

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer

APO 559.
28 April 1944.

SUBJECT: Report of Operations Officer, Mission of 26 April 1944,
Falleseleben, Gr.

TO : Commanding Officer, 95th Bomb Group, APO 559.

1. GENERAL NARRATIVE: The 95th Group formation took off at 0501 - 0525 hours to form the lead Group of the 13th Combat Wing formation. Assembly was made at 10000' over the base at 0600. At this time climb was started to rendezvous altitude of 20000'. The first Combat Wing control point at Manningtree was crossed at 0704 at 20000' with the 100th as low Group and the 447th as high Group in sight. Course then flown through Buncher # 22 and around to Buncher # 12 for Division rendezvous. Buncher # 12 was crossed at 0714 at 20000'. The 4th and 45th Combat Wings appeared to be a little late at this point. Course was then set through Buncher # 9 and on to Lowestoft. The English coast was departed at Lowestoft at 0733 at 20000' with the Combat Wing in formation, having closed up better by this point.

The enemy coast was crossed on course at 52°40' - 04°38'E at 0815 at 20000'. The briefed route was then flown into the target slightly north of course to stay out of prop wash. A 10-10 undercast started at 0800'E and continued on through the target area.

At the I.P. the decision was made to bomb the secondary (Brunswick) on P.F.F. The P.F.F. equipment in the lead of the 13th Combat Wing failed so bombs were dropped on the smoke bombs of the preceding Combat Wings, in the midst of the flak.

Route home was flown slightly north of briefed course with the 13th Combat Wing following the 4th and 45th Combat Wings on this course. Correction was made to the south over the Zuider Zee and enemy coast was crossed on course at 52°37' - 04°37'E at 1111 at 19500'.

Descent was started at mid-channel and the English coast was crossed at Lowestoft at 6000' at 1159. The 95th Group returned to base landing at 1213 - 1236 hours.

2. AIRCRAFT NOT ATTACKING: Twenty three (23) aircraft including one P.F.F. and two spares left the base in the

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Authority

745005

By JEF

NARA Date

8-10-6

formation shown in Diagram "A". Aircraft No. 42-31376 and 42-7894 returned as unused spares, thus twenty one (21) aircraft including one P.F.F. were dispatched, and are credited with sorties.

Of the twenty one (21) aircraft dispatched, aircraft No. 42-37376 left the formation at 52°43' - 05°21'E due to an engine cutting out and returned to the base.

Of the twenty (20) aircraft left, aircraft No. 42-32447 dropped bombs at 52°40' - 08°30'E due to an engine failure. This aircraft did not leave the formation, and completed the trip in his assigned position. The formation over the target is shown in attached Diagram "B".

3. LOST AIRCRAFT: No aircraft were lost from 95th Group formation.

HARRY G. MUMFORD,
Lt. Colonel, Air Corps,
Operations Officer.

SECRET

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Authority 745005

By JE NARA Date 8-10-6

HEADQUARTERS 95TH BOMBARDMENT GROUP (H)
APO 559

B-I-15

26 April 1944

AIRCRAFT NOT ATTACKING

95th Group Formation

Mission of 26 April 1944

A. Number of A/C Scheduled.....	20, 2 Spares and 1 PFF
B. Number of A/C Taking Off.....	20, 2 Spares and 1 PFF
C. A/C Taking Off less unused spares.....	20 and 1 PFF
D. Number of A/C Dispatched.....	20 and 1 PFF
E. Number of A/C Attacking.....	19 and 1 PFF
F. Number of A/C Not Attacking.....	1
G. Number of Sorties.....	20 and 1 PFF
H. Detailed description of reasons why aircraft did not attack:	

1. A/C 42-97576 Sortie. Left formation after being dispatched because of: (a) # 1 engine cutting out.

For the Commanding Officer:

HARRY G. LINDFORD,
Lt. Col., Air Corps,
Operations Officer.

Mc

**HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
OFFICE OF THE INTELLIGENCE OFFICER**

26 April 1944

SUBJECT: Crew Comments and Suggestions.

TO : Commanding Officer, 95th Bomb. Group (H), APO 559.

