

MISSION NO. 154

To: POLITZ, GERMANY

401ST BOMBARDMENT GROUP (H)

R E P O R T O F O P E R A T I O N A LD A YMISSION SUMMARY REPORTMISSION # 154Date 7 October 1944ASSIGNMENT

1. Assigned Target: POLITZ, GERMANY
2. Commitments: The 401st furnished three 12 A/C squadrons comprising the 94th "C" Group - also the high 12 A/C squadron for the 94th "D" Group. One PFF A/C was included in each of the four squadrons and a spare accompanied each squadron with exception of the lead squadron of the 94th "C" Group.

EXECUTION - 94th "C" CBW

1. Target Bombed: POLITZ, GERMANY (Synthetic Oil)
2. a. Group Leader: Lt. Col. W. E. SEAWELL (Currie)
 - Lead Navigator: 1st Lt. A. SHAPIRO (Howard-"Mickey")
 - Extra Navigator: 1st Lt. M. B. JEFFERY
 - Lead Bombardier: 1st Lt. R. R. WINN
- b. Low Sqdn Leader: 1st Lt. B. G. KONZE
 - Lead Navigator: 1st Lt. O.L. STORK (Chaffey-"Mickey")
 - Lead Bombardier: 1st Lt. A. G. KOSSUTH
- c. High Sqdn Leader: Major E. T. DE JONCKHEERE (Coleman)
 - Lead Navigator: 1st Lt. H. E. KRON (Strong-"Mickey")
 - Lead Bombardier: 1st Lt. E. K. STOUT
3. Flight Over England:
 - a. Takeoff: Takeoff and assembly was normal without incident.
 - b. Sqdn & GP Assemblies: Aircraft assembled into a very good formation and departed Cottesmore buncher one minute later.

MISSION SUMMARY REPORT (Cont)c. Route Over England:

Point "Y" was departed approximately on time. 94th "B" Group had been located during assembly and we fell in very close behind them. Both "B" and "C" then moved in behind "A" and at Control Point 1, "D" moved in behind us. The Division column at Control Point 1 was very good.

4. Attack:a. Flight to Target:

Over most of the North Sea route the column was close and good. 94th "C" Group formation was very good. Estimate we were at first 30 seconds behind "B", later $1\frac{1}{2}$ to 2 minutes. During the climb particularly from 20,000' to 25,500', "A" seemed to pull away from "B". Groups "B" and "C" and "D" were close together. 94th "D" Group then moved up on my left and actually went slightly ahead (about ten o'clock). His low squadron was far back for a time. The leader called "D" and asked that on the two right turns (at the east coast of the Danish peninsula and at Control Pt. 3) to fall behind 94th "C". He acknowledged but never fell behind. Again on the SE leg after Control Pt. 3 he was requested to "S" to left and back to get behind since we were in good interval behind "B" and was planning to close in even closer on the next turn to the IP. "D" said he would climb to briefed altitude and cross over the top of us. He never climbed high enough to accomplish this. We were then approaching the turn left towards the IP so to keep us both from being in a bad position for the bomb run he was requested to turn to the IP and we would "S" to the right and make a wide turn in order to follow him. He acknowledged. Approaching the IP he began turning left. 94th "D" leader then said he was making a 360° turn. At this point we could only proceed to the target, hence we made another "S" maneuver to avoid "D" and turned over the IP to the target. "B" evidently had meanwhile gone south of course on the leg before the IP. 94th "C" Group's wide turns and "S" maneuvers had carried it south also. It was believed that "B" must be the group that could be seen approaching the target on his run; (it was actually "A") we had lost sight of him before while evading "D" and turning wide. As we turned toward the target we spotted "B" coming from the right. We could not "S" right and fell behind so we went in almost abreast and to the left. Both "B" and "C" therefore bombed almost simultaneously. My bombs went away about 10 seconds after "B" leader's.

b. Bombing Run:

Lead Box: Before the IP forward scouting forces informed us that the target could be bombed visual but that smoke screens were present. We were forced out of position by a formation to our left that prevented us from turning on IP as briefed. After stooging around for a few minutes we headed back toward the IP turning into the target approximately on course. Although visual conditions existed the whole target area was covered by dense billows of protective smoke. Synchronization for both drift and rate was accomplished on opportune landmarks.

MISSION SUMMARY REPORT (Cont)

b. Bombing Run:

Lead Squadron: (Cont) The flak was moderate and accurate. About 35 seconds before bombs away the ship was revealed, synchronization was checked and cross hairs placed in the smoke where MPI was calculated to be. All bombs were salvoed at 1259, results being unobserved but the run was entirely visual. The AFCE was used and worked very well.

Low Squadron: We fell in trail at the IP for the bomb run. The target was covered with a dense, persistent smoke screen. It was also fairly hazy. The MPI was totally obscured by the smoke screen so the Bombardier decided to bomb by means of the R.A.F. Grid and Target Map. A point near the woods, south of the target area was selected to synchronize upon. This point was 8000 yards short of the assigned MPI. After the telescope index was rolled back the prescribed amount and continued to run till bombs away. Results were unobserved and all bombs were salvoed. Bombs were away at 1300. A faint outline of the target area could be seen, but only when directly above it.

High Squadron: We came off the IP as briefed. The target area was conspicuously located directly underneath a very effective smoke screen. The visibility was excellent enabling us to see the smoke screen from a great distance. A corner of the woods directly in line and in front of the target area was used to synchronize upon. When both course and rate were killed the cross hairs were moved to the assigned MPI which was estimated by means of triangulation. All the bombs of the squadron were salvoed when the indices met at 1259. The run was made manually. Results were unobserved due to the smoke coverage and the evasive action taken to avoid the intense flak.

c. Flight From Target: During the turn from the target my high squadron was forced away from my formation and never could get back with us. He feathered number 1 and returned to base without further incident.

d. Return to Base: Normal formation landings were made. One aircraft landed away and five aircraft failed to return.

e. Weather: Weather was described as 6-8/10ths strata cumulus enroute to target, becoming 9-10/10ths over the North Sea, Jutland and the Baltic, with large breaks all along the continental coast: it became scattered inland, and ~~10~~10/10ths to 2/10ths over target, tops at 4-5000 feet altitude. Nil middle clouds and traces of high cirrus, becoming 4-5/10ths over target.

e. Fighter Support: Fighter support was excellent, no gaps observed.

MISSION SUMMARY REPORT (Cont)g. Comments on Formation:

Group Leader: Formation was good to and over target. High squadron leader lagged in climb from 20,000' to 25,500' but regained position. Interval was as briefed until reaching the IP (see narrative)

High Sqdn Leader: Position was a little behind on the climb but was okay at the IP. Formation was generally good throughout the mission.

Low Sqdn Leader: Formation generally good and in briefed position.

h. Conclusions and Recommendations: When attacking Politz recommend bomb run not go all through Stettin flak also.

EXECUTION - 94th "D" COMPOSITE GROUP

5. Target Bombed: POLITZ, GERMANY

6. High Sqdn Leader: Capt. T. D. CARROLL

LEAD Navigator: 1st Lt. P. F. KAISER (Dresbach-"Mickey")

Lead Bombardier: Capt. W. T. HUTSON

7. General Narrative:

Takeoff was normal and assembly was made good. The high squadron had only 25 minutes to from with the 94th "D" Group but it accomplished this very well. The route to the coast was as briefed. From the English coast to the IP the 94th "D" Leader flew slightly north of course and although somewhat behind 94th "C" group, it was almost abreast of them. We turned inside of "C" Group as they "S"ed at the IP and then after turning towards the target made a 360° turn (reason unknown). At this point the high squadron fell in behind the low squadron and went over the target in this fashion. The lead squadron turned away from course before the target and was never seen again. The flight from the target was behind the "C" Group and was uneventful.

8. Bomb Run and Results:

While still in the Group formation we followed the lead squadron in a 360° turn in the vicinity of the IP. This was probably made to better space ourselves in the attacking column. After it was completed we came over the IP as briefed and on course and in trail. The visibility was good but the smoke screen over the target areas was very effective. A point on line with the assigned MPI but in front of the smoked area was picked to synchronize upon. Both course and rate were killed on this point, which was a corner of the wooded area. The oil tanks on an even line and to the right of the target were seen so the rate hair was moved up to this point. Bombs were all salvoed. The run was made manually, results were unobserved.

MISSION SUMMARY REPORT (Cont)9. Comments:

Formation: The high squadron maintained proper position all the way in to the target, bombing was done in trail of the low squadron - the 360° turn just before the target left us 600 feet low. Ships and sections seemed to be generally in good formation.

Other: It is not known why the 94th "D" Leader was flying north of course and made the 360° turn before the target.

10. Enemy Opposition: Nor air opposition encountered.
(for flak see Flak Report)

11. Aircraft Not Attacking: All scheduled aircraft attacked.

12. Battle Damage:

<u>Major</u>	<u>Minor</u>	<u>To Flak</u>
3	40	43

13. Casualties:

45 - MIA (5 A/C)
4 - LWA
3 - SWA

14. Statistical Summary of Operations: (See attached form)

15. Bombing Data:

a. Observations:

94th "C" Group: Lead Sqdn - Results were unobserved, however were in target area.

Low Sqdn: - Results were unobserved, thought to be in target area.

High Sqdn - Results were unobserved, thought to be in target area.

94th "D" Group: High Sqdn - Results were unobserved, thought to be in target area.

b. Disposition of Bombs:

94th "C" Group: Lead Sqdn - All 12 A/C E.E.T. bombed the primary, dropping 120 x 500# M64.

Low Sqdn - All 12 A/C E.E.T. bombed the primary, dropping 117 x 500# M64. One A/C had 3 bombs hangup which were jettisoned at 5427-1250E. The spare returned its load of 10 bombs.

MISSION SUMMARY REPORT (Concl'd)

B. Disposition of Bombs:

94th "C" Group: High Sqdn - All 12 A/C E.E.T. bombed the primary, dropping 115 x 500# M64. One A/C had 5 bombs hang up which were jettisoned over the North Sea. The spare returned 10 bombs to base.

94th "D" Group: High Sqdn - All 12 A/C E.E.T. bombed the primary, dropping 119 x 500# M64. One A/C had 1 bomb hang up which was jettisoned in the channel. The spare returned its load of 10 bombs.

c. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs				
	Over Target	Bombing	Number	Size	Type	Fusing Nose	Fusing Tail
Main Bombfall	48	48	471	500#	M64	1/10	1/40
Other Attacks	-	-	-	-	-	-	-
Total Bombs on Target			471	500#	M64	1/10	1/40
Other Expenditures			9	500#	M64	1/10	1/40
Bombs Returned			30	500#	M64	1/10	1/40
Total (Loaded on A/C Taking Off)			510	500#	M64	1/10	1/40

16. Lost Aircraft:

<u>A/C Number</u>	<u>Sqdn</u>	<u>Position in Formation</u>	<u>Location of Los</u>	<u>Cause</u>
42-31087 (HILL)	612	#4 lead section, Lead squadron, 94th "C" GP	Over Target	Flak
42-31081 (NELSON)	613	#3, Lead section, High squadron, 94th "C" GP	Over Target	Flak
42-107084 (HARASYM)	614	#3, lead section, High squadron, 94th "D" GP	Over Target	Flak
44-6145 (SILVERSTEIN)	614	#1, high section, High squadron, 94th "D" GP	Over Target	Flak
43-38452 (JAMES)	614	#6, high section, High squadron, 94th "D" GP	Over Target	Flak

Submitted By:

KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer

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

D-H-1

7 October 1944.

SUBJECT: Crew Comments and Suggestions.

