

COMBAT REPORT OF CAPTAIN JOSEPH J. McLACHLAN
Claims 1-0-0

- A. Type of Action. Combat
- B. Date of action. 7 August 1944
- C. Squadron & Group. 396th Fighter Squadron, 368th Fighter Group
- D. Time of attack. 1515 hours.
- E. Geographic location of attack. North of Lassay, Y-9890.
- F. Weather, including visibility. 4/10 cumulus, 4 miles visibility.
- G. Type of Enemy Aircraft. Me 109
- H. Enemy casualties. 1 Me 109 destroyed.
- I. Rounds of ammunition expended for the whole mission. 1160 rounds.
- J. I was leading an 8 ship flight of Serum Squadron on an armed Recon flight. I had 2 500lb bombs on my four ship flight and was covering my second flight who were strafing two enemy trucks when I spotted 30 E/A coming in from the east at our same altitude. I called the flight on the deck to climb up while I tried to cover them. When E/A saw my flight they jettisoned their bombs (one from each plane) and started to orbit a large cumulus cloud. Purple flight managed to climb up to our altitude somehow and we stayed above them about 1500-2000 ft, appx 7,500 ft. I called the controller and gave him E/A position and then after the controller sent help and we knew they were near we jumped them. My #2 man did a wonderful job in following me and I broke two or three times and fired at a few E/A with no results. Then I spotted one Me-109 and chased him into a cloud and through it he turned to the left, I turned with him and got in astern of him, I fired a long burst from about 5 degrees astern at 350 yards and he rolled violently back and forth pouring out smoke and then just rolled over on his back. He was hit badly and looked as tho he were out of control because he rolled over on his back and went straight into the ground and exploded. A nearby P-51 saw it and said "Nice job P-47". The pilot never attempted to get out of the plane and went in with his ship.

Joseph J. McLachlan
JOSEPH J. McLACHLAN,
Captain, Air Corps,

SUPPORTING STATEMENT TO THE COMBAT REPORT OF CAPT. JOSEPH J. McLACHLAN
7 AUGUST 1944

I was flying on Capt. McLachlan's wing. I saw him chase this Me 109 thru the cloud and when I came out on the other side, Captain McLachlan was nearly astern of the E/A. I saw him fire a long burst into the E/A and black smoke started pouring out of the E/A. The E/A rolled over on his back, and went straight into the ground and exploded. The pilot of the E/A did not get out of the ship. A P-51 saw the action and told Captain McLachlan "Nice job P-47".

RICHARD C. COX,
2nd Lt., Air Corps.

COMBAT REPORT OF 1ST LT ALFRED E. BENTON
Claims 1-0-0

- A. Type of Action. Combat
- B. Date of Action. 7 August 1944
- C. Squadron & Group. 396th Fighter Squadron, 368th Fighter Group.
- D. Time of attack. 1515 hours.
- E. Geographic location of attack. North Of Lassay, Y-9890.
- F. Weather, including visibility. 5/10 cumulus, 3 miles visibility
- G. Type of enemy aircraft. Me-109
- H. Enemy casualties. One Me-109 destroyed.
- I. Rounds of ammunition expended for the whole mission. 1400 rounds.
- J. Serum purple flight was straffing some M/Ts with Serum Red flight acting as top cover when 30 plus Me-109s at 6,000 ft entered the area. The E/A jettisoned their bombs and started an orbit to the left in and out of a patch of cumulus clouds. Serum purple flight climbed up past the E/A just outside of firing range but they did not attempt to attack. Purple flight joined red flight at 7,500 ft. putting us on top of the E/A who were still orbiting the clouds. I led serum purple flight down on an E/A who was the last man in a string of three. I started firing in a left turn at 60 degrees closing to line astern as we neared the clouds. I noticed good strikes on the E/A and he began to smoke. When line astern I closed so fast my left wing and prop hit the tail of the E/A. Last seen the E/A was going straight in and no chute was observed.

