COMBAT REPORT

A. Type of action. Combat

B. Date of action. 12 June 1944

C. Squadron & Group. 396th Fighter Bomber Squadron.
368th Fighter Bomber Group.

D. Time of attack. 1610 hours.

E. Geographic Location of attack. Carentan, France.

F. Weather, including visibility. Good visibility-Light scattered clouds.

G. Type of enemy aircraft. Me 109's.

H. Enemy casualties. Two Me-109's destroyed.

I. Rounds of ammuntion expended for the whole mission. About 700.

J. I was leading yellow flight of the 396th Fighter Bomber Squadron heading toward Carentan at 6000 ft. on a course of 40 degrees about 2 minutes from the town when I saw a flight of 10 or 12 aircraft at 2 o'clock approximately 3 miles away, heading about 300 degrees. They passed in front and then the lead ship broke toward me from 11 o'clock at the same level. When he came within 200 yds of me I nosed down at which time I noticed that it was an Me 109 starting to fire. I immediately broke left and came in behind the enemy formation following in a medium climb with full military power until I caught them, a period of about 10 minutes.

Two Me-109s were a little behind going thru a series of dives and climbs, weaving all the time with black smoke coming from their ships. At 8000 ft. I began to close in and as I cleared my tail another flight of 10 E/A were coming in from 7 o'clock with 2 of them closing in. At the same time my wing man, 2nd Lt. Harold E. Glazier who did an excellent job of covering my tail, called and I broke right. The 109s went straight and down. I banked back left and went after 2 that were lagging. When about 500 yds. from the last ship, one of them went into a gentle turn to the right and down. I was then about 400 yds from the other ship which continued climbing. I gave him a burst from my guns and white smoke began to pour from his airplane. In view of the fact that my #4 man, 2nd Lt. Frank S. Kerchner saw this Me 109 wing over and continue in a 90 degree dive to 3000 ft when he last saw him, and smoke continued to come from the E/A, I claim this Me 109 destroyed. Breaking to the right and down I picked up the other ship coming up in a steep climbing turn to the left, firing deflection, I noticed hits on the cockpit so I continued the burst for 2 seconds. Debris started to fall off from the enemy aircraft's cockpit. He then turned over and went down in a spin. Therefore, I claim this Me 109 also destroyed.

CHARLES W. ROMINE, Capt. AC

SUPPORTING STATEMENTS TO THE COMBAT REPORT OF CAPT. CHARLES W. ROMINE
12TH JUNE 1944

I was in the second element of the flight, following Capt. Romine and his wingman from about 1 mile behind but closing. Capt Romine was dead astern of a six ship flight. I saw the last ship of the enemy formation begin to smoke badly and then pour out dense white smoke. The e/a pulled up and rolled over on its left side and then slowly fell off nosedown. Dense white smoke was still pouring out and the plane continued at a 90 degree dive at about 3000 ft. I had to look away at this point since a four ship flight was circling back over our element.

FRANK S. KERCHNER
2nd Lt., Air Corps

I was #2 man, following behind my flight leader, Capt Charles W. Romine, at about 8000 ft. when I saw the first plane which he was attacking go off to the right in a diving turn at which time I lost sight of him. My flight leader then attacked a second ship from the rear and a few seconds later I saw smoke start pouring from both sides of the enemy plane as he started to go down. I then broke to the right with my flight leader and started back.

HAROLD E. GLAZIER
2nd Lt., Air Corps

COMBAT REPORT OF 1ST LT. ALBERT L. LARSEN JR
Claims 1-0-1

A. Type of action. Combat.

B. Date of action. 13 June 1944.

C. Squadron and Group. 396th Fighter Bomber Squadron
368th Fighter Bomber Group.

D. Time of attack. 2005 hours.

E. Geographic location of attack. 10 miles East of Bay of Mont St. Michel.

F. Weather, including visiblity. Low scattered cumulus, excellent visibility.

G. Type of enemy air craft. FW 190's.

H. Enemy casualties. 1 FW 190 destroyed, and 1 FW 190 damaged.

I. Rounds of ammunition expended for the whole mission. Appx 1000 rds.

J. I was flying number 3 man in 1st Lt. David C. Parrish's flight of the 396th Fighter Bomber Squadron. It was 2005 hours and we were at 4000 ft, about 10 miles east of the Bay of Mont St. Michel when my flight leader saw 16 bogies about 4000 ft above, maneuvering to a position at our stern. These turned out to be FW 190s. They made a pass at us from 6 o'clock. About five of the EA went after my wing man, 2nd Lt. John R. Spencer, who was ordered to break as he was being fired upon. He did and headed for the clouds to lose the E/A. One of the FW 190s attacked Lt. Parrish, who broke away when I called him. I fired a good burst at this E/A at 100 yds and claim on FW 190 damaged.

A dogfight then started and I got on the tail of an E/A which was turning to the left in a dive. At 300 yds and 4000 ft., I fired a long burst. He started belching forth black smoke and went into a vertical dive going straight into the cumulus clouds which were at approximately 1500 ft. 2nd Lt. Henry L. Olson, #2 man in the flight saw this FW 190 crash into the ground.

ALBERT L. LARSEN JR.
1st Lt., Air Corps.

SUPPORTING STATEMENT TO THE COMBAT REPORT OF 1ST LT. ALBERT L. LARSEN JR.
13 June 1944

I was flying number 2 man in 1st Lt. David C. Parrish's flight. I saw 1st Lt. Albert L. Larsen, Jr., the element leader, get on one FW 190s tail at close range, fire and get solid hits on the E/A. The FW 190 caught on fire, climbed a little, then went into a straight vertical dive, smoking badly. The E/A crashed but no chute was observed.

HENRY L. OLSON,
2nd Lt., Air Corps.

COMBAT REPORT OF 1ST LT. DAVID C. PARRISH
Claims 1-1-0

A. Type of action. Combat

B. Date of action. 13 June 1944.

C. Squadron & Group. 396th Fighter Bomber Squadron
368th Fighter Bomber Group

D. Time of attack. 2005 hours.

E. Geographic location of attack. 10 miles East of Bay of Mont St. Michel.

F. Weather, including visibility. Low clouds at 3000 ft. Visibility unlimited.

G. Type of enemy aircraft. FW 190s

H. Enemy casualties. 1 FW 190 destroyed. 1 FW 190 probably destroyed.

I. Rounds of ammunition expended for the whole mission. 1600 rounds.

J. I was leading Green flight of the 396th Fighter Bomber Squadron flying at 14,000 ft when I received an order that the patrol was relieved. I took my flight to 4000 ft and headed north to about the vicinity 10 miles east of the Bay of Mont St. Michel. At approximately 2005 hours I saw 16 FW 190s at 1 o'clock and about 4000 ft above us. They initiated an attack from 5 o'clock, firing at my #4 man, who broke to the left with about five E/A following him. He lost them in the clouds and headed for home. The other FW 190s broke off and started climbing. However, we out climbed them and pressed home an attack from 6 o'clock. I got on one and was hitting him when my no. 3 man told me to break, which I did to the right as one E/A started to fire at me. I observed a number of hits on the E/A. I claim a probably destroyed on this FW 190 since the strikes were in the cockpit and engine, and he went into a sharp turn to the right when I broke off, after which I lost him.

