

MISSION NO. 155

To: COLOGNE , GERMANY

401ST BOMBARDMENT GROUP (H)
R E P O R T O F O P E R A T I O N A L
D A Y
MISSION SUMMARY REPORT

MISSION # 155

Date 14 October 1944

ASSIGNMENT

1. Assigned Target: COLOGNE, GERMANY
2. Commitments: The 401st Group furnished 3 x 12 A/C squadrons comprising the 94th "A" Group. Each squadron had one PFF A/C and a spare accompanied the lead and low squadrons.

EXECUTION

1. Target Bombed: COLOGNE, GERMANY (PFF)
2. a. Group Leader: Capt. F. A. KALINSKI (Charleville)
Lead Navigator: 1st Lt. E. F. RUSSELL (Chaffey-"Mickey")
Extra Navigator: 1st Lt. H. D. FISHBECK
Lead Bombardier: 1st Lt. C. H. MINOTT
- b. Low Sqdn Leader: Capt. T. D. CARROLL
Lead Navigator: 1st Lt. P. F. KAISER (Winograd-"Mickey")
Lead Bombardier: Capt. W. T. HUTSON
- c. High Sqdn Leader: 1st Lt. B. F. CARNES
Lead Navigator: 1st Lt. J. L. MALONE (Howard-"Mickey")
Lead Bombardier: 1st Lt. M. J. WEIGLER
3. Flight Over England:
 - a. Takeoff: Takeoff was normal and was without incident, 36 aircraft scheduled, took off plus two spares.
 - b. Sqdn and Gp Assemblies: Contrails started forming during assembly, but stopped at 17,500 feet. Assembly was made at 20,000 feet over Cottesmore as a result - Cottesmore was departed on course with full formation about one minute early.
 - c. Route Over England: Some double drifts and some "S"ing were accomplished between Kings Lynn and Clacton to lose time and get into proper division formation. Proper place was obtained about 1030 just prior to departing coast. Clacton was departed on course 2 min early, #4 position in Division.

MISSION SUMMARY REPORT (CONT)4. Attack:

- a. Flight to Target: Flight to the target was almost as briefed. The formation remained about 2-3 minutes early on the penetration. Some "S"ing was done to avoid other wings but no great difficulty was experienced in this regard or in contacting assigned fighters and making proper identifications. The group let down to 26,000' to avoid high clouds. The IP was reached three minutes early and the group continued on into the target on the briefed headings, visual contact being maintained with preceding groups.
- b. Bombing Run:
- Lead Sqdn: The group turned on briefed heading into target from IP. Cloud cover completely over target. Surrounding area was from 6/10 to 8/10ths which made it impossible to find any reference points or check points for the RAF Grid. "Mickey" set was partially inoperative and only one range distance give (70⁰), as a result the lead squadron dropped its bombs on smoke markers of preceding squadron of another group. Bombs were salvoed at 1146 hours. AFCE Was used and functioned properly. Results were unobserved.
- Low Sqdn: As we turned on IP Mickey Operator had target in scope. Mickey had drift killed but high squadron crossed on top of us and we had to pull out to right to keep from being hit, by their bombs. That threw us off course and we were too close to the target to kill course again without making a second run. We swung in behind the high box and dropped our bombs on their smoke bombs. If we hadn't moved over we would have been hit by the bombs of the high squadron. AFCE was used.
- High Sqdn: Bombing was by "Mickey", results were unobserved. Turn made at IP a little to far east, but normal Mickey run was made. Good course was established early in the run and sighting angles were called out by "Mickey" operator. Rate corrections made by bombardier. Bombs were salvoed about 1 second early to move long bombfall, caused by 150 intervalometer setting, to bracket aiming point. Afce was used and was okay. There was no obstruction on run.
- c. Flight From Target: No assembly was made after the target, and the squadrons came out more or less by themselves. The withdrawal was more or less as briefed, letdown being made over Belgium. The coast out was passed at 12,000'.
- d. Return to Base: Normal formation landings were accomplished. All aircraft landing safely at home base.

MISSION SUMMARY REPORT (Cont)

4. Attack: (Cont)

- e. Weather: Weather was described as between 8-10/10ths cumulus clouds over channel and contineud average tops 12,000' with occasional tops at 20,000'. Over target it was 10/10ths with few breaks and 3/10th to 5/10ths high cirrus, base 28,000-30,000 feet. A few light non-persistant contrails were observed during bombing run.
- f. Fighter Support: Excellent on penetrations and withdrawal.
- g. Comments on Formation: Formation and interval as breifed. Section and element formations seemed good during entire mission.
- h. Conclusions and Recommendations: Ifformation on weather as reported by "Buckey-Red" was correct and helpful. A/C 44-464 was uanble to get into proper place in group formation and flew with the 487th and 486th Groups.

5. Aircraft Not Attackigg:

- Lead Sqdn: All scheduled A/C attacked.
- Low Sqdn: A/C 44-6464 - Sortie. Couldn't get into groper formation and tacked on to 486th Group. Group did not bomb hence bombs were jettisoned upon return.(Other)
- High Sqdn: All scheduled A/C attacked.

6. Enemy Opposition: No air opposition (See Flak Report for flak)

7. Battle Damage:

| <u>Major</u> | <u>Minor</u> | <u>To Flak</u> | <u>Friendly A/C</u> |
|--------------|--------------|----------------|---------------------|
| 0 | 3 | 2 | 1 |

8. Casualties: None

9. Statistical Summary of Operations: (see attached form)

10. Bombing Data:

- a. Observations: Due to complete undercast, results were unobserved. Bomb-fall is thought to be pretty good, as bombs were falling in the close proximately of those of preceding groups.
- b. Disposition of Bombs:

Lead Squadron: All of the 12 A/C E.E.T. bombed the target, dropping a total of 44 IB's and 155 GP's. One A/C had release difficulties and jettisoned 12 GP'S and 4 IB's in the channel. The spare returned 14 GP's and 4 IB's to base.

MISSION SUMMARY REPORT (Concl'd)

b. Disposition of Bombs:

Low Squadron: Of the 13 A/C E.E.T., 12 bombed the target dropping a total of 167 GP's and 48 IB's. A/C 464 flying with Square "P" Group did not bomb and jettisoned 14 GP'S and 4 IB's.

High Squadron: All of the 12 A/C E.E.T. bombed the target dropping a total of 153 GP's and 44 IB's. Two A/C experienced release troubles and each jettisoned 7 GP's and 2 IB's in the channel.

c. Tabular Summary of Disposition of Bombs:

| | Aircraft | | Num- ber | Bombs | | | |
|----------------------------------|----------------|--------------|--------------|--------------|---------------|---------------------|------------|
| | Over Target | Bomb- ing | | Size | Type | Fusing Nose Tail | |
| Main Bombfall | 37 | 36 | (136 (475 | 500# 250# | M17 IB M57 | - 1/10 | - 1/40 |
| Other A/C attacks | - | - | - | - | - | - | - |
| Total Bombs on Target | | | (136 (475 | 500# 250# | M17 IB M57 | - 1/10 | - 1/40 |
| Other Expenditures | | | (8 (26 | 500# 250# | M17 IB M57 | - 1/10 | - 1/40 |
| Bombs Returned | | | (8 (28 | 500# 250# | M17 IB M57 | - 1/10 | -- 1/40 |
| Total (Loaded on A/C Taking Off) | | | 152 529 | 500# 250# | M17 IB M57 | - 1/10 | - 1/40 |

11. Lost Aircraft: None

Submitted By:

KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer

STATISTICAL SUMMARY OF OPERATIONS

401st Group

1st BD P. O. 521

Date of 14 October 1944

| | Lead | | Low | | High | PFF |
|------------------------------------|------------------------|----------|--------|----------|--------|--------|
| | | PFF - GH | | PFF - GH | | |
| 1. No. of A/C Failing to Take Off | - | - | - | - | - | - |
| 2. No. of A/C Airborne | 12 | 1 | 12 | 1 | 11 | 1 |
| 3. No. of A/C Airborne Less Spares | 11 | 1 | 12 | 1 | 11 | 1 |
| 4. No. of A/C Sorties | 11 | 1 | 12 | 1 | 11 | 1 |
| 5. No. of A/C Attacking | 11 | 1 | 12 | 1 | 11 | 1 |
| 6. No. of A/C Not Attacking | | | 1 | | | |
| (a) Early Returns Included | | | | | | |
| 7. Name of Primary Target | COLOGNE GERMANY VISUAL | | | | | |
| (a) No. of A/C Attacking | | | | | | |
| (b) No., Size & type of bombs | | | | | | |
| 8. Name of Secondary Target | COLOGNE, GERMANY PFF | | | | | |
| (a) No. of A/C Attacking | 11 | 1 | 12 | 1 | 11 | 1 |
| (b) No., Size & type of Bombs | 142 | 13 | 154 | 13 | 140 | 13 |
| | 250 GP | 250 GD | 250 GP | 250 GD | 250 GP | 250 GD |
| | 40 | 4 | 44 | 4 | 40 | 4 |
| | 500 IB | 500 IB | 500 IB | 500 IB | 500 IB | 500 IB |
| 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 | | | | | | |
| 13. - to Flak | | | | | | |
| 14. - to Flak & E/A | | | | | | |
| 15. - to Enemy A/C | | | | | | |
| 16. - to Accident | | | | | | |
| 17. - to Unknown | | | | | | |

STAT SUMMARY (Cont'd)

| | Lead | Low | High |
|-------------------------------------|-----------------------|-----------------------|-----------------------|
| 18. Time of Takeoff | 0833 | 0837 | 0833 |
| 19. Time of Attack | 1140 | 1146 | 1146 |
| 20. Average Time of Flight | 6.5 | 6.7 | 7.0 |
| 21. Altitude of Release | 26,000 | 25,600 | 27,600 |
| 22. Visual or PFF | PFF | PFF | PFF |
| 23. Enemy Resistance - AA Int.&ACC. | Moderate Inac-Acc. | Moderate Inac-Acc. | Moderate Inac-Acc. |
| 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: A/C 4496464 flew with Square "P" and as that Group didn't bomb jettisoned its bombs in the channel.

