

E C R E T
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CO AAF STA 128 by
JACKSON M. PHIPPS,
Captain, Air Corps,
Adjutant.

REPORT OF OPERATIONAL DAY

MISSION NO. 148
26TH. SEPTEMBER, 1944

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

MISSION NO. 148

To: OSNABRUCK , 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 # 148

Date 26 September 1944

ASSIGNMENT

1. Assigned Target: OSNABRUCK, GERMANY (Marshalling Yards)
2. Commitments: The 401st put up three 12 A/C squadrons for the Division Lead. It included 2 PFF A/C in the lead squadron and 1 PFF A/C in the high squadron. A spare accompanied each squadron.

EXECUTION

1. Target Bombed: OSNABRUCK, GERMANY
2. a. Division & Group Leader: Col. H. E. ROGNER (Heenan)
 Lead Navigator: 1st Lt. C.W.SELLERS (Chaffey-"Mickey")
 Lead Bombardier: 1st Lt. H. S. ARNOLD
- b. Low Squadron Leader: Capt. J. A. GRUMAN
 Lead Navigator: 1st Lt. J. GRISET
 Lead Bombardier: 1st Lt. R. J. ANDREWS
- c. High Squadron Leader: Capt. J. R. LOCHER (Coleman)
 Lead Navigator: 1st Lt. H. K. KRON (Strong-"Mickey")
 Lead Bombardier: 1st Lt. E. K. STOUT
3. Flight Over England:
 - a. Takeoff: Takeoff was set ahead 25 minutes. All ships took off in normal fashion and in contact weather.
 - b. Sqdn and Group Assemblies: Assemblies were made in rapid fashion over Cottesmore Buncher. The assembly point was departed 10 miles south of course, 5 minutes early.
 - c. Route Over England: A wide turn was made at Pt "A" to lose time, and by doing this Pt. "1" was departed exactly on time and on course. The wings seemed to be falling in back of the 401st Group in satisfactory fashion.

MISSION SUMMARY REPORT (Cont)4. Attack:

- a. Flight to Target: The flight to the target was almost as briefed. The timings were about three minutes late because of some time lost over channel. One aircraft aborted just over Holland, but the remaining 35 aircraft continued on into the IP. Information received from "Buckeye Red" was accurate and extremely helpful, and the group after reaching the IP in good fashion prepared for visual runs.
- b. Bombing Runs:
- Lead Squadron: As we turned at the IP the target was easily identified. The wrong drift was set in due to Bombardier error. The whole amount of drift could not be cranked out, causing an error in deflection. Bombs were away at 1400 on a heading of 67°. Results were observed to be fair.
- Low Squadron: Turn was made at the briefed IP, the target was identified from about 25 miles. We had to make an "S" turn to get in behind the High Squadron. Bombs were away at 1411 with fair results.
- High Squadron: After the turn at the IP the Low Squadron ended up behind the High Squadron, the Low Squadron "S'ed" and we continued on our bomb run. The target was easily identified and immediate synchronization was begun. Bombs were prematurely released before indices met causing the group's bombs to hit short. Investigation reveals that a short in the relay box caused an early release of bombs.
- c. Flight From Target: After turning past the target area another Wing was beginning to converge on the 401st, so a 360° turn was made. The briefed course was then picked up and followed home, however, a direct route was taken out rather than the "dip" over Holland.
- d. Return to Base: Return to base was made under contact conditions, the Group making descent over the channel. Normal formation landings were made all ships landed safely at home base.
- e. Weather: Weather was described as 3/10ths undercast in the morning over England, it became clear over the channel and 5/10ths to 6/10ths undercast to 10,000' as the continental coast was entered. The target area had 5/10ths broken clouds. It remained about the same on return.
- f. Fighter Support: Fighter support was very good.
- g. Conclusions and Recommendations: None.

MISSION SUMMARY REPORT (Cont)

5. Aircraft Not Attacking:

Lead Squadron: A/C 42-31069 - Not Sortie. After taking off the Bombardier found bomb bay doors slightly open. He opened them all the way and then tried closing them, but was unable. It is believed the bombs would have salvoed normally. (Personnel)

Low Squadron: A/C 43-37790 - Not Sortie; Returned early when fuel guage started dropping down, it finally dropped to zero. Engine was functioning normally. Poor judgement on part of pilot. (Personnel)

High Squadron: A/C 43-37628 - Not Sortie. Returned early when #3 engine failed. Ground check revealed filings in sump. (Mechanical)

6. Enemy Opposition: No air opposition encountered. (for Flak see Flak Report)

7. Battle Damage:

<u>Major</u>	<u>Minor</u>	<u>To Flak</u>
0	11	11

8. Casualties: None.

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

10. Bombing Data:

a. Observations:

Lead Squadron: Results were fair - about 60% of the bombs falling within 2000 feet of the assigned MPI.

Low Squadron: Results were fair - about 50% of the bombs falling within 2000 feet of the assigned MPI.

High Squadron: Results were fair - about 50% of the bombs falling within 2000 feet of the assigned MPI.

b. Disposition of Bombs:

Lead Squadron: All the 12 A/C E.E.T. attacked the primary target, dropping 60 x M65. The aborting A/C 069 returned 5 bombs to base.

Low Squadrons: All the 12 A/C E.E.T. attacked the primary target, dropping 60 x M65. The Aborting A/C 790 returned 5 bombs to base.

High Squadron: Of the 12 A/C which departed England, 11 attacked the primary target with 55 x M65. A/C 628 turned back and jettisoned 5 bombs in the channel. The spare A/C returned 5 bombs to base.

MISSION SUMMARY REPORT (Concl'd)

10. Bombing Data: (Contd)

c. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs				
	Over Target	Bombing	Number	Size	Type	Fusing Nose Tail	
Main Bombfall	35	35	175	1000#	M65	1/10	1/40
Other Attacks	-	-	-	-	-	-	-
Total Bombs on Target			175	1000#	M65	1/10	1/40
Other Expenditures			5	1000#	M65	1/10	1/40
Bombs Returned			15	1000#	M65	1/10	1/40
Total (Loaded on A/C Taking Off)			195	1000#	M65	1/10	1/40

11. Lost Aircraft: None.

Submitted By:

KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer

AD SQUADRON



ASSIGNED MPI

1000 2000

OSM-4017/651 - 10 X26-9 - 44X4 - 6992 - 7-270 OOK ~~FRANKFURT~~ OSNABRÜCK
CONFIDENTIAL



ASSIGNED MPI

2000 1000

OSM-4018/647 - 27X26-9 - 44X42 - 7009 - 7-27.6 OOK ~~FRANKFURT~~ OSNABRÜCK
CONFIDENTIAL



ASSIGNED MPI

1000

2000

OSM-4019/648-9 X - 44X44 - 6145 - 7-264 OOK ~~FRANKFURT~~ OSNABRÜCK
CONFIDENTIAL

STATISTICAL SUMMARY OF OPERATIONS

401st Group1st BD F. O. 504Date of 26 Sept 44

	LEAD		HIGH		LOW
		PFF - GH		PFF - GH	
1. No. of A/C Failing to Take Off	--	--	--	--	--
2. No. of A/C Airborne	11	2	12	1	13
3. No. of A/C Airborne Less Spares	11	2	11	1	13
4. No. of A/C Sorties	10	2	10	1	12
5. No. of A/C Attacking	10	2	10	1	12
6. No. of A/C Not Attacking	1		1		1
(a) Early Returns Included	(1)		(1)		(1)
7. Name of Primary Target	OSNABRUCK, GERMANY				
(a) No of A/C Attacking	10	2	10	1	12
(b) No., Size & type of bombs	50 1000# M-65	10 1000# M-65	50 1000# M-65	5 1000# M-65	60 1000# M-65
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	NONE	NONE	NONE	NONE	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	1104	1101	1106
19. Time of Attack	1410	1410	1411 $\frac{1}{2}$
20. Average Time of Flight	5.9	6.0	5.9
21. Altitude of Release	26,950	27,350	26,260
22. Visual or PFF	VIS	VIS	VIS
23. Enemy Resistance - AA Int.&ACC.	Meager to Mod Acc	Meager to Mod Acc	Meager to Mod Acc
24. - Fighters	--	--	--
25. - Bombers	--	--	--
26. U.S. A/C Engaged by Enemy A/C	--	--	--
27. Degree of Success	FAIR	FAIR	FAIR

PFF A/C Borrowed from Groups as follows:

NONE

PFF A/C Loaned to Groups as Follows:

NONE

NOTES:

LEAD SQUADRON

A Group

Combat Flight Leader COL ROGNER Date 26 Sept 44

Deputy Flight Leader Lt Haskett

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

401st On takeoff and
cruise.

