

S E C R E T

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CO AAF 51a 128 by

JACKSON M. PHIPPS,

Captain, Air Corps,

Adjutant.

REPORT OF OPERATIONAL DAY

*MISSION NO. 153
6TH OCTOBER, 1944*

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

MISSION NO. 153

*To: STARGARD,
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 # 153

Date 6 October 1944

ASSIGNMENT

1. Assigned Target: POLITZ, GERMANY
(Secondary: STARGARD A/D, GERMANY)

2. Commitments:

The 401st Group furnished three 12 A/C squadrons comprising the 94th "C" Group. Two PFF A/C were in the lead squadron and one PFF A/C in the high squadron. A spare A/C accompanied each squadron.

EXECUTION

1. Target Bombed: STARGARD, GERMANY (Airdrome)

2. a. Group Leader: Capt. C. A. LEWIS (Charleville)

Lead Navigator: 1st Lt. E. F. RUSSELL (Chaffey-"Mickey")

Extra Navigator: 1st Lt. H. D. FISHBECK

Lead Bombardier: 1st Lt. C. H. MINOTT

b. Low Sqdn Leader: Capt. D. A. DURRIE (Hayes)

Lead Navigator: 2nd Lt. C. B. MINOR

Lead Bombardier: 2nd Lt. R. W. MURPHY

c. High Sqdn Leader: Capt. W. S. HARB (Mercer)

Lead Navigator: 1st Lt. L. E. GASKINS (Dresbach-"Mickey")

Lead Bombardier: 1st Lt. T. J. KEEFISCH

3. Flight Over England:

a. Takeoff: As briefed.

b. Sqdn & Gp Assemblies: Briefed assembly altitude raised 2000' upon weather ship's recommendation and group formed quickly on Cottesmore Buncher at 7000'. Group departed Cottesmore Buncher in good formation on time according to an erroneous correction to the flight plan given to the lead navigator at engine time.

MISSION SUMMARY REPORT (Contd)

3. Flight Over England:(Cont)

c. Route over England: Route over England was as briefed and our group, 94th "C" departed C.P. 1, one minute early according to erroneous flight plan.

4. Attack:

a. Flight to Target: Division assembly line was over North Sea. Division never properly formed. Our group fell in behind 41st "B" Gp due to about 30 mile break in column. Our briefed position was no 9 in Division column. We became no 7 when 94th "A" and 94th "B" failed to close up gap in Division column. Division leader was 25 minutes early (at C.P. 2) and 27 minutes early at C.P. 3. East of Kiel Peninsula flak ships spread out in Baltic Seas fired upon group causing no damage. 94th "C" followed 41st "B" to just before briefed IP. "Buckeye Red" first reported weather over primary as 10/10ths with 9/10ths over secondary and recommended PFF bombing. 41st "B" turned to its left to go to PFF and last resort target and 94th "C" started to turn to its right so that the Mickey would have a South to North heading on his run to the PFF target. By making this turn to the right 94th "C" would also have had a long straight uninterrupted flak run with only the flak at the PFF target to be encountered. When 94th "C" had just about completed its turn to the PFF target 94th "A" and 94th "B" were observed approaching from the northwest and "Buckeye Red" corrected his first target information report to state that the primary was 10/10ths and our secondary was 3/10ths. 94th "A" said he was going to try to bomb the secondary and as we had excellent close fighter support at that time 94th "C" leader decided also to bomb the secondary and turned to the left so as to fall in ~~between~~ the interval between 94th "A" and 94th "B". 94th "C" uncovered before the IP and followed 94th "A" into the secondary in trail. Prop wash was encountered in the bomb run and the lead bombardier said his MPI was covered by smoke from the preceding group. He was told to bomb in the target area if possible by check points. The squadrons of 94th "C" bombed in trail very close to each other and their bombs struck the target area almost at the same time.

b. Bombing Run:

Lead Squadron: Visual run made on secondary. Used own IP to avoid flak envelope of primary target city. Picked up target area from smoke of preceding wings. Zero to nil drift on heading of 68° (MN). Killed rate on object long before target. Encountered very heavy prop wash on run in to target. Used surrounding buildings for a rate line and woods for a course line. Bombs away at 1306 in salvo. Observed bombs strike and showed results to be good.

MISSION SUMMARY REPORT (Cont)

b. Bombing Run: (cont)

Low Squadron: Short of the IP a 360° turn was made and it was decided to go to the secondary visual target. Heading for secondary was picked up and run was started on the A.F.C.E.. However we had to change P.D.I. Drift and tangent were preset so not much synchronizing was necessary. Prop wash was pretty bad making it difficult for pilot to hold heading and for bombardier to get a good level. Bombs were dropped at 1308 and were seen to hit in target area.

High Squadron: We used an IP about 15 miles south of the original IP and then we had to "S" around to clear the low squadron. Two big wooded areas, a river, and a lake west of the target were the checkpoints used from the IP to the target. When we first saw the target area it was covered by smoke due to previous group's bombing. The bombardier used a very small wooded area near the target on which to kill course and as the smoke cleared he used a bend in the perimeter of the airfield on which to kill rate. He had a few seconds to put the cross-hairs on the MPI because the bombs of the lead squadron hit the target. These were followed by the bombs of the low, and then the high squadron. It looked like all the bombs from each squadron fell in the same area. Run was made with AFCE.

c. Flight from Target: Was almost as briefed with 94th "A", 94th "C" and 94th "B" all by themselves and in that order. Fighter support was excellent and no other B-17 group could be seen in the return route.

d. Return to Base: As briefed with a normal landing since the cloud coverage was only 1/10ths. All ships landed at this base in proper landing order.

e. Weather: Weather was described as approximately 2/10ths low cumulus clouds over channel and continent, tops 2-3000'. It was 10/10ths cover directly over primary target, and clear over secondary target, with smoke from bombs dropped by groups preceding 401st Group. About the same on return.

f. Fighter Support: Fighter support was excellent throughout mission, with no gaps observed.

g. Comments on Formation: (see separate sheet)

1. Conclusions and Recommendations: None.

5. Aircraft Not Attacking:

All scheduled aircraft attacked.

6. Enemy Opposition:

No enemy air opposition encountered.
(see flak report for flak)

MISSION SUMMARY REPORT (Cont)

7. Battle Damage:

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

8. Casualties: None

9. Statistical Summary of Operations (see attached form)

10. Bombing Data:

a. Observations:

Lead Squadron: Synchronization was made on the 94th "B" Group MPI with excellent results. About 40% of bombs within 1000feet and 95 % within 2000feet of the selected MPI.

Low Squadron: Results were exeellent, 100% of the bombfall was within 1000', direct hits were made on headquarters and school area.

High Squadron: Results were good. 40% within 1000 feet and 95 % within 200feet of the selected MPI.

b. Disposition of Bombs:

Lead Squadron: All the 12 A/C E.E.T. attacked the secondary target, dropping 120 x 500# M64. The spare returned 10 bombs.

Low Squadron: All the 12 A/C E.E.T. attacked the secondary target, dropping 120 x 500# M64. The spare returned 10 bombs.

