

*MISSION NO.133*

*To: PEENEMUNDE , GERMANY*

Classification changed to  
RESTRICTED by auth of  
C/O AAF Sta 128 by

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

# REPORT OF OPERATIONAL DAY

MISSIONS 133 & 134  
25TH. AUGUST, 1944

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



401ST BOMBARDMENT GROUP (H)  
REPORT OF OPERATIONAL  
DAY  
MISSION SUMMARY REPORT

MISSION # 133

Date 25 August 1944

ASSIGNMENT

1. Assigned Target: PEENEMUNDE, GERMANY
2. Commitments: The 401st was to furnish a complete 36 A/C Wing (94th "C" CBW) for the mission.

EXECUTION

1. Target Bombed: PEENEMUNDE, GERMANY
2. a. Wing Leader: Lt. Col. E. W. BROWN (Locher)  
    Lead Navigator: Capt. H. D. WOOD  
    Lead Bombardier: Capt. H. W. MEADVILLE
- b. High Box Leader: Capt. J. A. GRUMAN  
        Lead Navigator: 1st Lt. J. GRISET  
        Lead Bombardier: 1st Lt. R. J. ANDREWS
- c. Low Box Leader: 1st Lt. G. J. PARR      Dep: 1st Lt. H. L. PIPER  
        Lead Navigator: 2nd Lt. G. E. HANSEN      1st Lt. J. L. MALONE  
        Lead Bombardier: 2nd Lt. J. V. RIDLEY      1st Lt. L. C. DEATON
3. Flight Over England:
  - a. Takeoff: Normal. No difficulties experienced.
  - b. Group and Wing Assemblies: Formation was slow, but all ships were in formation by departure time. Wing and Division assemblies were excellent.
  - c. Route Over England: Route was as briefed, all check points and Point "Z" made on time and in normal fashion.

MISSION SUMMARY REPORT (Cont)

4. Attack:

a. Flight to Target:

94th "C" CBW was third in the Division. The flight to the Danish peninsula was made as briefed except for a gradual gaining of time so that we were about twenty minutes ahead of time at the landfall. The Division A/C "essed" to lose time which created a traffic problem for the remaining Wings. We proceeded, as a result, to the target in second position. Just before reaching the IP the low box leader aborted, the deputy taking over and completing the mission.

b. Bombing Run:

**Lead Box:** We arrived at the IP as briefed, made a turn on the target and took up a head of 46° Mag. Everything went smoothly until about 1 minute before bombs away, when we hit prop wash from the preceding Group. The bombsight gyro nearly tumbled but it was caged in time and held that way until we hit smoother air. A last minute bubble level was taken and minor corrections made just before bombs away. The bombs were dropped at 1254 and some of them were seen to strike the target but due to evasive action that was taken right after bombs away a complete bombfall was not observed.

**High Box:** Another Wing split up our Wing somewhat, about 10 minutes before the IP, so that the low box leader called and told us to bomb 2nd, for he was so far back he couldn't catch up to follow the Lead box. We circled wide, about 2 miles east of the IP, and came in on a Mag. Head of 228°, close behind the lead box. There were no clouds present. We hit some pretty bad prop wash, from the lead box, about 90 seconds before bombs away, but the gyro was caged, and a few moments later uncaged, so it didn't tumble. Our bombs released about 10 seconds after the Lead's hit the target. The bombfall was observed to strike on the target and in the smoke of the bombs from the lead box.

**Low Box:** About 50 minutes before the IP the box leader called and told us to take over the lead for he was having engine trouble. We did so, and arrived at the IP as briefed. We were the third box of the Wing to bomb but never the less the target was clear all the way in from the IP. There was moderate flak at the target but it didn't interfere with the Bomb Run. Had no trouble with either course or rate. The bombs were dropped at 1256 on a Mag Head of 235°. Results were practically unobserved, due to smoke over the target which blossomed forth just after our bombs were released, but some were seen to strike in the smoke itself.



MISSION SUMMARY REPORT (Cont)

- c. Flight From Target: Normal. We gained an extra high box after the target from the 94th "B" CBW. The route as briefed was flown all the way out, slight deviations being made to avoid flak over the Danish peninsula.
- d. Return to Base: Under the cloud base. Return was normal and all ships landed safely at home base.
- e. Weather: Not as severe as briefed. The stationary front at 6° E consisted of some increase in low clouds, and considerable increase in haze, but with no layered middle clouds.
- f. Fighter Support: Excellent. Buckeye Red was particularly effective in giving weather over the target areas.
- g. Conclusions and Recommendations: That "Sing" by Division be eliminated and instead a direct change of course either to north or south (with regard to flak of course) be utilized to lose time.

5. Aircraft Not Attacking:

Lead Box: All A/C attacked.

High Box: A/C 43-37706 - Not Sortie. Internal failure of #3 Engine.

A/C 44-6132 - Sortie. Internal failure of # 1 Engine.

Low Box: All A/C attacked.

6. Enemy Opposition:

No air opposition (see Flak Report for flak)

7. Battle Damage:

<u>Major</u>	<u>Minor</u>	<u>Flak</u>
2	23	25

8. Casualties:

None.

9. Statistical Summary of Operations (see attached form)

MISSION SUMMARY REPORT (Concl'd)

10. Bombing Data:

a. Disposition of Bombs:

Lead Box: Eleven 401st A/C (incl 1 PFF) dropped 55 x 1000# M44 on primary. 1 PFF A/C loaded at Polebrook dropped 5 x 1000# M44 on primary. The spare returned its load of 5 bombs.

High Box: Eleven 401st A/C dropped 55 x 1000# M44 on primary. Of the two aborting A/C, one jettisoned 5 bombs and one returned 5.

Low Box: Eleven 401st A/C dropped 55 x 1000# M44 on primary. One A/C (#1485) occasioning engine trouble selected Schleswig, Germany as a target of opportunity and dropped its load of 5 bombs. The spare returned its 5 bombs.

b. Observations:

Lead Box: The bombfall seemed to hit the target very good, 60-90% falling within 1000'.

High Box: The bombfall was good, 70-90% falling within 1000' of MPI. Smoke made it difficult to observe bombfall very accurately.

Low Box: Bombfall was in the smoke but apparently well within target area.

1 c. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs			
	Over Target	Bombing	Number	Size	Type	Fusing Nose Tail
Main Bombfall	34	34*	170	1000#	M44	1/10 1/1000
Other Attacks (T.O: Schleswig, Ger)	1	1	5	1000#	M44	1/10 1/100
Total Bombs on Targets			175	1000#	M44	1/10 1/100
Other Expenditures			5	1000#	M44	1/10 1/100
Bombs Returned			15	1000#	M44	1/10 1/100
Total (Loaded on A/C Taking Off)			195	1000#	M44	1/10 1/100

\* Incl 2 PFF (1 on loan)

11. Lost Aircraft:

None.

Submitted By:

KEN W. DAUBLE  
 Captain, Air Corps  
 Statistical Officer



STATISTICAL SUMMARY OF OPERATIONS

401st Group

1st BD F. O. 477

Date of 25 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	10	2	11		12
6. No. of A/C Not Attacking	0	0	2		-
(a) Early Returns Included			(1)		
7. Name of Primary Target	PEENEMUNDE, GERMANY				
(a) No of A/C Attacking	10	2	11		11
(b) No., Size & type of bombs	50	10	55		55
	1000# M44	1000# M44	1000# M44		1000# M44
8. Name of Secondary Target					
(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	SCHLESWIG, GERMANY				
(a) No. of A/C Attacking					1
(b) No., Size, & type of Bombs					5
					1000# M44
11. Name of Target Opportunity					
(a) No. of A/C Attacking					
(b) No., Size & type of Bomb					
12. No of A/C Lost - TOTAL					
13. - to Flak					
14. - to Flak & E/A					
15. - to Enemy A/C					
16. - to Accident					
17. - to Unknown					



STAT SUMMARY (Cont'd)

	LEAD	HIGH	LOW
18. Time of Takeoff	0745	0756	0749
19. Time of Attack	1254	1255	1256
20. Average Time of Flight	7.8	7.5	8.1
21. Altitude of Release	22,000	22,600	21,3000
22. Visual or PFF	VIS	VIS	VIS
23. Enemy Resistance - AA Int.&ACG.	Mod - Acc	Mod - Acc	Mod - Acc
24.                    - Fighters	NONE	NONE	NONE
25.                    - Bombers	NONE	NONE	NONE
26. U.S. A/C Engaged by Enemy A/C	NONE	NONE	NONE
27. Degree of Success	GOOD	GOOD	GOOD

PFF A/C Borrowed from Groups as follows: 1 PFF from 351st Group

PFF A/C Loaned to Groups as Follows:  
 None

NOTES:



LEAD BOX 94TH "C" WING

COL BROWN

25 Aug 44

Combat Flight Leader

Data

Deputy Flight Leader

SQDN

LOCHER (BROWN)

612th SC JABWOCK

613th IN MACRO

614th IW GOLFCLUB

615th IY BUZZARD

**401ST LEAD BOX FORMATION  
OVER TARGET**

947

FILEMYR

CARNS

084

687

SQDN

TOUSSAINT

SQDN

KNOST

487

393

BURNS

BONNEY

HARLAN

MAXWELL

992

790

632

993

LINFORD

628

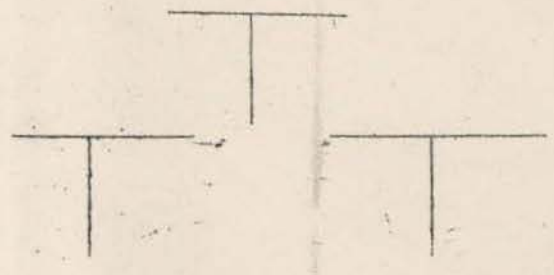
MOHLER

LUDEMAN

662

039

SPARES



LEAD BOX 94TH "C" WING

Combat Flight Leader

COL BROWN

Date

25 Aug 44 1st Effort

Deputy Flight Leader

SQDN

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

LOCHER (BROWN)

947

401ST LEAD BOX FORMATION  
AT TAKEOFF AND ON CRUISE

FILEMYR

084

CARNS

687

SQDN

SQDN

TOUSSAINT

487

KNOT

393

BURNS

992

BONNEY

790

HARLAN

632

MAXWELL

993

LINFORD

628

MOHLER

662

LUDEMAN

039

SPARES

HAYES

395 (returned)



HIGH BOX 94TH "C" WING

CAPT GRUMAN

25 Aug 44 1st Effort

~~Combat Flight Leader~~

~~Data~~

Deputy Flight Leader

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

**401ST HIGH BOX FORMATION  
AT TAKEOFF AND ON CRUISE**

SQDN

GRUMAN

012

HANSON

LOCKHART

756

813

SQDN

LEMONS

SQDN

LERWICK

NELSON

KEELING

BRIGHT

EVANS

009

113

872

145

JENNINGS

160

BUDD

BAKER

706(abort)

152 (abort)

SPARES

UDY

077

HIGH BOX 94TH "C" WING

Combat Flight Leader CAPT GRUMAN

Date 25 AUG 44

Deputy Flight Leader \_\_\_\_\_

SQDN

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

GRUMAN

012

HANSON

736

LOCKHART

313

401ST HIGH BOX FORMATION  
OVER TARGET

SQDN

SQDN

LEMMONS

104

LEWELCK

659

NELSON

009

KEELING

113

BRIGHT

872

EVANS

145

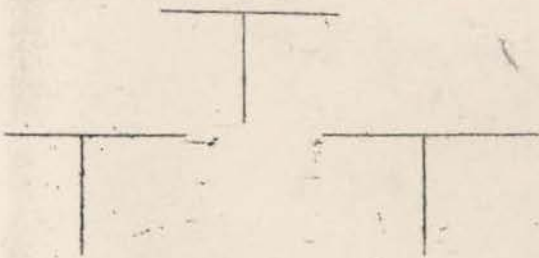
JENNINGS

160

UDY

077

SPARES





LOW BOX 94TH "C" WING

LT PARR

25 Aug 44

Combat Flight Leader

Date

Deputy Flight Leader

SQDN  
PIPER

612th SC JABWOCK  
613th IN MACRO  
614th IW GOLFCLUB  
~~615th LOW BOX~~ BUREAU INFORMATION  
OVER TARGET

962

GRIMM

WINGARD

077

091

SQDN

SQDN

OAS

SILVERSTEIN

664

151

CALLAWYA

BROWN

SISSON

674

863

330

DOW

113

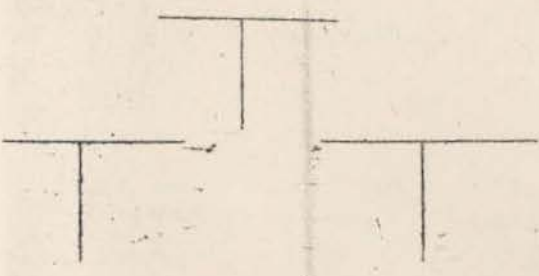
SULLIVAN

SOMBART

310

730

SPARES



LOW BOX 94TH "C" WING

LT PARR

25 Aug 44 1st Effort

Combat Flight Leader

Date

Deputy Flight Leader

SQDN

~~PARR~~

612th SC JABWOCK

613th IN MACRO

614th IW GOLFCLUB

615th IY BUZZARD

**401ST LOW BOX FORMATION  
AT TAKEOFF AND ON CRUISE**

485 (abort)

GRIMM

PIPER

077

962

SQDN

OAS

SQDN

SILVERSTEIN

664

161

CALLAWAY

WINGARD

BROWN

SISSON

674

091

865

550

DCW

113

SULLIVAN

SOMBART

310

730

SPARES  
KOCHEL

468 (returned)



HEADQUARTERS AAF STATION #128  
OFFICE OF THE NAVIGATION OFFICER25 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 0745 hours; Land at 1635 hours.b. Group formed at 0840 hours at 8000 feet.c. Formed CBW at 0906 hours at 8000 feet.d. Began climb at 0953 hours; reached alt. at 1140 hours.

e. Weather encountered over England:

(1) Clouds 3 / 10th - Visibility 3-5 miles.(2) Wind at altitude 226 degrees, 22 Knots.f. Means of navigation over England, Gee, Pilotageg. Means of checking Metro Winds Geeh. Joined task force at 0933 hrs. at 10th  
(Splasher, City, Coord.)i. English Coast out at 0933 hrs.; Enemy Coast in at 1131 hrs.

j. Fighter Rendezvous:

(1) Going in \_\_\_\_\_ hrs. As briefed

(2) Coming back \_\_\_\_\_ hrs.

k. Wind used for bombing:

(1) 238 degrees, 37 Knots.(2) Determined by Gee  
(Method)

l. Bomb run and Method of Target Identification:

(1) Reached IP at 1245 hrs.(2) Mag. heading over target 234 degrees.(3) Altitude over target 22000 feet.(4) Bombs away at 1254 hrs.

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

## Pilotage

m. Gee:

(1) Coordinates of furthest fix \_\_\_\_\_ N. \_\_\_\_\_ E.

(2) Obtained at 1444 hours. 53-53 05-22

n. Difficulties encountered with special equipment.

COMMENTS: Off course from C.P. #2 to  
Enemy Coast to stay in  
Division formation./S/ Horace D. Wood  
HORACE D. WOOD  
Capt., A. C.Lead Navigator, Lead Box  
SIGNATURE



HEADQUARTERS AAF STATION #128  
OFFICE OF THE NAVIGATION OFFICER25 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 0749 hours; Land at 1055 hours.b. Group formed at 0905 hours at 7,000 feet.c. Formed CBW at 0905 hours at 7,000 feet.d. Began climb at 1105 hours; reached alt. at 1245 hours.

e. Weather encountered over England:

(1) Clouds 5 / 10th - Visibility 25 miles.(2) Wind at altitude 125 degrees, 25 Knots.f. Means of navigation over England, Pilotage, Geeg. Means of checking Metro Winds Pilotage, Geeh. Joined task force at 0935 hrs. at Louth  
(Splasher, City, Coord.)i. English Coast out at 0938 hrs.; Enemy Coast in at 1125 hrs.

j. Fighter Rendezvous:

(1) Going in 1147 hrs.(2) Coming back 1330 hrs.

k. Wind used for bombing:

(1) 125 degrees, 25 Knots.(2) Determined by Pilotage  
(Method)

l. Bomb run and Method of Target Identifications:

(1) Reached IP at 1245 hrs.(2) Mag. heading over target 235 degrees.(3) Altitude over target 21,300 feet.(4) Bombs away at 1250 hrs.

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

Visual, slight haze

m. Gee:

(1) Coordinates of furthest fix 54-03 N. 04-49 E.(2) Obtained at 1042 hours.

n. Difficulties encountered with special equipment.

