to patrol the west area  
of the Assault Area. 12 P47Ds proceeded on mission, arriv-  
ing over area at 0730. The patrol was uneventful and the  
squadron left the area at 0840, landing at Station 404 at  
0940. Pilots reported many trucks were seen on road go-  
ing south in vicinity of T-1193 at 0810. No E/A or battle  
damages were encountered on this mission. The weather was  
9/10 at 1100, 10/10 at 4000 with fair visibility.

The 397th Fighter Bomber Squadron of the 368th Fighter  
Bomber Group led by Major R W Hendricks, took off from  
Station 404 at 0800, 17 June 1944. 12 P47Ds arrived over  
east area of the Assault Area at 0830. Patrol was unevent-  
ful. Squadron left the area at 0950, landing at Station  
404 at 1045. No E/A were encountered on the mission. The  
weather was 10/10 at 3000, 5/10 at 9000 feet.

The 395th Fighter Bomber Squadron of this Group took  
off from Station 404 at 0651, 17 June 1944. 11 P47Ds  
patrolled the east area without any events from 0730 to  
0840, landing at ALG-A2 for refueling at 0910. At 1300

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Cprep A No. 107 col. 1.

- A. : 11 P47Ds took off from ALG-A2 and patrolled east area from 1300 to 1400. Patrol was uneventful. Squadron returned to Station 404, landing at 1510. The weather was 2/10 at 3500. No E/A were encountered.

The 397th Fighter Bomber Squadron of this Group, took off from Station 404, 17 June 1944 at 1250. 12 P47Ds proceeded over west area and patrolled from 1325 to 1515. The squadron was vectored to La Haye du Puits at T-1963 where a large concentration of trucks was seen but not attacked as it seemed to be partly civilians. The squadron then returned to Station 404, landing at 1605. No E/A were encountered. The weather was 2/10 at 3600 feet.

The 396th Fighter Bomber Squadron took off from Station 404 at 1139, 17 June 1944. 12 P47Ds patrolled the west Area from 1210 to 1340, landing at ALG-A2 at 1345. After refueling, 12 P47Ds took off from ALG-A2 at 1725, patrolled west area from 1730 to 1830, landing at Station 404 at 1936. Both patrols were uneventful. No E/A were encountered. The weather was 1/10 strata cumulus with 4000 foot base; haze to 9000 feet with fair visibility.

The 395th Fighter Bomber Squadron of this Group took off from Station 404, 17 June 1944 at 1651. 10 P47Ds patrolled east area from 1730 to 1840, returning to Station 404 at 1940. Patrol uneventful and no E/A were encountered. The weather was 1/10 strata cumulus; base to 9000 feet, with fair visibility.

The 397th Fighter Bomber Squadron of this Group took off from Station 404, 17 June 1944 at 1750. 12 P47D's patrolled east area from 1830 to 1928, landing at ALGA2 at 1945. 12 P47D's took off from ALG A2 at 2215, patrolled west area from 2225 to 2325, landing at Station 404 at 2400. The flak at ALG A-6 was heavy, intense, and accurate; at T4595, it was heavy, intense, and inaccurate; at T8575, it was heavy, meager and accurate, and at Caen, it was heavy meager and accurate. No E/A encountered. Visibility good.

The 396th Fighter Bomber Squadron of this Group took off from Station 404, 17 June 1944 at 2059. 11 P47D's patrolled the west area from 2145 to 2330, returning to Station 404 at 2325. 2 A/C landed at one of the ALG, one for servicing, the other acted as an escort, both returned to Station 404. Hazy, up to 10,000 feet, visibility fair, No E/A encountered.

- B. : (i) 92 P47Ds Station 404 (Patrolling east and west areas as assault beachcover)  
 (ii) 35 P47Ds ALG A2  
 (iii) Nil  
 (iv) Nil  
 (v) Nil  
 (vi) Nil  
 (vii) Nil  
 (viii) 127 (High cover for East and West areas over assault beach)

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- C. : (i) 92 - 150 U.S. Gal British Type Belly Tanks.  
(ii) Nil  
Note: 35 - 150 US Gal Tanks left at ALG A2
- D. : (i) 290:30  
(ii) 33:30
- E. : (i) 165,600 rds 50 Cal API (UK)  
63,000 rds 50 Cal API (ALG A2)  
(ii) Nil  
(iii) Nil
- F. : Nil
- G. : Nil
- H. : Nil

For the Commanding Officer:

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

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**SECRET**HEADQUARTERS  
368TH FIGHTER BOMBER GROUP

I-P-1

APO 595, US Army  
19 June 1944.

SUBJECT: Oprep A Report. U.S.A.A.F. 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, 71st Fighter Wing, Attention Statistical  
Control Section.

FROM : 368th Fighter Bomber Group, Statistical Officer.

REF **SECRET**Oprep A No. 108 for 24 hours ending sunset 18 June 1944.  
Operations Order No. Appendix "D", JAFEO, Amended by TWX, 14 June 1944  
1330B, Roulement operations, and TWX 16 June 1944 2210B, IX Fighter  
Command.

- A. : The following report is that of the last squadron to return on the operations of 17 June 1944.  
The 395th Fighter Bomber Squadron of the 368th Fighter Bomber Group took off from Station 404, 17 June 1944 at 2151. 10 P47Ds started on patrol as cover over assault area with two A/C aborting. 8 P47Ds continued on, arriving over eastern area of the assault area at 2230. The patrol was uneventful except the Navy and ground forces did not honor recognition signals. The Squadron left the Area at 2330, arriving back at Station 404 at 0030, 18 June 1944. No E/A were encountered on this mission. The weather was 2/10 at 1200 feet, haze up to 11000 feet with fair visibility. There were no additional missions executed on this date.
- B. : (i) 10 P47D (Patrol over east area of Assault Beach)  
(ii) 3 (Patrol and top cover over east area of Assault Beach)  
(iii) 2 (b) 1 - Gasoline cap not properly sealed and a new washer had to be installed.  
(c) 1 - Propeller governor failed - a new one was installed.  
(iv) NIL  
(v) NIL  
(vi) NIL  
(vii) NIL  
(viii) 8

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Opreg A No. 108 contd.

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- C. : (i) 10 - 150 gal (US) British type Belly tanks.  
(ii) NIL
- D. : (i) 8:15  
(ii) 12:20  
*11:55*
- E. : (i) 10000 rounds 50 cal A-1  
(ii) NIL  
(iii) NIL
- F. : NIL
- G. : NIL
- H. : NIL

For the Commanding Officer:

*TC*

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

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**SECRET**

0231

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HEADQUARTERS  
368TH FIGHTER BOMBER GROUP

I-P-1

AGO 595 US Army  
19 June 1944.

SUBJECT: Oprep A Report. U.S.A.A.F. Form 34A. *22*

TO : Commanding General, Ninth Air Force, Attention 26th Statistical Control Unit.  
Commanding General, IX Tactical Air Command, Attention Statistical Control Section.  
Commanding General, 71st Fighter Wing, Attention Statistical Control Section.

FROM : 368th Fighter Bomber Group, Statistical Officer.

REF : Oprep A No. 109 for 24 hours ending sunset 19 June 1944.  
Mission or operation No. NIL.

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

For the Commanding Officer:

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

21 JUN 1944

19

0232

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~~SECRET~~HEADQUARTERS  
368TH FIGHTER GROUP

I-R-1

APO 595, US Army,  
23 June 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, ADVANCE, Attention Statistical  
Control Section.

FROM : 368th Fighter Group, Statistical Officer.

