

S E C R E T

Classification changed to

RESTRICTED by auth of

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

REPORT OF OPERATIONAL DAY

*MISSION NO. 152
3RD. OCTOBER, 1944*

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

MISSION NO. 152

To: NURNBERG , 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 # 152

Date 3 October 1944

ASSIGNMENT

- 1. Assigned Target: NURNBERG, GERMANY
- 2. Commitments: The 401st Group furnished three 12 A/C squadrons for the 94th Wing "B" Group. One PFF A/C and a spare accompanied each squadron.

EXECUTION

- 1. Target Bombed: NURNBERG, GERMANY (PFF)
- 2. a. Group Leader: Capt. F. A. KALINSKI (CHARLEVILLE)
 - Lead Navigator: 1st Lt. E. E. RUSSELL (CHAFFEEY - "Mickey")
 - Extra Navigator: 1st Lt. L. R. RUSH
 - Lead Bombardier: 1st Lt. C. H. MINOTT
- b. Low Squadron Leader: Capt. A. H. CHAPMAN (MERCER)
 - Lead Navigator: 1st Lt. L. E. GASKINS (WINGRAD - "Mickey")
 - Lead Bombardier: 1st Lt. T. J. KLEFISCH
- c. High Squadron Leader: Major E. T. De JONCKHEERE (LOCKHART)
 - Lead Navigator: 1st Lt. R. L. GRILLEY (STRONG - ("Mickey"))
 - Lead Bombardier: 1st Lt. E. R. LEWIS

3. Flight Over England:

- a. Takeoff:

Takeoff was completed without incident.
- b. Squadron and Group Assemblies:

Squadrons and the Group assembled on the Cottesmore Buncher as briefed. Departure from buncher was made with a full group.

Mission Summary Report (Cont'd)3. c. Route over England:

We joined in trail of the 94th "A" Group at the King's Cliffe buncher and made Division assembly at Splasher 5.

4. Attack:a. Flight to Target:

The 94th "B" Group was sixth in the Division and maintained the position throughout the mission. Visual contact was maintained continuously with the five preceding Groups. Prior to control point # 4 the Division Leader and all groups behind him were blown off course approximately 10 to 15 miles North. Upon discovering this we headed for control point # 4 and made it four minutes late. The rest of the flight to target was without incident.

b. Bombing Run:

Approaching the IP the Air Commander made it known that the bombing was to be PFF. We stayed in Group formation turning on IP as briefed with Mickey picking up target and killing drift. Visibility was poor with 8 to 10/10th cloud cover. The run in Group formation was unhindered all squadrons dropping on Mickey with no visual assistance. Bombs were salvoed at 1154, results being unobserved. C-1 functioned satisfactory.

c. Flight from Target:

Bombing was done in Group formation which was excellent and was maintained as such on the withdrawal. We stayed south of course on return as advised by Division Leader and crossed out to the channel south of Dunkirk.

d. Return to Base:

Let down was made over France. High clouds to 12,000 and 13,000' forced us to maintain an altitude of 14,500' until mid-channel. Squadrons were staggered in trail after passing English Coast. Normal landing was made.

e. Weather:

Weather was described as 9/10ths undercast over channel consisting of cumulus clouds, with tops at 13,00 feet. Weather over target was 8/10ths to 9/10ths undercast, tops at 13,000 feet, necessitating PFF bombing.

f. Fighter Support:

Fighter support was described as very good.

g. Conclusions and Recommendations:

None.

Mission Summary Report (Cont'd)5. Aircraft Not Attacking:Lead Squadron:

A/C 42-102674 - Not Sortie. Returned early because oil guage was fluctuating and oil was coming out of # 4 engine. Feathered and returned.

6. Enemy Opposition:

No air opposition (for flak see flak report)

7. Battle Damage:

<u>Major</u>	<u>Minor</u>	<u>To Flak</u>
1	5	6

8. Casualties:

None.

9. Statistical Summary of Operations (See attached form)

10. Bombing Data:a. Observations:Lead Squadron:

Results were unobserved, but bombing was believed to be good. It is even possible that the visual primary target was hit.

Low Squadron:

Results were unobserved, but bombing was believed to be close to the center of the city.

High Squadron:

Results were unobserved, but bombing was believed to be good.

b. Disposition of Bombs:Lead Squadron:

All 11 A/C E.E.T. bombed the target, dropping 110 x 500# M 17 IB's. Aborting A/C 2674 and the spare A/C each returned 10 IB's to base.

Low Squadron:

All 12 A/C E.E.T. bombed the target, dropping 120 X 500# M17 IB's. The spare A/C returned 10 IB's to base.

Mission Summary Report (Cont'd)

10. b. Continued.

High Squadron:

All 12 A/C E.E.T. bombed the target, dropping 116 X 500# M17 IB's. One A/C had three bombs hang up which were jettisoned over Germany. 10 bombs were returned with the spare A/C.

c. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs				
	Bomb- ing	Over Target	Num- ber	Size	Type	Fusing Nose Tail	
Main Bombfall	35	35	346	500#	M17 IB's	-	-
Other Attacks	-	-	-	-	-	-	-
Total Bombs on Target			346	500#	M17 IB's		M127
Other Expenditures			3	500#	M17 IB's		M127
Bombs Returned			40	500#	M17 IB's		M127
Total (Loaded on A/C Taking Off)			389	500#	M17 IB's		M127

11. Lost Aircraft:

Submitted By:

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

0100 EASTMAN REGULAR SAFETY



(SAV-401A/673 - 2 X3 - 10-44X42-106992-7- 26000X(NURNBURG)
CONFIDENTIAL



(SAV-401C/675 - 2 X3 - 10-44X42-107151 - 7- 25,200X(NURNBURG)
CONFIDENTIAL



(SAV-401B/674 1)(3-10-44X9993-7- 27000X(NURNBURG) CONF.

EASTMAN REGULAR SAFETY

STATISTICAL SUMMARY OF OPERATIONS

801st Group

1st BD F. O. 509

Date of 3 October 1944

	Lead		High		Low	PFF
		PFF - GH		PFF - GH		
1. No. of A/C Failing to Take Off	-	-	-	-	-	-
2. No. of A/C Airborne	12	1	12	1	12	1
3. No. of A/C Airborne Less Spares	11	1	11	1	11	1
4. No. of A/C Sorties	10	1	11	1	11	1
5. No. of A/C Attacking	10	1	11	11 1	11	1
6. No. of A/C Not Attacking	1	-	-	-	-	-
(a) Early Returns Included	(1)	-	-	-	-	-
7. Name of Primary Target	NURNBERG, (VISUAL)					
(a) No of A/C Attacking						
(b) No., Size & type of bombs						
8. Name of Secondary Target	NURNBERG (PFF)					
(a) No of A/C Attacking	10	1	11	1	11	1
(b) No., Size & type of Bombs	100	10	106	10	110	10
	500# M17 IB	500# M17 IB	500# M17 IB	500# M17 IB	500# M17 IB	500# M17 IB
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	0733	0742	0735
19. Time of Attack	1154	1154 $\frac{1}{2}$	1154
20. Average Time of Flight	8.9	8.8	8.9
21. Altitude of Release	25,200	26,000	24,500
22. Visual or PFF	PFF	PFF	PFF
23. Enemy Resistance - AA Int.&ACC.	Moderate ACcurate	Moderate Accurate	Moderate Accurate
24. - Fighters	----	----	----
25. - Bombers	----	----	----
26. U.S. A/C Engaged by Enemy A/C	----	----	----
27. Degree of Success	Good	Good	Good

PFF A/C Borrowed from Groups as follows: None

PFF A/C Loaned to Groups as Follows: None

NOTES:

Combat Flight Leader

Captain Kalinski

Date 3 Oct 1944

401st Deputy Flight Operations
At Take Off, Assembly and
Cruise.

Lt Duckworth
615

SQDN
CHARLEVILLE (KALINSKI)
947

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

CALLAWAY

DUCKWORTH

~~983~~

~~458~~

615

612

SQDN
~~SULLIVAN~~

SQDN
~~BURNS~~

~~160~~

~~992~~

MC KAY

GRIMM

LAWRENCE

HARLAN

~~1485~~

~~2674~~

~~938~~

~~039~~

~~DOW~~

~~aborted~~

~~8125~~

SOMBART

COOPER

~~730~~

~~146~~

SPARES
STEGEMAN

~~159~~

~~returned.~~

Captain Kalinski

3 Oct 1944

Combat Flight Leader _____ Date _____
Lt Duckworth

Deputy Flight Leader _____
612

401st Lead Squadron Formation
Over Target.

