

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
AAF STATION 128

A.P.O. 557
7 June 1944

SUBJECT: S-4 Combat Mission Report on Mission 7 June 1944

TO : Commanding Officer, 1st Bombardment Division, APO 557
ATTN: Statistical Control Officer

1. The following Engineering failures were reported with the number of cases in parenthesis:

Carburetor Air Temperature Gauge Out (1)
Generator Out (1) Prop Governor Line Broken (1)

2. The following Armament failures were reported with the number of cases in parenthesis:

Vickers Unit Burned Out in Ball Turret (1)
Bomb Bay motor burned out (1)

3. The following failures other than Engineering and Armament were reported with the number of cases in parenthesis:

Heater Out (1)

CHARLES W. HUNT
Capt., Air Corps.
Group Engineering Officer

HI BOX 94th CBW

Combat Flight Leader _____ Date _____

Deputy Flight Leader _____

Group Call Sign _____ Fighter Call Sign _____

Ground Control _____

614 SQDN

612th SC JAWOCK
613th IN MACRO
614th IW GOLFOUB
615th IY BUZZARD

(MC CREE)

ROZZELL

KAUFMAN

IN M

2005 X

IW K

1369 X

KENNEY

IW F

7395 X

TAYLOR

RISHER

IW G

7084 X

IW E

7322 X

612 SQDN

615 SQDN

WELLS

CHRISTENSEN

SC K

1087 X

IY H

7843 X

CARTER

MASSEY

MC ILRAITH

HEENAN

IN J

1591

IN R

6113

IY C

2468

IY J

7113

OPIE

POST

IN F

1037 X

IY M

2674 X

MYRTETUS

MC CORD

NEILL

MANN

SC C

9993 X

SC R

2393 X

IY B

1730

IY D

0002 X

SPARES

Spare lead IW P 2012
Grnd spare IY E 7092
IY P 7981

005 - O.K. ✓

369 - Prop Gov. line broken: #4 turbo turbo
oscillates about 4" Hg: Tail wheel will
retract: ✓

813 Heater out ✓

322 O.K. ✓

~~324~~ #3 turbo surges between 25 and 40" Hg.
? ~~fail~~

395 - O.K. ✓

674 - O.K. ✓

084 - O.K. ✓

087 - O.K. ✓

002 ✓ #4 Carb air temp out:

037 - #3 Eng. Manifold oscillated 25-40
R.P.M.

Loss of Power " 50 R.P.M.
Check Left turbo (#1, turbo) (Make Compression check)

993 - Pilot claims Rt. Shock strut High 3"
✓ Check pilots side window and Bombardier
#3 generator out

323 - O.K. ✓

511. Car for Mr.

✓ ~~0005~~ Thompson

6113 Mossey

7113 Heenan

2468 McElraith

1730 Neill

~~SECRET~~ Classification change to

RESTRICTED by auth of

AAF 61a 128 by

JACKSON M. PHIPPS,
Captain, Air Corps,
Adjutant.

REPORT OF OPERATIONAL DAY

*MISSION NO. 86
7TH. JUNE, 1944*

*94TH. COMBAT BOMB WING
401ST. BOMBARDMENT GROUP (H)*

MISSION No. 86

TO: FALAISE, FRANCE

401ST BOMBARDMENT GROUP (H)

R E P O R T O F O P E R A T I O N A L
D A Y

MISSION SUMMARY REPORT

MISSION # 86

Date 7 June 1944

ASSIGNMENT

1. Assigned Target: FALAISE, FRANCE
2. Commitments: The 401st was to furnish the high box of the 94th Combat Bomb Wing formation, composing of 18 aircraft (no spares). Of the 18 aircraft one was to be a GH aircraft from the 41st Combat Bomb Wing.

EXECUTION

1. Targets Bombed: FALAISE, FRANCE
2. Group Leader: Major D. W. Mc CREE
Lead Navigator: Lt. DASHER (384th Group) GH Navigator
Lead Bombardier: Lt. PICK (384th Group) GH Bombardier
3. Takeoff and Assembly:

All 18 ships formed quickly at 17,500 feet over Deenethorpe Buncher. Wing assembly was made while the group was forming, and all three boxes left point X on time.

4. Attack:

a. Penetration:

The Wing leader directed the high and low boxes to take interval at the English Coast. He requested that the high box bomb second instead of third, which was done.

b. Bombing Approach and Run:

Since the target area was almost totally covered by cloud, a run was made using Gee - H equipment. This equipment didn't work exactly right and the operator did not get on course properly. The wing leader was asked if this box could drop on his sky marker, but the error in course had put us so far behind that the wing leader would not give his permission. Then a second run was requested.