COMMENTS:

/s/ J. L. Malone,  
J. L. MALONE  
1st Lt., A. C.  
Lead Navigator, Low Box



HEADQUARTERS AAF STATION #128  
OFFICE OF THE NAVIGATION OFFICER25 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 0756 hours; Land at 1645 hours.b. Group formed at 0905 hours at 9000 feet.c. Formed CBW at 0905 hours at 8000 feet.d. Began climb at 1052 hours; reached alt. at 1210 hours.

e. Weather encountered over England:

(1) Clouds 5 / 10th - Visability 5 miles.(2) Wind at altitude 223 degrees, 38 Knots.f. Means of navigation over England. Pilotage, Geeg. Means of checking Metro Winds Geeh. Joined task force at 0934 hrs. at Louth  
(Splasher, City, Coord.)i. English Coast out at 0937 hrs.; Enemy Coast in at 1125 hrs.

j. Fighter Rendezvous:

(1) Going in \_\_\_\_\_ hrs.

(2) Coming back \_\_\_\_\_ hrs.

As briefed

k. Wind used for bombing:

(1) 180 degrees, 33 Knots.(2) Determined by Gee  
(Method)

l. Bomb run and Method of Target Identification:

(1) Reached IP at 1244 hrs.(2) Mag. heading over target 225 degrees.(3) Altitude over target 22600 feet.(4) Bombs away at 1255 hrs.

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

Visual

m. Gee:

(1) Coordinates of furthest fix 53-55 N. 04-14 E.(2) Obtained at 1030 hours.

n. Difficulties encountered with special equipment.

COMMENTS:

/s/ Jacques Griset  
JACQUES GRISET  
1st Lt., A. C.  
Lead Navigator, High-Box  
SIGNATURE



94th CBW - Pilot- Capt R.J. Locher  
A. Condor- Lt. Col E.W. Brown

FLIGHT PLAN No. 447

HWIC9103

PILOT W. J. ... NAVIGATOR CAPT H.D. WOOD

DATE 25 August 1944

Division Assembly Spaulding to Louth

Ref Alt 22,000  
Oxyg Time 3:00  
Zero Hour 09:00  
CBW Int. 2 min

STATIONS	0630	ENGINES	0730	TAXI	0745	T.O.	0830
LEAVE BASE	Cottesmore 0906						
COAST OUT	0933						
ENEMY COAST							
I.P.	1304						
TARGET	1310						
ENEMY COAST							
English Coast	1604		EIR 1638		137 10 147		

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

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

At ..... G.M.T. Let Down Lead-360 Low-345 High-015  
 Cott to Stamford 8000 150 150 130 #7 136 08 3/4 0910

FROM	TO	W/V USED	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRIFT	TRUE HDNC.	VAR.	MAG. HDNC.	C.S.	DIST.	TIME	E.T.A.	CELESTIAL DATA		
														TIME	BODY	ALT.	AZI.
52 19N 00 13W (Y)	Stamford "C"	188	8000	150	150	334	-4	330	10	340	169	22	8	0906			
52 39N 00 29W	Spaulding "B"	180	8000	150	150	56	+6	062	10	072	163	15	5 1/2	0920			
52 47N 00 09W	Louth "2"	"	8000	150	150	09	0	09	10	019	171	35	12 1/2	0933	C.P. #1		
53 22N 00 00		188	8000	150	150	077	+8	85	9	94	156	217	1:26	1059	C.P. #2	1103	
54 10N 06 00E		130	14000	150	166	080	+8	86	+6	94	145	142	9 1/2	1159	C.P. #3	1209	
54 33N 10 00E		110	20000	150	182	077	+3	80	+5	85	165	65	24	1223	C.P. #4	1227	
54 48N 11 42E		110	22000	150	185	099	+1	100	+3	103	165	27	10 28	1256			
54 35N 14 22E		110	22000	150	188	184	-6	178	+3	181	182	19	7 1/2	1304	I.P.		
54 16N 14 20E		110	22000	150	188	250	-4	246	+3	249	203	20	6	1310	TARGET		
54 09N 13 48E		110/20	21000	170	211	314	+2	316	+3	319	229	15	04 1/2	1317			
54 24N 13 22E		110/20	20000	150	182		+3	217		320	200	7	02 1/2				
54 48N 12 48E		110	20000	150	182	294	+1	295	+4	299	202	60	18	1335			
54 33N 10 00E		110	20000	150	182	257	-3	254	+5	259	199	65	20	1355			
54 10N 06 00E		130/30	14000	170	189	260	-7	253	+6	259	207	83	124	1441			
54 10N 06 00E		130/28	8000	150	150	260	-8	252	+6	258	166	59	122 1/2				
54 10N 06 00E		194/18	6900	170	167	246	-5	241	+9	250	156	16	183	1604	English Coast		
54 10N 06 00E		200/15	5000	150	143		-4	242		251	132	167	1:16	1:22			
54 10N 06 00E		228	3000	150	142	250	-2	248	10	258	132	74	1:34	1638	EIR		

FLARES \*  
NORMAL

LEAD BY VHF CODE FOR AUTHENTICATION \* RISK O'DAY  
LOW - R ABANDON MISSION\* BEST OR EUSE  
HIGH - 0

CHAFF \*\* DISCHARGE 10 MINUTES BEFORE TARGET AND CONTINUE FOR 12 MINUTES

EMERGENCY A.P. LANGHAM 52 56N 00 58E

SPARES TURN BACK AT 03 00E (Ref Wind 180/30)

Visual Tgt ( 54 09N 13 48E  
Tgt ( 54 19N 10 08E

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNC.	MAG. HDNC.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	I.A.S. MPH /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		C.S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
0809			185		Turned Back to Splasher #16		150	5000							
0816					52 46N 00 44W		150								
0828					Splasher #16 0840 Group Formed 0906 Wing Formed		150	8000							
0906			300		8 mi North Point "X"		150	8000							
0916			62		Point G on time on course		150	8000							
0920			70		Point "D"		150	8000							
0925	-8		11		G Fix 52 58N 00 00		150	7800							
0930			355		53 12N 00 01W										
0933			355		Point "2" on time on course		150	7900							
0939	89		87			Coast out	150	7900	150						
0947	89	-6	83				150								
0953			79												
0958 1/2			85			E.T.A. Pt./2	150	8950				28 3/4	11 1/2	150	158 1:03 1101 1/2
1000 1/2	80	+5	85			See Wind 226/22			180			31 1/2	10	189	
1014 1/2	80	+4	85			See Wind 224/28						58 1/2	20	176	97 33 1047 1/2



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	
1024			83		53 52N 03 46E		150	8000							
1029			83		53 53N 04 04E		150	7990				160	14	06	
1034			75		54 00N 04 39E 238/37E										
1040		A	80		Geo Fix 54 04N 04 59E (Last Fix)		150	8000	149	<del>34</del>	<del>11</del>	185	<del>36</del>	<del>12 1/2</del>	1052
1050			82		10/10 Cumulus at 0500E										
1053			85		Control Point #2 on time on Course		149	8200							
1103			83		54 20N 06 48E		151	10200							
1115			90												
1123			150		20 MI North of Course (Mickey)		150								
1131			108				150								
1140			98		Est. Out 54 37N 10 02E P.P.		150	20000							
1159			90		54 49N 11 19E P.P.		150	20000							
1208			108		54 54N 11 48E P.P.		150	20000							
1226			109		54 45N 13 25E P.P.		150	22000							
1245			246		I.P.										
1254			231		Bombs Away		150	21980							
1304			200		54 32N 13 05E		150	21400							
1319			250		54 54N 11 52E		150	21200							
1335			246		54 41N 10 42E										
1343			246		54 35N 10 02E		150	21300		67	24	168	36	13	1356
1356			240		54 31N 09 00E E.C. Out			20640							
1410			257		54 26N 07 52E		173	18000		39	14	168	103	37	1447
1425			246		54 11N 06 48E		170	8000 A2							
1444			228		53 53N 05 22E		150	7000							
1452			241		53 38N 04 44E		150	5000		<del>23</del>	<del>8</del>	173	<del>134</del>	<del>46</del>	1548
1500			249		53 34N 04 16 E		150	4600							
1506			254		53 33N 04 08E		151	4750							
1512			259		53 35N 04 05E		150	4750							
1518			246		53 32N 03 25E		150	4700					85	42	1600
1528			243		53 25N 03 04E		150	4700							
1538			210		53 21N 02 38E		150	3000							
1548			236		<del>XXXXXXXXXXXX</del> 53 04N 01 53E		150	2500 3000							
1555			240		52 56N 01 23E		150	2400							
1557			248		Crosser English Coast In		150	2200				130	74	34	1631
1634					Ease										
1635					LANDED										

CERTIFIED A TRUE COPY,

H. W. BOWMAN  
 Colonel, Air Corps  
 Commanding



TARGETS:

PRIMARY Penemunde, Germany

TRACK CHART

DATE Aug. 21, 1944

Green  
Red

ROUTE FOLLOWED BY

401st B.C. (H)

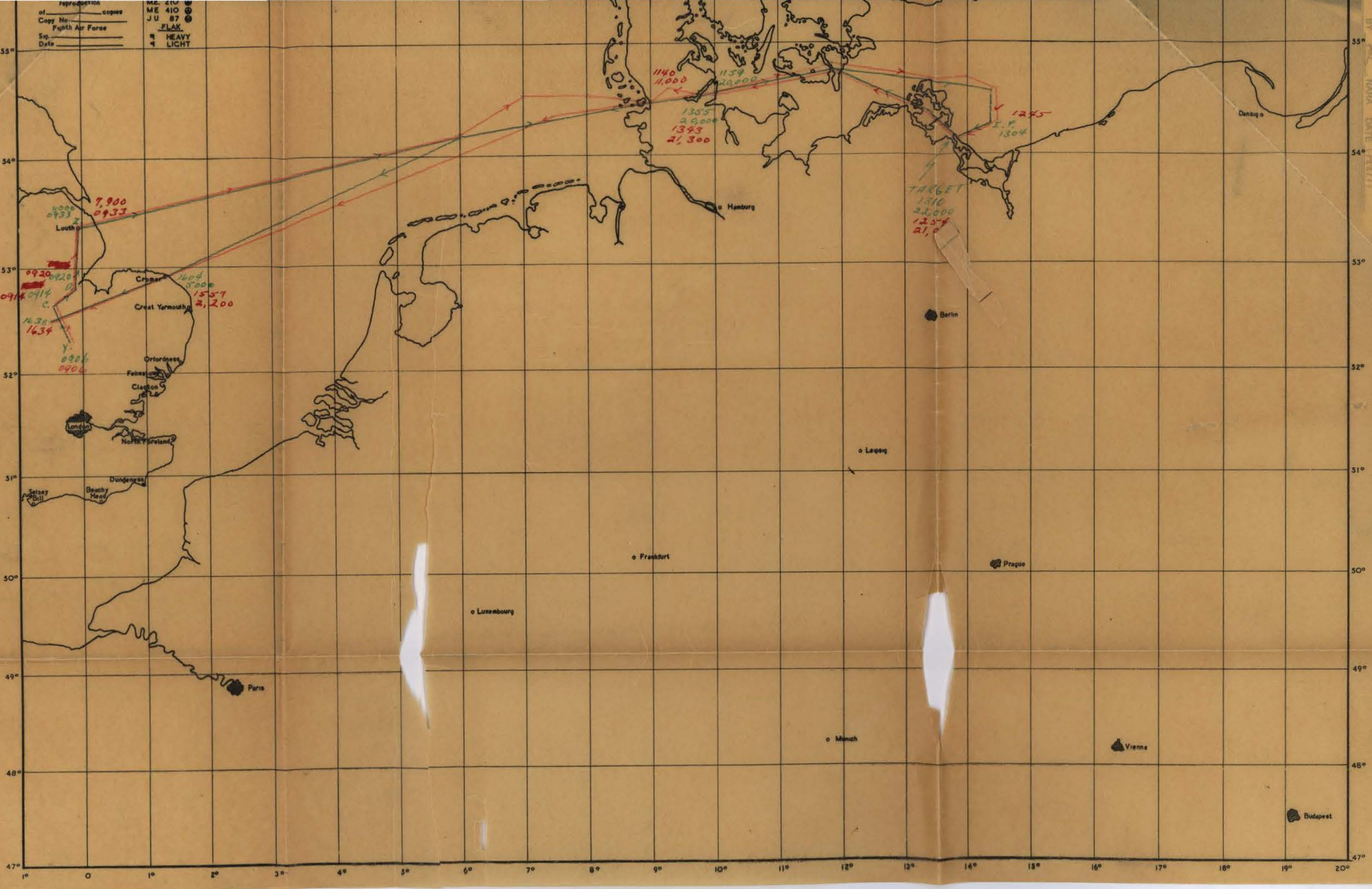
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**COMBATS**  
F.W 190 ○  
M.E. 109 ○  
J.U. 88 ○  
M.E. 110 ○  
D.O. 217 ○  
M.E. 210 ○  
M.E. 410 ○  
J.U. 87 ○  
FLAK  
HEAVY LIGHT



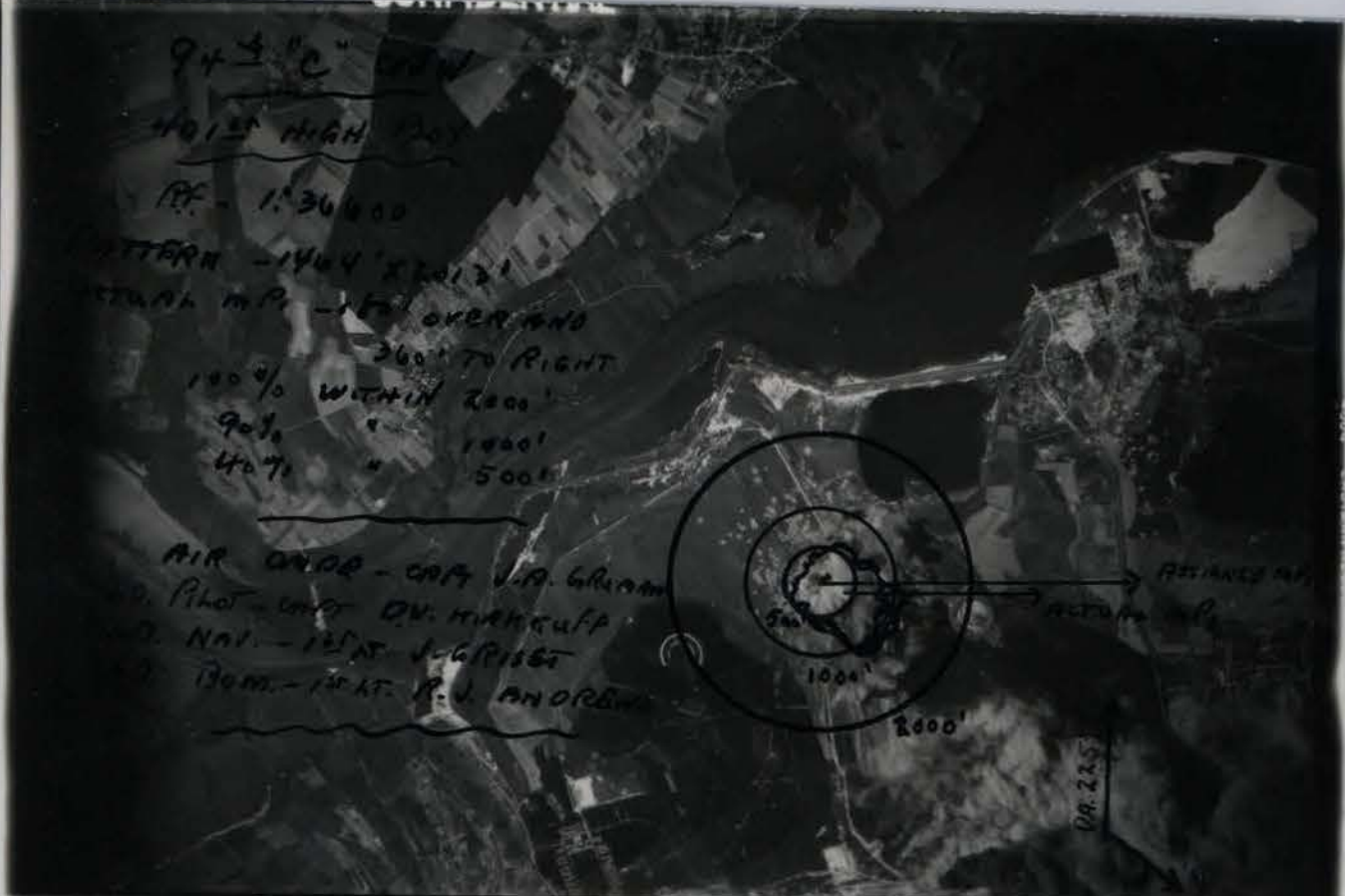


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 Date HEAVY LIGHT



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(SAV-401B/576 - 8) (25-8-44)(42-97872-7-22600)(PEENEMUNDE)

CONFIDENTIAL



(SAV-401C/574 - 5) (25-8-44)(42-107151-7-21500)(PEENEMUNDE)

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(SAV-401A/577 - 7) (25-8-44)(42-97487-7-22000)(PEENEMUNDE)

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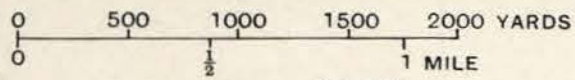


Target No.  
3/AIR/389

EXPERIMENTAL  
ESTABLISHMENT

PEENEMÜNDE near WOLGAST  
(GERMANY)

Illustration No.  
3/AIR/389/6



Photographed 31 March 1944

(1 : 32,000) approx.

