

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

F-A-1

APC 557  
30 May 1944

SUBJECT: Mission Summary Report.

TO : Group Operations, Station 128, APC 557.

1. Abortives.

None

2. Battle Damage.

a. 42-31496 - Flak hole in #2 oil cooler inspection door. Flak hole in fairing joining right wing to fuselage just below leading edge.

b. 42-102398 - Flak hole in left wing trailing edge near station 8, through bottom of flap and out top. Flak hole in right bomb bay door and out right side of fuselage.

c. 42-40050 - Flak hole in left bottom side of fuselage near station 11b. Flak hole in rudder near station 4. Flak hole in right wing bottom near station 24, out top, wing change necessary.

d. 42-39993 - Flak hole in bottom of right wing near station 24, out top. Flak hole in left side of fuselage near station 7a. Flak hole in leading edge of left horizontal stabilizer near station 78.

e. 42-31891 - Flak hole in right top side of fuselage near station 6d. Flak hole in right elevator near station 130. Flak hole in right side of vertical fin near station 3. Flak hole in top of right wing near station 2. Flak hole in top of right wing near station 24, cut main spar, wing change necessary. Flak hole in trailing edge of rudder near station 9. Flak hole in right side of tail gunner's window.

f. 42-97344 - 2° flak hole in top of right wing, inner panel. Small flak hole in leading edge of right wing. No. 2 ignition harness damaged by flak. No. 2 oil cooler damaged by flak. Large flak hole through left wing tip, causing structural damage. Two small flak holes in bottom of right wing, outer panel. Small flak hole in top of right elevator.

SUBJECT: Mission Summary Report. (continued)

g. 42-97322 - Small flak hole in top of right wing between No. 3 nacelle and fuselage, damaging main front spar. Small flak hole in leading edge of left wing, outer panel.

<u>TOTAL NO. OF A/C</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>	<u>BY FLAK</u>
7	2	5	7

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

HEADQUARTERS  
AAF STATION 128  
APO 557

30 May 1944

SUBJECT: S-4 Combat Mission Report on Mission 30 May, 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:

Flaps Creep (2) Flux Gate Compass Out (1)  
Carburetor Air Temperature Gage Out (1)  
Turbo-supercharger Lags (1)

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

Bomb bay Door Electric Mechanism Out (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

*Ann of Eng*

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

(D-G-5)

20 May 1944.

**SUBJECT:** Comments of Crews Participating in Mission to OSCHERSLEBEN, this date.  
**TO :** COMMANDING OFFICER, 401st Bombardment Group (H), APO 557, U. S. Army.  
(THRU Lt. Col. B. K. Voorhees and Lt. Col. A. C. Brooks).

1. Lt. Wallace R. Smith Jr., Pilot, A/C 1863, suggests that all new crews be given a lecture on combat formation flying. He says that recently new crews in the Lead Squadron have been flying in such a manner that other A/C cannot stay in the proper formation.
2. Lt. James A. Griman, Pilot, A/C 7332, stated that #6 A/C in Lead Squadron, was so far out of formation that Low Squadron could not properly join the formation.
3. Lt. John Schulz, Co-Pilot, A/C 9478, stated that the formation flew too fast.
4. Lt. Jack (NMI) Atherton, Pilot, A/C 1495, observed that the formation of the High Squadron was very loose today.
5. The crew of Lt. Wallace R. Smith Jr., Pilot, A/C 1863, cannot understand why routes are planned through the Dummer Lake region.
6. The crew of Lt. William J. McKern, Pilot, A/C 3507, had to wait one hour at hard stand #41 for transportation to Briefing Room.
7. S/Sgt. Aivah Kantsie Jr., IG, A/C 2596, does not like the new tail gunners' installation and observes that the site restricts downward firing.
8. The crew of Lt. Kermit H. Opie, Pilot, A/C 2398, stated that they flew as spares on Sunday and returned to base at 1330 hours, at which time the combat mess refused to serve them any food.
9. Lt. Don L. Anderson, Bombardier, A/C 7151, said the plexi-glas in the nose of this A/C was extremely dirty.

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

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

A.P.O. 557  
30 May, 1944

SUBJECT: Armament Narrative on Mission 30 May, 1944.

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

Negative Armament malfunction report is submitted for the mission of 30 May, 1944.

BOMB RACK MALFUNCTIONS

a. A/C No. 42-97322 - Bomb bay doors would not open electrically at altitude. At preflight bomb bay doors worked satisfactory.

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

LEAD BOX 94th G

Combat Flight Leader COL ROGNER Date 30 May 1944  
 Deputy Flight Leader CAPT CHAPMAN  
 Group Call Sign \_\_\_\_\_ Fighter Call Sign \_\_\_\_\_  
 Ground Control \_\_\_\_\_

**615 SQDN**

GOODMAN (ROGNER)

SC P 1891 \*

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

*2500 - gas*

FOX CHAPMAN  
 IN M 2005 \* IW R 7780 \*

CONNOLLY

IN P 7344 \*

*Breakfast 3:30  
 Briefing 4:30  
 Stations 5:55*

MC KEON LESSONS  
 IN O 2507 ✓ IN A 9840 ✓

**614 SQDN**

SMITH

IW X 1863 ✓

**612 SQDN**

WELLS

SC C 9993 \*

ROZZEL  
 IW Q 7478 \*

GRUMAN  
 IW E 7322 \*

MC CORD  
 SC M 7039 \*

MASSEY  
 SC J 0050 \*

WILSON  
 IW A 7440 ✓

OPIE  
 SC H 2398 \*

KILMER  
 IW O 7207 ✓

LA FEVOR  
 IW R ~~7151~~ \*

ATHERTON  
 SC Q 1496 \*

TOUSSAINT  
 SC G 7487 \*

SPARES

SPARE LEAD IW P 2012  
 GROUND SPARES : IW B 7043 ✓  
~~SC B 7042~~

WEATHER SHIP

SC X 9107 COL. SEAWELL.

780 - OK.

478 - #4 turbo runs away at alt. #3 oil  
pres fluctuates #2 & 3 cyl head temps high  
~~#2 tach oscillates~~

891 - AFCE - elevators, whole system  
automatic!  
Flight indicator too sluggish (change)

344 - OK.

0.5.0 - OK.

993 - #3 prop runs up 2700 on T.O. (Reset)

005 - #3 carb air temp out. #2 turbo lag 5 1/4 in.

488 - OK.

398 - Flaps creep

151 - OK.

496 - Flaps creep:

322 - Flux gate compass out,

42 - 10V 917.

E

CIV - 28 -

039 - OK.

507 - #1 Eng prop gov. throwing oil

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

30 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
42-107039	1. Negative.
42-31496	1. Flak hole in # 2 oil cooler inspection door. 2. Flak hole in fairing joining right wing to fuselage just below leading edge.
42-102398	1. Flak hole in left wing trailing edge near station 8. Went through bottom of flap and out top. 2. Flak hole in right bombay door. Went out right side of fuselage.
<del>42-37107</del>	<del>1. Flak hole in leading edge of right wing near station 21.</del>
42-40050	1. Flak hole in left bottom side of fuselage near station 11b. 2. Flak hole in rudder near station 4. 3. Flak hole in right wing bottom near station 24, out top. Wing change.
42-39993	1. Flak hole in bottom of right wing near station 24, out top. 2. Flak hole in left side of fuselage near station 7a. 3. Flak hole in leading edge of left horizontal stabilizer near station 78.



42-31891

1. Flak hole in right top side of fuselage near station 6d.
2. Flak hole in right elevator near station 130.
3. Flak hole in right side of vertical fin near station 3.
4. Flak hole in top of right wing near station 2.
5. Flak hole in top of right wing near station 24.  
Cut main spar, wing change.
6. Flak hole in trailing edge of rudder near station 9.
- ~~XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX~~
7. Flak hole in right side of tail gunnerswindow.

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

*add to Interrogation Form*

OFFICE OF THE INTELLIGENCE OFFICER  
 Station 128 - APO 857  
 U S Army

D-D-3

30 May, 1944.

SUBJECT: Narrative of Ditching.