High Squadron: All the 12 A/C E.E.T. attacked the secondary target, dropping 120 x 500# M64. The spare returned 10 bombs.

c. Tabular Summary of Disposition of Bombs:

	<u>Aircraft</u>		<u>Bombs</u>				
	<u>Over Target</u>	<u>Bomb- ing</u>	<u>Num- ber</u>	<u>Size</u>	<u>Type</u>	<u>Fusing</u> <u>Nose Tail</u>	
<u>Main Bombfall</u>	36	36	360	500#	M64	1/10	1/40
<u>Other Attacks</u>	-	-	-	-	-	-	-
<u>Total Bombs on Target</u>			360	500#	M64	1/10	1/40
<u>Other Expenditures</u>			-	-	-	-	-
<u>Bombs Returned</u>			30	500#	M64	1/10	1/40
<u>Tbtal (Loaded on A/C Taking Off)</u>			360	500#	M64	1/10	1/40

MISSION SUMMARY REPORT (Concl'd)

11. Lost Aircraft:

None.

Submitted By:

KEN W. DAUBLE
Captain, Air Corps
Statistical Officer

COMMENTS ON FORMATION

GROUP AIR COMMANDER:

The briefed # 9 position was not obtained due to reason noted in narrative. The briefed interval of 2 minutes was maintained all the way into the target. From the target on there was no other formation in sight and the 94TH "C" Group came back by itself. Formation seemed good.

LOW SQUADRON COMMANDER:

Maintained briefed position and altitude within the Group formation all the way in and out -- however, the low squadron was about 600 feet low on bomb run. Formation was generally good throughout mission.

HIGH SQUADRON COMMANDER:

Maintained briefed position and altitude within Group formation, all flights and sections seemed to be in good formation all the way in and out.



(SA 7-401A1680 - 9 X 6 - 10-44X4 - 6132 - 7- 25000X TAYGARD
CONFIDENTIAL





Q4

OIA 1680 - 9 X 6 - 10-44X4 -6132 -7- 250 00X T4YUARD
CONFIDENTIAL



STATISTICAL SUMMARY OF OPERATIONS

401st Group

1st BD F. O. 512

Date of 6 Oct 1944

	LEAD		HIGH		LOW
		PFF - GH		PFF - GH	
1. No. of A/C Failing to Take Off	-	-	-	-	-
2. No. of A/C Airborne	11	2	12	1	13
3. No. of A/C Airborne Less Spares	10	2	11	1	12
4. No. of A/C Sorties	10	2	11	1	12
5. No. of A/C Attacking	10	2	11	1	12
6. No. of A/C Not Attacking	-	-	-	-	-
(a) Early Returns Included					
7. Name of Primary Target	POLITZ, GERMANY				
(a) No of A/C Attacking					
(b) No., Size & type of bombs					
8. Name of Secondary Target	STARGARD, GERMANY				
(a) No of A/C Attacking	10	2	11	1	12
(b) No., Size & type of Bombs	100 500# M64	20 500# M64	110 500# M64	10 500# M64	120 500# 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					
11. Name of Target Opportunity	-				
(a) No. of A/C Attacking					
(b) No., Size & type of Bomb					
12. No of A/C Lost - TOTAL	-	-	-	-	-
13. - to Flak					
14. - to Flak & E/A					
15. - to Enemy A/C					
16. - to Accident					
17. - to Unknown					

STAT SUMMARY (Cont'd)

	LEAD	HIGH	LOW
18. Time of Takeoff	0738	0740	0741
19. Time of Attack	1306	1306	1307
20. Average Time of Flight	9.7	10.1	9.8
21. Altitude of Release	25,400 0	26,000	24,880
22. Visual or PFF	VIS	VIS	VIS
23. Enemy Resistance - AA Int.&ACC.	None at Target	-	-
24. - Fighters	-	-	-
25. - Bombers	-	-	-
26. U.S. A/C Engaged by Enemy A/C	-	-	-
27. Degree of Success	GOOD	GOOD	EXCELLENT

PFF A/C Borrowed from Groups as follows: NONE

PFF A/C Loaned to Groups as Follows: NONE

NOTES:

Combat Flight Leader Captain Lewis

Date 6 Oct 44

Deputy Flight Leader Lt Kochell

401st Lead Squadron Formation
At Take Off, On Cruise, and
Over Target.

615 SQDN

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

CHARLEVILLE (LEWIS)

636

MC KAY

485

KOCHEL

947

615 SQDN

613 SQDN

SULLIVAN

7113

JETTER

132

CALLAWAY

983

UDY

125

KECK

591

HANSON

736

DOW

664

OAS

159

COOPER

659

SPARES

GRIMM

674

returned

Combat Flight Leader Captain Herb Date 6 Oct 44
Deputy Flight Leader Lt Harasym

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

614 SQDN

612 SC JAWOCK
613 IN MACRO
614 IW GOLFOCLUB
615 IY BUZZARD

MERCER (HARB)

033

WITTMAN

HARASYM

464

084

614 SQDN

613 SQDN

FILEMYR

CARSON

478

187

HUBBELL

JAMES

HOPLEY

ANNIS

395

452

009

706

HAYES

145

MORAN

SISSON

602

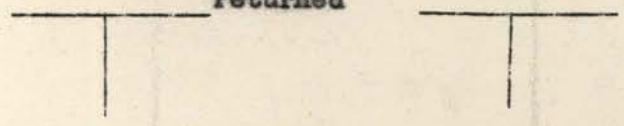
508

SPARES

MORTON

151

returned



Combat Flight Leader Captain Currie Date 6 Oct 44

Deputy Flight Leader Lt. Schauman

401st Low Squadron Formation
at Take Off, On Cruise, and
Over Target.

612 SQDN

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

HAYES (CURRIE)

780

HARLAN

039

SCHAUMAN

506

612 SQDN

613 SQDN

BURNS

992

BUDE

313

BIBSON

993

HOCKING

087

MC GOLDRICK

267

CAMPBELL

425

CROMER

662

LAWRENCE

938

BONNEY

790

SPARES

MAXWELL

398

returned

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER6 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 0741 hours; Land at 1720 hours.
- b. Group formed at 0840 hours at 6000 feet.
- c. Formed CBW at 0910 hours at 6000 feet.
- d. Began climb at 1106 hours; reached alt. at 1215 hours.
- e. Weather encountered over England:
- (1) Clouds 6 / 10th - Visibility 5 miles.
- (2) Wind at altitude 16 degrees, 11 Knots.
- f. Means of navigation over England. Pilotage Gee Radio.
- g. Means of checking Metro Winds Pilotage Gee.
- h. Joined task force at 0910 hrs. at Louth Splasher #5.
(Splasher, City, Coord.)
- i. English Coast out at 0911 hrs.; Enemy Coast in at 1131 hrs.
- j. Fighter Rendezvous:
- (1) Going in 1130 hrs. Area Coverage
- (2) Coming back _____ hrs.
- k. Wind used for bombing:
- (1) 16 degrees, 11 Knots.
- (2) Determined by Pilotage
(Method)
- l. Bomb run and Method of Target Identifications:
- (1) Reached IP at 1252 hrs.
- (2) Mag. heading over target 71 degrees.
- (3) Altitude over target 23700 feet.
- (4) Bombs away at 1307 hrs.
- (5) Method of target identification and weather over target:
Pilotage (Hazy- Smoke from previous bombings).
- m. Gee:
- (1) Coordinates of furthest fix 54 24 N. 06 17 E.
- (2) Obtained at 1512 hours.
- n. Difficulties encountered with special equipment.
Gee and Radio out on Return.

