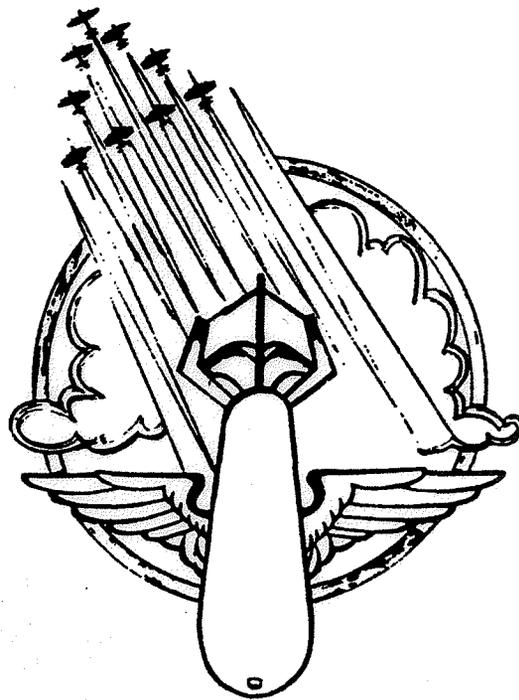
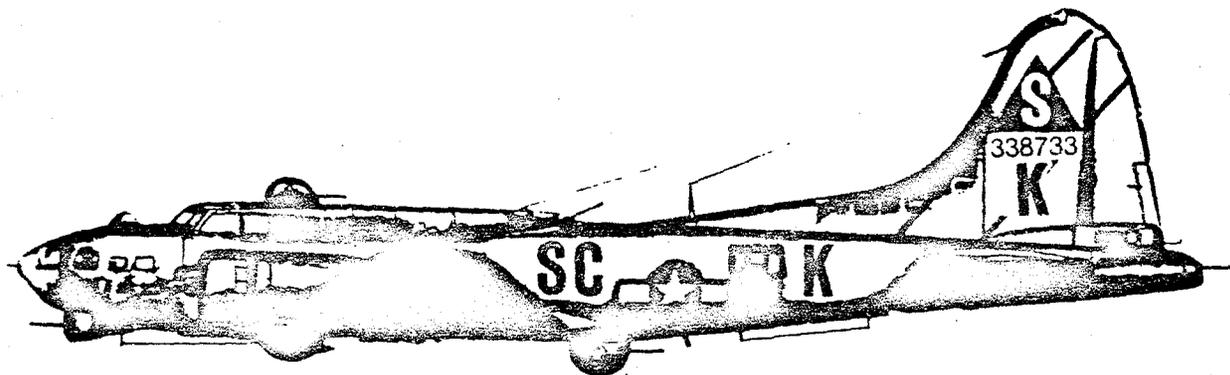


612th BOMBARDMENT SQUADRON (H)
SQUADRON HISTORY



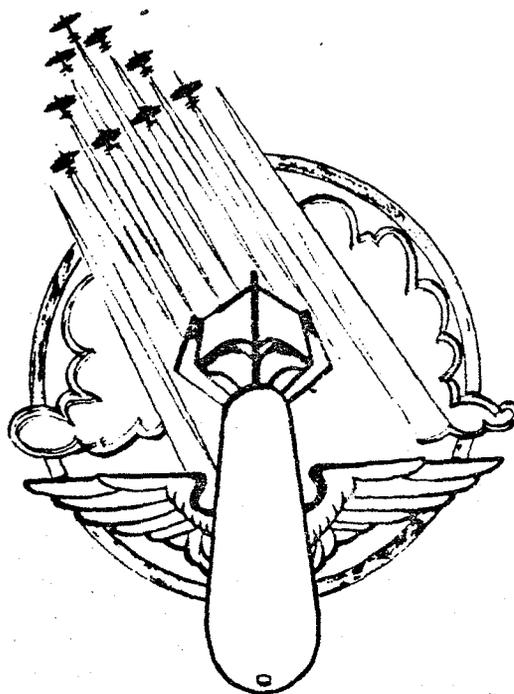


612TH BOMBARDMENT SQUADRON (H)

SQUADRON HISTORY

PART ONE

APRIL 1943 TO JUNE 1944



612TH BOMBARDMENT SQUADRON (H)
401ST BOMBARDMENT GROUP (H)
U.S.A.A.F.

SQUADRON HISTORY

Activities at Ephrata Army Air Base, Washington during the month of April, 1943 included the activation of the 401st Bomb Group (H), as of 1st April 1943. The 23rd April 1943 witnessed the selection of Squadron key personnel and the 612th Squadron was really born that day. The Group designated Capt. Malcolm K. Martin as the Squadron Commanding Officer. Other personnel assigned that day were as follows:

1st Lt. W.E. Haberer, Sqdn. Navigation
1st Lt. R. Woodhouse, Sqdn. Bombardier
1st Lt. H.G. Overley, Sqdn. Surgeon
2nd Lt. R.H. Hoyt, Co-Pilot
2nd Lt. J. Farrell, Co-Pilot
2nd Lt. H.M. Hamill, Sqdn. S-2 Pfficer
2nd Lt. H.C. Kimmel, Sqdn. Engr. Officer
2nd Lt. E.B. Wilder, Sqdn. Armament Officer
2nd Lt. R.E. Rose, Sqdn. Supply and Transportation
Officer
2nd Lt. V.D. Clawson, Sqdn. Communications Officer
M/Sgt. V. Hodis, Line Chief
M/Sgt. W. Osinski, Armament Chief

Capt. Martin also was assigned a crew of EM for the only airplane. They were Sgt.'s Spacek, Stimmel, Newton, Smith, McNab and Parratt. Sgt. H.V. Anderson was assigned as Intelligence Clerk.

On the same day, 23rd April, the Squadron was ordered, along with other Squadron and Group personnel, to proceed to the Army Air Force School of Applied Tactics, Orlando, Florida. Capt. Martin and his crew left with the Squadron's only aircraft and the remainder of the personnel departed by rail.

Their arrival found ground school in order which lasted from April 29 to 14 May. At this time the crew flew to one of the school's satellite bases at Brookville, Florida with the other personnel following. Here simulated combat conditions found the men living in tents on a camouflaged base. It was "rough" as they described it and few worthy remarks could be said for the mess. While at Brookville several practice missions were flown that took in Mobile, New Orleans, Dry Tortugua, Charleston, S.C. and also a sea search mission over the Gulf of Mexico.

May 29 found the Group returning to Orlando for departure from the hard days and pleasant nights of Florida. The destination was Geiger Field, Spokane, Wash. and Capt. Martin and crew took off with the remainder again proceeding by rail.

Geiger was reached in the early days of June, officially, 4th June. Here the 612th unit began to assume the true proportions of a squadron organization when numerous ground personnel, Officers and Enlisted Men, were assigned to augment the Squadron's skeleton force. The assigned officers included Captain Lyman P. Davison, Executive Officer, 1st Lt. Wilbur F. Klenke, Adjutant, and 2nd Lt. William S. Boone, Assistant Engineering Officer. At the end of June, 1943 the Squadron consisted of 19 Officers and 196 Enlisted Men, assigned personnel.

At this time Capt. Martin's combat crew remained the only assigned crew to our Squadron. Our combat crews, which were to subsequently join us, were in the throes of first phase training at Moses Lake and Ephrata AAB's.

Squadron activity at Geiger lasted for one month. The principal official activity consisted of paper work synonymous with organization problems and unofficial "activities" were primarily concerned with the city of Spokane which every one favoured very much. Lt. Lewis Garrett, Bomb Sight Maint. Officer joined the Squadron on 22 June.

The first week of July found the Group moving again, reluctant to leave the nicities of Spokane. We were slated for the Army Air Base at Great Falls, Montana which was also to prove a good location as many testified later. So it was to Great Falls with Capt. Martin flying a shuttle service to get personnel over there. The train again conveyed the bulk of the personnel. 2nd Lt. James M. Hamrick joined the Squadron at the time of arrival. A dubious feature of the train trip was K-rations for sustenance.

On 6th July four lead crews joined the Squadron to go through second phase training in preparation for the remainder of our crews arrival to go through both second and third phase training. These four crews, Lt. Garland's, Lt. Goodman's, Lt. Watson's and Lt. Maginn's spent long and trying hours each day with bombing, formation, instrument etc. work keeping them very much on the hustle. In the meanwhile other Squadron activities went on as usual with all sections of the ground echelon showing good promise to shape into a well rounded organization. Naturally, time was taken out to survey the finer points of the city of Great Falls. Since we were to spend four months there it would be a complete Squadron History only to include such good spots as Murrill's Bar, Demsey's, the Rainbow Hotel and many others for many of the fellows did approach making history at some time and another in town.

Work, play and time passed swiftly and more crews joined the Squadron to round out our allotted nine.

The outfit continued to shape into combat efficiency with Engineering and Operations particularly putting in long hours to keep our aircraft and crews busy with training. Poor formations became good and still better formations and poor bombing became good and still better bombing, with many hours being flown both by day and by night. By this time the rest of the outfit was in full swing with its training program, routine functions, etc. and all were

enjoying the balmy days which the splendid Montana summer afforded.

When higher H.Q. changed the T/O's and added 34 more crews to a heavy bomber groups usual total of 36, we found the Squadron receiving nine more crews for training.

The eighteen crews found the Squadron with more to do as regards maintenance and flying but it was done and done well thanks to the interest and competence of all concerned. Many hard hours of experience there were to prove themselves profitable ones later.

Our crews faired well but excitement did prevail the day Lt. Garland and Lt. Neag had to "belly land" a B-17 in because of an ailing landing gear which would not lower. Lt.'s DeRaimo and England and Sgt.'s Newton, Smith and Connor bailed out of the stricken aircraft to accentuate the trying moments all were undergoing. Fortunately no one suffered injury and Lt. Garland's feat of landing the plane will not be forgotten due to the skill in doing a perfect job.

Bad luck struck on the morning of September 2nd when Lt. Maginn and crew were killed in a crash and explosion near Fort Benton, Montana while on a routine training flight. Pfc Paul M. Peterson, an armament man, was riding as a passenger on the ill-fated plane and also was killed. Again on the morning of October 1st we lost another crew with the exception of their grounded navigator, Lt. Brandt. This was Lt. McIlwain's crew which was in an unfortunate crash on a routine training flight, again near Fort Benton. Their loss was keenly felt by all.

Lt. Seaman and crew and Lt. Floden and crew replaced these two crews which we had lost. Lt. Brandt, the navigator of Lt. McIlwain's crew, was transferred to Moses Lake, Washington.

Promotions while at Great Falls included Lt. Maupin and Lt. Garland to the rank of Captain.

Another loss to our Squadron was our bear mascot, Mangler, who grew too big and tenacious to transport overseas. We sent him to Gore Hill with the silent wish that he would eliminate a few seats out of some A.T.C. "Hot-pilots" pants who gave us much trouble in town.

With shipping orders already received the whole of the Group was in a hectic state of rush and hurry last minute supply and packing troubles. All was accomplished and made ready for that memorable day, 19th October, 1943, which found us parting from our friends in the West and a pretty good station too.

So we left, the ground echelon by train on a rainy, snowy and muddy morn for destination unknown. An empty feeling was noticeable by many to be moving without any knowledge of where we were going. Our Squadron and the H.Q.'s personnel left Great Falls by train with Capt. Davison and Capt. Brown, Group Adj., as train commanders. Our journey lasted the whole of three days and took us through North Dakota, Minnesota, Michigan, Ohio, Pa. and to New York, arriving finally at Camp Shanks.

Meanwhile the air echelon departed Great Falls on October 18 through October 21 going to Scott Field for their processing for overseas. From there some crews flew various routes which included Newfoundland, Greenland and Iceland before they reached England, while some flew non-stop from Newfoundland to England.

There are many trying times and days in the Army and certainly the four days the ground echelon spent at Camp Shanks topped the list. All sorts of checkups found clothing showdowns, new supply issues, inoculations, vaccinations, lectures, training films, dentists and the like occupying every ones time. Administration problems were past the usual red tape category and some few gray hairs were earned. Although we know the place was our last contact with the States for an undetermined period we were not reluctant to leave it.

At 2300 hours one rainy night we embarked for the ship via truck, train and ferry and not too long found us resting our weary and painful arms and backs in the luxurious interior of the Queen Mary. Here we dispelled our fears of a long tiresome trip because we all knew the "Queen" travelled fast.

On 27th October, 1943 at 1745 hours after boat drills, lectures and getting settled we felt the surge of the Queen's mighty engines and we were off for foreign duty. No fanfare, bands, confetti --- mostly silence with many silent thoughts. The Ships Captain had impressed us with the seriousness of our adventure and impressed us with the necessity of thorough black-outs which were to form a part of our daily routines for many months to come. It can be said we departed New York with purpose.

Our safety wasn't challenged during the journey and the usual reading, gambling, bull-sessions whiled away the time for us with the few routine duties that were necessary. A quiet sea left all but a small number very comfortable for the whole voyage and we were thankful. The morning of the fifth day found us sailing in sight of land and it was a welcome sight. Up the Firth of Clyde to Greenock, Scotland which is near Glasgow and we anchored. We could see many powerful naval vessels in the spacious harbour and there were all types. Many felt the ominous presence of war for the first time here.

Late afternoon of the same day found us again reaching the goodness of Mother Earth and the feel of it under our feet was most gratifying. We soon departed via the strange little train for our ultimate destination. Down across Scotland and into England in the darkness and then to Geddington, Northants where we were met with trucks and a few of the advance party. A few minutes later found us at our new station, Deenethorpe, Northants, and also found us warmth and a hot breakfast, all of which helped us greatly in putting us in the mood for the dreary job of unpacking and settling in our arears. We were in England and glad to be settled and getting at the dreary and frightful business of war.

Meanwhile, weather and the like had delayed air crews and most of them were still finding their way to either Bassingbourne Air Base

or Polebrook Air Base where they were to spend approximately three weeks in training before they joined our Squadron and went operational.

(This is the end of the general introduction by Lt. Wilbur F. Klenke, 612th Squadron Adjutant.)

31 December 1943

The 612th Bombardment Squadron (H) arrived as a unit at AAF Station 128, its first permanent station in the European Theater of Operations, from Greenock, Scotland, at 0640 hours, 3 November, 1943, with 17 Officers and 266 Enlisted Men present. On 14 November, 1943, 40 Enlisted men and 1 Officer arrived from Glasgow, Scotland, to rejoin this organization after having been on detached service.

On 19 November 1943, the air echelon, consisting of nine Heavy Bombardment Crews (36 Officers and 54 Enlisted Men), and the Squadron Staff (including the Commanding Officer, Operations and Assistant Operations Officers, Squadron Bombing and Navigation Officers, and Squadron Engineering and Armament Officers) rejoined the organization. Since that date, the number of Heavy Bombardment Crews has been increased to fourteen. A roster of these crews is attached.

The first combat mission in which members of this organization participated was the raid of 26 November 1943 on Bremen, Germany. Sgt. Leo Baranik was killed in action on this raid, and has been the only casualty in this Squadron, as of 29 December 1943.

The Squadron has participated in eight combat missions up to and including 29 December 1943. A roster showing dates of these missions, targets attacked and personnel making up the crews is appended hereto.

Major Malcolm K. Martin is now in command of this Squadron. Capt. Lyman P. Davison is Executive Officer and 1st Lt. Wilbur F. Klenke is Adjutant.

29 December 1943

Roster of Combat Crews

Crew No. 1	-----	Capt. W.C. Garland & crew.
Crew No. 2	-----	2nd Lt. J.F. Goodman & crew.
Crew No. 3	-----	Capt. D.G. McCree & crew.
Crew No. 4	-----	2nd Lt. S.C. Dailey & crew.
Crew No. 5	-----	2nd Lt. G.M. Fox & crew.
Crew No. 6	-----	2nd Lt. T. Neag & crew.
Crew No. 7	-----	2nd Lt. W.D. Sellers & crew.
Crew No. 8	-----	2nd Lt. W. Kelly & crew.
Crew No. 9	-----	2nd Lt. S.E. Smith & crew.
Crew No. 10	-----	2nd Lt. G.E. West & crew.
Crew No. 11	-----	2nd Lt. G.F. Bingham & crew.
Crew No. 12	-----	2nd Lt. J.R. Fanner & crew.
Crew No. 13	-----	2nd Lt. B.H. Johnson & crew.

Missions

<u>Mission 1</u>	<u>Target: Bremen</u>	<u>26 Nov 1943</u>
1st Lt. J.F. Goodman & crew 2nd Lt. S.C. Dailey & crew 2nd Lt. G.M. Fox & crew 2nd Lt. W.D. Sellers & crew 2nd Lt. S.E. Smith & crew		
<u>Mission 2</u>	<u>Target: Solingen</u>	<u>1 Dec 1943</u>
1st Lt. J.F. Goodman & crew (with Lt. Col. H.E. Rogner) Capt. D.G. McCree & crew 2nd Lt. S.C. Dailey & crew 2nd Lt. G.M. Fox & crew 2nd Lt. W.J. Kelly & crew		
<u>Mission 3</u>	<u>Target: Paris</u>	<u>5 Dec 1943</u>
Capt. D.G. McCree & crew 2nd Lt. S.C. Dailey & crew 2nd Lt. G.M. Fox & crew 2nd Lt. W.D. Sellers & crew		
<u>Mission 4</u>	<u>Target: Emden</u>	<u>11 Dec 1943</u>
1st Lt. J.E. Goodman & crew Capt. D.A. McCree & crew 2nd Lt. S.C. Dailey & crew 2nd Lt. T. Neag & crew 2nd Lt. W.D. Sellers & crew 2nd Lt. S.E. Smith & crew		
<u>Mission 5</u>	<u>Target: Kiel</u>	<u>13 Dec 1943</u>
1st Lt. J.F. Goodman & crew 2nd Lt. T. Neag & crew 2nd Lt. W.D. Sellers & crew 2nd Lt. W.J. Kelly & crew 2nd Lt. S.E. Smith & crew		
<u>Mission 6</u>	<u>Target: Bremen</u>	<u>20 Dec 1943</u>
Capt. W.C. Garland & crew Capt. D.G. McCree & crew 2nd Lt. W.D. Sellers & crew 2nd Lt. W.J. Kelly & crew 2nd Lt. S.E. Smith & crew		
<u>Mission 7</u>	<u>Target: Osnabruck</u>	<u>22 Dec 1943</u>
Capt. W.G. Garland & crew Capt. D.G. McCree & crew 2nd Lt. G.M. Fox & crew 2nd Lt. S.E. Smith & crew		

Mission 8Target: Gorenflos24 Dec 1943

1st Lt. J.F. Goodman & crew
 Capt. D.G. McCree & crew
 2nd Lt. S.C. Dailey & crew
 2nd Lt. G.M. Fox & crew
 2nd Lt. T. Neag & crew
 2nd Lt. W.J. Kelly & crew

Mission 9Target: Ludwigshaven30 Dec 1943

2nd Lt. S.C. Dailey & crew
 2nd Lt. G.M. Fox & crew
 2nd Lt. T. Neag & crew
 2nd Lt. S.E. Smith & crew
 2nd Lt. G.E. West & crew

31 January 1944

The 612th Bombardment Squadron participated in it's 9th combat mission on 30th December 1943, all crews participating. The target attacked, and the date of the mission are attached hereto. This includes mission number 18 to Frankfurt, Germany on 29th January 1944.

In the mission to Ludwigshaven, Germany on 31st December 1944 2nd Lt. T. Neag and his crew were reported missing in action.

Sgt. Licouris was killed in action on the raid to Cognac, France on 1st January 1944.

On 4th January 2nd Lt. Howe and S/Sgt. Newton were killed in a ditching operation in the North Sea while on a mission to Kiel, Germany. Major M.K. Martin, then Squadron Commander was among the remaining persons rescued at sea.

On 13th January 1944 1st Lt. Harry Basan was assigned to this Squadron with principal duty as Squadron Personal Equipment Officer.

On 20th January 1944 Major M.K. Martin was relieved as the Squadron Commander and Capt. Jere W. Maupin assumed duties as Squadron Commander. Capt. D.G. McCree assumed duties as Squadron Operations Officer.

On 29th January 1944 2nd Lt. Tannahill and crew were reported missing in action on the raid to Frankfurt, Germany.

Mission 10Target: Cognac31 Dec 1943

Capt. W.C. Garland & crew
 Capt. J.W. Maupin & crew
 Capt. D.G. McCree & crew
 2nd Lt. S.C. Dailey & crew
 2nd Lt. G.M. Fox & crew
 2nd Lt. J.R. Turner & crew

Mission 11 Target: Kiel 4 Jan 1944
 Capt. W.C. Garland & crew
 1st Lt. J.F. Goodman & crew
 2nd Lt. G.E. West & crew

Mission 12 Target: Tours 5 Jan 1944
 2nd Lt. S.E. Smith & crew
 2nd Lt. J.R. Tanner & crew
 2nd Lt. J. Tannerhill & crew

Mission 14 Target: Oscherslaben 11 Jan 1944
 1st Lt. J.F. Goodman & crew
 Capt. D.G. McCree & crew
 1st Lt. S.C. Dailey & crew
 1st Lt. W.J. Kelly & crew
 2nd Lt. G.F. Bingham & crew
 2nd Lt. B.H. Johnson Jr. & crew

Mission 15 Target: Gorenflos 14 Jan 1944
 Capt. J.W. Maupin & crew
 2nd Lt. J. Tannerhill & crew
 1st Lt. G.M. Fox & crew
 2nd Lt. J.R. Tanner & crew

Mission 16 Target: Notre Dame de Ferme 21 Jan 1944
 1st Lt. S.C. Dailey & crew
 1st Lt. G.M. Fox & crew
 1st Lt. W.D. Sellers & crew
 Capt. D.G. McCree & crew
 2nd Lt. J.R. Tanner & crew
 1st Lt. S.E. Smith & crew

Mission 17 Target: Frankfurt 29 Jan 1944
 2nd Lt. D.A. Currie & crew
 1st Lt. W.D. Sellers & crew
 1st Lt. S.E. Smith & crew
 2nd Lt. G.F. Bingham & crew
 2nd Lt. J.R. Tanner & crew
 2nd Lt. J. Tannerhill & crew

29 February 1944

The 612th Bombardment Squadron completed 10 missions on enemy territory this month. A roster of the targets, dates and men participating in these raids is attached hereto. In these raids the Squadron suffered no casualties.

On 1st February 1st Sgt. R.E. Bainter assumed duties as 1st Sgt. of the Squadron, replacing 1st Sgt. J.J. Heyman who was placed

<u>Mission 21</u>	<u>Target: Chateauroux</u>	<u>5 Feb 1944</u>
2nd Lt. D.A. Currie & crew	1st Lt. W.J. Kelly & crew	
2nd Lt. M.O. Hagen & crew	2nd Lt. G.F. Bingham & crew	
1st Lt. W.D. Sellers & crew	2nd Lt. J.R. Tanner & crew	
2nd Lt. H.J. Hersey & crew		
<u>Mission 22</u>	<u>Target: Caen</u>	<u>6 Feb 1944</u>
2nd Lt. D.A. Currie & crew	1st Lt. W.J. Kelly & crew	
1st Lt. S.C. Dailey & crew	1st Lt. S.E. Smith & crew	
1st Lt. W.D. Sellers & crew	2nd Lt. G.E. West & crew	
2nd Lt. B. Johnson & crew		
<u>Mission 23</u>	<u>Target: Frankfurt</u>	<u>11 Feb 1944</u>
1st Lt. G.M. Fox & crew	2nd Lt. J.R. Tanner & crew	
1st Lt. S.E. Smith & crew	1st Lt. W.D. Sellers & crew	
2nd Lt. G.F. Bingham & crew	2nd Lt. J.A. Dunaway & crew	
2nd Lt. G.E. West & crew	2nd Lt. H.J. Hersey & crew	
<u>Mission 24</u>	<u>Target: Leipzig</u>	<u>20 Feb 1944</u>
2nd Lt. J.A. Dunaway & crew	2nd Lt. G.F. Bingham & crew	
1st Lt. J.F. Goodman & crew	2nd Lt. G.E. West & crew	
2nd Lt. D.A. Currie & crew	2nd Lt. H.J. Hersey & crew	
1st Lt. S.C. Dailey & crew	2nd Lt. B. Johnson & crew	
2nd Lt. M.O. Hagen & crew		
<u>Mission 25</u>	<u>Target: Lippstadt</u>	<u>21 Feb 1944</u>
2nd Lt. J.A. Dunaway & crew	1st Lt. S.E. Smith & crew	
1st Lt. S.C. Dailey & crew	2nd Lt. G.E. West & crew	
1st Lt. G.M. Fox & crew	2nd Lt. B.H. Johnson & crew	
1st Lt. W.D. Sellers & crew	2nd Lt. J.R. Tanner & crew	
2nd Lt. H.J. Hersey & crew	2nd Lt. K.C. Wells & crew	
<u>Mission 26</u>	<u>Target: Oscherslaben</u>	<u>22 Feb 1944</u>
1st Lt. G.M. Fox & crew	1st Lt. S.E. Smith & crew	
2nd Lt. M.O. Hagen & crew	2nd Lt. G.F. Bingham & crew	
2nd Lt. D.A. Currie & crew	2nd Lt. J.R. Tanner & crew	
2nd Lt. K.C. Wells & crew		
<u>Mission 27</u>	<u>Target: Schweinfurt</u>	<u>24 Feb 1944</u>
2nd Lt. M.O. Hagen & crew	2nd Lt. J.R. Tanner & crew	
1st Lt. W.D. Sellers & crew	2nd Lt. B.H. Johnson & crew	
2nd Lt. G.F. Bingham & crew		
<u>Mission 28</u>	<u>Target: Augsburg</u>	<u>25 Feb 1944</u>
1st Lt. S.C. Dailey & crew	2nd Lt. B.H. Johnson & crew	
2nd Lt. G.E. West & crew	2nd Lt. K.C. Wells & crew	
2nd Lt. G.F. Bingham & crew		

Mission 29Target: Frankfurt2 March 1944

2nd Lt. J.A. Dunaway & crew
 1st Lt. J.F. Goodman & crew
 1st Lt. G.M. Fox & crew
 2nd Lt. K.C. Wells & crew
 2nd Lt. F.O. Kuhl & crew

1st Lt. W.D. Sellers & crew
 1st Lt. W.J. Kelly & crew
 2nd Lt. H.J. Hersey & crew
 2nd Lt. M.J. Christensen & crew

31 March 1944

The 612 th Bombardment Squadron completed 18 combat missions during the month of March. This is the largest number of missions in one month by this Squadron since coming into this Theater of Operations. A roster of targets, dates and men participating in these raids is attached hereto. During the month's operations one combat crew was reported missing in action. This is the third combat crew lost since operations began in this theater. A number of members from Lt. Neag's crew are reported as POW. 2nd Lt. Dunaway and his crew were the crew reported as missing in action.

1st Lt. W.F. Klenke and 1st Lt. J.F. Goodman were promoted to the grade of Captain this month, while 2nd Lts Fraioli, Anderson, Hagen, Tanner, Wells, Rose, Bingham, Hersey and Benjamin Johnson were promoted to 1st Lt.

On 20th March 1st Lt. W.D. Sellers and his crew were transferred to 305th Bomb Group, Station 105. It was later reported to this organization that this crew, with the exception of Sgt. James Daniel, were killed in an aircraft accident at the station to which they were transferred.

On the mission to Ahlen, Germany dated 2nd March, 1944, Capt. J.W. Maupin, 1st Lt. G.M. Fox, 2nd Lt. D.D. Wilson and 2nd Lt. L.J. Mendelson while flying the Group lead ship did such outstanding work in spite of the hazard of unfavourable weather conditions and enemy interference that a letter of commendation was written to each of the officers by Colonel H.W. Bowman.

Mission 30Target: Wilhelmshaven3 March 1944

2nd Lt. J.A. Dunaway & crew
 1st Lt. S.E. Smith & crew

2nd Lt. B.H. Johnson & crew
 2nd Lt. M.J. Christensen & crew

Mission 31Target: Cologne4 March 1944

2nd Lt. D.A. Currie & crew
 2nd Lt. J.R. Tanner & crew

2nd Lt. H.J. Hersey & crew
 2nd Lt. F.O. Kuhl & crew

Mission 32Target: Berlin6 March 1944

1st Lt. J.F. Goodman & crew
 1st Lt. G.M. Fox & crew
 1st Lt. M.O. Hagen & crew
 1st Lt. G.E. West & crew

1st Lt. W.J. Kelly & crew
 2nd Lt. H.J. Hersey & crew
 2nd Lt. M.J. Christensen & crew

<u>Mission 34</u>	<u>Target: Berlin</u>	<u>9 March 1944</u>
1st Lt. S.C. Dailey & crew	1st Lt. J.R. Tanner & crew	
1st Lt. G.M. Fox & crew	2nd Lt. H.J. Hershey & crew	
2nd Lt. B.H. Johnson & crew		
<u>Mission 35</u>	<u>Target: Munster</u>	<u>11 March 1944</u>
1st Lt. G.M. Fox & crew	2nd Lt. K.C. Wells & crew	
1st Lt. S.E. Smith & crew	2nd Lt. F.O. Kuhl & crew	
1st Lt. G.E. West & crew	2nd Lt. M.J. Christensen & crew	
<u>Mission 36</u>	<u>Target: Gorenflos</u>	<u>13 March 1944</u>
1st Lt. S.C. Dailey & crew	2nd Lt. K.C. Wells & crew	
1st Lt. J.R. Turner & crew	2nd Lt. M.J. Christensen & crew	
2nd Lt. B.H. Johnson & crew		
<u>Mission 37</u>	<u>Target: Augsburg</u>	<u>16 March 1944</u>
2nd Lt. J.A. Dunaway & crew	2nd Lt. H.J. Hershey & crew	
1st Lt. J.F. Goodman & crew		
<u>Mission 38</u>	<u>Target: Augsburg</u>	<u>18 March 1944</u>
1st Lt. W.D. Sellers & crew	1st Lt. G.E. West & crew	
1st Lt. J.A. Dunaway & crew	1st Lt. H.J. Hershey & crew	
1st Lt. D.A. Currie & crew		
<u>Mission 39</u>	<u>Target: Watten</u>	<u>19 March 1944</u>
1st Lt. S.C. Dailey & crew	2nd Lt. M.J. Christensen & crew	
2nd Lt. B.H. Johnson & crew	2nd Lt. F.O. Kuhl & crew	
1st Lt. K.C. Wells & crew		
<u>Mission 40</u>	<u>Target: Frankfurt</u>	<u>20 March 1944</u>
2nd Lt. M.J. Christensen & crew	1st Lt. S.E. Smith & crew	
2nd Lt. J.A. Dunaway & crew	2nd Lt. H.J. Hershey & crew	
1st Lt. D.A. Currie & crew		
<u>Mission 41</u>	<u>Target: Berlin</u>	<u>22 March 1944</u>
1st Lt. G.F. Bingham & crew		
<u>Mission 42</u>	<u>Target: Ahlen</u>	<u>23 March 1944</u>
1st Lt. G.M. Fox & crew	1st Lt. B.H. Johnson & crew	
1st Lt. D.A. Currie & crew	2nd Lt. H.J. Hershey & crew	
1st Lt. J.R. Tanner & crew		
<u>Mission 43</u>	<u>Target: Schweinfurt</u>	<u>24 March 1944</u>
1st Lt. G.M. Fox & crew	2nd Lt. B.M. Johnson & crew	
1st Lt. W.J. Kelly & crew	1st Lt. H.J. Hershey & crew	
1st Lt. S.E. Smith & crew	1st Lt. K.C. Wells & crew	

<u>Mission 51</u>	<u>Target: Wittenburg</u>	<u>18 April 1944</u>
1st Lt. S.C. Dailey & crew	1st Lt. J.R. Tanner & crew	
1st Lt. S.E. Smith & crew	1st Lt. H.J. Hershey & crew	
1st Lt. G.E. West & crew	1st Lt. K.C. Wells & crew	
<u>Mission 52</u>	<u>Target: Kassel</u>	<u>19 April 1944</u>
1st Lt. S.E. Smith & crew	1st Lt. H.J. Hershey & crew	
1st Lt. G.F. Bingham & crew	1st Lt. K.C. Wells & crew	
1st Lt. G.E. West & crew		
<u>Mission 53</u>	<u>Target: Bois Coquerel</u>	<u>20 April 1944</u>
1st Lt. D.A. Currie & crew	1st Lt. G.E. West & crew	
1st Lt. S.E. Smith & crew	1st Lt. G.F. Bingham & crew	
1st Lt. B.H. Johnson & crew	1st Lt. K.C. Wells & crew	
1st Lt. J.R. Tanner & crew	1st Lt. H.J. Hershey & crew	
<u>Mission 54</u>	<u>Target: Hamm</u>	<u>22 April 1944</u>
Capt. J.F. Goodman & crew	1st Lt. W.J. Kelly & crew	
1st Lt. S.C. Dailey & crew	1st Lt. G.E. West & crew	
1st Lt. S.E. Smith & crew	1st Lt. G.F. Bingham & crew	
<u>Mission 55</u>	<u>Target: Erding</u>	<u>24 April 1944</u>
1st Lt. G.F. Bingham & crew	1st Lt. G.E. West & crew	
1st Lt. B.H. Johnson & crew	1st Lt. J.R. Tanner & crew	
1st Lt. K.C. Wells & crew		
<u>Mission 56</u>	<u>Target: Nancy/Essey</u>	<u>25 April 1944</u>
1st Lt. S.C. Dailey & crew	1st Lt. W.J. Kelly & crew	
1st Lt. G.E. West & crew	1st Lt. J.R. Tanner & crew	
1st Lt. H.J. Hershey & crew	1st Lt. K.C. Wells & crew	
<u>Mission 57</u>	<u>Target: Brunswick</u>	<u>26 April 1944</u>
Capt. J.F. Goodman & crew	1st Lt. J.R. Tanner & crew	
<u>Mission 58</u>	<u>Target: Le Grismont</u>	<u>27 April 1944</u>
1st Lt. D.A. Currie & crew	1st Lt. B.H. Johnson & crew	
1st Lt. W.J. Kelly & crew	1st Lt. H.J. Hershey & crew	
1st Lt. M.O. Hagan & crew	1st Lt. M.J. Christensen & crew	
<u>Mission 59</u>	<u>Target: Nancy/Essey</u>	<u>27 April 1944</u>
1st Lt. M.O. Hagan & crew	1st Lt. J.R. Tanner & crew	
1st Lt. B.H. Johnson & crew	1st Lt. W.J. Kelly & crew	
1st Lt. H.J. Hershey & crew	1st Lt. M.J. Christensen & crew	

<u>Mission 60</u>	<u>Target: Berlin</u>	<u>29 April 1944</u>
Capt. S.C. Dailey & crew	2nd Lt. F.J. Toussaint & crew	
1st Lt. G.E. West & crew	1st Lt. K.C. Wells & crew	
1st Lt. J.R. Tanner & crew	1st Lt. M.J. Christensen & crew	

<u>Mission 61</u>	<u>Target: Lyons</u>	<u>30 April 1944</u>
2nd Lt. B.H. Grimmett & crew	1st Lt. M.O. Hagan & crew	
2nd Lt. W.E. Massey & crew	1st Lt. H.J. Hershey & crew	

31 May 1944

The Squadron continued its aerial offensive operations during the month of May with a great weight of bombs dropped upon the enemy. The Squadron completed 18 operational missions during the month.

Three crews were listed as missing in action during the month. They were Lt. Grimmett & crew on 7th May, Lt. M.O. Hagan & crew on 19th May and Lt. G.E. West & crew on 28th May.

In addition to the above S/Sgt. Davies was listed as missing in action on 8th May while flying with a crew from another squadron, and the following Officer and Enlisted Men were wounded in action on the dates indicated.

Lt. Lott, 14th May, Cpl. Faughender, 27th May and T/Sgt. Hagan and S/Sgt. Plate on 28th May.

On 28th May Lt. Carter and his crew, while on their first mission over enemy territory, were forced to ditch in the North Sea, but due to a smooth sea and prompt and efficient rescue work were in the water only a few hours, and not one of them suffered a serious injury.

Two of our Officers, Capt. McCree, Operations Officer, and Capt. Davison, Executive Officer, were appointed Majors, and 1st Lts Currie, Hutson and Johnson were promoted to the grade of Captain. During this month 2nd Lts McKinnon, Montgomery, Nutter, Troy, McDaniel, Gelula, Guinn, Johnson, King, Kleppe, Lingenfelter, Lott, Waller, Weiman, Tomlinson and Opie were appointed 1st Lts.

<u>Mission 62</u>	<u>Target: Siracourt</u>	<u>1 May 1944</u>
Capt. S.C. Dailey & crew	1st Lt. K.C. Wells & crew	
1st Lt. W.J. Kelly & crew	1st Lt. M.J. Christensen & crew	
1st Lt. G.F. Bingham & crew		

<u>Mission 63</u>	<u>Target: Alkmar</u>	<u>4 May 1944</u>
PFF Aircraft - Capt. D.G. McCree & crew		
1st Lt. D.A. Currie & crew	1st Lt. G.E. West & crew	
1st Lt. G.F. Bingham & crew	2nd Lt. B.H. Grimmett & crew	
1st Lt. M.O. Hagan & crew	1st Lt. B.H. Johnson & crew	
2nd Lt. F.J. Toussaint & crew	1st Lt. J.R. Tanner & crew	
2nd Lt. W.E. Massey & crew		

Mission 64Target: Berlin7 May 1944

Capt. S.C. Dailey & crew	2nd Lt. W.E. Massey & crew
1st Lt. S.R. Chmura & crew	1st Lt. G.E. West & crew
1st Lt. G.F. Bingham & crew	1st Lt. K.C. Wells & crew
2nd Lt. B.G. Grimmett & crew	1st Lt. H.J. Hershey & crew
1st Lt. B.H. Johnson & crew	

Mission 65Target: Berlin8 May 1944

1st Lt. D.A. Currie & crew	2nd Lt. K.H. Opie & crew
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Mission 66Target: Luxembourg9 May 1944

2nd Lt. F.J. Toussaint & crew	1st Lt. W.J. Kelly & crew
1st Lt. G.E. West & crew	1st Lt. J.R. Tanner & crew
1st Lt. H.J. Hershey & crew	2nd Lt. K.H. Opie & crew

Mission 67Target: Trier11 May 1944

2nd Lt. F.J. Toussaint & crew	1st Lt. W.J. Kelly & crew
1st Lt. G.F. Bingham & crew	1st Lt. J.R. Tanner & crew
1st Lt. K.C. Wells & crew	2nd Lt. K.H. Opie & crew

Mission 68Target: Merseburg12 May 1944

PFF Aircraft - Major D.G. McCree & crew	
1st Lt. B.H. Johnson & crew	1st Lt. M.O. Hagan & crew
1st Lt. W.J. Kelly & crew	1st Lt. G.F. Bingham & crew
2nd Lt. K.H. Opie & crew	1st Lt. G.E. West & crew
2nd Lt. W.E. Massey & crew	1st Lt. J.R. Tanner & crew

Mission 69Target: Stettin13 May 1944

2nd Lt. F.J. Toussaint & crew	1st Lt. J.R. Tanner & crew
2nd Lt. K.H. Opie & crew	1st Lt. G.E. West & crew
Capt. S.C. Dailey & crew	1st Lt. M.O. Hagan & crew
1st Lt. K.S. Wells & crew	

Mission 70Target: Kiel19 May 1944

2nd Lt. W.E. Massey & crew	2nd Lt. K.H. Opie & crew
1st Lt. M.O. Hagan & crew	1st Lt. R.R. Woods & crew
1st Lt. K.C. Wells & crew	1st Lt. G.F. Bingham & crew
2nd Lt. F.J. Toussaint & crew	1st Lt. B.H. Johnson & crew

Mission 71Target: Villa Coublay20 May 1944

Capt. J.F. Goodman & crew	2nd Lt. W.E. Massey & crew
1st Lt. B.H. Johnson & crew	

Mission 73Target: Bayon23 May 1944

2nd Lt. F.J. Toussaint & crew	Capt. B.H. Johnson & crew
1st Lt. W.J. Kelly & crew	2nd Lt. K.H. Opie & crew
1st Lt. G.E. West & crew	

Mission 74Target: Berlin24 May 1944

Capt. J.F. Goodman & crew
 1st Lt. R.E. McCord & crew
 2nd Lt. W.E. Massey & crew
 1st Lt. R.R. Woods & crew

1st Lt. G.E. West & crew
 Capt. B.H. Johnson & crew
 1st Lt. J.W. Myrtetus & crew

Mission 75Target: Fescamp/Metz25 May 1944

Capt. S.C. Dailey & crew
 1st Lt. G.F. Bingham & crew
 2nd Lt. W.E. Massey & crew
 2nd Lt. F.J. Toussaint & crew
 2nd Lt. K.H. Opie & crew

1st Lt. R.R. Woods & crew
 1st Lt. R.D. McCord & crew
 1st Lt. J.W. Myrtetus & crew
 1st Lt. W.J. Kelly & crew

Mission 76Target: Ludwigshaven27 May 1944

PPF Aircraft - Major D.G. McCree & crew

Capt. J.F. Goodman & crew
 2nd Lt. W.E. Massey & crew
 1st Lt. R.D. McCord & crew
 1st Lt. K.C. Wells & crew
 2nd Lt. K.H. Opie & crew

1st Lt. W.J. Kelly & crew
 1st Lt. G.E. West & crew
 1st Lt. G.F. Bingham & crew
 1st Lt. J.W. Myrtetus & crew

Mission 77Target: Dessau28 May 1944

Capt. S.C. Dailey & crew
 2nd Lt. G.F. Carter & crew
 2nd Lt. J. Atherton & crew
 1st Lt. J.W. Myrtetus & crew

1st Lt. R.D. McCord & crew
 1st Lt. G.E. West & crew
 1st Lt. K.C. Wells & crew
 2nd Lt. K.H. Opie & crew

Mission 78Target: Sorau29 May 1944

2nd Lt. W.E. Massey & crew
 1st Lt. J.W. Myrtetus & crew
 2nd Lt. K.H. Opie & crew
 1st Lt. R.D. McCord & crew

1st Lt. G.F. Bingham & crew
 1st Lt. K.C. Wells & crew
 Capt. S.C. Dailey & crew

Mission 79Target: Oscherslaben30 May 1944

Capt. J.F. Goodman & crew (with Col. H.E. Rogner)

2nd Lt. K.H. Opie & crew
 1st Lt. R.D. McCord & crew
 2nd Lt. W.E. Massey & crew

1st Lt. K.C. Wells & crew
 2nd Lt. F.J. Toussaint & crew
 2nd Lt. J. Atherton & crew

30 June 1944

The first day of June found our Squadron with 80 missions under its belt after another successful month of operations. The Group had participated in 19 missions in May, with the 612th flying all of them. The Squadron was moving along with the Group toward a record 100 missions in a record period of time. We all hoped to see the record accomplished before the month was out.

Our record as a Squadron was not a bad one. At the start of the

month our Squadron had despatched an equal number of aircraft, being tied for first place with one other. Due to losses in May we fell into second place for aircraft attacking the target since we lost several crews before they reached the target. Otherwise our record was equal in this department. Our abort record still remained one of the highest among the other squadrons, but to compensate for this, in a way, our Squadron losses still remained better compared with the other ones as we had lost only eight (8) crews up to this time.

Many known and unknown things had contributed to this record and too much cannot be said for some departments. To Engineering with its many unending efforts to keep them flying we could not give too much credit. And all other sections had made their contributions too toward this end. All were working to try and bring us to the top in all departments as regards this Squadron record.

Still the same old question over and over again --- when is the invasion going to start? On the 1st of June we all felt that it would just have to start in June and some wagered their pounds as to which would be the historical day. We were tired of waiting but confident we would play a part and more confident that our part would be a job well done. Then D-Day finally did come early in the morn of June 6th. To most it was just another day but one filled with eagerness to hear the news and the reports of our own crews brought back. We were all completely happy. Naturally rumors were forthcoming about getting home sooner but it was natural for all to feel as if the start towards the end was underway. One thing that many noticed was the absence of the usual gripes about work, etc. All of us realized that anything we could do was not enough and all went about with an air of determination to do a good job.

Many tactical missions to support the invasion effort found a large number of the crews moving rapidly towards completion of their tour of duty in June. Thirty-three (33) of our Squadron crew-members completed 30 missions or more and twelve more completed enough missions to return to the States for a leave before returning to the Squadron and combat duty. Appended to this months history is a complete list of all 612th crewmen who have completed their combat tour, and also those who have returned to the States on leave before returning to combat duty with the Squadron.

Our operations did not go without loss during the month. Three of the Squadron crews were lost while on combat duty. These were the crews of 2nd Lt. Massey's, 2nd Lt. Atherton and 1st Lt. Myrtetus -- three very promising crews with Lt. Massey's already flying in a lead capacity.

On the 19th June Lt. Massey was flying in "Channel Express" on the mission to Bordeaux, France. His aircraft was leading the high squadron of one of the Group's boxes for that effort. The Group had not encountered enemy opposition of any kind when Lt. Massey's aircraft dropped down and out of formation. He was noticed by the Group leader and called by him on VHF. No answer was received and the aircraft pulled into a tight bank and nosed down in a spiral and began to disintegrate. No chutes were observed to come from the aircraft

and chances for any crew members surviving were slight. Lt. Kelly and his co-pilot Lt. Coyne were flying on Lt. Massey's wing. When asked what they were able to observe about the aircraft they both stated that they had seen smoke in the cockpit which could have probably been fire. This was the strangest case known in the Group to date in the loss of an aircraft.

The crew of Lt. Atherton's was lost on the huge 8th Air Force effort to Berlin which was flown on June 21st. This is another case in which the Group was only able to get indecisive facts about the loss. The only reports gained were as follows. Lt. Atherton's aircraft was observed to have feathered an engine and seemed to be experiencing difficulty in holding formation. Just after the I.P. was reached the Group ran into very heavy and persistent contrails and clouds. After passing through one layer of these it was noticed that Lt. Atherton's aircraft was missing from the formation and no further sighting of the aircraft was possible. A few of our other aircraft thought they had heard this missing aircraft call for QDM's later when they neared home again but it is now thought that they confused this with the case of Lt. Loughlin who was having trouble also.

The loss of Lt. Myrtetus and crew was on the Group's 100th mission, which was flown on 25th June, at the time when they were lost. The Group had penetrated the enemy coast over the Invasion area and was just past the front lines when they experienced moderate and very accurate flak from the battle area. Lt. Myrtetus' aircraft evidently sustained damage and was observed to make a 180 degree turn and head back towards the coast. The other crews observed eight dark objects hurtle from the stricken aircraft and later they saw two chutes open below. They all expressed the opinion that all eight objects were parachuting crew members. Another crew had to turn back at this point due to extensive battle damage and they noticed Lt. Myrtetus' aircraft nearing the friendly Invasion territory. This crew reported that they saw two more objects exit from the stricken aircraft and it is further hoped that these were the pilot and the co-pilot bailing out. No further reports have been received of this crew, but the chances of survival appear to be good.

The large number of missions flown also brought about an increasing number of awards and decorations to our combat personnel. The majority of these were automatic awards for the completion of a required number of missions to either receive the Air Medal or Distinguished Flying Cross or clusters to either one.

The awards received in June included 40 D.F.C.s, 11 Air Medals, 2 Purple Hearts, two Oak Leaf Clusters to the D.F.C. and 59 Oak Leaf Clusters to the Air Medal. Also award has been made to a Squadron member for extraordinary merit and achievement on an operational mission. This was awarded to Lt. Carter for his splendid job of ditching his aircraft when it could not make it back to England from the mission flown to Dessau, Germany in May.

The text of the commendation, signed by Colonel H.W. Bowman, was as follows:

"1. The outstanding performance of duty displayed by the following Officers and Enlisted Men, your command, when their aircraft was forced to ditch on the mission to Dessau, Germany, 28 May 1944, indicates their ability to think and act under stress:

2nd Lt. G.F. Carter	Pilot
1st Lt. C.A. Johnson	Co-pilot
2nd Lt. L.B. Deaton	Bombardier
F/O W.O. Lechlear	Navigator
S/Sgt. J.J. Heinlen	Radio Operator
S/Sgt. C.J. Miller	Left Waist Gunner
Sgt. F.A. Traux	Top Turret Gunner
Sgt. S.M. Hardister	Ball Turret Gunner
Sgt. J. Hafke	Right Waist Gunner
Sgt. J.L. Wepner	Tail Gunner

2. Their teamwork and the rapid manner in which they left the aircraft testify to the thoroughness of their aerial flight training and reflect great credit upon themselves and the 401st Group."

The story of "Boche Buster" should be included. M/Sgt. G.L. Baker, crew chief, on aircraft No. 087 was cited for outstanding achievement in crewing this aircraft which had flown 50 operation missions and is still going strong.

Another feat in the Engineering section should be included. T/Sgt. H.E. Curry, crew chief on aircraft No. 943 named "Lassie Come Home", kept his aircraft going 32 missions without an abortion. For this outstanding achievement T/Sgt. Curry was awarded the Bronze Star. Unfortunately this aircraft was lost on its 35th Mission and now T/Sgt. Curry and his associates are starting on another good record.

During the month there were six additional crews assigned to the 612th. Three of them became operational during the month.

Other than the three crews lost in combat the Squadron's casualties for the month was a good record. Only one man was wounded, a leg wound, and the nature of this wound was slight, caused by flak. This was S/Sgt. J.B. Punte, wounded on the 100th mission flown on June 25th to Montbartier, France.

Finally, after wondering since March 20th just why Lt. Dunaway and crew had not returned from the mission during which they stalled out of the Group formation the story came to light on 17th June when Sgt. John Katseros returned to the Group. He was flying as Left Waist Gunner on the ill fated aircraft and sustained wounds from 20mm cannon fire from enemy aircraft which had attacked after it became separated from the Group formation. This was the cause of the aircraft not returning as it was knocked down by enemy fighters. Sgt. Katseros parachuted to safety with a badly mangled right arm. Fortunately he was able to get assistance from the underground almost immediately after landing and was spirited away for safekeeping from the prowling German soldiers. Here begins the most amazing story about the magnificent work of the French underground. It was necessary for them to furnish a skilled surgeon, and they did, to perform three separate

operations before Sgt. Katseros was well enough to make the hazardous escape to Spain and eventually return to England. This story could only be told in words of Sgt. Katseros and is not yet available. A copy of his complete escape and evasion story that is pertinent to the details will be appended in a subsequent month's history.

Bad weather had the last say for the month - restricting any operations after the morning of June 28th. Thus the crews were, and the ground echelon was, afforded a much needed rest. But none liked this rest for we wanted to see all the support possible going to the troops in the Invasion.

Supplementary to several commendations that the Group received from the 1st Air Division were letters of commendation to Squadron personnel. Lt. Carter and crew received one for their feat of doing a perfect ditching. Lt. Opie received a letter for the splendid manner in which he took over the lead of the Group on a bomb run when it was discovered that the lead ship had a bomb sight malfunction. Lt. Opie's bombardier, Lt. Browne, received one for the same mission commending his very capable ability to take over and do excellent bombing without a normal period of preparation.

30 June 1944

The following is a list of the Officers and Enlisted Men of this organisation who have finished 25 missions and have gone to the Zone of the Interior for a rest period before resuming operations.

Pilots

1st Lt. M.J. Christensen
 Capt. D.A. Currie
 1st Lt. H.J. Hershey
 1st Lt. S.E. Smith
 1st Lt. F.H. Kleppe

Navigators

1st Lt. E.H. Buder
 1st Lt. H.D. Fishbeck
 1st Lt. M.B. Jeffery
 1st Lt. P.J. King
 1st Lt. V.S. Reese
 1st Lt. A. Shapiro

Bombardiers

1st Lt. M.W. Boxer
 Capt. W.T. Hutson
 1st Lt. R.R. Winn

Top Turret Gunners

T/Sgt. F.E. DeWees
 T/Sgt. R.W. Flagg

Ball Turrets Gunners

T/Sgt. J.O. Farmer
 S/Sgt. J. Sabel

Tail Gunners

S/Sgt. M.C. Joseph

Waist Gunners

S/Sgt. J.F. Daniel
 S/Sgt. P.D. Henderson
 S/Sgt. B.A. Markle
 S/Sgt. W.H. Price

Radio Operators

T/Sgt. M.J. Graham

30 June 1944

The following is a list of Officers and Enlisted Men who completed their Operational Tour of duty during the month of June, together with the number of missions completed.

