

R E P O R T   O F   O P E R A T I O N A L  
                        D A Y

MISSION No. **171**

Date: **NOV. 21, 1944**

TO: **MERSEBURG , GERMANY**

TABLE OF CONTENTS

I. MISSION SUMMARY REPORT

- A. Narrative of Mission (with Supplementary Data)
- B. Formation Sheets (On Takeoff and over Target)
- C. Lead Navigators Narrative.
- D. Lead Navigators Log.
- E. Track Chart.

II. STATISTICAL SUMMARY OF OPERATIONS

- A. Statistics of Units Participating.
- B. Statistics of Bombing Run (WDAG Form 12E Modified)
- C. Communications Report.
  - (1) Navigational Aids Used.
  - (2) Equipment Failures.
- D. Flak Report.

## 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 YMISSION SUMMARY REPORTMISSION # 171Date 21 November 1944ASSIGNMENT

1. Assigned Target: MERSEBURG, GERMANY
2. Commitments: The 401st Group furnished the 94th "B" Group which comprised three 12 A/C Squadrons. Two PFF A/C were included in the Lead Squadron and a spare accompanied each formation.

EXECUTION

1. Target Bombed: MERESBURG, GERMANY
  2. a. Group Leader: Capt. A. H. CHAPMAN (Mercer)  
~~Lead~~ <sup>EXTRA</sup> Navigator: 1st Lt. L. E. GASKINS (Dresbach - "Mickey")  
~~Lead~~ <sup>LEAD</sup> Navigator: Capt. C. M. SMITH  
Lead Bombardier: 1st Lt. T. J. KLEFISCH
  - b. Low Squadron Leader: Capt. W. S. HARB (Coleman)  
Lead Navigator: 1st Lt. D. B. LIGON  
Lead Bombardier: 1st Lt. E. K. STOUT
  - c. High Squadron Leader: Capt. J. F. GOODMAN (Christensen)  
Lead Navigator: 1st Lt. P. J. KING  
Lead Bombardier: 1st Lt. M. E. McCLENDON
3. Flight Over England:
    - a. Takeoff:

After takeoff the Lead airplane had trouble with # 3 prop governor and it was decided to return for the spare Lead aircraft. The deputy was called and instructed to take and form the Group. The Lead crew returned and picked up the spare Lead aircraft. Aircraft # 931 lost its power on # 3 engine on takeoff and only rapid thinking prevented a crash. The ship got off the ground and after lessening the gas load the pilot returned it safely to base.

Mission Summary Report (Cont'd)3. b. Squadron and Group Assemblies:

The deputy formed the Group over the Cottesmore buncher and since he is MIA no definite details may be made regarding the assemblies. However, when the leader returned the formations were formed satisfactorily and were apparently close to being on briefed times.

c. Route Over England:

The lead ship took over the lead before point "D" and took the formation to point "E". Between "E" and CP # 1 six groups were counted going out and 94 "B" turned into the column leaving room for 94 "A" to come in ahead of 94 "B". Point "E" was reached on course 1/2 minute late and CP # 1 on time on course. On Group joined the column from the North after CP # 1 and this put 94 "B" in its briefed position in the column-- eighth.

4. Attack:a. Flight to Target:

The enemy coast was reached 2 minutes late on course. There were three groups flying together in a close echelon and one of these was a group from the 40th CBW who was at the same altitude as the 94 "B" Group and running 6 minutes late. The 94 "B" Group flew abreast of the Group until the turn before the IP when he crossed over and then flew to the left of 94 "B". A cloud bank from the IP on the caused all groups to let down. The cloud was a high cirrus bank and the base was initially about 27,000 (94 "B" was at 26,000') but was sloping downwards. On the Division Leader's (Buckey-Red) recommendation a let down was made to stay below this layer. At the IP at 20,000' it was no longer possible to stay below it so the formation flew in the heavy haze on the Bomb Run. The Low, Lead and part of the High Squadron made their PFF<sup>H</sup> run through cloud and was moderate to intense accurate flak and a fairly large pattern was put down on the PFF target area. The High Squadron leader plus a few other ships of the High Squadron were separated by clouds from the Group and bombed Targets of Opportunity turning off course just past the IP. The towns of Eisenack and Weimer were selected.

b. Bombing Run:

Before the Group reached the IP, the Air Commander announced that it would bomb at 20,000 feet, instead of 26,000 feet, because of the clouds at the briefed altitude. We arrived at the IP on course and approximately on time and found the cloud cover to be 10/10ths. The Mickey Operator and D. R. Navigator set the pilot on course for the target. On the way in the Mickey man put in a couple of small corrections to the right. The Bombardier set his rate under directions from the Mickey Operator and needed practically no adjustments other than that. The cloud cover was about 9/10ths at the point of release but not enough ground was visible to give any assistance. The Group Leader salvoed as the indices met; the Low Squadron leader salvoed on the Lead's smoke marker. All others used a 75 ft. intervalometer setting. The AFCE was OK. Results were unobserved.

Mission Summary Report (Cont'd)4. b. Bombing Run (Cont'd)

The High Squadron Leader with four other planes became separated from the Group formation after the briefed IP was reached. This was due to the extremely bad weather conditions that prevailed. The five planes never again found the rest of the formation. They had no PF ship. At the discretion of the Squadron Leader they dropped their bombs on targets of opportunity in order to save gas consumption. The Lead Bombardier picked up a built up area through a very small break in the clouds. No bomb run was possible but the bombardier tried to salvo on the town, which the navigator determined to be Eisenach. Two A/C bombed Eisenach, while the remaining three A/C selected other Target of Opportunitie's. Results were unobserved. The balance of the High Squadron tacked onto the Lead and Low Squadrons and bombed the primary target.

c. Flight From Target:

After the turn from the target the Low and Lead Squadrons became separated in the clouds. The Lead Squadron with 10 aircraft withdrew along the briefed route flying on instruments for 1 hour and 45 minutes. On breaking into the clear an attempt was made to rally the Lead and Low but it was unsuccessful and the Lead Squadron returned underneath and abreast of the 94 "C" Group. Excellent Navigation resulted in no flak being encountered on withdrawal.

d. Return to Base:

The Lead ship dismissed all camera ships over channel and ships with wounded aboard. The formation was then turned over to the new deputy as the Lead ship also had wounded aboard. A  $\beta$  42-107113 encountering a flak damage found it necessary to land at an emergency field in Belgium (A-84). All other aircraft, excepting the two failing to return, landed safely at home base.

e. Weather:

Weather was described to be nil to 3/10ths low cumulus clouds which was the general condition over all of Germany North of the IP area. Extending from the IP area southward cloud coverage was 7/10ths to 9/10ths low cumulus cloud. At approximately the briefed IP the Group encountered a deck of cirrus - stratus cloud, which was solid and extended from 8,000 feet to 29-30,000 feet, forcing the Group to fly considerably lower than briefed. Dense and persistent contrails were also encountered in the area. It was about the same on return until the channel was reached -- clear weather from there to base.

f. Fighter Support:

Fighter support was described as very good.

Mission Summary Report (Cont'd)

4. g. Comments on Formation:

Formation was good within the squadrons and the Group had good Squadron formations most of the time. However due to the congestion in the Division column the squadrons frequently had to shift positions to avoid prop wash.

h. Conclusions and Recommendations:

Recommnd that Groups be spaced 2 minutes apart at start of a Division assembly. A dog leg over the channel would give the Groups a chance to close up their position in the column and since every Group would then normally be in the proper position a more effective Division column could be maintained. It is particularly advantageous to have Groups in the proper position when there is a difference in altitude and when weather is likely to interfere with the formation.

5. Aircraft Not Attacking:

Low Squadron: A/C 42-6104 - Sortie. Aircraft hit by flak just prior to reaching target area and was subsequently shot down by E/A.

A/C 42-97931 - Not Sortie. Lost power on # 3 Engine on takeoff. Pilot smelled something burning and feathered # 3 Engine.

High Squadron: A/C 42-31983 - Not Sortie. Returned early when external prop governor line broke. # 2 Engine was throwing oil.

6. Enemy Opposition:

Although enemy A/C were reported to be in the vicinity over Mereseburg, only a single ME-109 was observed by crew members of this Group. This ME-109 made a single attack on a B-17 of this Group (#6104) which had been hit by flak and was straggling - shooting the B-17 down. Attack was made from 5 o'clock lead and the Me-109 was subsequently shot down by another A/C of this Group resulting in a claim of one enemy A/C destroyed. (See flak Report for Flak)

7. Battle Damage:

<u>Major</u>	<u>Minor</u>	<u>To Flak</u>
2	21	23

8. Casualties:

18 MIA - PFF A/C 42-97600 & A/C 44-6104  
1 SWA  
3 LWA

9. Statistical Summary of Operations (See attached form)

Mission Summary Report (Cont'd)

10. Bombing Data:

a. Observations:

Results on Mereseburg were unobserved.

b. Disposition of Bombs:

Lead Squadron:

Twelve scheduled A/C EET and attacked Mereseburg, dropping 117 X 500# M64 bombs. One A/C had 3 bombs hang up and returned them to base. The spare A/C returned 10 bombs to base.

