MISSION NO. 158

TO: MANNHEIM, GERMANY

401ST BOMBARDMENT GROUP (H)

REPORT OF OPERATIONAL DAY

MISSION SUMMARY REPORT

MISSION # 158 Date 19 October 1944

ASSIGNMENT

1. Assigned Target: MANNHEIM, GERMANY

2. Commitments: The 401st Group furnished three 12 A/C Squadrons, including a PFF A/C for each squadron, to comprise the 94th "C" Group. A spare accompanied each squadron.

EXECUTION

1. Targets Bombed: MANNHEIM, GERMANY (Lead & Low Squadrons)
KARLSRUHE, GERMANY (High Squadron)

2. a. Group Leader: Major D. G. Mc CREE (Currie)

Lead Navigator: 1st Lt. M. B. JEFFERY (Howard - "Mickey")

Extra Navigator: 1st Lt. A. SHAPIRO

Lead Bombardier: 1st lt. R. R. WINN

b. Low Squadron Leader: 1st Lt. G. W. MERCER

Lead Navigator: 1st Lt. L. E. GASKINS (Winograd - "Mickey")

Lead Bombardier: 1st Lt. T. J. KLEFISCH

c. High Squadron Leader: 1st Lt. T. R. CUSHMAN

Lead Navigator: 1st Lt. W. B. ANDERSON (Peterson - "Mickey")

Lead Bombardier: Capt. D. W. FESMIRE

3. Flight Over England:

a. Takeoff:

Takeoff was delayed 2 hours from briefed time due to bad weather. Assembly altitude increaded 4 thousand feet upon weather ships recommendation.

b. Squadron and Group Assemblies:

Lead Squadron picked up ships very slowly. Delayed departure from assembly point 10 minutes to get the group fully formed.

Mission Summary Report (Cont'd)

c. Route Over England:

The 401st picked up other 2 Groups of the Wing satisfactorily at proper point and fell into proper place in Division formation at the first point of Division assembly line (Clacton to Belgium Coast).

4. Attack:

a. Flight to Target:

The flight to target was uneventful in first position. Dense persistent contrails and high cloud caused difficulty in maintaining visual contact with preceding group as the IP was approached. Finally cloud forced the formation to climb to 500' above briefed altitude just before IP. Buckeye Red had announced that a visual run might be possible, so the three squadrons took interval at the IP and made individual runs. On the bomb run the lead squadron "Mickey" set went out, but a partly visual run was made before clouds obscured the target so that the results were unobserved. Practically the identical situation occured in the low squadron. The high squadron made a visual run on Karlsrune. No enemy fighters were observed. Flak was meager and inaccurate over the target and didn't affedt the formation.

b. Bombing Run:

Lead Squadron:

Turn at IP was made on "Mickey" due to cloud cover and contrails. Indicated altitude was 500' higher than briefed due to cloud condition. Two drift corrections were made with "Mickey" before his set went completely out. Momentary glimpses of the target area revealed enough check points to make a partial visual run. The computer grid was used placing cross hairs in clouds. Bombs were salvoed as indices met. Results unobserved. Run was on C-1 Auto Pilot. Prop wash was encountered on bomb run from preceeding groups.

Low Squadron:

Just before reaching the IP we ran into some bad weather and lost the lead and high squadrons so we made our turn about 5 miles southeast of the IP to the target. We used PFF up to this point and after the turn to the target the PFF went out and we couldn't use it. However, the "Mickey" operator did get the bombardier started on a very good heading to the target. Through breaks in the cloud he saw the Rhine River about 5 - 10 miles on my right. From here on in the navigator gave headings to the target and the bombardier used pilotage as much as he could. About 30 seconds before bombs away he could see a wooded area in the bend of the river just in front of the target area but couldn't see the target area. He set in his drift and set the course for the wooded area and synchronized on the edge of the woods. The bombardier used the RAF grid and salvoed the bombs. It couldn't be seen where the bombs hit but it was probably a little left of the target. Fires could be seen burning in the south part of the city from previous groups. Bombing was with AFCE.

4. b. (Cont'd)

High Squadron:

The high squadron turned on course at the IP and took interval to bomb visually if possible. It was very hard to see anything but ~~xix~~ it is believed that high squadron was on a good course to the target. However the "Mickey" did not seem to be able to pick up anything other than Saarbrucken. On the bombing run he kept giving fixes on Saarbrucken instead of picking up the assigned target. The high squadron came out into a clear spot and could see one edge of a town that looked as if it were the northwest edge of the target city. The navigator was sure it was the target so the squadron made a quick right turn and bombed it with very good results. The bombardier picked an aiming point where he thought the target was, but it wasn't until just before bombs away that it was discovered the target was not that assigned, but it was decided to bomb anyway. Upon return it was acertained the bombs hit Karlsuhe.

c. Flight from Target:

After the target the lead squadron made a slight turn to the right into a fairly clear area, and tried to rally the group. However, due to very dense contrails and cloud, rally was not accomplished. The three squadrons returned to base individually, the lead and low skirting a large cloud bank to the south over Belguim, the high following the briefed route out.

d. Return to Base:

A thin cloud over England made an instrument let down necessary before landing. All ships returned to base safely.

e. Weather:

Weather over the continent was described as 8/10 to 10/10, building cumulus with occasional cumulo-minbus, tops 26,000 to 27,000 feet. Same conditions prevailed at target with contrails moderate and persistant at 26,000 feet.

f. Fighter Support:

Fighter support was adequate and was not needed.

g. Comments on Formation:

Formation of the individual squadrons was good. Group formation into the target was fairly good. Withdrawal was as briefed to IP where squadrons went their separate ways. The formation of the high squadron was fair to good over the target.

h. Conclusions and Recommendations:

None

5. Aircraft Not Attacking:

Low Squadron:

A/C 42-97478 - Not Sortie. No. 1 prop ran away and oil came out of breather. Particles of metal from rings were found on sump plug. (Mechanical)

6. Enemy Opposition:

No air opposition (See Flak Report for Flak)

7. Battle Damage:

Major	Minor	To Flak
4	12	16

8. Casualties:

1 S W A
1 L W A

9. Statistical Summary of Operations (See attached form)

10. Bombing Data:

a. Observations:

Lead Squadron:

Results were unobserved, cloud complete undercast prohibited any appraisals.

Low Squadron:

Results were unobserved.

High Squadron:

The bombfall hit Karlsruhe in the center of the built-up area of the city. Good damaged should have been inflicted.

b. Disposition of Bombs:

Lead Squadron:

All the 12 A/C EET attacked the primary target dropping 70 GP and 72 IB bombs. The spare returned 6 GP and 6 IB bombs to base.

Low Squadron:

Of the 12 A/C scheduled, 11 attacked the primary target dropping 65 GP and 66 IB bombs. Abortive A/C 478 jettisoned 6 GP and 6 IB in channel. The spare A/C returned 6 GP and 6 IB bombs to base.

10. b. (Cont'd)

High Squadron:

Of the 12 A/C EET, all attacked a target of opportunity, Karlsruhe, dropping 71 GP and 70 IB bombs. Two Ib's hung up and were jettisoned in the channel, and the spare A/C returned 6 GP and 6 IB bombs to base.

c. Tabular Summary of Disposition of Bombs:

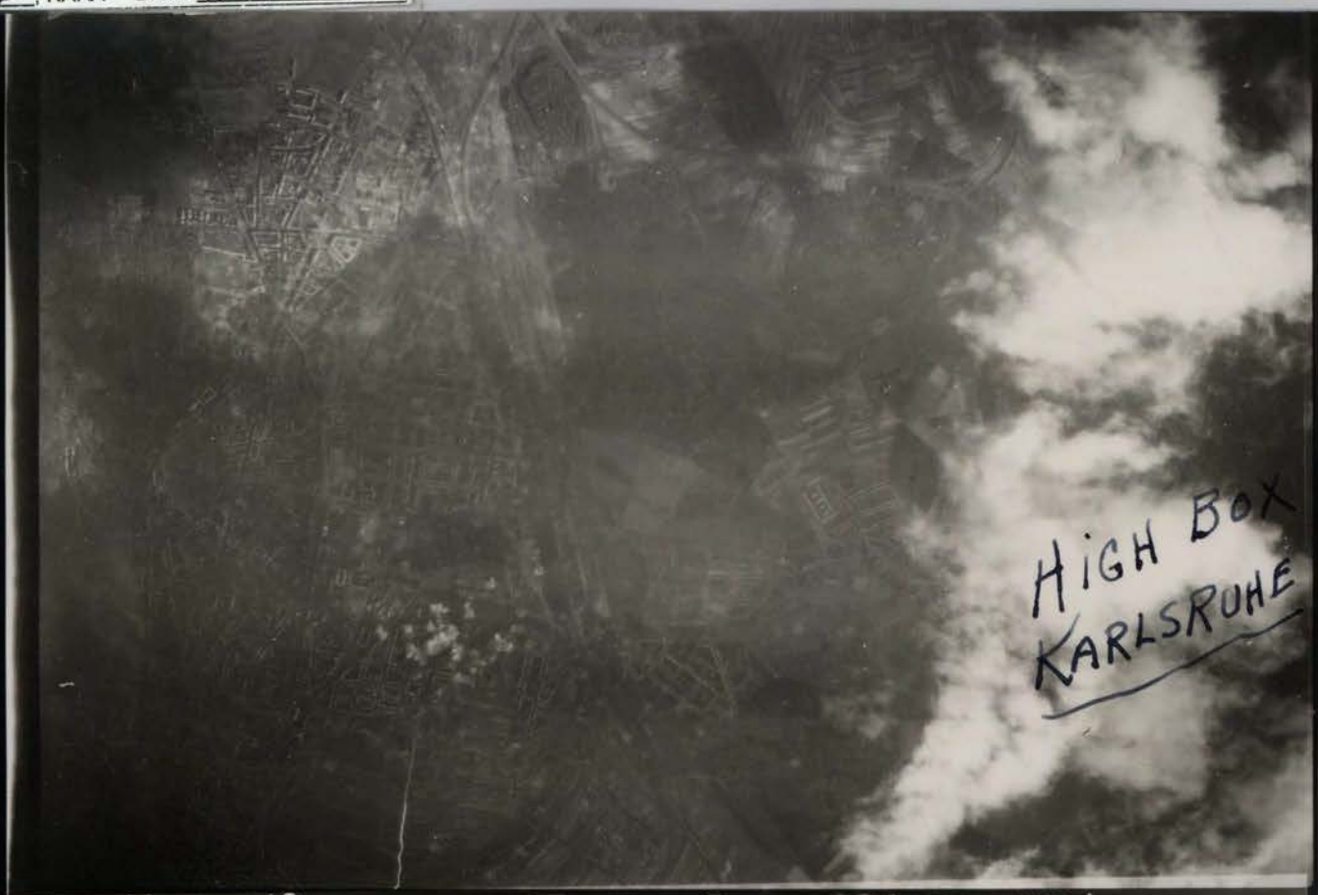
	Aircraft		Bombs				
	Over Target	Bombing	Number	Size	Type	Fusing Nose	Fusing Tail
Main Bombfall (Mannheim)	23	23	(135	500#	M64	1/10	1/100
			(138	500#	M17 IB	40 sec	---
T. of C. (Karlsruhe)	12	12	(71	500#	M64	1/10	1/100
			(70	500#	M17 IB	40 sec	---
Total Bombs on Target			(206	500#	M64	1/10	1/100
			(208	500#	M17 IB	40 sec	---
Other Expenditures			(6	500#	M64	1/10	1/100
			(8	500#	M17 IB	40 sec	---
Bombs Returned			(18	500#	M64	1/10	1/100
			(18	500#	M17 IB	40 sec	---
Total(Loaded on A/C Taking Off)			230	500#	M64	1/10	1/100
			234	500#	M17 IB	40 sec	---

