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SECRETHEADQUARTERS
368TH FIGHTER GROUP

I-P-1

APO 595, US Army,
1 May 1944.

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

TO : Commanding General, Ninth Air Force, (Attention 26th Statistical Control Unit), APO 696, US Army.
Commanding General, IX Tactical Air Command, (Attention Statistical Control Section), APO 595, US Army.
Commanding General, 71st Fighter Wing, (Attention Statistical Control Section), APO 595, US Army.

FROM : 368th Fighter Group, USAAF, APO 595, U.S. Army.

REF : SECRET

Oprep A No. 33 Part 1 for 24 hours ending Sunset 1 May 1944.

Operations Order No. 201.

A. : This Group took off at 0917, 1 May 1944 to dive bomb St Ghislain Marshalling Yards in France. 32 P47Ds each carried 2 x 1000 GP bombs and another Squadron of 16 P47Ds acted as escort and maintained top cover. The Group proceeded on mission as briefed, arriving over target at 1020. 61 x 1000 GP bombs were dropped on St Ghislain Marshalling Yards. Later, 2 x 1000 GP bombs were dropped on the A/D At Douai, and one jettisoned in Channel. The Group then returned to base, landing at 1149.

Pilots reported excellent results in bombing. All except two bombs hit the western half of the Marshalling Yards. Many hits on 20 trains lined up on sidings were observed. A very large explosion was seen and many fires were started. A few hits were made on the Engine Shed. The choke point at the western section of the yard was also hit. The large quantity of smoke made it difficult to observe the results more clearly. The Pilots also reported that they believe 9 E/A flew over the Group formation over St Pol at 17000 feet going north. Silver planes were seen in dispersal area north of runway on the Vitryen-Artois A/D. Marshalling Yards at Valenciennes appeared to be busy and apparently had not been bombed. 32 ships (8 single stack, 24 small craft) were observed heading SE, midway between Dungeness and Gris Nez and were believed to be a friendly convoy. No flak or E/A were encountered. The weather at L/F in was a solid overcast from 4 to 5000 feet; clear over target with some haze.

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Oprep A No. 33 Part 1 contd.

- B. : (i) 48 P47Ds were dispatched; 32 P47Ds as dive bombers; 16 P47Ds as escort and top cover.
- (ii) 31 P47Ds attacked St Ghislain Marshalling Yards; 1 P47D attacked A/D at Bouai; 48 P47Ds completed mission.
- (iii) NIL
- (iv) NIL
- (v) NIL
- (vi) NIL
- (vii) NIL
- (viii) 48

- C. : (i) 48 108 gal British external (belly) tanks (American gal).
- (ii) 48

- D. : (i) P47D / 2 7.30 hours.
- (ii) NIL

- E. : (i) 76800 x 50 cal.
- (ii) NIL
- (iii) NIL

- F. : (i) 64 x 1000 GP bombs, 1/10 nose, 1/40 tail fuse.
- (ii) 61 x 1000 GP bombs dropped on St Ghislain Marshalling Yards. 2 x 1000 GP bombs dropped on A/D at Bouai.
- (iii) 1 x 1000 GP bomb jettisoned in Channel.
- (iv) NIL

- G. : (i) NIL

- H. : (i) NIL
- (ii) NIL
- (iii) NIL

For the Commanding Officers:

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

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HEADQUARTERS
368TH FIGHTER GROUP

I-P-1

APO 595, US Army,
1 May 1944.

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

TO : Commanding General, Ninth Air Force, (Attention 26th Statistical Control Unit), APO 696, US Army.
Commanding General, IX Tactical Air Command, (Attention Statistical Control Section, APO 595, US Army.
Commanding General, 71st Fighter Wing, (Attention Statistical Control Section, APO 595, US Army.

FROM : 368th Fighter Group, USAAF, APO 595, US Army.

REF : SECRET

Oprep A No. 34 Part 2 for 24 hours ending Sunset 1 May 1944.

Operations Order No. 203.

A. : This Group took off at 1800, 1 May 1944 to dive bomb Arras Marshalling Yards in France. 32 P47Ds each carried 2 x 1000 GP bombs and the other Squadron of 16 P47Ds acted as escort and maintained top cover. The Group proceeded on mission as briefed, arriving over the target at 1856. 64 x 1000 GP bombs were dropped on Arras Marshalling Yards. The Group then returned to the base, landing at 2012.

Pilots reported good bombing results. Approximately 47 GP bombs were dropped on target area, (4 direct hits on locomotive shed causing considerable dust and smoke). Other hits scattered short of target and in town on north side of target. Other hits on cars in siding west of locomotive shed also were observed. Rest of the bombs were dropped on cars and tracks in SW portion of the Yards. Part of the target looked as if it had been bombed effectively by another Group, who had just finished bombing upon arrival of the Group. A convoy of 50 trucks and tanks at 50 degree 18 minutes N - 02 degree, 35 minutes E, halted on a road, was observed. No E/A were encountered on entire mission. The flak at Frevent A/D was heavy, moderate and accurate; at Berck light, meager and inaccurate; No flak over target area. The weather over the Channel was 8/10 at 4000; visibility poor; over the continent, 3/10 at 4000; visibility good.

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1 May

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Oprop A No1 34 Part 2 continued.

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- B. : (i) 48 ^{P47} P47s dispatched; 32P47Ds as dive bombers; 16 P47Ds as escort and top cover.
 (ii) 32 P47Ds attacked target at Arras Marshalling Yards; 48 P47Ds completed mission.
 (iii) NIL
 (iv) NIL
 (v) NIL
 (vi) NIL
 (vii) NIL
 (viii) 48
- C. : (i) 48 108 gal British external (belly) tanks (American gal).
 (ii) 48
- D. : (i) P47D 114:30 Hours
 (ii) NIL
- E. : (i) 76800 x 50 c-l.
 (ii) NIL
 (iii) NIL
- F. : (i) 64 x 1000 GP bombs, 1/10 nose, 1/40 tail fuse.
 (ii) 64 x 1000 GP bombs dropped on Arras Marshalling Yards.
 (iii) NIL
 (iv) NIL
- G. : (i) NIL
- H. : (i) NIL
 (ii) NIL
 (iii) NIL

For the Commanding Officer:

Joseph H. Drumfield Jr
1st Lt. A.C.

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

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HEADQUARTERS
368TH FIGHTER GROUP

I-P-2

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

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

TO : Commanding General, Ninth Air Force, (Attention 26th Statistical Control Unit), APO 696, U. S. Army.
Commanding General, IX Tactical Air Command, (Attention Statistical Control Section), APO 595, U. S. Army.
Commanding General, 71st Fighter Wing, (Attention Statistical Control Section), APO 595, U. S. Army.

FROM : 368th Fighter Group, USAAF, APO 595, U. S. Army.

REF : SECRET

Oprep A No. 35 Part 1 for 24 hours ending Sunset 2 May 1944.

Operations Order No. 205.

A. : This Group took off at 1156, 2 May 1944 to dive-bomb Aulnoye Marshalling Yards. 32 P47Ds each carried 2 x 500 GP bombs while the other Squadron of 16 P47Ds acted as escort and maintained top cover. The Group proceeded on the mission as briefed, arriving over Aulnoye Marshalling Yards at 1300. 29 P47Ds dropped 57 x 500 GP bombs on target. 7 x 500 GP bombs were tetterised in Channel. The Group then returned to base, landing at 1425.

The Pilots reported the bombing results were excellent. At least five direct hits were made on a large repair shop in southern yards, causing explosions; one hit on a small repair shop. The remainder of bombs fell on tracks and cars. In the northern yards it was difficult to assess results as target had been previously bombed. It is estimated at least twenty-three bombs were dropped in northern yards with several hits on repair shops. At 1400, between twenty and thirty mixed craft (mostly small) were observed twenty-five miles south of Beachy-Head, headed west. No E/A encounters on mission. No flak was observed. Over the Channel there were scattered clouds at 5000, visibility was good; over the Continent 8/10 coverage at 5000; visibility above 5000 was good.

B. : (i) 48 P47Ds dispatched. 32 P47Ds each carried 2 x 500 GP bombs. 16 P47Ds acted as escort and top cover.
(ii) 29 P47Ds attacked Aulnoye Marshalling Yards. 45 P47Ds completed mission.
(iii) 3 P47Ds (Dive-Bombers) (c) 2 due to generator and one due to high oil pressure.

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Oprep A Report No 35 Cont'd. page 2.

- (iv) Nil
- (v) Nil
- (vi) Nil
- (vii) Nil
- (viii) 45

- C. : (i) 48 108 Gal British Type external (belly) tanks (American Gallon)
- (ii) 48
- CORRECTION: On Oprep A #26, Operation Order No 179: 48 belly tanks were reported in C (i) and C (ii). This should be corrected to read 96 in C (i) and C (ii).

- D. : (i) F47D 119 H hrs.
- (ii) Nil

- E. : (i) 76800 x 50 Cal.
- (ii) 650 x 50 Cal.
- (iii) Nil

- F. : (i) 64 x 500 GP bombs 1/10 nose, 1/40 tail fuse.
- (ii) 57 x 500 GP bombs dropped on Aulnoye Marshalling Yards.
- (iii) 7 x 500 GP bombs jettisoned in Channel.
- (iv) Nil

- G. : Nil

- H. : (i) Nil
- (ii) Nil
- (iii) Nil

For the Commanding Officer:

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

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HEADQUARTERS
368TH FIGHTER GROUP

I-P-2

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

SUBJECT: Oprep A Report. U. S. A. A. F. Form 344.

TO : Commanding General, Ninth Air Force, (Attention 26th Statistical Control Unit), APO 696, U. S. Army.
Commanding General, IX Tactical Air Command, (Attention Statistical Control Section), APO 595, U. S. Army.
Commanding General, 71st Fighter Wing, (Attention Statistical Control Section), APO 595, U. S. Army.

FROM : 368th Fighter Group, USAAF, APO 595, U. S. Army.

REF : SECRET

Oprep A No. 36 Part 2 for 24 hours ending Sunset 2 May 1944.

Operations Order No. 207

A. : This Group consisting of 48 P47Ds took off at 1808, 2 May 1944 to dive bomb Tourcoing Marshalling Yards. Thirty-two P47Ds each carried 2 x 500 GP bombs and the other Squadron of 16 P47Ds acted as escort and maintained top cover. The mission was accomplished as briefed, arriving over target at 1859. 59 x 500 GP bombs were dropped on target; 2 x 500 GP bombs were dropped west of the target 2 x 500 GP bombs were jettisoned in the Channel and 1 x 500 GP bomb was returned to the base. Group then returned to base, landing at 2027.

Pilots reported bombing results; fair to good. At least 4 hits were observed on building south of tracks. Probable 4 hits on locomotive shed. Fires started on factory, building right of locomotive shed. Several hits were noted in area south of main Marshalling Yards. A silver plane resembling a P47, but larger, was seen on a two-acre field just west of Lilliers.

No E/A were encountered on entire mission. The flak over target was light, moderate, and moderately accurate; at southwest tip of Roubaix, heavy, meager, and inaccurate; at Armentieres, heavy, intense and accurate with yellow, white and black bursts. The weather enroute and over target was clear with visibility good.

- B. : (i) 48 P47Ds dispatched, 32 P47Ds as Dive-Bombers, 16 P47Ds escorts and top cover.
(ii) 32 P47Ds dive-bombed the Tourcoing Marshalling Yards and 48 P47Ds completed the mission.
(iii) Nil
(iv) Nil
(v) Nil
(vi) Nil

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Cprep A Report No 36 Part 2 Cont'd.

- (vii) Nil
- (viii) 48
- C. : (i) 48 108 Gal British external (belly) tanks. (American Gallon).
- (ii) 48
- D. : (i) P47D 113:30 Hours
- (ii) Nil
- E. : (i) 76800 x 50 Gal.
- (ii) Nil
- (iii) Nil
- F. : (i) 64 x 500 GP bombs 1/10 nose, 1/40 tail fuse.
- (ii) 61 x 500 GP bombs were dropped on Tourcoing Marshalling Yards.
- (iii) 2 x 500 GP bombs were jettisoned in Channel.
- (iv) Nil
- (v) 1 x 500 GP was returned to base.
- G. : (i) Nil
- H. : (i) Nil
- (ii) Nil
- (iii) Nil

1 on each of 3 planes - GP called - E.L.

For the Commanding Officer:

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

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HEADQUARTERS
368th Fighter Group

E-P-4

APO 595, U.S. Army,
2 May 1944. *RMS*

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-2*
- A. 2 May 1944, Field Order 205.
 - B. Dive Bomb
 - C. 368th Fighter Group, 71st Fighter Wing
 - D. P-47D15, 42-76302, 395th Fighter Squadron
 - E. 106:25
 - F. 106:25
 - G. 2nd Lieut. Forrest D. Midlam
 - H. Electrical System
 - I. About two (2) minutes after leaving the English coast I noticed that my generator was not operating. I immediately left formation and returned to the field after releasing my bombs in the channel.
 - J. Investigation revealed the generator circuit breaker popped out due to overload. Reset circuit breaker, adjusted voltage output and reverse current relay. Ground checked and found Ok.

For the Commanding Officer:

Frank S. Perigo
FRANK S. PERIGO,
Major, Air Corps,
Investigating Officer.

6 MAY 1944

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HEADQUARTERS
368th Fighter Group

E-P-4

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

MMB

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. 2 May 1944, Field Order 205.
 - B. Dive Bomb
 - C. 368th Fighter Group, 71st Fighter Wing
 - D. P-47D16, 42-76083, 395th Fighter Squadron
 - E. 185:30
 - F. 185:30
 - G. 2nd Lieut. Alexander E. Leloup
 - H. High Oil Temperature
 - I. I was flying number two (2) in yellow flight. We were over the channel at about nine thousand (9000) feet when I checked my instruments. The oil temperature was out of sight and oil pressure was sixty (60) pounds. I jettisoned my bombs and returned.
I first checked my cockpit shortly after setting course. The oil temperature was slightly high but everything seemed to be in order. As the air was very rough climbing up I didn't check again until the point where I aborted.
 - J. Investigation revealed oil cooler shutters not opened during flight, thus causing temperature to run extremely high. Abortion attributed hundred percent (100%) to pilot error.

L-2

For the Commanding Officer:

Frank S. Perezgo
FRANK S. PEREGO,
Major, Air Corps,
Investigating Officer.

6 MAY 1944

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HEADQUARTERS
368th Fighter Group

E-P-2

APC 595, U.S. ARMY
4 May 1944.

WMB

SUBJECT: Abortive Report.

TO : Commanding General, IX Tactical Air Command, APC # 595,
U.S. 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 submitted:

A- 2 May 1944, Operations Order # 205.

B- Dive Bomb.

C- 368th Group, 71st Wing.

D- P-47D20, 42-76489, 396th Fighter Squadron.

E- 139 Hours 10 Minutes.

F- 139 Hours 10 Minutes.

G- 2nd Lt., ROBERT H. HOWIE.

H- A- Power Plant, Generator.

I- My ammeter indicated no charge at 9 to 10,000 feet. I could get no indicated change when turning radio off and on or pushing mike button, so I turned and came home.

J- Investigation disclosed that generator was not functioning.

K. None.

For The Group Commander

Frank S. Perego
FRANK S. PEREGO,
Major, Air Corps,
Investigating Officer

6 MAY 1944

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HEADQUARTERS
368TH FIGHTER GROUP

I-P-1

APO 595, US Army,
4 May 1944.

