

MISSION NO. 113

To: LEIPSIG , GERMANY

401st BOMBARDMENT GROUP (H)
REPORT OF OPERATIONAL
DAY
MISSION SUMMARY REPORT

MISSION # 113

Date 20 July 1944

ASSIGNMENT

1. Assigned Target: LEIPZIG, GERMANY
2. Commitments: The 401st was to furnish two 12 A/C boxes for the 94th "A" CBW - the lead box (Incl 1 PFF from 351st Group) and the low box. Each had one spare.

EXECUTION

1. Target Bombed:
 - Lead Box: LEIPZIG, GERMANY
 - Lead A/C: HARBORN, GERMANY (T. of O.)
 - Low Box: KOLLEDA, GERMANY (Secondary)
2. a. Wing Leader: Major D. E. SILVER
 - Lead Navigator: 2nd Lt. T. H. KRISSE
 - Lead Bombardier: 2nd Lt. E. H. BOLLERb. Low Box Leader: 1st Lt. C. A. LINCOLN
 - Lead Navigator: 1st Lt. F. W. RICKS
 - Lead Bombardier: 1st Lt. S. J. DANILAVEZ
3. Takeoff and Assembly:

Takeoff was as briefed. Assembly was slow, the high group formed before the leader and deputy arrived. Wing formation was made on the last 360° turn before departing the buncher five minutes late. The Wing proceeded directly to splasher 7 with 12 ships in each box. Division assembly was not made until enemy coast was reached as the high and low groups of the lead wing were trailing so far behind.

Mission Summary Report (Continued)

4. Attack:

a. Penetration:

Penetration was on the briefed course and altitude. All times were made good within 2 or 3 minutes. Fighter escort was very good throughout the entire mission. The IP was reached in good order, two minutes late on course, and the turn was made towards Leipzig.

b. Bombing Approach and Run:

Lead Box:

At the IP the cloud cover was about 4/10 to 5/10 so it was decided to uncover and attempt a visual run with the sections in trail. The Mickey Operator picked up 9 targets in his scope and couldn't identify Leipzig among them, and it became apparent as we went along down the run that we couldn't see the target to bomb visually. The Air Commander at that time decided that the Wing would hold it's bombs and proceed to the Secondary. Meantime the Deputy Lead ship was hit by flak and had to jettison it's bombs; at that time the balance of the Lead Box mistakenly dropped on him. The Air Commander then took the Wing over the Secondary and the High and Low Boxes bombed there visually.

Low Box:

The Wing Leader announced at the IP that we would move into trail formation and attempt individual section runs, visually. If it was impossible to bomb visually the Low and High Sections were to bomb on the Leader's smoke bomb. The Wing Leader did not drop his bombs on the Primary and so, since the Primary was covered with clouds making a visual run impossible, we held our bombs and went to the Secondary. On the way to the Secondary the cloud cover was about 4/10 to 5/10. These clouds and the dense haze made it very hard to pick up the target. It was finally picked up when we were very close. A 40 second run was made and the bombs were dropped. Results were fair.

c. Weather:

Weather over England was 10/10ths with tops at 5000'. It broke up to 2 - 3/10ths along parts of course. The cloud cover at the IP was about 4 - 5/10ths and continued to be about the same on the route back to base.

Mission Summary Report (Cont'd)

d. Withdrawal:

Withdrawal was made over the secondary target to allow the high and low groups to bomb and then over a last resort target so the lead ship could bomb. There were 10 ships in both the lead and low groups and 12 in the high box. Two others made contact with escort and came out alone. Two ships went down in Leipzig area.

e. Return to Base:

The Wing let down through holes in the clouds after reaching England and the Groups returned to their home bases and landed safely. One ship landed away because of severe flak damage.

5. Aircraft Not Attacking:

Lead Box:

A/C 42-31091 - Not Sortie. Returned early because of internal failure of # 2 engine. (Mechanical)

Low Box:

A/C 42-31037 - Sortie. Lost prior to reaching target.

A/C 42-106992 - Not Sortie. Returned early because # 2 supercharger would not develop required boost at altitude. A ground check revealed that the supercharger condenser was leaking and had broken wire leading to the condenser. (Mechanical)

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>
3	17	20

8. Casualties:

18 - A/C 42-31037 and A/C 42-102917

1 - Slightly wounded.

9. Statistical Summary of Operations (See attached form)

Mission Summary Report (Cont'd)

10. Bombing Data:

a. Observations:

Lead Box:

The bombs of the Lead Box fell on the city of Leipzig in scattered fashion. The bombing of the target of opportunity by two A/C met with only fair results.

Low Box:

The results on Secondary target were only fair.

b. Disposition of Bombs:

Lead Box:

Of the 11 401st A/C entering enemy territory, 10 dropped 100 X 500# M64 on the primary. One 401st A/C and the PFF Lead A/C each dropped 10 X 500# M64 on a T. of O. - Harbern, Germany. One aborting A/C returned 10 X 500# M64.

Low Box:

Of the 12 401st A/C entering enemy territory 11 dropped 110 X 500# M64 on secondary. A/C 42-31037 lost before reaching target expended 10 bombs and one aborting A/C returned 10 bombs to base.

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

	<u>Aircraft</u>		<u>Bombs</u>				
	<u>Over Target</u>	<u>Bombing</u>	<u>Number</u>	<u>Size</u>	<u>Type</u>	<u>Fusing</u>	
						<u>Nose</u>	<u>Tail</u>
Primary Target	11	10	100	500#	M64	1/10	1/100
Secondary Target	11	11	110	500#	M64	1/10	1/100
T. of O. A/D Harborn	(1)	1*	10	500#	M64	1/10	1/100
Total Bombs on Targets			220	500#	M64	1/10	1/100
Other Expenditures			10	500#	M64	1/10	1/100
Bombs Returned			20	500#	M64	1/10	1/100
Total Loaded on A/C Taking Off			250	500#	M64	1/10	1/100

* Excl 1 PFF Dropping 10 X 500# GP.

Mission Summary Report (Cont'd)

11. Lost Aircraft:

<u>A/C #</u>	<u>Sqdn</u>	<u>Position in Formation</u>	<u>Location of Loss</u>	<u>Reason</u>
42-102917 (Frederick)	612th	# 6 A/C Low Sq. Lead Box	5120 - 1120 0	Flak
42-51037 (Murgatroyd)	615th	# 2 A/C, Lead Sq. Low Box	Just past Leipzig	Flak

Submitted By:

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

STATISTICAL SUMMARY OF OPERATIONS

801st Group

1st BD F. O. 442

Date of 20 July 1944

94th "A" CBW

	Lead Box		Low Box	
		PFF - GH		PFF - GH
1. No. of A/C Failing to Take Off				
2. No. of A/C Airborne	12	1	13	
3. No. of A/C Airborne Less Spares	12	1	13	
4. No. of A/C Sorties	11	1	12	
5. No. of A/C Attacking	11	1	11	
6. No. of A/C Not Attacking	11 1	1	2	
(a) Early Returns Included			(1)	
7. Name of Primary Target	LEIPZIG, GERMANY			
(a) No of A/C Attacking	10	-	-	
(b) No., Size & type of bombs	100	-	-	
	500# M64			
8. Name of Secondary Target	KOLLEBA, GERMANY			
(a) No of A/C Attacking	-	-	11	
(b) No., Size & type of Bombs	-	-	110	
			500# M64	
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	A/C HARBORN, GERMANY			
(a) No. of A/C Attacking	2	1		
(b) No., Size, & type of Bombs	10	10		
	500# M64	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	2	1	
13. - to Flak	1	2	1	
14. - to Flak & E/A				
15. - to Enemy A/C				
16. - to Accident				
17. - to Unknown				

STAT SUMMARY (Cont'd)

	LEAD	LOW
18. Time of Takeoff	0637	0640
19. Time of Attack	1111	1155
20. Average Time of Flight	8.3	8.4
21. Altitude of Release	25,000	24,000
22. Visual or PFF	PFF	Visual
23. Enemy Resistance - AA Int.&ACC.	Mod. to Int. Accurate	Mod. to Int. Accurate
24. - Fighters	None	None
25. - Bombers	None	None
26. U.S. A/C Engaged by Enemy A/C	None	None
27. Degree of Success	Fair	Fair

PFF A/C Borrowed from Groups as follows: 1 PFF A/C from 351st Group

PFF A/C Loaned to Groups as Follows: None

NOTES:

LEAD BOX 94th "A" WING

Combat Flight Leader MAJOR SILVER

Date 20 July

Deputy Flight Leader lt earns

612 SQDN

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

FORMATION-TAKE-OFF
AND CRUISE

CONNOLLY (SILVER)

PTF 2658

BONNEY

SC F 2957

GARNS

SC H 2398

615 SQDN

615 SQDN

FERDYN

IY D 7859

COLEMAN

IN E 7009

MELOSHNIK

IY S 1730

DUCKWORTH

IY E 7092

LOCKHART

IN P 7344

ETTERS

IN J 1591

KONZE

IY M 2874

WILGARD

IY O 1091
ABORT

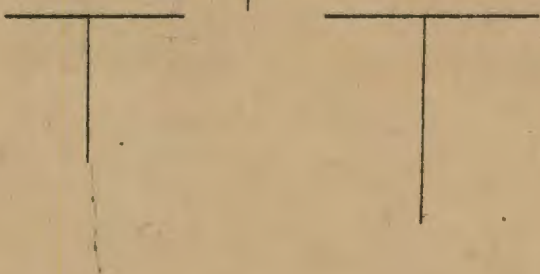
OSSIANDER

IY G 2468

SPARES

FREDERICK

SC E 2917



Combat Flight Leader MAJOR SILVER Date 20 July
Deputy Flight Leader _____

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

____ SQDN
CONOLLY (SILVER)
____ PFP 638

LEAD BOX FORMATION
OVER TARGET

BONNEY 957 CARDS 398

____ SQDL _____ SQDN

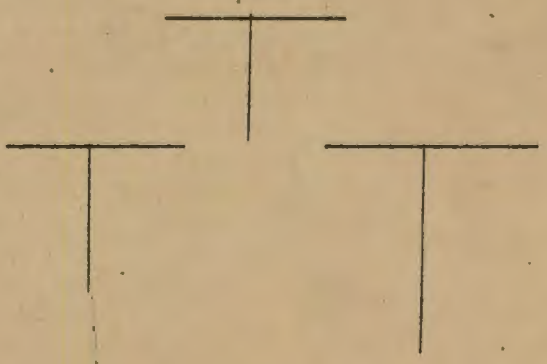
forden 359 COLEMAN 009

MELOPOMICK 750 DUCKWORTH 092 LOCKHART 344 ETTERS 591

KORZE 674 OSSTANDER 458

FREDERICK 017

SPARES



Combat Flight Leader LT LINCOLN Date 20 July

Deputy Flight Leader _____

SQDN

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

LINCOLN

2012

LOW BOX formation
on take-off and
cruise

ROSEN

395

~~ROSEN~~

~~037~~

SQDL

SQDN

ROZKNI

780

ROUSE

395

Lerwick

~~689~~

KOVACH

863

LINWOOD

938

HILL

992
ABORT

HANNIK

706

RITA

931

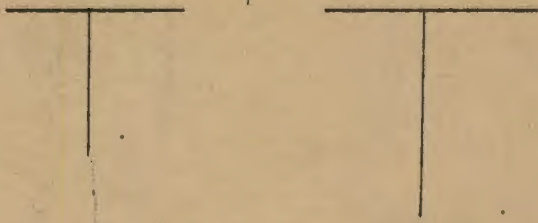
LEGIONS

146

SPARES

NAKASH

869



Combat Flight Leader LT LINCOLN Date 20 July
Deputy Flight Leader _____

--- SQDN

LINCOLN

012

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

LOW BOX formation over target 395

395

~~MURGATEYD~~

~~037~~

____ SQDN

ROZELL

670

JERWICK

689

KOVACH

863

KUTA

981

MAHILL

708

LEWIS

146

____ SQDN

KINOST

395

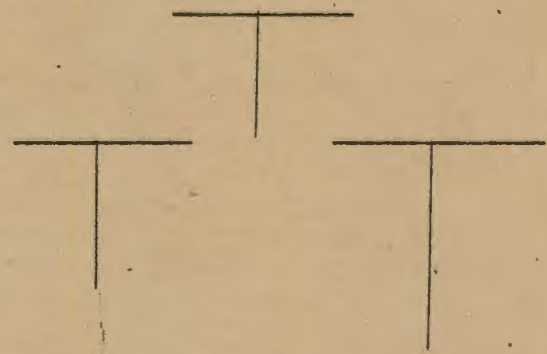
LINFORD

938

MARASYN

369

SPARES



HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

20 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 0637 hours; Land at 1450 hours.
- b. Group formed at 0755 hours at 12000 feet.
- c. Formed GBW at 0755 hours at 12000 feet.
- d. Began climb at 0800 hours; reached alt. at 1023 hours.
- e. Weather encountered over England:
 - (1) Clouds 10 / 10th - Visibility 5-10 miles.
 - (2) Wind at altitude _____ degrees, _____ Knots.
- f. Means of navigation over England. Gee D.R. Radio
- g. Means of checking Metro Winds Gee
- h. Joined task force at 0828 hrs. at FELIXSTONE
(Splasher, City, Coord.)
- i. English Coast out at 0828 hrs.; Enemy Coast in at 0901 hrs.
- j. Fighter Rendezvous:
 - (1) Going in _____ hrs.
 - (2) Coming back AS BRIEFED hrs.
- k. Wind used for bombing:
 - (1) 35 degrees, 19 Knots.
 - (2) Determined by PILOTAGE
(Method)

1. Bomb run and Method of Target Identifications:

- (1) Reached IP at 1103 1/2 hrs.
- (2) Mag. heading over target 288 degrees. (Liepzig)
- (3) Altitude over target 25000 feet.
- (4) Bombs away at 1111 hrs.
- (5) Method of target identification and weather over target:

PFF HAZE

- m. Gee:
 - (1) Coordinates of 10th east fix 51 33 N. 05 45 E.
 - (2) Obtained at 1317 hours.

n. Difficulties encountered with special equipment.

NONE

COMMENTS: BOMBS AWAY WAS AT 1111 HOURS FOR THE /S/ LT. T. H. KRISE
LEAD GROUP, DROPPING ON THE DEPUTY LT. T. H. KRISE
2nd Lt. Air Corps
Lead Navigator (Lead Box)
 SIGNATURE

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

20 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 0640 hours; Land at 1505 hours.
- b. Group formed at 0755 hours at 11000 feet.
- c. Formed CBW at 0755 hours at 11000 feet.
- d. Began climb at 0758 hours; reached alt. at 1100 hours.
- e. Weather encountered over England:
 - (1) Clouds 10 / 10th - Visability 5-10 miles.
 - (2) Wind at altitude 241 degrees, 11 Knots.
- f. Means of navigation over England. Gas Radio D.R.
- g. Means of checking Metro Winds Gas
- h. Joined task force at 0828 hrs. at FELIXSTONE
(Splasher, City, Coord.)
- i. English Coast out at 0826 hrs.; Enemy Coast in at 0902 hrs.
- j. Fighter Rendezvous:
 - (1) Going in As Briefed hrs.
 - (2) Coming back As Briefed hrs.
- k. Wind used for bombings:
 - (1) 330 degrees, 20 Knots.
 - (2) Determined by METRO
(Method)
- l. Bomb run and Method of Target Identifications
 - (1) Reached IP at 1104 hrs.
 - (2) Mag. heading over target 300 degrees.
 - (3) Altitude over target 24000 feet.
 - (4) Bombs away at 1135 hrs.
 - (5) Method of target identification and weather over target:

PILOTAGE

- m. Geo:
 - (1) Coordinates of furthest fix 51 36N No. 04 23 E.
 - (2) Obtained at 0909 hours.

n. Difficulties encountered with special equipment.

NONE

COMMENTS: THE LOW AND HIGH BOXES BOMBED
THE SECONDARY TARGET.

/s/ Frank W. Ricks
FRANK W. RICKS
1st Lt. Air Corps
Lead Navigator (Low Box)
SIGNATURE

FLIGHT PLAN

PILOT Lt. Connolly NAVIGATOR Lt. Eriss DATE 20 July 1944

STATIONS	051	ENGINES	0615	TAXI	0630	T.O.	0645
LEAVE BASE	Cottesmore		0750				
COAST OUT			0830				
ENEMY COAST			0902				
I.P.			1102				
TARGET			1111				
ENEMY COAST			1324				
English Coast			1358				

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

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

Division Assembly - Splasher #7 to Felixstowe

FROM TO	W/V UESD	HEIGHT	IAS MPH /K	T. A.S. (K)	COU-RSE	DRI-FT	TRUE HDNG.	VAR.	MAC. HDNG.	G. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI.			
Cottesmore "Y"	216	12000	150	159	100	4	104	110	114	164	18	07	0750				
Crowland "A"	12-3	13200	130										0757				
52 41N 00 10W	226/13	15000	150	163	151	4	155	10	165	160	56	21 1/2	0819				
Splasher #7 "C"	-3	15000															
51 52N 00 13E	240/15	17500	150	167	080	2	082	9	091	181	30	10	0830	Eng. Coast.	Con. Pt. #1	0826	
Felixstowe #2	-5	20000															
51 57N 01 21E	250/15	"	150	174	098	2	100	8	108	187	98	31 1/2	0902	Enemy Coast.	#2	0900	
51 47N 03 56E	-11	"															
"	260/15	"	155	187	119	3	122	7	129	198	96	30				#3	0932
50 56N 06 12E	-16	"	134										0932				
"	310/15	"	155	187	135	0	135	6	141	202	63	19	0951			#4	0953
50 12N 07 22E	-16	"															
"	"	20000	155	187	080	-3	077	6	083	196	58	18	1009				
50 22N 08 50E		start climb															
"	"	22500	150	189	081	-3	078	5	083	198	142	43	1052			#5	1056
50 45N 12 30E	-21	25000	130														
"	"	25000	155	204	034	-4	030	4	034	202	33	10	1102	I.P.			
51-13N 12-58E	-26	"	134														
I. P.	330/20	25000	150	198	289	4	293	4	297	183	26 1/2	9	1111	Target			
Target	-26	start	130														
51-21N 12-18E	"	descent	170	215	213	5	218	4	222	223	22	06	1117				
51-02N 12-00E	-21	20000	148														
"	310/15	20000	150	181	306	0	306	4	310	166	32	12	1129				
51-21N 11-18E	-16	"	130														
"	"	20000	150	181	243	5	248	5	253	175	99	34	1203			#6	1209
50-35N 09-00E		"															
50-12N 07-22E	"	20000	150	181	251	4	255	6	261	173	68	24	1227				
"	210/15	20000	150	181	315	-4	311	6	317	172	63	22	1249				
50-56N 06-12E	"	20000	150	181	299	-3	296	7	303	169	98	35	1324	Enemy Coast			
51-44N 03-56E	"	20000	150	181	299	-3	296	7	303	169	98	35	1324	Enemy Coast			
"	220/15	12000	170	183	278	-4	274	8	282	176	98	34	1358	English Coast			
Felixstowe	-1	5000	148														
51-57N 01-21E	140/08	2000	160	148	295	-3	294	10	304	156	78	30	14 28	WTR			
Base, last X.O.	190/10	0 to	150	145	115	4	119	10	129	142	78	33	0752				
Felixstowe	15	15000	130										0830				

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAC. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS. MPH. /K	HEIGHT & AIR TEMP.	T. A.S.	RUN		G. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
Flares (normal) Lead - NY VHF - Code for extra chaff - "tin hat" Low - H A CBW abandon mission - "old overholt" High - G PFF code word for IP - "red wing" Authentication - "wild ducks" Base ref. wind - 300/30K Navigators - Use 120 form for camera shots - form placed in ship with camera. B CBW - Assemble Glutton buncher Lead 457 - 30 letdown headings Abandon mission - "Rock & rye". Low 457 - 15 on buncher X High 351 - 45 TAKE OFF 0600 0630															
0755	136	45	141		Arrive 0707 (Cottesmore)	Wing formed	150	12000				165	26	65	0819
0817 1/2			86		3 miles North Splasher #7										
0828	098		100		Felixstowe #2 Division 2 mi N. of Course			15000					98	32	0900
0834 1/2					51 58N 01 48E			150	16000						
0841	093	6L	099		51 56N 02 16E			17000	172	35	12 1/2	168	64	22	0903
0901	119	175/19	124		51 47N 04 00E Enemy Coast In -Gee Wind-			150	183			172	98	35	0936
0907			124		51 37N 04 19E Gee "S" wing behind wing on course			20000							
0917					51 23N 05 00E								52	18	0935
0921			124		51 11N 05 19E								37	13	0934

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF	TRUE HDNC.	MAG. HDNC.	NAVICATIONAL OBSERVATION	GENERAL OBSERVATION	IAS. MPH /K	HEIGHT & AIR TEMP.	T. A. S.	RUN		C. S.	TO RUN		E. T. A.
										DIST.	TIME		DIST.	TIME	
0934	135	A	139		50 58N 06 12E							168	63	22	0956
0936			140		50 50N 06 32E	Black Flak (Low)	150	20000		14	06		42	15	0955
0941			140		50 44N 07 06E	Black Flak Deflection off- Elevation good	150	20000							
0950			140		50 22N 07 11E										
0955	080	A	084		50 15N 07 24E			20000	190	58	18	203			1013
1006	80		079		Wind by bomb sight drift 275/13										
1011					50 20N 08 45E										
1012			080		50 22N 09 00E	On Course 2-3/10ths AG		23500 -22	198			210	142	41	1053
1023	079	-4	075		50 26N 09 50E	D.B.		25000 -25	198			212	103	36	1059
1028			075		50 28N 10 13E	Pilotage	150	25000							
1045			075		50 40N 11 50E	Pilotage							28	08	1053
1054	034	-5	029		50 45N 12 30E			25000	200			200	33	10	1104
1103	289		289		51 13N 12 58E	IP								09	1113
1111	218		289		LEIPZIG	Red Flak Moderate accurate Lead Group Dropped bombs	150	25000					22	06	1117
1119	288	0	288		51 02N 12 00E							195	30	09	
1122	308	315/19	288		41 55N 12 00E			24000						10	1132
1137	243		248		51 10N 10 45E	BOMBS AWAY FOR OTHER TWO GROUPS AT 1135 HOURS (SECONDARY)		23700					80	28	1205
1152			310		51 12N 10 08E	Air Field (Bombs Away - Lead ship only)		24000				170	52	18	1210
1200	240	-5	235		51 07N 09 32E	(Mickey)									
1210			240		50 08N 08 50E	D.B.		20000 -17	182			180	67	23	1233
1216			240		50 42N 08 20E								49	17	1233
1233	315	0	315		50 20N 07 10E			20000				164	48	18	1251
1236					50 26N 07 00E	(Mickey)									
1246			301		50 48N 06 30E							164	110	40	1326
1257			304		51 03N 05 45E	Pilotage							80	30	1327
1317			304		51 33N 04 45E	(Gee Flak)						164	25	09	1326
1326			304		51 43N 04 03E		150	20000							
1326			278					-15							
1336	281	-3	278		Gee Wind 148/8		165	18000 16000	194			204	68	20	1356
1344			278		51 53N 02 31E							180		13	1357
1350			295		Felixstowe			4500 -12							
1404			295		Ipswich			3000							
1407			295		Westicham A.F.										
1416			295		Snailwell A.F.		148	2000 -12							
1424					Base										
1450					LAND FOLEBROCK										

I certify this to be a true copy of the Lead Navigator's Log:

H.W. BOWMAN
 Colonel, Air Corps
 Commanding

TARGETS:

PRIMARY

Leipzig, Germany

TRACK CHART

DATE

July 29, 1944

Green

George

ROUTE FOLLOWED BY

Blue led Course

40/51, B. G. (H)

SECRET
 By authority of
 C. C. Eighth Air Force
 Initials _____
 Date _____
 Authorized for
 reproduction
 of _____ copies
 Copy No. _____
 Eighth Air Force
 Sq. _____
 Date _____

COMBATS
 FW 190 ○
 ME 109 ○
 JU 88 ○
 ME 110 ○
 DO 217 ○
 ME 210 ○
 ME 410 ○
 JU 87 ○
FLAK
 HEAVY
 LIGHT



DECLASSIFIED PER NND 745,005 BY ED NARA DATE 11/2/10

SECRET

COMBATS

By authority of
C. G. Eighth Air Force
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of _____ copies
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Fighth Air Force
Sg. _____
Date _____

F.W 190 ○
ME 109 ○
JU 88 ○
ME 110 ○
D.O. 217 ○
ME 210 ○
ME 410 ○
JU 87 ○
FLAK
HEAVY
LIGHT



DECLASSIFIED PER AWD 745,005
BY ED NARA DATE 11/2/10

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

LEAD BOX
 COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Boller DATE 20 July 1944
 PILOT Lt. Connolly TAKE OFF 0637
 NAVIGATOR Lt. Krise AIRPLANE _____
 ORGANIZATION _____ SQUADRON 613 GROUP 401 LANDED 1450
 OBJECTIVE Leipzig, Germany (MPI) _____
 INITIAL POINT _____
 METHOD OF ATTACK _____
 Individual Flight Squadron Group Wing
 NUMBER A/C IN GROUP 11 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 110 x 500# M 64 RELEASED 100 x M 64
 FUZING, NOSE 1/10 TAIL 1/100
 SYNCHRONIZATION X
 On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target	<u>375</u>	Mag Head, order	<u>297</u>	Actual	<u>310</u>
True Altitude above target	<u>24350</u>	True Heading	_____		
Ind. Altitude	<u>24000</u>	Drift, Est	<u>4L</u>	Actual	<u>5L</u>
Pressure alt of target	<u>-48</u>	True Track	_____		
Altimeter setting	<u>29.92</u>	Actual Range	<u>11500</u>		
C.I.A.S.	<u>160</u>	I.A.S.	<u>150</u>	B.S. Type	<u>M-9</u>
C.S., Est	<u>210</u>	Actual	<u>210</u>	Time of Release	<u>1111</u>
Wind Direc. Metro	<u>330</u>	Actual	<u>330</u>	Intervalometer Setting	<u>Salvo</u>
Wind Veloc. Metro	<u>23</u>	Actual	<u>23</u>	Length of Bombing Run	<u>80 sec</u>
D.S. 128.8 Trail	<u>60</u>	ATF	<u>41</u>	C-1 Pilot	<u>Yes</u> A-5 _____
Tan. D.A. EST.	<u>.45</u>	Actual	<u>.44</u>	Manual Pilot	_____

TYPE OF RELEASE

Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN

Target Area

NAVIATION DATA:

MEAN TEMP.

METRO

-2

ACTUAL

-3

WINDS

ALTITUDE

DIRECTION

VELOCITY

TEMP C.

METRO

ACTUAL

METRO

ACTUAL

METRO

ACTUAL

1000
 5000
 10000
 15000
 17000
 19000
 20000
 25000
 28000
 30000

-- 330

330


23


23


-26

-24

METHODS OF BOMBING


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COMPOSITE GROUPS

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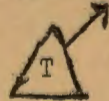
Bombardier making complete sighting operation



Bombardier making range operation only



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



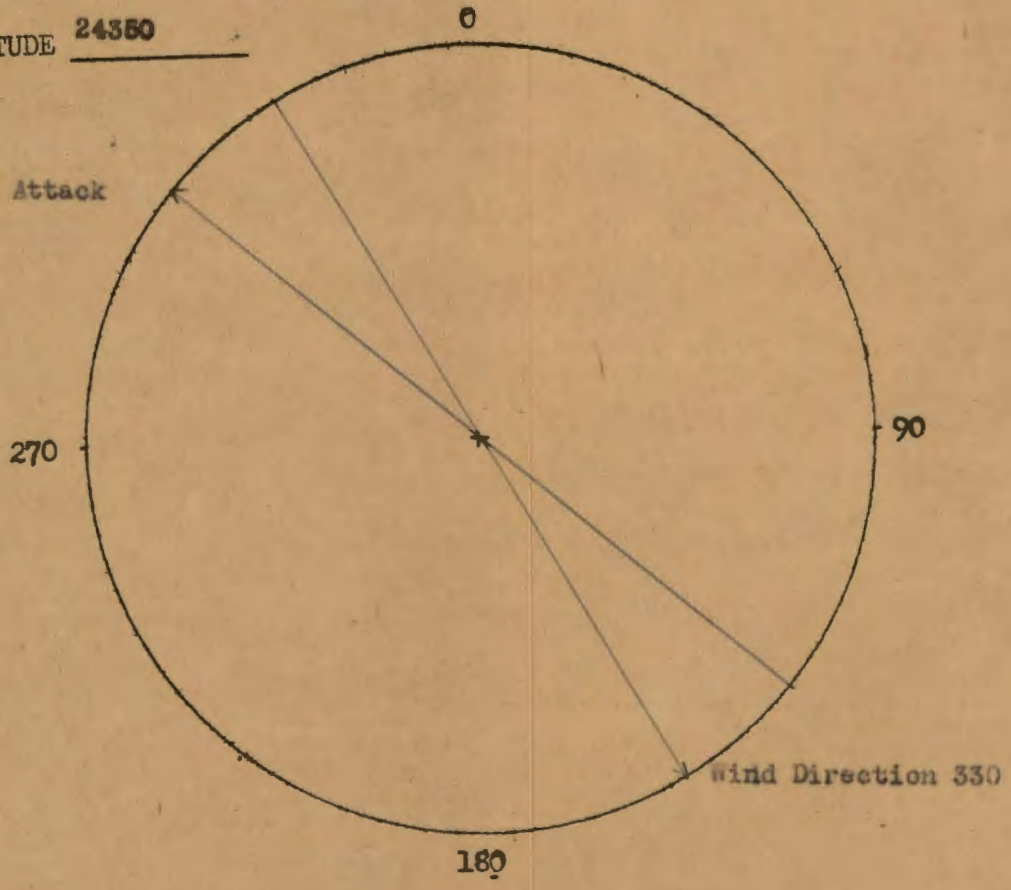
BOMBARDIER'S INDIVIDUAL PLOT

TARGET Leipzig, Germany

METHOD OF BOMBING Visual

ALTITUDE 24350

Direction of Attack
310



LEAD BOX

PLOT

WIND DIRECTION 330

WIND VELOCITY 23

DIRECTION OF ATTACK 310

REMARKS -----

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

LOW BOX
COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Danilavak DATE 20 July 1944
 PILOT Lt. Lincoln TAKE OFF 0640
 NAVIGATOR Lt. Hicks AIRPLANE _____
 ORGANIZATION _____ SQUADRON 014 GROUP 401st LANDED 1506
 OBJECTIVE KOLLEDA, GERMANY (MPI) _____

INITIAL POINT _____

METHOD OF ATTACK _____
 Individual Flight Squadron Group Wing

NUMBER A/C IN GROUP 11 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 110 x 500# M 64 RELEASED 110 x 500# M 64

FUZING, NOSE 1/10 TAIL 1/100

SYNCHRONIZATION X
On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target	<u>375</u>	Mag Head, order	<u>297</u>	Actual	<u>305</u>
True Altitude above target	<u>23300</u>	True Heading	<u>300</u>		
Ind. Altitude	<u>23000</u>	Drift, Est	<u>4L</u>	Actual	<u>4L</u>
Pressure alt of target	<u>-48</u>	True Track	<u>296</u>		
Altimeter setting	<u>29.82</u>	Actual Range	<u>11,184</u>		
C.I.A.S. <u>150</u>	I.A.S. <u>150</u>	B.S.Type	<u>M-2</u>		
G.S.,Est <u>205</u>	Actual <u>210</u>	Time of Release	<u>1135</u>		
Wind Direc.Metro <u>230</u>	Actual <u>330</u>	Intervalometer Setting	<u>Salvo</u>		
Wind Veloc.Metro <u>23</u>	Actual <u>23</u>	Length of Bombing Run	<u>40000</u>		
D.S. 151.2 Trail <u>62</u>	ATF <u>40.39</u>	C-1 Pilot	<u>Yes</u>	A-5	
Tan. D.A.EST. <u>.46</u>	Actual <u>.48</u>	Manual Pilot			

TYPE OF RELEASE Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN Target Area

NAVIATION DATA:

MEAN TEMP. METRO -1.5 ACTUAL -1.5

WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
1000						
5000						
10000						
15000						
17000						
19000						
20000						
25000	330	330	23	23	-24	-24
23000						
30000						

METHODS OF BOMBING

	T	
	T T	
	T	
T	T T	T
T T		T T
T		T
T T		T T

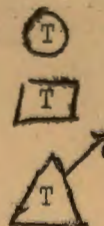
COMPOSITE GROUPS

	T	
	T T	
	T	
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T		T
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Bombardier making complete sighting operation

Bombardier making range operation only

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

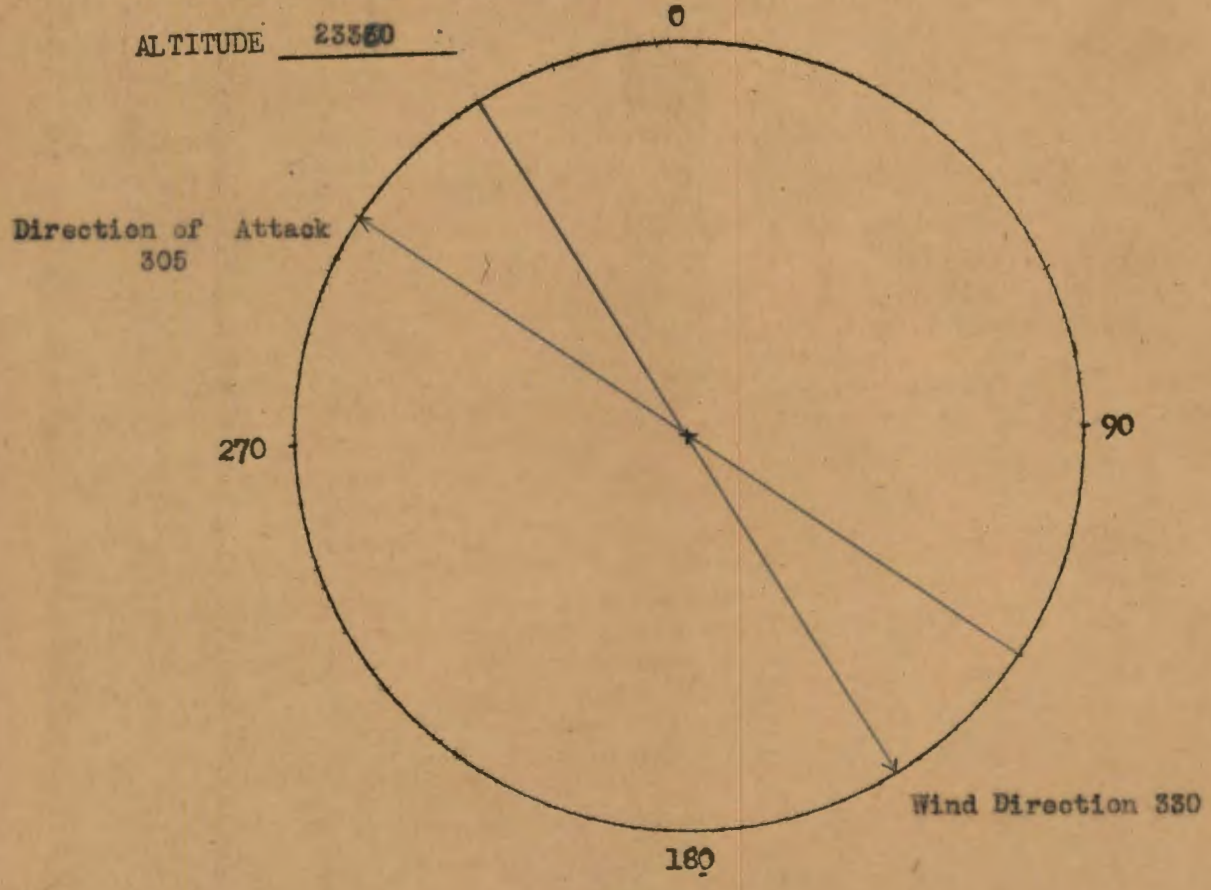


BOMBARDIER'S INDIVIDUAL PLOT

TARGET Kolleda, Germany

METHOD OF BOMBING Visual

ALTITUDE 23500



LOW BOX

PLOT

WIND DIRECTION 330

WIND VELOCITY 23

DIRECTION OF ATTACK 305

REMARKS -----

S E C R E T

Report on A.A. (Gunfire).

401st BOMBARDMENT GROUP (H)

Assign to Leipzig
 Target: Leipzig, Lead Box Date of Mission 20 July 1944
Bombard Kolleda, Low Box

Route as Flown: - 0829 (Fleirstone) 0904 (5144-0356) As briefed to IP
1103 - To Target - 1118 (5102-1200) 1229 (5030-0720) 1325 (5144-0356)

Weather conditions: (a) At 0800 5/10 with ground haze
 (b) En route 6/10 to 4/10
 Were our A/C "seen" or "unseen" targets? (a) At target seen
 (b) En route seen
 Any condensation trails? No

Description of Flak at Target, including 1135 hrs. Moderate to intense - very accurate for height and deflection - Barrage and pointed - White & Blue colors.

1250 (Aachen) Moderate, fair in altitude & fair for deflection-Barrage.
 Flak encountered or observed on route. (the order experienced)
0936 (5053-0617) Meagre, poor in altitude & deflection-Barrage
0950 (5024-0203) Moderate, good in altitude & poor for deflection
1003 (5016-0756) Meagre, good in altitude & poor for deflection 6 gun
1054 (5054-1238) Meagre, poor in altitude and poor for deflection 49
1125 (5115-1130) Meagre, poor in altitude & poor for deflection, Barrage.
 was CHAFF carried? Yes
 How discharged? As briefed
 Position of Group Lead, Low Boxes of 94th CBW.

Details:-

up	A/C over enemy territory	A/C Damaged	A/C lost to Flak	Time over Target	Time of Bombs away	Axis of Height	Attack	Bomb Run
Lead	24	21	2	1110	1110	25,000	311K Mag	6 Min.
Low	24	21		1135	1135	23,000	350 Mag	10 Min.

Large burst of flak at target area had a burst like string of flare which seemed to leave in the air about 8 to 10 balls of red on the strings.
 Large burst of flak - 2 minutes past target - Black, no trail, particles of bright yellow fell about 500'. Bursts were noted 500' above and NE 1000' to the left. 4 pairs of ground rockets from target area, poor accuracy, usual for trail, color and size of burst.

