

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

MISSION No. **173**

Date: **26 NOV., 1944**

TO: **MISBURG, GERMANY**

T A B L E   O F   C O N T E N T S

**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)

REPORT OF OPERATIONAL  
DAY

MISSION SUMMARY REPORT

MISSION # 173

Date 26 November 1944

ASSIGNMENT

- 1. Assigned Target: MISBURG, GERMANY
- 2. Commitments: The 401st Group furnished three 12 A/C squadrons for the 94th "A" Group. Two PFF A/C were in the lead squadron and a spare accompanied each formation.

EXECUTION

- 1. Target Bombed: MISBURG, GERMANY
- 2. a. Group Leader: Major D. G. MC CREE (Christensen)
  - Lead Navigator: 1st Lt. P. J. KING (Howard-"Mickey")
  - Extra Navigator: 1st Lt. D. B. LIGON
  - Lead Bombardier: 1st Lt. M. J. WIEGLER
- b. Low Sqdn Leader: Capt. W. S. HARB (Charleville)
  - Lead Navigator: 1st Lt. E. F. RUSSELL
  - Lead Bombardier: 1st Lt. C. H. MINOTT
- c. High Sqdn Leader: Capt. D. V. KIRKHUFF (Brown)
  - Lead Navigator: 1st Lt. J. D. BROWN
  - Lead Bombardier: 2nd Lt. W. F. SCHIEFFER
- 3. Flight Over Target:
  - a. Takeoff:

Takeoff was as briefed, all ships took off satisfactorily in clear weather.
  - b. Squadron and Group Assemblies:

Assemblies were as briefed over the Cottessmore buncher, the group departing on course just a little bit early.

MISSION SUMMARY REPORT (Cont)3. Flight Over England: (cont)c. Route Over England:

Route flown as briefed. Cont'd Point 1 crossed on course, on time putting us in very close trail with last group preceding wing. 94th "A" and "B" were slightly late and had slight interference with 1st CBW "C", which was briefed to follow 94th "C". However, this was straightened out and all groups in Division proceeded along Division assembly line in very close spaced column. The 94th "A" Group fell into proper #4 position over Clacton.

4. Attack:a. Flight to Target:

The group preceding ours held too slow an airspeed causing us to "S" over the top of them to keep from over running during the first part of penetration. They later picked up their airspeed and Division flew in on course. Excellent fighter support all the way in.

b. Bombing Run:

The briefed IP was made good. Weather was clear with a slight haze present. The run was started PFF because of the large smoke screen that was over the target and drifting directly towards the group. The Bombardier's Computer Grid could not be used because the area in front of the target was smoked up also. The Lead Bombardier was looking for breaks in the smoke and as the formation drew nearer the target, and nearer the source of the smoke, visibility became better. About a minute before bombs away the canal and RR track to the right of the target and some of the built up area of the target could be identified. The Bombardier oriented himself and put in a correction to the left just before he salvoed his bombs. The AFCE was used. The run was made PFF with a visual assist. Bombing was done in Group formation. The high squadron leader salvoed on the Group leader's smoke marker. The low squadron leader, because he could not see the Group leader due to the sun, made his own adjustments for rate and salvoed when his indices met. All three squadron leader's salvoed at 1216. The balance of the formation used a 50' intervalometer setting. Bombs were seen to strike in the target area and also to the left of the area.

c. Flight from Target:

After bombs away a sharp left turn was made out of the flak area. The squadrons remained in group formation and the Division reformed to make the withdrawal as briefed.

d. Return to Base:

The three squadrons were split up after the wing dispersal point with the lead returning to the base and the high and low going to their assigned standoff points. Visibility was bad, but all ships landed safely.

MISSION SUMMARY REPORT (Cont)

4. Attack: (cont)

e. Weather:

Weather enroute to target was described as 2/10ths low cumulus clouds building up to 8/10ths at 0600E with 4/10ths scattered clouds over target. It remained about the same on return.

f. Fighter Support:

Fighter Support was good.

g. Comments on Formation:

High squadron formation especially good despite necessity of continual "S"ing on route in. Generally, the Group was in fairly good formation and flew at the 30 second interval all the way in to the target.

h. Conclusions and Recommendations:

It is felt that the 1500' altitude differential between succeeding groups spaced at 1 minute intervals is not enough in that the low squadron of the high group almost always catches prop wash from the high squadron of the preceding low group. Recommend 2000' differential.

5. Aircraft Not Attacking:

Low Squadron: A/C 43-38779-Not Sortie. #2 engine was running rough, oil pressure dropped to 40 lbs. and couldn't keep up with formation. Pilot feathered engine and returned.

High Squadron: A/C 43-38565-Not Sortie. #2 engine was running rough, oil pressure indicated zero. Instruments returned to normal after pilot had turned around.

6. Enemy Opposition:

No air opposition encountered. (see Flak Report for Flak)

7. Battle Damage:

| <u>Major</u> | <u>Minor</u> | <u>To Flak</u> |
|--------------|--------------|----------------|
| 1            | 11           | 12             |

8. Casualties:

None.

9. Statistical Summary of Operations: (see attached form)

MISSION SUMMARY REPORT (CONTD)

10. Bombing Data:

a. Observations:

Bombs were seen to strike in the target area and also to the left of the area.

b. Disposition of Bombs:

Lead Squadron: All of the 12 A/C E.E.T. bombed the target, dropping 137 X 500# M64 bombs. A/C 9993 encountering release troubles returned 5 bombs to base. The spare also returned its load of 12 bombs.

Low Squadron: Eleven of the 12 scheduled A/C bombed the target, dropping 126 X 500# M64 bombs. A/C 8779 aborted and jettisoned 12 bombs in the Zuider Zee. Encountering release troubles A/C 8458 returned six bombs to base. The spare returned its load of 12 bombs.

High Squadron: Eleven of the 12 scheduled A/C bombed the target, dropping 131 X 500# M64 bombs. A/C 8565 aborted and returned 12 bombs to base. The spare also returned 12 bombs. A/C 6508 jettisoned 1 bomb of its load over Germany.

c. Tabular Summary of Disposition of Bombs:

|                                  | Aircraft    |         | Bombs  |      |      |                  |
|----------------------------------|-------------|---------|--------|------|------|------------------|
|                                  | Over Target | Bombing | Number | Size | Type | Fusing Nose Tail |
| Main Bombfall                    | 34          | 34      | 394    | 500# | M64  | 1/10 1/40        |
| Other Attacks                    | -           | -       | -      | -    | -    | - -              |
| Total Bombs on Target            |             |         | 394*   | 500# | M64  | 1/10 1/40        |
| Other Expenditures               |             |         | 13     | 500# | M64  | 1/10 1/40        |
| Bombs Returned                   |             |         | 59     | 500# | M64  | 1/10 1/40        |
| Total (Loaded on A/C Taking Off) |             |         | 466    | 500# | M64  | 1/10 1/40        |

\* Incl 326 RDX bombs.

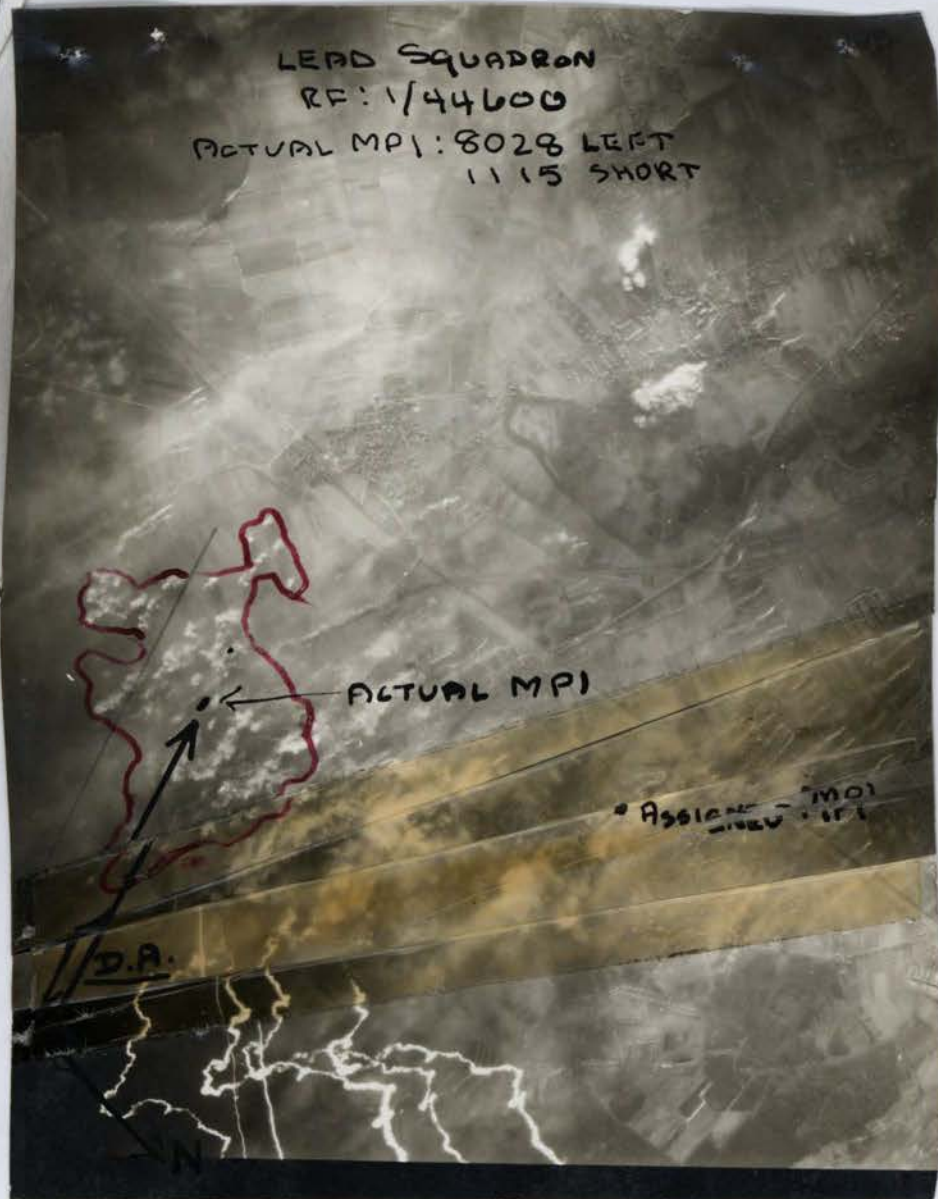
11. Lost Aircraft:

None.

Submitted By:

KEN W. DAUBLE  
 Captain, Air Corps  
 Statistical Officer

LEAD SQUADRON  
RF: 1/44600  
ACTUAL MPI: 8028 LEFT  
1115 SHORT



ACTUAL MPI

Assigned MPI

D.A.



(SAV-401C181B -14)(26-11-44)(4 - 1072 -7-257 00)(MISBURG)

Combat Sq. Leader: Major McCree Date: 26 Nov 44

Deputy Sq. Leader: Lt Lawrence

Deputy Gp. Leader: Capt Kirkhuff

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

612 SQDN

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

CHRISTENSEN (MC CRBB)

947

RITTING

733

LAWRENCE

153

612 SQDN

615 SQDN

MAXWELL

398

CARSON

862

SCHLIEMANN

662

JONES

993

CAREY

160

STEELE

706

BLOETSCHER

788

COMER

541

HUDNELL

637

SPARES

BODDEN

628  
returned



Combat Sq. Leader: Major McCrea Date: 26 Nov 44

Deputy-Sq. Leader: Lt Lawrence

Deputy Gp. Leader: Capt Kirkhuff

401st Lead Squadron Formation 612 SQDN  
Over Target.

