

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

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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

615 SQDN

OAS

IY H 8159

JETTER

IN B 6132

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 _____

1st Haskett

Date _____

Deputy Flight Leader _____

SQDN

612 SC JABNOCK

HEMAN (LEWIS)

613 IN MACRO

614 IW GOLFCLUB

615 IY BUZZARD

401st Over Target.

C 033

CALLAWAY

HASKETT

G 983

P 458

SQDN

SQDN

CAS

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

ETTERS

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

HANSON
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
- 614 IW GOLFCLUB
- 615 IY BUZZARD

401st Over Target

GRUMAN
R 780

WITTMAN
X 883

<u>MAYS</u>	<u>MORAN</u>
O 602	M 236

SQDN
LEWICK
S 145

SQDN
THOMSON
Q 931

SOMBART
B 730

JAMES
B 151

KECK
S 947

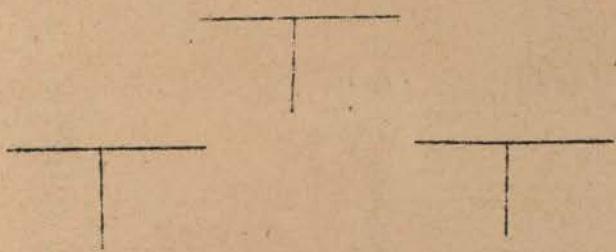
CARSON
D 187

SISSON
A 508

GROZIER
Z 330

HUBBELL
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 0900 hrs.

(2) Mag. heading over target 96 degrees.

(3) Altitude over target 25600 feet.

(4) Bombs away at 0905 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 UNL 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.

Air Commander - Capt. Lewis

FLIGHT PLAN 94th B CBW, Field Order 505

WVACV108

PILOT Lt. Heenan

NAVIGATOR Lt. J. M. Kane, Lt. Kunstman

DATE 27 September 1944

STATIONS	0500	ENCINES	0600	TAXI	0615	T.O.	0630
LEAVE BASE	Cottesmore						0805
COAST OUT			0839				
ENEMY COAST			0900				
I.P.			0922				
TARGET			0931				
ENEMY COAST			1117				
ENGLISH COAST			1157				
E.T.R.			1248				

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

Zero Hr - 0800
 Ref Alt - 25000
 Bomb alt - 26000
 Oxygen - 4:30
 Over continent - 2:17
 Division assembly Southwold to 51-48N 03-52E

WATCH.....
 Letdown on Cottesmore bancher - Normal 010 mag.
 At..... G.M.T.

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

FROM TO	W/V UESD	HEIGHT	I.A.S. MPH /K	T. A.S. (K)	COURSE	DRI-FT	TRUE HDNG.	VAR.	MAG. HDNG.	C. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI.
Assemble 18000 (Lead)													0805	
Cottesmore (Y) Bancher														
52-44N 00-39W	300/58	19000	150	175	29	-19	010	f10	020	164	19	:07	0812	
Sleaford (B)			-20											
53-00N 00-25W	300/59	20000	150	177	96	-8	088	f10	098	229	32 1/2	:09	0821	
Rev Huntestanton (D)			-23											
52-57N 00-29E	302/61	22000	150	182	163	f12	175	f10	185	223	32 1/2	:09	0830	
Tretford (S)			-26											
52-25N 00-45E	306/63	21000	150	188	99	-9	090	f10	100	242	35	:09	0839	English Coast
Southwold CP 1			start climb											CP 1 0839
52-20N 01-41E	310/65	26000	150	195	112	-5	107	f9	116	258	87	:20	0900	Coast CP 2 0900
51-48N 03-52E			-35											
"	290/69	26000	150	198	125	f6	131	f7	138	264	96	:22	0922	I. P., C.P. 3 0912
50-53N 05-58E			-37											51-20N 05-00E
I.P.	280/71	26000	150	198	083	-6	077	f6	083	264	37	:08	0931	TARGET
50-57N 06-57E			-37											
52-00N 07-23E	280/71	26000	150	198	079	-7	072	f6	078	264	17	:04	0935	
"			-37											
50-35N 07-30E	280/71	26000	150	198	170	f20	190	f6	196	210	25	:07	0943	
"			-37											
50-25N 07-09E	280/71	26000	150	198	234	f15	249	f6	255	142	17	:07	0951	
"			-37											
51-14N 02-55E	280/65	20500	170	206	287	-2	285	f7	292	140	51 1/2	1:26	1117	Coast
"	300/55	15000	150	165		f5	292	f7	299	111	117	1:04		
"	296/43	8500	170	169		-7	319	f9	328	131	57	1:40	1157	English Coast
Southwold	284/34	2000	150	134	326	-10	316	f9	325	107	24	1:34		
52-20N 01-41E	284/34	2000	150	134	287	f2	279	f10	289	100	84	:51	1248	ETR
Base			f9											
Low & High from IP	280/71	26000	150	198	93	-2	98	f6	97	268	40	:09	0931	Low and High
50-50N 07-00E														
"	280/71	26000	150	198	56	-14	42	f6	48	244	17	:04	0935	
51-00N 07-23E														
Cottesmore	304/62	18 to 26000	150	184	109	-5	104	f9	113	243	175	:44	0816 0900	Last time for wing departure from Cottesmore
51-48N 03-52E														
Base	300/49	0 to 26000	150	157	097	-7	90	f10	100	201	84	:25	0736 0830	LTTO to Eng. Coast 65 min to climb
Southwold														
Base	300/51	0 to 26000	150	160	103	-5	98	f9	107	208	135	:39	0743 0851	LTTO 1:10 to climb
52-00N 03-00E			130											