Alfred E. Benton
ALFRED E. BENTON,
1st Lt., Air Corps.

SUPPORTING STATEMENT TO THE COMBAT REPORT OF 1ST LT ALFRED E. BENTON
7 AUGUST 1944

I was flying Serum purple two on Lt Benton's wing when encounter took place. We were on the deck straffing M/Ts when Serum Red leader acting as our top cover, called on the RT and informed us of thirty plus bandits above us. We immediately shoved everything forward and climbed up past the Jerry. Jerry was not in the least bit interested in a fight as was evidenced by the fact that we climbed up directly in front of them. Jerry saw us and made a hundred and eighty turn back into a large towering cumulus.

We joined red flight at about 7,500 ft. which was above the cloud circling Jerry.

I went down on Lt. Benton's wing and to the rear. He opened up on the Hun in a sixty degree bank. I saw strikes on E/A and thick black smoke pouring from it. Lt. Benton closed very rapidly and started to break away. The E/A apparently had chopped its throttle and Lt. Benton's propeller and wing struck the E/A tail empenage.

The E/A lost its tail and started tumbling and spinning very tight and fast. The butt left by Lt. Benton's propeller looked like a bloody stump. The empenage cartwheeled thru the air.

I saw the E/A when it first started tumbling and the cockpit was still closed. Jerry did not bail out and E/A went in. A very good job of deflection shooting.

Earl L. Kielgass
EARL L. KIELGASS,
2nd Lt., Air Corps.

ENCOUNTER REPORT

- A. Combat
- B. 8 August 1944
- C. 396th Fighter Squadron, 368th Fighter Group
- D. 1215
- E. Near Domfront
- F. No clouds. Visibility about 2 miles
- G. 25 FW-190's and Me-109's
- H. 1 Me-109 and 1 FW-190 destroyed
- I. 1360 Rounds.

J. I was leading Serum Green Flight on an armed patrol around Domfront and south. We had patrolled about an hour when I saw about 25 enemy planes, high at nine o'clock. We put on full boost and got on top of them. They started diving slightly on a heading of about 120°. I lost my No. 2 man because he was low on gas. I went down on a 190 from 6 o'clock firing a short burst from about 250 yards. I saw a lot of hits on his fuselage and he started smoking badly and seemed to shudder back and forth and roll on his back and was last seen going straight down trailing a lot of smoke at a very low altitude. I pulled back on top and the rest hit the deck and I lost them. I did see one single on the deck. I went after him and caught him after about a four minute chase. I gave him a short burst at about 500 yards and got good hits on his fuselage. I then followed him closing to 200 yards direct stern and gave him a good burst, observing a lot of hits on his fuselage and wing. He shuddered and started smoking badly. He then made a slow turn to the left, pulled up and bailed out. We then returned home because of being low on gas. We landed at 1300. I claim two destroyed.

David C. Parrish
DAVID C. PARRISH,
1st Lt., Air Corps.

SUPPORTING STATEMENTS TO THE ENCOUNTER REPORT OF 1ST LT. D.C. PARRISH

I was flying No. 3 in Serum Green Flight during the above encounter. When Serum Green No. 2 left the formation I pulled up and flew Green Leader's wing. I observed the entire encounter. I saw Green Leader hit the 190 with a good burst. The 190 shuddered violently, started pouring forth black smoke, rolled over on his back and went straight down. I do not believe he could have possibly pulled out as we were at a very low altitude.

Green Leader got on a 109 and gave him a short burst at long range and I saw hits all along the fuselage. Green Leader closed on him and fired a long burst at close range from 6 o'clock. The 109 was badly hit and started smoking. He broke sharply to the left, pulled up and bailed out. His chute opened. We returned to base, low on gas.

Albert S. Larsen Jr.
ALBERT L. LARSEN, JR.
1st Lt., Air Corps.