My no. 3 man, 1st Lt. Albert L. Larsen, jr., fired at and damaged the FW 190 which got on my tail and then we went to about 3000 ft. above the E/A with 6 of them in a Luffberry. One broke off and headed south. I went down after him, closing to within 200 yds at 6000 ft, and fired two good bursts as I went into a tight circle with the FW 190. I saw strikes all over the engine and cockpit, with many pieces flying off the aircraft from my hits. The pilot immediately bailed out but nobody saw his chute open. On this basis, I claim one FW 190 destroyed. The other 5 E/A hit the deck going SW under a solid overcast, when we lost them. My number 3 man and I headed for home since my number 2 man had to land at one of the Emergency Landing strips on the beachead due to his loss in oil pressure.

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

SUPPORTING STATEMENT TO THE COMBAT REPORT OF 1ST LT. DAVID C. PARRISH
13 June 1944

I was flying number 2 man in 1st Lt. David C. Parrish's flight. After I had destroyed an FW 190 and rejoined my flight leader orbiting over 6 FW 190's when 1 FW 190 left the group, Lt. Parrish went after this E/A from about a 10 degree angle, left astern. I saw pieces starting to fly off the FW 190 and soon the pilot rolled to the left and bailed out. No chute was observed.

HENRY L. OLSON,
2nd Lt., Air Corps.

I also saw my flight leader, 1st Lt. David C. Parrish, fire at one FW 190, observing hits all over the fuselage. The aircraft broke sharply to the right and down, but I lost sight of him in the clouds beneath me. Considering the number of strikes observed and the attitude of the plane in flight until I lost him in the overcast below, it is my belief that Lt. Parrish probably destroyed this FW 190.

HENRY L. OLSON,
2nd Lt., Air Corps.

COMBAT REPORT OF 2ND LT. HENRY L. OLSON
Claims 1-0-1

A- Type of action. Combat.

B- Date of action. 13 June 1944.

C- Squadron and Group. 396th Fighter Bomber Squadron
368th Fighter Bomber Group

D- Time of attadk. 2005 hours.

E- Geographic location of attack. Between 10 miles E of Bay of Mont St. Michel and Domfront.

F- Weather, including visibility. Low layer at 2000 ft. visibility good.

G- Type of enemy aircraft. FW 190s.

H- Enemy casualties. 1 FW 190 destroyed, 1 FW 190 damaged.

I- Rounds of ammunition expended for the whole mission. 1350 rounds.

J- I was flying number 2 man in Green flight of the 396th Fighter Bomber Squadron at approximately 2005 hours. My flight leader, 1st Lt. David C. Parrish, called in 16 bandits high at one o'clock. They maneuvered around to 4 o'clock and started to come down on us. I dropped my belly tank and followed my flight leader up in a climbing turn to the right. At the beginning of the fight, I got short bursts all "Deflecton Shots", at three different FW 190s but observed hits on the right wing of only one. I claim this FW damaged as a result of this combat.

I was told to break as one FW 190 was on my tail. I broke to the left and spotted one FW 190 low at about 9 o'clock. Since my flight and element leaders had the altitude on about 6 of the E/A that remained in the vicinity up to this point, I felt safe in chasing the single. I closed on him rapidly, gave him a long burst from a 15 degree angle rear and left, but missed. I then got in trail, closed to about 200 yds, fired again but missed. Continuing to close and losing altitude all the time, I finally got to within 100 yds. Firing, I observed strikes on both wings and the top of the E/A's fuselage. He broke violently to the left and went to the deck. I closed on him again up to 50 yds, fired and observed solid strikes on the tail and wings. A little smoke came from his right engine cowling. The FW 190 then pulled up to about 500 ft, jettisoned his canopy rolled over to the left and the pilot jumped. Breaking left and down immediately, I saw his chute open and he landed in a wooded area about one mile E of Domfront. I claim this FW 190 destroyed. Climbing back through the overcast up to 8000 ft. I spotted my flight still orbiting above 6 FW 190 and joined them.

HENRY L. OLSON, 2nd Lt., AC

COMBAT REPORT OF 2ND LT. HENRY L. OLSON
Claims 1-0-0

A. Type of action. Combat.

B. Date of action. 14 June 1944.

C. Squadron and Group. 396th Fighter Bomber Squadron
368th Fighter Bomber Group

D. Time of attack. 1050 hours.

E. Geographic location of attack. In the appx vicinity 5 miles NW of Alencon (Z3095)

F. Weather, including visibility. About 8/10 cumulus between 4-6000 ft visibility good.

G. Type of enemy aircraft. FW 190

H. Enemy casualties. 1 FW 190 destroyed.

I. Rounds of ammunition expended for the whole mission. 300 rounds.

J. I was flying number 4 man in 1st Lt. Parrish's flight, on 1st Lt. Robbins wing. Major Duglas, our squadron commander, reported 6 FW 190's low at 11 o'clock to him. His flight followed by Capt. Romines' flight gave chase which took them under the overcast. Remaining at 8000 ft, our flight spotted a flight of 4 FW 190's at 9 o'clock on top of the cloud cover. We chased them, taking us below the overcast. Losing the one I was chasing in a cloud, I climbed back up to rejoin my element leader, at his rear.

After we rejoined, I spotted an FW 190 below the overcast, travelling in the same direction. I called my flight leader and asked permission to go down. Through a misunderstanding over the R/T I thought I had permission to go down and did so. I gained too much speed going down, closed too fast and had to make a 360 degree turn and returned to the FW 190's tail. Since he flew straight and level, he evidently didn't see me. I closed to 200 yds rechecked his identity and prepared to fire. The E/A cut his throttle, I over ran him and found myself directly in front of him. He opened fire but missed. In 2 very tight turns at about 200 MPH I closed to within 300 ft and fired. Strikes appeared all over his plane and he immediately levelled off, opened his canopy and jumped over the left side. He hit the tail and doubled up on top of his left horizontal stabilizer. His plane turned slightly to the left and down. I followed the plane for awhile and got some more bursts into it. I claim this FW 190 destroyed.

HENRY L. OLSON
2nd Lt., Air Corps.

[illegible]

A- Encounter with Me-1[illegible]

B- [illegible] June 1[illegible]

C- [illegible] Fighter Squadron, [illegible].

