

E C R E T
Classification Changed I-T

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CAA 128 by

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

REPORT OF OPERATIONAL DAY

*MISSION NO. 141
10TH. SEPTEMBER, 1944*

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

MISSION NO. 141

To: GAGGENAU , GERMANY

401ST BOMBARDMENT GROUP (H)

REPORT OF OPERATIONAL

DAY

MISSION # 141

MISSION SUMMARY REPORT

Date 10 September 1944

ASSIGNMENT

1. Assigned Target: GAGGENAU, GERMANY
2. Commitments: The 401st was to furnish a complete 36 A/C "C" GBW. Two PFF A/C were included in the Lead box and one spare was to accompany each formation.

EXECUTION

1. Target Bombed: GAGGENAU, GERMANY
2. a. Wing Leader: Lt. Col. E. W. BROWN (Locher)
 Lead Navigator: 1st Lt. H. E. KRON (Fine-mickey)
 Lead Bombardier: Capt. H. W. MEADVILLE
- b. Low Box Leader: Major W. C. GARLAND (Mercer)
 Lead Navigator: 2nd Lt. LE. GASKINS
 Lead Bombardier: 2nd Lt. T.J. KLEFISCH
- c. High Box Leader: Major J. W. MAUPIN (Garns)
 Lead Navigator: 1st Lt. D.L. LIGON
 Lead Bombardier: 1st Lt. M.J. WIEGLER
3. Flight Over England:
 - a. Takeoff: Normal. Departure was one minute early.
 - b. Group and Wing Assemblies: Normal, with very good and rapid assembly.
 - c. Route Over England: As briefed.
4. Attack:
 - a. Flight to Target: We were number three in Division assembly. Division assembly was made as briefed. Flak was observed on route in but it was avoided.

MISSION SUMMARY REPORT (cont)B. Bombing Run:

- a. Lead Box: Came in on IP on briefed course, made turn on to target. Made check points and made run. During the whole time of synchronization. Used rate and course Disk but smoke covered target so well that it was impossible to make accurate estimations. Bombs were salvoed and seen to hit to the left of assigned MPI. True heading over target 112°.
- b. High Box: IP was picked up as briefed. We had to override IP in order to let low box precede us in to the target. Target was picked up early but we were 20° off course, which caused some confusion. We had climbed to 500 ft above briefed altitude and last minute corrections were made on sight to account for this. Bombs were observed to hit left of actual MPI with a scattered pattern.
- c. Low Box: We passed to the left of the IP and I picked up the target by checkpoints, especially a bend in the river between the IP and target and also there was a lot of smoke rising from the target area. I took over the ship and set the cross hairs in the center of the smoke. I looked at my photo and picked up a corner of a wooded area to set up course. There was no good rate lines so I just put the rate hair on the smoke. About 10-15 seconds before bombs away I got a look at the MPI and set the cross hairs on it. After bombs away I looked in the sight and saw they would hit to the left and a little low. I saw some of the bombs hit to the left and a few hit the MPI°
- c. Flight From Target: Slight deviation was made from briefed route after bombs away to avoid flak. (see track chart)
- d. Return to Base: Withdrawal was made directly in trail of lead Wing. Return was without incident. With the exception of one ship all landed safely at home base.
- e. Weather: Low scattered small cumulus in and out with nil over target areas. No high or middle clouds.
- f. Fighter Support: Effective.
- g. Conclusions and Recommendations: None

5. Aircraft Not Attacking:

Lead Box: A/C 43-37706 - Sortie. Did not attack target due to flak damage. Bombs were jettisoned in channel on return.

Low Box:
High Box: All attacked.

MISSION SUMMARY REPORT (Cont)

6. Enemy Opposition: No air opposition (see attached Flak Rpt for Flak)

7. Battle Damage:

<u>Major</u>	<u>Minor</u>	<u>Flak</u>
4	19	23

8. Casualties:

- 1 - Slt Wnd
- 9 - MIA, A/C 44-6310

9. Statistical Summary of Operations (see attached form)

10. Bombing Data:

a. Disposition of Bombs:

Lead Box: Eleven A/C (Incl 2PFF) dropped 121 x 500# GP on primary. 1 A/C jettisoned bombs in channel due to battle damage. Spare returned its 12 bombs to base.

Low Box: Twelve A/C dropped 120 x 500# GP on primary. The spare returned its 10 bombs to base.

High Box: Twelve A/C dropped 143 x M17 AC on primary. 1 A/C returned 1 bombs which was't hung on station. Spare returned 12 Bombs.

b. Observations:

Lead Box: Results were fair. Bombs were seen to hit to the left of the actual MPI.

Low Box: Results were good with bombs covering assigned MPI.

High Box: Results were good with bombs covering assigned MPI.

c. Tabular Summary of Disposition of Bombs:

	<u>Aircraft</u>		<u>Bombs</u>				
	<u>Over Target</u>	<u>Bombing</u>	<u>Number</u>	<u>Size</u>	<u>Type</u>	<u>Fusing</u> Nose Tail	
Main Bombfall	36	35	241 143	500# 500#	M64 M17 AC	1/10 37.0	1/100
Other Attacks	-	-	-	-	-	-	-
Total Bombs on Target			241 143	500# 500#	M64 M17 AC	1/10 37.0	1/100
Other Expenditures			12	500#	M64	1/10	1/100
Bombs Returned			22 13	500# 500#	M64 M17 AC	1/10 37.0	1/100
Total (Loaded on A/C Taking Off)			275 156	500# 500#	M64 M17 AC	1/10 37.0	1/100

MISSION SUMMARY REPORT (CONCLD)

11. Lost Aircraft:

<u>A/C #</u>	<u>Sqdn</u>	<u>Position in Formation</u>	<u>Location of Loss</u>	<u>Reason</u>
44-6310 (Woodward)	615	#3, high Sqd, Head Box	Just after Target	Flak

For the Group Commander:

KEN W. DAUBLE
Captain, Air Corps
Statistical Officer

94th C. CBW

LOW Box-1291c

RF-1/41100

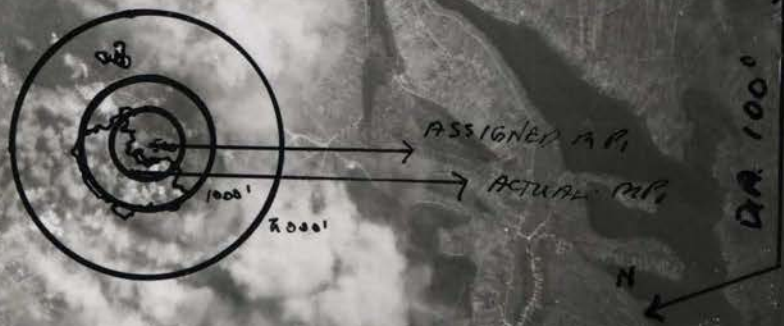
SIZE of PATTERN - 1849' x 1845'

ACTUAL MP, 429' LEFT AND
287' SHORT

100% WITHIN 2000'

95% WITHIN 1000'

40% WITHIN 500'



(S.W. 401C/601-15 X10-9-44X42-31091 -7-23800X GAGGENAU)
CONFIDENTIAL



AV-401A/603-15 (10-9-44)(43-38267-7-25000)(GAGGENAU)

CONFIDENTIAL

EASTMAN KODAK COMPANY

STATISTICAL SUMMARY OF OPERATIONS

801st Group

1st BD F. O. 491

Date of 10 September 1944

	Lead		Low		High
		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	12		12
4. No. of A/C Sorties	10	2	12		12
5. No. of A/C Attacking	9	2	12		12
6. No. of A/C Not Attacking	1	-	-		-
(a) Early Returns Included					
7. Name of Primary Target	GAGGENAU, GERMANY				
(a) No of A/C Attacking	9	2	12		12
(b) No., Size & type of bombs	100	21	120		143
	M64	M64	M64		M64
	500	500	500		500
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	1				
13. - to Flak	(1)				
14. - to Flak & E/A					
15. - to Enemy A/C					
16. - to Accident					
17. - to Unknown					

STAT SUMMARY (Cont'd)

	Lead	Low	High
18. Time of Takeoff	0715	0710	0715
19. Time of Attack	1164	1105	1108
20. Average Time of Flight	7.2	7.0	7.1
21. Altitude of Release	25,000	23,800	25,800
22. Visual or PFF	Visual	Visual	Visual
23. Enemy Resistance - AA Int.&ACC.	Mod. Acc.	Mod. Acc.	Mod/ Acc.
24. - Fighters	-	-	-
25. - Bombers	-	-	-
26. U.S. A/C Engaged by Enemy A/C	-	-	-
27. Degree of Success	Fair	Fair	Fair

PFF A/C Borrowed from Groups as follows: None

PFF A/C Loaned to Groups as follows: None

NOTES:

Combat Flight Leader _____ Date 10 September
Deputy Flight Leader _____

____ SQDN
LOCHER (BROWN)
947 PFF

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

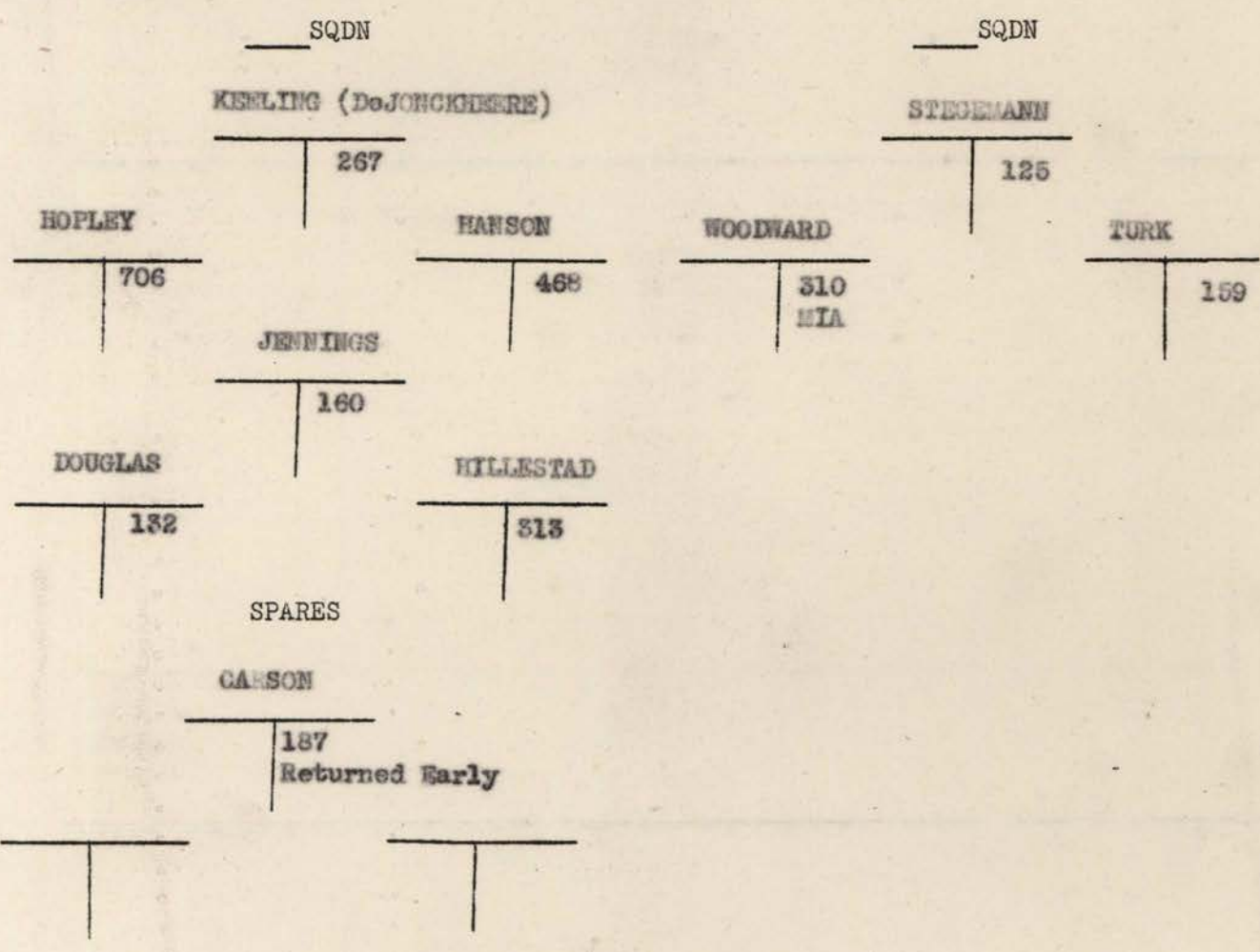
THOMASON

009

LOCKHART

033

401st Lead Box on
take-off and cruise -



Combat Flight Leader : LT COL. BROWN

Date 10 Sept 1944

Deputy Flight Leader _____

**401st Lead Box "C"
OVER TARGET**

____ SQDN

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

LOCKER

947

THOMASON

009

LOCKHART

033

____ SQDN

KEELING

267

HOPLEY

706

HARSON

463

____ SQDN

STEGEMAN

125

TURK

159

TENNINGS

160

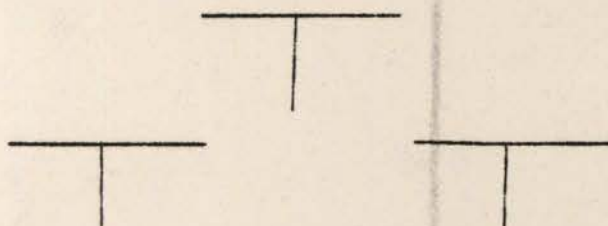
DOUGLAS

132

HILLSSTAD

318

SPARES



Combat Flight Leader _____ Date 10 September

Deputy Flight Leader _____

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

MERCER (GARLAND)

780

FILEMYR

236

HARASYM

012

401st Low Box on
take-off and cruise

_____ SQDN

_____ SQDN

KOVACH

659

WINGARD

091

COOKE

863

BRIGHT

872

GRIMM

084

COOPER

146

LERWICK

145

JAMES

602

HUBBELL

330

SPARES

GROZIER

151

Returned Early

MAJOR GARLAND

10 Sept 1944

Combat Flight Leader _____ Date _____

Deputy Flight Leader _____

401st Low Box "C"
OVER TARGET

SQDN
MERCER

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

780

FILEMYR

MARASYM

012

SQDN
KOVACH

SQDN
WINGARD

659

091

COOKE

BRIGHT

GRIGG

COOPER

863

872

084

146

LERWICK

145

Robert W. James

B.S. ~~#####~~ HUBBELL

602

SPARES

10 September

Combat Flight Leader _____ Date _____

Deputy Flight Leader _____

SQDN
CARN3 (MAUPIN)

081

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

AIKEN

HAYES

730

091

401st High Box on
take-off and cruise

SQDN
BURGE (HARR)

SQDN
CALLAWAY

062

983

KNOST

BURNS

SOMBART

DAVES

395

992

730

113

HOCKING

052

HARLAN

MOHLER

089

020

SPARES

BONNEY

487

Returned Early

|

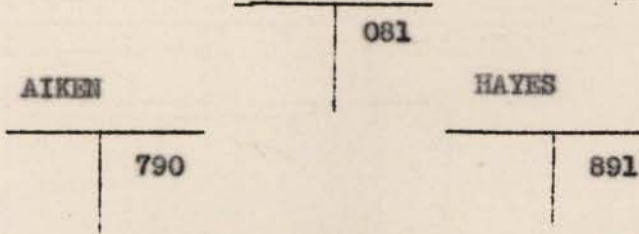
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Combat Flight Leader MAJOR MAUPIN Date 10 Sept 1944

Deputy Flight Leader _____

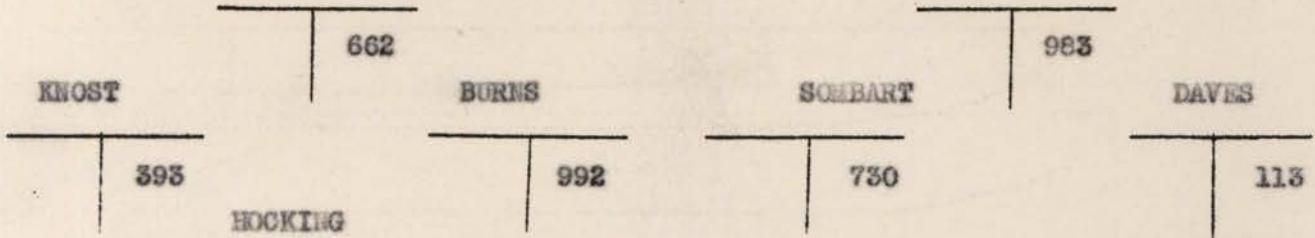
**401st High Box (C)
OVER TARGET**

____ SQDN
GARNS
612 SC JABWOCK
613 IN MACRO
614 IW GOLFCLUB
615 IY BUZZARD

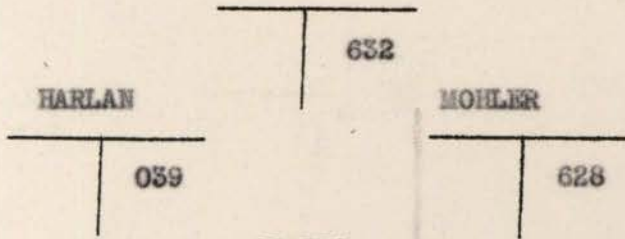


____ SQDN
BUREE, M _____

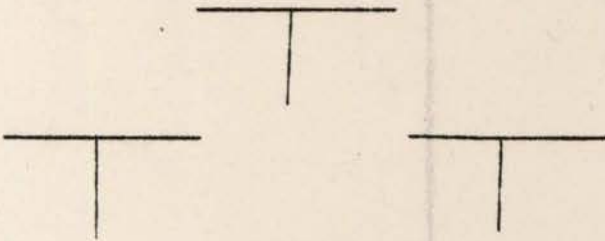
____ SQDN
CALLAWAY _____



HOCKING



SPARES



HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

10 September 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 0715 hours; Land at 1426 hours,

b. Group formed at 0827 hours at 8000 feet,

c. Formed CBW at 0924 1/2 hours at 12000 feet.

d. Began climb at 0941 hours; reached alt. at 1031 hours.

e. Weather encountered over England:

(1) Clouds 2 / 10th - Visibility 10 miles. Variable. Areas of ground fog.

(2) Wind at altitude 229 degrees, 57 Knots.

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

g. Means of checking Metro Winds Gee, Pilotage

h. Joined task force at 0924 1/2 hrs. at Hastings
(Splasher, City, Coord.)

i. English Coast out at 0925 hrs.; Enemy Coast in at 0941 hrs.

j. Fighter Rendezvous:

(1) Going in _____ hrs.

(2) Coming back _____ hrs.

AS BELIEVED

k. Wind used for bombing:

(1) 229 degrees, 57 Knots.

(2) Determined by Pilotage
(Method)

l. Bomb run and Method of Target Identification:

(1) Reached IP at 1059 hrs.

(2) Mag. heading over target 118 degrees.

(3) Altitude over target 25000 feet.

(4) Bombs away at 1104 hrs.

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

Visual, 1/10th clouds

m. Gee;

(1) Coordinates of furthest fix 49-38 N. 04-25 E.

(2) Obtained at 1017 hours.

n. Difficulties encountered with special equipment.

COMMENTS: Off course after target due to unplotted flak.

/S/ H. E. Kron
H. E. KRON
1st Lt., A. C.

Lead Navigator, Lead Box

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER10 September 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 0710 hours; Land at 1410 hours.
- b. Group formed at 0827 hours at 7000 feet.
- c. Formed CBW at 0925 hours at 13000 feet.
- d. Began climb at 0925 hours; reached alt. at 1030 hours.
- e. Weather encountered over England:
- (1) Clouds 1/10th - Visability Var 5-30 miles.
- (2) Wind at altitude 350 degrees, 34 Knots.
- f. Means of navigation over England, Gee, Pilotage.
- g. Means of checking Metro Winds Gee, Pilotage.
- h. Joined task force at 0925 hrs. at Hastings
(Splasher, City, Coord.)
- i. English Coast out at 0925 hrs.; Enemy Coast in at 0943 hrs.
- j. Fighter Rendezvous:
- (1) Going in 1022 hrs.
- (2) Coming back _____ hrs. Close support in and out
- k. Wind used for bombing:
- (1) 250 degrees, 60 Knots.
- (2) Determined by Gee and pilotage
(Method)
- l. Bomb run and Method of Target Identification:
- (1) Reached IP at 1059 hrs.
- (2) Mag. heading over target 100 degrees.
- (3) Altitude over target 23800 feet.
- (4) Bombs away at 1105 hrs.
- (5) Method of target identification and weather over target:
Pilotage and smoke from previous wings. 1-3/10ths clds
- m. Gee:
- (1) Coordinates of furthest fix 50-19 N. 04-05 E.
- (2) Obtained at 1239 hours.
- n. Difficulties encountered with special equipment.
None

COMMENTS:

/S/ L. E. Gaskins
L. E. GASKINS
2nd Lt., A. C.
Lead Navigator, Low Box
SIGNATURE

HEADQUARTERS AAF STATION #128
 OFFICE OF THE NAVIGATION OFFICER

10 September 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 0715 hours; Land at 1420 hours.

b. Group formed at 0827 hours at 9000 feet.

c. Formed CBW at 0925 hours at 13000 feet.

d. Began climb at 0940 hours; reached alt. at 1030 hours.

e. Weather encountered over England:

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

(2) Wind at altitude 270 degrees, 28 Knots.

