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CO AAF STA 128 by

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

REPORT OF OPERATIONAL DAY

*MISSION NO. III
18TH. JULY, 1944*

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

MISSION NO. 111

To: PEENEMUNDE , GERMANY

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 # 111

MISSION SUMMARY REPORT

Date 18 July 1944

ASSIGNMENT

1. Assigned Target: PEENEMUNDE, GERMANY (Research Plant)
2. Commitments: The 401st was to furnish the lead and low 18 ship boxes for the 94th "A" CBW (16 a/c plus 2 PFF from the 351st Group for the lead box) one spare was to accompany each box.

EXECUTION

1. Target Bombed: PEENEMUNDE, GERMANY
2. a. Wing (Division Leader) Col. HARRIS E. ROGNER
Lead Navigator: Major, J. F. EGAN - Captain R. F. Causey
Lead Bombardier: Captain K. C. KUENNING
- b. Low Box Leader: Captain V. K. CAMMACK (Aborted)
1st Lt. J. F. RISHER (Deputy)
Lead Navigator: 2nd Lt. C. L. MC CLUNG (Deputy)
Lead Bombardier: 2nd Lt. V. E. BROWN (Deputy)
3. Takeoff and Assembly:
Takeoff and assembly were as briefed. Assembly was fast and the Wing departed on time with all ships in formation. Cottessmore buncher was departed at 0609 and South "Z" on course, on time at 0633.
4. Attack:
 - a. Penetration:

Upon passing the coast six wings were seen assembled behind and the Division started the course as briefed. Climb was started 3 minutes late and due to wind changes, the Wing lost eleven minutes between the English Coast and the target. The route was as briefed. Fighter escort was very good during the entire mission. Navigation was excellent, flak areas were avoided over the Danish Peninsula and the IP was picked up easily. Although there was considerable undercast, a corridor of clear weather opened up for the bombing approach.

Mission Summary Report (Cont'd)

B. Bombing Approach and Run:

Lead Box:

Although cloud coverage was 10/10ths for most of the route to the target, there appeared to be some breaks in the target area. Therefore it was decided to make an attempt at a visual run with pathfinder assistance. On course to the IP, a point lying between the formation and the target was recognized. The opening in the clouds there seemed to extend a good distance beyond this point so the turn was made immediately and the Wing uncovered.

The peninsula on which Peenemunde is located was soon found to be clear and the lead box took up a course in that direction. It was several minutes before the actual target could be found. Approximately a 3 minute run was made with no opposition until shortly before bombs away, when inaccurate barrage type flak was encountered.

Low Box:

The course was as briefed to the IP, where we uncovered and spaced ourselves behind the Lead Box. The turn to the right at the IP was made with the C-1 Pilot, in our third attempt to set it up to use for the Bomb Run. When we tried to level out we found the A.F.C.E. was still not working properly so the run was made manually. There was about 2/10 cloud coverage at the beginning of the run but by the time we were 1/2 way down they had all dissipated and the weather was clear. There was time for 2 levels and synchronization was perfect. Results were good.

c. Weather:

Solid undercast to Denmark peninsula, tops at 18,000' over target area about 4/10ths with occasional breaks, one good break over target. Weather was about the same on return.

d. Withdrawal and Return to Base:

Another Wing cut in after the target and came out ahead of our Wing. Route was as briefed, flak area again being avoided. A let down was made on the King's Cliff buncher and all ships landed safely at the home base.

5. Aircraft Not Attacking:

Lead V Box:

All scheduled aircraft airborne attacked the primary (the spare aircraft filled in for an abortive in the low box and attacked with that formation).

Mission Summary Report (Cont'd)

5. Continued.

Low Box:

A/C 43-37551 - Returned early because of erratic action of the # 4 engine. aircraft was at 6500 feet climbing on 2300 RPM and 38" heading MAP when all pressure slowly dropped to 40 and oil temperature rose to 115°. Ground check revealed no malfunction. (Mechanical)

A/C 42-107092 - Returned early when crew smelled excessive gas fumes in plane while booster pumps were on. No leaks were found upon return. (Personnel)

6. Enemy opposition:

No air opposition seen or encountered (See flak report for flak)

7. Battle Damage:

<u>Major</u>	<u>Minor</u>	<u>Flak</u>
	7	7

8. Casualties:

None.

9. Statistical Summary of Operations (See attached form)

10. Bombing Data:

a. Observations:

Lead Box:

Direct hits were made on the MPI, balance of pattern well concentrated within 2000'.

Low Box:

Results were considered good although pattern was somewhat short of MPI.

b. Disposition of Bombs:

Lead Box:

Of the 16 401st a/c airerne, all attacked the primary dropping 160 X 500# M64 bombs. 2 PFF a/e dropped 20 X 500# M64 bombs.

Mission Summary Report (Cont'd)

10. b. Continued.

Low Box:

Of the 18 401st a/c entering enemy territory, ¹⁷ 18 a/c dropped 180 X 500# M64 on primary. One a/c encountering engine trouble picked an unknown target of opportunity at 5429 - 0904 E and dropped 10 X 500# M64 bombs. Of the two aborting a/c, one jettisoned 10 X 500# M64 and one returned 10 X 500# M64.

c. TABULARY SUMMARY OF DISPOSITION OF BOMBS (Both Boxes)

	Aircraft		Bombs				
	Over Target	Bomb ing	Num-ber	Size	Type	Fusing Nose Tail	
Main Bombfall	33	33*	330	500#	M64	1/10	1/40
Other Attacks (T. of O. Unknown)	1	1	10	500#	M64	1/10	1/40
Total Bombs on Targets			340	500#	M64	1/10	1/40
Other Expenditures			10	500#	M64	1/10	1/40
Bombs Returned			10	500#	M64	1/10	1/40
Total (Loaded on A/C Taking Off)			360	500#	M64	1/10	1/40

* Excl 2 PFF dropping 20 X M64 on target.

11. Lost Aircraft:

None.

Submitted By:

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

STATISTICAL SUMMARY OF OPERATIONS

301st Group

1st BD F. O. 440

Date of 18 July 1944

94th "A" Wing

	LEAD BOX		LEAD LOW BOX	
		PPF - XOK		PPF - GH
1. No. of A/C Failing to Take Off	0	0	0	
2. No. of A/C Airborne	16*	2	20	
3. No. of A/C Airborne Less Spares	16	2	20	
4. No. of A/C Serties	16	2	18	
5. No. of A/C Attacking	16	2	18	
6. No. of A/C Not Attacking	-	-	2	
(a) Early Returns Included	-	-	(2)	
7. Name of Primary Target	PEENEMUNDE, GERMANY			
(a) No. of A/C Attacking	16	2	17	
(b) No., Size & type of bombs	160	500# M64	170	
	500# M64	20	500# M64	
8. Name of Secondary Target	NOT BOMBED			
(a) No. of A/C Attacking				
(b) No., Size & type of Bombs				
9. Name of Last Resort Target	NONE			
(a) No. of A/C Attacking				
(b) No., Size & type of Bombs				
10. Name of Target of Opportunity	UNKNOWN (5829-0904 E)			
(a) No. of A/C Attacking	-	-	1	
(b) No., Size, & type of Bombs			10	500# M64
11. Name of Target Opportunity	NONE			
(a) No. of A/C Attacking				
(b) No., Size & type of Bomb				
12. No of A/C Lost - TOTAL	NONE	NONE	NONE	
13. - to Flak				
14. - to Flak & E/A				
15. - to Enemy A/C				
16. - to Accident				
17. - to Unknown				

STAT SUMMARY (Cont'd)

18. Time of Takeoff	0448	0449	
19. Time of Attack	0954	0954 $\frac{1}{2}$	
20. Average Time of Flight	9.1	9.2	
21. Altitude of Release	24,800	24,000	
22. Visual or PFF	VIS	VIS	
23. Enemy Resistance - AA Int.&ACC.	Meager Inacc.	Meager Inacc.	
24. - Fighters	NONE	NONE	
25. - Bombers	NONE	NONE	
26. U.S. A/C Engaged by Enemy A/C	NONE	NONE	
27. Degree of Success	EXCELLENT	GOOD	

PFF A/C Borrowed from Groups as follows: 2 PFF From 351ST GROUP

PFF A/C Loaned to Groups as Follows: NONE

NOTES:

- * One spare actually airborne with Lead Box is considered as being airborne with the low box.

LEAD BOX

Combat Flight Leader COL ROGNER Date 18 July 1944

Deputy Flight Leader MAJ SILVER

401st Lead Box on Take Off
and Cruise.

613 SQDN

612th SC JABWOCK
 613th IK MACRO
 614th IW GOLFCLUB
 615th IY BUZZARD

CONNOLLY (ROGNER)

PTF 687

HANSON

Q 951

GRUMAN (SILVER)

PTF 649

HAMMOND

M 2005

MC KEON

S 947

LIPPERT

B 009

614 SQDN

612 SQDN

LA FEVER

O 602

TONSGAARD

O 487

HARASYN

S 145

LIPKA

D 394

LINFORD

S 938

INGST

G 962

ROZZELL

A 7872

RITTING

B 662

KOONS

F 395

MERGER

B 151

GIBSON

J 790

HOCKING

L 632

SPARES

THOMSON

R 113

LOW BOX

Combat Flight Leader CAPT GAMBACK Date 18 July 1944

Deputy Flight Leader LT RISHER

601st Low Box on Take Off
and Cruise.