COMMENTS: Double Drift soon after departing
Eng. coast; heading according to assigned
withdrawal to avoid flak boats, Also Kiel.

/s/ CHARLES B. MINOR
2nd Lt. Air Corps
Lead (Low Sqd)

SIGNATURE

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

6 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 0738 hours; Land at 1707 hours.

b. Group formed at 0830 hours at 7000 feet.

c. Formed CBW at 0850 hours at 7000 feet.

d. Began climb at 1050 hours; reached alt. at 1215 hours.

e. Weather encountered over England:

(1) Clouds / 10th - Visability 8 miles.

(2) Wind at altitude 75 degrees, 20 Knots.

f. Means of navigation over England. Pilotage

g. Means of checking Metro Winds Drifts

h. Joined task force at 0906 hrs. at
(Splasher, City, coord.)

i. English Coast out at 0906 hrs.; Enemy Coast in at 1133 hrs.

j. Fighter Rendezvous:

(1) Going in hrs.

(2) Coming back hrs. Area Coverage

k. Wind used for bombing:

(1) 80 degrees, 15 Knots.

(2) Determined by Drifts
(Method)

l. Bomb run and Method of Target Identification:

(1) Reached IP at 1256 hrs.

(2) Mag. heading over target 68 degrees.

(3) Altitude over target 25000 feet.

(4) Bombs away at 1306 hrs.

(5) Method of target identification and weather over targets:
Pilotage 2/10ths Low Cu.

m. Gee:

(1) Coordinates of furthest fix 53 58 N. 04 38 E.

(2) Obtained at 1027 hours.

n. Difficulties encountered with special equipment.
PFF Weak

COMMENTS: Double drift soon after Eng Coast /S/ Edwin F. Russel
to lose time. Sing on way to assigned I.P. 1st Lt. Air Corps
First Headed for PFF Target, but Buckeye reported Lead Navigator
Secondary Open, chose I.P. and Headed for SIGNATURE Lead Sqd.
Secondary. S'ing on withdrawal to avoid Flak Boats.

HEADQUARTERS AAF STATION #128
 OFFICE OF THE NAVIGATION OFFICER

6 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 0740 hours; Land at 1750 hours.

b. Group formed at 0842 hours at 8000 feet.

c. Formed CBW at 0842 hours at 8000 feet.

d. Began climb at 1052 hours; reached alt. at 1217½ hours.

e. Weather encountered over England:

(1) Clouds 10 / 10th - Visability 0 miles.

(2) Wind at altitude 57 degrees, 12 Knots. Variable to S.E.

f. Means of navigation over England, Gee and Pilotage

g. Means of checking Metro Winds Gee Pilotage D.R.

h. Joined task force at 0910½ hrs. at Louth Spl #5
 (Splasher, City, Coord.)

i. English Coast cut at 0910½ hrs.; Enemy Coast in at 1134½ hrs.

j. Fighter Rendezvous:

(1) Going in _____ hrs.

(2) Coming back _____ hrs. Close Support in and out

k. Wind used for bombing:

(1) 57 degrees, 12 Knots.

(2) Determined by Bombsight
 (Method)

l. Bomb run and Method of Target Identifications:

(1) Reached IP at 1255 hrs.

(2) Mag. heading over target 88 degrees.

(3) Altitude over target 25600 feet.

(4) Bombs away at 1306 hrs.

(5) Method of target identification and weather over target:
2-3/10ths

m. Gee:

(1) Coordinates of farthest fix 54 20 N. 06 05 E.

(2) Obtained at 1511 hours.

n. Difficulties encountered with special equipment.

Fluxgate gyro apparently toppled just before bomb run, caged and it was O.K.

COMMENTS:

/s/ L.E. Gaskins
 L.E. GASKINS
 1st Lt. Air Corps
 lead (High Squadron)
 SIGNATURE

94th "C" Group F.O. # 5

FLIC PLAN

PILOT Lt. Charleville

NAVIGATOR

Lt. Russell

DATE

6 October 1944

STATIONS	0615	ENGINES	0715	TAXI	0730	T.O.	0750
LEAVE BASE	Cott	0852	(5000)				
COAST OUT	0916						
ENEMY COAST	-----						
I.P.	1306						
TARGET	1316						
ENEMY COAST	-----						
English Coast	1622						1641 ETR

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

2 min interval between Groups
WATCH..... Fast Slow RATE.....secs/hour Gaining Losing

At..... G.M.T.

Assembly line - Louth to 54 00N 04 20E

FROM TO	W/V UESD	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRIFT	TRUE HDNG.	VAR.	MAG. HDNG.	G. S.	DIST.	TIME	E.T.A.	CELESTIAL DATE				
														TIME	BODY	ALT.	AZI.	
Assemble 5000																		
Cott (Y) Buncher																		
52 44N 00 29W	70	5000	150	140	080	-2	78	10	110	110	10	05	0852					
Bourne "C"	30		143						88				0857					
52 46N 00-22W	70	5000	150	140	021	/9	30	10	40	118	39	19	0916	English Coast				
Louth C.P. #1	30																	
52 22N 00 00	"	"	"	"	077	-1	76	/9	85	110	218	1:58	1114					
54 10N 06 00E		Start Climb here																
"	70	12500	150	158	077	-1	76	/6	85	148	136	55	1209	C.P. #2	1207			
54 39N 09 46E	10	20000	-9															
"	"	22500	150	188	098	-1	97	/4	101	178	79	26	1235	C.P. #3	1233			
54 28N 12 00E		25000																
"	140	"	150	196	137	0	137	/3	140	186	95 1/2	31	1306	I.P.				
53 18N 13 51E	10	-32																
"	"	"	"	"	059	/3	62	/3	65	194	30	10	1316	TARGET				
53 33N 14 33E																		
"	130	22500	170	214	018	/2	20	/3	23	217	31	10	1326					
54 02N 14 48E	10	20000																
"	120	20000	150	180	317	/1	318	/3	321	189	59	19	1345					
54 45N 13 40E	10	"	"	"	254	-2	252	/3	255	186	60 1/2	20	1405					
"	100	-21																
54 28N 12 00E	100	20000	"	"	278	0	278	/4	282	190	79	25	1430	C.P. #4	1431			
54 39N 09 46	10	St Descent																
"	90	10000	170	188	257	0	257	/6	263	197	65	20	1450					
54 25N 08 00E	10	-12																
"																		
Louth	60/35	10000	150	152	257	/4	261	262	270	184	283	1:32	1622	English Coast				
"	70	6000	170	161	202	-8	194	10	204	180	57	19	1641	ETR				
Base	30	2000																
FLARES NORMAL														VHF CODE WORDS **** AUTH - HOME RUN				
														ABANDON MISSION - EASY YOKE UNCLE				
LET DOWN ON COTTESMORE BUNCHER (4:10) Old Mag heading																		
START CHAFF TWELVE MINUTES BEFORE TARGET **** CONTINUE FOR FIFTEEN MINUTES																		
SPARE TURN BACK AT 03 00E																		
SECONDARY TGT - STARGARD - 53 17N 14 59E (Visual)																		
LAST RESORT - STRASLUND - 54 19N 13 06E																		