- * 1. Stop having pancakes for breakfast before missions. They cause cramps, make many men sick. (Complaints by nine crews).
2. Silver lead ship reflected sunlight so badly it bothered crews behind.
3. Good formation.
4. On such early mission the sun is directly in the eyes.
5. Give crews at least some idea whether they can expect to fly.
6. Pilot and Co-Pilot were kept at critique till 2200 and got little sleep. Had to get up at 0200. A/C 1600.
7. Had to wait an hour for trucks at hardstand after landing.
8. Had to walk to mess.
9. Why does route always go over Hanover?
10. Had to get up too early for this mission.
11. Not enough oxygen for the trip.
12. Want a G-box in A/C 1876.
- *13. Can't see anything from radio room. Vision blocked by chaff chute. Need window.
14. Chaff fouls left waist gun. Suggest providing another place to put chaff out.
15. Ammunition boxes not full.
16. Ball turret gunners aren't in turrets over enemy territory.
17. Taking equipment from one briefing room to the other is making a rat-race out of this equipment business. Engineer of A/C 7407 lost all his, and someone else's equipment was in the truck when crew rode out to hardstand.

(* Indicates reported by more than one crew).

**JAMES R. STEPHENS,
2nd Lt., Air Corps,
Ass't. S-2 Officer.**

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By JEF NARA Date 8-10-6

95th Group
AS EMBLY
DIAGRAM "A"

NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer

GROUP FORMATION FORM

DATE 26 April 19 44

LEAD

P.F.F.
5 34

LOW

HUBBS

74 07

BUCKLAND

18 76

HATHEWAY

72 57

GUNN

73 76

DANCISIN

77 97

MADIGAN

99 24

McFEE

78 79

MARTIN

72 15

HAGENBAUGH

14 02

PINAS

19 24

BESSER

78 99

BECKELMAN

1376

SHEEHAN

7894

HIGH

CAVALIER

98 84

HOLT

70 68

RIVENBARK

25 05

FOED

24 47

SLUSSER

73 54

JACOBSON

14 10

LEMPERT

70 47

WYRICK

72 01

ROS ETTI

16 00

BRIEFING _____
READINESS _____
STATIONS _____
TAXI _____
TAKE-OFF _____
RENDEZVOUS _____

EXTRA SHIPS
334 _____
335 _____
336 _____
412 _____

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Authority 745005

By J.E. NARA Date 8-10-6

95th Group
OVER TARGET
DIAGRAM "B"

NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Operations Officer

GROUP FORMATION FORM

DATE 26 April 19 44

LEAD

P.F.F.
5 | 34

McFEE
78 | 79

MARTIN
72 | 15

LOW

HIGH

HUBES
74 | 07

HAGENBAUGH
14 | 82

CANALIER
98 | 84

BUCKLAND
18 | 76

HATHEWAY
72 | 57

PINAS
19 | 24

BESSER
78 | 89

HOLT
70 | 68

RIVENBARK
25 | 05

MADIGAN
99 | 24

FORD
24 | 47

DANCISIN
77 | 97

WYRICK
72 | 01

SLUSSER
73 | 34

JACOBSON
14 | 10

LEMPERT
70 | 47

ROSSETTI
16 | 00

BRIEFING _____
READINESS _____
STATIONS _____
TAXI _____
TAKE-OFF _____
RENDEZVOUS _____

EXTRA SHIPS

334 _____
335 _____
336 _____
412 _____

DECLASSIFIED
Authority 745005
By JEF NARA Date 8-10-06

T.F.

W.

LOW

P.F.F.

