

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

25 June 1944.

SUBJECT: Report of Operations Officer, 95th Bomb Gp. (H).
Mission of 25 June 1944.

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

1. GENERAL NARRATIVE. The 95th Group, flying as lead Group in the 13th Wing, took off from base at 0415-0429 hours and assembled over base (Buncher 23) at 17,000 feet by 0541 hours. The Group then proceeded to Ipswich, where Wing rendezvous was made, at 0554 hours, with the 390th and 100th Groups. The Wing made Buncher 22 on time at 0602 hours, Splasher 7 at 0608, where Division assembly was effected, and departed the English coast at Selsey Bill at 0641 hours, at an altitude of 17,000 feet.

The French coast was crossed at 0711 hours and briefed course followed to 4558N-0327E, where letdown to bombing altitude was begun.

The I.P. was crossed at 0932 hours at an altitude of 6,000 feet and the Wing first passed over target at 5,500 feet at 0947. Target was identified and Groups peeled off to the left in a 360° turn. The 95th Group made its first run over target at 2,000 feet and bombs were away at 1002. However, one of the chutes in the lead ship fouled the bomb bay doors and prevented them from opening completely, so that no bombs were dropped from this ship. The Leader therefore elected to make a second run over target, and salvoed, at 1008 hours. Bombs were seen to fall within prescribed area with excellent results.

Immediately after bombing, climb was begun to 17,000 feet and briefed course followed out. An altitude of 17,000 feet was reached at 4803N-0033E at 1135 hours. French coast was recrossed at 1210 hours, led down to 10,000 feet begun and English coast crossed at 1230. Base was reached at 1306 and landing effected at 1309-1318 hours.

2. AIRCRAFT NOT ATTACKING. Fourteen aircraft, including one PFF and two spares, took off from base in formation shown in Diagram A. A/c #1410 returned early as unused spare. The remaining thirteen ships bombed primary target.

3. AIRCRAFT LOST. None.

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

S E C R E T

HEADQUARTERS 95TH BOMBARDMENT GROUP (H)
APO 559

E-I-15

25 June 1944

AIRCRAFT NOT ATTACKING

95th Group Formation

Mission of 25 June 1944

A. Number of A/C Scheduled.....	11, 1 PFF and 2 Spares
B. Number of A/C Taking Off.....	11, 1 PFF and 2 Spares
C. A/C Taking Off less unused spares.....	12 and 1 PFF
D. Number of A/C Attacking.....	12 and 1 PFF
E. Number of A/C Not Attacking.....	0
F. Number of Sorties.....	12 and 1 PFF
G. Reasons for A/C Not Attacking:	

None

For the Commanding Officer:

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

HEADQUARTERS 3D BOMBARDMENT DIVISION
"J" FORM

GP. 95
STA. 119

1. DATE 25/6/44 TARGET _____ DUTY OFFICERS Capt Heine
2. CBW _____ GROUP 95 GP. LEADER Col McKnight ^{PFF} /C 335 W/T S
POSITION Lead DEPUTY LDR. Capt Buck /C 334 W/T S
3. EST. TAXI TIME 0400 EST. T.O. 1ST A/C 0415 ELD BASE 0540
ETR BASE 1313
4. NUMBER A/C ORIGINALLY SCHEDULED 14 NUMBER OF SPARES INCLUDED
INCLUDED 2
5. TIME 1ST T.O. _____ LAST T.O. _____ TIME 1ST LANDING _____
LAST LANDING _____
6. SQUADRON 334 NO. OF A/C 5 ~~341~~ CALL SIGNS; W/T NSG

A/C	S	P	A	K	Q										
A.T.O.	0418	0420	0424	0429	0419										
A.T.R.	1312	1305	1311	1310	1318										
REMARKS															

SQUADRON 335 NO. OF A/C 1 CALL SIGNS: W/T ~~FGS~~ TCS

PFF

A/C	S														
A.T.O.	0415														
A.T.R.	1316														
REMARKS															

SQUADRON 412 NO. OF A/C 4 CALL SIGNS: W/T RYT

A/C	R	V	N	C	Q										
A.T.O.	0415	0416		0417	0426										
A.T.R.	1316	1315		1317	1310										
REMARKS															

SQUADRON 336 NO. OF A/C 4 CALL SIGNS: W/T PGY

A/C	M	J	G	N											
A.T.O.	0427	0424	0422	0425											
A.T.R.	1319	1309	0606	1309											
REMARKS															

7. EXPLANATION: Aircraft F.T.O.. R.E., Landed away from

STATION 119

FORM 3

DATE 25 June 44

LEFT	SHIP	PILOT	TARGET	TIME OFF		LANDING		REMARKS
				EST	ACT	EST	ACT	
35 S	7561	Martin		0415		1316		
412 R	1462	Buebland		0415		1316		
V	8054	Bartson		0416		1315		
314 A	4999	Tajiki		0419		1318		
36 M	1989	Elmer		0427		1319		
412 C	8140	Pota		0417		1317		
34 S	6085	Beck'ske Top		0418		1312		
P	1992	Stroheim		0420		1305		
A	2447	S. Kenevop		0424		1311		
36 J	1434	Willert Top		0421		1309		
G	1410	Preckson		0422		0606		
N	6099	Kumpantner		0425		1309		
412 Q	1876	Hannum Sp.		0426		1310		
34 K	8178	Ferguson Sp.		0429		1310		

STATION WEATHER OFFICE
AAF STATION 119
APO 559

T-A-1

25 June 1944

SUBJECT: Meteorological Interrogation Summary for Mission of 25 June 1944.