615 SQDN

612th SC JABWOCK
613th IK MACRO
614th IW GOLFCLUB
615th IY BUZZARD

GAMBACK

L 551 (aborted)

FINGARD

RISHER

O 091

J 659

KONZE

M 674

DUCEWORTH

DOW

B 730

E 092 (aborted)

SQDN

SQDN

FERDYN

TAYLOR

R 146

R 780

LEMONS

FREDERICK

CARROLL

HASKETT

P 344

H 398

H 869

F 664

CARNS

FISBETH

M 089

G 084

ETTERS

FOX

MC ELRAITH

KOVACH

K 072

J 591 (aborted)

D 859

K 369

SPARES

BURNS

D 992

Combat Flight Leader COL ROEMER

Date 18 July 1944

Deputy Flight Leader MAJ SILVER

401st Lead Box Over Target

613 SQDN

612th SC JAB/OCK
 613th II MACRO
 614th IW GOLFCLUB
 615th IY BUZZARD

CONNOLLY (ROEMER)

PPF 687

HIXSON

GRUBAN (SILVER)

Q 931

PPF 649

HALLMOND

M 2005

MC KEON

LIPPERT

S 947

E 009

614 SQDN

612 SQDN

LA FEVRE

BOURSAULT

O 602

O 487

HARASYN

LIPKA

LIMEFORD

ZIGOS

S 145

D 894

S 988

G 962

ROZELL

RIPPING

A 872

E 662

KOOMS

MERCER

GIBSON

HOCKING

F 595

B 151

J 790

L 632

SPARES

LOW BOX

Combat Flight Leader CAPT CAMMACK Date 18 July 1944

Deputy Flight Leader LT RISHER

401st Low Box Over Target

SQDN

- 612th SC JAB/OCK
- 613th IN MACRO
- 614th IW GOLFCLUB
- 615th IY BUZZARD

RISHER

J 865

WINGARD

O 091

THOMASON

R 115

KONZE

M 674

DUCKWORTH

B 730

SQDN

FERDYN

R 146

SQDN

TAYLOR

R 780

LEMONS

P 344

FREDERICK

H 398

GARROLL

H 869

HASKETT

F 664

CARNS

M 039

FESSETTE

G 084

ETTERS

K 072

BURNS

D 392

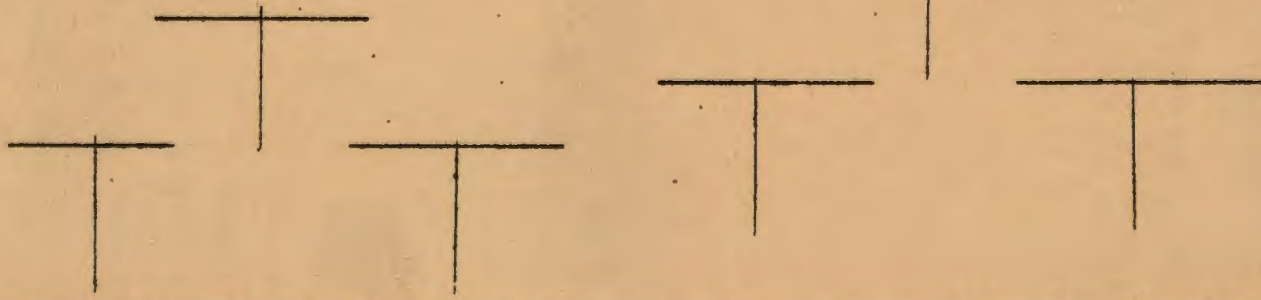
MC ILRAITH

D 859

KOVACH

K 369

SPARES



HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICERLead 194410 July

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 0448 hours; Land at 1352 hours.b. Group formed at 0555 hours at 8000 feet.c. Formed CBW at 0600 hours at 8000 feet.d. Began climb at 0710 hours; reached alt. at 0910 hours.

e. Weather encountered over England:

(1) Clouds 30 / 10th - Visability 15 miles.(2) Wind at altitude 40 degrees, 24 Knots.f. Means of navigation over England. Dr, Geeg. Means of checking Metro Winds Gee, Air plot, Mickeyh. Joined task force at 0655 hrs. at (Spitfire, City, Coord.)i. English Coast out at 0655 hrs.; Enemy Coast in at 0748 hrs.

j. Fighter Rendezvous:

(1) Going in throughout hrs.(2) Coming back throughout hrs.

k. Wind used for bombing:

(1) 354 degrees, 14 Knots.(2) Determined by Drift, Mickey

l. Bomb run and Method of Target Identifications:

(1) Reached IP at 0928 hrs.(2) Mag. heading over target 301 degrees.(3) Altitude over target 21000 feet.(4) Bombs away at 0954 hrs.

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

Visual

m. Gee:

(1) Coordinates of furthest fix 54-24 N. 07-00 E.(2) Obtained at 1135 hours.

n. Difficulties encountered with special equipment.

COMMENTS:

JAMES F. EGAN
Major, A. C.
Lead Navigator

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNC.	MAG. HDNC.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION.	I.A.S. MPH. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
0701		137/13	80		57-40N 02-40E 6 wings behind		180	7900	150	43	18	140	34	41	0741
0712			80		57-43N 02-38E On course							140	68	39	0742
0723			80		57-51N 03-09E		140	8000				140	44	19	0742
0730		164/11E	80				140	7900		45	18	140	23	9	0739
0740		2	80		Start climb *03 late		140	8000							
0745			75												
0748			75		57-02N 04-52E		180	10000	195						
0756		260/20	75				180	10500	157	21	08				
0759		265/30					150								
0816			65		57-25N 07-03E		180	15500							
0818								16000				180	46	15	0833
0825												210			
0831			70		Empty Coast, G.P. #2, 05 ¹ late			18000							
0832		107/30	90		57-41N 08-52E		150	19500	180						
0833	85	-5	80		High 22 miles at 0800			20000		41		170			
0910		-4	82		57-52N 11-28E Stockholm and 354/12E		140	25000	198	49 1/2		190	80	24	0934
0919					G. P. #3 15 min late										
0939			223		1 P A/C 2140		150	24000				204			
0954		42	198		Flak 12 o'clock HIGH 2100		150	24000							
1002			215		Anken. Start letdown		180	24000							
1008			300		Tubes below			23000				190	54	17	1019
1015			325				140	23000							
1020			295		as briefed, Postros		150	23000							
1028			295				150	21000							
1032			295		57-30N 11-30E		140	21900							
1039			305		57-40N 11-04										
1043			305				150	21000							
1058			240		Flak at Flensburg, (off to right, due to another wing crowding on left)		150	21700							
1105	264	-3	262		Empty Coast 57-37N 08-22E			21000							
1112	264		261												
1119			261		Letting Down. Saligensand 10 mi. Left.		160	17400	210			175	210	1:40	1300
1130			260		57-24N 07-00E "G" 24		170	12000							
1147	265	51	260		57-10N 05-30E G. Wind 120/24E		170	6700	170	40	12 1/2	197			
1225	235	73/24	232		57-33N 05-05E		150	6700	145	21	11	170	71	25	1150
1254			245		Grower		150	6700							
1324			252		Hinge Cliff bumper (let down)			5000							
1342			180		Faldreok		150	1000							
1352					Landed										

I certify that this is a true copy of the Lead Navigator's Log.

H. W. DEBARI
 Col., USAF Corps
 Commanding Officer, 41st Bomb Op (H)

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

Low Box

18 July 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 0449 hours; Land at 1353 hours.

b. Group formed at 0555 hours at 6700 feet.

c. Formed CBW at 0602 hours at 6700 feet.

d. Began climb at 0750 hours; reached alt. at 0855 hours.

e. Weather encountered over England:

(1) Clouds 8 / 10th - Visability 15 miles.

(2) Wind at altitude 109 degrees, 48 Knots.

f. Means of navigation over England. Gee, DR

g. Means of checking Metro Winds Gee, Pilotage

h. Joined task force at 0637 1/2 hrs. at Louth
(Splasher, City, Coord.)

i. English Coast out at 0637 1/2 hrs.; Enemy Coast in at 0750 hrs.

j. Fighter Rendezvous:

(1) Going in continuous hrs.

(2) Coming back continuous hrs.

k. Wind used for bombing:

(1) 109 degrees, 48 Knots.

(2) Determined by Gee
(Method)

l. Bomb run and Method of Target Identifications:

(1) Reached IP at 0939 hrs.

(2) Mag. heading over target 201 degrees.

(3) Altitude over target 2,000 feet.

(4) Bombs away at 0954 1/2 hrs.

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

Visual

m. Gee:

(1) Coordinates of furthest fix 54-23 N. 06-12 E.

(2) Obtained at 0814 1/2 hours.

n. Difficulties encountered with special equipment.

COMMENTS:

GUY L. McCLUNG, JR.
2nd Lt., A. C.
Lead Navigator
SIGNATURE

Primary _____
 Secondary _____
 Last Resort _____

PRENEMUNDE, GERMANY

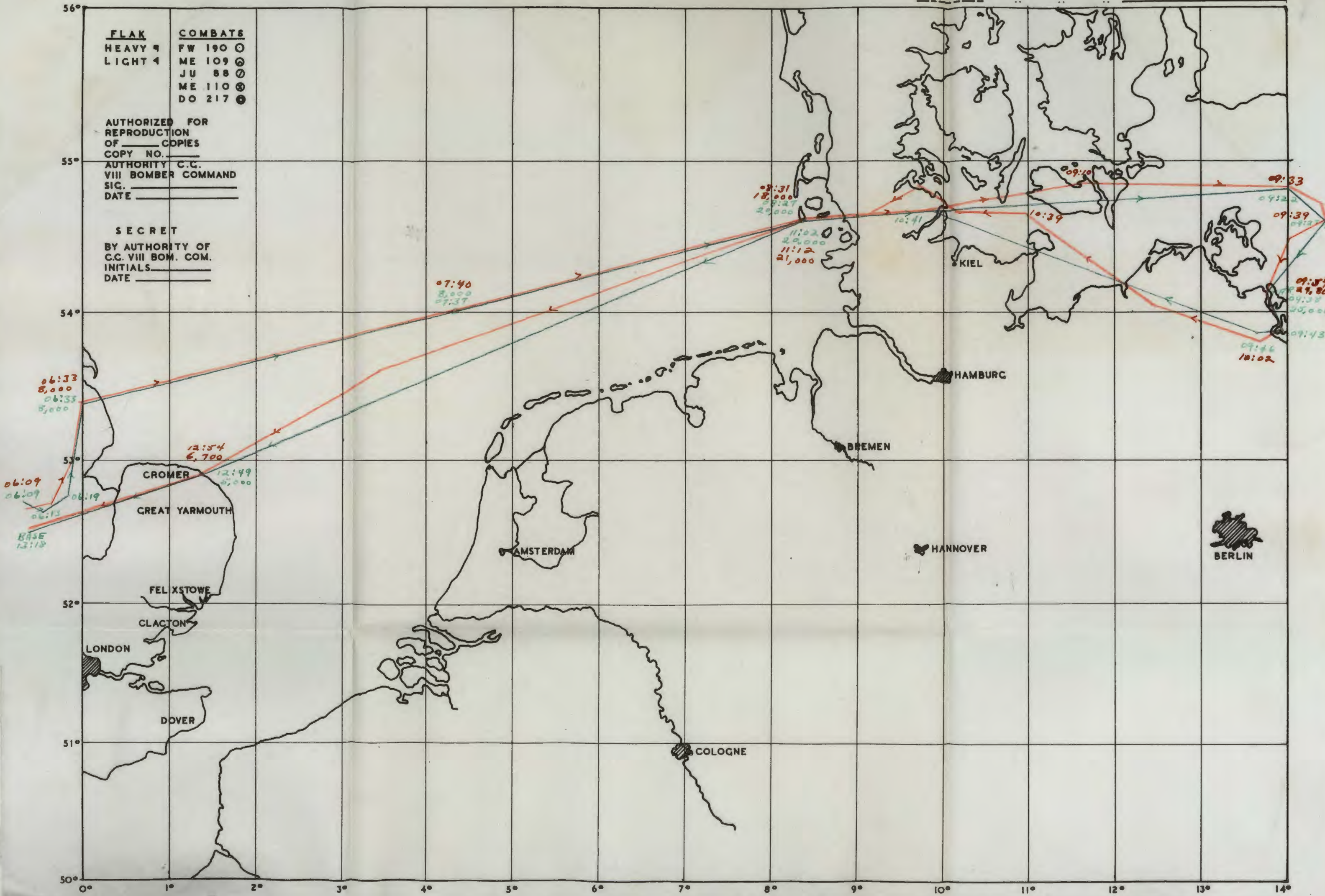
DATE JULY 18, 1944

FLAK
 HEAVY 4
 LIGHT 4

COMBATS
 FW 190 ○
 ME 109 ⊙
 JU 88 ⊙
 ME 110 ⊙
 DO 217 ⊙

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VIII BOMBER COMMAND - PROPOSED OVERALL PLAN

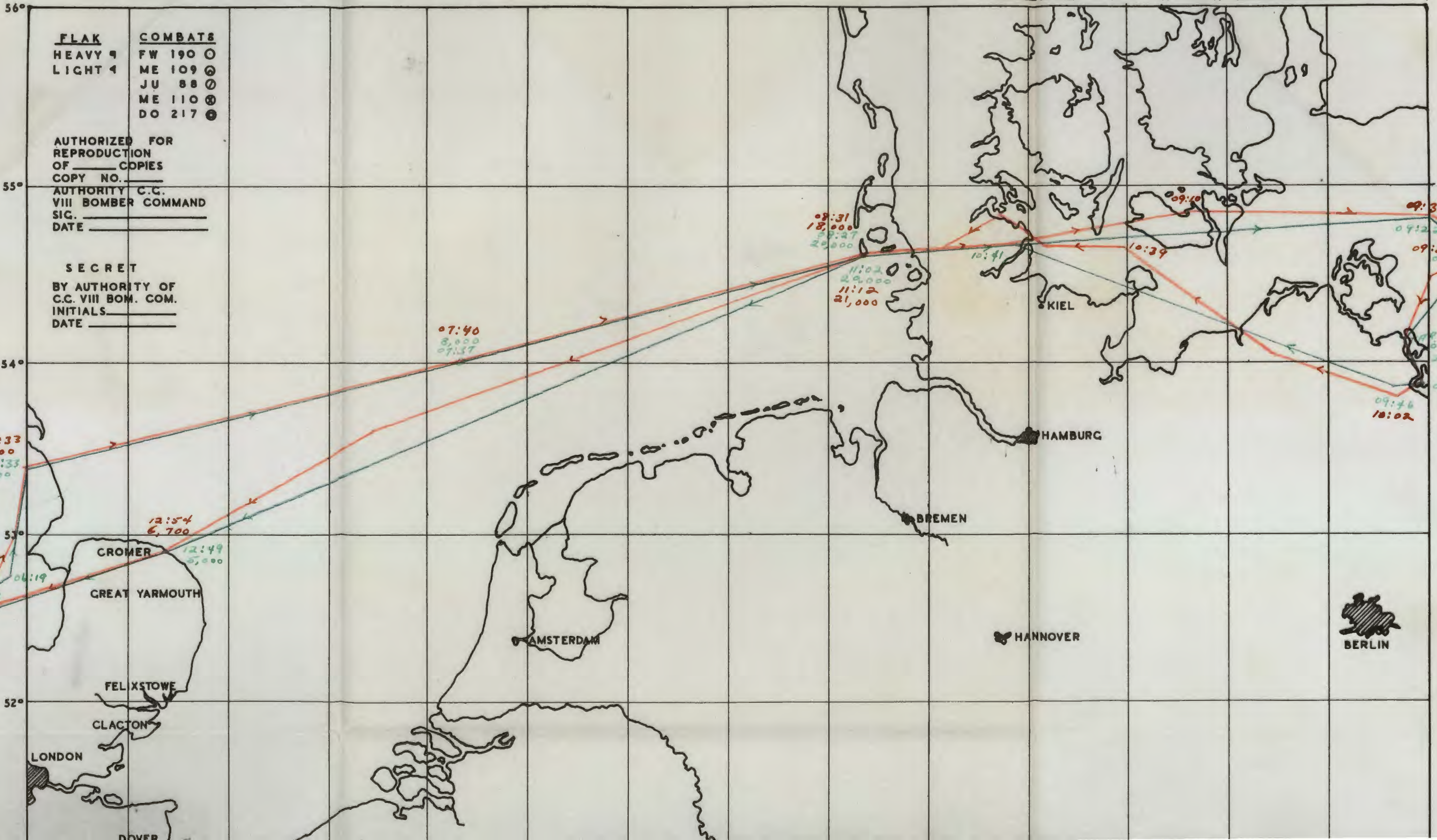
TARGET

Primary PEENEMUNDE, GERMANY
 Secondary _____
 Last Resort _____

TRACK CHART

DATE JULY 18, 1944

<u>GREEN</u>	Route followed by	<u>BRIEFED COURSE</u>
<u>ORANGE</u>	<u>401st B. G. (H)</u>
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---	---
---	---
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<u>FLAK</u>	<u>COMBATS</u>
HEAVY 4	FW 190 0
LIGHT 4	ME 109 0
	JU 88 0
	ME 110 0
	DO 217 0

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Get Knanning DATE 18 July 1944
 PILOT Col Roper TAKE OFF 0448
 NAVIGATOR Capt Wood AIRPLANE PTF 687
 ORGANIZATION _____ SQUADRON 615 GROUP 401st LANDED 1852
 OBJECTIVE Peenemunde, Germany (MPI) _____

INITIAL POINT _____

METHOD OF ATTACK _____
 Individual Flight Squadron Group X Wing

NUMBER A/C IN GROUP 16 / 2 PTF COMPOSITE GROUP _____

DEFLECTION AND RANGE SIGHTING, GROUP Lead A/C COMPOSITE GROUP _____

RANGE SIGHTING ONLY, GROUP _____ COMPOSITE GROUP _____

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C

BOMBS, TYPES AND SIZES M84 500#

NUMBER OF BOMBS LOADED 100 x 500# M 84 (Plus 2 PTF with 20 x 500# M 84)
 FUZING, NOSE 1/10 TAIL 1/40

SYNCHRONIZATION X
 On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target	<u>10</u>	Mag Head, order	<u>233</u>	Actual	<u>201</u>
True Altitude above target	<u>25600</u>	True Heading	<u>198</u>		
Ind. Altitude	<u>24900</u>	Drift, Est	<u>10L</u>	Actual	<u>2L</u>
Pressure alt of target	<u>-103</u>	True Track	<u>196</u>		
Altimeter setting	<u>29.82</u>	Actual Range	<u>16,128</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>238</u>	Actual	<u>235</u>	Time of Release	<u>0955</u>
Wind Direc. Metro	<u>550</u>	Actual	<u>560</u>	Intervalometer Setting	<u>501ms</u>
Wind Veloc. Metro	<u>40</u>	Actual	<u>30</u>	Length of Bombing Run	<u>5 min</u>
D.S.	<u>185</u>	Trail	<u>52</u>	ATF	<u>4.72</u>
Tan. D.A. EST.	<u>.52</u>	Actual	<u>.49</u>	C-1 Pilot	<u>Yes</u>
				Manual Pilot	<u>A-5</u>

TYPE OF RELEASE

Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN Target Area

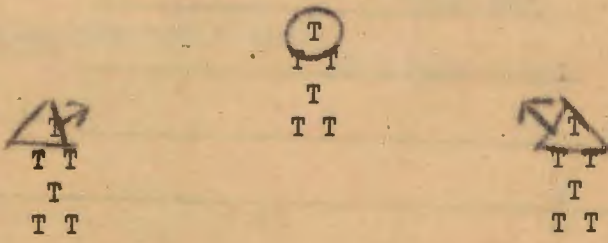
NAVIATION DATA:

MEAN TEMP. METRO -5.3 ACTUAL -4

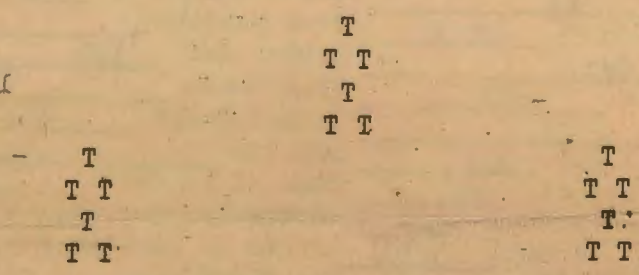
WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
1000						
5000						
10000						
15000						
17000						
19000						
20000						
25000	330	360	40	20	-27	-27
28000						
30000						

