

MISSION NO. 114

To: SCHWEINFURT, GERMANY

401ST BOMBARDMENT GROUP (H)
REPORT OF OPERATIONAL
DAY
MISSION SUMMARY REPORT

MISSION # 114

Date 21 July 1944

ASSIGNMENT

1. Assigned Target: SCHWEINFURT, GERMANY (Ball Bearing Plant)
2. Commitments: The 401st furnished the Lead and Low 12 A/C Boxes for the 94th "B" CBW. One PFF A/C was furnished from 381st Group. Each Box had a spare.

EXECUTION

1. Target Bombed: SCHWEINFURT, GERMANY
2. a. Wing Leader: Major R. J. WHITE
Lead Navigator: Captain R. F. CAUSEY
Lead Bombardier: Captain K. C. KUENNING
- b. Low Box Leader: 1st Lt. J. R. IRWIN
Lead Navigator: 1st Lt. C. W. BRYANT
Lead Bombardier: Captain H. W. MEADVILLE

3. Takeoff and Assembly:

The Group's and Wing assembly were good and control points were made on time. The Wing was in good Division formation and in the correct position at point "Z".

4. Attack:

a. Penetration:

The route to the target was made good, however adverse winds caused the timing to be late. Twenty minutes before target time "Buckeye Blue", the fighter scouting force, gave the target weather as good but bombing would have to be done at 24,000 feet. "Buckeye Blue" did not tell the formations, however, that clouds en route to the IP were as high as 26,500.

Mission Summary Report (Cont'd)

4. a. Penetration (cont'd)

This caused some difficulty because the Wing had to climb from 26,500 feet just prior to reaching the IP. The Low box was forced to fly through the tops of these clouds. The briefed route just prior to the IP was deviated from in order to by pass clouds higher than 26,000 feet. The high clouds forced the Wing to turn on the bombing run North of the IP. Bombing results are believed to be good. The incendiaries were seen to strike in the smoke left by the previous bombing. For reasons yet unknown the high box did not bomb the primary target, but bombed a target of last resort with unobserved results.

b. Bombing Approach and Run:

Lead Box:

Along the course to the IP, the PPF operator gave the distance and bearing of the IP. Upon reaching the clear area beyond the undercast, the leaders started looking several miles ahead for the IP, but soon discovered that it had been overshoot by about 10 miles. A turn onto course for the target was made then, but since another Wing was seen approaching the target on the briefed course and at an angle to ours, it was necessary to make a large S turn to get behind them. This shortened the run somewhat but still left enough time for synchronization. These short turns which put the formation very close behind the other Wing, plus the shorter run, probably accounted at least partially for the absence of flak bursts in our box. Previous bombings so completely covered the target area with smoke that it was difficult to find even nearby reference points by which to locate the MPI. The incendiary bursts were visible through the smoke and appeared to be on the assigned MPI.

Low Box:

The Wing overrun the IP a few miles. We made the turn, uncovered for a visual run, and came in on a magnetic heading of 283° directly, behind the Lead Box. Smoke from the bombs of the 6 preceding Sections covered the target area and an extremely heavy haze prevented us from seeing the MPI proper. Rate and course were both killed by means of lines drawn on a grid and placed so as to cross over the assigned aiming point. These lines extended outside of the smoked area and synchronization was made on objects on these lines. Thus the assigned MPI was used as an aiming point, in an artificial manner. Bombs were dropped and results were excellent.

Mission Summary Report (Cont'd)

c. Weather:

Weather was clear over the target, but presented difficulties (as described in other sections of report) both in the penetration and withdrawal.

d. Withdrawal:

After bombing the Lead and Low Boxes let down as briefed and returned in Division formation. The High Box became separated due to the clouds and returned with another Wing. The 1st and 2nd Divisions returned together, more or less "en masse".

No enemy fighters were encountered and friendly escort was good. Flak was encountered at the target and just prior to departing the enemy coast.

e. Return to Base:

Normal letdown was made and all ships returned safely to home base.

5. Aircraft Not Attacking:

Lead Box:

A/C 42-31077 - Not Sertie. Returned early after pilot had to make a change in airplanes. Formation was complete when found, hence he returned. (Other)

Low Box:

All A/C airborne attacked target.

6. Enemy Opposition:

No air opposition (See flak report for flak)

7. Battle Damage:

<u>Major</u>	<u>Minor</u>	<u>Flak</u>
2	10	12

8. Casualties:

None

9. Statistical Summary of Operations (See attached Form)

Mission Summary Report (Cont'd)

10. Bombing Data:

a. Observations:

Lead Box:

Results were excellent. The incendiary bombs blanketed the target area.

Low Box:

Results were excellent. The bombfall of the IB covered the target area.

b. Disposition of Bombs:

Lead Box:

Ten 401st A/C scheduled for the Lead Box dropped 400 X 100# IB on primary. One spare filling in from the Low Box dropped 42 X 100# IB. 1 PFF A/C dropped 40 X 100# IB.

Low Box:

Twelve 401st A/C scheduled for the Low Box dropped 420 X 100# IB on primary. One spare airborne with this box filled in and dropped 42 X 100# IB with Lead Box.

c. TABULARY SUMMARY OF DISPOSITION OF BOMBS:

	<u>Aircraft</u>		<u>Bombs</u>			
	<u>Over Target</u>	<u>Bombing</u>	<u>Number</u>	<u>Size</u>	<u>Type</u>	<u>Fusing Nose Tail</u>
Main Bombfall	73	23*	926	100#	M47A2	M126
Other Attacks	-	-	-	-	-	-
Total Bombs on Target			926	100#	M47A2	M126
Other Expenditures			-	-	-	-
Bombs Returned			84	100#	M47A2	M126
Total Loaded On A/C Taking Off			1010	100#	M47A2	M126

* Excl 1 PFF A/C dropping 40 IB on primary.

Mission Summary Report (Cont'd)

11. Lost Aircraft:

None.

Submitted By:

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

STATISTICAL SUMMARY OF OPERATIONS

801st Group

1st BD F. O. 443

Date of 21 July 1944

94th "B" CBW

	Lead Box		LoB Box	
		PFF - GH		PFF - GH
1. No. of A/C Failing to Take Off				
2. No. of A/C Airborne	12	1	13	
3. No. of A/C Airborne Less Spares	11	1	13	
4. No. of A/C Serties	10	1	13	
5. No. of A/C Attacking	10*	1	13*	
6. No. of A/C Not Attacking	1			
(a) Early Returns Included	(1)			
7. Name of Primary Target	SCHWEINFURT, GERMANY			
(a) No of A/C Attacking	10*	1	13*	
(b) No., Size & type of bombs	400	40	526	
	100 #	100 #	100 #	
	M47 A2	M47 A2	M47 A2	
8. Name of Secondary Target	Not Bombed			
(a) No of A/C Attacking				
(b) No., Size & type of Bombs				
9. Name of Last Resort Target	None			
(a) No. of A/C Attacking				
(b) No., Size & type of Bombs				
10. Name of Target of Opportunity	None			
(a) No. of A/C Attacking				
(b) No., Size, & type of Bombs				
11. Name of Target Opportunity	None			
(a) No. of A/C Attacking				
(b) No., Size & type of Bomb				
12. No of A/C Lost - TOTAL	None	None	None	
13. - to Flak				
14. - to Flak & E/A				
15. - to Enemy A/C				
16. - to Accident				
17. - to Unknown				

STAT SUMMARY (Cont'd)

18. Time of Takeoff	0620	0621	
19. Time of Attack	1102	1102½	
20. Average Time of Flight	7.5	7.5	
21. Altitude of Release	26,200	24,400	
22. Visual or PFF	Visual	Visual	
23. Enemy Resistance - AA Int.&ACC.	Moderate good	Moderate good	
24. - Fighters	None		
25. - Bombers	None		
26. U.S. A/C Engaged by Enemy A/C	None		
27. Degree of Success	Excellent	Excellent	

PFF A/C Borrowed from Groups as follows: 1 PFF A/C from 381st Group.

PFF A/C Loaned to Groups as Follows: None.

NOTES: * The spare A/C airborne with the Low Box filled in and bombed with the Lead Box (it dropped 42IB's) - over the target each had 12 A/C .

TYPE OF RELEASE

Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN

Target Area

NAVIATION DATA:

MEAN TEMP.

METRO

ACTUAL

WINDS

ALTITUDE

DIRECTION

VELOCITY

TEMP C.

METRO

ACTUAL

METRO

ACTUAL

METRO

ACTUAL

1000
 5000
 10000
 15000
 17000
 19000
 20000
 25000
 23000
 30000

--310

280

29

20

-26

-28

METHODS OF BOMBING

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COMPOSITE GROUPS

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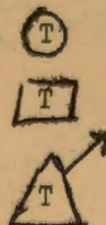
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Bombardier making complete sighting operation

Bombardier making range operation only

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



Combat Flight Leader Major White Date 21 July 1944
Deputy Flight Leader Lt Ball

SQDN

PARR (WHITE)

625

HANBORD

511

BALL

891

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

401st Group Lead Formation
At Take Off, Assembly and
On Cruise.

SQDN

HEEMAN

947

WINGARD

005

KOLZE

113

GILLESPIE

072

GIBSON

993

OSSTANDER

632

SQDN

KELLEY

151

KOVACH

602

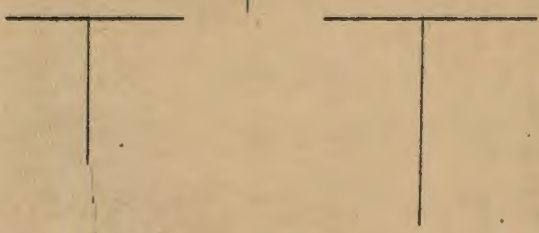
ROOKS

077
Aborted

SPARES

BURNS

064 returned



Major White

21 July 1944

Combat Flight Leader _____ Date _____

Lt Ball

Deputy Flight Leader _____

SQDN
PAIR (WHITE)

612th SC JABWOCK
613th IN MACRO
614th IW GOLFCLUB
~~605th~~ ~~604th~~ ~~603rd~~ ~~602nd~~ ~~601st~~ ~~600th~~ ~~599th~~ ~~598th~~ ~~597th~~ ~~596th~~ ~~595th~~ ~~594th~~ ~~593rd~~ ~~592nd~~ ~~591st~~ ~~590th~~ ~~589th~~ ~~588th~~ ~~587th~~ ~~586th~~ ~~585th~~ ~~584th~~ ~~583rd~~ ~~582nd~~ ~~581st~~ ~~580th~~ ~~579th~~ ~~578th~~ ~~577th~~ ~~576th~~ ~~575th~~ ~~574th~~ ~~573rd~~ ~~572nd~~ ~~571st~~ ~~570th~~ ~~569th~~ ~~568th~~ ~~567th~~ ~~566th~~ ~~565th~~ ~~564th~~ ~~563rd~~ ~~562nd~~ ~~561st~~ ~~560th~~ ~~559th~~ ~~558th~~ ~~557th~~ ~~556th~~ ~~555th~~ ~~554th~~ ~~553rd~~ ~~552nd~~ ~~551st~~ ~~550th~~ ~~549th~~ ~~548th~~ ~~547th~~ ~~546th~~ ~~545th~~ ~~544th~~ ~~543rd~~ ~~542nd~~ ~~541st~~ ~~540th~~ ~~539th~~ ~~538th~~ ~~537th~~ ~~536th~~ ~~535th~~ ~~534th~~ ~~533rd~~ ~~532nd~~ ~~531st~~ ~~530th~~ ~~529th~~ ~~528th~~ ~~527th~~ ~~526th~~ ~~525th~~ ~~524th~~ ~~523rd~~ ~~522nd~~ ~~521st~~ ~~520th~~ ~~519th~~ ~~518th~~ ~~517th~~ ~~516th~~ ~~515th~~ ~~514th~~ ~~513rd~~ ~~512nd~~ ~~511st~~ ~~510th~~ ~~509th~~ ~~508th~~ ~~507th~~ ~~506th~~ 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625

HAMMOND

BALL

511

891

SQDN

SQDN

HEENAN

KENNEY

947

151

WINGARD

KONZE

THOMASON

HOVACH

I 005

113

938

602

GILLESPIE

072

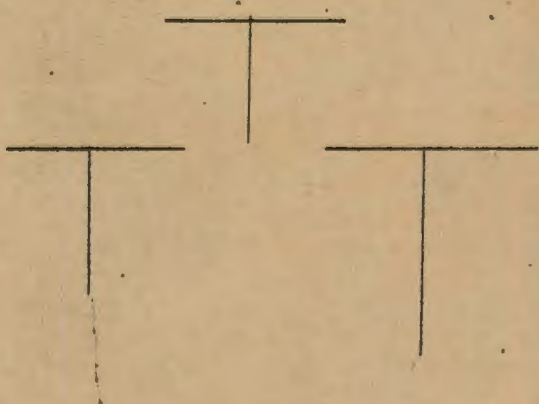
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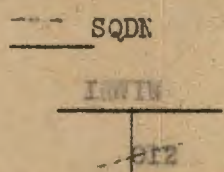
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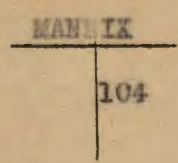
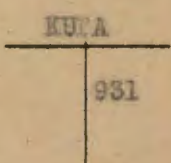
SPARES



Combat Flight Leader Lt Irwin Date 21 July 1944
Deputy Flight Leader Lt Mannix

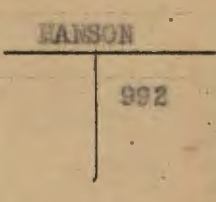
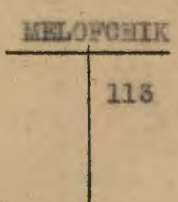
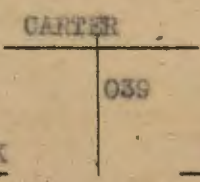
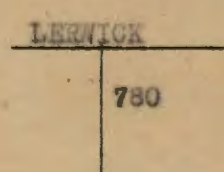
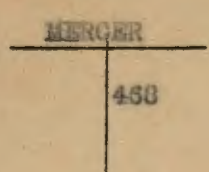
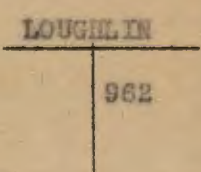
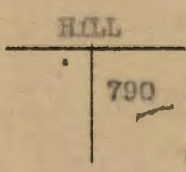
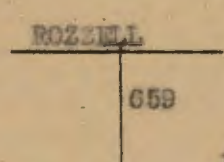
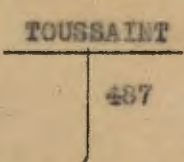


612th SC JABWOCK
613th IN MACRO
614th IW GOLFCLUB
615th IY BUZZARD
401st Group Low Formation
At Take Off, Assembly and
On Cruise.

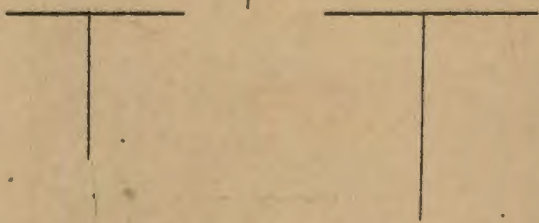
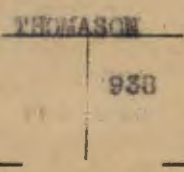


SQDN

SQDN



SPARES



Combat Flight Leader Lt Erwin Date 21 July 1944

Deputy Flight Leader Lt Mandy

SQDN

IRWIN

012

612th SC JABWOCK
613th IN MACRO
614th IW GOLFCLUB
615th IY BUZZARD
401st Group Low Formation
over Target

KUTA

MANDIX

931

104

SQDN

TOUSSAINT

487

SQDN

ROZZELL

659

HILL

LOUGHLIN

MERCER

LEEVICK

790

962

468

780

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039

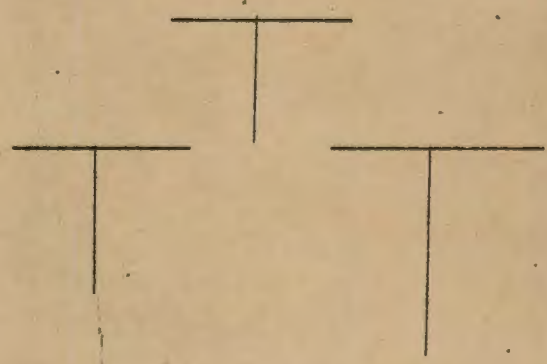
MELOPCHIK

HANSON

113

992

SPARES



HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

21 July

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 0621 hours; Land at 1406 hours.

b. Group formed at 0726 hours at 11000 feet.

c. Formed CBW at 0726 hours at 11000 feet.

d. Began climb at 0818 hours; reached alt. at 1027 hours.

e. Weather encountered over England:

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

(2) Wind at altitude 289 degrees, 28 Knots.

f. Means of navigation over England, D.R. and GEE.

g. Means of checking Metro Winds GEE and Pilotage.

h. Joined task force at 0802 hrs. at Splasher #7
(Splasher, City, Coord.)

i. English Coast out at 0817 hrs.; Enemy Coast in at 0852 hrs.

j. Fighter Rendezvous:

(1) Going in 0916 hrs.

(2) Coming back Continuous hrs.

k. Wind used for bombing:

(1) 289 degrees, 28 Knots.