TO : Commanding Officer, Station 128, APO 557, US Army. (Thru
Lt. Col. William T. Seawell).

1. Capt. T. Carroll, Pilot A/C 033 - Would rather fly with 401st, does not like composite Groups.
2. Lt. E.E. Johnson, Co-Pilot A/C 730 - Lt. Dow was far out of formation about 5/6 of the time.
3. Lt. R.L. Hecker, Bombardier A/C 730 - The small hooks on the aiming wires which should come out when bombs are salvoed; went out with bombs yesterday and today.
4. Lt. R.W. Callaway, Pilot A/C 983 - Five of my enlisted men were on guard last night - no sleep between last two missions.
5. Lt. L.E. Cooper, Pilot A/C 146 - We had no green green flares.
6. Lt. J.L. Cromer, Pilot A/C 393 - Woodcraft D, lead, reported "fighter cover leaving" over VHF in clear. Also route from I.P. to target was over Stettin exposing aircraft to unnecessary flak.
7. Sgt. R.E. Merrill, LWG A/C 330 - If trucks had numbers painted on tail gate it would save a great deal of time in locating trucks by crews.
8. Lt. C.W. Stegemann, Pilot A/C 125 - Lt. Duckworth should fly a little higher when element leader. We were in prop wash entire trip.
9. Lt. L. Lawrence, Pilot A/C 938 - High Squadron nearly dropped on lead.

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

STATISTICAL SUMMARY OF OPERATIONS

401st Group

1st BD F. O. 513

Date of 7 October 1944

94th "C" Group

	LEAD		LOW		HIGH	PFF
		PFF - GH		PFF - GH		
1. No. of A/C Failing to Take Off	-	-	-	-	-	-
2. No. of A/C Airborne	11	1	12	1	12	1
3. No. of A/C Airborne Less Spares	11	1	11	1	11	1
4. No. of A/C Sighted	11	1	11	1	11	1
5. No. of A/C Attacking	11	1	11	1	11	1
6. No. of A/C Not Attacking	-	-	-	-	-	-
(a) Early Returns Included						
7. Name of Primary Target	POLITZ, GERMANY					
(a) No. of A/C Attacking	11	1	11	1	11	1
(b) No., Size & type of bombs	110	10	107	10	105	10
	500# M64	500# M64	500# M64	500# M64	500# M64	500# M64
8. Name of Secondary Target	-----					
(a) No. of A/C Attacking						
(b) No., Size & type of Bombs						
9. Name of Last Resort Target	-----					
(a) No. of A/C Attacking						
(b) No., Size & type of Bombs						
10. Name of Target of Opportunity	-----					
(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	1	-	-	-	1	-
13. - to Flak	(1)	-	-	-	(1);	
14. - to Flak & E/A						
15. - to Enemy A/C						
16. - to Accident						
17. - to Unknown						

STAT SUMMARY (Cont'd)

	LEAD	LOW	HIGH
18. Time of Takeoff	0723	0727 $\frac{1}{2}$	0723
19. Time of Attack	1259	1300	1259 _n
20. Average Time of Flight	9.5	9.8	9.7
21. Altitude of Release	26,900	26,000	27,200
22. Visual or PFF	VISUAL	VISUAL	VISUAL
23. Enemy Resistance - AA Int.&ACC.	Moderate Very Accurate	Moderate Very Accurate	Moderate Very Accurate
24. - Fighters	-----	-----	-----
25. - Bombers	-----	-----	-----
26. U.S. A/C Engaged by Enemy A/C	-----	-----	-----
27. Degree of Success	Unobserved	Unobserved	Unobserved

PFF A/C Borrowed from Groups as follows: -----

PFF A/C Loaned to Groups as Follows: -----

NOTES:

STATISTICAL SUMMARY OF OPERATIONS

401st Group

1st BD F. O. 513

Date of 7 October 1944

94th "D" Composite Group

	High Squadron		EFF - GH	EFF - GH
	EFF - GH	EFF - GH		
1. No. of A/C Failing to Take Off	-	-		
2. No. of A/C Airborne	12	1		
3. No. of A/C Airborne Less Spares	11	1		
4. No. of A/C Sorties	11	1		
5. No. of A/C Attacking	11	1		
6. No. of A/C Not Attacking	-	-		
(a) Early Returns Included				
7. Name of Primary Target	POLITZ, GERMANY			
(a) No. of A/C Attacking	11	1		
(b) No., Size & type of bombs	109	10		
	500# M64	500# M64		
8. Name of Secondary Target				
(a) No. of A/C Attacking				
(b) No., Size & type of Bombs				
9. Name of Last Resort Target				
(a) No. of A/C Attacking				
(b) No., Size & type of Bombs				
10. Name of Target of Opportunity				
(a) No. of A/C Attacking				
(b) No., Size, & type of Bombs				
(a) Early Returns Included				
11. Name of Target Opportunity				
(a) No. of A/C Attacking				
(b) No., Size & type of Bomb				
12. No of A/C Lost - TOTAL	3			
13. - to Flak	(3)			
14. - to Flak & E/A				
15. - to Enemy A/C				
16. - to Accident				
17. - to Unknown				

STAT SUMMARY (Cont'd)

	HIGH		
18. Time of Takeoff	0759		
19. Time of Attack	1308		
20. Average Time of Flight	8.6		
21. Altitude of Release	28,600		
22. Visual or PFF	Visual		
23. Enemy Resistance - AA Int.&ACC.	Moderate Very Accurate		
24. - Fighters	----		
25. - Bombers	----		
26. U.S. A/C Engaged by Enemy A/C	----		
27. Degree of Success	Unobserved		

PFF A/C Borrowed from Groups as follows: -----

PFF A/C Loaned to Groups as Follows: -----

NOTES:

Lead Sq 94 C Group

Combat Flight Leader Lt Col Seawell

Date 7 Oct 44

Deputy Flight Leader Lt Schaunaman

612 SQDN

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

Formation at takeoff

x one target

CURRIE (SEAWELL)

SG U 7947

BURNS

SC D 6992

SCHAUNAMAN

SC N 6506

612 SQDN

HOCKING

SC L 8637

612 SQDN

HILL

SC K 1087

GIBSON

SC C 9993

AIKEN

SC B 1662

CROMER

SC R 2393

LAWRENCE

SC S 7938

MAXWELL

SC H 2398

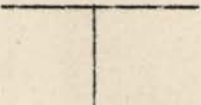
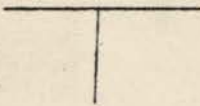
BONNEY

SC J 7790

JONES

SC M 7039

SPARES



LOW SQ 94 C

Combat Flight Leader LT KONZE

Date Oct

Deputy Flight Leader LT HASKETT

615 SQDN

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

Formation at takeoff

x Over Target.

KONZE

IY H 7636

OSB

IY N 8159

HASKETT

IY Q 8077

SQDN

SULLIVAN

IY J 7113

SQDN

DUCKWORTH

IY L 7551

COOPER

IY R 6146

CALLAWAY

IY G 1983

STEGEMAN

IY D 8125

UDY

IY K 8425

DCW

IY C 2468

MC KAY

IY B 1730

GERDM

IY M 2674

SPARES

TURK

SC A 7628 (returned)

HI SQ 94 C

Combat Flight Leader

MAJ DE JONCKHEERE

Date 7 Oct

Deputy Flight Leader

LT NELSON

615 SQDN

612 SC JALNOCK

613 IN MACRO

614 IW GOLFCLUB

615 IY BUZZARD

Formation at takeoff

& Bau Target

COLEMAN (DE JONCKHEERE)

IN Y 7600

HANSEN

IN T 7736

NELSON

IN C 1081

____ SQDN

____ SQDN

ETTERS

IN P 7009

JENNINGS

IN A 8160

CAMPBELL

IN Q 7931

KEELING

IN M 8267

KECK

IN S 2947

DOUGLAS

IN H 8607

BUDD

IN D 8187

HILLESTAD

IN U 7706

MC GOLDRICK

IN N 6104

SPARES

HOPLEY

IN J 1591 (returned)



HI SQ 94 D

Combat Flight Leader CAPT CARROLL Date 7 Oct

Deputy Flight Leader LT HARASYM

614 SQDN

612 SC JALWOCK
613 IN MACRO
614 IW GOLFCLUB
615 IY BUZZARD

Formation at takeoff

Four target

CARROLL

IW G 8033

FILIMYR

HARASYM

IW Q 7478

IW G 7084

____ SQDN

____ SQDN

SILVERSTEIN

RUNDELL

IW S 6145

IW J 2859

HUBBELL

SISSON

GROZIER

WITTMAN

IW F 7395

IW A 6508

IW Z 8330

IW H 6464

MAYS

IW O 7602

JAMES

NORTON

IW D 8452

IW X 8565

SPARES

MORAN

IW M 8236 returned



HEADQUARTERS AAF STATION #128
 OFFICE OF THE NAVIGATION OFFICER

7 October 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 0723 hours; Land at 1702 hours.

b. Group formed at 0830 hours at 6000 feet.

c. Formed CBW at 0925 hours at 6000 feet.

d. Began climb at 1021 hours; reached alt. at 1209 hours.

e. Weather encountered over England:

(1) Clouds 7 / 10th - Visability 10-15 miles.

(2) Wind at altitude 85 degrees, 20 Knots.

f. Means of navigation over England. Gee D.R. Radio

g. Means of checking Metro Winds Gee Mickey

h. Joined task force at 0930 hrs. at Louth
 (Splasher, City, Coord.)

i. English Coast out at 0910 hrs.; Enemy Coast in at 1132 hrs.

j. Fighter Rendezvous:

(1) Going in 1140 hrs.

(2) Coming back Good Coverage hrs.

k. Wind used for bombing:

(1) 85 degrees, 20 Knots.

(2) Determined by Mickey
 (Method)

l. Bomb run and Method of Target Identification:

(1) Reached IP at 1250 hrs.

(2) Mag. heading over target 333 degrees.

(3) Altitude over target 26000 feet.

(4) Bombs away at 1259 hrs.

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

Pilotage Weather Clear

m. Gee;

(1) Coordinates of furthest fix 54 14 N. 06 41 E.

(2) Obtained at 1103 hours.

n. Difficulties encountered with special equipment.

None

COMMENTS:

/s/ Horace E. Kron
 HORACE E. KRON
 1st Lt., Air Corps
 Lead Navigator, 401st B.G., "C" Group
 SIGNATURE

HEADQUARTERS AAF STATION #128
 OFFICE OF THE NAVIGATION OFFICER

7 October 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 0727 hours; Land at 1717 hours.

b. Group formed at 0821 hours at 1300 feet.

c. Formed CBW at 0901 hours at 1100 feet.

d. Began climb at 1020 hours; reached alt. at 1210 hours.

e. Weather encountered over England:

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

(2) Wind at altitude 140 degrees, 33 Knots.

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

g. Means of checking Metro Winds Gee Pilotage

h. Joined task force at 0901 hrs. at 10th
 (Splasher, City, Coord.)

i. English Coast out at 0912 hrs.; Enemy Coast in at 1132 hrs.

j. Fighter Rendezvous:

(1) Going in 1140 hrs.

