

E s i f i c t i o n R E T

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

REPORT OF OPERATIONAL DAY

MISSION NO. 144
17TH. SEPTEMBER, 1944

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

MISSION NO. 144

To: GROESBEEK , HOLLAND

401ST BOMBARDMENT GROUP (H)

REPORT OF OPERATIONAL
DAY

MISSION SUMMARY REPORT

MISSION # 144

Date 17 September 1944

ASSIGNMENT

1. Assigned Target: GROESBEEK, HOLLAND (Gun fortifications alongs Siegfried line - area bombing)
2. Commitments: The 401st was to furnish four 12 A/C forces (1-4) for the 94th "A" Wing. Two PFF A/C were included in #1 Force and a spare accompanied the #1 and #2 Forces. Bombing was to be done by 6 A/C Squadrons.

EXECUTION

1. a. (1) Force #1 & Division Leader: Lt. Col. W. T. SEAWELL (Lewis)
 Lead Navigator: 1st Lt. C. W. SELLERS (Chaffey-"Mickey")
 Lead Bombardier: 1st Lt. H. L. ARNOLD
 - (2) Low Squadron Leader: 1st Lt. B. C. KONZE
 Lead Navigator: 2nd Lt. QL. STORK
 Lead Bombardier: 2nd Lt. A. G. KOSSUTH
 - b. (1) Force #2 Leader: Lt. Col. E. W. BROWN (Coleman)
 Lead Navigator: 1st Lt. H. E. KRON
 Lead Bombardier: 2nd Lt. E. K. STOUT
 - (2) Low Squadron Leader: 1st Lt. R. R. LOCKHART
 Lead Navigator: 1st Lt. R. L. GRILLEY
 Lead Bombardier: 1st Lt. G. R. LEWIS
 - c. (1) Force #3 Leader: 1st Lt. T. D. CARROLL
 Lead Navigator: 1st Lt. P. F. KAISER
 Lead Bombardier: Major J. PICKOFF
 - (2) Low Squadron Leader: Capt. J. A. GRUMAN
 Lead Navigator: 1st Lt. J. GRISET
 Lead Bombardier: 1st Lt. R. S. ANDREWS
 - d. (1) Force #4 Leader: Major J. W. MAUPIN (McCord)
 Lead Navigator: 1st Lt. H. D. FISHBECK
 Lead Bombardier: 1st Lt. J. E. BROWNE
 - (2) Low Squadron Leader: Capt. D. A. CURRIE
 Lead Navigator: 1st Lt. M. B. JEFFERY
 Lead Bombardier: 2nd Lt. M. E. MCCLENDON
2. Target Bombed: GROESBEEK, HOLLAND

MISSION SUMMARY REPORT (cont)3. Flight Over England:

- a. Takeoff: Takeoff began during period just prior to daylight. A/C 42-97872 crashed and exploded on takeoff, cause is unknown. Another A/C failed to take off: the remaining 48 A/C took off satisfactorily.
- b. Group and Wing Assemblies: Group and Wing assemblies were rapid for first half of formation. A takeoff accident delayed the latter part of the formation and some ships just made the assembly prior to departure from Cottesmore.
- c. Route Over England: Route over England was as briefed, until in the vicinity of Control Point #1 when a thirty minute delay was received from Cycle Relay. The delay was accomplished by retracing the last leg of assembly route and then returning to Control Point #1 which was departed approximately 30 seconds late (based on new time)

4. Attack:

- a. Flight to Target: The 401st led the Division on the flight to the target. At the turn near Brussels groups went into a trail position. Since there was a very slight turn at the IP Low Squadrons also took their 500 foot interval. The bombing run was without incident. The lead bombardier had made a practice run on the route from Brussels toward the IP so that his synchronization was made easier.

b. Bombing Run:

Lead Force: (Both sections for Force #1) followed the briefed route in, varying only a few miles off course at one time. Visibility was obscured somewhat but on the leg from the IP to the target the weather was open, although some haze was present. We picked up the target area shortly after leaving the IP and had a good long run. Data was preset in the sight, using the ABC, and refined by a drift run on the leg just before the IP, and this data proved very accurate so that only very minor corrections and bubble levels were necessary while on the Bomb Run. Bombs were salvoed when the indices crossed and the balance of the formation dropped with a 100 feet intervalometer setting. Results were excellent.

Force #2: We turned on the IP about 3 minutes later than briefed. Weather was clear but hazy. The large body of woods could be picked up easily just after we levelled out. We headed for it and then distinguished our MPI near the western edge. Synchronization was made. Just before bombs away the Bombardier saw the bombs from preceding box hit squarely on the assigned MPI of our box so he moved the crosshairs to the left. This move was perfectly acceptable for we were trying to get area coverage.

MISSION SUMMARY REPORT (Cont)

Force #2: Bombs were salvoed by the leader and a 100 foot intervalometer setting was used by all others. Results were excellent. The Low squadron followed in trail, making similar corrections and bombed its assigned area.

Force #3: The turn at the IP was as briefed. Due to haze we had to line up a point in the direction of the target. The general target area could be seen from the IP. There was ample time for a good synchronization. Bombs were salvoed at 0933 (the rest of the formation had a 100 foot intervalometer setting). Results were observed to be excellent. The low squadron followed in trail and also bombed its assigned area very well.

Force #4: Most of our route to the IP was absent of clouds, but haze was very bad. This condition seemed to get better near the IP. The navigator and bombardier were doing pilotage as we came to the IP. The boxes ahead of us went about 8 miles east of the IP before taking a heading toward the target. We followed them in their turn. The large woods where our MPI was located could be seen almost by the time we were straightened out on our D.R. heading for the target, but it was too hazy to definitely identify it as being the correct woods. We pin-pointed our way up to where the woods were identified. 8° R drift was preset in the sight but later had to be cranked out some for the drift was only 2° R. The C-1 auto pilot wasn't operating properly, so we made a P.D.I. run. After killing course, a level was taken and rate was clutched in. A few corrections were made for rate and a second level was taken. We wanted to put the train of bombs right along the very edge of the woods. Synchronization was made on the assigned MPI. From then on there were practically no corrections necessary. When the indices met we salvoed and the balance of the formation dropped with a 100 foot intervalometer setting. Results were excellent. (The low squadron followed in trail and bombed its assigned area in excellent fashion.)

- c. Flight from Target: Flight from the target was without incident, all forces and squadrons reassembling after bombing.
- d. Return to Base: Let down from 18000' was begun at the Belgian coast and the formation returned to base beneath the broken cloud cover over England.
- e. Weather: 1/10ths to Brussels- scattered undercast. From there to target it was clear and over target CAVU. Clear upon return.
- f. Fighter Support: Area support, and was very good.
- g. Conclusions and Recommendations: After turning from the target and beginning the course back the column could be seen flying to the target. Believe, as a whole, the attacking units (sqd, elements etc) were too far apart.

MISSION SUMMARY REPORT (Cont)5. Aircraft Not Attacking:

#1 Force: Pff 42-97600 - No Sortie. No 1 cylinder #1 Engine wasn't firing, hence pilot returned.

Remaining Forces: All aircraft attacked.

6. Enemy Opposition:

No air opposition encountered. Flak was negligible - observed a 4-gun battery at 5142-0549E. There was one burst between IP and target, none was encountered over the target or upon return.

7. Battle Damage:

None.

8. Casualties:

9 killed - crash upon take off.

9. Statistical Summary of Operations: (see attached form)10. Bombing Data:

a. Observations: Each section of each force had very good results - the bombing covering the assigned MPI's.

b. Disposition of Bombs:

Force #1: All of the 12 A/C entering enemy territory dropped on their assigned targets -- 6 A/C in the Lead squadron dropped 146 x 260# Frags and 6 A/C in the Low squadron dropped 140 x 260# Frags. 4 different aircraft encountering release trouble jettisoned 13 and returned 25 bombs. A/C 600 which aborted jettisoned 30 x 260# Frags in the channel.

Force #2: All of the 12 A/C entering enemy territory dropped on their assigned targets -- 6 A/C in the Lead squadron dropped 146 x 260# Frags and 6 A/C in the Low squadron dropped 140 x 260# Frags. 2 A/C encountering release troubles returned 14 to base.

Force #3: All of the 12 A/C entering enemy territory dropped on their assigned targets -- 6 A/C in the Lead squadron dropped 152 x 260# Frags and 6 A/C in the Low squadron dropped 165 x 260# Frags. 30 x 260# Frags were expended in the crash of A/C 872.

MISSION SUMMARY REPORT (Concl'd)

b. Disposition of Bombs: (Cont)

Force #4: All of the 11 A/C entering enemy territory dropped on their assigned targets -- 6 A/C in the Lead squadron dropped 145 x 260# Frags and 5 A/C in the Low squadron dropped 131 x 260# Frags. One A/C had release trouble and returned to base 6 bombs.

c. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs				
	Over Target	Bombing	Number	Size	Type	Fusing	
						Nose	Tail
Main Bombfall	47	47	1165	260#	M-81 Frag	Inst	-
Other Attacks	-	-	-	-	-	-	-
Total Bombs On Target			1165	260#	M-81 Frag	Inst	-
Other Expenditures			73	260#	M-81 Frag	Inst	-
Bombs Returned			45	260#	M-81 Frag	Inst	-
Total (Loaded on A/C Taking Off:			1283	260#	M-81 Frag	Inst	-

11. Lost Aircraft:

No aircraft failed to return. A/C 42-97872 crashed on take-off and exploded - cause undetermined:

Prepared by:

KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer:



(SAV-401B/617 JI X17-9-44X4 . 6313 -7- 16700)(GROESBEEK)
CONFIDENTIAL

(SAV-401C/622-21 X17-9-44)(4 -2072 -7- 15000)(GROESBEEK)
CONFIDENTIAL

STATISTICAL SUMMARY OF OPERATIONS

DECLASSIFIED PER NND 105003
 BY AS NARA DATE 1/22/11

401st Group

1st BD F. O. 498

Date of 17 Sept 1944

	Force #1		Force #2	Force #3	Force #4
		PPF - GH			
1. No. of A/C Failing to Take Off	-	-	-	1	1
2. No. of A/C Airborne	11	2	12	12	11
3. No. of A/C Airborne Less Spares	11	2	12	12	11
4. No. of A/C Sorties	11	1	12	12	11
5. No. of A/C Attacking	11	1	12	12	11
6. No. of A/C Not Attacking		1			
(a) Early Returns Included		(1)			
7. Name of Primary Target	GROESBEEK, HOLLAND				
(a) No of A/C Attacking	11	1	12	12	11
(b) No., Size & type of bombs	262	24	286	317	276
	260#	260#	260#	260#	260#
	M-81	M-81	M-81	M-81	M-81
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)

	#1	#2	#3	#4
18. Time of Takeoff	1536	0539-	0536	0540
19. Time of Attack	0931	0931	0933 ^{1/2}	D934
20. Average Time of Flight	6.0	EX 6/1	6.8	6.4
21. Altitude of Release	18000	17000	16000	15000
22. Visual or PFF	VIS	VIS	VIS	VIS
23. Enemy Resistance - AA Int.&ACG.	-	-	-	-
24. - Fighters	-	-	-	-
25. - Bombers	-	-	-	-
26. U.S. A/C Engaged by Enemy A/C	-	-	-	-
27. Degree of Success	EXCELLENT	EXCELLENT	EXCELLENT	

PFF A/C Borrowed from Groups as follows:

NONE

PFF A/C Loaned to Groups as Follows:

NONE

NOTES:

Combat Flight Leader Lt Col. Seawell

Date 17 Sept 1944

Deputy Flight Leader Lt Gas

No. 1 Box

615th SQUADRON

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

LEWIS (SEAWELL)

SC Q 8153

McKAY

GAS

IY M 2874

IN Y 7600

(Aborted)

LOW SQUADRON

HIGH SQUADRON

KOENIG

SULLIVAN

IY P 8458

IY G 2468

TURK

DUCKWORTH

GRIMM

DAVES

IY D 8125

IY L 7651

IY B 1730

IY R 6145

DOWN

IY J 7113

UDY

CALLAWAY

IY A 1077

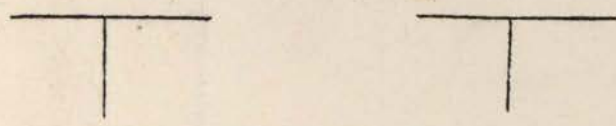
IY G 1983

SPARES

COOPER

IY H 8159

flew with Iner-3)



NO. 1 - 615th Sq.