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

g. Means of checking Metro Winds Gee

h. Joined task force at 09 25 hrs. at Hastings
 (Splasher, City, Coord.)

i. English Coast out at 0925 hrs.; Enemy Coast in at 0943 hrs.

j. Fighter Rendezvous:

(1) Going in 1022 hrs.

(2) Coming back _____ hrs.

k. Wind used for bombing:

(1) 270 degrees, 28 Knots.

(2) Determined by Gee
 (Method)

l. Bomb run and Method of Target Identifications:

(1) Reached IP at 1102 hrs.

(2) Mag. heading over target 72 degrees.

(3) Altitude over target 25800 feet.

(4) Bombs away at 1108 hrs.

(5) Method of target identification and weather over targets

Visual. 0-1/10ths clds

m. Gee:

(1) Coordinates of furthest fix 50-20 N. 04-05 E.

(2) Obtained at 1240 hours.

n. Difficulties encountered with special equipment.

COMMENTS:

/S/ D. L. Ligon
 D. L. LIGON
 1st Lt., A. C.
 Lead Navigator, High-Box
 SIGNATURE

PILOT Captain Locher NAVIGATOR 1st Lt. H. E. Kron, 2nd Lt. W. H. Folks DATE 10 September 1944

STATIONS	ENGINES	TAXI	T.O.
LEAVE BASE	0722		
COAST OUT	0728		
ENEMY COAST	1023		
I.P.	1030		
TARGET	1226		
ENEMY COAST	1231		

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

Zero Hr. - 0830
 Ref Alt - 22000
 Bomb alt - 25000
 Oxygen - 04:00
 Over Continent - 03:16
 01-33E

WATCH Letdown on Cottlemore Lancher Normal Old Mag.
 At G.M.T.
 RATE secs/hour
 Division Assembly - Hastings to 50-22N
 Gaining Losing

FROM TO	W/V UESD	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRIFT	TRUE HDNG.	VAR.	MAG. HDNG.	G. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA
														TIME BODY ALT. AZI.
NOTE - ZERO HOUR MOVED UP TO 09:00. ALL TIMES ON FLIGHT PLAN MOVED UP 30 MINUTES.														
Cottlemore Lancher (Y)														
52-44N 00-37E	16/18	8000	150	147	80	-8	074	11	085	156	11	4	0727	
Fourie (C)		-3											0801	
52-46N 00-27E					129	-1	128	10	138	165	50	19	0820	
Bury St Edwards (B)														
52-14 00-12N (Bu #12)	00/20	10000	150	151	163	+5	168	10	178	165	55	20	0840	
Fourie Bay (Z)		12000												
51-22N 01-08E	04/24	12000	150	156	214	+9	223	10	233	154	37	15	0855	English Coast C.P. 1
Hastings		Begin climb												
50-52N 00-35E	20/27	13500	150	160	129	-1	130	+9	139	187	47 1/2	15	0910	Enemy Coast C.P. 2
50-22N 01-33E		15000												0911
"	-25	200/30	20000	178	113	-5	108	+8	116	204	172	257	1:12	I.P. of 3 47-28 05-00E
52-44N 07-40E	-36	270/45	25000	150	194	+5	118	+7	125	435	85	22	1:12	0952
I.P.		280/60	25000	150	195	080	+3	083	+6	089	253	27	6 1/2	TARGET
TARGET		-35												
48-48N 00-20E					070	0	070	+6	076	255	15	4	1034	
48-53N 00-12E														
"		25000			356	-17	339	+6	343	204	15	4 1/2	1039	
49-06N 00-10E					280	-9	271	+6	277	141	31	13	1052	
49-13N 07-53E		Begin descent												
49-35N 04-50E	-30	280/37	22500	179	286	-3	277	+7	281	163	47	30	1125	
"	-33	270/35	20000	180	178		285		290	145	38	33	1125	
"	-25	270/35	20000	150	306	+7	302	+8	302	140	150	26	1:01	1226
51-03N 02-10E		300/30	Begin descent				308		316	48 1/2	62	25	1:01	Coast
"			12500											
Folkestone		305/25	5000	179	318	-2	316	+9	325	155	73	29	1255	English Coast
"			2000											
51-57N 01-21E	352/15	2000	155	140	295	+5	300	10	310	131	79	36	1331	STR
Base														
51-22N 01-21E	300/20	10000	7	151	158	+5	160	10	170	120	27	121	13 42	0833
Hastings (CP 1)	304/24	12000	-10	156	158	+5	163	10	173	175	84	29	0855	0810 last time wing depart Cottlemore
Base														
51-22N 00-33E	300/15	0 to 150		138	132	-3	129	10	139	151	56	23	0810	Dept. base in L.T.T.C.
51-52N 00-33E	305/23	0 to 150		154	178	+7	185	10	195	165	61	22	0833	
Hastings		12000	-10										0855	
50-52N 00-35E														

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		TO RUN		E.T.A.
										DIST.	TIME	DIST.	TIME	
					W/F - Code for authentication - "Bronx express"	Abandon mission - "armor and artillery"								
					Chaff - Discharge 2 min before IP and continue for 12 minutes.	Emergency Airdrome - Framlingham 52-12N 01-24E								
					Sparcs - Turn back at mid-channel.	Interval - 2 min. between CMI's.								
					Secondary target - Karlsruhe - 49-00N 08-25E.									
0649					Engines start									
0726			050		Take off									
0735			160		Over lancher. Assembly good		7000							
0827			074		Depart lancher, Ft. Y. On time	On course, 1 min. early	8000			156	11 1/2	4	0831	
0830			128		Ft. "B" 1/2 to Ft. D		8000			165	50	19	0849	
0837			128		52-30N 00-05E									
0850			168		Ft. D. Start climb. 1/2 to Ft. "B"					165	55	20	0910	
0900			180		51-52N 00-38E		10000							
0910			203		Ft. "B". 1/2 to Control #1		12000						37 15	0925
0921 1/2			130		Control Ft. #1. Climb. 1/2 to Ft. 2		14000						47 1/2	15
0921			106		Ft. 2 on time, on course	Start climb	12000			157	57	1:12	1053	

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF	TRUE HDNC.	MAG. 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	
0959			130		50-08N 02-53E, 4° North of course		19000			43	18				
1003			130		Little 360°, 32 mi	50-07N 03-04E	20000			60	22	165			
1014			125		Rheims 30 north		22000								
1017			130		G. 49-38N 04-25E										
1024			125		Control Pt. #3, 2 min late		23500								
1031			125		Vardun. Fix. Level		25000 -36								
1037		229/57	125		Over Metz		25000						63	18	1055
1059			093		IF, open doors		25000 -36								
1104			112		BOMBS AWAY A/C, Flak over target		"			6		246			
1108			072		Pfersheim Flak moderate, accurate										
1116			277		49-13N 09-01E		25000								
					Dodged flak until 1135										
1132			277		at canal and small towns		25000								
1139			277		49-15N 08-10E		25000								
1150			280		10 N. Saarbrucken		25000			45	18	155	47	19	1209
1206			278		7 S. Luxembourg		25000 -36			36	16				
1209			299		A/C = 05-50E, start letdown							150		1:01	1310
1227			299		P.P. Meuse River, level off		20000			50	18	168	100	39	1306
1239			295		50-19N 04-04E		20000								
1249			305		50-30E 03-30E										
1256			318		50-44E 03-01E		20000								
1306			316		Cross Enemy Coast 3 boats, A/C to English coast		19000						73	29	1335
1310			310		Boat on fire, seemed to sink		17000								
1315			310		51-26N 02-13E										
1331			300		Cross Eng. Coast at Felixstowe A/C to base		10,000 26						79	36	1407
1341			310		52-00N 00-32E, Letdown		3000						52	24	1405
1350			310		Cambridge		2000			30	9	134	32	15	1405
1405			300		Over base		1500								
1426			220		Landed										
1432					Engines off.										