I was flying Lt. Larsen's wing who was No. 3 in Serum Green Flight, when Lt. Larsen joined on Lt. Parrish's wing, so I observed the whole encounter between Lt. Parrish and a FW 190. Lt. Parrish made a pass and closed in on the 190 registering hits, then the FW started pouring out an enormous amount of black smoke. Then the plane shuddered and rolled over on its back and I last saw it going straight down. I did not observe the plane hitting the ground due to the fact that my leader had made a pull up and I did not want to lose him. Then the flight leader saw a single plane down on the deck which he called in and he went down after him. Lt. Larsen and I both stuck with him. I could not observe any hits on this plane due to the fact that I was too far back by that time. Later I observed the plane trailing smoke then making a sharp left turn and going just in back of me. I turned sharply and next saw the chute open. We then returned home due to the fact that we were low on gas.

Kenneth L. Wilcox
KENNETH L. WILCOX,
2nd Lt., Air Corps.

- 1- 3000 ft. base camp, 1000 ft. above sea level.
- 2- 2 1/2-37°
- 3- Nil
- 4- 2 1/2-37° hit tracks along road at 1000-1200 ft. base.
- 5- 10 in 100 lb bombs were dropped, last at 1/30.
10 in 500 lb bombs were dropped at 1000 ft.
Started div. at 5000 ft. altitude of base 1/2 way up. 1000 ft.
- 6- Bombing results were very good. 10 in bombs destroyed 1000 ft. base
- tracks damaged, 1000 ft. base.
- 7- 2 1/2-37° bombs landed at 1000 ft.
- 8- 2 1/2-37° Nil
- 9- Continent: base 1000-1500 ft, however very high.
- 10- Up at 0800 hours, base at 1000 ft. 10, 1000 ft. 1000 ft.
- 11- 2 1/2-37° Nil
- 12- Radio was landed along.
- 13- Truck conveys vicinity of 1000 ft. 1000-1500 ft. were destroyed.
- Some going to and others back.
- 14- Nil
- 15- The trucks at 1000-1500 ft. were strafed with good results.
- 16- The weather at the base was too closed in to land at base.
10. 1000 ft. 1000 ft. 1000 ft. 1000 ft. 1000 ft. 1000 ft. 1000 ft. 1000 ft.

1000 ft. 1000 ft.
1000 ft. 1000 ft.
1000 ft. 1000 ft.

- A- 0800. 1st wave of bombs, 2nd wave. 1st wave 100 lb.
- B- 01-0117
- C- 011
- D- 01-0117 1/2 1/2 1/2
- E- 15 x 500 lb bombs were loaded. Last a 1/20.
- F- 15 x 500 lb bombs were dropped on target.
- G- 15 x 500 lb bombs were dropped on target.
- H- 15 x 500 lb bombs were dropped on target.
- I- 15 x 500 lb bombs were dropped on target.
- J- 15 x 500 lb bombs were dropped on target.
- K- 15 x 500 lb bombs were dropped on target.
- L- 15 x 500 lb bombs were dropped on target.
- M- 15 x 500 lb bombs were dropped on target.
- N- 15 x 500 lb bombs were dropped on target.
- O- 15 x 500 lb bombs were dropped on target.
- P- 15 x 500 lb bombs were dropped on target.
- Q- 15 x 500 lb bombs were dropped on target.
- R- 15 x 500 lb bombs were dropped on target.
- S- 15 x 500 lb bombs were dropped on target.
- T- 15 x 500 lb bombs were dropped on target.
- U- 15 x 500 lb bombs were dropped on target.
- V- 15 x 500 lb bombs were dropped on target.
- W- 15 x 500 lb bombs were dropped on target.
- X- 15 x 500 lb bombs were dropped on target.
- Y- 15 x 500 lb bombs were dropped on target.
- Z- 15 x 500 lb bombs were dropped on target.