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

CHRISTENSEN (MCCREA)

947

RITTING

LAWRENCE

733

153

612 SQDN

613 SQDN

MAXWELL

CARSON

398

362

SCHLIEMANN

JONES

CAREY

STEELE

662

993

160

706

BLOETSCHER

738

COMER

HUDNALL

541

637

SPARES

Combat Sq. Leader: Capt Herb Date: 26 Nov 44

Deputy Sq. Leader: Lt Turk

Deputy Gp. Leader: Capt Kirkhuff

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

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

CHARLEVILLE (HARB)  
077

GRIMM, A.R.  
458

TURK  
810

615 SQDN

615 SQDN

SULLIVAN  
551

MC GOLDRICK  
072

JONES  
125

GRIMM, W.F.  
779  
aborted

BRADLEY  
591

SCHELLER  
113

SOMBART  
730

DJERNES  
468

MAIRE  
664

SPARES

JORDAN  
146  
returned

Combat Sq. Leader: Capt Harb Date: 26 Nov 44

Deputy Sq. Leader: Lt Turk

Deputy Gp. Leader: Capt Kirkhuff

**401st Low Squadron Formation** 615 SQDN: 612 SC JABVOCK  
**Over Target.** CHARLEVILLE (HARB) 613 IN MACRO  
614 IW GOLFCLUB  
615 IY BUZZARD

077

GRIMM, A. R.

TURK

458

810

615 SQDN

613 SQDN

SULLIVAN

MCGOY RICK

551

072

JONES

MAIRE

BRADLEY

SHELLER

125

664

591

118

SOMERSET

730

DJERNES

468

SPARES

Combat Sq. Leader: Capt Kirkhuff Date: 26 Nov 44

Deputy Sq. Leader: Lt Utter

Deputy Gp. Leader: Capt Kirkhuff

401st High Squadron Formation  
Over Target.

- ~~514~~ SQDN: 612 SC JABVOCK
- 613 IN MACRO
- 614 IW GOLFCLUB
- 615 IY BUZZARD

BROWN (KIRKHUFF)

607

~~SHOZIER~~

330

~~UTTER~~

012

614 SQDN

~~613~~ SQDN

~~CAMPBELL~~

039

~~SPULLER~~

738

~~MORTON~~

151

~~KELSO~~

508

~~COX~~

506

~~WIREMAN~~

395

~~ST AUBYN~~

659

~~FENNEN~~

646

SPARES

Combat Sq. Leader: Capt Kirkhuff Date: 26 Nov 44

Deputy Sq. Leader: Lt Utter

Deputy Gp. Leader: Capt Kirkhuff

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

614 SQDN

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

BROWN (KIRKHUFF)

607

RICHARDSON

UTTER

565  
aborted

012

614 SQDN

613 SQDN

CROZIER

CAMPBELL

330

039

SPUHLER

MORTON

KELSO

COX

738

151

508

506

WITTMAN

395

ST AUBYN

FONDREN

659

646

SPARES

MORAN

677  
returned

HEADQUARTERS AAF STATION 128  
 OFFICE OF THE NAVIGATION OFFICER

Date 26 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 0805 hours; Land at 1515 hours.
- b. Squadron formed at 0923 hours, at 11500 feet.
- c. Group formed at 0923 hours, at 11500 feet.
- d. Began climb at 0930 hours; reached altitude at 1114 hours.
- e. Weather encountered over England:

- (1) Clouds 3-1/10ths; Visibility UNL miles.
- (2) Wind at altitude 259 degrees, 36 knots.

- f. Means of navigation over England Gee Mickey pilotage.
- g. Means of checking Metro Winds Gee Mickey.
- h. Joined task force at 1007 hrs. at Glaston.  
 (City, Splasher, or Co-ords.)
- i. English Coast out at 1050 hrs.; Enemy Coast in at 1050 hrs.
- j. Fighter rendezvous going in 1050 hrs.
- k. Wind used for bombing:

- (1) 259 degrees, 36 knots.
- (2) Determined by Gee & Mickey.  
 (Method)

1. Bomb run and method of Target Identification:

- (1) Reached IP at 1203 hrs. PFF and Visual
- (2) Mag. heading over target 245 degrees.
- (3) Altitude over target 26500 feet.
- (4) Bombs away at 1216 hrs.
- (5) Method of target identification and weather over target.

PFF and Visual 8-1-10ths Clouds

m. Gee:

- (1) Coordinates of furthest fix 52 50 N 03 05 E.
- (2) Obtained at 1400 hours.

n. Difficulties encountered with special equipment.

NONE

COMMENTS:

/s/1st Lt. D.B. Ligon  
1st Lt. D. B. LIGON  
Lead Navigator  
Lead Squadron

\_\_\_\_\_  
 SIGNATURE

HEADQUARTERS AAF STATION 128  
OFFICE OF THE NAVIGATION OFFICER

Date 26 November 44

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 0812 hours; Land at 1540 hours.
- b. Squadron formed at 0915 hours, at 12500 feet.
- c. Group formed at 0920 hours, at 12500 feet.
- d. Began climb at 0934 hours; reached altitude at 1130 hours.
- e. Weather encountered over England:

- (1) Clouds 3 / 10ths; Visability UNK miles.
- (2) Wind at altitude 270 degrees, 38 knots.

- f. Means of navigation over England Gee PILOTAGE.
- g. Means of checking Metro Winds Gee PILOTAGE.
- h. Joined task force at 1001 hrs. at Gee PILOTAGE.  
(City, Splasher, or Co-ords.)
- i. English Coast out at 1001 hrs.; Enemy Coast in at 1049 hrs.
- j. Fighter rendezvous going in 1050 hrs.
- k. Wind used for bombing:

- (1) 270 degrees, 58 knots.
- (2) Determined by Gee.  
(Method)

1. Bomb run and method of Target Identification:

- (1) Reached IP at 1007 hrs.
- (2) Mag. heading over target 253 degrees.
- (3) Altitude over target 27700 feet.
- (4) Bombs away at 1016 hrs.
- (5) Method of target identification and weather over target.

PFF Haze and Smoke Screen

m. Gee:

- (1) Coordinates of furthest fix 52 31 N 06 39 E.
- (2) Obtained at 1115 hours.

n. Difficulties encountered with special equipment.

NONE

COMMENTS:

/s/ J. D. Brown  
J. D. BROWN  
1st Lt., Air Corps  
Lead Navigator  
High Squadron

\_\_\_\_\_  
SIGNATURE

HEADQUARTERS AAF STATION 128  
 OFFICE OF THE NAVIGATION OFFICER

Date 26 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 0808 hours; Land at 1533 hours.
- b. Squadron formed at 0915 hours, at 10600 feet.
- c. Group formed at 0920 hours, at 10600 feet.
- d. Began climb at 0925 hours; reached altitude at 1115 hours.
- e. Weather encountered over England:

- (1) Clouds 3-5 /10ths; Visibility 10 miles.
- (2) Wind at altitude 280 degrees, 40 knots.

- f. Means of navigation over England Pilotage.
- g. Means of checking Metro Winds Pilotage.
- h. Joined task force at 1002 hrs. at Glanton (City, Splasher, or Co-ords.)
- i. English Coast out at 1002 hrs.; Enemy Coast in at 1052 hrs.
- j. Fighter rendezvous going in 1052 hrs.
- k. Wind used for bombing:

- (1) 280 degrees, 40 knots.
- (2) Determined by Pilotage (Method)

1. Bomb run and method of Target Identification:

- (1) Reached IP at 1202 hrs.
- (2) Mag. heading over target 245 degrees.
- (3) Altitude over target 25000 feet.
- (4) Bombs away at 1216 hrs.
- (5) Method of target identification and weather over target.  
D.R. and Pilotage 5-10/10ths coverage  
Smoke Screen and Haze

m. Gee:

- (1) Coordinates of furthest fix XX N XX E.
- (2) Obtained at XX hours.

n. Difficulties encountered with special equipment.

Gee went out on assembly

COMMENTS:

/s/ Edwin F. Russell  
 EDWIN F. RUSSELL  
 1ST LT., Air Corps  
 Lead Navigator  
 Low Squadron

\_\_\_\_\_  
 SIGNATURE



Air Commander - Major McGree

FLIGHT PLAN 94th A (Fourth)

PILOT Lt. Cristenson

NAVIGATOR Lt. D. B. Ligon

DATE 26 November 1944

|               |            |         |      |      |      |      |      |
|---------------|------------|---------|------|------|------|------|------|
| STATIONS      | 0640       | ENGINES | 0740 | TAXI | 0755 | T.O. | 0810 |
| LEAVE BASE    | COTTESMORE | 0922    |      |      |      |      |      |
| COAST OUT     | 1002       |         |      |      |      |      |      |
| ENEMY COAST   | 1049       |         |      |      |      |      |      |
| I.P.          | 1200       |         |      |      |      |      |      |
| TARGET        | 1214       |         |      |      |      |      |      |
| ENEMY COAST   | 1337       |         |      |      |      |      |      |
| ENGLISH COAST | 1423       |         |      |      |      |      |      |
| B.T.H.        | 1457       |         |      |      |      |      |      |

| SUN   |      | MOON  |      | TWILIGHT |    |
|-------|------|-------|------|----------|----|
| Rises | Sets | Rises | Sets | AM       | PM |
|       |      |       |      |          |    |

Zero Hr - 1000  
 Ref alt - 22000  
 Bomb alt - 26500  
 Oxygen - 05:00  
 enemy territory - 02:48

WATCH ..... Fast Slow RATE ..... Gaining Losing  
 Letdown on At ..... G.M.T. Division assembly - Clacton to 52-37N  
 Cottesmore buncher - normal - 010 Mag. 04-37E