Combat Flight Leader

CAPT KALINSKI

Date

14 Oct. 1944

Deputy Flight Leader

CAPT DEMPSEY

Lead Sq; 94 "A" Group
At T/O and Cruise.

L. Van Torgel

SQDN
CHARLEVILLE (KALINSKI)

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

636

DOW

DEMPSEY

458

077

SQDN

SULLIVAN

SQDN

BUDD

468

313

UDY

HANSEN

HOPLEY

CAMPBELL

425

159

591

931

STEGEMAN

125

GRIMM

MAIRE

674

983

SPARES

SOMBART

730

Returned

Combat Flight Leader : **CAPT CARROLL**

14 Oct 1944

Deputy Flight Leader **LT BROWN**

Low Sqdn; 49th "A" Group

At T/O and Cruise

Bob Taylor

SQDN

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

CARROLL

600

FLEMYR

BROWN

478

565

SQDN

UTTER

SQDN

ETTERS

236

267

MORTON

WITTMAN

DOUGLAS

ANNIS

151

464

160

706

MAYS

602

MORAN

HUBBELL

677

395

SPARES

GROZIER

330

Flaw with IP

Combat Flight Leader

LT CARNS

Date

14 October 1944

Deputy Flight Leader

LT CHRISTENSEN

High Sq: 94 "A" Group

At T/O and Cruise

to Base Target

SQDN

612 SC JALNOCK

613 IN MACRO

614 FW GOLFCLUB

615 IY BUZZARD

CARNS

947 (PFF)

BONNEY

CHRISTENSEN

790

733

SQDN

HOCKING

SQDN

HANSON

637

736

MAXWELL

CROMER

HILLESTAD

KECK

398

992

009

104

AIKEN

628

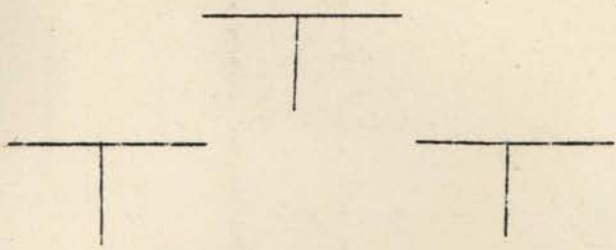
COX

LAWRENCE

662

938

SPARES



HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER24 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 0833 hours; Land at 1904 hours.b. Group formed at 0858 hours at 20,000 feet.c. Formed CBW at 0858 hours at 20,000 feet.d. Began climb at 1046 hours; reached alt. at 1118 hours.

e. Weather encountered over England:

(1) Clouds 8 / 10th -- Visability 10 miles.(2) Wind at altitude 210 degrees, 70 Knots. @ 20,000f. Means of navigation over England, Gas, radio, D.P.g. Means of checking Metro Winds Gas, mickeyh. Joined task force at 1034 hrs. at Clacton
(Splasher, City, Coord.)i. English Coast out at 1034 hrs.; Enemy Coast in at 1055 hrs.

j. Fighter Rendezvous:

(1) Going in 1055 hrs.(2) Coming back 1004 hrs.

k. Wind used for bombing:

(1) 250 degrees, 64 Knots.(2) Determined by Gas
(Method)

l. Bomb run and Method of Target Identifications:

(1) Reached IP at 1135 hrs.(2) Mag. heading over target 46 degrees.(3) Altitude over target 26,000 feet.(4) Bombs away at 1140 hrs.

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

10/10ths. Dropped on smoke bombs

m. Gas:

(1) Coordinates of furthest fix 50-22 N. 01-30 E.(2) Obtained at 1306 hours.

n. Difficulties encountered with special equipment.

FFF cut.

COMMENTS: On run to target, mickey operator's set went out, caused deviation from course, and wrong target was picked up. Then formation corrected back and bombed on smoke bombs. Coming over England to get into proper position.

/s/ W. F. Russell
W. F. RUSSELL
1st Lt., A. C.
Lead Navigator, Lead Sq.
SIGNATURE

HEADQUARTERS AAF STATION #128
 OFFICE OF THE NAVIGATION OFFICER

14 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 0837 hours; Land at 1515 hours.

b. Group formed at 0959 hours at 19000 feet.

c. Formed CEW at 0959 hours at 19000 feet.

d. Began climb at 1047 hours; reached alt. at 1109 hours.

e. Weather encountered over England:

(1) Clouds 8 / 10th - Visability 9 miles.

(2) Wind at altitude 250 degrees, 70 Knots.

f. Means of navigation over England. GEE AND D.R.

g. Means of checking Metro Winds GEE

h. Joined task force at 1055 hrs. at STAGGER
 (Splasher, City, Coord.)

i. English Coast out at 1033 hrs.; Enemy Coast in at 1055 hrs.

j. Fighter Rendezvous:

(1) Going in 1055 hrs.

(2) Coming back 115 hrs.

k. Wind used for bombing:

(1) 230 degrees, 70 Knots.

(2) Determined by GEE
 (Method)

l. Bomb run and Method of Target Identifications:

(1) Reached IP at 1125 hrs.

(2) Mag. heading over target 29 degrees.

(3) Altitude over target 25600 feet.

(4) Bombs away at 1146 hrs.

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

FFF

m. Gee:

(1) Coordinates of furthest fix 50-25 N. 05-30 E.

(2) Obtained at 1124 hours.

n. Difficulties encountered with special equipment.

FFF EQUIPMENT WENT OUT

COMMENTS:

/s/ P.J. KAISER
 P.J. KAISER
 1st Lt., Air Corps
 SIGNATURE (Lead Navigator - Low Box)

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER14 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 0833 hours; Land at 1530 hours.
- b. Group formed at 0959 hours at 2000 feet.
- c. Formed CBW at 0959 hours at 2000 feet.
- d. Began climb at 1017 hours; reached alt. at 1109 hours.
- e. Weather encountered over England:
- (1) Clouds 6 / 10th - Visibility 10 miles.
- (2) Wind at altitude 250 degrees, 70 Knots.
- f. Means of navigation over England. GEE D.R.
- g. Means of checking Metro Winds Gen
- h. Joined task force at 1055 hrs. at Glaston
(Splasher, City, Coord.)
- i. English Coast out at 1034 hrs.; Enemy Coast in at 1055 hrs.
- j. Fighter Rendezvous:
- (1) Going in 1055 hrs.
- (2) Coming back 1105 hrs.
- k. Wind used for bombing:
- (1) 265 degrees, 105 Knots.
- (2) Determined by FFF and GEE
(Method)
- l. Bomb run and Method of Target Identifications
- (1) Reached IP at 1126 hrs.
- (2) Mag. heading over target 14 degrees.
- (3) Altitude over target 27600 feet.
- (4) Bombs away at 1116 hrs.
- (5) Method of target identification and weather over target.

FFF10/10t hs

m. Gee:

- (1) Coordinates of furthest fix N. E.
- (2) Obtained at hours.

n. Difficulties encountered with special equipment.