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 1978, 1979, 1980
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1- One of the

2-

3-

4-

5- 10 x 500 bombs were loaded - inst. x 1/40.
10 x 500 bombs were dropped on targets.
Altitude, run from 2,000 to 1,000 ft. angle

6- Bombing results were good. Hits were observed close to the tanks with damage inflicted. Area where

7-

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14- 7 trucks and 4 tanks were strafed with very good results. 3 trucks were destroyed. 1 tank was observed burning.

15-

MURRAY S. SWAIN,
1st Lt., A R COR 2,
Asst S-2

MISSION REPORT

1- 35th Fighter Squadron, 1st AF, 1944, 1st AF, 1st AF.

2- 1st AF

3- 1st AF

4- C-47's hit 1st AF and buildings at 1st AF. 1st AF 1st AF.
Also building at 1st AF.

5- 1st AF 500 lb bombs were loaded.

- 6- 1st AF 500 lb bombs dropped on 1st AF and buildings at 1st AF
 - 7- 1st AF 500 lb bombs dropped on intersection at 1st AF. 1st AF 1st AF
 - 8- 1st AF 500 lb bombs dropped on side type building at 1st AF.
- Started dive at 8,000 ft. on 1st AF. 1st AF 1st AF.
Pulled out of dive at 5,000 ft.

9- Bombing results were good. 1st AF were observed most of vehicles which could badly damage them at 1st AF. 1st AF observed as 1st AF to the building.

10- 1st AF 1st AF

11- 1st AF: 1st AF over 1st AF. 1st AF 1st AF 1st AF.

12- 1st AF at 1st AF hours, down at 1st AF hours.

13- 1st AF 1st AF

14- 1st AF was low and clear.

15- 1st AF troops coming out area south of 1st AF also on road going west between 1st AF and 1st AF. American troops concentrated 1st AF of 1st AF outside of town.

16- 1st AF, 1st AF, inaccurate 1st AF just 1st AF of 1st AF.

17- 1st AF vehicles were strafed by 1st AF. 1st AF flight along highway going 1st AF of 1st AF to 1st AF and damaged badly. Buildings at 1st AF-1st AF were strafed with very good results. Buildings set on fire.

18- 1st AF included 1st AF 1st AF 1st AF number of concentration of vehicles outside of 1st AF. 1st AF proceeded to town and looked for the target, they bombed and strafed.

1st AF 1st AF
1st AF, 1st AF Corps,
Asst 1st AF

2

*YORKTOWN REPORT

- A- 886th Fighter Squadron, 7 August 1944. Air Base 1. 101-1
- B- 101-1713
- C- Nil
- D- Nil
- E- 6 x 500 lb bombs were loaded. First bomb and 1/10 tail.
6 x 500 lb bombs were jettisoned (missed) over ASSEY WOODS
- F- thru G- Nil
- H- 1 P-47 has out. Damage caused by pipe tube breaking off by mid-air collision, the resulting air-speed indicator causing false reading on landing.
- I- Nil
- J- 6 x 1/2 (No 100s) were attacked at approx 15:30 at about 1515 hours 1/2 at 5,000 ft. (near jing bombs, jettisoning same). 2 No 100s destroyed, one by Capt. Joseph S. McLaughlin and one by 1st Lt. Alfred H. Benton.
- K- Nil
- L- Continent: 4/10 clouds at 4-5000 ft. Visibility 4 to 6 miles with visibility about 8 miles.
- M- Up at 1403 hours, down at 1535 hours.
- N- thru O. Nil
- P- Radio was loud and clear.
- Q- thru R. Nil
- S- 6 tracks were strafed with very good results. 1st Lt. Benton and Davis destroyed when on road at 1500.
- T- The squadron proceeded to locate R/V point, contacted the controller, and were strafing 3 P-47s when top cover observed 30 plus bandits approaching, squadron climbed, called for help and orbited until help arrived. Dogfight ensued with Capt. McLaughlin and 1st Lt. Benton each destroying 1 No 100. 1st Lt. Benton crash landed at base as a result of damage to his plane from a mid air collision with the 100., otherwise everyone was ~~xxxxxx~~ unscathed.

