MISSION NO. 164

TO: MERSEBURG, GERMANY

401ST BOMBARDMENT GROUP (H)

REPORT OF OPERATIONAL DAY

MISSION SUMMARY REPORT

MISSION # 164 Date 2 November 1944

ASSIGNMENT

1. Assigned Target: MERSEBURG, GERMANY (LEUNA SYNTHETIC OIL)

2. Commitments: The 401st Group furnished three 12 A/C Squadrons for the 94th "A" Group. Two PFF A/C were included in the lead Squadron, and one PFF A/C in the High. A spare accompanied each formation.

EXECUTION

1. Target Bombed: MERSEBURG, GERMANY (PFF)

2. a. Group Leader: Capt. A. H. CHAPMAN (CARROLL)

   Lead Navigator: Capt. C. M. SMITH (WINOGRAD - "Mickey")

   Extra Navigator: 1st Lt. J. L. MALONE

   Lead Bombardier: Capt. W. T. HUTSON

   b. Low Squadron Leader: 1st Lt. B. F. CARNS

   Lead Navigator: 1st Lt. D. B. LIGON

   Lead Bombardier: 1st Lt. M. J. WIEGLER

   c. High Squadron Leader: Capt. R. M. DEMPSEY

   Lead Navigator: 1st Lt. L. W. SELLERS (WALTERS - "Mickey")

   Lead Bombardier: 1st Lt. W. W. DOLAN

3. Flight Over England:

   a. Takeoff:

   Normal with about 1/4 mile visibility. One aircraft in the High Squadron failed to take off.

   b. Squadron and Group Assemblies:

   The Squadron and Group assemblies were moved up 2,000' by the Weather ship, but were accomplished in good order and with time to spare. Departure buncher was with 35 ships and 2 spares in formation. Just prior to leaving

3. b. Continued:

the buncher the 94th "B" Group circled through our assembly area causing 94th "A" Group to depart North of the buncher on time to avoid a collision course.

c. Route Over England:

Times at all points over England were made good. From point "C" an unidentified Group (believed to be 3rd Division) tried to cross over from our right to our left but since 94th "A" was slightly ahed of him and on its briefed course 94th "A" held its position forcing the unidentified Group to lose time and circle behind us. 94th "A" arrived at Control Point # 1 on time and turned on course exactly two minutes behind the 40th "B" Group. The Division column including 49 "A", 40 "B" and 94th "A" was perfect.

4. Attack:

a. Flight to Target:

Maintained the briefed # 3 position the column during the entire flight. Crossed the Coast at Control Point # 2 four minutes early and 1,000' too low, but this was due to a wind shift. Strong winds blew entire division ahead of 94 "A" to the left of course. 94 "A" turned back to right to cross over IP and follow 40 "B" on bombing run. Two Groups of 3 rd Division came off target over same route. First Division made its bombing run but luckily they did not interfere.

b. Bombing Run:

Lead Squadron:

Before we reached the IP the weather ship reported that the target was covered with clouds and the bombing would have to be PFF. We cut the IP short attempting to stay in Division formation and then had to make seven S's to get behind the two Groups that cut in ahead of us. Winds were much stronger than briefed making it very difficult for the Mickey Operator to kill the drift. Bombs were dropped at 1240 on a Mag Heading of 195°. The lead salvo; all others used a 100 foot intervalometer setting. The AFCE was O K. Bombing was entirely PFF.

Low Squadron:

We had no PFF ship so we flew in trail, close to the Lead Squadron on the bomb run. When the Lead Squadron dropped, the Bombardier waited till we came abreast of their smoke marker and then salvoed his bombs. All others dropped with a 100 foot intervalometer setting. The AFCE worked satisfactorily.

4. b. Continued:

High Squadron:

We were informed that bombing would be by instruments before we reached the IP. We cut the IP short to stay in the Division column. Cloud cover was about 8/10ths all the way but nothing could be identified on the ground between the breaks. The Mickey Operator took over at the IP and brought us in. The rate needed a few small corrections and these were made at the Mickey Operators direction. About half way down the run a formation came off the target heading right for us so we gained some altitude, skipped over them, and then leveled off again 600 feet over the briefed indicated altitude. Bombs were salvoed by the Leader when the indices crossed; all others used a 100 foot intervalometer setting. The AFCE functioned properly.

c. Flight from Target:

Rally after bombing run was very good despite intense flak and contrails. Withdrawal was made in # 3 position in Division column. Received slight inaccurate flak over a canal north of Osnabruck.

d. Return to Base:

After departing enemy coast the Group turned right of course to let down through a hole in the cloud deck. We crossed coast in at 2,500' and proceeded to base for a normal landing. Ships with wounded and camera ships were cleared from formation at coast in. High and Low Squadrons proceeded to "Y" buncher to circle untill called in by tower. All ships except one failing to return landed safely at home base.

e. Weather:

Weather was described as 6/10ths to 8/10ths cumulus cloud cover generally over continent enroute to target and back. Tops at 8,000 to 10,000'. 8/10ths over target area with dense contrails at 27,000 ft. and above.

f. Fighter Support:

Excellent throughout entire mission. Maintained radio contact with all Groups of fighters assigned to 94 "A" Group during the mission.

g. Comments on Formation:

Formation was fair. High Squadron broke up on way in because of one ship stalling out. Leader's air speed checked as SOP several times during flight however.

Mission Summary Report (Cont'd)

4. h. Conclusions and Recommendations:

Better coordination between 3rd and 1st Division routes. Conflicts were encountered over England and over target despite 94th "A" Group was on time and on course.

5. Aircraft Not Attacking:

High Squadron:

A/C 43-37736 - Sortie. Returned after entering enemy territory due to loss of Turbo Supercharger boost on # 3 engine. Caused by large hole in exhaust segment for # 5 cylinder.

6. Enemy Opposition:

Between 10 to 20 ME 109's were encountered after leaving target at approximately 10 miles SW of Merseburg. Lead A/C of High Squadron reported that 10 ME 109's flew at 2 o'clock high, peeled off and made individual passes at Low section of the High Squadron. Other crews report attacks from 6 o'clock High to Low about 15 degree angle of attack. Enemy fighters queueing up four at a time for attack and weaving from side to side; attack breaking off at 150 to 200 yards. A/C were silver colored, with green spinners and green stripe on top of vertical stabilizers, with black markings. After leaving target, four single jet A/C were observed at approximately 28,000 leaving intermittent, dark contrails, which dissipated in about 20 seconds. Crews believe jets were used as decoys as 4 ME 109's came in on a pursuit curve. An escorting P-51 broke up the formation of ME 109's and other friendly fighters chased them away. At 1305 hours, (5110 - 1100E), 3 ME 109's were reported at 9 o'clock (25,000) but did not attack. One claim is being submitted. (See flak Report for Flak)

7. Battle Damage:

Major	Minor	To Flak	To E/A
2	25	27	0

8. Casualties:

9 MIA - A/C 43-38159

9. Statistical Summary Of Operations (See attached form)

10. Bombing Data: a. Observations:

Due to almost complete undercast results were unobserved. Bombs fell in the close proximaty of the bombs in the preceding Wing which were seen striking the target area.

10. b. Disposition of Bombs:

Lead Squadron:

All the 12 A/C EET attacked the target dropping 214 x 250# M57 bombs. The spare A/C returned 18 bombs to base.

Low Squadron:

All the 12 A/C EET attacked the target dropping 216 x 250# M57 bombs. The spare A/C returned 18 bombs to base.

High Squadron:

Of the 12 A/C EET eleven attacked the target, dropping 197 X 250 # M57 bombs. The aborting A/C (#736) jettisoned 13 bombs and returned the remaining 5 bombs to base.

c. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs				
	Over Target	Bombing	Number	Size	Type	Fusing Nose	Fusing Tail
Main Bombfall	35	35	627	250#	M57	1/10	1/40
Other Attacks	-	-	-	-	-	-	-
Total Bombs on Target			627	250#	M57	1/10	1/40
Other Expenditures			13	250#	M57	1/10	1/40
Bombs Returned			41	250#	M57	1/10	1/40
Total (Loaded on A/C Taking Off)			681	250#	M57	1/10	1/40

11. Lost Aircraft:

A/C #	Sqdn	Position in Formation	Location of Loss	Cause
43-38159 (OAS)	615	Lead A/C low section, High Sqdn, 401st Gp.	Just past target.	Flak

Submitted By:

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

STATISTICAL SUMMARY OF OPERATIONS

401st Group — 1st BD F. O. 541 — Date of 2 November 1944

	Lead		High		Low
		PFF - GH		PFF - GH	
1. No. of A/C Failing to Take Off	-	-	1	-	-
2. No. of A/C Airborne	11	2	11	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	10	1	12
6. No. of A/C Not Attacking	-	-	1	-	-
(a) Early Returns Included	-	-	-	-	-
7. Name of Primary Target	MERSEBURG (VISUAL)				
(a) No of A/C Attacking					
(b) No., Size & type of bombs					
8. Name of Secondary Target	MERSEBURG (PFF)				
(a) No of A/C Attacking	11	1	10	1	12
(b) No., Size & type of Bombs	180	34	180	17	216
9. Name of Last Resort Target					
(a) No. of A/C Attacking					
(b) No., Size & type of Bombs					
10. Name of Target of Oppertunity					
(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		1		None
13. - to Flak			1		
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	0833	0836	0837
19. Time of Attack	1240	1239	1243
20. Average Time of Flight	7.5	7.9	7.6
21. Altitude of Release	24,760	26,150	24,000
22. Visual or PFF	PFF	PFF	PFF
23. Enemy Resistance - AA Int.&ACC.	INTENSE ACCURATE	INTENSE ACCURATE	INTENSE ACCURATE
24. - Fighters	10 - 20	10 - 20	10 - 20
25. - Bombers	-	-	-
26. U.S. A/C Engaged by Enemy A/C	~~Unobserved~~	4 ~~Unobserved~~	- ~~Unobserved~~
27. Degree of Success	Unob	Unob	Unob

PFF A/C Borrowed from Groups as follows:

PFF A/C Loaned to Groups as Follows:

NOTES:

Combat Sq. Leader: CAPT CHAPMAN Date: 2 Nov 44

Deputy Sq. Leader: MAJ STANN

Deputy Gp. Leader: MAJ STANN

614 SQDN

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

CARROLL (CHAPMAN)
258

401ST LEAD SQ FORMATION AT TAKEOFF AND ON CRUISE

FONDREN
151

RITTER (STANN)
600

614 SQDN

613 SQDN

HAYES
236

JENNINGS
160

MORAN
677

MAYS
602

HILLESTAD
009

MC GOLDRICK
132

SISSON
508

SPUHLER
738

OSCHENHIRT
478

SPARES

CROZIER
330 (returned)