Lt. Knopman

OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 567
U. S. ARMY

D-J-4

20 July 1944.

SUBJECT: Crew Comments and Suggestions.

TO : COMMANDING OFFICER, 401st Bombardment Group (H), Sta. 128, APO 567, US Army.
(Thru Lt. Col. A. G. Brooks and Lt. Col. W. T. Seawell.)

1. Lt. Clifford A. Lincoln, pilot A/C 9012, reported that, as his Group, which was Low Group of 94th "A" CGW turned on the IP, a formation consisting principally of 306th Group A/C forced them off course; even though it was apparent that the 94th "A" CGW was beginning its bombing run, the Thurlough Group would not give way.
2. Lt. Lincoln also observed that, inasmuch as his Group went in in trail, the chaff discharged by the Lead Group was right in their path, and Lt. Lincoln thought this might have caused flak bursts to be more accurate than they ordinarily would have been.
3. Lt. Porter R. Han, copilot A/C 7244, and Lt. George A. MacMongale, copilot A/C 7958, observed the following violation of VHF security: the weather A/C called back before the target, telling the Wing smoke and weather conditions at Leipzig, recommending headings for prospective bomb runs, stating that "target North of Leipzig is wide open".
4. A number of crew members observed that escorting fighters still carry invasion markings, although crews are repeatedly briefed otherwise.
5. Sgt. Arthur W. Maki, WG A/C 1863, complains that his mike cord is 3 ft. to short.

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

STATION WEATHER OFFICE
AAF STATION 128
APO 957 - U.S. ARMY

20 July 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 20 JULY 1944.

BASE ON TAKE-OFF: 0640. 8/10 stratocumulus base 1500' tops 3700'. Nil middle cloud. 3/10 cirrus at 25000' or above. Visibility 3 miles with haze.

ROUTE OUT: 8/10 stratocumulus tops 4000' increasing to 10/10 over England (large break at English coast), remaining 10/10 over Channel, breaking to 5-7/10 immediately off Dutch coast, breaking to 4-6/10 at 07 East, building into cumulus with tops 10-15000' near 08 East, and finally becoming 2-4/10 cumulus with tops building to about 15000' in target area. Nil middle cloud. 2-4/10 cirrus at 25000' or above over England becoming nil. Visibility becoming unrestricted above 10000'.

TARGET: 1111-1135. 2-4/10 cumulus tops 15000'. Nil middle or high cloud. Horizontal visibility unrestricted at altitude; vertical visibility restricted by smoke.

RETURN ROUTE: Similar to Route Out to 07 East. 5-7/10 stratocumulus tops 5-6000' from 05 East to mid-Channel, breaking to 2-4/10 thin stratocumulus tops 3-4000', and becoming 3-5/10 cumulus tops 3-4000' over England. Nil middle cloud except 6-8/10 thin altocumulus about 10000' between 07 East and 05 East. Nil high cloud. Visibility unrestricted at altitude becoming 5-10 miles on descent over Channel and England.

BASE ON RETURN: 1140. 5/10 cumulus at 2500'. Nil middle or high cloud. Visibility 7 miles.

REMARKS: Top of haze layer over England 6-10000'; surface haze lighter over continent. Nil contrails. Temperatures as briefed, e.g., 25000' -26. Winds east of 06 East as briefed except velocities slightly stronger, e.g., Cologne 20000' 320 30; wind directions over England and Channel more northerly than briefed, e.g., mid-Channel 16000' 312 16.

Walter J. Saucier
WALTER J. SAUCIER
1st Lt., Air Corps
Weather Officer

OPERATIONAL ROUTE FORECAST

DATE 20 July 1944
 PERIOD 0600 - 1500 hrs
AG P BR HQ SOS 122929

DECLASSIFIED PER AND 745 005
 BY ED NARA DATE 7/2/10

	A Base to 08 Deg East	B 08 Deg East to Target to 08 Deg East	C 08 Deg East to Base.	D
1 WEATHER	Partly Cloudy with Base	Partly with Base becoming Partly Cloudy to Cloudy.	Partly Cloudy to Cloudy becoming partly Cloudy with Base	
2 CLOUDS	All low Cloud becoming Patchy Stratocumulus over Continent base 1-2000ft tops 1-3000ft. 0-3/10 Medium Cloud base 7000ft tops 8000ft decreasing to Nil over Continent. 1-3/10 High Cloud becoming Nil over Continent above 25,000ft.	3-5/10 Patchy Strato-cumulus base 1-2000ft tops 3-4000ft. becoming 1-7/10 variable Cumulus base 2-3000ft tops 5-6000ft. Nil Medium Cloud Nil High Cloud Variable 1-7/10 Cumulus base 2-3000ft tops 5-6000ft on Return to 08 Deg East.	1-7/10 Variable Cumulus base 2-3000ft tops 5-6000ft decreasing to Nil over North Sea and becoming 3-5/10 over England base 2-3000ft tops 1-5000ft. Nil Middle Cloud. Nil High Cloud becoming 0-3/10 over England above 25,000ft.	NOTE Top of base layer 10,000ft NIL CONTRAILS EXPECTED AT FLIGHT LEVEL.
3 ICING	11,000ft Nil Ice	11,000ft Nil Ice	11,000ft Nil Ice	
4 VISIBILITY	Unrestricted above 10,000ft.	Unrestricted aloft Vertical Visibility 10-15 miles	Unrestricted aloft and becoming 5-7 miles at Surface.	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	070 05	080 05	020 05	Temperatures Plus 10
5000 FT	180 10	310 10	310 10	Plus 10
10000 FT	300 10	320 10	310 15	Plus 02
15000 FT	210 15	320 15	310 15	-05
20000 FT	260 15	310 15	330 20	-16
25000 FT	260 15	310 15	330 20	-26
30000 FT	310 20	310 15	330 20	-38

BASE ALTIMETER SETTING 30.01 TARGET SURFACE TEMP Plus 10 TARGET MEAN TEMP -02.3 MINUS
 TEMP AT 25,000 FT. -26.0 TARGET SURFACE (PRESSURE-ALT) -1.1ft.
TARGET SEA LEVEL PRESSURE 29.97 inches ADD TARGET ELEVATION TO MINUS 1.1ft.

CONFIDENTIAL

AIRCRAFT REPORT

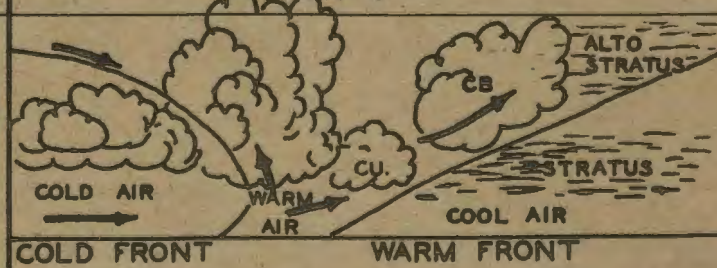
		BASE TO COAST	OVER CHANNEL OR SEA	OVER CONTINENT & TARGET
TIME				
POSITION				
ALTITUDE				
CLOUD BELOW AIRCRAFT	AMOUNTS AND TYPE			
	HEIGHT OF BASE AND TOP			
CLOUD ABOVE AIRCRAFT	AMOUNTS AND TYPE			
	HEIGHT OF BASE AND TOP			
VISIBILITY				
TEMPERATURE				
WINDS				
REMARKS: AS WEATHER ENCOUNTERED, FRONTAL POSITIONS, ETC.				

NOTE: AT LEAST ONE COMPLETE OBSERVATION SHOULD BE ENTERED IN EACH COLUMN. THE OTHER SIDE OF THIS CARD HELPED YOU—WON'T YOU GIVE THE NEXT FELLOW A BREAK!

CLOUD TYPES AND ABBREVIATIONS

LOW CLOUDS = ST-STRATUS
 SC-STRATOCUMULUS
 MIDDLE CLOUDS = AS-ALTOSTRATUS
 AC-ALTOCUMULUS
 HIGH CLOUDS = CI-CIRRUS
 CS-CIRROSTRATUS
 CLOUDS OF VERTICAL EXTENT =
 CU-CUMULUS CB-CUMULONIMBUS

FRONTS —



DECLASSIFIED PER NND 745005 BY ED NARA DATE 7/2/10

Target No.
4 (a) 3

DEUTSCHE KUGELLAGERFABRIK
G.m.b.H.

LEIPZIG
(GERMANY)

Illustration No.
4 (a) 3/3

Illustration No.
4 (a) 3/3

0 500 1000 1500 2000 YARDS
0 1 MILE

Photographed 1942-1943

(1 : 32,000) approx.

Issued March 1944



A.1.3c (1)

TYPE A

DECLASSIFIED PER AND 745005
BY ED NARA DATE 1/2/10

JUL 19 1944 22 59

USLIST PB-PC V OIBMP NR 75 OP
FROM: OIBMP 192150B
TO: USLIST PB
USLIST PC

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SECRET

19 JUL 1944
A. F. DEENETH

SECRET BT

1 BD Y 859 E

FIELD ORDER NO. 442

1. A. FIGHTER SUPPORT:

- B. FRIENDLY ACTIVITIES: 5 CBW'S 3RD DIV. ON GQ-1515 AND GQ-1512 TO BE AT 5144-0356 AT ZERO PLUS 53 MIN.
- 13 CBWS OF 2ND DIV. ON GY-4679, GY-4680, GY-4765 AND GU-4030 TO BE AT 5144-0356 AT ZERO PLUS 70 MINUTES.
- 3 CBW'S 3RD DIV (B-24'S) ON GN-3786 TO BE AT 5144-0356 AT ZERO PLUS 86 MIN

2. TARGETS AND MPI'S IF VISUAL CONDITIONS EXIST .

BOMB LOAD

40TH A CBW LEADING.
GY-4672
MPI-046030/5

10X500 GP 1/10 X 1/100

94TH A CBW SECOND.
GZ-2703
MPI-033035

10 X 500 GP 1/10 X 1/100

40TH "B" CBW THIRD
GY-4672
~~MPI-040047/5~~
MPI-040047/5

MAX M47 IB'S.

41ST A CBW FOURTH
GY-4825 "A"
MPI NO 5 ON ILL/8

LEAD AND LOW GPS. 10X500 GP 1/10 X 1/100
HIGH GP. MAX M47 IB'S.

40TH "C" CBW FIFTH
GY 4672
MPI-040061/5

10 X 500 LB GP 1/10 X 1/100

41ST B CBW SIXTH
GY 4670
MPI 074039/18

LEAD AND LOW GP 10X500 GP 1/10 X 1/100
HIGH GP MAX M-47 IB'S

94TH "B" CBW SEVENTH.
GZ - 2703
MPI 044035

LEAD GP. 10 X 500 GP 1/10 X 1/100
LOW AND HI GPS. MAX M47 IB'S

41ST "C" CBW EIGHTH
GY 4670
~~MPI NO 24 ON ILL/18~~
MPI NO 24 ON ILL/18
MPI NO 33 ON ILL/18

LEAD AND LOW GPS 10X500 GP. 1/10 X 1/100
HIGH GP 10 X 500 GP 1/10 X 1/100

1ST "A" CBW NINTH
GY-4825 A
MPI NO 3 ON ILL/8
MPI NO 2 ON ILL/8

LEAD AND LOW GPS 10 X 500 GP
1/10 - 1/100.
HIGH GP. MAX FRAGS.

1ST B CBW TENTH.
GY4670
MPI NO 33 ON ILL 18
MPI 054009/18

LEAD GP. 10 X 500 GP 1/10 - 1/100
LOW AND HIGH GPS. 10 X 500 GP
1/10 - 1/100.

1ST C CBW ELEVENTH.
GY-4670
MPI NO 9 ON ILL/18

LEAD AND LOW GPS 10 X 500 GP
1/10 - 1/100 , HIGH GP MAX M47'S.

IF PFF CONDITIONS EXIST: CENTER OF INDUSTRIAL AREAS OF ASSIGNED

1ST C CBW ELEVENTH.
GY-4670
MPI NO 9 ON ILL/18

LEAD AND LOW GPS 10 X 500 GP
1/10 - 1/100 , HIGH GP MAX M47'S.

IF PFF CONDITIONS EXIST: CENTER OF INDUSTRIAL AREAS OF ASSIGNED TARGETS.

LAST RESORT: ANY MILITARY INSTALLATION IN GERMANY OR IF IN OCCUPIED AREAS, ANY A/D, M/Y, R.R. BRIDGE, ROAD BRIDGE, ENEMY CONVOY, OR CONCENTRATION OF TROOPS OR MILITARY EQUIPMENT NOT ADJACENT TO A BUILT UP AREA THAT CAN BE BOMBED VISUALLY.

3. A. COMPOSITION OF FORCE AND ASSIGNMENT OF PFF A/C:

	40 'A'	CBW	LEAD	WITH	36A/C	PLUS	2	PFF	A/C
✓	94	'A'	SECOND	"	"	"	1	"	"
	40	'B'	THIRD	"	"	"	1	"	"
	41	'A'	FOURTH	"	"	"	1	"	"
	40	'C'	FIFTH	"	"	"	1	"	"
	41	'B'	SIXTH	"	"	"	2	"	"
	94	'B'	SEVENTH	"	"	"	1	"	"
	41	'C'	EIGHTH	"	"	"	1	"	"
	1	'A'	NINTH	"	"	"	1	"	"
	1	'B'	TENTH	"	"	"	1	"	"
	1	'C'	ELEVENTH	"	"	"	1	"	"

B. DISPOSITION OF PFF A/C:

91 GROUP FURNISH A/C AS DESIGNATED BY 1ST CBW
305 GROUP FURNISH A/C AS DESIGNATED BY 40TH AND 41ST CBW'S
351 GROUP FURNISH A/C AS DESIGNATED BY 94TH CBW

C. ROUTES: TO FOLLOW:

D. SPECIAL INSTRUCTIONS RE ROUTE:

- ✓ (1) BASE REFERENCE ALTITUDE: 21,000
- ✓ (2) DIVISION ASSEMBLY LINE: SPLASHER 7 TO FELIXSTOWE
- ~~CORRECTED~~ (3) INTERVAL BETWEEN PAIRS OF CBW'S: 2 MINUTES

E. ZERO HOUR AND DATE: 0830 HOURS DBST, 20 JULY, 1944.

X. (1) BOMB LOADINGS AND FUSINGS: SEE PARA 2.

(2) INTERVALOMETER SETTINGS:

FRAGS - 200 FEET
I.B.'S - MINIMUM

500 LB. G.P.'S:
GY-4670 - MINIMUM
GY-4672 - MINIMUM
GY-4825 - SALVO
GZ-2703 - SALVO

(3) SPECIAL BOMBING INSTRUCTIONS:

(A) PFF VHF CODE WORD FOR IP: - RED WING.

4. SUPPLY: NORMAL

5. COMMUNICATIONS.

A. SPLASHERS: 3A, 4B, 6C, 5D, 7E, 8F, 13G, 11H, 16I
IN OPERATION ENTIRE MISSION.

B. GEE INFORMATION: EASTERN WYOMING, EASTERN QUINCY, SOUTHERN-UTAH, SOUTHERN JEFFERSON ON GRADE "A" ENTIRE MISSION.

C. M.F. D/F SECTION "H"

D. R.C.M.:

(1) WINDOW: ALL AIRCRAFT
WILL COMMENCE RELEASE OF CHAFF AT 2 MIN. BEFORE
I.P. AND CONTINUE FOR 14 MINUTES. EACH AIRCRAFT
WILL CARRY 336 UNITS.

(2) CARPET: NORMAL

E. FIGHTER-BOMBER V.H.F. CHANNELS:

8A.F. FIGHTER-BOMBER COMMON

F. V.H.F. CALLSIGNS:

BOMBERS			
	40(A)	VINEGROVE	1-1
	94(A)	"	1-2
	40(B)	"	1-3
	41(A)	"	1-4
	40(C)	"	1-5
	41(B)	"	1-6
	94(B)	"	1-7
	41(C)	"	1-8
	1(A)	"	1-9
	1(B)	"	1-10
	1(C)	"	1-11

FIGHTERS BALANCE ONE

1(B)	"	1-6
34(B)	"	1-7
41(C)	"	1-8
1(A)	"	1-9
1(B)	"	1-10
1(C)	"	1-11

FIGHTERS BALANCE ONE

GROUND SECTOR CONTROL COLGATE

V.H.F. CODE WORD FOR AUTHENTICATION - "WILD DUCKS"

G. V.H.F. RELAY AIRCRAFT - 40TH C.B.W. WILL OPERATE RELAY AIRCRAFT IN VICINITY OF 5210-0230E AT 20000 FEET FROM ZERO PLUS 30 MIN. UNTIL RECALLED.

6. SPECIAL INSTRUCTIONS:

- (1) SPLASHER ASSIGNMENTS: USE CBW BUNCHERS.
- (2) SPECIAL INSTRUCTIONS: GERMAN FIGHTERS HAVE INDICATED MORE ACTIVITY ON RECENT MISSIONS. EVERY EFFORT WILL BE MADE BY CBW LEADERS TO KEEP CLOSE DIVISION FORMATION ON PENETRATION. XXXXXX PENETRATION AND WITHDRAWAL.
- (3) SCOUTING FORCE WILL OPERATE. DETAILS TO FOLLOW.

ANNEX NO. 1

ROUTE AND APPROX TIMINGS FOR LEAD A/C TARGET GY-4672.

FELIXSTOWE	ZERO MINUS	04	
5144-0356	ZERO PLUS	30	15,000 START CLIMB
5056-0612		62	20,000
5012-0722		83	
5022-0850		101	20,000 START CLIMB
5045-1230		146	25,000
5113-1258		156	
5132-1253		163	
5131-1220 (I.P.)		170	
TARGET		177	25,000 START DESCENT
5121-1118		188	20,000
5035-0900		222	
5012-0722		245	
5056-0612		266	
5144-0356		300	20,000 START DESCENT
FELIXSTOWE		335	AS DESIRED

ROUTE AND APPROX TIMINGS FOR LEAD A/C TARGET GZ-2703

FELIXSTOWE	ZERO MINUS	02	15,000 START CLIMB
5144-0356	ZERO PLUS	32	20,000
5056-0612		64	
5012-0722		85	
5022-0850		103	20,000 START CLIMB
5045-1230		148	25,000
5113-1258 (IP)		158	25,000
T A R G E T		167	25,000 START DESCENT
5102-1200		175	20,000
5121-1118		187	
5035-0900		221	
5012-0722	ZERO PLUS	244	20,000
5056-0612		265	20,000
5144-0356		299	20,000 START DESCENT
FELIXSTOWE		334	AS DESIRED

ROUTE AND APPROX TIMINGS FOR LEAD A/C ON TARGET GY-4825 SAME AS TARGET GY-2703 PLUS 4 MINUTES LATER.

ROUTE AND APPROX TIMINGS FOR LEAD A/C ON TARGET GY-4670

FELIXSTOWE	ZERO PLUS	06	15,000 START CLIMB
5144-0356		40	20,000
5056-0612		72	
5012-0722		93	
5022-0850		111	20,000 START CLIMB
5045-1230		156	25,000
5113-1258		166	
5150-1250		175	
T A R G E T		183	25,000 START DESCENT
5121-1118		197	20,000
5035-0900		231	
5012-0722		254	
5056-0612		275	
5144-0356		309	20,000 START DESCENT
FELIXSTOWE	ZERO PLUS	344	AS DESIRED

----WILLIAMS COMBOMDIV ONE----

BT

F.A. B.1.
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DPE R.....192250B DRD KK

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JUL 20 1944 03 09

USLIST PB - PC V OIBMP NR 04 -OP-

FROM: OIBMP 200230B
TO: USLIST PB - PC
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SECRET 1BD Y-866-E

ANNEX NUMBER 4 TO F.O. 442

ROUTE AND APPROX TIMINGS FOR LEAD A/C TARGET GY-4672.

FELIXSTOWE	ZERO MINUS 02	15,000	START CLIMB
5144-0356	ZERO PLUS 30	20,000	
5056-0612	60	20,000	
5012-0722	79		
5022-0850	97	20,000	START CLIMB
5045-1230	140	25,000	
5113-1258	150		
5132-1253	156		
5131-1220 (I.P.)	163		
TARGET	169	25,000	START DESCENT
5121-1118	181	20,000	
5035-0900	215		
5012-0722	238		
5056-0612	262		
5144-0356	296	20,000	START DESCENT
FELIXSTOWE	332		AS DESIRED

ROUTE AND APPROX TIMINGS FOR LEAD A/C TARGET GZ-2703

FELIXSTOWE	ZERO MINUS 0	15,000	START CLIMB
5144-0356	ZERO PLUS 32	20,000	
5056-0612	62		
5012-0722	81		
5022-0850	99	20,000	START CLIMB
5045-1230	142	25,000	
5113-1258 (IP)	152	25,000	
TARGET	160	25,000	START DESCENT
5102-1200	167	20,000	
5121-1118	179		
5035-0900	213		
5012-0722	ZERO PLUS 236	20,000	
5056-0612	260	20,000	
5144-0356	294	20,000	START DESCENT
FELIXSTOWE	330		AS DESIRED

ROUTE AND APPROX TIMINGS FOR LEAD A/C ON TARGET GY-4825 SAME AS TARGET GY-2703 PLUS 4 MINUTES LATER.

ROUTE AND APPROX TIMINGS FOR LEAD A/C ON TARGET GY-4670

FELIXSTOWE	ZERO PLUS 08	15,000	START CLIMB
5144-0356	40	20,000	
5056-0612	70		
5012-0722	89		
5022-0850	107	20,000	START CLIMB
5045-1230	150	25,000	
5113-1258	160		
5150-1250	169		
T A R G E T	177	25,000	START DESCENT
5121-1118	192	20,000	
5035-0900	226		
5112-0722	249		
5056-0612	273		
5144-0356	307	20,000	START DESCENT
FELIXSTOWE	ZERO PLUS 343		AS DESIRED

BT 200230B
XXXXXXXXXX ----- WILLIAMS COMBOMDIV ONE -----
BT 202/ 200230B

WXK AS FOR CHECK
W E SUCHY AR
TM
DPE R.....200308B MWK AR

JUL 19 1944 22 36

D
M

PE PLK GLA BMP V 94TH CBW NR 5 OP

FROM 94TH CBW 192159B
TO 351ST BG
401ST BG
457TH BG
1ST BD

Y-76-E SECRET. AUTHORITY COL. H.E. ROGNER.
94TH CBW SUPPLEMENT NUMBER 1 TO 1ST BD FIELD ORDER NUMBER 442.

A. FORCE REQUIRED:
2 CBW'S 12 A/C BOXES.

	'A' CBW	'B' CBW
LEAD BOX	401	457
LOW BOX	401	457
HIGH BOX	351	351

DISPOSITION OF PFF: ~~IXIX~~
1 A/C TO 401
1 A/C TO 457

B. ASSEMBLY:
1. 'A' CBW ASSEMBLE COTTESMORE BUNCHER LEAD 12,000 FEET.
'B' CBW ASSEMBLE GLATTON BUNCHER LEAD 12,500 FEET.

C. ROUTE AND TIME SCHEDULE FOR 'A' CBW

DEPART POINT Y	COTTESMORE	ZERO MINUS 41 MIN	12,000 FT.
POINT A	CROWLAND	ZERO MINUS 34 MIN	12,000 FT.
POINT C	SPLASHER 7	ZERO MINUS 12 MIN	15,000 FT.
POINT Z	FELIXSTOWE	ZERO MINUS 1 MIN	15,000 FT.

'B' CBW

DEPART POINT X	GLATTON	ZERO MINUS 22 MIN	12,500 FT.
POINT B	CHATTERIS	ZERO MINUS 18 MIN	12,500 FT.
POINT C	SPLASHER 7	ZERO MINUS 2 MIN	15,000 FT.
POINT Z	FELIXSTOWE	ZERO PLUS 9 MIN	15,000 FT.

D. ROUTE BACK:
LET DOWN HEADINGS ON:
BUNCHER W FOR ~~XXIX~~ 'A' CBW LEAD 345 LOW 360 HIGH 15
BUNCHER X FOR 'B' CBW LEAD 30 LOW 15 HIGH 45

E. ADDITIONAL INSTRUCTIONS:
1. 401 GROUP LEADER MAJOR SILVER WILL BE 'A' CBW AIR COMMANDER.
457 GROUP LEADER COL. ~~HOFFMAN~~ HOFFMAN WILL BE 'B' CBW AIR COMMANDER.
2. GASOLINE INSTRUCTIONS: 2500 GALLONS.
3. EMERGENCY AIRDROME: WOODBRIDGE ~~XXX~~ 5205N 0124E.
4. SPARES TURN BACK AT MID-CHANNEL.
5. CBW AIR COMMANDERS ARE RESPONSIBLE THAT THE DISCHARGE OF CHAFF IS STARTED SIMULTANEOUSLY FROM ALL A/C.

F. BOMBING INSTRUCTIONS:
NONE.

G. COMMUNICATIONS:
1. WX CODE WORD VABIT.
C/S WX A/C FOR 'A' CBW GOLFCLUB L-LOVE.
C/S WX A/C FOR 'B' CBW BLUEBELL B-BAKER.
2. VHF CALL SIGNS AND FLARES FOR:
'A' CBW NORMAL
'B' CBW NORMAL
3. RADIO SILENCE WILL BE MAINTAINED EXCEPT BY CBW LEADER WHERE USE IS NECESSARY IN CBW ASSEMBLE.

4. VHF CODE WORD FOR DISCHARGE EXTRA CHAFF: TIN HAT.
5. VHF CODE WORD FOR ABANDON MISSION:
'A' CBW : OLD OVER HOLT
'B' CBW : ROCK AND RYE
6. W/T CC SIGNS:
NORMAL.

H. INTELLIGENCE INSTRUCTIONS:
1. TARGET AND MPI'S: GZ2703
'A' CBW - MPI 033035/2
'B' CBW - MPI 044035/2
2. FLAK: 122 GUNS IN IMMEDIATE TARGET AREA. 90 WITHIN RANGE
PRIORITIES COMPUTED AT WIND AT 20 MPH FROM 330.
IN: 11-9-5-4-2-1-3-6-7-10-8-12
OUT: 11-9-5-3-2-1-4-8-6-10-7-12
CREWS REPORT ACCURATE FLAK ENCOUNTERED AT ~~RXX~~ TURNHOUT AND GILZE-RIJEN ON PREVIOUS MISSION.

BT 192159B
AS PLS FOR CHECK
REM AR
K WITH R WHEN READY

DPE R.....192234B DRD AR

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USLIST PB - PC V OIBMP NR 79 0-P

FROM: OIBMP 192355B
TO: USLIST PB - PC
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JUL 26 1944 00 24

SECRET BT

1BD Y-863-E.

ANNEX NO. 3 TO FIELD ORDER 442

1. SCOUTING FORCE:

THE FIRST UNIT (4 - P-51 A/C, C/S "BUCKEYE RED")
WILL INTERCEPT THE LEAD CBW AT
THE ENGLISH COAST AND WILL PERFORM
WEATHER RECONNAISSANCE ALONG THE BOMBER
ROUTE TO APPROX 0722E THEN
DIVERTING S.W. AND REPORTING WEATHER
IN THE FRANKFURT - LUDWIGSHAFEN
AREAS.

THE SECOND UNIT (8 - P-51 A/C, C/S "BUCKEYE BLUE")
WILL INTERCEPT THE LEAD CBW AT APPROX
0722E AND PROCEED ALONG BRIEFED
BOMBER ROUTE AT BRIEFED ALTITUDE
ARRIVING IN THE TARGET AREA 20 MINUTES
PRIOR TO BRIEFED TARGET TIME, REPORTING
WEATHER TO ALL CBW LEADERS. TWENTY
MINUTES ~~RRR~~ PRIOR TO BRIEFED TARGET TIME.

~~CH~~ CHECK IN THE SCOUTING FORCE ~~WILL~~
~~WILL~~

REGARDLESS OF THEIR POSITION. ON
WITHDRAWAL, "BUCKEYE BLUE" WILL REPORT
ADVERSE WEATHER ENCOUNTERED IN THE
VICINITY OF THE ENGLISH COAST AND POSSIBLE
BETTER LET DOWN POSITIONS AND
ALTITUDE TO "CYCLE". COMMUNICATIONS
TO BE ON 1ST BOMB DIV. VHF CHANNEL.

2. CHANGE SECONDARY TARGET FOR UNITS ON
BY-4670 TO READ GU-3938 REPEAT GU-3938

--- WILLIAMS COMBOMDIV ONE ---

BT 192355B
AS
CC: LAST LINE 1ST WORD....GY-4670 IMI GY-4670 NOT BY-4670 AS SENT
C.B. AR K
AV
DPE R..... *200020B MWH*

TWO LINES AFTER : MINUTES PRIOR TO BRIEFED TARGET TIME
QQ

SECRET

5

STAND BY FOR USLIST PB - PC B/CAST

JUL 26 1944 01 23

USLIST PB - PC V OIBMP NR 02 O-P

FROM: OIBMP 200100B
TO: USLIST PB - PC
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SECRET BT

SIGNAL SERVICE REF F.O. 442 ANNEX NO. 1 ROUTE
AND APPROX TIMINGS FOR LEAD A/C TARGET GY-4672 TO READ

FELIXSTOWE	ZERO MINUS	04	15000	START CLIMB
5144-0356	"	30	20000	

ETC AND NOT AS SENT

BT 200100B
AS
C.B. AR K
AS FOR K WITH R PLS
T

DPE R.....200123B MWK AR

SECRET

USLIST PB - PC V OIBMP NR 77 -OP-

JUL 19 1944 23 50

FROM: OIBMP 192200B
TO : USLIST PB
USLIST PC (ATT: A2 - S-2)

63

SECRET BT

1BD Y-861-D

INTELLIGENCE ANNEX TO 1ST BD FIELD ORDER NO. 442

GY 4670 HAS GONE UP IN IMPORTANCE DUE TO FACT THAT IT NOW ASSEMBLES THE JU 004 ENGINE FOR JET PROPELLED JU 260 AND JU 280 IN ADDITION TO ASSEMBLING JU-88'S. THIS IS ONE OF 3 PLACES KNOWN TO MAKE THE JU 004.

GY 4672 IS ESTIMATED TO PRODUCE 40 PER CENT OF THE NEW GERMAN ENGINE KNOWN AS THE JUMO-213 WHICH IS USED IN THE ME 410, JU 188, LONG NOSED FW 190 AND THE HE 219 (A NEW FAST TE FIGHTER WITH A SPEED OF NEARLY 500 MPH).

GY 4825A LOTS OF A/C SEEN HERE. NO OTHER NEW INFORMATION.

GZ 2703 WAS NOT HIT VERY HARD ON LAST ATTACK.

TIDES: GMT.
HIGH -- 0152 AND 1417
LOW -- 0600, 0841, 1817 AND 2108

CONVOYS:--POSSIBLY ONE SOUTH BOUND ON WAY OUT.

----WILLIAMS-COMBOMDIV ONE----

BT 192200B

AS
PLK R
;;DPE R.....192353B MWK AR

SECRET

05

STAND BY FOR USLIST PB - PC B/CAST

JUL 20 1944 01 25

USLIST PB - PC V OIBMP NR 02 O-P

FROM: OIBMP 200100B
TO: USLIST PB - PC
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SECRET BT

SIGNAL SERVICE REF F.O. 442 ANNEX NO. 1 ROUTE
AND APPROX TIMINGS FOR LEAD A/C TARGET GY-4672 TO READ

FELIXSTOWE	ZERO MINUS	04	15000 START CLIMB
5144-0356	" "	30	20000

ETC AND NOT AS SENT

BT 200100B
AS
C.B. AR K
AS FOR K WITH R PLS
T

DPE R.....200123B MWK AR

SECRET

JUL 20 1944 00 08

01

DPE PLK GLA BMP V 94TH CBW NR 7 OP

FROM 94TH CB W 192351B
TO 351ST BG
401ST BG
457TH BG
1ST BD

Y-78-D SECRET AUTHORITY COL. H.E. ROGNER.
INTELLIGENCE ANNEX TO 94TH CBW SUPPLEMENT NUMBER 1 TO 1ST BD FIELD
ORDER NUMBER 442.

H. INTELLIGENCE INSTRUCTIONS:

1. SECONDARY TARGET - GW4904

- "A" WING - LEAD BOX 036044/1
- LOW BOX 036044/1
- HIGH BOX 040088/1
- "B" WING - LEAD BOX 021058/1
- LOW BOX 021058/1
- HIGH BOX 040088/1

2. FLAK: NO KNOWN FLAK AT THIS TARGET. HOWEVER DUE TO ITS
PRESENT IMPORTANCE MOBILE UNITS CAN BE EXPECTED.

BT 192351B
AS PLS
WS AR
K WITH R WHEN REQUES

DPE R.....200005B MWK AR

SECRET

SIGNALS OFFICE
19 JUL 1944
A. F. DEENETHORPE

JUL 19 1944 23 10

DPE PLK GLA BMP V 94TH CBW NR 6 OP

FROM 94TH CBW 192256B
TO 351ST BG
401ST BG
457TH BG
1ST BD

Y-77-E SECRET AUTHORITY COL. H. E. ROGNER.
ANNEX NUMBER 1 TO 94TH CBW SUPPLEMENT NUMBER 1 TO 1ST BD FIELD ORDER
NUMBER 442.

1. C. CORRECTED ROUTE AND TIME SCHEDULE:

			"A" CBW
DEPART POINT Y	COTTESMORE	ZERO MINUS 42 MIN	12,000 FT.
POINT A	CROWLAND	ZERO MINUS 35 MIN	12,000 FT.
POINT C	SPLASHER 7	ZERO MINUS 13 MIN	15,000 FT.
POINT Z	FELIXSTOWE	ZERO MINUS 2 MIN	15,000 FT.

			"B" CBW
DEPART POINT X	GLATTON	ZERO MINUS 23 MIN	12,500 FT.
POINT B	CHATTERIS	ZERO MINUS 19 MIN	12,500 FT.
POINT C	SPLASHER 7	ZERO MINUS 3 MIN	15,000 FT.
POINT Z	FELIXSTOWE	ZERO PLUS 8 MIN	15,000 FT.

2. E. PARA. 2. GASOLINE INSTRUCTIONS :
CHANGE TO READ : 2700 GALLONS IMI 2700 GALLONS.

BT 192256B
AS PLS
REM AR
K WITH R WHEN READY
DPE R.....192308B DRD AR

SECRET

JUL 26 1944 03 03

USLIST PB - PC V OIBMP NR 04 -OP-

FROM: OIBMP 200230B
TO: USLIST PB - PC
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SECRET 1BD Y-866-E

ANNEX NUMBER 4 TO F.O. 442

ROUTE AND APPROX TIMINGS FOR LEAD A/C TARGET GY-4672.

FELIXSTOWE	ZERO MINUS 02	15,000	START CLIMB
5144-0356	ZERO PLUS 30	20,000	
5056-0612	60	20,000	
5012-0722	79		
5022-0850	97	20,000	START CLIMB
5045-1230	140	25,000	
5113-1258	150		
5132-1253	156		
5131-1220 (I.P.)	163		
TARGET	169	25,000	START DESCENT
5121-1118	181	20,000	
5035-0900	215		
5012-0722	238		
5056-0612	262		
5144-0356	296	20,000	START DESCENT
FELIXSTOWE	332		AS DESIRED

ROUTE AND APPROX TIMINGS FOR LEAD A/C TARGET GZ-2703

FELIXSTOWE	ZERO MINUS 0	15,000	START CLIMB
5144-0356	ZERO PLUS 32	20,000	
5056-0612	62		
5012-0722	81		
5022-0850	99	20,000	START CLIMB
5045-1230	142	25,000	
5113-1258 (IP)	152	25,000	
TARGET	160	25,000	START DESCENT
5102-1200	167	20,000	
5121-1118	179		
5035-0900	213		
5012-0722	ZERO PLUS 236	20,000	
5056-0612	260	20,000	
5144-0356	294	20,000	START DESCENT
FELIXSTOWE	330		AS DESIRED

ROUTE AND APPROX TIMINGS FOR LEAD A/C ON TARGET GY-4825 SAME AS TARGET GY-2703 PLUS 4 MINUTES LATER.

ROUTE AND APPROX TIMINGS FOR LEAD A/C ON TARGET GY-4670

FELIXSTOWE	ZERO PLUS 08	15,000	START CLIMB
5144-0356	40	20,000	
5056-0612	70		
5012-0722	89		
5022-0850	107	20,000	START CLIMB
5045-1230	150	25,000	
5113-1258	160		
5150-1250	169		
T A R G E T	177	25,000	START DESCENT
5121-1118	192	20,000	
5035-0900	226		
5112-0722	249		
5056-0612	273		
5144-0356	307	20,000	START DESCENT
FELIXSTOWE	ZERO PLUS 343		AS DESIRED

BT 200230B
XXXXXXXXXX ----- WILLIAMS COMBOMDIV ONE -----
BT 202/ 200230B

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DPE R.....200308B NWK AR

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USLIST PB - PC V OIBMP NR 78 O-P

FROM OIBMP 192250B
TO USLIST PB - PC
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1BD Y-862-E.

ANNEX NO.2 TO 1ST BD FIELD ORDER 442.

1. A. FIGHTER SUPPORT :

POINT	TYPE	CALLSIGN BALANCE	TYPE SUPPORT	CONTROL POINT	TIMINGS
ENGLISH COAST				1	MINUS 4
5144-0356				2	PLUS 30 0830
5122-0500	P-51	1-1			PLUS 45
5056-0612				3	PLUS 62 0932
5012-0722	P-51	1-2	FRONT	4	PLUS 83 0953
5012-0722	P-51	1-3	REAR		PLUS 103
5045-1230	P-51	1-4		5	PLUS 146 1056
5121-1118	P-38	1-5			PLUS 188
5035-0900	P-51	1-6	FRONT	6	PLUS 219 233
5035-0900	P-47	1-7	REAR		PLUS 241

11 GROUPS OF FIGHTERS SUPPORTING 2ND AND 3RD DIV'S.
FIGHTER REFERENCE POINTS.

- S - EINDHOVEN - 5130 0530
- H - COBLENZ 0720 5025 0730
- E - WIESBADEN 5005 0815
- L - GOTHA - 5056-1044
- V - LEIPZIG
- I - GIessen 5035 0840
- N - DESSAU 5150 1210
- G - CHEMNITZ 5050 1255

SECONDARY TARGETS:

- GY-4670: GY-4821
- GY-4672: GW-4911
- GY-4825A: GW-4904 - 5110 1136 - KAMEDA
- GZ-2703: GW-4904

AMKM AMEND PARA D-3 (REGARDS CBW INTERVAL)
TO READ: INTERVAL BETWEEN INDIVIDUAL CBWS 2 MINUTES. CBW'S WILL
FLY IN TRAIL

(NOTE: CORRECTION TO ANNEX NO1.)

