

~~SECRET~~

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CO AAF STA 128 by
JACKSON M. PHIPPS.
Captain, Air Corps,
Adjutant.

REPORT OF OPERATIONAL DAY

MISSION NO. 112
19TH. JULY, 1942

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

MISSION NO. 112

To: AUGSBURG , GERMANY

401ST BOMBARDMENT GROUP (E)

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

M I S S I O N S U M M A R Y R E P O R T

MISSION # 112

Date 19 July 1944

A S S I G N M E N T

1. Assigned Target: AUGSBURG, GERMANY (Messerschmitt Assembly Plant)

2. Commitments: The 401st was to furnish the entire 94th "A" CBW formation comprising three boxes of 12 A/C each. Two PFF A/C from the 351st Group were to accompany the Lead Box, and one spare was to accompany the Lead Box and the High Box.

E X E C U T I O N

3. Target Bombed: AUGSBURG, GERMANY (Messerchmitt Assembly Plant)

4. a. Wing Leader: Lt. Col. W. T. SEAWELL

Lead Navigator: Captain H. D. WOOD

Lead Bombardier: Major J. PICKOFF

b. High Box Leader: 1st Lt. K. H. OPIK

Lead Navigator: 2nd Lt. J. M. SCHWARTZ

Lead Bombardier: 1st Lt. J. E. BROWNE

c. Low Box Leader: Captain V. K. CAMMACK

Lead Navigator: 1st Lt. C. A. HASKINS

Lead Bombardier: 1st Lt. W. C. WHITE

5. Takeoff and Assembly:

94th "A" CBW made scheduled takeoff and assembly at 14,000 feet on the Cottesmore Bunker. The Wing was complete with two spares at departure from the Bunker. Division assembly was on time. I believe we flew number five instead of number six position for one Wing was twenty minutes late. At Point Z the ship totals were: Lead - 12; High 12, Low 11.

Mission Summary Report (Cont'd)

4. Attack:

a. Penetration:

On the route to the target we seemed to be overrunning the preceding formation when flying 155 MPH indicated. Therefore cruising was cut to 150. An H triangle ship filled in number 4 position lead Squadron lead box so that the totals during route to and over target were Lead - 13, High - 12, Low - 11. In general the Low Group was too far behind. It became evident on the final leg before the IP that visual bombing would be possible. The weather became clear at the IP and a good run was made with good results. Flak at the target was fairly accurate.

b. Bombing Approach and Run:

Lead Box:

The Wing uncovered for a visual bomb run near the IP. The approach to the IP was about 6/10 clouds. The Bombardier took over at the IP for the bomb run. The target was easy to pick up from about 15 miles out. The bomb run was about 120 seconds, bombs away at 0953 on a magnetic heading of 340°.

High Box:

Before coming to the IP there was from 7/10 to 10/10 clouds under us. As we came to the IP we found that on route from the IP to the target had only a few scattered clouds, but the haze made it impossible to pick up the exact target. We picked up the large woods and the airfield through the haze, and started killing the course on the edge of the woods. As we came nearer I could see the building that was the MPI. The course hair was moved over on the target with the turn knob, and clutched in the rate and started refining the synchronization. Flak was light over the immediate area of the target and the large town to the North of the target. There was no battle damage and no serious threats. As the G-1 automatic pilot wasn't adjusted as well as it should have been, it was necessary for the bombardier to level bubbles 4 or 5 times, as it was thought this better than to take a chance on trying to adjust it the last few seconds of the run. The bombs were away at 0955. The bombs were released with the sight salvo switch. It worked satisfactorily. After the bombs were dropped, a sharp left turn was made off the target to avoid flak over the town north of the target.

Mission Summary Report (Cont'd)

4. b. Continued.

Low Box:

The Group turned on briefed primary IP and began pinpointing ourselves up to the target. Due to haze, it was impossible to see target from IP, but it was picked up in time to get about a 120 second run. Bombs were away at 0953 immediately following the lead box. Good results were observed.

c. Weather:

Weather over the continent to control point 4 was alternately clear and thin undercast. After control point 4 a solid undercast was encountered which cause some doubt as to the target weather conditions. The Wing Leader called the Division Leader to see if he had any information and was told the weather scout (Buckeye Blue) would call back shortly. From conversations overheard between the Division Leader and (Buckeye Bleu) it was apparent that the scout was still some distance from the target. It was not until the Wing had reached its IP and already knew the target conditions that (Buckeye Blue) gave a definite answer. The weather broke at the IP and was clear to the target. Weather on the route back was generally clear with undercast conditions over England.

d. Withdrawals:

Withdrawal route was approximately as briefed. At Landstuhl on the railroad between Saarbrucken and Ludwigshafen some uncharted flak was encountered. The guns were spread along the line which perhaps indicated mobile guns. One aircraft (# 7 Low Squadron, Lead Group) dropped out of formation after bombs away; two engines were out. The Wing Leader had considerable difficulty contacting "Balance 1" Force. It was not until the Wing was west of Frankfurt when it contacted "Balance 1 - 6" that an answer was received and help promised.

e. Return to Base:

Groups were put in trail in the vicinity of the English Coast. Descent through a break in the undercast was made over England, and the Groups returned to base in formation.

Mission Summary Report (Cont'd)

5. Aircraft Not Attacking:

Low Box:

A/C 42-97869 - Returned early because co-pilots and bombardier's oxygen system dropped to 250 lbs pressure while the remaining systems read 400 lbs. Ground check revealed that at the bombardier's regulator the feed line wasn't properly seated on the fitting which caused a slight leak not noticeable at ground pressure, but at altitude caused excessive loss of oxygen. The emergency regulator valve safety wire had been broken on the bombardier's regulator. (Mechanical)

High and Lead Box:

All aircraft airborne attacked target.

6. Enemy Opposition:

No air opposition (See flak report for flak)

7. Battle Damage:

<u>Major</u>	<u>Minor</u>	<u>Flak</u>
3	12	15

8. Casualties:

9 MIA - A/C 44-6129.

9. Statistical Summary of Operations (See attached form)

10. Bombing Data:

a. Observations:

Lead Box:

Results were excellent, 90% of bombfall was within 1000 feet.

Low Box:

Results were good, several buildings within the target area being destroyed.

High Box:

The IB bombs covered the entire area hit by the GP bombs of the other boxes.

Mission Summary Report (Cont'd)1B. b. Disposition of Bombs:Lead Box:

Of the ten a/c entering enemy territory, nine dropped 90 X 500 M64 on primary. One a/c attacked a target of opportunity (Geggenheim, Germany - 4821 - 0152 E) with 10 X 500 M64 bombs. The two PFF a/c dropped 10 X 500 M64. The spare a/c returned its load of 10 bombs.

High Box:

The complete box of 12 a/c entering enemy territory dropped 475 X 100 M47 A2 IB on primary. The one spare returned 42 X 100 M47 A2 IB.

Low Box:

Of the 11 a/c entering enemy territory, all dropped 110 X 500 M64 on primary. One abortive and one spare each returned 10 X 500 M64 to base.

c. TABULAR SUMMARY OF DISPOSITION OF BOMBS: (Entire Wing)

Aircraft Over Target	Bomb- ing	T Bombs				Fusing Nose	Tail
		Num- ber	Size	Type			
Main Bombfall	33	32*	(200 (475	500 100	M64 M47 A2	1/10 M126	1/100 Inst.
Other Attacks:	(1)	1	10	500	M64	1/10	1/100
Total Bombs on Targets			210 475	500 100	M64 M47 A2	1/10 M126	1/100 Inst.
Other Expenditures			-	-	-	-	-
Bombs Returned			20 42	500 100	M64 M47 A2	1/10 M126	1/100 Inst.
Total Loaded on A/C Taking Off			230 517	500 100	M64 M47 A2	1/10 M126	1/100 Inst.

* Excel - 2 PFF dropping 19 X 500 M64 on target.

Mission Summary Report (Cont'd)

II. Lost Aircraft:

<u>A/C #</u>	<u>Sqdn</u>	<u>Position in Formation</u>	<u>Location of Loss</u>	<u>Reason</u>
44-8129 (McKeon)	613th	# 3 2nd Elmt. Low Sq. Lead Box	Stuttgart	Flak

Submitted By:

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

STATISTICAL SUMMARY OF OPERATIONS401st Group1st BD F. O. 441Date of 19 July 1944

94th A CBW

	LEAD BOX PFF - EN	HIGH BOX		LOW BOX
		PFF - GH		
1. No. of A/C Failing to Take Off	0	0	0	0
2. No. of A/C Airborne	11	2	13	12
3. No. of A/C Airborne Less Spares	10	2	12	12
4. No. of A/C Sorties	10	2	12	12
5. No. of A/C Attacking	10	2	12	11
6. No. of A/C Not Attacking	0	0	0	1
(a) Early Returns Included				(1)
7. Name of Primary Target	AUGSBURG, GERMANY			
(a) No of A/C Attacking	9	2	12	11
(b) No., Size & type of bombs	90	19	475	110
	500# M64	500# M64	100# M47A2	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	GOGGENHEIM, GERMANY			
(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	1			
13. - to Flak	1			
14. - to Flak & E/A	-			
15. - to Enemy A/C	-			
16. - to Accident	-			
17. - to Unknown	-			

STAT SUMMARY (Cont'd)

18. Time of Takeoff	0455	0500	0501
19. Time of Attack	0953	0955	0955½
20. Average Time of Flight	8.6	8.7	8.7
21. Altitude of Release	24,455	24,606	25,000
22. Visual or PFF	VIS	VIS	VIS
23. Enemy Resistance - AA Int.&ACG.	Moderate Fair for Accuracy		
24. - Fighters	NONE		
25. - Bombers	NONE		
26. U.S. A/C Engaged by Enemy A/C	NONE		
27. Degree of Success	EXCELLENT		GOOD

PFF A/C Borrowed from Groups as follows:

2 PFF A/C FROM 351ST GROUP

PFF A/C Loaned to Groups as Follows:

NONE

NOTES:

Combat Flight Leader Lt. COL. SEAWELL Date 10 July 1964

Deputy Flight Leader _____

SQDN

KALINSKI (SEAWELL)

