OPERATIONAL PRIORITY
SECRET SENT IN CLEAR AUTH. MAJ. MC GLYNN ET BT
95TH-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.
3. A. 322ND GROUP:
(1) TARGETS:
   (A) PRIMARY: ZB-915A - 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) TARGETS:
   (A) PRIMARY: ZB-915A - 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. 395TH GROUP:
(1) TARGETS:
   (A) PRIMARY: ZB-915A - 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 30 MINUTES.
D. 344TH GROUP:
(1) TARGETS:
   (A) PRIMARY: Z-3053 - M.P.I.: 060046 ILL. XI/A/70/1
(2) RENDEZVOUS:
   (A) WITH FIGHTERS AT DUNGEHESH AT 12,000 FEET, AT ZERO HOUR
      PLUS 30 MINUTES.
(3) ROUTE OUT: BASE TO DUNGEHESH TO 4 MILES NORTH OF
   HARELSTO TO SEVLEQES (4 MILES EAST OF DESIRER) TO
   TARGETS.
433 INITIAL POINTS SEPTEMBER
4. AXIS OF ATTACK GENERALLY SOUTH TO NORTH.
   (1) A/C REQUIRED: 36 PER GROUP.
   (2) BOMB LOAD: 322ND AND 391ST 4 X 1000 LB GPs.
   344TH 8 X 500 LB GPs.
   FUZZING: 1/10 NOSE AND 1/10 SEC. TAIL.
   356TH 30 X 100 LB INCENDIARIES.
   (3) INTERVALOMETER SETTING: 100 FEET FOR 322ND AND 391ST
      MINIMUM SETTING 356TH AND 344TH.
   (4) ROUTE OUT: (EXCEPT 344TH) BASE TO NORTH FORELAND TO FURNESS
      TO WAERECHEN TO TERMONDE TO TARGET.
   (5) ROUTE BACK: (EXCEPT 344TH) TURN LEFT TO 5 MILES WEST OF
      COSTMALLE TO ROSENDAAAL 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 356TH) 5 MILES WEST OF
      COSTMALLE.
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. 356 GROUP
      (1) BOMBER C/S: LADYIAN
      (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: VART
      (2) SPLASHER BEACONS: NORMAL
      (3) M/T/D/F: K
      (4) GEE INFORMATION: EASTERN WYOMING - SOUTHERN UTAH
      (5) EMERGENCY HOMING TO: BRADWELL BAY, CHANNEL D
         HARSTON (U.S., D/F) CHANNEL B
   BT 19/1315B
   CC PARA 3 X DELETE PARA (6)
   GG BBBB BB
   OICOG R. 19/1421B TLC AR
   KKKK NEXT MSGS ARE NOT FOR YOU
   OISMG R. 19/1421B RAP AR BBBB
   OIDW R. 19/1421B CHB AR
   OINAG R. 19/1421B ER AR
   OISLG R. 19/1421B SP UVL AWAY ST ALL STATIONS
   STAND BY FOR B/CAST EXCEPT OICOG
<table>
<thead>
<tr>
<th>PILOT</th>
<th>A/C</th>
<th>C/L</th>
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<tbody>
<tr>
<td>WHITE, T.J.</td>
<td>755</td>
<td>F</td>
</tr>
<tr>
<td>TANCK</td>
<td>667</td>
<td>N</td>
</tr>
<tr>
<td>WATSON</td>
<td>771</td>
<td>R</td>
</tr>
<tr>
<td>HILLIS</td>
<td>622</td>
<td>D</td>
</tr>
<tr>
<td>KELLY, F.S.</td>
<td>763</td>
<td>O</td>
</tr>
<tr>
<td>MCCARTY</td>
<td>605</td>
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**2nd Flight**

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<tr>
<th>PILOT</th>
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<tbody>
<tr>
<td>GIANATSI</td>
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<tr>
<td>SCOTT</td>
<td>610</td>
<td>P</td>
</tr>
<tr>
<td>GILES</td>
<td>650</td>
<td>O</td>
</tr>
<tr>
<td>KLIMOVICH</td>
<td>600</td>
<td>U</td>
</tr>
<tr>
<td>FANDLER</td>
<td>848</td>
<td>S</td>
</tr>
<tr>
<td>LYTLE</td>
<td>577</td>
<td>Y</td>
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**3rd Flight**