Combat Sq. Leader: LT CARNS

Da: 2 Nov 44

Deputy Sq. Leader: LT CHRISTENSEN

Deputy Gp. Leader:

612 SQDN

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

CARNS 780

401ST LOW SQ FORMATION AT TAKEOFF AND ON CRUISE

BLOETSCHER 039

CHRISTENSEN 891

612 SQDN

613 SQDN

MAXWELL 398

CARSON 187

SCHLIEMANN 733

COX 662

DOUGLAS 591

CAMPBELL 146

AIKEN 628

JONES 393

ROADMAN 992

SPARES

LONG 993 (Returned)

Combat Sq. Leader: CAPT DEMPSEY Date: 2 Nov 44

Deputy Sq. Leader: LT LOZINSKI

Deputy Gp. Leader:

615 SQDN

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

DEMPSEY
033

401ST HIGH SQ FORMATION
AT TAKEOFF AND ON CRUISE

DOW
458

LOZINSKI
077

615 SQDN

613 SQDN

SULLIVAN
113 (No Takeoff)

DUDD
565

GRIMM
674

OAS
159(MIA)

KECK
104

HOPLEY
736(Abort)

CALLAWAY
983

HANSEN
730

MAIRE
468

SPARES

UDY
425

Combat Sq. Leader: CAPT CHAPMAN Date: 2 Nov 44

Deputy Sq. Leader:

Deputy Gp. Leader:

614 SQDN

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

CARROLL (CHAPMAN)
258

401ST LEAD SQ FORMATION
OVER TARGET

FONDREN
151

UTTER
600

SQDN

SQDN

HAYES
236

JENNINGS
160

MORAN
677

MAYS
602

HILLSTAD
009

MC GOLDRICK
132

SISSON

SPUHLER
738

OSCHENHIRT
478

SPARES

Combat Sq. Leader: LT CARNS Da: 2 Nov 44

Deputy Sq. Leader:

Deputy Gp. Leader:

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

401ST BOW SQ FORMATION
OVER TARGET

SQDN 612

CARNS 780

BLOETSCHER 039

CHRISTENSEN 891

SQDN

SQDN

MAXWELL 398

CARSON 187

SCHLIEMANN 733

COX 662

DOUGLAS 591

CAMPBELL 146

AIKEN 628

JONES 393

ROADMAN 992

SPARES

Combat Sq. Leader: CAPT DEMPSEY Date: 2 Nov 44

Deputy Sq. Leader:

Deputy Gp. Leader:

615 SQDN

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

DEMPSEY
033

401ST HIGH SQ FORMATION
OVER TARGET

DCN
458

LOZINSKI
077

SQDN

SQDN

OAS
159(MIA)

BUDD
565

GRIMM

UDY

KECK

CALLAWAY
983

HANSEN
730

MAINE
968

SPARES

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

2 November 1944

SUBJECT: Lead Navigator's Narretive

TO : Commanding Officer, 401st Bombardment Group (H)

1. Flight plan, Log, and Track Chart Attached.

2. Narrative:

a. T/O at 0833 hours; Land at 1600 hours.

b. Group formed at 0939 hours at 9,000 feet.

c. Formed CBW at _____ hours at _____ feet.

d. Began climb at 1020 hours; reached alt. at 1152 hours.

e. Weather encountered over England:

(1) Clouds 8-9 / 10th - Visability 20 miles.

(2) Wind at altitude 240 degrees, 88 Knots.

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

g. Means of checking Metro Winds Gee, PFF.

h. Joined task force at 1016 hrs. at Clacton.
(Splasher, City, Coord.)

i. English Coast out at 1016 hrs.; Enemy Coast in at 1110 hrs.

j. Fighter Rendezvous:

(1) Going in _____ hrs.

(2) Coming back _____ hrs.

k. Wind used for bombing:

(1) 240 degrees, 88 Knots.

(2) Determined by PFF.
(Method)

l. Bomb run and Method of Target Identification:

(1) Reached IP at 1231 hrs.
(2) Mag. heading over target 195 degrees.
(3) Altitude over target 25500 feet.
(4) Bombs away at 1240 hrs.
(5) Method of target identification and weather over target:
PFF

m. Gee:
(1) Coordinates of furthest fix 52-27 N. 03-52 E.
(2) Obtained at 1105 hours.

n. Difficulties encountered with special equipment.

Bombs away: Lead 1240, M.H.195, from 25500'
High - 1241, MH 119, from 26700'
Low - 1243, MH 150, from 24900'.

COMMENTS: Course from 9°E to TGT not flown as briefed due to keeping proper position in Div formation following Div. leader. From Enemy Coast to base off course in order to letdown thru suitable weather

/S/ C. M. Smith
C. M. SMITH
Captain, A. C.
Lead Nav., Lead Sq.
SIGNATURE

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

2 November 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 0837 hours; Land at 1610 hours.

b. Group formed at 0930 hours at 8000 feet.

c. Formed CBW at 0950 hours at 8000 feet.

d. Began climb at 1030 hours; reached alt. at 1140 hours.

e. Weather encountered over England:

(1) Clouds 8-9 / 10th - Visability 10 miles.

(2) Wind at altitude 250 degrees, 85 Knots.

f. Means of navigation over England. Radio, Gee, Pilotage.

g. Means of checking Metro Winds Gee, Pilotage.

h. Joined task force at 1017 hrs. at 51-30N 01-15E.
(Splasher, City, Coord.)

i. English Coast out at 1017 hrs.; Enemy Coast in at 1112 hrs.

j. Fighter Rendezvous:

(1) Going in 1055 hrs.

(2) Coming back 1255 hrs.

k. Wind used for bombing:

(1) 250 degrees, 85 Knots.

(2) Determined by Pilotage.
(Method)

l. Bomb run and Method of Target Identification:

(1) Reached IP at 1235 hrs.
(2) Mag. heading over target 150 degrees.
(3) Altitude over target 24,900 feet.
(4) Bombs away at 1243 hrs.
(5) Method of target identification and weather ~~over target.~~
8-9/10ths. PFF

m. Gee:
(1) Coordinates of furthest fix 52-12 N. 03-40 E.
(2) Obtained at 1055 hours.

n. Difficulties encountered with special equipment.
None

COMMENTS:

/S/ Delbert B. Ligon
DELBERT B. LIGON
1st Lt, A. C.
Lead Navig., Lcw Sq.
SIGNATURE

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

2 November 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 0836 hours; Land at 1630 hours.

b. Group formed at 0933 hours at 9000 feet.

c. Formed CBW at _____ hours at _____ feet.

d. Began climb at 1021 hours; reached alt. at 1143 hours.

e. Weather encountered over England:

(1) Clouds 5 / 10th - Visability 20 miles.

(2) Wind at altitude 250 degrees, 72 Knots.

f. Means of navigation over England. Gee, Pilotage.

g. Means of checking Metro Winds Gee, Pilotage, PFF.

h. Joined task force at 1018 hrs. at Chester.
(Splasher, City, Coord.)

i. English Coast out at 1018 hrs.; Enemy Coast in at 1113 hrs.

j. Fighter Rendezvous:

(1) Going in 1135 hrs.

(2) Coming back _____ hrs.

k. Wind used for bombing:

(1) 250 degrees, 72 Knots.

(2) Determined by Pilotage, PFF.
(Method)

l. Bomb run and Method of Target Identification:

(1) Reached IP at 1239 hrs.
(2) Mag. heading over target 119 degrees.
(3) Altitude over target 26700 feet.
(4) Bombs away at 1241 hrs.
(5) Method of target identification and weather over target.

PFF

m. Gee:
(1) Coordinates of furthest fix 52-24 N. 08-00 E. (Rhur Chain)
(2) Obtained at 1355 hours.

n. Difficulties encountered with special equipment.
PFF seemed to give bearing too much to the right.

COMMENTS:

/S/ Cloyd W. Sellers
CLOYD W. SELLERS
1st Lt., A. C.
Lead Navig., High Tex
SIGNATURE

Air Commander - Capt. Chapman

FLIGHT PLAN 94TH "A" (THIRD)

PILOT Lt. Carrol NAVIGATOR Captain C. M. Smith DATE 2 November 1944

8 min. direct to Clacton
6 last in Div.

STATIONS 0710	ENGINES 0810	TAXI 0825	T.O. 0840
LEAVE BASE KINGS CLIFFE 0939			
COAST OUT	1016		
ENEMY COAST	1114		
I. P.	1230		
TARGET	1241		
ENEMY COAST	1449		
ENGLISH COAST	1529		
ETA	1609		

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

Zero Hr - 10:00
Ref Alt - 22000
Bomb alt - 25500
Oxygen - 4½ hr.
Enemy territory - 3:35
Division assembly Clacton to 52-37N 04-37E

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

Letdown on Cottesmore At ..... C.M.T.
Buncher - Normal - 010 Mag.

