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* HISTORY OF THE 397TH FIGHTER SQUADRON *
* - ADVANCE AIR ECHELON - *
* JUNE, 1944 *
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S E C R E T

HISTORY OF THE 397TH FIGHTER BOMBER SQUADRON⁷² -- The Advance Air Echelon -- JUNE, 1944

June 12, 1944: In compliance with orders received from HQ/TC Salisbury District, the motorized section of the squadron's advance air echelon departed from Chilbolton at 0845 today for the staging area at Romsey (Camp 2, Site 7). The echelon personnel followed at 1430.

June 13: Staging area routine comprised the day's activities, commencing ~~at~~ early in the morning after a brief night's rest. Emergency rations were issued and the men were ~~not~~ given a partial payment for the month in "Invasion Currency". Major Damijohn briefed the entire echelon in the afternoon relative to road rules and SOP on landing in France. He read letters from Generals Brereton and Quesada. Everyone showered and went to bed early.

June 14: Men were awakened at 0300, given coffee, and entrucked for Southampton at 0430. Waited in a Southampton park all day, proceeded to the docks at 1830, and finally boarded an LST at 2245. Blankets were issued and the highest ranking non-coms were quartered in bunks below deck. The remainder of the echelon slept on deck, improvising meager beds in spaces between vehicles.

June 15: Made the crossing without enemy opposition. Left Southampton and followed coast to Selsey and then across the channel, arriving at the French coast late in the evening. An attempted bombing greeted the convoy upon its arrival at the beach, but ships' guns and shore installations fought off the attack successfully.

June 16: Shortly after midnight this morning the echelon disembarked, setting foot on French soil via a parade from the LST to the beach through three feet of water. At daybreak the troops marched to Transit Area #2 and waited until noon. The echelon moved via their own vehicles to strip number three near Cardonville in Normandy in the afternoon. Tents were pitched and camouflaged and fox holes were completed before retiring.

June 17: Preparations for coming operations were commenced. Off the line, men set up their personal quarters more substantially --- after learning of the numerous attacks in the area.

June 18: Switched from "K" Rations to "C" Rations -- little improvement. Religious services were conducted this (Sunday) morning by the group chaplain. Weather delayed arrival of any squadron aircraft.

June 19: Little activity -- weathered in.

June 20: Major Haessler and a few squadron pilots arrived; but returned to Chilbolton for the night. Twelve

June 21: ~~Twelve~~ of the squadron's pilots flew their aircraft in from Chilbolton, arriving here in the early evening.

The squadron moved to a new area on the field, about two miles distant from their initial site. The torturous task of "digging in" began all over again.

June 22: The squadron flew two missions today. Targets of the first mission were road bridges and railroad bridges. They carried 500-pound general purpose bombs. The results were poor. Strafing resulted in the destruction of three trailers (Major Hendricks) and one truck (Captain Potter). In the air, Major Hendricks destroyed one ME109 and damaged another and Lieutenants O'Connell and Driscoll each destroyed an ME109. On the mission were Majors Haesler and Hendricks, Captains Potter and Anderson, First Lieutenant O'Connell, Second Lieutenants Sharp, Rogal, Driscoll, Olden, Rosvold and Soo, and Flight Officer Cassidy.

The second mission was also dive bombing, with the same type bombs, and the results were excellent. They destroyed an ammunition dump. Vehicles were strafed on a road in a Forrest. On the mission were Major Hendricks, Captains Marini and Talbott, First Lieutenants Brown and Marko, Second Lieutenants Olden, Potter, Foltz, Preston, Sharp and Murphy, and Flight Officer Clever.

June 23: Two missions were flown today, both dive bombing. Results of the first mission were good. The target was marshalling yards at Nantes. On the mission were Major Haesler, Captains Potter and Anderson, First Lieutenants Brown, O'Connell and Marko, Second Lieutenants ~~Murphy~~ Murphy, Soo, Olden, Sharp and Foltz, and Flight Officer Clever.

A strong point south of Cherbourg was the target of the second mission and the results were excellent. A fuel or ammunition dump was destroyed. Participants were Major Hendricks, Captains Potter, Talbott and Marini, First Lieutenants Brown, Second Lieutenants Soo, Olden, Foltz, Murphy, Rogal and Preston, and Flight Officer Clever.

June 24: Three dive bombing missions were flown today, carrying 500-pound general purpose bombs. Strong points ~~south~~ southeast of Cherbourg was the target of the first mission. The target was well hit. On the mission were Major Haesler, Captains Potter and Anderson, First Lieutenants Marko, O'Connell and Brown, and Second Lieutenants Preston, Soo, Foltz, Murphy, Rogal and Sharp.

Fort de Montebestre was the target of the second mission and 16 of the 18 bombs loaded hit in the target area. Col Ferego headed the squadron formation, which included Major Hendricks, Captains Potter, Marini and Talbott, Second Lieutenants Olden, Soo, Rogal and Foltz, and Flight Officer Clever.

