

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

A.P.O. 557  
27 May, 1944

SUBJECT: Mission Summary Report.

TO : Group Operations, Station 128, APO 557.

1. Abortives.

a. Airplane No. 42-39840 - Returned early because of run away #4 prop. The airplane was flying at 15000 feet, engines at 2100 RPM, 34" Hg manifold pressure. To maintain formation it was necessary to retard the throttles and then suddenly advance them. The prop ran away, so the pilot feathered it. The prop was later unfeathered and maintained a speed of 1000 RPM until the throttles were again advanced and retarded. At that time the prop ran away again and was again feathered.

2. Battle Damage.

a. 42-97344 - Small flak hole in top of right wing, outer panel; 6" flak hole in bottom of fuselage, near station 3; damaging G-1 oxygen bottle and air pressure line.

b. 42-102581 - Small flak hole through left aileron; Small flak hole through trailing edge of left wing inner panel; 2" flak hole through right wing inner panel; Small flak hole in left bomb bay door.

c. 42-97780 - Two flak holes in bottom of right wing, inner panel; damaging corrugation.

d. 42-107084 - 2" flak hole in # 3 accessory cowling; flak went through and lodged in firewall.

e. 42-31315 - 3" flak rip in # 2 ring cowl; 2" flak hole in bottom of right wing, behind # 4 nacelle, damaging corrugation.

f. 42-107151 - 5" flak hole in bottom of left wing, just outboard of # 1 nacelle, damaging corrugation; Small flak hole in top of fuselage, forward of pilot's compartment.

g. 42-107210 - 3" flak hole in right side of fuselage, above leading edge of horizontal stabilizer, damaging pulley bracket.

**SUBJECT: Mission Summary Report (cont'd)**

h. 42-107092 - 2" flak hole through right wing, outer panel; 2" flak hole in top of left horizontal stabilizer, damaging longeron.

i. 42-39873 - 6" flak rip in top of right horizontal stabilizer, near fuselage.

j. 42-97684 - Two flak holes in top of right wing, outer panel, puncturing tokio tank; Flak hole through left wing behind # 2 nacelle, damaging supercharger lubricating tank; Small flak hole in top of left wing, inner panel, near trailing edge; Small flak hole in bottom of left wing, puncturing tokio tank.

k. 42-97487 - Flak hole in bottom of right wing, near station 17, wing change necessary.

l. 42-102398 - Flak hole in # rear nacelle wall, cutting supercharger duct; Flak hole in top of # 3 nacelle, severed vacuum line.

<u>TOTAL NO OF A/C</u>	<u>MINOR DAMAGE</u>	<u>MAJOR DAMAGE</u>	<u>BY FLAK</u>
12	12	0	12

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



HEADQUARTERS  
AAF STATION 128  
APO 557

27 May, 1944

SUBJECT: B-4 Combat Mission Report on Mission 27 May, 1944

TO : Commanding Officer, 1st Bombardment Division, APO 557  
ATTN: Statistical Control Officer

1. The following Engineering failures were reported with the number of cases in parenthesis:

Flaps creep (1) Bomb Bay Door mechanism out (2)  
Generator Out (1) A.F.C.E. Rudder lights out (1)  
Oxygen Leak (2) Glycol Pump out (1)  
Flap Indicator Out (1) Turbo-supercharger lags (1)

2. The following Armament failures were reported with the number of cases in parenthesis:

Faulty Bomb Racks (1) Bomb Bay Motor Burned Out (1)  
Vickers Unit Motor Burned Out (1)

3. The following failures other than Engineering and Armament were reported with the number of cases in parenthesis:

None Reported.

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

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

A.P.O. 557  
27 May, 1944

SUBJECT: Armament Narrative on Mission 27 May, 1944

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

1. The following Armament malfunctions were reported at the conclusion of the mission of 27 May, 1944.

<u>A/G No.</u>	<u>Gun Position</u>	<u>Malfunction</u>	<u>Personnel or Equipment</u>
42-31077	Ball Turret	Vickers Unit Motor burned out	Equipment

BOMB RACK MALFUNCTION

a. A/C # 42-31557 - Bomb Bay motor burned out. This was due to plug from bomb being left in bomb bay in a way to cause a short circuit.

b. A/C # 42-102398 - Bomb bay doors had to be cranked down, cause unknown. They were closed electrically.

Four ships equipped with all electric bomb release system on to-days mission.

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



COPY

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

E-C-1

27 May 1944

SUBJECT: Comments of Crews participating in Mission to Ludwigshaven, this date.

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

1. Lt R C Wells, Pilot, A/C 087, stated that the Low Group leader did not fly at constant speed.
2. Lt J Schulz, Copilot, A/C 322, reported "Low Box flew too fast - 160 m p h in climb. Lt J A Anderson, Navigator, A/C 322 commends Lt D L Anderson, Bombardier, for kicking out 5 bombs that were stuck in bomb bay.
3. Lt W W Trimble, Pilot, A/C 468, complains on large landing pattern.
4. F/O J R Md Murray, Copilot, A/C 039, says latrine in 612th equipment room is filthy. Lt R D Mc Cord, Pilots says that men are laying around the equipment room and getting in each others way.
5. Lt J M Myrtetus, Pilot, A/C 811, reports, "Someone fired 3 shots from 50 cal while we were taxiing on perimeter after landing."
6. Lt A R Livingstone, Copilot, A/C 005, took truck 40 minutes to get to dispersal area.
7. Lt K I Fox, Pilot, A/C 037, wants to fly ship that is assigned to him.
8. F/O L R Rush, Navigator, A/C 092, says there was no briefing on friendly fighters.
9. Lt W J Mann, Pilot, A/C 873, and crews says there was not enough to eat in lunch.
10. Lt W P Fulgin, Bombardier, A/C 094, wants to check out binoculars.
11. Lt R B Malone, Navigator, A/C 983, put flasher frequencies in flimsy. Sgt W E Dengler, ROG, needs GI wrist watch.

W. B. FRY,  
Major, AC  
Group S-2

9961

LEAD BOX 94th B Wing

*Handwritten:*  
 Brief: 2:30  
 Brief: 3:30  
 Brief: 5:30

Combat Flight Leader LT COL BROOKS Date 27 May 44  
 Deputy Flight Leader MAJ MC CREE  
 Group Call Sign \_\_\_\_\_ Fighter Call Sign \_\_\_\_\_  
 Ground Control \_\_\_\_\_

WEATHER SHIP SC X 9107  
 Pilot - MAJ ~~EDDIE~~

STANN

615 SQDN

CHRISTENSEN ( BROOKS )

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

PFF B 594

KNIGHT TYSON (MC CREE)

IY G 1983 PFF K 625

LOZINSKI

IY E 7092

MANN OSCHENHIRT

IY Q 9873 IY F 7664

6113 SQDN

FITCHETT

IN B 7043

FOX

IN F 1037

KEITH

IN R 1557

PROTZ

IN Q 2580

HAMMOND

IN M 2005

SCHARFF

IN L 2581

SPARES

BROWN

IY K 1069

DE SAINO

IY J 7113

614 SQDN

SMITH

IW C 1315

FISETTE

IW G 7084

LINCOLN

IW R 7780

WALSH

IW X 1863

KENNEY

IW B 7151

KILMER

IW O 7207

LEAD SPARES IY X 1485  
 IN C 1081

Grnd Spares IW B ~~2594~~ F 7395  
 SC B 1662

*Handwritten:*  
 10-500 Top 1/10/40



LOW "B" WING

Combat Flight Leader MAJOR SILVER Date \_\_\_\_\_  
Deputy Flight Leader LT WEST  
Group Call Sign \_\_\_\_\_ Fighter Call Sign \_\_\_\_\_  
Ground Control \_\_\_\_\_

612 SQDN

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

GOODMAN(SILVER)

SC F1891

MYRTETUS

WEST

SC H7811

SC G7487

WELLS

SC K 1087

OPTIE

MC CORD

SC H 2398

SC M 7059

Comp SQDN

Comp SQDN

WILSON

IW A 7440

CONNOLLY

IN P 7344

GRUMAN

IW H 7210

LIPKA

IW F 7322

WINDHAM

IN A 9840

LEW

IN H 9932

KELLY

SC D 6992

TRIMBLE

IY C 2468

MASSEY

SC J 0050

BINGHAM

SC R 2393

POST

IY A 1077

GILLESPIE

IY B 1730

SPARES

Non operational

Carter SC L 837  
Atherton SC Q 496

Lead Spares

IY X 1485  
IN C 1081

Ground spares

IW B 2394 F 7395  
SC B 1662

*10-500 Cap 1/10/40*

507 AFCE Lights on Rudder out

398 - Bomb bay doors would not operate Elec.  
#1 Eng would not put out power at all.  
#1 turbo dropped off 5 to 6 "Hg below  
other turbos:

395 - #4 cyl head temp low. Flaps except:  
Crew chief was not at ship at Eng: time:  
No armor at all at Eng: time:

344 - Pilots O.K.

084 - Bomb bay doors out

811 - O.K.

113 - O.K. - Check R.O. oxygen system

210 - #2 oil pres. gauge oscillates between 50 & 60

440 - #1 & 4 generators out

039 - O.K.

780 - O.K.



581 - AFCE lights on Rudder out

398 - Bomb bay doors would not operate Elec.  
#1 Eng would not put out power at all:  
#1 turbo dropped off 5 to 6 "Hg below  
other turbos:

395 - #4 cyl head temp low. Flaps except:  
Crew chief was not at ship at Eng: time:  
No armor at all at Eng: time:

344 - Pilots O.K.

084 - Bomb bay doors out

811 - O.K.

113 - O.K. - Check R.O. oxygen system

210 - #2 oil pres. gage oscillates between 50 & 60

440 - #1 & 4 generators out

039 - O.K.

780 - O.K.



151 - O.K.

932 - O.K.

983 - O.K.

468 - O.K.

891 - AFCE very erratic, elevators out  
throttles need adjusting

873 - #1 Eng feathered: turbo was about to fall  
out: #2 turbo lag

322 - all cyl. head temp. gauges run high:  
~~Flaps~~ Left. Flap swept:

664 - Gyros still for size:

487 - #4 Eng rough over 30" Hg:

393 - #2 Eng throwing out, Silex jell needs to be  
replaced:

557 - Air speed indicator oscillates 70 to 160 at  
2300 R.P.M., at 24 to 2500 oscillates all  
the way around: Bomb bay motor out  
Flux gate compass out  
pilots oxygen system leaks, Rt. waist  
gunners oxygen regulator out:

005 - O.K.

043 - O.K.

077 - #2 turbo would only get 20" Hg at alt:

084 - Bomb bay doors out

050 - #4 battery dead: Leaks in pilots oxygen  
system

315 - O.K.

730 - O.K.

037 - #1 Prop would only pull 2300 on T.O.,  
also out of synchro system: # turbo  
was only 43 on T.O. glyco pump out

087 Flap indicator out



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

27 May 1944

SUBJECT: Battle Damage Report

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

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

AIRPLANE NO.	BATTLE DAMAGE
42-97487	1. Flak hole in bottom of right wing near station 17, wing change.
42-31891	1. Negative
42-31087	1. Negative
42-40050	1. Negative
42-97811	1. Negative
42-102393	1. Negative
42-102398	1. Flak hole in # 3 rear nacelle wall. Cut supercharger duct 2. Flak hole in top of # 3 nacelle, severed vacuum line.
42-107039	1. Negative
42-106992	1. Did not return to base.

*Herbert O. Kimmel*  
HERBERT O. KIMMEL  
1st Lt, Air Corps  
Engineering Officer

**S E C R E T**

RESTRICTED by auth of

CO AAF Sta 128 by

JACKSON M. PHIPPS,  
Captain, Air Corps,  
Adjutant

# "MISSION SUMMARY"

MISSION NO. 76  
27TH. MAY, 1944

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



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

MISSION No. **76**

Date: **27 MAY 44**

TO: **LUDWIGSHAVEN , GER.**

HEADQUARTERS  
401ST BOMBARDMENT GROUP (H)  
OFFICE OF THE OPERATIONS OFFICER E-C-6

27 May 1944

SUBJECT: Wing Leader's Narrative, Mission No 76, 27 May 1944.  
(Lead Box)  
TO : Commanding Officer, 401st Bomb Group (H).