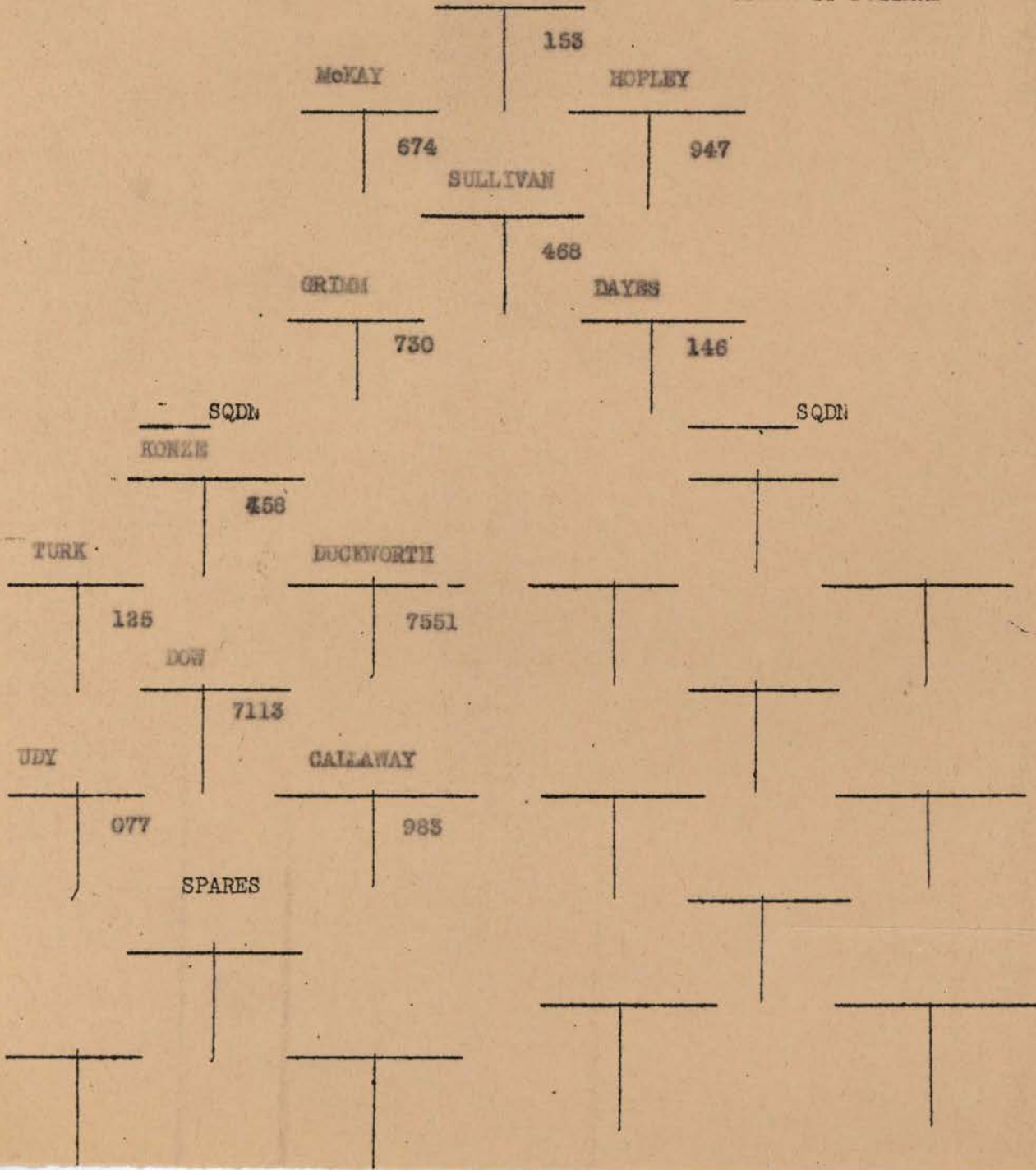
Combat Flight Leader LT COL. SEAWELL Date 17 Sept 1944

Deputy Flight Leader _____

FORMATION OVER TARGET.

401st

____ SQDN
LEWIS (SEAWELL)
612th SC JABWOCK
613th IK MACRO
614th IW GOLFCLUB
615th IY BUZZARD



17 SEPT 1944

Combat Flight Leader LT COL BROWN Date _____
LT Baker

Deputy Flight Leader _____

No.2 Box

615th
SQUADRON

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

IN C | 1081

ANNIS

BAKER

IN P | 7009

IN R | 6113

Lo

Hi

SQUADRON
LOGGART

SQUADRON
LIPPERT

IN F | 6313

IN D | 8187

DOUGLAS

JENNINGS

JETTER

HILLESSTADT

IN T | 7736

IN A | 8160

IN B | 6132

IN K | 1072

KEELING

IN M | 8267

CAMPBELL

CARSON

IN Q | 7931

IN U | 7708

SPARES
HOPLY

IN S | 2947

(plus unit force = 1)



NO. 2 Box

LT COL. BROWN

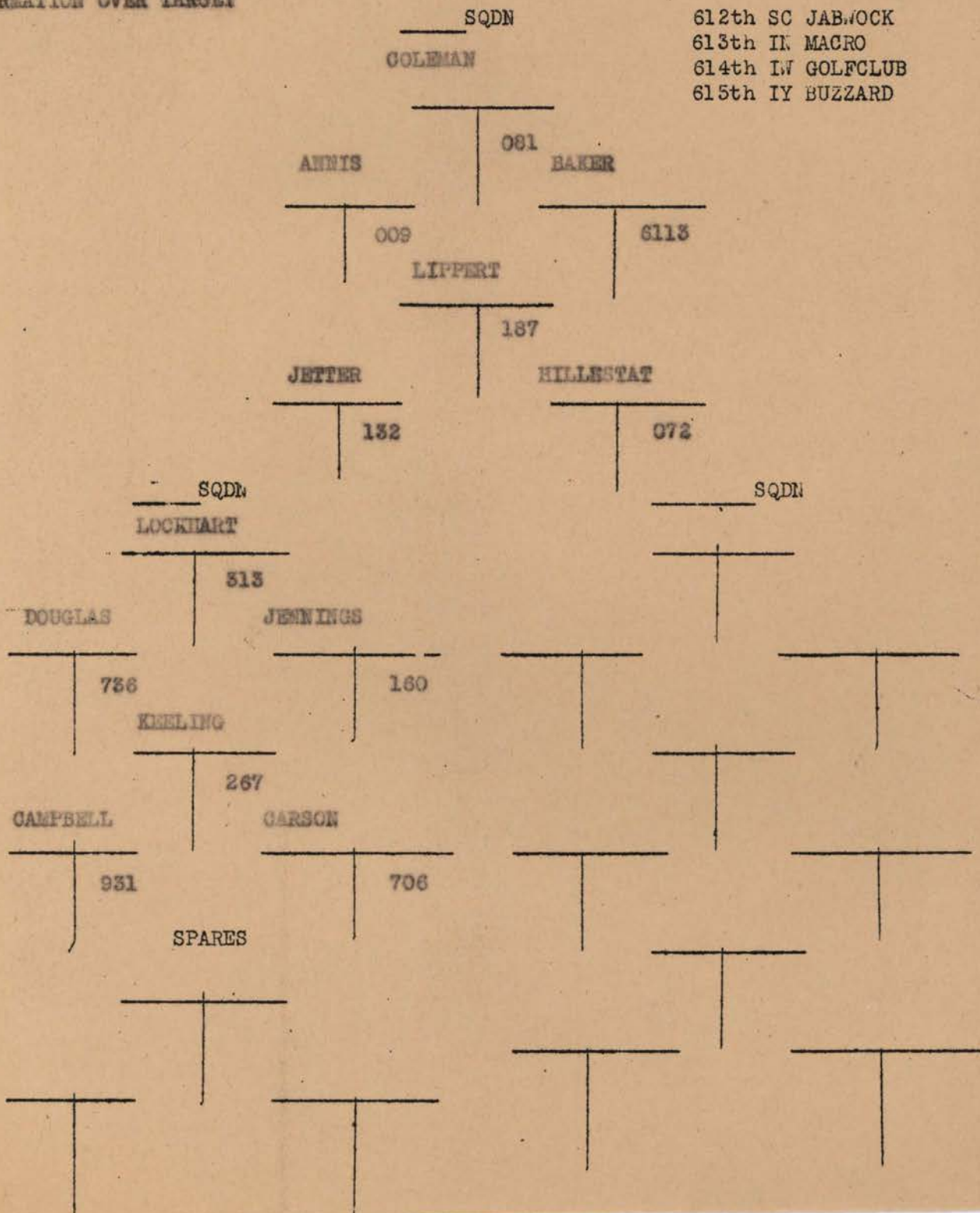
17 Sept 1944

Combat Flight Leader _____

Date _____

Deputy Flight Leader _____

FORMATION OVER TARGET



Combat Flight Leader : LT CARROLL Date 17 Sept 1944

Deputy Flight Leader Lt Brown

No. 3 Box

614th SQDN

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

CARROLL

IW R 7780

RUNDELL

BROWN

IW Z 0350

IW X 1863

Lo SQDN

H1 SQDN

GRUMAN

SILVERSTEIN

IW P 2012

IN J 1591

HUBBELL

HARASYN

MAYS

COOKE (BLEW-UP ON T/O)

IW F 7395

IW G 7084

IW O 7602

IW A 7872

LERWICK

IW M 8256

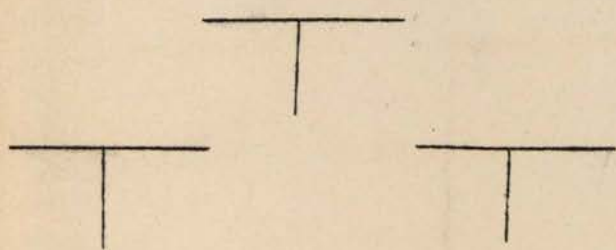
JAMES

SIBSON

IW J 2659

IW S 6145

SPARES



NO. 3 Box

Lt. CARROLL

17 Sept 1944

Combat Flight Leader

Date

Deputy Flight Leader

FORMATION OVER TARGET

SQDN

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

CARROLL

870

RUNDEEL

BROWN

330

865

SILVERSTEIN

591

COOPER

MAYS

159

602

SQDN

GRUMAN

SQDN

012

HUBBELL

HARASYM

395

084

LIEWICK

145

JAMES

SISSON

659

236

SPARES

Combat Flight Leader : MAJOR MAUPIN Date 17 SEPT 1944

Deputy Flight Leader LT HILL

No. 4 Box

612th SQDN

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

McCORD (MAUPIN)

SC P | 1891

HARLAN

HILL

SC M | 7039

SC O | 7487

LO SQDN

HI SQDN

CURRIE

KROST

SC J | 7790

SC L | 7632

THOMPkins

AIKEN

MAXWELL

LIDEMAN

SC C | 9993 (Didn't
Take off/
BURNS)

SC A | 7628

SC H | 2398

SC B | 1662

SC D | 6992

LAWRENCE

GROMER

SC S | 7938

IY X | 1485

SPARES

JONES (TO COAST ONLY)

SC K | 1087

NO. 4 -

MAJOR MAUPIN

17 Sept 1944

Combat Flight Leader _____

Date _____

Deputy Flight Leader _____

FORMATION OVER TARGET

401st

SQDN

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

McCORD

891

HARLAN

HILL

039

487

~~FERRIS~~

SQDN

SQDN

CURRIE

KROST

790

632

LOWEINGE

AIKEN

MAXWELL

LUDEMAN

938

628

398

662

BURNS

992

CROMER

485

SPARES

#1 Lead

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER17 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 0536 hours; Land at 1136 hours.b. Group formed at 0601 hours at 13,000 feet.c. Formed CBW at 0601 hours at 13,000 feet.d. Began climb at 0722 hours; reached alt. at 0825 hours.

e. Weather encountered over England:

(1) Clouds 0 / 10th - Visability 30 miles.(2) Wind at altitude 315 degrees, 18 Knots.f. Means of navigation over England, Gee.g. Means of checking Metro Winds Gee, Pilotage.h. Joined task force at 0812 hrs. at Clacton
(Splasher, City, Coord.)i. English Coast out at 0812 hrs.; Enemy Coast in at 0838 hrs.

j. Fighter Rendezvous:

(1) Going in _____ hrs.