FROM / TO	W/V USED	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 DATA TIME BODY ALT. AZI.
Assemble 7000 Land (W) Kings Cliffe														
52-31N 00-29E / Crowland (A)	360/22	7000	150 / -4	144	058	-7	051	+10	061	132	14	:06	0939 / 0945	Depart
52-41N 00-10W / Ketteringham (C)	360/22	8000	150 / -5	146	114	-8	106	+10	116	154	42	:17	1002	
52-24N 00-53E / Clacton (CP1)	360/24	9000	150 / -7	148	166	-2	164	+9	173	171	39	:14	1016	English Coast, CP1 1016
51-47N 01-07E / 52-02N 02-14E	360/24	9000 Start climb	150 / -8	148	069	-9	060	+9	069	138	43	:19	1035	
" " / 52-37N 04-37E	08/29	20000	150 / -16	163	069	-9	060	+8	068	147	95	:39	1114	Enemy Coast, CP2 1114
" " -32 / 52-34N 08-05E -36	360/24 330/48	22000 24000	150 / 150	181 189	091	-14 -13	077 078	+7	084 085	178 209	52 70 129	120 :20 :40	1154	
" " / 52-18N 08-37E	330/51	25500	150 / -39	194	139	-3	136	+6	142	244	30	:08	1202	CP 3, 1201
" " / 51-50N 10-10E	"	25500	150 / -39	194	108	-10	098	+5	103	229	61	:16	1218	
" " / 51-21N 11-00E	300/50	25500	150 / -39	194	137	+4	141	+5	146	241	45½	:12	1230	I. P.
I. P. / TARGET	290/45	25500	150 / -39	194	093	-4	089	+4	093	237	38	:10 +1	1241	TARGET
51-19N 12-00E / 51-07N 11-55E	"	25500	150 / -39	194	193	+13	206	+4	210	195	13	:04 +1	1246	
" " / 51-10N 11-00E	"	"	" /	"	276	+3	279	+4	283	150	35	:14	1300	
" " / 51-43N 10-00E	300/50	"	" /	"	311	-3	308	+5	313	144	50	:21	1321	
" " / 52-12N 08-37E	330/51	"	" /	"	300	+7	307	+5	312	149	59	:20	1341	
" " / 52-31N 08-05E	"	"	" /	"	319	+3	322	+6	328	144	30	:13 +1	1355	
" " / 52-35N 06-00E	"	25500	150 /	194	271	+13	284	+6	290	164	78	:39	1434	
" " -24 / 52-37N 04-37E -28	310/52 310/45	25000 20000	170 / 150	212 177	271	+12 +17	283 288	+7	290 295	214 177	22 12 51	121 :04 :15	1449	Enemy Coast
" " / Orfordness	002/26	2000	170 / -10	174	254	+8	262	+9	271	181	119	40	1529	English Coast
52-05N 01-34E / Base	360/14	2000	150 / +2	132	288	+5	293	+10	303	126	83	40	1609	ETA
52-05N 01-34E / Base	360/14	2000 to 9000	150 / +2	134	124	-7	117	+10	127	147	77	:32 +33	0942 / 1016	LTTO Takes 23 min to climb
Kings Cliffe / Clacton	360/23	7 to 9000	150 / -6	146	129	-7	122	+10	132	159	76	29	0947 / 1016	Last time Group Departure.

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	I.A.S. M.P.H. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN DIST.	RUN TIME	G.S.	TO RUN DIST.	TO RUN TIME	E.T.A.
Flares Lead - RO Low - RR High - OG					VHF - Code for Authentication - "Twin screws" Abandon mission - "Love - Zebra - Ring"										
5200					Chaff - Discharge 6 min before target, continue for 12 min. Spares - Turn back at 03:00 E. Interval - 2 min between groups.										
Coast 5210					Route of approach of CHF's to Clacton 40th - Sawbridgeworth(51-50N 00-07E) to Clacton										
0610					94th - Ketteringham to Clacton										
5100					1st - Chipping Ongar (51-42N 00-15E) to Clacton										
0610					Gee - E Nye, E Quincy, Channell Jeff, Phar British Grenadier, Rhine British Federation.										
5100 0630					Grade A entire mission.										
4900 0630			612	398 153	613 146, 187 072, 600	614 224 508 033	615 113 258	#27 Unit.							
0832					Take Off - Kings Cliffe on buncher										
0845					Over buncher, circling. Light rhime in clouds 2500 - 6000		150 / 130	9000 -6	148						
0900		245/16			Circling to form group		150	9000	148						
0915		015/10			" " " "		150	9000	148						
0930					" " " " 25 ships		150	9000	148						
0934					Interference with other wing			9000	148						
0939			040		Depart 52-16 00-25. Group formed			9000					11	05	0944

FLIGHT RECORD

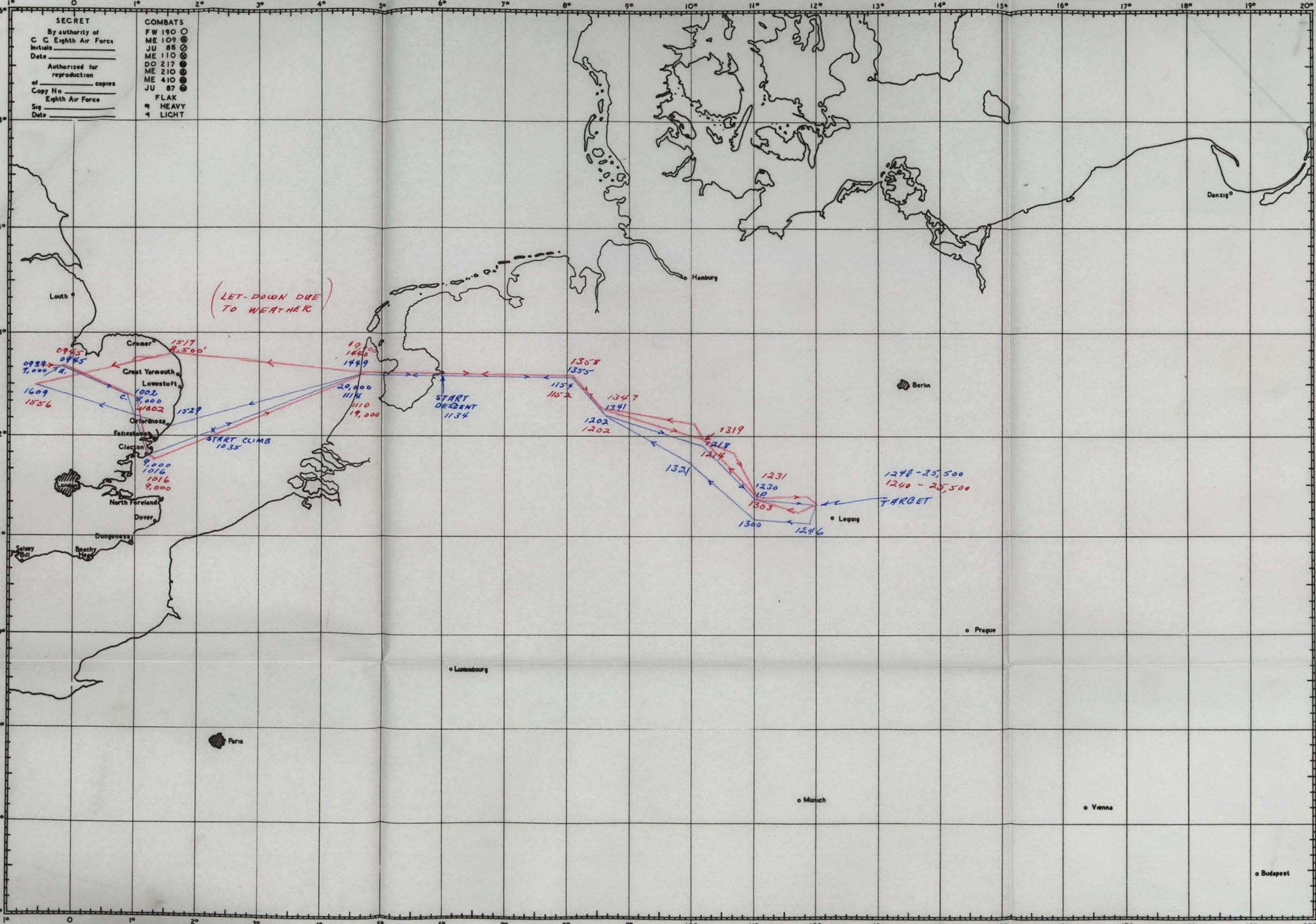
TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	I.A.S. M.P.H. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN DIST.	RUN TIME	C.S.	TO RUN DIST.	TO RUN TIME	E.T.A.
0946	123	-3	120		Point A, 1 min late		150	9000	148						
0949	123	-3	120		Wind 015/10		150	9000	148						
0952	123	-3	120		53-33N 00-12E		150	9000	148	15	06	150	26½	10½	1002½
0958	119	-4	115		52-27N 00-30E		150	9000	148						
1005	176	-4	172		52-19N 01-09E		150	9000				157	31½	12	1017
1009	172	-1	171		52-10N 01-07E		150	9000	148			157	23	08½	1017½
1016	172	-1	171		Wind 15/10K. On line, pt 2, 3 mi. North of course			-6	148	31	11				
1016	069	-3	066		Start climb 51-47N 01-13E. In div line		150	9000	150			142	41	17	1133
1019	067	-3	064		51-52N 01-30E		150	9000	150						
1023	071	-6	065		51-55N 01-45E		150	-6 9800	150	10½	04	158	19	07½	1033½
1026	071	-6	065		Wind 305/18 51-57N 01-58E		150	10500	150						
1030	073	-5	av 68		52-00N 02-12E		150	11500	152	38	14	162			
1038			068		52-04N 02-38E		150	-8 10800	154						
1046	075	-8	067		52-08N 03-00E		150	-10 14000	160						
1048	076	-10	066		52-10N 03-13E		150	-14 14800		24	10	145	54	22	1110
1056	065	-10	056		52-15N 03-43E		150	-20 15600	164	20	08	150	36		
1103			047		52-27N 03-53E. A/C to 077 at 1107										
1110			080		Enemy Coast, on course, 2 min early			19000		136	52				
1110	071	-6	083		A/C to next leg		150	19000				146	129	55	1203
1117	091	-8	083		Wind 50/35K		150	-28 20800	178	17	07	146			
1123	091	-8	083		On course		150	21700							
1128	088	-5	083		52-38N 05-52E		150	22000	182	32	11	175			
1133			090		Zwolle 246/ 19 mi/		150	-30							
1138	091	-1	090		Enstrudee 174/ 28 mi Zwolle 257/28		23500								
1141			085		Rheine 152/24 mi		150			11					
1144			085		Osnabruck 129/32 mi		150	24500							
1147			090		Hanster 38 mi. due north		150		18	02					
1252		335/45K	097		12 mi due west of Dummer Lake		150	25500	198						
1157			132		Osnabruck 236/18 mi. A/C		150	25500				240			1257½
1185 1203			130		Osnabruck 30 mi due east		150	25500							
1206			120		was 23 mi.										
1207		231/45	120		Osnabruck 68/16 mi.										
1210	108	212	120		17 mi S Hanover				196	14	04	210			
1213			110		Brunswick 50/20 mi.										
1220					" 339/24 mi.					34	09	225			
1231			220		096/31 mi, 104/33 mi.										
1240			085		BONNS AHAT , A/C to 216 A/C 237		150	25500	WIND 240/58						
1247			218		Liepzig, 075/20 mi.										
1250			275		Merseburg 064/10 mi		150	26000							
1253			265		Erfurt 226/29 mi	Rolls 053/16 mi									
1255			265		35 due west south part of Liepzig								15	03	