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<tbody>
<tr>
<td>PETIT</td>
<td>877</td>
<td>V</td>
</tr>
<tr>
<td>PAYNE</td>
<td>631</td>
<td>O</td>
</tr>
<tr>
<td>BEIGHTLEY</td>
<td>984</td>
<td>H</td>
</tr>
<tr>
<td>LING</td>
<td>575</td>
<td>Z</td>
</tr>
<tr>
<td>RICHARDSON</td>
<td>656</td>
<td>H</td>
</tr>
<tr>
<td>REEVES</td>
<td>583</td>
<td>X</td>
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**Extra**

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<th>C/L</th>
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<tbody>
<tr>
<td>PRICE</td>
<td>284</td>
<td>M</td>
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**Extra**

<table>
<thead>
<tr>
<th>PILOT</th>
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<th>C/L</th>
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</thead>
<tbody>
<tr>
<td>KENDALL</td>
<td>970</td>
<td>E</td>
</tr>
</tbody>
</table>

**Notes:**
- Start briefing: 1545
- End briefing: 1630
- At aircraft: 1655
- Start engines: 1705
- Taxi out: 1715
- Move off: 
- First man off: 1720
- Last man off:  
- Rendezvous: 1830 (Group)
- Rendezvous:  (Fighters)  
-  
-
<table>
<thead>
<tr>
<th>Remarks</th>
<th>Date</th>
<th>P.O.</th>
<th>Box No.</th>
<th>Group</th>
<th>Pilot Navigator</th>
<th>Results</th>
<th>Radius</th>
<th>Azimuth</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>3/7/44</td>
<td>112</td>
<td>1</td>
<td>1</td>
<td>100</td>
<td>900</td>
<td>95</td>
<td>75</td>
</tr>
</tbody>
</table>

1546 - 187
From: 380th Bomb Group (M)

Opflash No. 16-172 For: 10 April 1944

A. (i) Target Ordered Malines W/T
     (ii) Target Attacked Malines W/T

B. (i) Group 380th Bomb Group
     (ii) No. a/c off by type B-30
     (iii) No. a/c failing to bomb -- Explain each failure:
          Recall due to weather
          Personnel
          Mechanical
          1 Engine and Instr. 2 Engine and Oil Temp.
          1 Other Reasons A/C loaded away from base - Reason Unknown.
     (iv) No. a/c bombing:
          XA Primary.
          XA Secondary.
          Other.

C. (i) Time Up 1710
     (ii) T.O.T. 1900 1910
     (iii) Time Down 2020

D. (i) No. a/c
     (ii) Destroyed
     (iii) Damaged (Cat. B-A/C)
     (iv) Damaged (Cat. A)
     (v) Enemy a/c
     (vi) Probably Destroyed
     (vii) Damaged (Include type a/c)

     (ii) No. Crew
          (i) Killed
          (ii) Wounded
          (iii) Missing.
E. Results of bombing

Conflicting reports -- I box short -- other box in target area.

F. (i) Enemy a/c Opposition:
   (a) Over Target

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

   (b) Elsewhere
   Meagre and inaccurate. Heavy and light Flak at west end of Schowein Island.

G. Urgent Information, Observations, Summary of Hot News.

Outline of flak

- Flak observed on link overfly -- 80/16 taking off from Thrill A/B toward Court.
- In woods directly S of Hibben, buildings resembling military compounds.
- Previously reported on Hot News. 1855 hours at position 52°10' 3-06'01' 3
over 1k. (1) Weather all-1888s occur causing by targets (radials secondary leading

- Clear over continent via 6-0 miles except 1 mile into 5km. Moderate haze.

(11) Weather on route

- Dits

<table>
<thead>
<tr>
<th>Bombs on Primary</th>
<th>No.</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bombs on Secondary</td>
<td>1018</td>
<td>100 19 19</td>
</tr>
<tr>
<td>Bombs on Other</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bombs Jettisoned</td>
<td>90</td>
<td></td>
</tr>
<tr>
<td>Bombs returned</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

I. Aircraft of escort

<table>
<thead>
<tr>
<th>Aircraft of escort</th>
<th>11,000-11,000</th>
</tr>
</thead>
</table>
1. Method of sighting:

Present data used.