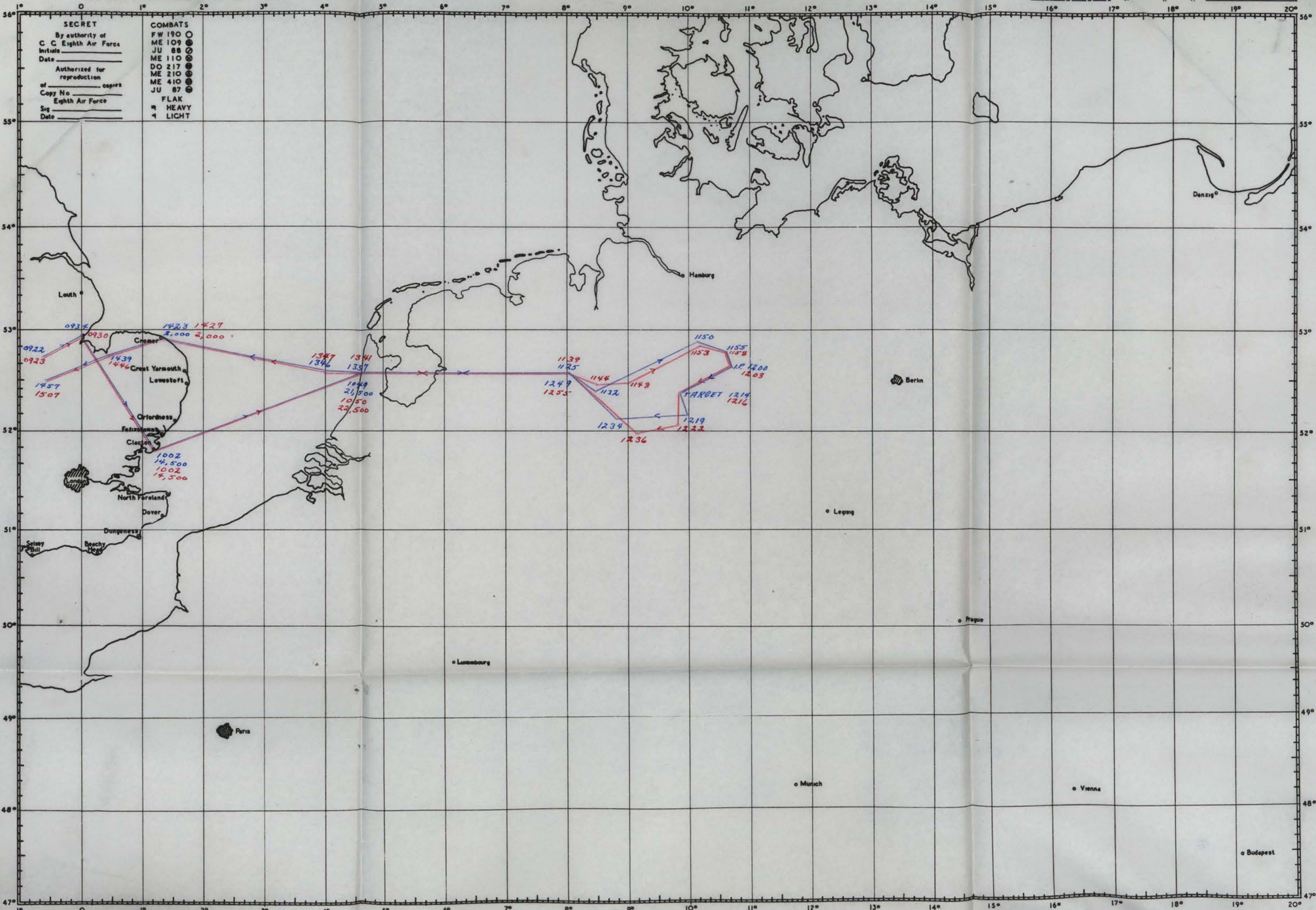
| FROM TO                         | W/V USED | HEIGHT     | I.A.S. MPH /K | T.A.S. (K) | COURSE | DRI-FT | TRUE HDNG. | VAR. | MAG. HDNG. | G. S. | DIST.  | TIME | E.T.A.       | CELESTIAL DATA             | TIME | BODY | ALT. | AZI. |
|---------------------------------|----------|------------|---------------|------------|--------|--------|------------|------|------------|-------|--------|------|--------------|----------------------------|------|------|------|------|
| Assemble 11000 TO 52-42N 00-39W |          |            |               |            |        |        |            |      |            |       |        |      |              |                            |      |      |      |      |
| Cottesmore buncher Boston (A)   | 337/25   | 11500      | 150           | 153        | 056    | -9     | 047        | f10  | 057        | 146   | 27     | :11  | 0922<br>0934 | Depart                     |      |      |      |      |
| 52-58N 00-02W CP 1              | 332/25   | 14500      | 150           | 160        | 149    | 0      | 149        | f10  | 159        | 185   | 84     | :28  | 1002         | Eng. Coast CP 1            | 1002 |      |      |      |
| 51-47N 01-09E CP 1              | 324/28   | 21500      | 150           | 169        | 068    | -9     | 059        | f8   | 067        | 174   | 101    | :35  | 1049         | Coast CP 2                 | 1048 |      |      |      |
| 52-37N 04-37E                   | 270/24   | 24000      | 150           | 186        | 090    | 0      | 090        | f7   | 097        | 210   | 87     | :25  | 1125         | CP 3                       | 1125 |      |      |      |
| 52-37N 08-02E                   | 260/30   | 26500      | 150           | 196        | 090    | f2     | 092        | f6   | 098        | 226   | 39     | :11  |              |                            |      |      |      |      |
| 52-24N 08-28E                   | 250/36   | 26500      | 150           | 196        | 130    | f9     | 139        | f6   | 145        | 211   | 20     | :06  | 1132         |                            |      |      |      |      |
| 52-54N 10-09E                   | 250/36   | 26500      | 150           | 196        | 064    | -1     | 063        | f5   | 068        | 232   | 68     | :18  | 1150         |                            |      |      |      |      |
| 52-51N 10-58E                   | "        | 26500      | "             | 196        | 099    | f5     | 104        | f5   | 109        | 227   | 18     | :05  | 1155         |                            |      |      |      |      |
| I.P.                            | "        | 26500      | "             | 196        | 162    | f10    | 172        | f5   | 177        | 193   | 10 1/2 | :04  | 1200         | I.P.                       |      |      |      |      |
| TARGET                          | "        | 26500      | "             | 196        | 240    | f2     | 242        | f5   | 247        | 161   | 36 1/2 | :14  | 1214         | TARGET                     |      |      |      |      |
| 52-23-09-51E                    | "        | 26500      | 150           | 196        | 157    | f10    | 167        | f5   | 172        | 195   | 12 1/2 | 4    | 1219         |                            |      |      |      |      |
| 52-06N 08-50E                   | 250/35   | 23500      | 160           | 203        | 265    | -3     | 262        | f5   | 267        | 169   | 42     | 15   | 1234         |                            |      |      |      |      |
| 52-37N 08-02E                   | 253/33   | 23500      | 160           | 185        | 315    | -9     | 306        | f6   | 312        | 166   | 42     | 15   | 1249         |                            |      |      |      |      |
| 52-37N 04-37E                   | 270/24   | 21500      | 150           | 179        | 270    | 0      | 270        | f7   | 277        | 155   | 126    | 48   | 1337         | Coast                      |      |      |      |      |
| 52-37N 04-00E                   | 270/21   | 21500      | 150           | 179        | 270    | 0      | 270        | f8   | 278        | 158   | 22     | 9    | 1346         | Div. break-up              |      |      |      |      |
| Cromer                          | 336/25   | 12000      | 170           | 176        | 281    | f7     | 288        | f9   | 297        | 161   | 99     | 37   | 1423         | English Coast              |      |      |      |      |
| 52-56N 01-20E                   | 350/17   | 2000       | 150           | 132        | 254    | f7     | 261        | f10  | 271        | 133   | 36     | 16   | 1439         | Wing break-up              |      |      |      |      |
| King's Lynn                     | 350/17   | 2000       | 150           | 132        | 247    | f7     | 254        | f10  | 264        | 135   | 39     | 18   | 1457         | ETR                        |      |      |      |      |
| 52-45N 00-23E                   | 350/17   | 2000       | 150           | 132        | 247    | f7     | 254        | f10  | 264        | 135   | 39     | 18   | 1457         | ETR                        |      |      |      |      |
| Cottesmore Clacton              | 334/25   | 11500      | 150           | 157        | 131    | -4     | 127        | f10  | 137        | 179   | 87     | 30   | 0932<br>1002 | Last time Group Departure  |      |      |      |      |
| Base Clacton                    | 344/22   | 0 to 14500 | 150           | 143        | 124    | -5     | 119        | f10  | 129        | 158   | 77     | 30   | 0925<br>1002 | LTTC Takes 37 min to climb |      |      |      |      |

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   |      | G. S. | TO RUN |      | E.T.A. |
|---|--------|--------------------------|------------|------------|--------------------------|---------------------|---------------|--------------------|--------|-------|------|-------|--------|------|--------|
|   |        |                          |            |            |                          |                     |               |                    |        | DIST. | TIME |       | DIST.  | TIME |        |
| Flares - Normal<br>Lead - RY<br>Low - R<br>High - G<br>VHF - Code for authentication - "Sadie Hawkins"<br>Abandon mission - "Queen-Like-Able"<br>Chaff - Discharge 3 min after IP and continue for 15 min.<br>Interval - 1 min between Groups<br>Spares - Turn back at 03-00E.<br>Last resort - Biefeld 52-02N 08-33E |        |                          |            |            |                          |                     |               |                    |        |       |      |       |        |      |        |
| 0805  |        |                          |            |            | Take off                 |                     |               |                    |        |       |      |       |        |      |        |
| 0815  | 0      |                          | 360        | 10         | Climbing to altitude     |                     | 150           | 6000               |        |       |      |       |        |      |        |
| 0830  |        | 276/26                   | 240        | 250        | Circling Cottesmore      |                     | 150           | 11500              |        |       |      |       |        |      |        |
| 0900  |        | 276/26                   | 210        | 220        | Circling Cottesmore      |                     | 150           | 11500              | 152    |       |      |       |        |      |        |
| 0923  | 56     | -6                       | 50         | 60         | Leaving Cottesmore       |                     | 150           | 11500              | 152    |       |      | 172   | 27     | 9    | 0932   |
| 0930  | 149    |                          | 149        | 159        | At pt. A                 |                     | 150           | 11500              | 152    |       |      | 185   | 82     | 27   | 0957   |
| 0945  | 149    |                          | 160        | 170        | G fix 52-37N 00-26E      |                     | 150           | 14000              | 160    |       |      | 174   | 56     | 19   | 1004   |
| 1002  | 68     | 320/48                   | 60         | 70         | Leaving English Coast    | 51-47N 01-10E       | 150           | 14500              | 186    |       |      | 179   | 137    | 46   | 1048   |
| 1015  | 68     | 320/48                   | 60         | 69         | G fix 51-58N 02-12E      |                     | 150           | 18000              | 169    | 37    | 13   | 180   | 97     | 32   | 1047   |
| 1025  |        |                          | 60         | 69         | Observed V2 rocket       | 52-12N 02-53E       | 150           | 20000              |        | 57    | 23   | 172   | 68     | 24   | 1049   |
| 1033  | 68     |                          | 50         | 59         | G fix 52-23N 03-20E      |                     | 150           | 21500              | 180    | 85    | 31   | 165   | 48     | 17   | 1050   |