METHODS OF BOMBING



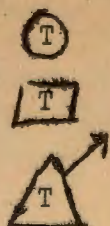
COMPOSITE GROUPS



Bombardier making complete sighting operation

Bombardier making range operation only

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

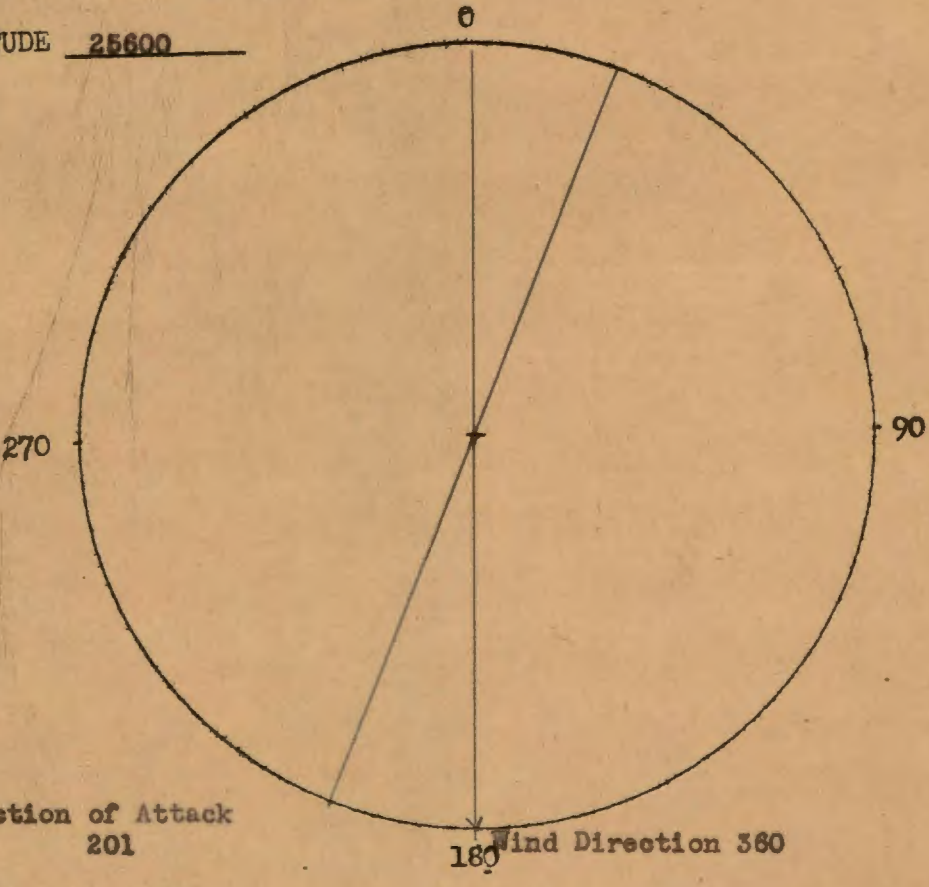


BOMBARDIER'S INDIVIDUAL PLOT

TARGET Peenemunde Germany

METHOD OF BOMBING Visual

ALTITUDE 25600



Direction of Attack
201

180 Wind Direction 360

PLOT

WIND DIRECTION 360

WIND VELOCITY 20

DIRECTION OF ATTACK 201

REMARKS -----

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Brown DATE 19 July 1944
 PILOT Lt. Risher TAKE OFF 0449
 NAVIGATOR Lt. McClung AIRPLANE 650
 ORGANIZATION _____ SQUADRON 614 GROUP 401st LANDED 1353
 OBJECTIVE Poensande, Germany (MPI) _____
 INITIAL POINT _____

METHOD OF ATTACK _____
 Individual Flight Squadron Group Wing

NUMBER A/C IN GROUP 17 COMPOSITE GROUP _____

DEFLECTION AND RANGE SIGHTING, GROUP Lead A/C COMPOSITE GROUP _____

RANGE SIGHTING ONLY, GROUP _____ COMPOSITE GROUP _____

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C

BOMBS, TYPES AND SIZES 500# M 64

NUMBER OF BOMBS LOADED 170 x 500# M 64 RELEASED 170 x 500# M 64

FUZING, NOSE 1/10 TAIL 1/30

SYNCHRONIZATION _____
 On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target	<u>10</u>	Mag Head, order	<u>235</u>	Actual	<u>201</u>
True Altitude above target	<u>24500</u>	True Heading	<u>198</u>		
Ind. Altitude	<u>25000</u>	Drift, Est	<u>30L</u>	Actual	<u>9L</u>
Pressure alt of target	<u>-105</u>	True Track	<u>189</u>		
Altimeter setting	<u>29192</u>	Actual Range	<u>11,662</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>235</u>	Actual <u>250</u>	Time of Release	<u>0955</u>		
Wind Direc. Metro <u>350</u>	Actual <u>330</u>	Intervalometer Setting	<u>Salvo</u>		
Wind Veloc. Metro <u>40</u>	Actual <u>40</u>	Length of Bombing Run	<u>3min</u>		
D.S. <u>127.9</u>	Trail <u>59</u>	ATF <u>41.53</u>	C-1 Pilot	<u>A-5</u>	
Tan. D.A. EST. <u>.50</u>	Actual <u>.49</u>	Manual Pilot	<u>Yes</u>		

TYPE OF RELEASE

Individual Train Salvo X Jettisoned Returned

POINT OF IMPACT IF SEEN

Target Area

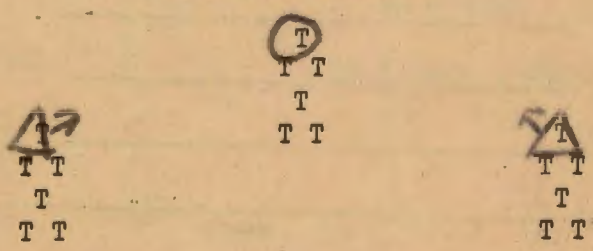
NAVIATION DATA:

MEAN TEMP. METRO -43 ACTUAL -4

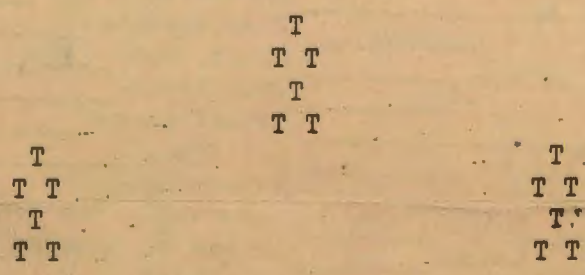
WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
1000						
5000						
10000						
15000						
17000						
19000						
20000						
25000	330	330	40	40	-25	-25
28200						
30000						

METHODS OF BOMBING



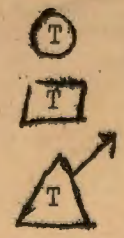
COMPOSITE GROUPS



Bombardier making complete sighting operation

Bombardier making range operation only

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

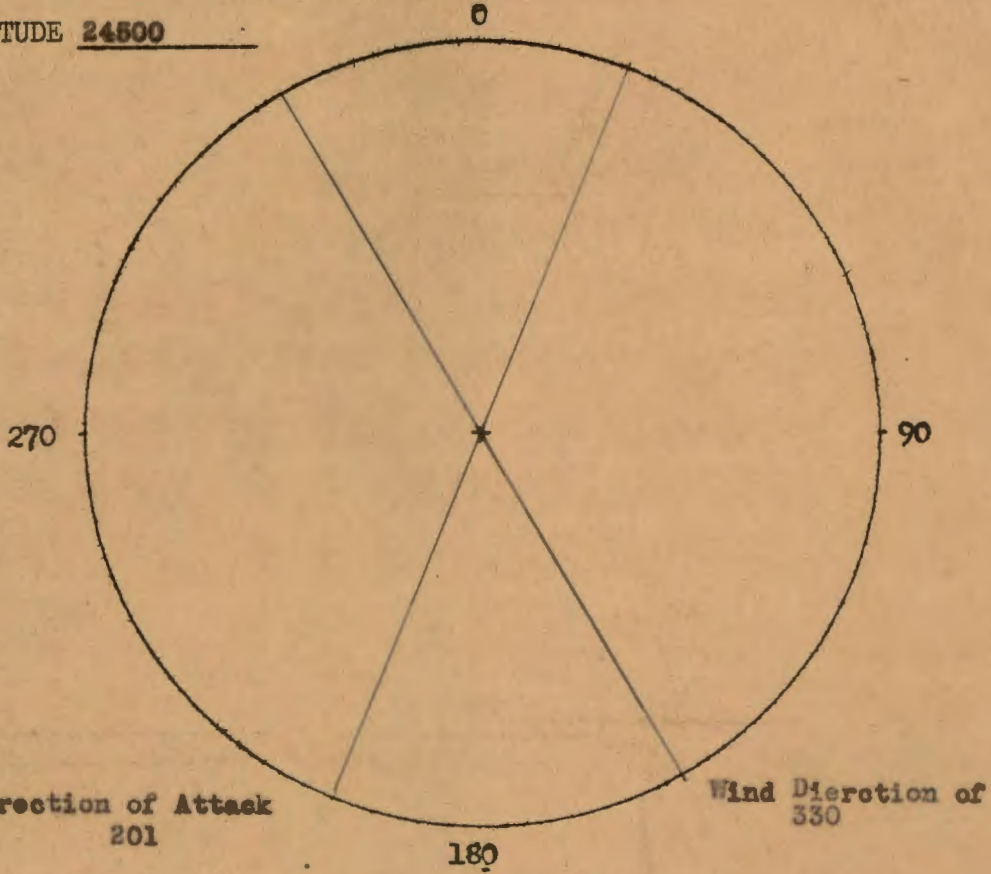


BOMBARDIER'S INDIVIDUAL PLOT

TARGET Peenemunde, Germany

METHOD OF BOMBING Visual

ALTITUDE 24500



PLOT

WIND DIRECTION 330

WIND VELOCITY 40

DIRECTION OF ATTACK 201

REMARKS -----

S E C R E T

Report on A.A. Gunfire.

