

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

A.P.O. 557
 28 May, 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128, APO 557

1. Abortives.

a. Airplane No. 42-107039 - Returned early because excessive oil from # 4 engine was pouring on the exhaust and burning. The propeller would not feather but the engine was cut-off and wind-milled until the airplane reached the base. Further inspection showed that # 8 cylinder was cracked completely around the base and allowed the engine oil to flow out.

2. Battle Damage.

a. 42-31081- Two flak hole in left side of elevator; Small flak hole in top of left wing, outer panel; 20mm through leading edge of left horizontal stabilizer and out elevator, stabilizer and elevator change necessary.

b. 42-107043 - Small flak hole in left side of fuselage, beneath Navigator's window; Small flak hole in bottom of fuselage, near station 3; 10" flak rip in top of right elevator.

c. 42-31983 - 3" flak hole in leading edge of right horizontal stabilizer, damaging main spar and stringers; Cal. 303 hole through left wing, behind # 1 nacelle, puncturing # 1 main fuel tank and damaging flap; Cal .303 hole through left wing, damaging feeder tank and # 7 tokiu tank; Cal. 303 hole through fuselage, near station 9, damaging oxygen system.

d. 42-107092 - 2" flak hole through left elevator trim tab; 3" flak hole in leading edge of right wing, outer panel.

e. 42-102674 - 3" flak hole through right wing, near tip; 2" flak hole in bottom of right wing, outer panel; 3" flak hole in bottom of left wing, outer panel damaging main front spar; 20mm hole through ball turret; 2" flak hole in main entrance door.

f. 42-102468 - Cal .303 hole in right side of fuselage, above Navigator's window; Cal. 303 hole through vertical fin, near station 7; Cal 303 hole in left side and out bottom of fuselage, near tail.

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

A.P.O. 557
28 May, 1944

SUBJECT: Armament Narrative on Mission 28 May, 1944

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

1. The following Armament malfunctions were reported at the conclusion of the mission of 28 May, 1944.

<u>A/C No.</u>	<u>Gun Position</u>	<u>Malfunction</u>	<u>Personnel or Equipment</u>
42-102468	Ball Turret	Elevation Power Clutch went out. Ground check re- vealed no malfunction.	Personnel

BOMB RACK MALFUNCTIONS

Negative bomb rack malfunction reports submitted for the mission of 28 May, 1944.

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

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

D-G-1

28 May 1944.

SUBJECT: Comments of Crews Participating on Mission to Dessau, Germany,
 28 May 1944.

TO : Commanding Officer, Station 128, APO 557, U.S. Army. (Thru
 Lt. Col. B. K. Voorhees and Lt. Col. A. C. Brooks.)

1. Capt. Fred D. Grinham, Pilot A/C 2483 was of the opinion that the
 94th CEW leadership today was exceptionally poor.

2. Lt. Edwin A. Post, Pilot A/C 2674 and Lt. Elmer C. Gillespie,
 Pilot A/C 1730, were very critical of the fact that a second run was made
 over the target.

Call Col. Voorhees on this
 3. Lt. Edwin A. Post, Pilot A/C 2674, whose BTG was fatally wounded by a
 20 mm. shell over the target and subsequently died just before reaching
 England, had the following comments to make as a result of experiencing this
 emergency:

- a. One interphone outlet in the Radio Room is not enough when an em-
 ergency occurs.
- b. Cord provided for heated blanket is not nearly long enough,
 and for this reason it was very difficult to provide comfort
 for the fatally wounded man.
- c. Some sort of strap or other arrangement should be provided for
 attaching the new type oxygen bottle to the person of the crew
 member.

4. S/Sgt. Lawrence F. Brennan, LWG A/C 2674 stated that friendly es-
 cort, especially P-38's still point their noses at bomber formations.

5. Lt. William H. Ballenger, Co-Pilot A/C 7092 was extremely critical
 of the fact that S/Sgt. William McIntyre, who flew as his Bombardier, was
 scheduled to do a tour of guard duty tonight, and didn't even have time to
 eat or shower after the mission.

6. Lt. Dan C Knight, Pilot A/C 1083 thought the formation climbed
 too fast and even flew too fast when straight and level. Lt. Ralph B. Malone,
 Navigator this A/C thinks food should be ready to be served as soon as crews
 finish interrogation.

7. Some crews reported that friendly escort was noticeably lacking during the time attacks were occurring. Key Group personnel present at the interrogation were of the opinion, as was Major Leon Stann, Group Leader, that this apparent lack of support might well be due to the saturation tactics employed by the enemy. Dog-fights were observed in the target vicinity, and friendly fighters apparently had all they could cope with.

W. B. PRY,
Major, A. C.,
Group S-2 Officer.

DISTRIBUTION:

- 1 cy - Col BORMAN
- 1 cy - Lt Col VOORHIES
- 1 cy - Lt Col BROOKS
- 1 cy - Major MAUPIN - 012
- 1 cy - Lt Col BROWN - 013
- 1 cy - Major HINKLE - 014
- 1 cy - Lt Col SHAWHILL - 015
- 1 cy - Capt HUNT - Sp Eng ←

from 2-3

10: Copy from [unclear]

Engineering

LOW BOX 94TH CIB

Combat Flight Leader MAJ STANN Date 28 May 1944
 Deputy Flight Leader CAPT DAILEY
 Group Call Sign _____ Fighter Call Sign _____
 Ground Control _____

~~612~~ SQDN

612th SC JABWOCK
 613th IW MACRO
 614th IW GOLFCUB
 615th IY BUZZARD

HESS (STANN)

IN C 1081 ✓

MC CORD DAILEY
~~ABORT~~
 SC H 7059 SC B 1682 ✓

WEST

SC G 1054

ASHERTON GARTER
 SC R 2595 ✓ SC L 9837

ditched

615 SQDN

GRINHAM

IY G 2468 ✓

KAMISUKI
 IY H 7075

POST
 IY M 2674 ✓

615 SQDN

VIRHNEY

IN B 7043

WINDHAM
 IN G 2644

HANNICH
 IN E 7008

landed

KLING

IY G 1985 ✓

SCHARFF

IN L 2581

OSBERNIGHT

IY E 7092 ✓

GILLESPIE

IY B 1750 ✓

PROZ

IN Q 2580

HEX KEITH

IN R ~~2581~~ 7344

SPARES

WELLS

SC K 1087

MYRTTUS OPIE
 SC H 7811 IN J ~~1087~~
 RETURNED. 344

SPARE LEAD SC P 1801
 GND SPARES IY R ~~7344~~ 843
 IN H 9832

674 - OK.

468 - OK.

393 - Vacuum pumps out

081 - AFCE out PDI wait Center

983 - #1 Eng still Runs hot

462 - OK,

092 - #3 oil Pres. down to about 50
Incr boost on all Eng. 42" Hg
at 2400 R.P.M.

730 - Flaps creep #2 Eng will only
draw 2400 R.P.M.

#3 Eng. #4 Eng. cracked at base.

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

28 May 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
42-31662	<ol style="list-style-type: none">1. Flak hole in left side of fuselage at station 6, entered radio room through right side of bulkhead # 5 & out right bombay door.2. Flak hole in # 1 nacelle, 3 o'clock. Oil tank change.3. Flak hole in left side of fuselage station 6j.4. Flak hole in bottom of left horizontal stabilizer near station 94.5. Flak hole in left elevator near station 626. Flak hole in right side of fuselage station 6b. Out left side at station 6d.7. Flak hole in top of left wing, trailing edge near station 24.8. Flak hole in top left side of fuselage near station 5e.
42-102393	<ol style="list-style-type: none">1. Flak hole in left wing outer panel station 22.2. Flak hole in vertical stabilizer station 5 midway.3. Flak hole in belly of ship at station 11a.4. Flak hole in # 1 oil cooler fairing.5. Flak hole in left life raft release inspection plate.

Herbert O. Kimmel
HERBERT O. KIMMEL
1st Lt, Air Corps
Engineering Officer

ARMAMENT MALFUNCTION REPORT 28 MAY 1944

A/C# GUN POS, MALFUNCTION REPORTED PERSONELL OR EQUIPMENT

674 - R waist, *Linker broke while firing under attack, due to improper locking by ammunic.*

| T turret, *Check junction, lot, operator erratic or altitude*

468 - Ball turret elevation gear *to* ~~to~~ *clutchout.*

983 - O.K.

