

Classification
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CO AAF STA 128 by

JACKSON M. PHIPPS,
Captain, Air Corps,
Adjutant.

"MISSION SUMMARY"

MISSION NO.52
19 TH. APRIL, 1944

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

REPORT OF OPERATIONAL
DAY

MISSION No. **52**

Date: **19 APR. 44**

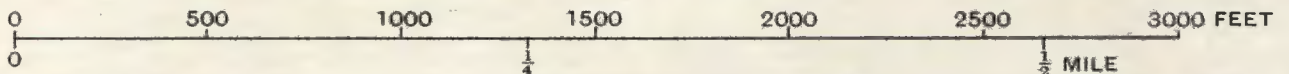
TO: **KASSEL , GER.**

Target No.
3 (e) 16a

FIESELER FLUGZEUGBAU
G.m.b.H.

KASSEL (Waldau)
(GERMANY)

Illustration No.
3 (e) 16a/8



Photographed 18 May 1943

(1 : 6,000)

approx.

Issued July 1943



Target B. BRANCH FACTORY.
Target C. FACTORY AIRFIELD.

A.I.3c (1)

OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 587
U. S. ARMY

(D-G-5)

19 April 1944.

SUBJECT: Comments of Crews Participating in Mission to KASSEL, this date.

TO : COMMANDING OFFICER, 401st Bombardment Group (H), APO 587, U. S. Army.
(Thru Lt. Col. B. K. Voorhees and Lt. Col. A. C. Brooks).

1. Lt. George F. Bingham (Pilot) A/C 1054, stated that the Group leader of the lead box called on VHF to the High Squadron to send two A/C to the low squadron; #6 A/C responded and #4 and #5 did not. Lt. Richard A. Hoyt, Lt. Bingham's co-pilot, severely criticized formation flying done by #4 A/C in the low squadron.

2. The crew of Lt. Harry J. Hershey (Pilot) A/C 9785, does not understand why landfall, either going out or coming home, is always made at Ostend, inasmuch so many planes have been hit at that point.

3. The crew of Lt. Robert L. Stelzer (Pilot) A/C 1226, praised the job of navigation done by the Division leader. Lt. Ellsworth E. Christensen (Pilot) A/C 1619, thought the Division assembly today was confused.

4. Lt. Kenneth C. Wells (Pilot) A/C 1091, and Lt. Vincent J. Kaminski (Pilot) A/C 9873, thought that the formation flown by the composite box was too loose and erratic.

5. The following comments were made concerning the Combat Mess:

a. Lt. David H. Stephens (Navigator) A/C 1057 was pleased that boiled eggs were served for breakfast.

b. The crew of Lt. Vincent J. Kaminski did not like boiled eggs for breakfast, stating that they were hard to digest. S/Sgt. Anthony P. Rose, TG A/C 1078 stated that the boiled eggs were hard on his stomach and requested two varieties of dry cereal be provided at breakfast.

c. Lt. John Schulz (Co-pilot) A/C 1315, stated that the men on his crew don't like boiled eggs.

d. Lt. Douglas H. McKinnon (Co-pilot) A/C 2393 and S/Sgt. Michael J. Lofkin, TG, want fried eggs for breakfast.

6. Lt. Guy R. Porter (Bombardier) A/C 1863 criticized P-38 escort for peeling off at 500 yards, stating that they came in too close.

7. Lt. Warren Gulula (Navigator) A/C 1091, stated that no transportation was available this morning to take his crew to the Briefing. Lt. Carleton L. Wilson (Pilot) A/C 440, stated that no transportation was available when he landed, and

his crew was late to interrogation.

W. B. FRY,
Major, A. C.,
Group 3-2 Officer.

19 April 1944

MISSION TO KASSEL (WALDAU)

TARGET: The Target is the AIRCRAFT ASSEMBLY WORKS of the FIESELER FLUGZEUGBAU. It is located approximately two miles SE of the town of KASSEL. It is engaged principally in the production of the FW 190 and is another in the series of fighter production complexes which have provided so many targets for this Air Force recently. Needless to state, its total destruction is of immense importance. The plant has a large assembly shop, a gun testing range, two large flight hangars, a small hangar and office buildings. The MPI or the lead box is the southernmost of the large hangar buildings, while the high box takes the small hangar in the center. The low box goes for the large assembly shop to the north of the area..
LAST RESORT: Any industrial target in GERMANY or any area in occupied territory. Suggested: Marshalling yards in KOBLENZ or A/F at GIESSEN.

ROUTE: Leave the coast at BROMER, hitting the enemy coast near EGMOND thence across the ZUIDER ZEE. On across the NETHERLANDS, past COEWARDEN, which this group bombed, turn SE and proceed to a point about 10 miles ESE of GOTTINGEN. Thence SE to a point about 15 miles S of GOTTINGEN. Attack the Target, turn sharply to the S. and proceed SW to a point S. of GIESSEN, then almost due West, going between BONN and KOBLENZ. Right across BELGIUM, S. of LIEGE, BRUSSELS and GHENT. We leave BELGIUM near FURNES-COXYDE A/F, which we have bombed before, and so home via ORFORDNESS.

FIGHTERS: 5 groups P-47's; 3 groups P-51's; 2 groups P-38's. RAF Mustangs in DUMMER LAKE area an hour in advance. 1 group P-38's 20 minutes behind bomber schedule to escort stragglers.

MAPS: 1/500,000; 1/250,000; British Night Map; Photos; Flak Map.

SPECIAL: Look out for 4 engine German aircraft; Jet-propelled German A/C. Friendly A/C with various colored spinners and cowls. PW: Holland, Belgium and Northern France, according to instructions you have received.