SIGNED _____ NAVIGATOR

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	I.A.S. M.P.H. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN DIST.	RUN TIME	C.S.	TO RUN DIST.	TO RUN TIME	E.T.A.
1258			300					26000							
1300					A/C 11-105 Erfurt 189/22 mi										
1305	323	-28	295		Halle due west 40		180	26000 -36				160			
1308									198	8	03	160			
1310					Bruns 345/35 mi Madgeburg 052/44										
1316		244/38	265		Hannover 317/39 mi										
1323			265		Hannover 332/25 mi										1357
1329½	282	-21	261					25000				120	12	06	
1335			261		Hannover 029/19 mi										1348
1341			261		Osnabruck 279/37 mi.	Hannover 064/28 mi									
1347			261		" 279/23 mi	Dummer L 322/22	150	25000	195						
1347	317	-29	288		Turn		150	25000	195						
1352			290		Flak on canal		150	25000	195						
1354			290		6 mi. south of center of Dummer Lake										
1356			290		Osnabruck 205/16 mi.		150	24000	188						
1357			290		A/C 8 n. tip of Dummer Lake		150	24000	188						
1403			261		36 miles due north of Munster			24000	188						
1408½			265		Rhei ms 158/19 mi (52-35N 07-14E		150	24000 -35	188	15	05½	162	94	35	1443½
1412			265		264/31 mi Zwolle		150								
1415			275		294 @ 6 Wind change		150	24000							
1425			275		Flak 52-36N 06-06E		150	24000	188						
1427			270		Hoerne 279/27 mi		150	24000	188						
1440			275		Enemy Coast 52-37N 04-37E		170	19000							1520
1447			270		52-36 03-59E		170								
1451			275		52-26N 03-40E		170								
1454			275		52-33N 03-25E		170			21	08	157	67	26	1520
1507			315		Turning to let down		170								
1517			275		English coast		170	2500							
1519			270												
1522			270												
1534			263												
1556					Base										
1600					Landed										

SIGNED _____ NAVIGATOR

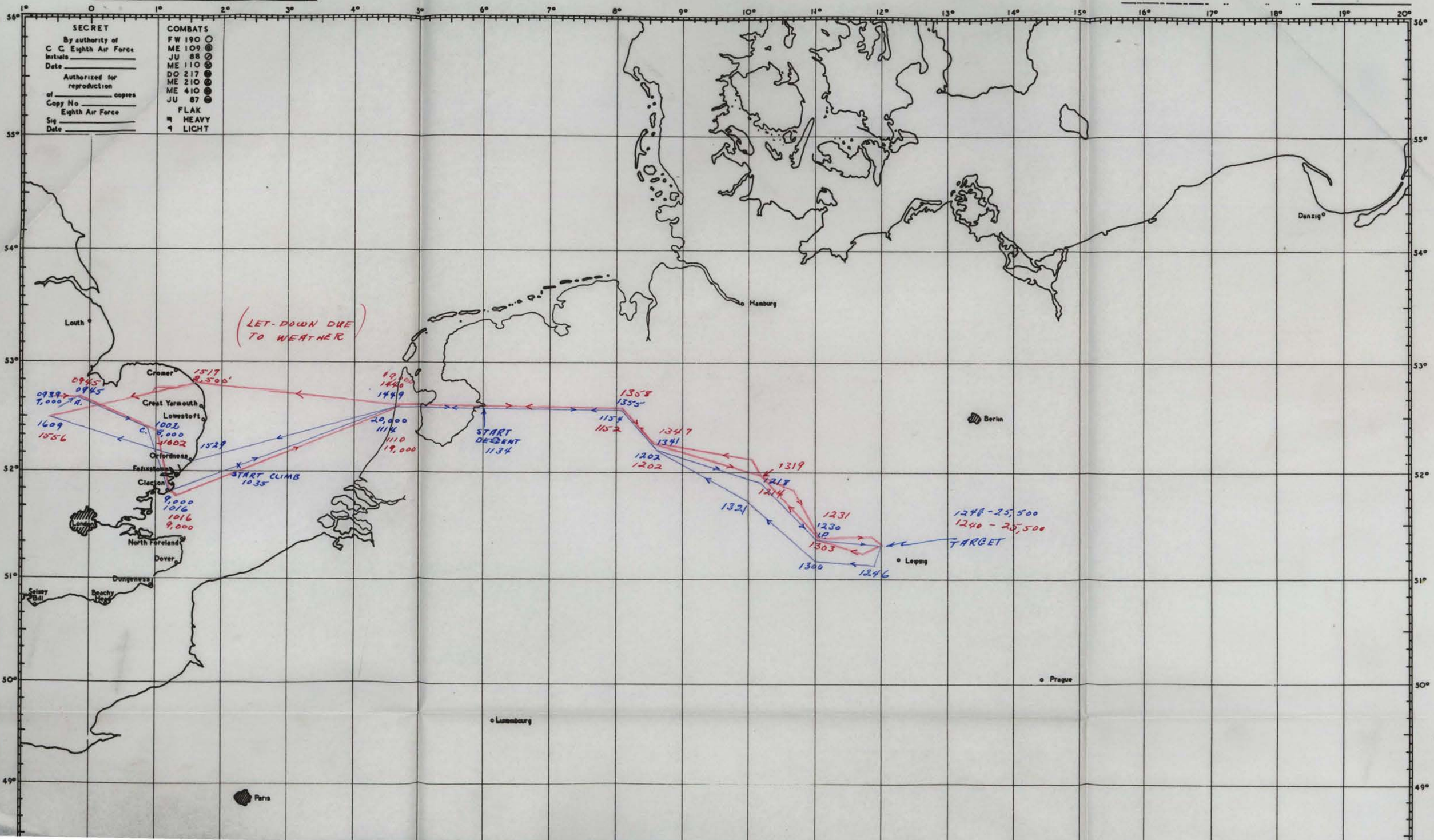


TRACK CHART

DATE Nov. 2-44

TARGETS
PRIMARY Merseburg, Germany

Blue ROUTE FOLLOWED BY Briefed
Red " " " 44th B.G. (H)



Target No.
I (a) (iii) 15

I. G. FARBENINDUSTRIE A.G. — MERSEBURG (Leuna) (GERMANY)

Illustration No.
I (a) (iii) 15/13

0 500 1000 1500 2000 YARDS
0 ½ 1 MILE
(1 : 32,000) approx.

Photographed 1941–1943

Issued March 1944

Illustration No.
I (a) (iii) 15/13

A.I.3c (1)

TYPE A

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Hutson DATE 2 Nov. 1944

PILOT Lt. Carroll TAKE OFF 0833

NAVIGATOR Capt. Smith AIRPLANE 600

WING 94th A Gp. GROUP 401 SQDN Lead LANDED 1600

OBJECTIVE Merseberg, Germany (MPI)

METHOD OF ATTACK X
Individual Flight Squadron Group Wing

NUMBER A/C IN GROUP 12 COMPOSITE GROUP

DEFLECTION AND RANGE SIGHTING GROUP COMPOSITE GROUP

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:

BOMBS, TYPES AND SIZES 250# M57 FUSING: NOSE 1/10 TAIL 1/40

BOMBS, TYPES AND SIZES FUSING: NOSE TAIL

NUMBER OF BOMBS LOADED 214 x 250# M57 RELEASED 214

INFORMATION AT RELEASE POINT: Bombed PFF

Altitude of Target	340	Temp Aloft: Metro -39	Actual -38
True Altitude above target	24760	Mag Head, order 93	Actual 195
Ind. Altitude	25500	True Heading	218
Pressure alt of target	24282	Drift, Est 4R	Actual 27L
Altimeter setting	29.92	True Track	191
C.I.A.S. 150	I.A.S. 150	Actual Range	14,136
G.S. Est 288	Actual 270	B.S.Type	M-9
Wind Direc Metro 290	Actual 240	Time of Release	12:40
Wind Veloc. Metro 52	Actual 103	Intervalometer Setting	100 ft.
D.S 125/1 Trail 92	ATF 42.7	Length of Bombing Run	6 min.
Tan. D.A. Est .57	Actual .57	C-1 Pilot X	A-5
Mean Temp: Metro -16	Actual -16	Manual Pilot	
Type of Release: Lead A/C	Salvo	Type of Release: Other A/C	100 ft.

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Weigler DATE 2 November 1944

PILOT Lt. Garns TAKE OFF 1610

NAVIGATOR Lt. Ligon AIRPLANE 691

WING 94th A Gp. GROUP 401 SQDN Low LANDED

OBJECTIVE Merseburg, Germany (MPI)

METHOD OF ATTACK
Individual Flight Squadron Group Wing

NUMBER A/C IN GROUP 12 COMPOSITE GROUP

DEFLECTION AND RANGE SIGHTING GROUP COMPOSITE GROUP

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:

BOMBS, TYPES AND SIZES 250# M57 FUSING: NOSE 1/10 TAIL 1/40

BOMBS, TYPES AND SIZES FUSING: NOSE TAIL

NUMBER OF BOMBS LOADED 216 x 250# M57 RELEASED 216

INFORMATION AT RELEASE POINT: Bombed PFF

Altitude of Target 340 ft. Temp Aloft: Metro -38 Actual -38

True Altitude above target 24000 Mag Head, order 93 Actual 150

Ind. Altitude 24900 True Heading 168

Pressure alt of target +282 Drift, Est 4R Actual 22L

Altimeter setting 29.92 True Track 146

C.I.A.S. 150 I.A.S. 150 Actual Range 13,500

G.S. Est 286 Actual 254 B.S.Type M-9

Wind Direc Metro 290 Actual 250 Time of Release 12:43

Wind Veloc. Metro 52 Actual 98 Intervalometer Setting 100 ft.

D.S 127.4 Trail 90 ATF 41.91 Length of Bombing Run 8 min.

Tan. D.A. Est .57 Actual C-1 Pilot X A-5

Mean Temp: Metro -15 Actual -13½ Manual Pilot

Type of Release: Lead A/C Salvo Type of Release: Other A/C 100 ft.