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		
0756					0738 TAKE OFF										
0842			80		Circling Cottesmore Buncher		150	7000	146						
0848	21	/9	30		Departing Cottesmore		150	7000	146			116	10	05	0847
0848			30		Bourne		150	7000	146			125	39	19	0906
0855			360		"S"ing to avoid other Wing		150	7000	146						
0857			30		53 04N 00 17W 1-2 minutes late		150	7000	146				21	10	0907
0906		95/20	30		C.P. #1 2 minutes early Wind by Gee		150	7000	146						
0910 1/2	77		75		53 27N 00 11E Pilotage		150	7000	146						
0918			--		"S"ing to get in Proper formation		150	7000	146						
0937			85		53 43N 01 23E Gee		150	7000	146						
0947		85/15	85		53 44N 02 00E Wing by Gee		150	7000	146			130	145	1:07	1054
0957		360/10	85		53 45N 02 45E		150	7000	146						
1007	75	0	75		53 46 1/2 N 03 22E Wind 45/10 (Gee)		150	"	"						
1017		120/10	75		53 52 1/2 N 04 00E				146			136	73	32	1049
1027			75		53 58N 04 36E				146			136	50	22	1049
1028			60		turning to get North of Course		150	7000	146						
1034			75												
1037			75		54 07N 05 11E D.R.		150	7000	146			136	29	13	1050

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	
1050			80		Starting Climb 54 06N 06 00E D.R.		150	7000	140			156	136	55	1145
1115	80/15		80		54 25N 07 31E D.R. Wind and Position		150	12000			25	140			
1119			80		54 25N 07 53E Mickey fix		150	13000							
1133			80		54 35N 08 55E Pilotage		150	13000							
1145			75		G.P. #2 on course		150	18000 -10				165	79	28	1212
1148			95		Flak from Kiel		150	20000							
1204			120		Flak from Swiss Boats at 54 30N 11 30E		150	23000							
1211			90		G.P. #3 on Course		150						95	27	1238
1216			130		54 17N 12 18E Pilotage		150	25000	198						
1218	137	-3	134				150	25000 -20	198						
1230			90		Primary Closed CC for PFF		150	25000							
1240			200		Altering course for Secondary		150	25000							
1250			120		Chaff										
1256			80		I.P.										
1306			65		Bombs Away 65/15 (Bombsight)		150	25000	198				45	14	1320
1323			325		Coast 54 00N 14 45E		155	21000	192			195	59	18	1341
1342			325		T.P. on Course 10/20K D.R.		155	21000	192				60	18/1	1401
1350 1404					"S"ing behind PK Turning Point on Course										
1410					"S"ing to avoid Flak Boats		150	21000							
1432			260		Control Point No. 4										
1439			260		Coast Out (Danish) 54 05N 08 56E		170	20000	192	Let Down		206	192	27	1506
1442			270				170	18000	202	37	11	202			
1450			270		Hakigeland (Mickey) 4 miles North of Course										
1453			260		Wind PFF 360/11										
1500 1500		805/18	260		54 25N 06 57E Mickey Wind			15500	192	33	10				
1506	256	-4	250							31 1/2	10	189	48	16	1516
1516	275	-5	270		North of Course heading north		155 135	10000 #7	161			156	205	1:00	1620
1521 1/2 1524			260 260		Gee Fix 54 14N 05 16E Folebrook NE at 18										
1536	254	82/30	252		Gee Wind		155	10000	161	25	8	186 191	151	47	1623
1545	253	-1	252		Gee Fix 53 54N 03 28E Wind - 82/16		150		155			170	118	41	1626
1558	257		257		Let down		170 148	10000 8000	157	39	13	172	80	28	1626
1610			265		Gee fix 53 31N 01 33E 3 South of course		150	5000							
1630					English Coast 53 27N 00 11E		150	5000	135						
1633					Louth 2 East		150	5000	135			150	57	23/5	1701
1704					Base										
1707					Landed 1715 Engines Killed										

Certified a true copy:

H. W. BOWMAN
Colonel, Air Corps
Commanding

TRACK CHART

DATE 6 Oct 44

TARGETS
 PRIMARY _____
 Secondary: STARGARD GERMANY

ROUTE FOLLOWED BY BRIEFED
40125



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

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



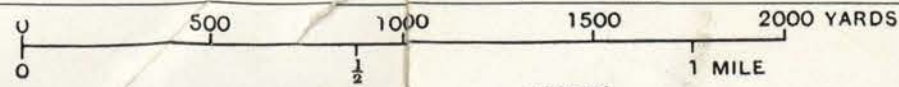
REPRODUCED FROM A.O.D. FILE
 BY HQ USAF DATE 1/27/71

Target No.
3/AIR/64

AIRFIELD — STARGARD (GERMANY)

Illustration No.
3/AIR/64/1

Illustration No.
3/AIR/64/1



Photographed 23 June 1943

(1 : 18,000)

Issued April 1944

Secondary



A.1.3c (1)

TYPE A

DECLASSIFIED PER NND 745003
BY P2 NARA DATE 1/22/11

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Minott DATE 6 Oct 1944
 PILOT Lt. Charleville TAKE OFF 1738
 NAVIGATOR Lt. Russell AIRPLANE _____
 WING 94 B GROUP 401st SQDN Lead LANDED 1707
 OBJECTIVE Stargard, 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 40

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

NUMBER OF BOMBS LOADED 120 x 500# M 64 RELEASED 120

INFORMATION AT RELEASE POINT:

Altitude of Target 50 Temp Aloft: Metro -32 Actual -26

True Altitude above target 25400 Mag Head, order 59 Actual 68

Ind. Altitude 25000 True Heading 71

Pressure alt of target -346 Drift, Est 3L Actual 1R

Altimeter setting 29.92 True Track 72

C.I.A.S. 150 I.A.S. 150 Actual Range 11,372

G.S. Est 220 Actual 220 B.S. Type M-9

Wind Direc Metro 140 Actual 80 Time of Release 1306

Wind Veloc. Metro 18 Actual 15 Intervalometer Setting Salvo

D.S. 125.6 Trail 60 ATF 42.13 Length of Bombing Run 3min

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

Mean Temp: Metro -8 Actual -5.1 Manual Pilot _____

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

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Murphy DATE 6 Oct 1944
 PILOT Lt. Hayes TAKE OFF 0741
 NAVIGATOR Lt. Minor AIRPLANE _____
 WING 94th B GROUP 401st SQDN Low LANDED 1720
 OBJECTIVE Stargard, 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: 3 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 120 x 500# M 64 RELEASED 120
 INFORMATION AT RELEASE POINT:
 Altitude of Target 50 Temp Aloft: Metro -32 Actual -24
 True Altitude above target 24850 Mag Head, order 59 Actual 73
 Ind. Altitude 23700 True Heading _____
 Pressure alt of target -346 Drift, Est 3L Actual 5R
 Altimeter setting 29.92 True Track _____
 C.I.A.S. 150 I.A.S. 150 Actual Range 11,839
 G.S. Est 220 Actual 217 B.S. Type M-9
 Wind Direc Metro 140 Actual 160 Time of Release 1307
 Wind Veloc. Metro 17 Actual 13 1/2 Intervalometer Setting Salvo
 D.S. 127.5 Trail 59 ATF 41.58 Length of Bombing Run 3min
 Tan. D.A. Est .48 Actual .445 C-1 Pilot A-5
 Mean Temp: Metro -7.5 Actual 0 Manual Pilot Yes
 Type of Release: Lead A/C Salvo Type of Release: Other A/C Salvo