REF : SECRET

Oprep No. 110 for 24 hours ending sunset 20 June 1944. 480  
Operations Order No. U-3, IX Fighter Command.A. : The 368th Fighter Group had three D/Bombing missions for this date,  
starting at 1427 and ending at 1930, 20 June 1944. The narrative on the  
three missions is as follows:

The 395th Fighter Squadron of this Group composed of 10 P47Ds took off from ALG A-3 (Far shore) at 1427, 20 June 1944 to dive bomb targets in the Grandville Area. 12 x 500 GP bombs were carried on this mission. The road bridge at T-1934 was destroyed and the road at T-2532 was also hit. Squadron also strafed Motor Transports, (see Section H). Pilots reported witnessing the finish of a dog fight at T-4987, between Spitfires and an FW 190 with the FW 190 crashing. The pilot of this A/C was seen to go into a near by farm house. Squadron then landed at ALG A-3 at 1610. No flak or E/A were encountered on the mission. There were no abortive or damaged A/C on this mission. The weather was 2/10 cumulus between 1500 and 2000 feet with good visibility.

(U-12) The 396th Fighter Squadron of this Group composed of 12 P47Ds took off from ALG A-3 at 1655, 20 June 1944. 6 P47Ds each carried 2x500 GP bombs. Mission was uneventful and bombing results for the most part were unobserved. 11x500 GP bombs were dropped on troop concentrations and M/T assembled in woods at Liagnelet (T-1200). 1x500 GP bomb was jettisoned in open field near target area. Three white smoke bombs were fired by our artillery, at T-3984, and were eventually trying to signal. Various white cement bridges across Selune River were observed and would make excellent targets to slow up evacuation southward. Squadron then left target area and landed at ALG A-3 at 1830. No flak or E/A were encountered. There were no damaged or abortive A/C on this mission. The weather was 4/10 cumulus - 6-8000 feet, haze below.

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8 JUN 1944

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Oprep No. 1.0 contd.

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- 3
- A. : (U-13) The 395th Fighter Squadron of this Group, composed of 12 P47Ds took off from ALG A-3 at 1755, 20 June 1944. 12x500 GP bombs were loaded on this mission. 11x500 GP bombs were dropped on targets. Several bridges and overpasses were hit but no definite claims were made. One 500 GP bomb was returned to base (ALG A-3). Squadron proceeded to Vire but were unable to locate troops or M/Ts between there and Domfront. Small Groups of M/Ts were seen south of Vire, some of which were carrying red painted crosses. One pilot reported seeing a tank hastily covering itself with a red cross. These M/Ts stopped and drivers waved white flags. Squadron also strafed M/Ts (see Section H). Squadron then returned to ALG A-3, landing at 1930. No E/A or flak were encountered on the mission. There were no damaged or abortive A/C on this mission. The weather was 4/10 cumulus at 7000 feet with very bad haze.
- B. : (i) 34 P47Ds (D/Bombers)  
(ii) 34 (D/Bombers)  
(iii) NIL  
(iv) NIL  
(v) NIL  
(vi) NIL  
(vii) NIL  
(viii) 34
- C. : NIL
- D. : (i) 50:45  
(ii) NIL
- E. : (i) 61200 US 50 cal rounds  
(ii) 4985  
(iii) NIL
- F. : 9 (i) 36 x 500 (AN-M101A2)  
8 (ii) 34  
7 (iii) 1  
(iv) 1 returned to ALG A-3.
- G. : NIL
- H. : NIL

Other Claims: 7-0-0

For the Commanding Officer:

*Hugh L. Rice*  
HUGH L. RICE  
Major, Air Corps,  
Adjutant.

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0234

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HEADQUARTERS  
368TH FIGHTER GROUP

I-B-1

APO 595, US Army,  
23 June 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, ADVANCE, Attention Statistical  
Control Section.

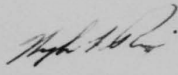
FROM : 368th Fighter Group, Statistical Officer.

REF : Operations No. 111 for 24 hours ending sunset 21 June 1944.

Operations Order No. NIL.

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

For the Commanding Officer:

  
HUGH L. RICE  
Major, Air Corps,  
Adjutant.

28 JUN 1944

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HEADQUARTERS  
368TH FIGHTER GROUP

I-R-1

APO 595, US Army,  
27 June 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.

FROM : 368th Fighter Group, Statistical Officer.

REF : SECRET

Oprep A No. 112 for 24 hours ending sunset 22 June 1944.

Operations Order No 12, Missions Nos. Y-21-4, Y-21-5, Y-21-6, MHC-1,  
SDE-4, ASR-SVE-4 and MTU-1, IX Fighter Command.The 368th Fighter Group executed 7 missions 22 June 1944, starting  
at 1335 and landing at 2240. The narrative on the 7 missions is as  
follows:

A. (Y-21-4) The 395th Fighter Squadron, composed of 12 P47Ds took off from AIG A-3 at 1335, 22 June 1944 to dive bomb R/R Junction 614328, R/R Bridge 600330 and 624322. Each A/C carried 2x500 GP bombs. Squadron proceeded on mission as briefed, arriving over target area at 1345. 8 bombs were dropped on R/R Junction, 7 on bridge at 600330, 8 on bridge at 624322. 1x500 GP bomb was lost 10 minutes after take off. Pilots had difficulty in contacting the Controller. Squadron also strafed M/Ts, (see section H). Large fire was seen in vicinity of Damfront with smoke trailing west for 5 miles. Mission was 2/3 successful in that 2 of the 3 targets were destroyed (614328 and 600330). Squadron then left target area and landed at AIG A-3 at 1445. No E/A or abortives were encountered on this mission. The flak at St Lo was heavy moderate and inaccurate, at Forest (6349) it was light intense and accurate. The weather was scattered cumulus at 4000 - 4/10.

(Y-21-5) The 396th Fighter Squadron composed of 12 P47Ds took off from AIG A-3 at 1320. Each A/C carried 2x500 GP bombs and proceeded on mission as briefed, arriving over target area at 1345. Bombing results were good with hits on Bridges- T-505325 and T-510328 and Junction at T-518327. 8 bombs were dropped on each target. 2 ME 109s were destroyed at T-4020 at 5000 feet at 1430. 15 plus ME 109s were encountered at 2812 from 2000 feet at 1445 with no claims. During engagement with enemy A/C, 2 of our A/C collided mid-air at T-3934 at 1440 from 5000 feet and no chutes were seen from these A/C. Numerous vehicles on highway and barracks in woods at T-5329. There were no abortive A/C or flak on this mission. The weather was 4/10 at 4500 feet.

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Oprep A No. 112 contd.