HEENAN (ROGNER)

IY H 7636 PFF

TURK

HASKETT

IY R 6146

SC U 7947

SQDN

SQDN

STEGEMAN

AIKEN

IY D 6125

SC D 6992

SCOBART

GRIMM

GRIMER

HARLAN

IY B 1730

IY M 2674

SC K 1087

SC H 7039

SULLIVAN

IY J 7113

DAVES

UDY

IY K 1069 (Returned)

IY C 2468

SPARES

CALLAWAY

IY G 1983

LOW SQUADRON

Combat Flight Leader CAPT GRUMAN Date 26 Sept 44

Deputy Flight Leader Lt Harasyn

401st On takeoff and
cruise.

SQDN

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

GRUMAN

IW R 7760

HUBBELL

IW P 7395

HARASYN

IW G 7084

SQDN

SQDN

LERWICK

IW S 6145

GIBSON

SC C 9993

GROZIER

IW E 8330

HAYS

IW O 7602

COX

SC B 1662

BONNEY

SC J 7790

SILVERSTEIN

IW B 7151

(Returned)

JAMES

IW D 8452

RUNDELL

IW J 2659

SPARES

WITMAN

IW H 6464

HIGH SQUADRON

Combat Flight Leader CAPT LOCHER Date 26 Sept 44

Deputy Flight Leader Lt Nelson

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

401st On takeoff and
cruise

COLEMAN (LOCHER)

SC Q 8153

ETTERS

IN R 6113

NELSON

IN A 8160

SQDN

SQDN

THOMASON

IN P 7009

HOCKING

SC L 7632

MC GILTRICK

IN F ~~6113~~ 6313

GARSON

IN S 2947

HAGLE

SC A 7628 (Returned)

MAXWELL

SC H 2398

ANNIS

IN U 7706

HIDPLEY

IN M 8267

HILLSTEAD

IN B 6132

SPARES

DOUGLAS

IN Q 7931 (Returned)

LEAD SQUADRON

Combat Flight Leader COL ROGNER Date 26 Sept 44
Deputy Flight Leader Lt Haskett

401st Over Target.

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

HEENAN
PFFF 947

TURK
IY R 146

HASKETT
PFF 636

SQDN
STEGEMAN
IY D 125

SQDN
AIKEN
SC D 992

SOMBART
IY B 730

GRINA
IY M 674

CROMER
SC K 087

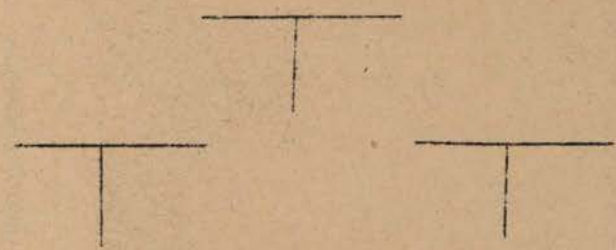
HARLAN
SC M 039

SULLIVAN
IY T 7113

CALLAWAY
IY G 983

UDY
C 468

SPARES



LOW SQUADRON

Combat Flight Leader CAPT GRUMAN Date 26 Sept 44
Deputy Flight Leader Lt Harassyn

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

401st Over Target

GRUMAN
R 780
~~78~~

HUBBELL
IW F 395

HARASYN
IW G 084

SQDN

SQDN

LERWICK
IW S 145

GIBSON
SC C 993

GROZIER
IW Z 330

MAYS
IW O 602

COX
SC 662

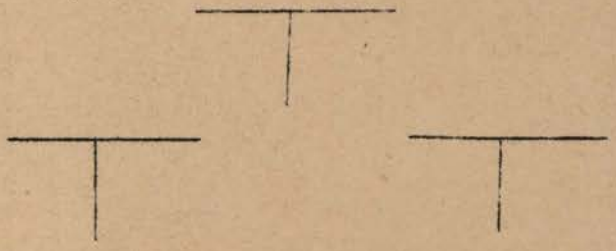
WITTMAN
IW H 464

SILVERSTEIN
IW B 151

JAMES
IW D 452

RUNDELL
IW J 659

SPARES



HI SQUADRON

Combat Flight Leader CAPT LOCHER Date 25 Sept 44

Deputy Flight Leader Lt Nelson

401st Over Target

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

COLMAN
PTF 153

KITERS
R 6113

NELSON
A 160

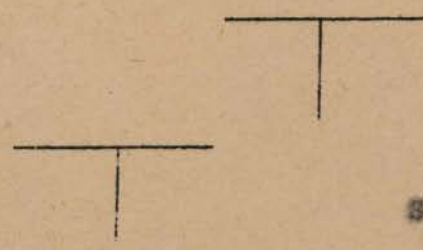
SQDN

SQDN

THOMAS
E 6009

MC GOLORICK

CARSON
S 947



MAXWELL
SC H 398

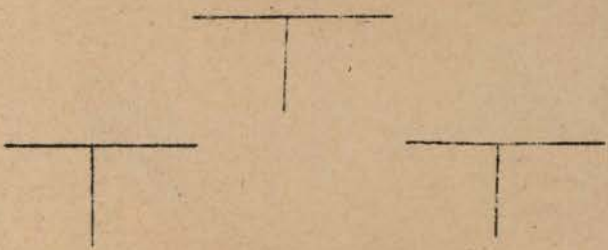
ANNIS
U 706

MAXWELL (Went over Target Alone)
L 632

HOPLEY
H 267

BILLESTED
E 152

SPALLS



HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER26 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 1104 hours; Land at 1707 hours.b. Group formed at 1215 hours at 17000 feet.c. Formed CBW at 1235 hours at 17000 feet.d. Began climb at 1240 hours; reached alt. at 1341 hours.

e. Weather encountered over England:

(1) Clouds 5-10 / 10th - Visability 20 miles.(2) Wind at altitude 300 degrees, 75 Knots.f. Means of navigation over England. Gee, Pilotageg. Means of checking Metro Winds PFFh. Joined task force at 1300 hrs. at Louth
(Spasher, City, Coord.)i. English Coast out at 1302 hrs.; Enemy Coast in at 1340 hrs.

j. Fighter Rendezvous:

(1) Going in 1335 hrs.(2) Coming back All the way hrs.

k. Wind used for bombing:

(1) 300 degrees, 75 Knots.(2) Determined by PFF
(Method)

l. Bomb run and Method of Target Identifications:

(1) Reached IP at 1401 hrs.(2) Mag. heading over target 85 degrees.(3) Altitude over target 27000 feet.(4) Bombs away at 1410 hrs.(5) Method of target identification and weather over target:
Visual - GAVU

m. Gee:

(1) Coordinates of furthest fix N. E.(2) Obtained at hours.

n. Difficulties encountered with special equipment.

Gee was poor and unreliable.