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Klefisch DATE 6 Oct 1944
 PILOT Lt. Mercer TAKE OFF 0740
 NAVIGATOR Lt. Gaskins AIRPLANE _____
 WING 94B Grp GROUP 401st SQDN High LANDED 1750
 OBJECTIVE Stargard, 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 120 x 500# M 64 RELEASED 120
 INFORMATION AT RELEASE POINT:
 Altitude of Target 50 Temp Aloft: Metro -32 Actual -32
 True Altitude above target 26000 Mag Head, order 59 Actual 88
 Ind. Altitude 25600 True Heading 101
 Pressure alt of target -346 Drift, Est 3L Actual 3R
 Altimeter setting 29.92 True Track 104
 C.I.A.S. 150 I.A.S. 150 Actual Range 13515
 G.S. Est 222 Actual 216 B.S. Type M-9
 Wind Direc Metro 140 Actual 80 Time of Release 1307
 Wind Veloc. Metro 11 1/2 Actual 16 Intervalometer Setting Salvo
 D.S. 124 Trail 59 ATF 42.7 Length of Bombing Run 3min
 Tan. D.A. Est 48 Actual 49.45 C-1 Pilot Yes A-5 _____
 Mean Temp: Metro -9 Actual -9 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-2

Reference Field Order 512 .

6 OCTOBER 1944

SUBJECT: Communications Report, Operational Mission No 153 .

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

SECTION ONE - USE OF RADIO NAVIGATIONAL AIDS

1. VHF/DF Bearings:		5. Radio Beacons used:	
to 401st A/G	<u>∅</u>	Splashers	<u>13</u>
to other A/C	<u>∅</u>	Fixed Beacons	<u>1</u>
2. HF/DF Bearings	<u>2</u>	Bunchers	<u>33</u>
3. MF/DF Fixes	<u>∅</u>	6. Total A/C using Gee	<u>36</u>
4. Distress Action	<u>∅</u>	Maximum Fix	<u>5416N 0640E</u>

SECTION TWO - REPORTED EQUIPMENT DEFICIENCIES

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

Report on A.A. Gunfire.

BOMBARDMENT GROUP (H)

~~401st~~

Assigned Politz Date of Mission 6 Oct. '44
 Target: Bomed . Stargard, A/D

Route as Flown:-

1133 (5435-0855) 1145 (5437-0943) 1211 (5428-1200)
1256 (5308-1419) 1306 (Stargard) 1439 (5435-0855).

Weather conditions: (a) At target . . Clear
 (b) En route . . Clear
 Were our A/C "Seen" or "Unseen" targets? (a) At target . Seen
 (b) En route . Seen
 Any condensation trails? . . No

Description of Flak at Target, including METHOD OF FIRE CONTROL

None

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

1145 (5431-1037) 18,000-Mog.-very accurate-Red,Blk-seen track (3 to 6 guns were firing from 2 barges and one boat at at first location).

1204 (5427-1134) 21,000-Mog.-very accurate-Red,Blk-seen track (8 to 12 guns were firing from one large boat at second location, bursts 105MM or larger.

1240 (Stettin) 25,600 - observed barrage over city.
 Was CHAFF carried? . . Yes

How discharged? . . As Briefed

Position of Group

94th "C" CBW

Details:-

Up	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
401	36	5	0	1308	1308	25,000	65 T.	90 Sec.
als:								

Comments - Phenomena:-

1308 Target- 3 rockets- burst looked like a lot of ping-pong balls popping out.
Battle damage occurred at 1145 hrs. and 1204 hrs. locations.

Lt. Sutherland

OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 657
U. S. ARMY

D-E-1

6 October 1944.

SUBJECT: Crew Comments and Suggestions.

TO : Commanding Officer, Station 128, APO 657, US Army. (Thru
Lt. Col. William T. Seawell).

1. Lt. F. Carson, Pilot A/C 187 - waited in dispersal 37 for more than one hour and finally got a lift in another truck.
2. Lt. L. Crossen, Navigator A/C 508 - A/C #3 position of Lead Flight, high squadron dropped bombs in train, seen by several of crew.
3. Entire crew of Lt. Jetter, Pilot A/C 132 - insufficient toilet facilities, and no lights in officers wash room of 613th Squadron.
4. Lt. H.V. Dow, Pilot A/C 664 - A/C in #3 position high flight, lead squadron was out of position, forcing our plane out of position on bomb run.
5. Lt. A. Harasym, Pilot A/C 084 - It is taking too long to land after return to base.
6. Lt. L.E. Cooper, Pilot A/C 659 - Chaff not scattering, coming back in lumps.
7. ^{Capt.} Lt. D.A. Currie, Co-Pilot A/C 780 - Group Lead was too fast coming back.

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

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

F-A-2

AP0 557
3 October 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
3 October 1944 :

a. A/C # 42-102674 - Returned early because of
internal failure of # 4 engine. The exhaust valve on the # 7
cylinder had broken off. This is the first mission on this
engine since it was installed. It is believed the failure was
due to improper depot overhaul.

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

1639

The target is located in the N.W. outskirts of the target city - it is actually adjacent to a sparsely built-up area.

^{Ship plant}
It is one of Germany's largest producers of synthetic oil - actually produces 9.5% of the total

Total target area is approximately 1800 X 1300 yds, roughly rectangular with the major axis lying in a NE SW direction - compactly built

attached August 25 & now only at 25% production

Secondary - Stargard

PFF - Strausland 5419-1306

with in Dir
5th over target

Other groups

2nd & 3rd

Fighter

Smoke screen

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

6 October 1944

LOADING LIST

<u>PLANE NO.</u>	<u>DUTY</u>	<u>RANK</u>	<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>MI</u>
44-6132	P	1st LT.	JETTER	ARTHUR	C.
	CP	1st LT.	GAIN	ROBERT	W.
	N	1st LT.	KKKEKE HIRSH	HARRY	(NMI)
	B	S/SGT.	FETERS	WILLIAM	J.
	RO	T/SGT.	SHERMAN	LEO	(NMI)
	TT	T/SGT.	NEILSON	RICHARD	D.
	BT	S/SGT.	KNAPP	MARTIN	F.
	TG	S/SGT.	BAIER	JOHN	J.
	WG	S/SGT.	ROBERSON	ROBERT	E.
43-37706	P	2nd LT.	ANNIS	ROMIE	A.
	CP	2nd LT.	CLARK	FORREST	E.
	N	2nd LT.	MADDEN	BERNARD	J.
	B	2nd LT.	JENSEN	JENS	B.
	RO	SGT.	WALKER	LEWIS	L.
	TT	SGT.	CORLISS	JOHN	M.
	BT	SGT.	FEREZ	FRNAK	W.
	TG	SGT.	JOHNSON	LESLIE	C.
	WG	SGT.	BROOKS	GEORGE	E.
42-31591	P	2nd LT.	KECK	ROBERT	J.
	CP	F/O	ISTEL	LAWRENCE	A.
	N	F/O	FREEMAN	HOLLIS JR.	XXX W.
	B	F/O	SHEPARD	SAMUEL	(NMI)
	RO	SGT.	ENGLER	RICHARD	H.
	TT	SGT.	STOEGER	LEONARD	V.
	BT	SGT.	NORR	ELWOOD	W.
	TG	SGT.	METCALF	WILLIAM	T.
	WG	SGT.	FIALKOWSKI	EDWARD	(NMI)
44-6313	P	1st LT.	BUDD	CLAYTON	R.
	CP	2nd LT.	MC LEOD	REGINALD	L.
	N	2nd LT.	KLOTZ	BERNARD	L.
	B	S/SGT.	KISSACK	JOHN	D.
	RO	T/SGT.	SKALA	FRANKLIN	C.
	TT	T/SGT.	OLIVER	ERNAEST	S.
	BT	S/SGT.	MAES	BERT JR.	(NMI)
	TG	S/SGT.	ROGEN	HARLAN JR.	(NMI)
	WG	S/SGT.	MURRAY	DALE	S.