Tanks in a field about ten miles south of St Lo was the target of the third mission. Twenty-three bombs landed in the target area, but only two tanks out of a probable 20 located there were thought to be destroyed. On the mission were Major Haesler, Captain Anderson, First Lieutenants Brown, O'Connell, Marko and Arps, and Second Lieutenants Foltz, Preston, Soo, Murphy, Hamilton and Stoll.

June 25: Two missions were flown today -- the first a dive bombing and the second a dive bombing and armed reconnaissance mission. A concrete strong point slightly east of Cherbourg was the target of the first mission and the results were excellent. In addition to the bombing success, Captain Marini strafed and damaged a truck. Participants were Major Hendricks, Captains Talbott and Marini, First Lieutenants Arps and Brown, and Second Lieutenants Olden, Soo, Rosvold, Murphy, Preston and Stoll.

Coastal gun emplacements with flak was the target of the second mission. Results were very successful. In addition to hitting the target with 22 500-pound GP bombs, some good strafing was accomplished -- Lt Marko destroyed a truck, Lt O'Connell destroyed a half track, Capt Potter destroyed a car, and Capt Anderson and Lieutenants Brown, Hamilton and Preston destroyed a truck that appeared to be a half track with trailer attached. They also strafed personnel in the target area. On the mission were Major Hendricks, Captains Potter and Anderson, First Lieutenants Brown, O'Connell, Arps and Marko, Second Lieutenants Stoll, Hamilton, and Preston and Flight Officer Clever.

June 26: No missions and little activity in general -- weathered in: rained heavily all day.

June 27: Weathered in again -- released all day. Little activity in general. Lt Burney bailed out over the channel when his engine went out -- was picked up later.

June 28: Received word this morning that Lt Burney was picked up by the Royal Navy after a six or seven hours' experience in the channel.

June 28:--(Cont'd) -- An enemy troop concentration in Forêt de Montcaestre was the target of a squadron dive bombing mission late today.

TWENTY-ONE 500-POUND GENERAL PURPOSE BOMBS WERE DROPPED ON THE TARGET WITH EXCELLENT RESULTS. STRAFING ALSO PLAYED AN IMPORTANT ROLE, WITH MAJOR HENDRICKS DESTROYING TWO TRUCKS AND DAMAGING ONE TRUCK AND ONE ARMORED CAR. LIEUTENANT HAMILTON STRAFED AND DESTROYED A STAFF CAR. ON THE MISSION WERE MAJOR HENDRICKS, CAPTAINS ~~POTTER~~ TALBOTT AND MARINI, FIRST LIEUTENANTS ARPS AND CARLSON, SECOND LIEUTENANTS SOO, POTTER, ROSVOLD, HAMILTON, PRESTON AND MURPHY, AND FLIGHT OFFICER CLEVER.

JUNE 29: TWO MISSIONS WERE FLOWN BY THE SQUADRON TODAY -- THE FIRST A DIVE BOMBING AND THE SECOND AN ARMED RECONNAISSANCE WITH BOMBS. AN ENEMY EMPLACEMENT AND A RAILROAD EMBANKMENT NEAR SAURDEVAL WERE THE TARGETS OF THE FIRST MISSION. TWENTY-TWO 500-POUND GP'S LANDED IN THE TARGET AREAS, BUT THE RESULTS WERE GENERALLY POOR. THE STRAFING PHASE OF THE MISSION WAS MORE SUCCESSFUL --- LIEUTENANT MARKO DESTROYED ONE ARMORED CAR AND KILLED ONE MAN, LIEUTENANT STOLL DESTROYED A TRUCK, CAPTAIN O'CONNELL DAMAGED A LOCOMOTIVE AND MAJOR HAESLER AND SEVEN OTHER PILOTS DESTROYED THREE TANKS. ON THE MISSION WERE MAJOR HAESLER, CAPTAINS O'CONNELL AND ANDERSON, FIRST LIEUTENANTS MARKO AND ARPS, AND SECOND LIEUTENANTS HORLACHER, POTTER, MURPHY, HELLIESEN, STOLL, SUTCLIFFE AND SOO.

VEHICLES, GUN EMPLACEMENTS AND A ROAD JUNCTION WERE THE TARGETS OF THE SECOND MISSION. TWENTY-ONE 500-POUND GP'S WERE DROPPED IN THE TARGET AREAS. CAPTAIN MARINI'S FLIGHT STRAFED AND DESTROYED TWO TRUCKS AND TWO BUSES AND CAPTAIN TALBOTT'S FLIGHT DESTROYED TWO OR THREE VEHICLES VIA THE SAME METHOD. SOME SMALL ARMS FIRE (.30 CAL) HANDED LIEUTENANT STOLL CAUSE FOR UNEASINESS --- HIS INSTRUMENT PANEL WAS HIT AND HE CAUGHT THE SHATTERING STEEL AND GLASS IN HIS FACE AND EYES. ALTHOUGH PARTIALLY BLINDED, HE STUCK WITH THE FORMATION AND MANAGED A SUCCESSFUL LANDING. HIS INJURIES WERE NOT SERIOUS, THE SQUADRON SURGEON DISCLOSED. PARTICIPATING WERE MAJOR HENDRICKS, CAPTAINS MARINI AND TALBOTT, FIRST LIEUTENANTS CARLSON AND SECOND LIEUTENANTS ~~POTTER~~, PRESTON, HORLACHER, STOLL, HAMILTON, ROSVOLD AND MURPHY, AND CAPTAIN POTTER.