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

TO : Commanding General, Ninth Air Force, (Attention 26th Statistical
Control Unit), APO 696, US Army.
Commanding General, IX Tactical Air Command, (Attention Statistical
Control Section), APO 595, US Army.
Commanding General, 71st Fighter Wing, (Attention Statistical
Control Section), APO 595, US Army.

FROM : 368th Fighter Group, APO 595, US Army.

REF : Oprep A No. 37 for 24 hours ending Sunset 3 May 1944.
Mission or operations No. MIL.

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.

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HEADQUARTERS
368TH FIGHTER GROUP

I-P-1

APO 595, US Army,
5 May 1944.

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

TO : Commanding General, Ninth Air Force, (Attention 26th Statistical Control Unit), APO 696, US Army.
Commanding General, IX Tactical Air Command, (Attention Statistical Control Section), APO 595, US Army.
Commanding General, 71st Fighter Wing, (Attention Statistical Control Section), APO 595, US Army.

FROM : 368th Fighter Group, APO 595, US Army.

REF : Oprep A No. 38 for 24 hours ending Sunset 4 May 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
MAURICE D POWELL
1st Lt., Air Corps,
Asst. Adjutant.

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SECRETHEADQUARTERS
368TH FIGHTER GROUP

I-P-1

APO 595, US ARMY.
5 May 1944.

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

TO : Commanding General, Ninth Air Force, (Attention 26th Statistical Control Unit), APO 696, US ARMY.
Commanding General, IX Tactical Air Command, (Attention Statistical Control Section), APO 595, US ARMY.
Commanding General, 71st Fighter Wing, (Attention Statistical Control Section), APO 595, US ARMY.

FROM : 368th Fighter Group, APO 595, US ARMY.

REF : SECRET

Oprep A No. 39 for 24 hours ending Sunset 5 May 1944.Operation Order No. 213.

A. ✓ : This Group consisting of 48 P47Ds took off at 0907, 5 May 1944, to dive bomb Sevin Marshalling Yards in France. Two Squadrons of 16 P47Ds each carried 2 x 500 GP bombs, while the other Squadron of 16 P47Ds acted as escort and maintained top cover. Mission proceeded as briefed, arriving over target at 1000. 32 P47Ds attacked target, dropping 60 x 500 GP bombs, also 1 x 500 GP bomb was dropped unarmed on runway at the base; 2 x 500 GP bombs were jettisoned in open field in France; 1 x 500 GP bomb was dropped on Douai Marshalling Yards. Group then returned to base, landing at 1125.

Pilots reported good bombing results with 6 hits on engine shed and many strikes on cars and trucks in north part of yards and on the choke point. The Canal between Douai and Arras was choked with large barges which appeared to be guarded by troops. The A/D at Vitry-en-Artois seemed to have no bomb effects. Balloons over Brighton flying in overcast and not 500 feet below it. No E/A were encountered on the entire mission. There was no flak over target. The flak at Hardelet was light, meager, and inaccurate; at LaFouquet light, meager and inaccurate. The weather over the target was 7/10 at 5000 and at 9000. Over the continent 10/10 from L/F in until the general vicinity of target. Over the Channel it varied from 10/10 to 7/10. Visibility was good throughout.

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Oprep A Report No# 39, Page 2.

- B. : (i) 48 P47Ds dispatched; 32 P47Ds as dive bombers, 16 P47Ds as escort and top cover.
(ii) 32 P47Ds dive bombed Somain Marshalling Yards. (One bomb dropped on Douai Marshalling Yards) 48 P47Ds completed mission.
(iii) Nil
(iv) Nil
(v) Nil
(vi) Nil
(vii) Nil
(viii) 48
- C. : (i) 48 108 Gal external British (belly) tanks. (American Gallon)
(ii) 48
- D. : (i) P47Ds 114 Hours.
(ii) Nil
- E. : (i) 76800 x 50 Gal.
(ii) 1378 x 50 Gal.
- F. : (i) 64 x 500 GP bombs 1/10 nose, 1/40 tail fuses.
(ii) 60 x 500 GP bombs dropped on Somain Marshalling Yards.
1 x 500 GP bomb dropped on Douai Marshalling Yards.
(iii) 2 x 500 GP bombs jettisoned in open field in France. - *at Douai & 2 planes*
(iv) Nil
(v) 1 x 500 GP bomb dropped on runway of base when the aircraft was returning from mission. (Bomb was unarmed)
- G. : (i) Nil
- H. : (i) Nil
(ii) Nil
(iii) Nil

For the Commanding Officer:

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

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HEADQUARTERS
368TH FIGHTER GROUP

1-1-1

APO 595, US Army
6 May 1944.

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

TO : Commanding General, Ninth Air Force, (Attention 6th Statistical
Control Unit), APO 696, US Army.
Commanding General, IX Tactical Air Command, (Attention Statistical
Control Section), APO 595, US Army.
Commanding General, 71st Fighter Wing, (Attention Statistical
Control Section), APO 595, US Army.

FROM : 368th Fighter Group, APO 595, US Army.

REF : Oprep A No. 40 for 24 hours ending Sunset 6 May, 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
MAURICE D POWELL
1st Lt., Air Corps,
Asst. Adjutant.

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SECRETHEADQUARTERS
360TH FIGHTER GROUP

I-P-1

APO 595, US Army
7 May 1944.SUBJECT: Oprop A Report. U.S.A.A.F. Form 34A. *cc 29/ WMB*TO : Commanding General, Ninth Air Force, (Attention 26th Statistical Control Unit), APO 696, US Army.
Commanding General, IX Tactical Air Command, (Attention Statistical Control Section), APO 595, US Army.
Commanding General, 71st Fighter Wing, (Attention Statistical Control Section), APO 595, US Army.

FROM : 360th Fighter Group, APO 595, US Army.

REF : SECRET

Oprop A No. 41 for 24 hours ending Sunset 7 May 1944.Operation Order No. 219.

- A. : This Group consisting of 48 P47Ds took off at 1235, 7 May 1944 to dive bomb Namur Marshalling Yards. 2 Squadrons of 16 P47Ds each carried 2 x 500 GP bombs and the other Squadron of 16 P47Ds acted as escort and maintained top cover. The mission proceeded as briefed, arriving over target at 1357. 32 P47Ds attacked Namur Marshalling Yards, dropping 66 x 500 GP bombs; 2 x 500 GP bombs were jettisoned in open fields. The Group then returned to the base, landing at 1521.
- ✓ Pilots reported very good bombing results, with most of the bombs landing in the area, with hits on locomotive shed and rolling stock, causing smoke. The target was bombed generally from north to south. The Valenciennes Marshalling Yards appeared very crowded and active. Scattered barges on canal between Charleroi, Mons and Valenciennes were noted. The Douai Marshalling Yards also seemed quite crowded. Much German was heard on R/T, Channel "A", about 1300 and until the target was reached. Neither flak nor E/A were encountered on the entire mission. The weather over the target and enroute was 8 to 9/10 with tops at 1000 and base at 6000. Visibility was good.

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- B. : (1) 48 P47Ds were dispatched; 32 P47Ds as dive bombers; 16 P47Ds as escort and top cover.
 (ii) 31 P47Ds attacked Namur Marshalling Yards; 48 P47Ds completed mission, including aircraft which could not release bombs. + 16 Escort
 (iii) 1 P47D (dive bomber) (d) - could not release bombs on target. bomb release mech.
 (iv) NIL
 (v) NIL
 (vi) NIL
 (vii) NIL
 (viii) 48
- C. : (1) 48 108 British external (belly tanks, (American gallon).
 (ii) 48
- D. : (1) P47D/38.30 hours.
 (ii) NIL
- E. : (1) 76800 x 50 cal.
 (ii) NIL
 (iii) NIL
- F. : (1) 64 x 500 GP bombs, 1/10 nose and 1/40 tail fuses.
 (ii) 60 x 500 GP bombs dropped on Namur Marshalling Yards.
 (iii) 2 x 500 GP bombs were jettisoned in open fields.
 (iv) 2 x 500 GP bombs were jettisoned in Channel by Aborted A/C.
 NIL.
- G. : (1) NIL
- H. : (i) NIL
 (ii) NIL
 (iii) NIL

For the Commanding Officer:

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

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HEADQUARTERS
368TH FIGHTER GROUP

E-P-1

APC 595 U S Army
7 May 1944

RMB

SUBJECT: Abortive Report.

TO : Commanding General, IX Tactical Air Command, APC
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. 7 May 1944, Field Order 219
- B. Dive Bomb
- C. 368th Fighter Group, 71st Fighter Wing
- D. P-47E15, 42-76310, 395th Fighter Squadron
- E. 127:55
- F. 127:55
- G. 2nd Lieut. Homer E. Hayes
- H. Bomb Release Mechanism

F-3

I. Upon arriving over the target, I checked my double wing release to make sure of security. The Flight Leader proceeded on his run and when I pulled back on the release the catches on the manual handles flipped off, failing to release bombs. Because of intensity of cloud cover I could not successfully make a second attempt, so carried the bombs back to the channel and jettisoned them.

J. Investigation disclosed clamps holding bomb release handle slipped off stems. Cables shortened and clamps readjusted to correct trouble.

For the Commanding Officer:

Frank S. Perigo
FRANK S. PERIGO,
Major, Air Corps,
Investigating Officer.

11 MAY 1944

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SECRETHEADQUARTERS
368TH FIGHTER GROUP

I-P-1

APO 595, US Army,
8 May 1944.

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

TO : Commanding General, Ninth Air Force, (Attention 26th Statistical Control Unit), APO 696, US Army.
Commanding General, IX Tactical Air Command, (Attention Statistical Control Section), APO 595, US Army.
Commanding General, 71st Fighter Wing, (Attention Statistical Control Section), APO 595, US Army.

FROM : 368th Fighter Group, APO 595, US Army.

REF : SECRET

Oprep A No. 42 for 24 hours ending Sunset 8 May 1944.

Operation Order No. 226.

A. : This Group consisting of 50 P47Ds took at 1609, 8 May 1944 to dive bomb Railway Bridge near Sedan. 32 P47Ds each carried 2 x 1000 GP bombs while another Squadron of 16 P47Ds acted as escort and maintained top cover. 2 P47Ds acted as Radio Relays. The mission proceeded as briefed, arriving over target at 1731. 32 P47Ds attacked Railway Bridge near Sedan, dropping 64 x 1000 GP bombs. The Group then returned to base, landing at 1908.

Pilots reported fair bombing results with one direct hit on bridge. Hits were made on both ends of the bridge on tracks and one train was destroyed at east end of bridge. The Marshalling Yards at Cambrai seemed to be wiped out and many barges on Oise-Sambre Canal at 1745 were noted. Half way between Le Touquet and Berck a very large excavation and digging was in process. 10 Flak Towers were noted near roads in vicinity of Achiet and Perone and to the NW of Perone. No E/A were encountered on the entire mission. No flak was observed over the target. The flak at Namone was heavy, intense and inaccurate. The weather over the target was 3/10 scattered at 6000 with a solid overcast and heavy clouds to the east of the target. The weather enroute was CAVU.

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- B. : (i) 50 P47Ds were dispatched; 32 P47Ds as dive bombers; 16 P47Ds as escort and top cover; 2 P47Ds as radio relays.
- (ii) 32 P47Ds attacked the Railway Bridge near Sedan. ¹⁶ 16 P47Ds were over the target and 50 P47Ds, including the 2 radio relays, completed the mission.
- (iii) NIL
- (iv) NIL
- (v) NIL
- (vi) NIL
- (vii) NIL
- (viii) 50

- C. : (i) 50 108 gal British external (belly) tanks. (American gal).
- (ii) 50

- D. : (i) P47D 151 hours.
- (ii) NIL

- E. : (i) 80000 x 50 cal.
- (ii) 294 x 50 cal.
- (iii) NIL

- F. : (i) 64 x 1000 GP bombs, 1/10 nose and 1/40 tail fuses.
- (ii) 64 x 1000 GP bombs dropped on Railway Bridge near Sedan.

- G. : (i) NIL

- H. : (i) NIL
- (ii) NIL
- (iii) NIL

Train destroyed ✓

For the Commanding Officer:

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

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SECRETHEADQUARTERS
368TH FIGHTER GROUP

I-P-1

APO 595, US Army,
10 May 1944.

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

TO : Commanding General, Ninth Air Force, (Attention 26th Statistical Control Unit), APO 696, US Army.
Commanding General, IX Tactical Air Command, (Attention Statistical Control Section), APO 595, US Army.
Commanding General, 71st Fighter Wing, (Attention Statistical Control Section), APO 595, US Army.

FROM : 368th Fighter Group, APO 595, US Army.

REF : SECRET

Oprep A No. 41 Part 1 For 24 hours ending Sunset 9 May 1944.Operation Order No. 227.

A. : This Group consisting of 48 P47Ds took off at 1008, 9 May 1944 to dive bomb Gun Positions, F and G in France. 48 P47Ds each carried 2 x 1000 GP bombs. The mission proceeded as briefed, arriving over the target at 1056. 48 x 1000 GP bombs were dropped on target F; 46 x 1000 GP bombs were dropped on target G; 2 x 1000 GP bombs were jettisoned in Channel by separate aircraft. The Group then returned to the base, landing at 1159.

Pilots reported excellent bombing results on target G. Bombs fell directly around and in target G. Enemy guns stopped firing after 2nd flight had bombed this target. Bombing results on target F were fair. Bombs fell in general area and guns seemed to stop firing. Many Pilots fired their guns. This type of attack seemed to be successful. Most of the flak seemed to be fired at the Fighters. This Group bombed within 20 seconds after the call from the bombers, but this seemed to be a little early in the general timing of the attack. Flame and smoke were observed coming from the area being bombed by B26s. 7 of our P47Ds suffered flak damage. No enemy aircraft were encountered on entire mission. The flak over the target was light and heavy, intense and accurate. The weather over the target and enroute was CAVU.

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Oprep A No. 43 Part 1, contd.

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- B. : (i) 48 P47Ds were dispatched as dive bombers.
(ii) 24 P47Ds dropped 48 x 1000 GP bombs on target F.
24 P47Ds dropped 46 x 1000 GP bombs on target G.
48 P47Ds completed mission.
(iii) NIL
(iv) NIL
(v) NIL
(vi) NIL
(vii) 7 P47Es Category A. All slightly damaged by flak.
(viii) 48
- C. : (i) NIL
(ii) NIL
- D. : (i) P47D 95:30 hours.
(ii) NIL
- E. : (i) 76800 x 50 cal.
(ii) ~~11678~~ x 50 cal. 1603X50 CAL.
(iii) NIL
- F. : (i) 96 x 1000 GP bombs, 1/10 nose and 1/40 tail fuses.
(ii) 48 x 1000 GP bombs were dropped on target F.
46 x 1000 GP bombs were dropped on target G.
(iii) 2 x 1000 GP bombs were jettisoned in Channel (because of faulty bomb releases on two aircraft.
(iv) NIL
- G. : (i) NIL
- H. : (i) NIL
(ii) NIL
(iii) NIL

For the Commanding Officer:

Maurice D. Farrell
MAURICE D. FARRELL
1st Lt., Air Corps,
Asst. Adjutant.

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SECRETHEADQUARTERS
368TH FIGHTER GROUP

I-P-1

APO 595, US Army
10 May 1944.