11. Lost Aircraft:

None.

Submitted By:

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



(SAV-401B/719 -10 X19-10-44X4-6132 -7- 270 00X (MANNHEIM)
CONFIDENTIAL

(SAV-401A/721-1)(19-10-44)(8637-7-26500)(MANNHEIM) CONF.

STATISTICAL SUMMARY OF OPERATIONS

401st Group — 1st BD F. O. 526 — Date of 19 Oct 1944

	LEAD	PFF - GH	LOW	PFF - GH	HIGH	PFF
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	10	1	11	1
6. No. of A/C Not Attacking	-	-	1	-	-	-
(a) Early Returns Included			(1)			
7. Name of Primary Target	MANNHEIM, GERMANY					
(a) No of A/C Attacking						
(b) No., Size & type of bombs						
8. Name of Secondary Target	MANNHEIM, GERMANY (PFF)					
(a) No of A/C Attacking	11	1	10	1	-	-
(b) No., Size & type of Bombs	65 500# GP 66 500# IB	5 500# GP 6 500# IB	65 500# GP 66 500# IB	5 500# GP 6 500# 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	KARLSRUHE, GERMANY					
(a) No. of A/C Attacking					11	1
(b) No., Size, & type of Bombs					66 500# GP 64 500# IB	5 500# GP 6 500# 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	0927	1000	1000
19. Time of Attack	1347½	1349½	1342
20. Average Time of Flight	7.8	7.3	7.0
21. Altitude of Release	25,500	26,100	26,170
22. Visual or PFF	VIS	VIS	VIS
23. Enemy Resistance - AA Int.&ACC	Meager to Mod Inacc	Meager to Mod Inacc	Moderate Inacc to Acc
24. - Fighters	-	-	-
25. - Bombers	-	-	-
26. U.S. A/C Engaged by Enemy A/C	-	-	-
27. Degree of Success	Unobserved	Unobserved	Godd

PFF A/C Borrowed from Groups as follows: none

PFF A/C Loaned to Groups as Follows: none

NOTES: none

Combat Flight Leader MAJOR MC CREE Date 19 October

Deputy Flight Leader LT SCHAUNAMAN

401st Lead Squadron on take-off and cruise.

___ SQDN

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

CURRIE (MC CREE) — 947

GIBSON — 398

SCHAUNAMAN — 506

___ SQDN

HOCKING — 637

LA WRENCE — 938

COX — 662

HARLAN — 039

JONES — 393

ROADMAN — 992

___ SQDN

DOW — 664

COOPER — 146

SOMBART — 730

SPARES

CROMER — 733 (Returned)

Combat Flight Leader MAJOR MC CREE Date 19 October

Deputy Flight Leader LT SCHAUNAMAN

401st Lead Squadron over target.

___ SQDN

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

CURRIE (MC CREE) 947

GIBSON 398

SCHAUNAMAN 506

___ SQDN

HOCKING 637

LAWRENCE 938

COX 662

HARIA N 039

JONES 393

ROADMAN 992

___ SQDN

DOW 664

COOPER 146

SOMBART 730

SPARES

LT MERCER 19 October

Combat Flight Leader LT BROWN Date

Deputy Flight Leader

401st Low Squadron on take-off and cruise.

SQDN
MERCER
033

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

WITTMAN
464

BROWN
565

SQDN
UTTER
478 (Returned)

SQDN
STEGEMANN
125

MORTON
151

CROZIER
330

HANSEN
468

MC KAY
551

MAYS
602

MORAN
677

SISSON
508

SPARES
SPUHLER
738 (Returned)

Combat Flight Leader LT MERCER Date 19 October

Deputy Flight Leader LT BROWN

401st Low Squadron over target.

___ SQDN

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

MERCER
033

WITTMAN
464

BROWN
565

___ SQDN

CROZIER
330

MORAN
677

MORTON
151

MAYS
602

SISSON
508

___ SQDN

STEGEMANN
125

HANSEN
468

MC KAY
551

SPARES

Combat Flight Leader CAPT LOCHER Date 19 October

Deputy Flight Leader LT KEELING

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

401st High Squadron on take-off and cruise

___ SQDN

CUSHMAN (LOCHER) 258

HAM 009

KEELING 267

___ SQDN

JETTER 132

MC GOLDRICK 104

CAMPBELL 931

CARSON 187

ANNIS 706

KECK 113

___ SQDN

CALLAWAY 985

OAS 159

GRIMM 674

SPARES

DOUGLAS 313 (Returned)

Combat Flight Leader ~~KEELING~~ CAPT LOCHER Date 19 October

Deputy Flight Leader

401st High Squadron over target.

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

___SQDN

CUSHMAN (LOCHER)

~~256~~

HAM

KEELING

___SQDN

JETTER

~~152~~

MC GOLDRICK

~~104~~

CARSON

~~187~~

ANNIS

~~706~~

___SQDN

CALLAWAY

983

CAMPBELL

931

KECK

113

OAS

159

GRIMM

674

SPARES

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

October 19 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 0957 hours; Land at 1712 hours.

b. Group formed at 1150 hours at 14000 feet.

c. Formed CBW at 1155 hours at 15000 feet.

d. Began climb at 1149 hours; reached alt. at 1308 hours.

e. Weather encountered over England:

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

(2) Wind at altitude 325 degrees, 28 Knots.

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

g. Means of checking Metro Winds Gee.

h. Joined task force at 1200 hrs. at Clacton.
(Splasher, City, Coord.)

i. English Coast out at 1200 hrs.; Enemy Coast in at 1220½ hrs.

j. Fighter Rendezvous:

(1) Going in 1225 hrs.

(2) Coming back xx hrs.

k. Wind used for bombing:

(1) 276 degrees, 52 Knots.

(2) Determined by PFF Gee.
(Method)

l. Bomb run and Method of Target Identification:

(1) Reached IP at 1326 hrs.
(2) Mag. heading over target 24 degrees.
(3) Altitude over target 26500 feet.
(4) Bombs away at 1347½ hrs.
(5) Method of target identification and weather ~~over target.~~
Pilotage

m. Gee:
(1) ~~Coordinates of furthest fix~~ 50 14 N. 04 30 E.
(2) Obtained at 1244 ~~hours.~~

n. Difficulties encountered with special equipment.
PFF out on Run to Target

COMMENTS:

OVER FOR COMMENTS.

SIGNATURE

COMMENTS:

Left Buncher late because group not formed, so cut off legs over England. Over shot I.P. because of other wings and contrails. South of course on withdrawal due to clouds and windshift. Mickey went out on run to target. Entered English coast north of course due to weather. Let down on Gottesmore Buncher.

/s/ Morey B. Jeffery
MOREY B. JEFFERY
1st Lt., Air Corps
Lead Navigator, Lead Box

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

October 19 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 1000 hours; Land at 1715 hours.

b. Group formed at 1125 hours at 13500 feet.

c. Formed CBW at 1125 hours at 13500 feet.

d. Began climb at 1200 hours; reached alt. at 1311 hours.

e. Weather encountered over England:

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

(2) Wind at altitude 311 degrees, 57 Knots.

f. Means of navigation over England. Gee.

g. Means of checking Metro Winds Gee and Mickey.

h. Joined task force at 1200 hrs. at Clacton.
(Splasher, City, Coord.)

i. English Coast out at 1200 hrs.; Enemy Coast in at 1222 hrs.

j. Fighter Rendezvous:

(1) Going in 1049 hrs.

(2) Coming back Close support all the way hrs.

k. Wind used for bombing:

(1) 311 degrees, 57 Knots.