CHARLEVILLE (KALINSKI)

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

947

CALLAWAY

DUCKWORTH

983

458

615
SQDN

612
SQDN

SULLIVAN

BURNS

160

992

MC KAY

COOPER

LAWRENCE

HARLAN

485

146

938

039

DOW

125

Combat Flight Leader _____ Date _____

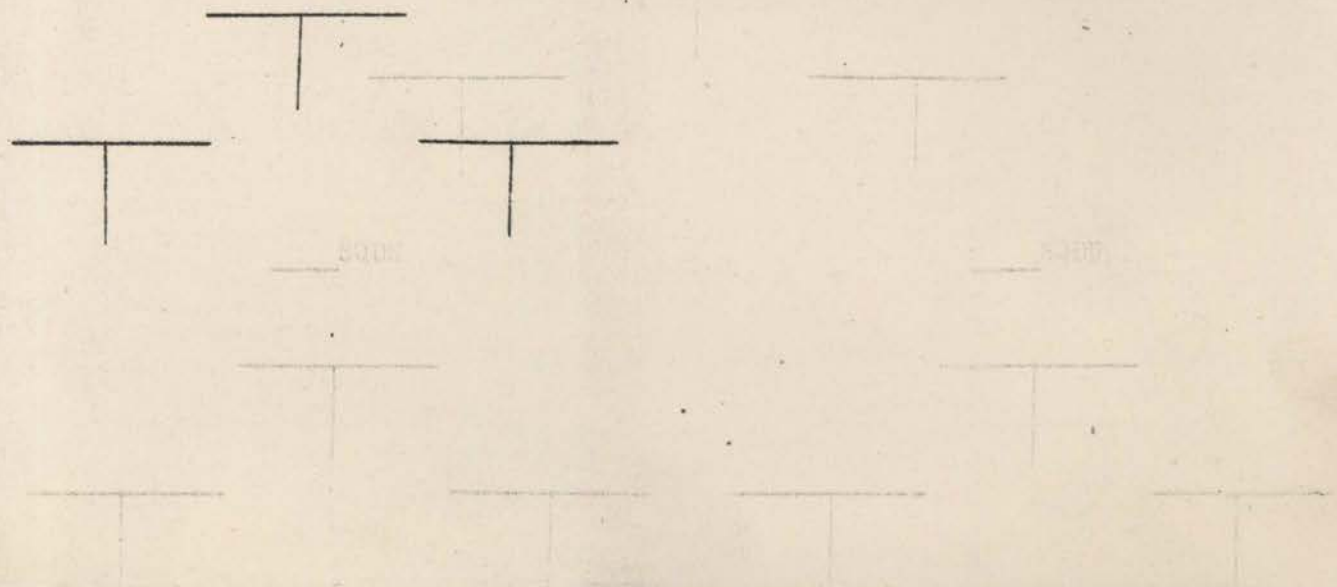
SOMBART

Deputy Flight Leader _____

730

SPARES

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



Combat Flight Leader _____ Date _____
Deputy Flight Leader Major De Jonckheere 3 Oct 1944

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

401st High Squadron Formation
At Take Off, Assembly, and On
Cruise.

LOCKHART (DE JONCKHEERE)

153

HANSON

736

BAKER

081

SQDN

613

SQDN

612

LIBERT

009

GIBSON

993

MC GOLDRICK

947

CAMPBELL

931

JONES

790

CROMER

393

CARSON

187

DOUGLAS

132

SPARES

HILLESTAD

267

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

KECK

706

returned.

SQDN

Combat Flight Leader Major De Jenckheere Date 5 Oct 44

Deputy Flight Leader Lt Baker

401st High Squadron Formation
Over Target.

~~613~~ SQDN

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

~~LOGNHART (DE JENCKHEERE)~~

153

~~HANSON~~

736

~~BAKER~~

081

~~613~~ SQDN

~~LIPPERT~~

009

~~612~~ SQDN

~~GINSON~~

993

~~MC GILDRICK~~

947

~~CAMPBELL~~

931

~~JONES~~

790

~~CRUICK~~

393

~~CARSON~~

187

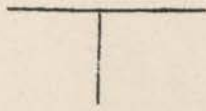
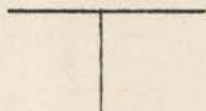
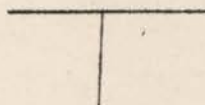
~~DOUGLAS~~

132

~~HILLESTAD~~

267

SPARES



Combat Flight Leader Captain Chapman Date 8 Oct 44

Deputy Flight Leader Lt Brown

401st Low Squadron Formation
At Take Off, On Cruise, and
Assembly.

614 SQDN

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

MERGER (CHAPMAN)

033

WHEATMAN

464

BROWN

780

614 SQDN

612 SQDN

SILVERSTEIN

151

SCHAUBMAN

487

MELTON

478

SISSON

508

COX

628

HAYWELL

398

HAYES

256

MORTON

350

JAMES

452

SPARES

HIRBELL

395

returned.

Captain Chapman

3 Oct 44

Combat Flight Leader

Date

Lt Brown

Deputy Flight Leader

614

401st Low Squadron Formation
Over Target.

SQDN

612 SC JABWOCK

613 IN MACRO

MERCER (CHAPMAN)

614 IW GOLFCLUB

615 IY BUZZARD

033

WITTMAN

BROWN

464

780

614

SQDN

612

SQDN

SILVERSTEIN

SCHAUHAMAN

151

487

MELTON

SISSON

GOX

MAXWELL

478

508

628

398

HAYES

236

MORTON

JAMES

330

452

SPARES

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

4 October 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 0733 hours; Land at 1622 hours.

b. Group formed at 0845 hours at 15000 feet.

c. Formed CBW at 0855 hours at 15000 feet.

d. Began climb at 0920 hours; reached alt. at 1030 hours.

e. Weather encountered over England:

(1) Clouds -- / 10th - Visability 30 miles.

(2) Wind at altitude 285 degrees, 38 Knots.

f. Means of navigation over England. Pilotage

g. Means of checking Metro Winds Drifts on Headings

h. Joined task force at 0944 hrs. at Lowestoft (20,000)
(Splasher, City, Coord.)

i. English Coast out at 0944 hrs.; Enemy Coast in at 1010 hrs.

j. Fighter Rendezvous:

(1) Going in _____ hrs.

(2) Coming back _____ hrs. Area Support

k. Wind used for bombings:

(1) 260 degrees, 70 Knots.

(2) Determined by Pilotage
(Method)

l. Bomb run and Method of Target Identifications:

(1) Reached IP at 1140 hrs.

(2) Mag. heading over target 92 degrees.

(3) Altitude over target 26000 feet.

(4) Bombs away at 1154 hrs.

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

m. Gee:

(1) Coordinates of furthest fix 51 03 N. 03 49 E.

(2) Obtained at 1020 hours.

n. Difficulties encountered with special equipment.

NONE

COMMENTS:

/s/ W. F. Russel
W. F. RUSSEL
1st Lt. Air Corps
Lead Navigator (Lead Sq)
SIGNATURE

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

4 October 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 0849 hours; Land at 1604 hours.

b. Group formed at xx hours at xx feet.

c. Formed CBW at xx hours at xx feet.

d. Began climb at xx hours, reached alt. at xx hours.

e. Weather encountered over England:

(1) Clouds 1 / 10th - Visibility 15 miles.

(2) Wind at altitude ~~27/57~~ 278/57 to 05 COE 300/50 at Target degrees, knots.

f. Means of navigation over England. Pilotage

g. Means of checking Metro Winds Gee and Wickey (B.S. Drift)

h. Joined task force at 0945 hrs. at LOWESTOFT
(Splasher, City, Coord.)

i. English Coast out at 0945 hrs.; Enemy Coast in at 1010 hrs.

j. Fighter Rendezvous:

(1) Going in _____ hrs.

(2) Coming back _____ hrs. AREA COVERAGE

k. Wind used for bombing:

(1) 300 degrees, 50 Knots.

(2) Determined by PFF Air Plot (Drift checked by Bomb sight)
(Method)

l. Bomb run and Method of Target Identification:

(1) Reached IP at 1139 hrs.

(2) Mag. heading over target ~~26000~~ _____ degrees. 095 degrees M.H.

(3) Altitude over target 095 feet. 26,800 feet

(4) Bombs away at 1154.15 hrs.

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

PFF Momentary view of Target thru clouds 9/10ths AC

m. Gee:

(1) Coordinates of furthest fix 49 50 N. 04 50 E.

(2) Obtained at 1342 hours.

n. Difficulties encountered with special equipment.

None

COMMENTS:

/S/ Robert L. Grilley
ROBERT L. GRILLE
1st Lt. Air Cor
Lead Navigator
SIGNATURE

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

4 October 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 0735 hours; Land at 1630 hours.

b. Group formed at 0906 hours at 14000 feet.

c. Formed CBW at 0908 hours at 15000 feet.

d. Began climb at 0923 hours; reached alt. at 1033 hours.

e. Weather encountered over England:

(1) Clouds 5 / 10th - Visability 30 miles.

