

STANDARD REPORT

- A. Encounter with P-190.
- B. 7 July 1944.
- C. 398 Fighter Squadron, 368 Ftr Group.
- D. 0940 hours.
- E. In vicinity between Leval and Lo'ans.
- F. Strato Cumulus 7,000 ft. Dark but visibility 8 to 10 miles. intermittent showers.
- G. P-47
- H. 1 P-190 damaged pending film.
- I. 1600 Rounds.

J. I was leading Serum Squadron, flying #1 in Serum Vellow flight on a D-B mission in the vicinity of Viro. I was five minutes from target when many bandits were called in by Tropic Squadron. About three minutes later I spotted a single P-190 break through the clouds at nine o'clock to me and was heading south. I jettisoned my bombs and after about six minutes closed to 350 yards and fired a long burst dead astern seeing no hits. I closed to within 250 yards and fired a long burst dead astern seeing no hits. I closed to 150 yards dead astern and fired down to my tracers and observed about four winks of API on his belly only after moving my bead about two rings below his tail. He realized for the first time that he was being fired on for he broke sharply to the right. I pulled inside of him in $\frac{1}{8}$ turn and his ship stalled out twice about 200 ft in two orbits but he recovered each time. After two orbits he rolled out straight and level and I fired all guns clear at 200 yards observing no hits.

I feel that I should add that my ship had not been bore sighted for the past month as our bore sighting equipment had not arrived on the strip. I also noted three days previously while strafing trucks, that when my bead was placed on the truck my API was winking an unbelievable distance ahead of the target. This fault had recieved attention, but not with the proper equipment.

Harold P. Sparks
HAROLD P. SPARKS,
Major, Air Corps.

REPORT

A- Encounter with W-190
B- 7 July 1941
C- 0000 Hrs Su, 5000 Hrs Sp.
D- 0800 hours
E- In vicinity of Fort I'Veque
- Collin 10,000 ft. Visible by good
G- P-47
H- 1 W-190 damaged.
I- 1000 rounds fired.
J- I was leading Serum Purple flight while on course to target at 5,000 ft. with 2 500 lb. bombs., Serum Blue flight flying astern of our flight was jumped by 2 W-190s from 9 o'clock closing to 6 o'clock. Purple flight broke left 1000 and jettisoned bombs. I attacked the first W-190 from 4 o'clock giving a short burst while closing to line astern at 300 yards. Strikes were seen on tail of W/A. After the first burst the W/A threw off white smoke. When I was in position again to fire at 6 o'clock W/A used evasive action by weaving, then did a split S, meanwhile I gave him several bursts. The W/A pulled out of his dive and zoomed straight up to 8,000 ft just below the overcast I gave him several more bursts but notes no strikes. I stalled out about 1,000 ft below him. The W/A then did a wing over and came straight down on top of me getting one 20mm hit in my right wing. As I was rolling over to follow W/A down some 50 cal. exploded in my right wing, so I broke thinking they were strikes on my ship. I then lost the W/A.

Alfred E. Benton
ALFRED E. BENTON,
1st Lt, AC.

I was flying number two position to Lt. Benton, purple flight leader. I saw the strikes on the W/A and verify Lt. Benton's report of the encounter.

Herold J. Hahn
HEROLD J. HAHN,
2nd Lt, AC.

A- Encounter with FW-190
 B- 7 July 1944
 C- 590 Ptr Sq, 388 Ptr Gp.
 D- 0800 hours
 E- In vicinity north of Vire.
 F- Stratocumulus about 7,000 ft.
 G- P-47
 H- 1 FW-190 destroyed - Shared pending outcome of film
 I- 400 rounds
 J- I was flying # 4 position in Serum Blue flight in Vire vicinity headed for a D-5 mission. Bombs were called in and observed at 5 o'clock and 11 o'clock. While clearing behind my flight I observed 2 FW-190s coming at 9 o'clock which began firing on us immediately, two other FW-190s broke through overcast coming in, all four began firing. I called break and released my bombs head on into the enemy and fired a very short burst in a head-on pass. No strikes were observed. We turned and another P-47 was firing on an E/A which pulled up using aileron rolls in front of me. I saw strikes on E/A from P-47 which broke off. As E/A stalled out of last roll I began firing seeing strikes around and top of engine. I began firing about 150 yards and closed to about 150 before breaking off. I followed E/A down observing slight smoke. E/A began slight spin, recovered, and I broke from another E/A closing in on me. Another P-47 fired a short burst as E/A was headed straight for the ground smoking. I last observed E/A about 3500 ft. going straight down, but did not see hit because of E/A after me. Later identified other P-47 firing on same FW as No. 2 man in my flight.

R. H. Rowie

R. H. ROWIE,
2nd Lt, AC.

I was flying # 2 position in Serum Blue flight and observed # 4 man's encounter with FW-190. I certify the above report to be correct.

H. L. Olson

H. L. OLSON,
2nd Lt, AC.

W. COCKERILL REPORT

A- Encounter with FW-190
B- 7 July 1944
C- 388 Ftr Sq, 388 Ftr Grp.
D- 0930 hours
E- Campeaux area
F- Ceiling 3,000 ft. Visibility good.
G- P-47
H- 1 FW-190 destroyed pending film
I- 250 rounds

J- I was flying # 2 position in Serum Blue flight about 5 minutes from our target which we were to dive-bomb, when we were jumped by 3 FW-190s. We were at about 4000 ft. and climbing. I broke left into a 190 that had come in at 8 o'clock on my flight leader. He fired at me head-on but missed, I did not fire as he split 8 and hit the deck. 2 more 190s came in at my flight leader and I again turned into one head-on. He broke left and up giving me a 90° deflection shot. I fired a short burst and observed no strikes. He continued his vertical climb doing an aileron roll on the way up. I again fired a short burst as he stalled his roll and observed strikes on his canopy and fuselage. I stalled out when I fired and had to level off. The 190 didn't have enough zoom to make the overcast he undoubtedly attempted to get to and as he levelled off I saw another P-47 get on him and fire a burst. He must have hit his engine, as he began to smoke and headed down again. As he came down, I led him and fired a short burst from about a 45° angle and observed strikes on the fuselage just under the cockpit. He then went into a left hand spin and was still going straight down at about 3,000 ft when I left him to get back up to my flight leader. The other P-47 that fired at this 190 proved to be the # 4 man in our flight and due to the number of strikes observed, smoking engine and attitude of flight when last seen, we claim this aircraft to be destroyed.