PFF 837

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

WINGARD

COLEMAN

146

PFF 687

401st Lead Box 94th "A"
Wing over target

SQDN

SQDN

COLEMAN

ROZZELL

398

872

LIPPERT

611

STEVES

6113

HARASYN

594

MURRAY

917

DEUTER

132

MC NEON

129

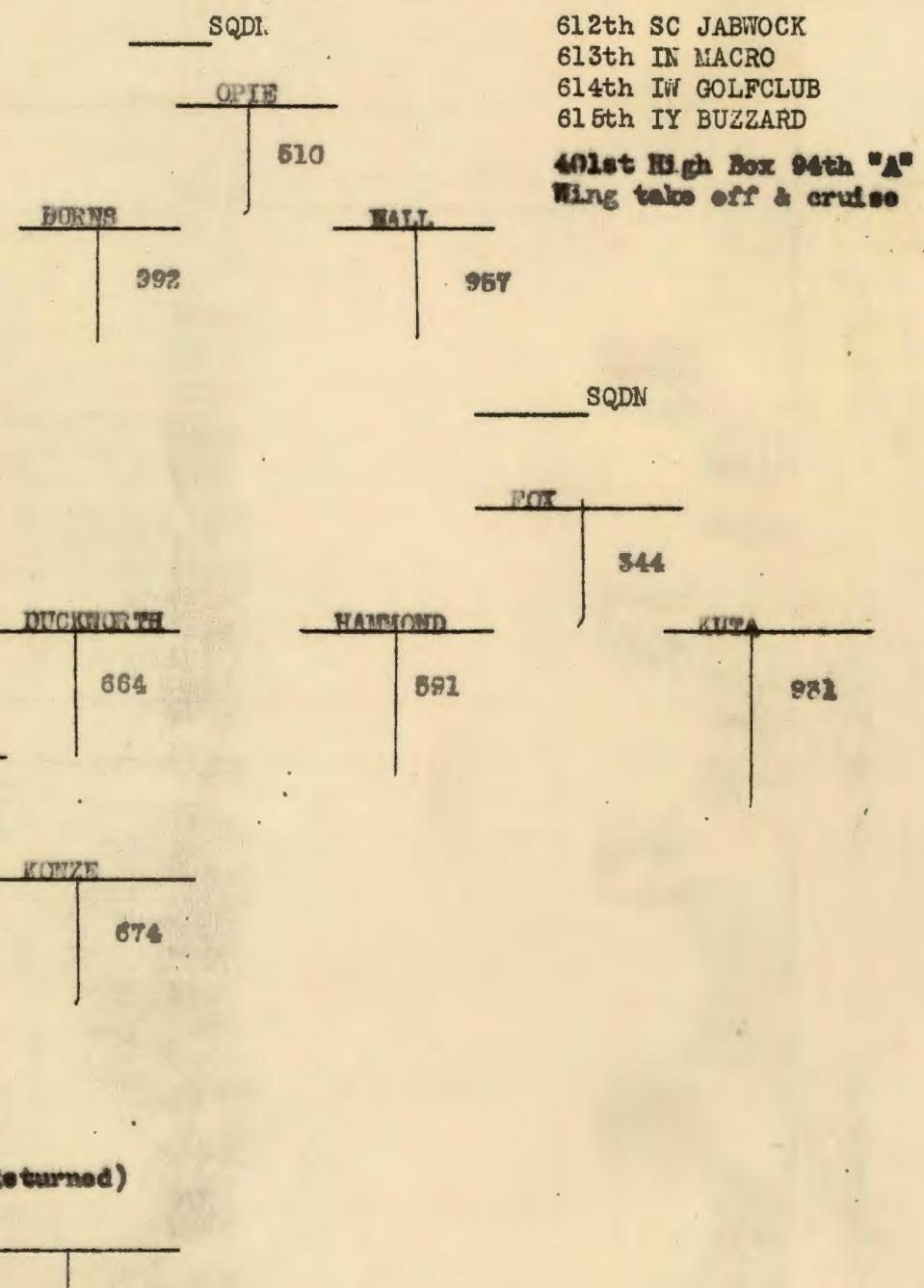
LEMONS

104

SPARES

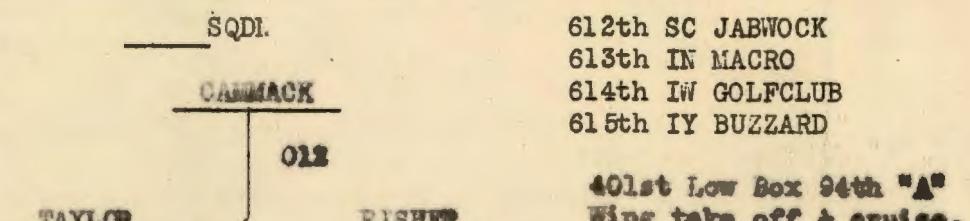
Combat Flight Leader Lt. OPIN Date 18 July 1944

Deputy Flight Leader _____



Combat Flight Leader CAPT. GAMMACK Date 19 July 1944

Deputy Flight Leader _____



SQDN.

SQDN

FILSETTE

KNOET

084

393

LIPKA

XOONS

GIBSON

HOCKING

602

895

993

7632

CARROLL

869 (Aborted)

KOVACH

RITTING

780

662

SPARES

LT. OPIS

19 July 1944

Combat Flight Leader _____

Date _____

Deputy Flight Leader _____

SQDN

510

612th SC JABWOCK

613th IN MACRO

614th IW GOLFCLUB

615th IW BUZZARD

~~613th IWM 94th "A"~~

~~King over target~~

BURNS

BALL

992

957

SQDN

FERDYN

SQDN

FOX

859

344

BONNEY

DUCKWORTH

HAMMOND

KUTA

790

664

591

931

HASKETT

468

MELCHIK

KONZE

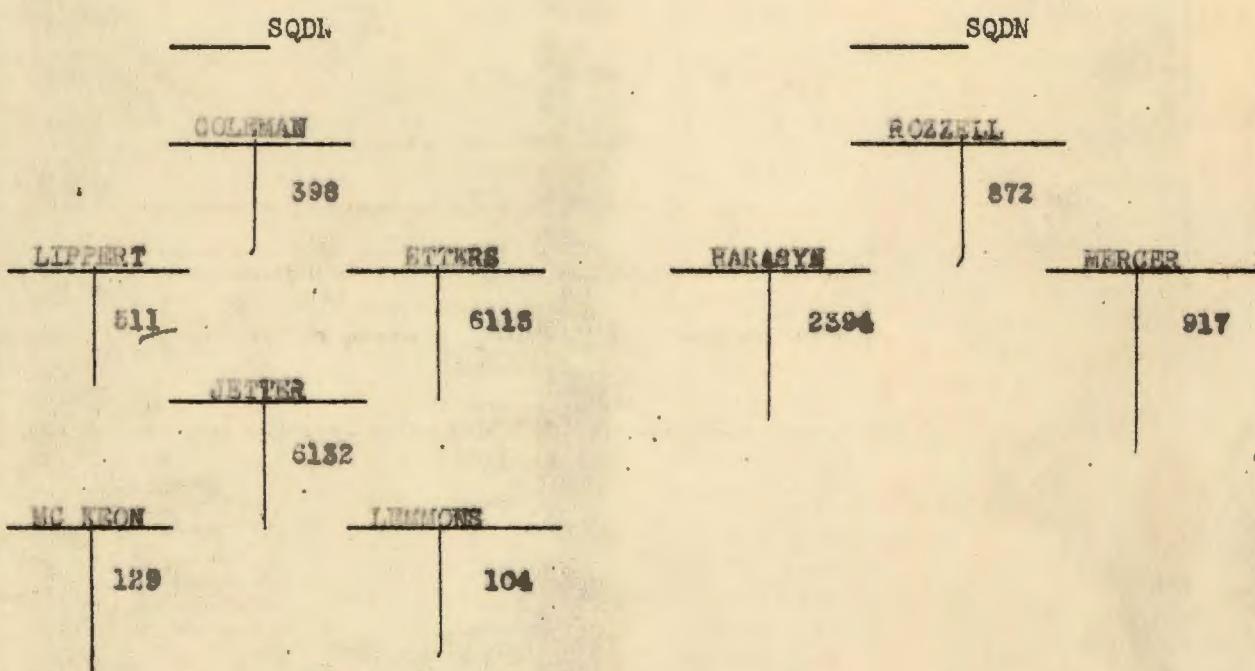
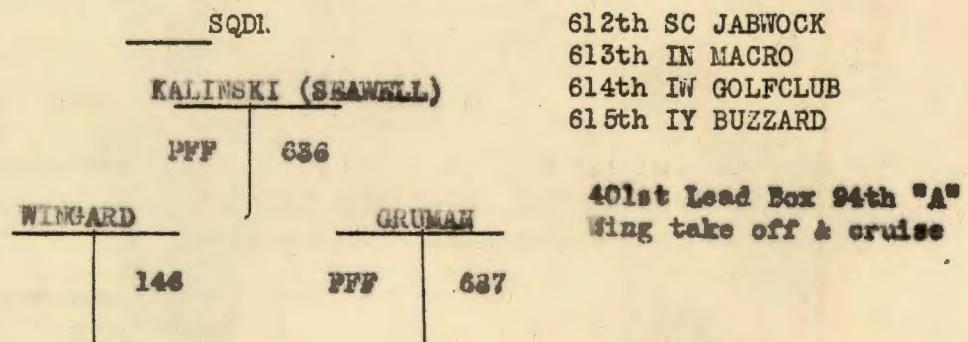
092

674

SPARES

Combat Flight Leader Lt. COL. SEAWELL Date 19 July 1944

Deputy Flight Leader _____



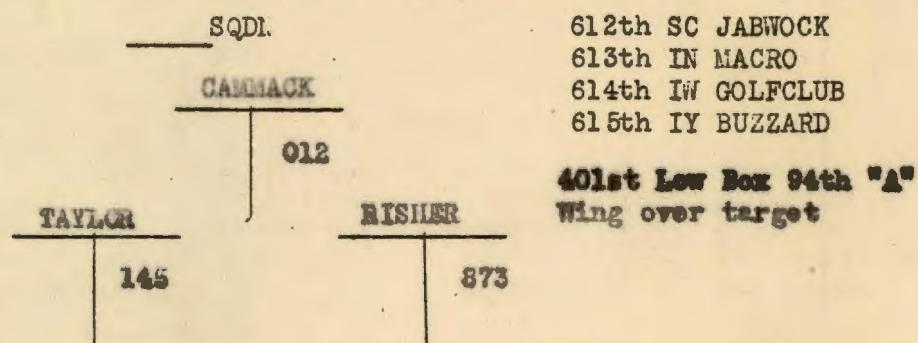
SPARES

FREDERICK

087 (Returned)

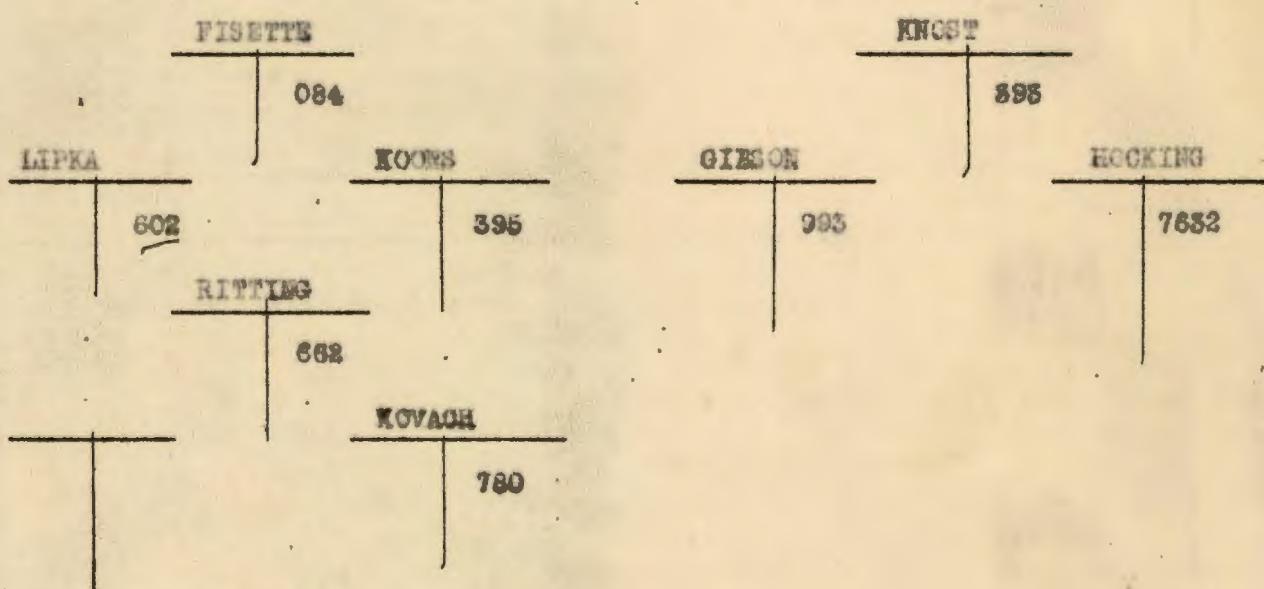
Combat Flight Leader CAPT. CANNACK Date 19 July 1944

Deputy Flight Leader _____



SQDN

SQDN



SPARES

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER19 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 0455 hours; Land at 1320 hours.b. Group formed at 0610 hours at 14000 feet.c. Formed CBW at 0629 hours at 14000 feet.d. Began climb at 0639 hours; reached alt. at 0732 hours.

e. Weather encountered over England:

(1) Clouds 8 / 10th ~ Visibility 10 miles.(2) Wind at altitude 325 degrees, 20 Knots.f. Means of navigation over England. Gee Pilotage D.R.g. Means of checking Metro Winds Double Drifts and Air Plot.h. Joined task force at 0658 hrs. at Splasher #7
(Splasher, City, Coord.)i. English Coast out at 0710 hrs.; Enemy Coast in at 0740 hrs.

j. Fighter Rendezvous:

(1) Going in 0830 hrs.(2) Coming back 1007 hrs.

k. Wind used for bombing:

(1) 325 degrees, 20 Knots.(2) Determined by Double Drift
(Method)

l. Bomb run and Method of Target Identifications

(1) Reached IP at 0942 hrs.(2) Mag. heading over target 340 degrees.(3) Altitude over target 25000 feet.(4) Bombs away at 0953 hrs.