Mission Summary Report (Cont'd)**4. b. Cont'd.**

The Wing leader contacted 1st Division through Cycle Relay and obtained this permission. A turn was made back to the IP and a second successful run was made.

c. Over the Target:

Just prior to reaching the target on the first run aircraft 42-31369 encountered mechanical trouble and found it necessary to drop its bombs on the lead group. After having done so it returned directly to base. Aircraft 42-40002 encountering bombing equipment difficulty dropped its bombs in train about 20 - 25 Mi - SE of target after having passed over the primary with the group. Navigator is sure that bombs lit well beyond target and not before.

d. Weather:

Weather encountered was essentially as briefed, 9 - 10/10 over target.

e. Withdrawal:

Due to the second run, this box could not effect wing rally with the lead and low boxes. Accordingly withdrawal was made by ourselves, but friendly fighters had been contacted and were present. Only about 3 - 4 bursts of flak were seen the entire day; this near Le Havre.

f. Return to Base:

Return to base and landing were uneventful. All ships returned safely.

5. Aircraft Not Attacking:

Aircraft 42-31369 encountering the bombing equipment difficulty and dropping past the target is considered to have not attacked the target. All other aircraft bombed on PFF or GH on the primary.

6. Battle Damage:

None.

7. Enemy Opposition:

No E/A seen or encountered. At 1158 (4925 - 0147W) at 21,000 feet meager, inaccurate flak of 4 - 8 bursts was observed -- none was encountered.

Mission Summary Report (Cont'd)

8. Casualties:

None.

9.

STATISTICAL SUMMARY

Number of A/C Taking Off..... 17
 Number of Spares 0
 A/C Taking Off Less Unused Spares ... 17
 Number of Sorties 17
 Number of A/C Attacking 16
 Number of A/C Not Attacking 1

Number of A/C Lost:

None

10. Bombing Data:

a. Observations:

No observations were made because of the almost complete undercast.

b. Disposition of Bombs:

Of the 401st aircraft airborne 16 dropped 192 x 500 GP on primary by GH or PFF. 1 aircraft (42-31639) dropped after the target 4858 - 0004 E. The GH aircraft dropped 11 x 500 GP on the primary.

c. TABULAR SUMMARY OF DISPOSITION OF BOMBS

	Aircraft		Numb- er		Type	Fusing	
	Over Target	Bomb- ing				Nose	Tail
Main Bombfall	17	16*	192	500#	GP	1/10	1/100
Other Attacks	-	-	-	-	-	-	-
Total Bombs on Target			192	500#	GP	1/10	1/100
Other Bomb Expenditures			12	500#	GP	1/10	1/100
Bombs Returned			-	-	-	-	-
Total (Loaded on A/C Taking Off)			204	500#	GP	1/10	1/100

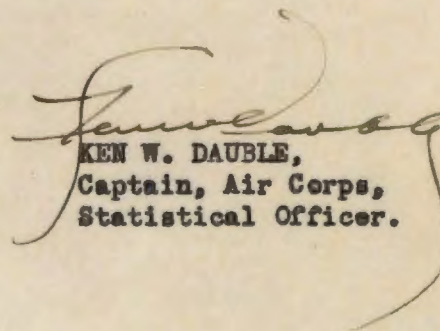
* Excl 1 GH A/C dropping 11 X 500# GP on primary.

Mission Summary Report (Cont'd)