(2) Determined by Pilotage
(Method)

l. Bomb run and Method of Target Identifications

(1) Reached IP at 1047 hrs.

(2) Mag. heading over target 283 degrees.

(3) Altitude over target 23700 feet.

(4) Bombs away at 1102 1/2 hrs.

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

Visual CAVU

m. Gee:

(1) Coordinates of furthest fix 51 19 N. 05 13 E.

(2) Obtained at 0911 hours.

n. Difficulties encountered with special equipment.

NONE

COMMENTS:

/s/ C. W. Bryant, 1st Lt., AC
C. W. BRYANT
1st Lt., Air Corps
Lead Navigator (Low Box)
SIGNATURE

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICERXX 21 July 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 06 20 hours; Land at 1350 hours.
- b. Group formed at 0725 hours at 13000 feet.
- c. Formed CBW at 0725 hours at 13000 feet.
- d. Began climb at 0816 hours; reached alt. at 1030 hours.
- e. Weather encountered over England:
- (1) Clouds 10 / 10th - Visibility UNL miles.
 - (2) Wind at altitude 280 degrees, 16 Knots.
- f. Means of navigation over England. "GEE"
- g. Means of checking Metro Winds "GEE" and PFF Air Plot
- h. Joined task force at 0804 hrs. at Splasher #7
(Splasher, City, Coord.)
- i. English Coast out at 0816 hrs.; Enemy Coast in at 0849 hrs.
- j. Fighter Rendezvous:
- (1) Going in 0914 hrs.
 - (2) Coming back Continuous hrs.
- k. Wind used for bombing:
- (1) 280 degrees, 16 Knots.
 - (2) Determined by PFF Air Plot
(Method)
- l. Bomb run and Method of Target Identifications:
- (1) Reached IP at 1052 hrs.
 - (2) Mag. heading over target 295 degrees.
 - (3) Altitude over target 26000 feet.
 - (4) Bombs away at 1102 hrs.
 - (5) Method of target identification and weather over target:
- | Visual | Pin Point |
|---|-----------|
| m. Gee: | |
| (1) Coordinates of furthest fix <u>51 15</u> N. <u>05 27</u> E. | |
| (2) Obtained at <u>0914</u> hours. | |
- n. Difficulties encountered with special equipment.
NONE

COMMENTS:

/s/ R.F. Causey, Capt, AC
R. F. CAUSEY
Capt, AC
Lead Navigator (Lead Box)
SIGNATURE

FLIGHT PLAN

Air Commander - Lt. Parr
White

NAVIGATOR - CAPT R.F. GAUGHEY

DATE 21 July 1944

STATIONS	0455	ENCINES	0555	TAXI	0610	T.O.	0625
LEAVE BASE	COTTESMORE 0733						
COAST OUT	0615						
ENEMY COAST	0647						
I.P.	1039						
TARGET	1039						
ENEMY COAST	1244						
ENGLISH COAST	1315						
E.T.R.	1347						

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

Z - 0730
Ref Alt 15000
Bomb Alt 25000
Oxygen 0430

WATCH Fast Div assembly - Spl. #7 to ...
Slow RATE secs/hour Losing

Letdown on Kings Cliff buncher 52-34N 00-39W
At G.M.T. Lead 045 Low 030 High 040 Neg.

FROM TO	W/V USED	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRIFT FT	TRUE HDNG.	VAR.	MAC. HDNG.	C. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA				
														TIME	BODY	ALT.	AZI.	
Assemble		13000																
52-14N 00-39W	186/15	13000	150	162	079	f3	084	f10	094	166	10	03 1/2 f1	0733					
52-14N 00-22N	188/15	15000	150	164	148	f3	151	f10	161	153	63	24 1/2 f2 1/2	0804			Control Pts.		
51-52N 00-33E	190/15	15000	150	167	080	f3	085	f10	095	172	30	10 1/2 f1	0815			C. P. #1 0825		
51-57N 01-21E	195/17	20000	150	174	096	f3	101	f9	110	176	93	32	0847	Enemy Coast			#2 0847	
51-02N 05-48E	270/25	20000	150	187	121	f1	125	f7	132	208	86	25	0912					
50-56N 06-21E	begin climb		150		109	f2	111	f7	118	210	22	07	0919				#3 0919	
49-39N 07-30E	275/25	25000	150	189	159	f7	166	f6	172	198	104	32	0951					
49-34N 08-30E	275/25	25000	150	204	096	-2	094	f6	100	227	46	12	1003				#4 1004	
49-33N 09-31E	310/25	25000	150		092	-4	088	f3	093	224	40	11	1014					
49-31N 10-37E	"	"	"		062	-6	056	f3	061	212	48	14	1028	I. P.				
50-02N 10-13E	305/25	20000	170	214	235	f6	241	f3	246	204	82	20	1106					
49-34N 08-30E	290/25	20000	150	182	276	f2	278	f6	284	158	46	13	1124				#5 1128	
50-56N 06-21E	"	20000	150		339	-6	333	f6	339	165	104	38	1202					
51-03E 05-48E	"	20000	150		289	0	289	f7	296	197	22	9	1211					
51-48N 03-01E	"	20000	150		301	-2	299	f7	306	198	86	33	1244	Enemy Coast				
Falintown	185/15	5000	170		276	-5	271	f9	280	181	93	31	1315	English Coast				
51-57N 01-21E	148/6	2000	160	148	294	-8	292	f10	302	155	79	32	1347	E.T.R.				
Base, East I.O.	155/15	000	150	147	114	f4	116	f10	128	135	79	35	0738	Dept. Base				
Falintown	185/15	15000	130									37	0815	Dep Eng. Coast				

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAC. HDNG.	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	
			35		TAKOFF Sunny 050 Mag										
0627			360		Absorb buncher (Cottesmore Left)		150	3500							
0638	358	150/6	360		I.P. 53 12N 00 41W		150	8000	162	41 1/2	17	147			
0700			180		Circle buncher "Y"		150	13000							
0725			90		Group Formed and wing (Cottesmore		150	12000							
0733 1/2			84		Depart "y" 1/2 minute late		"	"							
0739			84		Point "U" on line on course		"	"							
0747			175		Having to swing to right to give 94th "A" <small>can't see</small>		150	14000							
0804			120		Point "G" 4 min North of "C"		150	15000							
0816			70		Point "2" Begin Climb		150	15000					1 minute late		

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNC.	MAG. HDNC.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS. MPH. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
0837	100	250/18	100		"G" Wind 51 47N 02 46E		150	18000	174	67	21	192			
0849			80		Enemy Coast 51 45N 03 50E 2' late		150	19600							
0900			122		2 miles north Antwerp		150	20000							
0914			120		51 15N 05 27E "GEE"			20000		60	17 1/2	204		3 1/2	0918 1/2
0928			111		C.P. #3 on course 9 minutes late		150	20000							
0931			168		KOLN 66degrees 18 miles		150	20000							
0950		270/16	163		Cross Moselle River 49 55N 07 00E		150	21200	188	68	21	194			WIND (FFF Air Plot)
0953			160		Saarbrucken 24 miles South		150	22600							
1001			165		Flak off to right		150	23000							
1003			88		Turn at 49 17N 07 20E 10/10ths		150	23200							
1021			70		Op #4 on course Flak off to right from KARLSRUHE			25000							
1030			80		Over Hielbronn 10/10ths		150	26000							
1032			80		49 12E 09 34E		150	26000							
1048			30		Ghaff		150	26300							
1052			30		I.P. Visual Neustedt			26000							
1102		28	290		ENGINE AWAY (Wind used 280/15)		150	26200							
1113			240				150	26000							
1130			260		LUDWIGSHAFEN 10 Right		155	17500							
1145			320		20 miles right C.P. #5 due to weather			19000							
12008			310		LAACKE Lake 14 miles right of course		150	19000							
1209			310		50 38N 06 42E		150	19000							
1215			290		JULICH (KERN CLEAR) 4/10ths		150	19000							
1222			296		51 03N 05 48E		150	19000							
1240			205		Hit by flak at 51 28N 04 23E Flak very accurate		150	19000							
1315			275		51 55N 02 32E (No. 1 engine froze)		150	3000							
1334			284		FELIXSTONE		148	1300							
1345			270		HIDEGBELL		150	1500							
1350					LANDED										
1400					1400RS. Engines Off										
										I CERTIFY THAT THIS IS A TRUE COPY OF THE LEAD NAVIGATOR'S LOG.					
										H.W. BOWMAN Colonel, Air Corps Commanding					

TARGETS:

PRIMARY

Schwinfurt, Germany

TRACK CHART

DATE *July 21, 1944*

Green

Red

ROUTE FOLLOWED BY

Diebst Course

1061 B.C. W

DECLASSIFIED PER NND 745005
BY ED NARA DATE 11/10

SECRET
By authority of
C. C. Eighth Air Force
Initials _____
Date _____
Authorized for
reproduction
of _____ copies
Copy No. _____
Fifth Air Force
Sp. _____
Date _____

COMBATS
F.W 190 ○
ME 109 ○
JU 88 ○
ME 110 ○
DO 217 ○
ME 210 ○
ME 410 ○
JU 87 ○
FLAK
HEAVY
LIGHT

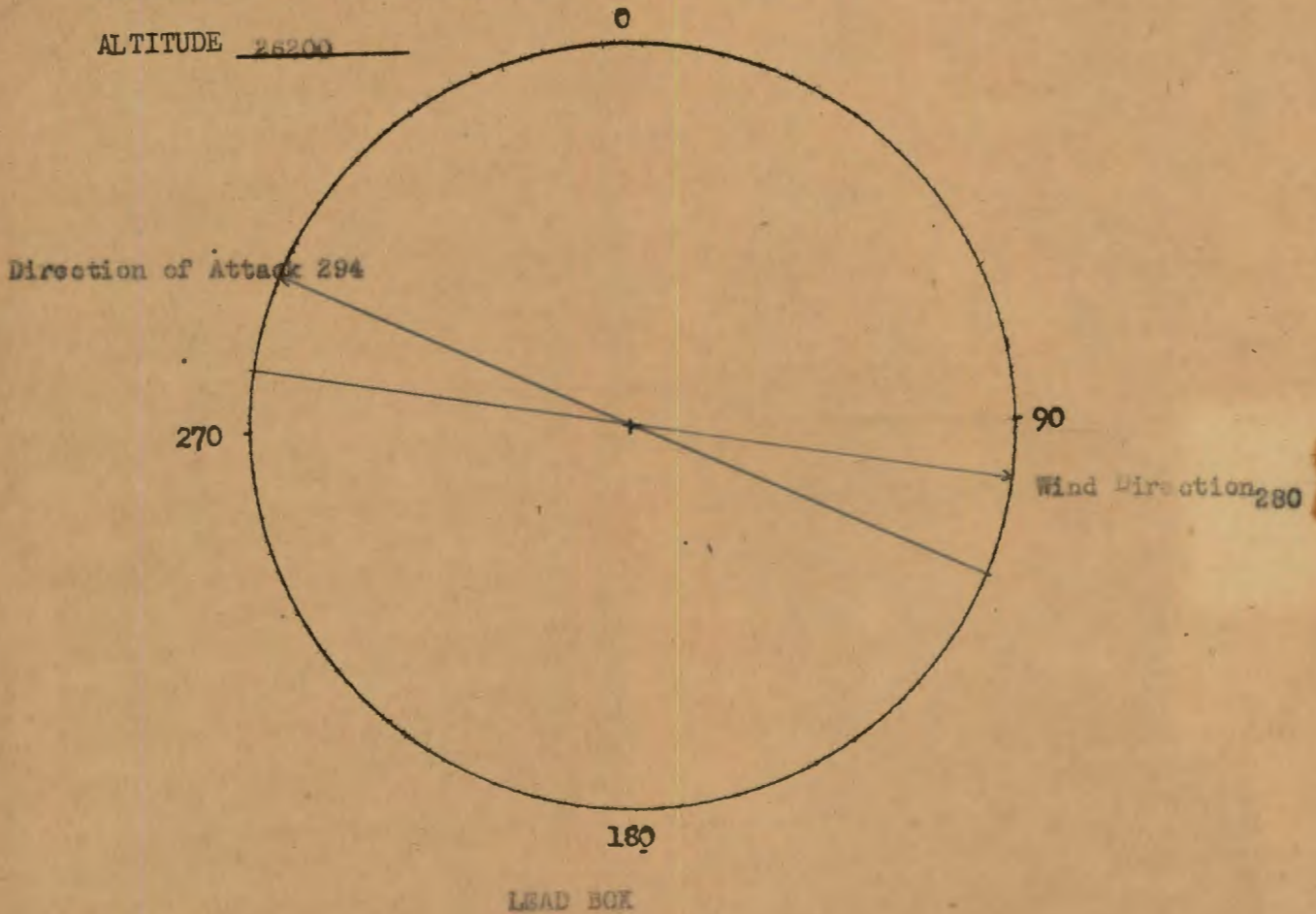


BOMBARDIER'S INDIVIDUAL PLOT

TARGET Schwainfurt, Germany

METHOD OF BOMBING Visual

ALTITUDE 26200



PLOT

WIND DIRECTION 280

WIND VELOCITY 30

DIRECTION OF ATTACK 294

REMARKS -----

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Capt Meadville DATE 21 July 1944
 PILOT Lt. Irwin TAKE OFF 0621
 NAVIGATOR Lt. Bryant AIRPLANE 012
 ORGANIZATION _____ SQUADRON 613 GROUP 401st LANDED 1407
 OBJECTIVE Schwainfurt, Germany (MPI) _____
 INITIAL POINT _____
 METHOD OF ATTACK _____
 Individual Flight Squadron Group Wing
 NUMBER A/C IN GROUP 12 COMPOSITE GROUP _____
 DEFLECTION AND RANGE SIGHTING, GROUP 1 a/c COMPOSITE GROUP _____
 RANGE SIGHTING ONLY, GROUP _____ COMPOSITE GROUP _____
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: Lead A/C
 BOMBS, TYPES AND SIZES 100 # M 47 A 2
 NUMBER OF BOMBS LOADED 526 x 007 L B RELEASED 526 x 007 L B
 FUZING, NOSE Inst- M 126 TAIL _____
 SYNCHRONIZATION _____
 x
 On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target	<u>710</u>	Mag Head, order	<u>332</u>	Actual	<u>288</u>
True Altitude above target	<u>24400</u>	True Heading	_____	_____	_____
Ind. Altitude	<u>24400</u>	Drift, Est	<u>3R</u>	Actual	<u>3L</u>
Pressure alt of target	<u>-20</u>	True Track	_____	_____	_____
Altimeter setting	<u>29.92</u>	Actual Range	_____	<u>10,492</u>	_____
C.I.A.S. <u>150</u>	I.A.S. <u>150</u>	B.S.Type	_____	<u>M-9</u>	_____
C.S., Est <u>200</u>	Actual <u>182</u>	Time of Release	_____	<u>11024</u>	_____
Wind Direc. Metro <u>310</u>	Actual <u>230</u>	Intervalometer Setting	_____	<u>31r</u>	_____
Wind Veloc. Metro <u>29</u>	Actual <u>52</u>	Length of Bombing Run	_____	<u>3min</u>	_____
D.S. <u>130</u>	Trail <u>150</u>	ATF	<u>46.02</u>	C-1 Pilot	<u>Yes</u> A-5 _____
Tan. D.A. EST. <u>.37</u>	Actual <u>.43</u>	Manual Pilot	_____	_____	_____

TYPE OF RELEASE

Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN

Target Area

NAVIATION DATA:

MEAN TEMP. METRO -5 ACTUAL 5

WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
1000						
5000						
10000						
15000						
17000						
19000						
20000						
25000	-310	289	29	32	-26	-26
23000						
30000						

METHODS OF BOMBING

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COMPOSITE GROUPS

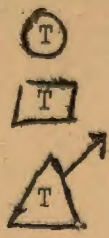
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Bombardier making complete sighting operation