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

CAVU VISUAL

m. Gee:

(1) Coordinates of furthest fix 51 08 N. 05 15 E.(2) Obtained at 1152 hours.

n. Difficulties encountered with special equipment.

NONE

COMMENTS:

/S/ Horace D. Wood
HORACE D. WOOD
Captain, Air Corps
Lead Navigator(Lead Box)
SIGNATURE

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

19 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 0501 hours; Land at 1325 hours.

b. Group formed at 0615 hours at 13000 feet.

c. Formed CBW at 0646 hours at 14400 feet.

d. Began climb at 0634 hours; reached alt. at 0930 hours.

e. Weather encountered over England:

(1) Clouds 10 / 10th ~ Visability 3 miles.

(2) Wind at altitude 325 degrees, 18 Knots.

f. Means of navigation over England, D.R., Radio Gee.

g. Means of checking Metro Winds Gee Radio Pilotage.

h. Joined task force at 0659 hrs. at Splasher #7
(Splasher, City, Coord.).

i. English Coast out at 0710 hrs.; Enemy Coast in at 0740 hrs.

j. Fighter Rendezvous:

(1) Going in 0830 hrs.

(2) Coming back 1007 hrs.

k. Wind used for bombing:

(1) 325 degrees, 18 Knots.

(2) Determined by Drift and Pilotage
(Method).

l. Bomb run and Method of Target Identifications

(1) Reached IP at 0943 hrs.

(2) Mag. heading over target 343 degrees.

(3) Altitude over target 24300 feet.

(4) Bombs away at 0953 hrs.

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

Visual Clear

m. Gee:

(1) Coordinates of furthest fix 51 29 N. 04 43 E.

(2) Obtained at 0751 hours.

n. Difficulties encountered with special equipment.

NONE

COMMENTS:

/S/ Cecil A. Haskins

CECIL A. HASKINS

1st Lt. Air Corps

Lead Navigator (Low Box)

SIGNATURE

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER19 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 0500 hours; Land at 1325 hours.b. Group formed at 0605 hours at 15000 feet.c. Formed CBW at 0633 hours at 15000 feet.d. Began climb at 0638 hours; reached alt. at 0917 hours.

e. Weather encountered over England:

(1) Clouds 9 / 10th ~ Visibility 8 miles.(2) Wind at altitude 320 degrees, 25 Knots.f. Means of navigation over England, Gee Radio D.R.g. Means of checking Metro Winds Gee Pilotage D.R.h. Joined task force at 0659 hrs. at Splasher #7 (Splasher, City, Coord.)i. English Coast out at 0712 hrs.; Enemy Coast in at 0742 hrs.

j. Fighter Rendezvous:

(1) Going in 0830 hrs.(2) Coming back 1008 hrs.

k. Wind used for bombing:

(1) 323 degrees, 20 Knots.(2) Determined by Bombsight Drift and Pilotage (Method)

l. Bomb run and Method of Target Identifications

(1) Reached IP at 0943 hrs.(2) Mag. heading over target 345 degrees.(3) Altitude over target 25400 feet.(4) Bombs away at 0955 hrs.

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

Visual but Hazy

m. Gee:

(1) Coordinates of furthest fix 50 15 N. 04 57 E.(2) Obtained at 0757 hours.

n. Difficulties encountered with special equipment.

NONE

COMMENTS:

/S/ J.M. Schwartz

J.M. SCHWARTZ

2nd Lt. Air Corps

Lead Navigator (High Box)

SIGNATURE

FLIGHT PLAN

Lt. Col Wm. T. Seawell
PILOT Lt. Kalinski

NAVIGATOR Capt. Horace D. Wood

DATE 19 July 1964

STATIONS 0330 ENGINES 0430 TAXI 0445 T.O. 0500
LEAVE BASE 0515 0520
COAST OUT 0712
ENEMY COAST 0715
I.P. 0945
TARGET 0950
ENEMY COAST 1205
END T.O. 0945 1234

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

WATCH..... **Fast** **SLOW** **RATE**..... **secs / hour** **Gaining** **Losin**
At..... **C.M.T.**

FROM TO	W/V UESD	HEIGHT	IAS MPH /K	T. A.S. (K)	COU- RSE	DRI- FT	TRUE HDNG.	VAR.	MAG. HDNG.	G. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI.
Cottenham 52-418 00-105	X	148/15 -6	14000 130	164									0629	
Crowthorne	A	"	14000	164	102	A	106	10	116	154	18	:07	0637	
50-408 00-105	C	150/15 -9	16000	166	151	0	151	10	161	151	55	:22	0659	
51-534 00-335	Z	152/15 -10	16000	169	78	F5	83	10	93	165	30	:21	0710	
51-534 01-335	Z	158/15 -15	18000 20000	175	96	F5	101	9	110	166	95	:34	0745	
" "	Z	240/15 -29	20000	186	120	F4	124	7	138	193	102	:31	0816	
48-508 08-026	"	"	20000	186	151	F5	156	6	162	185	145	:47	0903	
47-388 10-410	"	305/10 -24	22500 25000	189	124	0	124	5	129	208	128	:37	0940	
47-558 11-075	XP	310/10 -29	25000	203	044	-6	38	5	43	203	25	:07	0947	
47-388 10-555	TM	"	25000	197	342	-3	339	5	344	279	261	:09	0956	
48-048 10-355	"	310/10 -25	24000	223	216	F5	221	5	226	224	20	:05	1001	
48-508 08-026	"	304/10 -23	22000 20000	210	213	294	F1	295	5	300	193	112	23 / 40	10414
50-528 06-135	"	240/15 -15	20000	181	331	-5	326	6	332	181	145	:42	1129	
51-488 03-515	"	"	20000	181	300	-4	296	7	303	173	102	:36	1205	
Felixstowe	"	150/15 -9	15000 16000	189	276	-1	272	9	281	197	95	:29	1234	
Base	"	130/10 -9	6000 2000	154	296	-1	293	10	303	164	77	:29	1303	
Base Felixstowe	"	138/14 -6	000 16000	148	314	F2	116	10	126	136	77	34 40	0630	
									Long	Lat			0720	
									015	-00	Cottenham			

Zero hour - 0700
Time on oxygen - 6 hr.

Let Down A 360 345 015 - on Cottontree
Emergency - Woodbridge 52-05N 01-31W

Flares - A - normal
Change alt - 1 - even min

FLIGHT RECORD

TIME	COURSE	W/V USED & OR D.R. DRIE	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS. M.P.H. /K	HEIGHT & AIR TEMP.	T. A. S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
0758			207/211	126	Antwerp 270-272			20000 -15		33	11	200			
0805				125											
0810				125			150	20000							
0812				127	Flak, Aachen										
0814				110	Turned		150	20000 -15	181						
0817			320/30	156	P.P. 50-48N 06-30E	2 left.						210		0844½	
0820				157			150	20000	181			210	132	37½	
0823				158											
0824	155	1/2	157		D. R. 50-18N 07-00E		150	20000		35	10	210	97	28	0855
0830		325/201	159		Drift reading		150	20000							
0840				153	P.P. 49-45N 07-25E		150	20000		75	29	196	57	18	0858
0846				159	Turned back on course		150	20000							
0854		270/81	124		A/C 45-50N 07-50E		150	20000							
0900				124	Tank with barrage balloons 48045N 08-15E		150	20000							
0905				124	148-37N 08-30E		150	22500				182	104	35	0940
0910				124			150	23000							
0914	130	-6	124		148-18N 09-10E		150	23000		26	8	197	71	21½	0935½
0924				122	47-58N 09-47E		150			73	25	175			
0935		38			Turned to I.P.		150	25000							
0942		339			I.P. 7½ min early		150	25000							
0953		335			BOMB AWAY		150	25000							
0955					Craft out										
0958		221					150	24600							
1000		290					150	23350							
1007		290			5 left Ulm. 48-18N 09-56E		150	22500							
1014		296					150	20000							
1021		296			observed bomb hits of B-52's		150	20000				D. R. 27½			
1029		296			48-14N 08-15E		150	20000							
1036		330			48-50N 08-03E		150	20000				D. R. 162	145	54	1130
1051		325			49-26N 07-32E, P.P. Flak, unplotted, Hamburg		150	20000							
1053							150	20000		40	15	160	105	39	1132
1100		325					150	20200							
1104		335			49-55N 07-06E		150	20000		77	28	165	68	25	1129
1115		335			30-22N 06-33E		150	26000		107	39	165			
1123		296			50-42N 06-22E, began turn		150	29000	181			166	113	41	1204
1134		296			51-77N 05-50E		150	20000							
1142		306			51-08N 05-15E										
1157	0010	COV E	302												
1202	0010	COV E	275				150	20000							
1205	0010	COV E	252												
1207	0010	COV E	282		51-44N 03-46E, Enemy Coast			19800							

SIGNED _____

NAVIGATOR

FLIGHT RECORD

I certify that this is a true copy of the lead navigator's log.

H. W. BOWMAN
Col. A. G.
Commanding Officer, 401st Bomb Gp. (H)

TARGETS:
PRIMARY

Augsburg, Germany

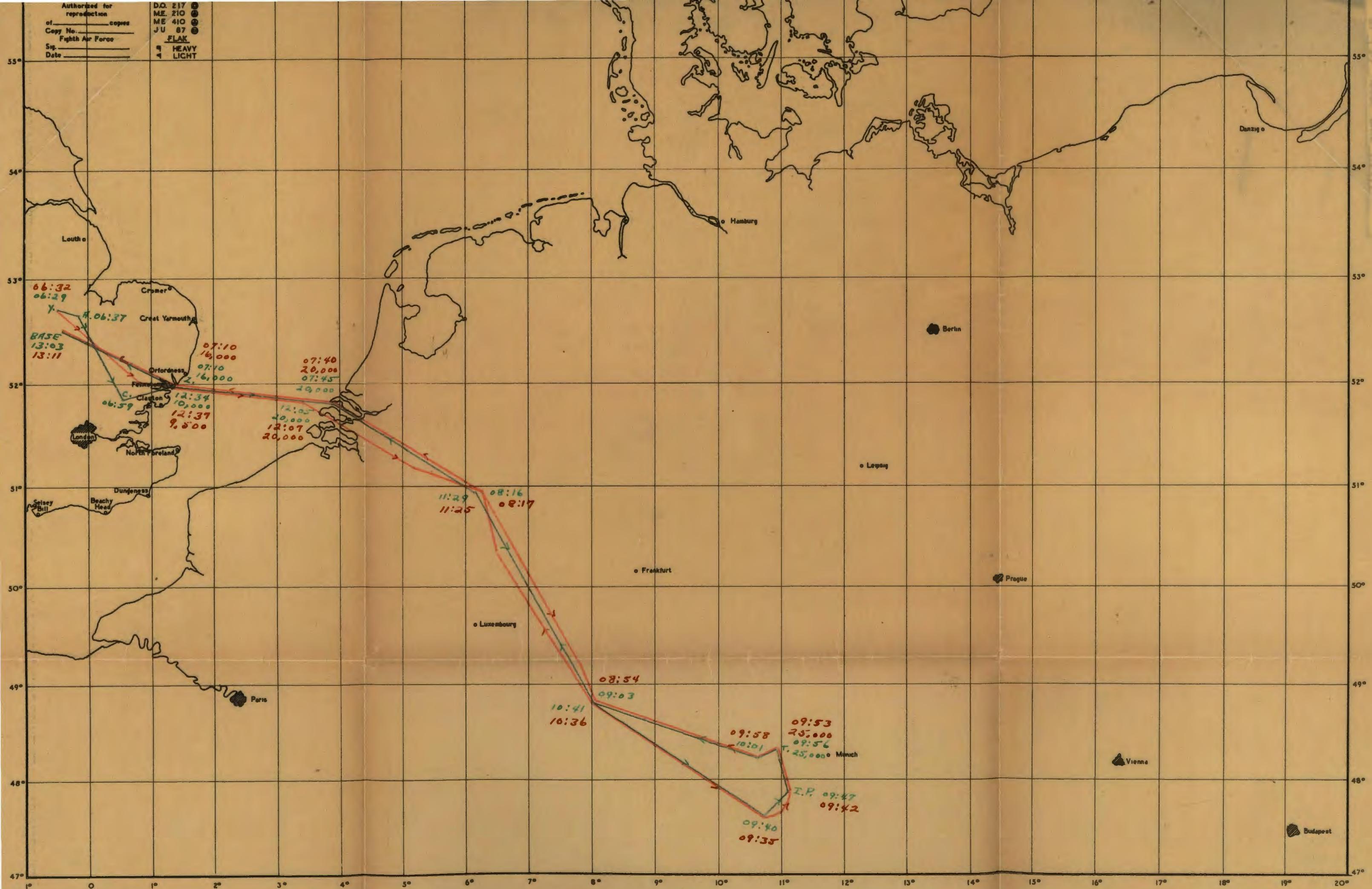
TRACK CHART

DATE July 19, 1944

Green
Orange

ROUTE FOLLOWED BY
Briefed Course
401st B.C.(H)