FLIGHT RECORD

| TIME  | COURSE | W/V USED &/OR D.R. DRIF. | TRUE HDNC. | MAC. HDNC. | NAVIGATIONAL OBSERVATION          | GENERAL OBSERVATION | IAS. MPH. /K | HEIGHT & AIR TEMP. | T. A. S. | RUN             |      | C. S. | TO RUN |      | E. T. A. |
|---|--------|--------------------------|------------|------------|-----------------------------------|---------------------|--------------|--------------------|----------|-----------------|------|-------|--------|------|----------|
|   |        |                          |            |            |                                   |                     |              |                    |          | DIST.           | TIME |       | DIST.  | TIME |          |
| 1050  | 90     |                          | 95         | 103        | Enter Enemy Coast 04-36E 52-40N   |                     | 150          | 22500              |          |                 |      | 218   | 126    | 34   | 1124     |
| 1100  | 90     |                          | 110        | 118        | Observed rocket at 52-36N 04-50E  |                     | 150          | 23000              | 184      |                 |      |       |        |      |          |
| 1105  | 90     |                          | 110        | 118        | Flak at 52-30N 06-06E             |                     | 150          | 24000              | 187      |                 |      |       |        |      |          |
| 1114  | 90     | 200/35                   | 100        | 108        | D.R. 52-35N 06-40E                |                     | 150          | 26000              | 190      | 44              | 14   | 217   | 50     | 14   | 1128     |
| 1129  | 130    | 200/35                   | 150        | 156        | Fix 52-36N 08-00E                 |                     | 150          | 26500              | 196      |                 |      | 176   | 20     | 7    | 1136     |
| 1139  | 064    | 254/36                   | 65         | 70         | Fix 52-30N 09-00E                 |                     | 150          | 26500              | 196      |                 |      |       |        |      |          |
| 1150  |        | 259/36                   | 65         | 70         | Fix 52-44N 09-50E                 |                     | 150          | 26500              | 196      | 36              | 11   | 232   | 14     | 4    | 1208     |
| 1154  | 99     |                          | 120        | 125        | 52-50N 10-38E                     |                     | 150          | 26500              | 196      |                 |      |       |        |      |          |
| 1203  | 240    | 259/36                   | 244        | 245        | I. P. at 52-43N 10-40E            |                     | 150          | 26500              | 196      |                 |      | 161   | 36     | 13   | 1216     |
| 1216  | 235    | -5                       | 240        | 245        | BOMBS AWAY 52-23N 09-52E          |                     | 150          | 26400              | 196      |                 |      | 162   | 12     | 4    | 1220     |
| 1222  | 265    |                          | 260        | 265        | At 52-10N 09-50E                  |                     | 150          | 26500              | 196      |                 |      | 160   | 42     | 16   | 1238     |
| 1236  | 315    |                          | 300        | 306        | 52-00N 09-08E                     |                     | 150          | 25500              | 196      |                 |      | 170   | 55     | 19   | 1255     |
| 1255  | 270    | 200/35                   | 270        | 276        | D.R. 52-37N 08-00E                |                     | 150          | 25500              | 192      |                 |      | 178   | 126    | 42   | 1337     |
| 1310  | 270    | 260/10                   | 270        | 277        | Fix 52-40N 07-00E                 |                     | 150          | 23000              | 179      | 45              | 15   | 140   | 86     | 37   | 1347     |
| 1324  | 270    |                          | 265        | 272        | 52-38N 06-00E                     |                     | 150          | 23000              | 179      |                 |      | 140   | 50     | 21   | 1345     |
| 1330  | 270    |                          | 270        | 277        | 52-36N 05-32E                     |                     | 170          | 22000              | 179      |                 |      |       |        |      |          |
| 1341  | 270    |                          | 270        | 278        | Leaving enemy coast 52-37N 04-37E |                     | 170          | 21500              | 179      | Observed rocket |      | 140   | 22     | 10   | 1351     |
| 1347  | 270    | 320/48                   | 270        | 278        | At division break-up point        |                     | 170          | 19000              | 196      |                 |      | 160   | 100    | 38   | 1425     |
| 1350  | 281    |                          | 285        | 295        | D.R. 52-40N 03-55E                |                     | 170          | 15000              | 176      |                 |      | 141   | 95     | 40   | 1430     |
| 1400  | 281    |                          | 280        | 289        | G fix 52-50N 03-05E               |                     | 170          | 10000              | 176      | 55              | 19   | 174   | 65     | 22   | 1422     |
| 1427  | 254    | 340/15                   | 260        | 270        | English Coast at 52-44N 01-20E    |                     | 160          | 2000               | 140      |                 |      | 130   | 36     | 17   | 1444     |
| 1446  | 247    |                          | 240        | 250        | Kings Lynn                        |                     | 160          | 2000               | 140      |                 |      | 142   | 39     | 16   | 1502     |
| 1507  | 247    |                          | 230        | 240        | Base                              |                     |              |                    |          |                 |      |       |        |      |          |
| 1515  |        |                          |            |            | Landed                            |                     |              |                    |          |                 |      |       |        |      |          |
| I certify that this is a true copy of the Lead Navigator's Log. |        |                          |            |            |                                   |                     |              |                    |          |                 |      |       |        |      |          |
| H. W. BOWMAN<br>Colonel, A. C.<br>G.O., 401st Bomb Gp (H)       |        |                          |            |            |                                   |                     |              |                    |          |                 |      |       |        |      |          |



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

DECLASSIFIED PER **NND 745005**  
 BY **SP-6** NARA DATE **11-18-10**

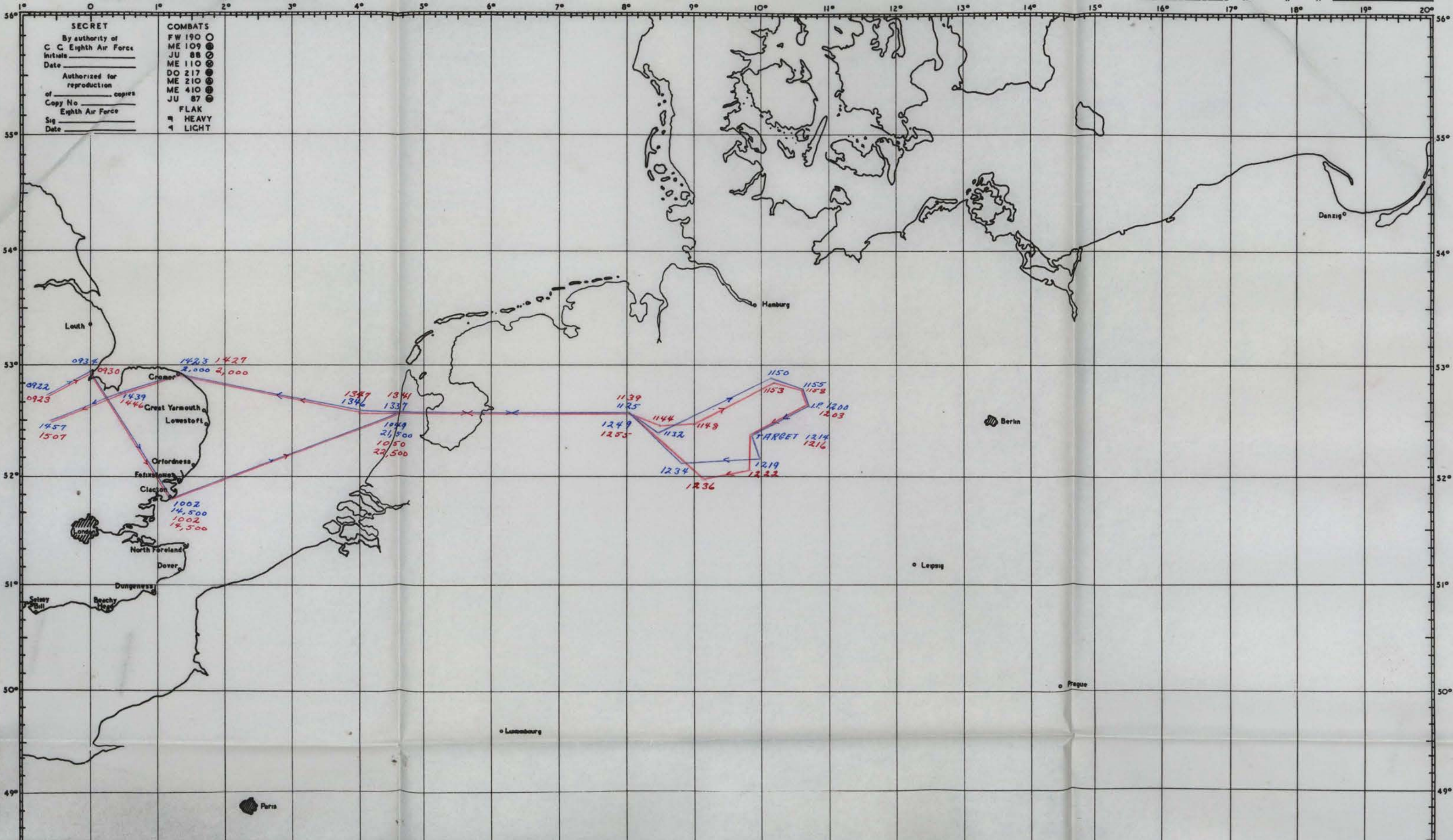
# TRACK CHART

DATE *Nov. 26-44*

TARGETS  
PRIMARY

*Misby's, Germany*

*Blue* ROUTE FOLLOWED BY *Briefed*  
*Red* *1st Lt. B.G. (H)*



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

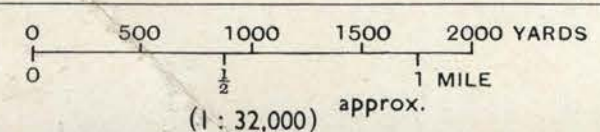
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BY *SEP* NARA DATE *11-18-10*

Target No.  
I (a) (ii) 18

GEWERKSCHAFT DEUTSCHE  
ERDÖL - RAFFINERIE

MISBURG near HANNOVER  
(GERMANY)

Illustration No.  
I (a) (ii) 18/14



Photographed 1943

(1 : 32,000) approx.

Issued April 1944



Illustration No.  
I (a) (ii) 18/14

STATISTICAL SUMMARY OF OPERATIONS

801st Group

1st BD F. O. 564

Date of 26 November 1944

|                                    | LEAD                   |                   | LOW                |          | HIGH               |
|------------------------------------|------------------------|-------------------|--------------------|----------|--------------------|
|                                    |                        | PFF - GH          |                    | PFF - GH |                    |
| 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                 |          | 12                 |
| 4. No. of A/C Sorties              | 10                     | 2                 | 11                 |          | 11                 |
| 5. No. of A/C Attacking            | 10                     | 2                 | 11                 |          | 11                 |
| 6. No. of A/C Not Attacking        | 0                      | 0                 | 1                  |          | 1                  |
| (a) Early Returns Included         |                        |                   | (1)                |          | (1)                |
| 7. Name of Primary Target          | MISBURG, GERMANY (VIS) |                   |                    |          |                    |
| (a) No. of A/C Attacking           |                        |                   |                    |          |                    |
| (b) No., Size & type of bombs      |                        |                   |                    |          |                    |
| 8. Name of Secondary Target        | MISBURG, GERMANY (REF) |                   |                    |          |                    |
| (a) No. of A/C Attacking           | 10                     | 2                 | 11                 |          | 11                 |
| (b) No., Size & type of Bombs      | 115<br>500#<br>M64     | 22<br>500#<br>M64 | 126<br>500#<br>M64 |          | 131<br>500#<br>M64 |
| 9. Name of Last Resort Target      | -                      |                   |                    |          |                    |
| (a) No. of A/C Attacking           |                        |                   |                    |          |                    |
| (b) No., Size & type of Bombs      |                        |                   |                    |          |                    |
| 10. Name of Target of Opportunity  | -                      |                   |                    |          |                    |
| (a) No. of A/C Attacking           |                        |                   |                    |          |                    |
| (b) No., Size, & type of Bombs     |                        |                   |                    |          |                    |
| 11. Name of Target Opportunity     | -                      |                   |                    |          |                    |
| (a) No. of A/C Attacking           |                        |                   |                    |          |                    |
| (b) No., Size & type of Bomb       |                        |                   |                    |          |                    |
| 12. No. of A/C Lost - TOTAL        | NONE                   | NONE              | NONE               |          | NONE               |
| 13. - to Flak                      |                        |                   |                    |          |                    |
| 14. - to Flek & E/A                |                        |                   |                    |          |                    |
| 15. - to Enemy A/C                 |                        |                   |                    |          |                    |
| 16. - to Accident                  |                        |                   |                    |          |                    |
| 17. - to Unknown                   |                        |                   |                    |          |                    |