Henry L. Olson
HENRY L. OLSON,
2nd Lt, AC.

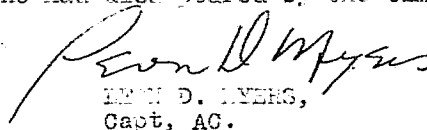
I was flying # 4 position in Serum Blue flight and certify the above statement to be correct, and other P-47 firing on same W/A as I was proved to be No. 2 man of my flight.

R. H. Howie
R. H. HOWIE,
2nd Lt, AC.

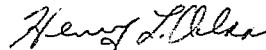
REPORT OF INCIDENT

A- Encounter with FW-190.
B- 7 July 1944
C- 39th Fighter Squadron, 3rd Fighter Group
D- 1930 hours
E- Vicinity of Point Duvoque
F- Ceiling 5,000 ft. Visibility good.
G- F-47
H- 1 FW-190 damaged.
I- 80 rounds

J- I was leading Serum Blue Flight, when my #2 and 4 men yelled break because one FW-190 was attacking me from 6 o'clock. When I broke left, after jettisoning my bombs, two more FW-190s started firing on me from 7 o'clock within 500 yards. I broke left again at an airspeed of 160 mph. The E/A overshot me so I made a vertical reverse to the right. I was at about 300 yards and 1,000 ft. below. They broke away from me and split S. At that time I saw one FW-190 slide past me at 1 O'. I flipped over to get him but 2 F-47s were on his tail. They disappeared below a thin layer of clouds so I started to pull up to look for more. At that time Lt. Benton's FW-190 pulled up at approximately 300 to 400 yards and perpendicular to my line of flight. I gave him 2 radii lead and observed many strikes on his fuselage and cockpit area. He then half rolled and disappeared into the low cloud. I followed, but he had disappeared by the time I got there.


BYRON D. MYERS,
Capt, AC.

I was flying #2 position in Serum Blue Flight and observed Capt Myers' encounter with the FW-190. I verify the above statements.


HENRY L. O'BRIEN,
2nd Lt, AC.

Mission Report

- A- 300 lbs, 300 lbs up, 27 July 1944, Mission 1, 4.-
- B- 12 P-47s
- C- 2 P-47s aborted because of props.
- D- 2 P-47s hit a bridge at Nantes at 1330.
- E- 24 x 500 bombs were loaded - 1/10 - 1/11.
14 x 500 bombs were dropped on targets.
8 x 500 bombs were jettisoned over enemy.
No bombs were returned to base.
Started dive at 4,000 ft. angle of dive 55 degrees.
Pulled out at 1,500 ft.
- F- Bombing results were excellent. Hits were observed on 3 bridges.
Tracks out on all- but no spans down.
- G- 1 P-47 was lost.
- H- Nil
- I- 1st Lt. John L. Garter is missing.
- J- Nil
- K- 6/10 cumulus at 4,000 to 4,500 ft and 3/10 stratus above them (7000
- L- Up at 1431 hours, down at 1530 hours.
- M and O- Nil
- P- Radio was loud and clear.
- Q thru - Nil.
- R- 13 minutes after takeoff, Lt. Garter's prop went out and his engine failed. He changed to B channel, gave a fix, and evidently bailed out. His wingman did not see his chute, but did see his plane go in obviously with no one at the controls. The flight continued on course at 6,500 ft. picked up double track RR at Nantes, and bombed bridges at Clisson, 5 miles SW of Clisson and at Fontaigne. They proceeded home uneventfully.

FRANKLIN A. DICK,
Capt, AC,
S-2, 396 Ftr Sq.

VISUAL REPORT

A- 96 tr sq, 00 tr sq, 4 July, Mission 1,

B- 18 P-47s

C- Nil

D- 18 P-47s hit gun emplacement at P-663378.

E- 24 x 500 bombs were loaded. 1/10 - 1/40
28 x 500 bombs were dropped on target.
1 x 500 bomb was jettisoned in in error/
No bombs were returned to base.
Started dive at 8,000 ft. in line of dive to progress.
Flashed out at 1,500 ft.

F- Bombing results were very good. All hits were observed in field.

G- Nil

H- 1 P-47 has out of damage caused by flak (0000)

I thru N- Nil.

~~H/I~~ P- 5/10 circled over target at 8,000 ft and up.

M- Up at 1150, down at 1200 hours.

N and O- Nil.

P- Weather was local and clear.

Q- Nil

R- Heavy, meager inaccurate flak at La Chappelle on target.

S- 4 trucks were strafed and probably destroyed.

T- Mission accomplished as briefed. Target probably destroyed.

W. A. L. S. S. W.,
Capt, AG,
-B, 3rd tr sq.

100 700 40000

4 July

A- 390 str-bomb sq, 30 str-bomb sq, 10 str-bomb sq, 10 str-bomb sq, 10 str-bomb sq.

B- 12 P-47

C- Nil

D- 12 P-47s hit targets of opportunity.

E- 24 x 500 bombs were loaded - 10-11 second delay.

24 x 500 bombs were dropped on three targets.

F- No bombs were jettisoned and no bombs were returned to base/
started dive at 2,000 ft, angle of dive 30 degrees.

G- Pulled out at 800 ft.

H- Bombing results were varying. Hits were observed on bridge at
T 390750.

I- Nil

J- 1 P-47 has Cat. A damage of undetermined cause.

K thru N- Nil

L- CAVU - flight haze

M- Up at 1140 hours, down at 13.0 hours.

N and O- Nil

P- Radio was loud and clear.

Q- 4 20mm guns at T 415750

R- Heavy, moderate fairly accurate flak at T 415757
Moderate lt. flak throughout area.

S- 1 staff car was destroyed at -4757. b strafing.

T- Squadron flew to patrol area and orbited in search of targets
without success. They then glide bombed the bridge and other
buildings in oriefed areas.

Franklin A. Wick
Capt. AC
390 str-bomb sq.