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Dolan DATE 2 Nov. 1944
PILOT Lt. Dempsey TAKE OFF 0836
NAVIGATOR Lt. Sellers AIRPLANE 033
WING 94th A Gp. GROUP 401 SQDN High LANDED 1630
OBJECTIVE Merseburg, Germany (MPI)
METHOD OF ATTACK Individual Flight Squadron Group Wing
NUMBER A/C IN GROUP 11 COMPOSITE GROUP
DEFLECTION AND RANGE SIGHTING GROUP COMPOSITE GROUP
NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:
BOMBS, TYPES AND SIZES 250 # M57 FUSING: NOSE 1/10 TAIL 1/40
BOMBS, TYPES AND SIZES FUSING: NOSE TAIL
NUMBER OF BOMBS LOADED 197 x 250# M57 RELEASED 197
INFORMATION AT RELEASE POINT: Bombed PFF

Altitude of Target 940 ft.
True Altitude above target 26150
Ind. Altitude 26,700
Pressure alt of target 4282
Altimeter setting 29.92
C.I.A.S. 150 I.A.S. 150
G.S. Est 290 Actual 255
Wind Direc Metro 52 Actual 84
Wind Veloc. Metro 290 Actual 250
D.S 121.5 Trail 94 ATF 44.02
Tan. D.A. Est .56 Actual .49
Mean Temp: Metro -16 Actual -17
Type of Release: Lead A/C Salvo

Temp Aloft: Metro -40 Actual -38
Mag Head, order 93 Actual 117
True Heading 124
Drift, Est 4R Actual 11L
True Track 113
Actual Range 12,838
B.S.Type M-9
Time of Release 12:41
Intervalometer Setting 100 ft.
Length of Bombing Run 8 min.
C-1 Pilot X A-5
Manual Pilot
Type of Release: Other A/C 100 ft.

SECRET

Report on A.A. Gunfire.

401 BOMBARDMENT GROUP (H)

Target: Assigned . . Merseburg, Germany . . . . . Date of Mission 2 Nov. 44.
Bombed . . . Merseburg, Germany . . . . . .

Route as Flown:- 1110 (5237-0457E) 1152 (5234-0805E) 1202 (5215-0857E) 1213 (5200-1010E) 1231 (5121-1100E) - 1240 (Target) 1303 (5121-1100E) 1311 (5200 - 1010E) 1347 (5214 - 0857E) 1358 (5234-0805E) 1440 (5237-0457E)

Weather conditions: (a) At target . 8/10 - 9/10 . . . . . .
(b) En route . 8/10 - 10/10 . . . . . .

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

Any condensation trails? . Yes . . . . . .

Description of Flak at Target, including METHOD OF FIRE CONTROL
Intense and accurate for height but generally slightly ahead of this group. Mostly barrage with some tracking fire. Crews report exceptionally large bursts.

Flak encountered or observed en route. (In the order experienced)
(obs) 1213 - (5135-1010E) - 24,000 Reg. Fair Poor Black - Several 3 gun batteries
" 1215 - (5215-1032E) - 25,000 Mod. Good Good Black - Barr.
" 1225 - (5145-1055E) - 25,000 Reg.
" 1228 - (Halberstadt) - 25,000 Mod. Good Good Black - Barr. and tracking
" 1325 - (5200-0935E) - 24,900 Mod. Low Poor Black - Barrage
" 1352 - (Cennbruck) - 24,700 Reg. Good Poor Black - Barrage
" * 1425 - (5235-0625E) - 25,000 Reg. Good Good Black - Tracking

Was CHAFF carried? . . . Yes . . . . . .

How discharged? . . . AS BRIEFED . . . . . .

Position of Group 94th. "A" Group . . . . . .

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	Axis of Withdrawl ~~REMARKS~~ Bomb Run
Lead	12	10	0	1240	1240	25,500	186 M	226 M
High	11	11	1	1241	1241	25,700	117 M	200 M
Low	12	9	0	1245	1245	24,900	156 M	256 M
ls	35	30	1					

Comments - Phenomena:- (*Uncharted Flak)
1217 - One group of 4 rockets near IP with light contrails, no bursts - one single rocket with trail exactly like sky marker.
(1241 hours) (Target) Obs. two groups of yellow bursts each was like a horizontal streak with about 10-20 bursts - no smoke or trail . 100 feet below and about 2 to 4,000 ft. behind.
(Target) Obs whitish horizontal smoke trail (like smoke marker) higher than formation level. Looked dense - stayed horizontal - very persistent - made an odd course like this.

SECRET

CONFIDENTIAL

J-A-2

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

Reference Field Order 541. 2 NOVEMBER 1944

SUBJECT: Communications Report, Operational Mission No 164.

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

SECTION ONE - USE OF RADIO NAVIGATIONAL AIDS

1. Radio Beacons used:
   - Splashers: 1
   - Fixed Beacons: Ø
   - Bunchers: 44
2. MF/DF Fixes: Ø
3. HF/DF Bearings: Ø
4. VHF/DF Bearings: Ø
5. Distress Action: Ø
6. Total A/C using Gee: 42

Maximum Fix 5222N 0800E

SECTION TWO - USE OF PFF

1. Total H2X A/C dispatched: 3
2. Total H2X A/C over target: 3
3. Total H2X sets usable for bombing: 3

SECTION THREE - USE OF RCM

1. Total A/C releasing Chaff: 31
2. Total number of units released: 8,928

SECTION FOUR - REMARKS

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

CONFIDENTIAL

TARGETS; Primary Visual, Merseburg, Germany.
MPI, Compressor house, (center of N tip of rectangular target area)

Secondary, PFF, Same as above.

The target is one of the synthetic oil, ammonia and nitrogen works of I.G. Farbenindusvrie and isone of the most extensive works in Germany It is second along with Politz , to Brux in oil production, or 10% of the total synthetic oil production in Germany; as an ammonia producer, it is the largest in Europe producing 1/3 of the total in Germany.

The target is located on the W side of a small town, 3 miles S of Merseburg. The area is roughly 4000x1200 yyards, rectangular in shape and runs in a N-S direction.

This target has been hit a number of times in the past year xxxx , thh last time being the 13 of Sept. Damage was scattered.

Last resort Any military objective positively as being identified as being in Germany, but mnst be on, or E of Rhine. KOLLEBA 5111-1114
7-P-51 ; 1-P-38 GOTTINGEN- 5133-0956

Friendly Activities

3rd. Div attacking Merseburg (prior to 1st. Div)
2nd. Div " Bielefeld 5203-0834 - R.R. - MAIN LINE TO N.E. (NIPDUCT)
Castrop-Rauxel 5135-0720
41st CBW " Sterkrade 5131-0648

Flak Route good; scattered meager fire en route, in and out; moderate to intense over target.

Chaff will be used

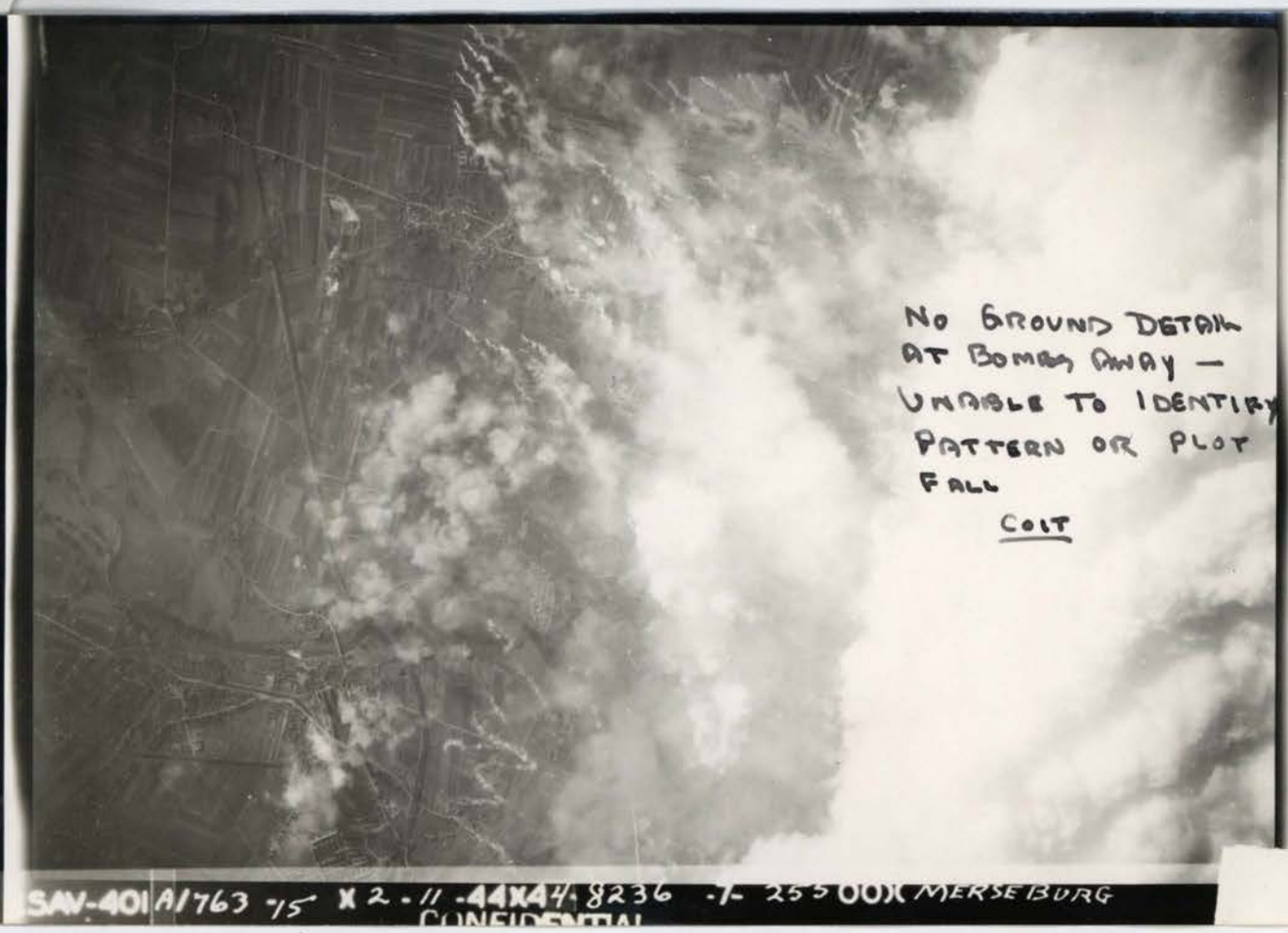
Effective smoke screen over ahd around the target.