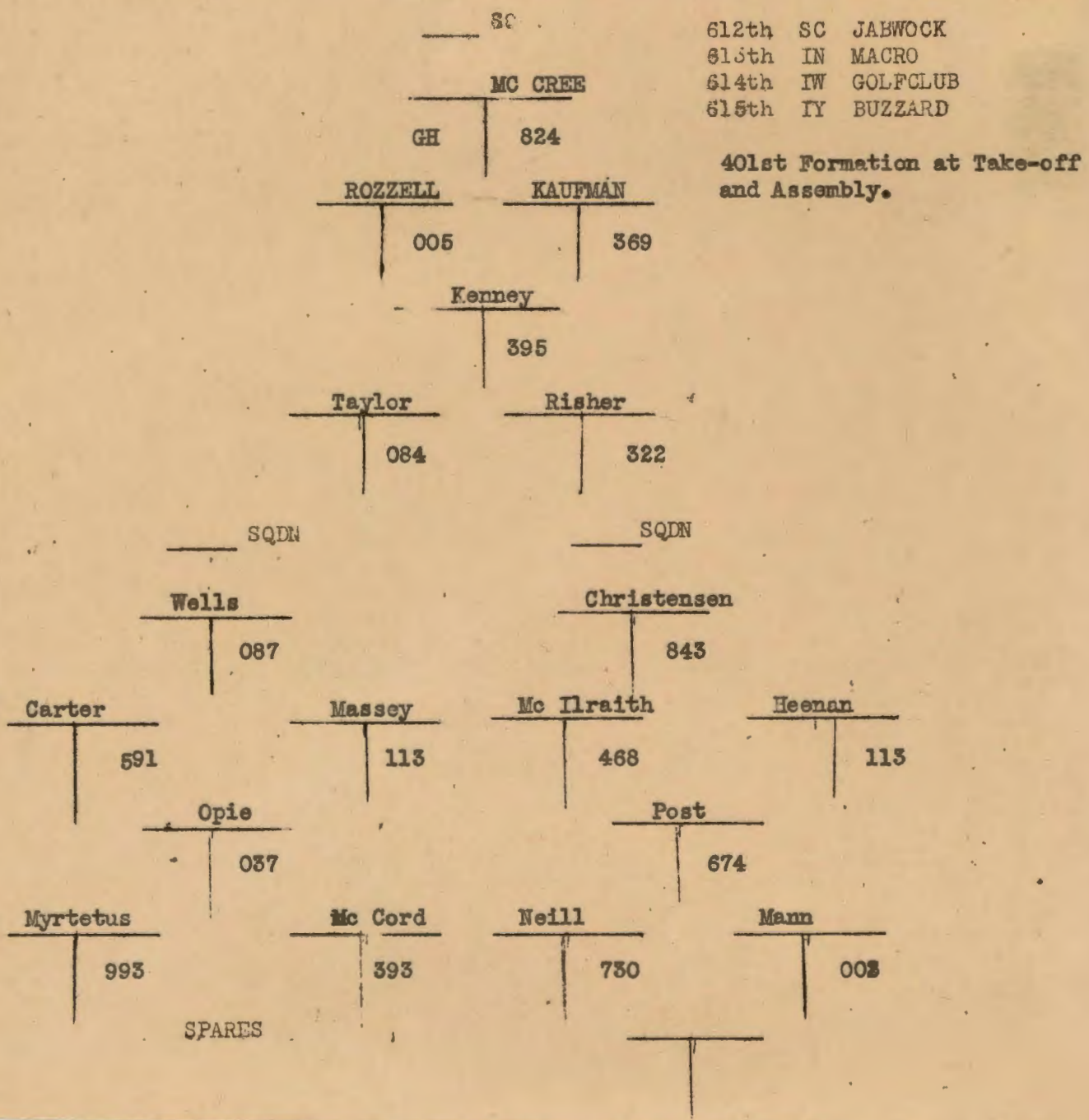
11. Lost Aircraft:

None.

Submitted By:


**KEN W. DAUBLE,
Captain, Air Corps,
Statistical Officer.**

Combat Flight Leader Major MC Cree Date 7 June 1944
Deputy Flight Leader _____
Group Call Sign _____ Fighter Call Sign _____
Ground Control _____



Combat Flight Leader MAJOR MC CREE Date 7 JUNE 1944
 Deputy Flight Leader _____
 Group Call Sign _____ Fighter Call Sign _____
 Ground Control _____

401ST HIGH BOX
 Over Target

SQDN

MC CREE

G 824

ROZZELL

005

RISHER*

322

KENNEY

395

TAYLOR

084

612th SC JAWOCK
 613th IN MACRO
 614th IW GOLFCUB
 615th IY BUZZARD

* KAUFMAN in A/C 1369
 bombed here in first
 run over target, then
 returned.

SQDN

WELLS

087

CARTER

591

MASSEY

113

OPIE

037

MYRTETUS

993

MC CORD

393

SPARES

SQDN

Christensen

843

MC ILRAITH

468

HEENAN

113

POST

674

MANN

002

NEILL

730

KAUFMAN A/C 369 bombed solo on smoke streamer

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER7 June1944

SUBJECT: Lead Navigator's Narrative

TO : Commanding Officer, 401st Bombardment Group (H)

1. Flight plan, Log, and Track Chart Attached.

2. Narrative:

a. T/O at 0940 hours; Land at 1514 hours.

b. Group formed at _____ hours at _____ feet.

c. Formed CBW at 1035 hours at 16000 feet.d. Began climb at 1109 hours; reached alt. at 1134 hours.

e. Weather encountered over England:

(1) Clouds 10/10th - Visability UNL. miles.(2) Wind at altitude 350 degrees, 35 Knots.f. Means of navigation over England. Gee, DR, Radio.g. Means of checking Metro Winds Weather ship.h. Joined task force at 1134 hrs. at Shoreham
(Splasher, City, Coord.)i. English Coast out at 1134 hrs.; Enemy Coast in at 1153 hrs.

j. Fighter Rendezvous:

(1) Going in xx hrs.(2) Coming back xxx hrs.

k. Wind used for bombing:

(1) 350 degrees, 35 Knots.(2) Determined by Weather ship
(Method)

l. Bomb run and Method of Target Identification:

(1) Reached IP at 1201 1/2 hrs.(2) Mag. heading over target 250 degrees.(3) Altitude over target 21000 feet.(4) Bombs away at 1232 hrs.(5) Method of target identification and weather over target:
G.H.

m. Gee:

(1) Coordinates of furthest fix _____ N. _____ E.