JUNE 30: THE SQUADRON HIT AUNAY SUR ODON WITH 14 500-POUND GP'S ON A DIVE BOMBING MISSION TODAY. RESULTS WERE UNOBSERVED. ON THE MISSION WERE MAJOR HAESLER, CAPTAIN ANDERSON, FIRST LIEUTENANTS CARLSON AND ARPS, SECOND LIEUTENANTS SHARP, SUTCLIFFE AND SOO, AND FLIGHT OFFICER CLEVER.

SECRET

PILOT'S ENCOUNTER REPORT --- MAJOR RANDALL W. HENDRICKS, O-441804:

A--Combat.

B--22 June 1944

C--327th Ftr-Bomb Sq, 368th Ftr-Bomb Gp.

D--1420

E--T5843

F-- Good weather, Good visibility

G--ONE (1) ME-109

H--ONE (1) ME-109 destroyed. I--400 Rounds

J-- I, Randall W. Hendricks, O-441804, Maj, AC, was leading Tropic Yellow Flight on a dive/bomb mission between 1300 and 1500 hrs, 22 June 44. 2/Lt. Driscoll was my wingman, 1/Lt. O'Connell was leading my second element, and F/C Cassidy was flying No. Four. We bombed our target at 1350 and then looked for ground targets. I strafed three trailers which were sitting along a road south of Wire and was heading back to base at 5,000 looking for other targets when I sighted an ME-109, about 10 miles south of St. Lo, heading south on the deck at about 1420. I called my flight and immediately gave chase. After chasing this lone ME-109 for about 10 miles I closed to about 400 yards and fired at him. I saw strikes all over him and he pulled up, straight ahead in a 45 deg. climb. I then gave him a good burst from about 250 yards and observed many strikes in the wing roots, cockpit and engine. The ME then nosed straight up and the pilot bailed out and the plane crashed about four miles south of Messy.

Randall W. Hendricks
RANDALL W. HENDRICKS,
Major, Air Corps.

S E C R E T

PILOT'S ENCOUNTER REPORT --- MAJOR RANDALL W. HENDRICKS, C-441804:

A--Combat
B--22 Jun 44
C--387th Ftr-Bomb Sqdn, 387th Ftr-Bomb Gp.
D--1425
E--T7000
F--Good Weather, Good Visibility
G--ONE (1) ME-109
H--ONE (1) ME-109 Damaged
I--500 Rounds
J-- I, Randall W. Hendricks, C-441804, Maj, AC, was leading Tropic Yellow Flight on a dive/bomb mission between 1300 and 1500 hrs, 22 Jun 44. S/Lt. Driscoll was my wing man, 1/Lt. O'Connell was leading my second element, and F/O Cassidy was flying No. Four. We bombed our target at 1350 and then looked for ground targets. After I strafed three trailers and destroyed one ME-109, preset course for base and when we were a couple of miles north of Teasy I sighted four more ME-109s heading SE on the deck at about 1425. We immediately gave chase and Lt. O'Connell shot down the one on the left flank and the pilot went in with the plane from about 50 ft. Lt. Driscoll shot the one on the right flank down out of a turn and the pilot bailed out at about 50 ft. and the plane crashed. I was chasing the two in the middle but couldn't get into range so I fired from about 500 yards on one and observed strikes. Immediately the W/A turned 90 deg. right and I hit him some more in the turn. His canopy came off and he again headed south. I had to break off combat because of low gasoline and ammo supply. All the shooting in this last engagement was done immediately west of Domfront. I set course for home again and saw a single P-47 (Marked D5-F) circling a plane crash and what looked like a pilot in a German parachute floating toward the ground in the vicinity of Vire. This pilot joined up with me and came out to St. Lo, where he broke off.

Randall W. Hendricks
RANDALL W. HENDRICKS,
Major, Air Corps.

SECRET

PILOT'S ENCOUNTER REPORT --- FIRST LIEUTENANT RUSSELL A. O'CONNELL, O-732326.

A -- Combat.
B -- 22 Jun 44.
C -- 397th Ftr Sqdn, 368th Ftr Gp.
D -- 1400.
E -- T7000.
F -- Good wea, good visib.
G -- ONE (1) ME-109.
H -- ONE (1) ME-109 destroyed.
I -- 300 Rounds.
J -- Pilot's Narrative:

I was flying Number Three position in Tropic Yellow Flight on June 22, 1944. We had completed our bombing mission and were searching for targets of opportunity. My flight leader (Major Hendricks) had just shot down one lone ME-109 about 8 to 10 miles south of St Lo and we were heading back north at 3,000' when five ME-109's passed directly underneath on the deck, going south. Our whole flight immediately split "S" and went down on them. I singled out one on the left of the formation. Near Downfront I closed in to shooting range. I fired two short bursts and one long burst. The ME-109 started to smoke badly and I saw pieces fly off. I pulled off to the right and as I did the ME-109 went into the ground and burst into flames.

