

Mission reports from 386th Bomb Group (25 pages)

OISLG OIINC OIOMW OIMAG OICOG V GAC 5/15 OP
FROM: 99TH COMBAT BOMBARDMENT WING 19/1315E 99CBW P-095-E
TO : COBOMGP 322, 344, 386, 391
COMBOMCOM 9

OPERATIONAL PRIORITY
SECRET SENT IN CLEAR AUTH. MAJ. MC GLYNN ET

99TH COMBAT BOMBARDMENT WING
A. P. O. 140
19 APRIL 1944

FIELD ORDER NO. 15-272

MAPS: NORMAL

1. SPITFIRE ESCORT FOR THIS WING.
2. THIS WING WILL ATTACK TARGETS IN FRANCE AND BELGIUM.

ZERO HOUR: 191800E

3. A. 322ND GROUP:

- (1) TARGET: (A) PRIMARY: ZB-918A - M.P.I.: 064062 ILL. S5268/2
(B) SECONDARY: ZH-54
(C) ALTERNATE: ZH-1011

(2) RENDEZVOUS:

- (A) WITH 391ST GROUP AT HERNE BAY AT ZERO HOUR PLUS 11 MIN AT 12,000 FEET. THE 322ND GROUP WILL LEAD.
- (B) WITH FIGHTERS AT NORTH FORELAND AT 12,000 FEET, AT ZERO HOUR PLUS 15 MINUTES.

- (3) RALLY POINT: 4 MILES WEST OF COSTMALLE.

B. 391ST GROUP:

- (1) TARGET: (A) PRIMARY: ZB-918A - M.P.I.: 064062 ILL. S5268/2
(B) SECONDARY: ZH-54
(C) ALTERNATE: ZH-1011

(2) RENDEZVOUS:

- (A) WITH 322ND GROUP AT HERNE BAY AT 12,000 FEET, AT ZERO HOUR PLUS 11 MIN. THE 322ND GROUP WILL LEAD.
- (B) WITH FIGHTERS AT NORTH FORELAND AT 12,000 FEET, AT ZERO HOUR PLUS 15 MINUTES.

- (3) RALLY POINT: 4 MILES WEST OF COSTMALLE.

C. 386TH GROUP:

- (1) TARGET: (A) PRIMARY: ZB-918A - M.P.I.: 064062 ILL. S5268/2
(B) SECONDARY: ZH-54
(C) ALTERNATE: ZH-1011

(2) RENDEZVOUS:

- (A) WITH FIGHTERS AT NORTH FORELAND AT 12,000 FEET, AT ZERO HOUR PLUS 10 MINUTES.

D. 344TH GROUP:

- (1) TARGET: (A) PRIMARY: Z-3053 - M.P.I.: 020046 ILL. XI/A/70/1
- (2) RENDEZVOUS:

- (1) WITH FIGHTERS AT DUNGNESS AT 12,000 FEET, AT ZERO HOUR PLUS 30 MINUTES.

- (3) ROUTE OUT: BASE TO DUNGNESS TO 4 MILES SOUTHWEST OF HARDELOT TO SEULEEQUES (4 MILES EAST OF BELVUES) TO TARGET.

- 7 EAST.
 (3) INITIAL POINTS: SEMLEEGUES.
 (6) AXIS OF ATTACK: GENERALLY SOUTH TO NORTH.

- X. (1) A/C REQUIRED: 36 PER GROUP.
 (2) BOMB LOAD: 322ND AND 391ST 4 X 1000 LB G.P.
 344TH 8 X 500 LB G.P.
 FUZING: 1/10 NOSE AND 1/40 SEC. TAIL.
 386TH 30 X 100 LB INCENDARIES.
 (3) INTERVALOMETER SETTING: 100 FEET FOR 322ND AND 391ST
 MINIMUM SETTING 386TH AND 344TH
 (4) ROUTE OUT: (EXCEPT 344TH) BASE TO NORTH FORELAND TO FURNESS
 TO WAEREGHEM TO TERMONDE TO TARGET.
 (5) ROUTE BACK: (EXCEPT 344TH) TURN LEFT TO 5 MILES WEST OF
 OOSTMALLE TO ROOSENDAAL TO LAT. 51 DEG 40 MIN
 NORTH. LONG. 03 DEG 34 MIN EAST TO NAZE TO BASE.
 (6) INITIAL POINT: TERMONDE (EXCEPT FOR 344TH)
 (7) AXIS OF ATTACK: WEST TO EAST (EXCEPT FOR 344TH)
 (8) RALLY POINT: (EXCEPT FOR 344TH AND 386TH) 5 MILES WEST OF
 OOSTMALLE.

5. COMMUNICATIONS.

- A. 322 GROUP
 (1) BOMBER C/S: HAYBUSH
 (2) RECALL CODE WORD: NO. 56
 (3) VERIFICATION CODE: BOX NO. 56
- B. 391 GROUP
 (1) BOMBER C/S: YAMTREE
 (2) RECALL CODE WORD: NO. 92
 (3) VERIFICATION CODE: BOX NO. 92
- C. 386 GROUP
 (1) BOMBER C/S: LADYMAN
 (2) RECALL CODE WORD: NO. 61
 (3) VERIFICATION CODE: BOX NO. 61
- D. 344 GROUP
 (1) BOMBER C/S: GRILLROOM
 (2) RECALL CODE WORD: NO. 97
 (3) VERIFICATION CODE: BOX NO. 97

X. GENERAL INFORMATION.

- (1) WEATHER CODE SEQUENCE: VABT
 (2) SPLASHER BEACONS: NORMAL
 (3) MF/DF: H
 (4) GEE INFORMATION: EASTERN WYOMING - SOUTHERN UTAH
 (5) EMERGENCY HOMING TO : BRADWELL BAY, CHANNEL D
 MANSTON (U.S. D/F) CHANNEL B

BT 19/1315B

CC PARA 3 X DELETE PARA (8)

GG BBBBBB

OICOG R.....19/1421B TLC AR
 KKKK NEXT MSGS ARE NOT FOR YOU
 OISMC R.....19/1421B RAP AR BBBBBBB
 OIOW R.....19/1421B CHB AR
 OIMAG R.....19/1422B ER AR
 OISLG R.....19/1422B SP
 STAND BY FOR B/CAST EXCEPT OICOG UVL AWAY ST ALL STATIONS