Bombardier making range operation only

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

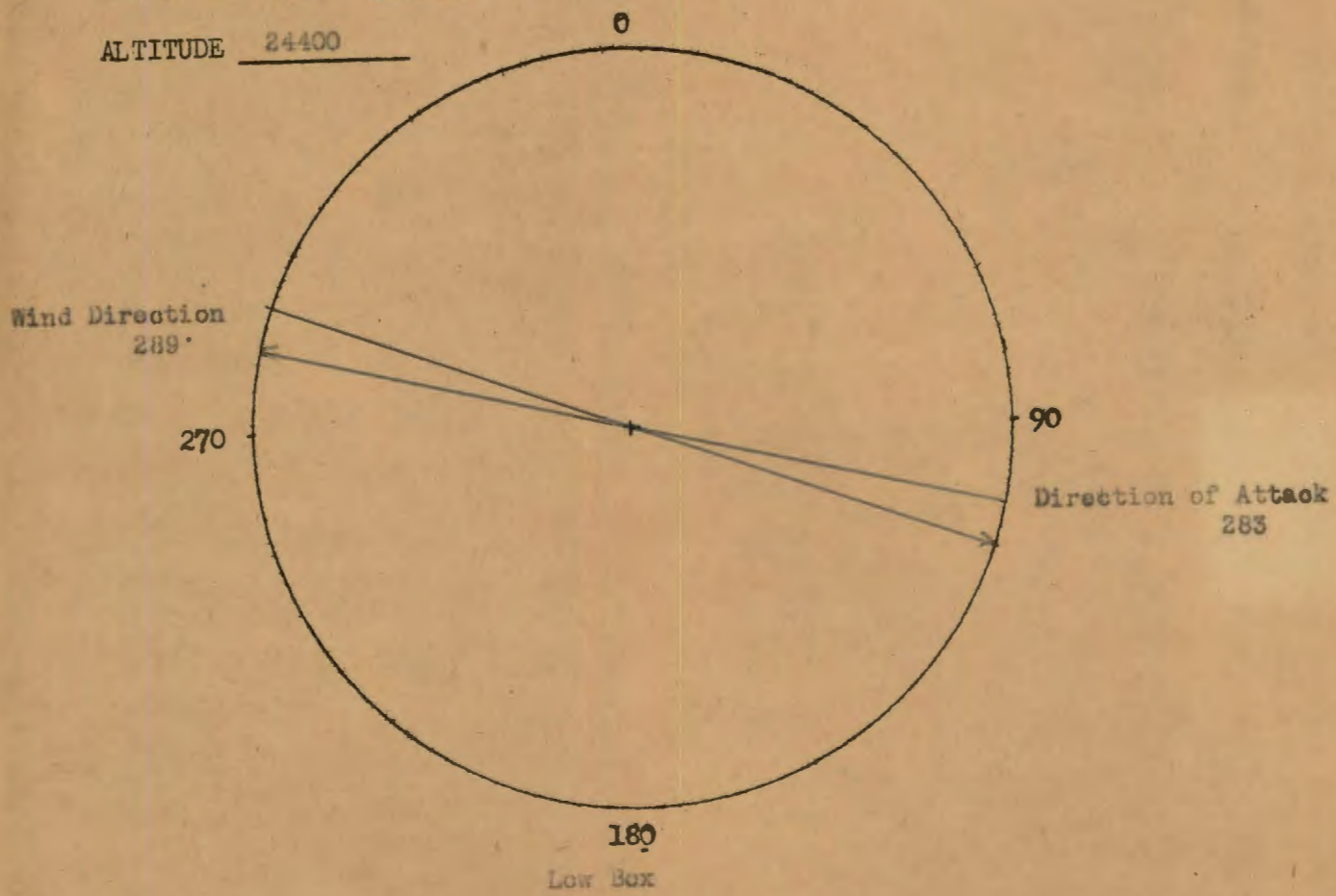


BOMBARDIER'S INDIVIDUAL PLOT

TARGET Schwainfurt, Germany

METHOD OF BOMBING Visual

ALTITUDE 24400



PLOT

WIND DIRECTION 289

WIND VELOCITY 32

DIRECTION OF ATTACK 283

REMARKS -----

S E C R E T

Report on A.A. (gunfire).

401st BOMBARDMENT GROUP (H)

Target: Assigned . . . Schweinfurt
 Bombed . . . Schweinfurt
 Date of Mission **21. July 44**

Route as Flown:- **0852 (5148-0351) 0915 (5103-0548) 0927 (5056-0621)**
1005 (4919-0720) 1020 (4914-0830) 1031 (4913-0931) 1047 (4935-1037) 1054
(Bamberg) 1102 (5002-1013) 1132 (4914-0830) 1137 (Neustadt) 1200
(5013-0708) 1223 (5104-0542) 1250 (5145-0352).

Weather conditions: (a) At target **CAVU**
 (b) En route **4/10 to 10/10 broken to 15,000 ft.**
 Were our A/C "Seen" or "Unseen" targets? (a) At target **seen**
 (b) En route **seen**
 Any condensation trails? **Not at target.**

Description of Flak at Target, including METHOD OF FIRE CONTROL

1102 hrs. Target, moderate, good, good, black & white, predicted concentrated.

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

1245 (5134-0455) Meagre, very accurate, black. 2 batteries of 3 guns each, tracking.

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

Position of Group
.Lead and low of 94th CBW.

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	12	8		1101	1101	26,200	295 Meg.	4 Minutes.
Low	12	4		1102	1102	23,700	275 T.	2 Minutes.

Lt. Sutherland.

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

D-J-1

21 July 1944.

SUBJECT: Comments of Crews Participating in Mission to Schweinfurt,
21 July 1944.

TO : Commanding Officer, Station 128, APO 557, U.S. Army. (Thru
Lt. Col. W.T. Seawell and Lt. Col. A.C. Brooks).

1. Lt. William E. Cox, Co-Pilot A/C 6104, wants to know why transportation wasn't available on landing since camera was to be rushed to lab.

2. Lt. Elmer W. Mercer, Pilot A/C 2468, says high squadron formation was poorly flown except at target.

3. The crews of Lt. Chester Kuta, Pilot A/C 7951, Lt. Jay D. Ossiander, Pilot A/C 7632, Lt. Joseph R. Kenney, Pilot A/C 7151 and Lt. Thomas K. Hill, Pilot A/C 7790 wanted to know why our Group flew through flak belt near enemy coast and city of Roosendaal on return trip. All others skirted the area. Flak could be seen 20 miles away.

4. Lt. Clinton J. Farr, Pilot A/C 625, says they were 2 flak suits short and had to phone 3 times before they were finally brought.

5. Lt. Howard P. Lerwick, Pilot A/C 7780, complains that escort still has invasion markings. Also stated that the low box flew perfect formation on bomb run.

6. Lt. Louis W. Ludeman, Co-Pilot A/C 7039, says chaff discharge was poorly handled. Started to drop several times and were stopped, probably because of inability to recognize I.P.

7. The crew of Lt. Charles Kuta, Pilot A/C 7951, stated that Major White flew best mission they have ever been on, however, didn't like running through avoidable flak belt at enemy coast. The crew of Lt. Roger C. Gibson, Pilot A/C 9993, also praised the leadership of Major White.

8. Lt. Jay D. Ossiander, Pilot A/C 7632, says A/C 7113 flew all over the sky.

9. Lt. James M. Kans, Navigator A/C 2947, claims SOP air speed was not followed.

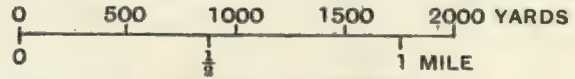
10. Lt. Bodo C. Hense, Pilot A/C 7113, suggests that, in view of fact his crew flew 5 consecutive days, the mission was too long. Thinks the length of mission plus recent missions should be factors taken into consideration when selecting crews.

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

Target No.
4 (a) 7

KUGELFISCHER, Etc. — SCHWEINFURT (GERMANY)

Illustration No.
4 (a) 7/9



Photographed 19 August 1942

(1 : 32,000) approx.

Issued February 1944



- A. KUGELFISCHER.
- B. FICHEL & SACHS A.G.
- C. V.K.F. (WERK II).
- D. DEUTSCHE STAR.
- E. V.K.F. (WERK I).

Illustration No.
4 (a) 7/9

A.I.3c(1)

TYPE A

BRIEFING NOTES

THE THIRD DIVISION MISSED THIS TARGET YESTERDAY AND, KNOWING OUR REPUTATION FOR "PUTTING ~~OUR~~ EGGS" RIGHT IN THE TARGET BASKET, THE 8th AF HAVE ASSIGNED THREE WINGS OF THE 1st DIVISION TO ~~DO~~ THE JOB, ~~#####~~ WE ARE SECOND IN. TO THE TARGET IN THE 1ST DIVISION.

THE TARGET IS THE BALL BEARINGS WORKS OF ONE OF THE MOST ESSENTIALS IN THE AIRCRAFT INDUSTRY AND THE MOST IMPORTANT OF THE AIRCRAFT BEARINGS TYPE. IT IS LOCATED ON THE NORTH BANK OF THE RIVER MAIN AT THE SW END OF THE TOWN. YOUR MPI HAS BEEN DESIGNATED AS THE MACHINE SHOPS AND STORE AND PACKING DEPARTMENTS. IT SHOULD BE MENTIONED THAT CONSIDERABLE QUANTITIES OF OIL AND INFLAMMABLE MATERIAL ARE USED IN BALLBEARING WORKS.

LATEST RECONNAISSANCE BEFORE YESTERDAY INDICATED THAT THE TARGET HAS BEEN HIT RECENTLY BUT NOT SERIOUSLY DAMAGED.

SECONDARY TARGET WILL BE A "FFF" JOB ON THE CENTRE OF THE CITY.

LAST RESORT TARGET ANY MIL. OBJ. IN GERMANY OR ANY RR BRIDGE, RD. BRIDGE M/Y TROOP CONCEN. SUPPLY DUMP, OR COLUMN OF TROOPS ON ROAD THAT CAN BE POSITIVELY IDENTIFIED AND A VISUAL SIGHTING CAN BE MADE.

FIGHTER SUPPORT- INDICATE ON MAP.

EP. PROCEDURE FLAK MAP.

LAST MINUTE INTELLIGENCE AND SPECIAL INSTRUCTIONS

ONE POSSIBLE S. BOUND CONVOY ON ROUTE OUT.

P/W PROCEDURE

CHECK FOR DOG TAGS, GI SHOES, IDENTITY PHOTO, CLOSE FIT OF PARACHUTE HARNESS, ESCAPE KIT AND PURSE HIDDEN ON PURSE.

DONT MENTION THE NAME OF THE TARGET. evn in th e equipmen t room

LT. A. L. Kato Raymond

STATION WEATHER OFFICE
 AAF STATION 125
 APO 557 - U.S. ARMY

21 JULY 1944.

WEATHER INTERROGATION SUMMARY FOR MISSION ON 21 JULY 1944.

BASE AT TAKE OFF: (0620) 10/10 stratocumulus base 6-800 ft. Visibility 1/2 miles. Slight drizzle.

ROUTE OUT: 10/10 stratocumulus base 6-800 ft tops 1000 ft breaking to 3-10/10 at English Coast and becoming 7-10/10 cumulus and stratocumulus tops 7-8000 ft at the Continental Coast; becoming 8-10/10 building cumulus tops 15-20,000 ft. with 10/10 cirrostratus base 18-20,000 ft tops 21-25,000 ft at 19°N 07°E to 19°N 09°E; breaking to 1-2/10 cumulus tops 10-12,000 ft in target area. 3-6/10 cirrus 27-28,000 ft. Thin middle cloud layer at 10-12,000 ft over England. Visibility unrestricted.

TARGET: (1102) 1-2/10 cumulus tops 10-12,000 ft. 5/10 thin cirrus at 28,000 ft. Downward visibility 10-15 miles in base.

ROUTE BACK: Similar to route out to 7°E; becoming 4-6/10 building cumulus tops 11,000 ft, tops lowering to 8000 ft at Continental Coast; becoming 8-10/10 stratocumulus 20-30 miles from English Coast increasing to 10/10 over England with tops 1000 ft, base 1200 ft. with 6/10 scud cloud base 6-800 ft. in Base Area.

BASE ON RETURN: (1350) 6/10 scud cloud base 6-800 ft. 10/10 stratocumulus base 1200 ft. Visibility 8 miles.

REMARKS: Wind direction forecast good; velocity 10-15 miles stronger than forecast. Temperatures were 3-4 degrees warmer than forecast. Light non-persistent contrails at 23-25,000 ft. from 7°E to 9°E. Dense persistent contrails by fighters above 28,000 ft.

Walter A. Hurttley
 WALTER A. HURTTLEY
 Captain, Air Corps,
 Station Weather Officer.

OPERATIONAL ROUTE FORECAST

1	WEATHER	
2	CLOUDS	
3	ICING	
4	VISIBILITY	
	HEIGHT SURFACE	DIRECTION
	2000 FT	VEL. IS
	8000 FT	
	10000 FT	
	20000 FT	
	28000 FT	
	30000 FT	
	30000 FT	

TARGET SURFACE TEMPERATURE
 TARGET SURFACE (PRESSURE-ALT)
 TARGET ALTITUDE
 BASE ALTIMETER SETTING

OPERATIONAL ROUTE FORECAST

DATE 21, July 1964
 PERIOD 0500 - 1400 hrs
 AG P BR HQ SOS 122929

	A Base to 05 Deg East.	B 05 Deg East to Target to 05 Deg East.	C 05 Deg East to Base	D
WEATHER	1 Cloudy to Overcast with haze	1 Cloudy to Overcast with haze becoming Partly Cloudy with haze becoming Cloudy with haze on return.	1 Cloudy with haze.	CONFIDENTIAL
CLOUDS	2 8-10/10 Stratocumulus base 1500ft tops 5-6000ft 4-6/10 Altopumilus in isolated patches base 15,000ft tops 17,000ft 1st Div. and 2-4/10 in 2nd and 3rd Div. becoming Nil to 3/10, 6-8/10 Dense Cirrus at 23,000ft.	2 8-10/10 Stratus base 0-1000ft tops 1500ft becoming 6-8/10 Strato-cumulus base 1000ft tops 15,000ft inland, becoming 2-4/10 Cumulus base 1000ft tops 5-6000ft East of 05 Deg East. Nil to 3/10 Altopumilus becoming Nil. 6-8/10 Dense Cirrus base 23,000ft becoming Patchy 2-4/10 fine Cirrus above 25,000 at Target.	2 6-9/10 Swelling Cumulus base 2-3000ft tops 6-5000ft. Nil to 3/10 Altopumilus in Isolated Patches at 15,000 to 17000ft becoming 6-8/10 Altopumilus and Altopstratus base 10-12,000ft and tops 18000ft at BASES. 6-5/10 Cirrostratus base 23,000ft.	2 CONFIDENTIAL DENSE PERSISTENT CONTRAIL AT MEDIUM CLOUD LEVEL at 1000ft below Cirrus Level B-2 Continued SIMILAR ON RETURN EXCEPT LOW CLOUD 2-5/10 Swelling Cumulus base 2-3000ft Tops 6-8000ft approaching Base becoming 6-9/10 at 05 Deg East.
ICING	3 Freezing Level 15,000ft Nil Ice.	3 15,000ft. Nil ice	3 Freezing Level 14,000ft Nil becoming Moderate Rise in Altopumilus and Altopstratus Cloud.	
VISIBILITY	4 1-3 miles becoming BSM 10 Miles aloft.	4 10 Miles Aloft Vertical Visibility 5-10 Miles	4 10 Miles plus aloft becoming 1-5 Miles at Bases on return.	ALSO TARGET WINDS
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	130 05	130 05	130 05	10-17 Plus 17
5000 FT	160 20	230 05	280 05	Plus 10
10000 FT	180 15	250 15	290 15	Plus 01
15000 FT	190 15	260 20	290 20	-07
20000 FT	200 20	270 25	300 25	-17
25000 FT	210 20	280 25	310 25	-26
30000 FT	220 25	290 30	320 30	-31

BASE ALTIMETER SETTING 29.9451n TARGET SURFACE TEMP. Plus 17 TARGET MEAN TEMP. -3.0 Minus
 TEMP. AT 25,000 FT. -26.0 TARGET SURFACE (PRESSURE-ALT) -20 ft. Minus
 ADD TARGET ELEVATION TO MINUS 20ft

DECLASSIFIED PER NND 745205 BY ED NARA DATE 7/27/10

AIRCRAFT REPORT

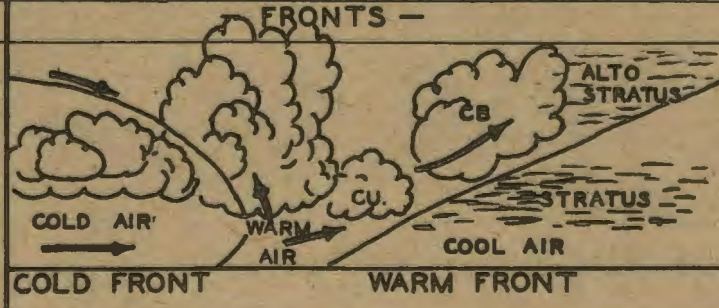
DECLASSIFIED PER **AND 745 005**
 BY **ED NARA** DATE **7/2/10**

		BASE TO COAST	OVER CHANNEL OR SEA	OVER CONTINENT & TARGET
TIME				
POSITION				
ALTITUDE				
CLOUD BELOW AIRCRAFT	AMOUNTS AND TYPE			
	HEIGHT OF BASE AND TOP			
CLOUD ABOVE AIRCRAFT	AMOUNTS AND TYPE			
	HEIGHT OF BASE AND TOP			
VISIBILITY				
TEMPERATURE				
WINDS				
REMARKS: AS WEATHER ENCOUNTERED, FRONTAL POSITIONS, ETC.				

NOTE: AT LEAST ONE COMPLETE OBSERVATION SHOULD BE ENTERED IN EACH COLUMN. THE OTHER SIDE OF THIS CARD HELPED YOU— WON'T YOU GIVE THE NEXT FELLOW A BREAK!