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

TO : Commanding General, Ninth Air Force, (Attention 26th Statistical Control Unit), APO 696, US Army.
Commanding General, IX Tactical Air Command, (Attention Statistical Control Section), APO 595, US Army.
Commanding General, 71st Fighter Wing, (Attention Statistical Control Section), APO 595, US Army.

FROM : 368th Fighter Group, APO 595, US Army.

REF : SECRET

Oprop A No. 44 Part 2 for 24 hours ending Sunset 9 May 1944.Operation Order No. 234.

- A. : This Group consisting of 49 P47Ds took off at 1614, 9 May 1944 to dive-bomb NoBall targets 2-3063, 2-3103, and 2-3115 in North-western France. 49 P47Ds each carried 2 x 500 GP bombs. The mission proceeded as briefed, arriving over targets at 1705. 16 P47Ds dive bombed NoBall target (2-3115) south of Haze rouch, dropping 30 x 500 GP bombs. 17 P47Ds dive-bombed NoBall target (2-3063) at Ardres, dropping 31 x 500 GP bombs. 16 P47Ds dive bombed NoBall target (2-3103) NE of Abbeville, dropping 0 x 500 GP bombs. The Group then returned to base, landing at 1816.

Pilots reported very good bombing results on target 2-3115. 30 x 500 GP bombs dropped in wooded area of target, but the damage could not be determined due to the dense woods. On target, 2-3063, very good bombing results were obtained, with 31 x 500 GP dropping in target area with some direct hits on the buildings. Excellent results were obtained in the bombing of target, 2-3103, with 30 x 500 GP bombs dropping in the target area, with many direct hits and lots of smoke being observed. No A/A were encountered on mission. The flak at Hardslot was heavy, a danger and inaccurate. The weather over the target and enroute was 1 VU.

- B. : (1) 49 P47Ds were dispatched as dive bombers.

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Report A Report No. 44 Part 2 Cont'd.

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- (ii) { 16 P47Ds dive-bombed target Z-3115.
17 P47Ds dive-bombed target Z-3063.
16 P47Ds dive-bombed target Z-3103.
49 P47Ds completed mission.
- (iii) Nil
(iv) Nil
(v) Nil
(vi) Nil
(vii) Nil
(viii) 49
- C. : (i) Nil
(ii) Nil
- D. : (i) P47D 100.45 hours.
(ii) Nil
- E. : (i) 78400 x 50 Cal.
(ii) 2359 x 50 Cal.
(iii) Nil
- F. : (i) 98 x 500 GP bombs, 1/10 nose and 1/40 tail fuses.
(ii) { 30 x 500 GP bombs dropped on target, Z-3115.
91 { 31 x 500 GP bombs dropped on target, Z-3063.
30 x 500 GP bombs dropped on target, Z-3103.
(iii) { 3 x 500 GP bombs jettisoned in channel (because of faulty bomb releases)
2 x 500 GP bombs jettisoned over continent (because of faulty bomb releases)
(iv) Nil
(v) { 2 x 500 GP bombs returned to base (because of fault, bomb releases)
- G. : (i) Nil
- H. : (i) Nil
(ii) Nil
(iii) Nil

For the Commanding Officer:

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

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SECRETHEADQUARTERS
368TH FIGHTER GROUP

I-P-2

APO 895, U. S. Army,
11 May 1944.

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

TO : Commanding General, Ninth Air Force, (Attention 25th Statistical Control Unit), APO 896, U. S. Army.
Commanding General, IX Tactical Air Command, (Attention Statistical Control Section), APO 895, U. S. Army.
Commanding General, 71st Fighter Wing, (Attention Statistical Control Section), APO 895, U. S. Army.

FROM : 368th Fighter Group, APO 895, U. S. Army.

REF : SECRET

Oprep A No. 45 for 24 hours ending sunset 10 May 1944.

Operation Order No. 238.

A. : This Group consisting of 48 P47Ds, 32 P47Ds carrying 2 x 1000 GP bombs, and 16 P47Ds acting as escort and top cover, took off at 1529. Purpose of mission was to dive-bomb the Marshalling Yards at Cambrai. At 1628 32P47Ds dropped 64 x 1000 GP bombs on the yards with good results. The Group then returned to base landing at 1746.

Many hits in general area. Reference to Photograph 5008E/106
Hits were made on f, g, h, j, and north end of k. Areas g and f appeared to be already well bombed and as many freight cars note in k, two flights bombed there with good results. No E/A encountered on mission. Small arms fire was encountered over target. The flak at Cambrai Epinoy A/D was heavy, meager, and inaccurate; at Arras, heavy, meager, inaccurate.

Pilots reported the following: Noball Target 3/4 mile NE of St. Pol seemed to be repaired. Freight cars in yards at Cambrai and Arras. Large bright red square just south of Douai, seemed to be on landing ground, and a Ballon at 4000 feet over a barge in middle of harbour at Cayneux at 1610. Weather over target was 2/10 at 11000; enroute 3 to 4/10 at about 13000.

B. : (i) 48 P47Ds dispatched, 32 as dive-bombers, 16 as escort and top cover.
(ii) 32 P47Ds attacked the Marshalling Yards at Cambrai and 16 P47Ds maintained top cover. 48 P47Ds completed mission.
(iii) Nil

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Opreg A Report No 45 Cont'd.

- (iv) Nil
- (v) Nil
- (vi) Nil
- (vii) Nil
- (viii) 48

- C. : (i) 48 British type (belly) tanks, (American Gallon).
(ii) 48

- D. : (i) 119.30 Hours, P47D
(ii) Nil

- E. : (i) 76800 x 50 Cal.
(ii) 1883 x 50 Cal.
(iii) Nil

- F. : (i) 64 x 1000 GP bombs 1/10 nose, 1/40 tail fuses.
(ii) 64 x 1000 GP bombs dropped on the Cambrai Marshalling Yards.
(iii) Nil
(iv) Nil

- G. : Nil

- H. : (i) Nil
(ii) Nil
(iii) Nil

For the Commanding Officer:

Joseph H. Drumfield
1st Lt. A.C.

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

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SECRETHEADQUARTERS
368TH FIGHTER GROUP

I-R-1

APO 595, US Army,
11 May 1944.

SUBJECT: Ooprep A Report. U.S.A.A.F. Form 344.

TO : Commanding General, Ninth Air Force, (Attention 26th Statistical Control Unit), APO 696, US Army.
Commanding General, IX Tactical Air Command, (Attention Statistical Control Section), APO 595, US Army.
Commanding General, 71st Fighter Wing, (Attention Statistical Control Section), APO 595, US Army.

FROM : 368th Fighter Group, APO 595, US Army.

REF : SECRET

Ooprep A No. 46 Part 1 for 24 hours ending Sunset 11 May 1944.
Operations Order No. 242.

A.

This Group, consisting of 48 P47Ds, took off at 1218. 11 May 1944, to dive bomb Tournai Marshalling Yards. 2 Squadrons of 16 P47Ds each carried 2 x 1000 GP bombs while the other Squadron of 16 P47Ds acted as escort and maintained top cover. The Group proceeded on the mission as briefed, arriving over the target at 1330. 63 x 1000 GP bombs were dropped on Tournai Marshalling Yards; 1 x 1000 GP bomb was jettisoned in an open field. The Group then returned to the base, landing at 1450.

Pilots reported very good bombing results. Many hits were observed in the west area and around engine shed and other hits on tracks. A shed near the choke point was seen hit and burst into flames. One Ma 109 was destroyed on the ground at the Abbeville-Drucat A/D. At 1320 from 8000 feet, 10 medium boats were seen a few miles off Boulogne heading SW. Much canal traffic was observed west of Bethune. Many R/R cars in Yards at Lille were seen; also oil slick was seen just off Le Touquet at 1454. At Abbeville-Drucat A/D much activity was noted and runways in good condition.. No E/A were encountered on entire mission. The flak at Lille-Vendeville A/D was light and heavy and moderate and accurate; at Tournai light, meager and inaccurate. The weather was very hazy throughout; visibility was poor.

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Oprep A Report No. 242 contd.

- B. : (i) 48 P47Ds dispatched; 32 P47Ds as dive bombers;
16 P47Ds as escort and top cover.
(ii) ⁴⁸ 32 P47Ds attacked Tournai Marshalling Yards; ^{+16 escorts}
48 P47Ds completed mission.
(iii) NIL
(iv) NIL
(v) NIL
(vi) NIL
(vii) NIL
(viii) 48
- C. : (i) 48 108 gal British external (belly) tanks (American gal).
(ii) 48
- D. : (i) P47D/28.80 hours.
(ii) NIL
- E. : (i) 76800 x 50 cal.
(ii) 2586 x 50 cal.
(iii) NIL
- F. : (i) 64 x 1000 GP bombs, 1/10 nose and 1/40 tail fuses.
(ii) 63 x 1000 GP bombs were dropped on Tournai M/Y.
(iii) 1 x 1000 GP bomb was jettisoned in an open field.
(iv) NIL
- G. : (i) NIL *0-0-0 air 1-0-0 ground*
- H. : (i) 1 Me 109 destroyed on the ground at Abbeville-Drucat ✓
A/D by Capt. R. W. Hendricks, 397th Fighter Squadron.
(ii) NIL
(iii) NIL

For the Commanding Officer:

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

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SECRETHEADQUARTERS
368TH FIGHTER GROUP

I-P-1

APO 595, US Army,
12 May 1944.SUBJECT: Cprep A Report. U.S.A.A.F. Form 34A. *a 84*TO : Commanding General, Ninth Air Force, (Attention 26th Statistical Control Unit), APO 696, US Army.
Commanding General, IX Tactical Air Command, (Attention Statistical Control Section), APO 595, US Army.
Commanding General, 71st Fighter Wing, (Attention Statistical Control Section), APO 595, US Army.

FROM : 368th Fighter Group, APO 595, US Army.

REF : SECRET *#2*Cprep A No. 47 Part 2 for 24 hours ending Sunset 11 May 1944.Operations Order No. 245.

A. : This Group consisting of 48 P47Ds took off at 1819, 11 May 1944, to furnish escort and support to the 1st AFF (72 B26s) of the IX USAAFEC. The Group proceeded as briefed, R/V with the bombers at 1900 near north Foreland at 12000 feet. Bombers appeared to be quite spread out at times and were escorted from North Foreland to Mexieres Marshalling Yards and out again. The mission was uneventful. L/F in was made at 1915 at Furnes and L/F out at 2040 at Furnes. Group then returned to base, landing at 2149.

Pilots reported one B17 (KYW) badly shot up and was escorted by one flight from north of Reethel to the Isle of Wright; one B17 was seen to go down at Gramont and 4 parachutes were seen; one B17 with 2 engines joined the formation and stayed for 15 minutes, then headed west into France; another B17 was badly shot up and was escorted from Ostend out over the Channel; one parachute came from this A/C at Furnes; another B17 was picked up over the target and was kept in sight out to mid-channel; one parachute thought to be from a B26 was seen near Signey. No B/A were encountered on the entire mission. The flak at Furnes was heavy, moderate and inaccurate. The weather was 5/10 at 25 to 30000 feet with very bad haze throughout and the visibility was poor.

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Oprep A Report No. 245 Part 2 contd.

B. : (1) 48 P47Ds were dispatched as escort to 72 B26s
from IX BC.
(ii) 48 P47Ds completed mission as escorts.
(iii) NIL
(iv) NIL
(v) NIL
(vi) NIL
(vii) NIL
(viii) 48

C. : (i) 96 x 108 gal British external (wing) tanks (American gal).
(ii) 96

D. : (i) P47D 171:15 hours.
(ii) NIL

E. : (i) 76800 x 50 cal.
(ii) NIL
(iii) NIL

F. : (i) NIL
(ii) NIL
(iii) NIL
(iv) NIL

G. : (i) NIL

H. : (i) NIL
(ii) NIL
(iii) NIL

For the Commanding Officer:

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

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SECRETHEADQUARTERS
368TH FIGHTER GROUP

I-P-1

APO 595, US Army,
13 May 1944.SUBJECT: Oprep A Report. U.S.A.A.F. Form 34A. *CSJ
7/4/48*TO : Commanding General, Ninth Air Force, (Attention 26th Statistical Control Unit), APO 696, US Army.
Commanding General, IX Tactical Air Command, (Attention Statistical Control Section), APO 595, US Army.
Commanding General, 71st Fighter Wing, (Attention Statistical Control Section), APO 595, US Army.

FROM : 368th Fighter Group, APO 595, US Army.

REF : SECRET

Oprep A No. 48 for 24 hours ending Sunset 12 May 1944.Operation Order No. 249.

A. : This Group, consisting of 48 P47Ds, took off at 1056, 12 May 1944 to dive bomb R/R Bridge at Namur. 2 Squadrons of 16 P47Ds each carried 2 x 1000 GP bombs and the other Squadron of 16 P47Ds acted as escort and maintained top cover. The mission proceeded as briefed, arriving over a target at 1224. 63 x 1000 GP bombs were dropped on the target which consisted of a bridge and W/Y at unidentified town. 1 x 1000 GP bomb was accidentally dropped on runway at the take off. The Group then returned to base, landing at 1440.

Pilots were undetermined whether target attacked was at Namur or Givet. R/R bridge was left in the water from 3 direct hits. Most bombs were dropped on W/Y to north of town, with excellent results. Tank and freight cars were hit and caused large fires and smoke. A convey of 8 one stack cargo vessels and apparently one warship were observed. No E/A were encountered on entire mission. The flak near the target of bombed bridge was heavy, moderate and fairly accurate; at Charleroi it was heavy, moderate and inaccurate; at the northwest section of town at target attacked it was heavy, moderate and accurate. The weather over the target was haze up to 10000 and visibility fair; enroute it was haze up to 10000 and visibility good.

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- B. : (i) 48 P47Ds were dispatched; 32 P47Ds as dive bombers; 16 P47Ds as escort and top cover.
(ii) 32 P47Ds attacked R/R bridge and M/Y at an unknown town which it is believed to be either Nasaur or Givet; 15 P47Ds fulfilled as escort and top cover. 47 P47Ds completed mission.
(iii) 1 P47D (Escort) (D) escape panel blew out of canopy.
(iv) NIL
(v) NIL
(vi) NIL
(vii) 1 P47D (D/B) - Cat. A. Slightly damaged by flak.
(viii) 47
- C. : (i) 48 108 gal British external (belly) tanks (American gal).
(ii) 48
- D. : (i) P47D 148:45 hours.
(ii) NIL
- E. : (i) 76800 x 50 cal.
(ii) NIL
(iii) NIL
- F. : (i) 48 x 1000 GP bombs, 1/10 nose 1/40 tail fuses.
16 x 1000 GP bombs, delayed action 8 to 11 sec tail fuses
(ii) 47 x 1000 GP bombs 1/10 nose 1/40 tail fuse dropped on bridge and M/Y at unknown town.
16 x 1000 GP bombs delayed action 8 to 11 sec. tail fuse were dropped on bridge and M/Y at unknown town.
(iii) NIL
(iv) NIL
(v) 1 x 1000 GP bomb accidentally dropped on runway at take off.
- G. : (i) NIL
- H. : (i) NIL
(ii) NIL
(iii) NIL

For the Commanding Officer:

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

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

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SECRET

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HEADQUARTERS
368TH FIGHTER GROUP

AMW

E-P-6

APO 595, U.S. Army,
12 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. 12 May 1944, Field Order 249
- B. Fighter Bomber Escort
- C. 368th Fighter Group, 71st Fighter Wing
- D. P47D 4 RE, 42-22787, 395th Fighter Squadron
- E. 87:10
- F. 87:10
- G. Flight Officer Edgar M. McCrone
- H. Escape Panel
- I. The emergency release tab **broke** on take off, causing the center panel brace to spring out and blow off in the prop wash. After joining my flight and circling the field once, the wind finally blew the center brace and emergency escape panel out. I left formation and circled field until the group had set course, than landed.
- J. Investigation disclosed emergency release panel came out due to bracket pulling out from top, allowing one panel on right side of caopy to blow out. The emergency safety wire had not been broken. Installed new glass and release panel.

