

MISSION NO. 132

To: WEIMAR , GERMANY

S E C R E T
RESTRICTED

CO AAF Sta 128 by
JACKSON M. PHIPPS,
Captain, Air Corps,
Adjutant.

REPORT OF OPERATIONAL DAY

*MISSION NO. 132
24TH. AUGUST, 1944*

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

401ST BOMBARDMENT GROUP (H)
REPORT OF OPERATIONAL
DAY

MISSION SUMMARY REPORT

MISSION # 132

Date 24 August 1944

ASSIGNMENT

1. Assigned Target: WEIMAR, GERMANY.
2. Commitments: The 401st Bomb Group furnished a complete 36 A/C Wing including 2 PFF A/C for the Lead Box. One spare accompanied each box. The Wing was designated the 94th "B" CBW, briefed to fly the 5th position in Division formation.

EXECUTION

1. Target Bombed: WEIMAR, GERMANY
2. a. Wing Leader: Lt. Col. W. T. SEAWELL (PARR)
Lead Navigator: 2nd Lt. G. E. HANSEN
Lead Bombardier: 2nd Lt. J. V. RIDLEY
b. High Box Leader: Lt. Col. A. C. BROOKS. (CURRIE)
Lead Navigator: 1st Lt. M. B. JEFFERY
Lead Bombardier: Captain R. WOODHOUSE
c. Low Box Leader: Captain J. R. LOCKER (COLEMAN)
Lead Navigator: 1st Lt. H. E. KRON
Lead Bombardier: 2nd Lt. E. K. STOUT
3. Flight Over England:
 - a. Takeoff:

Just prior to takeoff the assembly altitude was changed from 8,000 to 4,000 feet. Takeoff was without further incident.
 - b. Group and Wing Assemblies: (Route over England)

Upon departing from Cottesmore buncher there were three 12 ship boxes plus 2 spares. Immediately the 94th "A" CBW (457th) was located and we moved in behind. Low cloud was encountered which delayed the climb to 8,000 until the formation was north of Point "D". Because the Wing ahead was late the the 94th "B" CBW passed Point "1" six minutes late.

Mission Summary Report (cont'd)

4. Attack:

a. Flight to Target:

The 94th "B" CBW assumed the briefed position (5th) in the Division formation. When in the vicinity of Heligoland a 41st CBW (303rd) came over the top of our formation and we flew close together until in the vicinity of Leipzig. When southeast of Hamburg enemy fighters made attacks from the rear and knocked down one from the lead and two from the low. A third from the low was knocked out of formation but reached England.

"Buckeye Red" reported the target clear but high cloud at 26,000; therefore the bomb run was made at 1,000 feet below briefed altitude.

b. Bombing Run:

Lead Box:

Weather was about 3/10 clouds at 26,000 feet from the coast into the target so we let down 1,000 feet, from 25,000 to 24,000 feet indicated and eventually bombed from there. The IP was reached on time, as briefed. Visibility was about 30 miles. The bomb run was 6 minutes long and was made without interference. Smoke from the wing preceding us covered our MPI but synchronization was made on an arbitrary visual point and the cross hairs then moved on to the assigned MPI. Results were good.

High Box:

The Buckeye weather scouts called us about 1/2 hour before we reached the IP and advised bombing from briefed altitude minus 1,000 feet, because of clouds at the briefed level. We let down, as suggested. We turned off the IP and made the bomb run without any trouble. AFCE could not be properly adjusted so the run was made manually. Results were good.

Low Box:

The bombsight was re-set up for 23,400 feet about 30 minutes before the IP after receiving the suggestion from the weather scout that we bomb 1,000 feet lower than briefed. The IP was reached OK and the target could be seen smoking before we even turned on it for the run. A point in the clear, just in front of the target area was identified and synchronization was made on that. As we neared the target 2 more points were picked up on which to kill course and one more point to the left of the assigned MPI was used to kill the rate. The cross hairs were then re-set on the assigned MPI and the bombs were dropped. Results were unobserved due to smoke.

c. Flight from Target:

Wing assembly after bombing was good. No difficulty was encountered on the return route.

Mission Summary Report (Cont'd)

d. Return to Base:

Buckeye Red had given the weather conditions over the North Sea so descent could be made without difficulty. Return to base was without incident.

e. Weather:

Weather enroute was 4/10ths to 6/10ths, high cirrus extending to 26,000 feet. At the target it broke and it was VAVU. It was about the same on return with solid undercast over England.

f. Fighter Support:

Except during the fighter attacks friendly support was generally apparent.

g. Conclusions and Recommendations:

None.

5. Aircraft Not Attacking:

Lead Box:

A/C 42-102394 - Sortie. Lost due to enemy fighter action before target.

High Box:

A/C 42-31863 - Not Sortie. Pilot claimed drop in oil pressure and rise in oil temperature.

Low Box:

A/C 42-3159. Sortie. Jettisoned bombs and returned after receiving severe damage from enemy fighters.

A/C 43-37511- Sortie. Lost due to enemy fighter action before target.

A/C 42-97344 - Sortie. Lost due to enemy fighter action before target.

6. Enemy Opposition:

Between 30-50 E/A including Me 109's and FW 190's were encountered in the Ulzen-Salzwedel area at approximately 1105 hours, attacks lasting about 15 minutes. A second attack by approximately the same number of enemy fighters was encountered along route near Magdeburg between 1150 and 1200. In both attacks ME 109's predominated. Some were described as jet black, others of grayish color, white bellies, white spiral nose, black crosses with white centers, and black wing tips with invasion stripes. Others were gray with red bands behind pilots' cockpit.

Mission Summary Report (Cont'd)

6. Enemy Opposition: (Cont'd)

In the Ulzen - Salzwedel area enemy fighters attacked as our formation finished climbing, at 24,000 feet, picking out stragglers in our low box. Attacks were made first in formations of about 12 fighters each at about 6 o'clock level from about 300 yards breaking off at approximately 25 to 50 yards. In attacking fighters would slow up to approximately our speed and momentarily seem to sit in the air, fire a few seconds and then peel off to right and left. After peeling off individual attacks were made from all clock positions. In peeling off fighters exposed their bellies and at least 4 or 5 fighters, on one pass alone, were definitely observed to be knocked down in flames by our gunners. Repeated and persistent attacks were made.

In the Magdeburg area similar fighter tactics were employed against the low box, attacks lasting from 1150 to 1200 hours at about 24,000 feet. Crews commented on the suicidal and persistent nature of the enemy fighter attacks in both areas, especially in slowing up to our speed and practically setting out in space like "ducks" before peeling off.

(For flak see flak report)

7. Battle Damage:

<u>Major</u>	<u>Minor</u>	<u>Due to Flak</u>	<u>Due to E/A</u>	<u>Due to Flak & E/A</u>
4	4	6	1	1

8. Casualties:

27 men MIA - 3 A/C
 1 ser. wounded
 2 slt. wounded.

9. Statistical Summary of Operations (See Attached form)

10. Bombing Data:

a. Observation:

Lead Box:

Results were good. Direct hits were made on the MPI, with the majority of bombs being within 1,000 feet.

High Box:

Results were good. The major portion of the bombfall being within 1000 ft.

Low Box:

Results were good. The MPI was hit well and the major portion of the bombfall was within 1,000 feet.

Mission Summary Report (Cont'd)

10. b. Disposition of Bombs:

Lead Box:

Of the 12 A/C EET (Incl 2 PFF) nine dropped 90 X 500# M64 on primary. A/C 2394 was lost prior to reaching target, thereby expending 10 bombs. A/C 2602 and A/C 2659 found it necessary to select targets of opportunity at 5130-1047E and 5125-1050E, respectively. The spare returned 10 bombs.

High Box:

Of the 12 A/C EET eleven dropped 103 X 500# M64 on primary. A/C 7938 found it necessary to select a target of opportunity at 5222-1153E. The aborting A/C 1863 returned 10 bombs.

Low Box:

Of the 12 A/C EET six dropped 60 X 500# M64 on primary. A/C 7344 and A/C 7511 were lost prior to reaching target, thereby expending 20 bombs. A/C 7931, A/C 7395, and A/C 1091 found it necessary to select targets of opportunity at 5206-1252E, 5210-1100E and 5115-1100E, respectively. A/C 1591 jettisoned 10 X 500# M64 after receiving several fighter damage. The spare returned 10 bombs.

11. Tabular Summary of Disposition of Bombs:

	<u>Aircraft</u>		<u>Bombs</u>				
	<u>Over Target</u>	<u>Bomb- ing</u>	<u>Num- ber</u>	<u>Size</u>	<u>Type</u>	<u>Fusing</u> <u>Nose Tail</u>	
Main Bombfall	32	26*	253	500#	M64**	1/10 1/10	1/40 1/100
Other Attacks (T. of O. Unknown) (6)		6	60	500#	M64	1/10	1/40
Total Bombs On Targets			313	500#	M64	1/10 1/10	1/40 1/100
Other Expenditures			40	500#	M64	1/10	1/40
Bombs Returned			30	500#	M64	1/10	1/40
Total (Loaded on A/C Taking Off)			383	500#	M64	1/10 1/10	1/40 1/100

* Incl 2 PFF A/C

** Incl GP, RDX and RDXB2 bombs.

Mission Summary Report (Cont'd)

12. Lost Aircraft:

<u>A/C</u>	<u>Sqdn</u>	<u>Position in Formation</u>	<u>Location of Loss</u>	<u>Reason</u>
43-37511 (Fish)	613th	# 5 low Sq, low box, 94th "B" CBW	5230-1030E	Fighters
42-97344 (Gain)	613th	#6 low sq, low box, 94th "B" CBW	5110-1300#	Fighters
42-102394	614th	#2 low Sq, high box, 94th "B" CBW	30 miles SE of Hamburg	Fighters

Submitted By:

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

STATISTICAL SUMMARY OF OPERATIONS

801st Group

1st BD F. O. 476

Date of 24 August 1944

	LEAD		HIGH		LOW
		PFF - GH		PFF - GH	
1. No. of A/C Failing to Take Off	-	-	-	-	-
2. No. of A/C Airborne	11	2	13		13
3. No. of A/C Airborne Less Spares	10	2	13		12
4. No. of A/C Sorties	10	2	12		12
5. No. of A/C Attacking	9	2	12		9
6. No. of A/C Not Attacking	1	0	1		3
(a) Early Returns Included	-	-	(1)		-
7. Name of Primary Target	WEIMAR, GERMANY				
(a) No. of A/C Attacking	7	2	11		6
(b) No., Size & type of bombs	70	20	103		60
	500# M64	500# M64	500# M64		500# M64
8. Name of Secondary Target	NOT BOMBED				
(a) No. of A/C Attacking					
(b) No., Size & type of Bombs					
9. Name of Last Resort Target	**				
(a) No. of A/C Attacking					
(b) No., Size & type of Bombs					
10. Name of Target of Opportunity	TARGETS OF OPPORTUNITY (Unknown)				
(a) No. of A/C Attacking	2		1		3
(b) No., Size, & type of Bombs	20		10		30
	500# M64		500# M64		500# M64
11. Name of Target Opportunity					
(a) No. of A/C Attacking					
(b) No., Size & type of Bomb					
12. No. of A/C Lost - TOTAL	1				2
13. - to Flak					
14. - to Flak & E/A					
15. - to Enemy A/C	1				2
16. - to Accident					
17. - to Unknown					

STAT SUMMARY (Cont'd)

	LEAD	HIGH	LOW
18. Time of Takeoff	0705	0705	0707
19. Time of Attack	1226	1230	1227
20. Average Time of Flight	8.3	8.5	8.6
21. Altitude of Release	23,700	24,600	23,400
22. Visual or PFF	VIS	VIS	VIS
23. Enemy Resistance - AA Int.&ACC.	Mod	Mod.	Mod
	Fair	Fair	Fair
24. - Fighters	SOME	NONE	Intense
25. - Bombers	NONE	NONE	NONE
26. U.S. A/C Engaged by Enemy A/C	6-10	NONE	30-50
27. Degree of Success	GOOD	GOOD	GOOD

PFF A/C Borrowed from Groups as follows:

None

PFF A/C Loaned to Groups as Follows:

None

NOTES:

Combat Flight Leader

Date

Lt Col Seawell

24 August 1944

Deputy Flight Leader

Lt Mercer
SQDN
615

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

PARR (SEAWELL)

600

401st Lead Box Formation
at Take Off, Assembly
and On Cruise.

KOCHEL

MERCER

463

947

SQDN

614

SQDN

615

LEWICK

STEGEMAN

602

125

EVANS

FINNEY

UDY

GRIMM

145

394

310

159

SILVERSTEIN

151

HAYES

KOVACH

872

659

SPARES

FILMYR

084

returned

LT COL SEAWELL (PARR)

24 August 1944

Combat Flight Leader

Data

Lt Mercer

Deputy Flight Leader

SQDN

PARR

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

BFF

600

KOCHEL

MERCER

401st Lead Box OVER TARGET.

IY C 468

947

SQDN

LERWICK

SQDN

STEGEMANN

602

125

EVANS

HAYES

UDY

GRIMM

146

872

310

159

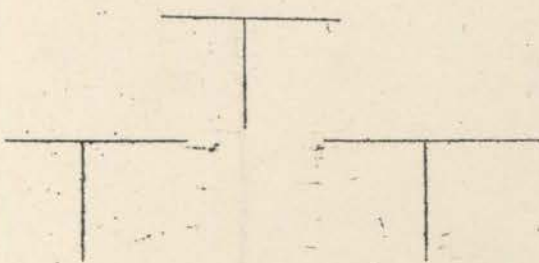
SILJERSTEIN

151

KOVACH

659

SPARES



Combat Flight Leader

Lt Col Brooks

Date

24 August 1944

Deputy Flight Leader

Lt Duckworth

SQDN

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

CURRIE (BROOKS)

957

401st High Formation
at Take Off, Assembly
and On Cruise.