Low Squadron:

Eleven A/C EET, ten of which bombed Meresebug dropping 99 X 500# M64 bombs. One A/C had 1 bomb hang up which was jettisoned over Germany. A/C 44-6104 was knocked out of formation prior to reaching target area, it was subsequently shot down by F/A - thereby expending 10 bombs. A/C 7931 returned early and returned 10 bombs to base. The spare A/C returned early with 10 bombs.

High Squadron:

12 A/C EET, however, only 7 of these bombed Mereseburg, dropping 61 X 500# M64. A/C 7551 encountering release troubles dropped only one bomb on the target and jettisoned 9 others all over Germany. 5 A/C (including the leader) were lost due to weather at the IP -- hence they selected targets of opportunity -- A/C 7039 dropped 10 bombs on Eisenach, A/C 8733 dropped 10 bombs on Mersebach, A/C 2393 dropped 10 bombs on Weimar, A/C 7780 dropped 10 bombs on Eisenach and A/C 1730 bombed one unknown T. of O. at 5053 - 0925 E. Aborting A/C 1983 jettisoned 10 bombs in the channel.

c. Tabular Summary of Disposition of Bombs: (See next page)

Mission Summary Report (Cont'd)

10. c. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs				
	Over Target	Bombing	Number	Size	Type	Fusing Nose Tail	
Main Bombfall	29	29	277*	500#	M64	1/10	1/40
Other Attacks (T. of O's)	5	5	50	500#	M64	1/10	1/40
Total Bombs on Target			327	500#	M64	1/10	1/40
Other Expenditures			30	500#	M64	1/10	1/40
Bombs Returned			33	500#	M64	1/10	1/40
Total (Loaded on A/C Taking Off)			390*	500#	M64	1/10	1/40

- \* Incl Long Delays as follows:  
 6 - 2 hour delay  
 6 -12 hour delay  
 6 -36 hoursdelay  
 6 -72 hour delay  
 6-144 hour delay

11. Lost Aircraft:

<u>A/C #</u>	<u>Sqdn</u>	<u>Position in Formation</u>	<u>Location of Loss</u>	<u>Cause</u>
PFF A/C 42-97600 (Rundell- 614th)	613	Deputy Lead, Lead Sq. 401st - 94th "B" Gp.	Over Target	Flak
A/C 44-6104	613	# 5 low section, low squadron 401st Gp	4 minutes past target	Flak & E/A

Note: A/C 42-107113 abandoned on continent - A-84.

Submitted By:

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



(SAV-401/806-1)(21-11-44)7628-7-24000(MERSEBURG - CONF) H1



Combat Sq. Leader: Captain CHAPMAN Date: 21 Nov 44

Deputy Sq. Leader: Lt Rundell

Deputy Gp. Leader: Captain GOODMAN

**401st Lead Squadron Formation  
at Take Off, Assembly, and  
On Cruise.**

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

MERCER (CHAPMAN)

258

WHITE

RUNDELL

646

600

614 SQDN

615 SQDN

MAYS

SULLIVAN

151

113

RICHARDSON

WITTMAN

DJERNES

GRIMM

330

464

468

779

SISSON

508

THOMPSON

HABCOCK

659

677

SPARES

ST. AUBYN

541  
returned

Combat Sq. Leader: Captain HARB Date: 21 Nov 44  
Deputy Sq. Leader: Lt BAKER  
Deputy Gp. Leader: Captain GOODMAN

401st Low Squadron Formation  
at Take Off, Assembly and on  
Cruise.

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

COLEMAN, (HARB)

607

CURRAJ

BAKER

072

315

613 SQDN

615 SQDN

CARSON

UDY

187

425

ANNIS

HOPLEY

HANSEN

MAIRE

810

947

458

664

CAMPBELL

931

aborted

KECK

COX

267

104

SPARES

TAUSIG

160

returned

Combat Sq. Leader: Captain GOODMAN Date: 21 Nov 44

Deputy Sq. Leader: Lt Cromer

Deputy Gp. Leader: Captain Goodman

401st High Squadron Formation  
At Take Off, Assembly and ON  
Gruse.

612 SQDN

612 SC JABVOCK  
613 IN MACRO  
614 IV GOLFCUB  
615 IY BUZZARD

CHRISTENSEN (GOODMAN)

780

RITTING

CROMER

039

733

612 SQDN

615 SQDN

AIKEN

CALLAWAY

7628

983

aborted

JONES

LONG

MALONEY

SOMBART

393

637

551

730

MAXWELL

398

SCHLIEMANN

ROADMAN

506

992

SPARES

BLOETSCHER

788

Combat Sq. Leader: Captain CHAPMAN Date: 21 Nov 44

Deputy Sq. Leader: Lt RUNDELL

Deputy Gp. Leader: \_\_\_\_\_

401st Lead Squadron Formation  
Over Target.

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

MERCER (CHAPMAN)

258

WHITE

RUNDELL

646

600

SQDN

SQDN

MAYS

SULLIVAN

151

118

RICHARDSON

WITTMAN

DJERNES

GRIMM

350

464

468

779

SISSON

508

THOMPSON

BABCOCK

659

877

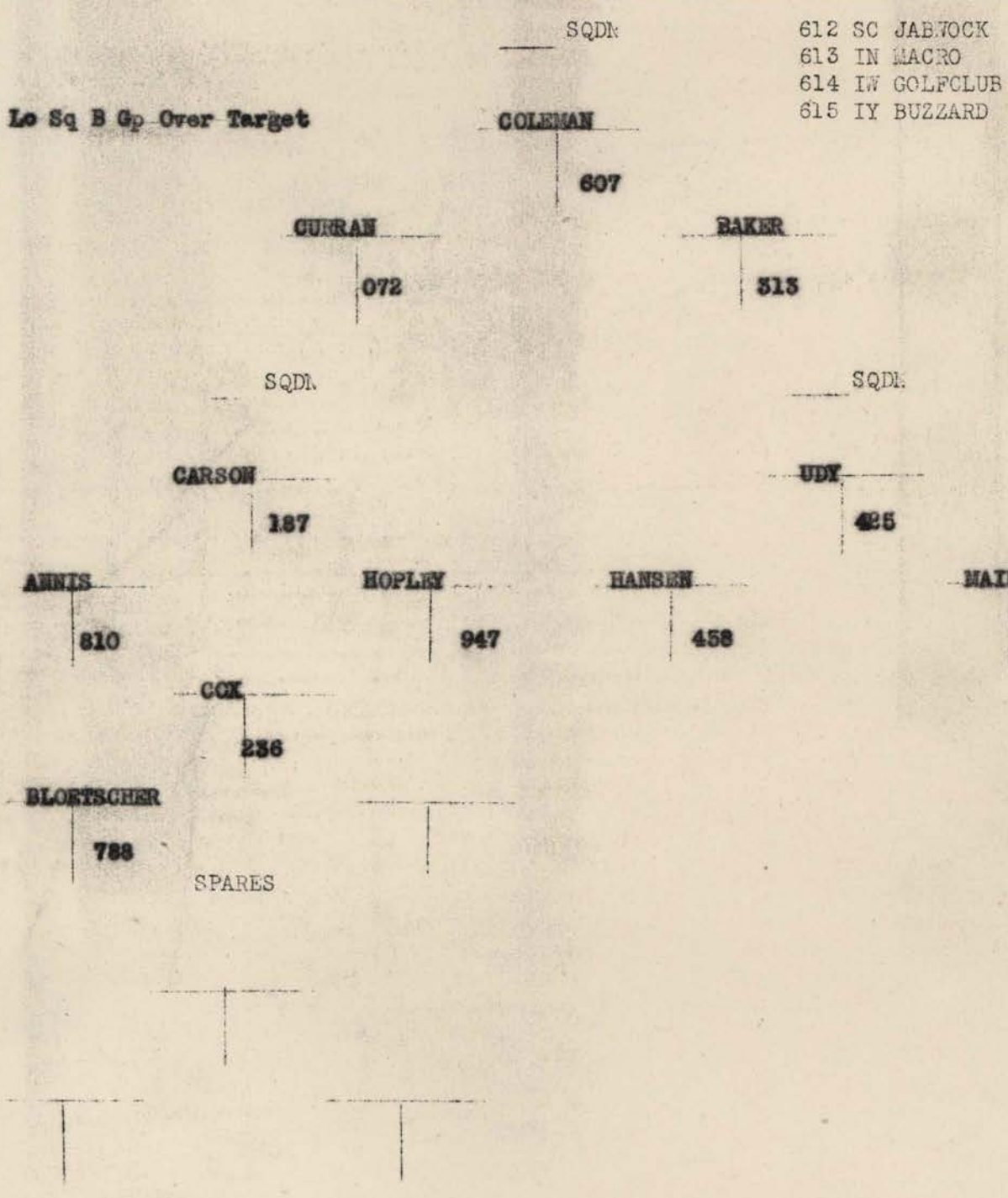
SPARES

Combat Sq. Leader: CAPT HARB Date: 21 Nov

Deputy Sq. Leader: \_\_\_\_\_

Deputy Gp. Leader: \_\_\_\_\_

**Lo Sq B Gp Over Target**



Combat Sq. Leader: CAPT GOODMAN Date: 21 Nov

Deputy Sq. Leader: \_\_\_\_\_

Deputy Gp. Leader: \_\_\_\_\_

**H1 Sq B Gp Over Target**

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

CHRISTENSEN

780 (atkd T/O)

