

MISSION NO. 125

*To: HAUTMENIL / CARRIERE DES
AUCRAIS , FRANCE*

401ST BOMBARDMENT GROUP (H)

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

D A Y

MISSION SUMMARY REPORT

MISSION # 125

Date 8 August 1944

ASSIGNMENT

1. Assigned Target: HAUTMESNIL, FRANCE
2. Commitments: The 401st Group was to furnish three 12 A/C boxes for the 94th "B" CBW. One spare was to accompany each box - no PFF A/C.

EXECUTION

1. Target Bombed: HAUTMESNIL, FRANCE
2. a. Wing Leader: Major W. C. GARLAND (Lincoln)
 Lead Navigator: 1st Lt. F. W. RICKS
 Lead Bombardier: 1st Lt. S. J. DANILAVEZ
- b. High Box Leader: Major J. W. MAUPIN (Ball)
 Lead Navigator: 1st Lt. R. W. MARSHALL
 Lead Bombardier: 1st Lt. W. T. KEMP
- c. Low Box Leader: 1st Lt. J. J. CONNOLLY
 Lead Navigator: 1st Lt. T. H. KRISE
 Lead Bombardier: 1st Lt. E. E. BOLLER
3. Flight over England:
 - a. Takeoff: Takeoff was as briefed, all ships getting into the air in satisfactory manner.
 - b. Group & Wing Assemblies: Assembled at 10,000 ft. on Cottesmore Buncher between cloud layers. Group and Wing assemblies a little slow due to haze. Wing assembly accomplished before departure time.

MISSION SUMMARY REPORT (Cont)

- c. Route to Coast: Route and timing were as briefed. The coast was departed one minute late with three full 12 A/C boxes.

4. Attack:

- a. Flight to Target: The 94th "B" CBW flew east of briefed course to avoid cloud formation. Reached friendly coast on time, the Wing then flew slightly west of course to avoid prop wash of 94th "A" Wing, following "A" Wing by about 2 minutes. Turned short of I.P. and flew north of course to target per instructions of Division Air Commander received on VHF. The Scouting Force had suggested that the formations fly either 5 miles south or north of course to avoid a heavy flak area.

b. Bombing Run:

Lead Box : The target area was badly smoked up due to previous bombing; also the smoke barrage that had been laid down was blown into the target area. A rate and drift line could not be picked up due to smoke rising into the air. As we came upon the target it could be identified but then it was too late to make a good bomb run. Therefore, no bombs were dropped. The Group did not attempt to proceed to the secondary as we would not make contact with our high and low box. Also because of the confusion of other Wings in the area.

High Box: We turned to the left about 8 miles south of the I.P. and started the bomb run heading straight for the target area. Smoke from the ground artillery and smoke from the bombs of groups that went ahead of us completely covered the target area. This smoke rose to heights of 5 or 6 thousand feet and screened our assigned MPI from view. When we got directly over the smoke we could look down and see the quarry, which was our assigned MPI, lying in the clear just over the smoke. We crossed over just a little to the right of the quarry and continued on the same course for about 2 minutes. We then swung to the right about 45° and then started a slow circle to the left. At the same time we started to descend. We assumed the leader was searching for a target of opportunity, as stated in the Field Order. The turn to the left was about 210° putting us on a heading of 260°. We had received no word from the Air Commander of the box telling us that he was in distress and we saw no flak or fighters come close to him so we assumed he was all right and kept following him. The leader then turned to the right about 90° and levelled out. It looked to us like he was making a bomb run for he stayed straight and level for about 2 minutes. We saw the bombs dropping out of the lead ship so everyone in the formation dropped on his release. The bombs fell just East of Caen on the East Bank of the ORNE River. Immediately after bombs away the leader started a steep dive down and to the right. We realized then that he must be in distress so we let him go on alone and our ship took over the lead of the box.

MISSION SUMMARY REPORT (Cont)

High Box: (Cont) We headed straight north for the coast and out over the channel. The lead ship continued its very steep dive. Crew members from various ships in the formation claim to have seen between 3 and 4 chutes come out of the ship while it was diving. The ball turret man in our ship saw the plane hit the ground near Caen.

Low Box: Due to heavy smoke the target could not be identified until rather close. Knowing that the bombs could be placed in the target area, as marked on the photo, a 90 degree turn was made to the left. After a 30 second run bombs were away. Bombs were observed to hit on the eastern edge of the target area.

c. Flight from Target: Wing leader brought formation out into Channel and then turned it over to Deputy, due to engine trouble in lead ship. Secondary was not bombed because both High and Low boxes were known to have bombed, but this information on the high box did not reach Wing leader until out in channel. Groups re-assembled quickly, somewhat in trail.

d. Return to Base: Route was as briefed, formation staying west of London. Let down was made through holes in clouds and normal landing accomplished. All returning ships landed safely at home base.

e. Weather: Over England clouds were scattered at 13,000 feet to 14,000 feet; 8/10ths undercast in spots. Over target it was clear. About the same on return.

f. Fighter Support: Area support, very few friendly fighters seen. However, none were needed.

g. Conclusions and Recommendations:
 None.

5. Aircraft Not Attacking:

Lead Box: All A/C did not bomb due to identification difficulties at target.

High Box: All scheduled A/C attacked the target.

Low Box: A/C 42-97664 - Not Sortie. Returned early because #3 Engine oil return line was leaking badly. Ground check revealed that external prop governor oil supply line flaring had cracked.

A/C 44-6315 - Sortie. Bombardier failed to release bombs!

6. Enemy Opposition: No air opposition. Lead ship of High box caught a direct burst of flak near Caen, no other flak was encountered.

MISSION SUMMARY REPORT (Cont)

7. Battle Damage:

None.

8. Casualties:

3 - Wounded (A/C 43-37510)

4 - KIA (A/C 43-37510)

9. Statistical Summary of Operations: (See attached Form)

10. Bombing Data:

a. Observations:

Lead Box: Bombs not dropped due to smoke and dust covering entire area of target making it unsafe to drop.

High Box: Bombs hit East of Saan, on the East bank of the Orne River. (see Bombing Run)

Low Box: Bombs were observed to hit on the eastern edge of the target area.

b. Disposition of Bombs:

Lead Box: Of the 12 scheduled A/C E.E.T., all did not bomb. Ten returned 370 x 100# M30, two returned 76 x 100# M30. The spare returned its load of 38 bombs.

High Box: Each of the 12 scheduled A/C E.E.T. dropped bombs - 444 x 100# M30 in the target area. One ship had 12 bombs hung up which were returned. The spare returned its load of 38 x 100# M30.

Low Box: Of the 12 A/C E.E.T., 11 dropped 397 bombs on primary target. One bombardier failed to release 38 x 100# M30 and returned them. Two other A/C had a total of 19 bombs hung up and returned them. The aborting A/C returned 38 bombs to base.