(2) Obtained at _____ hours.

n. Difficulties encountered with special equipment.

G.H. course line out at IP. Second run made Ok, slightly left.

COMMENTS:

JAMES F. EGAN
Captain, A. C._____
SIGNATURE

FLIGHT RECORD

[illegible]

SIGNED

NAVIGATOR

TRACK CHART

TARGET

Primary FALaise, FRANCE
Secondary _____
Last Resort _____

DATE JUNE 7, 1944

GREEN
ORANGE

Route followed by

BRIEFED COURSE

401ST. B. G. (H)



TRACK CHART

Primary
Secondary
Post Resort

FAIRLAISE, FRANCE

DATE JUNE 7, 1944

GREEN
ORANGE

Route followed by

BRIEFED COURSE

401st. B. G. (H)



Area
4801W (LAVAL)

TACTICAL TARGETS

Illustration No.
4801W/46

0 500 1000 1500 2000 YARDS
0 1 MILE

Photographed 20 April 1944

(1:16,000)

approx.

Issued May 1944



Illustration No.
4801W/46

A.I.3c(1)

FALAISE.
CHOKE POINTS:— C₁ — 144367 C₂ — 139363 C₃ — 136636
(Grid ref. per G.S.G.S. 4250 7F/6).
LARGE CIRCLE SHOWN IS APPROX. 500 YARDS RADIUS.

Altitude of target	100		Mag Head, order	263	Actual	263
True Altitude above target		20800	True Heading			
Ind. Altitude	21000		Drift, Est.	161	Actual	161
Pressure alt of target	162		True Track			
Altimeter setting	29.94		Actual Range	9443		
C.I.A.S. 150	I.A.S. 150		B.S. Type	M-9		
G.S., Est 190	Actual 190		Time of Release			
Wind Direc. Metro	329	Actual 320	Intervalometer Setting		Salvo	
Wind Veloc. Metro	58	Actual 58	Length of Bombing Run			
D.S. 149.5 Trail	59	ATF 37.72	C-1 Pilot	Yes	A-5	
Stan. D.A. Est.	41	Actual 41	Manual Pilot			

Individual Train Salvo X Jettisoned Return

POINT OF IMPACT IF SEEN TARGET AREA

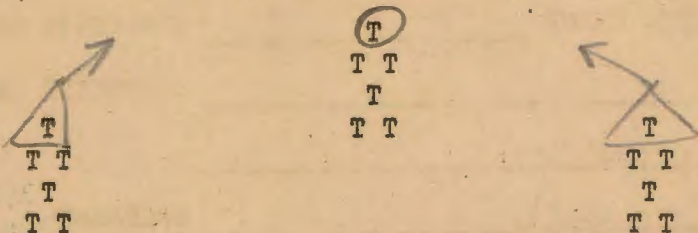
NAVIGATION DATA:

MEAN TEMP. METRO -7 ACTUAL -7

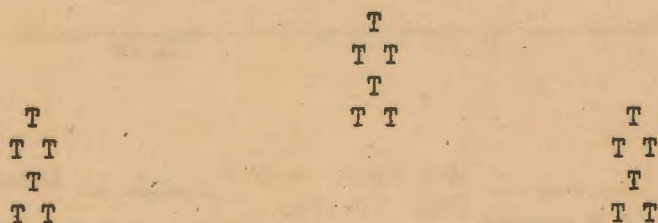
WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
5000						
10000						
15000						
17000						
19000						
20000	320	320	58	58	-27	-27
25000						
28000						
30000						

METHODS OF BOMBING



COMPOSITE GROUPS



Bombardier making complete sighting operation

Bombardier making range operation only

Bombardier dropping on leader, with arrow indicating leader's position.