(2) Wind at altitude 210 degrees, 39 Knots.

f. Means of navigation over England. Geo and Pilotage

g. Means of checking Metro Winds Geo Pilotage PFF

h. Joined task force at 0941 hrs. at Lowestoft
(Splasher, City, Coord.)

i. English Coast out at 0941 1/2 hrs.; Enemy Coast in at 1010 hrs.

j. Fighter Rendezvous:

(1) Going in _____ hrs.

(2) Coming back _____ hrs. AREA SUPPORT

k. Wind used for bombing:

(1) 210 degrees, 39 Knots.

(2) Determined by PFF Geo Pilotage
(Method)

l. Bomb run and Method of Target Identifications:

(1) Reached IP at 1140 hrs.

(2) Mag. heading over target 75 degrees.

(3) Altitude over target 25500 feet.

(4) Bombs away at 1154 hrs.

(5) Method of target identification and weather over target:
PFF 6-10ths AC

m. Geo:

(1) Coordinates of furthest fix 50 23 N. 04 01 E.

(2) Obtained at 1413 1/2 hours.

n. Difficulties encountered with special equipment.

NONE

COMMENTS:

/s/ Leslie E. Gaskins
LESLIE E. GASKINS
1st Lt. Air Corps
~~Lead Navigator (Low Sq)~~
SIGNATURE

FLIGHT PLAN

PILOT Lt. Charleville NAVIGATOR 1st Lt. Russell and 1st Lt. Rush DATE 3 October

zero Hour- 0900
Ref Alt 25000
Bomb Alt 26000

STATIONS	0610	ENGINES	0710	TAXI	0725	T.O.	0740
LEAVE BASE	0906						
COAST OUT	0945						
ENEMY COAST	1010						
I.P.	1129						
TARGET	1145						
ENEMY COAST	1438						
English Coast	1541			ETR 1505			

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

WATCH..... Fast Slow
Rate..... Let Down on Cottessmore
At..... C.M.T.
Divisi on Assembly (Lowestoft To 51 11N 02 49E)

FROM TO	W/V UESD	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRIFT	TRUE HDNG.	VAR.	MAC. HDNG.	C. S.	DIST.	TIME	E.T.A.	CELESTIAL DATE TIME BODY ALT. AZI.
52 34N 00 29W March "A"	290 35	15000 -12	150	165	091	-4	87	10	97	197	20	6A	0917	
52 33N 00 06E New Hunstanton "B"	290 37	16000 -14	150	166	032	-12	020	10	30	171	23	8 / 2	0927	
52 57N 00 30E Splasher #5 "C"	290 39	18000 -16	150	171	103	-2	101	10	111	210	33	9	0936	
52 52N 01 24E Lowestoft	290 43	20000 -21	150	176	151	A10	161	9	170	204	26	8 / 2	0945	English Coast C.P. #1
52 29N 01 45E 51 11N 02 49E	285 53	22500 25000	150 -29	186	153	A12	165	9	174	218	87	24A	1010	Enemy Coast
" " " "	300	26000	150	199	115	-2	113	A7	120	255	139	33	1043	G.P. #2 (1044)
50 13N 06 10E " " " "	300 57	26000 -36	150	199	094	-7	087	A6	93	248	60	15	1058	
50 09N 07 43E " " " "	320 57	26000 -36	150	199	075	-14	061	A6	67	214	49	14A	1113	G.P. #3 (1115)
50 21N 08 58E " " " "	320 51	26000	150	199	146	A1	147	A5	152	250	26	6 / 1	1120	
50 00N 09 20E " " " "	320 51	26000	150	199	156	A4	160	A5	165	248	33	8 / 1	1129	I.P.
49 30N 09 40E " " (I.P.)	320 51	26000	150	199	094	-11	083	A5	88	230	56	15A	1145	TARGET
TARGET 49 26N 11 05E 49 13N 11 08E	320 50	25500 25000	160 -35	210	171	A7	178	A5	183	252	13	3 / 1	1149	
" " " "	318 47	24000 23000	170 150	218 188	240	A12 A13	252 253	A5	257 258	204 173	131-87 73	04-30 26	1219	
48 30N 09 12E " " " "	316 44	23000 -30	150	188	265	A10	275	A6	281	158	59	23A	1243	G.P. #4 (1246)
48 25N 07 44E " " " "	300 51	23000 -30	150	188	293	A3	296	7	303	137	114	50	1333	
49 08N 05 04E " " " "	300 51	23000 -30	150	188	322	-6	316	8	324	140	151	1:05	1438	Enemy Coast Out
51 06N 02 38E " " " "	290 38	16500 10000	170 -15	193	306	-3	303	A9	312	156	69	:21	1505	English Coast
51 47N 01 10E Base	300 22	6000 2000	160 -3	151	304	-1	303	A10	313	129	78	:36	1541	ETR
Gott Lowestoft	290 40	17500 20000	150 -17	172	100	-3	097	A10	107	211	89	:26	0919 0945	Last Time Departure for Group
Base Lowestoft	300 30	0 20000	150 -6	152	091	-6	085	A10	95	178	87	:30	0855 0945	LTTO 50 min to climb

Gott "Y" (lead 15000) 290 15000 150 165 130 A8 134 A10 144 197 16 05-1 0906
Kings Cliff "X" 35 -12 FLIGHT RECORD 0910

TIME	COURSE	W/V USED &/OR D.R. DRIF	TRUE HDNG.	MAC. 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	
<p><u>FLARES NORMAL</u> VHF *** CODE FOR AUTHENTICATION --- "Red Dog" ABANDON MISSION --- "Fold Your Napkin"</p> <p>LAST RESORTS ***** Grailshen 49 08N 10 02E Goppingen 48 42N 09 42E</p> <p>CHAFF ***** Discharge 1 Min After I.P. Continue for 15 Min</p> <p>BRUSSELS/MELSBROCK 50 54N 04 30E PARIS/VILLACOURLAY 48 46N 02 12E</p> <p>The above have Priority as Emergency A/F in hand fr.</p>														

TIME	HEIGHT	T.A.S.	DIST.	TIME	E.T.A.
0810					
0906	135				0911
0909	120				
0915	120				
0917	360				
0920	355				
0926	75				
0936	165				
0944	165				1008