Russell A. O'Connell
RUSSELL A. O'CONNELL,
1st Lt, Air Corps.

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Pilot's Description of Action and Results of Action, 0-749283

- a -- Subject
- b -- 21 June 1944
- c -- 297th Fighter Squadron, 35th Fighter Group.
- d -- 142)
- e -- 17000.
- f -- Good weather -- good visibility.
- g -- 041 (1) A-109.
- h -- 041 (1) A-109 destroyed.
- i -- 800 rounds.
- j -- pilot's statement.

I was flying the number two position in a close follow flight on a dive bombing mission between 1300 and 1330 on 21 June 1944. Major Randall L. Sandrick was leading the flight. Lieutenant McConnell was flying the element lead and Flight Officer Kelly was number four.

Major Sandrick had just seen an A-109 in the vicinity of Issy and we were returning to base. Eight miles south of Issy we saw a flight of four (4) A-109's heading northeast. The time was 1445. We half rolled and gave chase. There were three of them in front of us. Lieutenant McConnell's element was on our left. I could observe major Sandrick firing. I was behind, on his right, and out of range. One of the A-109's broke right and up, one went back down, and the other went in the turn to the right, into me. I opened fire on the A-109 and as I fired he reversed to the left.

I observed something fall off the bottom of the plane. I ceased fire as I could no longer hold my sights on him. The pilot bailed out at about 300 feet and the plane crashed straight in.

We reset course for base and in the vicinity of it we saw a P-47, which was formation. It broke away shortly after.

William H. Sandrick

WILLIAM H. SANDRICK,
2nd Lt, Air Corps.

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397TH FTR SQDN S-2 APT ON A GLIDE/BOMB MISSION OF 22 JUN 44 -- MISSION _____

A - 397th Ftr Sqdn -- Opns C No 12, IX TAC, Mission Y21-6--22 Jun 44 --
Mission No. ONE, Opns
Flash THREE.

- B - 12 -- No spares.
C -- NIL
D -- 12 -- Road Bridge just east of T435322, rd bridge at T435322, rd Bridge
at T427323 -- ~~1322~~ 1332.
E -- 24 X 500 lb GPs
16 $\frac{1}{2}$ w/8-11 sec del fus,
8 w/inst fus
22 Bombs on tgts.
2 Bombs elsewhere.
Alt at start of dive: 4,000 ft.
Angle of dive: 30 deg.
Alt at release: 50 ft.
F -- Poor -- rd Bridge at T435322 half destr.
G thru I -- NIL
J -- One ME109 destr at T5343 by Maj RANDALL W. HENDRICKS.
One ME109 destr at T7000 by Lt WAYNE E. BRISCOLL.
One ME109 destr at T7000 by Lt RUSSELL A. O'CONNELL.
One ME109 dam at T7000 by Maj RANDALL W. HENDRICKS.
K -- NIL
L -- 1/10 cloud coverage at 2,500 ft -- scattered clouds at 6,000 ft --
good visib.
M -- 1300 -- 1500.
N -- NIL
O -- NIL
P -- Good.
Q -- Plans designated 55F seen circling at T7522 -- parachute ~~seen~~ ~~below~~
that looked like a German parachute seen below. Many vehicles seen
bearing Red Crosses. Two rd and two other roads were noted at the
Foret de St Sever, T5225. This was declared to be a good tgt.
R -- Light, meager, accurate flak at T4050.
S -- Maj RANDALL W. HENDRICKS destr 3 trailers at T5315. Capt EUGENE L.
POTTER destr one truck at T5038.
T -- Mission executed according to plan. Bombing was poor.

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REPORT TO CAPT BRESTON, S A-2, @ 2040, 22 JUN 44.

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397TH FTR SQDN S-2 RPT ON A DIVE/BOMB MISSION OF 22 JUN 44 -- MISSION _____.

- A - 397th Ftr Sqdn -- Opns C No _____,
(SDE-4-22 Jun 44-Mission No. 2, Opns flash #5).
- B - 11 -- no spares.
- C - NIL
- D - 11 -- Foret de St Sever, T5228 -- 1840.
- E - 22 X 500 lb GPs Loaded (Inst Fuse)
22 on tgts.
Alt @ Start of Dive: 3,000 ft.
Angle of Dive: 60 deg.
Alt @ Release: 1,500 ft.
- F - Results of bombing were excellent -- ammunition dump at T5129 destr.
Truck at T5529 destr.
- G thru K -- NIL.
- L - Good wea -- 50 mi visib, except around coast, where there was a slight haze.
- M -- 1833 -- 2004.
- N & O -- NIL.
- P -- Good. Q-What was believed to be a dummy Hill was observed at T3025.
- R -- Hvy, int, acc flak observed S of Caen.
- S -- Four (4) planes strafed vehicles on a road in the forrest. Results unobserved.
- T -- Results of bombing were excellent.
- U -- Two planes thought to be FW-190s were seen over the field at 1745.
These planes bore Allied markings.