401st BOMBARDMENT GROUP (H)

Target: Assigned . . . Feenemunde Date of Mission . 18 July 44
Bombed . . . Feenemunde

Route as Flown:- 0838 (5324-0012W) - 0835 (5437-0822E) - I.P. & Target approxi-
mately 5 min. late - 1118 (5437-0822E) - 1256 (Cromer).

Weather conditions: (a) At target . . . Approximately 4/10
(b) En route . . . 10/10 to point halfway across Denmark. . . .
Were our A/C "Seen" or "Unseen" targets? (a) At target . . . Seen
(b) En route . . . Unseen.
Any condensation trails? . . . No

Description of Flak at Target, including METHOD OF FIRE CONTROL
Meagre to moderate, black, tracking type, reported fair to good for altitude
both boxes, poor for deflection.
4 ground rockets, poor altitude and deflection.

Flak encountered or observed en route. (in the order experienced)
0835 - (5437-0822E), meagre, 4-gun battery at landfall (observed).
0840 - Flensburg - moderate, black (observed only).
0850 - Kiel - moderate, black (observed only).
Target (above)
1050 - Kiel - moderate, black (observed only).
1052 - Flensburg - moderate, black (observed only).

Was CHAFF carried? . . . Yes
How discharged? . . . As briefed.

Position of Group Lead & Low Groups of 94th "A" CGW, which led 1st Bomb Division.

Details:-

up	A/C over enemy territory	A/C Damaged	A/C lost to Flak	Time over Target	Time of Bombs away	Height	Axis of Attack	Bomb Run
401 Lead	18	5	0	0954	0954	25,000	200°M	4 min.
401 Low	12	2	0	0955	0955	24,000	201°M	5 min.

One beehive type burst or smoke formation at 0843 hours (5428-0935E).

Target No.
3/AIR/389

EXPERIMENTAL
ESTABLISHMENT

PEENEMÜNDE near WOLGAST
(GERMANY)

Illustration No.
3/AIR/389/6



Photographed 31 March 1944

(1 : 32,6 approx.)

Issued April 1944



Illustration No.
3/AIR/389/6

OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 557
U. S. ARMY

D-J-1

18 July 1944.

SUBJECT: Comments of Crews Participating in Mission to Peenemunde, 18 July 44.

TO : Commanding Officer, Station 128, APO 557, U.S. Army. (Thru Lt. Col. W.T. Seawell and Lt. Col. A.C. Brooks).

1. 2nd Lt. Harry T. Watson, Navigator A/C 7931, objects to the fact that his crew was sent on a practice mission on their day off.
2. 2nd Lt. Alexander Harasyn, Pilot A/C 7145, states there were only six (6) flak suits in his ship.
3. 2nd Lt. Harry E. Baskett, Pilot A/C 7664, says the formation flying was poor. He was #2, high squadron, low box. 2nd Lt. Roy C. Eppers, Pilot A/C 1072 also states the formation was poor to and from target.
4. 2nd Lt. John W. Kovach, Pilot A/C 1369, says the interphone system has malfunctioned on their last three (3) missions and nothing has been done to correct the condition.
5. 1st Lt. Milton R. Wingards, Pilot A/C 1091, reports that A/C 072 taxied onto runway 30 minutes before take-off and prevented his ship from making take-off on time.
6. T/Sgt. Leo H. Griffith, LWG A/C 6146, says that, although an extension had been made for the cord to his earphone set, nothing had been added to the mike cord, thus voiding the purpose of the earphone extension.
7. 2nd Lt. Cleatus C. Lemons, Pilot A/C 6104, reports ground spare aircraft had nose and waist guns loaded backwards.
8. Sgt. David M. Tutwiler, Bombardier A/C 7395, states that the fuse of the first outboard bomb on the left side of aircraft was not screwed in far enough. Says it required 3 or 4 turns to get fuse up.
9. 1st Lt. Francis J. Toussaint's crew claimed the breakfast they had was insufficient for the length of the mission. 1st Lt. Grant H. Linford's enlisted crew members say the boiled eggs have been too raw lately to be edible.
10. 2nd Lt. Guy L. McClung, Navigator A/C 2659, says the Lead Group went out too slow, causing formation to arrive late over target.
11. 1st Lt. Robert L. Fisette, Pilot A/C 7084, suggests that SOP speeds be followed. He found it difficult to maintain formation, particularly in-climbs.
12. 1st Lt. James H. Faulkner, Co-Pilot A/C 2594, says the No. 4 a/c of lead squadron flew back too far and the ball turret never moved in the entire journey.

W. B. FRY,
Major, Air Corps,
Group S-2 Officer.

BRIEFING NOTES(18 July 1944)

TARGET: Your target was originally important as a German Experimental ~~aircraft~~ station where a number of experimental programs were carried out with a large number of experiments on new aircraft. However, the target now has a different aspect as regards importance due to its large production of HYDROGEN*PEROXIDE. This high-concentrated Hydrogen-Peroxide is used in the starting devices for both Jet-Propelled A/C and these Rocket-Bombs. Therefore the production at this old establishment is vital to their rocket efforts now.

The whole of the hydrogen-peroxide complex is divided into ~~three~~ four parts at the target. The wings of this Div. are splitting up on these MPI's and with effective bombing the whole process at your target should be put completely out of use for the Germans.

All three areas where the four MPI's are located are very clear since they are the ~~only~~ built up areas around the target. Your particular MPI is indicated by the letter "D" which you will see in the subsequent pictures and is 250 yards in ~~its~~ diameter and forms a perfect circle in appearance from the air.

Your MPI is equally important to the others for without one neither of the other ~~three~~ three parts can function ~~xxxxxx~~

Secondaries and Last Resorts

ROUTE A ND ESCORT:

EPIRIASCOPE: FLAK ROUTE
(LEAD B OMBARDIER)

LAST MINUTE INTELLIGENCE:

SPECIAL INSTRUCTIONS:

P/W -- read gen instruct--andbull 10-B.
regular poop

- b. No invasion markings on friendly fighters now.
- c. Empty pocket of identifying material
- d. check you
 - Parachute harness fit properly
 - identity photos
 - G. I. shoes,
 - Dog-tags
 - Escape kit and purse hidden securely on person.

EXRX JMH

DEE
401STATION WEATHER OFFICE
AAF STATION 128
APO 557 - U.S. ARMY

18 July 1944,

WEATHER INTERROGATION SUMMARY FOR MISSION OF 18 JULY 1944.

BASE AT TAKE OFF: (0445 - 0533) 3 to 6/10 stratocumulus base 700-1000 ft. Nil middle or high cloud. Visibility 3000 yds decreasing to 1500 yds.

ROUTE OUT: 3-6/10 stratocumulus base 700-1000 ft tops 2000 ft becoming 10/10 stratocumulus tops 3-4000 ft over English Coast and North Sea; breaking to 5/10 stratocumulus, tops 5-6000 ft at 10°40' E; further breaking to 2-3/10 in the target area. Small thin patches of middle cloud over England at 15 to 18,000 ft. 1-2/10 cirrus at 25,000 ft. in the target area. Visibility unrestricted.

TARGET: (0955) 2-3/10 stratocumulus tops 5-6000 ft. Nil middle cloud. 1-2/10 cirrus at 25,000 ft. Visibility unrestricted.

ROUTE BACK: Similar to route out except: 9-10/10 stratocumulus, tops 3-4000 ft, base 1500 ft over England; 3-5/10 thin cirrus at 25,000 ft. over England.

BASE ON RETURN: (1324) 9/10 plus stratocumulus base 1500 ft. Visibility 8 mi.

REMARKS: Light persistent contrails at 28-30000 ft. by fighters. Temperature forecast good. Wind forecast good in direction and velocity.

Walter A. Hurstley
WALTER A. HURSTLEY,
Captain, Air Corps,
Station Weather Officer.

612th BOMBARDMENT SQUADRON
401st BOMBARDMENT GROUP (H)
Office of the Operations Officer
APO 557

S-3

AAF Station 128
18 July 1944.

SUBJECT : Loading List.

TO : Operations Officer, 401st Bombardment Group (H), APO 557, AAF Station 128.

Plane 42-97487

P MAG	Toussaint, Francis J.	1st Lt.	612th
CP	Beck, Walter H. Jr.	2nd Lt.	"
N BIG	Schmid, James W. Jr.	2nd Lt.	"
B BIG	Hamer, Robert B.	1st Sgt.	"
RO	Likins, Robert W.	1st Sgt.	"
TTG	Greene, William R.	1st Sgt.	"
BTG	Minor, Wallace G.	1st Sgt.	"
TG	Lockenour, Charles W.	1st Sgt.	"
LWG	McNicholas, Joseph D.	1st Sgt.	"

Plane 42-31662

P MAG	Sitting, Carl G.	2nd Lt.	"
CP	Bunge, Leelon (NMI)	2nd Lt.	"
N BIG	Shewey, James E.	2nd Lt.	"
B BIG	Bennett, Boyd P.	1st Sgt.	"
RO	Pendergast, Joseph P.	1st Sgt.	"
TTG	Sadzinski, Eugene P.	1st Sgt.	"
BTG	Russellman, Richard J.	1st Sgt.	"
TG	O'Connell, Daniel E.	1st Sgt.	"
LWG	Olsen, George H.	1st Sgt.	"

Plane 43-37790

P MAG	Gibson, Roger C. (NMI)	2nd Lt.	"
CP	Kapelas, Spere (NMI)	2nd Lt.	"
N BIG	Brand, George C.	2nd Lt.	"
B BIG	Kenler, Arden G.	2nd Lt.	"
RO	Hickinen, Carl R.	1st Sgt.	"
TTG	Williamson, Joseph R.	1st Sgt.	"
BTG	Roethler, Roland V.	1st Sgt.	"
TG	King, Francis E. Jr.	1st Sgt.	"
LWG	Welch, Harold M.	1st Sgt.	"