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

1. Base at take-off: Time was 0420 hours. 4/10 altocumulus above 8000 ft. Visibility 5 miles.

2. Route to target: Nil low cloud over entire route. Scattered patches of altocumulus from 10-14,000 ft. and scattered patches of cirrus above 25,000 ft. becoming nil south of English coast. Visibility 5 miles in haze becoming unlimited downward south of English coast.

3. Target area: Southwestern France. Time was 1000 hours. Nil cloud. Visibility unlimited.

4. Return route: Reverse of route to target with 6/10 altocumulus above 10,000 ft. over East Anglia on return.

5. Base on return: Time was 1310 hours. 7/10 altocumulus above 10,000 ft. scattered cirrus above 25,000 ft. Visibility 5 miles.

6. Remarks: Surface wind in target area was very light from west.

WALTER S. WILKS, JR.,
Capt., Air Corps,
Staff Weather Officer.

CONFIDENTIAL

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

E-E-26

26 June 1944

SUBJECT: Lead Navigator's Narrative, Ninety Fifth "A" Group, Mission of
25 June 1944, 4539N 0143E, France.

TO : Commanding Officer, 95th Bombardment Group (H), A.A.F.

1. The Ninety Fifth Bomb Group was flying as lead of the 13th Combat Wing, and was airborne at 0415 hours and rendezvoused over the base at 17000' at 0541 hours. The Wing was formed over Ipswich at 17000' at 0554 hours. We were over BU# 22 at 0602 hours, Splasher #7 at 0608 hours and left the English coast at Selsey Bill at 17000' at 0641 hours.

2. The French coast was crossed on course at 17000' at 0711 hours. We proceeded along briefed course and started our let down to 7,500' at 4558N 0327E. We crossed the I.P., 4506N 0131E at 0932 hours at 6,000'. The first run over the target was made at 5,500' at 0947 hours and upon identifying target we made a 360° turn to the left and bombs were away at 1002 hours on a magnetic heading of 228° at 2,000'. The lead ship did not drop on initial run due to mechanical difficulty and was forced to make another 360° to the left and had bombs away on a mag heading of 59° at 1008 hours at 20000'.

3. We started our climb at 1036 hours at 4615N 0233E and reached 17000' at 1135 hours upon reaching 4803N 0033E. We advanced along briefed course crossing the French Coast at 1210 hours at 4949N 0030E at 17000'.

4. We crossed the English coast at 5057N 0046E at 10000' at 1230 hours. We passed over the base at 2000' at 1306 hours.

J. G. ROOT
1st Lt., Air Corps,
Lead Navigator.

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

E-F-26

25 June 1944

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "A" Group, Mission of
25 June 1944, 4539N 0143E, France.

TO : Commanding Officer, 95th Bombardment Group (H), A.A.F.

1. Bombing approach and Run - Turned on I.P. at 3000' at briefed point. We made our first run over the target to identify it. We then dropped down to 500' and made our run. After opening doors a parachute caught in bomb bay doors and we were unable to get them open so we made another run and by this time my radio man had cut the chute free and we dropped on assigned M.P.I. There was no enemy resistance on the bombing run. Weather was very good with no clouds over the target. Results were seen to be excellent.

2. Disposition of Bombs - 14 A/C were dispatched from 95th "A" Group (H). 13 A/C were over the primary target and dropped 150 parachute containers. One A/C dropped only six because a chute got tangled in the bomb bay doors and bombardier was unable to release the remainder. 1 A/C was a spare and returned to base without dropping. All A/C were loaded with 12 parachute containers.

3. Types of Release - Of the 150 containers dropped at the primary target, 132 were released through the intervalometer, spacing 15', and 18 were salvoed.

4. Tabular Summary - Aircraft

Main Bombfall	Over Target	Bombing	No.	Bombs Type	Fuzing
4539N 0143E, Fr.	13	13	150	Parachute Containers	-
Total on Target.			150	Parachute Containers	-
Other Expenditures			None		
Bombs Returned.			18	Parachute Containers	-
Total (loaded on A/C taking off).			168	Parachute Containers	-

JAMES F. CONNORS
F/O., Air Corps,
Lead Bombardier.

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

E-F-26

25 June 1944

SUBJECT: Lead Bombardier's Narrative, Ninety Fifth "A" Group, Mission of 25 June 1944, 4539N 0143E, France.

TO : Commanding Officer, 95th Bombardment Group (H), A.A.F.

1. Narrative.

- a. Bombing aid used was E-6-B computer.
- b. Maneuver at the I.P. was a turn to the right of about 80°.
- c. Bomb bay doors were opened at the I.P.
- d. There was no enemy resistance on bomb run and weather was clear with good visibility.
- e. Results of bombing were observed to be excellent.
- f. There are no suggested tactical changes.

2. Bombardier's form 12-E modifies is not attached because bombsight was not used.

3. Disposition of Bombs - Aircraft

Main Bombfall	Over Target	Bombing	No.	Size	Type	Fusing
4539N 0143E, Fr.	13	13	150	Parachute	Containers	-
Total on Target.			150	Parachute	Containers	-
Other Expenditures.			None.			
Bombs Returned.			18	Parachute	Containers	-
Total (loaded on A/C taking off).			168	Parachute	Containers	-

4. Types of Release - Of the 150 containers dropped at the primary target, 132 were released through the intervalometer, spacing 15 feet, and 18 were salvaged.