BURNS

DUCKWORTH

992

8077

SQDN

612

SQDN

613

TOUSSAINT

SHACKLEFORD

891

863

abort

HARLAN

BONNEY

BAKER

HANSON

632

790

947

146

LINFORD

938

SCHAUMANN

MAXWELL

398

628

SPARES

LOUGHLIN

962



Combat Flight Leader LT COL BROOKS (CURRIE) Date 24 August 1944

Deputy Flight Leader Lt Duckworth

401st High Box
(OVER TARGET)

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

SQDN
CURRIE (BROOKS)

957

BURNS

BUCKWORTH

992

077

SQDN

TOUSSAINT

SQDN

HANSON

981

146

HARIAN

BONNEY

BAKER

LOUGHLIN

632

790

947

962

LINFORD

SCHAUNAMAN

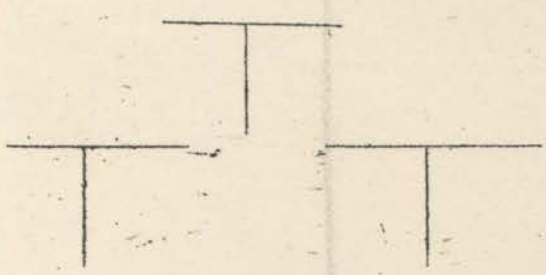
MAXWELL

938

398

628

SPARES



Combat Flight Leader **CAPT LOCHER (COLEMAN)**

Date **24 August 1944**

Deputy Flight Leader **CAPT RISHER**

*401st Low Box
over Target*

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

SQDN
COLEMAN (LOCHER)

081

AIKEN
393

RISHER
395

SQDN

ETTERS
6113

SQDN

KANZE
674

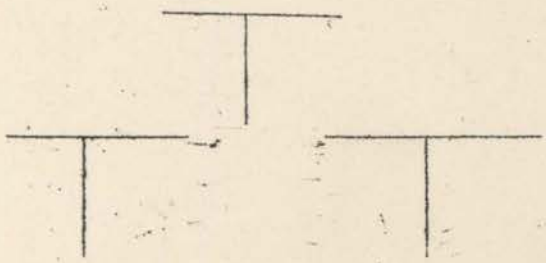
KUTA
931

LEMONS
104

RALLAWAY
983

WINGARD
091

SPARES



Captain Locher

24 August 1944

Combat Flight Leader

Date

Captain Risher

Deputy Flight Leader

613 SQDN

COLEMAN (LOCHER)

612th SC JABWOCK
613th IN MACRO
614th IW GOLFCLUB
615th IY BUZZARD
401st Low Box Formation
at Take Off, Assembly
and On Cruise.

081

AIKEN

RISHER

393

395

613 SQDN

615 SQDN

ETTERS

KONZE

113

674

CARSON

LEMONS

CALLAWAY

WINGARD

591

104

983

1091

KUTA

931

CAIN

FISH

344

511

SPARES

JENNINGS

160

returned

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

24 August 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 0705 hours; Land at 1523 hours.

b. Group formed at 0821 hours at 4,000 feet.

c. Formed CBW at 0821 hours at 4,000 feet.

d. Began climb at 0846 hours; reached alt. at 1145 hours.

e. Weather encountered over England:

(1) Clouds 10 / 10th - Visibility 6 miles.

(2) Wind at altitude 165 degrees, 51 Knots.

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

g. Means of checking Metro Winds Gee

h. Joined task force at 0827 hrs. at Spaulding
(Splasher, City, Coord.)

i. English Coast out at 0846 hrs.; Enemy Coast in at 1044 hrs.

j. Fighter Rendezvous:

(1) Going in 1200 hrs.

(2) Coming back 1303 hrs.

k. Wind used for bombing:

(1) 155 degrees, 16 Knots.

(2) Determined by Bombsight drift, and mickey
(Method)

l. Bomb run and Method of Target Identifications:

(1) Reached IP at 1221 hrs.

(2) Mag. heading over target 254 degrees.

(3) Altitude over target 23700 feet.

(4) Bombs away at 1226 hrs.

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

m. Gee:

(1) Coordinates of furthest fix 54-04N. 03-38 E.

(2) Obtained at 0938 hours.

n. Difficulties encountered with special equipment.

Mickey went out over target

COMMENTS:

/s/ G. E. Hansen
G. E. HANSEN
1st Lt., A. C.
Lead Navigator, Lead Box
SIGNATURE

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

24 August 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 0707 hours; Land at 1540 hours.
- b. Group formed at 0820 hours at 3000 feet.
- c. Formed CBW at 0821 hours at 4000 feet.
- d. Began climb at 0847 hours; reached alt. at 1139 hours.
- e. Weather encountered over England:
 - (1) Clouds 10 / 10th - Visibility 5 miles.
 - (2) Wind at altitude 173 degrees, 35 Knots.
- f. Means of navigation over England. Pilotage, Gee
- g. Means of checking Metro Winds Gee
- h. Joined task force at 0845 hrs. at Louth
(Splasher, City, Coord.)
- i. English Coast out at 0847 hrs.; Enemy Coast in at 1044 hrs.
- j. Fighter Rendezvous:
 - (1) Going in _____ hrs. **AS BRIEFED**
 - (2) Coming back _____ hrs.
- k. Wind used for bombing:
 - (1) 194 degrees, 48 Knots.
 - (2) Determined by Gee
(Method)
- l. Bomb run and Method of Target Identifications:
 - (1) Reached IP at 1221 hrs.
 - (2) Mag. heading over target 251 degrees.
 - (3) Altitude over target 23400 feet.
 - (4) Bombs away at 1227 hrs.
 - (5) Method of target identification and weather over target:
Pilotage
- m. Gee:
 - (1) Coordinates of furthest fix 54-13 N. 05-05 E.
 - (2) Obtained at 0950 hours.
- n. Difficulties encountered with special equipment.

COMMENTS:

/s/ H. E. Kron
H. E. KRON
2nd Lt., A. C.
Lead Navigator, Low Box
SIGNATURE

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

24 August 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 0705 hours; Land at 1530 hours.
- b. Group formed at 0821 hours at 5000 feet.
- c. Formed CBW at 0821 hours at 4000 feet.
- d. Began climb at 0832 hours; reached alt. at 1120 hours.
- e. Weather encountered over England:

- (1) Clouds 10 / 10th - Visability 4-5 miles.
- (2) Wind at altitude 185 degrees, 35 Knots.

- f. Means of navigation over England. Gee, Pilotage
- g. Means of checking Metro Winds Gee
- h. Joined task force at 0845 hrs. at Louth
(Splasher, City, Coord.)
- i. English Coast out at 0846 hrs.; Enemy Coast in at 1046 hrs.

- j. Fighter Rendezvous:
 - (1) Going in _____ hrs. AS BRIEFED
 - (2) Coming back _____ hrs.

- k. Wind used for bombing:
 - (1) 180 degrees, 28 Knots.
 - (2) Determined by Pilotage
(Method)

- l. Bomb run and Method of Target Identifications:
 - (1) Reached IP at 1223 hrs.
 - (2) Mag. heading over target 255 degrees.
 - (3) Altitude over target 24,600 feet.
 - (4) Bombs away at 1230 hrs.
 - (5) Method of target identification and weather over target:
Pilotage

- m. Gee:
 - (1) Coordinates of furthest fix 54-08 N. 04-28 E.
 - (2) Obtained at 0949 hours.

n. Difficulties encountered with special equipment.

COMMENTS:

/S/ M. B. Jeffery
 M. B. JEFFERY
 1st Lt., A. C.
 Lead Navigator, High Box

 SIGNATURE

Air Commander - Lt. Col. Snowell

FLIGHT PLAN 94th B CBW

FORM 1010

PILOT 1st Lt. Perry NAVIGATOR 1st Lt. G. E. Hansen DATE 24 August 1944

STATIONS	0540	ENCINES	0640	TAXI	0655	T.O.	0710
LEAVE BASE	COTTESMORE		0819				
COAST OUT			0840				
ENEMY COAST			1043				
I. P.			1230				
TARGET			1236				
ENEMY COAST			1345				
ENGLISH COAST			1459				
ETR			1533				

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

Zero Hr. - 0830
Ref Alt - 21000
Bomb Alt - 25000
Oxygen - 4:30

WATCH..... At Lead 360 1st 345 High 015 Mag.
Fast Slow Div. Assembly Spaulding to 53-25N 00-13E
RATE.....secs/hour Gaining Losing

FROM TO	W/V UESD	HEIGHT	I.A.S. MPH /K	T. A.S. (K)	COURSE	DRIFT	TRUE HDNG.	VAR.	MAG. HDNG.	C. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA			
														TIME	BODY	ALT.	AZI.
Assemble 8000 Runcher (Y)		184/34 8000	150	145		A11	138	A10	148	123	9	:04	0819 0825				
Cottesmore (B)																	
53-39N 00-28E Spaulding (D)		A11 8000	150	145	096	A10	066	A10	076	163	14	:05	0828				
53-46N 00-09E 53-22N 00-00 (Z)		184/34 8000	150	145	009	A1	010	A10	020	179	35	12	0840	English Coast			
Leuth (Spl. #A)		184/34 16000	150	145	077	A13	090	A1	099	151	109	218	1:24	1004	Start climb at 0300 H.		
51-30N 06-00E		180/25 20000	150	188	077	A16	093	A1	101	164	109	218	1:24	1004			
51-10N 07-30E		140/38 20000	150	177	090	A9	099	A7	106	190	53	:21	1025	Enemy Coast 53-45N 00-31E 1043			
52-15N 12-10E		145/42 25000	150	191	124	A5	129	A5	134	150	63	209	25-1:15	1341			
52-06N 12-52E		080/40 25000	150	199	110	-6	104	A4	108	164	27	:10	1152				
51-10N 13-00E		" " 150	199	175	-12	163	A4	167	198	198	57	:18	1210				
50-51N 12-35E		" " 150	199	220	-8	212	A4	216	228	228	25	:07	1217				
50-53N 12-05E		" " 150	199	276	A3	279	A4	283	237	237	19	:07	1223				
51-09N 11-48E		" " 150	199	325	A10	335	A4	339	213	213	20	:06	1230	I. P.			
Target		" " 150	199	251	-1	250	A4	254	239	239	22	:06	1236	Target			
51-02N 11-16E 51-30N 11-16E		084/38 22000	170	218	327	A9	336	A4	340	230	33	:09	1246				
52-35N 06-00E		088/36 30000	170	211	302	A5	307	A5	312	240	16	122	1:33	1319			
52-43N 07-20E		140/40 20000	150	182	289	-6	283	A6	289	216	27	8	1327				
53-15N 00-10E		140/40 30000	150	"	308	-2	306	A7	313	222	54	15	1342				
53-40N 05-45E		140/40 20000	150	"	328	A2	330	A7	337	222	29	:08	1351	Enemy Coast 53-25N 06-00E 1345			
53-35N 06-00E		180/47 5000	150	182	254	-14	240	A8	248	164	82	246	1:08	1459	English Coast		
53-30N 06-00E		190/25 7000	150	144	254	-7	243	A8	253	132	74	34	1533	ETR			
Base		194/21 2000	150	144	250	-7	243	A10	253	131	74	34	1533	ETR			
LITD		190/25 8000	150	141	28	A4	32	10	42	164	62	24	0816 0840	LITD			

FLIGHT RECORD 20 min to elish lv. Cottesmore
146 3E A6 38 A10 A6 169 45 16 0840

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	I.A.S. MPH /K	HEIGHT & AIR TEMP.	T. A.S.	RUN		TO RUN		E.T.A.
										DIST.	TIME	DIST.	TIME	
0705			225		Take Off									
0742					Lead box complete on Pt. "Y"									
0821			92		Dept. "Y", Good formation		150	4000						
0827			20		53-48N 00-12N			4000						
0846			76		4 mi. East of "Z". Convoy 30 ships headed 330		150	7500						
0859			90		53-45N 00-58E		145	8400						
0905	77	A13	90		53-50N 01-34E			9000		22	06		220	
0912	72	A18	90		53-57N 01-52E Wind 175/48K		148	10500	154	34	13		157	
0927			105		54-04N 02-50E		150	12500						
0938	90	A16	107		54-04N 03-30E Wind 165/51K		150	15000	170	27	11	148	84	34 1012
1012			100		54-08N 06-00E			18400					150	53 21

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	
1028			120		51-08N 07-30E		150	20500							
1034			134		40 mi., 144° Cuzhaven										
1039			136		(1) 24 boats at 53-40N 08-10E	C. P. 2 on course, on time									
1044					Enemy Coast										
1050					(2) Picture, smoke screen 53-52N 09-10E			20000							
1055		40	142		extra plane in high box										
1102			130				150	23400							
1108			130		25 mi. S. Hestburg										
1112					Fighters hit wing behind, got one										
1116			133		Fighters in area - got 2 in low box, About 20 Helo's. 1 in lead										
1121			125		(3) Picture P-51's at 3 o'clock.										
1124			125		Hedgeburg 26 miles, 154°			21000							
1127		2 L	130		One plane left low box										
1145		1R	165		53-06N 12-48E, C.P. 3, on time, 3 mi.N.			25000							
1155		155/16K			Low box lost one more straggler, has 8 planes										
1159			170		(4) Took picture high box.										
1201			218		51-15N 12-55E										
1210			282		50-51N 12-35E										
1215			325		50-53N 12-05E, 8 min early										
1221			248		IF Picture (5)										
1226			250		BONES AWAY on primary, visual picture #6		150	23700							
1228			341		Low box - 7 ships. Negro, accurate black flak										
					S-ing to let other boxes catch up.										
1235			300		Wicky out										
1242	303	-2	301		(7) Picture low box. 51-40N 10-30E		170 148	23700 -12	195			208	105	30	1312
1252			301				150	20000							
1303			301		over Minden 52-18N 08-34E		150	20000	183						
1310			289		52-30N 08-18E							203	27	08	
1317			300		52-45N 07-21E		150	20000				218	54		
1338			330		53-22N 06-04E										
1342			321		(8) Picture of water - 2 white marks										
1345			290		53-32N 05-55E large red explosion at coast										
1446			240		English Coast in			3000							
1519			over base		Over base										
1523					Land										

TARGETS:

PRIMARY Weimar, Germany

TRACK CHART

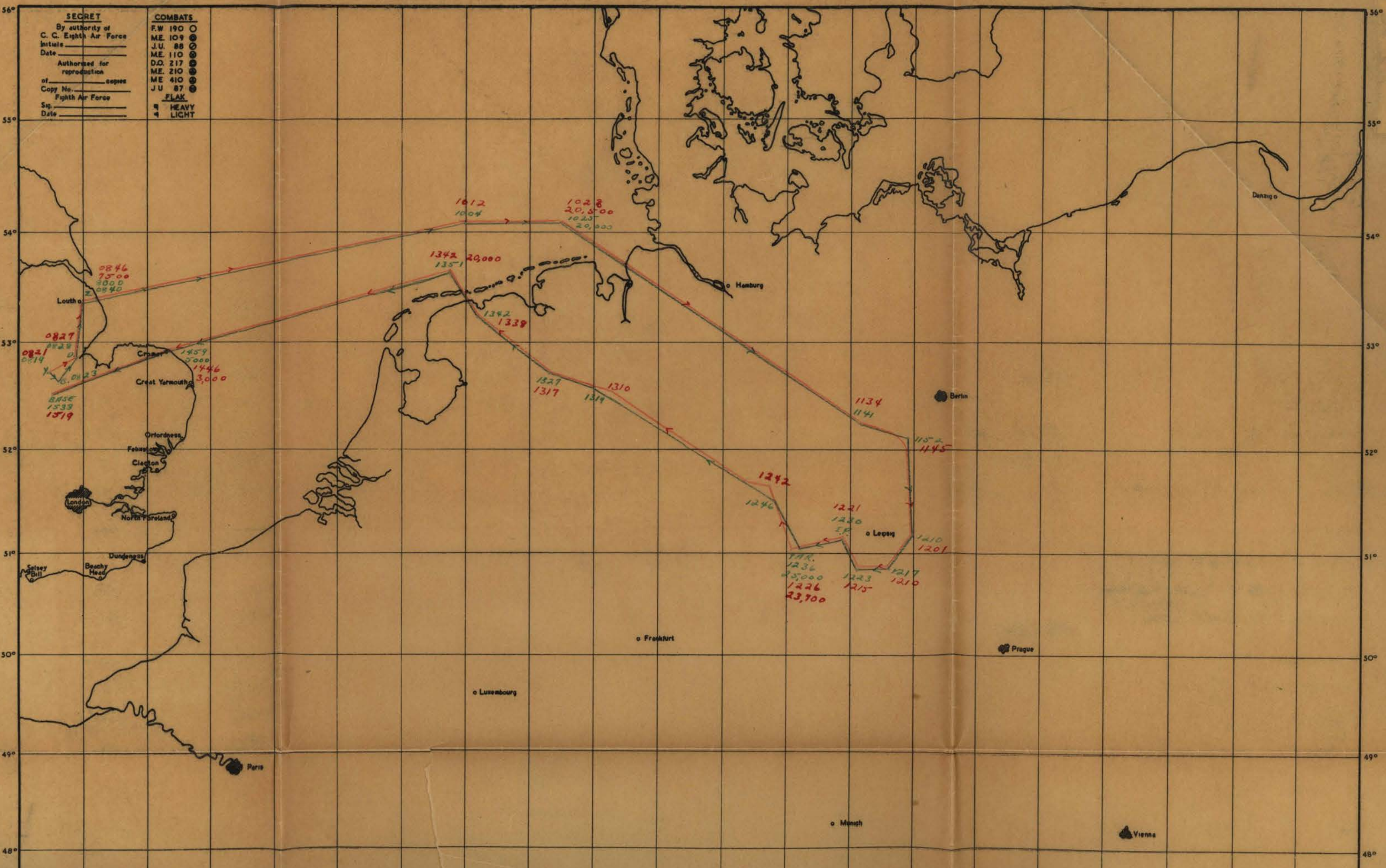
DATE Aug 27, 1944

ROUTE FOLLOWED BY	Color
.....	<u>Green</u>
.....	<u>Red</u>
.....
.....
.....
.....

Briefed Course
401st B. C. (H)

SECRET
By authority of
C. C. Eighth Air Force
Initials _____
Date _____
Authorized for reproduction
of _____ copies
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Eighth Air Force
Sig. _____
Date _____

COMBATS
F.W 190 ○
ME 109 ●
J.U. 88 ○
ME 110 ●
D.O. 217 ●
ME 210 ●
ME 410 ●
J.U. 87 ●
FLAK
HEAVY
LIGHT



of _____ copies
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St. _____
Date _____

ME 410
JU 87
FLAK
HEAVY
LIGHT





401st Bomb Grp
94" B" CBW
12 Ship Formation
High Box
Leader: Lt. Col. Brooks
P : Capt. Currie
N : Lt. Jeffrey
B : Capt. Woodhouse

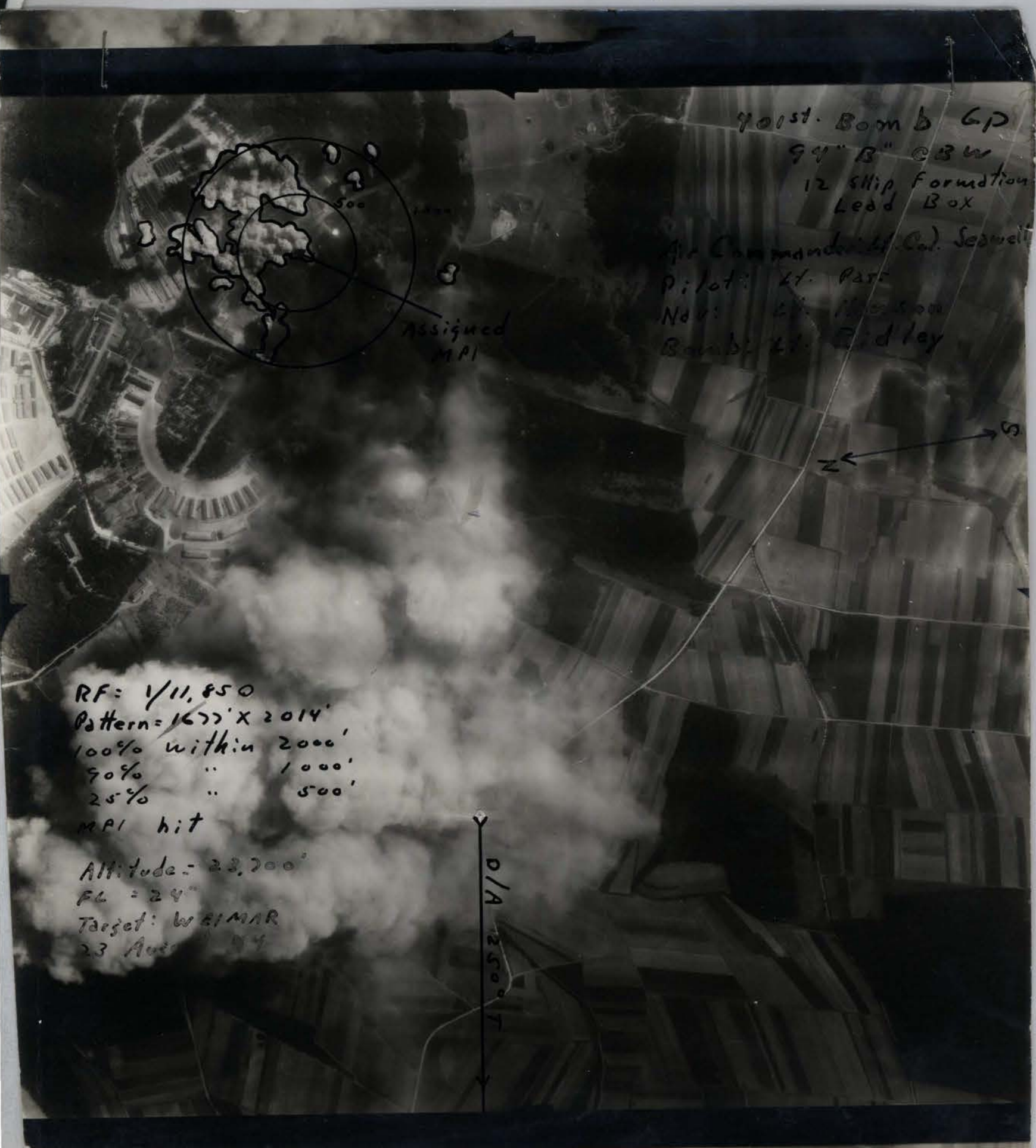
RF = 1/12250
Pattern = 125' x 613'
100% within 2000'
90% " 1000'
50% " 500'
Altitude 24500'
FL = 24"
Target: WEIMAR
23 August 44

Assigned MPI

D/A 2550

4075 EASTMAN REGULAR SAFETY

4075 EASTMAN REGULAR SAFETY



701st Bomb GP
99" B" @ 3W
12 Slip Formation
Lead Box

Air Commander Lt. Col. Seawell
Pilot: Lt. Parr
Nav: Lt. Morrison
Bomb: Lt. Eddley

Assigned MPI

RF: 1/11,850
Pattern: 1677' X 2014'
100% within 2000'
90% " 1000'
25% " 500'
MPI hit

Altitude: 22,200'
FL = 24"
Target: WEIMAR
23 Aug 44

O/A 2500 FT





94° B' C B W
12 ship Formation
Low Base
Leader: Capt. Locher
P - Lt. ...
N - Lt. ...
B - Lt. Stout

40,300
1410x1215
1000



Assigned MP

5729 EASTMAN REGULAR SAFETY

W.D.
 A.G. FORM
 12 E. Modified
 25-9-43 & BC APO 634

LEAD BOX
COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Ridley DATE 24 August 1944

PILOT Lt. Parr TAKE OFF 0707

NAVIGATOR Lt. Hansen AIRPLANE 600

ORGANIZATION _____ SQUADRON 615 GROUP 401st LANDED 1521

OBJECTIVE Weimar, Germany (MPI) _____

INITIAL POINT _____

METHOD OF ATTACK _____ **x** _____
 Individual Flight Squadron Group Wing

NUMBER A/C IN GROUP 12 COMPOSITE GROUP _____

DEFLECTION AND RANGE SIGHTING, GROUP Lead A/C COMPOSITE GROUP _____

RANGE SIGHTING ONLY, GROUP _____ COMPOSITE GROUP _____

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C

BOMBS, TYPES AND SIZES 500# GP RDX B-2

NUMBER OF BOMBS LOADED 120 x 500# GP RDX B2 RELEASED ~~120~~ 90

FUZZING, NOSE _____ TAIL 1/40 (1/100 B-2)

SYNCHRONIZATION _____ **x** _____
 On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target	<u>1580</u>	Mag Head, order	Actual <u>254</u>
True Altitude above target	<u>24657</u>	True Heading	<u>250</u>
Ind. Altitude	<u>23700</u>	Drift, Est	Actual <u>3R</u>
Pressure alt of target	<u>-211</u>	True Track	<u>261</u>
Altimeter setting	<u>29.92</u>	Actual Range	<u>13585</u>
C.I.A.S.	I.A.S. <u>150</u>	B.S.Type	<u>M-9</u>
G.S., Est	Actual <u>238</u>	Time of Release	<u>1226</u>
Wind Direc. Metro	Actual <u>155</u>	Intervalometer Setting	<u>Salvo</u>
Wind Veloc. Metro	Actual <u>25</u>	Length of Bombing Run	<u>6 min</u>
D.S. <u>129.5</u> Trail	<u>61</u> ATF <u>41.68</u>	C-1 Pilot	<u>Yes</u> A-5 _____
Tan. D.A. EST.	Actual _____	Manual Pilot	_____

TYPE OF RELEASE _____
 Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN _____

NAVIATION DATA:

MEAN TEMP. METRO _____ ACTUAL 14

WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
1000						
5000						
10000						
15000						
17000						
19000						
20000						
25000						
28000	---	155		25		-18
30000						

METHODS OF BOMBING



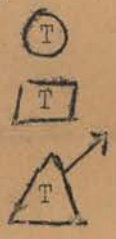
COMPOSITE GROUPS



Bombardier making complete sighting operation

Bombardier making range operation only

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



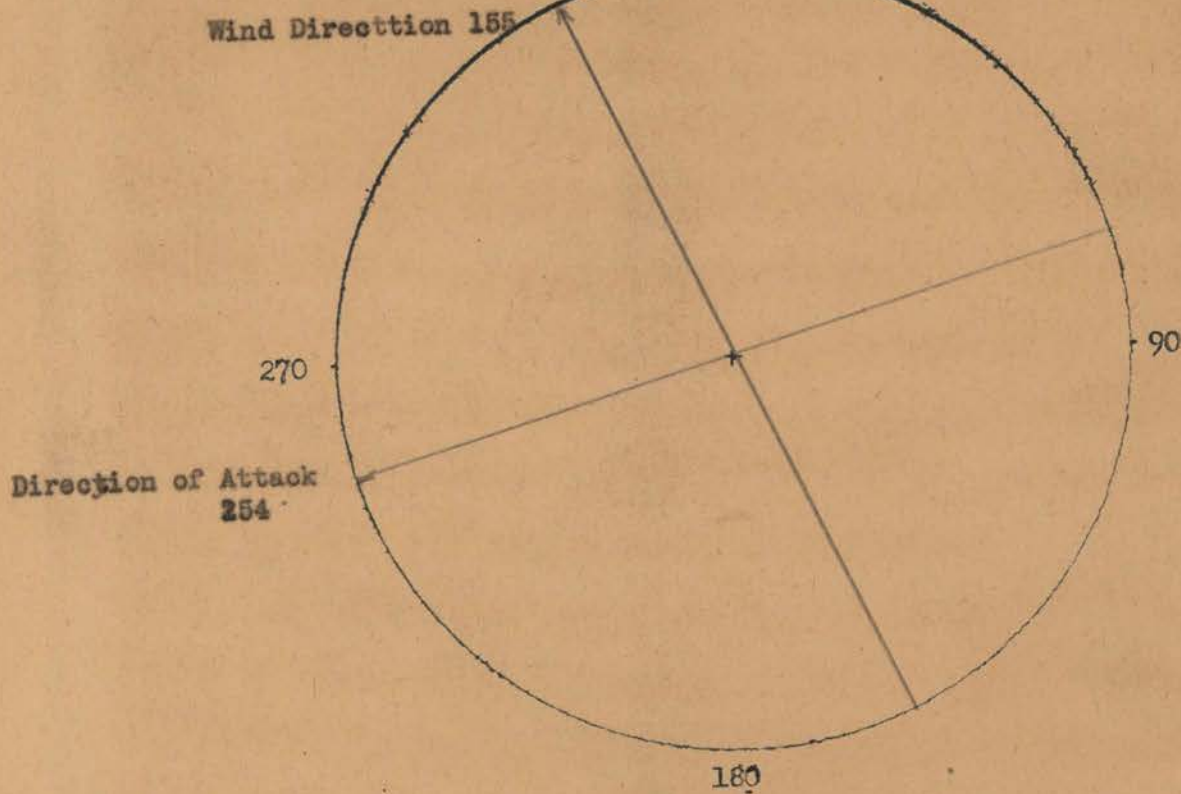
BOMBARDIER'S INDIVIDUAL PLOT

TARGET ~~Weimar, Germany~~

METHOD OF BOMBING Visual

ALTITUDE 24857

Wind Direction 155



LEAD BOX

PLOT

WIND DIRECTION 155

WIND VELOCITY 25

DIRECTION OF ATTACK 254

REMARKS -----

W.D.
 A.G. FORM
 12 E. Modified
 25-9-43 5 BC APO 634

HIGH BOX
 COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Capt Woodhouse DATE 24 Aug 1944