MISSION REPORT

- A- 300 Str Sq, 300 Str Sq, 7 July 1944, Mission No. 1
- B- 12 P-47s
- C- Nil
- D- 12 P-47s hit gun emplacement at 2-227403.
- E- 24 x 500 bombs were loaded - instantaneous.
2 x 500 bombs were dropped on target.
2 x 500 bombs were jettisoned over swamp.
No bombs were returned to base.
Started dive at 4,000 ft. angle of dive 60, slope 2.
Pulled out at 2,000 ft.
- F- Bombing results were excellent. 67 hits were observed in the marked area.
- G- Nil
- H- 1 P-47 has cat AG damage caused by flak.
- I- thru K- Nil
- L- Weather- Variable - rain squalls.
- M- Up at 1358 hours, down at 1552 hours.
- N- and O- Nil.
- P- Radio was loud and clear.
- Q- Nil
- R- Light, heavier, accurate flak at target.
- S- Nil
- T- Target was well marked and well clobbered. Squadron did beautiful bombing, except for two momentary hang-ups.

FRANKLIN A. NICK,
Capt, AG,
C-8.

A- 500 Stratus, 300 ft, 9 July 1944, Mission 51, Y41-54.

B- 12 F-47s

C- W11

D- 12 F-47s high 1/2 about 11 miles out of level. (745 (Y-791389)

E- 24 x 500 lb. bombs (instantaneous nose, 1/4" tail) were loaded.
21 x 500 lb. bombs were dropped on the jet.
3 x 500 lb. bombs were jettisoned in open field near taxiway.
Started dive at 3,000 ft. angle of dive 70 degrees.
Pulled out at 2,500 ft.

F- Bombing results were very good. Some hits were observed on the landing field and there was a good concentration of hits along ^{edges} in the dispersal area. No hits were observed near both sides of a small building.

G- 4 F-47s were directed to land at Strip 3 and returned to base right away.

H- thru F- W11

I- 10/10 Stratus at 3,000 ft with lower layers which looked like rain/patches as returned to home base. Visibility was good.

J- Up at 0700, down at 0910 hours.

K- and G- W11

L- Radio was loud and clear.

M- There were no I/A on the field that was bombed. The secondary target had been well bombed previously. About 12 large trucks or vans were playing a red cross on the canvas top only were seen on the road between C-3047 and Vire, heading south and approaching Vire. A stone house with white letters painted on the roof and lawn was seen at F-3230. Two men in black uniforms jumped out of a truck being strafed by one flight at about 1-7040.

N- Light, meager, inaccurate flak at 10.

O- 1 truck and 1 staff car were strafed with good results near Vire

P- Mission accomplished as briefed. Major Douglas' flight destroyed one staff car and Capt. Myers' flight destroyed one truck near 1-7040.

JOHN W. ...
1st Lt. AC
Asst. S-2

Mission Report

- 1- 398 47s, 3000 ft. up, 8 July 1944, Mission No. - 7
- 2- 1 P-47s
- Nil
- 3- 30 P-47 hit 1/2 and Communications Center at 2000
- 4- 24 x 500 bombs were loaded - instantaneous fusing.
24 x 500 bombs were dropped on target.
- 5- Started dive at 4,000 ft. angle of dive 60 degrees.
Pulled out at 1,500 ft.
- 6- Bombing results were very good. 50 hits were observed between
the barracks and the church.
- 7- Nil
- 8- 2 P-47s have 1st damage caused by 11 1/2 in. small arms.
- 9- thru 4- Nil
- 10- weather variable.
- 11- Up at 2010 hours, down at 2054 hours.
- 12- and 13- Nil
- 14- radio was loud and clear.
- 15- Troops billeted in the town.
- 16- Light, intense accurate flak at target.
- 17- Nil
- 18- Small arms were fired from 4 barrack type buildings during
beginning of bomb run. Pilots want to return to that target.

FRANKLIN A. BACI,
Capt, AC,
S-2.

MISSION REPORT

1- Mission completed, 18 July 1943, Mission 1 - 7-11-43

2- 18-43

3- 111

4- 9-43, all bombs about 5 miles N of position (9-3400) at 1800
5- 1/2 mile ^{trucks} junction 1-2 miles N of position.

6- 1000 lb bombs were loaded. 1st - 1/2
7- 1000 lb bombs were dropped on train (approx 10 cars)
8- 1000 lb bombs were dropped on the engine junction near
9- 1000 lb
10- 1000 lb
11- 1000 lb

12- 1000 lb bombs were dropped on train (off track) and
13- 1000 lb bombs were dropped on track at rear of train.

14- 1000 lb

15- 1/2 status at 3 - 7,000 ft. visibility good.

16- 1000 lb bombs, down at 1000 ft.

17- 1000 lb

18- 1000 lb was load and case.

19- 1000 lb bombs were being run up at 1000 ft. 1000 lb west of town of
20- 1000 lb bombs were approached. 1000 lb west of town was
21- 1000 lb bombs in very good condition.

22- 1000 lb, easier, inaccurate load at 1000 ft.

23- 1000 lb of bombed train was struck by Lt. Parrish's flight
24- 1000 lb bombs with very good results. 1000 lb was destroyed.

25- 1000 lb clouds over target area made it very difficult to
26- 1000 lb locate the railroad and river. Squadron continued south to
27- 1000 lb position, north of which they found a train of approximately 25-30
28- 1000 lb cars and proceeded to bomb same.

WALTER B. LEWIS,
1st Lt, AG,
AG 10 S-2.

MISSION REPORT

- A- 800 Str Sq, 300 Str Sq, 15 July 1944, Mission 1, Y 81-52
- B- 12 P-47s
- C- Nil
- D- 12 P-47s hit rail bridge and embankment at Nantes Cassicourt at 2048
- E- 24 x 500 lb bombs were loaded. Inst nose, 1/40 tail.
23 x 500 lb bombs were dropped on target.
1 x 500 lb bomb was jettisoned on air on other side of target
Bombing run from 8,000 ft to 3,000 ft, angle of dive 30°- 70°
- F- Bombing results were fair. Hits were observed around target. Choke point before bridge believed to be hit. Fire with fierce red flame was burning near choke point at 20200Z.
- G- thru K- Nil
- L- 10/10 in layers (Stratus and Altostratus) between 3,000 and 10,000
4/10 stratus at 8,000 ft over the target. Visibility very good.
- M- Up at 1959 hours, down at 2202 hours.
- N- and O- Nil
- P- Radio was loud and clear.
- Q- Much rolling stock in T/Y (150 plus box cars) observed by one pilot and believed to be Nantes Cassicourt.
- R- Light, moderate, accurate flak at Cabourg.
- S- Nil
- T- Mission accomplished according to plan.

