MISSION NO. 126

TO: LUXEMBOURG, GERMANY

401ST BOMBARDMENT GROUP (H)

REPORT OF OPERATIONAL DAY

MISSION SUMMARY REPORT

MISSION # 126 Date 9 August 1944

ASSIGNMENT

1. Assigned Target: MUNICH, GERMANY

2. Commitments: The 401st was to furnish the Lead and Low 12 A/C boxes of th3 94th "A" CBW. 2 PFF A/C maintained by the 351st Group were furnished for the Lead Box. A spare was to accompany each formation.

EXECUTION

1. Target Bombed: LUXEMBOURG, LUX. (Marshalling Yrads).

2. a. Wing Leader: Lt. Col. W. E. SEAWELL (Kalinski)

   Lead Navigator: 1st Lt. W. M. EATON

   Lead Bombardier: 1st Lt. C. H. MINOTT

   b. Low Box Leader : 1st Lt. C. C. LINCOLN

   Lead Navigator: 1st Lt. F. W. RICKS

   Lead Bombardier: 1st Lt. S. J. DANILAVEZ

3. Flight Over England:

   a. Takeoff:

   Takeoff and assembly were as briefed. Weather over England was better than that briefed so that no difficulty was encountered.

   b. Group and Wing Assembly:

   Both the Low and High Box Leaders moved into good Wing positions prior to departure from point W. Since point W was departed approximately two minutes late the next point on assembly route was cut short in order to make good division assembly.

c. Route to Coast:

94th "A" CBW was a little late at Division assembly line so we turned wide at the first point and 94th "A" cut short to move in ahead. The English Coast was departed on course, one minute late. We were in ~~xxxxxxx~~ correct Division formation, being last.

4. Attack:

a. Flight to Target:

Inside the Enemy Coast high clouds were evident so the climb was continued above the brifed 20,000 feet, level. The Division Leader reported he was in it but could mantain formation without too much difficulty. We entered the thin cloud formation at about 23,500 and climbed to 25,000 but still remained in it. At times the other two boxes were not visible but ships in the Lead Group in general remained visible. Additonal difficulty was encountered since the preceding Wings left heavy contrail formations. Finally the Division Leader determined to turn back and strike targets of opportunity. All other Wings which heard him on VHF followed suit. We received authentication and followed suit. We turned back in the vicinity of control point # 3(Zweibuchen, Germany). 94th "A" CBW had been descending during the conversation with the Division Leader in an effort to obtain visibility for bombing. Prior to descent the High Box pulled away from formation, started descent and was broken up. Six aircraft from the High Box joined the Wing formation, making 18 ships. We made a run at 20,000 feet on the rail yards at Neunbircken, Germany. Visibility was so bad a successful sighting could not be made and no bombs were dropped. The Wing Leader then told the navigator to take the Wing to the marshalling yards at Luxembourg which was known to be a very good target. Visibility was not good but we homed on the target with PFF and the bombardier picked up the yards when about ten miles out. Good results were obtained by both Lead and Low Boxes. The six aircraft from the High dropped on the Wing Lead bombardier.

b. Bombing Run:

Lead Box:

Upon receiving the recall message telling us not to bomb the primary and to return to the Base, we decided, since we were over Germany, to look for a Target of Opportunity. We were heading about 110° at the time and sighted the city of Neubrichen. We made the turn, now heading about 300°, and made a bomb run on the city but because of the very heavy haze and the short bomb run, synchronization was not perfected so the bombs were not dropped.

4. b. Bombing Run, Lead Box Cont'd.

We knew of the large marshalling yards at Luxenbourg, about 50 miles to the West so we headed for there. Haze still made visibility very poor but a good long run was made and the bombs were dropped on a Magnetic heading of 276° at 10:46. Results were excellent.

Low Box:

We followed in Wing formation until the Wing Leader called to say they were going to bomb the marshalling yards at Luxenbourg. Then we slid in trail and made our own run. Having been to the target about 3 months previously, the target was very familiar to us. We stayed a reasonable distance behind the Lead Box so that we could see what they chose for an MPI and so that we could choose another point. They hit the junction of the 3 branches of tracks and we knew the 2 big roundhouses were damaged considerably the last time we were there so we aimed at the branch of tracks on the right side because it looked like there were a lot of oil and regular railroad cars there. The bombs were dropped with excellent results, the entire pattern covering the area very well.

c. Flight from Target:

After bombs away the Wing climbed to 23,500 to get over a bank of clouds on the route back. The briefed route was intercepted and held for the remainder of the return. Descent from 23,500 was begun in the vicinity of the Enemy Coast.

d. Return to Base:

Descent was continued over the channel. Return to base was made at 2,500 feet under the low broken cloud layer. Normal landing accomplished, all aircraft landing safley at home base.

e. Weather:

High thin cloud formations were encountered inside the Enemy Coast. Dense contrails from preceding formations were present. (See preceeding narrative for other weather encountered)

f. Fighter Support:

Fighter support was good throughout the mission.

g. Conclusions and Recommendations:

None.

5. Aircraft Not Attacking:

Lead Box:

A/C 42-107009. Sortie. Because of engine trouble A/C had to jettison its bombs about six minutes before target. (Mechanical)

Low Box:

A/C 42-106992. Not Sortie. Material failure of # 4 oil cooler causing excessive oil leakage. (Mechanical)

A/C 43-37628. Sortie. Dropped bombs past target. (Personnel)

6. Enemy Opposition:

No air opposition. (See flak report for flak)

7. Battle Damage:

Major	Minor	Flak
0	2	2

8. Casualties:

None.

9. Statistical Summary of Operations. (See attached form)

10. Bombing Data:

a. Observations:

Lead Box:

Results were excellent, bombfall hitting yards directly.

Low Box:

Results were excellent, the entire pattern covering the area very well.

b. Disposition of Bombs:

Lead Box:

Of the ten 401st A/C EET, nine dropped 90 X 500 GPRDX on Luxenbourg. A/C 009 lost an engine 6 minutes before target and jettisoned 10 X 500 RDX. Both PFF A/C dropped 20 X 500 GP on target. The spare returned its load of 10 bombs.

10. b. Cont'd.

Low Box:

Of the twelve A/C EET eleven dropped 110 X 500 GP-RDX on Luxembourg. A/C 628 failing to drop on the target jettisoned 10 X 500 RDX ½ minute past target. the aborting A/C returned 10 X 500 RDX to base.

c. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs				
	Over Target	Bombing	Number	Size	Type	Fusing Nose	Fusing Tail
Main Bombfall	22	20*	200	500#	GP-RDX	1/10	1/100
Other Attacks:	-	-	-	-	-	-	-
Total Bombs on Targets			200	500#	GP-RDX	1/10	1/100
Other Expenditures			20	500#	RDX	1/10	1/100
Bombs Returned			20	500#	RDXQ	1/10	1/100
Total Loaded on A/C Taking Off			240	500#	GP-RDX	1/10	1/100

* Excl 2 PFF A/C dropping 20 X 500# GP on target.

11. Lost Aircraft:

None.

Submitted By:

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

STATISTICAL SUMMARY OF OPERATIONS

401st Group — 1st BD F. O. 466 — Date of 9 August 1944

94th "A" CBW

	Lead		Low		
		PFF - GH		PFF - GH	
1. No. of A/C Failing to Take Off	0	0	0		
2. No. of A/C Airborne	11	2	13		
3. No. of A/C Airborne Less Spares	10	2	13		
4. No. of A/C Sorties	10	2	12		
5. No. of A/C Attacking	9	2	11		
6. No. of A/C Not Attacking	1	-	2		
(a) Early Returns Included			(1)		
7. Name of Primary Target		MUNICH, GERMANY			
(a) No of A/C Attacking	None	None	None		
(b) No., Size & type of bombs					
8. Name of Secondary Target		------			
(a) No of A/C Attacking					
(b) No., Size & type of Bombs					
9. Name of Last Resort Target		-------			
(a) No. of A/C Attacking					
(b) No., Size & type of Bombs					
10. Name of Target of Opportunity		LUXEMBOURG, GERMANY			
(a) No. of A/C Attacking	9	2	11		
(b) No., Size, & type of Bombs	90 500# GP-RDX	20 500# RDX	110 500# GP-RDX		
11. Name of Target Opportunity		------			
(a) No. of A/C Attacking					
(b) No., Size & type of Bomb					
12. No of A/C Lost - TOTAL	None	None	None		
13. - to Flak					
14. - to Flak & E/A					
15. - to Enemy A/C					
16. - to Accident					
17. - to Unknown					

STAT SUMMARY (Cont'd)

	Lead	Low	
18. Time of Takeoff	0654	0655	
19. Time of Attack	1046	1046	
20. Average Time of Flight	68	6.9	
21. Altitude of Release	19,550	19,525	
22. Visual or PFF	Visual	Visual	
23. Enemy Resistance - AA Int.&ACC.	None	None	
24. - Fighters	None	None	
25. - Bombers	None	None	
26. U.S. A/C Engaged by Enemy A/C	None	None	
27. Degree of Success	Excellent	Excellent	

PFF A/C Borrowed from Groups as follows: 2 PFF A/C from 351st Grpup. (Asgnd to 401st - maintained by 351st)

PFF A/C Loaned to Groups as Follows: None.