(2) Coming back _____ hrs.

k. Wind used for bombing:

(1) 315 degrees, 18 Knots.(2) Determined by Gee
(Method)

l. Bomb run and Method of Target Identifications:

(1) Reached IP at 0921 hrs.(2) Mag. heading over target 25 degrees.(3) Altitude over target 18100 feet.(4) Bombs away at 931 hrs.

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

CAVU, Pilotage#1 LOW Box
I. p. - 0921
M.H. over Tgt - 15
Alt " " 17500
BOMBS AWAY - 0931

m. Gee:

(1) Coordinates of furthest fix 50-37 N. 04-25 E.(2) Obtained at 0901 hours.

n. Difficulties encountered with special equipment.

COMMENTS: Did 360° turn due to radio message
setting time ahead 30 minutes./s/ Cloyd W. Sellers
CLOYD W. SELLERS
1st Lt., A. C.

SIGNATURE Lead Navigator

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

#2 LEAD SQ.

17 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 0539 hours; Land at 1146 hours.b. Group formed at 0630 hours at 12000 feet.

c. Formed CBW at _____ hours at _____ feet.

d. Began climb at 0813 hours; reached alt. at 0826 hours.

e. Weather encountered over England:

(1) Clouds 1 / 10th - Visability 15 miles.(2) Wind at altitude 315 degrees, 28 Knots.f. Means of navigation over England, Gee, Pilotage, Radio, D.R.g. Means of checking Metro Winds Geeh. Joined task force at 0812 hrs. at Clacton
(Splasher, City, Coord.)i. English Coast out at 0812 hrs.; Enemy Coast in at 0837 hrs.

j. Fighter Rendezvous:

(1) Going in _____ hrs.

(2) Coming back _____ hrs.

k. Wind used for bombing:

(1) 315 degrees, 28 Knots.(2) Determined by Gee, Pilotage
(Method)

l. Bomb run and Method of Target Identification:

#1 LOW SQ.

(1) Reached IP at 0921 hrs.

I. P. - 0922

(2) Mag. heading over target 030 degrees.

M.H. over tgt. - 27

(3) Altitude over target 17000 feet.

Alt. " " - 16700

(4) Bombs away at 0931 hrs.

Bombs Away - 0932½

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

Pilotage, no clouds, light haze

m. Gee:

(1) Coordinates of furthest fix 51-10 N. 05-36 E.(2) Obtained at 0950 hours.

n. Difficulties encountered with special equipment.

None

COMMENTS:

/s/ H. E. Kron
H. E. KRON
1st Lt., A. C.
Lead Navigator

SIGNATURE

HEADQUARTERS AAF STATION #128 #3 LEAD
OFFICE OF THE NAVIGATION OFFICER17 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 0536 hours; Land at 1212 hours.b. Group formed at 11,000 hours at 0707 feet.c. Formed CBW at 0707 hours at 11,000 feet.d. Began climb at 0717 hours; reached alt. at 0833 hours.

e. Weather encountered over England:

(1) Clouds 6 / 10th - Visibility 6 miles.(2) Wind at altitude 309 degrees, 24 Knots.f. Means of navigation over England, Gee, D.R., Pilotageg. Means of checking Metro Winds Geeh. Joined task force at 0812½ hrs. at Clacton
(Splasher, City, Coord.)i. English Coast out at 0812½ hrs.; Enemy Coast in at 0834 hrs.

j. Fighter Rendezvous:

(1) Going in _____ hrs. As briefed

(2) Coming back _____ hrs.

k. Wind used for bombing:

(1) 309 degrees, 24 Knots.(2) Determined by Gee
(Method)

l. Bomb run and Method of Target Identification:

#3 LOW SQ.

(1) Reached IP at 0922 hrs.(2) Mag. heading over target 29 degrees. M.H. over tgt. - 35(3) Altitude over target 16,000 feet. Alt. " " - 15,500(4) Bombs away at 0933½ hrs. Bomb away - 0934

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

Pilotage

m. Gee:

(1) Coordinates of furthest fix 50-55 N. 03-50 E.(2) Obtained at 0853 hours.

n. Difficulties encountered with special equipment.

COMMENTS:

/s/ P. F. Kaiser
P. F. KAISER
1st Lt., A. C.
Lead Navigator
SIGNATURE

#4 LEAD

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

17 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 0540 hours; Land at 1200 hours.b. Group formed at 0700 hours at 10,000 feet.c. Formed CBW at 0700 hours at 10,000 feet. to 13,000d. Began climb at 0748 hours; reached alt. at 0822 hours.

e. Weather encountered over England:

(over "Y". Clear S.E.)
(1) Clouds 9 / 10th - Visibility 5 miles.(2) Wind at altitude 300 degrees, 26 Knots.f. Means of navigation over England. D.R., Pilotage, Geeg. Means of checking Metro Winds Air plot, Gee, Pilotage, Bombsighth. Joined task force at _____ hrs. at Cleaton (Lead of division)
(Splasher, City, Coord.)i. English Coast out at 0814 hrs.; Enemy Coast in at 0840 hrs.

j. Fighter Rendezvous:

(1) Going in _____ hrs. Area support

(2) Coming back _____ hrs.

k. Wind used for bombing:

(1) 300 degrees, 26 Knots.(2) Determined by Bombsight, pilotage, and airplot
(Method)

l. Bomb run and Method of Target Identifications

#4 LOW SQ.

(1) Reached IP at 0922 hrs.(2) Mag. heading over target 30 degrees.(3) Altitude over target 15,000 feet.(4) Bombs away at 0934 hrs.

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

CAVU. Pin-point pilotage from IP to Tgt.

I.P. - 0925

M.H. over Tgt. - 20

Alt. " " - 14500

Bombs Away - 0935

m. Gee:

(1) Coordinates of furthest fix 50-55 N. 03-59 W.(2) Obtained at 1019 hours.

n. Difficulties encountered with special equipment.

None

COMMENTS:

/S/ Howard Fishbeck
HOWARD FISHBECK
1st Lt., A. C.

SIGNATURE Lead Navigator

Air Commander - Lt. Col. Seawell

FLIGHT PLAN 94TH "A" CBW. F. O. 498

PILOT Captain Lewis

NAVIGATOR 1st Lt. C. W. Sellers. 2nd Lt. A. B. Ainley

DATE 17 September 1944

STATIONS	0415	ENGINES	0515	TAXI	0530	T.O.	0545
LEAVE BASE	COTTESMORE 0707						
COAST OUT	0741						
ENEMY COAST	0805						
I.P.	0849						
TARGET	0900						
ENEMY COAST	1006						
ENGLISH COAST	1035						
E. T. R.	1113						

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

Zero Hr - 0900
 Ref Alt - 18000
 Bomb alt - 18000
 Oxygen - 0330
 Over continent - 0201

WATCH Letdown on Cottesmore Buncher Normal 010 Mag.
 At G.M.T. Division assembly - Clacton to 51-13N 02-54E

FROM TO	W/V UESD	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRIFT	TRUE HDNG.	VAR.	MAG. HDNG.	C. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI.	
Assemble 13000 (Lead Cottesmore (Y) Buncher															
52-44N 00-39W Holbeach (A)	300/23	13000 -6	145	156	081	-5	076	+10	086	173	24 1/2	08 1/2	0707 0715		
52-48N 00-01E Clacton CP 1	300/25	15000 -10	145	161	145	+4	149	+10	159	183	74	25 +1	0741	English Coast	
51-47N 01-10E	-13 303/25	16500	145	165		-1	117	+9	126	190	47 7/4	15 2/4	0805	Coast	
51-13N 02-54E	-16 306/25	18000	126	189	118	-1	117	+9	126	194	27	09			
"		306/25	18000	145	169	121	-1	120	+8	128	194	69	22	0827	
50-37N 04-27E		306/25	18000 -16	145	169	051	-8	043	+7	50	174	63	22	0849	I. P.
51-17N 05-44E I. P. TARGET	290/25	18000	150	174	020	-8	012	+7	19	172	31	11	0900	TARGET	
51-46N 06-01E	290/25	18000		169	134	+4	138	+7	145	191	7	02	0902		
51-41N 06-09E		290/25	18000		169	213	+8	221	+7	228	161	29	11	0913	
"		306/25	18000		169	231	+8	239	+7	245	161	63	24	0937	
50-37N 04-27E		306/25	18000		169	301	+1	302	+8	310	144	69	29	1006	Coast
51-13N 02-54E		300/21	11500	170	178	-1	297	+9	306	157	74	29	1035	English Coast	
Clacton	+7 290/20	5000	150	141	298	-1	297	+9	306	157	74	29	1035	English Coast	
51-47N 01-10E Base	+10 286/20	3000	155	142	304	-2	902	+10	312	123	78	38	1113	ETR	
		2000	135												
Cottesmore Clacton	300/25	12000 to 15000	145	161	130	+2	132	+10	142	186	87	128	0713 0741	Last time for wing to depart Cottesmore	
Base (6000') to Clacton 51-47 01-10E	292/20	0 to 15000	150	144	124	+2	126	+10	136	163	78	29	0703 0741	LITTO. 38 min to climb.	

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		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
Flares:					VHF - Code for authentication - "Jersey City"										
Lead - RY					Abandon mission - "Shoot the works"										
2nd - G					Chaff - Discharge 10 minutes before target and continue for 12 minutes.										
3rd - R					Emergency airdrome - Bradwell 51-44N 00-54E.										
4th - YY					Spare - Turn back at Belgian Coast										
					Interval - 2 min between CBW's.										
					2nd, 3rd, 4th form at 1000' intervals, stacked down.										
					24 min. from IP and return to that point.										
0515					Engines										
0521					Taxi										
0536					Take off										
0555					53-06N 00-37W										
0557	174	76	180				140	9000	144						
0601					Wind 230/20K		140	11800							
0605			185		over buncher										
0610					Circling Wind 260/25K		145	13000							
0706			70		Leaving buncher 70. 1 min early, 5 mi. S.		145	13000							
0715			152		Point A, on time, on course		145	13000	156						
0722			152		(Started climb 0717)		145	13500		17	16	170			

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNC.	MAG. HDNC.	NAVICATIONAL OBSERVATION	GENERAL OBSERVATION	IAS. MPH. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
0728	152		152		Wind 330/15K										
0734	146	+2	148		Delay 30 minutes. Wind 310/23K		145	16000	152	36	12	180			
0744	321	-1	320										16	7	
0752			240		A/C		140	13000							
0754	147	+2	149												
0810			117												
0812			117		Clacton		145	15500							
0814			116		51-47N 01-13E Climbing		145	15500							
0821	119	-2 1/2	116 1/2		Reached altitude Wind 320/15K		145	18000	156	20	7	170			
0825			116 1/2				145	18000							
0830	117		115				145	18000							
0831			120				"	"	168	57	16				
0838	121 1/2	-1 1/2	120		T.C. Ostend Wind 315/18K		"	"		69	24	172	69	23 1/2	0901 1/2
0901			45		South of Brussels, 4 mi. North of course		145	18000				170	63	22 1/2	0922 1/2
0921			15		I.P.		145	18000							
0931			18		BOMBS AWAY		150	18000							
0944			238				145	18000	168						
0944			238		51-23N 05-55E		"	"	"			166	72	26	1000
0955	225	+6	231		51-04N 05-12E		"	"	"			166	72	26	
1008			302		Brussels 50-44N 04-33E		"	"				154	69	27	1035
1020			360		Low element leader #1 fell back		"	"							
1031			297		Ostend		170	18000				157	74	29	1031
1053			302		Convoy, 20 ships headed south 51-45N 01-13E 1 carrier		170	5000							
1056			302		Clacton		170	4000						29	1135
1131			230		Base		155	2000							
1136					Landed										