RITTING

CROMER

039 (atkd T/O)

733 (atkd T/O)

SQDN

SQDN

AIKEN

SOMBART

628

730

JONES

LONG

MALONEY

395 (atkd T/O)

637

651 (atkd T/O)

MAXWELL

398

SCHLEIMANN

ROADMAN

506

992

SPARES

NOTE: A/C not shown as attacking  
T/O talked on lead & lo  
squadrons over primary target

HEADQUARTERS AAF STATION 128  
 OFFICE OF THE NAVIGATION OFFICER

Date 21 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 0740 hours; Land at 1540 hours.
- b. Squadron formed at 0830 hours, at 11500 feet.
- c. Group formed at 0855 hours, at 11500 feet.
- d. Began climb at 0905 hours; reached altitude at 1044 hours.
- e. Weather encountered over England:
  - (1) Clouds 2-3 /10ths; Visibility UNL miles.
  - (2) Wind at altitude 355 degrees, 36 knots.
- f. Means of navigation over England Gee and Pilotage.
- g. Means of checking Metro Winds Gee and Mickey.
- h. Joined task force at 0927 hrs. at Master (City, Splasher, or Co-ords.)
- i. English Coast out at 0927 hrs.; Enemy Coast in at 1023 hrs.
- j. Fighter rendezvous going in 1035 hrs.
- k. Wind used for bombing:
  - (1) 355 degrees, 36 knots.
  - (2) Determined by PPF and Gee (Method)

1. Bomb run and method of Target Identification:

- (1) Reached IP at 1127 hrs.
- (2) Mag. heading over target 89 degrees.
- (3) Altitude over target 20,000 feet.
- (4) Bombs away at 1142 hrs.
- (5) Method of target identification and weather over target.

PPF

m. Gee:

- (1) Coordinates of furthest fix 50-21 N 06-02 E.
- (2) Obtained at 1912 hours.

n. Difficulties encountered with special equipment.

Gee faded out

COMMENTS:

Lead ship took off at 0740 and had to return to base and exchange ships. Deputy took over forming of groups, and Lead picked up formation near point C. At target interphone went out, extra navigator hit, and oxygen lines out.

/s/ G. M. Smith  
 SIGNATURE  
 G. M. SMITH  
 Captain, A. C.  
 Lead Navigator, Lead Sq.

HEADQUARTERS AAF STATION 128  
OFFICE OF THE NAVIGATION OFFICER

Date 21 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 0745 hours; Land at 1604 hours.  
b. Squadron formed at 0857 hours, at 10500 feet.  
c. Group formed at 0937 hours, at 16500 feet.  
d. Began climb at 0937 hours; reached altitude at 1102 hours.  
e. Weather encountered over England:

- (1) Clouds 3 /10ths; Visibility 8 miles.  
(2) Wind at altitude 238 degrees, 43 knots.

- f. Means of navigation over England Gee, Pilotage.  
g. Means of checking Metro Winds Gee, Pilotage.  
h. Joined task force at 1000 hrs. at 52-13N 02-10E.  
(City, Splasher, or Co-ords.)  
i. English Coast out at 0937 hrs.; Enemy Coast in at 1024 hrs.  
j. Fighter rendezvous going in 1102 hrs.  
k. Wind used for bombing:

- (1) 238 degrees, 43 knots.  
(2) Determined by Gee, Pilotage.  
(Method)

1. Bomb run and method of Target Identification:

- (1) Reached IP at 1140 hrs.  
(2) Mag. heading over target 90 degrees.  
(3) Altitude over target 19500 feet.  
(4) Bombs away at 1147 hrs.  
(5) Method of target identification and weather over target.

FFF, 9/10ths, two layers of clouds

m. Gee:

- (1) Coordinates of furthest fix 50-08 N 07-45 E.  
(2) Obtained at 1300 hours.

n. Difficulties encountered with special equipment.

None

COMMENTS:

/s/ Delbert B. Ligon

SIGNATURE

DELBERT B. LIGON

1st Lt., A. G.

Lead Navigator, Low Sq.



HEADQUARTERS AAF STATION 128  
OFFICE OF THE NAVIGATION OFFICER

Date 22 Nov. 1944

SUBJECT: Lead Navigator's Narrative.

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

- 1. Flight plan, Log, and Track Chart attached.
- 2. Narrative:

- a. T/O at 0735 hours; Land at 1510 hours.
- b. Squadron formed at 0830 hours, at 24000 feet.
- c. Group formed at 0830 hours, at 24000 feet.
- d. Began climb at 0730 hours; reached altitude at 22000 hours.
- e. Weather encountered over England:

- (1) Clouds 1000 / 10ths; Visability 15 miles.
- (2) Wind at altitude 3000 degrees, 56 knots.

- f. Means of navigation over England Gee, Radio, Pilotage.
- g. Means of checking Metro Winds Gee, Pilotage.
- h. Joined task force at 0937 hrs. at 1024 (City, Splasher, or Co-ords.)
- i. English Coast out at 1035 hrs.; Enemy Coast in at 1024 hrs.
- j. Fighter rendezvous going in 1035 hrs.
- k. Wind used for bombing:

- (1) 300 degrees, 56 knots.
- (2) Determined by Pilotage (Method)

1. Bomb run and method of Target Identification:

- (1) Reached IP at 1035 hrs.
- (2) Mag. heading over target 210 degrees. *No IP*
- (3) Altitude over target 21500 feet.
- (4) Bombs away at 1035 hrs.
- (5) Method of target identification and weather over target. *D. R.*

*Visual. Target of opportunity.*

- m. Gee:
  - (1) Coordinates of furthest fix 51-30 N 07-30 E.
  - (2) Obtained at 1750 hours.

n. Difficulties encountered with special equipment.

COMMENTS:

Became separated from group formation in clouds.  
D.R.'d from assumed position in vicinity of Eisenbach. Dropped on town; had one glimpse and a few scattered bursts of flak.

/s/ Deibert B. Ligon  
SIGNATURE

DEIBERT B. LIGON  
1st Lt., A. C.  
Lead Navigator, High Sq.

STATIONS	<u>0615</u>	ENGINES	<u>0715</u>	TAXI	<u>0730</u>	T.O.	<u>0745</u>
LEAVE BASE	<u>Cottesmore</u>						<u>Lead 11,500</u>
COAST OUT							<u>0937</u>
ENEMY COAST							<u>1021</u>
I.P.							<u>1129</u>
TARGET							<u>1142</u>
ENEMY COAST							<u>1432</u>
ENGLISH COAST							<u>1510</u>
ETR							<u>1557</u>

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

Zero Hr - 0930  
Ref alt - 24000  
Bomb alt - 26000  
Oxygen - 5:15  
Enemy Territory - 3:15  
Division Assembly Clacton to 52-37N  
Gaining 04-37E

WATCH Letdown on Cottesmore At Cottesmore G.M.T.  
Rate Normal - 015 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.
52-44N 00-39N	320/38	11500	150	155	059	-13	046	A10	056	156	19	:07 1/2	0856 1/2	Depart			
Donington (C)																	
52-54N 00-12N	320/43	13000	150	158	123	-4	119	A10	129	196	58	:18	0922 1/2				
Spl. #6 (D)		14000	-11														
52-22N 01-08E	320/45	15000	150	164	197	A3	210	A9	219	185	31	:10	0933 1/2				
Colchester (E)		16500	-14														
51-53N 00-54E	320/46	16500	150	169	120	-5	115	A9	124	211	11	:03	0937	English Coast	C.P. 1	0937	
Clacton GP 1																	
51-47N 01-09E	320/49	19000	-27	175	069	-15	054	A8	062	185	77	125:44	1021	Coast			
52-37N 04-37E	320/50	21500	-29	183		-15				193	59	119					
"	290/38	23000	150	187	090	-4	086	A7	093	225	50	:14	1035		C.P. 2	1035	
52-37N 06-00E		24500	-33														
"	290/40	25500	150	196	090	-4	086	A6	092	234	72	:19	1054				
52-37N 07-59E		26000	-39														
"	250/51	26000	150	197	133	A3	146	A6	152	214	18	:05 A1	1100				
52-25N 08-20E			-40														
"	250/51	26000	150	"	112	A10	122	A5	127	231	66	:17	1117				
52-00N 10-00E			-40														
"	250/51	26000	150	"	135	A14	149	A5	154	212	42	:12	1129	I. P.			
51-30N 10-47E																	
I. P.	250/51	26000	150	"	104	A8	112	A4	116	237	47	:12 A1	1142	TARGET			
TARGET																	
51-19N 12-00E	-38	250/50	25000	170	219		A11	200	A4	204	198	17	105:14 A1	1157			
50-40N 11-50E	-34	250/48	23500	150	188	189	A13	202	A4	206	159	22	39	109			
"		250/48	23500	150	188	265	-4	261	A5	266	141	83	:36	1233			
50-33N 09-41E			-34														
50-05N 07-45E		250/48	23500	150	188	249	0	249	A6	255	140	79	:34 A1	1308	Ev. Act.	GP 3 1308	
"			-38														
50-19N 06-10E		290/38	23500	150	188	279	A2	281	A6	287	151	62	:25	1333			
"			-34														
51-13N 02-53E	-14	300/30	15000	170	187	295	A1	296	A7	303	158	90	134:59	1432	Coast	Div Break up	
"	-2	320/28	6500	150	143		A5	300	A8	308	117	48	138				
Kings Lynn		320/28	6500	150	143	315	A1	316	A9	325	115	131	1:08	1540	Wing Break up		
"			-2														
Deenethorpe		320/24	4000	180	147	247	A9	256	A10	266	138	39	:17	1557	ETR	6	
"			2000	A1													
Div. B.U. to Cromer		320/20	2000	150	132	320	-1	229	A9	238	113	118	1:03	1535			
Kings Lynn		320/20	2000	150	132	253	A8	261	A10	271	124	35	:17	1552	ETR - DF - 1610		
Deenethorpe to Clacton		320/50	0 to 16500	150	146	124	-4	120	A10	130	177	78	:27	0855 1/2	42 min to climb		

Cottesmore to Clacton 320/43 11500 150 162 132 +2 130 A10 140 205 86 :26 0911 0937 Last time for Group Departure.

