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JACKSON M. PHIPPS,

Captain, Air Corps,

Adjutant.

REPORT OF OPERATIONAL DAY

*MISSION NO. 147
25TH. SEPTEMBER, 1944*

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

MISSION NO. 147

To: FRANKFURT, GERMANY

401ST BOMBARDMENT GROUP (H)
R E P O R T O F O P E R A T I O N A L
D A Y
MISSION SUMMARY REPORT

MISSION # 147

Date 25 September 1944

ASSIGNMENT

1. Assigned Target: FRANKFURT, GERMANY
2. Commitments: The 401st furnished the complete 36 A/C 94th "C" CBW, two PFF A/C were included in the lead box and 1 PFF A/C in the low and high box. One spare accompanied the lead and high boxes.

EXECUTION

1. Target Bombed: FRANKFURT, GERMANY
2. a. Wing Leader: Major J. W. MAUPIN (Carns)
 - Lead Navigator: 1st Lt. D. B. LIGON (Howard-"Mickey")
 - Lead Bombardier: 1st Lt. M. J. WIEGLER
 - Deputy Wing Leader: 1st Lt. U. L. OAS
 - Lead Navigator: 2nd Lt. W. H. GREEN (Winograd-"Mickey")
 - Lead Bombardier: 2nd Lt. W. M. MENCOW
 - b. Low Box Leader: 1st Lt. W. M. HEENAN
 - Lead Navigator: 2nd Lt. J. M. KANE (Chaffey-"Mickey")
 - Lead Bombardier: 2nd Lt. R. C. BROCK
 - c. High Box Leader: 1st Lt. R. M. FOWLER (Lockhart)
 - Lead Navigator: 1st Lt. R. L. GRILLEY (Strong-"Mickey")
 - Lead Bombardier: 1st Lt. G. R. LEWIS
3. Flight Over England:
 - a. Takeoff: Takeoff was normal and without incident, three boxes plus two spares taking off.
 - b. Group and Wing Assemblies: Wing assembly was made at 1000' lower than briefed because of status cloud layer. However, assembly was made good and Cottesmore buncher departed on time and on course.

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

- c. Route Over England: Except for some long turns at control points the course and timings over England were approximately as briefed. Coast was departed on time, on course with a full Wing. There were no aircraft returning early.

4. Attack:

- a. Flight to Target: The route to the IP was about as briefed. However, "B" Wing followed "C" Wing to target because of navigational difficulties of "B" Wing. Just before reaching the IP the PFF equipment of the lead ship went out. The deputy was instructed to take over. The deputy "Mickey" operator located the IP and the turn towards the target was made satisfactorily - on time, on course.
- b. Bombing Run:
- Lead Box: Pin Pointing was impossible due to 10/10ths coverage. The bombsight was not clutched in as the PFF operator was having trouble with his set. The release point was determined by Mickey and bombs were away at a heading of 95° true.
- Low Box: Drift correction of the Mickey would have turned us into another Wing. Therefore, we followed the lead and dropped on their smoke bomb.
- High Box: Target faded out of Mickey scope and could not be satisfactorily regained. Was intending dropping on lead smoke bombs and they did not drop. Therefore wing which was just off our left wing area, had dropped smoke bombs which we came up on and being in the center of the flak area, which was of barrage type, we dropped our bombs.
- c. Flight from Target: A long turn was made after the target, partly because of flak, but the route out was picked up in satisfactory manner, just a few minutes late. The wing had difficulty staying on course because of crowding of other formations. It was forced considerably south of course over Belgium but managed to depart the coast approximately at the briefed point.
- d. Return to Base: The English coast was entered a little south of course because of weather, and the formation came home at about 2000'. All aircraft landed safely at home base.
- e. Weather: Weather was described as 5/10-8/10ths cumulus over channel enroute to target, becoming solid as continent was reached. 10/10 at target area, with bulging cumulus to 10,000 feet.
- f. Fighter Support: Fighter support was generally excellent, but was not needed.
- g. Conclusions and Recommendations: None.

MISSION SUMMARY REPORT (Cont)

5. Aircraft Not Attacking:

All aircraft attacked.

6. Enemy Opposition: Nor air opposition. (See Flak Report for Flak)

7. Battle Damage: None

8. Casualties: None

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

10. Bombing Data:

a. Disposition of Bombs:

Lead Box: All the 12 A/C E.E.T. attacked the primary. Two A/C dropped 20 parcels of leaflets while the remaining 10 A/C dropped 99 Bradock Projects F/C Incend. Fillers. The spare A/C returned 10 Bradock Bombs to base.

Low Box: All the 12 A/C E.E.T. attacked the primary. Two A/C Dropped 20 parcels of leaflets and 10 A/C dropped 100 Bradock Bombs.

High Box: All the 12 A/C E.E.T. attacked the primary. One A/C dropped 10 parcels of leaflets and 11 A/C dropped 105 Bradock Bombs. 5 Bradock bombs were returned because of release trouble. The spare returned 10 Bradock Bombs to base.

b. Observations: Results were unobserved.

c. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs				
	Over Target	Bomb- ing	Num- ber	Size	Type	Fusing Nose	Tail
Main Bombfall	36	36	304	Bradock Bombs		-	-
			50	Leaflets bombs			
Othet Attacks	-	-	-	-	-	-	-
Total Bombs on Target			304	Bradock Bombs		-	-
			50	Leaflet Bombs		-	-
Other Expenditures			-	-		-	-
Bombs Returned			25	Bradock Bombs		-	-
Total (Loaded on A/C Taking Off)			329	Bradock Bombs			
			50	Leaflets Bombs			

11. Lost Aircraft: None

Submitted by:

KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer

"BRADDOCK
BOMBS"
ON
FRANKFURT



(SAV-401C/639-1 X25-9-4+X6145-7-24900XFRANKFURT)
CONF.

EASTMAN REGULAR SAFETY

EASTMAN

DECLASSIFIED PER NND 245005
BY ASD, NARA DATE 1/22/11

STATISTICAL SUMMARY OF OPERATIONS

401st Group

1st BD F. O. 503

Date of 25 Sept 1944

	LEAD		HIGH		LOW	PFF
		PFF - GH		PFF - GH		
1. No. of A/C Failing to Take Off	-	-	-	-	-	-
2. No. of A/C Airborne	11	2	12	1	11	1
3. No. of A/C Airborne Less Spares	10	2	11	1	11	1
4. No. of A/C Serties	10	2	11	1	11	1
5. No. of A/C Attacking	10	2	11	1	11	1
6. No. of A/C Not Attacking	-	-	-	-	-	-
(a) Early Returns Included						
7. Name of Primary Target	FRANKFURT, GERMANY					
(a) No of A/C Attacking	10	2	11	1	11	1
(b) No., Size & type of bombs	80 20 Leaflets	19 Braddock Braddock	90 20 Leaflets	10 Braddock	95 10 Leaflets	10 Bk.
8. Name of Secondary Target						
(a) No of A/C Attacking						
(b) No., Size & type of Bombs						
9. Name of Last Resort Target						
(a) No. of A/C Attacking						
(b) No., Size & type of Bombs						
10. Name of Target of Opportunity						
(a) No. of A/C Attacking						
(b) No., Size, & type of Bombs						
11. Name of Target Opportunity						
(a) No. of A/C Attacking						
(b) No., Size & type of Bomb						
12. No of A/C Lost - TOTAL						
13. - to Flak						
14. - to Flak & E/A						
15. - to Enemy A/C						
16. - to Accident						
17. - to Unknown						

STAT SUMMARY (Cont'd)

	LEAD	HIGH	LOW
18. Time of Takeoff	0715	0717	0714
19. Time of Attack	1045	1041	1045
20. Average Time of Flight	7.1	7.2	7.0
21. Altitude of Release	25,427	27,150	24,900
22. Visual or PFF	PFF	PFF	PFF
23. Enemy Resistance - AA Int.&ACC.	Mod - Inacc	Mod - Inacc	Mod - Inacc
24. - Fighters	-	-	-
25. - Bombers	-	-	-
26. U.S. A/C Engaged by Enemy A/C	-	-	-
27. Degree of Success	UNOBSERVED	UNOBSERVED	UNOBSERVED

PFF A/C Borrowed from Groups as follows:

NONE

PFF A/C Lended to Groups as Follows:

NONE

NOTES:

NONE

Lead Box

Combat Flight Leader Major Maupin Date 25 Sept 44

Deputy Flight Leader Lt Oas

401st LEAD BOX,
ON TAKEOFF,
CRUISE &
OVER TARGET

612 SQDN

- 612 SC JAB/NOCK
- 613 IN MACRO
- 614 IW GOLFCLUB
- 615 IY BUZZARD

CARRIS (MAUPIN)

PFF 7600 (flew in deputy position
over target)

LUDEMAN

7628

OAS

PFF

7636

(Took over &
flew lead over
target)

612 SQDN

614 SQDN

AIKEN

SC J 7790

SILVERSTEIN

IW B 7151

BONBY

SC D 6992

BURGE

SC K 1087

HUBBELL

IW F 7395

GROZIER

IW M 8236

MAXWELL

SC H 2398

COX

SC B 1662

CROMER

SC M 7039

SPARES

GIBSON

SC C 9993 Returned.

LOW BOX

Combat Flight Leader Lt Heenan Date 25 Sept 44

Deputy Flight Leader Lt Schaumann

401st Low Box
Takeoff and cruise
and over target.

615SQDN

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

HEENAN

IW C 8033

DAVES

SCHAUMMAN

IY G 1983

IY N 8159

615SQDN

614SQDN

STREHEMAN

LEWICK

IY D 8125

IW S 6145

UDY

GRIMM

JAMES

RUNDELL

IY A 1077

IY R 6146

IW D 8452

IW J 2659

SULLIVAN

IY J 7113

TIRK

BOMBART

IY F 7664

IY B 1730

SPARES

HIGH BOX

Combat Flight Leader Lt Fowler Date 25 Sept 44

Deputy Flight Leader Lt Baker

613
SQDN

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

401st High Box
On Takeoff and Cruise
Over Target.

LOGGART(FOWLER)

SC Q 8155

HANSON

IN T 7736

BAKER

IN J 1591

615
SQDN

BUDD

IN P 6313

614
SQDN

UTTER

IW Z 8330

DOUGLAS

IN U 7706

JENNINGS

IN A 8160

MORTON

IW O 7602

BREWSTER

IW H 6464

CARSON

IN D 8187

HILLESTEAD

IN R 6113

HOPLEY

IN P 7009

SPARES

MC GOLIRICK

~~IN B 6132~~ Returned.



HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER25 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 1417 hours.b. Group formed at 0833 hours at 10,000 feet.c. Formed CBW at 0916 hours at 17,000 feet.d. Began climb at 0851 hours; reached alt. at 0955 hours.

e. Weather encountered over England:

(1) Clouds 5 / 10th - Visability 10 miles.(2) Wind at altitude 340 degrees, 43 Knots. @ 16500f. Means of navigation over England. Pilotage, aided by D.R. and Geeg. Means of checking Metro Winds Gee, PFFh. Joined task force at 0916 hrs. at 52-20N 01-42E
(Splasher, City, Coord.)i. English Coast out at 0916 hrs.; Enemy Coast in at 0935 hrs.

j. Fighter Rendezvous:

(1) Going in _____ hrs.

(2) Coming back _____ hrs.

k. Wind used for bombing:

(1) 330 degrees, 58 Knots.(2) Determined by Gee
(Method)

l. Bomb run and Method of Target Identifications:

(1) Reached IP at 1030 hrs.(2) Mag. heading over target 118 degrees.(3) Altitude over target 25800 feet.(4) Bombs away at 1045 hrs.(5) Method of target identification and weather over target:
PFF, 10/10ths clouds

m. Gee:

(1) Coordinates of furthest fix 49-50 N. 06-18 E.(2) Obtained at 1145 hours.

n. Difficulties encountered with special equipment.

PFF failure. Deputy lead took over during bomb run. Bombed
49-59N 09-09E.COMMENTS: Forced off course on withdrawal by other
wings. Entered Eng. coast south of course
due to weather. High box bombed primary at 1041 on M.H.
121./S/ Delbert B Ligon
DELBERT B. LIGON
SIGNATURE 1st Lt., A. C.
Lead Nav., Lead Box

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER25 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 0714 hours; Land at 1430 hours.b. Group formed at 0833 hours at 9000 feet.c. Formed CBW at 0833 hours at 9000 feet.d. Began climb at 0833 hours; reached alt. at 1011 hours.

e. Weather encountered over England:

(1) Clouds 2 / 10th - Visibility 10 miles.(2) Wind at altitude 295 degrees, 60 Knots.f. Means of navigation over England, Pilotage.g. Means of checking Metro Winds FFF.h. Joined task force at 0915 hrs. at Southwold
(Splasher, City, Coord.)i. English Coast out at 0918 hrs.; Enemy Coast in at 0934 hrs.

j. Fighter Rendezvous:

(1) Going in _____ hrs.

(2) Coming back _____ hrs.

k. Wind used for bombing:

(1) 295 degrees, 60 Knots.(2) Determined by FFF
(Method)

l. Bomb run and Method of Target Identifications:

(1) Reached IP at _____ hrs.

(2) Mag. heading over target 110 degrees.(3) Altitude over target 25000 feet.(4) Bombs away at 1045 hrs.(5) Method of target identification and weather over target:
FFF, 10/10ths

m. Gee:

(1) Coordinates of furthest fix _____ N. _____ E.

(2) Obtained at _____ hours.

n. Difficulties encountered with special equipment.

Gee out entirely

COMMENTS:

/S/ James M. Kane

JAMES M. KANE
1st Lt., A. C.

SIGNATURE Lead Nav., Low Box

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER25 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 0717 hours; Land at 1148 hours.b. Group formed at 0833 hours at 11800 feet.c. Formed CBW at 0833 hours at 11800 feet.d. Began climb at 0811 hours; reached alt. at 0958 hours.

e. Weather encountered over England:

(1) Clouds 5 / 10th - Visibility 10 miles.(2) Wind at altitude 338 degrees, 57 Knots.f. Means of navigation over England. Gee, bombsight, pilotage, D.R.g. Means of checking Metro Winds Gee, mickey bombsighth. Joined task force at 0914 hrs. at Southwold
(Splasher, City, Coord.)i. English Coast out at 0914 hrs.; Enemy Coast in at 0934 hrs.

j. Fighter Rendezvous:

(1) Going in _____ hrs.

(2) Coming back _____ hrs.

k. Wind used for bombing:

(1) 333 degrees, 57 Knots.(2) Determined by Bombsight
(Method)

l. Bomb run and Method of Target Identifications:

Did not actually reach IP, began Bomb run at 1036

(1) Reached IP at _____ hrs.

(2) Mag. heading over target 121 degrees.(3) Altitude over target 27000 feet.(4) Bombs away at 1041 hrs.

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

10/10ths. Mickey and flak barrage

m. Gee:

(1) Coordinates of furthest fix 50-14 1/2 N- 04-20 E.(2) Obtained at 1215 hours.

n. Difficulties encountered with special equipment.

COMMENTS:

/s/Robert L. Grilley
ROBERT L. GRILLEY
1st Lt., A. C.SIGNATURE Lead Navigator, High Box

Air Commander - Major Haupt

FLIGHT PLAN

PILOT Lt. Carns

NAVIGATOR Lt. D. L. Ligon

DATE 25 September 1944

STATIONS	0550	ENGINES	0850	TAXI	0705	T.O.	0720
LEAVE-BASE	COTTESMORE 0813						
COAST OUT	0916						
ENEMY COAST	0938						
I.P.	1030						
TARGET	1039						
ENEMY COAST	1244						
ENGLISH COAST	1318						
ENL	1357						

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

Zero Hr - 0900
 of Alt - 20000
 Bomb Alt - 26000
 Oxygen 3:45
 Enemy Territory 1:20
 Division Assembly - S. 11 to 51-15 03-008
 Gaining
 Losing
 G.S.W. Interval - 2 min.

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

FROM TO	W/V UESD	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRIFT	TRUE HDNG.	VAR.	MAG. HDNG.	C. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA				
														TIME	BODY	ALT.	AZI.	
Cottesmore base		11000		153									0833					
52-44N 00-39W	340/32	11000	150	153	097	-11	86	10	96	265	30	11	0844					
Habeck (A)																		
52-40N 00-10W	340/34	13000	150	155	097	-11	26	10	36	134	19	109	0854					
Sea Montserrat (B)																		
52-50N 00-29W	340/38	15000	150	160	096	-12	86	10	94	174	33	111	0902					
52-52N 01-24W (C)	340/43	17000	150	166	162	0	162	10	172	209	34	110	0916					
Southold (D)																		
52-20N 02-12W	340/52	21000	150	175	143	-5	138	9	147	225	81	122	0938					
51-15N 03-00W	340/76	25000	150	187	123	-14	109	8	117	242	76	119	0958					
50-11N 07-39W	270/61	26000	150	198	102	4	106	7	113	254	113	127	1025					
50-24N 07-53W	340/61	26000	150	198	041	-11	30	6	36	242	17	101	1030					
50-07N 08-44W		26000	150	198	116	10	126	6	132	242	37	109	1039					
50-21N 08-18W	340/59	23500	170	218	011	-14	357	6	003	231	14	104	1044					
50-30N 08-30W	340/57	20500	170	210	312	-13	299	6	105	170	15	106	1051					
50-08N 07-33W	340/55	20000	150	178	230	11	241	6	247	133	47	121	1113					
49-55N 06-30W	270/55	20000			262	12	264	7	271	123	35	118	1131					
50-04N 04-12W	270/52	15000	170	194	298	5	322	7	327	145	24	110	1209					
51-15N 03-00W	340/40	15000	150	164	303	18	311	8	319	131	76	35	1244					
Southold	340/30	5000	170	172	323	13	326	9	335	143	81	34	1318					
Southold	340/23	2000	153	142	277	18	285	10	295	130	84	39	1357					
Southold	340/26	0 to 17000	150	142	97	-9	88	10	98	151	84	34	0832					
Cott - S. Hold	340/38	11 to 21	150	161	106	-11	095	10	101	188	87	30	0816	0816	113 min.			
Cott - 51-15N 03-00W	340/43	11 to 21	150	164	123	-9		10	197	162	43	43	0850	0858	117 min.			