730 Radar, *certific panel B-1799, SNAFU.*

ARMAMENT MALFUNCTION REPORT 28 MAY 1944

A/# 42-102468 ~~THE/ELEVATOR~~ THE ELAVATION POWER CLUTCH BALL TURRET WENT OUT AT ALTITUDE. THIS TURRET CHECKED OUT O.K. ON THE GROUND.

THERE ~~WAS~~ WERE FIVE SHIPS ON THIS MISSION EQUIPED WITH THE ALL ELECTRIC BOMB RELEASE SYSTEM.

983 - Check Elev Clutch (Check H6)
043 - O.K. Eng.
092 - O.K.
730 - O.K.
662 - Check gear on H6-A mech!
Make knots to repair Air Gun.
674 O.K.

A/# MALFUNCTION REPORTED PERSONNEL OR EQUIPMENT

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
OFFICE OF THE OPERATIONS OFFICER

29 May 1944

SUBJECT: Leader's Narrative, Mission # 77, 28 May 1944.

TO : Commanding Officer 401st Bombardment Group (H)

1. The 401st Group furnished the low box of the 94th CBW.
2. Assembly was as briefed. The 401st was completely formed and in wing formation approximately ten minutes before the wing departed the field.
3. The route over England was as briefed although we were approximately 3,000' below briefed altitude at each point.
4. The 401st low box climbed on course over the channel and proceeded on course as briefed when it reached enemy territory.
5. The wing held a fairly good formation over the continent although it was only with difficulty that the low and high groups were able to stay in. The lead group seemed to be going too fast.
6. Very little flak was encountered up to the I.P. At the I.P. flak was moderate but accurate. The flak continued up to and beyond the target.
7. At the I.P. the wing uncovered for the bombing run. As soon as the bomb bay doors were open the wing was attacked by a great number of enemy fighters. On the first attack approximately seventy five mixed types of fighters attacked at once. The fighter attacks continued in lesser numbers up to the target.
8. Since the lead box swung a wide arc from the I.P. to the target and the low box continued on a straight course the low box got over the target first. No one bombed the primary target on the first run. Upon command of the wing leader the wing made another run on the target. This time the low box able to drop its bombs with good results.
9. Since the lead and high boxes did not drop at the primary they proceeded to the secondary. By this time the low box fell behind. The lead and the high bombed at the secondary and proceeded on course toward the home base. The low box finally caught up after about thirty-five or forty minutes. Another box filled into the low box position so the wing came back as a four box wing.
10. The wing proceeded home on course as briefed with the exception that it climbed up to 24,000' on departing the enemy coast.

11. The wing dispersed at Clacton and proceeded back to the home base. A normal landing was made.

12. Since the fighter attacks were so heavy the low box lost four due to fighter attacks. The other two ships which were lost are presumed to have gone down due to flak damage.

13. Almost all of the ships were damaged by flak and twenty milimeter shells. One flak damaged ship landed away from the base.

LEON STANN
Major Air Corps
Low Box Leader.

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
OFFICE OF THE OPERATIONS OFFICER

R-C-1

28 May 1944

SUBJECT: Operational Narrative, Mission No 77, 28 May 1944 (Low Box).

TO : COMMANDING OFFICER, 401st Bombardment Group (H).

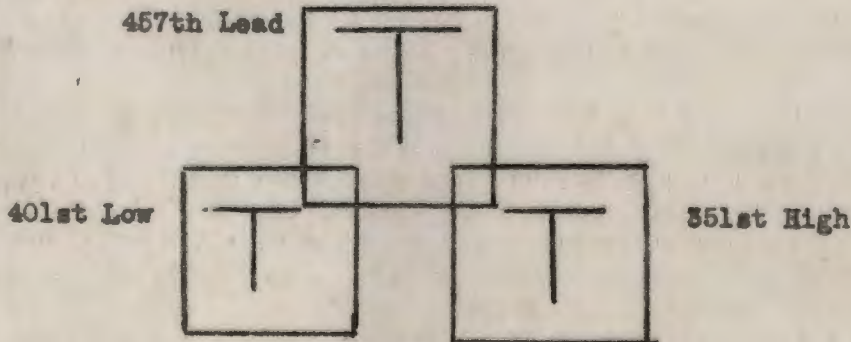
1. GENERAL NARRATIVE: The 401st Group furnished twenty one (21) aircraft, including three (3) spares, for the low box of the 94th Combat Wing. Takeoff and assembly were normal. For a description of the route in, bombing run, and route out, refer to the Box Leaders narrative and the Navigator's log.

2. AIRCRAFT NOT ATTACKING: Four ships returned early. Three were spares and one was an abortive. The abortive was due to mechanical failure.

3. AIRCRAFT LOST: Enemy fighter opposition was intense and determined for approximately forty-five minutes in the target area. Attacks were reported by all types of enemy aircraft; ME109's, ME110's, ME210's JU88's and FW190's. Attacks were made in large numbers and from various headings, tho many attacks were from 2 o'clock high. Flak over the target was intense and accurate. Seven ships were lost, but one crew ditched in the channel and is safe. Of the six crews and aircraft missing, two were report lost to flak and four to enemy fighters.

4. FORMATIONS:

- a. Takeoff and cruise (diagram attached).
- b. Over the target (diagram attached).
- c. 94th CBW formation:



5. RESULTS: Bombing was visual on the primary. Results are not yet appraised.

ALLISON C BROOKS,
Lt Col, Air Corps,
Operations Officer.

MAJOR STANN

28 May 1944

Combat Flight Leader CAPT. DAILEY Date _____

Deputy Flight Leader _____

Group Call Sign _____ Fighter Call Sign _____

Ground Control 612

SQDN
HESS (STANN)

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

~~001~~

MC CORD

DAILEY

401ST LOW BOX
Formation at Take Off
and Cruise.

~~039~~

(Abort)
WEST

~~008~~

~~004~~

ATHERTON

GARTER

~~003~~

~~007~~

615

613

SQDN
GRINHAM

SQDN
FITCHETT

~~468~~

~~045~~

KAMINSKI

POST

WINDHAM

HAMMOND

~~073~~

~~074~~

~~467~~

~~009~~

KNIGHT

SCHARFF

~~003~~

~~581~~

OCHSENHIRT

GILLESPIE

PROTZ

KEITH

~~092~~

~~780~~

~~580~~

~~557~~

SPARES

WELLS

~~007~~ (Returned)

MYRTETUS

OPIE

~~811~~

~~544~~

(Returned)

(Returned)

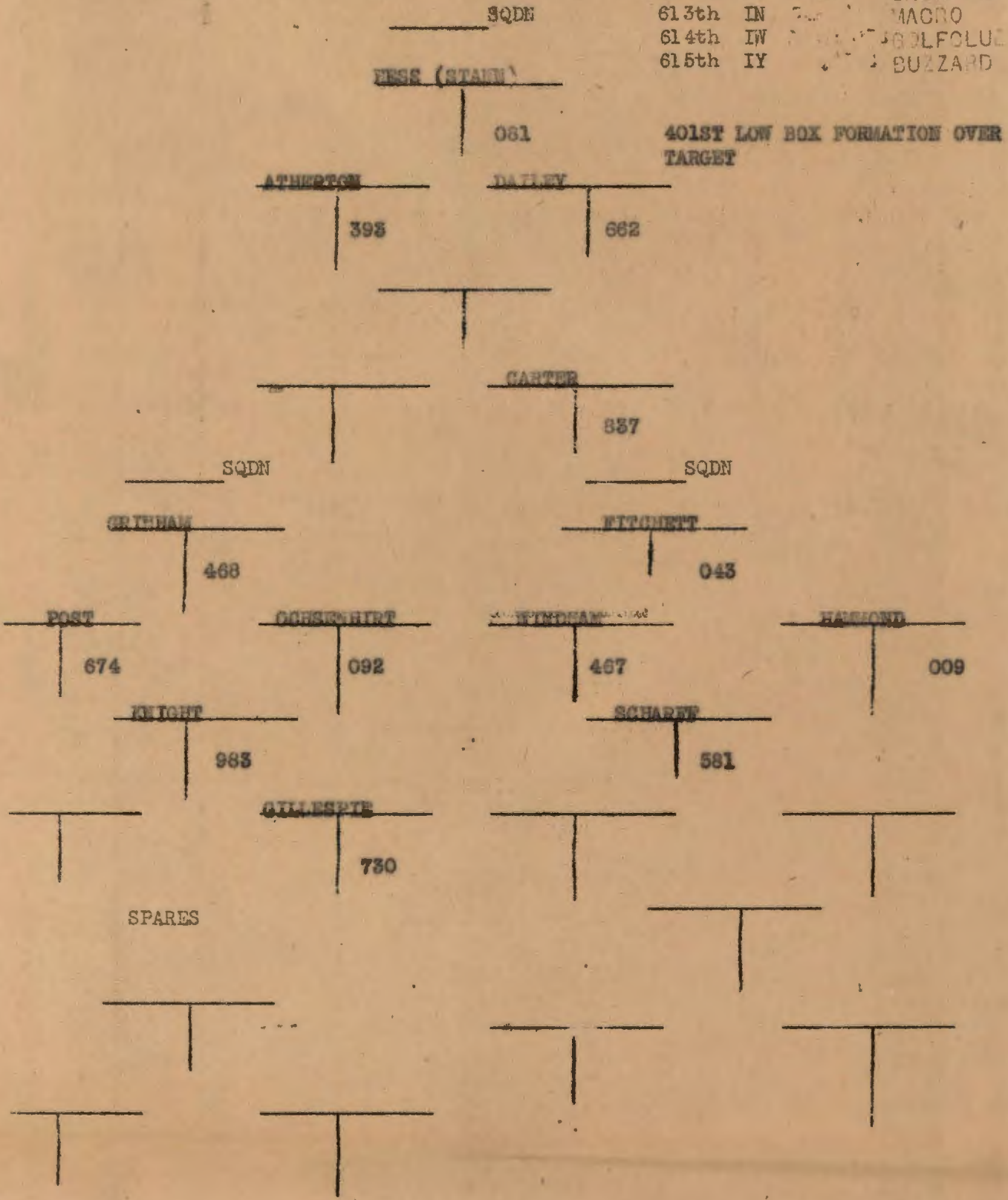
Combat Flight Leader: MAJ STANN 28 May 44
 (Date)

