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

# REPORT OF OPERATIONAL DAY

MISSION NO. 150  
28TH. SEPTEMBER, 1944

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

*MISSION NO. 150*

*To: MAGDEBURG , GERMANY*

401ST BOMBARDMENT GROUP (M)

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 # 150

Date 28 September 1944

ASSIGNMENT

1. Assigned Target: MAGDEBURG, GERMANY (Marshalling Yards)
2. Commitments: The 401st furnished three 12 A/C squadrons composing the 94th "A" Group. Two PFF A/C were included in the lead squadron and 1 PFF A/C in the high squadron. A Spare accompanied each squadron.

EXECUTION

1. Target Bombed: MAGDEBURG, GERMANY (PFF)
2. a. Wing & Group Leader: Capt. J. R. LOCHER (MANNIX) ✓  
    Lead Navigator: 1st Lt. W. F. MALONEY ✓ (STRONG "Mickey") ✓  
    Lead Bombardier:- 2nd Lt. C. L. ROSTROM
- b. Low Squadron Leader: Capt. J. A. GRUMAN  
        Lead Navigator: Capt. C. M. SMITH  
        Lead Bombardier: 1st Lt. R. J. ANDREWS
- c. High Squadron Leader: Capt. R. D. McCORD  
        Lead Navigator: 1st Lt. H. D. FISHBECK (HOWARD "Mickey")  
        Lead Bombardier: 1st Lt. J. E. BROWNE
3. Flight Over England:
  - a. Takeoff:

Takeoff was normal and assembly was as briefed plus 2000 feet on recommendations from weather ship.
  - b. Squadron and Group Assemblies:

Assembly was accomplished in good time and the Group departed Buncher on course 1 minute early with 36 ships plus 3 spares in formation.

Mission Summary Report (Cont'd)3. c. Route over England:

Briefed course was followed to Control Point # 1 which was Division assembly where we arrived 1 minute late. The other Groups were somewhat later resulting in a bit of a jam but we managed to fall into our place in division.

4. a. Attack:a. Flight to Target:

Control Point # 2 was reached 7 minutes late on course. The briefed route was flown south of course as it followed Wings ahead. Some Groups were still attempting to get into proper division position. Time was lost due to a difference in wind velocity from the briefed velocity. Upon approach to control Point # 3 Buckeye Red reported 7/10 to 9/10 cloud coverage and heavy smoke screens at target area and recommended PFF bombing. Upon approach to IP it was decided to make a PFF bomb run. As the High Squadron's Mickey set was functioning properly it was decided to let them make their own run. The Low Squadron was to stay in formation with the lead and drop on lead ship. The IP was overshot in order to stay in division column as some preceding Groups also overshot in order to obtain interval.

b. Bombing Run:Lead Squadron:

We received call from "Buckeye Red" before IP saying, "5/10 to 7/10 cloud coverage and smoke screen, advise bombing by instruments." The Group then turned on IP and "Mickey" operator made run. He made several course corrections in both directions with a mean heading of 110 degrees. The Lead Bombardier made several small corrections on rate as "Mickey" called off degrees. Between breaks in clouds he was able to see river and island. Just before bombs away he saw triangle formed by one side of marshaling yards. Bombs salvoed as indices crossed. Hits appeared to be in marshaling yards and built up area directly past. Results good.

Low Squadron:

Followed the lead squadron into the target and dropped on their bombs as we had no PFF A/C. Results looked good.

High Squadron:

Due to the undercast, the Group leader announced a PFF run. The lead and low bombed on the lead ship. We bombed on our own "Mickey" operator. As we were approaching the target from the IP we could see the trail of the smoke bombs of the groups in front of us. When the PFF operator called off the sighting angle in degrees they matched with the drive of the telescope index almost exactly. As we neared the target and the Mickey called off his last reading, the bombardier was able to see the target area through the clouds. From the check points that he was able to

Mission Summary Report (Cont'd)

4. b. High Squadron(Cont'd)

see through the smoke, we seemed to be headed for the northern end of the marshalling yards. It was too late to make a correction on course and keep the formation in tight. The bombardier looked through the telescope and saw that the rate hair was short of the yards. He made a correction to displace the rate hair on the target and dropped. The bombs started hitting somewhat short and "walked" up on the target. Due to the smoke, clouds, and the turn after the release of the bombs, the actual results were not observed too accurately.

c. Flight from Target:

The rally was accomplished in good time and one ship from low squadron was noticed to lag behind coming off target. Seemed to be under control but was finally lost to view. The briefed route out was made good and some time was gained back that had been lost on route in. The rest of flight was uneventful and it was decided to let down over channel and come in under the overcast at the English Coast.

d. Return to Base:

Normal letdown was made and all ships made normal formation landing below the undercast. All ships (but the two missing) landed safely at home base.

e. Weather:

Weather was described enroute as 7/10 to 9/10 billowing cumulus clouds tops approximately 7,000 feet together with high sirrus. At target weather was about 7/10 with billowing cumulus clouds about 7,000 feet tops, together with smoke and haze. It remained about the same on return.

f. Fighter Support:

Fighter support was very good.

g. Conclusions and Recommendations:

Buckey Red's observations proved to be very good and helpful.

5. Aircraft Not Attacking:

All Aircraft scheduled attacked.

6. Enemy Opposition:

No air opposition (for Flak see Flak Report)

7. Battle Damage:

| <u>Major</u> | <u>Minor</u> | <u>To Flak</u> |       |
|--------------|--------------|----------------|-------|
| 0            | 10           | 10             | - 3 - |

Mission Summary Report (Cont'd)

8. Casualties:

18 MIA - A/C ~~42-31863~~ & A/C 42-31069.

9. Statistical Summary of Operations (See attached form)

10. Bombing Data:

a. Observations:

The bombfall of the entire group was very good, hits were observed in the marshalling yards through breaks in the clouds.

b. Disposition of Bombs:

Lead Squadron:

All the 12 scheduled A/C attacked the target dropping 120 X 500# M64. The spare returned 10 X 500# M64 to base.

High Squadron:

All the 12 scheduled A/C attacked the target, dropping 120 X 500# M64. The spare returned 10 X 500# M64.

Low Squadron:

Of the 12 A/C E.E.T., 12 attacked the target dropping 120 X 500# M64. The spare returned 10 X 500# M64.

c. Tabular Summary of Disposition of Bombs:

|                                  | Aircraft    |         | Bombs  |      |           |        |       |
|----------------------------------|-------------|---------|--------|------|-----------|--------|-------|
|                                  | Over Target | Bombing | Number | Size | Type      | Fusing |       |
|                                  |             |         |        |      |           | Nose   | Tail  |
| Main Bombfall                    | 36          | 36      | (120   | 500# | M17       |        |       |
|                                  |             |         | (240   | 500# | M64 Clstr | -      | -     |
| Other Attacks                    | -           | -       | -      | -    | M64 GP    | 1/10   | 1/100 |
|                                  |             |         |        |      |           |        |       |
| Total Bombs On Target            |             |         | (120   | 500# | M17       |        |       |
|                                  |             |         | (240   | 500# | M64 Clstr | 0      | -     |
| Other Expenditures               |             |         | -      | -    | M64 GP    | 1/10   | 1/100 |
|                                  |             |         |        |      |           |        |       |
| Bombs Returned                   |             |         | ( 10   | 500# | M17       |        |       |
|                                  |             |         | ( 20   | 500# | M64 Clstr | -      | -     |
| Total (Loaded on A/C Taking Off) |             |         | 130    | 500# | M64 GP    | 1/10   | 1/100 |
|                                  |             |         | 260    | 500# | M17 Clstr | -      | -     |

Mission Summary Report (Cont'd)

11. Lost Aircraft:

*Returned  
to squadron  
entirely*

| <u>A/C#</u>         | <u>Sqdn</u> | <u>Position in Formation</u>              | <u>Location of loss</u>                           | <u>Cause</u> |
|---------------------|-------------|---|---|--------------|
| 42-31863<br>(UTTER) | 614         | #4, low section, low sq,<br>402nd group   | Left formation<br>before Rhine<br>River on return | Unknown      |
| 42-31069<br>(DAVES) | 615         | #5, high section, low sq,<br>401st group. | Just past target.                                 | Flak         |

Submitted By:

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

STATISTICAL SUMMARY OF OPERATIONS

801st Group

1st BD F. O. 506

Date of 28 Sept 44

|                                    | LEAD                  |                   | HIGH                    |                        | LOW                 |
|------------------------------------|-----------------------|-------------------|-------------------------|------------------------|---------------------|
|                                    |                       | PFF - GH          |                         | PFF - GH               |                     |
| 1. No. of A/C Failing to Take Off  | --                    | --                | --                      | --                     | --                  |
| 2. No. of A/C Airborne             | 11                    | 2                 | 12                      | 1                      | 13                  |
| 3. No. of A/C Airborne Less Spares | 10                    | 2                 | 11                      | 1                      | 12                  |
| 4. No. of A/C Sorties              | 10                    | 2                 | 11                      | 1                      | 12                  |
| 5. No. of A/C Attacking            | 10                    | 2                 | 11                      | 1                      | 12                  |
| 6. No. of A/C Not Attacking        | --                    | --                | --                      | --                     | --                  |
| (a) Early Returns Included         |                       |                   |                         |                        |                     |
| 7. Name of Primary Target          | MAGDEBURG, GERMANY    |                   |                         |                        |                     |
| (a) No of A/C Attacking            |                       |                   |                         |                        |                     |
| (b) No., Size & type of bombs      |                       |                   |                         |                        |                     |
| 8. Name of Secondary Target        | MAGDEBURG, GER. (PFF) |                   |                         |                        |                     |
| (a) No of A/C Attacking            | 10                    | 2                 | 11                      | 1                      | 12                  |
| (b) No., Size & type of Bombs      | 100<br>500#<br>M64    | 20<br>500#<br>M64 | 110<br>500#<br>M17 A.C. | 10<br>500#<br>M17 A.C. | 120<br>500#<br>M-64 |
| 9. Name of Last Resort Target      | --                    |                   |                         |                        |                     |
| (a) No. of A/C Attacking           |                       |                   |                         |                        |                     |
| (b) No., Size & type of Bombs      |                       |                   |                         |                        |                     |
| 10. Name of Target of Opportunity  | --                    |                   |                         |                        |                     |
| (a) No. of A/C Attacking           |                       |                   |                         |                        |                     |
| (b) No., Size, & type of Bombs     |                       |                   |                         |                        |                     |
| 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                    |                        | 1                   |
| 13. - to Flak                      |                       |                   |                         |                        | 1                   |
| 14. - to Flak & E/A                |                       |                   |                         |                        |                     |
| 15. - to Enemy A/C                 |                       |                   |                         |                        |                     |
| 16. - to Accident                  |                       |                   |                         |                        |                     |
| 17. - to Unknown                   |                       |                   |                         |                        |                     |

(abandoned on continent)



STAT SUMMARY (Cont'd)

|                                    | LEAD               | HIGH               | LOW                      |
|------------------------------------|--------------------|--------------------|--------------------------|
| 18. Time of Takeoff                | 0740               | 0744               | 0745                     |
| 19. Time of Attack                 | 1152               | 1154               | 1152 $\frac{1}{2}$       |
| 20. Average Time of Flight         | 8.2                | 8.7                | 8.6                      |
| 21. Altitude of Release            | 25,600             | 26,200             | <del>25,600</del> 24,700 |
| 22. Visual or PFF                  | PFF                | PFF                | PFF                      |
| 23. Enemy Resistance - AA Int.&ACG | Mod to Int<br>Inac | Mod to Int<br>Inac | Mod to Int<br>Inac       |
| 24. - Fighters                     | --                 | --                 | --                       |
| 25. - Bombers                      | --                 | --                 | --                       |
| 26. U.S. A/C Engaged by Enemy A/C  | --                 | --                 | --                       |
| 27. Degree of Success              | GOOD               | GOOD               | GOOD                     |

PFF A/C Borrowed from Groups as follows:

NONE

PFF A/C Loaned to Groups as Follows:

NONE

NOTES:

**LEAD SQUADRON 94 A KDKX Group**

Combat Flight Leader CAPT LOCHER Date 28 Sept 44

Deputy Flight Leader Lt BROWN

*LEAD*  
*ADL Group*  
*1/0 - Our target*

- 613 SQDN      612 SC JABWOCK
- 613 IN MACRO
- 614 IW GOLFCUB
- 615 IY BUZZARD

947

THOMASON

BROWN

009

033

613 SQDN

615 SQDN

BUDD

STEGEMAN

513

125

DOUGLAS

CAMPBELL

CALLAWAY

HOW

591

077

983

551

JENNINGS

160

ANNIK

ETTERS

706

187

SPARES

KECK

736 (returned)



LOW SQUADRON 94th A Group

Combat Flight Leader CAPT GRUMAN Date 28 Sept 44

Deputy Flight Leader Lt BAKER

Low  
4014 Group  
To - & Dan Target.