S/Sgt. J.R. Amber	30	1st Lt. W.J. Kelly	32
1st Lt. G.E. Bingham	32	S/Sgt. R.D. Larson	32
S/Sgt. J.M. Blaugh	30	1st Lt. L. Lingenfelter	30
T/Sgt. M.A. Brandt	30	S/Sgt. R.E. Litchfield	30
S/Sgt. H.T. Cable	30	T/Sgt. F. McCawley	30
S/Sgt. M.J. Callahan	30	1st Lt. R. McDaniel	30
Sgt. J.R. Carey	31	1st Lt. D. Musso	30
T/Sgt. M.A. Carr	30	T/Sgt. J.B. Morris	30
S/Sgt. W.E. Chapman	31	T/Sgt. H. Parker	30
S/Sgt. N.C. Cherry	30	S/Sgt. G. Peacock	30
S/Sgt. J.R. Chicolno	30	S/Sgt. R. Plate	32
1st Lt. S. Chmura	30	S/Sgt. A.H. Pugh	30
S/Sgt. H. Civello	30	1st Lt. R. Ramsey	30
T/Sgt. W.D. Cohen	32	S/Sgt. G. Sanders	30
S/Sgt. R. Convertino	32	S/Sgt. C.W. Sanders	30
1st Lt. D. Coyne	32	S/Sgt. D. Schaefer	30
Capt. S.C. Dailey	30	S/Sgt. F.J. Schicoitano	30
S/Sgt. E.P. Daniel	30	S/Sgt. J. Sellitto	30
T/Sgt. C. Dipierre	30	S/Sgt. M. Severson	30
T/Sgt. J.K. Dunn	31	S/Sgt. J.L. Shannon	30
T/Sgt. W.B. Flynn	30	T/Sgt. P. Staley	30
S/Sgt. R.R. Francis	30	S/Sgt. P. Stengel	30
S/Sgt. J.E. Garity	30	1st Lt. A. Stokes	30
1st Lt. W. Gelula	30	1st Lt. K. Strom	30
T/Sgt. A. Ciergiani	30	S/Sgt. W. Surprise	30
T/Sgt. E.C. Gibson	30	1st Lt. J. Szumgyi	30
S/Sgt. C.L. Graf	30	1st Lt. J. Tanner	30
1st Lt. E.N. Guinn	30	1st Lt. H. Tomlinson	32
T/Sgt. F. Gulan	31	T/Sgt. P. Van Duren	30
T/Sgt. A. Hildreth	30	1st Lt. G. Van Dyke	30
T/Sgt. G. Hopkins	30	1st Lt. J.E. Waller	30
Capt. B.H. Johnson	30	1st Lt. K. Weiman	30
T/Sgt. M.W. Johnson	30	1st Lt. K. Wells	30
S/Sgt. C.W. Johns	31	1st Lt. R. Woods	30
1st Lt. C.A. Johnston	35	S/Sgt. L.K. Yeatts	32

30 June 1944Mission 81Target: Equihen2 June 1944

So off to another month's operations we went hopefully with several purposes in mind - but mainly the Invasion.

Equihen, France was the first target for the month on June 2nd. This mission was the second of a series of attacks on coastal installations (gun batteries and other fortifications) which could seriously hinder any invasion effort in that direction if not knocked out. The bombing was by PFF methods through a 10/10 undercast with no bombing results observed. Due to trouble experienced by the Group

Leader in reaching the Assembly Point Capt. Johnson had to form the Group and all commended his leadership and initiative. Enemy opposition was nil although the crews observed some inaccurate flak from the vicinity of Abbeville. All the crews returned safely. The following 612th Crews flew the mission with Capt. Johnson as Deputy Group Leader:

2nd Lt. F.W. Toussaint & crew	2nd Lt. J. Atherton & crew
1st Lt. R.C. McCord & crew	Capt. B.H. Johnson & crew
1st Lt. G.E. Bingham & crew	1st Lt. J.W. Myretus & crew
1st Lt. K.H. Opie & crew	

Mission 82Target: Neufchatel3 June 1944

Mission number two for June was flown on the 3rd and to another of the coastal installations located at Neufchatel, France (just South of Boulogne). Again blind bombing was necessary due to 10/10 under-cast of clouds and the results were not observed. Flak and ground rockets were observed but not encountered and all of our aircraft returned safely. Major McCree lead the formation in the PFF aircraft assisted by Capt. Haberer as navigator and Lt. Anderson as bombardier. The crew loading list for the mission was as follows:

PFF Major D.G. McCree & crew	
Capt. S.C. Dailey & crew	1st Lt. K.C. Wells & crew
1st Lt. G.F. Bingham & crew	2nd Lt. G.F. Carter & crew
2nd Lt. W.E. Massey & crew	2nd Lt. J. Atherton & crew

Mission 83Target: Massey/Palaiseau4 June 1944

On June 4th the assigned effort was to Massey/Palaiseau, France to attack a constriction of bridge, rail and road networks. Three boxes of 12 aircraft bombed two M.P.I.'s visually with good to excellent results. Meager and inaccurate flak was encountered which accounted for a few minor holes but all aircraft and personnel returned safely.

Capt. Dailey flew as Deputy Leader in "B" Wing. The following crews participated.

Capt. B.H. Johnson & crew	2nd Lt. G.F. Carter & crew
2nd Lt. W.E. Massey & crew	2nd Lt. F.W. Toussaint & crew
1st Lt. K.H. Opie & crew	1st Lt. G.F. Bingham & crew
2nd Lt. J. Atherton & crew	1st Lt. R.D. McCord & crew
1st Lt. J.W. Myrtetus & crew	

Mission 84Target: Ver-Sur-Mer/
Mont Fleury6 June 1944

The next and fourth effort for June was on the historical D-Day, June 6th. Another coastal installation at Ver-Sur-Mer/ Mont Fleury, France located on the Invasion coast was hit by PFF methods 5 minutes before the first troops touched the soil of Normandy. Later reports show that the bombing was very good. Enemy opposition was nil and all of the 36 aircraft returned safely. The 612th furnished nine of the crews which were as follows.

2nd Lt. F.W. Toussaint & crew	2nd Lt. W.E. Massey & crew
Capt. S.C. Dailey & crew	1st Lt. R.D. McCord & crew
2nd Lt. G.F. Carter & crew	1st Lt. G.F. Bingham & crew
2nd Lt. J. Atherton & crew	1st Lt. K.C. Wells & crew
1st Lt. J.W. Myrtetus & crew	

Mission 85Target: Caen6 June 1944

A second mission on D-Day was flown with our aircraft attacking Caen. The Group furnished 6 aircraft and lead of the Composite Box in the 94th CBW. Failing to pick up the other 94th CBW formations due to bad weather the Group's effort went to the target alone. Clouds obscured the target and it became necessary to return to base with the bomb loads. No enemy fighters were observed although flak of the meager and fairly accurate variety was encountered from the Channel Islands. All crews returned safely.

Capt. Goodman was the Group Leader for the mission and was ably assisted by Capt. Haberer as Lead Navigator and Lt. Anderson as Lead Bombardier. The crew listing was as follows.

Capt. J.F. Goodman

1st Lt. F.P. Ball

Mission 86Target: Falaise7 June 1944

D-Day plus one found bad weather still prevailing which explains the GH method used to bomb Falaise, France -- rail and transportation center South of the Invasion area. Two bomb runs due to the GH equipment malfunction and no bombing results were observed. Meager and inaccurate flak consisting of 4 to 9 bursts only were observed from the Invasion area but none of our aircraft had battle damage and all returned safely. Major McCree was the Air Commander in the Lead Ship and the Squadron furnished 6 crews as follows.

2nd Lt. W.E. Massey & crew	1st Lt. J.W. Myrtetus & crew
1st Lt. R.D. McCord & crew	1st Lt. K.H. Opie & crew
2nd Lt. G.F. Carter & crew	1st Lt. K.C. Wells & crew

Mission 87Target: Caen10 June 1944

On the 10th June after a two day lay-off due to bad weather the Group set out to attack the operational airfield at Caen, France. Due to poor weather and GH malfunction the bombs were brought back as neither the primary or any target of opportunity could be bombed. Flak was observed at three different places and all crews returned safely. Lt. Opie was the leader of the High Squadron for the effort. Crew loading for the mission was as follows.

2nd Lt. D. Loughlin & crew	2nd Lt. J. Atherton & crew
2nd Lt. G.F. Carter & crew	1st Lt. W.J. Kelly & crew
1st Lt. F.P. Ball & crew	1st Lt. J.W. Myrtetus & crew
1st Lt. K.H. Opie & crew	

Mission 88Target: Bernay/St Martin11 June 1944

Bad weather still persisted for the 8th mission for the month flown June 11th against an operational airdrome at Bernay/St Martin, France. The now usual cloud cover necessitated PFF bombing again.

No opposition was encountered and all crews returned safely. The 612th Squadron did not have any crews flying this mission.

Mission 89Target: Vitry-en-Artois12 June 1944

Three boxes of 12 aircraft each set out on June 12 to bomb an airdrome at Vitry-en-Artois, France. One box could not bomb because another wing of aircraft passed under the Group at bomb release point, and this box brought their bombs back to base. The other two boxes did an excellent job on the two M.P.I.'s assigned to attack. Enemy opposition was nil and all crews returned safely.

Capt. Goodman was the High Group's Leader with Lt. Anderson as Lead Bombardier. The following is the loading list for the operation.

Capt. J.F. Goodman & crew	1st Lt. F.P. Ball & crew
1st Lt. R.D. McCord & crew	2nd Lt. J. Atherton & crew
1st Lt. G.F. Bingham & crew	1st Lt. J.W. Myrtetus & crew
1st Lt. K.H. Opie & crew	2nd Lt. G.H. Linford & crew
2nd Lt. B.F. Carns & crew	

Mission 90Target: Le Bourget14 June 1944

Le Bourget was the target for June 14th when the large airdrome near Paris was attacked by 5 boxes of 12 aircraft each from the Group. All five boxes did excellent bombing for one of the most successful demonstrations ever of efficient heavy bomber work. Flak was moderate and very accurate at the target and several enemy aircraft were encountered. These enemy aircraft accounted for the loss of one of the Group's aircraft. All other crews returned safely. Captain Goodman was pilot of the Division lead aircraft in which Colonel Bowman flew as Divisional Commander. Crew loading for the effort was as follows.

2nd Lt. F.W. Toussaint & crew	2nd Lt. D. Loughlin & crew
2nd Lt. C.G. Ritting & crew	2nd Lt. G.F. Carter & crew
2nd Lt. W.E. Massey & crew	2nd Lt. G.H. Linford & crew
1st Lt. F.P. Ball & crew	2nd Lt. J. Atherton & crew
1st Lt. R.D. McCord & crew	2nd Lt. J.A. Knost

Mission 91Target: Monchy/Breton17 June 1944

The Group's next mission was flown on the 17th June to Monchy/Breton airdrome, France. Bad weather again in the form of 10/10ths cloud undercast necessitated blind bombing by GH methods. No visual observations of bomb results were possible. No enemy opposition was encountered and all aircraft returned safely.

Major Maupin was the leader of the High Box in the 94th CBW formation and Lt. Ramsey flew in the lead ship as Tail Gunner Observer. The following crews also participated.

2nd Lt. C.G. Ritting & crew	1st Lt. K.H. Opie & crew
2nd Lt. J.A. Knost & crew	2nd Lt. B.F. Carns & crew
1st Lt. C.A. Johnston & crew	1st Lt. R.D. McCord & crew

Mission 92Target: Hamburg18 June 1944

A change to strategic bombing saw the Group attacking Hamburg, Germany on June 18th. The target was one of several refineries located there. PFF bombing was necessary due to cloud cover although a break over the target area did provide strike coverage. These showed the bombing was a near miss on the marshalling yards used as a PFF aiming point. Flak was intense and accurate and accounted for some battle damage, but all crews returned to home base. Capt. Goodman was the Low Box Leader in the 94th CBW's "A" Group in which we furnished two groups of aircraft. Nine 612th crews flew the mission with loading as follows.

2nd Lt. F.W. Toussaint & crew	1st Lt. F.P. Ball & crew
2nd Lt. D. Loughlin & crew	2nd Lt. G.F. Carter & crew
2nd Lt. W.E. Massey & crew	2nd Lt. G.H. Linford & crew
2nd Lt. C.G. Ritting & crew	2nd Lt. J.A. Knost & crew
1st Lt. K.H. Opie & crew	1st Lt. M.J. Christensen & crew

Mission 93Target: Bordeaux/
Merignac19 June 1944

Another long and successful mission was flown on the 19th June to Merignac airdrome located at Bordeaux, France. Bad weather forced the Group to 31,000 feet altitude at one point but the target was clear and all three M.P.I.'s assigned to the Group's three boxes of 12 aircraft each were hit with good to excellent results.

Enemy opposition was flak over the target which was of the moderate and very accurate type. This accounted for the loss of two crews and a third crew which was from the 612th was lost to unknown reasons. This was Lt. Massey and crew.

Lt. Opie was the Group Leader of the Low Box and his lead bombardier, Lt. Browne, gained very good results for the second time in as many trials. The following 612th crews participated.

2nd Lt. F.W. Toussaint & crew	2nd Lt. W.E. Massey & crew
2nd Lt. D. Loughlin & crew	1st Lt. F.P. Ball & crew
1st Lt. W.J. Kelly & crew	1st Lt. G.F. Bingham & crew
2nd Lt. J. Atherton & crew	2nd Lt. J.A. Knost & crew
2nd Lt. G.F. Carter & crew	1st Lt. K.H. Opie & crew

Mission 94Target: Hamburg20 June 1944

Back in good weather the Group went to Hamburg on the morning of June 20th. The weather was CAVU and both bombardiers of the Group's two boxes accomplished very good to excellent results on the oil industry target assigned. Again the flak was rough but all crews returned safely. The following crews flew the mission.

2nd Lt. C.G. Ritting & crew	1st Lt. F.P. Ball & crew
2nd Lt. G.F. Carter & crew	1st Lt. G.F. Bingham & crew
2nd Lt. G.H. Linford & crew	1st Lt. W.J. Kelly & crew
2nd Lt. J. Atherton & crew	

Mission 95Target: Hazebrouck20 June 1944

Another mission on June 20th and to the Rocket Coast this trip. The assigned target was Watten but clouds over the target necessitated the bombing of a target of opportunity. This turned out to be Hazebrouck, France where the lead bombardier dropped on a choke point in a railway junction. Enemy opposition was negligible and all aircraft returned to base. The following 612th crews flew on this effort.

2nd Lt. G.F. Carter & crew
2nd Lt. J.A. Knost & crew

2nd Lt. G.H. Linford & crew
1st Lt. R.J. Ramsey & crew

Mission 96Target: Berlin21 June 1944

The 8th Air Forces biggest effort in it's history was flown June 21st to Berlin. Our Group furnished two boxes of 18 aircraft each, and one squadron of 6 aircraft which flew in a composite box. The first two Wings in which one of our Groups was flying bombed visually with good results while the remaining members of our Group bombed by PFF because of cloud cover over the target. A few enemy fighters were seen but none of them attacked any of the Group's aircraft although the flak was intense as usual over the target. However for once the flak was not too accurate and battle damage was slight. One of the Squadron's crews was lost on this mission. This was Lt. Atherton and crew. All other crews returned safely.

Lt. Opie led the High Box, which was flying with the 41st Composite Wing accompanied by Major Silver as Air Commander. The crew loading for the mission was as follows.

1st Lt. K.H. Opie & crew
1st Lt. F.W. Toussaint & crew
1st Lt. C.A. Johnson & crew
2nd Lt. J. Atherton & crew
2nd Lt. J.A. Knost & crew
2nd Lt. B.F. Carns & crew

2nd Lt. C.G. Ritting & crew
1st Lt. R.D. McCord & crew
1st Lt. J.W. Myrtetus & crew
2nd Lt. D. Loughlin & crew
1st Lt. F.P. Ball & crew

Mission 97Target: Frevent22 June 1944

Back to France to attack a tactical target was the Group's assignment for 22nd June. The assigned target for our Group's three boxes of 12 aircraft each was the airfield at Frevent. Clouds obscured the target this time and each of the three boxes went their separate ways to seek a target of opportunity. One attacked a railroad junction at Douai, France, one attacked the runways of an airfield at Furnes, Belgium, and the High Box hit a bridge and railroad underpass at Sainglan, France. All three boxes had strikes on their Aiming Points. Enemy opposition was not encountered, although flak and ground rockets were observed. All of our aircraft returned safely.

Major Maupin was the leader of the High Box with Captain Haberer as Lead Navigator and Captain Woodhouse as Lead Bombardier. Crew loading was as follows.

2nd Lt. F.J. Toussaint & crew
 2nd Lt. C.G. Ritting & crew
 2nd Lt. G.H. Linford & crew

2nd Lt. J.A. Knost & crew
 2nd Lt. E.G. Burns & crew
 1st Lt. J.W. Myrtetus & crew

Mission 98Target: Fienvilliers23 June 1944

Mission No. 98 was a return to the Rocket Coast at Fienvilliers on the 23rd June. The Group furnished the Lead Box for the Wing "A" Force and the Lead Squadron for a composite box. 10/10th clouds were encountered in the target area and bombing was by GH method with no results observed. Flak of meager amount and mostly inaccurate was encountered in the target area and damage was slight. All crews returned safely.

2nd Lt. D. Loughlin & crew
 2nd Lt. C.G. Ritting & crew
 1st Lt. R.D. McCord & crew
 2nd Lt. G.F. Carter & crew

2nd Lt. J.A. Knost & crew
 2nd Lt. B.F. Carns & crew
 1st Lt. J.W. Myrtetus & crew
 1st Lt. K.H. Opie & crew

Mission 99Target: Belloy-sur-Somme24 June 1944

After the Pilotless-Plane sites in the Pas de Calais area on June 24th for the Group's 99th effort. This time two boxes of 12 aircraft each were to attack Belloy-sur-somme and Bachimont. Bombing was visual at both targets although a malfunction of equipment and personnel error combined caused the bombs to land over the assigned target at Belloy-sur-Somme, while excellent bombing was accomplished at Bachimont. Some meager but inaccurate flak was encountered at the enemy coast, Neufchatel and Dunkerque which accounted for major battle damage to three aircraft and minor to several others. Two of the personnel participating were slightly wounded. Lt. Opie flew as Deputy Group Leader for "D" Force and his bombardier, Lt. Browne, was required to bomb on signal from the lead plane when their bombs failed to release. Crew loading was as follows.

2nd Lt. D. Loughlin & crew
 1st Lt. F.P. Ball & crew
 2nd Lt. G.F. Carter & crew

2nd Lt. B.F. Carns & crew
 2nd Lt. E.G. Burns & crew
 1st Lt. K.H. Opie & crew

Mission 100Target: Montbartier25 June 1944

100th MISSION --- This historic undertaking was one of the Group's longest missions to date and took them to the deepest part of France at Montbartier. The mission, flown June 25th was uneventful with excellent bombing with the exception of unexpected flak from the battle lines over the Invasion front. Several aircraft sustained damage and there the 612th lost Lt. Myrtetus and crew. All other crews continued on the mission and returned safely. The 612th furnished nine crews for this mission listed as follows.

1st Lt. F.P. Ball & crew
 2nd Lt. B.F. Carns & crew
 1st Lt. J.W. Myrtetus & crew
 2nd Lt. C.G. Ritting & crew
 1st Lt. K.H. Opie & crew

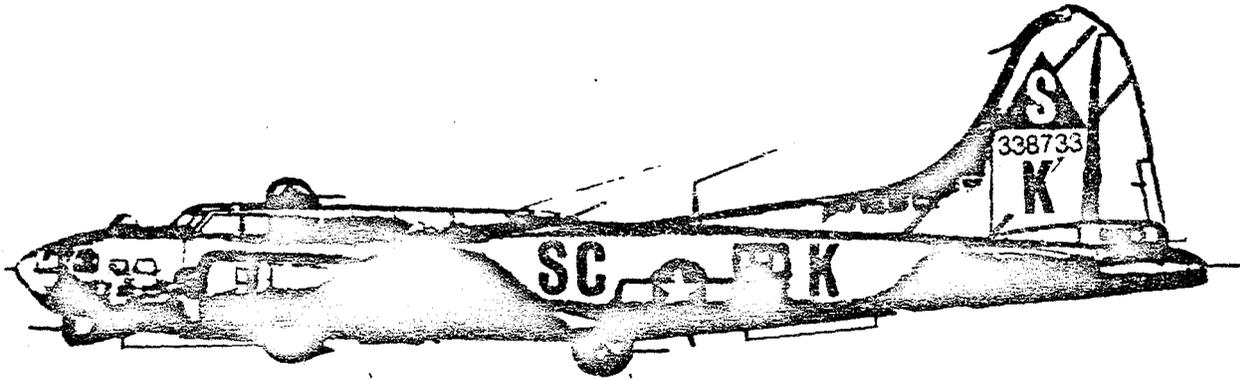
2nd Lt. D. Loughlin & crew
 1st Lt. R.D. McCord & crew
 2nd Lt. G.H. Linford & crew
 2nd Lt. E.G. Burns & crew

Mission 101Target: Laon/Couvron28 June 1944

For a start on the second hundred missions the Group went to attack an airdrome at Laon/Couvron, France, (near Reims) on 28th June. Two boxes of 12 aircraft each hit their M.P.I.'s with excellent results and despite moderate and accurate flak all crews returned safely to England. Bad weather necessitated all aircraft landing away from home base. The 612th crews participating were as follows.

1st Lt. F.J. Toussaint & crew
2nd Lt. C.G. Ritting & crew
2nd Lt. G.H. Linford & crew

2nd Lt. J.A. Knost & crew
1st Lt. F.P. Ball & crew

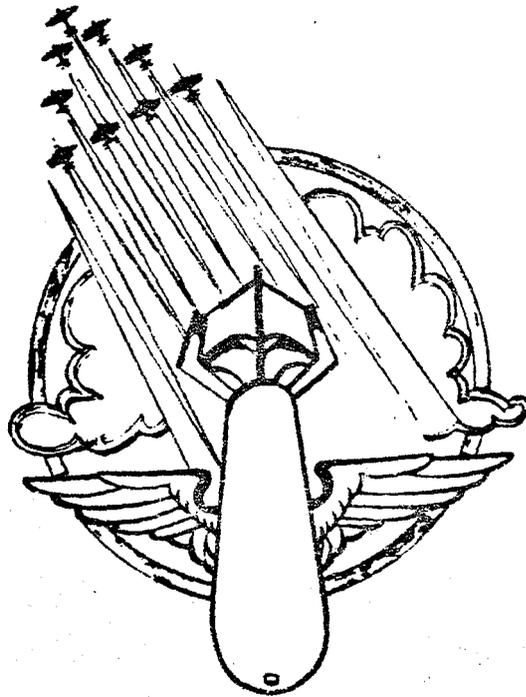


612TH BOMBARDMENT SQUADRON (H)

SQUADRON HISTORY

PART TWO

JULY - AUGUST 1944



612TH BOMBARDMENT SQUADRON (H)
 401ST BOMBARDMENT GROUP (H)
 U.S.A.A.F.

SQUADRON HISTORY

From 1st July 1944

The first of July found us looking back over June activities and we saw much to consider. June had proven to be the best month in the Group's history. Over 100 missions completed, 101 as of June 30th. We know this to be a good record for the bad weather had necessarily shortened the number that could have been achieved under favorable conditions. And out of 21 missions flown by the Group in June the 612th participated in all.

Furthermore, it had been brought out that the Group had flown its 100 missions in the shortest period, exactly seven months, in the 8th Air Force history and had more bombs on the target than any other group with a corresponding number of missions or in a corresponding period of time. At the same time our Group had led and continued to lead all 8th Air Force groups in the comparatively new 12 aircraft bombing formation. For the past three months of April, May and June, considered as a whole we stood second in the Air Force for bombing and led the Air Force for all bombing for the month of June.

The 612th was proud to realise it's part in making this record possible. Our lead crews had contributed much towards making these things possible supported by all of the Squadron's crews.

This was what the Group and Squadron could look back to when we entered into operations for July.

To show what part the Squadron had actually taken to this date is better illustrated by the statistics for our aircraft which don't lie. At the end of June the 612th Squadron had more aircraft scheduled for missions, more taking off, more entering enemy territory, and only two less than any other Squadron attacking the target. A high figure not exceeding the other Squadrons, of 23 aircraft not attacking during June would partially account for the drop to second place for aircraft attacking. For losses and weather along with bomb rack malfunctions accounted for 16 or more of the reasons for not bombing. Obviously, someone had worked hard to keep up this record and again to Engineering we can't say too much. Their unending efforts which seemed to grow in efficiency each day was the biggest reason why our aircraft were always in there --- coupled with the skill of our crews.

And this can also be illustrated if we take a quick appraisal of just a few of the ground crew accomplishments. Aircraft No. 087 (Note- 42-31087, SC-K, "BOCHE BUSTER") had increased its total of missions to 59 with 54 consecutive ones without an abort. M. Sgt. Victor C. Magnuson had crewed aircraft No. 662 (Note- 42-31662, SC-B, "FANCY NANCY IV") through 54 missions without a single abort, and M. Sgt. Curtis H. Brown, crewing aircraft No. ? (Note- number given as 662 again - must be a typing error) was soon to rack 50 missions (actually August 4th) with no aborts. S/Sgt. Walter Hawks has successfully despatched aircraft No. 487 (Note- 42-97487, SC-O, "HANGOVER HAVEN") for 49 missions and there were several more that were in the 30 missions or more category with no aborts. Such a fine effort on

the part of the Engineering personnel supported by the equally able efforts of the Ordnance, Armament, Communications, and other Ground personnel is easily recognised by the present results obtained.

The 21 missions saw only four of the Squadron crew members completing their combat tour. This is probably accounted for by the large number that wound up their tours in May and particularly in June. 1st Lt. R.H. Hoyt, 1st Lt. D.M. Anderson, 2nd Lt. J.M. Schwartz and S/Sgt. G.C. Fleetwood completed their tour. Also Captain W.E. Haberer and Captain J.A. Goodman, Squadron Navigator and Assistant Squadron Operations Officer respectively, completed enough missions to be entitled to a leave in the States on the rest and recuperation plan for crew members returning for a second tour of operations.

The following crew members returned from leave to the U.S., 1st Lt. S.E. Smith, 1st Lt. M.W. Boxer, Capt. Currie, Lts Hershey, Fishbeck, Buder, Shapiro and Jeffery.

Operations on 20th July 1944 cost the loss of Lt. Fredrick and crew on a mission to Leipzig, Germany. Little is actually known about what happened to them although an appraisal of crew observations seems to indicate that the aircraft was hit by flak, dropped out of formation later and spun into the clouds below. No chutes were observed and lack of further observations left the decision of their chances of survival unknown. The complete crew loading of this aircraft will be found in the mission reports of July, 1944.

Lt. John P. Szungyi was flying with Lt. Fredrick on their ill fated aircraft and it was the 48th time Lt. Szungyi had gone out on a mission. After completing his first tour of 30 missions he had requested to continue on even without a single days leave. After a period of argument his request was granted and he flew missions as they came, reaching the unusual total of 47 before his last trip. To say that all admired his splendid courage and effort is not enough. His example proved an inspiration to all who knew him or knew of him, and his remarkable showing will not be forgotten by those people. We all hope the worst fate to befall him would be to become a prisoner of war.

Many missions also saw our relatively new group of crews achieving many awards and decorations. During July the total of 56 Air Medals, 85 Oak Leaf Clusters to the Air Medal and one Purple Heart Medal was awarded to them, indicating the rapidity of their work.

Promotions for July included 1st Lt. H.O. Kimmel, Engineering Officer, and 1st Lt. E.B. Wilder, Armament Officer, to the rank of Captain in the Ground Echelon. In the Air Echelon 1st Lt. K.H. Opie was promoted to Captain, 2nd Lts E.A. Lahey, Jr., W.H. Peck, Jr., G.H. Linford, D. Loughlin, J.A. Knost, C.G. Ritting, B.F. Carns and G.F. Carter were promoted to 1st Lts. Flight Officers J.M. Schwartz, W.L. Locklear, J.R. McMurray and G.A. MacMonagle were promoted to 2nd Lts. Also 42 of the enlisted personnel received promotions to various grades.

None of the Squadron personnel had received individual letters of commendation or citations during the month, although several Bronze Stars and possibly two or three Legions of Merit are impending for ground personnel for the various achievements. Most of these are for Engineering personnel with one for M. Sgt. Osinski of the Armament Section for a development on the Bomb-Sight release. This story will be recorded with his citation when he receives it. The Division as a whole has been authorised to wear another Bronze Star on the E.T.O.

ribbon for battle participation from D-Day to an unspecified date. Rumors and later official statement has it that the whole 1st Bomb Division has received a Presidential Citation and all of us are very proud of this and await the whole story.

On 22nd July 1944, the Squadron Enlisted Men and Staff Officers consumed 216 gallons of English beer at a Squadron party held in the base theater that night. The fairer sex from surrounding villages were "imported" by G.I. transportation for the party and dance. Music for the gala occasion was furnished by Special Services Band of AAF Station 128. The party from all appearances of beer and broken glasses over the base theater was a "howling" success.

Mission 102

Target: Saumur

4 July 1944

July 1st found bad weather still present and this was to last several days more. After a six day interval of this foul weather our Group resumed operations.

The Group's initial effort for July was flown on the historical date of our country's independence, 4th July 1944. The assigned target was a large bridge spanning the Loire River at Saumur, France. The weather still was bad and broken clouds obscured the bomb run at the target. A second run was made in an effort to bomb but to no avail due to the clouds. The leader then began a search for a target of opportunity but without any success and all aircraft returned with their bombs.

Meager and inaccurate flak was encountered on the second run at the target and no other enemy opposition was encountered. Fighter escort was termed "excellent".

Lt. Ball led the 612th crews in the Low Squadron on the Low Box. The following crews participated in the mission.

Lt. D. Loughlin & crew
Lt. F.P. Ball & crew
Lt. J.A. Knost & crew

Lt. R.C. Gibson & crew
Lt. R.D. McCord & crew
Lt. E.G. Burns & crew

Lt. D.M. Anderson flew as bombardier with the 614th Squadron.

This mission marked the innovation of nine men crews. One of the crew waist gunners on each crew was deleted for the mission. This S.O.P. came out from some higher headquarters and no arguments pro or con were voiced although a few remarks from the crews themselves were overheard. Some stated it would be okay for short missions but would prefer the extra gunner for longer missions where enemy fighters were more likely to be encountered.

Mission 103

Target: Rely

6 July 1944

Again the much discussed and much bombed Rocket Coast in the Pas de Calais area were the targets for our Air Force on 6th July. Our Group dispatched a Wing of 36 aircraft - all to attack installations at Rely, France (near St. Omer). The target area was CAVU for weather but badly obscured with smoke and dust from a previous Wing's bombing. Neither of our three boxes of 12 aircraft each could pick up the target for bombing although two boxes made a second run. The

Low Box went on to bomb another NOBALL at Beaumont - les - Aire, France, obtaining excellent results. Meanwhile the High Box had found still another NOBALL at Enguinegatte, France, obtaining good bombing results there. Being unable to find a Target of Opportunity for itself the Lead Box returned to base with its Bombs.

Neither flak nor enemy aircraft were encountered and all aircraft returned safe. Fighter support was reported as good.

A freak accident resulted in the death of a 613th navigator, when a piece of metal from one aircraft engine flew back striking the the propellor on another aircraft which slung metal through it's nose killing the navigator instantly. All other personnel were unharmed.

Lt. Opie led the High Box in the 94th "B" CBW and a total of 9 612th crews participated, listed as below.

Lt. F.J. Toussaint & crew
 Lt. R.D. McCord & crew
 Lt. G.F. Carter & crew
 Lt. K.H. Opie & crew
 Lt. J.A. Knost & crew

Lt. G.H. Linford & crew
 Lt. J.L. Fredrick & crew
 Lt. R.C. Gibson & crew
 Lt. C.G. Ritting & crew

Mission 104

Target: Renescure

6 July 1944

Back again to the Rocket Coast on July 6th to attack Renescure, France. The Group despatched 12 aircraft this time to fly alone as 94th CBW "B" Group. Weather was good and the bombing was better with 95% of the bombs finding their way within 1,000 feet of the MPI.

Flak of meager to moderate variety but inaccurate was encountered but no enemy aircraft were seen. Battle damage was nil and all of the aircraft returned safely. The 612th Squadron did not fly on this mission.

Mission 105

Target: Leipzig

7 July 1944

The first strategic bombing mission for July was an attack on the number one priority aero-engine factory located at Leipzig, Germany which was flown on the 7th. Our Group despatched the Lead and Low Box in the 94th "B" CBW, each box consisting of 18 aircraft. Weather was strangely CAVU over the continent and both boxes from our Group accomplished excellent bombing with an average of 98% of the patterns within 2,000 feet and direct hits on all three buildings in the MPI area.

Moderate to intense flak was met at the target which was fairly accurate and meager and fairly accurate flak was encountered from Magdeburg. This accounted for minor battle damage. No enemy aircraft were seen and friendly fighter support was termed "excellent". All but one aircraft returned - this aircraft from the 615th aborted before the target and nothing else is known of it.

Major Maupin started out to lead the Wing but unsuspected and complete oxygen failure necessitated his aircraft aborting, but not until he had completed the Wing assembly. Lt. Connelly, 613th, took over and accomplished an excellent job of leading. Lt. Opie lead the Low Box and Lt. Ball led a composite high squadron in the Lead Box. Eight of the 612th crews took part in this effort - crew loading is listed below.

Lt. J.L. Fredrick & crew
 Lt. D. Loughlin & crew
 Lt. G.H. Linford & crew
 Lt. R.C. Gibson & crew

Lt. F.P. Ball & crew
 Lt. R.H. Hoyt & crew
 Lt. K.H. Opie & crew
 Lt. C.G. Ritting & crew

Mission 106Target: Mont Louis Ferme 8 July 1944

After another lapse of one day due to bad weather the Group went out again after the rocket installations. This time two boxes of 12 aircraft each were to attack two installations. Belloy - sur - Somme and Montlouis, France. Both boxes encountered some clouds enroute and experienced difficulty with finding the I.P.'s. However the bomb runs were accomplished through a severe haze and good bombing resulted for both boxes.

Flak was observed on other formations, and a small amount of flak was encountered although it was inaccurate. One Me-110 was observed but caused no trouble. All of our aircraft returned unharmed, as did the crew members.

Major Maupin was the leader of "F" box attacking Belloy - sur - Somme, flying with Lt. McCord and his crew. Captain Woodhouse was the lead bombardier in this box and Captain Haberer was the lead navigator. The 612th furnished nine crews for the mission with loading as follows.

Lt. R.D. McCord & crew
 Lt. D. Loughlin & crew
 Lt. C.G. Ritting & crew
 Lt. R.C. Gibson & crew
 Lt. B.E. Hocking & crew

Lt. G.H. Linford & crew
 Lt. J.L. Fredrick & crew
 Lt. J.A. Knost & crew
 Lt. F.P. Ball & crew

Mission 107Target: Munich11 July 1944

After a couple of scrubbed efforts because of foul weather the Group resumed operations on 11th July. A maximum effort was flown by the 8th Air Force to hit Munich, Germany. Our Group furnished 36 of the approximate total of 1,200 attacking aircraft. Bombing was by PFF means due to 9/10's to 10/10's cloud undercast at the target, but a few strikes were observed through a haze cloud break.

There was moderate flak at the target area but none of the aircraft sustained damage. No enemy aircraft showed themselves and friendly fighters were plentiful.

Lt. Ball flew as deputy Group Lead in the High Box of 94th "A" CBW while Lt. Toussaint led the Low Squadron of the same box. A total of eight 612th crews participated on this effort. Crew loadings are as follows.

Lt. F.P. Ball & crew
 Lt. E.G. Burns & crew
 Lt. D. Loughlin & crew
 Lt. B.F. Carns & crew

Lt. F.J. Toussaint & crew
 Lt. G.H. Linford & crew
 Lt. C.G. Ritting & crew
 Lt. G.F. Carter & crew

Mission 108Target: Munich12 July 1944

A return to Munich on 12th July was the Group's effort for it's 108th mission. The same route was flown by our 36 aircraft which

furnished the Lead and the Low Boxes in the 94th "A" CBW. The trip was over 10/10's cloud with good fighter support all the way in and all the way out. Flak was again encountered at the target and although it was moderate to intense the accuracy was off and only two of our aircraft sustained minor damage. PFF methods were again used for bombing and no definite results are known as yet.

This trip found bombing on the City of Munich because the clouds again obscured the visual target, an aircraft engine factory. 1,200 Fortresses and Liberators comprised this attack raising the total tonnage dropped to more than 6,000 tons within 24 hours.

All our aircraft returned safely. Eight of the 612th crews participated on this mission -- loading as follows.

Lt. F.J. Toussaint & crew	Lt. B.E. Hocking & crew
Lt. D. Loughlin & crew	Lt. G.H. Linford & crew
Lt. C.G. Ritting & crew	Lt. J.A. Knost & crew
Lt. R.C. Gibson & crew	Lt. E.G. Burns & crew

Mission 109

Target: Munich

13 July 1944

Back again to Munich for the third consecutive day went our Group on the 13th July. Only one box of 18 aircraft flying as Low Box in the 94th CBW was despatched, plus spares. The same route was flown again and the weather conditions remained the same -- 10/10's clouds as undercast. Again it was necessary to bomb Munich by PFF methods because the visual target was obscured. And no observations were possible due to clouds over the target area.

Due to the large number of planes despatched again the total tonnage of bombs dropped on the City of Munich soared to over 8,000 tons. Most likely photographic reconnaissance will show much destruction in this key Nazi city.

The flak at the target still remained moderate to intense but more accurate on this attack. Eleven of the aircraft had battle damage from flak and three from enemy fighters. The enemy fighters numbered between 15 and 20 with both Me 109's and also FW 190's observed attacking. These attacks accounted for the loss of one 615th Squadron aircraft but were not able to do further damage because of intervening friendly fighters. All other aircraft returned safe with the exception of another 615th ship which had a tail gunner who was killed by fighter attack.

Only three of the 612th crews flew on this effort. They loaded as follows.

Lt. B.E. Hocking & crew	Lt. G.F. Carter & crew
Lt. E.G. Burns & crew	

Mission 110

Target: Munich

16 July 1944

The 401st was assigned the airplane engine factory target at Munich again on July 16th. PFF primary was again to be the City of Munich.

The 401st was to furnish two 18 aircraft High Boxes, one for the 94th "A" CBW and one for the 94th "B" CBW. However, due to heavy clouds at altitude and dense persistent contrails, both boxes did not

not bomb Munich. The "A" box did bomb by PFF means with unobserved results but the 94th "B" box had to turn before reaching the target due to bad weather and danger of collisions and went on to bomb Stuttgart by PFF methods. No bomb results were observed.

Enemy opposition was in the form of flak only being met both at Munich and Stuttgart. It was moderate to intense in amount and mostly fair in accuracy. This accounted for three aircraft sustaining minor damage and possibly for the loss of one 615th crew which was observed to go down under control. No enemy fighters were seen and friendly escort was plentiful.

The 612th furnished eight crews for the mission and all returned safely with the exception of Lt. Dobrow and Lt. Abraham, bombardier and navigator respectively of Lt. McCord's crew. These two officers died of anoxia about 30 minutes after target. Lt. McCord was leader of the Low Squadron in the 94th "B" High Box. Crew loadings are as follows.

Lt. C.G. Ritting & crew
 Lt. R.C. Gibson & crew
 Lt. B.E. Hocking & crew
 Lt. R.D. McCord & crew

Lt. G.H. Linford & crew
 Lt. J.L. Fredrick & crew
 Lt. B.F. Carns & crew
 Lt. E.G. Burns & crew

Mission 111

Target: Peenemunde

18 July 1944

After four consecutive days to Munich, Germany the Group changed directions and went to bomb Peenemunde, Germany on the Baltic Sea. The 401st was to furnish the lead and low box on this date, 18th July 1944. Each box consisted of 18 aircraft each and the Group was leading the 1st Bomb Division in the 94th "A" CBW. This proved to be a very successful mission with CAVU weather for bombing which found Captain Kuenning, the Group's and Air Forces' hottest bombardier, getting another shack for the lead Group while the Low Box bombed with good results also.

Flak was only encountered at the target and this was of moderate and fairly accurate variety. Battle damage was sustained by seven of our aircraft but it was not serious. All of our aircraft returned safely.

Lt. Toussaint led the High Squadron in the Lead Box and the other three crews of the nine 612th crews participating flew in the Low Box. Crew loadings were as follows.

Lt. F.J. Toussaint & crew
 Lt. C.G. Ritting & crew
 Lt. R.C. Gibson & crew
 Lt. B.E. Hocking & crew
 Lt. G.H. Linford & crew

Lt. J.L. Fredrick & crew
 Lt. J.A. Knost & crew
 Lt. B.F. Carns & crew
 Lt. E.G. Burns & crew

Mission 112

Target: Augsburg

19 July 1944

Another long mission and back to Southern Germany to bomb the parent Messerschmitt Aircraft Factory at Augsburg on 19th July 1944. Our Group was flying 94th "A" CBW furnishing all three boxes consisting of 12 aircraft each.

Although PFF bombing was expected it became obvious in the

I.P. area that visual bombing could be accomplished. All three boxes bombed the primary M.P.I. obtaining generally good results and covering the assigned M.P.I., although the patterns were somewhat scattered.

There was no enemy air opposition although flak was encountered at three different points. Intense and very accurate flak was met from the Coblenz area, moderate and fairly accurate flak from Aachen, and moderate and accurate flak from the target area. This accounted for battle damage to 15 of the Group's aircraft, three of them sustaining major damage, and for the loss of one aircraft from 613th Squadron. All others returned safely.

Lt. Opie was leader of the High Box with Lt. Browne as Bombardier and Lt. Schwartz as Navigator. Eight of the 612th crews completed this mission. Crew loading was as follows.

Lt. F.P. Ball & crew	Lt. E.G. Burns & crew
Lt. C.G. Ritting & crew	Lt. B.E. Hocking & crew
Lt. K.H. Opie & crew	Lt. J.A. Knost & crew
Lt. R.H. Bonney & crew	Lt. R.C. Gibson & crew

Mission 113

Target: Leipzig

20 July 1944

The Group's 113th effort was an assignment to hit a ball-bearing factory at Leipzig, Germany. The 401st furnished the Lead and Low Boxes consisting of 12 aircraft each for the 94th "A" CBW.

Several gremlins seemed to be around when the target area was reached. A visual run was attempted but cloud cover prevented the Leader's bombing. Meanwhile just over the target the deputy lead aircraft was hit by flak and had to release its bombs and the remainder of the Lead Group dropped on his bombs. The Leader later bombed a Target of Opportunity at Harborn and the Low Box bombed the secondary target at Kolleda, Germany, obtaining fairly good results.

Flak proved to be a menace in the target area. It was moderate to intense and exceedingly accurate accounting for damage to 20 aircraft and for the loss of one aircraft. The 612th lost Lt. Fredrick and his crew. Also, flak accounted for a painful wound which was sustained by T/Sgt. H.E. Griffiths, 612th turret gunner, when a small piece of steel penetrated his face near the bridge of his nose, entering through his mouth.

Four crews from the 612th took part besides Lt. Fredrick. Loading for the five crews is as follows.

Lt. B.F. Carns & crew	Lt. J.L. Fredrick & crew
Lt. R.H. Bonney & crew	Lt. G.H. Linford & crew
Lt. J.A. Knost & crew	

Mission 114

Target: Schweinfurt

21 July 1944

The Group went out again to attack Central Germany on 21st July 1944, the target being Schweinfurt's ball bearing works. The 401st furnished the Lead and Low Box, 12 aircraft each, of the 94th "B" CBW.

Clouds caused trouble at the I.P. area in to the target but finally the Lead and Low Lead Bombardier managed to find the M.P.I.

through the smoking target and bomb successfully obtaining good to excellent results.

Enemy aircraft were unseen but moderate and fairly accurate flak accounted for damage to 12 of the Group's aircraft. All returned to base.

Six 612th crews took part in this mission. Crew loading was as follows.

Lt. F.J. Toussaint & crew	Lt. F.P. Ball & crew
Lt. D. Loughlin & crew	Lt. G.F. Carter & crew
Lt. R.C. Gibson & crew	Lt. T.E. Hill & crew

Mission 115

Target: St. Lo

24 July 1944

A change to tactical bombing was necessary on 24th July when the Group was assigned along with hundreds of other bombers to attack an area West-South-West of St. Lo, France in way of support to a huge ground offensive which our forces were starting. The 401st furnished three boxes of 12 aircraft each comprising the whole 94th "A" CBW. Everything went as planned until the target area was reached where a clouded undercast obscured the area and the Wing was recalled by higher headquarters with instructions not to bomb. Such blind bombing, if done, would seriously jeopardize hundreds of lives on the ground if bombing was not perfect.

Flak of the moderate and fairly accurate variety was encountered from German ground positions in the battle area which accounted for minor damage to six aircraft. All crews returned safely.

Eleven of the 612th Crews took part in this operation with Lt. McCord leading the Low Squadron of a box in 94th "B" CBW. Crew loading was as follows.

Lt. F.J. Toussaint & crew	Lt. B.E. Hocking & crew
Lt. D. Loughlin & crew	Lt. G.F. Carter & crew
Lt. C.G. Ritting & crew	Lt. G.H. Linford & crew
Lt. R.C. Gibson & crew	Lt. T.K. Hill & crew
Lt. F.P. Ball & crew	Lt. R.H. Bonney & crew
Lt. R.D. McCord & crew	

Mission 116

Target: St. Lo

25 July 1944

A return trip to bomb the same area near St. Lo was necessary on the 25th July because the bad weather the previous day had hindered proper support and more was needed on the Jerries. Again the 401st furnished the three boxes of the 94th "A" CBW, each box consisting of 12 aircraft.

This time the weather conditions were much better but previous bombing coupled with ground artillery smoke made bombing most difficult. For this reason the High Box was unable to release its bombs although the Lead and Low Boxes did bomb with excellent results after a difficult time in locating the M.P.I.

Flak was again encountered around the target area but only one aircraft sustained minor battle damage. No enemy aircraft were observed. All of our aircraft and crews returned unharmed.

The 612th furnished ten of the crews with Capt. Opie leading

them in the Low Box with Lt. Browne as his bombardier. Crew loading for this effort was as follows.

Capt. K.H. Opie & crew	Lt. B.E. Hocking & crew
Lt. D. Loughlin & crew	Lt. G.H. Linford & crew
Lt. C.G. Ritting & crew	Lt. T.K. Hill & crew
Lt. F.P. Ball & crew	Lt. J.A. Knost & crew
Lt. R.D. McCord & crew	Lt. E.G. Burns & crew

Mission 117Target: Merseburg28 July 1944

After a three day delay for bad weather the Group was back to strategic bombing July 28th when they attacked Merseburg, Germany. The target was the huge oil industry of I.G. Farben. Our Group furnished again three boxes of 12 aircraft each comprising the whole of 94th "A" CBW which led the Bomb Division, Col. Bowman as Division Leader.

Clouds obscured the target area and a bomb drop by PFF method was necessary. Results were believed to be good.

Enemy opposition proved negligible although moderate flak which was inaccurate was encountered over the target area. No enemy aircraft were sighted and friendly fighter support was described as good. All of the crews returned safely.

Ten of the 612th Crews took part in this mission with Capt. Opie leading the High Box. Crew loadings are as follows.

Capt. K.H. Opie & crew	Lt. J.A. Knost & crew
Lt. C.G. Ritting & crew	Lt. G.H. Linford & crew
Lt. F.P. Ball & crew	Lt. D. Loughlin & crew
Lt. T.K. Hill & crew	Lt. R.H. Bonney & crew
Lt. G.F. Carter & crew	Lt. E.G. Burns & crew

Mission 118Target: Merseburg29 July 1944

The 1st Bomb Division went back to Merseburg to hit the oil industry the next day, 29th July 1944. As expected the target was found to be open with CAVU conditions. The Group furnished the usual three boxes of 12 aircraft each flying as the 94th "C" CBW which put the Group last over the target. Due to changing the lead aircraft of the High Box in the air, and bad weather around the assembly points the High Box never joined the Wing and returned to base. The Lead and Low boxes went on to attack the target.

Being last over the target caused considerable trouble because huge and towering smoke and fire columns obscured the M.P.I. The Lead Bombardier managed to locate the M.P.I. and the remainder of the Wing dropped on his bombs. All of the bombs went into the smoke and appeared to hit the target.

Although no enemy air opposition was met the flak proved more effective this trip and caused damage to 22 aircraft, two with major damage. It was moderate to intense and exceedingly accurate. One crew member was wounded and all others returned safely.

Capt. Opie was the Leader of the Low Box with a total of ten 612th crews flying the mission. Loadings are as follows.

Capt. K.H. Opie & crew
 Lt. F.P. Ball & crew
 Lt. G.S. Schaunaman & crew
 Lt. C.G. Ritting & crew
 Lt. R.C. Gibson & crew

Lt. G.F. Carter & crew
 Lt. G. Linford & crew
 Lt. J.A. Knost & crew
 Lt. B.F. Carns & crew
 Lt. E.G. Burns & crew

Mission 119

Target: Munich

31 July 1944

For it's last mission in July, flown on the 31st, the Group went to Munich, Germany again. Three boxes of 12 aircraft each were furnished by the 401st comprising the 94th "B" CBW. PFF aircraft were taken along in case blind bombing was necessary. This was the fifth effort in July to bomb the vitally important German aero-engine factory at Allach which lies on the outskirts of the City of Munich.

Again heavy layers of clouds formed virtually a 10/10's undercast and for the fifth time the City of Munich was bombed blind by PFF methods. Results were not obtainable although information gleaned from 1st Bomb Division indicates considerable damage had been effected by previous bombings on communications and other installations in Munich.

Still no enemy air opposition but the usual plentiful flak was encountered. Moderate to intense flak was met from the target area which was fair to good for accuracy. Considerable damage was sustained by our aircraft with 21 being hit for minor damage and one for major damage. One aircraft from the 615th was lost.

Capt. Opie led the Low Box along with eight other crews participating on this mission. Crew loading for the nine crews are as follows.

Lt. G.S. Schaunaman & crew
 Lt. C.G. Ritting & crew
 Lt. R.C. Gibson & crew
 Lt. B.E. Hocking & crew
 Lt. G.F. Carter & crew

Lt. G. Linford & crew
 Lt. J.A. Knost & crew
 P/O R.S. Hayes & crew
 Capt. H.K. Opie & crew

AUGUST

Not all heads were yet clear from the persisting after effects of the July 22nd Squadron Party when August rolled around. The clear ones could look back on another month of tremendous progress with much learned and much accomplished operationally and otherwise. Not quite so much activity for July as in June although the Group flew a total of 18 missions with nine of them being visual due to bad weather and the nature of the targets. This bad weather was the reason for a lesser number of missions too.

But the efforts that were made were good overall. The 401st still remained right up at the top in bombing although dropping from first in June to third place in July. And as usual none of the results obtained would have been possible without the overall cooperation of both the Air and the Ground Echelon. Experience had brought this combined effort to an even finer degree toward the desired perfection.

Again it was Engineering making a very excellent showing and reaching their best proficiency yet. During both months of July and August the 612th Engineering Section provided for more aircraft available for take-off, had more scheduled for take-off, more actually taking off, more despatched, more over the target and more attacking the target and a simslar lesser number returning early. And at the same time the number of mechanical abortions and personal aborts remained as good and in most cases a better record comparatively speaking. All of these comparisons being made with the records of the other squadrons within the Group. This continued competition provided by the most capable engineering sections of the other squadrons. Such was gained only by more hard work than ever before and the record shows the results.

Unfortunately or fortunately as the case may be the other sections aren't judged or recorded statistically. However, every section in the Squadron did equally as well in contributing their untiring efforts to aid the combat crews to have the best possible for their job of bombing the Jerries.

During August the various events were for the most part routine in nature with nothing in the way of changes, etc. that were outstanding. But as usual the men flying combat duty can have some hair-raising experiences.

Such was the case with Major Jere Maupin, the Squadron C.O. On August 8th the Group furnished a complete Wing of aircraft along with a maximum effort with all available aircraft in all Air Forces in England and France to support a huge offensive with the British and Canadians were starting near Caen. This preparatory bombardment of enemy positions was the target. As Major Maupin stated the general opinion was that the effort would be a short "Milk Run" and so he went without changing to flying clothes, but taking the all important parachute which he surprisingly had to use. He was flying as Air Commander leading the Wing with Capt. Ball and crew from the 612th. Unable to drop their bombs on the assigned target due to heavy smoke making it impossible to locate the M.P.I. they began a circle over friendly lines to make another run on the target or at least hit a secondary one. Just after getting over friendly lines, some nearby German flak reached their aircraft with practically a direct hit. A fire was started in the catwalk, top-turret and bomb bays, and so the bombs were salvoed and the crew bailed out of the stricken aircraft. All five of the crew

positioned in the front of the aircraft were able to bail out but the four men in the back of the aircraft were killed. Circumstances did not permit learning just what caused their deaths. Capt. Ball and Lt. Kemp were wounded while Lt. Marshall and T/Sgt. Cooper reached the ground unharmed as did Major Maupin. All of them landed in friendly territory where plenty of activity of the ground war type was taking place, and none of the five contacted any of the others until sometime later. Major Maupin was almost immediately evacuated to a C-47 Troop Carrier base where he managed to obtain a ride back to base reaching the base before darkness around 9.00PM.