COMMENTS:

/s/ John L. Malone
JOHN L. MALONE
1st Lt. Air Corps
Lead Navigator (High Box)
SIGNATURE

Air Commander - Capt. Kalinski

FLIGHT PLAN

94th "A", "A" Task force (fourth) F.O. 521

PILOT Lt. Charleville

NAVIGATOR Lt. W. F. Russell, Lt. H. D. Fishbeck

DATE 14 October 1944

| | | | | | | | |
|---------------|-----------------|---------|------|------|------|------|------|
| STATIONS | 0710 | ENGINES | 0810 | TAXI | 0825 | T.O. | 0840 |
| LEAVE BASE | COTTESMORE 0959 | | | | | | |
| COAST OUT | 1036 | | | | | | |
| ENEMY COAST | 1057 | | | | | | |
| I. P. | 1138 | | | | | | |
| TARGET | 1147 | | | | | | |
| ENEMY COAST | 1348 | | | | | | |
| ENGLISH COAST | 1429 | | | | | | |
| E. P. S. | 1519 | | | | | | |

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

Zero Hr - 1030
 Ref. Alt - 23000
 Bomb alt - 27000
 Oxygen - 3:15
 Enemy territory - 1:15

Letdown on WATCH
 Division assembly Clacter to 51-12N 02-55E
 RATE.....secs/hour Losing

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

| FROM TO | W/V UESD | HEIGHT | I.A.S. MPH /K | T. A. S. (K) | COURSE | DRI-FT | TRUE HDNG. | VAR. | MAG. HDNG. | G. S. | DIST. | TIME | E.T.A. | CELESTIAL DATA TIME BODY ALT. AZI. |
|------------------------------|----------|------------|---------------|--------------|--------|--------|------------|------|------------|-------|--------|--------|--------|------------------------------------|
| Cottesmore (Y) | 260/59 | 14000 | 150 | 162 | 079 | 0 | 079 | A11 | 090 | 221 | 10 1/2 | :03 | 0959 | |
| Bourne (A) | | | | | | | | | | | | | 1002 | |
| 52-16N 00-22E Kings Lynn (D) | 260/60 | 16000 | 150 | 165 | 092 | A4 | 096 | A10 | 106 | 223 | 28 | :08 | 1010 | |
| 52-45N 00-24E Spl #6 (E) | 256/62 | 18000 | 150 | 170 | 132 | A18 | 150 | A10 | 160 | 196 | 36 | :11 | 1021 | |
| 50-22N 01-08E Clacton CP 1 | 252/64 | 20000 | 150 | 176 | 179 | A20 | 199 | A10 | 209 | 148 | 35 | :15 | 1036 | English Coast |
| 51-47N 01-09E 51-12N 02-55E | 250/67 | 24000 | 150 | 185 | 118 | A16 | 134 | A9 | 143 | 222 | 75 | :21 | 1057 | Coast |
| 50-16N 05-55E | 250/70 | 27000 | 150 | 195 | 116 | A15 | 131 | A8 | 139 | 236 | 59 127 | 1:35 | 1132 | |
| 50-21N 06-32E | 226/72 | 27000 | 150 | 200 | 078 | A11 | 089 | A7 | 096 | 257 | 24 | :06 | 1138 | I. P. |
| I. P. TARGET | 226/72 | 27000 | 150 | 200 | 024 | -7 | 017 | A7 | 024 | 265 | 39 1/2 | :09 | 1147 | TARGET |
| 50-57N 06-57E 50-58N 07-30E | 226/72 | 27000 | 150 | 200 | 086 | A14 | 100 | A7 | 107 | 249 | 21 | :05 | 1153 | |
| 50-47N 07-47E | 226/72 | 27000 | 150 | 200 | 136 | A21 | 157 | A6 | 163 | 186 | 16 | 5 | 1158 | |
| 50-17N 07-55E | 226/72 | 27000 | 150 | 200 | 170 | A17 | 187 | A6 | 193 | 152 | 31 | 12 | 1210 | |
| 50-05N 07-34E | 226/72 | 27000 | 150 | 200 | 228 | -1 | 227 | A6 | 233 | 128 | 18 | 08 1/2 | 1219 | |
| 50-05N 04-50E | 230/68 | 20000 | 150 | 200 | 270 | -15 | 255 | A7 | 262 | 140 | 60 105 | 26 43 | 1302 | Begin descent at 06-00E. |
| 51-09N 02-43E | 230/68 | 15000 | 150 | 187 | 309 | -18 | 291 | A8 | 299 | 167 | 56 103 | 1:20 | 1348 | Coast |
| Clacton | 260/55 | 10000 | 150 | 152 | | -16 | 293 | | 301 | 110 | 47 | 1:26 | | |
| Base | 260/55 | 2000 | 150 | 161 | 302 | -12 | 290 | A9 | 299 | 120 | 32 70 | 1:16 | 1429 | English coast |
| Clacton | 266/47 | 2000 | 150 | 133 | | -12 | | | 301 | 92 | 38 | 1:25 | | |
| Base | 266/47 | 2000 | 150 | 133 | 304 | -13 | 291 | A10 | 301 | 93 | 78 | 50 | 1519 | ETR |
| Cottesmore Clacton | 256/62 | 17000 | 150 | 170 | 131 | A16 | 147 | A10 | 157 | 196 | 88 | :27 | 1009 | |
| Base Clacton | 260/55 | 0 to 20000 | 150 | 152 | 124 | A14 | 138 | A10 | 148 | 187 | 78 | 25 45 | 0946 | LFRU take 50 min to climb |

FLIGHT RECORD

| TIME | COURSE | W/V USED &/OR D.R. DRIF. | TRUE HDNG. | MAG. HDNG. | NAVIGATIONAL OBSERVATION | GENERAL OBSERVATION | I.A.S. MPH /K | HEIGHT & AIR TEMP. | T. A. S. | RUN | | TO RUN | | E.T.A. | | |
|--------------|--------|--------------------------|------------|------------|---|---------------------|---------------|--------------------|----------|-------|------|--------|-------|--|-------|------|
| | | | | | | | | | | DIST. | TIME | G. S. | DIST. | | TIME | |
| | | | | | VHF - Code for authentication - "Maxwell house" Abandon mission - "Charlie sugar Man" | | | | | | | | | | | |
| | | | | | Chaff - Discharge 3 min. before I.P. and continue for 18 minutes. Spares - Turn back at Belgian Coast Interval - 2 min between groups | | | | | | | | | | | |
| | | | | | Emergency airfields - Brussel/Melsbroek 50-51N 05-30E Paris/Villacoublay 48-48N 02-12E | | | | | | | | | | | |
| | | | | | | | | | | | | | | Strategic Texel Inle - 53-12 04-50 Munster Frankfurt Speyer Stuttgart South to Switzerland | | |
| 0814 0833 | | | | | Engines start Take Off | | | | | | | | | | | |
| 0905 | | | 330 | | Contrails started forming, stopped at 17,500 | | 150 | 16500 -20 | | | | | | | | |
| 0917 | | 240/70 | | | Circling Cottesmore, Wind 240/70K | | 150 | 20000 -26 | 178 | | | | | | | |
| 0958 | 80 | A5 | 85 | | Departing Cottesmore, on course, 1/2 min early | | 150 | 20000 | 178 | | | | 244 | 10 1/2 | 2 1/2 | 1001 |
| 1001 1/2 | 92 | A8 | 100 | | Bourne, 1 R. | | 150 | 20000 | 178 | | | | 240 | 28 | 7 | 1008 |
| 1008 | 132 | A15 | 147 | | Kings Lynn, on course | | 150 | 20000 | 178 | | | | 200 | 36 | 11 | 1019 |
| 1014 | | | | | Taking D.D. to lose 2 min. | | 150 | 20000 | 178 | | | | | | | |
| 1026 | | | | | Taking another dd | | 150 | 20000 | 178 | | | | | | | |

TAXI 0825 T.O. 0840

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

| | |
|---------------|-----------------|
| LEAVE BASE | COTTESMORE 0959 |
| COAST OUT | 1036 |
| ENEMY COAST | 1057 |
| I.P. | 1136 |
| TARGET | 1147 |
| ENEMY COAST | 1348 |
| ENGLISH COAST | 1429 |
| E.T.R. | 1519 |

Letdown on Cottesmore buncher. Normal - 010° Mag.
 WATCH At G.M.T.
 Division assembly Clacton to 51-12N 02-55E
 RATE secs/hour Losing

Zero Hr - 1030
 Ref. Alt - 23000
 Bomb alt - 27000
 Oxygen - 3:15
 Lossy territory - 1:15

