

# OPERATIONAL ROUTE FORECAST

DATE 12 JUL 1951  
 PERIOD 0530-1100 HR  
 AG P BR HQ SOS 122929

DECLASSIFIED PER NND 745005  
 BY ED NARA DATE 11/2/10

	A Base to 02 Mag East	B 02 Mag East to Target to 04 Mag East	C 04 Mag East to Base	D
1 WEATHER	Cloudy with haze <b>CONFIDENTIAL</b>	Cloudy <b>CONFIDENTIAL</b>	Cloudy becoming Cloudy to Overcast with haze and slight to moderate intermittent rain showers.	
2 CLOUDS	5-7/10 Stratocumulus base 3000ft tops 4-5000ft. 8-10/10 Altostratus in single layer base 8000ft tops 9000ft. 7-10/10 Altostratus and Altostratus base 10,000ft and tops 13,000ft decreasing rapidly off English Coast to Nil. 0-1/10 Cirrus above 25,000ft.	5-7/10 Stratocumulus base 3000ft. tops 4-5000ft. 8-10/10 Single Layer Altostratus base 8000ft tops 9000ft. with large breaks over North Sea. becoming 6-9/10 Cumulus and Stratocumulus base 8-10000ft tops over Continent but building to 10-15,000ft in Target Area. Nil to 1/10 Cirrus above 25,000ft. <b>SIMILAR TO HISTORY.</b>	5-7/10 Stratocumulus base 3000ft tops 4-5000ft with base lowering to 2000ft over English with stratocumulus locally 10/10 in rain showers. 8-10/10 single layer Altostratus base 8000ft tops 9000ft with large breaks rapidly becoming 7-10/10 Altostratus and Altostratus and single layer Altostratus base 8000ft tops 13,000ft in layers. Medium cloud	Contrails at Cirrus level.  <div style="border: 1px solid black; padding: 5px; margin-top: 10px;">                     C-E Continued. Breaking in Western Areas at Norway. 0-1/10 Cirrus above 25,000 ft.                 </div>
3 ICING	11,000ft NIL ICE	11,000 ft. NIL ICE	11,000 ft. NIL ICE	
4 VISIBILITY	2-4 Miles becoming Unrestricted Aloft.	Unrestricted Aloft. Vertical Visibility 20 Miles Plus	Unrestricted Aloft becoming 4-6 miles, but locally 2-4 miles in rain showers at BASES.	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	230 10	250 10	250 10	Plus 16
5000 FT	240 15	250 15	250 15	Plus 09
10000 FT	250 20	250 20	250 20	Plus 01
15000 FT	260 20	260 20	260 20	-07
20000 FT	270 25	260 25	260 25	-13
25000 FT	270 30	270 25	250 30	-20
30000 FT	280 35	270 30	250 35	-29

BASE ALTIMETER SETTING 29.05in TARGET SURFACE TEMP 16.0 TARGET MEAN TEMP -06.0  
 TEMP AT 25,000 FT. -20.0 TARGET SURFACE (PRESSURE-ALT) -02ft  
 TARGET SEA LEVEL PRESSURE 29.95in TARGET PRESSURE ALTITUDE AND CORR. 10000

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

29 July 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 29 JULY 1944.

BASE ON TAKE-OFF: 0620. 8/10 stratocumulus base 1000'. 2/10 altocumulus about 8000'. Visibility 5 miles with haze.

ROUTE OUT: 8-10/10 stratocumulus tops 5-6000' over base and altocumulus between 8000' and 10000', becoming 5-7/10 for a short interval at English coast, becoming 9-10/10 cumulus and altocumulus tops 10-12000', occasional cumulus tops to 15000', over continent and breaking to 3-5/10 cumulus tops 10-12000' east of 10° East. 3-5/10 altocumulus base about 12000' tops about 14000' over England increasing to 6-8/10 at English coast, thence rapidly decreasing to nil over the channel. Nil-3/10 cirrus above 25000'. Visibility unrestricted aloft.

TARGET: 1039. 3-5/10 cumulus tops 10-12000'. Nil-2/10 cirrus above 25000'. Downward visibility over target restricted by smoke.

RETURN ROUTE: 3-5/10 cumulus tops 10-12000' rapidly becoming 8-10/10 cumulus and altocumulus by reaching 10° East with tops 12-14000', with large breaks in the vicinity of Dummer Lake (approximately 52° 20' North, 08° 30' East), becoming 10/10 layered stratocumulus and altocumulus base 1-2000' tops 10-12000' over the channel, breaking to 6-9/10 immediately off English coast, becoming 10/10 stratocumulus base 500-1000' with rain at English coast, and breaking to 7-9/10 cumulus and stratocumulus base 2-3000' twenty miles north-east of base. Nil-2/10 cirrus above 25000' over continent. Visibility unrestricted aloft, decreasing in clouds and haze over the channel and in rain over England, but becoming 6 miles plus near the base.

BASE ON RETURN: 1350. 8/10 cumulus and stratocumulus base 2500'. Visibility 6 miles.

REMARKS: Nil contrails by bombers; dense persistent contrails estimated at 25000' made by fighter over Holland. Cloud layers over channel on return indefinite because of haze. Temperatures as briefed, e.g., 16000' -9, 20000' -17, 23000' -23. Winds west of 04° East were more southwesterly and slightly stronger than briefed, e.g., England 15000' 22k<sup>0</sup> 30 knots, England 5000' 23k<sup>0</sup> 12 knots.

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

*MISSION NO. 118*

*To: MERSEBURG , GERMANY*

401ST BOMBARDMENT GROUP (H)

REPORT OF OPERATIONAL

DAY

MISSION SUMMARY REPORT

MISSION # 118

Date 29 July 1944

ASSIGNMENT

1. Assigned Target: MERSEBURG, GERMANY
2. Commitments: The 401st was to furnish three 12 A/C boxes for the 94th "C" CBW. Two PFF A/C were furnished for the Lead Box by the 351st Group and a spare was to accompany each box.

EXECUTION

1. Target Bombed: MERSEBURG, GERMANY
2. a. Wing Leader: Major W. C. GARLAND (Aborted) - 1st Lt. C.J. PARR  
Lead Navigator: 2nd Lt. G.E. HANSEN  
Lead Bombardier: 2nd Lt. J. V. RIDLEY, JR.
- b. High Box Leader: 1st Lt. C. J. PARR (Took over Lead Box)
- c. Low Box Leader: Capt. K. H. OPIE  
Lead Navigator: 2nd Lt. J. M. SCHWARTZ  
Lead Bombardier: 1st Lt. J. E. BROWNE
3. Takeoff and Assembly:

Takeoff was on time but lead ship was unable to take off because of dropping bombs out on runway. Major Garland changed planes with the deputy leader but soon after take off had to feather an engine and return to base. The high box leader was called on VHF and told to assemble the Wing and take over until the PFF ship could get back into formation. Assembly was slow due to confusion of flares and the high box formed on Glatten and was thought to depart with another Wing. The Lead and low boxes departed the assembly point a little late because of confusion but in good formation. The Leader was in contact with the high box telling them he believed they were formed on the Glatten wing and for them to hold back until he could catch up with them. Evidently they didn't have sight of the lead and low boxes because, after departing the assembly area they were never seen. The two boxes, lead and low, departed point Z 5 minutes late with 24 aircraft in good formation on course. The PFF ships and Wing Commander failed to join formation so the leader decided to take the 2 groups on in and complete the mission. The A/C in the high box never did get formed properly and finally returned. 4 high box A/C tacked on to lead and low boxes to complete mission.

MISSION SUMMARY REPORT (Cont)

4. Attack:

- a. Penetration: Landfall was made on course and 5 minutes late with 25 aircraft. One plane from the high box joining the lead box just before reaching the continent. The course in to the I.P. was as briefed, but from 6-12 minutes late. The 94th "B" CBW was 6 minutes late at control point Z but was 20-30 miles ahead of our Wing. We continued on course to the I.P. and prepared for the bombing run. The 94th "B" CBW announced PFF bombing and we decided to drop on their smoke markers because we didn't have a PFF ship in our formation. Contact was made with friendly fighters to let them know we were running late and acknowledgement was received from them. Smoke from the target area could be seen 100 miles away.
- b. Bombing Approach and Run: The turn on to the briefed bomb run was made short of briefed I.P. in order to get closer to Wing ahead to drop on them. The I.P. was 10/10ths but a few breaks appeared between the I.P. and the target. However, the target was covered by a smoke screen and smoke from the results of preceding Wings. The lead bombardier synchronized on the point where he judged the assigned MPI to be and dropped. The low box had spaced itself directly behind the lead box on the bomb run and had made a few corrections to the target. When the Wing leader dropped his bombs he had no smoke bomb, so the low box delayed a few moments and when it reached approximately the leader's point of release their bombs were dropped.
- c. Weather: Weather in assembly area necessitated raising assembly altitude 1,000 feet above briefed altitude. After leaving assembly area no clouds were encountered en route or out until letting down over the North Sea. Within 20 miles of English coast visibility became restricted to about 3 miles and a let down was made to 2000 feet. The clouds over England on return were down to 1500 feet gradually lowering in showers to 100 feet. Clouds over the continent were broken and thunderheads and towering cumulus clouds were seen in isolated groups. Contrails were present at the coast at 22000 feet but dissipated inland and was clear over the target.
- d. Withdrawal: Withdrawal was normal and on course although we gained time on the route out. Two minutes were gained on the turn out of the target and reduced our time in the flak area. We left the enemy coast at 1216 and reached England at 1321.

MISSION SUMMARY REPORT (Cont)

e. Return to Base: Let down was made to 2000 feet within 20 miles of England. Low box proceeded to base by itself and lead box starting back to base as a formation but split up and proceeded back individually. All ships returned safely at home base.

f. Fighter Support: Good, considering that we were the last Wing in and running 6-12 minutes late. There were periods when no fighter support was visible but fortunatily no enemy aircraft was sighted so need for support was not necessary.

g. Conclusion: Recommendations: Excellent work on the part of Navigator and Bombardier on lead aircraft should be noted. All crews in formation should be commended on superior job of flying throughout the mission.

5. Aircraft Not Attacking:

Lead Box: All 401st aircraft attacked target. One PFF A/C from 351st Group returned early because of mechanical difficulty.

- High Box:
- A/C 42-31662
  - A/C 43-37736
  - A/C 42-67931
  - A/C 42-102947
  - A/C 44-6146
  - A/C 42-39873
  - A/C 42-31730
  - A/C 42-107092

Not Berties. A/C either couldn't assemble because of weather difficulties or couldn't find a formation with which to fly.

Low Box: All scheduled A/C airborne attacked target.

6. Enemy Opposition:

No air opposition. (See Flak Report for Flak)

7. Battle Damage:

<u>Major</u>	<u>Minor</u>	<u>Flak</u>
2	20	22

8. Casualties:

None.

9. Statistical Summary of Operations (See attached form)

10. Bombing Data:

A. Observations: Results were unobserved, but thought to be close to assigned target area.

MISSION SUMMARY REPORT (Cont)

b. Disposition of Bombs:

Lead Box: 13 A/C (incl 4 A/C from the original high box) dropped 260 x 250# M57 on primary. A/C 869 flying with the 384th Group dropped 20 x 250# M57 on target.

Low Box: 12 A/C dropped 240 x 250# M57 on primary.

c. TABULAR SUMMARY OF DISPOSITION OF BOMBS:

	Aircraft		Bombs				
	Over Target	Bomb- ing	Num- ber	Size	Type	Fusing Nose Tail	
Main Bombfall	26	26*	520	250#	M57	1/10	1/40
Other Attacks	-	-	-	-	-	-	-
Total Bombs on Target			520	250#	M57	1/10	1/40
Other Expenditures			-	-	-	-	-
Bombs Returned			220	250#	M57	1/10	1/40
Total Loaded on A/C Taking Off			740	250#	M57	1/10	1/40

\* Incl 1 A/C which flew and bombed with 384th Group.

11. Lost Aircraft: None.

Submitted by:

KEN W. DAUBLE  
 Captain, Air Corps  
 Statistical Officer

STATISTICAL SUMMARY OF OPERATIONS

401st Group

1st BD F. O. 454

Date of 29 July 1944

	Lead Box		High Box		Low Box
		PFF - GEN		PERFECT	
1. No. of A/C Failing to Take Off	0	1	0		0
2. No. of A/C Airborne	11	1	13		13
3. No. of A/C Airborne Less Spares	10	1	12		12
4. No. of A/C Sorties	10	-	4		12
5. No. of A/C Attacking	10*	-	4**		12
6. No. of A/C Not Attacking	-	1	8		-
(a) Early Returns Included		(1)	(8)		
7. Name of Primary Target	MERSEBURG, GERMANY				
(a) No of A/C Attacking	10		4**		12
(b) No., Size & type of bombs	200 250# M57		80 250# M57		240 250# M57
8. Name of Secondary Target	Not Bombed				
(a) No of A/C Attacking					
(b) No., Size & type of Bombs					
9. Name of Last Resort Target	NONE				
(a) No. of A/C Attacking					
(b) No., Size & type of Bombs					
10. Name of Target of Opportunity	NONE				
(a) No. of A/C Attacking					
(b) No., Size, & type of Bombs					
11. Name of Target Opportunity	NONE				
(a) No. of A/C Attacking					
(b) No., Size & type of Bomb					
12. No of A/C Lost - TOTAL	NONE	NONE	NONE		NONE
13. - to Flak					
14. - to Flak & E/A					
15. - to Enemy A/C					
16. - to Accident					
17. - to Unknown					



STAT SUMMARY (Cont'd)

	Lead	High	Low
18. Time of Takeoff	0615	0616	0618
19. Time of Attack	1039		1039
20. Average Time of Flight	7.9		7.9
21. Altitude of Release	25,315		25,200
22. Visual or PFF	PFF		PFF
23. Enemy Resistance - AA Int.&ACC.	Moderate 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	Unobserved		Unobserved

PFF A/C Borrowed from Groups as follows: 2 PFF A/C from 351st Group

PFF A/C Loaned to Groups as Follows: None

NOTES: 1 A/C bombed with 384th Group

\*\* 4 A/C of high box bombed with Lead Box

Combat Flight Leader LOW Data  
Deputy Flight Leader

**401st Bomb Group  
Over Target**

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

SQDN  
GPIC  
T 510

SCHAUBAMAN  
J 790

BALL  
F 957

SQDN

SQDN

GARRIS  
A 628

CARTER  
O 478

BUTTS  
D 992

GIBSON  
L 632

LINFORD  
S 938

KIRST  
R 393

THOMSON  
P 344

SPROUL  
D 859

STEGEMANN  
C 468

SQDN

LEAD

Date 29 July 1944

Combat Flight Leader

Deputy Flight Leader

401st Bomb Group  
Over Target

~~SQDN~~

~~FARR~~

L 551

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

~~EVANS~~

S 145

~~LIPPERT~~

G 511

~~SQDN~~

~~SQDN~~

~~LOCKHART~~

F 313

~~ROZZELL~~

A 872

~~LENNICES~~

H 104

~~STERS~~

R 6113

~~KOVACH~~

K 369

~~TAYLOR~~

B 151

~~MERCER~~

J 659

~~LEWICK~~

R 780

~~KOOPS~~

O 602

~~GAS~~

F 310

Squad

*Note: 9/c 869 flew with 384 gp.*

L HEAD BOX 94TH "C" WING

MAJ GARLAND

29 July 1944

Date

Combat Flight Leader

614

Deputy Flight Leader

GRUMAN (GARLAND)

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

Formation on Take Off and

Assembly.

L 636

WALKS

IW S 6145

614

COMP

~~LOGGART~~

~~ROBERT~~

IN F 6313

IN A 7872

LEMONS

ETTERS

KOVACH

TAYLOR

IN N 6104

IN R 6113

IN K 1809

IN B 7151

MERCER

IW J 2659

KOONS

BARASYN

IW O 7602

IN H 7869

~~SPENCER~~

IY O 1091

Ret. early.

HIGH BOX 94TH "C" WING

Combat Flight Leader

LT PARR

Date 29 July 1944

Deputy Flight Leader

Formation on Take Off and  
Assembly.

615 SQDN

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

PARR

IY L 7551

SULLIVAN

HESSIAN

IY Q 9873  
ret. early

IY R 8146  
ret. early

COMP SQDN

615 SQDN

FOX

GILLESPIE

IN T 7736  
ret. early

IY B 1730  
ret. early

RITTING

LAWWICK

OAS

OSLANDER

SC B 1662  
ret. early

IW R 7780

IY P 6510

IY N 7092  
ret. early

KITA

IN Q 7931  
ret. early

LIPPERT

HANSON

IN G 7511

IN S 2947  
ret. early

SPARES

MC ILRAITH

IY J 7115  
ret. early

BOX 94TH "C" WING

Combat Flight Leader

CAPT OPIE

Date

29 July 1944

Deputy Flight Leader

LT BALL

~~612~~ SQDN

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

Information on Take Off and  
Assembly.

~~OPIE~~

SC T 7510

~~SCHAUMANN~~

SC J 7790

~~BALL~~

SC P 2957

~~COMP~~ SQDL

~~613~~ SQDN

~~CAPES~~

SC A 7628

~~CAMPER~~

SC O 7437

~~BURNS~~

SC D 6992

~~GIBSON~~

SC L 7632

~~LEWIS~~

SC S 7938

~~IGONE~~

SC R 2898

~~FERGUSON~~

IN P 7844

~~SPOUL~~

IY D 7859

~~STEGEMAN~~

IY G 2469

SPARES

~~LOUGHLIN~~

SC G 7962

ret. early

HEADQUARTERS AAF STATION #128  
OFFICE OF THE NAVIGATION OFFICER

29 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 0616 hours; Land at 1410 hours.

b. Group formed at 0753 hours at 15000 feet.

c. Formed CBW at 0753 hours at 15000 feet.

d. Began climb at 0641 hours; reached alt. at 1020 hours.

e. Weather encountered over England:

(1) Clouds 8-10/10th - Visibility 3 miles.

(2) Wind at altitude 230 degrees, 32 Knots.

f. Means of navigation over England. Gee, DR

g. Means of checking Metro Winds Gee

h. Joined task force at 0808 hrs. at Louth  
(Splasher, City, Coord.)

i. English Coast out at 0808 hrs.; Enemy Coast in at 0918 hrs.

j. Fighter Rendezvous:

(1) Going in — hrs.

(2) Coming back 1114 hrs.

k. Wind used for bombing:

(1) 250 degrees, 35 Knots.

(2) Determined by Metro and averaging Gee winds.  
(Method)

l. Bomb run and Method of Target Identifications:

(1) Reached IP at 1026 hrs.

(2) Mag. heading over target 96 degrees.

(3) Altitude over target 25000 feet.

(4) Bombs away at 1039 hrs.

(5) Method of target identification and weather over target:  
8/10 st. ca. Visual approach. Bombed on base of  
smoke at target.

m. Gee:

(1) Coordinates of furthest fix 53-27 N. 04-14 E.

(2) Obtained at 1236 hours.

n. Difficulties encountered with special equipment.

Cottesmore buncher interfered with by commercial station.

COMMENTS:

GERALD E. HANSON  
1st Lt., A. C.  
Lead Navigator, Lead Fox  
SIGNATURE

HEADQUARTERS AAF STATION #128  
OFFICE OF THE NAVIGATION OFFICER

29 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 0615 hours; Land at 1420 hours.

b. Group formed at 0700 hours at 13000 feet.

c. Formed CBW at 0750 hours at 13000 feet.

d. Began climb at 0850 hours; reached alt. at 1035 hours.

e. Weather encountered over England:

(1) Clouds 8-10/10th - Visibility \_\_\_\_\_ miles.

(2) Wind at altitude 285 degrees, 27 Knots.

f. Means of navigation over England. Gas, RR

g. Means of checking Metro Winds Gas, Air plot, Pilotage

h. Joined task force at 0808 hrs. at Louth  
(Splasher, City, Coord.)

i. English Coast out at 0810 hrs.; Enemy Coast in at 0900 hrs.

j. Fighter Rendezvous:

(1) Going in \_\_\_\_\_ hrs.

(2) Coming back \_\_\_\_\_ hrs.

k. Wind used for bombing:

(1) 260 degrees, 25 Knots.

(2) Determined by Air plot  
(Method)

l. Bomb run and Method of Target Identifications:

(1) Reached IP at 1028 hrs.

(2) Mag. heading over target 98 degrees.

(3) Altitude over target 24300 feet.

(4) Bombs away at 1039 hrs.

(5) Method of target identification and weather over target:  
Smoke bombs and target smoke

m. Gas:

(1) Coordinates of furthest fix 53-40 N. 04-35 E.

(2) Obtained at 0904 hours.

n. Difficulties encountered with special equipment.

COMMENTS:

J. M. SCHWARTZ  
2nd Lt., A. C.  
Lead Navigator

SIGNATURE



PILOT Lt. Parr NAVIGATOR Lt. G. E. Hansen DATE 29 July 1944

STATIONS	0450	ENGINES	0550	TAXI	0605	T.O.	0620
LEAVE BASE	COTTESMORE 0743						
COAST OUT	0803						
ENEMY COAST	0913						
I.P.	1015						
TARGET	1026						
ENEMY COAST	1206						
ENGLISH COAST	1331 ETR 1407						

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

Zero Hr - 0745  
 Ref Alt - 23000  
 Bomb Alt - 25000  
 Oxygen - 5:15  
 Delay ter. - 2:53  
 Base wind - 270/30K

WATCH ..... Fast Slow RATE ..... secs/hour Losing  
 Letdown on At ..... Lead ..... Low High  
 Cottesmore buncher 360 345 015 Mag. Div. assembly - Spaulding to Louth

FROM TO	W/V USED	HEIGHT	IAS MPH /K	T. A. S. (K)	COURSE	DRIFT	TRUE HDNG.	VAR.	MAG. HDNG.	G. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI.
Assemble at 14000 (Lead) on Cottesmore buncher (Y)														
52-44N 00-29W Spaulding	265/20 -5	14000	150/130	164	081	∠1	082	∠10	092	104	19	:06	0743 0750	
52-47N 00-09W Louth	" "	" "	150	164	009	-6	003	∠10	013	170	35	:13	0803	English Coast C. Pt. 1 0803
53-22N 00-00	" "	" "	150	164	085	∠1	086	∠9	095	184	119	:39	0842	
53-33N 03-20E	263/21 -10	19000	150/130	171	085	0	085	∠8	093	192	78	:25	0907	53-28 06-00E C. Pt. 2 0912
52-35N 08-00E	270/27 -22	25000	150	187	126	∠5	131	∠7	138	208	111	:32	0940	
52-30N 08-20E	" "	" "	150/134	204	112	∠3	115	∠6	121	227	13	:04	0944	C. Pt. 3 0943
51-22N 10-52E	" "	" "	150/134	"	126	∠4	130	∠5	135	224	116	:31	1015	I. P.
I. P. TARGET	250/30 -28	25000	150	204	094	∠3	097	∠4	101	226	43	:11	1026	TARGET
51-19N 12-00E	250/29 -26	23000	170/148	220	192	∠6	198	∠4	202	203	13	:04	1031	
51-06N 11-57E	250/26 -21	20000	170/148	210	279	-3	276	∠4	288	187	48	16	1048	
51-13N 10-43E	260/25 -18	20000	150/130	180	304	-6	298	∠5	303	161	37	14	1102	
52-30N 08-20E	" "	" "	150	"	315	-7	308	∠5	313	165	82	30	1132	C. Pt. 4
52-35N 08-00E	" "	" "	150	180	292	-4	288	∠6	294	159	13	05	1137	
53-10N 06-50E	" "	" "	150	180	311	-6	305	∠6	311	164	55	20	1157	
53-48N 06-07E	270/25 "	" "	150	"	325	-6	319	∠7	326	165	45	17	1214	
Groner	252/30 234/12	11000 2000	170/130	178 135	253	0 -2	253 251	∠8 ∠9	261 260	158 124	179 84	1:17:36	1331	English Coast
52-56N 01-20E Base	234/12 ∠13	2000	150/130	135	250	-1	249	∠10	259	124	74	36	1407	ETR
Base LTTO Louth	244/17 ∠7	0 to 14000	150/130	147	023	-4	019	∠10	029	159	57	22	0725 0803	LTTO

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAG. 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	
					VHF - Code for authentication - "Royal Flush" abandon mission - "flat foot floggle"									W - Beauvais H - Rheims I - Bremen S - Dummer Lake T - Göttinger L - Halle E - Brussels	
					Spares - turn back at 03-00E Interval - 2 min between CBW's Chaff - Discharge at IP and continue for 15 mins. Emergency Airdrops - Latham 52-56N 00-58E										
					Bunchers - (W) Kings Cliff 52-34N 00-29W (*) Glatton 52-28N 00-15W										
0616					Take off										
0650					Lead ships not up, taking over assembly										
0753			80					15000							
0755			360												
0803			17		Homing on Louth, Gee			150	15000	164					
0808		258/20K	86		Dept. Pt. 2, on course, 5 min late Dept. English coast 0812			150	15000						
0814			86		53-24N 00-22E G.			150	15000						
0824	80	∠6	86		53-29N 01-11E, G. Wind 190/20K			150	15000	169	29	10	174		
0831			90		53-29N 01-36E			150	15000	169			174	62 21	0852
0841	81	∠9	90		53-35N 02-39E Wind 230/50K 0847 start climb			150	15000	167	38	10	228	25 6 1/2	0847 1/2

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNC.	MAC. HDNC.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS. MPH. /K	HEIGHT & AIR TEMP	T.A.S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
0851	84	46	90		53-39N 03-32E	Wind 236/36K	150	16 000 168		33	10	198	69	21	0912
0901	91	47	98		53-39N 04-28E	Wind 220/34K	150	17000 172		32	10	192	37	11	0912
0912	126	411	137		A. C.		150	19000 178				177	111	38	0950
0918			137		Enemy Coast			19800							
0930					Pilotage chk pt. canals	53-03N 06-50E on course		20700							
0950	112	48	120		A. C. 52-35N 08-00E			23000					13	4	0954
0954	126	47	133		A. C. 52-30N 08-20E. C. Pt. #3 on course, 11 min late	Wind 250/30K	150	23500 192				200	116	32	IP 1026
1026					A. C., IP. Huge pillar of smoke from target		150	25000							
1039			94		BOMBS AWAY Fall into smoke, looked good		150	25000							
1043			276		A. C. 1 oxygen bottle hit by flak, exploded		150	24800					48	16	1100
1100			295		A. C.		160	22000					37	14	1114
1107			295		Pilotage pt. 51-24N 10-20E On course, 12 min late		170	20000							
1114			305		A. C. Fighters		150	20000					82	30	1144
1132			350		Dodged a town										
1142			305		Flak - 0900, C. P. #4, On course, 10 min late								68	24	1206
1203			305		Just passed Zuidlarder Lake, 2 mi. to right			20000				164	30	11	1214
1216			305		Depart enemy coast		150	20000							
1219			353		A. C.		150	20000							
1236					53-27 N 04-14E, Gee										
1247	250	45	255		53-16N 03-27E, Gee. Wind 285/24		165	8000 186		30	11	164	80	30	1317
1315	270	42	272		A. C.		160	3000 162							
1321			272		English Coast in, Crosser		155	1500					74	39	1400
1357			252		Base										
1410					Land										

VIII BOMBER COMMAND - PROPOSED OVERALL PLAN

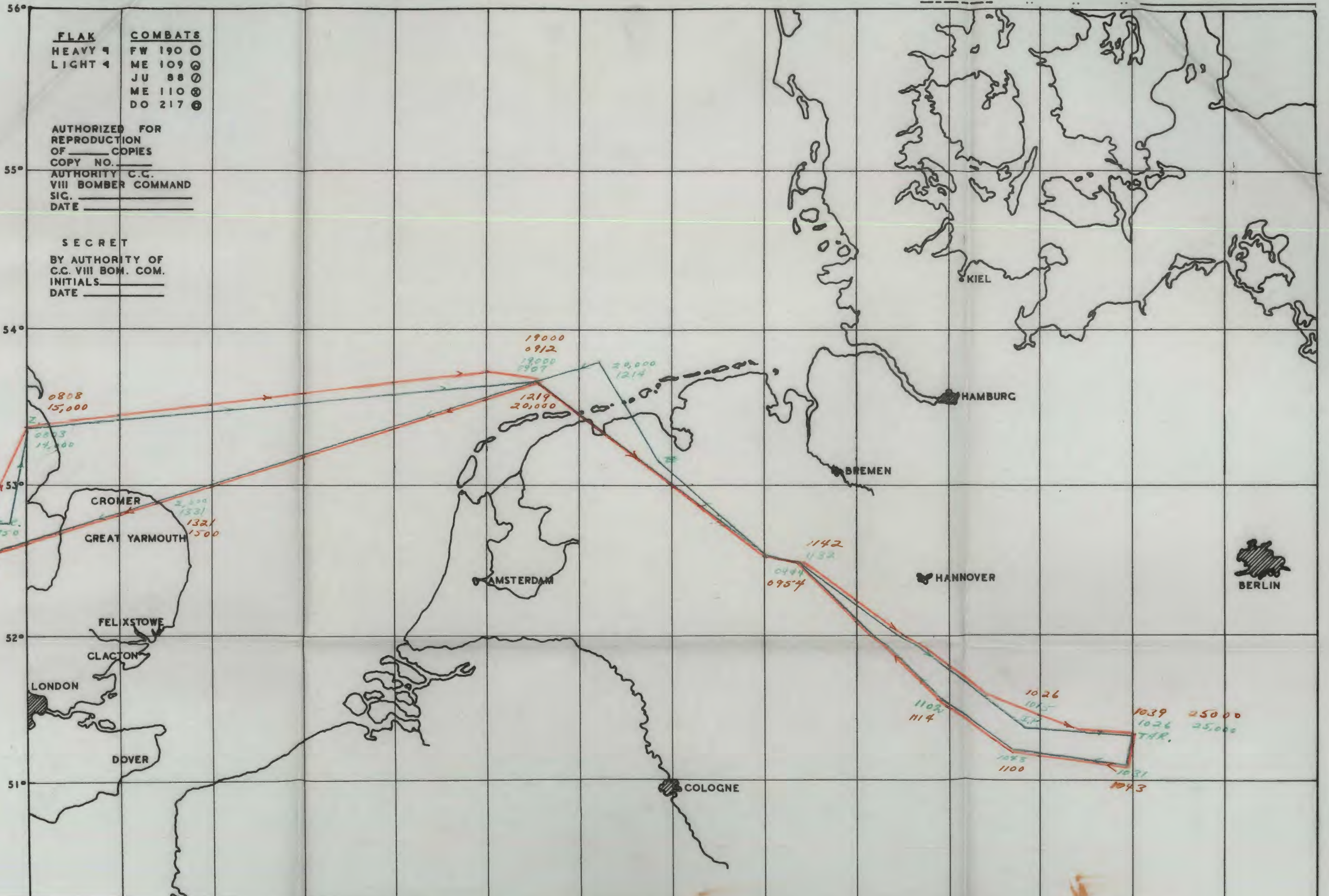
TARGET

Primary Munich, Germany  
 Secondary \_\_\_\_\_  
 Last Resort \_\_\_\_\_

TRACK CHART

DATE July 29, 1944

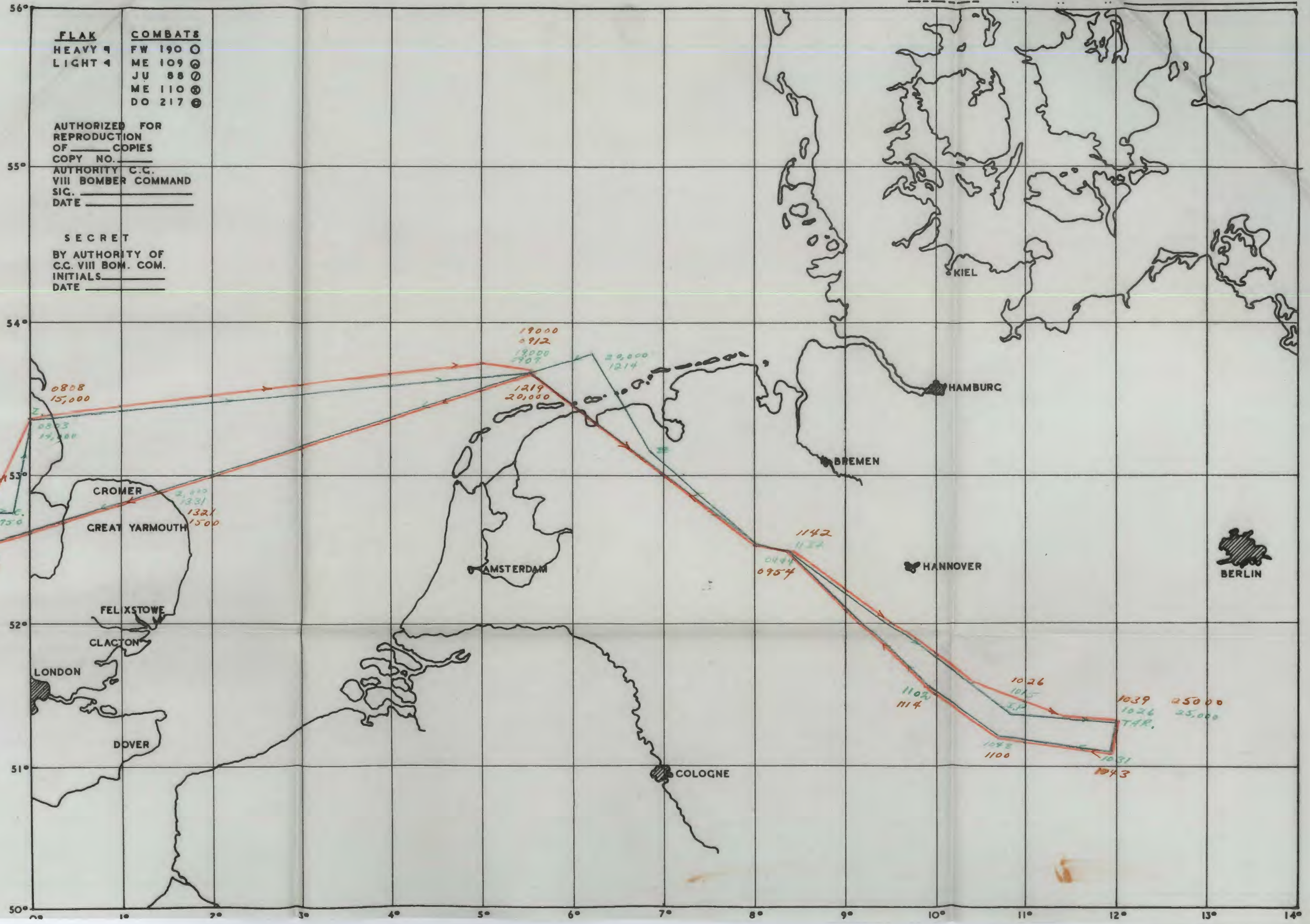
Green Route followed by 1st Course  
Orange .. .. ..  
 .. .. ..  
 .. .. ..  
 .. .. ..



FLAK		COMBATS	
HEAVY 4		FW 190	○
LIGHT 4		ME 109	⊙
		JU 88	⊗
		ME 110	⊗
		DO 217	⊗

AUTHORIZED FOR REPRODUCTION OF \_\_\_\_\_ COPIES  
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 SIG. \_\_\_\_\_  
 DATE \_\_\_\_\_

SECRET  
 BY AUTHORITY OF C.C. VIII BOM. COM.  
 INITIALS \_\_\_\_\_  
 DATE \_\_\_\_\_



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

LEAD BOX  
 COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt Ridley DATE 29 July 1944  
 PILOT Lt. Farr TAKE OFF 0616  
 NAVIGATOR Lt. Hansen AIRPLANE 551  
 ORGANIZATION \_\_\_\_\_ SQUADRON 615 GROUP 401st LANDED 1410  
 OBJECTIVE Hersburg, Germany (MPI) \_\_\_\_\_  
 INITIAL POINT \_\_\_\_\_  
 METHOD OF ATTACK \_\_\_\_\_  
                             Individual    Flight    Squadron    Group    Wing  
 NUMBER A/C IN GROUP 13 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 250# M 57  
 NUMBER OF BOMBS LOADED 260 x 250# M 57 RELEASED 260 x 250# M 57  
 FUZING, NOSE 1/10 TAIL 1/40  
 SYNCHRONIZATION X  
                             On                              Fast                              Slow

INFORMATION AT RELEASE POINT:

Altitude of target <u>345</u>	Mag Head, order <u>94</u>	Actual <u>98</u>
True Altitude above target <u>25515</u>	True Heading <u>94</u>	
Ind. Altitude <u>25000</u>	Drift, Est <u>3L</u>	Actual <u>3L</u>
Pressure alt of target <u>-20</u>	True Track <u>91</u>	
Altimeter setting <u>29.92</u>	Actual Range <u>--</u>	
C.I.A.S. <u>150</u>	I.A.S. <u>150</u>	B.S.Type <u>M-9</u>
C.S., Est <u>253</u>	Actual <u>260</u>	Time of Release <u>1039</u>
Wind Direc. Metro <u>250</u>	Actual <u>250</u>	Intervalometer Setting <u>100ft</u>
Wind Veloc. Metro <u>34</u>	Actual <u>34</u>	Length of Bombing Run <u>3min</u>
D.S. 122. 6 Trail <u>92</u>	ATF <u>--</u>	C-1 Pilot <u>Yes</u>
Tan. D.A. EST. <u>.53</u>	Actual <u>.53</u>	Manual Pilot <u>A-5</u>

TYPE OF RELEASE

Individual X Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN \_\_\_\_\_

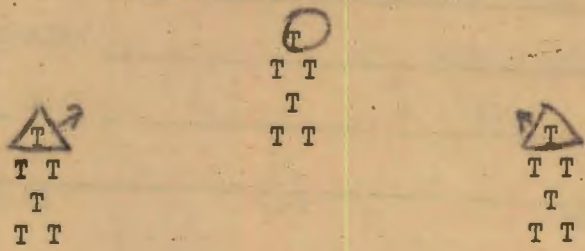
NAVIATION DATA:

MEAN TEMP. METRO \_\_\_\_\_ ACTUAL \_\_\_\_\_

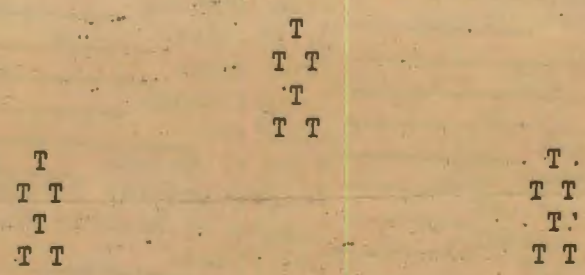
WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
1000						
5000						
10000						
15000						
17000						
19000						
20000						
25000	-- 250	250	34	34	-28	-28
28000						
30000						

METHODS OF BOMBING



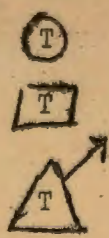
COMPOSITE GROUPS



Bombardier making complete sighting operation

Bombardier making range operation only

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

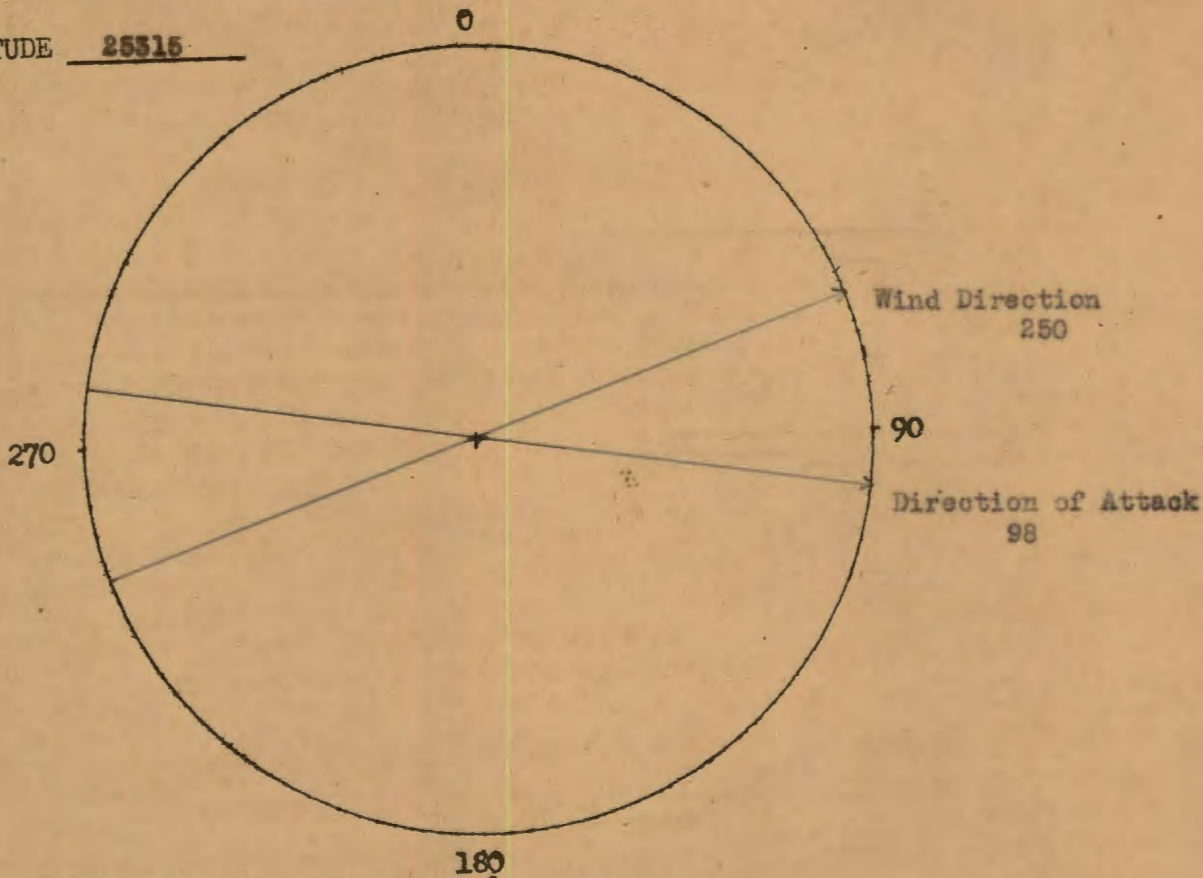


BOMBARDIER'S INDIVIDUAL PLOT

TARGET Merseburg, Germany

METHOD OF BOMBING FFF

ALTITUDE 25315



PLOT LEAD BOX

WIND DIRECTION 250

WIND VELOCITY 55

DIRECTION OF ATTACK 98

REMARKS -----

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

LOW BOX  
 COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Brown DATE 29 July 1944  
 PILOT Capt Opie TAKE OFF 0615  
 NAVIGATOR Lt. Schwartz AIRPLANE B10  
 ORGANIZATION \_\_\_\_\_ SQUADRON 512th GROUP 401st LANDED 1420  
 OBJECTIVE Merseburg, Germany (MPI) \_\_\_\_\_  
 INITIAL POINT \_\_\_\_\_  
 METHOD OF ATTACK \_\_\_\_\_  
                                   Individual    Flight    Squadron    Group    X Wing  
 NUMBER A/C IN GROUP 12 COMPOSITE GROUP \_\_\_\_\_  
 DEFLECTION AND RANGE SIGHTING, GROUP Lead A/C COMPOSITE GROUP \_\_\_\_\_  
 RANGE SIGHTING ONLY, GROUP \_\_\_\_\_ COMPOSITE GROUP \_\_\_\_\_  
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C  
 BOMBS, TYPES AND SIZES 250# M 57  
 NUMBER OF BOMBS LOADED 240 x 250# M 57 RELEASED 240 x 500# M 57  
 FUZING, NOSE 1/10 TAIL 1/100  
 SYNCHRONIZATION X  
                                   On                                    Fast                                    Slow

INFORMATION AT RELEASE POINT:

Altitude of target	<u>345</u>	Mag Head, order	<u>94</u>	Actual	<u>115</u>
True Altitude above target	<u>252000</u>	True Heading		<u>100</u>	
Ind. Altitude	<u>24600</u>	Drift, Est	<u>3L</u>	Actual	<u>5L</u>
Pressure alt of target	<u>-20</u>	True Track		<u>95</u>	
Altimeter setting	<u>29.92</u>	Actual Range		<u>---</u>	
C.I.A.S. <u>150</u>	I.A.S. <u>150</u>	B.S.Type	<u>M-9</u>		
C.S., Est <u>259</u>	Actual <u>254</u>	Time of Release	<u>1059</u>		
Wind Direc. Metro <u>250</u>	Actual <u>260</u>	Intervalometer Setting	<u>100ft</u>		
Wind Veloc. Metro <u>34</u>	Actual <u>29</u>	Length of Bombing Run	<u>5 min</u>		
D.S. <u>123.9</u> Trail <u>95</u>	ATF <u>42.76</u>	C-1 Pilot	<u>Yes</u>	A-5	
Tan. D.A. EST. <u>.54</u>	Actual <u>PPF</u>	Manual Pilot			



TYPE OF RELEASE

Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN \_\_\_\_\_

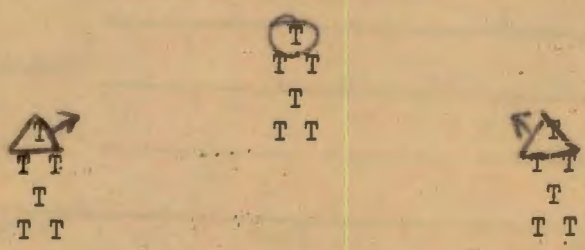
NAVIGATION DATA:

MEAN TEMP. METRO \_\_\_\_\_ ACTUAL \_\_\_\_\_

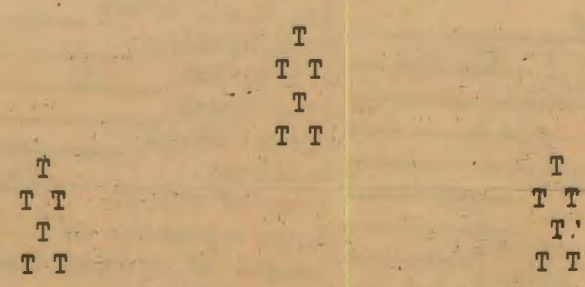
WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
1000						
5000						
10000						
15000						
17000						
19000						
20000						
25000	250	260	<del>33</del> 34	29	-28	-24
28000						
30000						

METHODS OF BOMBING



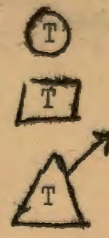
COMPOSITE GROUPS



Bombardier making complete sighting operation

Bombardier making range operation only

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

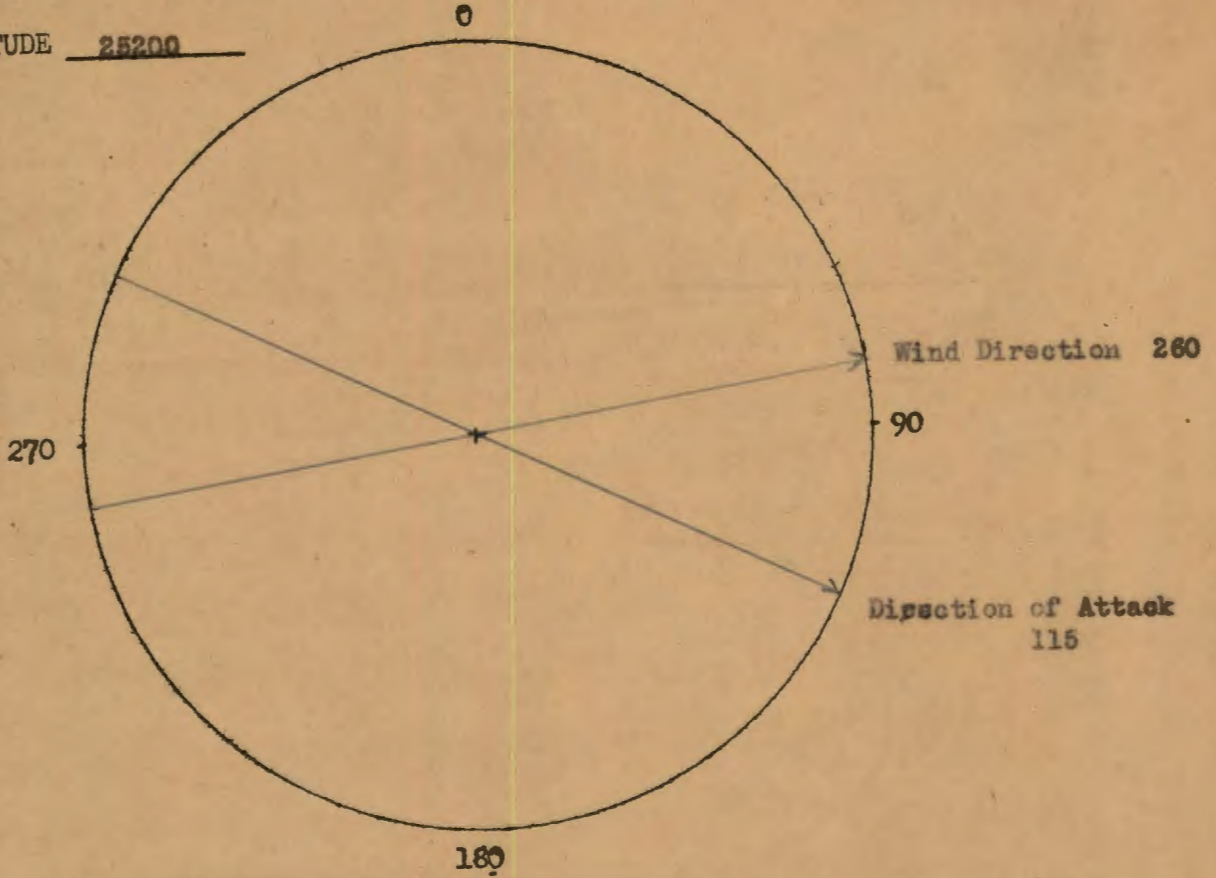


BOMBARDIER'S INDIVIDUAL PLOT

TARGET Merseburg, Germany

METHOD OF BOMBING PEP

ALTITUDE 25200



LOW BOX

PLOT

WIND DIRECTION 260

WIND VELOCITY 29

DIRECTION OF ATTACK 115

REMARKS -----

S E C R E T

Report on A.A. Gunfire.