GY-4670 12TH LINE 5112-0722 ~~IXIXIXIX~~
5012-0722

---WILLIAMS - COMBOMDIV ONE ---

BT
AS

LANG B1 O-P INTEL ANNEX
AS FOR R

Z
DPE R.....192334B DRD AR

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

D-5-4

20 July 1944.

SUBJECT: Crew Comments and Suggestions.

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

1. Lt. Clifford A. Lincoln, pilot A/C 9012, reported that, as his Group, which was Low Group of 94th "A" CGW turned on the IP, a formation consisting principally of 308th Group A/C forced them off course; even though it was apparent that the 94th "A" CGW was beginning its bombing run, the Thurligh Group would not give way.
2. Lt. Lincoln also observed that, inasmuch as his Group went in in trail, the chaff discharged by the Lead Group was right in their path, and Lt. Lincoln thought this might have caused flak bursts to be more accurate than they ordinarily would have been.
3. Lt. Porter R. Ham, copilot A/C 7344, and Lt. George A. Mackongale, copilot A/C 7028, observed the following violation of VHF security: the weather A/C called back before the target, telling the Wing smoke and weather conditions at Leipzig, recommending headings for prospective bomb runs, stating that "target North of Leipzig is wide open".
4. A number of crew members observed that escorting fighters still carry invasion markings, although crews are repeatedly briefed otherwise.
5. Sgt. Arthur W. Maki, WO A/C 1003, complains that his mike cord is 3 ft. to short.

W. B. Fry

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

1. Target, Leipzig, Germany.

This target is the ball bearing works of DEUTSCHE KUGELLAGERFABRIK, located on the W edge of the city. This plant is important because of its production of special bearings used in the mfg. of airplane engines. The types produced here are not interchangeable with those used in motor transport. It is also noted that the precision machinery required for this production is highly specialized and replacement is hard.

The whole plant covers an area of about 800'x400' with the buildings grouped rather compactly. - TYPICAL GERMAN FUNCTIONAL DESIGN.

Your MPI, Bldg. #1, holds first priority and is about 330'x130'

Most of the buildings are of steel frame construction with pre-cast roof slabs, a type subject to spreading collapse. The amount of oil used in the mfg. process also makes the plant vulnerable to incendiary bombs.

More than 800 hands are employed.

The destruction of this plant, with its skilled workers and facilities are doubtless being used to the utmost following the attacks on Schweinfurt and the French and Italian factories, would serve to disrupt the German ball bearing industry as a whole. The loss would also be strongly felt in the production of more A/C for the Luftwaffe.

SECONDARY - BOILER HOUSE (KÖLLEBA) CENTER OF EASTERN HALF.

2. Diversions

5 CBW from 3rd. Div on Merseburg, Lutschendorf.

13 CBW from 2nd. Div on Eisenach, Gotha, Erfurt.

3 CBW from 3rd. Div on Russelsheim

11

3. If PFF, MPI will be center of industrial area of the city.

4. S/T, Kollada, Germany. A/D.

5. L/R, Same as previous.

6. Fighter Support:

4 Gps 51's going in and thru target.

1 Gp 38's, 151's, 47's withdrawal.

7. Flak

8. Lead Bombardier.

9. Spec Instructions.

1. P/W

2. SOP

3. Security.

- 1 SOUTH BOUND CONVOY ON WAY OUT

- BLACK & WHITE SPIRAL ON PROP HUB OF REELED FIGHTERS

- INVASION MARKINGS REMOVED FROM VIII FIGHTERS

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

F-C-2

A.P.O. 557
29 July 1944

SUBJECT: Armament Malfunctions Mission Report

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

1. Date of Mission: 20 July 1944
2. No gun malfunctions were reported.
3. The following turret malfunctions were reported:
 - a. A/C #44-6146 - Upper Turret motor went out. Brushes being replaced.
4. The following bombing equipment malfunctions were reported:

None Reported.
5. There were ten (10) aircraft equipped with the all-electric release system participating in the mission.

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

615TH BOMBARDMENT SQUADRON (H)
401st Bombardment Group (H)
AAF station 128
APO 557 US Army

20 July 1944.

ABORTIVE REPORT:

Squadron 615th AIRPLANE 42231091 PILOT 1st Lt. Milton R. Wingard
CO-PILOT 2nd Lt. Robert M. Abresch.

PILOTS STATEMENT:

Engine throwing oil out of breather and engine smoking. Prop feathered.

ENGINEERING REPORT:

Pieces of ring found in sump plug suggesting engine failure.

R. W. Newman
R. W. NEWMAN, *RW*
1st Lt., Air Corps,
Engineering Officer.

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

F-A-2

A.P.O. 557
20 July 1944

SUBJECT: Abortive Report

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

1. The following aircraft aborted from the mission of 20 July 1944 due to the reasons stated:

a. Aircraft 42-31091 - Returned early because of internal failure on #2 engine.

b. Aircraft 42-106992 - Returned early because # 2 supercharger would not develop required boost at altitude. A ground check revealed that the supercharger condenser was leaking and had broken wire leading to the condenser.

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

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

20 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
42-102393	<ol style="list-style-type: none">1. Flak hole in left wing at station 8 aft.2. Flak hole in chin turret fairing.3. Flak hole in right landing light.4. Flak hole in right wing station 29.5. Flak hole in left wing station 17, aft.6. Flak hole in left elevator station 78.7. Flak hole in # 2 engine exhaust duct between firewall and supercharger.
42-97938	<ol style="list-style-type: none">1. Flak hole in top leading edge of left wing. near station 26, out bottom.2. Flak hole in left landing light.3. Flak hole in bottom of left wing near station 3. out flap motor bracket, and wing walkway stiffener. Out top.4. Flak hole in left side of fuselage just below waist window.5. Flak hole in top turret sighting panel.6. Flak hole in left side of fuselage station 6c.7. Flak hole in fairing joining right wing to fuselage. Trailing edge.
42-102957	<ol style="list-style-type: none">1. Flak hole in bottom of right wing near station 8. # 4 fuel tank change.2. Flak hole in leading edge of right wing near station 30.3. Flak hole in bottom of right wing near station 25. Cut tokyo tank hose.4. Flak hole in leading edge of left wing near station 8. Cut tubing and electrical wiring in wing.5. Flak hole in bottom left side of fuselage behind bulkhead 8, out top of left horizontal stabilizer near station 62.6. Flak hole in bottom of right flap near station 5. Out top.

42-102957

7. Flak hole in bottom of right wing just below leadingedge. Cut hole in pressure duct for # 4 supercharger.

42-102398

1. Down at Woodbridge.

42-102917

1. Missing.

HERBERT O. KIMMEL
Capt, Air Corps
Engineering Officer

612TH BOMBARDMENT SQUADRON (H)
 401ST BOMBARDMENT GROUP (H) Plane 42-102393
 Office of the Operations Officer

H3S18 2nd Lt. 612th
 " 1st Lt. " CP
 " 2nd Lt. " N
 " 2nd Lt. " B
 " 2nd Lt. " RO
 " 2nd Lt. " TTG
 " 2nd Lt. " BTG
 " 2nd Lt. " TG
 " 2nd Lt. " LWG

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

Plane 42-102398 Plane 42-97938

P	"	Carns, Bernhardt F.	2nd Lt.	612th	P
CP	"	DiGianni, James (NMI)	2nd Lt.	"	CP
N	"	Ligon, Delbert B.	2nd Lt.	"	N
B	"	Wiegler, Martin J.	2nd Lt.	"	B
RO	"	Vescio, Fred J.	T/Sgt	"	RO
TTG	"	Hester, Richard L.	T/Sgt	"	TTG
BTG	"	Doogan, Arthur J. Jr.	S/Sgt	"	BTG
TG	"	Detweiler, Robert C.	S/Sgt	"	TG
LWG	"	Weigel, Robert P.	Sgt	"	LWG

Plane 42-102957

P	"	Bonney, Roy H.	2nd Lt.	"	
CP	"	Jolley, Edward R.	2nd Lt.	"	
N	"	Olsen, John B.	2nd Lt.	"	
B	"	Souder, William M.	Sgt	"	
RO	"	Pettinga, Paul S.	S/Sgt	"	
TTG	"	Lenzen, Ben	S/Sgt	"	
BTG	"	Peters, Winfield E.	Sgt	"	
TG	"	Roth, Solomon M.	Sgt	"	
LWG	"	Dill, Donald D.	Sgt	"	

Plane 42-102917

P	"	Fredrick, Jack L.	2nd Lt.	"	
CP	"	Kirkbride, John W.	2nd Lt.	"	
N	"	Szungyi, John P.	1st Lt.	"	
B	"	Nagle, Raymond L.	2nd Lt.	"	
RO	"	Roberts, Raymond R.	S/Sgt	"	
TTG	"	Fritts, Kenneth H.	S/Sgt	"	
BTG	"	Jenkins, Walter M.	Sgt	"	
TG	"	Pierson, Edgar E.	Sgt	"	
LWG	"	Warnow, Morton C.	Sgt	"	

Plane 42-102393

P	"	Knost, James A.	1st Lt.	"	
CP	"	Remley, Jack A.	2nd Lt.	"	
N	"	Gabriel, Fred V.	2nd Lt.	"	
B	"	Lignore, James C.	S/Sgt	"	
RO	"	Patterson, Russell C.	T/Sgt	"	
TTG	"	Wilson, James L.	T/Sgt	"	
BTG	"	Dodge, DeWayne H.	S/Sgt	"	
TG	"	McCabe, Arch (NMI)	S/Sgt	"	
LWG	"	Jedziniak, John (NMI)	S/Sgt	"	

(H) MONAUCO TWENTYTHIRD

Plane 42-106992

P	Hill, Thomas K.	2nd Lt.	612th
CP	Piper, Harry L. Jr.	1st Lt.	"
N	Block, Theodore S.	2nd Lt.	"
B	Chadwick, Junius W. Jr.	2nd Lt.	"
RO	Shewbert, Victor H.	s/sgt	"
TTG	Mullins, James K.	s/sgt	"
BTG	Hellenbeck, Edward A.	sgt	"
TG	Richardson, Omar G.	sgt	"
LWG	Giese, Carlton F.	sgt	"

Plane 42-97938

P	Linford, Grant H.	2nd Lt.	"
CP	MacMongale, George A.	1st Lt.	"
N	Schuermann, Urban H.	2nd Lt.	"
B	McNally, Robert G.	s/sgt	"
RO	Whitman, William H.	s/sgt	"
TTG	Griffith, Harris E.	s/sgt	"
BTG	Kimball, Tom E.	s/sgt	"
TG	Keller, Phillip W. Jr.	s/sgt	"
LWG	Dietrich, Arthur R.	s/sgt	"

Plane 42-102398

Plane 42-102397

"	2nd Lt.	Bonney, Roy H.	P
"	2nd Lt.	Jolley, Edward R.	CP
"	2nd Lt.	Olsen, John B.	N
"	sgt	Souder, William M.	B
"	s/sgt	Pettinge, Paul S.	RO
"	s/sgt	Lensen, Ben	TTG
"	sgt	Peters, Winfield E.	BTG
"	sgt	Roth, Solomon M.	TG
"	sgt	Dill, Donald D.	LWG

Plane 42-102317

"	2nd Lt.	Fredrick, Jack L.	P
"	2nd Lt.	Kirkbride, John W.	CP
"	1st Lt.	Barnett, John P.	N
"	2nd Lt.	Neale, Raymond L.	B
"	s/sgt	Roberts, Raymond R.	RO
"	s/sgt	Witta, Kenneth H.	TTG
"	sgt	Jenkins, Walter M.	BTG
"	sgt	Pearson, Edgar E.	TG
"	sgt	Wernow, Morton C.	LWG

Plane 42-102393

"	1st Lt.	Knoft, James A.	P
"	2nd Lt.	Remley, Jack A.	CP
"	2nd Lt.	Gabriel, Fred V.	N
"	s/sgt	Lignore, James O.	B
"	s/sgt	Patterson, Russell C.	RO
"	s/sgt	Wilson, James I.	TTG
"	s/sgt	Dodge, Dewayne H.	BTG
"	s/sgt	McCabe, Arch (MI)	TG
"	s/sgt	Lebanick, John (MI)	LWG

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

Office of the Operations Officer

Loading List Cont'd.

AAF Station # 128
 20 July 1944.

*Plane 42-10868

SUBJECT: Loading List.

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

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

*Plane 42-39012

P	1st Lt.	LINCOLN, CLIFFORD A.	614th
CP	1st Lt.	MYERS, JOSEPH H. JR.	"
N	1st Lt.	RICKS, FRANK W.	"
B	1st Lt.	DANILAVIK, STEPHAN J.	"
RO	T/Sgt.	Johnson, Oscar M.	"
TT	T/Sgt.	Bredelis, Raymond C.	"
BT	S/Sgt.	Steits, Clarence R.	"
TG	2nd Lt.	HIBBERT, CARL D.	"
WG	S/Sgt.	Haley, Daniel J. Jr.	"

*Plane 42-97780

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

*Plane 42-31865

P	2nd Lt.	KOVACH, JOHN W.	614th
CP	2nd Lt.	KELLAM, JAMES W.	"
N & B	2nd Lt.	COSELLI, FRANK J. JR.	"
CTG	S/Sgt.	Herbatuck, Stepan J.	"
RO	T/Sgt.	Pollard, Omar S.	"
TT	T/Sgt.	Rauselang, Willard J.	"
BT	S/Sgt.	Quest, Hollis D.	"
TG	S/Sgt.	Schmidt, Edward J.	"
WG	Sgt.	Maki, Arthur W.	"

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

Office of the Operations Officer

Loading List Cent'd.

Air Station # 128
 23 July 1944.

*Plane 42-102659			
P	2nd Lt.	LERWICK, HOWARD P.	614th
CP	2nd Lt.	JAEGER, ALBERT J.	"
N & B	2nd Lt.	NORTON, WILLIAM	"
CTG	Sgt.	Schwiederek, John J.	"
RO	S/Sgt.	Wolz, Bernard Jr.	"
TT	Sgt.	Findlay, Matthew R.	"
BT	Sgt.	James, Howard L.	"
TG	Sgt.	Kosiba, Frank T.	"
WG	S/Sgt.	Healy, John L.	"

*Plane 42-97809			
P	2nd Lt.	HARASYM, ALEXANDER	614th
CP	2nd Lt.	HOSLEY, ROBERT A.	"
H	2nd Lt.	PARKER, ALBERT J.	"
B	2nd Lt.	MARSHALL, JOHN J.	"
RO	S/Sgt.	Friduse, Jarvis J.	"
TT	Sgt.	Topic, Glen L.	"
BT	Sgt.	Haylor, Emanuel T.	"
TG	Sgt.	Capps, George C.	"
WG	Sgt.	Bailey, John S.	"

*Plane 42-97895			
P	2nd Lt.	KOONS, PAUL R.	614th
CP	2nd Lt.	KAHAN, DANIEL	"
N & B	2nd Lt.	DOBROWOLOSKIE, EDWARD L.	"
CTG	S/Sgt.	Jackson, John A.	"
RO	S/Sgt.	Mohinn, Thomas G.	"
TT	S/Sgt.	Shane, Charles E.	"
BT	Sgt.	Edwards, Rodney W.	"
TG	Sgt.	Huerta, Octavio	"
WG	Sgt.	Hokenrede, Robert T.	"

For the Squadron Commander:			
P	2nd Lt.		
CP	2nd Lt.		
N & B	2nd Lt.		
CTG	S/Sgt.		
RO	S/Sgt.		
TT	S/Sgt.		
BT	S/Sgt.		
TG	S/Sgt.		
WG	Sgt.		

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

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

20 JULY 1944

LOADING LIST

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
42-107009	P	1st LT.	COLEMAN	EDWARD	W.
	CP	F/O	WILCOX	STEWART	L.
	N	2nd LT.	KRON	EDRACE	B.
	B	2nd LT.	STOUT	ELDRIDGE	K.
	RO	S/SGT.	CARMON	CALVIN	A.
	TT	S/SGT.	LINDHOLM	ALVIN	T.
	BT	SGT.	MEANEY	ANTHONY	J.
	TG	CPL.	KIDMAN	WILLARD	D.
	WG	SGT.	ANDERSON	EDDIE	W.
42-42 31591	P	2nd LT.	STERS	ROY	C.
	CP	2nd LT.	MEISENHEIMER	IRA	W. JR.
	N	2nd LT.	NASH	JOSEPH	P.
	B	2nd LT.	ANDREU	ROBERT	A. JR.
	RO	S/SGT.	SCOLL	EMANUEL	T.
	TT	S/SGT.	MC GEE	EDWARD	T.
	BT	SGT.	MARS	HERT JR.	(NMI)
	TG	SGT. KNEH	KRENNERIK WOOD	FREDERICK	A.
	WG	SGT.	FARRIS	ANDIS	M.
42-97344	P	2nd LT.	LOCKHART	RUSSELL	R.
	CP	2nd LT.	HAM	PORTER	R.
	N	2nd LT.	GUILLEY	ROBERT	L.
	B	2nd LT.	JARDINE	JOHN	H.
	RO	T/SGT.	SCHARGEL	OTTO	M.
	TT	T/SGT.	FYLES	CLARENCE	B.
	BT	S/SGT.	NUIL	LLOYD	J.
	TG	S/SGT.	MILLION	LAWRENCE	G.
	WG	S/SGT.	MILLER	RAY	A. JR.
42-91097	P	2nd LT.	MURGATROYD	KENNETH	R.
	CP	2nd LT.	FENNOYER	JAMES	E.
	N	2nd LT.	JORGENSEN	OWEN	H.
	B	2nd LT.	ELDERKIN	JAMES	K. JR.
	RO	T/SGT.	SPIRODEK	JOHN	S.
	TT	T/SGT.	LESSER	STANLEY	(NMI)
	BT	S/SGT.	ROBERTSON	JEROME	P.
	TG	S/SGT.	SCHITLI	DONALD	H.
	WG	S/SGT.	MAGNUSON	HOWARD	H.
43-57706	P	2nd LT.	MANNIX	WILLIAM	C.
	CP	2nd LT.	COX	WILLIAM	E.
	N	2nd LT.	MALONEY	WILLIAM	F.
	B	F/O	ROSTROM	CARL	R.
	RO	T/SGT.	THOMPSON	JOHN	S.
	TT	T/SGT.	STOKESBERRY	THOMAS	(NMI)
	BT	S/SGT.	SCOTT	EDWARD	R.
	TG	RYAN S/SGT.	RYAN	MELVIN	C.
	WG	S/SGT. KRENNERIK	PAVLISIN	JOSEPH	K.

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
42-31005	P	2nd LT.	LEMONS	CLEATUS	C.
	CP	2nd LT.	COTTRILL	RONALD	H.
	N	2nd LT.	KOMAROFF	STEARF	J.
	B	2nd LT.	HEISER	CARL	H.
	RO	T/SGT.	MIZNER	HARRY	R.
	TT	T/SGT.	TAYLOR	JOHN	C.
	BT	S/SGT.	PELYNICH	DANIEL	(NMI)
	TG	S/SGT.	WRESTER	WILLIAM	B.
WG	S/SGT.	PIROMALLI	EUGENE	B.	
42-97931	P	2nd LT.	KUTA	CHESTER	(NMI)
	CP	2nd LT.	CHARTIER	JOSEPH	R.
	N	2nd LT.	FRENCH	VERNON	H.
	B	S/SGT.	SNODGRASS	GEORGE	W.
	RO	T/SGT.	MINGS	CYDE	L.
	TT	T/SGT.	GREENLEAF	ROBERT	L.
	BT	S/SGT.	NICHOLSON	ROBERT	G.
	TG	S/SGT.	HINT	CECIL	S.
WG	S/SGT. JEAR	PEAR	JOHN	H.	
HT 638	P	1st LT.	CONNOLLY	JOHN	J.
	CP	MAJOR	SILVER	DURWARD	E.
	N	1st LT.	KRISE	THOMAS	H.
	N	1st LT.	BRYANT	CHARLES	W.
	MIC OER.	1st LT.	FINE	STANLEY	(NMI)
	B	1st LT.	BOLLEN	EDWARD	H.
	RO	T/SGT.	HURLEY	BARCLAY	J.
	TT	T/SGT.	MILLS	CARL	W.
TG	2nd LT.	BOGGS	JAMES	B.	
WG	S/SGT.	BELKNAP	LEE	O.	

SIX HUNDRED AND FIFTEENTH BOMBARDMENT SQUADRON (H)
FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)
 Office of the Operations Officer
 AAF - Sta - 128 - APO - 567

20 July 1944

SUBJECT: Loading List.

TO : Operations Officer, 401st Bomb Gp (H), Sta - 128, APO - 567.

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

PLANE # 42-102468

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P -	2nd Lt.	Ossiander	Jay	D.	615th
OP -	2nd Lt.	Cooper	Roy	D.	615th
NO -	2nd Lt.	Kane	James	H.	615th
BO -	Sgt.	Rouse	Donald	H.	615th
RO -	S/Sgt.	Virgona	Angelo	J.	615th
TE -	S/Sgt.	Keegan	Emrose	W.	615th
BT -	Sgt.	Anderson	Arnold	L.	615th
TG -	Sgt.	Higdon	Thomas	R.	615th
ENG -	Sgt.	Clarke	George	W.	615th
RNG -	Sgt.	-----	-----	----- (70)	-----
b -	Sgt.	-----	-----	-----	-----

PLANE # 42-51730

P -	1st Lt.	Malofchik	Gerard	J.	615th
OP -	2nd Lt.	Pratt	James	H.	615th
NO -	2nd Lt.	Tyson	Richard	G.	615th
BO -	2nd Lt.	Grisham	Hughson	H.	615th
RO -	Sgt.	Tracy	Leland	H.	615th
TE -	Cpl.	Pressman	Herbert	(NMI)	615th
BT -	Pfc.	Wheaton	Lyle	H.	615th
TG -	Pfc.	Boxarth	James	W.	615th
ENG -	Sgt.	Facillia	Milton	(NMI)	615th
RNG -	Sgt.	-----	-----	-----	-----
b -	Pfc.	-----	-----	-----	-----

PLANE # 42-31091

P -	1st Lt.	Wingard	Milton	R.	615th
OP -	2nd Lt.	Abresch	Robert	J.	615th
NO -	2nd Lt.	Sullivan	Robert	P.	615th
BO -	2nd Lt.	King	Willard	H.	615th
RO -	S/Sgt.	Ciocoma, Jr.	Ernest	G.	615th
TE -	Sgt.	McLedge	James	G.	615th
BT -	Cpl.	Winsey	Patrick	H.	615th
TG -	Sgt.	Chiariello	Edward	A.	615th
ENG -	Sgt.	Ingram	Billie	H.	615th
RNG -	Sgt.	-----	-----	-----	-----
b -	Pfc.	-----	-----	-----	-----

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
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PLANE # 42-102468

PLANE # 42-107092

DETY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P -	1st Lt.	Duckworth	Robert	O.	615th
OP -	2nd Lt.	Morrow	Russell	E.	615th
NW -	2nd Lt.	Kunstman	Warren	R.	615th
W -	2nd Lt.	Vucha	Robert	W.	615th
RO -	S/Sgt.	Halderman	Evis	K.	615th
TT -	S/Sgt.	Comer	Roy	C.	615th
BT -	Sgt.	McKeon	George	T.	615th
TG -	Cpl.	Tarr	Glyde	M.	615th
LWG -	Sgt.	Miro	Edward	O.	615th
RWG -	-----	-----	-----	-----	615th
b -	1st Lt.	-----	-----	-----	615th

PLANE # 43-37859

DETY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P -	1st Lt.	Ferdyn	Joseph	H.	615th
OP -	F/O (JG)	Widswell	James	S.	615th
NW -	2nd Lt.	Ainley, Jr.	Allan	(H.B.)	615th
W -	2nd Lt.	Eckers	Dale	A.	615th
RO -	S/Sgt.	Lech	Joseph	P.	615th
TT -	S/Sgt.	Pedgarney	Alexander	(H.J.)	615th
BT -	Sgt.	Schappert	Theodore	H.	615th
TG -	Sgt.	Steele	David	G.	615th
LWG -	T/Sgt.	Griffith	Leo	H.	615th
RWG -	-----	-----	-----	-----	615th
b -	1st Lt.	-----	-----	-----	615th

PLANE # 42-102674

DETY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P -	2nd Lt.	Kense	Bodo	C.	615th
OP -	2nd Lt.	Kolp	Norman	J. (10)	615th
NW -	2nd Lt.	Stork	Oliver	E.	615th
W -	2nd Lt.	Kossuth	Alfred	G.	615th
RO -	T/Sgt.	Grate	Robert	I.	615th
TT -	S/Sgt.	Jones	William	D.	615th
BT -	Sgt.	Magley	John	K.	615th
TG -	Sgt.	Kelster	Fredrick	K.	615th
LWG -	S/Sgt.	Jaransen	David	A.	615th
RWG -	-----	-----	-----	-----	615th
b -	1st Lt.	-----	-----	-----	615th

DETY RANK LAST (NAME) FIRST (MI) SQUADRON

PLANE # 42-102674

7. MORTON...
 10. ...
 ...

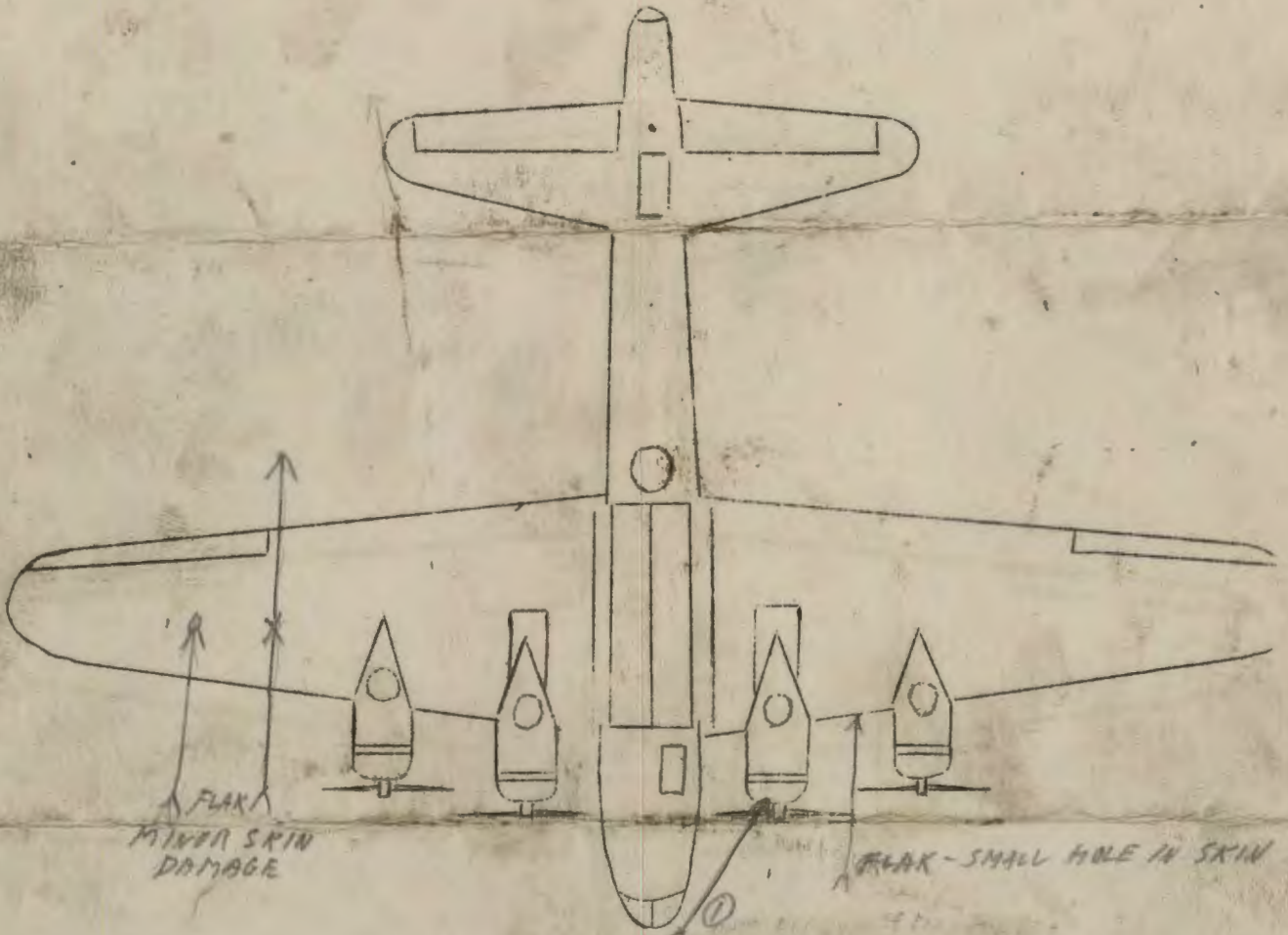
SO VIA JSEP

VIA - 247 - 128 - 120 - 251
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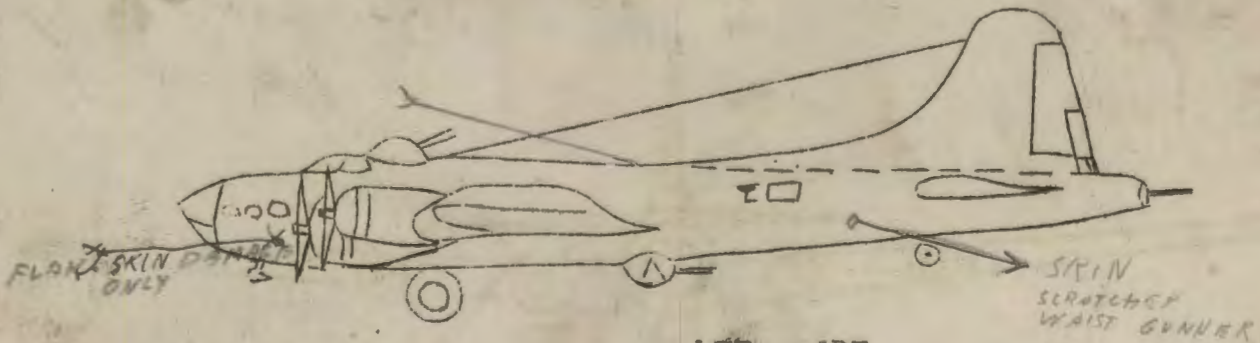
AIRPLANE NO 42-31591

BQDN 613

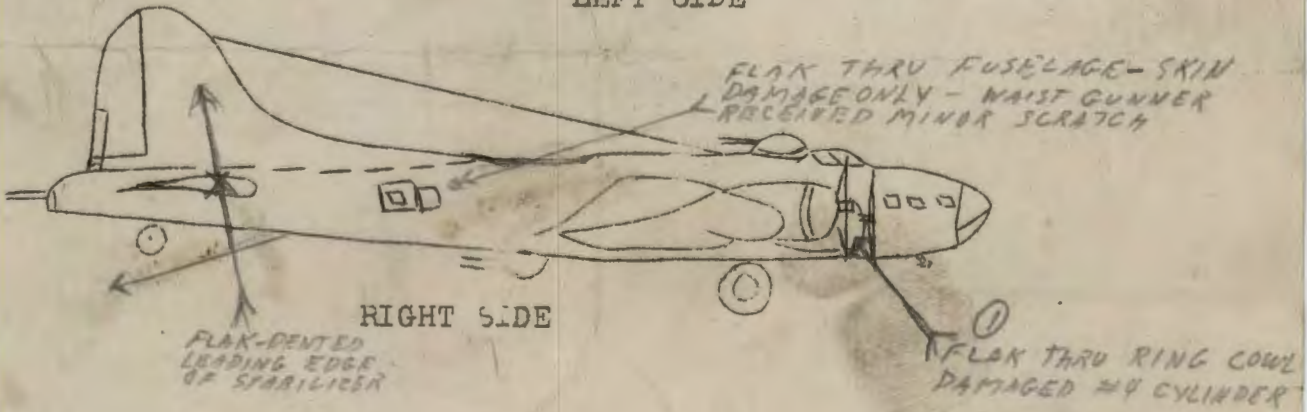
DATE 10 JULY 44



BOTTOM VIEW



LEFT SIDE



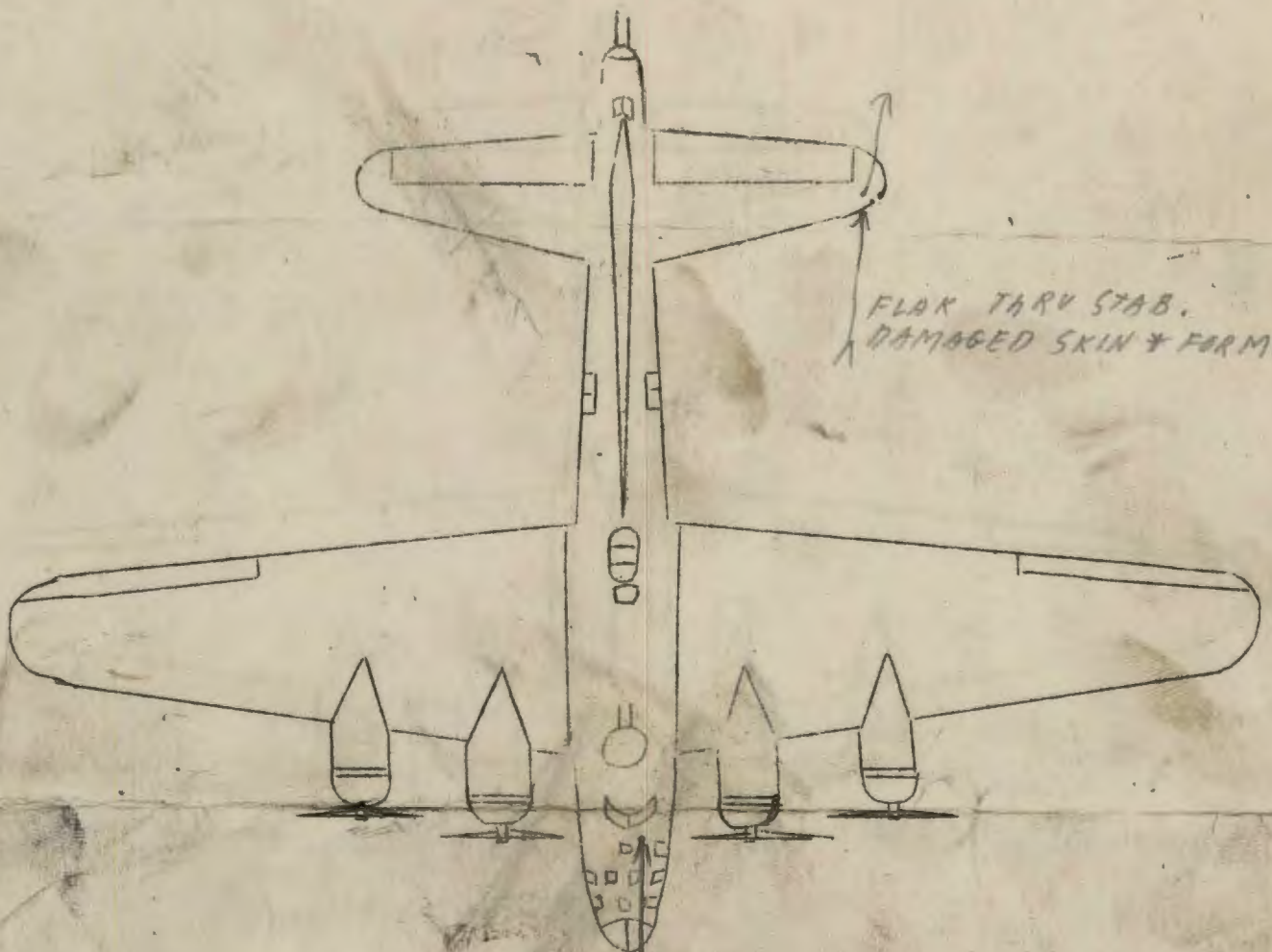
RIGHT SIDE

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

AIRPLANE NO. 42-31591

SQDN. 613

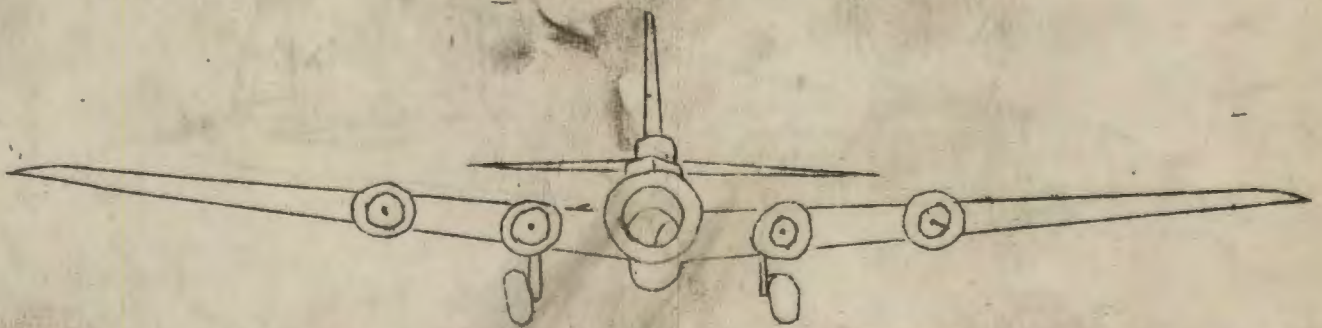
DATE 20 JULY 44



FLAK THRU STAB.
DAMAGED SKIN * FORMER

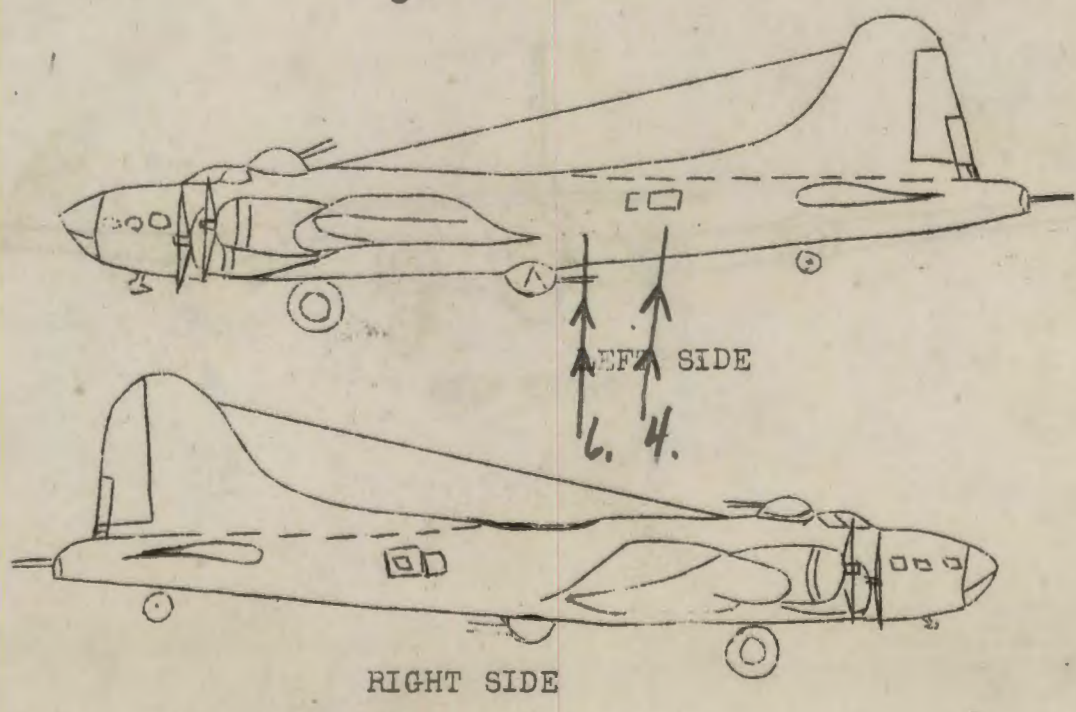
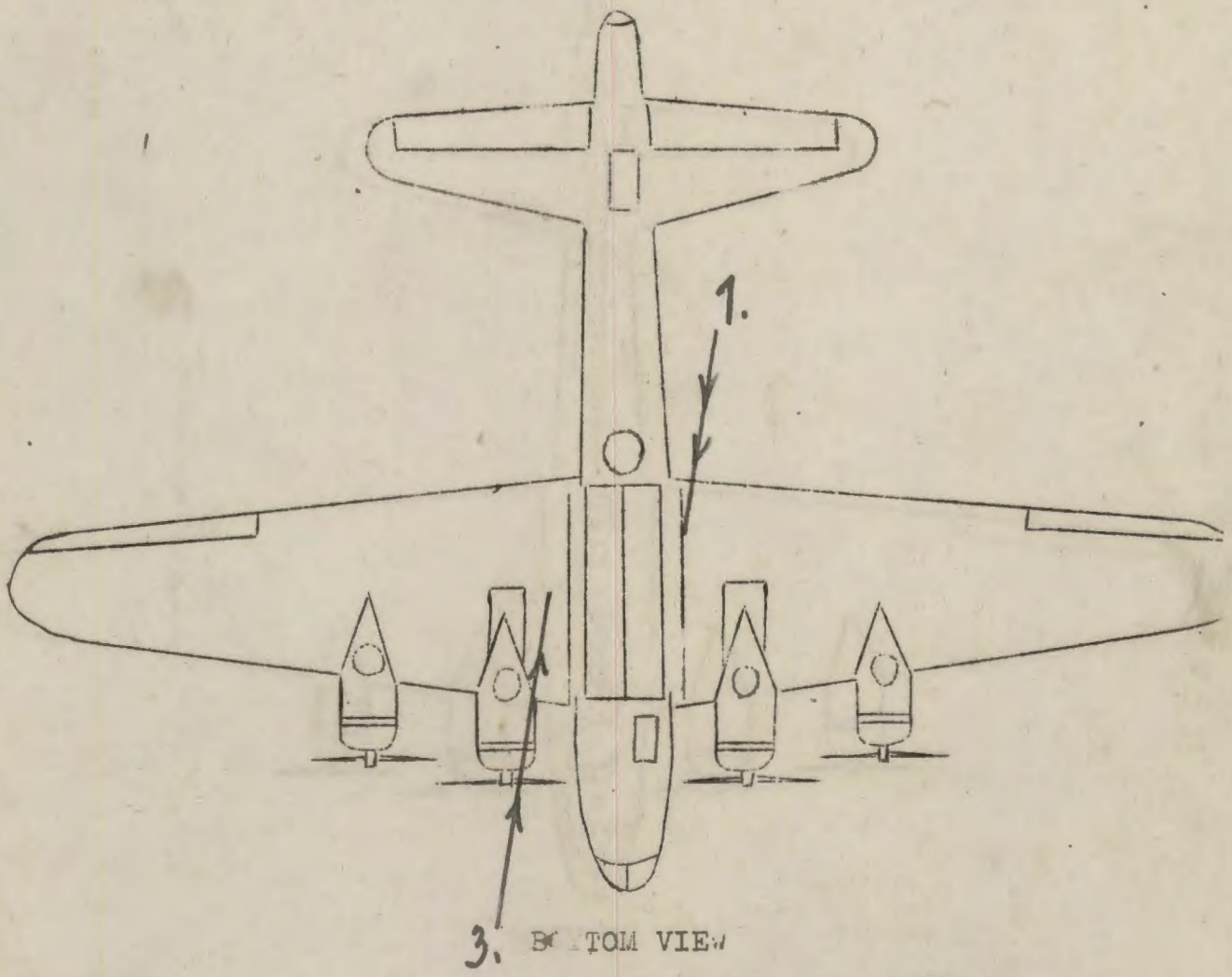
TOP VIEW