Lead Bomb

Fighters

CHECK MARKINGS FOR 40 CBW, WHICH OPERATES RELAY SHIPS

Spec Instruc P/W poop - ACCENT ON SURVIVAL: LAST RESORT: CONTACT SINGLE MALE CIVILIAN - PROBABLY FOREIGN WORKER.
Dog tags, G.I. shoes, chute harness
Security



SAV-401 A1763 -15 X 2-11-44X4 8236 -1- 25500X MERSEBURG
CONFIDENTIAL

[redacted]

S-3

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

2 November 1944
Mission # 164

SUBJECT : Leading List

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

Plane # 42-97380			
P	Carns, Bernhardt F.	1st Lt.	612th
CP	Digiacomi, James (NMI)	1st Lt.	"
N	Ligon, Colbert B.	1st Lt.	"
XXXXXXXXXXXXXXXXXXXXXXXXXXXX		XXXXXXXX	Garrett,Milton(NMI)Sgt-FG
B	Wiegler, Martin J.	1st Lt.	"
RO	Pepper, James D.	S Sgt	"
TTG	Hester, Richard L.	T Sgt	"
BTG	Doogan, Arthur L. Jr.	S Sgt	"
TG	Detweiler, Robert C.	S Sgt	"
Plane # 42-31691			
P	Christensen, Marvin J.	1st Lt.	612th
CP	Klappe, Fred N.	1st Lt.	"
N	King, Paul J.	1st Lt.	"
B	McClendon, Marion E.	1st Lt.	"
RO	Kopitnikoff, Irving G.	T Sgt	"
TTG	Hereford, Gerald F.	T Sgt	"
BTG	Morris, Robert V.	S Sgt	"
TG	Lambeth, Benson W.	S Sgt	"
FG	Giese, Carlton F.	S Sgt	"
Plane # 42-107039			
P	Bloetscher, Andrew F.	2nd Lt.	612th
CP	McElvain, Wilbert H.	2nd Lt.	"
N	Threlkeld, Mercer L.	2nd Lt.	"
B	McMahon, John F.	2nd Lt.	"
RO	Kobinsky, Charles J.	Sgt	"
TTG	Richards, Carl R.	Sgt	"
BTG	Skaggs, Irl R.	Sgt	"
TG	Nichols, Glint S. Jr.	Sgt	"
FG	Giles, Otho H.	S Sgt	"
Plane # 42-102398			
P	Maxwell, Charles T.	1st Lt.	612th
CP	McLeod, Lucien P.	1st Lt.	"
N	Billman, James E.	1st Lt.	"
T	~~[illegible]~~	Sgt	O'BRIEN, EUGENE B.
RO	Searcy, Marion H.	S Sgt	"
WTG	Thomas, Robert L.	T Sgt	"
BTG	McGrath, Joseph A.	S Sgt	"
TG	Welborn, Luther H.	S Sgt	"
FG	Dunn, Charles T.	S Sgt	"
Plane # 42-31662			
P	Nitting, Carl T.	1st Lt.	612th
CP	Cox, Walter E.	2nd Lt.	"
N	Tiffany, Raymond L.	2nd Lt.	"
T	Ankrom, Lowell J.	Sgt	"
RO	Hill, Robert H.	Sgt	"
TTG	Warren, Emmitt H.	Sgt	"
BTG	Pope, Leroy G.	Sgt	"
TG	Imperto, George (NMI)	Sgt	"
FG	Dunn, Dale E.	Sgt	"

Plane # 42-38867 628

P	Aiken, Charles H.	2nd Lt.	612th
CP	Hanford, Charles J. Jr.	2nd Lt.	"
N	Osborne, Charles R.	1st Lt.	"
B	Benton, David (NMI)	2nd Lt.	"
RO	Barrow, John D.	T Sgt	"
TTG	Peterson, Harry A.	T Sgt	"
BTG	Gaal, Ernest A.	S Sgt	"
TG	Keller, Philip W. Jr.	S Sgt	"
FG	Potter, Howard J. Jr.	S Sgt	"

Plane # 43-38733

P	Schliemann, Donald M.	2nd Lt.	612th
CP	Meyrowitz, Irving (NMI)	2nd Lt.	"
N	Schneck, David (NMI)	2nd Lt.	"
B	Swatosh, Kenneth J.	2nd Lt.	"
RO	Pendley, Garland E.	Sgt	"
TTG	Zabel, Bruce H.	Sgt	"
BTG	Eames, Duane H. E.	Sgt	"
TG	King, Francis E. Jr.	Sgt	"
FG	Kelly, John C.	Sgt	"

Plane # 42-106992

P	Roadman, Julian (NMI)	2nd Lt.	613th
CP	Compton, Henry W.	2nd Lt.	"
N	Knuese, Robert H.	F/O	"
B	Whitlock, James P.	2nd Lt.	"
RO	Michisak, Alfred (NMI)	Sgt	"
TTG	Landers, John A.	Sgt	"
BTG	Hall, Eugene H.	Sgt	"
TG	Wood, Donald S.	Sgt	"
FG	Hill, Earle E. Jr.	Sgt	"

Plane # 42-102393

P	Jones, Dale G.	2nd Lt.	612th
CP	Siepak, Stanley J.	2nd Lt.	"
N	Wishnoff, Aaron (NMI)	2nd Lt.	"
B	Bennett, Boyd P.	S Sgt	"
RO	Madryzk, Chester F.	Sgt	"
TTG	Serafino, Ernest A.	Sgt	"
BTG	Cherlouni, Peter J.	Sgt	"
TG	Watters, Kenneth O.	Sgt	"
FG	Wallace, Robert W.	Sgt	"

Plane # 42-39933

P	Long, Robert L.	2nd Lt.	612th
CP	~~Watterson, Stuart E. Jr.~~	~~F/O~~	"
N	~~Crick, Lawrence A.~~	~~2nd Lt.~~	"
B	~~Watson, Reynolds S.~~	~~2nd Lt.~~	"
RO	York, Dennis A.	Sgt	"
TTG	Gebhart, Charles R.	Sgt	"
BTG	Hovozak, Henry (NMI)	Sgt	"
TG	Ilos, Earl L.	Sgt	"
FG	Willick, Edward L.	Sgt	"

Shore

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

2 NOVEMBER 1944

LOADING LIST

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
43-38160	P	1st LT.	JENNINGS	WILLIAM	R.
	CP	2nd LT.	GORTON	FRED	M.
	N	2nd LT.	FOLKS	WILLIMA	M.
	B	2nd LT.	SCHKLOVER	ISAAC	(NMI)
	RO	T/SGT.	CURTIS	JAMES	W.
	TT	T/SGT.	FORMAN	RICHARD	T.
	BT	S/SGT.	OLIVER	KENNETH	C.
	TG	SSGT.	SELZLE	THOMAS	R.
	WG	S/SGT.	EWEN	DONALD	L.
44-6104	P	2nd LT.	[redacted] KECK	ROBERT	J.
	CP	F/O	ESTEL	LAWRENCE	A.
	N	F/O	FIGERMAN	HALLIS	W. JR.
	B	F/O	SHEPARD	SAMUEL	(NMI)
	RO	SGT.	ENGLER	RICHARD	H.
	TT	SGT.	STOEGER	LEONARD	V.
	BT	SGT.	NOUR	ELWOOD	W.
	TG	SGT.	METCALF	WILLIAM	T.
	WG	SGT.	FIALKOWSKI	EDWARD	(NMI)
42-31591	P	1st LT.	DOUGLAS	LUTHER	A.
	CP	2nd LT.	LITTLE	RICHARD	H.
	N	2nd LT.	HAVRAN	EDWARD	F.
	B	2nd LT.	GORMAN	WILLIAM	L.
	RO	S/SGT.	SIEETZ	JOHN	H.
	TT	S/SGT.	LEWIS	RAYMOND	G.
	BT	S/SGT.	AGLIATA	TONY	A.
	TG	S/SGT.	CAIRO	LOUIS	P.
	WG	S/SGT.	CHANCE	BUFORD	D.
43-28565 (614th)	P	1st LT.	BUDD	CLAYTON	R.
	CP	2nd LT.	MAC IEOD	REGINALD	L.
	N	2nd LT.	KLOTZ	BERNARD	L.
	B	S/SGT.	KIRBACK	JOHN	D.
	RO	T/SGT.	SKALA	FRANKLIN	C.
	TT	T/SGT.	OLIVER	ERNEST	S.
	BT	S/SGT.	DESTROISMAISON	ARTHUR	(NMI)
	TG	S/SGT.	ROGEN	HARLEN	(NMI)
	WG	S/SGT.	MURRAY	DALE	S.
43-38187	P	1st LT.	CARSON	FRANK	(NMI) JR.
	CP	2nd LT.	MER MOE	MORRIS	E.
	N	2nd LT.	[redacted] GUTTMAN	[redacted]	HENRY W.
	B	2nd LT.	BUCHER	WILLIAM	(NMI)
	RO	T/SGT.	SHERMAN	LEO	(NMI)
	TT	T/SGT.	MAC GEHEE	RAY	E.
	BT	S/SGT.	[redacted] SCOTT	[redacted]	EDWARD R.
	TG	S/SGT.	GERALDI	JOSEPH	J.
	WG	S/SGT.	JAMES	LLEWLYN	(NMI)

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
42-97931	P	1st LT.	CAMPBELL	ROBERT	B.
	CP	2nd LT.	RANDIN	RICHARD	W.
	N	2nd LT.	HERLEY	ED JIM	D.
	B	2nd LT.	ISHAM	LAWRENCE	B.
	RO	T/SGT.	CHALUPZYNSKI	VINCENT	M.
	TT	S/SGT.	JUSTICE	ANDREW	C.
	BT	S/SGT.	BOSTIAN	AUDREY	I.
	TG	S/SGT.	SMITH	JAMES	A.
	WG	S/SGT.	HARLEN	JAMES	J.
43-37736	P	1st LT.	HOPLEY	CHARLES	W.
	CP	2nd LT.	GORTZ	FRANK	V. JR.
	N	2nd LT.	MAC DONALD	RICHARD	E.
	B	1st LT.	RODTROM	CARL	L.
	RO	S/SGT.	DUNNING	CHARLES	R. JR.
	TT	S/SGT.	HARDIN	WILLIAM	A.
	BT	S/SGT.	MERRIMAN	JAY	S.
	TG	S/SGT.	VAN PELT	HAROLD	G.
	WG	S/SGT.	JACOBS	JOHN	R.
42-102009	P	1st LT.	HILLESTAD	RAYMOND	H.
	CP	2nd LT.	BECH	JOHN	H.
	N	2nd LT.	CAMPBELL	FREDERICK	L.
	B	~~2nd LT.~~	S/SGT. MONTOYA	CHRIS	A.
	RO	S/SGT.	KRIR	RAYMOND	E.
	TT	S/SGT.	DWYER	JAMES	B. JR.
	BT	S/SGT.	ANDREW	ROBERT	M.
	TG	S/SGT.	FEDHERIN	HAROLD	(NMI)
	WG	S/SGT.	DI GIGGO	PATSY	C.
44-6132	P	2nd LT.	MC GOLDRICK	JOHN	W.
	CP	2nd LT.	MISLER	HENRY	C.
	N	2nd LT.	LEWIS	LESTER	G.
	B	2nd LT.	FEEK	GEORGE	W.
	RO	SGT.	BECK	GERALD	L.
	TT	SGT.	SHELDON	JAMES	F.
	BT	SGT.	GRUMANN	JAMES	R.
	TG	SGT.	ST. LEGER	ROBERT	E.
	WG	SGT.	LINDSAY	JAMES	R.