~~401st~~ BOMBARDMENT GROUP (H)

Target: Assigned . Marseburg . . . . . Date of Mission 29 July. 44  
 Bombed . . Marseburg . . . . .

Route as Flown:-  
0918 (5330-0610E) 0954 (5230-0820E) 0958 (5149-0952E)  
1026 (IP) 1039 (PT) 1107 (5124-1020E) 1216 (5330-0610E).

Weather conditions: (a) At target . . . 8/10. Baze . . . . .  
 (b) En route . . . 8/10. to 10/10 . . . Broken . . . . .  
 Were our A/C "Seen" or "Unseen" targets? (a) At target . . . Seen . . . . .  
 (b) En route . . . Seen and Unseen . . . . .  
 Any condensation trails? . . No . . . . .

Description of Flak at Target, including METHOD OF FIRE CONTROL

Moderate flak lasting approximately 5 minutes was encountered in target area. Described as accurate for both height and deflection and of tracking type.

Flak encountered or observed en route. (In order experienced)  
 Observed 1141 (5217-0845E) 20,000 Meager Poor Poor Black Barrage  
 " 1156 (Dummer Lake) 15,000 " " " " "

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

Position of Group  
Lead and Low Boxes. - 94th "C" CBW. . . . . .

Details:-

	A/C over enemy territory	A/C Damaged	A/C lost to Flak	Time over Target	Time of Bombs away	Height	Axis of Attack	Bomb Run
401 Lead	13	12	0	1039	1039	25,000	98 Mag.	3 Min.
Low	12	9	0	1039	1039	24,300	115 T.	3 Min.
1st								

Comments - Phenomena:-

OFFICE OF THE INTELLIGENCE OFFICER  
 STATION 128 - APO 657  
 U. S. ARMY

D-5-1

29 July 1944.

**SUBJECT:** Comments of Crews Participating in Mission to Marseburg, 29 July 44.

**TO :** Commanding Officer, Station 128, APO 657, U.S. Army. (Thru Lt. Col. W.T. Seawell and Lt. Col. A.C. Brooks).

1. Lt. James A. Knost, Pilot A/C 2393, and crew complimented Capt. Kermit H. Opie's leadership of Low Box.

2. Capt. Kermit H. Opie, Pilot A/C 7810, stated that weather briefing was good.

3. Lt. Woodville G. Rossell, Pilot A/C 7872, believes formation went too close to Dummer Lake. He also says they flew practically alone today. Sgt. Edmund W. Kilgore, Bombardier A/C 7872, had trouble with the bomb release, would not toggle or salvo.

4. Lt. Russell R. Lockhart, Pilot A/C 6313, stated that P-51's still had invasion markings on wings.

5. Lt. Jack B. Evans, Pilot A/C 7148 and crew complimented the navigation and flying of Wing Leader today.

6. Lt. Herbert L. Oas, Pilot A/C 6310, states that A/C 659 led out trailing antenna on bomb run.

7. Lt. Howard P. Lerwick, Pilot A/C 7780, reported that walk-around oxygen bottles are not all filled to capacity.

8. Lt. Charles W. Stegemann, Pilot A/C 2468 and Navigator, P/O Clayton W. McCallin, ask why formation was such a zig zag affair. Say that A/C 344 (Lt. Walter H. Thomason) threw them out of formation. Also said they tuned in on Cottesmore buncher and were thrown off course-have had same trouble before.

9.

9. Lt. Grant H. Linford, Pilot A/C 2988 and crew stated that transportation, both before and after mission, was very much approved.

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

Target No.  
I (a) (iii) 15

I. G. FARBENINDUSTRIE A.G. — MERSEBURG (Leuna)  
(GERMANY)

Illustration No.  
I (a) (iii) 15/15

Illustration No.  
I (a) (iii) 15/15

0 500 1000 1500 2000 YARDS  
0 1 MILE

Photographed 8 April 1944

(1 : 32,000) approx.

Issued April 1944



A I.3c(1)

TYPE A

DECLASSIFIED PER AND 745005  
BY ED NARA DATE 7/27/10

BRIEFING NOTES

1. The target for today is the I.G. Farbin Industrie which is engaged in the synthetic production of oil. In this respect it is the second of its type in size and at the present time is producing within 75% of capacity.
2. Secondary and L.R. target may be any military installation in Germany or any A/D, railroad bridge, road bridge, enemy columns or convoy on a road concentration of troops or equipment not adjacent to a built up area. Targets must be positively identified and a visual sighting must be made.
3. Fighter support will be composed of 5 groups of P-51's and 1 group of P-47's
4. Flak
5. Special instructions.
  - a) There may be one friendly convoy, north bound on the route out.
  - b) Should anyone come down on the mission it is recommended that an attempt be made to get into either Belgium or France. At the present time because of frustrated transportation systems in those countries it is believed that bicycle travel is the best bet. If anyone in the process of evasion finds himself in the vicinity of retreating Germans he must either hide with extreme care or, if in civilian clothes act openly as one of the natives and allow yourself to be evacuated if such is being done.

1407  
E.R.

CONFIDENTIAL

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

31 July 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 31 JULY 1944.

TAKE-OFF: 0850. 10/10 stratocumulus, base 800', tops 2000'. 2/10 altostratus, tops 11,000'. Visibility 3 miles in haze.

ROUTE OUT: 9-10/10 stratocumulus, base 800', tops 2-3000', becoming obscured by altocumulus over the continent. 2-3/10 altostratus, tops 11-12,000', becoming 8-10/10 at 51 deg. 35 min. W 04 deg. 20 min. E, tops lifting to 11-15,000', then breaking to 6-8/10 in the target area. At about 8 deg. E, swelling cumulus began to penetrate the altocumulus, with tops 16-22,000' and occasional tops to 21-25,000'. 0-2/10 cirrus at 21-25,000'. Visibility unrestricted horizontally. Vertical visibility unrestricted over England and the channel, becoming restricted to 10-15 miles over the continent in the vicinity of the target.

TARGET: 1307. 6-8/10 altocumulus, tops 11-15,000'. 1-2/10 cirrus at 21-25,000'. Horizontal visibility unrestricted. Vertical visibility 10-15 miles.

ROUTE BACK: 8-10/10 altocumulus, tops 11-15,000', lowering to 11-12,000' near the continental coast, breaking to nil about mid-North Sea. Swelling cumulus penetrating the altocumulus over the entire continent, tops 16-22,000', occasionally extending to 21-25,000'. 9-10/10 stratocumulus, tops 5-6000', base 1500', over the last half of the North Sea, breaking momentarily to 5-6/10 at the English coast, then returning to 8-10/10 throughout the remainder of the route. 0-2/10 cirrus at 21-25,000'. Horizontal visibility unrestricted. Vertical visibility 10-15 miles in target area, becoming unrestricted over the North Sea and 2-4 miles over England in haze.

BASE ON RETURN: 1707. 9/10 plus stratocumulus, base 1700'. Visibility 4 miles in haze.

REMARKS: Dense, persistent contrails within a 50-75 mile radius of the target at 26,000', becoming light non-persistent above 27,000'. Nil icing. Temperatures as briefed; -32 degrees at 27,000'.

*Arthur B Street*

ARTHUR B. STREET  
Captain, Air Corps  
Staff Weather Officer

CONFIDENTIAL

# OPERATIONAL ROUTE FORECAST

DATE 21 Feb 1974  
PERIOD 0500 - 1700 LGS  
AG P BR HQ SOS 122929

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

	A Base to 06 Deg East	B 05 Deg East to Target to 06 Deg East	C 06 Deg East to Base	D
1 WEATHER	Overcast with haze	Cloudy	Cloudy	
2 CLOUDS	10/20 Stratocumulus base 6-8000ft tops 4000ft with 1-6/10 Stratocumulus base 6000ft tops 10,000ft, in layers becoming 1-5-7/10 Stratocumulus and well-in. Cumulus base over continent base 3000ft top 10,000ft Nil Middle Cloud 1-6/10 Cirrostratus base 25,000ft decreasing to East.	5-7/10 Stratocumulus with swelling Cumulus base 2000ft tops 15,000 with occasional tops to 25,000ft. 3-5/10 Patchy single layer AltoCumulus base 10,000ft tops 14,000ft Occasional Patches of Cirrus base 21-25,000ft associated with Cumulus tops.	5-7/10 Nil Swelling Cumulus base 3000ft tops 15,000ft with occasional tops to 18,000ft. Nil Middle Cloud 6-8/10 Cirrostratus base 25,000ft. <b>Temp. at Flight Level</b> Primary Secondary -26.0 24,000ft -11.0 -28.0 25,000ft -33.0 -30.0 26,000ft -35.0	Low Cloud in Eastern Jet Division Base very likely to become Patchy 3-4/10 by Take Off time. DENSE PERSISTENT CONTRAIL At Cirrus Level. <b>Temp. at Flight Level</b> Primary Secondary -3.5 24,000ft -01.0 -4.5 25,000ft -1.7 -5.5 26,000ft -2.5
3 ICING	10,000ft Nil	9,500ft. Heavy Clear in Cumulus Tops.	10,500ft Moderate Clear in Cumulus tops.	
4 VISIBILITY	1-2 miles, locally 1000 yds. Becoming Unrestricted Aloft.	Vertical Visibility 20-30 miles Unrestricted Horizontal Aloft.	Unrestricted Aloft becoming 6 miles Plus at Base on Return.	Navigation and Target Temperatures for Primary (Target Temp. Secondary)
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
Surface	300 10	300 10	290 10	Plus 13 Plus 19
5000 FT	300 15	310 15	280 15	Plus 07 Plus 08
10000 FT	300 20	310 20	280 25	-01 -01
15000 FT	310 25	320 30 Primary Plus 16	280 30	-09 -10
20000 FT	310 30	320 40 Secondary Plus 17	280 35	-17 -21
25000 FT	320 35	320 50	280 40	-28 -33
30000 FT	320 40	320 55	280 50	-40 -42

BASE ALTIMETER SETTING 30.09 in TARGET SURFACE TEMP. \_\_\_\_\_ TARGET MEAN TEMP. \_\_\_\_\_  
 TEMP. AT \_\_\_\_\_ FT. NOTE TARGET SURFACE (PRESSURE-ALT) \_\_\_\_\_  
 Target Surface Pressure 30.00 in. For Target Pressure Alt. see by Plot, to -70ft.

CONFIDENTIAL



# AIRCRAFT REPORT

DECLASSIFIED PER NND 745005  
 BY ED NARA DATE 11/2/05

		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.				

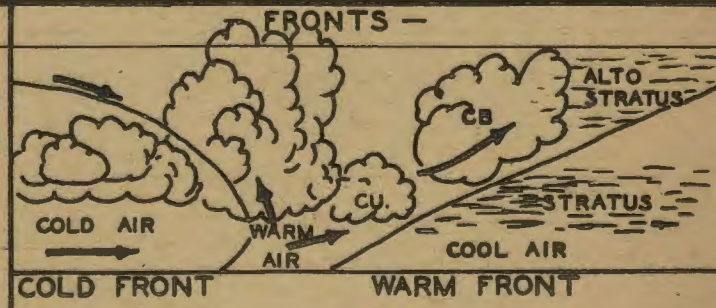
NOTE: AT LEAST ONE COMPLETE OBSERVATION SHOULD BE ENTERED IN EACH COLUMN. THE OTHER SIDE OF THIS CARD HELPED YOU - WON'T YOU GIVE THE NEXT FELLOW A BREAK!

AG P BR HQ 505

122929

### 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



USLIST PB - PC STP V OIBMP-NR 32 O/P

FROM OIBMP 302128B  
 TO USLIST PB  
 USLIST PC  
 STP  
 OIPNT  
 OITHE  
 OIKHI

38

**SECRET**

JUL 30 1944 22 09

~~CONFIDENTIAL~~ BT  
~~SECRET~~

1BD Y-1314-E

FIELD ORDER NO. 454 (PLAN "A")

1. A. FIGHTER SUPPORT: TO FOLLOW.

B. FRIENDLY ACTIVITIES:

TEN 48 A/C CBW'S OF 2ND B.D. DEPARTING CROMER AT ZERO PLUS 52 TO ATTACK GS-38.

I 5 CBW'S (B-17'S) OF 3RD B.D. DEPARTING SOUTHWOLD AT ZERO PLUS 32 TO ATTACK VY-4653 AND GH-353.

PENETRATION AND WITHDRAWAL ROUTES FOR BOTH THE 2ND AND 3RD X.D. WILL BE ESSENTIALLY THE SAME AS FOR THE 1ST B.D.

2 CBW'S (B-24'S) OF 3RD B.D. ATTACKING Z-260 AND Z-354 BY "GEE-H" METHODS. THIS FORCE WILL DEPART AND RETURN AT BEACHY HEAD.

2. TARGETS AND MPI'S: PRIMARIES (IF VISUAL)	BOMB LOAD
40TH "A" CBW: GU-4048 LEAD AND LOW GPS 065060/2 HIGH GP - 031107/2	10 X 500 GP'S 1/10 X 1/100
40TH ZB" CBW: GU-4048 LEAD AND LOW GPS 044120/2 HIGH GP - 031107/2	10 X 500 VP'S 1/10 X 1/100
40TH "C" CBW: GU-4048 LEAD AND LOW GPS 065060/2 HIGH GP - 031107/2	10 X M17 IB'S CLUSTER
1ST "A" CBW: GU-4048 LEAD AND LOW VPS 044120/2 HIGH GP - 031107/2	10 X M17 IB'S CLUSTER
1ST "B" CBW: GY-4662 ALL GPS-077056/9	10 X 500 GP'S 1/10 X 1/100
1ST "C" CBW: GY-4662 ALL GPS-062050/9	10 X 500 GP 1/10 X 1/100
94TH "A" CBW: GY-4662 ALL GPS -099040/9	10 X 500 GP 1/10 X 1/100
94TH "B" CBW: GY-4662 LEAD GP - 077056/9 LOW GP - 062050/9 HIGH GP - 099040/9	10 X 500 GP'S 1/10 X 1/100
94TH "C" CBW: GY-4662 ALL VPS 077056/9	10 X M17 IB'S
41ST "A" CBW: GY-4662 ALL GPS 062050/9	10 X M17 IB'S
41ST "B" CBW: GY-4662 ALL GPS 099040/9	10 X M17 IB'S
41ST ZC" CBW: GY-4662 LEAD GP - 077056/9 LOW GP - 062050/9 HIGH GP - 099040/9	10 X M17 IB'S

(IF PFF) ALL CBW'S: GH-606  
 MPI - XUILDING 11 ON ILL/8

SECONDARY: ALL CBW'S GS-38.

LAST RESORT - ANY MILITARY AXXX OBJECTIVE IN GERMANY OR IN THE OCCUPIED COUNTRIES ANY R.R. BRIDGE, ROAD BRIDGE MARSHALLING YARD, TROOP CONCENTRATION SUPPLY DUMP. OR COLUMN OF TROOPS ON ROAD THAT CAN BE POSITIVELY IDENTIFIED AND A VISUAL SIGHTING MADE.

3. A. COMPOSITION OF FORCE: 1030

- 40TH "A" CBW : LEAD
- 40TH "B" CBW : SECOND
- 40TH "C" CBW : THIRD
- 1ST "A" CBW : FOURTH
- 1ST "B" CBW : FIFTH
- 1ST "C" CBW : SIXTH
- 94TH "A" CBW : SEVENTH
- 94TH "B" CBW : EIGHTH-1044
- 94TH "C" CBW : NINTH

41ST "A" CBW : TENTH  
 41ST "B" CBW : ELEVENTH  
 41ST "C" CBW : TWELFTH

B. FISPOSITION OF PFF A/C:

1ST CBW WILL FURNISH 2 PFF A/C TO LE

C CBW'S

94TH CBW WILL FURNISH 2 PFF A/C TO LEAD GROUPS OF 94TH A, B AND C CBW'S

305TH GROUP WILL FURNISH 2 PFF A/C TO LEAD 40A, 40X, AND 41A AND 1 PFF A/C TO LEAD 40C, 41B AND 41C CBW'S.

C. ROUTE AND APPROXIMATE TIME SCHEDULE FOR LEAD A/C: 40TH "A" CBW:

CLACTON	TIME	ALTITUDE	REMARKS
5148-0400E	1116	ZERO PLUS 32 MIN	20000 START CLIMB
5057-0540E	1138	ZERO PLUS 54 MIN	20000
4930-0637E	1205	ZERO PLUS 81 MIN	20000 START CLIMB
4905-0920E	1234	ZERO PLUS 110 MIN	25000
4842-0950E	1242	ZERO PLUS 118 MIN	25000
I.P. 4842-1048E	1252	ZERO PLUS 128 MIN	25000
T A R G E T	1304	ZERO PLUS 140 MIN	25000 START DESCENT
4820-1153E	1311	ZERO PLUS 147 MIN	23000
4845-1128E	1322	ZERO PLUS 158 MIN	20000
4930-0637E	1444	ZERO PLUS 240 MIN	20000
5057-0540E	1524	ZERO PLUS 280 MIN	20000
5148-0400E	1559	ZERO PLUS 315 MIN	20000 START DESCENT
CLACTON	1638	ZERO PLUS 354 MIN	AS DESIRED

D. SPECIAL INSTRUCTIONS RE ROUTE:

- (1) BASE REFERENCE ALTITUDE: 24000 FEET.
- (2) DIVISION ASSEMBLY LINE: SPL. NO 7 TO CLACTON-ON-SEA
- (3) INTERVAL BETWEEN CBW'S 2 MINUTES

E. ZERO HOUR AND DATE: 1030 HOURS D.B.S.T. 31 JULY, 1944

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

ONE A/C IN EACH GROUP CARRYING GP BOMBS WILL FUZE 1 HR, 2 HR, 12 HR. AND 36 HR. LONG DELAY FUZES AS AVAILABLE.

- (2) INTERVALOMETER SETTINGS: IF VISUAL - SALVO.  
 IF P.F.F. - 175 FEET

4. SUPPLY : NORMAL.

5. COMMUNICATIONS. (PLAN "A")

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, SOUTHERN BRITISH COLUMBIA ON GRADE "A" ENTIRE MISSION.

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

D. R.C.M.:

(1) WINDOW: ALL AIRCRAFT WILL COMMENCE RELEASE OF CHAFFN AIRCRAFT WILL CARRY 384 UNITS.

AT 2

(2) CARPET: NORMAL

E. FIGHTER-BOMBER V.H.F. CHANNELS: 8 A.F. FIGHTER-XOMBER COMMON

F. V.H.F. CALLSIGNS:

(1) BOMBERS - 40A CBW VINEGROVE	1-1	94A CBW VINEGROVE	1-7
40B CBW VINEGROVE	1-2	94X CBW VINEGROVE	1-8
40C CBW VINEGROVE	1-3	94C CBW VINEGROVE	1-9
1A CBW VINEGROVE	1-4	41A CBW VINEGROVE	1-10
1B CBW VINEGROVE	1-5	41B CBW VINEGROVE	1-11
1C CBW VINEGROVE	1-6	41C CBW VINEGROVE	1-12

(2) FIGHTERS - BALANCE ONE

(3) GROUND SECTOR CONTROL - COLGATE

(4) V.H.F. CODE WORD FOR AUTHENTICATION - "SWEET SUE"

G. V.H.F. RELAY AIRCRAFT - 40TH C.B.W. WILL OPERATE RELAY AIRCRAFT IN VICINITY OF 5150-0230E AT 20,000 FEET FROM ZERO PLUS 30 UNTIL RECALLED.

6. SPECIAL INSTRUCTIONS:

(1) SPLASHER ASSIGNMENTS: USE CBW BUNCHERS  
 40TH CBW SPLASHER NO. 10

(2) SCOUTING FORCE INFORMATION: TO FOLLOW.

(3) PLAN "B" WILL FOLLOW. A DECISION AS TO WHICH PLAN TO RUN WILL BE MADE AT 0400, 31 JULY 1944.

BOMB LOAD, TIME CONTROL, FORCE, ROUTE TO 4930-0637E WILL REMAIN THE SAME AS IN PLAN "A". PLAN "B" PRIMARY TARGET (VISUAL OR PFF) WILL BE GS-38.

---WILLIAMS COMBOMDIV ONE---

**T A R G E T**

4820-1153E  
4845-1128E  
4930-0637E  
5057-0540E  
5148-0400E  
CLACTON

1242 ZERO PLUS 118 MIN 25000  
1252 ZERO PLUS 128 MIN 25000  
1304 ZERO PLUS 140 MIN 25000 START DESCENT  
1311 ZERO PLUS 147 MIN 23000  
1322 ZERO PLUS 158 MIN 20000  
1444 ZERO PLUS 240 MIN 20000  
1524 ZERO PLUS 280 MIN 20000  
1559 ZERO PLUS 315 MIN 20000 START DESCENT  
1638 ZERO PLUS 354 MIN AS DESIRED

- D. SPECIAL INSTRUCTIONS RE ROUTE:
  - (1) BASE REFERENCE ALTITUDE: 24000 FEET.
  - (2) DIVISION ASSEMBLY LINE: SPL. NO 7 TO CLACTON-ON-SEA
  - (3) INTERVAL BETWEEN CBW'S 2 MINUTES
- E. ZERO HOUR AND DATE: 1030 HOURS D.B.S.T. 31 JULY, 1944
- X. (1) BOMB LOADINGS AND FUSINGS: SEE PARA, 2

ONE A/C IN EACH GROUP CARRYING GP BOMBS WILL FUZE 1 HR, 2 HR, 12 HR. AND 36 HR. LONG DELAY FUZES AS AVAILABLE.

(2) INTERVALOMETER SETTINGS: IF VISUAL - SALVO.  
IF P.F.F. - 175 FEET

4. SUPPLY : NORMAL.

5. COMMUNICATIONS. (PLAN "A")

- 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, SOUTHERN BRITISH COLUMBIA ON GRADE "A" ENTIRE MISSION.
- C. M.F. D/F SECTION " H "

D. R.C.M.:

(1) WINDOW: ALL AIRCRAFT WILL COMMENCE RELEASE OF CHAFFN AIRCRAFT WILL CARRY 384 UNITS.

AT 2

(2) CARPET:  
NORMAL

E. FIGHTER-BOMBER V.H.F. CHANNELS:  
8 A.F. FIGHTER-XOMBER COMMON

F. V.H.F. CALLSIGNS:

(1) BOMBERS - 40A	CBW VINEGROVE	1-1	94A	CBW VINEGROVE	1-7
40B	CBW VINEGROVE	1-2	94X	CBW VINEGROVE	1-8
40C	CBW VINEGROVE	1-3	94C	CBW VINEGROVE	1-9
1A	CBW VINEGROVE	1-4	41A	CBW VINEGROVE	1-10
1B	CBW VINEGROVE	1-5	41B	CBW VINEGROVE	1-11
1C	CBW VINEGROVE	1-6	41C	CBW VINEGROVE	1-12

(2) FIGHTERS - BALANCE ONE

(3) GROUND SECTOR CONTROL - COLGATE

(4) V.H.F. CODE WORD FOR AUTHENTICATION - "SWEET SUE"

G. V.H.F. RELAY AIRCRAFT - 40TH C.B.W. WILL OPERATE RELAY AIRCRAFT IN VICINITY OF 5150-0230E AT 20,000 FEET FROM ZERO PLUS 30 UNTIL RECALLED.

6. SPECIAL INSTRUCTIONS:

- (1) SPLASHER ASSIGNMENTS: USE CBW BUNCHERS  
40TH CBW SPLASHER NO. 10
- (2) SCOUTING FORCE INFORMATION: TO FOLLOW.
- (3) PLAN "B" WILL FOLLOW. A DECISION AS TO WHICH PLAN TO RUN WILL BE MADE AT 0400, 31 JULY 1944.

BOMB LOAD, TIME CONTROL, FORCE, ROUTE TO 4930-0637E WILL REMAIN THE SAME AS IN PLAN "A". PLAN "B" PRIMARY TARGET (VISUAL OR PFF) WILL BE GS-38.

---WILLIAMS COMBOMDIV ONE---

BT  
AS FOR CHECK

XXXXX CC INSERT IN HEADING SECRET BT INSTEAD OF CONFIDENTIAL BT AS PRINTED

R.-F.-W.- BBB  
K WITH R WHEN REQUESTED  
DPE R. . . . . 302210B MWK AR

12

USLIST PB - PC V BMP NR 8 \_OP

FROM BMP 310640B  
TO USLIST PB - PC

JUL 31 1944 07 05

SECRET

FROM OIPNT 310630B JULY 44  
TO OIBMP  
OIKHI  
OITHE  
SECRET QGX BT D-60,195.

BOMB LINE NO. 1 FOR 31 JULY, 1944. EFFECTIVE 0500 HOURS.

-----  
COAST T-2512 RV 3511 STREAM 3815 RD TO TOWN (BRECEY) 4220 4032  
RD 4132 4333 RD TO BESLON 4433 RD TO RV 4635 RV 5440 RV 5343  
RV 5147 RD TO BRIDGE 5450 STREAM TO RR 6249 RRJ 6350 6549 RV 6644  
RV 7345 RV 7346 NORTH TO RR 7450 RRJ 7351 NORTH TO X RD 7353 X RD  
7454 X RD 7455 7754 8157 8259 RD 8360 8560 8761 9157 RD J 9256  
9557 RD 9657 RV 9759 RV TO BRIDGE U-0159 RD TO RRJ 0459 0659 RRJ 0759  
RDJ 0960 X RD 0961 X RD 1260 RD 1461 RD 1663 RV 1664 RD TO RV 1764  
RD 1865 RD RV 1768 RV 1769 RD 1672 1677 1479

DISTRIBUTION

S-3

S-2

BT 310630B JULY 44  
AS  
VALE AR  
AS FOR R  
DPE R.....310710B PM K

SECRET 11

USLIST PB - PC - STP V OIBMP NR 7 O-P

FROM OIBMP 310555B  
TO USLIST PB - PC  
STP  
OIKHI  
OITHE  
OIPNT

SECRET BT

1BD Y-1328-E  
ANNEX NO. 4 TO F.O. 454 (PLAN A)  
PLAN 'A' IN EFFECT, SCRUB PLAN 'B', REPEAT,  
SCRUB PLAN 'B'.

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

AS

BAKER K  
AS FOR R  
O

BPE G.....1310603B TAYLOR

05

USLIST PB - PC - STP V OIBMP NR 2 O-P

JUL 31 1944 01 55

FROM OIBMP 310130B  
TO USLIST PB - PC  
STP  
OIKHI  
OITHE  
OIPNT  
SECRET BT

**SECRET**

1BD Y-1323-E

ANNEX NO. 2 TO FIELD ORDER NO. 454  
(BOTH PLAN 'A' AND 'B')

6 (2) SCOUTING FORCE SCHEDULE FOR PLAN "A"

A. BUCKEYE RED FORCE, CONSISTING OF 4 P-51'S, WILL RENDEZVOUS WITH THE BOMBERS AT THE ENGLISH COAST CONTINUING ALONG THE ROUTE AND GIVING WEATHER REPORTS AT AXXXXX SAARBRUCKEN, SARREBOURG AND LUDWIGSHAVEN.

B. BUCKWEYE BLUE FORCE, CONSISTING OF 8 P-51'S, WILL RENDEZVOUS APPROXIMATELY AT CONTROL POINT 3, CONTINUING ON THE BOMBERS COURSE AND GIVING TARGET WEATHER TO CBW LEADERS, ARRIVING AT THE TARGET 20 MINUTES AHEAD OF THE LEAD CBW. THESE FORCES WILL CONTACT SECOND AND THIRD DIVISIONS CBW LEADERS ON "C" CHANNEL GIVING THEM THEIR RESPECTIVE TARGET WEATHER.

(3) IF PLAN "B" IS FLOWN, NO BLUE FORCE WILL OPERATE. TARGET WEATHER WILL BE GIVEN BY BUCKEYE RED FORCE

-- WILLIAMS COMBOMDIV ONE--

AS  
WM B. BUSKEYE  
VALE AR  
AS FOR R  
DPE R.....310156B PM K

USLIST PB - PC - STP V OIBMP NR 39 -OP-

FROM: OIBMP 302340B  
TO: USLIST PB  
USLIST PC  
STP  
OITHE  
OIKHI  
OIPNT

SECRET

JUL 31 1944 00 10

SECRET BT

1BD Y-1321-E

ANNEX NO. 1 TO FIELD ORDER 454 (PLAN B)

1. A. FIGHTER SUPPORT:

POINT	TYPE	CALLSIGN	TYPE SUPPORT	CONTROL POINT	TIMINGS
SPL. NO. U CLACTON				C.P.Q. C.P.I.	ZERO HOUR
5148-0400E				C.P.2.	PLUS 32
4930-0637E				C.P.3.	" 80
5057-0540E	1 GP P51'S	BALANCE 1-1	FRONT	"	54
5057-0540E	1 GP P51'S	BALANCE 1-2	MIDDLE	"	66
5057-0540E	1 GP P51'S	BALANCE 1-3	REAR	"	77

- 1 GP. P51'S WILL SWEEP FRANKFURT AREA TO TARGET PROVIDING TARGET SUPPORT C/S BALANCE 1-4.
- 1 GP. P51'S WILL SWEEP DURLACK TO THE TARGET AREA, PROVIDING TARGET SUPPORT. C/S BALANCE QATM
- 1 GP. P47'S ON TYPE 16 CONTROL WILL SWEEP NAMUR AREA AT THE TIME OF THE 1ST B.D. PENETRATION.
- 1 GP P38'S ON TYPE QY CONTROL WILL SWEEP NAMUR AREA AT THE TIME OF THE 1ST B.D. WITHDRAWAL

B. GEOGRAPHICAL REFERENCE POINTS:

- P - AACHEM
- R - SAARBRUCKEN
- O - LUDWIGSHAFEN
- M - KABLENZ
- I - BRUSSELS
- S - PARIS
- E - BEAUVAIS

3. C. DIVISION ASSEMBLY LINE ALTITUDE AND DEPARTURE ALTITUDE AT THE ENGLISH COAST IS CHANGED TO QTPPP FEET, REPEAT, 15000 FEET.

6. C. (1) ADD 40TH CBW : FIXED BEACON EIGHT.

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

BT 302340B

CC PARA 1. IN COLUMN CONTROL POINT 2ND LINE SHOULD READ C.P.1.  
IMI C.P.1. NOT C.P.I. AS SENT

CC PARA 1. 10TH LINE WA SWEEP DURLACH IMI DURLACH NOT DURLACK AS SENT  
AS FOR CHECK

W E SUCHY AR  
DPE R.....310012B PM K

BMP PLK DPE GLA V 94TH CBW NR 2 O-P

02

FROM: 94TH CBW 302347B  
 TO : 1ST BD  
 351ST BG  
 401 ST BG  
 457TH BG

**SECRET**

JUL 31 1944 00 08

94TH CBW Y-102- E ANNEX NO. 1 TO 94TH CBW SUPPLEMENT TO 1 BD F.O. NO. 454.

1. 94TH CBW SUPPLEMENT TO 1 BD F.O. NO. 454 WILL BE THE SAME FOR PLAN 'A' AND PLAN 'B' EXCEPT FOR ROUTE AND TIME SCHEDULE WHICH WILL BE DELETED AND THE FOLLOWING SUBSTITUTED:

CORRECTED ROUTE AND TIME SCHEDULE FOR PLAN 'A' AND 'B'.

'A' CBW:

DEPART POINT	W	KINGS CLIFF	ZERO	MINUS	18	MIN	13,000	FEET.
POINT	B	MARCH	ZERO	MINUS	10	MIN	13,000	FEET.
POINT	D	SPLASHER 7	ZERO	PLUS	5	MIN	15,000	FEET.
POINT	Z	MAX CLACTON	ZERO	PLUS	12	MIN	15,000	FEET.

'B' CBW :

DEPART POINT	Y	COTTESMORE	ZERO	MINUS	17	MIN	14,000	FEET.
POINT	A	CROWLAND	ZERO	MINUS	11	MIN	14,000	FEET.
POINT	D	SPL. 7	ZERO	PLUS	7	MIN	15,000	FEET.
POINT	Z	CLACTON	ZERO	PLUS	12	MIN	15,000	FEET.

'C' CBW :

DEPART POINT	X	GLATTON	ZERO	MINUS	8	MIN	14,000	FEET.
POINT	C	CHATTERIS	ZERO	MINUS	4	MIN	14,000	FEET.
POINT	D	SPL. 7	ZERO	PLUS	9	MIN	15,000	FEET.
POINT	Z	CLACTON	ZERO	PLUS	16	MIN	15,000	FEET.

INTELLIGENCE INSTRUCTIONS:

1. FLAK : GY-4662.

237 GUNS IN TARGET AREA. IF VISUAL RUN 50 GUNS WILL BE IN RANGE. (NO CLOCK) IF PFF 170 GUNS IN RANGE. PRIORITIES OF PFF RUN COMPUTED AT WIND 50 MPH FROM 280.

IN: 3-1-4-5-2-5-8-9-11-12-10-7.

OUT: 6-7-11-12-10-9-8-5-4-2-1-3.

GS-38: 159 GUNS IN TARGET AREA. MAJORITY WILL BE WITHIN RANGE. PRIORITIES COMPUTED FOR PLAN 'B'.

IN: 7-2-1-3-5-6-8-4-9-12-11-10.

OUT: 4-6-9-11-12-10-5-1-2-3-7-8.

SHOULD THIS TARGET BE ATTACKED AS A SECONDARY FOR PLAN 'A' TRY TO AVOID A HEADING OF 300 AND APPROACH FROM A MORE SOUTHERLY DIRECTION.

THE 3RD BD WILL USE SAME I.P. ON PLAN 'A' 2ND BD WILL USE SAME I.P. ON PLAN 'B'.

AS  
 WS AR  
 K WITH R WHEN REQUESTED  
 DPE R.....310011B PM KP



USLIST PB - PC - STP V OIBMP NR 5 O-P

FROM: OIBMP 310405B  
 TO : USLIST PB - PC  
 STP  
 OIKHI  
 OITHE  
 OIPNT

SECRET

SECRET BT

1BD Y-1326-E

ANNEX NO. 3 TO F.O. 454 (PLAN B).

3. C. ROUTE AND APPROXIMATE TIME SCHEDULE  
 FOR LEAD A/C: 40TH "A" C.B.W.

CLACTON	ZERO HOUR	15000 START CLIMB
5148-0400E	ZERO PLUS 33 MINUTES	20000
5057-0540E	ZERO PLUS 56 "	20000 START CLIMB
4930-0637E	ZERO PLUS 81 "	25000
(I.P.)4958-0743E	ZERO PLUS 95 "	25000
TARGET	ZERO PLUS 104 "	25000 START DESCENT
4940-0837E	ZERO PLUS 108 "	24000
4951-0808E	ZERO PLUS 116 "	22000
5025-0604E	ZERO PLUS 153 "	20000
5057-0540E	ZERO PLUS 168 "	20000
5148-0400E	ZERO PLUS 201 "	20000 START DESCENT
CLACTON	ZERO PLUS 239 "	AS DESIRED

1. A. FIGHTER SUPPORT - REVISED TIMINGS-

CLACTON	ZERO HOUR
5148-0400E	ZERO PLUS 33 MINUTES
4930-0637E	ZERO PLUS 81 MINUTES
5057-0540E	ZERO PLUS 56 MINUTES
5057-0540E	ZERO PLUS 68 MINUTES
5057-0540E	ZERO PLUS 79 MINUTES

BT  
 AS  
 AS

---WILLIAMS COMBOMDIV ONE---

F URBANEK AR K  
 K WITH R WHEN REQUESTED  
 DPE R..... 310500 TAYLOR AR

**SECRET**

08

USLIST PB - PC - STP V OIBMP NR 6 O-P

FROM OIBMP 310405B  
 TO USLIST PB - PC  
 STP  
 OIKHI  
 OITHE  
 OIPNT  
 SECRET BT

1BD Y-1327-E

ANNEX NO. 3 TO F.O. 454 (PLAN 'A' )

3. C ROUTE AND APPROXIMATE TIME SCHEDULE FOR LEAD A/C: ~~XXXXH~~  
 40TH "A" CBW.

CLACTON	ZERO	HOUR		
5148-0400E	33	ZERO PLUS	33	MIN
5057-0540E	23	ZERO PLUS	56	"
4930-0637E	26	ZERO PLUS	82	"
4905-0920E	30	ZERO PLUS	112	"
4842-0950E	9	ZERO PLUS	121	"
4842-1048E (I.P.)	10	ZERO PLUS	131	"
TARGET	12	ZERO PLUS	143	"
4820-1153E	7	ZERO PLUS	150	"
4845-1128E	11	ZERO PLUS	161	"
4930-0637E	82	ZERO PLUS	243	"
5057-0540E	41	ZERO PLUS	284	"
5148-0400E	33	ZERO PLUS	317	"
CLACTON	38	ZERO PLUS	355	"

15000	START CLIMB
20000	
20000	START CLIMB
25000	
25000	
25000	START DESCENT
23000	
20000	
20000	
20000	START DESCENT
AS DESIRED	

1. A. FIGHTER SUPPORT - REVISED TIMINGS:

CLACTON	ZERO	HOUR
5148-0400E	PLUS 33	1030
5030-0600E	PLUS 65	1135
5030-0600E	PLUS 65	1135
4930-0637E	PLUS 82	1152
4918-0800E	PLUS 94	1204
4918-0800E	PLUS 106	1216
4918-0800E	PLUS 117	1227
4842-0950E	PLUS 121	1231
4918-0800E	PLUS 219	
5030-0600E	PLUS 271	= 4 31

1030  
 223  
 14  
 ---  
 1307

03:39 10:30  
 14 01

-- WILLIAMS COMBOMDIV ONE --

AS  
 VALE BB  
 AS FOR R  
 DPE R.....310434B

TAYLOR

3 39  
 10 30  
 13 69

03

JUL 31 1944 00 24

SECRET

BMP PLK DPE GLA V 94TH CBW NR 1 -OP-

FROM 94TH CBW 310020B  
TO 1ST BD  
351ST BG  
401ST BG  
457TH BG

SECRET BT  
94TH CBW Y-103-E ANNEX NO. W 2 TO 94TH CBW SUPPLEMENT NO 1 TO  
1ST BD F.O. NO. 454.

CORRECTION TO 94TH CBW ANNEX NO. 1.  
IN CORRECTED ROUTE AND TIME SCHEDULE FOR PLAN "A" AND "B".  
UNDER "B" CBW : LINE CLACTON TO READ:

POINT Z CLACTON ZERO PLUS 14 MIN 15,000 FEET.  
RPT 14 MINS NOT 12 AS SENT

---LACEY COMBOMWG NINE FOUR---

BT 310020B  
AS AS  
JS AR  
AS FOR R  
DPE R.....310025B PM K

USLIST PB - PC STP V OIBMP NR 34 OP

FROM OIBMP 302215B  
 TO USLIST PB  
 USLIST PC  
 STP  
 OIPNT  
 OITHE  
 OIKHI

JUL 30 1944 22 39

**SECRET**

39

SECRET BT

1BD Y-1316-E

FIELD ORDER NO. 454 (PLAN "B")

1. A. FIGHTER SUPPORT: TO FOLLOW.

B. FRIENDLY ACTIVITIES:

5 CBW'S OF 3RD B.D. DEPARTING SOUTHWOLD  
 AT ZERO PLUS 32 TO ATTACK GS-38.

10 CBW'S OF 2ND B.D. DEPARTING CROMER AT  
 ZERO PLUS 52 TO ATTACK GS-38.

2ND AND 3RD B.D.'S WILL FOLLOW THE SAME  
 ROUTING AS THE 1ST B.D.

2 CBW'S (B-24'S) OF 3RD B.D. ATTACKING Z-260  
 AND Z-354 BY "GEE-H" METOXXXX METOXXXX METHODS.

2. TARGETS AND MPI'S: ALL CBW'S: GS-38.

VISUAL MPI'S:

40TH "A", 1ST "A", 94TH "A" AND 41ST "A" CBW'S: 033043/11.

40TH "B", 1ST "B", 94TH "B", 41ST "B" CBW'S: 033067/11.

40TH "C", 1ST "C", 94TH "C", 41ST "C" CBW'S: 042116/11.

PFF MPI: ALL CBW'S:  
 033067/11.

SECONDARY AND LAST RESORT: ANY INSTALLATION  
 IN GERMANY OR IN THE OCCUPIED COUNTRIES ANY  
 R.R. BRIDGE, COAD BRIDGE, M/Y, SUPPLY DUMP.  
 TROOP CONCENTRATION OR COLUMN OF TROOPS  
 ON A ROAD THAT CAN BE POSITIVELY  
 IDENTIFIED AND A VISUAL SIGHTING MADE.

3. A. COMPOSITION OF FORCE:

SAME AS IN F.O. 454 PLAN "A".

B. DISPOSITION OF PFF A/C:

SAME AS IN F.O. 454 PLAN "A".