(2) Coming back xx hrs.

k. Wind used for bombing:

(1) 140 degrees, 33 Knots.

(2) Determined by Pilotage
 (Method)

l. Bomb run and Method of Target Identification:

(1) Reached IP at 1252 hrs.

(2) Mag. heading over target 341 degrees.

(3) Altitude over target 2400 feet.

(4) Bombs away at 1300 hrs.

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

Visual - Pilotage

Smoke Screen over target

m. Gee:

(1) Coordinates of furthest fix 54 04N N. 04 32 E.

(2) Obtained at 1525 hours.

n. Difficulties encountered with special equipment.

COMMENTS:

/s/ Oliver F. Stork
 2nd Lt., Air Corps
 Lead Navigator, Low Sqd
 "C" Group

SIGNATURE

HEADQUARTERS AAF STATION #128
 OFFICE OF THE NAVIGATION OFFICER

7 October 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 0723 hours; Land at 1652 hours.

b. Group formed at 0831 hours at 5000 feet.

c. Formed CBW at 0900 hours at 5000 feet.

d. Began climb at 1019¹ hours; reached alt. at 1213¹ hours.

e. Weather encountered over England:

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

(2) Wind at altitude 165 degrees, 35 Knots.

f. Means of navigation over England. Gee Radio

g. Means of checking Metro Winds Gee

h. Joined task force at 0900 hrs. at Louth
 (Splasher, City, Coord.)

i. English Coast out at 0910¹ hrs.; Enemy Coast in at 1131¹ hrs.

j. Fighter Rendezvous:

(1) Going in 1140 hrs.

(2) Coming back XX hrs.

k. Wind used for bombing:

(1) 165 degrees, 35 Knots.

(2) Determined by Wicker
 (Method)

l. Bomb run and Method of Target Identification:

(1) Reached IP at 1250 hrs.

(2) Mag. heading over target 335 degrees.

(3) Altitude over target 25400 feet.

(4) Bombs away at 1259 hrs.

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

Pilotage - Very Clear

m. Gee:

(1) Coordinates of furthest fix 54 08 N. 05 38 E.

(2) Obtained at 1512 hours.

n. Difficulties encountered with special equipment.

Fluxgate repeaters off 3-4 degrees from Master indicator.

COMMENTS: Forced to "S" on approach to I.P. due to interference from another group.

/s/Morey B. Jeffery
 1st Lt. Air Corps
 Lead Navigator, Lead Sqd
 401st Group
 SIGNATURE

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

7 October

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 0759 hours; Land at 1639 hours.
- b. Group formed at 0840 hours at 8000 feet.
- c. Formed CBW at 0840 hours at 8000 feet.
- d. Began climb at 1026 hours; reached alt. at 1238 hours.
- e. Weather encountered over England:
 - (1) Clouds 8 / 10th - Visibility 7 miles.
 - (2) Wind at altitude 125 degrees, 25 Knots.
- f. Means of navigation over England. Gee D.R.
- g. Means of checking Metro Winds Gee Pilotage
- h. Joined task force at 0908 hrs. at Louth
(Splasher, City, Coord.)
- i. English Coast out at 0912 hrs.; Enemy Coast in at 1132 hrs.
- j. Fighter Rendezvous:
 - (1) Going in 1140 hrs. Good Coverage
 - (2) Coming back _____ hrs.
- k. Wind used for bombing:
 - (1) 125 degrees, 25 Knots.
 - (2) Determined by Pilotage
(Method)
- l. Bomb run and Method of Target Identification:
 - (1) Reached IP at 1301 hrs 323
 - (2) Mag. heading over target 27,300 degrees.
 - (3) Altitude over target 1300 feet.
 - (4) Bombs away at _____ hrs.
 - (5) Method ~~was~~ target Visual Identification - smoke screen at target
- m. Gee:
 - (1) Coordinates of southeast fix 52 12 N. 05 43 E.
 - (2) Obtained at 1503 hours.
- n. Difficulties encountered with special equipment.

COMMENTS:

/s/ Paul F. Kaiser
PAUL F. KAISER
1st Lt., Air Corps
Lead Navigator, 41st Sqd, "D" Gp.

SIGNATURE

W.D.A.G. FORM
 12 E. Modified
 1-9-44 401st BG APO 557

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Winn DATE 7 Oct 1944
 PILOT Lt. Col Seawell, Capt Gurrie TAKE OFF 0723
 NAVIGATOR Lt. Jeffery AIRPLANE _____
 WING 94 "C" Gp GROUP 401st SQDN Lead (G) LANDED 1652
 OBJECTIVE Politz, 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 64 FUSING: NOSE 1/10 TAIL 1/40
 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 50 Temp Aloft: Metro -33 Actual -24
 True Altitude above target 26900 Mag Head, order 333 Actual 335
 Ind. Altitude 25400 True Heading 338
 Pressure alt of target -211 Drift, Est 1L Actual 2R
 Altimeter setting 29.92 True Track 340
 C.I.A.S. 150 I.A.S. 150 Actual Range 14,257
 G.S. Est 201 Actual 260 B.S. Type M-9
 Wind Direc Metro 340 Actual 165 Time of Release 1259
 Wind Veloc. Metro 23 Actual 37 Intervalometer Setting Salvo
 D.S. 121.9 Trail 62 ATF 43.48 Length of Bombing Run 5min
 Tan. D.A. Est .43 Actual .53 C-1 Pilot Yes A-5 _____
 Mean Temp: Metro -6.5 Actual -6 Manual Pilot _____
 Type of Release: Lead A/C Salvo Type of Release: Other A/C Salvo

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNC.	MAG. HDNC.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS. MPH. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
0942	85 1/2	46 1/2	92		See Wind 117/32					22	12	115	119 1/2	38 1/2	1020 1/2
0947			86		See Wind 113/32 (Air Flot)										
0956 1/2	AP	97/16 1/2	82		53 39N 02 43E See Wind by Air Flot		150	5000	143	30 1/2	14 1/2	126	49	23	1019 1/2
1004 1/2		77/17	82		53 42 1/2 N 03 18E		150	5000		21	8	157			
1015			80		53 46N 03 43E		150	5000	143						
1020			80		53 46N 03 43E Convoy at 52 56N 05 15E 3 groups of 4-6 ships		150	5000 -12	143						
1020 1/2			80		53 50N 04 01E Starting Climb							157	176	1:09	1129
1028			80		53 54N 04 27E		150	7000 -10	148	16	8 1/2				
1031 1/2	78	98/8	79		See and Air Flot Wind		150	8000 -8	151	28	12	140			
1037			88				150	9000 -8	153						
1055			76				150	13000 -2	164						
1100			76		APos 54 16N 06 54E D.R. 54 16N 06 53E		150	14000 0	167	105	40				
1105			76		54 17 1/2 N 00 49E Heligoland at 100°-39mi		150	15000 -2	169						
1109			88		54 18N 07 06E (Wickey)										
1116	84	95/15	82		Heligoland at 136-14 PFF Wind		150	17000 -8	174	29	11	158			
1119 1/2			80		North of Course										
1131			83		G.P. #2 on Course 1 minute Late			20000 -12	185						
1135			84		Flensburg 42 degees- 14 miles (Flak)							170	41	15	1146
1145	98	0	98		Danish Coast on course 54 40N 10 00E		150	22500 -20				175			
1150 1/2			100M		Kiel 54 38N 10 28E		150	23000 -20							
1157			116					24000 -22							
1203			119		Makskov 139-31		150	24000							
1211			130		G.P. #3 on course on time										
1213 1/2			134				150	25000 -22							
1217			140		278-20		150	25300							
1220 1/2		42 1/2	145		Straelund 23-24										
1225	141	165/35	145		Wickey Wind		150	25300		22 1/2		169			
1230					OTHER or groups caused us to "S" before I.P. turning.										
1250					Turning on I.P.										
1253 1/2			345		I.P. Bomb Senses Doors open		150	25400							
1255					Start of Run										
1259	334	-2	332	335	Bombs Away		150	25400							
1308			359				160	24500							
1310			355		54 05N 15 00E Pilotage		160	24000							
1313			330		Turning To next Leg		150	24000							
1318			293				150	21500							
1324			230		Turning back to Control Point #4										
1329 1/2			230				150	20500							
1331			265		Control Point #4 on course 15 min late		150	20000							
1349 1/2			272		Straelund 120-25 mi		150	19500 -12	182						
1355 1/2					Ships left after target 087 393 Engines Feathered										

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF	TRUE HDNC.	MAG. HDNC.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS. MPH /K	HEIGHT & AIR TEMP	T.A.S.	RUN		C. S.	TO RUN		E.T.A.	
										DIST.	TIME		DIST.	TIME		
1345					Hostee 168° -30		150	19500 -12								
1359			265		Examining Paralelling course 3 mi N.		150			16	4	240				
1404			275		Wind by D.R. 150/20K		150	19500	182	29	9	194				
1416	257		251		54 41N 10 13E		150	19500					187	41	13	1429
1432			258		54 20N 08 50E Pilotage Wind 95/15 Letting Down Enemy Coast out				186				200	80	24	1456
1441	258	0	258		2 miles south of Course		150	17000					ETA FOR BASE		1642	
1507	258		258		039 lagging No. 1 feathered D.R. 54 05N 05 30E		160	12000	120	35	200					
1512			258		54 08N 05 38E Gee fix		160						136			
1531	258	-2	258		53 59N 04 02E Gee Fix		160	7500		176	1:01	176				
1533	252	-2	250		ETA for Coast Gee wind 95/15		160		147				161	145	54	1627
1545	252		250		53 48N 03 00E		150	5500	144	38	12	190	107	33	1618	
1559	252		250		53 33N 02 10E		150	5500	144							
1601	243	-7	250		310/18 (Wind by Gee)					33	14	136	69	30	1630	
					Course and Distance to Base 213° at 59NM											
1622	223		230		53 10N 00 21E English Coast In		150	1500								
1648					Over Field		150	1500								
1652					Landed											

CERTIFIED A TRUE COPY:

H.W. BORMAN
 Colonel, Air Corps
 Commanding

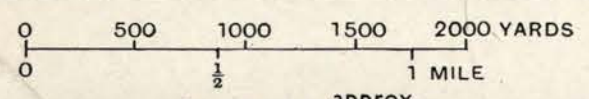
TO	FROM	RECD	HECHL	W/BH	DO	BEE	EL	HONC	AVB	HDNC	C	DIR	W/2	IV	TIME	BDA	VFL	W

Target No.
I (a) (iii) 40

HYDRIERWERKE — PÖLITZ near STETTIN
PÖLITZ A.G. (GERMANY)

Illustration No.
I (a) (iii) 40/13

Primary



Photographed 30 April 1944

(1 : 32,000) approx.