STAT SUMMARY (cont'd)

|                                     | LEAD             | LOW              | HIGH             |
|-------------------------------------|------------------|------------------|------------------|
| 18. Time of Takeoff                 | 0805             | 0812             | 0808             |
| 19. Time of Attack                  | 1216             | 1216             | 1216             |
| 20. Average Time of Flight          | 7.2              | 7.4              | 7.4              |
| 21. Altitude of Release             | 25,300           | 24,740           | 25,000           |
| 22. Visual or PFF                   | PFF<br>With VIS  | PFF<br>With VIS  | PFF<br>With VIS  |
| 23. Enemy Resistance - AA Int. Acc. | MODERATE<br>GOOD | MODERATE<br>GOOD | MODERATE<br>GOOD |
| 24. - Fighters                      | -                | -                | -                |
| 25. - Bomber                        | -                | -                | -                |
| 26. U.S. A/C Engaged by Enemy A/C   | -                | -                | -                |
| 27. Degree of Success               | FAIR             | FAIR             | FAIR             |

PFF A/C Borrowed from Groups as follows: NONE

PFF A/C Loaned to Groups as follows: NONE

NOTES: NONE

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Wisgler DATE 22 Nov 1944

PILOT Lt. Christensen, (Major McGree) TAKE OFF 0805

NAVIGATOR Lt. Ligon, Lt. King AIRPLANE \_\_\_\_\_

WING 04 A GROUP 401st SQDN Lead LANDED 1:15

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

METHOD OF ATTACK \_\_\_\_\_  
Individual Flight Squadron Group wing

NUMBER A/C IN GROUP 34 COMPOSITE GROUP \_\_\_\_\_

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

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

BOMBS, TYPES AND SIZES 500# M 84 FUSING: NOSE 1/10 TAIL 1/10

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

NUMBER OF BOMBS LOADED 408 RELEASED 394

INFORMATION AT RELEASE POINT:

Altitude of Target 190 Temp Aloft: Metro 48 Actual 46

True Altitude above target 28500 Mag Head, order 240 Actual 240

Ind. Altitude 28500 True Heading 260

Pressure alt of target 427 Drift, Est SL Actual \_\_\_\_\_

Altimeter setting 29.92 True Track 245

C.I.A.S. 150 I.A.S. 150 Actual Range 10,375

G.S. Est 134 Actual 137 B.S.Type 1-0

Wind Direc Metro 250 Actual 260 Time of Release 1214

Wind Veloc. Metro 42 Actual 48 Intervalometer Setting 5000

D.328.2 Trail 59 ATF 42.28 Length of Bombing Run 30-1100

Tan. D.A. Est .405 Actual .41 C-1 Pilot Yes A-5 \_\_\_\_\_

Mean Temp: Metro 19.5 Actual 20 Manual Pilot \_\_\_\_\_

Type of Release: Lead A/C Salvo Type of Release: Other A/C 5075

HIGH BOX -- 26,000  
 LOW BOX -- 24740



**CONFIDENTIAL**

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

J-A-3

Reference Field Order 564 .

27 NOVEMBER

1944

SUBJECT: Communications Report, Operational Mission No 173 .

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

SECTION ONE - USE OF RADIO NAVIGATIONAL AIDS

|                        |           |                        |           |
|------------------------|-----------|------------------------|-----------|
| 1. Radio Beacons used: |           | 2. MF/DF Fixes         | <u>0</u>  |
| Splashers              | <u>5</u>  | 3. HF/DF Bearings      | <u>0</u>  |
| Fixed Beacons          | <u>0</u>  | 4. VHF/DF Homings      | <u>0</u>  |
| Bunchers, England      | <u>31</u> | 5. Distress Action     | <u>0</u>  |
| Bunchers, Continent    | <u>0</u>  | 6. Total A/C using Gee | <u>39</u> |

SECTION TWO - USE OF PFF

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

SECTION THREE - USE OF RCM

|                                   |               |
|-----------------------------------|---------------|
| 1. Total A/C using Carpet         | <u>31</u>     |
| 2. Total A/C releasing Chaff      | <u>30</u>     |
| 3. Total number of units released | <u>10,800</u> |

SECTION FOUR - ACTUAL DEFICIENCIES BY EQUIPMENT

|               |          |                 |          |
|---------------|----------|-----------------|----------|
| 1. Interphone | <u>1</u> | 6. Gee          | <u>1</u> |
| 2. VHF        | <u>0</u> | 7. H2X, Micro-H | <u>0</u> |
| 3. Compass    | <u>1</u> | 8. Carpet       | <u>0</u> |
| 4. Liaison    | <u>0</u> | 9. IFF          | <u>0</u> |
| 5. Command    | <u>0</u> | 10. SCS-51      | <u>0</u> |

SECTION FIVE - REMARKS

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

*Harold M. Kennard Jr.*  
 HAROLD M. KENNARD, JR. *401st*  
 Capt, Air Corps,  
 Gp Com O.

**CONFIDENTIAL**

S E C R E T

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

ASSIGNED.....Mieburg, Germany.....  
 1. TARGET: DATE OF MISSION.....28 Nov. 44  
 BOMBED.....Mieburg, Germany.....

2. ROUTE AS FLOWN: (5237-0437) - (5237-0800) - (5230-0830) - (5230-0700)  
(5249-1009) - (5241-1043) - (Target) - (5210-0950) - (5200-0908)  
(5237-0802) - (5237-0437) - (5237-0400)

| 3.            | AT TARGET                     | ENROUTE                       |
|---------------|-------------------------------|-------------------------------|
| WEATHER - - - | <u>CAVU</u>                   | <u>2-3/10ths Low Cumulus</u>  |
| CONTRAILS - - | <u>Semi-Persistent 26,000</u> | <u>Semi-Persistent 21,000</u> |
| SEEN-UNSEEN - | <u>Seen</u>                   | <u>Seen</u>                   |

4. DESCRIPTION OF FLAK AT TARGET:  
(5230-0606E) 24,000 ft. Meager Inaccurate Tracking  
 enemy coast both in and out over Zevelle - Amsterdam area. Meager,  
 poor to fair for accuracy.

FLAK ENCOUNTERED OR OBSERVED ENROUTE:

5. FLAK ENCOUNTERED OR OBSERVED ENROUTE: (IN ORDER EXPERIENCED)  
 Moderate good for altitude, fair for deflection; generally barrage  
 types with some tracking. Duration 3-5 minutes.

DESCRIPTION OF FLAK AT TARGET:

6. CHAFF; HOW DISCHARGED:.....As Briefed.....  
 7. POSITION OF GROUP:.....94th "A" - 4th Force.....

8. DETAILS:-

| SQDN.<br>POS. | NO.<br>A/C | DAMAGE   |           | A/C LOST TO |    |     |    | AXIS OF     |              | TIME<br>OVER<br>TARGET | HEIGHT        |
|---------------|------------|----------|-----------|-------------|----|-----|----|-------------|--------------|------------------------|---------------|
|               |            | MAJ.     | MIN.      | AA          | EA | ACC | UK | ATTK        | WITH         |                        |               |
| <u>Lead</u>   | <u>13</u>  | <u>1</u> | <u>5</u>  |             |    |     |    | <u>245M</u> | <u>165 M</u> | <u>1216</u>            | <u>26,800</u> |
| <u>High</u>   | <u>11</u>  |          | <u>6</u>  |             |    |     |    | <u>253M</u> | <u>200 M</u> | <u>1217</u>            | <u>27,700</u> |
| <u>Low</u>    | <u>11</u>  |          |           |             |    |     |    | <u>245M</u> | <u>200 M</u> | <u>1216</u>            | <u>26,000</u> |
| <u>TOTALS</u> | <u>34</u>  | <u>1</u> | <u>11</u> |             |    |     |    |             |              |                        |               |

9. COMMENTS - PHENOMENA:-  
 Contrails resembling V-2 observed over Amsterdam, Zevelle area;  
 extending in some cases to 35,000 to 40,000 ft:  
1059 (5237-0523E) 1245 (5230-0745E)  
1105 (5245-0520E) 1351 (5240-0740E)  
1129 (5237-0755E)

1st Lt. P. R. Myers

OFFICE OF THE INTELLIGENCE OFFICER  
STATION 128 - APO 887  
U. S. ARMY

D-E-1

26 November 1944

SUBJECT: Crew Comments and Suggestions.

TO : Commanding Officer, Station 128, APO 887, U.S. Army.

1. Capt. Wallace Herb, Co-Pilot A/C 8377, reported a heavy coat of frost on that A/C this morning and stated that it had a deterrent effect and caused the A/C to consume the entire runway in taking off. He suggests that frost be swept off wings with brooms before take-off.
2. Lt. Jack B. Comer, Pilot A/C 8541, reported that the rear flight of the low section of the lead squadron failed to move up and fill in the diamond on the bomb run.
3. Lt. Laurel A. Tusk, Pilot A/C 8620, says the frost remover provided for use on windshields leaves windshields discolored.
4. Major Donald G. McGree, Group Leader, observed that the baleptican procedure used at the lead crew briefing was not as smooth as it should be.
5. Lt. John W. McGoldrick, Pilot A/C 1072, reported that the rear of the low section of the lead squadron flew too low all day.
6. Lt. Carl F. Djernes, Pilot A/C 2466, stated that it was his opinion that the formation was too spread out, most of the time, on today's mission.

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

## Briefing Notes

Primary: The oil refinery at MISBURG (near Hannover), while not at the very top of the priority list, is nevertheless most important. Every blow at the oil supply of the Reich makes the task of waging war increasingly difficult.

Secondary: Primary to be bombed by H2X.

Sat Resort: Leake point in MY or BIELEFELD. Any transport tie up will have far reaching effects, especially at this stage of the war.