2. Bombing approach:

Manual P. O. D. L.

3. Was mercury erection system used? YES NO

4. Did entire box drop on base commander? YES NO

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

Synchronised with present data for range and deflection A.F. 0902062 Illustration S-5044/2

5. Name of lead bombardier: SMITH, V. E., 1st Lt.

6. Name of lead pilot: KELLY, J. W., Colonel

7. Intervolometer setting:

8. Indicated Air Speed - 299 Ground Speed - 260 Altitude - 12,500

9. Length of bomb run: 0

10. Bomb load and Fuzing per A/C: 220 220 EXT. FUSE N 537

11. Total Bombs Dropped: 325

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, P or AF? YES NO. If answer is "YES", state circumstances and effect on bombing:

Yes, smoke from previous bombing made A/F. very hard to see through sight.

(c) Did flak affect bombing? YES NO. If answer is "YES", state to what extent flak affected bombing and bomb run:

(d) To what extent did attacks by enemy aircraft affect bombing?
Bombing Information Cont'd.

(c) 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 crews:

Aim at right target: YES X NO

Results claimed: GOOD X tp(IR) X POOR

Blind MISS

No clouds, visibility 6 to 8 miles.
1. Method of sighting: Preset data used.
2. Bombing approach: Manuel P. P. I.
3. Type of carrying system used? Y.E.S. X.
4. Did entire box drop on target or detonate? Y.E.S. X. No.
5. Name of lead bombardier:__
6. Name of lead pilot:__
7. Intervalometer setting:__
8. Indicated air speed ground speed altitude ________________
9. Length of box run:____
10. Bomb load and braking per A/C:__
11. Total bombs dropped:__
12. Full statement of all factors affecting bombing:__
   (a) Did weather conditions or visibility adversely affect identification of target attacked or bombing? Y.E.S. X. If "Y.E.S", state conditions and effect.
   (b) Apart from weather or visibility, was any difficulty encountered in identifying target attacked, yes or no? X. If yes, state circumstances and effect on bombing.
   (c) Did flak affect bombing? Y.E.S. X. If answer is "Y.E.S", state to what extent flak affected bombing or bomb run.
   (d) To what extent did attacks by enemy aircraft affect bombing?
Bomber Information Section.

(c) State any difficulties or bombing run:

None

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

Bomb trajectory affected by wobblers due to loading of 30 x 100

(g) Bombing results as reported by crew:

Aim at right target: YES  NO

Results claimed:  GOOD  FAIR  BAD  MISS
BY AUTHORITY OF
The Commanding Officer
884th Bomb Sq

HEADQUARTERS
884 th BOMB GROUP (K) AAF

Page 1

22 April 1944

Report of Malfunction of Aircraft Equipment.

To: Commanding General, II Bomber Command, APO 148, US Army.

Part I. Summary of Aircraft Operating.

Date of Mission: 22 April 1944 (Second Mission).
Number of Aircraft Scheduled: 67.
Number of Aircraft Alerted: 58.

Part II. Scheduled Aircraft Failing to Become Airborne.

<table>
<thead>
<tr>
<th>Type</th>
<th>AAF Serial No.</th>
<th>Description</th>
<th>Cause</th>
</tr>
</thead>
<tbody>
<tr>
<td>B-26D-25</td>
<td>41-36347</td>
<td>Oil line cut out on 304 engine</td>
<td>Fuel line broken</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Type</th>
<th>AAF Serial No.</th>
<th>Description</th>
<th>Cause</th>
</tr>
</thead>
<tbody>
<tr>
<td>B-26D-25</td>
<td>41-31948</td>
<td>Props will not synchronize. Prop linkage needed adjustment.</td>
<td>Prop linkage needed adjustment.</td>
</tr>
<tr>
<td>B-26D-25</td>
<td>41-31977</td>
<td>Long oil temp went to 100°. Long mixture rich.</td>
<td>Long mixture rich.</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Type</th>
<th>AAF Serial No.</th>
<th>Description</th>
<th>Cause</th>
</tr>
</thead>
<tbody>
<tr>
<td>B-26D-25</td>
<td>41-31880</td>
<td>1 cowled flap grip open.</td>
<td>Air in cowling.</td>
</tr>
<tr>
<td>B-26D-25</td>
<td>41-31887</td>
<td>Directional gyro process.</td>
<td>Bearings worn in gyro.</td>
</tr>
</tbody>
</table>