FLAK - SMALL SKIN HOLE



FRONT VIEW

AIRPLANE NO. 42-97938 BQDN 61Y DATE 20-7-44

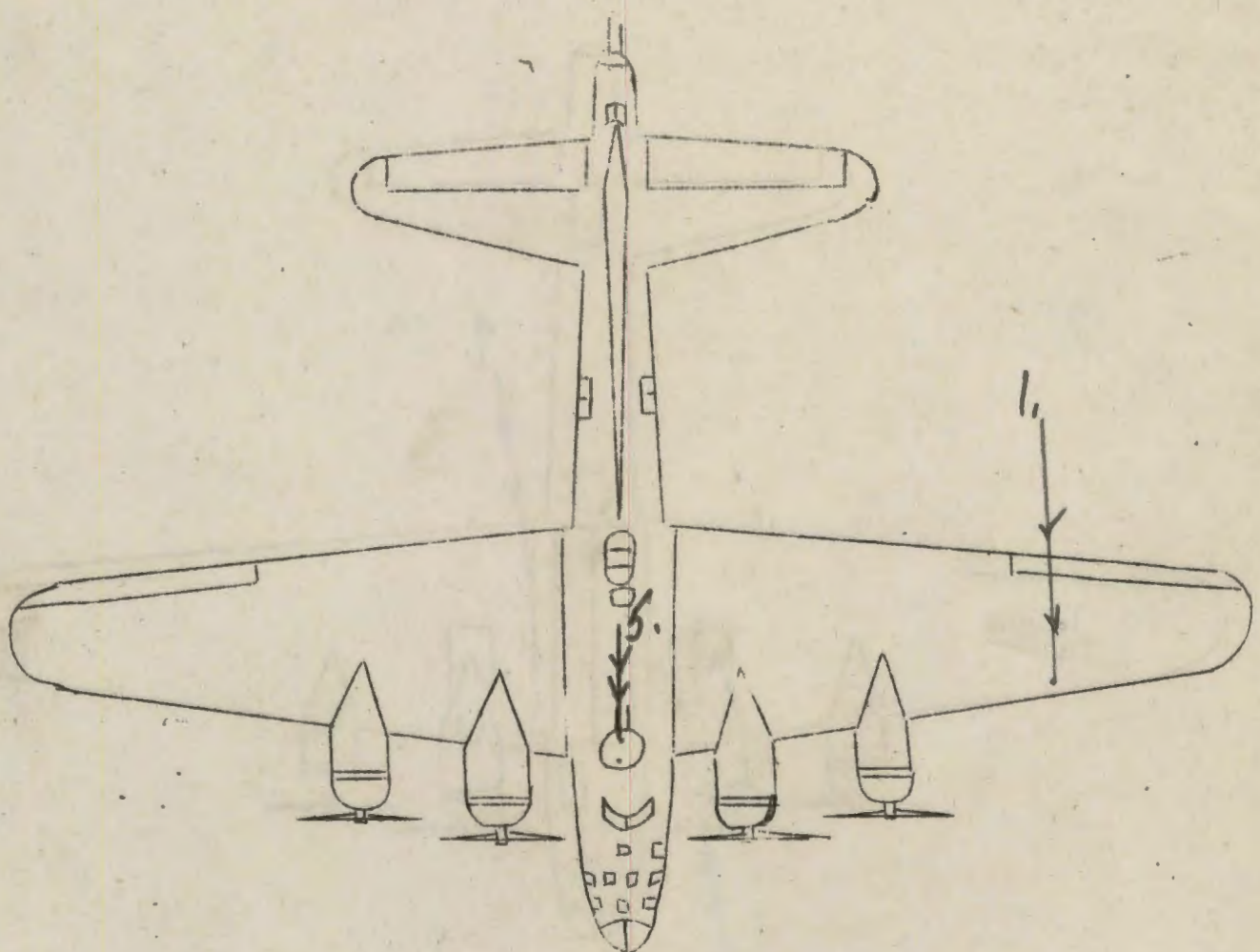


GIVE CREW POSITION OF ALL PERSONNEL INJURED, IF NONE INJURED, SO STATE

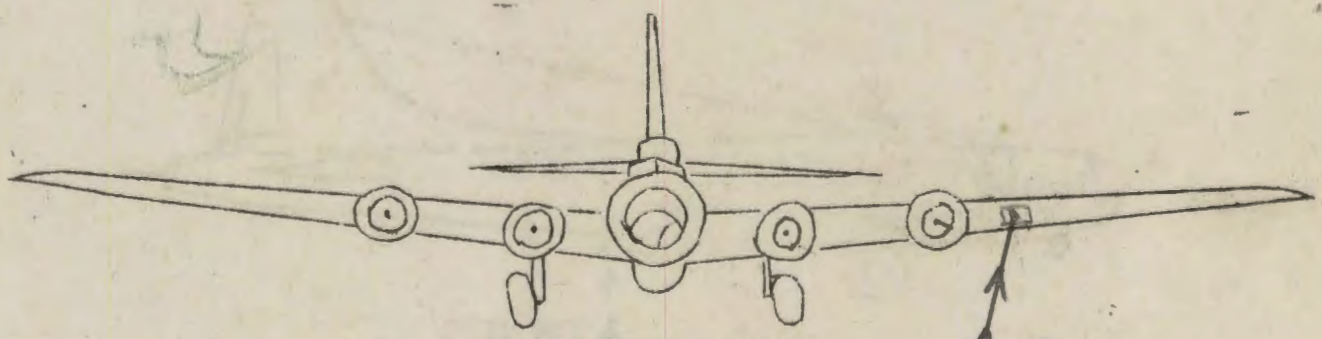
AIRPLANE NO. 42-97938

SQDN. 612

DATE 20-7-44



TOP VIEW



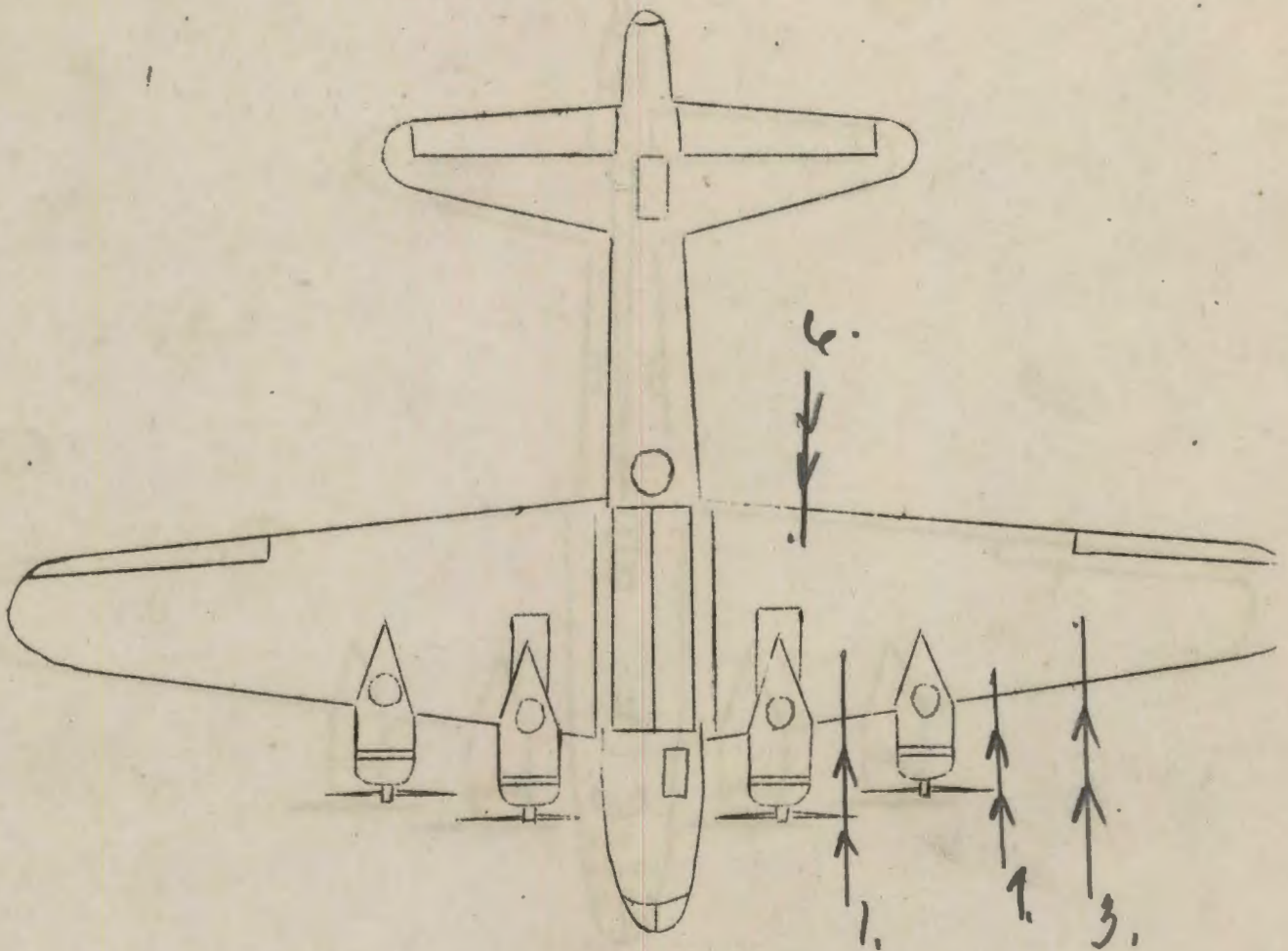
FRONT VIEW

2.

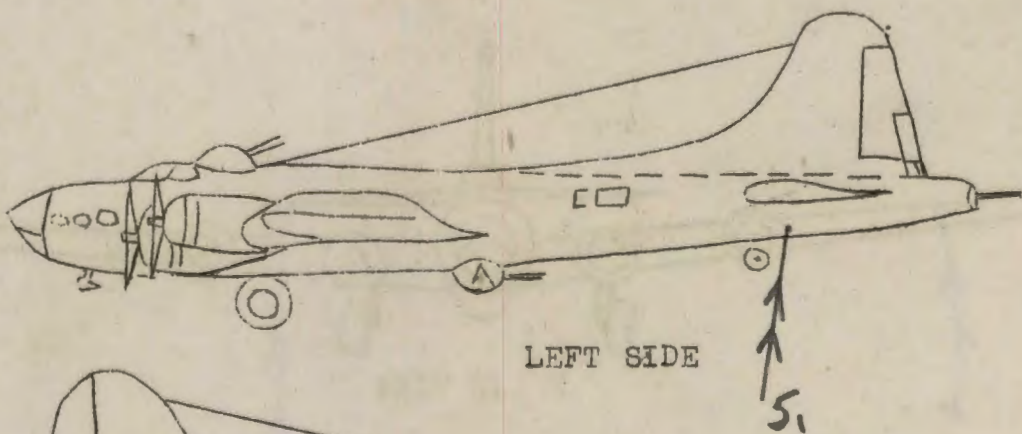
AIRPLANE NO. 42-102957

BQDN 612

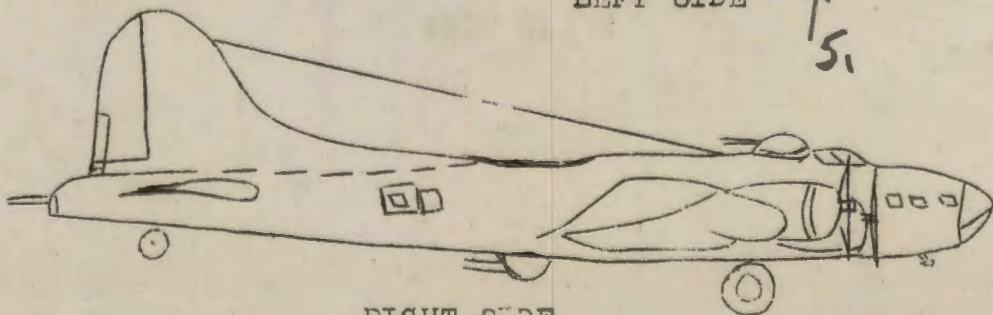
DATE 20-7-44



BOTTOM VIEW



LEFT SIDE



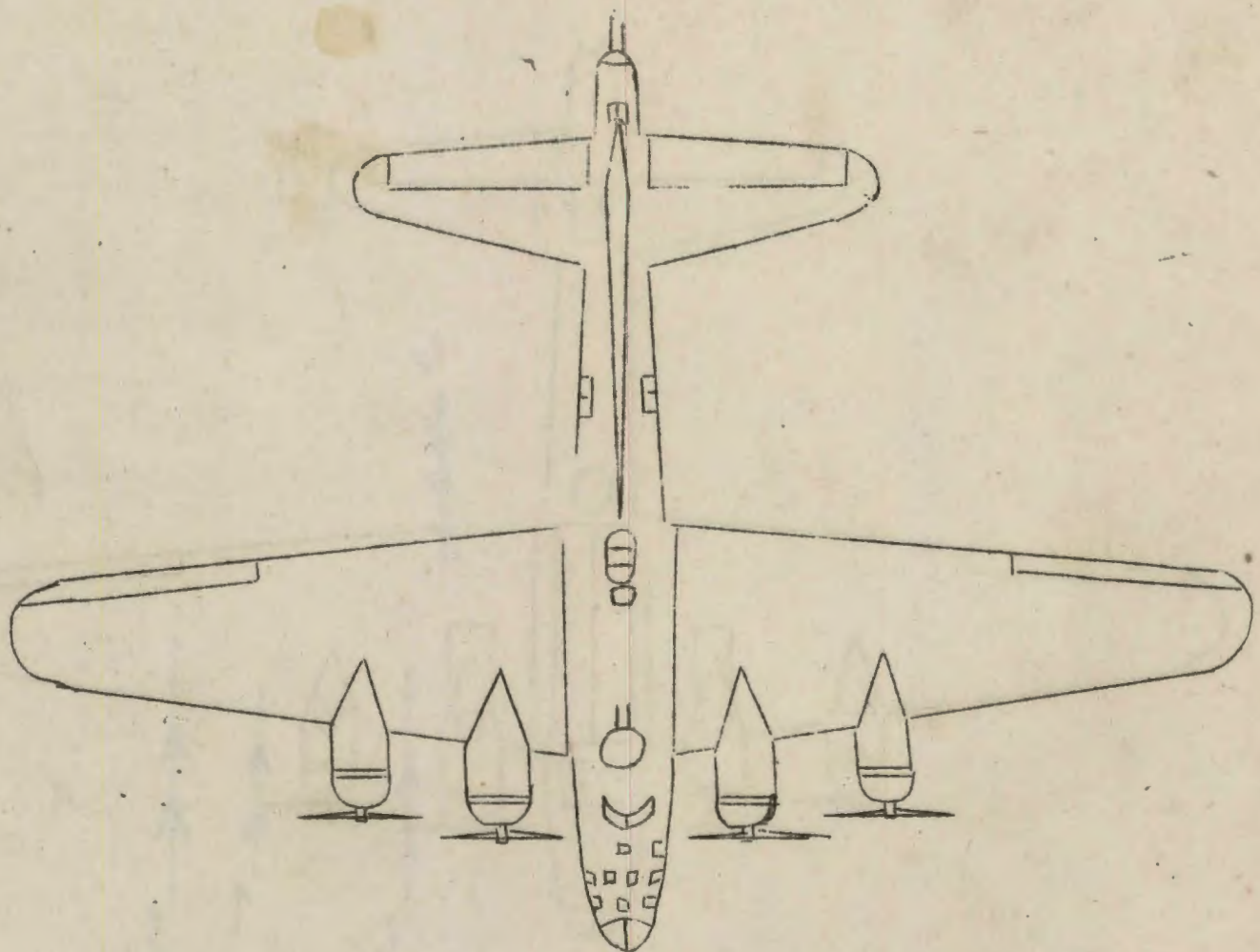
RIGHT SIDE

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

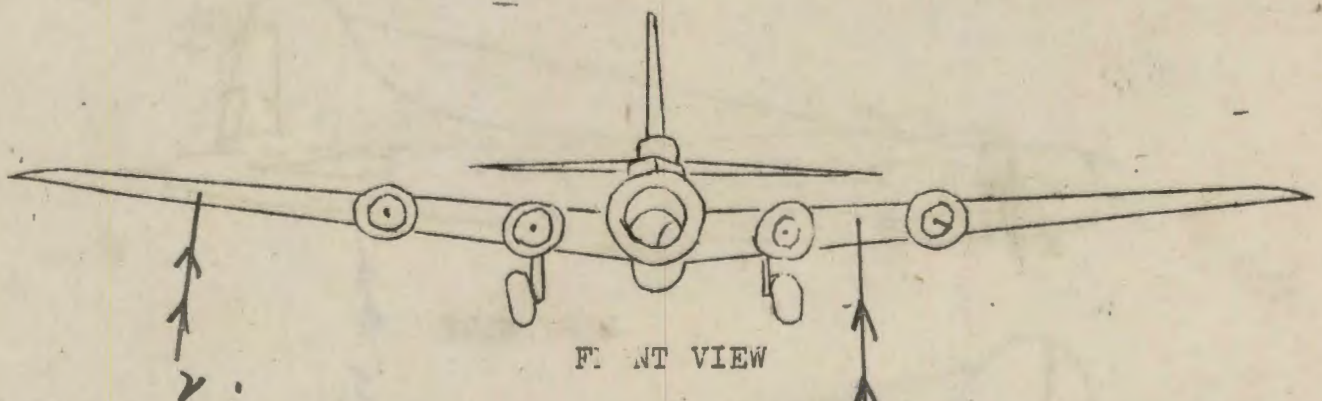
AIRPLANE No. 42-102957

SQDN. 612

DATE 20-7-44



TOP VIEW



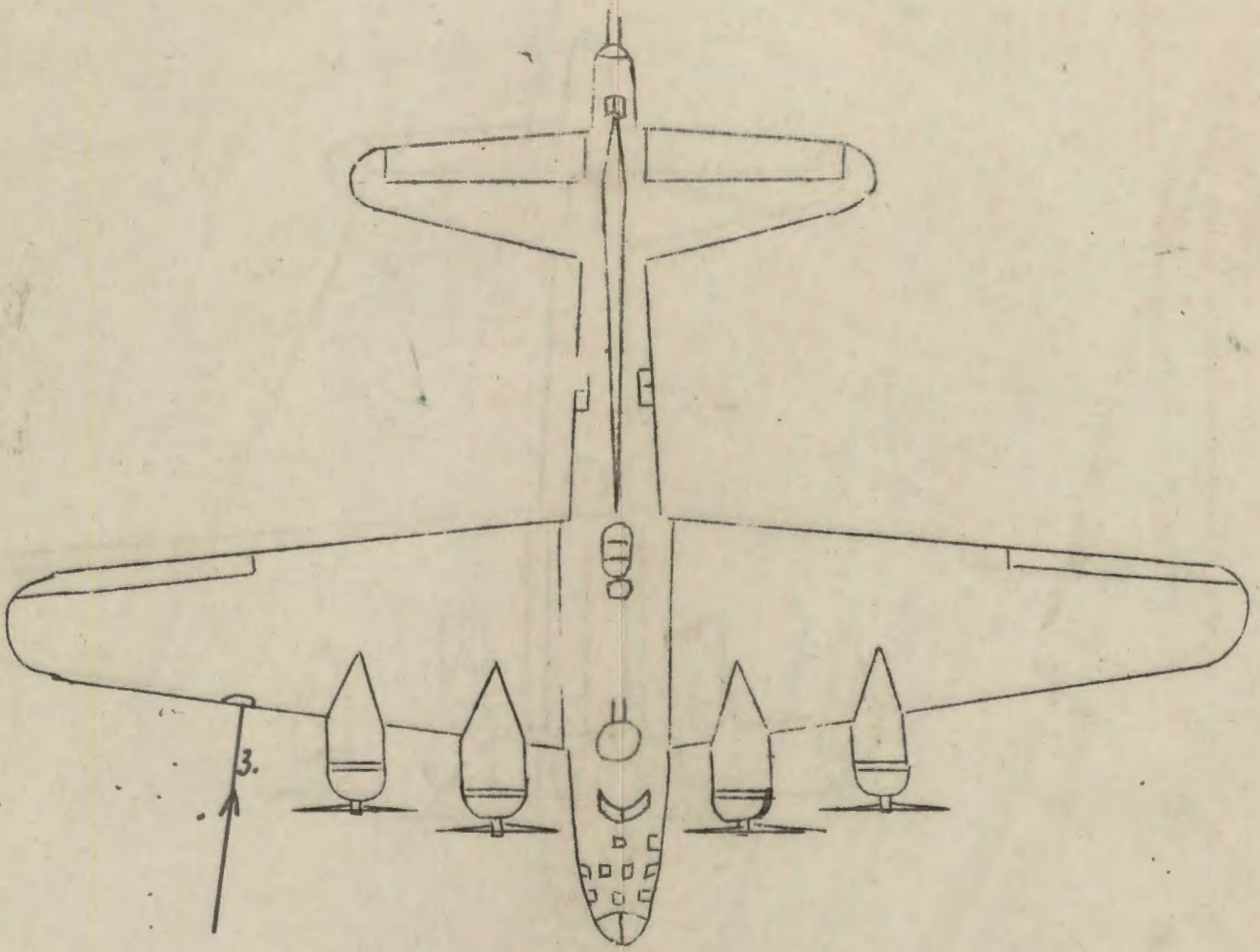
FRONT VIEW

4.

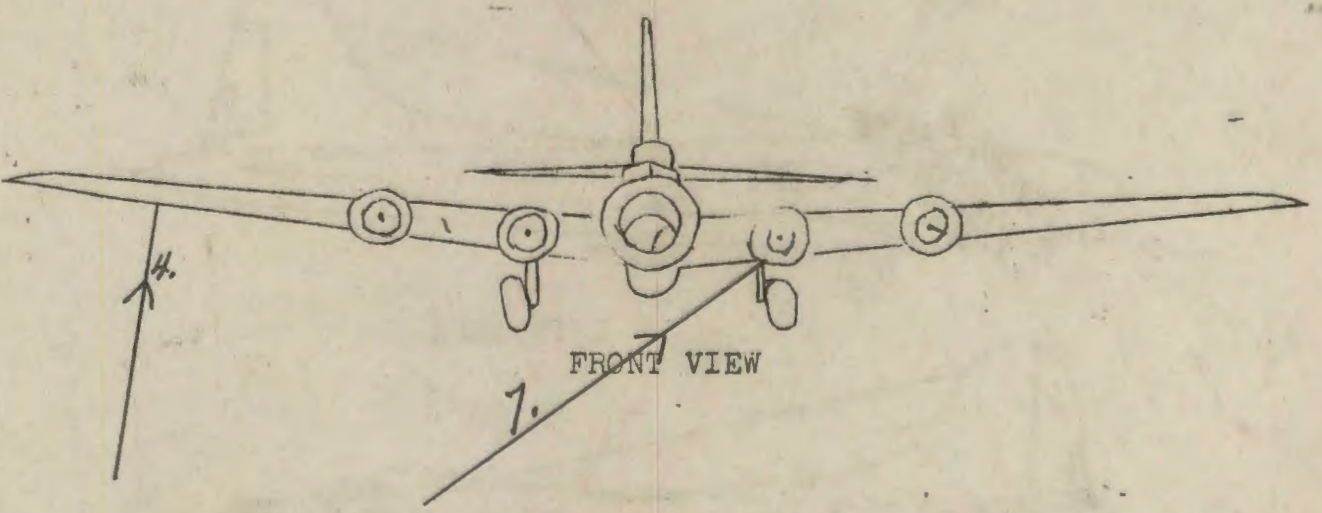
AIRPLANE NO. 112-102393

SQDN. 612th

DATE 20-7-44



TOP VIEW

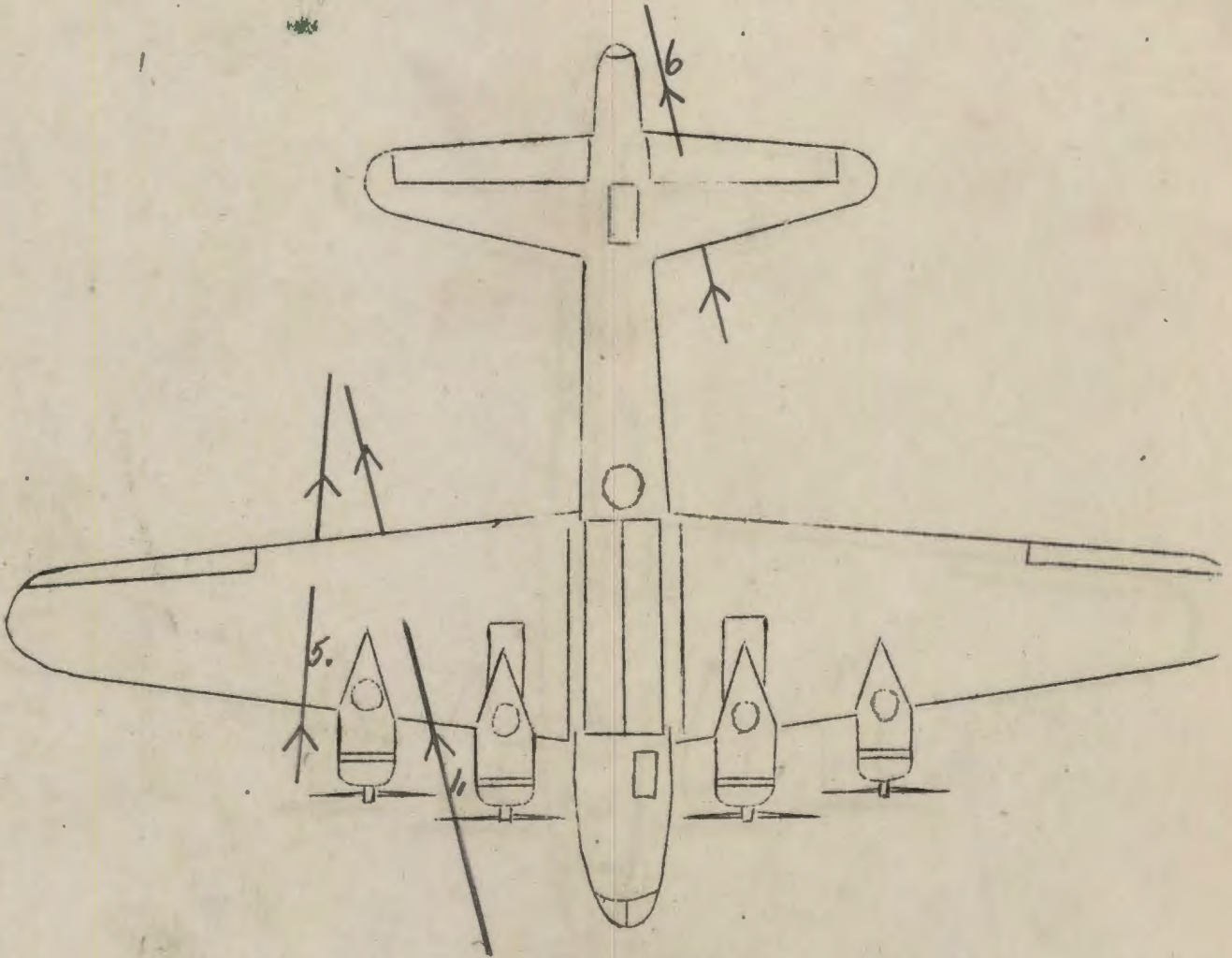


FRONT VIEW

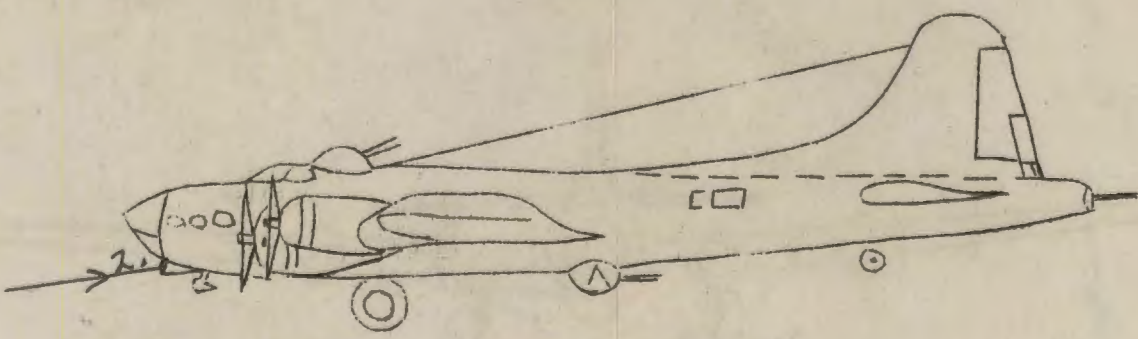
AIRPLANE NO. 42-102393

BQDN 612th.