This trip of his was probably one of the very few and quickest of the unusual round trips that have been made to and from the then Invasion Front. The word surprise does not justify our reactions upon seeing him the same evening. Such is another case where truth remains stranger than fiction.

Another story came to light during the month when Lt. T.J. Krol, who was a member of Lt. Dunaway's crew which was lost March 20th returned from France to tell a remarkable story of practically five months in enemy occupied territory. His story confirmed one by Sgt. Katseron, a member of the same crew, who had managed to evade from France earlier. After reaching the ground by parachute, after leaving the aircraft at the remarkably low altitude of 800 to 1,000 feet, Lt. Krol was able to hide himself from the searching German patrols. Later he was able to contact some friendly Frenchmen after painfully crawling with a broken foot away from the scene of his hiding place. The French took him in and provided excellent medical attention for his broken foot, which remained in a cast for 30 days. During this time they had put him in contact with the Underground Organization which clothed and fed him very competently. Later he was moved to Paris where he spent several weeks in an elaborate apartment right under the noses of the Boche. During this stay Lt. Krol managed to see most of Paris and learnt a lot about the French activities. Finally he moved out of Paris with the Maquis and remained with one of their units in the field for another good while doing various work that proved to be extremely troublesome for the Germans. Here again is another story within a story which can't be repeated about living conditions, supplies, etc. and the other things that he dealt with. Finally he and the others were able to contact some advance American patrols from the Invasion Area and their return to England was arranged. Unfortunately the details of such an experience are restricted for publication of any kind. However his experience has already proven of great value for lecturing to other crews who might be in a similar position sometime. Besides the wealth of intelligence he was able to provide to our Higher Command.

An unusual letter was received by Major Jere Maupin on August 9th. This letter had been written April 26th, 1944 by Captain Gaston M. Fox, a former lead pilot from the 612th from a German Prisoner of War Interrogation Center. In his letter Captain Fox told that six of his men were wounded and one killed by flak when hit at the French Coast and how he turned back almost reaching England before ditching just off the coast. Then the horrible luck of war came to light when their dingy drifted all the way back to France within four and one-half hours. Those dead, as decided for P.W. reports, A.D. Brown, D.G. Brandt, J. Gallas and C.G. Esters. Capt. Fox, Lt. Mendelson, Lt. Wilson, Lt. Hoad and Sgts Sierra and Van Booveen are all reported to

be prisoners of war. It might be mentioned that Captain Fox's promotion was not known by him at the time of his ill-fated mission since it had come through a couple of days after he went down. All were happy to see the letter from Capt. Fox but saddened by the loss of the boys whom we had come to know so well.

But not all was bad news for some of the crew members were able to complete their tours of operations with this organization. Capt. Opie, Lt. Lahey, and enlisted were through (Lt. Schwartz finished in July and Lt. Browne has a few more to do). Also the crews of Capt. Toussaint's and Lt. Linford's finished. Lt. Carter and all his crew with the exception of Lt. Ludeman who is doing 33 missions, finished 25 and are going home for 30 days leave on the Rest and Recuperation plan. Most of these men are on orders to leave shortly along with some of the enlisted personnel who finished their tours some while ago and who remained at the base doing various jobs. Capt. Woodhouse, Squadron Bombardier Operations Officer, and Capt. Haberer, Squadron Navigator left early in August for 30 days leave in the States.

It might be mentioned that some of the crew members are finishing with a lesser number than the 35 required missions because of some new set-up on the requirements for a tour. At the present time each squadron within the Group is only allowed 22 crews and any replacements that arrive which increase over the 22 means that some crews will be relieved from the Group. Indications are that crews with the largest number of missions will probably get preference in most cases on being relieved. This newer policy puts several more of the 612th crews in position to complete their present combat tours very soon.

This new policy has also been responsible for several of the Rest and Recuperation crew members that have just returned from the States being placed on orders again to ship out of the Squadron, the destination hoped to be the States again. These include Lt's Smith, Hershey, Buder and Boxer.

The much talked of 8th Air Force Bond Drive for the Victory Squadron which is to be bought with the bond sales received excellent support from the Squadron. After getting off to a bad start on our quota of seventeen thousand, five hundred dollars the personnel chipped in and brought our quota over the top reaching a final percentage of 123% of the desired amount. All of the Group went way over the top in this respect, contributing to what we have heard that the 1st Bomb Division is well over its desired quota.

Transfers and completed tours meant additions as well. Lt. Cromer and crew, Lt. Mohler and crew and also F/O Holland and crew were assigned during the month. F/O Holland is the co-pilot of this crew but is acting leader of the same since the pilot has not yet reached base -- being ill at a replacement hospital. All of these three crews received their indoctrination training and became operational during August.

Besides the usual back-slaps for the good work accomplished by the crews during the month, two of the ground personnel received recognition for valuable service rendered. T/Sgt. E. Goldstein who works as a Technical Inspector with the Group Administration and Technical Inspectors Officer received a letter of commendation from Colonel Harold W. Bowman, Group Commanding Officer, in recognition of his outstanding duties performed. Also M/Sgt. C.A. Neylan of the Engineering Section received the Bronze Star award for an outstanding maintenance record on the aircraft that he is assigned to as Crew Chief.

Numerous promotions were received during the month, mostly for the Air Echelon. These included for officers: 1st Lt.'s to Captain, F.P. Ball, R.D. McCord, F.J. Toussaint and H.L. Piper Jr.; 2nd Lt.'s to 1st Lt.'s, W. Adkinson, L. Burge, F. Gabriel, R. Gibson, B. Hocking, R. Marshall, R. Bernard, J. Remley, C. Meredith, E. Burns, U. Schaunaman, J. Schewey, W. Kemp, A. Shapiro, L. Deaton, G. Brand, A. Gran, J. Malone and E. Harris. Also fifty-three Enlisted personnel received promotions in various grades. In addition to these, fifty-four Air Medals and one hundred and fifty-three Oak Leaf Clusters were awarded to members of this Squadron, not to mention one Purple Heart.

Casualties for August were limited to the misfortune of Captain Ball's crew. Sgt. E.D. Scott, S/Sgt. E.T. Kreisel Jr., S/Sgt. J.J. Burgard and S/Sgt. I.E. Stewert were killed in action (battle). Captain Ball was seriously wounded by flak and Lt. Kimp sustained a Broken foot from his parachute descent.

And so we wind up another month of activity closely watching the continuous amazing and tremendous strides which the Invasion Armies are making in France. Likewise the progress made by the Russians, the advances in Italy, Burma and China and the outstanding successes by the U.S. Forces in the Pacific Islands all contribute greatly to everyones hopes that this distasteful racket will be coming to a more rapid ending than anticipated several months ago. Certainly, a decision in the West is almost at hand, and we are greatly heartened. Naturally rumors are flying thick and fast -- with the emphasis on whether or not a peace in this theatre will take us home or to the Orient; but as usual most of us take these rumors with the usual grain of salt. All is hopeful as we look into September.

Mission 120

Target: Chartres

1 August 1944

For a start in August the Group went out to bomb a tactical target, the airdrome at Chartres, France. The 401st was to furnish three 12 aircraft boxes for the 94th "A" CBW on this date, August 1st. The purpose of the bombing was to cover the landing ground and runways with craters ("Post Hole" them) and so the M.P.I.'s were on the runway areas.

The target turned up visually and all three groups went in for a visual run. The Lead Box synchronized on its M.P.I. but an electrical malfunction caused the bombs not to release. Then the bombs released themselves unexpectedly about 3 minutes after the target and hit harmlessly in a field. The Low and Lead Boxes both bombed okay obtaining fair results in relation to their M.P.I.

The whole trip was uneventful in way of enemy opposition with the exception of meager and exceedingly accurate flak encountered in the target area. This flak caused no damage to the returning aircraft although apparently it caused the loss of two aircraft when one took a direct hit cutting off its tail and this tail hit another aircraft fly-close formation and both went down colliding again. This mid-air collision was the first in the Group's operational or training experience. Both crews were from the 615th Squadron.

Major Maupin flew as Wing Leader with Lt. Marshall as Lead Navigator and Capt. Woodhouse as Lead Bombardier. The 612th furnished nine crews for this effort with crew loading as follows.

A/c

42-102393 2nd Lt. G.S. Schaunaman & crew
 43-37632 2nd Lt. B.E. Hocking & crew
 42-39847 1st Lt. G.F. Carter & crew
 42-31087 2nd Lt. T.K. Hill & crew
 43-37628 2nd Lt. C.T. Maxwell & crew
 43-37510 1st Lt. B.F. Carns & crew
 43-37790 2nd Lt. R.H. Bonney & crew
 42-97962 F/O R.S. Hayes & crew
 42-106992 2nd Lt. E.G. Burns & crew

Mission 121Target: Strasbourg3 August 1944

After one day's rest our Group was assigned to attack the Marshalling Yard at Strasbourg, France on 3rd August 1944. Again the 401st furnished a complete Wing of 12 aircraft boxes. This target was strategic but had a tactical significance as it controlled a huge amount of communications to the Invasion area. The assigned M.P.I. was common for all three groups and a good run undisturbed by any flak afforded the best of conditions for the Lead Bombardiers and all laid 'em in with excellent results.

No enemy aircraft were observed although meager and generally inaccurate flak from just south of Aachen, Germany caused damage to several aircraft. All crews returned safely.

Nine of the 612th crews took part on this mission. Crew loadings are as follows.

A/c

43-37632 2nd Lt. G.S. Schaunaman & crew
 43-37790 1st Lt. C.G. Ritting & crew
 42-102957 Capt. R.D. McCord & crew
 42-106992 1st Lt. G.F. Carter & crew
 42-102393 1st Lt. G.W. Linford & crew
 42-31087 2nd Lt. T.K. Hill & crew
 42-97487 2nd Lt. R.H. Bonney & crew
 43-37790 2nd Lt. C.H. Aiken & crew
 42-97962 F/O R.S. Hayes & crew

Mission 122Target: Anklam4 August 1944

Back to the long strategic "hauls" went the Group on August 4th. The assigned target was an area of buildings at an airdrome situated near Anklam, Germany. This target is believed to be associated with the production of jet-propelled aircraft. Three 12 aircraft boxes comprising the 94th "A" CBW was furnished by the Group for the effort with all of these managing to make visual bomb runs at the target. Coverage of the assigned M.P.I.'s was complete with the G.P.'s well within 2,000 feet and the I.B.'s completely blanketing their M.P.I.

The mission proved to be one of those rare "Milk Runs" as the Wing did not encounter any flak. All crews and aircraft returned unharmed.

Capt. McCord led the Low Box on this effort with Lt. Harris flying as Lead Navigator and Capt. Woodhouse as Lead Bombardier. Nine more of the 612th crews flew with him in the same box. Crew loadings

are as follows.

<u>A/c</u>		
42-102957	1st Lt. D.	Loughlin & crew
42-31662	1st Lt. C.G.	Ritting & crew
43-37510	Capt. R.D.	McCord & crew
43-37632	2nd Lt. B.E.	Hocking & crew
42-31087	2nd Lt. T.K.	Hill & crew
42-106992	1st Lt. J.A.	Knost & crew
42-31891	2nd Lt. C.T.	Maxwell & crew
43-37628	1st Lt. B.F.	Carns & crew
43-37790	2nd Lt. R.H.	Bonney & crew
42-97938	F/O R.S.	Hayes & crew

Mission 123Target: Nienburg5 August 1944

A shorter mission against a strategic underground oil storage on the outskirts of Nienburg, Germany was flown August 5th for the Group's next effort. The three boxes of 12 aircraft each that the Group furnished as the 94th "C" CBW all carried Semi-armour Piercing bombs of the 1,000 pounder size in an effort to get through to the underground tanks. Again an undisturbed by flak bomb run in good CAVU weather afforded the Lead Bombardiers the best of conditions in which to bomb. All three boxes literally saturated the assigned area with excellent coverage of the assigned M.P.I. From the look of the rising smoke after bombing it appeared their efforts had met with good success.

Again no enemy fighters and no flak was encountered for another very successful "Milk Run" to Germany. All of the crews and aircraft returned safely.

Eleven of the 612th crews participated on this effort with Lt. Carns and Lt. Carter's crews flying as Deputy Group Leaders. Lt.'s Linford, Piper and Loughlin all led the High Squadron in each box. Complete crew loadings are listed below.

<u>A/c</u>		
42-31087	2nd Lt. G.S.	Schaunaman & crew
43-37632	2nd Lt. B.E.	Hocking & crew
42-107151	1st Lt. G.F.	Carter & crew
42-102957	2nd Lt. C.T.	Maxwell & crew
42-97938	1st Lt. G.H.	Linford & crew
43-37628	2nd Lt. R.H.	Bonney & crew
42-106992	2nd Lt. E.G.	Burns & crew
42-97487	1st Lt. H.L.	Piper Jr. & crew
42-31662	1st Lt. D.	Loughlin & crew
42-39993	2nd Lt. C.H.	Aiken & crew
147(?)	1st Lt. B.F.	Carns & crew

Mission 124Target: Genshagen6 August 1944

Continuing the renewed offensive against Germany, the Group went to Genshagen (near Berlin), Germany on August 6th to attack the very important and largest aircraft engine factory of Daimler Benz. The usual three boxes of 12 aircraft each comprising the whole of the 94th "B" CBW was dispatched by the 401st.

Two M.P.I.'s were assigned and two M.P.I.'s were hit with

excellent results by our Lead Bombardiers. All bombing was concentrated within 2,000 feet and practically none fell outside the 1,000 foot circle.

Enemy opposition in the air was nil although flak at the target proved to be accurate and moderate in amount. Also meager and fairly accurate flak was encountered from the Flensburg area on Jutland Peninsula. The target flak accounted for the loss of one crew and the death of a tail-gunner(both other squadrons) and nine minor battle damaged aircraft returned to base.

Capt. Ball led the High Box with Lt. Marshall as Navigator and Lt. Kemp as Bombardier. This was Lt. Kemp's first lead job of bombing and he proved his worth by obtaining a "Shack" which is no mean feat considering the usual performances. The 612th furnished 11 of it's crews on this effort and all returned unharmed.

A/c
~~43~~-37790 2nd Lt. G.S. Schaunaman & crew
 42-97938 1st Lt. D. Loughlin & crew
 42-107039 1st Lt. C.G. Ritting & crew
 43-37632 2nd Lt. B.E. Hocking & crew
 42-31087 2nd Lt. T.K. Hill & crew
 42-97487 2nd Lt. C.T. Maxwell & crew
 42-102957 2nd Lt. C.H. Aiken & crew
 43-37628 1st Lt. J.A. Knost & crew
 42-39993 F/O R.S. Hayes & crew
 42-31485 Capt. F.P. Ball & crew
 42-106992 2nd Lt. E.G. Burns

Mission 125

Target: Hauntmensil

8 August 1944

After a day off a huge tactical effort was flown by our Bomber Command to give immediate front line support to the Canadian and British Armies on their front lines in the general area of Hauntmensil, France which is South-West of Caen. This effort was despatched on August 8th with three boxes of 12 aircraft each participating from the 401st. They flew as the 94th "B" CBW.

Unfortunately this mission turned out to be a bad day with only one box being able to bomb. When the lead reached the target area they found it smoked up from the previous bombings and could not jeopardize our ground troops by indiscriminate bombing. The High Box encountered the same problem and didn't bomb. However, the Low Box, after making an unbriefed approach was able to hit the assigned target area. Due to the Lead aircraft of the High Box being hit by flak after it had turned back over friendly lines with its bomb bays open a most tragic thing occurred. When his aircraft was hit by flak it started a fire in the bomb-bays and cockpit and the bombs were released in the emergency and all the other aircraft in the box dropped on the leader. The result was that the whole Group bombed the Canadian front lines causing some casualties. This most regrettable occurrence was deeply felt by all.

A little flak was seen by the High Box over friendly territory but which probably came from the German lines. This flak hit Major Maupin's aircraft in which he was flying as Air Commander with Captain Ball and his crew. They were forced to bail out immediately and unfortunately four of the enlisted men were killed.

A total of 10 612th crews participated on this effort

with the crew loadings as follows.

A/c

43-37632 2nd Lt. G.S. Schaunaman & crew
 42-102957 1st Lt. D. Loughlin & crew
 42-39993 1st Lt. R.C. Gibson & crew
 43-37510 Capt. F.P. Ball & crew
 42-107039 1st Lt. G.H. Linford & crew
 42-31087 2nd Lt. T.K. Hill & crew
 43-37790 2nd Lt. R.H. Bonney & crew
 42-97487 F/O R.S. Hayes & crew
 42-106992 2nd Lt. E.G. Burns & crew
 43-37628 1st Lt. H.L. Piper Jr. & crew

Mission 126

Target: Luxembourg

9 August 1944

Mission number 126 for the Group was planned as an attack against the important aircraft engine factory on the outskirts of Munich. This mission was scheduled for August 9th, the 401st furnishing the Lead and Low Boxes for the 94th "A" CBW. Bad weather fronts in Germany necessitated the Primary target being abandoned and the Group turned around and enroute back to the base bombed the Marshalling Yards at Luxembourg, obtaining excellent results.

No enemy air opposition was met but two aircraft sustained minor damage from flak encountered near Aachen and Antwerp which was meager and fairly accurate. All crews returned unharmed.

The 612th furnished six crews on the mission with Lt. Toussaint and crew leading them in the Low Squadron of the Low Box. Crews loaded as follows.

A/c

42-97487 1st Lt. F.J. Toussaint & crew
 42-97938 1st Lt. G.H. Linford & crew
 43-37628 1st Lt. G.S. Schaunaman & crew
 42-31087 1st Lt. R.H. Bonney & crew
 42-97962 1st Lt. D. Loughlin & crew
 42-102393 1st Lt. R.S. Hayes & crew

Mission 127

Target: Brest

11 August 1944

The weather kept the Group grounded for two days before they returned to operational work. This time they were assigned to go back on one of the ground support missions and for the U.S. Army this time. The target area was on the outskirts of Brest, France and the mission was flown August 11th.

Two boxes of 12 aircraft each flew as a Wing and attacked two M.P.I.'s which were strongly defended points. The Lead Box bombed their M.P.I. gaining excellent results while the Deputy Leader of the Low Box had to take over for the Lead aircraft and bombed the wrong target through misidentification although their bombing was effective on another enemy concentration.

Meager flak of fair accuracy was encountered from Brest but all crews returned safely.

Six 612th crews were sent on the mission but one returned early. The five crews completing the mission are listed as follows.

A/c
 42-97962 1st Lt. D. Loughlin & crew
 42-102398 2nd Lt. T.K. Hill & crew
 43-37628 2nd Lt. C.T. Maxwell & crew
 42-102393 2nd Lt. T.J. Harlan & crew
 42-39993 2nd Lt. R.C. Gibson & crew

Mission 128Target: Elbeuf13 August 1944

Another day of inactivity and then the Group went out to attack some tactical road junctions behind the now stampeding German retreat from Normandy. The targets were in the vicinity of Elbeuf, France with each of our three boxes of 12 aircraft each, comprising the 94th "B/ CBW, attacking a different road junction. This mission was flown August 13th.

No difficulties were encountered but despite this none of the boxes did good bombing. Generally the bombing was poor with no patterns covering the M.P.I.'s.

Flak was observed but not encountered and all aircraft returned to base.

Capt. Opie flew his last mission as leader of the High Box. Lt. Browne was the Lead Bombardier. Eight of the 612th crews participated all flying in the High Box. Crew loadings were as follows.

A/c
 43-37790 1st Lt. G.S. Schaunaman & crew
 42-107039 1st Lt. H.L. Piper Jr. & crew
 42-102393 1st Lt. B.E. Hocking & crew
 42-97938 F/O R.S. Hayes & crew
 42-31891 Capt. K.H. Opie & crew
 42-106992 2nd Lt. E.G. Burns & crew
 42-39993 2nd Lt. R.C. Gibson & crew
 43-37628 2nd Lt. C.H. Aiken & crew

Mission 129Target: Haguenau14 August 1944

A change to strategic bombing with the Group assigned to attack a large aircraft engine factory on the outskirts of Stuttgart, Germany. The 401st was to furnish three 12 aircraft boxes for the 94th "B" CBW, flown 14th August.

A bad weather front was encountered which necessitated abandoning the primary and bombing the secondary target at Haguenau, France. This target was an operational airdrome. Fair bombing results were obtained by the Lead and Low boxes and smoke obscured the bombs for the High Box.

No flak or enemy aircraft were encountered and all aircraft and personnel returned safely.

Major Maupin, Squadron C.O. flew as Air Commander for the Wing but not with a 612th Crew. Nine of the 612th crews participated on this mission. Crew loadings are as follows.

A/c
 43-37790 1st Lt. G.S. Schaunaman & crew
 42-97962 2nd Lt. D. Loughlin & crew

A/c (cont'.)

42-102393 1st Lt. H.L. Piper Jr. & crew
 42-39993 2nd Lt. R.C. Gibson & crew
 42-97938 2nd Lt. T.J. Harlan & crew
 42-97487 2nd Lt. C.T. Maxwell & crew
 43-37628 1st Lt. B.F. Carns & crew
 42-31662 2nd Lt. R.H. Bonney & crew
 42-106992 2nd Lt. E.G. Burns & crew

Mission 130Target: Schkenditz16 August 1944

Another strategic target was scheduled for the 401st on August 16th. This time the Group was to furnish the usual three 12 aircraft boxes for the 94th "A" CBW. The assigned target was the main assembly plant for the Ju-88 type German aircraft and of primary importance.

After encountering terrific flak the target was finally reached and the bomb run made. The lead aircraft had its salvo mechanism shot out and could not bomb at all. This was not discovered until bombs away and the Lead Box did not bomb the primary. The Low Box did bomb with excellent results with 95% of the bombs within 1,000 feet. The High Box Leader had PDI and AFCE shot out on the bomb run but continued with a manual run and bombing results were good with 90% of the bombs falling within 2,000 feet. The Lead eventually turned over to the deputy lead aircraft and went to bomb an airdrome at Halberstadt, Germany, gaining excellent results. Although no enemy aircraft attacked the Wing, flak proved to be some of the roughest encountered by the 401st to date. At least 30 minutes of continuous flak was encountered around the target area. Fortunately all aircraft returned although one co-pilot was killed and two other men slightly wounded.

Eight of the 612th crews participated on this mission with all personnel returning unharmed. Crew loadings were as follows.

A/c

42-39993 2nd Lt. R.C. Gibson & crew
 42-31087 2nd Lt. T.K. Hill & crew
 42-102398 2nd Lt. C.H. Aiken & crew
 42-106992 2nd Lt. E.G. Burns & crew
 42-97938 2nd Lt. B.E. Hocking & crew
 42-102393 1st Lt. J.A. Knost & crew
 42-97962 1st Lt. B.F. Carns & crew
 42-107039 2nd Lt. T.J. Harlan & crew

Mission 131Target: Yvoir18 August 1944

Back to tactical work was the Group's job for August 18th. The assigned target was a bridge spanning the Meuse River at Yvoir, Belgium and the was one of the many similar targets to be attacked this same day. Of significance was the fact that it was apparent our Higher Commands are making a very definite effort to leave no escape channels open for the Heinies.

The 401st was to furnish a complete wing of 36 aircraft flying as the 94th "C" CBW. The target was located but two of the boxes had to make a second run because of encountering another wing while on the bomb run. Also clouds were partially obscuring the bomb run and

coupled with a ground haze gave the bombardiers quite a problem. The High Box managed to get good coverage on the bridge and the Lead Box had a couple of stray bombs hit it. The Low Boxes bombs formed the best pattern but completely missed the target. Preliminary appraisal of the pictures looks as if the bridge was definitely knocked out. Enemy opposition was encountered only by the Low Box and was in the form of approximately ten bursts of flak from Liege which was accurate and caused minor damage to five of the twelve aircraft. No enemy aircraft were sighted and friendly fighter cover was excellent.

Ten of the 612th crews participated in this mission with Lt. Toussaint leading the Low Squadron of the Lead Box, Lt. Knost leading the High Squadron of the Low Box and Lt. Carter flying his last mission of his tour as Deputy Group Leader on the Lead Box. Crew loadings were as follows.

<u>A/C</u>	
42-97487	1st Lt. F.J. Toussaint & crew
42-102398	1st Lt. R.C. Gibson & crew
43-37632	2nd Lt. B.E. Hocking & crew
43-37790	2nd Lt. R.H. Bonney & crew
42-102957	1st Lt. G.F. Carter & crew
42-102938	1st Lt. G.H. Linford & crew
42-102393	1st Lt. J.A. Knost & crew
42-106992	1st Lt. E.G. Burns & crew
42-107039	2nd Lt. T.J. Harlan & crew
42-31087	2nd Lt. J.L. Cromer & crew

Mission 132

Target: Weimar

24 August 1944

Five days of some very foul English weather set in and grounded everything, and the Group returned to operations on August 24th. This day found the 401st furnishing a complete wing of 36 aircraft flying as the 94th "B" CBW, and scheduled to attack an armament factory at Weimar, Germany which is reported to manufacture the German's so called "V-2" rocket weapon.

The three Lead Bombardiers managed to continue the good record of the 401st although they experienced some difficulty in locating their M.P.I.'s because of smoke from a previous Wing's bombing. All bombing was very good with all bombs within the 2,000 foot circle and the majority within the 1,000 foot circle.

For the first time since May 28th, when the Group went to Dessau, Germany the 401st experienced fighter attack. The Me-109's and Fw-190's hit the Wing concentrating on the Low Box while there was a 20 - 25 minute interval of no friendly fighter support. Three planes were lost to these attacks, two from the Low Box and one from the Lead Box. Out of the total of approximately 30 enemy aircraft attacking, our gunners claimed 21. Most of these are believed to have been destroyed.

Moderate flak was encountered at the target and near Salzweidel and was generally good for accuracy causing some damage but no further losses.

Ten of the 612th crews took part on this mission with Capt. Currie, flying his first mission since his return from leave in the States, as Leader of the High Box and Lt. Toussaint leading the Low Squadron in the High Box. All our crews returned safely. Crew loadings

were as follows.

A/C

42-102957 Capt. D.A. Currie & crew
 43-37632 2nd Lt. T.J. Harlan & crew
 42-102398 2nd Lt. G.S. Schaunaman & crew
 42-102393 2nd Lt. C.H. Aiken & crew
 42-106992 1st Lt. E.G. Burns & crew
 43-37790 2nd Lt. R.H. Bonney & crew
 43-37628 2nd Lt. C.T. Maxwell & crew
 42-107039 1st Lt. F.J. Toussaint & crew
 42-102938 1st Lt. G.H. Linford & crew
 42-97962 1st Lt. D. Loughlin & crew

Mission 133

Target: Peenemunde

25 August 1944

Continuing the long range offensive against Germany the 401st was dispatched to attack the Hydrogen-Peroxide production at Peenemunde, Germany on August 25th. This target is of vital importance to Germany because of the use of it's product as a fuel for jet-propelled and rocket-propelled aircraft. The Group was to furnish a complete 36 aircraft Wing flying as 94th "C" CBW.

All three boxes were able to bomb visually and all three again accomplished good to excellent results with at least 80% of the bombs within the 1,000 foot circle and 100% within the 2,000 foot circle.

No enemy air opposition was encountered and flak was limited to the target area. Here the crews encountered moderate to intense flak which was generally very accurate causing battle damage to 25 of the 36 aircraft. All crews returned to base safely.

Eleven of the 612th crews participated on this effort with Lt. Carns and crew flying as Deputy Wing Lead in the PFF aircraft. Lt. Piper flew as Deputy Leader of the Low Box and had to take over the lead when the Box Leader aborted. Lt. Deaton was flying as Bombardier and accomplished very good bombing for his first job as lead bombardier. Crew loadings were as follows.

A/C

42-97487 1st Lt. F.J. Toussaint & crew
 42-97962 1st Lt. H.L. Piper Jr. & crew
 42-107039 1st Lt. L.H. Ludeman & crew
 43-37628 1st Lt. G.H. Linford & crew
 42-39993 2nd Lt. C.T. Maxwell & crew
 42-102393 2nd Lt. J.A. Knost & crew
 687 (PFF) 1st Lt. B.F. Carns & crew
 43-37790 2nd Lt. R.H. Bonney & crew
 42-31662 2nd Lt. M.M. Mohler & crew
 42-106992 2nd Lt. E.G. Burns & crew
 43-37632 2nd Lt. T.J. Harlan & crew

Mission 134

Target: Henin-Leitard

25 August 1944

A second mission was flown on the 25th August while the first mission was still out. The 401st furnished two six aircraft sections which bombed individually in the 94th Wing, which consisted

of 36 aircraft. The assigned target was a chemical works at Henin-Leitard, France.

The target was located in the clear weather but was partially obscured by smoke from the previous bombing. The bombardiers synchronized on adjacent points to the M.P.I. because of this and obtained fair results with their bombs.

Neither enemy air opposition or flak was observed and all crews and aircraft returned unscathed.

Three of the 612th crews participated on this effort and a total of 14 crews flew on the two missions and 14 aircraft out of the total of 51 scheduled for the two missions. This speaks well for the continued good efforts of the 612th Engineering Section. Crew loadings for this mission are listed below.

A/C

42-102398 2nd Lt. T.K. Hill & crew
43-38159 F/O R.S. Hayes & crew
43-38125 2nd Lt. J.L. Cromer & crew

Mission 135

Target: Terte/La Louvierre 26 August 1944

A short mission was flown by the 401st on August 26th after heavy fog had prevented their take-off earlier on an assignment in Germany. The mission was to two targets in Belgium by the names of Tertre and La Louvierre. These targets are both chemical works producing components for fuel and explosives for the German Army, which puts an immediate importance considering their technical value. Two boxes of 12 aircraft each were furnished by the 401st with each bombing one of the two targets assigned. Unfortunately the weather turned out bad and the undercast prevented any bombing and all aircraft returned to base with their bombs.

Enemy opposition was nil on this effort. Seven of the 612th crews took part on this mission with Lt. Toussaint leading the Low Box. Crew loadings were as follows.

A/C

43-37628 1st Lt. F.J. Toussaint & crew
42-102398 2nd Lt. T.J. Harlan & crew
42-39993 2nd Lt. R.C. Gibson & crew
42-107039 1st Lt. L.H. Ludeman & crew
42-31662 2nd Lt. J.L. Cromer & crew
42-102393 2nd Lt. M.M. Mohler & crew
42-106992 1st Lt. D. Loughlin & crew

Mission 136

Target: Berlin (recalled) 27 August 1944

Bad weather still persisted for the mission of August 27th. Our Group dispatched 36 aircraft to attack an Armament (Air) works located at an airdrome on the outskirts of Berlin. The mission went as planned until penetration into the Danish Peninsula where it became necessary to abandon the mission due to bad weather, a front which prevented any further penetration. All aircraft returned safely although meager flak was encountered over Germany's part of the peninsula.

Nine 612th crews were despatched on this effort with Major

Maupin flying with Lt. Carns and crew in the Wing Lead position. Lt's Knost and Linford led the Low and High Squadrons in the Lead Box. Crew loadings were as follows.

A/C

600(PFF) 1st Lt. B.F. Carns & crew
 42-39993 1st Lt. R.C. Gibson & crew
 42-102398 1st Lt. L.H. Ludeman & crew
 42-97938 1st Lt. G.H. Linford & crew
 42-37981 2nd Lt. C.T. Maxwell & crew
 42-102393 1st Lt. J.A. Knost & crew
 42-107039 2nd Lt. M.M. Mohler & crew
 42-106992 1st Lt. E.G. Burns & crew
 43-37628 1st Lt. D. Loughlin & crew

Mission 137Target: Coubronne30 August 1944

August 30th found the Group scheduled for its 137th and last mission of the month of August. Three boxes of 12 aircraft each comprising the only 94th CBW were dispatched to attack the rocket bomb installations at Coubronne, France. This mission was planned for the specialized GH type of bombing in case clouds obscured the target.

Extreme difficulty was encountered after penetration in enemy territory due to the very bad weather conditions with clouds up to and above the briefed bombing altitude. The CBW leader made an effort to get below the clouds to bomb but the clouds were so omnipresent that at no time could all the formation remain intact. In fact aircraft within the same box became lost.

Only the leader of the High Box dropped his bombs on the GH method and due to poor visibility only three others of his box dropped with him. All other aircraft returned to base with their bomb loads. No bomb results could be observed.

Out of the 36 aircraft over the target the 612th had nine crews participating. Lt's Hocking, Burns and Loughlin each led the High Squadron in each of the three boxes in the Wing. All crews returned safely. Crew loadings were as follows.

A/C

42-97962 1st Lt. D. Loughlin & crew
 42-39993 1st Lt. R.C. Gibson & crew
 43-37628 1st Lt. L. Burge & crew
 43-37632 1st Lt. B.E. Hocking & crew
 42-107039 2nd Lt. T.J. Harlan & crew
 43-37790 2nd Lt. J.L. Cromer & crew
 42-102398 1st Lt. L.H. Ludeman & crew
 42-106992 1st Lt. E.G. Burns & crew
 42-102938 2nd Lt. M.M. Mohler & crew

CREWS OF 612th SQUADRON

Note

The following 52 crews flew with the Squadron from 26th November 1943 (Mission No. 1) to 30th August 1944 (Mission No. 137)

This list of crews was taken at random from the loading lists of the first 137 missions flown by the Squadron. For many reasons - illness, leave and the odd one or two missions needed to complete a tour - some individuals flew with two and sometimes three crews, so in some cases a regular crew member is left out of some of the crews in my list. My apologies go to these crew members for missing them from their rightful place in the crew list.

I have tried to give individuals the highest rank they attained according to the records I have available and, to simplify matters, have not differentiated between the rank of 2nd and 1st Lt. In fact most 2nd Lts. reached the rank of 1st Lt. before the end of their tour of operations.

Some typographical errors no doubt occurred when making out the loading lists and maybe this accounts for the fact that there are two corporals and two privates in the list of crews. In one of the crews from another Squadron we even find a Private flying as a navigator, which is rather difficult to explain.

Lt. C.H. Aiken
Lt. C.J. Henford Jr.
Lt. C.R. Osborne
Lt. D. Benton
S/Sgt. J.D. Barrow
S/Sgt. H.A. Peterson
Sgt. E.A. Baal
Sgt. L.E. Fenton
Sgt. H.J. Potter Jr.

Lt. E.G. Burns
Lt. D.F. Tomkins
Lt. A. Grey
Lt. J.S. Pinkston
T/Sgt. J. Gruckauka
T/Sgt. A.E. Will
S/Sgt. E.P. Klingsbiel
S/Sgt. D.M. Swope
S/Sgt. H.E. Henry

Lt. J. Atherton
Lt. D.E. Awalt
Lt. R.W. Fitzmaurice
Lt. J.F. Whalen
S/Sgt. R.T. Sonnhalter
T/Sgt. A. Giorgiani
S/Sgt. G.B. Smith
Sgt. R.D. Cox
Sgt. D.E. Grimstead
Sgt. W.H. Gray

Capt. B.F. Carns
Lt. J. DiGianni
Lt. D.B. Ligon
Lt. M.J. Wiegler
S/Sgt. R.L. Hester
S/Sgt. F.V. Vescio
Sgt. C.V. Dusenbury
Sgt. R.P. Weigel
Sgt. A.V. Doogan Jr.
Sgt. R.C. Detweiler

Capt. F.P. Ball
Lt. W. Anderson
Lt. R.W. Marshall
Lt. W.T. Kemp
T/Sgt. G.H. Cooper
T/Sgt. E.D. Scott
S/Sgt. J. Burgard
S/Sgt. E.T. Kreisel
S/Sgt. I.E. Stewart

Lt. G.F. Carter
Lt. F.G. Leaser
Lt. L.B. Deaton
F/O W.O. Lechlear
Sgt. F.A. Traux
Sgt. J.J. Hemlen
Sgt. C.J. Miller
Sgt. J. Hafke
Sgt. S.M. Hardister
Sgt. J.L. Wepner

Lt. G.F. Bingham
Lt. F.W. Hoad
Lt. H.G. Tomlinson
Lt. E.F. Lott
Sgt. H.P. Monzingo
Sgt. L.K. Yeatts
Sgt. J.K. Dunn
Sgt. M.H. Hill
Sgt. C.W. Johns

Lt. S.R. Chmura
Lt. J.B. Dunn Jr.
Lt. V.S. Reese
S/Sgt. J.R. Amber
T/Sgt. M.A. Carr
T/Sgt. F.E. McCawley
S/Sgt. F.J. Scicchitano
S/Sgt. C.W. Hopkins
S/Sgt. L.F. Davies
S/Sgt. H.C. Parker

Lt. R.H. Bonney
Lt. E.B. Jolley
Lt. J.B. Olsen
Sgt. W.H. Sonder
S/Sgt. P.S. Pettinger
S/Sgt. B. Lenzen
S/Sgt. W.E. Peters
S/Sgt. S.M. Roth
S/Sgt. D.D. Dill

Lt. M.J. Christensen
Lt. F.H. Kleppe
Lt. P.J. King
Lt. K.K. Weiman
S/Sgt. R. Flagg
S/Sgt. M.A. Barr
Sgt. A.D. Coluccio
Sgt. I.L. Maleh
Sgt. P.L. Nalbach
Sgt. J.C. Lopez

Lt. M.O. Hagen Jr.
Lt. J.B. Dunn Jr.
Lt. W.F. Cordell
Lt. F.B. Graham
T/Sgt. H.G. Simmonds
T/Sgt. M.A. Barr
S/Sgt. J.P. Daniel
S/Sgt. J.A. Stone
S/Sgt. W.M. Cox
S/Sgt. W.W. Henson

Lt. B.E. Hocking
Lt. W.R. Merritt
Lt. A. Gray Jr.
Lt. W.J. Chayka
S/Sgt. D.J. Moore
Sgt. J.A. McGrath
Sgt. J.W. Cannon
Sgt. E.H. Thomas
Sgt. H. Doles

Lt. T.J. Harlan
Lt. W.W. Thorne
Lt. C. Tarr
Sgt. J.D. Pepper
S/Sgt. P.D. Robinson
S/Sgt. R.L. Lee
Sgt. L.G. Smith
Sgt. J.V. Mumford
Sgt. A. Zaragosa

Capt. B.H. Johnson
Lt. J.E. Waller
Lt. H.D. Fishbeck
Lt. D.M. Musso
S/Sgt. J.N. Sellito
S/Sgt. M.A. Brandt
Sgt. D. Scheaffer
Sgt. R. Litchfield
Sgt. J.M. Blaugh
S/Sgt. J.L. Shannon

Capt. R.S. Hayes
Lt. C.E. Mead
Lt. C.B. Minor
Lt. R.W. Murphy
T/Sgt. J. Lucewicz
T/Sgt. W.P. Fuston
S/Sgt. J.I. Green
S/Sgt. C.B. Smith
S/Sgt. A.I. Djmal

Lt. W.J. Kelly
Lt. D.J. Coyle
Lt. G.R. Van Dyke
Lt. E.F. Troy
S/Sgt. M.W. Johnson
S/Sgt. P.R. Van Duren
Sgt. G.P. Peacock
T/Sgt. J.L. Connor Jr.
S/Sgt. P.J. Stengel
Sgt. J.B. Garity

Lt. H.J. Hershey
Lt. R.R. Woods
Lt. E.H. Buder
Lt. M. Boxer
T/Sgt. A.E. Pugh
T/Sgt. N.C. Cherry
S/Sgt. H.C. Civello
S/Sgt. F.F. Gulan
S/Sgt. J.R. Chicchino
S/Sgt. M.C. Joseph

Lt. J.A. Knost
Lt. J.A. Remley
Lt. F.V. Gabriel
S/Sgt. J.P. Daniel
S/Sgt. J.L. Wilson
S/Sgt. R.C. Patterson
Sgt. J. Jedsinich
Sgt. J.C. Lignore
Sgt. D.H. Dodge
Sgt. A. McCabe

Lt. T.K. Hill
Lt. W.E. Schmedel
Lt. T.S. Block
Lt. J.W. Chadwick
T/Sgt. J.K. Mullins
T/Sgt. V.H. Shewbert
S/Sgt. B.A. Kelsh
S/Sgt. E.L. Hellenbeck
S/Sgt. C.C. Richardson

Lt. F.O. Kuhl
Lt. E.J. Czpupyk
Lt. A.M. Sussman
Lt. W.C. Urry
S/Sgt. C.E. Robinson
S/Sgt. E. Shaw
Sgt. R.D. Funk
Sgt. J.C. Terwiske
Sgt. R.P. Dziadzia
Sgt. K.A. Rister

Capt. J.L. Cromer
Lt. R.W. Trout
Lt. M.T. Phillips
Lt. J.G. Waldorf
T/Sgt. D.W. Stott
S/Sgt. M.B. Goodman
S/Sgt. R.J. Coffin
S/Sgt. E.F. Clark
S/Sgt. V.V. Villagio

Lt. J.F. Fredrick
Lt. J.W. Kirkbride
Lt. J.P. Szungyi
Lt. R.L. Nagle
S/Sgt. R.H. Roberts
S/Sgt. K.H. Fritte
Sgt. W.H. Jenkins
Sgt. E. Pierson
Sgt. N.C. Warnow

Capt. D.A. Currie
Lt. C.A. Johnston
Lt. M.B. Jeffery
Lt. R.R. Winn
S/Sgt. E.C. Gibson
T/Sgt. C.A. Dipierro
S/Sgt. M.T. Severson
S/Sgt. J.R. Amber
S/Sgt. C.L. Graf
S/Sgt. W.L. Surprise Jr.

Capt. W.G. Garland
Lt. E.G. Owens
Lt. E.P. Nolte
Lt. F.G. Howe
T/Sgt. A.V. Spacek
T/Sgt. B.W. Stimmel
Pvt. J.L. Parratt
S/Sgt. R.D. Newton
S/Sgt. C.S. Smith
Sgt. T.D. McNab

Capt. S.C. Dailey
Lt. A.C. Stokes
Lt. J.L. Malone
Lt. W.T. Hutson
S/Sgt. W.B. Flynn
S/Sgt. A.W. Hildreth
Sgt. E.B. Pinilys
Sgt. C.T. Hagen
Sgt. G.F. Cook
Sgt. C.W. Sanders

Lt. R.C. Gibson
Lt. S. Kepelas
Lt. G.C. Brand
Lt. A.G. Kemler
S/Sgt. J.R. Williamson
S/Sgt. C.R. Heikinon
S/Sgt. R.V. Roethler
Sgt. F.E. King Jr.
Sgt. D.W. Phelps

Lt. J.A. Dunaway
Lt. H. Kane
Lt. W.J. Mock
Lt. T.J. Krol
S/Sgt. A.C. Horst
S/Sgt. F.J. Mastronardi
Sgt. J. Katsaros
Sgt. J.W. Crowley
Sgt. W.R. Rusch
Sgt. M.H. Benz

Lt. J.F. Goodman
Lt. R.J. Ramsey
Lt. F.P. Fraioli
Lt. D.M. Anderson
S/Sgt. F.E. Dewees
S/Sgt. J.J. Graham
Sgt. P.D. Henderson
Pvt. B.A. Markle
T/Sgt. J.O. Farmer
Sgt. W.D. Smith

Lt. G.M. Fox
Lt. F.W. Hoad
Lt. D.D. Wilson
Lt. L.J. Mendelson
T/Sgt. A.D. Brown
T/Sgt. D.G. Brandt
S/Sgt. J. Gallas
S/Sgt. C.P. Sierra
S/Sgt. D.W. Van Boovan
S/Sgt. C.C. Estess

Lt. B.H. Grimmett
Lt. J.R. Leach
Lt. R.K. Haines
Lt. C.G. Koontz
S/Sgt. R.D. Larson
S/Sgt. W.C. Laurer
Sgt. C.E. Yeager
Sgt. R.C. Humphrey
Sgt. J. Spiotti
Sgt. W.J. Slaughter

Lt. G.H. Linford
Lt. G.A. MacMonagle
Lt. U.H. Schuermann
S/Sgt. A.H. Dietrich
T/Sgt. W.H. Whitman
T/Sgt. R.G. McNally
S/Sgt. T.E. Kimball
S/Sgt. P.W. Keller Jr.
T/Sgt. W.W. Walke

Capt. R.E. McCord
Lt. J.R. McMurry
Lt. M.C. Abraham
Lt. I.L. Dobrow
S/Sgt. W.R. Weatherbee
S/Sgt. C.C. Kirkman
Sgt. P.V. Peyreigne
Sgt. E. Strickland
Sgt. T.J. Formalaire
Sgt. E. Edmonds

Lt. D. Loughlin
Lt. C.F. Meredith
Lt. R.L. Bernard
Lt. E.F. Sedlak
T/Sgt. O.E. Livingston
T/Sgt. J.L. Summers
S/Sgt. A.W. Draille
S/Sgt. J.A. Punte
S/Sgt. A.M. Bailey

Capt. D.G. McCree
Lt. D.A. Cherie
Lt. M.B. Jeffery
Lt. R.R. Winn
S/Sgt. E.C. Gibson
S/Sgt. C.A. Dipierro
Sgt. M.T. Severson
Sgt. J.R. Amber
Sgt. C.L. Graf
Sgt. W.L. Surprise Jr.

Lt. L.H. Ludeman
Lt. M.C. Holland
Lt. B.E. Kodowski
F/O W. Wolchick
Sgt. G.W. Robbins
S/Sgt. N.E. Smith
Sgt. G.T. Meyer
Sgt. G.F. Metamic
Sgt. M. Perkel

Lt. M.M. Mohler
Lt. F.N. Newcomb
Lt. H.I. Corwin
Lt. H.A. Kaczerowski
Sgt. M.D. Steelman
S/Sgt. W.C. Litterell
Sgt. P.K. Keyran
Sgt. D.A. Cloutier
Sgt. P.E. Dunne

Lt. W.E. Massey
Lt. D. Ceresa
Lt. W.T. Nealon
Lt. L.V. Stelljes
S/Sgt. J.P. Faulker
S/Sgt. H.L. Eames
Sgt. A.E. Wieters
Sgt. F.J. Berard
Sgt. R.L. Mahler
Sgt. P.A. White

Lt. J.W. Myrtetus
Lt. C.C. Davis Jr.
Lt. T.S. Edward
Lt. T.J. Gear
S/Sgt. M.K. Paine
S/Sgt. F.J. Wyatt
S/Sgt. G.E. McClelland
Sgt. D.F. Brotherton
Sgt. C.F. Brown
Sgt. R.C. Brisbin

Capt. C.T. Maxwell
Lt. L.P. McLeod
Lt. J.K. Billman
Sgt. E.B. O'Brien
S/Sgt. M.E. Searoy
S/Sgt. R.L. Thomas
Sgt. D.L. Lamoureux
Sgt. L.B. Welborn
S/Sgt. J.C. Lopez

Lt. T. Neag
Lt. J.P. England
Lt. E.S. Santon
Lt. O. Deraimo
Sgt. J.L. Connor Jr.
Sgt. W.C. Bardow
Sgt. B.A. Purwin
Sgt. B. Dasekwicz
Sgt. H.A. Highlow
Sgt. J.E. Parnell

Capt. K.H. Opie
Lt. E.A. Lahey
Lt. J.M. Schartz
Lt. J.E. Browne
S/Sgt. G.C. Fleetwood
S/Sgt. A.P. Simmons
Sgt. H.A. Brauer
Sgt. R.F. Burns
Sgt. J.F. Brodie
Sgt. A. Yantzie

Lt. S.E. Smith
Lt. S.R. Chmura
Lt. V.S. Reese
Lt. L.J. Majewski
S/Sgt. W.B. Flynn
S/Sgt. F.E. McCawley
Sgt. F.J. Scicchitano
S/Sgt. C.W. Hopkins
S/Sgt. L.F. Davies
Sgt. H.G. Parker

Capt. H.L. Piper Jr.
Lt. G.J. Hellmuth
Lt. J.A. Coventry
Lt. R.E. Gibson
S/Sgt. J.M. Bailey
T/Sgt. C.S. Finnie
S/Sgt. R.W. Moore
Cpl. P.T. Lucas
S/Sgt. C.A. Bedall
S/Sgt. M.F. Devito

Lt. A.C. Stokes
Lt. R.J. Ramsey
Lt. A. Shapiro
Lt. L.J. Majewski
S/Sgt. W.B. Flynn
S/Sgt. A.W. Hildreth
Sgt. R.D. Plate
S/Sgt. B.A. Markle
S/Sgt. J.D. Farmer
S/Sgt. C.W. Sanders

Lt. C.G. Ritting
Lt. L. Burge
Lt. J.E. Shewy
S/Sgt. E.J. Daniel
S/Sgt. E.P. Sadzenski
Sgt. J.P. Prendergast
Cpl. B.P. Bennett
Sgt. G.H. Cohen
Sgt. R.J. Riesselman
Sgt. D.E. O'Connell

Lt. J.R. Tanner
Lt. R.P. McDaniel
Lt. K.L. Stron
Lt. J.P. Szungyi
T/Sgt. M.A. Carr
S/Sgt. W.B. Cohen
S/Sgt. R.R. Francis
S/Sgt. F.J. Sciochitano
S/Sgt. J.B. Morris
S/Sgt. E.P. Daniel

Capt. G.S. Schaunaman
Lt. J.R. Hapgood
Lt. R.E. Purrier
Lt. K.E. Sandoe
T/Sgt. I.F. Kopitikoff
S/Sgt. E.H. Willett
S/Sgt. E.A. Curry
S/Sgt. C.P. Williams
T/Sgt. T.P. Morris

Lt. J. Tannerhill Jr.
Lt. H.E. Selby
Lt. E.I. Harris
Lt. W.C. Frye
S/Sgt. P.J. Severs
S/Sgt. H.M. Roark
Sgt. T.E. Brennan
Sgt. H.B. Kennemer
Sgt. L.R. Freeman
Sgt. W.J. Martin

Lt. W.D. Sellers
Lt. J.E. George
Lt. A. Shapiro
Lt. D.M. Rementeria
Sgt. D.C. Parrish
Sgt. J.H. Lehr
Sgt. L.J. Judd
Sgt. L.S. Russell
Sgt. K.I. Mace
Sgt. D.E. Rishel

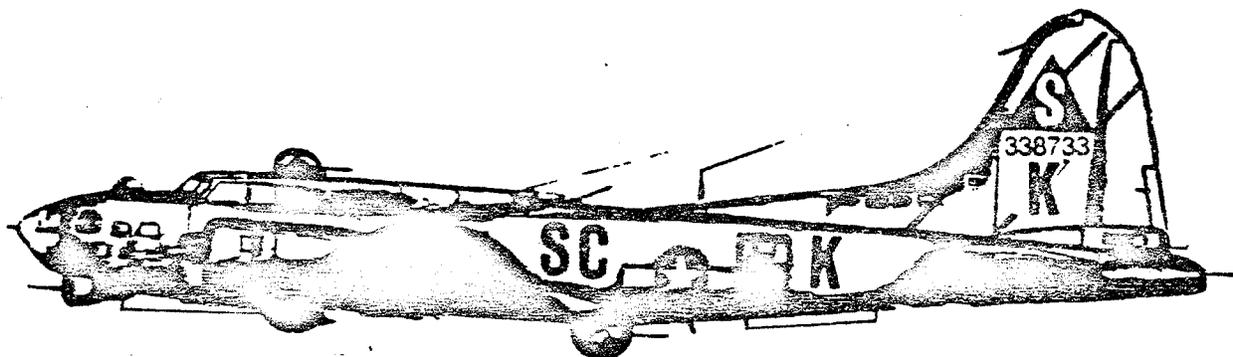
Lt. F.J. Tuossaint
Lt. W.H. Beck Jr.
Lt. J.W. Schmeid
Lt. D.M. Anderson
T/Sgt. R.W. Liknis
T/Sgt. W.R. Greene
S/Sgt. W.G. Minor
S/Sgt. C.W. Lockenour
S/Sgt. R.B. Homer
Sgt. J.D. McNicolas

Lt. K.C. Wells
Lt. E.N. Guinn
Lt. W. Geluda
Lt. L.T. Lingenfelter
S/Sgt. R.D. Larson
Sgt. E.L. Bartlett
Sgt. W.H. Price
Sgt. W.R. Chapman
Sgt. R.S. Convertino
Sgt. J.N. Weatherman

Lt. W.E. West
Lt. D.H. McKinnon
Lt. L.A. Nutter
Lt. T.B. Montgomery
T/Sgt. F.L. Russell
S/Sgt. R.L. Andrus
S/Sgt. H.D. Russell
S/Sgt. A.J. Morini
S/Sgt. J.L. Womble
S/Sgt. M. Lefkin

Two 612th Squadron crews were lost during training at Great Falls. Lt. Maginn and his crew, plus Pfc Paul M. Peterson an armament man, were all killed on September 2nd. 1943. Lt. McIlwain and crew were all killed with the exception of the navigator Lt. Brandt on October 1st 1943.

