

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

APO 559.
14 June 1944.

SUBJECT: Report of Operations Officer, Mission of 12 June 1944.
TO: Commanding Officer, 95th Bomb Group (H), APO 559.

95th "A" Group

1. GENERAL NARRATIVE: 95 "A" group took off from base at 0445 - 0456 hours to form the lead group of 13 "A" Combat Wing, forming over the base at 9,000 feet by 0615 hours, rendezvous altitude of 20,000 feet was reached at 0651, with 95 "B" and 95 "C" groups in Wing formation.

Southwold was reached two minutes late and Buncher # 12 and Splasher # 7 were cut short in order to cross the English coast on time.

95 "A" group left Clacton on time at which time the climb to 24,000 feet was started. The enemy coast was crossed 2 minutes early due to a greater wind than briefed.

On the approach to the I.P. it was discovered the primary target was clouded over, so at 0808 a 360° turn was made in an attempt to pick up the target through a break in the cloud, this being unsuccessful, it was decided to bomb a target of opportunity. At this point the Wing formation split up, each group in search of a target of opportunity.

95 "A" found the airdrome at Vitry-en-arteis, France, to be open and bombs were away on this target at 0840. No enemy opposition was encountered.

After Bombs away 95 "A" group took up a heading of 273°, crossing the enemy coast out at 0914, at 5016N - 0134E at 20,000 feet. Descent to minimum altitude was started at this time and the English coast was crossed at 0935, at 5105N - 0115E at 14,000 feet, arriving at base at 1010 hours. Landings were effected at 1020 to 1033 hours.

2. AIRCRAFT NOT ATTACKING: 13 A/C including 1 spare left the base in formation as shown in attached diagram "A", and attacked the target in formation as shown in attached diagram "B". 13 A/C are credited with sorties.

3. LOST AIRCRAFT: None.

95th "B" Group

1. GENERAL NARRATIVE: 95 "B" group took off from base at 0330 to 0342 hours to form the high group of 13 "A" Wing. After take off the group assembled over the field at 13,000 feet, and circled at this altitude to kill 45 minutes delay in briefed times. The 95 "A" group was picked up at this altitude and 95 "B" fell in Wing formation and climbed to Wing assembly altitude in this position. For further details, reference is made to 95 "A" general narrative with the exceptions noted below.

At 0808 hours it was decided to search for a target of opportunity at which time 95 "B" left Wing formation and a search was started to the north west and it was decided to bomb the airfield at St. Omer-for-Rouge, which was found to be open. Bombs were away at 0837 hours on this target. No enemy opposition was encountered.

After bombs away a heading of 320° was taken and 95 "B" group crossed the enemy coast out at 0848 at 5107N - 0240E, flying at 23,000 feet at which time a descent to minimum altitude was started. A heading of 294° was taken up at this point and the English coast was crossed at Clacton at 0921 hours flying at 8,000 feet. Arriving at home base at 0933 hours. Landings were effected at 0940 - 0954 hours.

2. AIRCRAFT NOT ATTACKING: 13 A/C, including 1 spare left the base in formation as shown in attached diagram "A". One unused spare returned to base and is not credited with a sortie.

Of the 12 A/C over the target in formation as shown in attached diagram "B". A/C 42-31514 failed to bomb due to malfunction of bomb racks.

12 A/C are credited with sorties.

3. LOST AIRCRAFT: None.

95th "C" Group

1. GENERAL NARRATIVE: 95 "C" group took off at 0430 - 0440 hours to form the low group of 13 "A" Wing. Group assembly was made at 10,000 feet over the base, where Wing assembly was also made with the 95 "C" group tagging onto the 95 "A" group during the climb to Wing assembly altitude. For further detail, reference is made to the general narrative of 95 "A" group, with the following exceptions.

At 0808 hours 95 "C" group broke Wing formation in order to start a search for a target of opportunity. The search was begun in a northwesterly direction, with the 95 "C" group proceeding to St. Omer, where a 180° turn was made and held to

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By

NARA Date

8/11/09

a point at 5025N - 0250E, the point chosen for the I.P. in order to bomb Merville airdrome which was found to be free of cloud cover. Bombs were away at 0856 hours on this target. No enemy opposition was encountered.