Issued April 1944



Illustration No.  
3/AIR/389/6







TYPE OF RELEASE

Individual Train Salvo Jettisoned Returned

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

NAVIATION DATA:

MEAN TEMP. METRO 45 ACTUAL 45

WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
1000						
5000						
10000						
15000						
17000						
19000						
20000						
25000						
28000	110	161	23	30	-18	-26
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



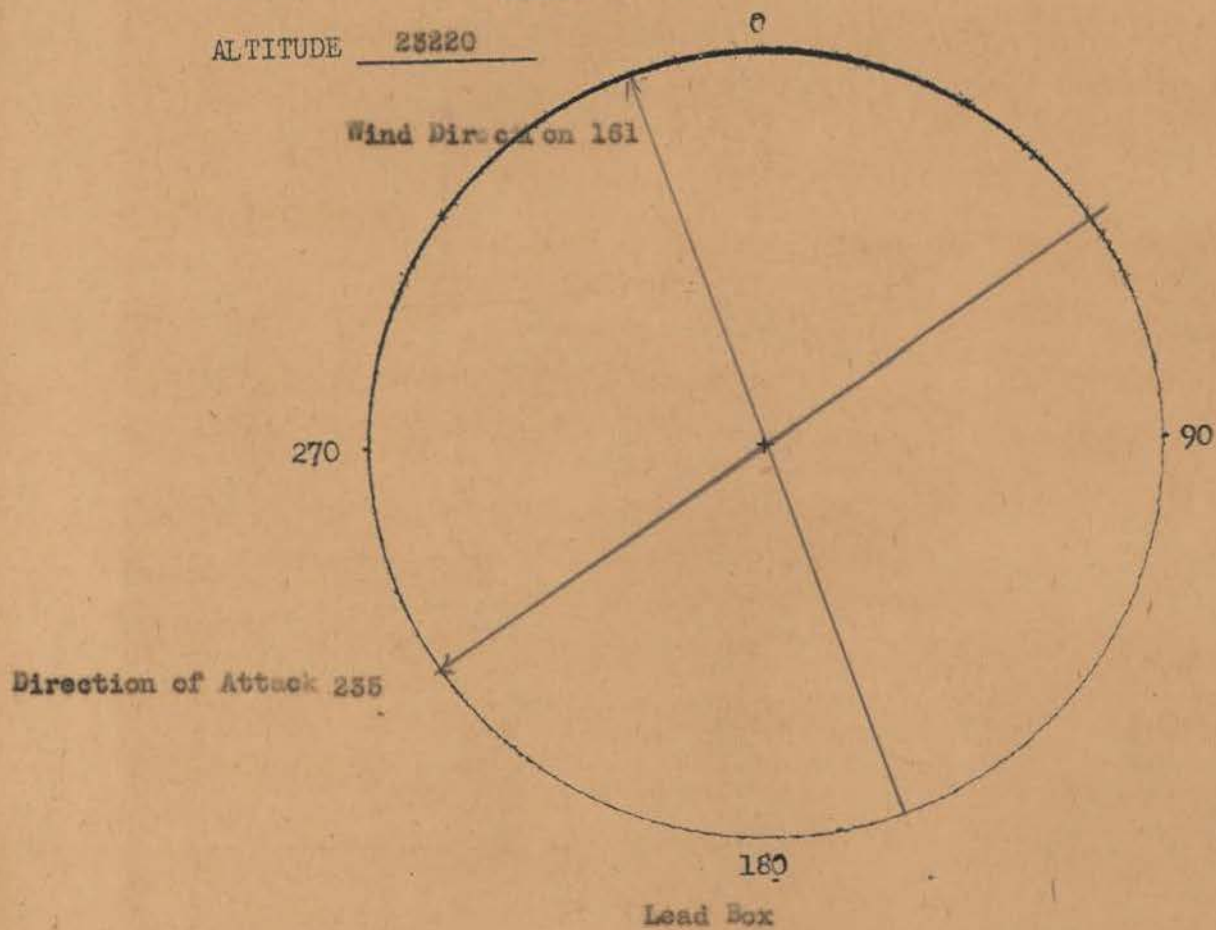


BOMBARDIER'S INDIVIDUAL PLOT

TARGET Paensumda, Haryana

METHOD OF BOMBING Visual

ALTITUDE 23220



PLOT

WIND DIRECTION 161

WIND VELOCITY 20

DIRECTION OF ATTACK 235

REMARKS -----







TYPE OF RELEASE Individual Train Salvo Jettisoned Returned

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

NAVIATION DATA:

MEAN TEMP. METRO 45 ACTUAL 43

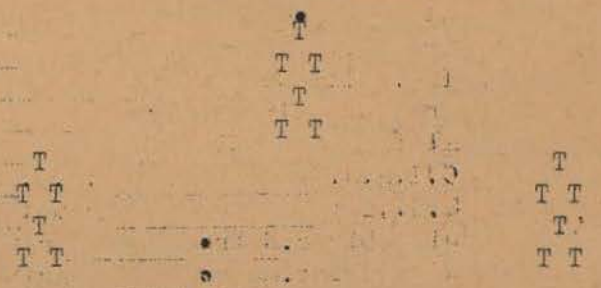
WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
1000						
5000						
10000						
15000						
17000						
19000						
20000						
25000	110	180	23	38	-18	-15
26000						
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





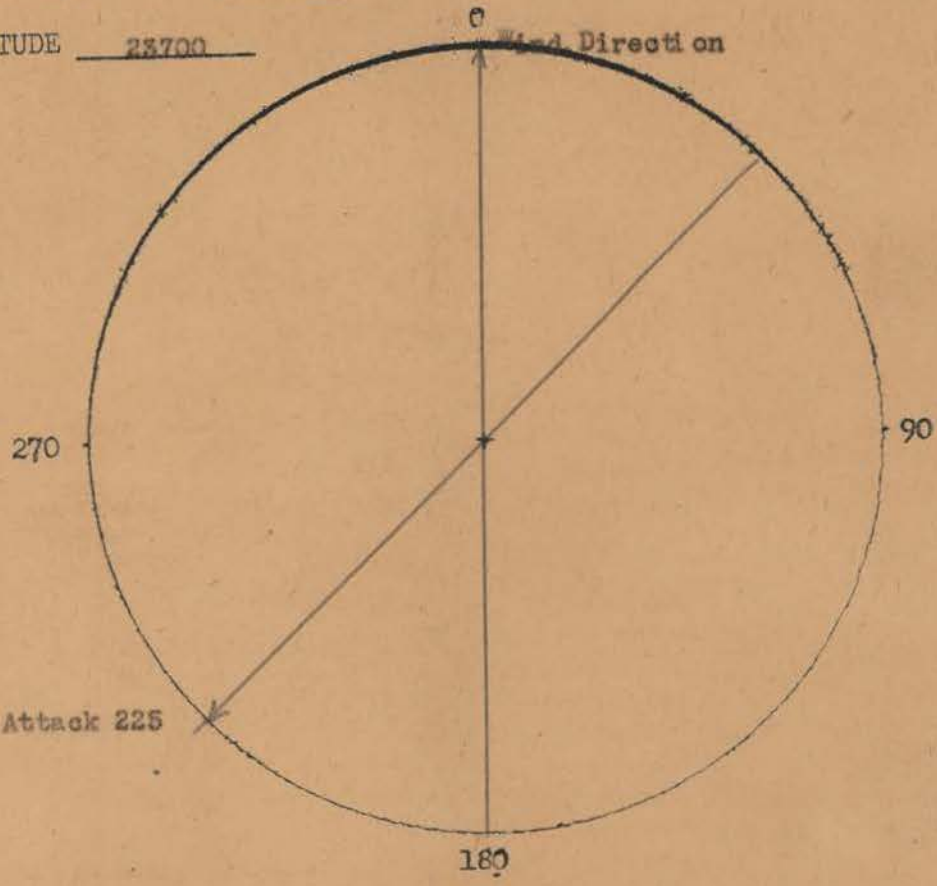
BOMBARDIER'S INDIVIDUAL PLOT

TARGET Peenemuende, Germany

METHOD OF BOMBING Visual

ALTITUDE 23700

Wind Direction



Direction of Attack 225

HIGH BOX

PLOT

WIND DIRECTION 180

WIND VELOCITY 58

DIRECTION OF ATTACK 225

REMARKS -----



W.D.  
 A.G. FORM  
 12 E. Modified  
 25-9-43 3 BC APO 634

COMBAT BOMBING FLIGHT RECORD  
LOW BOX

BOMBARDIER Lt. Deaton DATE 25 Aug 1944  
 PILOT Lt. Piper TAKE OFF 0749  
 NAVIGATOR Lt. Malone AIRPLANE 612  
 ORGANIZATION 612 SQUADRON 401st GROUP (MPI) LANDED 1755  
 OBJECTIVE Peenemunde, Germany  
 INITIAL POINT \_\_\_\_\_

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

NUMBER A/C IN GROUP 11 COMPOSITE GROUP \_\_\_\_\_

DEFLECTION AND RANGE SIGHTING, GROUP \_\_\_\_\_ COMPOSITE GROUP \_\_\_\_\_  
Lead A/C

RANGE SIGHTING ONLY, GROUP \_\_\_\_\_ COMPOSITE GROUP \_\_\_\_\_

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

BOMBS, TYPES AND SIZES 1000# M 44

NUMBER OF BOMBS LOADED 55 x 1000# M44 RELEASED 55

FUZING, NOSE 1/10 TAIL 1/100

SYNCHRONIZATION \_\_\_\_\_  
 On Fast Slew

INFORMATION AT RELEASE POINT:

Altitude of target _____	Mag Head, order _____	Actual _____
True Altitude above target <u>10</u>	True Heading <u>249</u>	<u>235</u>
Ind. Altitude <u>22600</u>	Drift, Est _____	Actual <u>331</u>
Pressure alt of target <u>21300</u>	True Track <u>4R</u>	<u>3R</u>
Altimeter setting <u>-183</u>	Actual Range <u>238</u>	
C.I.A.S. <u>I.A. 29.92</u>	B.S. Type <u>11526</u>	
G.S., Est <u>150</u>	Time of Release <u>M-9</u>	
Actual <u>150</u>	Intervalometer Setting <u>1256</u>	
Wind Direc. <u>M-9</u>	Actual <u>232</u>	
Wind Veloc. <u>110</u>	Actual <u>135</u>	
D.S. Trail <u>23</u>	ATF <u>23</u>	C-1. Pilot <u>A-5</u>
Tan. <u>43</u>	Actual <u>39.00</u>	Manual Pilot <u>Yes</u>
<u>.518</u>	<u>.51</u>	



TYPE OF RELEASE X  
 Individual Train Salvo Jettisoned Returned

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

NAVIATION DATA:

MEAN TEMP. METRO 45 ACTUAL 42

WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
1000						
5000						
10000						
15000						
17000						
19000						
20000	110	135	23	23	-18	-13
25000						
28000						
30000						

METHODS OF BOMBING



COMPOSITE GROUPS



Bombardier making complete sighting operation T

Bombardier making range operation only T



BOMBARDIER'S INDIVIDUAL PLOT

TARGET ~~Peenemunde, Germany~~

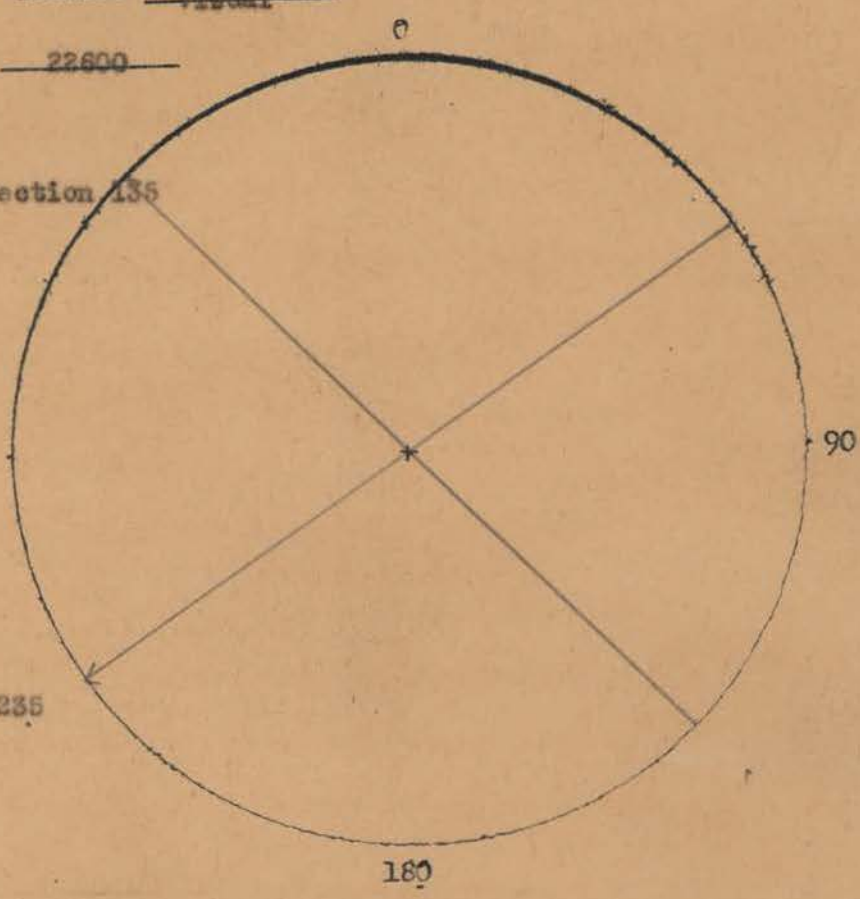
METHOD OF BOMBING Visual

ALTITUDE 22600

Wind Direction 135

270

Direction of Attack 235



LOG BOX

PLOT

WIND DIRECTION 135

WIND VELOCITY 25

DIRECTION OF ATTACK 235

REMARKS -----



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

J-A- 2

Reference Field Order 477.

25 AUGUST 1944

SUBJECT: Communications Report, Operational Mission No 133.

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>53</u>          |
| to other A/C        | <u>∅</u> | Fixed Beacons          | <u>∅</u>           |
| 2. HF/DF Bearings   | <u>5</u> | Bunchers               | <u>3</u>           |
| 3. MF/DF Fixes      | <u>2</u> | 6. Total A/C using Gee | <u>31</u>          |
| 4. Distress Action  | <u>∅</u> | Maximum Fix            | <u>5421N 0725E</u> |

SECTION TWO - REPORTED EQUIPMENT DEFICIENCIES

- |            |          |               |          |
|------------|----------|---------------|----------|
| 1. Liaison | <u>∅</u> | 5. Interphone | <u>2</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 BREAKING VHF SAFETIED SWITCHES:
- 659--ANSWERED REQUEST FROM LDR FOR CAMERA INFO.
- 151--ANSWERED REQUEST FROM LDR FOR CAMERA INFO.
- 393--ANSWERED REQUEST FROM LDR FOR CAMERA INFO.
- 091--CALLED VHF/DF STA IN REGARDS TO A/C WITH DOOR ON BALL TURRET OPEN.
- 8077--ANSWERED CALL FROM VHF/DF STA.
- 132--ABORTED & NOTIFIED LDR.

*Harold M. Kennard, Jr.*  
 HAROLD M. KENNARD, JR. (401st)  
 Capt, Air Corps,  
 Gp Comm O.



S E C R E T

Report on A.A. Gunfire.