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	I.A.S. MPH. /K	HEIGHT & AIR TEMP.	T. A.S.	RUN		G. S.	TO RUN		E.T.A.	
										DIST.	TIME		DIST.	TIME		
Letdown	Cottesmore				Chart - 2 min before IP for 13 min. See - L. Eye - R. Quincy Thermal Jefferson on Grade A entire mission. VHF - south - Daisy June abandon mission - Sugar and spice. C/S - A, B, C - Hot mint dog. Spares - Belgian coast Emergency airbase - Framlingham 52-12N 01-24E VHF (1) assistance (2) Reporting check point, without receipt. (3) Emergency.											
0715					Take Off											
0730			20	30	Over Cottesmore (Y)		150	4000								
0745	340/35		155	165	Circling Cottesmore		150	11000								
0800			120	130	Letdown 1000 on account fo clouds		150	10000	152							
0815			350	0	Circling Cottesmore		150	10000	152							
0833	96	340/32	86	96	Leaving Cottesmore on course		150	10000	152				165	30	11	0844
0842	37		26	36	At pt. A, 3 left of course. Begin climb		150	12000					134	19	9	0951
0851	96	340/40			At pt. B on course, 3 min early		150	13500					174	31	11	0908

FLIGHT RECORD

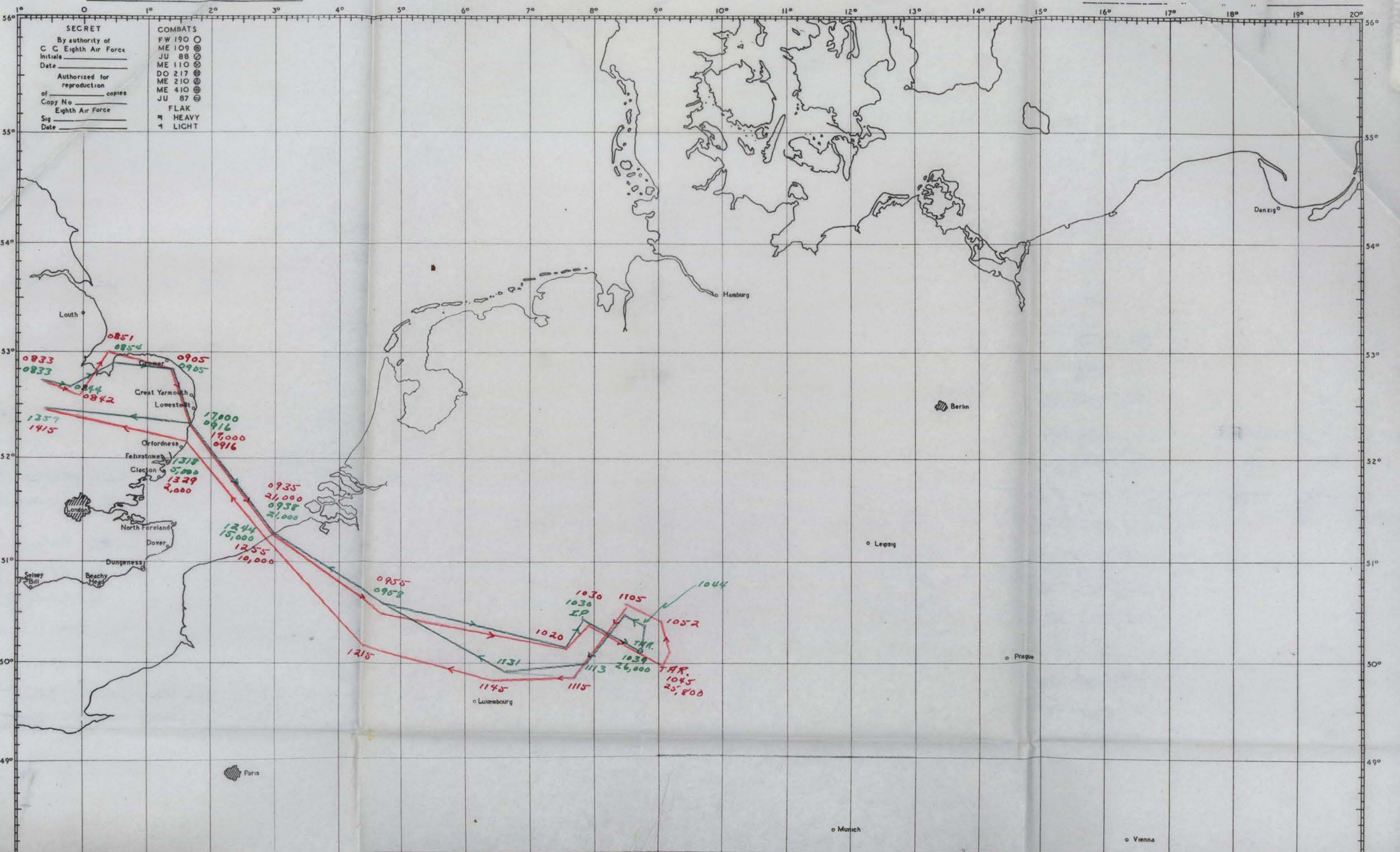
TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNC.	MAG. HDNC.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS. MPH. /K	HEIGHT & AIR TEMP	T.A.S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
0905	162	340/43	170	180	Spl. #6, Pt. "C"		150 -10	16500	170			209	34	10	0915
0916	143		138	148	Leaving English Coast 3 rd N. of course		150 -10	17000				225	81	22	0938
0922	143		140	150	G. fix 51-52N 02-05E		150 -10	18500	175						
0935	123	301/60	150	140	Entering enemy coast, on course 51-15N 03-00E		150 -10	21000	175	38	13	242	76	19	0954
0940	123	332/50	140	139	D.R. 51-04N 03-15E, 5 mi. S. of course		150 -10	22000	187			196	62	19	0959
0955	123		110	118	D.R. 50-23N 04-45E, 9 mi. S. course		150 -10	26000	202			238	111	28	1023
1006	123	330/58	110	118	D.R. 50-20N 05-25E, 8 mi. south		150 -10	26000	202			244	83	20	1026
1020	123	330/58	100	108	DR 50-10N 07-25E		150 -10	26000	202	102	25	244	18	5	1025
1023	41		50	56	D.R. 50-09N 07-40E		150 -10	25800	202						
1030	116	330/58	80	88	I. P.		150 -10	25800	202			230	37	10	1040
1045		330/58	112	118	BOMBS AWAY . Primary. Unobserved		150 -10	25800	202		15	250	14	3	1048
1046			35	41	D.R. 50-12N 08-50E		150 -10	26000	202			186	12	4	1050
1052	312		325	331	D.R. 50-20N 09-00E		150 -10	25900	202	19	8	144			
1105	230		245	251	D.R. 50-34N 08-34E		150 -10	23000	182						
1115	230		250	257	D.R. 50-08N 07-45E		150 -10	21000	182			188	10	3	1118
1126	298	307/50	310	318	D.R. 49-58N 07-10E		150 -10	21000	182	24	11	130	85	40	1206
1145			330	228	G. fix 49-50N 06-18E		150 -10	21000	182						
1145			320	228	D.R. 50-15N 05-41E		150 -10	21000	182	41	19	130	45	21	1206
1200	298	307/50	330	338	G. fix 49-57N 05-35E		150 -10	20000	182						
1210	311		300	308	G. fix 50-08N 05-00E		150 -10	16000	164						
1215			330	338	50-15N 04-21E		150 -10	15000	164	26	35	145	78	32	1247
1230	340x		340	348	50-28N 03-50E		150 -10	11000	150			145	58	24	1254
1240	323		340	349	G fix 50-57N 03-23E		150 -10	10000	150			130	24	11	1251
1255	323	340/35	326	335	Enemy Coast out at 51-14N 02-53E		150 -10	10000	150	57	25	136	81	35	1330
1315	323		330	339	G. fix 51-43N 02-00E		150 -10	4000	137	45	20	136	40	18	1333
1329		340/23	300	310	English coast in at 52-15N 01-17E		150 -10	2000	142			130	87	40	1409
1345			320	330	On course to benchor Y		150 -10	2000	142						
1400		340/23	320	330	Fix 52-28N 00-17E		150 -10	2000	134			112	28	15	1415
1411			320	330	Kings Cliff		150 -10	2000							
1412			235	245	Turning to base		150 -10	2000							
1415			235	245	Base		150 -10	2000							
1417					Landed										

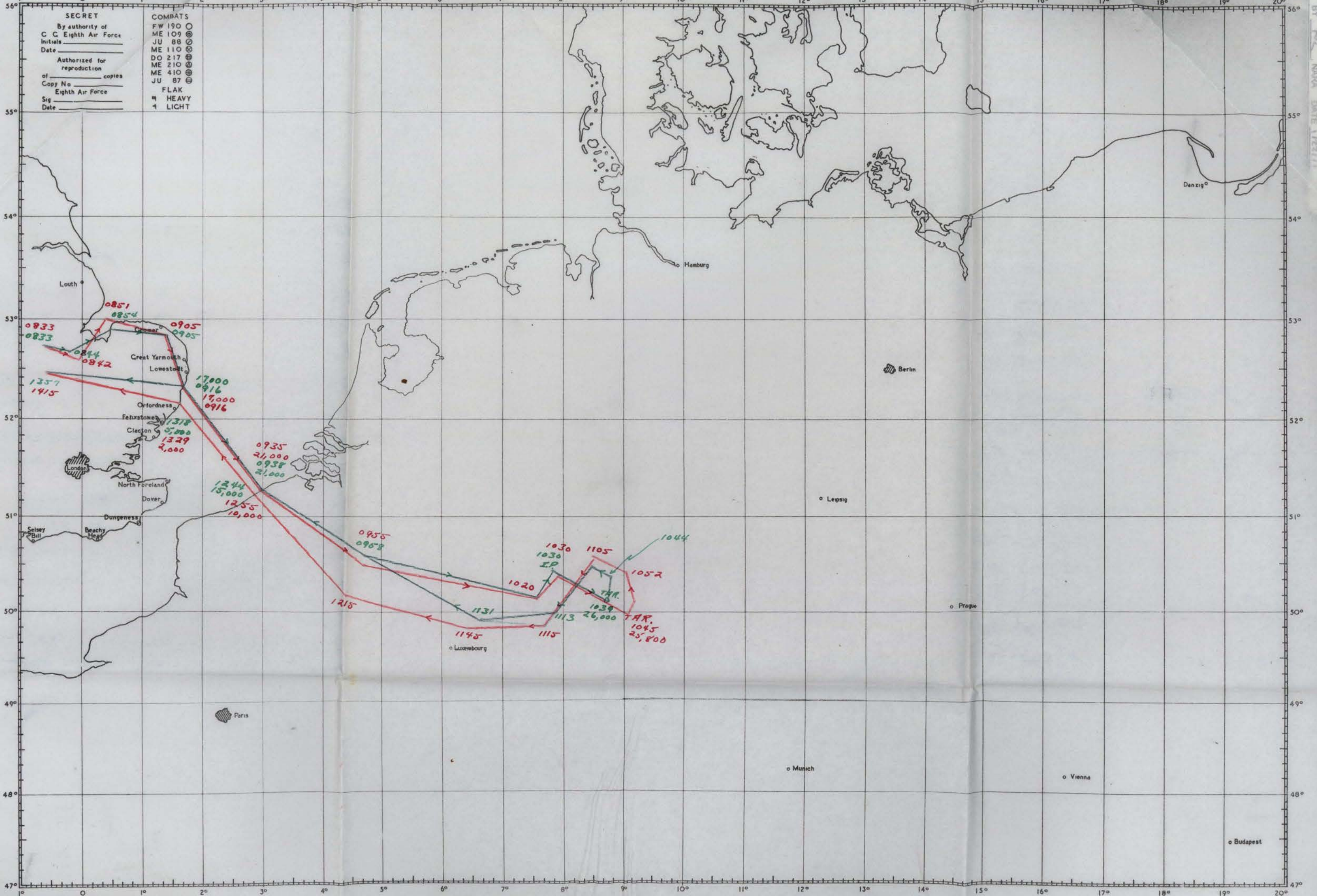
TRACK CHART

DATE *Sept. 25-44*

TARGETS
PRIMARY Frankfurt, Germany

Green ROUTE FOLLOWED BY *Briefed Course*
Red ROUTE FOLLOWED BY *101st B. (A)*



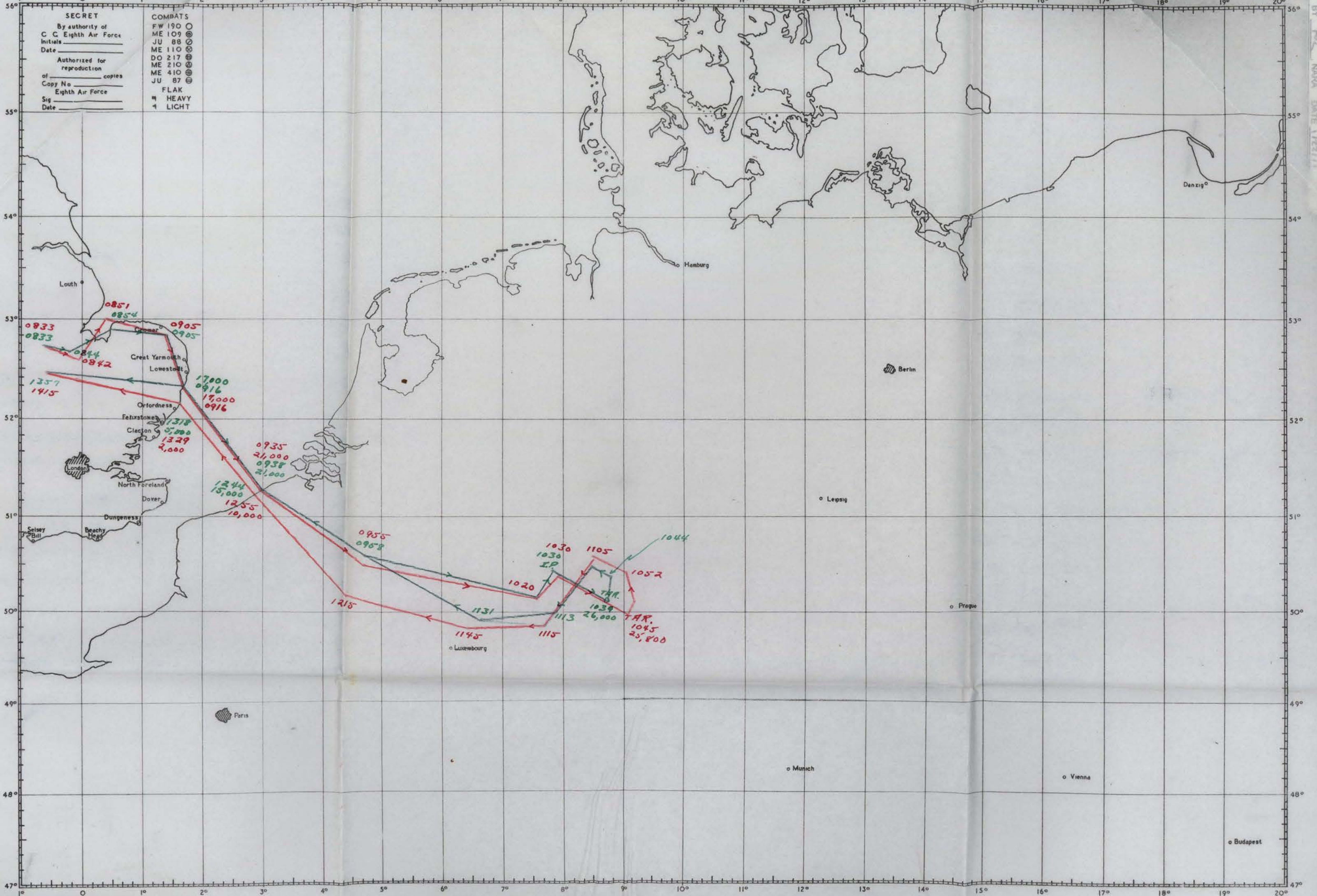
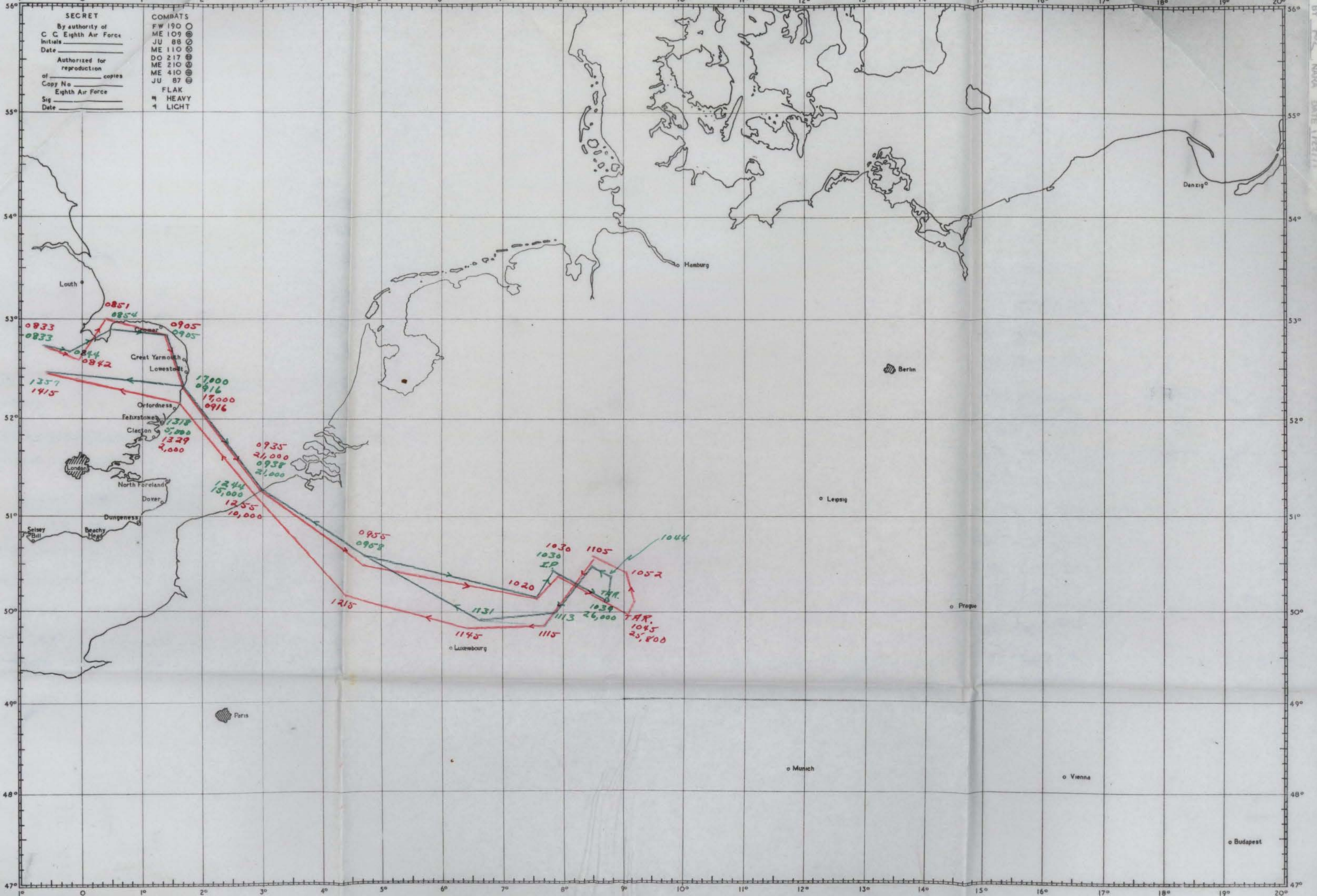


SECRET

By authority of
C C Eighth Air Force
Initials _____
Date _____
Authorized for
reproduction
of _____ copies
Copy No _____
Eighth Air Force
Sig _____
Date _____

COMBATS

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

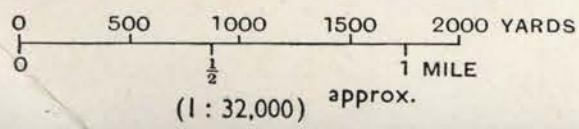


Target No.
6 (d) (vi) 67

RAILWAY MARSHALLING YARD,
Etc.