Deputy Flight Leader: CAPT DAILEY

Group Call Sign: _____ Fighter Call Sign: _____

Ground Control: _____

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



HEADQUARTERS
 401ST BOMBARDMENT GROUP (H)
 APO 567, US ARMY

29 May 1944

SUBJECT: Statistical Summary, 401st Group, Mission of 28 May 1944.

TO : Commanding Officer, 401st Bomb Group, APO 567.

STATISTICAL SUMMARY OF AIRCRAFT ATTACKING

Number of A/C Taking Off.....21
 Number of Spares..... 3
 A/C Taking Off Less Unused Spares.....18
 Number of Sorties (E.B.T.).....17
 A/C Returning Early (Not E.B.T.)..... 1
 Number of A/C Attacking.....18
 Number of A/C Not Attacking..... 5

Number of A/C Lost:

B/A - 4
 Flak & Fighters - 1
 Reason Unknown - 1

TABULAR SUMMARY OF DISPOSITION OF BOMBS OVER TARGET

	Aircraft		Num- ber	Type	Size	Bombs	
	Over Target	Bomb ing				Nose	Fusing Tail
Main Bombfall	18	12	120	500	RDX	1/10	1/40
Other Attacks (T.O.-Unknown)	1	1	8	500	RDX	1/10	1/40
Total Bombs on Targets			128	500	RDX	1/10	1/40
Other Expenditures			42	500	RDX	1/10	1/40
Bombs Returned			40	500	RDX	1/10	1/40
Total (Loaded on A/C Taking Off)			210	500	RDX	1/10	1/40

For the Operations Officer:

KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER28 May1944

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 1030 hours; Land at 1804 hours.b. Group formed at 1100 hours at 8000 feet.c. Formed CBW at 1200 hours at 12000 feet.d. Began climb at 1140 hours; reached alt. at 1300 hours.

e. Weather encountered over England:

(1) Clouds 0 / 10th - Visibility 20 miles.(2) Wind at altitude 252 degrees, 18 Knots.f. Means of navigation over England. Pilotage, Gee, Radio.g. Means of checking Metro Winds Pilotage, Gee.h. Joined task force at 1210 hrs. at Great Yarmouth
(Splasher, City, Coord.)i. English Coast out at 1210 hrs.; Enemy Coast in at 1248 hrs.

j. Fighter Rendezvous:

(1) Going in 1245 hrs.(2) Coming back 1405 hrs.

k. Wind used for bombing:

(1) 252 degrees, 18 Knots.(2) Determined by Pilotage
(Method)

l. Bomb run and Method of Target Identifications:

(1) Reached IP at 1409 hrs.(2) Mag. heading over target 265 degrees.(3) Altitude over target 23500 feet.(4) Bombs away at 1430 hrs.

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

Visual Haze with smoke.

m. Gee; Scu. 6/10, tops 15000

(1) Coordinates of furthest fix 50-48 N. 03-30 E.(2) Obtained at 1655 hours.

n. Difficulties encountered with special equipment.

COMMENTS:

C. W. BRYANT
1st Lt., A. C.
Lead Navigator
SIGNATURE

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNC.	MAC. HDNC.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS. MPH. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
1312				81	Lead group changing course too often to get accurate wind										
1326 1318 1/2	104	/3	107	101 114	52-32N 07-37E		150	20500 -18							
1321				101	A.P. 52-40N 07-56E and 52-27N 07-57E		150	20500							
1326				101	52-32N 07-57N cavu 20f, sc 2/10th 1500 no contrails		150	20600							
1330	77	/1	96	102	Flak 6 o'clock level A.P. 52-35N 07-21E Runways have been repaired					32	11 1/2				
1339	85	/1	86	92	52-37N 09-12E Wind 252/18		155 135	21700 -20				213	32	09	
1352				86	1400 smoke pots in vicinity 52-27N 09-12E 52-45N 10-42E										
1403				150	52-24N 11-18E		155	24000							
1407				195	1407 10-20 Me 210										
1409					I.P. 2' R Madgeburg. Flak over Madgeburg, light, accurate.										
1422 1/2	86	-2	84	85	Over target. haze & smoke, sc 6/10 @ 15000 1418 - 210's, 20-40 Bernberg, flak moderate, accurate					1420					fighter from 1 o'clock, 3 o'clock
1430				265	BOMBS AWAY										
1432					1437 Me109's - 8		150	23500 -22							
1436				135	Smoke pots Hessa and Wittenburg					1435					5 planes missing
1445				184	51-50N 12-50E		170								
1457				258	Smoke pots Leipzig	1454 A.P. -									black smoke on N of E-W runway
1505				260	50-33N 11-41E Barrage balloons over large dam and power plant		150	18500							Cava with haze 20f
1522		/2		270	51-10N 13-00E B-17 losing alt. at least 7 'chutes.		152	18500							
1530	251	-6	257	262	50-31N 10-25E -Hammond fired green flare		152	19600	179			166	138	50	1620
1555	260	-3	257	262	50-20N 08-30E Wind 133/11 Big fire vicinity RR yards at Frankfurt		150	19600	179			184	61	20	1615
1615	287	-10	277	284	50-05 N 06-55E. p-38's here		155 135	20400 -18							
1638	284	-2	282	291	50-32N 05-15E Wind: 233/42 Coxyde A.P. South of Ostend has been repaired.							160	173	1:05	1720
1646	289	-7	282	290	50-38N 04-36E Wind 181/24		150	22000 130 -21				194	77	24	1710
1655				290	50-48N 03-50E										
1710				307	Enemy Coast 51-08N 02-43E Haze, 8-10/10 @ 15-20000 1716 IFF on & checked							183	22	08	1732
1732	304	-4	300	310	English Coast 51-58N 01-22E		170 147	10000	148			146	77	32	1804
1800					Base										
1804					Landed										

VIII BOMBER COMMAND - PROPOSED OVERALL PLAN

TARGET

Primary DESSAU, GERMANY
 Secondary _____
 Last Resort _____

TRACK CHART
 DATE MAY 25, 1944

GREEN
ORANGE
 Route followed by BRIEFED COURSE
401st B.G. (H)



HEAVY 9 FW 190 ○
 LIGHT 4 ME 109 ○
 JU 88 ○
 ME 110 ○
 DO 217 ○

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 INITIALS _____
 DATE _____



HEADQUARTERS
401st Bombardment Gp(H)
APO #557, U.S.Army

29 May 1944

SUBJECT: Lead Bombardiers Narrative.