Empty Your Pockets!
Have You Your Escape Kit?
Have You Your GI Shoes?
Have You Your Dog Tags?
Does Your Parachute Harness Fit?
In Case of Capture - Your Name, Rank and Serial
Number ONLY.
Don't Mention the Name of Your or Any One Else's
Target, Now or Later, Until You Come Back.

Hamilton Coit
HAMILTON COIT
Captain, Air Corps
Briefing Officer

FROM: DPE

TO : C.G. 1st Bombardment Division - 94th CBW

NARRATIVE TELETYPE

1. No leaflets were carried, the reason being that none were on hand.
2. 401st. Bb. Gp. put up lead box and one squadron of the high composite box in the 94th. Combat Wing, which led 1st. Division. No bomb sight was carried by the squadron flying in the composite box, which carried incendiary bombs, and no interpretation of strike photos by this squadron is available; however, crews report excellent results, stating that a good concentration was obtained over the factory area. Photos of bombing done by the lead box, which carried 500 lb. GP bombs, disclosed a good pattern in the target area, concentrated to the West of the assigned MPI, direct hits being observed on the gun testing range and adjacent buildings. Possible direct hits are seen on flight hangar No. 16, the assigned MPI, and on flight hangar No. 14.
3. No enemy air opposition was encountered.
4. Flak was observed by both boxes, but a minimum of flak was encountered until near the target area. At the target area, flak was intense and accurate. The majority of battle damage was sustained, however, not only at the target area but also over Ostend on the route home .
5. Weather was described as scattered enroute to the target, consisting of broken clouds to about 5/10 coverage in some spots, extending to an altitude of 4 to 5 thousand feet. Weather over I P and Primary Target was described as CAVU.
6. **IMPORTANT OBSERVATIONS:**
 - a. 0921 hours, observed A/D NE of Meppel, not shown on present map, location - EX 52 44 N - 06 15 E A/D camouflaged, no A/C observed.
 - b. 0944 hours, at approximately 52 36 N - 07 35 E, near Osnabruck, unusually large rail activity. Two trains were coming from the East and two from the South West.
 - c. 09 56 hours, heavy rail concentration observed on siding at Bad Oeynhausn, also barrage balloons.
 - d. 1001 hours, large barracks or storage area, four large buildings in half-moon shape, 8 hangars, recent improvements, might be an assembly plant; location - 52 03 N 08 46 E
 - e. 1015 hours, observed A/D at Gottinger on which recent work had evidently been done. Ten large buildings NW corner were evidently hangars. SE corner ^{had} ~~was~~ hooded dispersal areas.
 - f. 1030 hours, wide new road parrelling railroad NW of Ghent appears to be about nine miles of new road added to present one.
 - g. 1035 hours, heavy rail traffic observed entering and leaving Kassel.
 - h. 1045 hours, A/D with four, four engine bombers, black with single tail - location - 50 48 N - 09 05 E.
~~XX~~
 - i. 1100 hours, Limburg, bombed by some other formation, showed good results.

- j. 1106 hours, Koblenz, considerable barge activity observed, also barrage balloon over bridge at a point to the North of Koblenz. Thirty barges observed moving South.
- k. 1109 hours, well built up area observed North of airport at Koblenz. Many barracks.
- l. 1140 hours, two tent like structures of considerable size South of Chavlevoi.
- m. 1141 hours, location, 5027 - 0440E., six large factory buildings along North side of Meuse River. This whole area of river is sectioned into a number of power plants with spillways, also large coal storage for each plant. Area served by first class road and also railroad.
- n. 1211 hours, many paths and roads leading into Ostend adjacent to autobahn are apparently of new construction.
- o. 1212 hours, near Ostend large numbers of motorized artillery guns, tanks and vehicles were observed on the sand, attempts had been made to camouflage them. Six barges were observed in the harbour.

7. Other Information:

- a. Friendly Fighter Support was described as excellent, being among the most efficient observed to date. In the vicinity of the IP, this division made a 360 degree turn before beginning bomb run, apparently to avoid prop wash. After bombs away, another 360 degree turn was made to facilitate assembly. Although pathfinder units were provided, conditions of visibility over the target made visual bombing possible.
- b. No Aircraft in distress.

612th BOMBARDMENT SQUADRON (H)
 401st BOMBARDMENT GROUP (H)
 Office of the Operations Officer
 APO 557

AAF Stations 128
 19 April 1944.

SUBJECT : Loading List.

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

Plane 42-107039

P	CURRIE, Donald A.	1st Lt.	612th
CP	Johnston, Clayton A.	2nd Lt.	"
N	Jeffery, Morey B.	2nd Lt.	"
B	Winn, Roy R.	2nd Lt.	"
RO	Dipierro, Cosimo A.	T/Sgt.	"
TTG	Gibson, Earl C.	S/Sgt.	"
BTG	Graf, Cecil L.	S/Sgt.	"
TG	Surprise, Walter L. Jr.	S/Sgt.	"
LWG	Severson, Marvel T.	S/Sgt.	"
RWG	Amber, Joe R.	S/Sgt.	"

Plane 42-40050

P	Smith, Stuart E.	1st Lt.	"
CP	Chmava, Stanislaw R.	1st Lt.	"
N	Reese, Victor S.	2nd Lt.	"
B	Gober, Dene C.	2nd Lt.	613th
RO	McCawley, Fred E.	T/Sgt.	612th
TTG	Carr, Maurice A.	T/Sgt.	"
BTG	Davies, Leonardo F.	S/Sgt.	"
TG	Parker, Harry C.	S/Sgt.	"
LWG	Scicohitano, Frank J.	S/Sgt.	"
RWG	Hopkins, Calvin W.	T/Sgt.	"