MISSION SUMMARY REPORT (Cont)

e. Tabular Summary of Disposition of Bombs:

	<u>Aircraft</u>		<u>Bombs</u>				
	<u>Over Target</u>	<u>Bombing</u>	<u>Number</u>	<u>Size</u>	<u>Type</u>	<u>Nose</u>	<u>Tail</u>
Main Bombfall	56	23	841	100#	M30	Inst	-
Other Attacks	-	-	-	-	-	-	-
Total Bombs on Target			841	100#	M30	Inst	
Bombs Returned			568	100#	M30	Inst	
Other Bomb Expenditures			76	100#	M30	Inst	
Total Bombs Loaded on A/C Taking Off			1480	100#	M30	Inst	-

11. Lost Aircraft:

<u>A/C #</u>	<u>Sqdn</u>	<u>Position in Formation</u>	<u>Location</u>	<u>Reason</u>
43-57510	612	Lead A/C, High Box 94th "B" CBW	Near Caen	Flak

Submitted by:

KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer

STATISTICAL SUMMARY OF OPERATIONS

301st Group

1st BD F. O. 465

Date of 8 August 1944

	LEAD	PFF - GH	HIGH	PFF - GH	LOW
	1. No. of A/C Failing to Take Off	0		0	
2. No. of A/C Airborne	13		13		13
3. No. of A/C Airborne Less ^{Unused} Spares	12		12		13
4. No. of A/C Sorties	12		12		12
5. No. of A/C Attacking	0		12		11
6. No. of A/C Not Attacking	12		0		2
(a) Early Returns Included					(1)
7. Name of Primary Target	HAUTMESNIL, FRANCE				
(a) No of A/C Attacking	0		12		11
(b) No., Size & type of bombs			444 100# M30		397 100# M30
8. Name of Secondary Target	NONE				
(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	0		1		0
13. - to Flak			1		
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	1003	1005	1000
19. Time of Attack	-	1234	1328
20. Average Time of Flight	4.9	5.0	4.9
21. Altitude of Release	14,000	13,400	15,000
22. Visual or PFF		VIS	VIS
23. Enemy Resistance - AA Int.&ACC.	NONE	NONE	NONE
24. - Fighters	NONE	NONE	NONE
25. - Bombers	NONE	NONE	NONE
26. U.S. A/C Engaged by Enemy A/C	----	----	FAIR
27. Degree of Success			

PFF A/C Borrowed from Groups as follows:

None

PFF A/C Loaned to Groups as follows:

None

NOTES:

Combat Flight Leader MAJ GARLAND

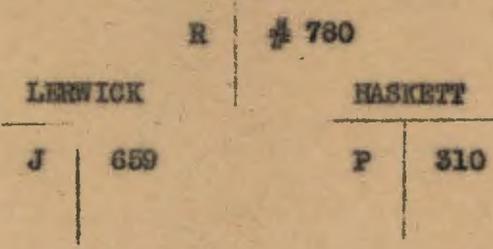
Date 8 August 1944

Deputy Flight Leader Major Maupin

Lead box
401st Formation at T/O and
Cruise.

SQDN
LINCOLN (GARLAND)

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

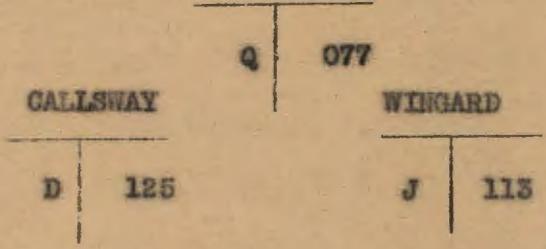
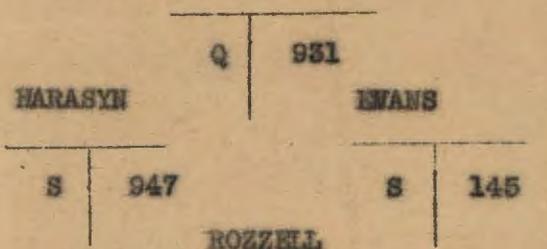


SQDN

LA FEVOR

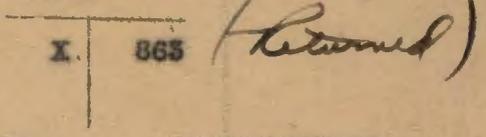
SQDN

DUCKWORTH



SPARES

KOONS



MAJOR GARLAND

8 August 1944

Combat Flight Leader _____

Date _____

Deputy Flight Leader _____

401st Formation OVER TARGET.

LEAD/

SQDN

LINCOLN (GARLAND)

R 780

612th SC JABWOCK

613th IN MACRO

614th IW GOLFCLUB

615th IY BUZZARD

LERWICK

J 659

HASKETT

P 310

SQDN

LA FEVOR

Q 951

HARASYM

S 947

EMANS

S 145

SQDN

DUCKWORTH

Q 077

CALLAWAY

J 125

WINGARD

J 113

ROZZELL

A 872

KOVACH

Q 478

SILVERSTEIN

B 151

SPARES



Combat Flight Leader MAJOR MAUPIN Date 8 August 1944
Deputy Flight Leader Lt Piper

401st High Box at
T/O and Cruise.

SQDN
MAUPIN (BALL)

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

T | 510

BONNEY

PIPER

J | 790

A | 628

SQDN

LINFORD

H | 089

SQDN

GILLESPIE

C | 468

GIBSON

BURNS

DNW

SULLIVAN

C | 995

D | 992

S | 938

F | 957

LOUGHLIN

G | 962

HAYES

HILL

O | 478

K | 087

SPARES

SCHAUNAHAN

L | 088

(Returned)

Combat Flight Leader MAJOR MAUPIN Date 8 August 1944
Deputy Flight Leader _____

401st High Box Formation
OVER TARGET.

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

SQUAD
BALL (MAUPIN)

SIO

BANNEY

PIPER

J 790

A 828

SQDN

SQDN

LINFORD

GILLESPIE

K 039

C 468

GIBSON

BURKS

DON

SULLIVAN

C 995

D 992

S 938

F 957

LOUGHLIN

G 962

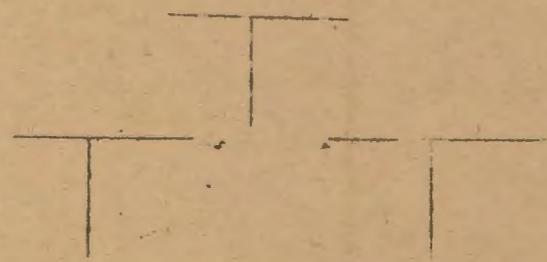
HAYES

HILL

O 487

E 087

SPARES



LT CONNOLLY

8 August 1944

Combat Flight leader _____

Date _____

Deputy Flight Leader _____

401st Low Box at T/O and Cruise.

SQDN

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

CONNOLLY

C | 081

LIPPERT

LOCKHART

G | 511

F | 313

SQDN

SQDN

ETTERS

MITCHELL

R | 113

F | 664 *(about)*

BUDD

JENNINGS

COOPER

OAS

P | 344

U | 706

M | 674

R | 146

JETTERS

B | 132

CARSON

GAIN

J | 591

E | 009

SPARES

NELSON

H | 104

Combat Flight Leader LT CONNOLLY Date 8 August 1944
Deputy Flight Leader _____

401st Low Box formation
OVER TARGET.

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

SQ

CONNOLLY

C 081

LIPPERT

LOCKHART

G 511

F 313

SQDN

SQDN

ETTERS

OAS

R 113

R 146

BUDD

JENNINGS

COOPER

NELSON

P 344

O 706

M 674

N 104

JETER

B 152

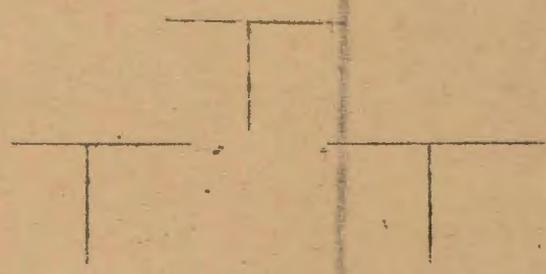
CARSON

GAIN

J 591

E 909

SPARES



HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

8 August 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 1005 hours; Land at 1500 hours.
- b. Group formed at 1111 hours at 9100 feet.
- c. Formed CBW at 1111 hours at 9100 feet.
- d. Began climb at 1119 hours; reached alt. at 1159 hours.
- e. Weather encountered over England:
 - (1) Clouds 10/10th - Visability 10 miles.
 - (2) Wind at altitude 270 degrees, 24 Knots.
- f. Means of navigation over England. Gee, DR
- g. Means of checking Metro Winds Gee
- h. Joined task force at 1224 hrs. at Portland Bill
(Splasher, City, Coord.)
- i. English Coast out at 1224 hrs.; Enemy Coast in at 1244 hrs.
- j. Fighter Rendezvous:
 - (1) Going in _____ hrs.
 - (2) Coming back _____ hrs. **Area support**
- k. Wind used for bombing:
 - (1) 270 degrees, 24 Knots.
 - (2) Determined by Gee
(Method)
- l. Bomb run and Method of Target Identifications:
 - (1) Reached IP at 1313 hrs.
 - (2) Mag. heading over target 075 degrees.
 - (3) Altitude over target 13400 feet.
 - (4) Bombs away at 1324 hrs.
 - (5) Method of target identification and weather over target:
Visual - haze
- m. Gee:
 - (1) Coordinates of furthest fix 48-55 N. 00-53 E.
 - (2) Obtained at 1313 hours.
- n. Difficulties encountered with special equipment.