401st BOMBARDMENT GROUP (H)

Assigned . . . Peenemunde . . . . .  
Target: Bomed . . . Peenemunde . . . . .  
Date of Mission 25 Aug 44

Route as Flown:-  
G933 (Louth) - 1131 (5432-0900E) - As briefed - 1245 (5416-1420E) - As briefed - 1356 (5431-0900E).

Weather conditions: (a) At target . . . CAVY - Hazy . . . . .  
(b) En route 10/10 over Jutland to 10,000' - there cleared.  
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 METHOD OF FIRE CONTROL  
Moderate to intense, accurate for height and deflection of both tracking and barrage type. Crews reported observing flashed ~~shots~~ from about 5 batteries located on coast just before target. Were located on the south end of a sandy patch of ground.

Flak encountered or observed en route. (In the order experienced)  
Meager flak was observed off Heligoland of barrage type generally inaccurate.

Was CHAFF carried? . . . Yes . . . . .  
How discharged? . . . As briefed . . . . .  
Position of Group  
Lead, High and Low boxes of 94th "C" CBW. . . . . .

Details:-

op	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	4	0	1254	1254	21,980	231°T	2 min.
High	11	11	0	1255	1255	22,600	225°T	2 min.
Low	12	10	0	1256	1256	21,000	235°M	2 min.
als								

Comments - Phenomena:-

Lt. P.R. Myers.



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

D-K-1

25 August 1944.

SUBJECT: Comments of Crews Participating in Mission to Peenemunde, 25 Aug 44.

TO : Commanding Officer, Station 128, APO 557, U.S. Army. (Thru  
Lt. Col. W.T. Seawell and Lt. Col. A.C. Brooks).

1. Lt. Augustus J. Nelson, Pilot A/C 7009 - Palsbrook was using same flare as us and made assembly difficult. Lt. Jack A. Renley, Co-Pilot A/C 2598 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 8330 - when Low Box leader fell out of formation and deputy took over, the formation was spread out from then on.
  - b. Lt. William F. Grima, 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 speeds on let-downs or on straight level. Flew both too fast and too slow, also went over cons 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 - mike cord too short in this aircraft with staggered waist. Sgt. William L. Cross, WG A/C 6310 says extension for throat 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-17's.
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. Howard 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 breakfast.

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



CONFIDENTIAL - PRIORITY

FROM: DPE

25 August 1944.

TO : C.G. 1ST BOMB DIV. (THRU 94TH COMBAT WING)

Time: 1940-  
2100NARRATIVE TELETYPE

Ref. F.O. #477.

1. No leaflets were carried.
2. 401st Group furnished 3 x 12 A/C boxes comprising the 94th "C" CBW. Bombing was visual and strike photos indicate the following results: <sup>Lead Box - approximately 75 per cent within 1000 feet and 35 per cent within 500 feet.</sup> <sup>approximately 75 per cent within 1000 feet and 35 per cent within 500 feet.</sup> Low Box-pattern 1260 by 1873 feet, 100 per cent within 2000 feet, 80 per cent within 1000 feet and 40 per cent within 500 feet. High Box-pattern 1464 by 2013 feet, 100 per cent within 2000 feet, 90 per cent within 1000 feet, 40 per cent/500 feet.
3. No enemy air opposition was encountered. within
4. Meager flak of tracking type was encountered off Heligoland but was not effective due to evasive action taken by our formation. At target area moderate to intense flak was encountered, accurate for both height and deflection. Crews reported observing flashes from about 5 batteries located on coast just before target. Fire was of both tracking and barrage type.
5. Weather was described as 10/10 to approximately 10 degrees east and then it cleared. Over target weather was Cavu with slight haze.
6. IMPORTANT OBSERVATIONS:
  - a. 0959 hours, (5339-0148E), 5 freighters (large) headed 150 degrees true.
  - b. 1148 hours, (5440-1010E), 3 good-sized vessels, one looked like destroyer or cruiser with long wake headed east.
  - c. 1159 hours, (5450-1100E), 2 very large cargo vessels headed 220 degrees true.
  - d. 1227 hours, (5448-1325E), 4 small and 3 large ships headed north.
  - e. 1123 hours, near Heligoland, observed 2 B-17's together too far away to distinguish markings, paralleling our course at our altitude (16,000 feet) but <sup>apparently</sup> not belonging to any formation.
  - f. 1235 hours, at 21,500 feet, just SE of Sweden, one unidentified B-17 heading for Sweden. Sweden visible at time.
  - g. 1255 hours, saw one dirty colored chute over target, no B-17 observed going down.
  - h. 1300 hours, (5423-1305E), oil fires observed north of airport with smoke coming up to approximately 21,000 feet.
7. OTHER INFORMATION:
  - a. Fighter support was described as excellent.
  - b. A/C in Distress:
    - (1) 1300 hours, saw unidentified B-17 go down NW of target. *No chutes.*
    - (2) 1450 hours, (5419-0731E), unidentified B-17 with red markings observed near water.

BOWMAN COBOMGR 401

Lt. P.R. Myers.



Target:

FEENEMUNDE, GERMANY. P/T (visual) for "C" CBW. There are 5 CBW from 1st Div. on this target.

Total target area covers 8,000 x 2750 yards. and consists of ~~XXXXXX~~

1. Experimental Stations
2. 2 Hydrogen-pe oxide plants
3. Large power plant areas.
4. Experimental establishments (*labs, etc.*)
5. Sleeping and living quarters.
6. A/D.

Remainder of 1st. Div on Anklam and Neubrandenburg.

This W 3rd. over target.

Friendly activity

10 W on Politz and Rechlin from 3rd. Div.

10 W on Marienhe, Wismar, Lubeck, Schwerin from 2nd. Div.

*S/T - Puum - Baick - Palutz - ; Fuel report Pupils - on 11/5.*

Fighter support.

- 3 Sp 5-1's -*
- 1 Sp 47's -*
- 11 Sp - 2-2's & 3-2's. 11iv. -*

Flak

Lead Bombardier.

Special Instructions.

1. NO convoys
2. P/W
3. G.I. shoes, dog tags, identity photos, delayed jump. *Explosives, rockets.*
4. Security.
5. *Jet-pumped fuel A/C*
6. *K-20 shots of any contrails.*
7. *Landing in Sweden*
  - a. S - lane -*
  - b. head. bightles -*



*MISSION NO. 134*

*To: HENIN - LEITARD , FRANCE*



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 SUMMARY REPORT

MISSION # 134

Date 25 August 1944

ASSIGNMENT

1. Assigned Target: HENIN - LIETARD, FRANCE
2. Commitments: The 401st was to furnish 2 six A/C sections for the 94th Wing. Bombing was to be done by sections.

EXECUTION

1. Target Bombed: HENIN - LIETARD, FRANCE
2. a. Group Leader: 1st Lt. G. A. LINCOLN  
Lead Navigator: 2nd Lt. P. F. KAISER  
Lead Bombardier: 1st Lt. S. J. DANILAVEZ
- b. Low Section Leader: 1st Lt. W. C. MANNIK  
Lead Navigator: 1st Lt. W. F. MALONEY  
Lead Bombardier: F/O C. R. ROSTRUM
3. Flight Over England:
  - a. Takeoff: Group took off as scheduled. The lead ships takeoff was delayed because of failure of # 2 starter, take off was made 2 minutes before last time of take off. No further incident.
  - b. Group and Wing Assemblies: Due to lead ships delay we had approximately 5 minutes for assembly. All ships were in formation at time of departure of English coast.
  - c. Route Over England: Route was as briefed, final assembly being made just before leaving coast.
4. Attack:
  - a. Flight to Target: The 401st Box assumed briefed position in trail behind the other two boxes in Wing. No enemy opposition on ground or in air. We followed briefed course and altitude. Formation was excellent. The IP was reached a little late due to the fact that formations ahead were late.



MISSION SUMMARY REPORT (Cont)

4. 4. Attack: (Cont)

b. Bombing Run:

Lead Section: According to the most recent pre-computed data we were supposed to have a tail wind with 1° of left drift so that was set into the sight. The target was in the shadow of a cloud and could not be identified so course was set up to one side of the cloud. When the target eventually came into view we had only a very short run. The cross hairs were placed on the assigned MPI and minor corrections were made. Bombs were dropped on A Mag. Head. of 51°. There was a 7° left drift, the wind seemed to be quite strong from the right. Results looked fair.

Low Section: The drift, trail and dropping angle were pre-set before coming to the IP. The turn off the IP was made and bomb bay doors were opened. The pilot was told to make a correction to the right and the sight was then clutched in. There were very few course or rate corrections necessary. The MPI was covered with smoke so the course hair was put on the slag pile on the left of the MPI. The rate was lined up with the woods on the right. The railroad tracks and highway running parallel to the rate line could be easily identified. Synchronization was made just short of the highway. The bubbles were checked and they were centered. The cross hairs were put on the MPI just before bombs away and the bombs were salvoed when the indices met. Results looked fair, the bombs hitting short.

c. Flight From Target: Flight was as briefed. The two sections had stayed close together during bombing and had come out together in normal fashion.

d. Return to Base: The 401st Box made one 360° turn to get below the cloud base at the coast line. The rest was as briefed with all ships landing safely at home base.

e. Weather: 4-5/10ths undercast over continent to 6000 feet. Haze and smoke at target.

f. Fighter Support: The fighter support was excellent. They gave us side and top cover all the way in and out.

g. Conclusions and Recommendations: None.

5. Aircraft Not Attacking:

A/C 42-31891. Not Sortie. Returned early because of broken external oil line and subsequent drop in oil pressure.

A/C 42-97395 . Sortie. Bombarrier failed to release bombs.  
(Personnel)



MISSION SUMMARY REPORT (Cont)

6. Enemy Opposition:

No air opposition - no flak seen or encountered.

7. Battle Damage:

None.

8. Casualties:

None.

9. Statistical Summary of Operations: (see attached form)

10. Bombing Data:

a. Disposition of Bombs:

Lead Section: Five ships dropped 60 x 500# GP on primary; A/C 395 returned its load of 12 bombs due to release difficulties.

Low Section: Five ships dropped 57 x 500# GP on primary; The aborting A/C (#891) returned its load of 12 bombs.

b. Observations:

Lead Section: Results looked fair. The bombfall was somewhat scattered, but bombs were seen to hit the target.

Low Section: Results were fair. Some bombs fell within the target area.

c. 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</u>	<u>Tail</u>
Main Bombfall	11	10	117	500#	M64	1/10	1/40
Other Attacks	-	-	-	-	-	-	-
Total Bombs on Targets			117	500#	M64	1/10	1/40
Other Expenditures			-	-	-	-	-
Bombs Returned			24	500#	M64	1/10	1/40
Total (Loaded on A/C Taking Off)			141	500#	M64	1/10	1/40

11. Lost Aircraft: None

Submitted By:

KEN W. DAUBLE  
 Captain, Air Corps  
 Statistical Officer



Target No.  
S. 5789

OXYGEN PLANT, Etc. — HENIN-LIETARD (FRANCE)

Illustration No.  
S. 5789/1

0 500 1000 1500 2000 YARDS  
0 1/2 1 MILE

Photographed 8 May 1944

(1 : 32,000) approx.

Issued August 1944



A. OXYGEN PLANT of S.A. L'Air Liquide.  
B. COKING OVENS and CHEMICAL PLANT of Soc. des Mines de Dourges.

Illustration No.  
S. 5789/1

A.I.3c(1)

TYPE A



STATISTICAL SUMMARY OF OPERATIONS

301st Group

1st BD F. O. 878

Date of 25 August 1944

	LEAD SECTION		LOW SECTION	
		PFF - GH		PFF - GH
1. No. of A/C Failing to Take Off	-		-	
2. No. of A/C Airborne	6		6	
3. No. of A/C Airborne Less Spares	6		6	
4. No. of A/C Sorties	5		6	
5. No. of A/C Attacking	5		5	
6. No. of A/C Not Attacking	1		1	
(a) Early Returns Included	(1)		-	
7. Name of Primary Target	HENIN - LIETARD, FRANCE			
(a) No of A/C Attacking	5		5	
(b) No., Size & type of bombs	60		57	
	500#		500#	
	M64		M64	
8. Name of Secondary Target				
(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				
(a) No. of A/C Attacking				
(b) No., Size, & type of Bombs				
11. Name of Target Opportunity				
(a) No. of A/C Attacking				
(b) No., Size & type of Bomb				
12. No of A/C Lost - TOTAL				
13.                   - to Flak				
14.                   - to Flak & E/A				
15.                   - to Enemy A/C				
16.                   - to Accident				
17.                   - to Unknown				



STAT SUMMARY (Cont'd)

	LEAD SECTION	LOW SECTION
18. Time of Takeoff	1556 $\frac{1}{2}$	1544
19. Time of Attack	1835	1835
20. Average Time of Flight	4.0	4.6
21. Altitude of Release	20,000	19,500
22. Visual or PFF	VIS	VIS
23. Enemy Resistance - AA Int.&ACQ.	NONE	NONE
24.                   - Fighters	NONE	NONE
25.                   - Bombers	NONE	NONE
26. U.S. A/C Engaged by Enemy A/C	NONE	NONE
27. Degree of Success	FAIR	FAIR

PFF A/C Borrowed from Groups as follows: NONE

PFF A/C Landed to Groups as Follows: NONE

NOTES:



LEAD SQUADRON

LT LINCOLN

25 Aug 44 2nd Effort

Combat Flight Leader \_\_\_\_\_

Date \_\_\_\_\_

Deputy Flight Leader \_\_\_\_\_

\_\_\_\_ SQDN

LINCOLN

780

HAYES, IR

MERCER

395

957

KOONS

869

KOCHEL

KOVACH

468

069

\_\_\_\_ SQDN

\_\_\_\_ SQDN

SPARES

612th SC JABWOCK  
613th IK MACRO  
614th IW GOLFCLUB  
615th IY BUZZARD  
401ST LEAD SQUADRON FORMATION  
AT TAKEOFF, ON CRUISE, AND  
OVER TARGET



LOW SQUADRON

Combat Flight Leader LT FOWLER

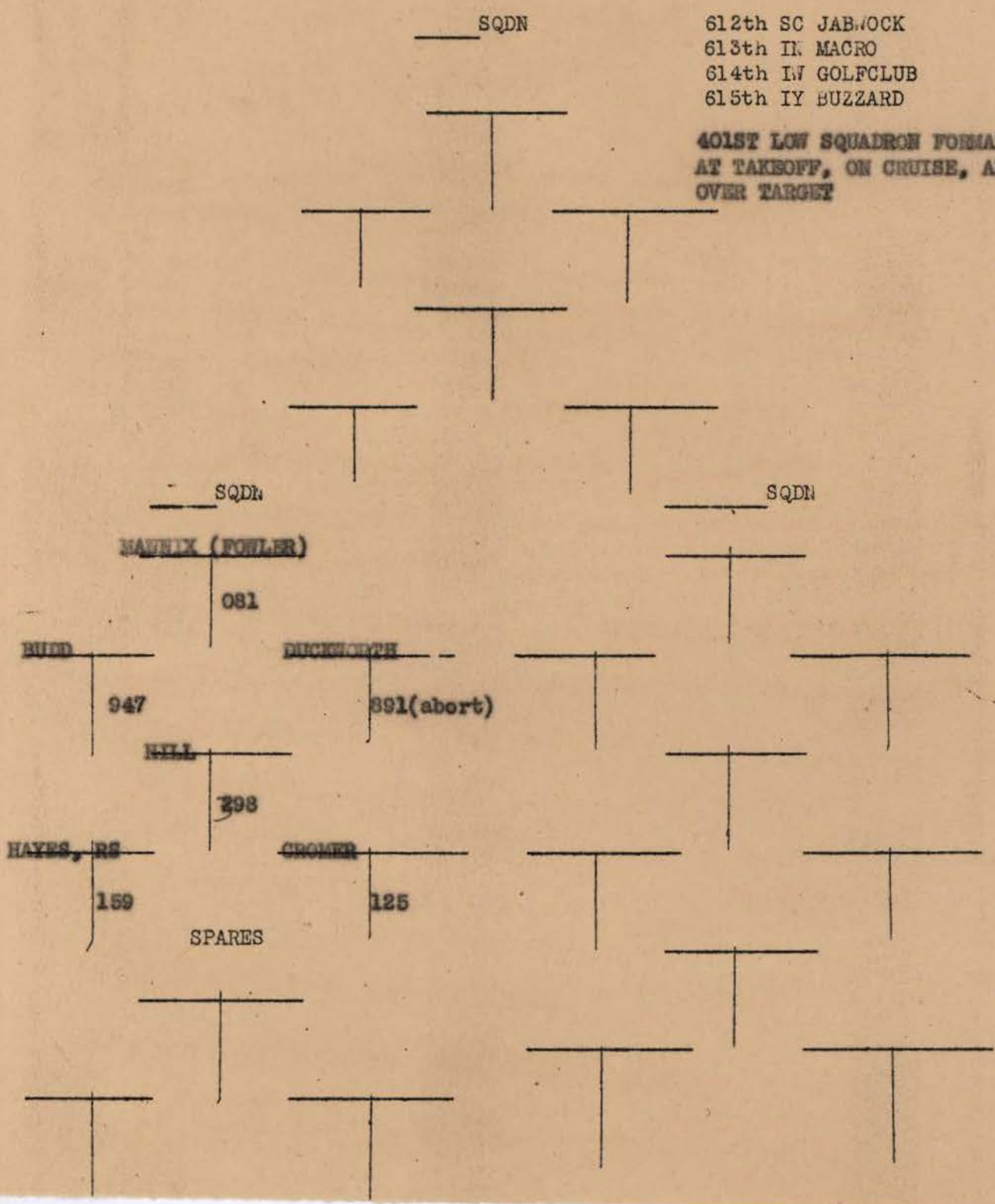
Date 25 Aug 54 2nd Effort

Deputy Flight Leader \_\_\_\_\_

\_\_\_\_ SQDN

- 612th SC JAB/OCK
- 613th IK MACRO
- 614th IW GOLFCLUB
- 615th IY BUZZARD

**401ST LOW SQUADRON FORMATION  
AT TAKEOFF, ON CRUISE, AND  
OVER TARGET**





HEADQUARTERS AAF STATION #128  
OFFICE OF THE NAVIGATION OFFICER25 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 1556 hours; Land at 1955 hours.b. Group formed at 1642 hours at 13,000 feet.c. Formed CBW at 1649 hours at 13,000 feet.d. Began climb at 1649 hours; reached alt. at 1725 hours.

e. Weather encountered over England:

(1) Clouds 8 / 10th - Visibility 5 miles.(2) Wind at altitude 238 degrees, 28 Knots.f. Means of navigation over England. Gee, D.R., Radiog. Means of checking Metro Winds Geeh. Joined task force at 1649 hrs. at Selsey Bill  
(Splasher, City, Coord.)i. English Coast out at 1649 hrs.; Enemy Coast in at 1725 hrs.

j. Fighter Rendezvous:

(1) Going in 1725 hrs.