Plane 42-102393

P	West, George E.	1st Lt.	"
CP	McKinnon, Douglas H.	2nd Lt.	"
N	Nutter, Lloyd A.	2nd Lt.	"
B	Montgomery, Thomas B.	2nd Lt.	"
RO	Andrus, Robert L.	T/Sgt.	"
TTG	Russell, Francis L.	T/Sgt.	"
BTG	Womble, John L.	S/Sgt.	"
TG	Lefkin, Michael J.	S/Sgt.	"
LWG	Russell, Hugh D.	Sgt.	"
RWG	Morini, Alfred J.	S/Sgt.	"

Plane 42-31034

P	Bingham, George F.	1st Lt.	"
CP	Hoyt, Richard H.	1st Lt.	"
N	Tomlinson, Harvey G.	2nd Lt.	"
B	Grate, Louis B.	1st Lt.	613th
RO	Giorgiani, Alex (NMI)	T/Sgt.	612th
TTG	Dunn, Johnny K.	T/Sgt.	"
BTG	Johns, Carl W.	S/Sgt.	"
TG	Yeatt, Lawson K.	S/Sgt.	"
LWG	Carey, Joe R.	S/Sgt.	"
RWG	Callahan, Michael J.	Sgt.	"

Plane 42-79943

P	Tanner, John R.	1st Lt.	612th
CP	McDaniel, Robert E.	2nd Lt.	"
N	Strom, Kenneth L.	2nd Lt.	"
B	Szungyi, John P.	2nd Lt.	"
TTG RO	Cohen, Waldon B.	S/Sgt.	"
TTG	Cable, Harvey T.	T/Sgt.	"
BTG	Norris, John B.	S/Sgt.	"
TG	Francis, Raymond R.	S/Sgt.	"
LWG	Daniel, Edward P.	S/Sgt.	"
RWG	Staley, Phillip C.	S/Sgt.	"

Abort

Plane 42-79765

P	Hershey, Harry J.	1st Lt.	"
CP	Woods, Robert R.	2nd Lt.	"
N	Buder, Eugene H.	2nd Lt.	"
B	Boxer, Martin W.	2nd Lt.	"
RO	Cherry, Noel C.	T/Sgt.	"
TTG	Pugh, Alfred E.	T/Sgt.	"
BTG	Chiccino, Joseph R.	S/Sgt.	"
TG	Joseph, Meload C.	S/Sgt.	"
LWG	Civello, Hubert C.	S/Sgt.	"
RWG	Gulan, Frank F.	S/Sgt.	"

Plane 42-31091

P	Well, s, Kenneth C.	1st Lt.	"
CP	Guinn, Euin N.	2nd Lt.	"
N	Gelula, Warren (NMI)	2nd Lt.	"
B	Lingenfelter, Leo I.	2nd Lt.	"
RO	Brandt, Melvin A.	T/Sgt.	"
TTG	Larson, Robert D.	T/Sgt.	"
BTG	Convertino, Rico S.	S/Sgt.	"
TG	Weatherman, James H.	S/Sgt.	"
LWG	Price, William (NMI)	S/Sgt.	"
RWG	Chapman, William E.	S/Sgt.	"

613th BOMBARDMENT SQUADRON (H)
 OFFICE OF THE OPERATIONS OFFICER
 AAF STATION 126, APO 557

APRIL 19, 1944

SUBJECT : LOADING LIST
 TO : OPERATIONS OFFICER, 401st BOMBARDMENT GROUP, AAF STATION 126, APO 557
 1. THE FOLLOWING IS THE LIST OF COMBAT CREWS PARTICIPATING IN TODAY'S MISSION.

DUTY	RANK	LAST NAME	FIRST NAME	MI
<u>PLANE NO. 42-31226</u>				
P	1st LT.	STELZER	ROBERT	L.
CP	2nd LT.	JOHNSON	WENDALL	T.
H	2nd LT.	HOBBS	HERBERT	L.
B	2nd LT.	WARREN	ROBERT	(NMI)
RO	T/SGT.	HECKER	DONALD	A.
TT	T/SGT.	EACK	JESSE	O.
BT	S/SGT.	BLACK	JAMES	P.
TG	S/SGT.	NICKLY	JOHN	H.
LEG	S/SGT.	RICE	EDWARD	J.
RWG	S/SGT.	HOLLAND	THOMAS	H.

<u>PLANE NO. 42-31840</u>				
P	2nd LT.	DAUGHERTY	FRANK	P. JR.
CP	2nd LT.	LIVINGSTONE	ALEXANDER	(NMI)
H	2nd LT.	BEACH	LENNIS	A.
B	2nd LT.	ARELLANO	RITO	F.
RO	S/SGT.	PAVLOVSKI	JOSEPH	M. JR.
TT	S/SGT.	JONES	HAROLD	L.
BT	SGT.	JEFFLER	PATRICK	L.
TG	S/SGT.	NELSON	JEROME	W.
LEG	SGT.	WILLIAMS	WILLIAM	J.
RWG	SGT.	MAURICE SKENAN	LAWRENCE	W.

abort

<u>PLANE NO. 42-30855</u>				
P	2nd LT.	CONNOLLY	JOHN	J.
CP	2nd LT.	O'NEIL	EDWARD	T.
H	2nd LT.	KRUE	THOMAS	H.
B	2nd LT.	BOLLER	EDWARD	H.
RO	SGT.	HERLEY	BANGLAY	J.
TT	S/SGT.	MILLS	CARL	W.
BT	SGT.	PEREZ	FRANK	D.
TG	2nd LT.	DICKINSON	MORRIS	L.
LEG	SGT.	FRIEDMAN	MAURICE	(NMI)
RWG	SGT.	MARTINELLI	ALEXANDER	M.