| FROM TO | W/V UESD | HEIGHT | I.A.S. MPH /K | T.A.S. (K) | COU-RSE | DRI-FT | TRUE HDNG. | VAR. | MAG. HDNG. | C. S. | DIST. | TIME | E.T.A. | CELESTIAL DATA | | | |
|------------------------------|----------------------------|----------------|---------------|------------|---------|------------|------------|-------|------------|------------|----------|----------------|--------------|---------------------------|------|------|------|
| | | | | | | | | | | | | | | TIME | BODY | ALT. | AZI. |
| Cottesmore (Y) | 260/59 | 14000 | 150 | 162 | 079 | 0 | 079 | A11 | 090 | 221 | 10 1/2 | :03 | 0952 | | | | |
| Bourne (A) | | | | | | | | | | | | | 1002 | | | | |
| 52-16N 00-22E Kings Lynn (D) | 260/60 | 16000 | 150 | 165 | 092 | A4 | 096 | A10 | 106 | 223 | 28 | :08 | 1010 | | | | |
| 52-45N 00-24E Spl #6 (E) | 256/62 | 18000 | 150 | 170 | 132 | A18 | 150 | A10 | 160 | 196 | 36 | :11 | 1021 | | | | |
| 53-22N 01-08E Clacton GP 1 | 252/64 | 20000 | 150 | 176 | 179 | A20 | 199 | A10 | 209 | 148 | 35 | :15 | 1036 | English Coast | | | |
| 51-47N 01-09E 51-12N 02-55E | 250/67 | 24000 | 150 | 185 | 118 | A16 | 134 | A9 | 143 | 222 | 75 | :21 | 1057 | Coast | | | |
| 50-16N 05-55E | 237 250/70 -42 226/72 | 27000 | 150 | 195 200 | 116 116 | A15 A20 | 131 136 | A8 A8 | 139 144 | 236 212 | 59 68 | 127 :20 | 1132 | | | | |
| 50-21N 06-32E | 226/72 | 27000 | 150 | 200 | 078 | A11 | 089 | A7 | 096 | 257 | 24 | :06 | 1130 | I. P. | | | |
| I. P. TARGET | 226/72 | 27000 | 150 | 200 | 024 | -7 | 017 | A7 | 024 | 265 | 39 1/2 | :09 | 1147 | TARGET | | | |
| 50-57N 06-57E 50-58N 07-30E | 226/72 | 27000 | 150 | 200 | 086 | A14 | 100 | A7 | 107 | 249 | 21 | :05 | 1153 | | | | |
| 50-47N 07-47E | 226/72 | 27000 | 150 | 200 | 136 | A21 | 157 | A6 | 163 | 186 | 16 | 5 | 1158 | | | | |
| 50-17N 07-55E | 226/72 | 27000 | 150 | 200 | 170 | A17 | 187 | A6 | 193 | 152 | 31 | 12 | 1210 | | | | |
| 50-05N 07-34E | 226/72 | 27000 | 150 | 200 | 228 | -1 | 227 | A6 | 233 | 128 | 18 | 08 1/2 | 1219 | | | | |
| 50-05N 04-50E | 226/72 230/68 | 20000 | 150 170 | 200 215 | 270 | -15 -12 | 255 258 | A7 | 262 265 | 140 158 | 60 45 | 105 :26 :43 | 1302 | Begin descent at 06-00E | | | |
| 51-09N 02-43E | 230/68 -14 260/55 -7 | 15000 10000 | 170 150 | 187 152 | 309 | -18 -16 | 291 293 | A8 | 299 301 | 167 110 | 56 47 | 103 :20 :26 | 146 1348 | Coast | | | |
| Clacton | 260/55 | 2000 | 170 | 161 | 302 | -12 | 290 | A9 | 299 | 120 | 32 | 70 :16 | 1429 | English coast | | | |
| Base | 266/47 | 2000 | 170 | 133 | 304 | -13 | 291 | A10 | 301 | 93 | 78 | 50 | 1519 | ETR | | | |
| Cottesmore Clacton | 256/62 | 17000 | 150 | 170 | 131 | A16 | 147 | A10 | 157 | 196 | 88 | :27 | 1009 1036 | | | | |
| Base Clacton | 260/55 | 0 to 20000 | 150 | 152 | 124 | A14 | 138 | A10 | 148 | 187 | 78 | 25 :25 :50 | 0946 1036 | LPTO take 50 min to climb | | | |

FLIGHT RECORD

| TIME | COURSE | W/V USED &/OR D.R. DRIF | TRUE HDNG. | MAG. HDNG. | NAVIGATIONAL OBSERVATION | GENERAL OBSERVATION | I.A.S. MPH /K | HEIGHT & AIR TEMP. | T.A.S. | RUN | | TO RUN | | E.T.A. |
|--------------|--------|-------------------------|------------|------------|---|---------------------|------------------|--------------------|--------|-------|--------|--------|--|--------|
| | | | | | | | | | | DIST. | TIME | DIST. | TIME | |
| | | | | | VHF - Code for authentication - "Maxwell house" Abandon mission - "Charlie sugar Man" | | | | | | | | Tact. 51-30 03-30 52-00 05-30 52-00 06-10 51-00 06-10 51-00 06-30 49-00 06-40 | |
| | | | | | Chaff - Discharge 3 min. before I.P. and continue for 18 minutes. Spares - Turn back at Belgian Coast Interval - 2 min between groups | | | | | | | | Strategic Texel Isle - 53-12 04-50 Munster Frankfurt Speyer Stuttgart South to Switzerland | |
| 0814 0833 | | | | | Engines start Take Off | | | | | | | | | |
| 0905 | | | 330 | | Contrails started forming, stopped at 17,500 | | 150 16500 -20 | | | | | | | |
| 0917 | | 240/70 | | | Circling Cottesmore, Wind 240/70K | | 150 20000 -26 | 178 | | | | | | |
| 0958 | 80 | A5 | 85 | | Departing Cottesmore, on course, 1/2 min early | | 150 20000 | 178 | | 244 | 10 1/2 | 2 1/2 | 1001 | |
| 1001 1/2 | 92 | A8 | 100 | | Bourne, 1 R. | | 150 20000 | 178 | | 240 | 28 | 7 | 1008 | |
| 1008 | 132 | A15 | 147 | | Kings Lynn, on course | | 150 20000 | 178 | | 200 | 36 | 11 | 1019 | |
| 1014 | | | | | Taking D.D. to lose 2 min. | | 150 20000 | 178 | | | | | | |
| 1026 | | | | | Taking another dd | | 150 20000 | 178 | | | | | | |

FLIGHT RECORD

| TIME | COURSE | W/V USED &/OR D.R. DRIF. | TRUE HDNC. | MAC. HDNC. | NAVIGATIONAL OBSERVATION | GENERAL OBSERVATION | IAS. MPH. /K | HEIGHT & AIR TEMP. | T.A.S. | RUN | | C. S. | TO RUN | | E.T.A. |
|------|--------|--------------------------|------------|------------|---------------------------------|---------------------|--------------|--------------------|--------|-------|------|-------|--------|------|--------|
| | | | | | | | | | | DIST. | TIME | | DIST. | TIME | |
| 1030 | | | | | S-ing to join division | | 150 | 20000 | 178 | | | | | | |
| 1034 | 118 | 20 | 138 | | Clacton, on course, 2 min early | | 150 | 20000 | 178 | | | 210 | 75 | 21 | 1055 |
| 1041 | | | 135 | | 51-35N 01-36E, Gee | | 150 | 20000 | 178 | | | | | | |
| 1055 | 110 | 12 | 122 | | G.P. 2, 2 min early | | 150 | 23000 | | | | | | | |
| 1100 | 116 | 12 | 128 | | Wind 250/64K | | 150 | 24000 | | | | | | | |
| 1109 | | | | | 50-52N 04-12E | | | | | | | 235 | 35 | 09 | 1118 |
| 1110 | | | 130 | | S-ing to avoid other wings | | 150 | 25000 | | | | | | | |
| 1118 | | | 130 | | G. P. 3, 3 min early | | 150 | 27000 | | | | 58 | 10 | | 1128 |
| 1125 | | | 130 | | Letting down to 26000 | | 150 | 27000 | | | | | | | |
| 1130 | | | 80 | | Turning pt. 50-12N 06-00E | | 150 | 26000 | | | | 200 | 24 | 05 | 1135 |
| 1135 | 24 | -10 | 14 | | Chaff started, I. P. | | 150 | 26000 | | | | | | | |
| 1136 | | | 14 | | Dark contrail | | 150 | 26000 | | | | | | | |
| 1140 | | | 10 | | Mickey set P.P. | | 150 | | | | | | | | |
| 1140 | | | 40 | | BOMBS AWAY | | 150 | 26000 | | | | 21 | 05 | | 1151 |
| 1152 | 136 | 20 | 156 | | Turning Pt., on course | | 150 | 25000 | | | | 200 | 16 | 05 | 1157 |
| 1158 | 170 | 20 | 190 | | Turning pt, on course | | 150 | 24000 | 185 | | | 165 | 31 | 11 | 1209 |
| 1201 | | | 190 | | 50-40N 08-00E, Mickey | | 150 | 24000 | 185 | | | | | | |
| 1209 | | | 235 | | Turning pt, on course | | 150 | 24000 | 185 | | | 18 | 09 | | 1218 |
| 1218 | 270 | -5 | 265 | | Turn pt 50-05N 07-35E, mickey | | 150 | 24000 | 185 | | | 130 | 105 | 48 | 1306 |
| 1233 | | | 270 | | 50-03N 07-17E, mickey | | 150 | 23000 | 185 | | | | | | |
| 1234 | | | 270 | | 50-00N 06-32E, wind 250/71K | | | | | | | 160 | 65 | 25 | 1259 |
| 1245 | | | 265 | | Starting letdown | | | | | | | | | | |
| 1300 | | | 265 | | 50-20N 04-50E | | | | | | | | | | |
| 1306 | | | 265 | | 50-22N 04-38E, Turn pt. | | | | | | | | | | |
| 1309 | | | 295 | | 50-23N 04-31E | | 150 | 12000 | 160 | | | 150 | 65 | 26 | 1335 |
| 1319 | | 250/48 | 295 | | 50-35N 03-55E, wind 250/48K | | 150 | 12000 | 160 | | | 130 | 55 | 25 | 1344 |
| 1323 | | | 295 | | Starting letdown | | 170 | 12000 | 160 | | | 126 | 36 | 17 | 1345 |
| 1343 | | | 295 | | Extend | | | | | | | | | | |
| 1344 | 298 | -8 | 290 | | 51-12N 02-55E | | | | | | | 124 | 75 | 36 | 1430 |
| 1354 | | | 290 | | 51-21N 02-15E | | 150 | 5000 | 140 | | | | | | |
| 1400 | | | 290 | | climbing to clear clouds | | 150 | 5000 | 140 | | | | | | |
| 1405 | | | | | | | | 6000 | | | | | | | |
| 1415 | | | | | | | | 3000 | 135 | | | | | | |
| 1419 | | | 300 | | 51-46N 01-04E | | | | | | | 115 | 78 | 41 | 1504 |
| 1502 | | | 300 | | Base | | | | | | | | | | |
| 1504 | | | | | Landed | 1507 engines killed | | | | | | | | | |

TRACK CHART

DATE Oct. 14-44

TARGETS

PRIMARY

Cologne, Germany

ROUTE FOLLOWED BY Briefed
4062 B. (A)



SECRET
 By authority of
 C. C. Eighth Air Force
 Initials _____
 Date _____
 Authorized for
 reproduction
 of _____ copies
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 Sig _____
 Date _____

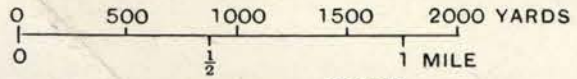
COMBATS
 FW 190 ○
 ME 109 ⊙
 JU 88 ⊙
 ME 110 ⊙
 DO 217 ⊙
 ME 210 ⊙
 ME 410 ⊙
 JU 87 ⊙
 FLAK
 □ HEAVY
 1 LIGHT

DECLASSIFIED PER NAID 7445005
 BY SP-6 NARA DATE 11-18-10

Target No
6 (d) (vi) 42

GOODS YARD AND STATION — KÖLN or COLOGNE (Gereon)
(GERMANY)

Lead.
Illustration No.
6 (d) (vi) 42/4



Photographed 1940-1943

(1 : 32,000) approx.