TRACK CHART

DATE Sept. 10-44

TARGETS

PRIMARY

Cobdenau, Germany

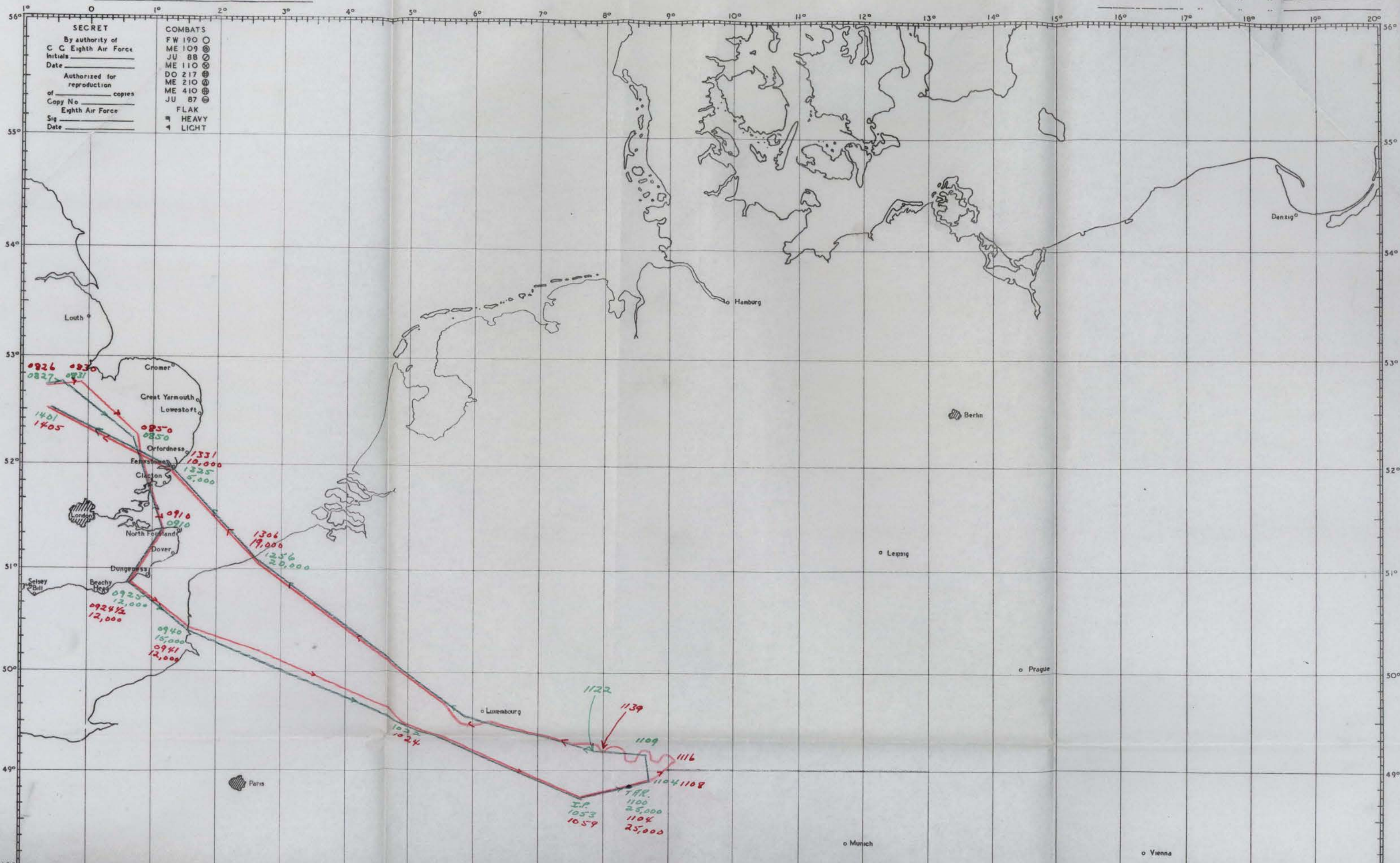
Green

ROUTE FOLLOWED BY

Briefed Course

Red

401st B. (C. H.)

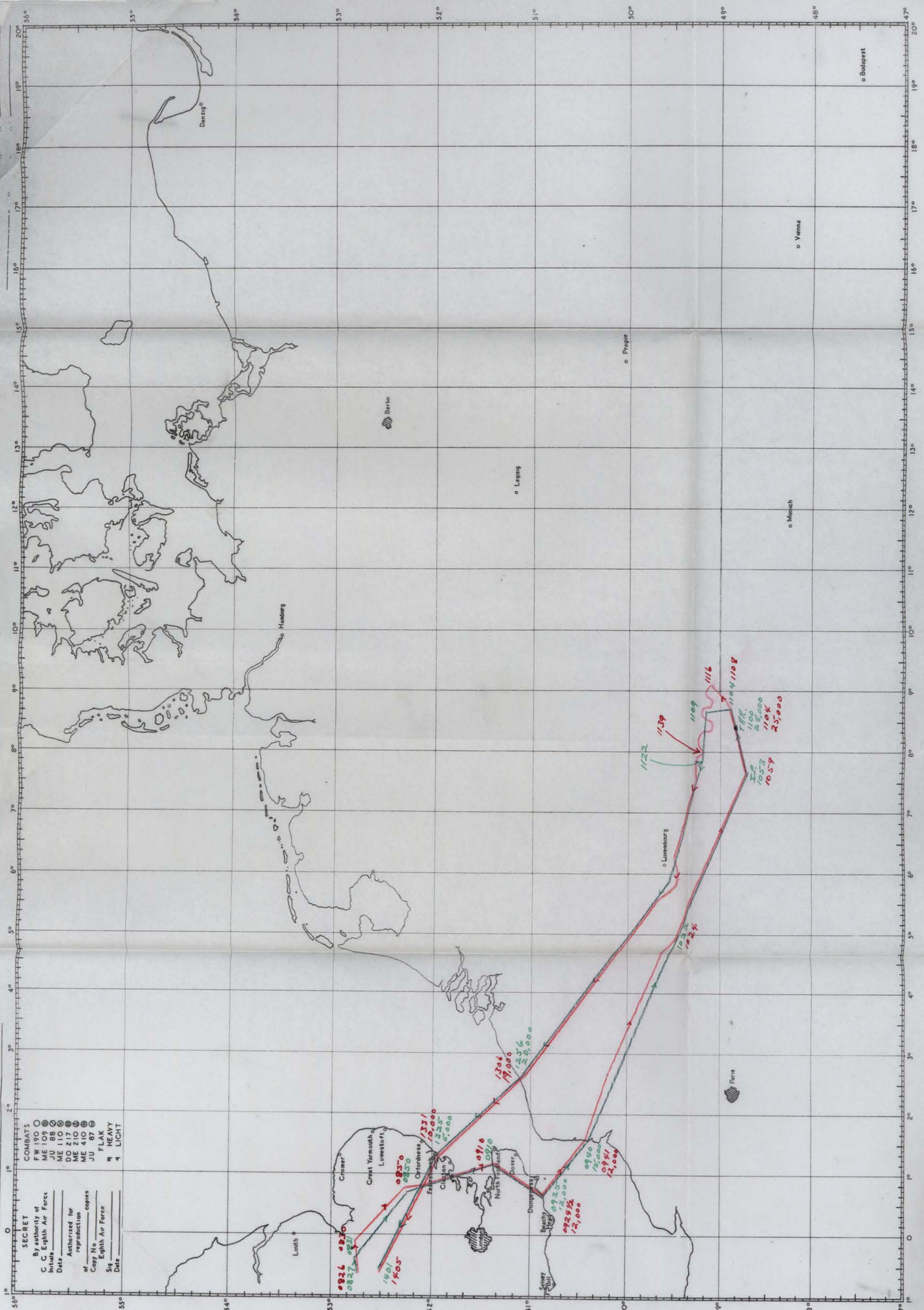


SECRET

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Date _____

COMBATS
FW 190 ○
ME 109 ⊗
JU 88 ⊗
ME 110 ⊗
DO 217 ⊗
ME 210 ⊗
ME 410 ⊗
JU 87 ⊗
FLAK
HEAVY
LIGHT

DECLASSIFIED PER NND 7000 BY 602 NARA DATE 11-11-01



SECRET

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Eighth Air Force

FLAK
HEAVY
LIGHT

56° 55° 54° 53° 52° 51° 50° 49° 48°

10° 0° 1° 2° 3° 4° 5° 6° 7° 8° 9° 10° 11° 12° 13° 14° 15° 16° 17° 18° 19° 20°

W.D.A.G. FORM
 12 E. Modified
 1-9-44 401st BG APO 557

COMBAT BOMBING FLIGHT RECORD

LEAD BOX

BOMBARDIER Capt. H. W. Headville DATE 10 Sept 1944
 PILOT Colonel Dowman, Capt. Locher TAKE OFF 0715
 NAVIGATOR 1st Lt. H. E. Kron AIRPLANE 947
 WING 94th "C" GROUP 401 SQDN. _____ LANDED 1126

OBJECTIVE Gaggenau, Germany (MPI) _____

METHOD OF ATTACK _____ X
Individual Flight Squadron Group wing

NUMBER A/C IN GROUP 12 (incl. 2 PFF) COMPOSITE GROUP _____

DEFLECTION AND RANGE SIGHTING GROUP Lead COMPOSITE GROUP _____

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

BOMBS, TYPES AND SIZES 500 # M64 GP FUSING: NOSE 1/10 TAIL 1/100

BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____

NUMBER OF BOMBS LOADED 133 x 500# GP RELEASED 121 x 500 GP

INFORMATION AT RELEASE POINT:

Altitude of Target <u>500</u>	Temp Aloft: Metro <u>-35</u> Actual <u>-35</u>
True Altitude above target <u>24835</u>	Mag Head, order <u>89</u> Actual <u>110</u>
Ind. Altitude <u>25000</u>	True Heading <u>112</u>
Pressure alt of target <u>-156</u>	Drift, Est <u>9L</u> Actual <u>9L</u>
Altimeter setting <u>29.92</u>	True Track <u>104</u>
C.I.A.S. <u>150</u> I.A.S. <u>150</u>	Actual Range _____
G.S. Est <u>292</u> Actual <u>280</u>	B.S. Type <u>29</u>
Wind Direc Metro <u>250</u> Actual <u>229</u>	Time of Release <u>1104</u>
Wind Veloc. Metro <u>70</u> Actual <u>75</u>	Intervalometer Setting <u>min.</u>
D.S. <u>127.5</u> Trail <u>57</u> ATF <u>41.58</u>	Length of Bombing Run <u>27 miles</u>
Tan. D.A. Est <u>.638</u> Actual <u>.58*</u>	C-1 Pilot <u>A-5</u>
Mean Temp: Metro <u>-8.5</u> Actual <u>-8.5</u>	Manual Pilot _____
Type of Release: Lead A/C <u>Salvo</u>	Type of Release: Other A/C _____

W.D.A.G. FORM
12 E. Modified
1-9-44 401st BG APO 557

COMBAT BOMBING FLIGHT RECORD

LOW BOX

BOMBARDIER 2nd Lt. T. J. Klefisch DATE 10 Sept 1944

PILOT Major Garland, Lt. Mercer TAKE OFF 0710

NAVIGATOR 2nd Lt. L. E. Gaskins AIRPLANE 780

WING 94th "C" GROUP 401 SQDN _____ LANDED 1410

OBJECTIVE Gaggenau, Germany (MPI)

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 _____

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

BOMBS, TYPES AND SIZES 500# M64 GP FUSING: NOSE 1/10 TAIL 1/100

BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____

NUMBER OF BOMBS LOADED 120 x 500# GP RELEASED 120 x 500# GP

INFORMATION AT RELEASE POINT:

Altitude of Target <u>500</u>	Temp Aloft: Metro <u>-35</u> Actual <u>-35</u>
True Altitude above target <u>23,000</u>	Mag Head, order <u>89</u> Actual <u>100</u>
Ind. Altitude <u>24,000</u>	True Heading <u>30 94</u>
Pressure alt of target <u>-156</u>	Drift, Est <u>3L</u> Actual <u>8L</u>
Altimeter setting <u>29.92</u>	True Track <u>86</u>
C.I.A.S. <u>150</u> I.A.S. <u>150</u>	Actual Range _____
G.S. Est <u>292</u> Actual <u>284</u>	B.S. Type <u>M9</u>
Wind Direc Metro <u>250</u> Actual <u>250</u>	Time of Release <u>1105</u>
Wind Veloc. Metro <u>70</u> Actual <u>70</u>	Intervalometer Setting <u>min.</u>
D.S. <u>133</u> Trail <u>56</u> ATF <u>41.01</u>	Length of Bombing Run <u>27 miles</u>
Tan. D.A. Est <u>.641</u> Actual <u>.66</u>	C-1 Pilot _____ A-5 _____
Mean Temp: Metro <u>-8.5</u> Actual <u>-14</u>	Manual Pilot _____
Type of Release: Lead A/C <u>Salvo</u>	Type of Release: Other A/C <u>Salvo</u>

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

J-A-5

Reference Field Order 492.