Ret Early

<u>PLANE NO. 42-31017</u>				
P	1st LT.	SHARP	JAMES	C.
CP	2nd LT.	HUGG	VINCENT	J.
H	2nd LT.	STEPHENS	DAVID	H.
B	2nd LT.	BUSSE	MYLES	H.
RO	SGT.	FINNIE	CHARLES	S.
TT	M/SGT.	OLDER	HAROLD	K.
BT	SGT.	SEIGRIS	JOHN	J.
TG	S/SGT.	TOMKINSON	ALFRED	A.
LEG	S/SGT.	TOBINE	RODNEY	T.
RWG	SGT.	DRAIN	JAMES	A.

<u>PLANE NO. 42-99932</u>				
P	1st LT.	LEW	SANDY	(NMI)
CP	2nd LT.	FRIEST	GORDON	W.
H	2nd LT.	SCHLIEFER	ROGER	F.
B	2nd LT.	KELLY	JOHN	J.
RO	S/SGT.	MUNCH	ELMER	C.
TT	T/SGT.	TIBYAN	ELIOT	P.
BT	S/SGT.	FRANKLIN	PAT	H.
TG	S/SGT.	HIBBS	ARLEN	E.
LEG	S/SGT.	ROBINSON	MARSHALL	E.
RWG	S/SGT.	MC CARTHY	WILLIAM	A.

abort

DUTY	RANK	LAST NAME	FIRST NAME	MI
<u>PLANE NO. A2-31557</u>				
P	2nd LT.	FRUITT	DOE	G.
CP	2nd LT.	MURPHY	WALTER	J.
N	1st LT.	FRIEST	JACK	B.
B	1st LT.	BUCHANAN	ALLEN	S. JR.
RO	T/SGT.	MARTINEZ	RICHARD	V.
TT	T/SGT.	THYBA	ALEXANDER	F.
BT	S/SGT.	O'BRIEN	JOHN	B.
TC	S/SGT.	KASNER	CHARLES	D.
LNG	SGT.	HADSELL	DAVID	N.
RNG	S/SGT.	FLOREZ	LOUIS	(NMI)

<u>PLANE NO. A2-31593</u>				
P	1st LT.	SCHARFF	PAUL	F.
CP	2nd LT.	ROBERT	CHARLES	A.
N	2nd LT.	SCHWARTZ	BERNARD	(NMI)
B	2nd LT.	HOOVER	ROBERT	R.
RO	T/SGT.	BRADY	OTHO	H.
TT	T/SGT.	MC EARL	RICHARD	H.
BT	S/SGT.	BEDELL	CHARLES	H.
TC	S/SGT.	SMALLIN	JAMES	M.
LNG	S/SGT.	TOMLINSON	ROSCOE	P.
RNG	SGT.	FYNIGAR	FREDRICK	G.

<u>PLANE NO. A2-31072</u>				
P	2nd LT.	FITCHETT	LAWRENCE	E.
CP	2nd LT.	CAMPBELL	BRUCE	M.
N B	2nd LT.	SANCHEZ	LOUIS	T.
N	2nd LT.	PFRIFFER	LAWRENCE	W.
RO	T/SGT.	BERGNER	MAX	H.
TT	T/SGT.	PARLOE	BERTRAM	(NMI)
BT	S/SGT.	SASSI	LOUIS	M.
TC	S/SGT.	ROSE	ANTHONY	F.
LNG	S/SGT.	HANABURY	RALPH	A.
RNG	SGT.	COLE	THOMAS	B.

<u>FFV SHIPS</u>				
AIR COMM.	MAJOR	BROWN	EDWIN	W.
N	1st LT.	WOOD	HORACE	D.
B	1st LT.	FESMIRE	DURWARD	W.
B	1st LT.	MEADVILLE	HARRY	W.
TC	2nd LT.	MAHER	WILLIAM	P.

<u>FLYING WITH 612th</u>				
B	1st LT.	GRATE	LOUIS	B.
B	2nd LT.	GOBER	DENE	C.

5-3

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

AAF Station # 128
 19 April 1944

SUBJECT: Loading List.

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

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

PLANE 42-31315

P	1st Lt.	SMITH, WALLACE R. JR.	614th
CP	2nd Lt.	SCHULZ, JOHN	"
N	2nd Lt.	CRANE, HENFRO V.	"
B	2nd Lt.	LEVY, JAMES G.	"
RO	T/Sgt.	Castronova, Salvatore L.	"
TT	T/Sgt.	Fair, Charles H.	"
BT	S/Sgt.	McKendry, Daniel C.	"
TG	S/Sgt.	Sundberg, David C.	"
LNG	S/Sgt.	Roberts, Marion E.	"
RWG	S/Sgt.	Gatzmeyer, Gerald R.	"

PLANE 42-31110

5 pure - returned

P	2nd Lt.	KSIENIEWICZ, CHARLES S.	"
CP	2nd Lt.	HARRINGTON, KENNETH G.	"
N	2nd Lt.	DASTOUS, JOSEPH C.	"
B	2nd Lt.	KING, JOHN E.	"
RO	Sgt.	Wilber, Maurice V.	"
TT	T/Sgt.	Burke, Francis	"
BT	Sgt.	McEldowney, Donald E.	"
TG	S/Sgt.	Rister, Kenneth A.	"
LNG	Sgt.	Hannon, Terrance W.	"
RWG	Sgt.	McCarthy, John E.	"

WE 42-31863

P	2nd Lt.	WALSH, ROBERT P.	614th
CP	1st Lt.	HARGER, ROBERT W.	"
N	2nd Lt.	MATRICIAN, MICHAEL	"
B	2nd Lt.	PORTER, GUY R.	"
RO	Cpl.	ZAPPALA, Vincent	"
TT	T/Sgt.	STALLOUP, Mose H.	"
BT	S/Sgt.	COOLIE, Perry O.	"
TG	S/Sgt.	BRGOCH, Ludvick J.	"
LWG	S/Sgt.	CARTMILL, Charles L.	"
RWG	S/Sgt.	LAYLAND, John M.	"