Issued March 1944



Illustration No.
6 (d) (vi) 42/4

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Minott DATE 14 Oct 1944
 PILOT Lt. Charleville TAKE OFF 0833
 NAVIGATOR Lt. Russell AIRPLANE _____
 WING 94th A Gp GROUP 401st SQDN Lead LANDED 1504
 OBJECTIVE Cologne, 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
 BOMBS, TYPES AND SIZES 250# M 57 FUSING: NOSE 1/10 TAIL 1/40
 BOMBS, TYPES AND SIZES 500# M 17 IB FUSING: NOSE -- TAIL --
 NUMBER OF BOMBS LOADED 167 OF 48IB's RELEASED 155GP 44 IB
 INFORMATION AT RELEASE POINT: PFF
 Altitude of Target 165 Temp Aloft: Metro -40 Actual -36
 True Altitude above target 25475 Mag Head, order 24 Actual 46
 Ind. Altitude 26000 True Heading 53
 Pressure alt of target 4308 Drift, Est 7R Actual 7R
 Altimeter setting 29.92 True Track 60
 C.I.A.S. 150 I.A.S. 150 Actual Range --
 G.S. Est 300 Actual 290 B.S. Type M-9
 Wind Direc Metro 230 Actual 250 Time of Release 1146
 Wind Veloc. Metro 93 Actual 76 Intervalometer Setting 150ft
 D.S 123.2 Trail 76 ATF 43.05 Length of Bombing Run 4min
 Tan. D.A. Est .59 Actual .59 C-1 Pilot Yes A-5 _____
 Mean Temp: Metro -13.5 Actual -14 Manual Pilot _____
 Type of Release: Lead A/C Salvo Type of Release: Other A/C 5a 150ft

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Capt Hutson DATE 14 Oct 1944
 PILOT Capt Carroll TAKE OFF 0837
 NAVIGATOR Lt. Kaiser AIRPLANE _____
 WING 94th A Gp GROUP 401st SQDN Low LANDED 1515
 OBJECTIVE Cologne, 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 250 # M 57 FUSING: NOSE 1/10 TAIL 1/40
 BOMBS, TYPES AND SIZES 500# M 17 1B FUSING: NOSE --- TAIL ---
 NUMBER OF BOMBS LOADED 181 GP 52 IB's RELEASED 167 GP 48 IB
 INFORMATION AT RELEASE POINT: PFF
 Altitude of Target 165 Temp Aloft: Metro -40 Actual -36
 True Altitude above target 25400 Mag Head, order 24 Actual 29
 Ind. Altitude 25600 True Heading 36
 Pressure alt of target 308 Drift, Est 7R Actual 6R
 Altimeter setting 29.92 True Track 42
 C.I.A.S. 150 I.A.S. 150 Actual Range ---
 G.S. Est 300 Actual 290 B.S. Type M-9
 Wind Direc Metro 230 Actual 230 Time of Release 1148
 Wind Veloc. Metro 98 Actual 81 Intervalometer Setting 150ft
 D.S. 123.4 Trail 67 ATF --- Length of Bombing Run 4min
 Tan. D.A. Est .60 Actual .602 C-1 Pilot Yes A-5 _____
 Mean Temp: Metro -12.5 Actual -13 Manual Pilot _____
 Type of Release: Lead A/C Salvo Type of Release: Other A/C 160ft

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Wiegler DATE 14 Oct 1944

PILOT Lt. Carns TAKE OFF 0833

NAVIGATOR Lt. Malone AIRPLANE _____

WING 94th A GROUP 401st SQDN High LANDED 1530

OBJECTIVE Cologne, 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

BOMBS, TYPES AND SIZES 250 M 47 FUSING: NOSE 1/10 TAIL 1/40

BOMBS, TYPES AND SIZES 500 M 17IB's FUSING: NOSE -- TAIL --

NUMBER OF BOMBS LOADED 167GP 48 IB's RELEASED 153 GP 44IB

INFORMATION AT RELEASE POINT: PFF

| | |
|--|--|
| Altitude of Target <u>165</u> | Temp Aloft: Metro <u>-40</u> Actual <u>-41</u> |
| True Altitude above target <u>27250</u> | Mag Head, order <u>24</u> Actual <u>14</u> |
| Ind. Altitude <u>27600</u> | True Heading <u>21</u> |
| Pressure alt of target <u>4308</u> | Drift, Est <u>7R</u> Actual <u>20R</u> |
| Altimeter setting <u>29.92</u> | True Track <u>41</u> |
| C.I.A.S. <u>150</u> I.A.S. <u>150</u> | Actual Range <u>--</u> |
| G.S. Est <u>300</u> Actual <u>330</u> | B.S.Type <u>M-9</u> |
| Wind Direc Metro <u>230</u> Actual <u>255</u> | Time of Release <u>1146</u> |
| Wind Veloc. Metro <u>98</u> Actual <u>110</u> | Intervalometer Setting <u>150ft</u> |
| D.S. <u>118.5</u> Trail <u>70</u> ATF <u>44.72</u> | Length of Bombing Run <u>4min</u> |
| Tan. D.A. Est <u>.59</u> Actual <u>.66</u> | C-1 Pilot <u>Yes</u> A-5 _____ |
| Mean Temp: Metro <u>-13</u> Actual <u>-14</u> | Manual Pilot _____ |
| Type of Release: Lead A/C <u>Salvo</u> | Type of Release: Other A/C <u>150ft</u> |

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

J-A-

Reference Field Order 521 .

14 OCTOBER 1944

SUBJECT: Communications Report, Operational Mission No 155 .

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/C | <u>Ø</u> | Splashers | <u>10</u> |
| to other A/C | <u>Ø</u> | Fixed Beacons | <u>Ø</u> |
| 2. HF/DF Bearings | <u>Ø</u> | Bunchers | <u>38</u> |
| 3. MF/DF Fixes | <u>Ø</u> | 6. Total A/C using Gee | <u>37</u> |
| 4. Distress Action | <u>Ø</u> | Maximum Fix | <u>0532E 5035N</u> |

SECTION TWO - REPORTED EQUIPMENT DEFICIENCIES

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

SECTION THREE - REMARKS

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

S E C R E T

Report on A.A. Gunfire.

401st BOMBARDMENT GROUP (H)

Target: Assigned Cologne, Germany Date of Mission 14 Oct 44
 Bombed Cologne, Germany

Route as Flown:- 1055 (5051-0255E) O 1130 (5012-0600E) - 1135 (T.P.) -
1145 (Target) - 1215 (5005-0735E) - 1306 (5022-0438E) - 1345 (5012-0255E).

Weather conditions: (a) At target 10/10 - High cirrus - base 28,000'-30,000'
 (b) En route 8/10-10/10 Cumulus - Average tops 12,000'.
 Were our A/C "Seen" or "Unseen" targets? (a) At target Unseen
 (b) En route Seen and Unseen
 Any condensation trails? Light non-persistent.

Description of Flak at Target, including METHOD OF FIRE CONTROL
Moderate and generally barrage type with some predicted concentration.
Crews reported considerable amount of flak was ahead of formation.

Flak encountered or observed en route. (In the order experienced)
Scattered flak was observed in Moselle valley - meager and evidently from
mobile guns according to crews. Meager flak was observed over Koblenz and
Trier, ineffective against this group.

Was CHAFF carried? Yes
 How discharged? As briefed
 Position of Group 94th "A" Group - Lead, High and Low

Details:-

| up | A/C over enemy territory | A/C Damaged | A/C lost to Flak | Time over Target | Time of Bombs away | Height | Axis of Attack | Axis of Withdrawal Bomb Run |
|------|--------------------------|-------------|------------------|------------------|--------------------|--------|----------------|-----------------------------|
| Lead | 12 | 2 | 0 | 1145 | 1146 | 28,000 | 40°T | 100°T |
| High | 12 | 1 | 0 | 1145 | 1145 | 27,500 | 15°T | 100°T |
| Low | 12 | 0 | 0 | 1146 | 1146 | 25,500 | 35°T | 100°T |
| ls | | 3 | | | | | | |

Comments - Phenomena:-
Crews report observing 3-16 ground rockets just past target area -
good for altitude but poor for deflection.