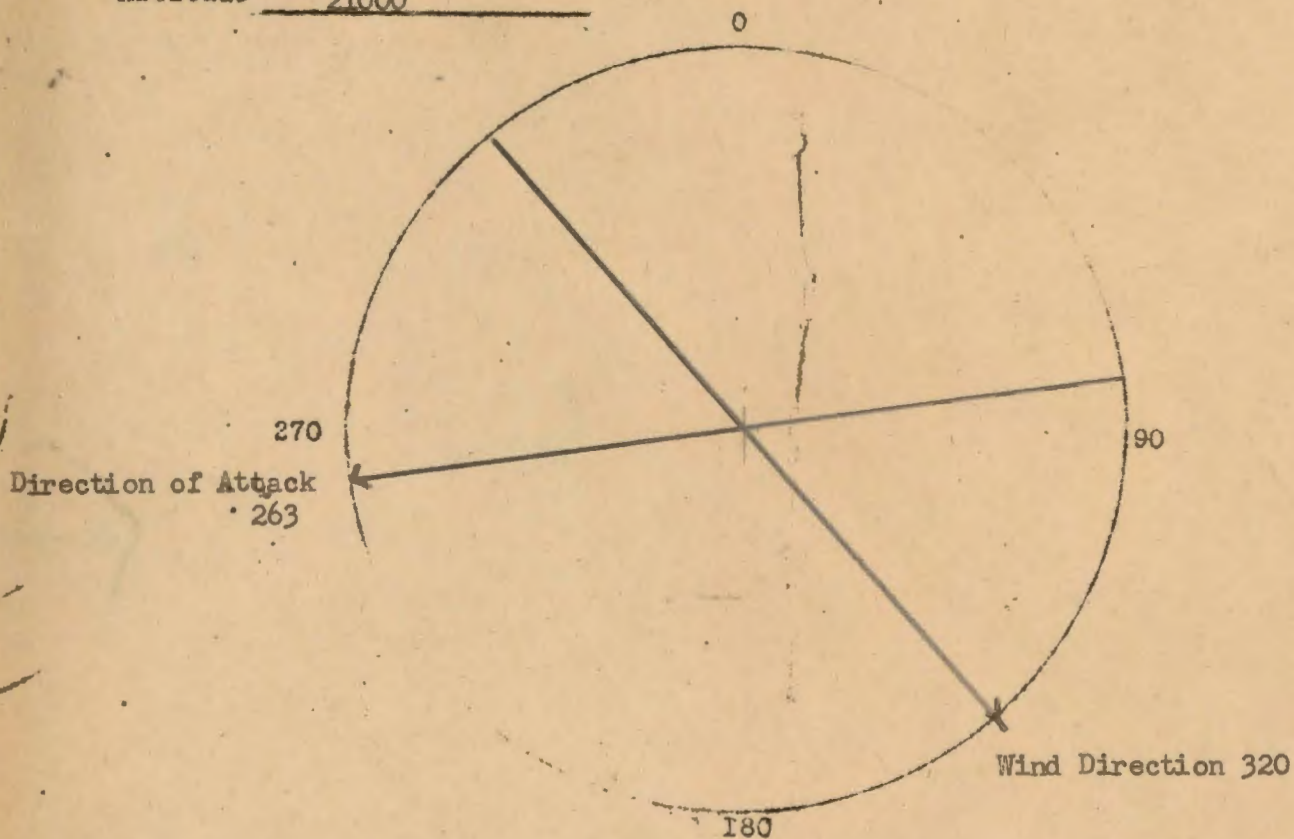


BOMBARDIER'S INDIVIDUAL PLOT

Target Falsise, France

Method of Bombing Visual

Altitude 21000



PLOT

Wind Direction 320

Wind Velocity 58

Direction of attack 263

REMARKS - - - - -

Harding War
Fulgar - Rev

15 mi -

Briefing Notes

Route - 1:500.000 - Situation Map.
 A - No Secondary or last resort targets.
 Fighter Support - indirect support flying
 South East and West of target.
 Emergency Airborne - Fauquier - 5051 - 0042.4
 Flak - Meager Flak may be encountered
 in target area.

Any definite pin points of active flak
 installations are to be reported immediately
 on ~~the~~ arrival at intermingation. Wing order
 should be possible to get a Bee fix on
 this shallow a penetration so any crew
 member observing active flak, call
 the navigator immediately, giving him the
 information so this flak installation may be
 pinpointed.

POOP

- (1) X 20 Camera procedure
- (2) Extra D ratios
- (3) Return all escape kits and purses after
 each mission.
- (4) JWX - re attacking para dentists
- (5) JWX - re markings on A/C (2)
- (6) Epiadscope - Albemarle and Do 217 J

A/C 42-79993

P
CP
N
B
RO
TTC
BTG
TG
LWG
RWG

Myrtetus, John W.
Davis, Charles C., Jr.
Elward, Thomas S.
Greer, Thyril J.
Wyatt, Fred J.
Faine, Malcolm W.
Brown, Clarence F.
Erisbin, Robert L.
McClelland, George E.
Brotherton, Douglas F.

1st. Lt.
2nd Lt.
2nd Lt.
2nd Lt.
S/Sgt.
Sgt.
Sgt.
Sgt.
S/Sgt.
Sgt.

612th.

A/C 42-31037

CALIFSL' GELITE
Opie, Kermit H.
Jehay, Edward A. Jr.
Schwartz, Joseph M.
Browne, Joseph E.
Simmons, Arnold P.
Elliotwood, Gerald C.
Bodle, John F. (WMI)
Yantzie, Alvin (NM) JH.
Brauer, Harry A.
Burns, Ralph C.

Sgt 1st Lt.
2nd Lt.
F/O
1st Lt.
Plt Sgt.
Plt Sgt.
Sgt Sgt.
Sgt Sgt.
Sgt Sgt.
Sgt Sgt.
Sgt Lt.

