

HEADQUARTERS  
401ST BOMBARDMENT GROUP (H)  
AAF STATION 128

A.P.O. 557  
7 June 1944

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

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

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

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

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

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

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

**Heater Out (1)**

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

HI BOX 94th CBW

Combat Flight Leader \_\_\_\_\_ Date \_\_\_\_\_

Deputy Flight Leader \_\_\_\_\_

Group Call Sign \_\_\_\_\_ Fighter Call Sign \_\_\_\_\_

Ground Control \_\_\_\_\_

*12 x 500 6/11/40*

614 SQDN

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

(MC CREE)

ROZZELL

KAUFMAN

IN M 2005 X

IW K 1369 X

KENNEY

IW F 7395 X

TAYLOR

RISHER

IW G 7084 X

IW E 7322 X

612 SQDN

615 SQDN

WELLS

CHRISTENSEN

SC K 1087 X

IY H 7843 X

CARTER

MASSEY

MC ILRAITH

HEENAN

IN J 1591

IN R 6113

IY C 2468

IY J 7113

OPIE

POST

IN - F 1037 X

IY M 2674 X

MYRTETUS

MC CORD

NEILL

MANN

SC C 9993 X

SC R 2393 X

IY B 1730

IY D 0002 X

SPARES

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



005 - O.K. ✓

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

813 heater out ✓

322 O.K. ✓

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

395 - O.K. ✓

674 - O.K. ✓

084 - O.K. ✓

087 - O.K. ✓

002 ✓ # 4 Carb air temp out:

037 - # 3 Eng. Manifold oscillated 25-40  
R.P.M. " 50 R.P.M.  
Loss of power (make compression check)  
Check Left turbo (# 1, turbo)

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

323 - O.K. ✓

511. Car for M

- ✓ ~~000~~ Thompson
- 6113 Mossey
- 7113 Heenan
- 2468 McElraith
- 1790 Neill



**S E C R E T**

RESTRICTED by auth of

AAF 61a 128 by

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

# REPORT OF OPERATIONAL DAY

MISSION NO. 86  
7TH. JUNE, 1944

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

*MISSION No. 86*

*TO: FALAISE, FRANCE*



401ST BOMBARDMENT GROUP (H)

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

D A Y

MISSION SUMMARY REPORT

MISSION # 86

Date 7 June 1944

ASSIGNMENT

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

EXECUTION

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

3. Takeoff and Assembly:

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

4. Attack:

a. Penetration:

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

b. Bombing Approach and Run:

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

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

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

**c. Over the Target:**

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

**d. Weather:**

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

**e. Withdrawal:**

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

**f. Return to Base:**

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

**5. Aircraft Not Attacking:**

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

**6. Battle Damage:**

None.

**7. Enemy Opposition:**

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



Mission Summary Report (Cont'd)

8. Casualties:

None.

9.

STATISTICAL SUMMARY

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

Number of A/C Lost:

None

10. Bombing Data:

a. Observations:

No observations were made because of the almost complete undercast.

b. Disposition of Bombs:

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

c. TABULAR SUMMARY OF DISPOSITION OF BOMBS

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

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



Mission Summary Report (Cont'd)

11. Lost Aircraft:

None.