(2) Determined by P.F.F.
(Method)

l. Bomb run and Method of Target Identification:

(1) Reached IP at 1333 hrs.
(2) Mag. heading over target 25 degrees.
(3) Altitude over target 26600 feet.
(4) Bombs away at 1349½ hrs.
(5) Method of target identification and weather over target.
10/10 AC and CN with dense persistent contrails. Cloud top 28000
Instrumenth approach Visual Bombing

m. Gee:
(1) Coordinates of furthest fix 49 35 N. 06 42 E.
(2) Obtained at 1436 hours.

n. Difficulties encountered with special equipment.
Mickey out on Bomb Run R.F. Unit #27 out

COMMENTS:

/S/ Leslie E. Gaskins
LESLIE E. GASKINS
1st Lt. Air Corps
Lead Navigator, Low Box
SIGNATURE

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

19 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 1000 hours; Land at 1655 hours.

b. Group formed at 1125 hours at 15,000 feet.

c. Formed CBW at 1125 hours at 15000 feet.

d. Began climb at 1153 hours; reached alt. at 1311 hours.

e. Weather encountered over England:

(1) Clouds 6-8/10th - Visability UNL miles.

(2) Wind at altitude 290 degrees, 52 Knots.

f. Means of navigation over England, Gee Pilotage.

g. Means of checking Metro Winds Gee.

h. Joined task force at 1200 hrs. at Clacton.
(Splasher, City, Coord.)

i. English Coast out at 1201 hrs.; Enemy Coast in at 1220 hrs.

j. Fighter Rendezvous:

(1) Going in 1316 hrs.

(2) Coming back 1412 hrs.

k. Wind used for bombing:

(1) 290 degrees, 52 Knots.

(2) Determined by Gee.
(Method)

l. Bomb run and Method of Target Identification:

(1) Reached IP at 1329 hrs.
(2) Mag. heading over target 121 degrees.
(3) Altitude over target 27200 feet.
(4) Bombs away at 1342 hrs.
(5) Method of target identification and weather ~~over target.~~
Pilotage Mickey

m. ~~Gee:~~
~~(1) Coordinates of furthest fix~~ 50 23 N. 0407 E.
(2) Obtained at 1244 ~~hours.~~

n. ~~Difficulties encountered~~ with special equipment.

NONE

COMMENTS: Lost formation in vicinity of I.P. so D.R.ed to TGT of Opportunity (Karslruhe Germany) and bombed through break in Contrails.

W.E. Anderson
W.E. ANDERSON
1st Lt. Air Corps
Lead Nav. High Box
SIGNATURE

FLIGHT PLAN

PILOT Captain Currie NAVIGATOR 1st Lt. Jeffery 1st Lt. Shapiro DATE 19 October 1944

STATIONS 0835 ENGINES 0935 TAXI 0950 T.O. 1000	
LEAVE ~~BASE~~ COTTESMORE	1115
COAST OUT	1200
ENEMY COAST	1219
I. P.	1320
TARGET	1331
ENEMY COAST	1537
ENGLISH COAST	1618 ETA 1705

Assemble 10,000 - lead

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

Zero Hr - 1100
Ref alt - 25000
Bomb alt - 26000
Oxygen - 3:00
Enemy territory - 1:45
Division assembly Clacton to 51-08 02-44E

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

Letdown on Cottesmore At ..... C.M.T.

Buncher - normal 010 mag.

FROM / TO	W/V UESD	HEIGHT	IAS MPH /K	T.A.S. (K)	COURSE	DRIFT	TRUE HDNG.	VAR.	MAG. HDNG.	C.S.	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME	BODY	ALT.	AZI.
FROM Cottesmore (Y) TO Grantham (C)													1115 1120				
52-54N 00-39W New Bunstanton (E)	297/46	13000	150 -11	155	086	-8	080	+10	090	194	41	13 -2	1131				
52-56N 00-29E Norwich (F)	292/49	15000	150 -16	161	123	+3	126	+10	136	209	34	10	1141				
52-38N 01-17E Pulham (G)	290/50	15000	150 -18	163	180	+16	196	+9	205	174	14	5	1146				
52-24N 01-17E Clacton CP 1	288/52	17000 -20 start climb	150	166	192	+12	210	+9	219	164	37	14	1200	English Coast, C.P. 1		1200	
51-47N 01-09E 51-08 N 02-44E	284/56	20000	150 -25	173	124	+6	130	+9	139	224	71	19	1219	Coast, CP 2		1218	
" " -35 49-34N 06-22E	280/63 260/67	26000	150	186 196	124	+7 +14	131 138	+8	139 146	240 238	130 167 47	30 42 12	1301		CP 3	1259	
" " 49-28N 07-10E	260/67	26000	150 -41	196	101	+7	108	+6	114	256	32	08	1309				
" " 48-57N 07-38E	260/67	26000	"	"	150	+19	169	+6	175	208	36	11	1320	I. P.			
" IP " TARGET	260/67	26000	"	"	050	-9	041	+6	047	252	46	11	1331	TARGET			
49-27N 08-32E 49-35N 08-46E	"	"	"	"	050	-9	041	+6	047	252	13	03 +1	1335				
" " 49-43N 08-37E	"	"	"	"	322	-17	305	+6	311	156	10	04 +1	1340				
" " 49-42N 08-14E	"	"	"	"	267	-2	265	+6	271	130	15	07	1347				
" " 50-03N 07-00E	"	"	"	"	295	-11	284	+6	290	138	52	23 +1	1411				
" " -24 51-14N 02-54E -8	260/58 300/45	18000 10000	170 150	195 151	295	-10 +1	285 296	+7	292 303	145 106	77 171 24	32 1:26 24	1537	Coast			
" " 0 Clacton	300/43 306/34	6000 2000	170 150	162 133	297	+1 +2	298 299	+9	307 308	119 100	32 73 41	16 41 25	1618	English Coast			
" Base	306/34	2000	+7	133	304	0	304	+10	314	99	78	47	1705				
Cottesmore "Y" GRANTHAM "C" 52 54N 00 38W	300/45	10000	150	151	004	-15	349	+11	360	127	11	5	1115 1120	DEPART			
COTTESMORE CLACTON	293/48	10000 17000	150	159	131	+5	136	+10	146	204	88	26	1134 1200	LAST TIME DEPART			
BASE Clacton	300/50	0 17000	150	147	124	+1	125	+10	135	197	78	24 +19	1111 1200	LTTO 43 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. M.P.H. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN DIST.	RUN TIME	G.S.	TO RUN DIST.	TO RUN TIME	E.T.A.
CHAFF — DISCHARGE EIGHT (8) MINUTES BEFORE TARGET AND CONTINUE FOR 24 MINUTES					FLARES NORMAL VHF ** AUTHENTICATION - "HAPPY DAYS" ABANDON MISSION - "LOVE CHECK BOX" 2 MINUTE INTERVAL BETWEEN GROUPS				SPARES TURN BACK AT BELGIUM COAST EMERGENCY AIRDROMES BRUSSELS/ MELSBROEK 50 54N 04 30E PARIS/ VILLACOUBLAY 48 46N 02 12E						
0957 1029			360		Take off to Cottesmore Circling Cottesmore			14,000							
1125			90		To Pt Fox 10 minutes late			14,000	158	~~800~~ 70	20	194			1145
1126½			90		52 39N 00 30W		150	14000 -12	163						
1133½	97	-7	90		52 37N 00 04E 325/28K (Wind by Gee)		150	-	163	21	7	180			
1140½	97	-7	90		Wind by Mickey 327/30 Norwich 22 at 89°		150	14000				180			
1142½	122	-4	118		Sighted wings ahead -turning to follow							188			
1145½			113		Ipswich 28mi at 176° 52 35N 01 10E										
1147			140		Turning to wing formation 6-10/10ths clouds Base 1500 - tops 7-8000										
1149½			168		52 23N 01 21W Starting Climb Group formed 1150										
1200			140		C.P. #1 7 miles north of course 51 53N 01 18E	English Coast - Division formation at 1213 antenna shot out									
1201			110		"S"ing to get behind B-Baker										
1209½			150		51 46N 02 03E		150	17100 -20	170						