TO : Commanding Officer, 401st Bombardment Group (H), APO 857,  
 U. S. Army.

1. An example of perfect cooperation and crew discipline and what might be termed "the perfect ditching" was the experience of Lt. Gerald F. Carter's crew of the 612th Squadron in A/C 837 on Dessau mission 28 May 1944.

When the formation reached the vicinity of Dummer Lake, No. 1 engine of 837 went out of commission, oil pressure fell and the prop began to windmill when Lt. Carter was unable to feather it.

An attempt was made to remain with the formation on the other three engines but the aircraft began to drop back and at 5238-0820G it was decided to turn back. At that point No. 4 engine went out of commission, oil began to spurt out of the top and the prop was feathered. Bombs were jettisoned in an open field and the same route used going in was used in an attempt to return to England.

The aircraft began to lose altitude steadily, being pulled down by the windmilling prop, and at one time the loss was as much as 500 feet per minute. Power settings of 2300 rpm's and 38 inches were attempted in an effort to get back on two engines but the aircraft was indicating an airspeed of 90 to 100 miles an hour and was down to 5000 feet when it left the enemy coast. Some flak was thrown up from the vicinity of Egnand but it was very inaccurate for deflection.

At this time S/Sgt. John H. Heinlen, ROG, sent out coordinates and an SOS on MF, announcing the crew's intention to ditch, and when the aircraft was at 2,000 feet he clamped the key down. Others in the ship meanwhile had thrown out all movable equipment and as the aircraft neared the level of the sea, power was boosted to maximum. Then, for nearly 15 minutes, the plane mushed along about 15 or 20 feet above the water. Finally, when air speed showed 85 miles an hour and the ship stalled out, engines were cut and the aircraft was eased into the sea. The tail hit first, without a violent impact, and finally the nose mushed into the water.

Sea was calm at the time--1433 hours--and the ship was landed parallel to a mild swell. Almost immediately the ball turret floated to the surface, the aircraft filled with water and began to sink. Because the Radio Operator was an expert swimmer, he was first out and water was up to his waist before he left the plane. When the last man left the radio room, where all members were in their correct positions for ditching, water was chest-high.

Neither dinghy was automatically released and Sgt. Heinlen manually released the left dinghy and was forced to hold the inflation bottle before it would inflate. Lt. Clayton T. Johnston, co-pilot, left thru the co-pilot's window and pulled out the right dinghy which immediately inflated.

As the aircraft sank in less than 45 seconds and the tail began to rise, the dinghys were forced backward. Three men were in each dinghy and two hanging onto each but those in the water soon climbed inside without difficulty. In the left dinghy were Lt. Carter, ~~W~~ Willard O. Looklear, navigator, S/Sgt. Heinlen, Sgt. Floyd A. Truax, engineer and Sgt. John L. Wepner, tail gunner. In the right dinghy were Lt. Johnston, Lt. Lloyd G. Deaton, bombardier, S/Sgt. Carl J. Miller, LMG, Sgt. Stanford M. Hardister, BT and Sgt. John Halko, RMG.

Dinghy's were tied together, two parachutes and the dinghy radio as well as several kits which had been thrown out of the ship were picked up and the dinghy radio with balloon antenna was set up.

Almost immediately two P-47's arrived and from that time on for three hours and 25 minutes when the crew was rescued, P-47's circled overhead. At the end of the period, while one P-47 was directing an HSL Air-Sea Rescue Launch, No. 2579, to the dinghys, one P-47 bussed the bomber crew and snipped off the balloon antennae. The survivors were picked up at 1800 hours. *J-40-0313E - location when picked up*

The crew was taken to the Air-Sea Rescue Service hospital at Great Yarmouth where they were given emergency treatment, and returned to home base 29th May. *up*

This was the first mission for the crew with the exception of Lt. Johnston, a member of the 401st since 1st Feb. 1944, who was on his 22nd mission and who was breaking in Lt. Carter's crew. Lt. Johnston previously had a crash landing experience to his credit.

In leaving the aircraft after it had ditched, Sgt. Truax slightly bruised his left foot and Sgt. Miller received a bruised left knee as the only casualties.

Members of the crew suggested that a small ladder be carried in the radio room to help crew members get out the hatch in shorter time. Lt. Carter was high in his praises of the behavior of the entire crew, as was Lt. Johnston, and the radio operator's work was termed "perfect". Lt. Johnston made the additional comment, "This ship should never have been assigned to a new crew nor should it have been flown on any mission."

GORDON R. CLOSWAY,  
Capt., Air Corps,  
Interrogating Officer.

Classification changed to  
**SECRET**  
RESTRICTED by auth of

CO ~~AAF~~ STA 128 by

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

# "MISSION SUMMARY"

*MISSION NO. 79*  
*30TH. MAY, 1944*

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

R E P O R T   O F   O P E R A T I O N A L  
D A Y

MISSION No. **79**

Date: **30 MAY 44**

TO: **OSCHERSLEBEN , GER.**

HEADQUARTERS  
401ST BOMBARDMENT GROUP (H)  
OFFICE OF THE OPERATIONS OFFICER E-C-6

30 May 1944

SUBJECT: Leaders Narrative, 94th CBW, Mission of 30 May 1944.

TO : Commanding Officer, 401st Bomb Group (H).

1. Assembly and route to the IP was just about as briefed. The only deviation being to take care of crowding. At the IP the Wing ahead turned past their IP and on my bomb run caused my high and low to hold their bombs because of crowding. A second run was made by them and I picked them up as they came off the target. The route home was as briefed. Fighter support was excellent. Bombing results were excellent.

H. E. ROGNER,  
Col., Air Corps,  
Wing Leader.

HEADQUARTERS  
401ST BOMBARDMENT GROUP (H)  
OFFICE OF THE OPERATIONS OFFICER E-C-8

30 May 1944

SUBJECT: Operations Narrative, Mission No 79, 30 May 1944.  
(Wing Lead)

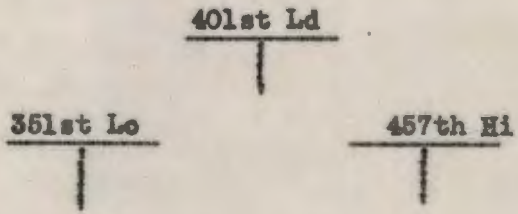
TO : Commanding Officer, 401st Bomb Group (H).

1. General Narrative: The 401st Bomb Group furnished 18 ships to form the lead box of the 94th CBW. Take-off and assembly were as briefed; for route in and route out see the leaders narrative.

2. Aircraft not attacking: There were no abortives and all 18 aircraft attacked the target.

3. Enemy Action: Flak was encountered at Vecta and was meager to moderate and accurate. Flak over the target was light and enaccurate. Approximately 20 E/A attacked the formation and two ships were lost right after the target.