Issued May 1944



A.I.3c (1)

TYPE A

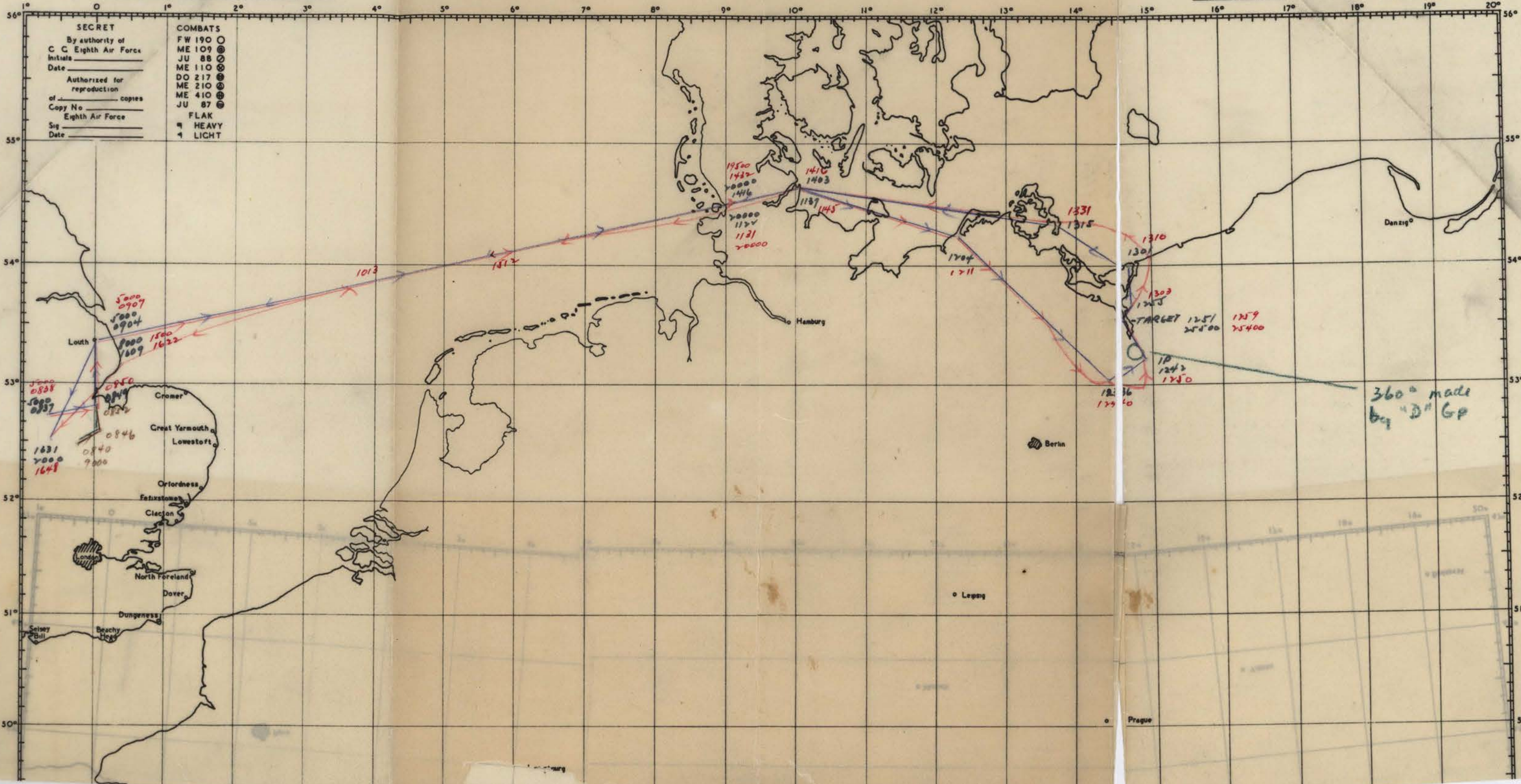
Illustration No.
I (a) (iii) 40/13

TRACK CHART

DATE 7 Oct 44

TARGETS
PRIMARY POLITZ, GERMANY

ROUTE FOLLOWED BY
 ———— BRIEFED - 94th Gp
 - - - - - ACTUAL - 94th Gp
 - - - - - BRIEFED - 94th Gp
 - - - - - ACTUAL - 94th Gp



DECLASSIFIED PER AND 145003 BY SP-6 NARA DATE 11-18-10



Hi "C"

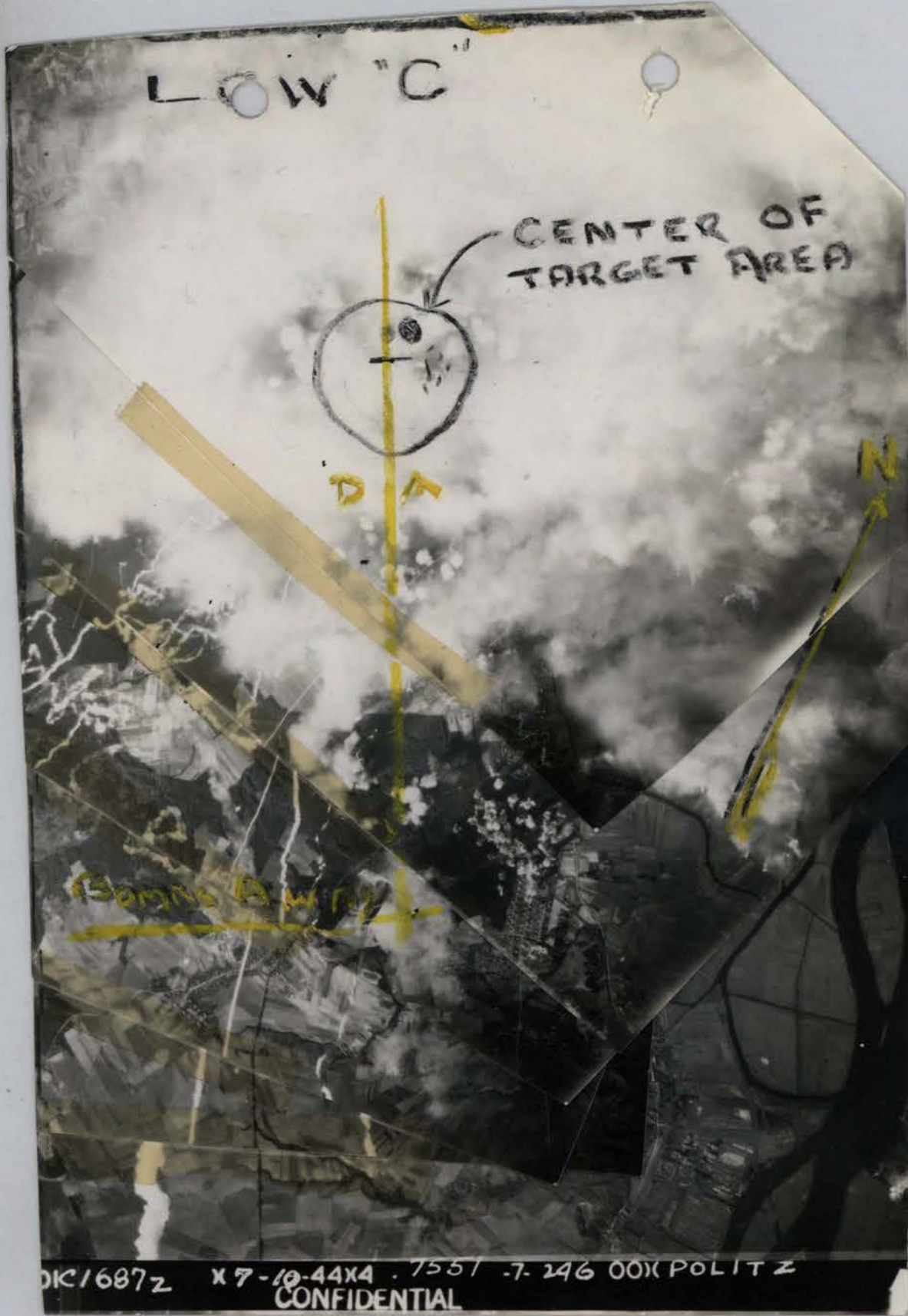
TARGET
AREA

DA

N

BOMBS
AWAY





DK16872 X7-10-44X4 .7551 .7.246 001(POLITZ
CONFIDENTIAL

V.D.A.G. FORM
 12 E. Modified
 1-9-44 401st BG APO 557

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Kossuth DATE 7 Oct 1944
 PILOT Lt. Konze TAKE OFF 0727 $\frac{1}{2}$
 NAVIGATOR Lt. Stork AIRPLANE _____
 WING 94 "C" Gp GROUP 401st SQDN Low (C) LANDED 1717
 OBJECTIVE Politz, 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 64 FUSING: NOSE 1/10 TAIL 1/40
 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 50 Temp Aloft: Metro -33 Actual -22
 True Altitude above target ~~50~~ 26000 Mag Head, order 333 Actual 341
 Ind. Altitude 24900 True Heading 344
 Pressure alt of target -211 Drift, Est 1L Actual 2L
 Altimeter setting 29.92 True Track 342
 C.I.A.S. 150 I.A.S. 150 Actual Range 13,520
 G.S. Est 201 Actual 268 B.S. Type M-9
 Wind Direc Metro 340 Actual 140 Time of Release 1300
 Wind Veloc. Metro 23 Actual 38 Intervalometer Setting Salvo
 D.S. 124.3 Trail 61 ATF 42.65 Length of Bombing Run 2 $\frac{1}{2}$ min
 Tan. D.A. Est .43 Actual .52 C-1 Pilot Yes A-5 _____
 Mean Temp: Metro -6.5 Actual -0.3 Manual Pilot _____
 Type of Release: Lead A/C Salvo Type of Release: Other A/C Salvo

W.D.A.G.FORM
 12 E. Modified
 1-9-44 401st BG APO 557

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Stout DATE 7 Oct 1944
 PILOT Lt. Coleman, Major De Jonckhere TAKE OFF 0723
 NAVIGATOR Lt. Kron AIRPLANE _____
 WING 94 "C" GROUP 401st SQDN High (C) LANDED 1702
 OBJECTIVE Politz, 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 64 FUSING: NOSE 1/10 TAIL 1/40
 BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
 NUMBER OF BOMBS LOADED 120 x 500# M 64 RELEASED 12 115
 INFORMATION AT RELEASE POINT:
 Altitude of Target 50 Temp Aloft: Metro -33 Actual -28
 True Altitude above target 115 27200 Mag Head, order 333 Actual 330
 Ind. Altitude 26600 True Heading 333
 Pressure alt of target -211 Drift, Est 1L Actual 6L
 Altimeter setting 29.92 True Track 328
 C.I.A.S. 150 I.A.S. 150 Actual Range 14,144
 G.S. Est 201 Actual 245 B.S. Type M-9
 Wind Direc Metro 34 Actual 60 Time of Release 1259
 Wind Veloc. Metro 23 Actual 23 Intervalometer Setting Salvo
 D.S. 122 Trail 63 ATF 44.05 Length of Bombing Run 3min
 Tan. D.A. Est .42 Actual .52 C-1 Pilot A-5
 Mean Temp: Metro -6.5 Actual -9 Manual Pilot Yes
 Type of Release: Lead A/C Salvo Type of Release: Other A/C SALVO

W.D.A.G. FORM
 12 E. Modified
 1-9-44 401st BG APO 557

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Capt Hutson DATE 7 Oct 1944
 PILOT Capt Carroll TAKE OFF 0759
 NAVIGATOR Lt. Kaiser AIRPLANE _____
 WING 94 "D" Gp GROUP 401st SQDN High (D) LANDED 1639
 OBJECTIVE Flotiz, 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: 1 A/C
 BOLBS, TYPES AND SIZES 500# M 64 FUSING: NOSE 1/10 TAIL 1/40
 BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
 NUMBER OF BOLBS LOADED 120 x 500# M 64 RELEASED 119
 INFORMATION AT RELEASE POINT:
 Altitude of Target 50 Temp Aloft: Metro -37 Actual -30
 True Altitude above target 28600 Mag Head, order 333 Actual 325
 Ind. Altitude 27300 True Heading 326
 Pressure alt of target - 211 Drift, Est 1L Actual 4L
 Altimeter setting 29.92 True Track 322
 C.I.A.S. 150 I.A.S. 150 Actual Range 13,153
 G.S. Est 201 Actual 284 B.S. Type M-9
 Wind Direc Metro 340 Actual 340 Time of Release 1308
 Wind Veloc. Metro 23 Actual 29 Intervalometer Setting Salvo
 D.S. 120.2 Trail 62 ATF 45.33 Length of Bombing Run 2min
 Tan. D.A. Est .41 Actual .46 C-1 Pilot A-5
 Mean Temp: Metro -8 Actual -5 Manual Pilot Yes
 Type of Release: Lead A/C Salvo Type of Release: Other A/C Salvo

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

J-A-5

Reference Field Order 513.