FLIGHT RECORD

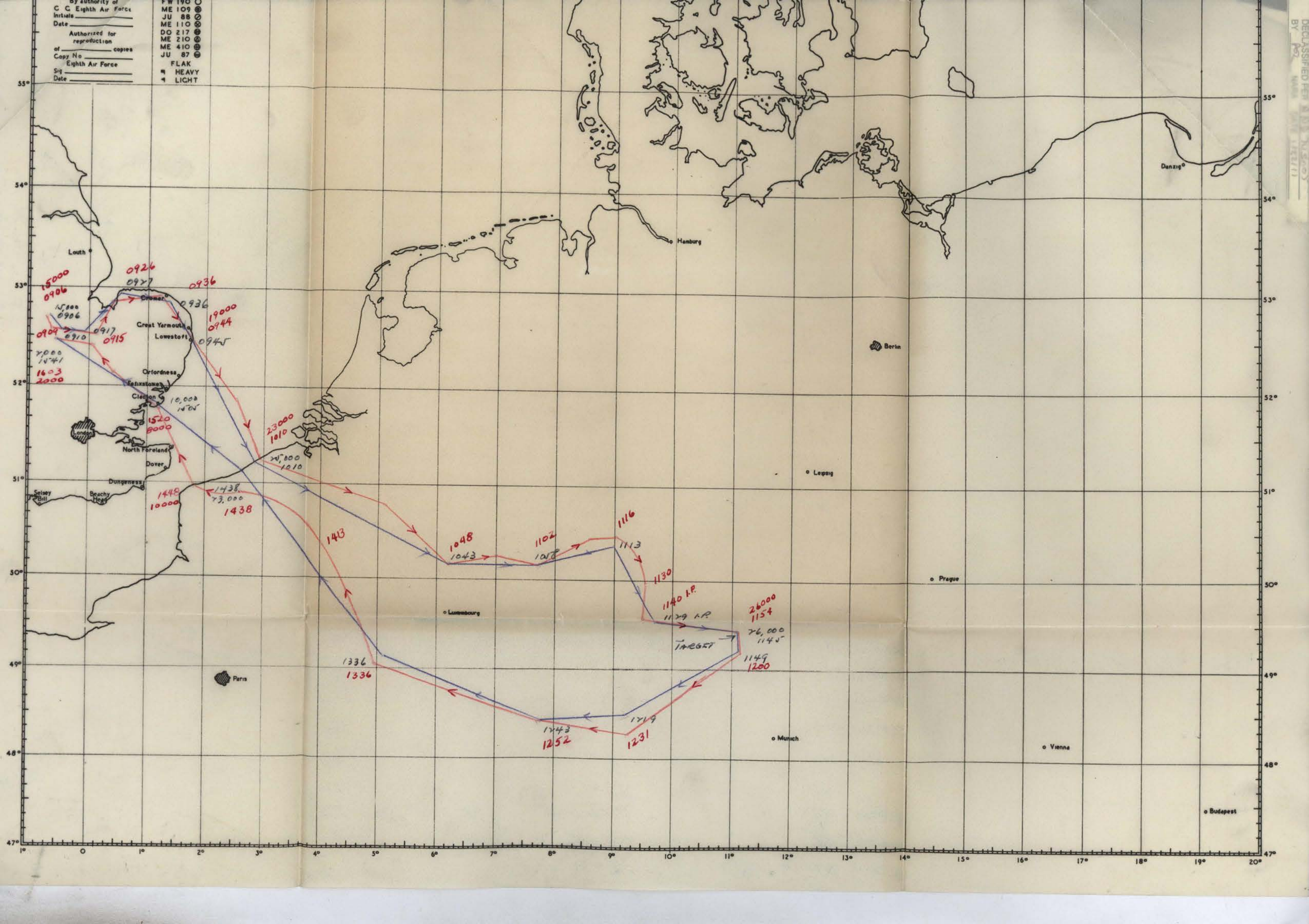
TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNC.	MAG. HDNC.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS. MPH. /K	HEIGHT & AIR TEMP.	T. A. S.	RUN		C. S.	TO RUN		E. T. A.
										DIST.	TIME		DIST.	TIME	
0955			180		52 03N 02 23E (Gee)		150	21000 -24							
1010			220		Enemy Coast 51 14N 02 58E		150	23000 -28							
1014			120		51 10N 03 11E Gee		150	"	189						
1020	120		130		51 03N 03 49E W/V 245/80 (By Gee)		150	24000			235	100	25	1045	
1038	130	20	150		W/V 245/90 (Gee)		150	26000							
1048	130	"	"		C.P. #2 on course		150	26000	200		202	59	13	1101	
1102	75		75		T.P. on course		150	26000	200		280	49	10	1113	
1105			30		"S"ing to clear other wings		150	26000	200						
1116			75		CP #3		150	"	"						
1128					15 miles east of Frankfurt		150	"	"		180	37	13	1141	
1140					I.P.		"	"	"						
1141					Chaff Started		150	26000	"						
1154			87	92	Bombs Away (PFF) xxxx		"	"							
1158			180		B-17 low is in trouble		170	26000	200						
1201			240		T.P.		170	26000	200						
1203			240		49 07N 11 05E		170	23000							
1216			240		48 45N 10 19E (Mickey)		150	23000			175	45	15	1231	
1231	275	Wind by Airplot			10 miles south of TP Wind 330/30		150	23000	190						
1252	293	2	295		C.P. #4 48 26N 07 44E		150	23000	190						
1300			280		Evading Flak From 48 45N 07 00E		150	23000	190						
1309					48 40N 06 40E 240/40		150	23000							
1310					Starting Letdown		170								
1336	322	-7	315		T.P. 49 08E 05 00E		170	12000			150	150	60	1436	
1357			320		Gee Fix 49 52N 04 17E		150	13300							
1406					10 mi South of Charleroi 50 11N 04 30E		150	14500							
1413					50 30N 04 00E		150								
1420			305		50 33N 03 49E (Gee)		150								
1448			315		01 45E 50 55N (Coast)		150	13000							
1504			340		51 29N 01 59E (Gee)										
1520			290		51 50N 01 12E Pilotage BC		150	8000							
1533			300		52 03N 00 31E										
1521			320		52 11N 00 13		155								
1603			270		Base		150								
1622					Landed										
1630					Engines Killed										

SIGNED _____ NAVIGATOR

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

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

DECLASSIFIED PER A.O. 117
BY 102 1000 1000 1000 1000

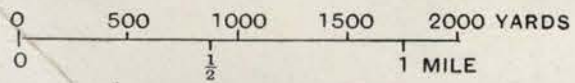


Target No.
3 (c) 40

MASCHINENFABRIK AUGSBURG-
NÜRNBERG A.G. (M.A.N.)

NÜRNBERG
(GERMANY)

Illustration No.
3 (c) 40/4



Photographed 28 September 1941

(1 : 32,000) approx.

Issued October 1943



A.1.3c(1)

TYPE A

Illustration No.
3 (c) 40/4

W.D.A.G. FORM
 12 E. Modified
 1-9-44 401st BG APO 517

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Minott DATE 3 Oct 1944
 PILOT Lt. Charleville, Capt Kalinski TAKE OFF 0733
 NAVIGATOR Lt. Russell AIRPLANE 847
 WING 94th B GROUP 401st SQDN Lead LANDED 1622
 OBJECTIVE Nurnberg, 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 500# M 17 LB FUSING: NOSE 127 TAIL _____
 BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
 NUMBER OF BOMBS LOADED 110 x 500# 1B RELEASED 110
 INFORMATION AT RELEASE POINT: PFF
 Altitude of Target 1000 Temp Aloft: Metro -24 Actual -33
 True Altitude above target 25200 Mag Head, order 94 Actual 92
 Ind. Altitude 26000 True Heading 97
 Pressure alt of target -128 Drift, Est 11R Actual 3L
 Altimeter setting 29.92 True Track 94
 C.I.A.S. 150 I.A.S. 150 Actual Range 14021
 G.S. Est 264 Actual 325 B.S. Type M-9
 Wind Direc Metro 321 Actual 260 Time of Release 1154
 Wind Veloc. Metro 64 Actual 92 Intervalometer Setting 150ft
 D.S. 118 Trail 139 ATF 44.89 Length of Bombing Run 12min
 Tan. D.A. Est .56 Actual .55 C-1 Pilot Yes A-5 _____
 Mean Temp: Metro -12 Actual -14 Manual Pilot _____
 Type of Release: Lead A/C Salvo Type of Release: Other A/C 150ft

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Klefisch DATE 3 Oct 1944
 PILOT Lt. Mercer TAKE OFF 0735
 NAVIGATOR Lt. Gaskins AIRPLANE 033
 WING 94 B GROUP 401st SQDN Low LANDED 1630
 OBJECTIVE Nurnburg, 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 500# M 17 1 B FUSING: NOSE 127 TAIL
 BOMBS, TYPES AND SIZES FUSING: NOSE TAIL
 NUMBER OF BOMBS LOADED 120 x 500# 1 B RELEASED 120
 INFORMATION AT RELEASE POINT: PFF
 Altitude of Target 1000 Temp Aloft: Metro -34 Actual -34
 True Altitude above target 24500 Mag Head, order 94 Actual 75
 Ind. Altitude 25500 True Heading 80
 Pressure alt of target -128 Drift, Est 11R Actual 8L
 Altimeter setting 29.92 True Track 72
 C.I.A.S. 150 I.A.S. 150 Actual Range 11153
 G.S. Est 264 Actual 252 B.S. Type M-9
 Wind Direc Metro 320 Actual 210 Time of Release 1154
 Wind Veloc. Metro 64 Actual 52 Intervalometer Setting 150ft
 D.S. 122 Trail 139 ATF 44.26 Length of Bombing Run 12min
 Tan. D.A. Est .57 Actual .55 C-1 Pilot Yes A-5
 Mean Temp: Metro -12 Actual -12 Manual Pilot
 Type of Release: Lead A/C Salvo Type of Release: Other A/C 150ft

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Lewis DATE 3 Oct 1944
 PILOT Capt Leckhart, Major DeJonckhere TAKE OFF 0807
 NAVIGATOR Lt. Grilley AIRPLANE 053
 WING 94 B GROUP 401st SQDN High LANDED 1603
 OBJECTIVE Nurnberg, 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 500# M 17 1B FUSING: NOSE 127 TAIL _____
 BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
 NUMBER OF BOMBS LOADED 120 x 500# M 17 1B RELEASED 116
 INFORMATION AT RELEASE POINT: PFF
 Altitude of Target 1000 Temp Aloft: Metro -34 Actual -35
 True Altitude above target 26000 Mag Head, order 94 Actual 95
 Ind. Altitude 26800 True Heading 100
 Pressure alt of target -128 Drift, Est 11R Actual 8R
 Altimeter setting 29.92 True Track 108
 C.I.A.S. 150 I.A.S. 150 Actual Range 16472
 G.S. Est 264 Actual 260 B.S. Type M-9
 Wind Direc Metro 320 Actual 305 Time of Release 1154
 Wind Veloc. Metro 64 Actual 58 Intervalometer Setting 150ft
 D.S. 116.4 Trail 141 ATF 45.31 Length of Bombing Run 18min
 Tan. D.A. Est .56 Actual 5.4 C-1 Pilot Yes A-5 _____
 Mean Temp: Metro -12 Actual -12 Manual Pilot _____
 Type of Release: Lead A/C Salvo Type of Release: Other A/C 150ft

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

J-A- 2

Reference Field Order 509.