For the Commanding Officer:

S. DOUGHERTY,
Major, Air Corps,
Adjutant.

SIGHT
A. (I) TARGET ORDERED: MALINES MAY
   (II) TARGET ATTACKED: MALINES MAY
   (III) NO. A/C OFF BY TYPE: 37 B-26

B. (I) GROUP: 366TH BOMB GROUP
   (II) NO. A/C FAILING TO BOMB: RECALL DUE TO WEATHER
       NONE PERSONNEL
       2 MECHANICAL: 1 RT ENG. AND INSTR. 1 RT PROP AND OIL
       1 OTHER REASON: A/C LANDED AWAY FROM BASE - REASON UNKNOWN.

C. (I) TIME UP: 1719
   (II) T.O.: 1900 1910
   (III) TIME DOWN: 2000

D. (I) NO. A/C: NONE
   (II) ENEMY A/C: NONE - DESTROYED - NONE - PROBABLY DESTROYED
       NONE - DAMAGED

E. (I) CREW: NONE - KILLED - NONE - WOUNDED - NONE - MISSING

F. (I) ENEMY A/C OPPOSITION:
   (A) OVER TARGET: NIL
   (B) ELSEWHERE: HEAVY FLAK AT WEST END OF SCHUELEN ISLAND

G. URGENT INFORMATION:
   OBSERVATIONS, SUMMARY OF HOT NEWS:
   OUTLINE OF L/ FLOOD AREA SHOWN ON FLAK OVERLAY - SE/AIR
   TAKING OFF FROM THEILT A/D TOWAR D COAST - IN WOODS DIRECTLY
   SOUTH OF DIVINE, BUILDINGS RESEMBLING MILITARY ENCAMPMENT.
   PREV. REPORTED AS HOT NEWS. 1835 HOURS AT IGNITION 51 DEC.
   13 MIN N 02 DEC 05 DEC 15 Very FAST SMALL BOATS
   APPEARING TO BE E-BOATS CIRCLING AROUND. NO HEADING. ALT.
   REPORTING OF A/C 11500.

H. (I) WEATHER AT POINT OF BOMBING OF TARGET:
   CLEAR OVER CONTINENT.
   (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 X
   BOMBS RETURNED: 30 X

J. ALTITUDE OF ATTACK: 11500/11000

ET: 19/2300B

WPM: AR
OICOG R: 20/0115B CN AR
GAC R: 20/0115B AC AR
FROM NINTH BOMBER COMMAND 200544  SEC P2806E
TO: GIUBA
GIAG
GIEAL
GIDW
GIEF
GICAG
GIDR
GIRV
GICMC
GIHAK
GICOF
GIYAA
GIIPPF
OILAI
GICAG
GIDBN
PRIORITY CONFIDENTIAL BT
ATTN: A-2

<table>
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<tr>
<th>GROUP</th>
<th>MISSION SUMMARY</th>
<th>FIELD ORDER 272</th>
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<tbody>
<tr>
<td>416 BG</td>
<td>DOIS DE NUIT RUES (NODALL)</td>
<td></td>
</tr>
<tr>
<td>409 BG</td>
<td>FORET NATIONALE DE TOURNEHEM (NODALL)</td>
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<tr>
<td>397 BG</td>
<td>MALINES M/Y</td>
<td></td>
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<tr>
<td>394 BG</td>
<td>MALINES M/Y</td>
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<tr>
<td>322 BG</td>
<td>MALINES M/Y</td>
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<td>391 BG</td>
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<tr>
<td>386 BG</td>
<td>MALINES M/Y</td>
<td></td>
</tr>
<tr>
<td>344 BG</td>
<td>COCOVE (NODALL)</td>
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SUMMARY

A/C OFF  202
A/C STRIKING PRIMARIES  300
A/C STRIKING SECUNDARIES  2
## CONCLUSIONS

In an after action of intense bombardment activity every single one of our group’s hit its primary target, and all scored excellent to good results.