7 OCTOBER 1944

SUBJECT: Communications Report, Operational Mission No 154.

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>1</u>	Splashers	<u>28</u>
to other A/C	<u>∅</u>	Fixed Beacons	<u>4</u>
2. HF/DF Bearings	<u>1</u>	Bunchers	<u>42</u>
3. MF/DF Fixes	<u>1</u>	6. Total A/C using Gee	<u>48</u>
4. Distress Action	<u>1</u>	Maximum Fix	<u>5418N-0618E</u>

SECTION TWO - REPORTED EQUIPMENT DEFICIENCIES

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

SECTION THREE - REMARKS

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

S E C R E T

Report A.A. Gunfire.

BOMBARDMENT GROUP (H)

401st

Target: Assigned . Politz Date of Mission 7 Oct. 44
 Bombed . . Politz

Route as Flown:-

1131 (5430-0850) 1145 (5440-1000) 1211 (5416-1218)
1250 (5313-1454) 1259 (Target) 1310 (5405-1500) 1331 (5421-1344)
1416 (5441-1013) 1432 (5420-0850).

Weather conditions: (a) At target . . . Clear
 (b) En route . . . Clear
 Were our A/C "Seen" or "Unseen" targets? (a) At target . . . Seen
 (b) En route . . . Seen
 Any condensation trails? . . No

Description of Flak at Target, including METHOD OF FIRE CONTROL

1255 to 1304 Stettin to Politz - 9 min in mod, very accurate flak, black bursts - pred. concentration.

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

Heavier black flak observed at Flensburg and Peenemunde

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

Position of Group

94th C and MI Sq of USAF

Details:-

	A/C over enemy territory	A/C Damaged	A/C lost to Flak	Time over Target	Time of Bombs away	Height	Axis of Attack	Bomb Run
94-G	36 (3PM-3Maj)		2	1259	1259	25,500	335 M.	2 Min.
94-D	12	9	3	1308	1308	27,300	320 M.	7 "
1st	48	40 Minor	5					

Comments - Phenomenal

Lt. D.J. Sutherland

S E C R E T

*ME effort -*1. Targets-Primary, visual Politz.

The target is the synthetic oil plant located in the NW part of the city. This plant is one of the targets in Germany and is now rated second in production.

This Group has for an MPI, the compressor houses and you are the only force on this MPI.-the remaining ³Gps are concentrating on other buildings in the area. *in this task force.*

The target itself covers a large area-1800 x 1300 yards, and the buildings are closely grouped. ~~making it quite~~ in an area sparsely built up making it quite easy to pick up.

The other force in the first Division are hitting:

- 5 Gps on Brux- oil
- 4 Gps on Ruhland- oil

Secondary, visual, is Barth- A/D (P/W camp just *Wen water's edge.*
Secondary PFF, Stralsund, -

Last resort, and military objective positively identified as being in Germany and E of the Rhine R.

2. Friendly Activities.

12 Gps from 3 Div. on Bohlen-Merseburg. Same route as 1 Div. Zero plus 20

15 Gps from 2 Div on same as 3rd. Same route as 1 and 2 Div. Zero plus 0

500 RAF Lancasters and Halifaxes on Emmerich and Kleve zero plus 300

2nd. T.A.F. in same area from zero hour plus 200 to zero plus 400.

LOTENENDORF

3. Fighters.

4. Flak

5. Epidaiscope

6. SOP's

1. New A/C apt to be encountered.
2. Forced landings in Belgium
3. SOP for Sweden
4. P/W
5. G.I. shoes-dog tags-
6. SecutRity.

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

7 Oct. 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 7 OCTOBER 1944

BASE ON TAKE-OFF: 0748. 5/10 Stratocumulus base 1500', 2/10 Altostratus base estimated 10000', trace of Cirrus above 25000'. Visibility 7 mi.

ROUTE OUT: 6-8/10 Stratocumulus becoming 9-10/10 over the North Sea and Baltic Sea with large breaks all along the Continental Coast seeming to become clear to scattered inland, becoming generally 0-2/10 over the target area. Tops of the Stratocumulus 4-5000'. Nil middle cloud, traces of Cirrus becoming 4-5/10 at 10 degrees E and 4-6/10 over the target area, base 28-30000'. Visibility unrestricted.

TARGET: 1308. Nil low or middle cloud, 4-6/10 Cirrus base 28-30000'. Visibility unrestricted.

ROUTE BACK: Same as route out except for a clear area from the West Coast of Denmark to 1-200 mi. over the North Sea and a Stratocumulus overcast over England base 1500'.

BASE ON RETURN: 1635. 10/10 Stratocumulus base 1500'. Visibility 6 mi.

REMARKS: No contrails except light non-persistent contrails for a period of about two minutes at 12 degrees E at 26000'. Temperatures 7-10 degrees warmer than briefed. Winds reported as follows: Over target area at 25000', 160 degrees 30 knots; Over the North Sea at 8000', 110 degrees 25 knots.

Robert R. Peterson
ROBERT R. PETERSON
1st. Lt., Air Corps
Weather Officer

CONFIDENTIAL

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

7 October 1944

SUBJECT: Loading List

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

A/C 43-37938

P	Lawrence, Louis Jr.	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.	S/Sgt	612th
TTG	Gnaupman, Richard C.	S/Sgt	612th
BTG	O'Neal, Hayes B., Jr.	Sgt	612th
TG	Azedo, Pholbert B.	Sgt	612th
FG	Harold, Lloyd B.	Sgt	612th

A/C 44-6506

P	Schaunaman, George S.	1st 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 42-39993

P	Gibson, Roger C.	1st Lt.	612th
CP	Kleppe, Fred H.	1st Lt.	612th
N	Brand, George C.	1st Lt.	612th
B	Kemler, Arden C.	2nd Lt.	612th
ROG	Heikkinen, Carl R.	T/Sgt	612th
TTG	Williamson, Joseph R.	T/Sgt	612th
BTG	Roethler, Roland V.	S/Sgt	612th
TG	King, Francis E., Jr.	S/Sgt	612th
FG	Phelps, Durwood W.	S/Sgt	612th

A/C 43-38637

P	Hocking, Bert E.	1st Lt.	612th
CP	Merritt, William R.	2nd Lt.	612th
N	Harris, Elliott S.	1st Lt.	612th
B	Dusenberry, Charles J.	S/Sgt	612th
ROG	Moore, Donald J.	T/Sgt	612th
TTG	Cannon, James W.	T/Sgt	612th
BTG	Doogan, Arthur J., Jr.	S/Sgt	612th
TG	Thomas, Ernest H.	S/Sgt	612th
FG	Garrett, Milton (NMI) Jr.	S/Sgt	612th

A/C 43-97947

P	Currie, Donald A.	Capt.	612th
CP	Seawell, William T.	Lt. Col.	612th Gp. Hq.
N	Jeffery, Morey B.	1st Lt.	612th
N	Shapiro, Aaron (NMI)	1st Lt.	612th
MO	Howard, Robert W.	2nd Lt.	612th
B	Winn, Roy R.	1st Lt.	612th
ROG	Fuston, William P.	T/Sgt	612th
TTG	Hereford, Gerald F.	S/Sgt	612th
TG	Thorne, Walter W.	2nd Lt.	612th
FG	Giese, Carlton F.	S/Sgt	612th

A/C 42-107039

P	Jones, Dale G.	2nd Lt.	612th
CP	Mead, Clarence E.	F/O	612th
N	Wishnoff, Aaron	2nd Lt.	612th
B	Moran, Robert E.	2nd Lt.	612th
ROG	Madryzk, Chester D.	S/Sgt	612th
TTG	Derry, Harrison W.	S/Sgt	612th
BTG	Rogers, Chalres G.	Sgt	612th
TG	Watters, Kenneth O.	Sgt	612th
FG	Serafino, Ernest A.	Cpl.	612th

A/C 42-31087

P	Hill, Thomas K.	1st Lt.	612th
CP	Schmedel, Wilbur E.	2nd Lt.	612th
N	Block, Theadore S.	2nd Lt.	612th
B	Chadwick, Junius W., Jr.	2nd Lt.	612th
ROG	Shewbert, Victor H.	T/Sgt	612th
TTG	Mullins, James K.	T/Sgt	612th
BTG	Hellenbeck, Edward A.	S/Sgt	612th
TG	Richardson, Omer G.	S/Sgt	612th
FG	Keith, Buddy N.	S/Sgt	612th

A/C 42-102398

P	Maxwell, Charles T.	1st Lt.	612th
CP	McLeod, Lucien P.	2nd Lt.	612th
N	Billman, James K.	2nd Lt.	612th
B	O'Brien, Eugene B.	S/Sgt	612th
ROG	Searcy, Marion E.	T/Sgt	612th
TTG	Thomas, Robert L.	T/Sgt	612th
BTG	Lamourux, Duane A.	S/Sgt	612th
TG	Welborn, Luther B.	S/Sgt	612th
FG	Bunn, Charles T.	Sgt	612th

A/C 42-31662

P	Aiken, Charles H.	2nd Lt.	612th
CP	Hanford, Chrls J., Jr.	2nd Lt.	612th
N	Osborne, Chrles 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

A/C 43-37790

P	Bonney, Roy H.	1st Lt.	612th
CP	Jolley, Edward R.	2nd Lt.	612th
N	Olsen, John B.	2nd Lt.	612th
B	Souder, William M.	S/Sgt	612th
ROG	Pettinga, Paul S.	T/Sgt	612th
TTG	Lenzen, Ben (NMI)	T/Sgt	612th
BTG	Peters, Winfield E.	S/Sgt	612th
TG	Roth, Solomon M.	S/Sgt	612th
FG	Dill, Donald D.	S/Sgt	612th

A/C 42-106992

P	Burns, Estel G.	1st Lt.	612th
CP	Tompkins, David G.	1st Lt.	612th
N	Malone, John L.	1st Lt.	612th
B	Pinkston, John S.	S/Sgt	612th
ROG	Will, Adam E.	T/Sgt	612th
TTG	Warren, Emmitt E.	Cpl	612th
BTG	Swope, Donald M.	S/Sgt	612th
TG	Henry, Hilmer E.	S/Sgt	612th
FG	Gruchawka, John (NMI)	T/Sgt	612th

A/C 42-102393

P	Cromer, Joseph L.	2nd Lt.	612th
CP	Trout, Ralph W.	F/O	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	Villagio, Vincent V.	Sgt	612th
TG	Coffin, Robert J., Jr.	Sgt	612th
FG	Clark, Eugene F.	Sgt	612th