DAT 19 April 1944

LEAD BOX
1ST FLIGHT

PILOT	A/C	C/L
WHITE, T.J.	755	F
TANCK	667	N
WATSON	771	R
HILLIS	622	D
KELLY, F.S.	763	O
MCCRATH	605	K

554

LEAD BOX
1ST FLIGHT

PILOT	A/C	C/L
KELLY, J.W.	606	S
ELDRIDGE	789	A
KINGSLEY	100	C
ABERSON	615	W
LAGERSON	613	Y
MOORE	946	L

5-5-5

2ND FLIGHT

GIANATSI	585	J
SCOTT	610	P
GILES	650	O
KLIMOVICH	600	U
FANSLER	848	Q
LYTLE	577	Y

553

2ND FLIGHT

SPENCER	617	A
POTTER	786	Q
MADISON	737	Y
HOWARD	616	H
SNYDER	709	X
BRANDSTROM	247	Z

5-5-2

3RD FLIGHT

PETIT	877	V
PAYNE	631	G
BEIGHLEY	984	H
LING	576	Z
RICHARDSON	656	H
REEVES	583	X

554

553

3RD FLIGHT

VOORHEES	082	J
DARNALL	768	O
DUNLOP	624	S
ALBERS	738	O
BOWLING	941	D
HATCH	630	J

5-5-5

5-5-2

EXTRA

PRICE	284	M
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554

EXTRA

KENDALL	970	F
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5-5-5

START BRIEFING: 1545
 END BRIEFING: 1630
 AT AIRCRAFT: 1635
 START ENGINES: 1705
 TAXI OUT: 1715
 MOVE OFF:
 FIRST MAN OFF: 1720
 LAST MAN OFF:
 RENDEZVOUS: 1830 (GROUP)
 RENDEZVOUS: (GROUP)
 RENDEZVOUS: (FIGHTERS)

X
 X X
 X
 X X

7546-187

Date	F.O.	Box No.	Group	LEADERS			RESULTS		Remarks
				Pilot	Navigator	Bomb.	Nav.	Bomb.	
19/4/44	715	1	386	Col. S. L. G. ...	1st Lt. D. M. ...	1st Lt. S. L. G. ...	Good	Good	Target: wa. Malinas H/Y; with load of 30 x 100 lb. bombs, incendiaries, route was flown as briefed, except for a slight northerly deviation from secondary to Lambfalli out. Weather was good.
19/4/44	715	2	386	Maj. S. L. G. ...	Capt. S. L. G. ...	1st Lt. S. L. G. ...	Good	Good	

S-3

OPFLASH REPORT

To: IX Bomber Command, ATTN: A-2.

From: 380th Bomb Group (H)

REF: OPERATIONAL PRIORITY CONFIDENTIAL

Opflash No. 15-272 Date 19 April 1944

A. (i) Target Ordered Malina N/Y

(ii) Target Attacked Malina N/Y

B. (i) Group 380th Bomb Group

(ii) No. a/c off by type 37 B-26

(iii) No. a/c failing to bomb -- Explain each failure:

Recall due to weather

Personnel

2 Mechanical 1 Rt. Eng and Instr. 1 Rt Prop and Oil Temp.

1 Other Reasons A/B Loaded away from Base - Reason Unknown.

(iv) No. a/c bombing:

24 Primary.
Secondary.
Other.

C. (i) Time Up 1710

(ii) T.O.T. 1909 1910

(iii) Time Down 2000

(Where - Cause)

D. (i) No. a/c 0 Missing 0

0 Destroyed

0 Damaged (Cat. B-A/C)

0 Damaged (Cat. A)

(ii) Enemy a/c 0 Destroyed 0 Probably Destroyed

0 Damaged (Include type a/c.)

(iii) No. Crew 0 Killed 0 Wounded 0 Missing.

E. Results of bombing ~~Conflicting reports --1 box short --other box in target area.~~

F. (i) Enemy a/c Opposition:

(a) Over Target Nil

(ii) Flak

(a) Over Target ~~Slight to moderate and fairly accurate. Heavy Flak.~~

(b) Elsewhere ~~None and inaccurate. Heavy and light Flak at West end of Schouwen Island.~~

G. Urgent Information, Observations, Summary of Hot News. ~~Outline of flooded~~

(Alt. of reporting A/S 11,800)

~~area shown on Flak overlay -- 22/45 taking off from Thiel A/S toward Coast --~~

~~In woods directly S of Dinsdale, buildings resembling military encampments.~~

~~Previously reported as Hot News: 1855 hours at position 51° 15' N 05° 05' E over N. 12 (17) weather as it directed bombing by 4. Dots (stealing secondary heading~~

~~Clear over Continent vis 8-8 miles except 2 miles into sun. Moderate haze.~~

(ii) Weather on route

Ditto

	No.	and	Type
I. Bombs on Primary		X	
Bombs on Secondary	<u>1018</u>	X	<u>100 lb 15</u>
Bombs on Other		X	
Bombs Jettisoned		X	
Bombs returned	<u>88</u>	X	

J. Altitude of Attack 11,800/11,000

Bombing Information Cont'd.

(e) State any difficulties on bombing run: **None**

(f) Malfunctions, personnel errors or other factors affecting bombing:
Bomb trajectory affected by wabblers due to loading
of 30 X 100.

(g) Bombing results as reported by crews:

Aimed at right target: YES NO

Results claimed: GOOD to AIR FOUR
BAL. MISS

No clouds, visibility 6 to 8 miles.