COMMENTS:

/s/ T. H. Krise
T. H. KRISE
1st Lt., A. C.

SIGNATURE _____ Low Box

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

8 August 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 1000 hours; Land at 1513 hours.
- b. Group formed at 1100 hours at 11000 feet.
- c. Formed CFW at 1110 hours at 11000 feet.
- d. Began climb at 1126 hours; reached alt. at 1143 hours.
- e. Weather encountered over England:
 - (1) Clouds 8 / 10th - Visibility 10 miles.
 - (2) Wind at altitude 270 degrees, 20 Knots.
- f. Means of navigation over England, Gee, DR.
- g. Means of checking Metro Winds Gee.
- h. Joined task force at 1225 hrs. at Portland Bill
(Splasher, City, Coord.)
- i. English Coast out at 1225 hrs.; Enemy Coast in at 1244 hrs.
- j. Fighter Rendezvous:
 - (1) Going in _____ hrs. Area support
 - (2) Coming back _____ hrs.
- k. Wind used for bombing:
 - (1) 270 degrees, 20 Knots.
 - (2) Determined by Gee
(Method)
- l. Bomb run and Method of Target Identifications:
 - (1) Reached IP at 1309 hrs.
 - (2) Mag. heading over target 355 degrees.
 - (3) Altitude over target 15000 feet.
 - (4) Bombs away at 1328 hrs.
 - (5) Method of target identification and weather over target:
Visual - smoke and haze
- m. Gee:
 - (1) Coordinates of furthest fix 48-51 N. 00-54 E.
 - (2) Obtained at 1309 hours.
- n. Difficulties encountered with special equipment.

COMMENTS: Bombs were dropped on leader, who salvoed bombs because of an emergency.

/s/ J. R. Malone
J. R. MALONE
2nd Lt., A. C.
Deputy Lead Navigator, High Box
SIGNATURE

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF	TRUE HDNC.	MAG. HDNC.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS. MPH. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
1258			115	115	Turning pt. 49-05N 01-50W		150	14000							
1302				125	Chaff 49-09N 01-38W		150	14000							
1312				68	I. P. 48-55N 00-53W		150	14000							
1322				35	Over target - did not drop		150	14000							
1327		285/10		40	Coast out 49-18N 00-10W		150	14000			150	89	35	1404	
1402				10	Eng. Coast in 50-44N 00-47W		150 130	10000				17 1/2	07	1409	
1410					Splasher 11		150	10000				90	40	1450	
1447					Arrive Base										
1457					Land Base										

FLIGHT RECORD

SIGNED _____ NAVIGATOR

TRACK CHART

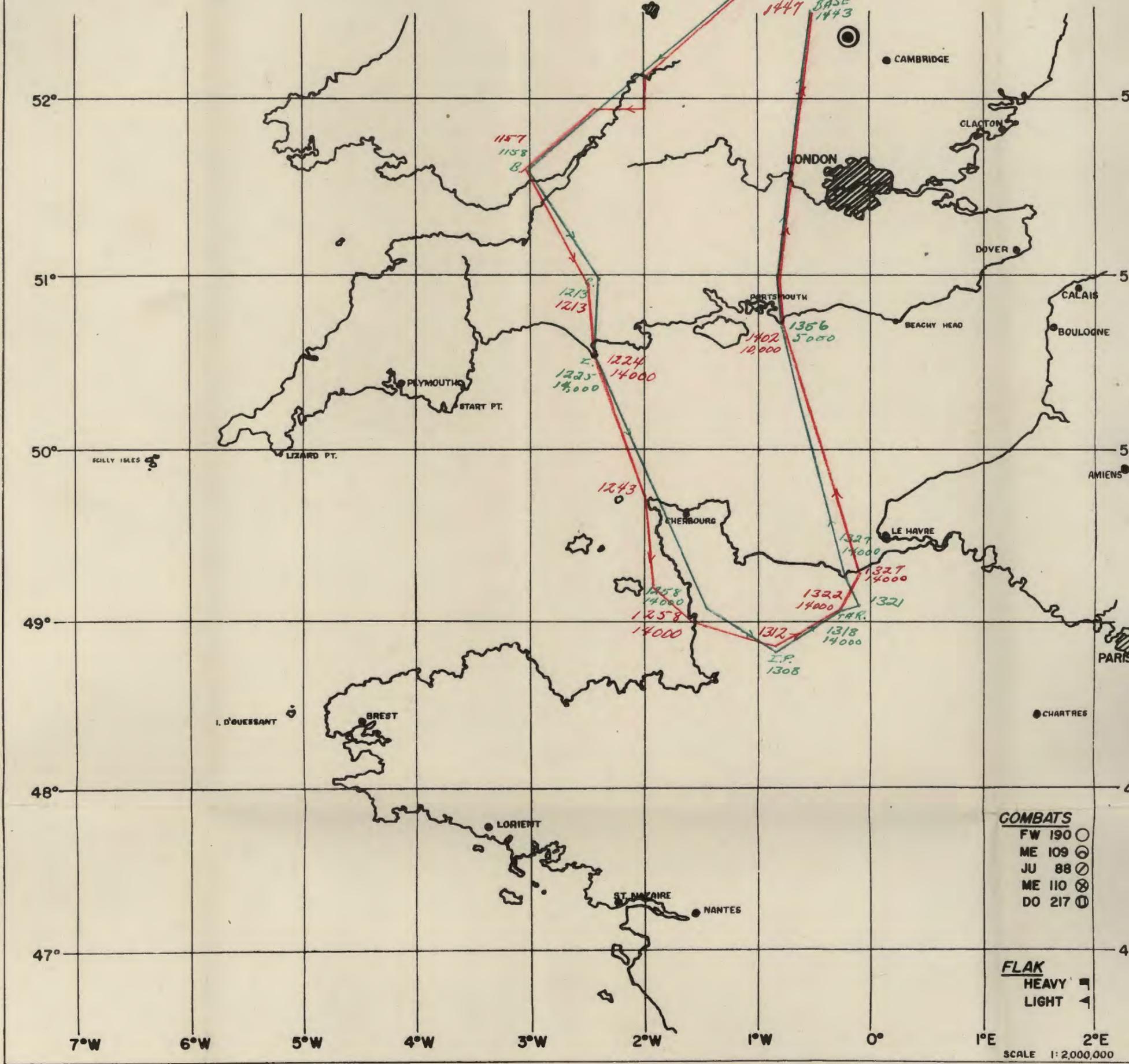
TARGET Hautmenit/CARRIERE
Des Hucrais, France
 Primary _____
 Secondary _____
 Last Resort _____

DATE Aug 8, 1944

Green
Red

Route followed by
 " " "
 " " "
 " 1118 " 1111
 " 1112 " "
 " 1120 " "
 " A. " "

Briefed Course
7057, B.C. (D)