Fighters: 4 groups of P-51's, 1 group P-47 for ZUIDER ZEE all the way around.

epidiascope:  
 2/250,000 map  
 British night map  
 Photos -  
 Same for L.R. Target

Last minute intelligence  
 Special instructions

53

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

26 November 1944  
 Mission # 173

SUBJECT : Loading List

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

Plane # 43-97947

|     |  |         |       |
|-----|--|---------|-------|
| P   | Christensen, Mervin J.                         | 1st Lt. | 612th |
| CP  | McGree, Donald G.                              | Major   | "     |
| N   | King, Paul J.                                  | 1st Lt. | "     |
| N   | Ligon, Delbert B.                              | 1st Lt. | "     |
| B   | Wiegler, Martin J.                             | 1st Lt. | "     |
| MO  | Howard, Robert R.                              | 1st Lt. | "     |
| RO  | Pepper, James D.                               | T/Sgt   | "     |
| TTG | Hereford, Gerald F.                            | S/Sgt   | "     |
| TG  | <del>Robert W. Conpton</del> CONPTON, HENRY W. | 1st Lt. | "     |
| FG  | Giuse, Carlton F.                              | S/Sgt   | "     |

Plane # 44-8153

|     |                         |         |       |
|-----|-------------------------|---------|-------|
| P   | Lawrence, Louis Jr.     | 1st Lt. | 612th |
| CP  | Hanford, Charles J. Jr. | 2nd Lt. | "     |
| N   | Hayman, Nathan W.       | 2nd Lt. | "     |
| B   | Burge, Charles R.       | 2nd Lt. | "     |
| MO  | Wraioli, Frank P.       | 1st Lt. | "     |
| RO  | Henkey, Curtis G.       | T/Sgt   | "     |
| TTG | Graupman, Richard G.    | T/Sgt   | "     |
| TG  | Azevedo, Philbert B.    | S/Sgt   | "     |
| FG  | Harold, Lloyd B.        | S/Sgt   | "     |

Plane # 43-38733

|     |                        |         |       |
|-----|------------------------|---------|-------|
| P   | Ritting, Carl G.       | 1st Lt. | 612th |
| CP  | MacBain, George (NMI)  | 2nd Lt. | "     |
| N   | Folkerts, Arthur (NMI) | 2nd Lt. | "     |
| B   | Wilde, Earl R.         | 2nd Lt. | "     |
| RO  | Elchisak, Alfred (NMI) | S/Sgt   | "     |
| TTG | Landers, John A.       | S/Sgt   | "     |
| BTG | Deegan, Arthur L. Jr.  | S/Sgt   | "     |
| TG  | Detweiler, Robert G.   | S/Sgt   | "     |
| FG  | Phelps, Burwood W.     | S/Sgt   | "     |

Plane # 42-102396

|     |                     |         |       |
|-----|---------------------|---------|-------|
| P   | Maxwell, Charles T. | 1st Lt. | 612th |
| CP  | McLeod, Lucien P.   | 2nd Lt. | "     |
| N   | Reese, Victor S.    | 1st Lt. | "     |
| B   | Madden, Ted H.      | S/Sgt   | "     |
| RO  | Searcy, Marion E/.  | T/Sgt   | "     |
| TTG | Thomas, Robert L.   | T/Sgt   | "     |
| BTG | McGrath, Joseph A.  | S/Sgt   | "     |
| TG  | Welborn, Luther B.  | S/Sgt   | "     |
| FG  | Bunn, Charles T.    | S/Sgt   | "     |

Plane # 42-31662

|     |                         |         |       |
|-----|-------------------------|---------|-------|
| P   | Schliemann, Donald M.   | 2nd Lt. | 612th |
| CP  | Meyrowitz, Irving (NMI) | 2nd Lt. | "     |
| N   | Schneck, David (NMI)    | F/O     | "     |
| B   | Swatosh, Kenneth J.     | 2nd Lt. | "     |
| RO  | Pondley, Garland B.     | S/Sgt   | "     |
| TTG | Zabel, Bruce H.         | S/Sgt   | "     |
| BTG | Rames, Duane H.N.       | S/Sgt   | "     |
| TG  | Klindworth, Louis G.    | S/Sgt   | "     |
| FG  | Kelly, John G.          | S/Sgt   | "     |

Plane # 43-38637

|     |                        |         |       |
|-----|------------------------|---------|-------|
| P   | Hudnall, Carl L.       | 2nd Lt. | 612th |
| CP  | Mitchell, Frank G. Jr. | 2nd Lt. | "     |
| N   | Martin, Phillip A.     | F/O     | "     |
| B   | Beardall, Kenneth B.   | Sgt.    | "     |
| RO  | Knight, Adam           | Sgt     | "     |
| TTG | Moorman, Loyd P.       | T/Sgt   | "     |
| BTG | Gyles, Alfred R.       | Sgt     | "     |
| TG  | Parker, Robert H.      | Sgt     | "     |
| FG  | Parker, Matt H.        | Sgt     | "     |

|                  |                           |               |
|------------------|---------------------------|---------------|
| Plane # 43-38783 |                           |               |
| P                | Bloetscher, Andrew W.     | 2nd Lt. 612th |
| CP               | McElvain, Wilbert H.      | 2nd Lt. "     |
| B                | Threlkeld, Mercer L.      | 2nd Lt. "     |
| B                | McMahon, John F.          | 2nd Lt. "     |
| RO               | Kobinsky, Charles J.      | Sgt "         |
| TTG              | Richards, Carl R.         | S/Sgt "       |
| BFG              | Skaggs, Irl E.            | Sgt "         |
| TC               | Nichols, Clint S. Jr.     | Sgt "         |
| FG               | Gyles, Otha N.            | S/Sgt "       |
| Plane # 43-38841 |                           |               |
| P                | Coner, Jack P.            | 2nd Lt 612th  |
| CP               | Matthes, Francis R.       | 2nd Lt. "     |
| N                | Weinstein, Byron (NMI)    | 2nd Lt. "     |
| B                | Smith, Alvie E.           | 2nd Lt. "     |
| RO               | Hulse, Harold A.          | Sgt "         |
| TTG              | Bixby, Joseph (NMI) Jr.   | S/Sgt "       |
| BFG              | Erland, Gletus M.         | S/Sgt "       |
| TC               | Kirkhoff, Leonard         | S/Sgt "       |
| FG               | Mainprize, Jack B.        | S/Sgt "       |
| Plane # 43-37628 |                           |               |
| SP               | Bodden, Frederick R.      | 2nd Lt. 612th |
| CP               | Delvin, James H.          | 2nd Lt. "     |
| N                | Ursain, Andrew J.         | 2nd Lt. "     |
| B                | Miller, Donald A.         | 2nd Lt. "     |
| RO               | Kornegay, Gray G.         | Sgt "         |
| TTG              | Richardson, Paschal (NMI) | Sgt "         |
| BFG              | Nobel, Chester P.         | Sgt "         |
| TC               | Kimball, Tom E.           | S/Sgt "       |
| FG               | Langham, Theodore E. S.   | S/Sgt "       |
| Plane # 42-39993 |                           |               |
| P                | Jones, Dale G.            | 1st Lt. 612th |
| CP               | Siepak, Stanley J.        | 2nd Lt. "     |
| N                | Wishnoff, Aaron (NMI)     | 2nd Lt. "     |
| B                | Moran, Robert E.          | 2nd Lt. "     |
| RO               | Madrysk, Chester P.       | S/Sgt "       |
| TTG              | Mimmons, Alston S.        | S/Sgt "       |
| ETG              | Rogers, Charles G.        | 1st Lt "      |
| TC               | Watters, Kenneth O.       | S/Sgt "       |
| FG               | Wallace, Robert W.        | S/Sgt "       |

End.

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

26 NOVEMBER 1944

## L-O-A-D-I-N-G L-I-S-T

| PLANE NO.          | DUTY | RANK     | LAST NAME    | FIRST NAME | MI     |
|--------------------|------|----------|--------------|------------|--------|
| 44-6113            | P    | 2nd Lt.  | SCHELLER     | DONALD     | R.     |
|                    | CP   | 2nd Lt.  | WICKS        | WALLACE    | W.     |
|                    | N    | 2nd Lt.  | HUSTON       | RICHARD    | C.     |
|                    | B    | F/O      | KOLLAR       | JOHN       | E.     |
|                    | RO   | SGT.     | GIANNINI     | JOSEPH     | (NMI)  |
|                    | TT   | SGT.     | HARTY        | WILLIAM    | Q.     |
|                    | BT   | SGT.     | BLACK        | RICHARD    | D.     |
|                    | TG   | SGT.     | TRUDEAU      | RUSSELL    | M.     |
|                    | WG   | SGT.     | SEVERSON     | NORMAN     | A.     |
| 42-107039<br>612th | P    | 1st Lt.  | CAMPBELL     | ROBERT     | B.     |
|                    | CP   | 2nd Lt.  | RANDLE       | RICHARD    | W.     |
|                    | N    | 2nd Lt.  | MADDEN       | BERNARD    | R.     |
|                    | B    | 2nd Lt.  | ISHAM        | LAWRENCE   | B.     |
|                    | RO   | T/SGT.   | CHALUPZYNSKI | VINCENT    | M.     |
|                    | TT   | T/SGT.   | JUSTICE      | AUDREY     | C.     |
|                    | BT   | S/SGT.   | BOSTIAN      | AUDREY     | L.     |
|                    | TG   | S/SGT.   | SMITH        | JAMES      | A.     |
|                    | WG   | S/SGT.   | HARLEN       | JAMES      | J.     |
| 44-6506<br>612th   | P    | F/O      | COX          | HERBERT    | P.     |
|                    | CP   | F/O      | SHAW         | MARVIN     | W.     |
|                    | N    | F/O      | SCHEP        | 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.     |
| 42-31591           | P    | 2nd Lt.  | BRADLEY      | AUDREY     | J. JR. |
|                    | CP   | 2nd Lt.  | FINNELL      | JAMES      | J.     |
|                    | N    | 2nd Lt.  | GOLD         | ASHLEY     | J.     |
|                    | B    | CPL.     | KLINS        | HERMAN     | (NMI)  |
|                    | RO   | SGT.     | BOWERS       | JACOBS     | J. JR. |
|                    | TT   | M/SGT.   | MANGUM       | JUSTICE    | F.     |
|                    | BT   | CPL.     | KEMP         | JAMES      | E.     |
|                    | TG   | CPL.     | MATLACK      | WILLIAM    | V.     |
|                    | WG   | CPL.     | DEFREBAUGH   | NORMAN     | (NMI)  |
| 43-38862           | P    | 1st Lt.  | CARSON       | FRANK      | (NMI)  |
|                    | CP   | 2nd Lt.  | FREW         | JAMES      | R.     |
|                    | N    | 2nd Lt.  | LAWLESS      | HARRIS     | E.     |
|                    | B    | 2nd Lt.  | BUCHER       | WILLIAM    | (NMI)  |
|                    | RO   | T/SGT.   | SHERMAN      | LEO        | (NMI)  |
|                    | TT   | T/SGT.   | Mac GEE      | RAY        | E.     |
|                    | BT   | S/SGT.   | LEE          | WILLIAM    | R.     |
|                    | TG   | S/SGT.   | GERALDI      | JOSEPH     | J.     |
|                    | FWG  | S/SGT.   | JAMES        | LLENLYN    | (NMI)  |
| IFG                | SGT. | COUGHLIN | JOSEPH       | B.         |        |
| 42-31072           | P    | 1st Lt.  | Mc GOLDRICK  | JOHN       | W.     |
|                    | CP   | 2nd Lt.  | HAGGARD      | WILEY      | R.     |
|                    | N    | 2nd Lt.  | LEWIS        | LESTER     | G.     |
|                    | B    | 2nd Lt.  | PEEK         | GEORGE     | V.     |
|                    | RO   | S/SGT.   | HECK         | GERLD      | L.     |
|                    | TT   | S/SGT.   | SHELDON      | JAMES      | F.     |
|                    | BT   | S/SGT.   | GRUMANN      | JAMES      | R.     |
|                    | TG   | S/SGT.   | ST. LEDGER   | ROBERT     | E.     |
|                    | WG   | S/SGT.   | LINDSAY      | JAMES      | R.     |

44-6508

|    |         |          |         |        |
|----|---------|----------|---------|--------|
| P  | 2nd Lt. | KELSO    | ARTHUR  | D. JR. |
| CP | 2nd Lt. | KILLER   | HENRY   | C.     |
| N  | 2nd Lt. | TONNE    | ALVIN   | E.     |
| B  | CPL.    | LITTLE   | JAMES   | O.     |
| RO | CPL.    | MEYERS   | NEIL    | P.     |
| TT | CPL.    | HARPER   | JAMES   | T.     |
| BT | C/L.    | MORRISON | KENNETH | D.     |
| TG | CPL.    | BOND     | JACK    | D.     |
| WG | CPL.    | TOOMBS   | GEORGE  | (NMI)  |