WALTER B. HALL,
1st Lt., Air Corps,
Asst S-2

A- 500 lbs of, 300 lbs of, 1000, 1000, 1, 1000, 1000.

- 8 P-47s

C- Nil

D- 6 x 500 lb bombs were loaded. Last bomb - 1/40 tail.
3 x 500 lb bombs were jettisoned over woods - 3000.
Started dive at 4,000 ft. angle of dive 40 degrees.
Pulled out at 1,500 ft.

E- Cabin, regular were unknown. Last was used in woods.

- Nil

F- 1000/A at ack us near Williams, east of location. 1 P-47 and 1
P-190 destroyed by Lt. Parrish at 1200.

G- Nil

H- Stratocumulus at 7,000 ft. had base.

I- Up at 1115 hour, down at 1100 hour.

J- and K- Nil.

L- Radio was jammed after flight started.

- Nil

M- Light, intense, accurate flash at 7-0010.

- Nil

N- Poodle had nothing. Went north to obtain, but visibility was so
bad leader was unable to find any fuel tanks - bombs were dropped
in woods when green light discovered bandits and ceased the bomb,
knocking down two.

RA. W. A. WICK,
Capt., 20,
5-2

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A- MISSION NUMBER F 21-5. 11 AUGUST 1964

B- 324 Ftr Sq. dispatched 12 P-47s.

C- Up at 1511 hours. over target at 1540 hours. Down at 1618 hours.

D- WIL

E- 12 x 2 x 500 lb. GP bombs were loaded (inst. x 1/16 fuse)

24 x 500 lb. GP bombs in target area.

Started dive at 7,000 ft. Angle 65 deg. Pull out at 3,000 ft.

No P-47's were used as escort.

Bombing results were unobserved.

All hits were observed in specified target area, no immediate results were seen.

F- WIL

one inaccurate heavy flak at H-3080.

G- Tactical observations were smoke and flames in NW end of target from 308th Sq. bombing - Camouflaged installations at R-1012.

H- CAVU

NOTE: NO WEATHER REFERENCE:

Mission was generally uneventful. After bombing, squadron proceeded north and chased little friends in Cuch - Le Havre areas and proceeded home.

FRANKLIN A. DICK,
Capt., AC,
F-2.

1- 1000 number 111-1.

2- 1000 number 111-1.

3- 1000 number 111-1.

4- 111

5- 10 x 600 10 0 hour only. 1000 number 111-1.

6- 10 x 600 10 1 hour only. 1000 number 111-1.

7- 10 x 600 10 2 hours in contact area.

8- 1000 number 111-1.

9- 1000 number 111-1.

10- 1000 number 111-1.

11- 111

12- 1000 number 111-1.

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16- 1000 number 111-1.

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1737

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MISSTAC

A- Mission No. 3.
Ops. No. 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

B- Squad, Div. 2, dispatched 4 P-47's

C- Up at 1400 hours, over target at 1500 hours, down at 1615 hours.

D- 1 P-47 was destroyed at W-070836 by Flak.
1st Lt. Clarence J. Wilson is missing.

E- 2 x 500 lb. High bombs were loaded.
4 x 500 lb. H bombs (inst. mod. x 1/40 tail) were loaded.
6 x 500 lb. High bombs in target area. W-1025
2 x 500 lb. H bombs in target area. W-1026
Results of 1st Lt. Clarence J. Wilson's bombs accurate.
Bombing results were excellent.
All hits were observed within area of 1/2 in. east of target.
2 tanks were probably destroyed.

F- Intense account of light flak at 1600 at 1-1000

G- Radio being jammed on C channel.