FORMING INFORMATION

IN B.C. FIELD ORDER NO. 19

BOX 2 GROUP 368 DATE 19 April 1944 TARGET ATTACHED mission #71

1. Method of sighting: **Preset data used.**
2. Bombing approach: **Manual P. D. I.**
3. Was mercury erection system used? YES _____ NO
4. Did entire box drop on lead bombardier? YES NO _____

In either case explain fully method of sighting and dropping of bombs; and specify exact aiming point actually used:

**Synchronized with preset data for range and deflection
A.F. 036038 Illustration # 3-3268/2**

5. Name of lead bombardier: Dunn, J. G. 1st Lt.
6. Name of lead pilot: White, T. J. Major
7. Intervalometer setting: 100
8. Indicated Air Speed 185 Ground Speed 240 Altitude 11,000
9. Length of bomb run: 60 Sec:
10. Bomb lead and timing per A/C: 30 X 100 ^{INC.} INC. ^{10.} INC. T
11. Total Bombs Dropped: 303

12. Full statement of all factors affecting bombing - including:-
 - (a) Did weather conditions or visibility adversely affect identification of target attacked or bombing. YES _____ NO . If "YES" state conditions and effect.
 - (b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, I¹ or A¹? YES _____ NO . If answer is "YES", state circumstances and effect on bombing:

None from previous bombing made A.F. hard or impossible to see through sight used arbitrary A.F.
 - (c) Did flak affect bombing? YES _____ NO . If answer is "YES", state to what extent flak affected bombing or bomb run:
 - (d) To what extent did attacks by enemy aircraft affect bombing?

Bombing Information Cont'd.

- (e) State any difficulties or bombing run:

None

- (f) Malfunctions, personnel errors or other factors affecting bombing:

**Bomb trajectory affected by wabblers due to loading of
30 x 100**

- (g) Bombing results as reported by crew:

Aimed at right target: YES NO

Results claimed: GOOD FAIR POOR
BAD MISS

S E C R E T

S E C R E T
By Authority of
The Commanding Officer
386th Bomb Gr
21 April 1944
MISSION

HEADQUARTERS
ENGINEERMENT GROUP (X) AAF

11-1

100 100
21 April 1944

SUBJECT: Report of Malfunction of Aircraft Equipment.

TO: Commanding General, IX Bomber Command, APO 140, US Army.

Part I. Summary of Aircraft Operating.

Date of Mission : 19 April 1944 (Second Mission).
 Number of Aircraft Scheduled : 57.
 Number of Aircraft Alerted : 38.

Part II. Scheduled Aircraft Failing to Become Airborne.

Type	AAF Serial No.	Description	Cause
B-26C25	41-38347	Rt Eng cuts out on Rt Mag.	*P lead burned up.

Part III. Malfunction of Airborne Aircraft Affecting Success of Mission.

Type	AAF Serial No.	Description	Cause
B-26B35	41-31848	Props will not synchronize.	Prop linkage needed adjust.
B-26B15	41-31877	L eng oil temp went to 100°.	L eng mixture rich.

Part IV. Malfunction of Airborne Aircraft Not Affecting Success of Mission.

Type	AAF Serial No.	Description	Cause
B-26B15	41-31880	L cowl flaps creep open.	Air in cyl.
B-26B28	41-31887	Directional Gyro processes.	Bearings worn in Gyro.

For the Commanding Officer:

G. DOUGHERTY,
Major, Air Corps,
Adjutant.

S E C R E T

OICOG CAC V DAW DAW 23 19 P

70 15

FROM: COBOMGR 386 2300B
TO: 1 HQ 1 BOMBER COMMAND ATTN: A-2
99TH COMBAT WING
CONFIDENTIAL BT
MSRC P-323-D PERIOD

OPFLAM NO. 15-272 FOR 19 APRIL 1944

- A. (I) TARGET ORDERED..MALINES W/Y
- (II) TARGET ATTACKED..MALINES W/Y
- B. (I) GROUP....386TH BOMB GROUP
- (II) NO. A/C OFF BY TYPE.... 37 B-26
- (III) NO. A/C FAILING TO BOMB---

NONE RECALL DUE TO WEATHER
 NONE PERSONNEL
 2 MECHANICAL - 1 RT ENG. AND INSTR. 1 RT PREP AND OIL TEMP.
 1 OTHER REASONS - A/C LANDED AWAY FROM BASE - REASON UNKNOWN.

(IV) NO. OF A/C BOMBING:

34 PRIMARY
 NONE SECONDARY
 NONE OTHER

- C. (I) TIME UP--- 1719
- (II) T.OT. 1909 1910
- (III) TIME DOWN -- 2050

- D. (I) NO. A/C -- NONE - MISSING
- NONE - DESTROYED
- NONE - DAMAGED (CAT B- A/C)
- " - DAMAGED (CAT. A)
- (II) ENEMY A/C - NONE- DESTROYED - NONE- PROBABLY DESTROYED
- NONE- DAMAGED

(III) NO. CREW - NONE- KILLED - NONE- WOUNDED- NONE- MISSING
RESULTS OF BOMBING-- CONFLICTING REPORTS- 1 BOX SHORT- OTHER BOX IN TARGET AREA

- F. (I) ENEMY A/C OPPOSITION:
(A) OVER TARGET- NIL
- (II) (A) OVER TARGET- SLIGHT TO MOD. AND FAIRLY ACC. HEAVY FLAK
(B) ELSEWHERE- MEAGER AND INACC. HEAVY AND LT. FLAK AT WEST END OF SCHUWEN ISLAND

G. URGENT INFORMATION, OBSERVATIONS, SUMMARY OF HOT NEWS.---
OUTLINE OF L// FLOODED AREA SHOWN ON FLAK OVERLAY--SE/AC
TAKING OFF FROM THIELT A/D TOWARD COAST -- IN WOODS DIRECTLY S. OF DIMUDE, BUILDINGS RESEMBLING MILITARY ENCAMPMENTS.
PREV. REPORTED AS HOT NEWS: 1835 HOURS AT POSITION 51 DEG 13 MIN N- 02 DEG 05 MIN E OVER 12 VERY FAST SMALL BOATS APPEARING TO BE E-BOATS CIRCLING AROUND. NO HEADING. ALT. OF REPORTING A/C 11,500.