1. The 401st Group furnished the lead and low box for the 94th CBW "B" formation. The high box was furnished by the 1st CBW. T.O. and assembly of the lead box was as briefed on the X buncher. The low and high box formed well during the assembly period, and when the Wing left point X, the Wing formation was good. The complete route was flown very nearly as briefed, except for a small loss of time enroute to the target. (See Navigator's Log) At Division assembly line, the wing briefed to be second in Division. Assembly was 2 minutes late, and the 94th B fell in 2nd place behind the Division leader. Before the IP, the Wing briefed for second position desired to regain this position. The 94th "B" did a double drift and allowed this wing to move forward. The 94th "B" then fell in trail in third position, as originally briefed. This caused no confusion, and was executed with no loss of formation or time.

2. At the IP the weather appeared to be CAVV and a decision to make a visual run was made. The boxes took interval very nicely, and each made a good uninterrupted bomb run. The results from all three boxes were fair to good. The 401st lead box has approximately 95% of the bombs in 2000 feet and approximately 40% in 1000 feet. In addition, one ship's bombs were wide and hit something (possibly an oil storage tank) which exploded violently (see photo coverage).

3. The route out was approximately as briefed, with 94th B flying very close in trail with the 41st. Two boxes of the division lead made a 2nd run and the division lead low box also joined this two wing formation. Return to base was normal.

4. Friendly fighter support was excellent. There was a gap prior to the IP, and several bandits were seen. They did not attack the 94th B but hit the wing ahead. Flak was encountered only at the target, where it was moderate to intense and very accurate. No ships from either 401st box were lost.

*Allison C. Brooks*  
ALLISON C. BROOKS,  
Lt. Col., Air Corps,  
Operations Officer.



HEADQUARTERS  
401ST BOMBARDMENT GROUP (H)  
OFFICE OF THE OPERATIONS OFFICER

E-D-11

28 May 1944

SUBJECT: Leader's Narrative, Mission 76, 27 May 1944. (Low Box)

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

1. The 401st Group furnished the low box of the 94th "B" CBW. Group and Wing assemblies were very good and Wing formation was good throughout the mission. See Wing leaders report for route in and route out.
2. Wing assembly was made quickly and easily after the bomb run. Our bomb run was good and there were no deterrent factors. Bombing results were good. Normal withdrawal was made, and all aircraft landed at home base safely.
3. Two aircraft encountered mechanical difficulty, one returned after penetrating enemy territory about 90 miles. The other dropped its bombs on an unknown target of opportunity just North East of Hilsback, Germany, it did not pass directly over the target, turning short to catch the formation upon withdrawal. No other unusual circumstances were experienced.

DELWYN E. SILVER,  
Major, Air Corps,  
Low Box Leader.

HEADQUARTERS  
401ST BOMBARDMENT GROUP (H)  
OFFICE OF THE OPERATIONS OFFICER

E-C-1

27 May 1944

SUBJECT: Operational Narrative, Mission No 76, 27 May 1944.  
(Lead Box)

TO : COMMANDING OFFICER, 401st Bombardment Group (H).

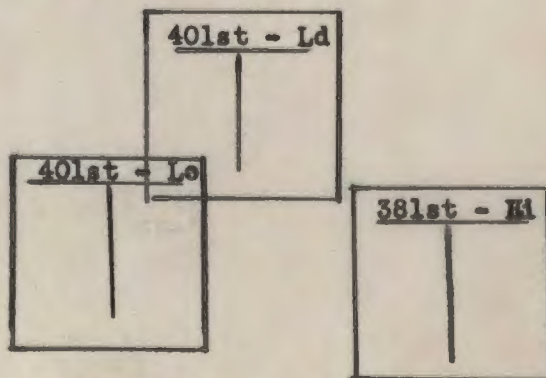
1. GENERAL NARRATIVE: The 401st Group furnished seventeen (17) aircraft, including one spare, for the lead box of the 94th 'B' Wing formation. In addition, two PFF ships accompanied the formation. Take off and assembly were as briefed. For the route in, bombing and route out see the Box Leader's narrative and the Navigator's log.

2. AIRCRAFT NOT ATTACKING: One spare returned early; there were no abortives in the lead box.

3. AIRCRAFT LOST: Enemy action consisted of moderate to intense flak at the target; it was accurate. Enemy fighters were observed in the target area, but they did not attack the 94th 'B' Wing. Friendly fighter cover was good. No aircraft were lost.

4. FORMATION:

- a. At takeoff and cruise (diagram attached).
- b. Over the target (diagram attached).
- c. 94th 'B' Wing Formation:



5. RESULTS: Bombing was visual on the primary; results were good.

*Allison C. Brooks*  
ALLISON C BROOKS,  
Lt Col, Air Corps,  
Operations Officer.



**LEAD BOX 94th B Wing**

Combat Flight Leader LT COL BROOKS Date 27 May 1944  
 Deputy Flight Leader MAJ MC CREE  
 Group Call Sign \_\_\_\_\_ Fighter Call Sign \_\_\_\_\_  
 Ground Control \_\_\_\_\_

615 SQDN

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

CHRISTENSEN (Brooks)

PFF 594

KNIGHT TYSON (MC CREE)

401st Lead Box  
 Formation at Take  
 Off and Cruise

983 PFF 636

LOZINSKI

092

MANN

OSCHENHIRT

873

664

613 SQDN

614 SQDN

FITCHETT

SMITH

043

315

FOX

KEITH

FISSETTE

LINCOLN

037

557

084

780

PROTZ

WALSH

395

863

HAMMOND

SCHARFF

KENNEY

KILMER

005

581

151

207

SPARES

BROWN

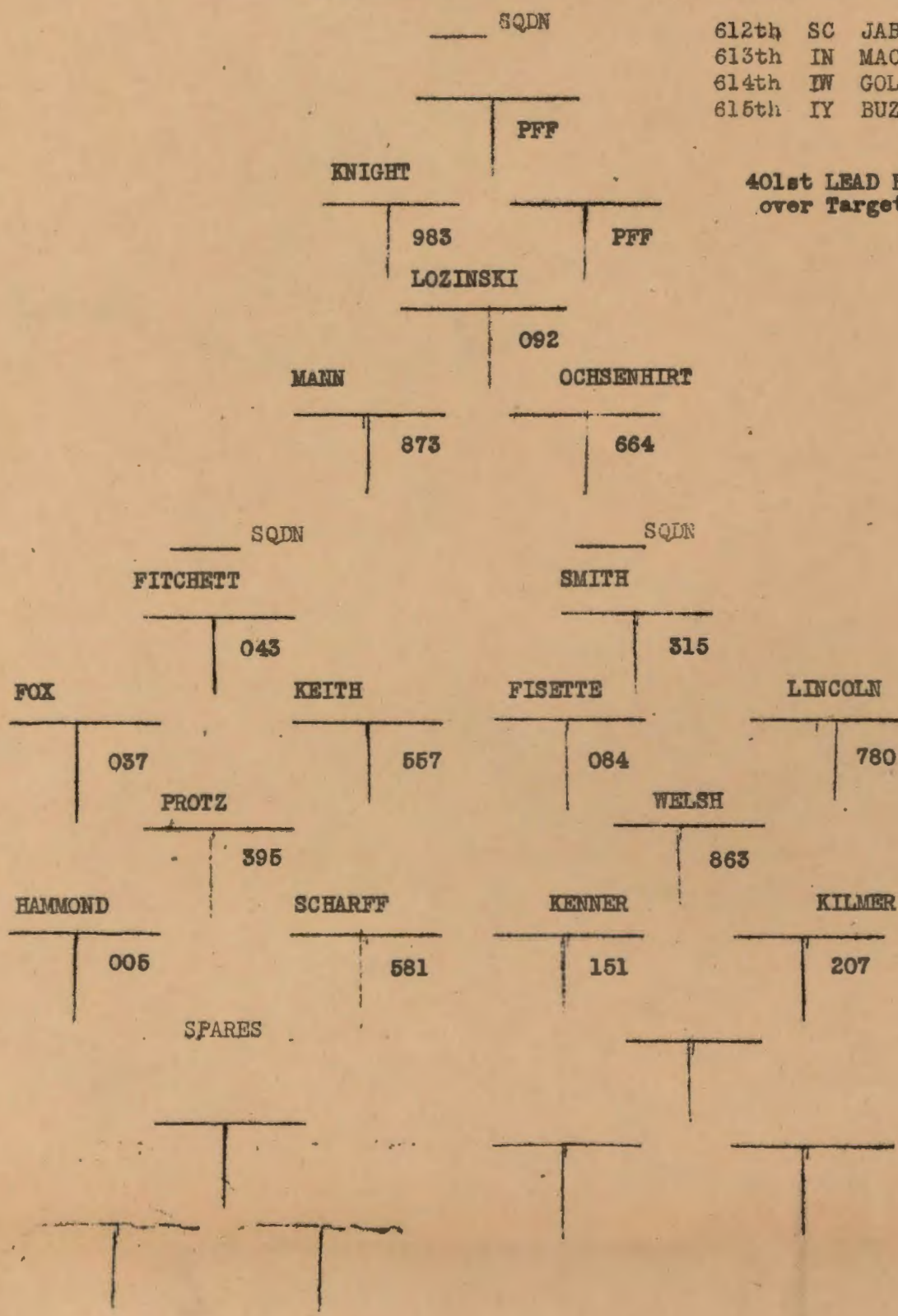
069 (Returned)

LEAD BOX 94th "B" WING

Combat Flight Leader LT COL. BROOKS Date 27 MAY 1944  
Deputy Flight Leader MAJOR MCCREE  
Group Call Sign \_\_\_\_\_ Fighter Call Sign \_\_\_\_\_  
Ground Control \_\_\_\_\_

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

401st LEAD BOX formation  
over Target.





HEADQUARTERS  
401st BOMBARDMENT GROUP (H)  
OFFICE OF THE OPERATIONS OFFICER E-C-6

27 May 1944.

SUBJECT: Operational Narrative, Mission No 76, 27 May 1944.  
(Low Box)

TO : Commanding Officer, 401st Bomb Group (H).

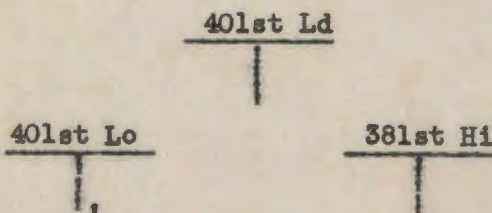
1. The 401st Group furnished nineteen ships, including one spare, for the low box of the 94th CBW "B" formation. T.O. and assembly were as briefed. For the route in, bombing, and route out see the box leader's and navigator's log.

2. Aircraft not attacking: One ship returned early. It was an abortion due to mechanical failure. The spare filled in place of this abortion. One other A/C (42-106992) returned after it encountered mechanical difficulty about 90 miles within Enemy Territory. It jettisoned its bombs.

3. Lost Aircraft: Enemy action consisted of accurate, moderate to intense flak in the target area. Enemy fighters were encountered, but they did not attack the 94th "B" formation.

4. Formation:

- a. T.O. and cruise (see attached diagram)
- b. Over target ( " " " )
- c. 94th CBW "B" formation.



5. Results: Bombing was visual on the primary. Results are good.

*Allison C. Brooks*  
ALLISON C. BROOKS,  
Lt. Col., Air Corps,  
Operations Officer.

