

MISSION NO. 156

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 # 156

Date 15 October 1944

ASSIGNMENT

1. Assigned Target: COLOGNE, GERMANY
2. Commitments: The 401st Group furnished 3 x 12 plane squadrons, to bomb in 6 plane sections, if visual, otherwise by group. 1st Div. divided into task forces A and B, 5 groups each. "B" Force to bomb at 27,000' simultaneously with "A" Force, guiding on "A" Force at 25,500'. The 401st group was Division Lead, lead of "A" Force.

EXECUTION

1. Target Bombed: COLOGNE, GERMANY (PFF)
2. a. Division & Gp Leader: Col H. W. BOWMAN (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: 1st Lt. W. C. MANNIX
Lead Navigator: 1st Lt. W. F. MALONEY (Strong-"Mickey")
Lead Bombardier: 2nd Lt. C. L. ROSTROM
- c. High Sqdn Leader: Capt. F. A. KALINSKI (Heenan)
Lead Navigator: 1st Lt. J. M. KANE (Walterz-"Mickey")
Lead Bombardier: 1st Lt. R. E. BROCK
3. Flight Over England:
 - a. Takeoff: Takeoff was normal and as briefed, thirty nine ships were airborne.
 - b. Sqdn and Gp Assemblies: Assemblies were as briefed over the Cottesmore Buncher. The buncher was departed three minutes early on course, with a full formation.

MISSION SUMMARY REPORT (Cont)#. Flight Over England; (cont)c. Route Over England:

Route over England was practically as briefed, CP #1 was departed two minutes early on course. Groups were falling in behind, but, it did not appear that it was being accomplished very satisfactorily.

4. Attack:a. Flight to Target:

The 401st Group was Division lead. Division column was poor. Groups came in from all directions rather than over a common IP. Too much spread out in time and position to gain maximum effect against flak or "gagging". The turns at the control points were made long to lose time- also just before the IP some "S"ing was accomplished so that the column could collect itself in better fashion. The IP was crossed on course and the bomb run was started- Buckeye Red advised PFF bombing.

b. Bomb Run:Lead Squadron:

The formation was unable to bomb primary visual target due to cloud cover. Also there was a very great amount of glare from the sun. A "Mickey" run was accomplished without interference and the bombs were dropped on PFF range angles. Bombs away and salvoed at 0928. Clouds covered target area 5/10-9/10ths. Results were unobserved.

Low Squadron:

The AFCE was not working properly so it was decided to turn it off and make a PDI run long before the IP. Received call to make PFF run. Turned on course ~~XXX~~ at IP but opened bomb bay doors late. "Mickey" had trouble with set but gave corrections as best he could. Salvoed bombs on PFF target at 0929. Results fair to good. Hit well inside built up area just over river.

High Squadron:

The high box turned on the bomb run at the IP and prepared for a PFF run. The target was picked up through breaks in the clouds after drift was killed. The crossroads to the right of the target were picked up and the hairs were moved over the target. However, upon hitting salvo switch and door switch no bombs fell. Everything was rapidly checked but appeared satisfactory. As a result none of the aircraft in the high box bombed. It is possible that an overly amount of moisture froze the release mechanism, however, checks revealed no malfunction.

c. Flight from Target:

The flight back was approximately as briefed, let-down was made over Belgium and the coast out was passed at the briefed 10,000'. Some "S"ing was accomplished over the channel to avoid clouds. One A/C in the high squadron (which didn't bomb) selected a target of opportunity on the withdrawal over Germany.

MISSION SUMMARY REPORT (Cont)

4. Attack: (Cont)

d. Return to Base: Return over England was as briefed and normal formation landings were accomplished. All ships landed safely at home base.

e. Weather: Contrails and low visibility across France made formation difficult. In fact, only because of information given by scouting force, was it possible to risk taking the force thru part of the area. Weather was 9/10ths cumulus at target, tops 15,000 feet.

f. Fighter Support: Fighter support was good.

g. Comments on Formation: Poor. Strong wind differentials, and long climb most of the way to target contributed to the generally unsatisfactory formations.

h. Conclusions and Recommendations: The high force should not guide on low force - they can't see it. The low force should be responsible for clearing the high. 500' to 1500' should always be lost after target. This gets formations thru flak faster, makes sighting of AA difficult by changes in altitude and speed, and, permits more rapid rally.

5. Aircraft Not Attacking:

High Squadron: Pff A/C 44-8258 - Sortie. Was not able to release bombs; its thought that the prevalence of an overly amount of moisture froze the mechanism. However, release mechanism checked out okay upon ground and at altitude test.

10 other A/C - Sorties. Did not bomb as lead ship #258 was not able to drop bombs.

6. Enemy Opposition: No E/A. Flak moderate. Accurate at one point, very inaccurate elsewhere in target area. (see Flak Report)

7. <u>Battle Damage:</u>	<u>Major</u>	<u>Minor</u>	<u>To Flak</u>
	4	15	19

8. Casualties:
 1 SWA
 1 LWA

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

MISSION SUMMARY REPORT (Cont)

10. Bombing Data:

a. Disposition of Bombs:

Lead Squadron: All the 12 A/C E.E.T. bombed the target dropping 167 GP's and 48 IB's. The spare A/C returned 14 GP'S and 4 IB's.

Low Squadron: All the 12 A/C E.E.T. bombed the target dropping 166 GP's and 44 IB's. A/C 267 jettisoned 4 IB's at 5019-0750E and A/C 012 returned 1 GP. The spare returned 14 GP's and 4 IB's.

High Squadron: Of the 12 A/C E.E.T. only one A/C attacked a target - A/C 780 bombed Bad-Ems, Germany (T. of O.) with 14 GP's and 4 IB's. Due to release troubles in the lead A/C the remaining 11 scheduled A/C did not bomb - and returned 153 GP's and 44 IB's. The spare returned 14 GP's and 4 IB's.

b. Observations:

Lead Squadron: Results were unobserved.

Low Squadron: The bombs could be seen hitting the built up area just over the river - looked fair to good.

High Squadron: No bombs dropped.

c. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs				
	Over Target	Bomb- ing	Num- ber	Size	Type	Fusing Nose Tail	
Main Bombfall	36	24	(333 (92	250# 500#	M57 M17 IB	1/10 -	1/40 -
Other Attacks	(1)	1	(14 (4	250# 500#	M57 M17 IB	1/10 -	1/40 -
Total Bombs on Targets			(347 (96	250# 500#	M57 M17 IB	1/10 -	1/40 -
Other Expenditures			4	500#	M17 IB	-	-
Bombs Returned			(196 (56	250# 500#	M57 M17 IB	1/10 -	1/40 -
Total (Loaded on A/C Taking Off)			543 156	250# 500#	M57 M17 IB	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 F. O. 522

Date of 15 October 1944

	LEAD		LOW		HIGH	
		PFF - GH		PFF - GH		
1. No. of A/C Failing to Take Off	-	-	-	-	-	-
2. No. of A/C Airborne	12	1	12	1	12	1
3. No. of A/C Airborne Less Spares	11	1	11	1	11	1
4. No. of A/C Sorties	11	1	11	1	11	1
5. No. of A/C Attacking	11	1	11	1	1	-
6. No. of A/C Not Attacking					10	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	11	1	-	-
(b) No., Size & type of Bombs	154 205# GP 44 500# IB	13 250# GP 4 500# IB	153 250# GP 40 500# IB	13 250# GP 4 500# 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	BAD-EMS, GERMANY					
(a) No. of A/C Attacking					3	
(b) No., Size, & type of Bombs					14 250# BP 4 500# IB	
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	0614	0621	0615
19. Time of Attack	0928 $\frac{1}{2}$	0929	0930
20. Average Time of Flight	6.3	6.4	6.1
21. Altitude of Release	25,500	24,600	26,000
22. Visual or PFF	PFF	PFF	PFF - W
23. Enemy Resistance - AA Int.&ACC	MOND INACC ACC	MOD INACC ACC	MOD INACC ACC
24. - Fighters	-	-	-
25. - Bombers	-	-	-
26. U.S. A/C Engaged by Enemy A/C	-	-	-
27. Degree of Success	UNOBSERVED	FAIR TO GOOD	--

PFF A/C Borrowed from Groups as follows:

NONE

PFF A/C Loaned to Groups as Follows:

NONE

NOTES:

A/C 780 of the High Squadron dropped its bombs on a T.Of O. - Bad-Ems, Ger.
 Remaining A/C in squadron did not drop due to release trouble in lead A/C.

Combat Flight Leader: COLONEL BOWMAN Date 15 Oct 1944

Deputy Flight Leader: LT SCHAUNAMAN

Lead Box 94 "A" Group at
T/O, Cruise, & OVER TARGET.