(2) Coming back \_\_\_\_\_ hrs.

k. Wind used for bombing:

(1) 238 degrees, 24 Knots.(2) Determined by Gee  
(Method)

l. Bomb run and Method of Target Identifications:

(1) Reached IP at 1827 hrs.(2) Mag. heading over target 50 degrees.(3) Altitude over target 20,000 feet.(4) Bombs away at 1835 hrs.

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

Pilotage - Smoke and haze

m. Gee:

(1) Coordinates of furthest fix ALL WAY N. E.

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

n. Difficulties encountered with special equipment.

COMMENTS: 360° was made at coast to  
letdown under the clouds/s/ P. F. Kaiser  
P. F. KAISER  
2nd Lt., A. C.

SIGNATURE, Lead Box



HEADQUARTERS AAF STATION #128  
OFFICE OF THE NAVIGATION OFFICER

25 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 1544 hours; Land at 2003 hours.

b. Group formed at 1640 hours at 13,000 feet.

c. Formed CBW at 1640 hours at 13,000 feet.

d. Began climb at 1650 hours; reached alt. at 1720 hours.

e. Weather encountered over England:

(1) Clouds 8 / 10th - Visability 5 miles.

(2) Wind at altitude 220 degrees, 20 Knots.

f. Means of navigation over England. Radio, D.E., Gee, Pilotage

g. Means of checking Metro Winds Gee, Pilotage

h. Joined task force at 1650 hrs. at Splasher Hill  
(Splasher, City, Coord.)

i. English Coast out at 1650 hrs.; Enemy Coast in at 1725 hrs.

j. Fighter Rendezvous:

(1) Going in \_\_\_\_\_ hrs. Over all cover

(2) Coming back \_\_\_\_\_ hrs.

k. Wind used for bombing:

(1) 210 degrees, 23 Knots.

(2) Determined by Bombight, Gee  
(Method)

l. Bomb run and Method of Target Identifications:

(1) Reached IP at 1827 hrs.

(2) Mag. heading over target 21 degrees.

(3) Altitude over target 19,500 feet.

(4) Bombs away at 1835 hrs.

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

Pilotage - Haze

m. Gee:

(1) Coordinates of furthest fix ALL THE WAY N E.  
(2) Obtained at \_\_\_\_\_ hours.

n. Difficulties encountered with special equipment.

COMMENTS: 360° to letdown under clouds  
at English Coast.

/S/ William F. Maloney  
WILLIAM F. MALONEY  
1st Lt., A. C.  
SIGNATURE  
Lead Navigator, Low Box



PILOT Lt. Lincoln NAVIGATOR Lt. P. F. Kaiser DATE 25 August 1944

ZERO HOUR 1830

STATIONS	1310	ENCINES	1510	TAXI	1525	T.O.	1540
LEAVE BASE							
COAST OUT		1650					
ENEMY COAST		1724					
I.P.		1821					
TARGET		1829					
ENEMY COAST		1842					
English Coast		1906			ETR	1943	

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

WATCH ..... Fast Slow RATE ..... secs/hour Gaining Losing  
At ..... G.M.T.

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.		
Base	240	13000	150	144	187	46	193	10	203	131	90	41				
51 01N 00 51W	20															
Splasher #11	240	13000	150	162	170	410	180	10	190	150	18	8	1642			
Selsey Bill	30												1650			
"	240	20000	150	170	167	410	177	10	187	160	123	47	1737			
48 44N 00 02W	30		-7													
"	230	20000	150	182	79	45	84	9	93	208	59	17	1754			
48 56N 01 26W	30		-15													
"	"	"	"	"	23	44	19	9	28	208	67	20	1814			
49 57N 02 06	"	"	"	"	82	45	87	9	96	206	23	7	1821	I.P.		
50 00N 02 40E	"	"	"	"	22	0	22	8	30	222	27	8	1829	TARGET		
"	200	"	"	"												
50 25N 02 57E	40				341	-8	333	8	341	210	16	5	1834			
"	"	"	"	"	348	-7	341	9	350	214	29	8	1842	Enemy Coast		
51 07N 02 40E	"	"	"	"												
Orfordness	240	5000	170	180	325	-8	317	9	326	176	71	24	1906	English Coast		
"	27	-2														
"	240	2000	170	145	288	-4	284	10	294	135	83	37	1943			
Base (LTD)	240	0	150	146	184	48	192	10	202	130	107	49/1	1600			
Selsey Bill	25	13000	410										1650			
Abandon Mission - Tiger Head Joe																
Chaff at I.P. for ten minutes																
Emergency Airfield - Framlingham																

FLIGHT RECORD

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		G.S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
					Taxi 1552 1/2	Take off 1556 1/2									
1557			193				150	420						41	1638
1601 1/2			194		52 20N 00 47W		165	1400							
1609 1/2			190		52 02N 00 48W		163	5500							
1617			186		51 45N 00 51W	Gee Wind 238/28	157	7200	153		136	43	18	1635	
1627			190				150	10000							
1634			185		51 01N 00 51W	Circling Sp to form	140	12600							
1642			195		<del>XXXXXXXXXX</del> Leaving Splasher #11		150	13000			150	18	08	1650	
1649			200		50 46N 00 45W	1 miles left English Coast 1 minute early out	150	13000							
1654			178				145	13800							
1656 1/2			177		50 28N 00 38W		148	14100	164						
1706 1/2			180		50 02 1/2 N 00 32W	Gee Wind 238/24 "a" to right to get behind Low Box	145	16300							
1725			165		49 18N 00 17W	Enemy Coast in 2 mi Right		20000	182		175	34	12	1740	
1738					Turning <del>48 42N</del> 48 42N 00 03E		145	20000							
1758					Turning										
1806			30				150	20200							



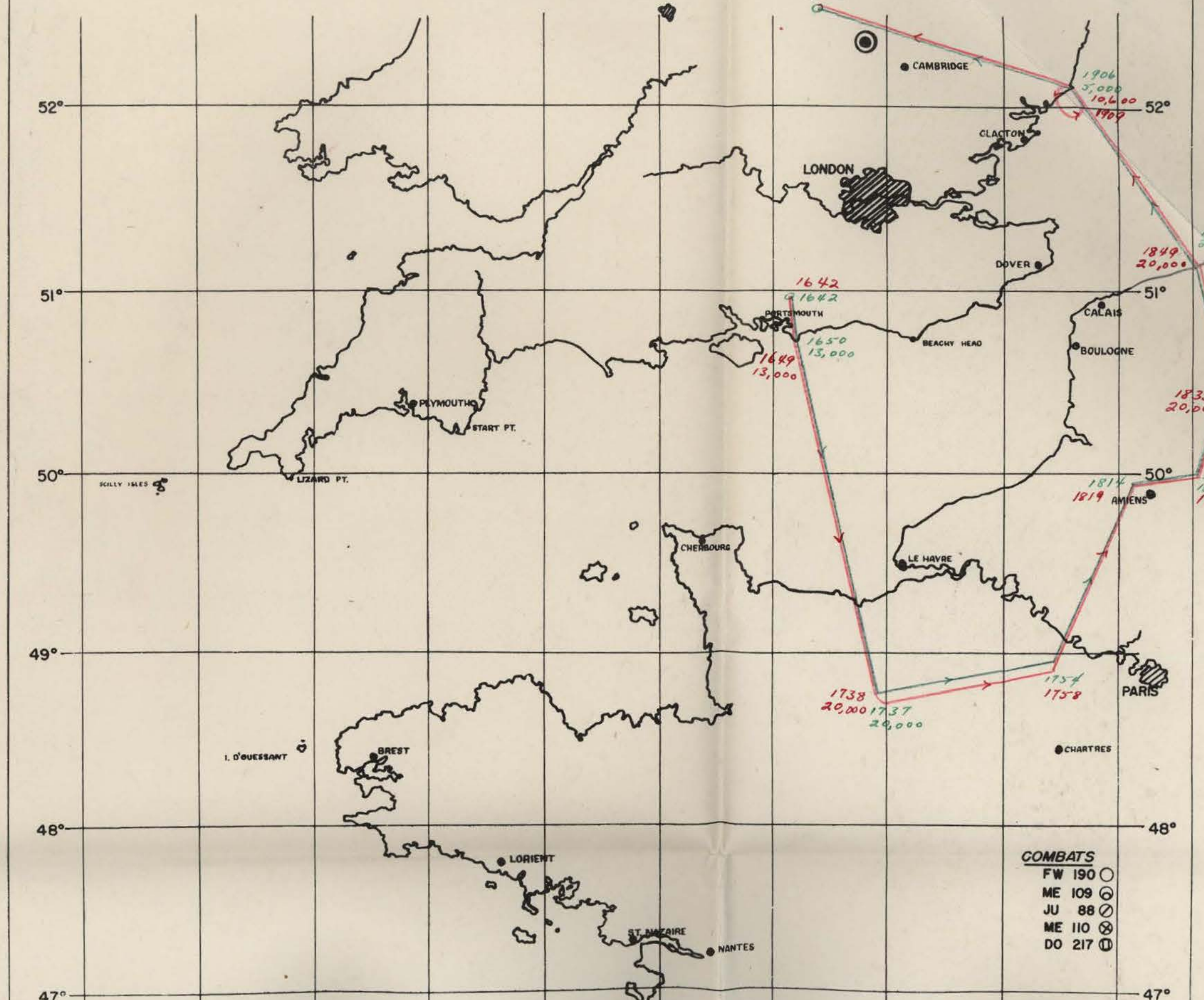
FLIGHT RECORD

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	
1811			18		49 32N 01 48E										
1822			22		I.P.			20000							
1835			42		BOMBS AWAY (HITS-Fair) 238/24		150	20000							
1843			335				150	20000							
1849			335		51 06N 02 35E Enemy Coast Out		160	20000							
1854			328		51 22N 02 18E		175	13700							
1906			327				175	13700							
1909			331		52 04N 01 31E English Coast In 360 to get Below clouds		170	10600							
1919			340		Turning on Heading Home									35	1954
1931			280		52 20N 00 33E										
1952			250		Base		148	1600							
1955					Landed										
LOG CLOSED															



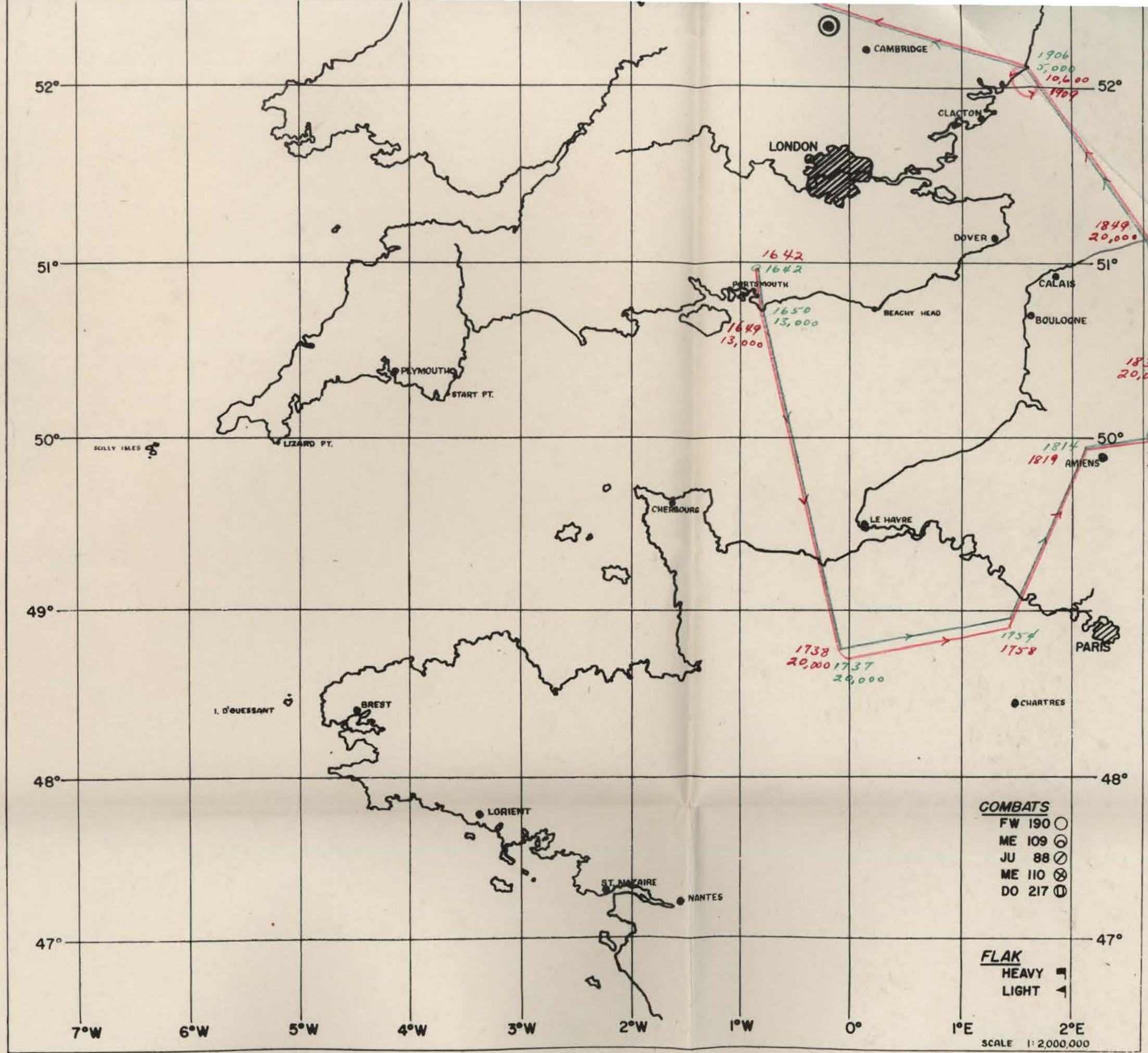
# TRACK CHART

TARGET Amnin-Leitard, France DATE Aug. 25, 44 Green Route followed by Briefed Course  
 Primary Amnin-Leitard, France Red " " " 401st B. G. (H)  
 Secondary \_\_\_\_\_ " " " \_\_\_\_\_  
 Last Resort \_\_\_\_\_ " " " \_\_\_\_\_