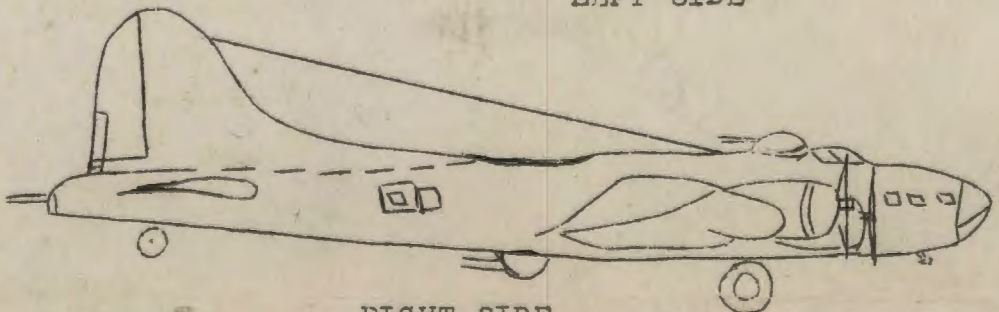
DATE 20-7-44



BOTTOM VIEW



LEFT SIDE



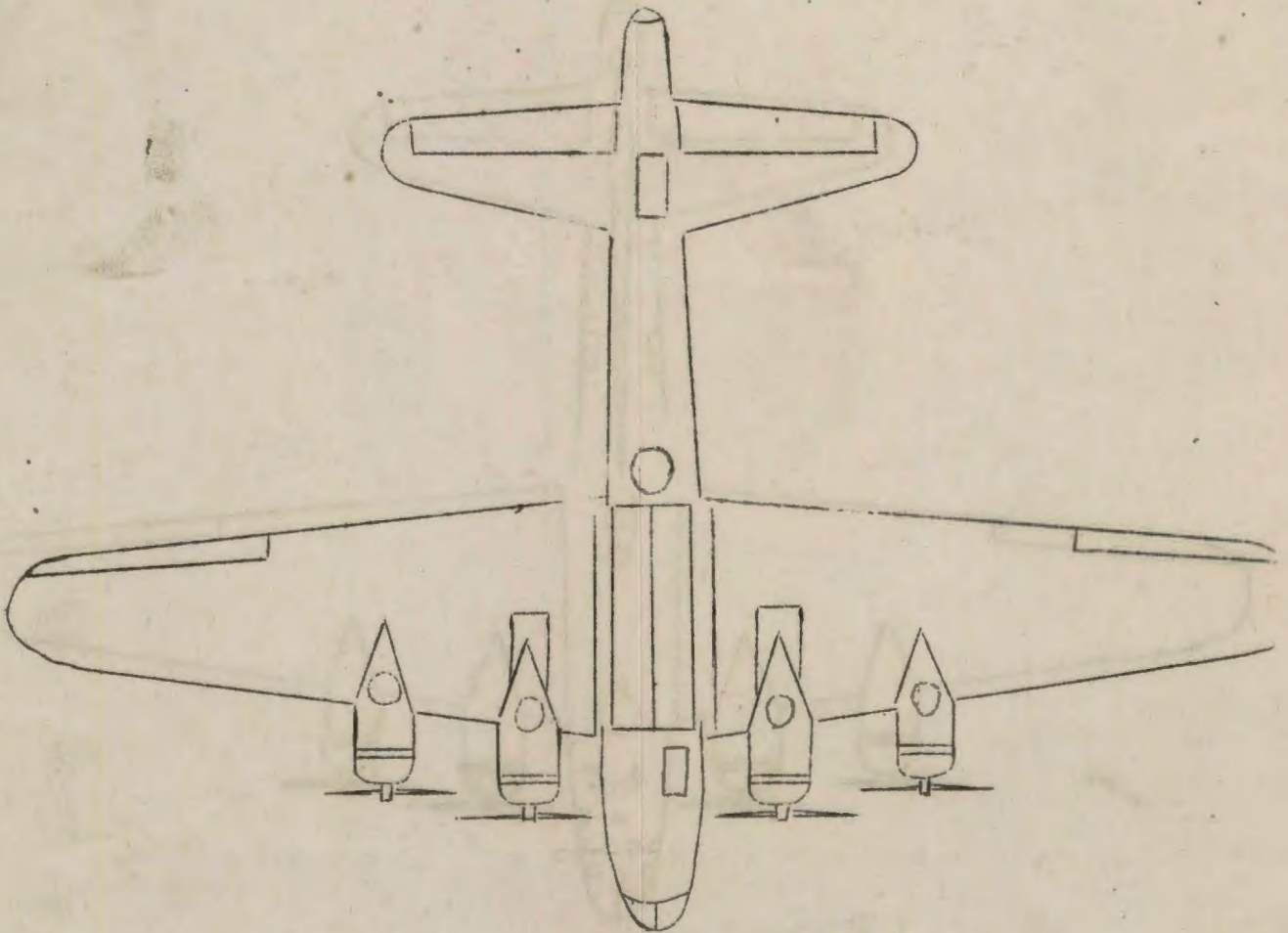
RIGHT SIDE

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

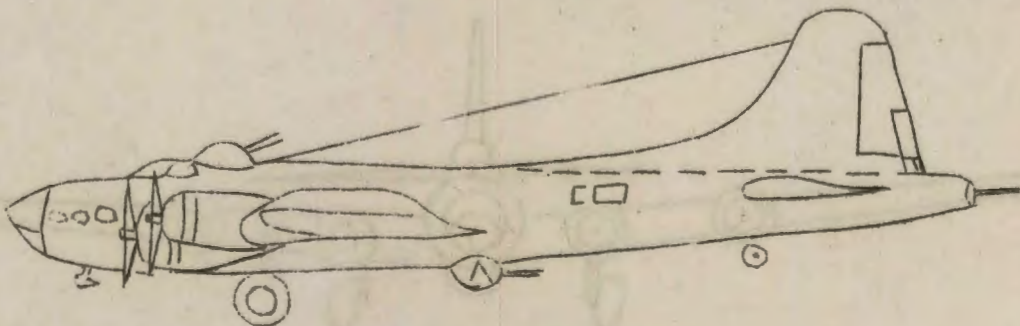
AIRPLANE NO. 43-37706

BQDN 617

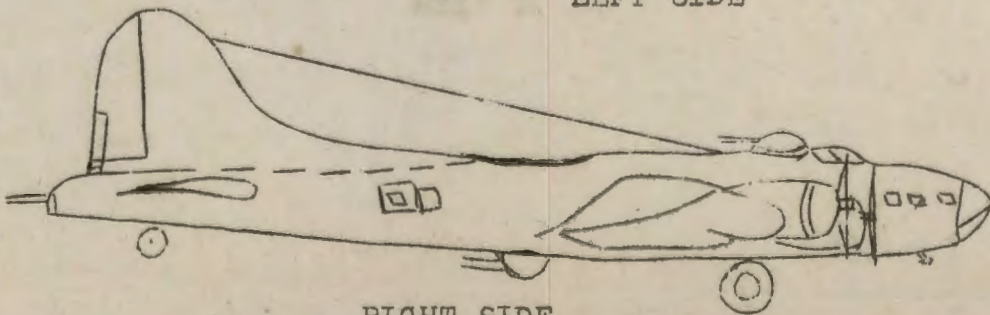
DATE 20 JULY 44



BOTTOM VIEW



LEFT SIDE



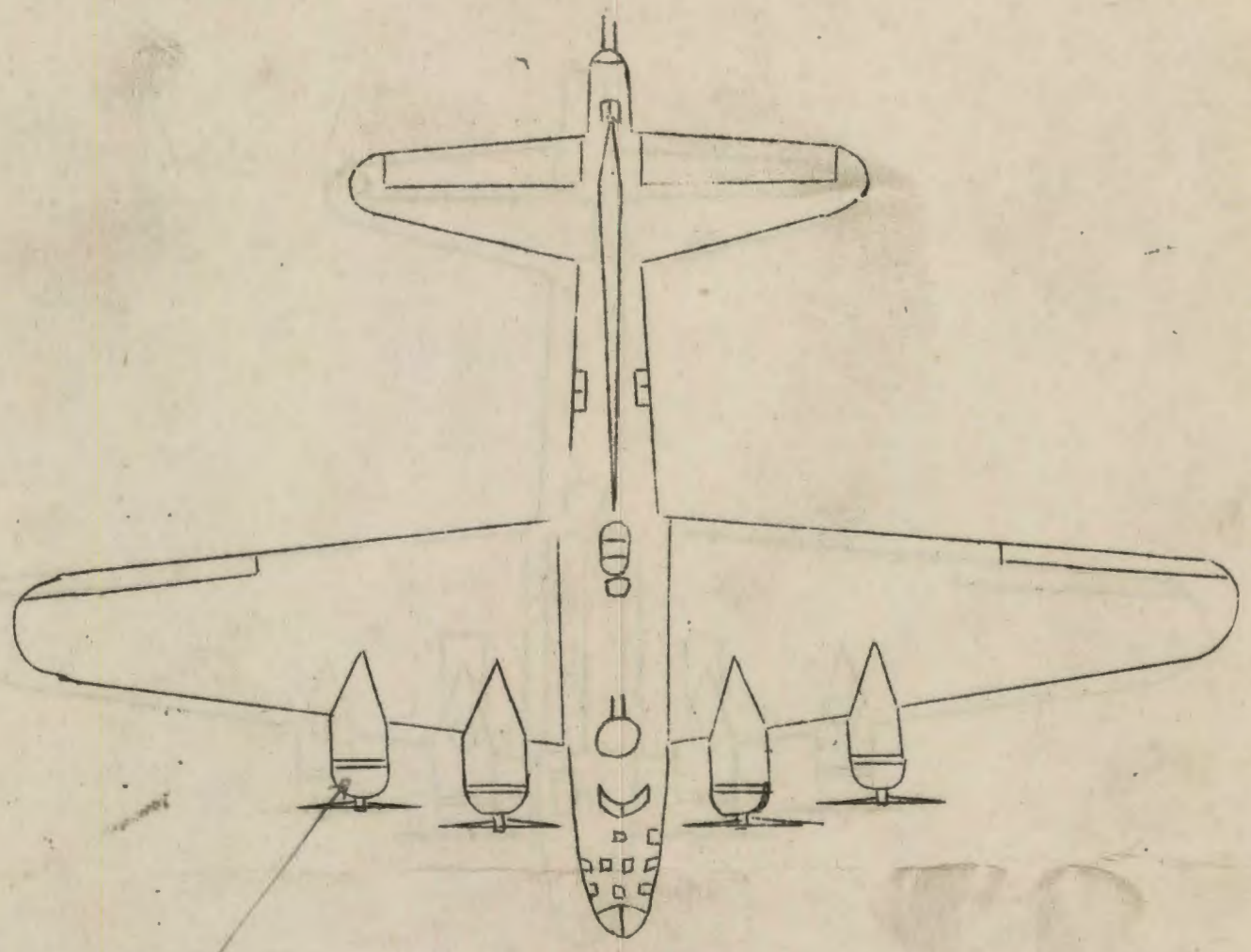
RIGHT SIDE

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

AIRPLANE NO. 43-37706

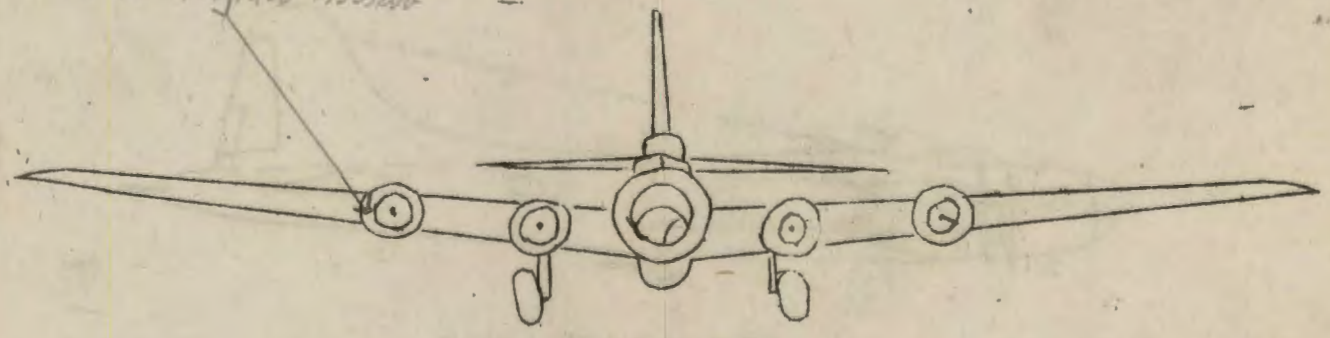
SQDN. 613

DATE 20 JULY '44



TOP VIEW

FLAT-THRU RING COWL
HIT #4 CYL + PUSH ROD HOOSING

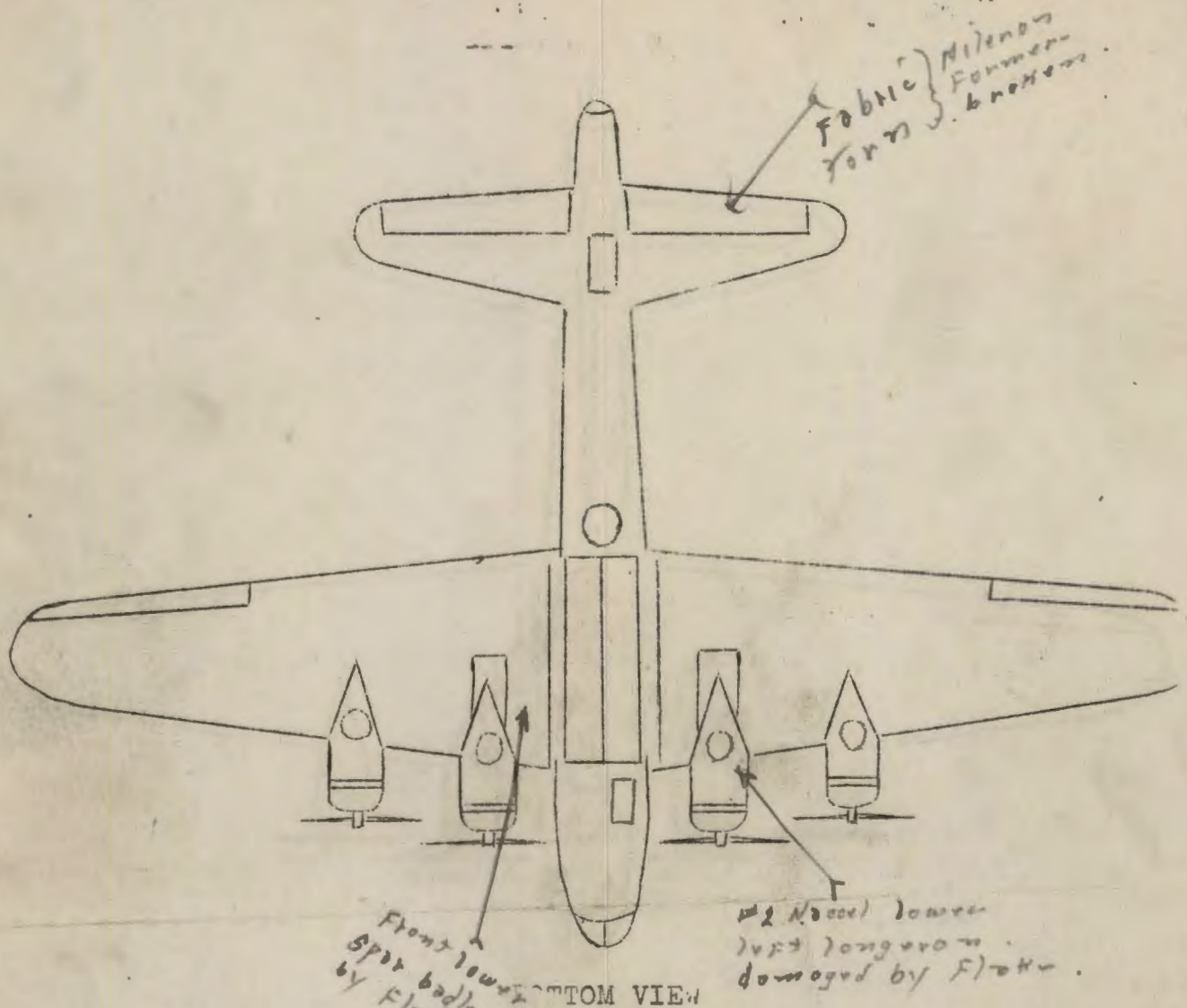


FRONT VIEW

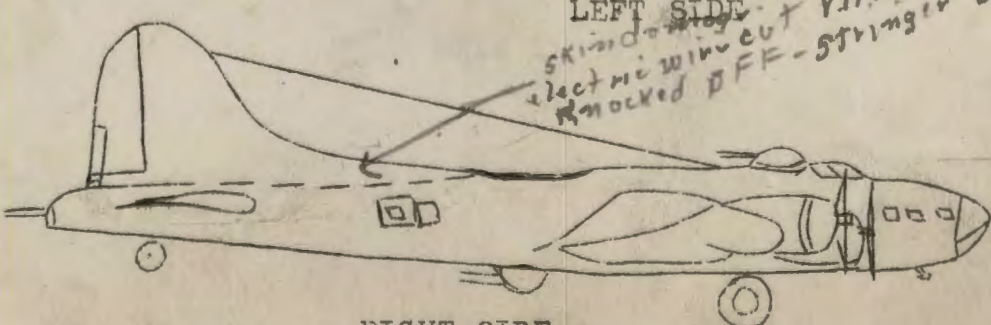
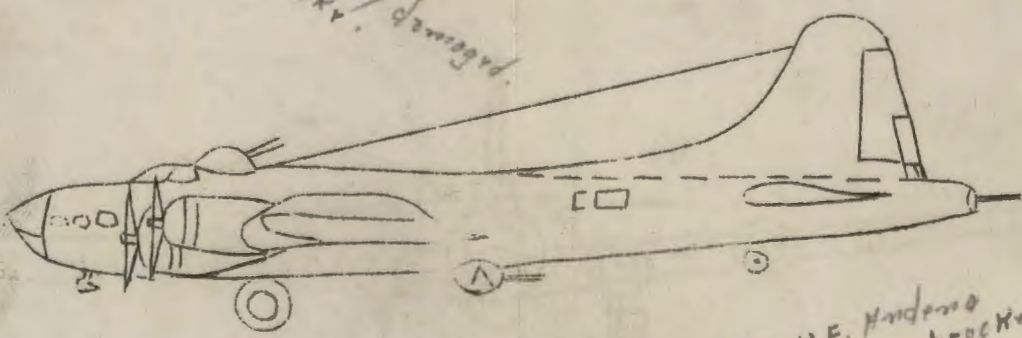
AIRPLANE NO. _____

BQDN _____

DATE _____



TOTUM VIEW



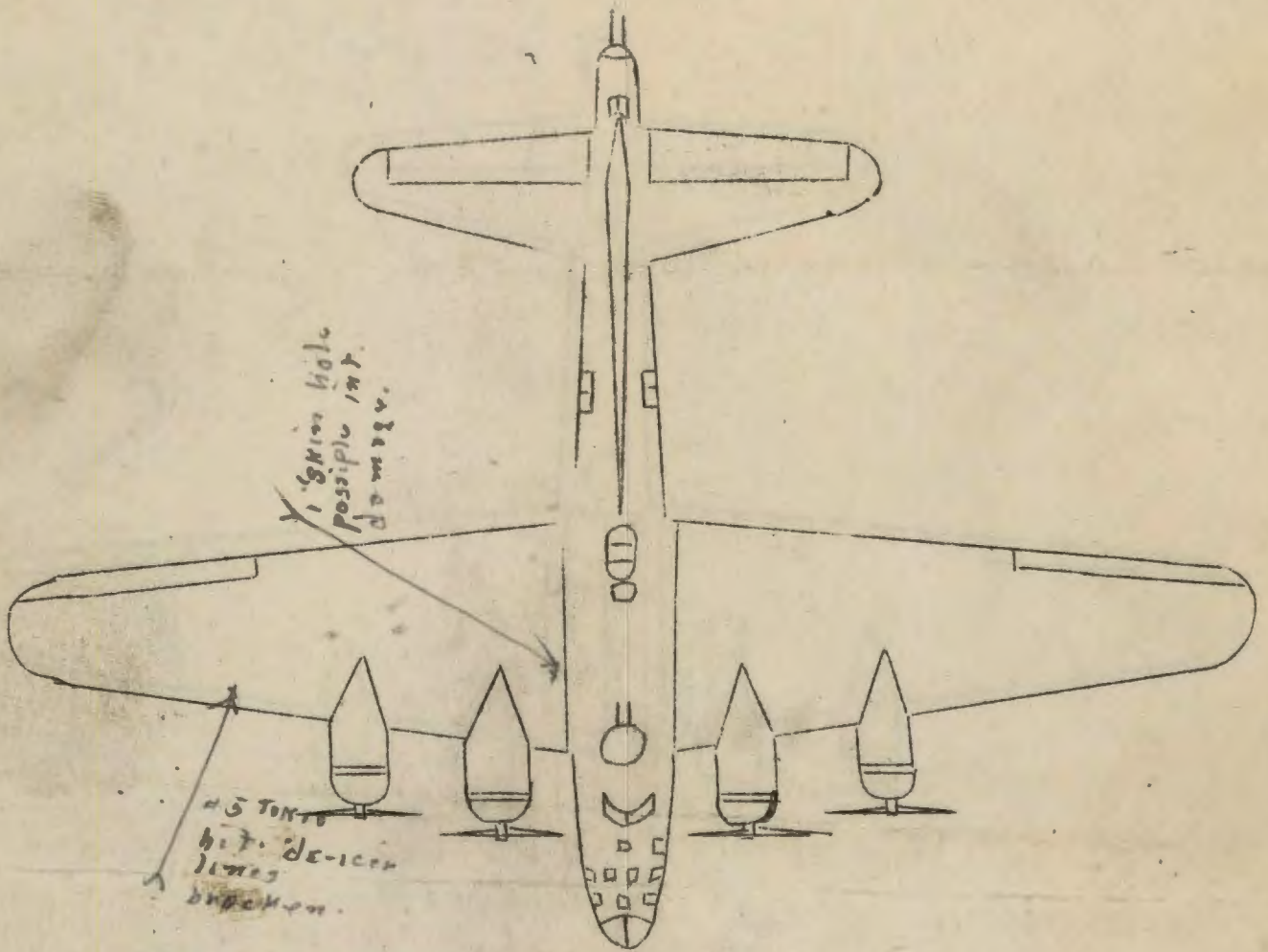
RIGHT SIDE

GIVE CREW POSITION OF ALL PERSONNEL INJURED, IF NONE INJURED, SO STATE

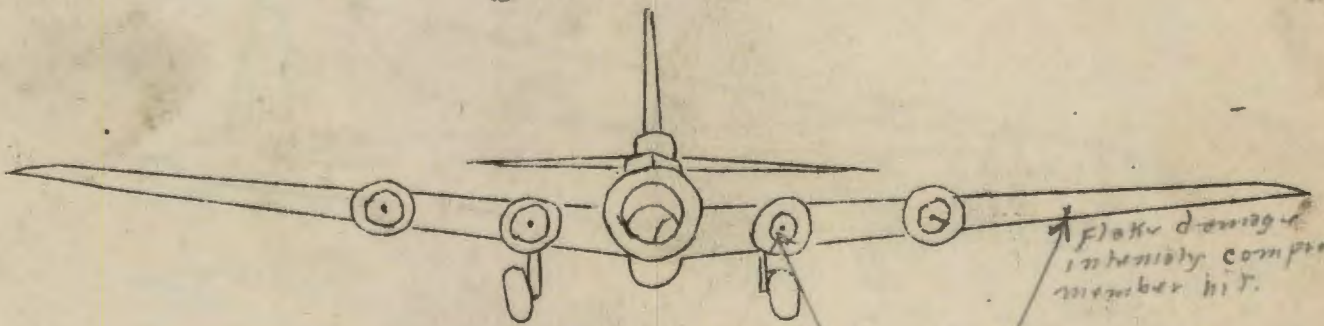
AIRPLANE NO. 42-97344

SQDN. 613

DATE 20 July -44



TOP VIEW

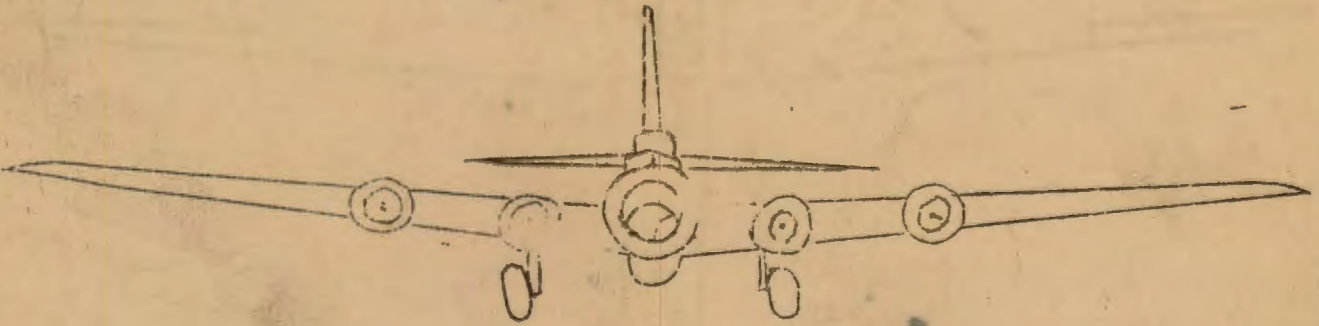
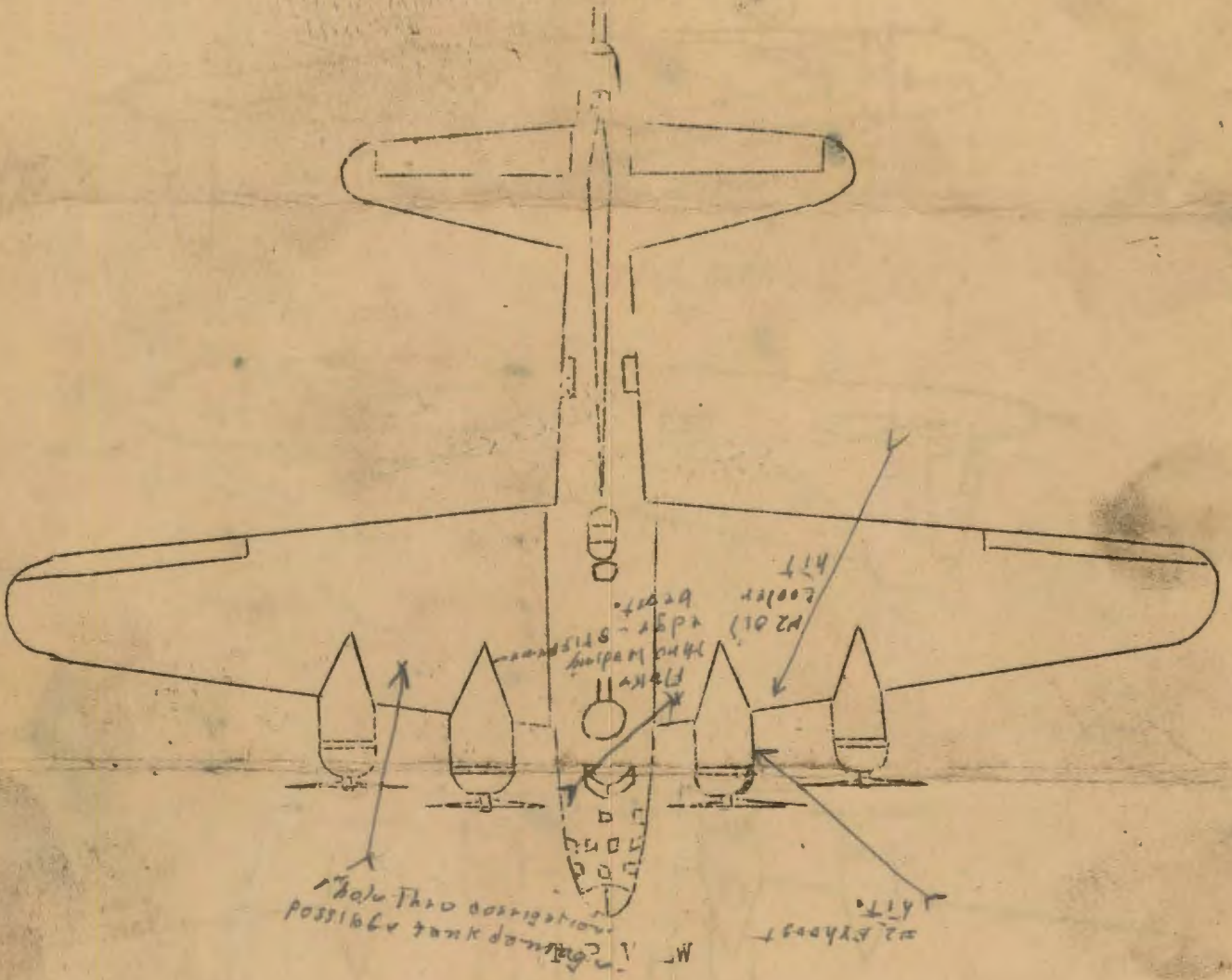


FRONT VIEW

AIRPLANE NO. 009

SQDN. 413

DATE _____

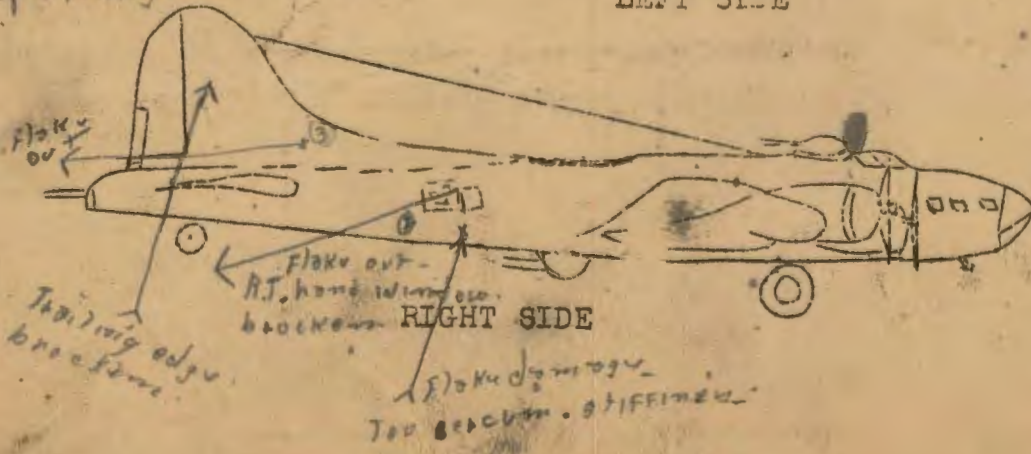
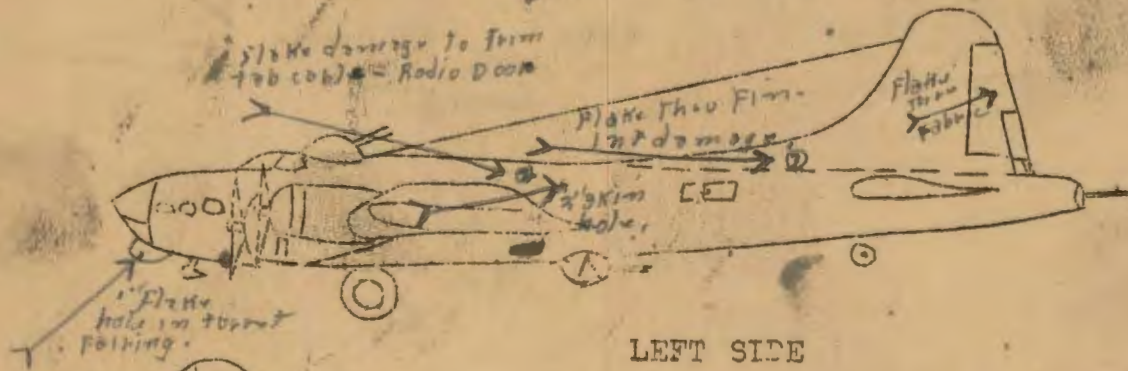
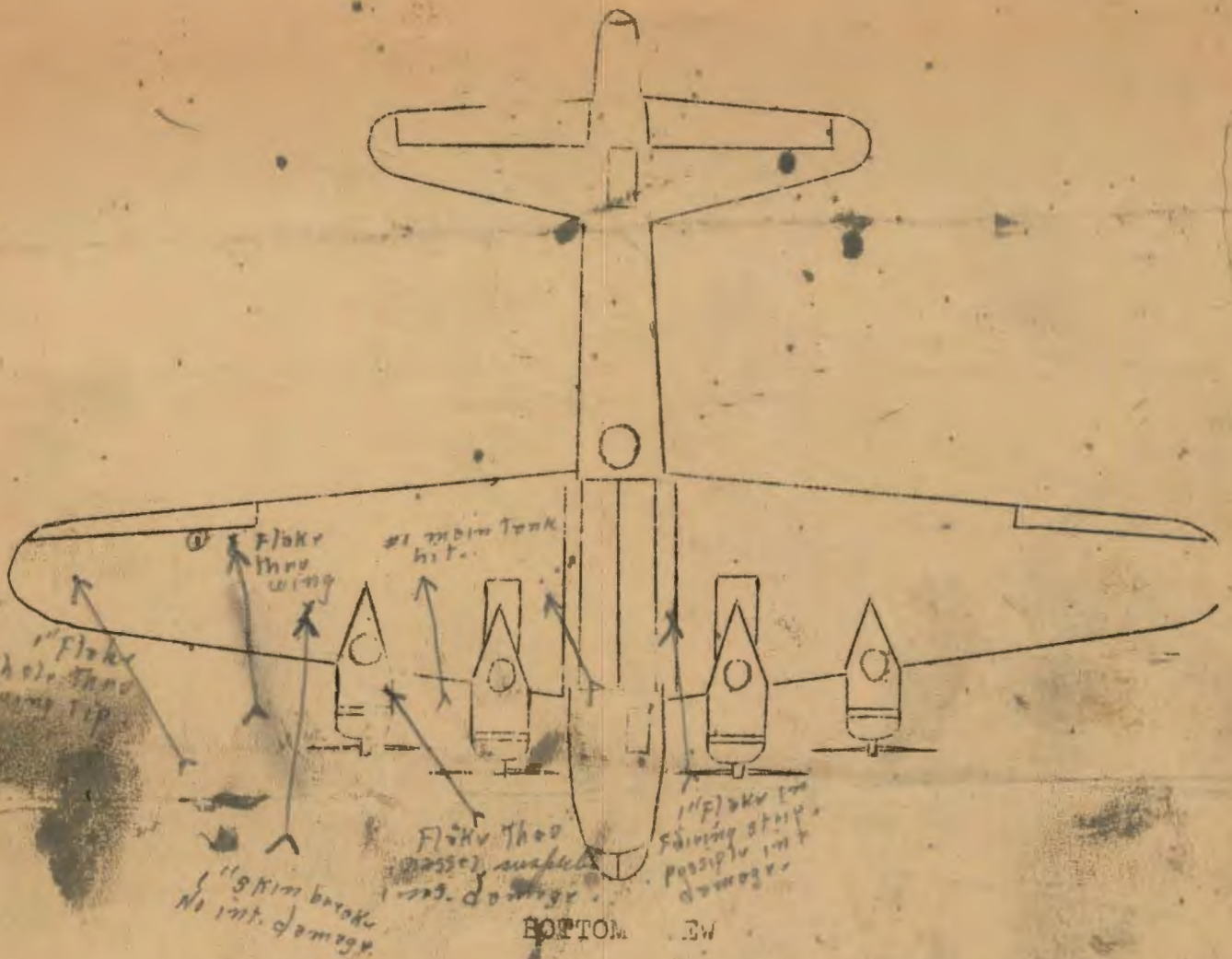