LOW BOX 94th B Wing

Combat Flight Leader MAJOR SILVER Date 27 May 1944  
Deputy Flight Leader LT WEST  
Group Call Sign \_\_\_\_\_ Fighter Call Sign \_\_\_\_\_  
Ground Control \_\_\_\_\_

612 SQDN

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

GOODMAN (SILVER)

891

MYRTETUS

WEST

401st Low Box  
Formation at Take  
Off and Cruise

811

487

WELLS

087

OPIE

MC CORD

398

039

Comp SQDN

Comp SQDN

WILSON

CONNOLLY

440

344

GRUMAN

LIPKA

WINDHAM

LEW

210

322

840 (Abort)

932

KELLY

TRIMBLE

992 (ABORTIVE SORTIE)

468

MASSEY

BINGHAM

POST

GILLESPIE

050

393

077

730

SPARES

DE SIANO

113

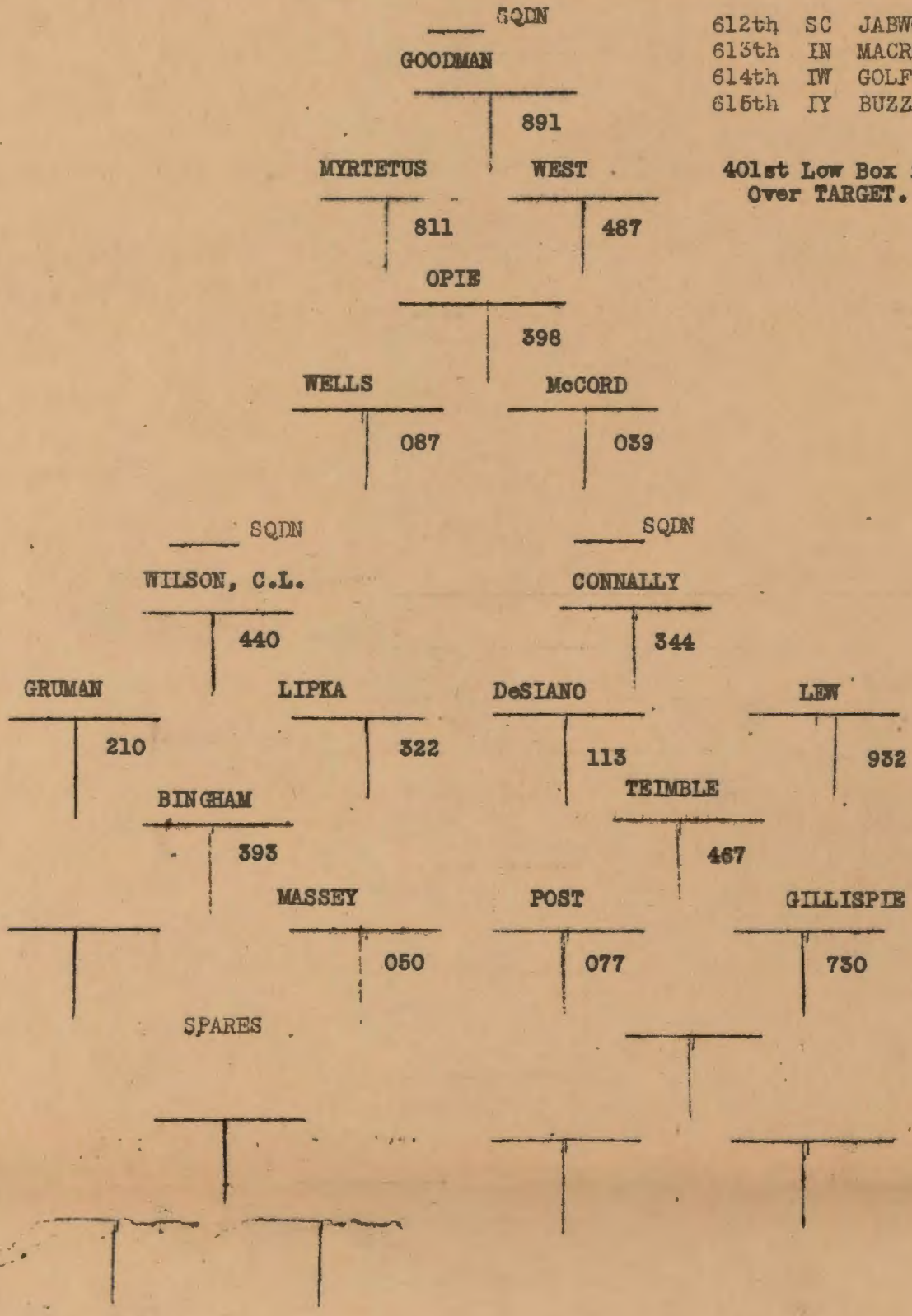


LOW "B" WING

Combat Flight Leader MAJOR SILVER Date 27 MAY 1944  
 Deputy Flight Leader Lt. West  
 Group Call Sign \_\_\_\_\_ Fighter Call Sign \_\_\_\_\_  
 Ground Control \_\_\_\_\_

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

401st Low Box formation  
 Over TARGET.



HEADQUARTERS  
401ST BOMBARDMENT GROUP (H)  
APO 557, US ARMY

28 May 1944

SUBJECT: Statistical Summary, 401st Lead Box, "B" Wing, Mission of 27 May 1944.

TO : Commanding Officer, 401st Bomb Group, APO 557.

STATISTICAL SUMMARY OF AIRCRAFT ATTACKING

Number of A/C Taking Off.....17 (Excl 2 PFF)  
Number of Spares..... 1  
A/C Taking Off Less Unused Spares.....16  
Number of Sorties (E.E.T.).....16  
A/C Returning Early (Not E.E.T.)..... 0  
Number of A/C Attacking.....16  
Number of A/C Not Attacking..... 0

Number of A/C Lost: None

TABULAR SUMMARY OF DISPOSITION OF BOMBS OVER TARGET

	Aircraft		Num-ber	Size	Bombs Type	Fusing	
	Over Target	Bomb- ing				Nose	Tail
Main Bombfall	16	16 *	160	500#	GP	1/10	1/40
Other Attacks	--	--	--	--	--	--	--
Total Bombs On Targets			160	500#	GP	1/10	1/40
Other Expenditures			--	--	--	--	--
Bombs Returned			10	500#	GP	1/10	1/40
Total (Loaded on A/C Taking Off)			170	500#	GP	1/10	1/40

For the Operations Officer:

\* Excl 2 PFF A/C dropping 20x500#GP on primary

KEN W. DAUBLE  
Captain, Air Corps  
Statistical Officer



HEADQUARTERS  
401ST BOMBARDMENT GROUP (H)  
APO 557, US ARMY

28 May 1944

SUBJECT: Statistical Summary, 401st Low Box, "B" Wing, Mission of 27  
May 1944.

TO : Commanding Officer, 401st Bomb Group, APO 557.

STATISTICAL SUMMARY OF AIRCRAFT ATTACKING

Number of A/C Taking Off.....19  
Number of Spares..... 1  
A/C Taking Off Less Unused Spares.....19  
Number of Sorties (E.E.T.).....18  
A/C Returning Early (Not E.E.T.)..... 1  
Number of A/C Attacking.....17  
Number of A/C Not Attacking..... 2

Number of A/C Lost: None

TABULAR SUMMARY OF DISPOSITION OF BOMBS OVER TARGET

	<u>Aircraft</u>		<u>Num- ber</u>	<u>Size</u>	<u>Type</u>	<u>Bombs</u>	
	<u>Over Target</u>	<u>Bomb- ing</u>				<u>Nose</u>	<u>Fusing Tail</u>
Main Bombfall	16	16	160	500#	GP	1/10	1/40
Other Attacks (T.of O.:Germany)	<u>1</u>	<u>1</u>	10	500#	GP	1/10	1/40
Total Bombs on Targets			170	500#	GP	1/10	1/40
Other Expenditures			10	500#	GP	1/10	1/40
Bombs Returned			10	500#	GP	1/10	1/40
Total (Loaded on A/C Taking Off)			<u>190</u>	<u>500#</u>	<u>GP</u>	<u>1/10</u>	<u>1/40</u>

For the Operations Officer:

KEN W. DAUBLE  
Captain, Air Corps  
Statistical Officer

HEADQUARTERS AAF STATION #128  
OFFICE OF THE NAVIGATION OFFICER27 May1944

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 0800 hours; Land at 1346 hours.b. Group formed at 0930 hours at 16000 feet.c. Formed CBW at 0930 hours at 16000 feet.d. Began climb at 1034 hours; reached alt. at 1212 hours.

e. Weather encountered over England:

(1) Clouds 7 / 10th - Visibility 12 miles.(2) Wind at altitude 240 degrees, 18 Knots.f. Means of navigation over England. Gee, Pilotage, Radio compass.g. Means of checking Metro Winds Pilotage wind plot, Bombsight drift.h. Joined task force at 1025 hrs. at Spl #8  
(Splasher, City, Coord.)i. English Coast out at 1034 hrs.; Enemy Coast in at 1055 hrs.

j. Fighter Rendezvous:

(1) Going in 1055 hrs.(2) Coming back 1320 hrs.

k. Wind used for bombing:

(1) 240 degrees, 18 Knots.(2) Determined by Pilotage plot  
(Method)

l. Bomb run and Method of Target Identifications

(1) Reached IP at 1256 hrs.(2) Mag. heading over target 332 degrees.(3) Altitude over target 25000 feet.(4) Bombs away at 1303 hrs.

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

m. Gee:

(1) Coordinates of furthest fix \_\_\_\_\_ N. \_\_\_\_\_ E.

(2) Obtained at \_\_\_\_\_ hours.

n. Difficulties encountered with special equipment.

COMMENTS: PFF - DR Nav. used 'G' box, while I did pilotage.  
Landed at Bassingbourn, which caused delay in submitting reports.

RUFUS F. CAUSEY

Cap.t., A. C.

SIGNATURE Lead Navigator



STATIONS	0530	ENGINES	0630	TAXI	0645	T.O.	0700
LEAVE BASE	0840						
COAST OUT	0934						
ENEMY COAST	0954						
I.P.	1139						
TARGET	1147						
ENEMY COAST	1313						
English Coast	1337	ETR					1407

ZERO HR (0930)

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

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

At..... C.M.T. (\*) SEE NOTE

FROM TO	W/V UESD	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRIFT	TRUE HDNG.	VAR.	MAG. HDNG.	C. S.	DIST.	TIME	E.T.A.	CELESTIAL DATE			
														TIME	BODY	ALT.	AZI.
Base March	230 25	16000	155	171	84	75	89	10	99	191	25	8	0848				
52 33N 00 04E Spl # 7	"	16000	155	171	156	78	164	10	174	163	44	16 1/2	0905	Wing Assembly			
51 52N 00 39E Spl # 8	"	16000	155	171	185	76	191	10	201	153	50	20	0925	Division Assembly			
51 02N 00 27E Beachy Head (Z)	"	16000	155	171	203	74	207	10	217	149	20	8 1/2	0934				
"	230 30	16	150	175	139	710	149	10	159	173	59	20 1/2	0959	"0"	0930		
50 00 01 17E	"	20000	155	187	121	710	131	9	140	195	69	21	1015				
49 24 02 48E	"	20000	155	187	136	711	147	8	155	186	76	24 1/2	1039 1/2				
48 30 04 07E	"	25000	150	189	101	73	104	7	111	206	94	28	1107				
48 11 06 27E	"	25000	150	204	80	0	80	6	86	234	58	15	1122				
48 22 07 52 E	"	25000	150	204	50	-4	46	6	52	230	46	12	1124				
48 52 08 45E	"	25000	150	204	12	-33	359	6	05	210	18	05	1139	IP			
49 10 0850	"	25000	150	204	321	-7	314	6	320	188	24	08	1147	TARGET			
49 28 08 28E	"	25000	170	220	230	74	234	6	240	194	15	05	1152				
TARGET	"	25000	170	220	230	74	234	6	240	194	15	05	1152				
49 20 08 10E	"	245 32	23000	170	214	302	-7	295	7	302	196	105	1224				
50 15 05 52E	"	240 85	20000	155	187	294	-9	285	8	293	164	134	1313				
51 07 02 40E	"	230 25	20000	170	184	305	-8	297	9	306	1 76	69	1337				
Glaeton	"	230 25	7000	170	184	305	-8	299	10	309	156	78	1407				
BASE	"	15															
BASE	240	0	150	148	156	78	164	10	174	145	98	40 1/5	0839 0924				
Splasher #8																	

(\*) AS ZERO HOUR WAS CHANGED TO "1030 hrs." THE TIMES WERE ALL MOVED AHEAD ONE HOUR

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	
0730					Engines start										
0800				230	Take off										
0804				360	4 mi. north Corby 52-33N 00-40W		145	710 2000							
0825				355	Turn to base 53-27N 00-34W		140	8000							
0848				215	Over base		140	-10 15000							
0940				80	Leave 3 mi. south "X". Wing and Gp formed 0930		155	16000							
0947 1/2	6L		80		Over March	Wind 225/36	150	-8 16000	170	25	7 1/2	200			
0955 1/2				175	Over New Market		148	16000							
1005	7L		191		Spl. 7 on time		150	16000	170	45	17 1/2	156			
1017	6L		193		Over Wickford on course		150	16000	171	15					
1025	6L		193		Spl 8 on course, on time	Wind 230/30	150	16000	171	50		150			
1034	4 1/2 L		207		Beachy Head, on time		150	16000						C.P. 1	
1055	6L		145		Enemy coast, on course	50-00N 01-17E	150	20000						P-47's	
1105	6L		130		Pai x airdrome 8' left		160	-16 20500							
1118	6L		130		Compagne	Wind 265/22	150	20400	188	70	22	192			



FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF	TRUE HDNC.	MAC. HDNC.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	I.A.S. MPH. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
1139			120		Ronilly 9 mi. right		150	20400							
1142		230/30	120		G. P. #4, 3 min. late	48-30N 04-07E	150	20500	188	77	24	192	P-51		
1159			108		Chaumont 13 right		140	24300							
1212			108		Epinal 3 mi. south of course		150	25000							
1220			75		E/A 30 S-W Strasbourg		150	25000							
1230		240/18	70		Cross Rhine River	48-16N 07-42E	150	25000	200	Pilotage					
1236			40		9 'chutes at 12 mi. E. Strasbourg			25000		+ 6 'chutes					
1242			40		Smoke screen at Stuttgart		150	25000							
1256			360		I. P. Chaff	49-10N 08-50E		25000							
1303			326	332	BOMBS AWAY (good)		150	25000		Missied MPI but got yards.					
1308			235		chaff stopped		150	23000							1430
1326			300		Cross Moselle River		150	22400							
1345			280		Liege 12 mi. right		150	20800							
1415			285		Ghent 9 right		150	20000							
1428			300		Coast out	51-07N 02-38E	150	20300							1451
1451			305		Eng. Coast in - Clacton		170	10000							
1453 1/2			305		Colchester 1 right		170	9000		DPE Buncher OK					
1522					Over Base										
1546					Landed										



HEADQUARTERS AAF STATION #128  
OFFICE OF THE NAVIGATION OFFICERMay 271944

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 0815 hours; Land at 1547 hours.b. Group formed at 0930 hours at 14500 feet.c. Formed CBW at 0930 hours at 14500 feet.d. Began climb at 1034 $\frac{1}{2}$  hours; reached alt. at 1212 hours.

e. Weather encountered over England:

(1) Clouds 7-8 / 10th - Visibility UNL miles.(2) Wind at altitude 192 degrees, 20 Knots.f. Means of navigation over England. Gee, Radio, DRg. Means of checking Metro Winds Gee, Air ploth. Joined task force at 1025 hrs. at Splasher #8  
(Splasher, City, Coord.)i. English Coast out at 1034 $\frac{1}{2}$  hrs.; Enemy Coast in at 1055 $\frac{1}{2}$  hrs.

j. Fighter Rendezvous:

(1) Going in 1055 $\frac{1}{2}$  hrs.(2) Coming back 1320 hrs.

k. Wind used for bombing:

(1) 192 degrees, 20 Knots.(2) Determined by Pilotage  
(Method)

l. Bomb run and Method of Target Identifications

(1) Reached IP at 1258 hrs.(2) Mag. heading over target 321 degrees.(3) Altitude over target 23900 feet.(4) Bombs away at 1304 hrs.(5) Method of target identification and weather over target;  
Visual / CAVU

m. Gee:

(1) Coordinates of furthest fix 49 20 N. 02 45 E.(2) Obtained at 1119 hours.

n. Difficulties encountered with special equipment.

None

COMMENTS: None

H. G. TOMLINSON  
1st Lt. ACLead Navigator  
SIGNATURE



FLIGHT RECORD

TIME	COURSE	USED &/OR D.R. DRIF.	TRUE HDNC.	MAG. HDNC.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS. MPH. °K	HEIGHT & AIR TEMP.	T.A.S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
1110					Escort reported 49-39N 02-09E										
1112		48		135	B-17 1206 aborted in low. Flak at Beauvais		155								
1119	123	46	129	138	49-20N 02-45E. S of course, 4 min late		155 134	19000 -13	182	72	24	176			
1119		192/20K		155	Visibility excellent										
1127		42		153	Smoke from woods 49-05N 03-26E		155	19200							
1134				153P-51's 120	48-43N 03-59E		160	19000							
1139				123	P-51 Control pt. 4 - 4 min late. start climb		150	19200							
1150				102	05-32E 48-14N Military installation. Some type of camp		155	20000 -19							
1201				115	More woods smoke, Neufchateau		150	23000							
1207				118	Visual bombing expected		155	23200 -24							
1214	108	40	108	115	Epinal marshalling yards wiped out. Climbing to 24500		150 130	23300	192	96	35	164			
1224				70	Fighter activity - both friend & enemy 48-16N 7-13E - 1 parachute seen		150	23400							
1230				95	6 mi. south of course		155	23900							
1232				47	2 'chutes. 2 fighters go down 48-07N 07-42E. - more 'chutes		150	23900							
1237					2 fighters explode - 6 'chutes seen 48-04E 48-28N 08-04E		150	23900							
1245	76			65	Dogfight in area - P-47. On course		150	24000							
1249				03	Flak from Suggard. - on course			24800							
1253				30	West of I.P. Bomb bay doors open Chaff being dropped		145	24000							
1258				315	On bomb run. 3/10ths at target Visibility excellent		150	24100							
1304				321	BOMBS AWAY. Black flak, intense .88 mm barrage		150	23900 -23							
1304 1/2				280	Evasive action. Accuracy good		170								
1312				306	49-27N 07-56E. 2 mi. S. of course Escort in area		160	22000							
1327				310	49-52N 06-52E		150	22000							
1342			307	310	50-21N 05-47E A. C.		150 130	20400 -17		86	30	172		1428	
1343					1st elm. low sqd. - smoking in wing ahead										
1351				240	Fighter cover at all altitudes Contrail 25000 and above		155	20000							
1405				290	50-45N 04-14E 2 B-17's reported falling A/C <del>low</del> high group out of gas - going down 200' per min.		150	20400							
1415				290	P-38, 47, 51's overhead. Ghent area		150	20000							
1420					Weather fair, visibility good										
1428				330	Cloud bank 10/10 covered fringe of channel Crossed coast		160	19100							
1428				310	Ostend										
1442	293	-3	290	300	IFF om. 51-35N 01-51E		170			42		180		10 1/2 1452	
1451				300	Making 360 turn for letdown. Crossed coast at Claxton		170	10000 48						30 Base 1521	
1500				303	Homing on Gee		170	5000							
1505					Making another 360° to let down Deenethorpe Buncher		170	4500							
1533					Base										
1541					Landed										







TARGETS:  
 PRIMARY LUDWIGSHAVEN  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

TRACK CHART  
 DATE MAY 27, 1944

GREEN  
ORANGE  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

ROUTE FOLLOWED BY  
401st B.C. (H)  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

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**COMBATS**  
 FW 190 ○  
 ME 109 ⊙  
 JU 88 ⊙  
 ME 110 ⊙  
 DQ 217 ⊙  
 ME 210 ⊙  
 ME 410 ⊙  
 JU 87 ⊙  
 FLAK  
 9 HEAVY  
 4 LIGHT





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 ME 210  
 ME 410  
 JU 87  
 FLAK  
 HEAVY  
 LIGHT





HEADQUARTERS  
AAF STATION 128  
APO 557, U.S. ARMY

28 May 1944

SUBJECT: Lead Bombardier's Narrative (Lead Box), 94th CBW "B" Wing  
Mission of 27 May 1944

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

1. BOMBING APPROACH AND RUN - As the IP was approached, it became apparent that visual bombing could be used, as the smoke-covered cities of Ludwigshafen and Mannheim could be located by the peculiar curves of the Rhine River. The lead box turned left toward the target first and took up a D.R. heading. Halfway down the run the marshalling yards could be distinguished and a little later the roundhouses came into view.

2. Having checked the drifts and ground speeds on several headings, it was determined that the wind was from the west and would give 8 degrees right drift on the bomb run, so this was pre-set. It was soon apparent that this was an error, or else the wind had changed in that area, so it was necessary to crank out 10 degrees, giving a final drift of 2 degrees left. Because of continuous turns to the right, a steady platform for levelling of the gyro was not obtained and it is believed that not having the gyro vertical caused an error to the right.

3. Although only one or two bombs hit the M.P.I., the entire pattern fell inside the railroad yards in a fairly good concentration.

ARNOLD C. KUENNING  
Capt, A C  
Lead Bombardier ( 401st Lead  
Box)



W.D.  
A.G. Form  
12 E. Modified  
25-9-43, 8 BC APO 634

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Capt A. C. Kuen ning DATE 27 May 1944

PILOT Lt. Col A. C. Brooks TAKE OFF 0800

NAVIGATOR Capt. R. F. Causey AIRPLANE B-17G

ORGANIZATION \_\_\_\_\_ SQUADRON \_\_\_\_\_ GROUP 401st LANDED 1546

OBJECTIVE Ludwigshafen, Germany (MPI)

INITIAL POINT 49 10N 08 50E

METHOD OF ATTACK \_\_\_\_\_ X \_\_\_\_\_  
 Individual Flight Squadron Group Wing

NUMBER A/C IN GROUP 18 (2 PFF) COMPOSITE GROUP \_\_\_\_\_

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:

DEFLECTION AND RANGE SIGHTING, GROUP Lead a/c COMPOSITE GROUP \_\_\_\_\_

RANGE SIGHTING ONLY, GROUP \_\_\_\_\_ COMPOSITE GROUP \_\_\_\_\_

BOMBS, TYPES AND SIZES 500 GP M-46

NUMBER OF BOMBS LOADED 180 X 5 00 GP RELEASED 160 X 500 GP

FUZING, NOSE 1/10 TAIL 1/40

SYNCHRONIZATION \_\_\_\_\_ X \_\_\_\_\_  
 On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target	<u>310</u>	Mag Head, order	<u>335</u>	Actual	<u>332</u>
True Altitude above target	<u>25,600</u>	True Heading			
Ind. Altitude	<u>25,000</u>	Drift, Est.	<u>8 R</u>	Actual	<u>2 L</u>
Pressure alt of target	<u>-376</u>	True Track			
Altimeter setting	<u>29.92</u>	Actual Range			
C.I.A.S. <u>150</u>	I.A.S. <u>150</u>	B.S. Type	<u>M-9</u>		
G.S., Est <u>220</u>	Actual <u>212</u>	Time of Release	<u>1303</u>		
Wind Direc. Metro <u>260</u>	Actual <u>345</u>	Intervalometer Setting	<u>Salvo</u>		
Wind Veloc. Metro <u>35</u>	Actual <u>20</u>	Length of Bombing Run	<u>2 min</u>		
D.S. <u>125</u>	Trail <u>65</u>	Co-Pilot	<u>Yes</u>	<u>A-5</u>	
Stan. D.A. Est. <u>.48</u>	Actual <u>.45</u>	Manual Pilot			



POINT OF IMPACT IF SEEN Target Area

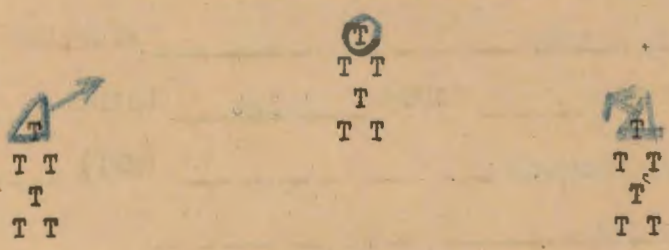
NAVIGATION DATA:

MEAN TEMP. METRO 1 ACTUAL 1/2

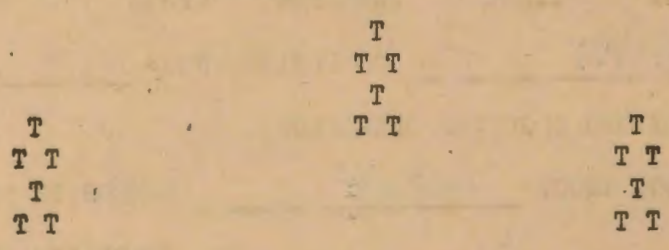
WINDS


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	Metro	Actual	Metro	Actual	Metro	Actual
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5000						
10000						
15000						
17000						
19000						
20000						
25000	260	345	35	20	-24	-26
28000						
30000						


METHODS OF BOMBING




COMPOSITE GROUPS



Bombardier making complete sighting operation 

Bombardier making range operation only 

Bombardier dropping on leader, with arrow indicating leader's position. 