4. Formation:
- a. At take-off and cruise (See attached diagram)
  - b. At target
  - b. Wing.



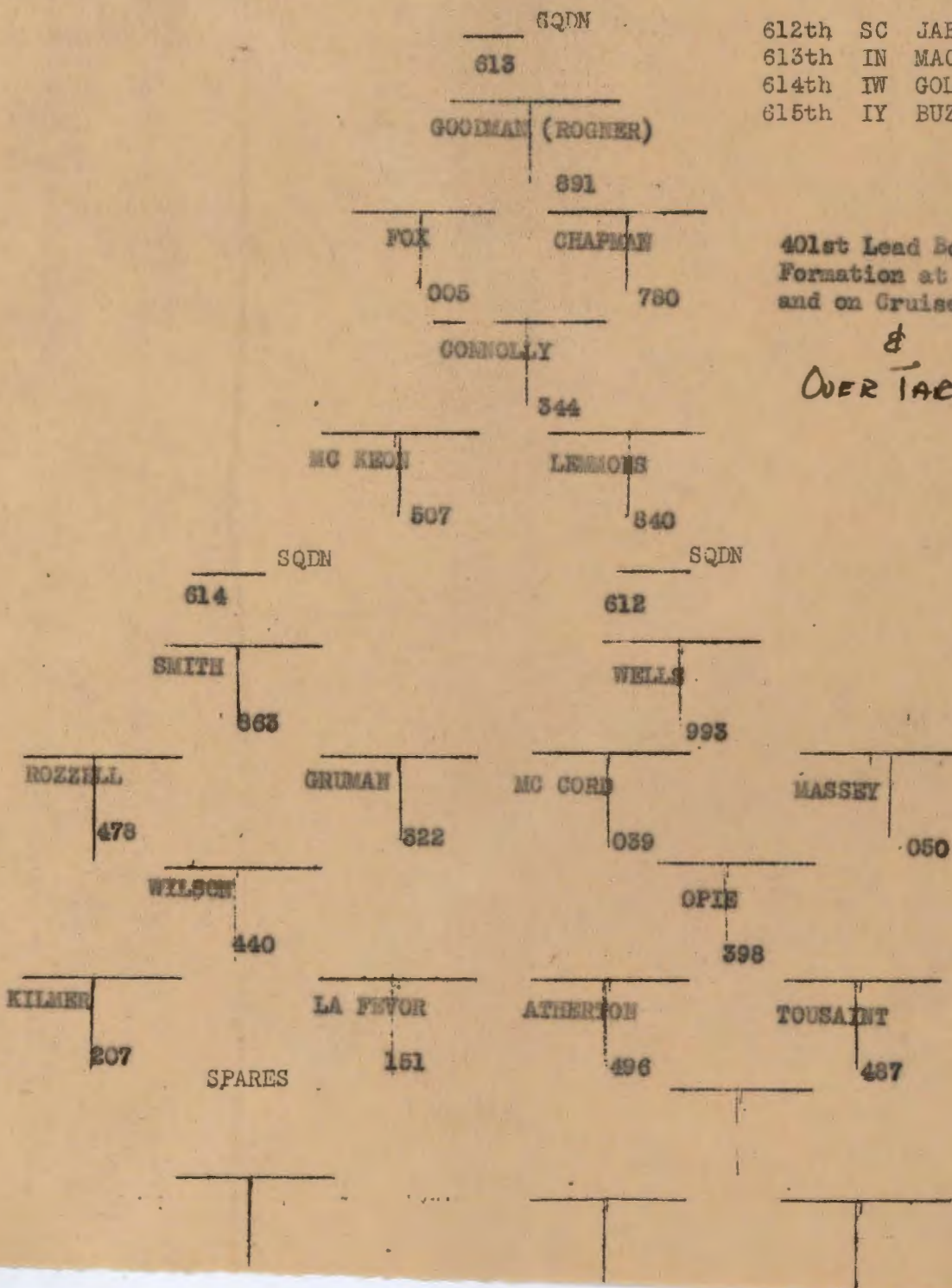
5. Results: Bombing results were excellent.

DELWIN E. SILVER,  
Major., Air Corps,  
Asst Operations O.

LEAD BOX, 94TH CBW

Combat Flight Leader \_\_\_\_\_ Date \_\_\_\_\_  
 Deputy Flight Leader COL ROGNER 30 May 1944  
 Group Call Sign CAPT CHAPMAN Fighter Call Sign \_\_\_\_\_  
 Ground Control \_\_\_\_\_

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



401st Lead Box  
 Formation at Take-Off  
 and on Cruise.

*&*  
 OVER TARGET



HEADQUARTERS  
 401ST BOMBARDMENT GROUP (H)  
 APO 557, US ARMY

31 May 1944

SUBJECT: Statistical Summary, 401st Group, Mission of 30 May 1944.

TO : Commanding Officer, 401st Bomb Group, APO 557.

STATISTICAL SUMMARY OF AIRCRAFT ATTACKING

Number of A/C Taking Off.....18  
 Number of Spares..... 0  
 A/C Taking Off Less Unused Spares.....18  
 Number of Sorties (E.E.T.).....18  
 A/C Returning Early (Not E.E.T.)..... 0  
 Number of A/C Attacking.....18  
 Number of A/C Not Attacking..... 0

Number of A/C Lost:

Flak & Fighters - 2

TABULAR SUMMARY OF DISPOSITION OF BOMBS OVER TARGET

	<u>Aircraft</u>		<u>Num- ber</u>	<u>Type</u>	<u>Bombs</u>		
	<u>Over Target</u>	<u>Bomb- ing</u>			<u>Size</u>	<u>Fusing</u>	
					<u>Nose</u>	<u>Tail</u>	
Main Bombfall	18	18	180	500#	M64	1/10	1/100
Other Attacks	--	--	--	--	--	--	--
Total Bombs on Target			180	M64	500#	1/10	1/100
Other Expenditures			--	--	--	--	--
Bombs Returned			--	--	--	--	--
Total (Loaded on A/C Taking Off)			180	M64	500#	1/10	1/100

For the Operations Officer:

KEN W. DAUBLE  
 Captain, Air Corps  
 Air Statistical Officer

HEADQUARTERS AAF STATION #128  
OFFICE OF THE NAVIGATION OFFICER30 May

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 0726 hours; Land at 1411 hours.

b. Group formed at \_\_\_\_\_ hours at \_\_\_\_\_ feet.

c. Formed CBW at 0820 hours at 9500 feet.d. Began climb at 0906 hours; reached alt. at 0942 hours.

e. Weather encountered over England:

(1) Clouds 9 / 10th - Visibility 10 miles.(2) Wind at altitude 270 degrees, 15 Knots.f. Means of navigation over England. Gee, Radiog. Means of checking Metro Winds Gee, Pilotage, Air ploth. Joined task force at 0854 hrs. at Kings Lynn  
(Splasher, City, Coord.)i. English Coast out at 0906 hrs.; Enemy Coast in at 0943 hrs.

j. Fighter Rendezvous:

(1) Going in Enemy Coast hrs.(2) Coming back Throughout hrs.

k. Wind used for bombing:

(1) 270 degrees, 15 Knots.(2) Determined by Pilotage air plot  
(Method)l. Bomb run and Method of Target Identification: Visual(1) Reached IP at 1058 hrs.(2) Mag. heading over target 015 degrees.(3) Altitude over target 22000 feet.(4) Bombs away at 11061 hrs.

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

Visual, Haze

m. Gee:

(1) Coordinates of furthest fix 52-40 N. 05-00 E.

(2) Obtained at \_\_\_\_\_ hours.

n. Difficulties encountered with special equipment.

COMMENTS: Bombing run was cut in half  
due to interference of other wing.JAMES F. EGAN  
Captain, A. C.  
Lead Navigator  
SIGNATURE

FLIGHT PLAN

PILOT Lt. Col. Bogner NAVIGATOR Capt. J. F. Egan, Capt. W. B. Haberer DATE 30 May 1944

STATIONS	0555	ENGINES	0655	TAXI	0710	T.O.	0725
LEAVE BASE			0829				
COAST OUT			0908				
ENEMY COAST			0947				
I.P.			1107				
TARGET			1115				
ENEMY COAST			1243				
ENEMY COAST			1331				
BASE			1403				

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

Zero -0900  
Ref. alt. 18000

WATCH..... Fast Slow Chaff IP - 2 for 12 min. Rate.....secs/hour Losing

At.....G.M.T. Abandon mission - run sheep run  
VIP for IP - Pop corn. Extra Chaff - tin hat