FLIGHT RECORD

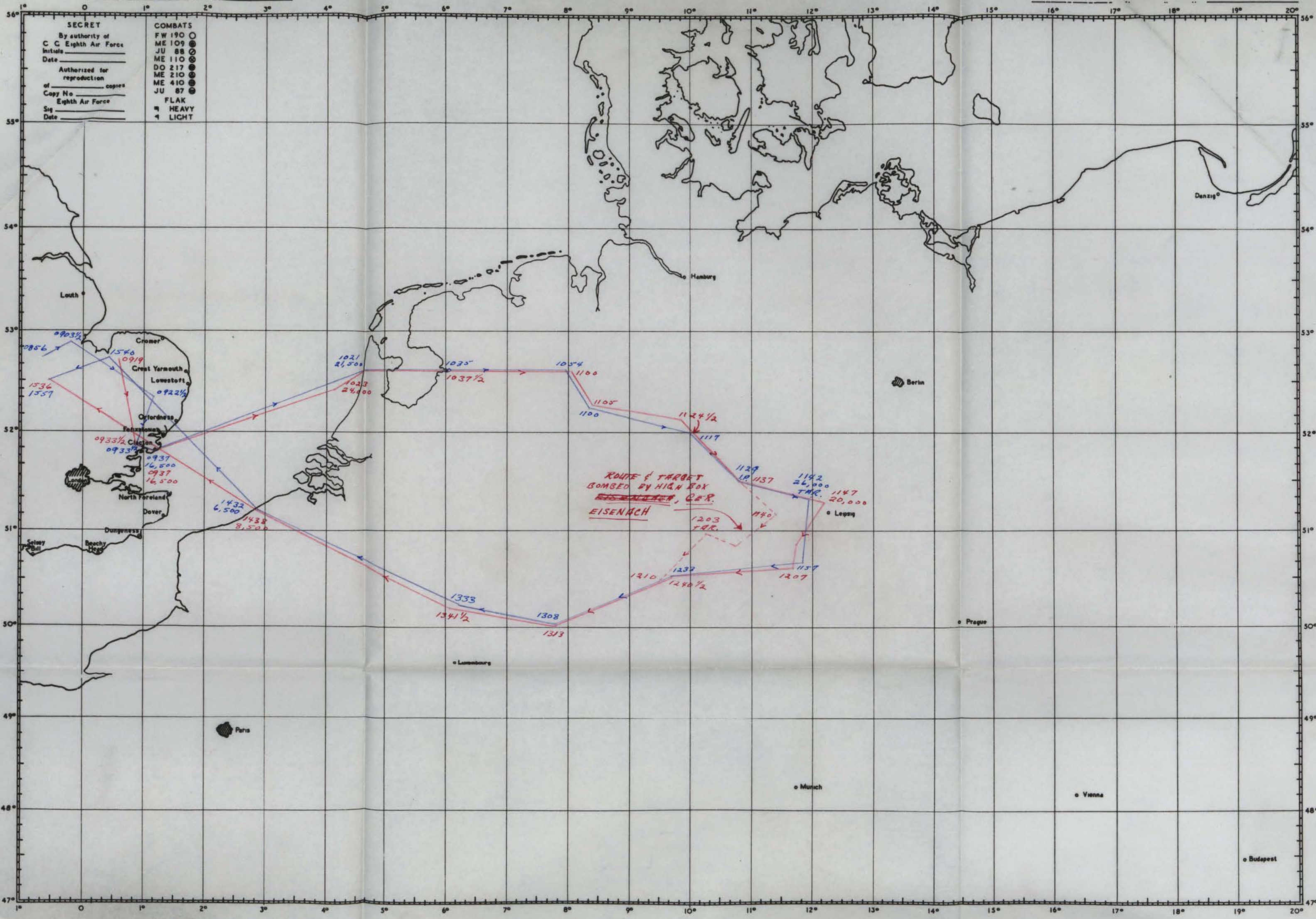
TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	I.A.S. MPH /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		TO RUN		E.T.A.
										DIST.	TIME	DIST.	TIME	
Flares - Normal Lead - H Low - R High - G Geo #27 Units 612 - 947 733 828 613 - 600 607 187 614 - 053 151 615 - 113 983														
0740		324/40			Take off (Weather Ship wind)									
0820					Return to base to change ships									
0855					Climbing at "T" to catch formation		145	8500						
0859					Over Cottesmore			-8						
0901					Recommend deputy to go direct to Ft. D.			10000						
0919	163	A	167	177	Taking over lead (Going to Ft. E.) 52 43N 00 30E		150	15200	164			201	52	152 0934 1/2
0922	163	A	167		Group coming in to formation		150	16400	164					
0925	167		167		52 25N 00 46E STA Ft. E.		150	16500	167	21	06	204	32	092 0934 1/2

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAC. HDNG.	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	
0933			177		Point B Turning to C.P. #1 Wind 357/44 (Gee)		150	16500							
0937	133	-13	130		C.P. #1 on course on time		150	16600							
0939	069	-10	58		Alter Course to En Coast Gee Wind 357/44		150	17000	179			160	136	51	1028
0940	068	-10	58		51 41N 01 21E		150	17000	168						
0940	061	6E	55		51 51N 01 46E No wind in turn		150	-22	170	17	6	170			
0952			58		51 47N 02 13E Gee Wind 318/32		150	19000	172	18	6	180	97	32	1024
1000			58		Gee Out		150	21000	180						
1012			55		52 21N 03 49E		150	23000	186						
1014			55		52 22N 03 58E		150	23500	188						
1021			062		52 31N 04 26E		150	24000	188						
1023					Enemy Coast 52 36N 04 38E		150	24200	188	136	46	178	52	15	1037
1025			060		52 37N 04 42E		150	24300	189			190			
1032	090	-10	080		52 37N 05 26E (358/32) Mickey Wind		150	24500	192	30	9	190			
1037	090	-10	080		C.P. #2 2 1/2 minutes late on course		150	24500	193			190	72	22	1100
1043			076					25800	195			190	60	19	
1053			080		Genabrock 42 miles at 314 degrees		150	26000	196			190			
1059			080		Genabrock 24 miles at 350 degrees		150	26000	196			(Wind O.K.)			
1100			080		52 40N 08 00E a/c to next leg		150	26000	196	72		192			
1100	133	-9	124		52 40N 08 00E				196			230	28	05	1105
1105	133	-7	140		52 27N 08 20E		150	26000	196	18	05	218			
1106			140		52 25N 08 23E A/c to next leg		150	26000							
1106			102		Wing on right interfering		150	26000	196			206	66	19	1125
1110			116		Mickey Wind 358/32		150	26000	196						
1121			119		52 04N 09 54E descending to 20000		150	26000	188						
1124			142		52 00N 10 00E		150	22600				225	42	11	1135
1127			145		51 58N 10 15E		150	21600							
1132			160		51 40N 10 45E		150	20000	176						
1133			160					20000	176						
1137			160		I.P. 51 31N 10 53E		150	20000	176						
1137	104	-10	094				150	20000	176			183	43	14	1151
1142	096	-11	085		On instruments for bomb run		150	20000	176			Flak (heavy)	Oxygen gone - Inter-		
1147			200		Bombs Away (Hit again) Flak			20000	176			phone gone etc.			
1203					Hapsig 42 miles at 220 degrees		150	19000							
1207	265	11	276		A/C										
1212			216		50 31N 11 28E		150	19600							
1217	270	46	276				150	20400	177	29	12	145			
1226			276		Mickey Wind 250/37		150	20500							
1231			260		51 38N 10 12E		150	20500							
1243			280		Frankfurt 30 miles at 24 degrees		150	20500							
1251			245		B-17 Leaving										
1303			260		50 15N 08 15E		150	20500							
1312			260		Wisbeck 20 miles at 298 degrees		150	-32							
1313			265		Control Point #3 on course		150	20500							
1322			280		Pilotage ( 50 10N 07 10E		150	20500							
1326	270	42	280		50 12N 06 49E		150	20500		15	04	206			
1341			295		50 21N 06 02E		150	18000							
1359			295		50 45N 04 58E		170	9500					67		
1409	295	0	295		50 56N 04 20E		150		152	25	10	152	60	24	1439
1419			295		Wind 295/26		150	8500	146	20	10	120	40	20	1439
1438			295		Over Ostend		150	8500	146						
1438	315	45	320		a/c to English Coast Deputy took over		150	8000	146						
1444	304	42	306		a/c to home base 51 24N 02 41E		200	4000	186			160	164	100	1544
1504			301		English Coast in 52 08N 01 36E		150								
1516			310		3E Gee 52 27N 00 51E										
1536					Base										
1542					Land										
NOTE- D.R. NAVIGATOR WOUNDED ON BOMB RUN - OXYGEN SYSTEM SHOT OUT THE MICKEY FIXES HAVE BEEN OMITTED ON THIS LOG.															
A CERTIFIED TRUE COPY:															
H. N. DORRAN Colonel, Air Corps Commanding															