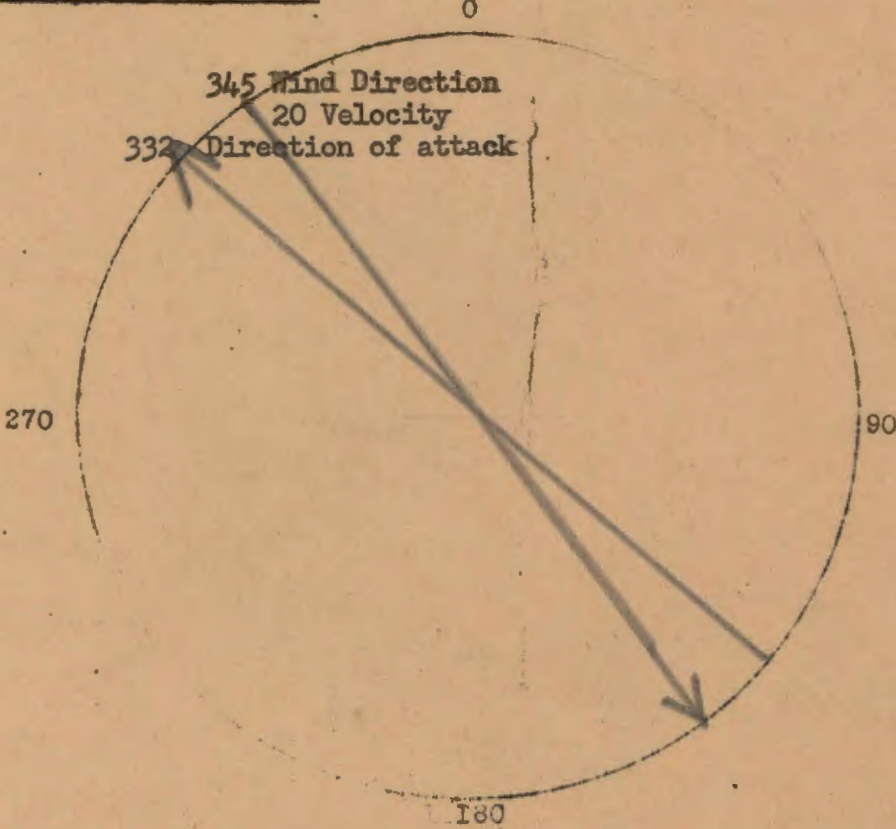
BOMBARDIER'S INDIVIDUAL PLOT

Target LUEWIGSHAFEN, GERMANY

Method of Bombing VISUAL

(LEAD BOX)

Altitude 25000



PLOT

Wind Direction 345

Wind Velocity 20K

Direction of attack 332

REMARKS - - - - -

16 a/c released 160 X 500 GP on primary Target.

2 PFF a/c released 20 X 500 GP bombs on the primary target

HEADQUARTERS  
AAF STATION 128  
APO 557, U.S. ARMY

28 May 1944

SUBJECT: Lead Bombardier's Narrative (Low Box), Mission of 27 May 1944

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

1. BOMBING APPROACH AND RUN - We turned on the bomb run almost on the assigned I.P. We proceeded on the run at approximately 320<sup>0</sup> MH. The target area itself was easy to identify due to the favorable pilotage points in that area. The M.P.I., however, was a little difficult to pick up, due to a smoke screen. It was finally identified in time to make a satisfactory bomb run. Bomb results were not as good as they could have been due to a delay in salveing the bombs.

2. Flak encountered at the target was a moderate, barrage type, but not too accurate.

H. R. BRIARTON  
1st Lieut, A C  
Lead Bombardier (401st Low  
Group )



W.D.  
 A.G. Form  
 12 E. Modified  
 25-9-43, 8 BC APO 634

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER 1st Lt. H. Briarton DATE 27 May 1944  
 PILOT Capt. Goodman TAKE OFF 0815  
 NAVIGATOR 1st Lt. H. G. Tomlinson AIRPLANE B-17G  
 ORGANIZATION SQUADRON GROUP 401st LANDED 1541  
 OBJECTIVE Ludvigshafen, Germany (MPI)

INITIAL POINT 49 10 N 08 50E

METHOD OF ATTACK Individual Flight Squadron Group X  
Wing

NUMBER A/C IN GROUP 18 COMPOSITE GROUP \_\_\_\_\_

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:

DEFLECTION AND RANGE SIGHTING, GROUP Lead a/c COMPOSITE GROUP \_\_\_\_\_

RANGE SIGHTING ONLY, GROUP \_\_\_\_\_ COMPOSITE GROUP \_\_\_\_\_

BOMBS, TYPES AND SIZES M-46 500 X gp

NUMBER OF BOMBS LOADED 180 X 500 GP RELEASED 160

FUZING, NOSE 1/10 TAIL 1/40

SYNCHRONIZATION X On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target	<u>310</u>	Mag Head, order	<u>335</u>	Actual	<u>320</u>
True Altitude above target	<u>24,990</u>	True Heading	<u>339</u>		
Ind. Altitude	<u>24,000</u>	Drift, Est.	<u>8<sup>2</sup>R</u>	Actual	<u>2L</u>
Pressure alt of target	<u>-376</u>	True Track	<u>337</u>		
Altimeter setting	<u>29.92</u>	Actual Range			
C.I.A.S. <u>150</u>	I.A.S. <u>150</u>	B.S. Type	<u>M-9</u>		
G.S., Est <u>276</u>	Actual <u>176</u>	Time of Release	<u>1305</u>		
Wind Direc. Metro <u>260</u>	Actual <u>192</u>	Intervalometer Setting	<u>Sal voc</u>		
Wind Veloc. Metro <u>35</u>	Actual <u>20</u>	Length of Bombing Run	<u>2 min.</u>		
D.S. <u>127</u>	Trail <u>64</u>	ATF <u>41.7</u>	C-1 Pilot <u>Yes</u>	A-5	
Stan. D.A. Est. <u>.48</u>	Actual <u>.46</u>	Manual Pilot			



~~Individual Train Salvo Detached~~

POINT OF IMPACT IF SEEN Target Area

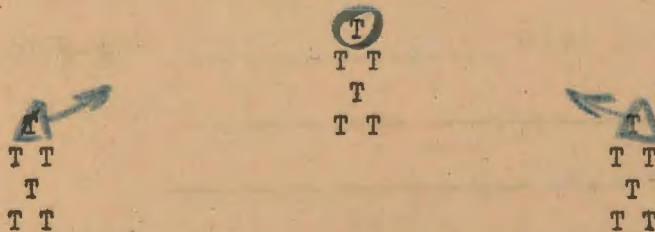
NAVIGATION DATA:

MEAN TEMP. METRO 4 ACTUAL 4

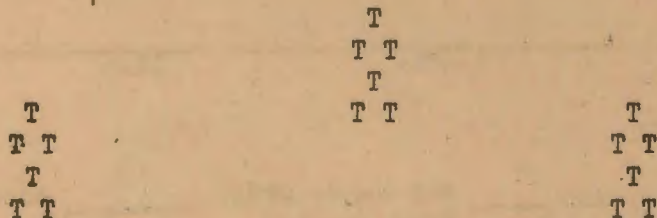
WINDS


ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
5000						
10000						
15000						
17000						
19000						
20000						
25000	24000	260	192	30 20	-24	-23
28000						
30000						


METHODS OF BOMBING




COMPOSITE GROUPS



Bombardier making complete sighting operation 

Bombardier making range operation only 

Bombardier dropping on leader, with arrow indicating leader's position. 



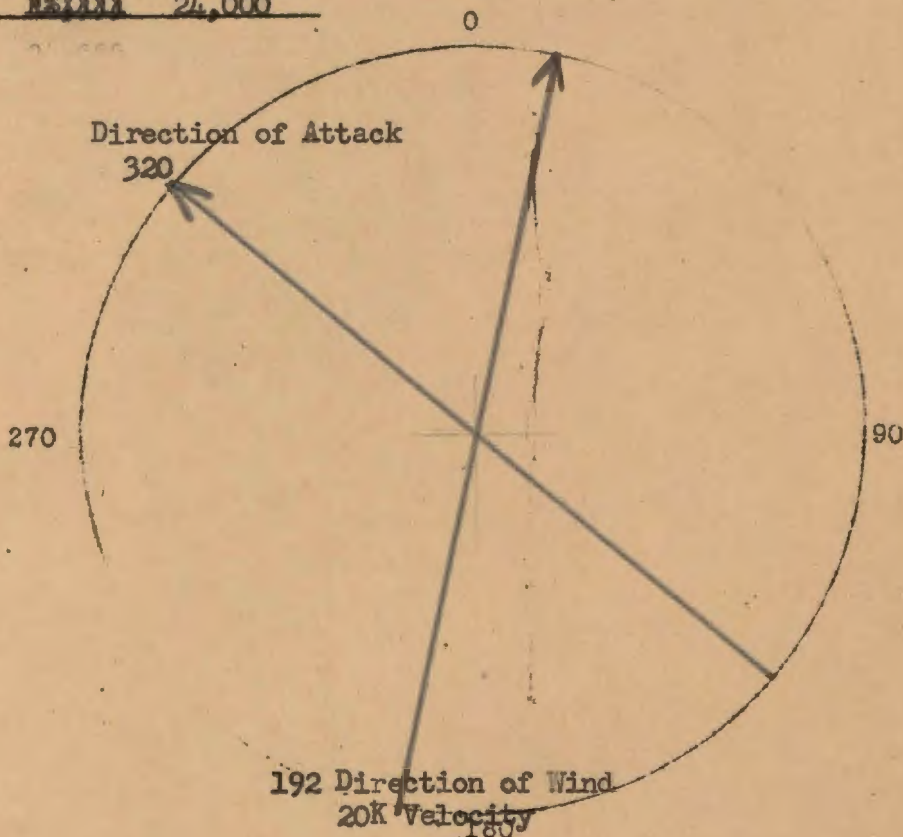
BOMBARDIER'S INDIVIDUAL PLOT

Target LUDWIGSHAFEN, GERMANY

(LOW BOX)

Method of Bombing VISUAL

Altitude ~~15,000~~ 24,000



PLOT

Wind Direction 192

Wind Velocity 20

Direction of attack 320

REMARKS - - - - -

16 a/c released 160 X 500 GP bombs on the primary target.

1 a/c, due to engine failure, attacked an unknown target of opportunity near the IP with 10 X 500 GP's.

1 a/c with mechanical difficulty turned back and jettisoned 10 X 500 GP's in France.



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

A.P.O. 557  
27 May, 1944

SUBJECT: Mission Summary Report.

TO : Group Operations, Station 128, APO 557.

1. Abortives.

a. Airplane No. 42-39840 - Returned early because of run away #4 prop. The airplane was flying at 15000 feet, engines at 2100 RPM, 34" Hg manifold pressure. To maintain formation it was necessary to retard the throttles and then suddenly advance them. The prop ran away, so the pilot feathered it. The prop was later unfeathered and maintained a speed of 1000 RPM until the throttles were again advanced and retarded. At that time the prop ran away again and was again feathered.

2. Battle Damage.

a. 42-97344 - Small flak hole in top of right wing, outer panel; 6" flak hole in bottom of fuselage, near station 3; damaging G-1 oxygen bottle and air pressure line.

b. 42-102581 - Small flak hole through left aileron; Small flak hole through trailing edge of left wing inner panel; 2" flak hole through right wing inner panel; Small flak hole in left bomb bay door.

c. 42-97780 - Two flak holes in bottom of right wing, inner panel; damaging corrugation.

d. 42-107084 - 2" flak hole in # 3 accessory cowl; flak went through and lodged in firewall.

e. 42-31315 - 3" flak rip in # 2 ring cowl; 2" flak hole in bottom of right wing, behind # 4 nacelle, damaging corrugation.

f. 42-107151 - 5" flak hole in bottom of left wing, just outboard of # 1 nacelle, damaging corrugation; Small flak hole in top of fuselage, forward of pilot's compartment.

g. 42-107210 - 3" flak hole in right side of fuselage, above leading edge of horizontal stabilizer, damaging pulley bracket.



SUBJECT: Mission Summary Report (cont'd)

h. 42-107092 - 2" flak hole through right wing, outer panel; 2" flak hole in top of left horizontal stabilizer, damaging longeron.

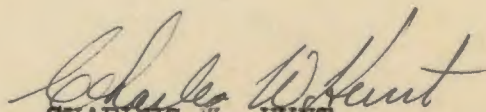
i. 42-39873 - 6" flak rip in top of right horizontal stabilizer, near fuselage.

j. 42-97664 - Two flak holes in top of right wing, outer panel, puncturing tokio tank; Flak hole through left wing behind # 2 nacelle, damaging supercharger lubricating tank; Small flak hole in top of left wing, inner panel, near trailing edge; Small flak hole in bottom of left wing, puncturing tokio tank.

k. 42-97487 - Flak hole in bottom of right wing, near station 17, wing change necessary.

l. 42-102398 - Flak hole in # rear nacelle wall, cutting supercharger duct; Flak hole in top of # 3 nacelle, severed vacuum line.

<u>TOTAL NO OF A/C</u>	<u>MINOR DAMAGE</u>	<u>MAJOR DAMAGE</u>	<u>BY FLAK</u>
12	12	0	12

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



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

A.P.O. 557  
27 May, 1944

SUBJECT: Armament Narrative on Mission 27 May, 1944  
TO : Commanding Officer, 401st Bombardment Group (H)  
APO 557, U.S. Army

1. The following Armament malfunctions were reported at the conclusion of the mission of 27 May, 1944.

<u>A/C No.</u>	<u>Gun Position</u>	<u>Malfunction</u>	<u>Personnel or Equipment</u>
42-31077	Ball Turret	Vickers Unit Motor burned out	Equipment

BOMB RACK MALFUNCTION

a. A/C # 42-31557 - Bomb Bay motor burned out. This was due to plug from bomb being left in bomb bay in a way to cause a short circuit.

b. A/C # 42-102398 - Bomb bay doors had to be cranked down, cause unknown. They were closed electrically.