- 3  
A. : (Y-21-6) The 397th Fighter Squadron of this Group took off from AIG A-3 at 1300 on a glide Bomb mission. 12 P47D each carried 2x500 GP bombs. Squadron proceeded as briefed, arriving over target area at 1332. They dove from 4000 feet, 30 degree angle and at 50 feet dropped 22x500 GP bombs on targets at Road Bridge east of T-435322, Road Bridge at T-435322 and R/R bridge at T-427323. 2x500 GP bombs were dropped in the vicinity of target area. Bombing results were poor with one R/R bridge at T-435322 half destroyed, one ME 109 was destroyed at T-5343 and 2 ME 109s at T-7000. One ME 109 was damaged at T-7000. One A/c designated as an D5F was seen circling at T-7522 and a parachute believed to be German was seen below. Many vehicles were seen bearing the Red Cross. A R/R and 2 other roads were noted at Forest de St Sever, T-5228 and was declared to be a good target. W/Ts were also strafed (see section H). Squadron then landed at AIG A-3 at 1500. There were no damaged or abortive A/C on this mission. The weather was 1/10 cloud coverage at 2500 feet, scattered clouds at 6000 feet with good visibility.
- 4  
(HHC-1) The 395th Fighter Squadron of this Group, consisting of 12 P47Ds took off from AIG A-3 at 1647 to dive bomb St Lo #0. Each A/C carried 2x500 GP bombs. Squadron proceeded as briefed, arriving over target area at 1700. The Squadron dove from 10000 feet, 70 degree angle, at 4000 feet released 21x500 GP bombs on target area, NW of target marked #0 and demolishing a building there. 5 previous bomb craters were noted in this area. 3x500 GP bombs were returned to AIG A-3. At T-7045 near some gravel pits on a ridge an A/C resembling an FW 190 was observed at 1755 and at deck level, was strafed. Squadron then returned to AIG A-3, landing at 1805. One A/C was damaged by flak, Cat A. There were no abortive A/C on the mission. The flak at T-8948 was light, moderate and inaccurate. The weather was heavy up to 1500 feet.
- 5  
(SDE-4) The 397th Fighter Squadron of this Group, consisting of 11 P47Ds took off from AIG A-3 at 1833 to dive bomb Forest de St Sever. Squadron proceeded on mission as briefed, arriving over target T-5228 at 1840. The bombing results were excellent with the Squadron releasing 22x500 GP bombs from 8000 feet, 60 degree angle to 1500 feet, on the ammunition dump at T-5129, causing its destruction. Squadron also strafed a W/T. What was thought to be a dummy HE 111 was observed at T-3025. 2 A/C thought to be FW 190s were seen over the field at 1745. These A/C bore Allied markings. The Squadron then landed at AIG A-3 at 2004. There were no damaged or abortive A/C on this mission. The flak south of Caen was heavy, intense and accurate. The weather was good with a 50 mile visibility, except around the coast where it was slight hazy.
- 6  
(ASR-SVE-4) The 396th Fighter Squadron of this Group, consisting of 12 P47Ds took off from AIG A-3 at 1930 to dive bomb an enemy strong point at O-190235 near Cherbourg. 12 P47Ds each carried 2x500 GP bombs and proceeded on mission as briefed, arriving over target at 1947. Squadron dove from 10000 to 3000 feet at a 55 degree angle and released 22x500 GP bombs on target. 2x500 GP bombs were jettisoned south of the bomb line by separate A/C. The Squadron then returned to base landing at AIG A-3 at 2030. Bombing results were very good, particularly in SE section of target. Woods in vicinity of target were burning and heavy pall of smoke issuing from vicinity of Cherbourg. Squadron then returned to AIG A-3 landing at 2030.

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op A No. 112 contd.

- A. : The flak at the coast near target was heavy, light and inaccurate. There were no abortive or damaged A/C on this mission. No E/A were encountered. The weather was CAVU.  
 (MU-1) The 395th Fighter Squadron of this Group, composed of 12 P47Ds took off from AIG A-3 at 2130 to dive bomb Observation Tower at T-459 and T-693. Each A/C carried 2x500 GP bombs and arrived over target as briefed at 2140. 12 P47Ds dove from 6000 to 1500-1125 feet at a 70 degree angle to release 22x500 GP bombs. 2x500 GP bombs were jettisoned south of bomb line. The bombing results were poor with no direct hits on the target. Squadron strafed box cars at T-500-590 and no R/R guns were observed. Squadron then returned to AIG A-3, landing at 2240. The flak at T-500-590 was light, intense and inaccurate. There were no damaged, abortive or E/A encountered. The weather was haze at 1500 feet.
- B. : (i) 83 P47Ds (D/Bombers)  
 (ii) 87 77 (D/Bombers - see narrative for targets)  
 (iii) NIL  
 (iv) NIL  
 (v) NIL  
 (vi) 2 - Mid-air collision at T-3934.  
 (vii) 1 - Flak, Cat. A.  
 (viii) 83
- C. : (i) NIL  
 (ii) NIL
- D. : (i) 128.00  
 (ii) NIL
- E. : (i) 149400 rounds 50 cal. API  
 (ii) 14876  
 (iii) 3600
- F. : (i) 48 - 500# GP (AN-M103, nose - M113 tail)  
 88 - 500# GP (AN-M103 nose - AN-M101A2)  
 30 - 500# GP (instant fuse)  
 (ii) 156 (see targets in section A)  
 (iii) 6  
 (iv) NIL  
 1 Fell off after take-off  
 3 Returned to AIG A-3.
- G. : 2 MIA 2nd Lt James H Gamblin, O-802321 and 2nd Lt Paul R Jasper, O-745244 had a mid-air collision over T-3934 at 1440 at 5000 feet. No chutes were observed.

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Oprep A No. 112 contd.

SECRET

H. : IN AIR 5-0-1

- (i) 1-ME 109 - Major Paul F Douglas, Jr. ✓
- 1-ME 109 - 2nd Lt Paul J Quilty ✓
- 1-ME 109 - Major Randall W Hendricks ✓
- 1-ME 109 - 2nd Lt Wayne B Briscoell ✓
- 1-ME 109 - 1st Lt Russell A O'Connell ✓
- (ii) Negative
- (iii) 1-ME 109 - Major Randall W Hendricks ✓

Other Claims:

W/A 10-0-0 ✓  
 Staff Car 1-0-0

For the commanding officer:

HUGH L RICE  
Major, Air Corps,  
Adjutant.

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0239

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S E C R E T

HEADQUARTERS  
368TH FIGHTER GROUP

I-R-1

APO 595, US ARMY  
27 June 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. 119 for 24 hours ending sunset 23 June 1944.  
operations Order by telephone - Combat OPS - 70th Fighter Wing.Note: Correction to Oprep A No. 112 - 4 A/C aborted on the missions of that  
date due to bomb mechanism failure and could not release bombs while  
over target. Report should be amended to read B. (ii) 77; B. (iii) 4 -  
(c) Failure of bomb release mechanism. 3

- A. The 368th Fighter Group executed 3 missions 23 June 1944, starting at 1225 to 2150. The narrative on these three missions is as follows:
- (Mission VO-16) The 395th and 397th Fighter Squadrons of the 368th Fighter Group, composed of 23 P47Ds took off from AIG A-3 at 1225. 23 June 1944 to dive bomb M/Y at Nantes. 23 P47Ds each carried 2x500 GP bombs, arriving over target at 1320. 23 P47Ds dove from 10500 to 2800 at 55 degree angle to release 46x500 GP bombs on target. Bombing results were excellent with majority of bombs falling in target area, destroying a large building in SW corner of yard. Tracks were ripped out in center of yard and good hits on choke point were also observed. A bridge over the yard was destroyed and explosions and fires were seen. 25 goods wagons in M/Y at villendien were also seen. Group then left target area and landed at AIG A-3 at 1444. Two A/C were damaged by flak, 1 Cat A., one Cat. AC. (A/C belly landed) No E/A were encountered. The flak north and southwest of Nantes was heavy, moderate and inaccurate; at Nantes it was heavy, moderate and accurate; along the river at St Lo it was light, heavy and inaccurate. The weather was 2/10 south of St Lo, with an overcast north of St Lo with haze.
- (Mission XVN-1) The 396th Fighter Squadron of this Group, composed of 12 P47Ds took from AIG A-3 at 1455 to bomb R/R guns at Torigny. 12 P47Ds each carried 2x500 GP bombs, arriving over target at 1510. Squadron dove from 4000 to 1000 feet at a 50 degree angle and released 24x500 GP bombs on rolling stock. 1x500 GP bomb was returned to base. Bombing results were good to excellent with many hits on 20 R/R cars at siding at T-5754. C

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S E C R E T23  
15 JUL 1944

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Prep A No. 113 contd.