43-37706

|    |         |           |           |       |
|----|---------|-----------|-----------|-------|
| P  | 2nd Lt. | STEELE    | RICHARD   | H.    |
| CP | 2nd Lt. | ZEMAN     | ROGER     | R.    |
| N  | 2nd Lt. | WALKER    | DENSON    | F.    |
| B  | F/O     | WHITE     | LINN      | L.    |
| RO | SGT.    | STROMBERG | ALEXANDER | (NMI) |
| TT | SGT.    | STACHIRA  | FREDERICK | (NMI) |
| BT | SGT.    | MYERS     | ERROL     | A.    |
| TG | SGT.    | LITZ      | LEO       | B.    |
| WG | SGT.    | WONAK     | CHESTER   | A.    |

43-38160

|    |         |          |         |    |
|----|---------|----------|---------|----|
| P  | 2nd Lt. | CAREY    | KARL    | F. |
| CP | 1st Lt. | MOE      | MORRIS  | E. |
| N  | 2nd Lt. | JOHNSTON | WILLIAM | I. |
| B  | CPL.    | STITT    | JOHN    | L. |
| RO | CPL.    | FLYNN    | LEO     | M. |
| TT | CPL.    | JONES    | CHARLES | C. |
| BT | CPL.    | SMITH    | DONALD  | B. |
| TG | CPL.    | ODOM     | HENRY   | T. |
| WG | CPL.    | FISHER   | MELVIN  | C. |

42-40001

WEATHER SHIP

|    |         |         |         |    |
|----|---------|---------|---------|----|
| P  | CAPT.   | LOCHER  | JAMES   | R. |
| CP | 1st Lt. | KEELING | CHARLES | W. |
| N  | 1st Lt. | RUSH    | JAMES   | M. |
| RO | T/SGT.  | KNOX    | ROBERT  | C. |



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

AAF Station # 128  
 26 November 1944

SUBJECT: Loading List.

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

1. Following is the loading list for today's Mission.

PLANE 8607

|    |         |                       |          |
|----|---------|-----------------------|----------|
| P  | 1st Lt. | BROWN, JOHN J. JR.    | 614th Sq |
| C  | Captain | KIRKHUFF, DONALD V.   | "        |
| N  | 1st Lt. | BROWN, JOHN D.        | "        |
| B  | 2nd Lt. | SCHIBPER, WILLIAM F.  | "        |
| RO | T/Sgt.  | Arellano, Garciano J. | "        |
| TT | T/Sgt.  | Hoffman, Leon W.      | "        |
| BT | S/Sgt.  | Wells, Cleburne D.    | "        |
| TG | S/Sgt.  | Ellis, James          | "        |
| WG | S/Sgt.  | Martin, Norman D.     | "        |

PLANE 42-39012

|    |         |                      |   |
|----|---------|----------------------|---|
| P  | 1st Lt. | UTTER, CHARLES W.    | " |
| CP | 2nd Lt. | ODEN, EDWARD C.      | " |
| N  | 2nd Lt. | DAMP, EDWARD         | " |
| B  | 2nd Lt. | HOPE, JOHN F. JR.    | " |
| RO | T/Sgt.  | Fulton, David W.     | " |
| TT | T/Sgt.  | La Vigne, Robert N.  | " |
| BT | S/Sgt.  | Cole, Harry L.       | " |
| TG | S/Sgt.  | Zaborsky, Stephen A. | " |
| WG | S/Sgt.  | St. Peter, Donald A. | " |

PLANE 42-58565

|     |         |                        |   |
|-----|---------|------------------------|---|
| P   | 2nd Lt. | RICHARDSON, RICHARD B. | " |
| CP  | 2nd Lt. | MEUSEL, JOSEPH F.      | " |
| N   | F/O     | BLADES, LEO L.         | " |
| CTG | Sgt.    | Kracick, John          | " |
| RO  | Sgt.    | Massa, Attilio         | " |
| TT  | Sgt.    | Walsh, Arthur G.       | " |
| BT  | Sgt.    | Lunn, Ber Lyle J.      | " |
| TG  | Sgt.    | Patterson, Donald D.   | " |
| WG  | Sgt.    | Paluso, Joseph J.      | " |

PLANE 42-38330

|    |         |                     |   |
|----|---------|---------------------|---|
| P  | 1st Lt. | CROZIER, JOHN C.    | " |
| CP | 1st Lt. | WEBER, MORRIS       | " |
| N  | 2nd Lt. | POLSTER, ERVING     | " |
| B  | 2nd Lt. | WHITING, RICHARD L. | " |
| RO | T/Sgt.  | Hapner, Clayton     | " |
| TT | Sgt.    | Ligon, James E.     | " |
| BT | Sgt.    | McCormick, Edson C. | " |
| TG | S/Sgt.  | Kitts, Keith D.     | " |
| WG | S/Sgt.  | Merrill, Richard E. | " |

## Loading List (Con't)

PLANE 42-107151

|    |         |                         |          |
|----|---------|-------------------------|----------|
| P  | 1st Lt. | MORTON, WALTER L.       | 614th Sq |
| CP | 2nd Lt. | RITCHY, RALPH           | "        |
| N  | 2nd Lt. | PINK, JACK T.           | "        |
| B  | 2nd Lt. | HELMS, CHARLES L.       | "        |
| RO | S/Sgt.  | Hickey, Robert E.       | "        |
| TT | S/Sgt.  | Block, Joseph R.        | "        |
| BT | S/Sgt.  | Powers, Willard S.      | "        |
| TG | S/Sgt.  | Whittington, Charles S. | "        |
| WG | S/Sgt.  | Bruschwein, Douglas B.  | "        |

PLANE 43-38738

|    |         |                         |   |
|----|---------|-------------------------|---|
| P  | 1st Lt. | SPUHLER, EDWIN H.       | " |
| CP | 2nd Lt. | CURRENT, DONALD D.      | " |
| N  | 2nd Lt. | MC ADAMS, ROBERT C.     | " |
| B  | 2nd Lt. | OSTER, LEWIS H.         | " |
| RO | S/Sgt.  | Hendrick, William J.    | " |
| TT | Sgt.    | Wells, Richard D.       | " |
| BT | Sgt.    | Benedict, Cloide W. Jr. | " |
| TG | Sgt.    | Hughes, James E.        | " |
| WG | Sgt.    | Power, James E.         | " |

PLANE 42-97395

|    |         |                     |   |
|----|---------|---------------------|---|
| P  | F/O     | WITTMAN, PAUL F.    | " |
| CP | 1st Lt. | HOSLEY, ROBERT A.   | " |
| 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 43-39646

|    |         |                    |   |
|----|---------|--------------------|---|
| P  | 2nd Lt. | PONDREN, JOHN E.   | " |
| CP | 2nd Lt. | VIA, JAMES C.      | " |
| N  | 2nd Lt. | LUPOWITZ, HYMAN J. | " |
| B  | 2nd Lt. | FACKRELL, JESSE L. | " |
| RO | S/Sgt.  | Wensel, John W.    | " |
| TT | Sgt.    | Brobst, Clyde J.   | " |
| BT | Sgt.    | Wicklino, John H.  | " |
| TG | Sgt.    | Wilbers, Herman E. | " |
| WG | Sgt.    | Younans, Henry A.  | " |

PLANE 42-102359

|     |         |                           |   |
|-----|---------|---------------------------|---|
| P   | 1st Lt. | ST. AUBYN, GLENN H.       | " |
| CP  | 2nd Lt. | THOMPSON, WALLACE         | " |
| N   | F/O     | KAHN, CHARLES             | " |
| CTG | Sgt.    | Buckley, John F.          | " |
| RO  | T/Sgt.  | Tyree, Dorsey W.          | " |
| TT  | Sgt.    | Dearborn, Harry R.        | " |
| BT  | Sgt.    | Lichtenberger, Gustava W. | " |
| TG  | Sgt.    | Hickey, Harold J.         | " |
| WG  | Sgt.    | Falkowitz, Irving         | " |

Loading List (Con't)

PLANE 45-38677

|    |         |                             |          |
|----|---------|-----------------------------|----------|
| P  | 1st Lt. | MORAN, ROBERT E.            | 614th Sq |
| CP | 2nd Lt. | WELLMAN, SILAS H.           | "        |
| N  | 1st Lt. | LE BLANC, JOHN S.           | "        |
| B  | 2nd Lt. | DUNCAN, ROBERT N.           | "        |
| RO | Sgt.    | <i>ret</i> Brown, Arnold P. | "        |
| TT | Sgt.    | Stromberg, Warren B.        | "        |
| BT | Sgt.    | Doty, Hibert J. Jr.         | "        |
| TG | Sgt.    | Byrn, Otice G. Jr.          | "        |
| WG | Sgt.    | Miller, James J.            | "        |

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 - 557

26 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 # 43-38779

| DUTY | RANK    | LAST (NAME)   | FIRST   | (MI) | SQUADRON |
|------|---------|---------------|---------|------|----------|
| P    | 1st Lt. | Grimm         | William | F.   | 615th    |
| CP   | 1st Lt. | Huesgen       | Herman  | K.   | "        |
| N    | 1st Lt. | McMullen      | Willard | C.   | "        |
| B    | S/Sgt.  | Duke          | William | M.   | "        |
| RO   | T/Sgt.  | Kressler, Jr. | Thomas  | J.   | "        |
| TT   | T/Sgt.  | Brown, Jr.    | Thomas  | J.   | "        |
| BT   | S/Sgt.  | Matts         | Dudley  | F.   | "        |
| TG   | S/Sgt.  | Wheeler       | Robert  | L.   | "        |
| FG   | Sgt.    | O'Donoghue    | Henry   | J.   | "        |

PLANE # 43-38077

|    |          |             |          |       |       |
|----|----------|-------------|----------|-------|-------|
| P  | 1st Lt.  | Charleville | Denver   | B.    | 615th |
| CP | Captain, | Harb        | Wallace  | S.    | 401st |
| N  | 1st Lt.  | Russell     | Edwin    | F.    | 615th |
| B  | 1st Lt.  | Minott      | Charles  | H.    | "     |
| RO | T/Sgt.   | McKeller    | Glenn    | A.    | "     |
| TT | S/Sgt.   | Madsen      | Peter    | C.    | "     |
| BT | S/Sgt.   | Bliddgett   | Clifford | W.    | "     |
| TG | S/Sgt.   | Davis, Jr.  | Thomas   | (NMI) | "     |
| FG | S/Sgt.   | McKenna     | Arthur   | (NMI) | "     |

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. | Momberger | Charles   | A. | "     |
| RO | S/Sgt.  | Mabrey    | William   | T. | "     |
| TT | S/Sgt.  | Barr      | Thomas    | H. | "     |
| BT | Sgt.    | Floyd     | Morris    | C. | "     |
| TG | Sgt.    | Landry    | Lawrence  | B. | "     |
| FG | Sgt.    | Nowak     | Frank     | F. | "     |

PLANE # 42-102468

|    |         |                         |         |       |       |
|----|---------|-------------------------|---------|-------|-------|
| P  | 2nd Lt. | DJernes                 | Carl    | P.    | 615th |
| CP | 2nd Lt. | Spiva                   | Raymond | H.    | "     |
| N  | F/O     | <del>Spiva</del> Canale | John    | F.    | "     |
| B  | 2nd Lt. | Davis                   | Rex     | D.    | "     |
| RO | Sgt.    | LaCourse                | Lucien  | (NMI) | "     |
| TT | Sgt.    | Chu                     | Donald  | (NMI) | "     |
| BT | Sgt.    | Bill                    | Richard | R.    | "     |
| TG | Sgt.    | Reiher                  | Gordon  | A.    | "     |
| FG | Sgt.    | Akins                   | Ora     | R.    | "     |