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

012  
WHITEMAN 464 BAKER 132

614 SQDN 615 SQDN

LEWICK  
145

KOCHEL  
468

GROZIER  
330

WAYS  
602

SULLIVAN  
115

DAVIS  
069

UTER  
863

SISSON  
508

MORAN  
084

SPARES

BREIDELL  
236(returned)

\_\_\_\_\_  
|  
\_\_\_\_\_  
|  
\_\_\_\_\_

HIGH SQ 94th A Group

Combat Flight Leader CAPT MC CORD Date 23 Sept 44

Deputy Flight Leader LT SCHAUMANN

*HIGH  
90th Group  
1/0 - Clear Target*

612 SQDN                      612 SC JABWOCK  
613 IN MACRO  
614 IW GOLFCLUB  
MC CORD                      615 IY BUZZARD

153

HARLAN                      SCHAUMANN  
039                                      662

612 SQDN

615 SQDN

AIKEN  
393

OAS  
146

GROMER  
398

HOCKING  
992

SCHMART  
730

MC RAY  
674

BOBBY  
790

LAWRENCE  
938

HAGEL  
087

SPARES

DAVIS  
267 (returned)

\_\_\_\_\_  
|  
\_\_\_\_\_  
|  
\_\_\_\_\_

HEADQUARTERS AAF STATION #128  
OFFICE OF THE NAVIGATION OFFICER28 September 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 0740 hours; Land at 1549 hours.b. Group formed at 0840 hours at 10000 feet.c. Formed CBW at 0850 hours at 10000 feet.d. Began climb at 0925 hours; reached alt. at 1102 hours.

e. Weather encountered over England:

(1) Clouds 6 / 10th - Visibility UNL miles.(2) Wind at altitude 240 degrees, 50 Knots.f. Means of navigation over England. Gee, Pilotageg. Means of checking Metro Winds Gee, H2X, Airplot, Pilotageh. Joined task force at 0923 hrs. at 51-30N 02-00E  
(Splasher, City, Coord.)i. English Coast out at 0923 hrs.; Enemy Coast in at 0950 hrs.

j. Fighter Rendezvous:

(1) Going in \_\_\_\_\_ hrs. Didn't make rendezvous(2) Coming back none assigned hrs.

k. Wind used for bombing:

(1) 245 degrees, 70 Knots.(2) Determined by Pilotage, H2X  
(Method)

l. Bomb run and Method of Target Identifications

(1) Reached IP at 1146 hrs.(2) Mag. heading over target 115 degrees.(3) Altitude over target 26000 feet.(4) Bombs away at 1152 hrs.

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

7-8/10th. PFF, smoke pots.

m. Gee:

(1) Coordinates of furthest fix 50-25 N. 05-10 E.(2) Obtained at 1033 hours.

n. Difficulties encountered with special equipment.

COMMENTS: Turned late at IP because other wings  
cut us out. S-ing off course to stay  
in division formation./s/ William F. Maloney  
SIGNATURE

WILLIAM F. MALONEY

1st Lt., A. C.

Lead Navigator, Lead Sq.

HEADQUARTERS AAF STATION #128  
 OFFICE OF THE NAVIGATION OFFICER

28 September 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 0745 hours; Land at 1610 hours.

b. Group formed at 0855 hours at 9000 feet.

c. Formed CBW at 0855 hours at 9000 feet.

d. Began climb at 0924 hours; reached alt. at 1120 hours.

e. Weather encountered over England:

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

(2) Wind at altitude 244 degrees, 33 Knots.

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

g. Means of checking Metro Winds Pilotage, Gee

h. Joined task force at 0915 hrs. at Clacton  
 (Splasher, City, Coord.)

i. English Coast out at 0924 hrs.; Enemy Coast in at 0950 hrs.

j. Fighter Rendezvous:

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

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

k. Wind used for bombing:

(1) 244 degrees, 33 Knots.

(2) Determined by Pilotage  
 (Method)

l. Bomb run and Method of Target Identification:

(1) Reached IP at 1145 hrs.

(2) Mag. heading over target 105 degrees.

(3) Altitude over target 25100 feet.

(4) Bombs away at 1151 1/2 hrs.

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

Visual and PFF, 7/10ths

m. Gee:

(1) Coordinates of furthest fix 50-47 N. 04-02 E.

(2) Obtained at 1009 hours.

n. Difficulties encountered with special equipment.

COMMENTS:

/s/ C. M. Smith  
 C. M. SMITH  
 Captain, A. C.  
 Lead Navigator, Low Sq.  
 SIGNATURE

HEADQUARTERS AAF STATION #128  
OFFICE OF THE NAVIGATION OFFICER28 September 1944SUBJECT: ~~Lead Navigator's Narrative~~

TO : Commanding Officer, 401st Bombardment Group (M)

1. Flight plan, Log, and Track Chart Attached.
2. Narrative:

a. T/O at 0744 hours; Land at 1600 hours.b. Group formed at 0848 hours at 11000 feet.c. Formed CBW at 0848 hours at 11000 feet.d. Began climb at 0929 hours; reached alt. at 1110 hours.

e. Weather encountered over England:

(1) Clouds 7 / 10th - Visibility UNL miles.(2) Wind at altitude 268 degrees, 40 Knots.f. Means of navigation over England. Pilotage, Gee, D.R.g. Means of checking Metro Winds Pilotage, D.R.h. Joined task force at 0923 hrs. at Clacton  
(Splasher, City, Coord.)i. English Coast out at 0923 hrs.; Enemy Coast in at 0949 hrs.

j. Fighter Rendezvous:

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

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

k. Wind used for bombing:

(1) 268 degrees, 40 Knots.(2) Determined by Rombsight  
(Method)

l. Bomb run and Method of Target Identifications:

(1) Reached IP at 1147 hrs.(2) Mag. heading over target 112 degrees.(3) Altitude over target 26600 feet.(4) Bombs away at 1154 hrs.

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

Visual and PFF 6/10ths clouds

m. Gee:

(1) Coordinates of furthest fix 50-20 N. 05-25 W.(2) Obtained at 1353 hours.

n. Difficulties encountered with special equipment.

COMMENTS:

/S/ Howard Fishbeck  
HOWARD FISHBECK  
1st Lt., A. C.  
Lead Navigator, High Sq.  
SIGNATURE

Air Commander - Capt. Locher

FLIGHT PLAN 94th A (7th)

PILOT Lt. Mannix NAVIGATOR 1st Lt. W. F. Maloney, 2nd Lt. J. M. Bush DATE 28 September 1944  
Mickey - 1st Lt. Strong

|               |                 |         |      |      |      |      |      |
|---------------|-----------------|---------|------|------|------|------|------|
| STATIONS      | 0615            | ENGINES | 0715 | TAXI | 0730 | T.O. | 0745 |
| LEAVE BASE    | COTTESMORE 0849 |         |      |      |      |      |      |
| COAST OUT     | 0922            |         |      |      |      |      |      |
| ENEMY COAST   | 0943            |         |      |      |      |      |      |
| I.P.          | 1124            |         |      |      |      |      |      |
| TARGET        | 1135            |         |      |      |      |      |      |
| ENEMY COAST   | 1437            |         |      |      |      |      |      |
| ENGLISH COAST | 1510            |         |      |      |      |      |      |
| E.T.R.        | 1553            |         |      |      |      |      |      |

| SUN   |      | MOON  |      | TWILIGHT |    |
|-------|------|-------|------|----------|----|
| Rises | Sets | Rises | Sets | AM       | PM |
|       |      |       |      |          |    |

Zero Hr - 0900  
Ref Alt - 19000  
Oxygen - 5:30  
Bomb Alt - 26000  
Bomb Territory - 2:45  
51-10N 02-44E

WATCH ..... Fast Slow RATE ..... Div. assembly Clacton Gaining Losing  
At ..... G.M.T. CBW interval - 2 min.

| FROM TO                                      | W/V USED | HEIGHT     | I.A.S. MPH /K | T. A.S. (K) | COURSE | DRIFT FT | TRUE HDNG. | VAR. | MAC. HDNG. | G. S.  | DIST.    | TIME | E.T.A.       | CELESTIAL DATA TIME BODY ALT. AZI.           |       |
|--|----------|------------|---------------|-------------|--------|----------|------------|------|------------|--------|----------|------|--------------|--|-------|
| Assemble (lead)                              | 320/41   | 8000       | 150           |             |        |          |            |      | 076        |        |          |      | 0849         |  |       |
| Cottesmore (Y) buncher                       |          |            | -3            |             |        |          |            |      |            |        |          |      |              |  |       |
| 52-44N 00-39W (Y) Spaulding (B)              | 320/41   | 8000       | 150           | 147         | 80     | -14      | 066        | A10  | 076        | 163    | 19       | :07  | 0856         |  |       |
| 52-47N 00-09W (A) Brandon (B)                | "        | "          | "             | 147         | 128    | -3       | 125        | 10   | 135        | 187    | 35       | :11  | 0908         |  |       |
| 52-26N 00-37E (D) Clacton GP 1               | 320/43   | 10000      | 150           | 149         | 153    | A3       | 156        | 10   | 166        | 191    | 44       | :14  | 0922         | English Coast CP 1 0922                      |       |
| 51-47N 01-09E 51-10N 02-44E to 50-32N 02-57E | 320/49   | 14000      | 150           | 157         | 122    | -6       | 116        | 9    | 125        | 202    | 70       | :21  | 0943         | Coast CP 2 0942                              |       |
| 50-10N 07-44E 290/47                         | 290/47   | 26000      | 150           | 197         | 63     | -11      | 052        | A6   | 058        | 228    | 79 1/2   | :21  | 1058         | CP 4 1059                                    |       |
| 50-46N 09-35E                                | 280/51   | 26000      | 150           | 197         | 25     | -15      | 010        | A5   | 015        | 204    | 86       | :26  | 1124         | I. P.  |       |
| 50-04N 10-34 E                               | "        | "          | "             | 197         | 81     | -5       | 076        | 4    | 080        | 245    | 40       | :10  | 1135         | TARGET                                       |       |
| 52-21N 12-00E                                | 280/51   | 23500      | 150           | 220         | 51     | -10      | 041        | 4    | 045        | 250    | 17       | :04  | 1140         |  |       |
| 52-30N 11-28E                                | 280/48   | 22000      | 170           | 212         | 295    | -03      | 222        | 4    | 296        | 165    | 8 21 1/2 | :03  | 109          | 1150   |       |
| 50-46N 09-35E                                | 290/47   | 22000      | 184           | 214         | A14    | 226      | 5          | 233  | 168        | 126    | 45       |      | 1235         | CP 5 1238                                    |       |
| 50-10N 07-44E                                | "        | 22000      | 184           | 243         | A11    | 254      | 6          | 260  | 149        | 79 1/2 | 32       | A1   | 1308         | CP 6 1311                                    |       |
| to 50-31-10N 02-44E                          | 320/50   | 15000      | 150           | 183         | 222    | A10      | 298        | 8    | 306        | 131    | 89       | :45  | 11:29        | 1437   | Coast |
| Clacton                                      | 320/43   | 2000       | 170           | 170         | 302    | A4       | 306        | 9    | 315        | 129    | 70       | 33   | 1510         | English Coast                                |       |
| 51-47N 01-09E E.P.                           | 320/26   | 2000       | 150           | 133         | 384    | A3       | 307        | 10   | 317        | 107    | 77       | 43   | 1553         | E.P.   |       |
| Last line Tait off base to Clacton           | 320/35   | 0 to 10000 | 150           | 140         | 124    | -4       | 120        | 10   | 130        | 174    | 77       | 27   | 0855<br>0922 | LTTU 25 min to climb                         |       |
| From Cott to Clacton                         | 320/43   | 8-10       | 150           | 149         | 130    | -3       | 127        | 10   | 137        | 191    | 88       | 28   | 0854<br>0922 | Last line for wing departure from Cottesmore |       |