612th
SQDN
CHARLEVILLE (BOWMAN)
612 SC JABWOCK
613 IN MACRO
614 IW GOLFCLUB
615 IY BUZZARD

947

BONNEY

SCHAUNAMAN

790

~~505~~ 506

612th
SQDN

614th
SQDN

GARNS

CROZIER

891

330

MAXWELL

CHRISTENSEN

SPOHLER

WITTMAN

398

733

738

236

AIKEN

039

COX

ROADMAN

993

628

SPARES

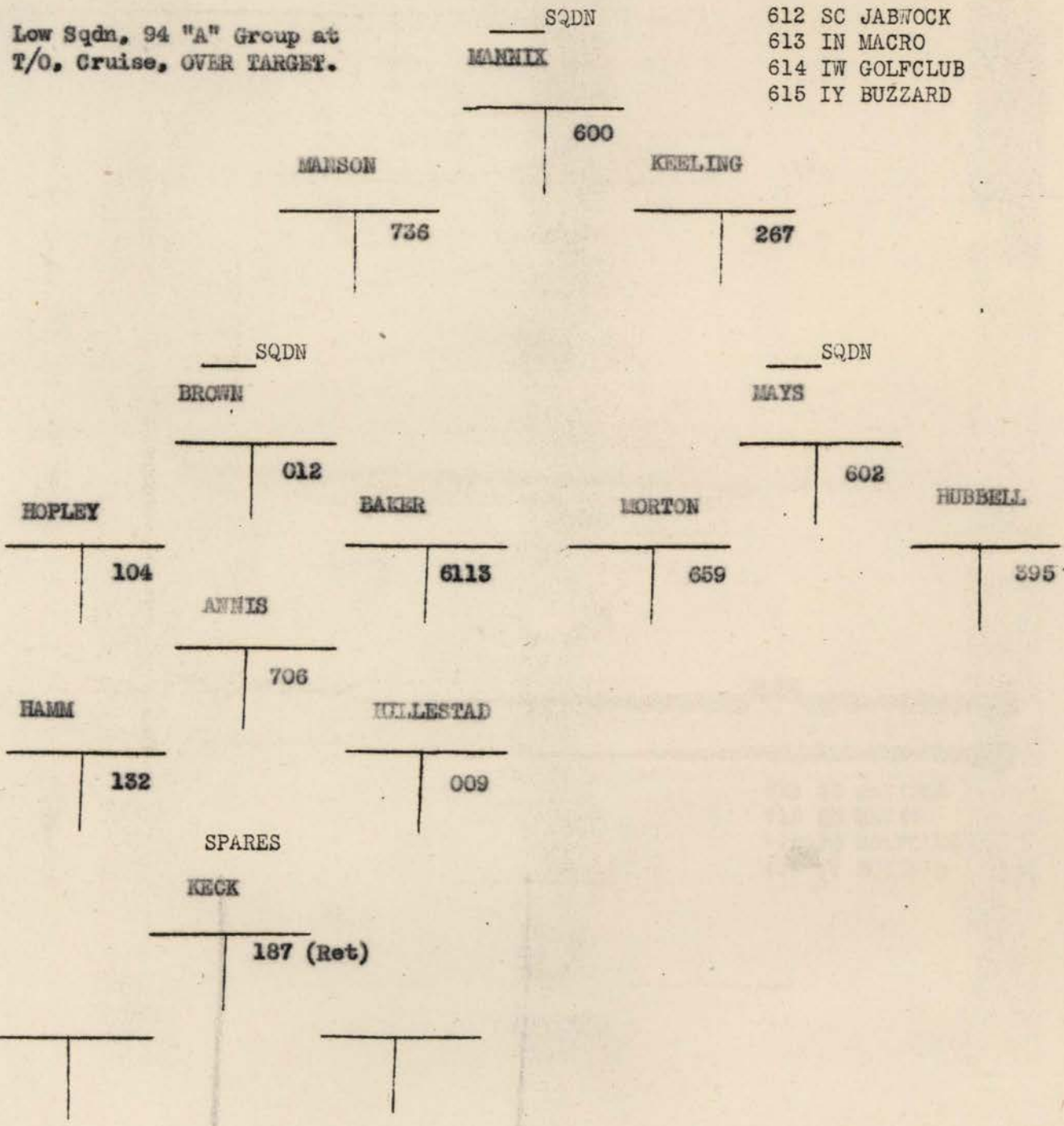
JONES

393 (Ret)

Combat Flight Leader : LT MANNIX Date 15 Oct 1944
Deputy Flight Leader LT KEELING

Low Sqdn, 94 "A" Group at
T/O, Cruise, OVER TARGET.

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



Combat Flight Leader : CAPTAIN KALINSKI Date 15 Oct 1944

Deputy Flight Leader LT CAMPBELL

High Squadron 94 "A" Group
at T/O, Cruise & OVER TARGET.

8 SQDN
HEKMAN (KALINSKI)
612 SC JABWOCK
613 IN MACRO
614 IW GOLFCLUB
615 IY BUZZARD

258

MAIRE

CAMPBELL

146

077

SQDN

SQDN

MERCER

UTTER

780

478

CALLAWAY

HASKETT

MORAN

SISSON

983

674

677

508

STEGEMAN

159

MC KAY

SOMBART

485

730

SPARES

DOW

458 (Ret)

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

15 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 0614 hours; Land at 1230 hours.

b. Group formed at 0715 hours at 16,000 feet.

c. Formed CBW at 0730 hours at 16,000 feet.

d. Began climb at 0751 hours; reached alt. at 0929 hours.

e. Weather encountered over England:

(1) Clouds 2 / 10th - Visibility 15 miles.

(2) Wind at altitude 250 degrees, 18 Knots.

f. Means of navigation over England. Com, H1101ago

g. Means of checking Metro Winds Com, H1101ago

h. Joined task force at 0823 hrs. at
(Splasher, City, Coord.)

i. English Coast out at 0823 hrs.; Enemy Coast in at 0842 hrs.

j. Fighter Rendezvous:

(1) Going in 0914 hrs.

(2) Coming back hrs.

k. Wind used for bombing:

(1) 260 degrees, 60 Knots.

(2) Determined by
(Method)

l. Bomb run and Method of Target Identifications:

(1) Reached IP at 0922 hrs.

(2) Mag. heading over target 87 degrees.

(3) Altitude over target 25,500 feet.

(4) Bombs away at 0929 hrs.

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

FFF. Target covered

m. Geo:

(1) Coordinates of furthest fix 51-00 N. 01-00 E.

(2) Obtained at 0854 hours.

n. Difficulties encountered with special equipment.

Radio compass out.

Bombs away as follows:
COMMENTS: Lead - at 0928 from 25500, M.H. 87.
Low - 0929 from 24,600, M.H. 90.
High - 0930 from 26,000, M.H. 129.

/s/ W. F. Russell
W. F. RUSSELL,
1st Lt., A. C.
SIGNATURE Lead Nav, Lead Box

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER15 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 0621 hours; Land at 1243 hours.b. Group formed at 0730 hours at 16000 feet.c. Formed CBW at 0730 hours at 16000 feet.d. Began climb at 0800 hours; reached alt. at 0900 hours.

e. Weather encountered over England:

(1) Clouds 5 / 10th - Visibility 5 miles.(2) Wind at altitude 255 degrees, 60 Knots.f. Means of navigation over England. Geo, Pilotage, Radiog. Means of checking Metro Winds Geo, Pilotage, Radioh. Joined task force at 0830 hrs. at (Election)
(Splasher, City, Coord.)i. English Coast out at 0823 hrs.; Enemy Coast in at 0843 hrs.

j. Fighter Rendezvous:

(1) Going in 0910 hrs.

(2) Coming back _____ hrs.

k. Wind used for bombing:

(1) 275 degrees, 60 Knots.(2) Determined by Pilotage, Hickey
(Method)

l. Bomb run and Method of Target Identification:

(1) Reached IP at 0920 hrs.(2) Mag. heading over target 90 degrees.(3) Altitude over target 2600 feet.(4) Bombs away at 0929 hrs.

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

Hickey, Pilotage

m. Geo:

(1) Coordinates of furthest fix 50-30 N. 05-20 E.(2) Obtained at 1040 hours.

n. Difficulties encountered with special equipment.

None

COMMENTS:

/s/ William F. Maloney
WILLIAM F. MALONEY
1st Lt., A. C.

SIGNATURE Lead Nav. Low Box

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER15 October

1944

SUBJECT: Lead Navigator's NarrativeTO : Commanding Officer, 401st Bombardment Group (H)1. Flight plan, Log, and Track Chart Attached.2. Narrative:a. T/O at 0615 hours; Land at 1217 hours.b. Group formed at 0718 hours at 17,000 feet.c. Formed CBW at 0718 hours at 17,000 feet.d. Began climb at 0830 hours; reached alt. at 19,000 hours.e. Weather encountered over England:(1) Clouds 6 / 10th - Visibility 4 miles.(2) Wind at altitude 270 degrees, 60 Knots.f. Means of navigation over England. Gas, Pilotageg. Means of checking Metro Winds Gas, PFFh. Joined task force at 0822 hrs. at Glaston
(Splasher, City, Coord.)i. English Coast out at 0822 hrs.; Enemy Coast in at Glaston hrs.j. Fighter Rendezvous:(1) Going in 0914 hrs.

(2) Coming back _____ hrs.

k. Wind used for bombing:(1) 210 degrees, 60 Knots.(2) Determined by PFF
(Method)l. Bomb run and Method of Target Identification:(1) Reached IP at 0916 hrs.(2) Mag. heading over target 129 degrees.(3) Altitude over target 26,000 feet.(4) Bombs away at 0930 hrs.

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

PFF - Visualm. Gas:(1) Coordinates of furthest fix 50-11 N. 01-14 E.(2) Obtained at 1054 hours.n. Difficulties encountered with special equipment.

COMMENTS:

/s/ James M. Kane

JAMES M. KANE
1st Lt., A. C.SIGNATURE Lead Nav., High Sq.

Air Commander - Col. R. W. Bowman

FLIGHT PLAN F. O. 522

HWICV108

PILOT Lt. Charleville

NAVIGATOR Lt. W. F. Russell

DATE 15 October 1944

STATIONS 0655	ENGINES 0555	TAXI 0610	T.O. 0625
LEAVE BASE	COTTESMORE 0749		
COAST OUT	0825		
ENEMY COAST	0846		
I.P.	0925		
TARGET	0934		
ENEMY COAST	1124		
ENGLISH COAST	1154		
BTM	1232		

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

Zero hr - 0800
Ref alt - 25000
Bomb alt - 25500
Oxygen - 03:30
Enemy territory - 02:38

WATCH Fast Slow RATE secs / hour Gaining Losing
Let down on Cottesmore At G.M.T. Division assemble Clacton to 51-14N 02-58E
launcher - normal.