3 OCTOBER 1944

SUBJECT: Communications Report, Operational Mission No 152.

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

SECTION ONE - USE OF RADIO NAVIGATIONAL AIDS

1. VHF/DF Bearings:	5. Radio Beacons used:
to 401st A/C <u> ∅ </u>	Splashers <u> 16 </u>
to other A/C <u> ∅ </u>	Fixed Beacons <u> ∅ </u>
2. HF/DF Bearings <u> ∅ </u>	Bunchers <u> 34 </u>
3. MF/DF Fixes <u> ∅ </u>	6. Total A/C using Gee <u> 35 </u>
4. Distress Action <u> ∅ </u>	Maximum Fix <u> 5050N 0545E </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> ∅ </u>	7. IFF <u> ∅ </u>
4. Compass <u> ∅ </u>	8. Others , H2X <u> ∅ </u>

SECTION THREE - REMARKS

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

S E C R E T

401
Report on A.A. Gunfire.
Nurnberg
BOMBARDMENT GROUP (H)
Nurnberg

3 Oct. 44

Assigned
Date of Mission

Target: Bombed
1140 (4930 - 0940E) (Target) 1443 (5055 - 0145E)
0944 (Lowestoft) - 1010 (5114 - 0252E)

Route as Flown:-

7/10 - 8/10
3/10 - to 9/10 cumulus 15,000

Weather conditions: (a) At target **Unseen**
Unseen

(b) En route
were our A/C "Seen" or "Unseen" targets? (a) At target
(b) En route

1153 1/2 hours - moderate - inaccurate for height and deflection at
Description of Flak at target, including METHOD OF FIRE CONTROL **some some tracking**
and other barrage - black and white bursts

1259 - 4845 - 0717 E - meager to moderate - poor for height & deflection -
Black

1306 - 4839 - 0704 E - meager - inaccurate (at the end, experienced) - black-4 guns
1310 - 4840-0650E - " " " " " " " " " "
1315 - Nancy area " " " " " " " " " "
1449 - Dunkerque " " " " " " " " " "

Yes

As briefed

Was CHAFF carried?

How discharged? **As briefed - 34th "B" CBW**

Position of Group
.....

Details:-

A/C over		A/C Damaged	A/C lost to Flak	Time over Target	Time of Bombs away	26,000 height	Axis of Attack	Bomb Run
up	territory							
401	12	2	0	1154	1154	25,500	75T	"
401	12	0	0	1154	1154	26,500	80T	"
	35	6	0					

At target area - up to 10 ground rockets observed - poor for height and
fail for deflection. Bursts were noted to be same as previously reported.
Comments - Phenomena:-

OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 867
U. S. ARMY

D-2-4

5 October 1944.

SUBJECT: Crew Comments and Suggestions.

TO : COMMANDING OFFICER, AAF Station 128, APO 867, US Army. (Thru Lt. Col. William T. Seawell.)

1. S/Sgt. Luther B. Welborn, A/C 2398, says ammo boxes in tail were only one third full.
2. Lt. Callaway, pilot A/C 1963, asks why muffler and spray were not available. Was under impression it was to be SOP equipment for each ship.
3. Entire crew of Lt. Hayes, A/C 8238, suggests that more than one relief tube be available in A/C.
4. Lt. James, pilot A/C 8452, wishes to make a correction to report made to tower this morning in which he advised that no crew chief was at plane. Later on he discovered that crew chief was after an oxygen truck for his A/C.
5. Lt. Grosser, pilot A/C 2398, reported B-17, triangle W ship, A/C 338670, with red vertical stripes, flew with this flight as #4 A/C, and bombed with formation. Flew entire route back with us to England and left 10 to 15 minutes after making the coast. Lt. Waldhoff, bombardier A/C 2595, says A/C 995, which is #1 in the high flight, High Squadron (Lead) dropped 4 bombs late, a good 10 minutes after the target.
6. Sgt. Gravel, RO A/C 7151, mentions that crew require more food in A/C for mission.
7. Crew of Lt. Gibson, A/C 9993, complained that food was bad for breakfast and were hungry the entire mission.
8. The crews of A/C 6146 & 7478 & 1081, 7931, all complained of poor dispatching of trucks after landing. Some crews waited up to two hours for transportation.
9. Lt. Melton, pilot A/C 7478, says the food was poor for breakfast and two of his men were sick and that the rest of the members of the crew all felt bad due to the food.
10. Lt. Jones, pilot A/C 7790, says that heater in ship were out.

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

W.P.S.

Target - Located in the Southern part of the target city
Situating " a densely built up residential area, ^{to the N. & E. &} between
the ~~large~~ ^{main} railway station about a mile to the N. & a large
marshalling yard to the SE.

Before the war this factory engaged in building heavy
engines, submarines, heavy trucks, motor vehicles, & steam
" . Since 1937 as well as building above have
building tanks & is one of Germany's most important manufacturing
Products 30%

The target is about 1200 x 550 yds., roughly rectangular
with the major axis in an E-W direction - compactly built
large bldgs, which differ from the surrounding area.

PFF

3rd B at zero attacking a/Fs ~~in~~
~~2nd B~~

2nd B will be third Dir. in.

6th group over target

4 Ops. P-51's
1 " P-47's

CONFIDENTIAL

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

3 October 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 3 OCTOBER 1944.

TAKE-OFF: 0740. Trace of stratocumulus at 3000'. 1/10 altocumulus at about 10,000'. Nil high cloud. Visibility 3 miles in haze.

ROUTE OUT: Trace of stratocumulus near base area. 1-3/10 altocumulus, tops about 10,000', becoming 6-7/10 altocumulus and altostratus, tops about 10-12,000' just inside the English coast, breaking to 2-3/10 altocumulus at English coast, becoming 10/10 altocumulus, tops 12-14,000', at 51 deg. 19 min. N 2 deg. 50 min. E, becoming 5-7/10 at 50 deg. 9 min. N 7 deg. 43 min. E, further becoming 3-4/10 at 50 deg. N 8 deg. E, becoming 6-8/10 altocumulus, tops 12-14,000', with cumulus penetrating the altocumulus just before reaching 9 deg. E, becoming 10/10 altocumulus and swelling cumulus with tops to 18,000' at 50 deg. N, 9 deg. 20 min. E, becoming 8-9/10 altocumulus, tops 14-16,000', at 49 deg. 30 min. N 9 deg. 30 min. E. Nil high cloud. Visibility unrestricted aloft.

TARGET: 1154. 9/10 altocumulus, tops 15-16,000'. Nil high cloud. Visibility unrestricted.

ROUTE BACK: 8-10/10 altocumulus, becoming 10/10 altocumulus, tops 14-16,000', and swelling cumulus, tops 18,000', at 49 deg. N 11 deg. E., becoming 5-7/10 altocumulus, tops 14-16,000', at 49 deg. N, 10 deg. 15 min. E, decreasing to 4-5/10 altocumulus at 48 deg. 30 min. N 7 deg. 45 min. E, becoming 10/10 altocumulus and altostratus at 49 deg. 40 min. N 4 deg. 30 min. E, tops 13,000' to 14,500', becoming 4-6/10 altocumulus and altostratus, tops 14,000', at 50 deg. 20 min. N 3 deg. 30 min. E, becoming 1-3/10 altocumulus over the channel at 14,000', becoming nil to 2/10 altocumulus at 14,000' over England. 2-3/10 stratocumulus and cumulus, tops 6-8000', beginning at 50 deg. 20 min. N 3 deg. 30 min. E, becoming 3-5/10 over the channel and 2-4/10 over England, base 2500' to 3000'. Nil high cloud except for 2/10 cirrostratus at about 25,000' in the vicinity of 49 deg. 30 min. N. 11 deg. E. Visibility unrestricted aloft, becoming 10 miles between Belgium and the base.

BASE ON RETURN: 1600. 2-3/10 cumulus, base 3000'. 1/10 altocumulus at about 14,000'. Nil high cloud. Visibility 10 miles.

REMARKS: Light, non-persistent contrails at 14,000' at 49 deg. 46 min. N 4 deg. 25 min. E upon return. Otherwise nil contrails from bombers. Dense, non-persistent contrails from fighters at about 32,000' in the target area. Temperatures nearly as briefed; -24 deg. at 20,000', -35 deg. at 27,000'. Winds aloft: at 25,500' at 5 deg. 8 min. E, 290 deg. at 71 knots. Nil icing.