D-8

For the Commanding Officer:

Frank S. Perigo
FRANK S. PERIGO,
Major, Air Corps,
Investigating Officer.

16 MAY 1944

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HEADQUARTERS
368TH FIGHTER GROUP

I-P-1

APO 595, US Army
13 May 1944.

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

TO : Commanding General, Ninth Air Force, (Attention 26th Statistical Control Unit), APO 696, US Army.
Commanding General, IX Tactical Air Command, (Attention Statistical Control Section), APO 595, US Army.
Commanding General, 71st Fighter Wing, (Attention Statistical Control Section), APO 595, US Army.

FROM : 368th Fighter Group, APO 595, US Army.

REF : Cprop A No. 49 for 24 hours ending Sunset 13 May 1944.
Mission or operation No. NIL.

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

For the Commanding Officers:

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

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HEADQUARTERS
368TH FIGHTER GROUP

I-P-1

APO 595, US Army,
14 May 1944.

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

TO : Commanding General, Ninth Air Force, (Attention 26th Statistical Control Unit), APO 696, US Army.
Commanding General, IX Tactical Air Command, (Attention Statistical Control Section), APO 595, US Army.
Commanding General, 71st Fighter Wing, (Attention Statistical Control Section), APO 595, US Army.

FROM : 368th Fighter Group, APO 595, US Army.

REF : Oprep A No. 50 for 24 hours ending Sunset 14 May 1944.
Mission or operation No. NIL.

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

For the Commanding Officers:

Joseph B. Bramfield Jr.
1st Lt. A.C.

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

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HEADQUARTERS
368TH FIGHTER GROUP

I-P-1

APO 595, US Army
15 May 1944.

SUBJECT: Oprep A Report. U.S.A.A.F. Form 94A.

TO : Commanding General, Ninth Air Force, (Attention 26th Statistical Control Unit), APO 696, US Army.
Commanding General, IX Tactical Air Command, (Attention Statistical Control Section), APO 595, US Army.
Commanding General, 71st Fighter Wing, (Attention Statistical Control Section), APO 595, US Army.

FROM : 368th Fighter Group, APO 595, US Army.

REF : Oprep A No. 51 for 24 hours ending Sunset 15 May 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
MAURICE D POWELL
1st Lt., Air Corps,
Asst. Adjutant.

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HEADQUARTERS
368TH FIGHTER GROUP

I-P-1

APO 595, US Army
16 May 1944.

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

TO : Commanding General, Ninth Air Force, (Attention 16th Statistical
Control Unit), APO 696, US Army.
Commanding General, IX Tactical Air Command, (Attention Statistical
Control Section), APO 595, US Army.
Commanding General, 71st Fighter Wing, (Attention Statistical
Control Section), APO 595, US Army.

FROM : 368th Fighter Group, APO 595, US Army.

REF : Oprep A No. 52 for 24 hours ending Sunset 16 May 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
MAURICE D POWELL
1st Lt., Air Corps,
Asst. Adjutant.

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HEADQUARTERS
368TH FIGHTER GROUP

I-P-2

APC 595, U. S. Army.
17 May 1944.

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

TO : Commanding General, Ninth Air Force, (Attention 26th Statistical Control Unit) APO 696, U. S. Army.
Commanding General, IX Tactical Air Force, (Attention Statistical Control Section) APO 595, U. S. Army.
Commanding General, 71st Fighter Wing, (Attention Statistical Control Section), APO 595, U. S. Army.

FROM : 368th Fighter Group, APO 595, U. S. Army.

REF : Oprep A No. 53 for 24 hours ending Sunset 17 May 1944.

Mission or operation No. NIL.

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

For the Commanding Officer:

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

20 MAY 1944

0105

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SECRETHEADQUARTERS
368TH FIGHTER GROUP

I-F-1

APO 595, US Army,
19 May 1944.SUBJECT: Oprep A Report. U.S.A.A.F. Form 344. *989*

TO : Commanding General, Ninth Air Force, (Attention 26th Statistical Control Unit), APO 696, US Army.
 Commanding General, IX Tactical Air Command, (Attention Statistical Control Section, APO 595, US Army.
 Commanding General, 71st Fighter Wing, (Attention Statistical Control Section, APO 595, US Army.

FROM : 368th Fighter Group, APO 595, US Army.

REF : SECRET

Oprep A No. 55 for 24 hours ending Sunset 19 May 1944.Operation Order No. 267.

A. : This Group consisting of 50 P47Ds took off at 1922, 19 May 1944. to dive bomb Cambrai-Epinoy Air Drome. 2 Squadrons of 16 P47Ds each carried 2 x 1000 GP bombs while another Squadron of 18 P47Ds acted as escort and maintained top cover. The Group proceeded on mission as briefed, arriving over the target at 2025. 32 P47Ds dove from 10000 - 12000 feet and at 2000 - 3000 feet released 59 x 1000 GP bombs on Cambrai-Epinoy A/D; 2 x 1000 GP bombs on area just outside of target; 2 x 1000 GP bombs were returned to base by 1 P47B, when bombs failed to release over target; 1 x 1000 GP bomb was jettisoned in the Channel. Group then returned to base, landing at 2150.

Pilots reported bombing results fair to good. Scattered hits on runways and dispersal areas were observed. One direct hit on hangar, on east side of the field and a large explosion was seen near hangar area. No E/A were encountered on entire mission. The flak over the target was light, intense and fairly accurate; over Nancy it was heavy, heavier and inaccurate; over Le Touquet heavy, heavier and inaccurate. The weather over target was 9/10 cover cu tops at 9000 and visibility very poor. A 9/10 overcast began 20 miles west of target. 3/10 cover cu tops at 9000 and very hazy over continent.

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Cprep A No. 267, contd.

- B. : (i) 50 P47Ds were dispatched; 32 P47Ds as dive bombers;
18 P47Ds as escort and top cover.
(ii) 31 P47Ds attacked Cambrai-Epinoy A/D.
18 P47Ds as escort and top cover.
49 P47Ds as completing mission.
(iii) 1 P47D (dive bomber) (b) Personnel failure-pilot failed
to depress the correct switch for releasing
the bombs.
(iv) NIL
(v) NIL
(vi) NIL
(vii) NIL
(viii) 50
- C. : (i) 50 108 gal British external (belly) tanks, (American gal.)
(ii) 50
- D. : (i) P47D 128:30 hours.
(ii) NIL
- E. : (i) 80000 x 50 cal.
(ii) 2630 x 50 cal.
(iii) NIL
- F. : (i) 64 x 1000 GP bombs, 1/10 nose and 1/40 tail fuses.
(ii) 59 x 1000 GP bombs were dropped on Cambrai-Epinoy A/D
2 x 1000 GP bombs fell just outside of target.
(iii) 1 x 1000 GP bomb jettisoned in Channel.
(iv) NIL
(v) 2 x 1000 GP bombs were returned to base by abortive A/C.
- G. : (i) NIL
- H. : (i) NIL
(ii) NIL
(iii) NIL

NOTE The following claims were confirmed by Report No.
14 of the Confirmation of Victory Credits Board,
dated 30 April 1944:

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Oprep A No. 267 contd.

Report No. 14. Confirmation of Victory Credits Board.

	<u>Sqd</u>	<u>Date</u>	<u>Claim</u>	<u>Award</u>	<u>Type</u>	<u>E/A</u>	<u>Place</u>
Capt Leon D Meyers	396	3-25-44	1 B	1 D	ME	109	S/E of Amiens
Maj. P. P. Douglas	396	3-25-44	1 P	1 P	FW	190	S/E of Amiens
	396	3-25-44	1 DM	1 DM	FW	190	S/E of Amiens
1st Lt M W Henry	368	3-25-44	1 DM	1 DM	FW	190	S/E of Amiens
2nd Lt. A L Lais ^R son	396	3-25-44	1 DM	1 DM	FW	190	S/E of Amiens
2nd Lt. J H Gamblin	396	3-25-44	1 P	1 DM	FW	190	S/E of Amiens
							Insufficient evidence to confirm Probable.
Capt E M Potter	397	3-25-44	1 DM	1 DM	ME	109	Senarpont, France

For the Commanding Officer:

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

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HEADQUARTERS
368TH FIGHTER GROUP

APO 595, US Army,
20 May, 1944.

SUBJECT: Abortive Report

TO : Commanding General, IX Tactical Air Command, APO 595, US Army.

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

^{MAY}
A - 19 April, 1944, Field Order 267

B - Dive Bomb

C - 368th Fighter Group, 71st Fighter Wing

D - P-47D-15RE, Ser. No. 42-76277, 397th Fighter Squadron

E - 149:50

F - 149:50

G - 2nd Lt. Suel W. Bates

H - Personnel Failure (Pilot)

I - I was flying No. 2 position in Whiskey 2 flight. Upon reaching the target, I made my dive with the flight but my bombs did not release.

I returned to base with the formation and landed with the bombs on.

J - The cause for the bombs not releasing was attributed to personnel failure as the pilot failed to depress the correct switch for releasing the bombs.

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

22 MAY 1944

0110

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HEADQUARTERS
368TH FIGHTER GROUP

I-P-1

APO 595, US Army,
20 April 1944.

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

TO : Commanding General, Ninth Air Force, (Attention 26th Statistical Control Unit), APO 696, US Army.
Commanding General, IX Tactical Air Command, (Attention Statistical Control Section), APO 595, US Army.
Commanding General, 71st Fighter Wing, (Attention Statistical Control Section), APO 595, US Army.

FROM : 368th Fighter Group, APO 595, US Army.

REF : SECRET

Oprep A No. 56 Part 1 for 24 hours ending Sunset 20 May 1944.
Operation Order No. 270A.

A. : This Group consisting of 48 P47Ds took off at 0900, 20 May 1944. The purpose of the mission was to provide escort and penetration support to the limit of endurance for the Eight USAAF, attacking targets in France. The Group proceeded on the mission as briefed, making L/F in at Fecamp at 0932 and R/V with the 1st ATF of the Eight USAAF, consisting of 180 B17s, at 0945 at Lisieux. Group escorted bombers to the vicinity of Etampes, leaving them at 1020. L/F out was made at Fecamp at 1045. Group then returned to base, landing at 1132.

Pilots reported one bomber, apparently not in trouble, was escorted from Fecamp two-thirds of the way across the Channel. Escort was carried out without an incident and no E/A were encountered on the entire mission. Heavy, intense flak and rockets were fired at the bombers in the vicinity of Paris. The weather, haze up to 16000. 3 to 5/10 scattered clouds at 12000.

- B. :
- (i) 48 P47Ds dispatched as heavy bomber escort.
 - (ii) ~~44~~ 47 P47Ds completed escort mission.
 - (iii) 2 P47D (Escort) (c) Radio interference.
 - (iv) NIL (d) WING TANKS
 - (v) NIL
 - (vi) NIL
 - (vii) NIL
 - (viii) 47 48

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23 MAY 1944

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Oprep A No. 270 A contd.

C.	:	(i)	96 108 gal British external ^{Wing} (belly) tanks, (American gal.)
		(ii)	96
D.	:	(i)	P47D 124:45 hours.
		(ii)	NIL
E.	:	(i)	76800 x 50 cal.
		(ii)	NIL
		(iii)	NIL
F.	:	(i)	NIL
		(ii)	NIL
		(iii)	NIL
		(iv)	NIL
G.	:	(i)	NIL
H.	:	(i)	NIL
		(ii)	NIL
		(iii)	NIL

For the Commanding Officer:

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

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SECRET

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HEADQUARTERS
368th Fighter Group

E-P-4

APO 595, U S Army,
20 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. 20 May 1944, Field Order ~~278~~ 270A
- B. Bomber Escort
- C. 368th Fighter Group, 71st Fighter Wing
- D. P-47D15, 42-76192, 395th Fighter Squadron
- E. 107:25
- F. 124:50
- G. 2nd Lieut. Joseph L. Williams
- H. Radio INTERFERENCE
- I. About twenty (20) minutes after Landfall out my radio became very noisy. I experienced a loud squealing sound which made conversation very difficult, so I returned to my home station. As we were over enemy territory I was escorted home.
- J. Investigation failed to reveal any fault in the radio. This interference was apparently produced by a radio on the same frequency in another squadron as several pilots who returned experienced the same thing. All radios were ground checked and found OK.
- K. Lieut. Williams was escorted home by 1st Lieut. C.L. Gamble in P-47, AC No. 42-76302 and 2nd Lieut. W.C. Diman in P-47, AC No. 42-75690.

For the Commanding Officer:

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

24 MAY 1944

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HEADQUARTERS
368th Fighter Group

E-P-4

APO 595, U S Army,
21 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. 20 May 1944, Field Order 270-A
- B. Bomber Escort
- C. 368th Fighter Group, 71st Fighter Wing
- D. P-47D20, 42-76599, 395th Fighter Squadron
- E. 179:25
- F. 179:25
- G. 2nd Lieut. Alexander E. Leloup
- H. Fuel System
- I. I had fairly strong gas fumes, enough to make my eyes water. I also had considerable difficulty in getting my right wing tank to operate and by that time the squadron was out sight.
- J. Investigation disclosed a slight gas leak at primer which caused gas fumes in cockpit. This was remedied by tightening the packing gland nut at the primer. Inspection of right wing tank failed to reveal faulty maintenance. Coughing engine attributed to air lock in gas line.
- K. Lieut. Leloup returned home without escort as he had not reached enemy territory.

For the Commanding Officer:

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

8 5 MAY 1944

0114

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HEADQUARTERS
368th Fighter Group

E-P-2

APO 595, US Army,
25 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 submitted:

A- 20 May 1944, Operations Order VCOG IX T.A.C.

B- Rodeo.

C- 368th Group, 71st Wing.

D- P-47D15, 42-76259, 396th Fighter Squadron.

E- 170 hours.

F- 170 hours.

G- 1st Lt., ALBERT L. IARSEN.

H- A-6 Lubrication System.

I- My oil pressure dropped to zero. The engine became very rough and after about a minute and a half, froze completely. Bailed out.

J- Investigation disclosed plane was in operational condition at time of take off. From the pilots statement, the engine failure was due to failure of the lubricating system. No further investigation was possible as the plane crashed in the sea.

K- 1st Lt., A. L. IARSEN was escorted back as far as channel by Element Leader 1st Lt., DAVID C. PARRISH, who remained over him till rescued.

For the Group Commander

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

27 MAY 1944

0115

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HEADQUARTERS
368TH FIGHTER GROUP

I-P-2

APC 955, U. S. Army.
22 May 1944.

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

TO : Commanding General, Ninth Air Force, (Attention 26th Statistical Control Unit) APC 696, U. S. Army.
Commanding General, IX Tactical Air Command, (Attention Statistical Control Section) APC 995, U. S. Army.
Commanding General, 71st Fighter Wing, (Attention Statistical Control Section) APC 595, U. S. Army.