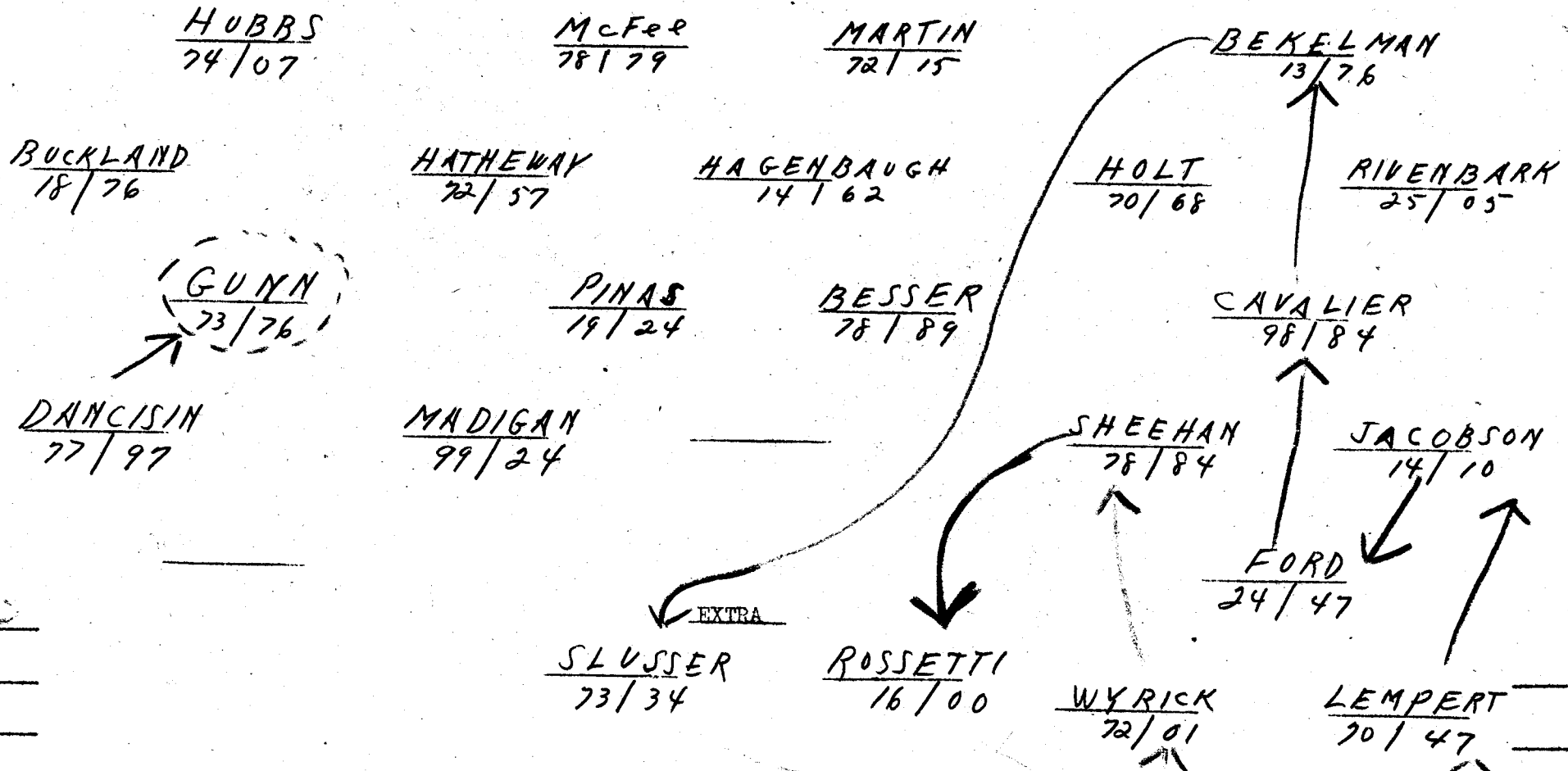
FORMATION DIAGRAM

95TH BOMB. GROUP (H)

DATE 26-4-44

TIME _____

HIGH.



ABORTIVE

MISSING _____

CHANGES _____

EXTRA A/C

STATION

119

FORM 3

DATE

4-26-44

	LET	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
					LST	ACT	EST	ACT	
		PFF 534				0501		1219	
335	J	7215	MARTIN			0502		1220	
335	U	7879	MC FEE			0503		1218	
335	R	1462	HAGENSAUGH			0504		1222	
335	L	7889	BESSER			0511		1222	
334	Q	1924	PINAS			0504		1221	
336	V	1376	BECKELMAN			0505		0849	
336	Q	2505	RIVENSARK			0506		1226	
336	H	7068	HOLT			0507		1232	
336	N	9884	CAVALIER			0508		1225	
336	G	1410	JACOBSON			0509		1228	
334	L	7894	SHEEHAN			0510		0844	
334	A	2447	FORD			0515		1236	
334	M	7047	LEMPERT			0514		1230	
334	J	7201	WYTRICK			0520		1230	
412	N	7407	HUBBS			0516		1214	
412	L	7257	HATHWAY			0525		1215	