TRACK CHART

Hautmont/Carriere
Des Auerais, France

DATE Aug 8, 1944

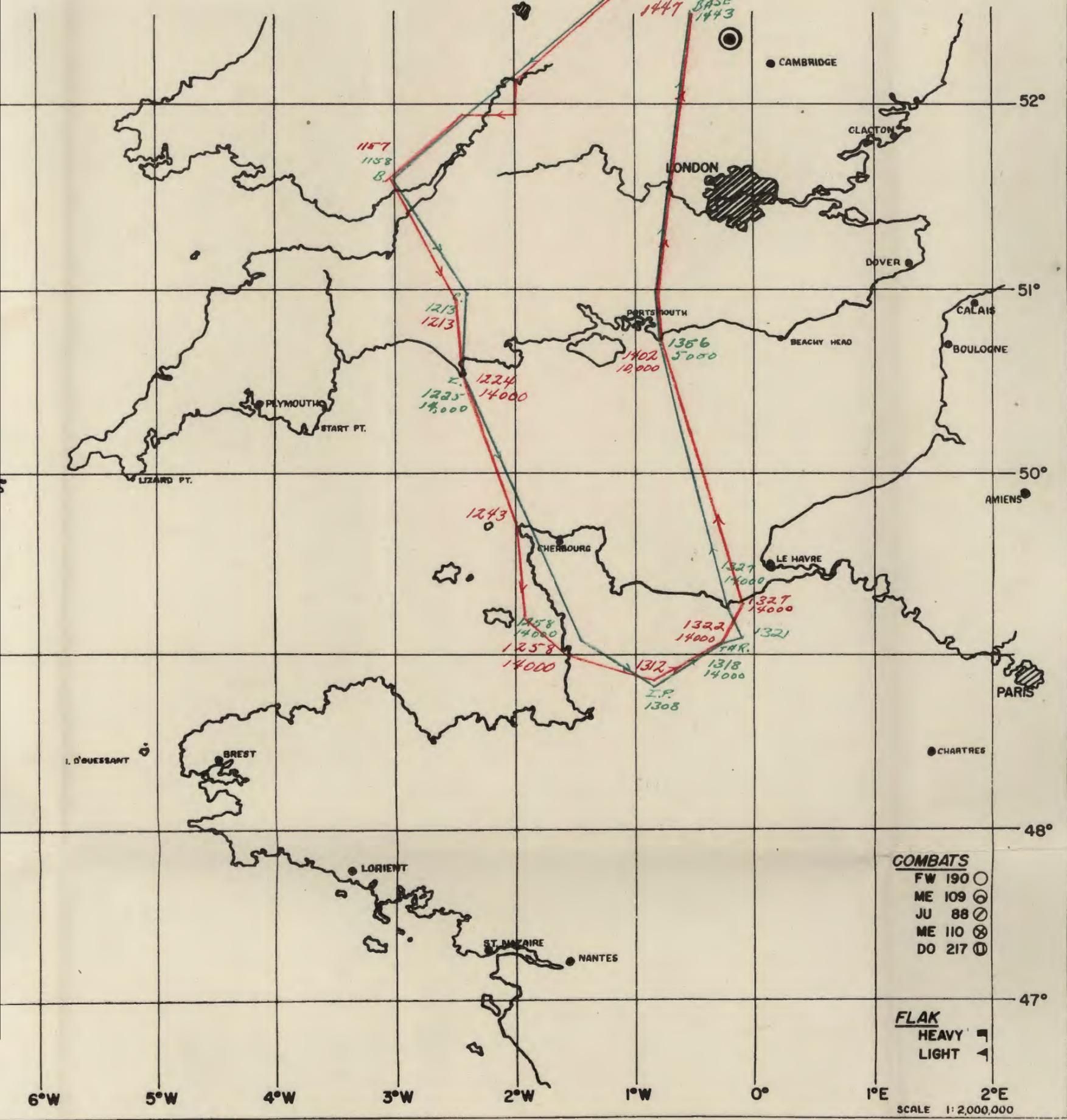
Green
Red

Route followed by

Briefed Course
7057, B.C. (D)

ary
ondary
Resort

---	"	"	"	---
---	"	"	"	---
---	"	1118	1111	---
---	"	1120	"	---
---	"	"	"	---



COMBATS

- FW 190 ○
- ME 109 ⊙
- JU 88 ⊗
- ME 110 ⊗
- DO 217 ⊙

FLAK

- HEAVY ▣
- LIGHT ◀

SCALE 1:2,000,000

5E4 435
890T



NOTE: THERE was be no Form 12E included for the bombing of the High box. The release data was lost when the Lead A/C was lost over the Target. No actual sighting was made because bombs of the other A/C in the high box were released when the Lead A/C dropped his after finding himself in difficulty.

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

COMBAT ~~BOMBING~~ ^{LOW BOX} FLIGHT RECORD

BOMBARDIER Lt. Boller DATE 8 Aug 1944
 PILOT Capt Connolly TAKE OFF 1005
 NAVIGATOR Lt. Kriss AIRPLANE 061
 ORGANIZATION _____ SQUADRON 615 GROUP 401st LANDED 1800
 OBJECTIVE Hautmesnel, France (MPI) _____
 INITIAL POINT _____

METHOD OF ATTACK _____
 Individual Flight Squadron Group Wing

NUMBER A/C IN GROUP 12 COMPOSITE GROUP _____

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

RANGE SIGHTING ONLY, GROUP _____ COMPOSITE GROUP _____

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

BOMBS, TYPES AND SIZES 100# M 30

NUMBER OF BOMBS LOADED 454 x 100# M 30 RELEASED 397 x 100# M 30

FUZING, NOSE Inst. TAIL _____

SYNCHRONIZATION _____
 On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target <u>375</u>	Mag Head, order <u>60</u>	Actual <u>55</u>
True Altitude above target <u>13455</u>	True Heading _____	_____
Ind. Altitude <u>13400</u>	Drift, Est <u>5R</u>	Actual <u>4R</u>
Pressure alt of target <u>-128</u>	True Track _____	_____
Altimeter setting <u>29.92</u>	Actual Range <u>8255</u>	_____
C.I.A.S. <u>150</u>	I.A.S. <u>150</u>	B.S. Type <u>M-8</u>
G.S., Est <u>195</u>	Actual <u>198</u>	Time of Release <u>1324</u>
Wind Direc. Metre <u>320</u>	Actual <u>315</u>	Intervalometer Setting <u>175 ft</u>
Wind Veloc. Metre <u>17</u>	Actual <u>10</u>	Length of Bombing Run <u>50sec</u>
D.S. <u>170.4</u>	Trail <u>97</u>	ATF <u>51.22</u>
Tan. D.A. EST. <u>.60</u>	Actual <u>.61</u>	C-1 Pilot <u>Yes</u>
		Manual Pilot <u>A-5</u>

TYPE OF RELEASE

X
 Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN _____

NAVIATION DATA:

MEAN TEMP. METRO 48 ACTUAL 48

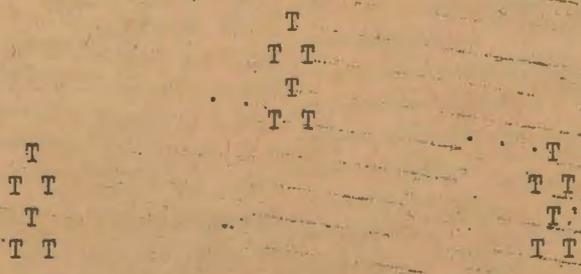
WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
1000						
5000						
10000						
15000						
17000	320	315	17	10	-5	-5
19000						
20000						
25000						
28000						
30000						