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



DECLASSIFIED PER **AND 745005**  
 BY **SP6** NARA DATE **11-18-10**

# TRACK CHART

DATE Nov. 21-44

TARGETS  
PRIMARY

Merseburg, Germany

Blue  
RED ROUTE FOLLOWED BY Briefed  
1st Lt. B. C. (H)

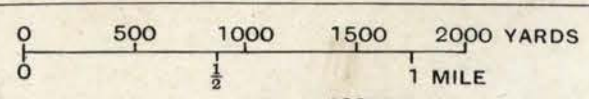


DECLASSIFIED PER AFSSR 11-18-10  
 BY Step NARA DATE 11-18-10

Target No.  
I (a) (iii) 15

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

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



Photographed 1941-1943

(1 : 32,000) approx.

Issued March 1944



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

A.1.3c(1)

TYPE A

STATISTICAL SUMMARY OF OPERATIONS401st Group1st BD F. O. 559Date of 21 Nov 44

	LEAD		LOW		HIGH
		PFF - OK		<del>W/A</del>	
1. No. of A/C Failing to Take Off	--	--	--		--
2. No. of A/C Airborne	11	2	13		13
3. No. of A/C Airborne Less Spares	10	2	12		13
4. No. of A/C Sorties	10	2	11		12
5. No. of A/C Attacking	10	2	10		12
6. No. of A/C Not Attacking	--	--	2		1
(a) Early Returns Included			(1)		(1)
7. Name of Primary Target	MERSEBURG, GERMAN (VIS)				
(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	10-	2	10		7
(b) No., Size & type of Bombs	97	20	99		61
	500# M64	500# M64	500# M64		500# M64
9. Name of Last Resort Target	EISENACH				
(a) No. of A/C Attacking					3 *
(b) No., Size & type of Bombs					30 500# M64
10. Name of Target of Opportunity	WEIMAR				
(a) No. of A/C Attacking					1
(b) No., Size, & type of Bombs					10 500# M64
11. Name of Target Opportunity	MERSBACH				
(a) No. of A/C Attacking					1
(b) No., Size & type of Bomb					10 500# M64
12. No of A/C Lost - TOTAL	1		1		--
13. - to Flek	1		--		
14. - to Flek & E/A			1		
15. - to Enemy A/C					
16. - to Accident					
17. - to Unknown					

STAT SUMMARY (cont'd)

	LEAD	LOW	HIGH
18. Time of Takeoff	0740	0745	0735
19. Time of Attack	1147	1147	1147
20. Average Time of Flight	8.0	8.8	7.8
21. Altitude of Release	19,100	18,600	20,600
22. Visual or PFF	PFF	PFF	PFF
23. Enemy Resistance - AA	Int. Acc.	Int. Acc.	Int. Acc.
24. -- Fighters	--	1 ME-109	--
25. -- Bomber	--	--	--
26. U.S. A/C Engaged by Enemy A/C	--	1	--
27. Degree of Success	Unobs	Unobs	Unobs

PFF A/C Borrowed from Groups as follows: . None

PFF A/C Loaned to Groups as follows: None

NOTES:

- \* Includes 1 A/C bombing on an unknown T of O near Eisenach at 5053-0925E.

The above times and altitudes for the high squadron are those of the majority of the squadron's ships, the ones which bombed Merseburg. The Lead A/C and four others bombed other targets as noted on previous page....



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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Klefisch DATE 21 Nov 1944

PILOT Lt. Mercer TAKE OFF 0740

NAVIGATOR Lt. Gaskins AIRPLANE \_\_\_\_\_

WING 94th B GROUP 401st SQDN Lead LANDED 1640

OBJECTIVE Morseburg, Germany (MPI) \_\_\_\_\_

METHOD OF ATTACK Individual Flight Squadron Group wing

NUMBER A/C IN GROUP 29 COMPOSITE GROUP \_\_\_\_\_

DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP \_\_\_\_\_

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C On Leader: 28

BOMBS, TYPES AND SIZES 5000 H 64 FUSING: NOSE 1/10 TAIL 1/10

BOMBS, TYPES AND SIZES \_\_\_\_\_ FUSING: NOSE \_\_\_\_\_ TAIL \_\_\_\_\_

NUMBER OF BOMBS LOADED 290 RELEASED 277

INFORMATION AT RELEASE POINT:

Altitude of Target 340 Temp Aloft: Metro -40 Actual -30

True Altitude above target 19100 Mag Head, order 116 Actual 80

Ind. Altitude 20000 True Heading 85

Pressure alt of target 4364 Drift, Est 8L Actual 8L

Altimeter setting 29.72 True Track 102

C.I.A.S. 160 I.A.S. 150 Actual Range 12,224

G.S. Est 273 Actual 258 B.S.Type 1-9

Wind Direc Metro 250 Actual 355 Time of Release 11:47

Wind Veloc. Metro 39 Actual 42 Intervalometer Setting 7500

D.S 147 Trail 40 ATF 56.23 Length of Bombing Run 47 miles

Tan. D.A. Est .57 Actual .64 C-1 Pilot X A-5 \_\_\_\_\_

Mean Temp: Metro -13.6 Actual -7 Manual Pilot \_\_\_\_\_

Type of Release: Lead A/C Salvo Type of Release: Other A/C 7500

LOW - 18,600  
 HIGH - 20,600

**CONFIDENTIAL**

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

J-A-3

Reference Field Order 559.

21 NOVEMBER 1944

SUBJECT: Communications Report, Operational Mission No 171.

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

SECTION ONE - USE OF RADIO NAVIGATIONAL AIDS

1. Radio Beacons used:		3. HF/DF Bearings	<u>0</u>
Splashers	<u>19</u>	4. VHF/DF Bearings	<u>1</u>
Fixed Beacons	<u>0</u>	5. Distress Action	<u>0</u>
Bunchers	<u>12</u>	6. Total A/C using Gee	<u>39</u>
2. MF/DF Fixes	<u>1</u>	Maximum Fix	<u>5157N-1011E</u>

SECTION TWO - USE OF PFF

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

SECTION THREE - USE OF RCM

1. Total A/C releasing Chaff	<u>32</u>
2. Total number of units released	<u>9,864</u>

~~XXXXXXXXXXXXXXXXXXXX~~  
ACTUAL DEFICIENCIES

1 LIASON 1 INTERPHONE 1 VHF

*Harold M. Kennard Jr.*  
HAROLD M. KENNARD, JR. *JRM*  
Capt, Air Corps,  
Gp Com O.

**CONFIDENTIAL**

S E C R E T

REPORT ON A. A. GUNFIRE.  
 401st BOMBARDMENT GROUP (HV)

ASSIGNED... Hersoburg .....  
 1. TARGET: DATE OF MISSION 21 Nov. 44  
 BOMBED... Hersoburg .....

2. ROUTE AS FLOWN:  
5237-0437 - 5237-0600 - 5237-0801 - 5225-0820  
5200-1000 - 5130-1047 IP - Target - 5037-1144 - 5033-0941 - 5006-0745  
5015-0610 - 5113-0253

3.	AT TARGET	ENROUTE
WEATHER - - -	<u>10/10ths Cerrie Stratus</u> ..	<u>0-5/10ths Low Cumulus</u> ....
CONTRAILS - -	<u>Dense Persistent</u> .....	<u>Intermittent</u> .....
SEEN-UNSEEN -	<u>Unseen</u> .....	<u>Seen</u> .....

4. DESCRIPTION OF FLAK AT TARGET:

Intense, accurate both tracking and predicted concentration.

5. FLAK ENCOUNTERED OR OBSERVED ENROUTE: (IN ORDER EXPERIENCED)

Enc.	Altitude	Mag.	Good	Fair	Black	Tracking
<u>1023 (5237-0437E)</u>	<u>23,000ft.</u>	<u>Meg.</u>	<u>Good</u>	<u>Fair</u>	<u>Black</u>	<u>Tracking</u>
<u>1104 (5237-0550E)</u>	<u>23,000 ft.</u>	<u>"</u>	<u>Fair</u>	<u>"</u>	<u>"</u>	<u>"</u>
<u>1200 (5045-1045E)</u>	<u>20,000 ft.</u>	<u>"</u>	<u>Good</u>	<u>Good</u>	<u>"</u>	<u>"</u>

Heavy barrage from Munster observed directed at Low Sqdn. Flak observed from (5015-0820E) directed at another Group, moderate and accurate.