Of 300 aircraft dispatched against three nodall targets and an important way, 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 Rue:**

Perforating the target area of this nodall 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.

**Forêt Nationale de Tourneham:**

Excellent coverage of the target was accomplished on this nodall 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
RETURNING SAFELY.

HALINES 1/21

V IN A DEVASTATING SATURATION ATTACK BY 122 MARAUDERS OF FIVE GROUPS, 331.45 TONS OF BOMBS WERE Poured ACCURATELY AND WITH DEMOLISHING EFFECT ON THIS IMPORTANT CENTER OF AXIS TRANSPORT.

THREE TO FOUR HITS WERE SCORED ON USINE-DOTHEUER AERO ENGINE WORKS.

THE LAST FORMATION OVER THE TARGET EXPERIENCED WEAK TO MODERATE NAFF, ALTHOUGH NO LOSSES OR CASUALTIES RESULTED FROM THE MISSION.

THERE WAS AN INDICATED REACTION OF 20 TO 30 ENEMY AIRCRAFT TO OUR OPERATIONS IN THE HALINES AREA. NO BOMB/STRIKES OCCURRED.

COCCVE:

HITTING THE TARGET AREA WITH A HEAVY ACCURATE CONCENTRATION OF BOMBS, THE 344 BOMB GROUP SCORED ENOUGH DIRECT HITS TO PLACE THIS NOBALL IN THE SUSPENDED CATEGORY.

FLAK CAUSED AIRCRAFT OF THE 2ND BOX TO SHAKE, SCATTERING THEIR BOMBS SOMEWHAT.

ALTHOUGH 18 AIRCRAFT SUFFERED FLAK DAMAGE THERE WERE NO LOSSES, CASUALTIES.

NO ENEMY FIGHTER OPPOSITION WAS ENCOUNTERED BY THE THREE GROUPS ATTACKING NOBALL TARGETS.

GROUP NARRATIVE

416 DG: 35 A/C WERE DISPATCHED AGAINST BOCIS DE NUIT RUES (NOBALL), AND DROPPED 134 X 500 GP, PLACING A HEAVY CONCENTRATION WITHIN TARGET AREA. 1 A/C DROPPED 2 X 500 GP INTO CHANNEL DURING BOMBAY DOOR CHECK. NO TURNBACKS. NO LOSSES. NO CASUALTIES. NO BATTLE DAMAGE.

409 DG: 37 A/C WERE DISPATCHED AGAINST FORET NATIONALE DE TOURRES (NOBALL), AND DROPPED 144 X 500 GP, REPORTING MANY BURSTS IN TARGET AREA. 5 A/C DROPPED THEIR BOMBS 2 MILES SHORT OF TARGET WHEN BOMBS WERE RELEASED PREMATURELY BY FLIGHT LEADER OF 2ND FLIGHT OF 2ND BOX, CAUSED BY MALFUNCTION. NO LOSSES. NO CASUALTIES. NO BATTLE DAMAGE.

387 DG: 38 A/C WERE DISPATCHED AGAINST MALINES M/Y AND REPAIR SHOPS. 36 A/C DROPPED 144 X 1000 GP GOOD RESULTS. 2 A/C RETURNED EARLY BECAUSE OF MECHANICAL FAILURE. NO LOSSES. NO CASUALTIES. NO BATTLE DAMAGE.

377 DG: 36 A/C WERE DISPATCHED MALINES M/Y AND REPAIR SHOPS, AND DROPPED 144 X 1000 GP. WITH VERY GOOD RESULTS. NO
322 BG 36 A/C WERE DISPATCHED AGAINST MALINES M/Y AND REPAIR SHOPS, AND DROPPED ENTIRE BOMBS LOAD OF 144 X 1000 GP. A HEAVY CONCENTRATION ON TARGET. NO LOSSES, NO CASUALTIES, NO BATTLE DAMAGE.

323 BG 39 A/C WERE DISPATCHED AGAINST MALINES M/Y AND REPAIR SHOPS. 36 A/C DROPPED 152 X 1000 GP, WITH GOOD RESULTS. 1 A/C FAILED TO DOUB 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 JOB DONE TO DATE.