10 SEPTEMBER 1944

SUBJECT: Communications Report, Operational Mission No 141.

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>1</u>
to other A/C <u>∅</u>	Fixed Beacons <u>∅</u>
2. HF/DF Bearings <u>3</u>	Bunchers <u>4∅</u>
3. MF/DF Fixes <u>1</u>	6. Total A/C using Gee <u>36</u>
4. Distress Action <u>2</u>	Maximum Fix <u>4942N-0538E</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

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

S E C R E T

Report on A.A. Gunfire.

 BOMBER DETWNT GROUP (H)

Assigned 401st
 Target: Bomed Gaggenau Date of Mission
Gaggenau 10 Sept. 44

Route as Flown:-

0959 (5008-0253E) 1017 (4938-0425E) 1024 (4928-0500E)
1059 (IP) 1104 (Target) 1116 (4913-0901) 1139 (4915-0810E) 1209 (4935-
 Weather conditions: (a) At target
0550) 1308 (3103-0310E).
 (b) En route 1/10 Cumulus Haze
 Were our A/C "Seen" or "Unseen" targets? (a) At target 2-6/10 Cumulus Base 4000 Tops 6-8,000
 (b) En route Seen
 Any condensation trails? Seen

Description of Flak at target, including METHOD OF FIRE CONTROL

Moderate but accurate for height and deflection of tracking type.

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

Meager to moderate encountered intermittently from vicinity of Strasbourg to Karlsruhe. Crews reports being in and out of flak for about 25 minutes.

Was CHAFF carried?
 How discharged? Yes
As Briefed

Position of Group

Details:- 94th "C" CBW

	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	11	1	1104	1104	25,000	118 M	6 Min
High	12	5		1108	1108	25,700	72 M	6 Min
Lowls	12	7		1105	1105	23,800	100 ?T	5 Min

Comments - Phenomena:- 1

Lt. P. R. Myers

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

D-E-1

10 Sept 1944.

SUBJECT: Comments of Crews Participating in Mission to Gagganau, 10 Sept 44.

TO : Commanding Officer, Station 123, APO 557, U.S. Army. (Thru
Lt. Col. W.T. Seawell).

1. The crew of Lt. Howard P. Lerwick, Pilot A/C 7145, suggests that arrangements be made to serve a full meal for crews immediately upon completion of interrogation, in order that they may go directly to bed.
2. Lt. Robert W. Callaway, Pilot A/C 1983, suggests that leaders of High and Low Boxes should be fully decided about which Box is to go over the target immediately after the lead, stating that there were some disagreements today.
3. The crew of Lt. Estel G. Burns, Pilot A/C 8992, states that nasal sprays in aircraft haven't been refilled for a long time.
4. Lt. Leo Shapiro, Co-Pilot A/C 1730, said that there were no rations available for issue to his crew this morning; all other crews apparently had rations.
5. Lt. Wilbur G. Bright, Pilot A/C 7872, reports that there was no flak suit available for his tail gunner. Lt. Robert W. James, Pilot A/C 7602, stated that his crew were short two flak suits this morning.
6. Lt. Leland Burge, Pilot A/C 1862, reported that a flare gun in his aircraft was improperly loaded and cocked and went off on take-off this morning, starting a fire below the main tank in the hydraulic system. He commends his engineer very highly for the courageous and efficient manner with which he put out the fire.
7. Capt. Harb, Co-Pilot A/C 1862, observes that chaff seems to form balls and doesn't disperse properly. This observation was confirmed by S/Sgt. James A. Parkes, ROG A/C 8256.
8. Lt. Charles E. Aiken, Pilot A/C 7790, stated that it was his opinion that the High Box formation was too loose today.

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

BRIEFING NOTES (10 Se 1944)

TARGET: Your target for today is one of the Daimler-Benz (Me-109) combine whose other major factories are at Berlin and at two other works in the Stuttgart area. In peactime this plant which is your target specialized in the construction of heavy diesels and motor lorries, buses, fire-engines and ambulances. However by 1943 it was claimed that the plant employed 12,000 workmen producing 5-ton lorries with caterpillar tracks, diesel engines, shells, torpedo mechanism and aero-engines. Later it has been reported to make reprisal weapons.

The total target area is roughly 875 yards long and 220 yards in mean width and runs generally in the N.W.-S.E. direction being roughly oval in shape. You will notice on the picture that it is extremely compact in layout. Your MPI's (one for the Lead and High and one for the Low) are located on two of the nine main workshops.

Good bombing on this target will effect very good coverage so long as the formation provides a good pattern. This target is an opportunity to strike a blow for our Ground Troops as well as knock out any remaining Aero-Engine production. The other CBW's in ~~our~~ the 1st BD are hitting two of the other 3 works in the combine.
SECONDARY:

Your Secondary is the very large Marshalling Yard located at --. This will be attacked by PFF if visual bombing isn't possible. This Yard can handle a large amount of traffic per day and you are reminded of its extreme importance to the German Army at this crucial point particularly as a communications center to assist their defense. It controls traffic to the Munich area, Strasbourg, and the Ruhr which are all industrial centers of one type or another. Good bombing here will be a good strike against the enemy.

LAST RESORT: ANY Military target positively identified as being East of the Rhine River.

ROUTE AND ESCORT: 3 Gp's P-51's giving close support.

FRIENDLY ACTIVITIES: 10 CBW of 2nd Div. (3 targets)
10 CBW's of 3rd Div (3 targets)

EPISCOPES FLAK
(LEAD BOMBARDIER)

LMI--NO CONVOYS

SPECIAL INSTRUCTIONS: P/W

612TH BOMBARDMENT SQUADRON (H)
401ST BOMBARDMENT GROUP (H)
Office of the Operations Officer
APO 557

S-3

10 September 1944

SUBJECT: Loading List

TO: Operations Officer, 401st Bombardment Group (H),
APO 557, AAF Station 128Plane 42-31662

P	Burge, Leelon (NMI)	1st Lt.	612th
CP	Harb	Captain	Gp Hq.
N	Shewey, James E.	1st Lt.	612th
B	Curry, Edward A., Jr.	S/Sgt	612th
ROG	Fendergest, Joseph P.	T/Sgt	612th
TTG	Sadzinski, Eugene P.	T/Sgt	612th
BTG	Riesselman, Richard J.	S/Sgt	612th
TG	O'Connell, Daniel E.	S/Sgt	612th
FG	Olsen, George H.	S/Sgt	612th

Plane 42-97632

P	Hocking, Bert E.	1st Lt.	612th
CP	Merritt, William R.	2nd Lt.	612th
N	Harris, Elliott S.	1st Lt.	612th
B	Chayka, William J.	2nd Lt.	612th
ROG	Moore, Donald J.	T/Sgt	612th
TTG	Cannon, James W.	T/Sgt	612th
BTG	Willet, Edward H.	S/Sgt	612th
TG	Thomas, Ernest H.	S/Sgt	612th
FG	Garrett, Milton (NMI) Jr.	S/Sgt	612th

Plane 42-97487

P	Aiken, Charles H.	2nd Lt.	612th
CP	Hanford, Charles J., Jr.	2nd Lt.	612th
N	Osborne, Charles R.	1st Lt.	612th
B	Benton, David (NMI)	2nd Lt.	612th
ROG	Barrow, John D.	S/Sgt	612th
TTG	Peterson, Harry A.	S/Sgt	612th
BTG	Gaah, Ernest A.	Sgt	612th
TG	Fenton, Lawrence E.	Sgt	612th
FG	Potter, Howard J., Jr.	Sgt	612th

Plane 42-102393

P	Knost, James A.	1st Lt.	612th
CP	Remley, Jack A.	1st Lt.	612th
N	Gabriel, Fred V.	1st Lt.	612th
B	Lignore, James C.	S/Sgt	612th
ROG	Fatterson, Russell C.	T/Sgt	612th
TTG	Wilson, James L.	T/Sgt	612th
BTG	Dodge, DeWayne H.	S/Sgt	612th
TG	McCabe, Arch (NMI)	S/Sgt	612th
FG	Jedziniak, John (NMI)	S/Sgt	612th

Plane 42-31081

P	Carns, Bernhardt F.	1st Lt.	612th
CP	Maupin, Jere W.	Major	612th
N	Ligon, Delbert B.	1st Lt.	612th
B	Wiegler, Martin J.	1st Lt.	612th
ROG	Vescio, Fred J.	T/Sgt	612th
TTG	Hester, Richard L.	T/Sgt	612th
BTG	Doogan, Arthur J., Jr.	S/Sgt	612th
TG	DiGianni, James (NMI)	2nd Lt.	612th
FG	Dusenberry, Charles J.	S/Sgt	612th

Plane 43-37790

P	Bonney, Roy H.	1st Lt.	612th
CP	Jolley, Edward R.	2nd Lt.	612th
N	Olsen, John B.	2nd Lt.	612th
B	Souder, William M.	S/Sgt	612th
ROG	Pettinga, Paul S.	T/Sgt	612th
TTG	Lenzen, Ben (NMI)	T/Sgt	612th
BTG	Peters, Winfield E.	S/Sgt	612th
TG	Williams, Clarence P.	S/Sgt	612th
FG	Dill, Donald D.	S/Sgt	612th