SIGNED _____ NAVIGATOR

TARGET

Primary Groesbeek, Holland

Secondary _____

Last Resort _____

TRACK CHART

Date Sept. 17-44

Green

Route followed by Briefed Course

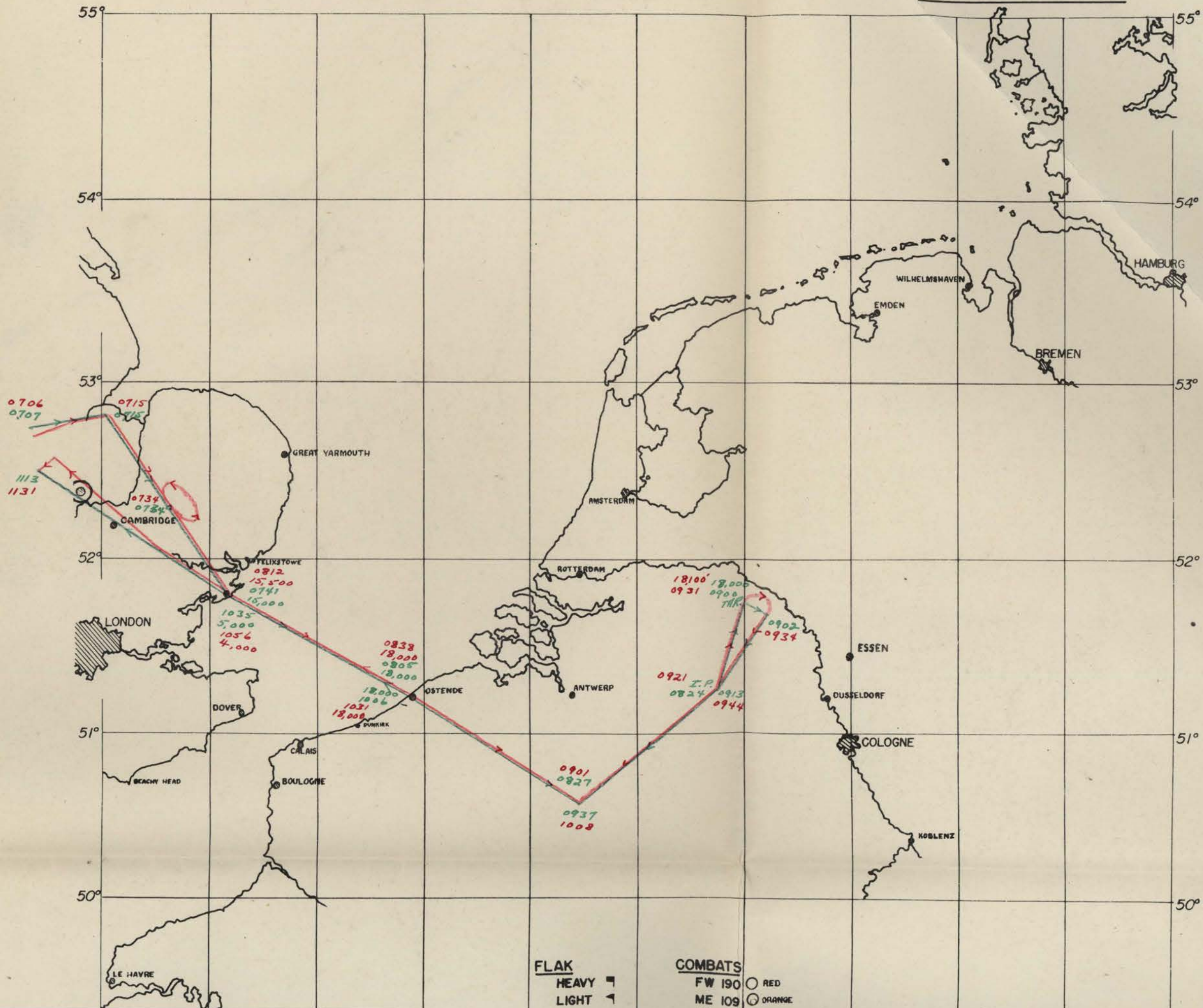
Red

" " "1st Lt. B. C. (H)

" " " _____

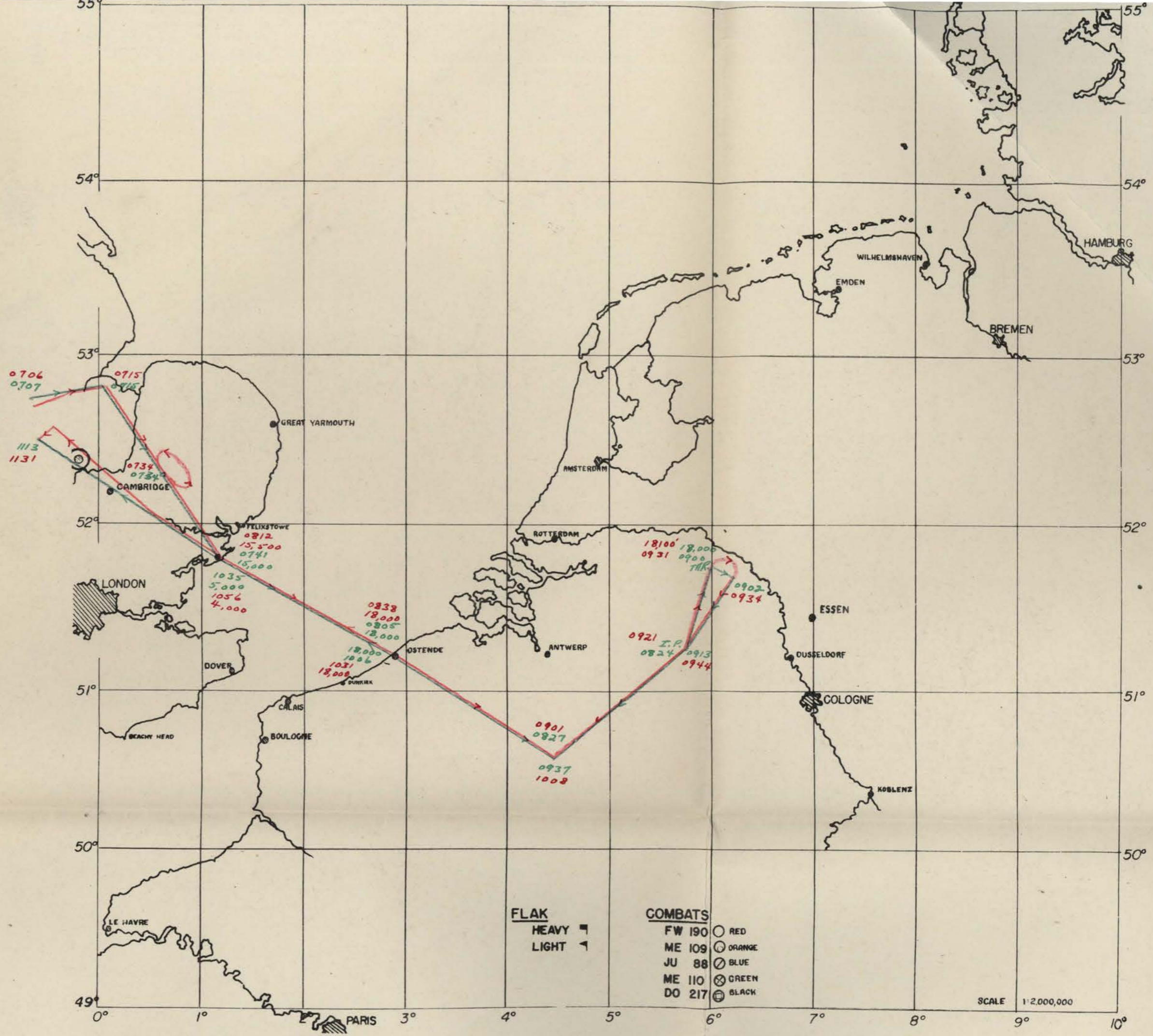
" " " _____

" " " _____



FLAK
 HEAVY ◻
 LIGHT ◻

COMBATS
 FW 190 ○ RED
 ME 109 ○ ORANGE



0706
0707
1113
1131
0715
0715
0734
0734
0812
15,500
0741
15,000
1035
5,000
1056
4,000

0838
18,000
0805
18,000
18,000
18,000
1031
18,000

18100
18,000
0931
0900
THK
0902
0934
0921
I.P.
0824
0913
0944

0901
0827
0937
1008

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

FORCE #1 LEAD SQ
COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Arnold DATE 17 Sept 1944
PILOT Lt. Col Seawell TAKE OFF 0535
NAVIGATOR Lt. Seller AI RPLANE 153
WING 94 A GROUP 401st SQDN 613 LANDED 1133
OBJECTIVE Groesbeek, Holland (MPI)

METHOD OF ATTACK x
Individual Flight Squadron Group wing

NUMBER A/C IN GROUP 6 COMPOSITE GROUP _____

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

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

BOMBS, TYPES AND SIZES 260# M 81 Frag FUSING: NOSE Inst TAIL _____

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

NUMBER OF BOMBS LOADED 156 RELEASED 146

INFORMATION AT RELEASE POINT:

Altitude of Target 120 Temp Aloft: Metro -16 Actual -15

True Altitude above target 18400 Mag Head, order 09 Actual 29

Ind. Altitude 18000 True Heading 36

Pressure alt of target -346 Drift, Est BR Actual 4R

Altimeter setting 29.92 True Track 40

C.I.A.S. 150 I.A.S. 150 Actual Range 10485

G.S. Est 204 Actual 187 B.S. Type M-9

Wind Direc Metro 290 Actual 325 Time of Release 0931

Wind Veloc. Metro 29 Actual 20 Intervalometer Setting 100ft

D.S. 149 Trail 30 ATF 35.68 Length of Bombing Run 2 1/2 min

Tan. D.A. Est .60 Actual .57 C-1 Pilot Yes A-5 _____

Mean Temp: Metro 5 Actual -1 Manual Pilot _____

Type of Release: Lead A/C Salvo Type of Release: Other A/C 100ft

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

FORCE #2 Lead Sq
COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Stout DATE 17 Sept 1944

PILOT Lt. Coleman- Lt. Col Brown TAKE OFF 0537

NAVIGATOR Lt. Kron AIRPLANE 081

WING 94 A GROUP 401st SQDN 613 LANDED 1147

OBJECTIVE Groesbeek, ~~Germany~~ ^{HOLLAND} (MPI)

METHOD OF ATTACK Individual Flight Squadron Group Wing

NUMBER A/C IN GROUP 6 COMPOSITE GROUP _____

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

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

BOMBS, TYPES AND SIZES 260# M 81 Frag FUSING: NOSE Inst TAIL _____

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

NUMBER OF BOMBS LOADED 150 RELEASED 146

INFORMATION AT RELEASE POINT:

Altitude of target <u>120</u>	Temp Aloft: Metro <u>-15</u> Actual <u>-12</u>
True Altitude above target <u>17200</u>	Mag Head, order <u>19</u> Actual <u>30</u>
Ind. Altitude <u>17000</u>	True Heading <u>37</u>
Pressure alt of target <u>-346</u>	Drift, Est <u>8R</u> Actual <u>6R</u>
Altimeter setting <u>29.92</u>	True Track <u>43</u>
C.I.A.S. <u>150</u> I.A.S. <u>150</u>	Actual Range <u>9532</u>
G.S. Est <u>199</u> Actual <u>188</u>	B.S.Type <u>M-9</u>
Wind Direc Metro <u>290</u> Actual <u>315</u>	Time of Release <u>0931</u>
Wind Veloc. Metro <u>29</u> Actual <u>32</u>	Intervalometer Setting <u>100ft</u>
D.S <u>154</u> Trail <u>26</u> ATF <u>34.52</u>	Length of Bombing Run <u>3min</u>
Tan. D.A. Est <u>.52</u> Actual <u>.56</u>	C-1 Pilot <u>A-5</u>
Mean Temp: Metro <u>1.5</u> Actual <u>0</u>	Manual Pilot <u>Yes</u>
Type of Release: Lead A/C <u>Salvo</u>	Type of Release: Other A/C <u>100ft</u>