METHODS OF BOMBING



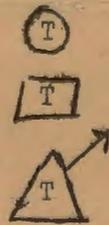
COMPOSITE GROUPS



Bombardier making complete sighting operation

Bombardier making range operation only

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

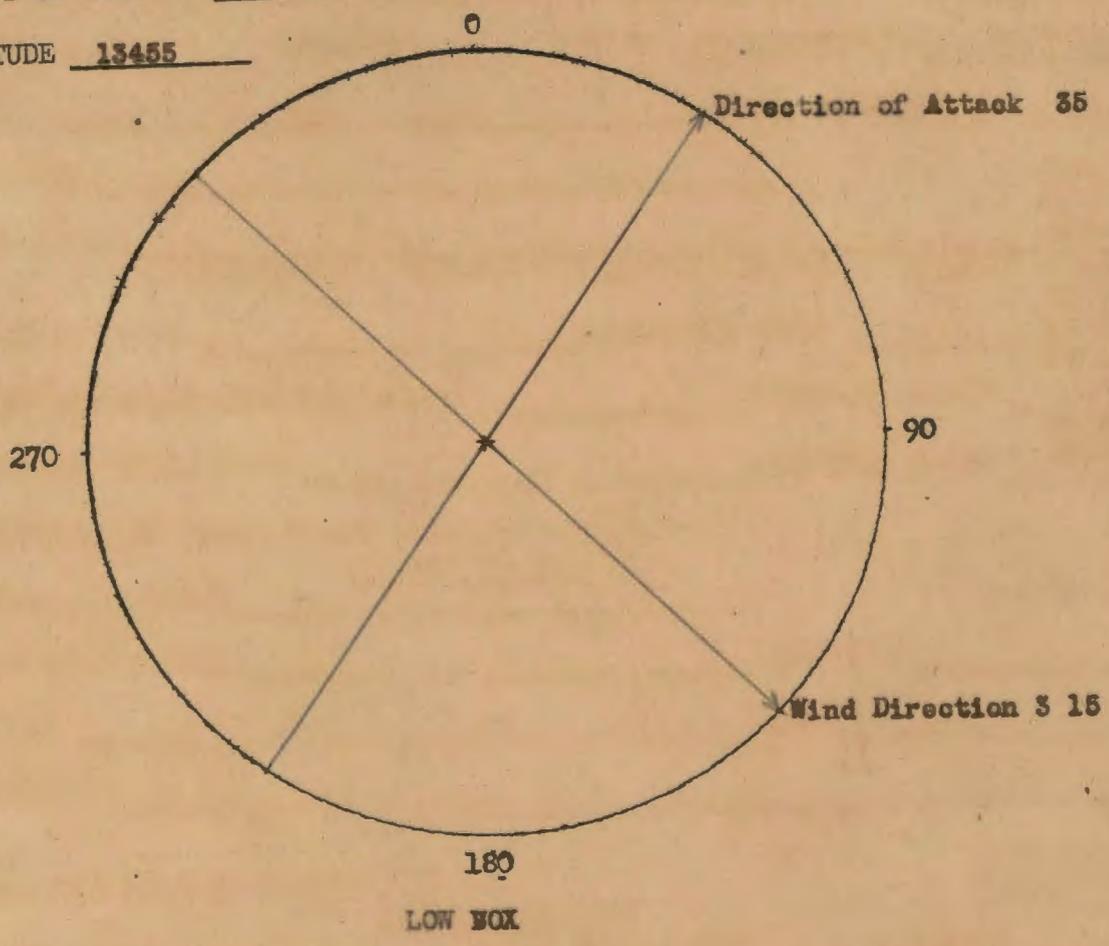


BOMBARDIER'S INDIVIDUAL PLOT

TARGET Hautmesnel, France

METHOD OF BOMBING Visual

ALTITUDE 13455



PLOT

WIND DIRECTION 315

WIND VELOCITY 10

DIRECTION OF ATTACK 35

REMARKS -----

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

D-E-4

8 August 1944.

SUBJECT: A/C 7510 (Major Jere W. Maupin & Capt. Ball) missing on 8 August 1944 mission to Hautmesnil.

TO : COMMANDING OFFICER, 401st Bomb Gr., (H), APO 557, Sta. 128, US Army.

1. Interrogation of crews who participated in this mission discloses that A/C 7510 was apparently lost to flak and was seen to hit the ground outside the eastern outskirts of the city of Caen, France. When this A/C was definitely observed to be going down, A/C 7528, commanded by Lt. Harry Piper, took over and led the Group (High Box of the 94th "F" CGW) back to base.

2. It appears that the High Box of the 94th "F" CGW passed over the assigned primary target at approximately 1526 hours on a northeasterly heading. The bomb bay doors of A/C 7510 were observed to open and then close with no bombs dropped. The assigned target was practically obscured by a combination of haze and smoke and dust resulting from explosions of bombs dropped by the seven (7) CGW which preceded the 94th "F" CGW into the target area.

3. When the bomb bay doors of A/C 7510 were closed, the A/C changed course; in the course of a minute or two, the A/C was engaged in what Lt. Piper thought to be some form of evasive action. The Wing Commander called once or twice to see if the High Box had unloaded its bombs, and no answer forthcoming from A/C 7510, the Deputy replied that they were still holding their bombs.

4. At about this time, the bomb bay doors of A/C 7510 again opened and bombs were dropped, the balance of the Group bombing also. A/C 7510 immediately began to lose altitude and the Group followed for a short distance, until A/C 7510, which was never observed definitely to have been hit, nosed down steeply. At this point, Lt. Piper took over the Lead. During all of this period over the target area, the Group was encountering meagre to moderate flak of fair accuracy.

5. A/C 7510 nosed down very steeply, and an oxygen bottle or fire extinguisher was noticed to fall from the bomb bay, followed almost immediately by a crew-member. At least 3 crew-members came out the bomb bay, and two or three crews observed what appeared to be a fire in one corner of the bomb bay.

6. A/C 7510 leveled somewhat before penetrating the base, and began describing what appeared to be a controlled, easy spiral. Although fire was observed in the bomb bay, no crews reported that the A/C was smoking on the way down. The A/C was not visibly afire when it hit the ground, although it was observed to slide and skid for some distance and burst into flame.

7. Further questioning of ten crews revealed the following count of chutes seen to emerge from the plane:

- 10 chutes
- 8 chutes
- 6 "
- 3 "
- 5 "
- 6 "
- 6 "
- 9 "
- 8 "
- 8 "

8. Two crew-members reported that one man who jumped from A/C 7510 either had no chute on, or lost it in trying to hook it up.

9. One other man who jumped from A/C 7510 was watched closely by two ball turret gunners who state that he was making a delayed jump and that they never did see his chute open.

10. General consensus of opinion is to the effect that all crew-members of A/C 7510 had sufficient time to escape from the plane.

D. V. McCALLUM,
1st Lt., Air Corps,
Asst. S-2 Officer.

The present battle is approximately 1000 yds. N. of your target. Other targets ^{probably ahead of}
 M P I's are being hit from N. to S. because friendly troops will start infiltrating while bombing is still in progress.

Absolute accuracy in bombing is necessary - bombs ^{must} not be dropped short regardless of circumstances. SHORT is to be construed as being both west & north of the target.

Your target area has large concentrations of ^{German} troops and material which must be removed or neutralized for the passage of friendly troops. A large quarry in the bombing area will be an excellent recognition feature.

^{allied} Friendly artillery will lay a yellow smoke barrage on a line N. of the target area, which will designate the forward lines of friendly troops. Red target indicator markers will be used only on 3rd B.D. targets.

You are the 8th C. H. into the target area

Things of 1st B.D. have been assigned a T.O.T. from ZERO ^{minutes} minus 5 to ZERO + 35 minutes. No bombs will be dropped before or after time limit.

Sec. + L.R. Any A/D, M.V., Bridge, concentration of troops or equipment or any column or convoy on the road which can be positively identified & bombed visually.