FRANKFURT a. M.
(GERMANY)

Illustration No.
6 (d) (vi) 67/6



Photographed 1942-1943

PRIMARY
Issued March 1944

- A. RAILWAY MARSHALLING YARD.
- B. RAILWAY WORKSHOPS.
- C. GOODS STATION.



A.I.3c (1)

TYPE A

Illustration No.
6 (d) (vi) 67/6

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

LEAD BOX
COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Mencew DATE 25 Sept 1944
 PILOT Lt. Oas TAKE OFF 0715
 NAVIGATOR Lt. Green AIRPLANE _____
 WING 94 C GROUP 401st SQDN 615th LANDED 1417
 OBJECTIVE Frankfurt, 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: 1 A/C

BOMBS, TYPES AND SIZES Bradock, "Bombs" FUSING: NOSE _____ TAIL _____

BOMBS, TYPES AND SIZES Leaflet "Bombs" FUSING: NOSE _____ TAIL _____

NUMBER OF BOMBS LOADED 99 Bradock "Bombs" RELEASED 99 Bradock "
20 Leaflet Bombs 20 Leaflet

INFORMATION AT RELEASE POINT:

Altitude of Target <u>300</u>	Temp Aloft: Metro <u>-38</u> Actual <u>-39</u>
True Altitude above target <u>25427</u>	Mag Head, order <u>133</u> Actual <u>118</u>
Ind. Altitude <u>25800</u>	True Heading <u>112</u>
Pressure alt of target <u>143</u>	Drift, Est <u>11L</u> Actual <u>---</u>
Altimeter setting <u>29.92</u>	True Track <u>--</u>
C.I.A.S. <u>150</u> I.A.S. <u>150</u>	Actual Range <u>17192</u>
G.S. Est <u>280</u> Actual <u>280</u>	B.S.Type <u>M-9</u>
Wind Direc Metro <u>260</u> Actual <u>330</u>	Time of Release <u>1045</u>
Wind Veloc. Metro <u>70</u> Actual <u>65</u>	Intervalometer Setting <u>200ft</u>
D.S. <u>121</u> Trail <u>111</u> ATF <u>48.78</u>	Length of Bombing Run <u>4min</u>
Tan. D.A. Est <u>.66</u> Actual <u>---</u>	C-1 Pilot <u>Yes</u> A-5 _____
Mean Temp: Metro <u>-13</u> Actual <u>-14</u>	Manual Pilot _____
Type of Release: Lead A/C <u>Salvo</u>	Type of Release: Other A/C <u>200ft</u>

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

LOW BOX
 COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Brock DATE 25 Sept 1944
 PILOT Lt. Heenan TAKE OFF 0717
 NAVIGATOR Lt. Kane AIRPLANE _____
 WING 94 C GROUP 401st SQDN 615th LANDED 1450
 OBJECTIVE Frankfurt, Germany (MPI) _____

METHOD OF ATTACK 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: 1 A/C

BOMBS, TYPES AND SIZES Bradock, "Bombs" FUSING: NOSE _____ TAIL _____

BOMBS, TYPES AND SIZES Leaflet "Bombs" FUSING: NOSE _____ TAIL _____

NUMBER OF BOMBS LOADED 100 Bradock bombs RELEASED 100 Bradock
20 Leaflet bombs 20 Leaflet

INFORMATION AT RELEASE POINT:

Altitude of Target <u>300</u>	Temp Aloft: Metro <u>-30</u> Actual <u>-30</u>
True Altitude above target <u>24900</u>	Mag Head, order <u>133</u> Actual <u>110</u>
Ind. Altitude <u>25000</u>	True Heading <u>104</u>
Pressure alt of target <u>143</u>	Drift, Est <u>111</u> Actual _____
Altimeter setting <u>29.92</u>	True Track _____
C.I.A.S. <u>150</u> I.A.S. <u>150</u>	Actual Range <u>17285</u>
G.S. Est <u>280</u> Actual <u>300</u>	B.S. Type <u>M-9</u>
Wind Direc Metro <u>260</u> Actual <u>285</u>	Time of Release <u>1045</u>
Wind Veloc. Metro <u>70</u> Actual <u>60</u>	Intervalometer Setting <u>200ft</u>
D.S <u>123</u> Trail <u>111</u> ATF <u>48.06</u>	Length of Bombing Run <u>4min</u>
Tan. D.A. Est <u>.65</u> Actual <u>--</u>	C-1 Pilot <u>Yes</u> A-5 _____
Mean Temp: Metro <u>-13</u> Actual <u>-6</u>	Manual Pilot _____
Type of Release: Lead A/C <u>Salvo</u>	Type of Release: Other A/C <u>200ft</u>

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

HIGH BOX
COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Lewis DATE 25 Sept 1944

PILOT Capt Lockhart TAKE OFF 0717

NAVIGATOR Lt. Grilley AIRPLANE _____

WING 94 C GROUP 401st SQDN 613 LANDED 1443^{1/2}

OBJECTIVE Frankfurt, 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: 1 A/C

BOMBS, TYPES AND SIZES Bradock "Bombs" FUSING: NOSE _____ TAIL _____

BOMBS, TYPES AND SIZES Leaflet "Bombs" FUSING: NOSE _____ TAIL _____

NUMBER OF BOMBS LOADED 110 Bradock bombs 10 Leaflet bombs RELEASED 105 Bradock 10 Leaflet

INFORMATION AT RELEASE POINT:

Altitude of Target 300 Temp Aloft: Metro -38 Actual -35

True Altitude above target 27150 Mag Head, order 133 Actual 121

Ind. Altitude 27000 True Heading 115

Pressure alt of target 143 Drift, Est 11L Actual _____

Altimeter setting 29.92 True Track _____

C.I.A.S. 150 I.A.S. 150 Actual Range 17147

G.S. Est 280 Actual 280 B.S. Type M-9

Wind Direc Metro 260 Actual 338 Time of Release 1041

Wind Veloc. Metro 70 Actual 62 Intervalometer Setting 200ft

D.S. 117 Trail 111 ATF 49.50 Length of Bombing Run 5min

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

Mean Temp: Metro -13 Actual -12 Manual Pilot _____

Type of Release: Lead A/C Salvo Type of Release: Other A/C 200ft

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

J-A-5

Reference Field Order 503.

25 SEPTEMBER 1944

SUBJECT: Communications Report, Operational Mission No 147.

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>18</u>
to other A/C	<u>∅</u>	Fixed Beacons	<u>∅</u>
2. HF/DF Bearings	<u>∅</u>	Bunchers	<u>33</u>
3. MF/DF Fixes	<u>∅</u>	6. Total A/C using Gee	<u>36</u>
4. Distress Action	<u>∅</u>	Maximum Fix	<u>4954N-0650E</u>

SECTION TWO - REPORTED EQUIPMENT DEFICIENCIES

1. Liaison	<u>1</u>	5. Interphone	<u>1</u>
2. Command	<u>∅</u>	6. Gee	<u>∅</u>
3. VHF	<u>∅</u>	7. IFF	<u>∅</u>
4. Compass	<u>∅</u>	8. Others, H2X	<u>1</u>

SECTION THREE - REMARKS

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

S E C R E T

Report on A.A. Gunfire.

BOMBARDMENT GROUP (H)

~~491st~~

Assigned Frankfurt Date of Mission 25 Sept: 44
 Target: Bomed Frankfurt

Route as Flown:-

0915 (Southwold) 0935 (5115-0300E) 1030 (5024-0750E)
TARGET - 1255 (5114-0255E)

Weather conditions: (a) At target 10/10
 (b) En route 8/10-8/10 Channel-10/10 Continent
 Were our A/C "Seen" or "Unseen" targets? (a) At target Unseen
 (b) En route Seen and Unseen
 Any condensation trails? . . . Yes

Description of Flak at Target, including METHOD OF FIRE CONTROL

Moderate but inaccurate for height and deflection. Crews report that in Group left target area flak became more intense. Was generally of barrage type.

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

None

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

Position of Group

94th "G" GBW

Details:-

Op	A/C over enemy territory	A/C Damaged	A/C lost to Flak	Time over Target	Time of Bombs away	Height	Axis of Attack	Bomb Run
Lead	12	0	0	1045	1045	25,800	112 T.	PFF
High	12	0	0	1041	1041	27,000	115 T.	"
Low	12	0	0	1045	1045	25,000	100 T.	"
ls	36	0	0					

Comments - Phenomena:-

Lt. P. R. Myers

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

D-E-2

25 Sept. 44

SUBJECT: Crew Comments and Suggestions.

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

1. Capt. Wallace S. Harb, Co-Pilot a/c 8053, reported that VHF security was violated by "Woodcraft A" during the entire mission. Capt. Harb said that "Woodcraft A" leader was apparently checking out an inexperienced deputy; at one point over the continent, in response to a question from the deputy, the leader gave his altitude as "27,000 feet" and immediately thereafter stated that his altitude was "base reference altitude plus 5,000 feet."
2. The crew of Lt. Charles H. Aiken, Pilot a/c 992, thought the run previous to bombs away reflected the fact that the Mickey operator was operating improperly.
3. Major Eric T. DeJonghere, in a/c 8153, reported that, on the way back from target, second division a/c flew across the first division's route, cutting out some combat wings.
4. Lt. Robert L. Grilley, Nav. a/c 8153, was of the opinion that chaff discharged by previous combat wing was directly responsible for the inaccurate flak encountered over the target area.
5. Several crews reported that the 160 pound containers, when dropped at bombs away, wobbled a great deal and a large proportion of the containers burst almost as soon as they left the a/c. Because of the size of the container and the comparatively light weight of the contents, the containers trailed dangerously. A particularly informative observation was that made by a crew Lt. George W. Seibert, pilot a/c 1750, who was flying number 5 in the low sq. of the low box, who observed that some of the containers cleared his a/c by less than 100 yards.
6. Lt. Roy H. Bonney, pilot a/c 6992, reported that his crew waited one hour for a truck to take them to interrogation. A/c 6992 was dispersed in dispersal area 14.
7. The crew of Lt. George S. Schaunaman, pilot a/c 9159, criticized breakfast, stating that powdered eggs were served cold.
8. The crews of Lt. Robert W. James, pilot a/c 8452, Lt. Richard S. Hubbel, pilot a/c 7395, and Lt. Raymond H. Hillestad, pilot a/c 6113, report that their A-3 bags have not reached them since they landed in England, and they are tired of flying with second hand equipment.
9. The crew of Lt. Robert W. James, pilot a/c 8452, state that they have never flown the same a/c twice (five missions) and would like to be assigned an a/c and equipment to become familiar with.

W. B. FRY
Major AC
Group S-2 Officer

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

F-A-1

AFPO 557
23 September 1944

SUBJECT: Abortive Report.

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

1. The following aircraft aborted from the mission of 22 September 1944 due to the reasons stated:

a. A/C #42-31087 returned early because of internal failure of No. 4 engine. This failure was evidenced by bent push rods on No. 7 cylinder. This was probably caused by a broken connecting rod on No. 7 piston.

b. A/C #42-97931 returned early because of internal failure of No. 3 engine. Parts of the compression rings were found in the sump. This failure was probably caused by overboost on some previous mission, since the pilot claimed no overboost was used on this flight.

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

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

F-A-1

APO 557
23 September 1944

SUBJECT: Armament Malfunction Mission Report.

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

1. Date of Mission: 22 September 1944.
2. No gun malfunctions were reported.
3. No turret malfunctions were reported.
4. The following bombing equipment malfunctions were reported:

a. A/C #43-38077 - Right side of bomb bay failed to release in train due to burned out selector relay in bombardier's compartment and bombs were salvoed. This relay has been replaced.

b. A/C #42-97487 - Four bombs hung on top stations. This A/C has been ground checked and racks operated in all positions.

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

LEAD BOX

6 500 p. 1/11 1/100
6 m 17's

Combat Flight Leader CAPT. KALINSKI Date 22 SEPT. 1944

Deputy Flight Leader LT. HASKETT

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

16-3
Engineering

~~GRANT~~ (KALINSKI)

IY H 7535

2400 gal.

~~SMITH~~

IY B 1730

~~HASKETT~~

~~IN C 8035~~

IY Q 8077

~~615~~ SQDN

~~614~~ SQDN

~~STANLEY~~

IY D 8125

~~BOND~~

IN M 3267

~~DAVIS~~

IY C 2463

~~OFF~~

IY F 7604

~~CROFT~~

IN G 7931

~~HOPKIN~~

IN D 8167

~~SULLIVAN~~

IY L 7551

~~COOPER~~

IY R 6145

~~GRUBB~~

IY S 2574

SPARES

~~MC RAY~~

IY X 1485

GROUND SPARES IN U 7706
~~IY N 8150~~



~~Spares IY 8077~~

Combat Flight Leader LT CARROLL Date 22-9-44

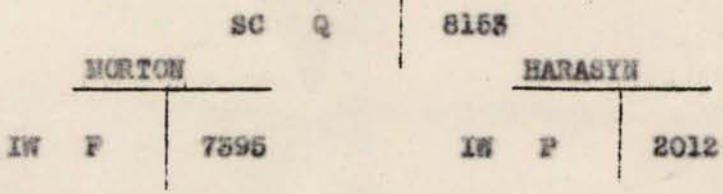
Deputy Flight Leader LT HARASYN

HIGH BOX

614th SQDN

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

CARROLL



614th SQDN

613th SQDN

KOVACH

JENNINGS

IW J 2659

IN A 8150

MAYS

HAYES

KECK

HANSON

IW C 7602

IW X 1863

IN F 6312

IW T 7736

BRIGHT

IW Q 7478

RUNDELL

CROZIER

IW S 6145

IW B 7151

SPARES

SISSON

IW Z 8330

Combat Flight Leader * MAJOR MAUPIN Date 22-9-44

Deputy Flight Leader LT SCHAUMAMAN

612th
SQDN

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

CARNS (MAUPIN)

LOW BOX

SC P 1891

BURGE

SCHAUMAMAN

SC A 7628

SC O 7487

612th
SQDN

BURNS

613th
SQDN

THOMASON

SC D 6992

IN R 6113

BOHREY

GIBSON

ARNIS

CARSON

SC J 7799

SC C 9993

IN B 6132

IN J 1591

HOCKING

IY N 159

SC L 7682

CROMER

MAXWELL

SC K 1087

SC H 2398

SPARES
JONES

SC M 7039

*21
elect
Rocks*

SECRET

BRIEFING NOTES

PRIMARY AND SECONDARY (PFF) TARGETS. Targets for today are the center of the great German industrial city of FRANKFURT. One of its principle features are the great MARSHALLING YARDS, which handle tremendous quantities of cars every twenty-four hour period. The Army has requested that these yards be destroyed. The urgency of this job is obvious, in view of the tactical-strategic importance of transport to the German defense of the Western Front. If the 37 wings sent out by the Eighth Air Force smash the marshalling yards at Koblenz, Frankfurt and Ludwigshaven as ordered, it should materially and quickly deteriorate the German logistical scheme.

LAST RESORT TARGET. German town of GIESSEN has been selected for all units. This target has an airfield, a branch ordnance depot and a marshalling yard although it is a mere dot on the map. Notice again, the accent on transport.

ROUTE AND FIGHTER SUPPORT:

12 CBW - 3 ² - on Koblenz
10-15 mi. S. (same time)

13 CBW - 2 ² - Koblenz
10-15 mi. N. (20 + gear)

3-5/2 -
1-51 - P/T -
1/2-5/2 - 1/2 380 - P/T.

EPIDIASCOPE PROCEDURE: Flak Map, then turn over to lead bombardier to show route from IP to Target, British Night Maps and Photos of Target Area.

LAST MINUTE INTELLIGENCE: No convoys expected.
All a/c will commence release of Chaff at 2 minutes before IP and will continue for 13 minutes.
360 units will be carried.
Five a/c are carrying nickles.

SPECIAL INSTRUCTIONS: PW, Forced Landings in neutral countries. (Note in Daily paper states that military personnel can get out of Switzerland over Franco-Swiss border.)

SECURITY
Parachute and escape equipment.

DON'T MENTION THIS OR ANY OTHER TARGET - ANYWHERE, ANYPLACE, ANYTIME!!!!!!!!!!!!