D- 1[illegible] hours

E- [illegible] of Wire

F- 4/1[illegible] cumulus, visibility good

G- P-47

H- 1 Me-1[illegible] destroyed

I- [illegible] rounds

J- I was flying #4 in Serum Red Flight when we encountered bogies. I first saw them at a distance heading toward us and pouring black smoke. The next thing I remember is a Me-1[illegible] coming up under the #3 man and 30 degrees to him in a turn. Although my flight leader was chasing him at the time, I couldn't see him (Capt. McLachlan). The [illegible] zoom-climbed in front of me and I fired three separate bursts, the first at about 30 degree deflection. Although I didn't see strikes, he jettisoned his canopy and straightened out about 300 yds. in front of me and tried to push his nose down. I fired two more bursts. The first caused strikes on the tail, and the second blew the entire tail assembly off. The pilot bailed out a few seconds before the tail broke off.

Paul J. Quilty
2nd Lt. AC

I was leading Serum Red Flight, and had just closed to point blank range when my #4 man who had been giving us protection from above, shot him down. I verify the above account of the engagement.

Joseph J. McLachlan
Capt. AC

I was flying #3 in Serum Red Flight and verify the above statements.

Charles J. Kennedy Jr
2nd Lt. AC

ENCOUNTER REPORT

A- Encounter with ME-109

B- 28 June 1944

C- 396 Fighter Squadron, 36[illegible] Group

D- 1415 hours

E- In vicinity of St. Hilaire.

F- 4/10 cumulus at 4,500 ft. Visibility good.

G- P-47

H- 1 ME-109 destroyed.

I- 480 rounds.

J- I was leading Serum Yellow Flight heading home after completing our mission, when bandits were called in below and at 5 o'clock I turned into the E/A - he made a left turn and started climbing. I followed him but was out of range. At 9,000 ft. he started a right turn and then dove for the deck. At about 2,000 feet, he pulled up and started climbing again. I closed dead astern and gave him a short burst and observed no strikes - I raised my sights and gave him another short burst, this time noting strikes and saw some pieces fall off his plane. I held the tit until his tail fell off - the pilot bailed out just as the tail disintegrated. We made two circles of the Hun pilot who was floating down in his chute.

PAUL P. DOUGLAS,
Major, AC.

I was flying # 2 in Serum Yellow Flight and was on Major Douglas' wing throughout the encounter. I verify the above statements.

HAROLD E. HAZIER,
2nd Lt., AC.

ENCOUNTER REPORT

A- Encounter with FW-190

B- 25 June 1944

C- 396 Fighter Squadron, 363 Group

D- 1848 hours

E- In vicinity of Villers.

F- CAVU

G- P-47

H- 1 FW-190 destroyed.

I- 1,500 rounds.

J- I was leading Scrum Red Flight and we were returning to our strip after completing our mission when control called in bandits in our vicinity. We spotted 4 FW-190's on the deck at 8 o'clock and broke down dead astern but were out of range. I pushed everything forward and chased one for about three minutes before taking a short burst. I noted strikes on his wings. I then held fire, attempting to close for the kill but didn't seem to be gaining very fast, and realizing he was heading for the big flak area at Caen, I chanced a long burst and saw many strikes on his cockpit and wings. About a minute later over the flak area, he started a gentle left turn and I gave him a long burst from 250-300 yds as I cut him off. Strikes showed everywhere, and pieces fell off as he began to smoke. A few seconds later his canopy flew off and the pilot bailed out. The plane nosed down and went in, and the pilot didn't move after he landed in a field.

Paul P. Douglas Jr.
Paul P. Douglas, Jr.
Major AC

I was flying in Scrum Red Flight and witnessed the encounter. I verify the above account.

Frank S. Kerchner
Frank S. Kerchner
2nd Lt. AC

I was flying in Scrum Yellow Flight and witnessed the encounter. I verify the claim.

Grover F. Greene
Grover F. Greene
1st Lt. AC

LT. E.A. DICK
S-2

[illegible]

1- [illegible] Fighter Squadron, 6 June 1944, Mission 1

2- 15 P-47s

3- 1 P-47 aborted because of oil leaks.

4- 14 P-47s hit the two bridges at Rouen.

5- [illegible] x 1,000 lb. bombs were loaded.
[illegible] x 1,000 lb. bombs were dropped on target
[illegible] x 1,000 lb. bombs were jettisoned over Channel.

6- Bombing run from 11,000 ft. to 5,000 ft.
Angle of dive approx. 60 degrees.

7- Bombing results [illegible]. Northern approach of west bridge was damaged.
The east bridge was knocked out, and smoke covered the target area.

8 Turn P- Nil

9- Channel: 5/10 cumulus two - three thousand feet, visibility good.
Continent: [illegible]

10- Up at 1405 hours, down at 1615 hours.

11- I/P in at Etretat at 1450 hours at 11,000 ft.
I/P out at Dieppe A Dieppe at 1610 hours at 5,000 ft.

12- Nil

13- Radio was loud and clear.

14- Bailons over Seine River on way out west of Rouen. Balloon (10 - 12) in corner of Rouen. Junkers fighter observed off St. Valery.

15- Heavy, intense and accurate for altitude flak at Rouen (East of target)
Heavy, intense and accurate for altitude flak at Rouen (North of target)
Light, moderate inaccurate flak at Rouen (N of target)

16- Nil

17- Mission accomplished as briefed.

[illegible] E. [illegible],
1st Lt., AC,
Asst S-2.

MISSION REPORT

A- 366th Fighter Squadron, 6th June 1944. Mission #1.

B- 16 P-47's, no spares.

C- Nil

D- 16 P-47's hit target in Bois de Galetas

E- 50x20lb fragmentation bombs (instantaneous) were loaded
60 x 20lb fragmentation bombs (instantaneous) were dropped
Bombing run from 4000 ft to 1000 ft, angle of dive appx 30 degrees.

F- Bombing results were good. Concentrated in SE SW and NW corners of woods.

G- Nil

H- One P-47 has cat A damage caused by small arms.

I- thru K Nil

L- Channel: About 7/8/10 cumulus half way out to channel from England, 4000 ft
Visibility good. Some haze beneath cloud layer.
Continent: 8/10 cumulus 4-5500 ft. visibility good.

M- Up at 1408 hours down at 1610 hours.

N- IP/in at Grand camp at 1451 hours at 5000 ft
IP out at Grandcamp at 1516 hours at 4000 ft.

O- Nil

P- Loud and Clear.

Q- Some vehicles seen on road south of Bayeux. A sunken boat was observed east of MonteBourg objects appearing to be either obstacles or small barges seen at St. ~~Vaast~~ Vaast

R- Light Moderate and inaccurate flak at rrd junction about 1 mile E of Aire.

S- A few passenger cars of train at the junction NE of Aire were strafed with fairly good results by Lt. Carter's element.