TO : Commanding Officer, 401st Bombardment Gp(H), APO 557, U.S.Army

1. The I.P. was over shot cutting down the bomb run and proper sychronization would not have been possible. Smoke and clouds covered the complete target area obscuring the MPI. It was decided to make a second run, the group turned and a heading of 265 Mag. was taken toward the target. Due to smoke and clouds, points in line with the MPI was used for sychronization then the crosshairs moved to the assigned MPI. Bombs awayat 1430 on a mag. heading of 265 degrees. Bomb should hit the assigned MPI.

ROBERT W. ROWE
1st Lt, Air Corps
Lead Bombardier

W.D.
 A.C. Form
 12 E. Modified
 25-9-43, 8 BC APO 634

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER 1st Lt Rowe DATE 28 May 1944

PILOT 1st Lt Hess TAKE OFF _____

NAVIGATOR Lt Bryant AIRPLANE _____

ORGANIZATION _____ SQUADRON _____ GROUP 401st LANDED _____

OBJECTIVE Dessau, Germany (MPI) _____

INITIAL POINT _____

METHOD OF ATTACK _____ X
 Individual Flight Squadron Group Wing

NUMBER A/C IN GROUP 13 over Target COMPOSITE GROUP _____

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

DEFLECTION AND RANGE SIGHTING, GROUP _____ COMPOSITE GROUP _____

RANGE SIGHTING ONLY, GROUP _____ COMPOSITE GROUP _____

BOMBS, TYPES AND SIZES 500^{lb} TDX

NUMBER OF BOMBS LOADED 210 RELEASED 120

FUZING, NOSE 1/10 TAIL 1/40

SYNCHRONIZATION X
 On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target <u>190</u>	Mag Head, order <u>113</u>	Actual <u>265</u>
True Altitude above target <u>248000</u>	True Heading <u>241</u>	
Ind. Altitude <u>24000</u>	Drift, Est. <u>21</u>	Actual <u>21</u>
Pressure alt of target <u>-238</u>	True Track <u>243</u>	
Altimeter setting <u>29.922</u>	Actual Range <u>10966</u>	
C.I.A.S. <u>150</u>	I.A.S. <u>150</u>	B.S. Type <u>B-9</u>
G.S., Est <u>231</u>	Actual <u>106</u>	Time of Release <u>1430</u>
Wind Direc. Metro <u>280</u>	Actual <u>252</u>	Intervalometer Setting <u>SAVLO</u>
Wind Veloc. Metro <u>272</u>	Actual <u>18</u>	Length of Bombing Run <u>45sec</u>
D.S. <u>128.2</u>	Trail <u>59</u>	ATF <u>41.70</u>
Stan. D.A. Est. <u>.46</u>	Actual <u>.46</u>	C-1 Pilot <u>Yes</u>
		Manual Pilot <u>A-5</u>

X
~~Individual~~ ~~Train~~ ~~Salvo~~ ~~Joint~~ ~~Formation~~

POINT OF IMPACT IF SEEN _____

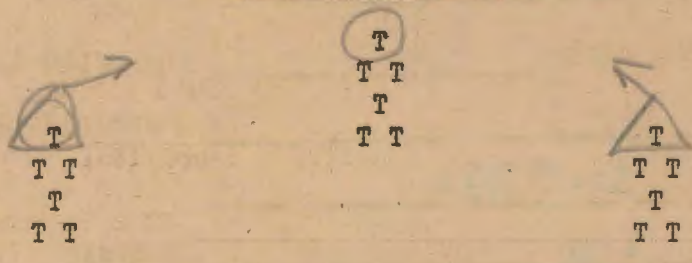
NAVIGATION DATA:

MEAN TEMP. METRO -01.5 ACTUAL -01.5

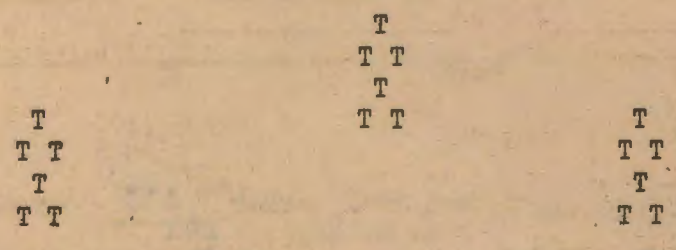
WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
5000						
10000	280	252	27 1/2	18	-25	-25
15000						
17000						
19000						
20000						
25000	---					
28000						
30000						

METHODS OF BOMBING



COMPOSITE GROUPS



Bombardier making complete sighting operation

Bombardier making range operation only

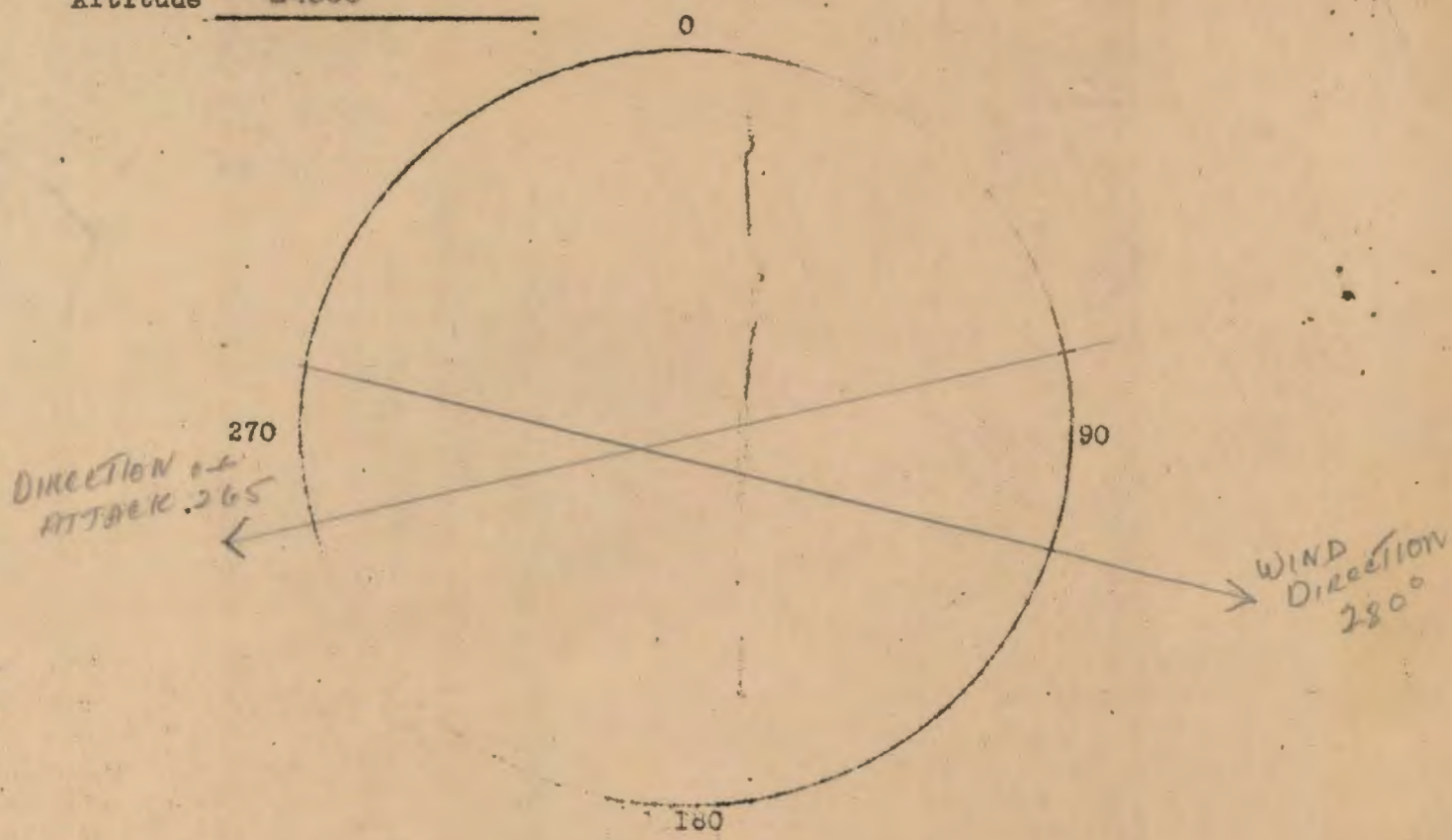
Bombardier dropping on leader, with arrow indicating leader's position.