*Frankfurt
Koblenz
Ludwigshafen
3-5/2 -
1-51 - P/T -
1/2-5/2 - 1/2 380 - P/T.*

SECRET

111

Delaten only substance -

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

25 SEPT. 1944

L-O-A-D-I-N-G L-I-S-T

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
43-38160	P	1st Lt.	JENNINGS	WILLIAM	W.
	CP	F/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.	SELESKY	ISADORE	(NMI)
43-37736	P	1st Lt.	HANSON	ALBERT	L.
	CP	2nd Lt.	CRAYTOR	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.	IYALL	LESTER	D.
42-107009	P	2nd Lt.	HDFLEY	CHARLES	W.
	CP	2nd Lt.	GOETZ	FRANK	V. JR.
	N	2nd Lt.	Mac DONALD	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.	VAN PELT	HAROLD	G.
	WG	SGT.	ANDERSON	WAYNE	L.
44-6313	P	1st Lt.	BUDD	GLAYTON	R.
	CP	2nd Lt.	Mac LEOD	REGINALD	L.
	N	2nd Lt.	KLOTZ	BERNARD	L.
	B	S/SGT.	KISSACK	JOHN	D.
	RO	S/SGT.	SKALA	FRANKLIN	C.
	TT	S/SGT.	OLIVER	ERNEST	S.
	BT	S/SGT.	DESTROISMAISON	ARTHUR	(NMI)
	TG	S/SGT.	ROGEN	HARLAN	(NMI)
	WG	S/SGT.	MURRAY	DALE	S.
43-37706	P	2nd Lt.	DOUGLAS	LUTHER	A.
	CP	2nd Lt.	LITTLE	RICHARD	H.
	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.	Mc CRARY	LEON	A.
44-8153 PFF	P	1st Lt.	LOCKHART	RUSSELL	R.
	CP	1st Lt.	FOWLER	RUSSELL	M.
	AC	MAJOR	DE JONCKHERE	ERIC	T.
	V	2nd Lt.	STRONG	WILLIAM	W.
	N	1st Lt.	GRILLEY	ROBERT	L.
	B	1st Lt.	LEWIS	GEORGE	R.
	RO	T/SGT.	SCHLAEGEL	OTTO	N.
	TT	T/SGT.	YLES	CHARLES	E.
	TG	S/SGT.	MILLION	LAWRENCE	C.
	WG	S/SGT.	NULL	LLOYD	J.

CONT PART 2

44-6132	P	2nd Lt.	Mc GOLDRICK	JOHN	W.
	CP	2nd Lt.	HAM	PORTER	R.
	N	2nd Lt.	LEWIS	LESTER	G.
	B	SGT.	LINDSAY	JAMES	R.
	RO	SGT.	BECK	GERALD	L.
	TT	SGT.	SHELDON	JAMES	R.
	BT	SGT.	GRUMANN	JAMES	F.
	TG	SGT.	ST. LEDGER	ROBERT	E.
	WG	SGT.	LUCA	RUDOLPH	C.
44-6113	P	2nd Lt.	HILLESTAD	RAYMOND	H.
	CP	2nd Lt.	EMCH	JOHN	H.
	N	2nd Lt.	CAMPBELL	FREDERICK	L.
	B	SGT.	MONTOYA	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 CIGCO	PATSY	C.
43-38187	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	C.
	TT	S/SGT.	Mc GEHEE	RAY	E.
	BT	S/SGT.	LEE	WILLIAM	R.
	TG	SGT.	GERALDI	JOSEPH	J.
	WG	SGT.	JAMES	LLEWELLYN	(NMI)
42-31591	P	2nd Lt.	BAKER	KAY	A.
	CP	2nd Lt.	DONALSON	JEFF	N.
	N	2nd Lt.	KORETSKY	HARRY	(NMI)
	B	2nd Lt.	MOORE	GARLTON	R.
	RO	T/SGT.	YORIO	FRANCIS	P.
	TT	S/SGT.	BACCHIS	GEORGE	B.
	BT	SGT.	CLOYD	SHIRLEY	E.
	TG	SGT.	SLATER	HAROLD	H.
	WG	SGT.	MORRISON	JULIUS	J.

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

AAF Station # 128
 25 September 1944

SUBJECT: Loading List.

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

1. Following is the Loading List for today's mission.

PLANE 42-107151

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	S/Sgt.	Dotson, Glenn	"
BT	S/Sgt.	Bergstrom, Donald E.	"
TG	S/Sgt.	Meyers, Francis S. Jr.	"
WG	S/Sgt.	Dias, George V.	"

PLANE 42-97395

P	2nd Lt.	HUBBELL, RICHARD S.	"
CP	2nd Lt.	GOULET, AMBROSE F.	"
N	2nd Lt.	MOORE, GEORGE J.	"
CTG	S/Sgt.	Horbatuck, Stepan J.	"
RO	Cpl.	Pool, Clyde W.	"
TT	Cpl.	Ross, Richard B.	"
BT	Cpl.	Revette, John L.	"
TG	Cpl.	Bell, W.E.	"
WG	Cpl.	Harris, John C.	"

PLANE 42-38236

P	2nd Lt.	CROZIER, JOHN C.	"
CP	2nd Lt.	HAFLEY, WILLIE J.	"
N	2nd Lt.	RHINEHART, WILLIAM E.	"
CTG	S/Sgt.	Kilgore, Edmund W.	"
RO	T/Sgt.	Tyree, Dorset W.	"
TT	T/Sgt.	Dickson, Beattie B.	"
BT	S/Sgt.	Lawrence, Sterling S.	"
WG	S/Sgt.	Jackson, John A.	"
TG	S/Sgt.	DREON, LOUIS L.	"

PLANE 42-38350

P	1st Lt.	UTTER, CHARLES W.	"
CP	2nd Lt.	ODEN, EDWARD C.	"
N	2nd Lt.	DAMP, EDWARD	"
B	2nd Lt.	HOPE, JOHN P. JR.	"
RO	T/Sgt.	Mitchell, Joseph G.	"
TT	S/Sgt.	LaVigne, Robert W.	"
BT	Sgt.	Cole, Harry L.	"
TG	Sgt.	Zaborsky, Stepan A.	"
WG	S/Sgt.	St, Peter, Donald A.	"

PLANE 42-97602

P	2nd Lt.	MORTON, WALTER L.	614th
CP	2nd Lt.	RITCHEY, RALPH	"
N	2nd Lt.	PINK, JACK T.	"
B	2nd Lt.	HELMS, CHARLES L.	"
RO	Cpl.	Hickey, Robert E.	"
TE	Cpl.	Block, Joseph R.	"
BT	Cpl.	Powers, Willard B.	"
TG	Cpl.	Whittington, Charles S.	"
WG	Cpl.	Bruschwein, Douglas S.	"

PLANE 44-4248
 6464

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

PLANE 42-97145

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.	Kosiba, Frank T.	"
WG	S/Sgt.	Schwiederck, John J.	"

PLANE 43-38452

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

PLANE 42-102659

P	1st Lt.	RUNDELL, FRANCIS E. II	"
CP	2nd Lt.	JOHNSON, RAYMOND E.	"
N	1st Lt.	PETTY, ROBERT J.	"
B	2nd Lt.	SHEARER, WILLIAM 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.	"

MO 1st Lt. WINOGRAD, ALFRED A. Flying with 615th Sqdn
 For the Squadron Commander:

ALVAH H. CHAPMAN JR.
 Capt., Air Corps
 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

25 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 # 44-6146

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	2nd Lt.	Burns	Raymond	G.	"
RO	T/Sgt.	Kressler	Oliver	J.	"
TT	S/Sgt.	Brown	Thomas	J.	"
BT	Sgt.	Smith	Charles	E.	"
TG	S/Sgt.	Wheeler	Robert	L.	"
FG	Sgt.	Duke	William	M.	"

PLANE # 43-38125

P	2nd Lt.	Stegemann	Charles	W.	615th
CP	2nd Lt.	Walter	Albert	C.	"
N	F/O	McCaslin	Clayton	W.	"
B	2nd Lt.	Schultz	John	J.	"
RO	T/Sgt.	McKenna	Joseph	(NMI)	"
TT	T/Sgt.	Mais	John	R.	"
BT	S/Sgt.	Tamburine	Joseph	J.	"
TG	S/Sgt.	Waer	Martin	C.	"
FG	S/Sgt.	Sullivan	Robert	E.	"

PLANE # 44-8033 (614th) PFF

P	1st Lt.	Heenan	William	M.	615th
CP	Captain	Harp	Wallace	S.	"
N	2nd Lt.	Kane	James	M.	"
N	2nd Lt.	Chaffey	Charles	G.	"
B	2nd Lt.	Brook	Russell	E.	"
RO	T/Sgt.	Spiglanin	John	V.	"
TT	S/Sgt.	Loper	Cloyd	E.	"
TG	S/Sgt.	Bragalone	Samuel	W.	"
FG	S/Sgt.	Ollila	Raymond	J.	"

PLANE # 42-97664

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

LOADING LIST (Continued)

PLANE # 42-94636 PFF

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Oas	Herbert	L	615th
CP	2nd Lt.	Hayes	Thomas	A.	"
N	2nd Lt.	Green	William	H.	"
N	1st Lt.	Wonograd	Alfred	A.	"
B	2nd Lt.	Mencow	William	M.	"
RO	Cpl.	Brereton	William	E.	"
TT	S/Sgt.	Cook	Byron	K.	"
TG	Sgt.	Reardon	John	J.	"
FG	S/Sgt.	Dunn	John	G.	"

PLANE # 42-31730

P	2nd Lt.	Sombart	George	W.	615th
CP	2nd Lt.	Shapiro	Leo	(NMI)	"
N	F/O	Miley	Junior	B.	"
B	2nd Lt.	Mrozek	Ghester	W.	"
RO	Sgt.	Andrews	Leroy	(NMI)	"
TT	Sgt.	Smith	Elmer	E.	"
BT	Pfc.	Matts	Dudley	F.	"
TG	Sgt.	Dailey	J. (io)	B.	"
FG	Sgt.	Livesey	Lowell	G.	"

PLANE # 42-31983

P	2nd Lt.	Daves	Edward	H.	615th
CP	2nd Lt.	Crunk	Glayton	F.	"
N	2nd Lt.	Mezydlo	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	S/Sgt.	Gue	Charles	M.	"

PLANE # 42-107113

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	T/Sgt.	Raciti	Anthony	E.	"
BT	S/Sgt.	Daley	John	P.	"
TG	Sgt.	Storm	James	L.	"
FG	Sgt.	Cross	William	L.	"

PLANE # 42-31077

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

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

25 September 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 25 SEPTEMBER 1944.

BASE ON TAKE-OFF: 0716. 1/10 stratus 300'. 2/10 altocumulus 12000'. Trace of cirrus and cirrocumulus 20000' or above. Visibility 2 miles with haze.

ROUTE OUT: Patchy 2-5/10 stratus and stratocumulus tops about 4-5000' inland, becoming Nil-2/10 near English coast, increasing to 4-6/10 stratocumulus tops 5-6000' at North Sea, increasing to 6-8/10 over North Sea, becoming 9-10/10 cumulus and stratocumulus tops 8-10000' near Ghent, and finally becoming 9-10/10 cumulus and altocumulus tops 16-18000' to target. 2-4/10 altocumulus base 11-12000' tops 12-13000' over England. Thin layer 4-6/10 altocumulus or altostratus at 20000' over North Sea. Over continent altocumulus associated with cumulus. Nil-3/10 cirrus increasing to 3-5/10 above 26000' over continent. Visibility becoming unrestricted aloft.

TARGET: 1045. 10/10 cumulus and altocumulus tops 16-18000'. 3-4/10 cirrus above 26000'. Visibility unrestricted.

RETURN ROUTE: Reverse of Route Out to Brussels. 5-7/10 cumulus and stratocumulus tops 8-10000', decreasing to 3-5/10 cumulus base 3-4000' tops 6-8000' over North Sea, and becoming 3-5/10 cumulus base 2-3000' tops 5-6000' over England. Nil middle cloud becoming 4-6/10 lenticular altocumulus about 15000' over North Sea, and becoming 7-9/10 altostratus 12-14000' over England. 3-5/10 cirrus above 26000' over continent. Visibility unrestricted aloft decreasing to 6-12 miles in haze over England.

BASE ON RETURN: 1145. 3-4/10 flattening cumulus 2500'. 9-10/10 altostratus 12000'. Visibility 6 miles with haze.

REMARKS: Patchy dense persistent contrails above 24000' from target to 05° East. Nil icing observed. Winds in agreement with forecast, e.g., 26000' 240 57, England 15000' 260 45. Temperatures: 27000' -42, 21000' -28.

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

CONFIDENTIAL

OPERATIONAL ROUTE FORECAST

DATE 25 September 1944
 PERIOD 0610-1500 hrs
AG P BR HQ SOS 122929

	A Base- 05 degs E	B 05 degs E -Tgt Tgt - 05 degs E	C 05 degs E - Base	D
WEATHER	Broken to ^{overcast} with light rain showers	Overcast to Broken with light snow showers and occasional thunderstorms of rain or snow	Overcast to Broken with isolated rain showers	A-2 CONTINUED Patchy High Cloud at 25,000ft and Above over continent.
CLOUDS	5-7/10 stratocumulus base 2-3000' tops 5-7000' inland becoming 10/10 base 600'-1000' tops 8-10000' over E ANGELIA and NORTH SEA with tops rising to 12-15000' over CONTINENT 4-6/10 altostratus, alto cumulus 18-22000' breaking to nil east of 03 degs E. 4-6/10 cirrus at 25000' becoming 2-4/10 <small>SEE A-2 CONTINUED.</small>	10/10 stratocumulus and swelling cumulus base 1-2000' tops 12-15000' becoming to 7-9/10 swelling cumulus and towering cumulus inland tops rising to 18-20000' and isolated tops to 25-30000' in target area. Nil middle cloud expected 3-5/10 altocumulus associated with cumulus. 2-4/10 fine cirrus above 25000'	7-9/10 swelling cumulus and towering cumulus base 1-2000' tops 12-15000' becoming 5-7/10 stratocumulus and stratocumulus formed by the spreading out of Cumulus. base 2-3000ft tops 6-3000ft. over E British Isles. Nil Medium Cloud becoming 6-8/10 Altocumulus and Altostratus 16-22,000ft over Base. 2-4/10 Fine Cirrus Above 25,000ft becoming.	6-8/10 Cirrostratus 24,000ft and above. TARGET SEA LEVEL PRESSURE 29.77 inches Target Press Alt. Add Target Elev. To (+LUS) 143 FT.
ICING	5500ft Moderate Clear in Cumulus Clouds	5500ft. Moderate Heavy Clear to 12,000ft Light moderate else above	5500ft Moderate Clear in Cumulus tops and Moderate time in Middle Cloud	****NOTE**** 2 Moderate Non-Persistent Contrails at Medium Cloud Level over British Isles Dense persistent above 25,000ft over continent continent and with in
VISIBILITY	2-3 miles locally 1 mile in rain showers becoming unlimited above Clouds	Unlimited Aloft. Vertical Visibility 30-50 miles.	Unlimited Aloft becoming 6 miles plus at Bases on return.	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	Base to 05 deg East 340 20	05 deg East to Target 270 25	Target 270 25	Temperatures Plus 10 1000ft of Cumulonimbus tops.
5000 FT	340 25 <i>Correction in</i>	270 30	270 30 Plus 03	
10000 FT	340 X 40 <i>40 Navigators</i>	270 40	270 40 -07	
15000 FT	340 X 65 <i>65 Briefing.</i>	270 50	260 50 -16	
20000 FT	340 X 75 <i>W.S.</i>	270 55	260 55 -26	
25000 FT	340 90	270 60	260 60 -36	
30000 FT	340 100	270 65	260 65 -44	Plus 143ft.

BASE ALTIMETER SETTING 30.09 inches TARGET SURFACE TEMP us 10 TARGET MEAN TEMP at 26,000 ft -13.0
 TEMP. AT 26000 FT -38.0 TARGET SURFACE (PRESSURE-ALT) Plus 143
Plus 143

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

S **C** **L** **E** **C** **A** **T** **I** **O** **N** **O** **F** **E** **N** **G** **I** **N** **E** **R** **I** **O**

RESTRICTED by auth of

CO AAF Sta 128 by

JACKSON M. PHIPPS

Captain, Air Corps

Adjutant

REPORT OF OPERATIONAL DAY

*MISSION NO. 149
27TH. SEPTEMBER, 1944*

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

MISSION NO. 149

To: COLOGNE , GERMANY

401ST BOMBARDMENT GROUP
REPORT OF OPERATIONAL
DAY
MISSION SUMMARY REPORT

MISSION # 149

Date 27 September 1944

ASSIGNMENT

- 1. Assigned Target: COLOGNE, GERMANY
- 2. Commitments: The 401st Group furnished three 22 A/C squadrons for its formation (94 "B" CBW) in the 94th CBW. One PFF was included in the lead squadron. A spare accompanied each squadron.

EXECUTION

- 1. Target Bombed: COLOGNE, GERMANY (PFF SECONDARY)
- 2. a. Group Leader: Capt. C. A. LEWIS (HEENAN)
Lead Navigator: 1st Lt. J. M. KANE (CHAFFEY - "MICKEY")
Lead Bombardier: 1st Lt. R. E. BROCK
- b. Low Squadron Leader: 1st Lt. B. F. CARNS
Lead Navigator: 1st Lt. D. B. LIGON
Lead Bombardier: 1st Lt. M. J. WEIGLER
- c. High Squadron Leader: Capt. J. A. GRUMAN
Lead Navigator: 1st Lt. J. GRISET
Lead Bombardier: 1st Lt. R. J. ANDREWS
- 3. Flight Over England:
 - a. Takeoff:

Takeoff was normal and as briefed.
 - b. Squadron and Group Assemblies:

94th "B" Group assembled as briefed over Cottesmore Buncher. 94 A Group announced it would depart Kings Cliff Buncer early so 94 B departed Cottesmore two minutes early and a little east of course. The Squadrons were in good formation at time of departure.

Mission Summary Report (Cont'd)

3. b. Route over England:

94 A was not located on route over England until Southwold was reached. As a result 94 B deviated slightly from briefed course so that it would depart control point 1 on time. 94 C Group fell in behind 94 B about 15 minutes before Southwold. Division assembly line was from English Coast to Belgium Coast. 94 B Group departed Control Point 1 on time abreast of 94 A Group. 94 CBW was in its proper position in the Division.