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

Force # 2 Low Sq
COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Lewsi DATE 17 Sept 1944
 PILOT Capt Lockart TAKE OFF 0556
 NAVIGATOR Lt. Grilley AIRPLANE 313
 WING 94 A GROUP 401st SQDN 613 LANDED 1155
 OBJECTIVE Gresbear, ~~Germany~~ ^{HOLLAND} (MPI)
 METHOD OF ATTACK X
Individual Flight Squadron Group wing
 NUMBER A/C IN GROUP 6 COMPOSITE GROUP _____
 DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP _____
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1A/C
 BOMBS, TYPES AND SIZES 260# M 81 Frag FUSING: NOSE Inst TAIL _____
 BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
 NUMBER OF BOMBS LOADED 150 RELEASED 140
 INFORMATION AT RELEASE POINT:
 Altitude of Target 120 Temp Aloft: Metro -13.6 Actual -11
 True Altitude above target 16882 Mag Head, order 19 Actual 27
 Ind. Altitude 16700 True Heading 34
 Pressure alt of target -346 Drift, Est 8R Actual 1R
 Altimeter setting 29.92 True Track 34
 C.I.A.S. 150 I.A.S. 150 Actual Range 9744
 G.S. Est 197 Actual 182 B.S. Type M-9
 Wind Direc Metro 290 Actual 355 Time of Release 0932.5
 Wind Veloc. Metro 29 Actual 16 Intervalometer Setting 100ft
 D.S. 155.9 Trail 25 ATF 34.03 Length of Bombing Run 2min
 Tan. D.A. Est .52 Actual .58 C-1 Pilot Yes A-5 _____
 Mean Temp: Metro f2 Actual f1 Manual Pilot _____
 Type of Release: Lead A/C Salvo Type of Release: Other A/C 100ft

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

Force # 8 Lead Sq
COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Major Pickoff DATE 17 Sept 1944
 PILOT Lt. Carroll TAKE OFF 0541
 NAVIGATOR Lt. Kaiser AIRPLANE 780
 WING 94 A GROUP 401st SQDN 614 LANDED 1212
 OBJECTIVE Gresbeer, ~~Germany~~ ^{HOLLAND} (MPI)
 METHOD OF ATTACK X
Individual Flight Squadron Group wing
 NUMBER A/C IN GROUP 6 COMPOSITE GROUP _____
 DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP _____
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1A/C
 BOMBS, TYPES AND SIZES 260# M 81 FUSING: NOSE Inst TAIL _____
 BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
 NUMBER OF BOMBS LOADED 152 RELEASED 152
 INFORMATION AT RELEASE POINT:
 Altitude of Target 120 Temp Aloft: Metro -12 Actual -10
 True Altitude above target 16424 Mag Head, order 10 Actual 29
 Ind. Altitude 16000 True Heading 36
 Pressure alt of target -346 Drift, Est 0R Actual 3L
 Altimeter setting 29.92 True Track 33
X8733
 C.I.A.S. 150 I.A.S. 150 Actual Range 9184
 G.S. Est 197 Actual 199 B.S. Type M-9
 Wind Direc Metro 290 Actual 309 Time of Release MAXX 0933 $\frac{1}{2}$
 Wind Veloc. Metro 29 Actual 28 Intervalometer Setting 100ft
 D.S. 158.1 Trail 25 ATF 33.52 Length of Bombing Run 3min
 Tan. D.A. Est .52 Actual .56 C-1 Pilot Yes A-5 _____
 Mean Temp: Metro 2.5 Actual 0 Manual Pilot _____
 Type of Release: Lead A/C Salvo Type of Release: Other A/C 100ft

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

Force # 3 Low Sq
 COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Andrews DATE 17 Sept 1944
 PILOT Lt. Gruman TAKE OFF 0625
 NAVIGATOR Lt. Griset AI RPLANE 012
 WING 94 A GROUP 401st SQDN 614 LANDED 1217
 OBJECTIVE Gresbeer, ~~Germany~~ *Holland* (MPI)

METHOD OF ATTACK X
Individual Flight Squadron Group wing

NUMBER A/C IN GROUP 6 COMPOSITE GROUP _____

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

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

BOMBS, TYPES AND SIZES 260# M 81 Frag FUSING: NOSE Inst TAIL _____

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

NUMBER OF BOMBS LOADED 165 RELEASED 165

INFORMATION AT RELEASE POINT:

Altitude of Target <u>120</u>	Temp Aloft: Metro <u>-11</u> Actual <u>-10</u>
True Altitude above target <u>15700</u>	Mag Head, order <u>19</u> Actual <u>35</u>
Ind. Altitude <u>15500</u>	True Heading <u>42</u>
Pressure alt of target <u>-346</u>	Drift, Est <u>8R</u> Actual <u>1L</u>
Altimeter setting <u>29.92</u>	True Track <u>41</u>
C.I.A.S. <u>150</u> I.A.S. <u>150</u>	Actual Range <u>9263</u>
G.S. Est <u>194</u> Actual <u>200</u>	B.S.Type <u>M-9</u>
Wind Direc Metro <u>290</u> Actual <u>293</u>	Time of Release <u>0934</u>
Wind Veloc. Metro <u>29</u> Actual <u>29</u>	Intervalometer Setting <u>100ft</u>
D.S. <u>161.9</u> Trail <u>121</u> AT <u>32.73</u>	Length of Bombing Run <u>4min</u>
Tan. D.A. Est <u>.54</u> Actual <u>.59</u>	C-1 Pilot <u>Yes</u> A-5 _____
Mean Temp: Metro <u>43</u> Actual <u>42</u>	Manual Pilot _____
Type of Release: Lead A/C <u>Salvo</u>	Type of Release: Other A/C <u>100ft</u>

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

Force # 4 Lead Sq
COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Browne DATE 17 Sept 1944

PILOT Capt McCord Maj Maupin TAKE OFF 1539

NAVIGATOR Lt. Fishbeck AIRPLANE 891

WING 94 A GROUP 401st SQDN 612 LANDED 1200

OBJECTIVE Groasbeer, Halland (MPI)

METHOD OF ATTACK Individual Flight Squadron Group wing

NUMBER A/C IN GROUP 6 COMPOSITE GROUP

DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP

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

BOMBS, TYPES AND SIZES 260# M 81 Frag FUSING: NOSE Inst TAIL

BOMBS, TYPES AND SIZES FUSING: NOSE TAIL

NUMBER OF BOMBS LOADED 150 RELEASED 145

INFORMATION AT RELEASE POINT:

Altitude of Target 120 Temp Aloft: Metro -10 Actual -8

True Altitude above target 15450 Mag Head, order 19 Actual 30

Ind. Altitude 15000 True Heading 37

Pressure alt of target -346 Drift, Est 8R Actual 2R

Altimeter setting 29.92 True Track 39

C.I.A.S. 150 I.A.S. 150 Actual Range 10318

G.S. Est 193 Actual 185 B.S. Type M-9

Wind Direc Metro 290 Actual 295 Time of Release 0934

Wind Veloc. Metro 29 Actual 11 Intervalometer Setting 100ft

D.S. 163.3 Trail 19 ATF 32.45 Length of Bombing Run 2min

Tan. D.A. Est .56 Actual .67 C-1 Pilot A-5

Mean Temp: Metro 3.5 Actual 4 Manual Pilot Yes

Type of Release: Lead A/C Salvo Type of Release: Other A/C 100ft

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

Force # 4, Low Sq
COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. McClendon DATE 17 Sept 1944
PILOT Capt Currie TAKE OFF 0638
NAVIGATOR Lt. Jeffery AIRPLANE 790
WING 94 A GROUP 401st SQDN 612 LANDED 1207
OBJECTIVE Groosbeek, Holland (MPI)

METHOD OF ATTACK X
Individual Flight Squadron Group wing

NUMBER A/C IN GROUP 8 COMPOSITE GROUP

DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP

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

BOMBS, TYPES AND SIZES 200# M 81 Frag FUSING: NOSE Inert TAIL

BOMBS, TYPES AND SIZES FUSING: NOSE TAIL

NUMBER OF BOMBS LOADED 132 RELEASED 131

INFORMATION AT RELEASE POINT:

Altitude of Target <u>120</u>	Temp Aloft: Metro <u>-9</u> Actual <u>-6</u>
True Altitude above target <u>14930</u>	Mag Head, order <u>19</u> Actual <u>20</u>
Ind. Altitude <u>14500</u>	True Heading <u>27</u>
Pressure alt of target <u>-346</u>	Drift, Est <u>8R</u> Actual <u>2R</u>
Altimeter setting <u>29.92</u>	True Track <u>29</u> <u>3344</u>
C.I.A.S. <u>150</u> I.A.S. <u>150</u>	Actual Range <u>NAE</u> <u>8344</u>
G.S. Est <u>189</u> Actual <u>200</u>	B.S. Type <u>M-9</u>
Wind Direc Metro <u>290</u> Actual <u>290</u>	Time of Release <u>0935</u>
Wind Veloc. Metro <u>29</u> Actual <u>29</u>	Intervalometer Setting <u>100ft</u>
D.S. <u>166.4</u> Trail <u>17</u> ATF <u>31.92</u>	Length of Bombing Run <u>4min</u>
Tan. D.A. Est <u>.56</u> Actual <u>.56</u>	C-1 Pilot <u>Yes</u> A-5
Mean Temp: Metro <u>44</u> Actual <u>45</u>	Manual Pilot
Type of Release: Lead A/C <u>Salvo</u>	Type of Release: Other A/C <u>100ft</u>



OPERATIONAL ROUTE FORECAST

DATE 17 September 1944
 PERIOD 1200-1800
AG P BR HQ 505 122929

	A Base to Target to Base	B	C	D															
1 WEATHER	Partly Cloudy with Base becoming Partly Cloudy to Cloudy over Base after 1030 hours.			***NOTE*** NIL CONTRAILS															
2 CLOUDS	2-3/10 Patchy Strato-cumulus base 3500ft. tops 10000ft over Route and Target becoming 1-6/10 small Cumulus base 2-3000ft tops 10000ft over Base on return after 1030 hours. NIL MEDIUM AND HIGH CLOUD.		<table border="1"> <thead> <tr> <th>Flight Level</th> <th>Air Temp</th> <th>Mean Temp</th> </tr> </thead> <tbody> <tr> <td>15,000</td> <td>-10</td> <td>Plus 3.2</td> </tr> <tr> <td>16,000</td> <td>-12</td> <td>Plus 2.5</td> </tr> <tr> <td>17,000</td> <td>-14</td> <td>Plus 1.5</td> </tr> <tr> <td>18,000</td> <td>-16</td> <td>Plus 0.5</td> </tr> </tbody> </table>	Flight Level	Air Temp	Mean Temp	15,000	-10	Plus 3.2	16,000	-12	Plus 2.5	17,000	-14	Plus 1.5	18,000	-16	Plus 0.5	TARGET SURFACE PRESSURE 30.30 inches. FOR TARGET PRESSURE ALT. Add Target Elevation to (Mean) = 316 ft.
Flight Level	Air Temp	Mean Temp																	
15,000	-10	Plus 3.2																	
16,000	-12	Plus 2.5																	
17,000	-14	Plus 1.5																	
18,000	-16	Plus 0.5																	
3 ICING	3000ft. NIL																		
4 VISIBILITY	2-4 miles locally limits becoming unrestricted aloft becoming 6 miles plus on return.																		
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY															
SURFACE	280 20	20 20	15 15	15 15															
5000 FT	290 20	20 20	07 07	07 07															
10000 FT	300 20	20 20	-01 -01	-01 -01															
15000 FT	300 25	20 25	-10 -10	-10 -10															
20000 FT	310 25	20 25	-20 -20	-20 -20															
25000 FT	320 30	20 30	-31 -31	-31 -31															
30000 FT	320 35	20 35	-42 -42	-42 -42															

BASE ALTIMETER SETTING 30.39 inches TARGET SURFACE TEMP 15 TARGET MEAN TEMP 15
 TEMP. AT 5000 FT. TARGET SURFACE (PRESSURE-ALT) 316 ft.