T- IP/in made as briefed glide bombed target which appeared to have either dummy vehicles or wood piles. Continued East to the vacinity of Bayeux retraced route and headed for home.

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

A— 366th Fighter Bomber Squadron, 6 June 1944, Mission 2.

B— 16 P-47's

C— Nil

D— 16 P-47's hit various targets in assault area.

E— 48 x 500 gp bombs were loaded.
45 x 500 gp bombs were dropped on targets.
3 x 500 gp bombs were jettisoned over channel.
Bombing run 3-1,000 ft. at 30 degrees.

F— Bombing results were varied. Many excellent strikes were attained more by luck than keen perception on fuel and ammunition dumps.

G— Nil

H— 1 P-47 has slight damage caused by flak.

I— Nil

J— Weather over continent 7/10 cumulus 2,500 ft bottom visibility very good.

K— Up 1645 down 2135

L— Unknown

M— Nil

N— Loud and clear

O— Motor convoy, 50-100 trucks heading on secondary road at 2030 hrs from Bayeux. Tank skirmish between Caen and Bayeux, our troops. Bocage still taking bad pounding from artillery.

P— Flak was encountered from unobserved positions about Bayeux.

Q— Six trucks and 2 staff cars were strafed and destroyed on main highway six miles south of Bayeux. An ammunition or fuel dump was strafed and seen to explode in arrowhead-shaped patch of woods to right off main highway about six miles S of Bayeux.

R— Pilots were unable to hold pinpoints of artillery fire long enough to enter bomb run. Visual control by ground observer felt to be only answer as camouflage of position seems excellent. Flights split up and pounded targets I stood above plus and elbow shaped building at Aire (8 miles south of Arigny)

Franklin A. Hack, Capt. AC
Pilot, 366th Fighter Sq.

MISSION OF 47

A- 396th Fighter Bomber Squadron, 7 June 1944. Mission #1.

B- 15 P-47's up.

C- Nil

D- 15 P-47's hit targets of opportunity in patrol area designated.

E- 500 x 20 lb fragmentation (instantaneous fuse) were loaded
760 x 20 lb fragmentation bombs were dropped in target area.
60 x 20 lb fragmentation bombs were jettisoned over channel.
60 x 20 lb fragmentation bombs were returned to base.
Porting run from 1500 ft to 500 ft. Angle of dive appx 30 degrees.

F- Bombing results were from fair to good. Hits were observed along part of motor and tank convoys on the road heading N out of Foret de Cerisy some hits also on MT convoy near Marigny.

G- Nil

H- 8 P-47's have left. A damaged caused by exploding bombs.

I- turn 8 Nil

J- Channel: 8-9/10 strato cumulus with clearing in center of channel
Continent 8-9/10 strato cumulus with 2000 ft base visibility below good.

K- Up at 0540 hours down at 0645 hours.

L- R/in at Grandcamp at 0630 hours at 1500 ft.
R/out at Grandcamp at 0800 hours at 1500 ft.

M- Nil

N- Good

O- An MT convoy with some trailers and some tanks were seen heading out of Foret de Cerisy. Horse drawn artillery was observed 1½ miles NE of Foret de Cerisy. Convoy seen to be heading towards Bayeux. The highway between Marigny and St. Sauveur Lendelin was loaded with vehicles. Two chutes were observed 1½ miles west of Bayeux and a crashed P-47 was in the same vacinity.

P- Light moderate fairly accurate flak at point south of Bayeux.

Q- Lt. Carter's flight strafed about 25 to 30 truck near Marigny with very good results.

R- Patrol flown as briefed with squadron going after the target of opportunity beyond the bomb line.

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

MISSION REPORT

A- 336th Fighter Squadron, 7 June 1944. Mission #2., Lt. Col. Perego leading.

B- 11 P-47's

C- Nil

D- 11 P-47's hit targets of opportunity in the Patrol area beyond beach line

E- 660 x 20 lb fragmentation (instantaneous) bombs were loaded.
600 x 20 lb fragmentation (instantaneous) bombs were dropped on target area.
60 x 20 lb fragmentation (instantaneous) bombs were returned to base.
Bombing run from 1500 ft to 500 ft. Angle of dive appx 15 degrees.

F- Bombing results were good. Hits were observed in the intersection of roads at the East end of the Foret de Cerisy.

G- Nil

H- 3 P-47's have flat. A damage. 2 caused by frag bombs and one possible by flak.

I- thru K Nil

L- Channel: 4-5/10 cumulus at 2000 ft, visibility good.
Continent: 9/10 strato cumulus at 1500 ft. Visibility good.

M- Up at 1010 hours down at 1250 hours.

N- IF/in a t inlet just West of Grandcamp at 1059 hours at 1500 ft.
IF/out at inlet just West of Grandcamp at 1200 hours at 1500 ft.

O- Nil

P- Loud and clear.

Q- Scattered carts which seemed to be camouflaged were observed about 1 mile SE of Isigny. About 5 armored vehicles were observed to be destroyed in the Foret de Cerisy. Rolling stock on fire at Ariel and St. Lo was still burning. Troops seen in the Foret de Cerisy. Big concentration of troops on highway between St. Gilles and St. Lo was reported by controller. About 15 trucks carrying troops were heading North from the vicinity of Mont Bertrand when they were attacked and straffed by one of the flights. One spitfire with roundels but no new markings seen nosed into ground near Balleroy.

R- Small arms fire from ground.

S- M/T convoys were straffed with very good results.

T- The patrol was flown as briefed, looking for enemy installations and movements. Sorbo flight with Lt. Col Perego leading Squadron, destroyed 3 trucks by bombing

OVER

Mission Report... 7 June 1944, continued. Mission # 2.

T- at road intersection in the Foret de Cerisy. Capt. Sparks element straffed about 6 trucks, 2 were ammunition carriers 1-2 miles North of Cerisy forest which were destroyed. The other 4 were left burning in the vicinity of St. Clair. Lt. Benton's flight bombed and destroyed 6 trucks near Tournieres, about 1 Mile North of Cerisy Forest. Lt. Romines' flight destroyed about 20 trucks and damaged 8 others while patrolling in southern section of patrol area.

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

[illegible]

A- 33[illegible] Fighter Squadron, 7 June 1944, [illegible] 8.

B- 16 P-47's took off.

C- Nil

D- 16 P-47's hit targets of opportunity along bank line and in vicinity of [illegible].

E- 32 groups of 5 clusters (6 bombs each) anti-personnel [illegible] bombs (Amst. [illegible])
1 group was returned to base
31 groups were dropped on various targets

F- Bombing results were varied. [illegible] no accurate or valuable observations but most went wild.

G- Nil

H- 1 P-47 had [illegible].

I-H Nil

I- 3/10 cumulus above 5,000 ft. with haze over continent.

J- Up at 1455 down at 1715.