- H. (I) WEATHER AS IT AFFECTED BOMBING OF TARGET:
CLEAR OVER CONTINENT. VIS. 6-8 MILES- EXCEPT 2 MILES INTO SUN.
MODERATE HAZA// HAZE

- (II) WEATHER ON ROUTE-- DITTO
- I. BOMBS ON PRIMARY..... 1015 X 100 LB INCENDIARY BOMBS
- BOMBS ON SECONDARY ... NONE
- BOMBS ON OTHER NONE
- BOMBS JETTISONED..... 65 Y ..
- BOMBS RETURNED..... 30 Y ..
- J. ALTITUDE OF ATTACK.... 11500/11000

BT: 19/2300B

COBOMGR 386

AS
 WFM AR
 OICOG R20/0115B CN AR
 GAC R.....20/0115B AG AR

S-2

GROUPS, BEACON, ACCURATE BY TWO GROUPS

OIUBA OISLG OIEAL OIBNW OIEFF OINAG OIBRM OIRIV OISMC OIHAK OIGCV
OIYAA OIPPF OILAI OIGAC OIEDN V OICOG 9/20 P

FROM NINTH BOMBER COMMAND 200844B SEC P2308E

TO: OIUBA
OISLG
OIEAL
OIBNW
OIEFF
OINAG
OIBRM
OIRIV
OISMC
OIHAK
OIGCV
OIYAA
OIPPF
OILAI
OIGAC
OIEDN

PRIORITY CONFIDENTIAL BT

ATT: A-2

MISSION SUMMARY

(AFTERNOON MISSIONS)

FIELD ORDER 272

19 APRIL 1944

GROUP

416 BG
409 BG
387 BG
394 BG
322 BC
391 BG
386 BG
344 BG

BOIS DE HUIT RUES (NOBALL)
FORET NATIONALE DE TOURNEHEM (NOBALL)
MALINES M/Y
MALINES M/Y
MALINES M/Y
MALINES M/Y
MALINES M/Y
COCOVE (NOBALL)

SUMMARY

A/C OFF
A/C BOMBING PRIORITIES
A/C BOMBING SECONDARIES

292

300

A/C FAILING TO BOMB
 A/C RECALLED (WEATHER)
 OTHERS (WINDOW, UNACCOUNTED FOR, ETC)
 A/C LOST

TOTAL 300

BOMBS ON PRIMARIES	476.95 TONS	
BOMBS ON SECONDARIES	.00 TONS	
BOMBS ON CASUAL TARGET	.00 TONS	
TOTAL BOMBS FOR MISSION	476.95 TONS	
BOMBS TO DATE	21,230.76 TONS	
A/C LOST OVER ENEMY TERRITORY	0	
A/C CRASHED IN U.K.	0	
A/C RECEIVING BATTLE DAMAGE	23	7.7 PERCENT
KILLED	0	
WOUNDED	0	
MISSING	0	
CLAIMS	0	

CONCLUSIONS

IN AN AFTER NOON OF INTENSE BOMBARDMENT ACTIVITY EVERY SINGLE ONE OF OUR GROUPS HIT ITS PRIMARY TARGET, AND ALL SCORED EXCELLENT TO GOOD RESULTS.

OF 300 AIRCRAFT DISPATCHED AGAINST THREE NOBALL TARGETS AND AN IMPORTANT W/Y, ONLY EIGHT FAILED TO DROP BOMBS.

GENERAL RESULTS OF THESE ATTACKS STRONGLY ILLUSTRATE THE HIGH DEGREE OF EFFICIENCY IN PLANNING AND ACCURACY IN EXECUTION OF MEDIUM BOMBARDMENT OPERATIONS MAINTAINED BY THIS COMMAND.

BOIS DES HUIT RUES:

PERFORATING THE TARGET AREA OF THIS NOBALL WITH A FINE CONCENTRATION OF BOMBS, THE 416 BOMB GROUP SCORED MANY POSSIBLE HITS AND NEAR MISSES ON BUILDINGS AND ALL THREE SKIS.

NO FLAK FIRE WAS REPORTED, THE FORMATION RETURNING WITHOUT LOSSES OR CASUALTIES.

FORET NATIONALE DE TOURNEM:

EXCELLENT COVERAGE OF THE TARGET WAS ACCOMPLISHED ON THIS NOBALL BY MOST OF THE 409 BOMB GROUP AIRCRAFT.

FIVE AIRCRAFT OF THE SECOND BOX DROPPED 1 MILE SHORT OF THE TARGET BECAUSE OF A PREMATURE RELEASE BY A FLIGHT LEADER DUE TO A MALFUNCTION.

THERE WAS NO FLAK EXPERIENCED. ALL AIRCRAFT AND PERSONNEL

TURNBACKS, NO LOSSES, NO CASUALTIES, NO BATTLE DAMAGE.

322 BG 36 A/C WERE DISPATCHED AGAINST MALINES M/Y AND REPAIR SHOPS, AND DROPPED ENTIRE BOMBLOAD OF 144 X 1000 GP, A HEAVY CONCENTRATION ON TARGET. NO LOSSES, NO CASUALTIES, NO BATTLE DAMAGE.

391 BG 39 A/C WERE DISPATCHED AGAINST MALINES M/Y AND REPAIR SHOPS. 38 A/C DROPPED 152 X 1000 GP, WITH GOOD RESULTS. 1 A/C FAILED TO BOMB DUE TO ENGINE TROUBLE. NO LOSSES, NO CASUALTIES. 1 A/C DAMAGED BY FLAK (CAT. A). GROUP REPORTS STATES THAT FIGHTER SUPPORT WAS ONE OF BEST JOBS DONE TO DATE.

386 BG 37 A/C WERE DISPATCHED AGAINST MALINES M/Y AND REPAIR SHOPS. 34 A/C DROPPED 1015 X 100 I.B., WITH GOOD RESULTS. 2 A/C TURNED BACK DUE TO MECHANICAL DIFFICULTIES, AND 1 A/C LANDED AWAY FROM BASE, ABOUT WHICH NO DETAILS ARE YET KNOWN. NO LOSSES, NO CASUALTIES. 4 A/C WERE DAMAGED BY FLAK (CAT. A).

344 BG 40 A/C WERE DISPATCHED AGAINST COCOVE (NOBALL). 38 A/C DROPPED 296 X 500 GP AND 4 X 1000 GP. AN EXCELLENT BOMB PATTERN AROUND MPI AND LARGE PERCENTAGE OF BOMBS IN TARGET AREA RESULTED IN THE PLACING OF THE TARGET IN "SUSPENDED" CATEGORY. 1 A/C FAILED TO BOMB DUE TO ENGINE FAILURE OVER TARGET, AND THE BOMBARDIER OF 1 A/C DID NOT RELEASE FOR FEAR OF HITTING SHIP OUT OF FORMATION BECAUSE OF ENGINE FAILURE. NO LOSSES, NO CASUALTIES. 18 A/C DAMAGED BY FLAK (1 CAT. B-A/C, 17 CAT. A).