AG P BR HQ SOS 122929

CLOUD TYPES AND ABBREVIATIONS
 LOW CLOUDS = ST-STRATUS
 SC-STRATOCUMULUS
 MIDDLE CLOUDS = AS-ALTOSTRATUS
 AC-ALTOCUMULUS
 HIGH CLOUDS = CI-CIRRUS
 CS-CIRROSTRATUS
 CLOUDS OF VERTICAL EXTENT =
 CU-CUMULUS CB-CUMULONIMBUS



Plane 42-107039

P	Carter, Gerald F.	1st Lt.	612th
CP	Ludeman, Louis W.	1st Lt.	"
N	Locklear, William O.	F/O	"
B	Deaton, Lloyd C.	2nd Lt.	"
RO	Heinlen, John N.	T/sgt	"
TTG	Truax, Floyd A.	T/sgt	"
BTG	Hardister, Stanford M.	S/sgt	"
TG	Wepner, John W.	S/sgt	"
LWG	Hafko, John (NMI)	S/sgt	"

Plane 43-37790

P	Hill, Thomas K.	2nd Lt.	"
CP	Piper, Harry L. Jr.	1st Lt.	"
N	Block, Theodore S.	2nd Lt.	"
B	Chadwick, Junius W. Jr.	2nd Lt.	"
RO	Shewbert, Victor H.	S/sgt	"
TTG	Mullins, James K.	S/sgt	"
BTG	Hellenbeck, Edward A.	Sgt	"
TG	Richardson, Omar G.	Sgt	"
LWG	Keith, Buddy N.	Sgt	"

Plane 42-97664

P	Burns, Estel G.	2nd Lt.	"
CP	Tomkins, David F.	2nd Lt.	"
N	Harris, Elliot S.	2nd Lt.	"
B	McClendon, Marian E.	2nd Lt.	"
RO	Will, Adam E.	T/sgt	"
TTG	Swane, Donald M.	S/sgt	"
BTG	Henry, Hilmer E.	S/sgt	"
TG	Pinkston, John S.	T/sgt	"
LWG	Gruchawka, John (NMI)	S/sgt	"
TTG			"

"	Gibson, Roger C.	2nd Lt.	"
"	Kaplas, Gene (NMI)	2nd Lt.	"
"	Brand, George C.	2nd Lt.	"
"	Kemler, Arden G.	2nd Lt.	"
"	Heikinen, Carl R.	S/sgt	"
"	Williamson, Joseph R.	S/sgt	"
"	Roethler, Roland V.	Sgt	"
"	King, Francis E. Jr.	Sgt	"
"	Reids, Durwood W.	Sgt	"

"	Bali, Frank P.	1st Lt.	"
"	Atkinson, William A.	2nd Lt.	"
"	Marshall, Robert W.	2nd Lt.	"
"	Kemp, William T. Jr.	2nd Lt.	"
"	Spivey, Marion D.	T/sgt	"
"	Cooper, Grady H.	T/sgt	"
"	Kreisel, Edwin T. Jr.	S/sgt	"
"	Burgard, John J.	S/sgt	"
"	Love, Robert (NMI)	S/sgt	"

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

21 JULY 1944

LOADING LIST

<u>PLANE NO.</u>	<u>DUTY</u>	<u>RANK</u>	<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>MI</u>
44-6104	P	2nd LT.	MANNIX	WILLIAM	G.
	CP	2nd LT.	COX	WILLIAM	H.
	N	2nd LT.	MALONEY	WILLIAM	F.
	B	T/O	ROSTROM	CARL	L.
	NO	T/SGT.	THOMPSON	JOHN	S.
	TT	T/SGT.	STOKESBERRY	THOMAS	(MII)
	BT	S/SGT.	SCOTT	EDWARD	R.
	TG	S/SGT.	RYAN	MALVIN	G.
	WG	S/SGT.	ROGLESTON	HENRY	H.
42-97931	P	2nd LT.	KUTA	CHESTER	(MII)
	CP	2nd LT.	CHARTIER	JOSEPH	R.
	N	2nd LT.	FRENCH	VERNON	H.
	B	S/SGT.	SNODGRASS	GEORGE	V.
	NO	T/SGT.	MINS	CLYDE	L.
	TT	T/SGT.	GREENLEAF	ROBERT	L.
	BT	S/SGT.	NICHOLSON	ROBERT	G.
	TG	S/SGT.	WERNER	LEONARD	H.
	WG	S/SGT.	PEAR	JOHN	H.
42-39012 (614th)	P	1st LT.	IRWIN	JAMES	R.
	CP	2nd LT.	GOTIRILL	RONALD	M.
	N	1st LT.	BRYANT	CHARLES	V.
	B	CAPT.	MENNVILLE	HARRY	V.
	NO	T/SGT.	FAHSTOCK	JAMES	E.
	TT	T/SGT.	HARP	MORRIS	O.
	BT	S/SGT.	GREGORY	DAYLIA	G.
	TG	S/SGT.	STREET	VICTOR	P.
	WG	S/SGT.	CARPENTER	ARNOLD	H.
43-97511	P	1st LT.	HARRISON	WANDLAN	M.
	CP	2nd LT.	FRAZIER	DONALD	F.
	N	1st LT.	WOLIVER	IRVING	(MII)
	B	2nd LT.	LEWIS	GEORGE	R.
	NO	T/SGT.	CHARNES	HUGH	V.
	TT	T/SGT.	GREER	CECIL	B.
	BT	S/SGT.	PICO	WILLIAM	J.
	TG	SGT.	WOODWARD	JAMES	S.
	WG	S/SGT.	PARKHURST	IRA	A.
42-106992 (612th)	P	2nd LT.	HANSON	ALBERT	L.
	CP	2nd LT.	CRAYTON	FREDERICK	A.
	N	2nd LT.	WATSON	HENRY	T.
	B	S/SGT.	GREEN	BERNARD	K.
	NO	T/SGT.	SEARS	DONALD	L.
	TT	T/SGT.	MURRAY	HOMER	G.
	BT	S/SGT.	KOONS	DONALD	L.
	TG	S/SGT.	MAHTZ	DALE	C.
	WG	S/SGT.	LYALL	LESTER	D.
42-97938 (612th)	P	2nd LT.	THOMSON	WALTER	H.
	CP	T/O	DOBIRATZ	HERMAN	(MII)
	N	2nd LT.	WRIGHT	RICHARD	B.
	B	S/SGT.	GUESS	WILLIAM	J.
	NO	T/SGT.	RANZ	ISAAC	G.
	TT	T/SGT.	LYMBURN	WALLACE	R.
	BT	S/SGT.	GUMBELT	HERBERT	L.
	TG	S/SGT.	GODFREY	HAROLD	T.
	WG	S/SGT.	MICHAEL	HOWARD	E.

SIX HUNDRED AND FIFTEENTH BOMBARDMENT SQUADRON (H)
 FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)
 Office of the Operations Officer
 Station 128 - APO 557

21 July 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 # 43-37632

DUTY	RANK	NAME (LAST)	FIRST	MI	SQUADRON
P -	2nd Lt.	Ossiander	Jay	D.	615th
CP -	2nd Lt.	Cooper	Roy	D.	615th
N -	2nd Lt.	Howze Jr.	Stuart	A.	615th
B -	Sgt.	Rouse	Donald	E.	615th
RO -	S/Sgt.	Virgona	Angelo	J.	615th
TT -	S/Sgt.	Reagan	Penrose	W.	615th
BT -	Sgt.	Anderson	Ancil	L.	615th
TG -	Sgt.	Higdon	Thomas	R.	615th
FG -	Sgt.	Clarke	George	W.	615th

PLANE # 44-6113

P -	1st Lt.	Malofchik	Gerard	J.	615th
CP -	2nd Lt.	Pratt	James	E.	615th
N -	2nd Lt.	Tyson	Richard	C.	615th
B -	2nd Lt.	Grisham	Hughson	K.	615th
RO -	Sgt.	Tracey	Leland	B.	615th
TT -	Cpl.	Fressman	Herbert	(MMI)	615th
BT -	Cpl.	Wheaton	Lyle	P.	615th
TG -	Cpl.	Bozarth	James	W.	615th
FG -	Sgt.	Crawford	Melvin	H.	615th

PLANE # 42-31005

P -	1st Lt.	Wingard	Milton	R.	615th
CP -	2nd Lt.	Abresch	Robert	J.	615th
N -	2nd Lt.	Sullivan	Robert	F.	615th
B -	2nd Lt.	King	Willard	E.	615th
RO -	S/Sgt.	Cicogna Jr.	Ernest	G.	615th
TT -	Sgt.	Hutledge	James	G.	615th
BT -	Sgt.	Hinsey	Patrick	M.	615th
TG -	Sgt.	Chiariello	Edward	A.	615th
FG -	Sgt.	Ingram	Billie	H.	615th

PLANE # 42-102947

P -	2nd Lt.	Heenan	William	M.	615th
CP -	2nd Lt.	Johnson	Elvis	R.	615th
N -	2nd Lt.	Kane	James	M.	615th
B -	2nd Lt.	Brook	Russell	E.	615th
RO -	T/Sgt.	Spiglanin	John	V.	615th
TT -	S/Sgt.	Loper	Cloyd	E.	615th
BT -	S/Sgt.	Macchietto	Ricard	D.	615th
TG -	Sgt.	Bragalona	Samuel	W.	615th
FG -	S/Sgt.	Kunak	Joseph	A.	615th

PLANE # 42-31005

CP -	2nd Lt.	Wingard	Milton	R.	615th
N -	2nd Lt.	Abresch	Robert	J.	615th
B -	2nd Lt.	Sullivan	Robert	F.	615th
RO -	S/Sgt.	King	Willard	E.	615th
TT -	Sgt.	Cicogna Jr.	Ernest	G.	615th
BT -	Sgt.	Hutledge	James	G.	615th
TG -	Sgt.	Hinsey	Patrick	M.	615th
FG -	Sgt.	Chiariello	Edward	A.	615th

PLANE # 42-31005

PLANE # 42-31072

P -	1st Lt.	Gillespie	Elmer	G.	615th
CP -	2nd Lt.	Chapman	Theodore	(MCI)	615th
H -	2nd Lt.	Mason	Hodge	E.	615th
B -	S/Sgt.	Dash	Robert	J.	615th
NO -	T/Sgt.	McFall	Charlie	A.	615th
TT -	T/Sgt.	Kirbel	Don	D.	615th
NT -	S/Sgt.	Browning	Elmer	E.	615th
TO -	Sgt.	Dickson Jr.	Jefferson	D.	615th
PO -	Sgt.	Lambert	Thomas	H.	615th

PLANE # 42-107113

NO -	2nd Lt.	Hansen	Walter	V.	615th
P -	2nd Lt.	Hansen	Walter	C.	615th
CP -	2nd Lt.	Hansen	Walter	H. (10)	615th
NO -	2nd Lt.	Hansen	Walter	E.	615th
B -	2nd Lt.	Hansen	Walter	A.	615th
NO -	S/Sgt.	Hansen	Walter	E.	615th
TT -	S/Sgt.	Hansen	Walter	D.	615th
NT -	Sgt.	Hansen	Walter	H.	615th
TO -	Sgt.	Hansen	Walter	H.	615th
PO -	S/Sgt.	Hansen	Walter	A.	615th

PLANE # 42-105004

PLANE # 625

NO -	1st Lt.	Ferris	Clinton	J.	615th
P -	Major	White	Ralph	J.	615th
CP -	Captain	Campbell	Rufus	F.	615th
NO -	2nd Lt.	Hansen	Gerald	E.	615th
H -	2nd Lt.	Chaffey	Charles	C.	615th
B -	Captain	Swanning	Arnold	C.	615th
NO -	T/Sgt.	Allen	John	L.	615th
TT -	T/Sgt.	Hosley	Marion	E.	615th
TO -	2nd Lt.	Blivins	Charles	H.	615th
PO -	S/Sgt.	Kanals	George	C.	615th

NO -	Sgt.	Hansen	Walter	H.	615th
NO -	Sgt.	Hansen	Walter	H.	615th
NO -	Sgt.	Hansen	Walter	H.	615th
NO -	Sgt.	Hansen	Walter	H.	615th
B -	Sgt. 1st	Hansen	Walter	H.	615th
H -	Sgt. 1st	Hansen	Walter	H.	615th
CL -	Sgt. 1st	Hansen	Walter	H.	615th
L -	Sgt. 1st	Hansen	Walter	H.	615th

PLANE # 42-31072

NO -	Sgt.	Hansen	Walter	H.	615th
NO -	Sgt.	Hansen	Walter	H.	615th
NO -	Sgt.	Hansen	Walter	H.	615th
NO -	Sgt.	Hansen	Walter	H.	615th
NO -	Sgt.	Hansen	Walter	H.	615th
B -	Sgt. 1st	Hansen	Walter	H.	615th
H -	Sgt. 1st	Hansen	Walter	H.	615th
CL -	Sgt. 1st	Hansen	Walter	H.	615th
L -	Sgt. 1st	Hansen	Walter	H.	615th

DATA NAME NAME (FNU) NAME HI SIGNATURE

PLANE # 42-31072

1. [Illegible text]

2. [Illegible text]

3. [Illegible text]

614TH BOMBARDMENT SQUADRON (H)
 401st Bombardment Group (H)
 Office of the Operations Officer

AAF Station # 128
 21 July 1944.

Loading List (Con't)

*Plane 42-102659

P	1st Lt.	ROZZELL, WOODVILLA G.	614th
CP	1st Lt.	LUCKETTI, HUMBERT	"
N	1st Lt.	MORIN, BERTRAND J.	"
CTG	S/Sgt.	Bralley, Brown A.	"
RO	S/Sgt.	Burnett, Major A.	"
TT	T/Sgt.	Smeallie, Donnan R.	"
BT	Cpl.	Riep, Herman R.	"
TG	S/Sgt.	Ivey, George W.	"
WG	Sgt.	Smith, William M.	"

*Plane 42-97780

P	2nd Lt.	LERWICK, HOWARD P.	614th
CP	2nd Lt.	JAEGER, ALBERT J.	"
N	2nd Lt.	NORTON, WILLIAM	"
CTG	S/Sgt.	Schwiederek, John J.	"
RO	T/Sgt.	Vols, Bernard Jr.	"
TT	S/Sgt.	Findlay, Matthew R.	"
BT	S/Sgt.	James, Harold L. Jr.	"
TG	S/Sgt.	Kosiba, Frank T.	"
WG	S/Sgt.	Healby, John L.	"

*Plane 42-102468

P	2nd Lt.	MERCER, ELMER W.	614th
CP	2nd Lt.	HIBBERT, CARL D.	"
N	2nd Lt.	GASKINS, LESLIE E.	"
B	2nd Lt.	CONWAY, FRANCES JR.	"
RO	S/Sgt.	Zubrickas, Joseph S.	"
TT	S/Sgt.	Fowler, Cecil V.	"
BT	Cpl.	Grasela, Edward S.	"
TG	S/Sgt.	Gurnicki, Sigmund A.	"
WG	Cpl.	Connors, Robert A.	"

For the Squadron Commander:

P	1st Lt.	...
CP	2nd Lt.	...
N	2nd Lt.	...
CTG	S/Sgt.	...
RO	T/Sgt.	...
TT	S/Sgt.	...
BT	S/Sgt.	...
TG	S/Sgt.	...
WG	Sgt.	...

JOHN SCHULZ,
 1st Lt., Air Corps,
 Actg Operations Officer.

SECRET

5

SIGNAL

21 JUL 1944

A. F. DEER

JUL 21 1944

USLIST PB PC V OIBMP NR 52 -OP-

FROM: OIBMP 202350B
TO : USLIST PB PC (ATTN: A-2 & S-2)
SECRET BT

1BD Y-912-D

INTELLIGENCE ANNEX TO 1BD FIELD ORDER NO. 443

GZ.2707 - HAS BEEN HIT RECENTLY BUT WERKE II HAS NOT BEEN SERIOUSLY DAMAGED.

GZ.2715 - WAS ATTACKED RECENTLY BY 3RD DIVISION BUT WAS NOT HIT. THIS TARGET IS BELIEVED TO BE CLOSELY CONNECTED WITH GZ.2707.

GU.4113 - MOST IMPORTANT THING ABOUT THIS TARGET IS THAT IT IS BEING USED FOR TRAINING WITH ME262'S. 29 A/C WERE SEEN HERE LAST MONTH MOST OF WHICH WERE HE177'S.

STRONG E/A OPPOSITION CAN BE EXPECTED.

TIDES: GMT
HIGH: 0147 AND 1410
LOW : 0704 AND 1937

CONVOYS: ONE POSSIBLE SOUTH BOUND CONVOY ON ROUTE OUT.

-----WILLIAMS-----COMBOMDIV-----ONE-----

BT
AS
FOR CHECK PSE

F.L.R. (K)

AS FOR K WITH R

T
DPE R.....210003B MWK AR

JUL 21 1944 06 25

'W

DPE PLK GLA BMP V 94TH CBW NR 1 OP

FROM 94TH CBW 210617B
TO 351ST BG
401ST BG
457TH BG
1ST BD

10

SIGNAL SERVICE BT

REFERENCE 94TH CBW SUPPLEMENT NUMBER 1 TO 1ST BD FIELD ORDER NUMBER 443.

UNDER E. ADDITIONAL INSTRUCTIONS: PARA. 1. FIFTH LINE SHUD READ:

457TH GROUP LEADER CAPT. SCHUCHMAN WILL BE "B" CBW DEPUTY
AIR COMMANDER.
IMI CHANGE THE NAME SHIPMAN TO SCHUCHMAN.