JAMES F. CONNORS
F/O/, Air Corps,
Lead Bombardier.

CONFIDENTIAL

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

V-A-2

APO 559,
25 June 1944.

SUBJECT: Engineering Report on Combat Mission 25 June 1944.

TO : Commanding Officer, 95th Bomb Gp (H). Attn: Lt Col MC KNIGHT.

1. The following information is submitted concerning combat mission 25 June 1944.

- a. Fourteen (14) B-17 airplanes took-off. 42-31410 returned to base as an extra airplane.
- b. Thirteen (13) B-17 airplanes returned to base after completion of mission.

2. There was no abortive airplanes.

3. Battle damage is as follows:

- a. 42-31992 - #2 feeder tank hit by flak. Sheet metal damage.
- b. 42-38054 - Control cables damaged by flak.

EDWARD J. FLANAGAN
1st Lt., Air Corps
Ass't Engr Officer

HEADQUARTERS
NINETY FIFTH BOMBARDMENT GROUP (H)
OFFICE OF THE ARMAMENT OFFICER
APO 559

25 June 1944

SUBJECT: Mission Expenditure Report for 25 June 1944.

TO : Commanding Officer, 95th Bombardment Group (H).

1. The following is a list of the expenditures for the mission on 25 June 1944.

- A. Station AAF 119
- B. Unit 95th Bombardment Group (H)
- C. There was no ammunition expended on this mission.
- D. Total number of containers expended 150- Parachute Supply Containers.

MALCOLM G. HALBY
Capt. Air Corps
Actg. Group Armament Officer

HEADQUARTERS
FIFTY FIFTH BOMBARDMENT GROUP (H)
Office of the Communications Officer

(S-1)

AFO 599
25 June 1944

SUBJECT: Operational Communications

TO: Commanding Officer, 95th Bombardment Group, Station #110

1. Of the fourteen crews assigned to the mission, thirteen were available for interrogation by the Communications Officer.
2. Mechanical and electrical failures noted were as follows:
 - (a) 335-B (Radio compass faulty)
 - (b) 336-J (Liaison receiver out in air)
 - (c) 412-C (Bomb, jack bar out)
 - (d) 412-G (R/O gun button, pilot and RW main switches, faulty, liaison receiver weak)
 - (e) 412-H (RW interphone weak)
3. The following navigational aids were used successfully:
 - (a) Thirteen A/C used S-lashers and Bunchers
 - (b) Five A/C used Station 7000
4. The reception of ground stations and navigational aids was normal.

FREDERICK W. COVEDICH
1st Lt. Col., Air Corps
Asst. Communications O.

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

25 June 1944

SUBJECT: S-2 Report for the mission of 25 June 1944.

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

1. Thirteen A/C plus 1 PFF A/C of the 95th Group took off beginning at 0415 hours to form the lead group of the 13th Combat Wing and drop containers in southern France. A/C 1410 returned early - unused spare.

2. No E/A were encountered.

3. Meager, fairly accurate, barrage and tracking flak at Le Harve and Lillebonne. Moderate, fairly accurate, barrage type flak at Alencon.

4. Containers were dropped in a good concentration within prescribed boundaries.

5. Drop area was identified by 3 bon fires as pre-arranged. About a hundred persons were seen in the area. Identifying run was made and then two additional runs were made to drop containers. Two A/C had containers foul up and these had to be cut away. Crews suggest lines run over cat-walk in bomb bay to avoid this fouling. A/C 2447 had 6 containers hang up - returned. All A/C returned to this base and landed by 1400 hours.

STANLEY R. WHEATON,
Captain, Air Corps,
Ass't. S-2 Officer.

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

25 June 1944

SUBJECT: Flak Report for the Mission of 25 June 1944.

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

1. Two of our A/C were damaged by flak today, one is classified AC, and the other, A. Both of these A/C were damaged over Alencon, France.

**2. Flak was reported as follows:
Caen - inaccurate - barrage - moderate.
Alencon - accurate - barrage - moderate.
Le Harve - accurate - barrage - meagre.
Lillebonne - accurate - tracking - meagre.**

3. Small calibre gunfire, was observed near the I.P. (4519N-0130E), and reported as inaccurate and meagre.

**PAUL C. WILLIAMSON,
2nd Lt., Air Corps,
Ass't. S-2 Officer.**

A.T.F.

C.W.

FORMATION DIAGRAM

95TH BOMB. GROUP (H)