C O N F I D E N T I A L

HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

DECLASSIFIED
Authority 745005
By JE NARA Date 8-10-6

117

E I G H T H A I R F O R C E N A R R A T I V E O F O P E R A T I O N S

319th Operation - 26 April 1944

B R U N S W I C K

Ten combat wings totalling 351 B-17s and 238 B-24s, supported by 18 USAAF fighter groups and two squadrons of RAF fighters, were dispatched to attack aircraft plants and airfields in central and western Germany. A heavy overcast prevailed over the continent, making visual bombing of primaries impossible, and five B-17 wings bombed the city of Brunswick, their secondary target, using Pathfinder technique. One combat wing of B-17s attacked Hanover through clouds, and all B-24s returned without bombing. An additional B-17 wing, assigned to a transportation target in western Germany, was recalled while over the Channel due to weather.

The operation was noteworthy for the total lack of e/a opposition to both fighters and bombers, and the fact that there were no bomber losses. Although there were no heavy clouds or other weather conditions which prevented flying, a total of less than 20 e/a in all were sighted by crews, and none attacked.

In addition to fighter escort missions, one group of P-38s bombed an airfield at Le Mans with unobserved results. Fighters supporting bombers claim two e/a destroyed on the ground. One P-38 and one P-51 of VIII Fighter Command and three P-51s of IX Fighter Command are missing.

B O M B E R O P E R A T I O N S

<u>Unit</u>	<u>(AB</u>	<u>Disp.</u>	<u>Number of A/C</u>		<u>Lost)</u>	<u>Tons</u>		<u>O.T.s</u>	
			<u>Primary</u>	<u>O.T.s</u>		<u>Primary</u>	<u>I.B.</u>	<u>G.P.</u>	<u>I.B.</u>
<u>1ST BOMB DIV.</u>									
1st C.W.	56	56	0	56	0	0	82.5	46	
40th C.W.	61	52	0	51	0	0	85	32	
94th C.W.	61	54	0	53	0	0	87	32	
PFF	6	6	0	6	0	0	15	0	
	<u>184</u>	<u>168</u>	<u>0</u>	<u>166</u>	<u>0</u>	<u>0</u>	<u>269.5</u>	<u>110</u>	
<u>2ND BOMB DIV.</u>									
2nd C.W.	68	65	0	0	0	0	0	0	
14th C.W.	55	54	0	0	0	0	0	0	
20th C.W.	49	45	0	0	0	0	0	0	
96th C.W.	80	74	0	0	0	0	0	0	
	<u>252</u>	<u>238</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	

C O N F I D E N T I A L

Unit	(AB	Number of A/C			Lost)	Tons			
		Disp.	Attacked			Primary		O.T.s	
			Primary	O.T.s		G.P.	I.B.	G.P.	I.B.
<u>3RD BOMB DIV.</u>									
4th C.W.	61	59	0	57	0	0	0	143	0
13th C.W.	65	62	0	60	0	0	0	57	86
45th C.W.	69	58	0	57	0	0	0	141	0
PFF	<u>4</u>	<u>4</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>0</u>
	199	183	0	178	0	0	0	345	86
OPERATIONAL									
TOTALS	635	589	0	344	0	0	0	614.5	196

BOMBING RESULTS:

Brunswick (City) - Unobserved.

292 B-17s dropped 1080 x 500 GP and 433 x 1000 GP - 486 tons - and 3190 x 100 IB - 195 tons at 0948 - 1020 hours from 17,400 - 24,200 feet. PFF crews report that equipment was working efficiently and believe that the city was well hit. 384,000 US G 35-36 type leaflets also dropped on this target.

Hanover (City) - Unobserved.

47 B-17s dropped 232 x 1000 GP - 116 tons at 1008 - 1020 hours from 18,500 - 21,300 feet.

Targets of Opportunity - Unobserved.