OBSERVATIONS

WEATHER, BOIS DE HUIT RUEZ:

.2 TO .3 LOW CLOUDS WITH TOPS AT 3,000 TO 4,000 FEET OVER TARGET AT 1909 HOURS. VISIBILITY 8 TO 10 MILES.

WEATHER, FORET NATIONALE DE TOURNEHEIM: OVER TARGET AT 1815 HOURS

WITH .2 LOW CLOUDS. VISIBILITY UNLIMITED.

WEATHER, MALINES M/Y: ALL GROUPS REPORT TARGET CLEAR, WITH VISIBILITY RANGING FROM 10 TO 20 MILES AT 1852 HOURS TO 6 TO 8 MILES AT 1910 HOURS.

WEATHER, COCOVE:

TARGET CLEAR WITH VISIBILITY AT 25 MILES.

ENEMY FIGHTERS:

MALINES AREA: INDICATED REACTION OF 20 TO 30 A/C. NO COMBATS.

FLAK:

BOIS DES HUIT RUEZ:

FLAK NIL THROUGHOUT MISSION.

FORET NATIONALE DE TOURNEHEIM:

FLAK NIL THROUGHOUT MISSION.

MALINES M/Y:

FLAK AT TARGET WAS REPORTED AS NIL BY ONE

GROUP, MEAGER, ACCURATE BY TWO GROUPS,
AND MEAGER TO MODERATE, FAIRLY ACCURATE,
BY ONE GROUP.

MEAGER INACCURATE HFF WAS REPORTED ENROUTE
FROM THE TIP OF WALCHEREN ISLAND, SW TIP OF
SCHOUWEN ISLAND, GILZE/RIJEN A/F AND TURNOUT.

COCOVE:

FLAK AT TARGET WAS DESCRIBED AS MODERATE
ACCURATE AND WAS BELIEVED TO HAVE COME FROM
VICINITY OF WATTEN FORET, 4 MILES WEST OF
TARGET.

ONE BOX MADE ENTRY INTO ENEMY COAST 4 MILES
SOUTH OF BOULOGNE, ENCOUNTERING MODERATE
ACCURATE HFF FROM THE BOULOGNE DEFENSES,
WHILE THE REMAINDER OF THE FORMATION MADE
ENTRY AT BRIEFED LANDFALL, 4 MILES SOUTH
OF HARDELOT, ENCOUNTERING MEAGER INACCURATE
HFF FROM HARDELOT. FORMATION ALSO ENCOUNTERED
MEAGER INACCURATE HFF FROM DECVRES AND
GRAVELINES.

SHIPPING:

7-8 SHIPS 6 MILES NORTH CALAIS. DESTROYER CIRCLING.
LARGE WAKES OBSERVED.

TEN E/R BOATS OFF DUNKIRK.

NINE 'E' BOATS AT 51 DEG. 10 MIN. NORTH-01 DEG. 50 MIN.
EAST.

BINGY AT 51 DEG. 20 MIN. NORTH-01 DEG. 50 MIN. EAST.

24 SHIPS IN CONVOY NEAR NORTH FORELAND.

LONG SHIP OF NARROW BEAM (EST. LENGTH 200') LOW IN
WATER OF INLET AT LEPANNE. DARK BROWN OR BLACK IN
COLOR.

5 MEDIUM FREIGHTERS IN BAY OFF DINTELOORD.

3 LARGE FREIGHTERS WITH FAST ESCORT OFF GRAVELINES,
51 DEG. 07 MIN. NORTH-01 DEG. 57 MIN. EAST, AT 1854.

BARGE IN CANAL BETWEEN DIEST AND MALL.

SMALL SHIPS IN HARBOR AT DUNKIRK, IN RIVER NEAR
MOERDIJK.

9 TO 10 SMALL BOATS MANEUVERING IN CHANNEL ABOUT 10
MILES WEST OF DUNKIRK.

3 MINESWEEPERS AND 3 LARGER SHIPS AT 51 DEG. 00 MIN.
NORTH-01 DEG. 35 MIN. EAST.

BARGES IN CANALS AT FURNES, OSTEND, TURNHOUT,
OOSTMALLE, TERMONDE, AND BETWEEN ANTWERP AND TURNHOUT.

RAILROAD:

HEAVY RR ACTIVITY IN M/Y'S ROSENDAL, THEILT, AND GHENT
MANY GOODS WAGONS IN SIDINGS AT AMLL, TOURNHOUT, ROULERS
DIEST, TERMONDE.

CONCENTRATION OF CARS AND TRAINS AT: M/Y AT HERENTHALS
ROULERS M/Y, SIDING ON RR FROM GHENT EAST, M/Y 8 MILES
DUE EAST OF DIXMUE.

2 TRAINS, ABOUT 20 CARS EACH, ON FURNES-DUNKIRK RR;

2 TRAINS HEADING EAST FROM OOSTMALLE; 25-CAR TRAIN

STATIONARY ON RR JUST SOUTH OF FURNES;

TRAIN HEADING TOWARD TERMONDE FROM GHENT.

MANY MOTOR VEHICLES STOPPED ON ROAD LEADING INTO
DUNKIRK FROM FURNES.
ABOUT 30 VEHICLES IN CONVOY HEADING WEST ON HIGHWAY
BETWEEN ROOZENDAAL AND BERGEN OP ZOOM.

CAMPS: LARGE CAMP IN WOODS JUST EAST BOULERS, WITH BLANK
WALLS OR REVETMENT.

CONSTRUCTIONS: LARGE GUN POSITION JUST WEST SCHOUWEN.
POSSIBLE AMMUNITION DUMP 4 MILES SE DIXMIDE,
30 DEG. 55 MIN. NORTH-04 DEG. 18 MIN. EAST.
11-GUN BATTERY DIRECTLY SOUTH ALPHECH A/D.
RED CROSS HOSPITAL 2 MILES NORTHEAST
AMER.
CONCRETE CONSTRUCTION WORK WITH SLOPING EMBANKMENT
FROM SHORE TO RIVER NEAR MOERDIJK.
6-GUN POSITION 1 MILE TO RIGHT OF LANDFALL,
NEAR COXYDE A/D.
POSSIBLE LARGE CAMOUFLAGED GUN EMPLACEMENT ON
BEACH WEST OF FURNES.