SECRET

A. : Pilots were unable to definitely locate R/R guns. Two PW 190s were engaged at T-2150 with one PW 190 destroyed and one PW 190 probably destroyed. (see section H). The Squadron then returned to AIG A-3. landing at 1420. There were no damaged or abortive A/C on this mission. The flak at T-5754 was light, inaccurate and moderate; at T-2150 it was heavy and light, accurate and intense. The weather was CATV. (Mission WIV-0, par 31) The 395th and 397th Fighter Squadrons of this Group, composed of 24 B-7Ds took off from AIG A-3 at 2027 to dive bomb concrete gun emplacement at 0-152 to 0-198. 24 B-7Ds each carried 121000 GP bomb. 24 B-7Ds arrived over target at 2105 and dove from 3000 to 300-1000 feet at a 20 degree angle and released 121000 GP bombs over target with excellent results. The concrete gun emplacement was well hit and much flame, smoke and debris was noted. 3 1000 GP bombs were jettisoned in a near by marsh. Squadron then left the target area at 2110, landing at AIG A-3 at 2150. One A/C was damaged by flak, Cat. A. There were no abortive or W/A encountered on the mission. The flak north of target at Charbourg was light and heavy and inaccurate. The weather was heavy haze 3000 to 5000 feet, 10/10 at 2500 in vicinity of target with poor visibility.

- B. : (i) 59 B-7Ds (B/bombers)  
 (ii) 58 - 29 B/bombers at W/Y at Nantes.  
 12 B/bombers - Rolling stock at Torigny  
 24 B/bombers - concrete gun emplacements at 0-152 to 0-198.  
 (iii) 1 (c) bomb release mechanism failed while over target.  
 (iv) NIL  
 (v) NIL  
 (vi) NIL  
 (vii) 3 Damaged by flak - 2 Cat. A., 1 Cat. AC.  
 1 Damaged by belly landing, Cat. AC.  
 (viii) 59

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

- D. : (i) 108:00  
 (ii) NIL

- E. : (i) 106200 rounds 50 cal. AMT  
 (ii) 5674  
 (iii) NIL

- F. : (i) 70 - 500 GP (AN-2103 nose - AN-2101A2 tail)  
 24 - 1000 GP (AN-2103 nose - AN-2102A2 tail)  
 (ii) 64 - 500 GP - 41-W/Y at Nantes - 23 Rolling stock at Torigny  
 21 - 1000 GP concrete Gun Emplacements.  
 (iii) 3 - 1000 GP  
 (iv) NIL  
 1 - 500 GP returned to AIG A-3  
 5 - Dropped off on take off.

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oprep A No. 119 contd.

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G. : NIL

H. : In Air 1-1-0

- (i) 1 FW 190 - Major Paul P. Douglas, Jr. ✓
- (ii) 1 FW 190 - Major Paul P. Douglas, Jr. ✓
- (iii) NIL

Other Claims:

Jeep 1-0-0 ✓

For the Commanding Officer:

*Hugh L. Rice*  
HUGH L. RICE  
Major, Air Corps.  
Adjutant.

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SECRET

0242

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S E C R E T

HEADQUARTERS  
368TH FIGHTER GROUP

I-R-1

APO 595, US Army,  
29 June 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. 11h for 24 hours ending sunset 24 June 1944.  
Operation Order No. By telephone from Combat Ops, 70th Fighter wing and  
TRX from IX Tactical Air Command.

- A. The 368th Fighter Group executed six dive bombing missions on 24 June 1944, starting at 0940 and ending at 2218:
- (Mission MIU 13 Par 3A) 12 P47Ds of the 396th Fighter Squadron took off from AIG A-3 at 0940 to dive bomb strong points east of Cherbourg. Each A/C was loaded with 2x500 GP Bombs. Arriving over targets at 1015, 12 A/C dove from 1200 feet at an angle of 30 degree and pulled out at 500 feet releasing 22x500 GP bombs. Squadron returned to base, landing at AIG A-3 at 1100. Bombing results were excellent on middle of target, but obscured on others. One P47D bellied in south of front lines - bellied due to engine failure. 2 A/C were damaged by flak. The weather was 9/10 haze, smoke and cloud over target at 1200 feet. The flak near T-3962 was meager, inaccurate, light and heavy. Various designs of yellow and red panels were observed on the ground near target. No E/A were encountered.
- (Mission MIU 13 Par 3B) 10 P47Ds of the 397th Fighter Squadron took off from AIG A-3 at 1015 to dive bomb strong points slightly southwest of Cherbourg at 0217228 and 0194217. Each A/C was loaded with 2x500 GP bombs. Squadron arrived over targets at 1030 and from 1500 feet dove at a 45 degree angle and at 300 to 500 feet released 12 bombs on target at 0217228 and three bombs on target at 0194217. Two A/C strafed northern strip of woods at Comay. Squadron returned to base, landing at 1152 at AIG A-3. Target 0217228 and 0194217 were well hit. Results of bombing were very good. One A/C was damaged by flak. The weather was 6/10 cumulus density from 1500 to 4000 feet over target with good visibility. The flak at Cherbourg was light, meager and accurate, at target 0217228 it was light, intense and inaccurate; at target 0194217 it was heavy, meager and accurate. No E/A were encountered.

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S E C R E T

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Oprep A No 114 contd.

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A. : (Mission MHU 15 Par 3) 12 F47Ds of the 395th Fighter Squadron took off from AIG A-3 at 1106 to dive bomb strong points three miles southwest of Cherbourg. Each A/C was loaded with two 500 Gp bombs. The squadron arrived over target at 1140. 12 A/C dove from 3000 feet at a 40 degree angle and at 1000 feet released 20 bombs on the target. One A/C aborted and could not release bombs on the target. Squadron landed at 1225. Bombing results were reported as excellent. The weather was 4/10 hazy - cumulus 3000 to 9000 feet with good visibility. No E/A were encountered.

(Mission MHU-1 Par 3A) 8 F47Ds of the 396th Fighter Squadron and 9 F47Ds of the 397th Fighter Squadron took off from AIG A-3 at 1605 to bomb Forest de Mont Castra at T-2909. 9 A/C were loaded each with 2x500 GP bombs and 8 A/C were each loaded with 10 M1-A1 Frag clusters (6x20# frag bombs each cluster). 17 A/C arrived over target at 1625 and dove from 4500 feet at a 50 degree angle and released at 2000 feet 16x500 GP bombs and 80 frag clusters. The two Squadrons returned to AIG A-3 at 1730. The bombing was excellent but the results were not visible from the air. All bombs landed in the woods. No E/A were encountered. The flak at the target was heavy and inaccurate. The weather over target was 7/10 broken clouds at 4000 feet with 5 miles visibility - elsewhere CAVU.