After the bombs were away, a heading of 344° was taken up and held until the enemy coast was crossed at 5107N - 0240E., at 0911 hours, flying at 23,000 feet, at which point the descent to minimum altitude was started. A heading of 315° was taken up immediately after crossing the enemy coast and held until the English coast was crossed at Aldeburg at 0944 hours, flying at 6,000 feet.

Home base was reached at 0953 hours, and landings were effected at 0958 - 1018 hours.

2. AIRCRAFT NOT ATTACKING: 13 aircraft including 1 spare left the base in formation as shown in attached diagram "A". One unused spare returned to base and is not credited with a sortie.

12 aircraft attack the target in formation as shown in attached diagram "B".

12 aircraft are credited with sorties.

3. LOST AIRCRAFT: None.

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

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HEADQUARTERS 95TH BOMBARDMENT GROUP (H)
APO 559

P-I-15

12 June 1944

AIRCRAFT NOT ATTACKING

95th A Group Formation

Mission of 12 June 1944

- A. Number of A/C Scheduled.....12 and 1 Spare
- B. Number of A/C Taking Off.....12 and 1 Spare
- C. A/C Taking Off less unused spares.....13
- D. Number of A/C Attacking.....13
- E. Number of A/C Not Attacking..... 0
- F. Number of Sorties.....13
- G. Reasons for A/C Not Attacking:

None

For the Commanding Officer:

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

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12 NARA Date

8/11/9

HEADQUARTERS 95TH BOMBARDMENT GROUP (H)
APO 559

E-I-15

12 June 1944

AIRCRAFT NOT ATTACKING

95th B Group Formation

Mission of 12 June 1944

A. Number of A/C Scheduled.....	12	and 1 Spare
B. Number of A/C Taking Off.....	12	and 1 Spare
C. A/C Taking Off less unused spares.....	12	
D. Number of A/C Attacking.....	11	
E. Number of A/C Not Attacking.....	1	
F. Number of Sorties.....	12	
G. Reasons for A/C Not Attacking:		

Other Reasons - 1 A/C

For the Commanding Officer:

HARRY C. BENTON,
Lt. Col., Air Corps,
Operations Officer.

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HEADQUARTERS 95TH BOMBARDMENT GROUP (H)
APO 559

W-I-15

12 June 1944

AIRCRAFT NOT ATTACKING

95th C Group Formation

Mission of 12 June 1944

- A. Number of A/C Scheduled.....12 and 1 Spare
- B. Number of A/C Taking Off.....12 and 1 Spare
- C. A/C Taking Off less unused spares.....12
- D. Number of A/C Attacking.....12
- E. Number of A/C Not Attacking..... 0
- F. Number of Sorties.....12
- G. Reasons for A/C Not Attacking:

None

For the Commanding Officer:

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

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NARA Date 8/11/19

GROUP

T MISSION
AM "A"
BLY

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

GROUP FORMATION FORM

DATE JUNE 12 44

LEAD

BECKELMAN
2490

LOW

WRIGHT

SHELLER
7889

SNOWDEN
7205

SLUSSER
1989

BULLARD
7068

HIGH

GILBERT
7120

MCCALL
1939

BAUMGARTNER
7844

LAIRD
1410

HARVEY
6993

HERCHENBARN
1376

SPARES

GRIFFIN
1992

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

EXTRA SHIPS

- 334 _____
- 335 _____
- 336 _____
- 412 _____

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95 "B" GROUP
100 # G.P.
DIAGRAM "A"
ASSEMBLY