PLANE # 43-38810

|    |         |             |         |       |       |
|----|---------|-------------|---------|-------|-------|
| P  | 1st Lt. | Turk        | Laurel  | A.    | 615th |
| CP | 2nd Lt. | Sinkling    | John    | M.    | "     |
| N  | 2nd Lt. | Cone        | Allan   | L.    | "     |
| B  | 2nd Lt. | Hecker      | Robert  | L.    | "     |
| RO | S/Sgt.  | Dupuis      | Cyraque | J.    | "     |
| TT | T/Sgt.  | Wieselthier | Simon   | (NMI) | "     |
| BT | S/Sgt.  | Gremillion  | John    | E.    | "     |
| TG | S/Sgt.  | Vecchio     | Murray  | N.    | "     |
| FG | S/Sgt.  | Osborne     | Peter   | J.    | "     |

Continued:

## LOADING LIST (Continued)

PLANE # 42-31730

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

PLANE # 44-6146

|    |         |            |          |       |       |
|----|---------|------------|----------|-------|-------|
| P  | 2nd Lt. | Jordan     | Robert   | E.    | 615th |
| CP | 2nd Lt. | Reinhard   | Edward   | O.    | "     |
| N  | F/O     | Braslowsky | Max      | (NMI) | "     |
| B  | Sgt.    | Seeley     | Duane    | F.    | "     |
| RO | Sgt.    | Mauldin    | Harold   | M.    | "     |
| TT | Sgt.    | Anderson   | Howard   | E.    | "     |
| BT | Sgt.    | Caruth     | Merton   | A.    | "     |
| TG | Sgt.    | Corwin     | Clarence | B.    | "     |
| FG | Sgt.    | Carlson    | Verner   | A.    | "     |

PLANE # 43-37551

|    |         |            |         |       |       |
|----|---------|------------|---------|-------|-------|
| P  | 1st Lt. | Sullivan   | Paul    | J.    | 615th |
| CP | 1st Lt. | Cox        | Edward  | A.    | "     |
| N  | 1st Lt. | Sassaman   | James   | R.    | "     |
| B  | 1st Lt. | Ramsey     | John    | R.    | "     |
| RO | T/Sgt.  | Brown, Jr. | George  | (NMI) | "     |
| TT | T/Sgt.  | Raciti     | Anthony | E.    | "     |
| BT | S/Sgt.  | Daley      | John    | P.    | "     |
| TG | S/Sgt.  | Storm      | James   | L.    | "     |
| FG | S/Sgt.  | Cross      | William | L.    | "     |

PLANE # 43-38458

|    |         |            |         |       |       |
|----|---------|------------|---------|-------|-------|
| P  | 2nd Lt. | Grimm, Jr. | Alfred  | R.    | 615th |
| CP | 1st Lt. | Morrow     | Russell | E.    | "     |
| N  | F/O     | Coates     | Alvin   | B.    | "     |
| B  | Cpl.    | Hunsperger | Henry   | (NMI) | "     |
| RO | Cpl.    | Kapson     | George  | D.    | "     |
| TT | Cpl.    | Geers      | Lousi   | J.    | "     |
| BT | Cpl.    | Cox        | Clyde   | H.    | "     |
| TG | Cpl.    | Chambers   | Arthur  | R.    | "     |
| FG | Cpl.    | Boyer      | William | O.    | "     |

PLANE # 43-38125

|    |         |            |         |    |       |
|----|---------|------------|---------|----|-------|
| P  | 2nd Lt. | Jones, Jr. | Robert  | S. | 615th |
| CP | 2nd Lt. | Higgs      | Walter  | M. | "     |
| N  | F/O     | Steiman    | Philip  | B. | "     |
| B  | Cpl.    | Carr       | Richard | W. | "     |
| RO | Cpl.    | DeLong     | Billie  | D. | "     |
| TT | Pfc.    | Geiger     | Lewis   | O. | "     |
| BT | T/Sgt.  | Miro       | Edward  | O. | "     |
| TG | Cpl.    | Foutch     | James   | W. | "     |
| FW | Cpl.    | Kozyra     | Joseph  | J. | "     |

E - N - D

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

D-E-4

25 November 1944.

SUBJECT: Crew Comments and Suggestions.

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

1. In connection with the death of Sgt. Jack F. Irvin, TG, A/C 6506, from anoxia, his pilot, Lt. Frederick R. Boddin reported the following: immediately after bombs away, and while the A/C was still being engaged by the Merseburg AA batteries, a regular oxygen check was conducted. Sgt. Irvin answered by speaking the word "tail ---" and nothing further. The WG was immediately instructed to proceed to the tail, and the pilot went back shortly thereafter. The A/C was at an altitude of 26,500 ft.. Sgt. Irvin's oxygen mask was adjusted to his face, but the hose had pulled loose from the connection in the line. The WG, upon entering the tail position, immediately connected the hose and artificial respiration was started at once. Artificial respiration was continuously conducted for considerable time, in relay, by the WG, pilot, ROG and bombardier, Sgt. Irvin never reviving. Today's mission was the second operational mission flown by this crew which, at interrogation, disclosed an extremely observant group of crew members and commendable attitude in general.

2. Lt. Frederick R. Boddin, pilot, and Lt. James H. Delvin, CP, A/C 6506, recommend that the Low Squadron Leader not fly so close in trail of the Lead Squadron, but move out laterally in order to avoid prop wash.

3. Major D. E. Silver, Group Leader, reported that VHF security was violated numerous times today by numerous people, of whom he was able to identify only the Buckeye Blue and Buckeye Red scouting forces.

4. Lt. Charles W. Keeling, Pilot A/C 891, reported that the trucks reported so late at the 615th Squadron area this morning that his crew had to proceed straight to briefing, without breakfast. Lt. Keeling further reported that, at 35 minutes before engine time, this A/C had not yet been pre-flighted.

5. Lt. Russell M. Fowler, CP A/C 891, reported that he found it necessary to call 612th Squadron armament section about ammunition, and that when the enlisted man sent out to check his ammunition reported to him, he acted in an exceedingly insubordinate manner, instructing Lt. Fowler that in the future, before calling the armament section, it was his business to verify the amount of ammunition on board and not to take his waist gunner's word for it.

6. Lt. William R. Jennings, Pilot A/C 077, reported that his enlisted men caught a truck to 615th armament section this morning, to get their guns; after securing their guns, they were unable to get a ride back to the A/C, inasmuch as no truck had been assigned by the Squadron. If take-off time hadn't been delayed, guns could not have been installed quickly enough for the A/C to take-off on time.

7. Sgt. Samuel T. Richardson, ROG A/C 1485, thinks it should be made SOP for Polebrook weather station to transmit weather information, rather than have each ROG call in for weather reports. Sgt. Richardson states that, whenever a QDM is needed it can be secured by Sylvester DF, and it should be SOP to give ROG's QDM's when necessary, but not require ROG's to ask for weather report.

W. B. FRY,  
Major, Air Corps,  
Group 8-8 Officer.

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

F-C-2

APO 557  
26 November 1944

SUBJECT: Armament Malfunction Mission Report

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

1. Date of Mission: 25 November 1944.
2. No gun malfunctions were reported.
3. The following turret malfunctions were reported:
  - a. A/C # 42-97322 - Vickers Unit motor burned out in Ball Turret. This motor has been replaced.
  - b. A/C # 42-97664 - Brushes worn out, top turret failed in flight. These brushes have been replaced.
  - c. A/C # 42-31485 - Right gun solenoid burned out in Ball Turret. This solenoid has been replaced.
4. No bombing equipment malfunctions were reported.
5. There were twenty-seven (27) aircraft equipped with the all-electric bomb release system participating in the mission.

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



LEAD SQDN. 94TH "B" GROUP

Combat Sq. Leader: MAJOR SILVER Date: 25 NOV. 1944

Deputy Sq. Leader: LT. DUCKWORTH

Deputy Gp. Leader: LT. FOWLER

*10-500 Sq '10-'140*  
*2710 Gp lead*

615 SQDN: 612 SC JABFOCK  
613 IN MACRO  
614 IW GOLFCLUB  
615 IY BUZZARD  
CHARLEVILLE (SILVER)  
SC U 7947

GERBER

IY D 8125

DUCKWORTH

IY H 7636

615 SQDN

612 SQDN

CALLAWAY

IY G 1983

MAXWELL

SC H 2398

GRACRAFT

IY N 8810

GRIMM

IY O 8779

HUNNELL

SC L 8637

JONES

SC R 2393

UDY

IY K 8425

MAIRE

IY F 7664

MC KAY

IY X 1485

SPARES

DJERNES

IY C 2468

SPARE LEAD(PFF) IN P 8449 DISP 35

SPARE LEAD (VIS) SC P 1891 DISP 22

GROUND SPARES IW K 8677 DISP 2

~~IW X 8565 DISP 6~~ *OUT*

IY L 7551 DISP 24

HIGH SQDN 94th B Group

Combat Sq. Leader: LT FOWLER Date: 25 Nov 44

Deputy Sq. Leader: LT JENNINGS

Deputy Gp. Leader: LT FOWLER

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

KEELING (FOWLER)  
SC P 891  
~~IN H 8607~~ Power lead To ball turret (N.T.S.)

ANNIS | JENNINGS  
IN U 7706 | IY Q 8077

613 SQDN: 612 SQDN:

BUDD  
IN F 8313

COX  
SC S 8680

BRADLEY  
IN B 6132

CAMPBELL  
IN Q 7931

BLOETSCHER  
SC T 8788

COMER  
SC F 8541

HOPLY  
IN D 8187

STEELE  
IN S 2947

COX  
IN M 8267

SPARES

SCHELLER  
IN R 6113

Spare lead PFF IN P 8449 Disp 35  
Spare lead Vis SC P 1891 Disp 22  
Gnd spares IW K 8677 Disp 2  
~~IW X 8565 Disp 6~~ out  
IY L 7551 Disp 24

LOW SQDN. 94TH "B" GROUP

Combat Sq. Leader: CAPT. KIRKHOFF Date: 25 NOV. 1964

Deputy Sq. Leader: LT. HUBBELL

Deputy Gp. Leader: LT. FOWLER

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

BROWN (KIRKHOFF)

IW R 7780

BABCOCK

HUBBELL

IW Q 7478

IW P 2012

614 SQDN

612 SQDN

MAYS

ROADMAN

IW T 8640

SC C 9993

MORTON

WITTMAN

THORNE

BODDIN

IW B 7151

IW H 6464

SC M 7059

SC N 6508

GRIGIER

IW Z 8330

SEDER

ST. AUBIN

IW A 8508

IW D 7822

SPARES

FOUNDER

IW N 8738

XX SPARE LEAD (PFF) IW P 8449 DISP 35

SPARE LEAD (VIS) SC P 1891 DISP. 22

GROUND SPARES IW K 8677 DISP 2

~~IW X 8565 DISP 6~~ 007

IY L 7551 DISP 24

680 - Ma. ston -ok

313 Debach #3 Eng

132 Glatton -ok

187 up Wood - Rt Tire

947 Glatton - ok

~~937~~

425 - ?

~~127~~

602 Ramsbury -ok