NOTES:

Combat Flight Leader: COL SEAWELL Date 9 August 1944

Deputy Flight Leader

401ST Lead Box at T/O and Cruise.

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

SQD

KALINSKI (SEAWELL)
PFF "Y" 651

CALLAWYA
Q 077

CONNOLLY
PFF "Y" 600

SQDN

JETTER
B 132

CAIN
J 591

KUTA
Q 931

LIPPERT
G 511

THOMASON
E 009

SHACKLEFORD
P 344

SQDN

MITCHELL
R 146

COOPER
D 125

WINGARD
H 674

SPARES

SULLIVAN
J ~~157~~ 113 (Returned)

LEAD BOX

Combat Flight Leader _____ Date _____

Deputy Flight Leader _____

401st Over Target

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

_____ SQDN

KALINSKI(SEAWELL)

Y 651

~~GALLAWAY~~

Q 3077

~~CONNOLLY~~

Y 600

_____ SQDN

~~JETTER~~

B 132

~~GAIN~~

J 591

~~KUTA~~

Q 931

~~LIPPERT~~

G 511

~~THOMASON~~

E 009

~~SHECKLEFORD~~

P 344

_____ SQDN

~~MITCHELL~~

F 146

~~COOPER~~

D 3125

~~WINGARD~~

M 674

SPARES

Combat Flight Leader LT LINCOLN Date 9 August 1944

Deputy Flight Leader

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

401st Low Box at T/O and Cruise.

SQDN
LINCOLN
C 081

HAYES
X 863

CARROLL
S 145

SQDN
TOUSSAINT
O 487

LINFORD
S 2659

BURNS
D 992 (chart)

LOUGHLIN
G 962

SCHAUNAMAN
A 628

HAYES
R 2393

SQDN
ROZZELL
O 602

FINNEY
Q 478

SILVERSTIEN
B 151

SPARES

BONNEY
K 087

HARLAN
M 039

LOW BOX

Combat Flight Leader _____ Date 9 August 1944

Deputy Flight Leader _____

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

401st Over Target

_____ SQDN

LINCOLN
C 081

HAYES
X 863

CARROLL
S 145

_____ SQDN

TOUSSAINT
O 487

SCHAUNAMAN
A 628

LOUGHLIN
G 962

BONNEY
K 087

HAYES
R 393

_____ SQDN

ROZZELL
O 602

FINNEY
P 478

SILVERSTEIN
B 151

SPARES

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

9 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 0654 hours; Land at 1305 hours.

b. Group formed at 0750 hours at 11000 feet.

c. Formed CBW at 0750 hours at 11000 feet.

d. Began climb at 0816 hours; reached alt. at 0949 hours.

e. Weather encountered over England:

(1) Clouds 0 / 10th - Visability 10 miles.

(2) Wind at altitude 205 degrees, 14 Knots.

f. Means of navigation over England. GEE, RADIO, PILOTAGE.

g. Means of checking Metro Winds DOUBLE DRIFT, GEE.

h. Joined task force at 0831 hrs. at SPLASHER #7.
(Splasher, City, Coord.)

i. English Coast out at 0831 hrs.; Enemy Coast in at 0931 hrs.

j. Fighter Rendezvous:

(1) Going in _____ hrs.

(2) Coming back _____ hrs.

k. Wind used for bombing:

(1) 220 degrees, 28 Knots.

(2) Determined by GEE.
(Method)

l. Bomb run and Method of Target Identification:

(1) Reached IP at 1035 hrs.
(2) Mag. heading over target 227 degrees.
(3) Altitude over target 22000 feet.
(4) Bombs away at 1046 hrs.
(5) Method of target identification and weather over target:
PILOTAGE AND MICKEY

m. Gee:
(1) Coordinates of furthest fix 50 49 N. 05 22 E.
(2) Obtained at 0946 hours.

n. Difficulties encountered with special equipment.

NONE

COMMENTS:

/S/W. M. Eaton
W. M. EATON
1st Lt. Air Corps
Lead Navigator(Low Box)
SIGNATURE

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

9 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 0655 hours; Land at 1310 hours.

b. Group formed at 0808 hours at 10000 feet.

c. Formed CBW at 0808 hours at 10000 feet.

d. Began climb at 0822 hours; reached alt. at 0931 hours.

e. Weather encountered over England:

(1) Clouds 8-10 / 10th - Visability 5-10 miles.

(2) Wind at altitude 308 degrees, 45 Knots. 12000', vel. not reliable

f. Means of navigation over England. Gee, DR, Pilotage.

g. Means of checking Metro Winds Gee.

h. Joined task force at 0843 hrs. at Spl. #7 to Felixstowe. (Splasher, City, Coord.)

i. English Coast out at 0843 hrs.; Enemy Coast in at 0916 hrs.

j. Fighter Rendezvous:

(1) Going in 0916 hrs.

(2) Coming back 1145 hrs.

k. Wind used for bombing:

(1) 240 degrees, 20 Knots.

(2) Determined by Metro, checked by Gee. (Method)

l. Bomb run and Method of Target Identification:

(1) Reached IP at 1036 hrs.
(2) Mag. heading over target 283 degrees.
(3) Altitude over target 20000 feet.
(4) Bombs away at 1046 hrs.
(5) Method of target identification and weather over target:
Nil clouds below. Vis. - restricted horizon in haze.

m. Gee:
(1) Coordinates of furthest fix 51-20 N. 05-00 E.
(2) Obtained at 1128 hours.

n. Difficulties encountered with special equipment.
None

COMMENTS:

/S/ Frank W. Ricks
FRANK W. RICKS
1st Lt., A. C.
Lead Navigator, Low Box
SIGNATURE

PILOT Lt. Kalinski NAVIGATOR 1st Lt. Wm. Eaton & Lt. W. T. Russell DATE 9 August 1944

STATIONS 0505	ENGINES 0605	TAXI 0620	T.O. 0635
LEAVE BASE KING'S CLIFF	0735		
COAST OUT	0809		
ENEMY COAST	0913		
I. P.	1121		
TARGET	1136		
ENEMY COAST	1357		
ENGLISH COAST	1433		
B.T.B.	1509		

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

Zero Hr 0630
Ref Alt 21000

WATCH ..... Fast / Slow RATE ..... secs / hour Gaining / Losing

At ..... G.M.T.

FROM / TO	W/V USED	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRIFT	TRUE HDNG.	VAR.	MAG. HDNG.	C.S.	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME	BODY	ALT.	AZI.
Kings Cliff W / Crosland A	300/18 ≠4	8K	150 / 130	148	59	-6	53	10	63	155	13½	5 ≠2	0729 / 0735				
52-41N 00-10W / Chatteris B	"	8K	150	148	150	≠3	153	10	163	164	16	6	0741				
52-27N 00-03E / Spl. #7 C	"	8K	150	148	152	≠3	155	10	165	164	40	15 ≠2	0758				
51-52N 00-33E / Felixstowe Z	"	8K	"	148	80	-4	76	10	86	161	30	11	0809		Cont	Pt. 1	0809
51-57N 01-21E / 53-00N 02-40E	310/20 -1	13500	150	153	38	-7	31	9	40	152	60	32	0841				
" " / 53-00N 03-20E	310/25 -8	15K	150	163	90	-4	86	9	95	178	24	8	0849				
" " / 52-48N 03-55E	310/28 -15	20K	150	172	163	≠4	167	8	175	188	75	24	0913		Cont	Pt. 2	0913
" " / 51-20N 05-05E	240/20 -19	20K	155	186	123	≠6	129	8	138	194	52	16	0929				
" " / 46-49N 00-00E	"	20K	155	"	144	≠6	150	7	157	187	108	60	1029		Cont	Pt. 3	1032
" " / 47-53N 10-30E	240/28 -24	25K	150	188	118	≠6	124	5	129	199	118	36	1105				
" " / 47-36N 11-22E	240/25 -29	25K	155	203	120	≠6	126	5	131	212	34	10	1115				
" " / 47-37N 11-54E	"	"	"	"	88	≠4	92	4	96	224	22	6	1121				
" " / 47-32N 12-08E IP	"	"	"	"	30	-3	27	4	31	223	18	5 ≠2	1127				
" " / 48-04N 11-39E TAR	200/25 -29	"	150	197	302	-7	295	4	299	164	23	8 ≠2	1136				
" " / 47-49N 11-25E	"	"	"	"	211	≠4	215	4	219	174	18	6 ≠1	1143				
" " / 47-33N 10-38E	"	25K	150	"	277	-5	272	4	276	176	31½	11	1154				
" " / 48-49N 08-08E	240/25 / 240/20	22500 / 20K	170 / 150	214 / 181	298 / 298	-5 / -6	293 / 292	5	298 / 297	201 / 170	34 / 84	10 / 30	1234 / 1234		Cont	Pt. 4	1242
" " / 51-20N 05-05E	"	"	"	"	324	-6	318	7	325	178	188	1:04	1338				
" " / 51-48N 03-55E	"	20K	150	"	303	-6	297	8	305	171	52	19	1357				
" " / to Felixstowe Z	300/22 -1	5K	170 / 148	182	276	≠4	280	9	289	162	96	36	1433				
Base	290/12 ≠14	2K	160	142	295	0	295	10	305	130	78	36	1509				