(Mission VNU-3 Par 3A) IX TAC. 12 F47Ds of the 397th Fighter Squadron took off from AIG A-3 at 2045 to dive bomb 15 to 20 tanks at T-447505. Each A/C was loaded with 2x500 GP bombs. Squadron arrived over 20 tanks in field about 10 miles south of St Lo (at T-4550) at 2130. 12 F47Ds dove from 5000 feet at a 85 degree angle and at 1000 feet released 23 bombs. Six A/C strafed. Squadron returned to base, landing at AIG A-3 at 2216. Two tanks were destroyed. Tanks were well camouflaged with trees and branches but clearly visible. Vehicles were observed near Villeboudon and vicinity of T-5458. The flak east and west of St Lo was heavy, meager and inaccurate; at target area it was light, intense and accurate. No E/A were encountered. 2 A/C were damaged by flak. The weather was very hazy up to 4000 feet visibility zero into sun and 2 miles out of sun.

(Mission MCL 3, Par 3A IX TAC) 11 F47Ds of the 395th Fighter Squadron took off from AIG A-3 at 1810 to dive bomb artillery pieces, supply dump at T-270775 and at T-365745. Each A/C was loaded with 2x500 GP bombs. Squadron reached the points of assigned targets and could not locate them, so the Controller was called and they were instructed to go further south looking for targets of opportunity. Between 1815 to 1940 Squadron generally dove from 5000 feet at a 30 degree angle and at 600 feet released their bombs. 4 bombs were dropped on 5 motor transports at T-9151. The M/Ts were destroyed. 18 bombs were dropped on an area which appeared to be housing barracks and unidentified boxes. The squadron returned to the base, landing at AIG A-3 at 1953. No E/A were encountered. The flak at T-2872 was light, meager and inaccurate. The results of bombing were fair. The weather was good.

B. : (1) 74 F47Ds (D/Bombers)  
 (ii) 74 (32 D/Bombers - strong points southeast of Cherbourg -  
 1 A/C bellied in later south of front lines).  
 (17 D/Bombers - Forest de Mont Castra)  
 (11 D/Bombers - Targets of opportunity) - T-9151.  
 (12 D/Bombers - 20 tanks 10 miles south of St Lo)

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Oprep A No. 114, contd.

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B. : (iii) 1 (c) Bomb release mechanism failed while A/C was over target.  
 (iv) NIL  
 (v) ~~NIL~~  
 (vi) 1 B47D bellied in south of front lines, cause believed to be engine failure. This A/C had bombed its target.  
 (vii) 5 Damaged by flak - 3 Cat. A; 2 Cat. AC.  
 (viii) 74

C. : (i) NIL  
 (ii) NIL

D. : (i) 113,00  
 (ii) NIL

E. : (i) 133200 rounds 50 cal AP  
 (ii) 5135  
 (iii) 1800

F. : 38 { (i) 152 - 500# GP (Nose AN-4109 - 114 with AN-4113 and 18 with AN-4101A2)  
 80 - M1-A1 Frag Clusters (6x20# frag bombs each cluster)  
 35 (ii) 120 - 500# GP  
 80 - M1-A1 Frag Clusters  
 2 (iii) 8 - 500# GP  
 (iv) NIL  
 1 - 500# GP fell from A/C when landing and exploded.  
 3 - 500# GP fell off on take off.

G. : 1 - M1A1 let it Jack B Robbins, O-674402 was seen to belly land at T-351705 south of the front lines. A flight later buzzed the area and observed that the canopy was open and pilot had gone to corner of field and was being approached by peasants.

H. : NIL

Other Claims: 5-3-0  
 M/T 5-3-0  
 Tanks 0-2-0

For the Commanding Officer:

*Hugh L. Rice*  
 HUGH L. RICE  
 Major, Air Corps,  
 Adjutant.

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S E C R E T

HEADQUARTERS  
368TH FIGHTER GROUP

I-R-1

APO 595, US Army,  
1 July 1944.

SUBJECT: Oprep A Report. USAAF Form 34 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 : S E C R E T

Oprep A No. 115 for 24 hours ending sunset 25 June 1944.  
Operations Order No. JMA 5; DDE-1, DDE-2. (all par 3A), 29 (Missions  
Y21-51, Y21-52, Y21-58) IX Tactical Air Command. 6A. : The 368th Fighter Group executed 6 bombing missions on this date.  
The first mission took off at 0730 and the last mission landed at 1401.  
All missions took off from AIG A-3. The narrative on these 6 missions  
is as follows:

(JMA-5, par 3A) 12 P47Ds of the 395th Fighter Squadron took off at 0730 25 June 1944 from AIG A-3 to dive bomb concrete strong point at O-147221. 8 A/C carried 1x1000 GP bomb (fuse 8/11 sec) and 4 A/C carried 2x500 GP bombs (fuse 8/11 sec). 12 A/C arrived over target at 0800 and released 7x1000 and 8x500 bombs on it. 1 A/C aborted due to bomb mechanism release failure. Squadron landed at base at 0830. The results of the bombing were poor. Hits were made on the target but the bombs bounced and exploded in canyon below. Railroad Yards below cliff were well hit. No bombs exploded on installation but a few were near misses. No E/A were encountered. The flak on the west side of target was light, meager and inaccurate. The weather was hazy at 7000 feet with good visibility. One A/C was damaged by flak.

(DDE-1, Par 3A) 12 P47Ds of the 396th Fighter Squadron took off from AIG A-3 at 0844 to glide bomb concrete strong point at O-112248. 9 A/C were loaded with 1x1000 GP bombs (8/11 sec fuse) and 3 A/C were loaded with 2x500 GP bombs (8/11 sec fuse). 12 A/C arrived over target at 0905 and dove from 2500 feet at a 30 degree angle and at 200 feet released 7x1000 and 6x500 GP bombs on target. 2 A/C aborted because of bomb release failure. The squadron returned to base, landing at 0950. The bombing results were superior. 75 percent hits were observed on the emplacement. Bomb-

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5 JUL 1944

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Oprep A No. 115 Contd.

SECRET

A. : ing was made from seaward side of the strong point. One A/C was damaged by flak. The flak at breakwater at Cherbourg was both light and heavy, intense and meager, accurate and inaccurate. The weather was 3/10 stratus at 3500 to 4000 feet with medium haze. It was observed that red smoke is superior for pinpointing targets.

(121-50) 11 F47Ds of the 377th Fighter Squadron took off at 0914 from AIG A-3 to dive bomb a concrete strong point slightly east of Cherbourg at 0188296. 7 A/C were loaded with 1x1000 GP bombs (8/11 sec fusing) and 4 A/C were loaded with 2x500 GP bombs (8/11 sec fusing). 11 A/C arrived over target at 0930 and diving from 7500 feet at a 65 degree angle and at 1500 feet released all 15 bombs on the target. One A/C strafed M/T. Squadron landed at 1107 at AIG A-3. The results of the bombing were excellent. Gun emplacements were seen in target area. The flak was light, intense and accurate in vicinity of T-8346; light flak slightly east of T-8246; heavy, meager and inaccurate flak at Aunay. The weather was 3/10 with good visibility.

(121-51) (9 F47Ds of the 395th Fighter Squadron took off from AIG A-3 at 1030 to attack positions No. 40 and No. 42 on hill 131. 9 A/C were loaded with each 10-41-A1 Frag clusters (6x20# Frag bombs to each cluster). The squadron arrived over the wooded areas at 1100 and dropped 50 clusters on position No. 40 and 40 clusters on position No. 42. The A/C dove from 6000 feet at a 30 degree angle and released clusters at 2000 feet. The squadron also strafed target and also M/T at other locations. Squadron then landed at 1200. The pilots reported that the bombing and strafing of targets was excellent and that fires were started. The weather was 3/10 cumulus at 2500 to 3000 feet with good visibility. No E/A were encountered. No flak was encountered.