COMMENTS:

/s/ Cloyd W. Sellers
CLOYD W. SELLERS
1st Lt., A. C.
Lead Navigator, Lead Box
SIGNATURE

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER26 September 1944SUBJECT: Lead Navigator's NarrativeTO : Commanding Officer, 401st Bombardment Group (H)1. Flight plan, Log, and Track Chart Attached.2. Narrative:a. T/O at 1106 hours; Land at 1655 hours.b. Group formed at 1238 hours at 16000 feet.c. Formed CBW at 1238 hours at 16000 feet.d. Began climb at 1242 hours; reached alt. at 1346 hours.e. Weather encountered over England:(1) Clouds 6 / 10th - Visibility 20 miles.(2) Wind at altitude 280 degrees, 80 Knots.f. Means of navigation over England, Gee, Pilotage, D.R.g. Means of checking Metro Winds Geeh. Joined task force at 1301 hrs. at Louth
(Splasher, City, Coord.)i. English Coast out at 1301 hrs.; Enemy Coast in at 1344 hrs.j. Fighter Rendezvous:(1) Going in 1344 hrs.(2) Coming back throughout hrs.k. Wind used for bombing:(1) 265 degrees, 74 Knots.(2) Determined by Gee
(Method)l. Bomb run and Method of Target Identification:(1) Reached IP at 1401 hrs.(2) Mag. heading over target 77 degrees.(3) Altitude over target 26200 feet.(4) Bombs away at 1411 hrs.

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

Visual - CAVUm. Gee:(1) Coordinates of furthest fix 52-58 N. 03-40 E.(2) Obtained at 1331 hours.n. Difficulties encountered with special equipment.

COMMENTS:

/s/ Jacques Griset
JACQUES GRISET
1st Lt., A. C.SIGNATURE Lead Navig., Low Box

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER26 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 1101 hours; Land at 1705 hours.b. Group formed at 1236 hours at 18000 feet.c. Formed CBW at 1236 hours at 18000 feet.d. Began climb at 1246 hours; reached alt. at 1340 hours.

e. Weather encountered over England:

(1) Clouds 5-10 / 10th - Visibility 15 miles.(2) Wind at altitude 280 degrees, 77 Knots. @ 18000f. Means of navigation over England, Gee, Pilotage, D.R.g. Means of checking Metro Winds Gee, PFFh. Joined task force at 1302 hrs. at Louth
(Splasher, City, Coord.)i. English Coast out at 1302 hrs.; Enemy Coast in at 1340 hrs.

j. Fighter Rendezvous:

(1) Going in 1335 hrs.(2) Coming back all the way hrs.

k. Wind used for bombing:

(1) 260 degrees, 118 Knots.(2) Determined by Gee
(Method)

l. Bomb run and Method of Target Identifications:

(1) Reached IP at 1400 hrs.(2) Mag. heading over target 78 degrees.(3) Altitude over target 27600 feet.(4) Bombs away at 1410 hrs.

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

Visual - CAVU

m. Gee:

(1) Coordinates of furthest fix 52-35 N. 04-12 E.(2) Obtained at 1500 hours.

n. Difficulties encountered with special equipment.

PFF cut at 1425

COMMENTS:

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

SIGNATURE Lead Navig., High B

PILOT 1/Commander - Major Henry H. Homan NAVIGATOR 1st Lt. C. W. Sellers DATE 26 September 1944

STATIONS	ENCINES	TAXI	T.O.
LEAVE BASE	1120	1135	1150
COAST OUT	1325		
ENEMY COAST	1446		
I.P.	1517		
TARGET	1536		
ENEMY COAST	1652		
ENEMY COAST	1747		
ENEMY COAST	1831		

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

Zero Hr - 1300
Ref Alt - 21000
Bomb alt - 27000
Oxygen - 345
Enemy Territory - 2:06

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

Division Assembly - Louth to 53-30N 01-20E, GS interval - 2 min.

FROM TO	W/V UESD	HEIGHT	I.A.S. MPH /K	T. A. S. (K)	COU-RSE	DRI-FT	TRUE HDNG.	VAR.	MAG. HDNG.	C. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA				
														TIME	BODY	ALT.	AZI.	
52-44N 00-30W Spaulding	Y A	290/30	10000	150	151	080	-9	71	21	82	193	18	6	1303 1307				
52-42N 00-09N Louth, Spl 4	GP	290/30	10000	150	151	009	-19	350	11	002	135	35	15	1325	GP 1	1325		
52-32N 00-00N 54-00N 05-00E		280/77	22000		167	078	-10	68	9	77	236	182	47	1412				
54-10N 07-30E		280/93	26000		194	083	-8	75	7	82	281	68	20	1434	GP 2 -	1446	Enemy Coast	
52-37N 08-50E		280/98	27000		202	125	-12	137	6	143	287	58	12	1447				
52-55N 09-13E		290/99		204	163	-16	189	6	195	229	44	12	1500	GP 3	1501			
52-12N 08-47E	IP	290/114			200	-35	235	6	341	166	46	17	1517					
52-17N 08-05E	T				282	-4	286	6	292	90	27	19	1536					
52-10N 07-50E					236	-27	263	6	269	114	11	6	1543					
52-12N 07-00E					273	-9	282	6	288	91	31	21	1604					
52-30N 06-04E		280/99	27000	150	204	298	-9	289	7	296	108	38	22	1626				
52-37N 04-37E		280/94	22000	170	222	278	-1	279	8	287	128	53	26	1652				
52-07N 00-00E		280/67	9000	170	182	269	-5	274	9	283	117	105	55	1747				
52-36N 01-44E Louth		239/29	2000	155	141	266	-5	271	10	281	116	85	44	1831				
Louth, Spl 4		292/25	0 to 10000	150	139	023	-24	009	11	20	135	56	25	1300 1325				
Cottesmore buncher to Louth		290/30	10 to 10	150	151	032	-19	13	11	24	154	44	17	1300 1325				-5 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 - normal Flares - normal Gee - E. Nyc - E. Cunicy - N.E. Carolina on Grade A Correction factor for eastern Cunicy before 1430 hours B plus .013, C plus .011. After 1430 hours no correction necessary. Wind - 2 min after IP for 20 min. VHF - Authentication - "Daisy Mae" Shannon mission - Eddie Hawkins Day (B - Poor little shner) (C - Better run fast)															
1230			68		Weather-ship 287/70	Air Plot 300/60	150	17000	170			224	18	05	1240
1235					Leaving base point 10 mi south 5 min early			18500	173						1300
1240			330		8 mi south of Louth										
1300			102		GP #1 Louth on course on time			19800	191						
1302			102	2	Coast out 53 20N 00 14E			20000	294			264	174	39	1340
1310	107	-5	102		N.E. Norwich 180/37			21000							
1315			105		N.E. Norwich 12/39			22300							
1322		290/68	105		N.E. Great Yarmouth 230-44N			23600	294	30	7	256	52	09	1352
1327			113		A/S 52 57N 03 15E			24700							
1341	98		93		Coast in 54 39N 04 37E			27000	300			262	40	09	1401
1351		290/75	93		Swelle			27000				276	40	09	1410