C. ROUTE AND APPROXIMATE TIME SCHEDULE FOR LEAD A/C: 40TH "A" CBW:

CLACTON	1044	ZERO HOUR	+14	MINS	13000	
5148-0400E	1116	ZERO PLUS	32	MINS	20000	
5057-0540E	1138	ZERO PLUS	54	MINS	20000	START CLIMB
4930-0637E	1204	ZERO PLUS	80	MINS	25000	
I.P. 4948-0743E	1217	ZERO PLUS	93	MINS	25000	
TARGET	1226	ZERO PLUS	102	MINS	25000	START DESCENTN
4940-0837E	1230	ZERO PLUS	106	MINS	24000	
4951-0808E	1238	ZERO PLUS	114	MINS	22000	
5025-0604E	1316	ZERO PLUS	152	MINS	20000	
5057-0540E	1331	ZERO PLUS	167	MINS	20000	
5148-0400E	1406	ZERO PLUS	202	MINS	20000	START DESCENT
CLACTON	1445	ZERO PLUS	241	MINS	AS DESIRED	

D. SPECIAL INSTRUCTIONS RE ROUTE:

- (1) BASE REFERENCE ALTITUDE: 24000 FEET.
- (2) DIVISION ASSEMBLY LINE: SPL. 7 TO CLACTON-ON-SEA.
- (3) INTERVAL BETWEEN CBW'S: 2 MINUTES.

E. ZERO HOUR AND DATE: 1030 HOURS D.B.S.T. 31 JULY, 1944.

X. (1) BOMB LOADINGS AND FUSINGS:

SAME AS IN F.O. 454 PLAN "A".

(2) INTERVALOMETER SETTINGS: SAME AS PLAN "A"

4. SUPPLY: NORMAL.

5. COMMUNICATIONS: SAME AS IN FIELD ORDER 454 (PLAN A).

6. SPECIAL INSTRUCTIONS:

- (1) SPLASHER ASSIGNMENTS: CBW'S USE BUNCHERS.
- (2) SCOUTING FORCE INFORMATION: TO FOLLOW

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

BT  
 AS  
 R.-F.-W.-BBB  
 K WITH R WHEN REQUESTED

DPE R. . . . 302240B MWK AR

~~SECRET~~

JUL 30 1944 23 09

~~STAND BY FOR USLIST PC PB B/CAST INTELLIGENCE ANNEX~~

USLIST PB - PC STP V OIXMP NR 33 OP

FROM OIEMP 302155B  
TO USLIST PBN

USLIST PC  
STP (ATT A-2'S AND S-2'S)

1BD Y-1315-D

INTELLIGENCE ANNEX TO 1BD F.O. NO. 454 PLAN "A"

TIDES - GMT.

HIGH	LOW
-----	-----
1009	0157 AND 0416
2242	1443 AND 1655N

FIGHTERS - STRONG E/A OPPOSITION POSSIBLE.N

GU4048- SOME DAMAGE WAS DONE TO THIS TARGET BY THE 15TH A.F. M.P.I.'S HAVE BEEN SELECTED IN THE UNDAMAGED PARTS OF THE TARGET. THE MAIN ACTIVITY AT THE FIELD AT PCESNT IS THE TRAINING OF NIGHT FIGHTER CREWS AND THE REPAIRING OF MESSERSCHMITT A/C.

GY4662- THERE IS AN ACTIVE AND EFFICIENT SMOKE SCREEN AT THIS TARGET. SEE REPORT NO. K.2727. THIS IS ONE OF THE MORE IMPORTANT FACTORIES PRODUCING B.M.W. ENGINES.

CONVOYS - NONE EXPECTED.

--- WILLIAMS COMBOMDIV ONE ---

BT  
R.-F.-W.-B-1  
K WITH R WHEN REQUESTED

DPE R.....302311B MWK AR

**SECRET**

JUL 30 1944 23 38

B

BMP PLK DPE GLA V 94TH CBW NR 1 O-P

FROM: 94TH CBW 302308B  
 TO : 1BD  
 351ST BG  
 401ST BG  
 457TH BG

43

94TH CBW Y-101- E SECRET. AUTHORITY LT. COL. B.K. VOORHEES. 94TH CBW SUPPLEMENT NUMBER 1 TO 1ST BD FIELD ORDER NUMBER 454.

A. FORCE REQUIRED:  
 3 CBW 12 A/C BOXES.

'A' CBW:  
 LEAD BOX 351.  
 LOW BOX 351  
 HIGH BOX 351

'B' CBW:  
 LEAD BOX 401  
 LOW BOX 401  
 HIGH BOX 401

'C' CBW:  
 LEAD BOX 457  
 LOW BOX 457  
 HIGH BOX 457

DISPOSITION OF PFF: 2 A/C TO 351.  
 2 A/C TO 401  
 2 A/C TO 457.

B. ASSEMBLY:

1. 'A' CBW ASSEMBLE KINGS CLIFFE BUNCHER LEAD 11,000 FEET.  
 'B' CBW ASSEMBLE COTTESMORE BUNCHER LEAD 12,000 FEET.  
 'C' CBW ASSEMBLE GLATTON BUNCHER LEAD 12,000 FEET.

C. ROUTE AND TIME SCHEDULE FOR 'A' CBW :

DEPART POINT W	KINGS CLIFF	ZERO MINUS	18	MIN	11,000	FEET.
POINT B	MARCH	ZERO MINUS	10	MIN	11,000	FEET.
POINT D	SPLASHER 7	ZERO PLUS	5	MIN	13,000	FEET.
POINT Z	CLACTON	ZERO PLUS	12	MIN	13,000	FEET.

'B' CBW :

DEPART POINT Y	COTTESMORE	ZERO MINUS	19	MIN	12,000	FEET.
POINT A	CROWLAND	ZERO MINUS	12	MIN	12,000	FEET.
POINT D	SPLASHER 7	ZERO PLUS	7	MIN	13,000	FEET.
POINT Z	CLACTON	ZERO PLUS	14	MIN	13,000	FEET.

'C' CBW :

DEPART POINT X	GLATTON	ZERO MINUS	9	MIN	12,000	FEET.
POINT C	CHATTERIS	ZERO MINUS	5	MIN	12,000	FEET.
POINT D	SPLASHER 7	ZERO PLUS	9	MIN	13,000	FEET.
POINT Z	CLACTON	ZERO PLUS	16	MIN	13,000	FEET.

D. ROUTE BACK:

LET DOWN HEADINGS ON:

		LEAD	LOW	HIGH
KINGS CLIFFE BUNCHER FOR 'A' CBW		30	15	45
COTTESMORE BUNCHER FOR 'B' CBW		340	355	10
GLATTON BUNCHER FOR 'C' CBW		65	50	80

E. ADDITIONAL INSTRUCTIONS:

- 351 GROUP LEADER MAJ. CARRAWAY WILL BE 'A' CBW AIR COMMANDER.  
 401 GROUP LEADER MAJ. GARLAND WILL BE 'B' CBW AIR COMMANDER.  
 457 GROUP LEADER MAJ. SPENCER WILL BE 'C' CBW AIR COMMANDER.
- GASOLINE INSTRUCTIONS: 2,700 GALLONS.
- EMERGENCY AIRDROME: WOODBRIDGE, 5205N-0124E.
- SPARES TURN BACK AT : MID- CHANNEL.  
 CBW AIR COMMANDERS WILL ANNOUNCE IN THE CLEAR ON 'A' CHANNEL VHF, WHEN TO START AND STOP DISCHARGE OF CHAFF.  
 RADIO OPERATORS WILL BE REMINDED OF THE IMPORTANCE OF DISCHARGING CHAFF PROPERLY.

F. BOMBING INSTRUCTIONS:

IP AND METHOD OF BOMBING WILL BE GIVEN IN THE CLEAR ON 'A' CHANNEL VHF, EXX BY THE CBW AIR COMMANDER.

G. COMMUNICATIONS:

- 1. WX CODE WORD BATIV.  
 C/S WX A/C FOR 'A' CBW HOTMINT D-DOG.  
 C/S WX A/C FOR 'B' CBW BUZZARD K- KING.  
 C/S WX A/C FOR 'C' CBW BLUEBELL T- TARE.

2. VHF CALL SIGNS AND FLARES FOR:

	'A' CBW	'B' CBW	'C' CBW
LEAD	GY	NORMAL	NORMAL
LOW	RR		
HIGH	GG		

3. RADIO SILENCE WILL BE MAINTAINED EXCEPT BY CBW LEADER WHERE USE IS NECESSARY IN CBW ASSEMBLE.

4. VHF CODE WORD FOR 'ABANDON MISSION' :

- 'A' CBW : KNIFE AND FORK.
- 'B' CBW : HAM AND EGGS.
- 'C' CBW : CUP OF COFFEE.

5. W/T CC SIGNS: NORMAL.

H. INTELLIGENCE INSTRUCTIONS: PLAN 'A'

1. SECONDARY TARGET AND MPI'S : GS-38.

- 'A' CBW - 033043/11.
- 'B' CBW - 033067/11.
- 'C' CBW - 042116/11.

2. FLAK: TO FOLLOW.

AS  
 WS AR  
 K WITH R WHEN REQUESTD  
 DPE .....302340B DRD AR

SECRET

SECRET

42

~~STAND BY FOR INTELLIGENT ANNEX PB PC - XAS T STP~~

USLIST PB - PC VSTP V OIBMP NR 35 O/P

FROM OIBMP 302218B  
TO USLIST PB  
USLIST PC  
(ATT: ALL A-2'S AND SAWJS)  
BT

JUL 30 1944 23 ia

1 BD Y-1317-E

INTELLIGENCE ANNEX TO 1BD F.O. NO.454

PLAN "B"

TIDES - GMT.

HIGH	LOW
-----	---
1009	0157 AND 0416
2242	1443 AND 1655

FIGHTERS- STRONG E/A OPPOSITION POSSIBLE

GS-38 - CONSIDERABLE DAMAGE HAS BEEN DONE TO THIS TARGET BUT RECONSTRUCTION HAS BEEN FAIRLY EXTENSIVE. SEE P U REPORTS.

CONVOYS- NONE EXPECTED.

---WILLIAMS COMBOMDIV ONE---

BT 302218B  
R.-F.-W.- ABBBB  
K WIT R WHEN REQUESTED  
XDPE R.....302317B MWK AR

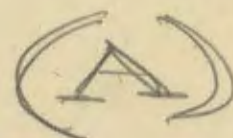
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**SECRET**

JUL 30 1944 23 01

40



USLIST PB - PC STP V OIBMP NR 38 O/P

FROM OIBMP 302241B  
 TO USLIST PB  
 USLIST PC  
 STP  
 OITHE  
 OIKHI  
 OIPNT

SECRET BT

1BD Y-1320-E

ANNEX NO. 1 TO FIELD ORDER 454 (PLAN A)

1. A. FIGHTER SUPPORT:

POINT	TYPE	CALLSIGN	TYPE SUPPORT	CONTROL POINT	TIMINGS
SPL. NO. 7				C.P.Q.	
CLACTON				C.P.1.	ZERO HOUR 1030
5148-0400E				C.P.2.	PLUS 32 - 1102
5030-0600E	1GP P51'S	BALANCE 1-1	CLOSE		PLUS 63 - 1133
5030-0600	1GP P47'S	BALANCE 1-7	AREA		PLUS 63 - 1133
4930-0637E				C.P.3.	PLUS 81 - 1151
4918-0800E	1GP P51'S	BALANCE 1-2	FRONT		PLUS 93 - 1203
4918-0800E	1GP P51'S	BALANCE 1-3	MIDDLE		PLUS 105 - 1215
4918-0800E	1GP P51'S	BALANCE 1-4	REAR		PLUS 116 - 1226
4842-0950E				C.P.4.	PLUS 118 - 1228
4918-0800E	1GP P47'S	BALANCE 1-6	CLOSE		PLUS 215 - 1405
5030-0600E	1GP P47'S	BALANCE 1-7	AREA		PLUS 265 - 1455

1 GP. P51'S WILL SWEEP NURNBERG AREA AND THEN FURNISH TARGET SUPPORT FOR 1ST B.D. C/S BALANCE 1-5.,

1-7 WILL RUN TWO MISSIONS E THE P-47 GP C/S BALAN  
 FURNISHING AREA SUPPORT ON TYPE 16 CONTROL IN THE  
 NAMUR AREA.

B. GEOGRAPHICAL REFERENCE POINTS:

- P - AACHEN *5045 0605*
- R - SAARBRUCKEN *4915 0700*
- O - LUDWIGSHAFEN..
- M - MUNCHEN.
- I - NURNBERG *4930 1110*
- S - BRUSSELS.
- E - PARIS.

---WILLIAMS COMBOMDIV ONE---

BT  
 AS FOR CHECK

BT  
 6. 1. CHANGE 40TH CBW: SPL. NO. 10 TO FIXED BEACON  
 8. REPEAT, FIXED BEACON 8.

3. C. NOTE: DEPARTURE ALTITUDE AT ENGLISH COAST AND  
 DIVISION ASSEMBLY LINE ALTITUDE CHANGED TO  
 15000 FEET, REPEAT, 15000 FEET.

---WILLIAMS COMBOMDIV MNE---

BT  
 R.-F.-W.- BBB  
 DPE R.....302303B MWK AR

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

F-C-2

A.P.O. 557  
29 July 1944

SUBJECT: Armament Malfunction Mission Report

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

1. Negative Armament Malfunction Report is submitted for the mission of 29 July 1944.
2. There were twenty-two (22) aircraft equipped with the all-electric bomb release system participating in the mission.

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

LEAD BOX 94TH "G" WING

Combat Flight Leader MAJ GARLAND

Date 29 July 44

Deputy Flight Leader LT CONNOLLY

20-250 GP  
1/10 - 1/40

614 SQDN *About*  
GRUMAN (GARLAND)  
PTF 701

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

*About*  
CONNOLLY  
~~IN C 1081~~  
~~PTF 388~~

*Salvaged Bombs on Runway*

*Most gas loading*

EVANS  
IN B 6145

614 SQDN

~~comp~~ SQDN

LOCKHART

ROZELL

IN F 6315

IN A 7872

LIMMONS

ETTERS

KOVACH

TAYLOR

IN N 6104

IN R 6115

IN K 1869

IN B 7151

*1-Tank chg S.D.*

MERCER

IN J 2859

KOONS

HARASYM

IN O 7602

IN H 7869

*1-Spar S.D.*

SPARES

*INK 1072*

DCW

WEATHER SHIP ~~DC 2 2082~~

IY O 1091

SPARE LEAD ~~IN C 1081~~

GROUND SPARES ~~IN B 2394~~ IW D 2394  
IN B 6152

HAYES

SC P 1891 (TO COAST ONLY, DO NOT LOAD)

**HIGH BOX 94TH "O" WING**

Combat Flight Leader

LT. PARR

Date 29 JULY 1944

Deputy Flight Leader

LT. HEENAN

615 SQDN

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

PARR

IY L

*R-Spar S.D.*  
7551

SULLIVAN

IY Q 9873

HEENAN

IY R 6146

COMP SQDN

615 SQDN

FOX

IN T 7736

GILLESPIE

IY B 1730

RITTING

SC B 1662

LEWICK

IN R 7780

OAS

*R-Spar S.D.*  
IY P 6310

OSSIANDER

IY E 7092

KUTA

IN Q 7931

LIPPERT

IN G 7511

HANSON

IN S 2947

SPARES

MC ILRAITH

IY J 7113

SILVERSTEIN

IN O 7706

~~IN D 2394~~ ( TO COAST DO NOT LOAD)

**LOW BOX 24TH "C" WING**

Combat Flight Leader

**CAPT. OPIE**

Date **20 JULY 1944**

Deputy Flight Leader

**LT. BALL**

**612 SQDN**

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

**OPIE**

**SC I 7510**

**SCHAUMANN**

**BALL**

**SC J 7790**

**SC F 2957**

*Pos - S.D. ?*

~~COMP~~ **SQDL**

**612 SQDN**

**GAHNS**

**CARTER**

**SC A 7628**

**SC O 7487**

**BURNS**

**GIBSON**

**LINFORD**

**KICST**

**SC B 6992**

**SC L 7632**

**SC S 7938b**

**SC R 2393**

**THOMSON**

**IN P 7344**

**SFROUL**

**STEDMAN**

**IY D 7859**

**IY C 2468**

SPARES

**LOUGHLIN**

**SC G 7962**

**FINNEY( TO COAST ONLY, DO NOT LOAD)**

**IN Q 7478**

Franlingham -

1 crew chief } 1 month  
3 maintenance men }

*Sp Engineering*

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

29 July 1944.

SUBJECT: Comments of Crews Participating in Mission to Herseburg, 29 July 44.

TO : Commanding Officer, Station 128, APO 567, U.S. Army. (Thru  
Lt. Col. W.T. Souwell and Lt. Col. A.C. Brooks).

1. Lt. James A. Frost, Pilot A/C 2893, and crew complimented Capt.  
Kermit H. Opie's leadership of Low Box.

2. Capt. Kermit H. Opie, Pilot A/C 7810, stated that weather briefing  
was good.

3. Lt. Woodville G. Rozzell, Pilot A/C 7872, believes formation went  
too close to Dummer Lake. He also says they flew practically alone today.  
Sgt Edmund W. Kilgore, Bombardier A/C 7872, had trouble with the bomb release,  
would not toggle or salvo.

4. Lt. Russell R. Lockhart, Pilot A/C 6813, stated that P-51's still  
had invasion markings on wings.

5. Lt. Jack B. Evans, Pilot A/C 7145 and crew complimented the naviga-  
tion and flying of Wing Leader today.

~~XX~~

6. Lt. Herbert L. Oas, Pilot A/C 6810, states that A/C 659 let out  
trailing antenna on bomb run.

7. Lt. Howard P. Lerwick, Pilot A/C 7780, reported that walk-around  
oxygen bottles are not filled to capacity.

8. Lt. Charles W. Stegemann, Pilot A/C 2488 and Navigator, P/C Clayton  
W. Mc Glain, ask why formation was such a zig zag affair. Say that A/C 344  
(Lt. Walter H. Thomson) threw them out of formation. Also said they tuned in  
on Cottesmore huncher and were thrown off course-have had same trouble before.

9. Lt. Grant H. Linford, Pilot A/C 2938 and crew stated that transporta-  
tion, both before and after mission, was very much approved.

/s/ P. R. Myers, 2nd Lt, for  
W. B. PRY,  
Major, Air Corps,  
Group S-2 Officer.

*1533*

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

29 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
42-31662	1. Negative
42-97933	1. Negative
42-97962	1. Negative
42-106992	1. Flak hole right side of fuselage Station 6 H 2. Flak hole right wing tip (Requires replacement)
42-97487	1. Flak hole left side of fuselage behind front hatch 2. Flak hole left side of chin turret fairing
43-37632	1. Flak hole in leading edge of vertical stabilizer station A-5 2. Flak hole in leading edge of left wing station 32.5 3. Flak hole in leading edge of left horizontal stabilizer station 168
43-37790	1. Flak hole in No. 4 nacelle at 7 o'clock 2. Flak hole in left wing, punctured no. 7 Tokio tank 3. Flak hole in left wing station 25
43-37510	1. Flak hole in plexi-glass nose on right side 2. Flak hole in left side of fuselage fore waist window
42-102393	1. Flak hole in right wing, Trailing edge, Station #13. 2. Flak hole in wing butt fairing right side at leading edge.
43-37628	1. Negative
42-102957	1. Flak hole in left wing at Station # 30 2. Flak hole in left wing at Station # 24 3. Flak hole in nose section

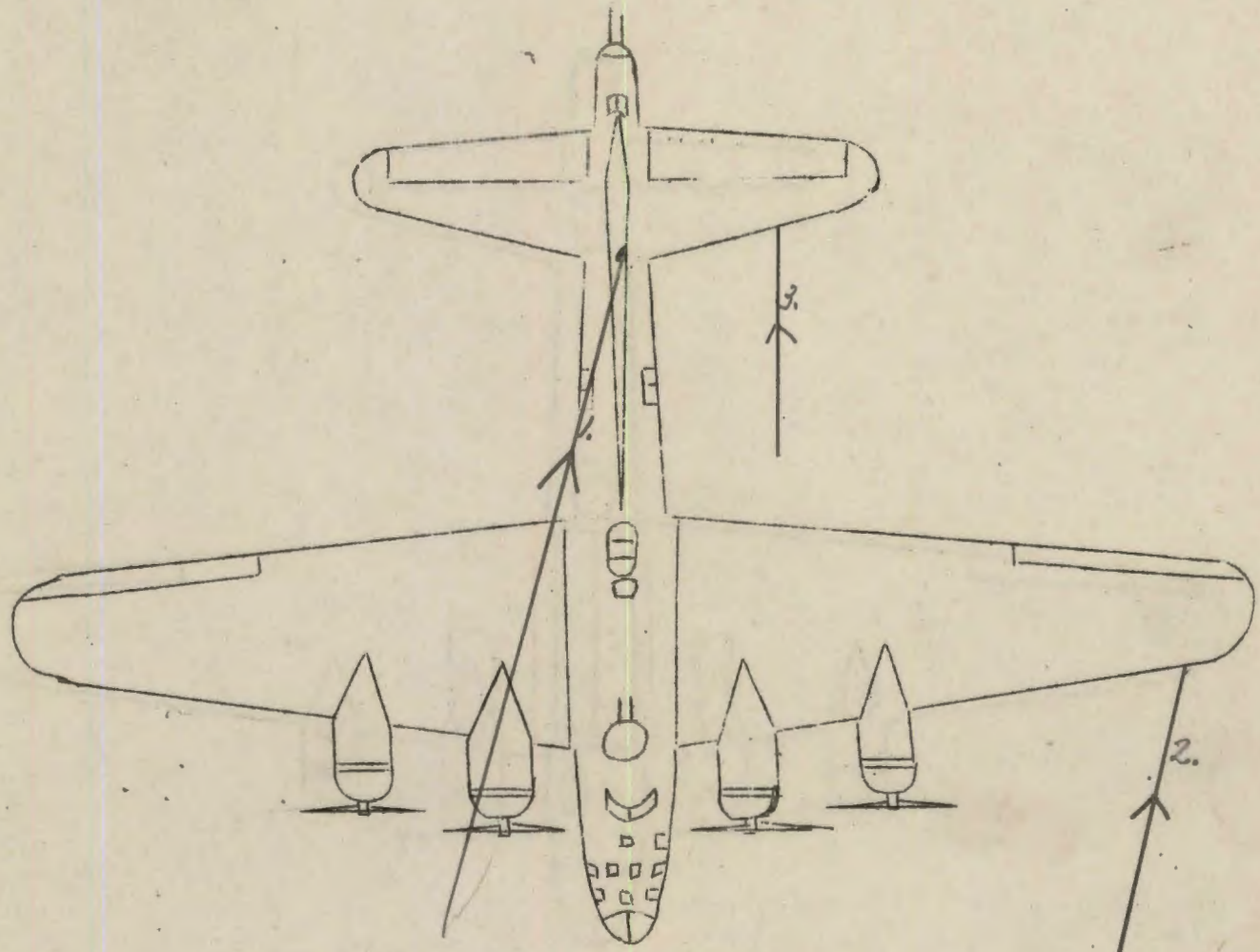
HERBERT O. KIMMEL  
Capt. Air Corp  
Engineering Officer



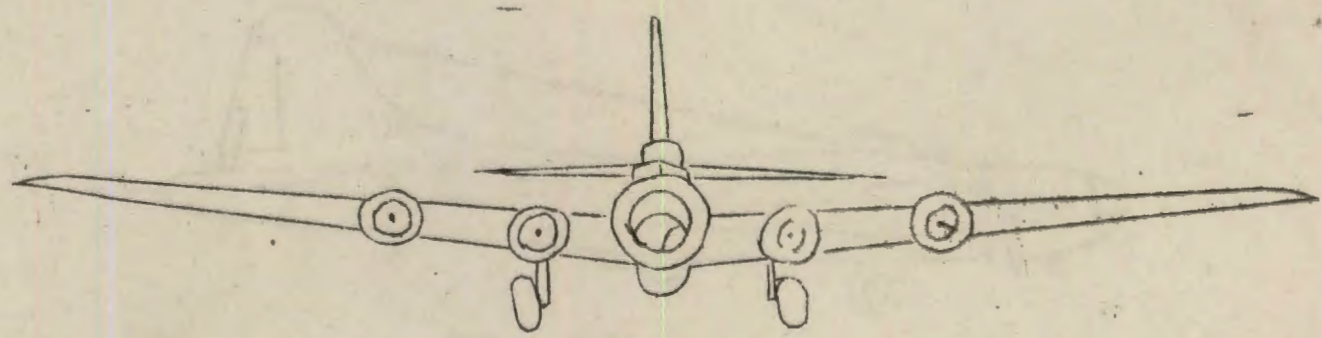
AIRPLANE NO. 43-37632

SQDN. 6/2th

DATE 29-7-44



TOP VIEW

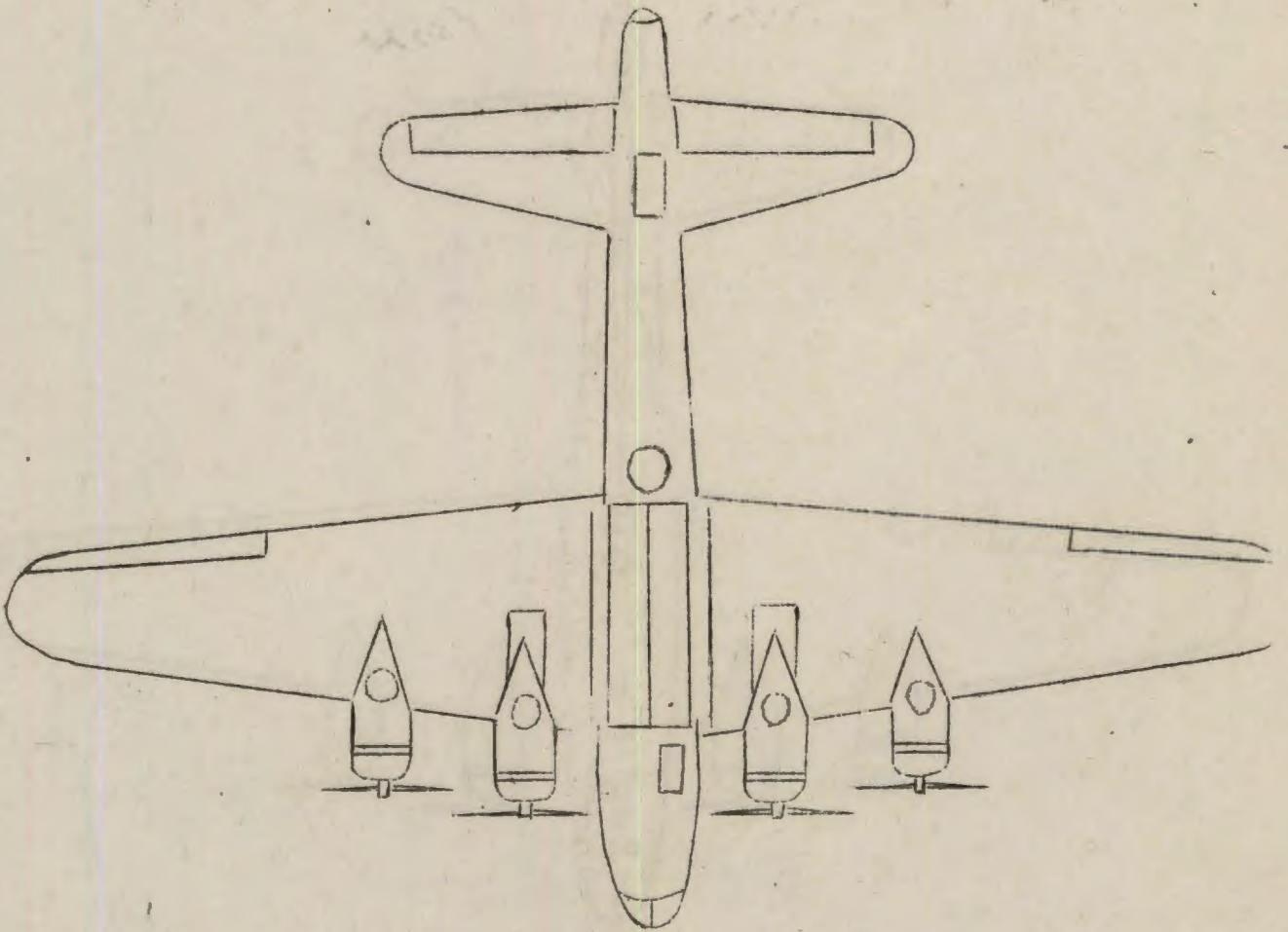


FRONT VIEW

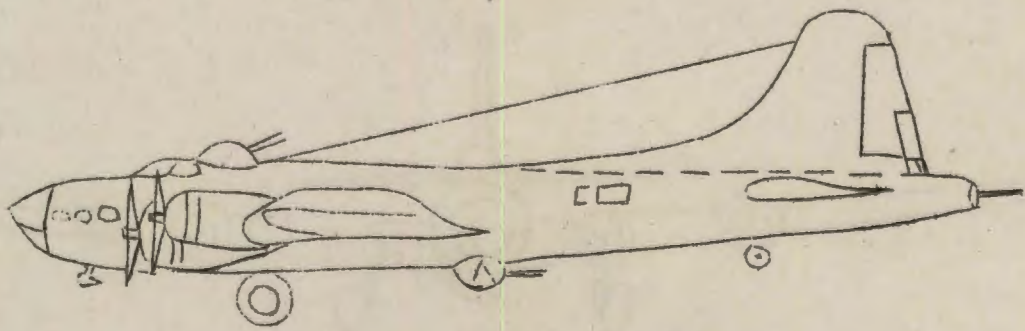
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BQDN 612th