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	I.A.S. M.P.H. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN DIST.	RUN TIME	G.S.	TO RUN DIST.	TO RUN TIME	E.T.A.
1770,	Base		290/12 ≠14	0 to 8K	150 140 115 ≠1	116 10 126	152	78	32		0727 / 0809		1770		
Flares Lead - GY Lo - RR H1 - GG					Emergency Airdrome - Fraulinghen 52-12N 02-24E Interval - 2 min between GEE's Abandon Mission - "Ye Heave Ho" Ref Wind 250/25E Letdown Kings Cliff Lead 360, LO 345, Hi 15 Mag.										
0654			360		T. O.		135								
0707½			360		O. 52-54N 00-14E		140	6000							
0710			160		Turning pt. Home on Kings Cliff		135	6700							
0750			348		GEE formed, circling buncher		150	11000							
0808			52		Turning pt. Peterborough	Dept. King's Cliff 3' late, 5 mi S.	145	11000							
0811			140		Turning Pt., Peterborough										
0816		≠4½	160		P.P. Chatteris, 3' E., on time		150	11700				148K (by bombsight)			
0831			74		Turning pt., Spl #7, on course, on time		145	14000							
0842		≠4 205/14K (Double drift)	91		Eng. Coast out - on time, on course		150	14000 -5	164			194	96	30	0913
0913		≠6	130		Enemy Coast 51-50N 03-55E		145	20000				194	52	16	0929

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	I.A.S. M.P.H. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN DIST.	RUN TIME	C.S.	TO RUN DIST.	TO RUN TIME	E.T.A.
0930			150		P.P., Turnhout below 51-19N 04-57E		145	22000				187	88	60	1030
0943			150		P.P. Rivers join 50-47N 05-41E		145	24500							
0949			150		PP, woods 2' W. 50-36N 06-02E		145	25000	Look for target of opportunity						
1006		220/28K			49-51N 06-51E			25000 -30	198	54	17	190			
1030					Circling target of opportunity		150	22000							
1035			280		Altering course for Luxembourg		150	22000							
1046			270		BOMBS AWAY - Luxembourg R. R. Yards		150	22000							
1052			360		PP Ettelbruck 49-32N 06-07E		150	19500							
1100			360		St. Vith below, bombed center of town		145	21000							
1103			320		Turning point 50-25N 06-07E		145	21400							
1107			315		PP Eupen below 50-38N 06-02E Flak from Aachen, 3 bursts		145	22500							
1114			310		PP Canals join 50-55N 05-42E		150	23000							
1127			300		PP, Lake 51-21N 05-04E		150	23000							
1135			300		PP, Roosendaal below 51-33N 04-27E		160	22000							
1136	303	-8	295		Turning pt., on course		150	20000							
1143			280		51-48N 03-55E, Enemy Coast out		160	18000				178	52	18	1146
1145	276	4	280				150	10000				162	96	36	~~1146~~ 1221
1155			280		Lettin g down, channel clear		145	11500							
1221			290		English Coast 52-01N 01-25E		150	2000							
1257			275		Over base		150	1500							
1305					Land at Folebrook										

SIGNED_____NAVIGATOR

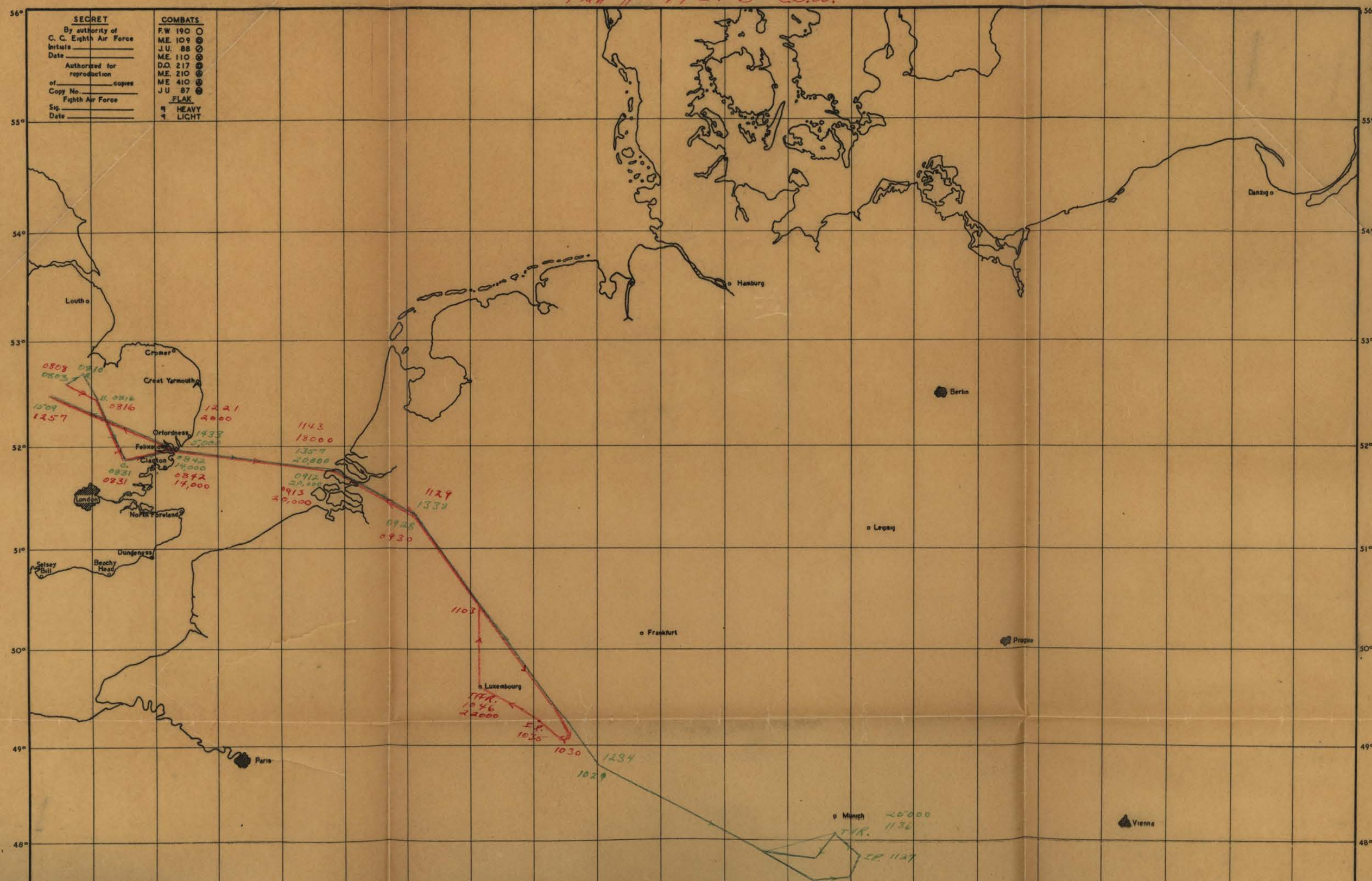
TARGETS: T.o.o.
PRIMARY Luxembourg, Germany