FLIGHT RECORD

| TIME | COURSE | W/V USED &/OR D.R. DRIF. | TRUE HDNG. | MAC. HDNG. | NAVIGATIONAL OBSERVATION                       | GENERAL OBSERVATION  | I.A.S. MPH /K | HEIGHT & AIR TEMP. | T. A.S. | RUN   |      | G. S. | TO RUN |   | E.T.A.   |
|------|--------|--------------------------|------------|------------|--|--|---------------|--------------------|---------|-------|------|-------|--------|---|----------|
|      |        |                          |            |            |  |  |               |                    |         | DIST. | TIME |       | DIST.  | TIME  |          |
|      |        |                          |            |            | Cott - letdown normal 010 Mag. Flares - normal | See - E. Roaming, E. Quincy, channel Jefferson, Grade A entire mission   |               |                    |         |       |      |       |        |   |          |
|      |        |                          |            |            | 40 120 from Ghelmsford 41 ABC Braintree        | Chaff - One min. before IP for 14 min. VHF - Authentication - "Diamond Jay". Abandon mission - "Guns on brownies" Emergency airframe - Breckwell - 52-44N 00-54E Sports - turn back at Belgian Coast. Advised - do not overshoot I.P. Last report - Stendal 52-36N 11-52E Cardedejen (SW of Stendal) 52-32N 11-24E |               |                    |         |       |      |       |        | Bomb line 52-10 04-50 Texel Island Munster Frankfurt 49-20N 06-25E Speyer Stuttgart due south to Swiss border |          |
| 0848 |        |                          | 80         |            | Depart Cottesmore, 1 min early, on course      |  | 150           | 10000              |         |       |      |       |        |   |          |
| 0850 |        |                          |            |            | 52-43N 00-34E. Eased to make Pt. A good        |  | 150           | 10000              |         |       |      |       |        |   |          |
| 0856 |        |                          |            |            | 4 NE pt. A                                     |  | 150           |                    |         |       |      |       |        |   |          |
| 0858 |        |                          |            |            | 52-48N 00-02E                                  |  |               |                    |         |       |      |       |        |   |          |
| 0900 | 146    | 330/29                   | 130        |            | 52-58N 00-21E (at 0903)                        |  |               |                    | 154     |       |      | 184   | 72     | 23 1/2  | 0921 1/2 |
| 0908 |        |                          | 153        |            | 3 mi E. pt. B, 1/2 min late                    |  |               |                    |         |       |      | 175   | 15 1/2 | 45 1/2  |          |
| 0913 |        |                          | 153        |            | 52-17N 00-53E Track 145                        |  |               |                    |         |       |      | 180   | 31     | 10 1/2  | 0923 1/2 |
| 0923 |        |                          |            |            | C. P. 1. On course, 2 min. late                |  |               |                    |         |       |      |       |        |   |          |
| 0933 |        | 310/27E                  | 118        |            | 51-38N 01-43E                                  |  | 190           | 10900              |         |       |      | 184   | 16     | 50  | 0949     |
| 0938 |        |                          |            |            | 51-33N 02-09E                                  |  |               |                    |         |       |      |       | 35     | 11 1/2  | 0949 1/2 |



FLIGHT RECORD

| TIME | COURSE  | W/V USED &/OR D.R. DRIF. | TRUE HDNG. | MAC. HDNG. | NAVIGATIONAL OBSERVATION                | GENERAL OBSERVATION | IAS. MPH. /K | HEIGHT & AIR TEMP. | T.A.S. | RUN   |      | C. S. | TO RUN |      | E.T.A.                          |
|------|---------|--------------------------|------------|------------|---|---------------------|--------------|--------------------|--------|-------|------|-------|--------|------|---------------------------------|
|      |         |                          |            |            |   |                     |              |                    |        | DIST. | TIME |       | DIST.  | TIME |                                 |
| 0948 |         |                          |            |            | S-ing                                   |                     |              |                    |        |       |      |       |        |      |                                 |
| 0950 |         |                          |            |            | G. P. 2, 8 minutes late                 |                     |              |                    |        |       |      |       |        |      |                                 |
| 0957 |         |                          | 130        |            |   |                     | 170          | 14500<br>-17       |        |       |      |       |        |      |                                 |
| 1002 | 310/22K |                          | 130        |            | 50-45N 03-32E                           |                     |              | 15500              | 164    |       |      | 185   | 161    | 52   | 1094                            |
| 1009 |         |                          | 120        |            | Extreme S-ing                           |                     |              | 16500              |        |       |      |       |        |      |                                 |
| 1018 |         |                          |            |            | 50-22N 04-44E, 25 Miles South of course |                     |              | 18000              |        |       |      |       |        |      |                                 |
|      |         |                          | 90         |            | Last Gee fix 50-15N 05-15E              |                     |              |                    |        |       |      |       |        |      |                                 |
| 1026 |         |                          |            |            | 11 mi @ 115 Nazur                       |                     |              |                    |        |       |      |       |        |      |                                 |
| 1035 |         |                          | 90         |            | 11 1/2 mi @ 215 Verniers                |                     | 170          | 20000<br>-21       |        |       |      |       |        |      |                                 |
| 1050 |         |                          |            |            | 21 mi @ 260 Hoblers                     | South wind          |              |                    |        |       |      |       |        |      |                                 |
| 1053 |         |                          |            |            | G. P. 3, 16 late, on course             |                     |              |                    |        |       |      |       |        |      |                                 |
| 1102 |         |                          | 70         |            | Pilotage, 08-00E 50-15N                 |                     | 150          | -38<br>25800       |        |       |      |       |        |      |                                 |
| 1104 |         |                          |            |            | 21 mi 104° Kehlens                      |                     |              |                    |        |       |      |       |        |      |                                 |
| 1105 |         |                          |            |            | Turning                                 |                     |              |                    |        |       |      |       |        |      |                                 |
| 1114 |         |                          |            |            | 43 mi. @ 38 Wiesbaden                   |                     |              |                    |        |       |      |       |        |      |                                 |
| 1122 |         |                          |            |            | Kassel 20 mi. S. (1120)                 |                     |              |                    |        |       |      |       |        |      | 1147                            |
| 1125 |         |                          |            |            | 16 mi 142° Kassel                       |                     |              |                    |        |       |      |       |        |      |                                 |
| 1132 |         |                          |            |            | 27 mi @ 64 Kassel                       |                     |              |                    |        |       |      | 250   | 8      | 33   | for staff<br>1140<br>IF<br>1143 |
| 1143 |         |                          |            |            | I. P. 2° right                          |                     |              |                    |        |       |      |       |        |      |                                 |
| 1146 |         |                          |            |            | Turn                                    |                     |              |                    |        |       |      |       |        |      |                                 |
| 1152 |         |                          | 110        |            | BCHE AWAY                               |                     | 170          | 26000              |        |       |      |       |        |      |                                 |
| 1215 | 209     | 48                       | 217        |            |   |                     | 155          | 22000<br>-30       | 190    | 13    | 41   | 132   | 107    | 48   | 1303                            |
| 1228 | 225     |                          | 220        |            | 242/42 P.T. On course                   |                     |              |                    |        |       |      | 152   |        | 26   | 1254                            |
| 1254 |         |                          | 210        |            | G. P. 5 10 right course                 |                     |              |                    |        |       |      |       |        |      | ETA turn<br>4                   |
| 1256 | 235     | 45                       | 240        |            | 37 mi @ 186 Kassel                      |                     |              |                    |        |       |      | 150   | 71     | 28   | 1324                            |
| 1307 |         |                          | 260        |            |   |                     |              |                    |        |       |      |       |        |      |                                 |
| 1320 |         |                          | 240        |            | G.P. 6, on course                       |                     |              |                    |        |       |      |       |        |      |                                 |
| 1348 |         |                          |            |            | G. 50-15N 05-50E. Letdown               |                     |              |                    |        |       |      |       |        |      |                                 |
| 1352 |         |                          |            |            | G. 50-18N 05-30E, 15' south of course   |                     |              |                    |        |       |      |       |        |      |                                 |
| 1400 |         |                          |            |            | Correcting up to 8 south course         |                     |              |                    |        |       |      |       |        |      |                                 |
| 1420 |         |                          | 300        |            | 50-53N 03-48E                           |                     |              |                    |        |       |      |       |        |      |                                 |
| 1434 |         |                          | 300        |            | Cross coast on course                   |                     |              |                    |        |       |      |       |        |      |                                 |
| 1439 |         |                          | 300        |            |   |                     |              |                    |        |       |      |       |        |      | Eng. 1504<br>5888               |
| 1505 |         |                          | 300        |            | 3 rt. Glacton, cross coast              |                     | 155          | 2000<br>25         | 135    |       | 22   |       | 60     | 31   |                                 |
| 1515 | 265/30E |                          |            |            | 51-59N 00-48E                           |                     |              |                    |        |       |      |       |        |      | 1546                            |
| 1528 |         |                          |            |            | 52-15N 00-14E                           |                     |              |                    |        |       |      |       |        |      |                                 |
| 1545 |         |                          |            |            | Rise                                    |                     |              |                    |        |       |      |       |        |      |                                 |
| 1547 |         |                          |            |            | Landed                                  |                     |              |                    |        |       |      |       |        |      |                                 |

SIGNED \_\_\_\_\_ NAVIGATOR

TRACK CHART

DATE Sept 28-44

ROUTE FOLLOWED BY Briefed Course  
Green  
Red

TARGETS  
PRIMARY

Magdeburg, Germany

SECRET

By authority of  
C. C. Eighth Air Force

Initials \_\_\_\_\_  
Date \_\_\_\_\_

Authorized for  
reproduction \_\_\_\_\_ copies

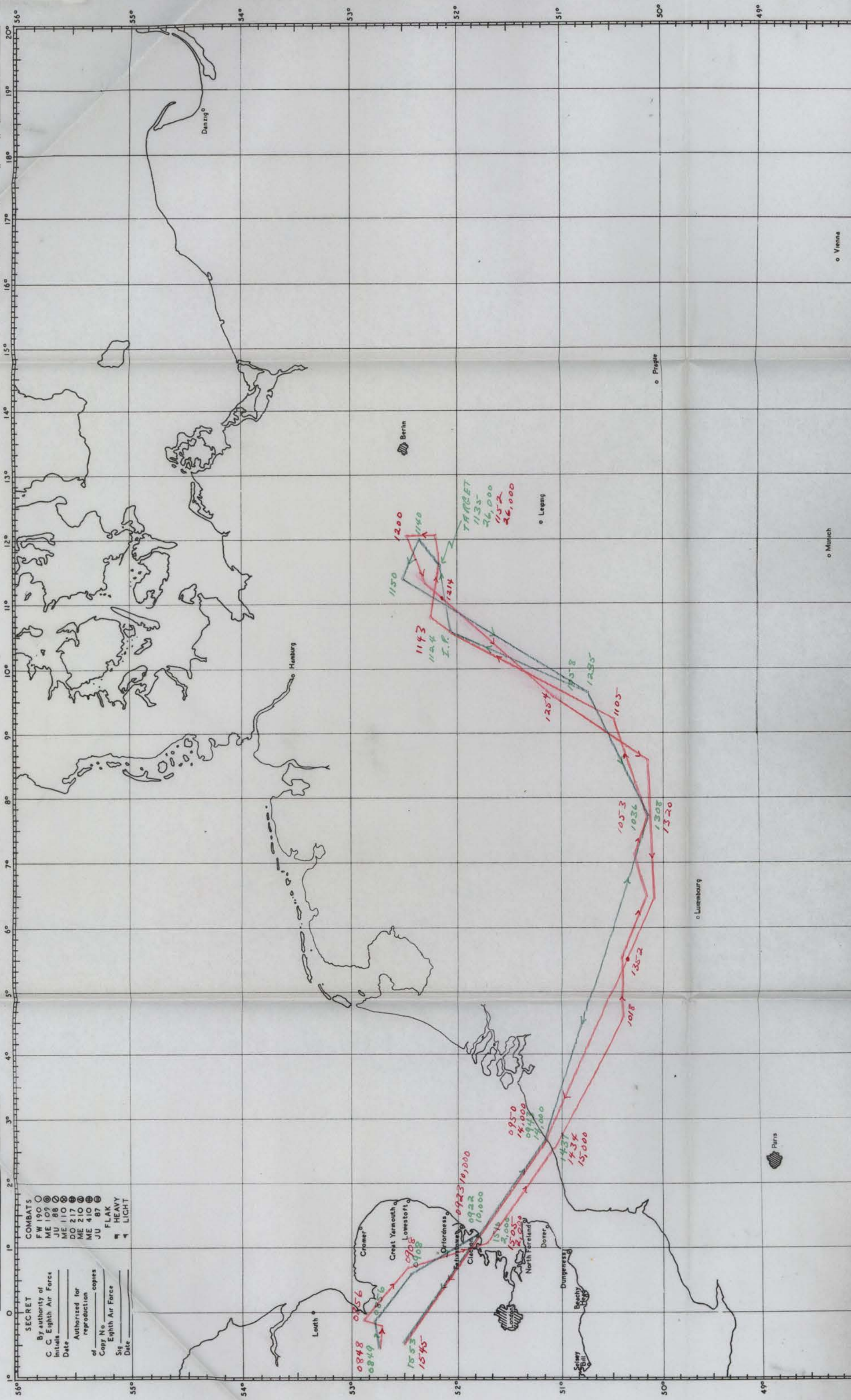
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Eighth Air Force