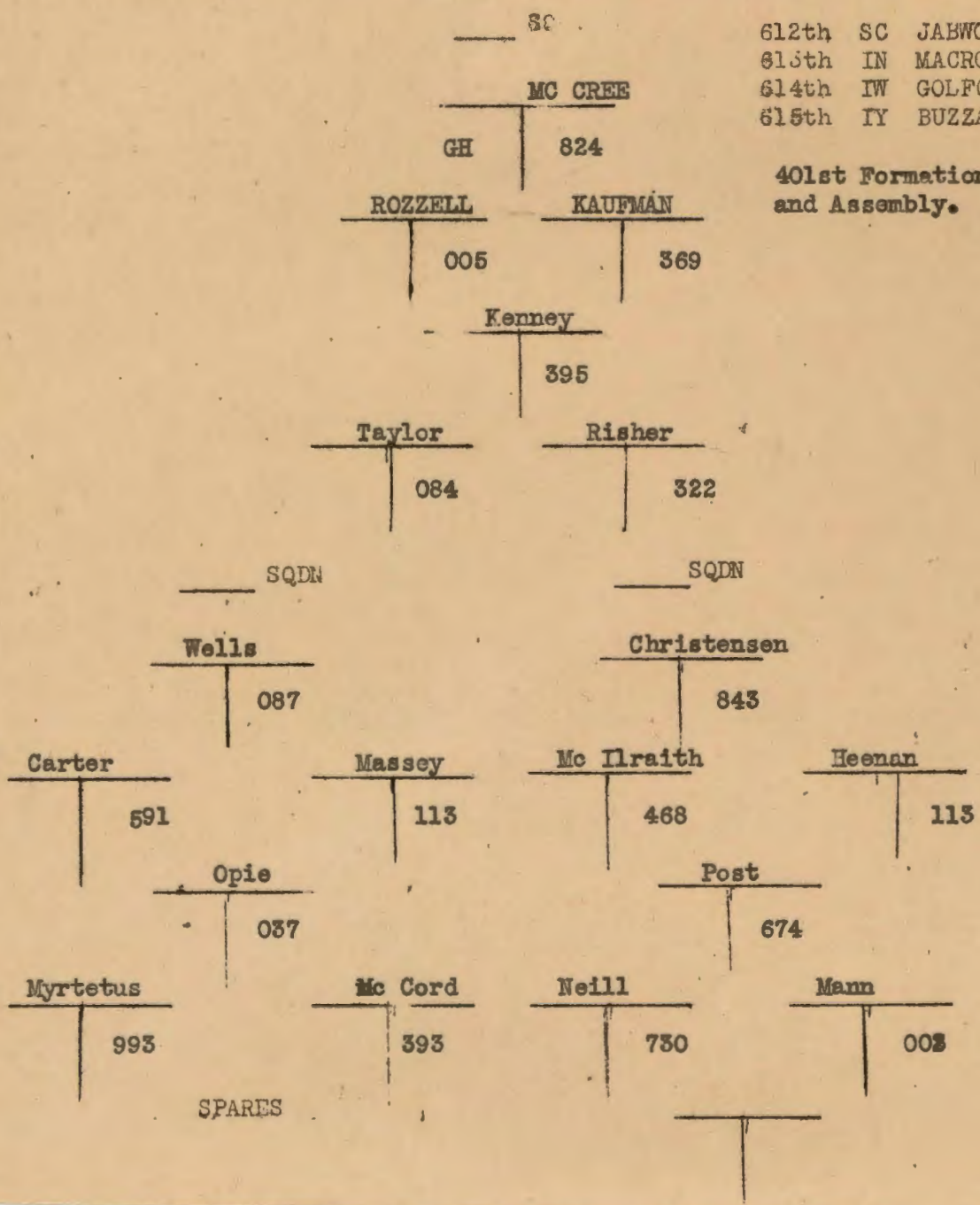
Submitted By:

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

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

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

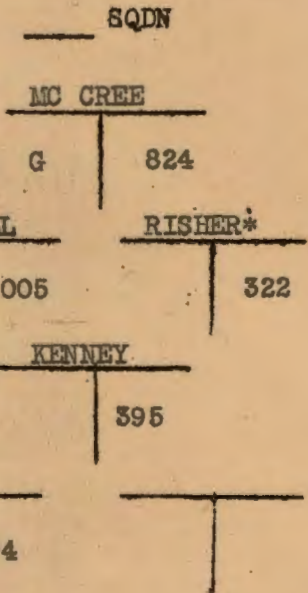
401st Formation at Take-off and Assembly.