FROM TO	W/V UESD	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRI-FT	TRUE HDNC.	VAR.	MAG. HDNC.	C. S.	DIST.	TIME	E.T.A.	CELESTIAL DATE				
														TIME	BODY	ALT.	AZI.	
Base	200/10	9500	150	152	352	-2	350	II	00L	161	13	5 <sup>1</sup>	0829		0950	P-47	1-1	
Cottoneore (A)	200/10	9500	150	152	26	0	26	11	37	162	19	7	0842		1004	P-47	1-2	
52-43 00-93N	200/10	9500	150	152	26	0	26	11	37	162	19	7	0842		1004	P-47	1-2	
52-00 00-24N	200/10	11500	150	158	117	3	120	10	130	157	33	13	0855	G.P.	1018	P-51	1-3	
King's Lynn	200/10	11500	150	158	117	3	120	10	130	157	33	13	0855	G.P.	1018	P-51	1-3	
52-45N 00-22E	205/13	14000	150	161	73	3	76	10	86	170	35	13	0908	#1	1039	P-51	1-4	
Cromer (Z)	205/13	14000	150	161	73	3	76	10	86	170	35	13	0908	#1	1039	P-51	1-4	
52-55N 01-30E	212/18	22000	150	176	99	3	104	9	113	184	121	39	0947	#2	1037	P-51	1-5	
52-37N 04-37E	212/18	22000	150	176	99	3	104	9	113	184	121	39	0947	#2	1037	P-51	1-5	
"	222/30	22000	"	187	90	4	94	7	101	200	133	40	1027		1044	P-51	1-6	
52-37N 08-30E	222/30	22000	"	187	90	4	94	7	101	200	133	40	1027		1044	P-51	1-6	
"	"	22000	"	"	128	6	134	6	140	186	77	25	1052	5218 0900	1046	P-51	1-7	
51-49 09-58E	"	22000	"	"	124	6	136	6	136	189	34	11	1103	#3	1104	P-51	1-8	
51-30N 10-42E	"	22000	"	"	60	2	62	5	67	206	14	04	1107	IP	1125	P-51	None	
51-37N 11-02E IP	"	22000	"	"	16	-3	13	3	18	204	26	08	1115	TAR	1152	P-38	1-10	
52-02N 11-15E T	"	22000	"	"	335	-5	350	5	355	200	28	08	1123		1210	P-38	1-11	
52-30N 11-10E	"	22000	"	"	313	-6	307	5	312	191	13	04	1129	G - Zwicko				
52-30N 10-55E	"	22000	"	"	269	-5	264	5	269	176	96	33	1200	R - Dummer Lake				
52-37N 08-30E	"	22000	"	"	270	-5	265	7	272	175	133	45	1246	O - Bremen				
52-37N 04-37E	"	22000	"	"	270	-5	265	7	272	175	133	45	1246	O - Bremen				
Cromer	200/10	3000	170	173	9	-3	276	9	285	170	121	43	1329	V - Hamburg				
Base	185/8	3000	155	144	250	-3	247	10	257	141	75	32	1403	E - Magdeburg				
G. P. #3	1052															L - Berlin		
52-16 09-00E at	1052															T - Gumbel		
G. P. #4	1152															I - Bourville		
52-37N 09-00E at	1152															P - Ghent		
Base	195/10	14000	150	148	70	3	73	10	83	153	75	30	0933 0908					
Cromer	195/10	14000	150	148	70	3	73	10	83	153	75	30	0933 0908					

\* NOTE - Flight plan moved up one hour.

Let Down D Lead 620 mh P Low 360 High 640 Langdon Rd. Field - 52-54N 00-50E

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNC.	MAG. HDNC.	NAVIGATIONAL OBSERVATION TAXI 0710	GENERAL OBSERVATION T.O. 0726	I.A.S. MPH /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		TO RUN		E.T.A.	
										DIST.	TIME	DIST.	TIME		
0741					360 to base climbing to	9500		4800							
0755					At base circling										
0819					Leaving Base Pt. "X" on time	2 mi. N.		9500							
0833					Group formed.										
0842					Point "A" on time										
0854					Point B on time			150	10000						
0901					Point Q 01' early				13300						
0901					Call to depart "Z" 2 minutes early				13400						
0906					Point Z on time. Start climb (Cromer)			150	13400 14200	173					
0918			107		3 Wings ahead			150	16200						
0920		222/30K	107		Wind at 15000				16500			187	85	26	0946
0925			105					150	18500						
0930			105						19000 -15	178					
0933		250/32K	105		Wind at 18000							203	33	09	0942
0942			105		Enemy Coast in 3 min early	52-37N 04-37E	150	22000 -20							
0949		250/30K	89		Escort					193					

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	
1000	78	-12	70	80	PP 52-39N 06-03E		150	22000							
1005	96	74	100				150	22000 -20	193	63	17	223			
1013 1015	91	74	95 95		PP 52-37N 07-19E High squadron throwing out chaff					55	15	219			
1023		275/8	95		52-37M 08-20E Wind by air plot					18	5	220			
1027					Alter course										
1035			130		275/8				193			202			
1039			136		PP 52-09N 09-22E ET <sup>A</sup> for IP										1101
1045			136		Einbeck 51-52N 09-55E										
1052			136		ET <sup>A</sup> for turn before IP 1057										
1058		270/15	30		IP 51-48N 11-15E			22000							
1106 <sup>1/2</sup>			25	20	BOMBS AWAY		150	22000 -20							
1109					360 to left										
1115					180 left then 180 right		150	22000							
1120			310		Fighter attack 52-20N 11-00E		150	21500							
1126			300		B-17 hit 52-32N 01-10E										
1128			290		52-55N 10-45E										
1135			285		52-45N 10-05E Celle B-17 low at 0900		150	21500							
1150			250		52-52N 09-10E			"				182			
1158			275		10 mi. North Dummer Lake										
1201			275		Flak Vechta 4 bursts (accurate)										
1205			270		One wing 10 miles left		150	21500	192						
1215		295/30	275		52-45N 07-18E (Wind by air plot)			21500	192						
1225	270	74	274		52-47Nn 06-30E		150	21500				165			
1226			265		Alter course		"	"							
1230			250		52-46N 06-06E EAT for coast out							170			1250
1244			265		52-40N 05-18E		150	21500							
1252			275		Enemy Coast		150	21500							
1258			280		#4 with feathered prop pulls out of formation			19000							
1309			260		Home on Splasher #5 Cromer IFF ON ETA Eng Coast										1335
1335			255		Cromer Coast in		160	2000							
1407			270		Base		140	2000							
1411					Landed										

VIII BOMBER COMMAND - PROPOSED OVERALL PLAN

TARGET

Primary OSCHERSLEBEN  
 Secondary \_\_\_\_\_  
 Last Resort \_\_\_\_\_

TRACK CHART  
 DATE MAY 30, 1944

<u>GREEN</u>	Route followed by	<u>BRIEFED ROUTE</u>
<u>ORANGE</u>	.. ..	<u>401st B.G. (H)</u>
-----	.. ..	-----
-----	.. ..	-----
-----	.. ..	-----
-----	.. ..	-----



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

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VIII BOMBER COMMAND  
SIG. \_\_\_\_\_  
DATE \_\_\_\_\_

SECRET  
BY AUTHORITY OF  
C.C. VIII BOM. COM.  
INITIALS \_\_\_\_\_  
DATE \_\_\_\_\_



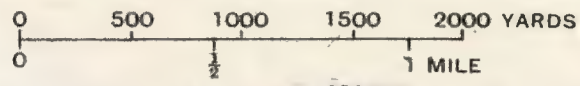
Target No.  
3 (h) 54

VOLKSWAGENWERK  
G.m.b.H.

FALLERSLEBEN  
(GERMANY)

Illustration No.  
3 (h) 54/3

SECONDARY



Photographed 19 April 1944

(1 : 32,000) approx.

Issued May 1944



A.1.3c (1)

TYPE A

Illustration No.  
3 (h) 54/3

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

31 May 1944

SUBJECT: Lead Bombardiers Narrative

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

1. The group was forced to turn left at the IP by the wing bombing Halberstadt. The 94th Wing made an "S" turn then turned on a course to the right. 401st was the Lead Group of the Wing and was the first over the target. The weather was CAVU and the target easily identified. Bombs away at 1106 on a Mag Heading of 20 degrees. Bomb results excellent.