5 B-17s dropped 14 x 500 GP and 16 x 1000 GP - 11.5 tons - on unidentified opportunity targets.

ENCOUNTERS: No e/a attacks were reported by bombers and only 17 e/a in all were reported sighted.

REASONS FOR FAILURE TO BOMB: 7 B-17s and 238 B-24s failed to bomb - 6 B-17s and 3 B-24s due to mechanical or equipment failure, 234 B-24s due to weather, and 1 B-17 and 1 B-24 to other reasons.

CASUALTIES: Personnel - 1 crew member was killed and 8 were wounded.
Equipment - Losses are nil.
Estimated Battle Damage - 114 B-17s and 35 B-24s category "A" and "AC", 10 B-17s category "B".

ANTI-AIRCRAFT FIRE: Moderate, intense and fairly accurate gunfire was experienced at the Dummer Lake area, Linden, Oldenburg, Osnabruck, Quackenbruck, Celle, Ijmuiden, Egmond, and Brunswick. Meager, mostly inaccurate flak was reported from Vechta, Haarlem and from flak ships at 5237N - 0420E. Intense, accurate barrage was reported over Hanover. A barrage of up to ten ground rockets was reported from the Brunswick area.

WEATHER: 3/10 to 5/10 clouds were encountered over the English Channel and 8/10 to 10/10 undercast prevailed over the entire Continent forcing the Liberators to abandon the mission and the Fortresses to bomb secondary targets with the

aid of PFF equipment.

OBSERVATIONS: 15 barrage balloons were observed over Marken Island, in the Zuider Zee at an altitude of 4,000 feet. 12 e/a seen on the Amsterdam/Schipol A/F. A well-camouflaged A/D was reported at 5238N-0622E, with 6 a/c on the runways.

FIGHTER OPERATIONS

Fighter groups supporting the bombers reported no e/a sighted, despite flyable weather over the Continent. Eleven groups of VIII Fighter Command totalling 238 P-47s, 90 P-38s, and 39 P-51s, one group of 43 P-51s of IX Fighter Command and 24 RAF Mustangs directly escorted the bombers, while four groups of VIII Fighter Command, totalling 118 P-51s, and 43 P-47s, and two groups of IX Fighter Command totalling 73 P-47s, flew supporting sweeps along the bomber route. On the escort missions there were no claims, but one P-38 and one P-51 of VIII Fighter Command and three P-51s of IX Fighter Command were lost. On sweeps there were no losses, and two e/a were claimed destroyed on the ground by an VIII Fighter Command group. All other groups participating, however, were prevented from making strafing attacks by the heavy undercast.

In addition to the bomber support missions, 51 P-38s of the 55th Group carried out a bombing attack on the airfield south of Le Mans, after finding their primary target cloud-covered. This mission also was uneventful.

VIII Fighter Command

<u>Unit</u>	<u>Type of A/C</u>	<u>Type of Support</u>	<u>No. A/C on Mission</u>	<u>Lost</u>	<u>Claims</u>
<u>65th Fighter Wing</u>					
4	P-51	Sweep	38	0	0-0-0
56A	P-47	Ramrod, Target & Withdrawal	24	0	0-0-0
56B	P-47	Ramrod - Target	24	0	0-0-0
355	P-51	Ramrod, Penetration & Target & Withdrawal	39	1	0-0-0
356A	P-47	Penetration & Target	26	0	0-0-0
356B	P-47	Penetration	<u>14</u>	<u>0</u>	<u>0-0-0</u>
			165	1	0-0-0
<u>66th Fighter Wing</u>					
(55	(P-38	(Fighter-Bomber attack	32	0	0-0-0
(55	(P-38	(Escort to above	18	0	0-0-0
(55	(P-38	(P R U	1	0	0-0-0
78A	P-47	Penetration	45	0	0-0-0
78B	P-47	Penetration	21	0	0-0-0
353	P-47	Withdrawal	47	0	0-0-0
357	P-51	Sweep	47	0	0-0-0
361	P-47	Sweep	<u>43</u>	<u>0</u>	<u>2-0-0</u> *
			254	0	2-0-0
<u>67th Fighter Wing</u>					
20	P-38	Withdrawal	48	0	0-0-0
359	P-47	Penetration	37	0	0-0-0
364	P-38	Withdrawal	42	1	0-0-0
352	P-51	Sweep	<u>33</u>	<u>0</u>	<u>0-0-0</u>
			160	1	0-0-0
		Total	579	2	2-0-0