STRENGTH

A/C 42-31087

Wells, Kenneth C.
Guinn, Evin N.
Schmied, James W. Jr.
Linsgentelner, Leo I.
Bartlett, Edward M.
Larson, Robert D.
Minor, Wallace G.
Lockenour, Charles W.
Price, William (NMI)
McNicholas, Joseph D.
Celebs, DOMINGUEZ (NMI)
WSSSEAL, MITTLEMAN E

1st Lt.	1st Lt.
2nd Lt.	2nd Lt.
3rd Lt.	3rd Lt.
4th Lt.	4th Lt.
5th Lt.	5th Lt.
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38th Lt.	38th Lt.
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92nd Lt.	92nd Lt.
93rd Lt.	93rd Lt.
94th Lt.	94th Lt.
95th Lt.	95th Lt.
96th Lt.	96th Lt.
97th Lt.	97th Lt.
98th Lt.	98th Lt.
99th Lt.	99th Lt.
100th Lt.	100th Lt.

612th.

४८४-९५५

CP - Mr. A. C. Donald S. - Major - 612th

NO: 138, V.B.O. NO: 222
Operations Officer, Joint Bombsighting Group (H), VVL, Station

SUBJECT: ROBERT R. RAY

DATE, JAN 1944
VAL, SECTION NO. 158

Office of the Operations Officer
 401st Bombardment Group (H)
 815th Bombardment Squadron (H)

5-3

SIX HUNDRED AND FOURTEENTH BOMBARDMENT SQUADRON (H)
 FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)
 Office of the Operations Officer

AAF Station # 128
 7 June 1944.

SUBJECT: Loading List.

TO : Operations Officer, 401st Bomb Gp (H), AAF Station # 128, APO # 557.

1. Following is the list of Combat Personnel participating in today's Mission.

*Plane 42-51005

P	2nd Lt.	ROZZELL, WOODVILLE G.	614th
CP	2nd Lt.	LUCKETTI, HUMBERT (NMI)	"
N & B	2nd Lt.	FOWLER, EUGENE K.	"
CTG	Pvt.	Henderson, King	"
RO	S/Sgt.	Burnett, Major A.	"
TT	S/Sgt.	Smellie, Dennis R.	"
BT	Cpl.	Riep, Herman R.	"
TG	Sgt.	Ivey, George W.	"
LWG	Sgt.	Smith, William M.	"
RWG	S/Sgt.	Bralley, Brown A.	"

*Plane 42-51569

P	1st Lt.	KAUFMAN, RICHARD H.	614th
CP	2nd Lt.	BRIGHT, WILBUR G.	"
N	2nd Lt.	MORIN, BERTRAND J.	"
B	2nd Lt.	FULGIN, WILLIAM P.	"
RO	Sgt.	Russell, James R.	"
TT	T/Sgt.	Twedd, Stanley A.	"
BT	S/Sgt.	Berg, Edgar M.	"
TG	S/Sgt.	Teel, Oliver E.	"
LWG	S/Sgt.	Jones, Scott D.	"
RWG	T/Sgt.	Garan, Alex (NMI) Jr.	"

*Plane 42-97395

P	1st Lt.	KENNEY, JOSEPH R.	614th
CP	2nd Lt.	HEARN, ROBERT F.	"
N & B	2nd Lt.	JAFFE, LEWIS S.	"
CTG	S/Sgt.	Peschon, Raymond J.	"
RO	Cpl.	Cohen, Roy V.	"
TT	Cpl.	Dixon, William E.	"
BT	S/Sgt.	Hambright, Richard P.	"
TG	S/Sgt.	Higbee, Mark (NMI)	"
LWG	S/Sgt.	Pearlman, Herman (NMI)	"
RWG	Sgt.	Ames, Paul J.	"

Leading List (Con't)

*Plane 42-107084

P	2nd Lt.	TAYLOR, FRED M.	614th
CP	2nd Lt.	ROESKE, WARREN A.	"
N & B	2nd Lt.	COYNE, VAUGHN B.	"
CTG	S/Sgt.	Donderville, Clem H.	"
RO	T/Sgt.	Steubing, Ephraim G.	"
TT	T/Sgt.	Sullivan, Harry L.	"
BT	S/Sgt.	Ellsworth, Kenneth E.	"
TG	S/Sgt.	Leiferman, Gerald J.	"
LNG	Cpl.	DeHart, Harold H.	"
RWG	T/Sgt.	Stallcup, Mese H.	"

*Plane 42-97322

P	1st Lt.	RISHER, JAMES F.	614th
CP	2nd Lt.	REFENNING, JACK L.	"
B	2nd Lt.	MC CLUNG, GWY L. JR.	"
N	2nd Lt.	BROWN, VINCENT E.	"
RO	S/Sgt.	Mussetter, William M.	"
TT	Sgt.	Oekerman, Robert H.	"
BT	Sgt.	Baker, Harry R.	"
TG	Sgt.	Baker, James T.	"
LNG	S/Sgt.	Miller, Jennings F. Jr.	"
RWG	Sgt.	Greco, Rudolph M.	"