MONDAY S. CHALER,
1st Lt, AC,
Asst S-2.

MI 308 4001

- A- 001 781 sq, 100 sq, 10 July 1944, Mission Y 01-04
- B- 100-01
- C- Nil
- D- 9 P-47s hit 1/1 at St. Sever Galvases (1-0108)
P-47s returned early because of low gas and one returned with them as escort.
- E- 24 x 500 bombs were loaded - inst.
18 x 500 bombs were dropped on target.
6 x 500 bombs were jettisoned in swamp.
Started dive at 8,000 ft. Angle of dive 60 degrees.
Pulled out at 2,000 ft.
- F- Bombing results were very good. 78% hits were received in 1/1 area proper.
- G- Nil
- H- P-47s have got a damage caused by flak.
- I- thru H- Nil
- J- 10/10 gunnery on target, hazc. 10/10 gunnery below 8,000, Visibility good.
- K- Up at 1836 hours, down at 2045 hours.
- L- thru O Nil.
- P- Radio was loud and clear.
- Q- Nil
- R- Intense, light and heavy accurate flak at swamp 18088.
Heavy, medium, accurate flak at Vire 1-0382.
- S- Nil
- T- Squadron proceeded eastward and ran into 10/10 cloud cover in target area - did 180° and returned to strip area - headed south and looked for targets of opportunity - finally bombing 1/1 at St Sever Galvases.

WALTER A. DICK,
Capt, AG,
B-2.

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A- 1st Lt. Walter J. ... (101-11)

B- 1st Lt. ...

C- Nil

D- 1st Lt. ... hit road bridge at ...

E- 1st Lt. ... bombs were loaded. 1/10 x 1/40. 20 x 100 lb bombs were dropped at target. 4 x 500 lb bombs were jettisoned over camp. Bombing run from 7,000 ft. to 1,000 ft. Angle of dive approximately 45 degrees.

F- Bombing results were very good, 4 hits were observed in target areas.

G- 1st Lt. ... was lost.

H- 1st Lt. ... have 1st Lt. A damage caused by fire. 1st Lt. ... have 1st Lt. B damage caused by fire.

I- 1st Lt. John R. Spencer III is missing

J- 1st Lt. ... Nil

K- Continent: ...

L- 1st Lt. ... at ...

M- 1st Lt. ... Nil

N- 1st Lt. ... was lost and clear.

O- Tactical observations were ... at ... Bombing was very good.

P- Heavy and light accurate target area at target.

Q- Nil

R- Squadron proceeded to target area which was protected by heaviest flak ever encountered, 1st Lt. Spencer evidently was hit during bomb run and never had a chance. His plane was seen to go straight in. At 1-11550. Bombing was very good.

CHARLES A. RICH, Captain, Air Corps, 1-2

1- 10-10-47

2- 10-10-47

3- 10-10-47

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18- 10-10-47

10-10-47
1st Lt, 1st
Capt 1-2.

MISCELLANEOUS REPORT

- A- 3rd Fighter Squadron, 19 July 1944, Mission 1.
- B- 2 P-47's
- C- NIL
- D- 2 P-47's took-off to act as escort for G-78 but not accomplished.
- E- Thru K. NIL
- L- Continent: 10/10 stratus at 1500 ft. Decreasing to 100 ft over
ocean channel. Visibility from fair to bad.
- M- U. at 1350 hours, down at 1400 hours.
- N- L/F in at T 5090 at 1355 hours, at 700 ft.
L/F out at T 5090 at 1355 hours, at 500 ft.
- O- NIL
- P- Radio was loud and clear
- Q- Thru S. NIL
- T- Saw G-78 on take-off, then lost sight of G-78, continued on course
(300 degrees 4 min.) then flew ten degrees for about 10 minutes.
Turned back from a point E of Barfleup and headed for home.

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

A-100 ... Mission 1, ...

B-1 ...

C-111

- 10 ...

- 10 ...

... bombs were dropped on target.

1 x ...

1 x ...

... ft. angle of dive ...

- ...

D-111

E-1 ...

F-111

J-7 ... (He-100 and He-109) attacked us at ... No claims. (10, ...)

H-111

L-10/10 overcast at 4,000 to 5,500 ft. visibility haze.

M- Up at 1:17 hours, down at 1:56 hours.

N- and O- 111

P- Radio was loud and clear.

Q- ... 10 miles ... vacuums in same area.

R- Light and heavy, moderate, fairly accurate flak at target.

S- 1 heavy ... was strafed with unobserved results.

T- Mission accomplished as briefed. Target well bombed. Controller called in ...

...
Capt, AG,
S-2.

- 2000 hours, 1000 ft, 20 July 1944, in area of, 1 MI-S.

B- 100-178.

C- 111

D- 100-4's escorted 50 A-1's, 1000.

E- 111

F- bombing results were very good, hits were observed concentrated in woods along road running through it, (over ground)

G- thru H- 111

I- 6/10 cumulus at 7 - 8,000 ft. visibility fair.

J- 10 at 1750 hours, down 1800 hours.

K- 111

L- 1/1 at cap de la lagade at 1.50 at 10-17,000 ft.

M- radio was loud and clear.

N- heavy, intense, inaccurate flak in vicinity of W-2074.

O- 111

P- 1/1 with bombers as briefed and escorted along route to and from target, leaving the bombers at 1/1 out. Mission accomplished uneventfully.

1st Lt, AF,
1st Lt, AF,
1st Lt, AF.