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MT.
43-28187	P	1st LT.	CARSON	FRANK JR.	(NMI)
	CP	2nd LT.	MOE MOE	MORRIS	E.
	N	2nd LT.	LAWLESS	HARRIS	E.
	B	2nd LT.	BUCHER	WILLIAM	(NMI)
	RO	T/SGT.	MAYER	JACK	P.
	TT	T/SGT.	MAC GEESE	RAY	E.
	BT	S/SGT.	EX LEE	WILLIAM	R.
	TG	S/SGT.	GERALDI	JOSEPH	J.
	WG	S/SGT.	JAMES	LINELYN	(NMI)
43-37736	P	1st LT.	HANSON	ALBERT	L.
	CP	2nd LT.	YOUNG	THOMAS	Y.
	N	1st LT.	WATSON	HENRY	T.
	B	S/SGT.	GREEN	BERNARD	T.
	RO	T/SGT.	SEARS	DONALD	L.
	TT	T/SGT.	MURRAY	DONALD	L.
	BT	S/SGT.	MAJESKI	FRANK	B.
	TG	S/SGT.	GODFREY	HAROLD	M.
	WG	S/SGT.	LYALL	LESTER	D.
Ship 425 (615th)	P	2nd LT.	CAMPBELL	ROBERT	B.
	CP	2nd LT.	RANDLE	RICHARD	W.
	N	2nd LT.	HURLEY	JIM	D.
	B	2nd LT.	ISHAM	LAWRENCE	B.
	RO	S/SGT.	CHALUPZYNSKI	VINCENT	M.
	TT	SGT.	JUSTICE	ANDREW	C.
	BT	SGT.	BOSTIAN	AURHELY	I.
	TG	SGT.	SMITH	JAMES	A.
	WG	SGT.	HARDWAY	JAMES	R.
42-102009	P	2nd LT.	HOPLEY	CHARLES	W.
	CP	2nd LT.	GORTZ	FRANK	V. JR.
	N	2nd LT.	MAC DONALD	RICHARD	E.
	B	SGT.	JACOBS	JOHN	R.
	RO	SGT.	DUNNING	CHARLES	R. J.
	TT	SGT.	HARDIN	WILLIAM	A.
	BT	SGT.	BERNARD LARSON	MAX DEAN	EX
	TG	SGT.	VAN FELT	HAROLD	G.
	WG	SGT.	ANDERSON	WAYNE	L.
42-38267	P	2nd LT.	MC GOLDRICK	JOHN	W.
	CP	2nd LT.	MILLER	HENRY	C.
	N	2nd LT.	LEWIS	LESTER	C.
	B	SGT.	LINGSAY	JAMES	
	RO	SGT.	BECK	BERNARD GERALD	
	TT	SGT.	VAN SHELTON	JAMES	
	BT	SGT.	GRUMANN	JAMES	
	TG	SGT.	ST. LEDGER	ROBERT	
	WG	SGT.	LUCA	REDOLPH	

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

AAF Station # 128
 6 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.

<u>*Plane 44-8033</u>			
P	1st Lt.	MERCER, ELMER W.	614th Sq
CA	Capt.	HARB, WALLACE S.	401st Gp
N	1st Lt.	GASKINS, LESLIE E.	614th Sq
N	1st Lt.	DRESBACH, JOHN T.	"
B	1st Lt.	KLEFISCH, THEODORE J.	"
RO	T/Sgt.	Zubrickas, Joseph S.	"
TT	T/Sgt.	Fowler, Cecil V.	"
TG	S/Sgt.	Gurnicki, Sigmund A.	"
WG	S/Sgt.	Connors, Robert A.	"
 <u>*Plane 44-6464</u>			
P	F/O.	WHITTMAN, PAUL F.	"
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.	Ruhmann, Richard R.	"
WG	S/Sgt.	Harwell, Wilton W.	"
 <u>*Plane 42-107084</u>			
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, Emanuel T.	"
TG	S/Sgt.	Capps, George C.	"
WG	S/Sgt.	Bailey, John S.	"
 <u>*Plane 42-97478</u>			
P	1st Lt.	MELTON, LAVATA T.	"
CP	2nd Lt.	CLAXTON, HERBERT W.	"
N	2nd Lt.	ROBINSON, EDWARD F.	"
CTG	S/Sgt.	Tutwiler, David M.	"
RO	T/Sgt.	La Fleur, Delmore H.	"
TT	T/Sgt.	Shanks, Herbert H.	"
BT	S/Sgt.	Reynolds, William H.	"
TG	S/Sgt.	Schmidt, Edward J.	"
WG	S/Sgt.	Culver, Malcolm J.	"

Loading List Cont'd.

*Plane 42-97395

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

*Plane 44-8508

P	1st Lt.	SISSON, NORMAN L.	"
CP	2nd Lt.	HOEMANN, EUGENE E.	"
N	2nd Lt.	CROSEN, LAVERN	"
B	2nd Lt.	PICKER, NATHAN	"
RO	S/Sgt.	Haluck, Andrew S.	"
TT	S/Sgt.	Carter, Peter J.	"
BT	Sgt.	Stevens, Calvin J.	"
TG	Sgt.	Ritchie, Francis T.	"
WG	S/Sgt.	Healy, John L.	"

*Plane 42-97602 145

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 42-~~107151~~ 97602

P	2nd Lt.	MORAN, ROBERT E.	"
CP	2nd Lt.	WELLMAN, SILAS H.	"
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.	"

Loading List Cont'd.

*Plane 43-38452

P	2nd Lt.	JAMES, ROBERT W.	614th Sq
CP	2nd Lt.	GROSSMANN, ROBERT M.	"
N	2nd Lt.	MORRIS, GERALD A.	"
CTG	Sgt.	Miller, Henry E.	"
RO	Sgt.	Hopkins, Frank W.	"
TT	Sgt.	Scatchard, Roger N.	"
BT	Sgt.	Keivens, William J.	"
TG	Cpl.	Newman, Donald F.	"
WG	Sgt.	Pennington, William O.	2

*Plane 42-102552 151

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 E.	"
TT	Cpl.	Block, Joseph R.	"
BT	Cpl.	Powers, Willard B.	"
TG	Cpl.	Whittington, Charles S.	"
WG	Cpl.	Bruschwein, Douglas B.	"

~~---Lt. WINOGRAD flying with 612th Sq---~~

For the Squadron Commander:

DONALD V. KIRKHUFF
 CAPT, Air Corps,
 Operations Officer.