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

GROUP FORMATION FORM

DATE JUNE 12 44

LEAD

MAVER
2672

GROSHHEIM
7050

McREYNOLDS
7154

HIGH

LOW

MILLER
7264

FORD
7047

DELUCA
7215

FERGUSON
8123

BESSER
7856

ROSSETTI
1514

CRAIG
1589

ROMANCHEK
1920

JOHNSON
7201

SPARE

SHERWOOD
8178

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

EXTRA SHIPS
334 _____
335 _____
336 _____
412 _____

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NARA Date 8/1/19

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

H "C" GROUP ASSEMBLY
GRAM A

GROUP FORMATION FORM

DATE 12 JUNE 44

LEAD

HENDERSON
27 | 00

LOW

KINNEY
78 | 58

SMARSH
14 | 62

HIGH

SASSER
29 | 37

BENTAM
18 | 87

DANCISIN
77 | 97

HOUSER
18 | 67

SALVIA
72 | 32

AUSTIN
72 | 57

HANNON
80 | 54

WYATT
16 | 75

WELLS
16 | 81

SPARE

LAJESKIE
7882

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

EXTRA SHIPS

- 334 _____
- 335 _____
- 336 _____
- 412 _____

S E C R E T

HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

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NARA Date 8/11/9

INTOPS SUMMARY NO. 43

PERIOD: 0001 hours 12 June to 2400 hours 12 June 1944

A. STATISTICS

	<u>Missions</u>	<u>Disp.</u>	<u>Sorties</u>	<u>Atkg.</u>	<u>Tonnage</u>	<u>Claims</u>	<u>E/A</u>	<u>A/A</u>	<u>N/E</u>	<u>OT</u>	<u>Total</u>
Heavy Bomber Attacks	22	1442	1352	1277	3103	1-1-0A 0-0-0G	1	4	2	2	9
Fighter Escort	5	208	197	0	0	0-0-0	-	-	-	-	0*
Fighter Sweeps	21	553	515	0	0	20-0-8A 1-0-0G	-	-	-	-	7*
Fighter-Bombing	6	290	276	276	77.5	5-0-2A 1-0-0G	-	-	-	-	13*
Photo Recon.	29	29	29	0	0	0-0-0	0	0	0	0	0
Weather Recon.	6	6	6	0	0	0-0-0	0	0	0	0	0
Special Operations	6	6	6	0	0	0-0-0	0	0	0	0	0
Totals	95	2534	2381	1553	3180.5	26-1-10A 2-0-0 G	1	4	2	2	29

* Breakdown unavailable.

B. OPERATIONAL SUMMARY

1. Bomber Attacks

1442 heavy bombers (769 B-17s and 673 B-24s) were dispatched against 16 A/Fs in northwestern France and six RR bridges in the Rennes and St. Nazaire areas. A total of 1277 bombers (691 B-17s and 586 B-24s) carried out the attacks dropping 3088 tons GP and 15 tons IB on 18 primaries and a number of T/Os. Of the total tonnage, 60 tons were comprised of delayed action bombs, fused for 3 to 72 hour delay.

Variable weather ranging from CAVU to 7/10 was encountered over France. Except in a few instances bombing was visual and results are generally good. Four of the assigned targets (2 A/Fs and 2 RR targets) were not attacked due to adverse weather conditions in their immediate vicinities. Attacks were carried out from 17,000 to 25,000 feet between 0835 and 0952 hours. Generally meager to moderate and accurate flak was encountered over the French A/Fs and intense accurate fire in the Caen area causing the loss of four bombers and inflicting battle damage on a considerable number of a/c. There was no enemy air opposition to the bombers other than an attack by 12 to 15 Me-109s on one B-24 formation in the Rennes area. Claims were made of 1-1-0 all in the air.

9 bombers were lost (6 B-24s and 3 B-17s); 1 to e/a, 4 to AA, 2 to unknown reasons and 2 B-24s, Category "E". 260 bombers suffered minor battle damage and 27 major battle damage.

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2. Fighter Escort

Close escort for B-26s and A-20s of the Ninth Air Force attacking in the St. Valery and Rennes areas was provided by 152 P-51s and 45 P-38s (197 a/c) of VIII Fighter Command. Mission was completely uneventful with no claims or losses. Escort for B-17 and B-24 missions was provided by fighters operating under Type 16 Area Control. See below.

3. Fighter Sweeps And Area Patrol

515 a/c (80 P-47s, 201 P-51s and 234 P-38s) flew sorties as area patrols over the Channel, north and west of Paris and in the Rennes areas. Enemy air opposition was strong in the Evreux area (northwest of Paris) with 189 s/e e/a sighted in all. Seven fighters were lost (1 P-47, 4 P-51s and 2 P-38s). Total claims were 21-0-8, of which 20-0-8 were in the air. In addition two locomotives, two railroad cars, 65 trucks and four other vehicles were destroyed in strafing attacks and many of the same and other ground targets were damaged.

4. Fighter-Bombing

276 fighter-bombers (183 P-47s, 93 P-38s) were assigned to attack five railroad targets in the Tours and Paris areas. Fighters which were dispatched primarily to fly fighter sweeps in protection of attacking bombers also carried bombs and operated under the broad plan of cutting railroad lines to prevent movements of rail traffic toward the beach-head area wherever possible. Three of the assigned primaries were not hit but many M/Ys, railroad lines, bridges, and truck convoys were attacked with generally good results. Enemy opposition to these missions was less than that against the early morning area patrols and sweeps. 13 fighters (9 P-47s and 4 P-38s) were lost, for claims of 5-0-2 in the air and 1-0-0 on the ground.