BY POST NARA DATE 1/22/11  
 NAVAIR 14100-1  
 14100-1











TYPE OF RELEASE Individual Train Salvo X Jettisoned Returned

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

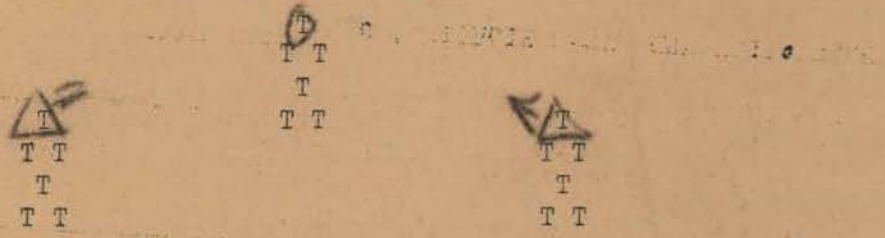
NAVIATION DATA:

MEAN TEMP. METRO \_\_\_\_\_ ACTUAL 45

WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
1000						
5000						
10000						
15000						
17000						
19000						
20000	-- 200	238	46	28	-15	-12
25000						
29000						
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



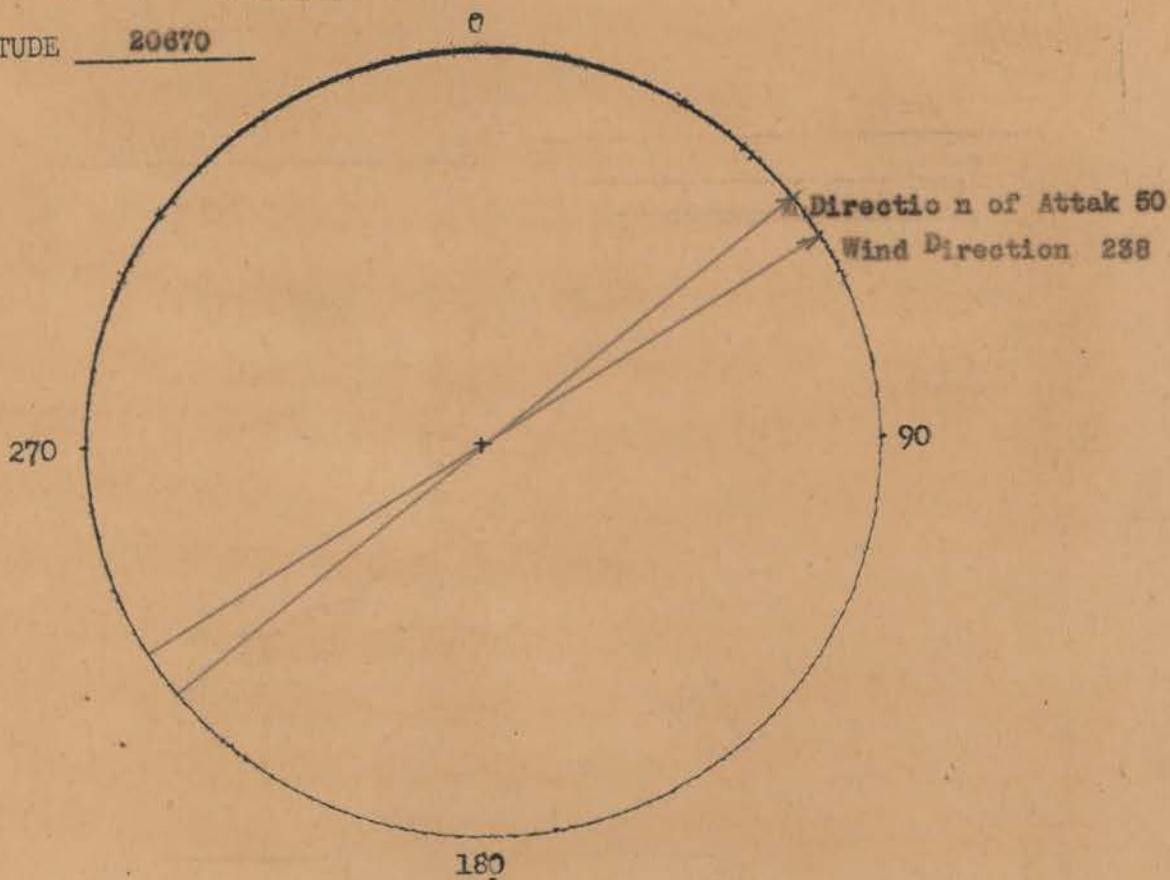


BOMBARDIER'S INDIVIDUAL PLOT

TARGET Heinrichstard, France

METHOD OF BOMBING Visual

ALTITUDE 20670



LEAD SECTION

PLOT

WIND DIRECTION 238

WIND VELOCITY 28

DIRECTION OF ATTACK 50

REMARKS -----



W.D.  
 A.G. FGEM  
 12 E. Modified  
 25-9-43 6 BC APO 634

**LOW SECTION**  
**COMBAT BOMBING FLIGHT RECORD**

BOMBARDIER Lt. Rostron DATE 25 Aug 1944  
 PILOT Lt. Mannix & Lt Fowler TAKE OFF 1544  
 NAVIGATOR Lt. Maloney AIRPLANE \_\_\_\_\_  
 ORGANIZATION \_\_\_\_\_ SQUADRON \_\_\_\_\_ GROUP \_\_\_\_\_ LANDED 2003  
 OBJECTIVE Henin-Lietard, France (MPI) \_\_\_\_\_  
 INITIAL POINT \_\_\_\_\_

METHOD OF ATTACK x  
 Individual Flight Squadron Group Wing

NUMBER A/C IN GROUP 5 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# M 64

NUMBER OF BOMBS LOADED 60 x 500# M 64 RELEASED 60

FUZING, NOSE 1/10 TAIL 1/40

SYNCHRONIZATION x  
 On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target	<u>330</u>	Mag Head, order	<u>29</u>	Actual	<u>21</u>
True Altitude above target	<u>20000</u>	True Heading		<u>13</u>	
Ind. Altitude	<u>19500</u>	Drift, Est	<u>2L</u>	Actual	<u>2L</u>
Pressure alt of target	<u>-295</u>	True Track	<u>11</u>		
Altimeter setting	<u>29.92</u>	Actual Range	<u>11,800</u>		
C.I.A.S.	<u>1500</u>	I.A.S.	<u>150</u>	B.S.Type	<u>M-9</u>
G.S., Est	<u>252</u>	Actual	<u>230</u>	Time of Release	<u>1835</u>
Wind Direc. Metro	<u>200</u>	Actual	<u>210</u>	Intervalometer Setting	<u>Salvo</u>
Wind Veloc. Metro	<u>48</u>	Actual	<u>23</u>	Length of Bombing Run	<u>120 sec</u>
D.S. <u>143.3</u> Trail	<u>51</u>	ATF	<u>37.24</u>	C-1 Pilot	<u>Yes</u> A-5
Tan. D.A. EST.	<u>.61</u>	Actual	<u>.58</u>	Manual Pilot	_____



TYPE OF RELEASE

Individual Train Salvo X Jettisoned Returned

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

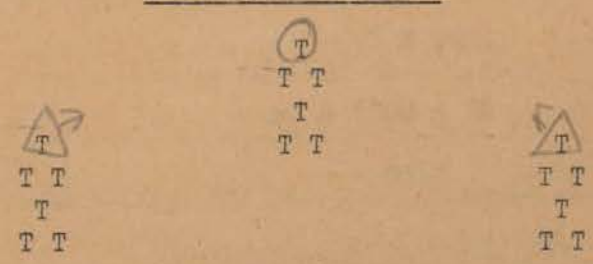
NAVIGATION DATA:

MEAN TEMP. METRO 45 ACTUAL 45

WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
1000						
5000						
10000						
15000						
17000						
19000						
20000	200	210	46	23	-16	-12
25000						
28000						
30000						

METHODS OF BOMBING



COMPOSITE GROUPS



- Bombardier making complete sighting operation (T)
- Bombardier making range operation only (T)
- Bombardier dropping on leader, with arrow indicating leader's position (T with arrow)

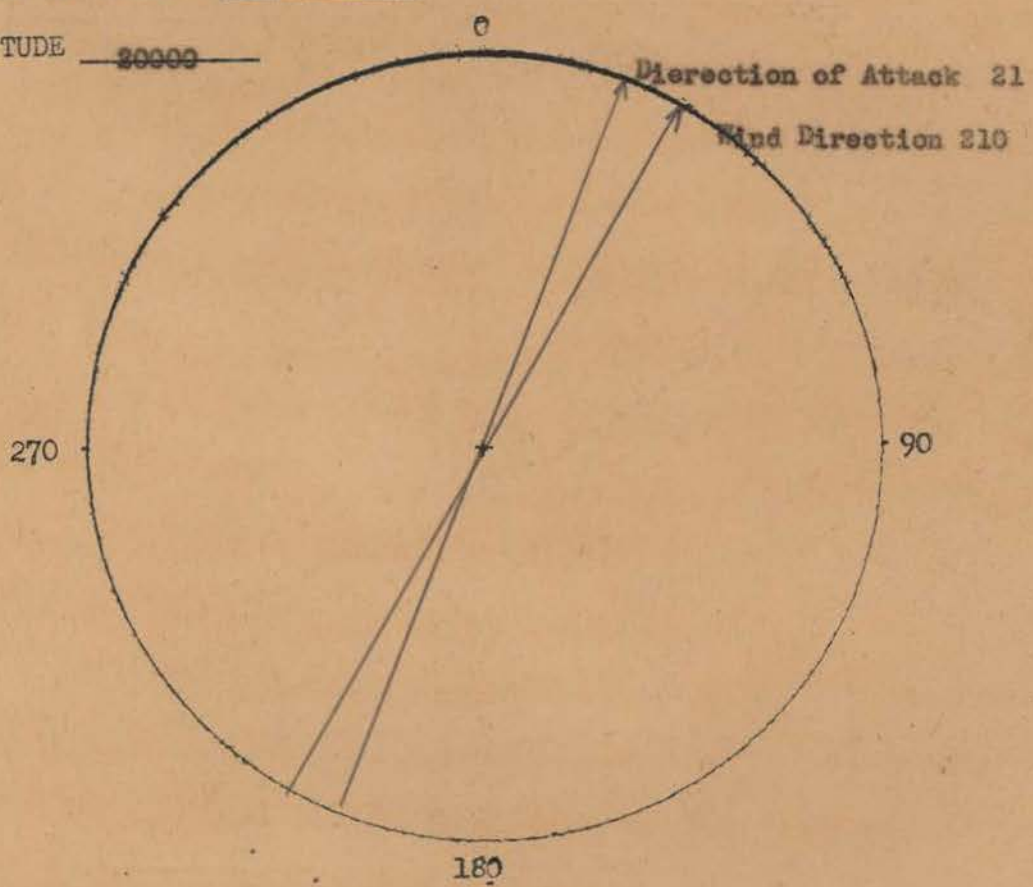


BOMBARDIER'S INDIVIDUAL PLOT

TARGET Manin, Lestard, France

METHOD OF BOMBING Visual

ALTITUDE 30000



LOW SECTION

PLOT

WIND DIRECTION ~~120~~ 210

WIND VELOCITY 23

DIRECTION OF ATTACK 21

REMARKS -----



# OPERATIONAL ROUTE FORECAST

DATE 25 August 1944  
 PERIOD 0700 - 1600 hrs

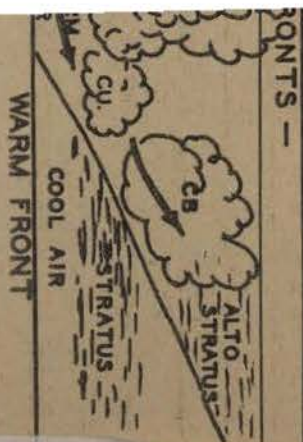
AG P BR HQ SOS 122929

	A Bases to Target	B Target to Base	C	D
WEATHER	1 Cloudy with Fog (Sky Discernible) becoming overcast, becoming Partly Cloudy.	REVERSE OF A-1 EXCEPT NIL Fog Over England on Return.	<del>CONFIDENTIAL</del> ***CONFIDENTIAL***	<del>NOTE</del> Dense Persistent Contrails above 20,000ft west of Frontal Zone becoming Nil below 25,000ft East of 06 Deg East.
CLOUDS	2 4-6/10 Strato Cumulus Base 1500ft tops 10000ft. base lowering to 1000ft over North Sea and decreasing to Nil at 06 Deg East. 4-6/10 Altostratus and Altocumulus Base 11,000ft tops 15,000ft. becoming 10/10 Layered Cloud base 10000 tops 28,000ft at 04 Deg East but decreasing to Nil at 06 Deg East. 3-5/10 Cirrostratus above 26,000ft.	REVERSE OF A-2 EXCEPT LOW CLOUD 6-8/10 base 3000ft tops 10,000ft over England on Return.		For Target Pressure Alt. ADD TARGET ELEVATION TO (MINUS) -1837ft.  TARGET SEA LEVEL PRESSURE 10.12 inches
ICING	3 10,000ft becoming 15,000ft. over Target. Moderate rime ice in Frontal Cloud	Reverse of A-3		
VISIBILITY	4 1/2 miles generally, less than 500yds locally, becoming 1 mile by 1000hrs. at 10,000ft Vis. 5 miles	REVERSE OF A-4 EXCEPT 6 miles plus over England on Return.	below front and restricted above 10,000ft East of Front. Var. Vis at Target 30 miles Plus.	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	06 Deg E 270 05	10 Deg East. 130 20	110 25	Plus 17
5000 FT	200 15	130 25	110 25	Plus 13
10000 FT	180 25	130 30	110 20	Plus 08
15000 FT	170 35	130 30	110 20	Plus 01
20000 FT	160 45	120 35	110 20	-15
25000 FT	150 55	120 40	110 20	-26
30000 FT	140 60	120 45	110 20	-38

BASE ALTIMETER SETTING 30.06in TARGET SURFACE TEMP. Plus 18 TARGET MEAN TEMP. at 22,000ft Plus 05.0  
 TEMP. AT 22,000 FT. -17.8 TARGET SURFACE (PRESSURE-ALT) -1837ft

DECLASSIFIED PER NND 745003  
 BY 602 NARA DATE 1/22/11





OVER CONTINENT & TARGET

DEE  
401

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

25 August 1944

WEATHER INTERROGATION SUMMARY FOR MISSION ON 25 AUGUST 1944.

BASE AT TAKEOFF: (0751) No low cloud, 2/10 altocumulus and altostratus at 10,000 fte 3/10 cirrus above 25,000 ft. Visibility 2 miles in haze.

ROUTE OUT: Nil low cloud becoming 8-10/10 stratus tops 4-5000 ft at the English Coast, becoming 10/10 stratus tops 5-6,000 ft over the North Sea, and breaking to 5-7/10 over Eastern Denmark, further breaking to nil at 12 deg E. 2-3/10 altocumulus and altostratus at 8-10,000 ft. over England becoming nil at the English Coast. 1-3/10 cirrus above 25,000 ft. becoming nil at 11 deg. E. Visibility restricted by haze to 11 degrees East becoming unrestricted.

TARGET: (1255) Clear. Visibility unrestricted.

ROUTE BACK: No low cloud becoming 4-6/10 stratocumulus tops 5-6,000 ft. over Denmark and the North Sea, breaking to nil to 3/10 10-15 miles from English Coast; becoming 7-9/10 cumulus and stratocumulus, base 2-3,000 ft. at the English Coast. Nil high cloud to 11 deg. E. becoming 1-3/10 cirrus above 25,000 ft. Visibility unrestricted becoming restricted in haze.

BASE ON RETURN: (1629) 9/10 cumulus and stratocumulus base 2500 ft. Visibility 10 miles.

REMARKS: Temperatures were 4-5 degrees warmer than forecast. Winds were 10-20 degrees more westerly than forecast to 6 degrees East and 10 to 20 degrees more southerly than forecast E. of 6 deg. Velocity forecast good. No contrails reported.

*Walter A. Huntley*  
WALTER A. HUNTLEY,  
Captain, Air Corps,  
Station Weather Officer.



5-3

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

25 August 1944.

SUBJECT : Loading List.