(121-52) 12 F47Ds of the 396th Fighter Squadron took off from AIG A-3 at 1140 to conduct armed reconnaissance of the secondary roads in vicinity of Coutances, Marigny, St Gilles, Pont Robert, St Emy and Periers. Each A/C carried two x 500 GP bombs (8/11 sec fusing). 12 A/C arrived over the patrol area and orbited in search of targets without success. Then then started at 2000 feet at a 30 degree angle and pulled out at 500 feet releasing 24 bombs on a bridge at T-390752 and other buildings in briefed area (Targets of opportunity). The squadron returned to base at 1330. The bombing results were varying. Hits were observed on bridge at T-390752. 1 A/C was damaged - cause unknown. M/Ts were strafed. The flak at T-413737 was heavy, moderate and fairly accurate. Moderate light flak throughout area. The weather was CAVU with just slight haze. 4 - 88mm guns were observed at T-413759.

(121-53) 11 F47Ds of the 377th Fighter Squadron took off at 1206 from AIG A-3 to conduct armed reconnaissance of the northwest area of the Cherbourg Peninsula. Each A/C carried 2x500 GP bombs (8/11 sec fusing). 11 A/C arrived over target at 1230. These A/C proceeded to attack coastal gun emplacements at 0-0725. The A/C dove from 6500 feet at a 60 degree angle and at 2000 feet released all 22 bombs on the emplacements. Squadron strafed targets, M/T and vehicles and then returned to base, landing at 1401.

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Oprep A No. 115 contd.

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- A. : The mission was very successful. Some of the coastal guns were firing out to sea at time of attack but were silenced by the bombing. An enemy ambulance fired at one of our A/C. The flak at N9180 to N9575 and on a road at T-9457 was light, meager and inaccurate. Heavy, meager and inaccurate at 01325. The weather was 10/10 at 4000 feet over the target but target was visible because of the manner of approach.
- B. : (i) 67 B47Ds (D/Bombers)  
 (ii) 64 (11 D/Bombers - strong point C-147221)  
 (10 D/Bombers - Gun emplacement C-112248)  
 (11 D/Bombers - Strong point C-188236)  
 (9 D/Bombers - Positions 40 and 42 on hill-131)  
 (12 D/Bombers - Bridge and other targets)  
 (11 D/Bombers - Coastal gun emplacement at C-0725)  
 (iii) 3 (c) Bomb release mechanism failure - Bombs would not release when A/C was over target.  
 (iv) NIL  
 (v) NIL  
 (vi) NIL  
 (vii) 3 - 2 - Damaged by flak, Cat. AC.  
 1 - Cause of damage undetermined, Cat. A.  
 (viii) 67
- C. : (i) NIL  
 (ii) NIL
- D. : (i) 107:45  
 (ii) NIL
- E. : (i) 120600 rounds 50 cal AP.  
 (ii) 22724  
 (iii) NIL
- F. : (i) 24 - 1000# GP Bombs (15-nose AN-M103 - tail M-114)  
 34 } 12: 90 - M1A1 Frag Clusters (6x20# Frag bombs per cluster)  
 17 } 68 - 500# GP Bombs (62-nose AN-M103 - all tail AN-M113)  
 32 (ii) 21-1000#GP bombs :  
 90-M1-A1 Frag Clusters : (See narrative  
 68-500#GP bombs : (or targets)
- (iii) 3-1000#GP bombs  
 (iv) NIL
- G. : NIL
- H. : NIL

For the Commanding Officer:

*Hugh L. Rice*  
 HUGH L. RICE  
 Major, Air Corps,  
 Adjutant.

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HEADQUARTERS  
368TH FIGHTER GROUP

I-6-1

APO 595, US Army  
30 June 1944.

SUBJECT: Oprep 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 : 368th Fighter Group, Statistical Officer.

REF : Oprep A No. 116 for 24 hours ending sunset June 26 1944.  
Operations Order No. MLL.

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

For the Commanding Officer:

*Hugh L. Rice*  
HUGH L. RICE  
Major, Air Corps,  
Adjutant.

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5 JUL 1944

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S E C R E T

HEADQUARTERS  
368th FIGHTER GROUP

T-R-1

APO 595, US Army  
30 June 1944.

SUBJECT: Oprep A Report. USAF Form 24 A.

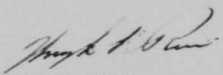
TO : Commanding General, Ninth Air Force, Attention 26th Statistical  
Control Unit.  
Commanding General, IX Tactical Air Command, Attention Statistical  
Control Section.  
Commanding General, 70th Fighter Wing, Attention Statistical  
Control Section.

FROM : 368th Fighter Group, Statistical Officer.

REF : Oprep A No. 117 for 24 hours ending sunset 27 June 1944.  
Operations Order No. HILL.

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

For the Commanding Officer:

  
HUGH I. PRICE  
Major, Air Corps,  
Adjutant.

S E C R E T

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5 JUN 1944

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HEADQUARTERS  
368TH FIGHTER GROUP

I-R-1

APO 595, US Army,  
2 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. 118 for 24 hours ending sunset 29 June 1944.  
Operations Order No. Y21-52, par 3A and No. FFW-2 par 3A, IX Tactical Air Command.

A. : (Y21-52, par 3A) 12 P47Ds of the 395th Fighter Squadron of the 368th Fighter Group took off from AIG A-3 at 1640, 28 June 1944 to execute armed reconnaissance mission over area covering secondary road net from St Lo, Montpichon, Mon-Martin-sur-mer, Granville, Villedie Torigni-sur-vire. Each A/C was loaded with 2x500 GP bombs (1/10-1/40 fusing). Squadron flew patrol as briefed but no targets were available. The Squadron then attacked fuel dump (alternate target) at T-529560. 12 A/C arrived over fuel dump at 1715 and diving from 8000 feet at a 50 degree angle, at 3000 feet released 22 bombs on the target. Squadron then returned to base, landing at 1755. No accurate results of bombing can be reported. No smoke or flames were observed, although the target area was generally covered by the bombing. The intensity of the enemy AA at the target would tend to indicate that some important installation was in the vicinity. 1 A/C was damaged by flak, Cat. A. Flak at T-529560 was light, intense and accurate; at T-4268 it was heavy, moderate and inaccurate. Rolling stock was noted at the M/T at Granville and Brehad. The weather was 5/10 to 9/10 at 4000 to 8000 feet with good visibility. No E/A were encountered.

(FFW-2 par 3A) 12 P47Ds of the 396th Fighter Squadron and 11 P47Ds of the 397th Fighter Squadron took off from AIG A-3 at 1606, 28 June 1944 to dive bomb troop concentration at Forêt de Montcastré. Each A/C was loaded with 2x500 GP bombs (1/10 - 1/40 fusing). 23 A/C arrived over target at 1630 and diving from 7500 feet, at 55 degree angle and at 2500 feet released 45 bombs on troop concentration. Some A/C strafed M/T in vicinity of T-8618, and T-8817. A/C returned to base, landing at 1820. Results of bombing were probably good. All bombs in area T-2284, T-2282, T-2482 and T-2484 with concentration at T-2382. No results were observed and no guns were noted but much activity in area with many tents, vehicles and personnel.