Lt. W.D. Sellers and his crew, the 7th crew to join the 612th Squadron, transferred to PFF aircraft on 20th March 1944. They were returning to Deenethorpe on 24th March to lead the mission when something went wrong during take-off. The aircraft sliced through the Chemical Company Barracks at Chelveston killing eight of the occupants then crashed into a bungalow in the village of Yeldon killing two children. All the crew plus their Crew Chief were killed.

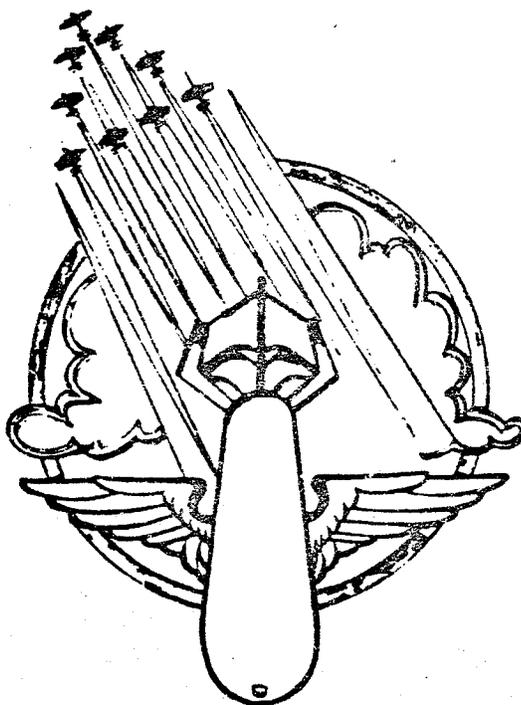


612TH BOMBARDMENT SQUADRON (H)

SQUADRON HISTORY

PART THREE

SEPTEMBER - OCTOBER 1944



SEPTEMBER

Weather is always a priority topic of conversation in England, slipping into every phase of any activity attempted for it remains about the greatest governing power of these. And certainly it showed its authority in September limiting the Group's missions to 14 and of which on a total of eight individual visual sightings were possible by the lead bombardiers. Not that weather affects the notes in this history but certainly influences the turn of events which can be mentioned.

Thirteen of these 14 missions for September were in the strategic category and designed to further cripple the oil industry, communications industry and actual communications in Germany. The only tactical mission was the one to Groesbeck, Holland flown in support of the largest airborne invasion in the war. The rapid Allied gains in the West had placed them in such a position that heavy bombers were probably to be relegated to their strategic role in Germany with no tactical interruptions. Besides these thoughts and weather and its effects there are other events occurring which go to make up a month's progress or record, mostly routine but as usual with some standing out and which can be used to fill up a few lines below.

The Air Echelon Staff personnel for the Squadron had gone through a complete turnover in the last two months with a couple of the positions changing hands twice. Captain Goodman and Captain Piper had held down Squadron Operations jobs but were gone after completing a tour. Likewise Captain Haberer, Squadron Navigator; and Captain Woodhouse, Squadron Bombardier had returned to the States for a leave. Then Major Maupin, the Squadron C.O., completed his tour and left late in September. Replacing these were Major McCree, as Acting Commanding Officer (former Squadron Operations Officer), Captain Currie as Squadron Operations Officer, Lt. Aaron Shapiro as Squadron Navigator; all three of these having returned from 30 days leave in the States. Besides these Captain Joe Browne took over as Squadron Bombardier and Lt. Ben Carns as Assistant Squadron Operations Officer, both promoted from regular crew personnel.

Mentioning these returnees reminds us that others have returned to the Organization from their rest and recuperation leave in the States, all officers. These include Captain Hutson, bombardier; Lt. Reese, navigator; Lt. Christensen, pilot; Lt. Kleppe, co-pilot; Lt. King, navigator; Lt. Jeffery, navigator, and Lt. Winn, bombardier. Lt. Winn is expected to take over the Squadron Bombardier position when Captain Browne completes his tour of operations.

Likewise we had personnel who shipped out of the Squadron after finishing up their combat tour -- some of whom are slated to return and others who will be reclassified in the States or elsewhere before rejoining some combat outfit.

Exemplary performances of duty brought letters of commendation in several instances for crew personnel from the Group Commander, these being in addition to the usual awards and decorations. A copy of each of these is appended as supporting documents. Total awards and decorations for September included 56 Air Medals and 42 Air Medal Oak Leaf Clusters.

And good T.O.'s for the Combat personnel saw numerous promotions during the month. The following officers were promoted in the various grades as indicated: Lt.'s Carter and Browne to the grade of Captain; 2nd Lt.'s Bonney, Ligon, Hill, Maxwell, Tompkins, Weigler, Schaunaman, DiGianni, Kempler, Chayka, McClendon, Merritt, Schmedal, and Cromer to 1st Lt.'s; and F/O's Hayes and Mead to 2nd Lt.'s. Also 18 of

of the Enlisted Men received promotions to the various higher grades, this number including both Air and Ground Echelon.

On the Group's September 25th mission to Frankfurt, Germany our Squadron Commanding Officer, Major Maupin, completed his first tour of combat missions and left for a much needed and earned rest in the States on the 28th. He had served as Squadron C.O. since 21st January, 1944, but he had started his missions on November 26th of last year serving in the capacity as Squadron Operations Officer. No one in the 401st Group had suffered more hard luck on the missions than the Major and we hear no argument to the contrary. This hard luck included two bail outs with one of them being an emergency jump from a burning aircraft over the front-lines near Caen, France (story in August History). Besides those two jumps and the conventional returns with badly shot up aircraft his luck ran awfully bad on Group and Wing leads for it seemed that if it was'nt bad weather it would be equipment malfunction causing him trouble. We are happy to see him receive his well earned rest.

More than surprised was the general reaction of all when Lt.'s Massey and Stelljes and S/Sgt. Berard returned to visit the Squadron on September 5th. Reading over the June History we recall that Lt. Massey and crew had flown in the ill-fated "Channel Express" which blew up over France on June 19th. Reporting crews had stated that none of the crew had parachuted and none had a chance to get out safely, so explaining our complete surprise. Lt. Massey told the hair raising tale of luck that is beyond the category of possibilities it seems and the other two supported him. Their aircraft had caught fire along the floor below the top-turret and behind the cockpit. Lt. Massey and the top-turret gunner were making a gallant effort to extinguish this fire when it became apparent that it was uncontrollable and they should bail out. Lt. Massey signalled the co-pilot to pull out of formation and gave the bail-out alarm. Then the trouble started. Lt. Massey passed out from anoxia (but with his parachute in his hand) and the aircraft went out of control. Being unable to jettison the nose escape hatch several of the crew were thrown against the nose plexiglas with Lt. Stelljes pinned underneath them. Then the aircraft exploded and the next thing any of the escaping three remembered was falling through the air and at low altitude when they regained consciousness. Lt. Massey was still holding on to his parachute as was S/Sgt. Berard who had been blown clear with his in his arms. Both miraculously managed to get the chest-type parachutes on and pop their chutes at about 2,000 feet altitude, and all three landed safely. After 10 weeks of dodging the Germans they managed to evade to England. They were received well and after a short stay departed for a much deserved leave at home in the States.

Not so fortunate was the case of Lt. Mohler and crew. Returning from a mission on September 11th their aircraft caught on fire while in the traffic pattern and the fire spread so rapidly they had no alternative other than to jump. All nine bailed out successfully but Lt. Mohler suffered two fractures of his leg and will be laid up for a long period. Then on September 30th the remainder of the crew was lost on an operational mission to Munster, Germany. Their pilot was Lt. Davis of 615th Squadron. After being hit by flak over the target and with their number one engine on fire and smoking they left formation with fighter escort and under good control. No parachutes or further observations were made but all agree that the crew had plenty of time to bail out. We hope they did and agree that their luck appeared to have ran out.

Another crew, Lt. Nagle's, was lost to Flak and engine trouble over the target area. Their call on VHF indicated another of their two remaining engines was failing when they left formation with two already out. They remained under control when last seen and all agree the crew had plenty of time to parachute from the stricken aircraft. Again we hope for their safety.

The Squadron's third loss for September was earlier on the 9th when Lt. Loughlin and crew were lost to Flak over the target at Mannheim, Germany. This aircraft did not have as much time as the other two for it had a fire located around the radio room after a hit by Flak and the fire spread quickly when they left formation. The aircraft remained intact until it reached 18,000 through 15,000 feet below and partially under control at which time it exploded. Although some of the crew, at least four, were seen to leave the aircraft it is not known that all got out. This was most disheartening for the crew was on its 31st trip and slated to finish their tour with a couple more trips. The crew loading is included with the mission summary.

Turning to the Ground Echelon we don't find too much to mention. We can consult the statistics and find that our fine Engineering section still kept the top place by providing more aircraft than any other squadron as ascertained by more 612th aircraft attacking the target. Their fine work is certainly appreciated in all quarters.

Something more was the return of Furloughs for the Ground Grippers. Although the Air Echelon had received them several months previously the Ground Echelon had suffered their loss since April of this year. Likewise 48 hour passes have been reslated. a minute percentage at that, and the combination of both of them has certainly worked wonders for a hard pressed morale. None can argue that the "Gravel-Pushers" were'nt deserving.

Mention should be made in reference to the Mission Summaries that during the month 8th Air Force issued a directive on new terminologies for use in heavy-bomber outfits. Three aircraft are now called a "Flight", six aircraft a "Section", 12 aircraft a "Squadron", two or more Squadrons form a "Group", two or more Groups for a "Wing" and likewise two or more Wings for a "Division". These replace the old terms of Element, Squadron, Group or Box and Wing respectively. These new terms will be used in the next months History although no change was made for September to avoid any confusion.

Mission 138

Target: Ludwigshaven

3 September 1944

Operations for September started on the 3rd day with Ludwigshaven, Germany as the Primary Target. The huge chemical industry of I.G. Farben was the assignment. The 401st was to furnish the 94th "A" C.B.W. composed of 36 aircraft and which also flew as 1st Bomb Division lead with the Group C.O. Col. H.W. Bowman as Air Commander. PFF aircraft were taken along due to expected bad weather.

The 9/10's to 10/10's cloudy undercast was present and the bombing was accomplished by the PFF method. One momentary visual check-point aided greatly on the bomb run and subsequent P.R.U. coverage shows the G.P.'s did hit the target.

As usual Ludwigshaven furnished intense and accurate flak to the discomfort of the crews although no enemy fighter opposition was met. Twenty-five of the aircraft sustained battle damage but none were lost and no men sustained wounds.

Ten of the 612th crews took part on this mission with the

crew of Captain McCord's flying as High Box Leader with Lt. Joe Brown as Bombardier and Lt. Fishbeck as Navigator. Crew loadings are as follows.

<u>A/c</u>		
42-97962	1st Lt. D.	Loughlin and crew
43-37628	1st Lt. L.	Burge and crew
42-39993	1st Lt. R.C.	Gibson and crew
991	Capt. R.D.	McCord and crew
43-37632	1st Lt. B.E.	Hocking and crew
42-102957	2nd Lt. T.K.	Hill and crew
42-102398	2nd Lt. C.T.	Maxwell and crew
42-102393	1st Lt. J.A.	Knost and crew
43-37790	2nd Lt. R.H.	Bonney and crew
42-106992	1st Lt. E.G.	Burns and crew

Mission 139

Target: Ludwigshaven

5 September 1944

The second effort for September was a return to bomb the I.G. Farben Chemical Industry at Ludwigshaven on the 5th. Again the complete 94th C.W. of 36 aircraft was furnished by the 401st and three PFF aircraft included if bad weather was encountered for bombing. Major Maupin, Squadron C.O., flew as Air Commander for the Wing on this day.

Although the undercast from the I.P. area to the target was broken the Wing bombed by the PFF method again following the advice of the "Buckeye" weather aircraft. The run was good and hits were observed in the target area through breaks in the undercast.

Again the intense and accurate Flak was encountered at the target with 25 of the aircraft again sustaining battle damage. None of the personnel received wounds and all of the aircraft returned safely.

Capt. McCord and crew were leading the Wing along with Major Maupin accompanied by nine more 612th crews. Crew loadings are as follows.

<u>A/c</u>		
42-97947 (PFF)	Capt. R.D.	McCord and crew
42-106992	1st Lt. E.G.	Burns and crew
43-37632	1st Lt. B.E.	Hocking and crew
42-31087	1st Lt. L.H.	Ludeman and crew
42-102393	1st Lt. J.A.	Knost and crew
42-97962	1st Lt. D.	Loughlin and crew
42-102398	2nd Lt. C.T.	Maxwell and crew
42-97487	1st Lt. L.	Burge and crew
42-39993	1st Lt. R.C.	Gibson and crew

Mission 140

Target: Mannheim

9 September 1944

After three days of inactivity September 9th found the Group with an assignment for a repeat performance at the Chemical Works at Ludwigshaven if visual bombing was possible and if not a PFF MBI across the river in the built-up area of Mannheim. The 401st furnished 36 aircraft comprising the 94th "A" CBW with two Pff aircraft included.

The 10/10th undercast still precluded visual bombing and the Group bombed the PFF target and the Mickey Operators report a good bomb run and believed the results were good. No P.R.U. coverage has come to confirm this.

Crews reported experiencing moderate to intense Flak at the target which continued to be good for accuracy. Although no enemy opposition was met the Flak accounted for the loss of one of the 612th crews. This was the crew of Lt. Loughlin's which was flying its 31st mission. All other crews and personnel returned safely although 18 of the aircraft received battle damage.

Nine of the 612th crews started the mission with eight returning as Lt. Loughlin's went down. Lt's Schaunaman, Aiken and Hocking each led the High Squadron in each of the three boxes. Crew loadings were as follows.

<u>A/c</u>			
42-97962	1st Lt.	D.	Loughlin and crew (shot down)
42-106992	1st Lt.	G.S.	Schaunaman and crew
42-31087	1st Lt.	L.E.	Ludeman and crew
43-37632	1st Lt.	B.E.	Hocking and crew
42-102398	1st Lt.	C.T.	Maxwell and crew
42-97487	1st Lt.	C.H.	Aiken and crew
42-102393	1st Lt.	J.A.	Knost and crew
43-37790	1st Lt.	R.H.	Bonney and crew
42-107039	2nd Lt.	T.J.	Harlan Jr. and crew

Mission 141

Target: Gaggenau

10 September 1944

The fourth mission for September, flown 10th September, found the Group returning to the same general area of Germany but this time the target was a large Motor Transport Works located at Gaggenau (south of Karlsruhe). Flying as the 94th "C" CBW with 36 aircraft the 401st Lead Bombardiers were to find clear weather for bombing for the first time in September.

Bomb runs were made with accurate Flak being encountered but no other difficulties. Photo Interpretation of the Strike Photos indicates the Lead Box had 80% of its bombs within 2,000 feet, the Low Box 100% within 2,000 feet and no pictures were available for the High Box although their bombs were observed to strike within the assigned area and were reported to be fair to good for results. Crews reported dense black smoke beginning to rise from the target as the formation departed the target area.

Extremely accurate Flak of the moderate variety was encountered all along the bomb run and accounted for the loss of one 615th aircraft just after the target ---- eight or nine men were observed to parachute out. All others returned safely with one crew member sustaining wounds.

Major Jere Maupin, Squadron C.O., flew as Air Commander of the High Box with Lt. Carns and crew. Lt. Ligon was Lead Navigator and Lt. Wiegler was Lead Bombardier. Nine of the 612th crews completed this mission with the crew loadings as follows.

<u>A/c</u>			
42-31662	1st Lt.	L.	Burge and crew
43-37632	1st Lt.	B.E.	Hocking and crew
42-97487	2nd Lt.	C.G.	Aiken and crew
42-102393	1st Lt.	J.A.	Knost and crew
081	1st Lt.	B.F.	Carns and crew (PFF)
42-31891	F/O	R.S.	Hayes and crew
43-37628	2nd Lt.	M.M.	Mohler and crew
42-106992	1st Lt.	E.G.	Burns and crew
42-107039	2nd Lt.	T.J.	Harlan and crew

Mission 142Target: Merseburg11 September 1944

The next day, September 11th, provided a change in scenery for the crews when the Group furnished a 36 aircraft Box flying as the 94th "B" CBW. This time the target was the largest synthetic oil industry in Germany located at Merseburg.

The lead and High Box found it necessary to bomb the target PFF and no results were observed due to the undercast. The Low Box did not manage to get in PFF bombing formation after dropping in Trail for Visual Bombing and consequently did not bomb the primary target. They returned to the Secondary Visual Target and found it obscured by cloud on the bomb run and so they bombed the Secondary for the 351st Group which was only three miles to the west. Since the Lead Bombardier was familiar with the 351st MPI as brought out in the pre-briefing for Lead Crews the Group will receive credit for the excellent job of bombing - 100% of the bombs within 1,000 feet of the MPI.

Although no enemy air opposition was met by the Group the crews experienced moderate and accurate Flak from the vicinity of Koblenz going in and coming out. There was also moderate and fairly accurate Flak at the target. This Flak accounted for the loss of one of the 615th crews between the I.P. and the target. Another crew lost two of its members who bailed out near the target after the plane was severely damaged by Flak, although the aircraft managed to return to base. All other aircraft returned with a total of four men wounded.

Captain McCord and crew, with Lt. Joe Browne as Lead Bombardier and Lt. Fishbeck as Lead Navigator, led the Low Box accomplishing the splendid bombing at Eissenach, the secondary target. A total of ten 612th crews took part on this effort with the crew loadings as follows.

A/c

42-97487	2nd Lt.	G.S. Schaunaman and crew
42-97938	1st Lt.	L. Burge and crew
42-31891	Capt.	R.D. McCord and crew
42-106992	1st Lt.	E.G. Burns and crew
43-37632	1st Lt.	B.E. Hocking and crew
42-102993	1st Lt.	T.K. Hill and crew
42-102393	1st Lt.	J.A. Knost and crew
43-37628	2nd Lt.	R.S. Hayes and crew
42-102957	2nd Lt.	M.M. Mohler and crew
42-107039	2nd Lt.	T.J. Harlan and crew

Mission 143Target: Merseburg13 September 1944

Back to Merseburg on September 13th to make sure that the large and vital synthetic oil industry would not resume operations for the Jerries. Flying as the 94th "B" CBW the Group set out with 36 aircraft comprising the three boxes of 12 aircraft each with three PFF aircraft included to ensure bombing in case of bum weather.

Due to an error in navigation and malfunction of the Mickey equipment the Lead Box made its turn toward the I.P. south of the course and when the Mickey operator stated he had picked up the target it was assumed that he was correct and the bombing was accomplished on the town of Gera which was south of the briefed target. The Low and High Boxes did hit the I.P. with no undue difficulties and managed to kill course and ascertain their rate lines on a point surrounding the primary target and accomplished good bombing although the target

itself was badly obscured by smoke. Although it was not possible to plot their bomb strikes due to the smoke they obviously were in the briefed area according to the strike photographs.

Enemy opposition was mostly in the form of moderate and accurate tracking Flak at the Target causing battle damage to 20 of the aircraft. One aircraft straggled at the target and picked up another formation. While straggling this aircraft received terrific damage from enemy fighters which jumped it. More than 100 holes were counted in the aircraft. Two of its crew bailed out over enemy territory with the reason unknown, and all other crews returned safely but with one man wounded.

Captain Currie and crew with Major Jere Maupin as Wing Air Commander led the Wing with nine other 612th crews in the same box. Lt. Hill led five of these in the Low Squadron and Lt. McClendon flew as Lead Bombardier with Lt. Jeffrey as Lead Navigator for the Wing Lead assisted by Lt. Howard as Mickey Operator. All crews returned safely and loadings are listed below.

A/c

42-97947 (PFF)	Captain D.A. Currie and crew
42-39993	1st Lt. R.C. Gibson and crew
42-107039	2nd Lt. T.J. Harlan and crew
42-102393	1st Lt. J.A. Knost and crew
42-97487	1st Lt. E.C. Burns and crew
42-97938	2nd Lt. L. Lawrence Jr. and crew
43-37628	F/O R.S. Hayes and crew
42-31087	1st Lt. T.K. Hill and crew
43-37632	1st Lt. B.E. Hocking and crew
43-37790	2nd Lt. J.D. Cromer and crew

Mission 144

Target: Groesbeck

17 September 1944

Mission 144 for the 401st was flown on September 17th. This assignment was an attack on Groesbeck, Holland on a wooded area where the Germans had a concentration of tanks and gun positions. We suspected a ground assault on these positions after the bombing but later in the day we found that the bombing was in preparation for the largest airborne landing in the history of the war.

The 401st certainly did its part well that day for all of the eight Lead Bombardiers ably assisted by their Lead Navigators and good formations laid the fragmentation bombs right on the assigned MPI's. The Group put up four boxes of 12 aircraft each and each box split into 6 aircraft units for bombing.

No enemy opposition in any form was met and all formations were completely covered with a swarm of friendly fighter escort. All crews and aircraft returned unharmed and undamaged.

Captain McCord and crew with Lt. Browne as Bombardier and Lt. Fishbeck as Navigator led the 612th Box. Captain Currie led the Low Squadron of this Box with Lt. McClendon as Bombardier and Lt. Jeffrey as Navigator. Both units did excellent bombing on this job. Eleven 612th crews took part on this mission and crew loadings are as follows.

A/c

42-97938	2nd Lt. L. Lawrence Jr. and crew
42-31662	1st Lt. L. Ludeman and crew
42-31891	Capt. R.D. McCord and crew
43-37790	Capt. D.A. Currie and crew
42-97487	1st Lt. T.K. Hill and crew
42-102398	1st Lt. C.T. Maxwell and crew
43-37628	2nd Lt. C.H. Aiken and crew
43-37632	1st Lt. J.A. Knost and crew

42-106992	1st Lt. E.B. Burns and crew
42-107039	2nd Lt. T.J. Harlan and crew
42-31485	2nd Lt. J.L. Cromer and crew

Mission 145Target: Hamm19 September 1944

September 19th found the Group with 36 aircraft assigned to attack the railway marshalling yards at Soest, Germany. As it turned out though, the mission ended up being one of those "screwed-up messes".

The weather aircraft contacted the Wing leader on time just before the I.P. informing him that visual bombing was possible. However the Wing experienced a 10/10's front towering above 28,000 feet just past the I.P. area. The "soup" was so thick that the Wing became separated, and none of them were able to see the target. They all turned towards the secondary located at Hamm, Germany --- again Marshalling Yards --- but were unable to reassemble due to bad weather. The Lead Box was unable to find the Secondary with its bombs and bombed a Target of Opportunity with poor results. The High Box did manage to bomb a Secondary Target although the Mickey Operator only had seven miles in which to set up his equipment and bomb. Results from this Box were unobserved. The Low Box not having PFF equipment were unable to bomb the Secondary and finally jettisoned their bombs in an open field.

Crews reported good friendly escort and no enemy air opposition, and only the Lead Box actually encountered enemy opposition which was in the form of moderate Flak from Wesel with four of the aircraft sustaining damage.

Captain McCord led the High Box on this mission and was very ably assisted by the excellent work of Lt. Fishbeck as navigator and Lt. Howard as Mickey operator. Lt. Fishbeck was commended for his fine navigation on this effort.

Nine of the 612th crews completed this effort with crew loadings as follows.

<u>A/c</u>	
44-8153	Capt. R.D. McCord and crew
43-37632	1st Lt. B.E. Hocking and crew
43-37790	1st Lt. R.H. Bonney and crew
42-106992	1st Lt. C.T. Maxwell and crew
42-39993	1st Lt. R.C. Gibson and crew
42-97938	2nd Lt. L. Lawrence and crew
42-102398	1st Lt. C.H. Aiken and crew
42-107039	2nd Lt. T.J. Harlan and crew
43-37628	2nd Lt. D.G. Jones and crew

Mission 146Target: Kassel22 September 1944

Aero-engines was the target for September 22nd with 36 aircraft from the 401st despatched to bomb the Henchel factory at Kassel, Germany. PFF aircraft were included as usual in case blind bombing became necessary. And bad weather, 10/10's undercast, was encountered and Mickey operators reported a good run and believed good bombing was accomplished on the PFF target which was the city of Kassel and it's marshalling yards.

No enemy opposition in the air was encountered but Flak was present as usual. Only the High Box encountered the scattered but moderate Flak from Kassel and the varying accuracy accounted for damage to

five of the aircraft and one man wounded.

Nine of the 612th crews completed this mission with Major Maupin leading the Low Box assisted by Lt. Carns and Lt. Burns leading the other crews in the Low Squadron of the same Box. Crew loadings were as follows.

<u>A/c</u>	
42-97487	2nd Lt. G.S. Schaunaman and crew
43-37628	1st Lt. L. Burge and crew
42-39993	1st Lt. R.C. Gibson and crew
43-37632	1st Lt. B.E. Hocking and crew
42-107039	2nd Lt. D.G. Jones and crew
42-107398	1st Lt. C.T. Maxwell and crew
42-31891	1st Lt. B.F. Carns and crew
43-37790	1st Lt. R.H. Bonney and crew
42-106992	1st Lt. E.G. Burns and crew

Mission 147

Target: Frankfurt

25 September 1944

Major Maupin, Squadron C.O., was the Wing Leader for the 36 aircraft furnished by the 401st on 25th September for the assigned target at Frankfurt. This was Major Maupin's 25th and last mission in his first tour of operations. An unusual bomb load was carried on this mission with each aircraft loading Braddock-type bombs which were actually loaded with an incendiary filler designed to be used by foreign workers in Germany for sabotage efforts. As the weather turned out to be 10/10's cloud undercast no results were observed although the bombing by Mickey was reported to have been a good one according to their "scopes".

No enemy fighters were encountered and Flak gave the Group a "free-ride" for once when it all proved to be low and wide at the target with no aircraft sustaining damage.

The whole Squadron was happy to see Major Maupin complete his tour for hard luck had certainly dogged him all the way. None of the Group personnel had encountered more bad luck than he and all agree he had more than his fair share. Even on the last mission the PFF equipment went out and the deputy lead had to take over the bombing. The Major led the Wing with Lt. Carns and his crew, and Lt. Schaunaman and crew flew as deputy lead for the Low Box. All of the nine 612th crews returned safely and the crew loadings were as follows.

<u>A/c</u>	
43-38159	2nd Lt. G.S. Schaunaman and crew
42-31662	2nd Lt. W.E. Cox and crew
42-31087	1st Lt. L. Burge and crew
42-107398	1st Lt. C.T. Maxwell and crew
43-37790	2nd Lt. C.H. Aiken and crew
42-97600	1st Lt. B.F. Carns and crew
42-106992	1st Lt. R.H. Bonney and crew
43-37628	1st Lt. L. Ludeman and crew
42-107039	2nd Lt. J.L. Cromer and crew

Mission 148

Target: Osnabruck

26 September 1944

After an interval of 141 missions the Group returned to Osnabruck, Germany on September 26th with 36 aircraft to attack the

marshalling yard installations. After a good number of PFF missions the weather turned out to be CAVU for visual bombing.

But the bombing was not good by any of the boxes. The Lead bombed over and to the right of the assigned MPI, the Low Box did the same and the High Box bombed short of the assigned MPI. All of the bombs were within the yard area however and extensive damage was accomplished.

Enemy air oppositin remained nil but meagre to moderate and fair to good in accuracy Flak accounted for minor damage to eleven of the aircraft over the target. All of the personnel and aircraft returned safely.

Seven of the nine briefed 612th crews completed the mission, with Lt.'s Aiken, Hocking and Gibson leading the High Squadrons in each of three Boxes. Crew loadings are as follows.

<u>A/C</u>	
42-31662	2nd Lt. W.E. Cox and crew
42-39993	1st Lt. R.C. Gibson and crew
43-37632	1st Lt. B.E. Hocking and crew
42-102398	2nd Lt. C.T. Maxwell and crew
42-106992	2nd Lt. C.H. Aiken and crew
42-107039	2nd Lt. T.J. Harlan and crew
42-31087	2nd Lt. J.L. Cromer and crew

Mission 149

Target: Cologne

27 September 1944

Back to synthetic oil production was the Group's assignment for September 27th. The 401st furnished three boxes of 12 aircraft each, flying as 94th "B" CBW in this effort flown to Cologne, Germany.

A solid overcast at the target necessitated PFF bombing again and crews reported seeing visual checkpoints just after bombs away that indicated a good job by the Mickey operator. The PFF target was the same as the Primary assignment.

Flak was the only form of enemy opposition encountered. this proved to be meagre to moderate and fair in accuracy at the target, and also meagre to moderate and fair in accuracy in the Koblenz area.

Lt. Carns and crew led the Low Box in the Wing formation accompanied by nine other 612th crews, all returning safely. Crew loadings are as follows.

<u>A/c</u>	
42-97938	2nd Lt. L.J. Lawrence and crew
42-39993	1st Lt. R.C. Gibson and crew
42-102393	2nd Lt. O.P. Nagle and crew
42-97487	2nd Lt. J.L. Cromer and crew
42-106992	1st Lt. B.E. Hocking and crew
42-97487	1st Lt. T.K. Hill and crew
42-31891	1st Lt. B.F. Carns and crew
42-102398	1st Lt. C.T. Maxwell and crew
43-37790	1st Lt. R.H. Bonney and crew
42-107039	2nd Lt. T.J. Harlan and crew

Mission 150

Target: Magdeburg

28 September 1944

Returning to the marshalling yard type target at Magdeburg the Group dispatched 36 aircraft on September 28th, three PFF air-

craft included. Adverse cloudiness necessitated another PFF drop on this target although a few breaks in the clouds did enable the bombardier to assist the Mickey operator on the bomb run. Anyway, the PFF bombing was right in there with 97% of the Lead and Low Boxes bombs falling within the 2,000 foot radius line and a snatch glimpse of the High Box's bombs shows hits on the target also.

Flak was encountered over the target and was moderate to intense in amount and fair to good for accuracy accounting for the loss of one aircraft. No enemy aircraft were observed and all other aircraft returned safely. Captain McCord led the High Box ably assisted by his crew and Lt. Howard as Mickey operator. Eight other 612th crews completed the mission with crew loadings as follows.

A/c
 42-97938 2nd Lt. L.J. Lawrence and crew
 42-31087 2nd Lt. O.P. Nagle and crew
 42-31662 2nd Lt. G.S. Schaunaman and crew
 153 (PFF) Capt. R.D. McCord and crew
 42-106992 1st Lt. B.E. Hocking and crew
 42-102393 2nd Lt. C.H. Aiken and crew
 43-37790 1st Lt. R.H. Bonney and crew
 42-107039 2nd Lt. T.J. Harlan and crew
 42-102398 2nd Lt. J.L. Cromer and crew

Mission 151

Target: Munster

30 September 1944

Mission No. 151, and 14th for the month, was flown on the last day of the month. As usual the Group furnished a complete Wing formation of 36 aircraft with a PFF aircraft included in each Box formation for this mission --- usually two in the Lead and one in the High.

Bad weather dogged the Group all the way during the month with this last mission again having to resort to the PFF method for bombing although for the second time the breaks in the clouds on the bomb run did enable the bombardier to assist greatly by adding corrections from the visual check points. Almost 100% of the bombing was within the 2,000 foot circle using the assigned visual aiming points as reference points. The marshalling yards received many hits which probably caused extensive damage.

This last mission saw the Group through an entire month with no enemy air opposition. Target Flak was encountered as usual and proved to be good in accuracy and moderate in amount, accounting for the loss of two aircraft, both from the 612th Squadron. These were crews of Lt. Nagle and Lt. Davis (flying Lt. Mohler's crew). All other personnel and aircraft returned safely although 26 of the aircraft sustained battle damage.

Captain Currie's crew ably assisted by Lt. Shapiro as Lead Navigator, Lt. Roy R. Hill as Lead Bombardier and Lt. Howard as Lead Mickey Operator led the Wing formation with Colonel Rogner, 94th Wing Operations Officer, as Air Commander. Eight other crews started the mission in the same Box but two of them were lost. Complete loadings are as follows.

A/c
 42-97947 Capt. D.A. Currie and crew
 42-102398 2nd Lt. T.J. Harlan and crew
 42-31087 1st Lt. T.E. Hill and crew
 42-97487 2nd Lt. C.H. Aiken and crew
 43-37632 2nd Lt. O.P. Nagle and crew
 42-31077 1st Lt. T.A. Davis and crew
 42-106992 2nd Lt. D.G. Jones and crew
 42-39993 2nd Lt. L.J. Lawrence and crew

MORE CREWS OF 612TH SQUADRON

Lt. L. Burge
 Lt. J.R. McMurry
 Lt. J.E. Shewey
 S/Sgt. B.P. Bennett
 T/Sgt. J.P. Pendergest
 T/Sgt. E.P. Sadzenski
 S/Sgt. R. Riesselman
 S/Sgt. D.E. O'Connell
 S/Sgt. G.H. Olsen

✓ Lt. J.P. Comer
 Lt. F.R. Matthes
 Lt. B. Weinstein
 ✓ Lt. A. Smith
 Sgt. H.A. Hulse
 Sgt. J. Bixby Jr.
 ✓ Sgt. C.M. Erland
 Sgt. L.M. Kirkhuff
 ✓ S/Sgt. J.E. Mainprize

Lt. W.E. Cox
 Lt. G. Amundson
 Lt. R.L. Tiffany
 Sgt. L.J. Ankrom
 Sgt. R.H. Hill
 Sgt. E.E. Warren
 Sgt. L.G. Pope
 Sgt. G. Importe
 S/Sgt. D.D. Dunn

Lt. D.G. Jones
 Lt. S.J. Seipak
 Lt. A. Wishnoff
 Lt. R.E. Moran
 S/Sgt. C.F. Madrzyh
 S/Sgt. H.W. Derry
 Sgt. C.G. Rogers
 Sgt. K.C. Walters
 Sgt. E.I. Serafino

Lt. L. Lawrence Jr.
 Lt. W.I. Stein
 Lt. N.W. Hyman
 Lt. C.R. Burge
 S/Sgt. C.O. Huskey
 S/Sgt. R.C. Graupman
 Sgt. H.B. O'Neil
 Sgt. P.B. Azevedo
 Sgt. L.B. Harold

Lt. A.F. Bloetcher
 Lt. W.H. McIlwain
 Lt. M.L. Threlkeld
 Lt. J.F. McMahon
 Sgt. C.J. Kobinsk
 Sgt. C.R. Richards
 Sgt. I.R. Stagge
 Sgt. C.S. Nicholas
 Sgt. O.N. Giles

F/O R.L. Long
 F/O S.E. Watterson
 Lt. L.A. Crick
 Lt. R.S. Watson
 Sgt. D.A. York
 Sgt. C.R. Babhart
 Sgt. H. Hovezak
 Sgt. E.L. Iles
 Sgt. E.L. Willick

Lt. O.P. Nagle
 F/O M.O. Holland
 Lt. B.R. Howdowski
 Lt. W. Wolchik
 S/Sgt. G.W. Robbins
 S/Sgt. N.E. Smith
 Sgt. G. Meyers
 Sgt. G.P. Matamic
 Sgt. M. Perkel

Lt. J.A. Roadman
 Lt. H.W. Compton
 F/O R.H. Kneuse
 Lt. J.P. Whitlock
 Sgt. A. Elchisck
 Sgt. J.A. Landers
 Sgt. E.H. Hall
 Sgt. D.S. Wood
 Sgt. E.R. Hill

Lt. D.M. Schleimann
 F/O I. Meyrowitz
 F/O D. Schneck
 Lt. K.J. Swotoxh
 Sgt. C.E. Pendley
 Sgt. B.H. Zabel
 Sgt. D.H. Eames
 Sgt. T. Madden
 Sgt. J.C. Kelly

612TH SQUADRON AIRCRAFT

<u>Serial No.</u>	<u>Code</u>	<u>Nickname</u>	<u>History</u>
42-31034 *	SC-G	BONNIE DONNIE	Crash-landed at base on 4 March 1944. MIA on 28 May 1944 with Lt. G.E. West - Dessau.
42-31068 *	SC-D	FOOL'S LUCK	Abandoned over Ware on 31 December 1943, lack of fuel - Bordeaux.
42-31087 *	SC-K	BOCHE BUSTER	MIA on 7 October 1944 - Politz. Lt. T.K. Hill landed in Sweden.
42-31089 *	SC-M	CAROLYNE	Ditched in North Sea 4 January 1944 With Capt. W.C. Garland.
42-31198	SC-N	FANCY NANCY II	Abandoned over Kimbolton 31 Dec. 1943, lack of fuel - Bordeaux.
42-31486	SC-Y		MIA on 29 January 1944 with Lt. J. Tannahill - Frankfurt.
42-31496	SC-Q	SALVO SADIE	MIA on 21 June 1944 with Lt. J. Atherton - Berlin.
42-31511	SC-D	FOOL'S LUCK II	Delivered 1 Jan. 1944. MIA on 10 April 1944 with Lt. G.M. Fox - Brussels.
42-31662	SC-B	FANCY NANCY IV	Delivered 31 Jan. 1944. To 1 BAD, at the end of the war - scrapped. Flew 134 missions.
42-31891	SC-P		Returned to ZI on "Homerun".
42-37835 *	SC-J	CHANNEL EXPRESS	Badly damaged and abandoned over base on 22 Dec. 1943 - Osnabruck.
42-37838 *	SC-F	FANCY NANCY	Mid-air collision 26 November 1943 - Bremen. Salvaged.
42-37856	SC-B	FANCY NANCY III	MIA on 30 January 1944 with Lt. R.R. Rohner - Brunswick.
42-38026	SC-N	MY DAY	Crash-landed at base 11 Feb. 1944. MIA with Lt. M.O. Hagen - Kiel.
42-38033	SC-M		MIA with Lt. J.A. Dunaway on 20 March 1944 - Frankfurt.
42-39765 *	SC-A	BABY LU III	?
42-39826 *	SC-H	STUBBORN JEAN	MIA on 30 December 1943 with Lt. T. Neag - Ludwigshaven.
42-39837 *	SC-L	RED'S ROGUES	MIA on 28 May 1944 with Capt. G.F. Carter - Dessau.

<u>Serial No.</u>	<u>Code</u>	<u>Nickname</u>	<u>History</u>
42-39943	SC-F		Delivered on 2 January 1944. MIA on 7 May 1944 with Lt. B.O. Grimmett - Berlin.
42-39979	SC-H		MIA on 11 April 1944 with Lt. F.O. Kuhl - Politz.
42-39993	SC-C	HELL'S ANGELS OUT OF CHUTE 13	Delivered 1 Jan 1944. Flew 118 missions. Nosed over at base on 7 May 1945 - salvaged.
42-40050	SC-J	CHANNEL EXPRESS III	Delivered 1 Jan. 1944. MIA on 19 June 1944 with Lt. W.E. Massey - Bordeaux.
42-97487	SC-O	HANGOVER HAVEN	Crash-landed at base on 3 October 1944 - salvaged.
42-97811	SC-N		Delivered on 20 May 1944. MIA on 25 June 1944 with Lt. J.W. Myretetus - Montbartier.
42-97938	SC-S	TWAN-N-G-G-G	Crash landed at base 28 October 1944 - salvaged.
42-97947	SC-U		PFF aircraft ex-351 B.G. - returned to 305 B.G. May 1945.
42-97962	SC-G		MIA on 9 September 1944 with Lt. D. Loughlin - Mannheim.
42-102393	SC-R	DIANA QUEEN OF THE CHASE	Crash-landed at Base on 28 May 1944. Flew 111 missions. Returned to ZI on "Homerun".
42-102398	SC-H		Returned to ZI on "Homerun".
42-102917	SC-E		Delivered on 30 May 1944. MIA on 20 July 1944 with Lt. J.L. Frederick - Leipzig.
42-102957	SC-F	FEARLESS FOSDICK	Delivered on 1 June 1944. Abandoned near Leicester 11 September 1944.
42-106992	SC-D	BABY LU	?
42-107039	SC-M		Returned to ZI on "Homerun".
43-37510	SC-T		MIA on 8 August 1944 with Capt. F.P. Ball -Hautmensil.
43-37628	SC-A	HEAVENLY BODY	Delivered on 8 June 1944. Returned to ZI on "Homerun".
43-37632	SC-L		MIA on 30 September 1944 with F/O O.F. Nagel Jr.

OCTOBER

With the first signs of winter making an introduction, October turned out to be a very different month if considered from the viewpoint of activity and things to write about. The Squadron participated on missions but in the smallest number since our debut in the E.T.O. and these were about all that took place. Only twelve missions were flown during the month and out of these only two visual bombsightings were possible. And of these two visual sightings it was only possible to assess the results obtained for one Squadron of twelve aircraft because smoke obscured the other Squadron's strikes. The one that was assessable was the work of Lt. Murphy, a 612th Lead Bombardier, and he put all of them in the 2,000 foot circle.

All of the October missions were in the Strategic category although most of them were so designed that one could interpret their effect as being directly concerned with immediate hinderence of the German front-line effort. Marshalling yards and various vehicle producing concerns were hit again and again with the 8th Air Force plastering the Ruhr, also according to General "Ike's" promises of a short while ago to the Huns. And the Air Force also kept up its policing policy of keeping German oil production to a standstill. It now appears that the "heavies" are playing a vital role in the overall picture and that the winter months present a bigger job yet. The Group's 163 missions to date should stand well as a good background for whatever the job is.

One good benefit did arise out of the October experience in combat. Since the weather was in the form of 10/10's undercast on most efforts the Mickey operator came into play almost evert time for bombing. They did 25 to 30 individual drops since a new policy, short-lived, permitted each Squadron formation to bomb by PFF method if necessary. These numerous drops concentrated in a short period did provide excellent operational experience and the various types of target were a challenge for top skill. Good results were obtained several times as evidenced by good PFF coverage. The mission to Bielfeld proved a splendid example of precision PFF bombing when subsequent photo recon pictures showed direct hits all over the small target which lies several miles outside the target city. This experience gained in October will help to assure good bombing for the winter months when clouds are more numerous over Germany.

Considering the October missions for the statistical outlook brings out some interesting figures for the 612th Squadron. Again, we might say as usual, the 612th had more aircraft over and attacking the target the target. And only one abortion raised its ugly head to mar the record of all aircraft taking off also attacking ---- the actual percentage attacking was 99.1, not bad. Looking further we notice that the splendid Engineering Section still has a good number of crew chiefs and airplanes with no mechanical aborts to their credit. At the end of the month aircraft 42-39993 had 77 missions, 42-31662 had 74, 42-102393 had 67, 42-102398 had 49 and several more with slightly less numbers without aborts.

One was missing from this list. Our old friend "Boche Buster". Aircraft 42-31087, which had such a sumptuous record went down on the Group's raid in October to Politz, Germany. She had 73 missions to her credit and a record of 67 successive missions without an abortion. M/Sgt. Gordon L. Baker, her crew chief, deserves the highest credit for the skill displayed in maintaining the aircraft.

He and five others, M/Sgt. Curtis H. Brown, M/Sgt. Darwin Grisman, M/Sgt. Victor C. Magnuson, M/Sgt. George C. Nyswaner and S/Sgt. Willis V. Dawkins, did receive acknowledgement for their good work when they were presented on October 21st, 1944, with the Bronze Star Award by

Colonel Bowman, Group Commander, in recognition of outstanding and meritorious service performed.

The same names appear on a list of crew-chiefs which have a large number of successive missions to their credit without a mechanical abort on their particular aircraft. This list is a different one for it includes those crew chiefs who have lost their aircraft but who were able to pick up their new assigned aircraft and maintain the no-abort record. Some of these are M/Sgt. Darwin Crisman with 84 successive ones, M/Sgt. Curtis H. Brown with 80, M/Sgt. Nyswaner with 80, M/Sgt. Maguson with 78, S/Sgt. Glowik with 58, M/Sgt. Fishlin with 53, S/Sgt. Hoecker with 53 and several in the forties. A comparison on this with other Squadrons shows the 612th is again in the "more" column.

To all of Engineering we reiterate our deep respect for a job well done. We mention crew chiefs and Captain Kimmel, the section head, but we all know this record is only made possible by all the boys working with them.

Discussing records and statistics reminds us that more personnel completed combat tours this month. Those finishing were 1st. Lt. Harris, 1st. Lt. Gibson, 1st. Lt. Brand, 1st. Lt. Kemler, 1st. Lt. Merritt, 1st. Lt. Hocking, Capt. Carter, Capt. Piper, T/Sgt. Moore. T/Sgt. Cannon, T/Sgt. Thomas, T/Sgt. Heikkinen, T/Sgt. Williamson, S/Sgt. Roethler and S/Sgt. Klingbiel. Also there were six replacement crews assigned to the Squadron during October.

Routine awards of Air Medals and Oak Leaf Clusters to them were in order and seventy-four of the combat personnel received them, three Purple Hearts were awarded to 2nd. Lt. Moran, S/Sgt. Willett and Sgt. Derry for wounds which they received in action. A new policy had stopped the automatic award of the DFC to personnel who completed a tour but despite this thirteen of the aircrew received the DFC for their meritorious services which were beyond the call of duty.

Besides the awards and decorations several letters of commendation were received by various combat men, for exemplary performances on specific missions. Like the DFC's they reflect the high caliber of leadership and ability which our Squadron Air Echelon members possess.

Along with the awards came promotions for both air and ground echelon members. 1st. Lt. Hamrick was promoted to Captain, 2nd. Lt.'s Harlan, Aiken, Hayes, Hobgood, Howard, Mead, Minor, Murphy, Olsen, Jolley, Lawrence, Billman, McLeod, Purrier and Sandoe were promoted to 1st. Lt.'s and Flight Officer Trout to 2nd Lt. Also 54 of the Enlisted men received promotions to higher grades but we hesitate to list them because of the number.

Lt. Hill and crew were flying the reknown "Boche Buster" when she went down. This was on October 7th. on this mission to Politz, Germany where the Group lost five aircraft and crews. Lt. Hill reached the target safely but received critical damage to the extent of losing an engine and probably another and a crucial portion of his gasoline supply when the aircraft was hit by Flak. He straggled behind the formation after leaving the target almost reaching the Danish Peninsula before he evidently made the decision to try and reach the comparative safety of Sweden. As yet we have not received an official report that the crew reached there although there is unconfirmed reports that they did. We are anxiously awaiting a confirmatory report of this and hope for their safety.

An incident connected with missions is very noteworthy although it did not entail the loss of a crew. This was on 3rd. October when the Group returned from a mission to Nurnburg, Germany. Lt. Schaunaman and crew were flying aircraft No. 42-97487 and received severe battle damage which made their left landing gear and all electrical equipment inoperative. Having no contact with the "Tower" to discuss his troubles Lt.

Schaunaman decided to put the crew in the "ditching" position in the Radio Operators compartment and to make a one-wheel landing with the able assistance of Lt. Hobgood, the co-pilot. After waiting for all other aircraft to land he made a low approach setting the aircraft down beautifully and under perfect control on the end of the runway. Then he managed to keep the left wing up for about half the runway length before it finally dropped and the props began to clatter like mad. Then it was a terrific fight to hold her on the runway without much rudder control and practically no right brake control. But they managed to hold on and avoid veering off into a dispersal area and finally reached the end of the runway having displayed unexcelled skill in the proper way to make a "one-wheel" landing. Unfortunately there was a "Limey" car and a G.I. truck erroneously parked in their path and the aircraft could not avoid demolishing them, but completely -- -- no one being hurt either in or out of the aircraft. Lt. Schaunaman was highly commended for the fine performance and decisions made under dire conditions.

Taking occasion to review what information the Intelligence Section has received on missing crews brought to light much good and unfortunately some bad news. At the end of the month the records show 52 crew members still listed as Missing in Action, 59 as Prisoners of War, 30 as Killed in Action, 1 repatriated to the United States, and 5 who had successfully evaded enemy capture returning to England. These figures do not include Lt. Hill's crew as we still hope for their safe arrival in Sweden and a subsequent report. Also mention should be made that normally better than 50% of these men still unheard of should turn up as Prisoners of War. We hope that this would be the worst fate that could befall them.

Another staff change took place during the month. Captain Jim Goodman had returned from 30 days leave in the States and replaced Captain Currie, a lead pilot, as Acting Squadron Operations Officer. No other changes took place in this organization although we are still expecting a new Squadron Surgeon to replace the loss of "Doc" Overly, who had to return to the States.

And this is about all for October. Bad weather had set in for good it seemed and dominated the scene all the month. The Ground Echelon continued to enjoy leaves, furloughs, and passes after such a long lapse and life and work was very routine --- too much so. The war's progress did considerably revive everyone's attention with our Navy's big defeat of the Jap Navy, the invasion of the Phillipines and the more extensive heavy bomber operations against Japan more or less stealing the limelight from the Western Front. How heartening these victories and new accomplishments are to all of us.

And so we end our eleventh month in the ETO, expecting but not wanting that second hash mark.

Mission 152

Target: Nurnburg

3 October 1944

Mission No. 152 was the Group's first effort for October. This mission was accomplished on the 3rd. October, the target being Nurnburg, Germany. Three 12 aircraft Squadrons, including one PFF aircraft for each, was furnished by the 401st to fly the 94th Wing "B" Group.

With weather raising its usual ugly head in the form of 10/10's undercast of clouds it became necessary to make a PFF bomb run although a few breaks in the clouds did provide checkpoints while going in to the target. All three Squadron Leads believed that their PFF drops were good enough to obtain good results in the area of their assigned PFF MPI.

Still the Luftwaffe failed to intercept our Group although

Flak contributed its uselessness as usual. Moderate and inaccurate Flak, improving to accurate, was met over the target. Also Flak of the meagre variety and fair accuracy was encountered in the Nancy - Strasbourg area of France. Only six of the aircraft sustained Flak damage and all returned safely with no personnel wounded.

Nine of the 612th aircraft completed this effort with Lt's Schaunaman, Burns and Gibson leading the High Flight in each of the three Squadrons. All aircraft returned safely although Lt. Schaunaman's had to crash-land due to Flak damage. Crew loadings are as follows.

<u>A/c</u>	
42-97938	2nd Lt. L. Lawrence Jr. and crew
42-97487	1st Lt. G.S. Schaunaman and crew
43-37628	2nd Lt. W.E. Cox and crew
42-39993	1st Lt. R.C. Gibson and crew
43-37790	2nd Lt. D.D. Jones and crew
42-102398	1st Lt. C.T. Maxwell and crew
42-106992	1st Lt. E.G. Burns and crew
42-107039	2nd Lt. T.J. Harlan and crew
42-102393	2nd Lt. J.L. Cromer and crew

Mission 153

Target: Stargard

6 October 1944

October 6th found the Group with an assignment at Politz, Germany, a large scale attack against Germany's second largest oil industry. Three Squadrons of 12 aircraft each comprised the 401st complement for this effort.

Although bad cloud layers prevented the three Squadrons attacking the Primary target a visual bombing job was accomplished on the Secondary, an airdrome at Stargard, Germany. Photo Interpretation of the strike photos show that the Lead Bombardiers of the Lead and High Squadrons put 100% of their bombs within 2,000 feet of the MPI and Lt. Murphy leading the 612th Low Squadron did excellent work by dropping 100% of that Squadron's bombs in the 1,000 feet circle.

No enemy opposition was encountered although "bandits" were reported in the area. Flak was encountered in meagre to moderate amounts with fair to good accuracy from barges and boats adjacent to the Danish Peninsula. No Flak was encountered over the secondary target and only five aircraft sustained minor damage. One crew member received minor wounds, but all aircraft returned safely.

Captain Currie accompanied Lt. Hayes and crew to lead the Low Squadron with the able assistance of Lt. Minor as Lead Navigator and Lt. Murphy as Lead Bombardier. This was Lt. Murphy's first job of lead and his work was excellent. Eight other 612th crews completed this mission, flying in the same Squadron, with Lt. Burns leading the Low Section. Crew loadings are as follows.