IX Fighter Command

<u>Unit</u>	<u>Type of A/C</u>	<u>Type of Support</u>	<u>No. A/C on Mission</u>	<u>Lost</u>	<u>Claims</u>
<u>70th Fighter Wing</u>					
354	P-51	Target	43	3	0-0-0
362	P-47	Sweep	38	0	0-0-0
365	P-47	Sweep	<u>35</u>	<u>0</u>	<u>0-0-0</u>
			116	3	0-0-0
		Operational Totals	695	5	2-0-0

* Destroyed on ground.

(2 Squadrons RAF P-51s) (24) (0) 0-0-0

BOMBER ESCORT

Escort to 1st Bombardment Division: - The 356 A Group rendezvoused with bombers at 0840 hours, but discovered that they were with the wrong A.T.F. They back-tracked and found the 2nd and 3rd Air Task Forces mixed up and difficult to distinguish because of the clouds. Two combat wings of the 2nd Air Task Force were finally joined, and the 3rd Combat Wing was picked up just short of the target. The group split up attempting to escort the bombers as assigned, but the group leader of one squadron continued an uneventful escort until 1003 hours. The 359th Group rendezvoused with the bombers of the 1st Division 16 minutes earlier than was briefed in the area of Balkburg at 0847 hours. They withdrew at 0926 hours over the Dummer Lake area without having seen any e/a. The 20th Fighter Group rendezvoused at 1036 hours with the B-17s flying in fair formation with the last wing far behind. No e/a were encountered although intense, accurate, heavy flak was fired at the fighters rather than the bombers in the Dummer Lake area. Landfall out was made at 1132 hours.

Escort to 2nd Bombardment Division: - The 356 B Group furnished support through to the target area after making contact with the bombers in the neighborhood north of Zwolle at 0840 hours. One combat wing returned early and was escorted by part of the group, and the remainder went to the target and back, breaking escort at 1030 hours at N. Ijmiuden at which time the B-24s and B-17s were mixed in formation. There was a very heavy overcast of 10/10, and no e/a were encountered during the mission. 56A and 56B Groups rendezvoused with the division at 0841 and 0843 hours respectively. The first group furnished uneventful escort, which was broken over the Zuider Zee at 1010 hours. One squadron of the 56B group accompanied bombers through and to 50 miles off the enemy coast at which point they broke escort at 1055 hours. The 364th Group found it impossible to rendezvous as briefed because of the solid overcast over the Continent. One squadron accompanied one box of B-24s which they met at 0955 hours at Vic Holzminden to landfall out over Ijmuiden at 1102 hours. One squadron went north from the point of rendezvous and another south, attempting to find the other B-24s, but without success. The squadron going south met a straggling B-17 and escorted it out to the enemy coast. Both squadrons made landfall out at 1135 hours over Ijmuiden.

Escort to 3rd Bombardment Division: - The 78 B Group rendezvoused with the 3rd Division Fortresses at 0811 hours over the Zuider Zee. No e/a were seen and they left the bombers at 0925 hours at a point difficult to determine exactly because of 10/10 cloud cover. The 78 A Group, believing the B group southeast of Quackenbruck at 0821 hours, stayed with the bombers until 0927 hours, or 12 minutes longer than briefing instructions. Because of continuing 10/10 cloud coverage over the Continent the exact location of this point cannot be given. The 353rd Group met the

formation at 1038 hour 25 miles north of Osnabruck and turned out over the North Sea. The 355th Group, although unable to detect because of complete overcast, sighted the bombers of the 1st Division at 0845 hours, but swept forward and rendezvoused with the 3rd Division at 0910 hours. It was noted that smoke was coming up through the clouds from the target area. Persistent fire on friendly fighters by the B-17s accounted for the sole loss suffered by this fighter group in the target area. The mission was uneventful as no e/a were encountered.