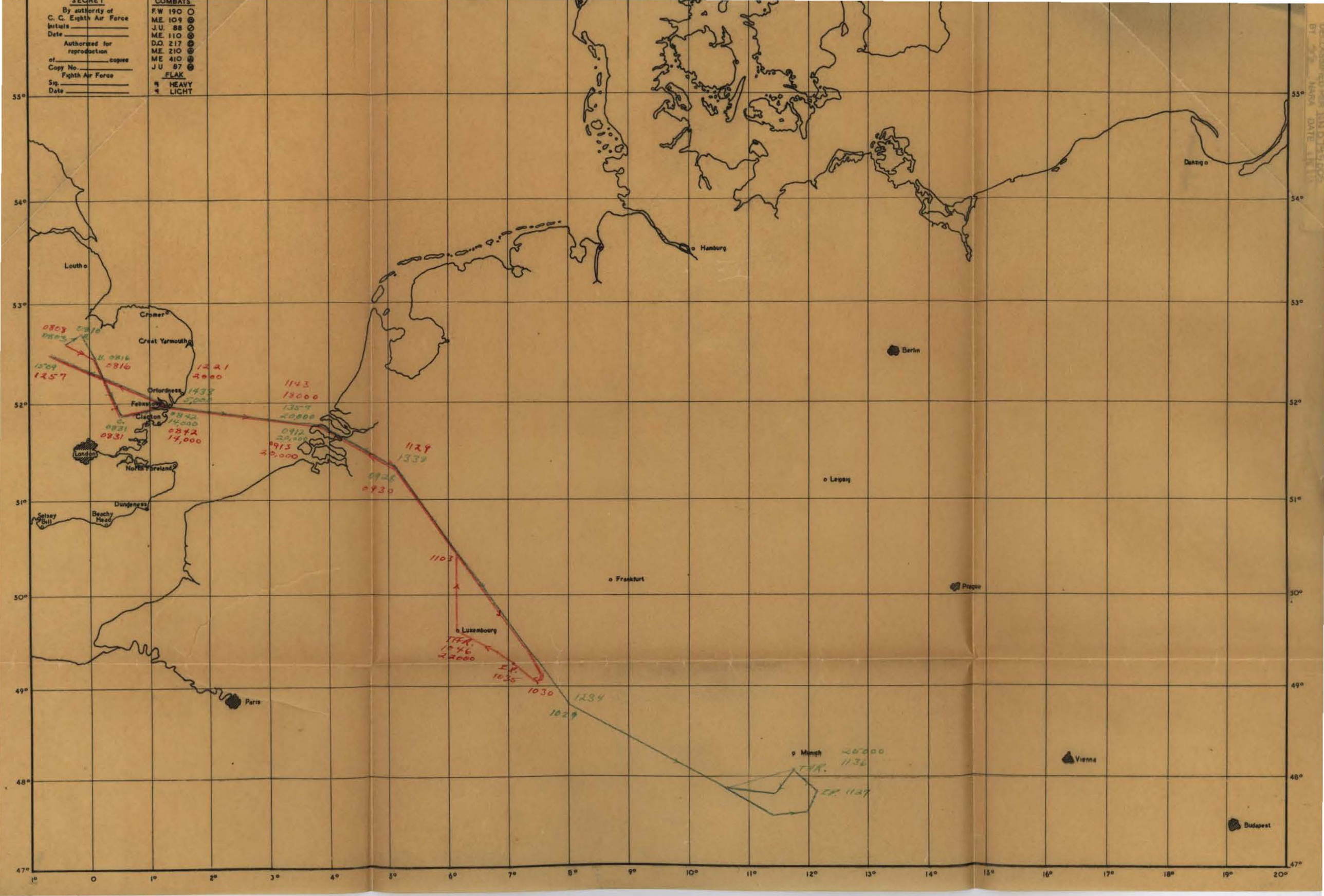
TRACK CHART

DATE Aug. 9, 1944

Green ROUTE FOLLOWED BY Briefed Course
Red " " " 40's F. E. (C.W.)

Plan "A" 94th. "B" C.B.W.

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J.U. 88
ME. 110
D.O. 217
ME. 210
ME 410
J U 87
FLAK
HEAVY
LIGHT
Hamburg
Danzig
Berlin
Leipzig
Frankfurt
Prague
Luxembourg
Munich
Vienna
Budapest
Paris
Louth
Cromer
Great Yarmouth
Orfordness
Felixstowe
Clacton
London
North Foreland
Dungeness
Beachy Head
Selsey Bill
0803
0816
1257
1221
2000
1143
12000
0912
0913
20,000
0831
0842
14,000
1129
1339
0926
0930
1103
1046
22000
1030
1234
1029
26000
1136
1127
55°
54°
53°
52°
51°
50°
49°
48°
47°
1°
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1°
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3°
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19°
20°

TYPE OF RELEASE

Individual	Train	Salvo	Jettisoned	Returned
	xXx	X		

POINT OF IMPACT IF SEEN _____

NAVIATION DATA:

MEAN TEMP. METRO -7.2 ACTUAL -1.5

WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
1000						
5000						
10000						
15000						
17000						
19000	310	215	25	20	-37	-29
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 indicationg leader's position 

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

LEAD BOX
COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Minott DATE ~~9 August 1944~~

PILOT Lt. Col. Stowell TAKE OFF ~~0654~~

NAVIGATOR Lt. Russell & Lt. Eaton AIRPLANE ~~651~~

ORGANIZATION _____ SQUADRON ~~615~~ GROUP ~~401~~ LANDED ~~1305~~

OBJECTIVE Luxemburg, Germany (MPI) _____

INITIAL POINT _____

METHOD OF ATTACK _____
Individual Flight Squadron X Group Wing

NUMBER A/C IN GROUP 12 (Incl 2 FFF) COMPOSITE GROUP _____

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

RANGE SIGHTING ONLY, GROUP ~~[illegible]~~ COMPOSITE GROUP _____

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

BOMBS, TYPES AND SIZES ~~500# GP, RDX~~

NUMBER OF BOMBS LOADED ~~60 x 500# RDX, 60X 500# GP~~ RELEASED ~~60x 500# GP~~ 5 RDX

FUZING, NOSE 1/10 TAIL ~~1/100~~

SYNCHRONIZATION X
On Fast Slow

INFORMATION AT RELEASE POINT:

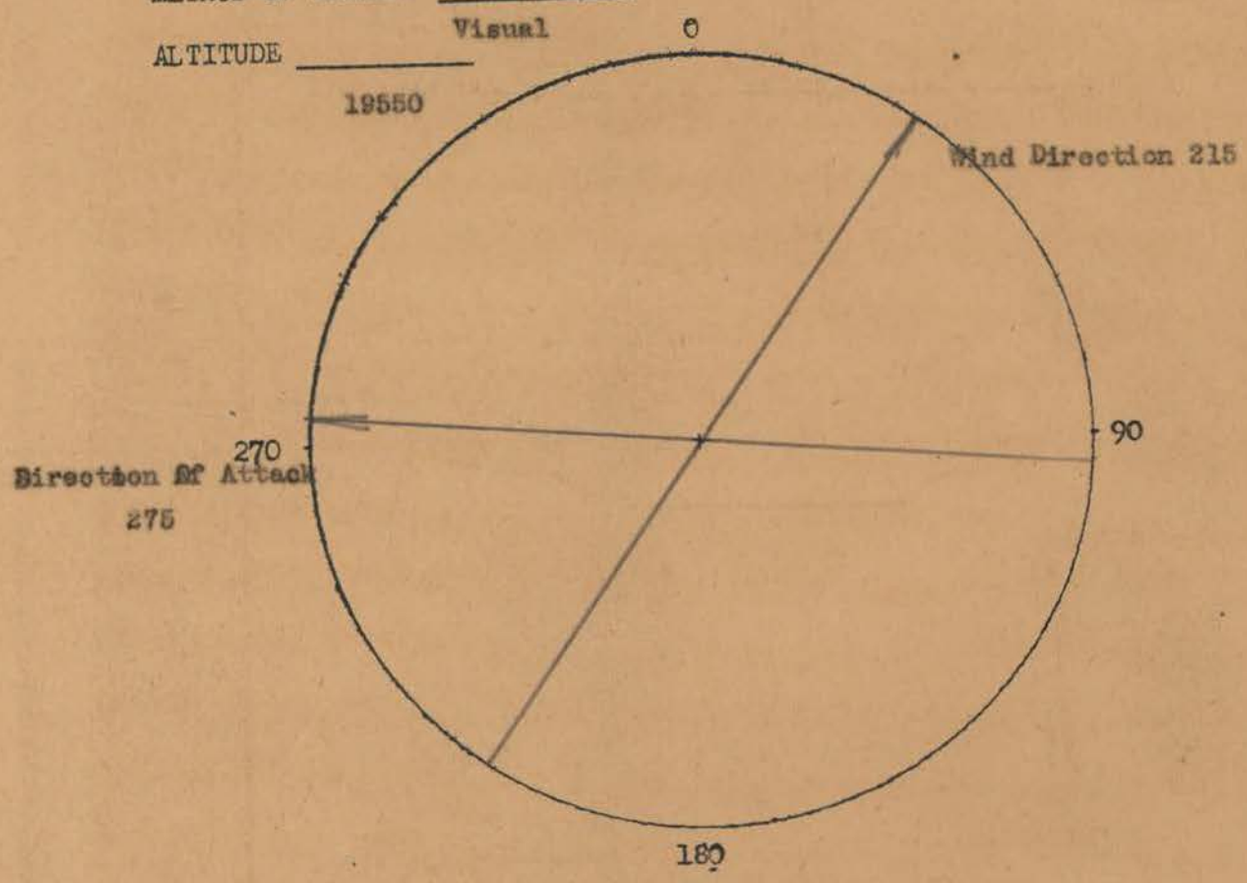
Altitude of target	~~1798~~	Mag Head, order	~~299~~ Actual ~~275~~
True Altitude above target	~~19550~~	True Heading	
Ind. Altitude	~~20000~~	Drift, Est	~~5R~~ Actual ~~1R~~
Pressure alt of target	~~/90~~	True Track	
Altimeter setting	~~29.92~~	Actual Range	~~1035X~~
C.I.A.S.	~~150~~ I.A.S. ~~150~~	B.S.Type	~~103845~~
G.S.,Est	~~212~~ Actual ~~196~~	Time of Release	~~N-9~~
Wind Direc.Metro	~~310~~ Actual ~~215~~	Intervalometer Setting	~~1045~~
Wind Veloc.Metro	~~25~~ Actual ~~20~~	Length of Bombing Run	~~Salvo~~
D.S ~~145.5~~ Trail	~~54~~ ATF ~~36.42~~	C-1 Pilot	A-5 ~~4min~~
Tan. D.A.EST.	~~.47~~ Actual ~~.46~~	Manual Pilot	