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

CONFIDENTIAL

OPERATIONAL ROUTE FORECAST

DATE 3 OCTOBER 1944
 PERIOD 0700-1600
AG-P BR HQ 505 122929

	A Base to Target	B Target to Base	C	D
WEATHER	1 Partly cloudy in northern bases but cloudy with light rain in southern bases becoming overcast becoming cloudy	1 Partly cloudy Cloudy becoming overcast becoming cloudy with light rain showers		CONFIDENTIAL
CLOUDS	2 Nil low cloud in northern bases but 4-7/10 stratocumulus base 1-2000' tops 6-8000' in southern bases becoming 10/10 stratocumulus base 1000' tops 8000' over channel decreasing to 5/10 cumulus and strato cumulus base 2000' tops 4000' over continent increasing to 4-7/10 cumulus base 2000' tops 5-6000'	2 Reverse of A 2 except except only 6-8/10 swelling cumulus base 1-2000' tops 10-12000' over England east of 5 deg east. 3-5/10 altocumulus and altostratus base 9000' tops 12000' in northern bases but 6-9/10 altocumulus and altostratus base 9000' tops 15000' in southern bases becoming 10/10 over channel		**NOTE** Dense persistent over contrails with thin 1000' of frontal thin cloud tops. front just clearing southern base at takeoff time and continent base 9000' tops 20-22000' decreasing east of 07 deg to 3-5/10 base 16000' 3-5/10 cirrus above 28000' entire route
ICING	3 4000' moderate clear 5-15000' in frontal zone and cumulus tops	3 Same as A 3		Target sea level pressure 30.06 in.
VISIBILITY	4 4-6 miles except 1-2 miles in frontal rain becoming unrestricted aloft downward visibility at tgt 20 miles	4 Unrestricted aloft becoming 6 plus on return		
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	Base to 03 East 310 15	Primary 250 25	Secondary 200 20	Frnt 10 Sec 11
5000 FT	300 20	03 East to Target and Target 260 30	07 East to Target and Target 200 20	Temp -3 Temp -2
10000 FT	300 30	secondary 280 35	secondary 290 20	-6 -5
15000 FT	290 35	03 East to 07 East 280 40	300 30	-12 -11
20000 FT	290 45	300 45	310 35	-21 -23
25000 FT	280 60	300 55	320 50	-34 -33
30000 FT	280 70	300 65	320 55	-44 -43

BASE ALTIMETER SETTING 30.12 inches TARGET SURFACE TEMP Plus 11 TARGET MEAN TEMP -10.5
 TEMP. AT 26000' FT. -5 TARGET SURFACE (PRESSURE-ALT) 120
 -35

DECLASSIFIED PER NND 745003 BY A2 NARA DATE 1/22/11

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

SUBJECT: Loading List

3 October 1944

TO: Operations Officer, 401st Bomb Gp (H), AAF, Sta. #128, APO 357

A/C 42-97938

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

A/C 42-97487

P	Schaunaman, George S.	1st Lt.	612th.
CP	Hobgood, James R.	2nd Lt.	"
N	Furrier, Robert E.	2nd Lt.	"
B	Sandoe, Kenneth E.	2nd Lt.	"
RO	Kopitnikoff, Irving G.	T/Sgt.	"
TTG	Morris, Thomas P.	T/Sgt.	"
BTG	Willet, Edward H.	S/Sgt.	"
TG	Williams, Clarence P.	S/Sgt.	"
WG	Curry, Edward A., Jr.	S/Sgt.	"

A/C 43-37628

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

A/C 42-39993

P	Gibson, Roger C.	1st Lt.	612th.
CP	Mead, Clarence E.	2nd Lt.	"
N	Brand, George G.	1st Lt.	"
B	Kemler, Arden C.	1st Lt.	"
RO	Meikinen, Carl R.	T/Sgt.	"
AKKKK TTG	Williams, Joseph R.	T/Sgt.	"
BTG	Roethler, Roland V.	S/Sgt.	"
TG	King, Francis E., Jr.	S/Sgt.	"
WG	Phelps, Durwood W.	S/Sgt.	"

43

A/C 38-57790

P	Jones, Dale G.	2nd Lt.	612th.
CP	Siepak, Stanley J.	2nd Lt.	"
N	Wishnoff, Aaron	2nd Lt.	"
B	Moran, Robert E.	2nd Lt.	"
RO	Madryak, Chester P.	S/Sgt.	"
TTG	Berry, Harrison W.	S/Sgt.	"
BTG	Rogers, Charles G.	Sgt.	"
TG	Watters, Kenneth O.	Sgt.	"
WG	Serafino, Ernest A.	Cpl.	"

A/C 42-102398

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

A/C 42-106992

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

A/C 42-107039

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

A/C 42-102393

P	Cromer, Joseph L.	2nd Lt.	612th.
CP	Trout, Ralph W.	P/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	Villagio, Vincent V.	Sgt.	"
WG	Clark, Eugene F.	Sgt.	"

" The End "

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

3 OCTOBER 1944

LOADING LIST

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
42-38600	P	1st LT.	LOCKHART	RUSSELL	R.
FFF 153 (612th)	CP	MAJOR	DE JONCKHEERE	ERIS	T.
	N	1st LT.	GRILLEY	ROBERT	L.
	B	1st LT.	LEWIS	GEORGE	R.
	V	2nd LT.	STRONG	WILLIAM	W.
	RO	T/SGT.	SCHLAGEL	OTTO	N.
	TT	T/SGT.	PYLES	CHARLES	E.
	TG	S/SGT.	MILLION	LAWRENCE	C.
	WG	S/SGT.	NULL	LLOYD	J.
43-37706	P	2nd LT.	KICK	ROBERT	J.
	CP	F/O	ESTEL	RICHARD	H.
	N	F/O	FREEMAN	HOLLIS	W. JR.
	B	F/O	SHEPARD	SAMUEL	(NMI)
	RO	SGT.	ENGLER	RICHARD	H.
	TT	SGT.	STOEBER	LEONARD	V.
	BT	SGT.	NORR	ELWOOD	W.
	TG	SGT.	METCALF	WILLIAM	T.
	WG	SGT.	PIALKOWSKI	EDWARD	(NMI)
44-6132	P	2nd LT.	DOUGLAS	LUTHER	A.
	CP	2nd LT.	LITTLE	RICHARD	H.
	N	2nd LT.	HAVRAN	EDWARD	F.
	B	2nd LT.	GORMAN	WILLIAM	L.
	RO	SGT.	SHERTZ	JOHN	H.
	TT	SGT.	LEWIS	RAYMOND	G.
	BT	SGT.	AGLIATA	TONY	A.
	TG	SGT.	CAIRO	LOUIS	P.
	WG	SGT.	CHANCE	BUFORD	D.
43-38187	P	1st LT.	CARSON	FRANK	(NMI) JR.
	CP	2nd LT.	MOR	MORRIS	E.
	N	2nd LT.	LAWLESS	HARRIS	E.
	B	2nd LT.	BUCHER	WILLIAM	(NMI)
	RO	T/SGT.	SHERMAN	LEO	(NMI)
	TT	T/SGT.	MAC GEEHE	RAY	E.
	BT	SGT.	LEE	WILLIAM	R.
	TG	S. GT.	GERALDI	JOSEPH	J.
	WG	SGT.	JAMES	LIVELYN	(NMI)
42-102009	P	1st LT.	LIPPERT	JACK	R.
	CP	2nd LT.	TOUMANS	THOMAS	Y.
	N	2nd LT.	GUTMANN	HENRY	W.
	B	S/SGT.	NEWBY	CLIFFORD	C.
	RO	T/SGT.	MAYER	JACK	P?
	TT	T/SGT.	ROWE	ROBERT	R.
	BT	S/SGT.	SELESKY	ISADORE	(NMI)
	TG	S/SGT.	EX LA GRASTA	JOSEPH	H.
	WG	S/SGT.	ELLIS	LAMAR	A.