TRACK CHART

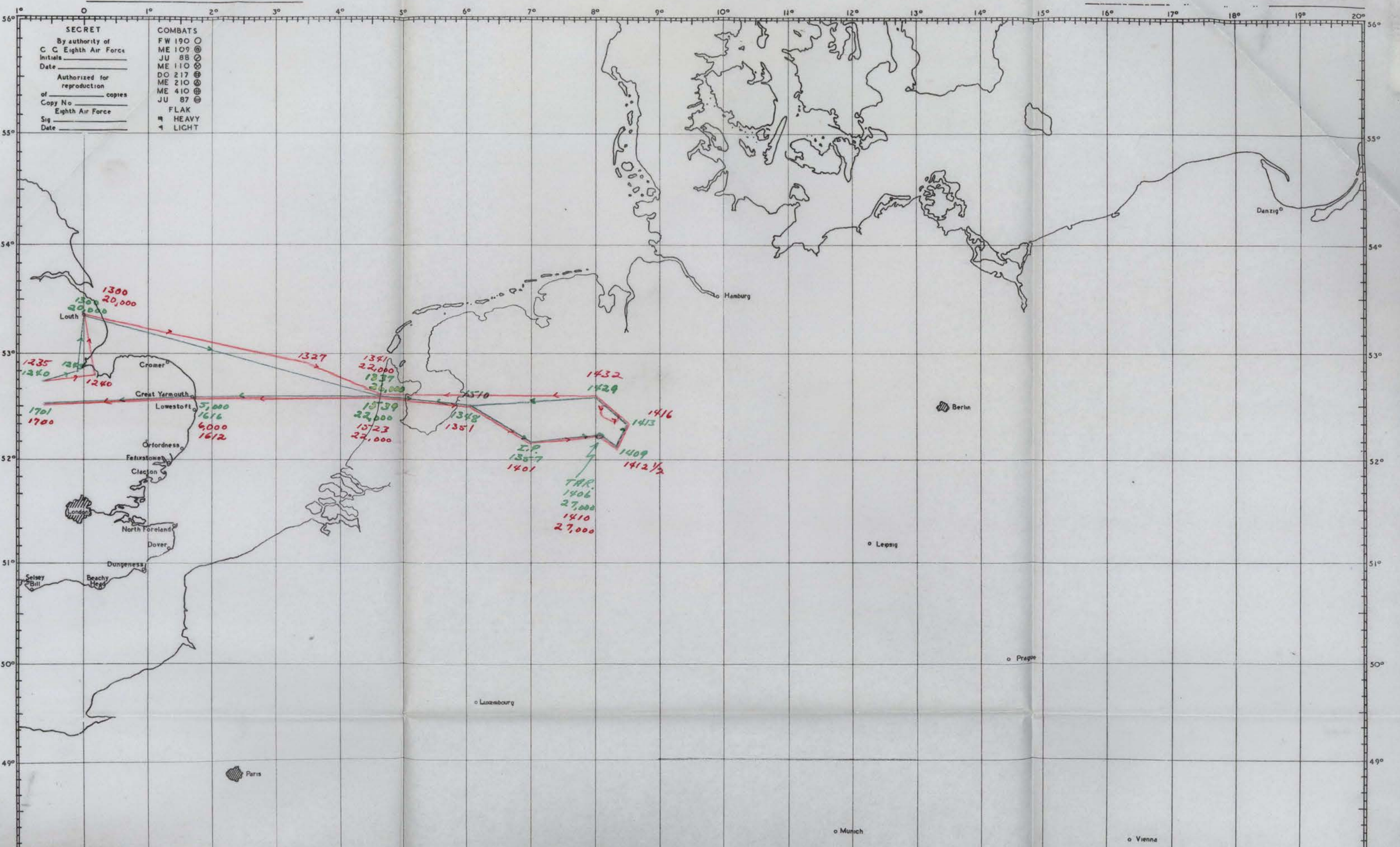
DATE *Sept. 26-44*

TARGETS
PRIMARY

Osnabruck, Germany

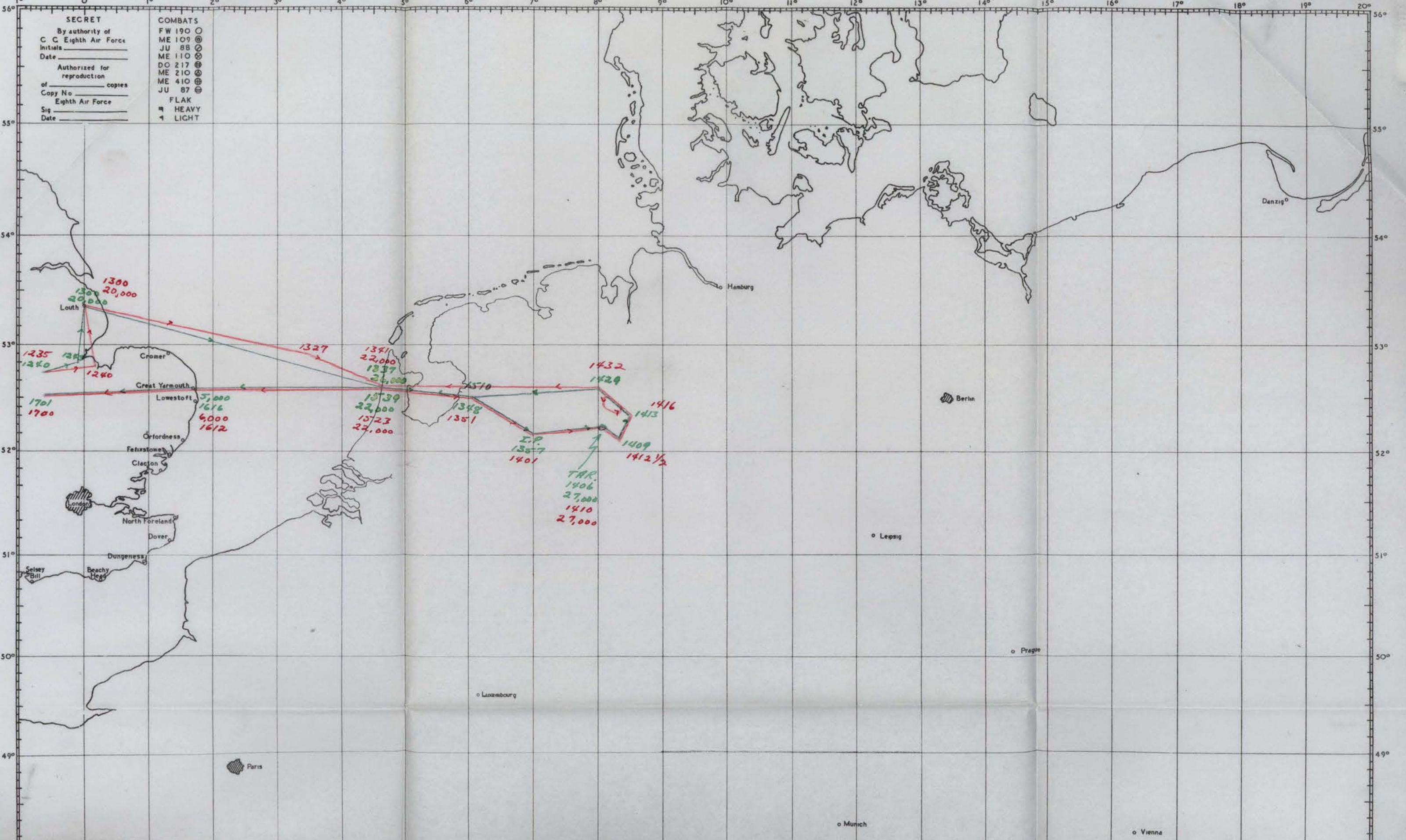
Green ROUTE FOLLOWED BY *Revised Course*

Red *407. S. (H)*



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





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

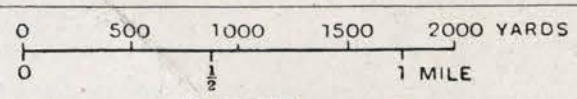
COMBATS
 FW 190 ○
 ME 109 ⊙
 JU 88 ⊗
 ME 110 ⊗
 DO 217 ⊗
 ME 210 ⊗
 ME 410 ⊗
 JU 87 ⊗
 FLAK
 HEAVY
 LIGHT



Target No.
6 (d) (vi) 2 RAILWAY MARSHALLING YARD, Etc.