6. CHAFF; HOW DISCHARGED: As briefed .....

7. POSITION OF GROUP: 94th "B" - 3th over target .....

8. DETAILS:-

SQDN: POS.	NO. A/C	DAMAGE		A/C LOST TO				AXIS OF		TIME OVER TARGET	HEIGHT
		MAJ.	MIN.	AA	EA	ACC	UK	ATTK	WITH		
<u>Lead</u>	<u>9</u>	<u>2</u>	<u>7</u>	<u>2</u>				<u>87 M.</u>	<u>200 M</u>	<u>1147</u>	<u>20,000</u>
<u>High</u>	<u>4</u>		<u>4</u>	<u>0</u>				<u>87 M.</u>	<u>200 M</u>	<u>1147</u>	<u>21,500</u>
<u>Low</u>	<u>5</u>		<u>5</u>	<u>1+</u>				<u>90 M</u>	<u>200 M</u>	<u>1147</u>	<u>19,500</u>
TOTALS		<u>2</u>	<u>16</u>								

9. COMMENTS - PHENOMENA:-

\* Combination flak and fighter attack.

lt. P. R. Myers

OFFICE OF THE INTELLIGENCE OFFICER  
STATION 128 - APO 857  
U. S. ARMY

D-E-1

21 November 1944

SUBJECT: Crew Comments and Suggestions.

TO : Commanding Officer, Station 128, APO 857, U.S. Army.

1. Lt. Frederick E. Babcock, Pilot A/C 8677 reported that the ball turret gunner in A/C 607 charged his guns without looking around, causing live shells to strike A/C 8677.

2. P/O Robert L. Long, Pilot A/C 8637 remarked that it appears that the 487th Bomb Group always flies through our formation over the buncher. P/O Long also suggests that some SOP be devised covering the situation which occurs when an A/C becomes separated from its own squadron and has to join another group.

3. Lt. Edward H. Curran, Pilot A/C 1072 reported that the interphone of his ROG and the WG interphone were both out today; in addition, the BT oxygen system would not function, making it necessary for the BTG to ride in the waist.

4. Lt. Donald H. Schliemann, Pilot A/C 8809 was critical of the weather forecast today, stating that it varied a great deal from the briefing.

5. The crew of Hal C. Mays, Pilot A/C 7131 praised the flying done by their Pilot and Co-Pilot, both in formation and upon return to base. This A/C lost an engine over the target and returned to base alone, the Pilot stating that the excellent job of navigation done by his Navigator being primarily responsible for a safe and uneventful return trip.

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

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

21st November 1944

SUBJECT: Leading ListTO: Operations Officer, 401st Bomb Group (H), AAF, Station No. 129, APO #657.42-108992

P	Roadman, Julian (NMI)	2nd Lt.	612th.
CP	Compton, Henry W.	2nd Lt.	"
H	Kuense, Robert H.	F/O	"
B	Whitlock, James P.	2nd Lt.	"
RO	Nichisak, Alfred (NMI)	S/Sgt.	"
TTG	Landers, John R.	S/Sgt.	"
BTG	Hall, Eugene H.	S/Sgt.	"
TG	Wood, Donald F.	S/Sgt.	"
WG	Hill, Eric E., Jr.	S/Sgt.	"

A/C 44-3508

P	Schliemann, Donald H.	2nd Lt.	612th.
CP	Stein, William T.	2nd Lt.	"
H	Schmeck, David (NMI)	F/O	"
B	Swatosk, Kenneth J.	2nd Lt.	"
RO	Fendley, Garland E.	Sgt.	"
TTG	Kelly, John G.	Sgt.	"
BTG	Bames, Eugene H.N.	Sgt.	51
TG	Klindtworth, Louis O.	Sgt.	"
WG	Zabel, Bruce H.	Egt.	"

A/C 42-102595

P	James, Dale G.	1st Lt.	612th.
CP	Siepak, Stanley J.	2nd Lt.	"
H	Wismoff, Aaron (NMI)	2nd Lt.	"
B	Moran, Robert E.	2nd Lt.	"
RO	Madrzyk, Chester P.	S/Sgt.	"
TTG	Serafino, Ernest A.	S/Sgt.	"
BTG	Rogers, Charles G.	Pvt.	"
TG	Watters, Kenneth G.	S/Sgt.	"
WG	Wallace, Rober W.	S/Sgt.	"

A/C 42-38627

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

A/C 42-102596

P	Maxwell, Charles T.	1st Lt.	612th.
CP	McLeod, Lucien P.	1st Lt.	"
H	Billman, James K.	1st Lt.	"
B	O'Eric, Eugene H.	S/Sgt.	"
RO	Searcy, Marion E.	F/Sgt.	"
TTG	Thomas, Robert L.	F/Sgt.	"
BTG	McGrath, Joseph A.	S/Sgt.	"
TG	Walborn, Luther B.	S/Sgt.	"
WG	Bunn, Charles T.	S/Sgt.	"

42-57628

	Aiken, Charles H.	1st Lt.	612th.
	Hawford, Charles J., Jr.	2nd Lt.	"
	Osborne, Charles R.	2nd Lt.	"
	Benton, David (IMI)	2nd Lt.	"
O	Barrow, John D.	T/Sgt.	"
TTG	Peterson, Harry A.	T/Sgt.	"
BTG	Geal, Ernest A.	S/Sgt.	"
TG	Imports, George (IMI)	S/Sgt.	"
WG	Potter, Howard J., Jr.	S/Sgt.	"

A/C 42-97780 (614)

P	Christensen, Morvin J.	1st Lt.	612th.
CP	Coodman, James F.	Captain-	"
H	King, Paul J.	1st Lt.	"
B	Hollenden, Marion E.	1st Lt.	"
RO	Pepper, James D.	T/Sgt.	"
TTG	Hereford, Gerald F.	T/Sgt.	"
BTG	Harris, Robert V.	S/Sgt.	"
TG	Lambeth, Benson W.	S/Sgt.	"
WG	Cione, Carlton F.	S/Sgt.	"

A/C 42-3788

P	Hleutscher, Andrew F.	2nd Lt.	612th.
CP	McIlvain, Wilbert H.	2nd Lt.	"
H	Throckold, Mercer L.	2nd Lt.	"
B	Molihon, John F.	2nd Lt.	"
RO	Kobinsky, Charles J.	Sgt.	"
TTG	Richards, Carl R.	S/Sgt.	"
BTG	Skaggs, Irl R.	Sgt.	"
TG	Nickolas, Clint S., Jr.	Sgt.	"
WG	Giles, Otho H.	S/Sgt.	"

A/C 42-3758

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

A/C 42-10703E

P	Pitting, Carl G.	1st Lt.	612th.
CP	DiGianni, James (IMI)	1st Lt.	"
H	Folkerts, Arthur	2nd Lt.	"
B	Wilde, Earl R.	2nd Lt.	"
RO	Hill, Robert H.	S/Sgt.	"
TTG	Warren, Edwitt E.	S/Sgt.	"
BTG	Doogan, Arthur L., Jr.	S/Sgt.	"
TG	Detweiler, Robert C.	S/Sgt.	"
WG	Phelps, Darwood, W.	S/Sgt.	"

1st Lt. Ligon, Delbert B.

~~1st Lt. Madala, Frank P.~~

Flying with the 612th Squadron.

~~Flying with the 612th Squadron.~~

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

21 NOVEMBER 1944

L-O-A-D-I-N-G      L-I-S-T

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
43-38160	P	2nd Lt.	TAUSIG	HERMAN	(NMI)
	CP	2nd Lt.	CAMPER	DONALD	W.
	N	2nd Lt.	WALKER	DENSON	F.
	B	2nd Lt.	LAWSON	EMBERT	E.
	RO	SGT.	FITZSIMMONS	JAMES	J.
	TT	SGT.	JOHNSTON	DONALD	C.
	BT	SGT.	BUCKSBAUM	ELMER	(NMI)
	TG	SGT.	KATZ	ALVIN	S.
WG	SGT.	JOHNSON	WARREN	B.	
* * *					
42-102947	P	1st Lt.	HOPLEY	CHARLES	W.
	CP	2nd Lt.	REILLY	DONALD	J.
	N	2nd Lt.	Mac DONALD	RICHARD	E.
	B	S/SGT.	JACOBS	JOHN	R.
	RO	S/SGT.	DUNNING	CHARLES	R.
	TT	S/SGT.	HARDIN	WILLIAM	A.
	BT	S/SGT.	MERRIMAN	JAY	S.
	TG	S/SGT.	VAN PELT	HAROLD	G.
WG	S/SGT.	ANDERSON	WAYNE	L.	
* * *					
43-37706 43-38810	P	1st Lt.	ANNIS	ROMIE	E.
	CP	2nd Lt.	CLARK	FORREST	E.
	N	2nd Lt.	MADDEN	BERNARD	R.
	B	2nd Lt.	JENSEN	JIM	B.
	RO	S/SGT.	WALKER	LEWIS	M.
	TT	S/SGT.	CORLISS	JOHN	M.
	BT	S/SGT.	LARSON	DEAN	C.
	TG	S/SGT.	JOHNSON	LESLIE	C.
RWG	S/SGT.	BROOKS	GEROGE	E.	
LEG	S/SGT.	COUGHLIN	JOSEPH	B.	
* * *					
44-6104	P	1st Lt.	KECK	ROBERT	J.
	SP	F/O	ISTEL	LAWRENCE	A.
	N	2nd Lt.	FREEMAN	HALLIS	W.
	B	F/O	SHEPARD	SAMUEL	(NMI)
	RO	S/SGT.	INGLER	RICHARD	W.
	TT	S/SGT.	STOEGER	LEONARD	V.
	BT	S/SGT.	NORR	ELWOOD	W.
	TG	S/SGT.	METCALF	WILLIAM	T.
WG	S/SGT.	FIALKOWSKI	EDWARD	(NMI)	
* * *					
42-97931	P	1st 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.	E CHALUPZYNSKI	VINCENT	M.
	TT	S/SGT.	JUSTICE	ANDREW	C.
	BT	S/SGT.	BOSTIAN	AUREY	L.
	TG	S/SGT.	SMITH	JAMES	A.
WG	S/SGT.	HARLEN	JAMES	J.	