DATE 25-6-44

TIME _____

MARTIN (P.F.F)
75/61

Gilbert
14/39

BERTRAM
80/54

Rock Lang
14/62

Beckzewski
60/85

BAUMGARDNER
60/98

Jacobson
81/40

Lujeskie
15/89

Sherwood
24/47

Grossheim
19/92

Psota
81/40

OLNEY
19/89

ABORTIVE 0 Unsure/Spores

MISSING _____

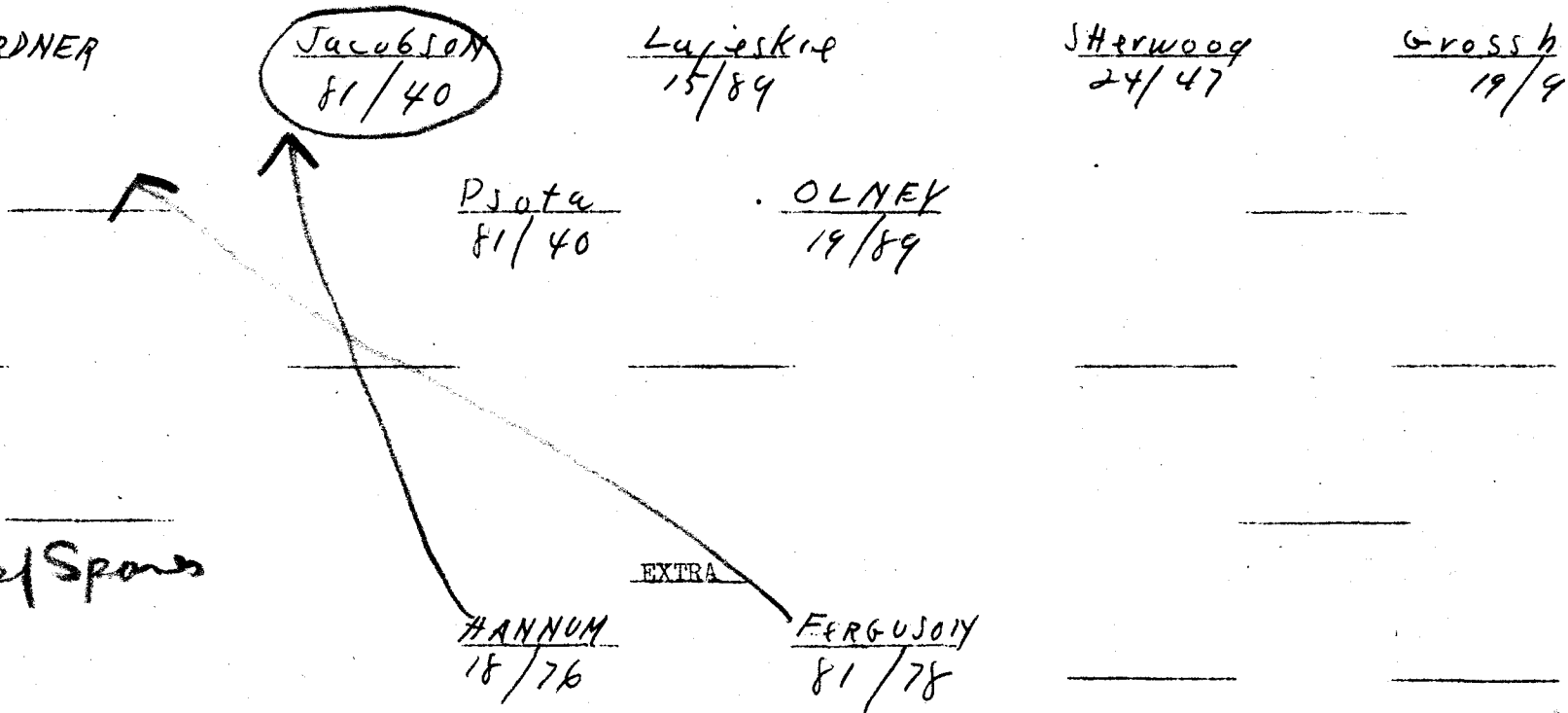
CHANGES _____

EXTRA

EXTRA A

HANNUM
18/76

FERGUSON
81/78



People & how many fine

- * 7561 ✓ Martin ✓ 16
- 1462 ✓ Buckland ✓ 35
- 8054 ✓ Bertram ✓ 30
- 1589 ✓ Zajacki ✓ 6
- 1989 ✓ Olney ✓ 24
- 8140 ✓ Psota ✓ 31
- * 6085 ✓ Pachuzewski ✓ 4
- 1992 ✓ Grossheim ✓ 6
- 2447 ✓ Sherwood ✓ 7
- * 1939 ✓ Gilbert ✓ 23
- 6098 ✓ Baumgardner ✓ 24
- 1876 ✓ Hannum ✓ 30
- 8178 ✓ Ferguson ✓ 5
- 1410 ✓ Jacobson ✓

STATION WEATHER OFFICE
RAF STATION 119
APO 559

T-4-1

25 June 1944

SUBJECT: Meteorological Interrogation Summary for Mission of 25 June 1944.

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

1. Base at take-off: Time was 0420 hours. 4/10 altocumulus above 8000 ft. Visibility 5 miles.
2. Route to target: Nil low cloud over entire route. Scattered patches of altocumulus from 10-14,000 ft. and scattered patches of cirrus above 25,000 ft. becoming nil south of English coast. Visibility 5 miles in haze becoming unlimited downward south of English coast.
3. Target area: Southwestern France. Time was 1000 hours. Nil cloud. Visibility unlimited.
4. Return route: Reverse of route to target with 6/10 altocumulus above 10,000 ft. over East Anglia on return.
5. Base on return: Time was 1310 hours. 7/10 altocumulus above 10,000 ft. Scattered cirrus above 25,000 ft. Visibility 5 miles.
6. Remarks: Surface wind in target area was very light from west.

WALTER W. SIMS, JR.,
Capt., Air Corps,
Staff Weather Officer.