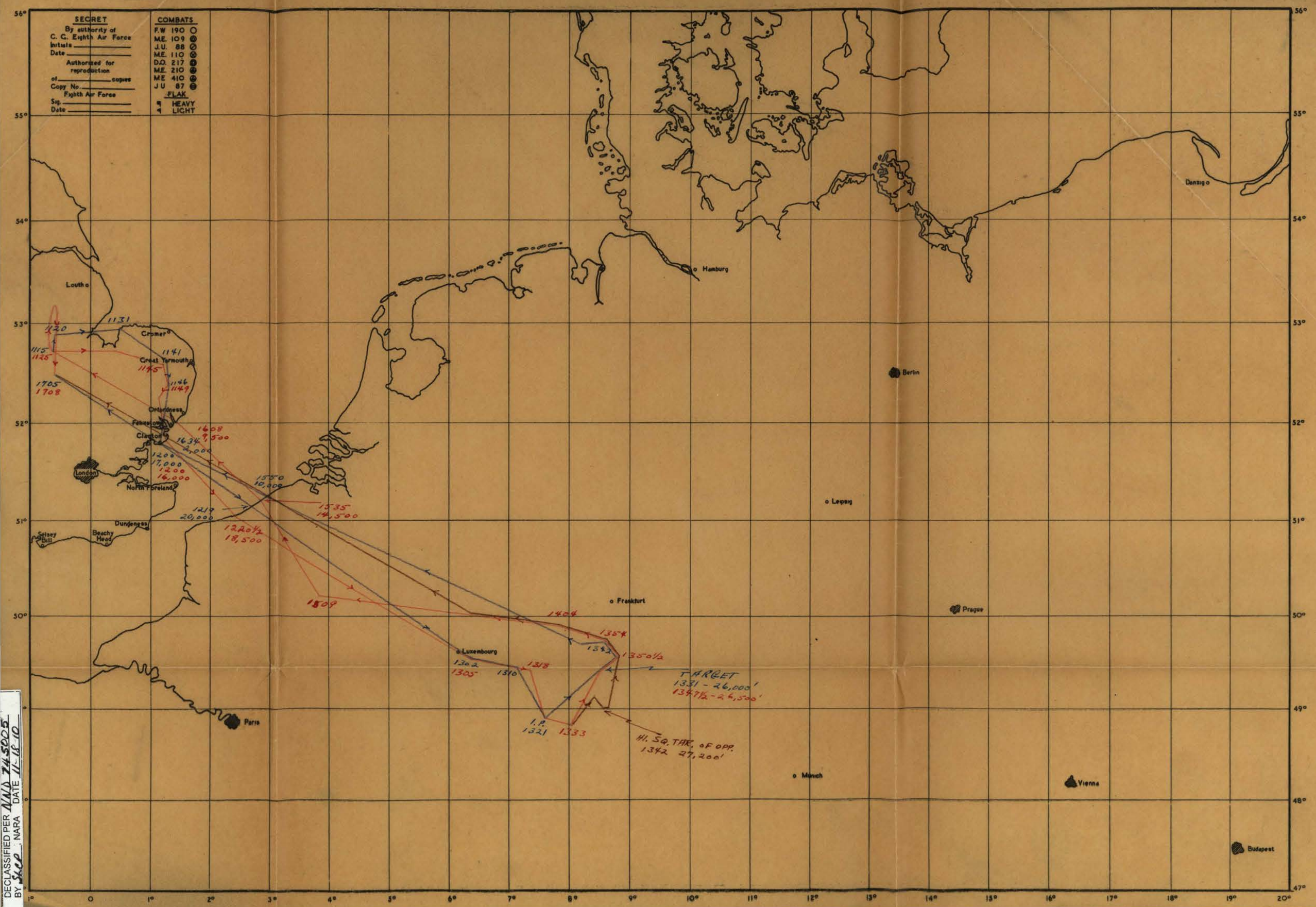
FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	I.A.S. M.P.H. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN DIST.	RUN TIME	C.S.	TO RUN DIST.	TO RUN TIME	E.T.A.
1216	141	-2	143		Gee Wind 285/30K		190	18000 -24	172	21	6½	194			
1220½			139		C.P. #2 10 miles south of course 51 04N 02 30E										
1223			139		50 59N 03 04E Gee 2 miles south of course		190	19000 -26							
1229			132		#6 Low Sun from aborts		190	20000							
1231½			131		50 41N 03 29E (Gee) 8 miles right of course			20500 -29	180						
1238	131		130		50 26N 03 56E 322/18N (Gee Wind) Bad		190	22000 -32	185	22	6½	203	107	51½	1309½
1244½	121	#7	128		50 14N 04 30E 275/52N (Gee Wind)			22500 -33	185	25	6½	231	80	20	1304½
1305					Metz CP#3-7 miles South 3 minutes late 168° 25NM										
1308			104		Saarbruchen 128° 28NM										
1318			170		Saarbruchen 228° 19NM			26000	Climbing 500 ft.			ETA for I.P.			1328
1328			41		I.P.										
1347½	31	-13	18	24	Bombs Away		190	26500							
1350½ 1354			305 265					26500 26500							
1400			265		8 miles south of Wiesbaden - 12 miles north of course										
1404 1410			250 284		49 55N 07 54E Pilotage		190	26500				138			
1420 1430			280 273		Avoiding Clouds		190	26000 25000							
1440			273		50 10N 06 00E D.R.										
1500			350		Turning Back on course Gee coming in		170	21000							
1504			340				160	17500 -22							
1509			340		50 20N 03 38E Gee Fix		160	17500 -22							
1515½	344		340		205/20 (Gee Wind) Good ??		160	17000 -20	180	21	6½	194	40	12	1527½
1518			330				160	16500							
1529			325		50 59N 03 05E		160	15500							
1535	304	#4	308		51 11N 02 49E Gee fix Belgium Coast		150	14500				132	70	31	1606
1546½			308		51 26N 02 20E										
1554			312				160	9500		18	7½	145	30	12½	1606½
1605			313		51 54N 01 31E		150	9500							
1608	296	#6	302	312	52 00N 01 25E English Coast In		150					128	75	36	1642
1636				305	Cottesmore Buncher tuned in for let down		150	8000							
1637½				330	Heading for Cottesmore										
1651				10	Starting Let Down over Cottesmore										
1703					~~XXXXXXXX~~ Over Grantham										
1708					Base										
1712					Landed										

Certified a True Copy:

H.F. BOWMAN
Colonel, Air Corps
Commanding

SIGNED_____NAVIGATOR

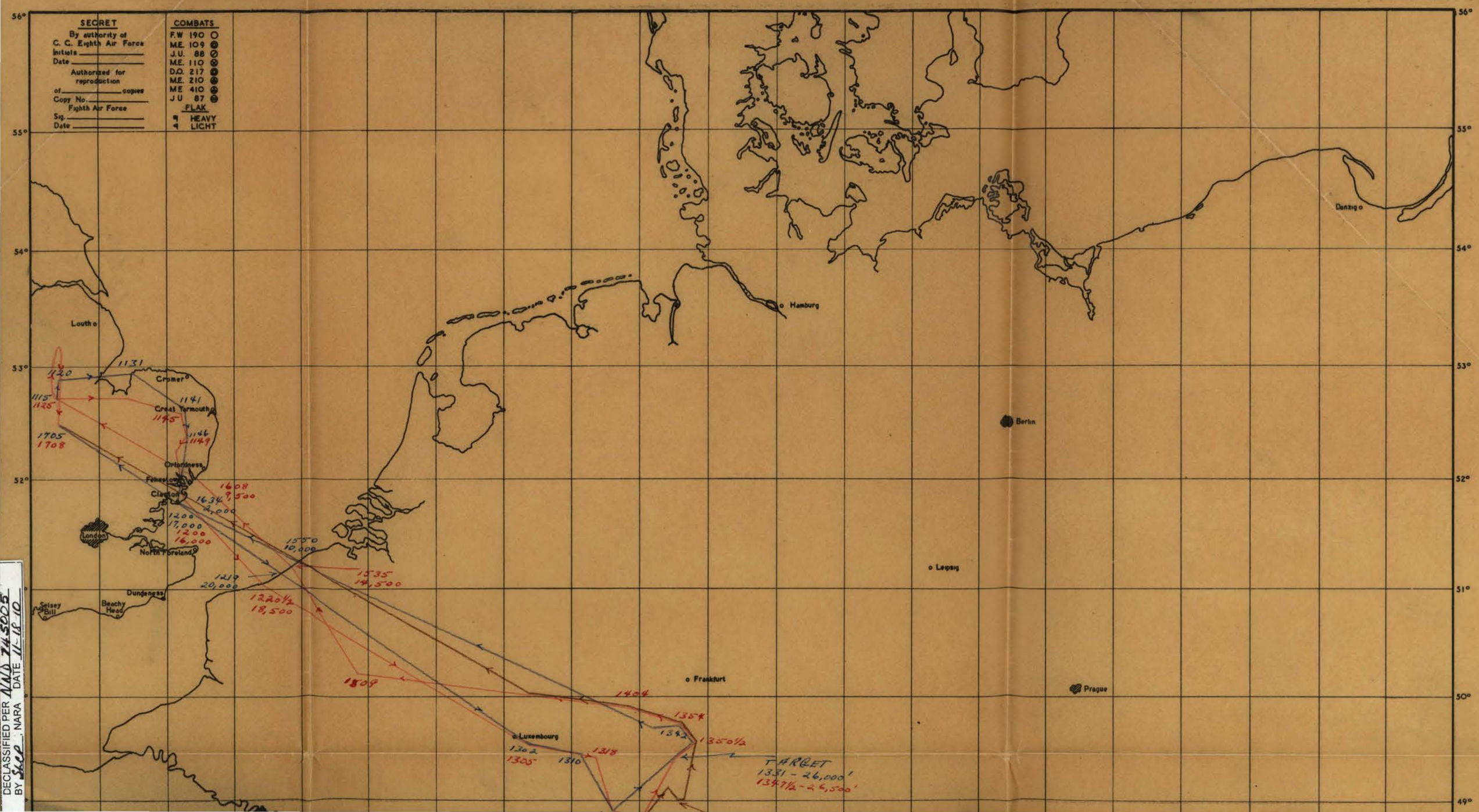


TARGETS:
PRIMARY Mannheim, Germany

TRACK CHART

DATE Oct. 19 44

ROUTE FOLLOWED BY Briefed
401st B.G. (H)



Target No.
6 (d) (vi) 53

RAILWAY MARSHALLING YARD — MANNHEIM (GERMANY)

Illustration No.
6 (d) (vi) 53/5

Illustration No.
6 (d) (vi) 53/5

0 500 1000 1500 2000 YARDS
0 ½ 1 MILE

Photographed 1940/1943 (1 : 32,000) approx Issued December 1943

A.I.3c (1)

TYPE A

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

COMBAT BOMBING FLIGHT RECORD LEAD SQ.