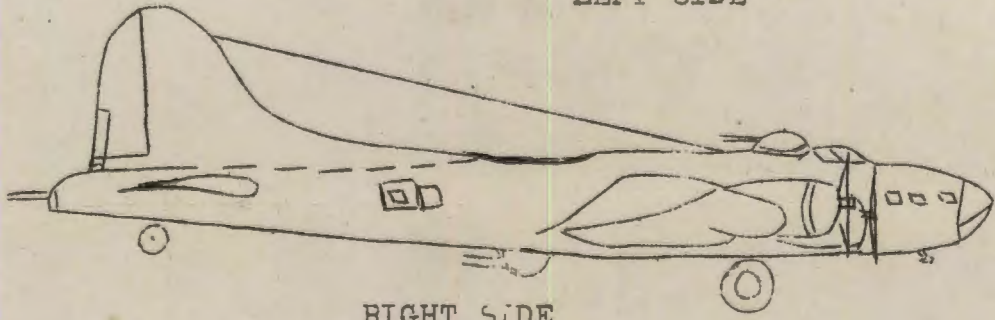
DATE 29-7-44



BOTTOM VIEW



LEFT SIDE



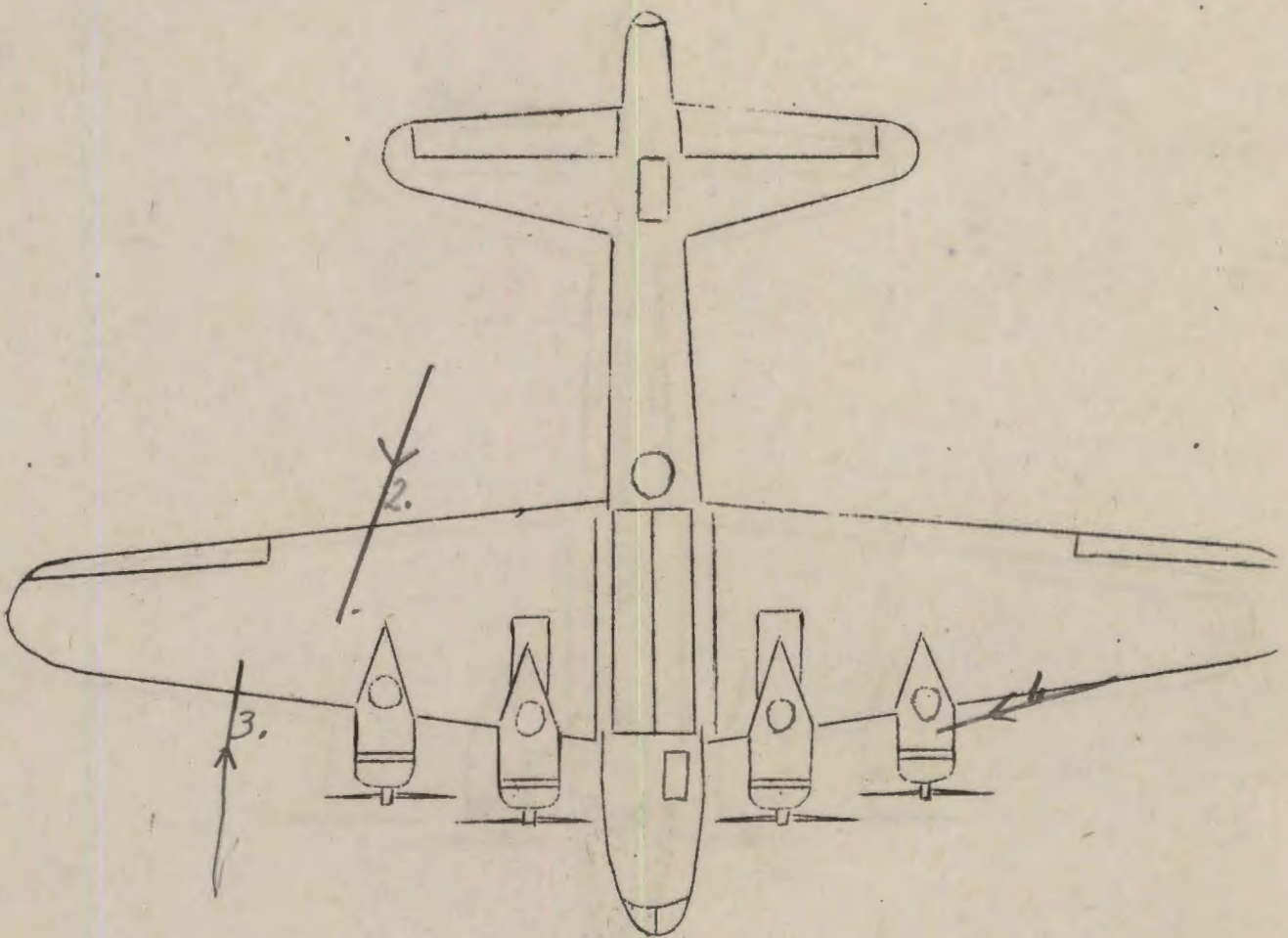
RIGHT SIDE

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

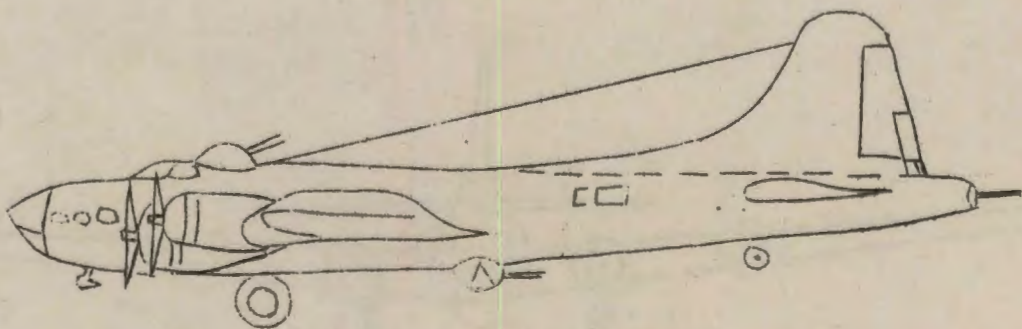
AIRPLANE NO. 43-37780

BQDN 612th

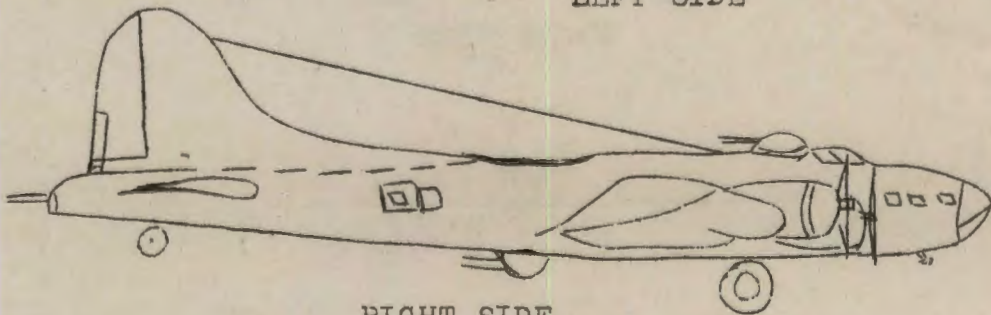
DATE 29-7-44



BOTTOM VIEW



LEFT SIDE



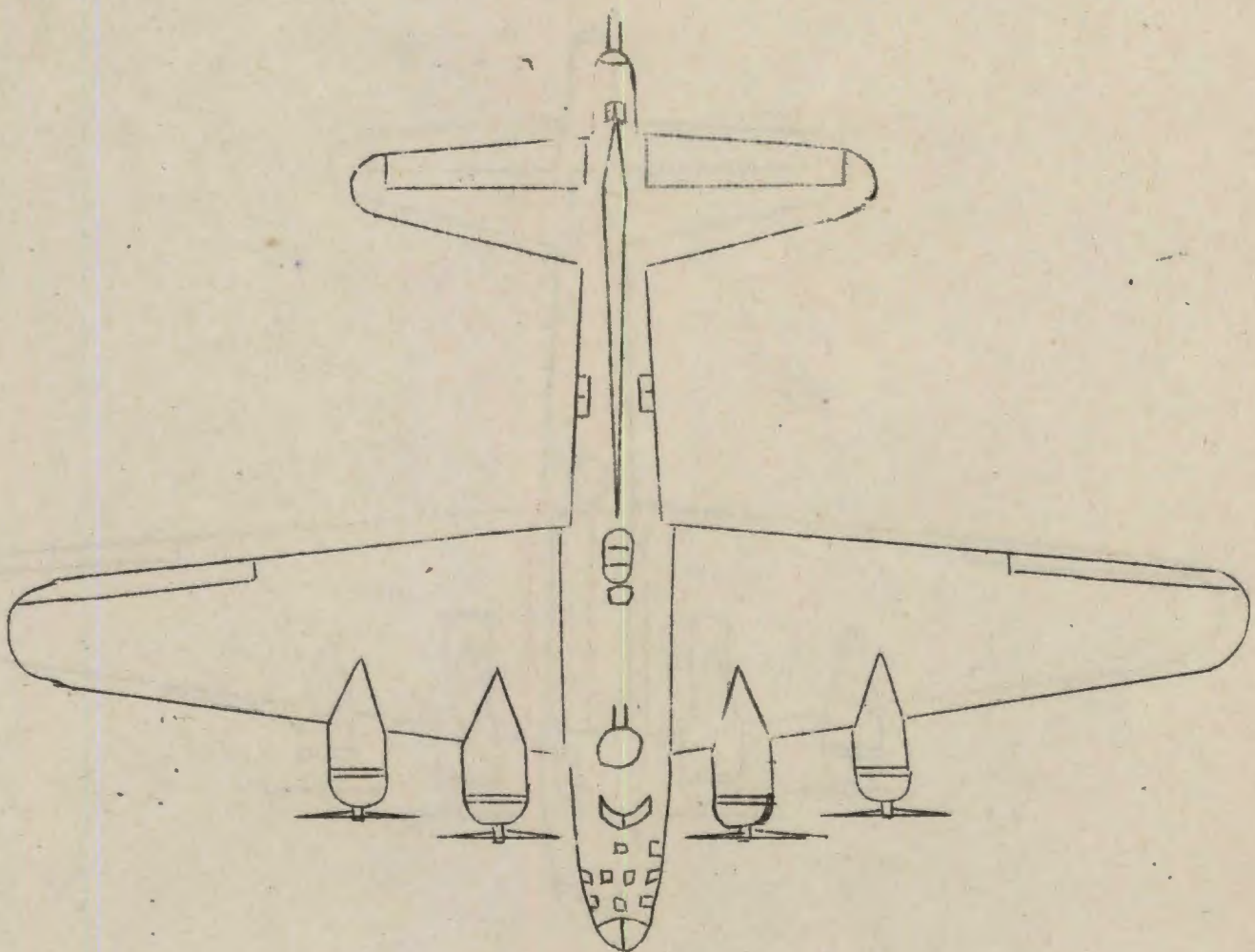
RIGHT SIDE

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

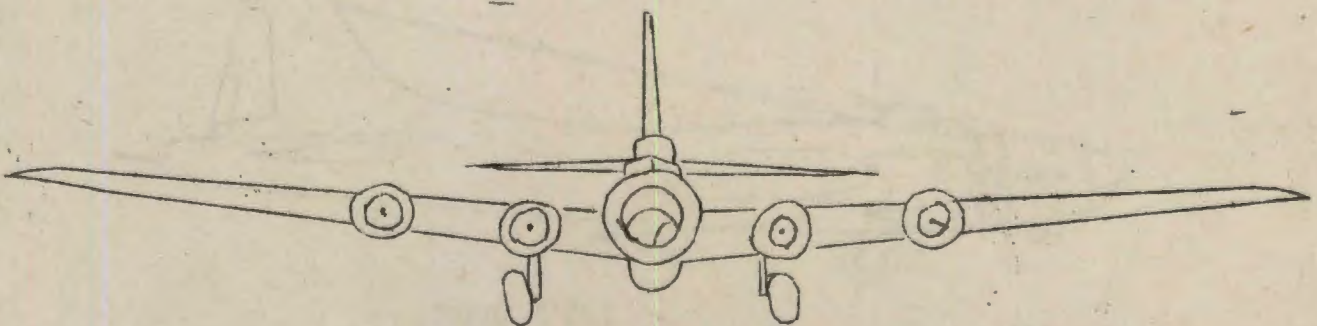
AIRPLANE NO. 43-37790

SQDN. 612th

DATE 29-7-44



TOP VIEW

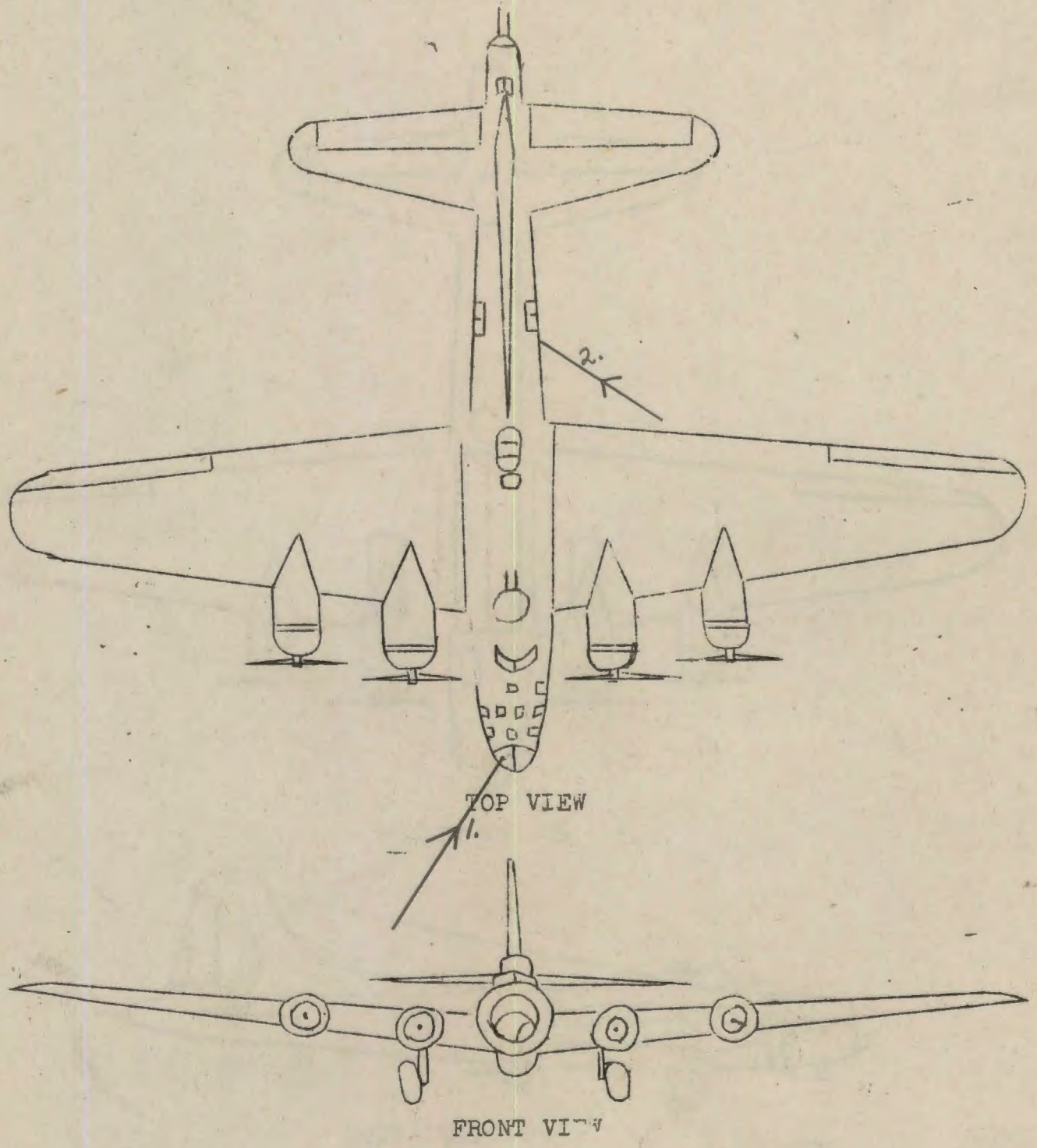


FRONT VIEW

AIRPLANE NO. 42-37510

SQDN. 612th

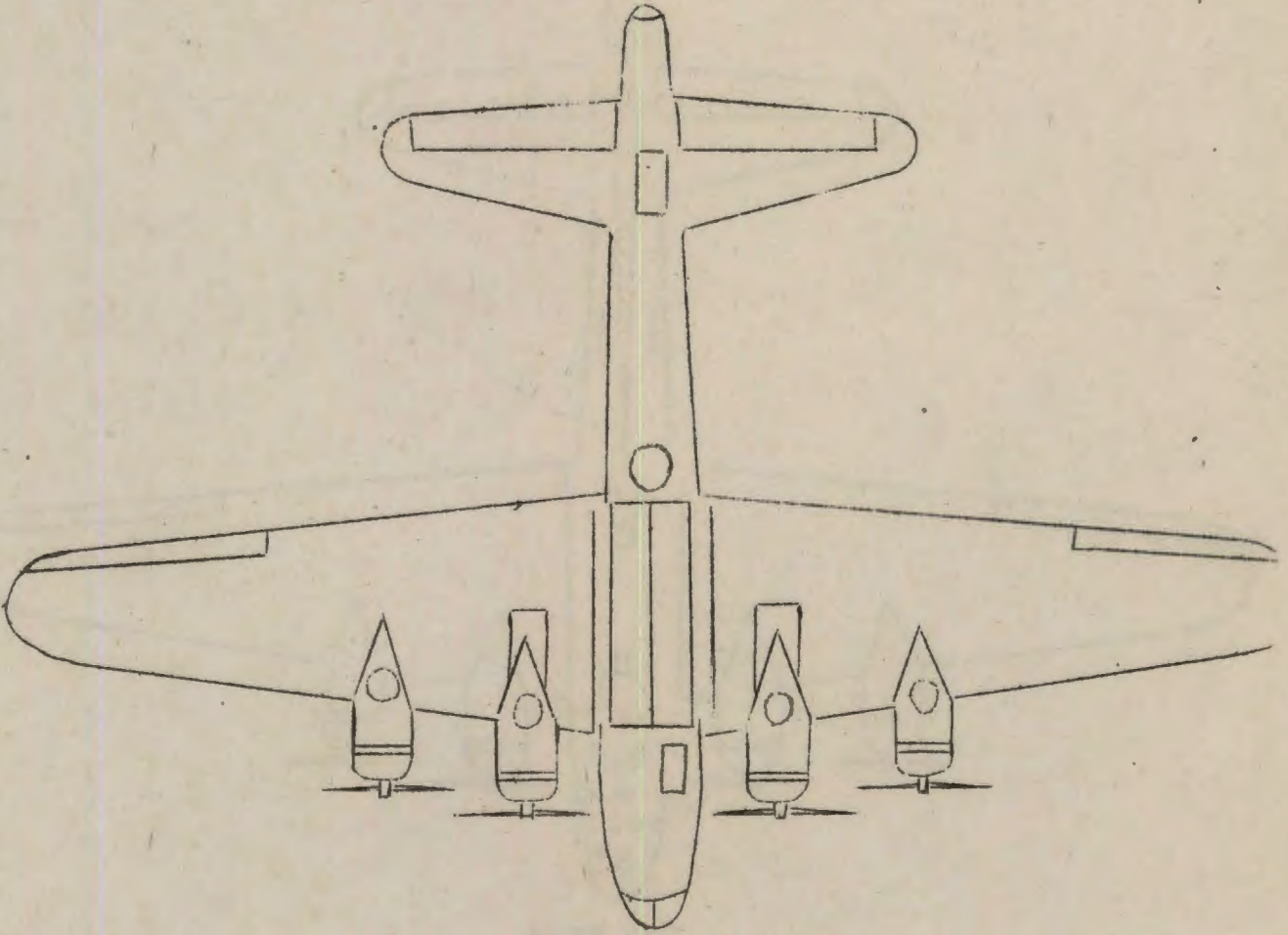
DATE 29-7-44



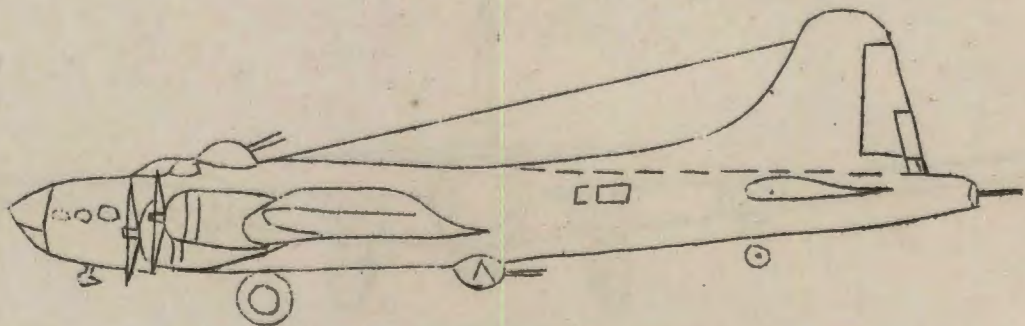
AIRPLANE NO. 43-37510

BQDN 612th

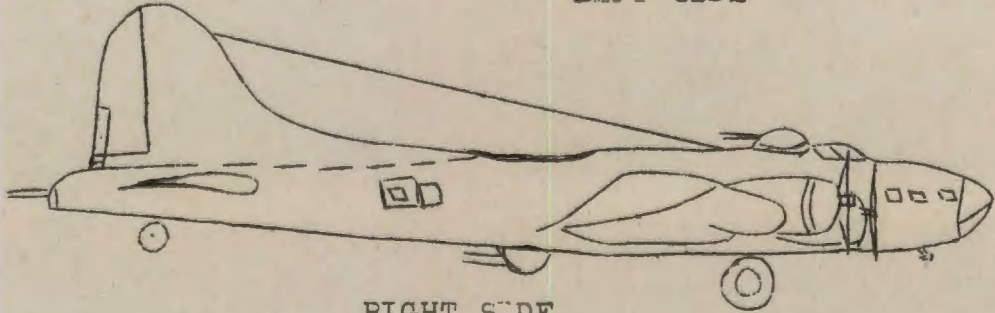
DATE 29-7-44



BOTTOM VIEW



LEFT SIDE



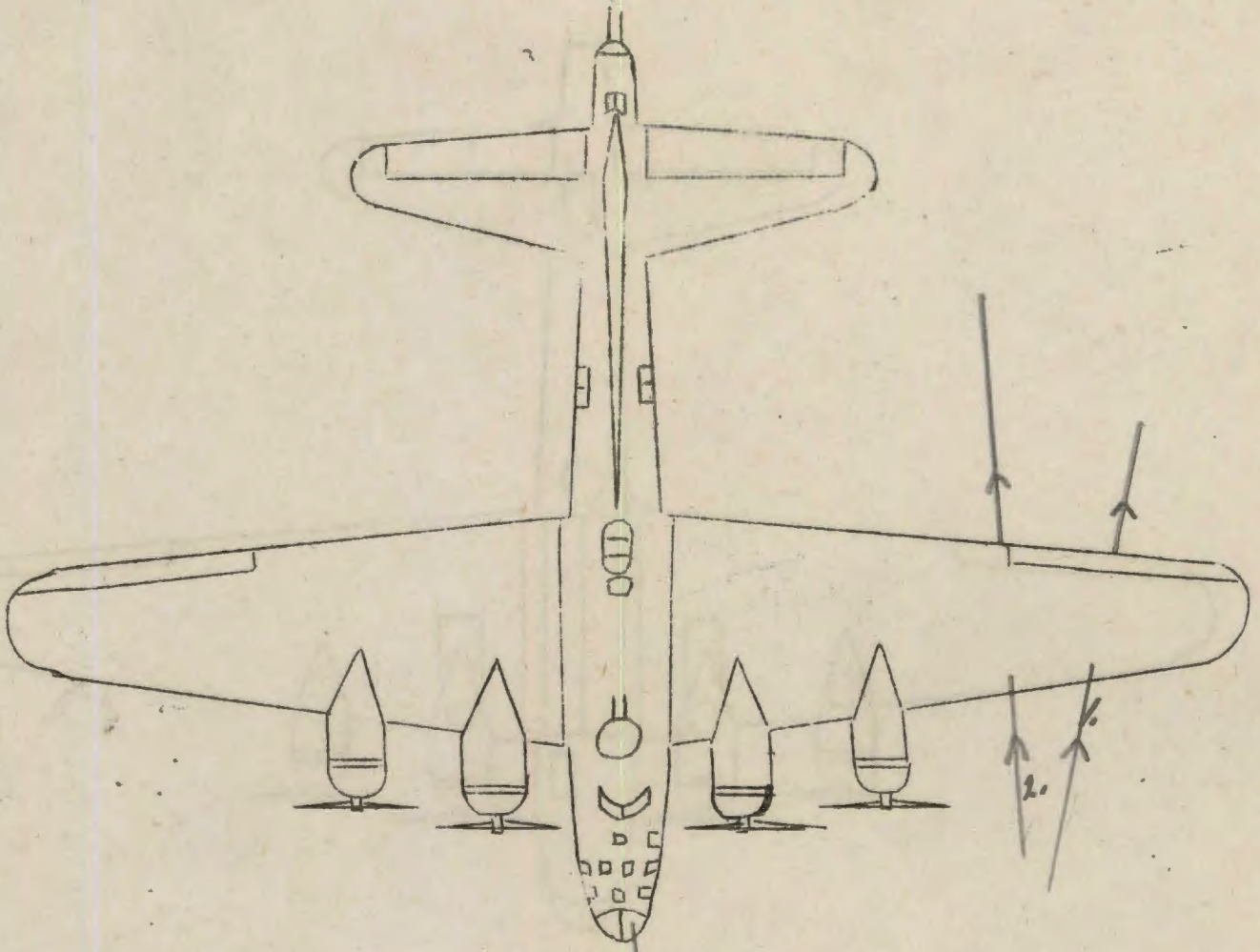
RIGHT SIDE

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

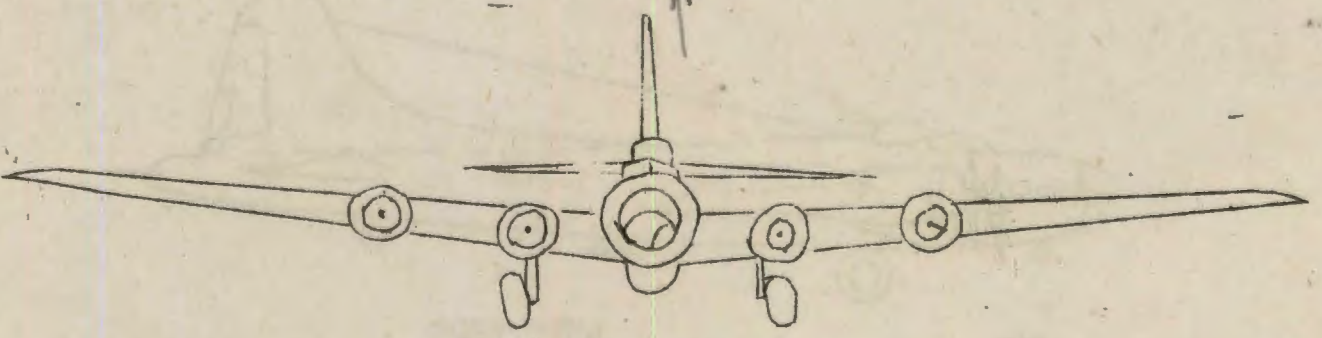
AIRPLANE NO. 42-102957

SQDN. 612th.

DATE 29-7-44

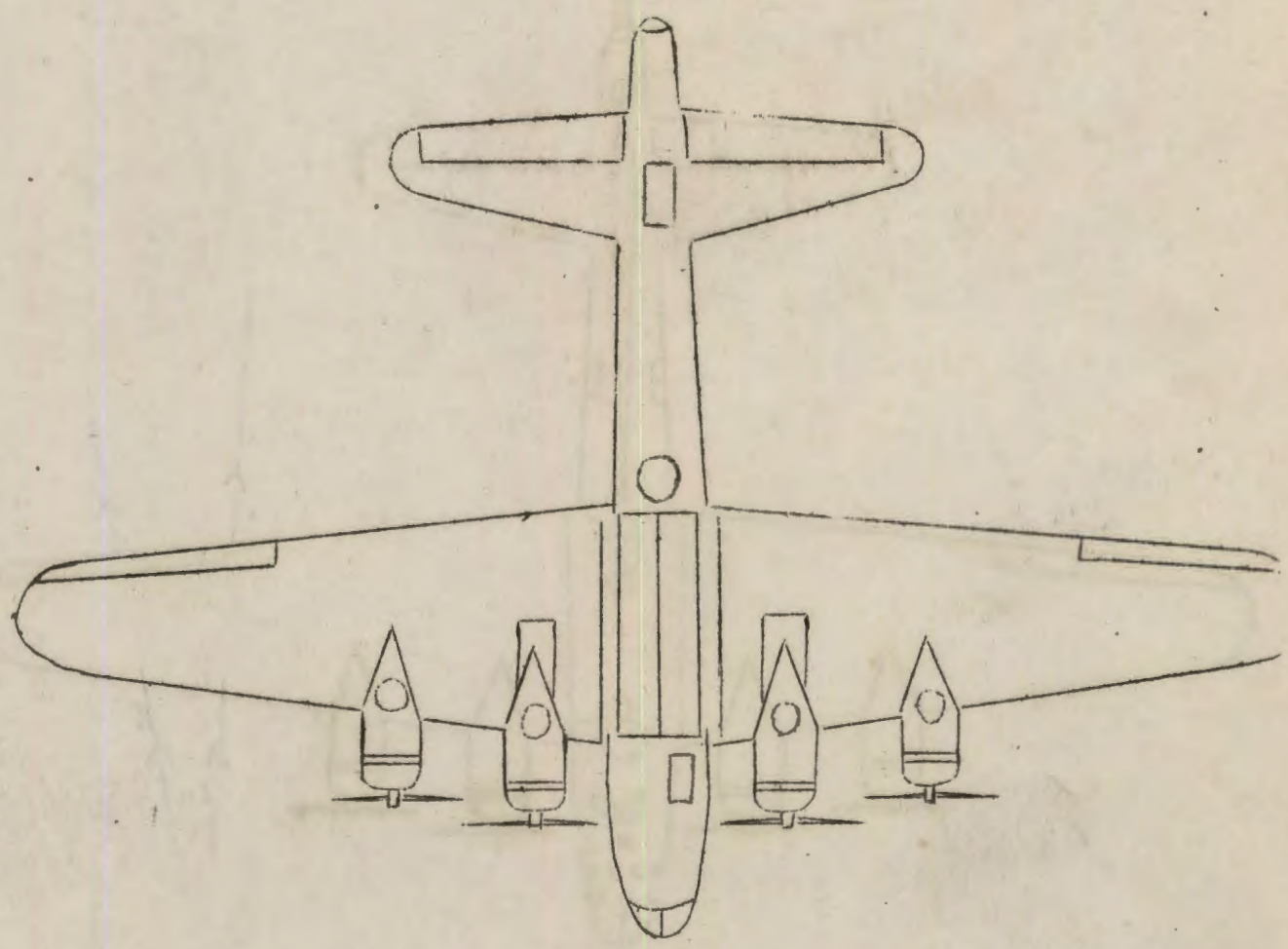


TOP VIEW

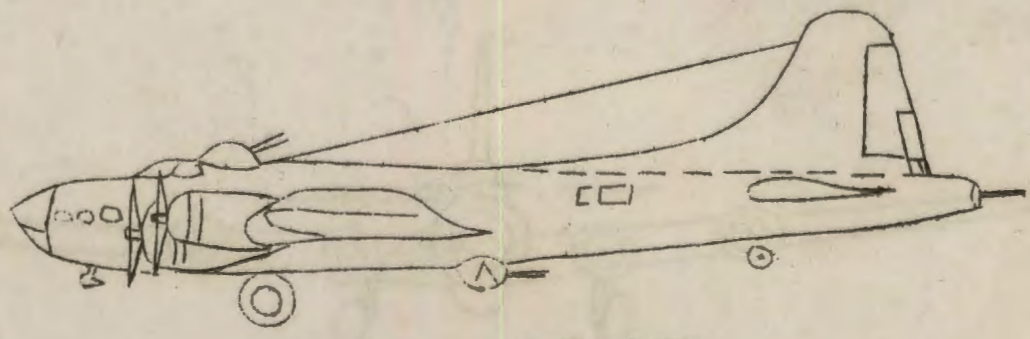


FRONT VIEW

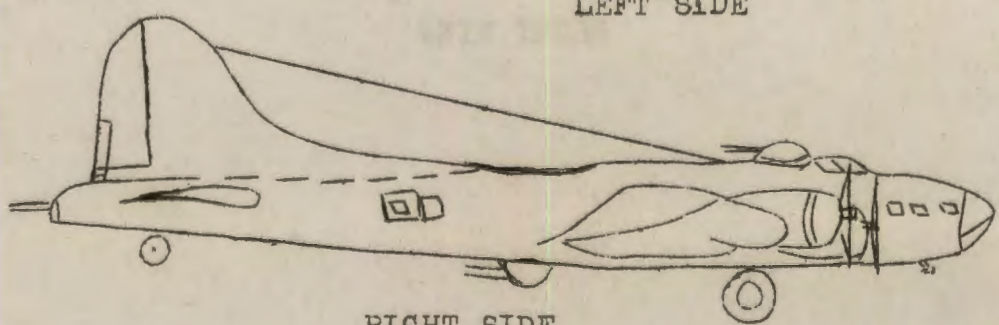
AIRPLANE NO. 42-102957 SQDN 612th DATE 29-7-44



BOTTOM VIEW



LEFT SIDE



RIGHT SIDE

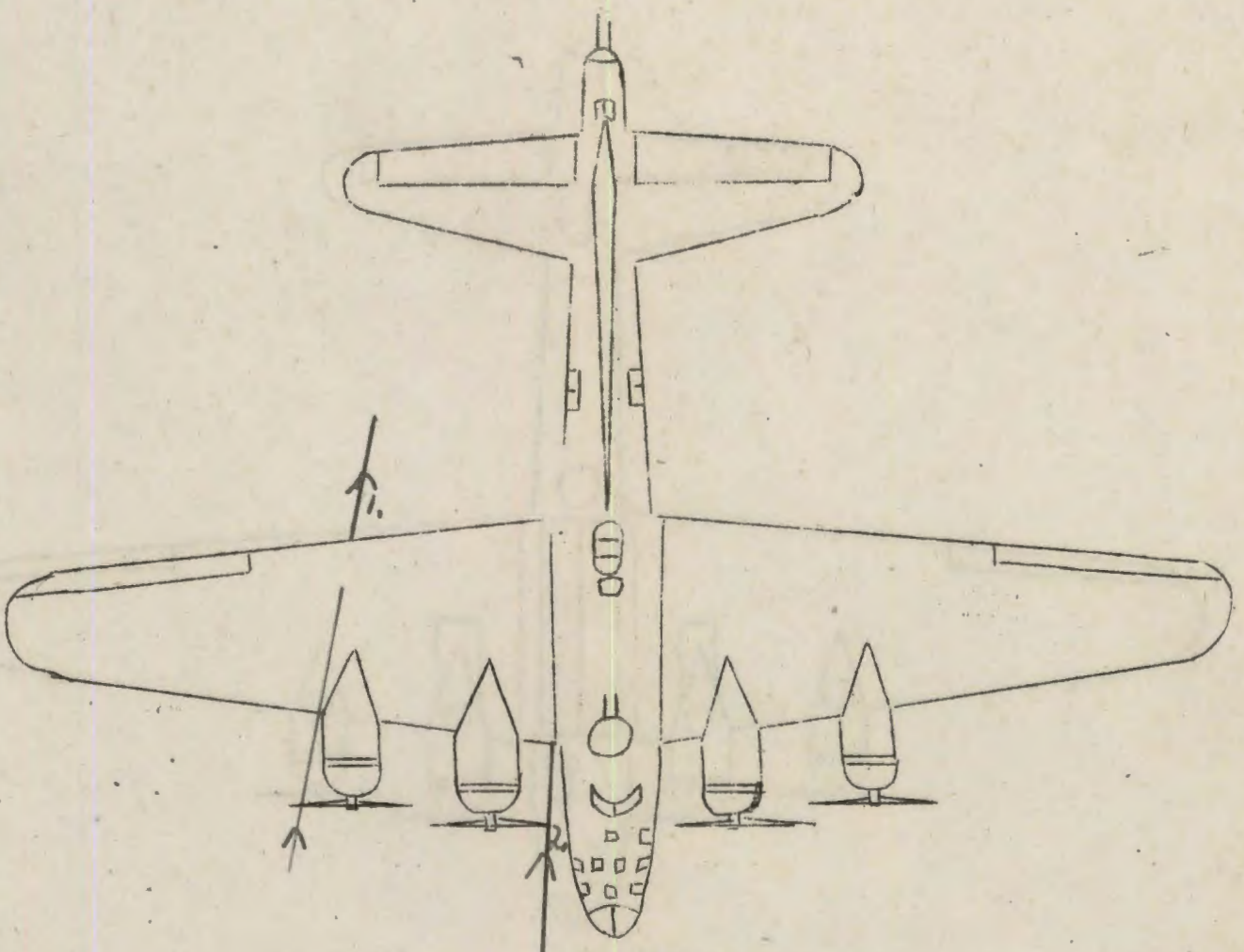
GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE



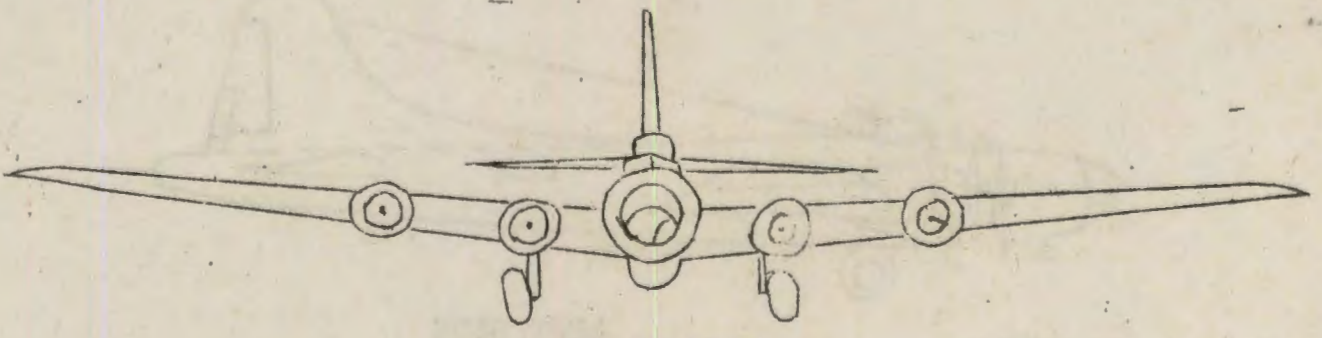
AIRPLANE NO. 42-102393

SQDN. 612th.

DATE 29-7-44

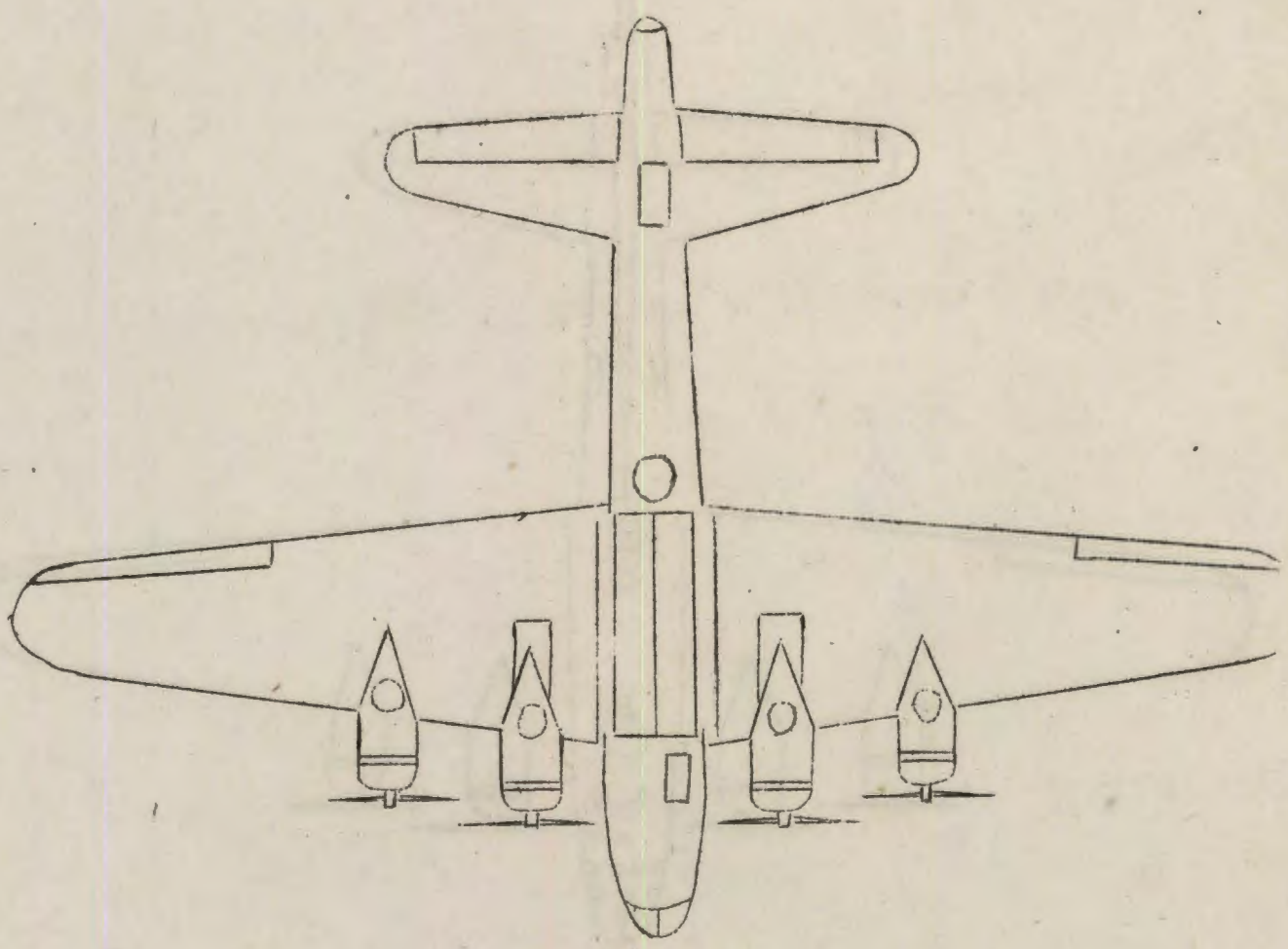


TOP VIEW

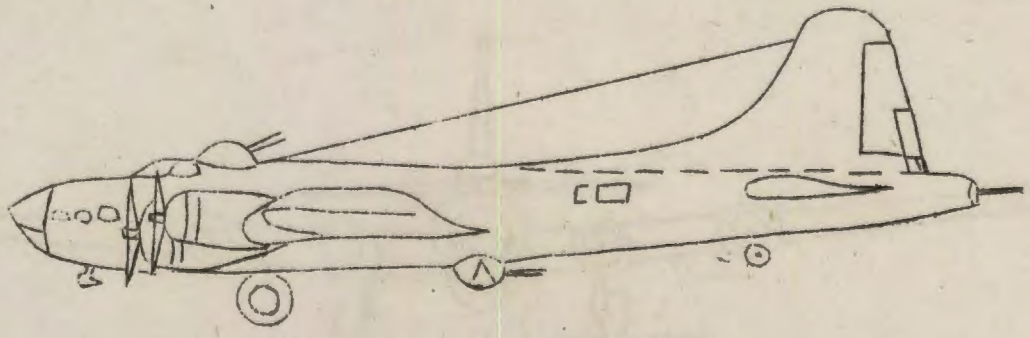


FRONT VIEW

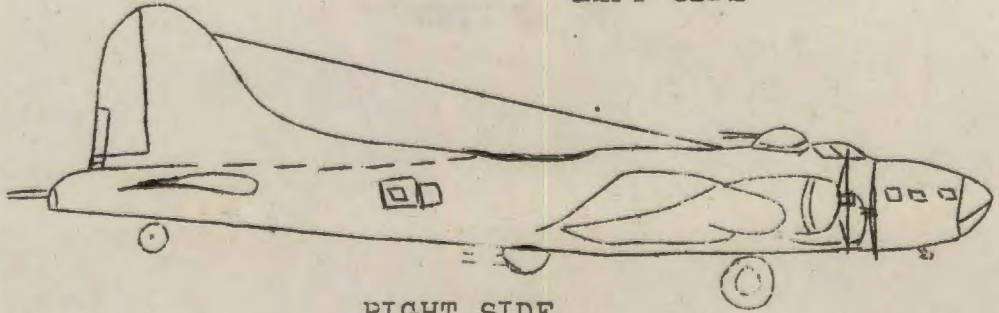
AIRPLANE NO. 42-102393 BQDN 612th DATE 29-7-44



BOTTOM VIEW



LEFT SIDE

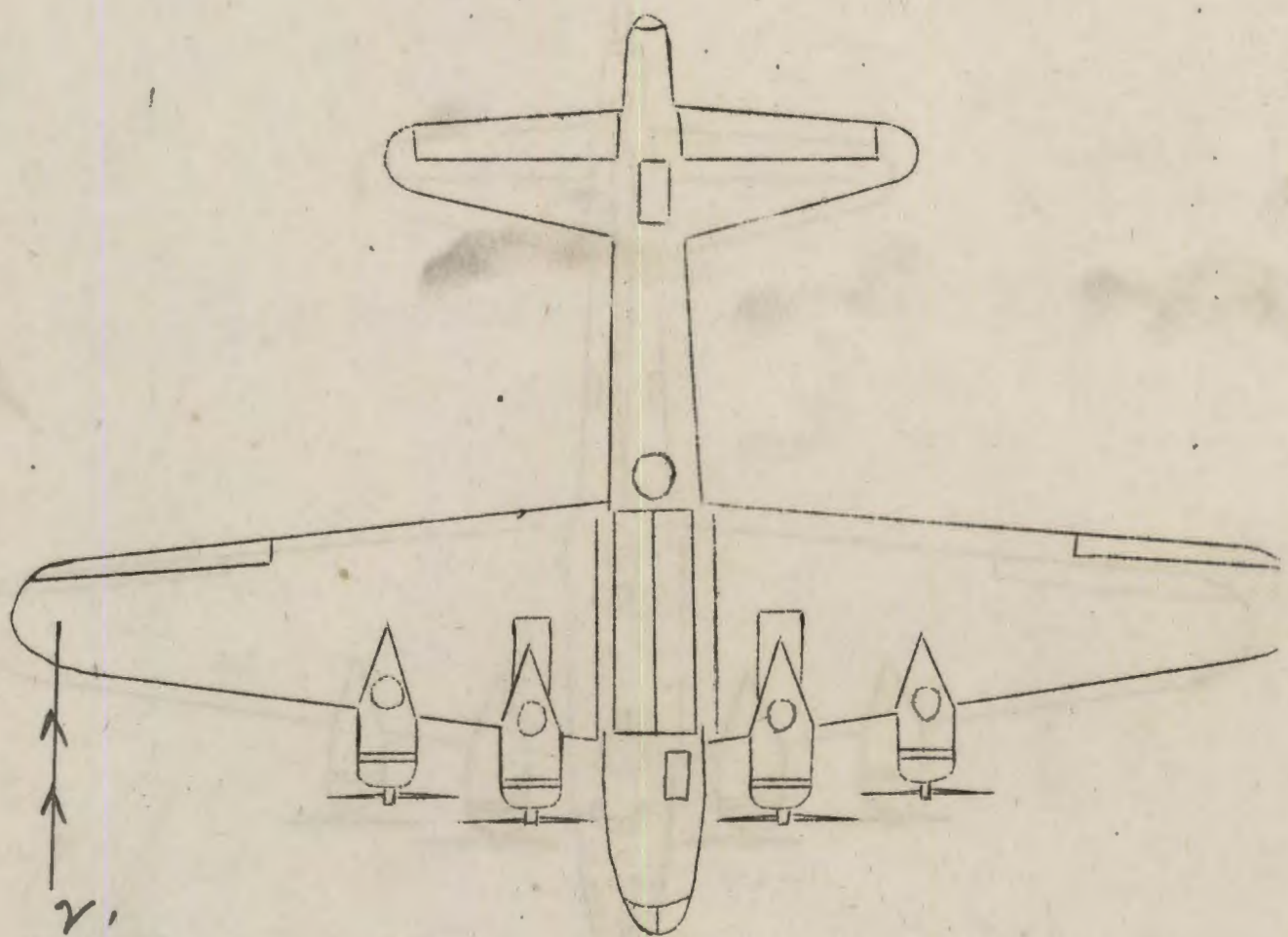


RIGHT SIDE

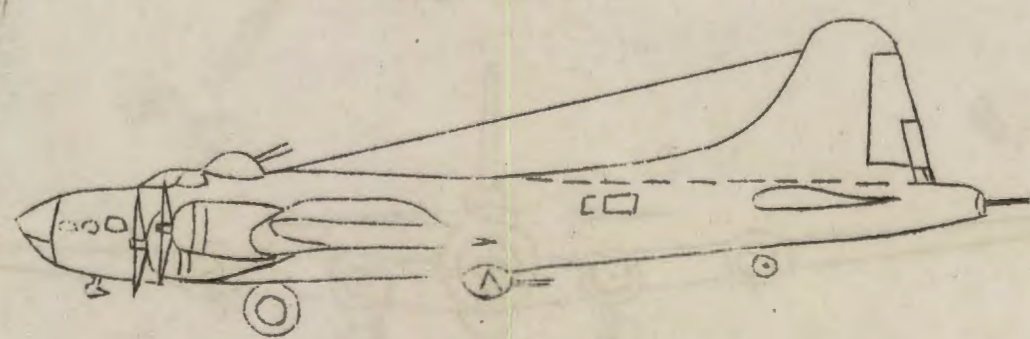
GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