4. Attack:

a. Flight to Target:

94 B was the 11th Group in the Division formation and held its position from Control Point 1 to Target. The route flown was as briefed. The field order called for 94 A to be at 28,000 feet. The groups were arrive over the IP stacked down with the latter two groups flying as far forward as possible on 94 A. 94 B had to fly abreast of, and to the left of 94 A since the latter group was spread out on its climb and did not reach its briefed altitude until Control Point 3 was reached. Blind bombing was announced before the IP and the Group turned on the IP almost directly beneath 94 A. From the IP to the target a group of the 1st CBW was lagging and interfered with our low squadron. A few minutes before the bomb release line we left 94 A, which appeared to be heading north east of the target, and followed 1st A and 1st B over the secondary and PFF target. 94 A continued to the left of us at divergence of about 30 degrees.

b. Bombing Run:

Just before IP PFF bombing was announced so we went into the target on briefed heading, but in group formation.

The Pathfinder equipment was working well and I salvoed on PFF data.

Results were unobserved but believe they were good as excellent check point came into view just after bombs away that indicated we were above the target area.

c. Flight from Target:

From the target we followed the 1st CBW and stayed slightly south of briefed course. 94 A did not stay at its briefed altitude and had let down to our altitude north of Koblenz. We were being crowded into the latter when it became necessary to make a sharp turn to the right and cross to the right of 94 A. By doing this we crossed the Rhine River abreast of 94 A and as a result split the flak fire. The flak burst between the two groups. Let down was started 5 minutes west of the Rhine and route back to coast was slightly north of briefed route since three groups were flying abreast.

Mission Summary Report (Cont'd)

4. d. Return to Base:

Group formation was broken up at mid-channel so that the respective squadrons could get down under the 8/10 undercast without splitting up. All ships returned to base.

e. Weather:

Weather was described as 8/10 undercast to 0500E, where it became 10/10 undercast. Weather at target was 9/10 - 10/10 alto-cumulus. It remained about the same on return.

f. Fighter Support:

Excellent from IP to target and return to Belgium Coast.

g. Conclusions and Recommendations:

Flak damage both over the target and on crossing the Rhine was kept to a minimum by having the groups bomb at different altitudes and flying as far forward on the respective lead groups as possible.

5. Aircraft Not Attacking:

Lead Squadron:

A~~X~~ attacked.

Low Squadron:

A/C 44-6113. Not Sortie. Returned early because of internal failure of # 3 engine.

High Squadron:

A/C 42-107084. Not Sortie. Returned early because of broken internal oil line to prop governor.

6. Enemy Opposition:

No air opposition encountered (See flak report for Flak)

7. Battle Damage:

<u>Major</u>	<u>Minor</u>	<u>To Flak</u>
0	5	5

8. Casualties:

None

Mission Summary Report (Cont'd)

9. Statistical Summary of Operations (See attached form)

10. Bombing Data:

a. Observations:

Results were unobserved, however, crews report observing river immediately after bombs away and DR fix disclosed that bombs fell on briefed PFF target.

b. Disposition of Bombs:

Lead Squadron:

The lead squadron had 13 A/C (incl 1 spare filling in for the high squadron) bomb the PFF secondary, dropping 155 X 500# M64 bombs.

Low Squadron:

The low squadron had 12 A/C bomb the PFF secondary, dropping 72 X 1000# M44 bombs. The aborting A/C 6113 returned 6 X 1000# M44 to base.

High Squadron:

The high squadron had 12 A/C bomb the PFF secondary (Excluding spare from lead squadron), dropping 144 X 500# M64. The aborting A/C 7034 returned 12 X 500# M64 to base.

c. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs				
	Over Target	Bombing	Number	Size	Type	Fusing	
						Nose	Tail
Main Bombfall	37	37	(299 (72	500# 1000#	M64 M44	1/10 1/10	1/40 1/40
Other Attacks	-	-	-	-	-	-	-
Total Bombs on Target			(299 (72	500# 1000#	M64 M44	1/10 1/10	1/40 1/40
Other Expenditures			-	-	-	-	-
Bombs Returned			(12 (6	500# 1000#	M64 M44	1/10 1/10	1/40 1/40
Total (Loaded on A/C Taking Off)			311 78	500# 1000#	M64 M44	1/10 1/10	1/40 1/40

Mission Summary Report (Cont'd)

11. Lost Aircraft:

None.

Submitted By:

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

STATISTICAL SUMMARY OF OPERATIONS

401st Group

1st BD R. O. 505

Date of 27 SEPT 1944

	LEAD		LOW		HIGH
		PFF - GH		PFF - GH	
1. No. of A/C Failing to Take Off	-	-	-	-	
2. No. of A/C Airborne	12	1	13	0	13
3. No. of A/C Airborne Less Spares	12	1	13		13
4. No. of A/C Sorties	12	1	12		12
5. No. of A/C Attacking	12	1	12		12
6. No. of A/C Not Attacking	-	0	1		1
(a) Early Returns Included			(1)	(1)	(1)
7. Name of Primary Target	COLOGNE				
(a) No. of A/C Attacking					
(b) No., Size & type of bombs					
8. Name of Secondary Target	COLOGNE (PFF)				
(a) No. of A/C Attacking	12	1	12		12
(b) No., Size & type of Bombs	144 500# M64	1 500# M64	72 500# M44		144 500# M64
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					
(c) Early Returns Included					
11. Name of Target Opportunity	-				
(a) No. of A/C Attacking					
(b) No., Size & type of Bomb					
12. No. of A/C Lost - TOTAL	NONE	-	-		-
13. - to Flak					
14. - to Flak & E/A					
15. - to Enemy A/C					
16. - to Accident					
17. - to Unknown					

STAT SUMMARY (Cont'd)

	LEAD	HIGH	LOW
18. Time of Takeoff	0625	0630	0625
19. Time of Attack	0934	0935	0934
20. Average Time of Flight	6.2	6.3	6.6
21. Altitude of Release	26,000	25,400	26,600
22. Visual or PFF	PFF	PFF	PFF
23. Enemy Resistance - AA Int.&ACC.	MEAGER TO MOD GOOD	MEAGER TO MOD GOOD	MEAGER TO MOD GOOD
24. - Fighters	-	-	-
25. - Bombers	-	-	-
26. U.S. A/C Engaged by Enemy A/C	-	-	-
27. Degree of Success	UNOBS.	UNOBS	UNOBS

PFF A/C Borrowed from Groups as follows: NONE

PFF A/C Loaned to Groups as Follows: NONE

NOTES: 1 Spare A/C scheduled for lead squadron flew and bombed with high squadron - made 37 A/C over target.

LEAD SQUADRON B GROUP

Combat Flight Leader CAPT LEWIS Date 27 Sept 44

Deputy Flight Leader Lt Haskett

401st On takeoff and
course cruise.

615 SQDN

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

HERMAN (LEWIS)

IW G 8033

CALLAWAY

11/16/
IY G 1983

HASKETT

IY P 8458

615 SQDN

OAS

IY H 8159

615 SQDN

JETTER

IN B 6152

MC KAY

IY X 1485

UDY

IY A 1077

HILLSTED

IN H 8267

DOUGLAS

IN H 8160

SULLIVAN

IY J 8115

DAVIES

IY D 8125

GRIMM

IY M 2674

SPARES

SOMBART

IY B 1730

LEAD SQUADRON

CAPT LEWIS

27 Sept 44

Combat Flight Leader _____

Lt Haskett

Date _____

Deputy Flight Leader _____

SQDN

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

HEMAN (LEWIS)

401st Over Target.

C 033

CALLAWAY

HASKETT

G 983

P 458

SQDN

CAS

SQDN

JETTER

N 159

B 132

MC KAY

UDY

HILLESTAD

DOUGLAS

X 485

A 1077

M 267

A 160

SULLIVAN

J 7113

DAVEN

GRIME

D 125

M 674

SPARES



LOW BOX

Combat Flight Leader LT CARRS Date 27 Sept 44

Deputy Flight Leader LT HILL

612 SQDN

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

401st On takeOff and
Cruise

CARRS

SC P 1891

HARLAN

SC M 7039

HILL

SC K 1087

612 SQDN

HOCKING

SC D 6992

615 SQDN

BUDD

IN F 6313

CROMER

SC O 7487

GIBSON

SC C 9993

LETTERS

IN R 6113
(Absent)

HANSON

IN T 7736

MAXWELL

SC H 2398

HAGLE

SC R 2395

LAWRENCE

SC S 7938

SPARES

BONNEY

SC J 7790

401st SQUADRON

Combat Flight Leader LT CARNIS Date 27 Sept 44

Deputy Flight Leader Lt Hill

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

401st Over Target

CARNIS
P 891

WAPLAK
M 039

HILL
K 087

SQDN

SQDN

HOCKING
D 992

HUDD
F 313

CROMER
O 487

GYBSON
C 993

BOILEY
J 790

HANSEN
T 736

MAXWELL
H 398

NAGEL
R 395

LAWRENCE
S 938

SPAKES

HIGH SQUADRON

Combat Flight Leader CAPT GRUMAN Date 27 8 pt 44

Deputy Flight Leader Lt Harasyn

614 SQDN

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

401st On takeoff and
cruise.

GRUMAN

IW R 7780

WITMAN

IW X 1863

HARASYN

IW G 7084

(Robert)

614 SQDN

613 SQDN

LEWICK

IW S 6145

THOMSON

IN Q 7931

MORAN

IW M 8236

JAMES

IW B 7151

EBCK

IN S 2947

CARSON

IN D 8187

SISSON

IW A 6508

CROZIER

IW Z 8330

HUBBELL

IW Q 7478

SPARES

MAYS

IW O 7602

HIGH SQUADRON

Combat Flight Leader CAPT GRUMAN Date 27 Sept 44
Deputy Flight Leader Lt

SQDN 612 SC JABROCK
613 IN MACRO
GRUMAN 614 IW GOLFCLUB
615 IY BUZZARD

401st Over Target

R 780

WITTMAN

MAYS

MORAN

X 883

O 602

M 236

SQDN

SQDN

LEWICK

THOMSON

S 145

Q 931

SOMBART

JAMES

KECK

CARSON

B 730

B 151

S 947

D 187

SISSON

A 508

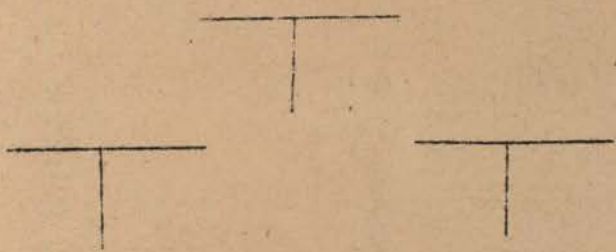
GROZIER

HUBBELL

Z 330

F 478

SPARES



HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER27 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 0625 hours; Land at 1234 hours.b. Group formed at 0717 hours at 18000 feet.c. Formed CBW at 0755 hours at 18000 feet.d. Began climb at 0805 hours; reached alt. at 0952 hours.

e. Weather encountered over England:

(1) Clouds 10 / 10th - Visibility 10 miles.(2) Wind at altitude 310 degrees, 64 Knots.f. Means of navigation over England. Geeg. Means of checking Metro Winds FFF, Geeh. Joined task force at 0839 hrs. at Southwold
(Splasher, City, Coord.)i. English Coast out at 0839 hrs.; Enemy Coast in at 0900 hrs.

j. Fighter Rendezvous:

(1) Going in 0908 hrs.(2) Coming back hrs.

k. Wind used for bombing:

(1) 340 degrees, 64 Knots.(2) Determined by FFF
(Method)

l. Bomb run and Method of Target Identifications:

(1) Reached IP at 0923 hrs.(2) Mag. heading over target 107 degrees.(3) Altitude over target 26000 feet.(4) Bombs away at 0931 hrs.

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

FFF - 10/10ths

m. Gee;

(1) Coordinates of furthest fix 51-50 N 03-52 E.(2) Obtained at hours.

n. Difficulties encountered with special equipment.

None

COMMENTS:

/s/ James M. Kane
JAMES M. KANE
1st Lt., A. C.
Lead Navigator, Lead Sq.
SIGNATURE

HEADQUARTERS ~~AAP~~ STATION #128
 OFFICE OF THE NAVIGATION OFFICER

27 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 0630 hours; Land at 1216 hours.

b. Group formed at 0805 hours at 17000 feet.

c. Formed CBW at 0805 hours at 17000 feet.

d. Began climb at 0815 hours; reached alt. at 0900 hours.

e. Weather encountered over England:

(1) Clouds 3 / 10ths - Visibility 15 miles.

(2) Wind at altitude 289 degrees, 75 Knots.

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

g. Means of checking Metro Winds Gee

h. Joined task force at 0840 hrs. at Southwold
 (Splasher, City, Coord.)

i. English Coast out at 0840 hrs.; Enemy Coast in at 0900 hrs.

j. Fighter Rendezvous:

(1) Going in 0850 hrs.

(2) Coming back _____ hrs.

k. Wind used for bombing:

(1) 289 degrees, 75 Knots.

(2) Determined by _____
 (Method)

l. Bomb run and Method of Target Identifications:

(1) Reached IP at _____ hrs.

(2) Mag. heading over target 96 degrees.

(3) Altitude over target 25600 feet.

(4) Bombs away at _____ hrs.

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

FFF, 10/10ths clouds

m. Gee:

(1) Coordinates of furthest fix 51-05N N. 04-20 E.

(2) Obtained at 1045 hours.

n. Difficulties encountered with special equipment.

None

COMMENTS:

/S/ Delbert B. Ligon

DELBERT B. LIGON

1st Lt., A. C.

SIGNATURE Lead Nav., Low Sq.

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER27 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 0625 hours; Land at 1300 hours.
- b. Group formed at 0805 hours at 17000 feet.
- c. Formed CBW at 0805 hours at 19000 feet.
- d. Began climb at 0809 hours; reached alt. at 0854 hours.
- e. Weather encountered over England:
- (1) Clouds 10 / 10th - Visibility horizon UN miles.
- (2) Wind at altitude 290 degrees, 68 Knots.
- f. Means of navigation over England, Gee
- g. Means of checking Metro Winds Gee
- h. Joined task force at 0838 hrs. at Southwold
(Splasher, City, Coord.)
- i. English Coast out at 0839 hrs.; Enemy Coast in at 0902 hrs.
- j. Fighter Rendezvous:
- (1) Going in 0902 hrs.
- (2) Coming back Target hrs.
- k. Wind used for bombing:
- (1) 290 degrees, 68 Knots.
- (2) Determined by Gee
(Method)
- l. Bomb run and Method of Target Identifications:
- (1) Reached IP at 0922 hrs.
- (2) Mag. heading over target 95 degrees.
- (3) Altitude over target 26600 feet.
- (4) Bombs away at 0934 hrs.
- (5) Method of target identification and weather over target:
FFF
- m. Gee:
- (1) Coordinates of furthest fix 51-00 N- 05-00 E.
- (2) Obtained at 0902 hours.
- n. Difficulties encountered with special equipment.

COMMENTS:

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

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	
0829			165				145	21600 -28							
0830			90		52-29N 00-54E			22,700							
0839					C.P. 1, 30 sec. late, 2 mi. north			24000							
0848			115				148	25300 -37							
0852			130				148	26000 -37							
0900			131		G.P. 2 on time, 2 miles North			-37 1/2	198						
0902			131					26000							
0909			131		18 mi @ 210 Antwerp						327	16			
0913 1/2		7R	131		24 mi @ 260 Antwerp					19		254			
0916 1/2		340/64 pilotage											30	07	23
0923					IP			26000							
0934	92	f5	97		BOMBS AWAY PFF	Probable wind shift near target. Drift killed on heading 75, course 95, then shift to heading 97.									
	77		64		Moderate accurate black flak										
0941			120		33 mi @ 194 Koblenz 07-48N 50-57E										
0944			200		22 mi @ 212 Koblenz 07-52N 50-40N			26000							
0946			200		18 mi @ 214 Koblenz										
0948					Swinging around Koblenz 50-30N 07-42E			26000							
0952			250		Flak from left, Koblenz, or barges			26000							
0954 1/2			285		Swinging around Koblenz Turned on new heading										
0957			290		Letting down			25500							
0958			300		25 @ 342 Cologne			25000							
1000					12 @ 24° Bonn 50-32N 06-58E			25000							
1004					43 @ 274 Liege		160								
1006			285		37 @ 270 Liege		160								
1011			288		21 @ 250 Liege		165	20000					112		1126
1019			290		12 @ 210 Liege										1117
1021					45 @ 278 Brussels		160	16500							
1025		0	280		36 @ 270 Brussels 05-18N 50-47E			15500							
1027			287		Level off										
1034			290		42 @ 278 Ghent		150	15000 -13							
1036			287		2 mi. north of course. Pilotage 50-56N 06-42E		150	15000							
1105			270		51-18N 03-03E pilotage and mickey		150	15000	Enemy Coast						
1107		1 R	325		Letting down		150	15000							
1115			310				170	11500							
1125			305				160	9000							
1134					Swing to get thru cloud breaks										
1146			290		English coast 1/2 mi north of course		170	2000							
1148			279				150	2000							
1234					Landed										

I certify that this is a true copy of the lead navigator's log.