K- 12/1 at rendezvous at 1540 at 4,000 ft.
12/1 at " 1655 at 4,000 ft.

L- Nil

M- Cloud and clear.

N- German soldiers in black uniforms (Panzer Corps.) were strafed in [illegible] to Verigny which had obviously taken a recent pounding.

O- Nil

P- 15 [illegible] were strafed and left burning in vicinity of Verigny.
3 " " " " " " 2 miles E of St. Lo.

Q. Squadron flew in, orbited area [illegible] of [illegible] and found no targets. Convoy, which had previously been reported proceeding from Coutances to Verigny had been alleged to ribbons by recent strafing. Those that were found in covered spots along road were fired until all area was expended.

Franklin A. Dick, Capt. AC
[illegible]-2, 8th Fighter Bomber Sq.

I [illegible]

[illegible] 1-Motor Bomber [illegible] sun, 7 [illegible], [illegible]

B- 16 P-47's

C- Nil

D- 16 P-47's hit targets of opportunity in beach hd. at [illegible] hours.

E- 4 [illegible] x 500 lb bombs were loaded
1 x 500 lb bombs were jettisoned over channel
[illegible] x [illegible] lb bombs were dropped on targets
Run from 3-1,000 ft at 30 degrees

F- Bombing results were excellent. Two small [illegible]/V were [illegible]ttached and more hits were obtained on ammunitions.

G- Nil

H- 1 P-47 was Det. A. [illegible]

I- N Nil

J- 8/10 cumulus base 3,000 ft. bad haze over continent.

K- [illegible] down [illegible]

L- [illegible]/I at Seigny at [illegible] hours at [illegible] ft.
[illegible]/V at [illegible] " " " "

M- Nil

N- Cloud and clear.

O- Wire was burning furiously. Rubber [illegible] in vicinity of Alencon-Bomb line not nearly up to date [illegible] of [illegible].

P- Nil

Q- 30 trucks were strafed with excellent results. All left burning or stopped and smouldering.

R- Squadron searched area immediately south of bomb line and found no targets. Leader ordered to split into flights and proceeded south. Rolling stock in [illegible]/V at St. Cyr, another unidentified [illegible]/V in vicinity of Wire, and gun emplacements at triple rail junction south of Asigny were bombed. Panzer convoy near Alencon was strafed until ammunition was exhausted.

Franklin A. [illegible], Capt. AC
S-2, 378th Bomb Sq.

MISSION REPORT

A- 366th Fighter Bomber Squadron, 6 June 1944. Mission #1.

B- 16 P-47's

C- Nil

D- 16 P-47's patrolled assigned area over beachead.

E- thru K. Nil

L- Channel: Haze to 2-3000 ft. Visibility poor.
Continent: 5/10 strato cumulus 6500 ft. Visibility poor with some haze below.

M- Up at 0556 hours down at 0615 hours.

N- Lt/in at Quineville at 0440 hours at 6000 ft.
Lt/out at Quineville at 0530 hours at 8000 ft.

O- Nil

P- Fisrobe and research received poorly.

Q- St. Lo was still burning and a battle was observed between our forces and the enemy. in the area patrolled, atrillery flashes seen from both sides.

R- Nil

S- Nil

T- Mission accomplished as briefed.

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

MISSION REPORT

A- 396th Fighter Bomber Squadron, 8 June 1944. Mission #2. Col. Meyers leading.

B- 12 P-47s

C- Nil

D- 12 P-47s patrolled assigned area

E- thru K Nil

L- Channel: 3/10 stratus between 8-11000 ft. Visibility poor.
Continent: 6/10 stratus between 6-8000 ft. 9/10 alto stratus between 8-11000 ft. visibility good.

M- Up at 0855 hours down at 1105 hours

N- LF/in at Quineville at 0929 hours at 9000 ft.
LF/out at Quineville at 1025 hours at 8000 ft.

O- Nil

P- Research used as controller instead of disrobe, radio loud and clear.

Q- Possible gun ~~xxxxxxx~~ position at 0 (280-085) near Huberville. The city of Valognes and St. Mere Eglise set on fire and smoke coming up. Some smoke out of Isigny.

R- Nil

S- Nil

T- Mission flown as briefed and patrolled accomplished. Controller notified flights that there was some E/A in the vacinity but no encounters made since E/A were never seen.

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

[illegible] REPORT

[illegible] Bombed [illegible], 13 June, [illegible]

B- 1 [illegible] P-47's.

C- Nil.

D- 1 P-47 [illegible]

[illegible]

H- [illegible] 47's [illegible]

I- 1 P-47 [illegible]

[illegible]

[illegible] [illegible] Continent.

[illegible]

[illegible]/In [illegible]
[illegible]/Out [illegible]

[illegible] Nil.

[illegible]

[illegible] convoy [illegible]

[illegible]

[illegible]

P- [illegible] troops [illegible] battle [illegible] Cherbourg [illegible]

[illegible] SHALER

[illegible] 1.0" [illegible]

[illegible] 13 [illegible]-27's

[illegible] Nil

[illegible] Nil

[illegible] 1[illegible]-1 [illegible], [illegible]
[illegible] flight. 1 [illegible] was [illegible]
ball one at approximately [illegible]-3025, [illegible]

[illegible] Nil

[illegible] 7/10 [illegible]

[illegible] [illegible] at 0.01 [illegible]

[illegible] [illegible]/in 1[illegible] at [illegible] 10,000 ft.
[illegible]/out [illegible] at [illegible] ft.

[illegible] Nil

[illegible] None

[illegible] Nil

[illegible] Nil

[illegible] 3 W/s [illegible] at [illegible]. [illegible] W/s [illegible] at [illegible]
1 W/s and [illegible] at [illegible]

[illegible] [illegible] above.

[illegible]
[illegible]
[illegible]

[illegible]

A- 388th Fighter Bomber Squadron, [illegible] June 1944. Mission [illegible]

B- 12 P-47s

C- Nil

D- 12 P-47s patrolling [illegible]

E- [illegible] Nil

F- 1 P-47 was [illegible] damaged by flak.
1 P-47 was [illegible] damaged by flak.

G- [illegible] Nil

H- Weather: [illegible] ft. [illegible] ft.
Visibility [illegible].

I- Up at 1481 hours, down at 1910 hours.

J- [illegible] Nil

K- Good [illegible] flak. [illegible]

L- About [illegible] small boats seen in the bay on [illegible] at about 1630 hours. [illegible] ft.

M- Heavy, intense accurate flak [illegible] Dam.

N- M/Ts were strafed with very good results. 11 trucks and 1 staff car destroyed.