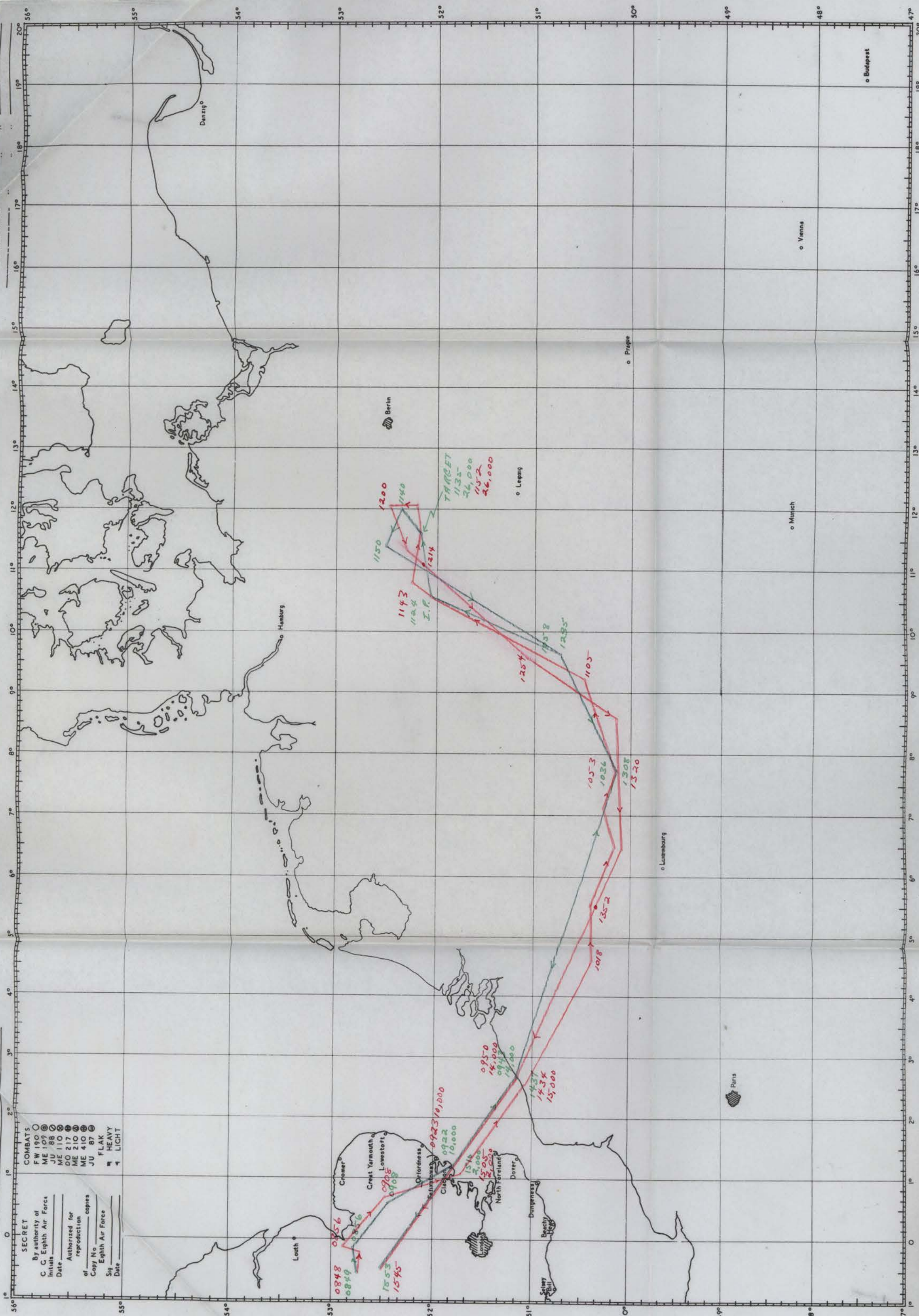
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Date \_\_\_\_\_

COMBATS

FW 190 ○  
ME 109 ⊙  
JU 88 ⊙  
ME 110 ⊙  
DO 217 ⊙  
ME 210 ⊙  
ME 410 ⊙  
JU 87 ⊙

FLAK  
HEAVY  
LIGHT





SECRET

By authority of  
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Date \_\_\_\_\_

COMBATS

FW 190 ○  
ME 109 ⊙  
JU 88 ⊙  
ME 110 ⊙  
DO 217 ⊙  
ME 210 ⊙  
ME 410 ⊙  
JU 87 ⊙

FLAK

HEAVY ⊙  
LIGHT ⊙

TARGET

1135  
24,000  
152  
26,000

1150  
1143  
1124  
1104  
I.P.

0848  
0844  
0856  
0856

1553  
1545

0923 18,000  
0922 10,000  
0916 2,000  
0908 2,000  
0908 2,000

0950  
14,000  
0944 18,000

1437  
1434  
15,000

1053  
1036  
1308  
1320

1204  
1238  
1235

Berlin

Leipzig

Praha

Munich

Vienna

Budapest

Hamburg

Paris

Luxembourg

Lothar

Chermer

Great Yarmouth

Lowestoft

Orfordness

Saxton

Clash

North Foreland

Dover

Dungeness

Beachy Head

Selsey

Bill Quay

Danzig

W.D.A.G. FORM  
 12 E. Modified  
 1-9-44 401st FG APO 517

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. BROWNE DATE 28 Sept 1944  
 PILOT CAPT MCCOED TAKE OFF 0744  
 NAVIGATOR LT. FISHBECK AIRPLANE \_\_\_\_\_  
 WING 94 GROUP 401st SQDN High LANDED 1600  
 OBJECTIVE Magdeburg, Germany (MPI) \_\_\_\_\_  
 METHOD OF ATTACK X  
Individual Flight Squadron Group wing  
 NUMBER A/C IN GROUP 12 COMPOSITE GROUP \_\_\_\_\_  
 DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP \_\_\_\_\_  
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C  
 BOMBS, TYPES AND SIZES 500# M 17 Clstr FUSING: NOSE --- TAIL --  
 BOMBS, TYPES AND SIZES \_\_\_\_\_ FUSING: NOSE \_\_\_\_\_ TAIL \_\_\_\_\_  
 NUMBER OF BOMBS LOADED 120 500# M 17 RELEASED 120  
 INFORMATION AT RELEASE POINT:  
 Altitude of Target 150 Temp Aloft: Metro -39 Actual -40  
 True Altitude above target 26200 Mag Head, order R Actual 112  
 Ind. Altitude 26000 True Heading 116  
 Pressure alt of target 435 Drift, Est 4R Actual 35  
 Altimeter setting 29.92 True Track 118  
 C.I.A.S. 150 I.A.S. 150 Actual Range 15176  
 G.S. Est 280 Actual 290 B.S. Type M-0  
 Wind Direc Metro 280 Actual 355 Time of Release 1154  
 Wind Veloc. Metro 58 Actual 18 Intervalometer Setting 200ft  
 D.S. 116.1 Trail 139 116 45.65 Length of Bombing Run 4min  
 Tan. D.A. Est .58 Actual .58 C-1 Pilot Yes A-5 \_\_\_\_\_  
 Mean Temp: Metro -15 Actual -15 Manual Pilot \_\_\_\_\_  
 Type of Release: Lead A/C Salvo Type of Release: Other A/C \_\_\_\_\_  
200ft

W.D.A.G. FORM  
 12 E. Model  
 1-9-44 401st 23 WPG

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Andrews DATE 28 Sept 1944  
 PILOT Capt. Gruman TAKE OFF 0745  
 NAVIGATOR Capt. Smith AIRPLANE \_\_\_\_\_  
 WING 94 GROUP 401st SQDN Low LANDED 1610  
 OBJECTIVE Magdeburg, Germany (MPI) \_\_\_\_\_  
 METHOD OF ATTACK X  
Individual Flight Squadron Group wing  
 NUMBER A/C IN GROUP 11 COMPOSITE GROUP \_\_\_\_\_  
 DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP \_\_\_\_\_  
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C  
 BOMBS, TYPES AND SIZES 500# M 64 FUSING: NOSE 1/10 TAIL 1/100  
 BOMBS, TYPES AND SIZES \_\_\_\_\_ FUSING: NOSE \_\_\_\_\_ TAIL \_\_\_\_\_  
 NUMBER OF BOMBS LOADED 110 x 500# M 64 RELEASED 110  
 INFORMATION AT RELEASE POINT:  
 Altitude of target 150 Temp Aloft: Metro -39 Actual -39  
 True Altitude above target 24700 Mag Head, order 82 Actual 105  
 Ind. Altitude 25100 True Heading 109  
 Pressure alt of target 35 Drift, Est 4R Actual 4L  
 Altimeter setting 29.92 True Track 105  
 C.I.A.S. 150 I.A.S. 150 Actual Range 15701  
 G.S. Est 280 Actual 270 B.S Type M-9  
 Wind Direc Metro 280 Actual 240 Time of Release 1152g  
 Wind Veloc Metro 58 Actual 45 Intervalometer Setting 200ft  
 D.S. 126.8 Trail 61 ATF 41.72 Length of Bombing Run 5min  
 Tan. D. Est .61 Actual -- C-1 Pilot Yes A-5 \_\_\_\_\_  
 Mean Temp: Metro -15 Actual -15 Manual Pilot \_\_\_\_\_  
 Type of Release: Lead / Salvo Type of Release: Other A/C 200ft

W.D.A.C. F.C.M.  
 12 E. 102 St  
 1-9-44 401st 23-170 557

GENERAL BOMBING FLIGHT RECORD

BOMBARDIER Lt. Rostrom DATE 28 Sept 1944  
 PILOT Lt. Mannix TAKE OFF 0740  
 NAVIGATOR Lt. Maloney AIRPLANE \_\_\_\_\_  
 WING 94 GROUP 401st SQDN Lead LANDED 1549  
 OBJECTIVE Magdeburg, Germany (MPI) \_\_\_\_\_  
 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 \_\_\_\_\_  
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: A/C  
 BOMBS, TYPES AND SIZES 500# M 64 FUSING: NOSE 1/10 TAIL 1/100  
 BOMBS, TYPES AND SIZES \_\_\_\_\_ FUSING: NOSE \_\_\_\_\_ TAIL \_\_\_\_\_  
 NUMBER OF BOMBS LOADED 120 x 500# M 64 RELEASED 120  
 INFORMATION AT RELEASE POINT:  
 Altitude of target 150 Temp Aloft: Metro -39 Actual -39  
 True Altitude above target 25600 Mag Head, order 82 Actual 115  
 Ind. Altitude 26000 True Heading 119  
 Pressure alt of target 35 Drift, Est 48 Actual 64  
 Altimeter setting 29.92 True Track 113  
 C.I.A.S. 150 I.A.S. 150 Actual Range 15700  
 G.S. Est 280 Actual 270 B.S. Type M-9  
 Wind Direc Metro 280 Actual 240 Time of Release 1152  
 Wind Veloc Metro 58 Actual 43 Intervalometer Setting 200ft  
 D.S. 125 Trail 61 ATE 42.56 Length of Bombing Run 4min  
 Tan. D.A. Est .603 Actual .60 C-1 Pilot Yes A-5 \_\_\_\_\_  
 Mean Temp: Metro -15 Actual -15 Manual Pilot \_\_\_\_\_  
 Type of Release: Salvo Type of Release: Other A/C 200ft

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

J-A-2

Reference Field Order 506.