OSNABRÜCK (GERMANY)

Illustration No.
6 (d) (vi) 2/8



Photographed 1942/1943

(1 : 32,000) approx

Issued March 1944



A. RAILWAY MARSHALLING YARD
B. KLÖCKNER-WERKE A.G.

A.1.3c (1)

TYPE A

Illustration No.
6 (d) (vi) 2/8

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Arnold DATE 26 Sept 1944
 PILOT Lt Heeman, Col Rogner TAKE OFF 1105
 NAVIGATOR Lt. Sellar AIRPLANE 636
 WING _____ GROUP 401st SQDN Lead LANDED 1717
 OBJECTIVE Osnabruck, 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: 1A/C
 BOMBS, TYPES AND SIZES 1000# M 65 FUSING: NOSE 1/10 TAIL 1/40
 BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
 NUMBER OF BOMBS LOADED 60 x M 65 RELEASED 60
 INFORMATION AT RELEASE POINT:
 Altitude of Target 50 Temp Aloft: Metro -34 Actual -38
 True Altitude above target 28950 Mag Head, order 70 Actual 67
 Ind. Altitude 27000 True Heading 73
 Pressure alt of target -171 Drift, Est 9R Actual 11R
 Altimeter setting 29.92 True Track 84
 C.I.A.S. 150 I.A.S. 150 Actual Range 9700
 G.S. Est 357 Actual 357 B.S. Type M-9
 Wind Direc Metro 290 Actual 310 Time of Release 1405
 Wind Veloc. Metro 132 Actual 72 Intervalometer Setting Salvo
 D.S. 124 Trail 48 ATF 43 Length of Bombing Run 3min
 Tan. D.A. Est .765 Actual .65 C-1 Pilot Yes A-5 _____
 Mean Temp: Metro -10.5 Actual -11 Manual Pilot _____
 Type of Release: Lead A/C Salvo Type of Release: Other A/C Salvo

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Andrews DATE 26 Sept 1944
 PILOT Capt Gruman TAKE OFF 1107
 NAVIGATOR Lt. Grisot AIRPLANE 780
 WING _____ GROUP 401st SQUADRON Low LANDED 1644
 OBJECTIVE Osnabruck, 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 65 FUSING: NOSE 1/10 TAIL 1/40

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

NUMBER OF BOMBS LOADED 60 x M 65 RELEASED 60

INFORMATION AT RELEASE POINT:

Altitude of Target 50 Temp Aloft: Metro -34 Actual -37

True Altitude above target 26260 Mag Head, order 80 Actual 73

Ind. Altitude 26200 True Heading 79

Pressure alt of target 171 Drift, Est 10R Actual 7R

Altimeter setting 29.92 True Track 86

C.I.A.S. 150 I.A.S. 150 Actual Range 6070

G.S. Est 357 Actual 268 B.S. Type M-9

Wind Direc Metro 290 Actual 292 Time of Release 1411 $\frac{1}{2}$

Wind Veloc. Metro 132 Actual 46 Intervalometer Setting Salvo

D.S. 125 Trail 46 ATF 42.31 Length of Bombing Run 2min

Tan. D.A. Est .76 Actual .60 C-1 Pilot Yes A-5 _____

Mean Temp: Metro -10.5 Actual -- 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. Stout DATE 23 Sept 1944

PILOT Lt. Coleman TAKE OFF 1100

NAVIGATOR Lt. Kron AIRPLANE 153

WING _____ GROUP 401st SQDN High LANDED 1704

OBJECTIVE Osnabrück, Germany (MPI) _____

METHOD OF ATTACK x
Individual Flight Squadron Group wing

NUMBER A/C IN GROUP 11 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 65 FUSING: NOSE 1/10 TAIL 1/40

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

NUMBER OF BOMBS LOADED 55 x M 65 RELEASED 55

INFORMATION AT RELEASE POINT:

Altitude of Target <u>50</u>	Temp Aloft: Metro <u>-34</u> Actual <u>-40</u>
True Altitude above target <u>27350</u>	Mag Head, order <u>282</u> Actual <u>73</u>
Ind. Altitude <u>27600</u>	True Heading <u>79</u>
Pressure alt of target <u>171</u>	Drift, Est <u>5L</u> Actual <u>11R</u>
Altimeter setting <u>29.92</u>	True Track <u>90</u>
C.I.A.S. <u>150</u> I.A.S. <u>150</u>	Actual Range <u>6593</u>
G.S. Est <u>106</u> Actual <u>312</u>	B.S. Type <u>M-9</u>
Wind Direc Metro <u>270</u> Actual <u>288</u>	Time of Release <u>1410</u>
Wind Veloc. Metro <u>132</u> Actual <u>94</u>	Intervalometer Setting <u>Salvo</u>
D.S. <u>122.5</u> Trail <u>49</u> ATF <u>43.5</u>	Length of Bombing Run <u>3min</u>
Tan. D.A. Est <u>.74</u> Actual <u>.66</u>	C-1 Pilot <u>Yes</u> A-5 _____
Mean Temp: Metro <u>-10.5</u> Actual <u>-14</u>	Manual Pilot _____
Type of Release: Lead A/C <u>Salvo</u>	Type of Release: Other A/C <u>Salvo</u>

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

J-A- 2

Reference Field Order 504.

26 SEPTEMBER 1944

SUBJECT: Communications Report, Operational Mission No 148.

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/G	<u>∅</u>	Splashers	<u>14</u>
to other A/C	<u>1</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>35</u>
4. Distress Action	<u>∅</u>	Maximum Fix	<u>5245N 0635E</u>

SECTION TWO - REPORTED EQUIPMENT DEFICIENCIES

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

401 BOMBARDMENT GROUP (H)

Assigned OSNABRUCK, GERMANY
 Target: Bomed OSNABRUCK, GERMANY
 Date of Mission . . 26 . Sept. 44

Route as Flown:-- 1302 (5220 - 0014E) - 1340 (5239 - 0437E) - 1401
(5210 - 0700E) Target - 360 Deg. N of target - 1523 (5237 - 0437E)

Weather conditions: (a) At target . . . 5/10 Broken
 (b) En route . . 3/10 - 5/10
 Were our A/C "Seen" or "Unseen" targets? (a) At target . . . Seen
 (b) En route . . . Seen
 Any condensation trails? . . Yes

Description of Flak at Target, including METHOD OF FIRE CONTROL
Meager to moderate, good for altitude and fair for deflection.
Predicted concentration and barrage type.

Flak encountered or observed en route . . . (In the order experienced)
Observed meager flak from Ymuiden, Holland after passing over on
route back.

Was CHAFF carried? . . . Yes
 How discharged? . . . As briefed
 Position of Group . . . 94th. "A" CBW

Details:-

Altitude	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	1410	1410	27,000	67 T	5-8 Min.
High	11	5	0	1410	1410	27,600	73 T	"
Low	12	2	0	1411½	1411½	26,300	73 M	"
Totals	35	11						

Comments - Phenomena:-
Observed 4 gun rocket battery approximately 10 miles E of
Osabruck. Fired in bursts of 4, good for altitude, poor for
deflection.

NUMBER OF A/C DAMAGED

MAJOR MINOR

3. Between Bombs Away and Rally - 0 11

TOTALS - 0 ^B11

LOCATION OF BOMB

NO. OF BOMBS

NO. OF A/C DAMAGED

TYPE OF BOMB

DESCRIPTION OF DAMAGE TO A/C

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

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

D-R-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.

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 8033, 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. Seabart, pilot a/c 1730, 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. Bomsey, 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. Schaumann, 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 6115, 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 Armament Officer
AAF Station 128

F-C-1

APO 557
26 Sept. 1944

SUBJECT: Armament Malfunction Mission Report.