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

17 September 1944

LOADING LIST

PLANE NO	DUTY	RANK	LAST NAME	FIRST NAME	MI
42-31081	P	1st Lt.	COLEMAN	EDWARD	W.
	CP	Lt. Col.	BROWN	EDWIN	W.
	N	1st Lt.	Kron	HORACE	E.
	B	2nd Lt.	STOUT	ELDRIDGE	K.
	RO	T SGT.	CARMON	CALVIN	A.
	TT	T SGT.	LINDHOLM	ALVIN	T.
	BT	S SGT.	MEANEY	ANTHONY	J.
	TG	S SGT.	KIDMAN	WILLARD	D.
	WG	S SGT.	ANDERSON	EDDIE	W.
44-6113	P	2nd Lt.	BAKER	KAY	A.
	CP	2nd Lt.	DONALSON	JEFF	N.
	N	2nd Lt.	KORETSKY	HARRY	(NMI)
	B	2n dLt.	Moore	CARLTON	R.
	RO	T SGT.	YORIO	FRANCIS	P.
	TT	S SGT.	BACCHUS	GEORGE	B.
	BT	E SGT.	CLOYD	SHIRLEY	E.
	TG	E SGT.	SLATER	HAROLD	H.
	WG	SGT.	MORRISON	JULIUS	J.
44-61132	P	1st Lt.	JETTER	ARTHUR	C.
	CP	1st Lt.	CAIN	ROBERT	W.
	N	2nd Lt.	HIRSH	HARRY	(NMI)
	B	S SGT.	FETTERS	WILLIAM	J.
	RO	T SGT.	SHERMAN	LEO	(NMI)
	TT	T SGT.	NELSON	RICHARD	D.
	BT	S SGT.	KNAPP	MARTIN	F.
	TG	S SGT.	BAIER	JOHN	J.
	WG	S SGT.	ROBERSON	ROBERT	E.
42-38367	P	1st Lt.	KEELING	CHARLES	W.
	CP	Maj.	DE JONCKHEERE	ERIC	T. 401st
	N	2nd Lt.	RUSH	JAMES	M.
	B	2nd Lt.	JARDINE	JOHN	H.
	RO	S SGT.	MITCHELL	JOSEPH	C.
	TT	T SGT.	FRIEST	MAURICE	C.
	BT	S SGT.	PICG	WILLIAM	J.
	TG	S SGT.	GURSE	WILLIAM	J.
	WG	S SGT.	MC CRAWY	LEON	A.

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
42-107009	P	ANNIS 2nd Lt	ANNIS	ROMIE	A.
	CP	2nd Lt.	CLARK	FORREST	E.
	N	2nd Lt.	MADDEN	BERNARD	J.
	B	2nd Lt.	JENSEN	JAMES	B.
	RO	SGT.	WALKER	LEWIS	L.
	TT	SGT.	CORLISS	JOHN	M.
	BT	S SGT.	PEREZ	FRANK	W.
	TG	SGT.	JOHNSON	LESLIE	C.
	WG	SGT.	BROOKS	GEORGE	E.
43-37736	P	2nd Lt.	DOUGLAS	LUTHER	A.
	CP	2nd Lt.	DOBRATZ	HERMAN	(NMI)
	N	2nd Lt.	HAVRAN	EDWARD	F.
	B	2nd Lt.	GORMAN	WILLIAM	L.
	RO	SGT.	SHEETZ	JOHN	H.
	TT	SGT.	LEWIS	RAYMOND	G.
	BT	SGT.	AGLIATA	TONY	A.
	TG	SGT.	CAIRO	LOUIS	P.
	WG	SGT.	CHANCE	BUFORD	D.
43-37706	P	1st Lt.	CARSON	FRANK JR.	(NMI)
	CP	2nd Lt.	MOE	MORRIS	E.
	N	2nd Lt.	LAWLESS	HARRIS	E.
	B	2nd Lt.	BUCHER	WILLIAM	(NMI)
	RO	T SGT.	KNOX	ROBERT	G.
	TT	S SGT.	MC GEHEE	RAY	E.
	BT	SGT.	LEE	WILLIAM	R.
	TG	SGT.	GERALDI	JOSEPH	J.
	WG	SGT.	JAMES	LLEWELLYN	(NMI)
43-38187	P	1st Lt.	LIPPERT	JACK	R.
	CP	2nd Lt.	HAM	PORTER	R.
	N	2nd Lt.	GUTTMANN	HENRY	W.
	B	SGT.	NEWBY	CLIFFORD	C.
	RO	T SGT.	MAYER	JACK	P.
	TT	S SGT.	ROWE	ROBERT	R.
	BT	S SGT.	SELESKY	ISADORE	(NMI)
	TG	S SGT.	LA GRASTA	JOSEPH	H.
	WG	S SGT.	ELLIS	LAMAR	E A.
44-6313	P	1st Lt.	Lockhart	RUSSELL	R.
	CP	Capt.	LOCHER	JAMES	R. JR.
	N	1st Lt.	GRILLEY	ROBERT	L.
	B	1st Lt.	LEWIS	GEORGE	R.
	RO	T SGT.	SCHLAEGEL	OTTO	M.
	TT	T SGT.	PIES	CHARLES	E.
	BT	S SGT.	NULL	LLOYD	J.
	TG	S SGT.	MILLION	LAWRENCE	C.
	WG	S SGT. JACK BRUCKN	MAC GOWAN	BATES	R.
42-97931	P	2nd Lt.	CAMPBELL	ROBERT	B.
	CP	2nd Lt. ANNIS	RANDLE	RICHARD	W.
	N	2nd Lt.	HURLEY	JIM	D.
	B	2nd Lt.	ISHAM	LAWRENCE	B.
	RO	S SGT.	CHALUPZYNSKI	VINCENT	M.
	TT	SGT.	JUSTICE	ANDREW	C.
	BT	SGT.	BOSTIAN	AUDREY	I.
	TG	SGT.	SMITH	JAMES	A.
	WG	SGT.	HARLEN	JAMES	J.

PLANE NO	DUTY	RANK	LAST NAME	FIRST NAME	MI
E 42-102947	P	2NDLT.	HOPLEY	CHARLES	W.
	CP	2nd Lt.	GOETZ	FRANK	V. JR.
	N	2nd Lt.	MacDONALD	RICHARD	E.
	B	SGT.	JACOBS	JOHN	R.
	RO	SGT.	DUNNING	CHARLES	R. JR.
	TT	SGT.	HARDIN	WILLIAM	A.
	BT	SGT.	MERRIMAN	JAY	S.
	TG	SGT. XXXXXXXX	VAN PELT	HAROLD	G.
	WG	SGT.	ANDERSON	WAYNE	L.

42-31072	P	2NDLT.	HILLESTAD	RAYMOND	H.
	CP	2nd Lt.	EMCH	JOHN	H.
	N	2nd Lt.	CAMPBELL	FREDERICK	L.
	B	SGT.	MONTROYA	CHRIS	A.
	RO	SGT.	KRIZ	RAYMOND	E.
	TT	SGT.	DRYDEN	JAMES	B. JR.
	BT	SGT. ANDREN		ROBERT	M.
	TG	SGT.	FISHEBIN	HAROLD	(NMI)
	WG	SGT.	DI GICCO	PATSY	C.

43-38160	P	2nd Lt.	KRIZ	ROBERT	J.
	CP	P/O	GARTON	FRED	M.
	N	2nd Lt.	FOLKS	WILLIAM	M.
	B	2nd Lt.	SCHKLOVEN	ISAAC	(NMI)
	RO	T SGT.	CURTIS	JAMES	W.
	TT	S SGT.	FORMAN	RICHARD	T.
	BT	S SGT.	OLIVER	KENNETH	C.
	TG	S SGT.	SELZIE	THOMAS	R.
	WG	S SGT.	EWKN	DONALD	L.

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

AAF Station # 128
 17 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 42-97780

CP	1st Lt.	CARROLL, TED D.	614th
CP	1st Lt.	LEASER, FREDERICK G.	"
N	1st Lt.	KAISER, PAUL F.	"
B	Maj.	PICKOFF, JULIUS	401st
RO	T/Sgt.	Cuttin, John W.	614th
TT	S/Sgt.	Leuenberger, Arnold J.	"
BT	S/Sgt.	Reynolds, William H.	"
TG	S/Sgt.	Eaton, Earl E.	"
WG	S/Sgt.	Mell, Jack R.	"

*Plane 42-31863

P	1st Lt.	BROWN, JOHN J.	"
CP	2nd Lt.	MUSZALSKI, JOSEPH F.	"
N	2nd Lt.	BROWN, JOHN D.	"
B	2nd Lt.	SCHIEFER, WILLIAM F.	"
RO	T/Sgt.	Arellano, Garciano D.	"
TT	S/Sgt.	Hoffman, Leon W.	"
BT	Sgt.	Wells, Oledburne D.	"
TG	S/Sgt.	Ellis, James	"
WG	S/Sgt.	Martin, Norman D.	"

*Plane 42-38330

P	1st Lt.	RUNDELL, FRANCIS E. E. II	"
CP	2nd Lt.	JOHNSON, RAYMOND E.	"
N	2nd Lt.	CHAMPAGNE, RENE P.	"
B	2nd Lt.	SHEARER, WILLIAM M. JR.	"
RO	Cpl.	Trojanowski, Arthur J.	"
TT	T/Sgt.	Mears, Harold S.	"
BT	Cpl.	Smith, William F.	"
TG	Pfc.	Ice, Robert E.	"
WG	Pfc.	Huffman, James J.	"

Loading List Cont'd.

*Plane 42-32591

P	1st Lt.	SILVERSTEIN, HARRY P.	614th
CP	2nd Lt.	FARQUHAR, JOHN A.	"
N	2nd Lt.	CRICKENBERGER, LAWRENCE H. JR.	"
CTG	S/Sgt.	Landwehr, Carl W.	"
RO	S/Sgt.	Gravel, Donald A.	"
TT	T/Sgt.	Dotson, Glenn	"
BT	S/Sgt.	Bergstrom, Donald E.	"
TG	Sgt.	Meyers, Francis S. Jr.	"
WG	S/Sgt.	Dias, George V.	"

*Plane 42-39012

P	Capt.	GRUMAN, JAMES A.	"
CP	1st Lt.	MELTON, LAVATA T.	"
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.	Harwell, Wilton W.	"
TG	S/Sgt.	Ruhmann, Richard H.	"
WG	S/Sgt.	Campbell, David H.	"

*Plane 42-97395

P	2nd Lt.	HUBBELL, RICHARD S.	"
CP	2nd Lt.	GOULET, AMBROSE F.	"
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	Cpl.	Harris, John C.	"

*Plane 42-107084

P	1st Lt.	HARASYM, ALEXANDER	"
CP	2nd Lt.	HOSLEY, ROBERT A.	"
N	2nd Lt.	PARKER, ELBERT J.	"
B	1st Lt.	PETTY, ROBERT J.	"
RO	T/Sgt.	FRIDUSS, JARVIS H.	"
TT	T/Sgt.	Topic, Glen L.	"
BT	S/Sgt.	Lawrence, Sterling S.	"
TG	S/Sgt.	Capps, George C.	"
WG	S/Sgt.	Jackson, John A.	"

*Plane 42-97602

P	2nd Lt.	MAYS, HAL C.	"
CP	2nd Lt.	HIBBERT, CARL D.	"
N	2nd Lt.	KOSKI, MATTHEW F.	"
B	2nd Lt.	SCHAEFFER, ROBERT L.	"
RO	S/Sgt.	Bayes, Willie J.	"
TT	S/Sgt.	Gay, Clifford E.	"
BT	Sgt.	Cole, William I.	"
TG	Sgt.	Manacella, Joseph L. Jr.	"
WG	Sgt.	Wilson, Billy J.	"

Loading List Cont'd.