28 SEPTEMBER 1944

SUBJECT: Communications Report, Operational Mission No 150.

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        | <u>∅</u> | Splashers              | <u>1</u>           |
| to other A/C        | <u>∅</u> | Fixed Beacons          | <u>∅</u>           |
| 2. HF/DF Bearings   | <u>∅</u> | Bunchers               | <u>31</u>          |
| 3. MF/DF Fixes      | <u>∅</u> | 6. Total A/C using Gee | <u>36</u>          |
| 4. Distress Action  | <u>∅</u> | Maximum Fix            | <u>5011N 0618E</u> |

SECTION TWO - REPORTED EQUIPMENT DEFICIENCIES

- |            |          |                |          |
|------------|----------|----------------|----------|
| 1. Liaison | <u>∅</u> | 5. Interphone  | <u>2</u> |
| 2. Command | <u>∅</u> | 6. Gee         | <u>∅</u> |
| 3. VHF     | <u>1</u> | 7. IFF         | <u>∅</u> |
| 4. Compass | <u>∅</u> | 8. Others, H2X | <u>∅</u> |

SECTION THREE - REMARKS

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

S E C R E T

Report A.A. Gunfire.

~~401~~ B. GRADIENT GROUP (H)

Target: Assigned . . . Magdeburg, Germany . . . . . Date of Mission 28 Sept: 44  
 Bombed . . . Magdeburg, Germany . . . . .

Route as Flown:-

0950 (5108 - 02458) - 1033 (5025 - 0542E) - 1050 (5018 - 07033)  
1053 (5010 - 07443) - 1143 (1P) - 1152 (Target) - 1256 (5120 - 09505) 1400 (5010 -  
0600) - 1424 (5108 - 02403)

Weather conditions: (a) At target 7/10's - billowing cumulus 7000 ft. tops  
 (b) En route 7/10's - 9/10's Billowing cumulus - 7000 ft. tops  
 Were our A/C "Seen" or "Unseen" targets? (a) At target Seen . . . . .  
 (b) En route Seen . . . . .  
 Any condensation trails? Yes . . . . .

Description of Flak at Target, including MEANS OF FIRE CONTROL

Moderate to intense, fair to good for altitude and deflection. Generally barrage type with some predicted concentration. Several crews report observing a single burst of red flak, similar to 88 mm burst over target.

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

heavier inaccurate flak was observed over Koblenz

Was CHAFF carried? . . Yes . . . . .  
 How discharged? . . . . As Briefed . . . . .  
 Position of Group . . . . 94th "A" Group . . . . .

Details:-

|        | A/C over enemy territory | A/C Damaged | A/C lost to Flak | Time over Target | Time of Bomb Run | Height | Axis of Attack | Bomb Run |
|--------|--------------------------|-------------|------------------|------------------|------------------|--------|----------------|----------|
| Lead   | 12                       | 1           | 0                | 1152             | 1152             | 26,000 | 110°T          | FFF      |
| High   | 12                       | 1           | 0                | 1154             | 1154             | 26,600 | 112°T          | "        |
| Low    | 10                       | 8           | 2                | 1152½            | 1152½            | 25,100 | 105°H          | "        |
| Totals | 34                       | 10          |                  |                  |                  |        |                |          |

Comments - Phenomena:-

10 - 12 rockets were reported observed in target area, inaccurate for both height and deflection.

NUMBER OF A/C DAMAGED

Between Target & Rally Point - - - - 10 MINOR

1st Lt. P. R. Myers



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

D-3-2

28 September 44

SUBJECT: Crew comments and suggestions.

TO : COMMANDING OFFICER, AAF STATION 128, APO 557, US Army. (Thru  
Lt. Col. William T. Seawell)

1. S/Sgt. Norman D. Martin, W/O, A/C 033, needs longer nite cord and head-set cord in waist.
2. Lt. Elliott S. Harris, Wav. A/C 992, states that black stripes which were formerly shown on only lead and deputy lead vertical stabilizer were very effective in identifying them in the air. Striping of all ships makes identification of lead and deputy lead more difficult.
3. Lt. Ray A. Baker, pilot A/C 132, criticized 351st. Group, "Woodcraft C (charlie)" particularly deputy lead for violating VHF security. Carried on regular conversation all over the continent.
4. S/Sgt. Joseph J. Tamburino, W/O a/c 3125, states that although it has been reported on three different occasions the Ball Turret of this a/c still leaks considerable oil.
5. Lt. George W. McKay, pilot a/c 674, criticized the leader of the high flight of the high squadron (Lt. Cas). Has flown on his wing for past three days and believes his leadership could be improved.

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

1. Target, Magdeburg, Germany/ P/T (Visual)
  - a. An aero engine factory, subsidiary of Junkers, and consisting of more than 30 buildings.
  - b. Woke 3 miles N of center of town, and about a mile W of the River.
  - c. Main effort now in mfg. of plane engines for Junkers, and component A/C parts.
  - d. Also makes considerable injection pumps and propellers.
  - e. Last known to have employed 12,000 people, 2/3 of whom were foreign workers.
  - f. Target hit 16 Aug 44, but 25-50% of plant still in operation.
2. S/T and PFF are both the same-the rail junction in center of town.
3. L/R are any military objectives in Germany EAST of the strategic bomb line.
  - a. Suggested last resort targets:
    - Stendal-transportation
    - Gardelegen-A/D
4. Friendly activities:
  - a. 3rd. Div will follow 1st Div and hit Merseburg
  - b. 2nd. Div " " " " and 3rd. Div and hit Kasse.
5. Fighters.
  - 5 Gps P-51
  - 1 GP mixed P-51 & P-38
  - 3 DIV - 5 GP P-51's ; 2 DIV - 4 Gps P-47's
6. Flak
7. Lead Bombardier
8. Special Instructions: *Bomb Lines to be put on all Nav. & Gen. maps.*
  - a. Convoys may be expected on route out and back.
  - b. SCP's
  - c. P/W
  - d. G.I. shoes-dog tags-chute-photos
  - e. Security.

612TH BOMBARDMENT SQUADRON (H)  
 401ST BOMBARDMENT GROUP (H)  
 Office of the Operations Officer  
 APO 557

28 September 1944

SUBJECT: Loading List

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

A/C 43-37938

|     |                       |         |       |
|-----|-----------------------|---------|-------|
| P   | Lawrence, Louis J.    | 2nd Lt. | 612th |
| CP  | Stein, William I.     | 2nd Lt. | 612th |
| N   | Hyman, Nathan W.      | 2nd Lt. | 612th |
| B   | Burge, Charles R.     | 2nd Lt. | 612th |
| ROG | Huskey, Curtis O.     | Sgt     | 612th |
| TTG | Graupman, Richard C.  | S/Sgt   | 612th |
| BTG | O'Neal, Hayes B., Jr. | Sgt     | 612th |
| TG  | Azevedo, Philbert B.  | Sgt     | 612th |
| FG  | Harold, Lloyd B.      | Sgt     | 612th |

A/C 42-31662

|     |                        |         |       |
|-----|------------------------|---------|-------|
| P   | Schaunaman, George S.  | 2nd Lt. | 612th |
| CP  | Hobgood, James R.      | 2nd Lt. | 612th |
| N   | Purrier, Robert E.     | 2nd Lt. | 612th |
| B   | Sandoe, Kenneth E.     | 2nd Lt. | 612th |
| ROG | Kopitnikoff, Irving G. | T/Sgt   | 612th |
| TTG | Morris, Thomas P.      | T/Sgt   | 612th |
| BTG | Willet, Edward H.      | S/Sgt   | 612th |
| TG  | Williams, Clarence P.  | S/Sgt   | 612th |
| FG  | Curry, Edward A., Jr.  | S/Sgt   | 612th |

A/C 42-31087

|     |                       |         |       |
|-----|-----------------------|---------|-------|
| P   | Nagle, Otto P., Jr.   | F/O     | 612th |
| CP  | Holland, Martin O.    | F/O     | 612th |
| N   | Hodowski, Bernard R.  | 2nd Lt. | 612th |
| B   | Wolchik, Walter (NMI) | 2nd Lt. | 612th |
| ROG | Robbins, Gene W.      | S/Sgt   | 612th |
| TTG | Smith, Nelson E.      | S/Sgt   | 612th |
| BTG | Meyer, Gerald (NMI)   | Sgt     | 612th |
| TG  | Matanic, George P.    | Sgt     | 612th |
| FG  | Perkel, Max (NMI)     | Sgt     | 612th |

A/C 44-8153

|     |                      |         |       |
|-----|----------------------|---------|-------|
| P   | McCord, Richard D.   | Captain | 612th |
| CP  | McMurray, John R.    | 1st Lt. | 612th |
| N   | Fishbeck, Howard D.  | 1st Lt. | 612th |
| B   | Browne, Joseph E.    | 1st Lt. | 612th |
| MO  | Howard, Robert W.    | 1st Lt. | 612th |
| ROG | Kirkman, Charles C.  | T/Sgt   | 612th |
| TTG | Strickland, Z D (IO) | T/Sgt   | 612th |
| TG  | Edmonds, Elroy (NMI) | S/Sgt   | 612th |
| FG  | Peyreigne, Pierre V. | S/Sgt   | 612th |

|                      |                           |         |       |
|----------------------|---------------------------|---------|-------|
| <u>A/C 42-106992</u> |                           |         |       |
| P                    | Hocking, Bert E.          | 1st Lt. | 612th |
| CP                   | Merritt, William R.       | 2nd Lt. | 612th |
| N                    | Harris, Elliott S.        | 1st Lt. | 612th |
| B                    | Pepper, James D.          | S/Sgt   | 612th |
| ROG                  | Moore, Donald J.          | T/Sgt   | 612th |
| TTG                  | Cannon, James W.          | T/Sgt   | 612th |
| BTG                  | McGrath, Joseph A.        | S/Sgt   | 612th |
| TG                   | Thomas, Ernest H.         | S/Sgt   | 612th |
| FG                   | Garrett, Milton (NMI) Jr. | S/Sgt   | 612th |
| <u>A/C 42-102393</u> |                           |         |       |
| P                    | Aiken, Charles H.         | 2nd Lt. | 612th |
| CP                   | Hanford, Charles J., Jr.  | 2nd Lt. | 612th |
| N                    | Osborne, Charles R.       | 1st Lt. | 612th |
| B                    | Benton, David (NMI)       | 2nd Lt. | 612th |
| ROG                  | Barrow, John D.           | S/Sgt   | 612th |
| TTG                  | Peterson, Harry A.        | S/Sgt   | 612th |
| BTG                  | Gaal, Ernest A.           | Sgt     | 612th |
| TG                   | Fenton, Lawrence E.       | Sgt     | 612th |
| FG                   | Potter, Howard J., Jr.    | Sgt     | 612th |
| <u>A/C 43-37790</u>  |                           |         |       |
| P                    | Bonney, Roy R.            | 1st Lt. | 612th |
| CP                   | Jolley, Edward R.         | 2nd Lt. | 612th |
| N                    | Olsen, John B.            | 2nd Lt. | 612th |
| BOG                  | Souder, William M.        | S/Sgt   | 612th |
| ROG                  | Pettinga, Paul S.         | T/Sgt   | 612th |
| TTG                  | Benzen, Ben (NMI)         | T/Sgt   | 612th |
| BTG                  | Peters, Winfield E.       | S/Sgt   | 612th |
| TG                   | Wallace, Robert W.        | Sgt     | 612th |
| FG                   | Dill, Donald D.           | S/Sgt   | 612th |
| <u>A/C 42-38267</u>  |                           |         |       |
| P                    | Davis, Thomas A.          | 1st Lt. | 612th |
| CP                   | Newcomb, Alan H.          | 2nd Lt. | 612th |
| N                    | Corwin, Herbert I.        | 2nd Lt. | 612th |
| B                    | Kaizarowski, Henry A.     | 2nd Lt. | 612th |
| ROG                  | Stedman, Max D.           | S/Sgt   | 612th |
| TTG                  | Littrell, Wallace C.      | S/Sgt   | 612th |
| BTG                  | Keryran, Peter P., Jr.    | Sgt     | 612th |
| TG                   | Cloutier, Donald A.       | Sgt     | 612th |
| FG                   | McCabe, Arch (NMI)        | S/Sgt   | 612th |
| <u>A/C 42-107039</u> |                           |         |       |
| P                    | Harlan, Thomas J., Jr.    | 2nd Lt. | 612th |
| CP                   | Thorne, Walter W.         | 2nd Lt. | 6k2th |
| N                    | Reese, Victor S.          | 1st Lt. | 612th |
| B                    | Tarr, Charles (NMI) Jr.   | 2nd Lt. | 612th |
| ROG                  | Robinson, Paul D.         | T/Sgt   | 612th |
| TTG                  | Lee, Reed L.              | T/Sgt   | 612th |
| BTG                  | Smith, Floyd G.           | S/Sgt   | 612th |
| TG                   | Munford, John V.          | S/Sgt   | 612th |
| FG                   | Zaragoza, Albert R.       | S/Sgt   | 612th |
| <u>A/C 42-102398</u> |                           |         |       |
| P                    | Cromer, Joseph L.         | 2nd Lt. | 612th |
| CP                   | Trout, Ralph W.           | 2nd Lt. | 612th |
| N                    | Phillips, Michael T.      | 2nd Lt. | 612th |
| B                    | Waldhoff, Jack G.         | 1st Lt. | 612th |
| ROG                  | Goodman, Martin B.        | S/Sgt   | 612th |
| TTG                  | Stott, Douglas W.         | S/Sgt   | 612th |
| BTG                  | Coffin, Robert J., Jr.    | Sgt     | 612th |
| TG                   | Villagio, Vincent V.      | Sgt     | 612th |
| FG                   | Clark, Eugene F.          | Sgt     | 612th |