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- A. : No E/A were encountered. The flak at T-4563 was light, intense and accurate; at T-8821, T-5656, et vo it was light and heavy, weaker and inaccurate. The weather was 3/10 to 8/10 from 3500 feet to 9000 feet.
- B. : (i) 35 F47Ds (2/Bombers)  
 (ii) 35 (12 B/Bombers - Fuel Dump at T-529560)  
 (23 B/Bombers - Enemy troop concentration in Forest de Montecastro)  
 (iii) NIL  
 (iv) NIL  
 (v) NIL  
 (vi) NIL  
 (vii) 1 - Flak, Cat. A.  
 (viii) 35
- C. : (i) NIL  
 (ii) NIL
- D. : (i) 68:15  
 (ii) NIL
- E. : (i) 63000 pounds 50 cal API  
 (ii) 90A1  
 (iii) NIL
- F. : (i) 70 - 500# GP bombs (nose AN-M103 - tail AN-M101-A-2)  
 (ii) 67 - 22 - Fuel dump at T-529560  
 45 - Enemy troop concentration in Forest de Montecastro.  
 (iii) 2  
 (iv) NIL  
 1 - returned to A1D A-3
- G. : NIL
- H. : NIL

Other Claims:  
 M/T 2-4-4  
 Staff Car 1-0-0

For the Commanding Officer:

*Hugh I. Rice*  
 HUGH I. RICE  
 Major, Air Corps,  
 Adjutant.

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HEADQUARTERS  
368TH FIGHTER GROUP

I-R-1

APO 595, US Army,  
3 July 1944.

SUBJECT: Oprep A Report. USAAF Form 34 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

Oprep A No. 119 for 24 hours ending sunset 29 June 1944.  
Operations Order No. 42, IX Tactical Air Command, missions -21-54, and  
Y21-55, also WCCG missions MER-6, CGO, TCG-31 and Y21-1.

A. (Y21-54) 12 P47Ds of the 395th Fighter Squadron of the 368th Fighter Group, took off from AIG A-3 at 0804, 29 June 1944 to dive bomb emplacements at T-503666 and T-530666. Each A/C was loaded with 2x500 GP bombs (8/11 sec fusing). Squadron arrived over target area but one of Primary targets T-503666 was not marked. Second primary target T-530666 was marked and at 0830 6 A/C attacked it dropping 11 bombs. The alternate target at T-845230 (R/R emplacement) was observed to have been destroyed by previous bombing, therefore the second flight of six A/C attacked at 0835 another alternate target (R/R emplacement and bridge) at U-025065, dropping 12 bombs on it. The A/C dove from 8000 feet at a 35 degree angle and at 1000 feet, dropped their bombs on each target. Squadron then returned to base, landing at 0931. On target T-530666, good hits were observed. At target U-025065, the abutment was struck, hits on tracks with good results. The flak at St Lo was light, moderate and inaccurate. No E/A were encountered. The weather was three layers of clouds with 9/10 at 4000 feet, 6500 and 12000 feet.

(Y21-55) The 397th Fighter Squadron of this Group, composed of 12 P47Ds took off from AIG A-3 at 0820 to dive bomb gun emplacements at T-501668 and T-518657. Green smoke was to appear over both of these targets and upon arrival over target area, no green smoke was seen at target T-518657, so the 4 A/C assigned to this target attacked an alternate target instead, a R/R emplacement near Saurdeval at T-586175. 12 P47Ds each carried 2x500

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Cprop A No. 119 contd.

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A. : GP bombs (8/11 sec delay). Squadron dove from 4000 feet at a 50 degree angle and at 800 feet released 22x500 GP bombs on targets. 14 bombs were dropped on emplacement at T-501668 at 0830 and 8 on R/R embankment at T-526175 at 0845. 1x500 GP bomb was dropped on runway on return and one was dropped on target of opportunity. Squadron then returned to AIG A-3, landing at 0958. There were no damaged or abortive A/C on this mission, and no E/A were encountered. The flak at T-5261 was heavy and moderate; at T-9037 it was light, intense and inaccurate; near Villers at T-8058 it was light, intense and inaccurate. W/Ts, tanks and locomotive were also strafed, (see section H). 12 to 15 tanks were seen moving north on a road in vicinity of T-9037. The mission was fairly successful. All 14 bombs dropped on the emplacement at T-501668, fell in the target area. Eight bombs were dropped on the R/R embankment at T-526175 with poor results. The weather - cumulus clouds at 6000 feet with 8/10 coverage in vicinity of field. Farther south there were stratus clouds at 6000 feet from 8/10 to 10/10 coverage.

(08-0-6) The 396th Fighter Squadron of this Group, composed of 12 P47Ds took off from AIG A-3 at 1040 to dive bomb Fort at Cherbourg harbor. 12 P47Ds each carried 2x500 GP bombs (1/10-1/40 fusing). Squadron proceeded on mission as briefed, arriving over the target at 1100. 12 P47Ds dove from 6500 feet at a 60 degree angle and at 1500 feet released 24x500 GP bombs on the Fort with 4 direct hits. Squadron then left target area, landing at AIG A-3 at 1150. The bombing results were excellent. Army reports the Fort was knocked out and surrendered immediately after bombing. There were no damaged, abortive or E/A encountered. The weather was 9/10 clouds over at 7000 feet with superior visibility - haze below.

(08-0-4) The 395th Fighter Squadron of this Group, consisting of 12 P47Ds took off from AIG A-3 at 1303 to dive bomb woods at T-2439. 12 P47Ds each carried 2x500 GP bombs (1/10-1/40 fusing) and arrived over target at 1312. Squadron dove from 6000 feet at a 30 degree angle and at 1000 feet released 24x500 GP bombs on target. All bombs were seen to land in the target area, with good dispersal results. Squadron then left the target area, landing at AIG A-3 at 1405. There were no damaged or abortive A/C. No E/A or flak were encountered. Friendly artillery was firing on the target area at the time of bombing attack. Pilots reported seeing a few trucks in the target area, one of which was marked with a Red cross. The weather was 10/10 stratus at 7000 feet.

(08-0-21) The 397th Fighter Squadron of this Group, composed of 11 P47Ds took off from AIG A-3 at 1312 on an armed reconnaissance mission. 11 P47Ds were loaded with 21x500 GP bombs (1/10-1/40 fusing). Squadron proceeded as briefed, arriving over target areas T-2279, T-2530 and T-2427 at 1340. Squadron dove from 3000 feet at a 40 degree angle and at 2000 feet released 21x500 GP bombs on target area. 8 bombs were dropped in clearing of woods at T-2530, 9 bombs on wooded road junction at T-2427 and 4 bombs on ditched area containing vehicles at T-2279. Squadron also strafed W/Ts, (see Section H). Squadron then returned to base, landing at AIG A-3 at 1429. There were no abortive or E/A encountered. One A/C damaged by 30 cal. ammunition. Oct. AC. The flak at T-1830 was light, intense and accurate. The weather was poor and rainy - strato cumulus clouds - 8/10 coverage from 4000 to 5000 feet. In the vicinity of target areas, T-2530 and T-2427, many vehicles were hidden in wooded regions. Many Red Cross buildings were noted at T-2279.

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Oprep A No. 119 contd.

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A. : Approximately 30 vehicles with Red Crosses pulled under trees when approached, an unnecessary act in case of genuine ambulances. The target at Vesly at T-005798 was not bombed since nothing worth while was seen there. 2nd Lt Frederick C. Stoll was slightly injured by pieces of steel from the instrument panel and ammunition.