Lt. P.R. Myers.

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

D-J-1

14 October 1944.

SUBJECT: Crew Comments and Suggestions.

TO 1. Commanding Officer, Station 128, APO 557, U.S. Army. (Thru Lt. Col. William T. Seawell).

1. Lt. Edward Damp, Navigator A/C 8256 stated that splasher No. 6 was listed on flimsy as 964 whereas the original listing was 991 on which splasher No. 6 operated today.

2. Lt. Richard S. Hubbell, Pilot A/C 7395 said that Capt. Ted D. Carroll did an excellent job of leading Low Squadron.

3. Lt. Louis Lawrence, Pilot A/C 7938 stated that formation over England was not as briefed altitude.

4. Lt. Paul J. King, Navigator A/C 8733 complained of cold breakfast this morning - especially the eggs. Entire crew of Lt. Charles T. Maxwell, Pilot A/C 2398 further stated that they would like to have warm eggs instead of cold ones for breakfast.

5. The following comments were made concerning transportation:

a. Lt. Paul J. Sullivan, Pilot A/C 2468 (dispersal #27)- need supervision in loading trucks used by 614th crews. 614th Sq. crew piled on 615th Sq. truck.

b. Entire crew of Lt. Herbert V. Dow, Pilot A/C 8458 (dispersal #30) waited 30 minutes for transportation in spite of being second A/C on ground. They further state that this has happened on the last 5 consecutive missions.

c. Lt. Elliott S. Harris, Navigator A/C 8637 (dispersal #16) says transportation at wake-up time was poor - should have two crews to a truck.

d. Lt. John J. Brown, Pilot A/C 8565 (dispersal #6) - no transportation available when awakened for breakfast.

e. Entire crew of Lt. John C. Grezier, Pilot A/C 8330 (dispersal #48) said that truck service was very poor.

f. Entire crew of Lt. Hal C. Mays, Pilot A/C 7602 (dispersal #48) had to wait an hour for truck after landing. This is the third consecutive time they have had to wait at least 40 minutes.

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

1. ¹Target-Cologne, Germany (Vital)

The sidings and marshalling yards on the E side of the city. It is a target which if knocked out, will easily become a bottleneck in the transport of troops and supplies being brought up as opposition for our troops. Traffic is funnelled thru here for Holland and Aachen.

2. Diversions or friendly activities

2 *D. Fliv. Cologne* *841/C 411/C 84. Saarbrücken*
3 *D. Fliv.* *S/T = PFF - Cologne*

3. Secondaries or last resort. *None.*

4. Fighter support

3 Sp 5-12. 1 Sp 472. - Swept.

5. Flak (and epidiascope procedure)

- 1. Chaff
- 2. Smoke screen to N and S
- 3. Smokeover the target

6. Special instructions.

- 1. SOP's *5. P/W.*
- 2. Empty pockets
- 3. Carry GI shoes and dog tags.
- 4. Security. *6. Bomb Line-*

**CAPT
DAUBLE**

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

14 October 1944

S-3

SUBJECT : Leading List

TO : Operations Officer, 401st Bombardment Group (H), APO 837.

Plane # 43-97947

| | | | |
|-----|-----------------------|---------|-------|
| P | Carns, Bernhardt P. | 1st Lt. | 612th |
| CP | Digianni, James (MEX) | 1st Lt. | " |
| N | Halson, John L. | 1st Lt. | " |
| B | Wiegler, Martin J. | 1st Lt. | " |
| NO | Howard, Robert B. | 1st Lt. | " |
| RO | Veccio, Fred J. | T Sgt | " |
| YTO | Hester, Richard L. | T Sgt | " |
| YO | Doogan, Arthur J. Jr. | S Sgt | " |
| PO | Detweiler, Robert G. | S Sgt | " |

~~Plane # 43-38978~~

| | | | |
|----------------|----------------------------------|--------------------|------------------|
| P | Sisson, Roger G. | 1st Lt. | 612th |
| CP | Trophias, David G. | 1st Lt. | " |
| N | Brand, George C. | 1st Lt. | " |
| B | Kessler, Arden C. | 1st Lt. | " |
| NO | Knikkessen, Earl E. | T Sgt | " |
| YTO | Williamson, Joseph H. | T Sgt | " |
| NO | Rustler, Roland F. | S Sgt | " |
| YO | King, Francis E. Jr. | S Sgt | " |
| PO | Phelps, Darwood W. | S Sgt | " |

Plane # 43-38733

| | | | |
|-----|------------------------|---------|-------|
| P | Christensen, Marvin J. | 1st Lt. | 612th |
| CP | Klyon, Fred V. | 1st Lt. | " |
| N | King, Paul J. | 1st Lt. | " |
| B | McLendon, Marion H. | 1st Lt. | " |
| PO | Pepper, James B. | S Sgt | " |
| YTO | Hereford, Gerald F. | S Sgt | " |
| NO | Harris, Robert F. | S Sgt | " |
| YO | Lambeth, Samuel H. | Sgt | " |
| PO | Giese, Carlton F. | S Sgt | " |

Plane # 43-38337

| | | | |
|-----|---------------------|---------|-------|
| P | Hocking, Bert H. | 1st Lt. | 612th |
| CP | Herritt, William H. | 1st Lt. | " |
| N | Harris, Elliott S. | 1st Lt. | " |
| B | Pinston, John H. | T Sgt | " |
| NO | Moore, Donald J. | T Sgt | " |
| YTO | Cannon, James W. | T Sgt | " |
| NO | McGrath, Joseph A. | F Sgt | " |
| YO | Thomas, Ernest H. | S Sgt | " |
| PO | Swann, Ronald H. | S Sgt | " |

Plane # 43-102388

| | | | |
|-----|---------------------------|---------|-------|
| P | Maxwell, Charles T. | 1st Lt. | 612th |
| CP | Halood, Lucien F. | 2nd Lt. | " |
| N | Hillman, James H. | 2nd Lt. | " |
| B | O'Brien, Eugene B. | S Sgt | " |
| NO | Searcy, Marion H. | T Sgt | " |
| YTO | Thomas, Robert L. | T Sgt | " |
| NO | Formulario, Thomas J. Jr. | S Sgt | " |
| YO | Holborn, Luther B. | S Sgt | " |
| PO | Bunn, Charles E. | S Sgt | " |

Plane # 42-103092

| | | | |
|-----|-----------------------|---------|-------|
| P | Cramer, Joseph L. | 2nd Lt. | 612th |
| CP | Trout, Ralph W. | P/O | " |
| H | Phillips, Michael T. | 2nd Lt. | " |
| B | Waldhoff, Jack G. | 1st Lt. | " |
| RO | Goodman, Martin B. | S Sgt | " |
| TSG | Scott, Douglas W. | S Sgt | " |
| HTG | Coffin, Robert J. Jr. | S Sgt | " |
| IG | Villegio, Vincent Y. | S Sgt | " |
| TG | Clark, Eugene F. | S Sgt | " |

Plane # 42-37028

| | | | |
|-----|-------------------------|---------|-------|
| P | Aiken, Charles R. | 2nd Lt. | 612th |
| CP | Bunford, Charles J. Jr. | 2nd Lt. | " |
| H | Gaboyne, Charles R. | 1st Lt. | " |
| B | Benton, David (SMI) | 2nd Lt. | " |
| RO | Barrow, John H. | T Sgt | " |
| TSG | Peterson, Harry A. | T Sgt | " |
| HTG | Gaal, Ernest A. | S Sgt | " |
| TG | Fenton, Lawrence E. | S Sgt | " |
| FG | Potter, Howard J. Jr. | S Sgt | " |

Plane # 42-31882

| | | | |
|-----|----------------------|---------|-------|
| P | Cox, Walter E. | 2nd Lt. | 612th |
| CP | Amundson, Glenn R. | 2nd Lt. | " |
| H | Tiffany, Raymond L. | 2nd Lt. | " |
| B | Andrew, Lowell J. | Cpl. | " |
| RO | Hill, Robert H. | Cpl. | " |
| TSG | Warren, Emmitt E. | Cpl. | " |
| HTG | Fope, LeRoy G. | Cpl. | " |
| TG | Isarte, George (SMI) | Cpl. | " |
| FG | Dunn, Dale D. | Cpl. | " |

Plane # 42-37228

| | | | |
|-----|------------------------|---------|-------|
| P | Lawrence, Louis Jr. | 2nd Lt. | 612th |
| CP | Stein, William L. | 2nd Lt. | " |
| H | Kyuan, Nathan W. | 2nd Lt. | " |
| B | Burge, Charles E. | 2nd Lt. | " |
| RO | Kopitnikoff, Irving G. | T Sgt | " |
| TSG | Crumpson, Richard C. | S Sgt | " |
| HTG | O'Neal, Hayes E. Jr. | Sgt | " |
| TG | Asovado, Philbert E. | Sgt | " |
| FG | Harold, Lloyd H. | Sgt | " |