MISSION REPORT

- A- 8000 ft. alt. - 1000 ft., 18 July 1941, 1st Lt. 1, 1st-6.
- B- 10 - 10's
- C- Nil
- D- 10 - 10's hit 1/1 at Voligny, on 101 rd. sw.
- E- 50 x 500 lb bombs were loaded. (Inst)
51 x 500 lb bombs were dropped at target
52 x 500 lb bombs were not dropped over target as they were not up.
Bombing run from 6000 ft. to 2,000 ft.
Angle of dive approximately 90 degrees.
- F- Bombing results were very good. This was observed by 1000 ft. s
- G- thru H. Nil
- I- Continent: 10/10 at 7,000 ft. visibility fair.
- J- 10 at 1000 ft., 1000 at 1000 ft.
- K- Nil
- L- Nil
- M- Radio was loud and clear.
- N- Tactical observations were: 1000 ft. alt. to 1000 ft. alt. area were being held at 1-8-7527 by Germans.
- O- Nil
- P- 2 halftracks on road at T-387547 were strafed and burned.
- Q- Squadron proceeded to primary target area but could locate no signs of activity or worthwhile installations after bombing area at tree top height and taking soundings with 50 cal. guns. Hence, bombed 1/1.

WALTER A. DICK,
Capt., Air Corps,
3-2

- W- 300 to 300 to 300, 30 July 1944, Mission 1, Y 11-01.
- W- 300-27s
- Nil
- W- 4 1-47s flew patrol
- 3 x 500 lb bombs were loaded. Inst - 1/40.
3 x 500 lb bombs were dropped on target.
Bombing run from 300 to 300 ft. angle of 3 de rocs.
- T- Bombing results were poor. No hits were observed on tanks.
- Nil
- W- 3 P-47s have cat A damage caused by small arms.
- T- three 1- Nil
- E- 9/10 cloud at 700 ft.
- W- Up at 0925 hours, down at 1000 to rs.
- W- and 1- Nil
- P- Radio was loud and clear.
- and 1- Nil
- Two Tiger tanks were strafed and left burning.
- T- Ceiling so low that flight could not orient themselves. No targets were found in gut range area so flight was released. They found two Tiger tanks rolling up one of our tank columns, missed with their bombs because ceiling denied them good run. They then destroyed both tanks by strafing and returned home.

FARRELL A. JOE,
Capt, AG,
S-3.

1- 3rd ... 29 July 1954, ...

2- 3 ...

3- Nil

4- 3 ... at ...

5- 3 x 50 lb bombs were loaded. Inst - 1/10

6- 3 x 50 lb bombs were released on target. Bombing ran from 1,00 to 1,05 ...

7- Bombing results were excellent. ... containing soldiers at ...

8- 1 ... was lost.

9- Nil

10- Capt. Leon S. Myers was lost at ...

11- and 1- Nil

12- 5/19 ... at ...

13- ... at ...

14- and 1- Nil

15- Radio was loud and clear.

16- Much white smoke ... of river at ...

17- heavy, ... at ...

18- 1 track was ... and destroyed by Capt Myers.

19- ... to patrol area and received target from ... but was unable to ... at point called in. ... south and ... crunched. Capt. Myers went down to ... and failed to pull out. He hit wires, then a tree, tore his left wing off and his plane exploded on hitting ground.

FRANK LYN A. ...
Capt, ...
3-2.

MISSION REPORT

- A- 1st Lt. [unclear], 20th July 1944, Mission # [unclear], 20th-44.
- B- 4 [unclear]
- C- Nil
- D- 4 [unclear] railroad bridge at [unclear] (T-1644)
- E- 8 x 500 lb bombs were loaded (inst)
7 x 500 lb bombs were dropped on target.
1 x 500 lb bomb fell off at take-off.
Bombing run from 5,000 ft to 1,500 ft.
Angle of dive approximately 50 degrees.
- F- Bombing results were fair.
Near hits were observed on approaches to bridge.
- G- thru H. Nil
- I- Continent: 5/10 cumulus at 5,000 ft. Visibility good.
- J- Up at 1508 hours, down at 1514 hours.
- K- thru O. Nil
- P- Radio was not clear due to other A/C cutting in.
- Q- Tactical observations were: It is suggested that targets be called in relation to lettered checkpoint. Radio so jammed it is impossible to get clear reception on coordinates.
- R- Concentrated light accurate flak at South of St. [unclear].
- S- Nil
- T- Cutbrake off air and Flt. was unable to get clear reception due to cutting in by other A/C - Too much chatter - Finally, after orbiting area, went west and hit bridge.

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

- MISSION REPORT
- A- 3rd Military Squadron, 28th July 1944. Mission #4. (Red)
 - B- 4 P-47's
 - C- Nil
 - D- 4 P-47's hit probable gun emplacement at T-43484 at 1500.
 - E- 3 x 500 lb bombs were loaded. (Inst and 1/20)
6 x 500 lb bombs were dropped in target area.
Started dive at 8,000 ft. angle of dive 60 degrees.
pulled out at 1,500 ft.
 - F- Bombing results were very good, 6 of 8 hits were observed in probable gun emplacement.
 - G- thru K. Nil
 - L- Continent: 5/10 curulus, at 3,200-4,500 ft. Visibility very good.
 - M- Up at 1445 hours, down at 1602 hours.
 - N- thru O. Nil
 - P- Radio was loud and clear.
 - Q- Tactical observations were, 18 assorted M/Ts in Hayon (T-472-602) all M/Ts and houses in town marked with Red Crosses.
 - R- Nil
 - S- One gun carrier was strafed near target, probably destroyed.
 - T- Flight was ordered by outbreak to enemy strongpoint at T-43484. They bombed only sign of resistance and obtained 6 out of 8 direct hits. Strongly believe strong point was knocked out.

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

Mission Report

- A- 380th Lighter Squadron, 80th July 1941. Mission 5 (Night)
- B- 4 P-47's
- C- Nil
- D- 2 P-47's hit 2 tanks at T-430610 at 1615.
- E- 8 x 500 lb bombs were loaded. (inst and 1/40)
2 x 500 lb bombs were dropped on target.
Bombing run from 4000 ft. to 1000ft. angle of dive 50 degrees.
- F- Bombing results were excellent. Hits were observed on 2 tanks.
- G- thru E. Nil.
- H- Continent: 5/10 cumulus, at 3500-5,000 ft. Visibility very good.
- I- Up at 1540 hours, down at 1710 hours.
- J- thru G. Nil.
- K- Radio was loud and clear.
- L- Tactical observations were, Supply conc. at T-4146. Would like to return and dive bomb it.
- M- Mengre It. Flak at T-4146.
- N- 11 trucks burned.
- O- Flight proceeded to St. Gilles, flushed 2 Tigers S. of RV and got near hits on both. Neither tank moved after this and our tanks pushed on thru St. Gilles. Went south & strafed and returned to base.