BOMBARDIER'S INDIVIDUAL PLOT

TARGET Luxemburg, Germany

METHOD OF BOMBING Visual

ALTITUDE 19550



HEAD BOX

PLOT

WIND DIRECTION

WIND VELOCITY 215

DIRECTION OF ATTACK 270

275

REMARKS ---------

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

LOW BOX
COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Danilavos DATE 9 August 1944

PILOT Lt. Lincoln TAKE OFF 0655

NAVIGATOR Lt. Hicks AIRPLANE 061

ORGANIZATION _____ SQUADRON 813 GROUP 401st LANDED 1310

OBJECTIVE Luxemburg, Germany (MPI) _____

INITIAL POINT _____

METHOD OF ATTACK _____
Individual Flight Squadron X 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 500# GP & 500# RDX

NUMBER OF BOMBS LOADED 80 x 500# RDX, 40 x 500# GP RELEASED ~~80 RDX & 30 GP~~ 40

FUZING, NOSE 1/10 TAIL 1/100

SYNCHRONIZATION X
On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target	1798	Mag Head, order	299 Actual 305
True Altitude above target	19525	True Heading	
Ind. Altitude	20000	Drift, Est	52 Actual 21
Pressure alt of target	490	True Track	
Altimeter setting	29.92	Actual Range	10140
C.I.A.S. 150	I.A.S. 150	B.S.Type	M-9
G.S.,Est 212	Actual 189	Time of Release	1047
Wind Direc.Metre 300	Actual 215	Intervalometer Setting	Salvo
Wind Veloc.Metre 25	Actual 20	Length of Bombing Run	90sec
D.S. 141 Trail 55	ATF 36.42	C-1 Pilot Yes	A-5
Tan. D.A.EST. .48	Actual .52	Manual Pilot	

TYPE OF RELEASE _____
Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN _____

NAVIATION DATA:

MEAN TEMP. METRO -7.2 ACTUAL -2

WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
1000						
5000						
10000						
15000						
17000						
19000 --	300	215	25	20	-37	-29
20000						
25000						
28000						
30000						

METHODS OF BOMBING

COMPOSITE GROUPS

Bombardier making complete sighting operation 

Bombardier making range operation only 

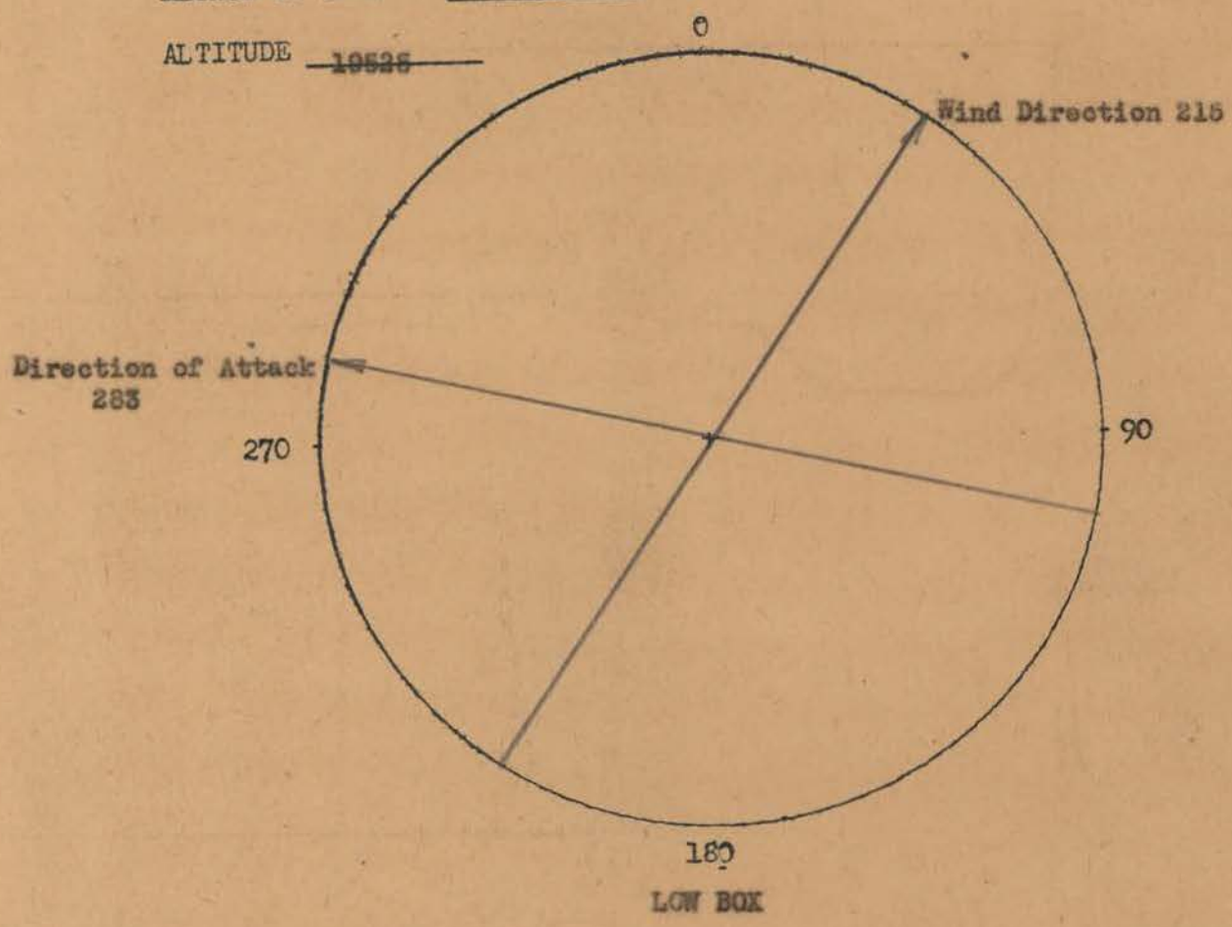
Bombardier dropping on leader, with arrow indicationg leader's position 

BOMBARDIER'S INDIVIDUAL PLOT

TARGET ~~Luxemburg, Germany~~

METHOD OF BOMBING Visua 1

ALTITUDE ~~19525~~



PLOT

WIND DIRECTION 215

WIND VELOCITY 20

DIRECTION OF ATTACK 283

ERMARKS ---------

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
Office of the Communications Officer
AAF Sta 128, APO 557

J-A-

Reference Field Order 466. 9 AUGUST 1944

SUBJECT: Communications Report, Operational Mission No 126.

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

SECTION ONE - USE OF RADIO NAVIGATIONAL AIDS

1.	VHF/DF Bearings:		5.	Radio Beacons used:	
	to 401st A/G	Ø		Splashers	11
	to other A/C	Ø		Fixed Beacons	1
2.	HF/DF Bearings	Ø		Bunchers	16
3.	MF/DF Fixes	Ø	6.	Total A/C using Gee	18
4.	Distress Action	Ø		Maximum Fix	5112N-0522E

SECTION TWO - REPORTED EQUIPMENT DEFICIENCIES

1.	Liaison	1	5.	Interphone	1
2.	Command	Ø	6.	Gee	Ø
3.	VHF	Ø	7.	IFF	Ø
4.	Compass	Ø	8.	Others	Ø

SECTION THREE - REMARKS

HAROLD M. KENNARD, JR.
Capt, Air Corps,
Gp Comm O.

S E C R E T

Report on A.A. Gunfire.

401st BOMBARDMENT GROUP ( )

Target: Assigned . . Munich . . . . . Date of Mission 9 August 44
Bombed . . . Luxembourg . . . . . .

Route as Flown:- 0916 (5148-0355E) 0931 (5120-0505E) 1015 (4900-0640E) 1046 (4937-0608E) 1140 (5140-0416E) 1145 (5148-0355E) (Target)

Weather conditions: (a) At target . Haze . . . . . .
(b) En route 7/10 - 10/10. Cirus clouds.-. Tops 24,000

Were our A/C "Seen" or "Unseen" targets? (a) At target . . Seen. . . . . .
(b) En route . . Unseen . . . . . .

Any condensation trails? . Yes . . . . . .

Description of Flak at Target, including METHOD OF FIRE CONTROL

None

Flak encountered of observed en route. (In the ord · experienced)

0947	(5046-0605E)	23,000	Moderate	Fair	Poor	Black-Tracking
1115	(5110-0450E)	20,000	Meager	Fair	Fair	Gray-4 gun Battery

Was CHAFF carried? . Yes . . . . . .

How discharged? . . As briefed . . . . . .

Position of Group Lead & Low 94th "B" CBW . . . . . .

Details:-

p	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
Lead	10	0	0	1047	1047	21,000	287 M.	3 Minutes
Low	12	2	0	1046	1046	20,000	283 M.	3 Minutes
ls								

Comments - Phenomena:-

Lt. Myers

S E C R E T

OFFICE OF THE INTELLIGENCE OFFICER
AAF STATION - 128
APO 557 - US ARMY D-K-2

9 August 1944.

SUBJECT: Comments of Crews Participating in Mission to Luxembourg.

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

1. Sgt. Jack R. Mell, WG, A/C 7145, reports that the throat mike cord which is standard, is not long enough when the A/C has staggered waist guns.