SIX HUNDRED AND FIFTEENTH BOMBARDMENT SQUADRON (H)
FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)
Office of the Operations Officer
AAF - Sta - 128 - APO - 557

5-3

7 June 1944

SUBJECT: Loading List

TO : Operations Officer, 401st Bomb Gp (H), APO # 557/

1. Following is the list of Comb_{at} Crews participating in today's mission.

PLANE # 42-37843

DUTY	RANK	NAME (LAST)	FIRST	(MI)	SQUADRON
P	1st Lt.	Christensen	Ellsworth	H.	615th
CP	1st Lt.	Ferdyn	Joseph	H.	615th
N	2nd Lt.	Cummings	Lawrence	T.	615th
B	1st Lt.	Reynolds	Herbert	A.	615th
RO	T/Sgt.	Binkin	Nathan	G.	615th
TT	T/Sgt.	Breen	Roland	J.	615th
BT	S/Sgt.	Cushing	Leonard	K.	615th
TG	S/Sgt.	Ross	Harry	A.	615th
LWG	S/Sgt.	Batson	Allen	L.	615th
RWG					

PLANE # 42-107113

P	2nd Lt.	Heenan	William	M.	615th
CP	2nd Lt.	Ballenger	William	H.	615th
N	2nd Lt.	Beckstans	Ernest	L.	615th
B	2nd Lt.	Breck	Russell	H.	615th
RO	S/Sgt.	Wingleton	Richard	A.	615th
TT	S/Sgt.	Loper	Cloyd	H.	615th
BT	Sgt.	Laballe	Joseph	H.	615th
TG	Sgt.	Bragalone	Samuel	W.	615th
LWG	Sgt.	Kunak	Joseph	A.	615th
RWG					

PLANE # 42-102463

P	2nd Lt.	McIlraith	William	H.	615th
CP	2nd Lt.	Reet	John	A.	615th
N	2nd Lt.	Chambers	Edward	G.	615th
B	2nd Lt.	Hughes	Frank	T.	615th
RO	Sgt.	Dengler	Walter	H.	615th
TT	S/Sgt.	Anthony	Francis	W.	615th
BT	Sgt.	Greer	Frank	H.	615th
TG	Sgt.	Bartman	Anton	J.	615th
LWG					
RWG	Sgt.	Webb	Joseph	H.	615th

DUTY	RANK	NAME (LAST)	FIRST	(MI)	SQUADRON
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PLANE # 42-105849

PLANE # 42-102674

DUTY	RANK	NAME (LAST)	FIRST	(MI)	SQUADRON
P	1st Lt.	Post	Edwin	A.	615th
OP	2nd Lt.	Ledray	Vincent	L.	615th
N	2nd Lt.	Hirsch	Bernard	M.H.	615th
B	2nd Lt.	Walsh	James	V.	615th
RO	T/Sgt.	Canner	Charles	F.	615th
TT	T/Sgt.	Romane	Emmanuel	L.	615th
BT	S/Sgt.	Robideaux	Jay	H.	615th
TG	S/Sgt.	Thompson	Walter	P. Jr.	615th
LWG	S/Sgt.	Brennan	Lawrence	P.	615th
RWG	S/Sgt.	Bunger	Alva	L.	615th

PLANE # 42-40002

P	2nd Lt.	Mann	William	J.	615th
OP	2nd Lt.	Cornelius	Stanley	R.	615th
N	2nd Lt.	Rosenquist	Alfred	P.	615th
B	S/Sgt.	Reed	Robert	R.	615th
RO	S/Sgt.	Ameen	William	P.	615th
TT	S/Sgt.	Busher	William	P.	615th
BT	S/Sgt.	Smith	William	A.	615th
TG	Sgt.	Delfuro	Alfonse	A.	615th
LWG	Sgt.	Broggia	Frank	A.	615th
RWG					

PLANE # 42-51730

P	2nd Lt.	Noell	James	C.	615th
OP	2nd Lt.	Hammond	Elbert	L.	615th
N	2nd Lt.	Reddy	Albert	H.	615th
B	2nd Lt.	MacDougall	Calvin	J.	615th
RO	S/Sgt.	Roberts	Malvin	L.	615th
TT	S/Sgt.	Bostley	Emerson	E.	615th
BT	Sgt.	Nicol	Harold	J.	615th
TG	Sgt.	Fraker	Reynold	T.	615th
LWG	Sgt.	Warner	Merle	E.	615th
RWG	Sgt.	Shuit	George	(HMI)	615th
OB					
B					