FROM TO	W/V UESD	HEIGHT	IAS MPH /K	T.A.S. (K)	COURSE	DRIFT	TRUE HDNG.	VAR.	MAG. HDNG.	G. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA			
														TIME	BODY	ALT.	AZI.
Assemble	260/41	16000	150										0749				
Cottesmore by (Y)	"	"	"	166	058	-5	053	11	064	203	19	:16	0755				
52-14N 00-39N	"	"	"	169	124	+10	134	10	144	196	58 1/2	:18	0813				
Donnington (A)	260/42	18000	150	174	179	+15	194	10	204	160	35	:13 ⁻¹	0825	English Coast	GP 1	0825	
52-54N 00-12N	"	"	"	184	116	+8	124	9	133	232	76	:21	0846	Coast	GP 2	0845	
Spl 6 (D)	260/44	20000	"	191	116	+7	123	8	131	234	30	:08	0854				
52-22N 01-08E	"	"	"	194	73	+4	077	8	085	247	83 1/2	:21	0915			GP 3 0914	
Clacton C.P.1	264/47	24000	"	194	152	+16	168	7	175	185	30 1/2	:10	0925	I. P.			
51-17N 01-09E	"	"	"	194	101	+11	112	7	119	232	33	:09	0934	TARGET			
51-14N 02-58E	"	"	"	194	101	+11	112	7	119	232	17	:05	0939				
"	"	"	"	194	147	+16	163	6	169	190	28	:09	0948				
51-02N 03-41E	"	"	"	194	199	+11	210	6	216	149	19 1/2	:08	0956				
"	"	"	"	194	248	-2	246	6	252	139	25	:11	1007				
51-27N 05-48E	"	"	"	194	248	-13	279	7	286	155	50	:20	1027				
"	240/55	25500	150	194	292	-11	281	8	289	160	80	:57	1124	Coast			
51-07N 02-38E	250/35	10000	150	151	292	-9	283	9	291	123	54	:27	1124	Coast			
"	242/27	6000	150	161	306	+9	297	9	306	148	40	:16	1154	English Coast			
Clacton	240/19	2000	150	133	304	-7	297	10	307	123	77	:38	1232	BTM			
Base	240/19	2000	150	133	304	-7	297	10	307	123	77	:38	1232	BTM			
Base Clacton	250/35	0 to 20000	150	151	124	+11	135	10	145	169	77	:22	0735 0825	LTCO. Takes 50 min to climb			

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS MPH /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		G.S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
					VHF - Code for authentication - "Five eyes" Abandon mission - "Winke able Peter"										
					Chaff - Discharge 3 min before IP and continue for 15 min. Interval - 2 min. between groups Spares - Turn back at Belgian coast.										
					Barracks for wounded - Apeldoorn, Holland 52-12N 05-56E										
					Last resort - Any target E. of Rhine and positively identified as in Germany.										
0555					Engines start										
0614					Take Off										
0650	256/45				Circling Cottesmore. Wind 256/45K		150	16000	166						
0700	260/50						150	16000	166						
0746			50		Departing Cottesmore, S. 2 min early		150	16000	166			203	19	06	0752
0751			135				150								
0810			195		Spl. #6		150	18000				160	35	13	0823
0823 1/2			130		C. F. #1		150						76	21	0845
0831			130		51-37N 02-03E, Gee		150	21000							
0837			140				150	21000							

COAST OUT	0825
ENEMY COAST	0846
I. P.	0925
TARGET	0934
ENEMY COAST	1124
ENGLISH COAST	1154
RTH	1232

WATCH..... Fast Slow RATE.....secs/hour Gaining Losing
 Lat down on Cottesmore At..... G.M.T. Division assemble Clacton to 51-14N 02-56E
 launcher - normal.

FROM TO	W/V UESD	HEIGHT	IAS MPH /K	T. A. S. (K)	COURSE	DRIFT	TRUE HDNG.	VAR.	MAC. HDNG.	G. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI.		
Assemble	260/41	16000	150										0749			
Cottesmore by (Y)	"	"	"													
52-14N 00-39W Donnington (A)	"	"	"	166	058	-5	053	11	064	203	19	:16	0755			
52-54N 00-12W Spl 6 (D)	260/42	18000	150	169	124	/10	134	10	144	196	58 1/2	:18	0813			
52-22N 01-08E Clacton C.P.1	260/44	20000	"	174	179	/15	194	10	204	160	35	:13 ⁻¹	0825	English Coast	GP 1	0825
51-17N 01-09E	264/47	24000	"	184	116	/8	124	9	133	222	76	:21	0846	Coast	GP 2	0845
51-14N 02-58E	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
51-02N 03-41E	270/50	25000	"	191	116	/7	123	8	131	234	30	:08	0854			
51-27N 05-48E	240/55	25500	"	194	73	/4	077	8	085	247	83 1/2	:21	0915			GP 3 0914
51-00N 06-12E IP	"	"	"	194	152	/16	168	7	175	185	30 1/2	:10	0925	I. P.		
50-54N 07-03E TAR	"	"	"	194	101	/11	112	7	119	232	33	:09	0934	TARGET		
50-51N 07-25E	"	"	"	194	101	/11	112	7	119	232	17	:05	0939			
50-27N 07-53E	"	"	"	194	147	/16	163	6	169	190	28	:09	0948			
50-09N 07-43E	"	"	"	194	199	/11	210	6	216	149	19 1/2	:08	0956			
50-00N 07-08E	"	"	"	194	248	-2	246	6	252	139	25	:11	1007			
50-18N 05-55E	240/55	25500	150	194	292	-13	279	7	286	155	50	:20	1027			
51-07N 02-38E	260/47	17500	150	193	292	-11	281	8	289	160	80	134	130	Coast		
Clacton	250/35	10000	150	151		-9	283		291	123	54	69	:27	1124		
Base	262/27	6000	150	161	306	09	297	9	306	148	40	69	:16	1154	English Coast	
Base	240/19	2000	150	133	304	-8	298	10	307	124	29		:14	1232	RTH	
Base Clacton	250/35	0 to 20000	150	151	124	/11	135	10	145	169	77	28	0735 0825	LITO. Takes 50 min to climb		

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAC. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS MPH /K	HEIGHT & AIR TEMP.	T. A. S.	RUN		G. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
Flares - Normal															
VHF - Code for authentication - "Blue eyes" Abandon mission - "Winke able Peter"															
Chaff - Discharge 3 min before IP and continue for 15 min. Interval - 2 min. between groups Spares - Turn back at Belgian coast.															
Barracks for wounded - Appeldoorn, Holland 51-12N 05-56E															
Last resort - Any target E. of Rhine and positively identified as in Germany.															
0555					Engines start										
0614					Take Off										
0650	256/45				Circling Cottesmore. Wind 256/45K		150	16000	166						
0700	260/50						150	16000	166						
0746			50		Departing Cottesmore, S. 2 min early		150	16000	166			203	19	06	0752
0751			135				150								
0810			195		Spl. #6		150	18000				160	35	13	0823
0823 1/2			130		C. P. #1		150					76	21		0825
0831			130		51-37N 02-03E, Gee		150	21000							
0837			140				150	21000							

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	
0842			145		G.P. #2, 3 north		150	22,000							
0847			140		51-07N 03-25E		150	22,000							
0849		260/80	140		Wind 260/80		150	23000 -22							
0852			65		Turning pt. 50-57N 05-50E		150	23000							
0901			55												
0912			55		G.P. #3, on course, 2 early			25000							
0927					S-ing to lose time										
0928					I. P., Bomb doors open		150	25000							
0928 1/2			80		Bombs Away		150	25500							
0933					Turning pt.		150	25000					28	09	0942
0943					Turning pt. 50-27N 06-00E		150	25000							
0955			270		50-05N 07-45E			25000							
1002			295					25000							
1014			290		50-11N 06-39E			25000			140		28	12	1026
1020			280		Starting letdown: 50-25N 06-15E			25000							
1025			280					24000 -30							
1030			250					22000 -25							
1038		280/60	255		50-30N 05-33E, Wind 280/60K			20000			130		115	50	1123
1053		260/49	285		50-47N 04-25E, Wind 260/49K						112		63	34	1127
1117			300		Const 51-12N 02-51E			10000 -3						30	1147
1132			290		S-ing to avoid clouds. 51-36N 01-50E										
1146	304	-4	300		Clacton. barrage balloons						120		77	38	1224
1207			300		Cambridge										
1223					Base										
1230					Landed										
1234					Engines killed										