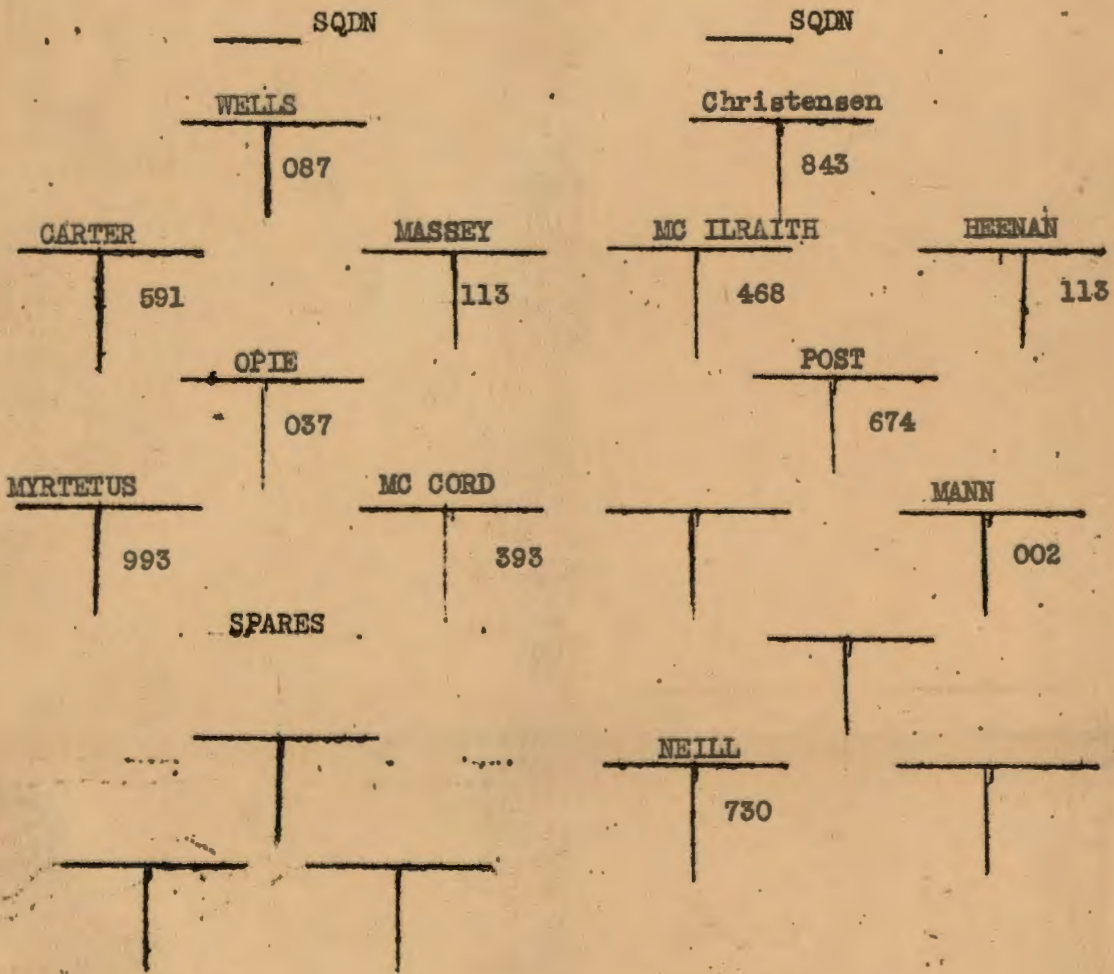
Combat Flight Leader MAJOR MC CREE Date 7 JUNE 1944  
 LEAD BOX  
 Deputy Flight Leader \_\_\_\_\_  
 Group Call Sign \_\_\_\_\_ Fighter Call Sign \_\_\_\_\_  
 Ground Control \_\_\_\_\_

401ST HIGH BOX  
 Over Target



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

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



KAUFMAN A/C 369 bombed solo on smoke streamer



HEADQUARTERS AAF STATION #128  
OFFICE OF THE NAVIGATION OFFICER7 June 1944

SUBJECT: Lead Navigator's Narrative

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

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

2. Narrative:

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

b. Group formed at \_\_\_\_\_ hours at \_\_\_\_\_ feet.

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

e. Weather encountered over England:

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

j. Fighter Rendezvous:

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

k. Wind used for bombing:

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

l. Bomb run and Method of Target Identifications:

(1) Reached IP at 1201 $\frac{1}{2}$  hrs.(2) Mag. heading over target 250 degrees.(3) Altitude over target 21000 feet.(4) Bombs away at 1232 hrs.

(5) Method of target identification and weather over target:

G.H.

m. Gee:

(1) Coordinates of furthest fix \_\_\_\_\_ N. \_\_\_\_\_ E.

(2) Obtained at \_\_\_\_\_ hours.

n. Difficulties encountered with special equipment.

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

COMMENTS:

JAMES F. EGAN  
Captain, A. C.

SIGNATURE



FLIGHT PLAN

PILOT Capt. Sammons

NAVIGATOR Lt. Dasher; Lt. Jacobson

DATE 7 June 1944

STATIONS 0815	ENGINES 0915	TAXI 0930	T.O. 0945
LEAVE BASE	1102		
COAST OUT	1132		
ENEMY COAST			
I.P.	1156		
TARGET	1206		
ENEMY COAST	1232		
ENGLISH COAST	1332		
BASE	1429		

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

WATCH..... Fast Slow RATE.....secs /hour Gaining Losing  
 At..... G.M.T.

FROM TO	W/V UESD	HEIGHT	I.A.S. MPH /K	T. A.S. (K)	COURSE	DRIFT	TRUE HDNG.	VAR.	MAC. HDNG.	G. S.	DIST.	TIME	E.T.A.	CELESTIAL DATE			
														TIME	BODY	ALT.	AZI.
Base	310/20	2000	150/130	131	90	-6	84	11	95	145	16	06½	0952				
52-30N 00-10W																	
Splasher 16	310/13	3000	150/130	135	191	78	199	11	210	145	11	04½	0957				
Splasher 9	312/25	9000	"	143	181	78	189	11	200	158	34	13	1010				
Deenethorpe	320/37	16000	"	159	345	-6	339	11	350	124	35	17	1027				
Base	320/46	16000	"	168	129	-3	126	10	136	213	17	5	1107				
52-19N 00-13W	"	"	"	"	182	710	192	10	202	200	90	27	1132				
50-49N 00-19W																	
49-08N 00-22E (IP)	320/48	20000	"	173	166	77	173	10	183	215	105	29	1156				
48-54N 00-12W (TAB)	320/50	20000	"	178	237	726	253	10	163	165	26½	10	1206½				
Target	"	"	"	218	276	711	287	10	297	138	53½	23	1232				
49-00N 01-34W	"	"	"	"	270	712	282	10	292	142	37	15½	1249				
49-00N 02-30W	"	"	"	"	315	71	316	11	327	128	28	13	1305				
49-50N 03-00W																	
Portland Bill	320/47	14000	170/139	193	017	-12	005	11	016	163	75	27½	1332				
Base	318/27	5000	170/139	169	030	-8	022	11	033	159	138	57	1429				
G. H. OPERATIONAL FLOWN FROM DEENETHORPE																	