Final Report 95th Salesman 25 June 1944

- a. Containers were dropped in a good concentration within prescribed boundaries.
- b.
- | | | | |
|-------|-----------------------|--|--------|
| 0833 | 4615-0322 | - A/D with large hangar & buildings | 17000' |
| 0850 | 4526-0322 | - ^{no A/D} freight train. | |
| 1058 | 4710-0300 | - A/F and tank trucks | 17000' |
| 0803 | 4836-0202 | - Camp | 17000' |
| 0823 | Maulins to Rivers | - 4 trains | 17000' |
| -0945 | 16000-0325 | - 1500 yds east German troop concentration. Motorized equipment in woods | 6000' |
| 1204 | 4930-0030E | oil dump. Flak from area | 17000' |
| 0730 | Mamers | - B-17 office | 17000' |
- c. None
- d. 4930-0030E meager accurate tracking. 1203
Alencou - moderate accurate barrage 0729
- e. None
- f. One - Unused spare
- g. 13 + 1 P.P.P.
- h. None
- i. 138 Containers - ¹² 6 returned + P.P.P. Bombed 1002 44 50
- j. 4 Minor
- k. None
- l. Containers were dropped in assigned area. Three fires and about 100 persons seen on the field. A/C 2447 had 6 containers hangup - returned. At least two containers had to be cut away. Believe should lines should be over eat-walk and not under. Three runs were made. An

identifying me was made and two dropping men.

Mc

HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

INTOPS SUMMARY NO. 56

PERIOD: 0001 hours 25 June 1944 to 2400 hours 25 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>TO</u>
Heavy Bomber Attacks	36	1101	1014	950	2187.5	0-0-0	0	10	0	5	15
Fighter Escort	28	1091	999	0	0	24-0-7 A 4-0-3 G	2	0	0	0	2
Fighter Sweeps	1	43	38	0	0	0-0-1 G	0	0	0	0	0
Fighter Bombing	1	43	41	35	8	0-0-0	0	0	0	0	0
Photo Recon.	29	29	28	0	0	0-0-0	0	0	0	1	1
Weather Recon.	15	15	14	0	0	0-0-0	0	0	0	0	0
Special Operations	13	206	176	176	0	0-0-0	1	1	0	0	2
	123	2528	2310	1161	2195.5	24-0-7 A 4-0-4 G	3	11	0	6	20

B. OPERATIONAL SUMMARY

1. Bomber Attacks

a. First Operation

638 bombers (263 B-17s and 375 B-24s) dispatched to attack four A/Fs in the Toulouse area and central France; 21 power and transformer stations in northwestern and west-central France and oil dump at Montbartiers. Twenty-two primary targets were attacked by 502 a/c, dropping 1058.8 tons GP and 74.5 tons I.B. from 0824 - 1252 hours from 19000 to 25000 feet with generally good results. 70 a/c attacked targets of opportunity dropping 163.4 tons G.P. Slight e/a opposition. Flak generally meager to moderate and fairly accurate. Target at Dunkirk was cloud obscured, but CAVU over other targets. Battle Damage: 93 B-17s and 22 B-24s minor; 21 B-17s and 4 B-24s major. Losses: 8 a/c - 5 B-17s to AA, 2 B-17s and 1 B-24 to unknown reasons. Details as follows:

<u>Target</u>	<u>Dispatched</u>	<u>Attached</u>	<u>Tons GP</u>	<u>Results</u>
<u>Primaries</u>				
Mazingarbe - Power Sta.	12	10	26.0	Good
Mazingarbe - Switching and Transformer Sta.	12	8	21.8	Good

SECRET

<u>Target</u>	<u>Dispatched</u>	<u>Attacked</u>	<u>Tons</u>		<u>Results</u>
			<u>G.P.</u>	<u>I.B.</u>	
Beuvry-Transformer Sta.	10	10	25.5		Poor
Beuvry-Thermal Power Sta.	14	13	38.0		Very Good
Hazebrouck-Switching Sta.	9	Not Attacked			
Halque-Switching Sta.	9	9	18.6		Poor
St. Omer/Longuenesse-Switching Sta.	12	10	26.5		Poor
Labuissiere-Switching and Transformer Sta.	12	Not Attacked			
Pont A Vendin-Switching and Transformer Sta.	13	2	4.5		Unobserved
Chocques-Power Sta.	10	2	3.8		Unobserved
Pont A Vendin-Power Sta.	26	5	9.0		Fair
Doullens-Power Sta.	12	12	36.0		Excellent
Abbeville-Transformer and Switching Sta.	12	10	26.4		Excellent
Amiens/St. Maurice-Transformer Sta.	12	11	24.0		Poor
Boulogne-Transformer and Switching Sta.	12	8	15.0		Unobserved
Calais-Transformer and Switching Sta.	11	11	20.7		Fair to Good
Tingry-Switching Sta.	12	11	21.0		Good
Dunkirk-Transformer and Switching Sta.	12	Not Attacked			
Aube-Sur-Risle-Power Sta.	12	12	29.6		Poor
La Vaupaliere - Transformer Sta.	12	12	14.5		Good
Roye - Transformer Sta.	12	Not Attacked			
Montbartiers - Fuel Dump	75	64	147.0		Fair to Good
Toulouse/Francazal A/F	114	104	156	74.5	Good
Avord A/F	65	59	132.8		Good
Toulouse/Blagnac A/F	74	72	143.5		Good
Bourges Factory A/F	52	48	118.6		Good
<u>Other Targets</u>					
Nuncq A/F		7	13.4		Good
32 unidentified T/Os	---	63	150.0		
TOTALS	638	572	1296.7		

b. Second Operation

463 heavy bombers (189 B-17s and 274 B-24s) dispatched against eight bridges southeast of Paris and three airfields in the Paris area. 2/10 to 8/10 cloud reported enroute but at targets weather was clear with only slight haze hindering bombing. 320 bombers dropped 791.1 tons on all primaries from 16,900 to 24,000 feet at 1843-2011 hours. 61 bombers dropped 139.7 tons on opportunity targets. No e/a opposition. Battle damage: 94 B-24s, 14 B-17s Minor; 10 B-24s, 6 B-17s major. Losses: 5 B-24s to flak, 2 crashed in England and category "E". One crew bailed out over the Channel - five members rescued. Details of attacks are as follows:

S E C R E T

<u>Target</u>	<u>Dispatched</u>	<u>Attacked</u>	<u>Tons</u> <u>G.P.</u>	<u>Results</u>
<u>Primaries</u>				
<u>Bridges</u>				
Soigny	77	70	140.0	Very Good
Auxerre	39	21	52.0	Very Good
Sens	38	39	77.0	Fair
Clamecy	35	28	65.0	Good
Nogent	26	20	34.2	Good
Nauteuil	26	21	63.0	Good
Foulous	26	12	36.0	Fair
<u>Airfields</u>				
Bretigny	60	35	82.0	Good
Buc	60	11	33.0	Not Available
Villacoublay	76	63	168.9	Fair to Good
<u>Other Targets</u>				
Romilly-Sur-Seine A/F		13	27.0	Unobserved
Orly A/F		18	40.1	Fair
M/Y near Orly		3	6.0	Unobserved
Etampes/Mondesir A/F		12	36.0	Good
Unidentified T/Os		12	30.6	Unobserved
TOTALS	463	378	890.8	

2. Fighter Escort

a. First Operation

Five groups (36 P-47s, 46 P-38s, 146 P-51s - 228 a/c) dispatched as escort to B-17s attacking airfields in vicinity of Toulouse and oil dump at Montbartiers. 206 sorties. In strafing, fighters claimed: 4 locomotives, 8 flat cars, 9 freight cars, 2 oil cars destroyed; 10 freight cars, 2 locomotives, 9 trucks, 20 box cars and 10 RR cars damaged. One P-51 group engaged 15 plus Me-109s and FW 190s SE of Caen from 0700-0740 hours, claiming 10-0-1. Four unidentified e/a bounced a P-47 group over bridgehead area. Group sighted 10 to 15 FW 190s southeast of Argentan, but did not engage. Up 0550 - 0739, down 0911-1250. Losses: 1 P-51

Three groups (68 P-47s, 34 P-51s - 102 a/c) were dispatched to escort B-24s attacking power and transformer stations in France. 90 sorties. No e/a seen or encountered. Up 1040-1051, down 1331-1442. Losses: 0.

S E C R E T

S E C R E T

Seven groups (92 P-47s, 53 P-38s, 118 P-51s - 263 a/c) dispatched to escort B-17s on special operations. 243 sorties. One P-51 group bounced by 8 Me 109s in Soissons/Epemay area, 21,000 feet, at 0817 hours, attacking from rear and above. Claims 1-0-1, air. A P-47 squadron engaged 10 plus e/a NE of Argentan. E/A bounced bombers but were driven off by P-47s. The Squadron also strafed locomotives and goods cars in the vicinity of Argentiers, claiming 5 locomotives and 5 goods cars destroyed. A P-47 squadron of another group strafed Bourges A/F, claiming 1-0-1 s/e and 3-0-2 t/e. Up 0608, down 1052-1257. Losses: 1 P-51.

Four groups (44 P-47s, 102 P-38s - 146 a/c) dispatched to escort B-24s attacking Avord and Bourges factory A/Fs, 134 sorties. 1 P-38 group sighted 15 plus Me 109s at 0845 hours, 10 miles east of Blois. Engaged e/a for 15 minutes claiming 8-0-4. Up 0535-0814, down 0830-1112. Losses: 0.

b. Second Operation

Four groups (35 P-47s, 50 P-38s, 65 P-51s - 150 a/c) dispatched to escort bombers attacking bridges southeast of Paris. Up 1655-1736 hours, down 2000 - 2144 hours. 135 Sorties. Escort uneventful. No e/a opposition, although 3 w/i e/a seen in vicinity of La Salle. Losses: 0

Two groups (49 P-38s, 44 P-51s - 93 a/c) dispatched to escort B-24s attacking A/F in Paris area. Up 1742 - 1745 hours, down 2110-2135 hours. 86 sorties. 25 plus Me 109s encountered about 15 miles south Paris at 21000 feet and followed to deck with claims of 1-0-0. Losses: 0

Three groups (37 P-38s, 72 P-51s - 109 a/c) dispatched to escort B-24s attacking bridges southeast of Paris. Up 1717-1808 hours, down 2100-2130 hours. 105 sorties. One group vectored from escort to engage 40 plus Me 109s and FW 190s. Combat between Orleans and Paris 1925-1940 hours at 18000 feet. Claims 4-0-1. Losses: 0

3. Fighter Sweeps

43 P-38s dispatched to sweep areas of Fecamp, Le Mans, Bourges, Up 1630 hours, down 2039 hours. 38 sorties. Group vectored by controller to Angers to seek out troop concentrations. No concentrations observed. Swept areas of Angers, Namur, Chateaubriant, Chalet, strafing ground targets. No e/a. Claims: 0-0-1 ground. Losses: 0.

4. Fighter Bombing

43 P-47s dispatched to bomb Evreux-Fauville Airfield. Up 1657 hours, down 1950 hours. 41 sorties: 35 a/c attacked landing ground six miles northeast of Evreux dropping 4 tons 250 G.P., 5 tons 500 G.P. and 3.5 tons frag, all on airfield. Results poor to fair due to intense light flak. Losses: 0.