BOMBARDIER'S INDIVIDUAL PLOT

Target Dessau, Germany

Method of Bombing Area

Altitude 24800



PLOT

Wind Direction 280

Wind Velocity 10K

Direction of attack 265

REMARKS - - - - -

Of the 17 a/c E.E.F. 12 a/c dropped 120x 500 #RD X bombs on Primary. 1a/c drop ed 8 x 500# RDX on unknown targets of opportunity in Germany (4 bombs at 52 40 -10 02R) and 2 bombs at 52 35 0925) and jettisoned 2 bombs in the Zuider Zee. 4 a/c were lost before the target, expending 40 x 500#RDX as a result.

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

A.P.O. 557
28 May, 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128, APO 557

1. Abortives.

a. Airplane No. 42-107039 - Returned early because excessive oil from # 4 engine was pouring on the exhaust and burning. The propeller would not feather but the engine was cut-off and wind-milled until the airplane reached the base. Further inspection showed that # 8 cylinder was cracked completely around the base and allowed the engine oil to flow out.

2. Battle Damage.

a. 42-31081- Two flak hole in left side of elevator; Small flak hole in top of left wing, outer panel; 20mm through leading edge of left horizontal stabilizer and out elevator, stabilizer and elevator change necessary.

b. 42-107043 - Small flak hole in left side of fuselage, beneath Navigator's window; Small flak hole in bottom of fuselage, near station 3; 10" flak rip in top of right elevator.

c. 42-31983 - 3" flak hole in leading edge of right horizontal stabilizer, damaging main spar and stringers; Cal. 303 hole through left wing, behind # 1 nacelle, puncturing # 1 main fuel tank and damaging flap; Cal. 303 hole through left wing, damaging feeder tank and # 7 tokio tank; Cal. 303 hole through fuselage, near station 9, damaging oxygen system.

d. 42-107092 - 2" flak hole through left elevator trim tab; 3" flak hole in leading edge of right wing, outer panel.

e. 42-102674 - 3" flak hole through right wing, near tip; 2" flak hole in bottom of right wing, outer panel; 3" flak hole in bottom of left wing, outer panel damaging main front spar; 20mm hole through ball turret; 2" flak hole in main entrance door.

f. 42-102468 - Cal. 303 hole in right side of fuselage, above Navigator's window; Cal. 303 hole through vertical fin, near station 7; Cal 303 hole in left side and out bottom of fuselage, near tail.

SUBJECT: Mission Summary Report (cont'd)

g. 42-31662 - Flak hole in left side of fuselage at station 6 entered radio room through right side of bulkhead # 5 and out right bomb bay door; Flak hole in # 1 nacelle, 3 o'clock; Oil tank change; Flak hole in left side of fuselage station 6j; Flak hole in bottom of left horizontal stabilizer near station 94; Flak hole in left elevator near station 62; Flak hole in right side of fuselage station 6b, out left side at station 6d; Flak hole in top of left wing, trailing edge near station 24; Flak hole in top left side of fuselage near station 5e.

h. 42-102393 - Flak hole in left wing outer panel near station 22; Flak hole in vertical stabilizer station 5 midway; Flak hole in belly of ship at station 11a; Flak hole in # 1 oil cooler fairing; Flak hole in left side life raft release inspection plate.

i. 42-31730 - 20mm entered behind tail gunners right window and out left side of fuselage, causing numerous small holes and damaging # 11 bulkhead; Cal. 303 hole through rudder; 2" flak hole in leading edge of left wing, just outboard of # 1 nacelle, and top of wing; Cal. 303 hole in bombardier's sighting glass.

<u>TOTAL NO OF A/C</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>	<u>BY FLAK</u>	<u>BY FIGHTER</u>	<u>BY FLAK & FIGHTER</u>
9	1	8	4	1	4

**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
 28 May, 1944

SUBJECT: Armament Narrative on Mission 28 May, 1944

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

1. The following Armament malfunctions were reported at the conclusion of the mission of 28 May, 1944.

<u>A/G No.</u>	<u>Gun Position</u>	<u>Malfunction</u>	<u>Personnel or Equipment</u>
42-102468	Ball Turret	Elevation Power Clutch went out. Ground check revealed no malfunction.	Personnel

BOMB RACK MALFUNCTIONS

Negative bomb rack malfunction reports submitted for the mission of 28 May, 1944.

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

SECRET

Form OO-Ann-2B

MISSION EXPENDITURES - AMMUNITION

(Div. or Comd) 1ST BOMB DIVISION

Operations No. 366

Date of Operations 28 MAY 4

Group	Bomb Type	FUZES				EXPENDED					AMMUNITION			PYROTECHNICS		
		Nose Fuze	Nose Delay	Tail Fuze	Tail Delay	Initial Load	On Target	Jet- s'nd	Unactd for	Retd	Cal.	Linkage	Linkage Ratio	Amount Expended	Type	Amount Expended
		3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
401ST	500-LB RDX AN-M64	AN-M103	1/10	AN-M101	1/40	210	128	2	40	40	.50	AP	STR	67430*	--	
* OF TOTAL ROUNDS EXPENDED, 56000 ROUNDS WERE EXPENDED ON 7 LOST A/C																

DECLASSIFIED PER ND 745003
BY 62 NARA DATE 1/22/11

Check one of the following:

Report complete _____

Supplement will follow _____

Reason for Supplement NO INFORMATION IS YET AVAILABLE TO DETERMINE
WHERE LOST A/C EXPENDED BOMBS BEFORE CRASH. ONE A/C LANDED AT
ANOTHER FIELD AND NO INFORMATION IS AVAILABLE ON AMMUNITION EXPENDED.

Additional Remarks _____

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

J-A-2

Reference Field Order 366.

28 MAY 1944

SUBJECT: Communications Report, Operational Mission No 77.

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>0</u>	Splashers	<u>9</u>
to other A/C	<u>1</u>	Fixed Beacons	<u>0</u>
2. HF/DF Bearings	<u>0</u>	Bunchers	<u>10</u>
3. MF/DF Fixes	<u>0</u>	6. Total A/C using Gee	<u>19</u>
4. Distress Action	<u>0</u>	Maximum Fix	<u>0551E 5238N</u>

SECTION TWO - REPORTED EQUIPMENT DEFICIENCIES

1. Liaison	<u>1</u>	5. Interphone	<u>0</u>
2. Command	<u>1</u>	6. Gee	<u>0</u>
3. VHF	<u>1</u>	7. IFF	<u>0</u>
4. Compass	<u>1</u>	8. Others	<u>0</u>

SECTION THREE - REMARKS

NAVIGATORS REPORTED GOOD TO EXCELLENT RESULTS WITH NEW
BUNCHER. 2 A/C REPORTED USING IT OVER THE ENEMY COAST

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

SS Form 90

S-2 STATISTICAL REPORT

Mission of 28 May 1968

Time of Operation 2050

Target BRUNN

Telephone No. 1-2 2350

(1) Designation of Group 401st

(2) Total No. of A/C
airborne, incl. spares 23

(3) Total No. of A/C
Dispatched 21

(4) No. of A/C Attacking 13

(Target of Opportunity - 1)

(5) No. of A/C Dispatched
but not Attacking 8

Due to:

(a) Mechanical Failure 1

(b) Weather

(c) Enemy Action
(lost before target) 4

(d) Other (spares) 3

(6) No. of A/C Lost 7

Due to:

(a) Anti-aircraft fire

(b) Enemy fighters 5

(c) Flak and fighters 2

(d) Accident

(e) Reasons Unknown

(7) Times of Attack 1450

(8) Altitudes of Attack 25,000

(9) Bombs on Each Target (a) 120 (b) Size 500 (c) Type G.P.

target of opportunity 8 500 G.P.

(10) Personnel Casualties 4

Type:

(a) Number Killed 1

(b) Number Wounded 3

(c) Number Missing 0

(11) A/C Suffering Battle
Damage 10

Category:

(a) Minor 8

(b) Major 2

(c) Salvage

(12) Claims 10-2-12

(13) Leaflets

REMARKS: 2-500 G.P. (6255-0925)

6-500 G.P. (6340-1002)

LT. Paul R. Myers

Preparing Officer

OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 857
U. S. ARMY

D-6-1

28 May 1944.

SUBJECT: Enemy Opposition and Tactical Analysis Report on Mission to
Dessau, Germany, 28 May 1944.

TO : Commanding General, 1st Bombardment Division, APO 857, U.S. Army.
(Attention: S-2).