PILOT Capt Currie TAKE OFF 0708

NAVIGATOR Lt. Jeffery AIRPLANE 957

ORGANIZATION _____ SQUADRON 612 GROUP 401st LANDED 1529

OBJECTIVE Weimar, Germany (MPI) _____

INITIAL POINT _____

METHOD OF ATTACK _____ **x** _____

Individual Flight Squadron Group Wing

NUMBER A/C IN GROUP 12 COMPOSITE GROUP _____

DEFLECTION AND RANGE SIGHTING, GROUP Lead A/C COMPOSITE GROUP _____

RANGE SIGHTING ONLY, GROUP _____ COMPOSITE GROUP _____

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C

BOMBS, TYPES AND SIZES 500# GP - RDX B-2

NUMBER OF BOMBS LOADED 113 x 500# GP RDX - B2 RELEASED 103

FUZING, NOSE 1/10 TAIL 1/40(1/100 B-2)

SYNCHRONIZATION _____

On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target	<u>1580</u>	Mag Head, order	Actual <u>255</u>
True Altitude above target	<u>24557</u>	True Heading	<u>259</u>
Ind. Altitude	<u>24666</u>	Drift, Est	Actual <u>0</u>
Pressure alt of target	<u>-211</u>	True Track	<u>259</u>
Altimeter setting	<u>29.92</u>	Actual Range	<u>15284</u>
C.I.A.S.	I.A.S. <u>150</u>	B.S. Type	<u>H-9</u>
G.S., Est	Actual <u>266</u>	Time of Release	<u>1230</u>
Wind Direc. Metro	Actual <u>60</u>	Intervalometer Setting	<u>Salvo</u>
Wind Veloc. Metro	Actual <u>45</u>	Length of Bombing Run	<u>Main</u>
D.S. <u>128.5</u> Trail	<u>61</u> ATF <u>41.53</u>	C-1 Pilot	<u>A-5</u>
Tan. D.A. EST.	Actual <u>.54</u>	Manual Pilot	<u>Yes</u>

TYPE OF RELEASE

Individual Train X Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN _____

NAVIATION DATA:

MEAN TEMP. METRO _____ ACTUAL 3.5

WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
1000						
5000						
10000						
15000						
17000						
19000						
20000						
25000		80		45		-21
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

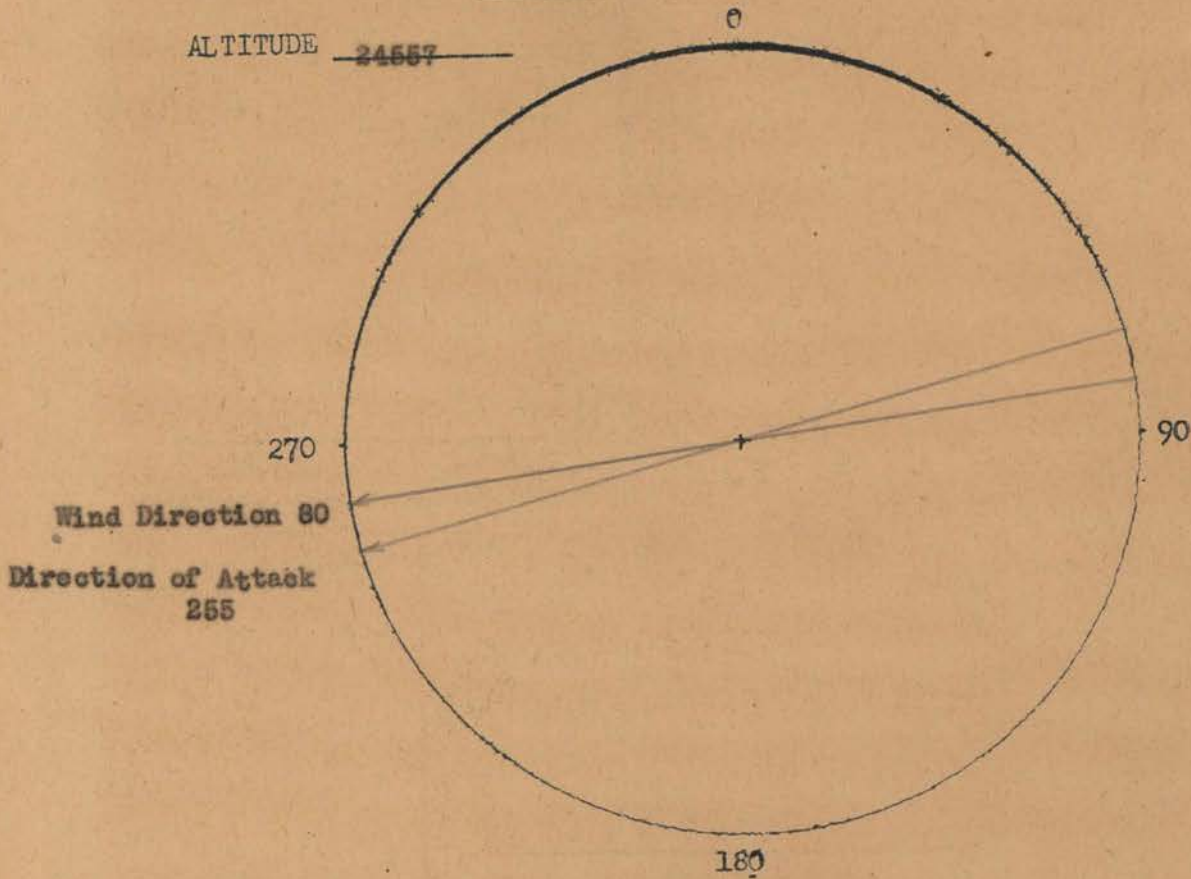


BOMBARDIER'S INDIVIDUAL PLOT

TARGET Weimar, Germany

METHOD OF BOMBING Visual

ALTITUDE 24557



HIGH BOX

PLOT

WIND DIRECTION 80

WIND VELOCITY 45

DIRECTION OF ATTACK 255

REMARKS -----

W.D.
A.G. FORM
12 E. Modified
25-9-43 5 BC APO 634

LOW BOX
COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Stout DATE 24 Aug 1944
PILOT Lt. Coleman TAKE OFF 0710
NAVIGATOR Lt. Iron AIRPLANE 081
ORGANIZATION _____ SQUADRON 613 GROUP 401st LANDED 1540
OBJECTIVE Weimar, Germany (MPI) _____
INITIAL POINT _____
METHOD OF ATTACK _____ _____
 Individual Flight Squadron Group Wing
NUMBER A/C IN GROUP 11 COMPOSITE GROUP _____
DEFLECTION AND RANGE SIGHTING, GROUP Lead A/6 COMPOSITE GROUP _____
RANGE SIGHTING ONLY, GROUP _____ COMPOSITE GROUP _____
NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C
BOMBS, TYPES AND SIZES 500# GP RDX B-2
NUMBER OF BOMBS LOADED 110 x 500# GP RDX B-2 RELEASED 80
FUZING, NOSE 1/10 TAIL 1/40(1/100 B-2)
SYNCHRONIZATION _____
 On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target	<u>1580</u>	Mag Head, order	<u>Actual</u>	<u>251</u>
True Altitude above target	<u>23120</u>	True Heading	<u>255</u>	
Ind. Altitude	<u>23400</u>	Drift, Est	<u>Actual</u>	<u>4R</u>
Pressure alt of target	<u>2322 -211</u>	True Track	<u>259</u>	
Altimeter setting	<u>29.92</u>	Actual Range	<u>12474</u>	
C.I.A.S.	<u>I.A.S. 150</u>	B.S.Type	<u>M-9</u>	
C.S., Est	<u>Actual 240</u>	Time of Release	<u>1237</u>	
Wind Direc. Metro	<u>Actual 120</u>	Intervalometer Setting	<u>Salvo</u>	
Wind Veloc. Metro	<u>Actual 20</u>	Length of Bombing Run	<u>4min</u>	
D.S. <u>132</u> Trail <u>60</u>	<u>ATF 40.21</u>	C-1 Pilot	<u>Yes</u>	<u>A-5</u>
Tan. D.A. EST.	<u>Actual .54</u>	Manual Pilot		

TYPE OF RELEASE

Individual Train X Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN _____

NAVIATION DATA:

MEAN TEMP. METRO _____ ACTUAL 3.5

WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
1000						
5000						
10000						
15000						
17000						
19000						
20000						
25000	---	120		20		-18
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 ~~Weimar, Germany~~

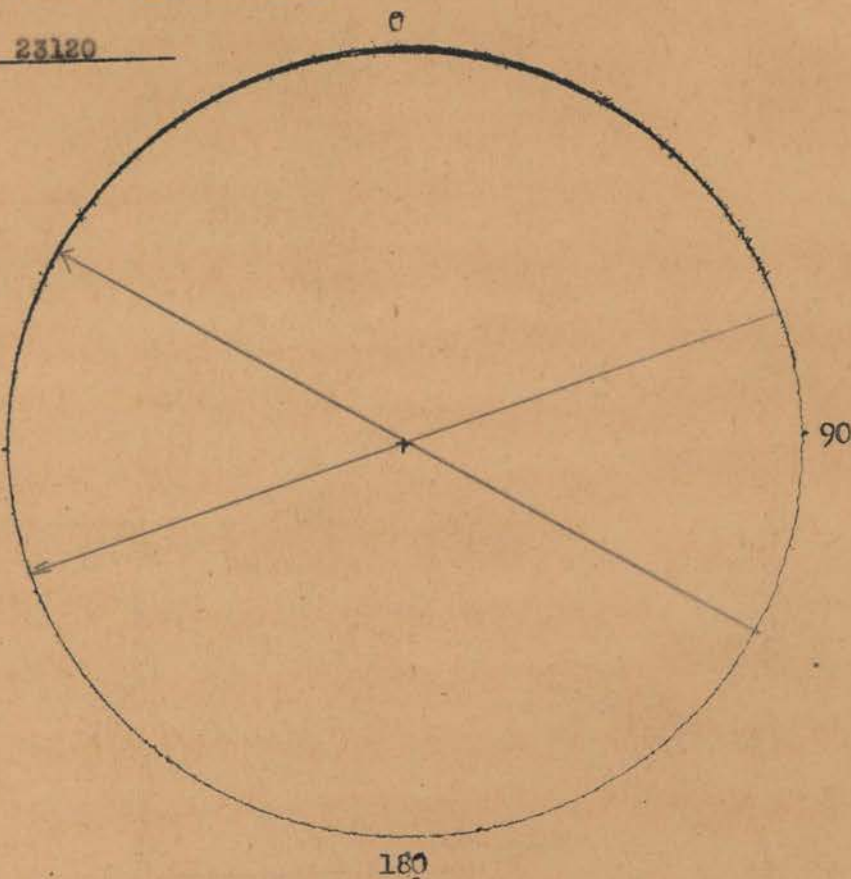
METHOD OF BOMBING Visual

ALTITUDE 23120

Wind Direction 120

270

Direction of Attack
251



LOW BOX

PLOT

WIND DIRECTION 120

WIND VELOCITY 20

DIRECTION OF ATTACK 251

REMARKS -----

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

J-A-2

Reference Field Order 476 .

24 AUGUST 1944

SUBJECT: Communications Report, Operational Mission No 132 .

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>∅</u>	Splashers	<u>21</u>
to other A/C	<u>∅</u>	Fixed Beacons	<u>∅</u>
2. HF/DF Bearings	<u>2</u>	Bunchers	<u>32</u>
3. MF/DF Fixes	<u>∅</u>	6. Total A/C using Gee	<u>36</u>
4. Distress Action	<u>∅</u>	Maximum Fix	<u>0502E 5338N</u>

SECTION TWO - REPORTED EQUIPMENT DEFICIENCIES

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

SECTION THREE - REMARKS

A/C WHICH BROKE VHF SAFETIED SWITCHES:
790--CALLED SHIP TO MOVE OVER IN PROPER FORMATION.
872--CONTACTED LEADER IN REGARDS TO FORMATION.
602--LEADER CALLED, ANSWER NECESSARY.
125--ANSWERED REQUEST FOR CAMERA INFORMATION.
674--ANSWERED REQUEST FOR CAMERA INFORMATION.

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

S E C R E T

Report on A.A. Gunfire.

401 BOMBARDMENT GROUP (H)

Target: Assigned . WEIMAR, GERMANY Date of Mission 24 Aug. '44
 Bombed . . WEIMAR, GERMANY

Route as Flown:-

0846 (5322 - 0003E) - 1044 (5346 - 0631E) - as briefed to IP
1221 (5109 - 1148E) - 1228 (Target) - as briefed to coast, 1342 (5324 - 0600E)
1448 (Gromer)

Weather conditions: (a) At target . CLDY
 (b) En route . 4-10ths to 6/10ths, high cirrus extending to 20,000 ft.
 Were our A/C "Seen" or "Unseen" to: (a) At target . SEEN
 (b) En route . SEEN
 Any condensation trails? . . NO

Description of Flak at Target, including METHOD OF FIRE CONTROL

MODERATE AND OF BARRAGE AND TRACKING TYPE, FAIR TO GOOD FOR ALTITUDE AND DEFLECTION.