FRANKEN A. RICK,
Capt., Air Corps,
C-2

A- 500 lbs of 500 to 1000, 28 July 1944, Mission Blue/

B- 6 P-47s

C- Nil

- 4 P-47s hit targets of opportunity.

D- 3 x 500 bombs were loaded. In a nose, 1/40 ball.
3 x 500 bombs were dropped on 7/ at T-470351.
3 x 500 bombs were near hits on bridge T-512478.
Started dive at 3,500 ft. angle of dive 45 deg recs.
Pulled out at 300 ft.

- Nil

G- thru I- Nil

L- 6/10 Cumulus at 3,500 ft. visibility very good.

M- Up at 1855 hours, down at 1941 hours.

N- an. O- Nil

P- Radf. was loud and clear.

Q- 1 Tiger Tank seen burning at T-41881.

R- flight, meager, inaccurate flak NE of Jersey War Vibe -400 deg.

S- 1 truck damaged by strafing, at T-505486.

T- Mission accomplished as briefed. After flying around patrol, flight was relieved and went after targets of opportunity with results as indicated above.

WMA: E. J. A. 10,
1st Lt, AG,
A. 1st 1-2.

MISSION REPORT

- A- 32nd Fighter Squadron, 18th July 1944. Mission # 7. Red.
- B- 4 P-47's
- C- Nil
- D- 4 P-47's hit vehicle concentration at T-423-545
- E- 2 x 500 lb bombs were loaded. Lost and 1/40.
3 x 500 lb bombs were dropped on target at T-423-545
Bombing run from 3000 ft. to 1000 ft.
Angle of dive approximately 60 degrees.
- F- Bombing results were good. Hits were concentrated where the vehicles were parked. A fuel dump to the west of the target started to burn after bombs fell.
- G- thru K. Nil
- L- Continent: 5/10 cumulus at 3500, visibility good.
- M- Up at 1744 hours, down at 1828 hours.
- N- thru O. Nil
- P- Radio was loud and clear.
- Q- Gun emplacements were observed at T-423-498. A column of four armored vehicles were seen going south along road at T-385-572. Some camouflage trucks were trying to sneak south from out of forest along road at T-381-595 and south from that point.
- R- Nil
- S- Armored vehicles at T-385-572 were strafed and damaged.
- T- Armored patrol flown as briefed and target bombed.

HORRAY B. NIAL R
1st Lt., Air Corps.
Asst S-2

MISSION REPORT

- A- 308th Fighter Squadron, 20th July 1944. Mission No. 110.
- B- 2 P-47's
- C- Nil
- D- 2 P-47's hit intersection and buildings at Villebandon T-4 E-400
- E- 3 x 500 lb bombs were loaded. Inst and 1/40.
6 x 500 lb bombs were dropped on intersection at Villebandon
- F- Started dive at 5000 ft. angle of dive 30 degrees
pulled out at 1,500 ft.
- G- Bombing results were very good. Hits were observed on some
buildings and one hit on road.
- H- 1 P-47 was lost. Lt. Col. Paul A. Douglas not yet returned.
- I- 1 P-47 has possible AC ent. damage caused by flak
- J- Lt. Col. Paul A. Douglas had to bail out of his airplane at approx
1945 hours due to airplane being hit by flak, he is believed to
be allright and in friendly territory in the vicinity of T4074.
- K- Nil.
- L- Comments: 2-3/10 clouds at 4000 ft, visibility very good.
- M- Up at 1840 hours, down at 2010 hours.
- N- 20th O. Nil
- O- Radio was loud and clear.
- P- Tactical observations were: 1 German tank observed at T-473-500.
- Q- Intense, accurate, light flak in vicinity of T400-540.
- R- Nil
- T- Lt. Col. Paul A. Douglas' airplane was hit by flak on way down to
target. Oil pressure went to zero and had to bail out. Lt. Col.
Douglas landed at T-40-74, near a hospital. Rest of flight
continued to target and accomplished mission.

SURVAY B. WEAVER
1st Lt., Air Corps
Asst S-2

MISSION REPORT

- A- 880th Fighter Squadron, 24th July 1948. Mission 9, Attack. Blue.
- B- 4 F-47's
- C- Nil
- D- 4 F-47's hit targets of opportunity south of bomb line.
- E- 2 x 500 lb bombs were loaded. Inst. 1/40
4 x 500 lb bombs were dropped on ammunition dump at 412-507.
4 x 500 lb bombs were dropped on machine gun nest at 412-557
Bombing run from 4000 ft. to 1000 ft.
Angle of dive approximately 50 degrees.
- F- Bombing results were very good.
Hits were observed on ammunition dump and machine gun nest.
- G- thru H. Nil
- I- Continent: 4/10 cumulus at 3000 ft. Visibility very good.
- J- Up at 1350 hours, down at 2117 hours.
- K- thru O. Nil
- P- Radio was loud and clear.
- Q- Nil
- R- Light moderate, inaccurate flak at T-412-501.
- S- Machine gun nest at 412557 and a truck at 405-542 were strafed with very good results. The truck was destroyed. The ammunition dump was also strafed.
- T- After flying on patrol, the flight looked for targets of opportunity. The ammunition dump and truck attacked were both destroyed it is believed the machine gun nest was wipe out.

MURRAY B. WALKER,
1st Lt., Air Corps,
Asst 3-2

Mission Report

- A- 386th Fighter Squadron, 28th July 1944. Mission 10. Red.
- B- 4 P-47's
- C- Nil
- D- 4 P-47's hit church at 416-581.
- E- 8 x 500 lb bombs were loaded. First and 1/20
8 x 500 lb bombs were dropped on church at T 415-581
started dive at 3000 ft angle of dive 15 degrees.
Pulled out of dive at 1000 ft.
- F- Bombing results were very good. Hits were observed on church.
- G- Nil
- H- 1 P-47 has Cab. A damage caused by flak.
- I- thru K. Nil
- L- Continent: 3/10 cumulus at 4000 ft. Visibility very good.
- M- Up at 2051 hours, down at 2150 hours.
- N- thru O. Nil
- P- Radio was loud and clear.
- Q- Nil
- R- Light, moderate, accurate flak in vicinity of T-512460.
- S- 1 gasoline truck and 1 bus were strafed with very good results at
T-512459.
- T- Mission accomplished as briefed.