O- Mission was accomplished patrolling assigned area over Beaumont. Officer patrol, Major Douglas' flight destroyed 5 trucks and 1 staff car in the vicinity of Bartilly (UP-34). Capt. Warren's flight destroyed 3 trucks on main highway 3 from Coutances (UP-60). Lt. Carters' flight destroyed 3 trucks, (1 near Periers (UP-72) and 2 near (17-33).

[illegible]
1st Lt., Air Corps
Asst. S-2

MISSION REPORT

A- 366th Fighter Bomber Squadron, 14 June 1944. Mission #4

B- 12 P-47s

C- Nil

D- 12 P-47s patrolled assigned area.

E- G- Nil

H- 1 P-47 Has Cat A damage caused by light flak.

I- K- Nil

L- Continent: 3/10 cumulus 3-5000 ft. Visibility excellent.

M- Up at 1951 hours, down at 2210 hours.

N- O- Nil

P- Radio was loud and clear

Q- Nil

R- Light, moderate, fairly accurate flak 10 miles N. of St. Mere Eglise

S- Nil

T- Mission accomplished uneventfully, patrolleing assigned area.

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

MISSION REPORT

A- 350th Fighter Bomber Squadron, 15 June 1944. Mission #1.

B- 12 P-47s

C- Nil

D- 12 P-47s patrolled at base and cover.

E- Thru K Nil

L- Continent: 4/10 cirrus 20,000 ft, 1/10 cumulus 4000 ft, visibility excellent.

M- Up at 0655 hours, down at 0840 hours.

N- O- Nil

P- Loud and Clear.

Q- thru S Nil

T- Mission flown as briefed. Squadron xxxxx was relieved about 12 minutes late. Remained at 15,000 ft most of the time.

MURRAY M. THORN
1st Lt., Air Corps
Asst S-2

[illegible]

A- Sixth Fighter Squadron [illegible] June 1944. Mission 2 and 3.

B- Mission [illegible] 12 P-47s
Mission [illegible] 15 P-47s

C- Nil

D- Mission 2, 12 P-47s patrolled assigned area over beachhead.
Mission 3, 15 P-47s patrolled assigned area over beachhead.

E- Thru H Nil

I- Continent: 2-3/10 cumulus 5000 ft. visibility good. Cloud 6-7/10 cirrus stratus at high altitude.

J- Mission 2. Up at 11[illegible] hours from Gardonville [illegible] at 1540 hours.
Mission 3. Up at 1700 hours (Gardonville), down at home base 1910 hours

K- Thru O Nil

L- Radio was loud and clear.

M- A destroyer was sighted in the Cherbourg harbor at 1600 hours from 7000 ft. This was reported to controller for safety.

N- Thru S Nil

T- Squadron took off from home base and flew the assigned patrol. At the completion of the patrol the squadron landed at Gardonville A.[illegible] where the airplanes were serviced and prepared for another mission. The squadron then took off at 1700 hours to patrol the assigned area at the completion of which they returned to the home base.

[illegible]
1st Lt., Air Corps
Asst S-3

A- [illegible] gallons.

B- 10 [illegible]

C- Nil

D- Sump [illegible] Nil

E- 10/10 strato-cumulus, [illegible] Sc., [illegible].

F- [illegible] at [illegible] hours, [illegible].

G- [illegible] Il.

H- Loud and clear.

I- Nil.

J- Mission [illegible] of [illegible], [illegible] recalled the [illegible] before [illegible] [illegible].

[illegible]
[illegible] U.S., [illegible]
[illegible]

A- 366th Fighter Bomber Squadron, 16 June 1944, Mission 1

B- 12 P-47's

C- Nil

D- 12 P-47's patrolled assigned area over the beachhead.

E- thru F Nil

G- 1 P-47 NYR - belly landed at ALG in site A-6 about 1 mile LoF Ste-Mere Eglise, the oil pressure dropping to zero. Capt. Meyers returned to the home base via C-47 at 2015.

H- thru K Nil

L- Continent: 9/10 stretus-cumulus, base 3-3000 ft. Visibility good.

M- Up at 1654 hours, down at 1915 hours

N- thru O Nil

P- Radio was loud and clear

Q- Nil

R- Light, very meager, inaccurate flak at Pte. Barfleur.

S- Nil

T- Mission accomplished as briefed. Due to the low cloud cover, the patrol was flown at about 2000 ft. during the assigned hours.1730-1830.

MURRAY B. THALER
1st Lt., A.C.
Asst S-2.

[illegible]

A- 3962d [illegible] Bomber Squadron, 10 June 1946. Mission [illegible]

B- 12 [illegible]

C- 1 P-47 returned back [illegible] outside [illegible].

D- 11 [illegible] [illegible] assigned [illegible] on [illegible] baseboard

E- [illegible] Nil

F- Cloudiness: 10/10 [illegible] [illegible]

G- Up to [illegible], [illegible] [illegible].

H- [illegible] Nil

I- Five was [illegible] [illegible] [illegible].

J- A large panel display [illegible] was seen [illegible] [illegible] in the vicinity of [illegible]. [illegible] [illegible].

K- [illegible] Nil

L- [illegible] [illegible] [illegible], [illegible] [illegible] [illegible] and [illegible] [illegible]. The squadron [illegible] [illegible] [illegible] all the time.

[illegible]
1st Lt., Air Corps
Asst S-2

MISSION REPORT

A- 366th Fighter Bomber Squadron, 17 June 1944, Mission #1.

B- 12 P-47s

C- Nil

D- 12 P-47 patrolled assigned area.

E- thru K Nil

L- Continent: 10/10 stratus cumulus, 4000 ft. 3-10/10 stratus at 1000 to 1500 ft. Visibility from fair to good. At the beginning of the patrol the clouds were about 5/10, but increased during patrol time.

M- Up at 0839 hours, down at [illegible] hours.

N- thru O Nil

P- Radio was loud and clear.

Q- ~~[illegible]~~ Many M/Ts on the roads west of Le Gautierre (T-1193) goint east and south, mostly south at appx 0810 (2000 ft) there were some horse drawn carts on the same road.

R- S- Nil

T- Mission accomplished as briefed and mostly flown at 3000 ft. because of the weather.

NORMAN B. [illegible]
1st Lt., Air Corps
Asst S-2

MISSION REPORT

A- 396th Fighter Bomber Squadron, 17 June, 1944, Missions 2-3

B- 12 P-47s plus nil.

C- Nil.

D- 12 P- 47s patrolled assigned area over beachhead.

E thru K- Nil.

L- Continent: 1-2/10 strat-cumulus, 4000 ft., haze layer 9000 ft.
Visibility fair to good.

M- Up at 1130 hours, down at Cricqueville 1247 hours.
Up at Cricqueville 1725 hours, down at home base 1855 hours.

N thru O- nil.

P- $ "LINDAY" was received weekly.

Q- The town of Barnoville(T-0895) was seen smoking in the early afternoon about 1530.

R- Nil.