FROM : 368th Fighter Group, APC 595, U. S. Army.

REF :

SECRET

Oprep A No. 57 Part II for 24 hours ending Sunset 22 May 1944.

Operation Order No. Nil (Mission was telephoned from IX Tactical Air Command) 370 B

A. : This Group consisting of 8 P47Ds took off at 1526, 20 May 1944 as a Armed Reconnaissance mission over a railroad East of Ghent. This Group proceeded as briefed and flew within 25 miles west of Ghent when the weather became so bad the Group had to turn back. The Group then returned to base, landing at 1730. On the way in one P47D encountered engine trouble and the pilot was forced to bail out over the Channel, about 15 miles north of Dunkerque at approximately 1555. One P47D of the Group stayed and orbited over this area until the pilot was picked up by A/S Rescue Walrus a/c. The pilot appeared to be in good condition. No E/A or flak was encountered on entire mission. The weather 9/10 at 8000 over Belgium and France with a very bad haze.

- B. :
- (i) 8 P47Ds dispatched on armed recon. mission.
 - (ii) Nil
 - (iii) 8 P47D (a) 6 due to weather conditions.
C (W) 1 due to Lubrication System. Oil pump failure (probable cause) crashed in channel.
(d) 1 escort, orbited over crashed A/C until A/S rescue was made.
 - (iv) Nil
 - (v) ~~1 P47D crashed into channel, engine failure (oil pump).~~ *accident*
 - (vi) Nil
 - (vii) Nil
 - (viii) 8
- C. :
- (i) 8 108 gal. British external (belly) tanks (American Gal.).
 - (ii) 8

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Group A Report 57 F II Cont'd.

- D. : (i) P47D 16:15 Hours.
(ii) Nil
- E. : (i) 12,800 x 50 cal.
(ii) Nil
(iii) 1600 x 50 cal.
- F. : Nil
- G. : (i) Nil. Lt Larsen, who bailed out of stricken a/c, was not injured in any manner. He returned to the Group late in the afternoon of 20 May 1944.
- H. : Nil

For the Commanding Officer:

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

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SECRETHEADQUARTERS
368TH FIGHTER GROUP

I-F-2

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

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

TO : Commanding General, Ninth Air Force, (Attention 26th Statistical Control Unit) APO 696, U. S. Army.
Commanding General, IX Tactical Air Command, (Attention Statistical Control Section) APO 595, U. S. Army.
Commanding General, 71st Fighter Wing, APO 595, U. S. Army, (Attention Statistical Control Section)

FROM : 368th Fighter Group, APO 595, U. S. Army.

REF : SECRET

Oprep A No. 58 Part III for 24 hours ending 20 May 1944.

Operation Order No. 274.

- A. : This Group consisting of 49 P47Ds took off at 1912, 20 May 1944, to dive-bomb the Tournai M/Y. Two Squadrons (consisting of 33 P47Ds) each, carried 2 x 1000 GP bombs, while the other Squadron of 16 P47Ds acted as escort and maintained top cover. Group proceeded as briefed, arriving over target at 2017. 33 P47Ds dove from 12000 feet to 3000 feet and dropped 64 x 1000 GP bombs on the Tournai M/Y. 2 x 1000 GP bombs were dropped safe in an open field by two separate a/c. Group then returned to base, landing at 2145.
- ✓ Pilots reported very good bombing results. Hits were observed on the entire M/Y area. A shed was left burning in the southern edge of M/Y, and many fires were started in the area. No E/A were encountered on the entire mission. The flak at the target was light, moderate and fairly accurate; at Boulogne it was heavy, moderate, inaccurate; at Lille-Vendenille A/D it was light, heavy, moderate and accurate; at Le Touquet light, moderate, accurate as to altitude. The weather over the target was very bad haze, with 7/10 coverage from 5000 to 10000 feet. On route it was hazy up to 12000, with 5/10 coverage at 9000 feet.
- B. : (i) 49-P47Ds were dispatched. 33 P47Ds as fighter-bombers, 16 P47Ds as escorts and top cover.
(ii) 33 P47Ds attacked the Tournai M/Y while 16 P47Ds acted as escort and top cover. 49 P47Ds completed mission.
(iii) Nil
(iv) Nil
(v) Nil
(vi) Nil
(vii) 1 P47 (Escort) Cat A, Flak damage.
(viii) 49

23 MAY 1944

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prep A Report 58 Par III Cont'd.

- C. : (1) 49 - 108 Gal British external (belly) tanks, (American Cal.).
(ii) 49.
- D. : (i) P47D - 125.15 hours.
(ii) Nil.
- E. : (i) 78400 x 50 cal.
(ii) 135 x 50 cal.
(iii) Nil.
- F. : (i) 66 x 1000 GP bombs, 1/10 nose, and 1/40 tail fuse.
(ii) 64 x 1000 GP bombs were dropped on Tournai N/Y.
(iii) 2 x 1000 GP bombs were jettisoned safe in open field.
(By separate a/c)
(iv) Nil
- G. : (i) Nil
- H. : (i) Nil
(ii) Nil
(iii) Nil

For the Commanding Officer:

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

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SECRETHEADQUARTERS
368TH FIGHTER GROUP

I - P-1

APO 595, US Army.
23 April 1944.

SUBJECT: Oprep A Report. U.S.A.A.F. Form 34A. *8976*
 TO : Commanding General, Ninth Air Force, (Attention 26th Statistical
 Control Unit), APO 696, US Army.
 Commanding General, IX Tactical Air Command, (Attention Statistical
 Control Section), APO 595, US Army.
 Commanding General, 71st Fighter Wing, (Attention Statistical
 Control Section), APO 595, US Army.
 FROM : 368th Fighter Group, APO 595, US Army.
 REF : SECRET

Oprep A No. 59 for 24 hours ending Sunset 21 May 1944.Operation Order No. 275.

A. : This Group took off at 1044, 21 May 1944 on strafing of rail-
 road rolling stock and sweep of enemy A/C in a area bounded by
 Chateauroux to Tour to Allveon to Chartres in France. 48 P47Ds
 proceeded on mission and arrived over specified area at 1140.
 Three Squadrons made sweep in and out of scattered clouds and
 watched for rolling stock and enemy A/C. Capt. Melachlan's flight
 of 2 P47Ds attacked 3 locomotives in Le Mans area; Lt Romne's
 flight of 4 P47Ds attacked two locomotives in Nogent area; Lt.
 Benton's flight of 4 P47Ds attacked two locomotives in Fresnay
 area; Capt. Sparks flight of 3 P47Ds attacked 1 electric and two
steam locomotives in an unknown area. Group continued mission,
 leaving area at 12:5 and they arrived back at base at 1335.
 About 15 miles after landfall in, one P47D was damaged by a
 prop of another P47D in a cross over. Damaged P47D was escorted
 back to base by 2 P47Ds. 1 P47D was last seen going into an over-
 cast near Nogent and it did not return from mission. No E/A were
 encountered on the mission. The flak at Le Havre was heavy, meager
 and fairly accurate. The weather consisted of layers of scattered
 clouds during all of the mission and the clouds ranged from 2/10
 to 10/10 from 2000 feet to 20000.

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24 MAY 1944

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HEADQUARTERS
368th Fighter Group

E-P-4

APO 595, US Army,
23 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 submitted:

A. 21 May 1944, Operations Order # 275

B. ~~Redee~~ RHUBARR

C. 368th Group, 71st Wing

D. P 47D16, 42-76089, 396th Fighter Squadron

E. 143 Hours 10 Min.

F. 233 Hours 10 Min.

G. 1st Lt. MEREDITH W. HENRY

H. G-7 Vertical Stabilizer and Rudder.

I. Mid Air collision over enemy territory and my vertical
stabilizer and rudder were damaged by the propeller
of the other plane.

J. Investigation disclosed that vertical stabilizer and
rudder were damaged in mid air collision during Flak
evasive Action.

K. 1st Lt. M. W. HENRY was escorted home by Sqdn Leader
Maj. PAUL P. DOUGLAS, Jr, and Wingman, 1st Lt. JOHN
L. CARTER.

For the Group Commander:

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

23 MAY 1944

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HEADQUARTERS
368TH FIGHTER GROUP

I-P-1

APO 595, US Army
22 May 1944.

SUBJECT: Oprep A Report. U.S.A.A.F. Form 34A. *687/11*

TO : Commanding General, Ninth Air Force, (Attention 26th Statistical Control Unit), APO 696, US Army.
Commanding General, IX Tactical Air Command, (Attention Statistical Control Section), APO 595, US Army.
Commanding General, 71st Fighter Wing, (Attention Statistical Control Section), APO 595, US Army.

FROM : 368th Fighter Group, APO 595, US Army.

REF : **SECRET**

Oprep A No. 60 for 24 hours ending Sunset 22 May 1944. # 1

Operation Order No. 278.

A. : One Squadron of this Group took off at 1342, 22 May 1944 to provide close support to B26s of the IX USAFBC. 16 P47Ds R/V with the 2nd ATF, consisting of 15 B26s at Brighton at 1409 and provided close support throughout the bomber's mission and attack on Beaumont-LeRoger A/D. The Squadron then returned to base, landing at 1610.

✓ Pilots reported results on bombing were unobserved due to weather. 4 P47D strafed a locomotive (alone without cars) which was destroyed, at Briouze. 24 long barges with pointed ends, were seen just outside the breakwater, NW of Le Havre; 6 other barges approaching them from 2-3 miles to the north, were also observed. One 6 to 8 ton single stack freighter was seen in inner harbor at Le Havre. An area just east of Caen was flooded from a point 5 miles inland to 15 miles inland. No E/A were encountered on the entire mission. There was no flak over the target, but light, intense and inaccurate flak at Argentan was noted. The weather over the target was 7 to 8/10 strato cumulus at 8000 with fair visibility. Enroute, the weather was 8/10 strato cumulus at 8000 and 10/10 to south of course.

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- B. : (i) 16 P47Ds as escort to B26s.
(ii) 16 P47Ds completed mission.
(iii) NIL
(iv) NIL
(v) NIL
(vi) NIL
(vii) NIL
(viii) 16
- C. : (i) 16 108 gal British external (belly) tanks (American gal.)
(ii) 16
- D. : (i) P47D 40:30 hours.
(ii) NIL
- E. : (i) 25600 x 50 cal.
(ii) 480 x 50 cal.
(iii) NIL
- F. : (i) NIL
(ii) NIL
(iii) NIL
(iv) NIL
- G. : (i) NIL
- H. : (i) NIL
(ii) NIL
(iii) NIL

Other Claims:

One locomotive (without cars) destroyed by strafing at Briouze by Lt. D Parrish's Flight.

For the Commanding Officers:

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

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HEADQUARTERS
368TH FIGHTER GROUP

I-P-1

APC 595, US Army
22 May 1944.

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

TO : Commanding General, Ninth Air Force, (Attention 26th Statistical Control Unit), APC 896, US Army.
Commanding General, IX Tactical Air Command, (Attention Statistical Control Section), APC 595, US Army.
Commanding General, 71st Fighter Wing, (Attention Statistical Control Section), APC 595, US Army.

FROM : 368th Fighter Group, APC 595, US Army.

REF : SECRET

Oprep A No. 61 for 24 hours ending Sunset 22 May 1944.

Operation Order No. 278 Part 2.

A. : Two Squadrons of this Group took off at 1518, 22 May 1944. 33 P47Ds were to furnish umbrella cover for the 1st ATF of the IX USAAFBC (consisting of 30 B26s) who attacked a gun emplacement six miles SE of Stretat. The Squadrons arrived over target at 1553 and furnished cover as briefed, then returned to base landing at 1656.

Bombing results were unobserved, except that all bombs seemed to drop on one spot. No E/A or flak were encountered on the entire mission. The weather was 5/10 at 5000, haze with fair visibility.

B. : (i) 33 P47Ds dispatched as target support.
(ii) 33 P47Ds furnished the umbrella cover over gun emplacement, six miles SE of Stretat.
(iii) NIL
(iv) NIL
(v) NIL
(vi) NIL
(vii) NIL
(viii) 33

C. : (i) 33 108 gal British external (belly) tanks (American gal.)
(ii) 33

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5 MAY 1944

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D.	:	(i)	P47D 58 hours.
		(ii)	NIL
E.	:	(i)	52800 x 50 cal.
		(ii)	48 x 50 cal.
		(iii)	NIL
F.	:	(i)	NIL
		(ii)	NIL
		(iii)	NIL
		(iv)	NIL
G.	:	(i)	NIL
H.	:	(i)	NIL
		(ii)	NIL
		(iii)	NIL

For the Commanding Officers:

Joseph B. Cunningham Jr.
1st Lt. A. C.

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

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HEADQUARTERS
368TH FIGHTER GROUP

I-P-1

APO 595, US Army
23 May 1944.

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

TO : Commanding General, Ninth Air Force, (Attention 26th Statistical Control Unit), APO 696, US Army.
Commanding General, IX Tactical Air Command, (Attention Statistical Control Section), APO 595, US Army.
Commanding General, 71st Fighter Wing, (Attention Statistical Control Section), APO 595, US Army.

FROM : 368th Fighter Group, APO 595, US Army.

REF : Qprep A No. 62 for 24 hours ending Sunset 23 May 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
MAURICE D POWELL
1st Lt., Air Corps,
Asst. Adjutant.

3 MAY 1944

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SECRETHEADQUARTERS
368TH FIGHTER BOMBER GROUPAPO 595, US Army
25 May 1944.

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

TO : Commanding General, Ninth Air Force, (Attention 26th Statistical Control Unit), APO 696, US Army.
 Commanding General, IX Tactical Air Command, (Attention Statistical Control Section), APO 595, US Army.
 Commanding General, 71st Fighter Wing, (Attention Statistical Control Section), APO 595, US Army.

FROM : 368th Fighter Bomber Group, APO 595, US Army.

REF : SECRET

Oprep A No. 63 for 24 hours ending Sunset 24 May 1944.Operation Order No. 287 Part 1.

A. : This Group consisting of 50 P47Ds including 2 P47Ds as radio relays, took off at 0720, 24 May 1944. The purpose of the mission was to provide an escort to the limit of endurance for the 4th ATF of the Eight USAAF, consisting of 120 B24s. The mission proceeded as briefed and R/V with the bombers south of Gabony at 0812. The Group escorted the bombers to and over target (A/D at St Cyr.) and on the way back left them in the vicinity of Gisors at 0855. The Group strafed 20 trains and 7 trucks from Gisors to the Channel. The Group then returned to the base, landing at 1019.

The pilot's report of the bombing results were unobserved. The 20 trains and 7 trucks accounted for are as follows: 1 locomotive with 15 cars and flak cars was destroyed in vicinity south of Le Treport; 1 locomotive was destroyed in the vicinity of Le Treport; 1 electric locomotive was probably destroyed near Le Treport and 2 other locomotives destroyed in the same area and one other probably destroyed in this area; 3 locomotives destroyed and 3 others damaged in the vicinity of St Valery; 1 locomotive was destroyed near Fontaine Le Dun; 1 locomotive destroyed and 2 others damaged on R/R NW of Beauvais; 6 trucks were destroyed in vicinity of Le Treport and 1 truck destroyed in vicinity of Poix. One bomber was seen to go down near Paris at 0835 and no chutes were seen. 1 unidentified A/C was seen in flames near St Valery at 0920.