326 BG 37 A/C WERE DISPATCHED AGAINST MALINES M/Y AND REPAIR SHOPS. 34 A/C DROPPED 1015 X 100 GP, WITH GOOD RESULTS. 2 A/C TURNED BACK DUE TO MECHANICAL DIFFICULTIES, AND 1 A/C LANDED AWAY FROM BAYEUX, 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 COCOVUE (MOBALL). 36 A/C DROPPED 236 X 500 GP AND 4 X 1000 GP. AN EXCELLENT BOMB PATTERN AROUSED DIP AND LARGE PERCENTAGE OF BOMBS IN TARGET AREA RESULTED IN THE PLACEMENT OF THE TARGET IN "SUSPENDED" CATEGORY. 1 A/C FAILED TO DOUB DUE TO ENGINE FAILURE OVER TARGET, AND THE BOMBARDED OF 1 A/C DID NOT RELEASE FOR FEAR OF HITTING SHIP OUT OF FORMATION DURING COMING FLYING. NO LOSSES, NO CASUALTIES. 18 A/C DAMAGED BY FLAK (1 CAT. B-A/C, 17 CAT. A).

OBSERVATIONS

WEATHER, BOIS DE HUIT RUES:
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2 TO 3 LOW CLOUDS WITH TOPS AT 3,000 TO 4,000 FEET OVER TARGET AT 0908 HOURS. VISIBILITY 8 TO 10 MILES.

WEATHER, FORET NATIONALE DE TOURNHEIM OVER TARGET AT 1315 HOURS:
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2 LOW CLOUDS. VISIBILITY UNLIMITED.

WEATHER, MALINES M/Y:
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ALL GROUPS REPORT TARGET CLEAR, WITH VISIBILITY RANGING FROM 10 TO 20 MILES AT 1332 HOURS TO 6 TO 8 MILES AT 1940 HOURS.

WEATHER, COCOVUE:
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TARGET CLEAR WITH VISIBILITY AT 25 MILES.

ENEMY FIGHTERS:
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MALINES AREA INDICATED REACTION OF 20 TO 30 A/C. NO GOMBATS.

FLAK:
------
DOIS DES HUIT RUES:
FLAK NIL THROUGHOUT MISSION.

FORET NATIONALE DE TOURNHEIM:
FLAK NIL THROUGHOUT MISSION.

MALINES M/Y:
FLAK AT TARGET WAS REPORTED AS NIL BY ONE
GROUP: PERCEI, ACCURATE BY R2 GROUP.

AND 'PEAKER TO MODERATE, FAIRLY ACCURATE, BY ONE GROUP.

GSE: INACCURATE N1F WAS REPORTED BURGUTE
FROM HE TIP OF OALCIREN ISLAND, SU TIP OF NIOUEN ISLAND, GILZ/EKJEN A/F AND TURNOUT.

COCCOE:

FLAK AT TARGET WAS DESCRIBED AS MODERATE
ACCURATE AND WAS BELIEVED TO HAVE CAME FROM
VAGINITY OF WATER FOREST, 4 MILES WEST OF
TARGET.

ONE BOAT MADE ENTRY INTO EVERY COAST 4 MILES
SOUTH OF BOLOGNE, ENCOUNTERING MODERATE
ACCURATE N1F FROM THE BOLLOGNE DEFENSES,
WHILE THE REMAINDER OF THE FORMATION MADE
ENTRY AT BRESTED LANDFALL, 4 MILES SOUTH
OF HARDEN, ENCOUNTERING HEAVIER INACCURATE
N1F FROM HARDEN. FORMATION ALSO ENCOUNTERED
HEAVIER INACCURATE N1F FROM DESURES AND
GRAVELINES.

SHIPPING:

7-8 SHIPS 6 MILES NORTH CALAIS. DESTROYER CIRCLING.

LARGE WRECK OBSERVED.

TEN E4R BOAT OFF DUNKIRK.

NINE E4R BOATS AT 24 DEC. 10 MIN. NORTH-01 DEG. 50 MIN.
EAST.