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

LEAD BOX
COMBAT BOMBING FLIGHT RECORD

BOMBARDIER	<u>Major Pickoff</u>	DATE	<u>19 July 1944</u>			
PILOT	<u>Lt. Col. Seawell</u>	TAKE OFF	<u>0455</u>			
NAVIGATOR	<u>Capt Wood, Lt. Russell</u>	AIRPLANE	<u>656</u>			
ORGANIZATION	SQUADRON	GROUP	LANDED <u>1520</u>			
OBJECTIVE	<u>Augsburg, Germany</u> (MPI)					
INITIAL POINT						
METHOD OF ATTACK	Individual	Flight	Squadron	Group	Wing	
NUMBER A/C IN GROUP	<u>10 (Plus 2 PFF)</u>			COMPOSITE GROUP		
DEFLECTION AND RANGE SIGHTING, GROUP	<u>Lead A/C</u>			COMPOSITE GROUP		
RANGE SIGHTING ONLY, GROUP				COMPOSITE GROUP		
NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:	<u>1 A/C</u>					
BOMBS, TYPES AND SIZES	<u>500# M 64</u>			(Plus PFF 20 x M 64)		
NUMBER OF BOMBS LOADED	<u>100 x 500# M 64</u>			RELEASEE	<u>90 x M 64</u>	
FUZING, NOSE	<u>1/10</u>			TAIL	<u>1/100</u>	
SYNCHRONIZATION	<u>X</u>			On	Fast	Slow
INFORMATION AT RELEASE POINT:						
Altitude of target	<u>1635</u>		Mag Head, order	<u>344</u>	Actual	<u>540</u>
True Altitude above target	<u>24455</u>		True Heading	<u>335</u>		
Ind. Altitude	<u>25000</u>		Drift, Est	<u>BR</u>	Actual	<u>10</u>
Pressure alt of target	<u>1615</u>		True Track			
Altimeter setting	<u>29.92</u>		Actual Range	<u>11,025</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>206</u>	Actual	<u>206</u>	Time of Release	<u>0953</u>	
Wind Direc. Metro	<u>310</u>	Actual	<u>325</u>	Intervalometer Setting	<u>Salvo</u>	
Wind Veloc. Metro	<u>23</u>	Actual	<u>23</u>	Length of Bombing Run	<u>2min</u>	
D.S. 128.6 Trail	<u>66</u>	ATF	<u>41.48</u>	C-1 Pilot	<u>Yes</u>	A-5
Tan. D.A. EST.	<u>.47</u>	Actual	<u>.45</u>	Manual Pilot		

TYPE OF RELEASE X
Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN Target Area

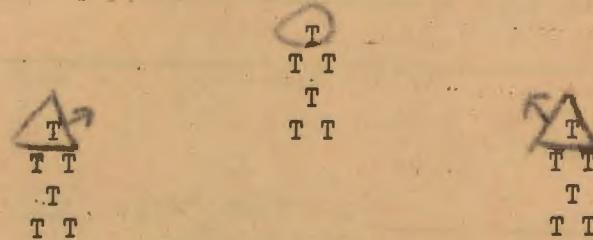
NAVIGATION DATA:

MEAN TEMP. METRO 04 ACTUAL -3

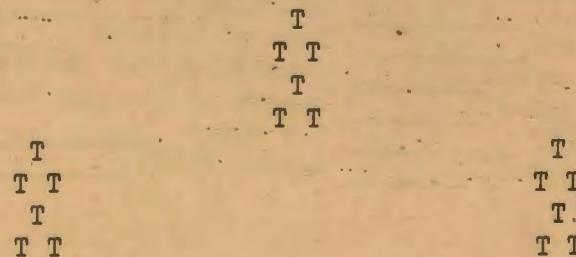
WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
1000						
5000						
10000						
15000						
17000						
19000						
20000						
25000 ---	<u>310</u>	<u>325</u>	<u>28</u>	<u>28</u>	<u>-29</u>	<u>-24</u>
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

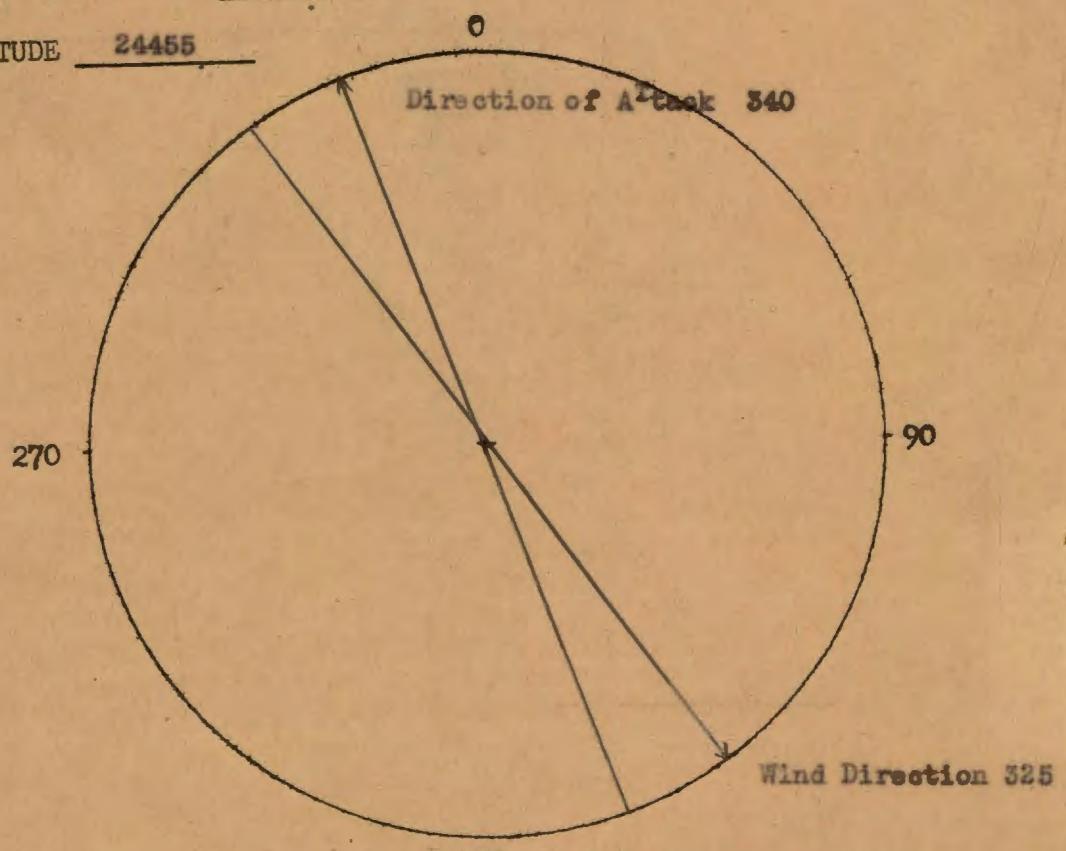


BOMBARDIER'S INDIVIDUAL PLOT

TARGET Augsburg, Germany

METHOD OF BOMBING Visual

ALTITUDE 24455



LEAD BOX

PLOT

WIND DIRECTION 325

WIND VELOCITY 25

DIRECTION OF ATTACK 340

REMARKS -----

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

HIGH BOX
COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Browne DATE 19 July 1944

PILOT Lt. Opie TAKE OFF 0600

NAVIGATOR Lt. Schwartz AIRPLANE 510

ORGANIZATION SQUADRON 612 GROUP 401st LANDED 1325

OBJECTIVE Augsburg, Germany (MPI) _____

INITIAL POINT _____

METHOD OF ATTACK Individual Flight Squadron Group Wing

NUMBER A/C IN GROUP 12 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 100# M 47 A2 1B

NUMBER OF BOMBS LOADED 475 x 500# M 47 A2 1B RELEASED 475 x 1B

FUZING, NOSE M 126 TAIL Inst.

SYNCHRONIZATION On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target	<u>1635</u>	Mag Head, order	<u>344</u>	Actual	<u>345</u>
True Altitude above target	<u>24606</u>	True Heading	<u>340</u>		
Ind. Altitude	<u>25600</u>	Drift, Est	<u>3R</u>	Actual	<u>2R</u>
Pressure alt of target	<u>1615</u>	True Track	<u>342</u>		
Altimeter setting	<u>29.92</u>	Actual Range	<u>8, 364</u>		
G.I.A.S. 150	I.A.S. 150	B.S.Type	<u>M-9</u>		
G.S., Est 208	Actual 210	Time of Release	<u>0955</u>		
Wind Direc. Metre	<u>310</u>	Intervalometer Setting	<u>Min</u>		
Wind Veloc. Metre	<u>25</u>	Length of Bombing Run	<u>2min</u>		
D.S. 150	Trail. 150 ATF	C-1 Pilot	<u>Yes</u>	A-5	
Tan. D.A. EST.	<u>.41</u>	Manual Pilot			

TYPE OF RELEASE

Individual	Train	Salvo	Jettisoned	Returned
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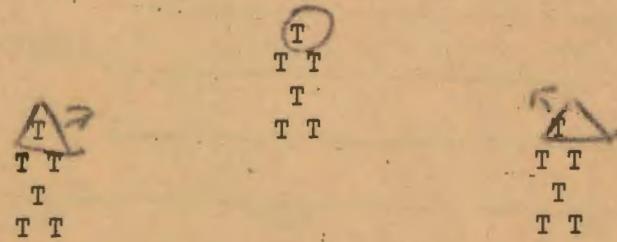
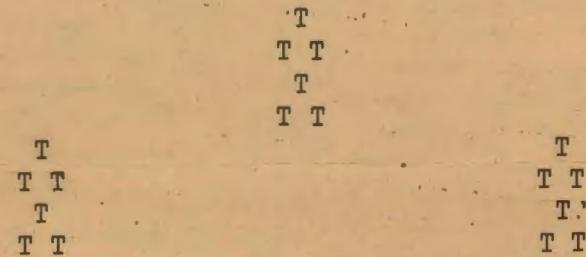
POINT OF IMPACT IF SEEN Target Area

NAVIGATION DATA:

MEAN TEMP. METRO -4 ACTUAL -5

WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
1000						
5000						
10000						
15000						
17000						
19000						
20000						
25000 -- 310	320	25	25	-30	-26	
230-30						
30000						

METHODS OF BOMBINGCOMPOSITE GROUPS

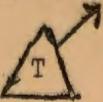
Bombardier making complete sighting operation