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	I.A.S. MPH /K	HEIGHT & AIR TEMP.	T. A.S.	RUN		TO RUN		E.T.A.
										DIST.	TIME	DIST.	TIME	
					VHF - Code for authentication - "Jap rat" Abandon mission - "We've got it".									(Tac) Bomb line 9-25-44 53-10N 04-48E to Munster to Frankfurt to Speyer (49-20N 08-25E) to Stuttgart to Konstanz 2nd Pt N 3rd Div Pt. I & P.
					Chaff - Discharge 2 min before IP and continue for 15 minutes. Emergency airframe - Framlingham 52-12N 01-21E Interval - 3 min between CBW 's. Spares - Turn back at 03-00E									
0625					Take off									
0635					Entered clouds, 10/10ths st. cu.			5100						
0636	344/56 metro				Cloud tops. No high clouds			6300						
0651			232		53-03N 00-28W		140	13200 -10						
0655	213	f20	233		315/52E		136	14400	146	10	04	150		
0703					Circling Pt. Y, firing flares			18000						
0847			300		0716 Sq. formed 18000 over Pt. Y									
0804			360		Depart pt. Y, 5 mi. E.			18000						
0813			88		3 mi. north of course			19500						
0822	111		100		3 mi. E. Pt. D			21300						

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)