BOMBARDIER Lt. R. R. Winn DATE 19 Oct. 1944

PILOT Capt. Currie, Air Commander - Maj McCree TAKE OFF 0957

NAVIGATOR Lt. M. B. Jeffery AIRPLANE 7947

WING 94th C Gp GROUP 401st SQDN Lead LANDED 1712

OBJECTIVE Manheim, Germany (MPI)

METHOD OF ATTACK X
Individual Flight Squadron Group Wing

NUMBER A/C IN GROUP 12 COMPOSITE GROUP

DEFLECTION AND RANGE SIGHTING GROUP COMPOSITE GROUP

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

BOMBS, TYPES AND SIZES 500# M64 GP FUSING: NOSE 1/10 TAIL 1/100

BOMBS, TYPES AND SIZES 500# M17 IB FUSING: NOSE 40 sec TAIL

NUMBER OF BOMBS LOADED 70 GP 72 IB RELEASED 70 GP 72 IB

INFORMATION AT RELEASE POINT:

Altitude of Target 330 Temp Aloft: Metro -38 Actual -42

True Altitude above target 25500 Mag Head, order 47 Actual 24

Ind. Altitude 26500 True Heading 17

Pressure alt of target 471 Drift, Est 49 Actual 41

Altimeter setting 29.92 True Track 28

C.I.A.S. 150 I.A.S. 150 Actual Range

G.S. Est 285 Actual 250 B.S.Type M9

Wind Direc Metro 260 Actual 275 Time of Release 13:47½

Wind Veloc. Metro 75 Actual 60 Intervalometer Setting min.

D.S 125.6 Trail 61 ATF 42.19 Length of Bombing Run 37 mi.

Tan. D.A. Est .59 Actual .54 C-1 Pilot Yes A-5

Mean Temp: Metro -12.5 Actual -20 Manual Pilot

Type of Release: Lead A/C Salvo Type of Release: Other A/C 140 ft.

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

COMBAT BOMBING FLIGHT RECORD

LOW SQ.

BOMBARDIER Lt. Klefisch DATE 19 Oct. 1944

PILOT Lt. Mercer TAKE OFF 1000

NAVIGATOR Lt. Gaskins AIRPLANE 8023

WING 94th C Gp GROUP 401st SQDN Low LANDED 1715

OBJECTIVE Manheim, Germany (MPI)

METHOD OF ATTACK Individual Flight Squadron X Group Wing

NUMBER A/C IN GROUP 11 COMPOSITE GROUP

DEFLECTION AND RANGE SIGHTING GROUP COMPOSITE GROUP

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

BOMBS, TYPES AND SIZES 500# M64 GP FUSING: NOSE 1/10 TAIL 1/100

BOMBS, TYPES AND SIZES 500# M17 IB FUSING: NOSE 40 sec. TAIL

NUMBER OF BOMBS LOADED 65 GP, 66 IB RELEASED 65 GP, 66 IB

INFORMATION AT RELEASE POINT:

Altitude of Target 330 Temp Aloft: Metro -37 Actual -40

True Altitude above target 26100 Mag Head, order 47 Actual 23

Ind. Altitude 26600 True Heading 16

Pressure alt of target 171 Drift, Est 19 Actual 13

Altimeter setting 29.92 True Track 29

C.I.A.S. 150 I.A.S. 150 Actual Range

G.S. Est 280 Actual 256 B.S.Type M9

Wind Direc Metro 260 Actual 311 Time of Release 13:49½

Wind Veloc. Metro 75 Actual 65 Intervalometer Setting min.

D.S 124 Trail 48 ATF 41.56 Length of Bombing Run 37 mi.

Tan. D.A. Est .60 Actual .62 C-1 Pilot Yes A-5

Mean Temp: Metro -12.5 Actual -16 Manual Pilot

Type of Release: Lead A/C Salvo Type of Release: Other A/C 140 ft.

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

COMBAT BOMBING FLIGHT RECORD HIGH SQ.

BOMBARDIER Capt. Fesmore DATE 19 Oct. 1944

PILOT Capt. Cushman TAKE OFF 1000

NAVIGATOR Lt. Anderson AIRPLANE

WING 94th C Gp. GROUP 401st SQDN High LANDED 1655

OBJECTIVE Karlsruhe, Germany (MPI)

METHOD OF ATTACK
Individual Flight Squadron X Group Wing

NUMBER A/C IN GROUP 12 COMPOSITE GROUP

DEFLECTION AND RANGE SIGHTING GROUP COMPOSITE GROUP

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:

BOMBS, TYPES AND SIZES 500# M64 GP FUSING: NOSE 1/10 TAIL 1/100

BOMBS, TYPES AND SIZES 500# M17 IB FUSING: NOSE 40 sec. TAIL

NUMBER OF BOMBS LOADED 71 GP, 72 IB RELEASED 71 GP, 70 IB

INFORMATION AT RELEASE POINT:

Altitude of Target 330 Temp Aloft: Metro -39 Actual -45

True Altitude above target 26170 Mag Head, order 47 Actual 115

Ind. Altitude 27200 True Heading 108

Pressure alt of target 171 Drift, Est 19 Actual -1

Altimeter setting 29.92 True Track 107

C.I.A.S. 150 I.A.S. 150 Actual Range

G.S. Est 287 Actual 254K B.S.Type M9

Wind Direc Metro 260 Actual 290 Time of Release 13:42

Wind Veloc. Metro 75 Actual 52 Intervalometer Setting min.

D.S 125 Trail 63 ATF 4268 Length of Bombing Run 37 mi.

Tan. D.A. Est .57 Actual .57 C-1 Pilot yes A-5

Mean Temp: Metro -12.5 Actual -16 Manual Pilot

Type of Release: Lead A/C Salvo Type of Release: Other A/C 140 ft.

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

Reference Field Order 526. 19 OCTOBER 1944

SUBJECT: Communications Report, Operational Mission No 158.

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

SECTION ONE - USE OF RADIO NAVIGATIONAL AIDS

1.	VHF/DF Bearings:		5.	Radio Beacons used:	
	to 401st A/G	Ø		Splashers	5
	to other A/C	1		Fixed Beacons	Ø
2.	HF/DF Bearings	Ø		Bunchers	39
3.	MF/DF Fixes	1	6.	Total A/C using Gee	35
4.	Distress Action	Ø		Maximum Fix	4935N 0642 E

SECTION TWO - REPORTED EQUIPMENT DEFICIENCIES

1.	Liaison	1	5.	Interphone	5
2.	Command	Ø	6.	Gee	Ø
3.	VHF	Ø	7.	IFF	Ø
4.	Compass	Ø	8.	Others, H2X	Ø

SECTION THREE - REMARKS

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

SECRET

Report on A.A. Gunfire.

BOMBARDMENT GROUP (H)

Target: Assigned 401 . . . . . Date of Mission . . . . . .
Bombed 19/10/44

Mannheim, Germany

Mannheim, Germany

Route as Flown:-

1220 (5104 - 0239E) 1305 (4934 - 0622E) - 1328 (4857 - 0738E) 1347½ (Target) - 1404 (4955 - 0754E) - 1504 (5020 - 0338E) - 1535 (5111 - 0249E)

Weather conditions: (a) At target . . . . . .

(b) En route . . 8/10ths. 10/10ths.

Were our A/C "Seen" or "Unseen" targets? (a) At target 8/10ths. 10/10ths.

(b) En route . . . . Unseen . . . .

Any condensation trails? . . . . . Unseen . . . .

Yes

Description of Flak at Target, including METHOD OF FIRE CONTROL

Meager to moderate, fair to good for altitued and fair for deflection. Generally barrage type over Mannheim, High Squadron encountered tracking fire over Karlsruhe, good for altitude and deflection.

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

Ons. 1358 (4950 - 0840E) - 27,000 Moderate poor fair black Barrage Meager to modenate flak observed from IP to target fair to good for altitude but poor for deflection.

Was CHAFF carried? . . . . . .

Yes

How discharged? . . . . . .

As briefed

Position of Group . . . . . .

94th. "C" Group

Details:-

Group	A/C over enemy territory	A/C Damaged	A/C lost to Flak	Time over Target	Time of Bombs away	Height	Axis of Attack	Bomb Run ~~Withdrawl~~
Lead	12	5	0	1347½	1347½	26,500	24 M	47 M
High	12	10	0	1342	*	27,200	121 M	26 M
LOWs	11	1	0	1349½	1349½	26,600	31 M	46 M
	35							

Comments:- Phenomena:-

* High Squadron bombed target of opportunity at Karlsruhe.

Lt. P. R. MYERS

SECRET

OFFICE OF THE INTELLIGENCE OFFICER D-K-4
STATION 123 - APO 557
U. S. ARMY

19 October 1944.

SUBJECT: Crew Comments and Suggestions.

TO : COMMANDING OFFICER, AAF Sta. 123, APO 557, US Army. (Thru Lt. Col. W. T. Seawell.)

1. Lt. William F. Grimm, P A/C 674, states that their A/C, in hardstand #29, sets in water 5 inches deep and they get their feet wet.

2. Lt. Harris E. Lawless, N A/C 8187, says PFF don't say where we are and doesn't give reference points.

3. S/Sgt. Byron E. Cook, TT , and other enlisted men of A/C 8189, stated that all enlisted men pulled guard duty last night. Three worked 9 to 12 and 2 had to work 12 to 3. Don't object to 9 to 12 shift but are coming off guard duty 15 minutes before truck time.

4. Lt. Walter E. Cox, P A/C 802, commented on poor assembly this morning,- no flares untill two Groups had joined.

5. Lt. Victor S. Reese, N A/C 7059, - was briefed to throw chaff out 8 minutes before target. Lead Element of Squadron began discharging before IP.

6. The following complaints were made regarding transportation:

a. Lt. Charles P. Keeling, P A/C 8267, dispersal #43,- no transportation for pre-briefing.
b. Lt. Ronie Annis, P A/C 7706, dispersal #54 - had to wait 40 minutes for truck after landing.
c. Lt. Robert J. Heck, P and crew A/C 113, dispersal #86 - fifth time this crew landed early and had to wait an hour and fifteen minutes for transportation.
d. Lt. Dale G. Jones, P A/C 395, dispersal #18 - transportation is slow in getting to A/C after mission.