Plane 42-31891

P	Hayes, Ralph S.	F/O	612th
CP	Mead, Clarence E.	F/O	612th
N	Minor, Charles B.	2nd Lt.	612th
B	Murphy, Roland W.	2nd Lt.	612th
ROG	Fuston, William P.	T/Sgt	612th
TTG	Luczewez, John (NMI)	T/Sgt	612th
BTG	Pahl, Arthur L., Jr.	S/Sgt	612th
TG	Green, John J.	S/Sgt	612th
FG	Smith, Charles E.	S/Sgt	612th

Plane 43-37628

P	Mohler, Morris M.	2nd Lt.	612th
CP	Newcomb, Alan H.	2nd Lt.	612th
N	Corwin, Herbert I.	2nd Lt.	612th
B	Kaizarowski, Henry A.	2nd Lt.	612th
ROG	Stedman, Max D.	S/Sgt	612th
TTG	Littrell, Wallace C.	S/Sgt	612th
BTG	Keryran, Peter P., Jr.	Sgt	612th
TG	Cloutier, Donald A.	Sgt	612th
FG	Keith, Buddy N.	S/Sgt	612th

Plane 42-106992

P	Burns, Estel G.	1st Lt.	612th
CP	Tompkins, David G.	1st Lt.	612th
N	Gray, Arthur (NMI) Jr.	1st Lt.	612th
B	Pinkston, John S.	S/Sgt	612th
ROG	Will, Adam E.	T/Sgt	612th
TTG	Klingbiel, Eugene P.	T/Sgt	612th
BTG	Swope, Donald M.	S/Sgt	612th
TG	Henry, Hilmer E.	S/Sgt	612th
FG	Gruchawka, John (NMI)	T/Sgt	612th

Plane 42-107039

P	Harlan, Thomas J., Jr.	2nd Lt.	612th
CP	Thorne, Walter W.	2nd Lt.	612th
N	Tarr, Charles (NMI) Jr.	2nd Lt.	612th
B	Pepper, James D.	S/Sgt	612th
RCG	Robinson, Paul D.	T/Sgt	612th
TTG	Lee, Reed L.	T/Sgt	612th
BTG	Smith, Floyd G.	S/Sgt	612th
TG	Munford, John V.	S/Sgt	612th
SG	Zaragoza, Albert R.	S/Sgt	612th

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

10 SEPTEMBER 1944

LOADING LIST

<u>PLANE NO.</u>	<u>DUTY</u>	<u>RANK</u>	<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>MI</u>
FF 600	P	CAPT.	LOCHER	JAMES JR.	R.
	CP	LT. COL.	BROWN	EDWIN	W.
	N	1st. LT.	DE KRON	HORACE	E.
	B	2nd LT.	FOLES	WILLIAM	M.
	NR V	1st LT.	FINE	STANLEY	(NMI)
	N	CAPT.	MEADVILLE	HARRY	W.
	RO	T SGT.	GARMON	CALVIN	A.
	TT	T SGT.	LINDHOLM	ALVIN	T.
	TG	2nd LT.	MISENHEIMER	JESSEK IRA JR.	W.
	WG	S SGT.	ANDERSON	EDDIE	W.
43-38160	P	2nd LT.	JENNINGS	WILLIAM	M.
	CP	F/O	GARTON	FRED	M.
	N	1st LT.	NASH	JOSEPH	P.
	B	2nd LT.	SCHLOVEN	ISAAC	(NMI)
	RO	T SGT.	CURTIS	JAMES	W.
	TT	S SGT.	FORMAN	RICHARD	T.
	BT	S SGT.	CLIVER	KENNETH	C.
	TG	S SGT.	SELZLE	THOMAS	R.
	WG	S SGT.	EWEN	DONALD	L.
	44-6132	P	2nd LT.	DOUGLAS	LUTHER
CP		2nd LT.	LITTLE	RICHARD	H.
N		2nd LT.	HAVRAN	EDWARD	F.
B		2nd LT.	GORMAN	WILLIAM	L.
RO		SGT.	SHEETS	JOHN	H.
TT		SGT.	LEWIS	RAYMOND	G.
BT		SGT.	AGLIATA	TONY	A.
TG		SGT.	CAIRO	LOUIS	P.
WG		SGT.	CHANCE	FUFORD	D.
43-38267		P	1st LT.	KEELING	CHARLES
	CP	MAJ.	DE JONHEERE	F	T.
	N	2nd LT.	GUTTMAN	HENRY	W.
	B	2nd LT.	JARDINE	JOHN	H.
	RO	T SGT.	SHERMAN	LEO	(NMI)
	TT	T SGT.	FRIEST	MAURICE	C.
	BT	S SGT.	PEREZ	FRANK	W.
	TG	S SGT.	PICO	WILLIAM	J.
	WG	S SGT.	GUESS	WILLIAM	J.
	43-38187	B	2nd LT.	CARSON	FRANK JR.
CP		2nd LT.	MOE	MORRIS	E.
N		2nd LT.	BEENER LAWLESS	HARRIS	E.
B		2nd LT.	BUCHER	WILLIAM	(NMI)
RO		S SGT.	LA FLEUR	DELMORE	H.
TT		S SGT.	Mc GEHEE	RAY	E.
BT		SGT.	GERALDI	JOSEPH	J.
TG		SGT.	QUIST	HAROLD	(NMI)
WG		SGT.	JAMES	LLEWELYN	(NMI)

43-37736

P	1st LT.	HANSON	ALBERT	L.
CP	2nd LT.	GRAYTOR	FREDERICK	A.
N	1st LT.	WATSON	HENRY	T.
B	S SGT.	GREEN	BERNARD	T.
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.	IXALL	LESTER	D.

033 (614th)

P	1st LT.	LOCKHART	RUSSELL	R.
CP	2nd LT.	HAM	FORTER	R.
N	1st LT.	GRILLEY	ROBERT	L.
B	1st LT.	LEWIS	GEORGE	R.
V	2nd LT.	STRONG	WILLIAM	W.
RO	T SGT.	SCHLAEGEL	OTTO	M.
TT	T SGT.	FILES	CHARLES	E.
TG	S SGT.	MILLION	LAWRENCE	C.
WG	S SGT.	NULL	LLOYD	J.

42-107009

P	1st LT.	THOMASON	WALTER	H.
CP	F/O	DOBRATZ	HERMAN	(NM)
N	2nd LT.	WRIGHT	RICHARD	B.
B	T SGT.	Mc GRANE	CLIFTON	W.
RO	T SGT.	RAPEZ	ISAAC	C.
TT	T SGT.	LYMBURN	WALLACE	R.
BT	S SGT.	GUMBELT	HERBERT	L.
TG	S SGT.	GODFREY	HAROLD	M.
WG	S SGT.	MISZKO	HENRY	M.

43-37706

P	2nd LT.	HOPLEY	CHARLES	W.
CP	2nd LT.	GOETZ	FRANK JR.	V.
N	2nd LT.	Mc DONALD	RICHARD	E.
B	SGT.	JACOBS	JOHN	R.
RO	SGT.	DUNNING	CHARLES JR.	R.
TT	SGT.	HARDIN	WILLIAM	A.
BT	SGT.	MERRIMAN	JAY	S.
TG	SGT.	VAN FELT	HAROLD	G.
WG	SGT.	ANDERSON	WAYNE	L.

44-6313

P	2nd LT.	HILLESTAD	RAYMOND	H.
CP	2nd LT.	EMCH	JOHN	H.
N	2nd LT.	CAMPBELL	FREDERICK	L.
B	SGT.	MONTVOYA	CHRIS	A.
RO	SGT.	KRIZ	RAYMOND	E.
TT	SGT.	DRYDEN	JAMES JR.	B.
BT	SGT.	ANDREN	ROBERT	M.
TG	SGT.	FISHEIN	HAROLD	(MUM) C.
WG	SGT.	DI CIGCO	RAMSEY	C.

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

AAF Station # 128
9 September 1944.

SUBJECT: Loading List.

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

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

PLANE <u>42-97780</u>			
P	1st Lt.	MERCER, ELMER W.	614th
C	Major	GARLAND, WILLIAM C.	"
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, Sigmond A.	"
WG	Sgt.	Connors, Robert A.	"

PLANE <u>42-39-012</u>			
P	1st Lt.	HARASYM, ALEXANDER	614th
CP	2nd Lt.	HOSLEY, ROBERT A.	"
N	2nd Lt.	PARKER, ELBERT J.	"
B	2nd Lt.	MARSHALL, JOHN J.	"
RO	T/Sgt.	Friduss, Jarvis H.	"
TT	S/Sgt.	Topic, Glen L.	"
BT	S/Sgt.	Saylor, Emanuel T.	"
TG	S/Sgt.	Capps, George C.	"
WG	S/Sgt.	Bailey, John S.	"

PLANE <u>42-38236</u>			
P	1st Lt.	FILEMYR, GARRETT A.	"
CP	2nd Lt.	GROSSMANN, ROBERT M.	"
N	2nd Lt.	ROBINSON, EDWARD F.	"
CTG	S/Sgt.	Tutwiler, David H.	"
RO	S/Sgt.	Parkes, James A.	"
TT	S/Sgt.	Shanks, Herbert H.	"
BT	S/Sgt.	Reynolds, William H.	"
TG	S/Sgt.	Culver, Malcolm J.	"
WG	Cpl.	Campbell, Thomas B.	"

PLANE <u>42-102659</u>			
P	1st Lt.	KOVACH, JOHN W.	"
CP	1st Lt.	KELLAM, JAMES W.	"
N	1st Lt.	COSELLI, FRANK J. JR.	"
B	2nd Lt.	FLIEG, STANLEY W.	"
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.	"

Loading List (Cont)

PLANE 42-97872

P	1st Lt.	BRIGHT, WILBUR C.	"
CP	2nd Lt.	CLARK, FORREST E.	"
N	2nd Lt.	SCHNEIDER, JAMES M.	"
B	2nd Lt.	O'HERN, MELVIN C.	"
RO	T/Sgt.	Russell, James H.	"
TT	Cpl.	Collett, John R.	"
BT	S/Sgt.	Frehman, Howard J.	"
TG	S/Sgt.	Hayden, Andrew J.	"
WG	S/Sgt.	Classick, John F Jr.	"

PLANE 42-31863

P	2nd Lt.	COOKS, FRANCIS E.	"
CP	F/O	WHITTMAN, PAUL F.	"
N	2nd Lt.	WERNER, CHARLES R.	"
B	2nd Lt.	JORGENSEN, FRANK W.	"
RO	Cpl.	Weston, William E.	"
TT	Dahlin, Wilford M.	Cpl.	"
BT	Cpl.	Johnson, Robert J.	"
TG	Cpl.	Ambrogetti, Walter J.	"
WG	Cpl.	Browning, John R.	"

PLANE 42-97145

P	1st Lt.	LERWICK, HOWARD P.	"
CP	1st Lt.	JAEGER, ALBERT J.	"
N	1st Lt.	NORTON, WILLIAM	"
B	2nd Lt.	HAGENTY, JAMES J.	"
RO	T/Sgt.	Vols, Bernard Hr.	"
TT	Findlay, Matthew R.	S/Sgt.	"
BT	S/Sgt.	James, Harold L. Jr.	"
TG	S/Sgt.	Kealy, John L.	"
WG	S/Sgt.	Kosiba, Frank T.	"

John J. Schweiderich

PLANE 42-38330

P	2nd Lt.	HUBBELL, RICHARD S.	"
CP	2nd Lt.	WEBER, MORRIS	"
N	2nd Lt.	MOORE, GEORGE, J.	"
CTG	Cpl.	Beckman, Gordon L.	"
RO	Cpl.	Pool, Clyde W.	"
TT	Cpl.	Ross, Richard D.	"
BT	Cpl.	Revette, John L.	"
TG	Sgt.	Bell, W. S.	"
WG	Sgt. S/Sgt	Harris, John C.	"

RIKER, WILLARD 3 JR.