*Plane 42-97872

P	2nd Lt.	COOKE, FRANCIS E.	614th
CP	2nd Lt.	CLARK, PAUL H.	"
N	2nd Lt.	WERNER, CHARLES R.	"
B	2nd Lt.	JORGENSEN, FRANK W.	"
RO	Cpl.	Weston, William E.	"
TT	Cpl.	Dahlin, Wilford M.	"
BT	Sgt.	Page, Joseph L. Jr.	"
TG	Cpl.	Ambrogetti, Walter J.	"
WG	Cpl.	Browning, John R.	"

*Plane % 42-38236

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

*Plane 42-97145

P	2nd Lt.	SISSON, NORMAN L.	"
CP	2nd Lt.	HOEMANN, EUGENE E.	"
N	2nd Lt.	CROSSEN, LAVERN	"
B	2nd Lt.	PICKER, NATHAN	"
RO	S/Sgt.	Haluck, Andrew S.	"
TT	Sgt.	Carter, Peter J.	"
BT	Sgt.	Stevens, Calvin J.	"
TG	Cpl.	Ritchie, Francis T.	"
WG	S/Sgt.	Gardner, Gilbert G.	"

*Plane 42-102659

P	2nd Lt.	JAMES, ROBERT W.	"
CP	2nd Lt.	GROSSMANN, ROBERT M.	"
N	2nd Lt.	MORRIS, GERALD A.	"
CTG	Cpl.	Miller, Henry E.	"
RO	Cpl.	Hopkins, Frank W.	"
TT	Cpl.	Scatchard, Roger N.	"
BT	Cpl.	Keivens, William J.	"
TG	Pfc.	Newman, Donald F.	"
WG	Cpl.	Pennington, William O.	"

S/Sgt. Mitchell, Joseph G. flying with Lt. Keeling 613th Sq.

For the Squadron Commander:

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

5-3
612TH BOMBARDMENT SQUADRON (H)
401ST BOMBARDMENT GROUP (H)
Office of the Operations Officer

17 September 1944

SUBJECT: Loading List

TO: Operations Officer, 401st Bomb Group (H), AAF, Station #128, A.P.O. # 557.

A/C 42-96938

P	Lawrence, Louis Jr.	2nd Lt.	612th.
CP	Stein, William I.	2nd Lt.	612th.
N	Hyman, Nathan W.	2nd Lt.	"
B	Burge, Charles R.	2nd Lt.	"
RO	Huskey, Curtis O.	S/Sgt.	"
TTG	Graupman, Richard C.	S/Sgt.	"
BTG	O'Neal, Hayes B., Jr.	Sgt.	2 "
TG	Avezedo, Philbert B.	Sgt.	"
LWG	Harold, Lloyd B.	Sgt.	"

A/C 42-31662

P	Ludeman, Louis H.	1st Lt.	612th.
CP	Holland, Martin O.	2nd Lt.	"
N	Hodowski, Bernard R.	2nd Lt.	"
B	Wolchik, Walter (NMI)	2nd Lt.	"
RO	Robbins, Gene W.	S/Sgt.	"
TTG	Smith, Nelson E.	T/Sgt.	"
BTG	Meyers, Gerald (NMI)	S/Sgt.	"
TG	Matanic, George P.	S/Sgt.	"
LWG	Perkel, Max (NMI)	S/Sgt.	"

A/C 42-31891

P	McCord, Richard D.	Captain	612th.
CP	Maupin, Jere W.	Major	"
N	Fishbeck, Howard D.	1st Lt.	"
B	Browne, Joseph E.	1st Lt.	"
RO	Kirkman, Charles C.	T/Sgt.	"
TTG	Strickland, X D	T/Sgt.	"
BTG	Formalarie, Thomas J., Jr.	S/Sgt.	"
TG	Edmonds, Elroy (NMI)	S/Sgt.	"
LWG	Peyreigne, Pierre V.	S/Sgt.	"

A/C 43-37790

P	Currie, Donald A., Jr.	Captain	612th.
CP	McMurray, John R.	1st Lt.	"
N	Jeffery, Morey B.	1st Lt.	"
B	McClendon, Marion E.	2nd Lt.	"
RO	Pettinga, Paul S.	T/Sgt.	"
TTG	Hereford, Gerald F.	S/Sgt.	"
BTG	Norris, Robert V.	S/Sgt.	"
TG	Lambeth, Benson W.	S/Sgt.	"
LWG	Giese, Carlton F.	S/Sgt.	"

A/C 42-97487

P	Hill, Thomas K.	1st 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.	T/Sgt.	"
TTG	Mullins, James K.	S/Sgt.	"
BTG	Hellenbeck, Edward A.	S/Sgt.	"
TG	Richardson, Omer G.	S/Sgt.	"
LWG	Keith, Buddy N.	S/Sgt.	"

A/C 42-97398

P	Maxwell, Charles T.	1st Lt.	612th.
CP	McLeod, Lucion P.	2nd Lt.	"
N	Billman, James K.	2nd Lt.	"
B	O'Brien, Eugene B.	S/Sgt.	"
RO	Searcy, Marion E.	S/Sgt.	"
TTG	Thomas, Robert L.	T/Sgt.	"
BTG	Lamoureux, Duane A.	S/Sgt.	"
TG	Welborn, Luther B.	S/Sgt.	"
LWG	Bunn, Charles T.	Sgt.	"

A/C 42-37628

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

A/C 43-37632

P	Knost, James A.	1st Lt.	612th.
CP	Mead, Clarence E.	2nd Lt.	"
N	Malone, John L.	1st Lt.	"
B	Lignore, James C.	S/Sgt.	"
RO	Patterson, Harry A.	T/Sgt.	"
TTG	Wilson, James L.	T/Sgt.	"
BTG	Peters, Winfield E.	S/Sgt.	"
TG	McCabe, Arsh (NMI)	S/Sgt.	"
LWG	39 Jedziniak, John (NMI)	S/Sgt.	"

A/C 42-~~106993~~

P	Tompkins, David G.	1st Lt.	612th.
CP	Newcomb, Alan H.	2nd Lt.	"
N	Corwin, Herbert I.	2nd Lt.	"
B	Kaizarowski, Henry A.	2nd Lt.	"
RO	Stedman, Max D.	S/Sgt.	"
TTG	Littrell, Wallace C.	T/Sgt.	"
BTG	Keryran, Pete P., Jr.	S/Sgt.	"
TG	Cloutier, Donald A.	S/Sgt.	"
LWG	Pahl, Arthur L., Jr.	S/Sgt.	"

Pls T.O.

A/C 42-106992

P	Burns, Estel G.	1st Lt.	612th.
CP	Jolley, Edward R.	2nd Lt.	"
N	Gray, Arthur (NMI) Jr.	1st Lt.	"
B	Pinkston, John S.	T/Sgt.	"
RO	Will, Adam E.	T/Sgt.	"
TTG	Klingbiel, Eugene P.	S/Sgt.	"
BTG	Swope, Donald M.	S/Sgt.	"
TG	Henry, Hilmer E.	S/Sgt.	"
LWG	Gruchawka, John (NMI)	T/Sgt.	"

A/C 42-107039

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

A/C 42-31485

P	Cromer, Joseph L.	2nd Lt.	612th.
CP	Trout, Ralph W.	F/O	"
N	Phillips, Michael T.	2nd Lt.	"
B	Waldhoff, Jack G.	1st Lt.	"
RO	Goodman, Martin B.	T/Sgt.	"
TTG	Stott, Douglas W.	S/Sgt.	"
BTG	Coffin, Robert J., Jr.	S/Sgt.	"
TG	Villagio, Vincent V.	S/Sgt.	"
LWG	Clark, Eugene F.	S/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

17 September 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 # 42-31730

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Grimm	William	F.	615th
CP	2nd Lt.	Huesgen	Herman	K.	"
N	2nd Lt.	McMullen	Willard	C.	"
B	Sgt.	Wofford	Dewey	B.	"
RO	T/Sgt.	Kressler	Oliver	J.	"
TT	S/Sgt.	Brown	Thomas	J.	"
BT	S/Sgt.	Blodgett	Clifford	W.	"
TG	S/Sgt.	Wheeler	Robert	L.	"
FG	Sgt.	Duke	William	H.	"

PLANE # 42-31983

P	2nd Lt.	Callaway	Robert	W.	615th
CP	2nd Lt.	Lawson	Robert	S.	"
N	2nd Lt.	Griffin	Warren	S.	"
B	S/Sgt.	Peltz	Chester	G.	"
RO	S/Sgt.	Dodson	James	C.	"
TT	S/Sgt.	Southerland	James	C.	"
BT	Cpl.	Altieri	Alfonso	A.	"
TG	S/Sgt.	Roberts	James	D.	"
FG	S/Sgt.	Trendelman	Frederick	S.	"
RE					

PLANE # 42-38159

P	2nd Lt.	Cooper	Louis	R.	615th
CP	2nd Lt.	Spansel	Kaye	M.	"
N	2nd Lt.	Ellis	George	O.	"
B	2nd Lt.	DeAgostini	Benedict	R.	"
RO	S/Sgt.	Sherrill	Bascom	B.	"
TT	T/Sgt.	Sexton	Myron	W.	"
BT	Pvt.	Maroncelli	Harry	J.	"
TG	S/Sgt.	Lawrence	Ralph	I.	"
FG	S/Sgt.	Gue	Charles	M.	"

Loading list. (Continued)

PLANE # 43-37661

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Duckworth	Robert	O.	615th
CP	2nd Lt.	Morrow	Russell	E.	"
N	2nd Lt.	Kunstman	Warren	R.	"
B	2nd Lt.	Vucha	Robert	W.	"
RO	S/Sgt.	Halderman	Lyle	K.	"
TT	S/Sgt.	Comer	Roy	C.	"
BT	S/Sgt.	McKeon	George	T.	"
TG	Cpl.	Tarr	Clyde	M.	"
FG	S/Sgt.	Cook	Clayton	W.	"

PLANE # 42-102674

P	2nd Lt.	McKay	George	W.	615th
CP	F/O	Callahan	Raymond	J.	"
N	2nd Lt.	Rainey	James	L.	"
B	2nd Lt.	Hecker	Robert	L.	"
RO	Cpl.	Richardson	Samuel	T.	"
TT	Cpl.	Butler	WILLIAM William	H.	"
BT	T/Sgt.	Luther	Richard	(NMI)	"
TG	Cpl.	Brunson	WILLIAM Wade	T.	"
FG	Cpl.	Garnizzaro	Ralph	J.	"

PLANE # 43-38125

P	2nd Lt.	Turk	Laurel	A.	615th
CP	2nd Lt.	Sinkking	John	M.	"
N	2nd Lt.	Cone	Allan	L.	"
B	2nd Lt.	Moore	Max	L.	"
RO	T/Sgt.	Roberts	Helvin	L.	"
TT	Sgt.	Wieselthier	Somon	(NMI)	"
BT	Sgt.	Gremillion	John	E.	"
TG	Cpl.	Vecchio	Murray	M.	"
FG	Sgt.	Osborne	Peter	J.	"

PLANE # 43-38600

P	2nd Lt.	Oas	Herbert	L.	615th
CP	2nd Lt.	Hayes	Thomas	A.	"
N	2nd Lt.	Green	William	H.	"
N	2nd Lt.	Walters	Donald	E.	"
B	2nd Lt.	Mencow	William	H.	"
RO	Cpl.	Brereton	William	E.	"
TT	S/Sgt.	Cook	Byton	K.	"
BT	---	---	---	-	-
TG	Sgt.	Reardon	John	J.	"
FG	S/Sgt.	Dunn	John	G.	"

Loading list. (Continued)

PLANE # 42-107113

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Dow	Herbert	V.	615th
CP	1st Lt.	Child	Eldon	R.	"
N	2nd Lt.	King	Robert	J.	"
B	S/Sgt.	Machasick	Alfred	(NMI)	"
RO	S/Sgt.	Carr	Gene	(NMI)	"
TT	M/Sgt.	Adams	Leroy	E.	"
BT	S/Sgt.	Macchietto	Richard	B.	"
TG	S/Sgt.	Sokolowski	Edward	A.	"
FG	S/Sgt.	Greenberg	Harold	(NMI)	"

PLANE # 44-6146

P	2nd Lt.	Daves	Edward	H.	615th
CP	2nd Lt.	Crunk	Clayton	F.	"
N	2nd Lt.	Mexydlo	Ralph	J.	"
B	2nd Lt.	MacDougall	John	C.	"
RO	Sgt.	McKinney	Harold	C.	"
TT	S/Sgt.	Mayfield	William	R.	"
BT	Sgt.	Wheaton	Paul	J.	"
TG	Sgt.	Rollet	James	C.	"
FG	Sgt.	Crawford	Melvin	H.	"