Four ships equipped with all electric bomb release system on to-days mission.

*Sam P. Broomhall Jr.*  
SAM P. BROOMHALL JR.  
1st Lt., Air Corps,  
Group Armament Officer



SECRET

Form OO-Ann-2B

MISSION EXPENDITURES - AMMUNITION

(Div. or Comd) 1ST BOMBARDMENT DIVISION

Operations No. 365

Date of Operations 27 MAY 44

Comd	Bomb Type	FUZES				EXPENDED					AMMUNITION			PYROTECHNICS		
		Nose Fuze	Nose Delay	Tail Fuze	Tail Delay	Initial Load	On Target	Jet s'nd	Unactd for	Retd	Cal.	Linkage	Linkage Ratio	Amount Expended	Type	Amount Expended
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
401	500-LB. G.P. AN-M64	AN-M103	1/10	AN-M101	1/40	360	330	10	0	20	50	AP	STR	3630*		
	* SEE REMARKS															
	TWO (2) P.F. F.'S LOADED:															
	500-LB. G.P. AN-M64	AN-M103	1/10	AN-M101	1/40	20	20	0	0	0					SKY MARKER	2

DECLASSIFIED PER NND 74500  
 BY [signature] NARA DATE 1/22/11



Check one of the following:

Report complete \_\_\_\_\_

Supplement will follow XXXX

Reason for Supplement ONE A/C LANDED AT ANOTHER FIELD AND NO

INFORMATION IS AVAILABLE ON AMMUNITION EXPENDED.

Additional Remarks \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



HEADQUARTERS  
401ST BOMBARDMENT GROUP (H)  
OFFICE OF THE COMMUNICATIONS OFFICER  
AAF STA 123, APO 557

J-A-1

REFERENCE FIELD ORDER 365 27 MAY 1944

SUBJECT: COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 76.  
TO: COMMANDING OFFICER, 401ST BOMBARDMENT GROUP (H).

SECTION ONE - USE OF RADIO NAVIGATIONAL AIDS

1. VHF/DF BEARINGS TO 401ST A/C	<u>0</u>
VHF/DF BEARINGS TO 94TH GBW A/C	<u>2</u>
2. HF/DF BEARINGS	<u>2</u>
3. MF/DF FIXES	<u>0</u>
4. DISTRESS ACTION	<u>0</u>
5. RADIO BEACONS USED	
SPLASHERS	<u>64</u>
FIXED BEACONS	<u>1</u>
BUNCHERS	<u>34</u>
6. TOTAL A/C EQUIPPED WITH GEE	<u>23</u>
MAXIMUM FIX OBTAINED	<u>0508E 4820N</u>

SECTION TWO - REPORTED EQUIPMENT DEFICIENCIES

1. LIAISON	<u>1</u>	5. INTERPHONE	<u>6</u>
2. COMMAND	<u>4</u>	6. GEE	<u>1</u>
3. VHF	<u>4</u>	7. IFF	<u>0</u>
4. COMPASS	<u>4</u>	8. OTHER	<u>5</u>

NEW BUNCHER OPERATED WITH GOOD TO EXCELLENT RESULTS AND AVERAGE RANGE FROM 50 TO 75 MILES.

HAROLD M. KENNARD, JR.  
CAPT, AIR CORPS,  
GP 33440.



S-2 STATISTICAL REPORT

Mission of 27 May 1944

Time of Preparation 1805

Target LUDWIGSHAVEN

Telephone No. A-2 1810

\*\*\*\*\*

(1) Designation of Group 401st. Lead

(2) Total No. of A/C  
airborne, incl. spares 17

(3) Total No. of A/C  
Dispatched 17

(4) No. of A/C Attacking 16

(5) No. of A/C Dispatched  
but not Attacking 1

Due to:

- (a) Mechanical Failure \_\_\_\_\_
- (b) Weather \_\_\_\_\_
- (c) Enemy Action \_\_\_\_\_  
(lost before target)
- (d) Other (Spare) 1

(6) No. of A/C Lost 0

Due to:

- (a) Anti-aircraft fire \_\_\_\_\_
- (b) Enemy fighters \_\_\_\_\_
- (c) Flak and fighters \_\_\_\_\_
- (d) Accident \_\_\_\_\_
- (e) Reasons Unknown \_\_\_\_\_

(7) Times of Attack 1804

(8) Altitudes of Attack 24,900

(9) Bombs on Each Target (a) 160 (b) Size 500 (c) Type G.P.

(10) Personnel Casualties 40

Type:

- (a) Number Killed \_\_\_\_\_
- (b) Number Wounded \_\_\_\_\_
- (c) Number Missing \_\_\_\_\_

(11) A/C Suffering Battle  
Damage 6

Category:

- (a) Minor 6
- (b) Major \_\_\_\_\_
- (c) Salvaged \_\_\_\_\_

(12) Claims None

(13) Leaflets None

REMARKS: \_\_\_\_\_

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

Lt. Paul R. Myers  
Preparing Officer



SS Form 90

S-2 STATISTICAL REPORT

Mission of 27 May 1944

Time of Operation 1805

Target LUDWIGSHAVEN

Time of Day 1810

\*\*\*\*\*

(1) Designation of Group 401st. (Low)

(2) Total No. of A/C  
airborne, incl. spares 19

(3) Total No. of A/C  
Dispatched 19

(4) No. of A/C Attacking 17

(5) No. of A/C Dispatched  
but not Attacking 2

Due to:

- (a) Mechanical Failure 2
- (b) Weather
- (c) Enemy Action  
(lost before target)
- (d) Other

(6) No. of A/C Lost 0

Due to:

- (a) Anti-aircraft fire
- (b) Enemy fighters
- (c) Flak and fighters
- (d) Accident
- (e) Reasons Unknown

(7) Times of Attack 1804

(8) Altitudes of Attack 25,000

(9) Bombs on Each Target (a) 160 (b) Size 500' (c) Type GP  
target or opp.

(10) Personnel Casualties 4

Type:

- (a) Number Killed
- (b) Number Wounded 2
- (c) Number Missing

(11) A/G Suffering Battle  
Damage 5

Category:

- (a) Minor 4
- (b) Major 1
- (c) Salvaged

(12) Claims None

(13) Leaflets None

REMARKS: \* 10 - 500 G.P.'s dropped

elsewhere - (4910-0840E) NE of Hilsbach.

Mechanical failure

Lt. Paul R. Myers  
Preparing Officer

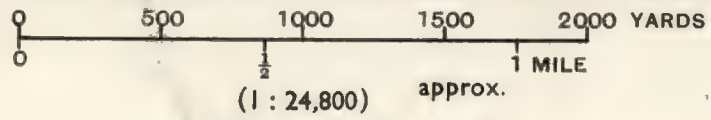


Target No.  
5 (b) 10a

GEBRÜDER GIULINI G.m.b.H.

LUDWIGSHAFEN (GERMANY)

Illustration No.  
5 (b) 10a/7



Photographed 9 November 1941  
Issued January 1943



A.I.3c (1)



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

(D-J-5)

27 May 1944.

SUBJECT: Comments of Crews Participating in Mission to LUDWIGSHAVEN, this date.

TO : COMMANDING OFFICER, 401st Bombardment Group (H), APO 557, U. S. Army.  
(THRU Lt. Col. B. K. Voorhees and Lt. Col. A. C. Brooks).

1. Lt. R. C. Wells, Pilot, A/C 087, stated that the Low Group Leader did not fly at constant speed.
2. Lt. J. Schuls, Co-Pilot, A/C 322, reported, "Low Box flew too fast - 160 m.p.h. in climb. Lt. J. A. Anderson, Navigator, A/C 322, commends Lt. D. L. Anderson, Bombardier, for kicking out 5 bombs which were stuck in bomb-bay.
3. Lt. W. W. Trimble, Pilot, A/C 468, complains of large landing pattern.
4. F/O J. R. McMurray, Co-Pilot, A/C 029, says latrine in 612th equipment room is filthy. Lt. R. D. McCord, Pilot, says men are laying around the equipment room and getting in each others' way.
5. Lt. J. M. Myrtetus, Pilot, A/C 811, reports, "Someone fired 3 shots from 50 cal. while we were taxiing on perimeter after landing".
6. Lt. A. R. Livingstone, Co-Pilot, A/C 005, took truck 40 minutes to get to dispersal area.
7. Lt. M. S. Fox, Pilot, A/C 057, wants to fly ship that is assigned to him.
8. F/O L. R. Rush, Navigator, A/C 092, says there was no briefing on friendly fighters.
9. Lt. W. J. Mann, Pilot, A/C 873, and crew says there was not enough to eat, in lunch.
10. Lt. W. P. Fulgin, Bombardier, A/C 084, wants to check out binoculars.
11. Lt. R. B. Malone, Navigator, A/C 983, put flasher frequencies in flimsy. Sgt. W. E. Dangler, ROB, needs "G.I." wrist-watch.

W. B. FRY,  
Major, A. C.,  
Group S-2 Officer.



SECRET

Report on A.A. Gunfire.

401st BOMBARDMENT GROUP (H)

Assigned LUDWIGSHAVEN . . . . .  
 Target: Bomed LUDWIGSHAVEN . . . . . Date of Mission 27 May 44

Route as Flown: 1055 hours (5000-0107E) - 1119 hours (4920 - 0245E) - 1139 hours (4830 - 0406E) - 1253 hours (I.P.) - 1304 hours (target) - 1342 hours (5021 - 0547E) - 1428 (Nieuport)

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

Description of Flak at Target, including METHOD OF FIRE CONTROL  
 1304 hours (target) 24,000, Intense, fair, fair, black & white, Barrage and pred. con.

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

1055 hours, (5000-0117E) 20,000 Meagre, Fair, Poor, Black, Pred. Conc.  
 1250 hours, (4852-0845E) 25,000 Meagre, Poor, Poor, black, following.

Was CHAFF carried? . . . Yes . . . . .  
 How discharged? . . . As briefed . . . . .

Position of Group . . . Lead and Low . . . . .

Details:-

Group	A/C over enemy territory	A/C Damaged	A/C lost to Flak	Time over Target	Time of Bombs away	Height	Axis of Attack	Bomb Run
Lead	16	16	0	1304	1304	25,200	330° M	4 Min.
Low	18	4 & 1 (\$)	0	1304	1304	23,920	321° M	60 sec.
Details:								

Comments - Phenomena:- Flak was being fired at chaff which had fallen below our altitude before we went in. They still fired at chaff while we were going over. Two rockets usual description at target area - inaccurate.

Lt. D. J. Sutherland



SIX HUNDRED AND FIFTEENTH BOMBARDMENT SQUADRON (H)  
 FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)

Office of the Operations Officer  
 AAF - Sta - 128 - APO - 557

27 May 1944

SUBJECT: Loading list.