*short*

43-38187	P	1st Lt.	CARSON	FRANK	(NMI)
	CP	1st Lt.	MOE	MORRIS	E.
	N	2nd Lt.	LAWLESS	HARRIS	E.
	B	2nd Lt.	BUCHER	WILLIAM	(NMI)
	RO	S/SGT.	SHEETZ	JOHN	H.
	TT	T/SGT.	Mc GEHEE	RAY	E.
	BT	S/SGT.	LEE	WILLIAM	R.
	TG	S/SGT.	GERALDI	JOSEPH	J.
	RWG	S/SGT.	JAMES	LEW LYN	(NMI)
	LWG	SGT.	YORK	EDWARD	N.
* 44-2607 *	P	CAPT.	COLEMAN	EDWARD	W.
	CP	CAPT.	HARB	WALLACE	S.-GP.
	N	1st Lt.	LIGEN	DELDERT	B. -612t
	B	1st Lt.	STOUT	ELDRIDGE	K.
	RO	T/SGT.	CARMON	CALVIN	A.
	TT	T/SGT.	HECKINS	GARTH	N.
	BT	S/SGT.	MEANEY	ANTHONY	J.
	TG	S/SGT.	KIDMAN	WILLARD	D.
	WG	S/SGT.	ANDERSON	EDDIE	W.
* 446313 *	P	1st Lt.	BAKER	KAY	A.
	CP	1st Lt.	GARTON	FRED	M.
	N	2nd Lt.	KORETSKY	HARRY	(NMI)
	B	2nd Lt.	MOORE	CARLTON	R.
	RO	T/SGT.	YORIO	FRANCIS	P.
	TT	T/SGT.	BACCHUS	GEORGE	B.
	BT	S/SGT.	CLOYD	SHIRLEY	B.
	TG	S/SGT.	SLATER	HAROLD	H.
	RWG	S/SGT.	MORRISON	JULIUS	J.
	LWG	S/SGT.	WOOD	FREDERICK	A.
* 42-38267 *	P	F/O	COX	HERBERT	P.
	CP	2nd Lt.	MACKIN	PETER	D.
	N	F/O	SCEPER	KENNETH	M.
	B	SGT.	LOCKE	LESLIE	E.
	RO	SGT.	HOWELL	THOMAS	E.
	TT	SGT.	STEWART	LEONARD	C.
	BT	SGT.	TANAZEVICH	ALEXANDER	(NMI)
	TG	SGT.	NORRIS	LAMON	(NMI)
	WG	SGT.	RAYMOND	LLOYD	A.
* 42-31072 *	P	2nd Lt.	CURRAN	EDWARD	E.
	CP	2nd Lt.	GOETZ	FRANK	V.
	N	2nd Lt.	BAUTZ	JOHN	J.
	B	2nd Lt.	JONES	BEN	F.
	RO	SGT.	GIESKEN	GEORGE	J.
	TT	SGT.	JOHNSON	ELMO	E.
	BT	SGT.	ZENOR	HAROLD	M.
	TG	SGT.	CLIFTON	JAMES	R.
	WG	SGT.	HARDIN	ROY	(NMI)



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

AAF Station # 128  
 21 November 1944.

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	<del>44-8085</del> <u>44-8258</u>		
P	1st Lt.	MERCER, ELMER W.	614th Sq.
CP	Captain	CHAPMAN, ALVAH H. JR.	"
N	1st Lt.	GASKINS, LESLIE E.	"
B	1st Lt.	KLEFISCH, THEODORE J.	"
N	Captain	SMITH, CHARLES M.	"
MO	1st Lt.	DRESEBACH, JOHN T.	"
RO	T/Sgt.	Zubrickas, Joseph S.	"
TT	T/Sgt.	Fowler, Cecil V.	"
TG	1st Lt.	HAYES, WILLIE J.	"
WG	S/Sgt.	Grasela, Edward B.	"
PLANE/	<u>43-28600</u>		
P	1st Lt.	RUNDELL, FRANCIS E. LL	"
CP	2nd Lt.	JOHNSON, RAYMOND E.	"
N	2nd Lt.	CHAMPAGNE, RENE P	"
B	2nd Lt.	SHEARER, WILLIAM M. JR.	"
MO	2nd Lt.	CURRIE, ALASTAIR	"
RO	S/Sgt.	Trojanowski, Arthur F.	"
TT	T/Sgt.	Hears, Harold B.	"
TG	S/Sgt.	Ice, Robert E.	"
WG	S/Sgt.	Huffman, James J.	"
PLANE	<u>43-38646</u>		
P	2nd Lt.	WHITE, WYLIE K.	"
CP	1st Lt.	HOEMANN, EUGENE E.	"
N	F/O	BRINER, WILLIAM L.	"
B	2nd Lt.	AUFBRANCE, RUSSELL L.	"
RO	Sgt.	MCCormis, Max I.	"
TT	Sgt.	Whitney, Paul A.	"
BT	Sgt.	Viescas, Arturo B.	"
TG	Sgt.	Mc Quade, John B.	"
WG	Sgt.	Cranz, Edwin R.	"
PLANE	<u>42-107151</u>		
P	1st Lt.	MAYS, HAL C.	"
CP	2nd Lt.	LIVINGSTON, HERMAN	"
N	2nd Lt.	KOSKI, MATTHEW P.	"
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.	"

Loading List (Con't)

PLANE 42-38850

P	2nd Lt.	RICHARDSON, RICHARD B.	614th Sq.
CP	2nd Lt.	MEUSEL, JOSEPH F.	"
N	2nd Lt.	BLADES, LEO L.	"
CTG	Sgt.	Racick, John	"
RO	Sgt.	Massa, Attilio	"
TT	Sgt.	Walsh, Arthur G.	"
BT	Sgt.	Lunn, Berlyle J.	"
TG	Sgt.	Patterson, Donlad D.	"
WG	Sgt.	Paluso, Joseph J.	"

PLANE 44-6464

P	F/O	WITTMAN, PAUL F.	"
CP	2nd Lt.	CASSIDY, CLARENCE	"
N	1st Lt.	SCHNEIDER, JAMES M.	"
B	1st Lt.	O'HERN, MELVIN C.	"
RO	T/Sgt.	Mitchell, Joseph G.	"
TT	S/Sgt.	Collett, John E.	"
BT	S/Sgt.	Eaton, Carl E.	"
TG	S/Sgt.	Jackson, John A.	"
WG	Sgt.	Richey, Leland H.	"

PLANE 44-6508

P	1st Lt.	SISSON, NORMAN L.	"
CP	2nd Lt.	POTTER, FRED R.	"
N	1st Lt.	CROSSEN, LAVERN	"
B	2nd Lt.	PICKER, NATHAN	"
RO	T/Sgt.	Haluck, Andrew S.	"
TT	T/Sgt.	Carter, Peter J.	"
BT	S/Sgt.	Stevens, Clavin J.	"
TG	S/Sgt.	Ritchie, Francis T.	"
WG	Sgt.	Allaire, Joseph S.	"

PLANE 42-102659

P	2nd Lt.	THOMPSON, RUSSELL B.	"
CP	1st Lt.	HOSLEY, ROBERT A.	"
N	2nd Lt.	LUPOWITZ, HYMAN J.	"
B	1st Lt.	BRUCE, WILLIAM M.	"
RO	Sgt.	Bode, Robert E.	"
TT	Sgt.	Willson, Rodney V.	"
BT	Sgt.	Christensen, James P. Jr.	"
TG	Sgt.	Heiles, Dale L.	"
WG	Sgt.	Bana, Edward G.	"

PLANE 43-38677

P	1st Lt.	BABCOCK, FREDERICK H.	"
CP	2nd Lt.	BOUSFIELD, JOHN	"
N	2nd Lt.	STEWART, LEON F.	"
B	2nd Lt.	MENZEL, GEORGE H.	"
RO	Sgt	Bilby, John F. Jr.	"
TT	S/Sgt.	Caldwell, Carroll L.	"
BT	Sgt.	Wilcynski, Walter J.	"
TG	Sgt.	Parham, Walter E.	"
WG	Sgt.	Casselman, Charles R.	"

Loading List (Con't)

PLANE ~~43-38541~~ 43-38541

P	1st Lt.	ST. AUBYN, GLENN H.	614th Sq
EE B	2nd Lt.	HAGERTY, JAMES J.	"
CP	2nd Lt.	THOMPSON, WALLACE	"
N	F/O	KAHN, CHARLES	"
RO	S/Sgt.	Tompkins, Harry A.	"
TT	Sgt.	Dearborn, Harry R.	"
BT	Sgt.	Lichtenberger, Gustava W.	"
TG	Sgt.	Hickey, Harold J.	"
WG	Sgt.	Buckley, John F.	"

For the Squadron Commander:

DONALD V. KIRKHUFF,  
CAPT., Air Corps,  
Actg Opns Officer.