PLANE 42-39846

P	1st Lt.	KIRKHUFF, DONALD V.	"
CP	1st Lt.	SOBOLAK, BENNIE W.	"
N	1st Lt.	PIERCE, MYRON E. JR.	"
B	1st Lt.	MONTONE, LIBER J.	"
RO	T/Sgt.	PYLE, Robert B.	"
TT	T/Sgt.	NICHOLAS, Charles L.	"
BT	S/Sgt.	MERRITT, William E.	"
TG	S/Sgt.	COHN, Leroy	"
LWG	S/Sgt.	COHEN, Franklin C.	"
RWG	S/Sgt.	MICHEL, Delmar E.	"

PLANE 42-39440

P	1st Lt.	WILSON, CARLETON L.	"
OP	2nd Lt.	KELLEY, CURTIS C.	"
N	2nd Lt.	CONNERY, JOHN K.	"
B	2nd Lt.	FOGARTY, FRANCIS M.	"
RO	S/Sgt.	HARLOW, Clevy D.	"
TT	T/Sgt.	QUINN, Robert E.	"
BT	S/Sgt.	PASSENO, William W.	"
TG	S/Sgt.	PETTIT, Gerald H.	"
LWG	S/Sgt.	MCMAHON, James K.	"
RWG	S/Sgt.	SMITH, George R.	"

For the Squadron Commander:

WILLIAM C. GARLAND
 CAPT, Air Corps,
 Operations Officer.

S-3

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 April 1944

SUBJECT: Loading List.

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

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

PLANE #	TAC #	MISSION	TYPE	V*	GROUP
42-31521					
DUTY	RANK	NAME (LAST)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Cambell	Paul	E.	615th
GP	2nd Lt.	De Siano	Anthony	(NMI)	615th
N	2nd Lt.	Wilhelm	Andrew	C.	615th
B	2nd Lt.	Malone	Ralph	E.	615th
RG	T/Sgt.	Anderson	Martin	A.	615th
TT	S/Sgt.	Hensley	Ora	H.	615th
BT	S/Sgt.	Howell	James	E.	615th
TG	S/Sgt.	Seaton	Clarence	H. C.	615th
LWG	S/Sgt.	Smith	Alan	E.	615th
RWG	S/Sgt.	Kendrick	Joseph, Jr.	W.	615th
42-31619					
P	1st Lt.	Christensen	Ellsworth	E.	615th
GP	1st Lt.	Eustand	Ronald	L.	615th
N	1st Lt.	Wong	Delbert	E.	615th
B	1st Lt.	Reynolds	Herbert	(A.)	615th
RG	T/Sgt.	Sahlmann	Raymond	(G.)	615th
TT	S/Sgt.	Breen	Roland	J.	615th
BT	S/Sgt.	Sweepe	William	H.	615th
TG	S/Sgt.	Ross	Harry	A.	615th
LWG	S/Sgt.	Batson	Allen	L.	615th
RWG	S/Sgt.	Johnson	Russell	W.	615th
42-39873					
P	1st Lt.	Kaminski	Vincent	J.	615th
GP	1st Lt.	Mallon	Richard	W.	615th
N	1st Lt.	Hildinger	Lawrence	J.	615th
B	2nd Lt.	NIX	Robert	F.	615th
RG	T/Sgt.	Cheathan	Elmer	F.	615th
TT	T/Sgt.	Draginis	Donald	L.	615th
BT	S/Sgt.	Keller	James, Jr.	F.	615th
TG	S/Sgt.	Powell	Gerald	J.	615th
LWG	S/Sgt.	Robideaux	Jay	W.	615th
RWG	S/Sgt.	Loadholt	Jay	T.	615th
DUTY	RANK	NAME (LAST)	FIRST	(MI)	SQUADRON
42-31012					

PLANE # 42-97073

DUTY	RANK	NAME (LAST)	FIRST	(MI)	SQUADRON
ENG-	S/Sgt.	Tomboys	Ed	A.	615th
PNT-	1st Lt.	Past	Edwin	A.	615th
CP -	2nd Lt.	Ledray	Vincent	L.	615th
H1 -	2nd Lt.	Hirsch	Bernard	M. H.	615th
H2 -	2nd Lt.	Walsh	James	V.	615th
RO -	V/Sgt.	Casner	Charles	F.	615th
TT -	T/Sgt.	Romano	Manuel	L.	615th
BT -	S/Sgt.	Lutzi	Frank	R.	615th
TC -	S/Sgt.	Thompson	Walter, Jr.	F.	615th
LWG-	S/Sgt.	Breenan	Lawrence	F.	615th
RWG-	S/Sgt.	Bunger	Alva	L.	615th

PLANE # 42-97664

P -	1st Lt.	Trimble	William	W.	615th
CP -	2nd Lt.	Shantz	Fred	L.	615th
H -	2nd Lt.	Lenke	Ber, is	L.	615th
B -	1st Lt.	Cury	Enver	C.	615th
RO -	T/Sgt.	Hackey	Jack	L.	615th
TT -	S/Sgt.	Tracey	Edward	(NMI)	615th
BT -	S/Sgt.	Schaeffer	John	E.	615th
TC -	S/Sgt.	Asbell	William	R.	615th
LWG-	S/Sgt.	Acker	Joseph	F.	615th
RWG-	S/Sgt.	Courtad	Paul	K.	615th

PLANE # 42-31983

P -	2nd Lt.	Knicht	Man	C.	615th
CP -	2nd Lt.	Wuegin	William	E. C.	615th
H -	2nd Lt.	Cummings	Lawrence	T.	615th
B -	2nd Lt.	Hughes	Harold	E.	615th
RO -	S/Sgt.	Heber	Bernard	J.	615th
TT -	T/Sgt.	Sarker	William	D.	615th
BT -	S/Sgt.	Mackowiak	William	E.	615th
TC -	S/Sgt.	Facely	Charles	L.	615th
LWG-	S/Sgt.	Wilson	Charles	J.	615th
RWG-	S/Sgt.	Cope	Frederick	L.	615th

Handwritten note:
 See 10
 that get it

PLANE #	RANK	NAME (LAST)	FIRST	(MI)	SQUADRON
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TC 1st Lt. Mitchell Lewis A. 615th

I* ...
 LO ...
 SUBJECT: ...