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

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

PLANE # 42-97664

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Sachsenhirt	Marry	J.	615th
CP	2nd Lt.	Ballenger	William	H.	615th
N	2nd Lt.	Bookstans	Ernest	L.	615th
B	S/Sgt.	Hamilton	James	R.	615th
RO	S/Sgt.	Fingleton	Richard	A.	615th
T	S/Sgt.	Westberg	Raymond	E.	615th
BT	S/Sgt.	Martin	Robert	K.	615th
TG	Sgt.	Mussey	Ambrose	W.	615th
LWG	Sgt.	Harley	Jerome	Y.	615th
RWG	Sgt.	Martin	Russell	J.	615th

PLANE # 42-31069

P	1st Lt.	Brown, Jr.	Fred	(NMI)	615th
CP	2nd Lt.	Enstad	Robert	J.	615th
N	2nd Lt.	Manning	Charles	H.	615th
B	S/Sgt.	May	William	M.	615th
RO	S/Sgt.	Cooper	Larry	R.	615th
BT	S/Sgt.	Robideaux	Jay	W.	615th
TG	S/Sgt.	Hertzian	Harold	(NMI)	615th
TU	S/Sgt.	Agre	Jack	D.	615th
LWG	S/Sgt.	Finchell	Sherwyn	(NMI)	615th
RWG	S/Sgt.	Bushendorf	Everett	M.	615th

PLANE # 42-39875

P	2nd Lt.	Mann	William	J.	615th
CP	2nd Lt.	Root	John	A.	615th
N	2nd Lt.	Black	J. (10)	Dec	615th
B	2nd Lt.	Rosenquist	Alfred	A.	615th
RO	S/Sgt.	Amson	William	P.	615th
TT	S/Sgt.	Busher	William	F.	615th
BT	S/Sgt.	Smith	William	A.	615th
TG	Sgt.	De Muro	Alfonso	A.	615th
LWG	Sgt.	Bre gia	Frank	A.	615th
RWG	S/Sgt.	Reed	Robert	R.	615th

PLANE # 42-31933

P	2nd Lt.	Knight	Dan	C.	615th
CP	2nd Lt.	Huegin	William	H.	615th
N	2nd Lt.	Malone	Ralph	B.	615th
B	2nd Lt.	Chambers	Edward	C.	615th
RO	Sgt.	Dengler	Walter	E.	615th
TT	T/Sgt.	Sartor	William	D.	615th
BT	S/Sgt.	Mackowiak	William	R.	615th
TG	S/Sgt.	Paoaly	Charles	L.	615th
LWG	S/Sgt.	Wilson	Charles	J.	615th
RWG	S/Sgt.	Cora	Frederick	L.	615th



DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P -	1st Lt.	Lozinski	Stephen	J.	615th
CP -	2nd Lt.	Swisher	Harold	F.	615th
N -	F/O	Rush	Louis	R.	615th
B -	2nd Lt.	Hughes	Harold	E.	615th
RO -	T/Sgt.	Weber	Bernard	J.	615th
TT -	S/Sgt.	Mercurio	Michael	J.	615th
BT -	S/Sgt.	Keller	James, Jr.	F.	615th
TG -	S/Sgt.	Friedman	Irvin	L.	615th
LWG -	S/Sgt.	Brock	Kennath	E.	615th
RWG -	S/Sgt.	Williams	John	A.	615th

PLANE # 42-107113

P -	2nd Lt.	De Siano	Ambrose	(NMI)	615th
CP -	2nd Lt.	Hammond	Elbert	L.	615th
N -	2nd Lt.	Roddy	Albert	H.	615th
B -	2nd Lt.	MacDougall	Calvin	J.	615th
RO -	S/Sgt.	Roberts	Melvin	L.	615th
TT -	S/Sgt.	Moore	George	E.	615th
BT -	Sgt.	Nicol	Harold	J.	615th
TG -	Sgt.	Fraker	Reynold	T.	615th
LWG -	Sgt.	Warner	Merle	E.	615th
RWG -	Sgt.	Shuit	George	(NMI)	615th

PLANE # 42-31750

P -	2nd Lt.	Gillespie	Elmer	C.	615th
CP -	2nd Lt.	Chapman	Theodore	(NMI)	615th
N -	2nd Lt.	Mason	Hodge	E.	615th
B -	W/O (JG)	Thibodeaux	Nolan	L.	615th
RO -	S/Sgt.	McFall	Charlie	A.	615th
TT -	Sgt.	Zirbel	Don	D.	615th
BT -	Sgt.	Browning	Elmer	(E.)	615th
TG -	Sgt.	Crawley	Eugene	(F.)	615th
LWG -	Sgt.	Lambert	Thomas	(T.)	615th
RWG -	Sgt.	Bush	Robert	J.	615th

PLANE # 42-31077

P -	1st Lt.	Post	Edwin	A.	615th
CP -	2nd Lt.	Ledray	Vincent	L.	615th
N -	2nd Lt.	Hirsch	Bernard	M. H.	615th
B -	2nd Lt.	Walsh	James	V.	615th
RO -	T/Sgt.	Casner	Charles	F.	615th
TT -	T/Sgt.	Romano	Emanuel	L.	615th
BT -	S/Sgt.	Lutzi	Frank	R.	615th
TG -	S/Sgt.	Thompson	Walter Jr.	F.	615th
LWG -	S/Sgt.	Brannan	Lawrence	F.	615th
RWG -	S/Sgt.	Bunger	Alva	L.	615th

PLANE # 42-102468

P -	1st Lt.	Tribble	William	W.	615th
CP -	2nd Lt.	Shantz	Fred	E.	615th
N -	2nd Lt.	Lenke	Beryle	L.	615th
B -	1st Lt.	Cury	Kaver	(C.)	615th
RO -	T/Sgt.	Mackey	Jack	L.	615th
TT -	T/Sgt.	Tracey	Edward	(NMI)	615th
BT -	S/Sgt.	Schaeffer	John	H.	615th
TG -	Sgt.	Armstrong	William	C.	615th
LWG -	S/Sgt.	Acker	Joseph	F.	615th
RWG -	S/Sgt.	Courtad	Paul	E.	615th

C - Lt Col.  
B. Capt  
N. Capt

PFF 7594  
BROOKS  
KUENNING  
CRUSEY  
ALLISON  
ARNOLD  
RUFUS

C  
Hq.  
615  
615



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

27 MAY 1944

SUBJECT : LOADING LIST

TO : OPERATIONS OFFICER, 401st BOMB GP (H), AAF STATION 128, APO # 557.

1. FOLLOWING IS THE LIST OF COMBAT CREWS PARTICIPATING IN TODAY'S MISSION.

DUITY	RANK	LAST NAME	FIRST NAME	MI
<u>PLANE NO. 42-99932</u>				
P	1st Lt.	LEN	BARRY	(NMI)
CP	2nd Lt.	FRIEST	GORTON	S.
N	1st Lt.	SCHLIEPER	ROGER	F.
B	1st Lt.	KELLY	JOHN	J.
RO	T/SGT.	JOHNSON	ALVIN	A.
TT	T/SGT.	TRAYER	BLISS	F.
BT	S/SGT.	FLORIZ	LOUIS	(NMI)
TG	S/SGT.	TOBINE	RODNEY	T.
LDG	SGT.	HADSELL	DAVID	H.
MSG	S/SGT.	McCANTHY	WILLIAM	A.

<u>PLANE NO. 42-97344</u>				
P	2nd Lt.	CONNOLLY	JOHN	J.
CP	2nd Lt.	BOGGS	JAMES	B.
N	2nd Lt.	KRISE	THOMAS	H.
B	2nd Lt.	BOLLER	EDWARD	H.
RO	T/SGT.	HUNLEY	BARCLAY	J.
TT	S/SGT.	HILLS	CARL	V.
BT	S/SGT.	PEREZ	FRANK	D.
TG	SGT.	McCOWAN	BATES	(NMI)
LDG	S/SGT.	FRISMAN	MARICE	(NMI)
MSG	SGT.	BRIDGAP	LEE	O.

<u>PLANE NO. 42-31840</u>				
P	2nd Lt.	WINDHAM	FREDERICK	H.
CP	2nd Lt.	FINDRISON	EDWARD	P.
N	2nd Lt.	FLOYD	CARL	V.
B	2nd Lt.	MOLITO	ANGELO	J.
RO	SGT.	SCHEIDT	DANA	B.
TT	SGT.	RITTMER	ROBERT	V.
BT	SGT.	MINALICH	LEONARD	A.
TG	SGT.	STEPHENS	GELASTINE	S.
LDG	SGT.	GARCIA	JOHN	G.
MSG	SGT.	IRLAN	CLYDE	E.

<u>PLANE NO. 42-107043</u>				
P	2nd Lt.	FITCHETT	LAWRENCE	E.
CP	2nd Lt.	CAMPBELL	BRUCE	H.
N	1st Lt.	PFLEIFER	LAWRENCE	V.
B	1st Lt.	SANCHEZ	LOUIS	T.
RO	T/SGT.	BINDNER	MAX	H.
TT	T/SGT.	PAWELON	BENTHAM	(NMI)
BT	S/SGT.	SAGGI	LOUIS	H.
TG	S/SGT.	KISS	ROBERT	V.
LDG	S/SGT.	HAINABURY	RALPH	A.
MSG	S/SGT.	KELSEN	BAROLD	J.

<u>PLANE NO. 42-31037</u>				
P	2nd Lt.	FOX	MARSHALL	S.
CP	2nd Lt.	BING	ROY	A.
N	2nd Lt.	HUTTON	THEON	S.
B	F/O	DRAKE	WALTER	F.
RO	S/SGT.	AVERY	WILLIAM	F.
TT	S/SGT.	HILL	JAMES	B.
BT	SGT.	DALTON	JOHN	B.
TG	SGT.	DAKENS	ROBERT	T.
LDG	SGT.	JORDON	JOHN	V.
MSG	SGT.	GUILFOY	THOMAS	P.



PLANE NO. A2-31005

DUTY	RANK	LAST NAME	FIRST NAME	SI
P	2nd Lt.	HARRISON	WARDLAW	H.
CP	2nd Lt.	LIVINGSTONE	ALEXANDER	H.
N	2nd Lt.	WHITING	WYRICK	J.
B	1st Lt.	COBER	DEWE	C.
RO	T/SGT.	MUNCH	ELMER	C.
TT	SGT.	NOVAK	CLEMENT	W.
BT	S/SGT.	O'BRIEN	JOHN	D.
TG	S/SGT.	PETERK	ELMER	M.
ING	S/SGT.	BARKER	JAMES	E.
NRG	S/SGT.	MARTINELLI	ALEXANDER	M.

PLANE NO. A2-102581

P	1st Lt.	SCHARFF	PAUL	F.
CP	2nd Lt.	ECKERT	CHARLES	A.
N	1st Lt.	SCHWARTZ	IRVING	(DMI)
B	2nd Lt.	HOOVER	ROBERT	R.
RO	SGT.	STRONG	ROBERT	C.
TT	T/SGT.	KARL	RICHARD	L.
BT	S/SGT.	DEWELL	CHARLES	H.
TG	S/SGT.	MAX SMALLIN	JAMES	M.
ING	S/SGT.	TOMLINSON	ROSCOE	P.
NRG	SGT.	FYNIGAN	FREDERICK	G.

PLANE NO. A2-31557

P	1st Lt.	KEITH	WALTER	B.
CP	2nd Lt.	MALONEY	JOHN	J.
N	2nd Lt.	STEPHENS	DAVID	H.
B	2nd Lt.	WEISS	NORMAN	(DMI)
RO	SGT.	MAHLER	ANTHER	P.
TT	S/SGT.	WELLS	JAMES	K.
BT	SGT.	BUCKOWITZ	PETER	(DMI)
TG	SGT.	D'AGASTINO	VICTOR	(DMI)
ING	SGT.	CASS	LEO	C.
NRG	SGT.	BARNES	MINNIE	E.

PLANE NO. A2- 319 395

P	1st Lt.	PROTZ	WILLIAM	F.
CP	2nd Lt.	BARNETT	RICHARD	S.
N	F/C	STINGEL	ALVIN	J.
B	2nd Lt.	BENNETT	SAM	B.
RO	T/SGT.	VICKS	WAYNE	W.
TT	T/SGT.	MONROE	JIM	K.
BT	S/SGT.	BARTAK	FRANK	S.
TG	S/SGT.	APPLEBY	JAMES	C.
ING	S/SGT.	REINHOLDT	ALBERT	P.
NRG	S/SGT.	CLIFF	GLENN	L.

WEATHER SHIP: 107

P	MAJOR	STAIN	LEON	(DMI)
CP	2nd Lt.	MURPHY	WALTER	J.
N	1st Lt.	FRIEST	JACK	B.
RO	SGT.	CHARNES	HUGH	W.

FLYING WITH 612th SQ.

B	1st Lt.	BRANTON	HENRY	H.
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SIX HUNDRED AND FOURTEENTH BOMBARDMENT SQUADRON (H)  
 FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)  
 Office of the Operations Officer

AAF Station # 128  
 27 May 1944.

SUBJECT: Loading List.