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

28 SEPT. 1944

| PLANE NO. | DUTY       | L-O-A-D-I-N-G |            | L-I-S-T   |            | MI | RANK  |
|-----------|------------|---------------|------------|-----------|------------|----|-------|
|           |            | LAST NAME     | FIRST NAME | LAST NAME | FIRST NAME |    |       |
| 42-31591  | P          | DOUGLAS       | LUTHER     | A.        | 2nd Lt.    |    |       |
|           | CP         | LITTLE        | RICHARD    | H.        | 2nd Lt.    |    |       |
|           | N          | HAVRAN        | EDWARD     | F.        | 2nd Lt.    |    |       |
|           | B          | GORMAN        | WILLIAM    | L.        | 2nd Lt.    |    |       |
|           | RO         | SHEETZ        | JOHN       | H.        | SGT.       |    |       |
|           | TT         | LEWIS         | RAYMOND    | G.        | SGT.       |    |       |
|           | BT         | AGLIATA       | TONY       | A.        | SGT.       |    |       |
|           | TG         | CAIRO         | LOUIS      | P.        | SGT.       |    |       |
| WG        | CHANCE     | BUFORD        | D.         | SGT.      |            |    |       |
| 42-97931  | P          | CAMPBELL      | ROBERT     | B.        | 2nd Lt.    |    |       |
|           | CP         | RANDLE        | RICHARD    | W.        | 2nd Lt.    |    |       |
|           | N          | HURLEY        | JIM        | D.        | 2nd Lt.    |    |       |
|           | B          | HARLEN        | JAMES      | J.        | SGT.       |    |       |
|           | RO         | CHALUPZYNSKI  | VINCENT    | M.        | S/SGT.     |    |       |
|           | TT         | JUSTICE       | ANDREW     | C.        | SGT.       |    |       |
|           | BT         | BOSTIAN       | AUDREY     | I.        | SGT.       |    |       |
|           | TG         | SMITH         | JAMES      | A.        | SGT.       |    |       |
| WG        | HARDAWAY   | JAMES         | R.         | SGT.      |            |    |       |
| 43-37736  | P          | KECK          | ROBERT     | J.        | 2nd Lt.    |    |       |
|           | CP         | HOSLEY        | ROBERT     | A.        | 2nd Lt.    |    | 614th |
|           | N          | FREEMAN       | HOLLIS     | W. JR.    | F/O        |    |       |
|           | B          | SHEPARD       | SAMUEL     | (NMI)     | F/O        |    |       |
|           | RO         | ENGLER        | RICHARD    | H.        | SGT.       |    |       |
|           | TT         | STOEGER       | LEONARD    | V.        | SGT.       |    |       |
|           | BT         | NORR          | ELWOOD     | W.        | SGT.       |    |       |
|           | TG         | METCALF       | WILLIAM    | T.        | SGT.       |    |       |
| WG        | PIALKOWSKI | EDWARD        | (NMI)      | SGT.      |            |    |       |
| 44-6132   | P          | BAKER         | KAY        | A.        | 2nd Lt.    |    |       |
|           | CP         | DONALSON      | JEFF       | N.        | 2nd Lt.    |    |       |
|           | N          | KORETSKY      | HARRY      | (NMI)     | 2nd Lt.    |    |       |
|           | B          | MOORE         | CARLTON    | R.        | 2nd Lt.    |    |       |
|           | RO         | YORIO         | FRANCIS    | P.        | T/SGT.     |    |       |
|           | TT         | BACCHUS       | GEORGE     | B.        | S/SGT.     |    |       |
|           | BT         | CLOYD         | SHIRLEY    | E.        | SGT.       |    |       |
|           | TG         | SLATER        | HAROLD     | H.        | SGT.       |    |       |
| WG        | MORRISON   | JULIUS        | J.         | SGT.      |            |    |       |
| 43-38187  | P          | ETTERS        | ROY        | C.        | 1st Lt.    |    |       |
|           | CP         | MISENHEIMER   | IRA        | W. JR.    | 2nd Lt.    |    |       |
|           | N          | NASH          | JOSEPH     | P.        | 1st Lt.    |    |       |
|           | B          | ANDREU        | ROBERT     | A.        | 2nd Lt.    |    |       |
|           | RO         | SCOLL         | EMANUEL    | T.        | T/SGT.     |    |       |
|           | TT         | Mc GEE        | EDWARD     | T.        | T/SGT.     |    |       |
|           | BT         | MAES          | BIERT JR.  | (NMI)     | S/SGT.     |    |       |
|           | TG         | Mac GOWAN     | BATES      | R.        | S/SGT.     |    |       |
| WG        | HUCKINS    | GARTH         | N.         | S/SGT.    |            |    |       |

43-37706

|    |         |         |    |         |
|----|---------|---------|----|---------|
| P  | ANNIS   | ROMIE   | A. | 2nd Lt. |
| CP | CLARK   | FORREST | E. | 2nd Lt. |
| N  | MADDEN  | BERNARD | J. | 2nd Lt. |
| B  | JENSEN  | JAMES   | B. | 2nd Lt. |
| RO | WALKER  | LEWIS   | L. | SGT.    |
| TT | CORLISS | JOHN    | M. | SGT.    |
| BT | PEREZ   | FRANK   | W. | S/SGT.  |
| TG | JOHNSON | LESLIE  | G. | SGT.    |
| WG | BROOKS  | GEORGE  | E. | SGT.    |

43-38160

|    |           |         |       |         |
|----|-----------|---------|-------|---------|
| P  | JENNINGS  | WILLIAM | W.    | 1st Lt. |
| CP | GARTON    | FRED    | M.    | F/O     |
| N  | FOLKS     | WILLIAM | M.    | 2nd Lt. |
| B  | SCHKLOVEN | ISAAC   | (NMI) | 2nd Lt. |
| RO | CURTIS    | JAMES   | W.    | T/SGT.  |
| TT | FORMAN    | RICHARD | T.    | S/SGT.  |
| BT | OLIVER    | KENNETH | C.    | S/SGT.  |
| TG | SELZLE    | THOMAS  | R.    | S/SGT.  |
| WG | NACHTIGAL | FRED    | C.    | SGT.    |

44-6313

|    |                |          |       |         |
|----|----------------|----------|-------|---------|
| P  | BUDD           | CLAYTON  | R.    | 1st Lt. |
| CP | Mc LEOD        | REGINALD | L.    | 2nd Lt. |
| N  | KLOTZ          | BERNARD  | L.    | 2nd Lt. |
| B  | KISSACK        | JOHN     | D.    | S/SGT.  |
| RO | SKALA          | FRANKLIN | C.    | S/SGT.  |
| TT | OLIVER         | ERNEST   | S.    | S/SGT.  |
| BT | DESTROISMAISON | ARTHUR   | (NMI) | S/SGT.  |
| TG | ROGEN          | HARLAN   | (NMI) | S/SGT.  |
| WG | MURRAY         | DALE     | S.    | S/SGT.  |

42-107009

|    |          |             |       |         |
|----|----------|-------------|-------|---------|
| P  | THOMASON | WALTER      | H.    | 1st Lt. |
| CP | COX      | WILLIAM     | E.    | 1st Lt. |
| N  | JARDINE  | JOHN        | H.    | 1st Lt. |
| B  | HOPE     | WILLIAM JR. | (NMI) | SGT.    |
| RO | RAPEZ    | ISAAC       | C.    | T/SGT.  |
| TT | LYMBURN  | WALLACE     | R.    | T/SGT.  |
| BT | GUMMELT  | HERBERT     | L.    | S/SGT.  |
| TG | GODFREY  | HAROLD      | M.    | S/SGT.  |
| WG | MISZKO   | HENRY       | M.    | S/SGT.  |

PF # 947  
612th

|    |             |         |        |         |
|----|-------------|---------|--------|---------|
| P  | MANIX       | WILLIAM | C.     | 1st Lt. |
| CP | LOCHER      | JAMES   | R.     | CAPT.   |
| N  | MALONEY     | WILLIAM | F.     | 1st Lt. |
| N  | RUSH        | JAMES   | M.     | 2nd Lt. |
| B  | ROSTROM     | CARL    | L.     | 2nd Lt. |
| V  | STRONG      | WILLIAM | W.     | 2nd Lt. |
| RO | THOMPSON    | JOHN    | S.     | T/SGT.  |
| TT | STOKESBERRY | THOMAS  | (NMI)  | T/SGT.  |
| TG | GOETZ       | FRANK   | V. JR. | 2nd Lt. |
| WG | PAVLISIN    | JOSEPH  | K.     | S/SGT.  |

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

AAF Station # 128  
 28 September 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.

|                         |         |                      |       |
|-------------------------|---------|----------------------|-------|
| <u>PLANE # 8033</u>     |         |                      |       |
| P                       | 1st Lt. | BROWN, JOHN J.       | 614th |
| CP                      | 2nd Lt. | MUSZALSKI, JOSEPH P. | "     |
| B                       | 2nd Lt. | SCHIEFER, WILLIAM F. | "     |
| N                       | 2nd Lt. | BROWN, JOHN D.       | "     |
| N MO                    | 1st Lt. | DRESEBACH, JOHN T.   | "     |
| RO                      | T/Sgt.  | Arellano, Garciano D | "     |
| TT                      | S/Sgt.  | Hoffman, Leon W.     | "     |
| BT TG                   | S/Sgt.  | Ellis, James         | "     |
| WG                      | S/Sgt.  | Martin, Norman D.    | "     |
| <br>                    |         |                      |       |
| <u>PLANE # 42-39012</u> |         |                      |       |
| P                       | Capt.   | GRUMAN, JAMES A.     | "     |
| CP                      | 1st Lt. | MELTON, LAVATA T.    | "     |
| N                       | Capt.   | SMITH, CHARLES M.    | "     |
| B                       | 1st Lt. | ANDREWS, RICHARD J.  | "     |
| RO                      | T/Sgt.  | Jacobson, Kenneth M. | "     |
| TT                      | T/Sgt.  | Snyder, Ernest M.    | "     |
| BT                      | S/Sgt.  | Harwell, Wilton W.   | "     |
| TG                      | S/Sgt.  | Ruhmann, Richard H.  | "     |
| WG                      | S/Sgt.  | Campbell, David H.   | "     |
| <br>                    |         |                      |       |
| <u>PLANE # 44-8484</u>  |         |                      |       |
| P                       | F/O     | WHITTMAN, PAUL T.    | "     |
| CP                      | 1st Lt. | SCHULZ, JOHN         | "     |
| N                       | 2nd Lt. | SCHNEIDER, JAMES M.  | "     |
| B                       | 2nd Lt. | O'HEARN, MELVIN G.   | "     |
| RO                      | T/Sgt.  | Russell, James R.    | "     |
| TT                      | Sgt.    | Collett, John E.     | "     |
| BT                      | S/Sgt.  | Frohman, Howard J.   | "     |
| TG                      | S/Sgt.  | Hayden, Andrew H.    | "     |
| WG                      | S/Sgt.  | Healy, John L.       | "     |
| <br>                    |         |                      |       |
| <u>PLANE # 42-97145</u> |         |                      |       |
| P                       | 1st Lt. | LERWICK, HOWARD P.   | "     |
| CP                      | 1st Lt. | JAEGER, ALBERT J.    | "     |
| N                       | 1st Lt. | NORTON, WILLIAM      | "     |
| B                       | 2nd Lt. | HAGERTY, JAMES 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.  | Schwiederek, John J. | "     |