LUGY AT 51 DEC. 20 MIN. NORTH-01 DEG. 50 MIN. EAST.

24 SHIPS IN CONVOY NEAR NORTH FORELAND.

LONG SHIP OF HARBOUR BEAN (EST. LENGTH 200') LOW IN
WATER OF INLET AT LEPEANNE. DARK BROWN OR BLACK IN
COLOR.

5 MEDIUM FREIGHTERS IN BAY OFF DINTEUROD.

3 LARGE FREIGHTERS WITH FACT ESCORT OFF GRAVELINES,

12 MILES EAST OF DUNKIRK.

BARGE IN CANTAL SUMO CHAI AND MALING.

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

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

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

BARGES IN CANALS AT BUNES, OSTERD, TURKHOUT,
OOSTMALLE, TERNOCHE, AND BETWEEN AMVERP AND TURKHOUT.

RAILROADS:

HEAVY RR ACTIVITY IN W/Y'S ROOSENSAAL, THEIL, AND GENT
MANY GOOD WAGONS IN SIDINGS AT AMIL, TURKHOUT, ROULERS
DIET, TERNOIDE.

CONCENTRATION OF CARS AND TRAINS AT: W/Y AT HEREINSHALS
ROULES W/Y; SIDING ON RR FROM GENT EAST, W/Y 8 MILES
DUE EAST OF DUNKIRK.

2 TRAINS, ABOUT 20 CARS EACH, ON RINES-DUNKIRK RR;
2 TRAINS HEADING EAST FROM OOSTMALLE, 25-CAR TRAIN
STATIONARY ON RR JUST SOUTH OF RINES;
TRAIN HEADING TOWARD TERNOCHE FROM GENT.
MANY MOTOR VEHICLES STOPPED ON ROAD LEADING INTO DUNKIRK FROM FURNES.
ABOUT 50 VEHICLES IN COLUMN HEADING WEST ON HIGHWAY BETWEEN ROECHAAL AND BERGEN OP ZOOM.

CAMP:
LARGE CAMP IN WOODS JUST EAST ROULERS, WITH BLAST WALLS OR DEFENCES.

CONSTRUCTIONS:
LARGE GUN POSITION JUST WEST SCHOUWEN.
POSSIBLE AMMUNITION DUMP 4 MILES SE DIXHUIZE.
90 DEG. 55 MIN. NORTH-04 DEG. 15 MIN. EAST.
12-6 GUN BATTERY DIRECTLY SOUTH ALPRECH A/D.
RED CROSS HOSPITAL 2 MILES NORTH-EAST.

ANEX:
CONCRETE CONSTRUCTION WORK WITH SLOPING EMBANKMENT
FROM SIOERE TO RIVER NEAR HETDEWEIR.
6-GUN POSITION 1 MILE TO RIGHT OF LANDFALL,
NEAR COXYDE A/D.
POSSIBLE LARGE CAMOUFLAGE 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 SHOKE POSTS IN CITY AT MALLEN, WEST OF PRIMARY,
SHOKE HAVING DRIFTED INTO TARGET AREA.
PILGRIM LOU OVER DUNKIRK BEING FIRED AT BY FLAK.

GENERAL:
BRONZE SHOKE FROM EXPLOSION IN TARGET AREA.
COLUMN OF SHOKE RISING FROM BOURGOG, SOUTH OF
DUNKIRK, TO APPROX. 3000 FEET.
ROAD LEADING INTO DUNKIRK CLEARLY VISIBLE, IN
SPITE OF FLOODS.
FLOODED AREA EXTENDS FROM NEAR CHANCE ON SOUTH INLAND
TO HULST, THEN IS COVERING MOST OF WALCHEREN, NORT
BEVELAND, SUID BEVELAND, THALEN, SCHOUWEN AND OVERLAKE.
ONLY HOUSE TOPS ABOVE WATER LEVEL IN MANY PLACES.
ALSO ALONG CANAL IN VICINITY OF BERGUES, SE OF DUNKIRK.