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

- A-
- B-
- C-
- D-
- E- 3 x 300 lb bombs were loaded.
 1 x 300 lb bomb was dropped

- F- Bombing
- G- 1-
- H- 1-
- I- 1st Lt.

- J-
- K- Containment:
- L- Up at 1157 hours, down at 1200 hours.
- M-
- N- Radio was loud and clear.
- O-
- P- Flight maneuvers,
- Q- 1 tank damaged by straddling, and 1 tank destroyed by straddling, at spot 2-4000.
- R- Mission accomplished as briefed. After bombing, a tank, Lt. Greene was seen to pull out of dive, climb up and

HARRY S.
 1st Lt., Air Corps,
 Asst. 9-2

MISSION REPORT.

- A- 386th Night Bomber Squadron, 27th July 1944. Mission No. 741-1. Target
- B- 4-47's
- C- Nil
- D- 4-47's hit target of opportunity. 1st 1430.
 - 8 x 500 lb bombs were loaded. Inst and 1/40.
 - 3 x 500 lb bombs were dropped on targets indicated in results.
 - Started dive at 4500 ft. angle of dive 30 degrees.
 - Exited dive at 2,500 ft.
- E- Bombing results were fair. Trucks were observed near target position and on trucks. Gun positions at T-411479 were bombed with poor results. No direct hits. 2 trucks and 1 armored vehicle at T-411479 were bombed by 2 planes with fair results. 1 truck destroyed and 1 truck damaged.
- F- Weather: Nil
- G- Comments: 3/10 ceiling at 4000 ft. Visibility, good. Also local showers.
- H- Up at 1410 hours, down at 1440 hours.
- I- Weather: Nil
- J- Radio was loud and clear. Subbase controller didn't answer.
- K- At 1400 hours 3 self propelled guns were observed at T-411479 moving S. There were truck movements southward on secondary roads in the vicinity of T41151.
- L- 1st moderate inaccurate flak at base. Our fire. 3345179.
- M- Nil
- N- Mission accomplished.

WALTER D. TRAIL, Jr.,
1st Lt., Air Corps,
Asst G-2

MISSION REPORT

- A- 504th Fighter Squadron, 157th July 1944. Mission #5. 1800.
- B- 4 P-47's
- C- Nil
- D- 4 P-47's hit dump with 3 bombs at 127000. 3 bombs hit building with 30 at 1457.20.
- E- 3 x 500 lb bombs were used. Inst and 1/10.
3 x 500 lb bombs were dropped on target.
Started dive at 3500 ft. angle of dive 25 degrees. pulled out at 1,000 ft.
- F- Bombing results were excellent, direct hits were observed.
- G- thru H. Nil
- I- Containment: 9/10 cumulus at 10,000 ft. Visibility good.
- J- Up at 1515 hours, down at 1600 hours.
- K- and L. Nil.
- M- Radio was loud and clear.
- N- Tactical observations were dump and soldiers at 127000.
- O- Nil
- P- Nil
- Q- Called by outbreak, orbited 15 minutes saw wink from building at 157500, leader bombed it, knocking out building that probably housed 30. Outbreak screamed but we were well south of all our troops and yellow smoke. Remainder of flight found supply dump and troops at 1-170475 and bombed it with undisclosed results.

FRANKLIN A. DICK,
Capt., Air Corps,
Intelligence Officer.

REMARKS

- A- 380th Fighter Squadron, 37th July 1944. Mission #6. White
- B- 4 P-47's
- C- Nil
- D- 4 P-47's hit possible gun emplacement at T-1101 at 1557 hours
- E- 6 x 500 lb bombs were loaded. East and 1/40.
6 x 500 lb bombs were dropped on target.
Bombing run from 1,500 ft to 1000 ft. Angle of dive approx 30 degrees.
- F- Bombing results were unknown.
Hits were observed in general vicinity of gun location.
- G- thru K. Nil
- L- Continent: 10/10 cumulus at 1000 ft. Visibility poor.
- M- Up at 1616 hours, down at 1727 hours.
- N- thru O. Nil
- P- Radio was loud and clear.
- Q- Heavy guns scattered in T-8050 area.
- R- Light, intense, accurate flak at T-8050.
- S- Nil
- T- Flight was relieved of patrol as outbreak had objective of Mosil Herman. They were told to look for artillery at T5150 but low ceiling prevented good gun.

CHARLES A. DYCK,
Captain, Air Corps,
S-2

- 4- North of River Highway, 7511 Highway 1744. Class: V. 751-11. 10/10
- 5- 1 1-1712
- 6- 1 11
- 7- 1 1-1712 hit road on which 2 tanks and 2 cars were observed at 25 (0-120-500).
- 8- 3 x 500 lb bombs were loaded first and 1/10.
3 x 500 lb bombs were dropped in target.
Started dive at 4,000 ft. angle of dive at 15 degrees.
Pulled out at 1,500 ft.
- 9- Bombing results were fair. 1 tank was observed near the target but tanks not destroyed.
- 10- thru F. 111
- 11- Continent: 5/10 clouds, at 1800 ft. Visibility excellent.
- 12- Up at 1721 hours, down at 1820 hours..
- 13- thru G. 111
- 14- Radio was loud and clear.
- 15- observations in vicinity of 25050 indicated vehicle traffic heading northward. A convoy of about 10 trucks were heading South along road at 25051 at about 1810.
- 16- Flight, moderate, fairly accurate flight in vicinity of 25050.
- 17- A convoy of about 10 trucks were strafed at 25051 with fair results. 1 truck destroyed.
- 18- Flight was told by controller to look for trucks going S out of Le Hesall Neuman (2457-530). Not finding any enemy traffic these flight proceeded to 2400-300 and bombed.

MURRAY D. SWALEN,
1st Lt., Air Corps,
Asst S-2

A- 380th Fighter Squadron, 37th July 1944. Mission #. 241-1. Radio

B- 4 P-47's

C- Nil

D- 4 P-47's hit heavy vehicles and tank along road between 2400-510 and 2411-510. WFE 1810.