FRONT VIEW

AIRPLANE NO 47-107-009-

D N 612-

DATE 20 July 44

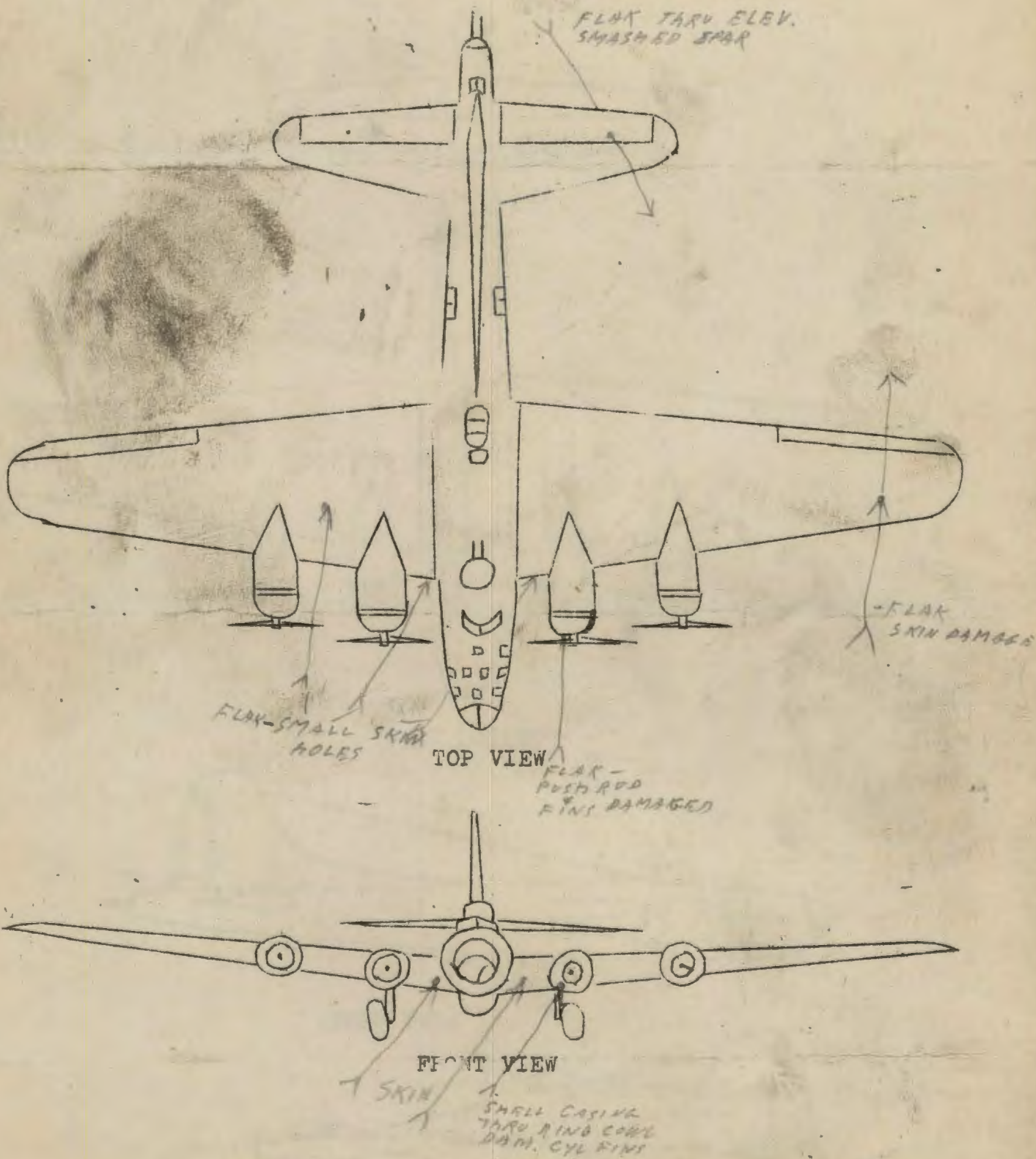


GIVE CREW POSITION OF ALL PERSON. IF INJURED, IF NONE INJURED, SO STATE

AIRPLANE NO. 42-97931

SQDN. 617

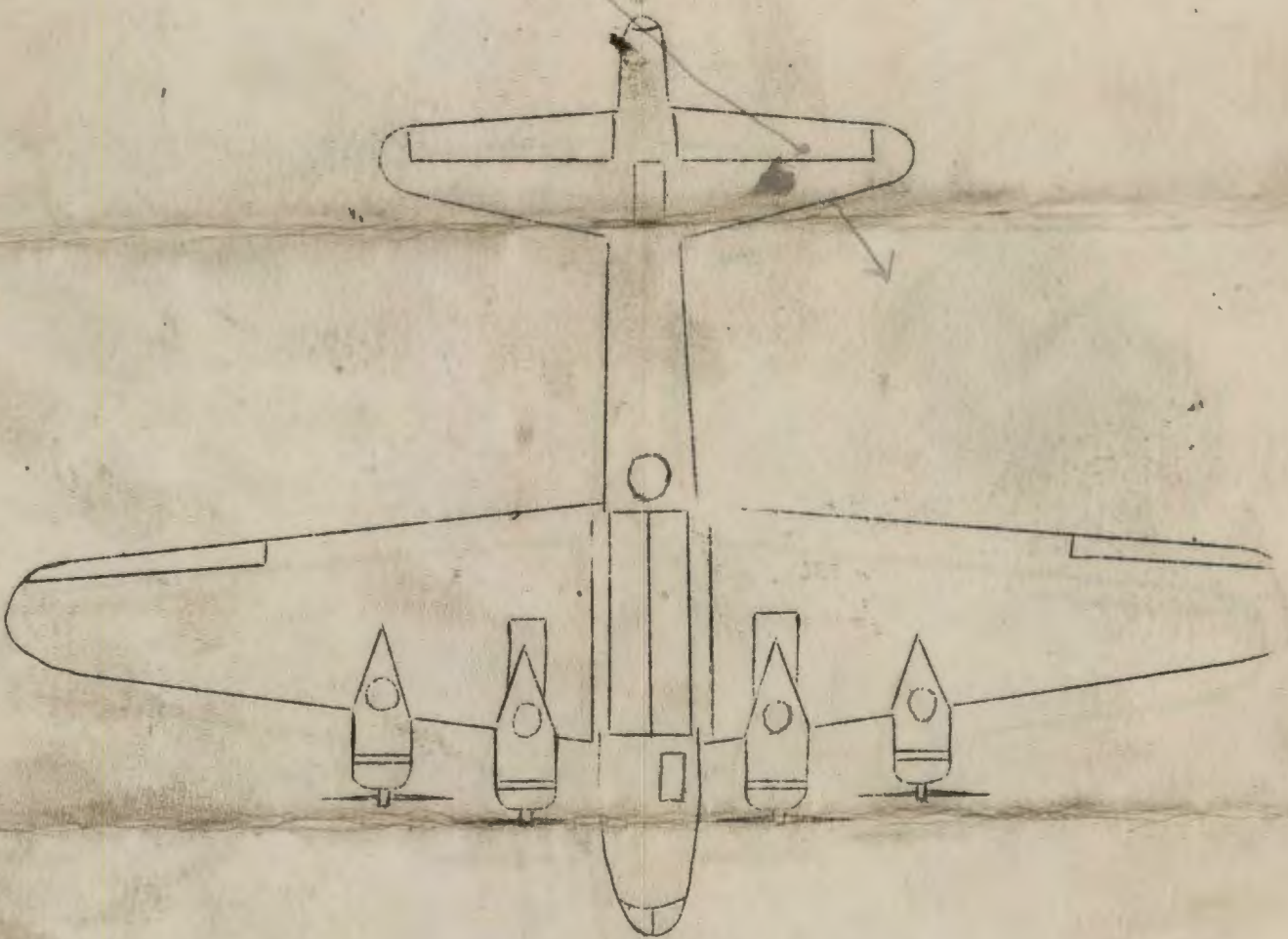
DATE 20 JULY 44



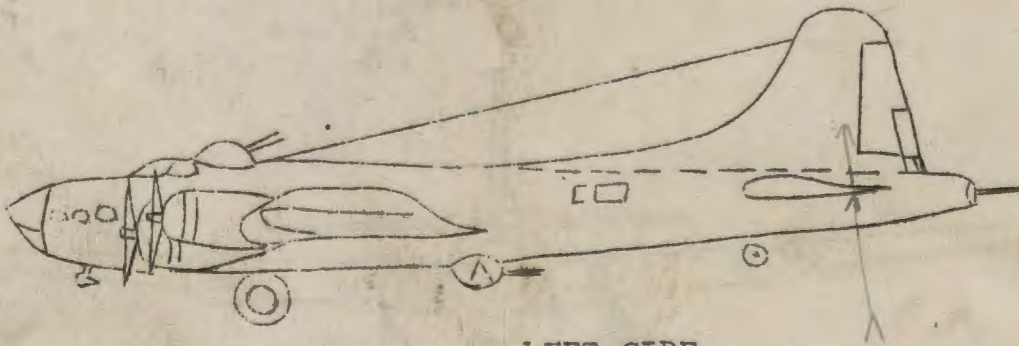
AIRPLANE NO. 42-97931

BQDN 613

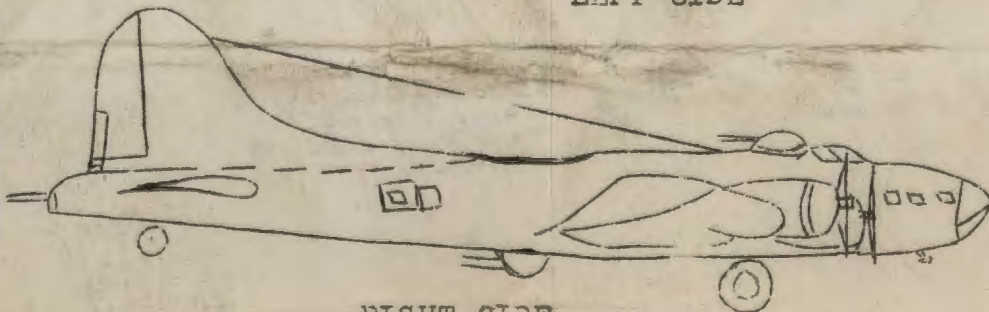
DATE 20 JULY 44



BOTTOM VIEW



LEFT SIDE



RIGHT SIDE

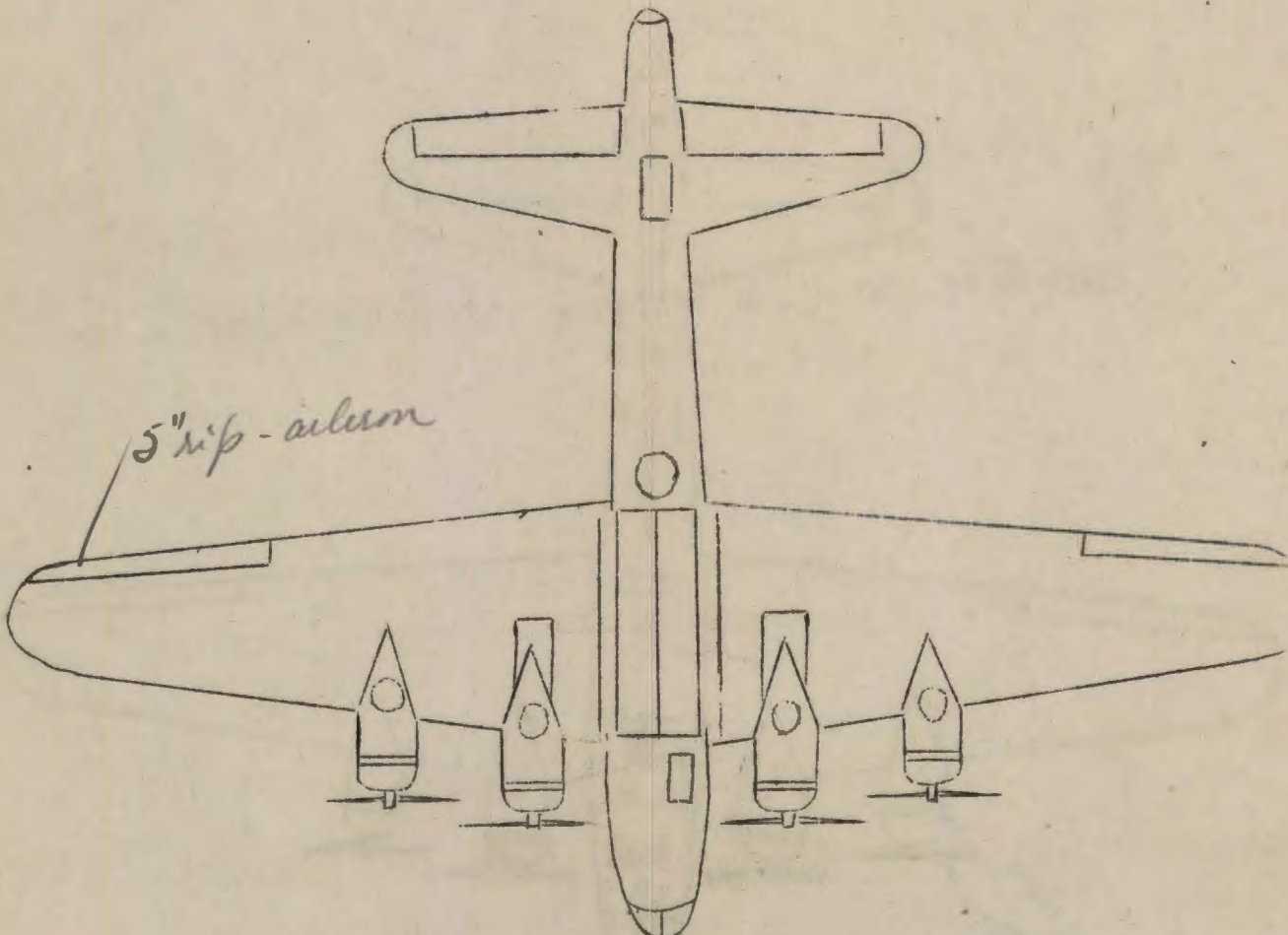
NO INJURIES

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

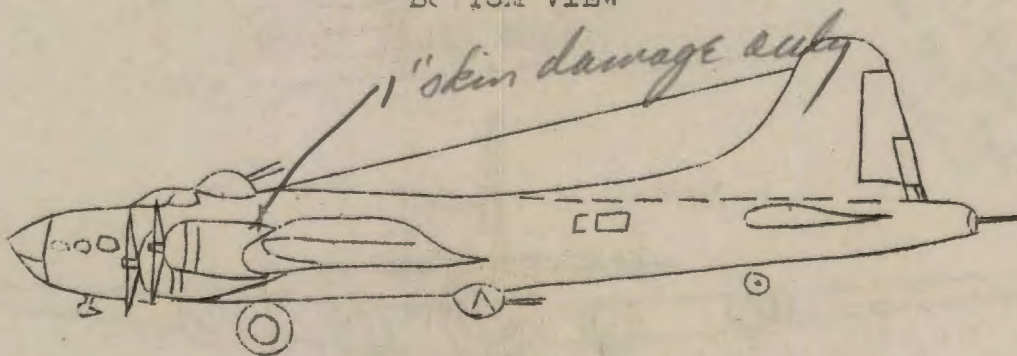
AIRPLANE NO. 863

BQDN 614th

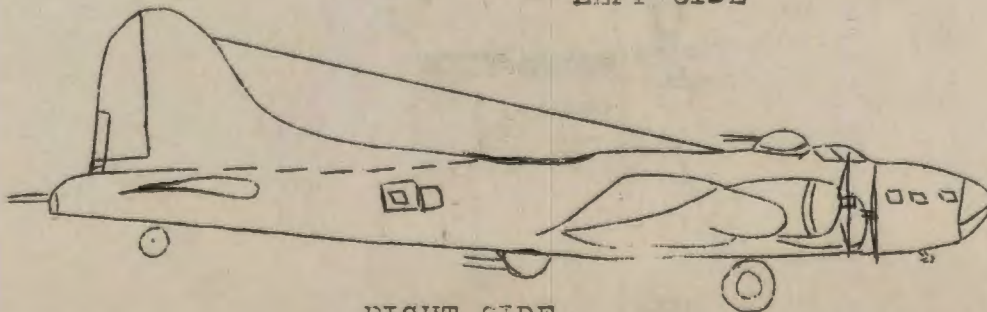
DATE 7/20/44



TOP VIEW



LEFT SIDE



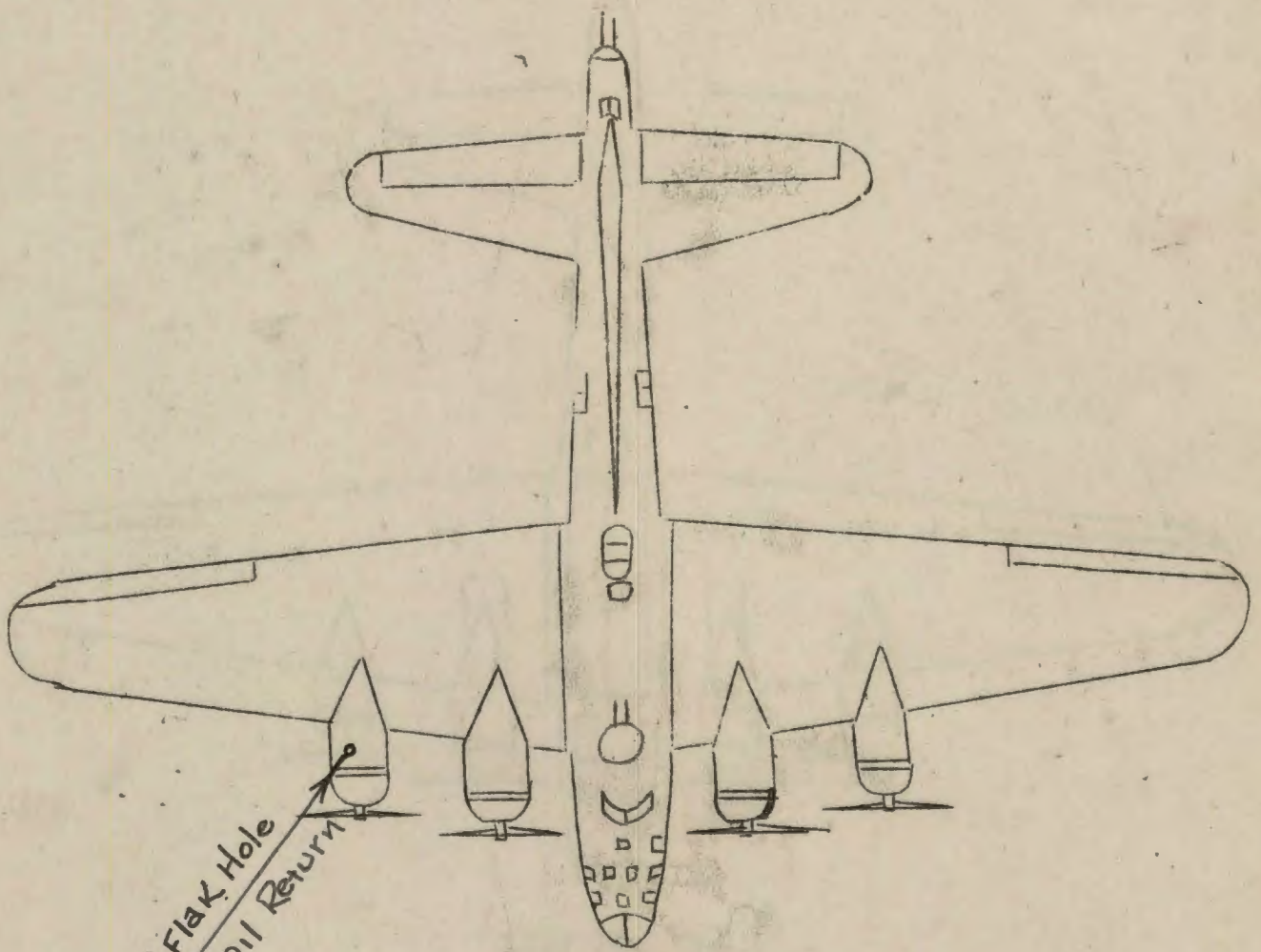
RIGHT SIDE

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NOT INJURED, SO STATE

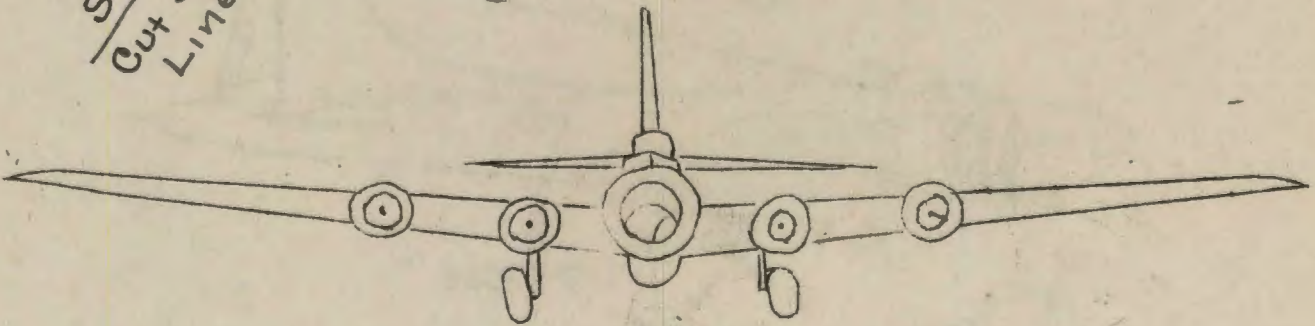
AIRPLANE NO. _____

SQDN. _____

DATE _____



TOP VIEW

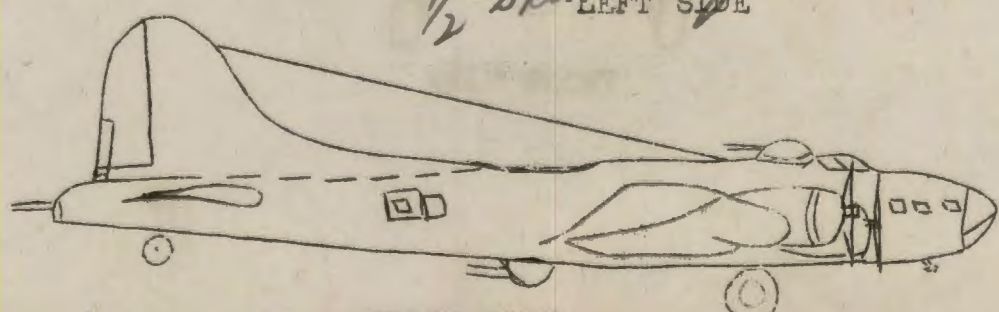
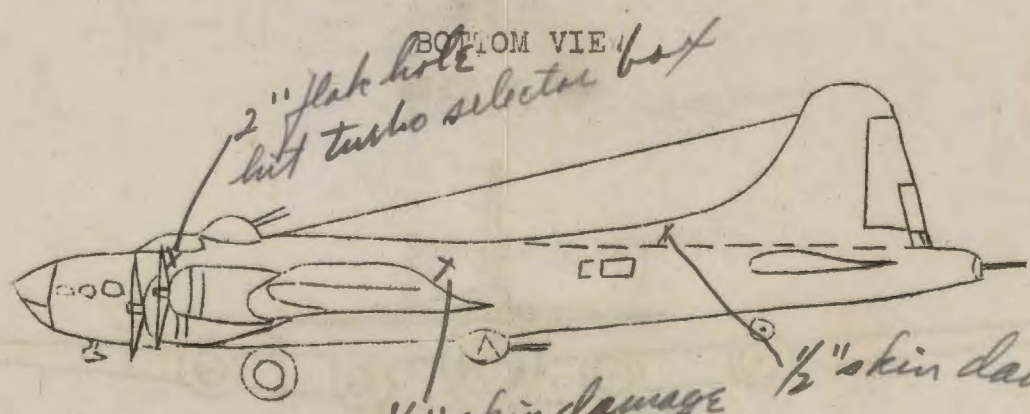
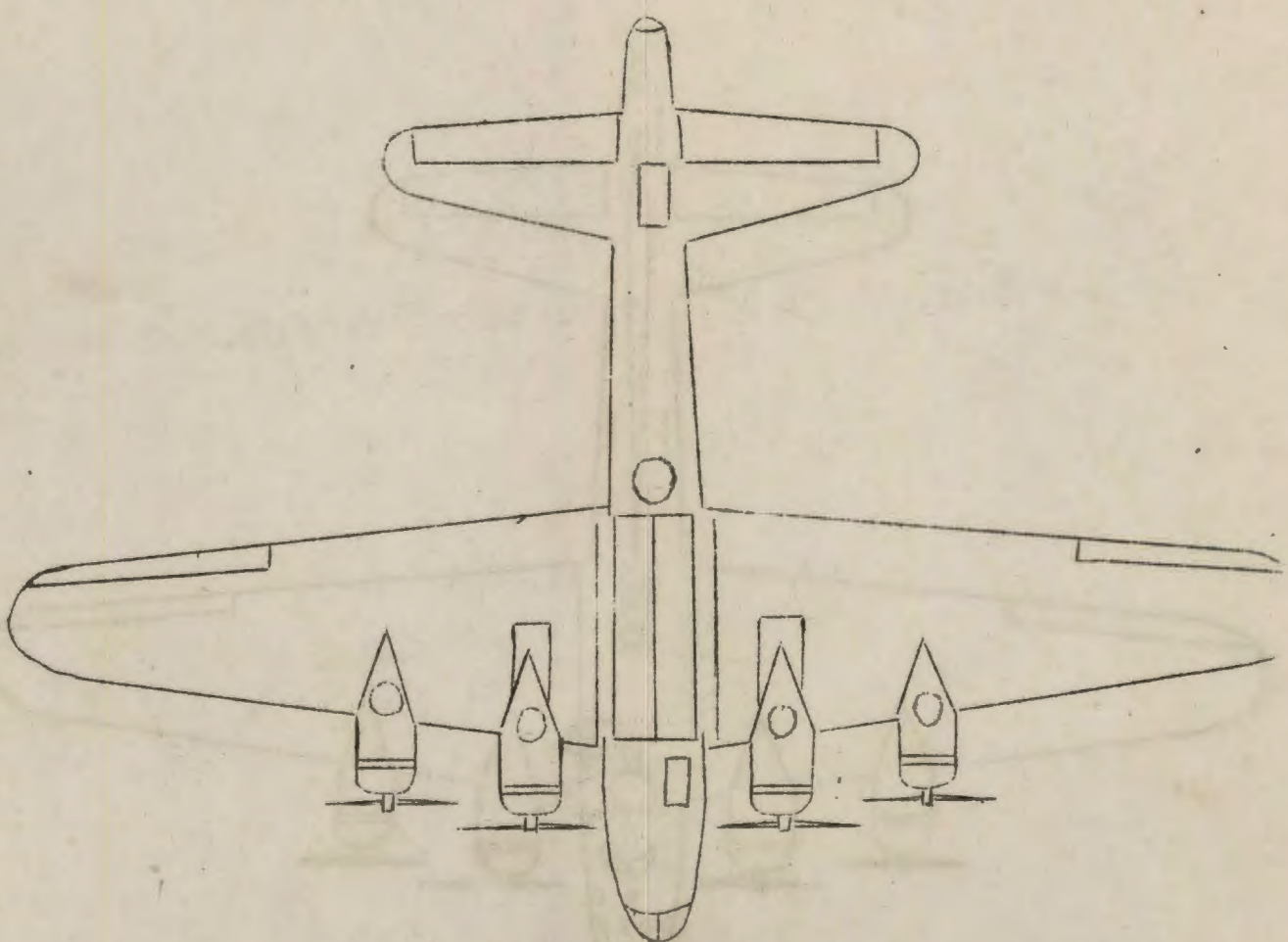