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3-2 Mission report of 307th Night Squadron in action
on 12 June 1954. Mission No.

A. 307th Night Squadron. - 1000 hours. - 1000 hours. - 1000 hours.

B. 12 F-47s. - 1000 hours.

C. Nil.

D. 12 F-47s. - 1000 hours. - 1000 hours. - 1000 hours.

E. 12 F-47s. - 1000 hours. - 1000 hours. - 1000 hours. - 1000 hours.

F. 12 F-47s. - 1000 hours. - 1000 hours. - 1000 hours. - 1000 hours.

G. Nil.

H. 12 F-47s. - 1000 hours.

I. Nil.

J. Nil.

K. *Damaged Plane*
12 F-47s. - 1000 hours. - 1000 hours. - 1000 hours.

L. Ground report. 12 F-47s. - 1000 hours. - 1000 hours. - 1000 hours.

M. 12 F-47s.

N. Nil.

O. Nil.

P. Nil.

Q. Two trucks out of Versé on road. (70431) Airborne about 10 miles
SW of Nantes (before lake).

R. Nantes. Navy - accurate - accurate
about river SW of Nantes. Navy - accurate - accurate.

S. Nil.

T. *Very successful mission.*

U. No A/B down with allies' planes.

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397th BOMBING SQUADRON 9-2 23 JAN 44 2140 23 JAN 44 23 JAN 44
Mission No. _____

- A - 397th Str Sqdn -- Opus No. 214-9 -- 23 Jan 44 -- Mission No. 2.
B - 12 -- no spares.
C - NIL
D - 12 -- Strong point slightly south of Cherbourg -- 2140.
E - 12 X 1,000 lb GP bombs loaded (1/10 nose fusing -- 1/40 tail fusing).
10 Bombs dropped on tgt.
2 Bombs jettisoned in ~~1/10~~ swamp slightly south of field.
Alt at Start of Dive: 2,500 to 3,000 ft.
Angle of Dive: 20 deg.
Alt at Release: 1,000 ft or under.
F - Results of bombing were excellent. Tgt area as well hit. Fuel or
ammunition dump was destroyed.
G - NIL
H - One -- "A" -- flak.
I thru K -- NIL
L -- Poor sea. Cloud layer over tgt from 2,500 to 3,000 ft -- Visibility
3,000 ft was three mi at most.
M -- 2037 -- 2140.
N & O -- NIL
P -- 300
Q -- NIL
R -- Evy, int, inacc flak at Cherbourg.
S -- NIL
T -- Results of bombing were excellent.
U -- No L/A bearing Allied markings were noted.

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S E C R E T

397th Ftr Sqdn S-2 Rpt on a D/Bomb Mission of 24 Jun 44 --- Sqdn Mission No. _____

- A -- 397th Ftr Sqdn -- Opns O No. 419-1³, War. 3B -- 24 Jun 44 -- Mission No. 08E.
B -- 10 -- no spares.
C -- NIL
D -- 10 -- Strong Points slightly SE of Cherbourg at 0217228 and 0194217 -- 1030.
E -- 20 X 500 lb GP Bombs (8-11 sec delay) Loaded.
15 on tgts.
2 in swamp slightly S of fld.
Dropped Elsewhere -- 2 in woods at Gansy (T4658)
1 at mouth of Vire River (T4987)
Alt at Start of Dive -- 1,500 ft.
Angle of Dive -- 45 deg.
Alt at Release -- 300 to 500 ft.
F -- 12 bombs released on tgt in woods at 0217228. Tgt was well hit. Green smoke
and Violet smoke were seen at this tgt. 3 bombs released on tgt at 0194217.
This tgt was well hit.
G -- NIL
H -- 1 -- A -- Flak.
I thru K -- NIL
L -- 6/10 Cumulus density at 1,500 to 4,000 ft over tgt -- good visib.
M -- 1015 -- 1152.
N & O -- NIL
P -- Very Good.
Q -- Balloons on Utah Beach at 2,000 to 3,000 ft in clouds.
R -- ~~Light~~ Light, meager, accurate flak at Cherbourg.
Light, intense, inaccurate at Tgt at 0217228.
Heavy, meager, accurate at Tgt at 217228.
S -- Two planes strafed northern strip of woods at Gansy (at T4658).
T -- Results of bombing were very good.
U -- No E / A bearing Allied markings were noted.