W. S. Pitt,
Major, Air Corps,
Group S-2 Officer.

BRIEFING NOTES
19 October 1944

PRIMARY TARGET: Target for today is the main works of HEINRICH LANZ, in MANNHEIM, GERMANY. This plant manufactures various types of transport, armored force vehicles, gun tractors, etc. It employs some 8,000 workers. Complete destruction of this plant now will materially assist the ground forces when they accomplish a major breakthrough into the German open country. If the Wehrmacht is denied replacements of this type, ~~itxy~~ cannot move troops or supplies, they cannot meet the attack of allied armor and infantry.

SECONDARY TARGET: PFF target, MPI being the center of the factory area

LAST RESORT:

Any military objective, with the exception of road and rail bridges WEST of the RHINE RIVER, positively identified as being in GERMANY and EAST of the tactical bomb line. Repeat - rail and road bridges on the RHINE RIVER may be attacked.

EPIDIASCOPE: ~~1x250000xxx~~ Flak Map
(Turn over to ~~lead~~ bombardier)
1/250000 map
British Night Map
Photos.

LMI Smoke screen will probably be turned on.
One southbound convoy may be expected.
Chaff will be released by all units.

SPECIALS: France first, Switzerland second - if Switz, remember, you escaped

S-3

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

19 October 1944

SUBJECT: Loading List

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

A/C 43-37938

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

A/C 44-6506

P	Schaunaman, George S.	1st Lt.	612th
CP	Hobgood, James R.	2nd Lt.	612th
N	Purrier, Robert E.	2nd Lt.	612th
B	Sandoe, Kenneth E.	2nd Lt.	612th
ROG	Kopitnikoff, Irving G.	T/Sgt	612th
TTG	Morris, Thomas P.	T/Sgt	612th
BTG	Doogan, Arthur J., Jr.	S/Sgt	612th
TG	Williams, Clarence P.	S/Sgt	612th
FG	Curry, Edward A., Jr.	S/Sgt	612th

A/C 42-31662

P	Cox, Walter E.	2nd Lt.	612th
CP	Amundson, Glenn R.	2nd Lt.	612th
N	Tiffany, Raymond L.	2nd Lt.	612th
B	Ankrom Lowell J.	Cpl.	612th
ROG	Hill, Robert H.	Cpl.	612th
TTG	Warren, Emmett E.	Cpl.	612th
BTG	Pope, LeRoy G.	Cpl.	612th
TG	Importe, George (NMI)	Cpl.	612th
FG	Dunn, Dale D.	Cpl.	612th

A/C 42-106992

P	Roadman, Julian A.	2nd Lt.	612th
CP	Compton, Henry W.	2nd Lt.	612th
N	Knuese, Ralph H.	2nd Lt.	612th
B	Whitlock, James P.	2nd Lt.	612th
ROG	Elchisak, Alfred	Cpl.	612th
TTG	Landers, John A.	Cpl.	612th
BTG	Hall, Eugene H.	Cpl.	612th
TG	Wood, Donald S.	Cpl.	612th
FG	Hill, Earle R., Jr.	Cpl.	612th

A/C 42-102398

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

A/C 43-38637

P	Hocking, Bert E.	1st Lt.	612th
CP	Merritt, William R.	1st Lt.	612th
N	Harris, Elliott S.	1st Lt.	612th
B	Pinkston, John S.	T/Sgt	612th
ROG	Moore, Donald J.	T/Sgt	612th
TTG	Gannon, James W.	T/Sgt	612th
BTG	Green, John J.	S/Sgt	612th
TG	Thomas, Ernest H.	S/Sgt	612th
FG	Garrett, Milton (NMI) Jr.	S/Sgt	612th

A/C 43-97947

P	Gurrie, Donald A.	Captain	612th
CP	McCree, Donald G.	Major	612th
N	Jeffery, Morey B.	1st Lt.	612th
N	Shapiro, Aaron (NMI)	1st Lt.	612th
B	Winn, Roy R.	1st Lt.	612th
MO	Howard, Robert W.	1st Lt.	612th
ROG	Pepper, James D.	S/Sgt	612th
TTG	Hereford, Gerald F.	S/Sgt	612th
TG	Mead, Clarence E.	2nd Lt.	612th
FG	Norris, Robert V.	S/Sgt	612th

A/C 42-102393

P	Jones, Dale G.	2nd Lt.	612th
CP	Siepak, Stanley J.	2nd Lt.	612th
N	Wishhoff, Aaron	2nd Lt.	612th
B	Milhone, Robert J.	Sgt	612th
ROG	Madrzyk, Chester P.	S/Sgt	612th
TTG	Serafino, Ernest H.	Sgt	612th
BTG	Rogers, Chalres G.	Sgt	612th
TG	Watter, Kenneth O.	Sgt	612th
FG	Henry, Hilmer E.	S/Sgt	612th

A/C 42-107039

P	Harlan, Thomas J., Jr.	1st Lt.	612th
CP	Thorme, Walter W.	2nd Lt.	612th
N	Reese, Victor S.	1st Lt.	612th
B	Folkerts, Arthur (NMI)	2nd Lt.	612th
ROG	Robinson, Paul D.	T/Sgt	612th
TTG	Lee, Reed L.	T/Sgt	612th
BTG	Smith, Floyd G.	S/Sgt	612th
TG	Munford, John V.	S/Sgt	612th
FG	Zaragoza, Albert R.	S/Sgt	612th

A/C 43-38733

P	Cromer, Joseph L.	2nd Lt.	612th
CCP	Trout, Ralph W.	2nd Lt.	612th
N	Phillips, Michael T.	2nd Lt.	612th
B	Waldhoff, Jack G.	1st Lt.	612th
ROG	Goodman, Martin B.	T/Sgt	612th
TTG	Lucewlez, John (NMI)	T/Sgt	612th
BTG	Coffin, Robert J., Jr.	S/Sgt	612th
TG	Villagio, Vincent V.	S/Sgt	612th
FG	Clark, Eugene F.	S/Sgt	612th

* E-N-D *

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

19 OCT. 1944

L-O-A-D-I-N-G L-I-S-T

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	JIM	B.
	RO	SGT.	WALKER	LEWIS	L.
	TT	SGT.	CORLISS	JOHN	M.
	BT	S/SGT.	LARSON	DEAN	C.
	TG	SGT.	JOHNSON	LESLIE	C.
	WG	SGT.	BROOKS	GEORGE	E.
*	*	*	*	*	*
44-6104	P	2nd Lt.	Mc GOLDRICK	JOHN	W.
	CP	2nd Lt.	MILLER	HENRY	C.
	N	2nd Lt.	LEWIS	LESTER	G.
	B	SGT.	LINDSAY	JONES	R.
	RO	SGT.	BECK	GERALD	L.
	TT	SGT.	SHELDON	JONES	F.
	BT	SGT.	GRUMANN	JONES	R.
	TG	SGT.	ST. LEDGER	ROBERT	E.
	WG	SGT.	LUCA	RUDOLPH	C.
*	*	*	*	*	*
44-6313	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.	ERK Mc CRARY	LEON	A.
*	*	*	*	*	*
44-6 113	P	2nd Lt.	ECK	ROBERT	J.
	CP	F/O	ISTEL	LAWRENCE	A.
	N	F/O	FREEMAN	HOLLIS	W. JR.
	B	F/O	SHEPARD	SAMUEL	(NMI)
	RO	SGT.	ENGLER	RICHARD	H.
	TT	SGT.	STOEGER	LEONARD	V.
	BT	SGT.	NORR	ELWOOD	W.
	TG	SGT.	FIALKOWSKI	EDWARD	(NMI)
	WG	SGT.	NACTIGAL	FRED	C.
*	*	*	*	*	*
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	ANDREY	I.
	TG	SGT.	SMITH	JAMES	A.
	WG	SGT.	HARDAWAY	JAMES	R.
*	*	*	*	*	*

44-6132	P	1st Lt.	JETTER	ARTHUR	C.
	CP	2nd Lt.	Mc LEOD	REGINALD	L.
	N	1st Lt.	~~KERMX~~ HIRSH	HARRY	(NMI)
	B	S/SGT.	PETTERS	WILLIAM	J.
	RO	T/SGT.	SHERMAN	LEO	(NMI)
	TT	T/SGT.	NELSON	RICHARD	C.
	BT	S/SGT.	KNAPP	MARTIN	F.
	TG	S/SGT.	BAIER	JOHN	J.
	WG	S/SGT.	ROBERSON	ROBERT	E.
43-28187	P	1st Lt.	CARSON	FRANK JR.	(NMI)
	CP	2nd Lt.	MOE	MORRIS	E.
	N	2nd Lt.	LAWLERS	HARRIS	E.
	B	2nd Lt.	BUCHER	WILLIAM	(NMI)
	RO	T/SGT.	SKALA	FRANKLIN	C.
	TT	T/SGT.	Mac GEHEE	RAY	E.
	BT	S/SGT.	LEE	WILLIAM	R.
	TG	S/SGT.	GERALDI	JOSEPH	J.
	WG	S/SGT.	JAMES	LLOELYN	(NMI)
42-38267	P	1st Lt.	KEELING	CHARLES	P.
	CP	2nd Lt.	DONALSON	JEFF	H.
	N	2nd Lt.	RUSH	JAMES	H.
	B	2nd Lt.	SCANLON	WILLIAM	M.
	RO	T/SGT.	KNOX	ROBERT	C.
	TT	T/SGT.	PRIEST	MAURICE	C.
	BT	S/SGT.	KENAGY	LLOYD	C.
	TG	S/SGT.	MOORE	WAVERLY	M.
	WG	S/SGT.	PAPAZIAN	STEPHEN	A.
FFF SHIP 258 - 615th	P	CUSHMAN	THOMAS	R. 1st Lt.	
	CP	CAPT.	LOCHER	JAMES	R.
	N	1st Lt.	ANDERSON	WILLIAM	B.
	B	CAPT.	FESMIRE	DURWARD	W.
	V	2nd Lt.	PETERSON	GEORGE	E.
	RO	T/SGT.	SCHLARGEL	OTTO	H.
	TT	SGT.	SERLEY	EARL	W.
	TG	S/SGT.	QUIST	HAROLD	(NMI)
	WG	S/SGT.	HOFF	WILLIAM JR.	(NMI)
42-107009	P	~~MX~~ 1st Lt.	HAM	PORTER	R.
	CP	2nd Lt.	CLAXTON	HERBERT	W. - 614th
	N	1st Lt.	GUTTMANN	HENRY	W.
	B	S/Sgt.	KEBBY	CLIFFORD	C.
	RO	T/Sgt.	CURTIS	JAMES	W.
	TT	S/Sgt.	ROWE	ROBERT	R.
	BT	SGT.	PICO	WILLIAM	J.
	TG	S/Sgt.	MAC GOWAN	BATES	R.
	WG	SGT.	CHANCE	BUFORD	D.