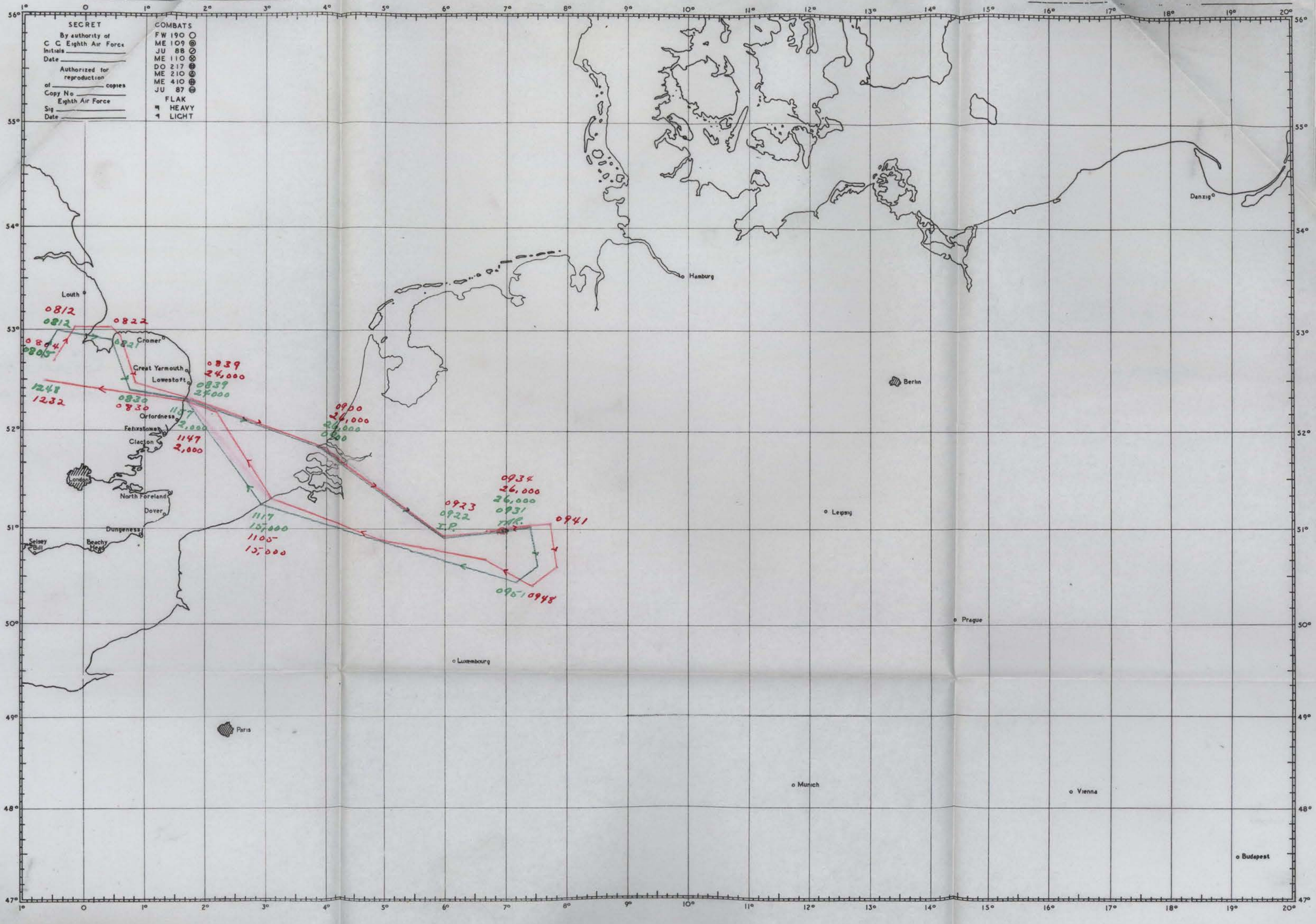
TRACK CHART

DATE Sept. 27-44

TARGETS
PRIMARY COLOGNE, GERMANY

ROUTE FOLLOWED BY
Green
Red
Briefed Course
#0157 B.C. (H)