AIRPLANE NO. 42-106992 BQDN 612

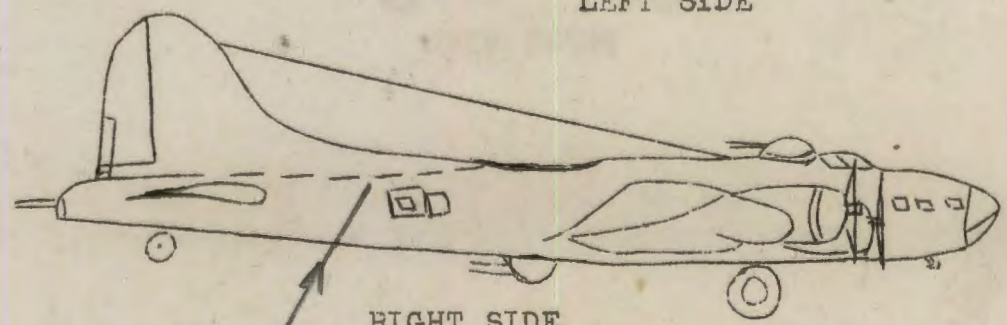
DATE 29-7-44



BOTTOM VIEW



LEFT SIDE



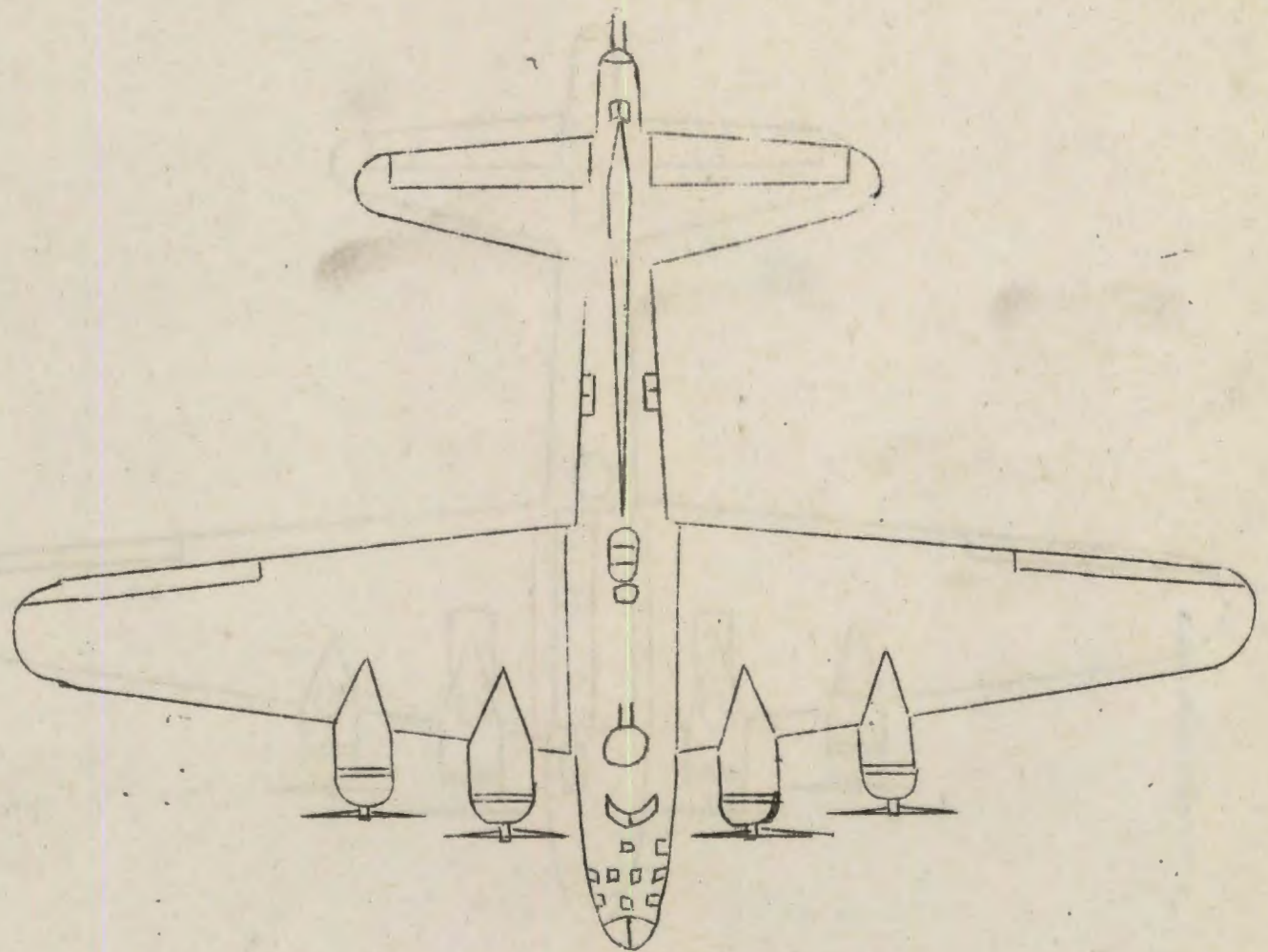
RIGHT SIDE

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

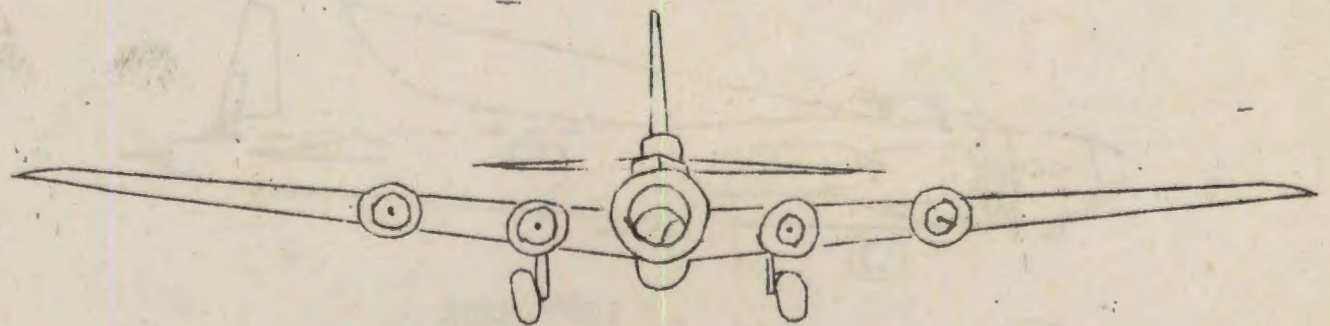
AIRPLANE NO. 42-106992

SQDN. 612

DATE 29-7-44



TOP VIEW

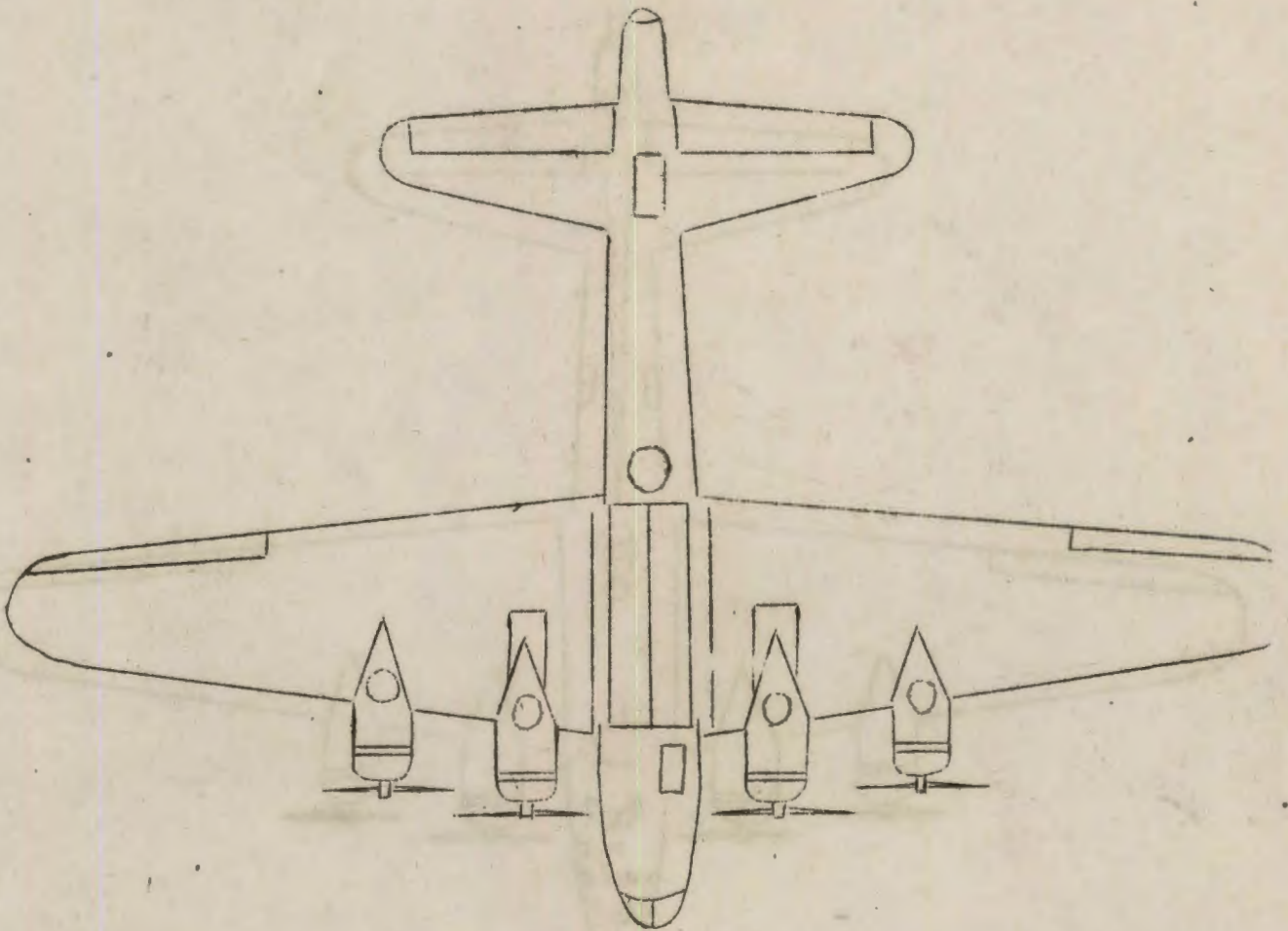


FRONT VIEW

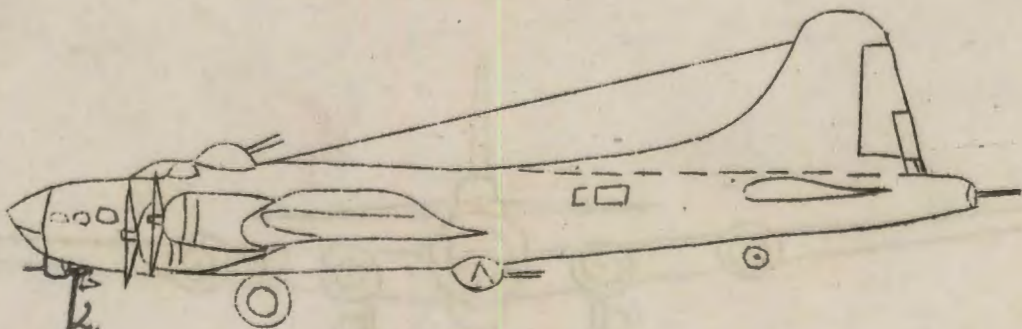
AIRPLANE NO. 42-97487

BQDN 612th

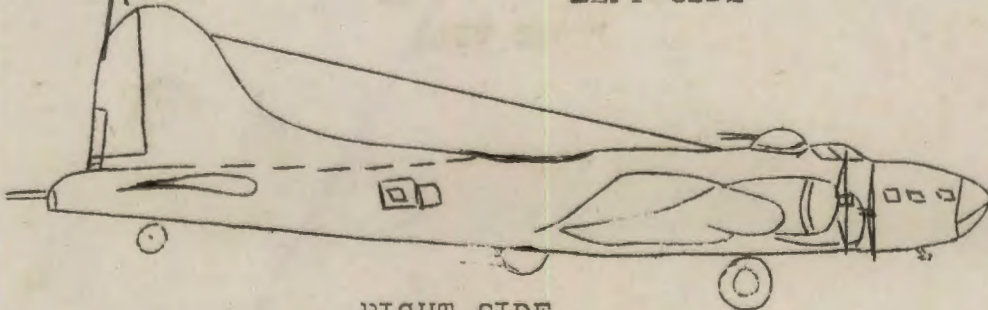
DATE 29-7-44



TOP VIEW



LEFT SIDE



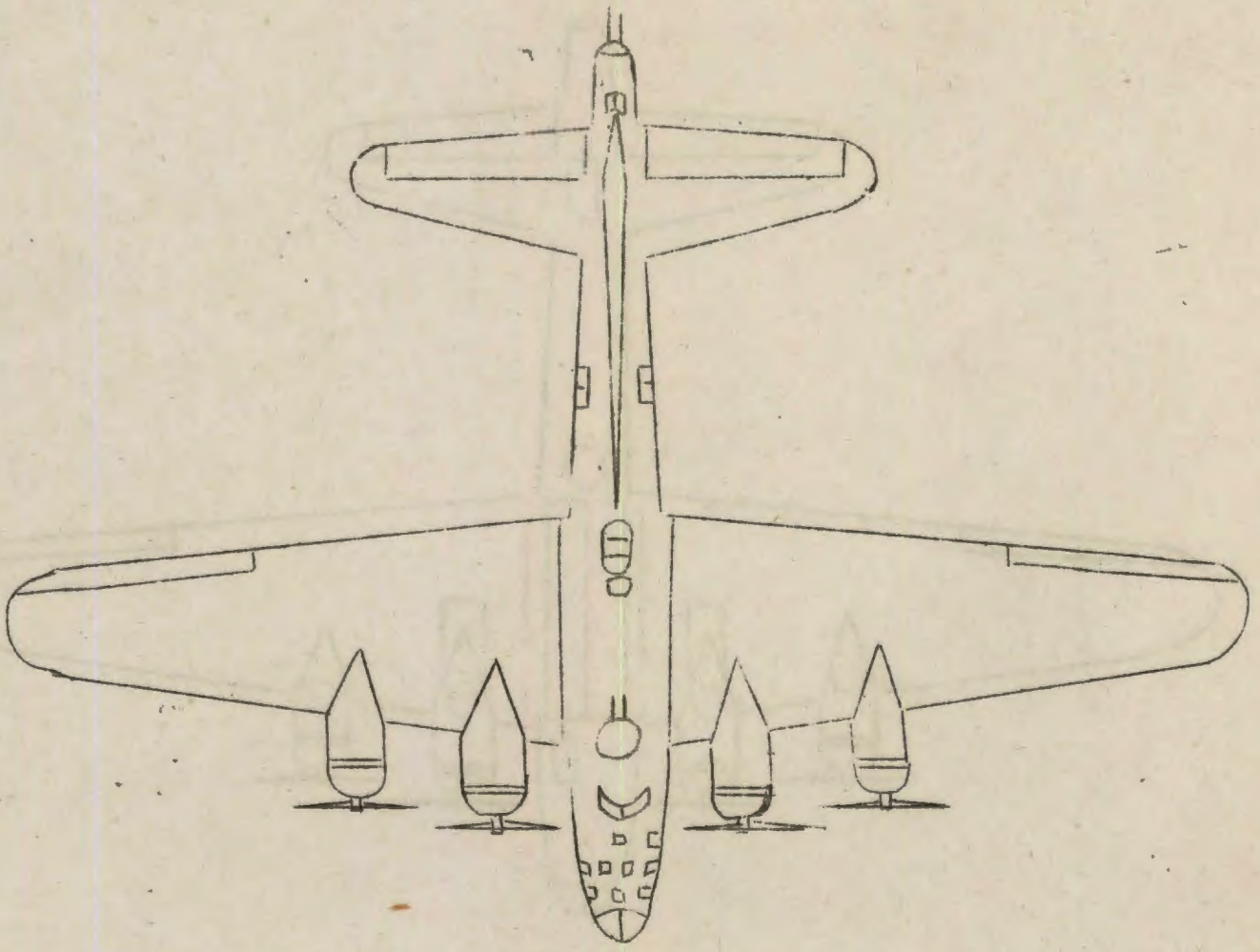
RIGHT SIDE

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

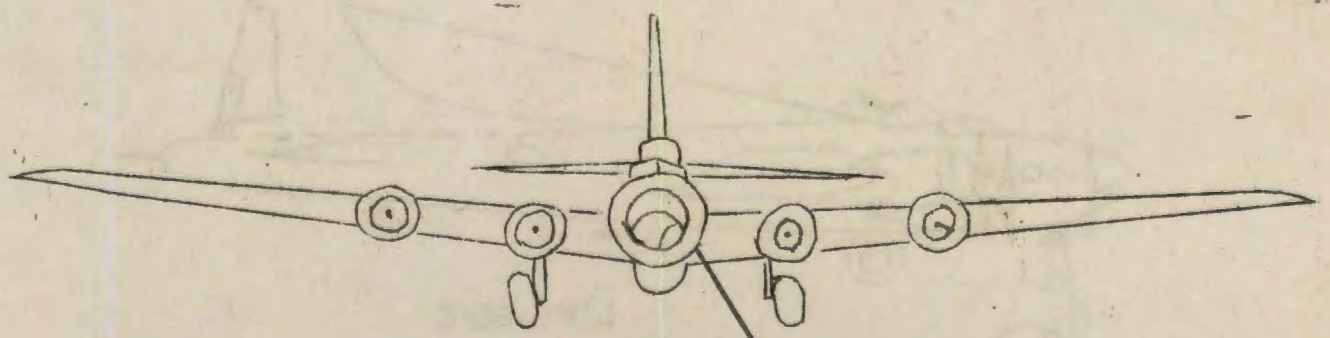
AIRPLANE NO. 42-97487

SQDN. 612th

DATE 29-7-44



TOP VIEW

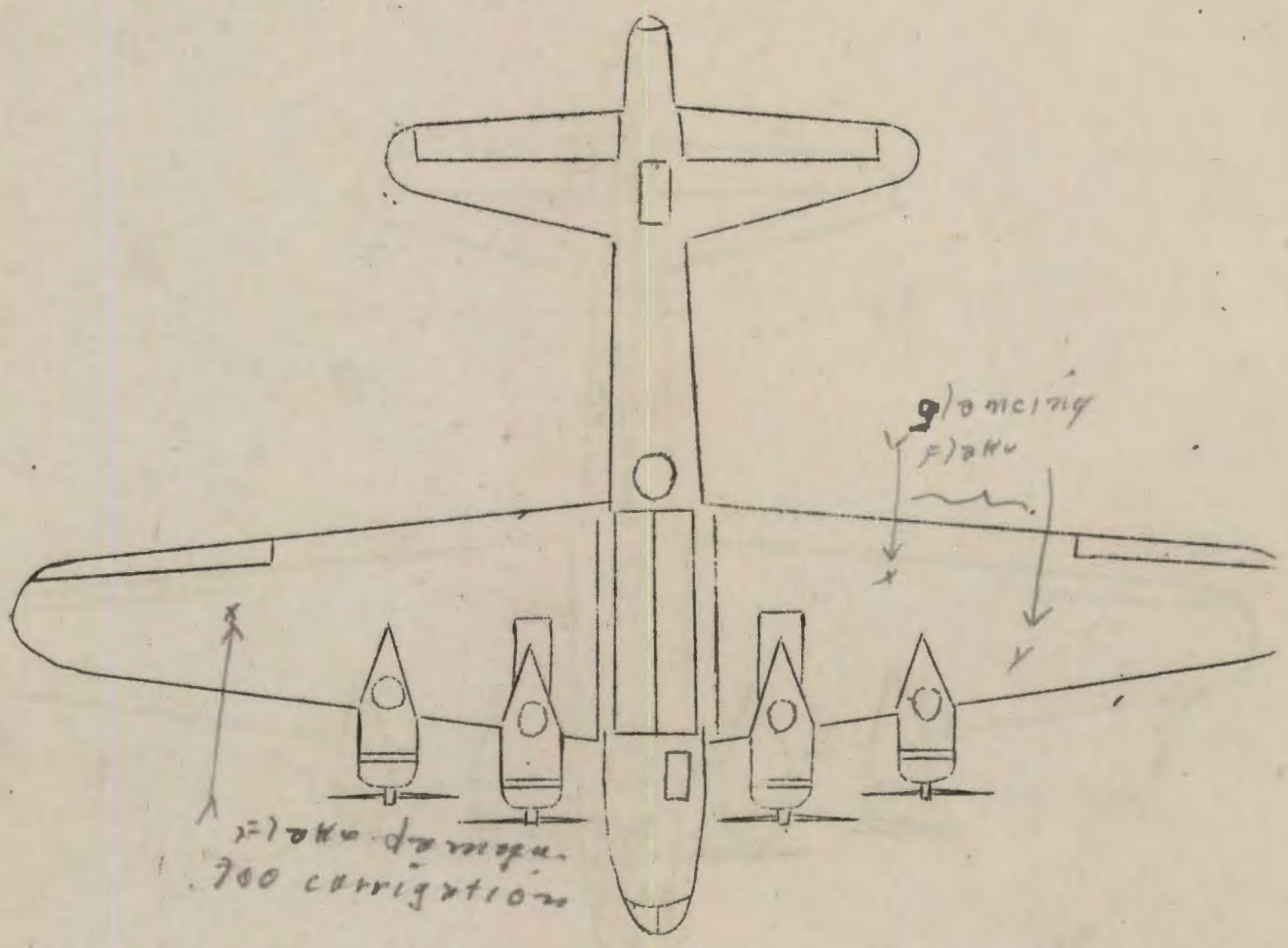


FRONT VIEW

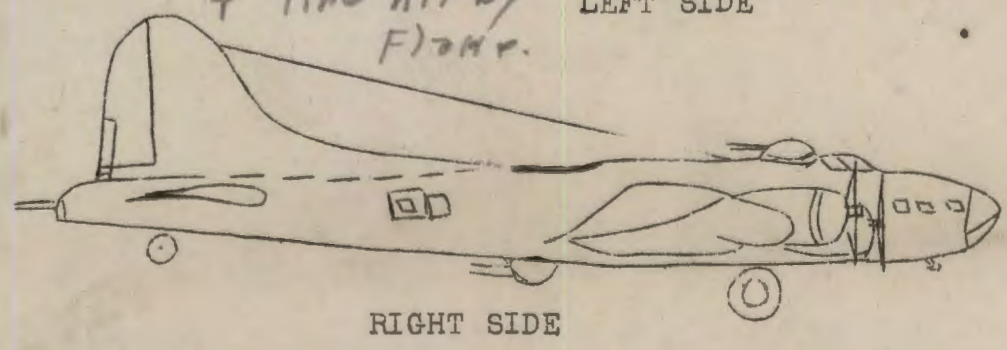
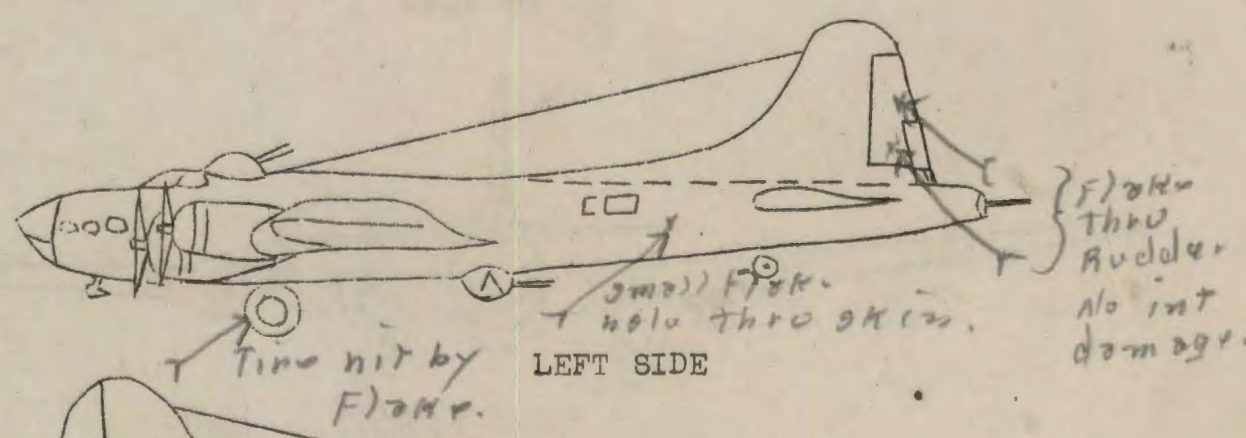
AIRPLANE NO. 43-31571

BQDN 413

DATE 29-7-44



BOTTOM VIEW



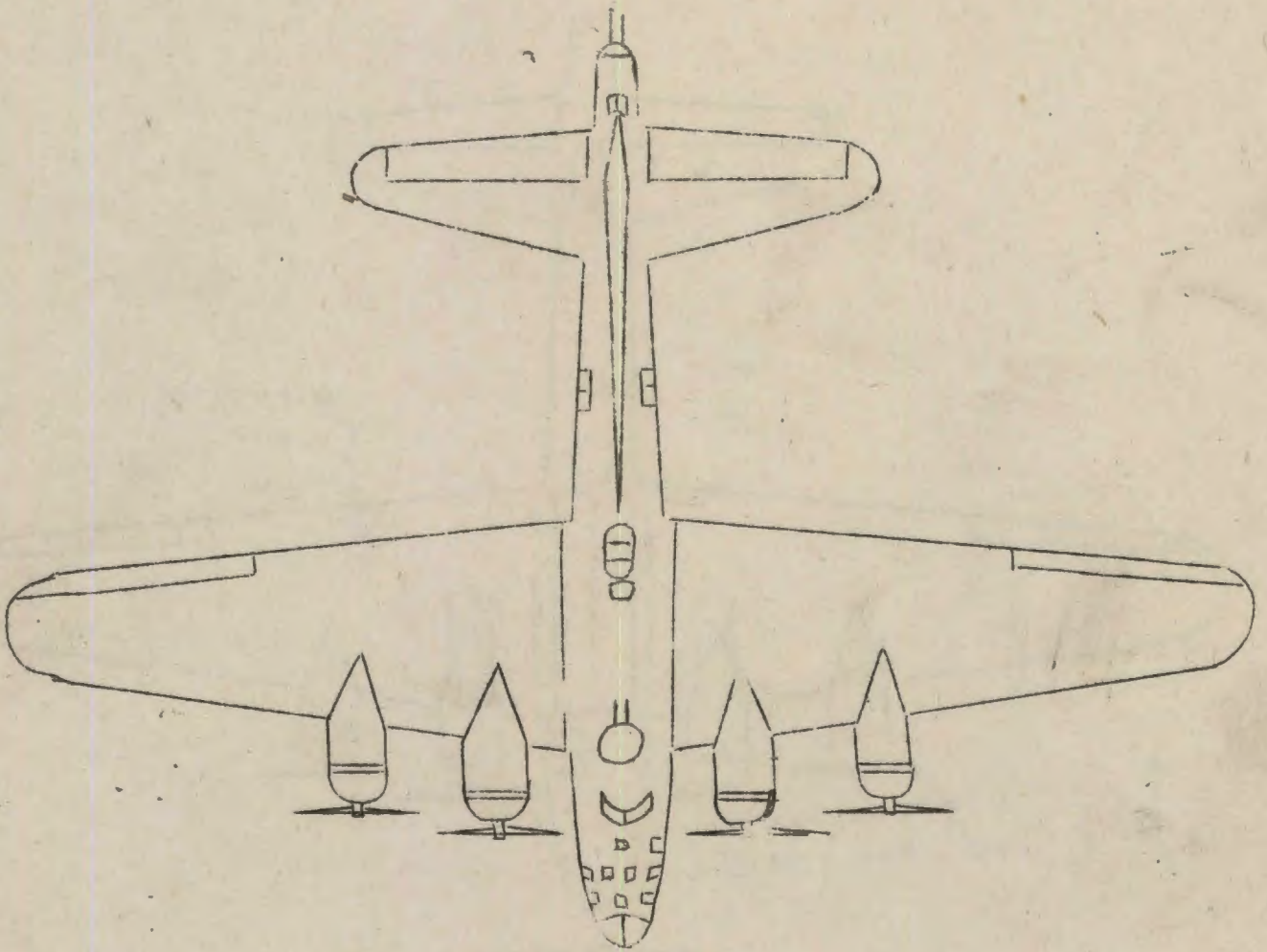
*No injured.*

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

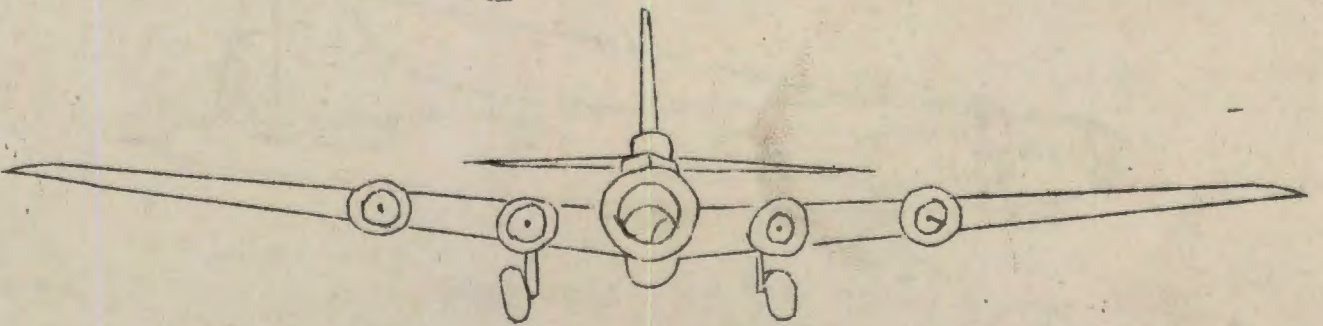
AIRPLANE NO. 511

SQDN. 613

DATE 29-7-44



TOP VIEW



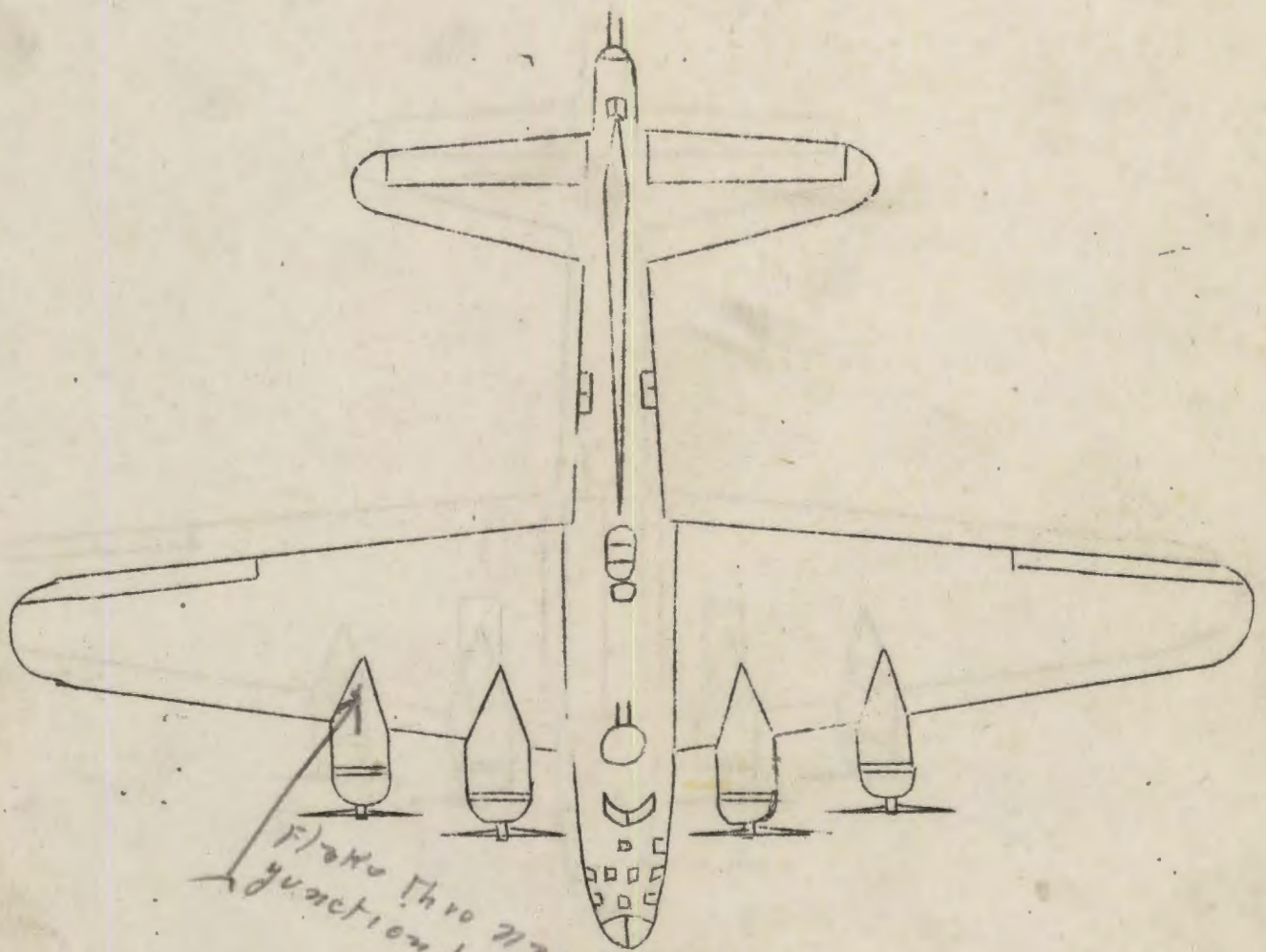
FRONT VIEW



AIRPLANE NO. 44-6104

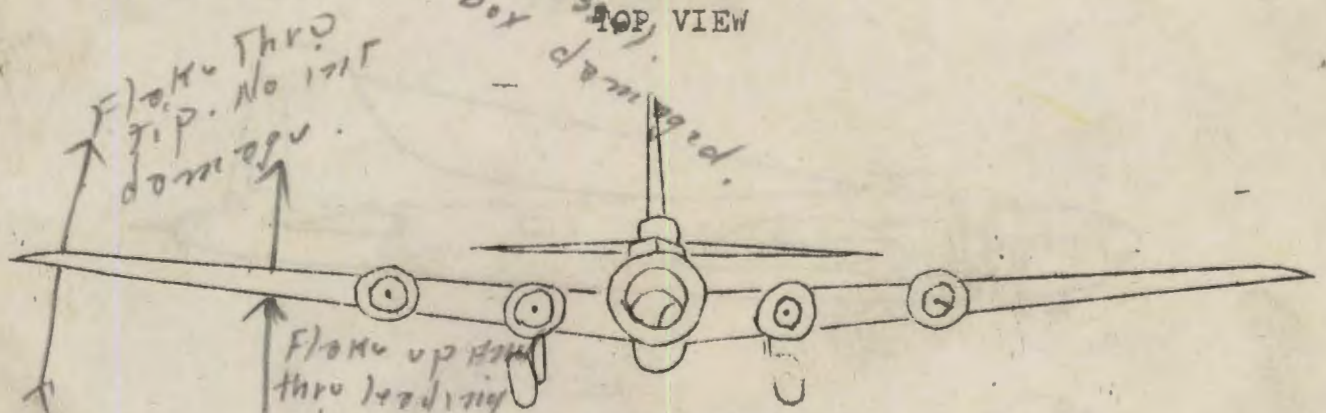
SQDN. 613

DATE 29-7-44



TOP VIEW

Flak thru mass  
junction box damaged.



FRONT VIEW

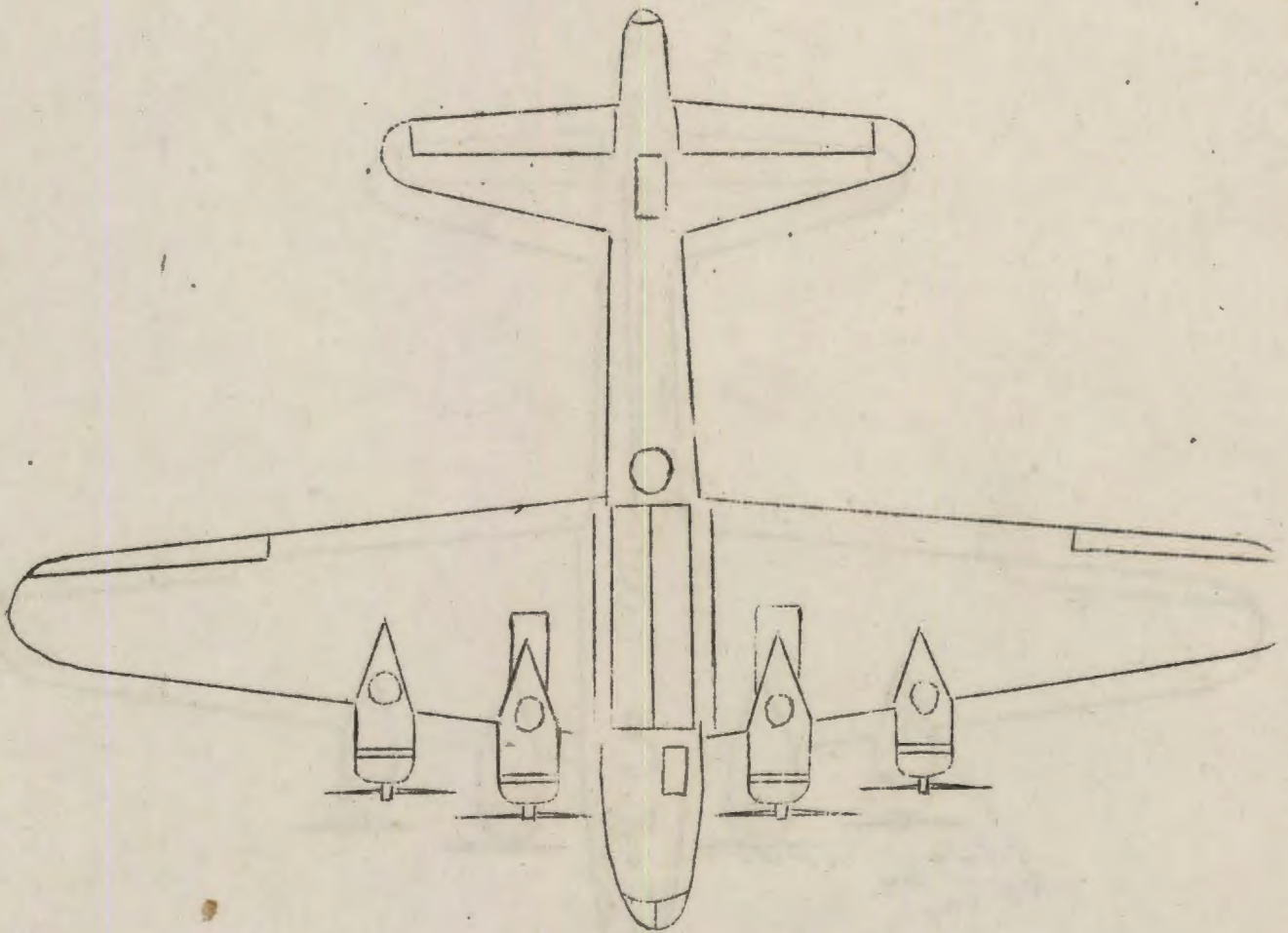
Flak thro  
tip. No 1715  
damage.