May see convoys in & out

PLANE # 42-102468

P -	1st Lt.	Gillespie	Elmer	C.	615th
CP -	2nd Lt.	Blevins	Charles	M.	615th
N -	2nd Lt.	Mason	Hodge	M.	615th
B -	S/Sgt.	Bush	Robert	J.	615th
RO -	T/Sgt.	Roberts	Melvin	C.	615th
TT -	Sgt.	Mire	Edward	O.	615th
BT -	S/Sgt.	Browning	Elmer	M.	615th
TG -	Sgt.	Dickson Jr.	Jefferson	D.	615th
FG -	S/Sgt.	Lambert	Thomas	M.	615th

PLANE # 44-6146

P -	2nd Lt.	Oas Jr.	Herbert	L.	615th
CP -	2nd Lt.	Hayes	Thomas	A.	615th
N -	2nd Lt.	Green	William	M.	615th
B -	2nd Lt.	Mencow	William	M.	615th
RO -	Pfc.	Brereton	William	E.	615th
TT -	Sgt.	Riddle	John	L.	615th
BT -	Sgt.	Monaroky	Theodore	(NMI)	615th
TG -	Sgt.	Reardon	John	J.	615th
FG -	S/Sgt.	Cook	Byron	K.	615th

PLANE # 42-97938

P -	1st Lt.	Dow	Herbert	V.	615th
CP -	2nd Lt.	Woodward	William	B.	615th
N -	2nd Lt.	King	Robert	J.	615th
B -	S/Sgt.	Washasick	Alfred	(NMI)	615th
RO -	S/Sgt.	Carr	Gene	(NMI)	615th
TT -	W/Sgt.	Adams	Leroy	E.	615th
BT -	S/Sgt.	Macchietto	Richard	D.	615th
TG -	S/Sgt.	Hokolowski	Edward	A.	615th
FG -	S/Sgt.	Greenberg	Harold	(NMI)	615th

PLANE # 44-6310

P -	2nd Lt.	Haskett	Harry	E.	615th
CP -	2nd Lt.	Davis	Thomas	A.	615th
N -	2nd Lt.	Howe Jr.	Stuart	A.	615th
B -	2nd Lt.	Buvinghausen	Kenneth	D.	615th
RO -	S/Sgt.	Lynch	Brenden	J.	615th
TT -	T/Sgt.	Urban	Michael	P.	615th
BT -	Sgt.	Hutchinson	William	D.	615th
TG -	S/Sgt.	Erdaley	Orville	A.	615th
FG -	Sgt.	Jones	Hansen	G.	615th

PLANE # 42-97364

P -	1st Lt.	Mitchell	Lewis	A.	615th
CP -	P/O.	Olidewell	James	S.	615th
N -	2nd Lt.	Ainley Jr.	Allan	B.	615th
B -	2nd Lt.	Eckers	Dale	A.	615th
RO -	S/Sgt.	Lech	Joseph	F.	615th
TT -	S/Sgt.	Pedgarney	Alexander	J.	615th
BT -	Sgt.	Schappert	Theodore	H.	615th
TG -	Sgt.	Steele	David	G.	615th
FG -	Sgt.	Pasillas	Julian	(NMI)	615th

PLANE # 42-102957

P -	2nd Lt.	Sullivan	Paul	J.	615th
CP -	2nd Lt.	Cox	Edward	A.	615th
N -	2nd Lt.	Sassaman	James	R.	615th
B -	2nd Lt.	Ramsey	John	R.	615th
RO -	S/Sgt.	Brown Jr.	George	(NMI)	615th
TT -	S/Sgt.	Raciti	Anthony	E.	615th
BT -	Sgt.	Daley	John	P.	615th
TG -	Sgt.	Stern	James	L.	615th
FG -	Sgt.	Aganofski	Joseph	F.	615th

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

AAF Station # 128
 8 August 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 missions.

*Plane 42-39780

P	1st Lt.	LINCOLN, CLIFFORD A.	614th
C	Major	GARLAND, WILLIAM C.	"
N	1st Lt.	RICKS, FRANK W.	"
N	1st Lt.	MC CLUNG, GUY L. JR.	"
B	1st Lt.	DANILZVEZ, STEPHEN J.	"
RO	T/Sgt.	Johnson, Oscar M.	"
TT	T/Sgt.	Bredelis, Raymond G.	"
BT	S/Sgt.	Steitz, Clarence R.	"
TG	1st Lt.	MYERS, JOSEPH H. JR.	"
WG	S/Sgt.	Haley, Daniel J. Jr.	"

*Plane 42- 947

P	2nd Lt.	HARASYM, ALEXANDER	614th
CP	2nd Lt.	HOSLEY, ROBERT A.	"
N	2nd Lt.	PARKER, ELBERT J.	"
CTG	S/Sgt.	Bailey, John S.	"
RO	T/Sgt.	Friduss, Jarvis H.	"
TT	S/Sgt.	Topic, Glen L.	"
BT	S/Sgt.	Saylor, Emanuel T.	"
TG	S/Sgt.	Capps, George C.	"
WG	S/Sgt.	MAX Eaton, Earl E.	"

*Plane 42-97478

P	1st Lt.	KOVACH, JOHN W.	614th
CP	2nd Lt.	KELIAM, JAMES W.	"
N	2nd Lt.	COSELLI, FRANK J. JR.	"
CTG	S/Sgt.	Horbatusck, Stepan J.	"
RO	T/Sgt.	Pollard, Omer S.	"
TT	T/Sgt.	Reuhselang, Willard J.	"
BT	S/Sgt.	Guest, Hollis D.	"
TG	S/Sgt.	Schmidt, Edward J.	"
WG	S/Sgt.	Maki, Arthur W.	"

*Plane 42-102659

P	1st Lt.	LERWICK, HOWARD P.	614th
CP	2nd Lt.	JAEGER, ALBERT J.	"
N	2nd Lt.	NORTON, WILLIAM	"
CTG	S/Sgt.	Schwiederek, John J.	"
RO	T/Sgt.	Volz, Bernard Jr.	"
TT	T/Sgt.	Findlay, Matthew R.	"
BT	S/Sgt.	James, Harold L. Jr.	"
TG	S/Sgt.	Kosiba, Frank T.	"
WG	S/Sgt.	Healy, John L.	"

*Plane 42-97145

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

EVANS, JACK B. 614th
 WITTMAN, PAUL F. "
 RHINEHART, WILLIAM E. "
 Shanks, Herbert H. "
 La Fleur, Delmore H. "
 Modling, Odom W. "
 Spatilson, Bruno J. "
 Croce, Rudolph M. "
 Koehler, Earl E. "

*Plane 42-107151

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

SILVERSTEIN, HARRY P. 614th
 FARQUHAR, JOHN A. "
 CRICKENBERGER, LAWRENCE H. JR. "
 SCHNEIDER, JAMES M. "
 Gravel, Donald A. "
 Dotson, Glenn "
 S Bergstrom, Donald E. "
 Landwehr, Carl W. "
 Dias, George V. "

*Plane 42- 951

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

LA FAVOR, GEORGE L. 614th
 HELM, WESLEY H. "
 HOWELL, JAMES R. "
 ANDERSON, DON L. "
 Fidler, Charles K. "
 Berg, Bernard B. "
 Stanford, Leland "
 Carpenter, William L. "
 Bilyeu, Russell E. "

*Plane 42-31863

P 1st Lt.
 CP 1st Lt.
 N 1st Lt.
 CTG Bralley, Brown A.
 RO T/Sgt.
 TT T/Sgt.
 BT S/Sgt.
 TG S/Sgt.
 WG S/Sgt.