E- 6 x 500 lb bombs were loaded
3 x 500 lb bombs were dropped on target.
Bombing run from 4500 ft. to 1500 ft. Angle of dive approx 45 degrees.

F- Bombing results were fair to good. Hits were observed on heavy vehicles and close to tank.

G- Nil

H- 1 P-47 has Cat. A damage caused by small arms.

I- thru F. Nil

L- Continent: 3/10 cumulus, at 1500-5500 ft. Visibility good.

M- Up at 1810 hours, down at 2037 hours.

N- thru G. Nil

P- Radio was loud and clear.

Q- A convoy of approx 15 heavy trucks with 1 or 2 tanks seen on road between 2400-510 and 2411-510, moving westward.

R- Nil

S- Nil

T- 1 tank badly damaged at 2411-510, the tank started to burn.
2 heavy vehicles probably destroyed at 2400-510.

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

MICROFILMED

- A- 396th Fighter Squadron, 87th July 1st. Mission #8. 701-11.
- B- 4 P-47's
- C- Nil
- D- 4 P-47's hit steeple at Villedaudeon (7-455-461). 701 2010.
- E- 8 x 500 lb bombs were loaded. Test nose and 1/10 wall.
8 x 500 lb bombs were dropped on target.
Started dive at 1,800 ft. Very shallow dive. Pulled out at 1,000 ft.
- F- Bombing results were fair. Hits were observed near steeple and in town but steeple left standing.
- G- thru H. Nil
- I- Continent: 8/10 crossing, no hits. 701 2010.
- J- Up at 1010 hours, down at 2037 hours.
- K- thru O. Nil
- P- Radio was loud and clear.
- Q- Tanks, armored vehicles, and half tracks were seen on main road heading NE out of Villedaudeon towards Le Manill Perrier at 2015 hrs. The secondary rd at 7445-465 had about 20 vehicles (halftracks) can afflaged trucks) which were heading NW to main highway. Armored vehicles, halftracks and possibly tanks heading NE along main highway from Percy to Villedaudeon.
- R- Nil
- S- Straffed steeple with good results. Straffed vehicles at 7445-465. 1 halftrack destroyed and 1 tank burning at 7430-475 5 trucks left burning and 3-4 damaged at 7 450-461. The steeple in Villedaudeon 7445-461 was well straffed by flight after bombs missed it.
- T- The flight was told by outbreak controller to bomb steeple in Villedaudeon. They bombed, but got near misses due to low ceiling and very shallow dive. They asked permission to strafe steeple, got it, and straffed with very good hits on it. The flight then proceeded to strafe W/ys etc at 7-445-465.

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

- 1- Bombing mission completed, return to base. Mission No. 10-01.
- 2- 10-01
- 3- Nil
- 4- 10-01's hit reports of opportunity in vicinity of 1-100-000.
- 5- 1 x 500 lb bomb was loaded, 2nd and 1/2.
- 6- 1 x 500 lb bomb was dropped on target. 1000 lbs.
- 7- 1 x 500 lb bomb was jettisoned over swamp.
- 8- Bombing run from 2000 ft. to 1000 ft. Angle of dive approx 45 degrees.
- 9- Results: 1st tank destroyed at 1000-000. 2 tanks destroyed in orchard at 1000-000. 1 tank destroyed by direct hit at 1000-000. 2 tanks in orchard at 1000-000 were bombed with unobserved results.
- 10- 1000 ft. Nil
- 11- Comments: 10-01/10 complete at 1000-1000 ft. Visibility good.
- 12- Up at 1017 hours, down at 1021 hours.
- 13- 1000 ft. Nil
- 14- Radio was loud and clear.
- 15- Vehicles similar to weapons carrier and jeep (10-10) moving south along rd at 1000-000.
- 16- Night cooler, inaccurate fire at 1000-000.
- 17- 1 tank damaged by strafing at 1000-000, 2 tanks strafed and probably destroyed at 1000-000.
- 18- Mission accomplished as planned, attached targets of opportunity as indicated.

WILLIAM B. WALKER,
1st Lt., Air Corps,
Asst G-3

- SECRET
- A- Smith, Major, 1st Lt., 1st Lt., 1st Lt., 1st Lt.
 - B- 1st Lt.
 - C- 1st Lt. observed outside of propeller blades.
 - D- 1st Lt. observed outside of propeller blades.
 - E- 1st Lt.
 - F- 1st Lt. observed outside of propeller blades.
 - G- thru H. 1st Lt.
 - H- 1st Lt. observed outside of propeller blades.
 - I- 1st Lt. observed outside of propeller blades.
 - J- 1st Lt. observed outside of propeller blades.
 - K- 1st Lt. observed outside of propeller blades.
 - L- 1st Lt. observed outside of propeller blades.
 - M- 1st Lt. observed outside of propeller blades.
 - N- 1st Lt. observed outside of propeller blades.
 - O- 1st Lt. observed outside of propeller blades.
 - P- Radio was loud and clear.
 - Q- thru T. 1st Lt.

SECRET
1st Lt., Air Corps
Asst. 3-3

MISSION REPORT

- A- 398th Fighter Squadron, 31st July 1944. Mission # 1. X51-6.
- B- 12 P-47
- C- Nil
- D- 12 P-47's hit oil depot at Rennes. TOT 1730.
- E- 24 x 500 lb bombs were loaded. inst nose 1/40 tail
23 x 500 lb bombs were dropped on target.
1 x 500 lb bomb was jettisoned over swamp.
Bombing run from 9,500 ft. to 1,500 ft.
Angle of dive approximately 65 degrees.
- F- Bombing results were good. 3 fires and black smoke.
- G- thru K- Nil
- E- Continent: 4/10 cumulus at 3-6000 ft.
5/10 alto stratus at 14,000 ft. (toward Brest)
- M- Up at 1655 hours, down at 1630 hours.
- N- thru O. Nil
- P- Radio was loud and clear.
- Q- No activity observed in Rennes-Avrance road.
- R- Moderate inaccurate light flak at target.
- S- Nil
- T- Narrative: Milk run. Uneventful throughout.

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