Plane 43-37632

P MAG	Hocking, Bert E.	2nd Lt.	"
CP	Merritt, William R.	2nd Lt.	"
N BIG	Gray, Arthur (NMI) Jr.	2nd Lt.	"
B BIG	Chayka, William J.	2nd Lt.	"
RO	Moore, Donald J.	1st Sgt.	"
TTG	Cannon, James W.	1st Sgt.	"
BTG	McGrath, Joseph A.	1st Sgt.	"
TG	Thomas, Ernest H.	1st Sgt.	"
LWG	Garrett, Milton J.	1st Sgt.	"

Plane 45-108288

P MAG	Dickson, Vernon E.	1st Sgt.	"
LG	Keller, Bryant M.	1st Sgt.	"
BIG	Kimpe, Don E.	1st Sgt.	"
LLG	Gillette, Harry E.	1st Sgt.	"
RO	Murphy, Matthew H.	1st Sgt.	"
B	McMilla, Robert G.	1st Sgt.	"
M	Schulzmann, Byron H.	2nd Lt.	"
CB	McDonough, George V.	2nd Lt.	"
B	Timothy, Glenn H.	2nd Lt.	"

Plane 45-83829

Plane 42-97938

P	Linford, Grant H.	2nd Lt.	612th
CP	MacMonagle, George A.	2nd Lt.	"
N	Schuermann, Urban H.	2nd Lt.	"
B	McNally, Robert G.	S Sgt.	"
RO	Whitman, William H.	S Sgt.	"
TTG	Griffeths, Harris E.	S Sgt.	"
BTG	Kimba, Tom E.	S Sgt.	"
TG	Keller, Philip W. Jr.	S Sgt.	"
LWG	Dietrich, Arthur R.	S Sgt.	"

Plane 42-102398

PAG	Frederick, Jack L.	2nd Lt.	"
CP	Kirkbridge, John W.	2nd Lt.	"
NLG	Spangy, John F.	1st Lt.	"
BIG	Nagle, Raymond L.	2nd Lt.	"
RO	Roberts, Emerson R.	S Sgt.	"
TTG	Norris, Robert H.	S Sgt.	"
BTG	Pierson, Edgar E.	Sgt.	"
TG	Warnow, Morton G.	Sgt.	"
LWG	Fritts, Kenneth H.	Sgt.	"

Plane 42-97952

PAG	Knoat, James A.	2nd Lt.	"
CP	Remley, Jack A.	2nd Lt.	"
NLG	Gabriel, Fred V.	2nd Lt.	"
BIG	Lignere, James C.	S Sgt.	"
RO	Patterson, Russell C.	T Sgt.	"
TTG	Wilson, James L.	S Sgt.	"
BTG	Dodge, DeWayne, H.	S Sgt.	"
TG	McCabe, Archer (NMI)	S Sgt.	"
LWG	Jedziniak, John (NMI)	S Sgt.	"

Plane 42-107039

PAG	Carrs, Bernhart F.	2nd Lt.	"
CP	Di Gianni, James F. (NMI)	2nd Lt.	"
NLG	Ligon, Delbert	2nd Lt.	"
BIG	Wiegler, Martin J.	2nd Lt.	"
RO	Vespa, Fred Jacob B.	T Sgt.	"
TTG	Hester, Richard L.	T Sgt.	"
BTG	Doogan, Arthur J. Jr.	S Sgt.	"
TG	Detwiler, Robert C.	S Sgt.	"
LWG	Dusenberry, Charles J.	S Sgt.	"

Plane 42-106992

PAG	Burns, Estel G.	2nd Lt.	"
CP	Tompkins, David F.	2nd Lt.	"
NLG	Harris, Elliott S.	2nd Lt.	"
BIG	MacLendon, Marion A.	2nd Lt.	"
RO	Willis, Adam E.	S Sgt.	"
TTG	Klingbiel, Eugene P.	S Sgt.	"
BTG	Shane, Donald M.	S Sgt.	"
TG	Grychanka, John (NMI)	S Sgt.	"
LWG	Pinkston, John F.	S Sgt.	"

BTSG 42-97938

TO : 22A VFL BATTAL 158
 OPERATIONS OFFICER, 401st BOMBARDMENT GROUP (H) VBO

SUBJECT: POWING UNIT

2-3

18 JAN 1954
 VFL BATTAL 158

613th BOMBARDMENT SQUADRON (H)
OFFICE OF THE OPERATIONS OFFICER
AAF STATION 128, APO # 557

18 JULY 1944

L-O-A-D-I-N-G L-I-S-T

DUTY	RANK	LAST NAME	FIRST NAME	MI
<u>PLANE NO. 42-97931</u>				
P	2nd Lt.	HANSON	ALBERT	L.
CP	2nd Lt.	CRAYTOR	FREDERICK	A.
N	2nd Lt.	WATSON	HARRY	T.
B	T/SGT.	GREEN	BERNARD	K.
RO	T/SGT.	SEARS	DONALD	L.
TT	T/SGT.	MURRAY	HOMER	G.
BT	S/SGT.	KOONS	DONALD	L.
TG	S/SGT.	MARTZ	DALE	C.
WG	S/SGT.	LYALL	LESTER	D.

<u>PLANE NO. 42-102947</u>				
P	2nd Lt.	McKEON	WILLIAM	J.
CP	2nd Lt.	GRAY	ROBERT	P.
N	2nd Lt.	ZUKUNFT	WERNER	P.
B	S/SGT.	FLETCHER	FRED	L.
RO	S/SGT.	MAY	CHARLIE	E.
TT	T/SGT.	HARMAN	RAYMOND	E.
BT	T/SGT.	SHARP	JACK	T.
TG	S/SGT.	HILL	EDWARD	H.
WG	S/SGT.	HALLMAN	HAROLD	J.

<u>PLANE NO. 42-31072</u>				
P	2nd Lt.	ETTERS	ROY	G.
CP	2nd Lt.	MISENHEIMER	IRA	W. JR.
N	2nd Lt.	NASH	JOSEPH	P.
B	2nd Lt.	ANDREU	ROBERT	A. JR.
RO	S/SGT.	SCOLL	EMANUEL	E.
TT	S/SGT.	McGEE	EDWARD	T.
BT	SGT.	MAES	BERT JR.	(NMI)
TG	SGT.	WOOD	FREDERICK	A.
WG	SGT.	FARRIS	ANDIS	M.

<u>PLANE NO. 687 PFF</u>				
P	1st Lt.	CONNOLLY	JOHN	J.
AC	COL.	ROGNER	HAROLD	E. 351st GP.
N	CAPT.	CAUSEY	RUFUS	F. 615th SQ.
N	MAJOR	EGAN	JAMES	F. 401st GP.
B	CAPT.	KUENNING	ARNOLD	C. 615th SQ.
RO	T/SGT.	HURLEY	BARCLAY	J.
TT	T/SGT.	MILLS	CARL	W.
RE WG	S/SGT.	BELKNAP	LEE	O.
TG	2nd Lt.	BOGGS	JAMES	D.

DUTY	RANK	CON'T LAST NAME	FIRST NAME	MI
<u>PLANE NO. 42-31005</u>				
P	1st Lt.	HAMMOND	WARDLAW	M.
CP	2nd Lt.	FRAZIER	DONALD	F.
N	1st Lt.	WOLIVER	IRVING	(NMI)
B	2nd Lt.	LEWIS	GEORGE	R.
RO	T/SGT.	CHARNES	HUGH	W.
TT	T/SGT.	CLICK	LEONARD	W.
BT	S/SGT.	JACK	JOHN	C.
TG	S/SGT.	MALLOY	FRANCIS	T.
WG	S/SGT.	OHANIAN	NISHAM	(NMI)
<u>PLANE NO. 42-31591</u>				
P	1st Lt.	FOX	MARSHALL	S.
CP	2nd Lt.	BERG	ROY	A.
N	2nd Lt.	HORTON	THERON	S.
B	F/O	BRADY	WALTER	F.
RO	T/SGT.	AVEN	WILLIAM	R.
TT	T/SGT.	HILL	JAMES	B.
BT	S/SGT.	DALTON	JOHN	B.
TG	S/SGT.	SANDERS	ROBERT	T.
WG	S/SGT.	JORDAN	JOHN	W.
<u>PLANE NO. 44-6104</u>				
P	2nd Lt.	LEMONS	CLEATUS	C.
CP	2nd Lt.	COTTRILL	RONALD	M.
N	2nd Lt.	KOMAROFF	STUART	J.
B	2nd Lt.	HEISER	CARL	R.
RO	T/SGT.	MIZENER	HARRY	R.
TT	T/SGT.	TAYLOR	JOHN	C.
BT	S/SGT.	FEDYNICH	DANIEL	(NMI)
TG	S/SGT.	WEBSTER	WILLIAM	E.
WG	S/SGT.	STEPHENS	WARREN	E.
<u>PLANE NO. 44-6113</u>				
P	2nd Lt.	THOMASON	WALTER	H.
CP	F/O	DOBRATZ	HERMAN	A.
N	1st Lt.	WRIGHT	RICHARD	(NMI)
B	1st Lt.	GRATE	LOUIS	B.
RO	T/SGT.	RAPEZ	ISAAC	C.
TT	T/SGT.	LYMBURN	WALLACE	R.
BT	S/SGT.	GUMBELT	HERBERT	L.
TG	S/SGT.	GODFREY	HAROLD	T.
WG	S/SGT.	MISZKO	HENRY	M.
<u>PLANE NO. 42-197009</u>				
P	2nd Lt.	LIPPERT	JACK	R.
CP	2nd Lt.	YOUMANS	THOMAS	Y.
N	2nd Lt.	GUTEMANN	HENRY	E.
B	S/SGT.	GUESS	WILLIAM	J.
RO	T/SGT.	MAYER	JACK	P.
TT	T/SGT.	PETTIT	GEORGE	L.
BT	S/SGT.	NICHOLSON	ROBERT	G.
TG	SGT.	MILLER	WILLIAM	L.
WG	S/SGT.	ELLIS	LAMAR	A.
<u>FLYING WITH 614th Sq.</u>				
NO	2nd Lt.	HOWARD	ROBERT	W.