1. Approximately 200 E/A were encountered, in the most concentrated attack yet experienced by crews of this Group. Attacks lasted for 40 minutes, commencing just before the wing turned on the IP at 1409 hours, at (5200-1126K) and continuing in a continuous phase throughout the two bomb runs made by this Group. As many as 60 E/A came up in formation, flying abreast of the Group for a few minutes, then turning and attacking in formation, using saturation tactics. After making one pass, E/A would cue up and reform for more attacks. One E/A shot down by this Group crashed into his wingman and both blew up. In the later stages of the attack, E/A came in in twos and threes from all clock positions. S/E and Y/E enemy aircraft participated in what were reported to be equal numbers. Attacks were concentrated on the High Squadron of this Group which was low box in the 24th CGW, and the entire squadron was lost with the exception of the squadron leader. Crew reports indicate that almost all fire was 20 mm. Perfect coordination between AA fire and fighter attacks was apparent. AA fire ceased while fighters attacked and resumed when fighters reformed to right of our Group. Ceased again when fighters made succeeding passes.

2. Some crew reported that friendly fighter escort was not noticeable during the time attacks were occurring. Group leader, however, was of the opinion that the scarcity of support might well be due to the saturation tactics employed by the enemy. Dog-fights were observed in the target vicinity and friendly fighters apparently had all they could cope with.

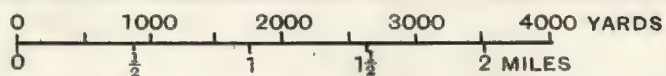
H. B. FRY,
Major, A. C.,
Group S-2 Officer.

Target No.
3 (f) 11

JUNKERS FLUGZEUG -
u. MOTORENWERKE A. G.

DESSAU
(GERMANY)

Illustration No.
3 (f) 11/12



(1 : 53,000) approx.

Photographed 13 March and 1 August 1942
Issued March 1943



A.I.3c (1)

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

D-G-1

28 May 1944.

SUBJECT: Comments of Crews Participating on Mission to Dessau, Germany,
28 May 1944.

TO : Commanding Officer, Station 128, APO 557, U.S. Army. (Thru
Lt. Col. B. E. Voorhees and Lt. Col. A. C. Brooks).

1. Capt. Fred D. Grinham, Pilot A/C 2463 was of the opinion that the
94th CBW leadership today was exceptionally poor.

2. Lt. Edwin A. Post, Pilot A/C 2874 and Lt. Elmer C. Gillespie,
Pilot A/C 1730, were very critical of the fact that a second run was made
over the target.

3. Lt. Edwin A. Post, Pilot A/C 2874, whose BTG was fatally wounded
by a 20 mm. shell over the target and subsequently died just before reaching
England, had the following comments to make as a result of experiencing this
emergency:

- a. One interphone outlet in the Radio Room is not enough when
an emergency occurs.
- b. Cord provided for heated blanket is not nearly long enough,
and for this reason it was very difficult to provide comfort
for the fatally wounded man.
- c. Some sort of strap or other arrangement should be provided for
attaching the new type oxygen bottle to the person of the
crew member.

4. S/Sgt. Lawrence F. Brennan, LNO A/C 2874 stated that friendly es-
cort, especially P-51's still point their noses at bomber formations.

5. Lt. William H. Ballenger, Co-Pilot A/C 7092 was extremely critical
of the fact that S/Sgt. William McIntyre, who flew as his Bombardier, was
scheduled to do a tour of guard duty tonight, and didn't even have time to
eat or shower after the mission.

6. Lt. Dan C. Knight, Pilot A/C 1983 thought the formation climbed
too fast and even flew too fast when straight and level. Lt. Ralph B. Malone,
Navigator this A/C thinks food should be ready to be served as soon as crews
finish interrogation.

7. Some crews reported that friendly escort was noticeably lacking during the time attacks were occurring. Key Group personnel present at the interrogation were of the opinion, as was Major Leon Stamm, Group Leader, that this apparent lack of support might well be due to the saturation tactics employed by the enemy. Dog-fights were observed in the target vicinity, and friendly fighters apparently had all they could cope with.

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

S E C R E T

Report on A.A. Gunfire.

401st BOMBARDMENT GROUP (H)

Target: Assign: . . . DESSAU Date of Mission 28 May 1944
 Bombed: . . . DESSAU

Route as Flown:- 1248 (5242-0438E) 1318 (5226-0718E) 1339 (5237-0912E)
1409 (IP) 1422-1430 (Target) 1530 (5031-1025E) 1635 (5032-0515E) 1710 (5108-0243E)

Weather conditions: (a) At target . 3/10 Strata + Cumulus - 15,000 tops . . .
 (b) En route . 1/10 Alto Cumulus to 2/10 Strata Cumulus 15,000
 Were our A/C "Seen" or "Unseen" targets? (a) At target . . . seen tops
 (b) En route . . . seen
 Any condensation trails? . No

Description of Flak at Target, including METHOD OF FIRE CONTROL

Flak at target area was moderate to intense and accurate. Perfect coordination between AA fire and fighter attacks. AA fire ceased while fighters attacked then resumed when fighters reformed to right of our Group. Ceased again when fighters made succeeding passes. Seven of our A/C were lost due to flak and fighters.

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

Observed -	1332 Dummer Lake,	20,000	- Meager to moderate,	good,	poor,	black,	tracking.
"	1359 (5230-1110E)	23,000	Meager	peer	"	"	"
Encountered	1407 (Magdeburg)	23,500	"	good	good	"	"
"	1418 (Bernsburg)	23,500	Moderate	"	"	"	"
Observed	1605 (5015-0738E)	20,000	Meager	poor	poor	"	"

Was CHAFF carried? . . . No

How discharged?

Position of Group Low Group

Details:-

up	A/C over enemy territory	A/C Damaged	A/C lost to Flak	Time over Target	Time of Bombs away	Axis of Height	Attack	Bomb Run
401	17	10	0	1420-1430	1430	23,500	265 M	2 min.

Lt. Myers.

BRIEFING NOTES for 28 May 1944.

TARGET: Your target ^{for} today ~~is~~ ^{is} the no. 1 priority target in Germany at this time of target. It is comprised of a complex of four individual targets as follows: A. The AERO-ENGINE FACTORY --Junkers engines(Ju-88) and jet eng(Me262)
B. the FACTORY AIRFIELD
C. the BOMBER AIRCRAFT ASSEMBLY FACTORY (see below)
D. THE INJECTION PUMP WORKS --engine injection for better performance

This complex is the center of the Junkers aero-engine and aircraft organization. As such, the works are primarily engaged on design of new aircraft and aero-engines, production of prototypes and development and experimental work on existing models as well as setting up production series.

Your MPI is located in the AIRCRAFT ASSEMBLY FACTORY. This factory has been established since 1910 and has grown very large since that time producing all known types of Junkers aircraft. You are familiar with their Ju-52, Stuka, JU-88(the fighter), Ju-188, Ju-290, etc. After the new models are successfully tested here they are ~~then~~ passed to other Junkers plants for mass production. All assembly details are first worked out at this parent factory and thus eliminates all the bugs common to mass production.

You will see from the photographs the hugeness of the ~~intra~~ target area--total area being about 3000 X 1800 yds. and roughly rectangular. SIX MPI's have been assigned to the three (#3) WINGS attacking and should provide ample coverage and serve to cripple the whole efficiency of this great asset to the GAP. YOUR MPI is one of three final assembly shops.

(LEIPZIG)

SECONDARY TARGET: AIRFIELD about 5 Miles NE of (indicate). This target is producing Junkers Aircraft engines which are used in Ju-88's.

SECONDARY PFF --Indicate by pointer(Chemnitz) Industrial town, probably target Large Marshalling Yard.

LAST RESORT: Any military installation in Germany or Any A/D in occupied territory not adjacent to a populated area.

FRIENDLY ACTIVITIES**Indicate 40 A and 40 B wings' target.
2nd and 3rd Div's bombing in general area Magdeburg South of Leipzig(total 5 targets)

ROUTE AND FIGHTER ESCORT: 1 47's 1 38's (extra sweep Dummer lake(47's)
1 51's 1 47's (" " Liege(38's-straggler's)
1 51's 1 47's (" " St. Quentin (47's))

EPIBASCOPE PROCEDURE: PRIMARY 250000 chart
Night target Chart
Photograph
Perspective
SECONDARY VISUAL NIGHT TARGET CHART
Photographs

B. FLAK ROUTE: Cover very carefully(Dummer Lake, Nienburg, Celle, Oschersleben, Target area, Secondary and Sec. PFF) route out okay except for coast)

LAST MINUTE INTELLIGENCE

Possibly one South Bound convoy on the route back

SPECIAL INSTRUCTIONS:

- P/W Poop
- Tempest A/C over Europe
- Escape Aids(shoes, dog tags, photos, purses and kits,

DON'T MENTION THE TARGET !