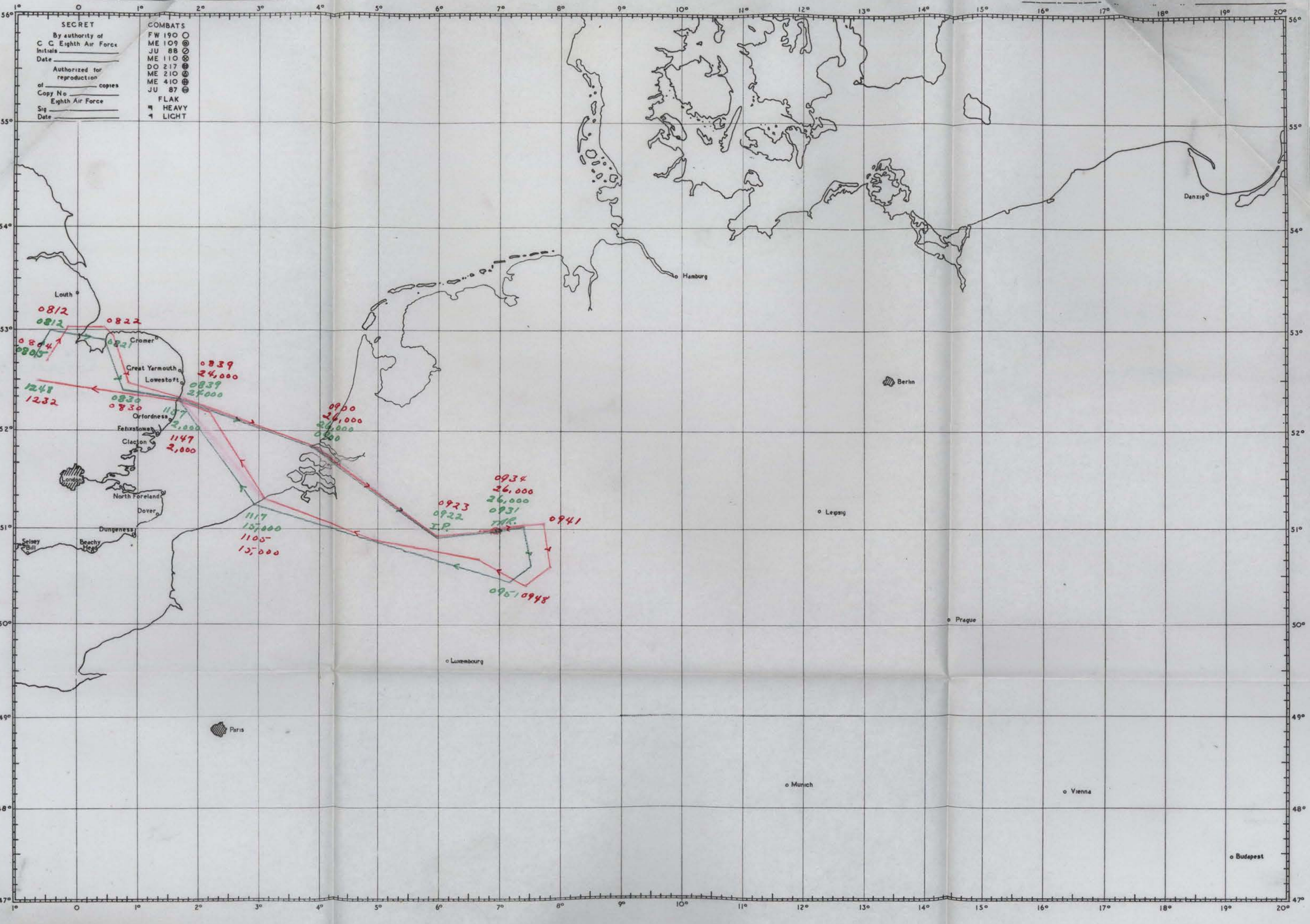




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 Date _____

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

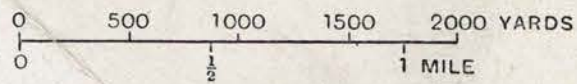
0812
 0812
 0804
 0805
 1241
 1232
 0822
 0821
 0839
 24,000
 0839
 24,000
 0830
 0830
 1147
 2,000
 1147
 2,000
 1117
 15,000
 1105
 13,000
 0900
 26,000
 24,000
 0934
 26,000
 0923
 26,000
 0922
 I.P.
 0931
 26,000
 0941
 0948
 0948