VVE - ECV - ISS - VLO - 02A
 OFFICE OF THE DELEGATED OFFICER
 BOTH MEMBERS AND THEIR SUPERVISORS (H)
 SIX MEMBERS AND THEIR SUPERVISORS (H)

2-2

OPERATION

T DATE 19 APRIL 1944
 PERIOD 0630-1500 HRS
AG P BR HQ SOS 2-44/65M/22929

Corrections to forecast : Winds

06 degrees East to Target

A Base to Target
1 WEATHER Cloudy with Base
Mist becoming Fog
Cloudy.

2 Nil to 3/10 Strat
base 2-3000ft. to
4000ft. increasing
2-4/10 over Target

CLOUDS Nil to 3/10 Altocumulus
or High Altostratus thin
at 12,000ft. becoming
Nil over Target.
5-7/10 Fine Cirrus above
2,000ft. decreasing to
2-4/10 over Target.

3 ICING 5000ft Nil becoming
6500ft.

4 VISIBILITY 1000-2000 yds small
patches below 500yds
becoming 6 miles plus
at 1000ft.

SFC	040	10
5000	070	10
10000	120	10
15000	200	15
20000	240	20
25000	250	20
30000	270	25

24,000ft. increasing to
3-5/10

Nil Middle Cloud becoming
3-5/10 Altocumulus
and Altostratus at
12,000ft over Base
Tops 14,000ft.
3-5/10 Fine Cirrus above
24,000ft. becoming 6-
8/10 Cirrostratus base
22,000ft over Target.

6500 ft. Nil

6500ft becoming 5000ft.
Nil

6 miles Plus

6 miles plus becoming
3-5 miles at surface
over Target.

HEIGHT	DIRECTION	VELOCITY	DIRECTION	VELOCITY	DIRECTION	VELOCITY	DIRECTION	VELOCITY
SURFACE	<u>Base to</u>	<u>06 Deg. East</u>	<u>06 Deg East to Target</u>		<u>Temperatures</u>			
5000 FT	<u>190</u>	<u>10</u>	<u>040</u>	<u>10</u>	<u>plus 11</u>			
10000 FT	<u>240</u>	<u>10</u>	<u>070</u>	<u>10</u>	<u>plus 02</u>			
15000 FT	<u>270</u>	<u>10</u>	<u>120</u>	<u>10</u>	<u>-35</u>			
20000 FT	<u>310</u>	<u>15</u>	<u>150</u>	<u>10</u>	<u>-12</u>			
25000 FT	<u>330</u>	<u>15</u>	<u>180</u>	<u>15</u>	<u>-24</u>			
30000 FT	<u>340</u>	<u>15</u>	<u>200</u>	<u>15</u>	<u>-35</u>			
	<u>350</u>	<u>20</u>	<u>220</u>	<u>20</u>	<u>-48</u>			

BASE ALTIMETER SETTING 30.00in TARGET SURFACE TEMP plus 11 TARGET MEAN TEMP -07
 TEMP. AT 22,000 FT. -28 TARGET SURFACE (PRESSURE-ALT) -156 ft
 Target Sea Level Pressure 30.03 in. Plus Height of Target. ←

D
to
ing
ear-
ft.
Moderate Persistent
Contrails at 23,000ft.
And Above.

DECLASSIFIED PER ANNEX 45 005
 BY NA DATE 21/11/11

OPERATIONAL ROUTE FORECAST

DATE 19 APRIL 1944
 PERIOD 0630-1500 HRS
AG P BR HQ SOS 2-44/65M/22929

	A Bases to Target	B Target to Continental Coast	C Continental Coast to Bases	D
1 WEATHER	Cloudy with Haze and Mist becoming Partly Cloudy.	Partly Cloudy	Partly Cloudy becoming Cloudy.	
2 CLOUDS	Nil to 3/10 Stratocumulus base 2-3000ft. tops 4000ft. increasing to 2-4/10 over Target. Nil to 3/10 Altopcumulus or High Albestratus thin at 12,000ft. becoming Nil over Target. 5-7/10 Fine Cirrus above 24,000ft. decreasing to 2-4/10 over Target.	2-4/10 Cumulus base 2-3000ft tops 4000ft. Nil Middle Cloud 2-4/10 Cirrus 24,000ft. increasing to 3-5/10	2-4/10 Cumulus increasing to 3-5/10 Over England base 2-3000ft. tops 4000ft. Nil Middle Cloud becoming 3-5/10 Altopcumulus and Altopstratus at 12,000ft over Bases Tops 14,000ft. 3-5/10 Fine Cirrus above 24,000ft. becoming 6-8/10 Cirrostratus base 22,000ft over England.	NOTE Moderate Persistent XXXXXXXX Contrails at 23,000ft. And above.
3 ICING	5000ft Nil becoming 6500ft.	6500 ft. Nil	6500ft becoming 5000ft. Nil	
4 VISIBILITY	1000-2000 yds small patches below 500yds becoming 6 miles plus 1000ft.	6 miles Plus	6 miles plus becoming 3-5 miles at surface over England.	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	Bases to 06 Deg. East 190 10	06 Deg East to Target 040 10	Temperatures plus 11	
5000 FT	240 10	070 10	plus 02	
10000 FT	270 10	120 10	-35	
15000 FT	310 15	150 10	-42	
20000 FT	330 15	180 15	-24	
25000 FT	340 15	200 15	-45	
30000 FT	360 20	220 20	-48	