DEFENCES: BALLOON BARRAGE AT ROTTERDAM - 25 BALLOONS AT 3000 FEET.
15 TO 20 BALLOONS IN BARRAGE OVER FLUSHING.
THREE SMOKE POTS IN CITY AT HALINES, WEST OF PRIMARY,
SMOKE HAVING DRIFTED INTO TARGET AREA.
PLANES LOW OVER DUNKIRK BEING FIRED AT BY FLAK.

GENERAL: BRONZE SMOKE FROM EXPLOSION IN TARGET AREA.
COLUMN OF SMOKE RISING FROM BOURBOURG, SOUTH OF
DUNKIRK, TO APPROX. 3000 FEET.
ROADS LEADING INTO DUNKIRK CLEARLY VISIBLE, IN
SPITE OF FLOODS.
FLOODED AREA EXTENDS FROM NEAR KNOCKE ON SOUTH ISLAND
TO HULST, THEN N COVERING MOST OF WALCHEREN, NOET
BEVELAND, SUID BEVELAND, THALEN, SCHOUWEN AND OVERFLAAKE.
ONLY HOUSE TOPS ABOVE WATER LEVEL IN MANY PLACES.
ALSO ALONG CANAL IN VICINITY OF BERGUES, SE OF DUNKIRK.

FAILURES TO BOMB

<u>GROUPS</u>	<u>NO. OF A/C</u>	<u>CLASSIFICATION</u>	<u>REASONS</u>
337 BG	2	MECHANICAL	1 A/C TOP TURRET KEPT REVOLVING. 1 A/C VHF IN NOSE CAUGHT ON FIRE.
391 BG	1	MECHANICAL	ENGINE TROUBLE.
386 BG	2	MECHANICAL	1 A/C ENGINE TROUBLE. 1 A/C PROP AND OIL TEMPERATURE MALFUNCTION.
	1	OTHER	1 A/C LANDED AWAY FROM BASE- REASON UNKNOWN.
RS44 BG	1	MECHANICAL	ENGINE FAILURE.
	1	PERSONNEL	BOMBARDIER DID NOT RELEASE

OF FORMATION WITH ENGINE
TROUBLE.

DOMBING RESULTS

<u>GROUP</u>	<u>TARGET</u>	<u>STRIKE ATTACK CLASSIFICATION</u>
416 BG	BOIS DES HUIT RUES	GOOD
409 BG	FORET NATIONALE DE TOURNEHEM	GOOD
387 BG	MALINES M/Y	GOOD
394 BG	MALINES M/Y	GOOD
322 BG	MALINES M/Y	EXCELLENT
391 BG	MALINES M/Y	EXCELLENT
386 BG	MALINES M/Y	FAIR TO GOOD
344 BG	COCOVE	EXCELLENT

FIRST PHASE INTERPRETATION

- 416 BG - BOX I. CONCENTRATION OF BURSTS EXTENDING FROM 950 FEET SOUTH OF TARGET AREA INTO SOUTH CORNER OF TARGET. 13 BURSTS IN TARGET AREA AND 21 IN FIELDS SOUTH OF TARGET. 4 BURSTS IN NORTH EDGE OF TARGET, 2 BEING NEAR MISSES ON 1 BUILDING.
- BOX II 31 BURSTS IN TARGET AREA. 6 IN WOODS 200 FEET WEST OF AREA AND 16 EXTENDING 600 FEET NORTHWEST OF TARGET IN FIELDS AND WOODS. 2 POSSIBLE HITS OR NEAR MISSES ON A SKI, AND POSSIBLE HITS AND NEAR MISSES ON 2 OTHER SKIS.
- 409 BG - EXCELLENT COVERAGE OF TARGET. 5 PLANES OF 2ND BOX DROPPED IN AREA 1 MILE SW OF TARGET NEAR ALQUINES.
- 322 BG - BOX I. THE RESULTS ARE EXCELLENT. FIRST BOMBS HIT THE A. P. SQUARELY AND ALL HITS WERE WITHIN AN AREA 2,000 FEET X 1500 FEET, ALL ON THE LOCOMOTIVE REPAIR SHOPS, DIRECT HITS ON THE POWER STATION, ON TRACKS JUST IN FRONT, ON AND NEAR THE AREA OF SMALL BUILDINGS, SHOPS, AND POSSIBLE RESIDENCES LINING THE NW/SE STREE, WITH A FEW HITS ON OR VERY NEAR THE CARRIAGE AND WAGON SHOPS AND THE TRACKS TO THE W OF THESE SHOPS.
- BOX II EVERY BOMB OF THIS BOX HIT IN THE TARGET AREA, LANDING IN THE SMOKE OF BOX I BOMBS, ON THE LOCOMOTIVE REPAIR SHOPS, POWER STATION AND TRACKS IN FRONT.
- 391 BG - 100 PER CENT OF BOMBS HIT IN TARGET AREA. HITS OBSERVED IN YARDS AND ON REPAIR SHEDS.
- 394 BG - BOX I. LARGEST CONCENTRATION IN TARGET AREA. A FEW BOMBS APPROXIMATELY 200 FEET SHORT AND TO RIGHT (NNW) OF A.P.
- BOX II I.B.'S DROPPED APPROXIMATELY 500 YDS. SHORT AND TO LEFT (NW) OF A.P. IN CITY.

CONCENTRATION AROUND A.P. ABOUT 6 DIRECT HITS ON

INTERSECTION OF ELEVATED AND LOWER TRACKS DIRECTLY EAST. NORTH CHOKE POINT AND ENGINE REPAIR SHOPS ALSO RECEIVED MANY HITS.

BOX II DIRECT HITS ON THROUGH TRACKS RUNNING N AND S, INCLUDING POSSIBLE DIRECT HITS FURTHER N ON RR BRIDGE OVER CANAL. OTHER BURSTS STRUNG NE INTO TARGET AREA CAUSING CONSIDERABLE DAMAGE TO SIDINGS AND LOCC REPAIR WORKS. 3-4 HITS ON THE USINE DORNEYER AERO ENGINE WORKS. HUGE COLUMNS OF SMOKE, APPARENTLY FROM A VIOLENT EXPLOSION, CAN BE SEEN RISING FROM A.P. CARRIAGE AND WAGON SHOPS APPEAR TO BE FILLED WITH GOODS WAGONS.