Details of some of the targets attacked are as follows:

A railroad bridge at 2 VP-7366 (Tours area) received two hits on its southern end. Another bridge at 2 VP-8567 (Tours area) east of Amiens was hit with excellent results.

A highway bridge over a railroad at 4 VM-1614 was attacked by P-47s in the Rouen area with one direct hit seen on the railroad line and several direct hits on the road.

At 4 VM-7039 a railroad track and freight car were also damaged by the same group.

A M/Y in the Amiens area at 4 VN-2802 was bombed, damaging approximately 10 of the 25 cars observed.

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M/Ys at Compiègne and Montdidier were also attacked. Ju (4 VS-C725 slightly east of Paris area), one of the assigned bombing targets, was attacked with excellent results. Two or three tracks at both choke points being cut.

Two more M/Ys, one southeast of Argentan and northwest of Sees were attacked with excellent results. 50 plus freight cars were seen in Argentan M/Y.

A M/Y at 4 VR-1768 (north of Chartres) and a railroad junction at 4 VQ-6599 (east of Chartres) were also bombed.

Besides targets mentioned above, claims were made of 3-0-4 for locomotives, 11-0-52 for railroad cars, 23-0-18 for trucks, 7-0-2 for other vehicles and numerous other ground installations. A total of 77.5 tons of bombs were dropped in these attacks.

5. Photo Reconnaissance

29 a/c were dispatched on photographic reconnaissance. All a/c complete successful missions obtaining photographs and damage assessments of over hundred localities. Five a/c flew missions over the Caen battle area. No losses.

6. Weather Reconnaissance

Two B-17s flew routine weather flights. One Mosquito flew weather flight of the invasion coast to 4800N-0000E to 5000N-0300W. Three Mosquitoes reported weather at Division targets. No losses.

7. Special Operations

Five B-17s dropped 20 "T" type leaflet bombs and 20 X H 14 Type leaflet bombs over France and Holland. All a/c returned safely.

One B-17 covered invasion area for combat camera unit.

C. INTELLIGENCE

1. Enemy Air Opposition

The G.A.F. operated in strength today for the first time since "D" day. Although bombers attacking airfields in northwestern France were unmolested, the enemy achieved several strong attacks against supporting fighters, attacking relatively isolated units with strong concentrations of e/a.

P-47s of the 353rd Group encountered 50 plus Me-109s flying in sections of nine a/c each, at approximately 0545 hours in the Evreux area. Enemy pilots were exceptionally experienced and aggressive, and in combat from 3,000 feet to the deck destroyed eight P-47s. Claims were made of 5-0-2.

Other sightings and combats of morning fighter missions are as follows:

The 359th Group (P-51s) met eight FW-190s over Paris between 0809 and 1040 hours and made claims of 1-0-0 in resulting combat.

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The 352nd Group (P-51s) saw a B-24 formation being attacked in the vicinity of Sougeal (Rennes area) by 10 plus Me-109s at 1020 hours. The B-24s were bounced and chased to the deck for claims of 3-0-0. E/A were non-aggressive. One enemy fighter was painted slate blue with British Roundel on wing.

The 361st Group saw 30 Me-109s on the deck in the vicinity of Le Mans but was unable to engage them.

In the afternoon, the 353rd and 56th Fighter Groups were dispatched to seek out enemy fighters in the same general area in which they had attacked the 353rd Group earlier in the day. Approximately 20 plus Me-109s, echeloned to the right in flights of nine a/c each, were encountered in the vicinity of Rambouillet (4 VR-6523) and 40 plus Me-109s, flying in flights of three in line astern southwest of Paris. Combats in the two areas resulted in claims of 9-0-3 for no loss. The 56th Group engaged 24 Me-109s at 1325 hours in the Evreux area making claims of 7-0-5. E/a were described as very aggressive.

It is believed that by 0610 hours elements of three Gruppen of s/e fighters and two Gruppen of fighter-bombers were airborne, and by 0650 hours elements of two further Gruppen of s/e fighters and of one Gruppen fighter-bombers had taken off. The last of these aircraft landed at approximately 0724 hours. Subsequent activity during the morning was on a much smaller scale.