H. W. [Signature]
 Colonel, A. C.
 Commanding Officer, 401st Bomb Gp. (H)

TRACK CHART

DATE Sept. 27-44

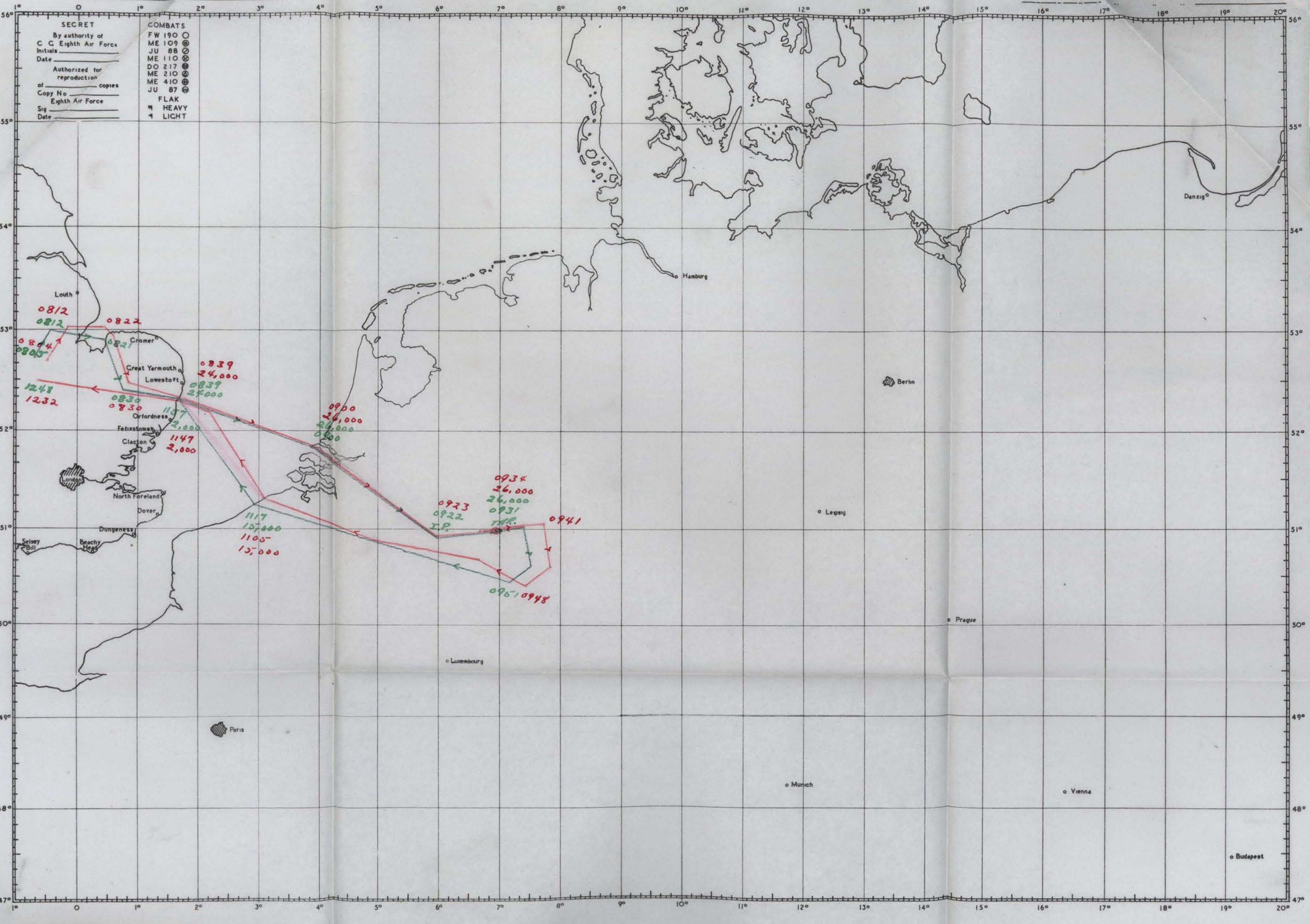
TARGETS
PRIMARY COLOGNE, GERMANY

ROUTE FOLLOWED BY
Green Briefed Course
Red #01st B.O.(H)



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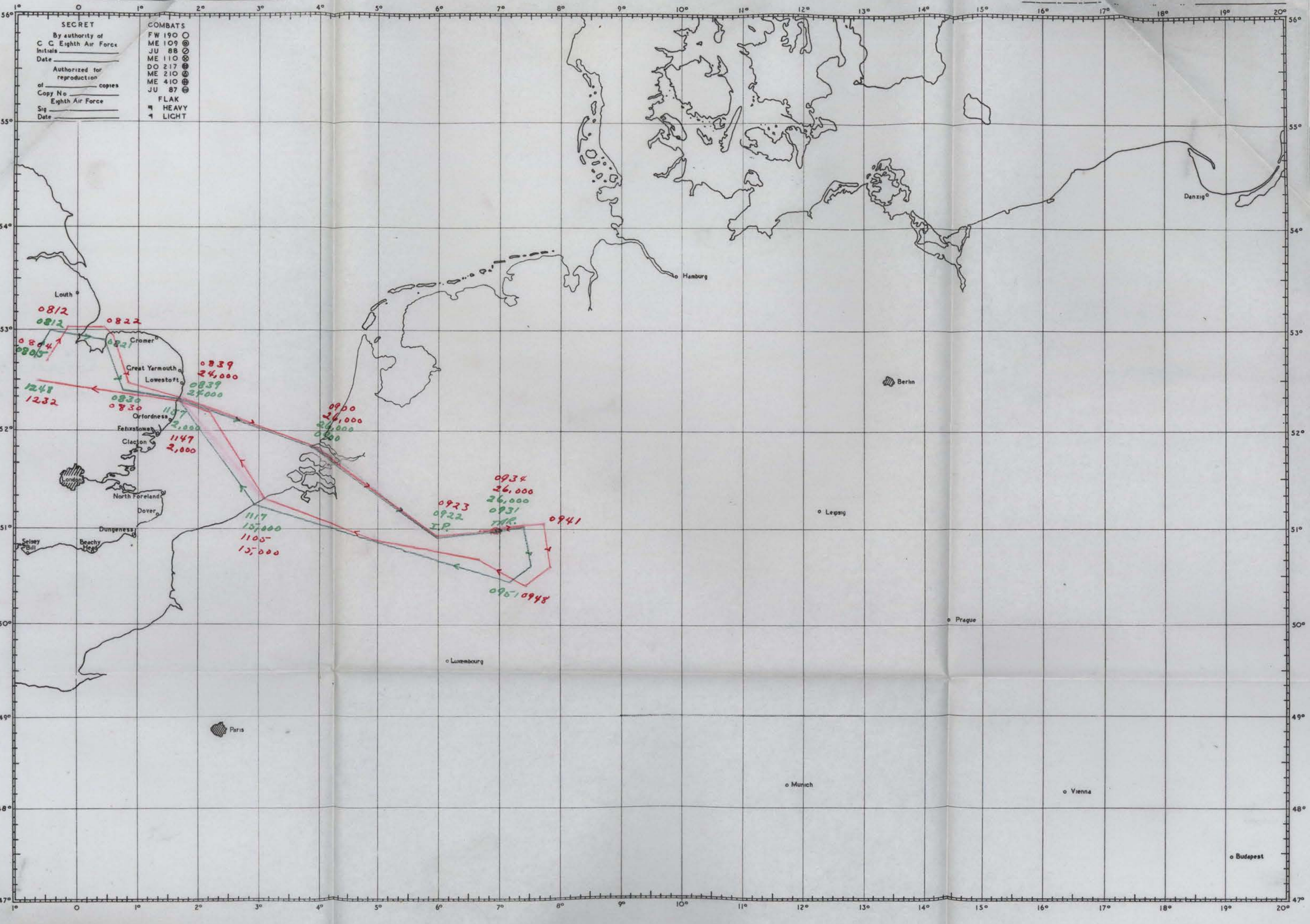
COMBATS
 FW 190 ○
 ME 109 ⊙
 JU 88 ⊙
 ME 110 ⊙
 DO 217 ⊙
 ME 210 ⊙
 ME 410 ⊙
 JU 87 ⊙
 FLAK
 HEAVY
 LIGHT



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 ME 109 ⊙
 JU 88 ⊙
 ME 110 ⊙
 DO 217 ⊙
 ME 210 ⊙
 ME 410 ⊙
 JU 87 ⊙
 FLAK
 HEAVY
 LIGHT

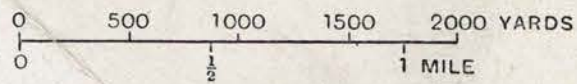
0812
 0812
 0822
 0821
 0839
 24,000
 0839
 24,000
 0830
 0830
 1147
 2,000
 0900
 24,000
 24,000
 0600
 1117
 15,000
 1105
 13,000
 0934
 26,000
 26,000
 0931
 24,000
 0923
 0922
 I.P.
 0941
 0951
 0948



Target No.
I (a) (iii) 10b

UNION RHEINISCHE
BRAUNKOHLLEN-KRAFTSTOFF A.G., Etc.

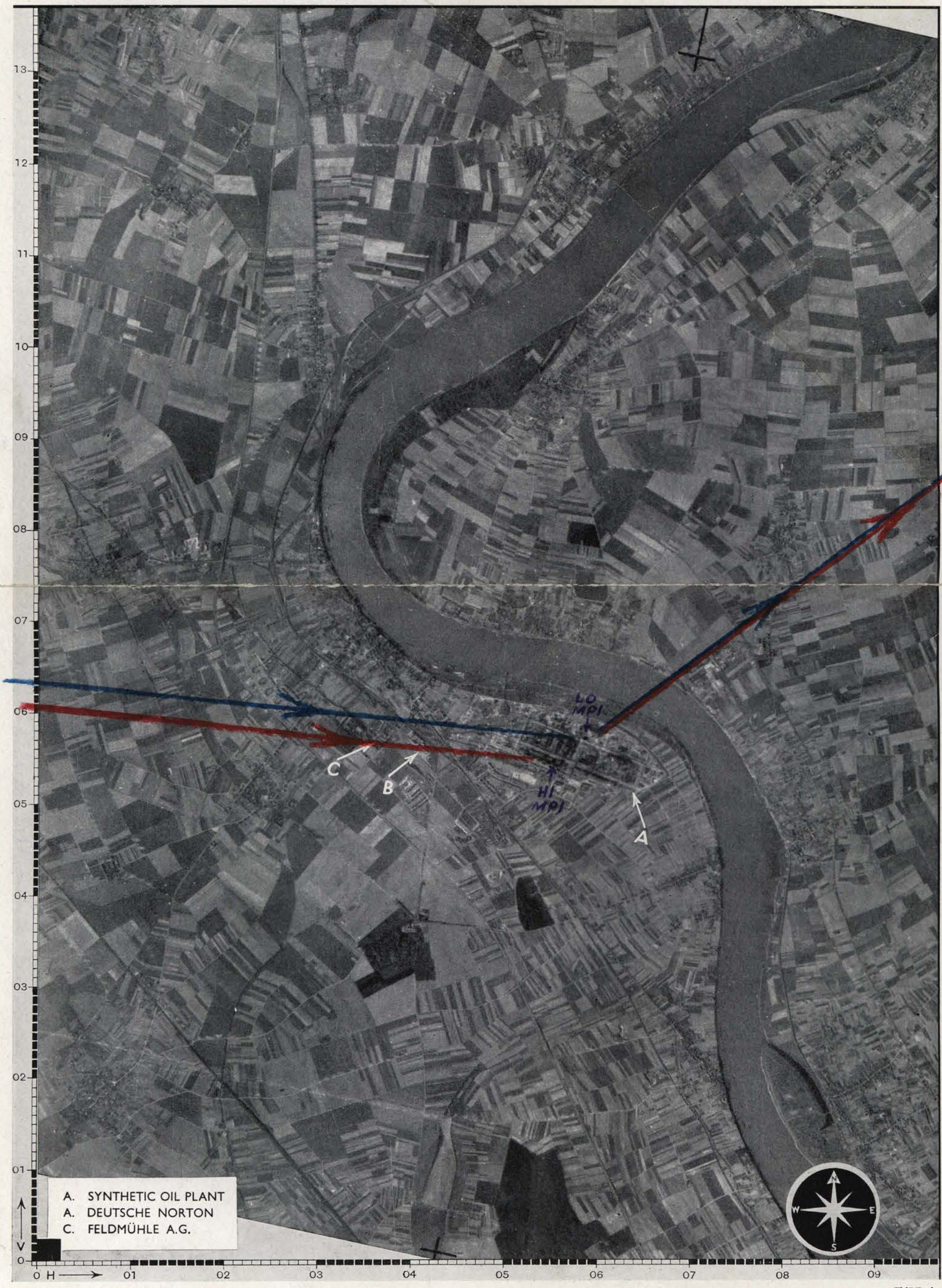
low & High
WESSELING
(GERMANY)
Illustration No.
I (a) (iii) 10b/11



Photographed 22 April 1944

(1 : 32,000) approx

Issued May 1944



- A. SYNTHETIC OIL PLANT
- A. DEUTSCHE NORTON
- C. FELDMÜHLE A.G.

Illustration No.
I (a) (iii) 10b/11

A.1.3c (1)

TYPE A

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Brock DATE 27 Sept 1944
 PILOT Lt. Heenan (Lewis) TAKE OFF 0825
 NAVIGATOR Lt. Kane AIRPLANE _____
 WING 94th GROUP 401st SQDN Lead LANDED 1234
 OBJECTIVE Cologne, Germany (MPI) _____
 METHOD OF ATTACK _____
 Individual Flight Squadron Group ^x 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: 1 A/C
 BOMBS, TYPES AND SIZES 500# M 64 FUSING: NOSE 1/10 TAIL 1/40
 BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
 NUMBER OF BOMBS LOADED 134 143 x 500# M 64 RELEASED 143
 INFORMATION AT RELEASE POINT:
 Altitude of Target 170 Temp Aloft: Metro -37 Actual -37 1/2
 True Altitude above target 26000 Mag Head, order 84 Actual 107
 Ind. Altitude 26000 True Heading 114
 Pressure alt of target _____ Drift, Est 5R Actual 5L
 Altimeter setting 29.92 True Track 97
 C.I.A.S. 150 I.A.S. 150 Actual Range 14626
 G.S. Est 304 Actual 304 B.S. Type M-9
 Wind Direc Metro 280 Actual 280 Time of Release 0954 1/2
 Wind Veloc. Metro 80 Actual 80 Intervalometer Setting 200ft
 D.S. 124.3 Trail 61 ATF 42.65 Length of Bombing Run 3min
 Tan. D.A. Est .64 Actual .68 C-1 Pilot Yes A-5 _____
 Mean Temp: Metro -17 Actual -17 Manual Pilot _____
 Type of Release: Lead A/C Salvo Type of Release: Other A/C 200ft

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Weigler DATE 27 Sept 1944
 PILOT Lt. Carns TAKE OFF 0630
 NAVIGATOR Lt. Ligon AIRPLANE _____
 WING 94th GROUP 401st SQDN Low LANDED 1246
 OBJECTIVE Cologne, 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: 1 A/C
 BOMBS, TYPES AND SIZES 1000# M 44 FUSING: NOSE 1/10 TAIL 1/40
 BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
 NUMBER OF BOMBS LOADED 72 x 1000# M 55 RELEASED 72
 INFORMATION AT RELEASE POINT:
 Altitude of Target 170 Temp Aloft: Metro -37 Actual -37
 True Altitude above target 25400 Mag Head, order 84 Actual 96
 Ind. Altitude 25600 True Heading 102
 Pressure alt of target _____ Drift, Est 5R Actual -
 Altimeter setting 29.92 True Track _____
 C.I.A.S. 150 I.A.S. 150 Actual Range 6322
 G.S. Est 304 Actual 304 B.S. Type M-9
 Wind Direc Metro 280 Actual 280 Time of Release 0935
 Wind Veloc. Metro 80 Actual 80 Intervalometer Setting 200ft
 D.S. 127.4 Trail 46 ATF 41.59 Length of Bombing Run 2min
 Tan. D.A. Est .66 Actual .66 C-1 Pilot Yes A-5 _____
 Mean Temp: Metro -17 Actual -17 Manual Pilot _____
 Type of Release: Lead A/C Salvo Type of Release: Other A/C Salvo

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Andrews DATE 27 Sept 1944
 PILOT Capt Gruman TAKE OFF 0625
 NAVIGATOR Lt. Criset AIRPLANE _____
 WING 94th GROUP 401st SQDN High LANDED 1300
 OBJECTIVE Cologne, Germany (MPI) _____
 METHOD OF ATTACK _____ x
Individual Flight Squadron Group wing
 NUMBER A/C IN GROUP 15 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 500# M 64 FUSING: NOSE 1/10 TAIL 1/40
 BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
 NUMBER OF BOMBS LOADED 156 x 500# M 64 RELEASED 156
 INFORMATION AT RELEASE POINT:
 Altitude of Target 170 Temp Aloft: Metro -37 Actual -37
 True Altitude above target 26600 Mag Head, order 84 Actual 95
 Ind. Altitude 26600 True Heading 101
 Pressure alt of target _____ Drift, Est 5R Actual 6R
 Altimeter setting 29.92 True Track 116
 C.I.A.S. 150 I.A.S. 150 Actual Range 5559.20
 G.S. Est 304 Actual 300 B.S.Type M-9
 Wind Direc Metro 280 Actual 290 Time of Release 0934
 Wind Veloc. Metro 80 Actual 78 Intervalometer Setting 200ft
 D.S. 122.7 Trail 62 ATF 43.20 Length of Bombing Run 3min
 Tan. D.A. Est .63 Actual .63 C-1 Pilot Yes A-5 _____
 Mean Temp: Metro -17 Actual -17 Manual Pilot _____
 Type of Release: Lead A/C Salvo Type of Release: Other A/C Salvo

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

J-A-1

Reference Field Order 505.

27 SEPTEMBER 1944

SUBJECT: Communications Report, Operational Mission No 149.

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>1</u>	Splashers	<u>7</u>
to other A/C	<u>∅</u>	Fixed Beacons	<u>∅</u>
2. HF/DF Bearings	<u>1</u>	Bunchers	<u>38</u>
3. MF/DF Fixes	<u>∅</u>	6. Total A/C using Gee	<u>37</u>
4. Distress Action	<u>∅</u>	Maximum Fix	<u>5045N 0600E</u>

SECTION TWO - REPORTED EQUIPMENT DEFICIENCIES

1. Liaison	<u>1</u>	5. Interphone	<u>∅</u>
2. Command	<u>∅</u>	6. Gee	<u>∅</u>
3. VHF	<u>1</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.

BOMBARDMENT GROUP (H)

Assigned 11st.
 Target: Date of Mission
 Bombed . . . Cologne, Germany 27 Sept. 44
Cologne, Germany

Route as Flown:-

0900 (5150-0812E) 0925 (5054-0558 IP) 0934 (5057-0857 PT)
0941 (5057-0740E) 0948 (5050-0742) 1025 (5947-0610E) 1105 (5110-0303E)
 Weather conditions: (a) At target
 (b) En route 9/10 - Alto-Cumulus
 Were our A/C "Seen" or "Unseen" targets? (a) At target
8/10-10/10 undercast
 (b) En route
 Any condensation trails? Unseen
Seen and Unseen

Description of Flak at Target, ^{Yes} Including METHOD OF FIRE CONTROL

Meager to moderate fair to good for altitude and deflection; of predicted concentration and barrage type. Crews report observing more white bursts than usual, smaller and generally higher than formation, some bursting as high as 28,500 ft. Reported in bunches of five circular greyish white bursts, very persistent. Air seemed full of scrap, similar to steel wool.