386 BG - BOX I. MAIN CONCENTRATION FELL 1500 FEET NW OF A.P. LOW FLIGHT DROPPED 3000 FEET NW OF A/P IN CITY OF MALINES. LEAD AND HIGH FLIGHTS CARRIED INTO TARGET AREA.

BOX II MAIN CONCENTRATION CENTERS AROUND THE PASSENGER STATION 1500 FEET W OF A.P. PATTERN COVERS THE A.P. AND ALSO MOST OF THE TARGET AREA. ASSESSMENT OF DAMAGE FROM IB'S CANNOT BE MADE FROM S/A PHOTOS.

344 BG - BOTH BOXES HIT PRIMARY TARGET AREA.

BOX I. HEAVY CONCENTRATED PATTERN ON W SIDE OF TARGET AREA SCORING DIRECT HITS ON 2 SKI SITES. 1 PLANE, BOMBING SHORT, SCORED A POSSIBLE HIT AND CERTAIN NEAR HITS ON ANOTHER SKI. THE SQUARE BUILDING RECEIVED 1 POSSIBLE DIRECT HIT. AT LEAST 2 STICKS WALKED ACROSS CONCRETE PLATFORM WITH DIRECT HITS. AN ESTIMATED 85 PER CENT OF THE BOMBS ARE IN THIS AREA.

BOX II BOMBS IN SCATTERED PATTERN DUE TO FLAK, CAUSING FORMATION TO WAVER. NO. 3 FLIGHT HIT 300 FEET W OF TARGET. THE OTHER FLIGHTS HIT W EDGE OF TARGET, SCATTERED BOMBS FALLING IN SEVERAL PLACES JUST N OF TARGET AREA. THIS BOX MAY HAVE HIT RECTANGULAR BUILDINGS.