Bombardier making range operation only



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



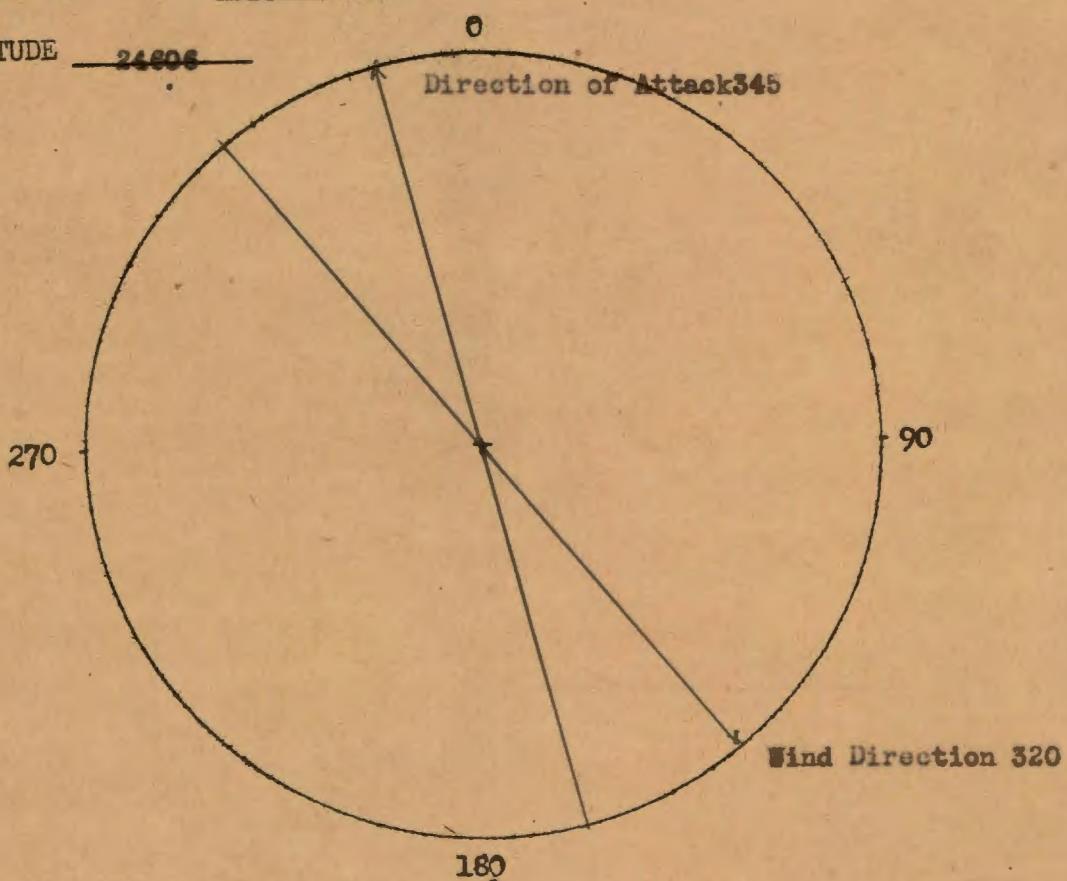
BOMBARDIER'S INDIVIDUAL PLOT

TARGET Augsburg, Germany

METHOD OF BOMBING Visual

ALTITUDE

24606



HIGH BOX

PLOT

WIND DIRECTION 320

WIND VELOCITY 25

DIRECTION OF ATTACK 345

REMARKS -----

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

LOW BOX
COMBAT BOMBING FLIGHT RECORD

BOMBARDIER	<u>Lt. White</u>			DATE	<u>19 July 1944</u>	
PILOT	<u>Capt Connack</u>			TAKE OFF	<u>0501</u>	
NAVIGATOR	<u>Lt. Maskins</u>			AIRPLANE	<u>082</u>	
ORGANIZATION	SQUADRON	<u>614</u>	GROUP	<u>401st</u>	LANDED	<u>1525</u>
OBJECTIVE	<u>Augsburg, Germany</u>			(MPI)		
INITIAL POINT						
METHOD OF ATTACK	<input checked="" type="checkbox"/>					
	Individual	Flight	Squadron	Group	Wing	
NUMBER A/C IN GROUP	<u>11</u>			COMPOSITE GROUP		
DEFLECTION AND RANGE SIGHTING, GROUP	<u>Lead A/C</u>			COMPOSITE GROUP		
RANGE SIGHTING ONLY, GROUP						
NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:	<u>1 A/C</u>					
BOMBS, TYPES AND SIZES	<u>500# M 64</u>					
NUMBER OF BOMBS LOADED	<u>110 x 500# M 64</u>			RELEASED	<u>110 x 500# M 64</u>	
FUZING, NOSE	<u>1/10</u>			TAIL	<u>1/100</u>	
SYNCHRONIZATION	<input checked="" type="checkbox"/>					
	On	Fast	Slow			
INFORMATION AT RELEASE POINT:						
Altitude of target	<u>1635</u>		Mag Head, order	<u>344</u>		Actual <u>345</u>
True Altitude above target	<u>23600</u>		True Heading	<u>340</u>		Actual <u>322</u>
Ind. Altitude	<u>28300</u>		Drift, Est	<u>00</u>		Actual <u>00</u>
Pressure alt of target	<u>1615</u>		True Track	<u>342</u>		Actual <u>300</u>
Altimeter setting	<u>29.92</u>		Actual Range	<u>11.00</u>		Actual <u>00</u>
G.I.A.S.	<u>150</u>	I.A.S.	<u>150</u>	B.S. Type	<u>0000</u>	
G.S., Est	<u>204</u>	Actual	<u>205</u>	Time of Release	<u>0000</u>	
Wind Direc. Metro	<u>310</u>	Actual	<u>325</u>	Intervalometer Setting	<u>0000</u>	
Wind Veloc. Metro	<u>25</u>	Actual	<u>21</u>	Length of Bombing Run	<u>0000</u>	
D.S. Trail	<u>151.2</u>	ATF	<u>40.87</u>	C-1 Pilot	<u>Yea</u>	A-5
Tan. D.A. EST.	<u>.47</u>	Actual	<u>.49</u>	Manual Pilot		

TYPE OF RELEASE

Individual	Train	Salvo	Jettisoned	Returned
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POINT OF IMPACT IF SEEN

Target Area

NAVIGATION DATA:

MEAN TEMP.	METRO	-4	ACTUAL	-3
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WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
1000						
5000						
10000						
15000						
17000						
19000						
20000						
25000	---	310	325	23	21	-26
28060						-24
30000						

METHODS OF BOMBING

T	
T T	
T	
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COMPOSITE GROUPS

T	
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T	
T T	

Bombardier making complete sighting operation



Bombardier making range operation only



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

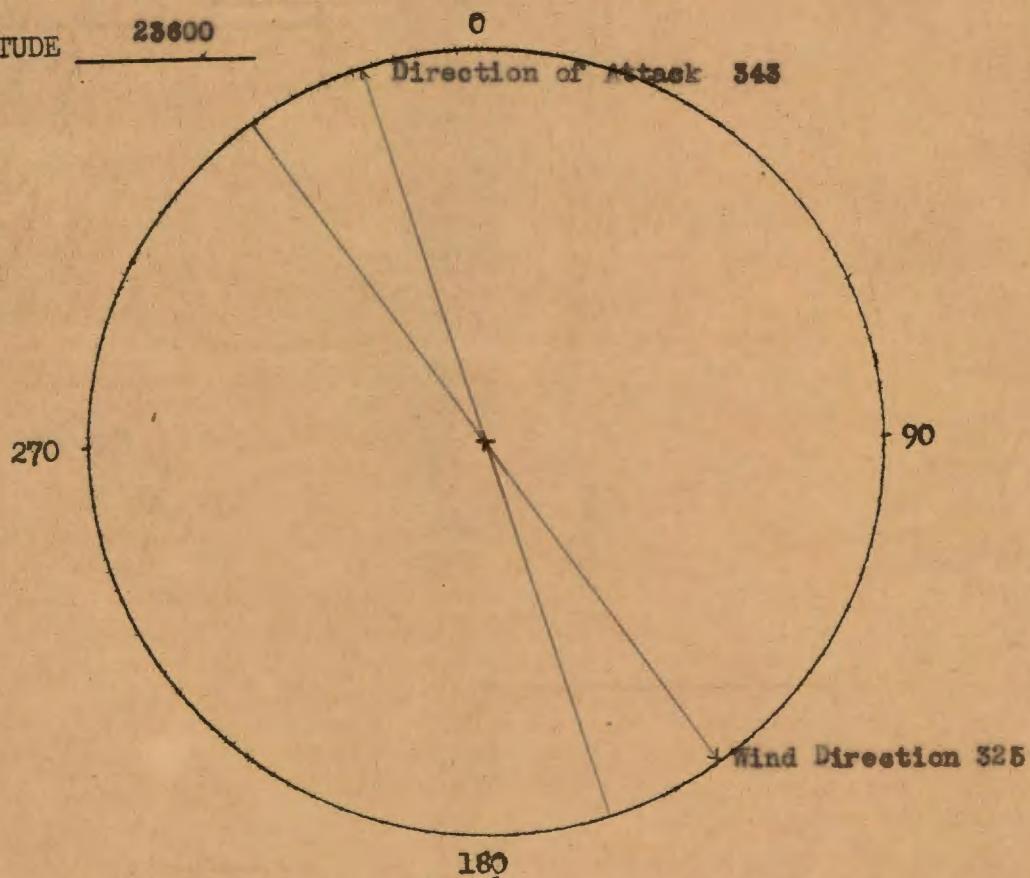


BOMBARDIER'S INDIVIDUAL PLOT

TARGET Augsburg, Germany

METHOD OF BOMBING Visual

ALTITUDE 23600



LOW BOX

PLOT

WIND DIRECTION 325

WIND VELOCITY 21

DIRECTION OF ATTACK 343

REMARKS -----

S E C R E TReport on A.A. Gunfire.401st BOMBARDMENT GROUP (H)

Assigned Augsburg, Germany
 Target: Bombed Augsburg, Germany Date of Mission 19 July 44

Route as Flown:- 0740 (5148-0351) 0815 (5058-0612) 0859 (4850-0800)
 0945 (4755-1107) 0953 (Augsburg) 1057 (4850-0802) 1126 (5058-0612)
 1206 (5148-0351)

Weather conditions: (a) At target
 En route CAVU to 5/10th scattered
 were our A/C "Seen" or "seen" targets? a) At target seen
 (b) En route seen
 Any condensation trail? No

Description of Flak at Target including METHOD OF FIRE CONTROL

0810 Aachen moderate flak, good for altitude, fair deflection following.
 0953 Target area, moderate flak, good for altitude and deflection, B, W & R bursts following

Flak encountered or observed en route. (In the order experienced)

1046 (4927-0740) Intense, very accurate flak from 4 to 6 gun batteries, plotted for 6 light guns, from an old A/F that had been heavily bombed.

was CHAFF carried? Yes

How discharged? As briefed

Position of Group Lead, High and low boxes of "A" Wing

Details:-

A/C over

up	A/C over enemy territory	A/C Damaged;	A/C lost to Flak	Time over Target	Time of Bombs away	Axis of Attack	Bomb Run
Lead	# 12	7	1	953	955	25,000 830 Mag.	2 Minutes
Low	12	7		953½	953½	24,300 545 Mag.	3 Minutes
High	12	1		955	955	25,400 650 Mag.	3 Minutes

Including 2 PFF A/C

4 pairs of ground rockets from target area, poor accuracy, usual for trail, color and size of burst.

A/C lost flak at target area.

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

D-J-4

19 July 1944.

SUBJECT: Crew Comments and Suggestions.

TO : COMMANDING OFFICER, 401st Bomb Group (H), Sta. 128, APO 557, US Army.
(Thru Lt. Col. A. C. Brooks and Lt. Col. W. T. Seawell.)

1. Lt. R. W. Marshall, navigator A/C 857, "We had to wait one hour for truck at dispersal area after landing."

2. Lt. R. H. Morrow, Co-pilot A/C 854, "Transportation was excellent and breakfast was fine. Heaters in A/C should be filled."

3. Lt. E. G. Burns, pilot A/C 892, "No trucks to mess or equipment room this A.M."

4. Lt. W. M. Hammond, pilot A/C 891, wants heater fixed to keep release tubes from freezing. High Squadron Lead of High Box was not in position enroute or on return.

5. S/Sgt. Pedgarnsey, TRG A/C 859, "No flak helmet was available." Cpl. T. H. Schappert, TRG A/C 859, needs black heated shoes for BT badly and they are not available.