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

AAF Station # 128
 18 July 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 638 PFF

P	1st Lt.	GRUMAN, JAMES A.	614th
CP	Major	SILVER, DELWYN C.	401st Gp.
N	1st Lt.	GRISSET, JACQUES	614th
B	1st Lt.	ANDREWS, RICHARD J.	"
RO	T/Sgt.	Jacobson, Kenneth M.	"
TT	T/Sgt.	Snyder, Ernest M.	"
BT	S/Sgt.	Harwell, Wilton W.	"
TG	2nd Lt.	HOSLEY, ROBERT A.	"
WG	S/Sgt.	Campbell, David H.	"

*Plane 42-97602

P	1st Lt.	LA FAVOR, GEORGE L.	614th
CP	1st Lt.	HELM, WESLEY H.	"
N	1st Lt.	HOWELL, JAMES R.	"
CTG	S/Sgt.	Bilyeu, Russell E.	"
RO	T/Sgt.	Fidler, Charles K.	"
TT	S/Sgt.	Berg, Bernard B.	"
BT	S/Sgt.	Stanford, Leland	"
TG	S/Sgt.	Carpenter, William L.	"
WG	Cpl.	Hayden, Andrew J.	"

*Plane 42-102594

P	1st Lt.	LIPKA, JOHN F.	614th
CP	1st Lt.	FAULKNER, JAMES H.	"
N	1st Lt.	PERCIVAL, RAYMOND L.	"
CTG	S/Sgt.	Medling, Odom W.	"
RO	T/Sgt.	LaFleur, Delmore H.	"
TT	S/Sgt.	Mell, Robert C.	"
BT	S/Sgt.	Spatilson, Bruno J.	"
TG	S/Sgt.	Jennings, Fred Jr.	"
WG	S/Sgt.	Koehler, Earl E.	"

Loading List Continued:

*Plane 42-97145

P	2nd Lt.	HARASYM, ALEXANDER	614th
CP	2nd Lt.	MELTON, LAVATA T.	"
N	2nd Lt.	PARKER, ELBERT J.	"
B	2nd Lt.	MARSHALL, JOHN J.	"
RO	S/Sgt.	Friduse, Jarvis H.	2
TT	Sgt.	Topic, Glen L.	"
BT	Sgt.	Saylor, Emanuel T.	"
TG	Sgt.	Capps, George C.	"
WG	Sgt.	Bailey, John S.	"

*Plane 42-97872

P	1st Lt.	ROZZELL, WOODVILLE G.	614th
CP	2nd Lt.	LUCKETTI, HUMBERT	"
N	1st Lt.	MORIN, BERTRAND J.	"
CTG	S/Sgt.	Bralley, Brown A.	"
RO	S/Sgt.	Burnett, Major A.	"
TT	T/Sgt.	Smeallie, Donnan R.	"
BT	Opl.	Riep, Herman R.	"
TG	S/Sgt.	Ivey, George W.	"
WG	Sgt.	Smith, William M.	"

*Plane 42-107151

P	2nd Lt.	MERCER, ELMER W.	614th
CP	1st Lt.	MYERS, JOSEPH H.	"
N	2nd Lt.	GASKINS, LESLIE E.	"
B	2nd Lt.	CONWAY, FRANCIS JR.	"
RO	S/Sgt.	Zubrickas, Joseph S.	"
TT	S/Sgt.	Fowler, Cecil V.	"
BT	Cpl.	Grasela, Edward B.	"
TG	S/Sgt.	Gurnicki, Sigmund A.	"
WG	Cpl.	Gonnars, Robert A.	"

*Plane 42-97895

P	2nd Lt.	KOONS, PAUL R.	614th
CP	2nd Lt.	KAHAN, DANIEL	"
N	2nd Lt.	DOBROWOLSKIE, EDWARD L.	"
CTG	Sgt.	Tutwiler, David M.	"
RO	S/Sgt.	McMinn, Thomas G.	"
TT	S/Sgt.	Shane, Charles E.	"
BT	Sgt.	Edwards, Rodney W.	"
TG	Sgt.	Huerta, Octavio	"
WG	Sgt.	Eckenrode, Robert E.	"

Loading List Continued:

*Plane 42-97780

P	1st Lt.	TAYLOR, FRED M.	614th
CP	2nd Lt.	ROESKE, WARREN A.	"
N & B	1st Lt.	COYNE, VAUGHN B.	"
GTG	Sgt.	Dehart, Harold H.	"
RO	T/Sgt.	Steubing, Ephriam G.	"
TI	T/Sgt.	Sullivan, Harry L.	"
BT	S/Sgt.	Ellsworth, Kenneth E.	"
TG	S/Sgt.	Leiferman, Gerald J.	"
WG	S/Sgt.	Donderville, Clem N.	"

*Plane 42-97869

P	1st Lt.	Carroll, TMB D.	614th
CP	2nd Lt.	LEASER, FREDERICK G.	"
N & B	2nd Lt.	KAISER, PAUL F.	"
GTG	Pfc.	Mell, Jack R.	"
RO	S/Sgt.	Curtin, John W.	"
TI	S/Sgt.	Killian, Daniel M.	"
BT	S/Sgt.	Campbell, Clarence L.	"
TG	S/Sgt.	Groce, Rudolph M.	"
WG	Sgt.	Leuenberger, Arnold J.	"

*Plane 42-102659

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

*Plane 43-37551

P	Capt.	CANMAOK, VERNON K.	614th
CP	1st Lt.	HARGER, ROBERT W.	"
N	1st Lt.	HASKINS, CECIL A.	"
B	1st Lt.	WHITE, WILLIAM C.	"
RO	T/Sgt.	Timms, Glen A.	"
TI	T/Sgt.	Slate, Chester A.	"
BT	S/Sgt.	Price, John R.	"
TG	2nd Lt.	HIBBERT, CARL D.	"
WG	S/Sgt.	Wanke, Charles P.	"

Loading List Continued:

*Plane 42-107084

P	1st Lt.	FISETTE, ROBERT L.	614th
CP	1st Lt.	THOMPSON, CHARLES F.	"
N & B	F/O	RHINEHART, WILLIAM E.	"
CTG	S/Sgt.	Tellefson, Lawren M.	"
RO	T/Sgt.	Crites, Emory M.	"
TT	T/Sgt.	Garlin, Harry C.	"
BT	S/Sgt.	Mack, Allen W.	"
TG	S/Sgt.	Long, Albert D.	"
WG	S/Sgt.	Wright, Dale L.	"

*Plane 42-31369

P	2nd Lt.	KOVACH, JOHN W.	614th
CP	2nd Lt.	KELLAM, JAMES W.	"
N & B	2nd Lt.	COSELLI, FRANK J, JR.	"
CTG	Sgt.	Horvatuck, Stepan J.	"
RO	S/Sgt.	Pollard, Omer S.	"
TT	S/Sgt.	Rouhselang, Willard J.	"
BT	Sgt.	Guest, Hollis G.	"
TG	Sgt.	Schmidt, Edward J.	"
WG	Sgt.	Maki, Arthur W.	"

For the Squadron Commander:

JOHN SCHULZ,
 1st Lt., Air Corps,
 Actg Operations Officer.

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

AAF - Sta - 128 - APO - 557

18 July 1944

SUBJECT: Loading List.

TO: Operations Officer, 401st Bomb Gp (H), Sta - 128, APO - 557.

1. Following is the list of Combat Crews participating in today's mission.

PLANE # 42-31091

POST	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Wingard	Milton	R.	615th
OP	2nd Lt.	Abresch	Robert	J.	"
N	2nd Lt.	Sullivan	Robert	T.	"
B	2nd Lt.	King	Willard	H.	"
RO	S/Sgt.	Cicogna, Jr.	Ernest	C.	"
TT	Sgt.	Rutledge	James	O.	"
BT	Opl.	Winsey	Patrick	H.	"
TO	Sgt.	Chiariello	Edward	A.	615th
LWG	Sgt.	Ingram	Billie	H.	"
RWG					615th

PLANE # 42-31730

P	1st Lt.	Duckworth	Robert	O.	655th
OP	2nd Lt.	Morrow	Russell	H.	"
N	2nd Lt.	Kunstman	Harren	R.	61
B	2nd Lt.	Vacha	Robert	H.	"
RO	S/Sgt.	Haldeman	Lyle	K.	"
TT	S/Sgt.	Gomer	Roy	O.	"
BT	Sgt.	McKean	George	T.	"
TO	Opl.	Tarr	Clyde	H.	"
LWG	Sgt.	Wiro	Edward	O.	"
RWG					615th

PLANE # 43-37359

P	2nd Lt.	McIlraith	William	H.	615th
OP	2nd Lt.	Gornelius	Stanley	H.	"
N	2nd Lt.	Maghes	Frank	(MI)	"
B	Sgt.	Macneilick	Alfred	(MI)	"
RO	S/Sgt.	Martin	Don	H.	"
TT	S/Sgt.	Anthony	Francis	H.	"
BT	S/Sgt.	Greer	Frank	(MI)	"
TO	S/Sgt.	Bartman	Anton	J.	"
LWG	Sgt.	Lenner	Morris	(MI)	"
RWG					615th

PLANE # 687XXXXXX (MI) SQUADRON

PLANE # 42-187092

DUTY	RANK	LAST NAME (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Dow	Herbert	V.	615th
OP	2nd Lt.	Woodward	William	(M.I.)	"
N	2nd Lt.	Kane	James	(M.I.)	"
B	2nd Lt.	King	Robert	J.	"
RO	S/Sgt.	Carr	Gene	(M.I.)	"
TT	M/Sgt.	Adams	Leroy	K.	"
BT	S/Sgt.	Macchiette	Richard	(M.I.)	"
TG	S/Sgt.	Sokolowski	Edward	A.	"
LWG	S/Sgt.	Greenberg	Harold	(M.I.)	"
RWG					615th

PLANE # 42-07804

P	2nd Lt.	Haskett	Harry	F.	615th
OP	2nd Lt.	Davis	Thomas	A.	"
N	2nd Lt.	Howze, Jr.	Stuart	A.	"
B	2nd Lt.	Bavinghausen	Kenneth	D.	"
RO	S/Sgt.	Lynch	Branden	J.	"
TT	S/Sgt.	Urban	Michael	P.	"
BT	Sgt. 1st	Hutchinson	William	D.	"
TG	S/Sgt.	Smith	Alan	E.	"
LWG	Sgt. 1st	Jones	Hinson	C.	67
RWG					615th