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Oprep No 287 Part 1 contd.

- A. : A very busy R/R bridge, 3 miles south of St Valery, was also noted. At Gisors, a train giving forth much smoke, was seen standing in a cut and when A/C dove in on it, much flak came from train and the surrounding hills. It is believed that this was a trap to draw A/C down. In woods south of Le Treport, smoke and flak were observed and is believed to be a military camp. No E/A were encountered on the entire mission. The flak at Paris was heavy, intense and fairly accurate: at Le Treport light, intense and accurate; north of Beauvois it was light and heavy, moderate and fairly accurate. The weather was 3/10 at 1500 with fair visibility.
- B. : (i) 50 P47Ds dispatched, including 2 P47Ds as radio relays.
(ii) 42 P47Ds as escorts.
2 P47Ds as radio relays
44 P47Ds completed mission
(iii) 6 P47Ds: (c) 1 supercharger regulator
1 radio failure
(d) 4 escort to abortive A/C
(iv) NIL
(v) NIL
(vi) NIL
(vii) NIL
(viii) 50
- C. : (i) 100 108 gal British external (wing) tanks (American gal.)
(ii) 100
- D. : (i) P47D 153:00 hours
(ii) NIL
- E. : (i) 80000 x 50 cal.
(ii) 29225 x 50 cal.
(iii) NIL
- F. : (i) NIL
(ii) NIL
(iii) NIL
(iv) NIL
- G. : (i) NIL
- H. : (i) NIL
(ii) NIL
(iii) NIL

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Oprep A No 287 Part 1 contd.

SECRET

Other Claims:

12 Steam locomotives destroyed by 1st Lt. AD Frey - 1
Capt J Marini - 1
Major Paul Douglas - 1
Lt. CH Olson - 1
Capt RW Henricks - 2
VARIOUS FLIGHTS - 6
1 steam locomotive probably destroyed by Major Paul Douglas.
6 steam locomotives damaged.
1 Electric locomotive probably destroyed by Major Paul Douglas.
7 trucks destroyed, (Lt L Carter - 1)

For the Commanding Officer:

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

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SECRET

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HEADQUARTERS
368th Fighter Group

E-P-4

APO 595, U S Army,
24 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. 24 May 1944, Field Order 287.

B. Bomber Escort

C. 368th Fighter Group, 71st Fighter Wing

D. P-47D16, 42-76083, 395th Fighter Squadron

E. 219:20

F. 219:20

G. 2nd Lieut. Alexander E. Leloup

H. Supercharger and Radio Failure

I. My engine overheated whenever I used the turbo-
supercharger and the cylinder head temperature
kept gradually increasing. The radio receiver
was cutting out and range of reception was very
short.

J. Investigation disclosed the turbosupercharger
was ground checked and found OK. New radio set
was installed, ground checked and found OK.

K. Lieut. Leloup was escorted home by 2nd Lieut. E.
L. Kesting in P-47D20, AC No 42-76440.

For the Commanding Officer:

Frank S. Peredo
FRANK S. PEREDO,
Lt. Col., Air Corps,
Investigating Officer.

7 MAY 1944

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HEADQUARTERS
368th Fighter Group

E-P-4

APO 595, U S Army,
24 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. 24 May 1944, Field Order 287.
- B. Bomber Escort
- C. 368th Fighter Group, 71st Fighter Wing
- D. P-47D20, 42-76374, 395th Fighter Squadron
- E. 18:20
- F. 149:20
- G. Captain Marshall E. Mumaw
- H. Supercharger
- I. I was flying about fifteen (15) minutes inside the enemy coast at nineteen (19,000) thousand feet when my manifold pressure dropped to twenty (20) inches. I immediately shoved my blower on more, thinking I had pulled it back but it had no effect whatsoever. I did a hundred-eighty (180) degree turn immediately and headed back for home telling my wing man to come with me. As I lost altitude my pressure started building up again and I was able to maintain straight and level flight crossing the coast out at approximately twelve-thousand (12000) feet. My element also came with me thinking I might need more than one ship escort since mine had no supercharge at all.
- J. Investigation disclosed the supercharger regulator was inoperative allowing turbo supercharger to loose speed. Replaced supercharger with a new regulator.

27 MAY 1944

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CONTINUED: Abortive Report.

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K. Captain Mumaw was escorted home by 1st Lieut. C.L. Gamble in P-47, AC No 42-76302, 1st Lieut. P. (NMI) Kirk in P-47, AC No 42-26130 and 2nd Lieut. W.J. Garry in P-47, AC No 42-76323.

For the Commanding Officer:

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

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SECRETHEADQUARTERS
368TH FIGHTER BOMBER GROUP

I-P-1

APO 595, US Army
25 May 1944.

SUBJECT: Oprop A Report. U.S.A.A.F. 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, 71st Fighter Wing, Attention Statistical Officer.FROM : 368th Fighter Bomber Group, Statistical Officer. *H 2*REF : **SECRET**Oprop "A" No. 64 for 24 hours ending sunset 24 May 1944. *AB*
Operations Order No. 288 Part 2 IX Fighter Command. *e*A. : The 396th Fighter Bomber Squadron of this Group, consisting of
17 P47Ds took off at 1320, 24 May 1944, with Major Paul Douglas
leading. The purpose of the mission was to provide top cover for
12 Spitfires. The mission proceeded as briefed and R/V with the 12
Spitfires over Chilboton base at 1325 at 1000 feet. The Group
escorted the Spitfires over Cabourg, Lisieux, Yvetot, Fecamp and
then returned to base, landing at 1510.Pilots reported seeing 25 to 30 Motor Transports concentrated
in woods east of Fecamp. Many barracks in vicinity of Orville,
east of Fecamp were also observed. 4 long thin ships in Seine
River, at first bend below Le Harve, were noted at 1420 from
10000 feet. No E/A or flak were encountered on the entire mission.
The weather over continent was 5/10 cumulus at 7000 and visibility
was good.B. : (i) 17 P47Ds dispatched as top cover support to Spitfires.
(ii) 17 completed mission.
(iii) NIL
(iv) NIL
(v) NIL
(vi) NIL
(vii) NIL
(viii) 17

C. : (i) NIL

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Oprep A No. 288 Part 2, contd.

D.	:	(i)	34:00
		(ii)	NIL
E.	:	(i)	27200 x 50 cal.
		(ii)	240 x 50 cal.
		(iii)	NIL
F.	:	(i)	NIL
G.	:	(i)	NIL
H.	:	(i)	NIL

For the Commanding Officers:

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

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SECRETHEADQUARTERS
368TH FIGHTER GROUP

I-P-2

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

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

TO : Commanding General, Ninth Air Force, Attention 26th
Statistical Control Unit, APO 595, U. S. Army.
Commanding General, IX Tactical Air Command, Attention
Statistical Control Section, APO 595, U. S. Army.
Commanding General, 71st Fighter Wing, Attention
Statistical Control Section, APO 595, U. S. Army.

FROM : 368th Fighter Group, Statistical Officer.

REF : SECRET

Oprep "A" No 65 for 24 hours ending sunset 24 May 1944.
Operations Order No 288 Part 3 IX Fighter Command.

A. : The 397th Fighter-bomber Squadron, (with Major John D.W. Haesler leading) of this Group, consisting of 16 P47Ds, took off at 1632, 24 May 1944 to provide top cover support for 12 Spitfires. The mission proceeded as briefed and R/V with the 12 Spitfires over Chilbolton base at 1840 at 4000 feet. The Group escorted the Spitfires over Cabourg, Lisieux, Yvetot, Be Camp, then returned to base landing at 1822.

No flak or E/A were encountered on the mission. The weather over the continent was 3/10 UC, base 6000 feet. The visibility was good, slight haze. It was CAVU over the channel.

B. : (i) 16 P47Ds dispatched as top cover support to Spitfires.
(ii) 16 P47Ds completed mission.
(iii) Nil
(iv) Nil
(v) Nil
(vi) Nil
(vii) Nil
(viii) 16

C. : Nil

D. : (i) P47D 30:15 Hours.
(ii) Nil**SECRET**

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27 MAY 1944

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Oprep A Report 288 part 3 Cont'd.

E. : (i) 25000 x 50 Cal.
 (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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SECRETHEADQUARTERS
368TH FIGHTER BOMBER GROUP

I-P-1

26 May 1944
APO 595, US Army

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 Officer.

FROM : 368th Fighter Bomber Group, Statistical Officer.

REF :

SECRET

Oprep "A" No. 66 for 24 hours ending sunset (25) May 1944.
Operations Order No. 294 IX Fighter Command.

A. : This Group (with Col. Gilbert L. Meyers leading) consisting of 49 P47Ds including 2 radio relays, took off at 0940, 25 May 1944 to skip bomb Bridge at Hasselt, Belgium. 23 P47Ds each carried 2 x 1000 GP bombs while the other 24 P47Ds each furnished top cover. The Group proceeded as briefed, arriving over the target at 1115. 22 P47Ds made a glide bomb run from 9000 to 50 feet with an angle of 15 degree, releasing 43 bombs on the target. 3 bombs fell in open field (2 by A/C when incorrect release was made). The tactics used by Group were: one flight of dive bombers making the attack while another flight maintained top cover. Group then returned to base landing at 1325.

Pilots reported good bombing results with hits on tracks at both ends of the bridge. Bridge was damaged by hits but not destroyed. At 1205 (from 9000) a convoy of 20 to 40 unidentified ships, possibly freighters were headed due south 10 to 12 miles off Blankenburgh. At 1040, 35 Motor Transports were noted approaching Ostend on a 2 lane highway from the east. A burning ship was seen off Ostend at 1026 and again at 1139 from 11000 feet. A supply or ammunition dump was seen from 10000 at 1130 in a wooded area 5 to 10 miles SW of Bruges. The round structures were symmetrically disposed 50 feet apart.

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Oprep A No. 294 contd.

- A. : At Eckloo/Maldegem A/D new black hangars were noted and appeared to be new installations. No E/A were encountered on the mission. The flak over the target was light moderate and inaccurate. At Dunkerque it was heavy, intense and accurate. At Ostend it was heavy, intense and accurate. At Ghent it was heavy, meager and inaccurate. The weather over the target was 4/10 at 5000 with fair visibility. Enroute the weather was 7/10 at 5000 and 8/10 at 16000 with fair visibility.
- B. : (i) 49 P47Ds (23 D/Bombers - 24 Escorts - 2 radio relays)
(ii) 48 (22 D/Bombers - Bridge at Hasselt, Belgium, 24 Escorts and 2 radio relays)
(iii) 1 (dive bomber)-(b) 1-Pilot did not have clear understanding of the new release switches and pilot released bombs when actually attempting to release belly tanks.
colt failure
(iv) NIL
(v) NIL
(vi) NIL
(vii) 1 (radio relay) damaged right wing by flak, Cat. AC.
(viii) 49
- C. : (i) 49 - 108 US gal. British type belly tanks.
(ii) 49
- D. : (i) 156:45
(ii) NIL
- E. : (i) 78400 rounds 50 cal.
(ii) 35
(iii) NIL
- F. : (i) 46 - 1000 GP Fuse (tail M-114)
(ii) 43 Bridge at Hasselt
2 On open field (dropped by mistake when incorrect switch was released)
(iii) ← 1
(iv) NIL
- G. : NIL
- H. : NIL

For the Commanding Officer:

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

SECRET

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HEADQUARTERS
368th Fighter Group

E-P-2

APO 595, US Army,
25 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 submitted:

A- 25 May 1944, Operations Order # 294.

B- Tiger-Trumpet.

C- 368th Group, 71st Wing.

D- P-47D20, 42-76403, 396th Fighter Squadron.

E- 26 hours 40 minutes.

F- 78 hours 45 minutes.

G- 1st Lt., ALFRED E. BENTON.

H- Pilot Error.

I- I was instructed by my crew chief that when the selector switches were in down position bombs could be released by touching stick button. These instructions were wrong as they operate in inverse order.

J- Investigation disclosed that pilot did not have clear understanding of new release switches and released bombs when actually attempting to release belly tank.

K- All the pilot's have again been instructed in the proper use of the A-2 Bomb Release.

For the Group Commander

Frank S. Perego
FRANK S. PEREGO,
Lt Col., Air Corps,
Investigati ng Officer.

30 MAY 1944

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late
SECRETHEADQUARTERS
368TH FIGHTER GROUP

I-P-2

APO 595, U.S. Army.
27 May 1944.SUBJECT: Oprep "A" U.S.A.A.F. Form 34A. *E 2 744B*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 67 for 24 hours ending sunset (26) May 1944.
Operations Order No 296, IX Fighter Command.A. : This Group with Lt Colonel Frank Perego leading
took off at 1538, 26 May 1944. 52 P47Ds proceeded as
briefed to dive bomb Evreux/Fauville A/D. 34 P47Ds
each carried two 1000 lb GP bombs; 18 escorted and
maintained top cover. At 1630, the Group arrived
over target and prepared for attack. 34 P47Ds started
from 10000 feet, with an angle of 60°, and dove to
3000 feet releasing 66 - 1000 lb GP bombs on the tar-
get. 30 P47Ds strafed locomotives, trucks, rolling
stock from target north to channel (results in section
H). The Group returned to base at 1759.Excellent bombing results were reported. Hits
were made on hanger, fuel dump and operations shack
in southeast area. Heavy smoke was coming from the
fuel dump. Most bombs landed in southeast area with
only a few hits in the northeast area. No E/A were
encountered during the mission. The flak over the
target was light, meager and inaccurate; 10 miles
south of Rouen, heavy, intense, and accurate; and at
Le Harve, heavy, meager and inaccurate; and at Elbeuf,
light and heavy, moderate, and fairly accurate. It
was reported that 15 HE III, believed to be dummies,
were in a woods immediately south of St. Andre de
L'Eure. 12 twin engine planes were seen at Evreux/
Fauville A/D. The weather from the channel to Rouen
was 10/10 at 2500 to 3500; Rouen to target it was 2/10
at 3000 and at target, 2/10 at 3000.**SECRET** *26*

30 MAY 1944

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SECRETHEADQUARTERS
368TH FIGHTER BOMBER GROUP

I-1-1

APO 595, US Army
28 May 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 Officer.

FROM : 368th Fighter Bomber Group, Statistical Officer.

REF : **SECRET**Part 1
Oprep A No. 68 for 2 1/2 hours ending sunset 27 May 1944.
Operation Order No. 299. IX Fighter Command.

A. This Group, (with Lt. Col. Frank Porego leading) consisting of 50 P47Ds, including 2 radio relays, took off at 0949, 27 May 1944 to render area support, Type 16 Control in vicinity of Rheims. Group proceeded as briefed, making I/F in at Cayeux at 1030, and arriving over Rheims at 1100. Group vectored to south and 40 miles south of Rheims. The Group saw 20 to 25 FW 190s. Enemy A/C refused combat, broke to deck and no encounters ensued except one flight fired E/A without results. On way home to coast, Group strafed and destroyed 16 locomotives (results in section H). The Group making I/F out in vicinity of La Trepport at 1215, landing at 1315.

Pilots reported Airfields at Amiens and Abbeville seemed to have much repair work in progress. Intense light flak encountered from many trains, especially from the troop train. The flak at Amiens was heavy, meager and inaccurate; at Moyons it was heavy, meager and inaccurate. The weather on mission was CAVU.