Flak up thru  
thro leading  
edge, view  
line to rock on

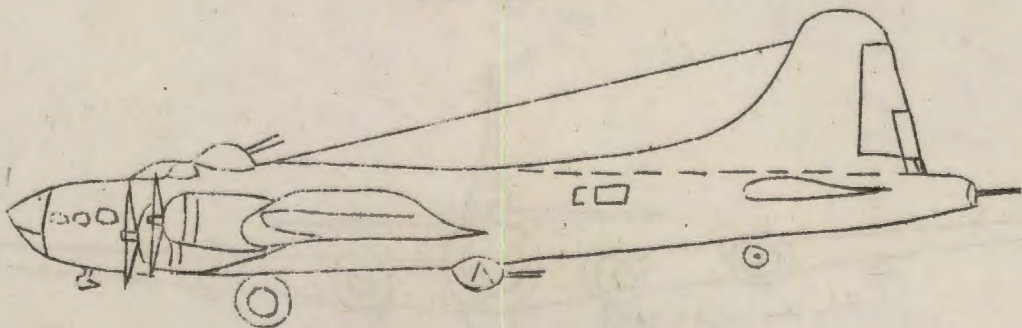
AIRPLANE NO. 44-6104

SQDN 413

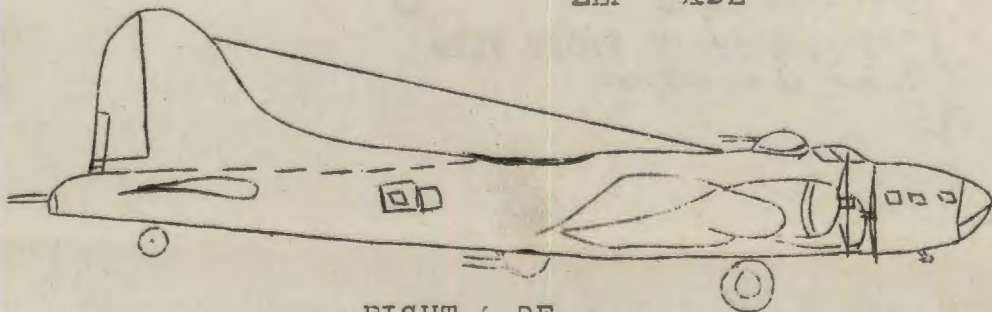
DATE 29-1-44



BOTTOM VIEW



LEFT SIDE



RIGHT SIDE

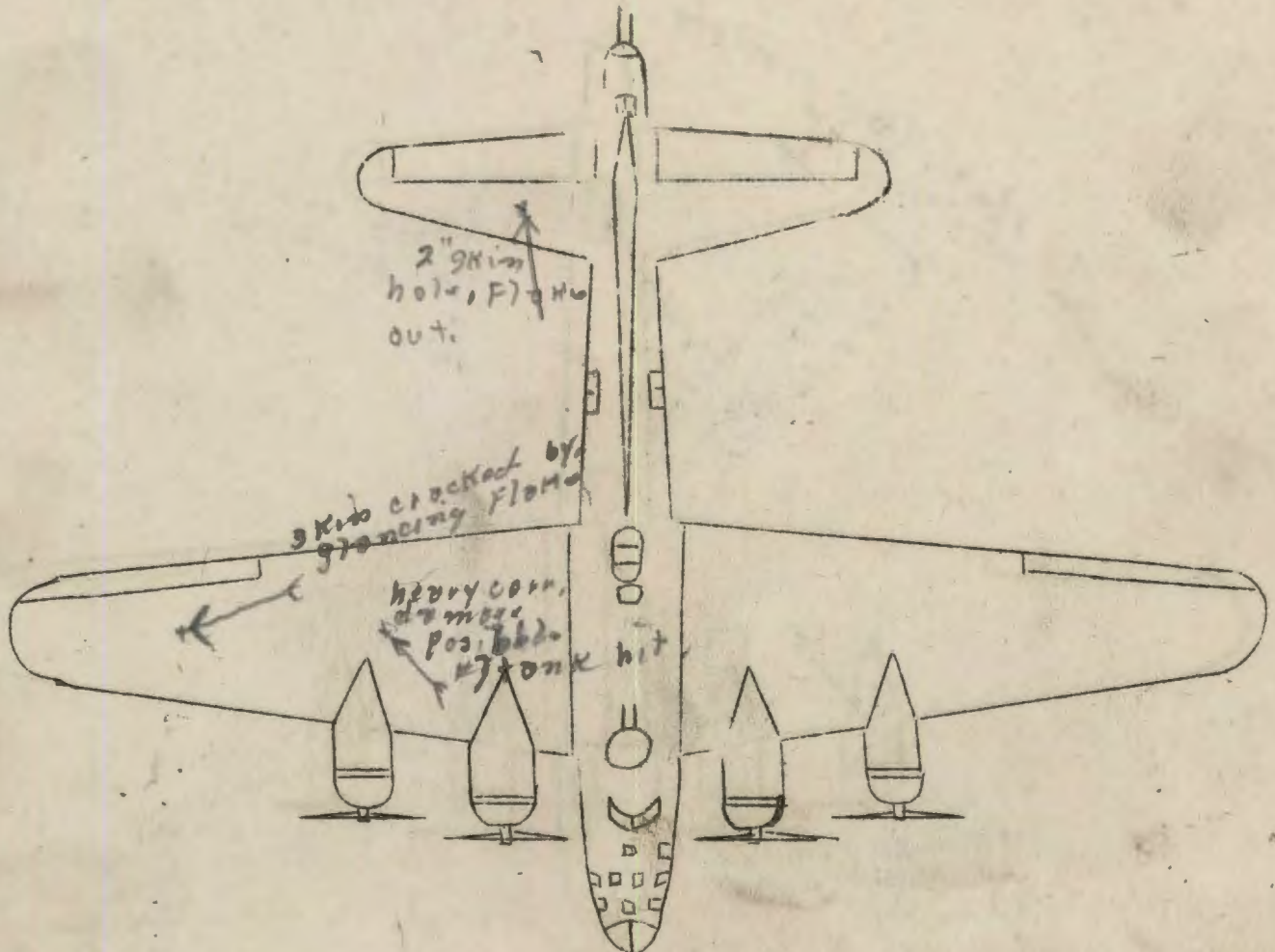
*No injured.*

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

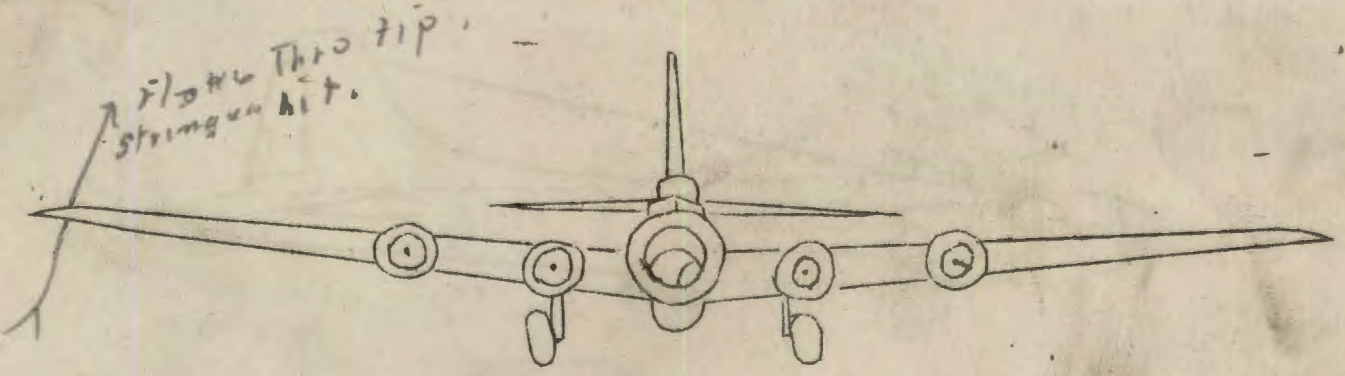
AIRPLANE NO. 46313

SQDN. 613

DATE 29-7-44



TOP VIEW

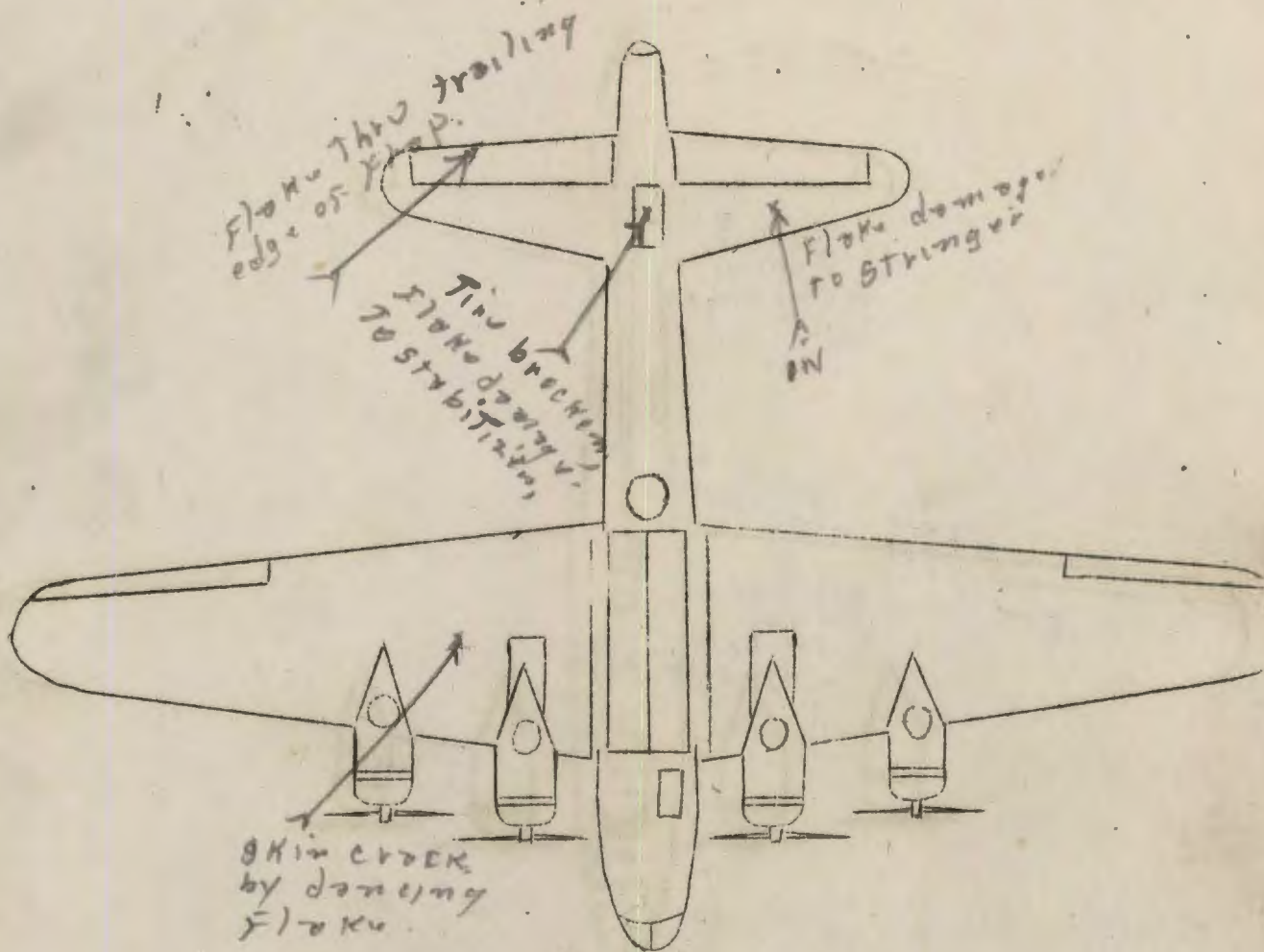


FRONT VIEW

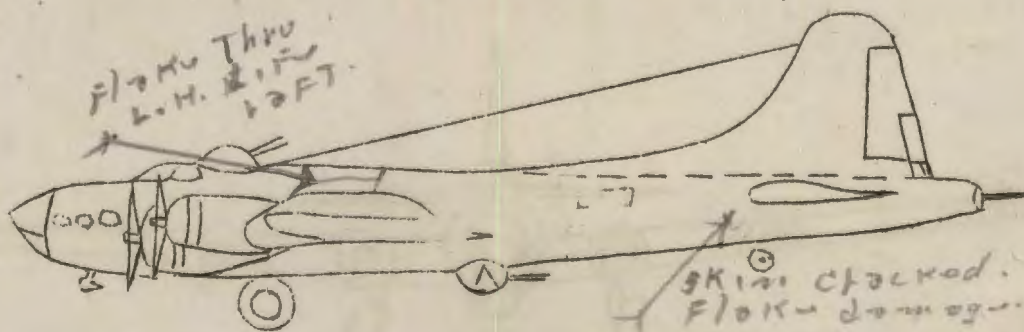
AIRPLANE NO. 43-46313

BQDN 617

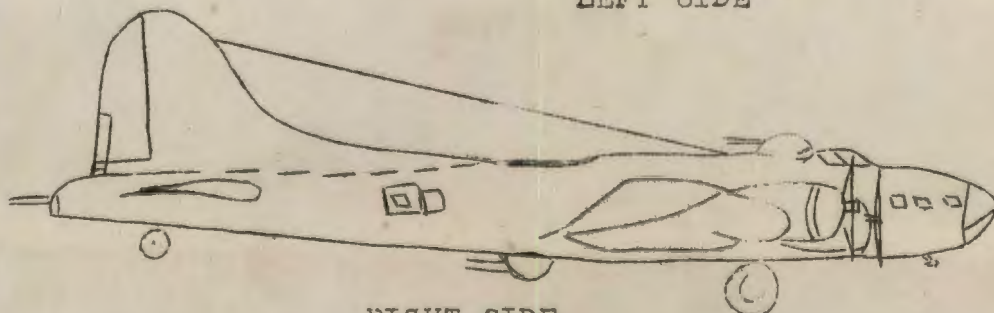
DATE 29-1-44



BOTTOM VIEW



LEFT SIDE



RIGHT SIDE

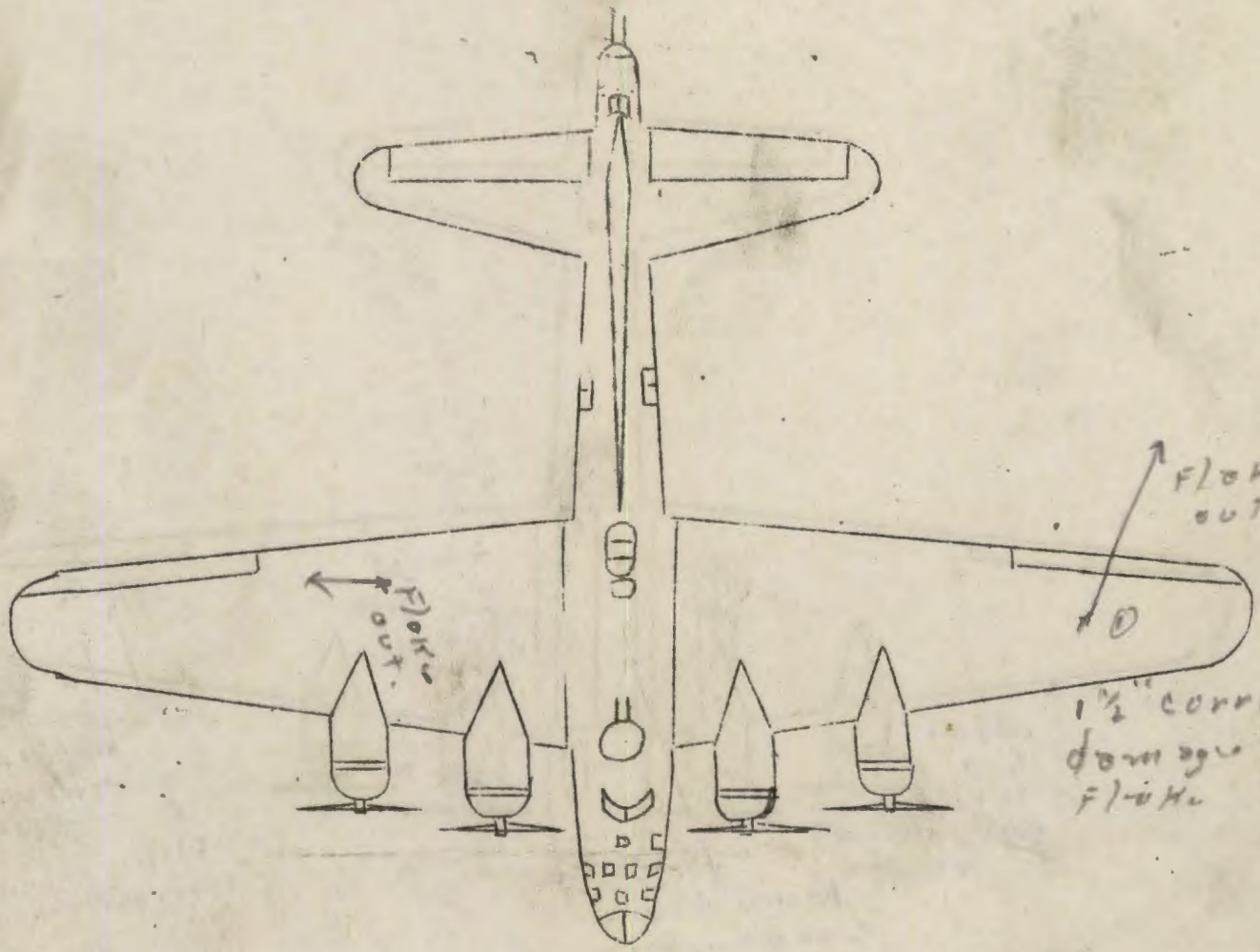
*No injured*

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

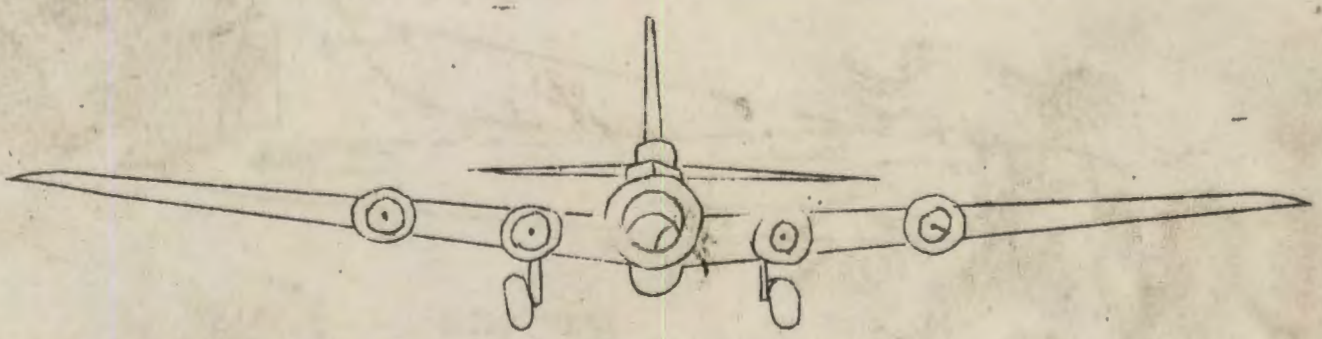
AIRPLANE NO. 47-6163

SQDN. 613

DATE 29-7-44



TOP VIEW

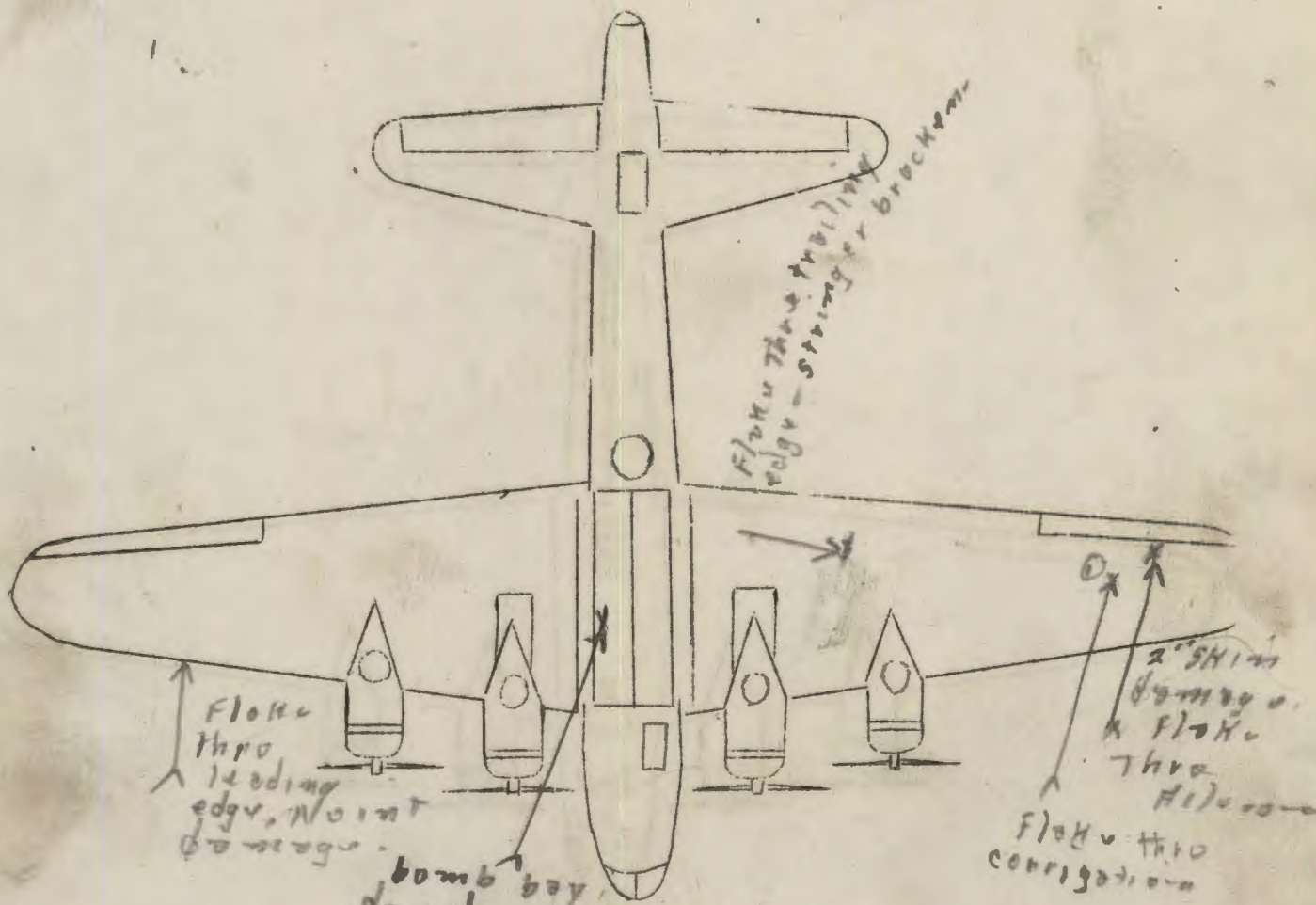


FRONT VIEW

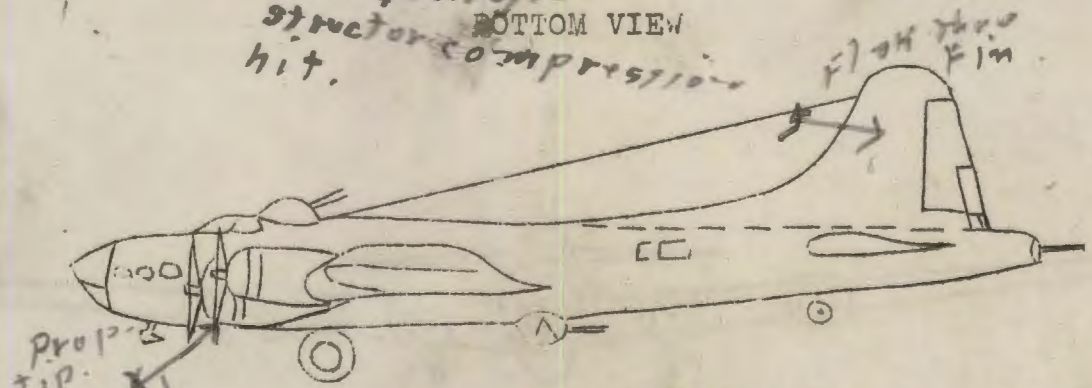
AIRPLANE NO. 43-6113

BQDN 613

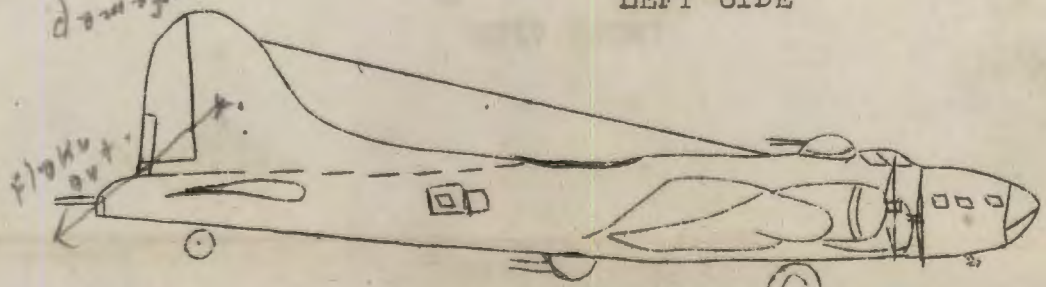
DATE 29-7-44



BOTTOM VIEW



LEFT SIDE



RIGHT SIDE

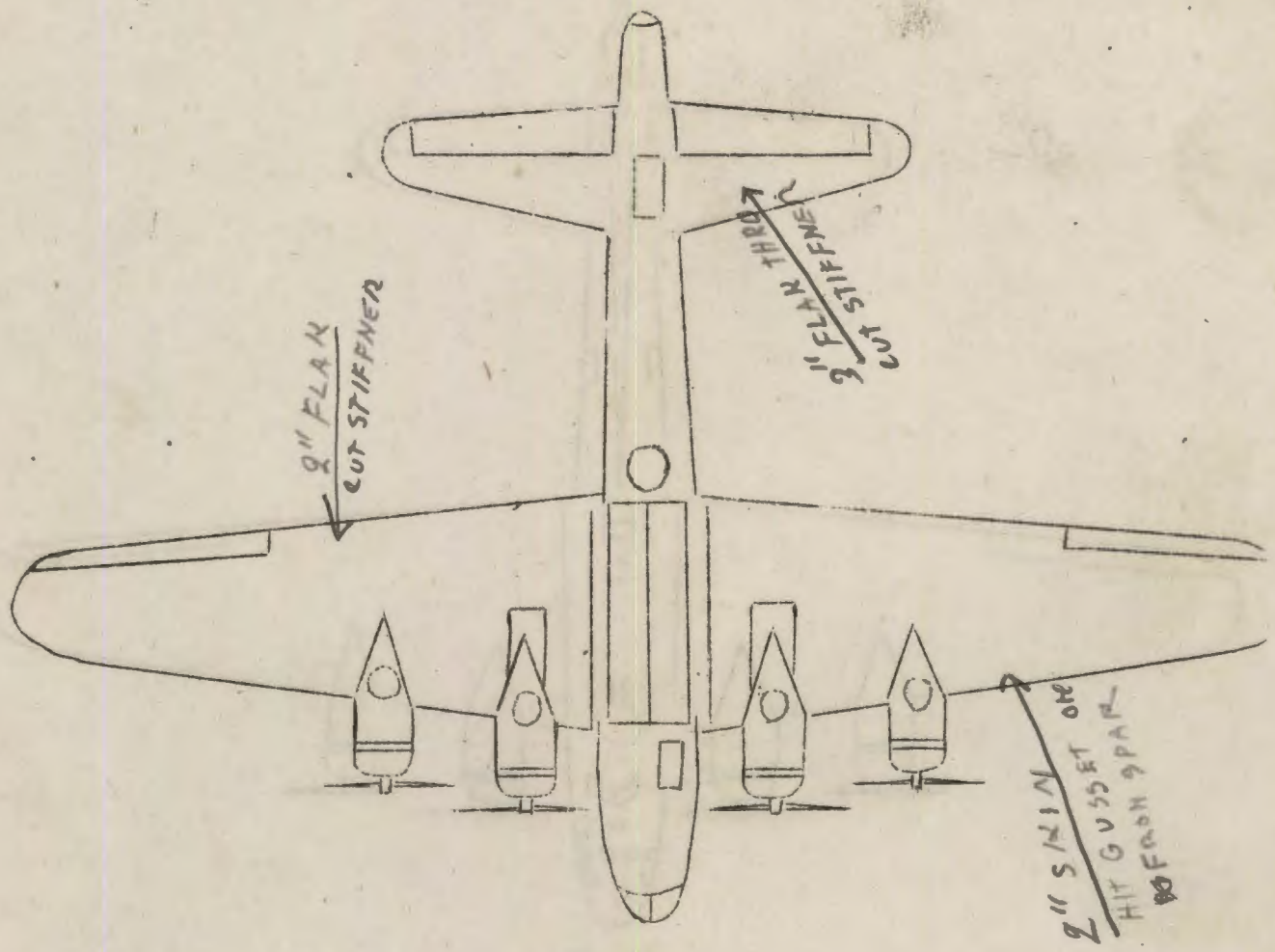
*No injured.*

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

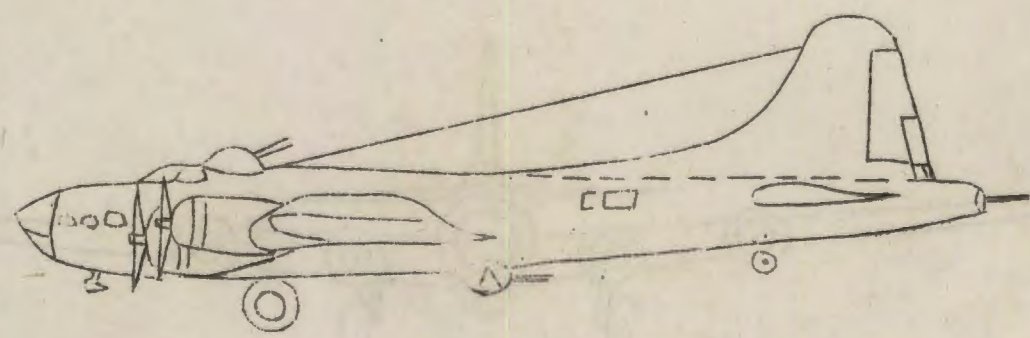
AIRPLANE NO. 145

BQDN 614

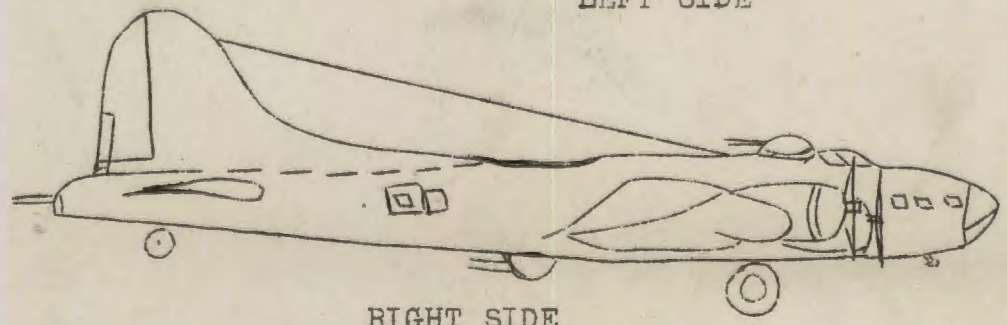
DATE 29/7/44



BOTTOM V.



LEFT SIDE



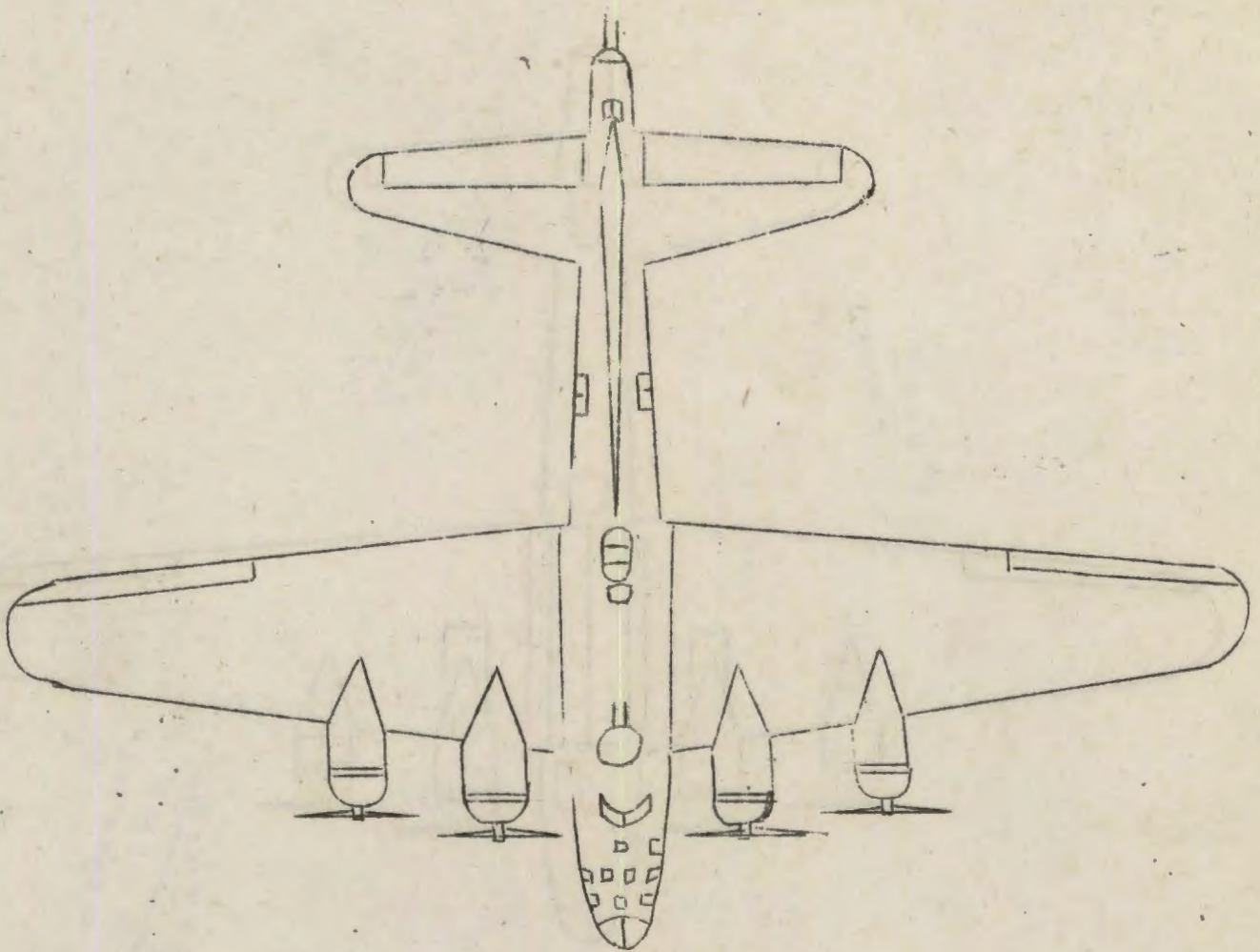
RIGHT SIDE

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

AIRPLANE NO. \_\_\_\_\_

SQDN. \_\_\_\_\_

DATE \_\_\_\_\_



TOP VIEW



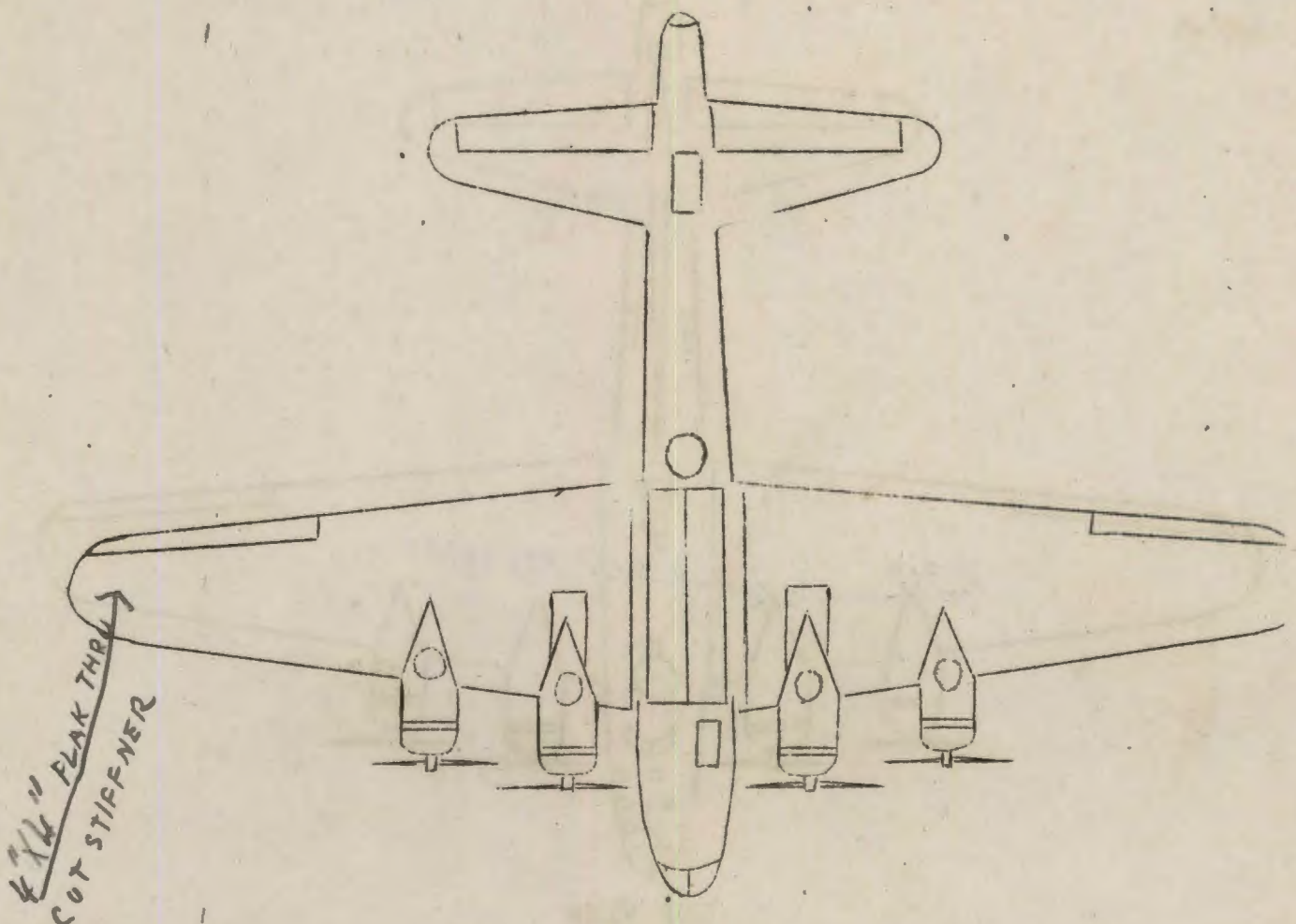
~~SMALL HOLE  
IN BRACE~~



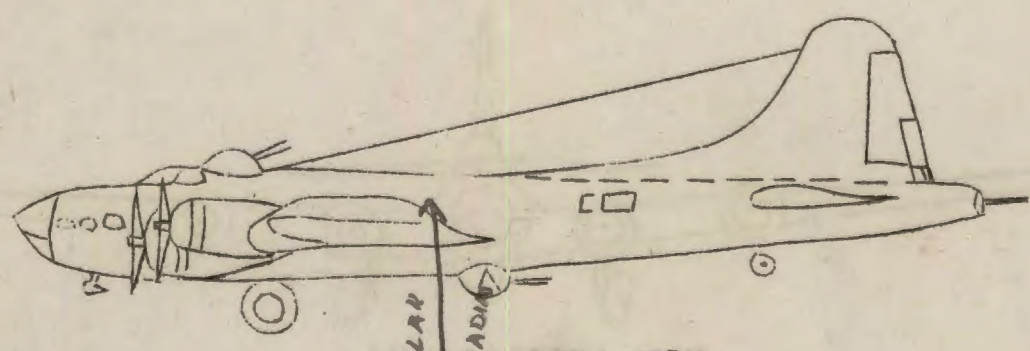
AIRPLANE NO. 659

BQDN 614

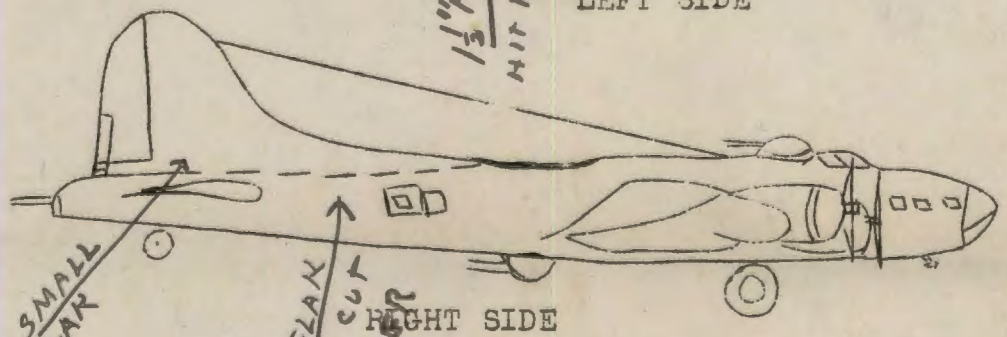
DATE 29/7/44



BOTTOM VIEW



LEFT SIDE



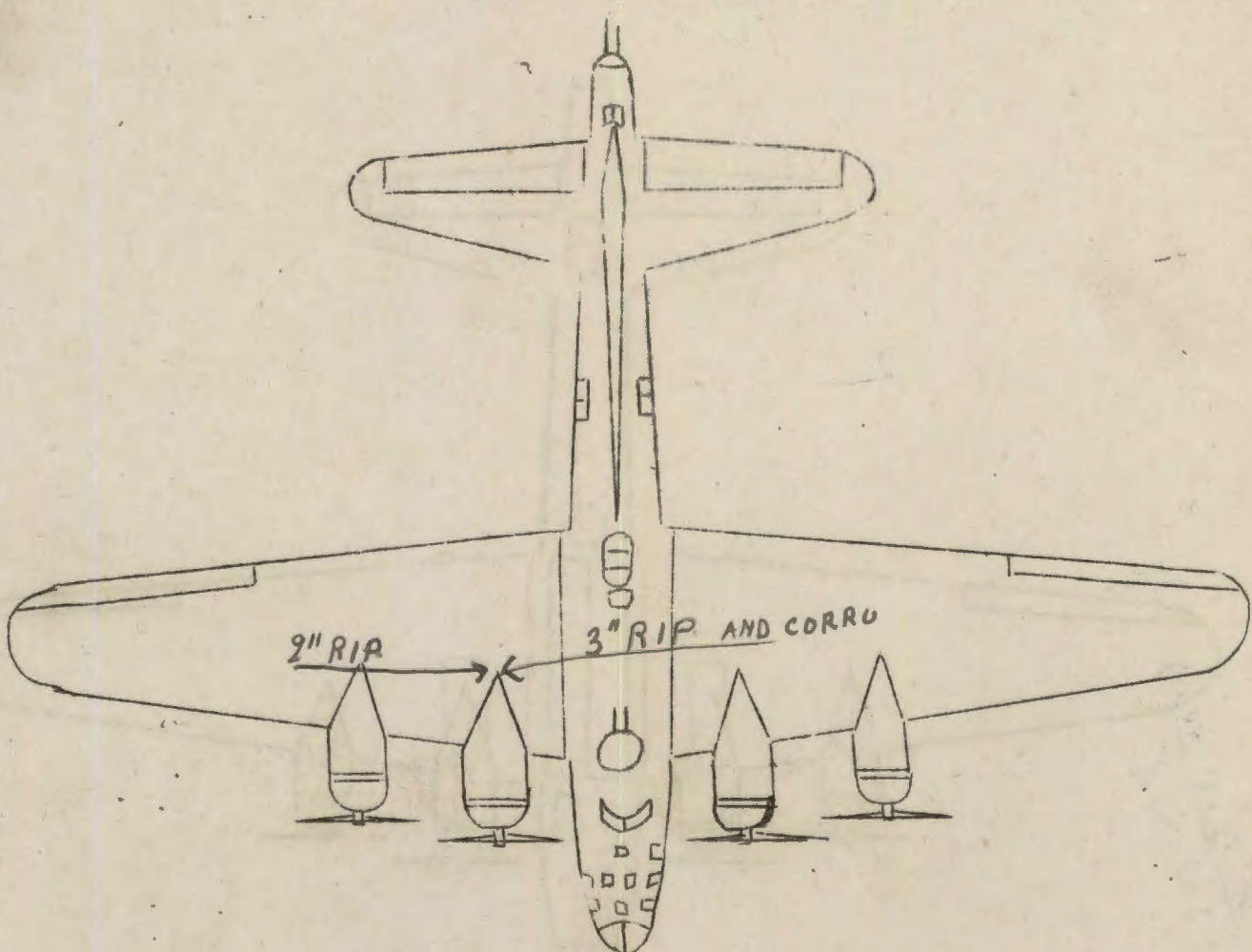
RIGHT SIDE

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

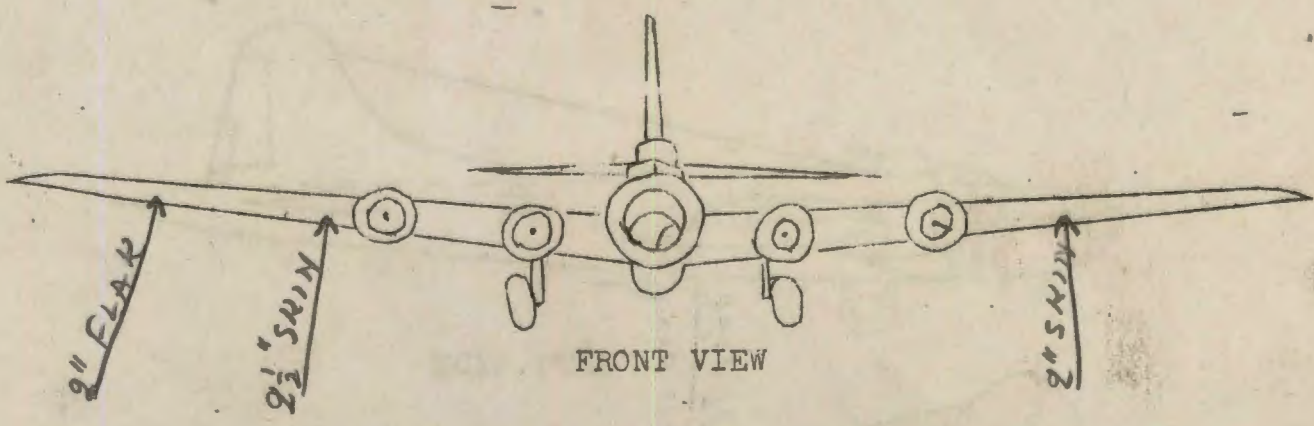
AIRPLANE NO. \_\_\_\_\_

SQDN. . \_\_\_\_\_

DATE \_\_\_\_\_



TOP VIEW

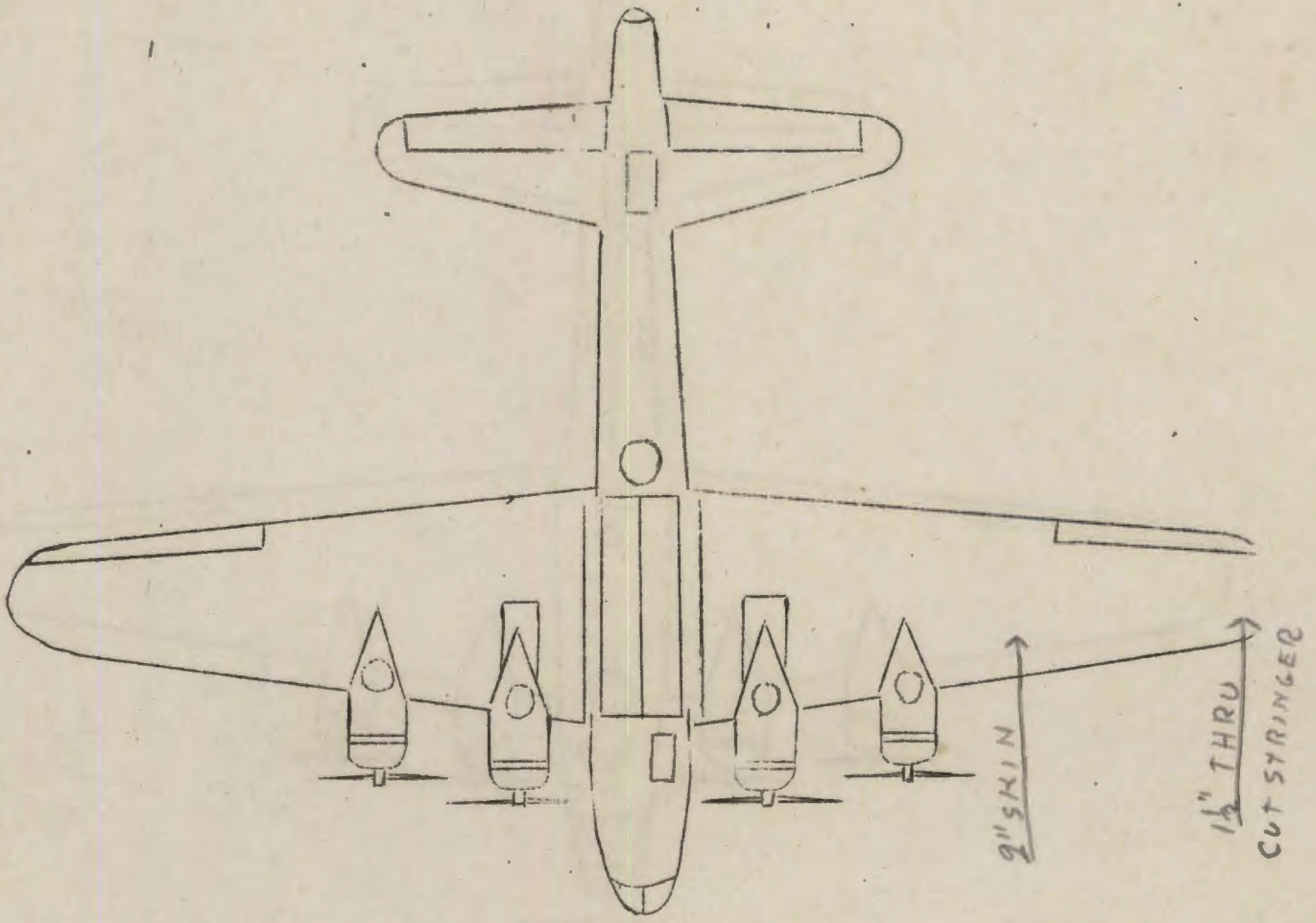


FRONT VIEW

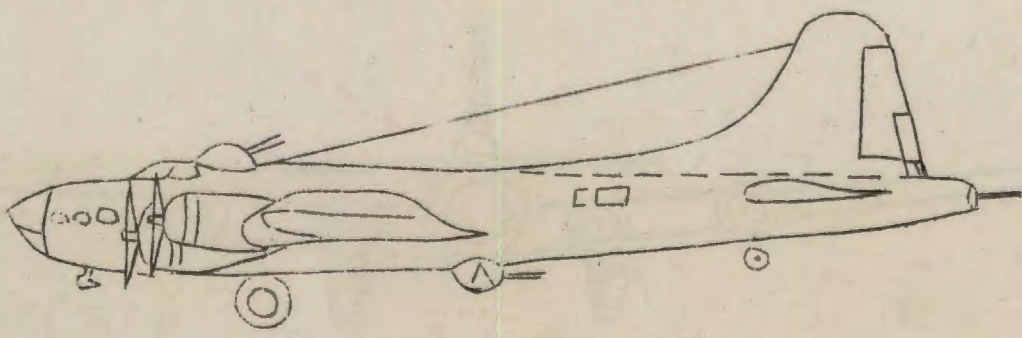
AIRPLANE NO. 602

BQD. 614

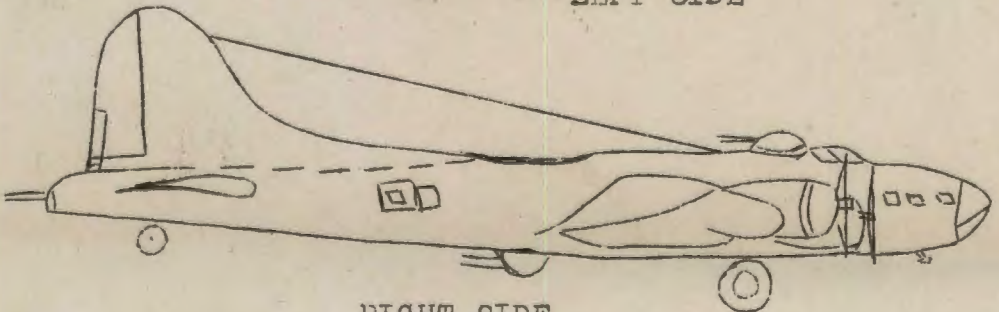
DATE 21/7/44



BOTTOM VIEW



LEFT SIDE



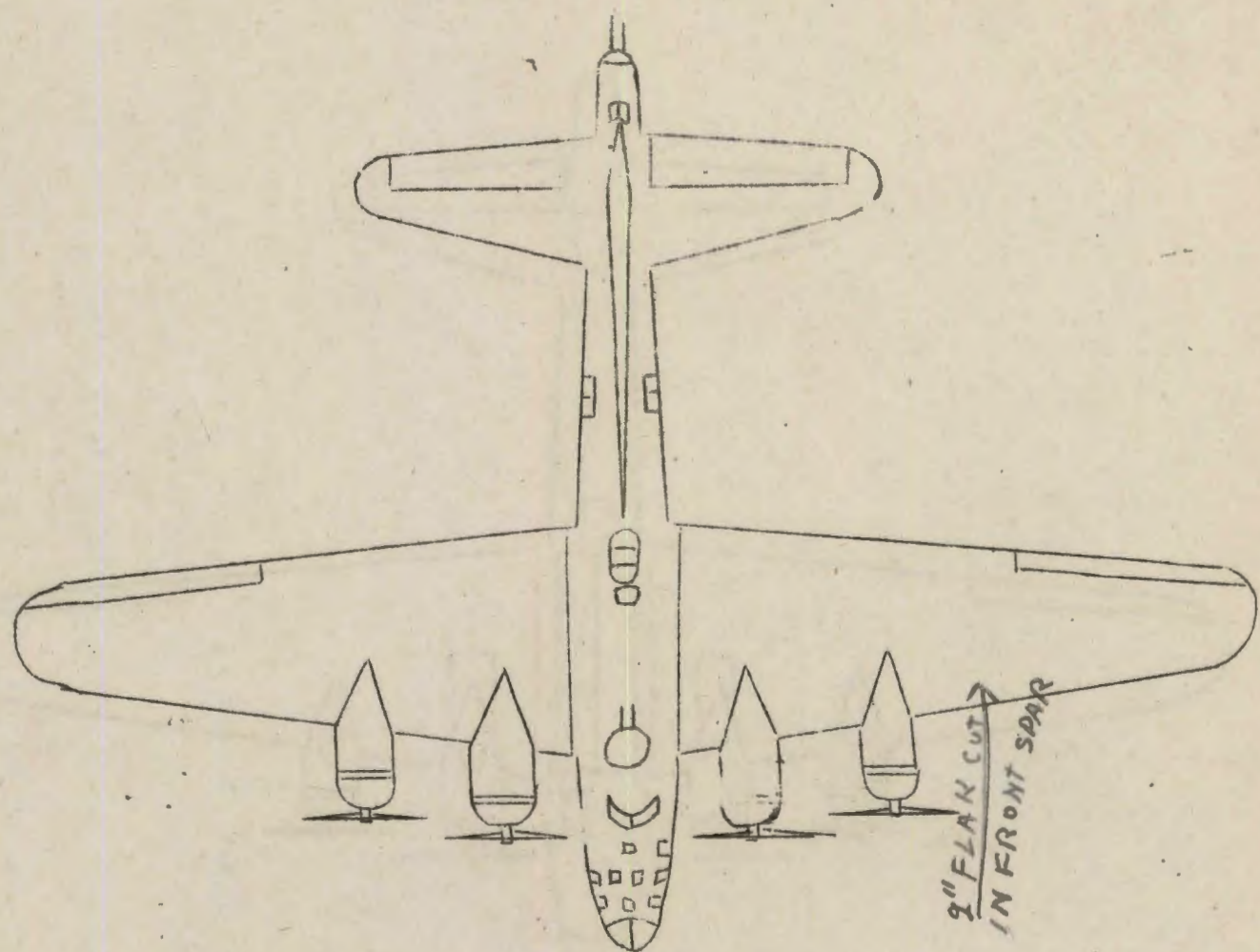
RIGHT SIDE

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

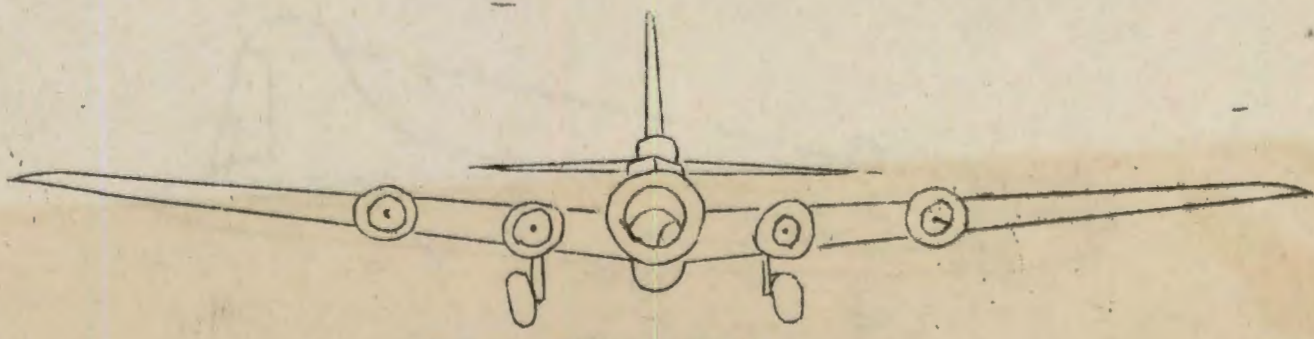
AIRPLANE NO. \_\_\_\_\_

SQDN. \_\_\_\_\_

DATE \_\_\_\_\_



TOP VIEW

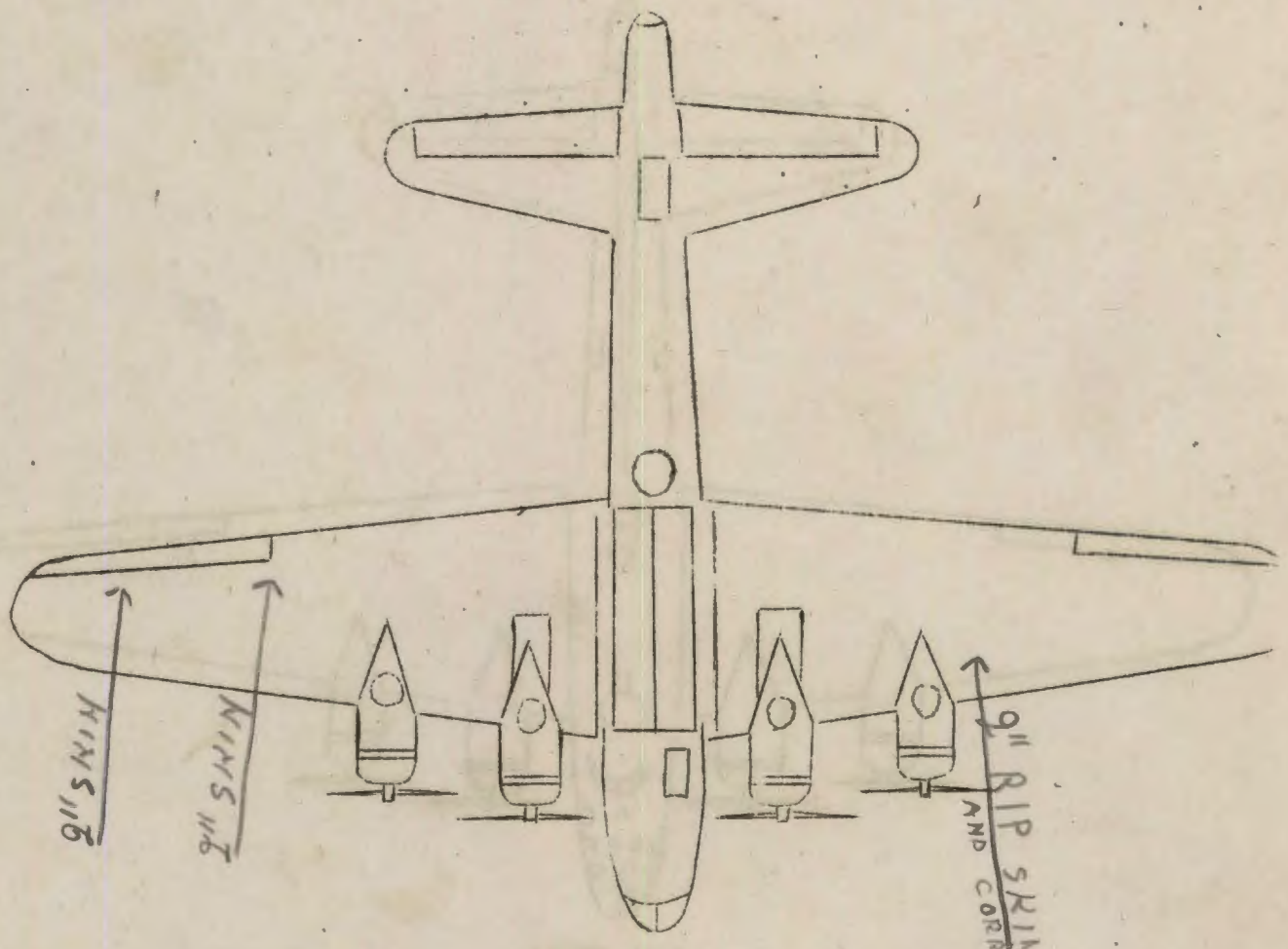


FRONT VIEW

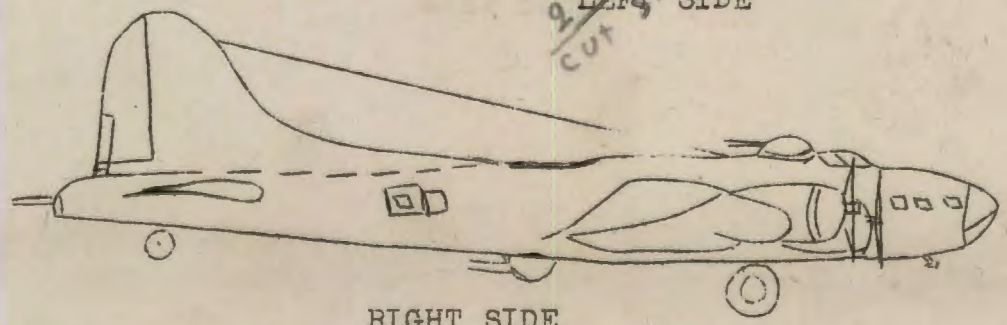
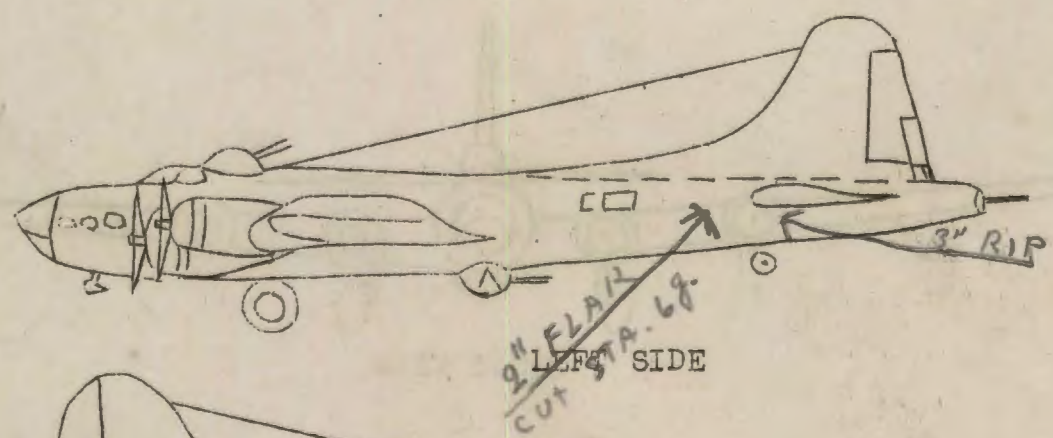
AIRPLANE NO. 780