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

Observed 1044 (Wesermünde) 21,700 Mod-Int, Fair, Fair, Blk, Barrage
 Encountered 1103 (Ulzen) 21,000 Mod, Good, Good, Blk, Tracking*
 " 1113 (Salzwedel) 21,000 Mod, Good, Good, Blk, Tracking*
 " 1150 (Wittenburg) 25,700 Heager, Good, Poor, Blk, Tracking
 Observed 1208 (Chemnitz) 24,400 Mod, Good, Good, Blk, Barrage
 " 1208 (Leipzig) 24,900 Int., Good, Good, Blk, Barrage

*WRE PLOTTED

Was CHAFF carried? YES

How discharged? . . . AS BRIEFED

Position of Group

LEAD, HIGH & LOW - 94th "H" CW

Details:-

ap	A/C over enemy territory	A/C Damaged	A/C lost to Flak	Time over Target	Time of Bombs away	Height	Axis of Attack	Bomb Run
Lead	12	3	0	1226	1226	23,700	250T	6 Min.
Low	12	3	0	1227	1227	23,400	251T	6 Min.
High	12	2	0	1228	1228	24,500	255T	6 Min.
als:								

Comments - Phenomena:- INCREDIBLE FLAK OBSERVED AT POINT JUST BEFORE IP AND FROM TARGET AREA. EXPLODED WHITE, WHITE STREAMERS FROM BURSTS, APPEARED TO BE A LITTLE EXPLOSION AT END OF STREAMER ACCURATE ENOUGH TO HIT A/C. TWELVE TO FIFTEEN BURSTS IN ALL.

Lt. P. Myers.

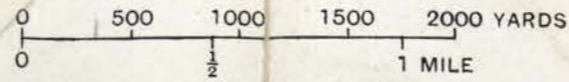
Target No.
3 (d) 148

ARMAMENTS WORKS,
Etc.

WEIMAR (Buchenwald)
(GERMANY)

Illustration No.
3 (d) 148/1

Illustration No.
3 (d) 148/1



Photographed 31 March 1944

(1 : 32,000) approx.

Issued August 1944



- A. ARMAMENTS WORKS.
- B. RADIO FACTORY.
- C. S.S. CAMP AND OFFICES.

A.I.3c(1)

TYPE A

DECLASSIFIED PER ND 0745005
 BY 22 NARA DATE 12/11

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

D-J-4

24 August 1944.

SUBJECT: Crew Comments and Suggestions.

TO : COMMANDING OFFICER, 401st Bomb Gp., (H), APO 557, Sta. 128, US Army.
(Thru Lt. Col. A. C. Brooks and Lt. Col. W. T. Seawell.)

1. Capt. Donald A. Curry, pilot A/C 957, reported that no flak suits were available for his A/C.

2. Lt. John W. Kovach, pilot A/C 2659, stated that the Wing formation was too strung out all day, with the exception of the fact that it tightened up considerably during the attack by enemy fighters in the Wlzen-Magdeburg area.

3. T/Sgt. Calvin A. Cannon, ROG A/C 081, reported that the ball turret of A/C 393 did not move all day and stated that the ball turret guns of A/C 393 were pointed at his radio room the whole time.

4. Lt. Clinton J. Parr, pilot for Lt. Col. W. T. Seawell, Wing Leader, reported that his crew waited over an hour at dispersal area 48 for a truck to bring them to interrogation.

5. Lt. Parr also believes that there are not enough enlisted personnel on PFF Lead crews to install and clean guns before take-off after a mission briefing. He cited the fact that the Wing Lead crew today consisted of 7 officers and 3 enlisted men. It was suggested that Group armament section be given the responsibility of cleaning and installing guns for these Lead crews. Lt. Gerald E. Hanson, navigator, says there are never enough flak suits or cations provided for Lead crews, and thinks the additional personnel should be taken into account when these items are issued.

6. Lt. Jack B. Evans, pilot A/C 7145, remarked that the formation was excellent during the fighter attack. Lt. Evans also observed that chaff discharged by Wing proceeding this Wing was responsible for flak being inaccurate insofar as 94th "B" CWF was concerned.

7. Lt. Robert O. Duckworth, pilot A/C 8077, complimented 615th Squadron armament section for their fast and efficient job of loading his A/C this morning.

8. Lt. Estel G. Burns, pilot A/C 6992, reported too much "essing" both en-route out and back, stating that it was hard to fly formation. Lt. Burns also remarked that the formation turned short of the IP, which caused them to go through some unnecessary flak. Other crews reported the route to be flown very nearly as briefed.

9. Lt. George S. Schumann, pilot A/C 7398, remarked that the formation climbed too fast and that two A/C had to jettison bombs to keep up.

OFFICE OF THE INTELLIGENCE OFFICER
STATION 123 - APO 567
U. S. ARMY

D-J-4

24 August 1944.

SUBJECT: Crew Comments and Suggestions.

TO : COMMANDING OFFICER, 401st Bomb Gp., (H), APO 567, Sta. 123, US Army.
(Thru Lt. Col. A. C. Brooks and Lt. Col. W. T. Seawell.)

1. Capt. Donald A. Curry, pilot A/C 957, reported that no flak suits were available for his A/C.

2. Lt. John W. Kovach, pilot A/C 2659, stated that the Wing formation was too strung out all day, with the exception of the fact that it tightened up considerably during the attack by enemy fighters in the Ulzen-Magdeburg area.

3. T/Sgt. Calvin A. Cannon, ROG A/C 081, reported that the ball turret of A/C 393 did not move all day and stated that the ball turret guns of A/C 393 were pointed at his radio room the whole time.

4. Lt. Clinton J. Parr, pilot for Lt. Col. W. T. Seawell, Wing Leader, reported that his crew waited over an hour at dispersal area 46 for a truck to bring them to interrogation.

5. Lt. Parr also believes that there are not enough enlisted personnel on PFF Lead crews to install and clean guns before take-off after a mission briefing. He cited the fact that the Wing Lead crew today consisted of 7 officers and 3 enlisted men. It was suggested that Group armament section be given the responsibility of cleaning and installing guns for these Lead crews. Lt. Gerald E. Hanson, navigator, says there are never enough flak suits or rations provided for Lead crews, and thinks the additional personnel should be taken into account when these items are issued.

6. Lt. Jack B. Evans, pilot A/C 7145, remarked that the formation was excellent during the fighter attack. Lt. Evans also observed that chaff discharged by Wing preceding this Wing was responsible for flak being inaccurate insofar as 94th "B" CWS was concerned.

7. Lt. Robert O. Duckworth, pilot A/C 8077, complimented 615th Squadron armament section for their fast and efficient job of leading his A/C this morning.

8. Lt. Estel G. Burns, pilot A/C 6992, reported too much "essing" both en-route out and back, stating that it was hard to fly formation. Lt. Burns also remarked that the formation turned short of the IP, which caused them to go through some unnecessary flak. Other crews reported the route to be flown very nearly as briefed.

9. Lt. George S. Schaumann, pilot A/C 7388, remarked that the formation climbed too fast and that two A/C had to jettison bombs to keep up.

10. S/Sgt. Irving G. Kopnitnikof, ROG A/C 7398, reports that the combat mess is absolutely the best mess he has ever eaten in.
11. Lt. Harris E. Lawless, navigator, A/C 1591, stated that this ground spare should not have gone on the mission, inasmuch as nose guns and ball turret were out and TC's inter-phone would not work.
12. Lt. Grant Linford, pilot A/C 938, though the mission could have been flown over a better route, inasmuch as several heavy flak areas were flown over.
13. The crew of Lt. Leland R. Hayes, pilot A/C 7872, would rather not have hot cakes for breakfast.

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

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

D-J-4

24 August 1944.

SUBJECT: Crew Comments and Suggestions.

) ' COMMANDING OFFICER, 401st Bomb Op., (H), APO 557, Sta. 128, US Army.
(Thru Lt. Col. A. C. Brooks and Lt. Col. W. T. Seawell.)

1. Capt. Donald A. Curry, pilot A/C 957, reported that no flak suits were available for his A/C.

2. Lt. John W. Kovach, pilot A/C 2659, stated that the Wing formation was too strung out all day, with the exception of the fact that it tightened up considerably during the attack by enemy fighters in the Ulzen-Magdeburg area.

3. T/Sgt. Calvin A. Carmon, ROO A/C 081, reported that the ball turret of A/C 393 did not move all day and stated that the ball turret guns of A/C 393 were pointed at his radio room the whole time.

4. Lt. Clinton J. Parr, pilot for Lt. Col. W. T. Seawell, Wing Leader, reported that his crew waited over an hour at dispersal area 46 for a truck to bring them to interrogation.

5. Lt. Parr also believes that there are not enough enlisted personnel on PFF lead crews to install and clean guns before take-off after a mission briefing. He cited the fact that the Wing Lead crew today consisted of 7 officers and 3 enlisted men. It was suggested that group armament section be given the responsibility of cleaning and installing guns for these lead crews. Lt. Gerald E. Hanson, navigator, says there are never enough flak suits or rations provided for lead crews, and thinks the additional personnel should be taken into account when these items are issued.

6. Lt. Jack B. Evans, pilot A/C 7145, remarked that the formation was excellent during the fighter attack. Lt. Evans also observed that chaff discharged by Wing preceding this Wing was responsible for flak being inaccurate insofar as 94th "B" OBN was concerned.

7. Lt. Robert G. Duckworth, pilot A/C 8077, complimented 615th Squadron armament section for their fast and efficient job of leading his A/C this morning.

8. Lt. Estel G. Burns, pilot A/C 6992, reported too much "sailing" both en-route out and back, stating that it was hard to fly formation. Lt. Burns also remarked that the formation turned short of the IP, which caused them to go through some unnecessary flak. Other crews reported the route to be flown very nearly as briefed.

9. Lt. George S. Schaumman, pilot A/C 7398, remarked that the formation climbed too fast and that two A/C had to jettison bombs to keep up.

2954

10. S/Sgt. Irving C. Kopitnikof, ROG A/C 7398, reports that the combat mess is absolutely the best mess he has ever eaten in.

11. Lt. Harris E. Lawless, navigator, A/C 1591, stated that this ground spare should not have gone on the mission, inasmuch as nose guns and ball turret were out and TG's inter-phone would not work.

12. Lt. Grant Linford, pilot A/C 938, though the mission could have been flown over a better route, inasmuch as several heavy fiak areas were flown over.

13. The crew of Lt. Leland R. Hayes, pilot A/C 7872, would rather not have hot cakes for breakfast.

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

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

F-B-1

APO 557
24 August 1944

SUBJECT: Abortive Report.

TO : Commanding Officer, 401st Bombardment Group (H),
APO 557. ATTN: Air Statistical Officer.

1. The following aircraft aborted from the mission of 24 August 1944 due to the reasons stated:

42-31863 - Returned early because Pilot claimed that No. 4 Engine oil pressure dropped to 40 lbs. and oil temperature went up slightly. Cylinder head temperature was normal and engine was running smooth. No. 4 propeller was feathered and aircraft returned to base. Ground check revealed no malfunction and sump plug and cuno revealed no metal particles. Oil consumption was normal. Flight check revealed no malfunction.

H. P. VANDERHOEF,
C.W.O., U.S.A.,
Asst. Gp. Engineering Officer.

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

F-C-2

A.P.O. 557
25 August 1944

SUBJECT: Armament Malfunction Mission Report

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

1. Date of Mission: 24 August 1944.
2. No gun malfunctions were reported.
3. The following turret malfunctions were reported:
 - a. A/C # 43-38125 - Vickers Unit Motor burned out in Top Turret. Motor has been replaced.
 - b. A/C # 42-102398 - Vickers Unit Motor burned out in Ball Turret. Motor has been replaced.
4. The following bombing equipment malfunctions were reported:
 - a. A/C # 43-37602 - Salvo System burned out. This was caused possibly by a short in the system. System is being checked.
5. There were twenty-eight (28) aircraft equipped with the all-electric bomb release system participating in the mission.

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

LEAD BOX 94th "B" WING

Combat Flight Leader COL SEAWELL Date 24 August

Deputy Flight Leader LT MERCER

615 SQDN

PARR (SEAWELL)

IN Y 800

KOCHERL

MERCER

IY C 2468

SC U 947

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

614 SQDN

LERNICK

IN O 7602

615 SQDN

STROEMAN

IY D 8125

EVANS

IW S 6145

FINNEY

IW D 2394

UDY

IY P 6310

GRIMM

IY E 8159

SILVERSTEIN

IW B 7151

HAYES

IW A 7872

KOVACH

IW J 2659

SPARES

FILEMYR

IW G 7084

10 x 500 RP
1/10 - 1/40

613th OK.
612th OK.

~~SECRET~~

2780
6
2786

39000
14680
53680
5000
58680

APR 17 1961
MAIL ROOM
FBI - NEW YORK
FBI - NEW YORK

RECEIVED
FBI - NEW YORK

APR 17 1961

HI BOX 94TH "B" 100

LT COL BROOKS

24 August 1944

Combat Flight Leader

LT DUCKWORTH

Date

Deputy Flight Leader

SQDN
CURRIE (BROOKS)

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

SC F 2957

BURNS

DUCKWORTH

SC D 8992

IY Q 8077

612
SQDN

TOUSSAINT

SC M 7039

891

615
SQDN

CARSON

IN J 1591

(863) About

HARLAN

BORNEY

BAKER 891

HANSON

SC L 7632

SC J 7790

IN S 2947

IN T 7736

146

LINFORD

SC B 7938

SCHAUNAMAN

MAXWELL

SC R 2398

SC A 7628

10 x 500 RDX B2
1/10 - 1/100

SPARES
LOUGHLIN

SC O 7582

MOHLER

EAGLE

SC B 1062

SC C 9998

WX SHIP IY K 1069

SPARE LEAD SC P 1891
IY L 7551

GRD SPARES IN X 1863
IY R 6146

TO COAST ONLY - DO NOT LEAD

About

LOW BOX 94TH "B" WD

CAPT LOCHER

24 August 1944

Combat Flight Leader

Data

LT RISHER

Deputy Flight Leader

613 SQDN
COLEMAN (LOCHER)

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

IN C 1091

AIRBN

RISHER

SC R 2393

~~IN R 7072~~
IW F 7395

613 SQDN

615 SQDN

ETPERS

KRIZE

IN R 6113

IY M 2674

~~CARON~~

LEMONS

CALLAWAY

WINGARD

~~IN U 7706~~

IN H 6104

IY G 1983

IY O 1091

KUTA

IN Q 7931

FISH

CAIN
IN P 7344

IN G 7511

*10 x 500 GP
1/10 - 1/40*

SPARES
JERRINGS

IN A 8180

SOMBART TO COAST ONLY DO NOT LOAD

IY B 1730

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

24 August 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
42-97938	1. Flak hole in bottom of right wing near station 8. Cut hole in main wing spar. 2. Flak hole in bottom leading edge of left wing near station 27. 3. Flak hole in leading edge of left horizontal stabilizer near station 188.
42-106992	1. Negative.
42-102957	1. Negative.
43-37790	1. Negative.
42-97962	1. Negative.
43-37632	1. Negative.
43-37628	1. Negative.
42-102393	1. Negative.
42-102398	1. Negative.
42-97947	1. Negative.
42-31891	1. Negative.