PLANE # 42-103468

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

PLANE # 43-30458

P	1st Lt.	Kenze	Bodo	G.	615th
CP	1st Lt.	Kelp	Norman	J. (io)	"
N	2nd Lt.	Stork	Oliver	L.	"
B	2nd Lt.	Kossuth	Alfred	G.	"
RO	T/Sgt.	Gratz	Robert	I.	"
TT	S/Sgt.	Jones	William	D.	"
BT	S/Sgt.	Kelley	Thomas	E.	"
TG	S/Sgt.	Kolster	Frederick	K.	"
FG	Sgt.	Jaranson	David	A.	"

Loading List (Continued)

PLANE # 42-31077

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Udy	John	(NMI)	615th
CP	2nd Lt.	Hockaday	Billy	S.	"
H	2nd Lt.	Youel	Daley	F.	"
B	Sgt.	Jencks	Robert	L.	"
RO	S/Sgt.	Knowles	Harry	G.	"
TT	S/Sgt.	Young	Jack	R.	"
BT	Sgt.	Albert	Russell	K.	"
TG	Sgt.	Warn	Albert	E.	"
FG	Sgt.	Oviatt	Earl	D.	"

PLANE # 44-8153 (612th)

P	Captain	Lewis	Clyde	A.	615th
CP	Lt. Col.	Seawell	William	T.	"
H	2nd Lt.	Chaffey	Charles	G.	"
H	1st Lt.	Sellers	Cloyd	W.	"
H	2nd Lt.	Ainley	Allan	B.	"
B	1st Lt.	Arnold	Harold	S.	"
RO	S/Sgt.	Lynch	Brendon	J.	"
TT	S/Sgt.	Eudaley	Orville	A.	"
BT	-----	-----	-----	---	-----
TG	2nd Lt.	Davis	Thomas	A.	"
FG	S/Sgt.	Jones	Hinson	C.	"



SAV-401D1619-12 (17-9-44)(4 - 628 -7- 14600)(GROESBEEK)
CONFIDENTIAL

7700 EASTMAN REGULAR SAFETY



SAV-401D1619-10 (17-9-44)(4 - 628 -7- 14600)(GROESBEEK)

7700 EASTMAN REGULAR SAFETY



SAV-401D1619-13 (17-9-44)(4 - 628 -7- 14600)(GROESBEEK)
CONFIDENTIAL

7710 EASTMAN REGULAR SAFETY

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

17 September 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 17 SEPTEMBER 1944.

BASE ON TAKE-OFF: 0535. 2/10 stratocumulus 2000'. 1/10 altocumulus 10000'. Visibility 500 yards with ground fog.

ROUTE OUT: Patchy Nil-3/10 stratocumulus with tops 4-5000' and ground fog in base area, becoming 8-10/10 stratocumulus tops 5000' at Cottesmore, becoming Nil-1/10 thin stratocumulus about 5000' to English coast, becoming Nil over North Sea, becoming 8-10/10 stratocumulus tops 5-6000' at 51° North, 03° 30' East, breaking to Nil just south of Brussels. Traces of altocumulus about 10000' over England, becoming Nil over North Sea, becoming 8-10/10 altostratus base 18000' tops estimated 23-25000' near Brussels, and gradually lifting to 19-20000' at target. Nil high cloud. Visibility unrestricted aloft.

TARGET: 0931-0935. 9-10/10 altostratus base 19-20000'. Slant visibility 15-20 miles through light ground haze.

RETURN ROUTE: Nil low cloud, becoming 8-10/10 stratocumulus tops 5-6000' near Brussels, breaking to Nil about 51° North, 03° 30' East, becoming Nil-3/10 small cumulus base 3-4000' tops 5-6000' near English coast, and finally becoming 5-7/10 cumulus base 1500-3000' tops 5-6000' over England. 8-10/10 altostratus base 18-20000' breaking to Nil just south of Ostend. Nil-7/10 cirrus about 25000' over North Sea and England. Visibility unrestricted aloft decreasing to 4-8 miles through haze over England.

BASE ON RETURN: 1132. 5/10 cumulus base 2500'. Trace of altocumulus 10000'. Trace of cirrus 23000'. Visibility 4 miles with haze.

REMARKS: Nil contrails; nil icing. Winds enroute were generally 280-320° 20-30 knots from 10-15000'. Target winds at 15000' 300-310° 25-30 knots. Temperatures: 15000' -8°, 16000' -10°, 17000' -12°.

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

Location of enemy tanks and guns in woods ~~assigned~~ and will be along the edge of the woods.

BRIEFING NOTES (17 September 1944)

~~TARGET: Your Targets are designed to give ground support to the Allied Troops in that area. Most of the MPI's are on Gun Positions or other strong points. Your Bomb Load (Frag's) are indicative of troop concentrations in these areas as well as gun positions.~~

~~This Group has been assigned four MPI's which are very close to each other and bombing will be done by units of 6 aircraft each. Good bombing will certainly expedite the allied advances in this area and good formations are necessary to avoid bombing outside of the assigned areas.~~

~~29 other MPI's beside the 11 for 94th GBW (within 1st BD)~~

SECONDARIES: Secondary targets will only be the primaries which are assigned to other units of 1st Div.

LAST RESORTS: No target of Opportunity will be bombed.

FRIENDLY ACTIVITIES: ~~2nd Div attack same targets West of 1st BD (15 Gps) departing England one hour and 46 minutes after 94th GBW~~

3rd BD attacking North ^{and West} of 1st BD with ~~25 Gps~~ ^{420 a/c} departing England ~~at 76 minutes after 94th GBW.~~ ^{at same time.}

FIGHTER SUPPORT: COMPLETE AREA COVER.

EPIDIASCOPE: Show Flak Route: --4 known heavy guns--most remaining 3 light. Lead Bomb.

Special Instructions: K-20 Cameras----Formation pictures will be taken by all K-20 camera and particularly during the Bomb Run.

The #3 aircraft in the Lead Squadron of each box will take a picture at the I.P. two to three pictures of the bun to the target and two to three pictures of the M.P.I.

P/W--travel at night--no freight wagons--hide civilian clothes for recovery- Use native advice in Occupied countries about movement-General advic is to stay hidden-

Each Crew member should try to keep himself posted from day to day on the Allied Front lines.

1ST BD has requested that crews report battle damage on each mission and with accurate pinpoints where damage was sustained.

1. Between Base and IP
2. Between IP and Bombs Away
3. Between Bombs Away and Rally Point.
4. Between Rally Point and Return.

Don't forget Escape Aids, Empty Pockets and

DON'T MENTION THE TARGET OUT OF THIS ROOM.

ETR - ~~2032~~ 1113-

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

F-C-2

APO 557
14 September 1944

SUBJECT: Armament Malfunction Mission Report

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

1. Date of Mission: 13 September 1944.
2. No gun malfunction were reported.
3. The following turret malfunctions were reported:
 - a. Main solenoid in junction box burned out in flight on aircraft # 44-8033. This solenoid has been replaced.
4. No bombing equipment malfunctions were reported.
5. There were twenty-two (22) aircraft equipped with the all-electric bomb release system participating in the mission.

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

Capt Hart
Sgt Eng

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

D-M-4

15 September 1944.

SUBJECT: Crew Comments and Suggestions.

TO : COMMANDING OFFICER, AAF STA. 128, APO 557, US Army. (Thru Lt. Col. William C. Seawell.)

1. Lt. Walter K. Thomason, pilot A/C 8115, too rapid climb from 19,000 to 30,000 ft., difficult to hold formation. Threw High Box out of formation.

2. Louis P. Cairo, sergeant, TG A/C 1591, states that tail gun windows froze up so that it was impossible to see. Started freezing about 18,000 ft. 613
Sgt. Tony A. Agliata, ball turret gunner of same A/C, says there was no clock or oxygen blinker in the ball turret.

3. Lt. Thomas K. Hill, pilot A/C 1087, says that climb was too steep, suggests climb should be gradual and start earlier, forming at a higher altitude. In connection with this Lt. James A. Knost, pilot A/C 2595, says climb is not SOP speeds, that is, it is too stiff and should be sooner and more gradual. Lt. Roger C. Gibson, pilot A/C 9993, says that Lead climb too fast and he lost #1 engine, going into target. Lt. Laurel A. Turk, pilot A/C 1077, says pulling too much power on climb is very bad on engines (44 to 46 inches of mercury and 2500 RPM max.).

4. Lt. George W. Sombart, pilot A/C 1662, "Bad formation in Low and High Boxes. Low Element of Low Squadron had to move up to take 1, 2 and 3 positions in Low Squadron. Element Lead by Lt. Stegeman was excellent.

5. P/O Ralph S. Hayes, pilot and Lt. James A. Hobgood, CP A/C 7628, stated that Lead flew too fast today. High and Low Boxes strung out for a while all the way to the target. Could only catch up by pulling 24,000 RPM, and 40 inches of mercury.

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

3982

Low Box h A Wing

Combat Flight Leader Lt Fowler Date 13 Sept 44

Deputy Flight Leader Lt Hayes

615 SQDN

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

~~KONZE (FOWLER)~~

~~IY Q 1077~~

~~COOPER~~

~~SC IY R 6146~~

HAYES

SC A 7628

615 SQDN

KOCHEL

IY C 2468

614 SQDN

KOVACH

IW H 7869

Missing

CALLAWAY

IY G 1983

GRIMM

~~2674~~
IY M ~~ZEXX~~

CROIZER

IW F ~~7000~~ #1 Eng. *Delve*
SC-H 398
(612+4)

HAYES

IW M 8236

STEGEMAN

IY D 8125

~~SOMBART~~

~~IY P 8458~~

SCB 1662

TURK

~~IY E 8159~~

IY-A 1077

out with back; street.

SPARES

DAVES

IY L 7551

Spare Lead IN C 1081

LEAD BOX 94 "A" WING

Combat Flight Leader MAJ MAUPIN Date 15 Sept 41

Deputy Flight Leader LT GAS

10X500GP
1/10/40

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

CURRIE (MAUPIN)
 SC U 7947

KROST
 SC R 2393

GAS
 IW C 8033

612 SQDN

HILL
 SC K 1087

614 SQDN

LIEWICK
 IW S 6145

Failed to T.O.

GIBSON
 SC C 9993

BURNS
 SC O 7437

RUNDLELL
 IW Z 8330

WATTS
 IW O 7602

HOCKING
 SC L 7632

HARLAN
 SC M 7039

LAWRENCE
 SC S 7938

SPARES

BONNEY
 SC J 7790

SPARE LEAD PFF WISS SC E 8153
 GROUND SPARES ~~WISS~~
~~SC H 8230~~

~~WEATHERSHIP INL 0001~~

B-245
 B-345
 S 515

GAS - 2600

7

High 94th A Wing

Combat Flight Leader Lt Mannix

Date 13 Sept 44

Deputy Flight Leader Lt Nelson

613 SQDN

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

MANNIX

IN Y 7800

HOPLEY

IN Q 7831

NELSON

IN e ~~1081~~
2947

613 SQDN

614 SQDN

JETTER (HAVEY)

IN B 6132

SILVERSTEIN (HARB)

IW X 1865

DOUGLAS

IN J 1591

HANSON

IN T 7736

FILEMYR

IW G 7084

BRIGHT

IW A 7872

THOMASON

IN R 6113

HILLESTAD

IN D 8187

BUDD

IN F 6313

SPARES

ADAMS

IN N 6104

Missing

6

236 - #2 + 1 tach out

863 - #3 Eng rough at alt.

998 - #1 Eng #9 cyl blown:

931 - O.K.

872 - Overboost #1 - changing oil:

125 - O.K.

600 - #2 Eng, gen. changing oil
check AFCE

081 - Flight end. out - #1 Gen. out
oil Pres on #3 dropped to 20 lbs at alt.

398 - #3 carb air temp out, Fire in upper
tunnel #4 Eng vibrates badly, #4 cyl head
temp high

033 - Flight end. oil:

313 - #1 & 3 Run Rough at alt:
~~Overboost for 5 min.~~

462 - O.K.