(701-1) The 396th Fighter Squadron of this Group, composed of 11 P47Ds took off from AIC A-3 at 1839 to dive bomb gun emplacement south of St Lo - T-474583. 11 P47Ds each carried 2x500 GP bombs (1/10-1/40 fusing). Squadron proceeded as briefed and 11 P47Ds dove from 6000 feet at a 55 degree angle and at 2000 feet released 22x500 GP bombs on target. Squadron also strafed M/Ts and then left target area, landing at AIC A-3 at 1920. There were no damaged, abortive or T/A encountered on the mission. The flick at T-8535 was light, moderate and inaccurate; at T-4758 it was light, meager and inaccurate. The weather was strato cumulus between 6-9000 feet with good visibility. A troop concentration (dug in swamp) was seen at T-8535. Squadron orbited the target area 3 times finding the target in the middle of a broken down wheat field. The gun emplacement was dug for 8 guns. Bombing results were very good with 90 per-cent of the hits on target area.

- B. : (i) 70 P47Ds (D/Bombers) -  
 (ii) 70 (12 D/Bombers - T-530666 and U-005065)  
 (12 D/Bombers - T-501668 and T-506175)  
 (12 D/Bombers - Port at Cherbourg)  
 (12 D/Bombers - Woods at T-2483)  
 (11 D/Bombers - T-0077 and T-0050 and T-2427)  
 (11 D/Bombers - Gun Emplacement south of St Lo.)

- (iii) NIL  
 (iv) NIL  
 (v) NIL  
 (vi) NIL  
 (vii) 1 - 90 cal. ammunition, Oct. 40.  
 (viii) 70

C. : (i) NIL  
 (ii) NIL

D. : (i) 160100  
 (ii) NIL

E. : (i) 126000 rounds 50 cal. AM.  
 (ii) 16041  
 (iii) NIL

F. : (i) 48 - 500# GP (tail - M113) :  
 35 (ii) 91 - 500# GP (nose - AN-2103-tail AN-2101A2) : See narrative for  
 (iii) 45 - 500# GP (8/11 sec fusing) : bombs dropped on  
 34 (iv) 91 - 500# GP (1/10cal/40 fusing) : targets.  
 1 - 500# GP (8/11 sec fusing) - target of opportunity.  
 (iii) 1  
 (iv) NIL  
 1 returned to base.

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Oprep A No. 119 contd.

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G. : 1 - 2nd Lt. Frederick C. Stoll, O-215417 slightly injured in eyes and face by pieces of steel from the instrument panel caused by piercing 30 cal ammunition hitting the panel.

H. : NII

Other Claims:

M/T 9-3-0 ✓  
Tanks 3-0-0  
Locomotive 0-0-1

For the Commanding Officer:

*Hugh L. Rice*  
HUGH L. RICE  
Major, Air Corps,  
Adjutant.

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S E C R E T

HEADQUARTERS  
368TH FIGHTER GROUP

I-P-1

APO 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.

REF : S E C R E T

Oprep A No. 120 for 24 hours ending 30 June 1944.  
Operations Order No. 45, Mission y21-53, IX Tactical Air Command.

- A. : The 368th Fighter Group executed three missions on this operations order on this date. All missions took off from AIG A-3. Purpose of all three missions were to destroy road junction in and near Aunay Sur Odon at T-8351, upon completion of bombing, perform armed reconnaissance without bombs for M/T and troops along roads leading out of the town to the south as far as a line east west between Flers and Villedieu.
- 8 P47Ds of the 396th Fighter Squadron of this Group took off from AIG A-3 at 0645, 30 June 1944 to bomb road junctions rear of Aunay Sur Odon. Each A/C carried 2x500 GP (11 sec delay fusing) bombs. Squadron proceeded on mission, climbing through dense clouds and headed south. Target was completely closed in. This was at 0700. Therefore Squadron jettisoned 14 bombs over a swamp northwest of field. One A/C aborted due to short in dynamotor and returned early to base. After dropping bombs, Bogies were called in at 1200 about two miles away. No contact was made because of weather. Squadron then returned to base, landing at 0800 at AIG A-3. The mission aborted due to weather. The flak at Caen was light, heavy, intense and accurate. One A/C was hit by 40 mm shell fire. Cat. AC. The weather was dense down to 200 feet, and appeared to be breaking up.
- 8 P47Ds of the 397th Fighter Squadron of the 368th Fighter Group took off from AIG A-3 at 1455, 30 June 1944 to dive bomb road junction in Aunay-sur-Odon. Each A/C was loaded with 2x500 GP bombs (8/11 sec. fusing).

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S E C R E T

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Opres No. 120 contd.

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A. : Squadron proceeded on mission, arriving over target, designated road junctions in the town at 1550. The A/C orbited over the town three times. The first time, the planes flew below clouds and were driven away by heavy, intense and accurate flak and light meager accurate flak. The second time A/C flew above clouds but clouds made it impossible to see the target. On the third time bombing was made and the town in general was bombed. 7 A/C dove from 10000 feet at a 60 degree angle and at 3000 feet released 14 bombs on target. Squadron then returned to base, landing at 1621. The results of the bombing were unobserved because of weather conditions. The A/C returned to base after bombing and did not patrol to the south. One A/C aborted due to engine failure and made landing at strip No. 5. No E/A were encountered. 3 A/C were damaged by flak, 2 Cat. A., and 1 Cat. AC. The weather was cumulus clouds from 3000 to 5000 feet - 6/10 to 7/10 coverage with good visibility.

8 B-24s from the 395th Fighter Squadron of the 368th Fighter Group, took off from AIG A-3 at 1730, 30 June 1944 to dive bomb targets in area of Aunay-Sur-Ordon. Each A/C carried 2x500 GP bombs (8/11 sec fusing). Squadron arrived over area at 1805 and bombed road junctions as follows: 4 bombs were dropped at T-8444, 2 at T-7948 and 2 at T-8148, 4 at T-8548, 3 at T-8450 and 1 at T-8351. Squadron then returned to base, landing at AIG A-3 at 1845. One A/C damaged by flak, Cat. AC. The town at T-8351 had already been completely bombed. No E/A were encountered. The flak in the vicinity of T-8351 was light and heavy, moderate and fairly accurate. In the vicinity of T-6657 it was heavy, meager and very accurate. The weather was 6/10 strato-cumulus with 4000 base, 8000 feet tops with good visibility.

- B. : (i) 24 B-24s (D/Bombers)  
 (ii) 15 (7 D/Bombers - Road junction in the town of Aunay sur -  
 ordon)  
 (8 D/Bombers - Road junctions at T-8548, T-8450, T-8351  
 T-8444, T-7948 and T-8148)  
 (iii) 9 (a) 7-Target completely closed in.  
 (c) 2-4-Fabrication system - broken oil pump, dead stick -  
 landing at strip 5.  
 -/ Radio failure - short in dynamotor.  
 (iv) NIL  
 (v) NIL  
 (vi) NIL  
 (vii) 5 - damaged by flak, 2-Cat. A., 3-Cat. AC.  
 (viii) 22
- C. : (i) NIL  
 (ii) NIL
- D. : (i) 33:45  
 (ii) NIL

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SECRET

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Oprep A No. 120 contd.

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E. v : (i) 43200 rounds 50 cal. API.  
 (ii) NIL  
 (iii) NIL

F. : 12 (i) 48 - 500# GP bombs (tail An-M113)  
 8 (ii) 30 - 14 - Road junction in Aunay-sur-odon.  
 4 - Road junction at T-8548  
 3 - Road junction at T-8450  
 1 - Road junction at T-3851  
 4 - Road junction at T-8444  
 2 - Road junction at T-7948  
 2 - Road junction at T-8148  
 3/4 (iii) 14 - (Mission aborted due to weather and target was closed in).  
 (iv) NIL  
 4 returned to base.

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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