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

Plane 42-97487

P	Toussaint, Francis J.	1st Lt.	612th
CP	Beck, Walter H. Jr.	1st Lt.	"
N	Shewey, James E.	2nd Lt.	"
B	Schmied, James W. Jr.	2nd Lt.	"
RO	Likins, Robert W.	T Sgt.	"
TTG	Greene, William R.	T Sgt.	"
<del>BTG</del>	<del>Minor, Wallace G.</del>	<del>S Sgt.</del>	<del>"</del>
TG	Lockenour, Charles W.	S Sgt.	"
FG	Hamer, Robert E.	S Sgt.	"
FG	McNicholas, Joseph D.	S Sgt.	"

Plane 43-37962

<del>P</del>	<del>Piper, Harry L. Jr.</del>	<del>1st Lt.</del>	<del>"</del>
<del>CP</del>	<del>Burge, Leelon (NMI)</del>	<del>2nd Lt.</del>	<del>"</del>
<del>N</del>	<del>Malone, John L.</del>	<del>2nd Lt.</del>	<del>"</del>
<del>B</del>	<del>Deaton, Lloyd G.</del>	<del>2nd Lt.</del>	<del>"</del>
<del>RO</del>	<del>Pendergest, Joseph P.</del>	<del>T Sgt.</del>	<del>"</del>
<del>TTG</del>	<del>Sadzinski, Eugene P.</del>	<del>T Sgt.</del>	<del>"</del>
<del>BTG</del>	<del>Riesselman, Richard J.</del>	<del>S Sgt.</del>	<del>"</del>
<del>TG</del>	<del>O'Connell, Daniel E.</del>	<del>S Sgt.</del>	<del>"</del>
<del>FG</del>	<del>Bennett, Boyd P.</del>	<del>S Sgt.</del>	<del>"</del>
<del>FG</del>	<del>Glaen, <del>John</del> George H.</del>	<del>S Sgt.</del>	<del>"</del>

Plane 42-197030

P	Ludeman, Louis H.	1st Lt.	"
CP	Holland, Martin G.	2nd Lt.	"
N	Hodowski, Bernard E.	2nd Lt.	"
B	Welchik, Walter	F/O	"
RO	Robbins, Gene W.	Sgt.	"
TTG	Smith, Nelson E.	S Sgt.	"
BTG	Meyer, Gerald T.	Sgt.	"
TG	Matanic, George P.	Sgt.	"
FG	Perkel, Max (NMI)	Sgt.	"
<del>FG</del>	<del>Babcock, David E.</del>	<del>Sgt.</del>	<del>"</del>

Plane 43-37628

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

Plane 42-39993

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



Plane 42-102393

P	Knostr, James A.	1st Lt.	612th
CP	Remley, Jack A.	2nd Lt.	"
N	Gabriel, Fred V.	2nd Lt.	"
B	Lignore, James G.	S Sgt.	"
RO	Patterson, Russell C.	T Sgt.	"
TTG	Wilson, James L.	T Sgt.	"
BTG	Dodge, DeWayne H.	S Sgt.	"
TG	McCabe, Arch (NMI)	S Sgt.	"
FG	Jedziniak, John (NMI)	S Sgt.	"

Plane 687 (PFF)

P	Carns, Bernhardt F.	1st Lt.	"
CP	Digianni, James (NMI)	2nd Lt.	"
N	Ligon, Delbert E.	2nd Lt.	"
MO	Howard, Robert W.	2nd Lt.	"
B	Wiegler, Martin J.	2nd Lt.	"
RO	Vencio, Fred J.	T Sgt.	"
TTG	Hester, Richard L.	T Sgt.	"
<del>BTG</del>	<del>Boegan, Arthur J. Jr.</del>	<del>S Sgt.</del>	<del>"</del>
TG	Detweiler, Robert C.	S Sgt.	"
FG	Dusenberry, Charles J.	S Sgt.	"

Plane 43-37790

P	Bonney, Roy H.	2nd Lt.	"
CP	Jolley, Edward R.	2nd Lt.	"
N	Clasen, John B.	2nd Lt.	"
B	Souder, William M.	S Sgt.	"
RO	Pettings, Paul S.	S Sgt.	"
TTG	Lenzen, Ben (NMI)	S Sgt.	"
BTG	Peters, Winfield E.	Sgt.	"
TG	Weatherman, James H.	S Sgt.	"
FG	Dall, Donald D.	Sgt.	"

Plane 42-31662

P	Mehler, Morris H.	2nd Lt.	"
CP	Meredith, Charles F.	1st Lt.	"
N	Corwin, Herbert I.	2nd Lt.	"
B	Kaczorowski, Henry A.	2nd Lt.	"
RO	Stedman, Max D.	Sgt.	"
TTG	Littrell, Wallace G.	S Sgt.	"
BTG	Keryan, Pete P. Jr.	Sgt.	"
TG	Cloutier, Donald A.	Sgt.	"
<del>FG</del>	<del>Smith, Harold W.</del>	<del>Sgt.</del>	<del>"</del>
FG	Dunne, Patrick E.	Sgt.	"

Plane 42-106992

P	Burns, Estel G.	2nd Lt.	"
CP	Atkinson, William A.	1st Lt.	"
<del>N</del>	<del>Gray, Arthur (NMI) Jr.</del>	<del>2nd Lt.</del>	<del>"</del>
B	Pinkston, John S.	S Sgt.	"
RO	Will, Adam E.	T Sgt.	"
TTG	Klingbiel, Eugene P.	T Sgt.	"
BTG	Swope, Donald M.	S Sgt.	"
TG	Henry, Hilmer E.	S Sgt.	"
FG	Gruchawka, John (NMI)	S Sgt.	"

Plane 43-37632

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.	"



613th BOMBARDMENT SQUADRON (H)  
 OFFICE OF THE OPERATIONS OFFICER  
 AAF STATION 12B, APO 557

25 AUGUST 1944

LOADING LIST

<u>PLANE NO.</u>	<u>DUTY</u>	<u>RANK</u>	<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>MI</u>
PFF 947 (612th)	P	CAPT.	LOCHER	JAMES	R. J.
	CP	LT. COL.	BROWN	EDWIN	W.
	N	CAPT.	WOOD	HORACE	D.
	N	1st LT.	FRENCH	VERNON	N.
	MIC. OPR.	1st LT.	FINE	STANLEY	(NMI)
	B.	CAPT.	MEADVILLE	HARRY	W.
	RE RO	T/SGT.	HURLEY	BARCLAY	J.
	RE TT	T/SGT.	MILLS	CARL	W.
	TG	1st LT.	CHARTIER	JOSEPH	R.
	WG	S/SGT.	CARPENTER	ARNOLD	H.
43-38160	P	2nd LT.	JENNINGS	WILLIAM	M.
	CP	F/O	GARTON	FRED	M.
	N	1st LT.	WRIGHT	RICHARD	B.
	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.
	43-37796	P	2nd LT.	BUDD	CLAYTON
CP		2nd LT.	MC LEOD	REGINALD	L.
N		2nd LT.	KLOTZ	BERNARD	L.
B		S/SGT.	KISSACK	JOHN	D.
RO		S/SGT.	SKALA	FRANKLIN	C.
TT		S/SGT.	OLIVER	ERNEST	S.
BT		SGT.	DESTROIMAISSON	ARTHUR	(NMI)
TG		SGT.	ROGEN	HARLAN	(NMI)
WG		SGT.	MURRAY	DALE	S.
44-6113		P	1st LT.	KEELING	CHARLES
	CP	1st LT.	FRAZIER	DONALD	F.
	N	1st LT.	WOLLIVER	IRVING	(NMI)
	B	2nd LT.	JARDINE	JOHN	H.
	RO	T/SGT.	CHARNES	HUGH	W.
	TT	T/SGT.	PRIEST	MAURICE	C.
	BT	S/SGT.	PEREZ	FRANK	W.
	TG	S/SGT.	PICO	WILLIAM	J.
	WG	S/SGT.	GUESS	WILLIAM	J.
	43-37736	P	2nd LT.	HANSON	ALBERT
CP		2nd LT.	CRAYTOR	FREDERICK	A.
N		1st LT.	WATSON	HENRY	T.
B		S/SGT.	GREEN	BERNARD	K.
RO		T/SGT.	SEARS	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.



## LOADING LIST - 25 August 1944 CONT'D

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
44-6313	P	1st LT.	LOCKHART	RUSSELL	R.
	CP	2nd LT.	HAM	PORTER	R.
	N	2nd LT.	GRILLEY	ROBERT	L.
	B	1st LT.	LEWIS	GEORGE	R.
	RO	T/SGT.	SCHLAEGEL	OTTO	M.
	TT	T/SGT.	PYLES	CHARLES	E.
	BT	S/SGT.	NULL	LLOYD	J.
	TG	S/SGT.	MILLION	LAWRENCE	G.
	WG	S/SGT.	MAG COWAN	BATES	R.
42-107009	P	S2nd LT.	NELSON	AUGUSTUS	J.
	CP	2nd LT.	NEVOIS	EDGAR	W.
	N	2nd LT.	KULCZYCKI	JOHN	S.
	B	2nd LT.	WILCOX	BLAINE	B.
	RO	SGT.	DORRIS	JOHN	T.
	TT	SGT.	WILLIAMS	LAWRENCE	E.
	BT	SGT.	MAJESKI	FRANK	B.
	TG	SGT.	MC GARTHY	JAMES	J.
	WG	SGT.	NEWBY	CLIFFORD	G.
44-6104	P	1st LT.	LEMONS	CLEATUS	G.
	CP	1st LT.	COTRILL	RONALD	M.
	N	1st LT.	KOMAROFF	STUART	J.
	B	1st LT.	HEISER	CARL	H.
	RO	T/SGT.	MIZENER	HARRY	R.
	TT	T/SGT.	TAYLOR	ROBERT	C.
	BT	S/SGT.	FEDYNICH	DANIEL	(NMI)
	TG	S/SGT.	WEBSTER	WILLIAM	E.
	WG	T/SGT.	GREER	CECIL	B.
44-6132	P	2nd LT.	BAKER	KAY	A.
	CP	2nd LT.	DONALDSON	JEFF	N.
	N	2nd LT.	KERESKY	HARRY	(NMI)
	B	2nd LT.	MOORE	CARLTON	R.
	RO	S/SGT.	YORIO	FRANCIS	P.
	TT	S/SGT.	BACCHIS	GEORGE	B.
	BT	SGT.	CLOYD	SHIRLEY	E.
	TG	SGT.	SLATER	HAROLD	H.
	WG	SGT.	MORRISON	JULIUS	J.



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

AAF Station # 128  
 25 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 42-107084

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.	Parkes, James S.	"
TT	T/Sgt.	Moll, Robert C.	"
BT	S/Sgt.	Reynolds, William H.	"
TG	S/Sgt.	Culver, Malcolm J.	"
WG	Cpl.	Campbell, Thomas B.	"

PLANE 42-97145

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 45-38350

P	2nd Lt.	SISSON, NORMAN L.	614th
CP	2nd Lt.	HOEMANN, EUGENE E.	"
N	2nd Lt.	CROSSEN, ALVERN	"
B	F/O	PICKER, NATHAN	"
RO	Sgt.	Haluck, Andrew S.	"
TT	Sgt.	Carter, Peter J.	"
BT	Cpl.	Stevens, Calvin J.	"
TG	Cpl.	Ritchie, Francis T.	"
WG	Sgt.	Torres, Jose M.	"

PLANE 42-59102

P	Capt.	GRUMAN, JAMES A.	614th
CP	Capt.	KIRKHUFF, DONALD V.	"
N	1st Lt.	GRISSET, JACQUES	"
B	1st Lt.	ANDREWS, RICHARD J.	"
RO	T/Sgt.	Jacobson, Kenneth M.	"
TT	T/Sgt.	Snyder, Ernest M.	"
BT	S/Sgt.	Hatwell, Wilton W.	"
TG	S/Sgt.	Ruhmann, Richard J.	"
WG	S/Sgt.	Campbell, David H.	"



PLANE 42-97372

P	1st Lt.	BRIGHT, WILBUR C.	614th
CP	F/O	WITMAN, PAUL F.	"
N	2nd Lt.	SCHNEIDER, JAMES M.	"
B	2nd Lt.	O'HEHN, MELVIN C.	"
RO	T/Sgt.	Russell, James R.	"
TT	T/Sgt.	Tweed, Stanley A.	"
BT	S/Sgt.	Frohman, Howard J.	"
TG	Sgt.	Hayden, Andrew J.	"
WG	S/Sgt.	Jones, Scott D.	"

PLANE 42-31863

P	2nd Lt.	BROWN, JOHN J.	614th
CP	2nd Lt.	MUSZALSKI, EDWARD L.	"
N	1st Lt.	BROWN, <del>WALTER P.</del> J. D.	"
B	2nd Lt.	SCHIEFER, WILLIAM F.	"
RO	S/Sgt.	Arellano, Garciano J.	"
TT	Sgt.	Hoffman, Leon W.	"
BT	Cpl.	Wells, Cleburne D.	"
TG	Sgt.	Ellis, James	"
WG	Sgt.	Martin, Norman D.	"

PLANE 42-102669

P	1st Lt.	LERWICK, HOWARD P.	614th
CP	2nd Lt.	JAEGER, ALBERT J.	"
N	2nd Lt.	HORTON, 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.	"
TG	S/Sgt.	Schwiederek, John J.	"
WG	S/Sgt.	Kealy, John L.	"

PLANE 42-107151

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

PLANE 42-97395

P	2nd Lt.	HAYES, LELAND R.	614th
CP	2nd Lt.	HAFLEY, WILLIE J.	"
N	2nd Lt.	FWLER, EUGENE K.	"
CTG	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 A.	"

For the Squadron Commander:

JOHN SCHULE,  
 1st Lt., Air Corps,  
 Actg Opns Officer.



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

25 August 1944

SUBJECT: Loading list.  
 TO: Operations Officer, 401st Bomb Gp (H), Sta - 128 - APO - 567.  
 1. Following is the list of Combat Crews participating in today's mission.  
 PLANE # 43-38077  
 DUTY      RANK      LAST (NAME)      FIRST      (MI)      SQUADRON

CP	2nd Lt.	Grimm	William	F.	615th
EN	2nd Lt.	Huesgin	Herman	K.	"
EB	2nd Lt.	McAllen	Willard	(M) G.	"
EO	S/Sgt.	Varns	Raymond	S.	"
ET	S/Sgt.	Kressler	Oliver	J.	"
ET	S/Sgt.	Brown	Thomas	(M) J.	"
ET	Pvt.	Watcliff	William	S.	"
EG	Sgt. 1st	Wassler	Robert	L.	"
EG	Sgt.	Duke	William	S.	"
Ch	Sgt 1st	Wassler	Wassler	S.	"
PLANE #	<u>42-103574</u>	Wassler	Wassler	S.	615th

CP	2nd Lt.	Callaway	Robert	W.	615th
EN	2nd Lt.	Lawson	Robert	(M) S.	"
EB	2nd Lt.	Weiss	Herman	S.	"
EO	2nd Lt.	Griffin	Barren	S.	"
EO	S/Sgt.	Sherrill	Bascom	S.	"
ET	S/Sgt.	Sutherland	James	(M) C.	"
ET	Sgt. 1st	Asheim	Arnold	(M) C.	"
EG	Sgt. 1st	Waltz	Chester	C.	"
EG	Sgt. 1st	Trendelman	Frederick	S.	"
Ch	Sgt 1st	Trendelman	Frederick	S.	"
PLANE #	<u>42-81091</u>	Trendelman	Frederick	A.	615th

CP	2nd Lt.	Wingard	Milton	R.	615th
EN	2nd Lt.	Abresch	Robert	J.	"
EB	2nd Lt.	Sullivan	Robert	F.	"
EO	2nd Lt.	King	Willard	(M) G.	"
EO	S/Sgt.	Cicogna	Ernest	G.	"
ET	S/Sgt.	Rutledge	James	C.	"
ET	Cpl	Winzey	Patrick	M.	"
EG	Sgt. 1st	Chiarriello	Edward	A.	"
EG	Sgt. 1st	Ingram	Hillis	M.	"
Ch	Sgt 1st	Ingram	Hillis	M.	"
Ch	Sgt 1st	Ingram	Hillis	M.	"
PLANE #	<u>43-38077</u>	Ingram	Hillis	T.	615th

DATA      RANK      RANK (MNR)      RANK      (MI)      SQUADRON

PLANE # 43-38077



PLANE # 42-97664

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Oas	Herbert	L.	615th
CP	2nd Lt.	Hayes	Thomas	A.	"
B	2nd Lt.	Green	William	Jr.	"
B	2nd Lt.	Monicow	William	Jr.	"
RO	Pfc.	Worsten	William	B.	"
TT	S/Sgt.	Cook	Byron	E.	"
BT	Sgt.	Monareky	Theodore	(NMI)	"
TC	Sgt.	Wardon	John	Jr.	"
FG	S/Sgt.	Dunn	John	G.	"
CB	Sgt. Pfc.	Wardon	John	B.	615th

PLANE # 42-10713

P	1st Lt.	Dow	Herbert	V.	615th
CP	2nd Lt.	Woodward	William	B.	"
MA	2nd Lt.	King	Robert	J.	"
B	S/Sgt.	Mehasiok	Alfred	(NMI)	"
RO	S/Sgt.	Carr	Gene	(NMI)	"
TT	S/Sgt.	Adams	Leroy	B.	"
BT	S/Sgt.	Macchietto	Richard	B.	"
TG	S/Sgt.	Sololewski	Edward	A.	"
FG	S/Sgt.	Greenberg	Herald	(NMI)	"
CB	Sgt. Pfc.	Wardon	John	B.	615th

PLANE # 42-31730

P	2nd Lt.	Sombart	George	W.	615th
CP	2nd Lt.	Swisher	Harold	B.	"
MA	Pfc.	Alley	Junior	B.	"
B	2nd Lt.	Wozok	Chester	W.	"
RO	Cpl.	Andrews	Leroy	(NMI)	"
TT	Cpl.	Smith	Kimer	B.	"
BT	Cpl.	Dalley	J. (10)	B.	"
TG	Cpl. Pfc.	Allen	Lewis	(NMI)	"
FG	Cpl. Pfc.	Liverzey	Lowell	G.	"
CB	Sgt. Pfc.	Wardon	John	B.	615th

PLANE # 42-31486

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Parr	Clinton	J.	615th
CP	2nd Lt.	Blevins	Charles	H.	"
B	2nd Lt.	Hansen	Gerlad	E.	"
B	2nd Lt.	Ridley	John	Jr.	"
RO	T/Sgt.	Allen	John	L.	"
TT	T/Sgt.	Bossley	Emerson	B.	"
BT	S/Sgt.	Fernorst	Arthur	(NMI)	"
TG	S/Sgt.	Holland	James	B.	"
FG	S/Sgt.	Daniels	George	C.	"

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 AND RECORDS ADMINISTRATION AND IS LOANED TO YOUR AGENCY.  
 IT AND ITS CONTENTS ARE TO BE RETURNED TO THE NATIONAL ARCHIVES  
 AND RECORDS ADMINISTRATION.