Only one bomber formation suffered any opposition during the entire day's operation. A B-24 Group was attacked by 12 to 15 Me-109s in the Rennes area but e/a were unaggressive and no bombers were lost.

2. Flak

Four heavy bombers, 3 B-24s and 1 B-17 were lost to flak. Meager to moderate and what was described as very accurate flak was met over the French A/Fs causing considerable battle damage. Moderate to intense and accurate flak was met at Caen, moderate accurate flak at Brussels and Antwerp, and meager inaccurate fire at Dunkirk. Ten rockets were seen in the Lille and Cambrai areas. A total of 260 heavy bombers sustained minor battle damage and 27 suffered major battle damage.

3. Observations

Bomber Observations

6 s/e a/c parked on east end of E-W runway at Morlaux A/F.

A harbor with 35 large and small boats seen at 4840N-0151W at 0951 hrs.

20 s/e fighters seen on runway at St. Jacques A/F, four miles south of Rennes, at 0941 hours.

An A/F, not on map, at 4851N-0317W, with grass field and no activity observed.

A large number of small boats in harbor at Caen - E Cale, (4840N-0150W) at 0956 hrs.

Area 10 miles east of Dunkirk was flooded, all the way to Holland about 5 to 15 miles inland, all along the coast.

Military depot or storage depot seen at 5104N-0303E.

10 large e/a and numerous single engine e/a seen at Chievres A/F.

At least 100 s/e a/c seen on east side of A/F at 5051N-0249E. This field has been recently hit, but a/c are in dispersal area.

A/F at La Serrerie, two miles west of Conches, 3 a/c on ground, and this field may be dummy field.

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10 t/e a/c observed in open field, but not an A/F, at 4
0833 hours.

Work being done on runway at Creton A/F at 4852N-0106E, at 0836 hours.

Perhaps two rocket emplacements one quarter mile southwest of A/F
at Conches.

What appeared to be an oil dump was seen in woods at 5057N-0257E at
0919 hours.

An A/F, not on map, at 5045N-0352E observed with two s/e a/c on runway.

200 military barracks and several large buildings with feeder from
main railroad seen at 5057N-0258E.

5 single-engine a/c in dispersal area on A/F with recently repaired
runways, at 5040N-0345E.

7 a/c seen on A/F at 5106N-0242E.

A large barracks area seen in woods with an adjacent road, which was
congested with motor transport for a distance of five miles, at 0945 hours.

Apparently new A/F observed at 4853N-0007W at 0805 hours. Field covered
with unidentified planes.

17 e/a near Chartres A/F at 0855 hours.

Ammunition dump at Illiers-L'Eveque on fire.

Bomb dump on fire ten miles southwest of Dreux.

Military camp appearing to be very large observed near 4800N-0215W,
at 0934 hours.

At 4838N-0324W, a long runway running 30 degrees, seem to be camou-
flaged, seen at 0805 hours.

Aircraft sighted on preliminary track on an A/F (4900N-0110E), at
0845 hours.

A/F at 4913N-0030W seen with no activity.

Apparently new A/F seen at 4853N-0700W at 0805 hours, field covered
with unidentified planes.

8 to 10 t/e a/c parked in field five miles east of Evreux seen at
0851 hours.

A large military concentration covering two acres seen at 51 degrees
north - 0245E. May have been vehicles or huts.

An A/F at 5035N-0341E was observed with four large fliders in dispersal
area near hangar on east side of field. No evidence of previous bombing.

A large balloon or dirigible, silver-colored, was seen three miles
southeast of Tournai.

Many a/c on A/F at 5035N-0235E.

15 a/c seen at Coxyde A/F.

A number of single-engine a/c seen in wooded area near A/F (possibly
Dieppe/St. Aubin) 4940N-0100E, at 0906 hours.

52 a/c seen on A/F at 4928N-0208E, (possibly Beauvais/Tille). They were
not dispersed but lined up on straight rows on field.

80 to 100 a/c on field (possibly Rosieres/Em/Fanterre , at 4949N-0242E.

12 s/e e/a observed on A/F (possibly Compiègne/Racecourse A/F), 4926N-
0248E, at 0942 hours.

Large clay landing strip seen southwest of Rouen on south bank of
Seine River, 4922N-0058E, strip had been bombed, but craters filled in and a
strip smoothed.

At Chiebre A/F, one large e/a was observed on ramp, and several smaller
a/c were parked on edge of field at 5035N-0350E, at 0850 hours.