JMH

Plane No. 42-31034

P	West, George E.	1st Lt.	612th
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 (NMI)	S Sgt	"
LWG	Russell, Hugh D.	S Sgt	"
RWG	Morini, Alfred J.	S Sgt	"

Plane No. 42-31087

P	Wells, Kenneth C.	1st Lt.	612th
CP	Guinn, Euin N.	2nd Lt.	"
N	Gelula, Warren (NMI)	2nd Lt.	"
B	Lingenfelter, Leo I.	2nd Lt.	"
RO	Bartlett, Edward M.	S Sgt	"
TTG	Larson, Robert D.	S Sgt	"
BTG	Convertino, Rico S.	Sgt	"
TG	Yeatts, Lawson K.	S Sgt	"
LWG	Price, William (NMI)	S Sgt	"
RWG	Chapman, William E.	Sgt	"

*Returned
Spare*

Plane No. 42-97811

P	Myrtetus, John W.	1st Lt.	612th
CP	Davis, Charles C. Jr	2nd Lt.	"
N	Edward, Thomas S.	2nd Lt.	"
B	Greer, Thyril J.	2nd Lt.	"
RO	Wyatt, Fred J.	S Sgt	"
TTG	Paine, Malcolm W.	Sgt	"
BTG	Brown, Clarence F.	Sgt	"
TG	Erisbin, Robert L.	Sgt	"
LWG	McClelland, George E.	S Sgt	"
RWG	Brotherton, Douglas F.	Sgt	"

*Returned
Spare*

Plane No. 42-31591

P	Opie, Kermit H.	2nd Lt.	612th
CP	Lahey, Edward A. Jr.	2nd Lt.	"
N	Schwartz, Joseph M.	2nd Lt.	"
B	Walke, Wallace W.	T Sgt	"
RO	Simmons, Arnold P.	T Sgt	"
TTG	Fleetwood, Gerald C.	T Sgt	"
BTG	Bodle, John F.	S Sgt	"
TG	Yantzie, Alvin Jr.	S Sgt	"
LWG	Brauer, Harry A.	S Sgt	"
RWG	Daniel, James P.	S Sgt	"

*Returned
Spare*

S-3

612th Bombardment Squadron (H)
401st Bombardment Group (H)
Office of the Operations Officer

28 May 1944

SUBJECT : Loading List

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

1. The following is a list of Combat Crews participating in today's mission:

Plane No. 42-31662

P	Dailey, Scribner C.	Capt	612th
CP	Stokes, Alexander C.	1st Lt.	"
N	Tomlinson, Harvey G.	2nd Lt.	"
B	Hutson, Wayman T.	1st Lt.	"
RO	Cohen, Waldon B.	T Sgt	"
TTG	Flynn, William B.	T Sgt	"
BTG	Sabel, Jerome (NMI)	S Sgt	"
TG	Sanders, Charles W.	S Sgt	"
LWG	Plate, Robert B.	S Sgt	"
RWG	Hagen, Charles T.	T Sgt	"

Plane No. 42-79837

P	Carter, Gerald F.	2nd Lt.	612th 0813471
CP	Johnston, Clayton A.	2nd Lt.	" 0438182 ✓
N	Locklear, Willard O.	F/O	" T124442
B	Deston, Lloyd C.	2nd Lt.	" 0761250
RO	Heinlon, John N.	S Sgt	" 37552941
TTG	Truax, Floyd A.	Sgt	" 35580337
BTG	Hardister, Stanford M.	Sgt	" 34607423
TG	Wepner, John L.	Sgt	" 36812463
LWG	Miller, Carl J.	S Sgt	" 34315734
RWG	Hafko, John (NMI)	Sgt	" 13084590

Plane No. 42-102393

P	Atherton, Jack (NMI)	2nd Lt.	612th
CP	Woods, Robert R.	1st Lt.	"
N	Fitzmaurice, Richard W.	2nd Lt.	"
B	Whaelan, John F.	2nd Lt.	"
RO	Giorgiani, Alex (NMI)	T Sgt	"
TTG	Sonnhalter, Robert T.	S Sgt	"
BTG	Grunstead, Daniel E.	Sgt	"
TG	Gray, William H.	Sgt	"
LWG	Smith, Gerald B.	S Sgt	"
RWG	Cox, Ronald D.	Sgt	"

Plane No. 42-107039

P	McCord, Richard D.	1st Lt.	612th
CP	McMurray, John R.	F/O	"
N	Abraham, Marvin C.	2nd Lt.	"
B	Dobrow, Irwin L.	2nd Lt.	"
RO	Kirkman, Charles C.	Sgt	"
TTG	Strickland, Z. D.	Sgt	"
BTG	Formalatre, Thomas J. Jr	Sgt	"
TG	Edmonds, Elroy (NMI)	Sgt	"
LWG	Peyreignene, Peirre V.	Sgt	"
RWG	Wetherbee, Thomas J. Jr	Sgt	"

Abort

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

28 May 1944

SUBJECT: LOADING LIST

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

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

<u>DUTY</u>	<u>RANK</u>	<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>MI</u>
<u>PLANE NO. 42-31081</u>				
AS	MAJOR	STANN	LEON	(NMI)
P	1st Lt.	HESS	CHARLES	F.
CP	2d Lt.	IRWIN	JAMES	R.
N	2d Lt.	BRYANT	CHARLES	W.
B	1st Lt.	ROWE	ROBERT	W.
RO	T SGT.	FAHNESTOCK	JAMES	E.
TT	T SGT.	HARP	MORRIS	O.
BT	S SGT.	GREGORY	DAYLIA	C.
EXX LNG	S SGT?	KLOIBER	STEPHEN	F.
RWG	S SGT.	CARPENTER	ARNOLD	H.
<u>PLANE NO. 42-107043</u>				
P	2d Lt.	FITCHETT	LAWRENCE	E.
CP	2d Lt.	CAMPBELL	BRUCE	M.
N	1st Lt.	PFEIFFER	LAWRENCE	W.
B	1st Lt.	SANCHEZ	LOUIS	T.
RO	T SGT.	BERGNER	MAX	H.
TT	T SGT.	PARSLOE	BERTRAM	(NMI)
BT	S SGT.	SASSI	ROBERT LOUIS	M.
TG	S SGT.	KEFR	ROBERT	V.
LNG	S SGT.	HANNABURY	RALPH	A.
RWG	S SGT.	KIELSEN	HAROLD	J.
<u>PLANE NO. 42-102580</u>				
P	1st Lt.	PROTZ	WILLIAM	F.
CP	2d Lt.	BARNETT	RICHARD	S.
N	F/O	STIEGEL	ALVON	J.
B	2d Lt.	BENNETT	SAM	B.
RO	T SGT.	WICKS	WAYNE	W.
TT	T SGT.	MORROW	JIM	K.
BT	S SGT.	BARTAK	FRANK	S.
TG	S SGT.	APPLEBY	JAMES	C.
LNG	S SGT.	REINHARDT	ALBERT	P.
RWG	S SGT.	CLIFF	GLENN	I.
<u>PLANE NO. 42-107009</u>				
P	2d Lt.	HAMMOND	WARDLAW	M.
CP	2d Lt.	LIVINGSTONE	ALEXANDER	R.
N	2d Lt.	WHITING	MYRICK	J.
B.	1st Lt.	GOBER	DENE	C.
RO	T SGT.	MUNCH	ELMER	C.
TT	SGT.	NOVAK	CLEMENT	W.
BT	S SGT.	O'BRIEN	JOHN	D.
TG	S SGT.	FETZER	ELMER	M.
LNG	S SGT.	FRIEDMAN	MAURICE	(NMI)
RWG	S SGT.	MARTINELLI	ALEXANDER	M.

PLANE NO. 42-581 102581

P	1st Lt.	SCHARFF	PAUL	F.
CP	2d Lt.	ECKERT	CHARLES	A.
N	1st Lt.	SCHWARTZ	BERNARD	(NMI)
B	2d Lt.	HOOVER	ROBERT	R.
RO	SGT.	STRONG	ROBERT	C.
TT	T SGT.	KARL	RICHARD	X.
BT	S SGT.	BEHELL	CHARLES	H.
TG	S SGT.	SMALLIN	JAMES	M.
LNG	S SGT.	TOMLINSON	ROSCOE	P.
RWG	SGT.	PINI/GER	FREDERICK	G.