FRONT VIEW

AIRPLANE NO. 780

BQDN 614

DATE 7/20/47



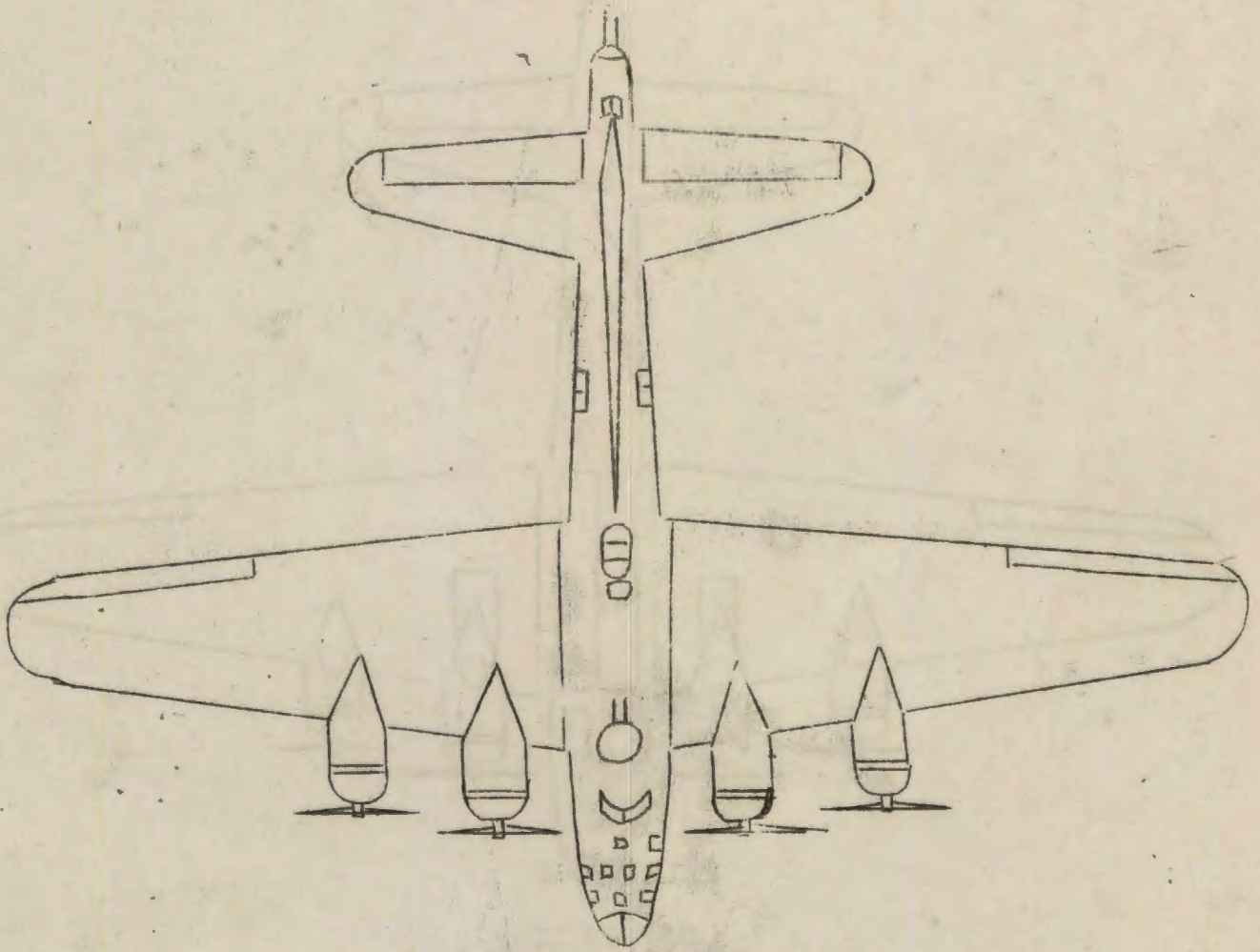
RIGHT SIDE

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

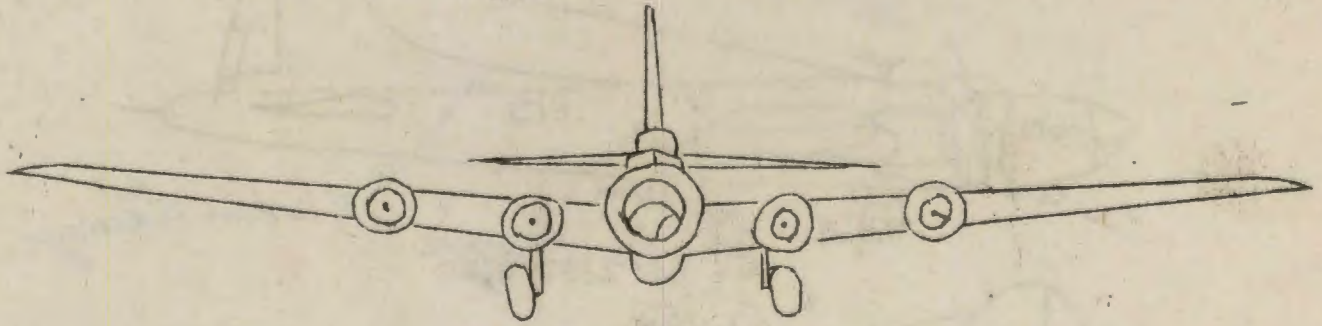
AIRPLANE NO. _____

SQDN. . . _____

DATE _____



TOP VIEW

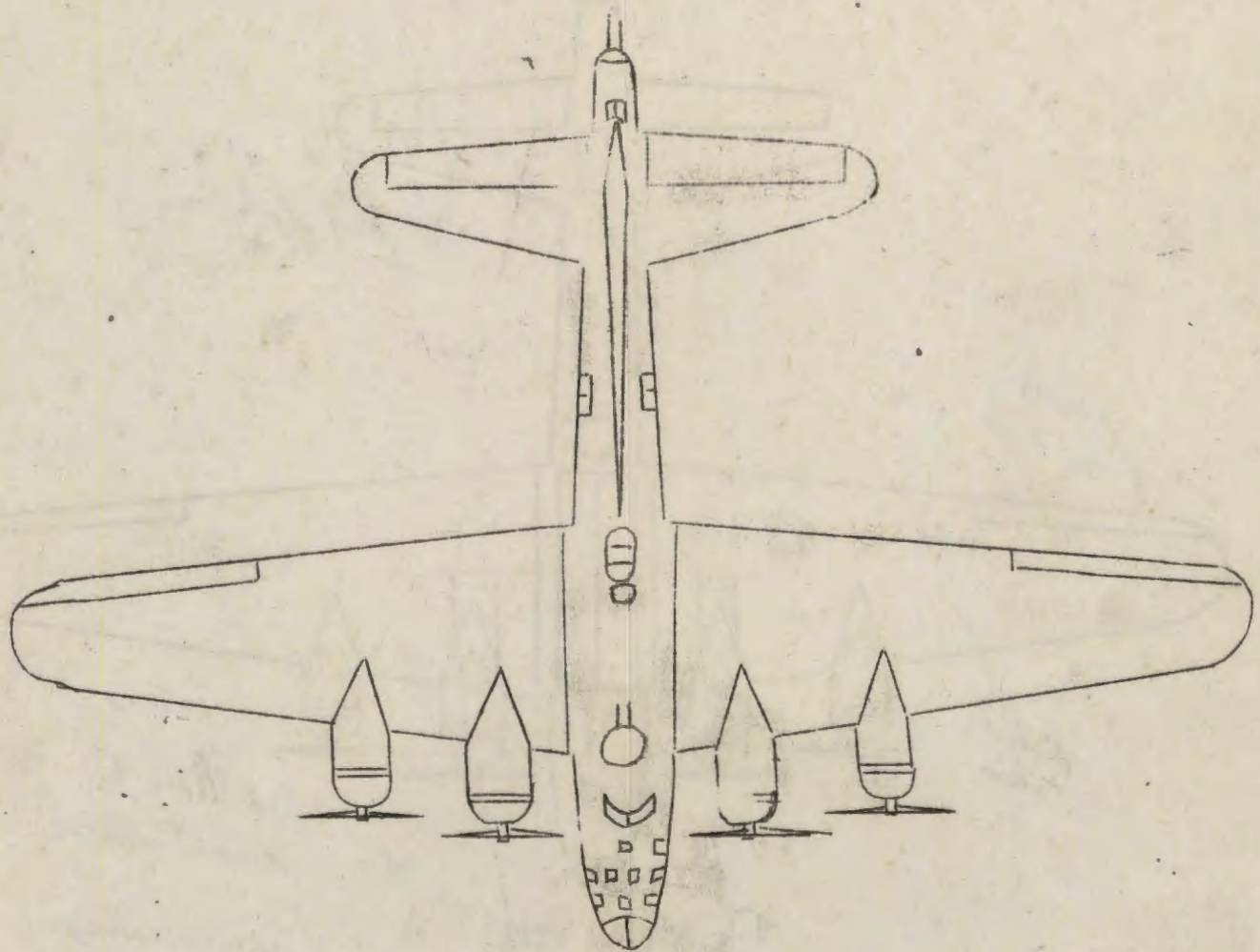


FRONT VIEW

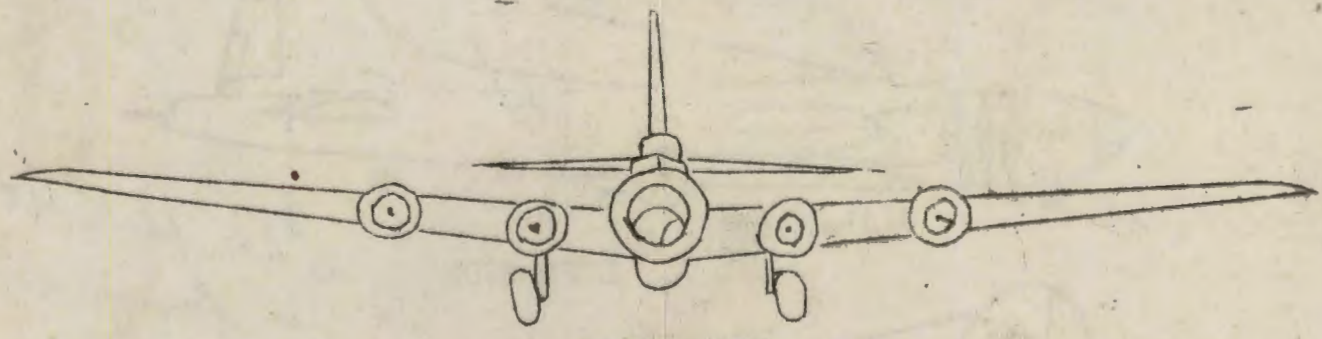
AIRPLANE NO. _____

SQDN. . . _____

DATE _____



TOP VIEW

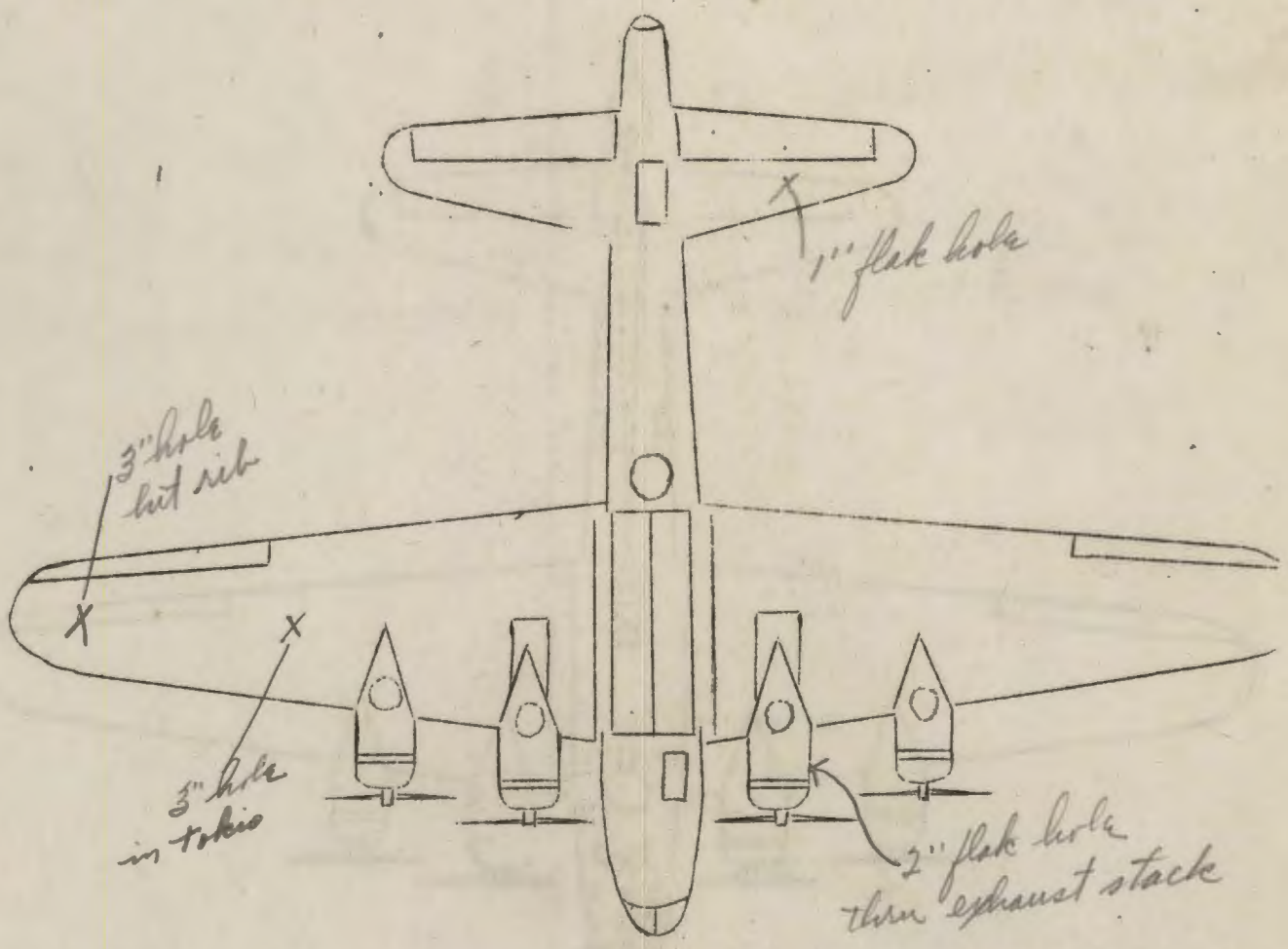


FRONT VIEW

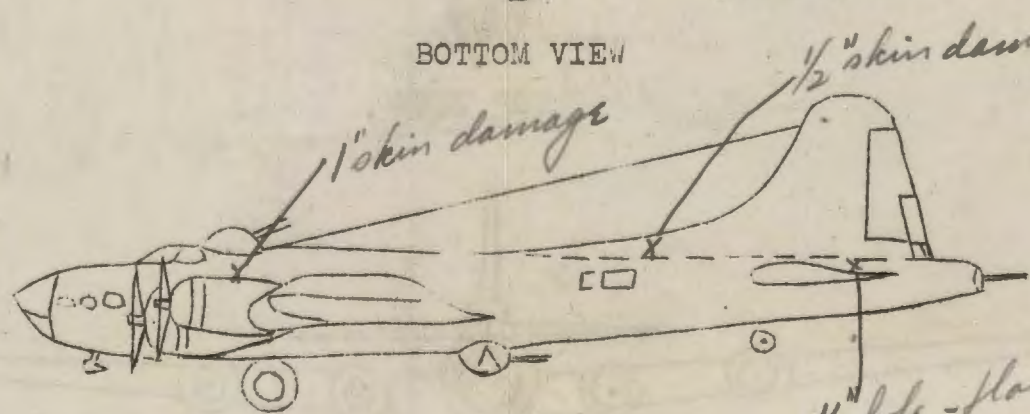
AIRPLANE NO. 869

BQDN 614th

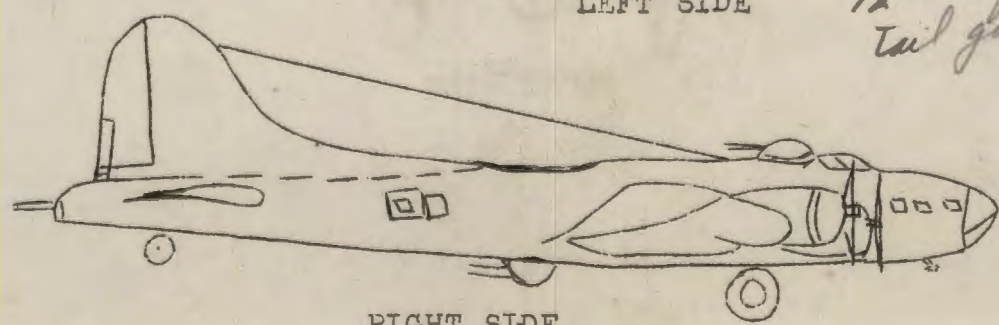
DATE 7/20/44



BOTTOM VIEW



LEFT SIDE



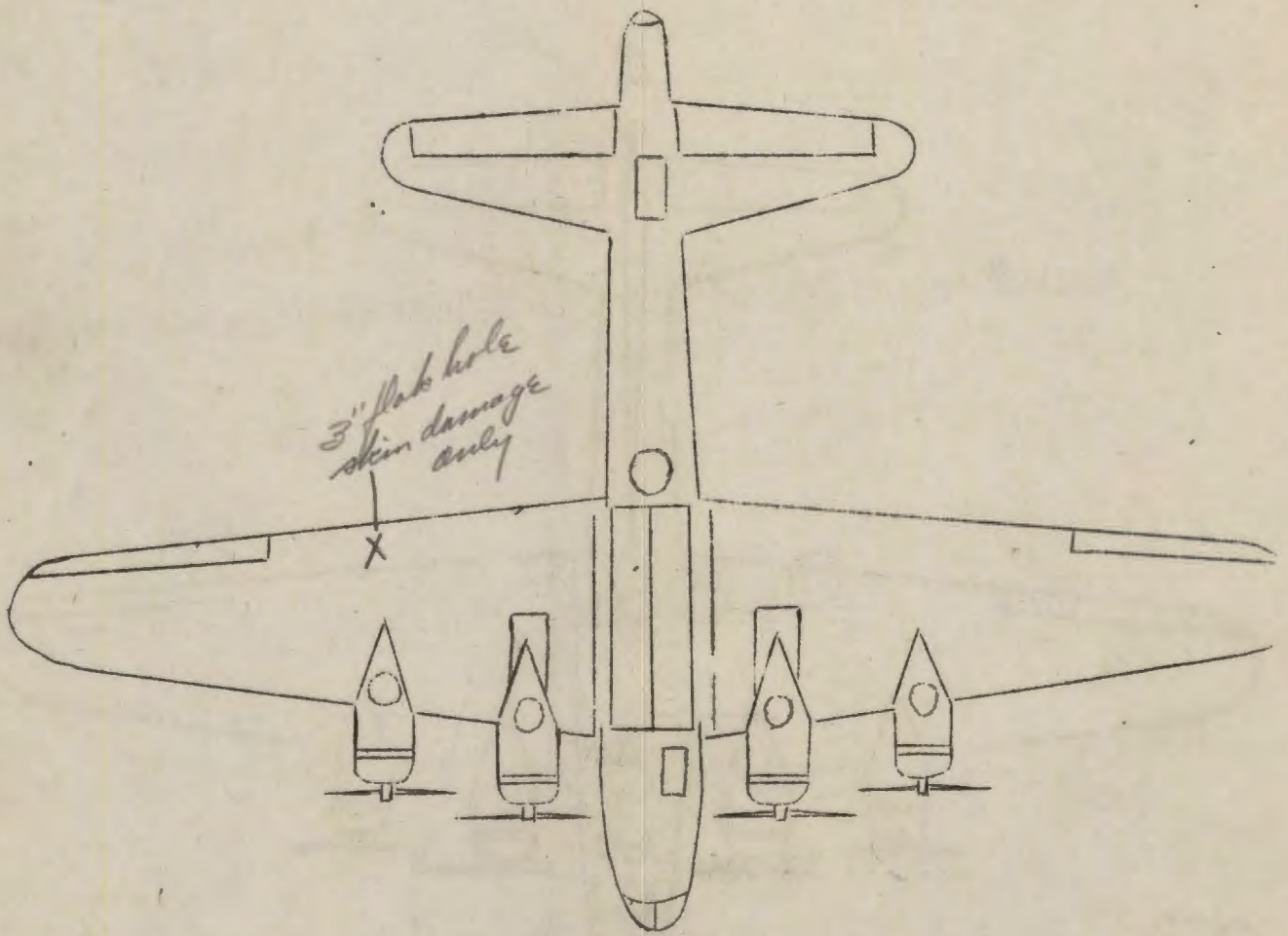
RIGHT SIDE

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

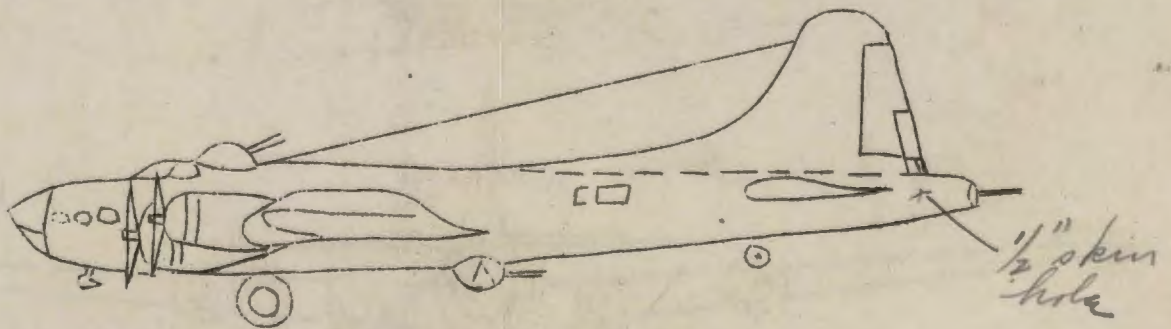
AIRPLANE NO. 659

BQDN 614

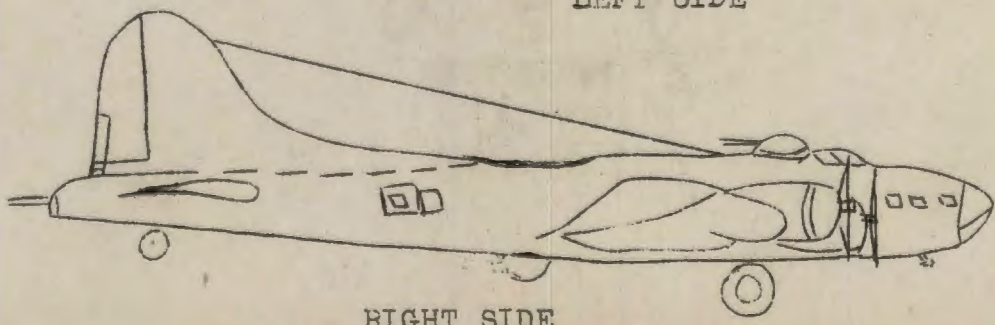
DATE 7/20/44



BOTTOM VIEW



LEFT SIDE



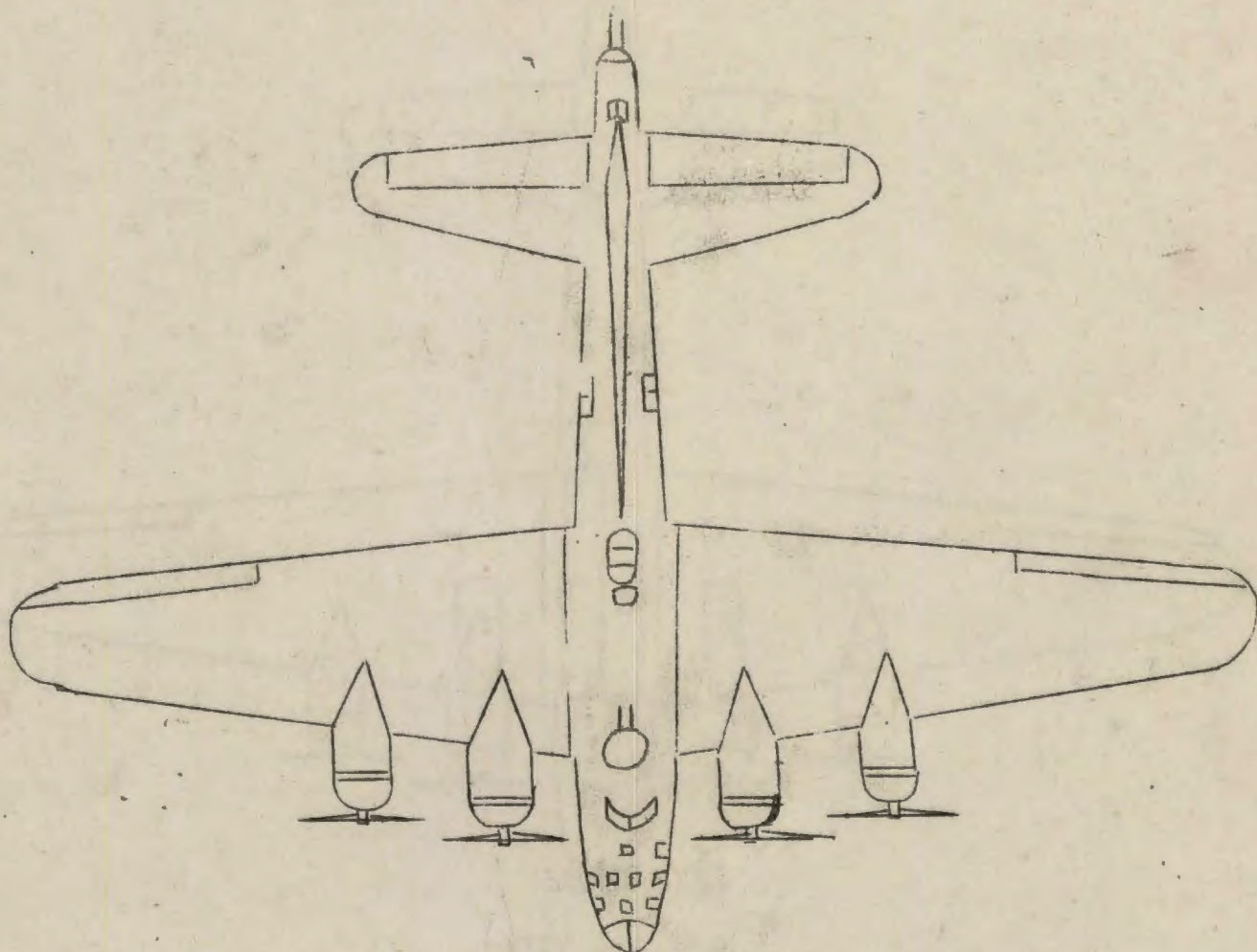
RIGHT SIDE

GIVE CREW POSITION OF ALL PERSONNEL INJURED, IF NONE INJURED, SO STATE

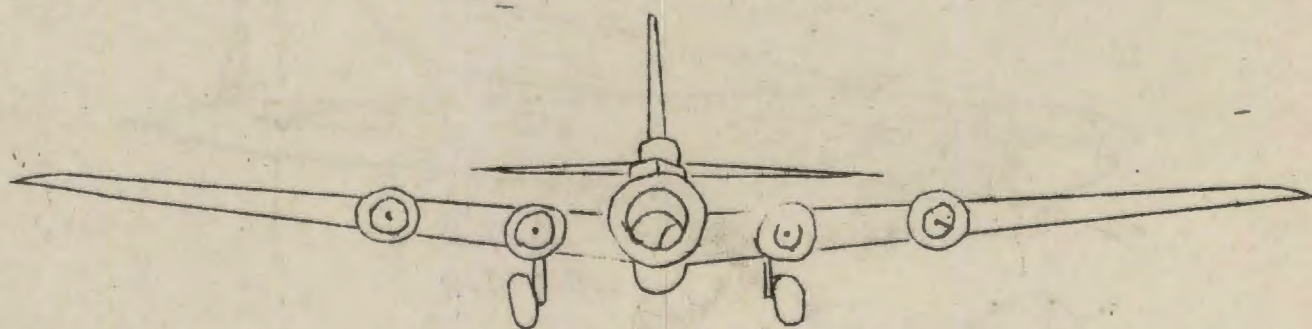
AIRPLANE NO. _____

SQDN. . . _____

DATE _____



TOP VIEW

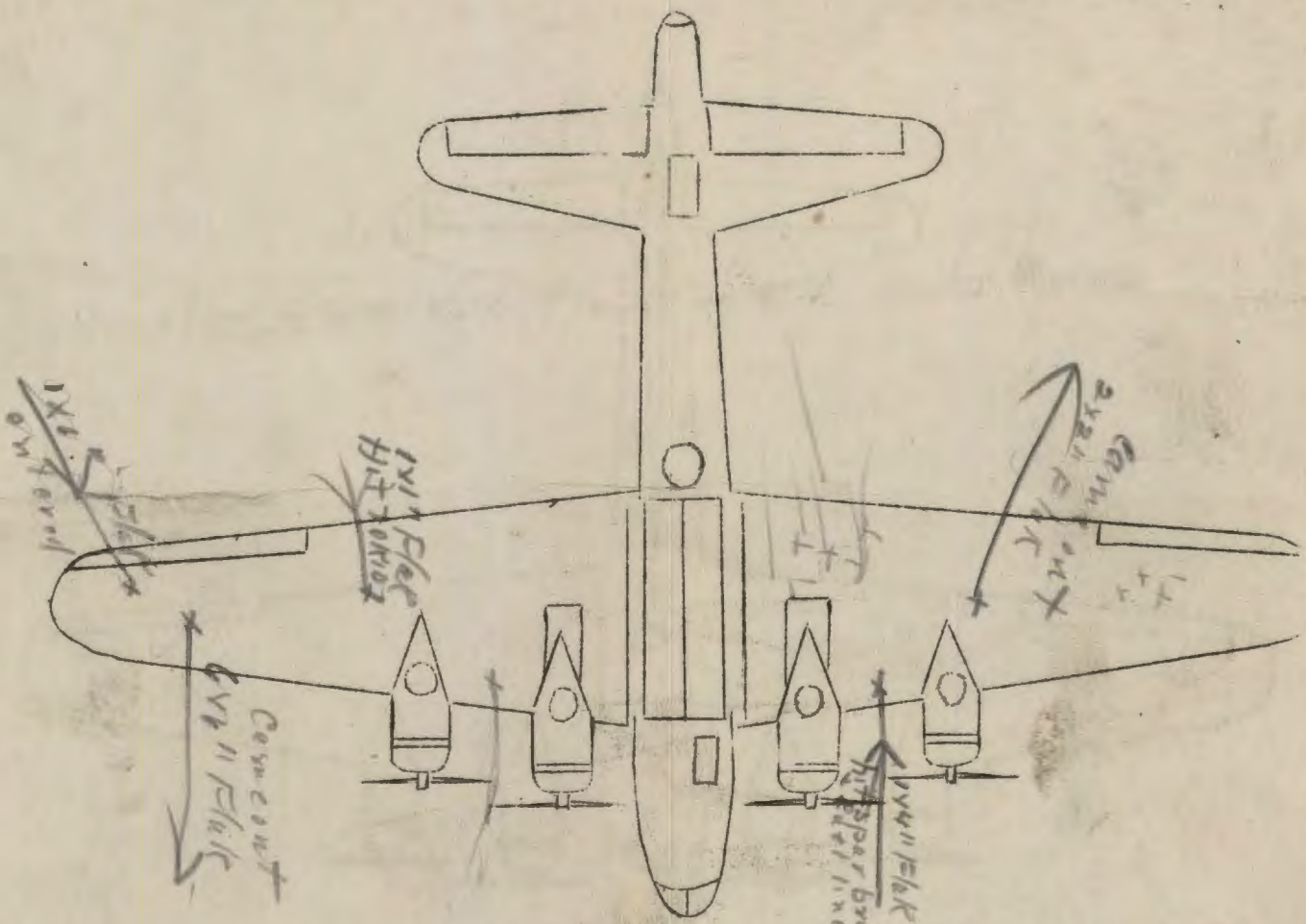


FRONT VIEW

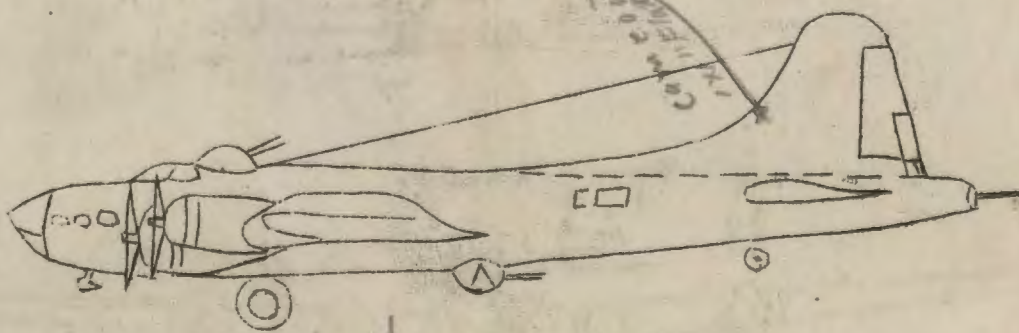
AIRPLANE NO. _____

BQDN _____

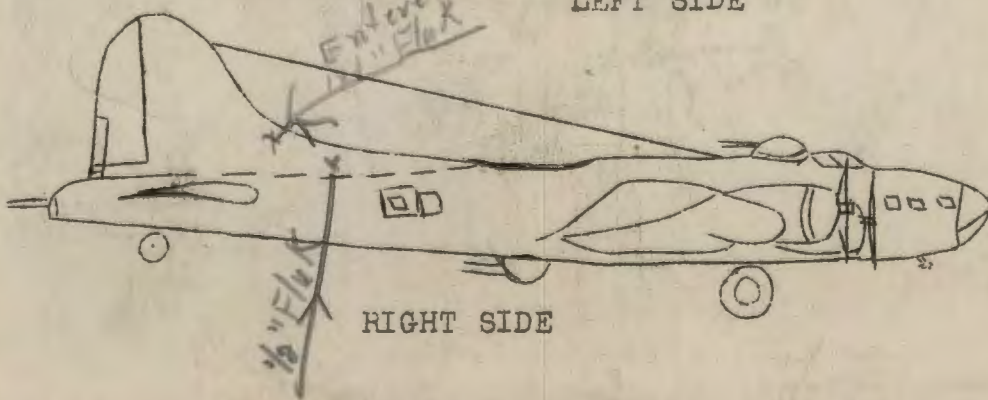
DATE _____



BOTTOM VIEW



LEFT SIDE



RIGHT SIDE

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

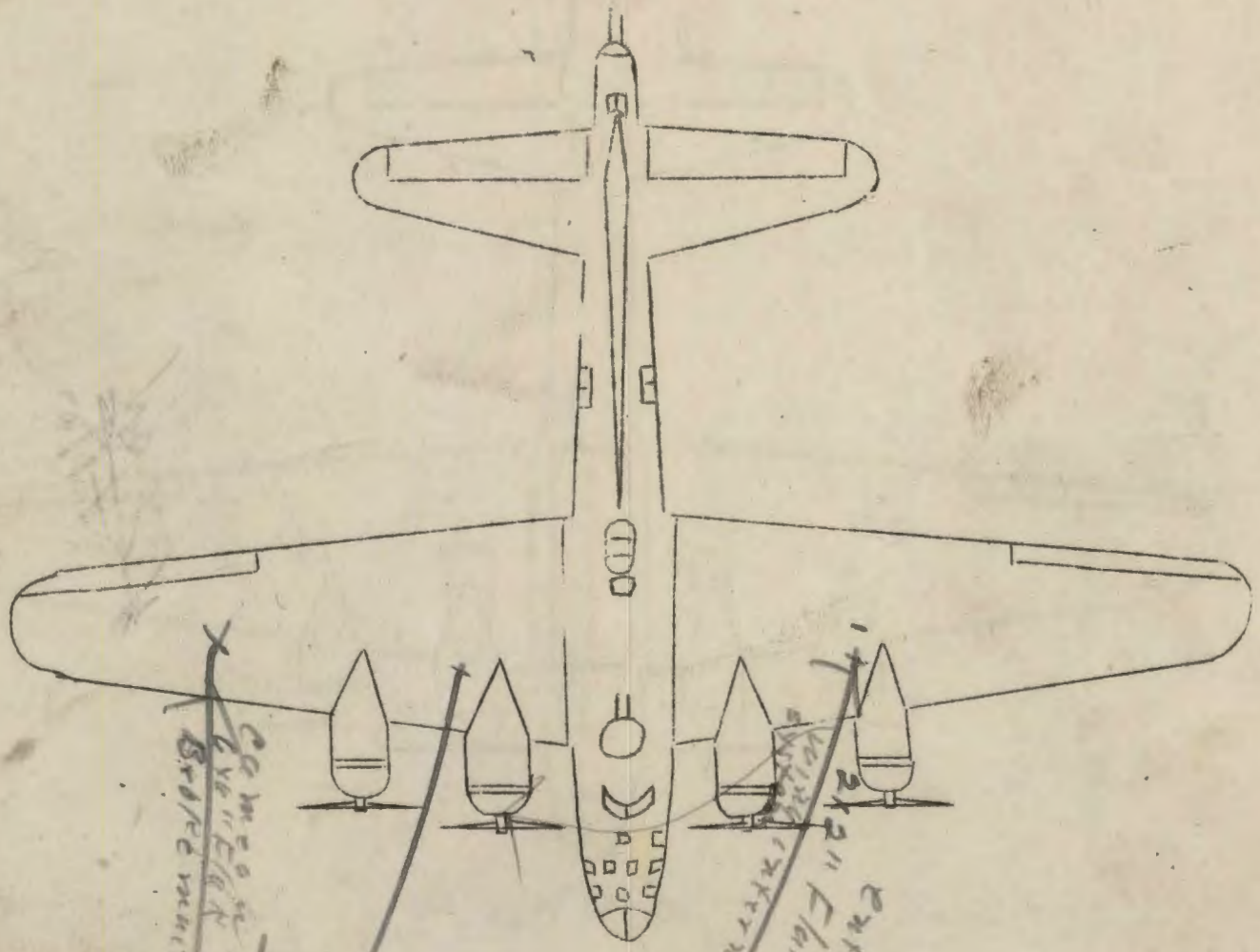
None

Sub-Depot

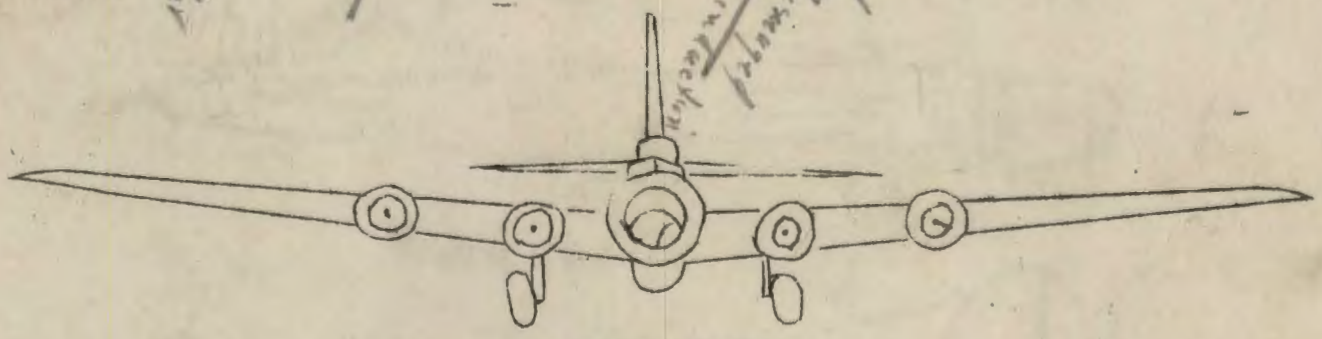
AIRPLANE NO. 43-37859

SQDN. 615th

DATE 20-7-44



TOP VIEW



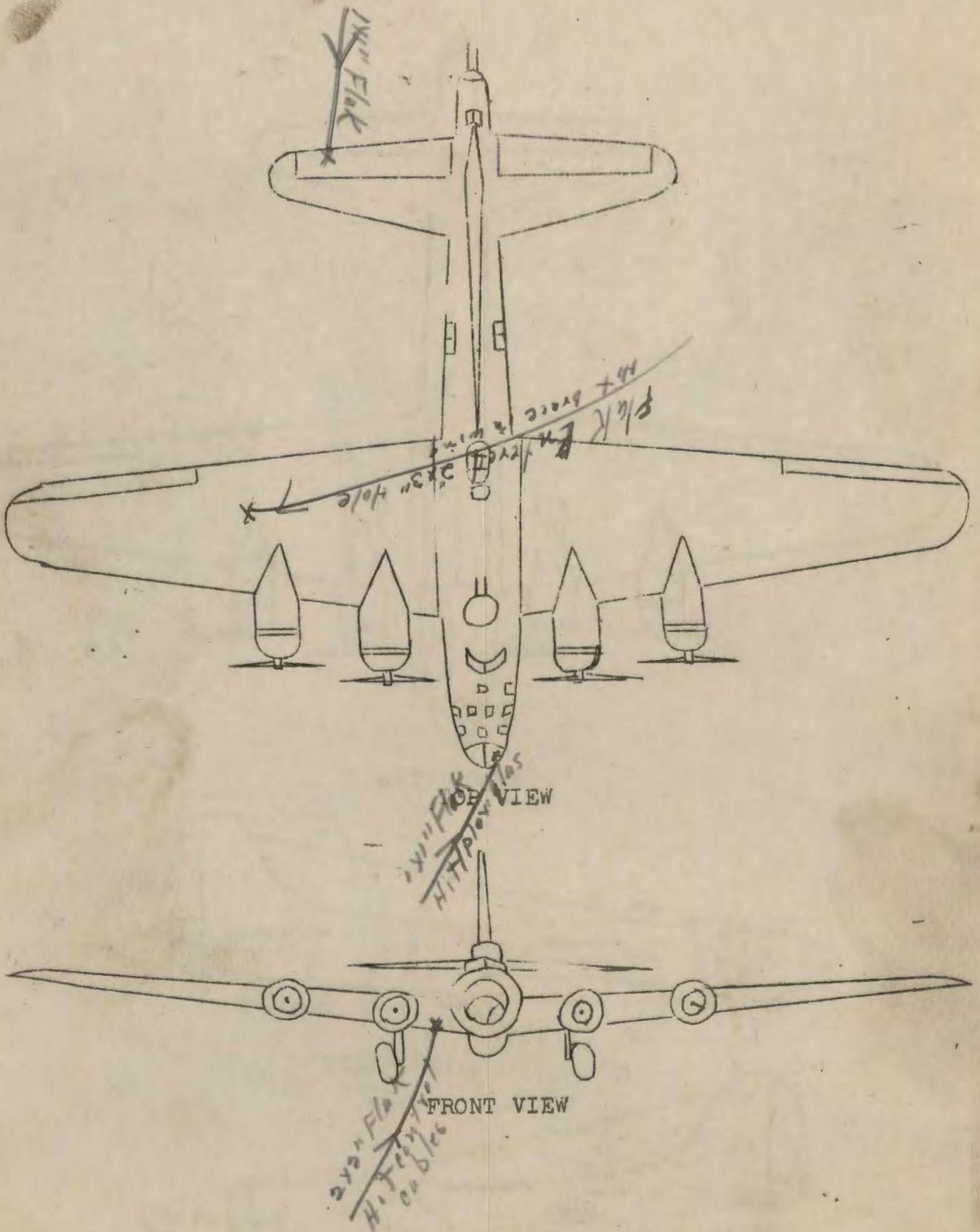
FRONT VIEW

Sub-Depot

AIRPLANE NO. 42-102674

SQDN. 615

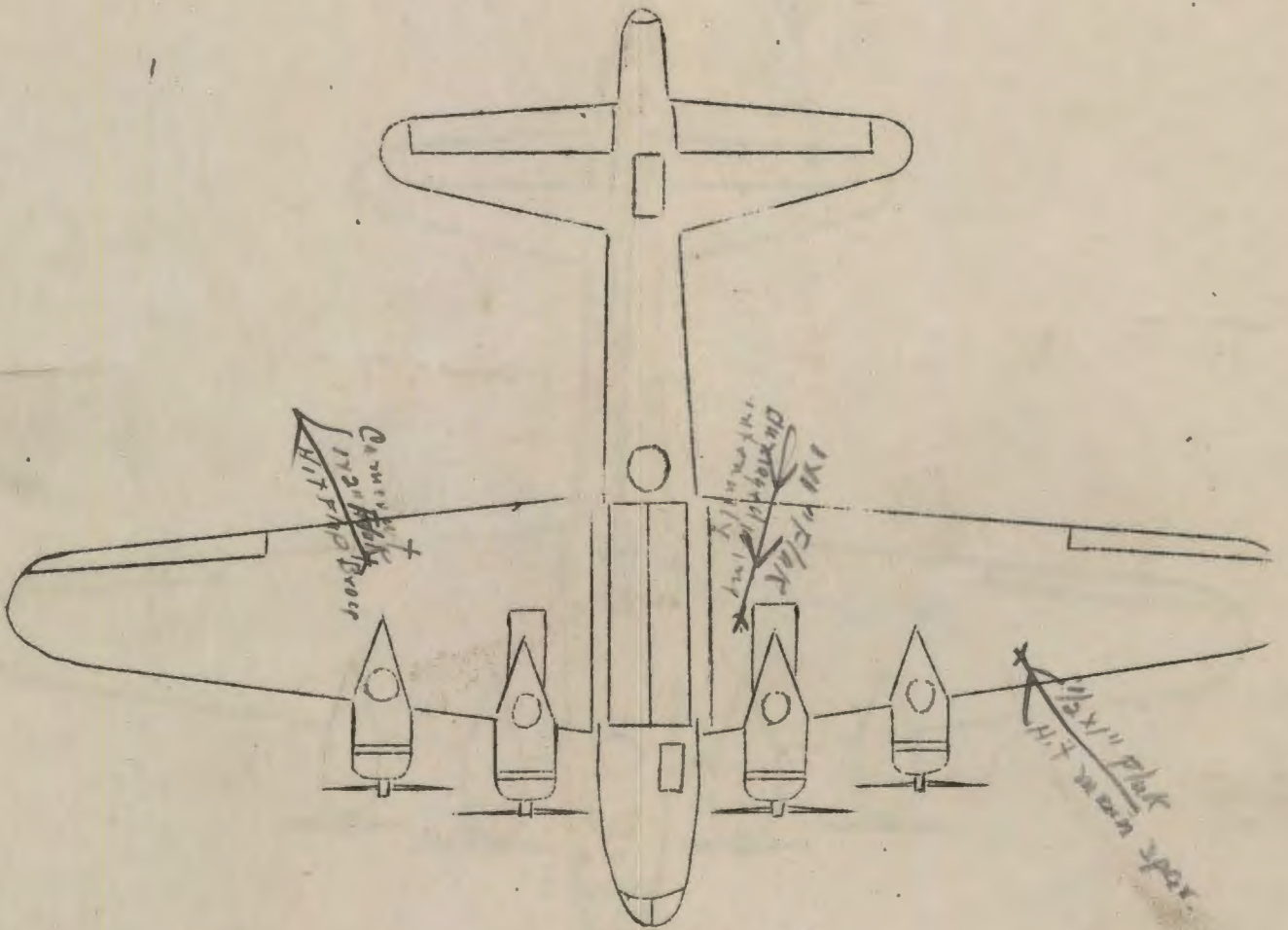
DATE 20-7-49



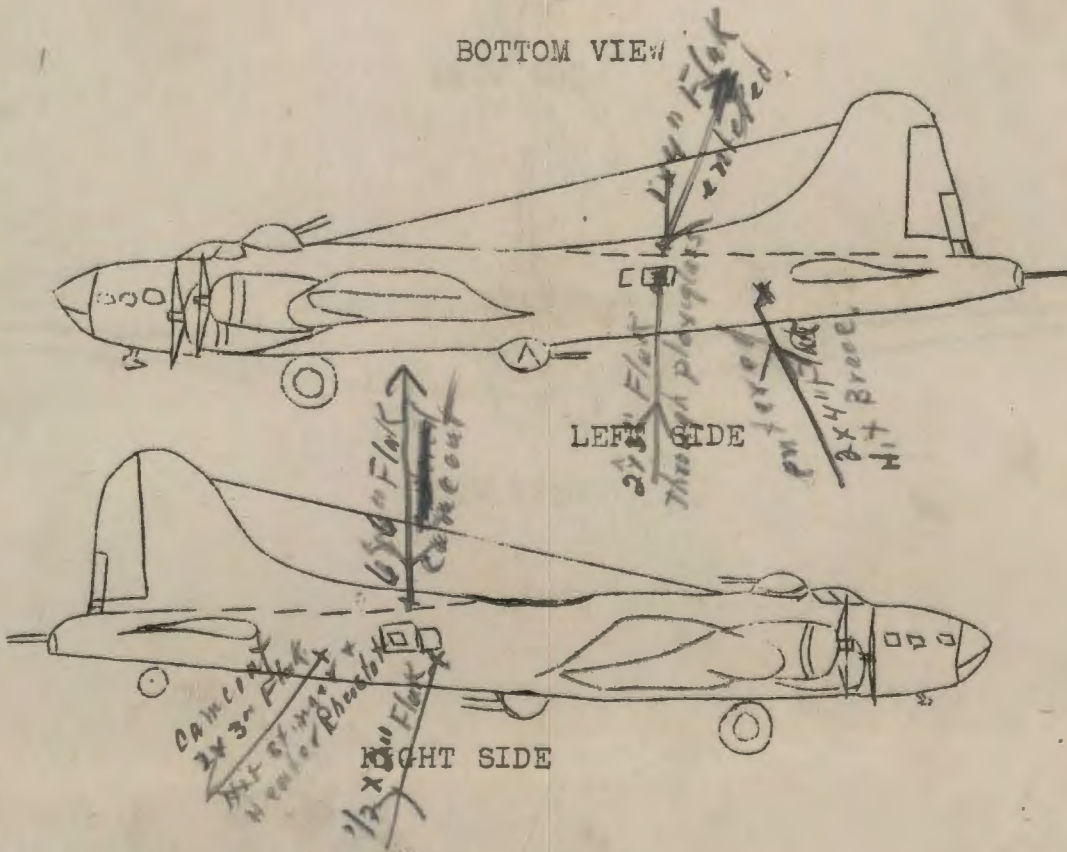
AIRPLANE NO. _____

BQDN _____

DATE _____



BOTTOM VIEW



LEFT SIDE

RIGHT SIDE