STRAFING ATTACKS AND FIGHTER OBSERVATIONS

VIII Fighter Command

65th Fighter Wing: As the bombers, which the 4th Group were to have escorted, had returned early, they were ordered to carry out a sweep to the vicinity of Trier, after which they skirted east of Ruhr and came out at Walcheren at 1040 hours. No bombers nor e/a were seen although 8 P-51s were noted south of the Ruhr. Active flak from Ostend damaged one of their a/c. Groups of this wing reported no strafing.

66th Fighter Wing: The 357th Group swept the area of Coblenz, Paderborn, and Osnabruck and crossed out at Walcheren at 1050 hours without sighting e/a. There was solid overcast at 10,000 feet. After the bombers had turned back, one flight of the 361st Group strafed Montdidier A/F at 0915 hours and destroyed 2 Ju 88s on the ground. They also damaged a homing truck, barracks building, M/G emplacement, and a flak tower. 6 Ju 88s and 6-9 unidentified t/e were seen on this A/F, and the intense, accurate, light flak positions were well camouflaged. Two flights made a pass at an A/F believed to be Valenciennes at 0930 hours, but encountered moderate accurate light flak and did not attack. Observations made by this group included dummy Me 109 on edge of Cambrai/Epinoy A/F; dummy A/F with dummy a/c one mile north of Valenciennes A/F; and dummy a/c, 3 Ju 52s and 4 plus Me 109s painted black parked on farm fields between these two A/Fs.

67th Fighter Wing: Groups of this wing reported uneventful escort missions, with no strafing accomplished. Meager accurate flak was noted at Munster, and moderate accurate flak in the Soesterburg area. One P-38 of the 364th Group returning early on a s/e was heard to say he was going down over the Channel.

IX Fighter Command

70th Fighter Wing: The 362nd Group reported meager inaccurate heavy flak from Dunkirk. The 365th Group observed no e/a. Meager accurate heavy flak at Reine was encountered by the 354th Group.

P-38 FIGHTER-BOMBER ATTACK - LE MANS

54 P-38s of the 55th Group (66th Fighter Wing) were dispatched to attack a French A/F. 33 of these fighters were fighter-bombers carrying 500 pound G.P. demolition bombs while 20 P-38s flew escort and one P-38 was assigned PRU. An excellent bombing formation was attained in approaching the primary target and an initial bomb run was effected at 17,000 feet, but bombs were not dropped because of 8/10 overcast. On second run, target was still obscured so group proceeded north, bombing an A/F two miles south of Le Mans dropping 31 x 500 G.P. - 7.75 tons. Results were unobserved. No e/a were encountered but heavy accurate flak was encountered on the second run over the primary target. All a/c returned safely.

NOTE: The foregoing is based on preliminary information and should not be used for record purposes.

C O N F I D E N T I A L

HEADQUARTERS EIGHTH AIR FORCE
 AAF STATION 101
 APO 634

117

E I G H T H A I R F O R C E N A R R A T I V E O F O P E R A T I O N S

318th Operation - 25/26 April 1944

Night Leaflet Operation - France

Six B-17s of the 422nd Squadron, 305th Group, 1st Bombardment Division, dropped 1,000,000 T 9 and 3,200,000 US F 107 type leaflets over France from 14,000 - 26,000 feet at 2327 - 0302 hours. The entire operation was without incident. Weather was 8/10 to 10/10 with tops at 8,000 feet. Good visibility at altitude. All aircraft returned safely.

Leaflets were distributed as follows:

<u>Locality</u>	<u>Number of A/C</u>	<u>Type of Leaflets</u>	<u>Number of Leaflets</u>
Armitiers	1	T 9	200,000
Lumbres			100,000
Ardres			100,000
Calais			600,000
Andan le Roman	1	US F 107	160,000
Thionville			160,000
Metz			160,000
Reims			160,000
Sarreguemines	1	US F 107	160,000
Blaineville			160,000
Epinal			160,000
Paris			160,000
Stronsbourg	1	US F 107	160,000
Troues			160,000
Paris			320,000
Mulhouse	1	US F 107	240,000
Orleans			80,000
Tours			160,000
Rennes			160,000
Reims	<u>1</u>	US F 107	<u>640,000</u>
TOTALS	6		4,200,000