PLANE # 44-11460

P	1st Lt.	Eardyn	Joseph	E.	615th
OP	P/O (JG)	Glidemell	James	P.	"
N	2nd Lt.	Ainley, Jr.	Allan	E.	"
B	2nd Lt.	Eckers	Dale	A.	615th
RO	S/Sgt.	Lach	Joseph	J.	"
TT	S/Sgt.	Hedgerney, Jr.	Alexander	V.	"
BT	Sgt. 1st	Schappert	Theodore	H.	"
TG	Sgt. 1st	Steele	David	G.	"
LWG	S/Sgt.	Griffith	Leo	H.	"
RWG					615th

PLANE # 42-108674

DUTY	RANK	LAST NAME (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Kosse	Bodo	G.	615th
OP	2nd Lt.	Kolp	Norman	J. (io)	"
N	2nd Lt.	Stark	Oliver	L.	"
B	2nd Lt.	Kossuth	Alfred	G.	"
RO	T/Sgt.	Gretz	Robert	J.	"
TT	S/Sgt.	Jones	William	D.	"
BT	Sgt.	Quigley	John	E.	"
TG	Sgt.	Kolster	Frederick	K.	"
LWG	S/Sgt.	Jaransen	David	A.	"
RWG					615th

THIS IS THE ONLY COPY OF THIS DOCUMENT
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OFFICE OF THE INTELLIGENCE OPERATOR
 STATION 128 - APO 557
 U. S. ARMY

D-J-1

18 July 1944.

SUBJECT: Comments of Crews Participating in Mission to Peeneunde, 18 July 1944.

TO : Commanding Officer, Station 128, APO 557, U. S. Army. (Thru, Lt. Col. W.T. Seawell and Lt. Col. A.C. Brooks.)

1. 2nd Lt. Harry T. Watson, Navigator A/C 7933, objects to the fact that his crew was sent on a practice mission on their day off.
2. 2nd Lt. Alexander Harasym, Pilot A/C 7145, states that there were only six (6) flak suits in his ship.
3. 2nd Lt. Harry B Haskett, Pilot A/C 7664, says the formation flying was poor. He was #2, high squadron, low box. 2nd Lt. Roy W. Eppers, Pilot A/C 1072 also states the formation was poor to and from target.
4. 2nd Lt. John W. Kovach, Pilot A/C 1369, says the interphone system has malfunctioned on their last three (3) missions and nothing has been done to correct the condition.
5. 1st Lt. Milton R. Wingarde, Pilot A/C 1091, reports that A/C 072 taxied onto runway 30 minutes before take-off and prevented his ship from making take-off on time.
6. T/Sgt. Leo H. Griffith, LMG A/C 6146, says that, although an extension had been made for the cord to his earphone set, nothing had been added to the mike cord, thus voiding the purpose of the earphone extension.
7. 2nd Lt. Crestus C. Lemmons, Pilot A/C 6104, reports ground spare aircraft had nose and waist guns loaded backwards.
8. Sgt. David M. Tutwiler, Bombardier A/C 7396, states that the fuse of the first outboard bomb on the left side of aircraft was not screwed in far enough. Says it required 3 or 4 turns to get fuse up.
9. 1st Lt. Francis J. Toussaint's crew claimed the breakfast they had was insufficient for the length of the mission. 1st Lt. Grant H. Linford's enlisted Crew Members say the boiled eggs have been too raw lately to be edible.
10. 2nd Lt. Guy . McClung, Navigator, A/C 2669, says the Lead Group went out too slow, causing formation to arrive late over target.
11. 1st Lt. Robert L. Fissette, Pilot A/C 7064, suggests that SOP speeds be followed. He found it difficult to maintain formation, particularly in climbs.
12. 1st Lt. James H. Faulkner, Co-Pilot A/C 2394, says the No. 4 A/C of lead squadron flew back too far and the ball turret never moved in the entire journey.

/s/ W. B. Fry
 /t/ W. B. FRY,
 Major, Air Corps,
 Group S-2 Officer.

Lt. Brownhall

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
Office of the Armament Officer
Station 128

F-C-2

A.P.O. 557
18 July 1944

SUBJECT: Armament Malfunctions Mission Report

TO : Commanding General, 1st Bombardment Division, APO 557
ATTN: Division Armament Officer

1. Date of Mission: 18 July 1944
2. No gun malfunctions were reported.
3. The following turret malfunctions were reported:
 - a. A/C # 42-97938 - Vickers Unit Motor burned out in Ball Turret. Motor being replaced.
4. The following bombing equipment malfunctions were reported:
 - a. A/C # 42-31072 - Bomb Bay Motor burned out. Motor being replaced.
5. There were fifteen (15) aircraft equipped with the all-electric bomb release system participating in the mission.

SAM P. BROOMHALL JR.
1st Lt., Air Corps,
Group Armament Officer

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
Office of the Engineering Officer
Station 128

F-A-2

A.P.O. 557
18 July 1944

SUBJECT: Abortive Report

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

1. The following aircraft aborted from the mission of 18 July 1944 due to the reasons stated :

a. Aircraft 43-37551 - Returned early because of erratic action of # 4 engine. Aircraft was at 6500 feet, climbing on 2300 RPM and 38" Hg MAP, when oil pressure slowly dropped to 40# and oil temperature rose to 115°. Ground check revealed no malfunction.

b. Aircraft 42-107092 - Returned early due to the fact that gasoline fumes could be smelled whenever the booster pumps were turned on.

c. Aircraft 42-31591 - Returned early because they could not maintain power on # 4 engine. Ground check showed that # 1 cylinder exhaust stack was broken causing loss of supercharger output.

HENRY P. VANDERHOEF
W.O.(jg), Air Corps,
Ass't Group Eng'rg Officer

LOW BOX 94TH "A" WING

Combat Flight Leader CAPT CANNACK Date 18 July 44

Deputy Flight Leader LT RISHER

615 SQDN

- 612th SC JAB/OCK
- 613th II. MACRO
- 614th IW GOLFC/CLUB
- 615th IY BUZZARD

10 X 5000 G.P.

Gas. Max.

CANNACK

IY L 7551 ✓ *Abort*

WINGARD

IY O 1091 ✓

RISHER

IW J 2659 ✓

KONZE

IY M 2674 ✓

DUCKWORTH

IY B 1730 ✓

DOW

IY E 7092 ✓ *Abort*

SQDN

614 SQDN

BIRDYD

IY R 6146 ✓

TAYLOR

IW R 7780 ✓

LEMMONS

IN P ~~6184~~ ⁷³⁴⁴ ✓

FREDERICK

SC H 2398 ✓

CARROLL

IW H 7869 ✓

HASLETT

IY F 7864 ✓

CARNS

SC M 7039 ✓

FISSETTE

IW G 7084 ✓

BITTERS

IN K 1072 ✓

FOX

IN J 1591 ✓ *Abort*

MC ILRAITH

IY D 7859 ✓

KOVACH

IW K 1369 ✓

SPARES

BURNS

SC D 6992 ✓

BONNEY

SC F 2957 DO NOT LOAD TO COAST ONLY

SPARE LEAD SC T 7510
GROUND SPARES ~~IN P 7844~~
IN U 7706

947 - O.K. McKeon

151 - # 2 Gen. aut: Micer

790 - O.K. Gibson

009 - Lippert

487 Tausant

962 Knost

394 Lipka

632 Hocking

~~413 Thomas~~

659 - Risher

674 Range

344 - Lemmons

869 - Course

664 - Haskett

039 - Course

072 - Ethel

859 - McElgath

369 - Knack

Engineering

LEAD BOX 94TH "A" WING

Combat Flight Leader

COL ROGNER

18 July 1944

Date

Deputy Flight Leader

MAJOR SILVER

10x500 G.P.

Gas-Mat.

613
SQDN

- 612th SC JAB/OCK
- 613th II. MACRO
- 614th IW GOLFCLUB
- 615th IY BUZZARD

CONNOLLY (ROGNER)

PPF 687 ✓

HANSON

GRIMAN (SILVER)

IN Q 7931 ✓

PPF ~~638~~ ✓

HEMOND

649 ✓

IN M 2005 ✓

MC KEON

LIPPERT

IN S 2947 ✓

IN E 7009 ✓

614
SQDN

612
SQDN

LA FEVOR

TOUSSAINT

IW O 7602 ✓

SC O 7487 ✓

HARASIN

LIPKA

LINFORD

KNOST

IW S 6145 ✓

IW D 2594 ✓

SC S 7938 ✓

SC G 7962 ✓

ROZZELL

RITTING

IW A 7872 ✓

SC B 1662 ✓

KOONS

MERCER

GIBSON

HOCKING

IW F 7395 ✓

IW B 7151 ✓

SC J 7790 ✓

SC L 7652 ✓

SPARES

THOMSON

IN R 6115 ✓

Lt MELOCHIK--Opnl Checkout
IY C 2463--Fly to opst and return.

Don't load.

Spare Lead IN C 1081

Ground Spare ~~IW J 2389~~

IN P 7344

INU 7706

WX-SC E 2917

780 - Perfect Taylor

602 - OK LaTevo

146 - O.K. # 2 tach oscillates a little
Dirdyn tach indications are not synchro

398 - Flaps creep: Frederick

084 - O.K. Fissette

005 # 1 ~~engine~~ head temp gage ~~reostat out on blue light~~
Hammond ~~Left landing light out~~

091 - # 2 Eng throwing oil
Wingard

662 - O.K. Ritting

572 - O.K. Fogzell

938 - Left landing light out

Linford # 1 gen. out
Fluorescent light on Pilots control
column shorted.

931 - Primer pump leaking: # 2 turbo
Hanson was sluggish: # 2 boiler pump
1 gen. relay out; out

145 - Oxygen Pres. gage in Nav. position
fell off to zero: Harager

395 - OK. Koors

730 - # 2 oil temp high: Check hose
in top tunnel: Claims it's too stiff:
Duckworth and short