2. The crew of Lt. Arthur C. Jetter, Pilot, A/C 6132; would like more food to take on missions, preferably sandwiches.

3. Lt. James W. Schmeid, Bombardier, A/C 7487; states that there is usually only one bombardier-type flak suit in flak suit kit. He believes a suit of this type should be provided for tail gunner.

4. F/O Clarence E. Mead, observed that there was too much use of VHF today, making a regular babble.

5. F/O Virgel W. Price, Co-Pilot, A/C 7478; remarked that, in as much as clouds and contrails were so bad today, "B" radio channel was full of talk from crew members calling for directions, etc.

W. B. FRY
Major AC
Group S-2 Officer.

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

9 August 1944

SUBJECT: Loading List.

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

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

PLANE # 42- 97651 PFF

DUTY	RANK	NAME (LAST)	FIRST	(MI)	SQUADRON
P	Captain	Kalinski	Felix	A.	615th
CP	Lt. Col.	Seawell	William	T.	"
N	2nd Lt.	Russell	Edwin	F.	"
N	1st Lt.	Eaton	William	M.	"
N	2nd Lt.	Chaffey	Charles	C.	"
B	2nd Lt.	Minott	Charles	H.	"
RO	T/Sgt.	MacKeller	Glenn	A.	"
TT	T/Sgt.	Madsen	Peter	C.	"
BT	---	---	---	-	"
TG	2nd Lt.	Charleville	Denver	R.	"
FG	Pfc.	McKenna	Arthur	(NMI)	"

PLANE # 43-38077

P	2nd Lt.	Callaway	Robert	W.	615th
CP	2nd Lt.	Lawson	Robert	S.	"
N	2nd Lt.	Weiss	Herman	S.	"
B	2nd Lt.	Griffin	Warren	S.	"
RO	S/Sgt.	Dodson	James	C.	"
TT	S/Sgt.	Southerland	James	C.	"
BT	Sgt.	Asheim	Arnold	G.	"
TG	Sgt.	Peltz	Chester	C.	"
FG	Sgt.	Trendelman	Frederick	S.	"

PLANE # 43-38125

P	2nd Lt.	Cooper	Louis	E.	615th
CP	2nd Lt.	Spansel	Kaye	M.	"
N	2nd Lt.	Ellis	George	O	"
B	2nd Lt.	D'Agostine	Benedict	R.	"
RO	S/Sgt.	Sherril	Bascom	B.	"
TT	S/Sgt.	Sexton	Myron	W.	"
BT	Sgt.	Maroncelli	Harry	J.	"
TG	Sgt.	Lawrence	Ralph	I.	"
FG	S/Sgt.	Rignall	Charles	H.	"

PLANE # 42-102674

DUTY***	RANK	NAME (LAST)	FIRST	(MI)	SQUADRON
P	1st Lt.	Wingard	Milton	R.	615th
CP	2nd Lt.	Abresch	Robert	J.	"
N	2nd Lt.	Sullivan	Robert	F.	"
B	2nd Lt.	King	Willard	E.	"
RO	S/Sgt.	Cicogna	Ernest	G.	"
TT	S/Sgt.	Rutledge	James	C.	"
BT	Cpl.	Winzey	Patrick	M.	"
TG	Sgt.	Chiariello	Edward	A.	"
FG	Sgt.	Weiss	Joseph	M.	"

PLANE # 44-6146

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

PLANE # 42-107113.

P	2nd Lt.	Sullivan	Paul	J.	615th
CP	2nd Lt.	Cox	Edward	A.	"
N	2nd Lt.	Sassaman	James	R.	"
B	2nd Lt.	Ramsey	John	R.	"
RO	S/Sgt.	Brown	George	(NMI)	"
TT	S/Sgt.	Raciti	Anthony	E.	"
BT	Sgt.	Daley	John	P.	"
TG	Sgt.	Storm	James	L.	"
FG	Sgt.	Cross	William	L.	"

R.E.

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

AAF Station # 128
9 August 1944.

SUBJECT: Loading List.

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

1. The following is the loading list for today's Mission.

PLANE	42-31081		
P	1st Lt.	LINCOLN, CLIFFORD A.	614th
CP	1st Lt.	MYERS, JOSEPH H. JR.	"
N	1st Lt.	RICKS, FRANK W.	"
B	1st Lt.	DANILAVEZ, STEPHAN J.	"
RO	T/Sgt.	Johnson, Oscar M.	"
TT	T/Sgt.	Bredelis, Raymond C.	"
BT	S/Sgt.	Steitz, Clarence R.	"
TG	S/Sgt.	Classick, John F. Jr.	"
WG	S/Sgt.	Haley, Daniel J. Jr.	"
PLANE	42-97145		
P	1st Lt.	CARROLL, TED D.	"
CP	2nd Lt.	LEASER, FREDERICK G.	"
N	2nd Lt.	KAISER, PAUL F.	"
B	2nd Lt.	PETTY, ROBERT J.	"
RO	Sgt.	Mitchell, Joseph G.	"
TT	S/Sgt.	Killian, Daniel M.	"
BT	S/Sgt.	Campbell, Clarence L.	"
TG	Sgt.	Mell, Jack R.	"
WG	S/Sgt.	Leuenberger, Arnold J.	"
PLANE	42-31863		
P	2nd Lt.	HAYES, LELAND R.	"
CP	2nd Lt.	FARQUHAR, JOHN A.	"
N	2nd Lt.	HAGERTY, JAMES J.	"
XO CTG	Sgt.	Kilgore, Edmund W.	"
XX RO	S/Sgt.	Tyree, Dorsey W.	"
XX TT	S/Sgt.	Dickson, Beattie B.	"
XX BT	Sgt.	Lawrence, Sterling S.	"
XX WG	S/Sgt.	Jackson, John A.	"
TG	Sgt.	Dreon, Louis L.	"
PLANE	42-107151		
P	2nd Lt.	SILVERSTEIN, HARRY P.	"
CP	2nd Lt.	HAFLEY, WILLIE J.	"
N	2nd Lt.	CRICKENBERGER, LAWRENCE H. JR.	"
B	2nd Lt.	SCHNEIDER, JAMES M.	"
RO	S/Sgt.	Gravel, Donald A.	"
TT	S/Sgt.	Dotson, Glen	"
BT	Sgt.	Bergstrom, Donald E.	"
TG	S/Sgt.	Landwehr, Carl W.	"
WG	Sgt.	Dias, George V.	"

Loading List Cont:

PLANE 42-97478			
P	2nd Lt.	FINNEY, PARKER W.	614th
CP	F/O	PRICE, VIRGIL W.	"
N	2nd Lt.	BROWN, JOHN D.	"
B	2nd Lt.	SCOTT, DALE E.	"
RO	S/Sgt.	Smith, Edward S.	"
TT	S/Sgt.	Snyder, Woodrow M.	"
BT	Sgt.	Hill, Golden B.	"
TG	Sgt.	Duling, William J.	"
WG	Sgt.	Miller, Burton V.	"

PLANE 42-97602			
P	1st Lt.	HOZZELL, WOODVILLE G.	"
CP	1st Lt.	LUCHETTI, HUMBERT	"
N	1st Lt.	MORIN, BERTRAND J.	"
CTG	S/Sgt.	Bralley, Brown A.	"
RB	T/Sgt.	Burnett, Major A.	"
TT	T/Sgt.	Smeallie, Donnan R.	"
BT	S/Sgt.	Riep, Herman R.	"
TG	S/Sgt.	Ivey, George W.	"
WG	Sgt.	Smith, William M.	"

For the Squadron Commander:

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

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

9 August 1944

LOADING LIST

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
42-97344	P	2nd LT.	SHACKLEFORD	WILLAIM	A
	CP	2nd LT.	SCHULLO	GEORGE	R.
	N	2nd LT.	RUSH	JAMES	M.
	B	2nd LT.	SCANLON	WILLIAM	M.
	RO	S/SGT.	KNOX	ROBERT	C.
	TT	S/SGT.	LUCHFELD	MARVIN	E.
	BT	SGT.	KENAGY	LLOYD	C.
	TG	SGT.	MOORE	WAVERLY	M.
	WG	SGT.	PAPERZIAN	STEPHEN	A.
44-6132	P	1st LT.	JETTER	ARTHUR	C.
	CP	2nd LT.	CAIN	ROBERT	W.
	N	F/O	HIRSH	HARRY	(NMI)
	B	S/SGT.	FETTERS	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.
600 PFF	P	1st LT.	CONNOLLY	JOHN	J.
	CP	2nd LT.	BOGGS	JAMES	B.
	N	1st LT.	KRISE	THOMAS	H.
	B	1st LT.	BOLLER	EDWARD	H.
	MIC. OPR.	1st LT.	FINE	STANELY	(NMI)
	RO	T/SGT.	HURLEY	BARCLAY	J.
	TT	T/SGT.	MILLS	CARL	W.
	TG	S/SGT.	MAC GOWAN	BATES	R.
	WG	S/SGT.	FRIEDMAN	MAURICE	(NMI)
42-97931	P	1st LT.	KUTA	CHESTER	(NMI)
	CP	1st LT.	CHARTIER	JOSEPH	R.
	N	1st LT.	FRENCH	VERNON	N.
	B	CPL.	HOPE	WILLIAM	
	RO	T/SGT.	MINGS	CLYDE	L.
	TT	T/SGT.	GREENLEAF	ROBERT	L.
	BT	S/SGT.	NICHOLSON	ROBERT	G.
	TG	S/SGT.	HUNT	CE CIL	S.
	WG	SGT.	PEAR	JOHN	H.