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

North of Koblenz along Rhine River mearge to moderate flak was encountered, believed to come from boats in river. Fair for altitude and deflection; black and of tracking type.

Was CHAFF carried?
 How discharged? Yes

Position of Group As Briefed

94th "B" Group

Details:-

	A/C over enemy territory	A/C Damaged	A/C lost to Flak	Time over Target	Time of Bombs away	Height	Axis of Attack	Bomb Run
Lead	12	4	0	0934	0934	26,000	97 T.	PF
High	13	1	0	0934	0934	26,600	95 H.	"
Low	12	0	0	0935	0935	25,600	90 T.	"

Comments - Phenomena:- 0

<u>NUMBER OF A/C DAMAGED</u>	<u>MINOR</u>
Between IP and PT -----	1
Between IP and HP -----	
Between PT and HP -----	4
	<u>4</u>

S E C R E T TOTAL 5

OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 687
U. S. ARMY

D-8-4

27 September 1944.

SUBJECT: Crew comments and suggestions.

TO : COMMANDING OFFICER, AAF Station 128, APO 687, US Army. (Thru Lt. Col. William T. Beeswell.)

1. The crew of Lt. Thomas K. Hill, pilot A/C 1087, report that Lt. Bernhardt P. Carns, Low Squadron Leader, did an excellent job of evading flak.

2. Lt. Martin J. Wisgler, bombardier A/C 1891, reported that sky marker bomb dropped by Group Leader was a failure, and that it was necessary for him, as Low Squadron Lead Bombardier, to bomb on the trail of a sky marker dropped by a preceding group.

3. Lt. John C. MacDougall, bombardier A/C 8125, reports that, on 4 out of 8 operational missions he has flown, bombing equipment has malfunctioned in some manner.

4. Lt. William Horton, navigator A/C 7145, recommends that a 1:100,000 map be included in each map folder, showing the target area.

5. The crews of Lt. Bert E. Hocking, pilot A/C 6992, and Lt. Clayton R. Budd, pilot A/C 6315, report that breakfast at the combat mess this morning was very poor. These crews would like fried eggs.

6. Lt. William P. Griss, pilot A/C 2674, reports that the ball turret on this A/C would not operate properly, and the tail guns were not operating.

7. The crew of Lt. Joseph L. Croser, pilot A/C 7437, report that some of the bundles of chaff discharged in this Group were not broken open before being thrown out. It is their opinion that these chaff bundles are more dangerous than flak.

8. The crew of Lt. Robert E. Moran, pilot A/C 8236, report that there were no relief tubes installed in this A/C.

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

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

AAF Station # 128
 27 September 1944

SUBJECT: Loading List.

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

1. Following is the Loading List for todays mission.

PLANE # 42-97880

P	Capt.	GRUMAN, JAMES A.	614th
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 # 42-31863

P	F/O	WHITTMAN, PAUL T.	"
CP	1st Lt.	HEALEY, ROBERTA SCHULZ, JOHN	"
N	2nd Lt.	SCHNEIDER, JAMES M.	"
B	2nd Lt.	O'HERN, MELVIN C.	"
RO	T/Sgt.	Russell, James R.	"
TT	Sgt.	Collett, John E.	"
BT	S/Sgt.	Frohman, Howard J. HENLY, JOHN L	"
TG	S/Sgt.	Hayden, Andrew J.	"
WG	S/Sgt.	Classick, John P. Jr.	"

PLANE # 42-107084

P	1st Lt.	HARASYM, ALEXANDER	"
CP	2nd Lt.	BARSUK, CLARENCE S.	"
N	2nd Lt.	PARKER, ELBERT J.	"
B	2nd Lt.	MARSHALL, JOHN J.	"
RO	T/Sgt.	Friduss, Jarvis H.	"
TT	T/Sgt.	Topic, Glen L.	"
BT	S/Sgt.	Saylor, Glen L.	"
TG	S/Sgt.	Capps, George C.	"
WG	S/Sgt.	Bailey, John S.	"

PLANE # 42-97145

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.	Kosiba, Frank T.	"
WG	S/Sgt.	Schwiederek, John J.	"

Loading List (Cont)

PLANE # 42-38236

P	2nd Lt.	MCRAN, ROBERT E.	614th
CP	2nd Lt.	WEBER, MORRIS	"
N	1st Lt.	LE BLANC, JOHN S.	"
CTG	Cpl.	Miller, James J.	"
RO	Cpl.	Brown, Arnold P.	"
TT	Cpl.	Stromberg, Warren B.	"
BT	Cpl.	Byrn, Otice G. Jr.	"
TG	Cpl.	Clark, Charles B.	"
WG	Cpl.	Detty, Hibert J. Jr.	"

PLANE # 42-107151

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

PLANE # 42-97478

P	2nd Lt.	HUBBELL, RICHARD S.	"
CP	2nd Lt.	GOULET, AMBROSE	"
N	2nd Lt.	MOORE, GEORGE J.	"
CTG	S/Sgt.	Herbatuck, Stepan J.	"
RO	Cpl.	Pool, Clyde W.	"
TT	Cpl.	Ross, Richard B.	"
BT	Cpl.	Revette, John L.	"
TG	Cpl.	Bell, W.E.	"
WG	Cpl.	Harris, John C.	"

PLANE # 42-38330

P	2nd Lt.	CROZIER, JOHN C.	"
CP	2nd Lt.	WELLMAN, SILAS H.	"
N	2nd Lt.	POLSTER, ERVING	"
B	2nd Lt.	WHITING, RICHARD L.	"
RO	S/Sgt.	Hapner, Clayton	"
TT	Cpl.	Ligon, James E.	"
BT	Cpl.	Johnson, Robert J.	"
TG	Sgt.	Kitts, Keith D.	"
WG	Sgt.	Merrill, Richard E.	"

PLANE # 508

P	2nd Lt.	SISSON, NORMAN L.	"
CP	2nd Lt.	HOEMANN, EUGENE E.	"
N	2nd Lt.	CROSSEN, LAVERN NMI	"
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 # 42-97602

P	2nd Lt.	MAYS, HAL C.	614th Bomb Sq
CP	2nd Lt.	LIVINGSTON, HERMAN	"
N	2ndLt.	KOSKI, MATTHEW F.	"
B	2nd Lt.	SCHAEFER, ROBERT L.	"
RO	S/Sgt.	Bayes, Willie J.	"
TT	S/Sgt.	Gay, Clifford E.	"
BT	Sgt.	Cole, William I.	"
TG	S Sgt.	Meyers, Francis F.	"
WG	Sgt.	Wilson, Billy J.	"

For the Squadron Commander:

DONALD V. KIRKHUFF,
CAPT., Air Corps,
Asst. Opns. Officer.

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

27 SEPT. 1944

L-O-A-D-I-N-G L-I-S-T

PLANE NO.	DUTY	LAST NAME	FIRST NAME	MI	RANK
44-6113	P	ETTERS	ROY	C.	1st Lt.
	CP	MISENHEIMER	IRA	W. JR.	2nd Lt.
	N	NASH	JOSEPH	P.	1st Lt.
	B	ANDREU	ROBERT	A.	2nd Lt.
	RO	SCOLL	EMANUEL	T.	T/SGT.
	TT	Mc GEE	EDWARD	T.	T/SGT.
	BT	MAES	BERT JR.	(NMI)	S/SGT.
	TG	WOOD	FREDERICK	A.	S/SGT.
WG	HUCKINS	GARTH	N.	S/SGT.	
* * * * *					
42-31591	P	DOUGLAS	LUTHER	A.	2nd Lt.
	CP	LITTLE	RICHARD	H.	2nd Lt.
	N	HAVRAN	EDWARD	F.	2nd Lt.
	B	GORMAN	WILLIAM	L.	2nd Lt.
	RO	SHEETZ	JOHN	H.	SGT.
	TT	LEWIS	RAYMOND	G.	SGT.
	BT	AGLIATA	TONY	A.	SGT.
	TG	CAIRO	LOUIS	P.	SGT.
WG	Mc CRARY	LEON	A.	SGT.	
* * * * *					
44-6313	P	BUDD	CLAYTON	R.	1st Lt.
	CP	Mc LEOD	REGINALD	L.	2nd Lt.
	N	KLOTZ	BERNARD	L.	2nd Lt.
	B	KISSACK	JOHN	D.	S/SGT.
	RO	SKALA	FRANKLIN	C.	S/SGT.
	TT	OLIVER	ERNEST	S.	S/SGT.
	BT	DESTROISMAISON	ARTHUR	(NMI)	S/SGT.
	TG	ROGEN	HARLAN	(NMI)	S/SGT.
WG	MURRAY	DALE	S.	S/SGT.	
* * * * *					
43-736	P	HANSON	ALBERT	L.	1st Lt.
	CP	CRAYTOR	FREDERICK	A.	2nd Lt.
	N	WATSON	HENRY	T.	1st Lt.
	B	GREEN	BERNARD	T.	S/SGT.
	RO	SEARS	DONALD	L.	T/SGT.
	TT	MURRAY	HOMER	G.	T/SGT.
	BT	KOONS	DONALD	L.	S/SGT.
	TG	MARTZ	DALE	C.	S/SGT.
WG	LYALL	LESTER	D.	S/SGT.	
* * * * *					
42-102947	P	KECK	ROBERT	J.	2nd Lt.
	CP	CLARK	FORREST	E.	2nd Lt.
	N	FREEMAN	HOLLIS	W. JR.	F/O
	B	SHEPARD	SAMUEL	(NMI)	F/O
	RO	ENGLER	RICHARD	H.	SGT.
	TT	STOEGER	LEONARD	V.	SGT.
	BT	NORR	ELWOOD	W.	SGT.
	TG	METCALF	WILLIAM	T.	SGT.
WG	FIALKOWSKI	EDWARD	(NMI)	SGT.	

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44-6132	P	JETTER	ARTHUR	C.	1st Lt.
	CP	CAIN	ROBERT	W.	1st Lt.
	N	HIRSH	HARRY	(NMI)	1st Lt.
	B	FETERS	WILLIAM	J.	S/SGT.
	RO	SHERMAN	LEO	(NMI)	T/SGT.
	TT	NELSON	RICHARD	D.	T/SGT.
	BT	KNAPP	MARTIN	F.	S/SGT.
	TG	BAIER	JOHN	J.	S/SGT.
	WG	ROBERSON	ROBERT	E.	S/SGT.
42-386267	P	HILLESTAD	RAYMOND	H.	2nd Lt.
	CP	EMCH	JOHN	H.	2nd Lt.
	N	CAMPBELL	FREDERICK	L.	2nd Lt.
	B	MONTOYA	CHRIS	A.	SGT.
	RO	KRIZ	RAYMOND	E.	SGT.
	TT	DRYDEN	JAMES	B. JR.	SGT.
	BT	ANDREN	ROBERT	M.	SGT.
	TG	FISHBEIN	HAROLD	(NMI)	SGT.
	WG	DI CIGCO	PATSY	C.	SGT.
43-38187	P	CARSON	FRANK JR.	(NMI)	1st Lt.
	CP	MOE	MORRIS	E.	2nd Lt.
	N	LAWLESS	HARRIS	E.	2nd Lt.
	B	BUCHER	WILLIAM	(NMI)	2nd Lt.
	RO	KNOX	ROBERT	C.	T/SGT.
	TT	Mc GEHEE	RAY	E.	S/SGT.
	BT	LEE	WILLIAM	R.	S/SGT.
	TG	GERALDI	JOSEPH	J.	S/SGT.
	WG	JAMES	LLEWELLYN	(NMI)	S/SGT.
42-97931	P	THOMASON	WALTER	H.	1st Lt.
	CP	BOBRATZ	HERMAN	(NMI)	2nd Lt.
	N	WRIGHT	RICHARD	B.	2nd Lt.
	B	HOPE	WILLIAM JR.	(NMI)	SGT.
	RO	RAPEZ	ISAAC	C.	T/SGT.
	TT	LYMBURN	WALLACE	R.	T/SGT.
	BT	GUMMELT	HERBERT	L.	S/SGT.
	TG	GODFREY	HAROLD	M.	S/SGT.
	WG	MISZKO	HENRY	M.	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

27 Sept. 44

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 # 42-102674

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Grimm	William	F.	615th
CP	2nd Lt.	Huesgen	Herman	K.	615th
N	2nd Lt.	McMullen	Willard	C.	615th
B	2nd Lt.	Burns	Raymond	G.	615th
RO	T/Sgt.	Kressler, Jr.	Oliver	J.	615th
TT	S/Sgt.	Brown, Jr.	Thomas	J.	615th
BT	S/Sgt.	La Belle	Joseph	E.	615th
TG	S/Sgt.	Wheeler	Robert	L.	615th
FG	Sgt.	Duke	William	M.	615th

PLANE # 42-31983

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

PLANE # 43-37947 ⁴⁴⁻⁸⁰³³

P	1st Lt.	Heenan	William	M.	615th
CP	Captain	Lewis	Clyde	A.	615th
N	1st Lt.	Kane	James	M.	615th
N	2nd Lt.	Kunstman	Warren	R.	615th
N	2nd Lt.	Chaffey	Charles	G.	615th
B	1st Lt.	Brock	Russell	E.	615th
RO	T/Sgt.	Spiglanin	John	V.	615th
TT	T/Sgt.	Loper	Cloyd	E.	615th
TG	1st Lt.	Johnson	Elvis	E.	615th
FG	S/Sgt.	Ollila	Raymond	J.	615th

PLANE # 42-31485

P	2nd Lt.	McKay	George	W.	615th
CP	2nd Lt.	Higgs	Walter	M.	615th
N	2nd Lt.	Rainey	John	L.	615th
B	2nd Lt.	Hecker	Robert	L.	615th
RO	Cpl.	Richardson	Samuel	T.	615th
TT	Cpl.	Butler IV	William	H.	615th
BT	T/Sgt.	Luther	Ric ard	H.	615th
TG	Cpl.	Wiederman	Lars	H.	615th
FG	Cpl.	Connizzaro	Ralph	J.	615th

LOADING LIST. (CONT'D)

PLANE # 43-38159

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Oas, Jr.	Herbert	L.	615th
CP	2nd Lt.	Hayes	Thomas	A.	615th
N	2nd Lt.	Green	William	H.	615th
B	2nd Lt.	Mencow	William	M.	615th
RO	Sgt.	Brereton	William	E.	615th
TT	S/Sgt.	Cook	Byron	K.	615th
BT	S/Sgt.	Monarcky	Theodore	(NMI)	615th
TG	S/Sgt.	Reardon	John	J.	615th
FG	S/Sgt.	Dunn	John	G.	615th

PLANE # ~~42-31730~~ 43-38458

P	1st Lt.	Haskett	Harry	E.	615th
CP	2nd Lt.	Sinkking	John	M.	615th
N	2nd Lt.	Howze, Jr.	Stuart	A.	615th
B	2nd Lt.	Buvinghausen	Kenneth	D.	615th
RO	S/Sgt.	Lynch	Brenden	J.	615th
TT	S/Sgt.	Eudaley	Orville	A.	615th
BT	S/Sgt.	Tamburine	Joseph	J.	615th
TG	Cpl.	Vecchio	Murray	N.	615th
FG	S/Sgt.	Jones	Hinson	C.	615th

PLANE # 42-31730

P	2nd Lt.	Sombart	George	W.	615th
CP	2nd Lt.	Shapiro	Leo	(NMI)	615th
N	E/O	Miley	Junior	B.	615th
B	2nd Lt.	Mrozek	Chester	W.	615th
RO	Sgt.	Andrews	Leroy	(NMI)	615th
TT	Sgt.	Smith	Elmer	E.	615th
BT	S/Sgt.	Miro	Edward	O.	615th
TG	Sgt.	Dailey	J. (io)	B. (io)	615th
FG	Sgt.	Livezey	Lowell	G.	615th

PLANE # 43-38125

P	2nd Lt.	Daves	Edward	E.	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	G.	615th
TT	T/Sgt.	Beeson	Charles	W.	615th
BT	Sgt.	Wheaton	Paul	J.	615th
TG	Sgt.	Rollet	James	C.	615th
FG	Sgt.	Crawford	Melvin	H.	615th

PLANE # 42-107113

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

LOADING LIST (CONT'D)

PLANE # 42-31077

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Udy	John	(NMI)	615th
CP	2nd Lt.	Hockaday	Billy	S.	615th
N	2nd Lt.	Youel	Dale	F.	615th
B	Sgt.	Jencks	Robert	L.	615th
RO	T/Sgt.	Knowles	Harry	G.	615th
TT	S/Sgt.	Young	Jack	B.	615th
BT	Cpl.	Brunson	Wade	T.	615th
TG	S/Sgt.	Warn	Albert	F.	615th
FG	Sgt.	Oviatt	Earl	D.	615th

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

27 September 1944.

SUBJECT : Loading List.

TO : Operations Officer, 401st Bomb Gp (H), AAF Sta. 128.