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

1. Date of Mission: 25 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 #43-38236 - Bombardier reported that Intervalometer was inoperative. Ground check revealed no malfunction.

b. A/C #42-107151 - Intervalometer and salvo system reported inoperative. Ground check revealed no malfunction.

c. A/C #43-38330 - Bombs hung up in left bomb bay. Ground check revealed no malfunction.

d. A/C #43-37602 - Bombs hung up in right bomb bay. Ground check revealed no malfunction.

e. A/C #42-102398 - Bomb bay doors had to be cranked down and up. Motor has been replaced.

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

LEAD BOX 94TH C WING

Eng

Combat Flight Leader MAJ MAUPIN Date 25 September 1944

Deputy Flight Leader LT OAS

612 SQDN
CARRS (MAUPIN)
IN Y | 7600 ✓
612 SC JABWOCK
613 IN MACRO
614 IW GOLFCLUB
615 IY BUZZARD

LUDEMAN
SC A | 7628

OAS
SC Q | ~~8188~~
IV-H | 7686 ✓

612 SQDN

614 SQDN

AIKEN
SC J | 7790

SILVERSTEIN
IW B | 7151 ✓

BONNEY
SC D | 6992 ✓

BURGE
SC K | 1087 ✓

HUBBELL
IW F | 7395

HAYES
IW M | 8236 ✓

MAXWELL
SC H | 2398

COX
SC B | ~~1882~~
1862 ✓

CROMER
SC M | 7039

Leaf

SPARES

Leaf

Gibson
SC C | 9993
down above

HI BOX 94TH C ANG

Combat Flight Leader LT FOWLER

Date 25 September 1944

Deputy Flight Leader LT BAKER

613 SQDN

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

LOCKHART (FOWLER)

~~IN C~~ 8053
SC Q 8153

HANSON

BAKER

IN T 7736

IN J 1591

613 SQDN

614 SQDN

BUDD

UTTER

IN F 6313 ✓

IN Z 8330

DOUGLAS

JENNINGS

MORTON

BRIGHT

IN U 7706

IN A 8160

IN O 7602

IN H 6464 ✓

CARSON

IN D 8187

HILLSTAD

HOPLEY

IN R 6113

IN P 7009 ✓

Leaf

SPARES

McGoldrick

IN B 6132



Low Box 94 th C Wing

Combat Flight Leader

Lt Heenan

Date 25 Sept 44

Deputy Flight Leader

Lt Schaunaman

Load with 8 bombs
↓

615 SQDN

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

HEENAN

~~IY A 8077~~
IW-e 8033

DAVES

SCHAUNAMAN

IY G | 1983 ✓

IY N | 8159 ✓

615 SQDN

614 SQDN

STEGEMAN

LENNICK

IY D | 8125 ✓

IW S | 8145 ✓

UDY

GRIMM

JAMES

RUNDELL

IY A | 1077

IY R | 6146

IW D | 8452

IW J | 2659

SULLIVAN

IY J | 7115 ✓

TURK

SOMBART

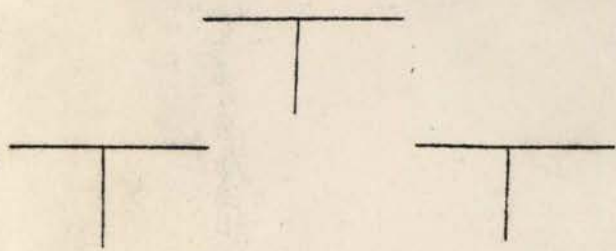
IY F | 7664

IY B | 1730

Leaf

Leaf

SPARES



REFILING NOTES: 26 September 1944

TARGET: Your target for today is this Marshalling Yard which lies to the SE of the Target City. Actually there are two Yards with yours being the largest and most important of the two. These two yards take care of the four railroad lines converging in this city. Two of these lines now supply the all-important German Defense Area in Holland and adjacent Germany.

Your MPI lies in the regular sidings as you will see on the photos. 10 more Groups of 1st BD are bombing MPI's at this target which include three Groups (108 A/c) bombing the STEELWORKS just adjacent to the M/Y and which produce rolling stock for the railroads and also shell casings for the German Army. (Total 4 MPI's)

Your Bomb Run is approx. 40 miles which should give everyone ample time to get in good bombing formation. You are the first Wing on this Target and good bombing will certainly strike a good blow in way of supporting our hard pressed troops fighting in Belgium, France and Holland.

SECONDARY: Same Target with all Groups bombing the same MPI.

LAST RESORT: Operation Night-Fighter airdrome. Large installation. Three MPI's for the Group--one on Hangars ~~LINE~~ one on Repair Hangars and Shops, and one in a large Dispersal Area.

FRIENDLY ACT. 9 CBW's of 2nd BD bombing Hamm--18 min before 1st.
11 Gps. of 3rd BD bombing Bremen (Motor Transport Fty) 23 min. after 1st

ROUTE AND ESCORT: 5 Gp's P-51's and 1 Gp P-47's giving Front and Rear Support--2 Gp's at a time.

EPIDIASCOPE: FLAK
Lead Bombardier

S.I. Convoys can be expected.
K-20 Camera Poop
Long Range Rocket Poop
Scouting Force Aircraft P-51's red spin and 4" red band around edge of empennage (tail unit)
P/W Instructions.

EMPTY POCKETS AND DON'T FORGET ESCAPE AIDS.

DON'T MENTION THE TARGET NOW OR OUTSIDE OF THIS ROOM.

JMH
JMH

5212-0847

ETR-1831

S-3

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

26 September 1944

LOADING LIST

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
44-8153 PFF	P	1st Lt.	COLEMAN	EDWARD	W.
	CP	Capt.	LOGHER	JAMES	R JR.
	V	2d Lt.	STRONG	WILLIAM	W.
	N	1st Lt.	KRON	HORACE	E.
	B.	1st Lt.	STOUT	ELDRIDGE	K.
	RO	T SGT.	CARMON	CALVIN	A.
	TT	T SGT.	LINDHOLM	ALVIN	T.
	WG	S SGT.	ANDERSON	EDDIE	W.
43-37706	P	2d Lt.	ANNIS	ROMIE	A.
	CP	2d Lt.	CLARK	FORREST	E.
	N	2d Lt.	MADDEN	BERNARD	J.
	B	2d Lt.	JENSEN	JAMES	B.
	RO	SGT.	WALKER	LEWIS	L.
	TT	SGT.	CORLISS	JOHN	M.
	BT	S SGT.	PEREZ	FRANK	W.
	WG	SGT.	BROOKS	GEORGE	E.
42-97931	P	2d Lt.	DOUGLAS	LUTHER	A.
	CP	2d Lt.	LITTLE	RICHARD	H.
	N	2d Lt.	MAVRAN	EDWARD	F.
	B	2d Lt.	GORMAN	WILLIAM	L.
	RO	SGT.	SHEETZ	JOHN	H.
	TTEERK	KKKK SGT.	LEWIS	RAYMOND	G.
	BT	SGT.	AGLIATA	TONY	A.
	WG	SGT.	CHANCE	BUFORD	D.
44-6113	P	1st Lt.	ETIERS	ROY	G.
	CP	2d Lt.	MISENHEIMER	IRA	W. JR.
	N	1st Lt.	NASH	JOSEPH	P.
	B	2d Lt.	ANDREU	ROBERT	A.
	RO	T SGT.	SCOLL	EMANUEL	T.
	TT	T SGT.	MC GEE	EDWARD	T.
	BT	S SGT.	MAES	BERT	(NMI) JR.
	WG	S SGT.	HUCKINS	GARTH	N.
42-102947	P	2d Lt.	CARSON	FRANK	(NMI) JR.
	CP	2d Lt.	MOE	MORRIS	E.
	N	2d Lt.	LAWLESS	HARRIS	E.
	B	2d Lt.	BUCHER	WILLIAM	(NMI)
	RO	T SGT.	KNCK	ROBERT	C.
	TT	S SGT.	MC GEHEE	RAY	E.
	BT	S SGT.	LEE	WILLIAM	R.
	WG	SGT.	JAMES	LLEWELLYN	(NMI)

43-38160

P	2d Lt.	NELSON	AUGUSTUS	J.
CP	2d Lt.	NEVOIS	EDGER	W.
N	2d Lt.	KULCZYCKI	JOHN	S.
B	2d Lt.	WILSON WILSON	BLAINE	B.
RO	SGT.	DORRIS	JOHN	T.
TT	SGT.	WILLIAMS	LAWTRON	E.
BT	SGT.	MAJESKI	FRANK	B.
TG	SGT.	MC CARTHY	JAMES	J.
WG	SGT.	ANDERSON	BOBBIE	D.