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597th Dtr Sqdn 9-2 Hpt on a D/Bomb Mission of 24 Jun 44 -- Sqdn Mission No. _____

A -- 597th Ftr Sqdn -- Opns O No. MEB-1, Par 3A -- 24 Jun 44 -- Mission No. 2.
B -- ~~11~~ 9 -- no spares.
C -- Nil
D -- 9 -- Foret de Montcaire, T2535 -- 1635.
E -- 18 x 500 lb G's Loaded (Inst Nose Fuse: 1/40 Tail Fuse).
16 on tgt.
2 jet on other side of bomb line.
Alt at Start of Dive -- 4,000 ft.
Angle of Dive -- 40 deg to 45 deg.
Alt at release -- 1,000 ft.
F -- All hits in woods in tgt area. No big fires noted.
G -- thru K -- Nil.
L -- 7/10 broken clouds at 4,000 ft over tgt. Visib over tgt good. (5 mi). Wea elsewhere: OAVU.
M -- 1605 -- 1707.
N -- 2 O -- Nil
P -- Good.
Q -- Fire noted at western tip on Foret l'Eveque, T6547.
R -- Nil
S -- Nil
T -- Mission was successful.
U -- No E/A bearing Allied markings were seen.

Group #6

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397th Ftr Sqdn S-2 Rpt on D/Bomb Mission of 24 Jun 44 -- Sqdn Mission Number _____

- A -- 397th Ftr Sqdn -- Opns O No. FWU-3, Par 3a -- 24 Jun 44 -- Mission No. THREE.
B -- 12 -- no opres.
C -- Nil
D -- 12 -- Tanks in fld about 10 mi S of St Lo (at 24550) -- 2150.
E -- 24 x 500 lb GPs (C-11 sec del) Loaded.
25 on tgt.
1 dropped on runway.
Alt at Start of Dive -- 5,000 ft.
Angle of Dive -- 85 deg.
Alt at Release -- 1,000.
F -- Two tanks prob destr -- 20 tanks in fld, well camouflaged with trees and branches but clearly visible -- after first two flights had bombed, firing ceased and tanks were moved.
G -- Nil
H -- 1 -- AG -- Flak.
1 -- A -- Flak.
I -- thru K -- Nil.
L -- Very heavy up to 4,000 -- visib, zero into sun, 1/2 or 2 mi out of sun.
M -- 2045 -- 2218.
N -- & O -- Nil
P -- Good
Q -- 10 or 15 vehicles on west side of road (in shadows) running S out of ~~XXXXXX~~ Villeboudon fr T-4446 to T-4342. Eight trucks in gen vicinity of T-5456.
R -- Rvy, msg, inacc, within a radius E & W of St Lo.
lgt, int, acc, in tgt area.
S -- Six planes strafed.
T -- Nil.
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597th Ftr Sqdn S - 2 Mission Rpt on a D/Bomb Mission of 25 Jun 44 -- Sqdn Mission No. _____

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- A -- 597th Ftr Sqdn -- Opns O No. DDE-2, Par 5A -- 25 Jun 44 -- Mission No. CEE.
 - B -- 11 -- no opers.
 - C -- Nil
 - D -- 11 -- Concrete Strag pt slightly E of Cherbourg at 0130236 -- 0930.
 - E -- 7 x 1,000 lb GP's (8-11 sec del) plus 8 500 lb GP's (8-11 sec del) Loaded.
 15 on tgt.
 Alt at Start of Dive -- 7500 ft.
 Angle of Dive -- 65 deg.
 Alt at Release -- 1,500 ft.
 - F -- Results of bombing were excellent -- smoke, including light grey and brown smoke, was seen. Gun emplacements were seen in the tgt area.
 - G thru K -- Nil
 - L -- A stratus layer was building up in a line running E & W north of Vire. Elsewhere there was a coverage of 3/10. Visib was good.
 - M -- 0914 -- 1107.
 - N & O -- Nil
 - P -- Good.
 - Q -- Nil
 - R -- lgt, int, acc flak in vicinity of T8346.
 lgt flak slightly E of T8346.
 Hvy, med, inacc flak at Aunay, T8052.
 - S -- One plane strafed. Pilot was Capt Marini -- he claims 1 dam truck. Dam was inflicted about 1 mi S of T8346.
 - T -- Results of bombing were excellent.
 - U -- No E/A bearing Allied markings were noted.
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SECRET

SECRET
and Armed Reconnaissance

397th Ftr Sqdn S-2 Rpt on a D/Bomb/Mission of 25 Jun 44 --- Sqdn Mission No. _____