Plane 43-37938			
P	Lawrence, Louis Jr.	2nd Lt.	612th
CP	Stein, William I.	2nd Lt.	"
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.	"
TG	Avezedo, Philbert B.	Sgt.	"
FG	Harold, Lloyd B.	Sgt.	"
Plane 42-39993			
P	Gibson, Roger C.	1st Lt.	"
CP	Mead, Clarence E.	2nd Lt.	"
N	Brand, Geroge C.	1st Lt.	"
B	Kemler, Arden C.	2nd Lt.	"
RO	Heikkinen, Earl R.	T/Sgt.	"
TTG	Williamson, Joseph R.	T/Sgt.	"
BTG	Roethler, Roland V.	S/Sgt.	"
TG	King, Francis E. Jr.	S/Sgt.	"
FG	Phelps, Durwood W.	S/Sgt.	"
Plane 42-102393			
P	Nagle, Otto P. Jr.	F/O	"
CP	Holland, Martin O.	F/O	"
N	Hodowski, Bernard R.	2nd Lt.	"
B	Wolchik, Walter (NMI)	2nd Lt.	"
RO	Robbins, Gene W.	T/Sgt.	"
TTG	Smith, Nelson E.	T/Sgt.	"
BTG	Meyer, Gerald (NMI)	Sgt.	"
TG	Matanic, George P.	Sgt.	"
FG	Perkel, Max (NMI)	Sgt.	"
Plane 42-106992			
P	Hocking, Bert E.	1st Lt.	"
CP	Merritt, William R.	1st Lt.	"
N	Harris, Elloit S.	1st Lt.	"
B	Pepper, James D.	S/Sgt.	"
RO	Moore, Donald J.	T/Sgt.	"
TTG	Cannon, James W.	T/Sgt.	"
BTG	McGrath, Joseph A.	S/Sgt.	"
TG	Thomas, Ernest H.	S/Sgt.	"
FG	Garrett, Milton (NMI) Jr.	S/Sgt.	"
Plane 42-31087			
P	Hill, Thomas K.	1st Lt.	"
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.	T/Sgt.	"
BTG	Hellenbeck, Edward A.	S/Sgt.	"
TG	Richardson, Omer G	S/Sgt.	"
FG	Keith, Buddy N.	S/Sgt.	"

Plane 42-31891			
P	Carns, Bernhardt F.	1st Lt.	612th
CP	Digianni, James (NMI)	1st Lt.	"
N	Ligon, Delbert B.	1st Lt.	"
B	Wiegler, Martin J.	1st Lt.	"
RO	Vescio, Fred J.	T/Sgt.	"
TTG	Hester, Richard L.	T/Sgt.	"
BTG	Doogan, Arthur J. Jr.	S/Sgt.	"
TG	Detwieler, Robert C.	S/Sgt.	"
FG	Dusenberry, Charles J.	S/Sgt.	"
Plane 42-102398			
P	Maxwell, Charles T.	1st Lt.	"
CP	McLeod, Lucien P.	2nd Lt.	"
N	Ballman, James K.	2nd Lt.	"
B	O'Brien, Eugene B.	S/Sgt.	"
RO	Searcy, Marion E.	T/Sgt.	"
TTG	Thomas, Robert L.	T/Sgt.	"
BTG	Lamoureux, Duane A.	S/Sgt.	"
TG	Welborn, Luther B.	S/Sgt.	"
FG	Bunn, Charles T.	Sgt.	"
Plane 43-37790			
P	Bonney, Roy H.	1st Lt.	"
CP	Jolley, Edward R.	2nd Lt.	"
N	Olsen, John B.	2nd Lt.	"
B	Souder, William M.	S/Sgt.	"
RO	Pettinga, Paul S.	T/Sgt.	"
TTG	Lenzen, Ben (NMI)	T/Sgt.	"
BTG	Peters, Winfield E.	S/Sgt.	"
TG	Wallace, Robert W.	Sgt.	"
FG	Dill, Donald D.	S/Sgt.	"
Plane 42-107039			
P	Harlan, Thomas J. Jr.	2nd Lt.	"
CP	Thorne, Walter W.	2nd Lt.	"
N	Reese, Victor S.	1st Lt.	"
B	Tarr, Charles (NMI) Jr.	2nd Lt.	"
RO	Robinson, Paul D.	T/Sgt.	"
TTG	Lee, Reed L.	T/Sgt.	"
BTG	Smith, Floyd G.	S/Sgt.	"
TG	Munford, John V.	S/Sgt.	"
FG	Zaragoza, Albert R.	S/Sgt.	"
Plane 42-97487			
P	Cromer, Joseph L.	2nd Lt.	"
CP	Trout, Ralph W.	F/O	"
N	Phillips, Michael T.	2nd Lt.	"
B	Waldhoff, Jack G.	1st Lt.	"
RO	Goodman, Martin B.	S/Sgt.	"
TTG	Stott, Douglas W.	S/Sgt.	"
BTG	Coffin, Robert J. Jr.	Sgt.	"
TG	Villaggio, Vincent V.	Sgt.	"
FG	Clark, Eugene F.	Sgt.	"

* * * *

CONFIDENTIAL

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

27 September 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 27 SEPTEMBER 1944.

TAKE-OFF: 0630. 7/10 stratocumulus, base 5000'-5500', tops 6500'. Nil middle or high cloud. Visibility 6 miles.

ROUTE OUT: 7-9/10 stratocumulus, base 5000'-5500', tops 6500', becoming 8-10/10 stratocumulus, tops 6500-8000', over North Sea and continent. Nil middle or high cloud. Horizontal visibility unrestricted. Vertical visibility 20-25 miles.

TARGET: 0934. 8-9/10 stratocumulus and cumulus, tops 7-8000'. Nil middle or high cloud. Horizontal visibility unrestricted. Vertical visibility 20-25 miles.

ROUTE BACK: 7-9/10 stratocumulus and cumulus, tops 7-8000', becoming 8-10/10 over Belgium, becoming 7-10/10, base 2000'-2500', tops 6-7000', over North Sea and England. Nil middle cloud, becoming 2-4/10 altocumulus at about 10-12,000' over England. Nil high cloud, becoming 2-4/10 cirrocumulus at about 25,000' just off the English coast. Horizontal visibility unrestricted. Vertical visibility 20-25 miles over the continent, decreasing to 6-8 miles over England, except 2-4 miles in scattered showers over England.

BASE ON RETURN: 1227. 7/10 to 9/10 plus, base 2500'. 2-4/10 altocumulus, at about 10-12,000'. Visibility 6 miles, lowering to 4 miles in light rain showers.

REMARKS: Light, non-persistent contrails at 27,000' over the continent. Dense, persistent contrails noted at about 25,000' just before reaching English coast on route back. Temperatures as briefed; -37 deg. at 26,000'. Winds aloft nearly as briefed; in the target area at 25,500', 280 degrees at 75 knots. Light rime noted in tops of stratocumulus upon take-off. Building cumulus noted to north-east upon assembly over England.

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

CONFIDENTIAL

OPERATIONAL ROUTE FORECAST

DATE 27 September 1944

PERIOD 0800 - 1400 hrs

AG P BR HQ SOS 122929

	A Base to target	B Target to Base	C	D
1 WEATHER	Clear with haze becoming Partly Cloudy becoming Cloudy by 1100 hours.	Cloudy		
2 CLOUDS	Clear becoming Gradually 2-4/10 Small Cumulus base 2000ft tops 6-8000ft in Large Patches over The Targets but becoming XXXXXX XXXXXX 5-7/10 Swelling Cumulus base 2000ft tops 8-10,000ft by 1000 hrs. Nil medium and Nil High Cloud	5-7/10 Swelling Cumulus Base 2000ft tops 8-10000ft. Nil medium and Nil High Cloud.	CONFIDENTIAL	****NOTE**** Light Non-Persistent Contrails at 27,000ft And Above. FOR TARGET PRESSURE ALTITUDE — Add the Target Elevation to (MINUS) -156 ft.
3 ICING	7-8000ft Moderate Rime and Clear in Cumulus tops	SAME AS A-3		
4 VISIBILITY	3-5 miles becoming unrestricted aloft and vertical Visibility 28-30 miles	Unrestricted Aloft becoming 6 miles Plus At Base		
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY		DIRECTION VELOCITY
SURFACE	Base to 05 Deg East 200 30	05 Deg East to Target 300 25 20	Temperatures. Plus 13	
5000 FT	290 40	300 35	Plus 03	
10000 FT	300 45	290 45	-04	
15000 FT	300 55	290 55	-13	
20000 FT	300 60	280 65	-24	
25000 FT	310 65	280 70	-35	
30000 FT	310 70	280 75	-45	

BASE ALTIMETER SETTING 30.09 inches TARGET SURFACE TEMP plus 13 TARGET MEAN TEMP at 26000ft -17.0
 TEMP. AT 26000 FT. -37.0 TARGET SURFACE (PRESSURE-ALT) -156 ft

DECLASSIFIED PER NND 745003
BY SP-2 MARA DATE 1/22/11

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

D-N-4

26 September 1944

SUBJECT: Crew comments and suggestions.

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

1. Lt. Victor S. Reese, navigator A/C 7039, commended excellent Lead navigation. Lt. Charles H. Aiken, pilot A/C 6992, and crew, said every thing went very well.

2. Lt. Laurel A. Turk, pilot A/C 6146, stated that there was bad routing over target area. Another Group went thru our formation after turn at bombs away.

3. S/Sgt. Frank T. Kosiba, TG A/C 7145, wants flak suit. Lt. Howard P. Lerwick, pilot same A/C, says breakfast was poor, only pancakes available. Would like something more substantial.

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

4560

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

F-A-1

APO 557
27 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 26 September 1944 due to the reasons stated:

a. A/C #43-37790 - Returned early because fuel pressure on No. 2 engine dropped to nine pounds per sq. in. On way back to field the pressure dropped to zero. Engine was not feathered and continued to run normally at all times. Inspection and ground run-up revealed that instrument was inoperative because line from transmitter to instrument was leaking, probably due to a chafing action caused by factory installed clamp at wing station 2. This defect would be impossible to discern until failure occurred. It is thought that pilot should have realized that the apparent pressure drop was due to the instrument since engine continued to run normally.

b. A/C #43-37628 - Returned early because of internal failure of No. 3 engine. Failure was probably caused by a continued high power setting, (40 in. Hg. and 2400 r.p.m.) necessary to stay in formation on climb, and prop running away to 2700 r.p.m.

c. A/C #42-31069 - See attached letter from Armament Officer, 615th Bomb Sqdn. (H).

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

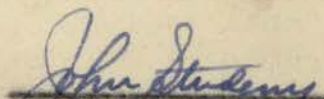
615th BOMBARDMENT SQ. (H)
401st BOMBARDMENT GP. (H)
OFFICE OF THE ARMAMENT OFFICER
USAAF STA. 128, U.S. ARMY

26 September 1944

SUBJECT: Abortive, this date---Airplane 42-31069

TO: Group Engineering Officer, 401st Bomb. Gp. (H),
USAAF STA. 128, U. S. Army

1. Airplane 42-31069 aborted from the operational mission of this date because of a malfunction in the bomb-bay door mechanism.
2. Observations on the airplane by this section, on its return:
 - a. Bomb bay door retracting motor burned out.
 - b. Left door open; right door closed---locking forward.
 - c. Locking forward; the right hand drive shaft link (driving the forward retracting screw for the right door) was broken in half.
 - d. Locking aft in the bomb-bay; both right and left drive shaft links (driving the two retracting screws) were bent and twisted, and the universal joint was broken.
3. The bombardier reported the following:
 - a. When he went back into the bomb-bay to remove the fuse safety cotter keys, he noticed the left door slightly ajar at its forward end.
 - b. The bombardier attempted to close the door electrically, and failed to do so---at which time he smelled smoke and then noted the retracting motor afire.
 - c. The engineer removed the fuse to the bomb-bay motor.
 - d. The bombardier claimed he could not open the right door by cranking it down.
 - e. The bombardier had very few other ideas on exactly what may have happened.
4. Pilot's Report---the pilot claimed that his reason for returning was due to the failure of the bomb-bay doors to function properly, thereby endangering the crew in the event of a ditching. He was aware of the fact that the doors could have been salvoed open; no further information was available.
6. Armament comments:
 - a. The bomb-bay doors could still have been salvoed open, despite the damage to the mechanism.
 - b. While the exact cause of the malfunction remains undetermined, it is evident (and the bombardier admits this) that the bombardier could have accidentally stepped on the salvo cable while removing the fuse safety cotter keys, thereby causing the left door to drop at the point where the screw became detached.
 - c. The crew chief opened the doors and closed them, three separate times prior to the take-off and reported perfect functioning during those times.
7. Operations Officer's Comments;---The Operations officer commented that in his opinion the mission could have been completed despite the evident malfunction, since the doors could have been salvoed open, and the flight made with the doors open---thus allowing the bombs to drop.
8. The bombs were returned to base.


John Studeny, 1st Lt., AG--Arm. Officer

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

F-C-1

APO 557
27 Sept. 1944

SUBJECT: Armament Malfunction Mission Report.

TO : Commanding General, 1st Bomb Division, APO 557.

1. Negative Armament Malfunction Mission Report is submitted for the mission of 26 September 1944.

2. 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.

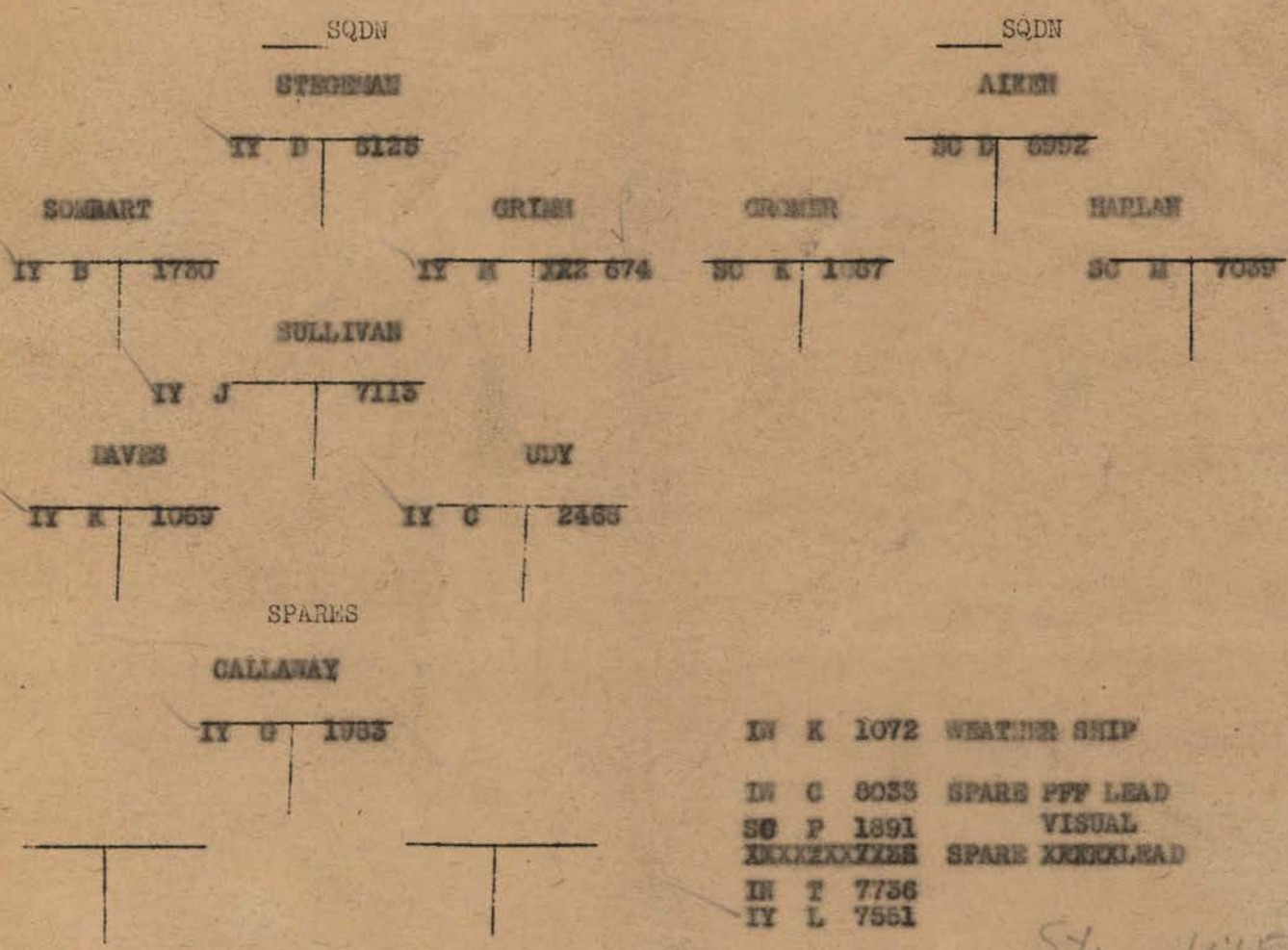
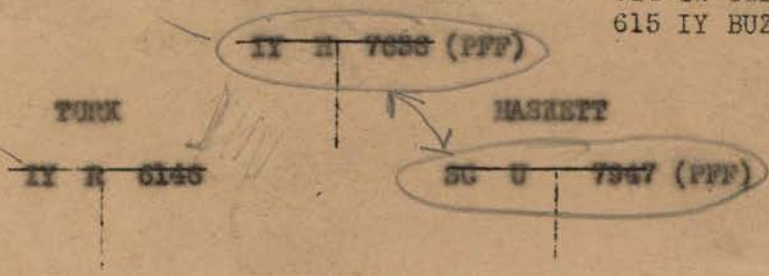
LEAD SQUADRON

COL ROGNER

26 SEPT. 1944

Combat Flight Leader LT. HASKETT Date _____
Deputy Flight Leader _____

SQDN
HEGEMAN (ROGNER)
612 SC JABWOCK
613 IN MACRO
614 IW GOLFCLUB
615 IY BUZZARD



Sta. 1015
Brief 09:00
Break 08:00

2500 Gas Load
5-1000 1/10 - 1/40

"HIGH SQUADRON"

Combat Flight Leader CAPT LOCHER

Date 9-26-44

Deputy Flight Leader LT NELSON

LEAD SQDN

612 SC JABWOCK

613 IN MACRO

COLEMAN (LOCHER)

614 IW GOLFCLUB

615 IY BUZZARD

SC Q 8153 ✓

STERS

NELSON

IN R 6113

IN A 8160

LOW SQDN

HIGH SQDN

THOMSON

HOCKING

IN P 7009

SC L 7032 ✓

McGOLDRICK

CARSON

NAGLE

MAXWELL

IN F 6313

IN S 2947

SC A 7028

SC H 2398

ARRIS

IN U 7706

HOPLEY

HILJESTAD

IN W 8267

IN B 6132

SPARES

DOUGLAS

IN Q 7931

*Taped with
wood flaps
closed*

LOW SQUADRON

Combat Flight Leader - CAPT GRUMAN

Date 9-26-44

Deputy Flight Leader HARASYM

LEAD SQDN

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

GRUMAN

IW R 7790

HUBBELL

HARASYM

IW F 7395 ✓

IW G 7084

LOW SQDN

HIGH SQDN

LERWICK

GIBSON

IW S 6145

SC C 9095

GROZIER

MAYS

COK

BONEY

IW Z 8330

IW O 7602

SC B 1662

SC J 7790

SILVERSTEIN

IW P 7151

JAMES

BUNDLELL

IW D 8452

IW J 2659

SPANES

WHITMAN

IW H 6484

MORAN (COAST ONLY)

IW M 8236

613th

313 - ^{left}

Seen ~~so~~ faulty feeding and extracting. Right gun jammed