Several a/c reported in dispersal area, 5000N-0327E, (possibly Courtrai/
Wavelghem).

20 to 30 oil storage tanks observed at 4928N-0332E.

Large flooded area of land at Bruges at 0850 hours.

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Five-gun flak battery seen at 4905N-0130E at 0910 hours.

A/F at 5000N-0330E seen with all parking spaces occupied by unidentified a/c (possibly Cambrai/Nergnies), at 0832 hours.

Flooded area 10 miles south of Ostend observed at 5105N-0255E.

A/F at 4920N-0040E, (possibly Beaumont LeRoger), observed with 12 large unidentified a/c.

Rouen - river filled with boats.

Construction looking like gun emplacements seen at 4915N-0121E, on north bank of Seine River, at 0905 hours.

Pillbox at 5107N-0242E, seen at 0753 hours.

A/F with no a/c on it (possibly Vitry-en-Artois) seen at 5025N-0255E at 0824 hours.

Military camp at 5046N-0218E north of St. Aubin seen at 0856 hours.

Fighter Observations

Railroad between 4 VM 4582 and 4 VM 7885, many sidings with small number of cars. The roads in area were not very active.

100 plus R.R. cars parked at large warehouses - cars yellowish color, at 4 VM 4166. (an R/T fix).

12 heavy guns at 4 VM 0505, at 2045 hours.

40 to 50 Me-109s were observed taking off from St. Andre de L'Eure A/F. 50 new Me-109s seen on an A/F believed to be Anet A/F at 0615 hours.

4. Damage to Enemy Installations

Cambrai/Epinoy A/F - Fair Results.

Four concentrations of bombs covered most of the airdrome proper. All runways have been hit, and a southeast dispersal area and four aircraft shelters received direct hits. No a/c visible on field.

Vitry en Artois A/F - Fair to Good results.

Four concentrations of bombs cover the airfield; one concentration landing on the junction of all the runways. In the northeastern dispersal area six a/c shelters received direct hits. No a/c visible on the field.

Lille/Vendeville - Fair to Good Results

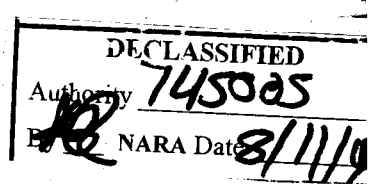
Four concentrations of bombs visible on field, few hits on the E-W runway in the northern dispersal area. Six a/c shelters received direct hits. No a/c visible on field at time of attack.

Lille/Nord - Fair to Good Results.

Six concentrations of bombs on A/F covering most of N-S runway. In the northeast dispersal area direct hits were made on one hangar and on two a/c shelters. The hangar and one shelter can be seen on fire late in the attack. A few bombs fell into an unidentified factory area approximately one mile southwest of the A/F. Fires can be seen burning in what appears to be oil storage. No a/c visible on field at time of attack.

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S E C R E T



Cambrai/Niergnies - Fair to Good Results.

Six concentration of bombs fell on the A/F in the northwest dispersal area. Direct hits were made on one hangar and one a/c shelter. A few hits can be seen on the northwest-southeast runway, cloud obscured in the southeast dispersal area; however, one concentration of bombs can be seen extending under the cloud and it is probable some hits may be made on a/c shelters in this area. No a/c visible on the field.

20/B/7 - Excellent results.

Two concentrations of bombs fell on the target with at least three direct hits; 30% of the bridge is totally destroyed. Railroad lines leading both to the southern and northern terminals received eight direct hits and there is also one hit on concrete road bridge 700 feet east of the target.

20/B/26 - Fair to Good Results. Primary Not Attacked.

Probable direct hits have been sustained by a highway bridge, a target of opportunity approximately three miles west of Chateauneuf. Primary target was obscured by smoke and target of opportunity was chosen.

Target of Opportunity - Fair Results.

A concentration of bombs fell on the railway line near the eastern edge of Sauloir, approximately ten miles east of Cambrai. At least six direct hits were made on the tracks.

Conches A/F - Good to Very Good Results.

Pattern of bombs covered central part of field with hits on NW-SE runway, in west dispersal area, on refueling point, and in ammunition dumps. The pattern of fragmentation bombs is fairly well centered over the barracks area. No a/c noted on field.

Beauvais/Nivillers A/F - Poor Results.