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF	TRUE HDNG.	MAC. HDNG.	NAVIGATIONAL OBSERVATION Engines 0915, Taxi 0930	GENERAL OBSERVATION	I.A.S. MPH /K	HEIGHT & AIR TEMP.	T. A.S.	RUN		G. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
0940					Take Off								16	06½	0949
0943	090	-6	084	095	Deenethorpe							145	16	06½	0949
0949	191	78	199	210	52-30N 00-10W	Climbing steady						145	11	04½	0954
0954	181	78	189	200	Spl. #6							158	34	13	1007
1001				345	52-00N 00-18W			16000				188	18	09	1016
1019		-3	126	136	Deenethorpe	Circling base. Assembly 1035		16500							1102
1103	129	-3	126	136	Deenethorpe			17500				213	17	05	1108
1109				202	52-19N 00-10W	Started climb	150/130	17500				200	90	27	1136½
1122					London										
1134	166	77	173	183	Shoreham (Eng. Coast)		150/130	21000 -28				215	105	29	1203
1153					Enemy Coast										
1201½					I.P.										
1213	276	711	287	297											
1215					Bombs not dropped at target, start another run.	Use line out.									
1219				083										12	1231



FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF	TRUE HDNC.	MAG. HDNC.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS. MPH. /K	HEIGHT & AIR TEMP	T.A.S.	RUN		C. S.	TO RUN		E.T.A.	
										DIST.	TIME		DIST.	TIME		
1237				250	Bombs Away		150	21000 -28								
1238	276	A11	287	297	48-54N 00-12W								53 1/2	23	1301	
1245					48-54N 00-28W											
1248					48-54N 00-28W											
1257					48-54N 00-47W											
1305	270	A12	282	292	49-00N 01-34W Coast		155						53 1/2	27	37 15 1/2	1320 1/2
1313	270	A12	282	292	Jersey Island - 12 L											
1315				296	48-59N 02-10W		155	21000								
1326 1/2	315	A1	316	327	49-00N 02-30W			21000						28	13	1333 1/2
1333 1/2	017	-12	005	016	49-50N 03-00W 18 SW Gernsey Isl.		150	21000						75	27 1/2	1401
1343				016	49-30N 02-55W Dog-legged around Gernsey		130									
1351				016	49-49N 02-45W 1 left of course			16500								
1401				016	50-12N 02-38W											
1408	030	-8	022	033	Portland Bill		150	12000				159	138	57	1505	
1416				033	50-47N 02-12W											
1431				033	51-21N 01-44W		163	8000								
1442				033	51-39N 01-12W											
1446	030	-8	022	033	1 mile L. Oxford							89	38	140	49 21 1507	
1451	030	-8	022	033	Over Belcester A.P.							138	40 1/2	18	1509 1/2	
1458					Gee box out. Cannot pick up blips											
1502				033	Northampton							136	18 1/2	08 1/2	1510 1/2	
1510	030	-8	022	033	1 R. Deenethorpe		150	2000				136				
1514					Landed		130									



### TRACK CHART

**TARGET**

Primary FALaise, FRANCE  
 Secondary \_\_\_\_\_  
 Last Resort \_\_\_\_\_

DATE JUNE 7, 1944

GREEN  
ORANGE

Route followed by

BRIEFED COURSE

401ST. B. G. (A)