- A -- 397th Ftr Sqdn -- Opns O No. Y21-58 -- 25 Jun 44 -- Mission No. TWO.
B -- 11 -- no spares.
C -- Nil
D -- 11 -- Coastal Gun Emplacements with Flak at 0-0725 -- 1250.
E -- 22 X 500 lb GP's Loaded (8-11 see del)
22 on tgt.
Alt at Start of Dive -- 6500 ft
Angle of Dive -- 60 deg.
Alt at Release -- 2,000 ft
F -- The tgt consisted of coastal gun emplacements with flak at 0-0725 -- just before the attack, some of the coastal guns were firing out to sea -- the bombing silenced the firing -- there was some strafing during the course of the bombing and men fell to the ground, apparently wounded or killed -- the corner of one emplacement exploded.
G -- thru K -- Nil.
L -- 10/10 overcast over tgt at 4,000 ft, but because of manner of approach, the tgt was visible. SE of Vire, there was a cloud cover of 5/10 fr 4,000 to 5,000 ft. Good visib.
M -- 1206 -- 1401.
N -- & O -- Nil
P -- Good.
Q -- Our pilots observed two fld guns being pulled into Ocen fr the S -- a long, narrow heap, runing E and W, with many windows, was observed at T5232 -- this bldg had a Red Cross on it and looked as if it might formerly have been a resort of some kind -- an ambulance bearing a Red Cross was seen on a bridge about 1 1/2 mi S of St Lo -- the ambulance was travelling N, into St Lo -- it fired at one of our pilots.
R -- lgt, msg, inacc fr N9180 to N9575.
lgt, msg, inacc on a road at T9457.
lgt, mod, inacc on a road fr T9065 to T9967.
Rvy, msg, inacc, at 01323 --
S -- 1/Lt MARKO destr a truck on a road at T9457.
1/Lt O'CONNELL destr a half track at T9256.
Capt ANDERSON, 1/Lt BROWN, 2/Lt HAMIL YON and 2/Lt FRESTON destr a truck which seemed to be a half track and trailer attached at T3856.
Capt POTTER destr a car of some kind at T4133.
T -- The mission was very successful.
U -- No E/A bearing Allied Markings noted.

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597th Ftr Sqdn S-2 Rpt on a D/Bomb Mission of 28 Jun 44 -- sqdn Mission No. _____

- A -- 597th Ftr Sqdn -- Opns O No. PF4-2 -- 28 Jun 44 -- Mission No. CWS.
B -- 11 -- no spares.
C -- Nil.
D -- 11 -- Enemy Troop Concentration in Foret de Montcaestre -- 1630.
E -- 22 X 500-lb GP's Loaded (1/10 nose fusing -- 1/40 tail fusing).
21 dropped on tgt.
1 hung up, could not be jettisoned, and fell off when plane landed.
Alt at Start of Dive -- 7,300 ft
Angle of Dive -- 50 deg.
Alt at Release -- 2 to 3,000 ft.
F -- Results of bombing were excellent -- all bombs hit the tgt area.
G -- thru K -- Nil.
L -- Good visib -- Cumulus clouds fr 3,300 to 4,000 ft, with 3/10 to 5/10 coverage.
Strato Cumulus clouds fr 8,000 to 9,000 ft -- coverage fr 8/10 to solid o'cast.
M -- 1606 -- 1807.
N -- & O -- Nil.
P -- Good.
Q -- Flak gun emplacements were noted at T5656 and were thought to constitute a good
tgt.
R -- Lgt, int, acc flak 4 mi due E of St Lo.
Lgt, meag, inacc flak at Piers (T8821).
Lgt, meag, inacc flak at T5656.
Hvy, meag, inacc flak at St Lo.
S -- 8 planes strafed -- Maj HENDRICKS destr two (2) trucks at T8618, and dam one (1)
truck and one (1) arm car at T8418. Lt HAMILTON destr one (1) staff car at T8817.
T -- Results of the mission were excellent.
U -- No E/A bearing Allied Markings noted.

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397th Ftr Sqdn B-2 Hpt on a D/Bomb Mission of 29 Jun 44 --- Sqdn Mission No. _____

- A -- 397th Ftr sqdn -- Opas O No. Y21-35 -- 29 Jun 44 -- mission no. 001.
- B -- 12 -- no spares.
- C -- Nil
- D -- 12 -- Emplacement at T501668, and an embankment nr Saurdeval at T586175.
 (The tgs used were emplacements at T501668 and T518657. There was to have been green smoke at both places. Green smoke did appear at T501668. As there was no green smoke at the emplacement at T518657, the four planes used to that tgt attacked, instead, an alternate tgt, the RR embankment nr Saurdeval at T586175. Eight bombs were dropped on this tgt. Eight planes attacked the emplacement at T501668, and 14 bombs were dropped on this tgt) -- 0830 over emplacement at T501668; 0843 over RR embankment nr Saurdeval at T586175.
- E -- 24 X 500-lb JP's loaded (8-11 sec del).
 22 on tgts. (8 on RR embankment nr Saurdeval at T586175; 14 on emplacement at T501668).
 1 dropped on runway on return.
 1 dropped on an unknown tgt of oppor.
 Alt at start of dive -- 4,000 ft.
 Angle of Dive -- 50 deg.
 Alt at release -- 800 ft.
- F -- All 14 bombs dropped on the emplacement at T501668 fell in the tgt area. The pilots saw fields and trees in the area. Eight bombs were dropped on the RR embankment nr Saurdeval at T586175, but the results were poor. There was only one close hit.
- G -- thru K -- Nil
- L -- Cumulus clouds at 6,000 ft with 8/10 coverage in vicinity of field -- farther south there were stratus ~~Alta~~ clouds at 6,000 ft -- from 8/10 to 10/10 cov.
- M -- 0820 -- 0958.
- N -- and O -- Nil
- P -- Good
- Q -- 12 to 15 tanks seen moving N on a road in vicinity of T9037. Tanks were seen at 0945. Lgt flak gun positions seen slightly NE of T9037. ~~At~~ Lgt flak guns seen in eastern part of St Lo.
- R -- Avy and mod flak of unknown accuracy at T5261.
 Lgt, int, inacc flak at T9037.
 Lgt, int, inacc flak ~~at~~ somewhere on a circle of radius of 5 mi with center at Villers at T8058.
- S -- Lt HARKO destr 1 ara car and killed one German running across the road at T9037.
 Lt STOLL destr 1 truck at T9037.
 Maj HASSLER and some of the pilots with him (there were 7 pilots with him) destr three tanks at T9037.
 Capt O'CONNELL dam a loco at T7830.
- T -- The mission was fairly successful.
- U -- No E/A bearing Allied Markings noted.