*returned
to spare*

LOADING LIST * 3 OCTOBER 1944 CON'D

<u>PLANE NO.</u>	<u>DUTY</u>	<u>RANK</u>	<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>MI</u>
43-37736	P	1st LT.	HANSON	ALBERT	L.
	CP	2nd LT.	HAM	PORTER	L.
	N	2nd LT.	WATSON	HENRY	T.
	B	S/SGT.	GREEN	BERNARD	T.
	RO	T/SGT.	SEARS	DONALD	L.
	TT	T/SGT.	MURRAY	HOMER	G.
	BT	S/SGT.	KOONS	DONALD	L.
	TG	S/SGT.	MARTZ	DALE	C.
	WG	S/SGT.	LYALL	LESTER	D.
42-97931	P	2nd LT.	CAMPBELL	ROBERT	B.
	CP	2nd LT.	RANDLE	RICHARD	W.
	N	2nd LT.	HERLEV	JIM	D.
	B	2nd LT.	ISHAM	LAWRENCE	B.
	RO	S/SGT.	CHALUPZYNSKI	VINCENT	M.
	TT	SGT.	JUSTICE	ANDREW	C.
	BT	SGT.	BOSTIAN	AUDREY	I.
	TG	SGT.	SMITH	JAMES	A.
	WG	SGT.	HARLEN	JAMES	J.
42-38267	P	2nd LT.	HILLESTAD	RAYMOND	H.
	CP	2nd LT.	EMCH	JOHN	H.
	N	2nd LT.	CAMPBELL	FREDERICK	L.
	B	SGT.	MONTODA	CHRIS	A.
	RO	SGT.	KRIZ	RAYMOND	E.
	TT	SGT.	DRYDEN	JAMES	B. JR.
	BT	SGT.	ANDREN	ROBERT	M.
	TG	SGT.	FISHBEIN	HAROLD	(NMI)
	WG	SGT.	DI CICCIO	PATSY	C.
42-38267 42-102947	P	2nd LT.	MC GOLDRICK	JOHN	W.
	CP	2nd LT.	MILLER	HENRY	C.
	N	2nd LT.	LEWIS	LESTER	G.
	B	SGT.	LINDSAY	JONES	R.
	RO	SGT.	BECK	GERALD	L.
	TT	SGT.	SHELDON	JONES	R.
	BT	SGT.	GRUMANN	JONES	F.
	TG	SGT.	ST. LEDGER	ROBERT	E.
	WG	SGT.	LUCA	RUDOLPH	C.
42-31081	P	1st LT.	BAKER	KAY	A.
	CP	1st LT.	CAIN	ROBERT	W.
	N	2nd LT.	KORETSKY	HARRY	(NMI)
	B	2nd LT.	MOORE	CARLTON	R.
	RO	T/SGT.	YORIO	FRANCIS	P.
	TT	S/SGT.	BACCHIS	GEORGE	B.
	BT	S/SGT.	CLOYD	SHIRELY	E.
	TG	S/SGT.	SLATER	HAROLD	H.
	WG	S/SGT.	MORRISON	JULIUS	J.

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

AAF Station # 128
 3 October 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 # 44-8033

P	1st Lt.	MERCER, ELMER W.	614th Sq.
CP	Capt.	CHAPMAN, ALMAH H. JR.	"
N	1st Lt.	GASKINS, LESLIE E.	"
MO	1st Lt.	WINGRAD, ALFRED A.	"
B	1st Lt.	KLEFISCH, THEODORE J.	"
RO	T/Sgt.	Zubrickas, Joseph S.	"
TT	T/Sgt.	Fowler, Cecil V.	"
BE	S/Sgt.	Gurnicki, Sigmund A.	"
WG	S/Sgt.	Connors, Robert A.	"

PLANE # 42-97930

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

PLANE # 44-8464

P	F/O	WITTMAN, PAUL T.	"
CP	1st Lt.	SCHULZ, JOHN	"
N	2nd Lt.	SCHNEIDER, JAMES M.	"
B	2nd Lt.	O'HEARN, MELVIN C.	"
RO	T/Sgt.	Russell, James R.	"
TT	Sgt.	Collett, John E.	"
BT	S/Sgt.	Frohman, Howard J.	"
TG	S/Sgt.	Hayden, Andrew J.	"
WG	S/Sgt.	Harwell, Wilton W.	"

PLANE # 42-107151

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

Loading List (Cont)

PLANE # 44-8508

P	2nd Lt.	SISSON, NORMAN L.	614th Sq.
CP	2nd Lt.	HOEMANN, EUGENE E.	"
N	2nd Lt.	CROSSEN, LAVERN	"
B	2nd Lt.	PICKER, MATHAN	"
RO	S/Sgt.	Haluck, Andrew S.	"
TT	Sgt.	Carter, Peter J.	"
BT	Sgt.	Stevens, Calvin J.	"
TG	Cpl.	Ritchie, Francis T.	"
WG	S/Sgt.	Ruhmann, Richard R.	"

PLANE # 42-97478

P	1st Lt.	MELTON, LATAVA T.	"
CP	2nd Lt.	CLAXTON, HERBERT W.	"
N	2nd Lt.	ROBINSON, EDWARD P.	"
CTG	S/Sgt.	Tutwiler, David M.	"
RO	T/Sgt.	La Flure, Delmore H.	"
TT	T/Sgt.	Shanks, Herbert H.	"
BT	S/Sgt.	Reynolds, William H.	"
TG	S/Sgt.	Culver, Malcom J.	"
WG	S/Sgt.	Schmidt, Edward J.	"

PLANE # 42-38236

P	2nd Lt.	HAYES, LELAND R.	"
CP	2nd Lt.	HAFLEY, WILLIE J.	"
N	1st Lt.	PETTY, ROBERT J.	"
CTG	S/Sgt.	Kilgore, Edmund W.	"
RO	T/Sgt.	Tyree, Dorsey W.	"
TT	T/Sgt.	Dickson, Beattie B.	"
BT	S/Sgt.	Lawrence, Sterling S.	"
TG	S/Sgt.	Dreon, Louis L.	"
WG	S/Sgt.	Jackson, John A.	"

PLANE # 43-38452

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

PLANE # 42-38350

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

Loading List (Cont)

PLANE # 42-97395

P	2nd Lt.	HUBBELL, RICHARD S.	614th Sq
CP	2nd Lt.	GOULET, AMBROSE	"
H	2nd Lt.	MOORE, GEORGE J.	"
CTG	S/Sgt.	Herbatuck, Stepan J.	"
RO	Cpl.	Pool, Clyde W.	"
TT	Cpl.	Ross, Richard D.	"
BT	Cpl.	Revette, John L.	"
TG	Cpl.	Hell, W.E.	"
WG	Cpl.	Harris, John C.	"

For the Squadron Commander:

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

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

3 October 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.	McFullen	Willard	G.	"
B	2nd Lt.	Burns	Raymond	G.	"
RO	T/Sgt.	Kressler	Oliver	J.	"
TT	S/Sgt.	Brown	Thomas	J.	"
BT	S/Sgt.	LaBelle	Joseph	E.	"
TG	S/Sgt.	Wheeler	Robert	L.	"
FG	Sgt.	Duke	William	M.	"

PLANE # 42-97947 PTF

P	1st Lt.	Charleville	Denver	C.	615th
CP	Captain	Kalinski	Felix	A.	"
N	1st Lt.	Rush	Louis	R.	"
N	1st Lt.	Russell	Edwin	F.	"
N	2nd Lt.	Chaffey	Charles	G.	"
B	1st Lt.	Minott	Charles	H.	"
RO	T/Sgt.	MacKellar	Glenn	A.	"
TT	S/Sgt.	Miro	Edward	O.	"
TG	1st Lt.	Kolp	Norman	J.(10)	"
FG	S/Sgt.	McKenna	Arthur	(NMI)	"

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.	Felts	Chester	C.	"
RO	S/Sgt.	Dodson	James	C.	"
TT	S/Sgt.	Southerland	James	C.	"
BT	Cpl.	Altieri	Alfonso	A.	"
TG	S/Sgt.	Roberts	James	D.	"
FG	S/Sgt.	Trendelman	Frederick	S.	"

PLANE # 44-6146

P	2nd Lt.	Cooper	Louis	B.	615th
CP	2nd Lt.	Spansel	Kaye	M.	"
N	2nd Lt.	Ellis	George	O.	"
B	2nd Lt.	D'Agostine	Benedict	R.	"
RO	S/Sgt.	Sherril	Bascom	B.	"
TT	T/Sgt.	Sexton	Myron	W.	"
BT	Pvt.	Maroncelli	Harry	I.	"
TG	S/Sgt.	Lawrence	Ralph	I.	"
FG	S/Sgt.	Gue	Charles	M.	"

LOADING LIST (Continued)

PLANE # 43-38458

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

PLANE # 42-31485

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

PLANE # 43-38159

P	1st Lt.	Stegemann	Charles	W.	615th
CP	2nd Lt.	Walter	Albert	C.	"
N	F/O	McCaslin	Clayton	W.	"
B	2nd Lt.	Schultz	John	J.	"
RO	T/Sgt.	McKenna	Joseph	(NMI)	"
TT	T/Sgt.	Mais	John	R.	"
BT	S/Sgt.	Bunburine	Joseph	J.	"
TG	S/Sgt.	Paer	Martin	C.	"
FGZ	S/Sgt.	Sullivan	Robert	E.	"

PLANE # 43-38125

P	1st Lt.	Dow	Herbert	V.	615th
CP	1st Lt.	Child	Eldon	R.	"
N	2nd Lt.	King	Robert	J.	"
B	S/Sgt.	Machasiok	Alfred	(NMI)	"
RO	S/Sgt.	Garr	Gene	(NMI)	"
TT	M/Sgt.	Adams	Leroy	E.	"
BT	S/Sgt.	Maochietto	Richard	D.	"
TG	S/Sgt.	Sokolowski	Edward	A.	"
FG	Pfc.	Greenberg	Harold	(NMI)	"

LOADING LIST (Continued)
 PLANE # 42-31730

P	2nd Lt.	Sombart	George	W.	618th
CP	2nd Lt.	Shapiro	Leo	(NMI)	"
N	2nd Lt.	Mrozek	Chester	W.	"
B	F/O	Miley	Junior	B.	"
RO	Sgt.	Andrews	Leroy	(NMI)	"
TT	Sgt.	Smith	Elmer	E.	"
BT	Opl.	Brunson	Wade	T.	"
TG	Sgt.	Dailey	J. (io)	B.	"
FG	Sgt.	Livezey	Lowell	G.	"

PLANE # 43-38160

P	1st Lt.	Sullivan	Paul	J.	618th
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.	"

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

F-C-2

AFG 557
1 October 1944

SUBJECT: Armament Malfunction Mission Report.
TO : Commanding General, 1st Bomb Division, APO 557
ATTN: Division Armament Officer.