Two patterns each about one and a quarter miles from MPI. No a/c noted on field.

Beauvais/Tille A/F - Good to Very Good Results.

NW-SE runway and adjacent part of field are covered with high explosive bombs, which secured a large number of hits on runway. No a/c noted on field.

Montdidier A/F - Good to Very Good Results.

250 lb. H.E. bombs blanketed center of A/F causing a considerable number of hits on the runways. 100 lb. H.E. bombs blanketed central part of field west of runways. Fragmentation bombs hit NW and SW dispersals fairly well while part of 250 lb. G.P.'s covered most of a new dispersal area. No a/c noted on field.

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Roye/Amy A/F - Good Results

Two high explosive bombs from two groups blanketed the field to the north and west of the runways. No a/c noted on field.

St. Omer/Forte Rouge A/F - Good Results

One pattern of 100 lb H.E.s covered NE dispersal area well and also RR line on north side of field for distance of about 3/4ths of mile. One small building observed burning in NE corner of field and later photographed. No a/c noted on field.

Dreux A/F - Good Results

A/F area was very well covered by bursts of 100 lb bombs and fragmentation bombs.

Illiers L'Eveque A/F - Fair Results

very well covered the entire area of the A/F. Adjacent railroad was also hit.

St. Andre de L'Eure A/F - Very Good Results

Blanket of small bombs, (100 G.P. and frag) fell on the west and south dispersal areas. A/F area very well covered.

Evreux-Fauville A/F - Very Good Results

Numerous hits of 100 lb. G.P. on north and east dispersal area. There are some frag. bombs on a large hangar along the road south of the landing grounds. Landing ground is well covered by small G.P.

Ploermel Railroad Bridge - Very Good Results

Target was well hit, bursts are seen around bridge. Bridge was probably hit.

Amiens/Glisy A/F - Fair Results.

Field covered by 9/10 cloud. Strikes by 250 lb. H.E. bombs observed in south dispersal area. Another group dropped 1500 yards south in an open field. Neither bombing can be observed because of heavy clouds. No a/c noted on field.

Merville M/Y - Poor Results.

Fragmentation bombs fell 1300 yards beyond the target area. No a/c noted on field.

Vitry-en-Artois A/F - Fair Results.

Part of pattern fell in north dispersal area probably damaging 5 or 6 shelters. No a/c noted on field.

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St. Omer/Longuenesse A/F - Fair Results.

Bombs of one group fell just beyond the field with a small part dropping in the dispersal area. Bombs of two groups are unobserved and those of the fourth fell out of target area. No a/c noted on field.

5. Ground and Naval Operations - 12 June 1944.

Ground Situation

Satisfactory progress continues with improvements along the entire beach-head line with the exception of the Caen area where heavy fighting continues. Carentan was occupied by troops of the 1st U. S. Army on the morning of 12 June and is now firmly in our hands.

In the center section, the British armored forces continue to make satisfactory progress south of Tilly-sur-Seulles (T-8468).

The 17th SS Panzer Division has been identified in the area north of Caumont (T-7159) with reconnaissance elements probably towards Carentan.

4,053 prisoners had arrived in the U.K. up to mid-niht 10 June, 1944.

It is reported that the Chief of the Gestapo in Brittany was murdered on the 7th of June.

Naval Situation

U-Boats - The Ushant area continues to be active, but once again no U-Boats have yet contacted the cross channel convoys in force. On the 11th of June a Catalina sank a U-Boat north of the Shetland Islands and 35 survivors were seen. Another attack was made by Coastal Command yesterday.

Unloading - The Naval Commander, Eastern Task Force, now reports that all the breakwaters designed to protect small craft against the weather have now been positioned off the beaches in the British sector and they are operating very successfully. One shelter is also in operation on Omaha Beach. Unloading is proceeding very well and large numbers of troops and great quantities of stores are going ashore. There was slight enemy air activity over the beaches last night but none against our shipping.

E-Boats - There was some activity 25 miles northwest of Le Havre during the night and Albacores and Wellingtons made effective counter attacks. Several attempts were made to attack the cross channel convoys from the east, but there were no losses and no claims.

Naval Bombardment - Two of H.M. cruisers conducted intensive bombardment of enemy positions at Tilly-sur-Seulles nearly 12 miles inland at extreme range. After the bombardment, enemy troops and tanks were seen to be moving rapidly to the southwards and Allied troops moved in.

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