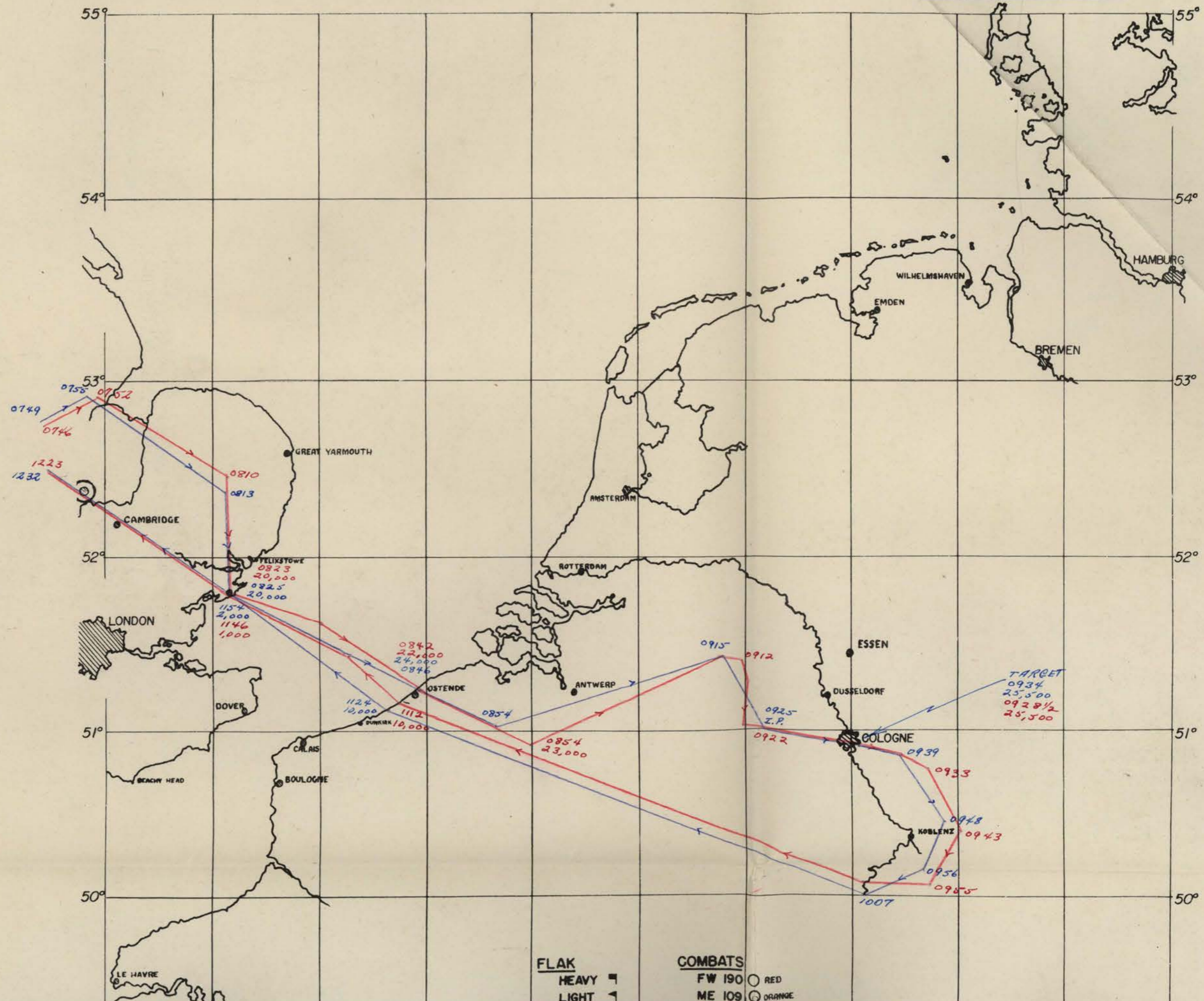
TRACK CHART

TARGET

Date Oct. 15-44

Primary Cologne, Germany
 Secondary _____
 Last Resort _____

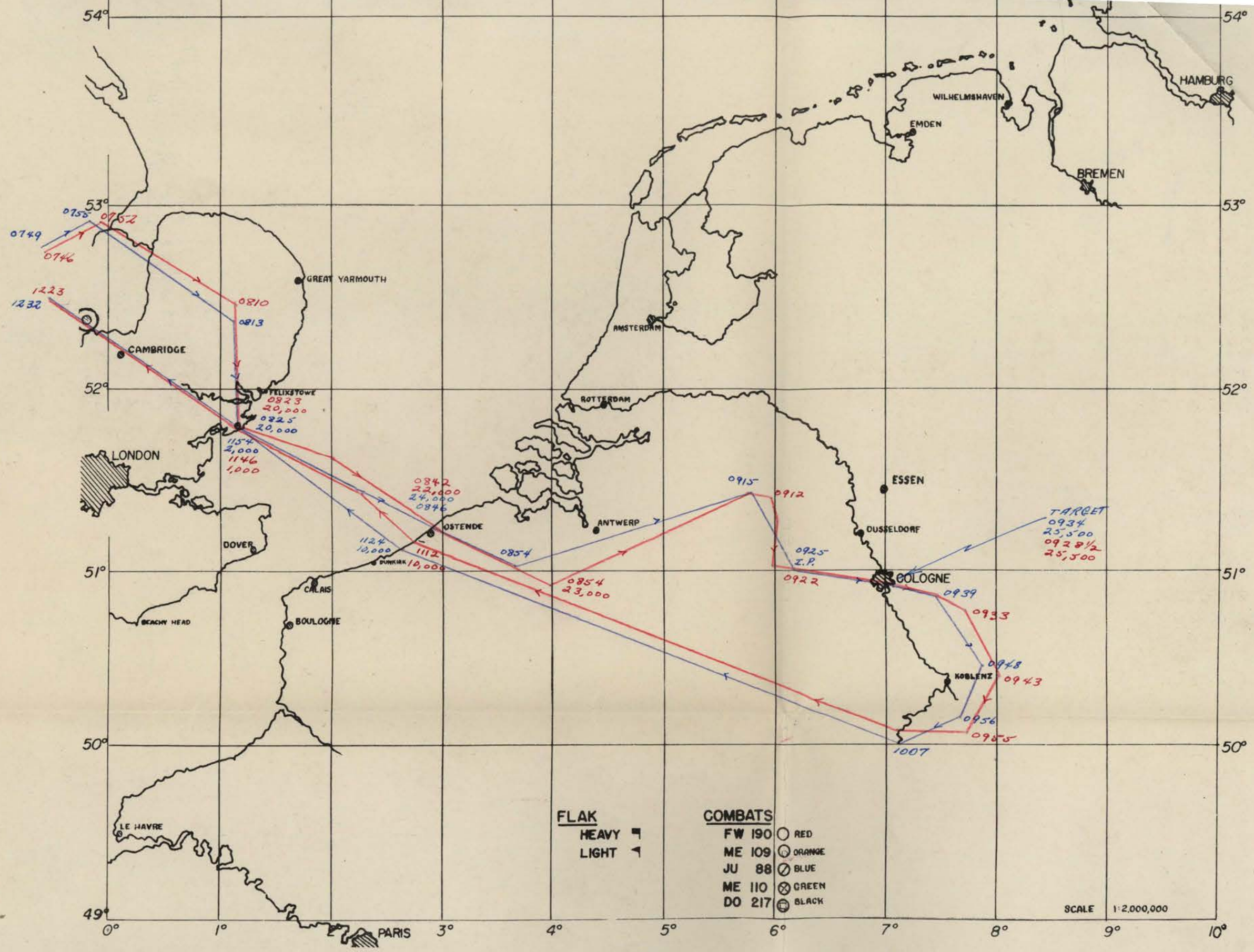
Route followed by Briefed Course
401st B.C.(H)
 " " " _____
 " " " _____
 " " " _____
 " " " _____



0749
 0755
 0746
 1223
 1232
 0810
 0813
 0823
 20,000
 0825
 20,000
 1154
 2,000
 1146
 1,000
 1124
 10,000
 1112
 10,000
 0842
 22,000
 24,000
 0846

0854
 0854
 23,000
 0915
 0912
 0925
 I.P.
 0922
 0939
 0933
 0948
 0943
 0956
 0985
 1007

TARGET
 0934
 25,500
 0928 1/2
 25,500



FLAK
 HEAVY ◻
 LIGHT ◀

COMBATS
 FW 190 ○ RED
 ME 109 ○ ORANGE
 JU 88 ○ BLUE
 ME 110 ○ GREEN
 DO 217 ○ BLACK

SCALE 1:2,000,000

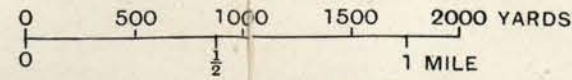
Target No.
6 (d) (vi) 36

RAILWAY MARSHALLING YARD

KÖLN or COLOGNE (Gremberg)
(GERMANY)

Illustration No.
6 (d) (vi) 36/4

Illustration No.
6 (d) (vi) 36/4



Photographed 1942-1943

(1 : 32,000) approx.

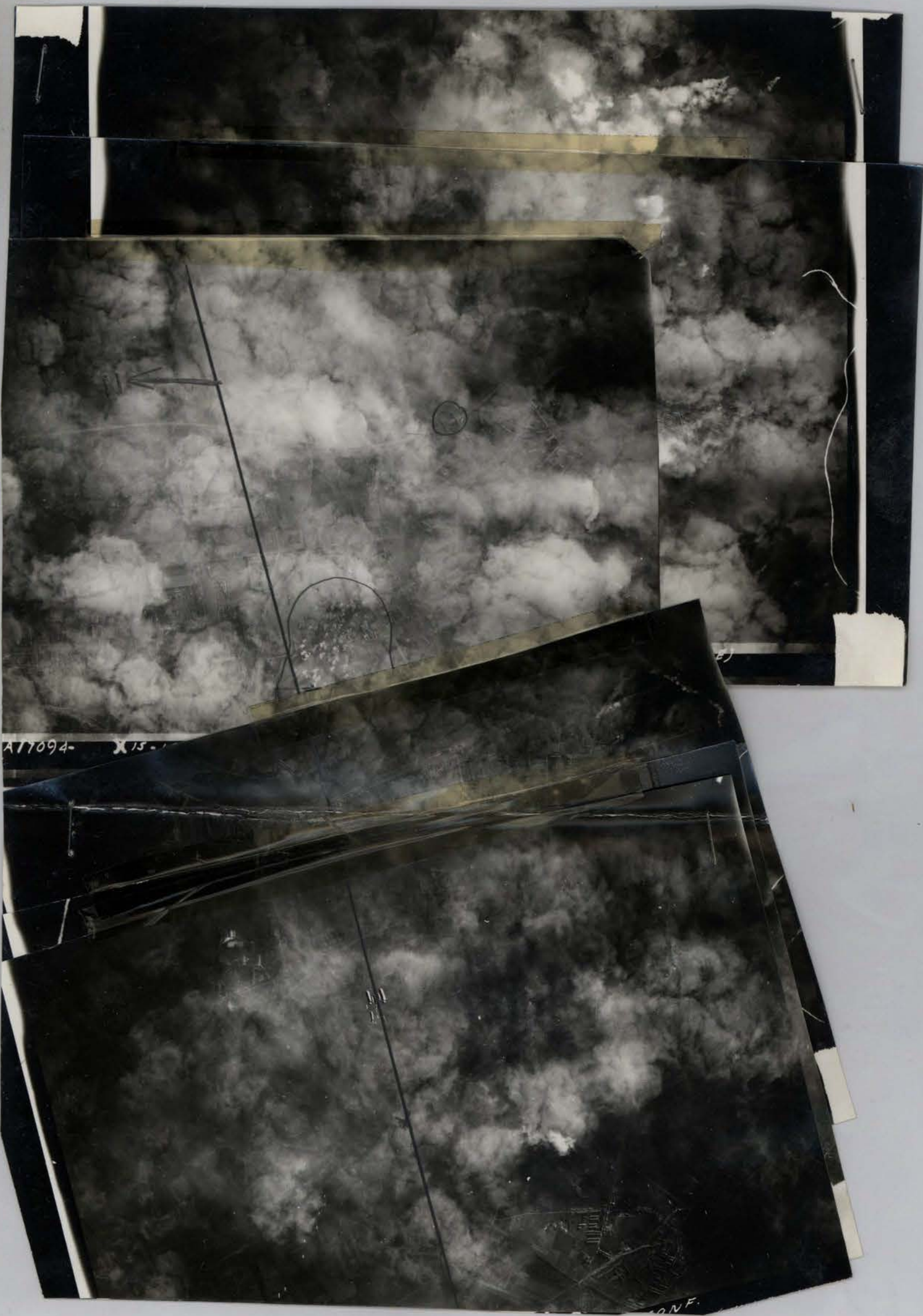
Issued March 1944



A.I.3c (1)

TYPE A

DECLASSIFIED PER NAID 74-5025
BY SP2 NARA DATE 11-18-00



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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Minott DATE 15 Oct 1944
 PILOT Col Bowman, Lt. Charlesville TAKE OFF 0618
 NAVIGATOR Lt. Russell AIRPLANE _____
 WING 94th A G GROUP 401st SQDN Lead LANDED 1232
 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 500# M 17 IB FUSING: NOSE _____ TAIL _____
 BOMBS, TYPES AND SIZES 250# M 57 Gp FUSING: NOSE 1/10 TAIL 1/40
 NUMBER OF BOMBS LOADED 167 GP 48 IB RELEASED 167 GP 48 IB
 INFORMATION AT RELEASE POINT:
 Altitude of Target 165 Temp Aloft: Metro _____ Actual -34
 True Altitude above target 25100 Mag Head, order 119 Actual 87
 Ind. Altitude 25500 True Heading _____ 94
 Pressure alt of target 47 Drift, Est 11L Actual 4L
 Altimeter setting 29.92 True Track _____ 90
 C.I.A.S. 150 I.A.S. 150 Actual Range _____
 G.S. Est 266 Actual 266 B.S. Type H-9
 Wind Direc Metro 240 Actual 280 Time of Release 0928
 Wind Veloc. Metro 62 Actual 80 Intervalometer Setting 140ft
 D.S. 124.2 Trail 69 ATF 42.87 Length of Bombing Run 4min
 Tan. D.A. Est .55 Actual .60 C-1 Pilot Yes A-5 _____
 Mean Temp: Metro -13 Actual -16 Manual Pilot _____
 Type of Release: Lead A/C Salvo Type of Release: Other A/C 140ft