ROZZELL, WOODVILLE G. 614th
 LUCKETTI, HUMBERT "
 MORIN, BERTRAND J. "
 S/Sgt. "
 Burnett, Major A. "
 Smeallie, Donnan R. "
 Riep, Herman R. "
 Ivey, George W. "
 Smith, William M. "

*Plane 42-97872

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. 614th
 KAHAN, DANIEL "
 DOBROWOLSKI, EDWARD L. "
 Smith, Malcolm F. "
 McMinn, Thomas G. "
 Shane, Charles E. "
 Edwards, Rodney W. "
 Huerta, Octavio "
 Eckenrode, Robert T. "

For the Squadron Commander:

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

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

8 AUG. 1944

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

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
43-37706	P	2nd Lt.	JENNINGS	WILLIAM	M.
	CP	F/O	GARTON	FRED	M.
	N	2nd Lt.	FOLKS	WILLIAM	M.
	B	2nd Lt.	SCHLOVEN	ISAAC	(NMI)
	RO	S/SGT.	CURTIS	JAMES	W.
	TT	S/SGT.	ROWE	ROBERT	R.
	BT	SGT.	OLIVER	KENNETH	C.
	TG	SGT.	SELZLE	THOMAS	R.
	WG	SGT.	FORMAN	RICHARD	T.
44-6132	P	1st Lt.	JETTER	ARTHUR	C.
	CP	2nd Lt.	CAIN	ROBERT	W.
	N	2nd Lt.	HIRSH	HARRY	(NMI)
	B	S/SGT.	PETERS	WILLIAM	J.
	RO	T/SGT.	SHERMAN	LEE	(NMI)
	TT	T/SGT.	NELSON	RICHARD	D.
	BT	S/SGT.	KNAPP	MARIA	F.
	TG	S/SGT.	BAIER	JOHN	J.
	WG	S/SGT.	ROBERSON	ROBERT	E.
43-31081	P	1st Lt.	CONNOLLY	JOHN	J.
	CP	2nd Lt.	BOGGS	JAMES	B.
	N	1st Lt.	KRISE	THOMAS	H.
	B	1st Lt.	BOLLER	EDWARD	H.
	RO	T/SGT.	HURLEY	MARCKAT	J.
	TT	T/SGT.	MILLS	CARL	W.
	BT	S/SGT.	PEREZ	FRANK	W.
	TG	S/SGT.	Mac GOWAN	BATES	R.
	WG	S/SGT.	FRIEDMAN	MAURICE	(NMI)
44-6113	P	1st Lt.	BETTERS	ROY	C.
	CP	2nd Lt.	MISENHEIMER	IRA	W. JR.
	N	2nd Lt.	NASH	JOSEPH	P.
	B	2nd Lt.	ANDREU	ROBERT	A.
	RO	T/SGT.	SCOLL	EMANUEL	T.
	TT	S/SGT.	Mc GEE	EDWARD	T.
	BT	S/SGT.	MAES	BERT JR.	(NMI)
	TG	S/SGT.	WOOD	FREDERICK	A.
	WG	S/SGT.	HUCKINS	GARTH	N.
42-97344	P	2nd Lt.	BUDD	CLAYTON	R.
	CP	F/O	DOBRATZ	HERMAN	(NMI)
	N	2nd Lt.	KLOTZ	BERNARD	L.
	B	S/SGT.	KISSACK	JOHN	D.
	RO	S/SGT.	SKALA	FRANKLIN	C.
	TT	S/SGT.	OLIVER	ERNEST	S.
	BT	SGT.	DESTROISMAISON	ARTHUR	(NMI)
	TG	SGT.	ROGEN	HARLAN	(NMI)
	WG	SGT.	MURRAY	DALE	S.

CON'T PART 11

42-91591	P	2nd Lt.	CARSON	FRANK JR.	(DMI)
	CP	2nd Lt.	MOE	MORRIS	E.
	N	2nd Lt.	LAWLESS	HARRIS	E.
	B	2nd Lt.	BUCHER	WILLIAM	(DMI)
	RO	S/SGT.	MATTHIES	WILLIAM	C.
	TT	SGT.	Mc GEEHE	RAY	E.
	BT	SGT.	LEE	WILLIAM	R.
	TG	SGT.	GERALDI	JOSEPH	J.
	WG	SGT.	JAMES	LLENELLYN	(DMI)

43-97512	P	2nd Lt.	LIPPERT	JACK	R.
	CP	2d Lt.	YOUNG	THOMAS	Y.
	N	2d Lt.	GUTTMANN	HEMY	E.
	B	T SGT.	BESSELLIEU	BERT	B.
	RO	T SGT.	MAYER	EACK	P.
	TT	T SGT.	BETTIT	GEORGE	L.
	BT	S SGT.	SELESKY	ISADORE	(DMI)
	TG	S SGT.	LA GRASTA	JOSEPH	H.
	WG	S SGT.	KILIS	LAMAR	A.

44-6323	P	1st Lt.	LOCKHART	RUSSELL	R.
	CP	2d Lt.	HAM	POTTER	R.
	N	2d Lt.	GRILLEY	ROBERT	L.
	B	2d Lt.	JARDINE	JOHN	H.
	RO	T SGT.	SCHLAEGL	OTTO	M.
	TT	T SGT.	PYLES	CHARLES	E.
	BT	S SGT.	NULL	LLOYD	J.
	TG	S SGT.	MILLION	LAWRENCE	C.
	WG	S SGT.	NOVAK	CLEMENT	W.

44-6104	P	2d Lt.	NELSON	AUGUSTUS	J.
	CP	2d Lt.	NEVOIS	EDGAR	W.
	N	2d Lt.	KULCZYCKI	JOHN	S.
	B	2d Lt.	WILCOX	BLAINE	B.
	RO	SGT.	DORRIS	JOHN	T.
	BT	SGT.	WILLIAMS	LAWRENCE	E.
	BT	SGT.	MAJESKI	FRANK	B.
	WG	SGT.	MC GARTHY	JAMES	J.
	WG	SGT.	ANDERSON	BOBBIE	D.

42-107009	P	2d Lt.	CAIN	MAXWELL	M.
	CP	2d Lt.	HENDERSON	ROBERT	E.
	N	2d Lt.	PETTUS	JAMES	M.
	B	S SGT.	BEKKNAP	LEE	O.
	RO	S SGT.	SPENCER	EMIL	M.
	TT	S SGT.	JAMESON	PAUL	E.
	BT	SGT.	BARRON	ROBERT	E.
	TG	S SGT.	DALTON	JOHN	B.
	WG	SGT.	EWEN	DONALD	L.

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612TH BOMBARDMENT SQUADRON (H)
401ST BOMBARDMENT GROUP (H)
Office of the Operations Officer

AAF, Station 128
8 August 1944

SUBJECT: Loading List

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

A/C 43-37632

P	Schaunaman, George S.	2nd Lt.	612th.
CP	Hobgood, James R.	2nd Lt.	"
N	Furrier, Robert E.	2nd Lt.	"
B	Sandoe, Kenneth E.	2nd Lt.	"
RO	Kopitnikoff, Irving G.	S/Sgt.	"
TTG	Morris, Thomas P.	S/Sgt.	"
BTG	Willett, Edward H.	Sgt.	"
TG	Williams, Clarence P.	Sgt.	"
LWG	Curry, Edward A., Jr.	Sgt.	"

A/C 42-97962

P	Loughlin, David (NMI)	1st Lt.	"
CP	Meredith, Charles F.	2nd Lt.	"
N	Bernard, Roger L.	2nd Lt.	"
B	Sedlak, Edwin F.	2nd Lt.	"
RO	Bommers, James L.	T/Sgt.	"
TTG	Livingston, Oliver E.	T/Sgt.	"
BTG	Messex, David C.	S/Sgt.	"
TG	Bailey, Albert M.	S/Sgt.	"
LWG	Dralle, Arlo W.	S/Sgt.	"

A/C 42-39993

P	Gibson, Roger C.	1st Lt.	"
CP	Atkinson, Willaim A.	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	Welch, Harold M.	Sgt.	"
LWG	Phelps, Durwood W.	S/Sgt.	"