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

7 OCTOBER 1944

LOADING LIST

PLANE NO.	RANK	LAST NAME	FIRST NAME	MI	DUTY
42-107009	1st Lt.	ETTERS	ROY	C.	P.
	2nd Lt.	MISENHEIMER	IRA	W. JR.	CP
	1st Lt.	NASH	JOSEPH	P.	N
	1st Lt.	ANDREU	ROBERT	A.	B
	T/SGT.	SCOLL	EMANUEL	T.	RO
	T/SGT.	Mc GEE	EDWARD	T.	TT
	S/SGT.	MAES	BERT JR.	(NMI)	BT
	S/SGT.	WOOD	FREDERICK	A.	TG
	S/SGT.	HUCKINS	GARTH	N.	WG
42-97931	2nd Lt.	CAMPBELL	ROBERT	B.	P
	2nd Lt.	RANDLE	RICHARD	W.	CP
	2nd Lt.	HURLEY	JIM	D.	N
	2nd Lt.	ISHAM	LAWRENCE	B.	B
	S/SGT.	CHALUPZYNSKI	VINCENT	M.	RO
	SGT.	JUSTICE	ANDREW	C.	TT
	SGT.	BOSTIAN	AUDREY	I.	BT
	SGT.	SMITH	JAMES	A.	TG
	SGT.	HARLEN	JAMES	J.	WG
43-37706	2nd Lt.	HILLESTAD	RAYMOND	H.	P
	2nd Lt.	EMCH	JOHN	H.	CP
	2nd Lt.	CAMPBELL	FREDERICK	L.	N
	SGT.	MONTOYA	CHRIS	A.	B
	SGT.	KRIZ	RAYMOND	E.	RO
	SGT.	DRYDEN	JAMES	B. JR.	TT
	SGT.	ANDREN	ROBERT	M.	BT
	S/SGT.	FISHEIN	HAROLD	(NMI)	TG
	SGT.	DI CICCIO	PATSY	C.	WG
42-102947	2nd Lt.	KECK	ROBERT	J.	P
	2nd Lt.	ESTEL	LAWRENCE	A.	CP
	F/O	FREEMAN	HOLLIS	W. JR.	N
	F/O	SHEPARD	SAMUEL	(NMI)	B
	SGT.	M ENGLER	RICHARD	H.	RO
	SGT.	STOEGER	LEONARD	V.	TT
	SGT.	NORR	EDWOOD	W.	BT
	SGT.	METCALF	WILLIAM	T.	TG
	SGT.	NACHTIGAL	FRED	C.	WG
44-6104	2nd Lt.	Mc GOLDRICK	JOHN	W.	P
	2nd Lt.	MILLER	HENRY	C.	CP
	2nd Lt.	LEWIS	LESTER	G.	N
	SGT.	LINDSAY	JONES	R.	B
	SGT.	BECK	GERALD	L.	RO
	SGT.	SHELDON	JONES	R.	TT
	SGT.	GRUMANN	JONES	F.	BT
	SGT.	ST. LEDGER	ROBERT	E.	TG
	SGT.	LUCA	RUDOLPH	C.	WG

43-38187	1st Lt.	BUDD	CLAYTON	R.	P
	2nd Lt.	Mc LEOD	REGINALD	L.	CP
	2nd Lt.	KLOTZ	BERNARD	L.	N
	S/SGT.	KISSACK	JOHN	D.	B
	T/SGT.	SKALA	FRANKLIN	C.	RO
	T/SGT.	OLIVER	ERNEST	S.	TT
	S/SGT.	LARSON	DEAN	C.	BT
	S/SGT.	ROGEN	HARLAN JR.	(NMI)	TG
	S/SGT.	MURRAY	DALE	S.	WG
42-31591	2nd Lt.	HOPLEY	CHARLES	W.	P
	2nd Lt.	GOETZ	FRANK	V. JR.	CP
	2nd Lt.	Mac DONALD	RICHARD	E.	N
	SGT.	JACOBS	JOHN	R.	B
	SGT.	DUNNING	CHARLES	R. JR.	RO
	SGT.	HARDIN	WILLIAM	A.	TT
	S/SGT.	PICO	WILLIAM	J.	BT
	SGT.	VAN FELT	HAROLD	G.	TG
	SGT.	ANDERSON	WAYNE	L.	WG
43-38160	1st Lt.	JENNINGS	WILLIAM	W.	P
	F/O	GARTON	FRED	M.	CP
	2nd Lt.	FOLKS	WILLIAM	M.	N
	2nd Lt.	SCHKLOVEN	ISAAC	(NMI)	B
	T/SGT.	CURTIS	JAMES	W.	RO
	T/SGT.	FORMAN	RICHARD	T.	TT
	S/SGT.	OLIVER	KENNETH	C.	BT
	S/SGT.	SELZLE	THOMAS	R.	TG
	S/SGT.	GUESS	WILLIAM	J.	WG
43-38607	2nd Lt.	DOUGLAS	LUTHER	A.	P.
	2nd Lt.	LITTLE	RICHARD	H.	CP
	2nd Lt.	HAVRAN	EDWARD	F.	N
	2nd Lt.	GORMAN	WILLIAM	L.	B
	SGT.	SHEETZ	JOHN	H.	RO
	SGT.	LEWIS	RAYMOND	G.	TT
	SGT.	AGLEATA	TONY	A.	BT
	SGT.	GARIO	LOUIS	P.	TG
	SGT.	Mc GRARY	LEON	A.	WG
42-31081	2nd Lt.	NELSON	AUGUSTUS	J.	P.
	2nd Lt.	NEVOIS	EDGAR	W.	CP
	2nd Lt.	KULCZYCKI	JOHN	S.	N.
	2nd Lt.	WILCOX	BLAINE	B.	B
	S/SGT.	DORRIS	JOHN	T.	RO
	T/SGT.	WILLIAMS	LAWRENCE	E.	TT
	S/SGT.	MAJESKI	FRANK	B.	BT
	S/SGT.	Mc CARTHY	JAMES	J.	TG
	S/SGT.	ANDERSON	BOBBIE	D.	WG

42-38267

1stLt.	KEELING	CHARLES	W.	P
XXXX 2nd Lt.	XXXXXXXXXXXX	XXXX DONALDSON	JEFF. N.	GP
2nd Lt.	RUSH	JAMES	M.	N
2nd Lt.	SCANLON	WILLIAM	M.	B
T/SGT.	KNOX	ROBERT	C.	FO
T/SGT.	ROWE	ROBERT	R.	TT
S/SGT.	KENAGY	LLOYD	C.	BT
S/SGT.	MOORE	WAVERLY	M.	TG
S/SGT.	BABAZIAN	STEPHEN	A.	WG

43-37736

1st Lt.	HANSON	ALBERT	L.	P
2nd Lt.	YOUNG	THOMAS	Y.	GP
2nd Lt.	JARDINE	JOHN	H.	N
S/SGT.	GREEN	BERNARD	T.	B
T/SGT.	SEARS	DONALD	L.	FO
T/SGT.	MURRAY	HOMER	G.	TT
S/SGT.	PEREZ	FRANK	W.	BT
S/SGT.	GODFREY	HAROLD	M.	TG
S/SGT.	ELLIS	LAMAR	A.	WG

42-38600

1stLt.	COLEMAN	EDWARD	W.	P
1stLt.	KRON	HORACE	E.	N
1st Lt.	STOUT	ELDRIDGE	K.	B
Maj.	DE JONCKHEERE	ERIC	T.	GP
T/SGT.	CARRON	CALVIN	A.	FO
T/SGT.	LINDHOLM	ALVIN	T.	TT
S/SGT.	KIDMAN	WILLARD	D.	BT
S/SGT.	ANDERSON	EDDIE	W.	WG
2nd Lt.	STRONG	WILLIAM	W.	V

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

AAF Station # 128
 7 October 1944

SUBJECT: Loading List.

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

1. Following is the Loading List for today's mission.

<u>*Plane 44-8033</u>			
P	Capt.	CARROLL, TED D.	614th Sq
CP	1st Lt.	LEASER, FREDERICK G.	"
N	1st Lt.	KAISER, PAUL F.	"
N	1st Lt.	DRESBACH, JOHN T.	"
B	Capt.	HUTSON, WAYMAN T.	612th Sq
RO	T/Sgt.	Curtin, John W.	614th Sq
TT	S/Sgt.	Leuenberger, Arnold J.	"
TG	S/Sgt.	Eaton, Earl E.	"
WG	S/Sgt.	Mell, Jack R.	"

<u>*Plane 42-97478</u>			
P	1st Lt.	SCHULZ, JOHN	"
CP	2nd Lt.	CLAXTON, HERBERT W.	"
N	2nd Lt.	ROBINSON, EDWARD F.	"
BTG	S/Sgt.	Tutwiler, David M.	"
RO	T/Sgt.	LaFleur, Delmore H.	"
TT	T/Sgt.	Shanks, Herbert H.	"
BT	S/Sgt.	Reynolds, William H.	"
TG	S/Sgt.	Schmidt, Edward J.	"
WG	S/Sgt.	Culver, Malcolm J.	"

<u>*Plane 42-107084</u>			
P	1st Lt.	HARASYM, ALEXANDER	"
CP	2nd Lt.	BARSUK, CLARENCE S.	"
N	2nd Lt.	PARKER, LEBERT J.	"
B	2nd Lt.	MARSHALL, JOHN J.	"
RO	T/Sgt.	Friduss, Jarvis H.	"
TT	T/Sgt.	Topic, Glen L.	"
BT	S/Sgt.	Saylor, Emanuel T.	"
TG	S/Sgt.	Capps, George C.	"
WG	S/Sgt.	Bailey, John S.	"

<u>*Plane 42-97145</u>			
P	1st Lt.	SILVERSTEIN, HARRY P.	"
CP	2nd Lt.	FARQUHAR, JOHN A.	"
N	2nd Lt.	CRICKENBERGER, LAWRENCE H.	"
CTG	S/Sgt.	Landwehr, Carl W.	"
RO	S/Sgt.	Gravel, Donald A.	"
TT	T/Sgt.	Dotson, Glenn	"
BT	S/Sgt.	Bergstron, Donald E.	"
TG	S/Sgt.	Meyers, Francis S. Jr.	"
WG	S/Sgt.	Dias, George V.	"

Loading List Dont'd.