42-107009

P	1st Lt.	THOMASON	WALTER	H.
CP	2d Lt.	DOBRATZ	HERMAN	(NMI)
N	2d Lt.	WRIGHT	RICHARD	B.
B	SGT.	HOPE	WILLIAM	(NMI) JR.
RO	T SGT.	RAFEZ	ISAAC	C.
TT	T SGT.	LYMBURN	WALLACE	R.
BT	S SGT.	GUMMELT	HERBERT	L.
TG	S SGT.	GODFREY	HAROLD	M.
WG	S SGT.	MISZKO	HENRY	M.

42-38267

P	2d Lt.	HOPLBY	CHARLES	W.
CP	2d Lt.	GOETZ	FRANK	V. JR.
N	2d 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 PEET	HAROLD	G.
WG	SGT.	ANDERSON	WAYNE	L.

44-6132

P	2d Lt.	HELLESTAD	RAYMOND	H.
CP	2d Lt.	EMCH	JOHN	H.
N	2d Lt.	CAMPBELL	FREDERICK	L.
B	SGT.	MONFOYA	CHRIS	A.
RO	SGT.	KRIZ	RAYMOND	E.
TT	SGT.	DRYDREN	JAMES	B. JR.
BT	SGT.	ANDREN	ROBERT	M.
TG	SGT.	FISHEIN	HAROLD	(NMI)
WG	SGT.	DICICCO	PATSY	C.

44-6313

P	1st Lt.	MC GOLDRICK	JOHN	W.
CP	2d Lt.	EMME MILLER	HENRY	C.
N	2d Lt.	LEWIS	LESTER	G.
B	SGT.	LINDSAY	JAMES	R.
RO	SGT.	HECK	GERALD	L.
TT	SGT.	SHELDON	JAMES	R.
BT	SGT.	GRUMANN	JAMES	F.
TG	SGT.	ST. LEDGER	ROBERT	E.
WG	SGT.	LUCA	RUDOLPH	C.

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

26 September 1944

SUBJECT: Loading List.

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

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

PLANE # 42-102674

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 # 42-31983

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

PLANE # 43-38125

P	2nd Lt.	Stegemann	Charles	W.	615th
CP	2nd Lt.	Walter	Albert	G.	"
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	G.	"
FG	S/Sgt.	Sullivan	Robert	E.	"

PLANE # 43-37947

P	1st Lt.	Heenan	William	M.	615th
CP	Col.	Rogner	Harris	E.	Hq Div.
N	1st Lt.	Sellers	Cloyd	W.	615th
N	2nd Lt.	Kane	James	M.	"
N	2nd Lt.	Chaffey	Charles	G.	"
B	1st Lt.	Arnold	Harold	S.	"
RO	T/Sgt.	Spiglanin	John	V.	"
TT	S/Sgt.	Loper	Cloyd	E.	"
TG	2nd Lt.	Johnson	Elvis	E.	"
FG	S/Sgt.	Ollila	Raymond	J.	"

LOADING LIST (Continued)

PLANE # 44-6146

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
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	T/Sgt.	Roberts	Melvin	L.	"
TT	Sgt.	Wisselthier	Simon	(NMI)	"
BT	Sgt.	Gremillion	John	E.	"
TG	Cpl.	Vecchio	Murray	M.	"
FG	Sgt.	Osborne	Peter	J.	"

PLANE # 42-97636 PFF

P	1st Lt.	Haskett	Harry	E.	615th
CP	2nd Lt.	Swisher	Harold	P.	"
N	2nd Lt.	Howze	Stuart	A.	"
H	2nd Lt.	Walters	Donald	E.	"
B	2nd Lt.	Buvinghausen	Kenneth	D.	"
RO	S/Sgt.	Lynch	Brenden	J.	"
TT	S/Sgt.	Eudaley	Orville	A.	"
TG	S/Sgt.	Hutchinson	William	D.	"
FG	S/Sgt.	Jones	Hinson	B.	"

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	Chester	W.	"
RO	Sgt.	Andrews	Leroy	(NMI)	"
TT	Sgt.	Smith	Elmer	E.	"
BT	Pfc.	Matts	Dudley	F.	"
TG	Sgt.	Dailey	J. (io)	B.	"
FG	Sgt.	Livezey	Lowell	G.	"

PLANE # 42-31069

P	2nd Lt.	Daves	Edward	H.	615th
CP	2nd Lt.	Crunk	Clayton	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	Sgt.	Crawford	Melvin	H.	"

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.	"

LOADING LIST (Continued)

PLANE # 42-102468

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

612TH BOMBARDMENT SQUADRON (H)
 401ST BOMBARDMENT GROUP (H)
 Office of the Operations Officer
 APO 5577

26 September 1944

SUBJECT: Loading List

TO: Operations Officer, 401st Bombardment Group (H),
 AAF Station 128, APO 5577

A/C 42-31662

P	Cox, Walter E.	2nd Lt.	612th
CP	Amundson, Glenn R.	2nd Lt.	612th
N	Tiffany, Raymond L.	2nd Lt.	612th
B	Ankrom, Lowell J.	Cpl.	612th
ROG	Hill, Robert H.	Cpl.	612th
TTG	Warren, Emmitt E.	Cpl.	612th
BTG	Pope, LeRoy G.	Cpl.	612th
TG	Importe, George (NMI)	Cpl.	612th
FG	Dunn, Dale D.	Cpl.	612th

~~A/C 42-31662~~ 43-37628

P	Nagle, Otto P., Jr.	F/O	612th
CP	Holland, Martin O.	2nd Lt.	612th
N	Hodowski, Bernard R.	2nd Lt.	612th
B	Wolchick, Walter (NMI)	2nd Lt.	612th
ROG	Robbins, Gene W.	S/Sgt	612th
TTG	Smith, Nelson E.	T/Sgt	612th
BTG	Meyers, Gerald (NMI)	S/Sgt	612th
TG	Matanic, George P.	S/Sgt	612th
FG	Perkel, Max (NMI)	S/Sgt	612th

A/C 42-39993

P	Gibson, Roger C.	1st Lt.	612th
CP	Atkinson, William A.	1st Lt.	612th
N	Brand, George C.	1st Lt.	612th
B	Kemler, Arden C.	2nd Lt.	612th
ROG	Heikkinen, Carl R.	T/Sgt	612th
TTG	Williamson, Joseph R.	T/Sgt	612th
BTG	Roethler, Roland V.	S/Sgt	612th
TG	King, Francis E., Jr.	S/Sgt	612th
FG	Phelps, Durwood, W.	S/Sgt	612th