5. Photo Reconnaissance

27 F-5s and 2 Spitfires dispatched. 15 a/c were successful, 3 partly successful, one landed away from base and 9 returned without completing missions. Missions carried out: mapping in Dijon area; D/A French targets; special mission Dijon area; railway mission, Sens-Dijon area. One a/c failed to return.

S E C R E T

6. Weather Reconnaissance

Four Mosquitoes and four B-17s dispatched. One B-17 recalled due to mechanical trouble. Two B-17s carried out routine over-sea missions and one carried out mission over England. Two Mosquitoes carried out missions over northern and central France and two scouted bomber targets.

7. Special Operations - Night 24/25 June 1944

Five B-17s were dispatched to drop leaflets on targets in France and Belgium. All a/c returned safely.

197 B-17s dispatched on Special day-light operation. 176 B-17s carried out assignment. 2 B-17s were lost - one to e/a and one to flak.

2 B-17s and 2 B-24s carried out combat camera missions to Bremen and the Pas de Calais area. All a/c returned safely.

C. INTELLIGENCE

1. Enemy Air Opposition

The enemy put up a strong force during the morning attacks on targets in Central and Southern France although apparently none made any attempt to engage the bombers, except for one force on special operations. Bombers had no e/a opposition during late afternoon operation. Fighters providing escort, sighted a total of approximately 125 to 150 e/a, nearly all Me-109s and FW-190s, engaging 110 to 125 e/a as follows:

Area SE of Caen - Prior to rendezvous, 15 plus Me-109s and FW-190s seen at 8,000 feet at 0700 hours, 10 miles SE of Caen. Engaged with claims of 10-0-1. Losses: 1 P-51.

Beachhead Area - Four u/i e/a bounced P-47 group over Beachhead area.

Soissons/Epernay Area - Group of 32 P-51s bounced by approximately 8 Me-109s, 21,000 feet at 0817 hours. Enemy aircraft attacked from rear and above. Claims 1-0-1. Losses: 1 P-51.

Argentan Area - Prior to rendezvous, 10 plus e/a coming from the south at 20,000 feet reported to have bounced bombers engaged on a special operation. Enemy aircraft dove to deck chased by one squadron with no claims. No losses.

Blois Area - P-38 group on bomber escort sighted 15 plus Me-109s at 0945 hours on deck 10 miles east of Blois. Engaged 0845-0900 with claims of 8-0-4. No losses.

Paris Area - P-38 group escorting B-24s encountered 25 plus Me-109s at 21,000 feet south of Paris. Enemy aircraft split-essed through group and went to deck. Followed down by one a/c with claims of 1-0-0. No losses.

Orléans-Paris Area - P-38 group escorting B-24s vectored by controller to engage 40 plus Me-109s and FW-190s. Enemy aircraft engaged between Orleans-Paris at 18,000 feet between 1925-1940 hours with claims of 4-0-1. No losses.

2. Flak

Flak was reported by bombers and fighters as follows:

Villaroche A/F	-	Accurate, meager to moderate
Romilly sur Seine A/F	-	Meager and accurate
Caen	-	Moderate to accurate
Calais	-	Intense and accurate
Ghent and Dunkirk	-	Meager to moderate and accurate
St. Omer	-	Moderate and accurate
Abbeville	-	Meager and accurate
Maldegem A/F	-	Meager to moderate, inaccurate
Troyes - Sens.	-	Intense, accurate

3. Observations

Bomber Observations

A/F with a/c dispersed at 4950N-0040E.
 A/F with runways being repaired 4 miles southwest of Ghent.
 15 t/e e/a on grass A/F at 5020N-0337E.
 5 e/a on A/F at 4954N-0243E.
 One t/e on A/F at 5008N-0315E.
 10 to 12 e/a on A/F at 5035N-0350E.
 4 large a/c seen at Bordeaux/Merignac A/F.
 Two columns of tanks, covered with canvas at 4635N-0045E.
 Landing strip with camouflage noted at 4416N_0030W.
 Runways on an A/F appeared to be under construction, runways in process of being lengthened at 4422N-0050W.
 200 plus camouflaged barracks noted at 445N-0046W.
 40 to 50 silver colored buildings noted at 4626N-0045E.
 24 s/e a/c noted on Tourne-Feuille A/F.
 10 to 20 a/c were parked on the field at Avord A/F.
 2 or 3 a/c parked on Houssay A/F.
 4 a/c parked in woods just off A/F at 4811N-0029E.
 Cleared area in woods with landing strip (possibly St. Yan A/F) at 4625N-0400E.
 A/F with 4 u/i planes on it at 4618N-0400E.
 A/F with much truck activity on perimeter (possibly Chateaudun A/F) at 4804N-0123E.
 A/F with very short runways at 4603N-0524E.
 20 to 30 a/c on Chateaudun A/F.
 Large barracks area and track due to heavy motor traffic in nearby woods at 4845N-0012W.
 New A/F west of highway running due north of Tours. 5 to 6 s/e e/a seen on A/F at 4736N-0044E.
 30 oil storage tanks at small M/Y at Valencay 4716N-0131E.
 RR bridge 3 miles southeast of Brezolles blown up now under repair - 4734N-0102E.
 4 groupings of 11 each long buildings in barracks area at 4743N-0131E.
 35 to 40 s/e a/c on A/F at 4515N-0400E.
 Long landing strips observed (possibly Vulaines) 4823N-0245E.
 New camouflaged A/F near Conches A/F. Runways painted to resemble bomb craters. Row of barracks. Side of runway very heavily damaged.