B. (i) 50 P47Ds (2 radio relays) (AS Fighter Control Sweep)
(ii) 50 (AS made sweep and strafed locomotives from Rheims to coast). (2 radio relays)

(iii) NIL
(iv) NIL
(v) NIL
(vi) NIL
(vii) 5 - 1 Cowling damaged by flak - Cat. A.
1 Cowling damaged by enemy bullet - Cat. A.
2 Wing damaged by 2 enemy bullets. - Cat. A.
1 left wing tip knocked off and flak hole in right wing. Cat. AC.

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Opreg A No. 68 Part 1 contd.

- B. : (viii) 50
- C. : (i) 100 - 108 US gal. British type Wing tanks.
(ii) 100
- D. : (i) 164:15
(ii) NIL
- E. : (i) 80000 rounds 50 cal.
(ii) 15117
(iii) NIL
- F. : NIL
- G. : NIL
- H. : NIL

15-1-0 [unclear]

Other Claims:

- Destroyed 1 Locomotive by Lt. Arps SW Aureis.
- Destroyed 1 Locomotive by Capt Talbott W of Rhein.
- Destroyed 1 Locomotive by Lt Potter and Lt Lougee, NW Abbeville.
- Destroyed 7 Locomotives by Capt Hendricks, 3 north Abbeville
3 near Rhein
1 SW Aureis.
- Destroyed 1 Locomotive by Major Gimby, east of Amiens.
- Destroyed 1 Locomotive, SE of Abbeville.
- Destroyed 2 Locomotives by Capt Meyers Flight at Beauvais
and near Compiègne.
- Destroyed 1 Locomotive by Lt Parrish's Flight near Compiègne.
- Probably Destroyed 1 Locomotive by Lt. Col Perogo's Flight.

For the Commanding Officer:

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

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SECRETHEADQUARTERS
968TH FIGHTER BOMBER GROUP

1-7-44

AFC 595, IS Army
28 April 1944.

SUBJECT: Oprop A Report. U.S.A.A.F. Form 39A.

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 Officer.

FROM : 968th Fighter Bomber Group, Statistical Officer.

REF :

SECRET

Oprop A No. 69 Part II for 24 hours ending sunset 27 May 1944.
Operation Order No. 301, IX Fighter Command.

A. : This group (Lt. Col. Frank Terago leading) consisting of 50 P47Ds took off at 175h, 27 May 1944. 50 P47Ds (34 P47Ds as Glide bombers, 16 as top cover) were to destroy an ammunition dump with Incendiary Gas Tanks, which was located in woods NE of Compiègne. Group proceeded as briefed, arriving over target at 1910. 34 P47Ds approached target from 5000 feet, made a gentle glide of about 20 degree and released at 1000 feet 65 incendiary gas tanks on target. 9 tanks were dropped 1 to 5 miles beyond target. 40 P47Ds then proceeded to strafe locomotives, Motor Transports etc. (See Section H.) 5 attacks were made on a M/Y at Clermont where 1 locomotive was destroyed, at least 40 freight cars damaged, at least 5 freight cars destroyed and one ground oil tank set on fire. Many of these freight cars were flat cars with motor transports and jeeps on them. 15 barges strafed and damaged with some set on fire on Cise Canal just north of target. The Group returned to base, landing at 2050.

Pilots reported bombing results fair. Tanks were dispersed throughout woods. Many fires were started and smoke rose to 4000 feet but no explosions observed. Accurate aiming was difficult due to fact that the tanks were difficult to release and target was hard to pinpoint due to large wooded area and target could not be seen. Pilots were of the opinion that over a defended area, this type of bombing would not be applicable due to the slow speed and level approach of A/C. On a large undefended area it is felt that bombing of this type may be effective

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Oprep A No. 69 Part 2 contd.

- A. : 20 E/A were seen from 7000 feet at either Montdidier or Roye/Amoy A/D. Between Montdidier and Moreuil 6 dispersed E/A were observed. No E/A were encountered on the mission. The flak over the target Nil, at Compiègne/Margny A/D it was heavy and light, moderate, and fairly accurate; at Neufchâtel it was light and heavy, moderate and inaccurate; at Creil A/D it was heavy, moderate and inaccurate; at Roye A/D it was light, moderate and inaccurate; at Breteuil it was light, moderate and inaccurate; at Moyencourt A/D it was light, moderate and inaccurate. The weather was CAVU.
- B. : (i) 50 HZDs (34 glide bombers - 16 escorts)
(ii) 50 (34 G/B - Ammunition dump in woods NE of Compiègne) (16 escorts)
(iii) NIL (40 STRAFED LOCOMOTIVES ON WAY HOME)
(iv) NIL
(v) NIL
(vi) NIL
(vii) 2 - (1 leading edge of wings, engine cowling damaged by flak, Cat AC)
(1 left wing damaged by ricocheting bullet, Cat A)
(viii) 50
- D. : (i) 176 US gal British type fuel tanks (68 used as incendiary bombs and 50 used for fuel purposes) BELLY TANKS
(ii) 116
- D. : (i) 168:15
(ii) NIL
- E. : (i) 80000 rounds 50 cal.
(ii) 33163
(iii) NIL
- F. : (i) 68 - 100 US gal British type fuel tanks equipped with 2" incendiary bomb and improvised adaptor.
(ii) 65 on target (Ammunition dump in wooded area NE of Compiègne) 3 dropped beyond target 1 to 5 miles.
(iii) NIL
(iv) NIL
- G. : NIL
- H. : NIL

Other Claims

Destroyed 1 Locomotive - 5 freight cars in W/V at Clermont.
Destroyed 1 Locomotive North of Compiègne.
Destroyed 2 Locomotives South of Montdidier by Capt Talbot's Flight.
Destroyed 1 Locomotive at Moyencourt by Capt Talbot's Flight.

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Oprep A No. 69 Part 2 contd.

H. : Other Claims

Destroyed 3 locomotives place unknown by Capt Henrietta,
Its. Howard and Hamilton.
Damaged 1 Locomotive and Freight cars at Grandvilliers by
Major Quiby's Flight.
Damaged 1 Locomotive and Freight cars at Crevoeur - la- Grande
by Major Quiby's Flight.
Damaged 1 Locomotive place unknown by Capt Henrietta and
Lt O'Connell.
Freight cars damaged near Arzueil by Lt Caldwell's Flight.
4 Motor Transport destroyed.

For the Commanding Officer:

Faunce D Powell
FAUNCE D POWELL
1st Lt., Air Corps.
Asst. Adjutant.

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SECRET

0147

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SECRETHEADQUARTERS
368TH FIGHTER BOMBER GROUP

I-P-1

APO 595 US Army,
28 May 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 Officer.

FROM : 368th Fighter Bomber Group, Statistical Officer.

REF : S E C R E T

Oprep A No. 70 Part 1 for 24 hours ending sunset 28 May 1944.
Operations Order No. 305 IX Fighter Command. #1

✓ A. : This Group (Lt Col. Frank Perez leading), consisting of 48 P47Ds, took off at 1012 28 May 1944. Purpose of mission was to furnish escort to 72 B26s of the 2nd and 3rd ATF of the Ninth A.F. over entire route. Group proceeded as briefed, R/V with bombers at 1052 at North Foreland and proceeded to target, M/Y and R/R Bridge at Lieze, Belgium, arriving at 1155. Group maintained escort over target until 1214. Group then escorted B26s to Channel. On way home, some flights strafed locomotives. The Group then returned to base, landing at 1359.

Pilots reported very excellent bombing of bridge by B26 bombers. Bombs were well concentrated but results were obscured by smoke. Pilots reported large enemy camps situated in woods 5 miles south of Dixmude. A great deal of R/R traffic noticed throughout course of flight. Two M/Y at Namur reported full of rolling stock. The Airfield at Charleroi-Gosselies being worked on. There was heavy, intense and accurate flak over target; flak train in vicinity of Dixmude had light, moderate, and accurate flak. No E/A were encountered on the mission. 5 locomotives were destroyed (under section H). The weather was CAVU over Channel and target.

B. : (i) 48 P47Ds (48 escorts to B26 Bombers)
(ii) 46
(iii) 2 (c) Loose spark plug caused static interference on radio.
(d) Escort to Aborted A/C. #2
28

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30 MAY 1944

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Opreg A No 70 Part 1 contd.

- B. : (iv) NIL
- (v) NIL
- (vi) NIL
- (vii) 1 - leading edge right wing, fuselage, in-board cooling tube all damaged when 20 mm shell struck wing. Canopy damaged by small arms fire. Cat AG.
- (viii) 45
- C. : (i) 45 - 100 US gal British type belly tanks.
- (ii) 50
- D. : (i) 155:30
- (ii) NIL
- E. : (i) 7680 rounds 50 cal.
- (ii) 2157
- (iii) NIL
- F. : NIL
- G. : NIL
- H. : NIL

Other Claims

5-0-0 Secord

Destroyed 2 Locomotives by Capt Hendricks;
 Destroyed 1 Locomotive by Capt Potter :
 Destroyed 1 Locomotive by Lt Hamilton : All in the
 Destroyed 1 Locomotive by Lt Folta : vicinity of Dinardo.

For the Commanding Officer:

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

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HEADQUARTERS
368th FIGHTER BOMBER GROUP

I-2-1

AFB 595, US Army
28 May 1944.

SUBJECT: Oprep A Report. U.S.A.A.F. Form 214. *2-5-7/44*

TO : Commanding General, Ninth Air Force, Attention 24th Statistical Control Unit.
Commanding General, IX Tactical Air Command, Attention Statistical Control Section.
Commanding General, 71st Fighter Wing, Attention Statistical Officer.

FROM : 368th Fighter Bomber Group, Statistical Officer.

REF : **SECRET** #2

Oprep A No. 71 Part 2 for 24 hours ending sunset 28 May 1944.
Operations Order No. 305, IX Fighter Command.

A. : The 397th Fighter Bomber Squadron (Major Henry Quinby leading) of this Group, consisting of 16 P-47s, took off at 1811. Purpose of the mission was to provide penetration target and withdrawal support for 36 A20s of the 410th Bomber Group, IX USAFBC. The squadron at 12000 R/V with 300 A20s at 1840 at Hastings. A few minutes later these bombers took up a 180 degree course over the Channel. Realizing the squadron was escorting the wrong A20s, they left them 40 miles out and proceeded as briefed to 1/F in. At 1900 at 14000 feet, the squadron picked up 36 A20s and escorted them to the target (Nobell target 4 miles SE of Abbeville) and back out to Beachy Head without any event. The squadron then landed at base at 1949.

Pilots reported smoke and flames believed to have been seen at target. No P/A or flak encountered on mission. The weather was C/10 cumulus from 9000 to 12000 feet enroute and over target.

B. : (1) 16 P-47s (16 escort 36 A20s of the IX USAFBC)
(11) 16 (escort bombers over target, Nobell target 4 miles SE of Abbeville)
(144) NIL
(17) NIL
(v) NIL
(vi) NIL
(vii) NIL
(viii) 16

SECRET

30 MAY 1944

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Oprep A No. 71 Part 2 contd.

C.	:	(1)	16 - 100 US gal British type belly tanks.
		(11)	16
D.	:	(1)	32x45
		(11)	NIL
E.	:	(1)	25000 rounds 50 cal.
		(11)	NIL
		(111)	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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SECRETHEADQUARTERS
368TH FIGHTER BOMBER GROUP

I-P-1

APO 595, US Army
28 May 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. 72 Part 3 for 24 hours ending sunset 28 May 1944.
Operations Order No. 308, IX Fighter Command. E 297
2444 H 3

A. : This Group (Lt Col. Frank Perego leading) composed of the 396th and 397th Fighter Bomber Squadrons, consisting of 32 P47Ds, took off at 1855, 28 May 1944. Purpose of mission was to provide penetration target and withdrawal support to limit of endurance for 72 B26s of the 344th and 391st Bomber Groups of the IX AAFBC. As planes took off, operations order, arrived by TWX and indicated that R/V time was 50 minutes earlier than R/V time that had been phoned to Group. Group flew to Beachy Head and saw no bombers. orbited for 30 minutes as directed by the Controller. Group finally flew heading to target as directed by controller. Group made L/F in at Hardselot and by order of the controller flew over St Omer and made L/F out at Dunkerque. Group flew along coast to Ostend and then returned to base, landing at 2123, when controller stated bombers were safe. No bombers were seen throughout the mission.

No E/A were encountered on the mission. Flak at Boulogne was heavy, intense and accurate. The weather was 5/10 scattered cumulus at 11000 feet on entire mission.

B. : (i) 32 P47Ds (32 escorts)
(ii) 30 (Bombers were not escorted because of incorrect briefing information and lack of operation orders)
(iii) 2 (a) 1 - radio failure - short in control box.
(a) 1 - wing damaged by 88 mm shell.
(iv) NIL
(v) NIL
(vi) NIL

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30 MAY 1944

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Oprep A No. 72 Part 3 contd.

B.	:	(vii)	1 - Fisk damaged. One 88 mm shell penetrated through wing and then exploded. Cat. AC.
		(viii)	31
C.	:	(i)	32 - 108 US gal British type belly tanks.
		(ii)	32
D.	:	(i)	69:00
		(ii)	NIL
E.	:	(i)	51200 rounds 50 cal.
		(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

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HEADQUARTERS
368TH FIGHTER BOMBER GROUP

E-P-4

APO 595, U.S. Army,
29 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. 28 May 1944, Field Order 305
- B. Bomber Escort
- C. 368th Fighter Bomber Group, 71st Fighter Wing
- D. P-47D16, 42-76083, 395th Fighter Bomber Squadron
- E. 233:00
- F. 233:00
- G. 2nd Lieut. Alexander T. Leloup
- H. Radio Failure
- I. My radio was cutting in and out. The reception was very weak, and garbled. While flying wing tip to wing tip with my Element Leader at 16,000 feet I was unable to receive him. Later my reception came back clear at a lower altitude.
- J. Investigation disclosed that a loose lead on one of the spark plugs which was causing static and cutting out the signal on the receiver. After the ship was test hopped a high resistant short in the audio tube was found. A new set was installed and checked OK.
- K. Lieut. Leloup was escorted home by 2nd Lieut. J.S. Nolan in P-47D15, AC No 42-76169.

4-2

V-4

For the Commanding Officer:

Frank S. Perez
FRANK S. PEREZ
Lt. Col., Air Corps,
Investigating Officer.

1 JUN 1944

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HEADQUARTERS
368th. Fighter Bomber Group

E-P-3

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

SUBJECT: Abortive Report.

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

1. In compliance with IX Air Support Command Memorandum, 55-8, dated 31 March 1944, the following report is hereby submitted.

- A - 28 May 1944, Operations Order # 309.
- B - Ramrod.
- C - 368th. Fighter Bomber Group, 71st. Wing.
- D - P-47D20, 42-76481, 396th. Fighter Bomber Squadron.
- E - 185 Hours, and Fifty minutes.
- F - 185 Hours, and Fifty minutes.
- G - 1st. Lt. CLARENCE H. OLSON.
- H - C-4, Wings or Components.
- I - I was hit by heavy, and accurate flak at 15,000 feet, over Boulogne just after making landfall in. The damage to left wing just outside number four gun, and in ammunition bay, caused me to return home immediately.
- J - Investigation disclosed that the ship had a direct hit from heavy flak shell, which necessitates a wing change.
- K - 1st. Lt. CLARENCE H. OLSON, was escorted home by his wingman 2nd. Lt. Robert H. Howie.