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

AAF Station # 128
~~31 October~~ 1944
2 NOVEMBER

SUBJECT: Loading List.

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

1. The following is the Loading List for today's mission.

PLANE # 44-8258

P	Capt.	CARROLL, TED D.	614th Sq.
CP	Capt.	CHAPMAN, ALVAH H. JR.	"
N	Capt.	SMITH, CHARLES M.	"
N	1st Lt.	MALONE, JOHN L.	612th Sq.
B	Capt.	HUTSON, WALLACE T.	"
MO	1st Lt.	WINOGRAD, ALFRED A.	614th Sq.
RO	T/Sgt.	Cumrtin, John W.	"
TT	T/Sgt.	Luenberger, Arnold J.	"
TG	1st Lt.	LEASER, FREDERICK G.	"
WG	S/Sgt.	~~Campbell, Clarence L.~~ MELL, JACK. A	"

PLANE # 44-8[illegible] 7604

P	1st Lt.	UTTER, CHARLES W.	614th Sq.
CP	Major	STANN, LEON	613th Sq.
N	2nd Lt.	DAMP, EDWARD	614th Sq.
B	2nd Lt.	HOPE, JOHN P. JR.	"
RO	T/Sgt.	Fulton, David W.	"
TT	T/Sgt.	La Vigne, Robert W.	"
MO	1st Lt.	DRESBACK, JOHN T.	"
TG	S/Sgt.	Zaborsky, Stepan A.	"
WG	Sgt.	St Peter, Donald A.	"

PLANE # 43-38677

P	2nd Lt.	MORAN, ROBERT E.	614th Sq.
CP	2nd Lt.	VIA, JAMES C.	"
N	1st Lt.	LE BLANC, JOHN S.	"
B	2nd Lt.	DUNCAN, ROBERT N.	"
RO	Sgt.	Brown, Arnold P.	"
TT	Sgt.	Stromberg, Warren B.	"
BT	S/Sgt.	Detty, Hilbert J Jr.	"
TG	S/Sgt.	Clark. Charles B.	"
WG	Sgt.	Miller, James J.	"

PLANE # 42-38236

P	1st Lt.	HAYES, LELAND R.	614th Sq.
CP	1st Lt.	HAFLEY, WILLIE J.	"
N	1st Lt.	PETTY, ROBERT J.	"
B	2nd Lt.	LUPOWITZ, HYMYMAN J.	"
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.	Kilgore, Edmund W.	"

Loading List (Cont)

PLANE # 42-97478

P	2nd Lt.	OCHSENHIRT, HARRY J.	614th Sq.
CP	2nd Lt.	CLAXTON, HERBERT W.	"
N	2nd Lt.	ROBINSON, EDWARD F.	"
B	2nd Lt.	HAGERTY, JAMES J.	"
RO	T/Sgt.	Mitchell, Joseph G.	"
TT	Pvt.	Killian, Daneil M.	"
BT	S/Sgt.	Reynolds, William H.	"
TG	S/Sgt.	Culver, Malcolm J.	"
WG	S/Sgt.	Tutwiler, David M.	"

PLANE # 42-10~~2659~~ 7151

P	2nd Lt.	FONDREN, JOHN E.	614th Sq.
CP	2nd Lt.	WELLMAN, SILAS H.	"
N	COYNE, JOHN T.	~~2nd Lt.~~ F/O	"
B	2nd Lt.	PACKRELL, JESSE L.	"
RO	Sgt.	Wensel, John W.	"
TT	Sgt.	Brobst, Clyde J.	"
BT	Sgt.	Wickline, John H.	"
TG	Sgt.	Wilbers, Herman R.	"
WG	Sgt.	Voumans, Henry A.	"

PLANE # 42-97602

P	1st Lt.	MAYS, HAL C.	614th Sq.
CP	2nd Lt.	LIVINGSTON, HERMAN	"
N	2nd Lt.	KOBKI, MATTHEW F.	"
B	2nd Lt.	SCHAEFER, ROBERT L.	"
RO	T/Sgt.	Bayes, Willie J.	"
TT	T/Sgt.	Gay, Clifford E.	"
BT	S/Sgt.	Cole, William I.	"
TG	S/Sgt.	Monacella, Joseph L Jr.	"
WG	S/Sgt.	Wilson, Billy J.	"

PLANE # 44-6508

P	1st Lt.	SISSON, NORMAN L.	614th Sq.
CP	2nd Lt.	HOEMANN, EUGENE E.	"
N	2nd Lt.	CROSSMAN, LAVERN	"
B	2nd Lt.	PICKER, NATHAN	"
RO	T/Sgt.	Haluck, Andrew B.	"
TT	T/Sgt.	Carter, Peter J.	"
BT	S/Sgt.	Stevens, Calvin J.	"
TG	S/Sgt.	Ritchie, Frabcis T.	"
WG	S/Sgt.	Torres, Jose M.	"

PLANE # 43-38738

P	2nd Lt.	SPUHLER, EDWIN H.	614th Sq.
CP	2nd Lt.	CURRENT, DONALD D.	"
N	2nd Lt.	MC ADAMS, ROBERT C.	"
B	2nd Lt.	OSTER, LEWIS H.	"
RO	Sgt.	Hendrick, William J.	"
TT	Sgt.	Wells, Richard D.	"
BT	Sgt.	Benedict, Cloide Jr.	"
TG	Sgt.	Hughes, James E.	"
WG	Sgt.	Power, James E.	"

Loading List (Cont)

PLANE # 42-38330

P	1st Lt.	CROZIER, JOHN C.	614th Sq.
CP	2nd Lt.	WEBER, MORRIS	"
N	2nd Lt.	POLSTER, ERVING	"
B	2nd Lt.	WHITING, RICHARD L.	"
RO	T/Sgt.	Napier, Clayton	"
Sgt.	TT	Ligon, James S.	"
BT	S/Sgt.	~~McCormick, Edson G.~~ JAMES, HAROLD JR	"
TG	S/Sgt.	Kitts, ~~Smith~~ D. Keith D.	"
WG	S/Sgt.	Morrill, Richard E.	"

~~Lt. OBEN, EDWARD is Flying with 613th 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

2 November 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	Norman	K.	"
N	2nd Lt.	McMullen	Willard	C.	"
B	2nd Lt.	Burns	Raymond	G.	"
RO	T/Sgt.	Kressler	Oliver	J.	"
TT	S/Sgt.	Brown	Thomas	J.	"
BT	Sgt.	Matts	Dudley	F.	"
TG	S/Sgt.	Wheeler	Robert	L.	"
FG	Sgt.	Duke	William	M.	"

PLANE # 42-31983

P	1st Lt.	Gallaway	Robert	W.	615th
CP	2nd Lt.	Lawson	Robert	S.	"
N	2nd Lt.	Griffin	Warren	S.	"
B	S/Sgt.	LaBelle	Joseph	E.	"
RO	S/Sgt.	Dodson	James	G.	"
TT	T/Sgt.	Southerland	James	C.	"
BT	Sgt.	Altieri	Alfonso	A.	"
TG	S/Sgt.	Roberts	James	D.	"
FG	S/Sgt.	Trendelman	Frederick	S.	"

PLANE # 42-102468

P	2nd Lt.	Maire	Frederick	M.	615th
CP	2nd Lt.	Deon	Robert	M.	"
N	2nd Lt.	Lowry	Lawrence	E.	"
B	2nd Lt.	Nonberger	Charles	A.	"
RO	Sgt.	Mabrey	William	T.	"
TT	S/Sgt.	Barr	Thomas	E.	"
BT	Sgt.	Floyd	Norris	C.	"
TG	Sgt.	Wiederman	Lars	H.	"
FG	Sgt.	Nowak	Frank	J.	"

PLANE # 43-38159

P	1st Lt.	Oas	Herbert	L.	615th
CP	2nd Lt.	Hayes	Thomas	A.	"
N	2nd Lt.	Green	William	N.	"
B	2nd Lt.	Menoow	William	M.	"
RO	Sgt.	Brereton	William	E.	"
TT	S/Sgt.	Cook	Byron	K.	"
BT	Sgt.	Komarcky	Theodore	(NMI)	"
TG	S/Sgt.	Reardon	John	J.	"
FG	S/Sgt.	Dunn	John	G.	"

Continued:

LOADING LIST : Continued:

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
PLANE # 43-38450					
P	1st Lt.	Dow	Herbert	V.	615th
CP	2nd Lt.	Higgs	Walter	M.	"
N	1st Lt.	King	Robert	J.	"
B	S/Sgt.	Machnzick	Alfred	(NMI)	"
RO	S/Sgt.	Carr	Gene	(NMI)	"
TT	M/Sgt.	Adams	Leroy	R.	"
BT	S/Sgt.	Macchietto	Richard	D.	"
TG	S/Sgt.	Sokolowski	Edward	A.	"
FG	Sgt.	Greenberg	Harold	(NMI)	"
PLANE # 42-31750					
P	2nd Lt.	Hansen	Ernest	A.	615th
CP	2nd Lt.	Coats	Jerry	A.	"
N	F/O	Greenberg	Morton	(NMI)	"
B	2nd Lt.	King	Jack	L.	"
RO	Sgt.	Ferguson	Hugh	R.	"
TT	Sgt.	Miller	Raymond	A.	"
BT	Sgt.	Heiss	Elvser	B.	"
TG	Sgt.	McKnight	Leroy	M.	"
FG	Sgt.	Karcher	Alonzeo	A.	"
PLANE # 42-107113					
P	1st Lt.	Sullivan	Paul	J.	615th
CP	2nd Lt.	Cox	Edward	A.	"
N	2nd Lt.	Sassaman	James	R.	"
B	2nd Lt.	Ramsey	John	R.	"
RO	S/Sgt.	Brown	George	(NMI)	"
TT	T/Sgt.	Raciti	Anthony	E.	"
BT	S/Sgt.	Daley	John	P.	"
TG	Sgt.	Storm	James	L.	"
FG	Sgt.	Cross	William	L.	"
PLANE # 43-38423					
P	2nd Lt.	Udy	John	(NMI)	615th
CP	2nd Lt.	Hockaday	Billy	S.	"
N	2nd Lt.	Youel	Dale	F.	"
B	Sgt.	Oviatt	Earl	D.	"
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.	Jencks	Robert	L.	"