SIX HUNDRED AND FIFTEENTH BOMBARDMENT SQUADRON (H)

FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)

Office of the Operations Officer

AAF - Sta - 128 - APO - 557

6 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 # 42-97636 PFF

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Charleville	Denver	C.	615th
GP	Captain	Lewis	Clyde	A.	"
N	1st Lt.	Russell	Edwin	F.	"
N	1st Lt.	Chaffey	George	C.	"
N	1st Lt.	Fishbeck	Howard	D.	612th
B	1st Lt.	Minott	Charles	H.	613th
RO	T/Sgt.	MacKellar	Glenn	A.	"
TT	T/Sgt.	Madsen	Peter	C.	"
TG	1st Lt.	Kolp	Horman	J. (io)	"
FG	S/Sgt.	McKenna	Arthur	(NMI)	"

PLANE # 42-31485

P	2nd Lt.	McKay	George	W.	615th
GP	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.	Cannizzarro	Ralph	J.	"

PLANE # 43-37947 PFF (612th)

P	1st Lt.	Kochel	Michael	J.	615th
GP	F/O	Callahan	Raymond	J.	"
N	2nd Lt.	Ainley	Allen	B.	"
N	2nd Lt.	Walters	Donald	E.	"
B	2nd Lt.	Hoffman	Lloyd	A.	"
RO	S/Sgt.	Concino	Joseph	A.	"
TT	Sgt.	Beeson	Charles	W.	"
TG	Sgt.	Kelly	Thomas	W.	"
FG	Sgt.	Wofford	Dewey	B.	"

PLANE # 42-107113

P	2nd Lt.	Sullivan	Paul	J.	615th
GP	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.	Gross	William	L.	"

LOADING LIST (Continued)
 PLANE # 42-31983

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

PLANE # 43-38125

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

PLANE # 42-97664

P	1st Lt.	Dow	Herbert	V.	615th
GP	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.	Adam s	Leroy	E.	"
BT	S/Sgt.	Macchietto	Richard	D.	"
TG	S/Sgt.	Sokolowski	Edward	A.	"
FG	Pfc.	Greenberg	Harold	(NMI)	"

PLANE # 43-38159

P	2nd Lt.	Oas	Herbert	L.	615th
GP	2nd Lt.	Hayes	Thomas	A.	"
N	2nd Lt.	Green	William	H.	"
B	2nd Lt.	Mencow	William	H.	"
RO	Sgt.	Brereton	William	E.	"
TT	S/Sgt.	Cook	Byron	K.	"
BT	S/Sgt.	Monareky	Theodore	(NMI)	"
TG	S/Sgt.	Reardon	John	J.	"
FG	S/Sgt.	Dunn	John	G.	"

LOADING LIST (Continued)

PLANE # ~~44-0148~~ 42-102659

P	2nd Lt.	Cooper	Louis	E.	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.	"

PLANE # 42-102674

P	2nd Lt.	Grimm	William	F.	615th
CP	2nd Lt.	Huesgen	Herman	K.	"
N	2nd Lt.	McFullen	Willard	C.	"
B	2nd Lt.	Burns	Raymond	G.	"
RO	T/Sgt.	Kressler	Oliver	J.	"
TT	S/Sgt.	Brown	Thomas	J.	"
BT	Pfc.	Matts	Dudley	F.	"
TG	S/Sgt.	Wheeler	Robert	L.	"
FG	Sgt.	Duke	William	M.	"

OFFICE OF THE OPERATIONS OFFICER
 612th Bombardment Squadron (H)
 401st Bombardment Group (H)

6 October 1944

SUBJECT : Loading List

TO : Operations Officer, 401st Bombardment Group (H), APO 557.

Plane # ⁹⁷⁷⁸⁰ 42-31891

P	Hayes, Ralph S.	2nd Lt.	612th
CP	Currie, Donald A.	Capt.	"
N	Minor, Charles B.	2nd Lt.	"
B	Murphy, Roland W.	2nd Lt.	"
RO	Fuston, William P.	T Sgt	"
TTG	Lucewicz, John (NMI)	T Sgt	"
BTG	Pahl, Arthur L. Jr.	S Sgt	"
TG	Green, John J.	S Sgt	"
WG	Smith, Charles E.	S Sgt	"

Plane # 42-107039

P	Harlan, Thomas J. Jr.	2nd Lt.	612th
CP	Thorne, Walter W.	2nd Lt.	"
N	Reese, Victor S.	1st Lt.	"
B	Peyreigne, Pierre V.	S Sgt	"
RO	Robinson, Paul D.	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	"

Plane # 42-31087

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

Plane # 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 S.	S Sgt	"
RO	Will, Adam E.	T Sgt	"
TTG	Klingbiel, Eugene P.	T Sgt	"
BTG	Swope, Donald M.	S Sgt	"
TG	Henry, Hilmer E.	S Sgt	"
WG	Gruchawka, John (NMI)	S Sgt	"

Plane # 42-39993

P	Gibson, Roger C.	1st Lt.	612th
CP	Kleppe, Fred H.	1st Lt.	"
N	Brand, George C.	1st Lt.	"
B	Kemler, Arden C.	1st Lt.	"
RO	Heikkinen, Carl R.	T Sgt	"
TTG	Williamson, Joseph R.	T Sgt	"
BTG	Roethler, Roland V.	S Sgt	"
TG	King, Francis E. Jr.	S Sgt	"
WG	Phelps, Durwood W.	S Sgt	"

Plane # 44-6506

P	Hocking, Bert E.	1st Lt.	612th
CP	Merritt, William R.	2nd Lt.	"
N	Harris, Elliott S.	1st Lt.	"
B	Formalarie, Thomas J. Jr	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	"
WG	Garrett, Milton (NMI) Jr	S Sgt	"

Plane # 42-31662

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

Plane # 43037938

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	Azevedo, Philbert B	Sgt	"
WG	Harold, Lloyd B.	Sgt	"

Plane # 43-37790

P	Bonney, Roy H.	1st Lt.	612th
CP	Jolley, Edward R.	2nd Lt.	612th
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.	S Sgt	"
WG	Dill, Donald D.	S Sgt	"

Plane # 42-102398

P	Maxwell, Charles T.	1st Lt.	612th
CP	McLeod, Lucien 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.	T Sgt	"
BTG	Lamoureux, Duane A.	T Sgt	"
TG	Welborn, Luther B.	S Sgt	"
WG	Bunn, Charles T.	S Sgt	"

End.