<u>A/c</u>	
42-79780	2nd Lt. R.S. Hayes and crew
42-107039	2nd Lt. T.J. Harlan and crew
42-31087	1st Lt. G.S. Schaunaman and crew
42-106992	1st Lt. E.G. Burns and crew
42-39993	1st Lt. R.C. Gibson and crew
44-6506	1st Lt. B.E. Hocking and crew
42-31662	1st Lt. J.L. Cromer and crew
42-97938	2nd Lt. L. Lawrence Jr. and crew
43-37790	1st Lt. R.H. Bonney and crew

Mission 154Target: Politz7 October 1944

Politz, Germany was the target again for October 7th, and it turned out to be a "Lulu". A maximum effort by the 8th Air Force saw 48 of the 401st Forts scheduled, three Squadrons of 12 aircraft each comprising one Group and a High Squadron flying in a composite Group furnished by the 94th CBW. PFF aircraft were included but for a change were not used.

Good weather was the case this time but the tricky Jerries managed to put up an excellent smoke screen which thoroughly covered the whole of the target area. All this added up to a very difficult time for the Lead Bombardiers for they had to use checkpoints and points for killing course and the rate which were much further away from the MPI than the ones normally used. The Low Squadron's bombs were right on the target but it was not possible to plot the strikes of the other three Squadrons due to the extensive smoke coverage. Subsequent hand-held camera shots showed the typical black billowing smoke from oil fires was beginning to tower far into the sky and someone definitely put their bombs on vital installations.

This bombing was the only satisfaction gained on this mission by the returning boys. It was very rough with the planes encountering up to 15 minutes of continuous very intense and very accurate Flak. Most of the fellows described it as the worse they had ever seen. Every aircraft of the returning 43 had battle damage, three of them major, and five of the aircraft failed to return. Lt. Hill and crew from the 612th were one of these lost aircraft, and a total of seven crew members were wounded, five of these members of the 612th. It was very, very rough and although no enemy fighters were encountered we lost heavily.

Subsequent reports are that Lt. Jones and crew of the 614th landed in Sweden and unconfirmed reports as yet indicates Lt. Hill also managed to get there. We hope they all made it.

Captain Currie and crew with the capable assistance of Lt. Shapiro as Navigator, Lt. Winn as Bombardier and Lt. Howard as Mickey Operator led the 94th "C" Group. Eleven others of the 612th crews flew with them in this lead Squadron and all but Lt. Hill returned. Crew loadings are as follows.

<u>A/c</u>	
42-97938	2nd Lt. L. Lawrence Jr. and crew
44-6506	1st Lt. G.S. Schaunaman and crew
42-39993	1st Lt. R.C. Gibson and crew
43-38637	1st Lt. B.E. Hocking and crew
42-97947	Capt. D.A. Currie and crew
079(?)	2nd Lt. D.G. Jones and crew
42-31087	1st Lt. T.K. Hill and crew
42-102398	1st Lt. C.F. Maxwell and crew
42-31662	2nd Lt. C.H. Aiken and crew
43-37790	1st Lt. R.H. Bonney and crew
42-106992	1st Lt. E.G. Burns and crew
42-102393	2nd Lt. J.L. Cromer and crew *

*MISSION #13
FOR OUR CREW

Mission 155Target: Cologne14 October 1944

After a long lay-off of seven days the Group returned to Germany on October 14th to attack marshalling yards at Cologne. This

target was significantly important in as much as the marshalling yards of Cologne were capable of giving good support by means of supplies to the Germans in Holland and near Aachen. The 401st furnished three 12 aircraft Squadrons flying as the 94th "A" Group for this effort.

A cloudy undercast necessitated Mickey bombing on this effort. The Lead Squadron's Mickey went out on the run and they bombed on another Squadron's smoke marker. The Low Squadron found itself directly under the High Squadron on the bomb run and had to move out of the way to avoid their bombs and thereby ruined their bomb run. However, they dropped on the High Squadron which reported to have had a very good run on PFF equipment. No results were obtained due to the clouds obscuring the ground.

Still no Luftwaffe to bother the crews although Flak was met in the target area. Chaff seemed to be working very well for the aircraft had no Flak which was close enough to cause serious trouble. Scattered around the Mozelle Valley, over the target and near Koblenz were the places it was seen. Fighter escort was excellent and all crews returned safely.

1st Lt. Ben Carns was the High Squadron Leader for the 612th and had the able assistance of Lt. Malone as Lead Navigator, Lt. Howard as Mickey Operator and Lt. Weigler as Lead Bombardier. Eight other 612th crews completed the mission flying in the same formation, with Lt. Hocking as Low Section Leader. Crew loadings are as follows.

<u>A/c</u>	
42-97947	1st Lt. B.F. Carns and crew
43-38733	1st Lt. M.J. Christensen and crew
43-38637	1st Lt. B.E. Hocking and crew
42-102398	1st Lt. C.T. Maxwell and crew
42-106992	2nd Lt. J.L. Cromer and crew
43-37628	2nd Lt. C.H. Aiken and crew
42-31662	2nd Lt. W.E. Cox and crew
42-97938	2nd Lt. L. Lawrence Jr. and crew
43-37790	2nd Lt. R.H. Bonney and crew

Mission 156

Target: Cologne

15 October 1944

The next day, October 15th, found the Group slated for a return trip to Cologne, Germany for another attack with the same number of aircraft (36) on the all-important marshalling yards. They went out with a hope that this mission would find visual bombing possible.

As it turned out the bad undercast of clouds was still there and the Lead and Low Squadrons had to drop their bombs on a PFF run. A break in the clouds just over the target enabled crew members to have a glimpse of the bombs striking in built-up areas of the city and also one Squadron hit the marshalling yards. The High Squadron returned with its bombs due to a malfunction in the release which prevented their dropping and the leader decided against a second run.

The Flak increased considerably in accuracy and amount for this return trip. Moderate in amount to intense in spots and very accurate generally was the report that the crews brought back. Although observed in several other spots they only encountered it over the target. None of the aircraft were lost although two 612th gunners sustained wounds, one seriously. No enemy fighters were met and the escort remained good.

Lt. Schaunaman and crew flew as deputy lead for the Lead Squadron with eight other of the 612th crews flying in the same Squadron.

Lt. Carns was the leader of the Low Section. Crew loadings are as follows.

<u>A/c</u>		
44-6506	1st Lt. G.S. Schaunaman and crew	
43-37628	2nd Lt. W.E. Cox and crew	
42-39993	2nd Lt. J.A. Roadman and crew	← FLEW AS INSTRUCTOR PILOT WITH THIS CREW.
42-102398	1st Lt. C.T. Maxwell and crew	
42-107039	2nd Lt. C.H. Aiken and crew	
43-37790	1st Lt. R.H. Bonney and crew	
42-31891	1st Lt. B.F. Carns and crew	
43-38733	1st Lt. M.J. Christensen and crew	

Mission 157Target: Cologne17 October 1944

Another trip to Cologne was the assignment for October 17th. Three Squadrons of 12 aircraft each was furnished by the 401st flying as "B" Group in the 94th CBW. These included three PFF aircraft, one leading each Squadron, which were used in the effort.

The bomb run was started on Mickey due to the 10/10's undercast and things were going well until the Lead Mickey aircraft had a PFF malfunction. There was no time to change leads and so the Group bombed on a preceding Wing's smoke bomb. No results were available due to the obscuring undercast.

One accurate four-gun battery of Flak enroute and meagre to moderate Flak with ineffective accuracy over the target provided the enemies opposition causing damage to two aircraft. All aircraft and crews returned safely. Nine of the 612th crews took part on this effort with Lt.'s Aiken, Gibson and Maxwell each leading the High Flights in each of the three Squadrons. Crew loadings are as follows.

<u>A/c</u>		
42-31662	2nd Lt. W.E. Cox and crew	
42-106992	2nd Lt. J.A. Roadman and crew	
	606(?) 1st Lt. R.C. Gibson and crew	
42-102393	2nd Lt. D.G. Jones and crew	
42-102398	1st Lt. C.T. Maxwell and crew	
42-97938	2nd Lt. C.H. Aiken and crew	
43-37790	1st Lt. R.H. Bonney and crew	
43-38637	2nd Lt. T.J. Harlan and crew	
43-38733	1st Lt. J.L. Cromer and crew	

Mission 158Target: Mannheim19 October 1944

Mission No. 158, flown October 19th, was an assignment at Mannheim, Germany to hit an industrial area which is furnishing various transports for the German war machine. Three PFF aircraft were included in the 36 furnished by the 401st, flying as three Squadrons and comprising the 94th "C" Group in the CBW. We wonder what would happen to any of our efforts if it was'nt for PFF.

Again there was bad weather in the target area with a clouded undercast. Not being able to bomb as a Group due to bad weather and contrary contrails the Group split up to bomb as Squadrons. The Lead Squadron started a Mickey bomb run but the Mickey went out and they continued in an effort to bomb visually. A slight break in the clouds provided a checkpoint and by using a specialized computer grid visual bombing was accomplished but results were unobserved. The Low Squadron did

the same as the Lead Squadron. The High Squadron being unable to pick up the Primary turned and made a visual run on Karlsruhe hitting the built-up area and marshalling yards at the center of the city, obtaining good to excellent results.

Again no enemy air opposition was met whereas Flak continued to be a nuisance. It was moderate at Mannheim and the same at Karlsruhe with varying accuracy causing battle damage to 16 aircraft and wounds to two crew members. All aircraft returned safely however.

Major McCree, Squadron C.O., flew as Group Air Commander with Captain Currie and crew, which included the able assistance of Lt.'s Shapiro and Jeffrey as Lead Navigators, Lt. Winn as Bombardier and Lt. Howard as Mickey Operator. Lt. Schaunaman and crew flew as deputy lead and seven other 612th crews were in the same Squadron. Crew loadings were as follows.

<u>A/c</u>			
42-97938	2nd Lt. L.	Lawrence and crew	
44-6506	1st Lt. G.S.	Schaunaman and crew	
42-31662	2nd Lt. W.E.	Cox and crew	
42-106992	2nd Lt. J.A.	Roadman and crew	
42-102398	1st Lt. R.C.	Gibson and crew	
43-38637	1st Lt. B.E.	Hocking and crew	
42-97947	Capt. D.A.	Currie and crew	
42-102393	2nd Lt. D.G.	Jones and crew	
42-107039	1st Lt. T.J.	Harlan and crew	

Mission 159

Target: Hanover

22 October 1944

Continuing the Eighth Air Force assignment against Germany's Ordnance and Communications production, the 401st went to Hanover on 22nd October. The target was a large works manufacturing both guns and vehicle carriers of various types. 36 aircraft, three Squadrons of 12 each including a PFF aircraft in each, were despatched to carry out the job, comprising the 94th CBW "B" Group.

Weather continued to thwart our visual efforts by providing the more conventional 10/10's undercast. The three Squadrons each used individual PFF runs although they were practically in a Group formation. All three Mickey Operators reported their equipment to be working very well and each believes the bombing was successful, although no strikes were available.

Although moderate to heavy enemy air opposition was expected none was seen or reported on VHF. Flak proved to be meagre to moderate over the target but generally inaccurate. Also Flak barrages were observed enroute at Munster and Osnabruck. Battle damage was limited to three aircraft receiving minor hits and all personnel and aircraft returned safely.

Major McCree flew the mission as Air Commander for the Group in the Lead Squadron. Captain Currie and crew with Lt. Minor as Navigator, Lt. Howard as Mickey Operator and Lt. Murphy as Bombardier led the Low Squadron. Eight other 612th crews flew the effort in the Low Squadron with Lt. Hocking leading the Low Section. Crew loadings are as follows.

<u>A/c</u>			
44-6506	2nd Lt. L.	Lawrence Jr. and crew	
42-31662	2nd Lt. W.E.	Cox and crew	
42-106992	2nd Lt. J.A.	Roadman and crew	

A/C (cont.)

42-31891	2nd Lt. J.P. Comer and crew
42-97636	1st Lt. B.E. Hocking and crew
42-102393	2nd Lt. D.G. Jones and crew
43-37790	1st Lt. R.H. Bonney and crew
42-97947	1st Lt. R.S. Hayes and crew
43-38733	1st Lt. J.L. Cromer and crew

Mission 160Target: Hamburg25 October 1944

Jumping around Germany to attack the various ordnance and vehicle producing factories found the Group with an assignment to Hamburg, Germany on October 25th. The 401st furnished three 12 aircraft Squadrons comprising the 94th "A" Group, one PFF aircraft being included in each Squadron.

Again the PFF method of bombing proved its value as 10/10's undercast of clouds continued to hamper our bombing efforts all the month. Each Squadron made an individual Mickey run and although the operators expressed opinions that they believed results to be good the plotting by S-2 personnel shows their bombs fell wide of the assigned target.

The mission saw the Group through another safely with enemy air opposition nil, although some was expected. Flak was encountered at two places besides the target. None of this was effective on the Group and likewise the intense Flak at the target did not cause much trouble as it was off in deflection although good for altitude. Six of the aircraft sustained damage but all personnel and aircraft returned safely.

Leading the High Squadron on this effort was Lt. Ben Carns with Lt. Weigler as Bombardier, Lt. Howard as Mickey Operator and Lt. Ligon as Lead Navigator. Seven other 612th crews participated and completed the mission with Lt. Hocking leading the Low Section of the High Squadron. Crew loadings are as follows.

<u>A/c</u>		<u>Comer</u>
43-38541	2nd Lt. J.P. Cromer and crew	
43-38637	1st Lt. B.E. Hocking and crew	
42-102393	2nd Lt. D.G. Jones and crew	
43-38733	F/O R.L. Long and crew	
43-37790	2nd Lt. R.H. Bonney and crew	
42-102398	1st Lt. C.T. Maxwell and crew	
43-37628	1st Lt. C.H. Aiken and crew	
42-31891	1st Lt. M.J. Christensen and crew	
42-97947	1st Lt. B.F. Carns and crew	

Mission 161Target: Bielfeld26 October 1944

Again another trip designed to knock out more of Germany's supply of tanks, guns and vehicles, etc. This one was to Bielfeld, on October 26th. The usual 36 aircraft comprising three Squadrons of 12 aircraft each was furnished by the Group to fly as the 94th "C" Group, with the PFF type aircraft included.

Still hampered by the poor conditions for visual bombing the Leaders had to bomb by PFF means through the clouds. Preliminary plotting shows the results will probably be much better on this mission with all three operators bombing close to the pin-point target. No visual observations of the bombing were possible.

Neither enemy aircraft nor Flak was encountered on this "Milk Run" although Flak was observed near the target, Osnabruck, Munster, and Swolle in Holland. There was no battle damage to the aircraft and all crews returned safely.

Major McCree flew in the Lead Squadron as pilot to check out Captain Chapman of another Squadron as a Group Air Commander. Lt. Winn flew with him as Lead Bombardier and Lt. Howard as Mickey Operator. Eight other crews completed the mission flying in the Lead Squadron with Lt. Hocking finishing up his tour flying as Low Section Leader. Crew loadings are as follows.

<u>A/c</u>	
44-6506	1st Lt. G.S. Schaunaman and crew
43-38541	2nd Lt. J.P. Comer and crew
42-107039	2nd Lt. D.M. Schliemann and crew
42-39993	1st Lt. B.E. Hocking and crew
42-102393	2nd Lt. D.G. Jones and crew
42-97938	F/O R.L. Long and crew
43-37628	2nd Lt. C.H. Aiken and crew
43-37790	1st Lt. R.H. Bonney and crew
42-97947	Major D.G. McCree and crew

Mission 162

Target: Munster

28 October 1944

After an interval of one month the Group returned to Munster, Germany on October 28th with three Squadrons of 12 aircraft each to attack the marshalling yards. This transportation center remains important as long as it is back of the German's front line positions. PFF aircraft were included for each Squadron in the event of blind bombing proving necessary.

The cloud undercast on the bomb run was in the category of 7/10's to 8/10's and a PFF run was necessary. The clouds broke a couple of times and facilitated an accurate run because the bombardiers obtained visual check-points. The last half minute of the bomb run before bombs away was practically clear and permitted a last minute correction for each box. The Lead Squadrons bombs were not definitely found in the strike photos. The bombing was excellent considering it was primarily PFF.

Meagre to moderate but accurate Flak at the target furnished the only enemy opposition other than a meagre and accurate barrage of Flak from Texel Island. Twentythree aircraft sustained damage and four of the participating personnel were wounded. However, all aircraft returned to base.

Nine 612th crews completed the mission, all flying in the High Flight of each Squadron. Crew loadings are as follows.

<u>A/c</u>	
44-6506	2nd Lt. J.A. Roadman and crew
42-39993	1st Lt. R.C. Gibson and crew
43-38541	2nd Lt. J.P. Comer and crew
42-97938	2nd Lt. D.M. Schliemann and crew
43-38637	F/O R.L. Long and crew
42-102393	1st Lt. C.T. Maxwell and crew
42-106992	2nd Lt. C.W. Aiken and crew
43-37790	1st Lt. R.H. Bonney and crew
42-31662	1st Lt. C.G. Ritting and crew

Mission 163Target: Munster30 October 1944

The next and last target for October was an assigned mission to furnish 36 aircraft flying as 94th CBW "A" Group to attack the oil industry at Gelsenkirchen, Germany. PFF aircraft were included in each Squadron and it became necessary to use them because of 10/10's clouds and the Group went to and bombed the Secondary at Munster, the target again being the marshalling yards.

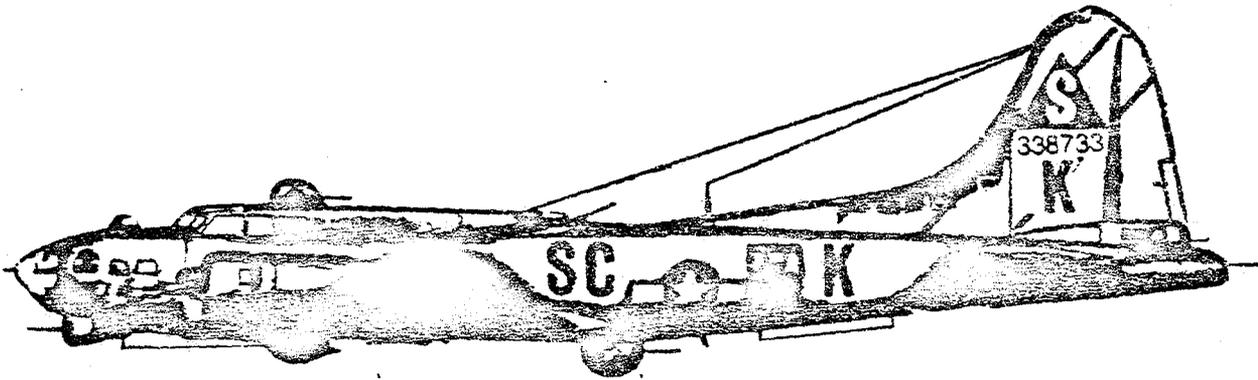
There were no breaks in the clouds when they bombed and the strike photos show nothing. As yet there is no evaluation concluded on the PFF work.

Nothing from the Luftwaffe showed up to give another free month from the Jerry fighters although as on every mission these days Flak was seen at the target. It was very uncertain being high, low and all round and only a few bursts were accurate causing battle damage to four of the aircraft. No one was wounded and all aircraft returned safely.

Major McCree was again leading the Group ably assisted as usual by Captain Currie's crew with Lt. Winn as Bombardier, Lt. Jeffrey as Navigator and Lt. Howard as Mickey Operator. Eight other 612th crews participated and completed the mission, all flying in the Low Squadron. Lt. Gibson was the Low Section Leader finishing up his combat tour. Crew loadings are as follows.

A/c

42-102957	Capt.	D.A. Currie and crew
42-31891	2nd Lt.	J.L. Cromer and crew
42-31662	2nd Lt.	A.F. Bloetcher and crew
42-39993	1st Lt.	R.C. Gibson and crew
43-38637	F/O	R.L. Long and crew
42-102398	1st Lt.	C.T. Maxwell and crew
43-37790	1st Lt.	R.H. Bonney and crew
43-38541	2nd Lt.	J.P. Cromer ^{Cromer} and crew
43-37628	2nd Lt.	J.A. Roadman and crew

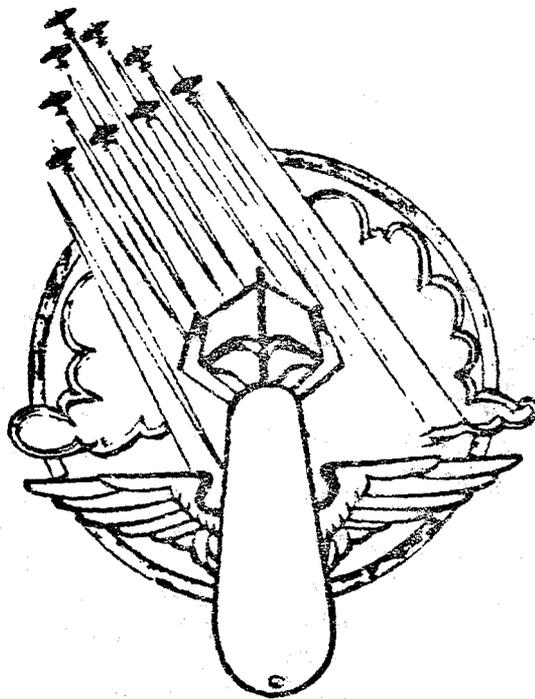


612TH BOMBARDMENT SQUADRON (H)

SQUADRON HISTORY

PART FOUR

NOVEMBER - DECEMBER 1944



NOVEMBER 1944

Another slow month is the most apt phrase for the November history. For the second consecutive month our missions totalled 12 in number. And eleven of these were PFF missions with the final one being a so-called visual mission although the very competent smoke-screen furnished by the Huns made it impossible for the Bombardier to see the target and they had to bomb on outside checkpoints which were practically nil to say the most. No assessment was possible on this bombing and so none of our bombing results could be plotted for the month. It is interesting to note that Higher Headquarters did do specialized plotting of the PFF work and considered our Mickey Operators work to be excellent in several cases and commended them highly. PFF has reached a much finer degree of accuracy than we experienced a year ago.

And for another month the trend of bombing was strictly to keep the German oil production at an absolute minimum with nine of the 12 missions in the Tactical category were flown for our front line troops and one mission was an attack against marshalling yards at Frankfurt which comes under the semi-tactical category. We fully expect the Air Force will continue to police the German oil industry for December.

The German Luftwaffe provided another surprise for the 401st this month. The surprising thing was the lack of trouble from them and certainly no one regretted such. Only on one mission did an enemy fighter attack our Group and that was against a straggling aircraft already disabled partially by enemy Flak. Unfortunately the fighter shot down the B-17 although one of our gunners destroyed the ME 109 before it got away. We know the GAF to be very potential in numbers but evidently the continuous attacks against their oil industry is keeping the majority on the ground. A lucky Bomb Group is one that doesn't have fighter attacks and although ours held out in November some other Groups experienced severe attacks on several missions.

November 25th saw our Group completing its first operational year in the ETO. Our Group had participated on 172 missions and this averaged out to just short of one every two days. Eighty-five of these missions had been visual bombing and seventy-six had been PFF or GEE-H bombing. The remaining eleven were missions with bombs returned due to the type of mission restricting bombing to other than assigned target. These missions cost us eighty-seven aircraft. The 612th Squadron's part of the loss were nineteen aircraft and sixteen crews. Sixty-six of these are listed as Prisoners of War; twenty-nine as Killed in Action; forty-four as Missing in Action; five as Evaders and one as being repatriated. One other crew of nine men is in Sweden as internees. Fortunately our Squadron record on losses is less than any of the other three Squadrons. All are proud of the Group's and Squadron's record and trust that our efforts have in some way hastened the war's end.

November found our Squadron going through all the missions without losing an aircraft. Possibly luck is the big answer although the cases of crews returning with two engines out or other equivalent damage indicates that the calibre of our crews had something to do with it also.

The Squadron continued to lead the other Squadrons on the Engineering Statistical record. All of our aircraft that were scheduled, more than any other Squadron, took off with the exception of one. And all of our aircraft that took off bombed the target and therefore the Squadron experienced no aborts for the month. The 100 percent record of all aircraft airborne attacking the target kept the Squadron in the lead for all missions as having the most aircraft attacking. Our training record for combat crews improved over the preceding month considerably and the Squadron was tied first for the first place in the Group on the efficiency record. Hard work by ground and air personnel made this possible and the results are judged by what headaches the Jerries are having these days.

As the Squadron's total of missions flown increased more of our air crews completed their combat tours and have left or will be leaving us soon for their return trip to the States and further reclassification after a period of rest. Capt. Carns and crew, Lt. Maxwell and crew, Lt. Bonney and crew, Capt. Fishbeck and crew and Lt. Malone were those who finished in November.

More missions meant further awards and decorations. Ten DFC's, thirty-nine Air Medals, seventy-six Clusters to the Air Medal and one Purple Heart award were received by our combat personnel. The one receiving the Purple Heart was Sgt Fred Madden. Besides the awards for the combat crews a "Ground Griper" again entered the award column when M/Sgt. Nodie of the Engineering Section received the Bronze Star. This recognition came to him because of his unending efforts as Line Chief, to keep the 612th Engineering record what it is. His skill and devotion to duty is unsurpassed in the Group.

With awards came promotions as well. First Lt.'s Bernhardt F. Carns and Howard D. Fishbeck were promoted to Captain; Second Lt.'s Jones, Thorne, Benton, Bloetscher, Comer, Cox, Hanford, Phillips, Roadman, Trout, Burge, Hyman and Stein to First Lt.'s; and Flight Officer Trout was promoted to 2nd Lt. the first part of the month. Also seventy-four of the Enlisted personnel received promotions to higher grade.

Probably November ended up being our most routine month in the ETO. By this we mean there was nothing out of the ordinary to record. Weather still hampered our efforts and we expect more of the same. The German War Machine is on the run though and in the right direction and we are hopeful for the end.

Not to be disregarded is the progression in the other Theatres for the Jap is taking a licking also. Maybe December will see bigger developments.

Mission 164

Target: Merseburg

2 November 1944

After the month of limited operational activity the 401st got off to an early start in November when they despatched three 12 aircraft Squadrons, comprising the 94th "A" Group, to attack Luena oil industry at Merseburg, Germany on the 2nd. As usual the PFF aircraft flew along in the event of blind bombing becoming necessary.

And it did become necessary due to the cloudy undercast encountered over the target. After a hectic time of dodging other Group formations and being pushed around by a much stronger cross wind than expected they dropped the bombs entirely on PFF method without any visual checkpoints which aid considerably.

Although the Group continued to miss the enemy fighters they did see them on this trip when they attacked the Group behind. One fighter got close enough to enable one gunner to make a claim from the Group. As on every mission to Merseburg the aircraft encountered intense and accurate Flak which accounted for the battle damage to 30 aircraft, the loss of one aircraft and crew and the wounds to four returning crew members.

Flying in the lead aircraft as Navigator and Bombardier were Lt. Malone and Capt. Hutson from the 612th. Also Lt. Ben Carns was leading the Low Squadron in which eight other 612th crews flew and completed the mission. Crew loadings for this mission are as follows.

<u>A/c</u>	
42-97780	1st Lt. B.F. Carns and crew
42-31891	1st Lt. M.J. Christensen and crew
42-107039	2nd Lt. A.F. Bloetscher and crew
42-102398	1st Lt. C.T. Maxwell and crew
42-31662	1st Lt. C.T. Ritting and crew
43-37628	2nd Lt. C.H. Aiken and crew
43-38733	2nd Lt. D.M. Schliemann and crew
42-106992	2nd Lt. J. Roadman and crew
42-102393	2nd Lt. D.G. Jones and crew

Mission 165

Target: Harburg

4 November 1944

After one day's rest furnished by a stand-down the Group returned to knock on Jerry's oil supply with an assignment to Harburg on the 4th November. Again the three Squadrons of 12 aircraft accomplished the task flying as the 94th "A" Group in the CBW.

Since 10/10's undercast still hindered a visual run the PFF took over at the I.P. and made the bomb run and accomplished the release again without the aid of any visual checkpoints. No bomb strikes were observed although the Mickey Operator expressed the belief that the bombs went in the right place.

Still no enemy air opposition other than Flak. This time the Flak did not cause so much trouble and only six of the aircraft received damage. No aircraft were lost and all the crews returned safely.

Lt. Carns flew this mission with his crew as Group Leader with Lt. Col. Vorhees of the Wing as Air Commander. Lt. Ligon was the Lead Navigator turning in a good job as usual and Lt. Marty Weigler was the Bombardier. Seven more 612th crews flew in the Lead Squadron with Lt. Aiken leading the Low Section. Lt. Cromer flew as Deputy Lead in the Low Squadron with Lt. Bloetscher filling in from spare position in the same Squadron. Crew loadings are as follows.

<u>A/c</u>	
43-38541	2nd Lt. L.J. Lawrence Jr. and crew
42-31662	1st Lt. C.G. Ritting and crew
42-106992	2nd Lt. J. Roadman and crew
?	2nd Lt. D.M. Schliemann and crew
42-102393	2nd Lt. D.G. Jones and crew

<u>A/c</u>	
?	1st Lt. R.H. Bonney and crew
43-38733	1st Lt. J.L. Cromer and crew
42-102398	2nd Lt. C.H. Aiken and crew
42-102947	1st Lt. B.F. Carns and crew
42-39993	2nd Lt. A.F. Bloetscher and crew

(Note: Lt. Schliemann and Lt. Bonney both down as flying 43-37790)

Mission 166

Target: Frankfurt

5 November 1944

Continuing the elaborate offensive against Germany as long as good flying weather over England permitted the 401st despatched 36 aircraft, comprising three Squadrons flying as 94th CBW "C" Group, to attack the important marshalling yards at Frankfurt, Germany.

Arriving at the I.P. the Group found 9/10's cloud cover and therefore started the conventional PFF run to bomb. Just a few seconds before "bombs away" the Lead Bombardier was able to make a minor course correction for the Mickey Operator when he saw the ground through a cloud break. Although this helped it did not suffice for the best bombing and the majority of the Group's bombs fell over and to the right of the assigned target. They did cause extensive damage to built-up areas and got into the main passenger station for the rail line.

Continuing to miss the fighters but encountering Flak was the opposition report. Flak was observed from the Coblenz area and encountered over the target in moderate amounts and of generally good accuracy. This caused damage to 10 of the aircraft but all crews and aircraft returned safely.

Lt. Hayes and crew, which included Lt. Minor as Navigator and Lt. Murphy as Bombardier, led the Low Squadron on this mission with eight other 612th crews participating in the same Squadron, Lt. Harlan leading the Low Section. Crew loadings are as follows.

<u>A/c</u>	
42-31662	2nd Lt. W.E. Cox and crew
42-106992	2nd Lt. J. Roadman and crew
43-38637	2nd Lt. J.F. Comer and crew
42-102393	2nd Lt. D.M. Schliemann and crew
43-37628	1st Lt. R.H. Bonney and crew
42-102398	1st Lt. R.S. Hayes and crew
42-97938	2nd Lt. A.F. Bloetscher and crew
42-107039	1st Lt. T.J. Harlan and crew
43-38733	1st Lt. J.L. Cromer and crew

Mission 167

Target: Harburg

6 November 1944

Out again the following day, November 6th, for a repeat performance at Harburg, (near Hamburg) Germany, with 36 aircraft to bomb the oil installations that the Group had attempted to attack on November 4th. The Group furnished the three Squadron formations which comprised the 94th CBW "B" Group for this effort.

Finding 10/10's undercast at the I.P. the Leader resorted to PFF

againand started the bomb run. Fortunately a few breaks occurred which aided a slight correction in the rate by the Bombardier just before "bombs away" and the Group dropped. Strikes could be seen but not pinpointed but subsequent analysis from the pictures show that good bombing was accomplished this time with noticable coverage of the assigned area apparent.

Encountering no enemy air opposition but the usual contrary Flak conditions at the target the crews reported the following. The Anti-aircraft fire was moderate to intense in amount and fairly accurate for several minutes. However they happily described it as not half as bad as before although twelve of the aircraft sustained damage and the Flak was the cause of the loss of one aircraft which it is believed ditched. All other personnel returned unharmed.

Flying his first mission since returning from the States was Captain "Jim" Goodman, Squadron Operations Officer. He flew as Squadron Commander with Lt. Schaunaman and crew which led the High Squadron. Out of the other eight Squadron crews participating in the same Squadron formation Lt. Christensen was Deputy Leader and Lt. Maxwell led the Low Section of the formation. Captain Goodman was reminded of the old days rather pointedly when his number three engine was hit by Flak and had to be feathered. Lt. Christensen took over the Squadron lead and accomplished a fine job of leading for the return trip. Crew loading are as follows.

<u>A/c</u>	
43-38077	1st Lt. G.S. Schaunaman and crew
42-97636	1st Lt. C.T. Maxwell and crew
43-38541	2nd Lt. L. Lawrence Jr. and crew
43-38267	1st Lt. M.J. Christensen and crew
42-31072	2nd Lt. W.E. Cox and crew
43-37628	2nd Lt. D.M. Schliemann and crew
42-39993	1st Lt. R.H. Bonney and crew
42-107113	2nd Lt. J.P. Comer and crew
42-106992	2nd Lt. J. Roadman and crew

Mission 168

Target: Merseburg

8 November 1944

The relentless offensive against German oil was the order of the day when the 401st returned to Merseburg on the 8th of November. Thirty-six aircraft were dispatched as Group "A" in the 94th CBW for this job.

For the fifth time in the month the Leader had to resort to the PFF method of bombing when the formation reached the I.P. area as 10/10's undercast and dense contrails completely obscured the ground. Going in to bomb in Group formation with all instruments working perfectly enabled the Mickey Operator to get a good run and he believes the results to be good. No observation or bomb strike pictures were possible due to the clouds.

The luftwaffe remained at bay again with no enemy aircraft sighted. However, considerable damage was sustained by 25 of the aircraft from moderate and accurate Flak over the target. One aircraft was missing for a couple of days from Flak damage but turned up safely in the newly conquered territory on the Continent. All other aircraft and crew members returned safely.

The 612th did not furnish a Squadron lead for this effort although nine of the crews participated, all flying in the three High Flights of the Squadron. Lt.'s Aiken, Maxwell and Lawrence each led one of these Flights. Crew loadings are as follows.

<u>A/c</u>	
43-37628	1st Lt. C.H. Aiken and crew
43-38541	2nd Lt. L. Lawrence Jr. and crew
42-39993	2nd Lt. W.E. Cox and crew
42-106992	2nd Lt. J. Roadman and crew
43-38733	2nd Lt. J.P. Comer and crew
42-102393	2nd Lt. D.G. Jones and crew
43-38637	Flt/O R.L. Long and crew
42-102398	1st Lt. C.T. Maxwell and crew
43-38680	2nd Lt. A.F. Bloetscher and crew

Mission 169

Target: Metz

9 November 1944

A day of rest was in order for the German oil industry on November 9th when the Group flew its first Tactical Support Mission for the Ground Forces since September 17th when it had supported the Paratroop landings at Groesbeck, Holland. This assignment was with 1,000 pound armour piercing bombs against some German pill-boxes that confronted General Patton's new offensive just south of Metz in France. The conventional three Squadrons of 12 aircraft each were dispatched to accomplish the task, flying as the 94th CBW "A" Group. Specialized Gee-H equipped aircraft led the formation to enable good bombing in case clouds obscured the target.

The clouds were there and the run was made on Gee-H but not with good results for the bombs landed two and one-half miles away from the assigned target. We hope they did some good anyway.

The mission proved to be a "Milk-run" of "Milk-runs" according to the commentating crews that participated. Meagre and very inaccurate Flak was the only form of opposition which was met near the target and all aircraft and crews returned safely.

Captain Currie flew as Air Commander for the Group with Lt. Carns and crew which were flying their last mission. With them was a Mickey Operator from the 303rd Bomb Group at Molesworth who specialized in the Gee-H bombing technique. Lt. Cromer was flying as Deputy Lead of the High Squadron and had to take over the lead when the Leader aborted. He turned in a commendable performance for an unexpected and also initial lead. Eight other 612th crews completed the mission, flying in the Lead Squadron with the exception of Lt. Maxwell who flew with another Group. Crew loadings are as follows.

<u>A/c</u>	
43-38541	2nd Lt. W.E. Cox and crew
42-39993	2nd Lt. J.P. Comer and crew
42-102393	1st Lt. D.G. Jones and crew
43-38637	Flt. O. R.L. Long and crew
43-38733	1st Lt. C.T. Maxwell and crew
166	Capt. B.F. Carns and crew (303rd B.G. a/c from Molesworth)
44-6506	2nd Lt. A.F. Bloetscher and crew
43-37628	2nd Lt. F.R. Boddin and crew

A/c
42-32012 1st Lt. J.L. Cromer and crew
42-107039 1st Lt. C.G. Ritting and crew

Mission 170

Target: Eschweiler

16 November 1944

Six days elapsed before the 401st contingent returned to harass the Hun. Surprisingly this was another tactical mission flown in support or rather to initiate an all-out drive on the part of the Ninth Army around the Aachen area. The next day we learned that this was the prelude to the Allies all-out offensive on the whole Western Front. The date was November 16th and the target was gun and enemy emplacements near the German town of Eschweiler. Thirty-six of our aircraft were dispatched in Group formation flying as the 94th CBW "C" Group.

Unfortunately the usual undercast was found on reaching the I.P. area and the formation had to resort to the Gee-H method of bombing which was planned for that day because of clouds. The run was satisfactory and although the Gee-H Operator's interphone went out on the bomb run they managed to drop the bombs satisfactorily and avoid hitting any of the friendly troops. Subsequent reports show that not one Allied soldier was harmed by friendly bombs on that eventful day.

The only form of opposition for this second "Milk-run" in succession was meagre and inaccurate Flak from the target area which caused no battle damage or wounds to the personnel. All aircraft returned safely.

Flying as Deputy Group Leader was Captain Goodman with Lt. Harlan and crew flying the specialized Gee-H aircraft from Molesworth. Taking over on the bomb run they accomplished a fine job with the able assistance of Lt. Malone as Lead Navigator and Captain Hutson as Bombardier. This was Lt. Malone's 30th and last mission on this combat tour. Eight other 612th crews with Lt. Lawrence flying as Deputy Lead completed this mission in the Low Squadron. Crew loadings are as follows.

A/c
43-38607 2nd Lt. L. Lawrence Jr. and crew
43-38733 2nd Lt. W.E. Cox and crew
42-106992 2nd Lt. J. Roadman and crew
42-102393 2nd Lt. D.M. Schliemann
43-38637 Flt. O. R.L. Long and crew
42-102398 1st Lt. C.T. Maxwell and crew
43-37628 2nd Lt. C.H. Aiken and crew
 125 1st Lt. T.J. Harlan and crew (Gee-H a/c from Molesworth)
43-38788 2nd Lt. A.F. Bloetscher and crew

Mission 171

Target: Merseburg

21 November 1944

With the very bad weather conditions holding the crews on the ground the Group did not participate on another mission until November 21st when the German oil industries again became the object of the Air Force and the 401st sent 36 aircraft in Group formation to attack the Luena works at Merseburg, Germany. They flew as the 94th CBW "B" Group on this effort.

A terrific front of clouds was confronting the formation just

after leaving the I.P. area and forced them to bomb at 19,000 to 20,000 feet, this being 6,000 to 7,000 feet below briefed altitude. Also the PFF method of bombing was necessary and no results could be obtained due to clouds obscuring the strikes. Several aircraft in the High Squadron did not bomb the assigned target because clouds split up their formation.

Intense and accurate Flak was encountered at the target and fairly accurate Flak of the moderate variety was met from Weimar. This caused battle damage to 19 of the aircraft and wounds to five of the personnel, one serious. Also it was the cause of two losses with one aircraft going down from Flak and one that was straggling because of Flak damage was shot down by a lone ME 109 enemy fighter. This was the only enemy fighter encountered and it was destroyed by another aircraft in our formation.

Captain Goodman was leading the High Squadron on this mission flying with Lt. Christensen and crew. Besides this crew nine other 612th crews completed the mission with Lt. Cromer flying Deputy High Squadron lead. Lt. Bloetscher and crew filled in as spare when an aircraft aborted from another Squadron. Crew loadings are as follows.

<u>A/c</u>	
42-106992	2nd Lt. J. Roadman and crew
44-6506	2nd Lt. D.M. Schliemann and crew
42-102393	1st Lt. D.G. Jones and crew
43-38637	Flt. O. R.L. Long and crew
42-102398	1st Lt. C.T. Maxwell and crew
43-37628	1st Lt. C.H. Aiken and crew
42-97780	1st Lt. M.J. Christensen and crew
43-38788	2nd Lt. A.F. Bloetscher and crew
43-38733	1st Lt. J.L. Cromer and crew
42-107039	1st Lt. C.G. Ritting and crew

Mission 172

Target: Merseburg

25 November 1944

For the fourth time this month the 401st went back to Merseburg, Germany on November 25th to attack the all-important Luena synthetic oil plant which is vitally needed by the Germans. Three Squadrons of 12 aircraft each, with PFF included, were dispatched, flying as the 94th CBW "B" Group.

And for the fourth time the Group had to resort to the PFF method of bombing because the usual 10/10's cloudy undercast prevailed in the target area. The bomb run went off in good order and the Mickey Operator expressed the belief of good bombing. Later assessment shows the bombs probably hit the City of Merseburg although definite strikes were not available.

The Flak picture proved a different one at Merseburg for the first time in all the missions there for our Group. Effective employment of Chaff and secret anti-radar apparatus fooled the Jerries and most of the intense barrage was far below the formations altitude and caused only minor damage to four of the aircraft. Meagre but inaccurate Flak was observed at two other places and no enemy aircraft were seen. All crews and aircraft returned safely.

The 612th did have a casualty on this mission however. This was the death of Sgt. Jack F. Irvin, Tail Gunner, on Lt. Boddin's crew. He had oxygen

trouble and evidently died of anoxia.

Although the 612th did not lead a Squadron on this effort they furnished nine crews which flew in flights of three in each Squadron. Lt. Maxwell, Lt. Cox and Lt. Roadman each led one of the three High Flights. Crew loadings are as follows.

<u>A/c</u>	
43-38680	2nd Lt. W.E. Cox and crew
43-38637	2nd Lt. C.L. Hudnall and crew
43-38788	2nd Lt. A.W. Bloetscher and crew
42-39993	2nd Lt. J. Roadman and crew
42-102393	1st Lt. D.G. Jones and crew
44-6506	2nd Lt. F.R. Boddin and crew
43-38541	2nd Lt. J.P. Comer and crew
42-102398	1st Lt. C.T. Maxwell and crew
42-107039	1st Lt. W.W. Thorne and crew

Mission 173

Target: Misburg

26 November 1944

Oil remained the objective of the Air Force on the 26th November when a large force attacked the Misburg works near Hannover, Germany. Thirty-six of the 401st aircraft assisted on the effort flying as three Squadrons three Squadrons comprising the 94th CBW "A" Group.

For the first time in many missions the Group found weather conditions more favorable and only a light haze was confronting them at the I.P. area, but ahead they could see an excellent smoke screen covering the target and drifting well towards the I.P. Not taking chances the leader started a PFF run with the hope that there might be a break in the smoke. One did appear before "bombs away" which enabled the bombardier to make a correction to the left. The run was considered PFF and the bombing was PFF with a slight visual assist. The leaders bombs just barely missed the target, hitting the edge. These results were obtainable through strike photos.

The Luftwaffe still didn't show its head although moderate and fairly accurate Flak caused damage to 12 aircraft and wounds to one crew member. All of the aircraft returned safely.

Major McCree was flying again as the Group Air Commander with Lt. Christensen and crew. Lt. Paul King was Lead Navigator and Lt. Weigler was Lead Bombardier for his last mission of this tour. Lt. Howard, 612th Mickey Operator, was the one who turned in this fine Mickey performance to add to his other good work. Besides the leads godd work eight other 612th crews completed the mission flying in the same Squadron with Lt. Lawrence and crew as Deputy Squadron Lead and Lt. Maxwell as Low Section Leader. Lt. Maxwell and crew completed their operational tour on this mission also. Crew loadings are as follows.

<u>A/c</u>	
44-6947	1st Lt. M.J. Christensen and crew
42-102398	1st Lt. C.T. Maxwell and crew
43-38788	2nd Lt. A.W. Bloetscher and crew
44-8153	1st Lt. L. Lawrence Jr. and crew
42-31662	2nd Lt. D.M. Schliemann and crew

<u>A/c</u>	
43-38541	2nd Lt. J.P. Comer and crew
43-38733	1st Lt. C.G. Ritting and crew
43-38637	2nd Lt. C.L. Hudnall and crew
42-39993	1st Lt. D.G. Jones and crew

Mission 174

Target: Misburg

29 November 1944

Mission number 11 for November was flown on the 29th. This was another assignment to bomb the oil industry at Misburg which the Group had already attacked once during the month. Flying as the 94th CBW "C" Group the 401st dispatched 36 aircraft, with PFF included, to carry out the job.

And it was the 11th mission in November in which PFF bombing was necessary. A good run was experienced by the Mickey Operator with the Lead Bombardier checking the rate and they believed a good job was accomplished although no strikes were available through the clouds.

No enemy air opposition confronted our Group and Flak did not cause much trouble either. Meager to moderate Flak was encountered in the target area but none of the personnel or aircraft were hit and all returned safely.

Captain Goodman, 612th Operations Officer, led the Low Squadron in this attack flying with Lt. Harlan as pilot, Captain Haberer as Navigator and Captain Browne as Bombardier. Eight other 612th crews flew in the same Squadron with Lt. Cromer and crew flying the Deputy Lead position and Lt. Ritting leading the Low Section. Crew loadings are as follows.

<u>A/c</u>	
43-38541	2nd Lt. J.P. Comer and crew
42-39993	2nd Lt. D.M. Schliemann and crew
42-106992	1st Lt. D.G. Jones and crew
43-37628	1st Lt. C.H. Aiken and crew
42-31891	1st Lt. T.J. Hanlan Jr. and crew
44-6506	1st Lt. F.R. Boddin and crew
43-38733	1st Lt. J.L. Cromer and crew
42-107039	1st Lt. W.H. Thorne and crew
42-102398	1st Lt. C.G. Ritting and crew

Mission 175

Target: Bohlen

30 November 1944

The last mission for November came on the last day, the 30th. Again oil was the objective although it was a new target for the Group. The oil industry at Bohlen (near Leipzig) was the assignment this time. Thirty-six aircraft were dispatched as the 94th CBW "C" Group to take care of the job in hand.

And this mission was different from another viewpoint also. The weather was visual for the first time in November and so visual bombing was accomplished. Each Squadron made individual runs but didn't quite get to the target in time to beat Jerry's most effectual smoke screen which not only obscured the target but also the outlying checkpoints which would normally greatly assist bombing. The results were not too good as discerned from the faint strikes photographed through the haze and smoke. The High Squadron bombed far short and the Lead and Low bombed just on the edge and to the

right with a few bombs carrying over into the assigned area. Crews saw fires and black smoke after leaving the target which indicated somebody had put the bombs in the right place.

Fortunately the German Air Force didn't jump our Group for they had enough trouble as it was. Intense and deadly accurate Flak met the formation at the target and did a good job of really shooting up a B-17 formation. Many engines were feathered when they left the target and so far at least ten men were wounded and one killed. Several aircraft had to land away because of damage with two landings on the continent and we don't have complete reports on their injured as yet. Yank ingenuity and skill raised its noble head in several cases with crews coming in with two engines from the target and thats really a feat.

Flying as High Squadron Leader was Captain Currie with Lt. Hayes Lead Crew. Lt. Minor as Navigator and Lt. Murphy as Bombardier turned in commendable jobs on the effort. Lt. Lawrence was flying as Deputy Squadron Lead and seven other 612th crews completed the mission in the same Squadron. Crew loadings are as follows.

<u>A/c</u>	
42-31891	1st Lt. L. Lawrence and crew
42-106992	1st Lt. J. Roadman and crew
42-39993	2nd Lt. A.D. Aschenbach and crew
43-38541	2nd Lt. J.P. Comer and crew
42-102393	2nd Lt. C.L. Hudnall and crew
43-38733	1st Lt. C.H. Aiken and crew
44-6506	2nd Lt. C.J. Campbell and crew
44-8449	Capt. D.A. Currie and crew
43-38637	Flt. O. R.L. Long and crew

DECEMBER 1944

The last month of the year 1944 proved to be another of the unpredictable ones. Lax periods and then busy ones with the weather remaining the controlling factor although little could be said in favor of the so-called control. When December 24th came around the Group flew its eighth mission. On three of these eighth the aircraft had been diverted from the base on return because of bad weather and on most of them the take-offs were barely possible due to adverse weather. The Germans had meanwhile started their counter-offensive on the U.S. 1st Army front and were pushing with good results and without any hindrance from our Air Forces. Then the weather broke on December 27th and for five consecutive days all Allied Air Forces, Tactical and Strategic, gave the Germans hell with all types of communication facilities taking the brunt of the attack. This offensive showed good results almost immediately with a noticeable let-down in the German push becoming prominent. We hope that it can continue into January. Not to much praise can be voiced for the blind bombing technique which were making attacks possible regardless of the cloud cover. And a surprising period of visual weather making visual bombing possible was most unexpected but well received.

So the 401st ended the year with 18 missions accomplished in the last month. The total missions for the Group now stood at 188 and the 612th Squadron had participated in practically 100% of them, and in all the December ones. Likewise no other Squadron had contributed more to this enviable record. The 612th services were at their peak of efficiency and all sections were contributing their best. Typical of their good work is the Engineering record which is more easily measured statistically. As in the past several months they had more aircraft scheduled for missions, more take-offs, and more attacking the target. We fully expect the Squadron to maintain its top position during the New Year.

More missions meant more changes in personnel, some completing tours, some returning to the organization and of course new crews. Returning personnel included Major Maupin from the States where he had enjoyed a well earned rest and leave. On return he resumed his duties as Squadron Commander. Also the surprising return of Lt. Hill and crew from internment in Sweden caused considerable interest. They were shot down on the Politz mission of October 7th and made a fortunate emergency landing in Sweden where they were interned. Their return found them all well and happy and dropping in to see their old friends before returning to the States. The crew members completing their combat tours and for the Zone of Interior are Lt.'s Ritting, Aiken, Hanford, Osborne and Benton, as well as Sgts. Phelps, Coffin, Pepper, McGrath, Barrow, Gaal and Potter. Captain Currie finished his second tour in the theatre. Captain Joe E. Browne, Squadron Bombardier, also completed his tour and went home.

With Major Maupin's return and Captain Browne's departure several staff changes took place. Major Maupin relieved Major McCree who had been acting Squadron Commander and Major McCree took up his regular duties as Squadron Operations Officer relieving Captain Jim Goodman from the acting capacity. Captain Goodman reverted to the Assistant Operations Office

position. Lt. Roy E. Winn took over the Squadron Bombardiers job as a permanent staff duty, taking Captain Browne's place as Captain Browne will not return to this organization.

The Squadron passed through another month of operations without losing a combat crew. In fact it was their third month of operations without a permanent loss as Lt. Hill's crew managed to return safely from the October 7th mission. The last crews lost were Lt. Davis' and Lt. Nagle's on September 31st. A few more reports came in during December as to the status of some MIA personnel which brought the following statistics for all personnel who have been lost in operations. The number of POW's now is 69, Internees none, KIA's 30, Repatriates 1, Evaders 14 and MIA's 41. We expect to hear of more MIA's becoming POW's in the near future.

The usual large number of awards and decorations were experienced by the combat crews for the increasing number of missions and also for outstanding and meritorious services which brought DFC's, ten Air Medals and one hundred and three OLC's to the Air Medal.

Although no awards were given for outstanding performances of ground personnel, a number of Engineers were given a letter of commendation for excellent aircraft maintainance. Lt. Col. William T. Seawell, Commanding Officer of the base, commended these boys.

And with the awards came promotions again. No ground officers received promotions to the T.G. now being filled, although numerous promotions were in order for the Air Echelon. Officers receiving promotions were: 1st Lt. to Captain: Martin J. Weigler, Delbert B. Ligon, Charles T. Maxwell and Aaron Shapiro, while 2nd Lt. Donald M. Schliemann, Charles J. Tarr, Frederick M. Boddin and Carl Hudnall were promoted to 1st Lt.'s, and Flight Officers Irving Meyrowitz, Robert L. Long and David Schneck were appointed 2nd Lt. Also receiving promotions were 36 of the Enlisted Personnel, both air and ground echelon.

A recent addition to the Squadron Staff is in the person of Captain Peter J. Pankratz as Squadron Surgeon. He replaced "Doc" Overly who returned to the States after the untimely death of his wife. News from "Doc" finds him well and sweating out an assignment from a California Replacement Center or the possibility of a discharge from the Service. We are all happy to have Captain Pankratz.