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Rostrom DATE 15 Oct 1944

PILOT Lt. Mannix TAKE OFF 0622

NAVIGATOR Lt. Maloney AIRPLANE _____

WING 94th A Gp GROUP 401st SQDN Low LANDED 1225

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 500# M 17 IB FUSING: NOSE _____ TAIL _____

BOMBS, TYPES AND SIZES 250# M 57 GP FUSING: NOSE 1/10 TAIL 1/40

NUMBER OF BOMBS LOADED 167 GP 48 IB RELEASED 166GP 44IB

INFORMATION AT RELEASE POINT:

Altitude of Target <u>165</u>	Temp Aloft: Metro <u>-39</u> Actual <u>-32</u>
True Altitude above target <u>24835</u>	Mag Head, order <u>119</u> Actual <u>90</u>
Ind. Altitude <u>24900</u>	True Heading <u>97</u>
Pressure alt of target <u>-7</u>	Drift, Est <u>11L</u> Actual <u>3L</u>
Altimeter setting <u>29.92</u>	True Track <u>94</u>
C.I.A.S. <u>150</u> I.A.S. <u>150</u>	Actual Range <u>---</u>
G.S. Est <u>264</u> Actual <u>304</u>	B.S. Type <u>M-9</u>
<u>240</u> <u>270</u>	Time of Release <u>0929</u>
Wind Direc Metro _____ Actual _____	Intervalometer Setting <u>140ft</u>
Wind Veloc. Metro <u>62</u> Actual <u>80</u>	Length of Bombing Run <u>5min</u>
D.S <u>124.5</u> Trail <u>65</u> ATF <u>42.72</u>	C-1 Pilot <u>A-5</u>
Tan. D.A. Est <u>.56</u> Actual <u>.61</u>	Manual Pilot <u>Yes</u>
Mean Temp: Metro <u>-12</u> Actual <u>-9</u>	Type of Release: Lead A/C <u>Salvo</u> Type of Release: Other A/C <u>140ft</u>

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Brook DATE 15 Oct 1944
 PILOT Capt Kalinski, Lt. Heenan TAKE OFF 0617
 NAVIGATOR Lt. Kane AIRPLANE _____
 WING 94th A Gp GROUP 401st SQDN High LANDED 1240
 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 O.N SIGHTING OPERATION: 1 A/C
 BOMBS, TYPES AND SIZES 500# M 17 IB FUSING: NOSE _____ TAIL _____
 BOMBS, TYPES AND SIZES 250# M 57 GP FUSING: NOSE 1/10 TAIL 1/40
 NUMBER OF BOMBS LOADED 167 GP 48 IB RELEASED NONE
 INFORMATION AT RELEASE POINT:
 Altitude of Target 165 Temp Aloft: Metro -40 Actual -36
 True Altitude above target 26000 Mag Head, order 119 Actual 129
 Ind. Altitude 26100 True Heading 136
 Pressure alt of target 47 Drift, Est 11L Actual 12L
 Altimeter setting 29.92 True Track 124
 C.I.A.S. 150 I.A.S. 150 Actual Range ---
 G.S. Est 268 Actual 268 B.S.Type M-9
 Wind Direc Metro 240 Actual 240 Time of Release ---
 Wind Veloc. Metro 62 Actual 60 Intervalometer Setting ---
 D.S. 121.6 Trail 67 ATF --- Length of Bombing Run ---
 Tan. D.A. Est .56 Actual .58 C-1 Pilot --- A-5 _____
 Mean Temp: Metro -13 Actual -11 Manual Pilot _____
 Type of Release: Lead A/C --- Type of Release: Other A/C ---

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

J-A-¹

Reference Field Order 522 .

15 OCTOBER 1944

SUBJECT: Communications Report, Operational Mission No 156 .

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>Ø</u>
to other A/C	<u>Ø</u>	Fixed Beacons	<u>Ø</u>
2. HF/DF Bearings	<u>Ø</u>	Bunchers	<u>33</u>
3. MF/DF Fixes	<u>Ø</u>	6. Total A/C using Gee	<u>35</u>
4. Distress Action	<u>Ø</u>	Maximum Fix	<u>0608E 5025N</u>

SECTION TWO - REPORTED EQUIPMENT DEFICIENCIES

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

SECTION THREE - REMARKS

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

S E C R E T

Report on A.A. Gunfire.

401st BOMBARDMENT GROUP (H)

Target: Assigned . . . Cologne, Germany
 Bomed . . . Cologne, Germany Date of Mission 15 Oct. 44

Route as Flown:-
0842 (5116-0300E) 0862 (5100-0403E) 0912 (5127-0548E)
0922 (IP) 0928 1/2 (Target) 0955 (5005-0745E) 1117 (5112-0252E)

Weather conditions: (a) At target 9/10 Cumulus - 15,000 ft. Tops . . .
 (b) En route 3-9/10 Cumulus - 12,000-15000 ft. Tops
 Were our A/C "Seen" or "Unseen" targets? (a) At target Unseen
 (b) En route Seen and Unseen
 Any condensation trails? Medium dense - Non Persistent

Description of Flak at target, including METHOD OF FIRE CONTROL
Meager to moderate of tracking and predicted concentrated. Crews report that first few bursts were accurate and then varied from inaccurate to accurate for height and deflection.

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

Enc. 0919-(5110-0605E)	25000	Meager	Poor	Poor	Black	Scattered
" 0949-(Weisbaden)	24600	"	"	"	"	Tracking
" 1002-(5010-0740E)	24600	"	Fair	"	"	"

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

Position of Group 94th "A" Group

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	10	0	0928 1/2	0928 1/2	25,500	87° M.	87° M.
High	12	9	0	0929	0929	26,000	129 M	129 M.
Low	12	0	0	0929	0929	24,600	90 M	90 M.
als.	36	19	0					

Comments - Phenomena:- At 5020-0600E, nine ground rockets came up - white zig-zag trail-explosions had red persistent smoke - inaccurate. Rocket observed at Singhaven at 22,000 ft. bursting right off tail of A/C 6132.

1st Lt. P. R. Myers

OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 567
U. S. ARMY

D-K-1

15 October 1944

SUBJECT: Crew Comments and Suggestions.

TO : Commanding Officer, Station 128, APO 567, U.S. Army. (Thru Lt. Col. William T. Seawell).

1. The following men from the crew of Lt. Kay A. Baker, Pilot A/C 6113 were relieved from guard duty at 0130 and then called to fly at 0200 and complained of lack of sleep. S/Sgt. Harold H. Slater (TG), T/Sgt. George B. Bacchus (TT) and S/Sgt. Shirley E. Cloyd (BT).

2. Lt. Henry W. Guttman, Bombardier A/C 7736 complained about stealing from barracks while absent on missions. This has occurred since Provost Marshall was notified.

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

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

D-3-1

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 Deep, Navigator A/C 8255 stated that splasher No. 6 was listed on Flimsy as 954 whereas the original listing was 991 on which splasher No. 6 operated today.

2. Lt. Richard E. Habbell, Pilot A/C 7396 said that Capt. Ted D. Carroll did an excellent job of leading Low Squadron.

3. Lt. Louis Lawrence, Pilot A/C 7936 stated that formation over England was not at briefed altitude.

4. Lt. Paul J. King, Navigator A/C 8735 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 T. 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 6 consecutive missions.

c. Lt. Elliott S. Harris, Navigator A/C 8637 (dispersal #19) says transportation at make-up time was poor - should have two crews to a truck.

d. Lt. John J. Brown, Pilot A/C 8585 (dispersal #6) - no transportation available when awakened for breakfast.

e. Entire crew of Lt. John C. Grosier, Pilot A/C 8880 (dispersal #48) said that truck service was very poor.

f. Entire crew of Lt. Hal C. Mays, Pilot A/C 7605 (dispersal #49) 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. D. FRY,
Major, Air Corps,
Group 3-2 Officer.

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

F-C-1

APO 557
15 October 1944

SUBJECT: Armament Malfunction Mission Report.

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

1. Date of Mission: 14 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 #43-38125 - Bombardier states that Intervalometer failed over target. Only two bombs were dropped in train and the rest of the bomb load was salvoed over the channel. This A/C has been ground checked and no malfunctions were found. A/C will be flight checked at altitude. Mallory Intervalometer was used.

b. A/C #43-38733 - Brought back bomb load in right bomb bay. Armament Officer of this section states that bombardier did not have bomb bay selector switch turned on.

c. A/C #43-38637 - Failed to drop bombs from right bomb bay due to a broken A-1 bomb release receptacle at station No. 22. This receptacle has been replaced.

d. A/C #42-107151 - Bombardier had to salvo bombs over target due to a faulty down door solenoid. This solenoid has been replaced.