S- Mission accomplished as briefed. The squadron took off at home base and flew the scheduled patrol, then landed at the Chicquoville AAG. They then took off at the AAG, flew their patrol between 1730 and 1830 at the completion of which they returned to home base.

THEODAY B. FRAZIER
1st Lt., A.C.
Asst. S-2

MISSION REPORT

A- 356th Fighter Bomber Squadron, 17 June 1944. Mission 4.

B- 11 P-47's

C- Nil

D- 11 P-47's patrolled designed area over Cherbourg.

E- thru K- Nil

L- Continent: haze layer up to about 10,000 ft. Visibility was fair to poor.

M- Up at 2030 hours, down at 2311 hours. (1 -47's back 2130)

N- O- Nil

P- Five controller not receiving.

Q- thru S- Nil

T- Mission accomplished as briefed. Lt. Patrick's plane was losing oil while flying to patrol. He landed at one of the AEDs with Lt. Robbins as escort. After servicing, they both returned to home base.

MAX AY B. [illegible],
1st Lt., Air Corps.
Asst. S-2

MISSION REPORT

A- 396 Fighter Bomber Sq, 20 June 1944, Mission 1

B- 12 P-47s - 6 ca rrying bombs - 6 top cover.

C- Nil

D- Troop conc entrations and motor transport assembled in woods at Liagnelet (Y-1200) were bombed.

E- 12 x 500 GP (1/10 & 1/4) were loaded.
11 x 500 were dropped on target.
1 x 500 was jettisoned in field near target
Dived 5 - 1,500 ft at 55 degrees

F- Bombing results were for the most part unobserved. All but one fell in target area.

G-K Nil

L- 4/10 Cumulus 6 8,000 ft. haze below.

M- Up at 1655 hours, down at 1830

N- Nil

O- Nil

P- Loud and clear

Q- 3 white smoke bombs were fired by our artillery at T-3984. They were evidently trying to signal.

Various white cement bridges across Selune River would make excellent targets to slow up evacuation southward.

R-S Nil

T- Mission accomplished generally according to plan. Route Fontainbault- Fougeres-St. Hilaire-Mortain was flown without encountering anything but single vehicles. Otherwise uneventful.

FRANKLIN A. DICK,
Capt, ACO 396 Ftr Sq.

A- [illegible] tr- [illegible] 2 [illegible] 1.

B- 15 -47s

7-21-6

C- Nil

D- 12 P-47s attacked target, [illegible] of [illegible].

E- 34 x 500 lb. GP bombs [illegible].
8 - 1/10-1/[illegible] instantaneous bombs dropped on bridge [illegible]
8 - [illegible]-11 second delay bombs dropped on bridge [illegible]
8 - [illegible]-11 second delay bombs dropped on bridge junction [illegible].
No bombs jettisoned and no bombs brought back to base.

F- Bombing results [illegible] good, direct hits both observed on bridges and junction but [illegible] were not destroyed.

G- [illegible] P-47s destroyed in [illegible] collision at [illegible] feet.

H- Nil

I- One Lts. James H. Hamblin and Paul [illegible] despite claiming [illegible] mid-air collision. No parachutes were observed.

J- 2 Me-109s at 8,000 ft. at 1440 west of Vire, both were destroyed. 15 plus Me-109s at 8,000 ft. at 1448 east of Avranches, no claims. (1 Me-109 was moved by Major Douglas - 1 Me-109 destroyed by it. Guilty.)

K- Nil

L- 4/10 cloud cover at [illegible] ft. Visibility good.

M- Up at 1[illegible] down at 1[illegible].

N- Nil

O- Nil

P- Radio loud and clear.

Q- Numerous vehicles [illegible] and barracks in woods at Foret de St. [illegible]ever.

R- Nil

S- Two large passenger [illegible] seen destroyed on road south of Vire.

T- Mission accomplished according to plan. Me-109's were engaged in [illegible]. Flak-wrenches [illegible], and later in the course of [illegible] turn, Lts. [illegible] and [illegible] collided in midair. [illegible] observed [illegible] the planes attack.

. . . TCK, Capt. [illegible]

[illegible] tr. [illegible] -41

- [illegible] -4[illegible]

- ii

- [illegible] -4[illegible] [illegible] -[illegible] [illegible] r. at [illegible] hours.
- [illegible] lb. [illegible] 1/[illegible]
  [illegible] lb. [illegible] or target
  [illegible] lb. [illegible] speed [illegible] live, rated live at [illegible] ft. or [illegible] ft. angle of [illegible] rows.

- making [illegible] target.

- ii

- NAVY

- [illegible] 1950 [illegible]

- ii

- ud and clear

- [illegible] coda in vicinity, [illegible] of [illegible] in main, [illegible] vicinity of [illegible].

- [illegible] concentration of heavy and li. [illegible] at [illegible] rear target.

- ii

- [illegible] was necessitated [illegible] to [illegible] to [illegible] on [illegible] to obscure the [illegible] target, and [illegible], with considerable [illegible], [illegible] objective.

[illegible]ranklin [illegible], [illegible], Dept. [illegible]
[illegible] tr. [illegible]

MISSION REPORT

A- 50[illegible] Ftr-Bomb Sq, 36[illegible] Ftr-Bomb Gp, 23 June 1944, Mission #1, XVH-1

B- 12 P-47s

C- Nil

D- 12 P-47s hit Rolling Stock at Torigny between 1510 and 1525.

E- 24 x 500 GP bombs were loaded. (1/10 x 1/4[illegible] fuzing)
23 x 500 Gp bombs were dropped on target.
0 bombs were jettisoned.
1 x 500 GP bomb was returned to base.
Started dive at 4,000 ft. angle of dive 50 degrees
Pulled out at 1,000 ft.

F- Bombing results were very good. Hits were observed on R/C in siding at Torigny.

G thru I- Nil

J- 1 FW-190 destroyed and 1 FW-190 probably destroyed by Maj, Douglas near Villers.

K- Nil

L- CAVU

M- Up at 1455 hours, down at 1625 hours.

N and O - Nil

P- Radio was loud and clear.

Q- 30 plus M/T going toward Caen at Villers.

R- Light, moderateand innaccurate flak at Torigny.
Heavy, intense and accurate to altitude flak at Villers.

S- Nil

T- Squadron flew down tracks from St. Lo in search of flak cars. Finally located some rolling stock on RR NW of Torigny - Then patrolled to the East. Major Douglas' Flight turned up 2 FW-190s near Villers at 5,000 feet. He destroyed one and probably destroyed the other.

FRANKLIN A. DICK,
Captain, Air Corps,
S-2, 396 F-B Sq.

[illegible]

A- [illegible] after [illegible] June 1944, [illegible] 1, [illegible]

B- [illegible]-47's

C- Fill

- [illegible]-47's hit [illegible] east of [illegible], at [illegible] 15.