*Plane	<u>42-102659</u>		
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 M. JR.	"
RO	Sgt.	Trojanowski, Arthur J.	"
TT	S/Sgt.	Schwiederek, John J.	"
BT	Sgt.	Smith, William F.	"
TG	Sgt.	Ice, Robert E.	"
WG	Sgt.	Huffman, James J.	"
*Plane	<u>42-97395</u>		
P	2nd Lt.	HUBBELL, RICHARD .S.	"
CP	2nd Lt.	GOULET, AMBROSE F.	"
N	2nd Lt.	MOORE, GEORGE J.	"
CTG	S/Sgt.	Maki, Arthur W.	"
RO	Sgt.	Pool, Clyde W.	"
TT	Sgt.	Ross, Richard D.	"
BT	Sgt.	Revette, John L.	"
TG	S/Sgt.	Bell, W. S.	"
WG	Sgt.	Harris, John C.	"
*Plane	<u>43-38565</u>		
P	1st Lt.	SISSON, NORMAN L.	"
CP	2nd Lt.	HOEMANN, EUGENE E.	"
N	2nd Lt.	CROSSEN, LAVERN	"
B	2nd Lt.	PICKER, NATHAN	"
RO	S/Sgt.	Haluck, Andrew S.	"
TT	S/Sgt.	Carter, Peter J.	"
BT	Sgt.	Stevens, Calvin J.	"
TG	Sgt.	Ritchie, Francis T.	"
WG	S/Sgt.	Healy, John L.	"
*Plane	<u>42-38330</u>		
P	2nd Lt.	CROZIER, JOHN C.	"
CP	2nd Lt.	WEBER, MORRIS	"
N	2nd Lt.	POLSTER, ERVING	"
B	2nd Lt.	WHITING, RICHARD L.	"
RO	S/Sgt.	Hapner, Clayton	"
TT	Cpl.	Ligon, James E.	"
BT	Cpl.	Johnson, Robert J.	"
TG	Sgt.	Kitts, Keith D.	"
WG	Sgt.	Merrill, Richard E.	"
*Plane	<u>44-6464</u>		
P	F/O.	WHITTMAN, PAUL F.	"
CP	2nd Lt.	HOSLEY, ROBERT A.	"
N	2nd Lt.	SCHNEIDER, JAMES M.	"
B	2nd Lt.	O'HEARN, MELVIN C.	"
RO	T/Sgt.	Russell, James R.	"
TT	Sgt.	Collett, John E.	"
BT	S/Sgt.	Frohman, Howard J.	"
TG	S/Sgt.	Ruhmann, Richard R.	"
WG	S/Sgt.	Harwell, Wilton W.	"

Loading List Cont'd.

*Plane 42-97602
 P 2nd Lt.
 CP 2nd Lt.
 N 2nd Lt.
 B 2nd Lt.
 RO S/Sgt.
 TT S/Sgt.
 BT Sgt.
 TG Sgt.
 WG Sgt.

MAYS, HAL C. 614th Sq
 LIVINGSTON, HERMAN "
 KOSKI, MATTHEW F. "
 SCHAEFER, ROBERT L. "
 Bayes, Willie J. "
 Gay, Clifford E. "
 Cole, William I. "
 Manacella, Joseph L. Jr. "
 Wilson, Billy J. "

*Plane 43-38452
 P 2nd Lt.
 CP 2nd Lt.
 N 2nd Lt.
 CTG Sgt.
 RO Sgt.
 TT Sgt.
 BT Sgt.
 TG Cpl.
 WG Sgt.

JAMES, ROBERT W. "
 GROSSMANN, ROBERT M. "
 MORRIS, GERALD A. "
 Miller, Henry E. "
 Hopkins, Frank W. "
 Scatchard, Roger N. "
 Keivens, William J. "
 Newman, Donald F. "
 Pennington, William O. "

*Plane 44-6508
 P 2nd Lt.
 CP 2nd Lt.
 N 2nd Lt.
 B 2nd Lt.
 RO Cpl.
 TT Cpl.
 BT Cpl.
 TG Cpl.
 WG Cpl.

MORTON, WALTER L. "
 RITCHEY, RALPH "
 PINK, JACK T. "
 HELMS, CHARLES L. "
 Hickey, Robert E. "
 Block, Joseph R. "
 Powers, Willard B. "
 Whittington, Charles S. "
 Bruschwein, Douglas B. "

*Plane 42-38236
 P 2nd Lt.
 CP 2nd Lt.
 N 1st Lt.
 CTG Cpl.
 RO Cpl.
 TT Cpl.
 BT S/Sgt.
 TG Cpl.
 WG Cpl.

MORAN, ROBERT E. "
 WELLMAN, SILAS H. "
 LE BLANC, JOHN S. "
 Miller, James J. "
 Brown, Arnold P. "
 Stromberg, Warren B. "
 James, Harold L. Jr. "
 Clark, Charles B. "
 Detty, Hibert J. Jr. "

For the Squadron Commander:

DONALD V. KIRKHUFF
 CAPT, Air Corps,
 Operations Officer.

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

7 October 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 # 42-102674

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Grimm	William	F.	615th
CP	2nd Lt.	Huesgen	Herman	K.	615th
N	2nd Lt.	McMullen	Willard	C.	615th
B	2nd Lt.	Burns	Raymond	G.	615th
RO	T/Sgt.	Kressler, Jr.	Oliver	J.	615th
TT	S/Sgt.	Brown, Jr.	Thomas	J.	615th
BT	Pfc.	Matts	Dudley	F.	615th
TG	S/Sgt.	Wheeler	Robert	L.	615th
FG	Sgt.	Duke	William	M.	615th

PLANE # 42-31983

P	1st Lt.	Callaway	Robert	W.	615th
CP	2nd Lt.	Lawson	Robert	S.	615th
N	2nd Lt.	Griffin	Warren	S.	615th
B	S/Sgt.	Peltz	Chester	C.	615th
RO	S/Sgt.	Dodson	James	C.	615th
TT	S/Sgt.	Southerland	James	C.	615th
BT	Sgt.	Altieri	Alfonso	A.	615th
TG	S/Sgt.	Roberts	James	D.	615th
FG	S/Sgt.	Trendelman	Frederick	S.	615th

PLANE # 43-39125

P	1st Lt.	Stegemann	Charles	W.	615th
CP	2nd Lt.	Walter	Albert	C.	615th
N	F/O	McCaslin	Clayton	W.	615th
B	2nd Lt.	Schultz	John	J.	615th
RO	T/Sgt.	McKenna	Joseph	(NMI)	615th
TT	T/Sgt.	Mais	John	B.	615th
BT	S/Sgt.	Tamburine	Joseph	J.	615th
TG	S/Sgt.	Waeer	Martin	C.	615th
FG	S/Sgt.	Sullivan	Robert	E.	615th

PLANE # 44-6146

P	1st Lt.	Cooper	Louis	E.	615th
CP	2nd Lt.	Spansel	Kaye	M.	615th
N	2nd Lt.	Ellis	George	O.	615th
B	2nd Lt.	D'Agostini	Benedict	R.	615th
RO	S/Sgt.	Sherrill	Bascom	B.	615th
TT	T/Sgt.	Sexton	Myron	W.	615th
BT	Pfc.	Maroncelli	Harry	J.	615th
TG	S/Sgt.	Lawrence	Ralph	I.	615th
FG	S/Sgt.	Gue	Charles	M.	615th

COMBAT - BOMBING LIST.

PLANE # 43-37551

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Duckworth	Robert	O.	615th
CP	1st Lt.	Morrow	Russell	E.	615th
N	1st Lt.	Kunstman	Warren	R.	615th
B	Sgt.	Elston	Mack	A.	615th
RO	T/Sgt.	Halderman	Lyle	K.	615th
TT	T/Sgt.	Comer	Roy	C.	615th
BT	S/Sgt.	McKeon	George	T.	615th
TG	Sgt.	Tarr	Clyde	M.	615th
FG	S/Sgt.	Cook	Clyton	W.	615th

PLANE # 42-31730

P	2nd Lt.	McKay	George	W.	615th
CP	2nd Lt.	Johnson	Elvis	E.	615th
N	2nd Lt.	Rainey	John	L.	615th
B	2nd Lt.	Hecker	Robert	L.	615th
RO	Sgt.	Richardson	Samuel	T.	615th
TT	Sgt.	Butler IV	William	H.	615th
BT	T/Sgt.	Luther	Richard	H.	615th
TG	Cpl.	Wiederman	Lars	H.	615th
FG	Cpl.	Connizzaro	Ralph	J.	615th

PLANE # 43-37628

PLANE	2nd Lt.	Turk	Laurel	A.	615th
CP	2nd Lt.	Sinkking	John	M.	615th
N	2nd Lt.	Cone	Allan	L.	615th
B	2nd Lt.	Moore	Max	L.	615th
RO	T/Sgt.	Virgona	Angelo	J.	615th
TT	Sgt.	Wieselthier	Simon	(NMI)	615th
BT	Pfc.	Gremillion	John	E.	615th
TG	Sgt.	Wofford	Dewey	B/	615th
FG	Sgt.	Osborne	Peter	J.	615th

PLANE # 43-38159

P	1st Lt.	Oas, Jr.	Herbert	L.	615th
CP	2nd Lt.	Hayes	Thomas	A.	615th
N	2nd Lt.	Green	William	H.	615th
B	2nd Lt.	Mencow	William	M.	615th
RO	Sgt.	Brereton	William	E.	615th
TT	S/Sgt.	Cook	Byron	K.	615th
BT	Sgt.	Monarcky	Theodore	(NMI)	615th
TG	S/Sgt.	Reardon	John	J.	615th
FG	S/Sgt.	Dunn	John	G.	615th

PLANE # 42-102468

P	1st Lt.	Dow	Herbert	V.	615th
CP	1st Lt.	Ghild	Eldon	R.	615th
N	1st Lt.	King	Robert	J.	615th
B	S/Sgt.	Machasick	Alfred	(NMI)	615th
RO	S/Sgt.	Carr	Gene	(NMI)	615th
TT	M Sgt.	Adams	Leroy	E.	615th
BT	S/Sgt.	Macchietto	Richard	D.	615th
TG	S/Sgt.	Sokolowski	Edward	A.	615th
FG	Greenberg	Harold	(NMI)	Pfc.	

LOADING LIST - Cont'd

PLANE # 43-38077

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Haskett	Harry	E.	615th
CP	2nd Lt.	Swisher	Harold	P.	615th
N	1st Lt.	Howze, Jr.	Stuart	A.	615th
B	1st Lt.	Buvinghausen	Kenneth	D.	615th
RO	T/Sgt.	Lynch	Brenden	J.	615th
TT	S/Sgt.	Eudaley	Orville	A.	615th
BT	S/Sgt.	Hutchinson	William	D.	615th
TG	S/Sgt.	Bragalone	Samuel	W.	615th
FG	S/Sgt.	Jones	Hinson	C.	615th

PLANE # 42-107113

P	1st Lt.	Sullivan	Paul	J.	615th
CP	2nd Lt.	Cox	Edward	A.	615th
N	2nd Lt.	Sassaman	James	R.	615th
B	2nd Lt.	Ramsey	John	R.	615th
RO	S/Sgt.	Brown, Jr.	George	(NMI)	615th
TT	T/Sgt.	Raciti	Anthony	El	615th
BT	S/Sgt.	Daley	John	P.	615th
TG	Sgt.	Storm	James	L.	615th
FG	Sgt.	Cross	William	L.	615th

PLANE # 42-97636

P	1st Lt.	Konze	Bodo	C.	615th
CP	1st Lt.	Kolp	Norman	J. (io)	615th
N	2nd Lt.	Chaffey	Charles	G.	615th
H	1st Lt.	Stork	Oliver	L.	615th
B	1st Lt.	Kossuth	Alfred	G.	615th
RO	T/Sgt.	Gratz	Robert	I.	615th
TT	T/Sgt.	Jones	William	D.	615th
TG	S/Sgt.	Kolster	Frederick	K.	615th
FG	S/Sgt.	Jaransen	David	A.	615th

PLANE # 43-38425

P	1st Lt.	Udy	John	(NMI)	615th
CP	2nd Lt.	Lockady	Billy	S.	615th
N	2nd Lt.	Joel	Dales	F.	615th
B	Sgt.	Jencks	Robert	L.	615th
RO	T/Sgt.	Knowles	Harry	G.	615th
TT	S/Sgt.	Young	Jack	B.	615th
BT	S/Sgt.	Albert	Russell	H.	615th
TG	S/Sgt.	Warn	Albert	B.	615th
FG	Sgt.	Oviatt	Earl	D.	615th

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

F-C-1

APO 557
8 October 1944

SUBJECT: Armament Malfunction Mission Report.