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

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

PLANE 42-31315

P	1st Lt.	SMITH, WALLACE R. JR.	614th
CP	2nd Lt.	FAULHABER, DONALD A.	"
N	1st Lt.	CRANE, REMPRO V.	"
CT	S/Sgt.	Gatzemeyer, Gerald R.	"
RO	T/Sgt.	Castronova, Salvatore L.	"
TY	T/Sgt.	Fair, Charles H.	"
BT	S/Sgt.	McKendry, Daniel C.	"
TO	S/Sgt.	Sundberg, David C.	"
LNQ	S/Sgt.	Roberts, Marion E.	"
RNG	Sgt.	Elliott, Ralph D.	"

PLANE 42-102004

P	2nd Lt.	FISHER, ROBERT L.	614th
CP	2nd Lt.	THOMPSON, CHARLES F.	"
N	RF/O	RYNEHART, WILLIAM E.	"
B	2nd Lt.	FULGIM, WILLIAM P.	"
RO	T/Sgt.	Grites, Emory (HMI)	"
TY	T/Sgt.	Garlin, Harry G. Jr.	"
BT	S/Sgt.	Mack, Allen W.	"
TO	S/Sgt.	Long, Albert D.	"
LNQ	S/Sgt.	Tollefsen, Lauren H.	"
RNG	S/Sgt.	Wright, Dale L.	"

PLANE 42-102780

P	2nd Lt.	LINCOLN, CLIFFORD A.	614th
CP	2nd Lt.	MYERS, JOSEPH H. JR.	"
N	2nd Lt.	DOWELL, JAMES B.	"
B	2nd Lt.	DANILVAE, STEPHEN J.	"
RO	T/Sgt.	Johnson, Oscar H.	"
TY	T/Sgt.	Bredelis, Raymond G.	"
BT	S/Sgt.	Steitz, Clarence E.	"
TO	S/Sgt.	Classick, John F. Jr.	"
LNQ	S/Sgt.	Moll, Robert C.	"
RNG	S/Sgt.	Raley, Daniel J. Jr.	"

PLANE 42-31885

P	1st Lt.	WALSH, ROBERT P.	614th
CP	2nd Lt.	BRIGHT, WILBUR C.	"
N	2nd Lt.	RYAN, JAMES P.	"
B	2nd Lt.	PEDRO, ORLANDO J.	"
RO	S/Sgt.	Gray, John A.	"
TY	T/Sgt.	Tweed, Stanley A.	"
BT	S/Sgt.	Berg, Edgar W.	"
TO	T/Sgt.	Caron, Alex (HMI) Jr.	"
LNQ	S/Sgt.	Jones, Scott D.	"
RNG	S/Sgt.	Toel, Oliver R.	"

For Use Squadrons Commanders



**Loading List (Con't)**

PLANE 42-107151

P	2nd Lt.	KENEY, JOSEPH B.	616th
CP	2nd Lt.	HEARN, ROBERT F.	"
N	2nd Lt.	JAFFE, LAWIS S.	"
B	2nd Lt.	WILSON, JOHN H.	"
RO	S/Sgt.	Fidler, Charles K.	"
TT	Cpl.	Dixon, William E.	"
BT	S/Sgt.	Hambright, Richard P.	"
TG	S/Sgt.	Higbee, Mark (NMI)	"
LRG	S/Sgt.	Fearless, Herman (NMI)	"
RNG	S/Sgt.	Peschon, Raymond J.	"

PLANE 42-107207

P	2nd Lt.	KILMER, ALFRED L.	616th
CP	2nd Lt.	HUNTER, JAMES H.	"
N	2nd Lt.	GRIFFIN, WILLIAM G. JR.	"
B	2nd Lt.	POWELL, EUGENE K.	"
RO	S/Sgt.	Brooks, Robert L.	"
TT	S/Sgt.	Deitsch, Delois F.	"
BT	Sgt.	Gormley, Edward M.	"
TG	Sgt.	Maniati, Angelo A.	"
LRG	Sgt.	Kicks, Robert G.	"
RNG	Sgt.	Alexander, James S.	"

PLANE 42-39440

P	1st Lt.	WILSON, CARLTON L.	616th
CP	2nd Lt.	KELLEY, CURTIS C.	"
N	2nd Lt.	CONNERY, JOHN K.	"
B	2nd Lt.	FOGARTY, FRANCIS M.	"
RO	S/Sgt.	Frederick, Eugene D.	"
TT	T/Sgt.	Quinn, Robert E.	"
BT	S/Sgt.	Pasano, William W.	"
TG	S/Sgt.	Pettit, Gerald H.	"
LRG	S/Sgt.	McMahon, James F.	"
RNG	S/Sgt.	Smith, George R.	"

PLANE 42-107210

P	1st Lt.	GRIMAN, JAMES A.	616th
CP	2nd Lt.	MELTON, LAVATA T.	"
N	2nd Lt.	GRIBBY, JACKSON (NMI)	"
B	2nd Lt.	ANDREWS, RICHARD J.	"
RO	S/Sgt.	Jacobson, Kenneth M.	"
TT	S/Sgt.	Snyder, Ernest M.	"
BT	Sgt.	Harwell, Wilton W.	"
TG	Sgt.	Rubman, Richard R.	"
LRG	Sgt.	Campbell, David H.	"
RNG	Sgt.	Shanks, Herbert H.	"

PLANE 42-107322

P	2nd Lt.	LEPGA, JOHN F.	616th
CP	1st Lt.	SCHULE, JOHN (NMI)	"
N	2nd Lt.	ANDERSON, JOSEPH A.	"
B	2nd Lt.	ANDERSON, DON L.	"
RO	T/Sgt.	Sugrue, John J.	"
TT	T/Sgt.	Gilbert, John W.	"
BT	S/Sgt.	Sanders, Valton H.	"
TG	T/Sgt.	Stallcup, West H.	"
LRG	S/Sgt.	Holin, Paul C.	"
RNG	S/Sgt.	Rowley, Charles H.	"

For the Squadron Commander:

WILLIAM O. GARLAND,







Plane 42-97487 (M) WOODWARD TRIMARAN PT-109  
 (M) WOODWARD TRIMARAN PT-109

P	West, George E. 1st Lt	612th
CP	McKinnon, Douglas H. 2nd Lt	"
H	Rutter, Lloyd A. 2nd Lt	"
B	Montgomery, Thomas H. 1st Lt	"
RO	Andrus, Robert L. T Sgt	"
TTC	Russell, Francis L. T Sgt	"
STC	Wamble, John L. S Sgt	"
TC	Larkin, Michael (RM) S Sgt	"
LTC	Russell, Hugh D. S Sgt	"
RSC	Morini, Alfred J. S Sgt	"

Plane 42-102393 102393-04 crew

P	Blighan, George W. 1st Lt	"
CP	Key, Richard H. 1st Lt	"
H	Sungyi, John H. 1st Lt	"
B	Daniel, James R. 1st Lt	"
RO	Gregorian, Alex (RM) 1st Lt	"
TTC	Dunn, Johnny E. 1st Lt	"
STC	Johns, Carl W. 1st Lt	"
TC	Yentel, Lawson H. 1st Lt	"
LTC	Hepner, Robert J. 1st Lt	"
RSC	Callahan, Michael 1st Lt	"

Plane 42-31087 31087-04 crew

P	Wills, Kenneth C. 1st Lt	"
CP	Gunn, Brian H. 1st Lt	"
H	Gulick, Warren (RM) 1st Lt	"
B	Lingenfelter, Leo H. 1st Lt	"
RO	Bartlett, Edward E. 1st Lt	"
TTC	Larson, Robert D. 1st Lt	"
STC	Convertino, Alton 1st Lt	"
TC	Lockenour, Charles W. 1st Lt	"
LTC	Fried, William E. 1st Lt	"
RSC	Chapman, William 1st Lt	"

Plane 42-97611 97611-04 crew

P	Wytatus, John E. 1st Lt	"
CP	David, Charles C. 1st Lt	"
H	Heard, Thomas E. 1st Lt	"
B	Greer, Thyl J. 1st Lt	"
RO	Wyatt, Fred J. 1st Lt	"
TTC	Paine, Malcolm 1st Lt	"
STC	Brash, Abraham 1st Lt	"
TC	Irish, Robert L. 1st Lt	"
LTC	McGilland, George E. 1st Lt	"
RSC	Brotherton, Douglas W. 1st Lt	"

Plane 42-102394 102394-04 crew

P	Opie, Kermit H. 1st Lt	"
CP	Leher, Edward A. 1st Lt	"
H	Schwartz, Joseph H. 1st Lt	"
B	Walker, Wallace R. Jr. 1st Lt	"
RO	Simmons, Arnold H. 1st Lt	"
TTC	Fleetwood, Gerald C. 1st Lt	"
STC	Roddy, John F. 1st Lt	"
TC	Yentel, Alvin (RM) 1st Lt	"
LTC	Brader, Harry A. 1st Lt	"
RSC	Gulan, Frank F. 1st Lt	"

McGree, Donald G  
 Brannon, Henry G  
 1/22/11



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

27 May 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 27 MAY 1944.

BASE ON TAKE-OFF: 0800. 5/10 stratocumulus low cloud base 2000' tops 3000'.  
 Nil middle cloud. 2/10 cirrus about 25000'. Visibility 6 miles.

ROUTE OUT: 5-7/10 patchy stratocumulus tops 3-4000' decreasing to Nil-2/10  
 at English coast and to Nil over continent. Nil middle cloud. 1-3/10  
 cirrus 25000' increasing to 2-4/10 over Channel and to 4-6/10 tufted cirrus  
 about 30000' near 06 East. Visibility unrestricted at operational altitude.

YACHT: 1304. Nil low or middle cloud. 5/10 cirrus at 30000'. Downward  
 visibility 15 miles through light haze.

RETURN ROUTE: Nil low cloud becoming 2-4/10 cirrus and stratocumulus tops  
 6-7000' and suddenly increasing to 8-10/10 at continental coast; low cloud  
 breaking to 1-3/10 small cirrus tops 6-7000' at English coast. Nil middle  
 cloud. 4-6/10 cirrus above 25000' increasing to 5-7/10 over Channel and  
 decreasing to 2-4/10 over England. Visibility unrestricted at altitude.

BASE ON RETURN: 1500. 3/10 small cirrus at 4-5000'. Nil middle cloud.  
 3/10 cirrus at 25000'. Surface visibility 10 miles.

REMARKS: Contrails light and non-persistent above 22000' over Channel on  
 route out and above 25000' over target made by fighters. Low cloud bank  
 reported eastward along the approximate line Frankfurt-Amsterdam on return.  
 Temperatures 0-3 degrees lower than forecast, e.g., 15000' -5, 20000' -16,  
 25000' -25. Wind over continent reported 20-30 degrees more southerly and  
 slightly stronger than forecast, e.g., 22000' at 06 East - 230 - 35; other  
 winds as forecast.

*Walter J. Saucier*  
 WALTER J. SAUCIER  
 1st Lt., Air Corps  
 Weather Officer



# OPERATIONAL ROUTE FORECAST

DATE 25 27 May 1966  
 PERIOD 0630 - 1630 hrs.  
 AG P BR. HQ SOS 122929

DECLASSIFIED PER NND 745003  
 BY 92 MARA DATE 1/22/11

	A Base to Continental Coast	B Continental Coast to Target to Continental Coast	C Continental Coast to Base	D
WEATHER	Cloudy with Haze	Cloudy with Haze becoming Partly Cloudy with Haze	Cloudy	
CLOUDS	6-9/10 Stratocumulus base 1-2000ft tops 3000ft. 0-3/10 Altostratus or high Stratocumulus base 10,000ft tops 13,000ft. 2-4/10 Fine Cirrus at 25,000ft and above.	6-9/10 Stratocumulus base 1-2000ft tops 3000ft becoming 3-5/10 at 75mi. inland and 0-3/10 in the vicinity of the Target. 100% Middle Cloud 2-4/10 Fine Cirrus above 25,000ft becoming 3-5/10 at the Target. <u>SEVERAL ON RETURN TO CONTINENTAL COAST.</u>	6-9/10 Stratocumulus base 2000ft tops 4000ft becoming 4-6/10 at English Coast base 3000 tops 4-5000ft. 100% Middle Cloud becoming 4-7/10 Altostratus and Altostratus base 1200ft tops 16,000ft. 2-4/10 Fine Cirrus above 25,000ft becoming 6-8/10 Cirrus 22,000ft and above.	---100%--- No Contrails at Operational Level. None Persistent Contrails at Cirrus Level. ---100%--- Weak ICBM Cold Front Approaching Western Base at time of RTTU II.
ICING	12,000ft NIL	12,000ft NIL	12,000ft NIL to Light Rime in Middle Cloud.	
VISIBILITY	1-2 miles becoming unlimited Aloft.	Unlimited Aloft, but downward Visibility 15-18-20 miles	Unlimited Aloft becoming 6 miles at base on return.	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	Base to 04 deg East	04 deg East to Target	Temperatures	
5000 FT	230 15	250 10	Plus 16	
10000 FT	240 15	260 15	Plus 12	
15000 FT	230 20	260 20	Plus 06	
20000 FT	230 25	250 25	-03	
25000 FT	230 30	260 30	-14	
30000 FT	230 40	260 30	-24	
35000 FT	230 45	260 30	-35	

BASE ALTIMETER SETTING 30.18in TARGET SURFACE TEMP Plus 16 TARGET MEAN TEMP Plus 0.5  
 TEMP. AT 25000 FT. -24 TARGET SURFACE (PRESSURE-ALT) -376 ft  
 TARGET SEA LEVEL PRESSURE 30.33in ADD HEIGHT OF TARGET ←