BQDN 614

DATE 29/7/49



BOTTOM VIEW



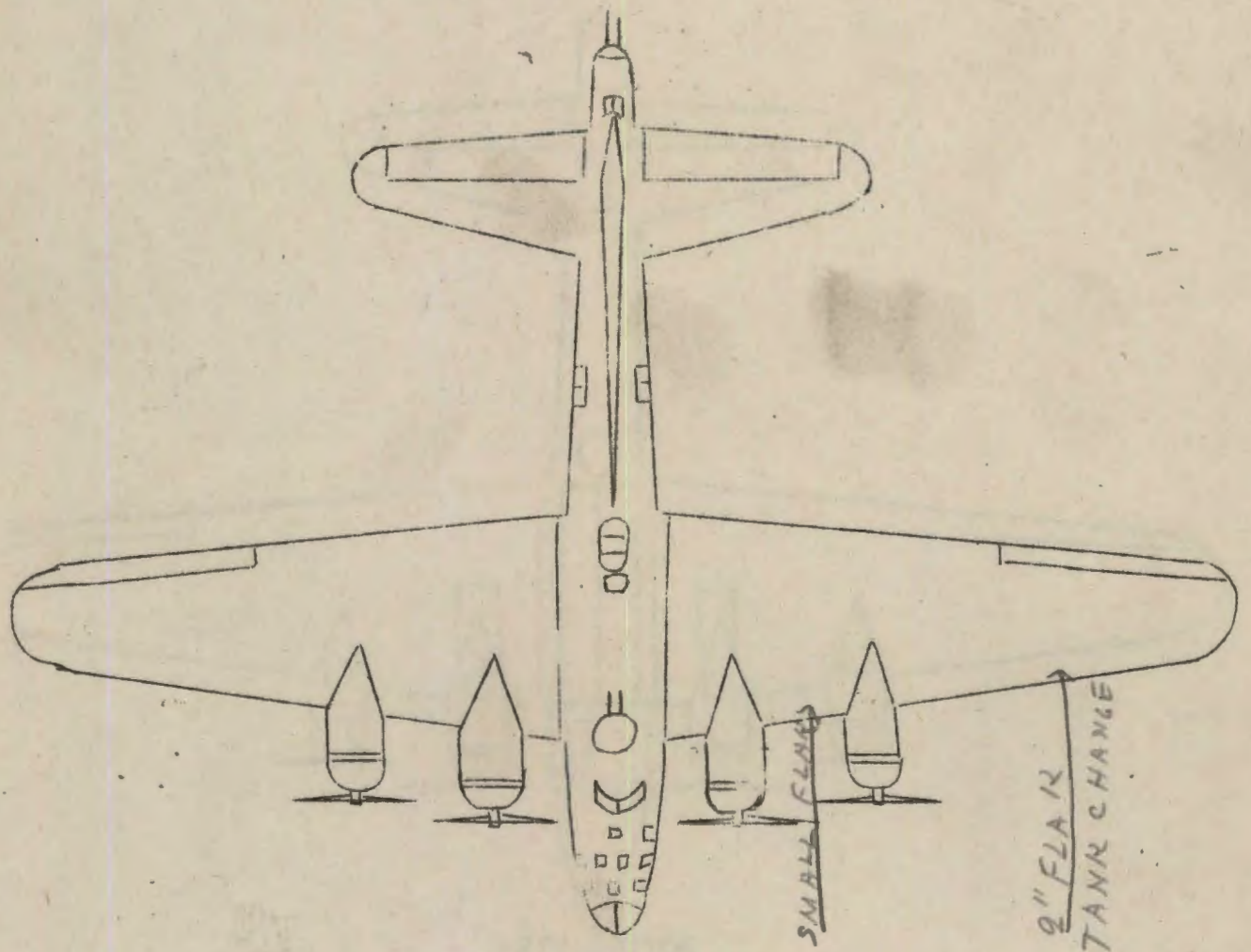
RIGHT SIDE

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

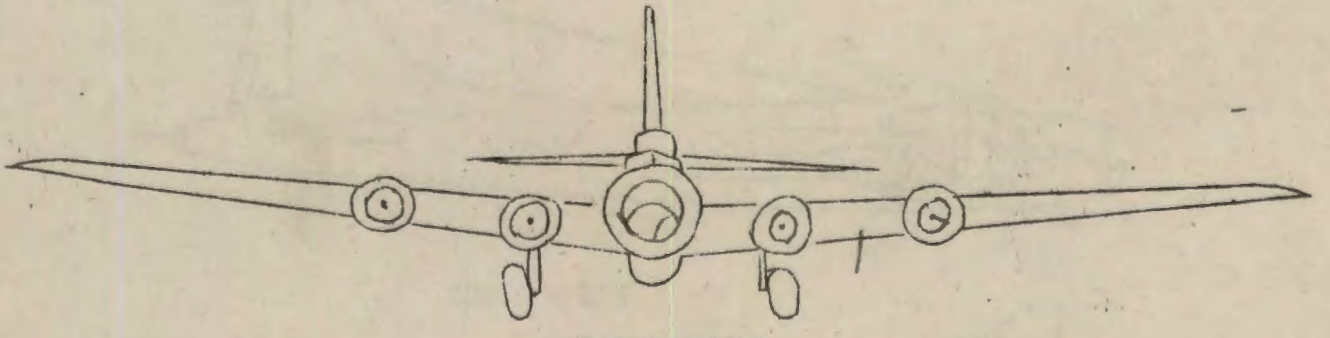
AIRPLANE NO. 369

SQDN. 'B ty

DATE 29/7/44

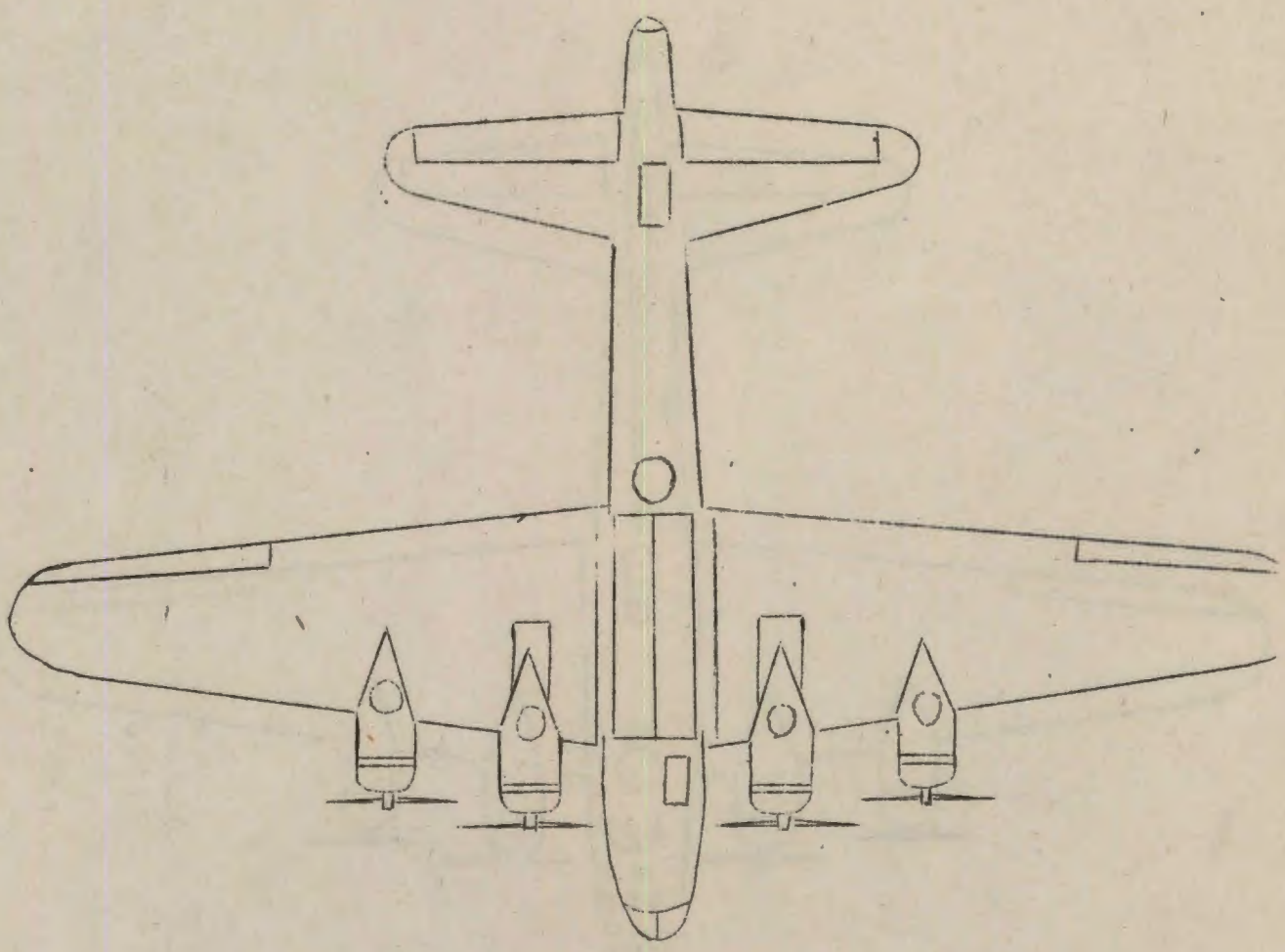


TOP VIEW

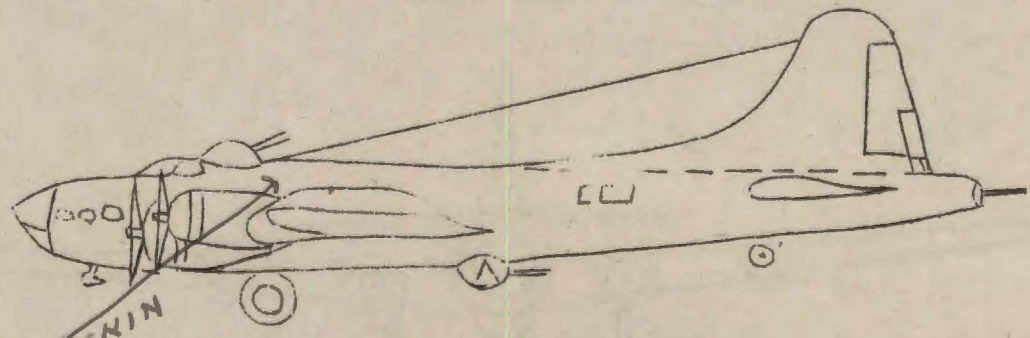


FRONT VIEW

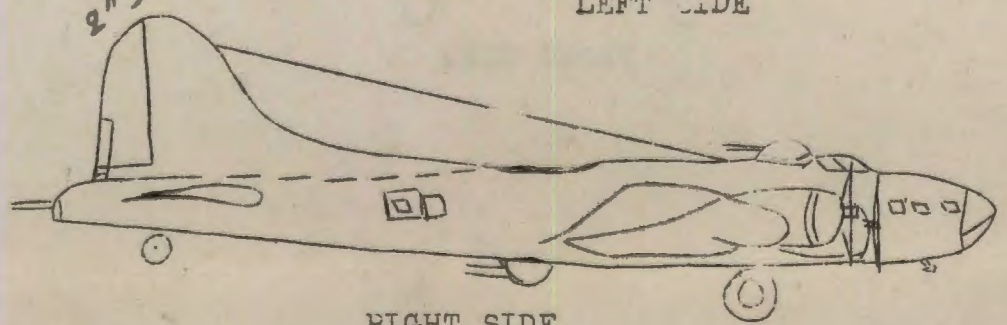
AIRPLANE NO. 369 BQDN \_\_\_\_\_ DATE \_\_\_\_\_



BOTTOM VIEW



LEFT SIDE



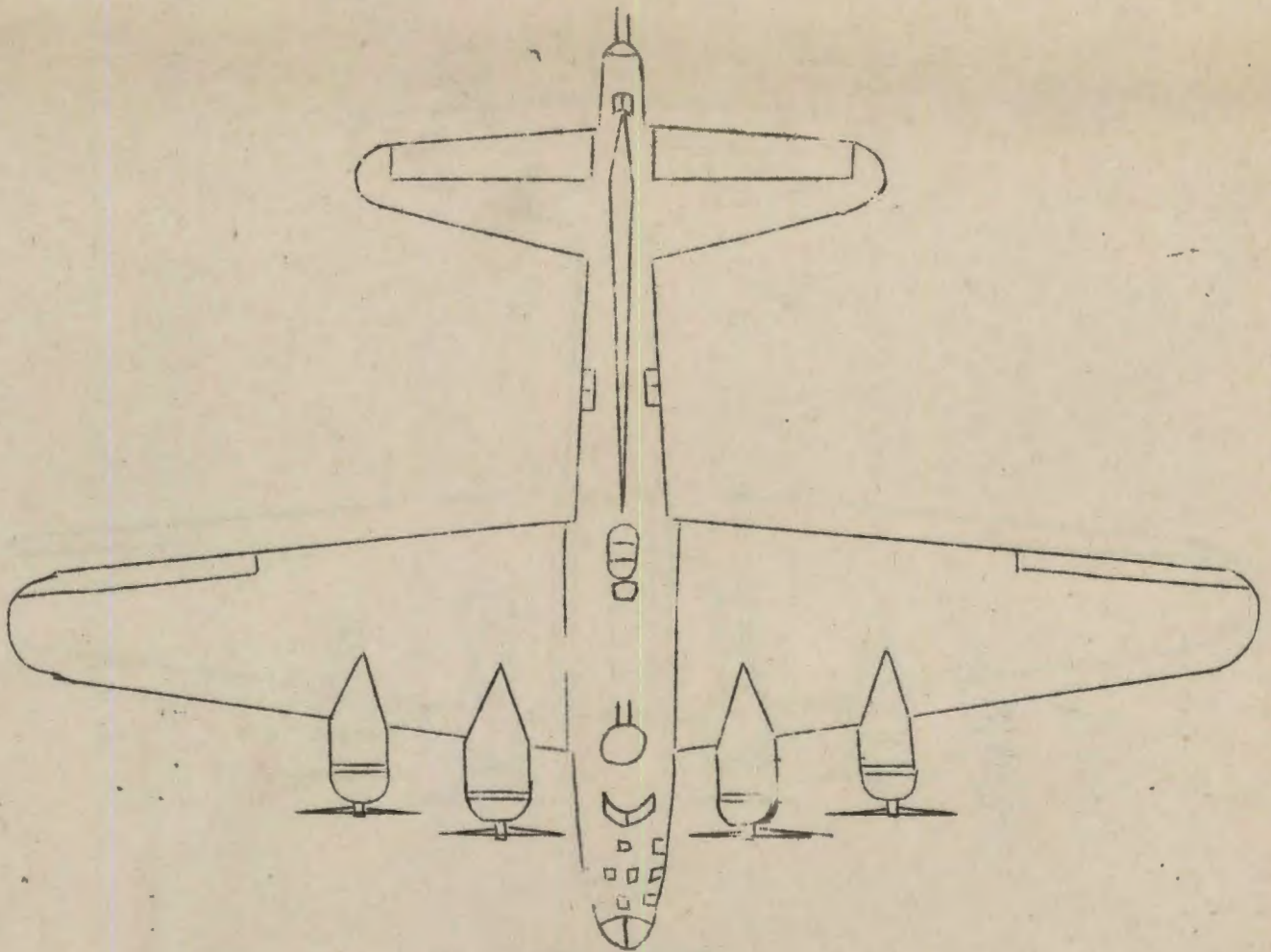
RIGHT SIDE

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

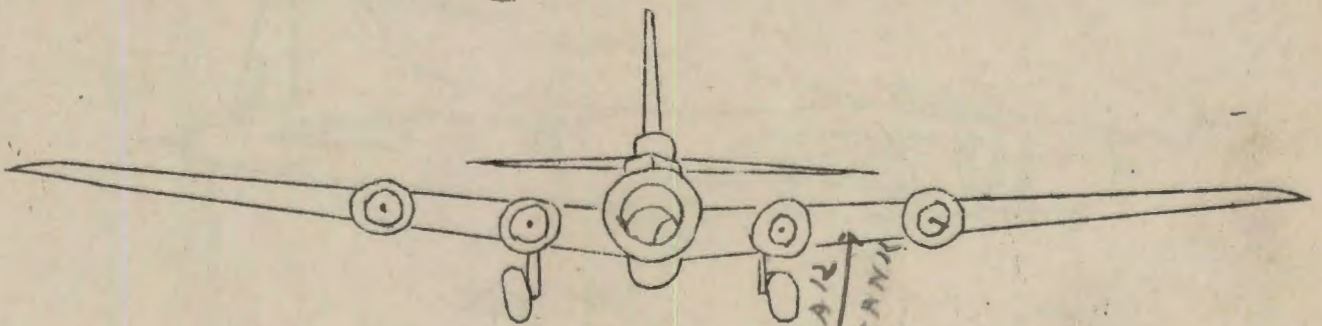
AIRPLANE NO. 872

SQDN. 619

DATE 29/7/44



TOP VIEW



FRONT VIEW

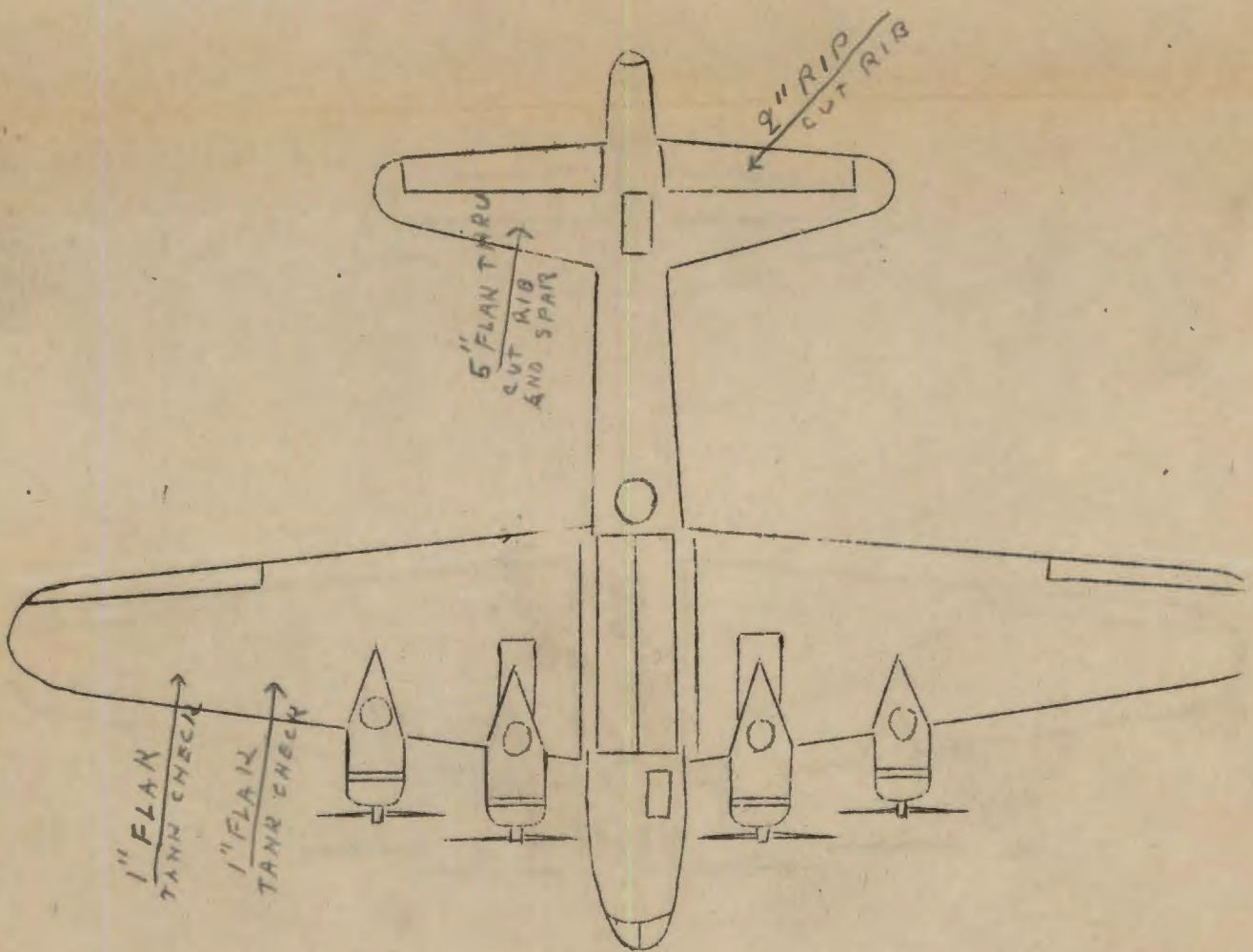
2" FLAR  
#1 FUEL TANK  
CHANGE



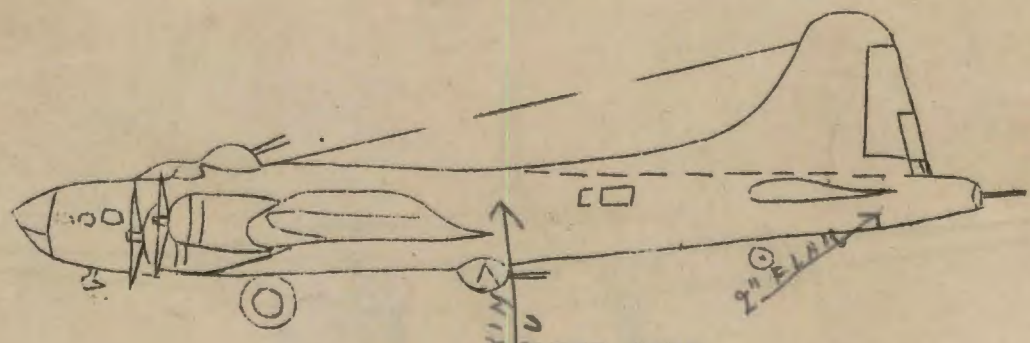
AIRPLANE NO. 872

BQDN \_\_\_\_\_

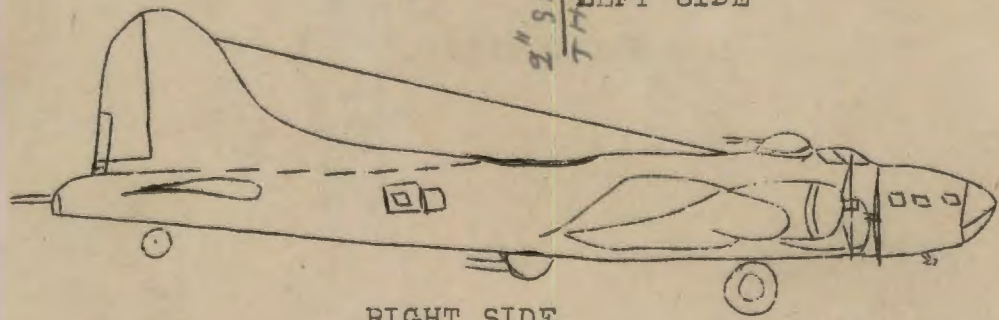
DATE \_\_\_\_\_



BOTTOM VIEW



LEFT SIDE

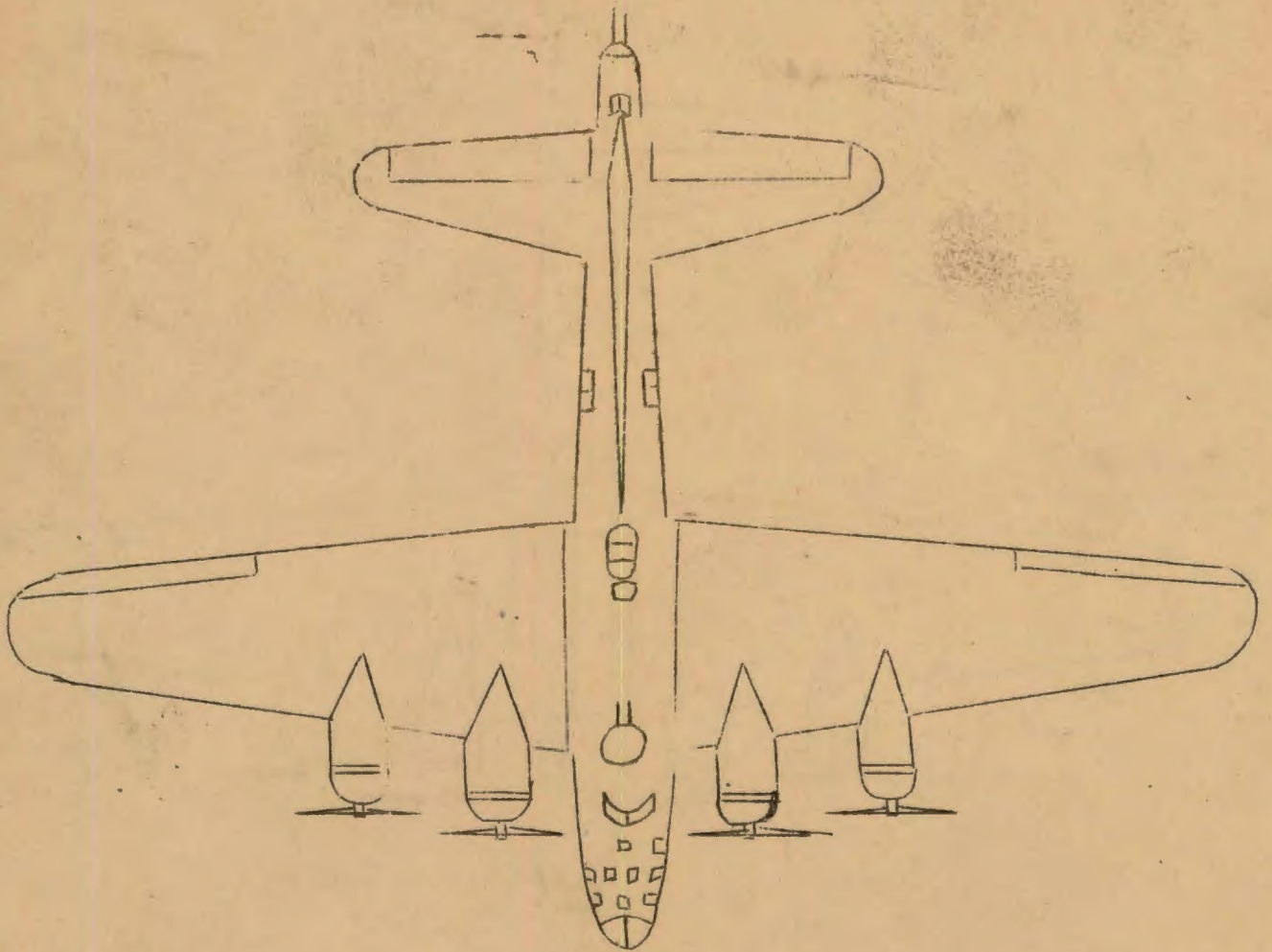


RIGHT SIDE

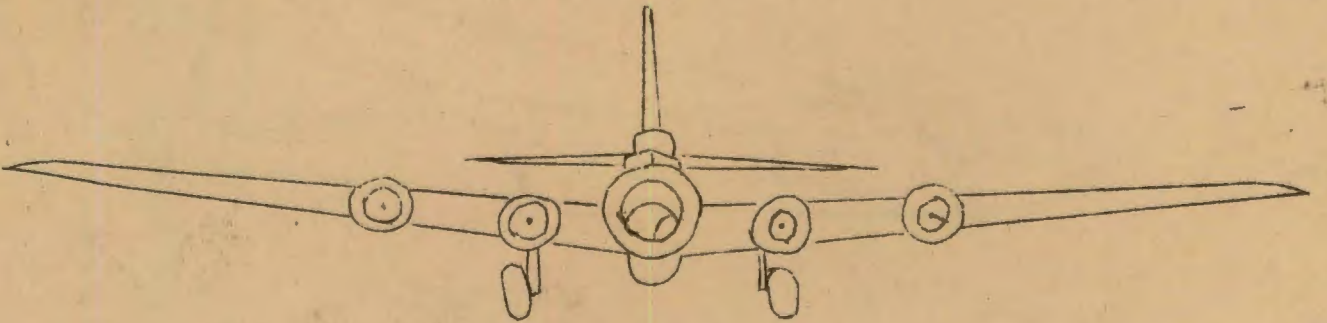
GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

AIRPLANE NO. 43-7859 . SQ# .615

DATE July 29, 44



TOP VIEW

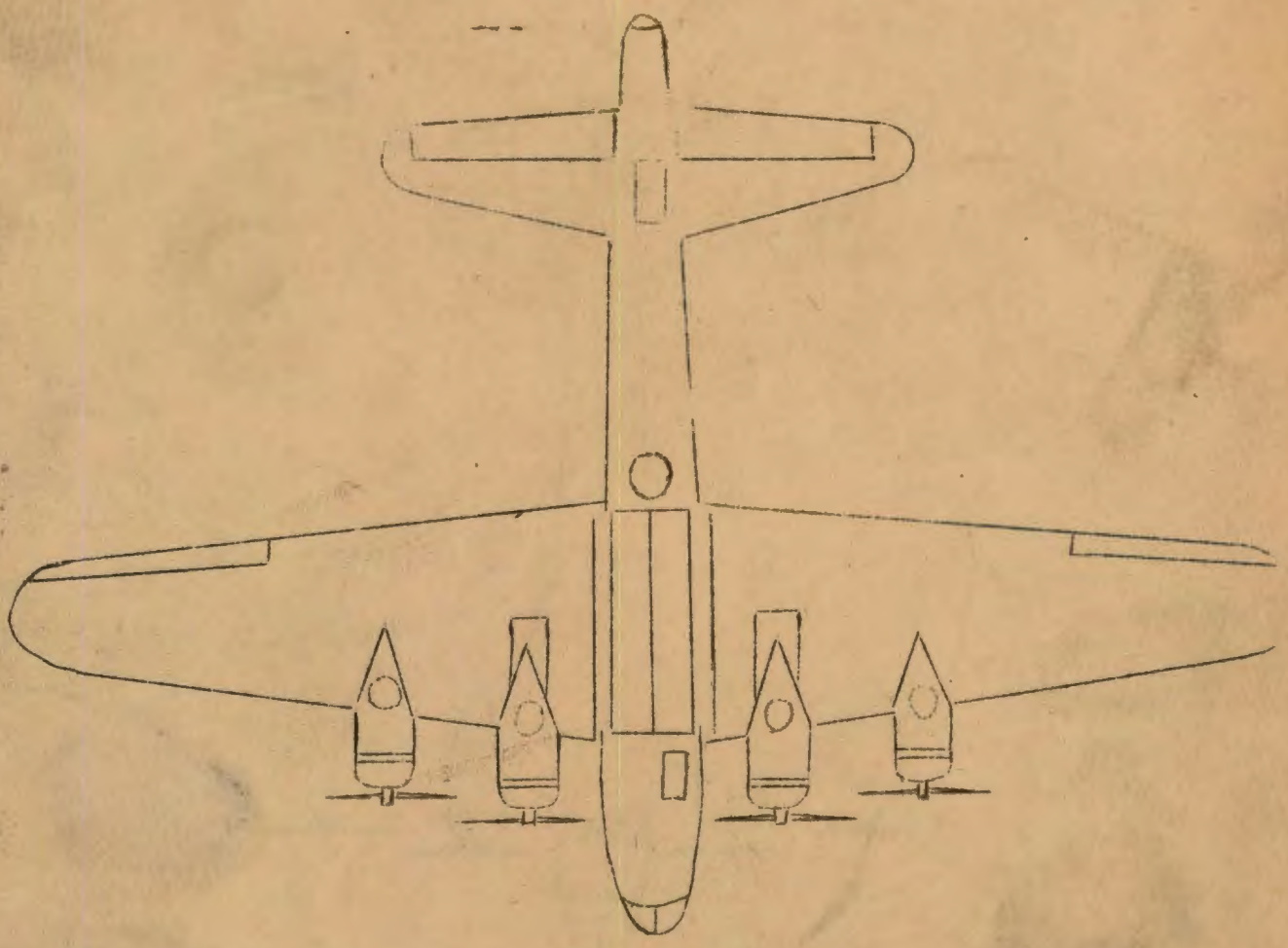


FRONT VIEW

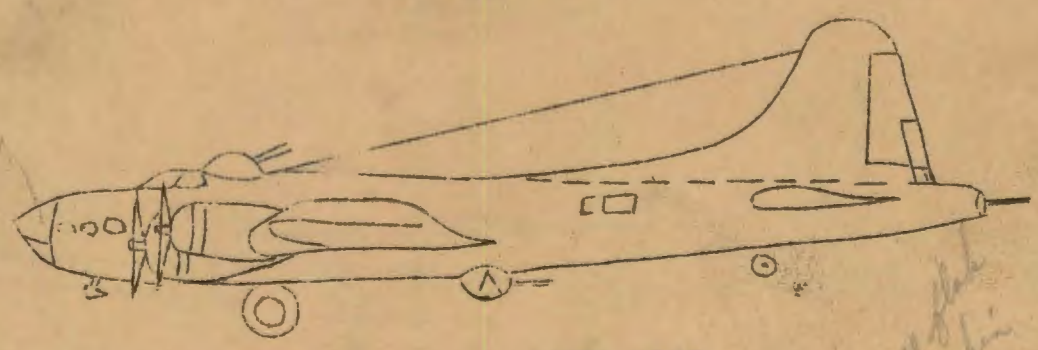
AIRPLANE NO. 46-37859

BQDN 416-

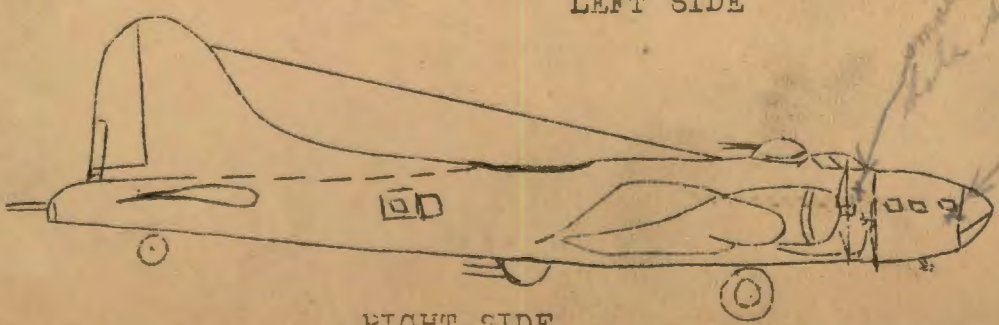
DATE July 29 49



BOTTOM VIEW



LEFT SIDE



RIGHT SIDE

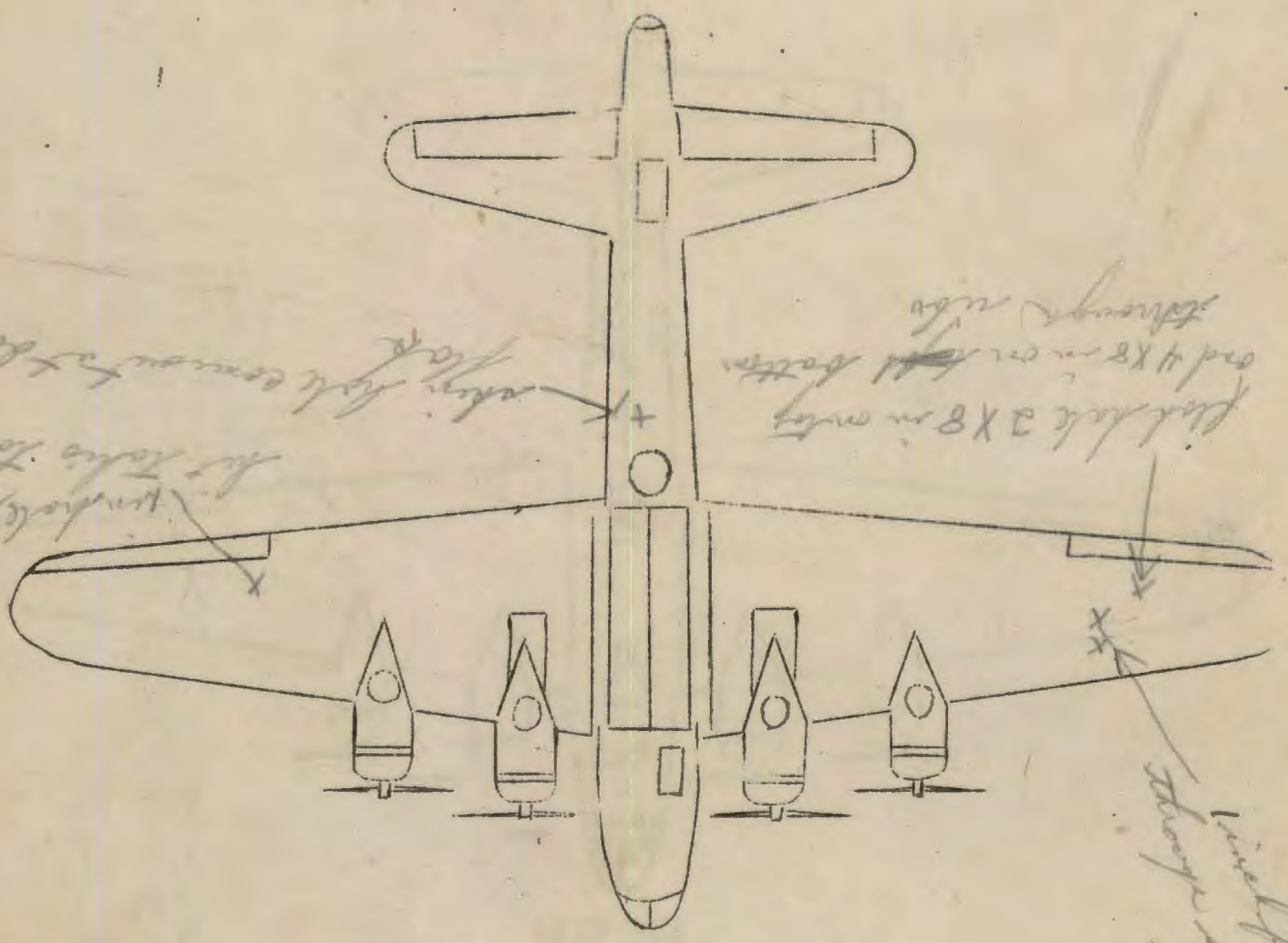
*small of fuel  
the skin*  
*small of fuel  
the skin*