DURWARD W FESMIRE  
1st Lt, Air Corps  
Lead Bombardier



BARDIER'S INDIVIDUAL PLOT

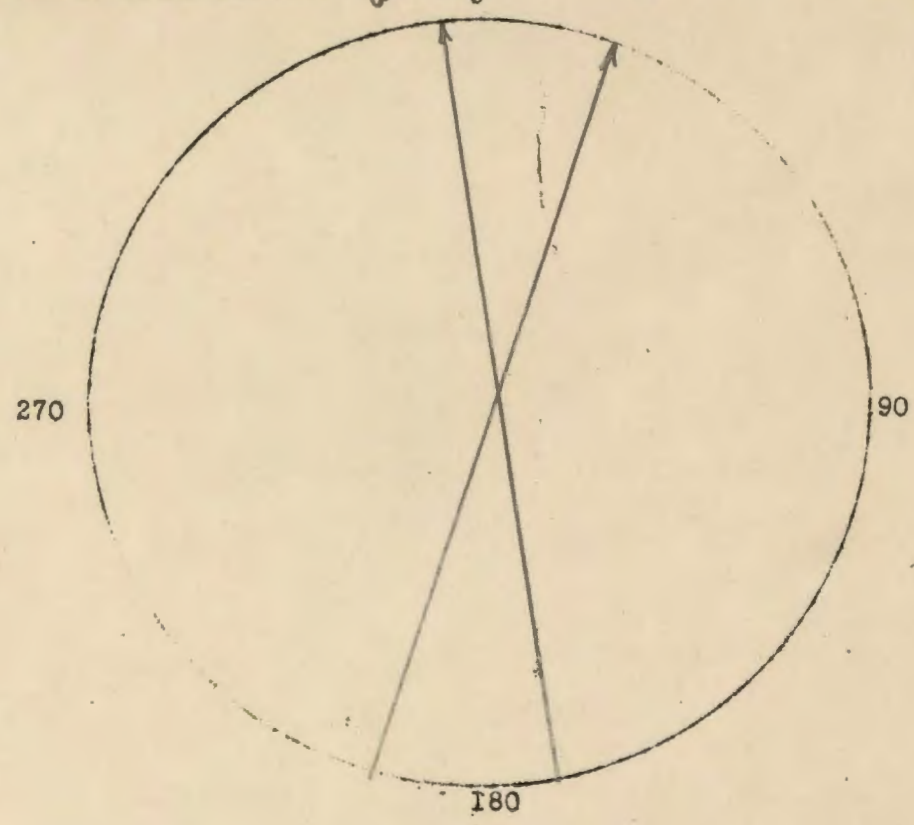
Target Oschersleben

Method of Bombing \_\_\_\_\_

Altitude 22000

WIND DIRECTION  
175°  
0

DIRECTION OF  
ATTACK 200



PLOT

Wind Direction 175  
Wind Velocity 17  
Direction of attack 20

REMARKS - - - - -

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER 1st Positive DATE 30 May 1944  
 PILOT Capt. [unclear] TAKE OFF \_\_\_\_\_  
 NAVIGATOR Capt. J.F. Ryan AIRPLANE 891  
 ORGANIZATION \_\_\_\_\_ SQUADRON \_\_\_\_\_ GROUP 401st LANDED \_\_\_\_\_  
 OBJECTIVE Oschersleben (MPI) \_\_\_\_\_

INITIAL POINT \_\_\_\_\_  
 METHOD OF ATTACK \_\_\_\_\_  
 Individual Flight Squadron  Group Wing

NUMBER A/C IN GROUP \_\_\_\_\_ 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<sup>2</sup> M64

NUMBER OF BOMBS LOADED 180 RELEASED 180

FUZING, NOSE 1/10 TAIL 1/100

SYNCHRONIZATION \_\_\_\_\_  
 On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target <u>200</u>	Mag Head, order <u>20</u>	Actual <u>20</u>
True Altitude above target <u>22000</u>	True Heading <u>25</u>	Actual <u>20</u>
Ind. Altitude <u>22300</u>	Drift, Est. _____	Actual _____
Pressure alt of target <u>404</u>	True Track <u>30</u>	Actual <u>40</u>
Altimeter setting <u>29.92</u>	Actual Range _____	
C.I.A.S. <u>150</u> I.A.S. <u>150</u>	B.S. Type <u>12-7-44</u>	
G.S., Est <u>237</u> Actual <u>240</u>	Time of Release _____	
Wind Direc. Metro <u>14</u> Actual <u>175</u>	Intervalometer Setting <u>1150</u>	
Wind Veloc. Metro <u>23</u> Actual <u>27</u>	Length of Bombing Run <u>2010</u>	
D.S. <u>133.0</u> Trail <u>56</u> ATF <u>30.5</u>	C-1 Pilot <u>A. B. [unclear]</u>	
Stan. D.A. Est. <u>55</u> Actual <u>53</u>	Manual Pilot _____	

Method of Bombing: Individual ~~Train~~ ~~Salvo~~ ~~Jettisoned~~ ~~Retarded~~

POINT OF IMPACT IF SEEN \_\_\_\_\_

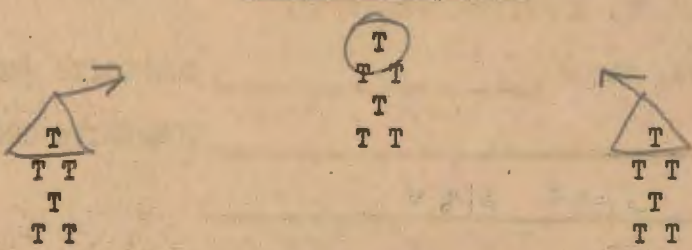
NAVIGATION DATA:

MEAN TEMP. METRO 42° ACTUAL 42

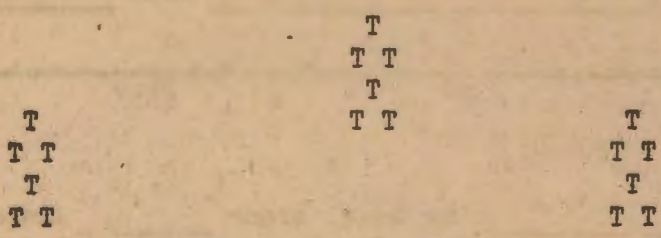
WINDS




ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
5000						
10000						
15000						
17000						
19000						
20000						
25000	234	175	23	17	-22	-20
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. 

HEADQUARTERS

SUBJECT: Mission Summary Report  
401ST BOMBARDMENT GROUP (H)  
Office of the Engineering Officer  
AAF Station 128

F-A-1

g. 42-97322 - Small flak hole in top of right wing between No. 3 nacelle and fuselage, damaged front spar. Small flak hole in leading edge of left wing panel. APO 557 30 May 1944

SUBJECT: Mission Summary Report.

TO : Group Operations, Station 128, APO 557.

1. Abortives.

None

2. Battle Damage.

a. 42-31496 - Flak hole in #2 oil cooler inspection door. Flak hole in fairing joining right wing to fuselage just below leading edge.

b. 42-102398 - Flak hole in left wing trailing edge near station 8, through bottom of flap and out top. Flak hole in right bomb bay door and out right side of fuselage.

c. 42-40050 - Flak hole in left bottom side of fuselage near station 11b. Flak hole in rudder near station 4. Flak hole in right wing bottom near station 24, out top, wing change necessary.

d. 42-39993 - Flak hole in bottom of right wing near station 24, out top. Flak hole in left side of fuselage near station 7a. Flak hole in leading edge of left horizontal stabilizer near station 78.

e. 42-31891 - Flak hole in right top side of fuselage near station 6d. Flak hole in right elevator near station 130. Flak hole in right side of vertical fin near station 3. Flak hole in top of right wing near station 2. Flak hole in top of right wing near station 24, out main spar, wing change necessary. Flak hole in trailing edge of rudder near station 9. Flak hole in right side of tail gunner's window.

f. 42-97344 - 2" flak hole in top of right wing, inner panel. Small flak hole in leading edge of right wing. No. 2 ignition harness damaged by flak. No. 2 oil cooler damaged by flak. Large flak hole through left wing tip, causing structural damage. Two small flak holes in bottom of right wing, outer panel. Small flak hole in top of right elevator.

**SUBJECT: Mission Summary Report. (continued)**

g. 42-97322 - Small flak hole in top of right wing between No. 3 nacelle and fuselage, damaging main front spar. Small flak hole in leading edge of left wing, outer panel.