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

25 August 1944.

SUBJECT: Loading list. (Continued)

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

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

PLANE # 42-102468

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

PLANE # 44-6310

P	2nd Lt.	Sullivan	Paul	J.	615th
CP	2nd Lt.	Cox	Edward	A.	"
H	2nd Lt.	Sassaman	James	R.	"
B	2nd Lt.	Ramsey	John	R.	"
RO	S/Sgt.	Brown	George	(NMI)	"
TT	Sgt.	Raciti	Anthony	E.	"
BT	Sgt.	Daley	John	F.	"
TG	Sgt.	Storm	James	L.	"
FG	Sgt.	Cross	William	L.	"

PLANE # 42-31077

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



BRIEFING NOTES

YOUR PRIMARY TARGET IS AN OXYGEN PLANT FOR THOSE A/C ON TARGET A AND COKING AND CHEMICAL PLANT FOR THOSE A/C ON TARGET B. "A" FORCE WILL BE LED BY 457 GP. WHO WILL BE ON "B" TARGET AND 351 GP WILL LEAD THE "B" FORCE ON TARGET "A". "C" FORCE -401st WILL FOLLOW, DIVIDE INTO 6 A/C EACH AND CLEAN UP THE TARGETS.

TARGET "A", WHICH IS THE OXYGEN PLANT, LIES 300 YDS N. OF A LARGE BRAC REEF. IT IS 500 YDSX 250 YDS. THE PLANT ITSELF CONSISTS OF AN L SHAPED BUILDING, WHICH WILL BE ILLUSTRATED.

TARGET "B" THE CHEMICAL PLANT, ACTUALLY IS ENGAGED IN THE PRODUCTION OF SYNTHETIC AMMONIA AND LIQUID OXYGEN. IT IS ROUGHLY 1100X 850 YDS AND IS TRIANGULAR SHAPE. AS A MATTER OF INTEREST THERE ARE 200 TO 300 GERMAN WORKERS IN THIS PLANT. IF THE BOMBARDIER IS SYNCHRONIZED PERFECTLY AND SPLITS THE TARGET, THERE WILL BE 300 LESS WORKERS FOR HITLERS EUROPE.

SECONDARY AND LAST RESORT TARGETS ARE ANY A/D, M/I, ROAD BRIDGE TRAFFIC CONCENTRATION OR COLUMN OF TROOPS ON ROAD. THESE MUST BE POSITIVELY IDENTIFIED AND MUST NOT BE ADJACENT TO A BUILT UP AREA, AND A VISUAL SIGHTING MUST BE MADE.

SECOND RUNS ARE AUTHORIZED.

CARE WILL BE TAKEN TO SEE THAT NO BOMBS ARE PROPPED SOUTH OF THE TACTICAL AREA BOUNDARY LINE.

2nd BD WILL BE OPERATING IN TARGETS E. OF LBD TARGETS  $\frac{1}{2}$  HOUR AFTER TARGET TIME.

A GP OF p47'S WILL RENDEVOUS AT 4917-0013 W AT ZERO MINUS 66 MIN. AND ESCORT THE ENTIRE ROUTE.

SPECIAL INSTRUCTIONS:

HOT NEWS WILL BE REPORTED TO HOT NEWS DESK IN THE BRIEFING ROOM IMMEDIATELY UPON RETURNING FROM A MISSION. EVEN WHERE HOT NEWS MAY BE VHF'D ON AIR SEA RESCUE CHANNEL, EITHER BY YOU OR ANOTHER A/C IT IS TO BE CONFIRMED BY REPORTING STILL TO HOT NEWS DESK.

CHECK AGAIN FOR THESE ESSENTIALS:

ESCAPE KIT AND PURSE: PARACHUTE HARNESS IS FITTED PROPERLY:

GI SHOES: IDENTITY PHOTOSETC.

P/W NOTES: ALLOW OUR LINES OVERRUN YOU.ETC.

*Secondary*  
 A/D *hilla*  
 A/D *Orville*



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

AAF Station # 128  
 25 August 1944

43

SUBJECT: Loading List.

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

1. Following is a list of Combat Personnel participating in today's Mission.

\*Plane 42-39780

P	1st Lt.	LINGGON, CLIFFORD A.	614th
CP	1st Lt.	MYERS, JOSEPH H. JR.	"
N	2nd Lt.	KAISER, PAUL F.	"
B	1st Lt.	DANILAVEZ, STEPHEN J.	"
RO	T/Sgt.	Johnson, Oscar M.	"
TT	T/Sgt.	Bredelis, Raymond C.	"
BT	S/Sgt.	Classick, John F. Jr.	"
TG	Sgt.	Gardner, Gilbert G.	"
WG	S/Sgt.	Haley, Daniel J. Jr.	"

\*Plane 42-102957

P	2nd Lt.	MERCER, ELMER W.	"
CP	2nd Lt.	HISBERT, 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.	"
BT	Sgt.	Grasela, Edward B.	"
TG	S/Sgt.	Gurnicki, Sigmund A.	"
WG	Sgt.	Connors, Robert A.	"

\*Plane 42-97395

P	2nd Lt.	HAYES, LEW MD R.	"
CP	2nd Lt.	HAFLEY, WILLIE J.	"
N	2nd Lt.	FOWLER, EUGENE K.	"
GTG	Sgt.	Hilgore, 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 A.	"

\*Plane 42-97869

P	1st Lt.	KOONS, PAUL R.	"
CP	2nd Lt.	KAHAN, DANIEL	"
N	2nd Lt.	DOHRNOWOLSKI, EDWARD L.	"
B	1st Lt.	LE BLANC, JOHN S.	"
RO	T/Sgt.	McKinn, Thomas G.	"
TT	T/Sgt.	Shane, Charles	"
BT	S/Sgt.	Edwards, Rodney W.	"
TG	S/Sgt.	Huerta, Octavio	"
WG	S/Sgt.	Eckenrode, Robert T.	"

\*Plane 42-31089

P	1st Lt.	KOVACH, JOHN W.	"
CP	2nd Lt.	KELLAM, JAMES W.	"
N	2nd Lt.	COSELLI, FRANK J. JR.	"
B	2nd Lt.	FLING, STEWLEY W.	"
RO	T/Sgt.	Pellard, Omer S.	"
TT	T/Sgt.	Rouhselang, Willard J.	"
BT	S/Sgt.	Gusst, Hollis D.	"
TG	S/Sgt.	Schmidt, Edward J.	"
WG	S/Sgt.	Maki, Arthur W.	"

Second Loading.

For the Squadron Commander:

RICHARD H. KAUFMAN  
 Capt, Air Corps.



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

25 August 1944

SUBJECT: Loading List

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

A/C 42-102398

P	Hill, Thomas K.	2nd Lt.	612th.
CP	Schmedel, Wilbur E.	2nd Lt.	"
N	Block, Theodore S.	2nd Lt.	"
B	Chadwick, Junius W., Jr.	2nd Lt.	"
RO	Shewbert, Victor H.	S/Sgt.	"
TTG	Mullins, James K.	S/Sgt.	"
BTG	Hellenbeck, Edward A.	Sgt.	"
TG	Richardson, Omer G.	Sgt.	"
LWG	Keith, Buddy W.	Sgt.	"

A/C 43-38159

P	Hayes, Ralph S.	F/O	"
CP	Mead, Clarence E.	F/O	"
N	Bernard, Roger L.	1st Lt.	"
B	Murphy, Roland W.	2nd Lt.	"
RO	Fuston, William P.	S/Sgt.	"
TTG	Lucewlez, John (NMI)	S/Sgt.	"
BTG	Pahl, Arthur L., Jr.	Sgt.	"
TG	Green, John J.	Sgt.	"
LWG	Smith, Charles E.	Sgt.	"

A/C 43-38125

P	Cromer, Joseph L.	2nd Lt.	"
CP	Trout, Ralph W.	F/O	"
N	Phillips, Michael T.	2nd Lt.	"
B	Waldhoff, Jack G.	1st Lt.	"
RO	Goodman, Martin B.	S/Sgt.	"
TTG	Stott, Douglas W.	S/Sgt.	"
BTG	Coffin, Robert J., Jr.	Sgt.	"
TG	Villaggio, Vincent V.	Sgt.	"
LWG	Clark, Eugene F.	Sgt.	"



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

25 August 1944

SUBJECT: Loading List.

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

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

PLANE # 42-102468

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

PLANE # 42-31891

P	1st Lt.	Duckworth	Robert	O.	615th
CP	2nd Lt.	Morrow	Russell	E.	615th
N	2nd Lt.	Kunstman	Warren	R.	615th
B	2nd Lt.	Vucha	Robert	W.	615th
RO	S/Sgt.	Halderman	Lyle	K.	615th
TT	S/Sgt.	Comer	Roy	C.	615th
BT	Sgt.	Miro	Edward	W.	615th
TG	Cpl.	Tarr	Clyde	M.	615th
FG	S/Sgt.	Cook	Clayton	W.	615th



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

25 August 1944

LOADING LIST

<u>PLANE NO.</u>	<u>DUTY</u>	<u>RANK</u>	<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>MI</u>
42-31081	P	1st Lt.	MANNICK	WILLIAM	C.
	GP	1st Lt.	FOWLER	RUSSELL	M.
	N	2d Lt.	MALONEY	WILLIAM	F.
	B	F/O	POSTROM	CARL	L.
	RO	T SGT.	THOMPSON	JOHN	S.
	TT	T SGT.	STOKESBERRY	THOMAS	(NMI)
	BT	S SGT.	SCOTT	EDWARD	R.
	TG	S SGT.	PAVLISIN	JOSEPH	K.
	WG	S SGT.	EGGLESTON	HENRY	H.
43-38159	P	2d Lt.	BUDD	CLAYTON	R.
	GP	2d Lt.	MC IRON	REGINALD	L.
	N	2d Lt.	KLOTZ	BERNARD	L.
	B	S SGT.	KISSACK	JOHN	D.
	RO	S SGT.	SKALA	FRANKL IN	C.
	TT	S SGT.	OLIVER	ERNEST	S.
	BT	SGT.	DESTROISMAISON	ARTHUR	(NMI)
	TG	SGT.	ROGEN	HARLAN	(NMI)
	WG	SGT.	MURRAY	DALE	S.



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: Second Mission 25 August 1944.
2. No gun malfunctions were reported.
3. No turret malfunctions were reported.
4. The following bombing equipment malfunctions were reported:
  - a. A/C # 42-97395 - Failed to release bombs in salvo and were returned. Interrogation of Bombarder (EM), it is believed that he failed to operate the salvo switch.
5. There were seven (7) aircraft equipped with the all-electric bomb release system participating in the mission.

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

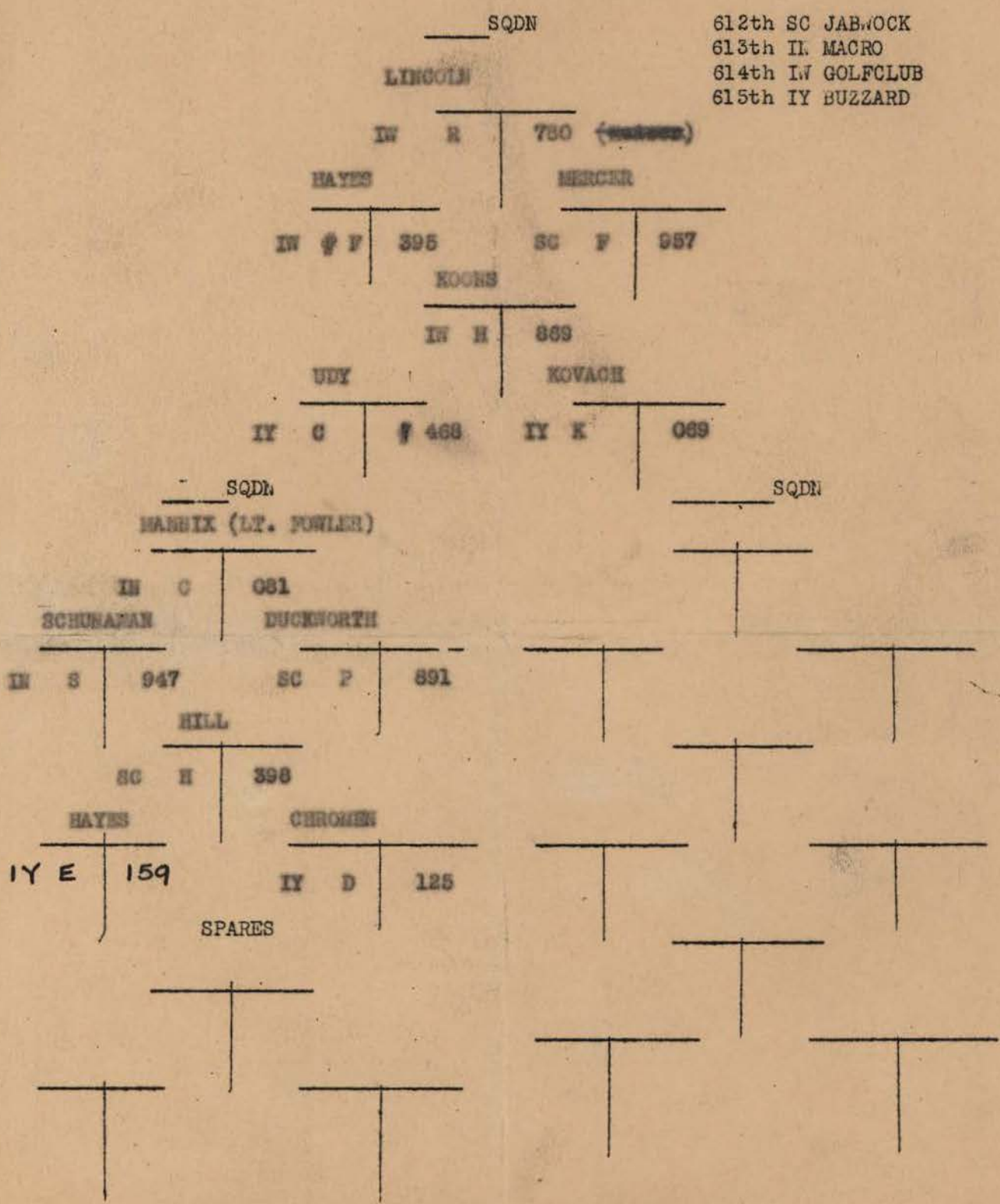


*Engines*

Combat Flight Leader LT LINCOLN Date 25 August 2nd Effort.

Deputy Flight Leader \_\_\_\_\_

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



STATIONS - 1510  
TAXI - 1525

1945