**COMBAT**  
 FW I  
 ME I  
 JU I  
 ME I  
 DO I

**FLAK**  
 HEA  
 LIGH

SCALE



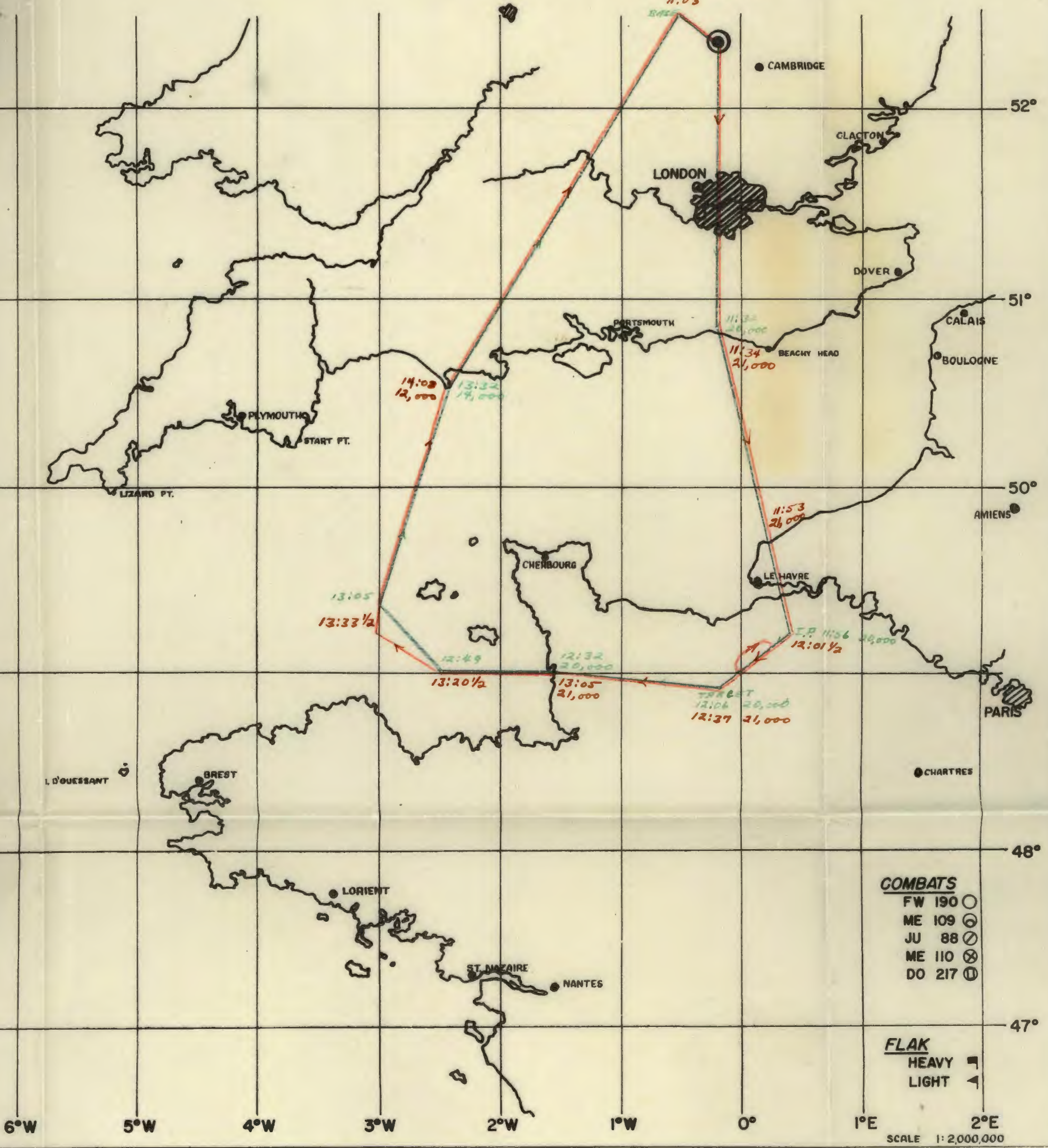
### TRACK CHART

Primary ENGLAND  
 Secondary \_\_\_\_\_  
 Post Resort \_\_\_\_\_

DATE JUNE 7, 1944

Route followed by	GREEN	ORANGE
" " "	_____	_____
" " "	_____	_____
" " "	_____	_____
" " "	_____	_____

BRIEFED COURSE
<u>401st. B. G. (A)</u>
_____
_____
_____

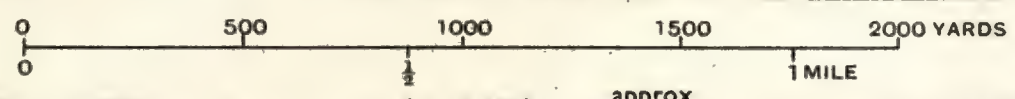




Area  
4801W (LAVAL)

TACTICAL TARGETS

Illustration No.  
4801W/46



Photographed 20 April 1944

(1:16,000)

approx.

Issued May 1944



Illustration No.  
4801W/46

A.I.3c(1)

FALAISE.  
CHOKE POINTS:— C<sub>1</sub> — 144367 C<sub>2</sub> — 139363 C<sub>3</sub> — 136636  
(Grid ref. per G.S.G.S. 4250 7F/6).  
LARGE CIRCLE SHOWN IS APPROX. 500 YARDS RADIUS.