None

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

Sub-Depot

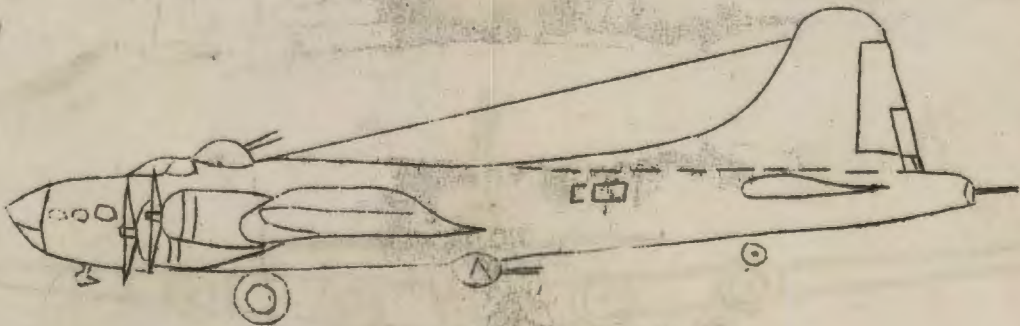
AIRPLANE NO. 42-107098

SQDN 615-42

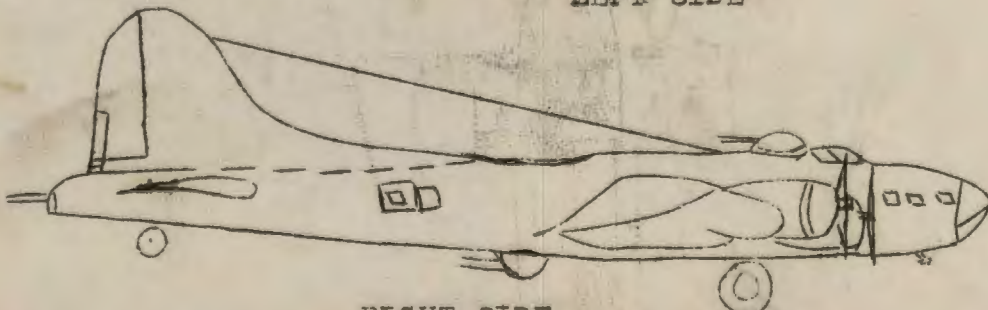
DATE 20-7-44



BOTTOM VIEW



LEFT SIDE



RIGHT SIDE

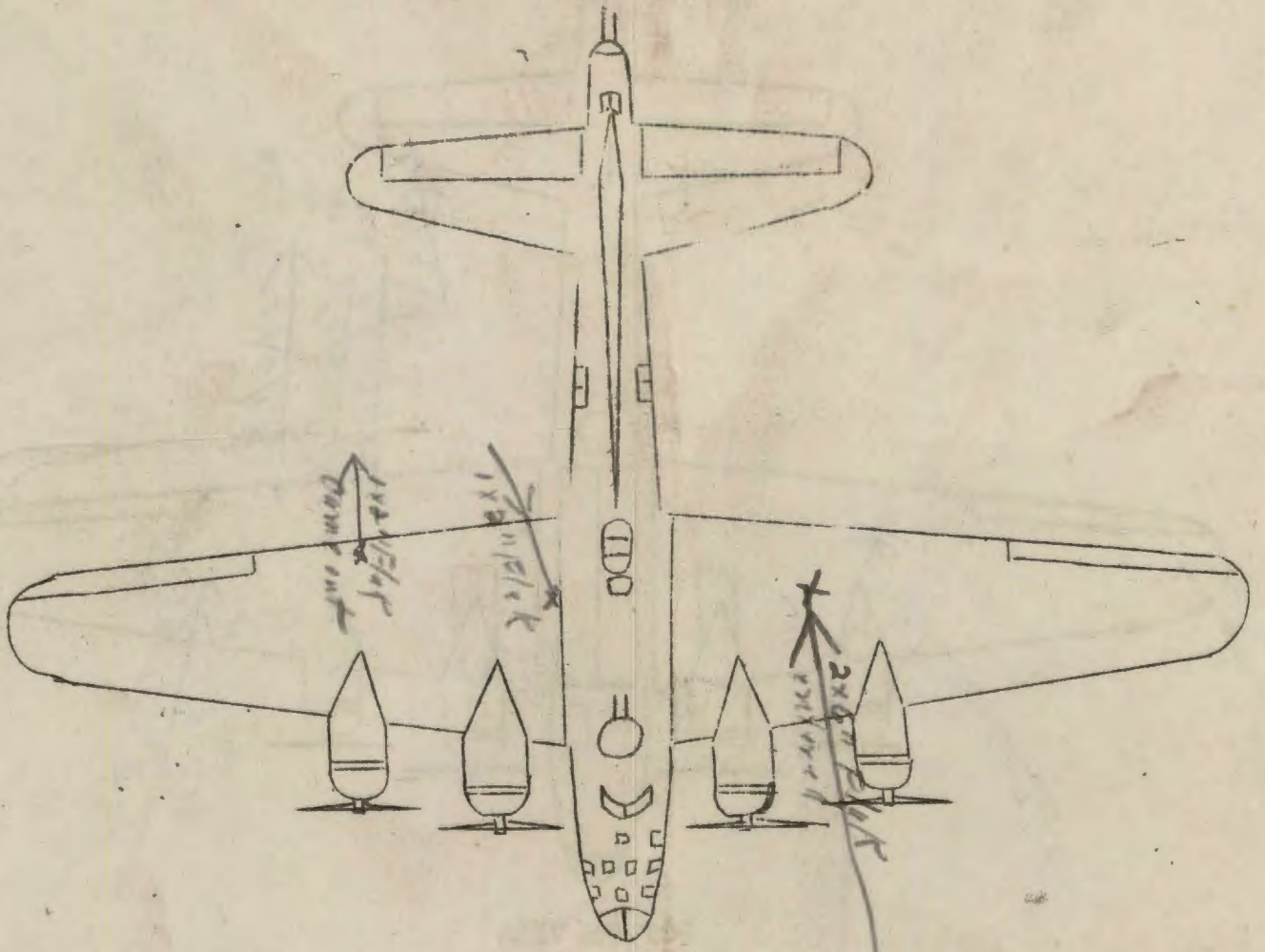
None

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

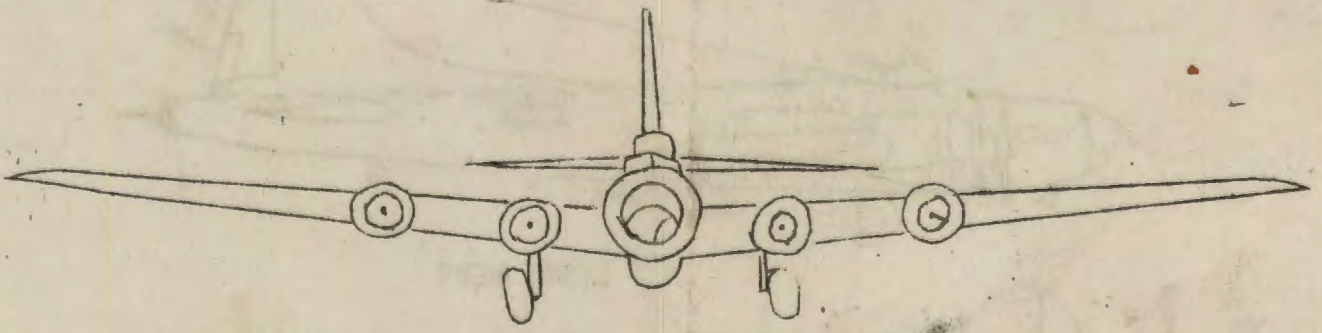
AIRPLANE NO. _____

SQDN. . _____

DATE _____



TOP VIEW

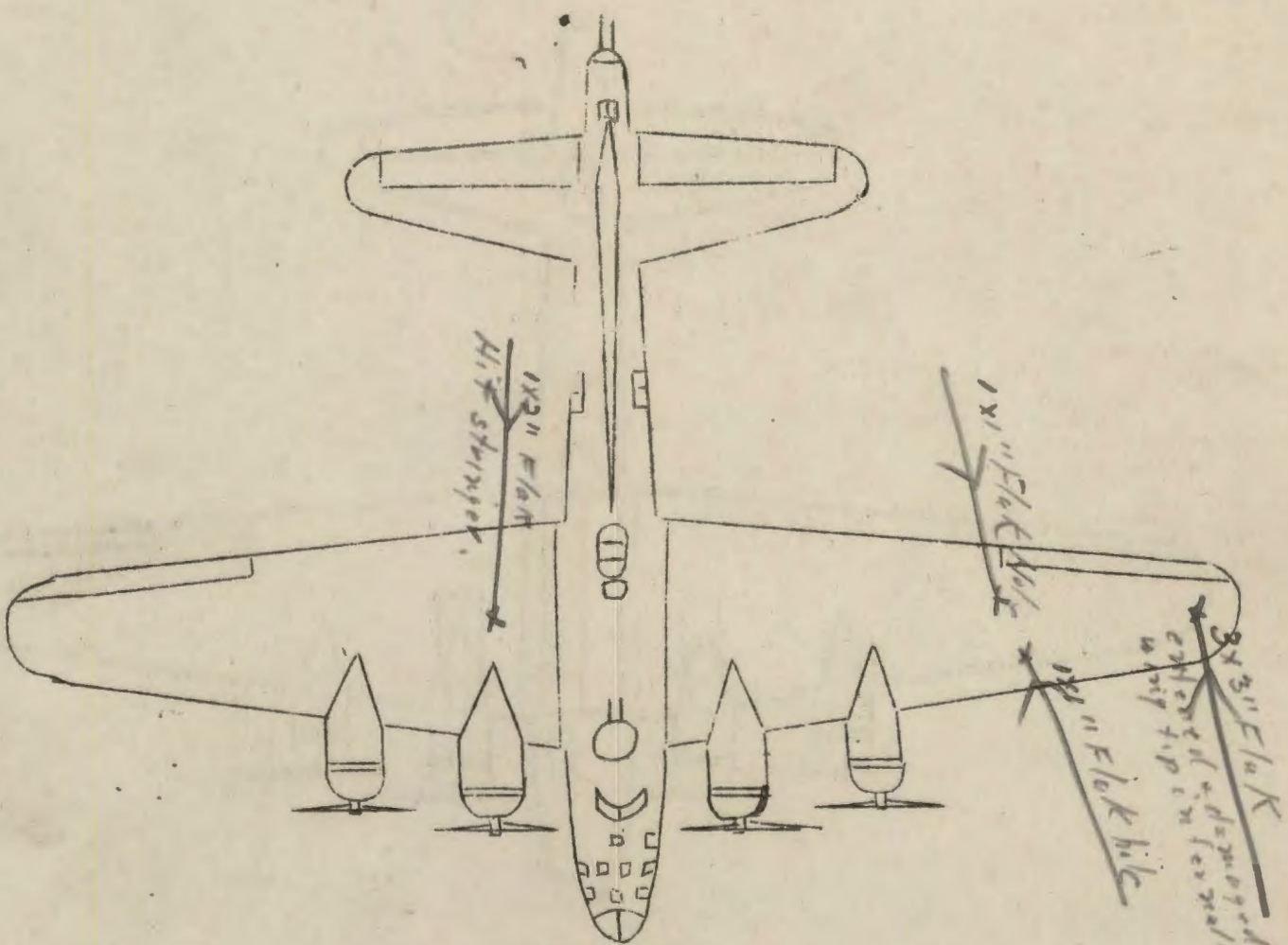


FRONT VIEW

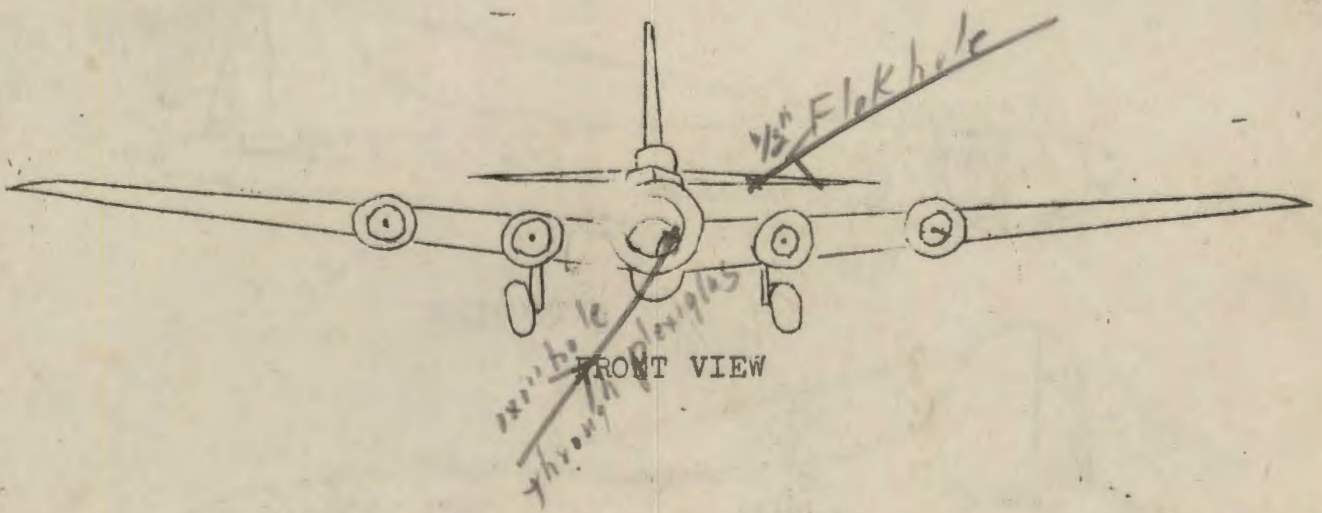
AIRPLANE NO. 42-102768

SQDN. 615th

DATE 20-7-44



TOP VIEW

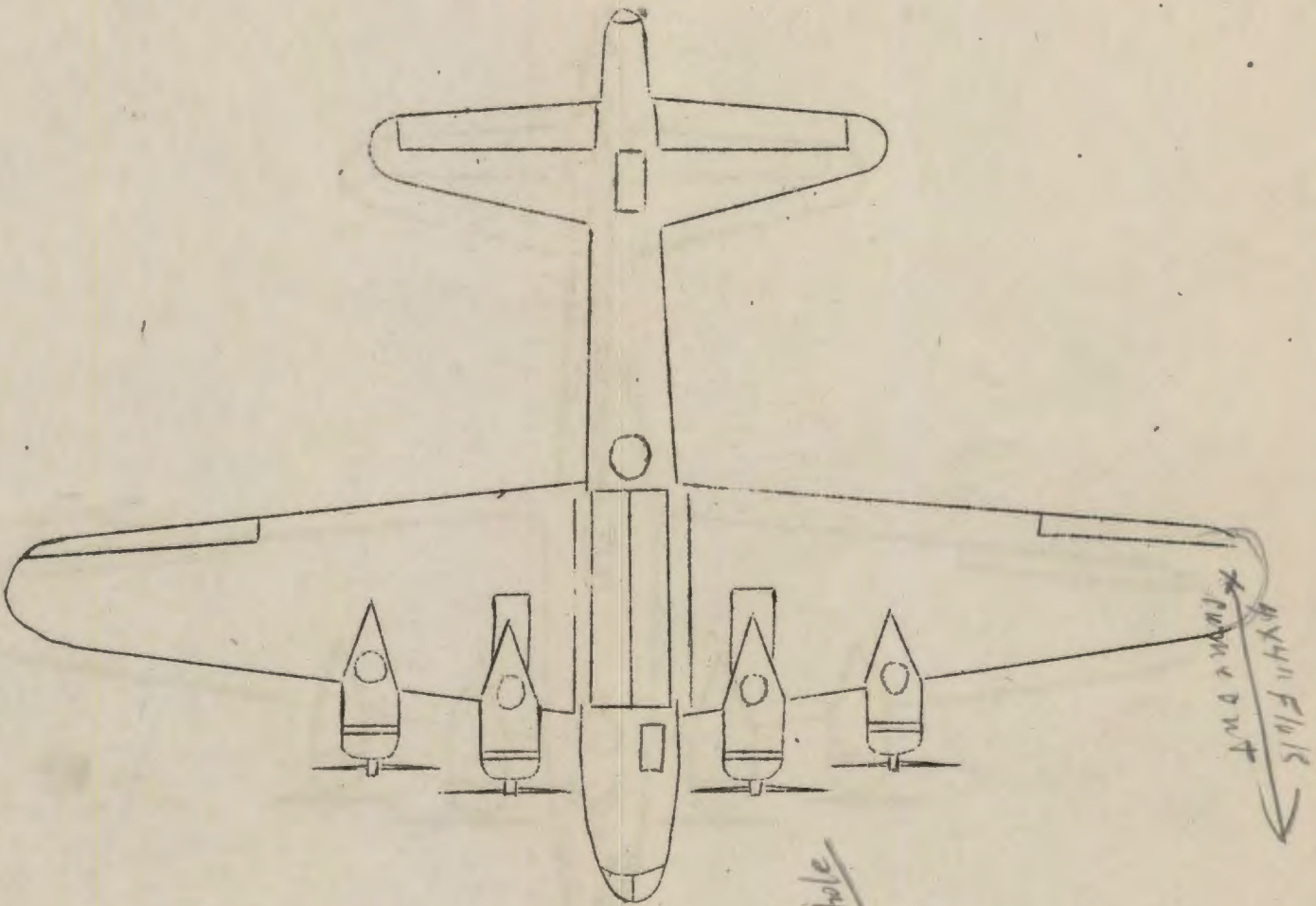


FRONT VIEW

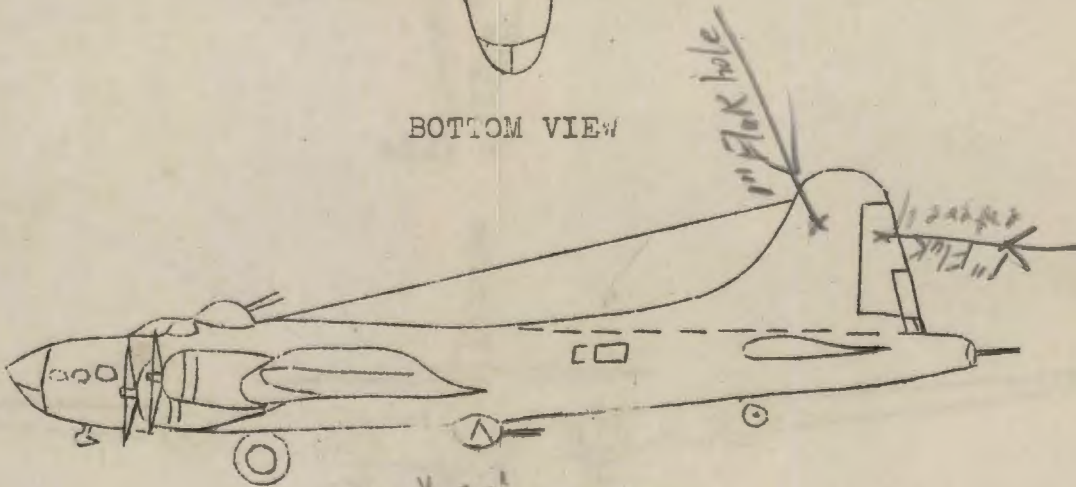
AIRPLANE NO. _____

BQDN _____

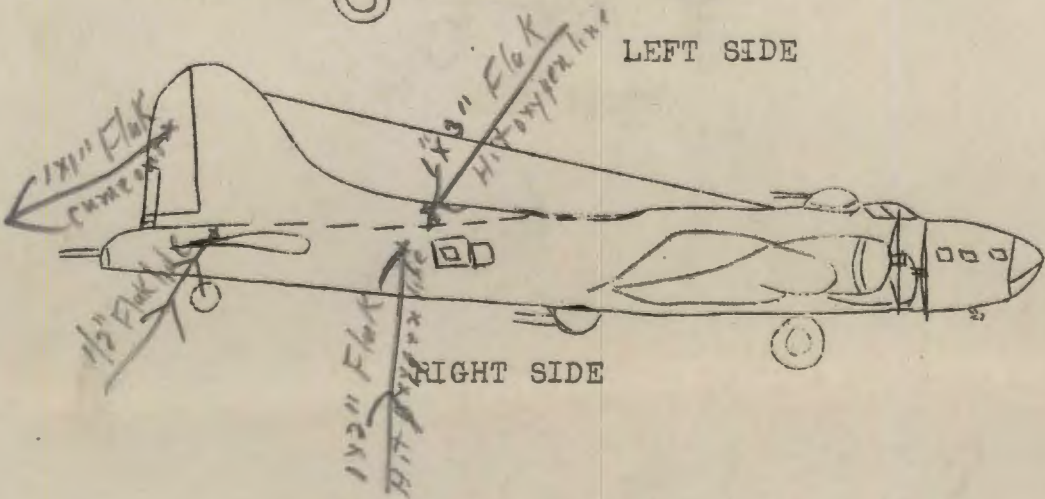
DATE _____



BOTTOM VIEW



LEFT SIDE



RIGHT SIDE

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

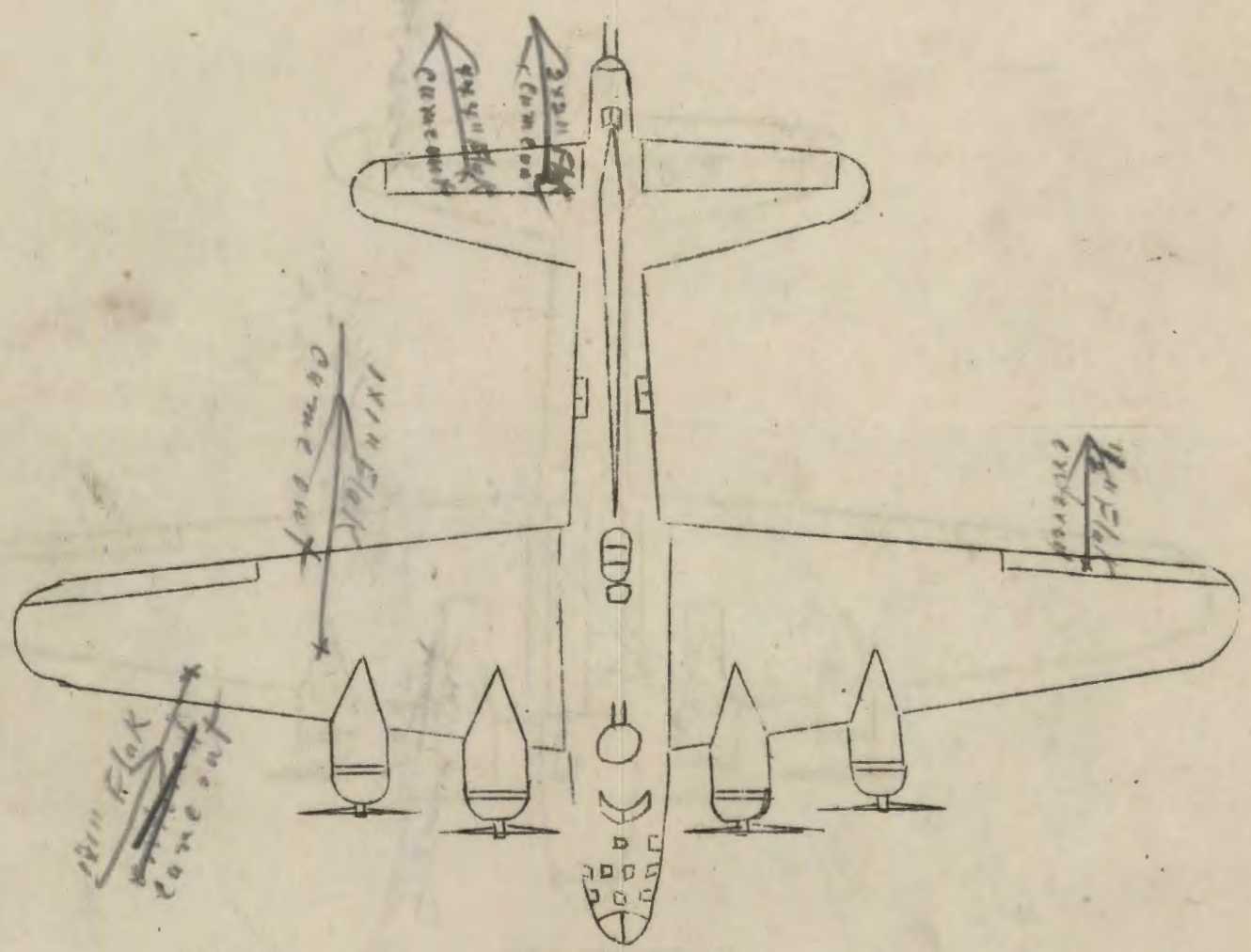
None

Sub Depot

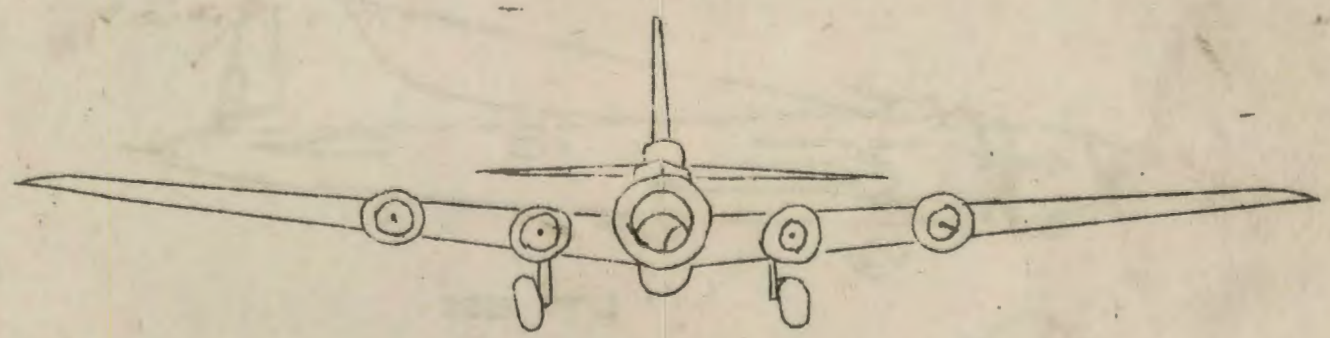
AIRPLANE NO. 42 31730

SQDN. 613^{1st}

DATE 20-7-44



TOP VIEW

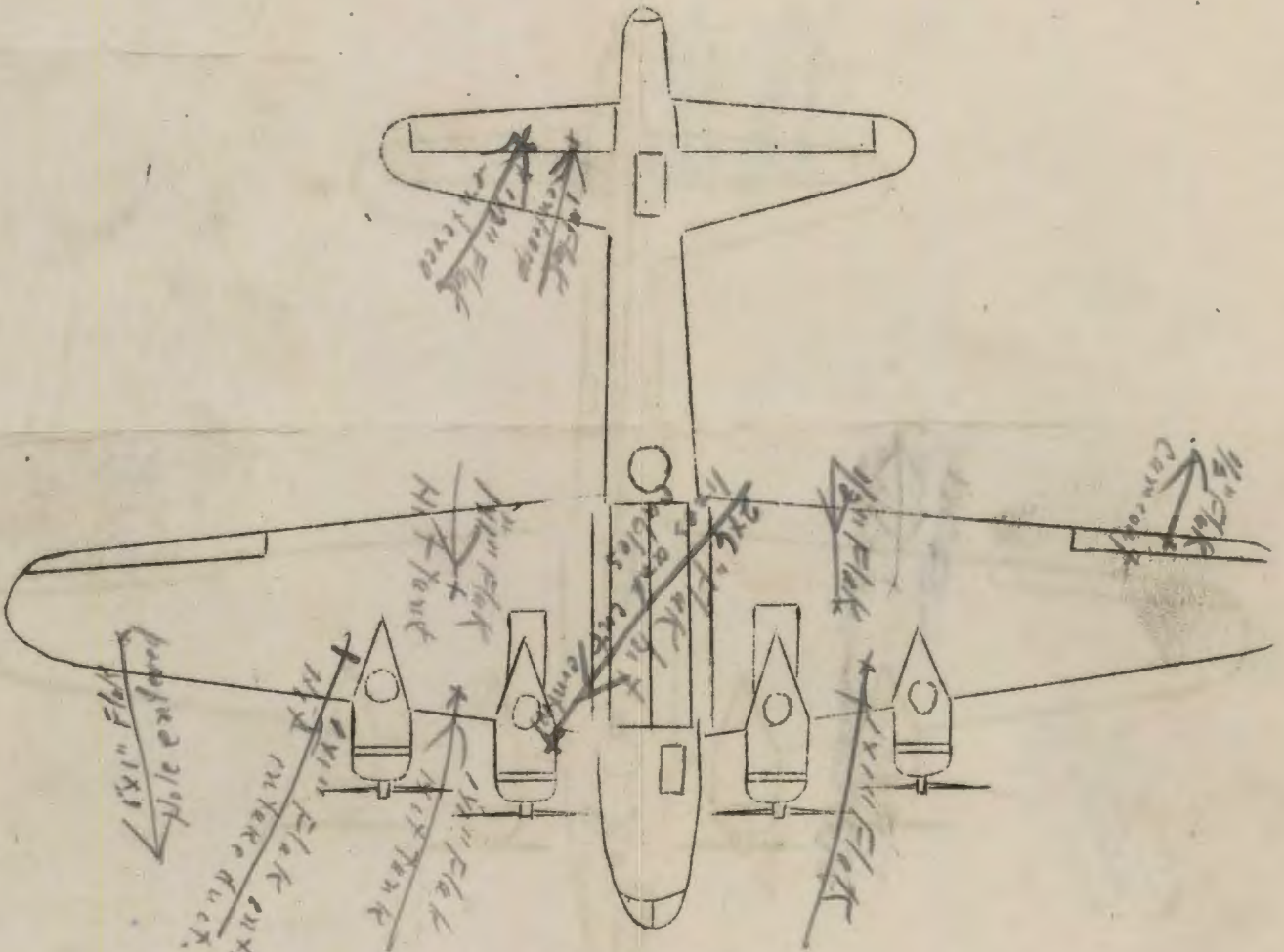


FRONT VIEW

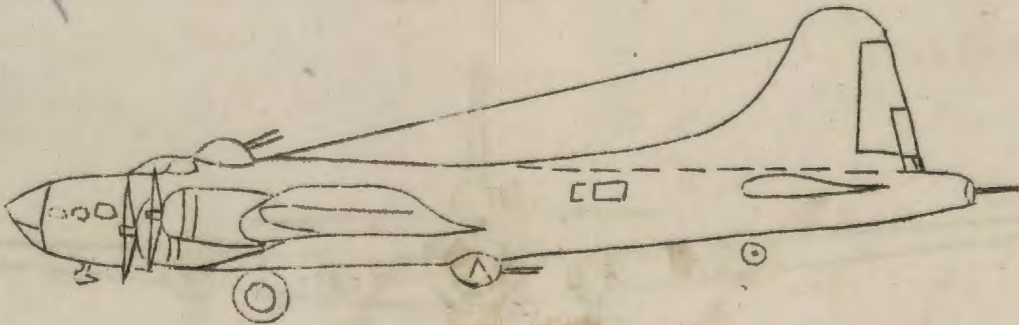
AIRPLANE NO. _____

BQDN _____

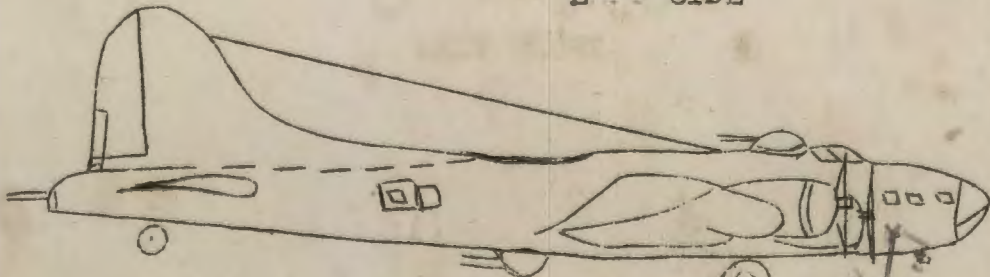
DATE _____



BOTTOM VIEW



LEFT SIDE



RIGHT SIDE

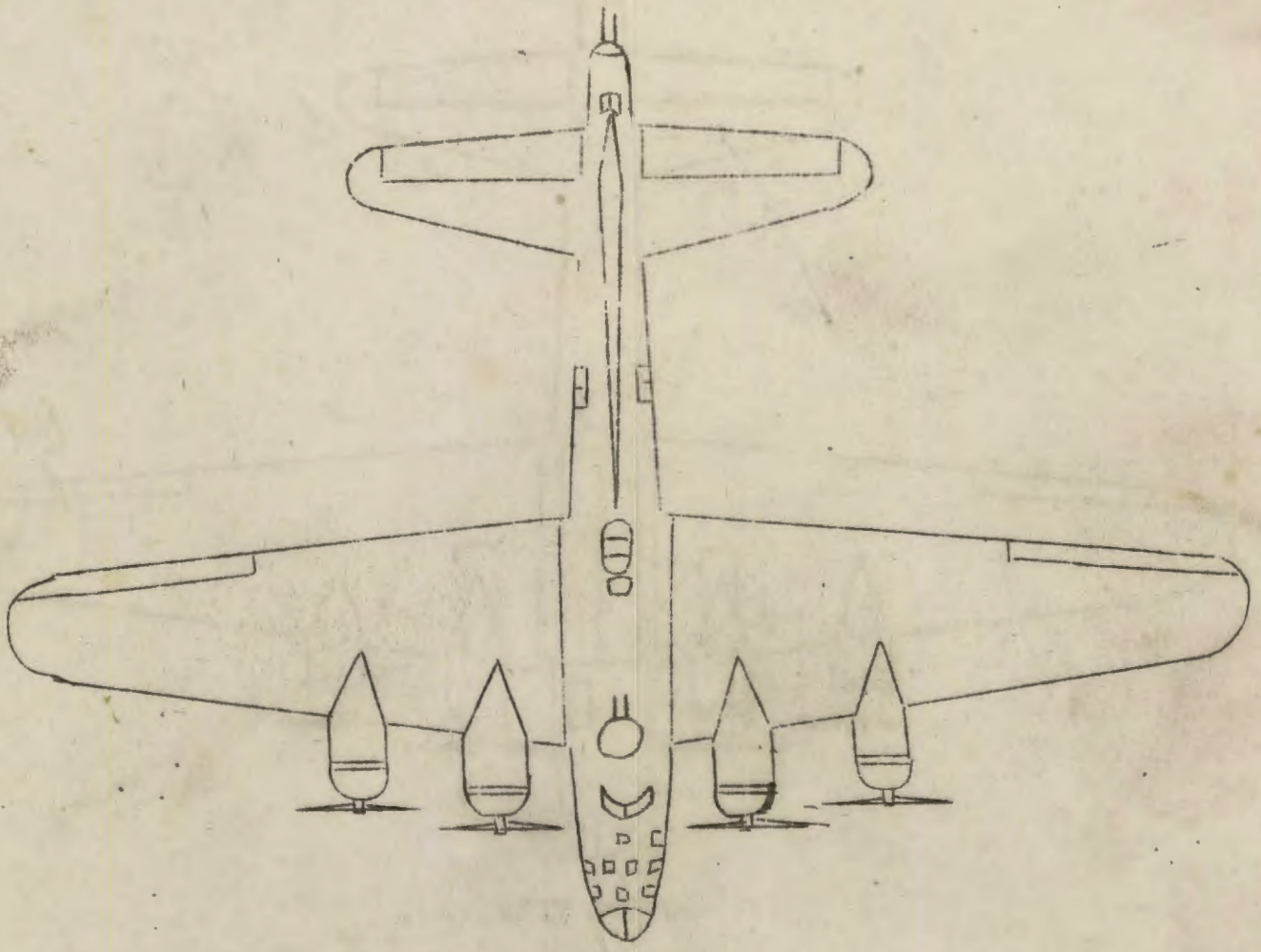
2 1/2\"/>

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

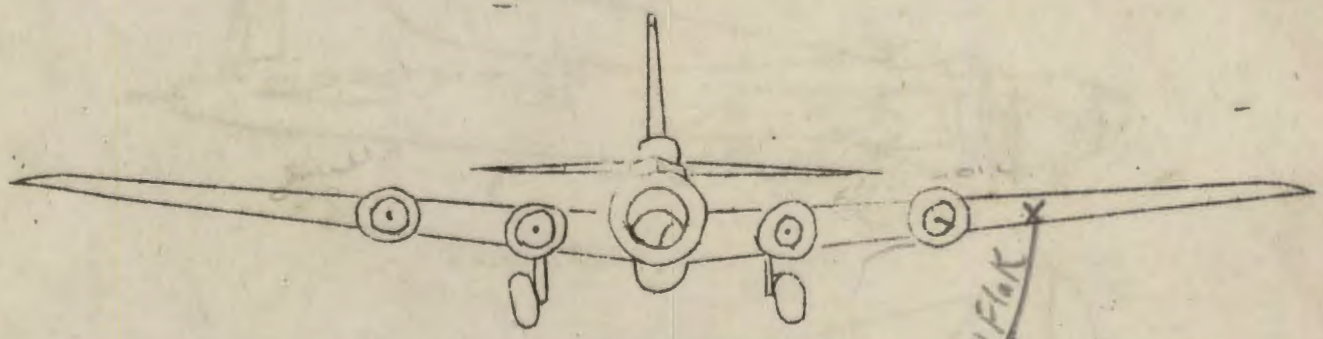
AIRPLANE NO. 44-6146

SQDN. 601st

DATE 20-7-44



TOP VIEW



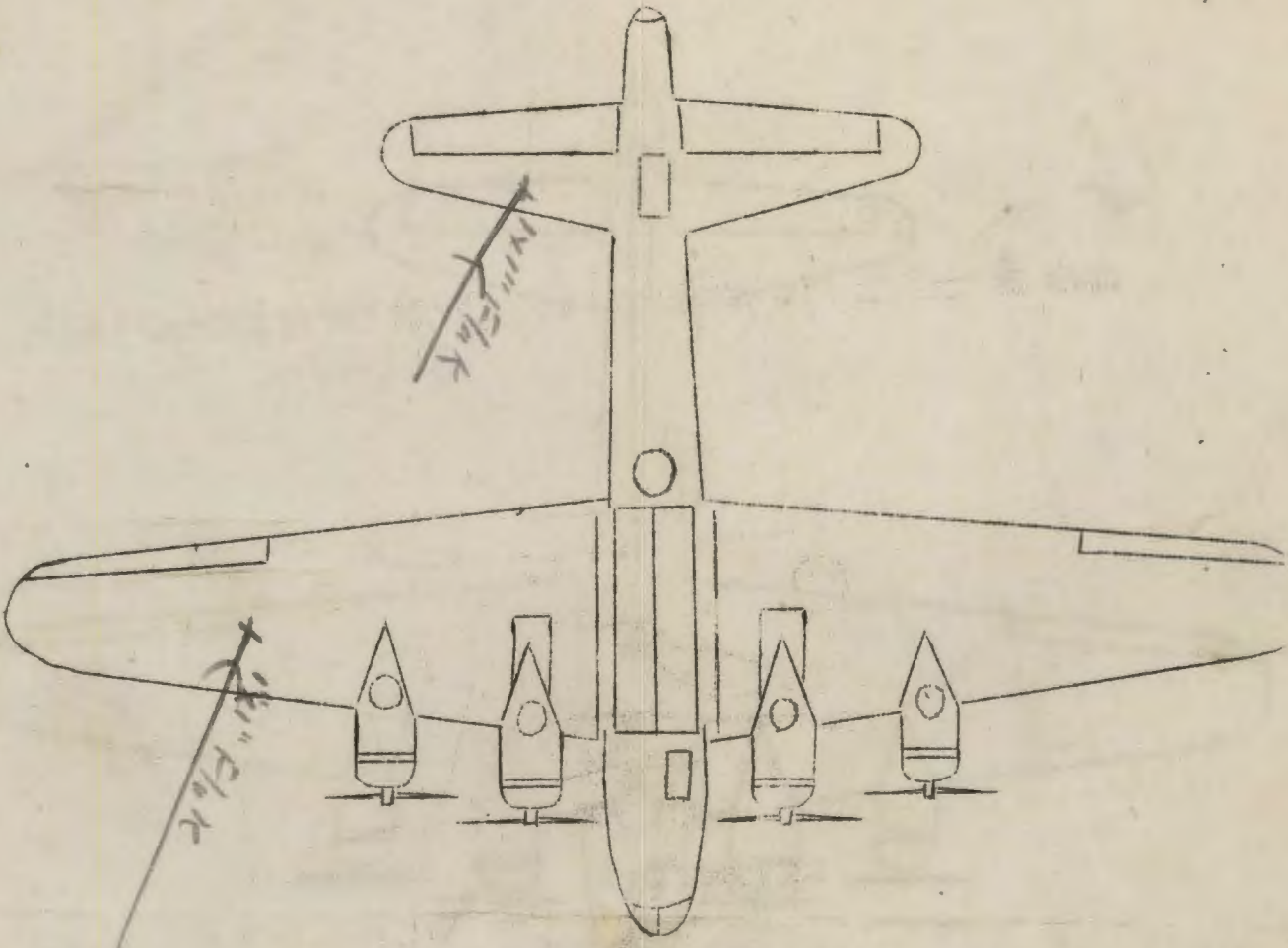
FRONT VIEW

~~1st Flak~~

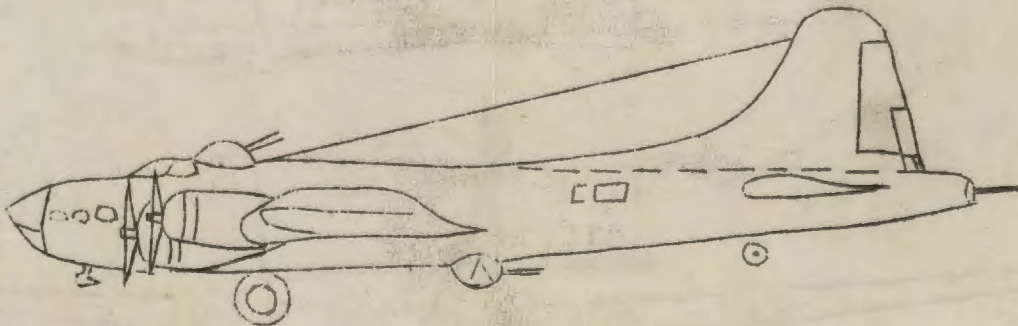
AIRPLANE NO. _____

BQDN _____

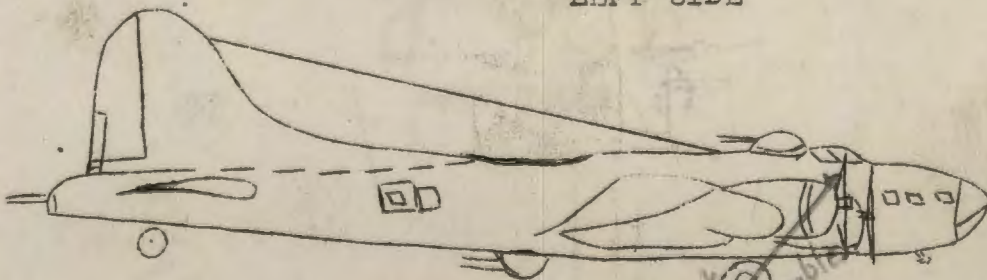
DATE _____



BOTTOM VIEW



LEFT SIDE



RIGHT SIDE

*12300 Flak
Hit center of cables
+ in cockpit
cockpit*

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

None