<u>TOTAL NO. OF A/G</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>	<u>BY FLAK</u>
7	2	5	7

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

ige  
[Redacted]

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

A.P.O. 557  
30 May, 1944

**SUBJECT:** Armament Narrative on Mission 30 May, 1944.  
**TO :** Commanding Officer, 401st Bombardment Group (H),  
APO 557, U.S. Army.

Negative Armament malfunction report is submitted for the mission of 30 May, 1944.

BOMB RACK MALFUNCTIONS

B. A/C No. 42-97322 - Bomb bay doors would not open electrically at altitude. At preflight bomb bay doors worked satisfactory.

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

SECRET

Form CO-Ann-2B

MISSION EXPENDITURES - AMMUNITION

(Div. or Comd) 1ST BOMB DIVISION

Operations No. 368

Date of Operations 30 MAY 44

Group 1	Bomb Type 2	FUZES				EXPENDED					AMMUNITION			PYROTECHNICS		
		Nose Fuze 3	Nose Delay 4	Tail Fuze 5	Tail Delay 6	Initial Load 7	On Target 8	Jet- s'nd 9	Unactd for 10	Retd 11	Cal. 12	Linkage 13	Linkage Ratio 14	Amount Expended 15	Type 16	Amount Expended 17
01ST	500-LB G.P. AN-M64	AN- M103	1/10	AN- M101	1/100	180	180	0	0	0	.50	AP	STR	18245*	--	
* OF TOTAL EXPENDED, 16000 RDS WERE EXPENDED ON TWO LOST A/C.																

DECLASSIFIED PER ANN 74500  
 BY 62 NARA DATE 1/22/11

Check one of the following:

Report complete XXXX

Supplement will follow \_\_\_\_\_

Reason for Supplement \_\_\_\_\_

Additional Remarks \_\_\_\_\_

DECLASSIFIED PER NND 74500  
BY AS, NARA DATE 1/22/11



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

J-A-1

Reference Field Order 368.

30 MAY 1944 1944

SUBJECT: Communications Report, Operational Mission No 79.

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	<u>Ø</u>	Splashers	<u>12</u>
to other A/C	<u>Ø</u>	Fixed Beacons	<u>1</u>
2. HF/DF Bearings	<u>Ø</u>	Bunchers	<u>16</u>
3. MF/DF Fixes	<u>Ø</u>	6. Total A/C using Gee	<u>11</u>
4. Distress Action	<u>Ø</u>	Maximum Fix	<u>0537E-5238N</u>

SECTION TWO - REPORTED EQUIPMENT DEFICIENCIES

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

SECTION THREE - REMARKS

NONE  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

*Harold M. Kennard, Jr.*  
HAROLD M. KENNARD, JR.  
Capt, Air Corps,  
Gp Comm O.

SS Form 90

S-2 STATISTICAL REPORT

1640

Mission 30 May 1944

Time of Departure 1642

Target Oschersleben

Telephone No. 12

\*\*\*\*\*

- (1) Designation of Group 401
- (2) Total No. of A/C  
airborne, incl. spares 18
- (3) Total No. of A/C  
Dispatched 18
- (4) No. of A/C Attacking 18
- (5) No. of A/C Dispatched  
but not Attacking 0

Due to:

- (a) Mechanical Failure \_\_\_\_\_
- (b) Weather \_\_\_\_\_
- (c) Enemy Action  
(lost before target) \_\_\_\_\_
- (d) Other \_\_\_\_\_

- (6) No. of A/C Lost 2

Due to:

- (a) Anti-aircraft fire 2
- (b) Enemy fighters \_\_\_\_\_
- (c) Flak and fighters \_\_\_\_\_
- (d) Accident \_\_\_\_\_
- (e) Reasons Unknown \_\_\_\_\_

- (7) Times of Attack 1108

- (8) Altitudes of Attack 22,000

- (9) Bombs on Each Target (a) 180 (b) Size 500 (c) Type G.P.

- (10) Personnel Casualties 20

Type:

- (a) Number Killed \_\_\_\_\_
- (b) Number Wounded 20
- (c) Number Missing \_\_\_\_\_

- (11) A/C Suffering Battle  
Damage 15

Category:

- (a) Minor 15
- (b) Major 2
- (c) Salvage \_\_\_\_\_

- (12) Claims None

- (13) Leaflets None

REMARKS: \_\_\_\_\_

Lt. P. R. Myers

Preparing Officer

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

(D-M-5)

30 May 1944.

SUBJECT: Enemy Opposition and Tactical Analysis Report on Mission to OSCHERSLEBEN, GERMANY, 30 May 1944.

TO : COMMANDING GENERAL, 1st Bombardment Division, APO 557, U. S. Army.  
(Attention: A-2).

1. Between 40 to 50 E/A including ME 109's and FW 190's were encountered several minutes after leaving target area. Majority of E/A were FW 190's and were described as having yellow tail, white belly, silver top and also orange cowling. Some FW 190's were observed to have painted tips on wings to make them resemble P-51's.

2. Attacks were made by 4 to 10 A/C, in trail, from 11 o'clock low breaking off at approximately 100 yards. Two A/C of our low squadron were hit. One observed to hit the ground, the other going down steeply but evidently under control.

W. B. FRY,  
Major, A. G.,  
Group S-3 Officer.

OFFICE OF THE INTELLIGENCE OFFICER  
STATION 128 - APO 657  
U. S. ARMY

(D-C-5)

30 May 1944.

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

TO : COMMANDING OFFICER, 401st Bombardment Group (H), APO 657, U. S. Army.  
(THRU Lt. Col. B. K. Voorhees and Lt. Col. A. C. Brooks).

1. Lt. Wallace R. Smith Jr., Pilot, A/C 1863, suggests that all new crews be given a lecture on combat formation flying. He says that recently new crews in the Lead Squadron have been flying in such a manner that other A/C cannot stay in the proper formation.

2. Lt. James A. Gruman, Pilot, A/C 7322, stated that #6 A/C in Lead Squadron, was so far out of formation that Low Squadron could not properly join the formation.

3. Lt. John Schulz, Co-Pilot, A/C 9478, stated that the formation flew too fast.

4. Lt. Jack (NMI) Atherston, Pilot, A/C 1468, observed that the formation of the High Squadron was very loose today.

5. The crew of Lt. Wallace R. Smith Jr., Pilot, A/C 1863, cannot understand why routes are planned through the Dummer Lake region.

6. The crew of Lt. William J. McKee, Pilot, A/C 3307, had to wait one hour at hard stand #41 for transportation to Briefing Room.

7. S/Sgt. Alvin Yantis Jr., (TG), A/C 2393, does not like the new tail gunner's installation and observes that the XXXXX site ~~is~~ restricts downward firing.

8. The crew of Lt. Kermit H. Opie, Pilot, A/C 2398, stated that they flew as spares on Sunday and returned to base at 1330 hours, at which time the combat mess refused to serve them any food.

9. Lt. Don L. Anderson, Bombardier, A/C 7151, said the plexi-glas in the nose of this A/C was extremely dirty.

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

S E C R E T

Report on A. Gunfire.

WARRANTMENT GROUP (H)

401st

Target: Assigned . OSCHERSLEBEN . . . . . Date of Mission 30 May 44  
 Bombed . . OSCHERSLEBEN . . . . .

Route as Flown:-  
0942 (5237-0437E) - 1023 (5237-0820E) - 1158 (I. P.) - 1106  
(Target) - 1126 (5232-1060E) - 1135 (5245-1008E) - 1252 (5237-0437E).

Weather conditions: (a) At target . . . CAVU Ground haze . . . . .  
 (b) En route . . . CAVU . . . . .  
 Were our A/C "Seen" or "Unseen" targets? (a) At target . . . Seen . . . . .  
 (b) En route . . . . . Seen . . . . .  
 Any condensation trails? . . . No . . . . .

Description of Flak at target, including THOD OF FIRE CONTROL  
None

Flak encountered or observed en route. (In the order experienced)  
 Heavier flak was encountered over Dummer Lake on route in to target, generally poor for ~~accuracy~~ accuracy. On route back, however, moderate flak was encountered over Vechta just north of Dummer Lake and was extremely accurate tracking fire. Of 16 A/C returning, 15 suffered battle damage.