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

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

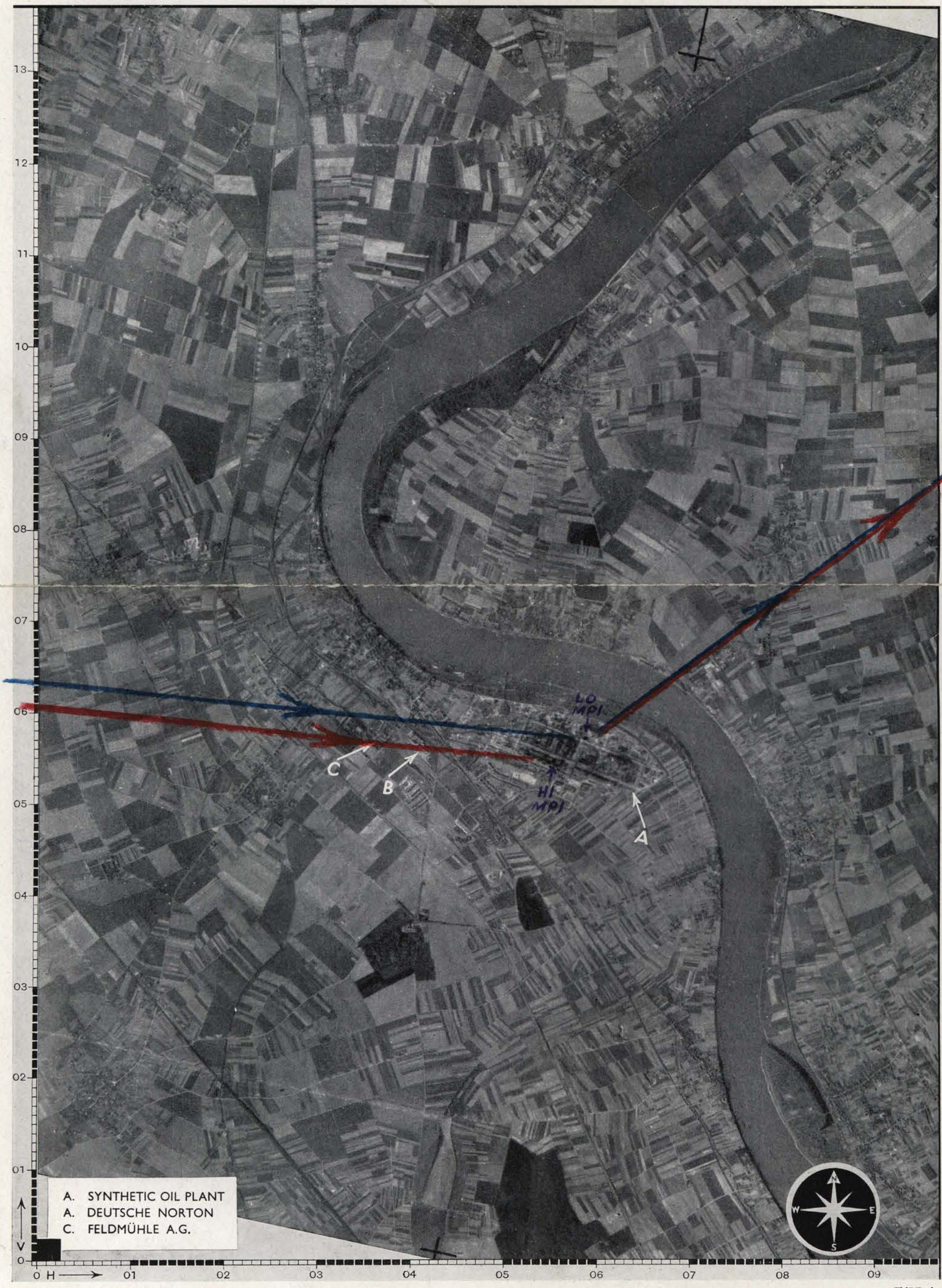
low & High
WESSELING
(GERMANY)
Illustration No.
I (a) (iii) 10b/11



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 0625
 NAVIGATOR Lt. Kane AIRPLANE _____
 WING 94th GROUP 401st SQDN Lead LANDED 1234
 OBJECTIVE Cologne, 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 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 (5947-0510E) 1105 (5110-0303E)
 Weather conditions: (a) At targ
 (b) En route . . . 9/10 - Alto-Cumulus
 Were our A/C "Seen" or "Unseen" targets? (a) At target
8/10-10/10 undercast
 (b) In flight
 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
As Briefed

Position of Group
94th "H" 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 -----	<u>1</u>
Between IP and HP	
Between PT and HP -----	<u>4</u>
	<u>5</u>

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.

53

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	2
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.	

about

about

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	C.	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	Villagioni, 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 SP2 NARA 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.

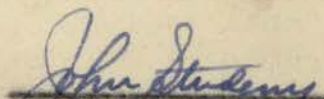
615th BOMBARDMENT SQ. (H)
401st BOMBARDMENT GP. (H)
OFFICE OF THE ARMAMENT OFFICER
USAAF STA. 128, U.S. ARMY

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

APC 557
27 Sept. 1944

SUBJECT: Armament Malfunction Mission Report.

TO : Commanding General, 1st Bomb Division, APC 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.