And that's about all for 1944. December had given us several changes in the war outlook with the Germans showing surprising strength and resistance on the Western Front. All of the bigwigs had told us the war would terminate in this theater in 1944, and yet no end. Now they have stated already that 1945 would see it through. We hope their "crystal ball" is giving out the correct "poop" this time and that next New Years Day finds us in good old USA. The Japs are having a hard time of it these days with failure on top of defeat in the Phillipines and Superforts bombing Japan almost daily. The question is how long will Heavy Bombardment in this theater continue to operate or will all of the three Divisions continue to operate much longer.

Mission 176

Target: Kassel

4 December 1944

Operations for December got under way on the 4th when the Group dispatched three Squadrons of 12 aircraft each, flying as the 94th CBW "A" Group to attack the important enemy marshalling yards at Kassel, Germany.

PFF bombing again started the month's activities as 10/10's clouds in the target area made it impossible to bomb visually. No observations concerning results were available.

Meager and inaccurate was the Flak story at the target and two other spots put up the same kind to complete the enemy opposition for the day. No battle damage and no personnel casualties were the result of the poor enemy showing, and all aircraft returned to base safely.

This was another stand-down for a lead from the 612th Squadron but nine of the 612th crews completed the mission. They flew in flights of three each in each Squadron with Lt.'s Roadman, Cox and Comer each leading a Flight. Crew loadings are as follows.

<u>A/c</u>	
42-106992	1st Lt. J. Roadman and crew
42-31662	1st Lt. W.E. Cox and crew
42-107039	1st Lt. J.P. Comer and crew
42-102398	2nd Lt. M.H. French and crew
43-38733	2nd Lt. F.R. Boddin and crew
43-38637	2nd Lt. A.D. Aschenbach and crew
43-37790	2nd Lt. D.M. Scliemann and crew
43-37628	2nd Lt. C.L. Hudnall and crew
43-38788	2nd Lt. A.F. Bloetscher and crew

Mission 177

Target: Berlin

5 December 1944

Weather permitting a break for operations found the 401st out again the next day, December 5th, with 36 aircraft dispatched to attack a vital ordnance factory at Tegal, a suburb of Berlin.

Again PFF bombing was discustingly necessary as clouds obscured the target area. The Lead Squadron's Mickey went out and the PFF photographs indicate that damage was done to the built up area of the town but not at the target.

A very strange experience was the lot of the crews in the way of Flak at the target. Heretofore the Berlin Flak was known to be terrific in amount and deadly accurate. This time it was moderate to intense in amount and generally inaccurate, causing no personnel injuries nor battle damage. All aircraft returned safely.

Leading the 401st was Captain Jim Goodman flying with Captain Currie and crew, with Lt. Jeffrey as Lead Navigator, Captain Joe Browne as Lead Bombardier and Lt. Howard as Mickey Operator. Eight other 612th crews completed the mission, all flying in the Lead Squadron with Lt. Aiken leading the Low Section. Crew loadings are as follows.

<u>A/c</u>	
44-8153	Captain J.F. Goodman and crew

<u>A/c</u>	
44-8371	1st Lt. L. Lawrence Jr. and crew
43-38541	2nd Lt. A.D. Aschenbach and crew
43-37790	2nd Lt. D.M. Schliemann and crew
43-38733	1st Lt. C.G. Ritting and crew
43-38637	Flt. O. R.L. Long and crew
43-37628	1st Lt. C.N. Aiken and crew
42-107039	2nd Lt. F.R. Boddin and crew
43-38788	2nd Lt. M.H. French and crew

Mission 178

Target: Merseberg

6 December 1944

The weather still held up and the Group was out for the third consecutive day. Three successive missions this time of the year is an unusual feature. Again Merseberg, Germany with its very important oil industry was the object of the Air Force, and 36 aircraft of the 401st flew as the 94th CBW "A" Group to assist in the task. Also a force of 12 of our B-17's were dispatched as a "Screening Force", a special force which immediately precedes the main force and drops Chaff in an effort to disrupt the accuracy of enemy Flak.

Another PFF bombing effort for the record was necessary due to the adverse weather conditions and no assessment of the bombing accuracy was possible. The formation bombed by Groups off the Lead Bombardier.

Chaff probably had some effect on the enemy Flak although it did cause considerable trouble at the target being moderate to intense and fairly accurate. Battle damage was sustained by 30 of the aircraft but no personnel casualties resulted. All of our aircraft returned safely.

Lt. Schaunaman and crew, with Lt. Purrier as Navigator, Lt. Sande as Bombardier and Lt. Howard as Mickey Operator, led the Low Squadron on this mission. Seven other of the 612th crews completed the mission in the same Squadron with Lt. Long leading the Low Section. Crew loadings are as follows.

<u>A/c</u>	
44-6947	1st Lt. G.S. Schaunaman and crew
42-31662	1st Lt. C.G. Rittings and crew
42-107039	1st Lt. J. Roadman and crew
43-37790	2nd Lt. D.M. Schliemann and crew
43-38680	<u>2nd Lt. C.L. Hudnall and crew</u>
43-38637	2nd Lt. R.L. Long and crew
43-38541	2nd Lt. C.J. Campbell and crew
42-102393	1st Lt. A.F. Bloetscher and crew
42-102398	2nd Lt. F.R. Boddin and crew
43-38733	<u>1st Lt. J.L. Cromer and crew</u>
44-6506	2nd Lt. W.H. French and crew

(Note: Eight crews only on the mission so three crews must have been on the Screening Force.)

Mission 179

Target: Frankfurt

11 December 1944

Bum weather set in and the Group remained on the ground for several days before returning to operations on December 11th. On this day the Air

Force put up a record number of aircraft to attack German transportation facilities located back of the front lines but vital for German supply channels. Our particular target was a large marshalling yard at Frankfurt. Flying as the 94th CBW "B" Group the 401st dispatched 36 aircraft to help do the job.

Bombing was again done in Group formation on the PFF method as 10/10's cloud continued to eliminate the possibilities of visual work. No strikes were available through the clouds so results were unobserved and could not be evaluated.

As to the Question of what the enemy opposition amounted to the answer is a great big "NONE". That's something the boys are always proud of and also very seldom experienced these days.

Lt. Christensen, with Lt. King as Navigator and Lt. McClendon as Bombardier led the High Squadron on this effort. Lt. Cromer and crew flew as Deputy Squadron Leader along with the seven other 612th crews flying in the same Squadron. Lt. Aiken was Low Section Leader and Lt. Ritting flew his 35th and last mission for the present combat tour. Crew loadings are as follows.

<u>A/c</u>	
44-6947	1st Lt. M.J. Christensen and crew
43-37628	1st Lt. C.H. Aiken and crew
42-31662	1st Lt. W.E. Cox and crew
43-38733	1st Lt. J.L. Cromer and crew
42-38788	2nd Lt. A.F. Bloetscher and crew
43-38637	2nd Lt. R.L. Long and crew
42-106992	1st Lt. C.G. Ritting and crew
42-102393	1st Lt. D.G. Jones and crew
42-39993	1st Lt. W.W. Thorne and crew

Mission 180

Target: Merseberg

12 December 1944

German oil production again became the object of attack when the 401st dispatched 36 aircraft, flying as the 94th CBW "B" Group, the next day, December 12th, to bomb the Luena Works at Merseberg. As usual PFF aircraft were included in the formation and as usual they came in handy. Encountering 10/10's undercast conditions the formation bombed on PFF and in Group formation. No bomb strikes were available but subsequent plotting of Mickey Scope Photographs shows that the Lead PFF operator more or less obtained what is commonly called a "Shack" on the assigned target. Our crews sure hope so.

Again enemy opposition was almost nil in effect with only two aircraft sustaining minor damage from Flak. The Jerries put up a moderate amount of Flak at the target but it was generally very inaccurate. All aircraft and crews returned safely.

None of the 612th Lead crews were on this mission but nine of the crews participated. Three each flew as the High Flight in each Squadron with Lt.'s Aiken, Roadman and Cox flying as Flight Leaders. Crew loadings are as follows.

<u>A/c</u>	
42-31662	1st Lt. W.E. Cox and crew
42-106992	1st Lt. J. Roadman and crew
42-107039	2nd Lt. A.D. Aschenbach and crew
43-38541	1st Lt. J.F. Comer and crew
43-38788	2nd Lt. D.M. Schliemann and crew
43-38680	2nd Lt. C.L. Hudnall and crew
43-38637	2nd Lt. R.L. Long and crew
42-102398	1st Lt. C.H. Aiken and crew
43-38733	2nd Lt. C.J. Campbell and crew

Mission 181

Target: Kassel

15 December 1944

Three more days elapsed before the Group was able to continue the December offensive of bombing. Bad weather was holding the aircraft on the ground. On December 15th the 401st was scheduled to attack Kassel, Germany with 36 aircraft participating. In an effort to keep the German transportation facilities at a minimum as marshalling yards were again the object of attack. The 401st flew as the 94th CBW "C" Group.

PFF bombing continued to cause little trouble to the Group as only meager and inaccurate Flak was encountered over the target. This caused no wounds or damage and all the aircraft returned safely for another day without sighting the German Air Force.

Major McCree flew as Lead Pilot for the Group to check out Major Havey, 401st Headquarters, as Group Air Commander. Lt.'s Jeffery and Shapiro supplied the lead navigation with Lt. Winn as Bombardier and Lt. Howard as Mickey Operator. Lt. Lawrence and crew were Deputy Group Lead and eight other 612th crews completed the mission flying in the same Squadron. Crew loadings are as follows.

<u>A/c</u>	
43-97947	Major D.C. McCree and crew
42-106992	1st Lt. J. Roadman and crew
43-38637	2nd Lt. R.L. Long and crew
43-38788	1st Lt. A.F. Bloetscher and crew
42-102398	2nd Lt. M.H. French and crew
44-8153	1st Lt. L. Lawrence Jr. and crew
42-39993	2nd Lt. A.D. Aschenbach and crew
43-38733	2nd Lt. C.J. Campbell and crew
42-107039	1st Lt. W.W. Thorne and crew
43-37628	1st Lt. C.H. Aiken and crew

Mission 182

Target: Schlieden/Coblentz

19 December 1944

Another lay off until December 19th was necessary because of the adverse weather conditions. This day the Group was dispatched to attack the transportation facilities at Schlieden, Germany as 94th CBW "A" Group. Gee-H bombing was to be accomplished so two Gee-H aircraft were included in the 36 dispatched.

The Lead Squadron could'nt bomb the primary because of Gee-H malfunction and eventually bombed Coblentz, the secondary, by PFF methods with unknown results.

The High Squadron was finally able to make a good Gee-H run and bomb Schlieden after having much trouble with the special equipment and losing the Lead Squadron due to extremely bad weather. The Low Squadron also lost the Group and eventually bombed with an unknown Group at Stadtkyll, a target of opportunity.

Although there was no enemy opposition, either Flak or fighters, weather caused more than the usual amount of hazards that are normally expected by the crews. A diverted landing was ordered while they were still over France and finally they landed, very short of gas, at three different fields in Southern England.

Captain Currie was Squadron Commander for the Low Squadron flying with Lt. Harlan and crew, with Captain Haberer as Lead Navigator, Lt. Fraioli as Mickey Operator and Captain Hutson as Lead Bombardier. Lt. Cromer and crew was his Deputy Squadron Leader and five other 612th crews completed the mission in the same Squadron. Crew loadings are as follows.

<u>A/c</u>	
43-37790	2nd Lt. D.M. Schliemann and crew
43-38788	1st Lt. A.F. Bloetscher and crew
42-102393	2nd Lt. C.J. Campbell and crew
42-107039	1st Lt. W.W. Thorps and crew
43-38733	1st Lt. J.L. Cromer and crew
44-8153	1st Lt. T.J. Harlan and crew

Mission 183

Target: Coblenz

24 December 1944

The diversion of December 19th caused the aircraft to remain away from base until December 24th when they took off from Southern England to bomb Coblenz, Germany. Flying as the 94th CBW "B" Group the 401st was to furnish 36 aircraft to attack the marshalling yards at the target city.

A strange thing occurred during the bombing. It was visual weather for a change and visual sighting on the target was possible through extremely thick haze. The Lead Bombardier managed to synchronize but with great difficulty as the stabilizer became disengaged from the sight. Strike photos show that his bombs fell to the right of the assigned MPI and so did the High Squadron's bombs which released on the Lead. The Low Squadron had to resort to a PDI run at the last moment. His bombs were left of the assigned MPI but some fell within the assigned area.

Meager and accurate Flak engaged the formation for 27 minutes while on the bomb run and on leaving the target. This caused wounds to two men and damage to 24 aircraft, but all returned safely. One Jet aircraft was observed by several of the crews but caused no trouble. Lt. Christensen and crew took over the Group Lead when the Group Leader had to abort. Lt. Christensen was leading the High Squadron. Lt. Lawrence took over the High Squadron Lead. Six other 612th crews completed the mission flying in various positions. Crew loadings are as follows.

<u>A/c</u>	
42-31891	1st Lt. L. Lawrence and crew
42-97395	1st Lt. J.F. Comer and crew
43-38541	1st Lt. C.L. Hudnall and crew
44-6506	2nd Lt. R.L. Long and crew

<u>A/c</u>	
43-97947	1st Lt. C.H. Aiken and crew
44-6947	1st Lt. M.J. Christensen and crew
42-106992	1st Lt. F.R. Boddin and crew
?	1st Lt. W.F. Martin and crew

Mission 184

Target: Gerolstein

27 December 1944

Finally the aircraft returned to base and completed another mission on December 27th. This was another tactical target in support of the Ground Forces resisting the German counter-offensive and was a small marshalling yard. Three Squadrons of twelve aircraft each were dispatched to carry out this job.

The Lead and Low Squadrons found the primary target and the weather was very clear. The bombardiers completely blanketed the assigned area to accomplish a good job of bombing. The High Squadron had to make a 360 degree turn and upon resuming the bomb run misidentified and bombed the wrong target, some marshalling yards at St. Vith - but another good job. Only one little spot furnished meager and accurate Flak to hamper the operations and no enemy opposition developed. Ten of the aircraft sustained damage but all aircraft and personnel returned safely. Lt. Christensen and crew were leading the High Squadron which bombed the wrong target. Lt. Cromer was his deputy leader. Seven other 612th crews completed the mission in the same Squadron. Lt. Aiken was leading the Low Section. Crew loadings are as follows.

<u>A/c</u>	
42-31662	1st Lt. W.E. Cox and crew
44-6506	2nd Lt. A.D. Aschenbach and crew
42-106992	1st Lt. J.P. Comer and crew
43-38733	1st Lt. C.L. Hudnall and crew
44-8371	1st Lt. M.J. Christensen and crew
43-38680	1st Lt. F.R. Boddin and crew
?	1st Lt. J.L. Cromer and crew (Unknown Gee-H aircraft)
43-38788	2nd Lt. M.H. French and crew

Mission 185

Target: Rheinbach

28 December 1944

Back out again on the 28th December to bomb another marshalling yard in support of the Ground Forces at Rheinbach, Germany. Thirty-six aircraft were dispatched with Gee-H equipment in case of cloud cover. The target was obscured by 10/10's clouds and Gee-H bombing became necessary with unobserved results and no strikes were available. Several Gee fixes indicated that the bombing should have been in the right place.

Again the crews experienced a "Milk Run", and no enemy opposition was encountered. All aircraft returned safely.

The 612th crews flew in the High Flights, three with each Squadron with Lt.'s Aiken, Cox and Roadman each leading a flight. All completed the mission and the crew loadings are as follows.

<u>A/c</u>	
43-38680	1st Lt. C.H. Aiken and crew
43-38788	2nd Lt. R.L. Long and crew
42-31891	1st Lt. C.L. Hudnall and crew

<u>A/c</u>	
42-39993	1st Lt. J.P. Comer and crew
44-6506	1st Lt. W.E. Cox and crew
42-102393	1st Lt. F.R. Boddin and crew
42-106992	1st Lt. J. Roadman and crew
43-38733	2nd Lt. M.M. Smith and crew
42-107039	2nd Lt. M.H. French and crew

Mission 186

Target: Bingen

29 December 1944

Continuing the offensive provided by good weather the Group dispatched 36 aircraft, flying as the 94th CBW "A" Group, to bomb an important marshalling yard at Bingen, Germany. This was on December 29th.

Visual bombing was again possible with very good visibility for the whole bomb run. Despite this only one of the Squadrons hit the assigned target MPI. The Lead's pattern was far to the right of the assigned MPI while the Low's bombs fell far short. The High Squadron put them right in the assigned spot to do a very good job of bombing.

Again the aircraft returned home without encountering the Luftwaffe although meager to moderate Flak caused battle damage to 27 of the aircraft. None of the crew members were wounded and all the aircraft returned safely.

The 612th did not furnish a lead for the mission although Captain Goodman flew with Lt. Lawrence's crew in the Deputy Group Lead position. Seven more 612th crews completed the mission with Lt. Aiken leading the Low Section. Lt. Aiken completed his tour of missions on this one. Crew loadings are as follows.

<u>A/c</u>	
44-8707	1st Lt. L. Lawrence Jr. and crew + 2nd Lt. C.L. Hulspeta (Gee-H Operator)
43-38541	1st Lt. J.P. Comer and crew
43-37790	2nd Lt. D.M. Schliemann and crew
42-39993	1st Lt. C.H. Aiken and crew
44-6506	1st Lt. M.J. Christensen and crew
42-102393	1st Lt. W.F. Martin and crew
43-38788	1st Lt. A.F. Bloetscher and crew
42-102398	2nd Lt. M.H. French and crew

Mission 187

Target: Kaiserslautern

30 December 1944

December 30th found the 401st out again bombing in the tactical category of operations with the marshalling yard at Kaiserslautern, Germany the objective. Thirty-six aircraft were dispatched as the 94th CBW "A" Group with specially equipped Gee-H aircraft along in case the target was obscured.

Because of the solid undercast the aircraft bombed by the Gee-H method in Group formation with unobserved results. No observations or photos of the target were available and no results could be ascertained.

The enemy did not put up any opposition either in fighter or Flak and all the crews and aircraft returned safely.

Captain Currie flew the mission as Group Leader - his last mission on his second tour - with Lt. Hayes and crew. Lt. Schaunaman and crew led the Low Squadron with Lt. Cromer and crew flying the Deputy Lead position. Seven other 612th crews completed the mission flying in the Low Squadron. Crew loadings are as follows.

<u>A/c</u>	
42-31891	1st Lt. G.S. Schaunaman and crew
42-31662	1st Lt. W.E. Cox and crew
42-39993	1st Lt. J. Roadman and crew
43-37628	1st Lt. C.L. Hudnall and crew
42-102393	1st Lt. D.G. Jones and crew
44-8256	1st Lt. R.S. Hayes and crew
43-37790	1st Lt. A.F. Bloetscher and crew
42-102398	1st Lt. F.R. Boddin and crew
43-38733	1st Lt. J.L. Cromer and crew

Mission 188

Target: Krefeld

31 December 1944

The last day of the year found the Group flying its 188th mission and continuing to support the Ground Forces with tactical bombing. The target remained marshalling yards with the 401st dispatching the usual 36 aircraft to bomb Krefeld, Germany. Gee-H type aircraft were also included in the formation in case blind bombing was necessary.

Although the clouds didn't completely obscure the target it could not be seen sufficiently for visual bombing and the Gee-H method was employed. Bomb strike photographs were available and showed the bombing to be a very bad miss with no hits anywhere near the assigned target.

Only meager and generally inaccurate Flak formed the enemy's defences and none of the aircraft sustained damage. All crews and aircraft returned safely.

Lt. Harlan and crew led the High Squadron with Lt. Lawrence in the deputy position. Eight other 612th crews completed the mission with all but one flying in the High Squadron. Crew loadings are as follows.

<u>A/c</u>	
42-31891	1st Lt. L. Lawrence Jr. and crew
42-106992	1st Lt. J. Roadman and crew
42-39993	2nd Lt. A.D. Aschenbach and crew
43-38541	1st Lt. J.P. Comer and crew
42-31662	2nd Lt. D.M. Schliemann and crew
43-38733	1st Lt. W.F. Martin and crew
42-107039	1st Lt. D.G. Jones and crew
43-38680	2nd Lt. R.L. Long and crew
44-8153	1st Lt. T.J. Harlan and crew
44-6506	1st Lt. C.L. Hudnall and crew

MORE CREWS OF 612TH SQUADRON

2nd Lt. A.D. Aschenbach
2nd Lt. J.R. Althoff
2nd Lt. W.R. Brazill
Sgt. J.W. Carson
Sgt. G.J. Feigenbaum
Sgt. W.R. Herndon
S/Sgt. P.J. Cherubini
Sgt. J.R. Pearlin
Sgt. R.W. Watson

2nd Lt. C.L. Hudnall
2nd Lt. F.G. Mitchell Jr.
Flt/O P.A. Martin
Sgt. K.E. Beardall
Sgt. A. Knight
T/Sgt. L.F. Moorman
Sgt. A.R. Gyles
Sgt. R.H. Parker
Sgt. M.M. Parker

2nd Lt. F.R. Boddin
2nd Lt. J.F. Delvin
2nd Lt. A.J. Uhrain
2nd Lt. D.A. Miller
Sgt. E.G. Kornegay
Sgt. P. Richardson
Sgt. C.C. Noble
Sgt. L.O. Klindworth
Sgt. T.E. Langham

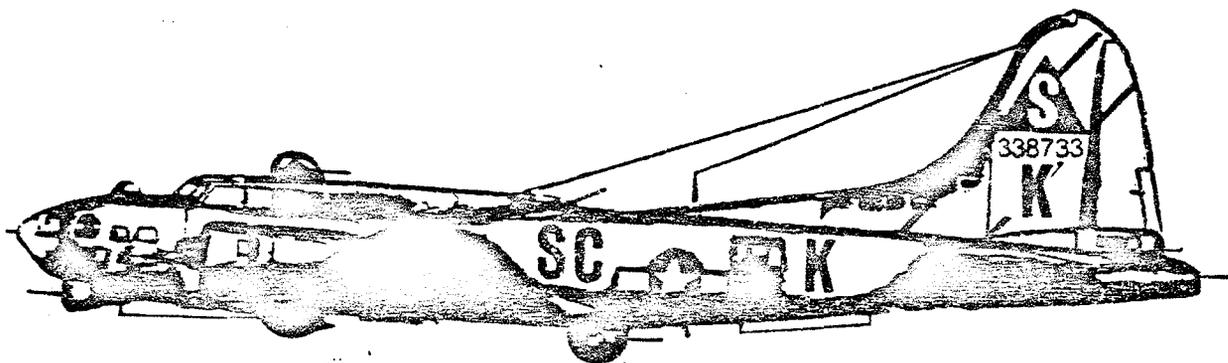
1st Lt. W.F. Martin
2nd Lt. R.A. Matthieson
2nd Lt. B.F. Hill Jr.
Sgt. C.E. Deaner
Sgt. K.A. Hague
S/Sgt. J.A. Delander
S/Sgt. N.E. Borrer
S/Sgt. C.M. Bacon
S/Sgt. A.A. Becker

2nd Lt. C.J. Campbell
2nd Lt. P.W. Foy
2nd Lt. D.B. Gruhn
Sgt. R.I. Emery
Sgt. G.M. Feo Jr.
T/Sgt. C.F. Kartes
S/Sgt. E. Sullivan
Sgt. C.K. Dalton
Sgt. H.M. Murray

2nd Lt. M.M. Smith
2nd Lt. M.N. Korwald
2nd Lt. R.B. Van Duiden
2nd Lt. N.R. Schmatz
Sgt. E.W. Hendrickson
Sgt. P.J. Genga
Sgt. J. Laing
Sgt. F.E. Filiastraut
Sgt. T.K. Swanson

2nd Lt. M.H. French
2nd Lt. W.L. McKale
Flt/O T.P. Cannon
Sgt. J.M. Johnson
Sgt. J.W. Allcroft
Sgt. A.W. Hansen
Sgt. F.J. Beck
Sgt. W. La Grange
Sgt. A.D. Davore

1st Lt. W.W. Thorne
2nd Lt. G. McBain III
2nd Lt. C. Tarr Jr.
T/Sgt. H.G. Lawson
Sgt. A.H. Nimmons
S/Sgt. F.G. Smith
S/Sgt. J.V. Munford
S/Sgt. J.A. McGrath
S/Sgt. A.E. Zaragoza

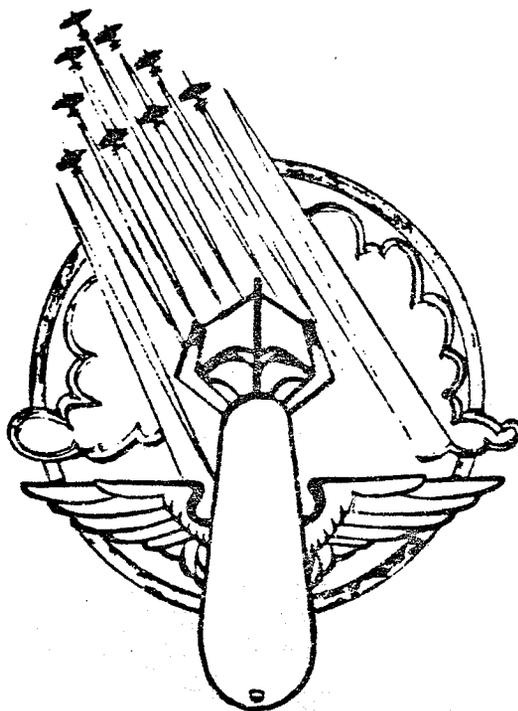


612TH BOMBARDMENT SQUADRON (H)

SQUADRON HISTORY

PART FIVE

JANUARY - FEBRUARY 1945



Martin C. Hartford and Cpl.'s Eugene B. Wolfe and John C. Grey from the Ordnance Section.

Another month passed without the loss of a combat crew. Consequently more personnel completed their present tour of operations. These lucky people are listed as follows:- Captain's Thomas J. Hanlan and Phillip ^{J.L. CROMER} Comer, 1st Lt.'s Ralph W. Trout, Michael Phillips, Jack Waldoff, Robert W. Howard and Walter Thorne; T/Sgt.'s ^{MARTY} Mike Goodman, Douglas Stott, Eugene Clark, Harry A. Peterson and Charles T. Bunn, and S/Sgt.'s Vincent Villagio, Paul D. Robinson, Albert Zaragoza, John Mumford and Floyd Smith.

Therefore more awards and decorations were also received by crew members in acknowledgment of good Uncle's appreciation for their meritorious performances. Twenty Air Medals and one hundred and fourteen OLC to the Air Medal were awarded to members of the combat crews during the month.

Promotions were forthcoming as usual and the following Officers and Enlisted Men received them:- 1st Lt. to Captain, Roy R. Winn and Phillip Comer; 2nd Lt. to 1st Lt., Lt.'s Aschenbach, Campbell, Long, Siepak, Compton, Folkerts, Whitlock and Max M. Smith. Thirty-nine Enlisted Men were also promoted to various grades.

Several new crews came into the Squadron in January. No month in England can escape a mention of the weather. This month proved to be snowy and icy, and one which caused no limit of headaches, particularly for the fellows who have to shovel it off the runways and dispersal areas. Other than the change in weather we can think of nothing particularly new. Life went on as usual with the routine duties and off duty hours remaining in the same category.

More interest was probably shown during January for the war situation than in several preceding months. The German offensive in the West was stopped and the Allies resumed their offensive. The Russians started the most spectacular military offensive in history and cleared the Germans out of Poland and continued well into Germany. The Yanks on the Phillipines made tremendous gains on Luzon as well as on other islands and the outlook for the Axis was all in all a very dire one.

So we terminate the comments for January with the popular question of how long the Germans, or will the Germans, hold out.

Mission 189

Target: Kassel

1 January 1945

January missions got off to a good start on the first day when the Group made an unexpected change to the strategic type bombing and went to bomb an oil storage dump at Derben, Germany. The usual 36 aircraft comprised the 401st effort which was flying as the 94th CBW "C" Group.

Reaching Derben the formation found the target obscured and proceeded to the secondary PFF target, Kassel, by PFF means with the Lead Squadron eventually dropping on a small marshalling yard at Ilz, Germany. Breaks in the clouds enabled crews to observe strikes within the city area of both targets.

Fortunately no enemy aircraft were encountered on the "Cocks Tour"

(Note on line 5 - "Phillip Comer" must be an error, should read J.L. Cromer.)

Flak was observed and encountered at four different points and fairly accurate Flak at Kassel causing the most damage. The crew members were wounded and 24 of the aircraft were damaged. All aircraft returned safely with one landing in France. This mission did not lead a Squadron on this effort but furnished each Squadron. Crew loadings are as follows.

1st Lt. W.E. Cox and crew
2nd Lt. A.D. Aschenbach and crew
1st Lt. C.L. Hudnall and crew
1st Lt. D.G. Jones and crew
2nd Lt. R.L. Long and crew
2nd Lt. C.J. Campbell and crew
1st Lt. A.F. Bloetscher and crew
1st Lt. F.R. Boddin and crew
1st Lt. W.W. Thorne and crew

Target: Hermulheim

3 January 1945

Mission number two for January was a continuation of the tactical use of the "heavies" to support the Ground Forces defence against the large scale counter-offensive. The target was a railroad station and marshalling yards at Hermulheim, Germany and 36 of the 401st air group were dispatched for the job; the date, January 3rd.

Due to clouds Gee-H bombing became necessary and no results were obtained. The three Squadrons bombed in Group formation.

Many fighters were encountered although Flak of the meager and variety was met in the Cologne area. None of the crews or aircraft were damaged. All returned to base safely.

Major McCree led the Group and Wing flying with Lt. Christensen as Wing Leader, Lt. Jeffrey as Navigator, Lt. Howard as Mickey Operator and Lt. Cromer as Tail Gunner. Lt. Cromer flew in the deputy position with Captain Christensen as Deputy Wing Leader. Seven other 612th crews completed the mission. Crew loadings are as follows.

1st Lt. J. Roadman and crew
2nd Lt. A.D. Aschenbach and crew
2nd Lt. D.M. Schliemann and crew
2nd Lt. M.M. Smith and crew
1st Lt. M.J. Christensen and crew (Gee-H a/c)
2nd Lt. C.J. Campbell and crew
1st Lt. A.F. Bloetscher and crew
1st Lt. W.W. Thorne and crew
1st Lt. J.L. Cromer and crew

Target: Coblenz

5 January 1945

Following the tactical work on January 5th the 401st dispatched aircraft, flying as the 94th CBW "A" Group, to bomb a German landing ground at Eudenbach, Germany. This landing ground was giving

frontline support to the German Army. The marshalling yards at Coblenz, Germany was the assigned secondary target and Gee-H type aircraft were included in the formation in case it became necessary to bomb blind.

Not being able to make a Gee-H run on the primary due to a malfunction the formation went to the secondary target and bombed in Group formation and by PFF means. No strikes or photos of strikes were available due to the solid undercast.

Two Me - 110's were observed near the formation and actually made a pass from a distance but caused no damage. This was the first Luftwaffe encounter experienced by the 401st in quite a while. Flak was sighted at three places but proved to be accurate at only one. This was meager in amount and from the front line area. Eight of our aircraft sustained damage but all aircraft and crew members returned safely.

The Low Squadron was led by Lt. Hayes and crew with Lt. Minor as Navigator and Lt. Murphy as Bombardier. Lt. Lawrence and crew flew the deputy lead position in the Squadron. Eight other 612th crews completed the Squadron formation. Crew loadings are as follows.

<u>A/c</u>		
43-37790	2nd Lt. M.M. Smith and crew	
43-38541	2nd Lt. J.A. Nolan and crew	
42-31662	1st Lt. W.E. Cox and crew	
42-39993	2nd Lt. M.M. French and crew	
43-38680	1st Lt. A.F. Bloetscher and crew	
43-38733	2nd Lt. C.J. Campbell and crew	
42-102398	1st Lt. F.R. Boddin and crew	
42-102393	1st Lt. D.G. Smith and crew	
44-8153	1st Lt. R.S. Hayes and crew	(PFF a/c)

Mission 192

Target: Kempernich

6 January 1945

January 6th saw the 401st dispatching 36 aircraft to another of the tactical targets. This time it was a communications center at Kempernich, Germany and again Gee-H type aircraft were included with the formation to take care of the blind bombing. They flew as 94th CBW "B" Group.

Because of the solid overcast over the target Gee-H bombing was necessary with no strikes observed or recorded by photographs due to the cloud. The three Squadrons bombed in the Group formation.

The "Milk - Run" category of of the missions continued with this particular mission going off without any form of enemy opposition. All crews and their aircraft returned safely to base.

The 612th led the High Squadron in the person of Lt. Harlan, with Captain Haberer as Navigator, Lt. Howard as Mickey Operator and Captain Hutson as Bombardier. Lt. Cromer flew in the Squadron deputy lead position with seven other 612th crews in the same formation. Crew loadings are as follows.

<u>A/c</u>	
43-37790	1st Lt. W.E. Cox and crew
43-38680	1st Lt. W.F. Martin and crew

<u>A/c</u>	
43-38637	2nd Lt. M.M. Smith and crew
43-37947	1st Lt. T.J. Harlan and crew
44-6506	1st Lt. A.F. Bloetscher and crew
42-107039	1st Lt. W.E. Thorne and crew
43-38077	1st Lt. J.L. Cromer and crew
42-102398	2nd Lt. M.H. French and crew
43-38541	2nd Lt. J.A. Nolan and crew

Mission 193

Target: Bitburg

7 January 1945

Back out the next day giving ground support without any rest for the German communication centers. Flying as the 94th CBW "C" Group the 401st dispatched the usual three Squadrons of 12 aircraft each to carry out their part in this Air Force assignment. Bitburg, Germany was the target.

Not having the Gee-H equipment in our formation the Leader had to bomb on the preceding Group's smoke marker bomb according to Wing instructions. Captain Causey, Lead Navigator, was able to make a bomb run on his own initiative by using the Gee box, and the bombs were dropped in Group formation on his data. Subsequent PFF plotting shows he probably scored a "shack".

Again another mission without any form of enemy opposition and all the crews and aircraft returned safely to base.

A stand-down for a 612th lead, although nine 612th crews flew in the High Flight positions, three in each Squadron. Crew loadings are as follows.

<u>A/c</u>	
42-31662	1st Lt. W.E. Cox and crew
43-38541	1st Lt. J.L. Cromer and crew
43-37790	1st Lt. D.M. Schliemann and crew
43-38680	1st Lt. C.L. Hudnall and crew
44-6507	1st Lt. W.F. Martin and crew
43-38637	2nd Lt. R.L. Long and crew
42-102393	2nd Lt. M.M. Smith and crew
42-106992	2nd Lt. C.J. Campbell and crew
42-102398	2nd Lt. J.A. Nolan and crew

Mission 194

Target: Euskirchen

10 January 1945

Weather set in and kept the Group on the ground until January 10th when they resumed the tactical offensive. The object was another of the Jerry frontline fighter landing grounds at Buskirchen, Germany. Thirty-six of the 401st aircraft were dispatched as the 94th CBW "A" Group.

Weather caused all manner of troubles but finally the Group managed to bomb on Gee-H although one of the Squadrons bombed with another outfit. The crews observed some strikes in the target area through breaks in the clouds but no plotting of bomb strikes was possible from the strike photographs.

Meager but inaccurate Flak was met on this mission and only two of the aircraft returned with battle damage. All crews and aircraft returned

safely, although one crew landed in France. No enemy fighters were seen.

This was Major Maupin's first lead since his return from the States and the usual hard luck dogged his footsteps. He was flying with Lt. Harlan and crew as Group and Wing Leader. Their aircraft finally lost two superchargers and had to abort as they could not maintain bombing altitude. Lt. Lawrence took over the lead and successfully accomplished the lead job. Six other 612th crews flew as the Low Section in the same Squadron formation. Crew loadings are as follows.

<u>A/c</u>	
42-106992	1st Lt. J. Roadman and crew
43-38788	1st Lt. A.F. Bloetscher and crew
43-38733	2nd Lt. M.H. French and crew
42-107039	2nd Lt. J.A. Nolan and crew
Z-8077	1st Lt. L. Lawrence Jr. and crew
43-37628	1st Lt. C.L. Hudnall and crew
43-38637	2nd Lt. R.L. Long and crew
42-31662	1st Lt. W.F. Martin and crew

Mission 195

Target: Maximillianau

13 January 1945

Another tactical effort against German communications was flown on January 13th when the 401st dispatched 36 aircraft to bomb a bridge over the Rhine at Maximillianau, Germany (near Karlsruhe). A Gee-H aircraft from the 384th B.G. (H) was included in the formation which was flying as the 94th CBW "B" Group.

Beautiful CAVU weather made it possible for the bombardiers to make a visual run. The Lead Squadron missed and bombed over but the Low and High Lead Bombardiers put their bombs squarely on the assigned MPI with results described as excellent. Captain Hutson, 612th Lead Bombardier, did the best job of the three for the Low Squadron.

Flak was encountered in the IP area and at the target and proved to be accurate in both places. This caused wounds to three of the crew members and damage to 12 of the aircraft. All aircraft returned safely although Lt. Lawrence, 612th Deputy Leader of the Low Squadron, died from head wounds the same night.

Lt. Harlan led the Low Squadron with Captain Haberer as Lead Navigator, Captain Hutson as Lead Bombardier and Lt. Fraioli as Mickey Operator. Lt. Lawrence and crew flew in the deputy position with seven other 612th crews included in the Low Squadron. Crew loadings are as follows.

<u>A/c</u>	
42-31891	1st Lt. L. Lawrence and crew
42-31662	1st Lt. W.E. Cox and crew
43-38641	1st Lt. J.P. Comer and crew
43-37790	1st Lt. D.M. Schliemann and crew
42-106992	1st Lt. W.F. Martin and crew
42-102393	1st Lt. D.G. Jones and crew
43-38788	1st Lt. M.J. Christensen and crew
44-8449	1st Lt. T.J. Harlan and crew
43-37628	2nd Lt. M.H. French and crew

Mission 196

Target: Cologne

14 January 1945

The 401st flew its 196th mission on the next day, January 14th. This was another bridge and the location was Cologne, Germany. Flying as the 94th CBW "B" Composite Group High Squadron the 401st dispatched 12 of their aircraft as part of the effort, no other aircraft being available due to a diverted landing from the previous mission.

Again good weather made visual bombing possible and the Lead Bombardier dropped them right on the assigned MFI for an excellent job of bombing. The bridge should have been demolished.

Meager to moderate and accurate Flak was met at the front lines both going out and returning and fairly accurate meager to moderate Flak at the target completed the German opposition. This caused damage to seven of the aircraft but all crews and aircraft returned to base safely.

Four of the 612th crews completed the mission with Lt. Roadman leading the High Flight. Crew loadings are as follows.

<u>A/c</u>	
42-102468	2nd Lt. C.J. Campbell and crew
43-38680	2nd Lt. M.M. Smith and crew
42-102398	1st Lt. C.L. Hudnall and crew
44-6506	1st Lt. J. Roadman and crew

Mission 197

Target: Paderborn

17 January 1945

Nearing the 200 mission mark the 401st continued the offensive against German communications on January 17th. The primary target was Altenberken, Germany and the secondary target was Paderborn, Germany. Flying as the 94th CBW "B" Group the 401st dispatched the usual 36 aircraft.

A solid undercast was met in the target area and the Gee-H equipment had a malfunction at the same time. Therefore the Group went to the secondary PFF target and bombed the railway at Paderborn by the PFF method. No strike photos or observations of the bombing was possible.

Another "Milk Run" for the crews as no Flak or enemy fighters were met on the whole route.

Another stand - down mission for the 612th lead crews but nine of the 612th crews completed the mission with three flying in each of the High Flights in each Squadron. Lt.'s Kleppe and Mead both flew their first missions on this effort as first pilots. Crew loadings are as follows.

<u>A/c</u>	
42-102398	1st Lt. J. Roadman and crew
43-38680	1st Lt. W.E. Cox and crew
43-38541	1st Lt. D.G. Jones and crew
43-37628	1st Lt. F.H. Kleppe and crew
43-38788	1st Lt. D.M. Schliemann and crew
43-38637	2nd Lt. R.L. Long and crew
42-107039	1st Lt. W.W. Thorne and crew
42-39993	1st Lt. C.E. Mead and crew
43-38733	2nd Lt. C.J. Campbell and crew

Mission 198

Target: Aschaffenberg

21 January 1945

Another three days went by before the 401st returned to operations on January 21st. Weather continued to hinder operations. The assigned target was a tank park at Aschaffenberg, Germany with the marshalling yards in the same town specified as the secondary PFF target. Thirty-six aircraft were dispatched as the "C" Group in the 94th CBW.

PFF bombing was necessary because of the 10/10's clouds over the target and bombing was carried out in Group formation. No results, either bomb strike pictures or observations were possible due to the clouds.

A repeat performance in the "Milk - Run" category of this mission due to lack of Flak and enemy fighters. All aircraft and crews returned safely to base.

Major McCree led the Group formation in the Lead Squadron flying with Lt. Christensen, Lead Pilot. Captain Haberer was Lead Navigator, Captain Hutson Lead Bombardier and Lt. Fraioli flew as Mickey Operator. Lt. Aschenbach and crew flew their first mission in the Deputy Squadron Lead position. Seven other 612th crews took part in the mission in the same Squadron formation. Crew loadings are as follows.

<u>A/c</u>	
44-8153	1st Lt. M.J. Christensen and crew
43-37947	1st Lt. A.D. Aschenbach and crew
43-38637	2nd Lt. L.F. Howard Jr. and crew
42-107039	1st Lt. W.W. Thorne and crew
42-106992	1st Lt. W.F. Martin and crew
44-6506	2nd Lt. M.H. French and crew
43-38680	1st Lt. C.L. Hudnall and crew
43-38733	2nd Lt. C.J. Campbell and crew
43-37628	2nd Lt. M.M. Smith and crew

Mission 199

Target: Sterkrade

22 January 1945

Back on the next day, January 22nd, to attack German synthetic oil production. The target was Sterkrade (in the Ruhr), and two Squadrons of twelve aircraft each were sent out, flying as the 94th CBW "A" Group.

Clear weather was experienced for bombing by the Lead Squadron and they obtained excellent results on the assigned MPI. However, the Low Squadron wasn't so fortunate when a small cloud drifted in and obscured the sighting angle. They had to bomb by the Gee-H method although the Bombardier did manage to get one visual check point to help correct the bomb run. Their results were scattered but some hits were in the assigned area.

Moderate to intense and accurate Flak met the formation in the target area and caused damage to 20 of the aircraft although none of the members of the crews were wounded. All aircraft returned safely.

Lt. Hayes was the Leader of the Low Squadron with Lt. Minor as Navigator and Lt. Murphy as Lead Bombardier. Lt. Barnes as Mickey Operator. Lt. Boddin flew as deputy Squadron Leader and five other 612th crews completed the mission. Lt. Thorne was one of these and it saw him completing his tour of operations. Crew loadings are as follows.

<u>A/c</u>	
43-38637	2nd Lt. R.L. Long and crew
43-37628	2nd Lt. M.M. Smith and crew
44-8007	1st Lt. R.S. Hayes and crew (Gee-H aircraft)
44-8153	1st Lt. F.R. Boddin and crew
43-38733	1st Lt. W.W. Thorne and crew
43-38680	2nd Lt. L.F. Howard and crew
44-6506	2nd Lt. J.A. Nolan and crew

Mission 200

Target: Cologne

28 January 1945

"200 MISSION". After several days of inactivity due to extremely bad weather conditions the 401st was able to dispatch a mission and successfully complete the 200th trip to bomb the Germans. Highly important marshalling yards at Cologne were the object of the attack and the date was January 28th. Flying as the 94th CBW "B" Group the 401st dispatched 36 aircraft to take care of the task.

The bombing run was started on instruments due to the 10/10's clouds but a break in the clouds about one minute before bombs away enabled the Lead Bombardier to make a course correction and the Lead Squadron's bombs made a concise and neat pattern in the assigned marshalling yards. Extensive smoke and conglomeration of bursts made it impossible to locate the bomb strikes of the Low and High Squadrons.

Flak was surprisingly little in amount at the target, being meager and fair to good for accuracy. Fourteen of the aircraft sustained battle damage but all crew members and aircraft returned to base safely. Again the Luftwaffe failed to show its head.

Lt. Schaunaman led the High Squadron with the able assistance of Lt. Purrier as Navigator, Lt. Sandoe as Lead Bombardier and Lt. Barnes as Mickey Operator. Lt. Aschenbach's crew flew the deputy Squadron Lead position. Seven other 612th crews completed the mission flying in the same Squadron. Crew loadings are as follows.

<u>A/c</u>	
44-6506	1st Lt. D.M. Schliemann and crew
43-38541	1st Lt. J.P. Comer and crew
42-31662	1st Lt. W.E. Cox and crew
43-36680	1st Lt. C.L. Hudnall and crew
42-107039	1st Lt. D.G. Jones and crew
42-106992	1st Lt. J. Roadman and crew
43-38637	1st Lt. R.L. Long and crew
42-31891	1st Lt. A.D. Aschenbach and crew
44-8033	1st Lt. G.J. Schaunaman and crew

Mission 201

Target: Bad Kreuznach

29 January 1945

Weather permitted a return to operations the next day, January 29th and the Air Force continued their onslaught against the German communications. The 401st led the 1st Air Division and 8th Air Force against the assigned primary at Siegen, Germany, a railroad workshop.

The primary target was completely obscured by clouds and the bomb run was started late on PFF equipment after the Gee-H equipment went out.

The Mickey Operator did not have time to get the target in his scope and the Group proceeded to bomb a target of opportunity at Bad Kreuznach, Germany. Bombing was in Group formation and no strikes were observed.

Neither enemy fighters nor Flak was encountered by the formation and all aircraft returned to base safely.

The 612th did not furnish a lead but furnished each High Flight for the three Squadrons. Nine 612th crews completed the mission. Crew loadings are as follows.

<u>A/c</u>	
42-31862	1st Lt. W.E. Cox and crew
42-106992	1st Lt. J. Roadman and crew
?	1st Lt. W.F. Martin and crew
43-38637	1st Lt. R.L. Long and crew
43-37628	2nd Lt. M.M. Smith and crew
43-38541	2nd Lt. C.J. Campbell and crew
43-38788	1st Lt. A.F. Bloetscher and crew
44-6506	2nd Lt. M.H. French and crew
42-39993	2nd Lt. J.A. Nolan and crew

FEBRUARY 1945

Perhaps no month since June 1944 has seen so many so called "Highlights" as did the passing of February. Now we like these "Highlights" because that gives us something to talk about in the monthly record.

We might start with the weather again - could we forget it! - since it once more forced itself to the limelight by causing amazement and happiness, and it was far better than the bitter month of January. With a safe margin we can mention that at least 50% of the February days passed without too much cloud condition and all consequently enjoyed that strange phenomenon of England, namely SUNSHINE. The only concern was with some small English children who were so stricken with this strange business of sunshine that we feared their health would suffer. We yearn for more days like these.

Naturally good weather brought forth more missions than normally could be expected at this time of year. In fact our crews got started on the 20th of the month and hadn't stopped with the 28th's arrival, establishing some sort of Group record we believe for consecutive missions. Having already flown eight during the preceding days that gave the Group a total of 17 missions completed in February; the 612th Squadron took part in all, naturally.

These missions fell within the two categories for bomber targets these days; oil and communications facilities (mostly marshalling yards). Some were short hauls back of the Rhine and some were distant places like Dresden and Berlin. All the boys did a good job on each, finding it possible to bomb visually three times. Once they bombed through smoke at Berlin with the aid of the RAF Grid System and thrice they used instruments aided by visual checkpoints to correct their bomb runs. The remaining efforts, ten in all, resorted to the blind bombing techniques of PFF and Gee-H.

Noticeable also was the lack of enemy opposition, if compared with days when things were rougher. Another month passed without hindrance from the Luftwaffe, and Flak caused losses only twice, three aircraft at Gelsenkirchen and one at Berlin.

The 612th had experienced miraculous low losses from enemy action throughout its existence. The past 67 missions saw the Squadron losing only one crew to enemy action, and this crew returned to England after safely reaching Sweden. We don't know if this is some sort of record or not and we aren't inquiring, being superstitious about such things.

This succession of no losses did improve the record of combat losses. More reports of the MIA personnel have come in since we listed some statistics two months ago. The record now reads 82 men as POW'S, 5 as Evaders, 7 returned from Neutral Countries, 1 Repatriated, 18 still listed as MIA, and 41 KIA. Also two men remain interned in Sweden and 1 POW is reported to have died of his wounds after capture. A comparison of these figures readily indicates the small percentage of the total who have lost their lives. We trust the future will bring more good news.

Another of these "Highlights" came with the decision by the Group Staff to concentrate all lead crews of the four Squadrons in one Squadron.

This move was accomplished late in the month with all the leads moving to 615th and with the excess 615th crews being equally distributed among the other three Squadrons. This idea was born in other Air Divisions and has evidently met with success. Undoubtedly problems will pop up from time to time but the big ones have most likely been eliminated before this innovation came to us. We await results before making further comment.

This new move will put a bigger load on our Engineering, Ordnance, Armament and Communication sections as they will have more aircraft to maintain. No additional personnel have been assigned to the Squadrons but we have no doubts about they doing the jobs required to keep 'em flying if we consider the past records. As of the 28th of February the 612th had maintained their record, which is now months old, of having more aircraft attacking the target than the other three Squadrons. As we have said before, we repeat that the record would not have been possible without the combined efforts of all of the ground echelon sections. We are justly proud of this.

Perhaps we might record a few of the details of the missions of some of the aircraft without an abort which our crew chiefs have achieved. This will indicate, without doubt, the efficiency in engineering work, but not forgetting the amount of luck that goes with combat and which can't be measured. Aircraft number 42-39993 had reached 108 missions, 42-31662 had reached the 104 mark, followed by 42-102393 with 95, 42-102398 with 82 and 43-37790 with 63, besides several others which had climbed over the 35 mission mark without a mechanical abort.

Promotions, awards and more completed tours for the combat crews resulted for various reasons during the month.

Receiving promotion to the grade of Captain was 1st Lt. R.W. Howard. Second Lt.'s J.H. Devlin, A.J. Uhrain, D.A. Miller, K.S. Geier, and J.H. Barnes were promoted to 1st Lt.'s. Flight Officers D.B. Gruhn, S.E. Watterson, R.H. Kneuse and R.H. Martin were appointed 2nd Lt.'s and 41 of the Enlisted Men received promotions in various grades.

Awards were forthcoming such as Air Medals with a sprinkling of DFC's and Purple Hearts to the unfortunate who were wounded. Seventeen Air Medals, 108 OLC's to the Air Medal, and, while the Squadron received no DFC's, it was lucky enough to complete a month without the award of a Purple Heart.

Those completing tours and transferring or awaiting transfer were Captain H.J. Harlan Jr., 1st Lt. D. Benton, 1st Lt. W.T. Stein, T/Sgt. R.L. Lee, T/Sgt. I.G. Kopitnikoff, T/Sgt. E.E. Watten, T/Sgt. R.H. Hill, S/Sgt. C.T. Bunn, S/Sgt. G. Importe, S/Sgt. L.G. Pope, S/Sgt. L.J. Ankrom and S/Sgt. D.D. Dunn. These men have earned the new assignment and go with the best wishes of all of us.

The Crimean Conference added much flavour to the usual interest displayed in World affairs these days. That alone, with the excellent progress on all fronts, heightens our exultant thoughts for an early victory and the hoped for return home before a tour of duty in the Eastern countries or islands.

Mission 202

Target: Ludwigshaven

1 February 1945

February missions got off to a good start on the 1st day of the month. 36 aircraft were dispatched as the 94th "C" Group to attack Ludwigshaven, Germany, the target being communications.

Finding the target obscured by clouds the Lead and Low Squadrons made individual bomb runs and dropped on the Micro-H technique. Subsequent analysis of all operations and data carried out and used on the bomb run indicate good bombing was accomplished. The High Squadron had a malfunction of the Micro-H equipment and bombs failed to salvo on the PFF equipment so they went to the last resort target at Pforzheim, a railway center, and bombed on the PFF equipment. No results were observed at either target.

The only enemy opposition was in the form of Flak at the primary target and five of the aircraft sustained minor damage from the meagre, inaccurate to accurate fire. All aircraft and crews returned safely.

Major Maupin flew his first mission on the second tour as Air Commander of the Group. Captain Goodman was his lead pilot and Captain Haberer and Captain Hutson were Lead Navigator and Bombardier respectively. Lt. Fraioli was Micro-H Operator. Lt. Boddin and crew flew the deputy position with six other 612th crews also in the same formation. Crew loadings are as follows.