Loading List ( Cont )

PLANE # 42-38350


|    |          |  |       |
|----|----------|--|-------|
| P  | 2nd Lt.  | GROZIER, JOHN C.                         | 614th |
| CP | 2nd Lt.  | MORRIS WEBER, MORRIS                     | "     |
| N  | 2nd Lt.  | POLSTER, ERVING                          | "     |
| B  | 2nd Lt.  | WHITING, RICHARD L.                      | "     |
| RO | S/Sgt.   | Hapner, Clayton                          | "     |
| TT | Sgt.Cpl. | <del>KARREK, ERESE</del> Ligon, James K. | "     |
| BT | Cpl.     | Johnson, Robert J.                       | "     |
| TG | Sgt.     | Kitts, Keith D.                          | "     |
| WG | Sgt.     | Merril, Richard E.                       | "     |

PLANE # 42-97602

|    |         |                           |          |
|----|---------|---------------------------|----------|
| P  | 2nd Lt. | MAYS, HA. C.              | 614th Sq |
| CP | 2nd Lt. | LIVINGSTON, HERMAN        | "        |
| N  | 2nd Lt. | KOSKI, MATTHEW F.         | "        |
| B  | 2nd Lt. | SCHAEFER, ROBERT L.       | "        |
| RO | S/Sgt.  | Bayes, Willie J.          | "        |
| TT | S/Sgt.  | Gay, Clifford E.          | "        |
| BT | Sgt.    | Cole, William I.          | "        |
| TG | S/Sgt.  | S/Sgt. Meyers, Francis F. | "        |
| WG | Sgt.    | Wilson, Billy J.          | "        |

PLANE # 42-51863

|    |         |                                |          |
|----|---------|--------------------------------|----------|
| P  | 1st Lt. | UTTER, CHARLES W.              | 614th Sq |
| CP | 2nd Lt. | ODEN, EDWARD C.                | "        |
| N  | 2nd Lt. | DAMP, EDWARD                   | "        |
| B  | 2nd Lt. | HOPE, JOHN P. JR.              | "        |
| RO | T Sgt.  | <del>Mitchell, Joseph G.</del> | "        |
| TT | T/Sgt.  | La Vigne, Robert W.            | "        |
| BT | Sgt.    | Cole, Harry L.                 | "        |
| TG | Sgt.    | Zaborsky, Stepan A.            | "        |
| WG | S/Sgt.  | St. Peter, Doanad A.           | "        |


 Fulton Dandw S/Sgt

PLANE # 44-8508

|    |         |                     |          |
|----|---------|---------------------|----------|
| P  | 2nd Lt. | SISSON, NORMAN L.   | 614th Sq |
| CP | 2nd Lt. | HOEMANN, EUGENE E.  | "        |
| N  | 2nd Lt. | CROSSEN, LAVERN     | "        |
| B  | 2nd Lt. | PICKER, NATHAN      | "        |
| RO | S/Sgt.  | Haluck, Andrew S.   | "        |
| TT | Sgt.    | Certer, Peter J.    | "        |
| BT | Sgt.    | Stevens, Calvin J.  | "        |
| TG | Cpl.    | Ritchie, Francis T. | "        |
| WG | S/Sgt.  | Gardner, Gilbert G. | "        |

PLANE # 42-107084

|     |         |                      |          |
|-----|---------|----------------------|----------|
| P   | 2nd Lt. | MORAN, ROBERT E.     | 614th Sq |
| CP  | 2nd Lt. | WELLMAN, SILAS H.    | "        |
| N   | 1st Lt. | LE BLANC, JOHN S.    | "        |
| CTG | Cpl.    | Miller, James J.     | "        |
| RO  | Cpl.    | Brown, Arnold P.     | "        |
| TT  | Cpl.    | Stromberg, Warren B. | "        |
| BT  | Cpl.    | Byrn, Otice G. Jr.   | "        |
| TE  | Cpl.    | Clark, Charles B.    | "        |
| WG  | Cpl.    | Detty, Hibert J. Jr. | "        |



PLANE # 42-102659

|    |         |                        |                            |
|----|---------|------------------------|----------------------------|
| P  | 1st Lt. | RUNDELL, FRANCIS E. II | 614th Sq                   |
| CP | 2nd Lt. | JOHNSON, RAYMOND E.    | "                          |
| N  | 2nd Lt. | CHAMPAGNE, RENE P.     | "                          |
| B  | 2nd Lt. | SHEARER, WILLIAM JR.   | "                          |
| RO | cpl.    | Trojanowski, Arthur J. | "                          |
| TI | T/Sgt.  | Mears, Harold S.       | "                          |
| BT | S/Sgt.  | Reynolds, William H.   | "                          |
| TG | S/Sgt.  | Horbatjak, Stephan J.  | "                          |
| WG | Etc.    | Huffman, James J.      | "                          |
| CP | 2nd Lt. | HOSLEY, ROBERT A.      | Flying with Lt. Keck 613th |

For the Squadron Commander:

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

SIX HUNDRED AND FIFTEENTH BOMBARDMENT SQUADRON (H)  
 FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)  
 Office of the Operations Officer  
 AAF - Sta - 123 - APO - 557

28 September 1944

SUBJECT: Loading List.

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

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

PLANE # 44-6149

| DUTY | RANK    | LAST (NAME) | FIRST    | (MI)  | SQUADRON |
|------|---------|-------------|----------|-------|----------|
| P    | 2nd Lt. | Oas, Jr.    | Herbert  | L.    | 615th    |
| CP   | 2nd Lt. | Hayes       | Thomas   | A.    | "        |
| N    | 2nd Lt. | Green       | William  | H.    | "        |
| B    | 2nd Lt. | Mencow      | William  | H.    | "        |
| RO   | Sgt.    | Brereton    | William  | E.    | "        |
| TT   | S/Sgt.  | Cook        | Byron    | K.    | "        |
| BT   | S/Sgt.  | Monareky    | Theodore | (NMI) | "        |
| TG   | S/Sgt.  | Reardon     | John     | J.    | "        |
| FG   | S/Sgt.  | Dunn        | John     | G.    | "        |

PLANE # 42-31730

|    |         |         |         |       |       |
|----|---------|---------|---------|-------|-------|
| P  | 2nd Lt. | Sombart | George  | W.    | 615th |
| CP | 2nd Lt. | Shapiro | Leo     | (NMI) | "     |
| N  | F/O     | Miley   | Junior  | B.    | "     |
| B  | 2nd Lt. | Mrozek  | Chester | W.    | "     |
| RO | Sgt.    | Andrews | Leroy   | (NMI) | "     |
| TT | Sgt.    | Smith   | Elmer   | E.    | "     |
| BT | Pfc.    | Matts   | Dudley  | F.    | "     |
| TG | Sgt.    | Dailey  | J. (io) | B.    | "     |
| FG | Sgt.    | Livezey | Lowell  | G.    | "     |

PLANE # 42-102674

|    |         |            |         |         |       |
|----|---------|------------|---------|---------|-------|
| P  | 2nd Lt. | McKay      | George  | W.      | 615th |
| CP | 2nd Lt. | Kolp       | Norman  | H. (io) | "     |
| N  | 2nd Lt. | Rainey     | John    | L.      | "     |
| B  | 2nd Lt. | Hecker     | Robert  | L.      | "     |
| RO | Cpl.    | Richardson | Samuel  | T.      | "     |
| TT | Cpl.    | Butler     | William | H.      | "     |
| BT | T/Sgt.  | Luther     | Richard | H.      | "     |
| TG | Cpl.    | Wiederman  | Lars    | H.      | "     |
| FG | Cpl.    | Cannizzaro | Ralph   | J.      | "     |

PLANE # 43-38125

|    |         |           |         |       |       |
|----|---------|-----------|---------|-------|-------|
| P  | 2nd Lt. | Stegemann | Charles | W.    | 615th |
| CP | 2nd Lt. | Walter    | Albert  | C.    | "     |
| N  | F/O     | McCaslin  | Clayton | W.    | "     |
| B  | 2nd Lt. | Schultz   | John    | J.    | "     |
| RO | T/Sgt.  | McKenna   | Joseph  | (NMI) | "     |
| TT | T/Sgt.  | Mais      | John    | R.    | "     |
| BT | S/Sgt.  | Tamburine | Joseph  | J.    | "     |
| TG | S/Sgt.  | Waer      | Martin  | G.    | "     |
| FG | S/Sgt.  | Sullivan  | Robert  | E.    | "     |

## LOADING LIST (Continued)

PLANE # 42-31983

| DUTY | RANK    | NAME (LAST) | FIRST     | (MI) | SQUADRON |
|------|---------|-------------|-----------|------|----------|
| P    | 2nd Lt. | Callaway    | Robert    | W.   | 615th    |
| CP   | 2nd Lt. | Lawson      | Robert    | S.   | "        |
| N    | 2nd Lt. | Griffin     | Warren    | S.   | "        |
| B    | S/Sgt.  | Peltz       | Chester   | C.   | "        |
| RO   | S/Sgt.  | Dodson      | James     | G.   | "        |
| TT   | S/Sgt.  | Southerland | James     | C.   | "        |
| BT   | Cpl.    | Altieri     | Alfonso   | A.   | "        |
| TG   | S/Sgt.  | Roberts     | James     | D.   | "        |
| FG   | S/Sgt.  | Trendelman  | Frederick | S.   | "        |

PLANE # 43-57551

|    |         |            |         |       |       |
|----|---------|------------|---------|-------|-------|
| P  | 1st Lt. | Dow        | Herbert | V.    | 615th |
| CP | 2nd Lt. | Johnson    | Elvis   | E.    | "     |
| N  | 2nd Lt. | King       | Robert  | J.    | "     |
| B  | S/Sgt.  | Machasick  | Alfred  | (NMI) | "     |
| RO | S/Sgt.  | Carr       | Gene    | (NMI) | "     |
| TT | M/Sgt.  | Adams      | Leroy   | E.    | "     |
| BT | S/Sgt.  | Macchietto | Richard | D.    | "     |
| TG | S/Sgt.  | Sokolowski | Edward  | A.    | "     |
| FG | S/Sgt.  | Greenberg  | Harold  | (NMI) | "     |

PLANE # 42-102468

|    |         |          |         |    |       |
|----|---------|----------|---------|----|-------|
| P  | 1st Lt. | Kochel   | Michael | J. | 615th |
| CP | F/O     | Callahan | Raymond | J. | "     |
| N  | 2nd Lt. | Hoffman  | Lloyd   | A. | "     |
| B  | Sgt.    | Wofford  | Dewey   | B. | "     |
| RO | S/Sgt.  | Concino  | Joseph  | A. | "     |
| TT | Sgt.    | Beeson   | Charles | W. | "     |
| BT | Sgt.    | Kelly    | Thomas  | W. | "     |
| TG | Sgt.    | Cobbs    | Kenneth | W. | "     |
| FG | Sgt.    | Duke     | William | M. | "     |

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 | T/Sgt.  | Raciti   | Anthony | E.    | "     |
| BT | S/Sgt.  | Daley    | John    | P.    | "     |
| TG | Sgt.    | Storm    | James   | L.    | "     |
| FG | Sgt.    | Cross    | William | L.    | "     |

PLANE # 42-31069

|    |         |            |         |    |       |
|----|---------|------------|---------|----|-------|
| P  | 2nd Lt. | Daves      | Edward  | N. | 615th |
| CP | 2nd Lt. | Crunk      | Clayton | F. | "     |
| N  | 2nd Lt. | Mezydlo    | Ralph   | J. | "     |
| B  | 2nd Lt. | MacDougall | John    | C. | "     |
| RO | Sgt.    | McKinney   | Harold  | D. | "     |
| TT | S/Sgt.  | Mayfield   | William | R. | "     |
| BT | Sgt.    | Wheaton    | Paul    | J. | "     |
| TG | Sgt.    | Rollet     | James   | C. | "     |
| FG | Sgt.    | Crawford   | Melvin  | H. | "     |

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

28 September 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 28 SEPTEMBER 1944.

TAKE-OFF: 0745. 3/10 stratocumulus, base 4500', tops 5000'. Nil middle cloud. 4/10 cirrus at about 25,000'. Visibility 3 miles in haze.