Herbert O. Kimmel

HERBERT O. KIMMEL
Capt, Air Corps
Engineering Officer

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

5-3

24 August 1944.

SUBJECT : Loading List.

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

Plane 42-102957

P	Carrie, Donald A.	Capt.	612th
CP	Brooks, Allison C	Lt. Col.	Gp Hq.
N	Jeffery, Morey B.	1st Lt.	612th
B	Woodhouse, Ronald	Capt.	612th
RO	Vesio, Fred J.	T Sgt.	"
TTG	Truax, Floyd A.	T Sgt.	"
BTG	Amos, William J.	Sgt.	"
TG	Weatherman, James H.	S Sgt.	"
FG	Punte, John B. (NMI)	S Sgt.	"

Plane 42-97632

P	Harlan, Thomas J.	2nd Lt.	"
CP	Thorne, Walter W.	2nd Lt.	"
N	Tarr, Charles Jr.	2nd Lt.	"
B	Pepper, James D.	Sgt.	"
RO	Robinson, Paul D.	S Sgt.	"
TTG	Lee, Reed L.	S Sgt.	"
BTG	Smith, Floyd G.	S Sgt.	"
TG	Munford, John V.	Sgt.	"
FG	Zaragoza, Albert R.	Sgt.	"

Plane 42-97398

P	Schaunman, George S.	2nd Lt.	"
CP	Hobgood, James R.	2nd Lt.	"
N	Purrier, Robert E.	2nd Lt.	"
B	Curry, Edward A. Jr.	Sgt.	"
RO	Kopniknikof, Irving G.	S Sgt.	"
TTG	Morris, Thomas P.	S Sgt.	"
BTG	Willet, Edward H.	Sgt.	"
TG	Williams, Clarence P.	Sgt.	"
FG	Norris, Robert V.	S Sgt.	"

Plane 42-102393

P	Aiken, Charles	2nd Lt.	"
CP	Hanford, Charles J. Jr.	2nd Lt.	"
N	Osborne, Charles R.	2nd Lt.	"
B	Benton, David (NMI)	2nd Lt.	"
RO	Barrow, John D.	S Sgt.	"
TTG	Peterson, Harry A.	S Sgt.	"
BTG	Dodge, Dewyne H.	S Sgt.	"
TG	Fenton, Lawrence W.	Sgt.	"
FG	Potter, H. J.	Sgt.	"

Plane 42-106992

P	Burns, Estel G.	1st Lt.	"
CP	Schmedel, Wilbur W.	2nd Lt.	"
N	Gray, Arthur (NMI) Jr.	2nd Lt.	"
B	Dusenberry, Charles J.	S Sgt.	"
RO	Will, Adam E.	S Sgt.	"
TTG	Klingbiel, Eugene P.	S Sgt.	"
BTG	Swope, Donald W.	S Sgt.	"
TG	Henry, Hilmer E.	S Sgt.	"
FG	Gruchawka, John (NMI)	S Sgt.	"

Plane 43-37790

P	Bonney, Roy H. (NMI)	2nd Lt.	612th
CP	Jolley, Edward R.	2nd Lt.	"
N	Olsen, John R.	2nd Lt.	"
B	Souder, William A.	S Sgt.	"
RO	Pettinga, Paul S.	S Sgt.	"
TTG	Lenzen, Ben (NMI)	T Sgt.	"
BTG	Richardson, Omer G.	S Sgt.	"
TG	Peters, Winfield E.	S Sgt.	"
FG	Dill, Donald D.	S Sgt.	"

Plane 43-37628

P	Maxwell, Charles T.	2nd Lt.	"
CP	McLeod, Lucien P.	2nd Lt.	"
N	Billman, James K.	2nd Lt.	"
B	O'Brien, Eugene B.	Sgt.	"
RO	Searcy, Marion E.	S Sgt.	"
TTG	Thomas, Robert L.	S Sgt.	"
BTG	Lameroux, Duane A.	S S gt.	"
TG	Welborn, Luther B.	S Sgt.	"
FG	Lopez, Juan G.	S Sgt.	"

Plane 43-37732 42-31891

P	Toussaint, Francis J.	1st Lt.	"
CP	Beck, Walter H. Jr.	1st Lt.	"
N	Malone, John L.	2nd Lt.	"
B	Schmied, James W. Jr.	2nd Lt.	"
RO	Likins, Robert W.	T Sgt.	"
TTG	Hamer, Robert B.	S Sgt.	"
BTG	Minor, Wallace G.	S Sgt.	"
TG	Lockenour, Charles W.	S Sgt.	"
FG	McNicholas, Joseph D.	S Sgt.	"

Plane 43-37938

P	Linford, Grant H.	1st Lt.	"
CP	MacMonagle, George A.	2nd Lt.	"
N	Schuermann, Urban H.	2nd Lt.	"
B	Dietrich, Arthur R.	S Sgt.	"
RO	Whitman, William H.	S Sgt.	"
TTG	McNally, Robert G.	S Sgt.	"
BTG	Kimball, Tom E.	S Sgt.	"
TG	Keller, Phillip W. Jr.	S Sgt.	"
FG	Walke, Wallace W.	T Sgt.	"

Plane 43-37962

P	Loughlin, David (NMI)	1st Lt.	"
CP	Meredith, Charles F.	2nd Lt.	"
N	Bernard, Roger L.	2nd Lt.	"
B	Sedlak, Edwin F.	2nd Lt.	"
RO	Sommers, James L.	T Sgt.	"
TTG	Livingston, Oliver E.	T Sgt.	"
BTG	Messex, David G.	S Sgt.	"
TG	Bailey, John B.	S Sgt.	"
FG	Dralle, Arlo W.	S Sgt.	"

Plane 43-37938 That is all

TO : OPERATIONS OFFICER, 603rd BOMBARDMENT GROUP (H), VPO
SUBJECT: FORMER PILOT

ST WILSON 1964

2-3

VPO 811
OFFICE OF THE OPERATIONS OFFICER
603rd BOMBARDMENT GROUP (H)
STEEL BOMBARDMENT DIVISION (H)

5-3

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

24 August 1944

LOADING LIST

NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
577 863 <i>about</i>	P	2nd Lt.	SHACKLEFORD	WILLIAM	A.
	CP	2nd Lt.	MC LEOD	REGINALD	L.
	N	2nd Lt.	RUSH	JAMES	M.
	B	2nd Lt.	SCANLON	WILLIAM	M.
	RO	S/SGT.	SKALA	FRANKLIN	C.
	TT	T/SGT.	LICHFIELD	MARVIN	E.
	BT	S/SGT.	KENAGY	LLOYD	C.
	TG	S/SGT.	MOORE	WAVERLY	M.
	WG	S/SGT.	PAPAZIAN	STEPHEN	A.
42-31081	P	1st Lt.	COLEMAN	EDWARD	W.
	CP	Capt.	LOCHER	JAMES	R. JR.
	N	1st Lt.	KRON	HORACE	E.
	B	2nd Lt.	STOUT	ELDRIDGE	K.
	RO	T/SGT.	CARMON	CALVIN	A.
	TT	T/SGT.	LINDHOLM	ALVIN	T.
	BT	S/SGT.	MEANEY	ANTHONY	J.
	TG	S/SGT.	KIDMAN	WILLARD	D.
	WG	S/SGT.	ANDERSON	EDDIE	W.
43-38160 <i>ret</i> <i>Spur</i>	P	2nd Lt.	JENNINGS	WILLIAM	M.
	CP	F/O	GARTON	FRED	M.
	N	2nd Lt.	KLOTZ	BERNARD	L.
	B	2nd Lt.	SCHLOVEN	ISAAC	(NMI)
	RO	S/SGT.	CURTIS	JAMES	W.
	TT	SGT.	FORMAN	RICHARD	T.
	BT	SGT.	OLIVER	KENNETH	C.
	TG	SGT.	SELZLE	THOMAS	R.
	WG	SGT.	EWEN	DONALD	L.
42-97931	P	1st Lt.	KUTA	CHESTER	(NMI)
	CP	1st Lt.	CHARTIER	JOSEPH	R.
	N	1st Lt.	FRENCH	VERNON	N.
	B	SGT.	HOPE	WILLIAM	(NMI)
	RO	T/SGT.	MINGS	CLYDE	L.
	TT	T/SGT.	HERBERT GREENLEAF	ROBERT	L.
	BT	S/SGT.	NICHOLSON	ROBERT	G.
	TG	S/SGT.	HUNT	CECIL	S.
	WG	E/SGT.	FEAR	JOHN	H.
43-37521	P	2nd Lt.	FISH	MELVIN	S. W/1/1
	CP	2nd Lt.	HUSS	LESLIE	H.
	N	2d Lt.	GRAMER	EUGENE	F.
	B	2d Lt.	LUCAS	KENNETH	D.
	RO	SGT.	WARREN	MELVIN	HR
	TT	SGT.	SMITH	WARREN	G.
	BT	SGT.	COOK	WILLIAM	R.
	TG	SGT.	HUFF	JAMES	W.
	WG	SGT.	HANCHAK	JOHN	W.

44-6113 P 2d Lt. EITERS ROY C.
 CP 2d Lt. MISENHEIMER IRA W. JR.
 N 2d Lt. NASH JOSEPH P.
 B 2d Lt. ANDREU ROBERT A.
 RO T SGT. SCOLL EMANUEL T.
 TT T SGT. MC GEE EDWARD T.
 BT S SGT. MAES BERT (NMI) JR.
 TG S SGT. FOOD FREDERICK A.
 WG S SGT. HICKINS GARTH N

42-31591 P 2d Lt. CARSON FRANK (NMI) JR.
 CP 2d Lt. KEE MORRIS E.
 N 2d Lt. LAWLESS HARRIS E.
 B 2d Lt. BUCHER WILLIAM (NMI)
 RO S SGT. MATHIES WILLIAM C.
 TT S SGT. MC GEE RAY E.
 BT SGT. GERALDI JOSEPH J.
 TG SGT. QUIST FARGID (NMI)
 WG SGT. JAMES LLEWELLYN (NMI)

44-6146 P 1st Lt. EAKSON ALBERT L.
 CP 2d Lt. CRAYTON FREDERICK A.
 N 1st Lt. WATSON HENRY T.
 B S SGT. GREEN BERNARD K.
 RO T SGT. SEANS DONALD L.
 TT T SGT. MURRAY HOMER G.
 BT S SGT. KOONS DONALD L.
 TG S SGT. MARTZ DALE C.
 WG S SGT. LYALL LESTER D.

42-97344 P 2d Lt. GAIN MAXWELL M.
 CP 2d Lt. HENDERSON ROBERT E.
 N 2d Lt. BETTIS JAMES M.
 B SGT. BERS DONALD C.
 RO S SGT. SPENCER PAUL M.
 TT S SGT. JAMESON PAUL E.
 BT SGT. BARRON ROBERT K.
 TG S SGT. TRUKELL RICHARD (NMI)
 WG SGT. ARBOGAST HOMER F.

44-6104 P 1st Lt. IEMONS GLEATUS C.
 CP 1st Lt. COTRILL RONALD M.
 N 1st Lt. KOMAROFF STUART J.
 B 2d Lt. HEISER CARL H.
 RO T SGT. MIZNER HARRY R.
 TT T SGT. TAYLOR ROBERT C.
 BT S SGT. FEDYNICH DANIEL (NMI)
 TG S SGT. WEBSTER WILLIAM E.
 WG S SGT. GREER GECIL B.

42-102947 P 2d Lt. BAKER KAY A.
 CP 2d Lt. DONALDSON JEFF N.
 N 2d Lt. KORETSKY HARRY (NMI)
 B 2d Lt. MOORE CARLTON R.
 RO S SGT. YORIO FRANCIS P.
 TT S SGT. BACCHUS GEORGE B.
 BT SGT. CLOYD SHIRLEY E.
 TG SGT. SLATER HAROLD H.
 WG SGT. SEELY EARL W.

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

AAF Station # 128
 24 August 1944.

SUBJECT: Loading List.

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

1. The following is a list of Combat Personnel Participating in today's mission.

PLANE 42 947			
P	1st Lt.	MERCER, ELMER W.	614th
CP	2nd Lt.	HIBBERT, CARL D.	"
N	2nd Lt.	GASKINS, LESLIE E.	"
B	2nd Lt.	KLEFISCH, THEODORE J.	"
RO	T/Sgt.	Zubrickas, Joseph S.	"
TT	T/Sgt.	Fowler, Cecil V.	"
TT N ^o	1st Lt.	DRESBACH, JOHN T.	"
TG	S/Sgt.	Gurnicki, Sigmund A.	"
WG	Sgt.	Connors, Robert A.	"

PLANE 42-97602			
P	1st Lt.	LERWICK, HOWARD P.	614th
CP	2nd Lt.	JAEGER, ALBERT J.	"
N	2nd Lt.	NORTON, WILLIAM	"
B	2nd Lt.	HAGERTY, JAMES J.	"
RO	T/Sgt.	Volz, Bernard Jr.	"
TT	T/Sgt.	Findlay, Matthew R.	"
BT	S/Sgt.	James, Harold L. Jr.	"
TG	S/Sgt.	Kosiba, Frank T.	"
WG	S/Sgt.	Healy, John L.	"

PLANE 42-97145			
P	1st Lt.	EVANS, JACK B.	614th
CP	1st Lt.	SCHULZ, JOHN	"
N	F/O	RHINEHART, WILLIAM E.	"
CTG	S/Sgt.	Shanks, Herbert H.	"
RO	T/Sgt.	Le Fleur, Delmore H.	"
TT	S/Sgt.	Croce, Rudolph M.	"
BT	S/Sgt.	Spatilson, Bruno J.	"
TG	S/Sgt.	Smith, William M.	"
WG	S/Sgt.	Koehler, Earl E.	"

PLANE 42-102394			
P	2nd Lt.	FINNEY, PARKER W.	614th
CP	F/O	PRICE, VIRGEL W.	"
N	2nd Lt.	SCOTT, DALE E.	"
CTG	S/Sgt.	Bralley, Brown A.	"
RO	S/Sgt.	Smith, Edward S.	"
TT	S/Sgt.	Snyder, Woodrow H.	"
BT	S/Sgt.	Hill, Golden B.	"
TG	S/Sgt.	Duling, William J.	"
WG	S/Sgt.	Miller, Burton V.	"

M.I.A.