A/C 42-97632

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

A/C 42-102398

P	Maxwell, Charles T.	2nd Lt.	612th
CP	McLeod, Luscién P.	2nd Lt.	612th
N	Billman, James K.	2nd Lt.	612th
B	O'Brien, Eugene B.	S/Sgt	612th
ROG	Searcy, Marion E.	T/Sgt	612th
TTG	Thomas, Robert L.	T/Sgt	612th
BTG	Lamourux, Duane A.	S/Sgt	612th
TG	Welborn, Luther B.	S/Sgt	612th
FG	Bunn, Charles T.	Sgt	612th

A/C 42-106992

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

A/C 43-37790

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

A/C 42-31087

P	Harlan, Thomas J., Jr.	2nd Lt.	612th
CP	Thorne, Walter W.	2nd Lt.	612th
N	Reese, Victor S.	1st Lt.	612th
B	Tarr, Charles (NMI) Jr.	2nd Lt.	612th
ROG	Robinson, Paul D.	T/Sgt	612th
TTG	Lee, Reed L.	T/Sgt	612th
BTG	Smith, Floyd G.	S/Sgt	612th
TG	Munford, John V.	S/Sgt	612th
FG	Zaragoza, Albert R.	S/Sgt	612th

A/C 42-31087

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

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

AAF Station # 128
 26 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 # 42-97780

P	Capt.	GRUMAN, JAMES A.	614th Sq
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 # 42-107084

P	1st Lt.	HARASYM, ALEXANDER	614th Sq
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, Emanuel T.	"
TG	S/Sgt.	Capps, George C.	"
WG	S/Sgt.	Bailey, John S.	"

PLANE # 97395

P	2nd Lt.	HUBBELL, RICHARD S.	614th Sq
CP	2nd Lt.	GOULET, AMBROSE F.	"
N	2nd Lt.	MOORE, GEORGE J.	"
CTG	S/Sgt.	Horbatusck, 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 # 42-97145

P	1st Lt.	LERWICK, HOWARD P.	614th Sq
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.	Findley, Matthew R.	"
BT	S/Sgt.	James, Harold L. Jr.	"
TG	S/Sgt.	Kosiba, Frank T.	"
WG	S/Sgt.	Healy, John L.	"

PLANE # 42-97602

P	2nd Lt.	MAYS, HAL C.	614th
CP	2nd Lt.	LIVINGSTON, HERMAN	"
N	2nd Lt.	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	Sgt.	Monacello, Joseph L. Jr.	"
WG	Sgt.	Wilson, Billy J.	"

PLANE # 43-38330

P	2nd Lt.	CROZIER, JOHN C.	"
CP	2nd Lt.	WEBER, MORRIS	"
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 # 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	T/Sgt.	Gravel, Donald A.	"
TT	T/Sgt.	Dotson, Glenn	"
Bt	S/Sgt.	Bergstrom, Donald E.	"
TG	S/Sgt.	Meyers, Francis S. Jr.	"
WG	S/Sgt.	Dias, George V.	"

PLANE # 42-102659

P	1st Lt.	RUNDELL, FRANCIS E. II	614th
CP	2nd Lt.	JOHNSON, RAYMOND E.	"
N	1st Lt.	RHINEHART, WILLIAM E.	"
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.	"

PLANE # 4338452

P	2nd Lt.	JAMES, ROBERT W.	614th
CP	2nd Lt.	GROSSMANN, 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.	Pennington, William C.	"

PLANE # 44-6464

P	F/O.	WHITTMAN, PAUL F.	614th Sq
CP	2nd Lt.	HOSLEY, ROBERT A.	"
N	2nd Lt.	SCHNEIDER, JAMES M.	"
B	2nd Lt.	O'HERN, MELVIN C.	"
RO	T/Sgt.	Russell, James N.	"
TT	X Sgt.	Collett, John E.	"
BT	S/Sgt.	Grasela, Edward B.	"
TG	S/Sgt.	Hayden, Andrew J.	"
WG	S/Sgt.	Classick, John F. Jr.	"

For the Squadron Commander:

ALVAH H. CHAPMAN, JR.
CAPT., Air Corps,
Operations Officer.

CONFIDENTIAL

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

26 September 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 26 SEPTEMBER 1944

TAKE-OFF: 1110. 6-8/10 swelling cumulus, base 2500', tops 7-8000'. Nil middle or high cloud. Visibility 7 miles.

ROUTE OUT: 6-8/10 swelling cumulus, base 2-3000', tops 7-8000', becoming 1-3/10 at English coast, becoming 5-7/10 at 53 deg. 05 min. N, 02 deg. 40 min. E and 6-8/10 over the continent with tops building to 10-12,000'. Nil middle or high cloud. Horizontal visibility unrestricted at altitude. Vertical visibility 20-30 miles over the continent.

TARGET: 1410. 5-6/10 swelling cumulus, tops 10-12,000'. Nil middle or high cloud. Vertical visibility 20-30 miles. Horizontal visibility unrestricted.

ROUTE BACK: 6-8/10 swelling cumulus, tops 10-12,000', over continent, becoming 4-6/10, tops 8-10,000', base 3-4000', over North Sea, becoming 4-6/10, tops 6-7000', base 2-3000', over England, becoming 2-4/10 in base area. Nil middle or high cloud. Vertical visibility 20-30 miles over the continent, lowering to 6-8 miles over England in haze. Horizontal visibility unrestricted.

BASE ON RETURN: 1644. 2/10 cumulus, base 3000'. Nil middle or high cloud. Visibility 7 miles.

REMARKS: Light, non-persistent contrails over the continent at 27,000'. Nil icing. Temperatures 3-8 degrees colder than briefed above 20,000'; -21 deg. at 20,000'; -35 deg. at 25,000'; -42 deg. at 27,000'. Winds at altitude: Direction good, velocities 15-20 knots lighter than briefed; at 7 deg. 55 min. E, 27,100', 295 deg. at 98 knots; at 4 deg. 40 min. E, 27,200', 298 deg. at 98 knots.

Arthur B. Street

ARTHUR B. STREET
Captain, Air Corps
Staff Weather Officer

CONFIDENTIAL

OPERATIONAL ROUTE FORECAST

DATE 26 September 1944

PERIOD 1200-1900 hrs

AG P BR HQ SOS 122929

	A Base to Target	B Target to Base	C	D
WEATHER	Partly Cloudy becoming Cloudy with Slight or Moderate Rain Showers <i>OVER NORTH SEA & CONTINENT</i>	REVERSE OF A-1	<i>CONFIDENTIAL</i>	
CLOUDS	1-6/10 Small Cumulus base 2-3000ft tops 5-7000ft becoming 6-8/10 after 1200 hrs. over England and North Sea with tops building to 11-16000ft East of Orkney East. Nil Medium Cloud Nil High Cloud	REVERSE OF ROUTE OUT BECOMING 3-5/10 Strato-cumulus formed by the spreading out of Cumulus over England base 3000ft tops 1-5000ft after 1900 hours.		
ICING	5000ft Nil to Light Rime becoming Moderate to Heavy Clear over North Sea and Continent.	REVERSE OF A-3		
VISIBILITY	6-12 miles becoming unrestricted aloft. Vertical Visibility 25-50 miles	Reverse of A-4		
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	base to target 300 25	target 300 25	temperatures. Plus 13	
5000 FT	290 30	300 35	Plus 03	
10000 FT	290 50	290 60	-06	
15000 FT	280 75	290 80	-15	
20000 FT	280 85	290 100	-19	
25000 FT	280 95	290 110	-29	
30000 FT	280 105	290 120	-41	

BASE ALTIMETER SETTING 30.01 inches TARGET SURFACE TEMP. Plus 13 TARGET MEAN TEMP. at 27,000ft -10.5
 TEMP. AT 27000 FT. -34 TARGET SURFACE (PRESSURE-ALT) Plus 171 ft