ROUTE OUT: 3-5/10 stratocumulus, base 4500', tops 5000', decreasing to 1-3/10 cumulus over East Anglia, tops 5-6000', becoming 4-5/10 swelling cumulus at Belgium coast, tops 6-8000', further increasing to 6-8/10 swelling cumulus, tops 10-12,000', occasionally 15,000', east of Liege. 7-8/10 stratus, base 5400', tops 6300' near Cottesmore, becoming nil over East Anglia. Nil middle cloud except for 7-10/10 thin altostratus at about 18,000' near Cottesmore. 2-4/10 cirrus at about 25,000' over England, becoming nil over the North Sea. Visibility 2-4 miles, becoming unrestricted above clouds.

TARGET: 1152. 7/10 cumulus, tops 12-15,000'. Nil middle or high cloud. Visibility unrestricted.

ROUTE BACK: 7-9/10 cumulus, tops 12-15,000', breaking west of Koblenz to 6-7/10, further breaking to 3-5/10 over Belgium and to 1-3/10 cumulus at the Belgium coast, tops 5-6000', increasing to 5-7/10 cumulus, base 3500', tops 5000', over East Anglia, decreasing to 3-4/10 in the base area. Top of haze layer 5000' over the North Sea. Nil middle cloud, becoming 8-10/10 altocumulus and altostratus at 8-10,000' over England. Nil high cloud, becoming 3-4/10 cirrocumulus over Belgium, base about 25,000', and becoming 7-9/10 cirrocumulus at about 3 degrees E. Visibility unrestricted above 5000', decreasing to 3-5 miles in haze below 5000'.

BASE ON RETURN: 1539. 4/10 cumulus, base 3500'. 10/10 altocumulus and altostratus at about 10,000'. Visibility 3 miles in haze.

REMARKS: Very light and non-persistent contrails at 25-26,000' near target area. Dense, persistent contrails from fighters at about 30,000' in the target area. Temperatures nearly as briefed; -40 deg. at 26,000'; -28 deg. at 20,000'; -17 deg. at 15,000'. Winds aloft: 330 deg. at 28 knots at 10,000' over England; 268 deg. at 28 knots at 12,000' over the Belgium coast.

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

CONFIDENTIAL

# OPERATIONAL ROUTE FORECAST

DATE 28 Septemb er 1957  
 PERIOD 0700-1600 hrs  
 AG P BR HQ SOS 722929

DECLASSIFIED PER NND 00507 (00507)  
 BY B2, NARA DATE 11/22/11

|                 | A Base to Target   | B Target to Base  | C                            | D   |
|-----------------|--|---|------------------------------|---|
| 1<br>WEATHER    | Clear with haze becoming Cloudy with Slight to Moderate Rain Showers. (Scattered)  | Cloudy with Scattered Slight to Moderate Rain Showers.  |                              | NOTE*<br>Light Non-Persistent Contrails base 25,000ft<br>Dense Persistent Contrails base 28,000ft |
| 2<br>CLOUDS     | Mil Low Cloud becoming 4-6/10 Swelling Cumulus and Stratocumulus base 1-2,000ft tops 5-8,000ft. over Channel becoming 5-8/10 Swelling Cumulus base 1-2,000ft tops 10,000ft to 15,000ft with Occasional tops to 20,000ft over Continent and becoming 0-3/10 Alto-Cumulus <del>xxx</del> formed by the Spreading out of Cumulus base 19,000ft tops 20,000ft. Nil High Clouds 20,000ft. Nil High Clouds 6000ft. Heavy Clear in Cumulus tops | 5-8/10 Swelling Cumulus base 1-2,000ft tops 10-15,000ft with occasional tops to 20,000ft over Continent and Channel Decreasing to 4-6/10 Swelling Cumulus and Stratocumulus base 2,000ft tops 8-12,000ft with occasional tops to 15,000ft over England. 0-3/10 Alto-Cumulus <del>xxxxx</del> from Spreading Cumulus base 19,000ft tops 20,000ft. becoming Nil over Channel and England. Nil High Clouds. 6000ft Heavy Clear in Cumulus tops |                              | FOR TARGET SURFACE PRESSURE ALTITUDE add target Elevation to Plus 35 ft.                          |
| 3<br>ICING      | 6000ft. Heavy Clear in Cumulus tops  | 6000ft Heavy Clear in Cumulus tops  |                              |   |
| 4<br>VISIBILITY | 3-5 miles becoming unlimited Aloft.  | Unlimited aloft becoming 6 miles plus at base on return   |                              |   |
| HEIGHT SURFACE  | DIRECTION VELOCITY<br>330 20   | DIRECTION VELOCITY<br>290 20  | DIRECTION VELOCITY<br>280 20 | DIRECTION VELOCITY<br>Plus 12   |
| 5000 FT         | 330 35   | 290 30  | 280 30                       | Plus 01   |
| 10000 FT        | 330 45   | 290 35  | 280 35                       | -07   |
| 15000 FT        | 330 55   | 290 40  | 280 40                       | -17   |
| 20000 FT        | 340 75   | 290 45  | 280 45                       | -28   |
| 25000 FT        | 340 85   | 290 50  | 280 50                       | -37   |
| 30000 FT        | 340 95   | 290 55  | 280 55                       | -47   |

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SEA LEVEL  
195 FT

BASE ALTIMETER SETTING 30.15 inches TARGET SURFACE TEMP Plus 12 TARGET MEAN TEMP at 26,000ft -15.5  
 TEMP. AT 26,000 FT. -39 TARGET SURFACE (PRESSURE -AL Plus 35)

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

D-H-4

27 September 1944.

SUBJECT: Crew comments and suggestions.

TO : COMMANDING OFFICER, AAF Station 128, APO 557, US Army. (Thru Lt. Col. William T. Seawell.)

1. The crew of Lt. Thomas K. Hill, pilot A/C 1087, report that Lt. Bernhardt P. Carns, Low Squadron Leader, did an excellent job of evading flak.
2. Lt. Martin J. Wiegler, bombardier A/C 1891, reported that sky marker bomb dropped by Group Leader was a failure, and that it was necessary for him, as Low Squadron Lead Bombardier, to bomb on the trail of a sky marker dropped by a proceeding group.
3. Lt. John C. MacDougall, bombardier A/C 8125, reports that, on 4 out of 8 operational missions he has flown, bombing equipment has malfunction in some manner.
4. Lt. William Norton, navigator A/C 7145, recommends that a 1:100000 map be included in each map folder, showing the target area.
5. The crews of Lt. Bert E. Hooking, pilot A/C 6992, and Lt. Clayton R. Budd, pilot A/C 6313, report that breakfast at the combat mess this morning was very poor. These crews would like fried eggs.
6. Lt. William F. Grimm, pilot A/C 2674, reports that the ball turret on this A/C would not operate properly, and the tail guns were not operating.
7. The crew of Lt. Joseph L. Cromer, pilot A/C 7487, report that some of the bundles of chaff discharged in this Group were not broken open before being thrown out. It is their opinion that these chaff bundles are more dangerous than flak.
8. The crew of Lt. Robert E. Moran, pilot A/C 8236, report that there were no relief tubes installed in this A/C.

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

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

F-A-1

APO 557  
27 Sept. 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 27 September 1944:

a. A/C #44-6113 - Returned early because of internal failure of No. 2 engine. Pilot reported that airplane was climbing at about 12000 feet, 38" Hg., 2300 R.P.M., when oil pressure suddenly dropped and oil temperature rose. Oil was coming out of the breather. Ground check revealed pieces of piston ring on the sump plug.

b. A/C #42-107084 - Returned early because of broken external oil line to prop governor. This line was broken inside the fitting at the base of the governor probably by vibration.

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

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

F-C-1

AFPO 557  
28 Sept. 1944

SUBJECT: Armament Malfunction Mission Report.

TO : Commanding General, 1st Bomb Division, AFPO 557.  
ATTN: Division Armament Officer.

1. Negative Armament Malfunction Report is submitted for the mission of 27 September 1944.

2. There were nineteen (19) 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 94 "B" GROUP

Combat Flight Leader CAPT LEWIS Date 27 Sspt 44  
Deputy Flight Leader LT HASKETT

615 SQDN

612 SC JABWOCK  
613 IN MACRO  
614 IW GOLFCUB  
615 IY BUZZARD

HEENAN (LEWIS)

~~SC U 7947~~ *outstart No4*  
~~IW C 8033~~

CALLAWAY

HASKETT

IY G 1983 ✓

~~IY Q 8077~~  
~~IW C 8033~~  
IY P 8458

615 SQDN

613 SQDN

OAS

JETTER

IY N 8159 ✓

IN B 6132 ✓

MC KAY

UDY

HILLESTAD

DOUGLAS

IY X 1485 ✓

IY A 1077 ✓

IN M 8267 ✓

IN J 1591 ✓

~~IY R 160~~

SULLIVAN

IY J 7113 ✓

DAVES

GRIMM

IY D 8125 ✓

IY M 2674 ✓

SPARES

SOMBART

IY B 1730 ✓

~~SPARE LEAD IY P 8458~~  
~~SPARE PFF LEAD IY H 7636~~

GROUND SPARES IN A 8160 ✓  
IW J 2659 ✓

Briefst 0200  
Briefing 0300  
Stations 0430  
Engines 05

*[Handwritten scribble]*

1248

~~HIGH~~

Combat Flight Leader CAPT GRUMAN Date <sup>27</sup> 28 September 1944.

Deputy Flight Leader LT HARASYN

614 SQDN

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

GRUMAN

IW R 7780 ✓

WILTMAN

IW X 1863 ✓

HARASYN

IW G 7084 ✓

*Short -  
Broken oil line  
to Prop Gov.*

614 SQDN

LERWICK ✓

IW S 6145 ✓

615 SQDN

THOMASON

IN Q 7931 ✓

MORAN

IW M 8236 ✓

JAMES

IW B 7151 ✓

KECK

IN S 2947 ✓

CARSON

IN D 8187 ✓

FILEMYR

IW Q 7478 ✓

CROZIER

IW Z 8330 ✓

SISSON

IW A 6508 ✓

SPARES

MAYS

IW O 7602 ✓



LOW BOX 94TH "B" GROUP

Combat Flight Leader LT CARNES

Date <sup>27</sup> 26 September 1944

Deputy Flight Leader LT HILL

612 SQDN

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

CARNES

SC P 1891 ✓

HARLAN

SC M 7039 ✓

HILL

SC K 1087 ✓

612 SQDN

613 SQDN

HOCKING

SC D 6992 ✓

BUDD

IN F 6313 ✓

CROMER

SC O 7487 ✓

GIBSON

SC C 9993 ✓

ETTERS

IN R 6113 ✓

HANSON

IN T 7736 ✓

MATWELL

SC H 2398 ✓

*ABORT  
#2 Eng Failure.*

NAGLE

SC R 2395 ✓

LAWRENCE

SC S 7938 ✓

SPARES

BONNEY

SC J 7790 ✓