OPERATIONAL ROUTE FORECAST

DATE 4 October 1944

PERIOD 0700 - 1700 hrs

AG P BR HQ 505 122929

	A Base to Target	B Target to Base	C	D
WEATHER	Clear to Partly Cloudy with fog in patches becoming partly cloudy	Partly Cloudy	CONFIDENTIAL	
CLOUDS	0-2/10 Cirrocumulus base 2-3000ft tops 5000ft. in Area of Interest becoming 1-4/10 in Coastal Areas and over the North Sea, becoming 2-5/10 Small Cumulus base 2-3000ft tops 5-7000ft. at Continental Coast and over Western Target, becoming 1-6/10 over Eastern Target, NIL below and High Cloud	REVERSE OF ROUTE OUT EXCEPT 3-5/10 Small Cumulus base 2-3000ft tops 5-7000ft over Base on Return.		***K/TZ*** Moderate Persistent SHALLOW Contrails at 27,000ft and Above. TARGET SEA LEVEL PRESSURE 30.30 inches FOR TARGET SURFACE PRESSURE ALTITUDE add Target Elevation to (MPS) = 3462.
ICING	5000 FT. NIL ICE	5000 FT. NIL ICE		
VISIBILITY	1-2000 yds on Coast, 500-1000 yds, but locally less than 500 yds. in Area	Unrestricted Aloft, becoming 1-6 miles at Base on Return.	Inland Base, becoming unrestricted aloft. Vertical Visibility at Target 10-20 miles.	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	060 20	360 10	020 10	010 10
2000 FT	070 20	360 15	020 10	010 03
10000 FT	080 30	360 30	010 30	-06
20000 FT	090 35	030 25	070 10	-12
30000 FT	100 45	030 30	030 15	-22
40000 FT	090 60	010 60	010 15	-32
50000 FT	100 75	010 50	010 15	-42
BASE ALTIMETER SETTING <u>30.30</u>				TARGET MEAN TEMP. <u>25,000ft -08.5</u>
TEMP. AT <u>25,000 FT. -12.0</u>				TARGET SURFACE (PRESSURE-ALT) <u>346 FT</u>

DECLASSIFIED PER NND 745003 BY P2 NARA DATE 1/27/11

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

6 Oct. 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 6 OCTOBER 1944

BASE ON TAKE-OFF: 0745. No low cloud, 2/10 Altostratus base estimated 10000', 6/10 Cirrus base estimated 22000'. Visibility 3mi. in haze.

ROUTE OUT: Nil low cloud becoming 4/10 Stratocumulus over the English Coast increasing to 8-10/10 at 02 degrees E, decreasing gradually from 05 degrees E to 4/10 in the vicinity of Denmark and the Baltic Sea, becoming generally 2-4/10 over the Continent but with the primary target covered with a large patch of Stratocumulus making it necessary to bomb the secondary target. Base of the Stratocumulus estimated at 1-2000' tops at 5-7000'. Nil middle cloud, 2-4/10 Cirrus becoming 8-10/10 over the Baltic Sea and target area, base estimated at 28-30000'. Visibility unrestricted.

TARGET: 1306. 2-4/10 Stratocumulus tops 5-7000', 8-10/10 Cirrus base estimated 28-30000'. Visibility unrestricted.

ROUTE BACK: Similar to route out except for a thicker Cirrus over the Baltic Sea and 8-10/10 Stratocumulus over the English Coast and adjacent North Sea tops 4-5000' becoming 2-3/10 Cumulus base 2500 tops 5-7000' inland.

BASE ON RETURN: 1700. 3/10 Cumulus base 2500', 3/10 Cirrus above 25000'. Visibility 7 mi.

REMARKS: No contrails, temperatures 6-8 degrees warmer than briefed. Temperatures and winds reported as follows: Over the North Sea on route out at 6000', winds 80-100 degrees 20-25 knots; Over the target area at 25000' winds 110 degrees 20-25 knots, temperature minus 26; Over the North Sea on return at 11000' winds 60-100 degrees 30 knots, temperature plus 4. Freezing level reported at 12600'.

ROBERT R. PETERSON
1st. Lt., Air Corps
Weather Officer

CONFIDENTIAL

*Capt Hunt
Sp Engineering*

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

D-E-1

6 October 1944.

SUBJECT: Crew Comments and Suggestions.

TO : Commanding Officer, Station 128, APO 557, US Army. (Thru Lt. Col. William T. Seawell).

1. Lt. P. Carson, Pilot A/C 127 - waited in dispersal 37 for more than one hour and finally got a lift in another truck.
2. Lt. L. Crossen, Navigator A/C 508 - A/C #3 position of Lead Flight, high squadron dropped bombs in train, seen by several of crew.
3. Entire crew of Lt. Jetter, Pilot A/C 132 - insufficient toilet facilities, and no lights in officers wash room of 613th Squadron.
4. Lt. H.V. Dow, Pilot A/C 664 - A/C in #3 position high flight, lead squadron was out of position, forcing our plane out of position on bomb run.
5. Lt. A. Harasym, Pilot A/C 084 - It is taking too long to land after return to base.
6. Lt. L.E. Cooper, Pilot A/C 659 - Chaff not scattering, coming back in lumps.
7. ^{Capt.} Lt. D.A. Currie, Co-Pilot A/C 780 - Group Lead was too fast coming back.

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

5126

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

F-C-2

AFPO 557
7 October 1944

SUBJECT: Armament Malfunction Mission Report

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

1. Date of Mission: 6 October 1944.
2. No gun malfunctions were reported.
3. The following turret malfunctions were reported:
 - a. A/C # 42-31485 - Vickers Unit Motor burned out in Ball Turret. This motor has been replaced.
 - b. A/C # 42-107009 - Azimuth Drive Motor Gear broken. This motor has been replaced.
4. No bombing equipment malfunctions were reported.
5. There were twenty (20) aircraft equipped with the all electric bomb release system participating in the mission.

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

HIGH SQDN. 94TH "C" GROUP

Combat Flight Leader CAPT. HARB Date 6 OCT. 1944

Deputy Flight Leader LT. HARASYN

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

MERCER (HARB)

IW C 8032

WHITMAN

IW H 6464

HARASYN

IW G 7084

614 SQDN

FILEMYR

IW Q 7478

613 SQDN

CARSON

IW D 8187

HUBBELL

IW F 7395

JAMES

IW D 8452

HOPLEY

IW P 7009

ANNIS

IW U 7706

HAYES

~~IW H 8288~~
S 645

MORAN

IW O 7602

SISSON

IW A 8508

SPARES

MORTON

IW B 7151

SPARE LEAD PTF IW Y 7600
SPARE LEAD VISUAL IW R 7780
GROUND SPARES IY K 8425
IW J 2659

LOW SQ 94TH C GROUP

Combat Flight Leader

Date

CAPT CURRIE

6 October 1944

Deputy Flight Leader

LT SHAUNAMAN

SQDN

612

612 SC JABWOCK

613 IN MACRO

614 IW GOLFCLUB

615 IY BUZZARD

HAYES (CURRIE)

~~SC P~~
 W-R

~~1881~~ 780
 780

HARLAN

SC M 7039

SCHAUNAMAN

SC K 1087

SQDN

612

SQDN

613

BURNS

SC D 6992

BUDD

IN P 6813

GIBSON

SC C 9993

HOCKING

SC E 6506

MC GOLDRICK

IN M 8267

CAMPBELL

~~IN Q 7981~~
 14 + 425

CROMER

SC B 1662

LAWRENCE

SC S 7938

BONNEY

SC J 7790

SPARES

MAXWELL

SC H 2398

SPARE LEAD PFF IN Y 7600

SPARE LEAD IN R 7780

GROUND SPARES IY K 1009 425

IW J 2659