<u>A/c</u>	
44-8153	1st Lt. F.R. Boddin and crew
42-102393	1st Lt. D.G. Jones and crew
42-31662	2nd Lt. M.M. Smith and crew
43-38637	2nd Lt. C.J. Campbell and crew
42-97395	2nd Lt. L.F. Howard Jr. and crew
42-39993	2nd Lt. J.A. Nolan and crew
43-37947	Capt. J.F. Goodman and crew
43-38680	1st Lt. C.L. Hudnall and crew
42-102398	1st Lt. W.H. French and crew

Mission 203

Target: Berlin

3 February 1945

Two days later the Group participated in the historic Berlin mission, furnishing 36 of the largest 8th Air Force total yet to attack a target. Flying as the 94th "B" Group they set out to attack an MPI in the area of the huge Tempelhof marshalling yards.

Visual weather was encountered over the target although the preceding eight groups left the target area completely covered with smoke and fire. Using the RAF Grid with outlying checkpoints the Lead and Low Squadron Bombardiers accomplished excellent bombing while the High Squadron dropped short but still in the immediate area.

Berlin meant lots of Flak and the Group encountered moderate to intense amounts which were accurate. Twenty-two of the aircraft sustained battle damage, one aircraft failed to return and two crew members were wounded. Again the Luftwaffe failed to show up to harass the formation.

Lt. Schaunaman accomplished an excellent job as Low Squadron leader with the able assistance of Lt. Purrier as Navigator and Lt. Sandoe as Lead Bombardier. Lt. Sandoe got in his first visual bombing mission and did excellent work. Lt. Aschenbach flew in the deputy lead position. Seven other 612th crews completed the mission in the Low Squadron. Crew loadings are as follows.

<u>A/c</u>	
44-8153	1st Lt. G.S. Schaunaman and crew
42-106992	1st Lt. J. Roadman and crew
42-39993	1st Lt. A.D. Aschenbach and crew
43-38541	1st Lt. J.P. Comer and crew
42-107039	1st Lt. D.M. Schliemann and crew
43-38680	1st Lt. C.L. Hudnall and crew
43-37628	2nd Lt. M.M. Smith and crew
42-102393	2nd Lt. L.F. Howard Jr. and crew
44-6506	1st Lt. M.H. French and crew

Mission 204

Target: Giessen/Eisfeld

6 February 1945

Another deep penetration on the 6th of February when the 401st dispatched 36 aircraft to bomb the oil industry at Lutzkendorf, Germany. This was a Wing lead flying as 94th "A" Group. A Squadron of 12 aircraft was also dispatched to fly in the 94th "B" Group as the High Squadron.

The primary target could only be bombed visually and cloud cover made this impossible. The leader attempted a Mickey run on Eisenach but failed to drop due to instrument malfunction and proceeded to bomb Giessen on PFF methods with the Low and High dropping on the lead's smoke marker. No results were observed.

Meagre and accurate Flak was met in two different places and caused minor damage to five aircraft. All crews are accounted for and no crew members were wounded.

Lt. Hayes and crew led the High Squadron in the 94th "B" Group and they bombed on PFF means with their Group Leader at a small town SE of Fulda, with unobserved results. Ten other 612th crews flew in the same Squadron with crew loadings as follows.

<u>A/c</u>	
43-37947	1st Lt. G.S. Schaunaman and crew
42-31891	1st Lt. A.D. Aschenbach and crew
44-6506	2nd Lt. W.H. French and crew
43-38788	2nd Lt. A.F. Bloetscher and crew
43-38637	1st Lt. R.L. Long and crew
42-39993	2nd Lt. M.M. Smith and crew
43-37790	2nd Lt. D.M. Schliemann and crew
43-38680	1st Lt. C.L. Hudnall and crew
43-38541	1st Lt. J.P. Comer and crew
?	1st Lt. R.S. Hayes and crew
?	?

Mission 205

Target: Lutzkendorf/Eisenach

9 February 1945

Not satisfied with the results of February 6th the Air Force set

out again on the 9th of the month to attack Lutzkendorf oil production again. Flying as the 94th "C" Group the 401st furnished the usual 36 aircraft as their part of the effort.

Eight to nine tenths cloud cover at the target hindered visual bombing although the Lead and Low Squadrons managed to finally bomb visually with the majority help of a PFF run after the clouds broke clear just a few seconds before bombs away. The Low Squadron obtained a "shack" while the Lead Squadron missed. The High Squadron could not see the target by the time they got in so they bombed the Last Resort target by PFF means, reporting a good run and believed good results were obtained.

Meagre and moderate Flak, generally inaccurate at all spots, was encountered at four places including the target. However, no casualties resulted and only one aircraft sustained battle damage. All returned safely.

Lt. George Schaunaman and crew led the High Squadron with Lt. A.D. Aschenbach and crew flying as their deputy lead. Seven other crews from the 612th completed the mission in the High Squadron. Crew loadings are as follows.

<u>A/c</u>	
43-37947	1st Lt. G.S. Schaunaman and crew
42-31891	1st Lt. A.D. Aschenbach and crew
44-6506	2nd Lt. M.H. French and crew
43-38788	2nd Lt. A.F. Bloetscher and crew
43-38637	1st Lt. R.L. Long and crew
42-39993	2nd Lt. M.M. Smith and crew
43-37790	2nd Lt. D.M. Schliemann and crew
43-38680	1st Lt. C.L. Hudnall and crew
43-38541	1st Lt. C.P. Comer and crew

Mission 206

Target: Dulmen

10 February 1945

Wesel, Germany, a tactical assignment, was the next target and on the following day. This was to be bombed by visual means only and Dulmen, Germany, an oil storage was the secondary for the Micro-H technique. As before the 36 aircraft comprised the 401st effort as the 94th "C" Group again.

The primary could'nt be bombed due to the weather and the formation went in singly and bombed the Micro-H target, on that equipment, and all operators reported good runs. Results were not observed.

No Flak or enemy fighters were seen by the formation and all aircraft and crews returned unharmed.

Major McCree flew as Air Commander for the Group with Lt. Christensen and crew. His Mickey Operator, who carried out the Micro-H bombing, was Lt. Fraioli, and this was his last mission after a very long tour. Lt. Bodin was the Deputy Leader and was followed by eight other 612th crews in the same Squadron formation. Crew loadings are as follows.

<u>A/c</u>	
42-102393	1st Lt. J. Roadman and crew
43-38541	1st Lt. C.P. Comer and crew
43-38680	1st Lt. C.L. Hudnall and crew

<u>A/c</u>	
43-38647	1st Lt. R.L. Long and crew
43-37628	2nd Lt. M.M. Smith and crew
43-38788	2nd Lt. M.R. Lovell and crew
44-6506	2nd Lt. L.F. Howard Jr. and crew
43-37947	1st Lt. M.J. Christensen and crew
43-38733	2nd Lt. C.J. Campbell and crew
44-8449	1st Lt. F.R. Boddin and crew

Mission 207

Target: Dresden

14 February 1945

Three days rest and then a return to more distant targets on February 14th. The Valentine's greeting was to overcrowded Dresden whose huge crowds of the German Army and populace were retreating from the Russian advance. MPI's were on vital marshalling yards and 36 aircraft from the 401st flew as the 94th "A" Group, leading the Wing, to contribute to the huge Air Force effort.

The bombing run was started on PFF instruments in Group formation due to clouds. The clouds broke enough to enable the Lead Bombardiers to put in visual corrections for the bomb release. Results proved to be good when appraised by photo interpretation later.

Meagre and inaccurate to accurate Flak was encountered enroute and caused damage to five aircraft, although no trouble was experienced in the target area. Again no Luftwaffe showed up to offer any resistance.

Lt. Hayes and crew led the Low Squadron on this mission with Lt. Aschenbach and crew flying the deputy position. Seven other 612th crews completed the mission in the same formation. Crew loadings are as follows.

<u>A/c</u>	
42-31891	1st Lt. R.S. Hayes and crew
42-106992	1st Lt. A.D. Aschenbach and crew
43-38733	2nd Lt. C.J. Campbell and crew
42-31662	1st Lt. W.E. Cox and crew
43-38637	1st Lt. W.T. Stein and crew
43-38788	1st Lt. A.F. Bloetscher and crew
42-39993	2nd Lt. J.A. Nolan and crew
43-37628	2nd Lt. M.M. Smith and crew
44-6506	1st Lt. M.H. Lovell and crew

Mission 208

Target: Dresden

15 February 1945

Mission number 208 was a return trip to distant Dresden on February 15th. Bohlen's oil plants were the assigned primary but weather necessitated bombing Dresden on the PFF method. The 401st Group furnished the complete 36 aircraft 94th "A" Group.

Because of cloud cover the PFF bombing was unobserved and no strikes were available. PFF plotting indicates good bombing was accomplished.

Enemy opposition remained in the form of Flak which was encountered at Brux and within the Frankfurt area. It was moderate at Brux and meagre at

Frankfurt and generally inaccurate at both points. No casualties or battle damage was suffered and all crews returned safely.

Captain Goodman represented the 612th Squadron as Leader of the High Squadron. Lt. Hyman, Navigator; Lt. Burge, Bombardier and Flight Officer Munt, Mickey Operator completed the lead team staff, while Lt. Boddin and crew flew in the deputy lead position. Seven other 612th crews completed the mission in the same formation. Crew loadings are as follows.

<u>A/c</u>	
43-37947	Capt. J.F. Goodman and crew
43-38541	1st Lt. J.P. Comer and crew
43-38680	1st Lt. C.L. Hudnall and crew
42-102393	1st Lt. D.G. Jones and crew
43-38733	1st Lt. M.H. Lovell and crew
43-39788	1st Lt. A.F. Bloetscher and crew
42-31891	1st Lt. F.R. Boddin and crew
42-106992	1st Lt. W.T. Stein and crew
44-6506	1st Lt. M.H. French and crew

Mission 209

Target: Gelsenkirchen

16 February 1945

Fair weather continued and so the Air Force's offensive did likewise. This next mission was the following day, the 16th, and to Gelsenkirchen in the Ruhr. Flying as the 94th "B" Group the 401st dispatched 36 aircraft which included a Gee-H equipped aircraft from another Group.

Bombing on this mission was a combined effort of PFF, Gee-H and visual assists when the Lead Bombardier could see a checkpoint through terrific haze and contrails. All three Squadrons missed the primary but two of them put their bombs into another oil plant which was short of the assigned target. The bombing was technically poor but poor visibility should have required blind bombing only.

Intense and deadly accurate Flak met our formation at the target and caused the loss of three crews and damage to 31 of the returning aircraft. This was the roughest day the 401st had experienced since October 7th when the Flak got five crews at Politz.

The 612th did not furnish a lead on this mission but furnished the three High Flights in the three Squadrons. Crew loadings are as follows.

<u>A/c</u>	
42-31891	1st Lt. D.G. Jones and crew
43-37790	1st Lt. W.F. Martin and crew
42-31458	1st Lt. M.H. Lovell and crew
43-38541	1st Lt. C.P. Comer and crew
42-106992	2nd Lt. M.H. French and crew
44-6113	1st Lt. C.L. Hudnall and crew
43-38733	2nd Lt. C.J. Campbell and crew
42-39993	2nd Lt. J.A. Nolan and crew
43-37628	2nd Lt. M.M. Smith and crew

Mission 210

Target: Nurnburg

20 February 1945

After a lay-off of three days the 401st returned to Germany

on February 20th. Nurnburg was the target and 36 aircraft were dispatched for the job.

PFF bombing became necessary due to complete cloud cover at the target. Bombing was done in Group formation and the Lead Mickey Operator, Lt. Barnes of the 612th, turned in a very good job according to subsequent plotting of the Mickey Scope photos.

Flak proved to be troublesome on this mission and moderate amounts were experienced over the target. None of the personnel or aircraft received hits though and all returned safely. The Luftwaffe evidently maintains a healthy respect for our gunners as none of their fighters was seen.

Major Maupin, Squadron C.O., led the Group with Lt. Christensen and crew. Lt. Jeffries was Lead Navigator and Captain Winn was Lead Bombardier. Lt. Christensen, Lt. Kleppe and Lt. King finished their second tour of missions on this effort. Lt. Aschenbach turned in his usual capable performance as Deputy Leader and was followed by seven other 612th warriors, with crews, in the same formation. Crew loadings are as follows.

<u>A/c</u>	
43-38788	1st Lt. W.E. Cox and crew
44-8648	1st Lt. A.D. Aschenbach and crew
43-38680	1st Lt. C.L. Hudnall and crew
42-107039	1st Lt. W.F. Martin and crew
43-37628	2nd Lt. M.M. Smith and crew
43-38947	1st Lt. M.J. Christensen and crew
42-102393	1st Lt. D.G. Jones and crew
43-38637	1st Lt. W.T. Stein and crew
44-6506	2nd Lt. M.H. French and crew

Mission 211

Target: Nurnburg

21 February 1945

To complete the job thoroughly the Air Force returned to Nurnburg the following day, February 21st. Flying as the 94th "B" Group the 401st dispatched the 36 aircraft necessary. PFF type aircraft were also included as usual.

Bad clouds still persisted at the target and PFF bombing technique was employed. Each Squadron made an individual run and the concentration of smoke markers and plotting of the scope photos indicate good bombing was accomplished.

Meagre and accurate Flak was met in the Frankfurt area with meagre and inaccurate Flak being encountered at the target. Only seven of the aircraft sustained minor damage from this and none of the personnel were wounded. All aircraft returned safely.

Lt. Schaunaman led the Low Squadron with Flight Officer Munt lending his able performance as Lead Mickey Operator. Lt. Boddin flew as the Deputy Leader accompanied by seven other 612th crews also in the same formation. Crew loadings are as follows.

<u>A/c</u>	
44-8153	1st Lt. G.S. Schaunaman and crew
42-31891	1st Lt. F.H. Boddin and crew

<u>A/c</u>	
42-31662	1st Lt. W.E. Cox and crew
43-38637	1st Lt. R.L. Long and crew
42-102393	1st Lt. D.G. Jones and crew
42-107039	1st Lt. W.F. Martin and crew
42-39993	2nd Lt. J.A. Nolan and crew
43-38733	1st Lt. D.M. Schliemann and crew
42-106992	2nd Lt. L.C. Harveson and crew

Mission 212

Target: Ludwigshist

22 February 1945

Some more good weather and the Air Force, taking advantage of this, was out again the next day. This was a history-making "low-level" mission for the heavies intended to disrupt German communications by bombing a large number of targets located all over Germany. The 401st dispatched the 36 aircraft with the marshalling yards at Ludwigshist as their objective.

Going in with visual conditions at 10,300 feet to 11,300 feet the three Squadron Lead Bombardiers marked their assigned MPI's in superior performances falling nothing short of excellent bombing.

No enemy fighters were met nor Flak although the crews observed fighters very near the formation and which our own P-51's soon clobbered in handsome style. None of our aircraft or crews were harmed and all returned safely.

Captain Jim Goodman led the High Squadron to represent the 612th Squadron. Lt. Hyman, Navigator, Lt. Burge, Bombardier, with Lt. Barnes as Mickey Operator completed his lead team. Lt. Boddin flew in the Deputy Lead position with seven other 612th crews completing the mission in the same formation. Crew loadings are as follows.

<u>A/c</u>	
44-8153	Capt. J.F. Goodman and crew
42-106992	1st Lt. J. Roadman and crew
43-38680	1st Lt. C.L. Hudnall and crew
43-37628	2nd Lt. H.L. Holt and crew
42-31891	1st Lt. F.R. Boddin and crew
43-38637	Major J.D. Strauss and crew
42-102398	2nd Lt. L.C. Harveson and crew
44-6506	2nd Lt. M.H. French and crew
43-38788	1st Lt. J.A. Nolan and crew

Mission 213

Target: Ottingen

23 February 1945

Another low-level mission for the next day with the weather holding out to be visual. Out of the huge number of assigned targets the 401st were to bomb Hamburg with 36 aircraft to continue the offensive against communications of all types.

The good weather did not occur everywhere and our assigned primary could not be bombed due to clouds. The leader went off in search of a target of opportunity and selected Ottingen, Germany which had small marshalling yards. Again the three Lead Bombardiers turned in commendable performances gaining good to excellent results on the selected aiming points.

Still no enemy fighters but Flak did trouble them. Meagre Flak was encountered twice and proved accurate on one of these occasions. Despite this none of the aircraft was damaged and all personnel returned safely.

This was the 612th's time to stand down on a lead and fly the three High Flight positions again. Eight crews completed the mission. Crew loadings are as follows.

<u>A/c</u>	
42-106992	1st Lt. J. Roadman and crew
42-107039	1st Lt. D.M. Schliemann and crew
42-102393	1st Lt. D.G. Jones and crew
43-38637	1st Lt. R.L. Long and crew
43-38541	2nd Lt. H.L. Holt and crew
42-31591	2nd Lt. C.J. Campbell and crew
43-38788	1st Lt. A.F. Bloetscher and crew
43-37628	2nd Lt. L.F. Howard and crew

Mission 214

Target: Harburg

24 February 1945

Out again the fifth straight day, February 24th, to attack the oil installations at Harburg, Germany. Flying as the 94th "A" Group the 401 st. dispatched their 36 aircraft to contribute to the effort.

Despite breaking up into Squadrons for the bomb run the bombing had to be accomplished on the PFF method due to 10/10's clouds. All Mickey Operators reported successful runs with equipment working properly and expressed the belief that good bombing was the result.

The only enemy opposition for this mission was moderate Flak at the target which was inaccurate when it started but improving to accurate as the formation left the target area. This caused wounds to two men and damage to thirteen aircraft, but all aircraft returned safely.

Lt. Hayes led the 612th High Squadron with the very able assistance of Lt. Barnes as Mickey Operator. Lt. Aschenbach and crew flew in the Deputy Lead position and seven other 612th crews completed the mission in the same formation. Crew loadings are as follows.

<u>A/c</u>	
42-106992	1st Lt. J. Roadman and crew
42-31891	1st Lt. A.D. Aschenbach and crew
43-38541	1st Lt. J.P. Comer and crew
43-38788	1st Lt. D.M. Schliemann and crew
42-107039	1st Lt. C.L. Hudnall and crew
42-31662	1st Lt. D.G. Jones and crew
43-38733	1st Lt. M.H. Lovell and crew
44-8153	1st Lt. R.S. Hayes and crew
44-6506	2nd Lt. M.H. French and crew

Mission 215

Target: Munich

25 February 1945

Still the lovely weather and therefore a continued offensive. The assignment for February 25th was the large marshalling yards at Munich, Germany and 36 of the 401st aircraft took care of their share of the job.

Another visual target and the three Lead Bombardiers again turned in a handy job of bombing proficiency. The Lead, Captain Hutson of the 612th, turned in a first class job on the assigned target through much haze, smoke and fire from the previous bombing. The Low and High Squadron Leaders selected different aiming points within the marshalling yards and both did good to excellent bombing.

Flak at the target was moderate but generally inaccurate and bothered the crews but little. However, meagre and accurate Flak met the formation before the target at the German border, and caused considerable damage. None of the personnel sustained wounds although eleven of the aircraft received hits. All the crews are accounted for.

Major McCree turned in a superior job as Air Commander for the 612th which was leading the Group formation. Captain Goodman was the pilot with Captain Haberer as Navigator and Lt. Barnes as Mickey Operator. The Lead aircraft had part of their controls and oxygen system shot out going in to the target but continued on for a successful lead flying a manual bomb run for Captain Hutson, the Bombardier. Lt. Boddin was the Deputy Leader followed by seven other 612th crews. Crew loadings are as follows.

<u>A/c</u>	
44-8653	Capt. J.F. Goodman and crew
43-38680	1st Lt. C.L. Hudnall and crew
42-102393	1st Lt. D.G. Jones and crew
42-102398	2nd Lt. M.M. Smith and crew
42-31891	1st Lt. M.H. Lovell and crew
42-106992	1st Lt. C.J. Campbell and crew
43-38788	1st Lt. A.F. Bloetscher and crew
44-8153	1st Lt. F.R. Boddin and crew
42-31662	1st Lt. M.H. French and crew

The Lead crew of this mission is given below as an example of this type of crew.

44-8653	Capt. J.F. Goodman	Pilot
	Major D.G. McCree	Air Commander & Co-pilot
	Capt. W.E. Haberer	Navigator
	1st Lt. C.B. Minor	Navigator
	Capt. W.T. Hutson	Bombardier
	1st Lt. J.H. Barnes	Mickey Operator
	Pvt. W.H. Hoffman	Radio
	T/Sgt. R.C. Graupman	Engineer/Top turret gunner
	2nd Lt. G. McBain III	Group Observer & Tail gunner
	S/Sgt. C.F. Fiese	Waist gunner

Mission 216

Target: Berlin

26 February 1945

The target for February 26th was Berlin but only two of the 401st aircraft bombed the target. They flew as spares for the 351st and 457th Groups, both members of the 94th Combat Wing. The job for the 401st was to be Screening Force, which consisted of twelve aircraft.

This effort was met with no opposition and the other two aircraft had no difficulty with the Flak at Berlin. All returned safely and unharmed.

Three 612th aircraft flew with the Screening Force and one with the 457th Group as spare for an aborting aircraft. Crew loadings are as follows.

<u>A/c</u>	
42-106992	1st Lt. D.M. Schliemann and crew
42-31662	1st Lt. W.F. Martin and crew
44-6506	1st Lt. A.F. Bloetscher and crew
43-38637	Major J.D. Strauss and crew

Mission 217

Target: Leipzig

27 February 1945

For the second consecutive day the 401st experienced a partial stand-down as they again furnished a total of seven aircraft which participated in the February 27th mission to Leipzig. Six of the aircraft comprised the Low Section of the 94th "B" Group High Squadron and the other flew as spare with the 94th "A" Group.

All seven aircraft bombed on the smoke markers of their respective leads when over the target. Their bombing was PFF due to 10/10's clouds.

No enemy air opposition was encountered although Flak made an effort to reach the formation at two points, including the target, but none sustained battle damage and all returned safely.

Three of the 612th crews were to fly spare for the 94th "A" Group (Glatton) and only one completed the mission - Lt. Ahlers and crew. Loading for his crew was as follows.

<u>A/c</u>	
43-38541	2nd Lt. H.W. Ahlers and crew

Mission 218

Target: Soest

28 February 1945

Back out for a full 36 aircraft effort on February 28th to make the eighth straight day the 401st has been airborne operationally. The target was the marshalling yards at Soest, Germany -- the 401st flying as the 94th "B" Group in the Wing.

Again 10/10's clouds were found at the target and Gee-H bombing was resorted to as planned. No results were observed but Gee fixes taken by most navigators indicate bombing was very poor.

Neither Flak nor enemy aircraft contested our formations to give the crews another of the much desired "Milk Runs". All returned safely.

Lt. Schaunaman and crew led ten other 612th crews in the Low Squadron while Lt. Aschenbach flew as Group Deputy Spare and Lt. Stephens filling in the same Squadron from Spare position when a crew from another Squadron aborted. Crew loadings are as follows.

<u>A/c</u>	
42-97780	1st Lt. G.S. Schaunaman and crew
42-97113	2nd Lt. L.J. Stephens and crew
43-38511	1st Lt. J.P. Comer and crew
43-37790	1st Lt. D.M. Schliemann and crew

A/c

43-38680	1st Lt. C.L. Hudnall and crew
42-107039	1st Lt. W.F. Martin and crew
42-106992	2nd Lt. H.L. Holt and crew
43-38733	2nd Lt. C.J. Campbell and crew
43-38637	1st Lt. A.F. Bloetscher and crew
42-31662	Major J.D. Strauss and crew
42-102393	2nd Lt. L.G. Harveston and crew
42-39993	2nd Lt. J.A. Nolan and crew
?	1st Lt. A.D. Aschenbach and crew

MORE CREWS OF 612TH SQUADRON

2nd Lt. H.W. Ahlers
2nd Lt. R.H. Cropp
2nd Lt. H.W. Moos
Sgt. C.D. Sires
Sgt. A.J. Galfo
Sgt. H.M. Clark
S/Sgt. M.H. Boyce
Sgt. A.T. Czubar
Sgt. J.E. Anderson

2nd Lt. M.R. Lovell
2nd Lt. J.M. Gerant
2nd Lt. G.E. Price
2nd Lt. R.T. Phinney
Sgt. E.M. Stevens
Sgt. R.S. Knower
Sgt. J. Balfe
Sgt. R. Broadbroke
Sgt. E.R. Martineau

2nd Lt. L.G. Harveson
2nd Lt. S.P. Parsons
2nd Lt. J.R. Zacamy
Sgt. K.V. Moore
Sgt. J.L. Hall
Sgt. G.L. Brockway
Sgt. L.A. Crosby
Sgt. B.W. Kuhn
Sgt. K.A. Jetar

2nd Lt. J.A. Nolan
2nd Lt. C.N. Twiggs
Flt/O E.F. Vercelli
S/Sgt. C.L. Bella Donne
S/Sgt. S.K. Hathaway
S/Sgt. P. Siconolfi
Sgt. W.H. Feldman
Sgt. J.G. Stewart
Sgt. J.G. Martin

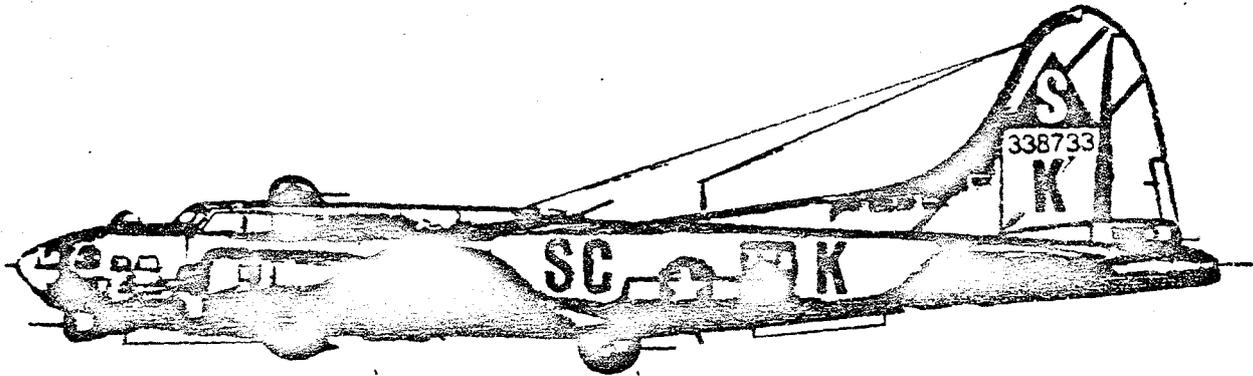
2nd Lt. H.L. Holt
2nd Lt. I.L. Gailey
2nd Lt. C.L. Lively
Sgt. B. Klapaw
Sgt. R.D. Hunt
Sgt. C.A. Huston
Sgt. C.W. Chapman
Sgt. J.J. Crosson Jr.
Sgt. F.D. Guin

2nd Lt. L.J. Stephens
2nd Lt. E.L. Wilt
2nd Lt. R.D. Harper
Sgt. H.D. Whitlock
S/Sgt. J.E. Douglas
Sgt. J.D. Graham
Sgt. K.B. Wisdom
Sgt. W.J. Brennan
Sgt. F.E. Lewelling

2nd Lt. L.F. Howard
2nd Lt. R.P. Lundgren
2nd Lt. E.R. Wilde
Sgt. M.R. Rossok
Sgt. E.M. Carson
Sgt. F.J. Corbo
Sgt. B.M. Ford
Sgt. G.R. McQuinston
Sgt. C.F. Taylor

Major J. Strauss
2nd Lt. G. McBain III
Flt/O R.B. Van Duinen
S/Sgt. L.O. Klindworth
S/Sgt. R.W. Chastain
T/Sgt. A.H. Nimmons
S/Sgt. R.V. Norris
S/Sgt. C.P. Williams
T/Sgt. C.R. Baghardt

1st Lt. F.H. Kleppe
2nd Lt. M.N. Korwald
2nd Lt. R.E. Van Duinen
Sgt. N.R. Schmalz
Sgt. E.W. Hendricksen
Sgt. P.J. Genga
Sgt. J. Laing
Sgt. F.E. Filatrout
Sgt. E.B. Pinilis



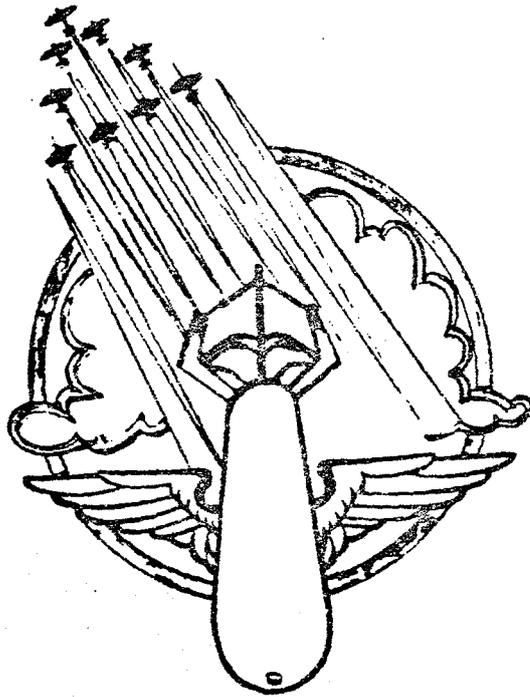
612TH BOMBARDMENT SQUADRON (H)

SQUADRON HISTORY

PART SIX

MARCH - APRIL 1945

MAY - JUNE 1945



MARCH 1945

The month of March now stands in the archives of time but not forgotten. Undoubtedly, the historians will make our posterity remember that this fateful month saw the massed break-through across the Rhine River and the resulting rout of the German Army which continues at this writing. The European War can hardly continue much longer because of these successes and we hopefully await an early ending.

These historians might overlook the part played by the Air Forces in preparing the way for this last offensive. But not the Air Corps members like those of the 401st who worked endless hours, as it seemed, keeping the Forts ready for more missions. We saw these efforts help to bring about the new record for the 401st of 22 missions completed in one operational month ---- exceeding the previous record of 21 established in June of 1944. Also, the grand total of missions now stood at 240, a rough average of one mission every two days and about 15 missions averaged for each month.

The total of 22 missions included 11 of which can be classified as Tactical Bombing. This percentage roughly represents the 8th Air Force's contributions along with the other Air Forces in this theatre. We know that this tremendous tactical air support contributed immeasurably towards the final reduction of the Wermacht. The Strategic Targets also helped our Armies indirectly for they kept hammering the German oil resources and on one occasion successfully wiped out the headquarters of the German High Command. Even at this stage of the war we can't help but feel that the presence of heavy bombers has been a vital necessity. Better weather conditions would have permitted more good work although in all fairness we must record that these were far better days than those experienced a year ago.

The weather improved for visual bombing also. Compared with the three visual drops last month there were eight for March although at least three of these runs were started and practically completed on the PFF method due to cloud cover in the target area. In only one case did the Lead Bombardier fail to find the target on the visual missions and that was partially excusable considering cloud cover and intense fires and smoke caused by bombing from preceding Groups. We might note further that the visual missions reflect noticeably in the state of the Group's morale. Not only do we realise that the war is expedited but also the combat personnel like the probability of not returning to the rougher targets so many times.

Enemy resistance was noticeably less in the air although two of the Group's aircraft were lost over enemy territory, one to flak and the other to fighters. The fighter attack was the first concerted effort the Luftwaffe had launched against the 401st since 24th August 1944. Their attacks were also a first for our Group in experiencing enemy jet-propelled fighters. They pressed their attack to within 100 yards taking advantage of the heavy and dense contrails but only managed to knock out one bomber. The 612th had their troubles with the enemy action as well but no personnel were lost directly to enemy action although the loss of seven men KIA was indirectly responsible to the Jerries.

This unfortunate accident happened to Lt. C.J. Campbell and crew on their 34th mission. Their aircraft (The "I'll Be Seeing You") sustained extensive damage from flak bursts and lost two engines in the target area of Rheine, Germany on March 24th. Later we learned the remainder of the story

from Lt. Campbell and Lt. Foy, the co-pilot. They had a terrible time trying to hold the stricken aircraft in the air as the elevator controls were shot off. Despite this they managed to bring the aircraft safely to the English coast after barely escaping the hazard of a ditching. Almost immediately they sighted an airfield and started their let-down of three hundred feet to land. On the final approach they were all set when another engine quit throwing the aircraft into a spin. The crash was almost instantaneous. Lt. Campbell, Lt. Foy and S/Sgt. Deaner, the R.C.M. Operator, were the only survivors of the crash and their complete recovery is imminent.

Flak also caused its usual damage which included wounds to several of the 612th personnel, none of which proved fatal. Those wounded were Flt. Officer William F. Kennedy, S/Sgt. Jack C. Stewart and Sgt. Leonard R. Mulcahey.

Lt. Campbell's crash did not officially count as a loss to enemy action and therefore the 612th Squadron's record of consecutive missions without a loss of a complete crew to the enemy climbed to an unbelievable figure --- 89 missions at the end of March. During the last six months a total of nine men have been KIA. One of these was caused by flak, one by anoxia and the other seven in the crash mentioned above. We remain proud of this accomplishment which reflects skill on the part of the ground and air personnel. We remain reluctant to investigate to see if this is a record. Still superstitious !!!

Accordingly, with on losses and more completed tours, the number of Air Medals and other awards was larger as well. 18 Air Medals were received by crew members of this Squadron and seven DFC's were awarded to Captain James F. Goodman, Captain George S. Schaunaman, Captain Wayman T. Hutson, 1st Lt. Frank P. Fraioli, 1st Lt. Walter E. Cox, 1st Lt. William I. Stein and T/Sgt. Reed L. Lee. All these DFC's were awarded for meritorious performances beyond the call of duty although only one stands out as being unusual. This was Captain Goodman's and an extract of his order is appended to this month's history.

Likewise promotions came in good numbers. Major Maupin was promoted to Lt. Col. 1st Lt.'s Christensen, Schaunaman, Roadman and Jeffery to Captaincy; 2nd Lt.'s Brazzil, McMahan, Matther, Meyrowitz, Moran, Smith A.L., Swatosh, Weinstein, Nolan, McElvain, Martin P.A., Schneck, Wilde, Wishnoff, Mitchell, Momberger, Howard L.F., Watterson, Stephens and Regan to 1st Lt., and Flt. Officer Van Duinen to 2nd Lt. Besides these there were 84 promotions in various grades for the enlisted personnel.

The large turnover in personnel saw the addition of several new crews in the Squadron. A complete roster of the personnel, by crew, is appended.

During the turnover we also lost our Squadron C.O. to an unknown assignment in the United States. Lt. Col. Maupin had just received his promotion when orders for this move reached him. We regret losing him after 15 months under his able leadership although we don't regret his chance to enhance his Army career. Succeeding as our Commanding Officer is well liked, well experienced, Squadron wise Major Donald G. McCree has been with the Squadron since before our trip overseas and is well aware of its problems and needs. Besides this he was acting C.O. for the three months last fall and all remember the superior manner in which he performed his duties at

that time. Needless to say, we are happy to have him as our new C.O. Major Joseph Strauss replaces him as Squadron Operations Officer.

Due to several Staff changes of late we think it appropriate to put a complete roster of the Squadron Staff Officers in this month's record --- both air and ground echelons. At the end of March the Staff was as follows:-

Major Donald G. McCree -----	Commanding Officer
Major Joseph D. Strauss -----	Operations Officer
Major Lyman P. Davison -----	Executive Officer
Capt. Roy R. Winn -----	Squadron Bombardier
Capt. Aaron Shapiro -----	Squadron Navigator
Capt. Vilas D. Clawson -----	Communications Officer
Capt. James M. Hamrick -----	Intelligence Officer
Capt. Herbert O. Kimmel -----	Aircraft Engineering Officer
Capt. Peter J. Pankratz -----	Squadron Medical Officer
Capt. Edward S. Wilder -----	Armament & Chemical Officer
1st Lt. Harry Basam -----	Equipment Officer
1st Lt. William S. Brone -----	Asst. Engineering Officer
1st Lt. Stanley G. Deines -----	Aviation Ordnance Officer
1st Lt. Lewis F. Garrett -----	Bomb Sight Maintenance Officer
1st Lt. Kent S. Geier -----	Radar Observer
1st Lt. Paul R. Myers -----	Asst. Intelligence Officer
1st Lt. Roy E. Rose -----	Squadron Supply Officer
1st Lt. Glenn H. Williams -----	Squadron Gunnery Officer
1st Lt. Robert P. Lundgren ----	Asst. Operations Officer

Another recent innovation is the arrival of numerous ex-infantry men who have been reclassified into the Air Corps after suffering wounds or battle injuries such as Trench Foot. These men came at an opportune moment because replacements were badly needed for the Air Corps men who have been sent to the Infantry in large numbers from the base. Somebody in higher echelon forgot their arithmetic in taking men and not replacing them. This almost resulted in a serious shortage of personnel in some departments. We are glad to get these men who seem more appreciative of our life than we do. After listening to some of their experiences we well realize that our life in England isn't half as bad as some make it out.

Mission 219

Target: Heilbron

1 March 1945

Mission number one for March was a continuation of the non-stop February offensive when the 401st dispatched 36 aircraft to attack marshalling yards at Heilbron, Germany on March 1st. This was the ninth consecutive day of operations for the Group.

Due to the conventional cloud cover over the target instrument bombing was employed with no results observed. The Lead and Low Squadrons bombed individually on the PFF method and the High Squadron used Gee-H technique.

No enemy fighters harassed the formations and only meager and inaccurate flak was observed. Battle damage and casualties were nil and all aircraft and crews returned safely.

Captain Jim Goodman, 612th, led the High Squadron with Lt. Hyman as Navigator, Lt. Burge as Bombardier and Flt. Officer Munt as Mickey Oper-

ator. Lt. Boddin capably flew the Deputy Squadron Lead position followed by 10 other 612th crews. Crew loadings are as follows.

<u>A/c</u>	
7592	Capt. J.F. Goodman and crew
43-37790	2nd Lt. L.J. Stephens and crew
43-38541	1st Lt. J.P. Comer and crew
42-107039	1st Lt. W.F. Martin and crew
42-102398	2nd Lt. J.P. Moran and crew
43-38733	2nd Lt. H.W. Ahlers and crew
42-106992	2nd Lt. H.L. Holt and crew
43-37628	2nd Lt. R.P. DeMarco and crew
42-31662	Major J.D. Strauss and crew
43-38788	1st Lt. A.F. Bloetscher and crew
42-39993	2nd Lt. J.A. Nolan and crew

Mission 220

Target: Chemnitz

2 March 1945

The following day the 401st continued the offensive going deeper into Germany with the primary target at Leipzig -- the target being the oil industries at Bohlen near Leipzig. The usual 36 aircraft comprised the formation.

The "Buckeye" scouting force advised bombing the secondary target at Chemnitz marshalling yards because of cloud cover at the primary. The formation proceeded and bombed Chemnitz by the PFF method with no observations possible due to the clouds.

Neither flak nor fighters hindered the successful completion of the mission and again all the crews and aircraft returned unharmed.

Lt. George Schaunaman led the High Squadron with the capable assistance of Lt. Sandoe as Bombardier, Lt. Purrier as Navigator and Lt. Barnes as Mickey Operator. Lt. Boddin started the mission in the deputy position but had to abort. However he successfully bombed a railway two miles from Koblenz and gets credit for an abortive sortie. Ten other 612th crews completed the mission. Crew loadings are as follows.

<u>A/c</u>	
43-38637	1st Lt. R.L. Long and crew
43-38810	1st Lt. A.R. Grimm and crew
42-31662	2nd Lt. C.J. Campbell and crew
43-38541	1st Lt. J.P. Comer and crew
43-38680	1st Lt. F.N. Maire and crew
43-37628	2nd Lt. M.M. Smith and crew
44-6506	2nd Lt. M.H. French and crew
42-106992	1st Lt. M.H. Lovell and crew
42-102398	2nd Lt. R.P. DeMarco and crew
44-6113	2nd Lt. L.J. Stephens and crew
44-8153	1st Lt. G.S. Schaunaman and crew
	1st Lt. F.R. Boddin and crew

Mission 221

Target: Chemnitz

3 March 1945

On the 3rd day of March the 401st set out with 36 aircraft to attack the oil installations at Ruhland, Germany; Chemnitz, Germany was

again the PFF secondary - the marshalling yards remaining the aiming point.

A bomb run was made on the primary but clouds precluded the possibility of visual bombing and the Group returned via the secondary and dropped by PFF methods in Group formation. No results were observed.

Moderate flak was met in the Frankfurt and Dresden areas causing extensive damage to 16 aircraft and wounds to two of the crew members. Fortunately none of the aircraft were lost.

Major Jere Maupin flew as Group Leader with Captain Goodman's crew. Lt. Jeffrey was Lead Navigator, Captain Winn was Lead Bombardier and Lt. Barnes flew as Mickey Operator. Lt. George Schaunaman completed his tour of operations leading the Low Squadron with Lt. Sandoe as Bombardier, Lt. Purrier as Navigator and Flt. Officer Munt as Mickey Operator. No deputy lead was furnished by the 612th although ten other crews completed the mission. Crew loadings are as follows.

<u>A/c</u>	
44-8653	Capt. J.F. Goodman and crew
44-3153	1st Lt. G.S. Schaunaman and crew
42-97664	1st Lt. F.N. Maire and crew
43-37790	1st Lt. J.P. Comer and crew
42-107039	1st Lt. W.F. Martin and crew
43-38637	2nd Lt. J.P. Moran and crew
42-102793	1st Lt. M.H. Lovell and crew
43-37628	2nd Lt. H.W. Ahlers and crew
43-38733	1st Lt. C.J. Campbell and crew
42-31662	2nd Lt. L.F. Howard Jr. and crew
44-6506	1st Lt. M.H. French and crew
42-39993	2nd Lt. J.A. Nolan and crew

Mission 222

Target: Schwabmunchen

4 March 1945

The twelfth consecutive mission was completed on 4th March when the Group bombed Schwabmunchen, Germany with 36 of the 38 aircraft dispatched (including one Gee-H aircraft from the 381st Group). The target was an aircraft components plant owned by the Messerschmitt concern.

Gee-H bombing technique was employed due to cloud cover with the Lead and High Squadrons bombing together and the Low Squadron making an individual run. Subsequent plotting of results show hits on the target according to the Air Division.

No enemy opposition of any type was encountered and all aircraft and crews returned safely to base.

Lt. Hayes with Lt. Minor as Navigator, Lt. Murphy as Bombardier and Flt. Officer Munt as Mickey Operator led the Low Squadron, Lt. Boddin flying as his deputy leader. Eleven other 612th crews completed the mission, while one could not take off and one aborted and landed in France. Crew loadings are as follows.

<u>A/c</u>	
42-107039	1st Lt. W.F. Martin and crew
42-102398	Major J.D. Strauss and crew
43-37790	1st Lt. D.M. Schliemann and crew

<u>A/c</u>	
43-38637	1st Lt. R.L. Long and crew
43-38541	1st Lt. J.P. Comer and crew
42-31662	2nd Lt. L.J. Stephens and crew
43-38680	2nd Lt. H.L. Holt and crew
43-38733	2nd Lt. L.D. Harveson and crew
43-38810	1st Lt. A.F. Grimm and crew
42-97664	1st Lt. F.N. Maire and crew
44-6506	1st Lt. M.H. French and crew
	1st Lt. R.S. Hayes and crew
	1st Lt. F.R. Boddin and crew

Mission 223

Target: Siegen

7 March 1945

No record of this mission on the microfilm.

The 401st sent 36 aircraft to attack Siegen.

Mission 224

Target: Essen

8 March 1945

Mission 224 was an assignment for 36 aircraft to attack oil facilities at Betrop, Germany (Ruhr Valley) with Essen's marshalling yards as the secondary assignment. This was flown on 8th March .

The primary couldn't be bombed visually and the Group proceeded to bomb the secondary in Group formation by PFF means. No results could be ascertained.

Enemy opposition was limited to five or six inaccurate bursts of flak over the target and all aircraft and crews returned safely.

Lt. Aschenbach represented the 612th leading the Low Squadron. This was his first lead and Lt. Brazzil flew as Lead Navigator, Lt. Folkerts as Lead Bombardier and Flt. Officer Jenkins as Mickey Operator. Lt. Boddin flew as his Deputy Leader and ten other 612th crews completed the mission in the Lead Squadron. Crew loadings are as follows.

<u>A/c</u>	
42-107039	1st Lt. W.F. Martin and crew
42-102398	Major J.D. Strauss and crew
43-37790	1st Lt. D.M. Schliemann and crew
43-36637	1st Lt. R.L. Long and crew
43-38541	1st Lt. J.P. Comer and crew
42-31662	2nd Lt. L.J. Stephens and crew
43-38733	2nd Lt. L.D. Harveson and crew
43-38810	1st Lt. A.F. Grimm and crew
44-6506	1st Lt. M.H. French and crew
42-97664	1st Lt. F.N. Maire and crew
	1st Lt. A.D. Aschenbach and crew
	1st Lt. F.R. Boddin and crew

Mission 225

Target: Hagen

10 March 1945

German communications continued as the object of the Air Force when 36 aircraft from the 401st attacked Hagen, Germany on March 10th. The MPI was on the marshalling yards.

As usual cloud covered the target and blind bombing was resorted to. This time the bombs were dropped in Group formation on the Gee-H method. No results of the bombing were observed.

Inaccurate and meager flak was observed over the target and in the Munster area, comprising the only enemy opposition. All aircraft and crews returned safely.

Captain Jim Goodman led the High Squadron with Lt. Hyman as the Navigator and Lt. Burge as the Bombardier, representing the 612th. No deputy was furnished although ten other 612th crews completed the mission. Crew loadings are as follows.

<u>A/c</u>	
44-8033	Capt. J.F. Goodman and crew
43-38733	1st Lt. C.J. Campbell and crew
43-38810	1st Lt. A.R. Grimm and crew
42-102398	2nd Lt. J.F. Moran and crew
43-38541	1st Lt. M.H. Lovell and crew
42-107039	1st Lt. D.M. Schliemann and crew
42-102393	2nd Lt. L.D. Harveson and crew
42-106992	2nd Lt. H.L. Holt and crew
43-38788	2nd Lt. A.F. Bloetscher and crew
44-6506	2nd Lt. M.H. French and crew
43-38637	1st Lt. R.L. Long and crew

Mission 226

Target: Bremen

11 March 1945

Out again the next day to hit Bremen, Germany was the assignment and 36 aircraft were dispatched to hit the submarine pens and manufacturing plants in the dock area.

The target was obscured by 10/10's clouds and PFF bombing was resorted to with unobserved results. Good results are believed to have been obtained.

Enemy opposition was only in the form of meager and generally inaccurate flak from Bremen which resulted in minor damage to seven aircraft. None of the personnel were wounded and all aircraft returned safely.

Major McCree flew with Captain Goodman and crew to lead the Group. Lt. Hyman as Navigator, Lt. Burge as Bombardier and Lt. Barnes as Mickey Operator completed the Lead crew. The 612th did not furnish a deputy lead although Lt. Aschenbach and crew led the High Squadron formation. Crew loadings are as follows.

<u>A/c</u>	
44-3449	Capt. J.F. Goodman and crew
43-38637	1st Lt. R.L. Long and crew
43-35758	1st Lt. A.F. Bloetscher and crew
43-38733	1st Lt. C.J. Crawford and crew
44-6113	2nd Lt. L.J. Stephens and crew
44-6506	1st Lt. M.H. French and crew
42-102393	2nd Lt. L.D. Harveson and crew
42-102395	2nd Lt. R.F. DeMarco and crew
43-38810	1st Lt. A.F. Grimm and crew
42-102992	2nd Lt. H.L. Holt and crew

A/c

42-31663

1st Lt. M.M. Smith and crew

1st Lt. A.D. Aschenbach and crew

Mission 227

Target: Swinemunde

12 March 1945

March 12th saw another mission dispatched with 36 aircraft participating. This was a long haul to Swinemunde on the Baltic where the target was the shipping facilities, docks and ships at anchor in the Swinemunde harbour.

Unfortunately the 10/10's clouds still persisted even this far East and PFF bombing was resorted to. However the target afforded an excellent run for the Mickey Operators and good results were obtained as evidenced by subsequent Air Division plotting and evaluation reports.

Only meager and inaccurate flak hampered this successful mission and was from the target area. None of the personnel or aircraft sustained hits and all aircraft returned safely to base.

Lt. Aschenbach led the Low Squadron with the capable assistance of Lt. Brazzil as Navigator, Lt. Folkerts as Bombardier and Flt. Officer Munt as Mickey Operator. No deputy Squadron lead was furnished by the 612th although eleven other crews completed the mission with ten flying in the Lead Squadron and one in the Low Squadron. Crew loadings are as follows.

A/c

43-38541

1st Lt. C.P. Spence and crew

43-38810

1st Lt. A.R. Grimm and crew

42-97664

1st Lt. F.N. Maire and crew

44-6113

2nd Lt. L.J. Stephens and crew

42-102398

2nd Lt. J.P. Moran and crew

42-31662

1st Lt. M.M. Smith and crew

43-38773

1st Lt. C.J. Campbell and crew

42-106992

2nd Lt. R.P. DeMarco and crew

42-107039

2nd Lt. G.S. Guiler and crew

44-6506

1st Lt. M.H. French and crew

1st Lt. A.D. Aschenbach and crew

Mission 228

Target: Lohne

14 March 1945

Mission 228 came, after a day of rest, on the 14th March. German communications in the way of marshalling yards were the object of the attack and located at Lohne, Germany for the 401st.

Intense ground haze caused the three Squadrons to start their run on Gee-H technique but finally the Lead Bombardier took over and bombed visually. The Lead Squadron hit to the right and short but the other two Squadrons hit the assigned target obtaining goog results.

Meager and accurate flak met the formation at the target, comprising the only enemy opposition. Nine of the aircraft sustained minor damage. None of the personnel were wounded and all the aircraft returned safely.

This was a stand-down day for the 612th lead crews although Major Strauss flew as Squadron Commander in the Low Squadron. Ten other crews of

the 612th completed the mission flying in the Low Squadron. Crew loadings are as follows.

<u>A/c</u>	
43-37790	2nd Lt. H.M. Blomquist and crew
42-107039	1st Lt. W.F. Martin and crew
43-38788	1st Lt. C.F. Spence and crew
42-102398	2nd Lt. J.F. Moran and crew
43-38810	1st Lt. A.R. Grimm and crew
42-31891	2nd Lt. H.W. Ahlers and crew
42-31662	2nd Lt. L.F. Howard and crew
43-38541	1st Lt. J.A. Nolan and crew
42-106992	1st Lt. H.L. Holt and crew
42-102393	2nd Lt. L.B. Harveson and crew
	Major J.D. Strauss and crew

Mission 229

Target: Zessen (Berlin)

15 March 1945

A long haul was slated for the next day, March 15th, and took the 36 aircraft to bomb the German Staff Headquarters at Zessen Wondsdorf, near Berlin.

Visual bombing was employed on this target although it probably should not have been, due to the terrific ground haze and intense smoke coverage of the target from the previous bombing. As a result none of the three Squadrons hit the assigned target.

Meager and inaccurate flak hit the formation near Stendal and that was all the trouble they had. Seven of the aircraft sustained battle damage but none of the crew members were wounded. All returned home safely.

Lt. Hayes led the High Squadron with Lt. Minor as Navigator, Lt. Sandoe completing his tour as Bombardier and Lt. Barnes as Mickey Operator. Lt. Boddin flew as his deputy Squadron Leader and ten other 612th crews completed the mission in the same formation. Crew loadings are as follows.

<u>A/c</u>	
43-38788	1st Lt. C.F. Spence and crew
44-6113	2nd Lt. L.J. Stephens and crew
42-102398	2nd Lt. H.M. Blomquist and crew
43-37628	1st Lt. C.L. Hudnall and crew
43-38637	1st Lt. R.L. Long and crew
42-31891	1st Lt. M.M. Smith and crew
43-38733	1st Lt. C.J. Campbell and crew
43-37790	2nd Lt. R.P. DeMarco and crew
43-38810	2nd Lt. G.S. Guiler and crew
44-6506	1st Lt. M.H. French and crew
	1st Lt. R.S. Hayes and crew
	1st Lt. F.R. Boddin and crew

Mission 230

Target: Molbis

17 March 1945

Another deep penetration followed on March 17th when the 401st attacked with 36 aircraft in the Leipzig area. The specific target was flak gun installations near the secondary target for the 401st, and primary for the rest of the division. The secondary target was the power and oil plant at Molbis.

The usual 10/10's clouds obscured the flak guns and so the formation proceeded to bomb by Squadrons on the PFF method. Mickey Operators reported good bomb runs but no observations of the results was possible.