6. Lt. A. Gray, navigator A/C 852, "Wing was 10 miles to left of course causing us to run into flak at (4932 - 0720 E)."

7. Lt. C. G. Ritting, pilot A/C 852, "Need extra heated suit in emergency bag. Had to change twice."

W. B. PHY,
Major, A. C.,
Group S-2 Officer.

Target No.
3 (e) 46

MESSERSCHMITT A.G. — AUGSBURG (GERMANY)

Illustration No.
3 (e) 46/19

0 500 1000 1500 2000 YARDS
0 $\frac{1}{2}$ 1 MILE

Photographed 1943

(1 : 32,000) approx.

Issued February 1944



Illustration No.
3 (e) 46/19

12th BOMBARDMENT SQUADRON (H)
401st BOMBARDMENT GROUP (H)
Office of the Operations Officer
AAF Station 128S 13
19 July 1944.

SUBJECT : Loading List.

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

Plane 42-102957

P	Hall, Frank P.	1st Lt.	612th
CP	Atkinson, William A.	2nd Lt.	
R	Marschall, Robert H.	2nd Lt.	
B	Kemp, William T. Jr.	2nd Lt.	
RO	Spivey, Marion R.	T Sgt.	
TTO	Cropper, Grady H.	T Sgt.	
BTG	Kreigel, Rhein T. Jr.	S Sgt. F/F	
TO	Burgard, John J.	S Sgt. F/F	
LSS	Stewart, Irving E.	S Sgt. F/F	

BY RANK & NAME

Plane 42-31662

P	Ritting, Carl G.	2nd Lt.	
CP	Burge, Leelba (SMI)	2nd Lt.	
R	Shetley, James E.	2nd Lt.	
B	Bennett, Boyd P.	S Sgt.	
RO	Panzergecht, Joseph P.	T Sgt.	
TTO	Sadzikowski, Eugene P.	T Sgt.	
BTG	Riesemann, Richard J.	S Sgt.	
TO	O'Connell, Daniel E.	S Sgt. F/F	
LSS	Olsen, George H.	S Sgt. F/F	

BY RANK & NAME

Plane 43-37510

P	Opie, Kermit H.	1st Lt.	
CP	Lahey, Edward A. Jr.	1st Lt.	
R	Schwartz, Joseph H.	2nd Lt.	
B	Brown, Joseph E.	1st Lt.	
RO	Simmons, Arnold K.	T Sgt.	
TTO	Fleetwood, Gerald G.	T Sgt.	
BTG	Hodle, John P.	S Sgt. F/F	
TO	McMurray, John R.	P/O F/F	
LSS	Burns, Ralph F.	S Sgt. F/F	

BY RANK & NAME

Plane 43-37790

P	Bonney, Roy H.	2nd Lt.	
CP	Piper, Harry L. Jr.	1st Lt.	
R	Clesea, John R.	2nd Lt.	
B	Souder, William A.	Sgt. F/F	
RO	Pettings, Paul S.	S/Sgt. F/F	
TTO	Lenzen, Ben	S Sgt. F/F	
BTG	Peters, Winfield H.	Sgt. F/F	
TO	Beth, Solomon H.	Sgt. F/F	
LSS	Dill, Donald D.	Sgt. F/F	

BY RANK & NAME

Plane 42-97938

P	Lanford, Grant H.	2nd Lt.	
CP	Macdonagle, George A.	2nd Lt.	
R	Schueremann, Urban H.	2nd Lt.	
B	McNally, Robert G.	S Sgt.	
RO	Whitman, William H.	T Sgt.	
TTO	Griffeths, Harris W.	T Sgt.	
BTG	Kinney, Tom E.	S Sgt. F/F	
TO	Keller, Phillip W.	S Sgt. F/F	
LSS	Dietrich, Arthur R.	S Sgt. F/F	

BY RANK & NAME

Plane 42-31087

P:	Frederick, Jack L.	2nd Lt.	612th
GP:	Kirchbridge, John W.	2nd Lt.	
R:	Schmid, James W. Jr.	2nd Lt.	
D:	Hagle, Raymond L.	2nd Lt.	
RO:	Roberts, Emerson R.	2nd Ssgt.	
TTO:	Norris, Robert H.	2nd Ssgt.	
BTO:	Jenkins, Walter H.	Sgt.	
TG:	Pierson, Edgar H.	2nd Ssgt.	
LWS:	Fritts, Kenneth H.	2nd Ssgt.	

TYPED BY DAWN H.

Plane 42-10892

P:	Burns, Estel G.	2nd Lt.	
GP:	Tompkins, David F.	2nd Lt.	
R:	Harries, Elliott S.	2nd Lt.	
D:	McClendon, Marion A.	2nd Lt.	
RO:	Bill, Adam E.	2nd Ssgt.	
TTO:	Klingbeil, Eugene P.	2nd Ssgt.	
BTO:	Stone, Donald M.	Sgt.	
TG:	Henry, Hilmer H.	2nd Ssgt.	
LWS:	Pinkston, John S.	2nd Ssgt.	

TYPED BY DAWN H.

Plane 42-37632

P:	Rocking, Bert S.	2nd Lt.	
GP:	Merritt, William R.	2nd Lt.	
R:	Gray, Arthur (NHI) Jr.	2nd Lt.	
D:	Chayke, William J.	2nd Lt.	
RO:	Moore, Donald J.	2nd Ssgt.	
TTO:	Cannon, James K.	2nd Ssgt.	
BTO:	McGrath, Joseph A.	2nd Ssgt.	
TG:	Thomas, Ernest H.	2nd Ssgt.	
LWS:	Garrison, Milton J.	2nd Ssgt.	

TYPED BY DAWN H.

Plane 42-102393

P:	Knost, James A.	2nd Lt.	
GP:	Reiley, Jack A.	2nd Lt.	
R:	Gabriel, Fred V. Jr.	2nd Lt.	
D:	Lawlor, James C. Jr.	2nd Ssgt.	
RO:	Patterson, Russell G.	2nd Ssgt.	
TTO:	Wilson, James L.	2nd Ssgt.	
BTO:	Bodge, DeWayne E.	2nd Ssgt.	
TG:	Hedge, Arch (NHI)	2nd Ssgt.	
LWS:	Jedzinski, John (NHI)	2nd Ssgt.	

TYPED BY DAWN H.

Plane 42-39923

P:	Gibson, Roger C.	2nd Lt.	
GP:	Kapelsky, Spore (NHI)	2nd Lt.	
R:	Brand, George C.	2nd Lt.	
D:	Kessler, Arden G.	2nd Lt.	
RO:	Hikkinen, Carl R.	2nd Ssgt.	
TTO:	Williamson, Joseph R.	2nd Ssgt.	
BTO:	Roethler, Roland W.	2nd Ssgt.	
TG:	King, Francis E. Jr.	2nd Ssgt.	
LWS:	Walsh, Harold M. Jr.	2nd Ssgt.	

TYPED BY DAWN H.

TYPED BY DAWN H.

AD 1 881000Z JUN 44
 AD 1 CHICAGO OIL CO. 10000 BBL OF 60° API MOISTURE
 AD 1 10000 BBL 10000 BBL 10000 BBL 10000 BBL 10000 BBL 10000 BBL
 AD 1 10000 BBL 10000 BBL 10000 BBL 10000 BBL 10000 BBL 10000 BBL

AD 10000 BBL

TYPED BY DAWN H.
 TYPED BY DAWN H.
 TYPED BY DAWN H.
 TYPED BY DAWN H.

613th BOMBARDMENT SQUADRON (H)
OFFICE OF THE OPERATIONS OFFICER
AAF STATION 126, APO # 557

19 JULY 1944

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

DUTY	RANK	LAST NAME	FIRST NAME	MI
<u>PLANE NO. AH-610A</u>				
P	2nd Lt.	LEMONS	CRAVEN	C.
CP	2nd Lt.	COTINILL	RONALD	H.
N	2nd Lt.	KOMAROFF	STUART	J.
B	2nd Lt.	HEISER	CARL	H.
RO	E/SGT.	MURCHIE	ROBERT	R.
TT	T/SGT.	TAYLOR	ROBERT	C.
BT	S/SGT.	FEDYNGEIN	DANIEL	(RMI)
TG	S/SGT.	WEBSTER	WILLIAM	R.
WG	S/SGT.	PIROMALLI	EUGENE	B.

<u>PLANE NO. AH-97991</u>				
P	2nd Lt.	KUTA	CHRISTIAN	(RMI)
CP	2nd Lt.	CHARTIER	JOSEPH	R.
N	2nd Lt.	FRENCH	VERNON	H.
B	E/SGT.	SINGOGRASS	GEORGE	R.
RO	T/SGT.	MINGS	CLYDE	L.
TT	T/SGT.	GREENLAW	ROBERT	L.
BT	S/SGT.	NICHOLSON	ROBERT	G.
TG	S/SGT.	HUNT	CECIL	S.
WG	S/SGT.	PEAR	JOHN	H.

<u>PLANE NO. AH-6132</u>				
P	2nd Lt.	JETTER	ARTHUR	C.
CP	2nd Lt.	CAIN	ROBERT	R.
N	F/O	HINSH	MAUDY	(RMI)
B	S/SGT.	FITTING	WILLIAM	J.
RO	T/SGT.	SHEIMAN	LEE	(RMI)
TT	T/SGT.	MILLSON	RICHARD	D.
BT	S/SGT.	KRAPP	MARIA	F.
TG	S/SGT.	BAKER	JOHN	J.
WG	S/SGT.	CHANIAN	MISHAM	(RMI)

<u>PLANE NO. AH-97344</u>				
P	1st Lt.	FOL	MARSHALL	S.
CP	2nd Lt.	BERG	ROY	A.
N	2nd Lt.	HORTON	THONON	S.
B	F/O	DRAKE	WALTER	F.
RO	T/Sgt.	AVERY	WILLAIN	R.
TT	T/SGT.	HILL	JAMES	B.
BT	S/SGT.	DALTON	JOHN	B.
TG	S/SGT.	SANDERS	ROBERT	T.
WG	S/SGT.	GUILLORY	THOMAS	F.

<u>FLYING WITH 615th BG</u>				
R	CAPT.	WOOD	MORACK	D.
MO	1st Lt.	FINE	STANLEY	(RMI)

CONT

PLANE NO. 938 (612th Sq.)

P	1st Lt.	COLLMAN	EDWARD	W.
CP	7/0	WILCOX	STUART	L.
N	2nd Lt.	KRON	HORACE	E.
B	2nd Lt.	STOUT	ELDRIDGE	E.
RQ	S/SGT.	GARRETT	CALVIN	A.
TT	S/SGT.	LINDHOLM	ALVIN	T.
BT	SGT.	MEAHY	ANTHONY	J.
TG	SGT.	KIDMAN	WILLARD	D.
WG	SGT.	/ ANDERSON	EDDIE	W.

PLANE NO. 11-6113

P	2nd Lt.	ETTERS	ROY	C.
CP	2nd Lt.	RISENHEIMER	IRA	W. JR.
N	2nd Lt.	NAH	JOSEPH	P.
B	2nd Lt.	ANDREW	ROBERT	A. JR.
RQ	S/SGT.	SCOLL	EMANUEL	E.
TT	S/SGT.	MCGEE	EDWARD	T.
BT	SGT.	MARS	BERT JR.	(MMI)
TG	SGT.	WOOD	FREDERICK	A.
WG	SGT.	HUCKINS	GARTH	H.

PLANE NO. 11-6129

P	2nd Lt.	NEEON	WILLIAM	J.
CP	2nd Lt.	GRAY	ROBERT	P.
N	2nd Lt.	ZUKENPT	WERNER	P.
B	S/SGT.	FLETCHER (FLETCHER)	FRED	L.
RQ	S/SGT.	MAX	CHARLIE	E.
TT	T/SGT.	HAFMAN	RAYMOND	E.
BT	T/SGT.	SHARP	JACK	T.
TG	S/SGT.	HILL	EDWARD	H.
WG	S/SGT.	HALLMAN	HAROLD	J.