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

LEAD SQD 94TH A GROU

Combat Flight Leader CAPT KALINSKI

Date 14 Oct. 1944

Deputy Flight Leader CAPT DEMPSEY

2400 - GAS

250 - 14

$\frac{1}{10} - \frac{1}{40}$

M 17 - 4

615 SQDN

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

CHARLEVILLE (KALINSKI)

IY H 7636

CHART-8

POW
IY P 8458

DEMPSEY
IY Q 8077

615 SQDN

613 SQDN

SULLIVAN
IY C 2468
7118

BUDD
IN F 6313

UDY
IY K 8425

HANSEN
IY N 8159

HOPLEY
IN J 1591

CAMPBELL
IN Q 7931

STEGEMAN
IY D 8125

GRIMM
IY M 2674

HAIRE
IY G 1983

SPARES

SOMBART
IY B 1730

- WX SHIP IW L 0001 CAPT PIPER
- GND SPARES SC M 7039
- IW J 2659
- LEAD SPARE IN Y 7600 (PTF)

Breakfast - 0400
Briefing - 0500
Stations - 0710

GAS 2400

LOW SQ
Combat Flight Leader CAPT GARROLL Date 16 Oct
Deputy Flight Leader LT BROWN

614 SQDN

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

GARROLL

IW C | 8033 PFF

IN Y | 600

FILEMGR

IW Q | 7478

BROWN

IW X | 8565

614 SQDN

UTTER

IW M | 8236

613 SQDN

ETTERS

IN M | 8267

MORTON

IW B | 7151

WITTMAN

IW H | 6464

DOUGLAS

IN A | 8160

ANNIS

IN U | 7706

MAYS

IW O | 7602

MORAN

IW K | 8677

HUBBELL

IW F | 7395

SPARES

GROZIER

IW Z | 8330

WX SHIP IW L 0091 PIPER

SPARE LEAD IN Y 7600 DISP * 46
 GRND SPARES: SC M 7039 DISP 11
 IW J 2659 DISP 50

SPUHLER - COAST ONLY

IW N | 8738

HIGH SQ 94 "A"

Combat Flight Leader

LT CARNES

Date 14 Oct

Deputy Flight Leader

LT CHRISTENSEN

612 SQUADRON

- 612 SC JALVOCK
- 613 IN MACRO
- 614 IW GOLFOCLUB
- 615 IY BUZZARD

CARNES

SC U 7947 PFF

CHRISTENSEN

SC K 8733

GIBSON

SC C 9992

612 SQUADRON

HOCKING

SC L 8673

8637

613 SQUADRON

HANSON

IN T 7736

MAXWELL

SC H 2398

CROMER

SC D 8992

HILLESTAD

IN P 7009

KECK

IN N 6104

AIKEN

SC A 7628

COX

SC E 1662

LAWRENCE

SC S 7958

SPARES

BONNEY

SC J 7990

WX SHIP IN L 0001 - PIPER

SPARE LEAD IN Y 7600 DISP 46

GRND SPARES: SC M 7039 DISP 11

IW J 2659 DISP 50

SC R 2393 to Coast only

X¹
X²
X³

(132)

The target is a marshalling yard situated 4 miles S.E. of the ^{target} city. The Rhine river approaches to within 500 yds. of the S.W. end of the target - to the N.W. of the yard is the large autobahn.

This yard is a fully mechanized hump yard handling 6000 wagons in 24 hrs. This " is of primary importance, lying at the meeting point of two ^{rail} lines, both carrying heavy traffic - one is the multiple ^{track} steam operated route following the east bank of the Rhine from the Ruhr to Mannheim & S. Germany, the other is the double track from France & Belgium via Aachen

In other words

PFF

LR

TO

FIGHTERS

612th BOMBARDMENT SQUADRON (H)
 401st BOMBARDMENT GROUP (H)
 Office of the Operations Officer

5-3

15 October 1944

SUBJECT : Loading List.

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

Plane 44-6506

P	Schaunaman, George S.	1st Lt.	612th
CP	Hobgood, James R.	2nd Lt.	"
N	Purrier, Robert E.	2nd Lt.	"
B	Sandoe, Kenneth E.	2nd Lt.	"
RO	Kopithikof, Irving G.	T/Sgt.	"
TTG	Morris, Thomas P.	T/Sgt.	"
BTG	Willet, Edward H.	S/Sgt.	"
TG	Williams, Clarence P.	S/Sgt.	"
FG	Gurry, Edward A. Jr.	S/Sgt.	"

Plane 45-37628

P	Cox, Walter E.	2nd Lt.	"
CP	Admanson, Glenn R.	2nd Lt.	"
N	Tiffany, Raymond L.	2nd Lt.	"
B	Ankrom, Lowell J.	Cpl.	"
RO	Hill, Robert H.	Cpl.	"
TTG	Warren, Emett E.	Cpl.	"
BTG	Pope, LeRoy G.	Cpl.	"
TG	Importe, George (NMI)	Cpl.	"
FG	Dunn, Dale D.	Cpl.	"

Plane 42-39993

P	Roadman, Julian A.	2nd Lt.	"
CP	Trout, Ralph W.	2nd Lt.	"
N	Knuese, Ralph H.	F/O	"
B	Whitlock, James P.	2nd Lt.	"
RO	Elchisak, Alfred	Cpl.	"
TTG	Lenders, John A.	Cpl.	"
BTG	Hall, Eugene H.	Cpl.	"
TG	Wood, Donald S.	Cpl.	"
FG	Hill, Earle R. Jr.	Cpl.	"

Plane 42-102593

P	Jones, Dale G.	2nd Lt.	"
CP	Compton, Henry W.	2nd Lt.	"
N	Wishnoff, Aaron	2nd Lt.	"
B	Milhene, Robert J.	Cpl.	"
RO	Madryzk, Chester P.	S/Sgt.	"
TTG	Serafino, Ernest H.	Cpl.	"
BTG	Rogers, Charles G.	Sgt.	"
TG	Watters, Kenneth O.	Sgt.	"
FG	Gruchawka, John (NMI)	S/Sgt.	"

Plane 42-102398

P	Maxwell, Charles T.	1st Lt.	612th
CP	McLeod, Lucien P.	2nd Lt.	"
N	Billman, James K.	2nd Lt.	"
B	O'Brien, Eugene B.	s/sgt.	"
RO	Searcy, Marion E.	T/sgt.	"
TTG	Thomas, Robert L.	T/sgt.	"
BTG	Coffin, Robert J. Jr.	s/sgt.	"
TG	Welborne, Luther B.	s/sgt.	"
FG	Bunn, Charles T.	s/sgt.	"

Plane 42-107039

P	Aiken, Charles H.	2nd Lt.	"
CP	Hanford, Charles J. Jr.	2nd Lt.	"
N	Osborne, Charles R.	2nd Lt.	"
B	Benton, David (NMI)	2nd Lt.	"
RO	Barrow, John D.	s/sgt.	"
TTG	Peterson, Harry A.	s/sgt.	"
BTG	Gaal, Earnest H.	sgt.	"
TG	Fenton, Lawrence E.	sgt.	"
FG	Potter, Edward J. Jr.	sgt.	"

Plane 43-37790

P	Bonney, KAMKMAKX Roy H.	1st Lt.	"
CP	Jolley, Edward R.	1st Lt.	"
N	Olsen, John B.	2nd Lt.	"
B	Souder, William M.	s/sgt.	"
RO	Pettings, Paul S.	T/sgt.	"
TTG	Lenzen, Ben (NMI)	T/sgt.	"
BTG	Peters, Winfield H.	s/sgt.	"
TG	Wallace, Robert W.	s/sgt.	"
FG	Dall, Donald D.	s/sgt.	"

Plane 42-31891

P	Carns, Bernhardt F.	1st Lt.	"
CP	Digianni, James (NMI)	2nd Lt.	"
N	Ligon, Delbert B.	1st Lt.	"
B	Wiegler, Martin J.	1st Lt.	"
RO	Vescio, Fred J.	T/sgt.	"
TTG	Hester, Richard L.	T/sgt.	"
BTG	Doogan, Arthur J. Jr.	s/sgt.	"
TG	Detweiler, Robert C.	s/sgt.	"
FG	Henry, Hilmer E.	s/sgt.	"

Plane 43-38733

P	Christensen, Mervin J.	1st Lt.	"
CP	Kleppe, Fred V.	1st Lt.	"
N	King, Paul J.	1st Lt.	"
B	McClendon, Marion E.	1st Lt.	"
RO	Pepper, James D.	s/sgt.	"
TTG	Hereford, Gerald F.	s/sgt.	"
BTG	Norris, Robert V.	s/sgt.	"
TG	Lambeth, Benson W.	sgt.	"
FG	Giese, Carlton F.	s/sgt.	"

**613th BOMBARDMENT SQUADRON (H)
OFFICE OF THE OPERATIONS OFFICER
AAF STATION 123, APO 557**

15 OCTOBER 1944

LOADING LIST

<u>PLANE NO.</u>	<u>DDTY</u>	<u>RANK</u>	<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>MI</u>
42-38267	P	1st LT.	KEELING	CHARLES	P.
	CP	2nd LT.	DONALSON	JEFF	N.
	N	2nd LT.	RUSH	JAMES	H.
	B	2nd LT.	SCANLON	WILLIAM	M.
	RO	T/SGT.	KNOX	ROBERT	C.
	TT	T/SGT.	LUCIFIELD	MARVIN	E.
	BT	S/SGT.	KENACK	LLOYD	C.
	TG	S/SGT.	MOORE	WAYNE	M.
	WG	SGT.	BARAZIAN	STEPHEN	A.
	<u>EFF 600</u>	P	1st LT.	HANNIK	WILLIAM
CP		2nd LT.	COX	WILLIAM	E.
N		1st LT.	MALONEY	WILLIAM	F.
B		2nd LT.	NOSTROM	CARL	L.
V		2nd LT.	STRONG	WILLIAM	W.
RO		T/SGT.	THOMPSON	JOHN	S.
TT		T/SGT.	STOKESBERRY	THOMAS	(MGI)
TG		S/SGT.	ROBLESTON	HENRY	H.
WG		S/SGT.	BAVLISIN	JOSEPH	K.
43-38187		P	2nd LT.	KECK	ROBERT
	CP	F/O	ESTEL	LAWRENCE	A.
	N	F/O	FREEMAN	HALLIS	W. JR.
	B	F/O	SHEPARD	SAMUEL	(MGI)
	RO	SGT.	INGLER	RICHARD	H.
	TT	SGT.	STORGER	LIONARD	V.
	BT	SGT.	NOHR	ELWOOD	W.
	TG	SGT.	FIALKOWSKI	BERNARD	(MGI)
	WG	SGT.	NACHIEDAL	FRED	C.
	43-37706	P	2nd LT.	ANNIS	RONIE
CP		2nd LT.	CLARK	FREDRICK	E.
N		2nd LT.	MADSEN	BERNARD	J.
B		2nd LT.	JENSEN	JENS	B.
RO		SGT.	WALKER	LEWIS	L.
TT		SGT.	CORLISS	JOHN	H.
BT		SGT.	PICO	ALBERT	L.
TG		SGT.	JOHNSON	IRSLIN	C.
WG		SGT.	BROOKS	GEORGE	E.