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

1. Date of Mission: 7 October 1944.
2. No gun malfunctions were reported.
3. No turret malfunctions were reported.
4. The following bombing equipment malfunctions were reported:

a. A/C #43-37602 - Bomb Bay doors had to be cranked down and up. Ground check revealed no malfunction.

b. A/C #44-6104 - Right side of Bomb Bay failed to salvo. This was due to battle damage occurring over target, cutting wiring in right bomb bay.

c. A/C #42-102468 - Three bombs in right bomb bay failed to release. Ground check revealed no malfunction.

5. There were thirty-three (33) aircraft equipped with the all-electric bomb release system participating in the mission.

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

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

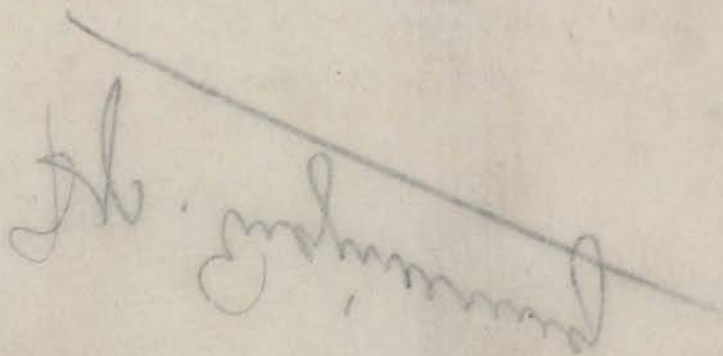
D-H-1

7 October 1944.

SUBJECT: Crew Comments and Suggestions.

TO : Commanding Officer, Station 128, APO 657, US Army. (Thru
Lt. Col. William T. Seawell).

1. Capt. T. Carroll, Pilot A/C 033 - Would rather fly with 401st, does not like composite Groups.
2. Lt. E.E. Johnson, Co-Pilot A/C 730 - Lt. Dow was far out of formation about 5/6 of the time.
3. Lt. R.L. Hecker, Bombardier A/C 730 - The small hooks on the aiming wires which should come out when bombs are salvoed, went out with bombs yesterday and today.
4. Lt. R.W. Callaway, Pilot A/C 983 - Five of my enlisted men were on guard last night - no sleep between last two missions.
5. Lt. L.E. Cooper, Pilot A/C 146 - We had no green green flares.
6. Lt. J.L. Cromer, Pilot A/C 393 - Woodcraft D, lead, reported "fighter cover leaving" over VHF in clear. Also route from I.P. to target was over Stettin exposing aircraft to unnecessary flak.
7. Sgt. R.E. Merrill, LWG A/C 330 - If trucks had numbers painted on tail gate it would save a great deal of time in locating trucks by crews.
8. Lt. G.W. Stegemann, Pilot A/C 125 - Lt. Duckworth should fly a little higher when element leader. We were in prop wash entire trip.
9. Lt. L. Lawrence, Pilot A/C 938 - High Squadron nearly dropped on lead.

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

LEAD SQDN 94 "C" GROUP

Combat Flight Leader

LT COL SEAWELL

Date 7 Oct 44

Deputy Flight Leader

LT SCHAUNAMAN

612 SQDN

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

CURRIE (SEAWELL)

SC U 7947

BURNS

SC D 6992

SCHAUNAMAN

SC N 6506

612 SQDN

HOCKING

SC L 8637

612 SQDN

HILL

SC K 1087

GIBSON

SC C 9993

AIKEN

SC B 1662

CROMER

SC R 2393

LAWRENCE

SC S 7938

MAXWELL

SC H 2398

BONNEY

SC J 7790

JONES

SC M 7039

SPARES

SPARE LEAD SC P 1891

GROUND SPARES IY P 8458

IN B 6132

10X500 GP

1/10

1/40

1631

HIGH SQ 94 C
Combat Flight Leader MAJ DE JONCKHEERE Date 7 Oct

Deputy Flight Leader LT NELSON

613 SQDN

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

COLEMAN (DE J)

IN Y 7600

HANSEN

IN T 7736

NELSON

IN C 1081

___ SQDN

___ SQDN

EFTERS

IN P 7009

JENNINGS

IN A 8160

CAMPBELL

IN Q 7931

KEELING

IN M 8267

KECK

IN S 2947

DOUGLAS

IN H 8607

BUDD

IN D 8187

HILLESTAD

IN U 7706

MC GORRICK

IN N 6104

SPARES

HOPLEY

IN J 1591

SPARE LEAD: SC P 1891

GRND SPARES: IY P 8458
IN B 6132

LOW SQ 94C
Combat Flight Leader LT KONZE Date 7 Oct
Deputy Flight Leader LT HASKETT

615SQDN

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

KONZE

IY H 7636

OAS

✓ IY N 8159

HASKETT

IY Q 8077

SQDN

SQDN

SULLIVAN

✓ IY J 7113

DICKWORTH

✓ IY L 7551

COOPER

✓ IY R 6146

CALLAWAY

✓ IY G 1983

STEGEMANN

✓ IY D 8125

UDY

IY K 8425

DOW

✓ IY C 2468

MC KAY

✓ IY B 1739

GRIMM

IY M 2674

SPARES

TURK

SC A 7628

SPARE LEAD SC P 1891

GRND SPARES: IY P 8458
IN B 6132

HIGH SQDN 94 "D" GROUP

Combat Flight Leader CAPT CARROLL

Date 7 Oct 44

Deputy Flight Leader LT HARASYM

614 SQDN

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

CARROLL

IW C 8033

FILEMYR

IW Q 7478

HARASYM

IW G 7084

614SQDN

SILVERSTEIN

IW S 6145

614 SQDN

RUNDELL

IW J 2659

HUBBELL

IW F 7395

SISSON

IW K 8565

CROZIER

IW Z 8330

WITTMAN

IW H 6464

MAYS

IW O 7602

JAMES

IW D 8452

MORTON

IW A 6508

SPARES

Wittering

MORAN

IW M 8236

SPARE LEAD SO P 1891

GROUND SPARES IY P 8458
IN B 6132

674 - Short on ammunition.

B-0300
B 400K
Sta 5:30

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

7 October 1944

SUBJECT: Battle Damage Report

TO: Engineering Officer, 401st Bombardment Group (H),
Station 128, APO 557, U. S. Army

1. The following is the battle damage report for the airplanes operated by this squadron on the combat mission completed this date.

AIRPLANE NO.	BATTLE DAMAGE
42-102398	<ol style="list-style-type: none">1. Flak hole in top of left wing, station 24.2. Flak hole in top of left wing, station 11.3. Flak hole in bottom of left wing, station 8.4. Flak hole in leading edge of # 3 nacelle, 11 o'clock.5. Flak hole in left side of fuselage, station 2A6. 2 Flak holes in bottom of # 1 nacelle, rear. Out top.
42-107039	<ol style="list-style-type: none">1. Flak hole in top left side of fuselage, station 11f.2. Out right side.2. Flak hole in left side of vertical fin, station 7b. Out right side.3. Flak hole in left beam gun window, out right side of fuselage.4. Flak hole in bottom of left wing, station 20, cut into aileron.5. 3 Cables on right side of fuselage shot away, 2 elevator and 1 rudder.6. Flak hole in left side of fuselage. Went through cover over tail wheel and into oxygen walk-around bottle.7. Flak hole in # 1 prop. Prop change.
42-31662	<ol style="list-style-type: none">1. Flak hole in bottom of right wing, station 8. # 3 feeder tank change.2. Flak hole in pilots windshield.3. Flak hole in trailing edge of rudder, station 9.4. Large flak hole in right side of fuselage under right beam gun.
42-97947	<ol style="list-style-type: none">1. Flak hole in left aileron, station 33, out top.2. Flak hole in leading edge of right wing, station 24.3. Flak hole in left life raft door, punctured life raft.4. Flak hole in right horizontal stabilizer, station 112.
43-38637	<ol style="list-style-type: none">1. Flak hole in leading edge of right wing, station 8.2. Flak hole in leading edge of right wing, station 2.3. Flak hole in leading edge of left wing, station 8. Cut hydraulic line in wing.4. 2 Flak holes in left side of fuselage, station 6h.

AIRPLANE NO.

BATTLE DAMAGE.

43-37790

1. Large flak hole in right horizontal stabilizer and elevator. Change both.
2. Flak hole in leading edge of left wing, station 24.
3. Large flak hole in top of left wing, station 27. Out bottom.
4. Large tear in left aileron. Requires change.
5. Flak hole in top of left elevator, station 208. Out bottom.

42-102393

1. Large flak hole in bottom of left flap, station 3. Out top tearing large hole in top of wing.
2. Flak hole in # 1 nacelle, 3 o'clock.
3. Flak hole in # 4 nacelle, 5 o'clock. Tore hole in intercooler duct.
4. Flak hole in top of left wing, station 17. Requires inboard tokyo tank change.
5. Flak hole in top leading edge of left wint, station 24.
6. Flak hole in accessory cowling of # 3 engine, 2 o'clock
7. Flak hole in # 3 prop. Requires prop change.

44-6506

1. Flak hole in left side of fuselage just behind station 4, out bombay door, rear.
2. Flak hole in bottom leading edge of left wing, station 2. Cut into duct.
3. Flak hole in top of right wing, station 14, out bottom.
4. Flak hole in top of right wing, station 13, out bottom.

42-97938

1. Flak hole in right wing tip.
2. Flak hole in bottom of right wing, station 32.
3. Flak hole in battery cover of right wing.
4. Flak hole in leading edge of left wing, station 16. Tore through duct in 2 places.
5. Flak hole in top leading edge of left wing, station 18.
6. Flak hole in top of left wing, station 31.
7. Flak hole in top left side of fuselage, station 6i.
8. Flak hole in left side of fuselage, station 8a.
9. Flak hole in leading edge of right wing, tore through duct in 2 places.

42-106992

1. Flak hole in right wing tip.
2. Flak hole in bottom leading edge of right wing, station 30.
3. Flak hole in bottom of right wing, station 12, out top. Cut duct in wing.
4. Flak hole in bottom of right wing, station 8.
5. Flak hole in leading edge of left wing, station 7.
6. Large flak hole in bottom of left wing, station 18, out top.
7. Flak hole on top of # 3 nacelle.

42-39993

1. Flak hole in right side of fuselage, station 11b.
2. Flak hole in right horizontal stabilizer, station 78. Requires stabilizer change.
3. Flak hole in bottom leading edge of right wing, station 24.
4. Flak hole in left side of fuselage, station 3e, out left side of fuselage.
5. Flak hole in bottom of left wing, rear, station 5. Out top.
6. Flak hole in right side of rudder, station 4, out left.
7. Flak hole in top of vertical fin, rear, station 11. In right out left.
8. # 2 engine hit by flak, damage to # 9 cylinder, # 1 cylinder, ignition harness & # 3 push rod housing. Requires engine change.

HERBERT O. KIMMEL
 Capt, Air Corps
 Engineering Officer