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

Position of Group  
 . . Lead box. . . . . .

Details:-

up	A/C over enemy territory	A/C Damaged	A/C lost	Flak Target	Time over Target	Time of Bombs away	Height	Axis of Attack	Bomb Run
<u>15</u>	<u>15</u>	<u>0</u>			<u>1106</u>	<u>1106</u>	<u>22000</u>	<u>20° N</u>	<u>3 min.</u>

no rockets observed, location (5149-1110E).

Lt. P. R. Myers.





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

30 MAY 1964

SUBJECT : **LOADING LIST**

TO : **OPERATIONS OFFICER, 401st BOMB GP (H), AAF STATION 128, APO # 557.**

**1. FOLLOWING IS THE LIST OF COMBAT CREWS PARTICIPATING IN TODAY'S MISSION.**

<u>JDY</u>	<u>RANK</u>	<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>MI</u>
<u>PLANE NO. A2-973AA</u>				
P	2nd Lt.	CONNOLLY	JOHN	J.
CP	2nd Lt.	COTTRILL	RONALD	H.
N	2nd Lt.	KRIDE	THOMAS	H.
B	2nd Lt.	BOLLER	EDWARD	H.
RO	T/SGT.	HEPLEY	BARCLAY	J.
TT	S/SGT.	MILLS	CARL	V.
BT	S/SGT.	PERRE	FRANK	D.
TG	SGT.	McCOWAN	BATES	(MHI)
LG	S/SGT.	FRIDMAN	MAURICE	(MHI)
WG	SGT.	DEHRAP	LUE	C.

<u>PLANE NO. A2-91005</u>				
P	2nd Lt.	FOX	MARSHALL	S.
CP	2nd Lt.	BIRD	ROY	A.
N	2nd Lt.	HENTON	THURON	S.
B	P/O	DRAKE	WALTER	F.
RO	S/SGT.	AVERY	WILLIAM	R.
TT	S/SGT.	HILL	JAMES	B.
BT	SGT.	DALTON	JOHN	B.
TG	SGT.	SANBORN	ROBERT	T.
LG	SGT.	JORDAN	JOHN	V.
WG	SGT.	GUILFOY	THOMAS	F.

<u>PLANE NO. A2-91840</u>				
P	2nd Lt.	LEWIS	CLEATUS	C.
CP	2nd Lt.	BOGGS	JAMES	B.
N	2nd Lt.	KOMAROFF	STUART	J.
B	2nd Lt.	HEIDER	CARL	H.
RO	S/SGT.	KISNER	HARRY	H.
TT	S/SGT.	TAYLOR	ROBERT	C.
BT	SGT.	FRIEDRICH	DANIEL	(MHI)
TG	SGT.	WEBSTER	WALTER	B.
LG	SGT.	FAWELL	FRED	J. JR.
WG	SGT.	PIROMALLI	EUGENE	B.

<u>PLANE NO. A2-3507</u>				
P	2nd Lt.	MORSON	WILLIAM	J.
CP	2nd Lt.	FRAZIER	ROBERT	P.
N	2nd Lt.	STRUMPT	WALTER	P.
B	2nd Lt.	KOZLOWSKI	JOSEPH	C.
RO	SGT.	MAY	CHARLIE	E.
TT	T/SGT.	HARRMAN	RAYMOND	E.
BT	T/SGT.	SHARP	JACK	T.
TG	SGT.	HILL	EDWARD	D.
LG	SGT.	FLETCHER	FREDERICX	L.
WG	SGT.	HALLMAN	HOWARD	J.

<u>FLYING WITH 612th BG.</u>				
B	1st Lt.	FRENCH	DUNNARD	V.



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

AAF Station # 128  
 30 May 1944.

SUBJECT: Loading List.

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

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

\*Plane 42-102780

P	Capt.	CHAPMAN, ALVAH H. JR.	614th
CP	1st Lt.	EVANS, JACK B.	"
H	1st Lt.	SMITH, CHARLES M.	"
B	1st Lt.	WHITE, WILLIAM C.	"
RO	T/Sgt.	Pyle, Robert B.	"
TT	T/Sgt.	Wilson, George S.	"
BT	S/Sgt.	Dayton, James E.	"
TG	2nd Lt.	HEARN, ROBERT F.	"
LNG	S/Sgt.	Cohen, Franklin C.	"
RWG	S/Sgt.	Brennan, Michael G.	"

\*Plane 42-31865

P	1st Lt.	SMITH, WALLACE R. JR.	"
CP	2nd Lt.	FAULHABER, DONALD A.	"
H	1st Lt.	CRANE, RENFRO V.	"
CT	S/Sgt.	Gatzemeyer, Gerald R.	"
RO	T/Sgt.	Gastronova, 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	T/Sgt.	Stalleup, Mose H.	"

\*Plane 42-107522

P	1st Lt.	GRUMAN, JAMES A.	"
CP	2nd Lt.	MELTON, LAVATA T.	"
H	2nd Lt.	GRISSET, JACKUES	"
B	2nd Lt.	ANDREWS, RICHARD J.	"
RO	S/Sgt.	Jacobson, Kenneth M.	"
TT	S/Sgt.	Snyder, Ernest M.	"
BT	Sgt.	Harwell, Wilton W.	"
TG	Sgt.	Ruhmann, Richard R.	"
LNG	Sgt.	Campbell, David H.	"
RWG	Sgt.	Shanks, Herbert H.	"

Loading List Cont'd.

\*Plane 42-59478

P	2nd Lt.	ROZZELL, WOODVILLE G.	614th
CP	1st Lt.	SCHULZ, JOHN	"
N	2nd Lt.	MC CLUNG, GUY L. JR.	"
B	2nd Lt.	MORIN, BERTRAND J.	"
RO	Sgt.	Burnett, Major A.	"
TT	S/Sgt.	Smeallie, Donnan R.	"
BT	Pvt.	Riep, Herman R.	"
TG	Sgt.	Ivey, George W.	"
LNG	Sgt.	Smith, William M.	"
RWG	S/Sgt.	Bralley, Brown A.	"

\*Plane 42-59440

MIA

P	1st Lt.	WILSON, CARLETON L.	"
CP	2nd Lt.	KELLEY, CURTIS C.	"
N	2nd Lt.	CONNERY, JOHN K.	"
B	2nd Lt.	FOGARTY, FRANCIS M.	"
RO	S/Sgt.	Gray, John A.	"
TT	T/Sgt.	Quinn, Robert E.	"
BT	S/Sgt.	Passeno, William W.	"
TG	S/Sgt.	Pettit, Gerald N.	"
LNG	S/Sgt.	McMahon, James F.	"
RWG	S/Sgt.	Smith, George R.	"

\*Plane <sup>107151</sup>  
42-59409

P	2nd Lt.	LA FAVOR, GEORGE L.	"
CP	2nd Lt.	HELM, WESLEY H.	"
N	2nd Lt.	HOWELL, JAMES R.	"
B	2nd Lt.	ANDERSON, DON L.	"
RO	S/Sgt.	Fidler, Charles K.	"
TT	Sgt.	Berg, Bernard B.	"
BT	Sgt.	Stanford, Leland	"
TG	Sgt.	Carpenter, William L.	"
LNG	Pvt.	Hayden, Andrew J.	"
RWG	Sgt.	Bilyeu, Russell E.	"

\*Plane 42-107207

MIA

P	2nd Lt.	KILMER, ALHPEUS L.	"
CP	2nd Lt.	HUNTER, JAMES M.	"
N	2nd Lt.	GRIGGS, WILLIAM C. JR.	"
B	2nd Lt.	WILSON, JOHN H.	"
RO	T/Sgt.	Brooks, Robert I.	"
TT	T/Sgt.	Deitsch, Delois F.	"
BT	S/Sgt.	Gernley, Edward M.	"
TG	Sgt.	Mannisi, Angelo A.	"
LNG	S/Sgt.	Hicks, Robert G.	"
RWG	S/Sgt.	Alexander, James S.	"

For the Squadron Commander:

WILLIAM C. GARLAND  
 Major, Air Corps,  
 Operations Officer

# OPERATIONAL ROUTE FORECAST

DATE 30 May, 1944  
 PERIOD 0700 - 1500 hrs  
 AG P BR HQ SOS 122929

DECLASSIFIED PER ANN/D 745005  
 BY AS2 NARA DATE 1/28/11

	A Bases to 06 Deg East	B 06 Deg East to Targets to Bases	C	D
WEATHER	1 Partly Cloudy with Haze and Fog in Patches becoming Partly Cloudy with Haze	Partly Cloudy with Haze		
CLOUDS	2 Nil Low Cloud over <del>XXXXXXXXXX</del> route except patches of Sea Fog over North Sea. Nil to 3/10 Patchy Altostratus and Altostratus base 12-14000ft becoming Nil. 3-5/10 Cirrus in Tufts above 25,000ft.	Nil Low Cloud becoming 2-4/10 Cumulus base 2000ft tops 5000 ft over England. Nil Middle Cloud 3-5/10 Cirrus in tufts becoming 0-3/10 Cirrus above 25,000ft in Target Areas becoming 3-5/10 on Return.		---NOTE--- Nil Contrails below Cirrus Level except Light Non Persistent at Middle Cloud Level.
ICING	3 12,000ft NIL	12,000ft NIL	b 4 continued	A 4 Continued
VISIBILITY	4 1000yds locally less than 500 yds becoming 2-3 miles at English Coast and	Unrestricted aloft becoming 5 - 10 miles at Bases on Return. Downward Visibility	10 - 15 miles becoming 15 - 20 miles except in Industrial Areas 10 miles.	Unrestricted Aloft. Downward Visibility 10 - 15 miles
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	Bases to Target 180 05	Temperatures Plus 30		
5000 FT	190 10	Plus 15		
10000 FT	200 10	Plus 04		
15000 FT	210 15	-07		
20000 FT	220 20	-18		
25000 FT	230 20	-29		
30000 FT	230 20	-41		

BASE ALTIMETER SETTING 30.181 TARGET SURFACE TEMP Plus 30 TARGET MEAN TEMP Plus 02.0  
 TEMP. AT 22000 FT. -22.4 TARGET SURFACE (PRESSURE-ALT) -266 ft  
 Target Sea Level Pressure 30.21 ADD HEIGHT OF TARGET ←

1. Target, Oschersleben, Germany.

The target is a fighter A/C assembly plant, specializing in FW 109's, located at an A/D about 1 1/2 miles E of Oschersleben.

The factory buildings are all grouped very closely together at the W end of the field and your MPI is a large machine shop almost in the center of the area.

There are 14 buildings in all in an area about 2100' square which include machine shops, assembly shops, storage buildings and hangars. 6,000 people employed.

Before this target was hit last January, it had a capacity of producing 55 A/C per month. It had been hit last July too for the first time but in 6 months time, it had gotten back into full swing and now, only 4 months after the last attack, we are informed that it is back in production, altho how strong we do not know-all we know that there is considerable activity at the field-more than there has been since you last attacked.

There is a dummy A/D 1 1/2 miles E of the P/T, pretty close to the city.

2. ~~Rixarskannx~~ Targets: 1st. Div is attacking, by Wings, 5 different targets in this same area

- 1st. Wgv Dessau (2)
- 40th. Bernberg
- 41st A Halberstadt
- 94th. Oschersleben
- 41st B Halberstadt

(10)

3. Diversions:

- 5 CBW of 2nd. Div to Rotenburg, Oldenburg
- 2 CBW from 3rd. Div to Manderf and Diepholz
- 2 CBW of 3rd. Div attacking in France
- 1 CBW from 3rd. on Brussels
- 1 CBW from 3rd. on Peimsa and Thoyes

4. Secondary, Fallersleben, near Brunswick. Same type of target.

5. Last resort: A/D military objective in Germany that can be attacked without disrupting fighter support. A/D and marshaling yards fall into this category of last resort targets, with this one restriction, that in occupied countries the bombardier must have a visual run on the target.

6. Show route on map 1: 500,000

7. Fighters.

- 1 47 523700525
- 1 47 5237-0642
- 1 51, front cover 523700800
- 1 51s, 5218-0900
- Then 4 Gps of 51's in area for other Wings
- 5154-1103 1Wg RAF 51's
- 5237-0900 1 38 front co
- 5237-0990 1 38 rear

----- 4 Gps 51's will sweep area 5250-1030-5153-1240 and withdraw along bomber route.

8. Flak

- 9. Route on 250
- Nite target chart
- Photos.

10.

10. Spec Instructions.

*Show ten per*

Emergency A/F at Langham

006 Controis

One N bound on route out, and one S bound on route back.

Instructions.

Security.

There are 16 buildings in all in an area about 1000 square miles in  
of the machine shops, assembly shops, storage buildings and hangars. 2,000  
people employed.  
Before this target was hit last January, it had a capacity of producing  
55 A-1 per month. It had 11 last July for the first time but in  
8 months since, it had put an extra 1000 into production, only 4 months after  
the last attack. We are informed that it is back in production, at the low  
figure we no longer know that there is considerable activity at it  
this-morning. There has been also a recent attack.  
There is a runway 1/2 mile S of the V-2, runway close to the city.

2. Sixteenth Air Force: Int. Div. is attacking, by Wings, 2 different targets  
in this area  
Int. Div. (2)  
10th Bombardment  
1st A. Bombardment  
94th Bombardment  
1st A. Bombardment

①

3. Divisions:  
1. 1st Div. (2) in Germany  
2. 2nd Div. (2) in Germany  
3. 3rd Div. (2) in Germany  
4. 4th Div. (2) in Germany

4. Generally, Kaiserliche, near Brunswick, same type of target.  
5. Last month: A-1 military objective in Germany that can be attacked without  
disrupting fighter escort. A-1 and remaining yards fall into this category  
of last month target, with this one restriction, that in occupied countries  
the bomber must have a visual run on the target.

6. Show route on map 1: 200,000  
7. Wings:  
1. 1st Wing (2) in Germany  
2. 2nd Wing (2) in Germany  
3. 3rd Wing (2) in Germany  
4. 4th Wing (2) in Germany  
5. 5th Wing (2) in Germany  
6. 6th Wing (2) in Germany  
7. 7th Wing (2) in Germany  
8. 8th Wing (2) in Germany  
9. 9th Wing (2) in Germany  
10. 10th Wing (2) in Germany

8. Route on map 1: 200,000  
9. Wing (2) in Germany

10. Wing (2) in Germany

STATION WEATHER OFFICE  
AAF STATION 128  
APO 557 - U.S. ARMY

30 May 1944

## WEATHER INTERROGATION SUMMARY FOR MISSION OF 30 MAY 1944.

BASE ON TAKE-OFF: 0725. 3/10 thin stratus base about 500'. Nil middle cloud or high cloud. Visibility 1800 yards.

ROUTE OUT: Low stratus rapidly increasing to 8-10/10 tops about 1500', breaking to 6-9/10 at southeast corner of The Wash and to Nil at English coast. Light to moderate sea fog over North Sea. Nil middle cloud. Nil-2/10 cirrus above 25000'. Visibility (horizontal) less than 10 miles below 20000' but unlimited above.

TARGET: 1106. Nil cloud. Downward visibility 10-15 miles.

RETURN ROUTE: Nil low or middle cloud. Nil-2/10 cirrus above 25000'. Visibility same as Route Out.

BASE ON RETURN: 1110. Nil low or middle cloud. 1/10 cirrus above 25000'. Surface visibility 5 miles with haze.

REMARKS: Moderate to dense persistent contrails above 20000' over target area by fighters. Temperatures 2-3 degrees warmer than forecast, e.g., 10000' +6, 13000' 0, 15000' -5, 22000' -20. Winds as forecast, e.g., English coast at 17000' 225 21, Hanover at 22000' 230 23. Top of haze layer estimated at 20000'.

*Walter J. Saucier*  
WALTER J. SAUCIER  
1st Lt., Air Corps  
Weather Officer