EX 42-97602

P	2nd Lt.	JAMES, ROBERT W.	"
CP	2nd Lt.	CLAXTON, HERBERT W.	"
N	2nd Lt.	MORRIS, GERALD A.	"
CTG	Cpl.	MILLER, HENRY E.	"
RO	Cpl.	Hopkins, Frank W.	"
TT	Cpl.	Scotchard, Roger H.	"
BT	Cpl.	Keivens, William J.	"
TG	Pfc.	Newman, Donald F.	"
WG	Cpl.	Femington, William O.	"

LOADING LIST (Cont)

PLANE 42-107151

P	2nd Lt.	CROZIER, JOHN C.	"
CP	2nd Lt.	GOULET, AMERSE F.	"
H	2nd Lt.	POLSTER, IRVING	"
B	2nd Lt.	WHITING, RICHARD L.	"
RO	Sgt.	Hapner, Clayton	"
TT	Pvt.	Ligon, James E.	"
BT	Cpl.	Page, Joseph L. Jr.	"
TG	Cpl.	Kitts, Keith D.	"
WG	Cpl.	Merrill, Richard E.	"

For the Squadron Commander:

JOHN SCHULZ
1st Lt., Air Corps,
Actg Operations Officer.

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

10 September 44

SUBJECT: Loading List. (MI) 6124P
 NO - Operations Officer, 401st Bomb Gp (H), AAF Sta - 128, APO - 557 6124P
 NO - 1.8 Following is the list of Combat Crews participating in today's mission. 6124P
 PLANE # 42-107084 6124P
 DUTY S-RANK LAST (NAME) FIRST (MI) SQUADRON

NO	2nd Lt.	Grimm	William	F.	615th
CP	2nd Lt.	Huesgen	Herman	K.	615th
WB	2nd Lt.	McMillen	Willard	C.	615th
WB	1st Sgt.	Maranson	David	M.	615th
NO	1st Sgt.	Kressler, Jr.	Wilver	W.	615th
WT	1st Sgt.	Brown, Jr.	Thomas	(MI)	615th
WT	1st Sgt.	Smith	Charles	E.	615th
WT	1st Sgt.	Wheeler	Robert	E.	615th
WT	1st Sgt.	Dale	William	M.	615th
WB	1st Sgt.	Quinn	Erwin	C.	6124P
PLANE # <u>42-31983</u>		Julk	Lowry	V.	6124P

NO	2nd Lt.	Callaway	Robert	W.	615th
CP	2nd Lt.	Lawson	Robert	S.	615th
WB	2nd Lt.	Weiss	Herman	W.	615th
WB	2nd Lt.	Griffin	Warren	W.	615th
NO	1st Sgt.	Kewles	Harry	W.	615th
WT	1st Sgt.	Southerland	James	C.	615th
WT	1st Sgt.	Feltz	Chester	C.	615th
WT	1st Sgt.	Kolster	Frederick	K.	615th
WT	1st Sgt.	Wendelmann	Frederick	S.	615th
WB	1st Sgt.	Yates	Popple	C.	6124P
PLANE # <u>43-38125</u>		Walters	Nixon	H.	6124P

NO	2nd Lt.	Stegemann	Charles	W.	615th
CP	2nd Lt.	Walter	Albert	C.	615th
WB	1st Sgt.	McCaslin	Glyton	W.	615th
WB	2nd Lt.	Worley	John	W.	615th
NO	1st Sgt.	McCann	Joseph	(MI)	615th
WT	1st Sgt.	Watts	John	H.	615th
WT	1st Sgt.	Wamburline	Joseph	W.	615th
WT	1st Sgt.	Wier	Martin	W.	615th
WT	1st Sgt.	Sullivan	Robert	W.	615th
WB	1st Sgt.	Wheeler	Paul	H.	6124P
SUP RA		Wheeler	Paul	H.	6124P

CALL WYRK WYRK (NAME) WYRK (MI) SQUADRON

NO - 44-6140

PLANE # 44-6146

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
2nd Lt.	P	Cooper	Louis	E.	615th
CP -	2nd Lt.	Spansel	Kaye	M.	615th
NO -	2nd Lt.	Williamson	George	O.	615th
BO -	2nd Lt.	D'Agostini	Benedict	M.	615th
RO -	S/Sgt.	Sherrill	Bascom	E.	615th
TE -	T/Sgt.	Sexton	Myron	W.	615th
BT -	Pvt.	Maroneelli	Harry	(J.I)	615th
TG -	S/Sgt.	Lawrence	Ralph	I.	615th
FG -	S/Sgt.	Quarles	Charles	M.	615th
Ch -	Sgt. 1st	Wagon	Walter	C.	615th
PLANE #	42-31091	Wagon	Walter	M.	615th

PLANE #	42-31091	Wagon	Walter	M.	615th
P/W	1st Lt.	Wingard	Milton	R.	615th
CP -	2nd Lt.	Abrosch	Robert	J.	615th
NO -	2nd Lt.	Sullivan	Robert	F.	615th
BO -	2nd Lt.	King	Willard	E.	615th
RO -	T/Sgt.	Cicogna, Jr.	Ernest	O.	615th
TE -	T/Sgt.	Ratlidge	James	O.	615th
BT -	Cpl.	Winzey	Patrick	M.	615th
TG -	S/Sgt.	Chiariello	Howard	A.	615th
FG -	Sgt. 1st	Ingram	Billie	M.	615th
Ch -	Sgt. 1st	Wagon	Walter	C.	615th
PLANE #	42-31091	Wagon	Walter	M.	615th

PLANE #	42-31091	Wagon	Walter	M.	615th
P/W	2nd Lt.	Turk	Laurel	A.	615th
CP -	1st Lt.	Child	Eldon	G.	615th
NO -	2nd Lt.	Cone	Allan	L.	615th
BO -	2nd Lt.	Moore	Max	L.	615th
RO -	S/Sgt.	Virginia	Angelo	J.	615th
TE -	Cpl.	Wieselthier	Simon	(NMI)	615th
BT -	Pvt.	Gremlich	John	E.	615th
TG -	S/Sgt.	Swavski	Edward	F.	615th
FG -	Cpl. 1st	Osborne	Peter	J.	615th
Ch -	Sgt. 1st	Wagon	Walter	C.	615th
PLANE #	44-6310	Wagon	Walter	M.	615th

PLANE #	44-6310	Wagon	Walter	M.	615th
P/W	2nd Lt.	Woodward	William	(NMI)	615th
CP -	F/O.	Glidewell	James	S.	615th
NO -	2nd Lt.	McMahon	Oscar	R.	615th
B -	2nd Lt.	Bakers	Dale	A.	615th
RO -	T/Sgt.	Leech	James	F.	615th
TE -	T/Sgt.	Fedgarney	Alexander	J.	615th
BT -	S/Sgt.	Schappert	Theodore	(NMI)	615th
TG -	Sgt.	Steele	David	G.	615th
FG -	Pvt.	Pasillas	Julian	(NMI)	615th

VFL - 3PW - 139 - VLO - 221
 OFFICE OF THE OPERATIONS DIRECTOR
 ROOM NUMBERED AND LINE NUMBERED GROUP (N)
 SIX NUMBERED AND LINE NUMBERED SQUADRON (S)

TO 2000000000

SIX HUNDRED AND FIFTY FIFTH BOMBARDMENT SQUADRON (H)
 FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)
 Office of the Operations Officer
 AA^S - Sta- 128 - APO - 587

10 September 44

SUBJECT: Loading List, (Continued)

TO : Operations Officer, 401st Bomb Gp. (H), Sta - 128, APO - 587.

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

PLANE # 42-31730

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P -	2nd Lt.	Sohbart	George	W.	615th
CP -	2nd Lt.	Shapiro	Leo	(NMI)	615th
N -	F/O.	Miley	Junior	B.	615th
B -	2nd Lt.	Moreszek	Chester	W.	615th
RO -	Sgt.	Andrews	Leroy	(NMI)	615th
TT -	Sgt.	Smith	Elmer	E.	615th
BT -	Sgt.	Dailey	J	B (10)	615th
TG -	Sgt.	Allen	Lewis	(NMI)	615th
FG -	Sgt.	Liverzey	Lowell	G.	615th

PLANE # 42-107113

P -	2nd Lt.	Daves	Edward	H.	615th
CP -	2nd Lt.	Crunk	Clayton	F.	615th
N -	2nd Lt.	Mezydlo	Ralph	J.	615th
B -	2nd Lt.	MacDougall	John	C.	615th
RO -	Sgt.	McKinney	Harold	C.	615th
TT -	S/Sgt.	Hayfield	William	R.	615th
BT -	Sgt.	Wheaton	Paul	J.	615th
TG -	Sgt.	Rollet	James	C.	615th
FG -	Sgt.	Elston	Mack	A.	615th

DEE
401

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

10 September 1944

WEATHER INTERROGATION SUMMARY FOR MISSION ON 10 SEPTEMBER 1944.

BASE AT TAKE OFF: (0714) No low cloud. 1/10 altocumulus at 12000 ft. 1/10 cirrus at 25,000 ft. Visibility 5 miles.