PLANE NO. A9-37511

P	2nd Lt.	LIPPENT (LIPPENT)	JACK	R.
CP	2nd Lt.	YOUNG	THOMAS	Y.
N	2nd Lt.	GUTTMANN	HENRY	E.
B	S/SGT.	GUESS	WILLIAM	J.
RQ	T/SGT.	MAYER	JACK	P.
TT	T/SGT.	PETTIT	GEORGE	L.
BT	S/SGT.	<i>Selectly</i> KENNEDY (KENDON)	ROBERT	<i>Jackie</i>
TG	S/SGT.	ELLIS	LAMAR	A.
WG	T.C.	S/SGT.	KILLER	L.

PLANE NO. 11-31591

P	1st Lt.	RAMOND	WARDLAW	H.
CP	2nd Lt.	FAZIER	DONALD	P.
N	1st Lt.	WOLIVER	IRVING	(MMI)
B	2nd Lt.	LEWIS	GEORGE	H.
RQ	T/SGT.	CHARLES	HUGH	W.
TT	T/SGT.	PRIENT	MORRICE	G.
BT	S/SGT.	PIGG	WILLIAH	J.
TG	SGT.	WOODWARD	JAMES	D.
WG	S/SGT.	PARKHURST	IRA	A.

FLYING WITH THE WEATHER SHIP

P	IRWIN	JAMES R.	1st Lt.	
CP	SOX	WILLIAM E.	2nd Lt.	
N	MAUDREY	WILLIAM F.	2nd Lt.	
RQ	MISNER	BENJAMIN E.	T/SGT.	
BT	<i>Storm</i>	<i>Leon</i>	<i>my</i>	

614TH BOMBARDMENT SQUADRON (H)
401st Bombardment Group (H)

Office of the Operations Officer

AAF Station # 128
19 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 todays mission.
*Plane 42-97872

P	1st Lt.	ROZELL, WOODVILLE G.	614th
CP	2nd Lt.	LUCKETTI, HUMBERT	"
H	1st Lt.	MORIN, BERNTRAND J.	"
CTG	S/Sgt.	Bralley, Brown A.	"
RG	S/Sgt.	Burnett, Major A.	"
TT	T/Sgt.	Smealie, Donnan R.	"
BT	Cpl.	Ricop, Herman R.	"
TG	S/Sgt.	Ivey, George W.	"
WG	Sgt.	Smith, William H.	"

*Plane 42-102917

P	2nd Lt.	MERCER, ELMER W.	"
CP	2nd Lt.	HIBERT, CARL D.	"
H	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.	Connors, Robert A.	"

*Plane 42-97869

P	2nd Lt.	DARASIM, ALEXANDER	"
CP	2nd Lt.	HOSLEY, ROBERT A.	"
H	2nd Lt.	PARKER, ELBERT J.	"
B	2nd Lt.	MACKMILL, JOHN J.	"
RO	S/Sgt.	Friduss, Jarvis H.	"
TT	Sgt.	Kopic, Glen L.	"
BT	Sgt.	Saylor, Emmanuel T.	"
TG	Sgt.	Capps, George C.	"
WG	Sgt.	Bailey, John S.	"

*Plane 687 PFF

P	1st Lt.	GRUMAN, JAMES A.	"
CP	2nd Lt.	MELTON, LAVATA T.	"
H	1st Lt.	GRISSET, JACKUES	"
N	2nd Lt.	CHAFFEE, CHARLES G.	615th
B	1st Lt.	ANDREWS, RICHARD J.	614th
RO	T/Sgt.	Jacobson, Kenneth H.	"
TT	T/Sgt.	Snyder, Ernest M.	"
TG	S/Sgt.	Ruhmann, Richard R.	"
WG	S/Sgt.	Campbell, David H.	"

614TH BOMBARDMENT SQUADRON (H)
401st Bombardment Group (H)

Office of the Operations Officer

Loading List Cont'd.

*Plane 42-39012

P	Capt.	614th
CP	1st Lt.	"
N	1st Lt.	"
B	1st Lt.	"
RO	2/Sgt.	"
TT	2/Sgt.	"
BT	2/Sgt.	"
TG	1st Lt.	"
WG	2/Sgt.	"

CANNACK, VERNON E.
HARGER, ROBERT W.
MASKINS, CECIL A.
WHITE, WILLIAM C.
Tamm, Glenn A.
Slate, Chester A.
Jones, Scott D.
HELM, WESLEY H.
Wanke, Charles P.

*Plane 42-39073

P	1st Lt.	"
CP	1st Lt.	"
N	1st Lt.	"
B	2nd Lt.	"
RO	2/Sgt.	"
TT	2/Sgt.	"
BT	2/Sgt.	"
TG	2/Sgt.	"
WG	2/Sgt.	"

RISNER, JAMES F.
RAFFERTY, JACK L.
MC CLELLAN, GUY L. JR.
BROWN, VINCENT E.
Munzetter, William H.
Ockerman, Robert H.
Baker, Harry R.
Baker, James T.
Miller, Jennings F. Jr.

*Plane 42-97145

P	1st Lt.	"
CP	2nd Lt.	"
N	1st Lt.	"
CTG	Sgt.	"
RO	2/Sgt.	"
TT	2/Sgt.	"
BT	2/Sgt.	"
TG	2/Sgt.	"
WG	2/Sgt.	"

TAYLOR, FRED H.
ROSEN, WARREN A.
COYNE, VAUGHN B.
DeJarl, Harold H.
Stuebing, Ephraim G.
Sullivan, Harry L.
Ellsworth, Kenneth K.
Leiferman, Gerald J.
Dendeville, Glen H.

*Plane 42-107064

P	1st Lt.	"
CP	1st Lt.	"
N	F/O.	"
CTG	Sgt.	"
RO	2/Sgt.	"
TT	2/Sgt.	"
BT	2/Sgt.	"
TG	2/Sgt.	"
WG	2/Sgt.	"

FISSETTE, ROBERT L.
THOMPSON, CHARLES F.
RHINEHART, WILLIAM E.
Tollefson, Lauren M.
Crites, Emory (EMI)
Garlin, Harry C. Jr.
Long, Albert D.
Wright, Dale L.

*Plane 42-97395

P	2nd Lt.	"
CP	2nd Lt.	"
N	2nd Lt.	"
CTG	Sgt.	"
RO	2/Sgt.	"
TT	2/Sgt.	"
BT	Sgt.	"
TG	Sgt.	"
WG	Sgt.	"

KONG PAUL H.
KARAN, DANIEL
DOEROWOLSKI, RICHARD L.
Kilgore, Edmund W.
McMinn, Thomas G.
Shane, Charles E.
Edwards, Rodney E.
Huerta, Octavio
Eckenrode, Robert T.

614TH BOMBARDMENT SQUADRON (H)
401st Bombardment Group (H)

Office of the Operations Officer

Leading List Cont'd.

*Plane 42-97602

P	1st Lt.	LIPKA, JOHN F.	614th
CP	1st Lt.	FAULKNER, JAMES H.	"
N	1st Lt.	PERCIVAL, RAYMOND L.	"
CTG	S/Sgt.	Modling, Odem W.	"
RO	T/Sgt.	LeFleur, Delmore H.	"
TT	S/Sgt.	Holl, Robert C.	"
BT	S/Sgt.	Spatilson, Bruno J.	"
TG	S/Sgt.	Jennings, Fred J.	"
WG	S/Sgt.	Koshier, Karl E.	"

*Plane 42-102894

P	1st Lt.	CARROLL, THOMAS D.	"
CP	2nd Lt.	LEASER, FREDERICK G.	"
N	2nd Lt.	KAISER, PAUL F.	"
CTG	Pfc.	Holl, Jack R.	"
RO	S/Sgt.	Curtin, John W.	"
TT	S/Sgt.	Killian, Daniel M.	"
BT	S/Sgt.	Campbell, Clarence L.	"
TG	S/Sgt.	Elliott, Ralph D.	"
WG	Sgt.	Leuenberger, Arnold J.	"

*Plane 42-97780

P	2nd Lt.	KOVACH, JOHN W.	"
CP	2nd Lt.	MELLAM, JAMES W.	"
N	2nd Lt.	CORTELLI, FRANK J. JR.	"
CTG	S/Sgt.	Horbatuck, Stepan J.	"
RO	T/Sgt.	Pollard, Omer S.	"
TT	T/Sgt.	Rousselang, Willard J.	"
BT	S/Sgt.	Guest, Hollis D.	"
TG	S/Sgt.	Schmidt, Edward J.	"
WG	Sgt.	Maki, Arthur W.	"

For the Squadron Commander:

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

SIX HUNDRED AND FIFTEENTH BOMBARDMENT SQUADRON (N)
FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (N)

Office of the Operations Officer

AAF - Sta - 128 - APO - 687

(INC)

0700P

R/C - REC'D.

GUNNERY - 100%
DUTY R/T - 100%PERIOD - 100%
TIME - 100%

U*

0700P

SUBJECT: Landing List.

TO - Operations Officer, 401st Bomb Grp (N) - Sta - 128 - APO - 687.

0037P

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

R/C - REC'D.

PLANE # 42-37002

DUTY - DASH - REC LAST (NAME) FIRST (MI) SQUADRON

P/C	1st Lt.	Makofcik	Gerald	J.	615th
C/P	2nd Lt.	Matheny	Harold	N.	615th
H/C	2nd Lt.	Tyner	Richard	O.	615th
B/C	2nd Lt.	Schipper	Hughson	K.	615th
R/C	Sgt.	Tracy	Leland	N.	615th
T/C	Cpl.	Truman	Herbert	(M)	615th
E/C	F/Sgt. P/T	Whitney	Iyle	M.	615th
T/C	F/Sgt. P/T	Worrell	JAMES	W.	615th
L/C	Sgt. P/T	Crawford	Malvin	N. (10)	615th
R/C	-----	-----	-----	-----	-----

PLANE # 42-37004

P/C	1st Lt.	Duckworth	Robert	O.	615th
C/P	2nd Lt.	Harrow	Russell	N.	615th
H/C	2nd Lt.	Kunstnah	Warren	N.	615th
B/C	2nd Lt.	Vuchayevon	Robert	N.	615th
R/C	S/Sgt.	Haideman	Lyle	N.	615th
T/C	S/Sgt.	Conroy	Roy	O.	615th
E/C	Sgt. P/T	McNeen	George	T.	615th
T/C	Cpl. P/T	Turner	Glynn	M.	615th
L/C	S/Sgt. P/T	Cooley	Clifton	N.	615th
R/C	-----	-----	-----	-----	-----

PLANE # 42-37005

P/C	1st Lt.	Fordyn	Joseph	N.	615th
C/P	F/Lt (C)	Giddensall	James	J.	615th
H/C	2nd Lt.	Ainsley	Allen	S.	615th
B/C	2nd Lt.	Eckersh	Bale	A.	615th
R/C	S/Sgt.	Leach	Joseph	N.	615th
T/C	S/Sgt.	Pediginary	Alexander	J.	615th
E/C	Cpl. P/T	Schappert	Theodore	H.	615th
T/C	Cpl. P/T	Steens	David	O.	615th
L/C	S/Sgt. P/T	Weinstein	Bernard	D.	615th
R/C	-----	-----	-----	-----	-----

DATA SHEET

PERIOD (HHMM)

DUTY

(M)

SQUADRON

REF ID: A9-0798

PLANE # 44-8146

DUTY	RANK	LAST (NAME)	FIRST	(SI)	SQUADRON
P.	1st Lt.	Wingard	Wilton	W.	615th
CP.	2nd Lt.	Abrams	Robert	R.J.	615th
N.	2nd Lt.	Sullivan	Robert	R.J.	615th
B.	2nd Lt.	Sing	Millard	M.	615th
RO.	T/Sgt.	Cleogna, Jr.	Ernest	E.D.	615th
ST.	Sgt.	Rootledge	James	J.W.	615th
DT.	Cpl.	Winney	Patrick	P.H.	615th
TG.	Sgt.	Chiariello	Edward	E.L.	615th
LNG.	Sgt. (10)	Ingram	Willie	W.H.	615th
MMI.	---	-----	-----	---	615th