BT 210617B
AS PLG
REM AR
K WITH R WHEN READY
DPE R.....210624B MWK AR

USLIST PB - PC V OIBMP NR 3 -OP-

FROM OIBMP 210135B
 TO USLIST PB - PC
 OIPNT
 OIKHI
 OITHE

JUL 01 1914 02 09

SECRET

SECRET BT

1BD Y-915-E

ANNEX 1 TO F.O. 443

(1) A SPECIAL SCOUTING FORCE CONSISTING OF TWO SCOUTING UNITS WILL OPERATE FOR 1ST DIV AGAINST ASSIGNED TARGETS. THE FIRST SCOUTING UNIT (4 X P51 A/C) CALL SIGN "BUCKEYE RED" WILL INTERCEPT THE LEAD CBW OF 1ST BD AT ENGLISH COAST OUT AND WILL SCOUT ROUTE TO HOMBURG REPORTING ON SAARBRUCKEN AND FRANKFURT AS A SPOOF.

THE SECOND SCOUTING UNIT (8 X P51 A/C) CALL SIGN "BUCKEYE BLUE" WILL INTERCEPT BOMBERS IN VICINITY OF AACTEN AND WILL SCOUT ROUTE TO SPEYER. FROM R SPEYER "BUCKEYE BLUE" WILL SCOUT ALL TARGETS ASSIGNED 1ST BD IN ORDER, BY TIME, OF BEING ATTACKED REPORTING TO CBW LEADERS OF FIRST UNITS ATTACKING EACH TARGET, THE WEATHER 20 MINUTES PRIOR TO TARGET TIME. ALL TRANSMISSIONS BY SCOUTING FORCE WILL BE ON DIV FREQUENCY VHF. ENTIRE FLIGHT OF SCOUTING FORCE TO BE MADE AT BOMBERS BRIEFED ALTITUDE. SCOUTING FORCE WILL CHECK IN WITH LEADERS OF FIRST UNITS ATTACKING EACH TARGET 20 MINUTES PRIOR TO THEIR TARGET TIMES REGARDLESS OF POSITION OF SCOUTING FORCE. SPOOF REPORTS WILL BE AUTHENTIC.

ON WITHDRAWAL "BUCKEYE BLUE" WILL REPORT ANY ADVERSE WEATHER ENCOUNTERED IN VICINITY OF THE ENGLISH COAST AND POSSIBLE BETTER LET DOWN POSITIONS AND ALTITUDES TO "CYCLE".

(2) FIGHTER SUPPORT:

- 5124-0500 1 GP P47'S BAL 4-1 FRONT COVER ZERO PLUS 88
- 1 GP P47'S BAL 4-2 REAR COVER ZERO PLUS 97
- 4919-0720 1 GP P38'S BAL 4-3 FORCE ON GZ2707 FRONT ZERO PLUS 137
- 1 GP P38'S BAL 4-4 FORCE ON GZ2707 REAR ZERO PLUS 141
- 1 GP P38'S BAL 4-5 FORCE ON GU4113 FRONT ZERO PLUS 144
- 1 GP P38'S BAL 4-6 FORCE ON GZ2715 ZERO PLUS 146
- 1 SQ P38'S BAL 4-7 FORCE ON GU4113 REAR ZERO PLUS 152
- 4914-0830 1 GP P51'S BAL 4-8 ENTIRE COLUMN ZERO PLUS 217

CONTROL POINTS:

- 1. ENGLISH COAST ZERO PLUS 41
- 2. 5148-0351 ZERO PLUS 73
- 3. 5056-0621 ZERO PLUS 105
- 4. 4914-0830 ZERO PLUS 150
- 5. 4919-0720 ZERO PLUS 234

FIGHTER REFERENCE POINTS:

- P AACHEN
- E SAARBRUCKEN
- R LUDWIGSHAFEN
- I WURZBURG
- S REGENSBURG
- H MUNICH

----- WILLIAMS ----- COMBOMDIV ONE -----

BT AS
 CC ADD THE FOLLOWING TO ABOVE ANNEX:-

- 1. IN F.O. 443 PARA 2 LOAST ROUTE ADD
 TARGETS MUST NOT BE ADJACENT TO A BUILT UP AREA IF IN OCCUPIED COUNTRIES.
- 2. IN F.O. 443 PARA 3 A COMPOSITION OF FORCE ADD:
 ALL CBW'S TO BE COMPOSED OF 36 A/C
- 3. IN F.O. 443 PARA 6 (1) SPLASHER ASSIGNMENT
 CHANGE SPLASHER FOR 40TH CBW TO READ FIXED BEACON 8.
- 4. IN F.O. 443 PARA 6 SPECIAL INSTRUCTIONS ADD:
 (2) CBW LEADERS WILL MAKE EVERY EFFORT TO KEEP CLOSED UP IN COLUMN MAKING GOOD THE 2 MINUTE INTERVAL.

BT AS
 CC PARA (1) 3RD LINE WA UNIT (4 X P51 A/C) NOT 51 A/C AS SENT
 CC IN ADDITION PARA. 1. WA ~~XXXX~~ PARA. 2 LAST ROUTE IMI LAST ROUTE

SINGERK

AS FOR K

DPE R.....210207B MWK AR

BMP PLK GLA DPE V 94TH CBW NR 6 -OP-

SIGNALS OFFICE

20 JUL 1944

FROM:- 94TH CBW 202325B

TO :- 1 BD
351ST BG
457TH BG
401ST BG

SECRET

SECRET BT

SENT IN CLEAR AUTHY. LT. COL. B.K.VOORHEES

94TH CBW Y-84-E.

JUL 20 1944 23 5

94TH C/W SUPPLEMENT NR. 1 TO 1ST BD F.O. 443

A. FORCE REQUIRED:

2 CBW 36 A/C BOXES

"A" CBW	"B" CBW
LEAD BOX 351	401
LOW BOX 351	401
HIGHBOX 457	457

DISPOSITION OF PFF:

1 A/C TO 401 (A/C FROM 1 CBW)
1 A/C TO 351

B. ASSEMBLY:

- "A" CBW ASSEMBLE BUNCHER X (GLATTON) LEAD 13000 FEET
"B" CBW ASSEMBLE BUNCHER Y (COTTESMORE) LEAD 13000 FEET

C. ROUTE AND TIME SCHEDULE FOR "A" CBW:

DEPART POINT X GLATTON BUNCHER	ZERO PLUS 10 MIN	13000 FEET
POINT A CHATTERIS	ZERO PLUS 15 MIN	13000 FEET
POINT C SPLASHER 7	ZERO PLUS 32 MIN	15000 FEET
POINT Z FELIXSTOWE	ZERO PLUS 43 MIN	15000 FEET

ROUTE AND TIME SCHEDULE FOR "B" CBW:

DERART POINT Y COTTESMORE BUNCHER	ZEROPLUS 3 MIN	13000 FEET
POINT B BOURNE	ZERO PLUS 7 MIN	13000 FEET
POINT C SPLASHER 7	ZERO PLUS 34 MIN	15000 FEET
POINT Z FELIXSTOWE	ZERO PLUS 45 MIN	15000 FEET

D. ROUTE BACK:

LET DOWN HEADINGS ON:

	LEAD	LOW	HIGH
COTTESMORE BUNCHER FOR "A" CBW	360	345	015
KINGSCLIFFE BUNCHER FOR "B" CBW	045	030	060

E. ADDITIONAL INSTRUCTIONS:

- 351ST GROUP LEADER MAJOR ROPER WILL BE "A" CBW AIR COMMANDER
401ST GROUP LEADER MAJOR WHITE WILL BE "B" CBW AIR COMMANDER
457TH GROUP LEADER MAJOR PERESICH WILL BE DEPUTY "A" AIR COMMANDER.
457TH GROUP LEADER CAPT. SHIPMAN WILL BE "B" CBW DEPUTY AIR COMMANDER.
- GASOLINE INSTRUCTIONS:
2500 GALLONS
- EMERGENCY AIRDROME:
WOODBIDGE 5205N 0124W
- SPARES TURN BACK AT MID-CHANNEL.
- CBW LEADERS ARE CAUTIONED TO BE ON LOOKOUT FOR 1ST CBW WHICH WILL BE COMING INTO SPLASHER 7 FROM CAMBRIDGE.

F. BOMBING INSTRUCTIONS:

NONE

G. COMMUNICATIONS:

- WX CODE WORD "VBITA"
C/S WX A/C FOR "A" CBW "HOTMINT D-DOG" 351ST
C/S WX A/C FOR "B" CBW "BUZZARD L-LOVE" 401ST
- VHF CALL SIGNS AND FLARES :
NORMAL
- VHF CODE WORD FOR DISCHARGE OF CHAFF -TIN HAT-
- VHF CODE WORD FOR 'ABANDON MISSION' -
"A" CBW "FORWARD PASS TOUCHDOWN"
"B" CBW "EXTRA POINT SCORE"
- W/T CC SIGNS:
NORMAL

H. INTELLIGENCE INSTRUCTIONS:

FLAK INFORMATION: PRIMARY VISUAL. CLOCK COMPUTED WITH WINDS AT 30 MPH FROM 310 DEGRESE .

IN:- 10-9-8-7-4-2-1-3-5-6-12-11

OUT:- 8-9-11-12-14-5-2-4-3-1-6-7

1 A/C TO 401 (A/C FROM 1 CBW)
1 A/C TO 351

B. ASSEMBLY:

- 1. "A" CBW ASSEMBLE BUNCHER X (GLATTON) LEAD 13000 FEET
- "B" CBW ASSEMBLE BUNCHER Y (COTTESMORE) LEAD 13000 FEET

C. ROUTE AND TIME SCHEDULE FOR "A" CBW:

DEPART POINT X GLATTON BUNCHER	ZERO PLUS 10 MIN	13000 FEET
POINT A CHATTERIS	ZERO PLUS 15 MIN	13000 FEET
POINT C SPLASHER 7	ZERO PLUS 32 MIN	15000 FEET
POINT Z FELIXSTOWE	ZERO PLUS 43 MIN	15000 FEET

ROUTE AND TIME SCHEDULE FOR "B" CBW:

DERART POINT Y COTTESMORE BUNCHER	ZEROPLUS 3 MIN	13000 FEET
POINT B BOURNE	ZERO PLUS 7 MIN	13000 FEET
POINT C SPLASHER 7	ZERO PLUS 34 MIN	15000 FEET
POINT Z FELIXSTOWE	ZERO PLUS 45 MIN	15000 FEET

D. ROUTE BACK:

LET DOWN HEADINGS ON:

	LEAD	LOW	HIGH
COTTESMORE BUNCHER FOR "A" CBW	300	345	015
KINGSCLIFFE BUNCHER FOR "B" CBW	045	030	060

E. ADDITIONAL INSTRUCTIONS:

- 1. 351ST GROUP LEADER MAJOR ROPER WILL BE "A" CBW AIR COMMANDER
401ST GROUP LEADER MAJOR WHITE WILL BE "B" CBW AIR COMMANDER
457TH GROUP LEADER MAJOR PERESICH WILL BE DEPUTY "A" AIR COMMANDER.
457TH GROUP LEADER CAPT. SHIPMAN WILL BE "B" CBW DEPUTY AIR COMMANDER.
- 2. GASOLINE INSTRUCTIONS:
2500 GALLONS
- 3. EMERGENCY AIRDROME:
WOODBIDGE 5205N 0124W
- 4. SPARES TURN BACK AT MID-CHANNEL.
- 5. CBW LEADERS ARE CAUTIONED TO BE ON LOOKOUT FOR 1ST CBW WHICH WILL BE COMING INTO SPLASHER 7 FROM CAMBRIDGE.

F. BOMBING INSTRUCTIONS:

NONE

G. COMMUNICATIONS:

- 1. WX CODE WORD "VBITA"
C/S WX A/C FOR "A" CBW "HOTMINT D-DOG" 351ST
C/S WX A/C FOR "B" CBW "BUZZARD L-LOVE" 401ST
- 2. VHF CALL SIGNS AND FLARES :
NORMAL
- 3. VHF CODE WORD FOR DISCHARGE OF CHAFF -TIN HAT-
- 4. VHF CODE WORD FOR 'ABANDON MISSION' -
"A" CBW "FORWARD PASS TOUCHDOWN"
"B" CBW "EXTRA POINT SCORE"
- 5. W/T CC SIGNS:
NORMAL

H. INTELLIGENCE INSTRUCTIONS:

FLAK INFORMATION: PRIMARY VISUAL. CLOCK COMPUTED WITH WINDS AT 30 MPH FROM 310 DEGRESE .

IN:- 10-9-8-7-4-2-1-3-5-6-12-11
OUT:- 8-9-11-12-10-5-2-4-3-1-6-7

PFF SECONDARY:

IN:- 1-2-4-5-10-11-12-9-8-7-6-3
OUT:- 1-3-7-9-11-12-10-9-6-5-4-2

-----LACEY-----COMBOMWG NINE FOUR-----

BT 202325B

AS FOR CHECK
KESS (AR)
Q FOR R
FT

DPE R.....202354B MWK AR

25 #
198
A-521

SECRET

SIGNALS OFFICE
20 JUL 1944
A. F. DEENETHORPE

T

USLIST PB - PC V OIBMP NR 51 -OP-

FROM: OIBMP 202230B
TO: USLIST PB - PC
OIPNT
OITHE
OIKHI

SECRET BT

1BD Y-911-E

FIELD ORDER NO. 443

1. A. FIGHTER SUPPORT: TO FOLLOW:

B. FRIENDLY ACTIVITIES: 12 X 36 A/C CBW'S OF 2ND DIV WILL DEPART CROMER AT ZERO HOUR USING SAME ROUTE FOLLOWED BY 1ST DIV TO THE POINT 4914-0830. FROM THIS COMMON POINT 2ND DIV WILL ATTACK TARGETS GY-4662 GY-4827, GY-4759, GU-4042, AND GY 4871 "B"

2 X 48 A/C CBW'S OF B24'S FOLLOWED BY 4 X 54 A/C CBW'S OF B-17'S OF 3RD DIV WILL DEPART SOUTHWOLD AT ZERO PLUS 27 FOR B24'S AND ZERO PLUS 33 FOR B-17'S TO ATTACK GY4857, GY 4828 AND GY 4871 "A".

THE 3RD DIV WILL FOLLOW SAME COMMON ROUTE AS 2ND AND 1ST TO THE POINT 4914-0830.

2. TARGETS AND MPI'S: AND BOMB LOADING.

1ST CBW LEADING.

PRIMARY GZ2707 ALL A/C 5 X 1000 GP 1/10 X 1/40
MPI - BLDG NO 24 ON ILL/10 LEAD AND LOW GPS
MPI - BLDG NO 27 ON ILL/10 HIGH GP

94TH A CBW SECOND

PRIMARY GZ2707 ALL A/C 5 X 1000 GP 1/10 X 1/40
MPI - BLDG NO 23 ON ILL /10 LEAD AND LOW GP
MPI - BLDG NO 27 ON ILL/10 HIGH GP

94TH "B" CBW THIRD

PRIMARY GZ2707 ALL A/C MAX M47 IB'S.
MPI - BLDG NO 24 ON ILL/10 LEAD GP
MPI - BLDG NO 27 ON ILL/10 LOW GP
MPI - BLDG NO 23 ON ILL/10 HIGH GP

41ST "A" CBW FOURTH.

PRIMARY GU4113 ALL A/C 10 X 500 GP 1/10 X 1/100
MPI - 076041 ON ILL/1 LEAD AND LOW GPS.
MPI 079037 ON ILL/1 HIGH GP

40TH "A" CBW FIFTH.

PRIMARY GZ-2715 ALL A/C 10 X 500 GP 1/10 X 1/100
MPI - 020049 ON ILL/2

41ST "B" CBW SIXTH

PRIMARY GU-4113 ALL A/C 10 X 500 GP 1/10 X 1/100
MPI - 083038 ON ILL/1 LEAD AND LOW GPS
MPI - 079037 ON ILL/1 HIGH GP.

40TH "B" CBW SEVENTH.

PRIMARY GZ-2715 ALL A/C 10 X 500 GP 1/10 X 1/100
MPI - 020049 ON ILL/2

41ST "C" CBW EIGHTH.

PRIMARY GU-4113 ALL A/C MAX M47 IB'S.
MPI - 076041 LEAD GP
MPI - 079037 LOW GP
MPI - 083038 HIGH GP.

40TH "C" CBW NINTH

PRIMARY GZ-2715 ALL A/C MAX M47 IB'S.
MPI 020049 ON ILL/2

SECONDARIES:

1ST CBW 94TH A AND 94TH B CBW'S.
REF CENTER OF INDUSTRIAL AREA OF GZ-2707

40TH "C" CBW NINTH
 PRIMARY GZ-2715 ALL A/C MAX M47 IB'S.
 MPI 020049 ON ILL/2

SECONDARIES:

1ST CBW 94TH A AND 94TH B CBW'S.
 PFF CENTER OF INDUSTRIAL AREA OF GZ-2707
 41ST A, B, C AND 40TH A, B, C CBW'S PFF ON GS-38

MPI - CENTER OF CITY. NOTE - UNDER NO CIRCUMSTANCES WILL
 GS-38 BE ATTACKED UNDER 25,000 FT.

LAST RESORT: ANY MILITARY OBJECTIVE IN GERMANY OR
 ANY RR BRIDGE ROAD BRIDGE, MARSHALLING YARD, TROOP
 CONCENTRATION, SUPPLY DUMP, OR COLUMN OF TROOPS ON
 ROAD THAT CAN BE POSITIVELY IDENTIFIED AND A
 VISUAL SIGHTING MADE.