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

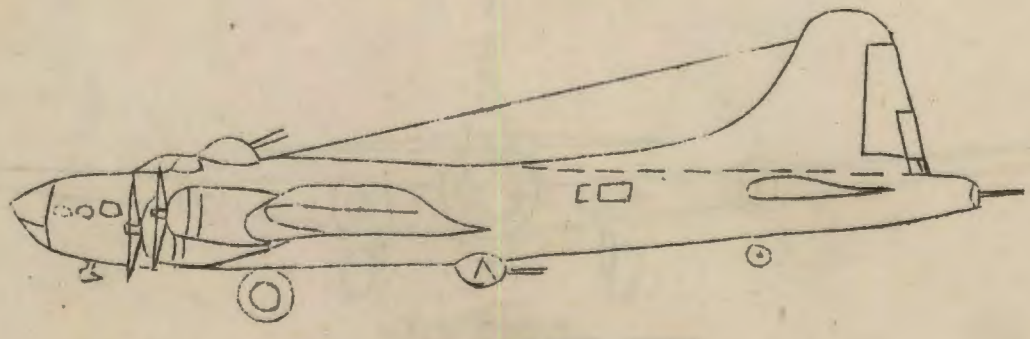
AIRPLANE NO. 44-6310

BQDN 615

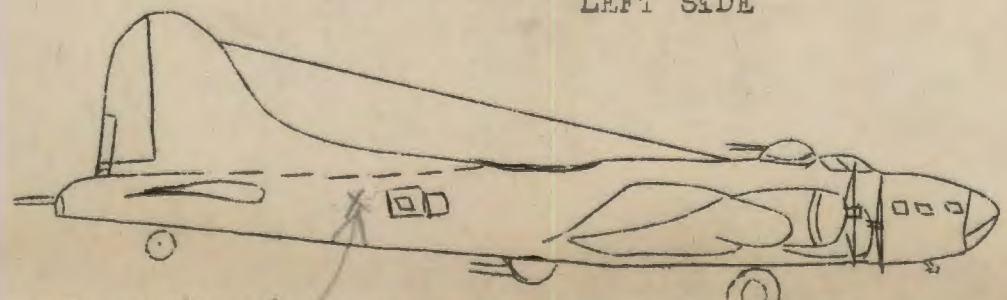
DATE July 29, 44



BOTTOM VIEW



LEFT SIDE



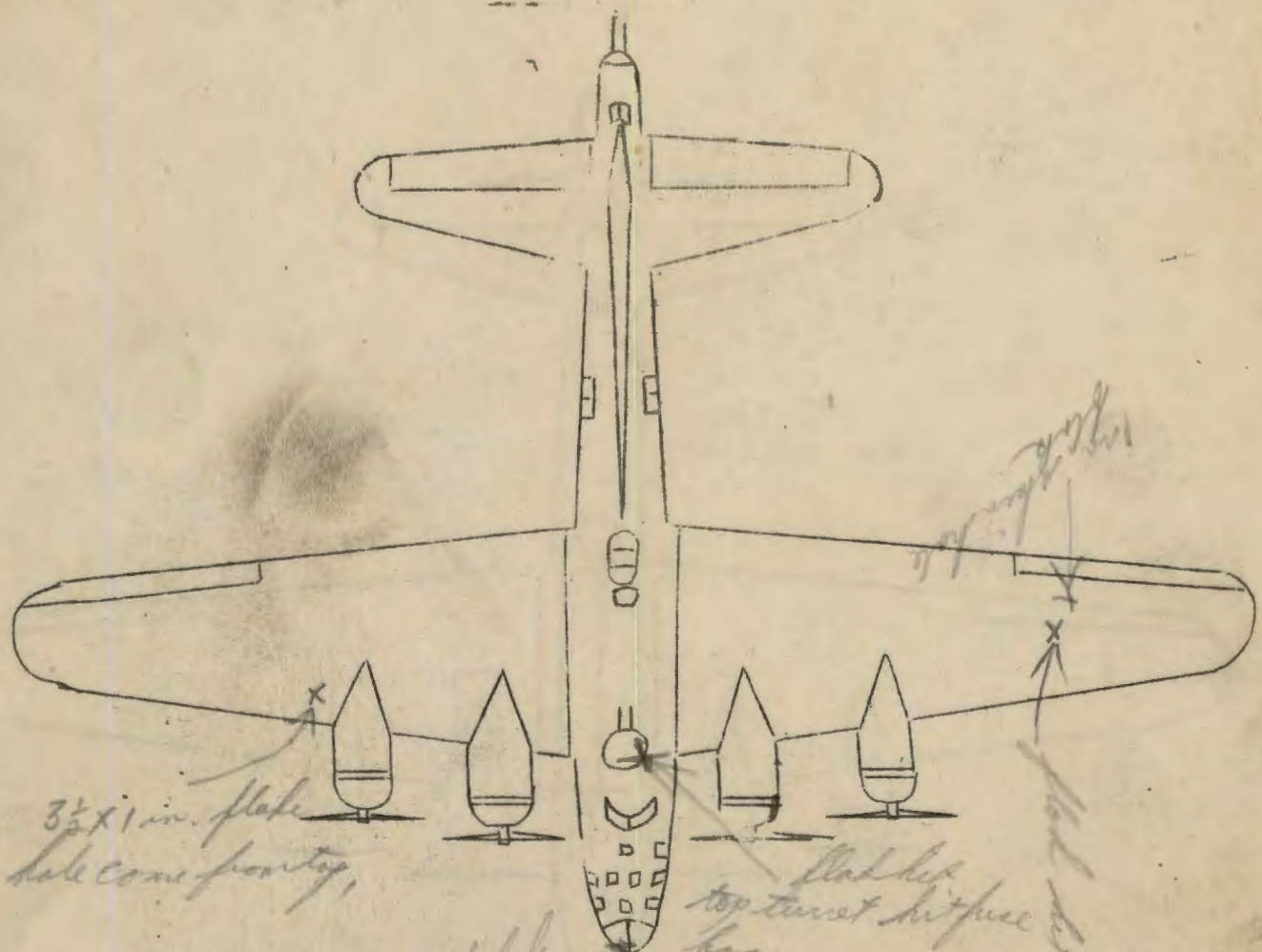
RIGHT SIDE

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

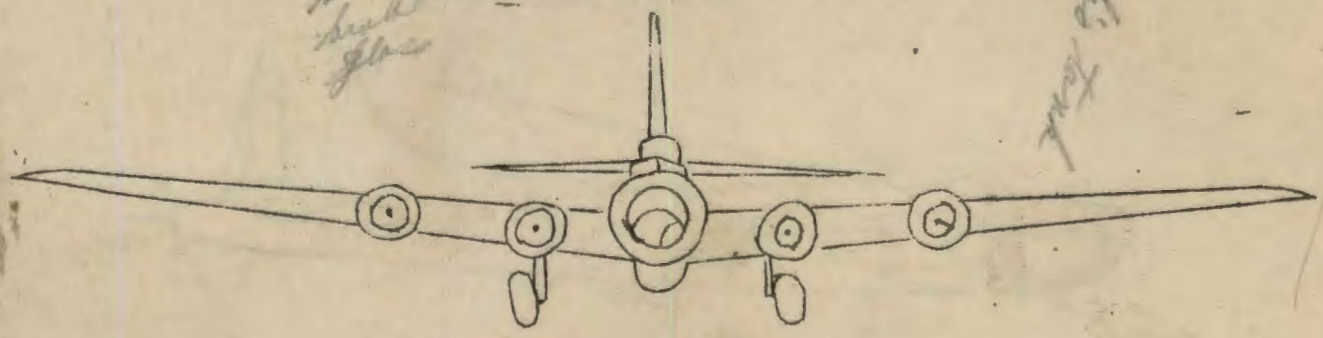
AIRPLANE NO. 44-6310

SQDN. 66

DATE July 29, 44



TOP VIEW

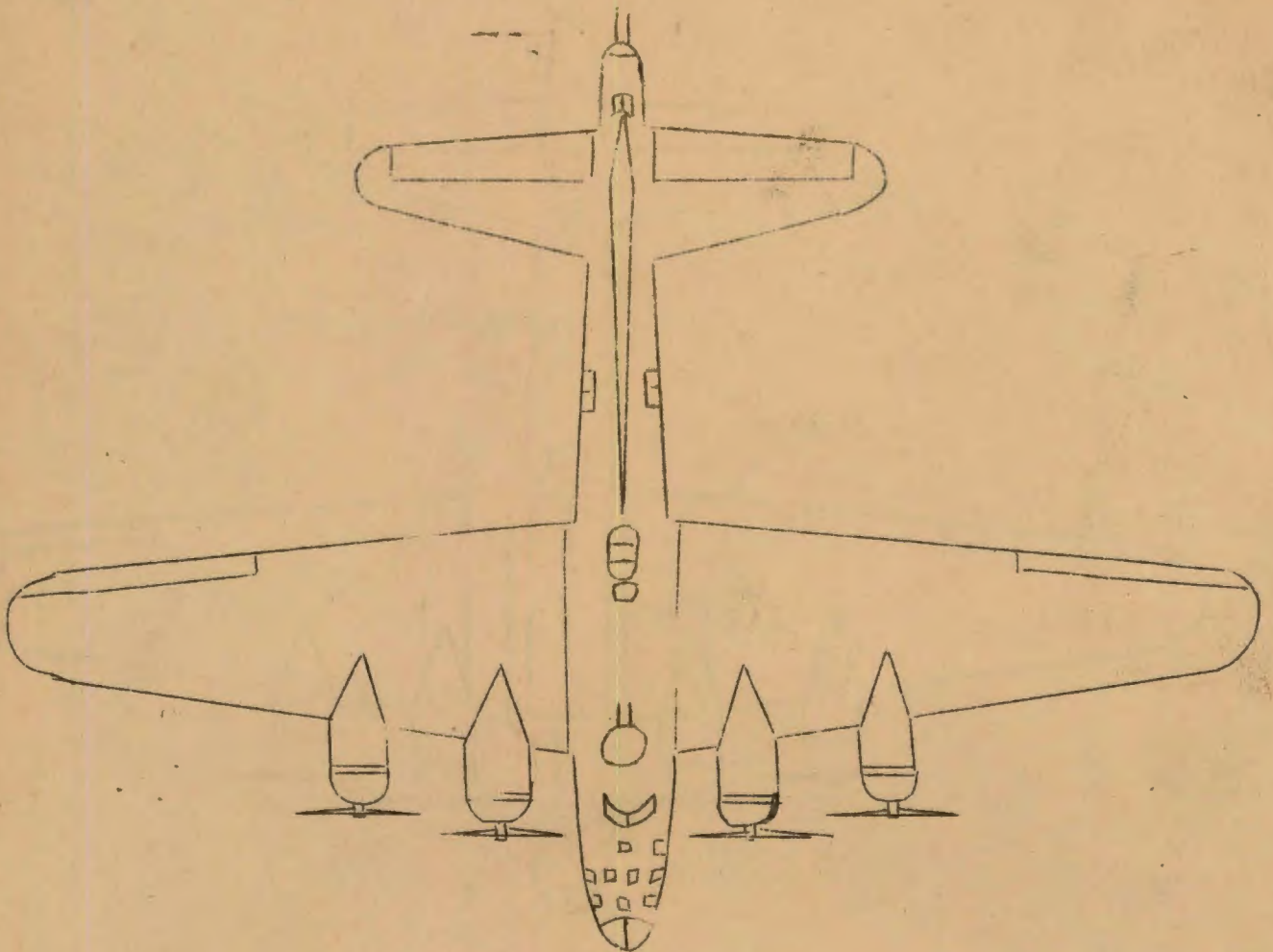


FRONT VIEW

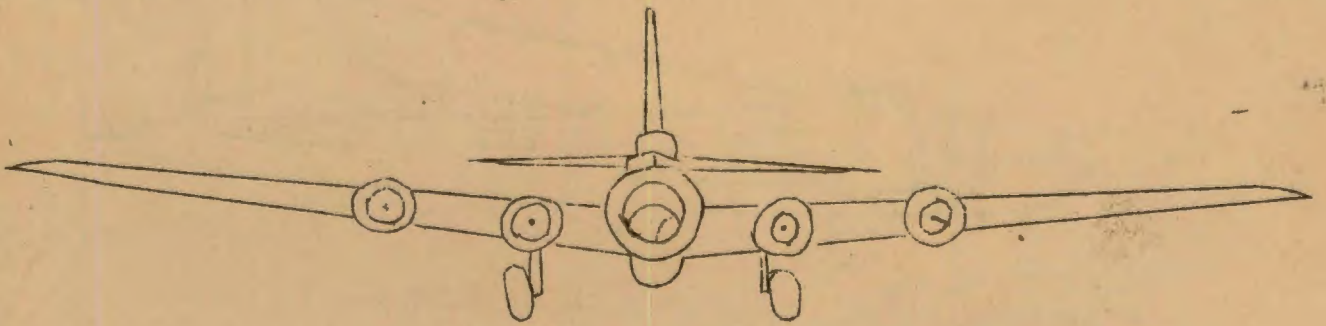
AIRPLANE NO. 47-102468

SQDN. 615

DATE July 29, 1944



TOP VIEW

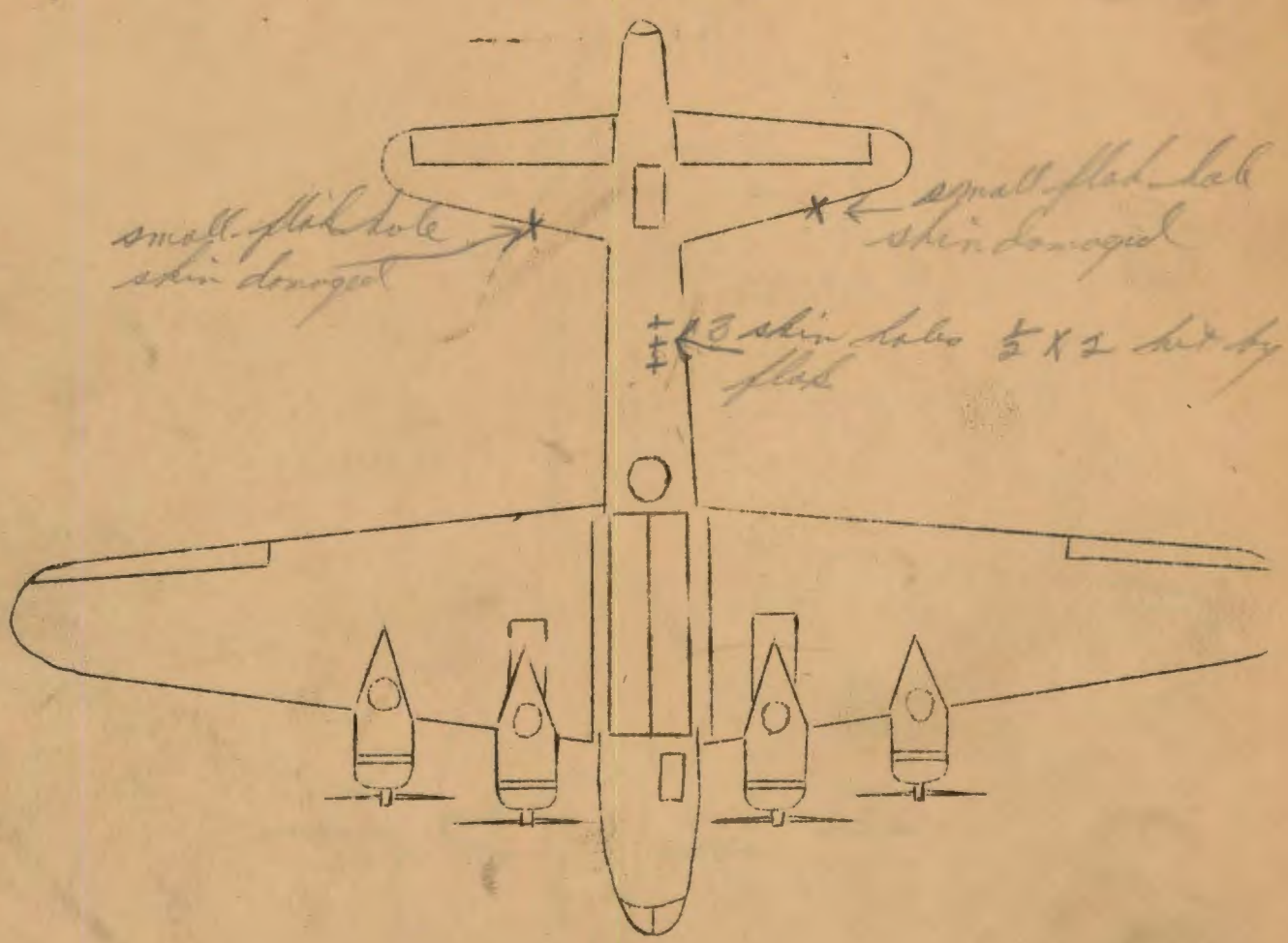


FRONT VIEW

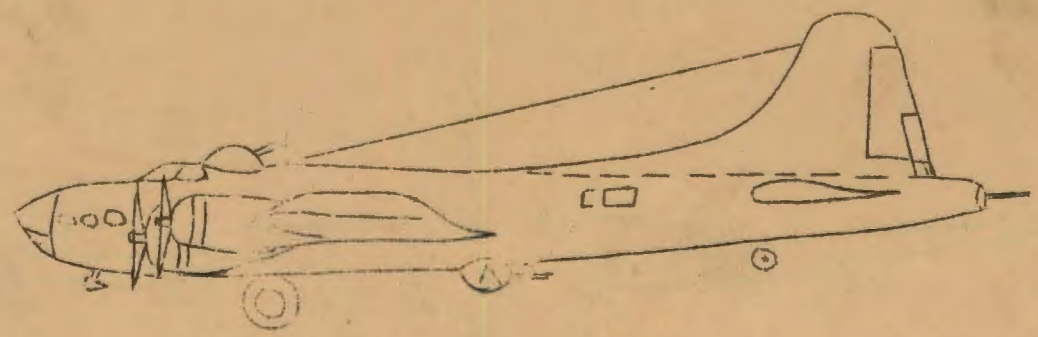
AIRPLANE NO 42102468

BQDN 615

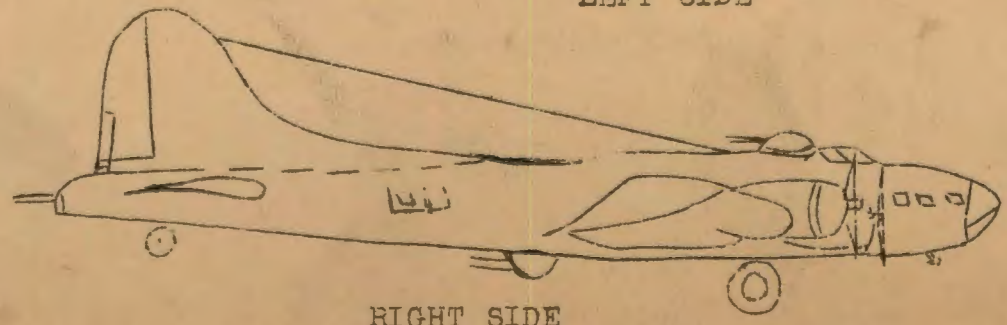
DATE July 29, 44



BOTTOM VIEW



LEFT SIDE



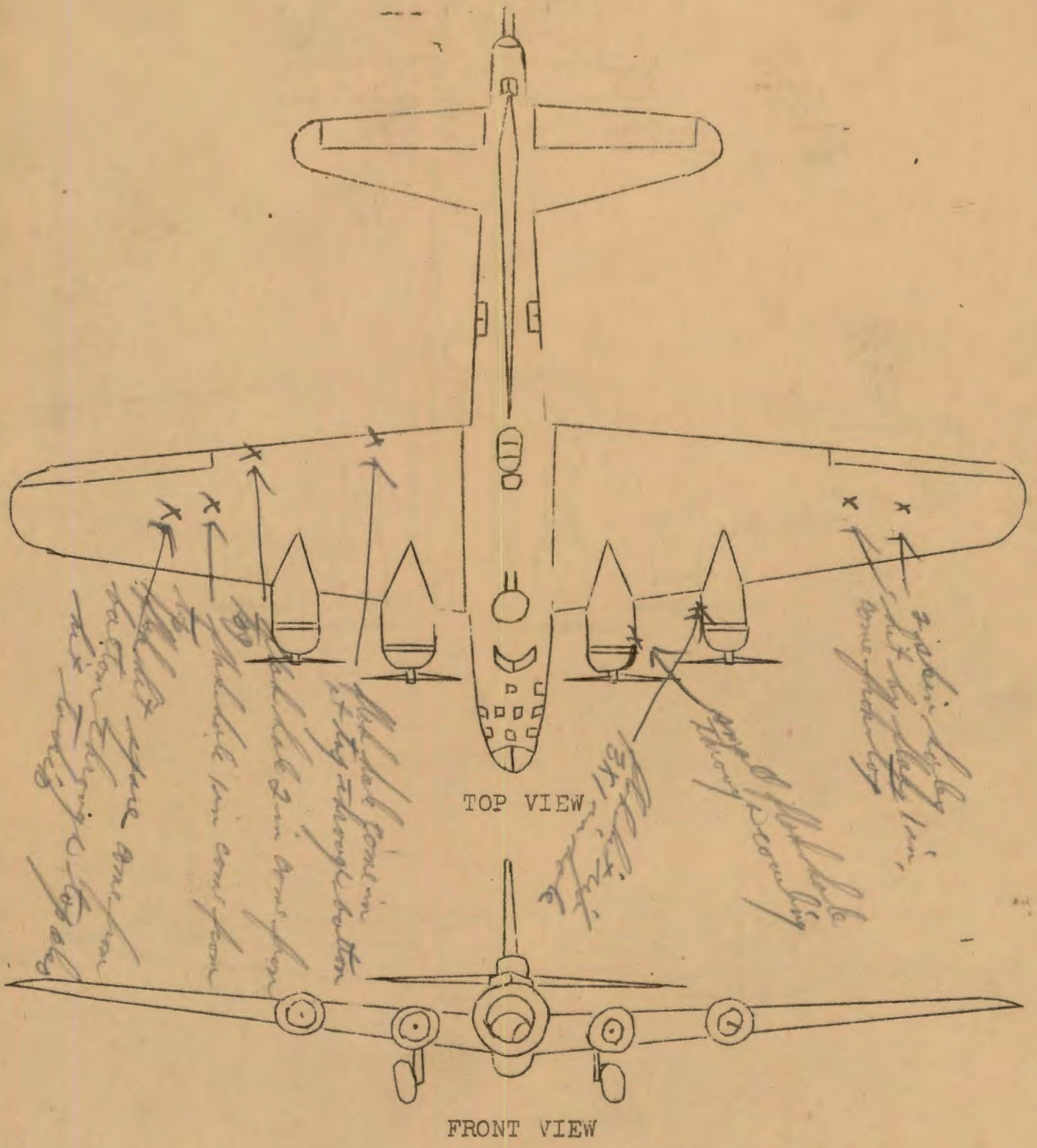
RIGHT SIDE

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

AIRPLANE NO. 43-37851

SQDN. 615<sup>e</sup>

DATE July 29, 49





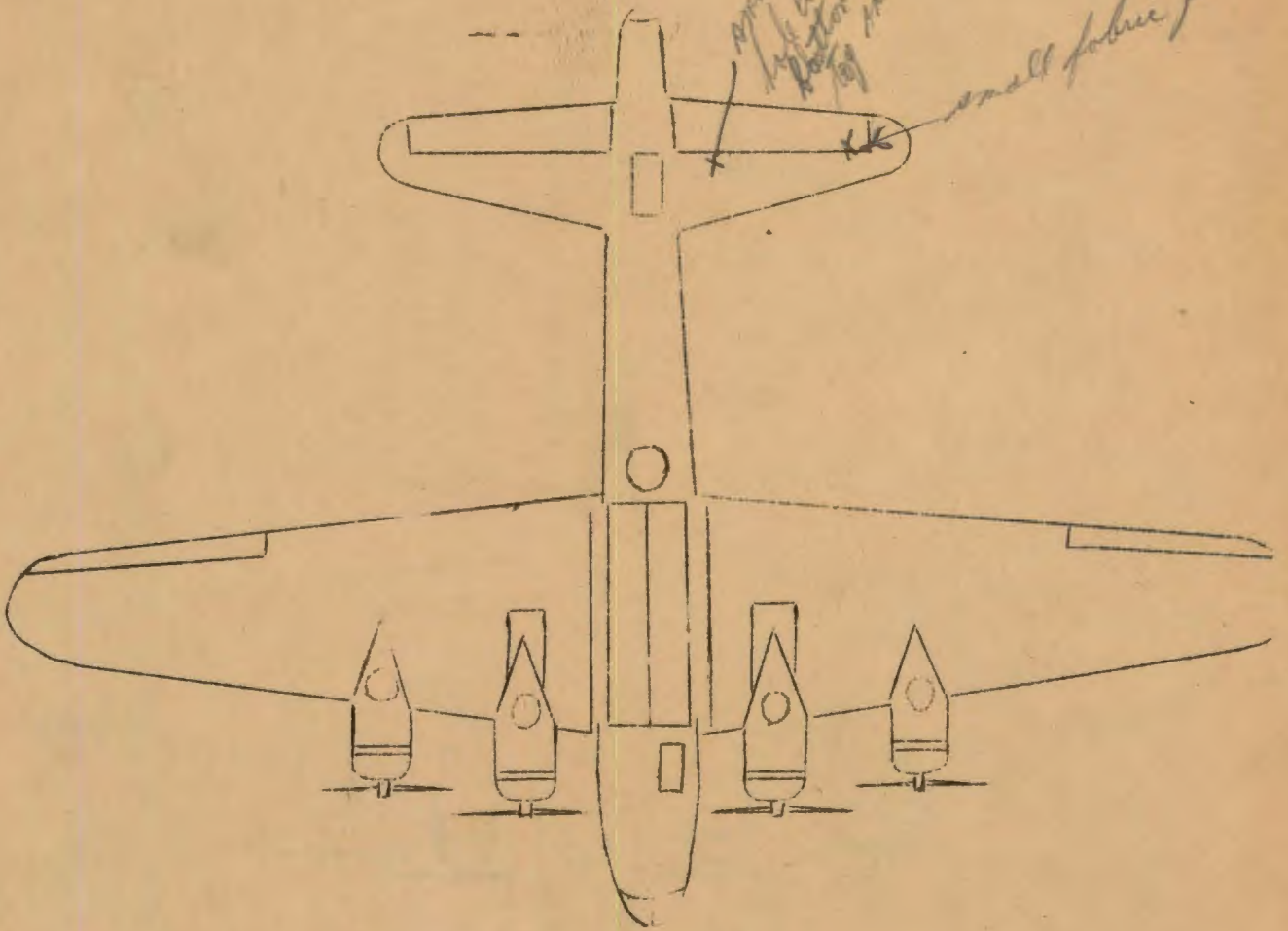
AIRPLANE NO. 37551

BQDN 6-15-44

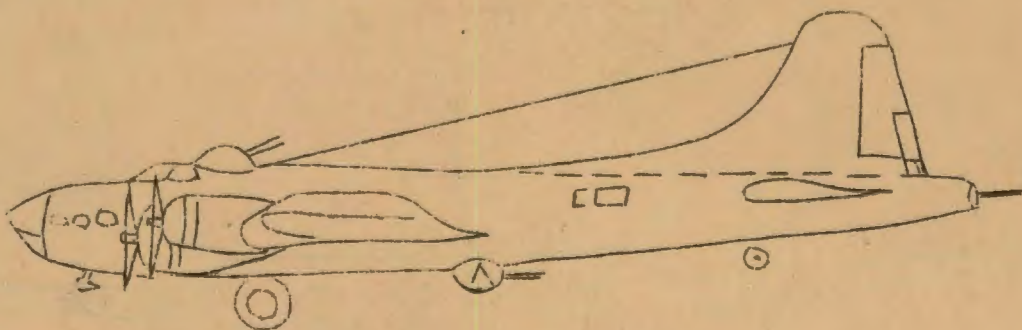
DATE 7/1/59

*small fabric patch  
left wing  
right wing  
fuselage*

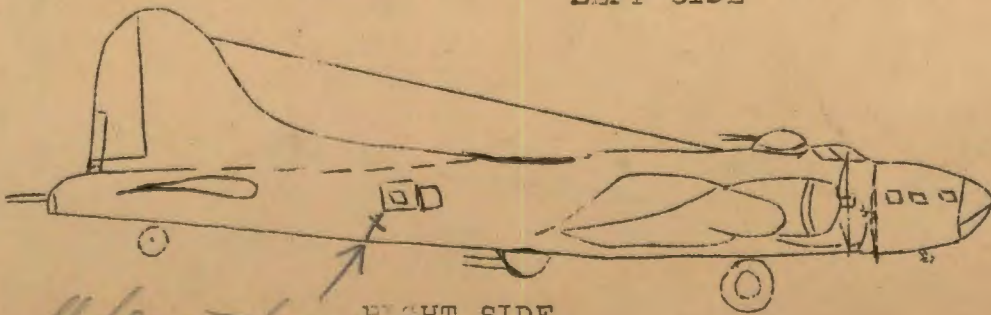
*small fabric patch*



BOTTOM VIEW



LEFT SIDE



RIGHT SIDE

*flap come through  
open battle, it shot up  
and tore a hole out in fuselage  
12X8 hole over it.*

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

612th Bombardment Squadron (H)  
 401st Bombardment Group (H)  
 Office of the Operations Officer

29 July 1944

SUBJECT : Loading List  
 TO : Operations Officer, 401st Bombardment Group (H)  
 APO 557, AAF Station # 12B.

Plane # 43-37510		
P	Opie, Kenneth H.	Capt. 612th
CP	Lahey, Edward A. Jr.	1st Lt. "
N	Schwartz, Joseph M.	2nd Lt. "
B	Browne, Joseph E.	1st Lt. "
RO	Simmons, Arnold P.	1st Sgt. "
TTG	Fleetwood, Gerald C.	T Sgt. "
BTG	Bodle, John F.	S Sgt. "
TG	Yantzie, Alvin (NMI)	S Sgt. "
LWG	Brauer, Harry A.	S Sgt. "
Plane # 42-102957		
P	Hall, Frank R.	1st Lt. 612th
CP	Atkinson, William A.	2nd Lt. "
N B	Kemp, William T. Jr.	2nd Lt. "
N	Marshall, Robert W.	2nd Lt. "
RO	Scott, Elbert D.	Sgt. "
TTG	Cooper, Grady H.	T Sgt. "
BTG	Kreisel, Edwin T. Jr.	S Sgt. "
TG	Edmonds, Elroy (NMI)	S Sgt. "
LWG	Golluccio, Anthony D.	S Sgt. "
Plane # 43-37790		
P	Schaunaman, George S.	2nd Lt. 612th
CP	Baper, Harry L. Jr.	1st Lt. "
N	Burrier, Robert E.	2nd Lt. "
B	Sandoe, Kenneth E.	2nd Lt. "
RO	Kopitnikoff, Irving G.	S Sgt. "
TTG	Merrie, Thomas P.	S Sgt. "
BTG	Willet, Edward H.	Sgt. "
TG	Williams, Clarence P.	Sgt. "
LWG	Gurry, Edward A. Jr.	Sgt. "
Plane # 43-97962		
P	Loughlin, David (NMI)	1st Lt. 612th
CP	Meredith, Charles F.	2nd Lt. "
N	Bernard, Roger L.	2nd Lt. "
B	Sedlak, Edwin F.	2nd Lt. "
RO	Sommers, James L.	T Sgt. "
TTG	Livingston, Oliver E.	T Sgt. "
BTG	Messox, David C.	S Sgt. "
TG	Bailey, Albert M.	S Sgt. "
LWG	Dralle, Arlo W.	S Sgt. "
Plane # 43-31862		
P	Ritting, Carl G.	1st Lt. 612th
CP	Burge, Leelen (NMI)	2nd Lt. "
N	Shewey, James E.	2nd Lt. "
B	Bennett, Boyd P.	S Sgt. "
RO	Pendergest, Joseph P.	T Sgt. "
TTG	Sadzinski, Eugene P.	T Sgt. "
BTG	Riesselman, Richard J.	S Sgt. "
TG	O'Connell, Daniel E.	S Sgt. "
LWG	Olsen, George H.	S Sgt. "
Plane # 43-37632		
P	Gibson, Roger C.	2nd Lt. 612th
CP	Kapelas, Spere (NMI)	2nd Lt. "
N	Brand, George C.	2nd Lt. "
B	Kemler, Arden C.	2nd Lt. "
RO	Heikkinen, Carl R.	T Sgt. "
TTG	Williamson, Joseph R.	T Sgt. "
BTG	Roethler, Roland V.	S Sgt. "
TG	King, Francis E. Jr.	S Sgt. "
LWG	Welch, Harold M.	S Sgt. "



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

29 JULY 1944

LOADING LIST

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
44-6313	P	2nd LT.	LOCKHART	RUSSELL	R.
	CP	2nd LT.	HAM	PORTER	R?
	N	2nd LT.	GRILLEY	ROBERT	L.
	B	2nd LT.	JARDINE	JOHN	H.
	RO	T/SGT.	SCHAEGL	OTTO	M.
	TT	T/SGT.	FILES	CLARENCE	E.
43-97344	BT	S/SGT.	NULL	LLOYD	J.
	TG	S/SGT.	MILLION	LAWRENCE	O.
	WG	S/SGT.	NOVAK	CLEMENT	W.
43-37736	P	1st LT.	FOX	MARSHALL	S.
	CP	2nd LT.	BERG	ROY	A.
	N	2nd LT.	HORTON	THERON	S.
	B	I/O	DRAKE	WALTER	F.
	RO	T/SGT.	AVERY	WILLIAM	R.
	TT	T/SGT.	HILL	JAMES	B.
43-34511	BT	S/SGT.	DALTON	JOHN	B.
	TG	S/SGT.	SANDERS	ROBERT	T.
	WG	S/SGT.	JORDAN	JOHN	W.
44-6113	P	2nd LT.	EVERS	ROY	C.
	CP	2nd LT.	MISENHEIMER	IRA	W. JR.
	N	1ST LT.	<del>WOLIVER</del> WOLIVER	<del>IRVING</del> IRVING	(NMI)
	B	2nd LT.	ANDREU	ROBERT	A. JR.
	RO	S/SGT.	SCOLL	EMANUEL	T.
	TT	S/SGT.	MC GEE	EDWARD	T.
	BT	SGT.	MAES	BERT JR.	(NMI)
	TG	SGT.	WOOD	FREDERICK	A.
	WG	SGT.	HUCKINS	GARTH	H.
42-102947	P	1st LT.	HANSON	ALBERT	L.
	CP	2nd LT.	CRAYTOR	FREDERICK	A.
	N	2nd LT.	WATSON	HENRY	T.
	B	S/SGT.	GREEN	BERNARD	K.
	RO	T/SGT.	SEARS	DONALD	L.
	TT	T/SGT.	MURRAY	HOMER	G?
	BT	S/SGT.	KOONS	DONALD	L.
	TG	S/SGT.	MARTZ	DALE	C.
	WG	S/SGT.	LYALL	LESTER	D.
42-97931	P	1st LT.	KUTA	CHESTER	(NMI)
	CP	1st LT.	CHARTIER	JOSEPH	R.
	N	2nd LT.	FRENCH	VERNON	N.
	B	S/SGT.	SNODGRASS	GEORGE	W.
	RO	T/SGT.	MINGS	CLYDE	L.
	TT	T/SGT.	GREENLEAF	ROBERT	L.
	BT	S/SGT.	NICHOLSON	ROBERT	G.
	TG	S/SGT.	HINT	CECIL	S.
WG	S/SGT.	PEAR	JOHN	H.	

LOADING LIST - 29 July CONT'D

44-6104	P	1st LT.	LEMONS	CLEATUS	G.
	CP	2nd LT.	COTTRILL	RONALD	M.
	N	2nd LT.	KOMAROFF	STUART	J.
	B	2nd LT.	HEISER	CARL	H.
	RO	T/SGT.	MIZENER	HARRY	R.
	TT	T/SGT.	TAYLOR	ROBERT	C.
	BT	S/SGT.	FEDYNICH	DANIEL	(NMI)
	TG	S/SGT.	WEBSTER	WILLIAM	E.
	WG	S/SGT.	GUILFOY	THOMAS	P.
42-97344	P	1st LT.	THOMASON	WALTER	H.
	CP	E/O	DOBIRATZ	HERMAN	(NMI)
	N	2nd LT.	WRIGHT	RICHARD	B.
	B	S/SGT.	BELKNAP	LEE	O.
	RO	T/SGT.	RAPEZ	ISAAC	C.
	TT	T/SGT.	LYMBURN	WALLACE	R.
	BT	S/SGT.	GUMBELT	HERBERT	L.
	TG	S/SGT.	GODFREY	HAROLD	T.
	WG	S/SGT.	MISZKO	HENRY	M.
43-37736					
43-36511	P	1st LT.	LIPPERT	JACK	R.
	CP	2nd LT.	YOUNG	THOMAS	Y.
	N	2nd LT.	GUTTMANN	HENRY	E.
	B	T/SGT.	BESSELLIAKU	BERT	B.
	RO	T/SGT.	MAYER	JACK	P.
	TT	T/SGT.	PEPPIE	GEORGE	L.
	BT	S/SGT.	SELESKY	ISADORE	(NMI)
	TG	S/SGT.	IS GRASTA	JOSEPH	H.
	WG	S/SGT.	KILLIS	LAMAR	A.
	BT	S/SGT.	MAS		(NMI)
	TG	S/SGT.	WOOD		A.
	RO	S/SGT.	WILSON		B.
42-103967					
	P	1st LT.	HUGHES	ALBERT	L.
	CP	2nd LT.	GRATTON	WALTER	E.
	B	2nd LT.	WATSON	WALTER	K.
	N	S/SGT.	WALKER	WALTER	L.
	RO	T/SGT.	WALKER	WALTER	L.
	TT	T/SGT.	WALKER	WALTER	L.
	BT	S/SGT.	WALKER	WALTER	L.
	TG	S/SGT.	WALKER	WALTER	L.
	WG	S/SGT.	WALKER	WALTER	L.
42-7731					
	P	1st LT.	KITA	CHRISTOPHER	(NMI)
	CP	1st LT.	QUARTER	JOSEPH	R.
	N	2nd LT.	FRANK	VICTOR	E.
	B	S/SGT.	MCDONALD	WALTER	F.
	RO	T/SGT.	WALKER	WALTER	L.
	TT	T/SGT.	WALKER	WALTER	L.
	BT	S/SGT.	WALKER	WALTER	L.
	TG	S/SGT.	WALKER	WALTER	L.
	WG	S/SGT.	WALKER	WALTER	L.

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

29 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 # 42-107092  
 DUTY RANK LAST (NAME) FIRST (MI) SQUADRON

P	2nd Lt.	Ossiander	Jay	D.	615th
CP	2nd Lt.	Cooper	Roy	D.	615th
N	P/O	Mauolio	Dominick	J.	615th
H	Sgt.	Rouse	Donald	(H.)	615th
RO	Sgt.	Weinstein	Raymond	D.	615th
TT	T/Sgt.	Sarter	William	D.	615th
BT	Sgt.	Anderson	Amiel	(H.)	615th
TG	Sgt.	Higdon	Thomas	H.	615th
FG	Sgt.	Hafford	Dewey	H.	615th

PLANE # 42-102468

P	2nd Lt.	Stegemann	Charles	H.	615th
CP	2nd Lt.	Walter	Albert	C.	615th
N	P/O	McGeehan	Clayton	H.	615th
H	2nd Lt.	Schultz	John	J.	615th
RO	S/Sgt.	McKenna	Joseph	(MGT)	615th
TT	S/Sgt.	Matsuy	John	H.	615th
BT	Sgt.	Testurine	Joseph	J.	615th
TG	Sgt.	Waver	Martin	C.	615th
FG	Sgt.	Sullivan	Robert	(H.)	615th

PLANE # 44-6148

P	2nd Lt.	Heenan	William	H.	615th
CP	2nd Lt.	Johnson	Elvis	(H.)	615th
N	2nd Lt.	Kanoh	James	H.	615th
H	2nd Lt.	Bronk	Russell	H.	615th
RO	T/Sgt.	Spiglawin	John	V.	615th
TT	S/Sgt.	Loper	Cloyd	H.	615th
BT	Pvt.	La Belle	Joseph	H.	615th
TG	Sgt.	Bragalone	Samuel	H.	615th
FG	S/Sgt.	Alida	Raymond	J.	615th

NAME RANK RYCE (SQUAD) MI SQUADRON

ENTER # 44-704119

PLANE # 42-107113

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Mellraith	William	H.	615th
CP	2nd Lt.	Gorgelius	Stanley	H.	615th
N	2nd Lt.	Hughes	Frank	F.	615th
M	Sgt.	Webb	Joseph	M.	615th
RO	1/Sgt.	Martin	Don	H.	615th
TT	1/Sgt.	Anthony	Francis	W.	615th
BT	S/Sgt.	Greer	Frank	M.	615th
TG	S/Sgt.	Bartman	Anton	J.	615th
FG	Sgt.	Lerner	Morris	(NMI)	615th

PLANE # 42-31730

P	1st Lt.	Gillespie	Elmer	G.	615th
CP	2nd Lt.	Chapman	Theodore	(NMI)	615th
N	2nd Lt.	Mason	Hodge	M.	615th
B	2/Sgt.	Bush	Robert	V.	615th
RO	1/Sgt.	McFall	Charlie	A.	615th
TT	1/Sgt.	Sirchels	Don	(NMI)	615th
BT	2/Sgt.	Browning	Elmer	E.	615th
TG	Sgt.	Dickson, Jr.	Jefferson	D.	615th
FG	Sgt.	Lambert	Thomas	M.	615th

PLANE # 44-8310

P	2nd Lt.	Oas	Herbert	L.	615th
CP	2nd Lt.	Hayes	Thomas	A.	615th
N	2nd Lt.	Green	William	H.	615th
B	2nd Lt.	Mencow	William	M.	615th
RO	Pvt.	Brereton	William	W.	615th
TT	Sgt.	Dunn	John	G.	615th
BT	Sgt.	Monaroky	Theodore	(NMI)	615th
TG	Sgt.	Reardon	John	J.	615th
FG	S/Sgt.	Cook	Byron	M.	615th

PLANE # 42-31091

DUTY	RANK	LAST (NAME)	FIRST	(MI)	DIVISION
P	1st Lt.	Dow	Herbert	V.	615th
CP	2nd Lt.	Woodward	William	U.	615th
N	2nd Lt.	King	Robert	J.	615th
B	Sgt.	Machsiok	Alfred	(NMI)	615th
RO	S/Sgt.	Carr	Gene	R.	615th
TT	M/Sgt.	Adams	Larcy	(NMI)	615th
BT	S/Sgt.	Maschietto	Richard	D.	615th
TG	S/Sgt.	Sokolowski	Edward	A.	615th
FG	S/Sgt.	Greenberg	Harold	(NMI)	615th

30 MAY 1947

VVA - 24H - 152 - 110 - 201  
 OLIVE OIL AND GELATINE  
 THIS REPORT WAS MADE BY THE  
 SIX MEMBERS WHO PARTICIPATED IN THE

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

29 July 1944

SUBJECT: Loading List, ( Continued )

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

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

PLANS # 48-37561

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P -	1st Lt.	Parr	Clinton	J.	615th
CP -	2nd Lt.	Slevins	Charles	K.	615th
N -	2nd Lt.	Nansen	Gerald	K.	615th
B -	2nd Lt.	Ridley, Jr.	John	U.	615th
RO -	T/Sgt.	Allen	John	L.	615th
TT -	T/Sgt.	Bossley	Emerson	EL	615th
BT -	S/Sgt.	Terhorst	Arthur	(NMI)	615th
TG -	S/Sgt.	Holland	James	H.	615th
FG -	S/Sgt.	Daniels	George	G.	615th

PLANS # 48-37859

P -	2nd Lt.	Sproul	Robert	B.	615th
CP -	2nd Lt.	Benett	Donald	L.	615th
N -	2nd Lt.	Ellington	Thomas	P.	615th
B -	2nd Lt.	Moore	James	K.	615th
RO -	S/Sgt.	Kotila	Donald	O.	615th
TT -	S/Sgt.	La Point	Frederick	J.	615th
BT -	Cpl.	Mark	Kenneth	W.	615th
TG -	Cpl.	Cornwell	Frank	M.	615th
FG -	Sgt.	Henderscheid	Frederick	J.	615th

PLANS # 42-39873

P -	2nd Lt.	Sullivan	Paul	J.	615th
CP -	2nd Lt.	Davis	Thomas	A.	615th
N -	2nd Lt.	Sassaman	James	H.	615th
B -	2nd Lt.	Hamsey	John	H.	615th
RO -	S/Sgt.	Brown, Jr.	George	(NMI)	615th
TT -	S/Sgt.	Raciti	Anthony	B.	615th
BT -	Sgt.	Daley	John	P.	615th
TG -	Sgt.	Stora	James	L.	615th
FG -	Sgt.	Gross	William	L.	615th



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

AAF Station # 128,  
 29 July 1944.

SUBJECT: Loading List.

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

1. The following is a list of Combat Personnel participating in today's mission.

\*Plane 42- 701

P	1st Lt.	GRUMAN, JAMES A.	614th
C	Major	GARLAND, WILLIAM C.	"
N	1st Lt.	GRISSET, JACKVUS	"
N	1st Lt.	HASKINS, CECIL A.	"
EV	2nd Lt.	WINGRAD, ALFRED A.	"
B	1st Lt.	ANDREWS, RICHARD J.	"
RO	T/Sgt.	Jacobsen, Kenneth M.	"
TI	T/Sgt.	Snyder, Ernest M.	"
TG	1st Lt.	MELTON, LAVATA T.	"
WG	S/Sgt.	Campbell, David H.	"

\*Plane 42-97145

CP	1st Lt.	EVANS, JACK B.	614th
N	F/O	FAULKNER, JAMES E.	"
CTG	Sgt.	RHINEHART, WILLIAM E.	"
RO	Sgt.	Shanks, Herbert E.	"
TI	S/Sgt.	Mitchell, Joseph G.	"
BT	S/Sgt.	Medling, Odom W.	"
TG	S/Sgt.	Sp. tilson, Bruno J.	"
WG	S/Sgt.	Croce, Rudolph M.	"
		Ellicott, Ralph D.	"

\*Plane 42-97872

P	1st Lt.	ROZZELL, WOODVILLE G.	614th
CP	1st Lt.	LUCKETTI, HUMBERT	"
N	1st Lt.	MORIN, BERTRAND J.	"
CTG	Sgt.	Kilgore, Edmund W.	"
RO	T/Sgt.	Burnett, Major A.	"
TI	T/Sgt.	Smellie, Dennon R.	"
BT	S/Sgt.	Riep, Herman R.	"
TG	S/Sgt.	Ivey, George W.	"
WG	S/Sgt.	Smith, William M.	"

\*Plane 42-107151

P	1st Lt.	TAYLOR, FRED M.	614th
CP	1st Lt.	ROESKE, WARREN A.	"
N & B	1st Lt.	COYNE, VAUGH B.	"
CTG	Sgt.	DeHart, Harold E.	"
RO	T/Sgt.	Stuebing, Ephraim G.	"
TI	T/Sgt.	Sullivan, Harry L.	"
BT	S/Sgt.	Ellsworth, Kenneth E.	"
TG	S/Sgt.	Leiferman, Gerald J.	"
WG	S/Sgt.	Dondoville, Clem N.	"

*Chart*

614TH BOMBARDMENT SQUADRON (H)

401st Bombardment Group (H)

Loading List (Cont)

\*Plane 42-31369

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

KOVACH, JOHN W.  
 KELLAM, JAMES W.  
 COSRILLI, FRANK J. JR.  
 Morhatuck, Stepan J.  
 Pollard, Omer S.  
 Rouselang, Willard J.  
~~XXXXX~~ Guest, Hollis D.  
 Schmidt, Edward J.  
 Maki, Arthur W.

1st Lt. 814th  
 2nd Lt. "  
 2nd Lt. "  
 S/Sgt. "  
 T/Sgt. "  
 T/Sgt. "  
 S/Sgt. "  
 S/Sgt. "  
 Sgt. "

\*Plane 42-102659

P 2nd Lt.  
 CP 2nd Lt.  
 N 2nd Lt.  
 B 2nd Lt.  
 RO S/Sgt.  
 TT S/Sgt.  
 BT Cpl.  
 TG S/Sgt.  
 WG Cpl.

MERCER, ELMER W.  
 HIBBERT, CARL D.  
 GASKINS, LESLIE E.  
 CONWAY, FRANCIS JR.  
 Zubrickas, Joseph S.  
 Fowler, Cecil V.  
 Gracela, Edward B.  
 Gurnicki, Sigmund A.  
 Connors, Robert A.

2nd Lt. 614th  
 2nd Lt. "  
 2nd Lt. "  
 2nd Lt. "  
 S/Sgt. "  
 S/Sgt. "  
 Cpl. "  
 S/Sgt. "  
 Cpl. "

\*Plane 42-97849

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

HARASYM, ALEXANDER  
 HOSLEY, ROBERT A.  
 PARKER, ELBERT J.  
 Bailey, John S.  
 Friduss, Jarvis H.  
 Topic, Glen L.  
 Saylor, Emanuel T.  
 Capps, George O.  
 Eaton, Earl E.

2nd Lt. 614th  
 2nd Lt. "  
 2nd Lt. "  
 S/Sgt. "  
 T/Sgt. "  
 S/Sgt. "  
 S/Sgt. "  
 S/Sgt. "  
 Sgt. "

\*Plane 42-97802

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

KOONS, PAUL R.  
 KAHAN, DANIEL  
 DOBROWOLSKI, EDWARD L.  
 Smith, Malcolm F.  
 McMinn, Thomas G.  
 Shane, Charles E.  
 Edwards, Rodney W.  
 Huerta, Octavio  
 Eckenrode, Robert T.

1st Lt. 614th  
 2nd Lt. "  
 2nd Lt. "  
 Sgt. "  
 T/Sgt. "  
 T/Sgt. "  
 S/Sgt. "  
 S/Sgt. "  
 S/Sgt. "

\*Plane 42-97780

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

LERWICK, HOWARD F.  
 JAEGER, ALBERT J.  
 NORTON, WILLIAM  
 Schwiederek, John J.  
 Volz, Bernard Jr.  
 Findlay, Matthew R.  
 James, Harold L. Jr.  
 Kosiba, Frank T.  
 Healy, John L.

2nd Lt. 614th  
 2nd Lt. "  
 2nd Lt. "  
 Sgt. "  
 T/Sgt. "  
 S/Sgt. "  
 S/Sgt. "  
 S/Sgt. "  
 S/Sgt. "