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397th Ftr Sqdn S-2 Rpt on an Armed Reconnaissance (w/bombs) mission of 29 Jun 44

(Sqdn Mission No. _____)

-
- A -- 397th Ftr Sqdn -- Opns O No. TG-31 -- 29 Jun 44 -- Mission No. TWO.
B -- 11 -- no spares.
C -- Nil
D -- 11 -- Ditched Area w/vehiclon at T2279; clearing in woods containing many objects that looked like wood piles and containing gun emplacements at T2530; wooded road junction at T2427 -- 1340.
E -- 21 x ~~500-lb~~ 500-lb GP's Loaded. (1/10 nose fusing -- 1/40 tail fusing).
21 on tgt.
Alt at Start of Dive -- 5,500 ft.
Angle of Dive -- 40 deg.
Alt at Release -- 2,000 ft.
F -- Eight bombs dropped on clearing in woods at T2530. Nine bombs dropped on wooded road junction at T2427. Four Bombs dropped on ditched area containing vehicles at T2279.
G -- Nil
H -- 1 -- AC -- .30 cal ammunition.
I -- 2/Lt Frederick G. Stolly was flying the damaged plane. The instrument panel was hit. Pieces of steel from the instrument panel and the ammunition pierced his face and eyes. The squadron surgeon states that he is not seriously injured.
J -- and K -- Nil
L -- weather was poor and rainy. Strato cumulus clouds of 8/10 coverage from 4,000 to 5,000 ft.
M -- ~~1312~~ 1312 -- 1429.
N -- and O -- Nil
P -- Good
Q -- In the areas in the vicinity of the tgts at T2530 and T2427 there ~~was~~ were many vehicles well hidden in wooded regions. In the area in the vicinity of the target at T2279 there was a suspiciously large number of buildings with Red Crosses. There was one vehicle with a Red Cross, ostensibly an ambulance, in this target area which strongly resembled a Tiger tank. There were at least 30 vehicles in this target area with red crosses and they pulled under the trees, an act unnecessary in the case of genuine ambulances, when our planes approached.
R -- 1gt, int, acc flak at T1830.
S -- Capt MARINI's flight destr two trucks and two buses at T2025.
Capt TALBOT's flight destr two or three vehicles at T2427, the tgt bombed by that flight. All three planes in Major HENDRICKS' flight strafed the tgt located by the flight (T2279), but there are no claims.
T -- The tgt at Vesly at T205758 was not ~~not~~ bombed, because nothing worth bombing was seen there.
U -- No E/A bearing Allied Markings noted.

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397th Ftr Sqdn S-2 Rpt on a Dive Bombing Mission of 30 June 1944 -- Mission No. ____.

- A -- 397th Ftr Sqdn -- Ogn's O No. Y21-53 -- 30 Jun 44 -- Mission No. 085.
B -- 8 -- no spares.
C -- One -- Eng failure -- landed at Strip 45.
D -- 7 -- Aunay -- sur -- Odon -- 1550.
E -- 16 X 500lb GP's Loaded (8-11 sec del).
F// 14 on tgt.
 1 fell off on runway on landing.
 1 was still on plane at time of landing.
 Alt at Start of Dive -- 10,000 ft.
 Angle of Dive -- 60 deg.
 Alt at Release -- 3,000 ft.
F -- Planes flew over tgt 5 times -- bombing was done third time. The first time the planes flew below the clouds and were driven away by heavy, intense, accurate flak and light, meager, accurate flak. The second time the planes flew above the clouds. The clouds were right over the tgt and made it impossible to see the tgt.
G The designated tgts were road junctions in the town. Wea conditions obscured these road junctions. Hence, the town in general was bombed. Results unobserved.
G -- Nil
H -- Two -- A -- Flak.
 One -- AJ -- Flak.
I -- thru K -- Nil
L -- Cumulus clouds fr 3,000 to 5,000 ft -- 6/10 to 7/10 coverage. Good visib.
M -- 1455 -- 1621.
N & O -- Nil
P -- Good
Q -- When our pilots flew over the tgt it seemed to them that the town had previously been heavily bombed.
R -- Rvy, int, acc flak at Aunay - sur -- Odon
 lgt, meag, acc flak at Aunay - sur -- Odon.
S -- Nil
T -- After the bombing had been completed, our planes returned to base instead of patrolling to the south.
U -- Our pilots saw no E/A bearing Allied markings.

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