ROUTE OUT: Nil to 1/10 cumulus over England becoming 1-3/10 cumulus tops 6-8,000 ft over the English Channel and Continent. Trace of altocumulus at 10-12,000 ft. over England. Trace of cirrus at 25,000 ft. over England. Local fog patches over England. Visibility unrestricted at altitude.

TARGET: (1106) 1-2/10 cumulus tops 6-8,000 ft. Nil middle and nil high cloud. Visibility unrestricted.

ROUTE BACK: 1-3/10 cumulus tops 6-8000 ft. becoming 4-6/10 cumulus tops 6-8,000 ft. over the continent; breaking to 2-4/10 cumulus over the Channel and increasing to 4-6/10 cumulus over England, base 3-4,000 ft tops 6-7,000 ft. Nil middle or high cloud. Visibility unrestricted.

BASE ON RETURN: (1402) 6/10 cumulus base 3000 ft. Nil middle cloud. Nil high cloud. Visibility 7 miles.

REMARKS: No contrails reported. Wind forecast good in direction ; velocity was lighter than forecast. Temperature forecast good.

Walter A. Hurtley
WALTER A. HURTLEY,
Captain, Air Corps,
Station Weather Officer.

OPERATIONAL ROUTE FORECAST

DATE 13 10 September 1944

PERIOD 0630 - 1500 hrs

AG-P BR HQ SOS 122929

	A Base to target	B Target to Base.	C	D
1 WEATHER	Partly Cloudy with Fog in Patches becoming Partly Cloudy to Cloudy with Haze	Partly Cloudy to Cloudy with Haze.	- CONFIDENTIAL -	
2 CLOUDS	3-5/10 Stratocumulus base 2 3-4000ft tops 5-6000ft, becoming 2-4/10 Stratocumulus base 3000ft tops 6000ft at Continent at Coast and over Continent, increasing after 1100 hrs to 4-6/10 Small Cumulus base 3000ft tops 6-8000ft, Over Continent Patches of Altopumilus blowing off the tops of Cumulus base 10,000ft	4-6/10 Small Cumulus base 3000ft tops 6-8000ft, Patches of Altopumilus formed from the spreading out of Cumulus Tops base 10,000ft tops 12-2 14000ft 4-6/10 Fine Cirrus 26,000ft and above becoming 0-3/10 above 25,000ft over Bases.	tops 12-24000ft. N1 High Cloud becoming 4-6/10 Fine Cirrus 26,000ft and above.	<p>***NOTE***</p> <p>Medium Cloud over Continent in Isolated Patches, ---Light Persistent Contrails at 26,000ft becoming Moderate Persistent at 28,000ft and above.</p> <p>FOR TARGET PRESSURE ALTITUDE --- ADD TARGET ELEVATION TO (MINUS) -156ft.</p>
3 ICING	5000ft NIL	5000ft NIL		TARGET SEA LEVEL PRESSURE 30.09 inches
4 VISIBILITY	1-2000yds Locally 2500 in Fog Patches becoming unrestricted Aloft. Ver. Vis. at Target 15-20 ml.	Unrestricted Aloft becoming 6 miles Plus on return.		
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	Base to 04 15g, base 010 15	04 15g, E, to 07 Deg E Light and Variable	07 Deg E to Target 010 05	Navig Temp, Target Temps Plus 13 Plus 13
5000 FT	340 15	Light and Variable	330 10	Plus 03 Plus 05
10000 FT	300 20	270 15	260 25	-07 -05
15000 FT	310 20 30	270 25	260 40	-15 -11
20000 FT	320 35	270 35	250 55	-25 -22
25000 FT	330 40	270 45	250 60	-36 -35
30000 FT	330 45	270 50	250 65	-47 -46

BASE ALTIMETER SETTING 30.21 inches TARGET SURFACE TEMP Plus 13 TARGET MEAN TEMP at 25,000ft -08.5
 TEMP. AT 25,000 FT. -35.0 TARGET SURFACE (PRESSURE-ALT) -156 ft

DECLASSIFIED PER NND 745005 BY A2 NARA DATE 1/22/11

OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 567
U. S. ARMY

D-K-4

9 September 1944.

SUBJECT: Crew Comments and Suggestions.

TO : COMMANDING OFFICER, AAP Sta. 128, APO 567, US Army. (Thru Lt. Col. William T. Seawall).

1. Lt. Charles W. Utter, pilot A/C 1883, "No flares were put in our A/C."
2. Lt. Raymond H. Hillestad, pilot A/C 7931, "Heating system out, causing bad icing on windshield, making it difficult to fly formation."
3. Lt. Paul J. Southerland, pilot A/C 7113, says flak suits should be left in A/C. They were damp today and stiff.
4. Lt. Bernard R. Hodowski, navigator A/C 1097, states that studs were bent on flak suits, some had no studs at all. Also, no safety release.
5. Lt. Elliot S. Harris, navigator A/C 7332, "Too much violent evasive action on bomb run. Formation poor enroute, straggling bad."
6. Following comments were made regarding transportation:
 - a. Lt. Charles H. Aekin, pilot A/C 487, and crew have had trouble in the past and also today in getting a truck to pick them and their equipment up after landing (dispersal #18).
 - b. Lt. Clayton R. Budd, pilot A/C 2947, states that everytime they change A/C they have to wait for transportation, as drivers are evidently told of change.
 - c. Lt. William Norton, navigator, A/C 8145, and crew want to compliment a truck driver by the name of "Preston" who is unusually good.
7. M. Lt. Wilbur C. Wright, pilot A/C 7872, "Low Squadron Lead in Low Box kept Squadron in prop wash before target. Should fly in a little lower and a little wider."
8. Sgt. William M. Duke, CTG A/C 1730, states that 11th armament did not tell him about safety on salvo lever, and he dropped a second late.
9. Lt. John C. Crozier, pilot A/C 7889, states that Wing Lead navigator took us off course after target and we caught flak on account of it.

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

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

F-G-1

AFPO 557
9 Sept. 1944

SUBJECT: Armament Malfunction Mission Report.

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

1. Date of Mission: 9 September 1944.
2. No gun malfunctions were reported.
3. The following malfunctions of turrets were reported:
 - a. A/C # 42-97478 - Top Turret Gunner dropped flak helmet between gun cradle and ring gear, causing gun cradle to break. Top turret had to be replaced.
4. The following bombing equipment malfunctions were reported:
 - a. A/C # 44-6146 - This A/C brought five(5) bombs back due to a faulty A-4 Release. This release has been replaced.
 - b. A/C # 42-31081 - Bombardier claimed the salvo system would not function properly. This A/C has been ground checked and system was found to be perfect in every detail.
5. There were nineteen (19) aircraft equipped with the all-electric bomb release system participating in the mission.

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

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

F-A-2

APO 557
9 September 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 9 September 1944 due to the reasons stated:

a. A/C # 44-6104 - Returned early because of a leaking oxygen regulator in the radio compartment. This regulator is the original one which came installed in the aircraft. There has been no previous evidence of leakage.

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

Lead Box 94th A Wing

Combat Flight Leader Colonel Rogner

Date 9 Sept 44

Deputy Flight Leader Lt Haskett

Low:

12 x M-17IB's

615 SQDN

CHARLEVILLE(ROGNER)

IY H 7636

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

CALLAWAY

IY G 1983

HASKETT

~~IY G 8033~~

SC U 7947

615 SQDN

STEGEMAN

IY D 8125

612 SQDN

SCHAUMANN

SC D 6992

SOMBART

IY L 7551

DAVES

IY R 6146

BONNEY

SC J 7790

KNOST

SC R 2393

SULLIVAN

IY J 7113

UDY

IY A 1077

COOPER

IY M 2674

SPARES

GRIMM

IY B 1730

Spare Lead SC U 7947(PFF)

Ground Spares IY O 1091
SC B 1662

WEATHER ~~SC~~ A/C SC A 7628

SPARE SPARE -- TO COAST ONLY DO NOT LOAD:

JAMES IW Z 8330
HUBBELL IW B 7151
COOKE IN K 1072

6104

1356

HIGH BOX 94 "A" WING

Combat Flight Leader COL BROWN

Date 9 Sept 44

Deputy Flight Leader LT NELSON

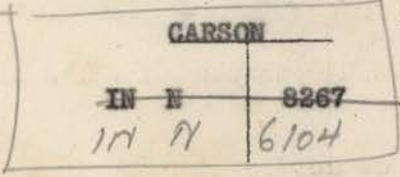
613 SQDN

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

COLEMAN (BROWN)

IN C 1081

*Abank
Radio & Outlets*



NELSON

IN F 6313

613 SQDN

612 SQDN

JETTER

LOUGHLIN

IN B 9182
SC B 662

SC G 7962

BUDD

THOMASON

MAXWELL

HOCKING

IN S 2947

IN E 7009

SC H 2398

SC I 7632

ETTERS

IN D 8187

HILLESTAD

HANSON

IN Q 7931

IN T 7736

SPARES

HOPLEY

IN A 8160

SPARE LEAD IY Q 8077

GROUND SPARES IY O 1091

SC B 1662

Low Box 94th A Wing

Combat Flight Leader Major Garland

Date 9 Sept 44

Deputy Flight Leader Lt Harasym

614 SQDN

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

CARROLL (GARLAND)

IW R 7780

KOVACH

IW J 2659

HARASYM

IW G 7084

614 SQDN

612 SQDN

LERNICK

IW S 6145

AIKEN

SC O 7487

UTTER

IW X 1863

BRIGHT

IW A 7872

LUDEMAN

~~SC K 1097~~
~~IW O 1097~~
SCK 1087

HARLAN

SC M 7039

HAYES

IW M 8236

CROZIER

IW H 7869

SISSON

IW Q 7478

SPARES

Spare Lead IY Q 8077

BROWN

IW O 7602

Ground Spares IY O 1091
SC B 1662

47 P MAJOR.

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

9 September 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	1. Flak hole in left aileron, midway. 2. Flak hole in inspection plate behind # 3 engine.
42-102398	1. Flak hole behind # 2 supercharger.
42-106992	1. Flak hole in right horizontal stabilizer, midway. 2. Flak hole in right horizontal stabilizer, station 188.
42-97487	1/ Negative.
43-37632	1. Negative.
43-37790	1. Negative.
42-102393	1. Negative.
42-31662	1. Negative.
42-31087	1. Negative.
42-107039	1. Negative.
42-97962	1. Missing.

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