H- GAVE

I. Wilson was hit by barrage of light flak, buried up and killed
out at an altitude of 1,000 ft. When hit, Wilson's parachute
chute hit ground and Wilson was killed.

Richard A. GYM,
Captain, Air Corps,
A-1

1. The first part of the document is a list of names and addresses, which appears to be a directory or a list of contacts. The names are mostly in all caps, and the addresses are in a standard format.

2. The second part of the document is a list of names and addresses, which appears to be a directory or a list of contacts. The names are mostly in all caps, and the addresses are in a standard format.

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... ..

- A- One of No. 118, ...
 - B- ...
 - C- ... at 1710 hours, ...
 - D- ...
 - E- 4 x 1 x 300 lb ... bombs were loaded, ...
 - F- ...
 - G- ...
 - H- ...
 - I- ...
 - J- ...
- ... for forty minutes, no target was sighted, ...

WILLIAM A. BISH,
 Captain, Air Corps,
 9-2

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A- 1750 Hr. Co. 43, Lt. L. Date 17 Aug. 1944. #2.

B- 3000. Lt. Co. 43, Lt. L. 4-17/44.

C- Up at 1740 Hr., over point at 27°-10' N, 158°-10' W.

D- Nil

E- 4 x 1 x 100 lb M bombs (2 x 1/4 lb frags) were loaded.
4 x 6 cluster frag bombs were loaded.
4 x 1 x 100 lb M bombs (2 x 1/4 lb frags) were loaded.
4 x 6 cluster frag bombs (2 x 1/4 lb frags) were loaded.

F- Nil

G- Flight couldn't contact island or any other possibility. Suspicious
calls in very weak. Our wrecks were seen approaching island from
the southwest along the radio range at approx 1750 Hr. (arrived, jeep
17/44). Since the clouds cover you 8-10/44 the flight didn't want
to take a chance on weather, especially since they saw a lot of air
in wrecks.

H- Base of clouds at 3500 ft. top at 7,000 ft, 8-1/4. Visibility
was good, about 5-10 miles.

WILLIAM W. ...
1st Lt., Air Corps,
Apt 3-2

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Additional information:

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MISSION REPORT

- A- Ops Or. No. 153. Parag. 2, 25th Aug. 1944. #1
- B- 396th Fitr. Sq dispatched 12 F-47's, and 1 F-47 aborted because of radio trouble (no bombs carried)
- C- Up at 1004 hours, over target at 1045 hours, down at 1150 hours.
- D- Nil
- E- 11 x 2 x 500 lb GP bombs (inst, nose 1/40 tail) were loaded.
11 x 2 x 500 lb GP bombs in target area.
Bombing results were very good. Direct hits seen on newly constructed wooden bridge across Seine River at M1803, also on road going NE out of Oissel. Near hits observed near a dug in tiger tank in vicinity of R1497.
Mixed M/Ts, vehicles, and tanks were strafed along the road near Oissel (M1804) and along highway North to Rouen beside Seine River.
50 mixed vehicles, including tanks were destroyed and 50 plus more were either probably destroyed or damaged.
- F- Heavy, moderate, fairly accurate flak in target area.
Light, intense, fairly accurate flak in target area.
- G- Great concentration of vehicles and tanks (appx 400) (1/3 tanks) between Oissel, across the wooden bridge and up road along Seine River towards Rouen. Friendly troops were outside Elbeuf to the south and southeast. Outbreak was only controller beside sweepstakes to answer. About 6-7 empty barges seen in Seine River about one mile from Elbeuf. There was a concentration of vehicles in the forest at M-1605. The tiger tank at R-1497 was holding up our column. Purple flights bombing this dug in tank probably silenced because our column started to move afterwards.

NOTES:

Squadron checked in with outbreak and told him of the concentration of vehicles and he told them that anything across the Seine was alright to go after.
Vehicles near Oissel were also identified as enemy.