W.D.  
 A.G. Form  
 12 E. Modified  
 25-9-43, 8 BC APO 634

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Pick DATE 7 June 1944

PILOT Capt Sammons TAKE OFF 0940

NAVIGATOR Lt. Dasher AIRPLANE \_\_\_\_\_

ORGANIZATION \_\_\_\_\_ SQUADRON \_\_\_\_\_ GROUP 401st LANDED 1514

OBJECTIVE Falaise, France (MPI) \_\_\_\_\_

INITIAL POINT \_\_\_\_\_

METHOD OF ATTACK \_\_\_\_\_  
 Individual Flight Squadron  Group Wing

NUMBER A/C IN GROUP 17 / 1 GH COMPOSITE GROUP \_\_\_\_\_

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:

DEFLECTION AND RANGE SIGHTING, GROUP \_\_\_\_\_ COMPOSITE GROUP \_\_\_\_\_

RANGE SIGHTING ONLY, GROUP \_\_\_\_\_ COMPOSITE GROUP \_\_\_\_\_

BOMBS, TYPES AND SIZES 500# GP

NUMBER OF BOMBS LOADED 204 x 500# GP RELEASED 192 x 500# GP plus 11 x 500# GP on GHa/

FUZING, NOSE 1/10 TAIL 1/100

SYNCHRONIZATION  On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target	<u>100</u>	Mag Head, order	<u>263</u>	Actual	<u>263</u>
True Altitude above target	<u>20800</u>	True Heading	_____	_____	_____
Ind. Altitude	<u>21000</u>	Drift, Est.	<u>416L</u>	Actual	<u>416L</u>
Pressure alt of target	<u>4162</u>	True Track	_____	_____	_____
Altimeter setting	<u>29.94</u>	Actual Range	<u>9443</u>	_____	_____
C.I.A.S. <u>150</u>	I.A.S. <u>150</u>	B.S. Type	<u>M-9</u>	_____	_____
G.S., Est <u>190</u>	Actual <u>190</u>	Time of Release	_____	_____	_____
Wind Direc. Metro	<u>320</u>	Intervalometer Setting	<u>Salvo</u>	_____	_____
Wind Veloc. Metro	<u>58</u>	Length of Bombing Run	_____	_____	_____
D.S. <u>149.5</u> Trail	<u>59</u>	ATF	<u>37.72</u>	C-1 Pilot	<u>Yes</u> A-5
Stan. D.A. Est.	<u>47</u>	Actual	<u>47</u>	Manual Pilot	_____



Individual Train Salvo Jettisoned Return

POINT OF IMPACT IF SEEN TARGET AREA

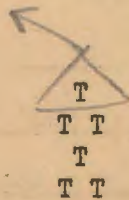
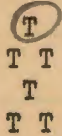
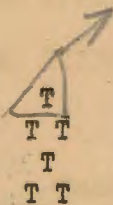
NAVIGATION DATA:

MEAN TEMP. METRO -7 ACTUAL -7

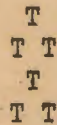
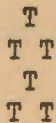
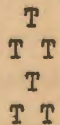
WINDS