LOADING LIST - 15 October 1944

<u>PLANE NO.</u>	<u>DUTY</u>	<u>NAME</u>	<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>MI</u>
44-6132	P	2nd LT.	HAM	FORTER	R.
	CP	2nd LT.	LITTLE	RICHARD	H.
	N	2nd LT.	HAVMAN	HOWARD	F.
	B	2nd LT.	COHMAN	WILLIAM	L.
	RO	SGT.	SHEETZ	JOHN	H.
	TT	SGT.	LEWIS	RAYMOND	G.
	BT	SGT.	ACLIATA	TONY	A.
	TG	SGT.	CAINO	LOUIS	P.
	WG	SGT.	MC CRAWY	LEON	A.
43-37736	P	1st LT.	HAMBON	ALBERT	L.
	CP	2nd LT.	HANDIE	RICHARD	W.
	N	1st LT.	GUTTMAN	HENRY	W.
	B	S/SGT.	GREEN	BERNARD	T.
	RO	T/SGT.	VOLZ (614th)	XXXXXXXXXX BERNARD JR., (NMI)	
	TT	S/SGT.	LA GRASIA	JOSEPH	H.
	BT	S/SGT.	NULL	LLOYD	J.
	TG	S/SGT.	GODFREY	HAROLD	T.
	WG	S/SGT.	MISZKO	BENNY	M.
44-6104	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.	NEUFIMAN	JAY	S.
	TG	SGT.	VAN PELT	HAROLD	G.
	WG	SGT.	ANDERSON	WAYNE	L.
42-102009	P	2nd LT.	HILLSSTAD	RAYMOND	H.
	CP	2nd LT.	HUGH	JOHN	H.
	N	2nd LT.	CAMPBELL	FREDERICK	L.
	B	SGT.	MONTAYA	CHRIS	A.
	RO	SGT.	ERIE	RAYMOND	E.
	TT	SGT.	DRYDEN	JAMES	B. JR.
	BT	SGT.	ANDREN	ROBERT	M.
	TG	S/SGT.	FISHERIN	HAROLD	(NMI)
	WG	SGT.	DI CIGCO	PAISY	C.
44-6113	P	1st LT.	DAKER	KAY	A.
	CP	2nd LT.	MC INOD	REGINALD	L.
	N	2nd LT.	KOURESKY	HARRY	(NMI)
	B	2nd LT.	MOORE	CARLTON	R.
	RO	T/SGT.	YORIO	FRANCIS	P.
	TT	T/SGT.	BAGGIES	GEORGE	B.
	BT	S/SGT.	CLOYD	SHIRLEY	E.
	TG	S/SGT.	SLATER	HAROLD	H.
	WG	S/SGT.	BERN MORRISON	JULIUS	J.

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

AAF Station # 128
 15 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 42-38530</u>			
P	2nd Lt.	CROZIER, JOHN C.	614th
CP	2nd Lt.	WEBER, MORRIS	"
N	2nd Lt.	POLSTER, ERVING	"
B	2nd Lt.	WHITING, RICHARD L.	"
RO	S/Sgt.	Hagner, Clayton	"
TT	Cpl.	Ligon, James E.	"
BT	Cpl.	McCormack, Edson C.	"
TG	Sgt.	Kitts, Keith D.	"
WG	Sgt.	Merrill, Richard E.	"

<u>PLANE 43-38738</u>			
P	2nd Lt.	SPUHLER, EDWIN H.	"
CP	2nd Lt.	HOSLEY, ROBERT A.	"
N	2nd Lt.	MC ADAMS, ROBERT C.	"
B	2nd Lt.	OSTER, LEWIS H.	"
RO	Cpl.	Hendrick, William J.	"
TT	Cpl.	Wells, Richard D.	"
BT	Cpl.	Benedict, Cloyde Jr.	"
TG	Cpl.	Hughes, James E.	"
WG	Cpl.	Power, James E.	"

<u>PLANE 42-38236</u>			
P	F/O	WHITMAN, PAUL F.	"
CP	2nd Lt.	CURRENT, DONALD R.	"
N	2nd Lt.	SCHNEIDER, JAMES M.	"
B	2nd Lt.	O'HEARN, MELVIN G.	"
RO	T/Sgt.	Russell, James R.	"
TT	Sgt.	Collette, John R.	"
BT	S/Sgt.	Eaton, Earl E.	"
TG	S/Sgt.	Maki, Arthur W.	"
WG	S/Sgt.	Schwiederek, John J.	"

<u>PLANE 42-97478</u>			
P	1st Lt.	UTTER, CHARLES W.	"
CP	2nd Lt.	ODEN, EDWARD C.	"
N	2nd Lt.	ROBINSON, EDWARD F.	"
B	2nd Lt.	HOPE, JOHN P. JR.	"
RO	T/Sgt.	Fulton, David W.	"
TT	T/Sgt.	Lavigne, Robert W.	"
BT	Sgt.	Cole, Harry L.	"
TG	S/Sgt.	Zaborsky, Stepan A.	"
WG	Sgt.	St. Peter, Donald A.	"

PLANE # 45-58677

P	2nd Lt.	MORAN, ROBERT E.	614th
CP	2nd Lt.	WELLMAN, SILAS H.	"
N	1st Lt.	FETT, ROBERT S. LEBLANC, JOHN S.	"
CTG	Sgt. Sgt.	Miller, James J.	"
RO	Sgt.	Brown, Arnold P.	"
TT	Sgt.	Stromberg, Warren B.	"
BT	S/Sgt.	James, Harold L. Jr.	"
TG	S/Sgt.	Clark, Charles B.	"
WG	Sgt.	Detty, Hilbert J.	"

PLANE # 44-6508

P	1st Lt.	SISSON, NORMAN L.	"
CP	2nd Lt.	HOEMANN, EUGENE B.	"
N	2nd Lt.	CROSSEN, LAVERN	"
B	2nd Lt.	PICKER, NATHAN	"
RO	S/Sgt.	Haluck, Andrew S.	"
TT	S/Sgt.	Carter, Peter J.	"
BT	S/Sgt.	Stevens, Calvin J.	"
TG	Sgt.	Hitchie, Francis T.	"
WG	S/Sgt.	Torres, Jose	"

PLANE # 42-97602

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

PLANE # 42-102659

P	2nd Lt.	MORTON, WALTER L.	"
CP	2nd Lt.	RITCHIE, RALPH	"
N	2nd Lt.	FINK, JACK T.	"
B	2nd Lt.	HELMS, CHARLES L.	"
NO	Hickey, Robert E.	Sgt.	"
TT	Sgt.	Bleck, Joseph R.	"
BT	Sgt.	Powers, Willard B.	"
TG	Sgt.	Whittington, Charles S.	"
WG	Sgt.	Bruschwein, Douglas B.	"

PLANE # 42-97395

P	2nd Lt.	HUBBELL, RICHARD S.	"
CP	2nd Lt.	GOUIET, AMBROSE F.	"
N	2nd Lt.	MOORE, GEORGE J.	"
B	2nd Lt.	FLIEG, STANLEY W.	"
RO	Sgt.	Pool, Clyde W.	"
TT	Sgt.	Ross, Richard D.	"
BT TG	S/Sgt.	Bell, W.E.	"
BT	Sgt.	Revette, John L.	"
WG	Sgt.	Harris, John C.	"

PLANE # 42-97780

P	1st Lt.	MERCER, ELMER W.	614th Bomb Sq
CP	2nd Lt.	HIBBERT, CARL D.	"
H	1st Lt.	GASKINS, LESLIE E.	"
B	1st Lt.	KLEFISCH, THEODORE J.	"
RO	T/Sgt.	Zubrickas, Joseph S.	"
TT	T/Sgt.	Fowler, Cecil V.	"
BT	S/Sgt.	Gracela, Edward B.	"
TG	S/Sgt.	Gurnicki, Sigmund A.	"
WG	S/Sgt.	Connors, Robert A.	"

PLANE # 42-59012

P	1st Lt.	BROWN, JOHN J.	"
CP	2nd Lt.	JOHNSON, RAYMOND E.	"
H	2nd Lt.	BROWN, JOHN D.	"
B	2nd Lt.	SCHIEFER, WILLIAM F.	"
RO	E/Sgt.	Arellano, Garciano D.	"
TT	T/Sgt.	Huffman, Leon W.	"
BT	XXX S/Sgt.	KILLIAN, Wells, Cledburne D.	"
TG	S/Sgt.	Ellis, James	"
WG	S/Sgt.	Martin, Norman D.	"
RO	T/Sgt.	Vols, Bernard is Flying with 613th	

For the Squadron Commander:

DONALD V KIRKHEFF
Capt., Air Corps
Operations Officer.

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

15 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 # 43-37047 PFF (612th)

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Charleville	Denver	C.	612th
CP	Colonel	Bowman	Harold	W.	401st HQ
N	1st Lt.	Russell	Edwin	F.	612th
N	1st Lt.	Chaffey	Charles	G.	"
N	1st Lt.	Fishback	Howard	D.	"
B	1st Lt.	Minott	Charles	H.	"
RO	T/Sgt.	MacFellar	Glenn	A.	"
TT	T/Sgt.	Madsen	Peter	C.	"
TG	1st Lt.	Johnson	Elvis	E.	"
FG	S/Sgt.	McFenna	Arthur	(NMI)	"

PLANE # 44-3258 PFF

P	1st Lt.	Heenan	William	H.	615th
CP	Captain	Kalinski	Felix	A.	"
N	2nd Lt.	Walters	Donald	B.	"
N	1st Lt.	Kane	James	H.	"
B	1st Lt.	Brook	Russell	E.	"
RO	T/Sgt.	Spiglaun	John	V.	"
TT	T/Sgt.	Loper	Gloyd	E.	"
EXTG	S/Sgt.	Bragalone	Samuel	W.	"
FG	S/Sgt.	Ollila	Raymond	J.	"

PLANE # 44-6148

P	2nd Lt.	Hairo	Frederick	H.	615th
CP	2nd Lt.	Dean	Robert	H.	"
N	2nd Lt.	Lowry	Lawrence	E.	"
N	2nd Lt.	Homburger	Charles	A.	"
RO	Cpl.	Mabrey	William	T.	"
TT	S/Sgt.	Barra	Thomas	H.	"
BT	Cpl.	Floyd	Horris	C.	"
TG	Cpl.	Landry	Lawrence	B.	"
FG	Cpl.	Howak	Frank	J.	"

PLANE # 43-38077

P	1st Lt.	Campbell	Paul	E.	615th
CP	1st Lt.	Maloney	Milton	F.	"
N	1st Lt.	Whitney	Ray	P.	"
B	1st Lt.	Arnold	Harold	S.	"
RO	T/Sgt.	Roberts	Malvin	H.	"
TT	S/Sgt.	Brown	Thomas	J.	"
BT	S/Sgt.	Hiro	Edward	O.	"
TG	Sgt.	Elston	Hack	A.	"
FG	Cpl.	EMERSON Weigel	Charles	H.	"

LOADING LIST (Continued)