LOADING LIST - August 1944 CONT'D

~~XXXX~~ PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
43-37511	P	1st LT.	LIPPERT	JACK	R.
	CP	2nd LT.	YOUMANS	THOMAS	Y.
	N	2nd LT.	GUTTMANN	HENRY	E.
	B	T/SGT.	BESSELLIAEU	BERT	B.
	RO	T/SGT.	MAYER	JACK	P.
	TT	T/SGT.	PETTIT	GEORGE	L.
	BT	S/SGT.	SELESKY	ISADORE	(NMI)
	TG	S/SGT.	LA GRASTA	JOSEPH	H.
	WG	S/SGT.	ELLIS	LAMAR	A.
42-107009	P	1st LT.	THOMASON	WALTER	H.
	CP	F/O	DOEBRATZ	HERMAN	(NMI)
	N	2nd LT.	WRIGHT	RICHARD	B.
	B	S/SGT.	BELKNAP	LEE	O.
	RO	T/SGT.	RAFEZ	ISAAC	C.
	TT	T/SGT.	LYMBURN	WALLACE	R.
	BT	S/SGT.	GUMMELT	HERBERT	L.
	TG	S/SGT.	GODFREY	HAROLD	T.
	WG	S/SGT.	MISZKO	HENRY	M.
42-31591	P	2nd LT.	CAIN	MAXWELL	M.
	CP	2nd LT.	HENDERSON	ROBERT	E.
	N	2nd LT.	PETTUS	JAMES	M.
	~~XX~~ B	S/SGT.	GREEN	BERNARD	K.
	RO	S/SGT.	SPENCER	EMIL	M.
	TT	S/SGT.	JAMESON	PAUL	E.
	BT	SGT.	BARRON	ROBERT	E.
	TG	SGT.	ANDERSON	BOOBIE	B.
	BG	S/SGT.	LYALL	LESTER	D.

OFFICE OF THE OPERATIONS OFFICER
612th Bombardment Squadron (H)
401st Bombardment Group (H)
APO 557

9 August 1944

SUBJECT : Loading List

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

Plane # 43-37487			
P	Toussaint, Francis J.	1st Lt.	612th
CP	Beck, Walter H. Jr.	2nd Lt.	"
N	Malone, John L.	2nd Lt.	"
B	Schmeid, James W. Jr.	2nd Lt.	"
RO	Likins, Robert W.	T Sgt	"
TTG	Greene, William R.	T Sgt	"
BTG	Minor, Wallace G.	S Sgt	"
TG	Lockenour, Charles W.	S Sgt	"
LWG	Hamer, Robert B.	S Sgt	"
Plane # 43-97938			
P	Linford, Grant H.	1st Lt.	612th
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.	T Sgt	"
BTG	Kimball, Thomas E.	S Sgt	"
TG	Keller, Philip W. Jr.	S Sgt	"
LWG	Walke, Wallace G.	T Sgt	"
Plane # 42-106992			
P	Burns, Estel G.	1st Lt.	612th
CP	Tompkins, David G.	2nd Lt.	"
N	Gray, Arthur (NMI)	2nd Lt.	"
B	O'Brien, Eugene B.	Sgt	"
RO	Will, Adam E.	T Sgt	"
TTG	Klingbiel, Eugene B.	T Sgt	"
BTG	Swope, Donald M.	S Sgt	"
TG	Weatherman, James H.	S Sgt	"
LWG	Gruchawka, John (NMI)	S Sgt	"
Plane # 43-37628			
P	Schaunaman, George S.	1st Lt.	612th
CP	Hobgood, James R.	2nd Lt.	"
N	Purrier, 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.	S Sgt	"
TG	Williams, Clarence P.	Sgt	"
LWG	Curry, Edward A. Jr.	Sgt	"
Plane # 43-31087			
P	Bonney, Roy H.	1st Lt.	612th
CP	Jolley, Edward R.	2nd Lt.	"
N	Olsen, John B.	2nd Lt.	"
B	Souder, William M.	Sgt	"
RO	Pettinga, Paul S.	S Sgt	"
TTG	Lenzen, Ben (NMI)	S Sgt	"
BTG	Peters, Winfield E.	S Sgt	"
TG	Roth, Solomon M.	Sgt	"
LWG	Dill, Donald D.	Sgt	"
Plane # 43-97962			
P	Loughlin, David (NMI)	1st Lt.	612th
CP	Merdith, Charles F.	2nd Lt.	"
N	Bernard, Roger L.	2nd Lt.	"
B	Sedlak, Edwin F.	2nd Lt	"
RO	Sommers, James L.	T Sgt	"
TTG	Livinston, Oliver E.	T Sgt	"
BTG	Messex, David C.	S Sgt	"
TG	Bailey, Albert M.	S Sgt	"
LWG	Dralle, Arlo W.	S Sgt	"

RE

Plane # 42-102393

P	Hayes, Ralph S.	1st Lt.	612th
CP	Mead, Clarence E.	F/O	"
N	Minor, Charles B.	2nd Lt.	"
B	Murphy, Roland W.	2nd Lt.	"
RO	Fuston, William P.	S Sgt	"
~~TTXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX~~			
TTG	Lucewicz, John (NMI)	S Sgt	"
BTG	Green, John I.	S Sgt	"
TG	Smith, Charles E.	S Sgt	"
LWG	Pahl, Arthur L. Jr.	S Sgt	"

End.

Primary Visual: Primary target is the Munich-Neubiberg airfield. This is another link in the great German chain of air parks and handles fighter types. The strategical and tactical importance of destruction of fighter aircraft and facilities can scarcely be overemphasized.

Secondary Visual is the Neu Ulm Ordnance Depot which handles guns, Tank transporters and trucks. Since these items are the backbone of the striking force of the Wehrmacht, destruction of a primary source of supply will vitally assist all three United Nations European fronts.

PFF – The main marshalling yard in Augsburg will be attacked, if 10/10 undercast. The M/Y is the junction point for traffic from North Germany and from France to Munich and thus to all of SE Europe. Transportation

is the key to any tactical interdiction and destruction of this important link in the system will hasten the disintegration of the already overloaded German supply and troop movement set-up. Remember that, due to efforts of the air forces, almost nothing moves in all of France by rail!

Friendly activities: Eight Wings of 1st DIV at Cording, Allach, Munich/Riem, all in the Munich Area

(b) 11 CBW of 2nd Div. Fürstenfeldbruck flying area
(c) 4 CBW of 3rd Div. on Nuremberg area.

Fighters — Fuel & Roar

5-008-0630 2-5-1's - 4849-0800 - 1-47's - Close -
4849-0800 1-5-1's close 1 Sp 47's patrol in penetration
P/T 1-5-1's - area between 5-120-0505 - 5-008-0630

Flak - Route good; one Capt. good of day
Off Turn well. (Only envelope fire.).
Chaff will be thrown at 3 min. before T.P. -

Spec. Instruct -
1) ~~[illegible]~~ Canvas S Board on was out.
2) P/W
3) Jet propelled 2 A/P (NW + NE of Munich)
4) Security -

CONFIDENTIAL

HEADQUARTERS
401st BOMBARDMENT GROUP (H)
Office of the Staff Weather Officer
APO 557, U. S. Army

9 August 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 9 AUGUST 1944

TAKE-OFF: 0700. Nil low cloud. 3/10 altocumulus and altostratus, base 8000', tops 9000'. 2/10 cirrus, base estimated at 21-22,000'. Visibility 2 miles.

ROUTE OUT: (Base to Neumkirchen to target of opportunity, Luxembourg). Nil low cloud, becoming 8-9/10 stratocumulus, tops 3-4000', along the English coast, again becoming nil one fourth of the way across the North Sea, again becoming 8-9/10, tops 3-4000' over Belgium, becoming 10/10 multilayer cloud in frontal zone at about 5½ degrees E, and finally becoming nil east of the frontal zone. 1-3/10 altocumulus and altostratus, base 8000', tops 9000', becoming 10/10 multilayer in frontal zone, becoming nil east of frontal zone. 2-4/10 cirrus, base 21-22,000', increasing to 6-8/10 cirrostratus at 20-21,000' over the North Sea, becoming 10/10, bases lowering and merging with the middle cloud in the frontal zone, decreasing again to 7-9/10, base 20-22,000' east of the frontal zone. Vertical visibility 8-10 miles over England, increasing to 10-15 miles over the channel, decreasing to 5-10 miles over the continent, except reduced to less than ½ mile in frontal zone.

TARGET OF OPPORTUNITY: Luxembourg. 1045. Nil low or middle cloud. 7-8/10 cirrostratus, base 21-22,000'. Vertical visibility 6-8 miles.