DATA	TYPE	VALUE (TYPE)	LINE	(MI)	SQUADRON
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PLANE # 42-24842

7. BOTTOM LINE IS THE TYPE OF GROUP'S PLANE DESIGNATED IN COLUMN 5.

10. : OBSERVATION OFFICER'S GROUP NO. (S) VLO # 20A\

REMARKS: FORMER TYPE

A TYPE 1000

2-3

VLO - 20A - 100 - VLO - 20A
 OFFICE OF THE OBSERVATION OFFICER
 LONG HANDED VMD AIRMAN RESPONSIBLE GROUP (N)
 SIX HANDED VMD AIRMAN RESPONSIBLE GROUP (N)

HEADQUARTERS
101st BOMBARDMENT GROUP (H)
Office of the Staff Weather Officer
APO 557, U.S. Army

7 June 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 7 JUNE 1944

TAKE-OFF: 0945. 9/10 plus cumulus and stratocumulus, base 1500' to 2000', tops 5000'. Nil middle or high cloud. Visibility 8 miles.

ROUTE OUT: 7-9/10 cumulus, tops 5-6000', becoming 5-7/10 at the channel, further decreasing briefly to nil at mid-channel, then increasing again to 5-7/10 at the French coast, and finally becoming 9/10 cumulus, tops 11-12,000' over the continent. Nil middle, becoming 2-4/10 altocumulus, base 6000', tops 8000', over mid channel and 3-5/10 altocumulus associated with cumulus tops over the continent. Nil high cloud. Visibility unrestricted aloft.

TARGET: 1237. 9/10 building cumulus, tops 11-12,000'. 3-5/10 altocumulus associated with cumulus tops. Nil high cloud. Visibility unrestricted.

ROUTE BACK: 9/10 building cumulus, tops 11-12,000', breaking to 6-8/10 in the Gulf of St. Malo, further decreasing to nil northwest of the Guernsey Islands, then increasing to 8-10/10 building cumulus, tops 10,000', at the English coast, tops lowering to 6-7000' near Bases, base 1500 to 2500'. 3-5/10 altocumulus associated with cumulus tops, becoming 2-4/10 over England and the channel, base 7-8000', tops 9-10,000'. Nil high cloud. Visibility unrestricted aloft, becoming 5-7 miles over England.

BASE ON RETURN: 1453. 8/10 cumulus and stratocumulus, base 2000', tops 6-7000'. 2/10 altocumulus, base 7-8000'. Visibility 6 miles.

REMARKS: Nil contrails. Nil icing. Temperatures as briefed: -26 deg. at 21,000'. Winds aloft more northerly and lighter than forecast. At 20-21,000' over the continent, 350 deg. at 36 knots.

Arthur B. Street
ARTHUR B. STREET
Captain, Air Corps
Staff Weather Officer

OPERATIONAL ROUTE FORECAST

DATE 7 June 1944

PERIOD 0900 - 1130 hrs

AG P BR HQ SOS 2-44/65M/22929

	A	B	C	D
1 WEATHER	Cloudy with Haze becoming Overcast	Overcast becoming Cloudy.		
2 CLOUDS	5-7/10 Cumulus (large) base 1500-2000ft tops 6-8000ft increasing to 7-9/10 Large Cumulus base 1500-2000ft tops 3-10000 ft. at English Coast and 5-10/10 Large Cumulus base 1500-2000ft tops 12-15,000ft at Target. 2-4/10 Altocumulus 12-15000ft becoming 3-5/10 Altocumulus associated with Cumulus tops.	4-10/10 Large Cumulus base 1500-2000ft tops 12-15,000ft decreasing to 5-10/10 Large Cumulus base 2000-2500ft tops 3-10000 ft at Bases. 3-5/10 Alto-cumulus associated with Cumulus Tops becoming Nil at Bases. 2-4/10 Fine Cirrus at 25,000ft and above.	Nil High Cloud becoming 2-4/10 Fine Cirrus 25,000ft and Above.	---NOTE--- Weak Trough along Continental Coast at Target Time. Contrails at Cirrus level.
3 ICING	5000ft Light becoming Moderate in Cumulus Tops.	5000ft Moderate Clear in Cumulus Tops		
4 VISIBILITY	4-6 miles becoming unrestricted above Low Cloud.	Unrestricted Aloft becoming 4-10 miles at Bases.		
HEIGHT	DIRECTION	VELOCITY	DIRECTION	VELOCITY
SURFACE	350	310 20	Plus 11	
5000 FT	310	310 25	Plus 01	
10000 FT	310	320 25	-05	
15000 FT	310	320 45	-12	
20000 FT	320	320 50	-26	
25000 FT	330	320 55	-37	
30000 FT	340	320 80	-42	-7.0

BASE ALTIMETER SETTING 29.53 in TARGET SURFACE TEMP Plus 11 TARGET MEAN TEMP Plus 00ft.
 TEMP. AT 10000 FT. 28 TARGET SURFACE (PRESSURE-ALT) 462
 Target sea level Pressure 29.53 -28 Mid Height of Target.