PLANE # 42-107151

P	2nd Lt.	SILVERSTEIN, HARRY P.	614th
CP	2nd Lt.	FARQUHAR, JOHN A.	"
N	2nd Lt.	CRICKENBERGER, LAWRENCE H. JR.	"
CTG	S/Sgt.	Landwehr, Carl W.	"
RO	S/Sgt.	Gravel, Donald A.	"
TT	S/Sgt.	Dotson, Glen	"
BT	Sgt.	Bergstrom, Donald E.	"
TG	Sgt.	Meyers, Francis S. Jr.	"
WG	Sgt.	Dias, George V.	"

PLANE 42-107034

*ret
opare*

P	1st Lt.	FILEMYR, GARRETT A.	614th
CP	2nd Lt.	CLAXTON, HERBERT W.	"
N	2nd Lt.	ROBINSON, EDWARD F.	"
CTG	S/Sgt.	Tutwiler, David M.	"
RO	S/Sgt.	Farkes, James A.	"
TT	T/Sgt.	Moll, Robert C.	"
BT	S/Sgt.	Reynolds, William H.	"
TG	S/Sgt.	Culver, Malcolm J.	"
WG	Cpl.	Campbell, Thomas B.	"

PLANE 42-97872

P	2nd Lt.	HAYES, LELAND R.	614th
CP	2nd Lt.	HAFLEY, WILLIAM J.	"
N	2nd Lt.	FOWLER, EUGENE K.	"
CTG	S/Sgt.	Kilgore, Edmund W.	"
RO	S/Sgt.	Tyree, Dorsey W.	"
TT	S/Sgt.	Dickson, Beattie B.	"
BT	Sgt.	Lawrence, Sterling S.	"
TG	Sgt.	Dreon, Louis L.	"
WG	S/Sgt.	Jackson, John J.	"

PLANE 42-97395

P	Capt.	RISHER, JAMES F.	614th
CP	1st Lt.	REFENNING, JACK L.	"
N	1st Lt.	HARDING, JAMES B.	"
B	1st Lt.	BROWN, VINCENT E.	"
RO	T/Sgt.	Mussetter, William M.	"
TT	T/Sgt.	Berg, Bernard B.	"
BT	S/Sgt.	Baker, Harry R.	"
TG	S/Sgt.	Ruhmann, Richard R.	"
WG	S/Sgt.	Miller, Jennings F. Jr.	"

PLANE 42-102659

P	1st Lt.	KOVACH, JOHN W.	614th
CP	2nd Lt.	KELLAM, JAMES W.	"
N	2nd Lt.	COSELLI, FRANK J. JR.	"
CTG	S/Sgt.	Herbatuck, Stepan J.	"
RO	T/Sgt.	Pollard, Omer S.	"
TT	T/Sgt.	Rouhselang, Willard J.	"
BT	S/Sgt.	Guest, Hollis D.	"
TG	S/Sgt.	Schmidt, Edward J.	"
WG	S/Sgt.	Maki, Arthur W.	"

For the Squadron Commander:

JOHN SCHULZ,
 1st Lt., Air Corps

PLANE # 42-31091

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Wingard	Milton	R.	615th
CP	2nd Lt.	Abresch	Robert	J.	"
HC	2nd Lt.	Sullivan	Robert	Y.	"
BL	2nd Lt.	King	Willard	R.	"
RO	S/Sgt.	Cicogna	Ernest	G.	"
TT	S/Sgt.	Rutledge	James	C.	"
BT	Cpl. P.	Winzey	Patrick	R.	"
TG	Sgt.	Chiariello	Edward	A.	"
FG	Sgt. P.	Weiss	Joseph	H.	"
b	Sgt. P.	Quilley	Quilley	H.	678th

PLANE # 43-58077

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Duckworth	Robert	O.	615th
CP	2nd Lt.	Horrow	Russell	E.	"
HC	2nd Lt.	Kuntzman	Warren	R.	"
BL	2nd Lt.	Vuchan	Robert	W.	"
RO	S/Sgt.	Halderman	Lyle	K.	"
TT	S/Sgt.	Conner	Roy	C.	"
BT	Sgt. P.	Mirault	Edward	W.	"
TG	Cpl. P.	Tanna	Clyde	W.	"
FG	S/Sgt.	Geekon	Clayton	V.	"
b	Sgt. P.	Popels	Popels	H.	678th

PLANE # 42- 600 PFF

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Parr	Clinton	J.	615th
CP	Lt.-Col.	Seawell	William	T.	GP.
HC	2nd Lt.	Hansen	Gerald	E.	615th
BL	2nd Lt.	Chaffey	Charles	G.	"
HL	2nd Lt.	Kane	James	H.	"
BO	2nd Lt.	Ridley	John	U.	"
RO	E/Sgt.	Allen	John	L.	"
TT	E/Sgt.	Hossley	Emerson	E.	"
BT	Sgt. P.	Blevins	Charles	B.	"
TG	2nd Lt.	Blevins	Charles	B.	"
FG	S/Sgt.	Perez	Louis	A.	678th

PLANE # 42-102468

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Kochel	Michael	J.	615th
CP	E/O	Callahan	Raymond	J.	"
N	2nd Lt.	Ellis	George	O.	"
BO	2nd Lt.	Hoffman	Lloyd	G.	"
RO	S/Sgt.	Concino	Joseph	A.	"
TT	Sgt.	Beeson	Charles	W.	"
BT	Sgt.	Kelley	Thomas	E.	"
TG	Sgt.	Gobbs	Kenneth	H.	"
FG	Sgt.	Wofford	Dewey	B.	"

2-8

VFL - SCF - JSS - VLO - SBA
 OFFICE OF THE OPERATIONS OFFICER
 AGOZ HANDED VMD LIBEL INFORMATIONAL GROUP (H)
 SIX HANDED VMD MILITARY INFORMATIONAL GROUP (H)

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

5-3

TO : Operations Officer, 401st Bomb Gp (H), Sta - 128 - APO - 557.
 SUBJECT: Loading List.
 1. Following is the list of Combat Crews participating in today's mission.
 PLANE # 43-38159

24 August 1944.

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
PO	2nd Lt.	Grimm	William	F.	615th
COPI	2nd Lt.	Hussgen	Herman	K.	"
NO	2nd Lt.	McMullen	Willard	C.	"
BO	2nd Lt.	Burns	Raymond	G.	"
RO	S/Sgt.	Kressler	Oliver	J.	"
IT	S/Sgt.	Brown	Thomas	J.	"
BT	S/Sgt.	Terhorst	Arthur	(NMI)	"
TG	Sgt.	Wheeler	Robert	L.	"
FG	Sgt.	Duke	William	H.	615th
PLANE # 42-31983					
P	2nd Lt.	Callaway	Robert	W.	615th
OP	2nd Lt.	Lawson	Robert	S.	"
MP	2nd Lt.	Weiss	Herman	S.	"
BE	2nd Lt.	Griffin	Warren	S.	"
RO	S/Sgt.	Dodson	James	C.	"
IT	S/Sgt.	Southerland	James	C.	"
BT	Sgt.	Asheim	Arnold	C.	"
TG	Sgt.	Roberts	James	D.	"
FG	Sgt.	Trendelman	Frederick	H.	"
PLANE # 43-38126					
P	2nd Lt.	Stegemann	Charles	W.	615th
OP	2nd Lt.	Walter	Albert	C.	"
M	P/O	McGallin	Clayton	K.	"
BE	2nd Lt.	Schultz	John	J.	"
RO	S/Sgt.	McKenna	Joseph	(NMI)	"
IT	S/Sgt.	Weiss	John	H.	"
BT	Sgt.	Tamburine	Joseph	J.	"
TG	Sgt.	Maer	Martin	C.	"
FG	Sgt.	Roach	William	H.	"

DUTY RANK LAST (NAME) FIRST (MI) SQUADRON

SIX HUNDRED AND FIFTEENTH BOMBARDMENT SQUADRON (H)
FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)
Office of the Operations Officer
AAF - Sta - 128 - APO - 567

24 August 1944.

SUBJECT: Loading list. (Continued)

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

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

PLANE # 42-102674

DUTY	RANK	NAME (LAST)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Konze	Bodo	G.	615th
CP	2nd Lt.	Kolp	Norman	J. (io)	"
N	2nd Lt.	Stork	Oliver	L.	"
B	2nd Lt.	Kossuth	Alfred	G.	"
RO	T/Sgt.	Gratz	Robert	I.	"
TT	S/Sgt.	Jones	William	D.	"
BT	S/Sgt.	Quigley	John	R.	"
TG	Sgt.	Jaranson	David	A.	"
FG	S/Sgt.	Kolster	Frederick	K.	"

PLANE # 44-6310

P	2nd Lt.	Udy	John	(XMI)	615th
CP	2nd Lt.	Hockaday	Billy	S.	"
N	2nd Lt.	Mellahan	Oscar	R.	"
B	2nd Lt.	Youel	Dale	F.	"
RO	S/Sgt.	Knowles	Harry	G.	"
TT	S/Sgt.	Young	Jack	B.	"
BT	Sgt.	Albert	Russell	H.	"
TG	Sgt.	Warn	Albert	E.	"
FG	Sgt.	Oviatt	Earl	D.	"

Primary - Weimar
Secondary - Nordhausen - Misfeld
PFF - Leipzig

Target located 1/2 mile N.W. of the centre of town in a heavy wooded area, & concentration camp closely adjoins it on W. + N.W.

Plant built since 1939 was engaged in the assembly of guns and tanks & bombs & shells. Further reports associate the factory with V-1 manufacture & a report dated June 1944 coupled with photographic evidence makes it practically certain that the factory is turning out V-2 rocket weapons. They are completed at the rate of 40 a day & stored underground ~~ready~~ in the vicinity - 8,000 to 10,000

consists of 10 large bldgs - rocket production HIGH
Storage sheds & workshops - Lead & low

Target never hit

94th A on MPI of ^{high box} lead & low ahead of you
5th wing in 1st dir

2nd Dir. at zero hour } Lead
3rd " " " + 39 }

Penetration & withdrawal routes for the 2nd & 3rd B.D. will be essentially the same as it

USLIST PB - PC OISTP V ODMIP NR 4 -OP-

AUG 24 1970

FROM: ODMIP WRPUBO AUG 14
TO: USLIST PB
USLIST PC
OISTP
ATTN: ALL A-2'S AND S-2'S

6

SECRET BT

1DD A-932-D

INTELLIGENCE ANNEX TO 1DD F.O. NO. 476

TARGET INFORMATION

CG1519 - M.P.I. NO. 1 ILLUST/14 IS A NEW
M.P.I. AND HAS NOT BEEN DAMAGED. THIS IS
A WATER SOFTENER PLANT AND AS
THE WHOLE OF THIS PARTICULAR TARGET
IS DEPENDENT ON WATER PROCESSED
AT THIS SOFTENER PLANT ITS DESTRUCTION
WOULD PUT THE TARGET OUT OF PRODUCTION.

CG5060 THIS IS A NEW TARGET AND
HAS NOT BEEN HIT. NO
ADDITIONAL INFORMATION.

GV4904 - SEE PRU FOR DAMAGE.

FIGHTERS - STRONG E/A OPPOSITION POSSIBLE.

TIDES	GHT
HIGH	LOW
0326	0953
1530	2204

CONVOYS - POSSIBLY ON ROUTES BOTH IN AND OUT.

STRATEGIC REPORTING PROCEDURE WILL BE USED.

----- WILLIAMS - COMBODIV ONE -----

BT240209B

AS FOR CHECK

W E SUCHY AR
DPE R.....240239B WH AR

Jp G

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

25 August 1944

SUBJECT: Comments of crews participating in Mission to Peenemunde. 25 Aug 44.

TO : Commanding Officer, Station 128.

1. Lt. Augusta J. Nelson. Pilot A/c 7009 Polebrook was using same flare as us and made assembly difficult. Lt. Jack A. Remley. co-pilot A/C 2393 further stated that assembly was confused by too many ships in a small area.

2. Following comments were made regarding leadership of the low box.
a. Lt. Norman L. Sisson, Pilot A/C 3330 when low box leader fell out of formation and deputy took over, the formation was ~~spread~~ spread out from then on.

b. Lt. William F. Grimm, Pilot A/C 8077 couldn't keep position after deputy took over.

c. Lt. Herbert V. Dow, pilot A/C 7113 leader of low box didn't stick to SOP speed on let downs or on straight level. Flew both too fast and too ~~slow~~ slow. also went over cone of fire from Heligoland, got shot at there.

3. Lt. Estel G. Burns, pilot A/C 6992 AFCE Still out on this ship.

4. T/Sgt Wallace W. Walks, WG a/c 7628 make cord too short in this ac with staggered waist. Sgt William L. Cross, WG A/C 6310 ways extension for thorat ~~mike~~ in waist of his A/C should be at least 3 feet longer.

5. Lt. Louis H. Ludeman, Pilot A/ C 7039 too many ball turret and top turret guns pointed at friendly B-17s.

6. Lt. Milton R. Wingard, Pilot A/C 1091 poor formation most of the way.

7. Lt. Harry, P. Silverstein, Pilot A/C 7151 air speed varied 135 to 160. Box did not keep formation (Low Box)

8. Lt. Wilbur G. Bright, Pilot A/C 7872 and crew asked why breakfast must always be greasy. S/Sgt Howare J. Frohman, BTG complained of cramps. Sgt Donald A. Gravel, ROG A/C 7151 wants more to eat on long missions.

Lt. Charles W. Keeling Pilot A/C 6113 and crew complained of poor brackfast.