3. A. COMPOSITION OF FORCE:

1ST CBW FIRST	41ST "C" CBW EIGHTH
94TH "A" CBW SECOND	40TH "C" CBW NINTH
94TH "B" CBW THIRD	
41ST "A" CBW FOURTH	
40TH "A" CBW FIFTH	
41ST "B" CBW SIXTH	
40TH "B" CBW SEVENTH	

B. DISPOSITION OF PFF A/C:

1ST AND 94TH CBW'S WILL DISPATCH ONE PFF A/C TO LEAD
 EACH 36 A/C CBW FURNISHED.

305TH GP WILL DISPATCH 3 PFF EACH TO 40TH AND 41ST CBW'S AS
 DIRECTED BY CBW HQTRS.

C. ROUTE AND APPROXIMATE TIME SCHEDULE FOR LEAD A/C: 1ST CBW

	ZERO PLUS	(+4 MIN)	41 MINUTES		
FELIXSTOWE	"	"	"	15,000	BEGIN CLIMB
5148-0351	"	"	32 73	20,000	
5103-0548	"	"	25 98	20,000	
5056-0621	"	"	7 105	20,000	BEGIN CLIMB
4919-0720	"	"	32 137	25,000	
4914-0830	"	"	13 150	25,000	
4913-0931	"	"	12 162	25,000	
4935-1037 (IP)	"	"	15 177	25,000	
TGT.	"	"	11 189	25,000	BEGIN DECENT
4914-0830	"	"	28 217	20,000	
4919-0720	"	"	17 234	20,000	
5056-0621	"	"	36 270	20,000	
5103-0548	"	"	9 279	20,000	
5148-0351	"	"	33 312	20,000	BEGIN DECENT
FELIXSTOW	"	"	32 344	5,000	

ROUTE FOR 94TH A AND 94TH "B" CBW'S SAME AS FOR 1ST CBW.
 94TH A ADD 2 MINUTES, 94TH B ADD 4 MINUTES TO ABOVE TIMINGS.

ROUTE AND APPROX TIME SCHEDULE LEAD A/C: 41ST "A" CBW

	ZERO PLUS	47 MINUTES		
FELIXSTOWE	"	"	15,000	BEGIN CLIMB
5148-0351	"	"	20,000	
5103-0548	"	"	"	
5056-0621	"	"	"	
4919-0720	"	"	"	
4914-0830	"	"	"	
4930-0946	"	"	"	
4918-1035	"	"	"	
4902-1024 (IP)	"	"	"	
TGT.	"	"	"	
4913-0930	"	"	"	
4914-0830	"	"	"	
4919-0720	"	"	"	
5056-0621	"	"	"	
5103-0548	"	"	"	
5148-0351	"	"	20,000	START DECENT
FELIXSTOWE	"	"	5,000	

ROUTE FOR 41ST B AND 41ST "C" CBW'S SAME AS 41ST A CBW.
 41ST B ADD 4 MINUTES TO ABOVE TIMINGS
 41ST C ADD 8 MINUTES TO ABOVE TIMINGS

ROUTE AND APPROX TIME SCHEDULE LEAD A/C: 40TH "A" CBW

	ZERO PLUS	49 MINUTES		
FELIXSTOWE	"	"	15,000	BEGIN CLIMB
5148-0351	"	"	20,000	
5103-0548	"	"	"	
5056-0621	"	"	"	
4919-0720	"	"	"	
4914-0830	"	"	"	
4930-0946	"	"	"	
4935-1037 (IP)	"	"	"	
TGT	"	"	"	
4914-0830	"	"	"	
4919-0720	"	"	"	
5056-0621	"	"	"	
5103-0548	"	"	"	
5148-0351	"	"	20,000	BEGIN DECENT
FELIXSTOWE	"	"	5,000	

ROUTE FOR 40TH B AND 40TH C CBW'S SAME AS 40TH A CBW.

5056-0621	"	"	106	"	"
4919-0720	"	"	113	"	"
4914-0830	"	"	146	"	"
4930-0946	"	"	160	"	"
4935-1037 (IP)	"	"	176	"	"
TGT	"	"	186	"	"
4914-0830	"	"	195	"	"
4919-0720	"	"	230	"	"
5056-0621	"	"	247	"	"
5103-0548	"	"	283	"	"
5148-0351	"	"	292	"	"
FELIXSTOWE	"	"	325	"	20,000 BEGIN DECEM
			357	"	5,000

ROUTE FOR 40TH B AND 40TH C CBW'S SAME AS 40TH A CBW.
40TH "B" ADD 4 MINUTES TO ABOVE TIMINGS
40TH "C" ADD 8 MINUTES TO ABOVE TIMINGS

D. SPECIAL INSTRUCTIONS RE ROUTE:

4 (1) BASE REFERENCE ALTITUDE:

D. SPECIAL INSTRUCTIONS RE ROUTE:

- (1) BASE REFERENCE ALTITUDE: 15000 FEET
- (2) DIVISION ASSEMBLY LINE : SPLASHER 7 TO FELIXSTONE
- (3) INTERVAL BETWEEN CBW'S : 2 MINUTES

E. ZERO HOUR AND DATE: 0730 DBST 21 JULY 1944

- X. (1) BOMB LOADINGS AND FUSINGS: SEE PARA 2
- (2) INTERVALOMETER SETTINGS: SALVO GPS
MINIMUM INTERVAL FOR M47
- (3) SPECIAL BOMBING INSTRUCTIONS:

(A) PFF VHF CODE WORD FOR IP: OUTHOUSE

4. SUPPLY : NORMAL

5. COMMUNICATIONS.

A. SPLASHERS: 5A, 6B, 10C, 8D, ~~XX~~ 7F, 11G, 13H, 16I
IN OPERATION ENTIRE MISSION.

B. GEE INFORMATION: EASTERN WYOMING, SOUTHERN UTAH, SOUTHERN
JEFFERSON ON GRADE "A" ENTIRE MISSION.

C. M.F. D/F SECTION - "N"

D. R.C.M.:

(1) WINDOW: ALL AIRCRAFT WILL COMMENCE RELEASE OF
CHAFF AT 1 MINUTE BEFORE I.P AND CONTINUE FOR
13 MINUTES. EACH AIRCRAFT WILL CARRY 312 UNITS.

(2) CARPET: NORMAL

E. FIGHTER-BOMBER V.H.F. CHANNELS:
8A.F. FIGHTER-BOMBER COMMON

F. V.H.F. CALLSIGNS:

- (1) BOMBERS - 1 CBW - VINEGROVE 4 - 1
- 94A CBW - VINEGROVE 4 - 2
- 94B CBW - VINEGROVE 4 - 3
- 41A CBW - VINEGROVE 4 - 4
- 40A CBW - VINEGROVE 4 - 5
- 41B CBW - VINEGROVE 4 - 6
- 40B CBW - VINEGROVE 4 - 7
- 41C CBW - VINEGROVE 4 - 8
- 40C CBW - VINEGROVE 4 - 9

(2) FIGHTERS - BALANCE FOUR

(3) GROUND SECTOR CONTROL - COLGATE

(4) V.H.F. CODE WORD FOR AUTHENTICATION - "BLUE BELL"

G. V.H.F. RELAY AIRCRAFT - 40TH C.B.W. WILL OPERATE RELAY
AIRCRAFT IN VICINITY OF 5150-0220E AT 20,000 FEET FROM
ZERO PLUS 50 UNTIL RECALLED.

6. SPECIAL INSTRUCTIONS: CBW'S USE BUNCHERS , ADDITIONAL SPLASHERS
ASSIGNED AS FOLLOWS:

(1) SPLASHER ASSIGNMENTS:

- 40TH CBW SPLASHER NO. 10
- 41ST CBW SPLASHER NO. 16

----- WILLIAMS - ~~XXXXXX~~ COMBOMDIV ONE -----

BT 202230B

CC IN PARA 3. DELETE 1ST SUB PARA 3. DELETE LINE BETWEEN
40TH "C" ETA TO D. SPECIAL INSTRUCTIONS EXXX DELETE LINE BETWEEN
THAT PLS

W E SUCHY AR

5. COMMUNICATIONS.

A. SPLASHERS: 5A, 6B, 10C, 8D, ~~XX~~ 7F, 11G, 13H, 16I
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8A.F. FIGHTER-BOMBER COMMON

F. V.H.F. CALLSIGNS:

(1) BOMBERS - 1 CBW - VINEGROVE 4 - 1
94A CBW - VINEGROVE 4 - 2
94B CBW - VINEGROVE 4 - 3
41A CBW - VINEGROVE 4 - 4
40A CBW - VINEGROVE 4 - 5
41B CBW - VINEGROVE 4 - 6
40B CBW - VINEGROVE 4 - 7
41C CBW - VINEGROVE 4 - 8
40C CBW - VINEGROVE 4 - 9

(2) FIGHTERS - BALANCE FOUR

(3) GROUND SECTOR CONTROL - COLGATE

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----- WILLIAMS - ~~EBENE~~ COMBOMDIV ONE -----

BT 202230B

CC IN PARA 3. DELETE 1ST SUB PARA 3. DELETE LINE BETWEEN
40TH "C ETA TO D. SPECIAL INSTRUCTIONS EXXX DELETE LINE BETWEEN
THAT PLS

W E SUCHY AR

DPE R.....
PLS RPT 5 A.

4

5A. SPLASHERS : 5A, 6B, 10C, 8D, 7F, 11G , 13H , 16I,
IN OPERATION THE ENTIRE MISSION

OK? OK
DPE R.....202322B JT KKKK

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

21 July 1944

9p Emergency

SUBJECT: Comments of Crews Participating in Mission to Schweinfurt,
21 July 1944.

TO : Commanding Officer, Station 128, APO 557, U.S. Army. (Thru Lt Col
W.T. Seawell and Lt Col A.C. Brooks).

1. Lt William E. Cox, Co-pilot A/C 6104, wants to know why transportation wasn't available on landing since camera was to be rushed to lab.
2. Lt Elmer W. Mercer, Pilot A/C 2468, says high squadron formation was poorly flown except at target.
3. The crews of Lt Chester Kuta, Pilot A/C 7931, Lt Jay D. Ossiander, Pilot A/C 7632, Lt Joseph R. Kenney, Pilot A/C 7151 and Lt Thomas K. Hill, Pilot A/C 7790 wanted to know why our Group flew through flak belt near enemy coast and city of Roosendaal on return trip. All others skirted the area. Flak could be seen 20 miles away.
4. Lt Clinton J. Parr, Pilot A/C 625, says they were 2 flak suits short and had to phone 3 times before they were finally brought.
5. Lt Howard P. Lerwick, Pilot A/C 7780, complains that escort still has invasion markings. Also stated that the low box flew perfect formation on bomb run.
6. Lt Louis W. Ludeman, Co-pilot A/C 7039, says chaff discharge was poorly handled. Started to drop several times and were stopped, probably because of inability to recognize I.P.
7. The crew of Lt Charles Kuta, Pilot A/C 7931, stated that Major White flew best mission they have ever been on, however, didn't like running through avoidable flak belt at enemy coast. The crew of Lt Roger C. Gibson, Pilot A/C 9993, also praised the leadership of Major White.
8. Lt Jay D. Ossiander, Pilot A/C 7632, says A/C 7113 flew all over the sky.
9. Lt James M. Kane, Navigator A/C 2947, claims SOP air speed was not followed.
10. Lt Bodo C. Konse, Pilot A/C 7113, suggests that, in view of fact his crew flew 5 consecutive days, the mission was too long. Thinks the length of mission plus recent missions should be factors taken into consideration when selecting crews.

1089
W. B. FRY,
Major, Air Corps,
Group S-2 Officer.

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

F-A-1

APD 557
21 July 1944

SUBJECT: Abortive Report.

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

1. The following aircraft aborted from the mission of 21 July 1944 due to the reasons stated:

a. Aircraft 42-97478 returned early because #1 engine failed to develop any manifold pressure at 9,000 feet with 2700 RPM. A ground check revealed that #1 engine developed 48" Hg. at 2500 RPM, which is normal. Subsequent test flight revealed no malfunction.

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

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

F-C-1

APO 557
21 July 1944

SUBJECT: Armament Malfunction Mission Report.

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

1. Date of Mission: 21 July 1944.
2. No gun malfunctions were reported.
3. No turret malfunctions were reported.
4. The following bombing equipment malfunctions were reported:
 - a. 42-32012 - Bomb bay motor burned out. Motor being replaced.
 - b. 42-102468 - Drive shaft on bomb bay motor split. Shaft N.I.S.; to be replaced as soon as possible.
 5. There were eight (8) aircraft equipped with the all-electric release system participating in the mission.

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

LOW K 94TH CBW

Combat Flight Leader LT IRWIN Date 21 July 1944

Deputy Flight Leader LT MANNIX

613 SQDN

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

IRWIN
IWP 2012
~~IN C 1081~~

KUTA
IN Q 7931

MANNIX
IN N 6104

612 SQDN

614 SQDN

TOUSSAINT
SC O 7487

ROZZELL
IW J 2659

HILL
SC J 7790

LOUGHLIN
SC G 7962

MERCER
IY C 2468

LEWELICK
IW R 7780

CARTER
SC M 7059

GIBSON
SC C 9993

HANSON
SC D 6992

SPARES

THOMASON
~~SC S 7938~~
~~IY A 1077~~

IX 1485
Spare Lead ~~IW P 2012~~
Ground Spares ~~SC S 7938~~
~~IY P 7664~~
IY A 1077
IY K 1069

Wx ship 14-L-7551

MAXIMUM GAS LD.

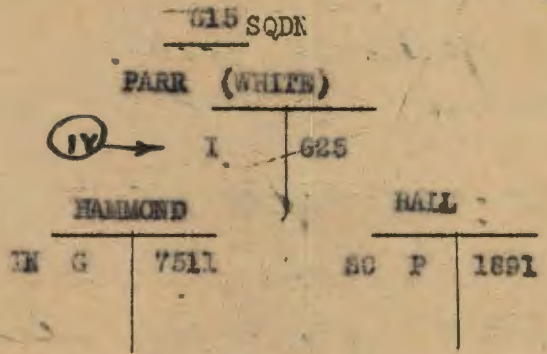
1347

Max 7471B

LEAD BOX WITH "B" WING

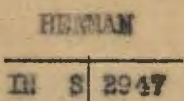
Combat Flight Leader MAJOR WHITE Date 21 July 1944

Deputy Flight Leader LT BALL

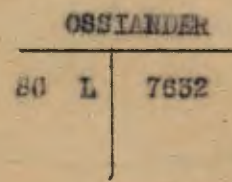
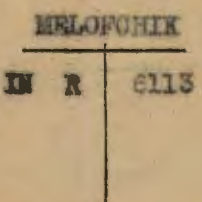
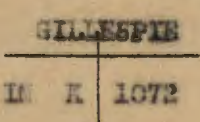
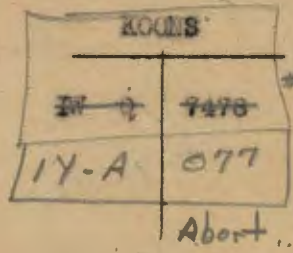
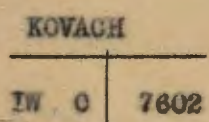
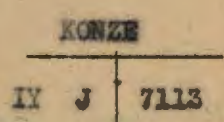
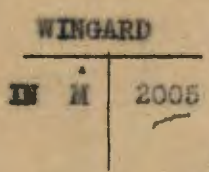
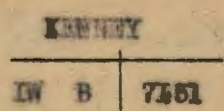


- 612th SC JABWOCK
- 613th IN MACRO
- 614th IW GOLFCUB
- 615th IY BUZZARD

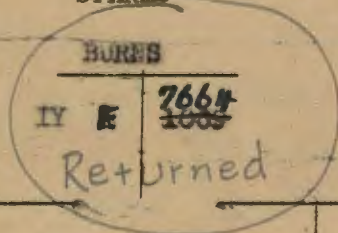
615 SQDN



614 SQDN



SPARES



- SPACE LEAD
- | | |
|-----------------|-----------------|
| IW P | 2012 |
| SC S | 7330 |
| IY T | 7664 |
| IY A | 1077 |
| IY K | 1069 |

Camera doors stuck

659 - Check elevator trim tab rigging

468 - Bomb bay doors would not come up electrically:

2 Vacuum pump low:
Valve broken on walk around battle:

151 - # 4 oil pres: fluctuates

511 - Gyro compass precesses excessively

072 - # 3 Eng. leaking oil: # 4 Cyl head temp gage out:

993 - O.K.

012 - Bomb bay motor burnt out
1 gas gage inaccurate
Check AFCE - action

790 - O.K.