- [illegible] x 500 lb. [illegible] bombs were loaded fill [illegible] sec. fuze
  [illegible] x 500 lb dropped on targets
  [illegible] x [illegible] lb. jettisoned [illegible] out both [illegible].
  [illegible] x [illegible] lb. fill of [illegible]

  [illegible] at [illegible] ft. [illegible] out [illegible] angle [illegible]

- Bombing results were [illegible] [illegible] for it, [illegible] others.

- [illegible]-47 was lost.

- Fill

- Inc. [illegible] ft. [illegible] obtains [illegible] [illegible] [illegible] [illegible] [illegible] [illegible].

A- Fill.

- 9/10 [illegible], [illegible] and [illegible] over [illegible] at [illegible] ft.

- [illegible] [illegible] 110°.

B- Fill

- [illegible] clear.

- Alliance flying [illegible] ft. in scud on course. Various [illegible] of yellow and red [illegible] on [illegible] [illegible] ft. [illegible] and purple [illegible] [illegible] tube were continually [illegible] [illegible] area, [illegible] locate [illegible].

- [illegible] intermittent lt. and [illegible] heavy near [illegible].

- [illegible] to complete mission [illegible] all in spite of [illegible] briefing. [illegible] lines, lt. obtains [illegible] engine failure, and bailed in. [illegible] later buzzed area, canopy was open and pilot had [illegible] corner of field, and was being approached by peasants.

[illegible]
[illegible], [illegible] Tr. [illegible].

- [illegible]

- [illegible]

- [illegible]

- [illegible]

- [illegible]

- [illegible]

- [illegible]

- [illegible]

- [illegible]

- [illegible]

- [illegible]

- [illegible]

- [illegible]

- [illegible]

- [illegible]

- Ignition accomplished according to plan. [illegible] 11 [illegible] were taken back up for [illegible] [illegible] to deviation observed within the [illegible].

[illegible]

MISSION REPORT

A- 396 Ftr-Bomb Sq, 368 Gp, 25 June 1944, Mission 1, DDE - 1R3A.

B- 12 P-47's

C- Nil

D- 12 P-47s hit G/E at Cherbourg at 0905.

E- 9 x 1,000 lb bombs were loaded
6 x 500 lb bombs were loaded 8 - 11 second delay
7 x 1,000 lb
6 x 500 lb bombs were dropped on target
2 x 1,000 lb bombs were jettisoned ; 1 in water, 1 in swamp
0 bombs were returned to base.
Started dive at 2,500 ft. angle of dive 30 degrees
Pulled out at 200 feet.

F- Bombing results were superior. 75 percent hits were observed in emplacement.

G- Nil

H- 1 P-47 has Cat. AC damage caused by flak.

I thru K- Nil

L- 3/10 Stratus at 3,500 to 4,000 feet. Medium haze.

M- Up at 0844 hours, down at 0950 hours.

N and O- Nil

P- Radio was loud and clear. Dover Leader tried to call on "C" channel, pilots state.

Q- Red smoke is superior for pinpointing targets.

R- Light, intense accurate flak at breakwater at Cherbourg
Heavy, meager inaccurate flak at " " "

S- Nil

T- Squadron flew north and out to sea and glide-bombed gun emplacement from seaward side with what the boys described as the most accurate bombing they had ever done.

Frankin A. Dick
Capt. AC
S-2 396 Ftr. Sq.

MISSION REPORT

A- 396 Ftr-Bomb Sq, 368 Ftr-Bomb Gp, 28 June 1944, Mission 1, PPW-2

B- 12 P-47s

C- Nil

D- 12 P-47s hit troop connentration at Foret de Mont Castre.

E- 24 x 500 bombs were loaded, 1/10 x 1/40
All bombs were dropped on target.
No bombs jettisoned and no bombs returned to base.
Started dive at 7,000 ft. angle of dive 55 degrees.
Pulled out at 2,000 ft.

F- Bombing results were probably good. Hits were observed in woods T-2382.

G thru K- Nil

L- 5/10 cloud cover at 3,000 ft. Visibility excellent.

M-Up at 1610 hours, down at 2000 hours.

N and O- Nil

P- Could not contact PPW.

Q- Hundreds of objects that look like brown pup-tents at T-225825.

R- Nil

S- 1 vehicle destroyed, 4 probably destroyed, and 2 damaged near Avranches - T-2817.

T- Bombs were dropped in Camp De Caesar area.

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

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

A- 396 Ftr Sq, 368 Ftr Gp. 29 June 1944, Mission [illegible], V-21-1.

B- 11 P-47s.

C- Nil

D- 11 P-47s hit gun emplacement 25 S of St. Lo - T-474883

E- 22 x 500 lb. bombs were loaded. 1/10-1/40.
all bombs were dropped on target!
No bombs jettisoned.
No bombs returned to base.
Started dive at 6,000 ft. angle of dive 55 degrees.
Pulled out at 2,000 ft.

F- Bombing results were very good. 90 % of hits were observed in field.

G thru K- Nil

L- 9 Stratocumulus - 6-9,000 ft. Visibility good.

M- Up at 1438 hours, down at 1620 hours.

N and O- Nil.

P- Radio was loud and clear.

Q- Troop concentration at T-8535 (bug in swamp).

R- Light, moderate, innaccurate flak at T-8535.
Light, meager, innaccurate flak at T-4758.

S- 2 Staff cars and 1 bus were strafed with good results. Both were probably destroyed.

T- Squadron orbited area 3 times- found target in middle of broken down wheat field - emplacements dug for 8 guns.

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

[illegible]

[illegible] Mr [illegible] p. of June 1944, [illegible] 1, [illegible]

[illegible] p-47s

[illegible] 1 [illegible]-47 aborted because [illegible] [illegible] chart.

[illegible] Nil

[illegible] 16 x 500 bombs were loaded. 11 second delay
[illegible] bombs were dropped on target.
[illegible]14 x 500 bombs were jettisoned over swamp to south east.
[illegible] x 500 bombs were returned to base by chart.

[illegible] Nil - [illegible] accomplished.

[illegible] Nil

[illegible] 1 [illegible]-47 has not [illegible] damage caused by [illegible] and fire.

[illegible] third [illegible] Nil

[illegible] weather breaking up to south.

[illegible] up at [illegible] hours, down at [illegible] hours.

[illegible] and [illegible] Nil

[illegible] radio was loud and clear.

[illegible] Nil

[illegible] Intense accurate light and heavy flak at [illegible].

[illegible] Nil

[illegible] proceeded through extremely bad weather and could not find a hole over target. Bombman refused permission to land with bombs. Bombs were jettisoned in swamp [illegible] of field. Police called in at [illegible] o'clock [illegible] off. No contact was made.

[illegible],
Capt, AC,
S-2, 320 Ftr. Sq.