FAILURES TO BOMB

<table>
<thead>
<tr>
<th>GROUPS</th>
<th>NO. OF A/C</th>
<th>CLASSIFICATION</th>
<th>REASONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>387 DG</td>
<td>2</td>
<td>MECHANICAL</td>
<td>1 A/C TOP TURRET KEPT REVOLVING.</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>1 A/C VHF IN NOSE CAUGHT ON FIRE.</td>
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<tr>
<td>391 DG</td>
<td>1</td>
<td>MECHANICAL</td>
<td>ENGINE TROUBLE.</td>
</tr>
<tr>
<td>386 DG</td>
<td>2</td>
<td>MECHANICAL</td>
<td>1 A/C ENGINE TROUBLE.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1 A/C PROP AND OIL TEMPERATURE MALFUNCTION.</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>OTHER</td>
<td>1 A/C LANDED AWAY FROM BASE - REASON UNKNOWN.</td>
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<tr>
<td>R34A DG</td>
<td>1</td>
<td>MECHANICAL</td>
<td>ENGINE FAILURE.</td>
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<td>PERSONNEL</td>
<td>BOMBARDIER DID NOT RELEASE.</td>
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BOMBING RESULTS

<table>
<thead>
<tr>
<th>GROUP</th>
<th>TARGET</th>
<th>STRIKE ATTACK CLASSIFICATION</th>
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<tbody>
<tr>
<td>416</td>
<td>DOIS DES HUIT RUES</td>
<td>GOOD</td>
</tr>
<tr>
<td>409</td>
<td>FORET NATIONALE DE TOURENNEH</td>
<td>GOOD</td>
</tr>
<tr>
<td>387</td>
<td>MALINES N/Y</td>
<td>GOOD</td>
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<tr>
<td>384</td>
<td>MALINES N/Y</td>
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<td>331</td>
<td>MALINES N/Y</td>
<td>FAIR TO GOOD</td>
</tr>
<tr>
<td>316</td>
<td>MALINES N/Y</td>
<td>EXCELLENT</td>
</tr>
<tr>
<td>344</td>
<td>GOCOGE</td>
<td></td>
</tr>
</tbody>
</table>

FIRST PHASE INTERPRETATION

416 BG - BOX I. CONCENTRATION OF BURSTS EXTENDING FROM 950 FEET SOUTH OF TARGET AREA INTO SOUTH CORNER OF TARGET.
15 BURSTS IN TARGET AREA AND 21 IN FIELDS SOUTH OF TARGET. 4 BURSTS IN NORTH EDGE OF TARGET, 2 BEING NEAR MISSES ON A 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 SOUTH OF TARGET NEAR AQUINES.

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 BY 1,500 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 STREET, 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 SNOW IN 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 L.E. S DROPPED APPROXIMATELY 500 YDS. SHORT AND TO LEFT (NN) OF A.P. IN CITY.
INTERSECTION OF ELEVATED AND LOWER TRACKS; DIRECTLY EAST, NORTH CHUTE 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 BE BETWEEN TARGET AREA CAUSING CONSIDERABLE DAMAGE TO TIMBER AND LOCO REPAIR WORKS.
3-4 HITS ON THE UPRIGHT BOOMER AERO ENGINE WORKS.
HUGE COLUMNS OF SMOKE, APPARENTLY FROM VIOLENT EXPLOSIONS, 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 U 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 –

BOX I. HEAVY CONCENTRATED PATTERN ON U SIDE OF TARGET AREA SCORING DIRECT HITS ON 2 SKI SITES. 1 PLANE, BOMBER, 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 65 PER CENT OF THE BOMBS ARE IN THIS AREA.
BOX II BOMBS IN SCATTERED PATTERN DUE TO FLAK, CAUSING FORMATION TO COWER. NO. 3 FLIGHT HIT 300 FEET N OF TARGET. THE OTHER FLIGHTS HIT N EDGE OF TARGET. SCATTERED BOMBS FALLING IN SEVERAL PLACES JUST N OF TARGET AREA. THIS BOX MAY HAVE HIT RECTANGULAR BUILDINGS.

BT200SSP

COMBINATION MINE

ALL STATIONS AS FOR THE K WITH R

O1ICCG R........20/1515B DLV AR
O1ICCG R........20/1515B JGS AR
O1ICCG R........20/1515B ER AR
O1ICCG R........20/1515B JTV AR
O1IGAC R............
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.