Plane # 42-37702

| | | | |
|-----|---------------------|---------|-------|
| P | Bonney, Roy H. | 2nd Lt. | 612th |
| CP | Jolley, Edward H. | 2nd Lt. | " |
| H | Glaon, John E. | 2nd Lt. | " |
| B | Sander, William H. | Cpl. | " |
| RO | Puttings, Paul E. | T Sgt | " |
| TSG | Lenson, Ben (SMI) | T Sgt | " |
| HTG | Peters, Winfield E. | S Sgt | " |
| TG | Wallace, Robert W. | S Sgt | " |
| FG | Dill, Donald E. | S Sgt | " |

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

14 OCTOBER 1944

LOADING LIST

| PLANE NO. | DUTY | RANK | LAST NAME | FIRST NAME | MI |
|-----------|------|---------|-------------|------------|--------|
| 43-37706 | P | 2nd LT. | ANNIS | ROMIE | A. |
| | CP | 2nd LT. | CLARK | FORREST | E. |
| | N | 2nd LT. | MADDEN | BERNARD | J. |
| | B | 2nd LT. | JENSEN | JENS | B. |
| | RO | SGT. | WALKER | LEWIS | L. |
| | TT | SGT. | CORLISS | JOHN | M. |
| | BT | SGT. | LEE | WILLIAM | R. |
| | TG | SGT. | JOHNSON | LESLIE | C. |
| | WG | SGT. | BROOKS | GEORGE | E. |
| 44-6104 | P | 2nd LT. | KECK | ROBERT | J. |
| | CP | F/O | ISTEL | LAWRENCE | A. |
| | N | F/O | FREEMAN | HOLLIS JR. | W. |
| | B | F/O | SHEPARD | SAMUEL | (NMI) |
| | RO | SGT. | ENGLER | RICHARD | H. |
| | TT | SGT. | STOEGER | LEONARD | V. |
| | BT | SGT. | NORR | EDWOOD | W. |
| | TG | SGT. | FLAIKOWSKI | EDWARD | (NMI) |
| | WG | SGT. | NACTICAL | FRED | C. |
| 43-38160 | P | 2nd LT. | DOUGLAS | LUTHER | A. |
| | CP | 2nd LT. | LITTLE | RICHARD | H. |
| | N | 2nd LT. | HAVRAN | EDWARD | F. |
| | B | 2nd LT. | GORMAN | WILLIAM | L. |
| | RO | SGT. | SHEETZ | JOHN | H. |
| | TT | SGT. | LEWIS | RAYMOND | G. |
| | BT | SGT. | AGLIATA | TONY | A. |
| | TG | SGT. | CAIRO | LOUIS | P. |
| | WG | SGT. | CHANCE | BUFORD | D. |
| 42-38267 | P | 1st LT. | ETTERS | ROY | C. |
| | CP | 1st LT. | MISENHEIMER | IRA | W. JR. |
| | N | 1st LT. | NASH | JOSEPH | P. |
| | B | 1st LT. | ANDREU | ROBERT | A. |
| | RO | T/SGT. | SCOLL | EMANUEL | T. |
| | TT | T/SGT. | MC GEE | EDWARD | T. |
| | BT | S/SGT. | MAES | BERT JR. | (NMI) |
| | TG | S/SGT. | WOOD | FREDERICK | A. |
| | WG | S/SGT. | HICKINS | GARTH | N. |

| PLANE NO | DUTY | RANK | LAST NAME | FIRST NAME | MI |
|-----------|--------|-----------|---------------|-------------|--------|
| 44-6313 | P | 1st LT. | BUDD | CLAYTON | R. |
| | CP | 2nd LT. | MC LEOD | REGINALD | L. |
| | N | 2nd LT. | KLOTZ | BERNARD | L. |
| | B | S/SGT. | KISSACK | JOHN | D. |
| | RO | T/SGT. | SKALA | FRANKLIN | C. |
| | TT | T/SGT. | OLIVER | ERNEST | S. |
| | BT | S/SGT. | LARSON | DEAN | C. |
| | TG | S/SGT. | ROGEN | HARLAN | (NMI) |
| WG | S/SGT. | MURRAY | DAIE | S. | |
| 43-37736 | P | 1st LT. | HANSON | ALBERT | L. |
| | CP | 2nd LT. | MOE | MORRIS | E. |
| | N | 2nd LT. | JARDINE | JOHN | H. |
| | B | S/SGT. | GREEN | BERNARD | T. |
| | RO | T/SGT. | VOIZ (614th) | BERNARD JR. | (NMI) |
| | TT | T/SGT. | EDD MAC GEHEE | RAY | E. |
| | BT | S/SGT. | MEANEY | ANTHONY | J. |
| | TG | S/SGT. | LA GRASIA | JOSEPH | H. |
| WG | S/SGT. | GODFREY | HAROLD | T. | |
| 42-97931 | P | 2nd LT. | CAMPBELL | ROBERT | B. |
| | CP | 2nd LT. | RANDLE | RICHARD | W. |
| | N | 2nd LT. | HURLEY | JIM | D. |
| | B | 2nd LT. | ISHAM | LAWRENCE | B. |
| | RO | S/SGT. | CHALUPZYNSKI | VINCENT | M. |
| | TT | SGT. | JUSTICE | ANDREW | C. |
| | BT | SGT. | BOSTIAN | AUDREY | I. |
| | TG | SGT. | SMITH | JAMES | A. |
| WG | SGT. | HAYDMWAY | JAMES | R. | |
| 42-31591 | P | 2nd LT. | HOPLEY | CHARLES | W. |
| | CP | 2nd LT. | GOETZ | FRANK | V. JR. |
| | N | 2nd LT. | MAC DONALD | RICHARD | E. |
| | B | SGT. | JACOBS | JOHN | R. |
| | RO | SGT. | DUNNING | CHARLES | R. JR. |
| | TT | SGT. | HARDIN | WILLIAM | A. |
| | BT | SGT. | MERRIMAN | JAY | S. |
| | TG | SGT. | VAN FELT | HAROLD | G. |
| WG | SGT. | ANDERSON | WAYNE | L. | |
| 42-102009 | P | 2nd LT. | HILLESTAD | RAYMOND | H. |
| | CP | 2nd LT. | EMCH | JOHN | H. |
| | N | 2nd LT. | CAMPBELL | FREDERICK | L. |
| | B | SGT. | MONTAYA | CHRIS | A. |
| | RO | SGT. | KRIZ | RAYMOND | E. |
| | TT | SGT. | DRYDEN | JAMES | B. JR. |
| | BT | SGT. | ANDREN | ROBERT | M. |
| | TG | S/SGT. | FISHERIN | HAROLD | (NMI) |
| WG | SGT. | DI CICCIO | PATSY | C. | |

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

AAF Station # 128
 14 October 1944

SUBJECT: Loading List.

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

1. Following is the Loading List for todays mission.

PLANE # 7600

| | | | |
|----|---------|------------------------|---------------|
| P | Capt. | CARROLL, TED D. | 614th Bomb Sq |
| CP | 1st Lt. | LEASON, FREDERICK G. | " |
| N | 1st Lt. | KAISER, PAUL F. | " |
| B | Capt. | HUTSON, WAYMAN T. | 612th Bomb Sq |
| NO | 1st Lt. | WIHOGRAD, ALFRED A. | 614th Bomb Sq |
| RO | T/Sgt. | Curtin, John W. | " |
| TT | T/Sgt. | Lauenberger, Arnold J. | " |
| TG | S/Sgt. | Eaton, Earl E. | " |
| WG | S/Sgt. | Hall, Jack R. | " |

PLANE # 42-97478

| | | | |
|-----|---------|----------------------|---------------|
| P | 1st Lt. | SCHULTZ, JOHN | 614th Bomb Sq |
| CP | 2nd Lt. | CLAXTON, HERBERT W. | " |
| N | 2nd Lt. | ROBINSON, EDWARD F. | " |
| BTG | S/Sgt. | Tutwiler, David M. | " |
| RO | T/Sgt. | Le Fleur, Delmore H. | " |
| TT | Pvt. | Killian, Daniel M. | " |
| BT | S/Sgt. | Culver, Malcom J. | " |
| TG | S/Sgt. | Schmidt, Edward J. | " |
| WG | S/Sgt. | Healy, John L. | " |

PLANE # 43-38888 565

| | | | |
|----|---------|-----------------------|---------------|
| P | 1st Lt. | BROWN, JOHN J. | 614th Bomb Sq |
| CP | 2nd Lt. | HAFIE Y, WILLIE J. | " |
| N | 2nd Lt. | BROWN, JOHN D. | " |
| B | 2nd Lt. | SCHIEFER, WILLIAM F. | " |
| RO | T/Sgt. | Arellano, Gerciano D. | " |
| TT | T/Sgt. | Hoffman, Leon W. | " |
| BT | S/Sgt. | Wells, Cledburne D. | " |
| TG | S/Sgt. | Ellis, James | " |
| WG | S/Sgt. | Martin, Herman D. | " |