1. Date of Mission: 30 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 # 42-31591 - Salvoed bombs due to defective intervalometer. This intervalometer is part of a lot shipped to this group from 1st Bomb Division to replace those already installed in A/C.
 - b. A/C # 43-38125 - Two bombs hung up due to a defective A-4 release. Release has been replaced.
5. There were seventeen (17) aircraft equipped with the all-electric bomb release system participating the mission.

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

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

BS
24 minor
2 major

30 September 1944

SUBJECT: Battle Damage Report

TO: Engineering Officer, 401st Bombardment Group (H),
 Station 128, AO 557, U.S. Army

1. The following is the battle damage report for the airplanes operated by this squadron on the combat mission completed this date.

ARPLANE NO.	BATTLE DAMAGE
42-97947	<ol style="list-style-type: none"> Hole in bottom leading edge of left wing. Sta # 23, cut small hole in spar. Hole in bottom of left wing.-Sta # 21. Hole in bottom leading edge of right wing tip. Hole in bottom left elevator-Sta # 78. Hole in bottom of # 4 ring cowling-6 o'clock.
42-102398	<ol style="list-style-type: none"> Hole in top of left wing-Sta # 2. Hole in bottom of left wing tip.-Out top. Hole in leading edge of left horizontal stabilizer.-Sta # 78.-Out top. Hole in bottom right side of fuselage-near Bulkhead #10 cut oxygen line on left side of fuselage. Hole in right side of fuselage-Near bulkhead # 7.-out left side. Hole in bottom of right wing-Sta # 20-Tokio tank change. Hole in bottom of right wing-Sta # 32. Hole in left side of fuselage-Just above navigator's table.
42-106992	<ol style="list-style-type: none"> Wink Hole in bottom of left wing-Sta # 24. Hole in # 2 ring cowling at 2 o'clock-Major damage to # 9 cylinder. -Engine being changed.
42-39993	<ol style="list-style-type: none"> Hole in trailing edge of left wing-Sta # 13. Hole in leading edge of left wing-Sta # 2.-Battery requires changing. Hole in trailing edge of right wing.-Sta # 19-Tore into aileron. Hole in right side of # 2 Nacelle-at 9 o'clock. Oil tank change. Hole in bottom leading edge of left wing-Just below # 1 oil cooler. Hole in leading edge of left horizontal stabilizer-Sta # 208.-Out top. Hole in right leading edge of vertical fin.-Sta # 10- Hole in left side of fuselage-just ahead of bulkhead # 7. Hole in right side of fuselage-Sta # 6D. Hole in top of right wing-Sta # 24. Hole in right landing light-Major damage to light.-Requires complete change. Hole in left top side of fuselage-Just above navigator's table.

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

D-2-4

3 October 1944.

SUBJECT: Crew Comments and Suggestions.

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

1. S/Sgt. Luther B. Welborn, A/C 2396, says ammo boxes in tail were only one third full.
2. Lt. Callaway, pilot A/C 1983, asks why muffler and spray were not available. Was under impression it was to be SOP equipment for each ship.
3. Entire crew of Lt. Hayes, A/C 8236, suggests that glove them one relief tube be available in A/C.
4. Lt. James, pilot A/C 8482, wishes to make a correction to report made to tower this morning in which he advised that no crew chief was at plane. Later on he discovered that crew chief was after an oxygen truck for his A/C.
5. Lt. Grosser, pilot A/C 2393, reported B-17, triangle W ship, A/C 338670, with red vertical stripes, flew with this flight as #4 A/C, and bombed with formation. Flew entire route back with us to England and left 10 to 15 minutes after making the coast. Lt. Waldhoff, bombardier A/C 2395, says A/C 998, which is #1 in the high flight, high Squadron (Lead) dropped 4 bombs late, a good 10 minutes after the target.
6. Sgt. Gravel, RO A/C 7151, mentions that crew require more food in A/C for mission.
7. Crew of Lt. Gibson, A/C 9998, complained that food was bad for breakfast and were hungry the entire mission.
8. The crews of A/C 6148 & 7478 & 1081, 7951, all complained of poor dispatching of trucks after landing. Some crews waited up to two hours for transportation.
9. Lt. Helton, pilot A/C 7478, says the food was poor for breakfast and two of his men were sick and that the rest of the members of the crew all felt bad due to the food.
10. Lt. Jones, pilot A/C 7790, says that heater in ship were out.

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

6038

Engineering

18"
LEAD SQDN. GROUP

Combat Flight Leader CAPT. KALINSKI

Date 3 OCT. 1944

Deputy Flight Leader LT. DUCKWORTH

10 M 17's

615 SQDN

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

CHARLEVILLE (KALINSKI)

SC 4 947
~~SC 4 8150 (IF)~~

Gas loading

2700

CALLAWAY

DUCKWORTH

IY G 1983

IY P 8458

Stations

0545

615 SQDN

612 SQDN

SULLIVAN

BURNS

IY J 7113
IY A 960

SC D 6992

OAS

GRIMI

LAWRENCE

HARLAN

IY N 8159

IY M 2674

SC S 7938

SC M 7039

DOW

IY D 8125

SOMBART

COOPER

IY B 1730

IY R 6146

SPARES

GROUND SPARE PFF SC Q 8155

GROUND SPARES IN S 2947
IN A 8160

MC KAY

IY X 1485

~~WEATHER SHIP IN R 1072~~

CLETRACS 6134

1541

Combat Flight Leader

MAJOR DE JONCKHEERE

Date 3 Oct 1944

Deputy Flight Leader

LT BAKER

HIGH SQIN - "B" GP.

613th SQDN

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

"B"

LOCKHART (DE JONCKHEERE)

Sc - φ 8153
~~SC - U~~ 1947

HANSON

BAKER

IN T 7736

IN C 1081

613th SQDN

612th SQDN

LIPPERT

GIBSON

IN P 7009

SC C 9993

MC GOLLRICK

CAMPBELL

JOHNS

CHAMER

IN S 947
IN J 1591

IN Q 7931

SC J 7790

SC R 2393

CARSON

IN D 8187

DOUGLAS

HILLESTAD

IN B 6132

IN H 8267

SPARES

REIK.

IN U 7706

Combat Flight Leader

CAPT CHAPMAN

Date

3 Oct 1944

Deputy Flight Leader

LT BROWN

LOW SQDN - ~~4th~~ GP.

"B"

614th SQDN

MERCER (CHAPMAN)

- 612 SC JABROCK
- 613 IN MACRO
- 614 IN GOLFCLUB
- 615 IY BUZZARD

WHITMAN

IN C

8053

BROWN

IN R

6464

IN R

7730

614th SQDN

SILVERSTEIN

IN

7151

FILEMYR

SISSON

COX

SC O

7487

612th SQDN

SCHAUMANN

MAXWELL

IN Q

7478

HAYES

IN A

6508

SC A

7628

SC H

2396

MORTON

IN M

8256

JAMES

IN Z

8530

SPARES

HUBBELL

IN D

8452

IN F

7395

SIX HUNDRED AND FIFTEENTH BOMBARDMENT SQUADRON (H)
FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)
Office of the Engineering Officer

AAF Station 128
3 October 1944

ABORTIVE REPORT:

SQUADRON 615th AIRPLANE #42-102674 PILOT 2nd Lt. Grimm CO-
PILOT 2nd Lt. H. K. Husecen

PILOT'S STATEMENT:

Flying at 2300 ft and climbing at 2300 R.P.M. and 38".
Oil started coming out of the breather. Rough, oil pressure
fluctuating. Feathering Engine.

ENGINEERING REPORT:

Small particles found on the sump plug. A few small particles
were found on the cuno. Oil consumption 7 gallons-4 hours. No. 7
exhaust valve broken.

Upon making a compression check of the engine the following
compression was noted per cylinder:

1. 120#	4. 122#	7. 0
2. 120#	5. 125#	8. 125#
3. 122#	6. 130#	9. 120#

R. W. NEWMAN,
1st Lt., Air Corps,
Engineering Officer.