SIX HUNDRED AND FIFTEENTH BOMBARDMENT SQUADRON (H)  
FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)  
Office of the Operations Officer  
AAF - STA - 128 - APO - 667

21 November 1944

SUBJECT: Loading List.

TO : Operations Officer, 401st Bomb Gp (H), Sta - 128, APO - 667.

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

## PLANE # 42-107113

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Sullivan	Paul	J.	615th
CP	2nd Lt.	Cox	Edward	A.	"
N	1st Lt.	Sassaman	James	R.	"
B	1st Lt.	Russay	John	R.	"
RO	T/Sgt.	Brown	George	(NMI)	"
TT	T/Sgt.	Raciti	Anthony	E.	"
BT	S/Sgt.	Daley	John	P.	"
TG	S/Sgt.	Storn	James	L.	"
FG	S/Sgt.	Cross	William	L.	"

## PLANE # 42-102468

P	2nd Lt.	Djernes	Carl	P.	615th
CP	2nd Lt.	Spiva	Raymond	H.	"
N	P/O	Canale	John	F.	"
B	2nd Lt.	Davis	Rex	D.	"
RO	Sgt.	LaCourse	Lucien	(NMI)	"
TT	Sgt.	Chiu	Donald	(NMI)	"
BT	Sgt.	Bill	Richard	H.	"
TG	Sgt.	Reiber	Gordon	A.	"
FG	Sgt.	Akins	Ora	R.	"

## PLANE # 42-38779

P	1st Lt.	Griss	William	F.	615th
CP	2nd Lt.	Huesgen	Herman	K.	"
N	2nd Lt.	Mohullen	Willard	C.	"
B	Sgt.	Duke	William	M.	"
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.	Elston	Mack	A.	"

## PLANE # 42-31983

P	1st Lt.	Callaway	Robert	W.	615th
CP	1st Lt.	Lawson	Robert	S.	"
N	1st Lt.	Griffin	Warren	S.	"
B	Sgt.	O'Donoghue	Harry	J.	"
RO	S/Sgt.	Dodson	James	C.	"
TT	T/Sgt.	Southerland	James	D.	"
BT	Sgt.	Altieri	Alfonso	A.	"
TG	S/Sgt.	Roberts	James	D.	"
FG	S/Sgt.	Trendelman	Frederick	S.	"

## LOADING LIST (Continued)

PLANE # 43-37551

P	1st Lt.	Maloney	Milton	F.	615th
CP	2nd Lt.	Reinhard	Edward	O.	"
N	F/O	Braslowsky	Max	(NMI)	"
B	Sgt.	Seelay	Duane	F.	"
RO	Sgt.	Mauldin	Harold	N.	"
TT	Sgt.	Anderson	Howard	E.	"
BT	Sgt.	Garuth	Morton	A.	"
TG	Sgt.	Corwin	Clarence	B.	"
FG	Sgt.	Weigel	Clifford	H.	"

PLANE # 42-31730

P	1st Lt.	Sombart	George	W.	615th
CP	2nd Lt.	Shapiro	Leo	(NMI)	"
N	2nd Lt.	Miley	Junior	B.	"
B	2nd Lt.	Mrozek	Chester	W.	"
RO	T/Sgt.	Andrews	Leroy	(NMI)	"
TT	T/Sgt.	Smith	Elmer	E.	"
BT	T/Sgt.	Miro	Edward	O.	"
TG	S/Sgt.	Dailley	J. (io)	B. (io)	"
FG	S/Sgt.	Allen	Lewis	(NMI)	"

PLANE # 43-38425

P	1st Lt.	Udy	John	(NMI)	615th
CP	2nd Lt.	Hookaday	Billy	S.	"
N	2nd Lt.	Youel	Dale	F.	"
B	Sgt.	Oviatt	Earl	D.	"
RO	T/Sgt.	Knowles	Harry	C.	"
TT	S/Sgt.	Young	Jack	B.	"
BT	S/Sgt.	Albert	Russell	H.	"
TG	S/Sgt.	Warn	Albert	E.	"
FG	Sgt.	Jencks	Robert	L.	"

PLANE # 43-38458

P	1st Lt.	Hansen	Ernest	A.	615th
CP	2nd Lt.	Coats	Jerry	A.	"
N	F/O	Greenberg	Martin	(NMI)	"
B	2nd Lt.	King	Jack	L.	"
RO	S/Sgt.	Ferguson	Hugh	R.	"
TT	Sgt.	Hiller	Raymond	A.	"
BT	Sgt.	Heiss	Elveer	B.	"
TG	Sgt.	McKnight	Leroy	(NMI)	"
FG	Sgt.	Karcher	Alonso	A.	"

PLANE # 42-97664

P	1st Lt.	Maire	Frederick	N.	615th
CP	2nd Lt.	Deen	Robert	M.	"
N	2nd Lt.	Lowry	Lawrence	E.	"
B	2nd Lt.	Hamberger	Charles	A.	"
RO	S/Sgt.	Habrey	William	T.	"
TT	S/Sgt.	Barr	Thomas	H.	"
BT	Sgt.	Floyd	Horris	C.	"
TG	S/Sgt.	Davis	Thomas	(NMI)	"
FG	Sgt.	Nowak	Frank	F.	"

HEAD SQDN. 94TH "C" WING

Combat Sq. Leader: MAJOR DE JONCKHEERE Date: 16 NOV, 1944

Deputy Sq. Leader: LT. JENNINGS

Deputy Gp. Leader: CAPT. GOODMAN

*May-26s  
FRAG.*

- 613 SQDN: 612 SC JABWOCK
- 613 IW MACRO
- 614 IW GOLFCUB
- 615 IW BUZZARD

CUSHMAN (DE JONCKHEERE)

~~SC 4~~  
~~IN Y~~

~~7600/947~~

~~JENNINGS~~

*Harlan*

*Shafter Underwood*

TAUSIG

IN A | 8160

~~IW 8~~

613 SQDN

614 SQDN

BUDD

IN F | 6313

MAYS

IW O | 7602

ANNIS

IN U | 7706

DOUGLAS

IN J | 1591

ST. AUBYN

IW X | 8565

SPULLER

IW N | 8738

HOPLEY

IN N | 6104

STEELE

IN S | 2947

SHELLER

IN R | 6113

SPARES

COX

IN M | 8267

GROUND SPARE LEAD ~~SC 5~~ <sup>IN Y 600</sup> 7947 DISP. <sup>46</sup> ~~20~~

*Gpp 633*

DO NOT LOAD, COAST ONLY

- HUDNELL ---- SC M 7039
- THOMPSON -- IW F 7395
- WHITE --- IW B 7151

HI GROUP C Wing

Combat Sq. Leader: LT KONZE Date: 16 Nov 1944

Deputy Sq. Leader: Lt HASKETT

Deputy Gp. Leader: \_\_\_\_\_

615 SQDN: Kochel  
~~KONZE~~  
612 SC JABTOCK  
613 IW MACRO  
614 IW GOLFCLUB  
615 IY BUZZARD

IY Y 8258  
CHAFFEY

DEJERNES

HASKETT

IY O 8779

IY Q 8077

SQDN

SQDN

CALLAWAY

SISSON

IY N 8810

IW A 6508

SOMBART

MC KAY

BABCOCK

MORAN

IY B 1730

IY X 1485

IW Q 7478

IW K 8677

UDY

IY K 8425

MALONEY

HANSEN

IY L 7551

IY P 8458

SPARES

MAIRE

IY F 7664

Spare P<sup>F</sup>F Ld 7947 IW U Disp 20

Grnd spares, Do not load.

Hudnall SC M 7039

Thompson IW F 7395

White IW B 7151

I SQDN. 94TH "C" WING

Combat Sq. Leader: CAPT2 GOODMAN Date: 16 NOV. 1944

Deputy Sq. Leader: LT. LAWRENCE

Deputy Gp. Leader: CAPT. GOODMAN

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

KONZE  
~~(XXXXXXXXXX)~~

SC Q 8153

MAXWELL

SC H 2398

LAWRENCE

IN H 8607

612 SQDN

AIKEN

SC A 7628

614 SQDN

CROZIER

IW Z 8330

BLOETSCHER

SC T 8788

COX

SC K 8733

RICHARDSON

IW H 6464

FONDREN

IW T 8646

ROADMAN

SC D 6992

LONG

SC L 8637

SCHLIEMANN

SC R 2393

SPARES

BODDIN

SC N 6506

GROUND SPARE LEAD SC U 7947 DISP 20

DO NOT LOAD, COAST ONLY

HUDNELL --- SC M 7039  
THOMPSON - IW F 7395  
WHITE - IW B 7151