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

METHODS OF BOMBING



COMPOSITE GROUPS



Bombardier making complete sighting operation



Bombardier making range operation only



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

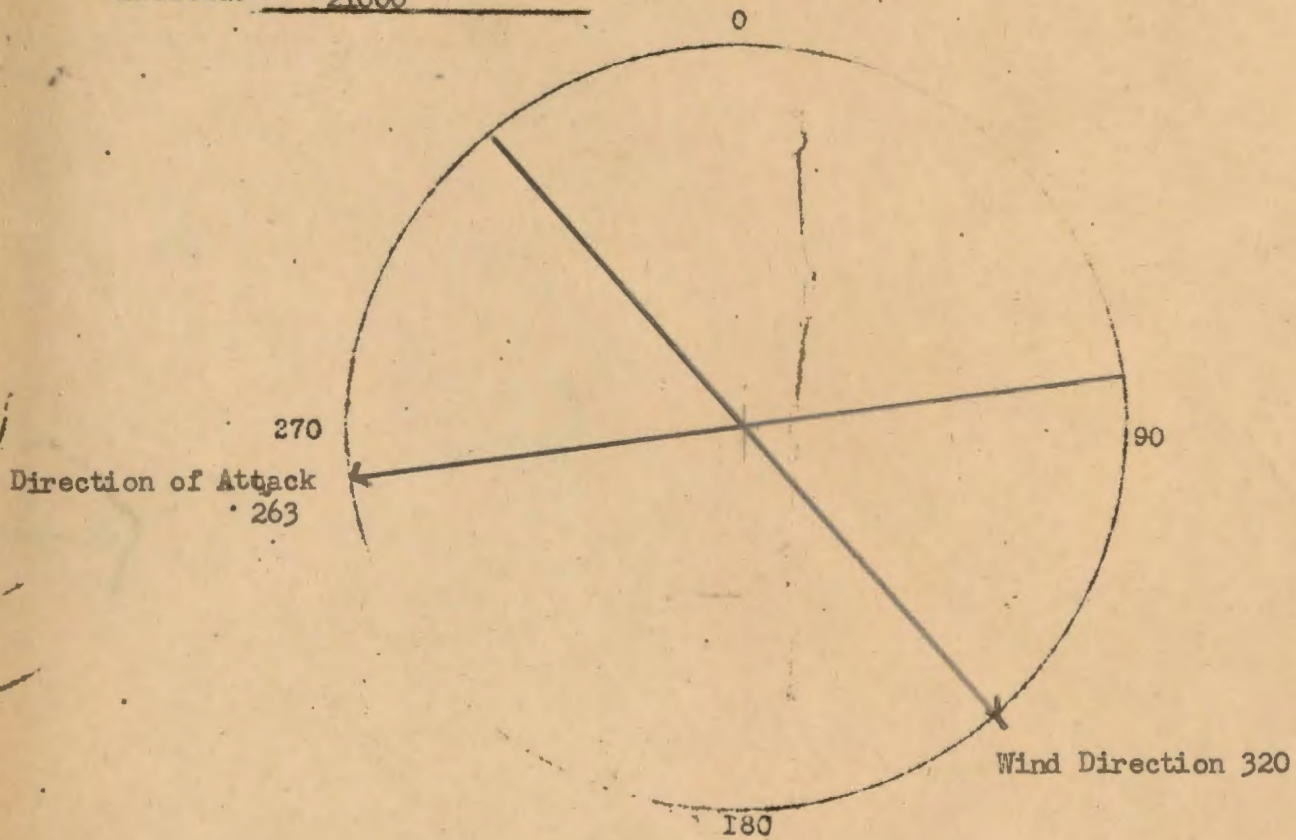


BOMBARDIER'S INDIVIDUAL PLOT

Target Falsise, France

Method of Bombing Visual

Altitude 21000



PLOT

Wind Direction 320  
Wind Velocity 58  
Direction of attack 263

REMARKS - - - - -



Briefing notes

Route - 1:500.00 - Situation Map.  
 No Secondary or last resort targets.  
 Fighter Support - indirect support flying  
 South East and West of target.

Emergency Airborne - Fauquier - 5051 - 00424

Flak Meager Flak may be encountered  
 in target area.

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

POOP

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







A/C 42-79993

P	Myrtetus, John W.	1st Lt.	612th.
CP	Davis, Charles C., Jr.	2nd Lt.	"
N	Elward, Thomas S.	2nd Lt.	"
B	Greer, Thyrl J.	2nd Lt.	"
RO	Wyatt, Fred J.	s/Sgt.	"
ITG	Faine, Malcolm W.	Sgt.	"
BTG	Brawn, Clarence F.	Sgt.	"
TG	Brisbin, Robert L.	Sgt.	"
LWG	McClelland, George E.	S/Sgt.	"
BWG	Brotherton, Douglas F.	Sgt.	"
B	Deaton, Floyd G.	Sgt.	"
M	Rockwell, Milton O.	Sgt.	"
A/C 42-31037	Rockwell, Milton O.	Sgt.	"
B	Opie, Kermit H.	Sgt.	"
P	Opie, Kermit H.	1st Lt.	612th.
CP	Lehey, Edward A. Jr.	2nd Lt.	"
V/C 48-272	Schwartz, Joseph M.	F/O	"
N	Browne, Joseph E.	1st Lt.	"
RO	Simmons, Arnold F.	Sgt.	"
ITG	Fleetwood, Gerald C.	Sgt.	"
BTG	Bodie, John F. (NMI)	Sgt.	"
TG	Yankie, Alvin (NMI) Sr.	Sgt.	"
LWG	Brauer, Harry D.	Sgt.	"
BWG	Burns, Ralph F. C.	Sgt.	"
B	Dopson, William F.	Sgt.	"
M	Deaton, Floyd G.	Sgt.	"
CP	Rockwell, Milton O.	Sgt.	"
A/C 42-31087	Rockwell, Milton O.	Sgt.	"
B	Wells, Kenneth C.	1st Lt.	612th.
V/C 48-108	Gunn, Evin N.	1st Lt.	"
N	Schmied, James W. Jr.	2nd Lt.	"
BTG	Lingentelner, Leo I.	Sgt.	"
RO	Bartlett, Edward M.	Sgt.	"
ITG	Larson, Robert D.	Sgt.	"
BTG	Minor, Wallace G.	Sgt.	"
TG	Lockenour, Charles W.	Sgt.	"
LWG	Price, William (NMI)	Sgt.	"
BWG	McNicholas, Joseph D.	Sgt.	"
B	Deaton, Floyd G.	Sgt.	"
CP	Opie, Kermit H. (NMI)	Sgt.	"
B	Opie, Kermit H.	Sgt.	612th.