MURRAY B. THAYER,
1st Lt., Air Corps,
Asst G-2

MISICION REPORT

- A- Ops Or. No. 153. Par. 2. 25th August 1944. #2
- B- 396th Fitr. Sq. dispatched 12 P-47's.
- C- Up at 1610 hours, over target at appx. 1715 hours, down at 1815 hours.
- D- Nil
- E- 12 x 2 x 500 lb CP bombs (inst nose 1/40 tail) were loaded.
12 x 2 x 500 lb GP bombs in target area.
Bombing results were fair. Hits were observed close to 10-15 horse drawn field pieces on main highway going south from Font Audemer at I-7707 and on the tank at R-0798. The tank was disabled as confirmed by cutbreak. After bombing the field pieces were strafed with very good results, destroying about 10 of them.
- F- Light, intense, fairly accurate light flak near St. George du Vievre 08496.
Light and heavy, moderate, inaccurate flak in area North of Elbeuf.
Light and heavy, moderate, inaccurate flak at Bardonville (M080155).
- G- The 10-15 horse drawn field pieces appeared to be howitzers going south from I-7707. They were camouflaged. Individual German vehicles seen moving in all directions in Foret de La Londe (M0505). Artillery flashes from a battery of 3 were seen near the river at R-255992, pointed north westward. An E boat was spotted moving into Le Harve at 14926. This was called into Deepstakes and a s us ron was led to the net, but they didn't bomb.

NOTE:

Cutbreak was contacted when squadron was over area. He tried to mark the tank with white smoke but was not very successful. The tank was finally spotted and disabled by bombing, confirmed by cutbreak. Target marking was generally poor. Red smoke was used as well as the white.

W. V. R. [unclear],
1st Lt., [unclear] Corps,
[unclear] 8-2

MICRO REPORT

A- Ops Or. No. 153, Par. 2. 35 Aug 1944 1944

#3

B- 396 Witr Sq. dispatched 12 P-47's

C- Up at 2002 hours, over target at 2045 hours, down at 2118 hours.

D- 1 P-47 damaged Cat. A due to flak.

E- 12 x 2 x 500 lb CF bombs (inst and 1/40 fusing) were loaded.

12 x 2 x 500 lb G bombs in target area.

Bombing results were good. 4 direct hits were seen on 6 roads and crossroads at M-115118. Near hits close to a W/G nest and 2 barges at M1311, knocking out nest and damaging the 2 barges. Close hits near 4-5 barges at M0906, damaging at least 3.

F- Very intense, heavy, fairly accurate flak in the foret de Roumare M1013 and all around the bend of the Seine River surrounding the forest.

G- 2 larger vessels were seen in the same vicinity M0906 one of which seemed to have been hit previously. No larger concentrations of W/Ts were ever seen S. of Rouen.

Notes: The intensity of the flak was something that indicated how well defended that area might be.

USURY P. COLLIER,
1st Lt., Air Corps,
Asst S-2

MILITARY REPORT

- A- Mission number 421-2, 26 Aug 1944. #1
- B- 396th Ftr Sq. dispatched 12 P-47's, and 1 P-47 aborted because of pilot error.
- C- Up at 1007 hours, over target between 11-1230 hours, down at 1325 hours.
- D- Nil
- E- 30-35 horse drawn wagons were seen on road at S4025 of these 10-15 were destroyed by strafing.
- F- Nil
- G- Friendly troops (tanks and vehicles) at Les Chapelles Pourbon (S-4127), moving east, and also going north on road at S3222. One lone plane, believed to be rocket propelled aircraft similar in structure to He 163 came screaming down in the vicinity of S-3535, just east of Paris. The squadron was flying at 8,000 ft at the time they saw this airplane diving down and then pull up after breaking away and heading east. The airplane had broad wings which tapered to the wing tip. Its appearance looked to be larger than a P-47 in wing span.
- H- Visibility was bad, about 1/2 to 2 miles.