No Take Off

Continued:

PLANE # 44-8035 PFF

DUTY	RANK	LAST (NAME)	FIRST	(M)	SQUADRON
P	Captain	Dempsey	Ralph	M.	615th
CP	1st Lt.	Child	Eldon	R.	"
N	1st Lt.	Sellers	Lloyd	W.	"
B	1st Lt.	Walters	Donald	E.	"
N	1st Lt.	Dolan	William	H.	"
RO	T/Sgt.	Virgona	Angelo	J.	"
TT	S/Sgt.	Miro	Edward	O.	"
TG	Sgt.	Elston	Buck	A.	"
FG	S/Sgt.	Cook	Clayton	E.	"

PLANE # 43-38077

P	Captain	Lozinski	Stephen	J.	615th
CP	1st Lt.	Swisher	Harold	F.	"
N	1st Lt	Rush	Louis	R.	"
B	1st Lt.	Hughes	Haorld	E.	"
RO	S/Sgt.	Cobbs	Kenneth	W.	"
TT	S/Sgt.	Ollila	Raymond	J.	"
BT	S/Sgt.	McKeon	George	T.	"
TG	Sgt.	Morrison	James	L.	"
FG	Sgt.	Weigel	C	H.	"

- END -

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

30 October 1944

SUBJECT: Battle Damage Report

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

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

AIRPLANE NO.	BATTLE DAMAGE
43-37628	1. Flak hole in top of right wing, station 32. 2. Flak hole in top of fuselage, station 6b. 3. Flak hole in plexiglass nose, bottom right corner.
43-37790	1. Flak hole in right life raft door, punctured life raft. 2. Flak hole in glass by right beam gun. 3. Flak hole in vertical fin, station 6j.
42-39993	1. Negative.
43-38541	1. Flak hole in left outer wing panel, station 29. 2. Flak hole in right side of waist, at station 6d, cutting bulkheads 6d, 6e & 6f.
42-31662	1. Negative.
42-97947	1. Negative.
42-31891	1. Negative.
42-102398	1.Negative.
43-38637	1. Landed at another station.

HERBERT O. KIMMEL
Capt, Air Corps
Engineering Officer

OFFICE OF THE INTELLIGENCE OFFICER D-E-4
STATION 128 - APO 557
U. S. ARMY

2 November 1944.

SUBJECT: Crew Comments and Suggestions.

TO : COMMANDING OFFICER, AAF Sta. 128, APO 557, US Army. (Thru Major D. N. Silver.)

1. Lt. Frederick M. Maine, (P) A/C 2460, criticized the formation enroute to target, stating that to much of an interval was maintained between the Squadrons, and that the Lead Squadron seemed to be going to fast.

2. Lt. Mervin J. Christensen, (P) A/C 1891, observed that the entire Group formation was to loose.

3. Lt. Robert W. Callaway, (P) A/C 1985, stated that the High Squadron lead was poor, causing wing men to stall; he also criticized the position chosen by the High Squadron leader because it was to close to the Lead Squadron.

4. Lt. Charles H. Aiken, (P) A/C 7628, criticized the formation flown by the Low Squadron, stating it was particular poor on the bomb run.

5. Lt. Luther A. Douglas, (P) A/C 1591, heard "Woodcraft Baker" Deputy Leader give speed and trail that he was using for bombing.

6. Lt. Bernhardt F. Carnes, (P) A/C 7780, Low Squadron Leader, reported that Group Operations failed to notify the 614th Squadron that A/C 7780 was being used as a Lead A/C; consequently, no guns were installed by the Squadron.

7. Lt. Dale G. Jones, (P) A/C 2393, reported that #1 A/C in low section of Low Squadron (Maxwell) flew a poor Lead, crossing back and forth through out the mission.

8. Capt. Stephen J. Lozinski, (P) A/C 8077, would like to have "Gee" box installed in Deputy Lead instead of the low section of a Squadron.

9. Sgt. James J. Miller, WG A/C 8677, needs a longer mike cord and oxygen hose to enable him to fire both guns in the waist. S/Sgt. Charles E. Clark, (TG), does not have enough slack in inter-phone cord.

10. Lt. Carl T. Ritting, (P) A/C 1662, waited one hour for transportation in dispersal #19.

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

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

F-C-2

APO 557
3 November 1944

SUBJECT: Armament Malfunction Mission Report

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

1. Date of Mission: 2 November 1944.

2. No gun malfunctions were reported.

3. No turret malfunctions were reported.

4. The following bombing equipment malfunctions were reported:

a. A/C # 43-37602 - Stations 1,2 and 3 did not release in train due to a faulty A-4 release. This release has been replaced.

b. A/C # 42-97478 - Bombs were salvoed over target due to failure to release in train. Groupd check revealed faulty intervalometer. This intervalometer has been replaced.

c. A/C # 42-102674 - Three (3) bombs hung up due to a faulty A-4 release. This release has been replaced.

5. There were twenty-three (23) aircraft equipped with the all-electric bomb release system participating in the mission.

SAM P. BROOMHALL JR.
Capt., Air Corps,
Group Armament Officer

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

F-A-1

APO 557
3 November 1944

SUBJECT: Abortive Report.

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

1. The following aircraft aborted from the mission of 2 November 1944, due to the reason stated:

a. A/C 43-37736 returned early due to loss of Turbo Supercharger boost on No. 3 engine. Pilot could not stay in formation with power settings of 2400 rpm and 40" Hg. on No. 1, 2 and 4 engines. Loss of turbo supercharger boost was caused by large hole in exhaust segment for No. 5 cylinder.

FRANK E. WILSON,
Capt., Air Corps,
Asst. Gp. Eng. Officer.

Lead Sq, 94th A Group

Combat Sq. Leader: Captain CHAPMAN Date: 2 Nov 44

Deputy Sq. Leader: Major STANN

Deputy Gp. Leader: Captain DEMPSEY

Golf

18 - 250 Jtg 1/0 - 1/40

Jes Lead 2700

1-A/c with F.D in Hi Bat. #674

614 SQDN

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

CARROLL (CHAPMAN)
IY A | 8258

FONDREN
IW B | 7151

UTTER (STANN)
~~IW R 7780~~ ~~7600 PFF~~
IN Y | 7600 changed 0025 hrs

614 SQDN

613 SQDN

HAYES
IW M | 8236

JENNINGS
IN A | 6160

MORAN
IW K | 8677

MAYS
IW O | 7602

HILLESTAD
IN P | 7009

MC GOLDRICK
IN B | 6132

SISSON
IW A 6508

SPUHLER
IW N | 8738

OSCHENHIRT
IW Q | 7478

SPARES

Spare Lead PFF, SC Q 8153, Disp#14

Ground Spares IW X 8565, Disp #6
IY R 6146, Disp #30

CROZIER
~~IW Z 8330~~
IY 146

WeatherShip SC N 6506, Major DeJonckheere

612
614
613
615
Arm OK

1609

H[illegible] Sq 94th A

Combat Sq. Leader: CAPT DEMPSEY Date: 2 Nov 44

Deputy Sq. Leader: LT GE LOZINSKI

Deputy Gp. Leader: CAPT DEMPSEY

614 SQDN

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

DEMPSEY
IW C 8033

DOW
IY P 8458

LOZINSKI
IY Q 8077

615 SQDN

613 SQDN

SULLIVAN
IY J 7113

BUDD
~~IW X 1072~~
IWX 565

GRIMM
IY M 2674
LD

GAS
IY N 8159

KECK
IW N 6104

HOPLEY
IW T 7736

CALLAWAY
IY G 1983

HANSEN
IY B 1730

MAIRE
IY C 2468

SPARES

UDY
IY K 8425

Spare lead PFF Sq Q 8153 Disp 4

Gnd spares IW X 8565 Disp 6

IY M 6146 Disp 30

WX A/C SC N 6506 Maj DeJonckheere

LOW SQUADRON 94th A

Combat Sq. Leader: LT CARNS Date: Nov 2 1944

Deputy Sq. Leader: LT CHRISTENSEN

Deputy Gp. Leader: CAPT DEMPSEY

612 SQDN

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

CARNS
IW R 7780 (8)
~~IN Y 7600~~ 0025 lus

BLOETSCHER
SC M 7039

CHRISTENSEN
SC P 1891

612 SQDN

613 SQDN

MAXWELL
SC H 2398

CARSON
IN D 6187

SCHLIEMANN
SC K 8733

COX(RITTING)
SC B 1662

DOUGLAS
IN J 1591

CAMPBELL
IN Q 7931

AIKEN
SC A 7628

JONES
SC R 2393

ROARMAN
SC D 6992

SPARES

LONG
SC C 9993

Spare lead PFF SC Q 8153 Disp 14
Grnd spares IW X 8565 Disp 6
IY R 6146 Disp 30

WX A/C SC N 6506 Maj De Joncheere

SD.

614 #2 738 - Elec Tg tube # 4 Eng Nacelle

614 #1508 - Sta 9 hang #2 Nacelle

615 #2 468 - Sheet metal -

613 #1 600 Rt Wg.

615 #1 425 Corrugation Rt. Wg

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

2 November 1944

SUBJECT: Battle Damage Report

TO: Engineering Officer, 401st Bombardment Group (H), Station 128, APO 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.

AIRPLANE NO.	BATTLE DAMAGE
42-107039	1. Flak hole in top of left stabilizer, station 188. Out trailing edge of stabilizer into leading edge of elevator. 2. Flak tear in bottom leading edge of left wing, station 32. 3. Flak hole in top leading edge of right stabilizer, station 229.3.
42-106992	1. Flak hole in bottom of right elevator, station 208. Out top. 2. Flak hole in top leading edge of right wing, station 8. 3. Flak hole in top leading edge of left wing tip.
43-37628	1. Flak hole in trailing edge of right elevator, station 188. Elevator change. 2. Flak hole in trailing edge of right wing, station 2. Also tore trailing edge of landing flap. 3. Flak hole in bottom of right wing, station 7. Out top, cut electrical wiring in wing. 4. Flak hole in fairing joining left wing to fuselage. Cut hole in heating duct.
43-38733	1. Long flak tear in left stabilizer, station 208. 2. Flak hole in bottom of right wing, station 28.
42-31662	1. Negative.
42-31891	1. Negative.
42-102393	1. Negative.
42-102398	1. Negative.

HERBERT O. KIMMEL
Capt, Air Corps
Engineering Officer