PLANE NO. 42-91557

P	1st Lt.	KEITH	WALTER	B.
CP	2d Lt.	MALONEY	JOHN	J.
N	1st Lt.	PRIEST	JACK	B.
B	2d Lt.	WEISS	NORMAN	(NMI)
RO	SGT.	MAHLER	ARTHUR	P.
TT	S SGT.	WELLS	JAMES	E.
BT	SGT.	BECKOWITZ	PETER	(NMI)
TG	SGT.	D'AGASTINO	VICTOR	(NMI)
LNG	SGT.	CASS	LEO	C.
RWG	SGT.	BARNES	MERLE	E.

PLANE NO. 42-102647

P	2d Lt.	WINDHAM	FREDERICK	H.
CP	2d Lt.	FERGUSON	DONALD	PL
N	2d Lt.	FLOTO	CARL	T.
B.	2d Lt.	MELT O	ANGELO	J.
RO	SGT.	JOHNSON	DANA	B.
TT	SGT.	RITTMAYER	ROBERT	W.
BT	SGT.	MIHALICH	LEONARD	A.
ENG TG	S/SGT.	MILLER	FLOYD	O.
ENG	SGT.	GARCIA	JOSE	G.
RWG	SGT.	IRELAN	CLYDE	E.

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
PLANE # 42-102674					
P	1st Lt.	Post	Edwin	X.A.	615th
CP	2nd Lt.	Ledray	Vincent	L.	615th
N	2nd Lt.	Hirsh	Bernard	M.H.	615th
B	2nd Lt.	Walsh	James	V.	615th
RO	T/Sgt.	Casner	Charles	F.	615th
TT	T/Sgt.	Romano	Emanuel	L.	615th
BT	S/Sgt.	Lutzi	Frank	R.	615th
TG	S/Sgt.	Thompson	Walter, Jr.	F.	615th
LWG	S/Sgt.	Brennan	Lawrence	F.	615th
RWG	S/Sgt.	Bunger	Alva	L.	615th
PLANE # 42-97073					
P	1st Lt.	Kaminski	Vincent	J.	615th
CP	2nd Lt.	Enstad	Robert	J.	615th
N	2nd Lt.	Manning	Charles	H.	615th
B	2nd Lt.	Black	J. (ie)	Dee	615th
RO	S/Sgt.	Cooper	Larry	R.	615th
TT	T/Sgt.	Agee	Jack	D.	615th
BT	S/Sgt.	Johnson	Joe	R.	615th
TG	S/Sgt.	Hertzan	Harold	(NMI)	615th
LWG	S/Sgt.	May	William	M.	615th
RWG	S/Sgt.	Bushendorf	Everett	M.	615th
PLANE # 42-31983					
P	2nd Lt.	Knight	Dan	C.	615th
CP	2nd Lt.	Huegin	William	B.	615th
N	2nd Lt.	Malone	Ralph	B.	615th
B	2nd Lt.	Chambers	Edward	B.	615th
RO	Sgt.	Daugler	Walter	B.	615th
TT	T/Sgt.	Sartor	William	D.	615th
BT	S/Sgt.	Mackowiak	William	E.	615th
TG	S/Sgt.	Pucely	Charles	L.	615th
LWG	S/Sgt.	Wilson	Charles	J.	615th
RWG	S/Sgt.	Cops	Frederick	L.	615th

PLANE # 42-10400

1. LISTING TO THE LEFT OF GROUP NAME BELONGS TO THE GROUP'S OFFICER
 2. DELISTED OFFICER'S GROUP NAME IS (R) WHO IS NOT
 3. GROUP NAME IS (R)

24 FEB 1949
 TVE - 200 - 350 - 720 - 221
 OFFICE OF THE ASSISTANT CHIEF OF STAFF
 ROOM NUMBER TWO AIR FORCE PERSONNEL CENTER (A)
 SIX NUMBER TWO AIR FORCE PERSONNEL CENTER (B)

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

28 May 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 # 42-107092

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Ochenshirt	Harry	J.	615th
CP	2nd Lt.	Ballenger	William	H.	615th
W/O	2nd Lt.	Bockstans	Ernest	L.	615th
B/O	S/Sgt.	McIntyre	William	(NMI)	615th
RO	S/Sgt.	Fingleton	Richard	A.	615th
TT	S/Sgt.	Westberg	Raymond	E.	615th
BT	S/Sgt.	Martin	Robert	K.	615th
TG	Sgt.	Hussey	Ambrose	W.	615th
LWG	Sgt.	Harley	Jerome	V.	615th
RWG	Sgt.	Martin	Russell	J.	615th
CB	Sgt.	McIntyre	William	(NMI)	615th
PLANE #	<u>42-102468</u>				

P	Captain	Grinham	Fred	D.	615th
CP	1st Lt.	Brown	Fred, Jr.	(NMI)	615th
W/O	1st Lt.	Whitney	Ray	F.	615th
B/O	1st Lt.	Wolfe	Ralph	W.	615th
RO	T/Sgt.	Lewis	Charles	M.	615th
TT	T/Sgt.	Cockerham	Roy	W.	615th
BT	S/Sgt.	Hardy	Charles	N.	615th
TG	S/Sgt.	Hamilton	James	R.	615th
LWG	S/Sgt.	Cummings	William	T.	615th
RWG	S/Sgt.	Housman	Herbert	M.	615th
CB	Sgt.	McIntyre	William	(NMI)	615th
PLANE #	<u>42-31730</u>				

P	2nd Lt.	Gillespie	Elmer	G.	615th
CP	2nd Lt.	Chapman	Theodore	(NMI)	615th
W/O	2nd Lt.	Mason	Hodge	R.	615th
B/O	S/Sgt.	Seaton	Clarence	H.C.	615th
RO	S/Sgt.	McFall	Charlie	A.	615th
TT	Sgt.	Zirbel	Don	D.	615th
BT	Sgt.	Browning	Elmer	E.	615th
TG	S/Sgt.	Robideaux	Jay	W.	615th
LWG	Sgt.	Bush	Robert	J.	615th
RWG	Sgt.	Lambert	Thomas	M.	615th
CB	Sgt.	McIntyre	William	(NMI)	615th
PLANE #	<u>42-102468</u>				

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
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OPERATIONAL ROUTE FORECAST

DATE 31 May, 1944
 PERIOD 0030 - 1800 hrs
 AG P BR HQ SOS /22929

	A Base to Target	B Target to Base	C	D
1 WEATHER	Partly Cloudy with Haze becoming Overcast with fog in patches becoming Partly Cloudy over Continent	Partly Cloudy with Haze and occasional Fog in Patches over North Sea becoming Cloudy with Haze	MAIN EFFORT	
2 CLOUDS	Nil Low Cloud becoming 7-10/10 Stratocumulus or fog in patches base 0-500ft tops 1000-1500ft along English Coast and over North Sea becoming 0-3/10 Cumulus base 3000 tops 5000ft over English Continent. 3-5/10 patchy English Cirrus at 25,000ft.	0-3/10 Cumulus base 3000 tops 5000ft with isolated patches of Fog over the North Sea becoming 2-4/10 Cumulus base 3500ft tops 5000ft at Base. 3-5/10 Cirrus at 25000ft increasing to 5-7/10 over the Base.		
3 ICING	12,000ft NIL	12,000ft NIL		
4 VISIBILITY	1-2 miles Locally 500yds becoming Unlimited Aloft. (Air to Ground at Target 20-30 miles)	Air to Ground Visibility 20 - 30 miles becoming 6-10 miles over English Continent		
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	Base to 10 Deg East 220 10	10 Deg East to Target Light and Variable	Temperature Plus 20	
5000 FT	220 10	Light and Variable	Plus 08	
10000 FT	230 10	270 10	Plus 05	
15000 FT	240 15	270 15	-06	
20000 FT	240 20	240 20	-16	
25000 FT	240 25	240 25	-27	
30000 FT	240 30	280 30	-35	

BASE ALTIMETER SETTING 30.36 TARGET SURFACE TEMP. Plus 20 TARGET MEAN TEMP. -01.5
 TEMP. AT 20000 FT. -2.8 TARGET SURFACE (PRESSURE-ALT) -428 ft
 Add height of Target. ←

DECLASSIFIED PER NND 745003 BY A2 NARA DATE 1/22/11