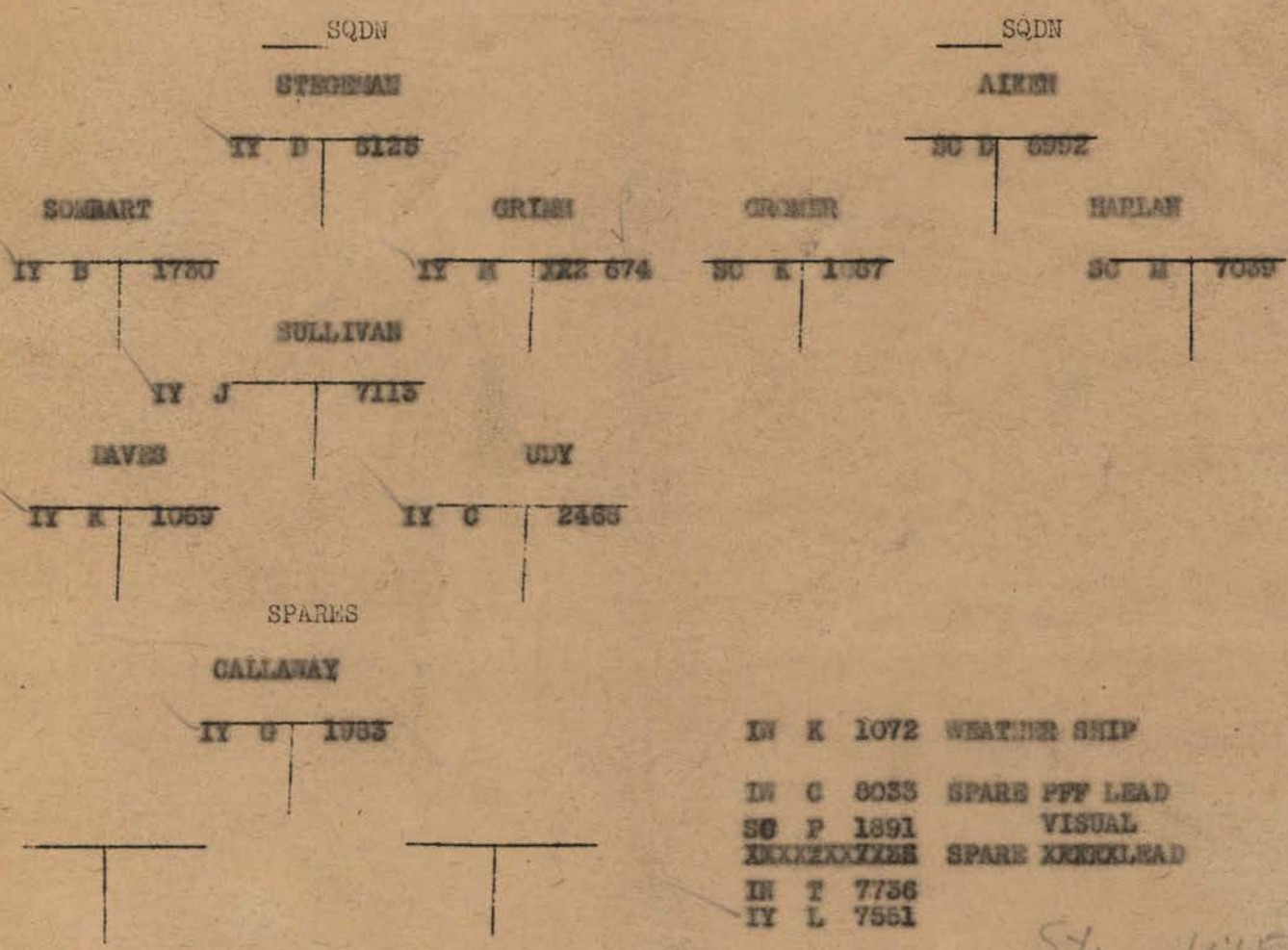
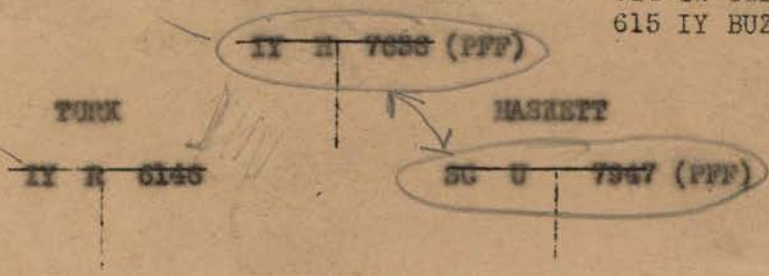
LEAD SQUADRON

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



- IW K 1072 WEATHER SHIP
- IW C 8033 SPARE PFF LEAD
- SC P 1891 VISUAL
- ~~XXXXXXXXXX~~ SPARE XXXXLEAD
- IH T 7736
- IY L 7561

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
- 614 IW GOLFCLUB
- 615 IY BUZZARD

COLEMAN (LOCHER)

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

LIEWICK

GIBSON

IW S 6145

SC C 9095

GROZIER

MAYS

COX

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 N 8236

613th

313 - ^{left}

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