Bomber Observations (Continued)

Near Chateaufneuf, 4835N-0114E, camouflaged area. Area divided into square with hangars or buildings.

Military camp noted - 4845N-0410E.

A/F noted from which very accurate flak was directed, 4758N-0242E.

A/F seen with 4 a/c in the dispersal area, 4943N-0156E.

At 4835N-0355E, a military camp noted. Appeared as if the camp was a park for tanks and half-track for vehicles.

Fighter Observations

One diver-launching platform on north edge of woods either at 4 VM 3765 or VM 4667. Area had been bombed but platform not hit.

12 s/e e/a on Reims A/F on east side - only side not damaged by bomb.

Large barracks of about 30 buildings at 4 VT 4278.

Bridge severely damaged at 4 VR 1199.

30 plus u/i a/c on A/F, possibly dummies, 4 VR 0684.

A/F with blimp hangar at 2 VM 6221, apparently operational station, but no e/a seen and unhit by bombs.

Landing ground believed to be satellite for Evreux/Fauville A/F with 25 plus s/e and several trucks well dispersed in woods at 4 VR 2874.

Landing strip at St. Valery repaired.

4. Damage to Enemy Installations

Toulouse/Francazal A/F - Good Results

Six concentrations of G.P. and 3 I.B. bursting on A/F and adjacent fields. In the hangar-administration area, direct hits were made on four large hangars - 2 direct hits were made on a medium-sized workshop, one direct hit on a small workshop and 3 small u/i buildings in the administration block. In the North hangar area, one hangar and 2 a/c shelters received at least one direct hit each. In the ammunition area, one ammunition bunker received a direct hit and exploded. At least 17 other hits in the area. One concentration of G.P. bombs, open fields one mile south of the center of the A/F. Twelve a/c visible on the field at the time of the attack - one of these received a direct hit and could be seen burning.

Toulouse/Blagnac A/F - Good Results

Three heavy concentrations of approximately 500 bombs visible on the A/F. In the a/c repair plant area, evidence of at least three concentrations of bombs. At least two direct hits on sheet metal shop, one direct hit on the components repair shop. Direct hit on a medium-sized repair hangar. All strikes not pin-pointed due to smoke from bombs on the A/F. 21 a/c visible on the field at time of attack. 2 a/c damaged.

Montbartiers Oil Storage - Fair to Good Results

Three heavy concentrations in the area of the Group I Storage. At least 64 bursts in target area. Two small fires seen. No indications of blast or severe damage in the area. Group II storage area is obscured by smoke. However, indications of three concentrations in the area.

S E C R E T

Damage to Enemy Installations (Continued)

Avord A/F - Good Results

A pattern from three squadrons cover most of the east 2/3 of the field. Another squadron dropped on the NW dispersal area. A few bombs landed in the west end of the barracks area and another string extends across the area containing workshops and administration buildings. No a/c noted.

Romilly-sur-Seine A/F - Fair Results

Twenty-five bombs in the hangar area SW edge of the A/F. Three large hangars received direct hits.

Bourges A/F and Factory - Good Results

The northern half is well covered by the pattern of one squadron and part of another. Pattern of 3 squadrons fall across parts of the F.N.A.C. Factory and probably a considerable number of hits by 100 lb G.P.s. The NW dispersal area is blanketed by one-half of the pattern of one squadron. 11-14 a/c mostly s/e were noted, of which 4 or 5 were observed damaged.

Nanteuil Bridge - Fair to Good Results

Cloud obscured pattern of impact making exact interpretation impossible. There is a cluster of bombs at either end of the bridge with probable hits on the track, but no hits on the span proper.

Nogent Bridge - Good Results

Cluster of strikes at one approach. There appears to be one hit on the bridge, at one end and one very near miss nearby.

Etampes/Mondesir A/F - Good Results

Two to three hits by 1000 G.P. to one of group of three workshops. One or two hits on the dispersal area and a cluster on the end of the field opposite the main buildings.

Foulous Bridge - Fair Results

Three or four hits on RR lines in the vicinity of the bridge, but it is doubtful if there is any damage to the bridge itself.

Auxerre Bridge - Good Results

Approximately 40 bombs in target area - one direct hit on the south terminal of the bridge and one direct hit on the north terminal.

Laroche St. Cydroine Bridge - Good Results

Four concentrations of bombs near the target area. Three direct hits on rail lines leading to the west terminal of the bridge. One direct hit on the east terminal of the bridge. Three direct hits on an adjacent M/Y to target area.

S E C R E T

Damage to Enemy Installations (Continued)

Coulanges-Clamecy Bridge - Good Results

Two concentrations of bombs on the target area. At least one direct hit on the bridge and one additional hit on rail lines on the north terminal of the bridge.

Sens Bridge - Good Results

Three concentrations of bombs in the target area. Smoke and debris hide all but the first concentration. One direct hit can be seen on rail lines at the west terminal of the bridge and there is one probable direct hit on the bridge.

6. G.A.F. Activity over England - Night 25/26 June 1944.

For 24 hours, preceding 2100, 25 June 1944, there were 118 pilotless a/c detected. Of these 41 made landfall, 17 penetrating to the London area. 14 were destroyed.

From 2100 hours 25 June 1944, to 0400, 26 June 1944, 84 pilotless a/c were plotted. Of these 80 made landfall, at least 30 penetrating to the London area and 12 in the Portsmouth, Southampton and Isle of Wight area. Twelve were destroyed.

NO
CREW
REPORTS
IN
MISSION
FOLDER

NO
CREW
REPORTS
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