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

AAF Station # 128
19 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.

PLANE 44-8033			
P	1st Lt.	MERCER, ELMER W.	614th Sq
CP	1st Lt.	HIBBERT, CARL D.	"
N	1st Lt.	GASKINS, LESLIE E.	"
MO	1st Lt.	WINOGRAD, ALFRED A.	"
B	1st Lt.	KIRFISCH, THEODORE J.	"
RO	T/Sgt.	Zubrickas, Joseph S/	"
TT	T/Sgt.	Fowler, Cecil V.	"
TG	S/Sgt.	Gurnicki, Sigmund A.	"
WG	S/Sgt.	Connors, Robert A.	"
PLANE 43-28565			
P	1st Lt.	BROWN, JOHN J. JR.	"
CP	2nd Lt.	MUSZALSKI, JOSEPH F.	"
N	2nd Lt.	BROWN, JOHN D.	"
B	2nd Lt.	SCHIEFER, WILLIAM F.	"
RO	T/Sgt.	Arellano, Garciano J.	"
TT	T/Sgt.	Hoffman, Leon W.	"
BT	S/Sgt.	Wells, Cleburne D.	"
TG	S/Sgt.	M Ellis, James	"
WG	S/Sgt.	Martin, Norman D.	"
PLANE 44-6464			
P	F/O	WITTMAN, PAUL F.	"
CP	2nd Lt.	HOSLEY, ROBERT A.	"
N	2nd Lt.	SCHNEIDER, JAMES M.	"
B	2nd Lt.	O'HERN, MELVIN C.	"
RO	T/Sgt.	Mitchell, Joseph G.	"
TT	Sgt.	Collett, John E.	"
BT	S/Sgt.	Reynolds, William H.	"
TG	S/Sgt.	Kosiba, Frank T.	"
WG	S/Sgt.	Healy, John L.	"
PLANE 42-102659			
P	1st Lt.	RUNDELL, FRANCIS E.	"
CP	2nd Lt.	JOHNSON, RAYMOND E.	"
N	2nd Lt.	CHAMPAGNE, RENE P.	"
B	2nd Lt.	SHEARER, WILLIAM M. JR.	"
RO	Sgt.	Trojanowski, Arthur J.	"
TT	T/Sgt.	Mears, Harold B.	"
BT	Sgt.	Smith, William F.	"
TG	Sgt.	Ice, Robert E.	"
WG	Sgt.	Huffman, James J.	"

Loading List (Con't)

PLANE 42-97602

P	1st Lt.	MAYS, HAL C.	614th Sq
CP	2nd Lt.	LIVINGSTON, HERMAN	"
N	2nd Lt.	KOSKI, MATTHEW F.	"
B	2nd Lt.	SCHAEFER, ROBERT L.	"
RO	T/Sgt.	Bayes, Willie J.	"
TT	T/Sgt.	Gay, Clifford E.	"
BT	S/Sgt.	Cole, William I.	"
TG	S/Sgt.	Monacella, Joseph L. Jr.	"
WG	S/Sgt.	Wilson, Billy J.	"

PLANE 43-38330

P	1st Lt.	CROZIER, JOHN C.	"
CP	2nd Lt.	WEBER, MORRIS	"
N	2nd Lt.	POLSTER, ERVING	"
B	2nd Lt.	WHITING, RICHARD L.	"
RO	S/Sgt.	Hapner, Clayton	"
TT	Cpl.	Ligon, James E.	"
BT	Cpl.	McCormick, Edson C.	"
TG	S/Sgt.	Kitts, Keith D.	"
WG	S/Sgt.	Merrill, Richard E.	"

PLANE 42-97478

P	1st Lt.	UTTER, CHARLES W.	"
CP	2nd Lt.	HAFLEY, WILLIE J.	"
N	2nd Lt.	DAMP, EDWARD	"
B	2nd Lt.	CONWAY, FRANCIS JR.	"
RO	S/Sgt.	Fulton, David W.	"
TT	S/Sgt.	La Vigne, Robert N.	"
BT	Sgt.	Cole, Harry L.	"
TG	Sgt.	Zaborsky, Stephan A.	"
WG	S/Sgt.	St. Peter, Donald A.	"

PLANE 44-6508

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

PLANE 43-38677

P	2nd Lt.	MORAN, ROBERT E.	"
CP	2nd Lt.	WELLMAN, SILAS H.	"
N	1st Lt.	LE BLANC, JOHN S.	"
CTG	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	S/Sgt.	Detty, Hibert J. Jr.	"

Loading List (Con't)

PLANE 43-38758

P	2nd Lt.	SPUHLER, EDWIN H.	614th Sq
CP	2nd Lt.	CURRENT, DONALD D.	"
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, Cloide Jr.	"
TG	Cpl.	Hughes, James E.	"
WG	Cpl.	Power, James B.	"

PLANE 42-107151

P	2nd Lt.	MORTON, WALTER L.	"
CP	2nd Lt.	RITCHEY, RALPH	"
N	2nd Lt.	PINK, JACK T.	"
B	2nd Lt.	HELMS, CHARLES L.	"
RO	Sgt.	Hickey, Robert E.	"
TT	Sgt.	Block, Joseph R.	"
BT	Sgt.	Powers, Willard B.	"
TG	Sgt.	Whittington, Charles S.	"
WG	Sgt.	Bruschwein, Douglas B.	"

CP 2nd Lt. CLAXTON, HERBERT W. flying with 613th Sq

For the Squadron Commander:

DONALD V. KIRKHUFF,
CAPT., Air Corps,
Actg Opns 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

19 October 1944

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

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

PLANE # 43-38125

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
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.	Nais	John	E.	"
BT	S/Sgt.	Tusburine	Joseph	J.	"
TG	S/Sgt.	Waer	Martin	C.	"
FG	S/Sgt.	Sullivan	Robert	E.	"

PLANE # 42-102674

P	2nd Lt.	Grima	William	F.	615th
CP	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	Pfc.	Matts	Dudley	F.	"
TG	S/Sgt.	Wheeler	Robert	L.	"
FG	Sgt.	Duke	William	H.	"

PLANE # 42-102468

P	2nd Lt.	Hansen	Ernest	A.	615th
CP	2nd Lt.	Coats	Jerry	A., Jr.	"
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	Elbeer	B.	"
TG	Cpl.	McKnight	Leroy	M.	"
FG	Cpl.	Karcher	Alonzo	A.	"

PLANE # 42-31750

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

LOADING LIST (Continued)

PLANE # 42-37664					
P	1st Lt.	Dow	Herbert	V.	615th
CP	1st Lt.	Child	Elden	R.	"
N	1st Lt.	King	Robert	J.	"
B	S/Sgt.	Machasick	Alfred	(NMI)	"
RO	S/Sgt.	Carr	Gene	(NMI)	"
TT	S/Sgt.	Adams	Leroy	H.	"
BT	S/Sgt.	Macchietto	Richard	D.	"
TG	S/Sgt.	Sokolowski	Edward	A.	"
FG	S/Sgt.	Greenberg	Harold	(NMI)	"
PLANE # 42-31983					
P	1st Lt.	Callaway	Robert	W.	615th
CP	2nd Lt.	Lawson	Robert	S.	"
N	2nd Lt.	Griffin	Warren	S.	"
B	S/Sgt.	Peltz	Chester	C.	"
RO	S/Sgt.	Dodson	James	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 # 43-37851					
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	Sgt.	Wisderman	Lars	H.	"
FG	Sgt.	Cannizzaro	Ralph	J.	"
PLANE # 44-6146					
P	1st Lt.	Cooper	Louis	E.	615th
CP	2nd Lt.	Spansel	Kaye	M.	"
N	2nd Lt.	Ellis	George	O.	"
B	2nd Lt.	D'Agostini	Benedict	R.	"
RO	S/Sgt.	Sherril	Bascom	B.	"
TT	T/Sgt.	Sexton	Myrom	W.	"
BT	Pfc.	Maroncelli	Harry	J.	"
TG	S/Sgt.	Lawrence	Ralph	I.	"
FG	S/Sgt.	Gue	Charles	M.	"
PLANE # 43-38159					
P	1st Lt.	Oas., Jr.	Herbert	L.	615th
CP	2nd Lt.	Hayes	Thomas	A.	"
N	2nd Lt.	Green	William	H.	"
B	2nd Lt.	Menoow	William	M.	"
RO	Sgt.	Brereton	William	E.	"
TT	S/Sgt.	Cook	Byron	K.	"
BT	Sgt.	Monarcky	Theodore	(NMI)	"
TG	S/Sgt.	Reardon	John	J.	"
FG	S/Sgt.	Dunn	John	C.	"

OFFICE OF THE INTELLIGENCE OFFICER D-K-4
STATION 128 - APO 557
U. S. ARMY

17 October 1944.

SUBJECT: Crew Comments and Suggestions.