See #

CP - No Acc Donald S. - Major - 612th

TO: Operations Officer, 701st Bombardment Group (H), AAF Station  
SUBJECT: Positive List

701st Bombardment Group (H)  
AAF Station No. 738

Office of the Operations Officer  
701st Bombardment Group (H)  
701st Bombardment Squadron (H)

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

AAF Station # 128  
 7 June 1944.

SUBJECT: Loading List.

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

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

\*Plane 42-51005

P	2nd Lt.	ROZZELL, WOODVILLE G.	234th
CP	2nd Lt.	LUCKETTI, HUMBERT (NMI)	"
N & B	2nd Lt.	FOWLER, EUGENE K.	"
CTG	Pvt.	Henderson, King	"
RO	S/Sgt.	Burnett, Major A.	"
TT	S/Sgt.	Smellie, Dorman R.	"
BT	Cpl.	Riep, Herman R.	"
TG	Sgt.	Ivay, George W.	"
LWG	Sgt.	Smith, William M.	"
RWG	S/Sgt.	Bralley, Brown A.	"

\*Plane 42-51589

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

\*Plane 42-97395

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



Leading List ( Con't )

\*Plane 42-107084

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

\*Plane 42-97322

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



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

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7 June 1944

SUBJECT: Loading List

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

1. Following is the list of Comb<sub>o</sub>t Crews participating in today's mission.

PLANE # 42-37843

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

PLANE # 42-107113

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

PLANE # 42-102468

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

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



PLANE # 42-102674

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

PLANE # 42-40002

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

PLANE # 42-51730

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

DATA NAME NAME (FUEL) LABEL (MI) SQUADRON

PLANE # 42-21002

7\* ROTATION IS THE TYPE OF GROUP'S PLANE DETERMINED BY THE TYPE OF ENGINE

10 : OBSOLETE ORIGINAL COPY GROUP OF (S) VLS & 20A

REMARKS: FORMER TYPE

A TYPE 1000

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VLS - 200 - 100 - VLS - 20A  
 OFFICE OF THE ASSISTANT SECRETARY  
 ONE HUNDRED AND NINE SEVENTH AVENUE (N)  
 SIX HUNDRED AND FIFTY-NINTH SEVENTH AVENUE (E)



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

7 June 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 7 JUNE 1944

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

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

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

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

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

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

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



# OPERATIONAL ROUTE FORECAST

DATE 7 June 1964  
 PERIOD 0900 - 1130 hrs  
AG P BR HQ SOS 2-44/65M/22929

DECLASSIFIED PER AMDD24 SAOS  
 BY TS/ NARA DATE 11/24/11

	A Base to Target	B Target to Base	C	D
1 WEATHER	Cloudy with haze becoming Overcast	Overcast becoming cloudy.		
2 CLOUDS	5-7/10 Cumulus (large) base 1500-2000ft tops 6-8000ft increasing to 7-9/10 Large Cumulus base 1500-2000ft tops 3-10000 ft. at English Coast and 7-10/10 Large Cumulus base 1500-2000ft tops 12-15,000ft at Target. 2-4/10 Alto cumulus 12-15000ft becoming 3-5/10 Alto cumulus associated with Cumulus tops.	4-10/10 Large Cumulus base 1500-2000ft tops 12-15,000ft decreasing to 7-1/10 Large Cumulus base 2000-2500ft tops 3-10000 ft at Base. 7-9/10 Alto cumulus associated with Cumulus tops becoming Nil at Base. 3-4/10 Fine Cirrus at 25,000ft and above.	Nil High Cloud becoming 2-4/10 Fine Cirrus 25,000ft and Above.	<u>NOTE</u> Weak Trough along Continental Coast at Target Time.  Ventails at Cirrus level.
3 ICING	6000ft Light becoming moderate in Cumulus tops.	6000ft Moderate Clear in Cumulus tops		
4 VISIBILITY	4-6 miles becoming unrestricted above low cloud.	Unrestricted aloft becoming 4-10 miles at BASES.		
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	350 70 310 20	Plus 11		
5000 FT	30 75 310 25	Plus 01		
10000 FT	30 75 320 25	-05		
15000 FT	30 75 320 45	-10		
20000 FT	30 75 320 50	-26		
25000 FT	330 75 320 65	-37		
30000 FT	310 100 320 80	-42		-7.0

BASE ALTIMETER SETTING 29.83 in TARGET SURFACE TEMP Plus 11 TARGET MEAN TEMP Plus 90ft.  
 TEMP. AT 1000 FT. -28 TARGET SURFACE (PRESSURE-ALT) 462  
Target sea level Pressure 29.83      Mid Height of Target.