PLANE # 42-102468

DUTY	RANK	LAST (NAME)	FIRST	(SI)	SQUADRON
P.	2nd Lt.	Hackett	Harry	H.	615th
CP.	2nd Lt.	Davis	Thomas	T.A.	615th
N.	2nd Lt.	Howze, Jr.	Stuart	S.A.	615th
B.	2nd Lt.	Suwinghausen	Kenneth	K.D.	615th
RO.	T/Sgt.	Bryant	Braden	B.J.	615th
ST.	T/Sgt.	Urban	Michael	M.P.	615th
DT.	Sgt.	Hutchinson	William	W.D.	615th
TG.	Sgt.	Hudaley	Orville	O.A.	615th
LNG.	Sgt.	Jones	Winston	W.C.	615th
MMI.	---	-----	-----	---	615th

PLANE # 42-102674

DUTY	RANK	LAST (NAME)	FIRST	(SI)	SQUADRON
P.	2nd Lt.	Kenne	Hecc	H.	615th
CP.	2nd Lt.	Kelly	Norman	N.J. (10)	615th
N.	2nd Lt.	Starke	Oliver	O.	615th
B.	2nd Lt.	Gosouth	Alfred	A.G.	615th
RO.	T/Sgt.	Gratzer	Robert	(R.E.)	615th
ST.	T/Sgt.	Jones	William	W.J.	615th
DT.	Sgt.	Shugley	John	J.W.	615th
TG.	Sgt.	Kalster	Frederick	F.K.	615th
LNG.	Sgt.	Bradley	Orville	O.B.	615th
MMI.	---	-----	-----	---	615th

PLANE # 42-7856

DUTY	RANK	LAST (NAME)	FIRST	(SI)	SQUADRON
P.	1st Lt.	Kalinski	Felix	A.	615th
CP.	Lt. Col	Seawell	William	T.	601st
N.	Captain	Buschel	Edwin	E.B.	615th
B.	Major	Wood	Horace	H.D.	615th
RO.	T/Sgt.	Pickoff	Julius	J.P. (10)	601st
ST.	T/Sgt.	Hokellar	Glenn	G.H.	615th
TG.	Sgt.	Madsen	Peter	P.M.	615th
DT.	---	-----	-----	---	---
ZO.	2nd Lt.	Charleville	Denver	D.Z.	615th
LNG.	Sgt.	Davis, Jr.	Thomas	(THM.)	615th
MMI.	---	-----	-----	---	615th

NOTE NUMBER TWO FINAL APPROVALS MADE (1)
ONE NUMBER TWO APPROVALS MADE (1)

OP-40B OF THE INTELLIGENCE OFFICER
STATION 128 - APO 557 > OT

D-J-4

19 July 1944.

E-2 - mark

SUBJECT: Crew Comments and Suggestions.

TO : COMMANDING OFFICER, 401st Bomb Group (H), Sta. 128, APO 557, US Army.
(Thru Lt. Col. A. C. Brooks and Lt. Col. W. T. Seawell.)

1. Lt. R. W. Marshall, navigator A/C 957, "We had to wait one hour for truck at dispersal area after landing."

2. Lt. R. E. Morrow, Co-pilot A/C 684, "Transportation was excellent and breakfast was fine. Heaters in A/C should be filled."

3. Lt. H. G. Burns, pilot A/C 992, "No trucks to mess or equipment room this A.M."

4. Lt. W. M. Hammond, pilot A/C 881, wants heater fixed to keep release tubes from freezing. High Squadron Lead of High Box was not in position enroute or on return.

5. S/Sgt. Pedgarnay, TRG A/C 859, "No flak helmet was available."
Cpl. T. E. Schappert, BTG A/C 859, needs black heated shoes for BT badly and they are not available.

6. Lt. A. Gray, navigator A/C 681, "Wing was 10 miles to left of course causing us to run into flak at (4932 - 0720 E)."

7. Lt. C. G. Ritting, pilot A/C 682, "Need extra heated suit in emergency bag. Had to change twice."

W. B. FRY,
Major, A. C.,
Group S-2 Officer.

F-G-2

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

A.P.O. 557
19 July 1944

SUBJECT: Armament Malfunctions Mission Report

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

1. Date of Mission: 19 July 1944

2. No gun malfunctions were reported.

3. The following turret malfunctions were reported:

a. A/C # 42-102394 - Ball turret elevation clutch failure. Clutch being replaced.

b. A/C # 42-97664 - Vickers motor in Ball Turret burned out. Motor being replaced.

c. A/C # 42-107092 - Broken charging cable left chin turret gun. (gun malfunction).

4. The following bombing equipment malfunctions were reported:

A/C # 42-102957

a. Bombardier claims he had to hit salvo switch two times. First time he salvoed, right racks did not drop. Ground check revealed no malfunction.

5. There were nineteen (19) aircraft equipped with the all-electric 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
19 July 1944

SUBJECT: Abortive Report

TO : Commanding Officer, AAF Station 128, APO 557
ATTN: Air Statistical Officer

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

a. Aircraft 42-97869 - Returned early because co-pilots
and bombardier's oxygen system dropped to 250 #lbs pressure while
the remaining systems read 400 #lbs. Ground check revealed that
at the bombardier's regulator the feed line wasn't properly
seated on the fitting which caused a slight leak not noticeable
at ground pressure, but at altitude caused excessive loss of
oxygen. The emergency regulator valve safety wire had been broken
on the bombardier's regulator.

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

LEAD BOX 94TH "A" WING

Combat Flight Leader

LT COL SEAWELL

Date

10 July 1944

Deputy Flight Leader

LT HANNAK

M8 + 8

SQDN	612th SC JABWOCK
Connally	613th IN MACRO
(Seawell)	614th IW GOLFCLUB
636 ✓	615th IY BUZZARD
<hr/>	
WINGARD	Gruuman
IT R 6146 ✓	687 ✓

SQDN

SQDN

SC H | 2598 ✓

IN A | 7872 ✓

LT HERTZ

EFTERS

IN G | 7871 ✓

IN R | 6115 ✓

MARASYN

IN R | 7366 ✓

MUNGER

SC E | 2817 ✓

JETTISON

IN D | 6132 ✓

Abort

IN R 7366 ✓

NO HIGH

LIMOND

IN A | 6129 ✓

IN B | 6104 ✓

SPARES

Spare Lead IN C 1081
 Ground spares SC H 7039
 SC O 7487

FREDERICK

SC K | 1087 ✓

Abort 869 - Co-Pilots and Bombardier
 oxygen system down to
 250 pounds pres. while
 other systems read 400
 Ground check revealed -

HIGH BOX 94TH "A" WING

Combat Flight Leader LT OPIE Date 10 July 44

Deputy Flight Leader LT BALL

612 SQDN

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

OPIE

SC T 7510 ✓

BURKE

BALL

SC D

6992 ✓

SC F

2957 ✓

612 SQDN

613 SQDN

FERDYN

FOX

IY D

7659 ✓

IN P

7344 ✓

BONNY

DUCKWORTH

HAIRSONS

KELPA

SC J

7780 ✓

IY P

7664 ✓

IN J

1691 ✓

IN Q

7931 ✓

HASKETT

IY G

2468 ✓

MALORECHIK

KOBZE

IY E

7092 ✓

IY M

2674 ✓

SPARES

LINWOOD

SC S 7938 ✓

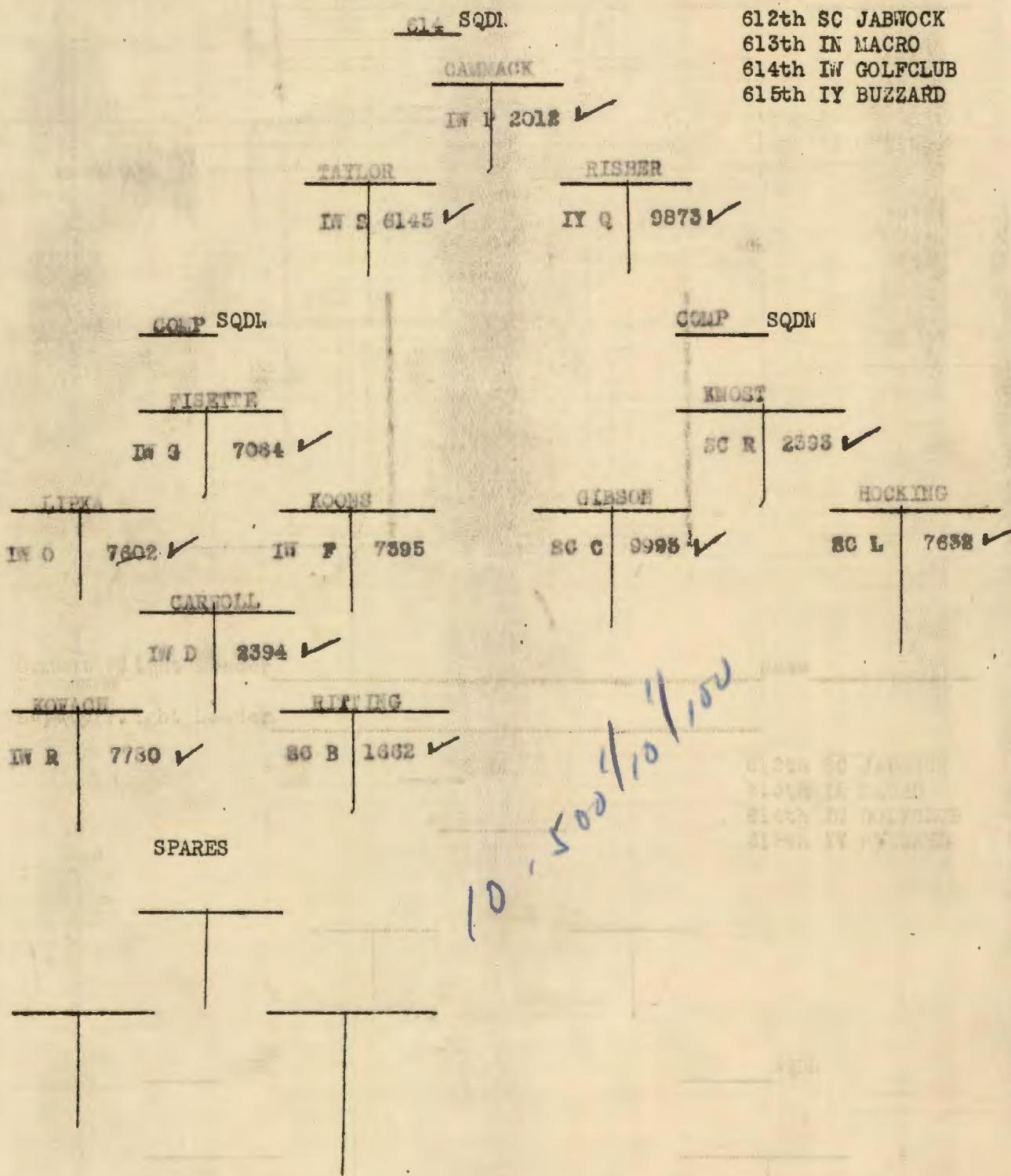
Mark 9/14/47 135

LOW BOX 94 A WING

Combat Flight Leader Captain Cannack

Date 19 July 1944

Deputy Flight Leader Sgt Risher



612TH BOMBARDMENT SQUADRON (H)
401ST BOMBARDMENT GROUP (H)
OFFICE OF THE ENGINEERING OFFICER
STATION 128
APO 557

19 July 1944

SUBJECT: Battle Damage Report

TO: Engineering Officer, 401st Bombardment Group (H),
Station 128, APO 557, U. S. Army

1. The following is the battle damage report for the
airplanes operated by this Squadron on the combat mission
completed this date.

AIRPLANE NO.	BATTLE DAMAGE
42-102957	1. Negative
42-102398	1. Negative
43-37510	1. Negative
42-39993	1. Negative
42-106992	1. Negative
42-102393	1. Negative
43-37632	1. Negative
43-37790	1. Negative
42-102917	1. Flak hole in shroud tube in # 1 engine. 2.
42-31662	1. Flak hole in nose section of # 4 engine. 2. Flak hole in nose section of # 3 engine. 3. Flak hole over main entrance door. 4. Flak hole in vertical stabilizer at station 8, aft 5. Flak hole in left aileron at station 33.5. No personnel injured.

HERBERT O. KIMMEL
Capt, Air Corps
Engineering Officer