BASE ALTIMETER SETTING 30.00in TARGET SURFACE TEMP. plus 11 TARGET MEAN TEMP. -07
 TEMP. AT 22,000 FT. -28 TARGET SURFACE (PRESSURE-ALT) -156 ~~72~~
 Target Sea Level Pressure 30.09 in. Plus Height of Target. ←

DECLASSIFIED PER NN02152005
 BY JN NARA DATE 21/9/11

APR 21 1944

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

E- -1

20 April 1944

SUBJECT: Comments of Crews Participating in Mission to BOIS COQUEREL, France on 20 April 1944.

TO : Commanding Officer, Station 128, APO 557, U S Army

1. Lt Dempsey and crew, A/C 069, which aborted desire that a letter of appreciation be sent to Commanding Officer of pilot of P-47 that acted as their escort. P-47 had yellow nose, with marking BX-J.
2. Lt Post, A/C 073, stated pilot of A/C 440 lagged in speed and stalled out his wing ships.
3. Whole crew of A/C 873 desires lunches be carried if at all possible.
4. Lt Savage, A/C 891, suggests chute for chaff should be in window of floor behind ball turret, this would save chaff clogging the guns, waist gunners would throw it out. The radio operator at the target area is a very busy man between radio guns, chaff and taking pictures.
5. T/Sgt Raymond G Mehlmann, A/C 843 states camera blew fuse. This has happened several times before.
6. S/Sgt William E Mackowisk, A/C 983, requests that something be done about the six hour pass situation. Passes start at 1800 and men going to town have to return by bus leaving at 1945. Otherwise, only transportation is by foot. Rest of crew feel that 1945 is too early to start back. Sgt Mackowisk and S/Sgt Charles J Wilson commented that breakfast was poor again, powdered eggs were poorly prepared. Dinner was good.
7. Lt Stephens, A/C 037, states that Lt Savage, Navigator, as lead of "B" box did excellent job of weaving through flak avoiding all areas wherever possible.
8. Lt Bartley, A/C 478, suggests loose formation be flown prior to bomb run as was today's, enables a certain amount of evasive action to be taken.
9. Capt Garland, A/c 485, "Too much talk of VHF by Woodcraft Blue"/
10. Lt McDaniel, A/C 943, says candy or chocolate should be issued for short as well as long missions.
11. Lt Boller, A/C 591, "Don't load left nose gun so full, piled too high, bomb ardiers set pressed shells preventing feeding. S/Sgt Schair, says P-47's with orange cowling look like FW 190's (yellow nose) and came straight in.
12. S/Sgt Robinson, A/C 932, states silverware in mess hall is not cleaned properly, rest of crew concurs in this and says this condition has been reported

before. Crew also states flashlights are not furnished and haven't been for over a month. When getting up early in morning flashlights are needed. Lt Kelley states that as a rule no hot food is available when crew comes back from a late mission.

13. Lts Bingham and Stokes, A/C 151 "Would recommend after this, our A/C assigned as spares to other groups be briefed". Lt Tomlinson - "Proper maps should be supplied to our A/C assigned to fly as spares with groups who bomb other targets."

14. Entire crew, A/C 005 - "3 runs on target are two too many. If expected to fly with another Group, should be briefed". Crew of A/C 862 suggests one run over target only, not three.

15. Crew of A/C 904 - "Course going in could have been better, coming out, very good."

W. B. FRY
Major, AC
Group 5-2

HEADQUARTERS
AAF STATION 128
APO 557

20 April, 1944

SUBJECT: B-4 Combat Mission Report on Mission 20 April, 1944

TO : Commanding Officer, 1st Bombardment Division, APO 557
ATTN: Statistical Control Officer

1. The following Engineering failures were reported with the number of cases in parenthesis:

Supercharger Inoperative at altitude (1)
Flux Gat Compass Out (1) Heaters Inoperative (1)
Cylinder Head Temperature Gauge Out (1)

2. The following Armament failures were reported with the number of cases in parenthesis:

Amplidyne Motor burned Out (1)
Retrieving Rods Broken (1)

3. The following failures other than Engineering and Armament were reported with the number of cases in parenthesis:

None Reported.

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

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

A.P.O. 557
20 April, 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128, APO 557

1. Abortives.

None

2. Battle Damage.

a. 42-39932 - Small flak hole in bottom of right wing tip; Flak hole in bottom of fuselage right of ball turret, damaging longeron; Flak entered navigators compartment from bottom of fuselage, damaging stiffener and stringer and portable oxygen cylinder.

b. 42-31591 - Flak hole in bottom of left wing, puncturing tokio tank; Flak hole in leading edge of right wing, puncturing tokio tank; Two small flak holes near trailing edge of left wing, inner panel.

c. 42-31037 - Several flak holes in wings and ailerons causing skin and slight structural damage; Flak hole in bottom of fuselage, damaging longeron; Flak hole through right elevator; Two flak holes through vertical fin, damaging bulkhead.

d. 42-31072 - 2" flak hole in leading edge of right wing; Small flak hole in plexiglass nose section.

e. 42-32005 - Flak hole in bottom of right wing, puncturing outboard tokio tank; 3" skin tear in top of right wing, caused by flak; Left aileron torn by flak; Several flak holes in vertical fin and rudder; Small flak hole in left side of fuselage, beneath navigator's window; 2" flak hole in bottom of fuselage aft of ball turret and out right waist window.

f. 42-107151 - Several small flak holes in wings, causing skin damage only; Flak hole in plexiglass nose section.

g. 42-97440 - Several flak holes in wings damaging stiffener; 3" flak hole in right side of vertical fin; Several flak holes in horizontal stabilizer; 2" flak hole in right side of fuselage, at tail position; 2" flak hole in bottom of fuselage, near nose section.

h. 42-97478 - Several flak holes in wings and aileron; Large skin tear in bottom of fuselage, near nose section caused by flak; 3" flak rip in bottom of fuselage, forward of bomb bay.

i. 42-106992 - Flak hole in tail turret glass; Flak hole in fuselage forward of pilot; Flak hole in right flap at station 16.

j. 42-39943 - Flak hole in bottom of right wing just below leading edge near station 17; Flak hole in left elevator near station 168; Eight small flak holes in top left side of fuselage near station 3.