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

1. The following crews expressed their approval of the swarming method of bombing over target today. Permitted more A/C over target in less time and was believed to be responsible for confusing flak gunners and dispersing flak directed at this Group: Lt. George W. Sombart, P A/C 750; Lt. Roger C. Gibson, P A/C 6506; Lt. Roy H. Bonney, P A/C 7790; F/O Paul F. Wittman, P A/C 464; Lt. Hal C. Hays, P A/C 602; Lt. Robert E. Moran, P A/C 677; Lt. Francis E. Rundell, P A/C 659; Lt. Arthur C. Jetter, P A/C 6152; Lt. Charles F. Keeling, P A/C 267; Lt. Raymond H. Hillestad, P A/C 009.

2. Lt. Eldon R. Child, CP A/C 458, said that A/C 662 dropped bombs over the Squadron below on return. This happened over the channel, the bombs falling through the Squadron below, which was unidentified.

3. Lt. Richard S. Hubbell, P A/C 395, claims that Lead A/C of Low Element flew to high and to close to Lead Element.

4. Lt. Joseph P. Nash, N A/C 6113, states that bombardier folders are left in places where target can be given away before take-off.

5. Lt. Robert B. Campbell, P A/C 7931, says landing formation was poor and takes too long to land.

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

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

F-C-1

APO 557
18 October 1944

SUBJECT: Armament Malfunction Mission Report.

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

1. Date of Mission: 17 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 #42-31662 - Bombardier stated five (5) bombs failed to release over target and had to be salvoed in channel. This A/C was checked on the ground and no malfunction was found.

5. There were twenty-seven (27) aircraft equipped with the all-electric bomb release system participating in the mission.

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

Engineering

94th B Group Lead Sq

~~Combat Flight Leader~~ Captain Lewis Date 13 Oct 44

Deputy Flight Leader Lt Baker

Load as per chart 3 615 SQDN

34 X 100 Gp
No more 1/40 tail

2 M-17/13's

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

HEEMAN (LEWIS)
SC U 7947

MC KAY
IY N 8159

BAKER
IW H 8607

615 SQDN

SULLIVAN
IY J 7113

SOMBART
IY B 1730

DOW
IY P 8458

STEGEMAN
IY D 8125

GRIMM
IY M 2674

CALLAWAY
IY G 1983

612 SQDN

AIKEN
SC
IX S 7938

COX
SC
IX B 1662

CROMER
SC K 8733

SPARES

COOPER
IY R 6146

Spare Lead (PFF) IW G 8033

Ground Spares IN F 6513
IY F 7664

Gas load - 2400

94th B Group, High Sq

Combat Flight Leader Captain Carroll Date 17 Oct 44.

Deputy Flight Leader Lt Brown

614 SQDN

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

CARROLL
IY A 6258

SPUHLER
IW N 8738 ✓

BROWN
IW X 8565 ✓

614 SQDN

612 SQDN

RUNDELL
IW J 2659 ✓

GIBSON
SC
IW N 6506

MORAN
IW K 8677 ✓

HUBBELL
IW F 7395 ✓

BONNEY
SC J 7790

HARLAN
SC L 8637

MAYS
IW O 7602 ✓

WITTMAN
IW H 6464 ✓

CROZIER
IW Q 7478 ✓

SPARES

SISSON
IW A 6508

Spare Lead (PFF) IW G 6033

Ground Spares IW F 6313
IY F 7664

94th B Group Low Sq

~~Combat Flight Leader~~ Lt Fowler Date 17 Oct 44

Deputy Flight Leader Lt Keeling

613 SQDN

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

CUSHMAN (FOWLER)
IN Y | 7600

HAM
IN T | 7736

KEELING
IN M | 8267

613 SQDN

JETTER
IN B | 6132

HILLESTAD
IN P | 7009

ETTERS
IN R | 6113

KECK
IN N | 6104

CAMPBELL
IN Q | 7931

MC GOLDRICK
IN J | 1591

612 SQDN

MAXWELL
~~SC~~ IN H | 2398

JONES
SC R | 2393

ROADMAN
SC D | 6992

SPARES

ANNIX
IN U | 7706

Spare Lead (PFF) IN G 8033

Ground Spares IN F 6313
IY F 7664

To: Gp Enc to ARM

OFFICE OF THE INTELLIGENCE OFFICER D-K-4
STATION 128 - APO 557
U. S. ARMY

19 October 1944.

SUBJECT: Crew Comments and Suggestions.

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

1. Lt. William F. Grimm, P A/C 674, states that their A/C, in hardstand #29, sets in water 3 inches deep and they got their feet wet.

2. Lt. Harris E. Lawless, N A/C 8187, says PFF don't say where we are and doesn't give reference points.

3. S/Sgt. Byron K. Cook, TT , and other enlisted men of A/C 8158, stated that all enlisted men pulled guard duty last night. Three worked 9 to 12 and 2 had to work 12 to 3. Don't object to 9 to 12 shift but are coming off guard duty 15 minutes before truck time.

4. Lt. Walter E. Cox, P A/C 662, commented on poor assembly this morning,- no flares untill two Groups had joined.

5. Lt. Victor S. Reese, N A/C 7039, - was briefed to throw chaff out 8 minutes before target. Lead Element of Squadron began discharging before IP.

6. The following complaints were made regarding transportation:

a. Lt. Charles F. Keeling, P A/C 8267, dispersal #45,- no transportation for pre-briefing.
b. Lt. Romie Annis, P A/C 7706, dispersal #54 - had to wait 40 minutes for truck after landing.
c. Lt. Robert J. Keck, P and crew A/C 113, dispersal #86 - fifth time this crew landed early and had to wait an hour and fifteen minutes for transportation.
d. Lt. Dale G. Jones, P A/C 395, dispersal #13 - transportation is slow in getting to A/C after mission.

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

F-C-2

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

APO 557
20 October 1944

SUBJECT: Armament Malfunction Mission Report

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

1. Date of Mission: 19 October 1944.

2. No gun malfunctions were reported.

3. No turret malfunctions were reported.

4. The following bombing equipment malfunctions were reported:

a. A/C # 43-37602 - Bombardier could not drop bombs in train in left bomb bay. This A/C was checked on the ground and no malfunction was found.

5. There were thirty (30) aircraft equipped with the all-electric bomb release system participating in the mission.

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

LEAD SQDN. 94TH "C" GROUP

Combat Flight Leader MAJOR MC CREE Date 19 OCT. 1944

Deputy Flight Leader LT. SCHAUNAMAN

~~Breakfast 0315~~
~~Briefing 0415~~

612 SQDN

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

CURRIE (MC CREE)
SC U 7947

GIBSON
SC H 2398

SCHAUNAMAN
SC N 6506

Bkf - 03:15
Brf - 05:00
Sta - ~~06:30~~ 08:30
GAS - 2500

612 SQDN

615 SQDN

HOCKING
SC L 8637

DOW
IY F 7664

LAWRENCE
SC S 7958

COX
SC B 1662

COOPER
IY R 6146

SOMBART
IY B 1730

HARLAN
SC M 7039

JONES
SC R 2393

ROADMAN
SC D 6992

SPARES

CROMER
SC K 8733

SPARE LEAD (PFF) IN Y 7600 DISP. 46

GROUND SPARES SC A 7628 DISP. 15
IW F 7395 DISP. 1.

6 x 500 GP 1/10-1/100
6 x M 17 LB. as per chart 12

HI SQ. 94TH C GROUP

~~Combat Flight Leader~~ CAPT LOCHER Date 19 October 1944.

Deputy Flight Leader LT KEELING

613 SQDN

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

CUSHMAN (LOCHER)
IN Y | ~~7600~~
IY A | 258

HAMM
IN P | 7009

KEELING
IN M | 8267

613 SQDN

JETTER
IN B | 6132

MC GOLDRICK
IN N | 6104

CAMPBELL
IN Q | 7931

CARSON
IN D | 8187

ANNIS
IN U | 7706

KECK
IN R | 6113

615 SQDN

CALLAWAY
IY G | 1983

OAS
IMX
IY N | 8159

GRIMM
IY M | 2674

SPARES

DOUGLAS
IN F | 6313

LO SQ. 94TH C GROUP

~~Combat Flight Leader~~ LT MERCER Date 19 October 1944

Deputy Flight Leader LT BROWN

614 SQDN

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

MERCER
IW C | 8033

WITTMAN
IW H | 6464

BROWN
IW X | 8565

614 SQDN

Abort #1 Eng. Failure

UTTER
IW Q | 7478

MORTON
IW B | 7151

CROZIER
IW Z | 8330

MAYS
IW O | 7602

MORAN
IW K | 8677

SISSON
IW A | 6508

615 SQDN

STEGEMAN
IY D | 8125

HANSEN
~~IWXX~~ ~~IY-J~~ | ~~7416~~
IY-C 468

MC KAY
~~IY-K~~ | ~~1486~~
IY-L 551

SPARES

SPUHLER
IW N | 8738

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

19 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
44-6506	1. Flak hole behind camera doors, left side. 2. Flak hole in inboard supercharger air scoop, # 1 engine. 3. Flak hole in top of # 2 nacelle. 4. Flak hole in leading edge of right outboard wing panel, station 25.
42-97938	1. Negative.
42-102398	1. Flak hole in right side of fuselage, station 3b. 2. Flak hole in cowl flap, # 1 engine, 7 o'clock.
42-31662	1. Flak hole in left wing tip. 2. Flak hole in leading edge of left outbaord wing panel, station 20.5.
42-97947	1. Negative.
42-102393	1. Flak hole in vertical fin, station 6j. 2. Flak hole in leading edge of left outboard wing panel, station 22.5
42-106992	1. Negative.
42-107039	1. Negative.
43-38637	1. Negative.

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Capt, Air Corps
Engineering Officer