PLANE # 42-38236

| | | | |
|----|---------|----------------------|---------------|
| P | 1st Lt. | UTTER, CHARLES W. | 614th Bomb Sq |
| CP | 2nd Lt. | ODEN, EDWARD C. | " |
| N | 2nd Lt. | DAMP, EDWARD | " |
| B | 2nd Lt. | HOPE, JOHN P. | " |
| RO | T/Sgt. | Fulton, David W. | " |
| TT | T/Sgt. | La Vigne, Robert W. | " |
| BT | Sgt. | Cole, William I. | " |
| TG | S/Sgt. | Zaborsky, Stephen A. | " |
| WG | Sgt. | St Peter, Donald A. | " |

PLANE # 42-107151

| | | | |
|----|---------|-------------------------|---------------|
| P | 2nd Lt. | MORTON, WALTER L. | 614th Bomb Sq |
| CP | 2nd Lt. | RITCHEY, RALPH | " |
| N | 2nd Lt. | PINK, JACK T. | 2 |
| B | 2nd Lt. | HELMS, CHARLES A. | " |
| RO | Cpl. | Hickey, Robert E. | " |
| TT | Cpl. | Block, Joseph R. | " |
| BT | Cpl. | Pwers, Willard B. | " |
| TG | Cpl. | Whittington, Charles S. | " |
| WG | Cpl. | Bruschwein, Douglas B. | " |

PLANE # 44-6484

| | | | |
|----|---------|----------------------|---------------|
| P | F/O | WHITTMAN, PAUL P. | 614th Bomb Sq |
| CP | 2nd Lt. | HOSLEY, ROBERT A. | " |
| N | 2nd Lt. | SCHNEIDER, JAMES M. | " |
| B | 2nd Lt. | O'HERN, MELVIN C. | " |
| RO | T/Sgt. | Russell, James R. | " |
| TT | Sgt. | Collett, John R. | " |
| BT | S/Sgt. | Frohman, Howard J. | " |
| TG | S/Sgt. | Haki, Arthur W. | " |
| WG | S/Sgt. | Schweiderek, John J. | " |

PLANE # 42-97602

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

PLANE # 43-38677

| | | | |
|-------|-------------|----------------------|---------------|
| P | 2nd Lt. | MORAN, ROBERT E. | 614th Bomb Sq |
| CP | 2nd Lt. | WELLMANN, SILAS H. | " |
| N | 2nd 1st Lt. | PETTY, ROBERT J. | " |
| CTG | Cpl. | Miller, James J. | " |
| KE RO | Cpl. | Brown, Arnold P | " |
| KE TE | Cpl. | Stromberg, Warren B. | " |
| KE BT | S/Sgt. | James, Harold L Jr. | " |
| KE TG | Cpl. | Clark, Charles B. | " |
| WG | Cpl. | Detty, Ribert J. Jr. | " |

PLANE # 43-97395

| | | | |
|----|---------|---------------------|---------------|
| P | 2nd Lt. | HUBBELL, RICHARD S. | 614th Bomb Sq |
| CP | 2nd Lt. | GOULET, AMBROSE F. | " |
| N | 2nd Lt. | MOORE, GEORGE J. | " |
| B | 2nd Lt. | PLING, STANLEY W. | " |
| RO | Sgt. | Pool, Clyde W. | " |
| TT | Sgt. | Ross, Richard D. | " |
| BT | Sgt. | Revette, John L. | " |
| TG | S/Sgt. | Bell, W. E. | 2 |
| WG | Sgt. | Harris, John C. | " |

PLANE # 42-38330

| | | | |
|----|---------|---------------------|---------------|
| P | 2nd Lt. | GROZIER, JOHN C. | 614th Bomb Sq |
| CP | 2nd Lt. | WEBER, FORRIS | " |
| N | 2nd Lt. | FOLSTER, IRVING | " |
| B | 2nd Lt. | WHITING, RICHARD L. | " |
| RO | 3/Sgt. | Hapner, Clayton | " |
| TT | Cpl. | Ligon, James E. | " |
| BT | Cpl. | McCormick, Edson C | " |
| TG | Cpl. | Kitts, Keith D. | " |
| WG | Cpl. | Merrill, Richard E. | " |

RO 1/Sgt. Volz, Bernard Jr is Flying with 612th Bomb Sq.
For the Squadron Commander:

DONALD V. KIRKUFF
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

14 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 |
| EEd | 2nd Lt. | Huesgen | Herman | K. | " |
| N | 2nd Lt. | McMullen | Willard | C. | " |
| B | 2nd Lt. | Burns | Raymond | G. | " |
| RO | T/Sgt. | Kressler | Oliver | J. | " |
| TT | S/Sgt. | Brown | Thomas | J. | " |
| BT | S/Sgt. | LaBelle | Joseph | E. | " |
| TG | S/Sgt. | Wheeler | Robert | L. | " |
| FG | Sgt. | Duke | William | M. | " |

PLANE # 42-97036

| | | | | | |
|----|---------|-------------|---------|-------|-------|
| P | 1st Lt. | Charleville | Denver | R. | 615th |
| CP | Captain | Kalinski | Felix | A. | " |
| N | 1st Lt. | Russell | Edwin | F. | " |
| N | 1st Lt. | Fishbeck | Howard | D. | 612th |
| N | 1st Lt. | Chaffey | Charles | G. | 615th |
| B | 1st Lt. | Minott | Charles | H. | " |
| RO | T/Sgt. | McKeller | Glenn | A. | " |
| TT | T/Sgt. | Madsen | Peter | C. | " |
| BT | --- | --- | --- | - | - |
| TG | 2nd Lt. | Lawson | Robert | S. | " |
| FG | S/Sgt. | McKenna | Arthur | (NMI) | " |

PLANE # 43-38125

| | | | | | |
|----|---------|-----------|---------|-------|-------|
| P | 1st 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 | B. | " |
| BT | S/Sgt. | Tamburine | Joseph | J. | " |
| TG | S/Sgt. | Waer | Martin | C. | " |
| FG | S/Sgt. | Sullivan | Robert | E. | " |

PLANE # 42-31983

| | | | | | |
|----|---------|-----------|-----------|----|-------|
| P | 2nd Lt. | Maire | Frederick | N. | 615th |
| CP | 1st Lt. | Swisher | Harold | P. | " |
| N | 2nd Lt. | Lowry | Lawrence | E. | " |
| B | 2nd Lt. | Nomberger | Charles | A. | " |
| RO | Cpl. | Mabrey | William | T. | " |
| TT | S/Sgt. | Barr | Thomas | H. | " |
| BT | Cpl. | Floyd | Norris | C. | " |
| TG | Cpl. | Landry | Lawrence | B. | " |
| FG | Cpl. | Nowak | Frank | J. | " |

PLANE # 43-30159

Loading list. (Cont'd)

| DUTY | RANK | LAST (NAME) | FIRST | (MI) | SQUADRON |
|------|---------|-------------|---------|-------|----------|
| P | 2nd Lt. | Hansen | Ernest | A. | 615th |
| CP | 1st Lt. | Morrow | Russell | E. | " |
| N | F/O | Greenberg | Morton | (NMI) | " |
| B | 2nd Lt. | King | Jack | L. | " |
| RO | Cpl. | Ferguson | Hugh | R. | " |
| TT | Cpl. | Miller | Raymond | A. | " |
| BT | Cpl. | Heiss | Elveer | B. | " |
| TG | Cpl. | McKnight | Leroy | M. | " |
| FG | Cpl. | Karcher | Alonzo | A. | " |

PLANE # 43-38458

| | | | | | |
|----|---------|------------|---------|-------|-------|
| P | 1st Lt. | Dow | Herbert | V. | 615th |
| CP | 1st Lt. | Child | Eldon | R. | " |
| N | 1st Lt. | King | Robert | J. | " |
| B | S/Sgt. | Machasick | Alfred | (NMI) | " |
| RO | S/Sgt. | Garr | 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 # 42-31730

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

returned to [unclear]

PLANE # 42-102468

| | | | | | |
|----|---------|----------|---------|-------|-------|
| P | 1st 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 # 43-38425

| | | | | | |
|----|---------|----------|---------|-------|-------|
| P | 2nd Lt. | Udy | John | (NMI) | 615th |
| CP | 2nd Lt. | Hockaday | Billy | S. | " |
| N | 2nd Lt. | Youel | Dale | F. | " |
| B | Sgt. | Jencks | Robert | L. | " |
| RO | T/Sgt. | Knowles | Harry | G. | " |
| TT | S/Sgt. | Young | Jack | B. | " |
| BT | S/Sgt. | Albert | Russell | H. | " |
| TG | S/Sgt. | Warn | Albert | F. | " |
| FG | Sgt. | Oviatt | Earl | D. | " |

Loading list1 (Cont'd)

PLANE # 43-58077

| DUTY | RANK | LAST (NAME) | FIRST | (MI) | SQADRON |
|------|---------|-------------|----------|------|---------|
| P | Captain | Dempsey | Ralph | H. | 615th |
| CP | 1st Lt. | Maloney | Milton | F. | " |
| H | 1st Lt. | Sellers | Cloyd | W. | " |
| B | 1st Lt. | DeJan | William | W. | " |
| RO | T/Sgt. | Virgona | Angelo | J. | " |
| TT | S/Sgt. | Kudaley | Orville | A. | " |
| BT | S/Sgt. | Blodgett | Clifford | W. | " |
| TG | S/Sgt. | Roberts | James | D. | " |
| FG | S/Sgt. | Ollila | Raymond | J. | " |