A/C 42-37510

P	Ball, Frank P. <i>in Host</i>	Captain	"
CP	Maupin, Jere W. <i>OK</i>	Major	"
N	Marshall, Robert W. <i>OK</i>	1st Lt.	"
B	Kemp, William T., Jr. <i>Hospital</i>	1st Lt.	"
RO	Schott, Elbert D. <i>Lead</i>	Sgt.	"
TTG	Cooper, Grady H. <i>OK</i>	T/Sgt.	"
BTG	Kreisel, Edwin T., Jr. <i>Lead</i>	S/Sgt.	"
TG	Burgard, John J. <i>Lead</i>	S/Sgt.	"
LWG	Stewart, Irving E. <i>Lead</i>	S/Sgt.	"

A/C 42-107039

P	Linford, Grant H.	1st Lt.	"
CP	MacMonagle, George A.	2nd Lt.	"
N	Schuermann, Urban H.	2nd Lt.	"
B	Dietrich, Arthur R.	S/Sgt.	"
RO	Whitman, William H.	T/Sgt.	"
TTG	McNally, Robert G.	S/Sgt.	"
BTG	Kimball, Tom E.	S/Sgt.	"
TG	Keller, Philip W., Jr.	S/Sgt.	"
LWG	Walke, Wallace W.	T/Sgt.	"

A/C 42-31087

P	Hill, Thomas K.	2nd Lt.	612th.
CP	Schmedel, Wilbur E.	2nd Lt.	"
N	Block, Theadore S.	2nd Lt.	"
B	Giese, Carlton F.	Sgt.	"
RO	Shewbert, Victor H.	S/Sgt.	"
TTG	Mullins, James K.	S/Sgt.	"
BTG	Hellenbeck, Edward A.	Sgt.	"
TG	Richardson, Omer G.	Sgt.	"
LWG	Keith, Buddy N.	Sgt.	"

A/C 43-37790

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

A/C 42-97487

P	Hayes, Ralph S.	F/O	"
CP	Mead, Clarence E.	F/O	"
N	Minor, Charles B.	2nd Lt.	"
B	Murphy, Roland W.	2nd Lt.	"
RO	Fuston, William P.	S/Sgt.	"
TTG	Lucewlez, John (NMI)	S/Sgt.	"
BTG	Smith, Charles E.	Sgt.	"
TG	Green, John J.	Sgt.	"
LWG	Hereford, Gerald F.	Sgt.	"

A/C 42-106992

P	Burns, Estel G.	2nd Lt.	"
CP	Tompkins, David G.	2nd Lt.	"
N	Gray, Arthur (NMI)	2nd Lt.	"
B	O'Brien, Eugene B.	Sgt.	"
RO	Will, Adam E.	S/Sgt.	"
TTG	Klingbiel, Eugene P.	S/Sgt.	"
BTG	Swope, Donald M.	S/Sgt.	"
TG	Punte, John B.	S/Sgt.	"
LWG	Gruchawka, John (NMI)	T/Sgt.	"

A/C 43-37628

P	Piper, Harry L. Jr.	1st Lt.	"
CP	Ludeman, Louis H.	1st Lt.	"
N	Malone, John L.	2nd Lt.	"
B	Deaton, XXXXXXXX , Lloyd C.	1st Lt.	"
RO	Bowles, Mitchell H.	XXXX .Pvt.	"
TTG	Truax, Floyd A.	T/Sgt.	"
BTG	Minor, Wallace G.	S/Sgt.	"
TG	Weatherman, James H.	S/Sgt.	"
LWG	Brauer, Harry A.	S/Sgt.	"

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

F-C-2

A.P.O. 557
8 August 1944

SUBJECT: : Armament Malfunctions Mission Report

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

1. Date of Mission: 8 August 1944
2. No gun malfunctions were reported.
3. The following turret malfunctions were reported:
 - a. A/C # 42-97962 - Chin Turret speed reducer went out. Being replaced.
4. The following bombing equipment malfunctions were reported:
 - a. A/C # 42-97487 - Bombs did not release on intervalometer and were salvaged. Faulty release being replaced.
5. There were sixteen (16) aircraft equipped with the all-electric bomb release system participating in the mission.

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

GROUP ENGINEERING, STA 128
HQ, 1ST BOMBARDMENT DIVISION, APO 857

1630

A-4

A

V

NEGATIVE BATTLE DAMAGE REPORT IS SUBMITTED FOR THE MISSION
OF 8 AUGUST 1944 PD

END

GROUP ENGINEERING
AAF STATION 128

CHARLES W. HUNT Capt. AG
Group Eng'rg O.

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

F-A-1

APO 557
9 August 1944

SUBJECT: Abortive Report.

TO : Commanding Officer, 401st Bomb Group (H), APO 557.
ATTN: Air Statistical Officer.

1. The following aircraft aborted from the mission of 8 August 1944 due to the reasons stated:

42-97664 - Returned early because No. 3 Engine oil return line was leaking oil badly. Ground check revealed that external prop governor oil supply line flaring had cracked.

HENRY P. VANDERHOEF,
C. W. O., Air Corps,
Asst. Group Engineering Officer.

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

AAF Station 128
8 August 1944

ABORTIVE REPORT:

SQUADRON 615 AIRPLANE 42-97664 PILOT 1st Lt. Mitchell CO-PILOT
F/O J. F. Glidewell

PILOT'S STATEMENT:

#3 oil return line leaks oil badly. Flight gyro indicator off.

ENGINEERING REPORT:

External prop governor oil supply line flaring cracked.

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

LOW BOX 94TH "B" WING

Combat Flight Leader LT CONNOLLY Date 8 August 1944

Deputy Flight Leader LT LOCKHART

613 SQDN

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

CONNOLLY

IN C 1081

LIPPERT

LOCKHART

IN C 7511

IN P 6313

613 SQDN

615 SQDN

MYERS

MITCHELL

IN H 6113

IY P 7664

BUDD

JENNINGS

COOPER

OAS

IN P 7344

IN U 7706

IY H 2674

IY R 6146

JETTERS

IN B 6132

CARSON

CAIN

IN J 1591

IN E 7009

SPARES

NELSON

IN R 6104

TO COAST ONLY - DO NOT LOAD

~~WAYER~~

~~SC P 1662~~

KOCHER

SC R 2393

Holland

SC P 1891

11111

10-500 GP
~~10~~ X 100

HIGH

94th 28th WING ~~BOX~~

Combat Flight Leader MAJ BAUPIN

Date 8 Aug

Deputy Flight Leader LT PIPER

612 SQDN

612th SC JAEWOCK

BAUPIN (BALL)

613th IN MACRO

614th IW GOLFCLUB

615th IY BUZZARD

SC T 7510

BONNEY

PIPER

SC J 7790

SC A 7625

612 SQDN

615 SQDN

LINFORD

GILLESPIE

SC H 7039

IY C 2463

GIBSON

BURNS

DON

SULLIVAN

SC C 9983

SC D 6972

~~SC E 7915~~

SC F 2957

SC S 7938

LOUGHLIN

SC G 7962

HAYES

HILL

SC O 7487

SC K 1067

SPARES

SCHAUBMAN

SC L 7632

1100

LT BOX 94TH "B" WING

Combat Flight Leader MAJ GARLAND

Date 8 August 1944

Deputy Flight Leader May Marpin

1451

614 SQDN

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

LINCOLN (GARLAND)

IW R 7780

LERRICK

BASKETT

IW J 2859

IY P 6510

614 SQDN

615 SQDN

LA FEYOR

DICKINETH

~~IW Q 7002~~
IW Q 931

IY Q 8077

MARASHY

EVANS

CALLSWAY

WINGARD

~~IW G 7084~~
IW S 2947

IW S 6145

IY B 8125

IY J 7113

ROZZELL

IW X 1863

KOVACH

SILVERSTEIN

~~IW Q 7278~~
IW Q 7487

IW B 7151

SPARES

KOONS

IW A 7872

SPARE LEAD

IY L 7551

GND SPARES

IW T 7786

IW Q 7931

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