SUBJECT: Mission Summary Report (continued)

k. 42-31034 - Flak hole in bottom of left wing near station 4, out top; Flak hole in bottom of right horizontal stabilizer, near station 78; Flak hole in bottom of left bomb bay door cutting all bomb rack wires on left side in half; Flak hole in left side of fuselage near station 3a;

l. 42-31891 - Flak hole in bottom of left wing near station 24; Flak hole in bottom of right wing, near station 20; Flak hole in bottom of right wing just below leading edge near station 29, out top; Flak hole in right side of fuselage at station 6b; Flak hole in right side of fuselage near station 6h; Flak hole in leading edge of right horizontal stabilizer, near station 130; Flak hole in bottom of right horizontal stabilizer near station 112; Flak hole in right elevator trim tab; Flak hole in right side of vertical fin near station 10; Flak hole in top, right side of # 2 nacelle, near trailing edge.

m. 42-39873 - 2" flak hole through left wing, behind # 3 nacelle; Small flak hole in top of left wing tip; 4" flak rip in top of right wing; Several flak holes in horizontal stabilizer and elevators; Small flak hole through vertical fin; Small flak hole in right side of fuselage, above ball turret;

n. 42-97073 - Several flak holes in wings, damaging brace; 3" flak rip in bottom of right aileron;

o. 42-39904 - 2" flak hole in left side of fuselage, above navigator's window, damaging bulkhead; 2" flak hole in vertical fin; 2" flak hole in top of right wing; 6" flak rip in top of left wing, behind # 2 nacelle, damaging stiffener; 6" flak rip in top of left aileron.

p. 42-107092 - 4" flak hole in bottom of right wing; Large flak hole through left wing, behind # 2 nacelle, damaging stiffener; 2" flak hole in bottom of left wing, outer panel; 3" flak hole in bottom of left wing, inner panel; 3" flak hole through left elevator.

q. 42-31069 - Large flak hole through # 4 nacelle and into leading edge of wing, damaging supercharger, oil cooler and structure; 3" flak hole through left and out right side of fuselage near tail; Flak hole in # 2 air duct.

r. 42-37843 - Two flak holes in bottom of left wing, outer panel; 2" flak hole in top of left wing, behind # 2 nacelle; 2" flak hole in bottom of right wing, right of # 4 nacelle; Small flak hole through left and out right side of fuselage, near tail.

s. 42-31485 - Numerous flak holes through wings and horizontal stabilizer; 6" flak rip in bottom of fuselage; 2" flak hole through right and out left side of fuselage, at radio room 2" flak hole in right side of fuselage, beneath navigator's window.

t. 42-31983 - 3" flak hole in bottom of left wing, outer panel; 2" flak hole in bottom of right wing inner panel; Large flak hole in left side of vertical fin; 3" flak hole in right side of fuselage, beneath stabilizer.

TOTAL NO. OF A/C	MAJOR DAMAGE	MINOR DAMAGE	BY FLAK
20	1	19	20

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

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

A.P.O. 557
20 April, 1944

SUBJECT: Armament Narrative, Mission No. 52 , 20 April, 1944

TO : Commanding Officer, 401st Bombardment Group (H)
APO 557, US. Army.

<u>A/G No.</u>	<u>Gun Position</u>	<u>Malfunction</u>	<u>Personnel or Equipment</u>
42-51072	Chin Turret	Amplidyne Motor burned out in azimuth.	Equipment

BOMB RACK MALFUNCTION

Negative bomb rack malfunction report is submitted for the mission of 20 April, 1944.

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

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

20 April 1944

SUBJECT: Battle Damage Report

TO: Group 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.
42-97487	1. Negative.
42-106992	1. Flak hole in tail turret glass 2. Flak hole in fuselage in front of pilot 3. Flak hole in right flap station 15.
42-31502	1. Flak hole in left horizontal stabilizer near station 208.
42-39943	1. Flak hole in bottom of right wing just below leading edge near station 17. 2. Flak hole in left elevator near station 168. Interax Out top. 3. Eight small flak holes in top left side of fuselage near station 3.
42-31004	1. Flak hole in bottom of left wing near station 4. Out top. 2. Flak hole in bottom of right horizontal stabilizer near station 78. 3. Flak hole in bottom of left bombay door, all bomb rack wires on left side cut in half. 4. Flak hole in left side of fuselage near station 3a.
⁸⁹¹ 42-31007	1. Flak hole in bottom of left wing near station 24. 2. Flak hole in bottom right wing near station 20. 3. Flak hole in bottom of right wing just below leading edge near station 29. Out top. 4. Flak hole in right side of fuselage at station 6b. 5. Flak hole in right side of fuselage near station 6h. 6. Flak hole in leading edge of right horizontal stabilizer near station 130. 7. Flak hole in bottom of right horizontal stabilizer near station 112. Out top. 8. Flak hole in right elevator trim tab 9. Flak hole in right side of vertical fin near station 10. 10. Flak hole in top right side of # 2 nacelle near trailing edge.