BT200500B

COMBONCOM NINE

UB AR
ALL STATIONS AS FOR THE K WITH R

OIDNU
OICOG R.....20/11X1515B DLW AR

OISMC
OICOG R.....20/1515B JSC AR

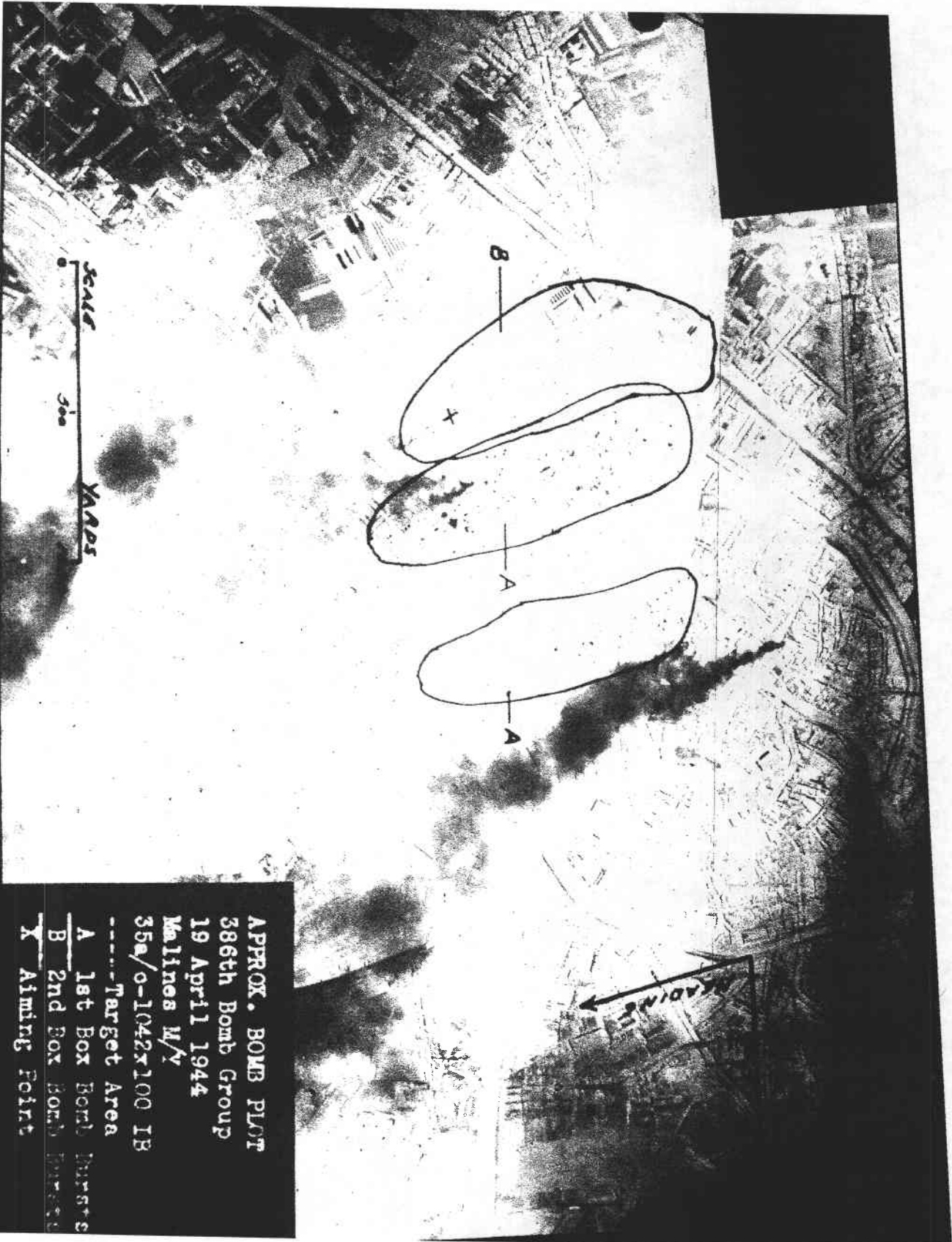
OIMAG
OICOG R.....20/1515B ER AR

OISLG
OICOG R.....20/1516B JTV AR

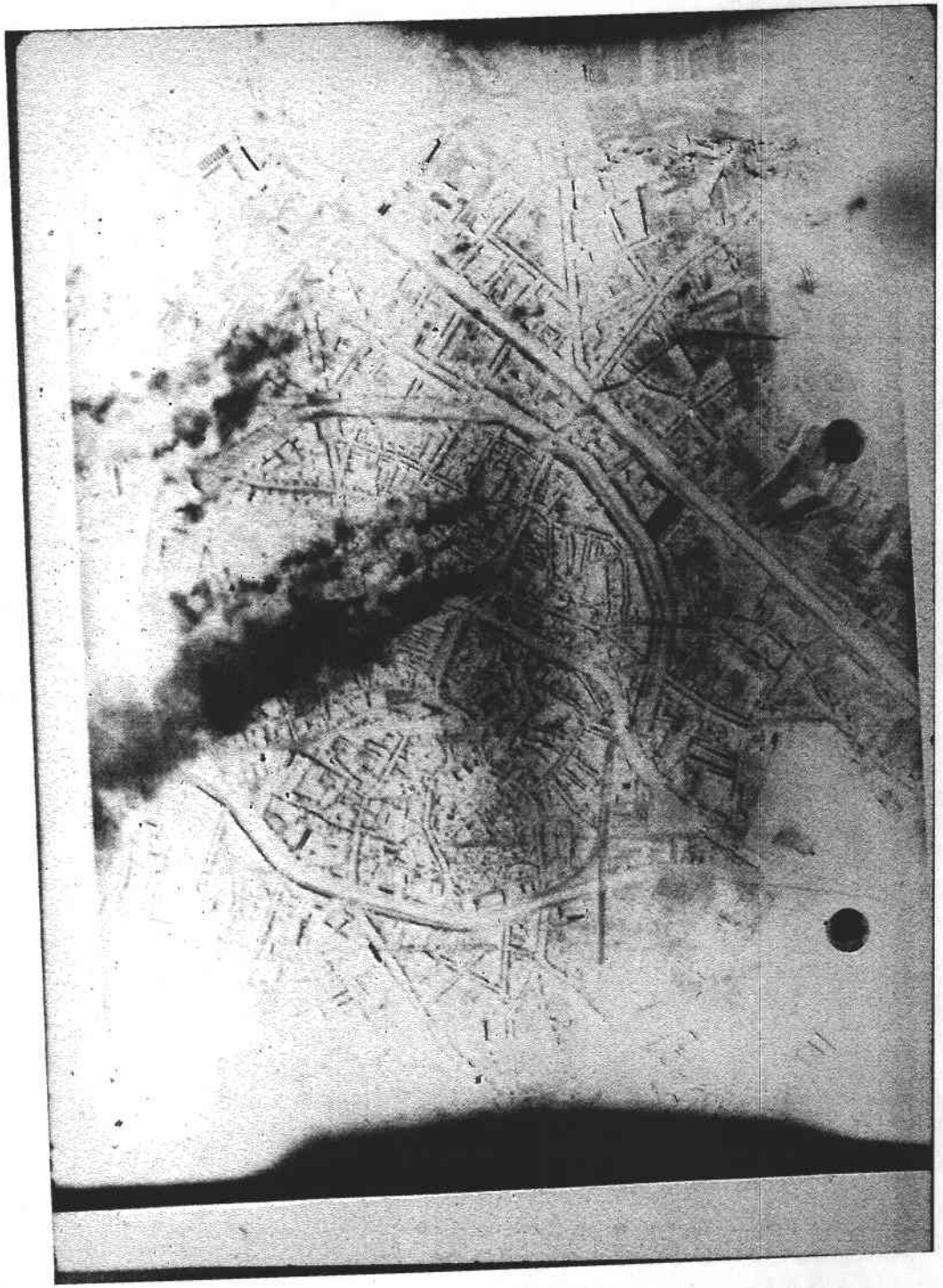
OIGAC
OICOG R.....

MAL INT NEXT TWO LINES





APPROX. BOMB PLOT
 386th Bomb Group
 19 April 1944
 Malines M/V
 35a/o-1042x100 IB
 -----Target Area
 A 1st Box Bomb Burst
 B 2nd Box Bomb Burst
 X Aiming Point



30 Y 100 IBs

#2

WHITE, T.J.
788

WARREN
771

WALKER
688
147

HILLIS
882

KELLY, P.S.
788

MORRATH
881

SIAMATSKIS
888
575

WATTS
877

BRIGHLEY
888

PAYNE
881

OILES
880

SCOTT
888 810

LING
878

KLIMOVICH
800

KRIVS
888

RICHARDSON
888

LITTLE
877

PANSLER
848

NEWMAN: PRICE 284 : KENNALL 970

COL. KELLY
808

#1

KINGSLEY
100

KLEBRIDGE
788

ANDERSON
818

MOORE
848

LACHENOW
818

VOCHERS
088

SPENCER
817

DUNLAP
884

DANBALL
788

MADSON
787

FOTTER
788

ALDEN
788

HOWARD
818

HATCH
888

BOWLING
841

BRANDSTROM
887

BYDER
887

NTO

XXXXXXXXXX
XXXXXX

MISSION TO MALINES, BELGIUM

April 19, 1944.

"This target is located on the main Zeebrugge-Ghent-Hasselt German railroad line. It is important as an alternate channel to the German rail route. It includes first class locomotive repair shops, and is one of the two main rolling stock repair centers in Belgium."
--Intelligence Annex to 99th Bomb Wing Field Order 15-272.

After a full week's operational inactivity due to bad weather, the route out took 39 of the Group's planes on a course over North Foreland to Furnes to Waereghem to Termonde to the target, where one hundred fifty-two 1000 pound General Purpose bombs were dropped with good results. Ninth Bomber Command's Summary of Operations for the day listed first phase interpretation of the Group's work as follows:

"One hundred percent of bombs in the target area. Hits observed in yards and on repair sheds."

Meager inaccurate flak was experienced at the target and from the Northeast corner of Walcheren Island. Light tracer flak was also directed at the formation from a barge off the tip of Schouwen Island. Only one aircraft received minor battle damage, however, and there were no casualties. Some members of the Marauders had the unhappy experience of seeing a Spitfire, one of their fighter escort go down after leaving the target area, the pilot bailing out over Lierre with his chute opening. Crew members reported that fighter support on the mission was excellent and one of the best protective covers they had received to date.