Notes: Sweepstakes was only controller who was successfully contacted. Squadron flew around in the briefed reconnaissance area. Franco 1 finally came on E/T when the squadron was ready to go home after flying mission.

MURRAY R. THAYER,
1st Lt., Air Corps,
Asst S-2

MISSION REPORT

A- MISSION NUMBER Y21-2
OPS. OR. NO.

26 August 1944 #2

B. 396th Fighter Squadron 12 P-47's Dispatched

C- UP at 1606, TOT 1710 to 1805 DOWN 1907

D- NIL

E- 1 Tiger Tank destroyed by strafing at S-263E.
4 MTs destroyed by strafing (2 at S-2722 and 2 at S-5151)

F- Light, Intense Fairly Accurate Flak at S-5151

G. BRONCO ONE AT LISIGNY S-2529 Concentration of Tanks and Vehicles
behind him moving North. 1 Aircraft possibly a FW-190 crashed or was
shot down near BIEVILLE EN AUGER U-265619. 2 P-51s circirled the spot where
pilot had landed and was waiting.

H. Visibility Poor, about 1 to 2 miles 10/10th 6 to 7000 over Target Area

NOTES: Contacted Bronco no. 1 who vectored them to Saintny S-2127 and then the
Squadron proceeded to reconnoiter the area immediately to the north of
Liseny.

MURRAY B. THALER
1st Lt. Air Corps
Asst. S-2

Mission Number 3 21-2

Date 20 August 1944.

1- 393 Tr. Sq. dispatched 11 P-47s.

2- Op at 0730 hours, over target at 0800 hours, soon at 0830 hours.

3- 1 P-47 was destroyed at S-515740 by striking a tree.

2nd Lt. John R. Stewart, Jr. is missing.

4- 4 x 1 x 500 lb. H bombs were loaded (inst x 1/40 fusing)

1 x 1 x 500 lb. H bombs in target area.

7 P-47s were used as escort.

bombing results were poor - two duds.

10 trucks were destroyed by strafing at S-4770.

5 trucks were destroyed by strafing at S-4880.

Fe No W/A were encountered.

No flak was encountered.

G- Nil

H- No clouds.

Visibility was poor - about 5 miles.

Notes for future reference:

Squadron proceeded to Meaux and were told by Fiddle that he had nothing but to proceed North and look around. On a strafing run at Meaux, Lt. Stewart hit a tree and crashed. Various W/A were destroyed in the Metz area.

FRANKLIN A. L. CH,
Capt., AG,
A-2.

MISSION REPORT

- A- ps op. No. Y81-4 Date: 22 August 1944
- B- 326th Witr. Sq. dispatched 12 P-47.
- C- Up at 1320 hours over target at 1400 hours, down at 1526 hours.
- D- Nil
- E- 4 x 1 x 500 lb Gp bombs (inst x 1/40) were loaded.
4 x 1 x 500 lb Gp bombs were dropped on 3 mobile A/A guns at S6378.
3 P-47's were used as escort.
Bombing results were very good, 1 direct hit.
1 tank was damaged. 17 trucks were destroyed. 1 motorcycle was
destroyed. 1 gas dump was destroyed, all in area of S-6285.
- F- Weak inaccurate light flak at S-6283.
- G- Our troops are at S-6278, S-6281, heading SE at S-6295.
6 medium tanks at S-740335 sighted.
Possible targets near River between Villers Cotterets and Soisson.

FRANKLIN A. DICK,
Capt., Air Corps,
S-2

- 1st Lt. ...
- 1st Lt. ...
- 1st Lt. ...

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- 7 ...
- 7 ...

- 1st Lt. ...
- 1st Lt. ...

- tactical observations were:
- tactical observations were:

Large fires and explosions occurred in the south ...
The enemy convoy ...
- 1st Lt. ...
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It is believed that many more vehicles were ...
area of ...

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