Meager flak was close but not close enough to cause damage to any of the aircraft. This was in the target area and no other opposition was encountered. All aircraft are accounted for.

Lt. Aschenbach represented the 612th leading the High Squadron with Lt. Brazzil as Navigator, Lt. Folkerts as Bombardier and Flt. Officer Jenkins as Mickey Operator. No deputy lead was furnished although ten other 612th crews completed the mission flying in the Lead Squadron. Crew loadings are as follows.

<u>A/c</u>	
43-38680	1st Lt. C.L. Hudnall and crew
42-107039	1st Lt. W.F. Martin and crew
43-38637	1st Lt. R.L. Long and crew
42-102398	2nd Lt. J.P. Moran and crew
42-31662	1st Lt. M.M. Smith and crew
42-31891	2nd Lt. H.W. Ahlers and crew
43-38733	1st Lt. C.J. Campbell and crew
42-102393	2nd Lt. L.D. Harveston and crew
44-6506	1st Lt. M.H. French and crew
43-38541	1st Lt. J.A. Nolan and crew
	1st Lt. A.D. Aschenbach and crew

Mission 231

Target: Berlin

18 March 1945

Back to Berlin on March 18th, for the second time in March, went 36 of the Group's aircraft to bomb one of the remaining marshalling yards capable of handling traffic. The 401st flew as the 94th "C" Group.

The bomb run proved to be one of the most difficult experienced by Lead Bombardiers due to 3/10's to 5/10's clouds and heavy contrails and smoke obscuring the target. The bomb run was on PFF until 20 to 30 seconds before bombs away when the Lead Bombardiers took over. The assigned target could'nt be found and the bombs were dropped on other aiming points with hits seen in one marshalling yard and others in the built-up area.

For the first time in months the Group experienced fighter attacks. Six to eight Me-262 type jets hit the formation between the IP and the target attacking from all positions and causing damage to some aircraft and the loss of one crew. The gunners could not easily cope with the jets as they were slipping in close, flying through contrails and thereby hiding themselves until about a 100 yards from the bombers.

Flak was encountered at two points and proved to be accurate, adding to the damage. One returning crew member was wounded, nine are missing and 16 aircraft received battle damage.

Lt. Boddin represented the 612th leads flying as Deputy Leader for the High Squadron. Ten other 612th crews completed the mission flying in the Low Squadron formation. Crew loadings are as follows.

<u>A/c</u>	
44-6113	2nd Lt. L.J. Stephens and crew

A/c
42-106992 2nd Lt. H.L. Holt and crew
42-31662 2nd Lt. L.F. Howard and crew
43-38788 1st Lt. J.A. Nolan and crew
43-38680 1st Lt. C.L. Hudnall and crew
43-37790 2nd Lt. R.P. DeMarco and crew
42-31891 2nd Lt. H.W. Ahlers and crew
43-38637 1st Lt. C.J. Campbell and crew
44-6506 1st Lt. M.H. French and crew
43-38541 2nd Lt. W.L. McKale and crew
1st Lt. F.R. Boddin and crew

Mission 232

Target: Plauen

19 March 1945

For the third straight day the 401st went deep in enemy territory. The target assigned was Molbis power and benzol production with Plauen being the secondary target with its cellulose production. Flying as the 94th "B" Group the 401st dispatched 36 aircraft on March 19th to do the job.

The primary assignment could not be hit visually and the Group proceeded to bomb the number 3 target at Plauen on the PFF method. Despite 10/10's coverage at this target a slight break in the clouds afforded a brief look at the target and several of the crews saw hits in the built-up area which photos confirmed. This was a good result for PFF bombing.

As a relief from the previous day the crews encountered no form of enemy opposition and all personnel and aircraft returned unharmed.

Major Strauss represented the 612th flying as Air Commander for the High Squadron with another Squadron's Lead Crew on which Lt. Barnes flew as Mickey Operator. Lt. Boddin flew in the Deputy position and ten other 612th crews completed the mission in the same formation. Crew loadings are as follows.

A/c
43-36637 1st Lt. J.A. Nolan and crew
42-107039 1st Lt. W.F. Martin and crew
42-102396 1st Lt. J.P. Moran and crew
43-37790 2nd Lt. R.P. DeMarco and crew
43-38733 1st Lt. C.J. Campbell and crew
43-39910 1st Lt. M.M. Smith and crew
42-31662 2nd Lt. L.F. Howard Jr. and crew
43-30788 1st Lt. C.P. Spence and crew
42-97664 1st Lt. F.N. Maire and crew
44-6113 2nd Lt. L.J. Stephens and crew
1st Lt. F.R. Boddin and crew
Major J.D. Strauss with another Squadron's crew.

Mission 233

Target: Hopsten

21 March 1945

After a day of rest the Group went out on March 21st, but on a shorter mission. The assigned primary was an arms dump at Hopsten, Germany and 36 aircraft were dispatched as the 401st effort.

Excellent visual weather permitted visual bombing in which all three Squadron Lead Bombardiers accomplished good to excellent bombing on the assigned aiming points.

No enemy opposition was met on this mission, making it one of the most ideal missions the Group has run. All personnel and aircraft returned to base safely.

Lt. Hayes represented the 612th leading the High Squadron. Lt. Murphy, his bombardier, accomplished an excellent job of bombing with the able assistance of Lt. Minor as Navigator and Lt. Barnes as Mickey Operator. Lt. Boddin flew as Deputy Leader for the Lead Squadron and ten other 612th crews completed the mission flying as the Low Squadron. Crew loadings are as follows.

<u>A/c</u>	
42-106992	2nd Lt. G.S. Guiler and crew
43-38810	1st Lt. A.R. Grimm and crew
42-102398	1st Lt. J.P. Moran and crew
43-38680	1st Lt. C.L. Hudnall and crew
43-37790	1st Lt. M.M. Smith and crew
42-31662	2nd Lt. L.F. Howard Jr. and crew
43-38733	2nd Lt. H.H. Blomquist and crew
42-97664	1st Lt. F.N. Maire and crew
43-38637	1st Lt. C.P. Spence and crew
42-107039	1st Lt. W.F. Martin and crew
	1st Lt. R.S. Hayes and crew
	1st Lt. F.R. Boddin and crew

Mission 234

Target: Barmingholten

22 March 1945

March 22nd found a continuation of the tactical offensive against airfields suitable for the German Air Force tactical work, and against any other German Army installations requested by the Allied Command. Such was the case for the 401st which bombed a barracks area just across the Rhine at the Ground Forces request. 36 aircraft were dispatched on this job.

Visual weather was again encountered and the Lead Bombardiers did not leave the target unmolested as they accomplished excellent bombing with only one Squadron's bombs falling short of 100% within the 1000 feet radius of the assigned aiming point.

Meager and inaccurate flak formed the only enemy resistance and was met at the target. Only one aircraft sustained hits and all the others returned safely to base.

Captain Hayes (note promotion) led the High Squadron representing the 612th. Lt. Monor was his Lead Navigator who ably assisted Lt. Murphy the Lead Bombardier in getting his checkpoints before obtaining a "shack". Lt. Boddin flew as deputy for the Lead Squadron while Major Strauss flew as Air Commander for the Low Squadron. Ten other 612th crews flew on this mission flying in the High Squadron. Crew loadings are as follows.

<u>A/c</u>	
43-38810	2nd Lt. H.H. Blomquist and crew
43-38680	1st Lt. C.L. Hudnall and crew
42-107039	1st Lt. W.F. Martin and crew
43-38637	1st Lt. M.M. Smith and crew
42-106992	2nd Lt. H.W. Ahlers and crew
43-38733	1st Lt. C.J. Campbell and crew
43-38541	2nd Lt. G.S. Guiler and crew

<u>A/c</u>	
43-31662	1st Lt. J.A. Nolan and crew
44-6113	2nd Lt. L.D. Harveson and crew
44-6506	2nd Lt. L.F. Howard Jr. and crew
	Capt. R.S. Hayes and crew
	1st Lt. F.R. Boddin and crew

Mission 235

Target: Gladbeck

23 March 1945

The unrelenting tactical offensive continued the following day with railroad sidings and depots at Gladbeck, Germany as the target. The usual 36 aircraft were dispatched on the job flying as the 94th "C" Group.

Lovely visual weather again presented itself for the Lead Bombardiers and they did another good job of bombing with all bombs falling within the 2000 feet radius from the assigned aiming point.

Meager but accurate flak intercepted the formation on the bomb run and caused minor battle damage to 12 of the aircraft. None of the crew members were wounded and all aircraft returned safely to base.

Lt. Aschenbach flew as Low Squadron Leader to represent the 612th leads. Lt. Brazzil flew as his Navigator assisting Lt. Folkerts in his excellent job of putting 85% of his bombs within 1000 feet of the assigned aiming point. Ten other 612th crews flew this mission in the Low Squadron formation. Crew loadings are as follows.

<u>A/c</u>	
43-38788	1st Lt. C.P. Spence and crew
43-38810	2nd Lt. H.H. Blomquist and crew
42-107039	1st Lt. W.F. Martin and crew
43-38637	1st Lt. M.M. Smith and crew
42-97664	2nd Lt. H.W. Ahlers and crew
43-38541	2nd Lt. G.S. Guiler and crew
42-31662	2nd Lt. L.F. Howard Jr. and crew
42-106992	1st Lt. J.A. Nolan and crew
43-37790	2nd Lt. G. McBain III and crew
	1st Lt. A.D. Aschenbach and crew

Mission 236

Target: Rheine

24 March 1945

For the fourth straight day the 401st was doing tactical work along with all Air Forces in the ETO. Obviously it was designed to help the established as well as the impending bridgeheads across the Rhine river. The arms dump at Rheine, Germany was the Group's target and 36 aircraft did the job.

More visual weather for bombing and more good bombing as a result. All three Squadrons put their bombs in the assigned area for another mission of good work accredited to the 401st's already established good bombing record.

Wickedly accurate flak met the formation on the bomb run although it was only meager to moderate in amount. Eighteen of the aircraft sustained damage and one ended up crashing after reaching England as a result of battle damage. This was the crew of Lt. Campbell's, a 612th Squadron member. Besides the three wounded and seven killed in their aircraft one other

man sustained wounds, also from the 612th. All other aircraft returned safely.

Major Strauss led the Group on this effort flying with a staff crew from the 615th. Lt. Boddin completed his tour of missions flying as Group Deputy Leader. Capt. Hayes with Lt. Minor as Navigator and Lt. Murphy as Bombardier turned in his usual good job of leading the High Squadron on a mission. Lt. Murphy continued his good job as a Lead Bombardier. Ten other 612th crews, including Lt. Campbell's, successfully bombed the target. Crew loadings are as follows.

<u>A/c</u>	
43-38788	1st Lt. C.P. Spence and crew
44-6112	2nd Lt. L.J. Stephens and crew
42-107039	1st Lt. W.F. Martin and crew
42-31891	2nd Lt. E.W. Ahlers and crew
42-106992	2nd Lt. H.L. Holt and crew
43-38733	1st Lt. C.J. Campbell and crew
43-38541	2nd Lt. G.S. Guiler and crew
42-102393	2nd Lt. L.D. Harveson and crew
42-31662	2nd Lt. L.F. Howard Jr. and crew
42-102399	1st Lt. J.A. Nolan and crew
	Capt. R.S. Hayes and crew
	1st Lt. F.R. Boddin and crew

Mission 237

Target: Twenty Enschede

24 March 1945

A second mission was completed on March 24th with 12 crews from the 401st participating, flying as the High Squadron in the 94th CBW Composite Group. The target was the airfield at Twenty Enschede, Holland.

Again visual bombing was possible and Lt. Folkerts, Lead Bombardier from the 612th, accomplished an excellent job of dropping the bombs on the assigned aiming point with a resulting excellent pattern along the runway.

Meager and accurate flak was encountered at the target causing damage to four of the aircraft. No other opposition was met, no personnel were wounded, and all aircraft returned safely to base.

Lt. Aschenbach was representing another 612th lead on this mission, ably assisted by Lt. Brazzil as Navigator and Lt. Folkerts mentioned above. Two other complete 612th crews and four extra 612th men participated on this mission. Crew loadings are as follows.

<u>A/c</u>	
43-37790	2nd Lt. H.D. Blomquist and crew
44-6506	1st Lt. M.M. Smith and crew
	1st Lt. A.D. Aschenbach and crew

Personnel flying with 613th Squadron:

2nd Lt. R.P. Lundgren
2nd Lt. M.D. Sims
T/Sgt. C.R. Gabhardt
S/Sgt. P.J. Cherubini

Mission 238

Target: Berlin

28 March 1945

Bad weather set in again and the 401st was inactive until March

28th. The assigned target was an armament factory at Berlin (Spandau) and was bombed by PFF means. Flying as the 94th CBW "A" Group the usual 36 aircraft were dispatched to complete the job.

The weather was clear almost to the target, but, as mentioned above, PFF means of bombing were necessary. No observations were possible although subsequent plotting indicates the bombs were not wasted as they hit some part of the city.

Moderate flak was observed at Kassel and meager flak was met at the target. The target flak varied from inaccurate to accurate causing damage to 20 of the returning aircraft and wounds to one crew member. One aircraft was lost as a result of the flak and another crew parachuted from their burning aircraft over France. No air opposition was encountered.

Major McCree flew as Air Commander for the Group, also leading the Wing. He was with Major Strauss and crew which included Captain Shapiro as Navigator, Captain Winn as Bombardier and Flt. Officer Munt as Mickey Operator. Captain Hayes and crew represented the 612th Squadron leading the Low Squadron. Nine other 612th crews completed the mission flying in the High Squadron formation. Crew loadings are as follows.

<u>A/c</u>	
44-6113	2nd Lt. L.J. Stephens and crew
43-38810	2nd Lt. H.H. Blomquist and crew
42-97664	2nd Lt. R.H. Guy and crew
43-38637	1st Lt. M.M. Smith and crew
42-106992	2nd Lt. J.J. Hazelton and crew
43-37790	2nd Lt. R.W. Kamper and crew
43-38541	2nd Lt. G.S. Guiler and crew
42-102393	2nd Lt. L.D. Harveson and crew
42-31662	2nd Lt. L.F. Howard and crew
43-38680	1st Lt. J.D. Nolan and crew
	Capt. R.S. Hayes and crew

Flying with 615th Squadron:-

Major D.G. McCree
Major J.D. Strauss
Capt. A. Shapiro
Capt. R.R. Winn
2nd Lt. W.H. Bergman

Mission 239

Target: Bremen

30 March 1945

Mission number 239 came on March 30th. This required the usual 36 aircraft and the target was submarine pens and their component agencies at Bremen, Germany. The 401st flew as the 94th CBW "C" Group.

Clouds messed up the possibility of a successful visual bomb run and the formation started in on a PFF run. Just before bombs away the clouds broke and the three Lead Bombardiers tried to make proper corrections for a visual bombing. It was impossible to make all the corrections and the bombing was not so good. The High Squadron's bombs, Lt. Murphy from 612th was bombardier, just touched the assigned area while the Low and Lead Squadron's bombs were just to the right and over. However, both of these Squadron's hit in the dock area causing extensive damage.

Moderate and accurate flak tracked the formation for about five minutes in the target area, comprising the only enemy reaction. Twenty-three of the aircraft sustained damage and three of the crew members were wounded, all three being from the 612th Squadron. One had serious wounds in the abdomen.

Captain Hayes represented the 612th leads flying his last mission. He led the High Squadron with the able assistance of Lt. Minor as Navigator, Lt. Murphy as Bombardier and Lt. Barnes as Mickey Operator. Lt's Minor and Murphy also finished their missions. Eleven other 612th crews completed the mission with all but one flying in the Lead Squadron. The other filled in from the spare position in the Low Squadron. Crew loadings are as follows.

<u>A/c</u>	
43-38766	1st Lt. C.P. Spence and crew
42-31662	2nd Lt. J.A. Clemmons and crew
44-6113	2nd Lt. L.J. Stephens and crew
42-38810	2nd Lt. C.H. Blomquist and crew
42-97664	2nd Lt. R.H. Guy and crew
42-102398	2nd Lt. J.J. Hazelton and crew
42-31891	2nd Lt. H.W. Ahlers and crew
42-107039	2nd Lt. R.P. DeMarco and crew
43-38541	2nd Lt. G.S. Guiler and crew
44-6506	1st Lt. M.H. French and crew
42-102393	2nd Lt. J.F. Moran and crew
	Capt. R.S. Hayes and crew

Mission 240

Target: Weimar

31 March 1945

The last, and 22nd mission for March, was flown on the 31st. This was another long haul designed to bomb the oil production plants at Merseburg. Halle and Weimar were listed as the alternative targets. Thirty-six aircraft were dispatched on this effort flying as the 94th "C" Group.

The primary and secondary targets were obscured by clouds and the formation went to the number three target at Weimar. Here the clouds bothered the Lead Bombardiers also and the bombing was a PFF job with visual assistance through cloud breaks. The Lead and Low Squadrons had all their bombs within the 2000 foot radius while the High Squadron's fell far short and to the left.

Flak was observed on this mission but none hit the formation, and all aircraft and crews returned to base safely.

Major Strauss led the Group with a 615th crew. Nine other 612th crews completed the mission with one aborting. Crew loadings are as follows.

<u>A/c</u>	
42-31662	2nd Lt. R.L. Reynolds and crew
42-107039	1st Lt. W.F. Martin and crew
43-38541	2nd Lt. R.H. Guy and crew
42-106992	2nd Lt. L.D. Harveson and crew
42-31891	2nd Lt. H.W. Ahlers and crew
43-38610	2nd Lt. J.A. Clemmons and crew
43-38637	2nd Lt. L.J. Stephens and crew

A/c
43-38680 1st Lt. W.A. Leap and crew
44-6506 2nd Lt. W.L. McKale and crew
42-102398 2nd Lt. H.L. Holt and crew
Flying with 615th Sqdn. :-
Major J.D. Strauss

APRIL 1945

April events seem hard to talk about when the exploits of the 612th Squadron of the 401st Bomb Group are compared with the history making events in the world. But that isn't our concern so we record the usual facts.

The nice march weather continued in April, a beautiful and unexpected Spring. This weather was present both over England and Germany and influenced the Air Force work considerably. The big difference was the possibility of visual missions in large percentages. Such was the case with our fourteen missions. Only the first mission, to Unterluss, experienced difficulty with clouds and only one Squadron could bomb visually. Another mission was a Gee-H run with visual assist and two more were PFF runs with visual assists. The remaining purely visual efforts saw our Lead Bombardiers exceeding the March bombing record by gaining good to excellent results on each bombing job. Our Group's present standing of second place in the Air Force for the past five months will undoubtedly remain intact, if not displacing the top Group.

Also we should record on the subject of missions that the last mission for April was flown on April 20th to Brandenburg, Germany. This was the 254th time the 401st had hit the Jerries and is worthy of record because it evidently was the last mission for this theatre of operations.

Enemy opposition took a toll of four aircraft and three of the crews went down in enemy territory. One aircraft was shot up in the single enemy fighter encounter but managed to get over friendly territory before the crew bailed out. The crew lost one member who died of wounds. The other three suffered flak hits and we know that two of the crews reached ground safely. One was Lt. Spence and crew from 612th Squadron. They were lost on the Oranienburg mission and had to crash-land after losing two engines. They were almost instantly taken prisoners by the Germans but later managed to escape, all but three, and eventually returned to friendly territory after a hair-raising experience that almost excels any similar story that we have heard. It is a long tale and the Group Historian has capably covered and included the same in his monthly chronicle. For that reason we don't include it here.

Lt. Spence's loss broke the long record for the 612th Squadron in consecutive missions without losses to the enemy. Starting October 1st, 1944, the Squadron went until April 10th, 1945, totalling 94 missions before the Germans got the upper hand. The whole Squadron realises the element of luck in such a combat record but we all know at the same time that not only luck made it possible. Superior airmanship and outstanding ground echelon work contributed an equally large amount towards its success. We fell justly proud as anyone could for such a record.

The turnover of crews remained large and saw promotions, awards and decorations. The promotions were as follows: 1st Lt.'s Purrier and Smith M.M. to Captaincy; 2nd Lt.'s Foy, Guy, Holt, McBain, Moran, Ahlers, Twiggs, McKale, Lundgren, Guiler, Hill, Matthieson, Van Duinen and Harper to 1st Lt.'s. Besides these there were 58 promotions in the various grades for the enlisted personnel.

A few new crews came into the Squadron in April and a roster of these is appended to this history. Awards and decorations continued to flow in for the members of this organisation including 24 Air Medals and 190 OLC's to the Air Medal. Lt. Foy, Flt. Officer Kennedy and S/Sgt. Deaner were wounded in action and each received the Purple Heart Medal denoting this fact.

One of the awards granted to the 612th personnel was the Silver Star. Major McCree, our C.O. received this for his superior performance on our last Munich mission, flown 27th February, 1945. His feat is best described in the general orders awarding him this decoration, and a copy of this is appended.

World affairs necessarily called for more than the usual amount of interest. History making events like the breakdown of the German Army, the tremendous back breaking Air Force offensive, the San Francisco conference, the Polish question, the Mediterranean and Pacific wars and last but not least the death of President Roosevelt, saw a large number of our personnel hawking the radios and papers for last minute news.

The rapidity of the war in Europe left us near breathless and with ever increasing hopes that at last we might be nearing that trip home. Rumours were more thick than English fog and still no one knows where we stand. To add to the amateurist opinions were those of Stimson, Harmon, Spaatz, Doolittle and numerous correspondents with their "true" facts. Contradicting themselves daily we were lost for any definite opinions and realised we weren't supposed to know anything anyway. The Jap spies must be going crazy.

Meanwhile life went on as usual with practice missions, increasing ground school and Squadron beautifying projects for our area. One definite accomplishment for the month was the much desired third hash mark.

Mission 241

Target: Unterluss

4 April 1945

April missions finally got started on the 4th when 36 aircraft were dispatched to attack an airfield at Kotenburg, Germany. Any other airfield in the area was to be bombed if the primary could not be hit.

Clouds obscured the target and the Lead and High Squadrons were unable to bomb after making several runs over the target. The Low Squadron did bomb effectively on an Ordnance Depot at Unterluss having mistaken it for an airfield. Their bombing caused extensive damage to the buildings.

Flak was observed at three different localities but none hit the formation and all aircraft and personnel returned to base unharmed. No enemy fighters were sighted.

The 612th was not represented in the leads although twelve other 612th crews completed the mission in the High Squadron with Lt. Martin

leading the Low Section. Crew loadings are as follows.

<u>A/c</u>	
43-38810	2nd Lt. J.A. Clemmons and crew
44-6506	2nd Lt. F.W. Clark and crew
42-31891	2nd Lt. R.L. Reynolds and crew
42-107039	2nd Lt. L.J. Stephens and crew
42-97664	1st Lt. R.H. Guy and crew
42-39993	2nd Lt. W.J. Mulavill Jr. and crew
42-102398	1st Lt. J.P. Moran and crew
43-38637	1st Lt. M.M. Smith and crew
42-106992	2nd Lt. J.J. Hazelton and crew
43-38541	2nd Lt. G.S. Guiler and crew
42-31662	1st Lt. L.F. Howard Jr. and crew
42-102398	1st Lt. J.P. Moran and crew
	1st Lt. W.F. Martin and crew

Mission 242

Target: Ingolstadt

5 April 1945

The next day, 5th April, was an assignment to Ingolstadt in Southern Germany. The target was the number one remaining ordnance depot in Germany, and it was a virgin target. 36 aircraft were dispatched by the 401st as their part of this effort, leading the 94th CBW.

On approaching the target the three Lead Bombardiers found the whole area obscured by smoke from previous strikes. Using outside checkpoints they bombed successfully although the Lead and Low Squadron's bombs fell a little short of the assigned MPI. The High Squadron dropped right in the assigned area. This target appears to be of no further use to the Jerries.

Flak was nil but not the fighters. Three or four Me 262 jets hit the High Squadron just before IP and although their attacks were not persistent one aircraft was so badly damaged that it began to break apart. The crew was safe on landing with the exception of one gunner who had been so critically wounded that the crew could not decide if he was alive or dead when they bailed him out on the static line. None of the other aircraft or crew members sustained hits and returned safely.

Major McGree, Squadron C.O., led the mission with Captain Shapiro as Lead Navigator and Captain Winn as Lead Bombardier. Lt. Lovell and crew flew as Deputy Lead for the High Squadron. Ten other 612th crews flew in the Lead Squadron with Lt. French leading the Low Section. Crew loadings are as follows.

<u>A/c</u>	
43-38788	1st Lt. C.P. Spence and crew
42-31662	2nd Lt. R.L. Reynolds and crew
44-6113	2nd Lt. L.J. Stephens and crew
42-102398	2nd Lt. J.P. Moran and crew
43-38680	2nd Lt. H.W. Ahlers and crew
42-106992	2nd Lt. H.L. Holt and crew
43-38549	2nd Lt. G.S. Guiler and crew
42-102393	2nd Lt. L.D. Harveson and crew
44-6506	1st Lt. M.H. French and crew
44-8648	Capt. A.R. Seder and crew
	1st Lt. M.R. Lovell and crew

Mission 243

Target: Luneburg

7 April 1945

The third mission came two days later on April 7th. The assigned target was an airfield at Reinsehlen, Germany with the marshalling yards at Luneburg as No. 2 priority for visual bombing. The usual 36 aircraft were dispatched as the 94th CBW "C" Group for the 401st effort.

The primary could not be bombed due to cloud coverage and the formation hit Luneburg, bombing visually. All three bombardiers hit the target with practically 100% of the bombs falling within 2000 feet - not bad considering the 100 foot intervalometer setting.

Meager and inaccurate flak formed the only enemy opposition, being met at two points. None of the aircraft or crew members sustained hits and all returned safely.

Lt. Aschenbach represented the 612th leading the High Squadron with Lt. Brazzil as Navigator and Lt. Folkerts as Bombardier. Ten other 612th crews completed the mission flying as the Low Squadron. Lt. Martin led the Low Section. Crew loadings are as follows.

<u>A/c</u>	
43-38810	2nd Lt. J.A. Clemmons and crew
42-31891	2nd Lt. H.W. Ahlers and crew
42-31662	2nd Lt. L.F. Howard Jr. and crew
43-38680	1st Lt. J.A. Nolan and crew
42-107039	1st Lt. W.F. Martin and crew
43-36541	2nd Lt. C.H. Blomquist and crew
42-39993	2nd Lt. J.J. Hazelton and crew
43-38837	2nd Lt. R.H. Guy and crew
42-106992	2nd Lt. H.L. Holt and crew
42-102398	2nd Lt. J.P. Moran and crew
	1st Lt. A.D. Aschenbach and crew

Mission 244

Target: Halberstadt

8 April 1945

The excellent weather continued, both in England and over the Continent. Accordingly the 8th Air Force kept up the offensive on the 8th of April. 36 aircraft were dispatched by the 401st to hit an airfield at Lerbst, Germany. They were to bomb Halberstadt marshalling yards either visually or by PFF if the primary couldn't be hit.

This was the case and Halberstadt was bombed visually although terrific smoke coverage from preceding bombing obscured the assigned area. However, some damage to the target is evident from the pictures.

Flak and fighter opposition was negative and all aircraft and crews returned safely.

Major Joe Strauss, 612th Operations Officer, led the Group with the able assistance of Captain Shapiro as Navigator and Captain Winn as Bombardier. Ten other 612th crews completed the mission flying as the High Squadron with Lt. Smith leading the Low Section. Crew loadings are as follows.

<u>A/c</u>	
44-6113	2nd Lt. L.J. Stephens and crew
42-102398	2nd Lt. J.P. Moran and crew
42-39993	1st Lt. W.A. Leap and crew

A/c
43-38637 1st Lt. M.M. Smith and crew
42-31891 2nd Lt. H.W. Ahlers and crew
43-38541 2nd Lt. J.J. Hazelton and crew
43-38810 2nd Lt. H.L. Holt and crew
42-107039 2nd Lt. R.W. Kamper and crew
42-102393 2nd Lt. L.D. Harveson and crew
42-31662 2nd Lt. L.F. Howard Jr. and crew
Flying with 615th Squadron:-
Major J.D. Strauss
Capt. R.W. Winn
Capt. A. Shapiro
2nd Lt. R.P. Lundgren

Mission 245

Target: Furstenfeldbruck

9 April 1945

The offensive continued on April 9th with the target being deep in Southern Germany. It was an airfield at Furstenfeldbruck (near Munich) and the 401st flew as the 94th "A" Group to lead the Division.

Bombing conditions were par excellent with beautiful weather. And the bombing results were beyond reproach as all three Squadrons' bombs hit within the 2000 feet and at least 95% of these within 1000 feet of the assigned aiming point.

Meager flak was met in the target area proving inaccurate to accurate and causing minor damage to five aircraft. None of the personnel were wounded and all aircraft returned safely.

Lt. Lovell was the 612th representative for the lead teams, flying as Deputy Lead for the High Squadron. Nine other 612th crews completed the mission flying in the Lead Squadron. Lt. Nolan was the Low Section Leader. Crew loadings are as follows.

A/c
43-38810 2nd Lt. J.A. Clemmons and crew
43-38788 2nd Lt. F.W. Clark and crew
42-107039 2nd Lt. W.J. Mulvahill Jr. and crew
42-102398 2nd Lt. J.P. Moran and crew
42-39993 1st Lt. M.M. Smith and crew
44-6506 2nd Lt. R.W. Kamper and crew
42-102393 2nd Lt. L.D. Harveson and crew
42-31662 2nd Lt. L.F. Howard Jr. and crew
43-38680 1st Lt. J.A. Nolan and crew
1st Lt. M.R. Lovell and crew

Mission 246

Target: Oranienburg

10 April 1945

There was no let up for the Jerries from the Air Force viewpoint, because April 10th saw another large scale offensive deep in Germany centering around the Berlin area. The 401st was to bomb an ordnance depot at Oranienburg and sent out 36 aircraft to do the job.

Visual bombing was again possible although the results were not as good as they should have been. The Lead Squadron bombed to the right and over although the circular error remained practically within the 2000 feet. The Low Squadron had excellent results with 100% in the 1000 foot radius - - a "shack" - - and the High Squadron aimed at the wrong point near the target, hitting another depot and causing extensive damage.

The only opposition on this mission was in the form of meager flak from the Wittenburg area. First inaccurate and then growing to accurate it caused damage to two returning aircraft. Another aircraft landed safely on the Continent and one is unreported. This is Lt. Spence and crew from the 612th Squadron.

The 612th was represented in the lead by Captain Shapiro as Navigator and Captain Winn as Bombardier. Nine other 612th crews participated besides Lt. Spence's missing crew, flying in the Low Squadron with Lt. Nolan leading the Low Section. Crew loadings are as follows.

<u>A/c</u>	
42-31662	2nd Lt. F.W. Clark and crew
42-39993	1st Lt. J.A. Nolan and crew
43-38680	2nd Lt. W.J. Mulvahill Jr. and crew
43-38541	2nd Lt. H.W. Ahlers and crew
42-107039	2nd Lt. H.L. Holt and crew
42-102393	1st Lt. W.A. Leap and crew
42-97664	1st Lt. R.H. Guy and crew
44-6113	2nd Lt. L.J. Stephens and crew
44-6506	2nd Lt. R.W. Kamper and crew
43-38788	1st Lt. C.F. Spence and crew (MIA)

Mission 247

Target: Freiham

11 April 1945

Relentlessly the pounding continued the following day, April 11th. Although a long range mission in actuality the bombing was purely tactical in nature as it was designed to hit the Jerry just back of the front-line. The assignment was a small marshalling yard at Freiham, Germany which was being used as an oil storage depot. The oil storage was also bombed. Flying as the "C" Group the 401st dispatched 36 aircraft to do the job.

It was another day of excellent bombing in visual conditions. 100% of the bombs were in 2000 feet of the aiming point and at least 80% were within the 1000 foot radius.

Sporadic but inaccurate meager flak was encountered in the target area but no one was hit, aircraft or crew member. All aircraft and crews returned safely.

Lt. Aschenbach flew as the 612th lead in the Low Squadron. Lt. Brazzil, Navigator and Lt. Folkerts, Bombardier accomplished their usual good teamwork and did an excellent job. Lt. Lovell and crew flew as the Deputy Leader in the Low Squadron. Ten 612th crews in the High Squadron and one in the Lead Squadron, filling in as a spare, completed the mission. Crew loadings are as follows.

<u>A/c</u>	
42-106992	2nd Lt. W.L. McKale and crew
42-102398	2nd Lt. G.S. Guiler and crew
42-38680	1st Lt. J.D. Nolan and crew
42-102393	1st Lt. R.H. Guy and crew
43-38810	2nd Lt. W.J. Mulvahill Jr. and crew
42-31662	2nd Lt. L.F. Howard Jr. and crew
44-6506	2nd Lt. H.M. Blomquist and crew
42-107039	1st Lt. W.F. Martin and crew
44-6113	2nd Lt. R.L. Reynolds and crew
	1st Lt. A.D. Aschenbach and crew
	1st Lt. M.R. Lovell and crew

Mission 248

Target: Royan

14 April 1945

After a couple of days rest the Group was out again on April 14th. This was the most surprising target in months as it was in the Bordeaux area. The target was actually at Royan and in the form of heavy coastal batteries. This bombing was tactical and designed to knock out these big guns before French Troops moved in to eliminate these lingering German pockets.

Again the result was excellent in the wonderful clear weather. All bombs fell within 2000 feet and at least 90% within the 1000 foot circle.

Nothing was evident in the way of enemy opposition and the mission was hardly more than in the "practice" category. All returned safely.

Captain Shapiro and Captain Winn again accomplished another of those good jobs flying in the Group Lead as Bombardier and Navigator. Lt. Barnes was their unneeded Mickey Operator and Lt. Tarr was Lead Navigator for the High Squadron. Lt. Lovell flew as Deputy Lead for the High Squadron and eleven other 612th crews filled in the Lead Squadron. Lt. Smith was their Low Section Leader. Crew loadings are as follows.

<u>A/c</u>	
42-37628	1st Lt. W.A. Leap and crew
43-38637	1st Lt. M.M. Smith and crew
43-38541	2nd Lt. G.S. Guiler and crew
42-97664	1st Lt. R.H. Guy and crew
44-6506	2nd Lt. R.W. Kamper and crew
42-39993	2nd Lt. J.J. Hazelton and crew
43-38810	2nd Lt. C.H. Blomquist and crew
42-102398	2nd Lt. R.L. Reynolds and crew
42-31662	2nd Lt. L.F. Howard Jr. and crew
42-106992	2nd Lt. W.J. Mulvahill Jr. and crew
42-31891	2nd Lt. H.W. Ahlers and crew
	1st Lt. M.R. Lovell and crew

Mission 249

Target: Royan

15 April 1945

The next day, April 15th, was a repeat performance at the same place, Royan, France. 36 aircraft were on this effort but this time they bombed in six different sections of six aircraft each.

Four of the six Lead Bombardiers had excellent results with the remaining two missing the target due to selecting the wrong aiming point.

Enemy opposition remained nil and all aircraft returned safely.

Lt. Aschenbach with Lt. Folkerts as Bombardier continued their good work as Lead of the Low Section in the Lead Squadron. Captain Shapiro and Lt. Tarr also got on the mission as extra Lead Navigators. Ten other 612th crews completed the mission in the Low Squadron. Crew loadings are as follows.

<u>A/c</u>	
43-37628	2nd Lt. J.A. Clemmons and crew
42-31891	2nd Lt. R.L. Reynolds and crew
44-6113	2nd Lt. L.J. Stephens and crew

A/c

42-97664	1st Lt. R.H. Guy and crew
44-6506	2nd Lt. W.J. Mulvahill Jr. and crew
43-38637	1st Lt. M.M. Smith and crew
42-106992	2nd Lt. H.L. Holt and crew
43-38541	2nd Lt. G.S. Guiler and crew
42-102393	2nd Lt. L.D. Harveson and crew
42-31662	1st Lt. L.F. Howard Jr. and crew
	1st Lt. A.D. Aschenbach and crew
	Flying with 615th Squadron:-
	Capt. A. Shapiro
	2nd Lt. C. Tarr Jr.

Mission 250

Target: Regensburg

16 April 1945

The third consecutive day saw the Group out to hit German communications again. This was on April 16th and the assigned primary was a railroad bridge at Regensburg, Germany. This bombing was coordinated with the bombing of five other MPI's at this target city and 36 of the 401st aircraft were dispatched for this mission.

The splendid weather for visual bombing continued with the three Lead Bombardiers once more getting at least 95% of the three Squadron's bombs within the 1000 foot radius. The bridge certainly must have been destroyed.

The meager flak was met at Nuremburg and over the target and the accuracy was intermittently good. No casualties resulted and only two aircraft sustained minor damage. All returned safely.

Lt. Lovell represented the 612th flying in the Deputy Lead position for the Low Squadron. Captain Shapiro was Lead Navigator for the Group Leader and ten other 612th crews completed the mission. They flew in the High Squadron Lt. Stephens leading their Low Section. Crew loadings are as follows.

A/c

44-6113	2nd Lt. L.J. Stephens and crew
43-38810	2nd Lt. C.H. Blomquist and crew
43-37628	2nd Lt. J.J. Hazelton and crew
42-102398	1st Lt. W.A. Leap and crew
42-106992	2nd Lt. H.L. Holt and crew
42-39993	2nd Lt. V.E. Walker and crew
44-6506	2nd Lt. R.W. Kamper and crew
43-38541	2nd Lt. G.S. Guiler and crew
42-102393	2nd Lt. L.D. Harveson and crew
42-31662	2nd Lt. L.F. Howard Jr. and crew
	1st Lt. M.R. Lovell and crew
	Flying with 615th Squadron:-
	Capt. A. Shapiro

Mission 251

Target: Dresden

17 April 1945

There was no relief from these long-range tactical efforts as the 401st went deep into Germany again the next day, April 17th. A concentrated effort against Dresden was the assignment with the 401st's MPI on one of the marshalling yards. Flying as the 94th "A" Group, the Group put up 36 aircraft.

The Squadrons started the bomb run in trail to make a visual run. Haze and smoke difficulty was experienced and it was a matter of seconds before bombs away when they finally saw the target. Both the Lead and Low Squadrons hit the target doing a good job of bombing, but the High Squadron's bombs fell far short.

Meager to moderate flak, which was accurate, tracked the formation at the target damaging eight of the aircraft. One fighter (Me-262) made a half-hearted pass but no damage was suffered and all crew members and aircraft returned safely.

Lt. Aschenbach with Lt. Brazzil as Navigator and Lt. Folkerts as Bombardier led the Group. Lt. Barnes flew in the Low Squadron Lead as Mickey Operator and Lt. Lovell and crew flew as Deputy Lead for the Low Squadron. Ten other 612th crews completed the mission flying in the Lead Squadron with Lt. Smith as the Low Section Leader. Crew loadings are as follows.

<u>A/c</u>		
42-39993	2nd Lt. E.J. Cairns and crew	
42-107039	1st Lt. W.F. Martin and crew	
42-102398	2nd Lt. J.P. Moran and crew	
42-97664	2nd Lt. F.W. Clark and crew	
43-38537	1st Lt. M.M. Smith and crew	
44-6113	2nd Lt. R.L. Reynolds and crew	
42-31891	2nd Lt. W.J. Mulvahill and crew	
44-6506	2nd Lt. R.W. Kamper and crew	
43-39810	2nd Lt. C.H. Blomquist and crew	1st Lt. M.R. Lovell and crew
43-37628	2nd Lt. J.A. Clemmons and crew	
	1st Lt. A.D. Aschenbach and crew	

Mission 252

Target: Traunstein/ Freising 18 April 1945

Out again for another long one was the assignment for 18th April. This was the deepest penetration in months with the formation going South-East of Munich to bomb a transformer power station at Traunstein as the primary and a marshalling yard for a secondary. Only 30 aircraft comprised this formation, a new policy starting with this mission. We don't know yet if it is a permanent charge.

The primary was obscured by broken cloud and the Lead and Low Squadrons could not see the target for visual bombing. The clouds were drifting and this enabled the High Squadron to bomb the primary after almost completing the run on PFF and only made visual corrections during the last few seconds of the run. The High Squadron did a very good job of hitting the target under such conditions. The Lead and Low Squadrons went on to bomb the marshalling yards at Freising, getting good results.

Meager and accurate flak hit the formation near 4727N - 1153E and caused one aircraft to lose an engine. Later the aircraft lost another engine and had to leave the formation. Fighters reported to the Group later that the crew bailed out right over the front lines. No other casualties or damage was sustained and the aircraft and crews returned safely to base.

Lt. Lovell again flew Deputy Lead position, in the High Squadron this time. Captain Shapiro neared the completion of his tour with another Group and Division Lead as Navigator. His work was excellent. Eight other 612th Crews flew in the Low Squadron. Crew loadings are as follows.

A/c

42-107039	1st Lt. W.F. Martin and crew
42-31891	2nd Lt. H.W. Ahlers and crew
42-106992	2nd Lt. H.L. Holt and crew
43-38541	2nd Lt. G.S. Guiler and crew
44-6506	2nd Lt. L.J. Cairns and crew
43-38628	2nd Lt. L.D. Harveson and crew
43-38637	1st Lt. L.F. Howard Jr. and crew
42-97664	2nd Lt. G.L. Shearer and crew
	1st Lt. M.R. Lovell and crew

Mission 253

Target: Falkenburg

19 April 1945

For the sixth day running the 401st flew an operational mission. The Armies had Jerry reeling on all fronts and the Air Force was jumping from marshalling yard to marshalling yard to further disable the German defensive effort. This mission switched from Southern Germany to the Berlin - Leipzig area again with the assigned target at Falkenburg. The new formation called for 30 aircraft which were furnished to fly as the 94th "A" Group.

Visual bombing continued on this effort and as usual for April the three Lead Bombardiers hit their assigned aiming points, accomplishing another good to excellent job of bombing. Patterns could have been better and their failing was attributed somewhat to inexperience with the new type of formation.

No enemy opposition of any kind was met on this mission and all crews returned safely to base.

Major Strauss led this effort with Lt. Folkerts and Lt. Brazzil as his Lead Bombardier and Navigator. Lt. Barnes was their lead Mickey Operator. Eight other 612th crews completed the mission flying in the High Squadron. Crew loadings are as follows.

A/c

43-38637	2nd Lt. R.L. Reynolds and crew
42-97664	2nd Lt. R.H. Guy and crew
43-38680	2nd Lt. W.J. Mulvahill Jr. and crew
42-106992	2nd Lt. H.L. Holt and crew
43-38810	2nd Lt. C.H. Blomquist and crew
43-38628	2nd Lt. F.W. Clark and crew
42-31662	2nd Lt. L.F. Howard Jr. and crew
42-31891	1st Lt. W.A. Leap and crew
	Major J.D. Strauss and crew

Mission 254

Target: Brandenburg

20 April 1945

The seventh straight day of operations was on the 20th April. The assigned target this time was the marshalling yards at Brandenburg. The 401st flew as the 94th "B" Group.

Excessive smoke and heavy haze confronted the bombardiers on this effort. Despite this they made blink sightings on outside checkpoints with their RAF Grid attachment and each Squadron's bombs show strikes in the assigned area. This type of bombing is a credit to the skill of those leaders.

Two of the Squadrons escaped the enemy opposition but the High Squadron caught meager and deadly accurate flak just before bombs away. This caused the loss of a 613th aircraft, the B-17 spinning and later blowing up. All other aircraft and crews returned safely to base.

Captain Shapiro was the only 612th lead man in this effort. He led the Group as Navigator, flying with another Squadron's crew. Eight other 612th crews completed the mission flying in the Lead Squadron. Crew loadings are as follows.

<u>A/c</u>	
42-107039	1st Lt. W.F. Martin and crew
42-102398	2nd Lt. J.P. Moran and crew
43-37628	2nd Lt. J.J. Hazelton and crew
43-31891	2nd Lt. H.W. Ahlers and crew
43-38541	2nd Lt. G.S. Guiler and crew
42-102393	2nd Lt. L.D. Harveson and crew
43-38637	2nd Lt. G.L. Shearer and crew
43-38680	1st Lt. J.D. Nolan and crew

MORE CREWS OF 612TH SQUADRON

2nd Lt. C.H. Blomquist
2nd Lt. B.M. Tullos
2nd Lt. G.G. McConnell
Flt/O. M.E. Austin
Sgt. L.G. Riley
Sgt. J.G. Slaughter
Sgt. F.O. Wood
Sgt. F.R. Arndt
Sgt. J. Galfe

2nd Lt. G.S. Guiler
2nd Lt. W.H. Bergman
2nd Lt. M.D. Sims
Cpl. D.S. DeFasio
Sgt. W.W. Deacle
Sgt. J.C. Craner
Sgt. J.J. Kaschak
Sgt. J.M. Mountain
Sgt. N.R. Martin

2nd Lt. E.J. Cairnes
2nd Lt. J.E. Hedde
2nd Lt. D. Rogers
2nd Lt. G.A. Tallman
Sgt. N.B. Hall
Sgt. J.B. Lakota
Sgt. R.A. Timm
Cpl. L. Carlson
Cpl. R.A. Hook

1st Lt. A.R. Grimm
2nd Lt. J.J. Regan
Flt/O. A.B. Coates
S/Sgt. W.O. Boyer
S/Sgt. G.D. Kapson
T/Sgt. L.J. Geers
S/Sgt. C.H. Cox
S/Sgt. A.R. Chambers
S/Sgt. H. Hunsberger

2nd Lt. J.A. Clemmons
Flt/O. V.A. Codispoti
Flt/O. V.D. Datlenko
Sgt. C.H. Angel
Cpl. L.G. Burkart
Cpl. T.C. Burke
Cpl. G.A. Gooding
Cpl. J.W. Parker
Cpl. B.A. Haines

2nd Lt. J.J. Hazelton
2nd Lt. J.T. Garry
2nd Lt. W.E. Jacobs
Sgt. F.B. Dressel
Cpl. J.R. Brennan
Cpl. R.K. Burnett
Cpl. C.W. Crocker
Cpl. J.L. Lopez
Cpl. E.P. Trult

2nd Lt. R.P. DeMarco
2nd Lt. H.G. Virgin
2nd Lt. J. Lependorf
2nd Lt. F.B. Bellotte
Sgt. S.J. Edwards
Sgt. O.K. Bailey
Sgt. J.J. Gray
Sgt. R.C. Barrett
Sgt. L.A. Jackson

2nd Lt. J.J. Kamper
2nd Lt. T. Kibiuk
2nd Lt. R.W. Clark Jr.
S/Sgt. C.E. Condit
Sgt. J.L. Hambling
Sgt. W. Kenter
Sgt. F.C. McCue
Sgt. G.T. Parker
Sgt. J.A. Rein Jr.

2nd Lt. R.H. Guy
2nd Lt. D.W. Mastrangelo
2nd Lt. J.R. Goodlett Snr.
Sgt. P.R. Bury
Sgt. L.R. Fitts
Sgt. E.A. Foulkes
Cpl. L.R. Mulcahey
Sgt. A. Polin
Sgt. C.R. Webb Jr.

1st Lt. W.A. Leap
2nd Lt. J.T. Little
2nd Lt. R.F. Smith
2nd Lt. R. Mayer
S/Sgt. M.R. Gochenour
Cpl. C.R. Stephenson
Cpl. J.N. Veselicky
Cpl. J.E. Wolfe
Pvt. F.P. Cargo Jr.

2nd Lt. F.W. Clark
2nd Lt. W.J. Falsey Jr.
2nd Lt. W.E. Jacobs
2nd Lt. R.B. Stapleton
Sgt. V.T. Griseto
Sgt. R.E. Sands
Sgt. R.F. Holmgren
Sgt. E.R. VandeMortel
Sgt. P.J. Ward Jr.

2nd Lt. W.J. Mulvahill
2nd Lt. G.E. Peterson
2nd Lt. D. Leigh
Sgt. W.E. Murphy
Sgt. H.M. Hakeman
Sgt. H.J. Musial
Sgt. D.J. Gardner
Sgt. H.E. Chandler
Sgt. A.S. Bean

1st Lt. F.N. Maire
2nd Lt. R.M. Deen
2nd Lt. L.B. Lowry
2nd Lt. C.A. Mombberger
S/Sgt. L.B. Landry
T/Sgt. W.T. Mabrey
T/Sgt. T.H. Barr
S/Sgt. N.G. Floyd
S/Sgt. F.J. Nowak

2nd Lt. H. Staats
Flt/O. C.J. Griggs
Flt/O. W.E. Lemay
2nd Lt. J.N. Moore
Cpl. E.L. Compton
Cpl. C.R. Dunn
Cpl. H.L. Heegard
Cpl. G.J. Ritter
Cpl. J.M. Thomason

2nd Lt. J.F. Moran
2nd Lt. R.C. Meredith
2nd Lt. M. Dobrowolsky
Sgt. R.W. Donald
Sgt. C.G. Kaloeras
Sgt. E.L. Barner
Sgt. C.P. Adkisson
Sgt. P.L. Youmans
Sgt. W. Rose

2nd Lt. G.L. Shearer
Flt/O. G.J. Leazier
Flt/O. T.C. Welsh
2nd Lt. F.C. Campau Jr.
Cpl. J.R. Heck Jr.
Cpl. R.J. Bujold
Cpl. H.G. Alexander
Sgt. B.R. Kirts
Cpl. N.E. Slenstream

2nd Lt. R.L. Reynolds
2nd Lt. H.W. Elfatron
2nd Lt. A.B. Maurer
2nd Lt. W.A. Kabea
T/Sgt. R.L. McDaniel
T/Sgt. R.J. Collings
Cpl. C.D. Stevenson
Cpl. F.H. Wieszecinski
Cpl. W.E. Black

2nd Lt. L.J. Stephens
2nd Lt. E.L. Wilt
2nd Lt. R.F. Harper
Sgt. H.D. Whitlock
S/Sgt. J.E. Douglas
Sgt. J.D. Graham
Sgt. K.B. Wisdom
Sgt. W.J. Brennan
Sgt. F.E. Lewelling

1st Lt. C.P. Spence
Flt/O. H.J. Reiner
Flt/O. W.F. Kennedy
Sgt. J.D. Bane
Sgt. D.S. DeFasio
Sgt. M.R. Meadows
Sgt. M.P. Starrs
Sgt. P. Tumminia
Sgt. A.A. Lehat

2nd Lt. V.E. Walker
2nd Lt. D. Filby
2nd Lt. P.M. Wednt
2nd Lt. W.S. Blackerby
Cpl. E.M. Novak
Sgt. J. Seltzer
Cpl. R.C. Grubbs
Cpl. R.J. Anderson
Cpl. J.A. Scarry Jr.

Also:-

2nd Lt. R.D. Davis
S/Sgt. C.H. Hecht

D/R.
RCM Operator.

Note:-

Some of these crews were transferred from 615th Squadron when it became the PFF and Gee-H Squadron.

MAY - JUNE 1945

GOODBYE TO DEENETHORPE AND ENGLAND

May started in the same manner as we ended April, a period of inactivity from the operational viewpoint, during which we continued to sweat out the end of the war.

Up until the unofficial news which came on 7th May, 1945, we all sweated each morsel of news for the final official announcement of surrender. Finally it did come on 8th May, 1945 and called for assorted celebrations.

The Squadron formally celebrated by assembling in the Squadron area and marching to the airfield where we were reviewed by the Commanding Officer of the Group. Thereafter followed religious services for each of the three faiths represented. Informally, drinking was the order of the day and prodigious quantities were consumed despite restrictions which kept everyone on base.

Following the "hangover" period came another period of "sweating". This was the concern with what our fate in the ETO would be. Great relief, greater happiness and even bigger celebrations followed the eventual news release that the 401st was to go back to the States.

All the turmoil, confusion etc., that can be imagined immediately started in all units, 612th not excepted - with problems of supply, packing and crating, administrative records and the like cropping up in increasing numbers. Meanwhile each section got their equipment crated while Engineering literally polished the aircraft to a shine to complete their usual excellent job of preparing them for the flight home.

Nineteen crews were to fly out from the 612th Squadron with the remaining air crew personnel, excluding air staff, slated for transfer to the 70th RCD for their disposition. With each crew that was to fly back home there was ten bonafide "ground grippers" included on the loading list as passengers. The first crew left on 29th May 1945 after at least five different scrubs and the last are slated to leave on 3rd June 1945.

The ATC is handling all aircraft that are returning by air. The route to be followed is the ATC Northern Route from Valley, Wales, to Ireland, to Labrador or Newfoundland and stopping at Bradley Field, Connecticut.

Last minute goodbyes, and marriages, took place mid tears and smiles and everyone still remained more happy than at any time since our arrival at Deenethorpe.

Thus, with all these things, mostly good, confronting us we end the saga of the 612th Bombardment Squadron (H) in the ETO.