ROUTE BACK: Nil low cloud, becoming 6-8/10 cumulus, base 2-3000', tops 7-9000', at the English coast, breaking to 3-5/10 just inside the English coast. Nil middle cloud. 7-9/10 cirrostratus, base 20-21,000', lowering to 19-20,000' over Belgium, again lifting to 20-21,000' over the channel and decreasing to 5-7/10 over England. Vertical visibility 5-10 miles over the continent, decreasing to less than ½ mile in cirrus, becoming 5-7 miles over England.

BASE ON RETURN: 1302. 5/10 cumulus, base 2500'. 5-7/10 cirrostratus, base estimated 20,000'. Visibility 5 miles.

REMARKS: Light rime icing at 19-20,000' in the frontal zone. Dense, persistent contrails above 23,000' all along the route from either bombers or fighters. Light to moderate, persistent contrails between 20-23,000' over the continent. Temperatures 2 to 3 degrees warmer than briefed; -26 degrees at 25,000'. Winds aloft nearly as briefed.

Arthur B. Street
ARTHUR B. STREET,
Captain, Air Corps,
Staff Weather Officer.

CONFIDENTIAL

OPERATIONAL ROUTE FORECAST

DATE 9 August 1944
PERIOD 0600 - 1600
AG P BR HQ SOS /22929

CONFIDENTIAL

	A Base to 04 Deg East	B 04 Deg East to Target to 06 Deg East	C 06 Deg East to Base	D
1 WEATHER	Fog in Patches becoming Cloudy to Overcast.	Cloudy to Overcast becoming Cloudy to Partly Cloudy.	Cloudy to Overcast.	****NOTE**** Moderate Persistent Contrails at Middle Cloud Level over England becoming Dense Persistent above 16,000ft over Continental Coast and at High Cloud Level over remainder of Route.
2 CLOUDS	Clear becoming 6-9/10 Stratocumulus and Altocumulus and Altostratus base 6000ft tops 17,000ft. in Layers over East England and Western Channel, but decreasing to 3-5/10 Altocumulus and Altostratus base 14,000ft tops 16,000ft at 04 Deg E Nil High Cloud becoming 4-6/10 Cirrostratus base 23,000ft or above over Eastern England.	~~5-7/10 Swelling Cumulus base 2000ft tops 8-10000~~ 2-4/10 Occasional Stratus and Fog becoming Small Cumulus base 2-3000ft top 4-5000ft. at Target but becoming 5-7/10 Swelling Cumulus base 2000ft tops 8-10,000ft on return to 06 Deg East. 3-5/10 Middle Cloud base 14,000ft tops 16,000ft. 3-5/10 High Cloud above 25,000ft.	5-7/10 Swelling Cumulus base 2000ft tops 8-10,000 ft. with 3-5/10 Alto-Cumulus and Altostratus base 14,000ft tops 16,000ft. 3-5/10 Dense Cirrus above 25,000ft, Becoming Swelling Cumulus and Altocumulus base 2000ft tops 18-20,000ft. with 3-5/10 Dense Cirrus above 25,000ft at Mid-Channel but decresing to	C-2 ~~A~~2 Continued. to 5-7/10 Swelling Cumul base 1-2000ft tops 10-14,000ft over England. NIL Middle and High Cloud.
3 ICING	10,000ft Light Rime in Medium Cloud.	10,000ft Heavy Clear in Large Cumulus.	10,000ft Light to Moderat Rime in Middle Cloud.	****NOTE**** Front at English Coast on
4 VISIBILITY	0-500 yds in Bases becoming Unrestricted above Middle Cloud.	Unrestricted Aloft. Vertical visibility at Target 10-20 miles.	Unrestricted Aloft becomin 6 miles at Surface on Return.	Route out and at Continental Coast on Return.
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	Base to 04 Deg East 280 10	04 Deg East to Target Light and Variable	Temperatures Plus 18	****NOTE**** For Target Pressure
5000 FT	300 15	240 10	Plus 09	Altitude ADD TARGET
10000 FT	310 20	240 15	00	ELEVATION TO(PLUS) ~~XX~~
15000 FT	310 25	240 20	-10	90ft.
20000 FT	310 30	240 20	-19	TARGET SEA LEVEL PRESSURE
25000 FT	320 35	240 25	-29	~~XXXXX~~ 29.86inches
30000 FT	320 40	240 30	-40	

BASE ALTIMETER SETTING 29.591inches
TARGET SURFACE TEMP. Plus 18
TEMP. AT 25,000 FT. -29.0
TARGET MEAN TEMP. -03.7
TARGET SURFACE (PRESSURE-ALT) ~~(XXXXX)~~ Plus 90ft

OFFICE OF THE INTELLIGENCE OFFICER
AFF STATION -128
APO 557 - US ARMY

D-K-2

9 August 1944.

SUBJECT: Comments of Crews participating in Mission to Luxembourg.

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

1. Sgt. Jack R. Mell, WG, A/C 7145, reports that the throat mike cord which is standard, is not long enough when the A/C has staggered waist guns.

2. The crew of Lt. Arthur C. Jetter, Pilot, A/C 6132; would like more food to take on missions, preferably sandwiches.

3. Lt. James W. Schmeid, Bombardier, A/C 7487; states that there is usually only one bombardier-type flak suit in flak suit kit. He believes a suit of this type should be provided for tail gunner.

4. F/O Clarence E. Mead, observed that there was too much use of VHF today, making a regular babble.

5. F/O Virgel W. Price, Co-Pilot, A/C 7478; remarked that, in as much as clouds and contrails were so bad today, "B" radio channel was full of talk from crew members calling for directions, etc.

W. B. FRY
Major AC
Group S-2 Officer.

KOW-2-3

To: CHief Hist - GS ERS

OFFICE OF THE INTELLIGENCE OFFICER
ATF STATION -128-
APO 887 - US ARMY

D-M-2

9 August 1944.

SUBJECT: Comments of Crews participating in Mission to Luxembourg.

TO : Commanding Officer, Stn. 128, APO 887, US Army, (Thru: Lt. Col. W. T. Sewell and Lt. Col. A. C. Brooks)

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W. B. FRY
Major AC
Group S-2 Officer.

FROM - S-3

To: Capt Hunt - Gp Eng

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

F-A-1

APO 557
10 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 9 August 1944 due to the reason stated:

42-106992 - Returned early because of materiel failure of No. 4 Oil Cooler, causing excessive leakage of oil.

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

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

F-C-2

A.P.O. 557
9 August 1944

SUBJECT: Armament Malfunctions Mission Report

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

1. Date of Mission: 9 August 1944

2. No gun malfunctions were reported.

3. No turret malfunctions were reported.

4. The following bombing equipment malfunctions were Reported:

a. A/C # 43-37628 - Bomb bay motor burned out. Being replaced.

5. There were nine (9) aircraft equipped with the all-electric bomb release system participating in the mission.

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

94th "B" WING LEAD BOX

Combat Flight Leader COL SEAWELL Date 9 Aug

Deputy Flight Leader LT MANWIX

615 SQ

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

KALINSKI (SEAWELL)
~~IY L 7551~~ PFF 657 Chaffee

CALLAWAY
IY Q 8077

~~MANWIX~~ Connally
~~IN R 6115~~
PFF 600 Fine MO

615 SQDN

JETTER
IN B 6132

CAIN
IN J 1591

KUTA
IN Q 7931

615 SQDN

MITCHELL
IY R 6146

COOPER
IY D 8125

WINGARD
IY M 2674

LIPPERT
IN G 7511

THOMASON
IN E 7009

SHACKLEFORD
~~IW Q 7344~~
~~IN F 8513~~
out P.F. Fire #2 Engine.

SPARES

SULLIVAN
IY J 7113

SPARE LEAD SQ P 1891
GRED SPARES:
~~IN J 2659~~
~~IW PM XXXX~~
IY C 2468
~~IN P 7344~~

A R A T

LOW BOX

Combat Flight Leader LT LINCOLN Date 9 August 1944

Deputy Flight Leader LT CARROLL

614 SQDN

LINCOLN
IN C 1081

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

HAYES
IW X 1863

CARROLL
IN S 6145

612 SQDN

TOUSSAINT
SC O 7487

LISFORD
~~SC S 7958~~
IW J 2659

JONES
SC D 6992

LONGHLIN
SC G 7962

SCHAUHAMAN
SC A 7628

HAYES
SC R 2393

614 SQDN

LA FEVER
IW O 7602

FIDDY
IW Q 7478

SILVERSTIEN
IW B 7151

SPARES

HURLEY
SC K 1067

HARLAN TO COAST ONLY DO NOT LOAD
SC N 7039

151 — Heater out:

344 — O.K.

478 — O.K.

602 — Flight indicator out:

132 — O.K.

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

9 August 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
42-97487	1. Flak hole in leading edge of left wing near station 25. 2. Flak hole in leading edge of left wing near station 16. 3. Flak hole in right elevator near station 62, in bottom out top.
42-31087	1. Negative.
42-97862	1. Negative.
42-102393	1. Negative.
43-37628	1. Negative.

Herbert O. Kimmel
HERBERT O. KIMMEL
Capt, Air Corps
Engineering Officer