W. B. FRY.
MAJOR, AIR CORRS,
GROUP S-2.

*To [unclear]
[unclear]
[unclear]*

OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 APO 827
U. S. ARMY

27
28

25 August 1944

SUBJECT: Comments of crews participating in Mission to Peenemunde. 25 Aug 44.
TO : Commanding Officer, Station 128.

1. Lt. Augusta J. Nelson. Pilot A/C 7003 Polebrook was using same flare as us and made assembly difficult. Lt. Jack A. Remley. co-pilot A/C 2393 further stated that assembly was confused by too many ships in a small area.
2. Following comments were made regarding leadership of the low box.
 - a. Lt. Norman L. Stason. Pilot A/C 8320 when low box leader fell out of formation and deputy took over, the formation was ~~spread~~ spread out from then on.
 - b. Lt. William F. Grinn. Pilot A/C 8077 couldn't keep position after deputy took over.
 - c. Lt. Herbert V. Dow. Pilot A/C 7113 leader of low box didn't stick to SOP speed on let downs or straight level. Flw both too fast and too slow. also went out of line from Heligoland, got shot at there.
3. Lt. Razel G. Burns. Pilot A/C 8982 AFCE still out on this ship.
4. Sgt Wallace W. Waika. WG 7828 make cord too short in this as with staggered waist. Sgt William L. Gross. WG A/C 8310 ways extension for throat mics in waist of his A/C should be at least 3 feet longer.
5. Lt. Louis H. Ludeman. Pilot A/C 7039 too many ball turret and top turret guns pointed at friendly B-17s.
6. Lt. Milton R. Wingard. Pilot A/C 1001 poor formation most of the way.
7. Lt. Harry P. Silverstein. Pilot A/C 7151 air speed varied 135 to 160. Box did not keep formation (low box)
8. Lt. Wilbur G. Bright. Pilot A/C 7872 and crew asked why breakfast must always be greasy. Sgt Howars J. Frohman. BTG complained of cramps.
9. Sgt Donald A. Gravel. ROG A/C 7151 wants more to eat on long missions.
10. Lt. Charles W. Keeling Pilot A/C 8113 and crew complained of poor breakfast.

W. B. FRY.
MAJOR, AIR CORPS,
GROUP 2-2.

To - 28
Eng Form

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

F-B-1

AP0 557
25 August 1944

SUBJECT: Abortive Report.

TO : Commanding Officer, 401st Bomb Group (H), APO 557.
ATTN: Air Statistical Officer.

1. The following aircraft aborted from the mission of 25 August 1944, due to the reasons stated:

a. 1st Mission.

(1) A/C 43-37706 returned early because of No. 3 engine failure. Pilot stated that oil was coming out of breather and oil pressure dropped off to about 40 lbs. Oil temperature and cylinder head temperature remained normal. No. 3 prop runaway and could not be brought back to normal and was feathered. Ground check revealed internal materiel failure of engine. Pieces of wedge type piston rings were found on the sump plug.

(2) A/C 44-6132 returned early because of No. 1 engine failure. Pilot stated that oil pressure gage fluxuated and dropped off to 35 to 40 lbs. and oil came out of breather. Oil temperature started to rise slowly but not excessive. Cylinder head temperature dropped to zero. Propeller was feathered. Ground check revealed internal failure of engine. Pieces of wedge type piston rings were found on the sump plug.

(3) A/C 42-31485 returned early because of excessive smoking of No. 3 engine. Pilot stated that No. 4 oil pressure dropped to 55 lbs. just after take-off. Cylinder head temperature went up. After aircraft climbed to altitude No. 4 engine operated normal. Excessive oil and smoke on underside of wing was reported. Ground check revealed No. 4 oil cooler leaking oil. Oil was running from No. 4 engine into the No. 3 supercharger, causing No. 3 engine to appear as though it was smoking. Check on oil consumption of No. 4 engine revealed that engine used 4 quarts of oil per hour. Check of both engines revealed no engine malfunctions.

b. 2nd Mission.

(1) A/C 42-31891 returned early because of broken nipple on external oil line from pump to nose section, below prop. governor mounting pad, causing excessive loss of oil.

H. P. VANDERHOEF,
C.W.O., U.S.A.,
Asst. Gp. Engineering Officer.

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

F-C-2

A.P.O. 557
26 August 1944

SUBJECT: Armament Malfunction Mission Report

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

1. Date of Mission: 25 August 1944.
2. No gun malfunctions were reported.
3. The following turret malfunctions were reported:
 - a. A/C # 44-6145 - Ball Turret Elevation gear train inoperative. Gear Box has been replaced.
4. The following bombing equipment malfunctions were reported:
 - a. A/C # 44-6145 - Could not salvo bombs, due to salvo fuze burning out. Fuze has been replaced.
 - b. A/C # 43-38330 - Left side of bomb bay failed to salvo. Bombs had to be kicked out. Ground check upon return revealed no malfunction.
5. There were sixteen (16) aircraft equipped with the all-electric bomb release system participating in the mission.

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

LEAD BOX 94th C Wing

BY 88 NARA DATE 1/8/11

Combat Flight Leader

LT COL BROWN

Date 25 August 44

Deputy Flight Leader

613 SQDN

LOCHER (BROWN)

SC U 7947

FILEMYR

CARNS

IN G 7084

Pff A 7687

612th SC JABWOCK

613th IN MACRO

614th IW GOLF CLUB

615th IY BUZZARD

612 SQDN

TOUSSAINT

SC O 7487

612 SQDN

KHOST

SC R 2393

BURNS

SC D 6992
2222

BONNEY

SC J 7790

HARLAN

SC L 7632

MAXWELL

SC C 9993

LINFORD

SC A 7628

MOHLER

SC B 1662

LUDEMAN

sem 7039

SPARES

Spare lead IW R 7780

Grnd spares IY K 1069

IW H 7869

HAYES

IW F 7395 - Ret

5 x 1000 GP 1/10/40

1/38

HIGH BOX 94th C CBW

Combat Flight Leader

Date

CAPT GRUMAN

25 August 44

Deputy Flight Leader

SQDN

612th SC JABWOCK

614

613th IN MACRO

GRUMAN

614th IW GOLFCLUB

IW P 2012

615th IY BUZZARD

HANSON

LOCKHART

IN T 7736

IN F 6315

SQDN

613

SQDN

614

LEMONS

LEWICK

IN N 6104

IW J 2659

NELSON

KEELING

BRIGHT

EVANS

IN E 7009

IN R 6113

IN A 7872

IN S 6145

JENNINGS

IN A 8160

BUDD

BAKER

IN U 7706

IN B 6132

SPARES

UDY

IY A 1077

Abort.

"C" CBW 94th CBW W

Combat Flight Leader

Date 25 August 1944

Deputy Flight Leader

615 SQDN

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

PARR

IY X 1485

GRIMM

IY Q 8077

PIPER

SC G 7962

615 SQDN

614 SQDN

OAS

IY F 7664

SILVERSTEIN

IW B 7151

CALLAWAY

IY M 2674

WINGARD

IY O 1091

BROWN

IW X 1863

SISSON

IW Z 8330

DOW

IY J 7113

SULLIVAN

IY P 6310

SOMBART

IY B 1730

SPARES

KOCHEL

IY C 2468 - *Rel.*



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

25 August 1944

SUBJECT: Battle Damage Report

TO: Engineering Officer, 401st Bombardment Group (H),
Station 128, APO 557, U. S. Army

1. The following is the battle damage report for the airplanes operated by this Squadron on the combat mission completed this date.

AIRPLANE NO.	BATTLE DAMAGE
42-97947	<ol style="list-style-type: none">1. Flak hole in bottom of right wing station 32.2. Flak hole in bottom leading edge of right wing near station 17. Cut hole in main spar.3. Flak hole in bottom of right wing 2 ft up from trailing edge, station 8. Out top.4. Flak hole in left landing light.5. Flak hole in bottom of left wing, station 16. # 9 tokyo tank change.6. Flak hole in bottom of left flap, station 5, out top.7. Flak hole in left side of fuselage, station 6b.8. Flak hole in right side of fuselage, station 6c.9. Flak hole in back side of lower ball containing radar equipment.
42-106992	<ol style="list-style-type: none">1. Negative.
42-107039	<ol style="list-style-type: none">1. Negative.
42-39993	<ol style="list-style-type: none">1. Negative.
42-31662	<ol style="list-style-type: none">1. Negative.
42-97962	<ol style="list-style-type: none">1. Flak hole in # 4 nacelle, punctured oil tank.2. Flak hole in tail gunners right side window.3.
43-37790	<ol style="list-style-type: none">1. Flak hole inboard # 4 oil cooler, cut mixture control cable.2. Large flak hole in leading left outboard wing panel, station 33.
42-97487	<ol style="list-style-type: none">1. Flak hole right side of nose section, station 1a.2. Flak hole in left wing leading edge, station 8.
43-37632	<ol style="list-style-type: none">1. Flak hole through right aileron at station 20.2. Flak hole through left, station 3, aft.3. Flak hole behind left beam gun.
43-37628	<ol style="list-style-type: none">1. Negative.
42-102393	<ol style="list-style-type: none">1. Negative.

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

CONFIDENTIAL

HEADQUARTERS
401st BOMBARDMENT GROUP (H)
Office of the Staff Weather Officer
APO 557, U. S. Army

24 August 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 24 AUGUST 1944

TAKE-OFF: 0710. 6/10 altocumulus, base 5500', tops 6000'. 10/10 altostratus at about 10,000'. Visibility 3 miles in haze.

ROUTE OUT: Nil low cloud. 6/10 altocumulus, base 5500', tops 6000', increasing to 8-10/10 upon leaving the base area and becoming nil about 15 to 20 miles past the English coast. 8-10/10 thin altostratus, base 10,000', becoming nil at the English coast. 2-3/10 cirrus, base 25-26,000', over the North Sea, becoming 3-4/10 cirrocumulus, base 25,500', in the target area. Vertical visibility 5-10 miles in haze over England and the North Sea, improving to 25-35 miles over the continent. Horizontal visibility unrestricted. Occasional fog patches over the North Sea.

TARGET: Weimar. 1227. Nil low or middle cloud. 3-4/10 cirrocumulus, base 25,500'. Vertical visibility 25-30 miles. Horizontal visibility unrestricted.

ROUTE BACK: Nil low cloud, becoming 7-9/10 cumulus, base 3-4000', over the English coast, gradually decreasing to 2-4/10 cumulus, base 2500' to 3000', in base area. Nil middle cloud, becoming 9-10/10 altostratus at about 10,000 ft. over England. 3-4/10 cirrocumulus, base 25,500', becoming nil to 2/10 cirrus, base 25-26,000' at about 10 deg. E. Vertical visibility 25-35 miles, decreasing to 5-10 miles over England. Horizontal visibility unrestricted.

BASE ON RETURN: 1516. 2/10 cumulus, base 3000'. 10/10 altostratus at about 10,000'. Visibility 6 miles in haze.

REMARKS: Nil contrails or icing. Winds as briefed. Target winds at 25,000', 80-85 degrees at 40 knots. Temperatures: -23 deg. at 25,000', -11 deg. at 20,000'.

Arthur B. Street
ARTHUR B. STREET
Captain, Air Corps
Staff Weather Officer

CONFIDENTIAL

OPERATIONAL ROUTE FORECAST

 DATE 24 August 1944

 PERIOD 0700 - 1600 hrs

AG P BR HQ SOS /22929

	A Base to 06 Deg East	B 06 Deg East to Target to 06 Deg East	C 06 Deg East to Bases	D
1 WEATHER	Overcast with Slight to moderate rain showers and haze becoming Clouds Intermittent Rain, Thunderstorms, and haze, becoming Cloudy.	Cloudy becoming Partly Cloudy becoming Cloudy.	Cloudy becoming Overcast with Slight to Moderate Rain showers.	CONFIDENTIAL *****NOTES***** No Contrails at Flight Level. Alt. Mean Temp 18000 Plus 10.0 20000 " 08.5 22000 " 06.5 24000 " 04.5 26000 " 02.5 28000 " 00.5 30000 -01.5
2 CLOUDS	4-5/10 Stratocumulus base 3-4000ft tops 6000 decreasing gradually to NI1 over North Sea. 10/10 layered Middle (Altostratus) and High (Cirrostratus) Clouds base 10000ft tops 2000-30000ft. with Cloud base Raising to 15000ft at 03 Deg East, and becoming 4-6/10 Altostratus and Altostratus base 13000ft at 05 Deg East, becoming NI1 at 06 Deg East.	NI1 Low Cloud becoming NI1-3/10 Small Cumulus base 3-4000ft tops 5000ft at Target. NI1 Medium Cloud. 5-7/10 Cirrostratus above 25,000ft becoming nil East of 06 Deg East. 4-2 Continued with 5-7/10 Cirrostratus above 25,000ft.	REVERSE OF A-2 Except NI1 to 3/10 Small Cumulus increasing over North Sea and becoming 4-6/10 Small swelling Cumulus base 2-3000ft tops 5-7000ft occasionally becoming 3-10/10 Cumulonimbus and Stratocumulus base 1000ft and tops 10,000ft in Rain showers.	
3 ICING	13,000ft Heavy Clear in Medium Cloud.	13,000ft NI1 Ice	13,000ft Heavy Clear in Medium Cloud.	
4 VISIBILITY	1-3 miles locally 1000yds becoming 5-10 miles at Flight Level.	5-10 miles becoming Unrestricted above 15,000ft Vertical Visibility 10-20 Miles.	Unrestricted above 15000 becoming 4-6 miles on return, but 1-2 miles in Rain showers.	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	05 Deg E. 200 15 10 Deg E. 130 20	10 Deg E. 130 20	130 15	Plus 25
5000 FT	190 25	130 25	120 20	Plus 17
10000 FT	180 40	110 30	110 25	Plus 07
15000 FT	180 55	110 35	100 30	-03
20000 FT	170 65	110 40	090 35	-13
25000 FT	170 70	150 45	080 40	-24
30000 FT	170 65	160 50	070 45	-36

BASE ALTIMETER SETTING 30.05 in TARGET SURFACE TEMP. _____ TARGET MEAN TEMP. SEE MEAN TEMPS
 TEMP. AT _____ FT. _____ TARGET SURFACE (PRESSURE-ALT) -017 ft.

DECLASSIFIED PER ANN D745005 BY 58 NARA DATE 1/11/11