PLANE # 42-51985

P	1st Lt.	Galloway	Robert	W.	615th
CP	2nd Lt.	Lawsen	Robert	S.	"
N	2nd Lt.	Griffin	Warren	S.	"
B	S/Sgt.	Pelts	Chester	C.	"
RO	S/Sgt.	Bodson	James	C.	"
TT	S/Sgt.	Southerland	James	C.	"
BT	Sgt.	Altieri	Alfonso	A.	"
TG	S/Sgt.	Roberts	James	D.	"
FG	S/Sgt.	Trendelman	Frederick	S.	"

PLANE # 42-10874

P	1st Lt.	Hackett	Harry	H.	615th
CP	2nd Lt.	Swisher	Harold	P.	"
N	1st Lt.	Howse, Jr.	Stuart	A.	"
B	1st Lt.	Bavinghausen	Kenneth	D.	"
RO	T/Sgt.	Lynch	Brenden	J.	"
TT	S/Sgt.	Eudaley	Orville	A.	"
BT	Pfc.	Watts	Dudley	F.	"
TG	S/Sgt.	Wheeler	Robert	L.	"
FG	S/Sgt.	Jones	Minson	C.	"

PLANE # 42-58159

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.	McEgann	Joseph	(RMI)	"
TT	T/Sgt.	Mais	John	B.	"
BT	S/Sgt.	Famburine	Joseph	J.	"
TG	S/Sgt.	Warr	Martin	C.	"
FG	S/Sgt.	Sullivan	Robert	B.	"

PLANE # 42-51485

P	2nd Lt.	McKay	George	W.	615th
CP	2nd Lt.	Higgs	Walter	M.	"
N	2nd Lt.	Rainey	John	L.	"
B	2nd Lt.	Hecker	Robert	L.	"
RO	Sgt.	Richardson	Samuel	T.	"
TT	Sgt.	Butler	William	H.	"
BT	T/Sgt.	Luther	Richard	H.	"
TG	Cpl.	Wiederman	Lars	H.	"
FG	Cpl.	Camizzaro	Ralph	J.	"

LOADING LIST (Continued)

PLANE # 42-31750

P	2nd Lt.	Scobart	George	W.	615th
CP	2nd Lt.	Shapiro	Leo	(NMI)	"
N	P/O	Miley	Junior	B.	"
B	2nd Lt.	Mrozek	Chester	W.	"
RO	S/Sgt.	Andrews	Leroy	B.	"
TT	Sgt.	Smith	Elmer	R.	"
BT	Cpl.	Brunson	William	T.	"
TG	Sgt.	Bailey	J. (io)	B.	"
FG	Sgt.	Livney	Lowell	G.	"

PLANE # 43-50458

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

OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 367
U. S. ARMY

D-2-1

15 October 1944

SUBJECT: Crew Comments and Suggestions.

TO : Commanding Officer, Station 128, APO 367, U.S. Army. (Thru Lt. Col. William F. Scowall).

1. The following men from the crew of Lt. Ray A. Baker, Pilot A/C 8113 were relieved from guard duty at 0130 and then called to fly at 0200 and complained of lack of sleep. S/Sgt. Harold H. Blaber (TO), T/Sgt. George B. Bucolus (TF) and S/Sgt. Shirley E. Cloyd (BT).
2. Lt. Henry W. Outmann, Bombardier A/C 7758 complained about stealing from barracks while absent on missions. This has occurred since Provost Marshall was notified.

W. B. PRY,
Major, Air Corps,
Group S-2 Officer.5520
61

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

F-C-1

APO 557
16 October 1944

SUBJECT: Armament Malfunction Mission Report.

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

1. Date of Mission: 15 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 #44-8258 - Bombardier was unable to release bombs. Upon return from mission A/C was checked on the ground and later flight checked at altitude and no malfunction was found.

b. A/C #44-6113 - Bombardier stated that Intervalometer (Mallory) failed to release right side of bomb bay. The bomb load was salvoed on target. This A/C was checked on the ground and no malfunction found.

c. A/C #43-38267 - Bombardier had to release four bombs manually. This A/C was checked on the ground and no malfunction was found.

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

LEAD BOX 94 "A" GROUP

COL BOWMAN

15 Oct 44

Combat Flight Leader

LT SCHRAMM

Date

Deputy Flight Leader

612

SQDN

CHARLEVILLE (BOWMAN)

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

SC U 7947

BORNEY

SCHRAMM

SC J 7790

SC H 6506

612

SQDN

WILLIAM CARNE

P 1891

SC S 6587

614

SQDN

CROZIER

IW Z 8330

MARNELL

CHRISTENSEN

SPOHLER

WITMAN

SC H 2398

SC K 8733

IW H 8733

IW H 8255

AIKEN

SC D 7029

ROALMAN

COX

SC G 9995

SC A 7828

SPARES

JONES

SC R 2595

DEMPSKY

WEATHER SHIP IY J 7113

GROUND SPARE LEAD IW C 8033 (Disp 1)

GROUND SPARES IW J 2659 (Disp 50)

SC S 7938 (Disp 11)

Gd SPARE Ld. IN H 9607

Load - Chart 8 $\frac{1}{10}$ - $\frac{1}{40}$

Gas - 2400 Gal.

Bric fst. 0200
 Briefing 0300
 Stat. 0455
 Engines 0555

94th A Wing

Combat Flight Leader

Captain Kalinski

Date

18 Oct 44

Deputy Flight Leader

Lt Campbell

615 SQDN

612 SC JALNOCK

613 IW MACRO

614 IW GOLFCLUB

615 IW BUZZARD

~~HERMAN~~ (KALINSKI)

IY A 8168

~~HAISE~~

IY H 6146

~~CAMPBELL~~

IY Q 8077

615 SQDN

MERCER

IWR 7780

~~IY L 8223~~

614 SQDN

~~WYER~~

IW Q 7478

~~CALLEWAY~~

IY G 1983

HASKETT

IY H 2674

~~WYER~~

IW K 8677

~~SEURON~~

IW A 6508

~~SPURMAN~~

IY H 8168

~~MC RAY~~

IY X 1485

~~SOMBART~~

IY B 1750

SPARES

~~DOE~~

IY P 8458

94th A Low

Combat Flight Leader

Date

Lt Mannix

15 Oct 44

Deputy Flight Leader

Lt Keeling

SQDN
613

613 SC JALFOCK
613 IW MACRO
614 IW GOLFCLUB
615 IY BUZZARD

MANNIX

IN Y 7600

HAWSON

IN T 7736

KEELING

IN M 8267

SQDN
613

CARROLL
~~IN Y 6313~~
IWP 2012

SQDN
614

MAIS

IN O 7602

HOPIEY

IN N 7104

BAKER
~~IN R 6113~~

IN R 6113

MORTON

~~IN B 7151~~
IW J 2659

HUBBELL

IN F 7395

ANNIS

IN U 7706

#2 oil pump change

HANE

IN B 6132

HILLESTAD
~~HILLESTAD~~

IN P 7009

SPARES

Weather Ship IW J 7113

Spare Lead IW C 8033

Ground Spares IW J 2659
SC S 7938

KICK

IN D 6187

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

15 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
42-97947	<ol style="list-style-type: none">1. Hole in leading edge of right wing.-Sta # 82. Hole in bottom of right wing-Sta # 2.3. Hole in bottom of left wing-Sta # 8.4. Hole in # 1 nacelle at 5 o'clock- damaged waste gate motor.5. Hole in right side of # 2 nacelle-8 o'clock.- Struck oil tank and cut cables in wheel well. Out top of nacelle.--Oil tank will have to be changed.6. Hole in left side of # 2 nacelle.-4 o'clock.7. Hole in bottom leading edge of left wing-Sta # 17.8. Hole in bottom leading edge of left wing-Sta # 24.9. Hole in bottom of left elevator-Sta # 130; Elevator change.10. Hole in right side of vertical fin-, trailing edge. Sta # 9.11. xxxx Hole in bottom of fuselage.-Sta # 11A.12. 4 Flak holes in bottom of right horizontal stabilizer.13. Hole in fairing joining left wing with fuselage.- Out top of fairing into left side of fuselage - Sta # 5C.
43-37628	<ol style="list-style-type: none">1. Hole in bottom of right flap.-Sta # 14.2. Hole in leading edge of right wing. -Sta # 8. Cut large hole in # 4 fuel tank and also cut cables and instrument lines in wing.3. Hole in bottom of right elevator-Sta # 62.4. Hole in fairing joining right wing to fuselage.
42-102398	<ol style="list-style-type: none">1. Hole in leading edge of left wing.-Between Sta # 32 and 34.2. Hole in bottom of left elevator-Sta # 78.3. Hole in leading edge of vertical fin-Sta # 8.

Battle Damage for 15 October 1944 (continued)

AIRPLANE NO.

BATTLE DAMAGE

42-6506

1. Large flak hole in left out-board wing panel between sta # 27 & # 28.
2. Flak hole in bottom of # 2 ring cowl, hit rocker box on # 5 cylinder.
3. Flak hole in leading edge of right horizontal stabilizer

42-31891

1. Flak hole in right landing light-Cut vertical member in spar and punctured Tokio.
2. Flak hole in leading edge of right wing-Sta # 28.

42-107039

1. Flak hole in # 1 Tokio on right side.
2. Flak hole thru leading edge of right wing at Sta # 30.5
3. Flak hole in right side of fuselage at Sta # 6A-severed elevator and rudder cable.
4. Flak hole in vertical fin at Sta # 7A.

43-37790

1. Flak hole in # 1 tank door-punctured gas tank.
2. Flak hole in left flap-midway.
3. Flak hole in trailing edge Sta # 4.-Left Wing.
4. Flak hole in left wing stub-
5. Flak hole thru left bomb-bay door.
6. Flak hole in left side of bomb-bay-cutting rudder cable.

42-39993

1. Flak hole in left inboard wing panel leading edge-sta # 18.-Punctured Tokio.
2. Flak hole in trailing edge of left wing -Sta # 16.
3. Flak hole in leading edge of left wing stub.-Sta # 2.
4. Flak hole in # 3 engine ring cowl-Flak broke # 5 cyl.
5. Flak hole in leading edge of right wing-Sta # 16.
6. Flak hole in # 7 Tokio on right side.
7. Flak hole in leading edge -right horizontal stabilizer-sta # 130.
8. Flak hole in trailing edge of right elevator-Sta # 130.
9. Flak hole underneath tail-gunner's seat.
10. Flak hole in left horizontal stabilizer-Sta # 62.
11. Flak hole in left wing midway of aileron-cut wing and traveled into aileron.

43-38733

1. Negative

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