For the Group Commander:

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

1 JUN 1944

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SECRETHEADQUARTERS
368TH FIGHTER BOMBER GROUP

I-P-1

AFG 595, US Army
29 May 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. #1

FROM : 368th Fighter Bomber Group, Statistical Officer.

REF : SECRET

Oprep A No. 73 Part 1 for 24 hours ending sunset 29 May 1944.
Operations Order No. 310.

- A. : This Group (Major John Haessler leading), consisting of 50 P47Ds with 2 radio relays inclusive, took off at 1022, 29 May 1944. The purpose of the mission was to furnish penetration support to the 2nd AFG of the Eighth USAAF, composed of 300 B17s and 60 B24s. Group made I/V in at 1135 at Egmond at 24000 feet. Group flew mission as briefed but failed to R/V with bombers since R/V time had been set one hour ahead after A/C had taken off. Group penetrated from R/V point as far as Hanover. On way home just NW of Dummer Lake, Lt Curt C Doescher was seen to bail out and is believed due to engine failure. I/V out was made at Egmond at 1920 at 19000 feet with some A/C landing at other bases for refueling. Group then returned to base, landing at 1550.
- At about 1200 over Zuider Zee from 23000 feet, pilots reported seeing six explosions causing Geyzers to rise in the air. Smoke and other explosions were also noted and only sail craft were in sight. At 1200 from 23000 feet at Dedem, signal panels which appeared to be white were seen in the following order: a large "W", a blank panel, a large "W", a blank panel, and inverted "Y" or "U". No E/A were encountered on entire mission. The flak at Osnabruck was heavy, moderate and fairly accurate. The weather was 2/10 cirrus at 30000 feet over continent and visibility at 15 miles.

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Oprep A No. 73 Part 1 contd.

- B. : (i) 50 P47Ds (48 escorts - 2 radio relays)
(ii) 45 (failed to R/V with bombers because of change of
R/V time after A/C had taken off)
(iii) 4 (c) 1 - Supercharger failure
(d) 3 - Escort to abortive A/C
(iv) NIL
(v) NIL
(vi) 1 - Pilot seen to bail out just NW of Dummer Lake, Germany
due to engine failure - A/C crashed.
(vii) 3 - 1 left wing damaged by flak, Cat. A.
1 left wing damaged by flak, Cat. A.
1 fuselage and back of canopy damaged by flak, Cat. A.
(viii) 50
- C. : (i) 100 - 108 US gal British type wing tanks.
(ii) 100
- D. : (i) 213,00
(ii) NIL
- E. : (i) 30000 rounds 50 cal.
(ii) NIL
(iii) 1600
- F. : NIL
- G. : (i) 1 - MIA - 2nd Lt. Curt Conrad Boescher, 0815664, 395th
Fighter Bomber Squadron. Last seen to bail out A/C
just NW of Dummer Lake, near Recks, Germany and
parachute to the ground. Pilot did not move after
striking the ground. Witnessing pilot had to leave
vicinity after seeing the pilot land.
- H. : NIL

For the Commanding Officer:

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

SECRET

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HEADQUARTERS
368TH FIGHTER BOMBER GROUP

I-P-1

AFPO 595, US Army
29 May 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

REF : **SECRET**

Oprep A No. 74 Part 2 for 24 hours ending sunset 29 May 1944.
Operations Order No. 311.

A. : This Group (Lt Col. Frank Ferego leading), consisting of 47 P47Ds took off at 1740, 29 May 1944 to dive bomb Kerlin Bastard A/F. 2 Squadrons of 16 P47Ds each carried 2 x 1000 GP bombs, while the other Squadron of 15 P47Ds maintained top cover. The Group proceeded on mission as briefed, arriving over the target at 1905. 32 P47Ds dove from 9000 feet to 3000 feet at a 50 degree angle and released 63 x 1000 GP bombs on the target. One bomb was jettisoned in the Channel. Group then returned to the base, landing at 2029.

Pilots reported excellent bombing results with all except on of the 64 bombs being dropped on target. Direct hits were observed on runways and southern dispersal areas. No E/A were encountered on the mission. The flak was heavy, intense and accurate at Lorient and over target. The over the target was haze and thunder clouds at 18000 feet with 5 miles visibility. Over the Channel it was haze with poor visibility.

- B. :
- (i) 47 P47Ds (32 D/Bombers - 15 escorts)
 - (ii) 46 (32 D/B Kerlin Bastard A/F)
(14 escorts)
 - (iii) 1 (escort) (e) 1 - radio failure - rough engine.
 - (iv) NIL
 - (v) NIL
 - (vi) NIL
 - (vii) 2 (D/Bombers) 1 - damaged horizontal stabilizer by 50 cal. shell, Cat. A.
1 - tail fuselage damaged by flak, Cat. A.
 - (viii) 46

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Opreg A No. 74 Part 2 contd.

SECRET

- C. : (i) 47 - 108 US gal British type Belly tanks.
(ii) 47
- D. : (i) 132,30
(ii) NIL
- E. : (i) 75200 rounds 50 cal.
(ii) 2007
(iii) NIL
- F. : (i) 64 - 1000# Gp Fuse (nose AN-M103 - tail AN-M102A2)
(ii) 69 (Merlin Basterd A/F)
(iii) 1
(iv) 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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HEADQUARTERS
368TH FIGHTER GROUP

APO 595, US Army,
30 May 1944

SUBJECT: Abortive Report

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

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

A - 29 May 1944, Field Order 310

B - Escort

C - 368th Fighter Group, 71st Fighter Wing

D - P 47D-11-RE, Serial No-42-75538, 397th Fighter Squadron

E - 222:10

F - 222:10

G - 2nd Lt Joe C. Howard

H - Carburetion System (REPORTED ON OPREPA REPORT 73 AS SUPER-CHARGER)

I - I took off with the group and we continued to our altitude of 25,000 ft. when we reached 17,000 ft. my turbo R.P.M. started falling down, at 25,000 I could only get 37" with every thing full forward. The whole flight returned to the base with me.

J - Rubber hose connection in Right Carburetor Air intake duct was found to be heat-cracked. This sleeve was replaced. Engine was given a ground power check and found to be OK.

Frank S. Pereggo
FRANK S. PEREGGO
Lt. Col., Air Corps
Investigating Officer

8 JUN 1944

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HEADQUARTERS
368TH FIGHTER GROUP

APC 595, US Army
29 May 1944

SUBJECT: Abortive Report.

TO : Commanding General, IX Tactical Air Command, APO 595, US Army
(ATTN: Statistical Control)

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

A - 29 May 1944, Field Order 311

B - Escort

C - 368th Fighter Group, 71st Fighter Wing

D- P-47D-16RE, Serial No-42-76086, 397th Fighter Squadron

E - 179:45

F - 179:45

G - 1st Lt. Marvin J. Rosvold

H - Radio Failure

I - I made takeoff with radio apparently operating although failed to pick up usual Radio check between Sorbo and Squadron Leaders. Failed to hear Sorbo transmit at all. So aborted ten minutes after set course. Radio set had had been replaced just previous to mission and receiver was out when checked after landing.

J.- Radio installed previous to mission had an Intermittant press-to-talk relay which did not show up prior to installation in aircraft.

Frank S. Perez
FRANK S. PEREZ
Lt. Col., Air Corps
Investigation Officer.

8 JUN 1944

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HEADQUARTERS
368TH FIGHTER BOMBER GROUP

I-P-1

APO 595, US Army
30 May 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. 75 Part 1 for 24 hours ending sunset 30 May 1944.
Operations Order No. 315. IX Fighter Command.

A. : The 396th and 397th Fighter Bomber Squadrons (Col G.I. Meyers leading) of this Group, took off at 0947, 30 May 1944 to furnish penetration, target area and withdrawal support to 72 A20s of the 416th and 410th Bomber Groups of the IX USMAFEC who were to attack the Denain/Prouxy A/D in Valenciennes. 32 P47Ds R/V with the bombers at 1035 just east of North Foreland at 14000. Mission then proceeded as briefed, with the squadrons escorting the bombers over target at 1121 and back out without event. The squadrons then returned to base, landing at 1238.

The pilots reported that the bombing results of the A20s were very good, with hits in SE, SW and NW dispersal areas. No E/A or flak encountered on entire mission. M/Y appeared to be jammed with no movement. Many barges in canals in the vicinity of Brussels and Ghent. The weather enroute and over target was 2/10 cumulus at 20000; scattered cumulus at 15000; hazy up to 10000; visibility good.

B. : (i) 32 P47Ds (32 escorts)
(ii) 32 (escorts)
(iii) NIL
(iv) NIL
(v) NIL
(vi) NIL
(vii) NIL
(viii) 32

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Oprep No. 75 Part 1 contd.

- C. : (i) 64 - 108 US gal British type wing tanks.
(ii) 64
- D. : (i) ~~301.00~~ 85.00
(ii) NIL
- E. : (i) 51200 rounds 50 cal.
(ii) NIL
(iii) NIL
- F. : NIL
- G. : NIL
- H. : NIL

For the Commanding Officer:

Joseph S. Bumpfield Jr
1st Lt. A.C.

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

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HEADQUARTERS
368th FIGHTER BOMBER GROUP

I-P-1

APO 595, US Army,
30 May 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. 76 Part 2 for 24 hours ending sunset 30 May 1944.
Operations Order No. 315.

A. : The 395th Fighter Bomber Squadron, with Major H. Quimby leading, of this Group took off at 1800, 30 May 1944, to provide penetration, target area and withdrawal support to 36 B2Gs of the 386th Bomber Group of the IX USAFBC who were to attack Nantes Cassicourt. 15 P47Ds proceeded on mission as briefed, E/V with bombers at 1029 at Beachy Head at 12000 feet. Bombers were escorted over target and back out without event. The squadron landed at the base at 1900.

The results of the bombing were unobserved. One locomotive was destroyed by Major Quimby and Lt Huff 11 miles SW of Chartres. No E/A or flak encountered on entire mission. Two E/A were seen on A/D Vernavillet. The weather over target and enroute was scattered clouds at 17000 with haze.

- B. : (i) 16 P47Ds (16 escorts)
- (ii) 16 (16 escorts)
- (iii) NIL
- (iv) NIL
- (v) NIL
- (vi) NIL
- (vii) NIL
- (viii) 16

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Oprep A No. 76 Part 2 contd.

- C. : (i) 32 108 US Cal British type wing tanks.
(ii) 32
- D. : (i) ~~32~~ 46.45
(ii) NIL
- E. : (i) 25600 rounds 50 cal.
(ii) 674
(iii) NIL
- F. : NIL
- G. : NIL
- H. : NIL

1-0-5 train

Other Claims:

1 Locomotive destroyed - 11 miles SW of Chartres
by Major Quinby and Lt. Huff.

For the Commanding Officer:

Joseph B. Brunfield Jr
1st Lt. U.S.A.

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

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SECRETHEADQUARTERS
368TH FIGHTER BOMBER GROUP

I-P-1

APO 595, US Army
31 May 1944.

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

T O : 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. 77 Part 3 for 24 hours ending sunset 30 May 1944.
Operations Order No. 317. #3

A. : This Group with Lt Col. Perego leading, consisting of 53 P47Ds including 2 P47Ds as radio relays, took off at 1608, 30 May 1944 to dive bomb Bridge at Elbeuf (primary target) and Bridge at Pont de L'Arche (secondary target). 51 P47Ds each carried 2 x 1000 ~~GP~~ bombs. Group proceeded on mission as briefed, arriving over primary target (bridge at Elbeuf) at 1646. 397th Fighter Bomber Squadron, consisting of 17 P47Ds dove from 5000 feet at 20 to 30 degree angle to 50 feet and released 34 x 1000 Demolition bombs on bridge at Elbeuf with excellent results. 4 bombs were jettisoned in Channel. At 1707, 395th Fighter Bomber Squadron, composed of 16 P47Ds attacked the bridge at Pont de L'Arche. 396th Fighter Bomber Squadron, composed of 10 P47Ds also attacked this bridge. 8 P47Ds made attack on a R/R bridge 2 miles east of Pont de L'Arche. Group then returned to base, landing at 1842.

Pilots of the 397th Fighter Bomber Squadron reported excellent bombing results in attack on Elbeuf Bridge with the north end of the bridge destroyed and left in water. The south approach of bridge was damaged by direct hits. Two locomotives and one M/T were destroyed and one locomotive damaged in area just north of Elbeuf. One P47D with Lt D. Fry, 397th Fighter Bomber Squadron was last seen making a run on target - MIA. The pilots of the 395th Fighter Bomber Squadron reported 4 direct hits on center of bridge at Pont de L'Arche. 396th Fighter Bomber Squadron attacked bridge at Pont de L'Arche and north third of bridge was left in water. 8 P47Ds made direct hits on southern end of trestle of the R/R bridge 2 miles east of Pont de L'Arche and it had shifted to one side. No E/A were encountered on the mission.

SECRET 30

3 JUN 1944

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Prep A No. 77 Part 3 contd.

SECRET

- A. : The flak over the target (Elbeuf) was light, intense and accurate; in the woods north of Pont de L'Arche it was light, moderate and inaccurate; at the R/R bridge 2 miles east of Pont de L'Arche it was moderate and inaccurate. The weather over target was 5/10 cumulus at 7 to 15000 feet and enroute scattered clouds and haze.
- B. : (i) 53 P47Ds (51 D/Bombers - 2 radio relays)
 (ii) 52 (16 D/Bombers - Bridge at Elbeuf)
 (26 D/Bombers - Bridge at Pont de L'Arche)
 (2 radio relays)
 (8 D/Bombers - R/R Bridge 2 miles east of Pont de L'Arche)
- (iii) NIL
 (iv) NIL
 (v) 1 - Pilot last seen making a bomb run on target, Bridge at Elbeuf.
 (vi) NIL
 (vii) 2 - 1 left flap damaged by flak; left wing damaged by shell, Cat. AC.
 1 wing damaged by 20 mm shell, Cat. AC.
 (viii) 53
- C. : (i) 53 - 108 US gal British type Belly tanks.
 (ii) 53
- D. : (i) 124:30
 (ii) NIL
- E. : (i) 84800 rounds 50 cal.
 (ii) 3198
 (iii) 1600
- F. : (i) 102 - 1000# Demolition Fuse (M114 tail)
 (ii) 95 (30 on bridge at Elbeuf - 49 on bridge at Pont de L'Arche
 16 on R/R bridge east of Pont de L'Arche)
 (iii) 4
 (iv) 2
 1 returned to base.
- G. : (i) 1 - MIA
 1st Lt. Alfred D. Fry, 0797816, 397th Fighter Bomber Squadron, last seen making bomb run on bridge at Elbeuf.
- H. : NIL
- Other Claims: 3-0-1 train
 1-0-0 truck
- 3 - Locomotives destroyed (1 - Lt Kild and Lt Williams between Montfort and Pont Audemer, 2 - by Lt Lougee north of bridge at Elbeuf.
 1 - Locomotive damaged by Lt Lougee north of bridge at Elbeuf.
 1 - Motor Transport destroyed in area north of target (Elbeuf) by Capt Marini.

For the Commanding Officer:

Joseph B. Brunfield Jr
 1st Lt. A.C.**SECRET** MAURICE D. POWELL, 1st Lt., Air Corps, Asst. Adj.

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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 : **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

SECRET

3 JUN 1944

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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.

SECRET

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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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