039 - # 2 oil pres. gage fluctuates

104 - # 2 turbo 6 to 8" Hg. lag at alt:
New. gage inaccurate

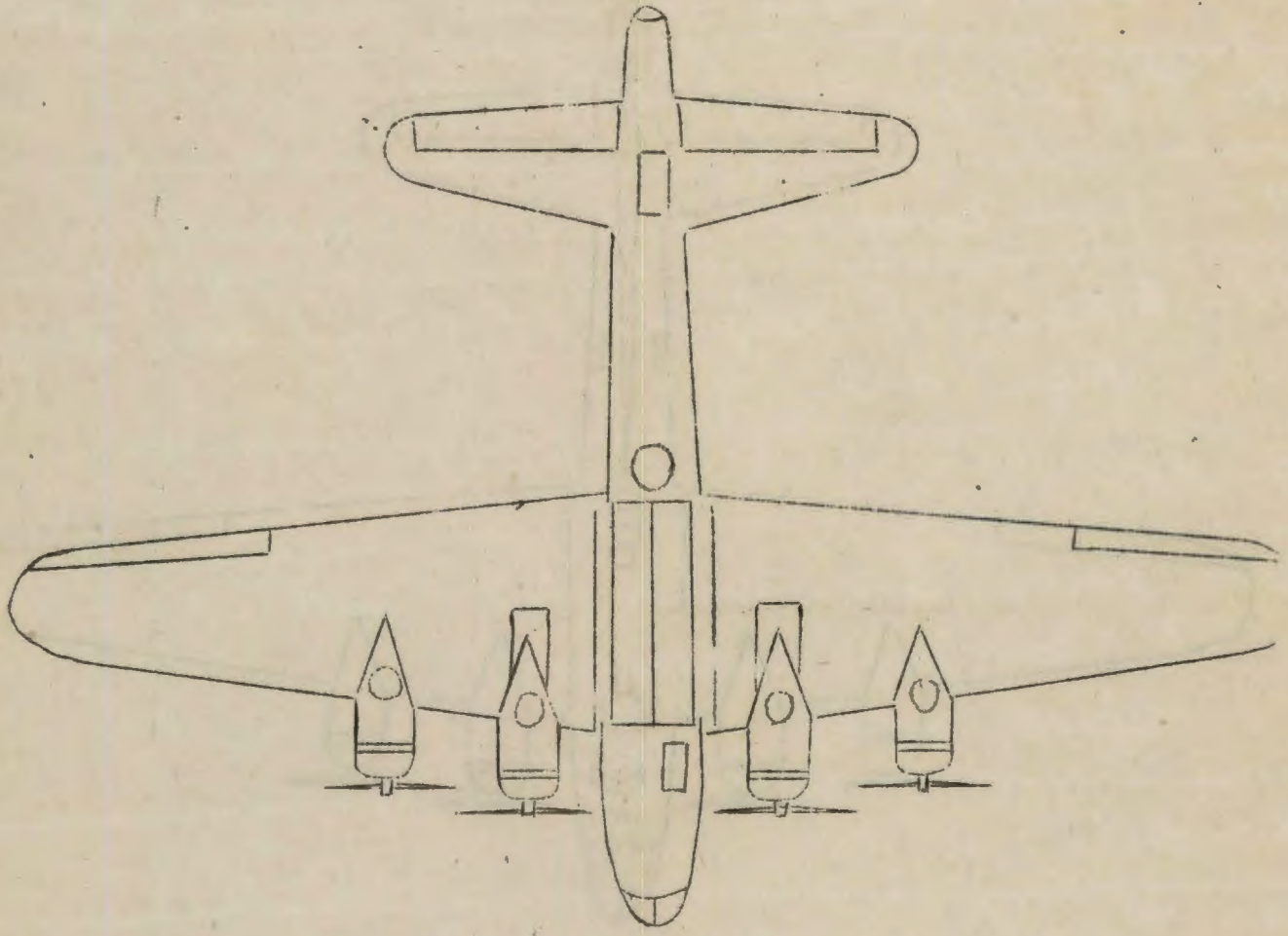
6113 - # 1 oil pres. gage out # 2 turbo lags
check hydraulic system, Light out on
Fluxgate compass:

613 ⁴⁴

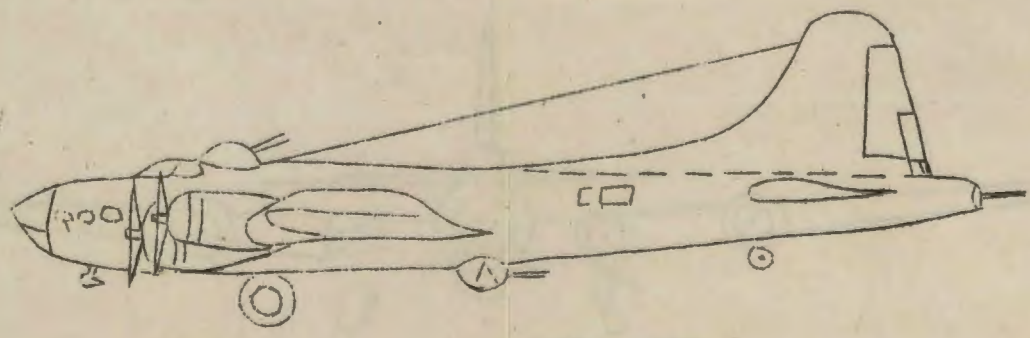
AIRPLANE NO. 632

BQDN 612

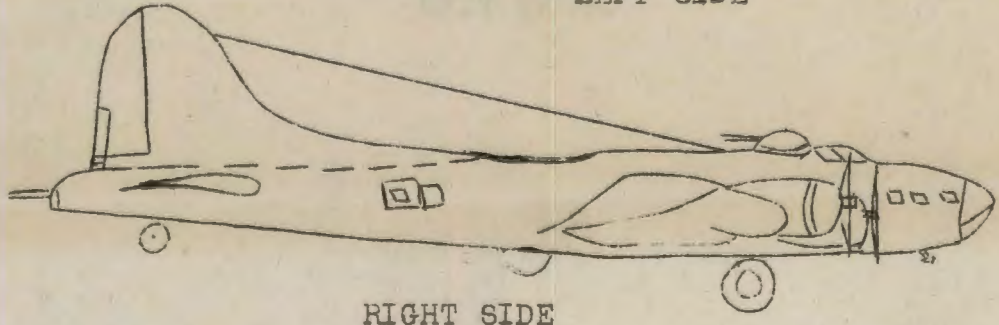
DATE 81-9-44



TOP VIEW



LEFT SIDE



RIGHT SIDE

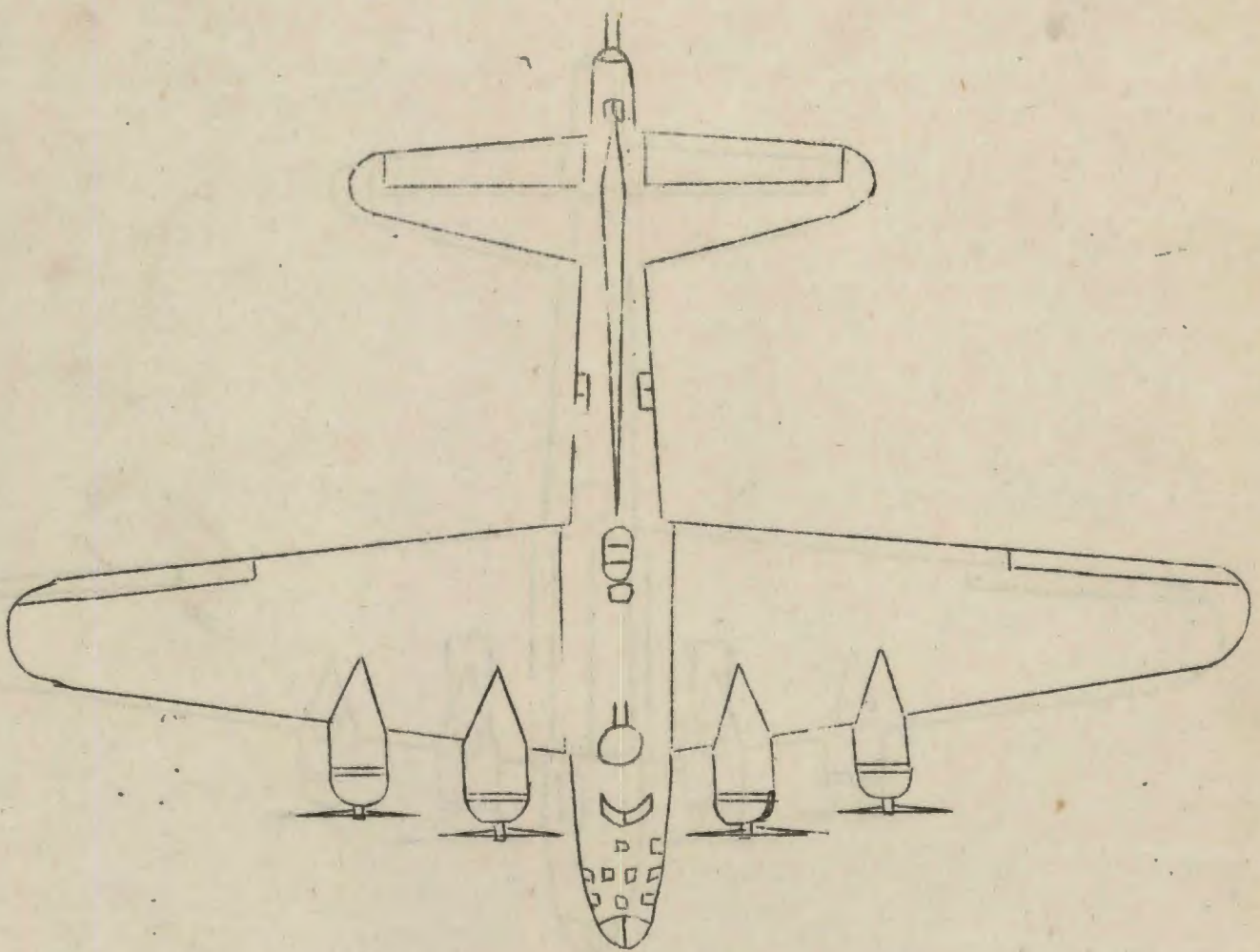
GIVE CREW POSITION OF ALL PERSONNEL INJURED, IF NONE INJURED, SO STATE

NONE INJURED

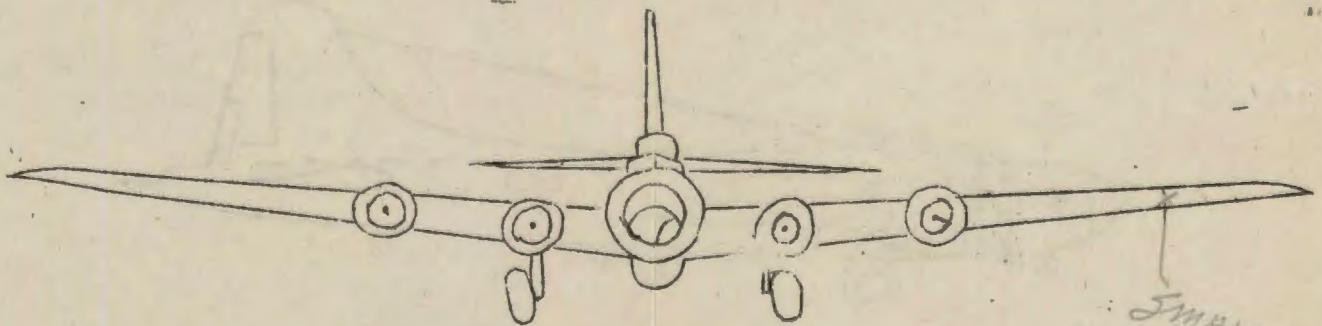
AIRPLANE NO. 632

SQDN. 612th

DATE 21-7-44



TOP VIEW



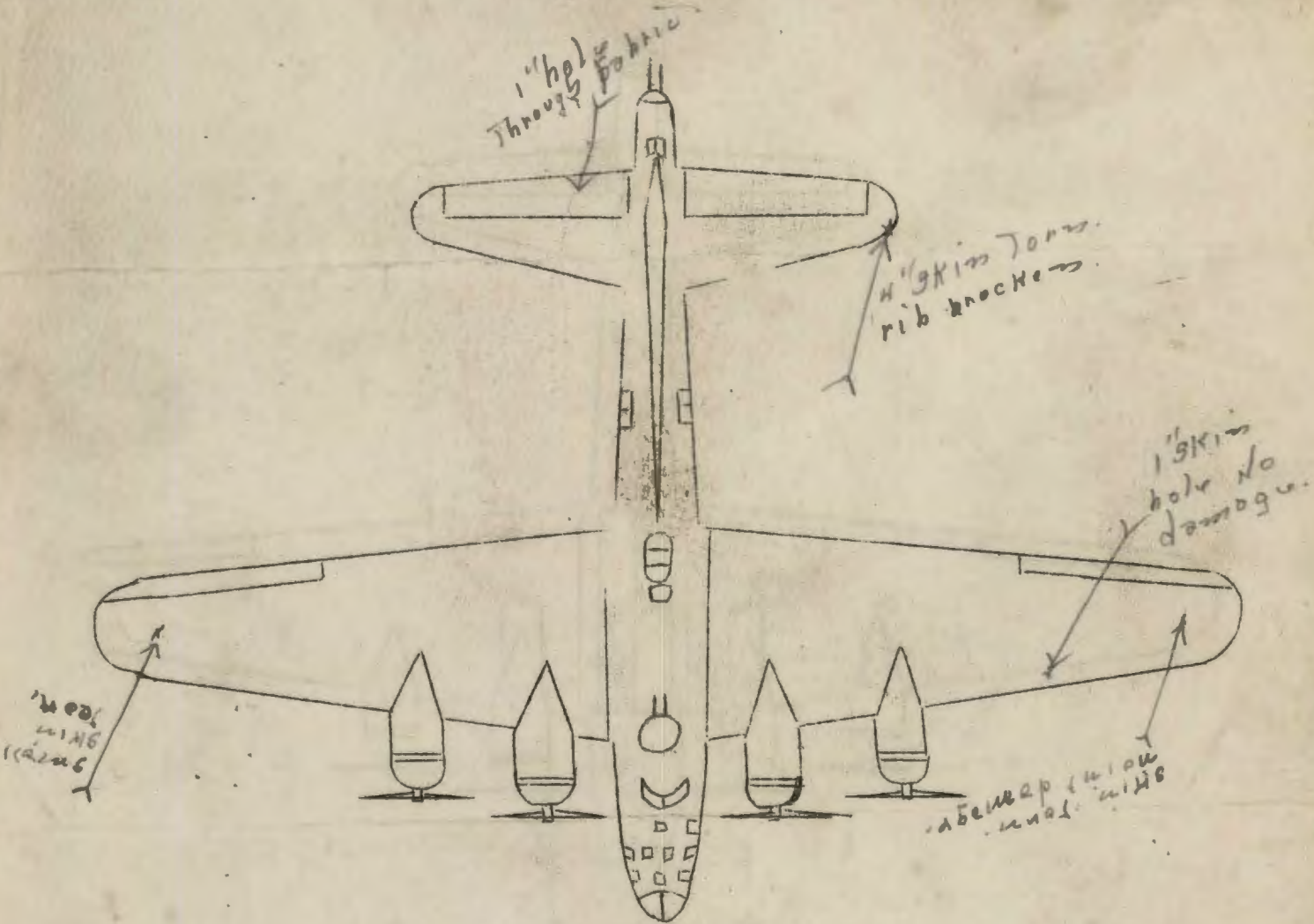
FRONT VIEW

*Small Flak
Hitting Outboard
Tokyo*

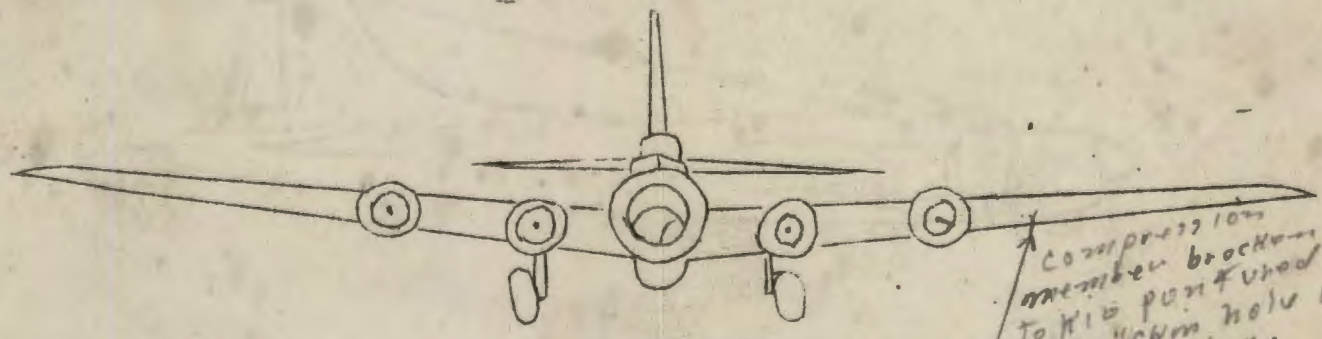
AIRPLANE NO. 42-31072

SQDN. 113

DATE _____



TOP VIEW

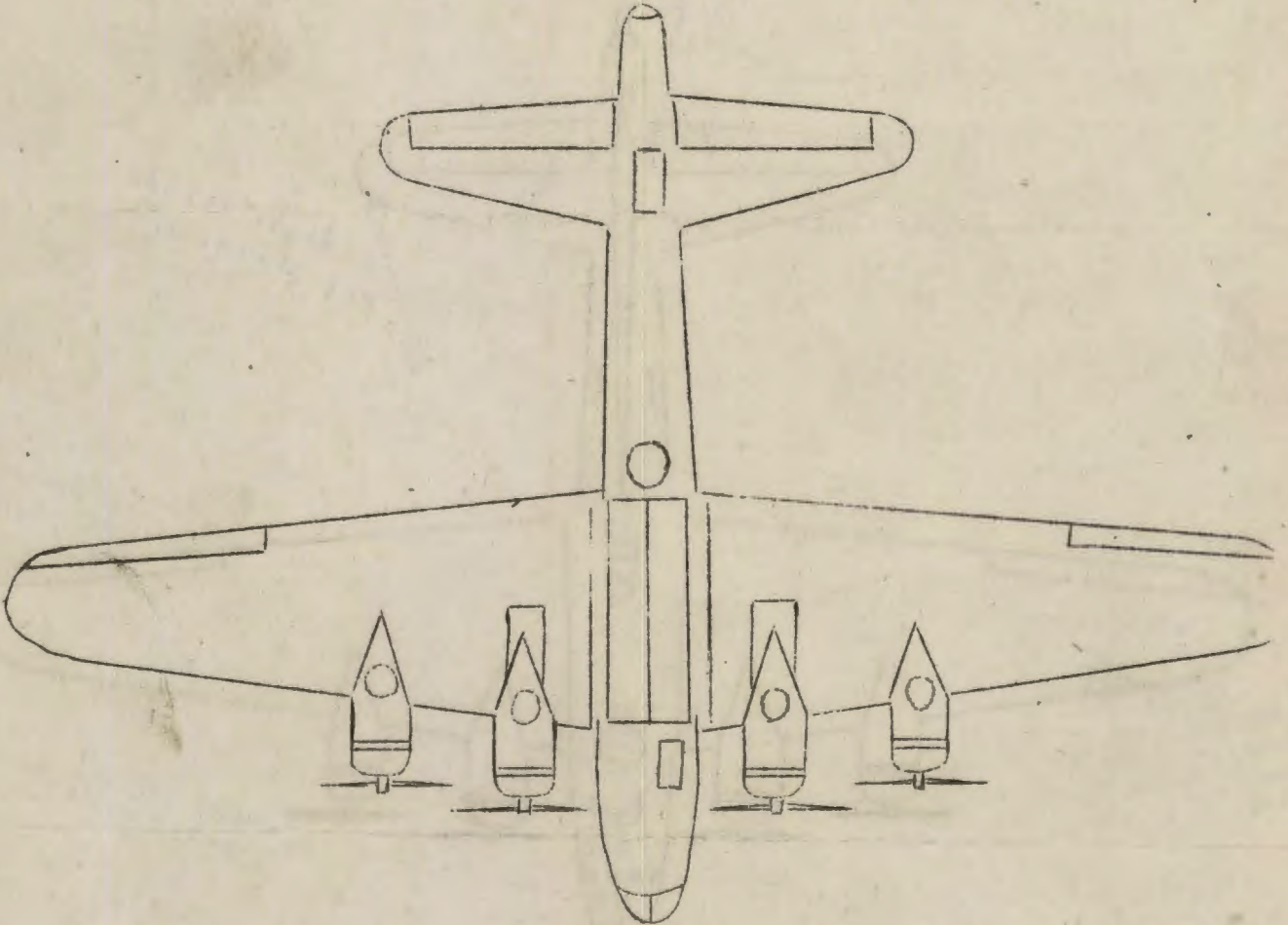


FRONT VIEW

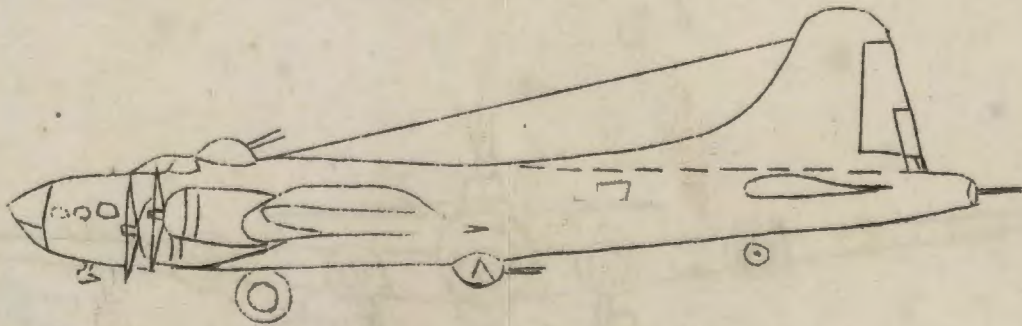
AIRPLANE NO. _____

BQDN _____

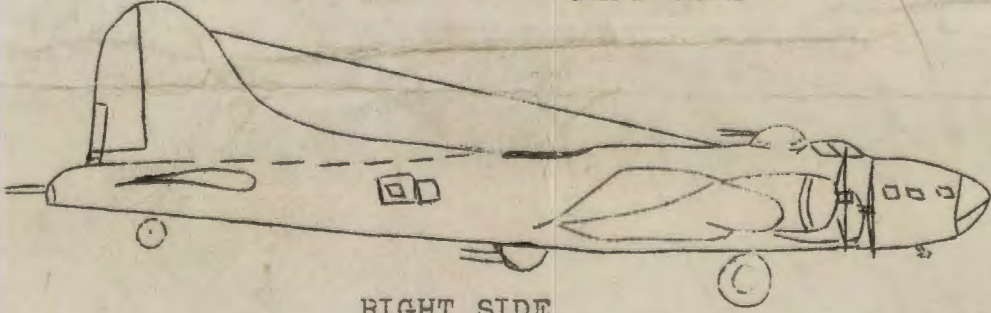
DATE _____



BOTTOM VIEW



LEFT SIDE



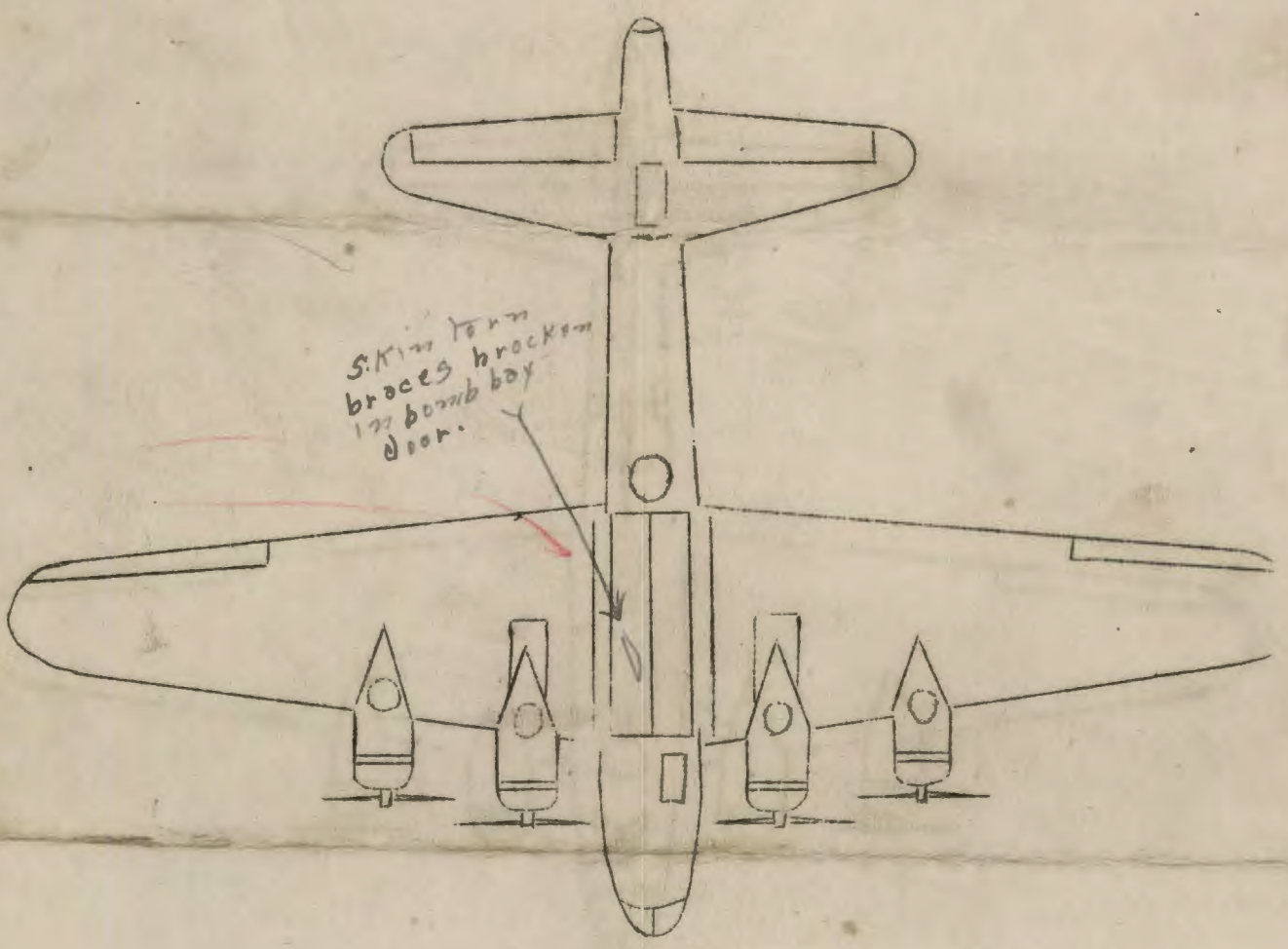
RIGHT SIDE

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

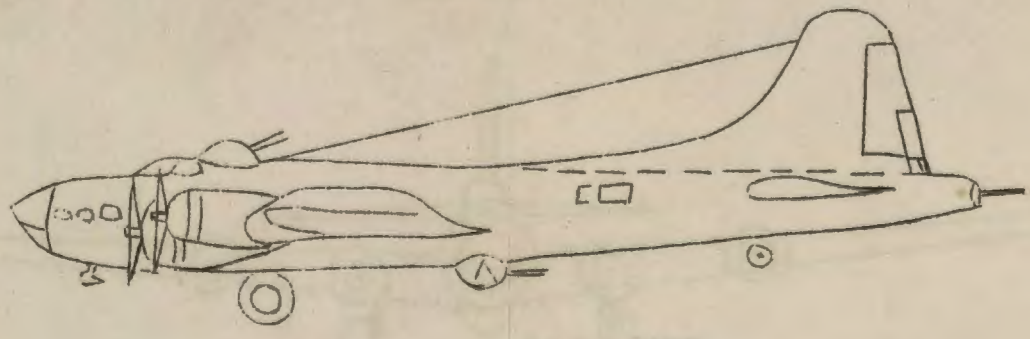
AIRPLANE NO. 44-6112

BQDN 413

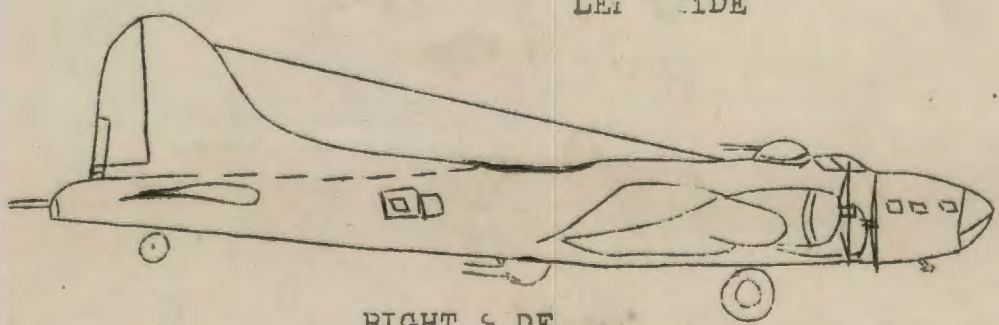
DATE 7-21-44



BOTTOM VIEW



LEFT SIDE



RIGHT SIDE

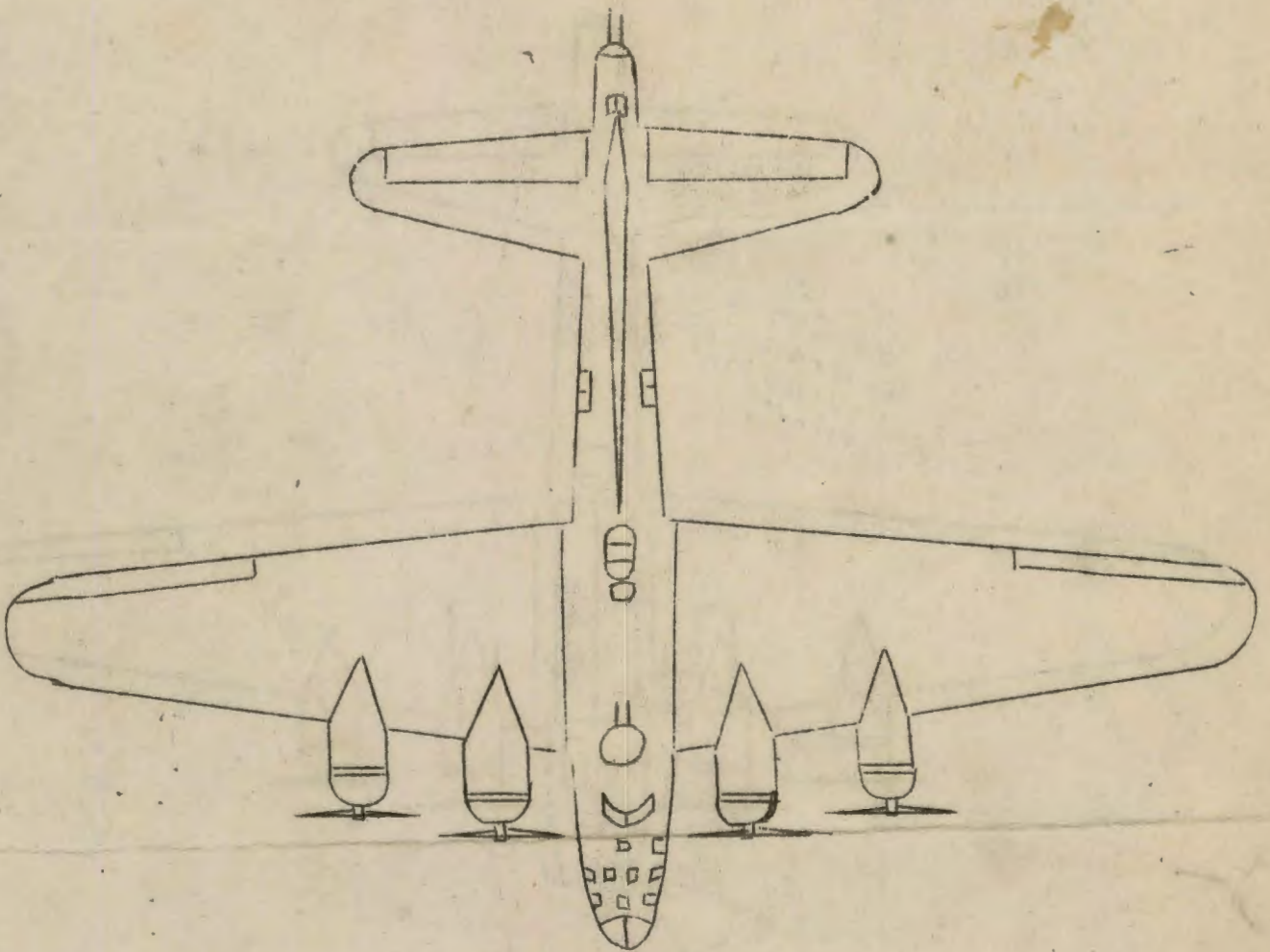
No injured aboard.

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

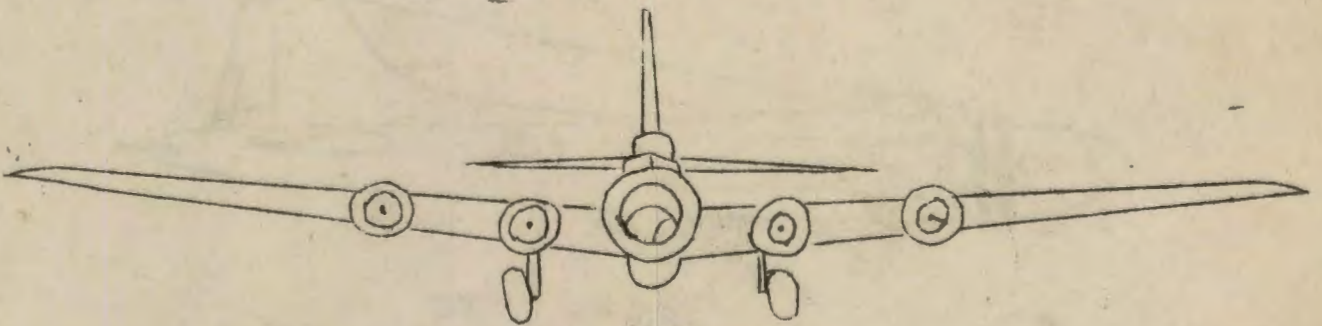
AIRPLANE NO. _____

SQDN. . . _____

DATE _____



TOP VIEW

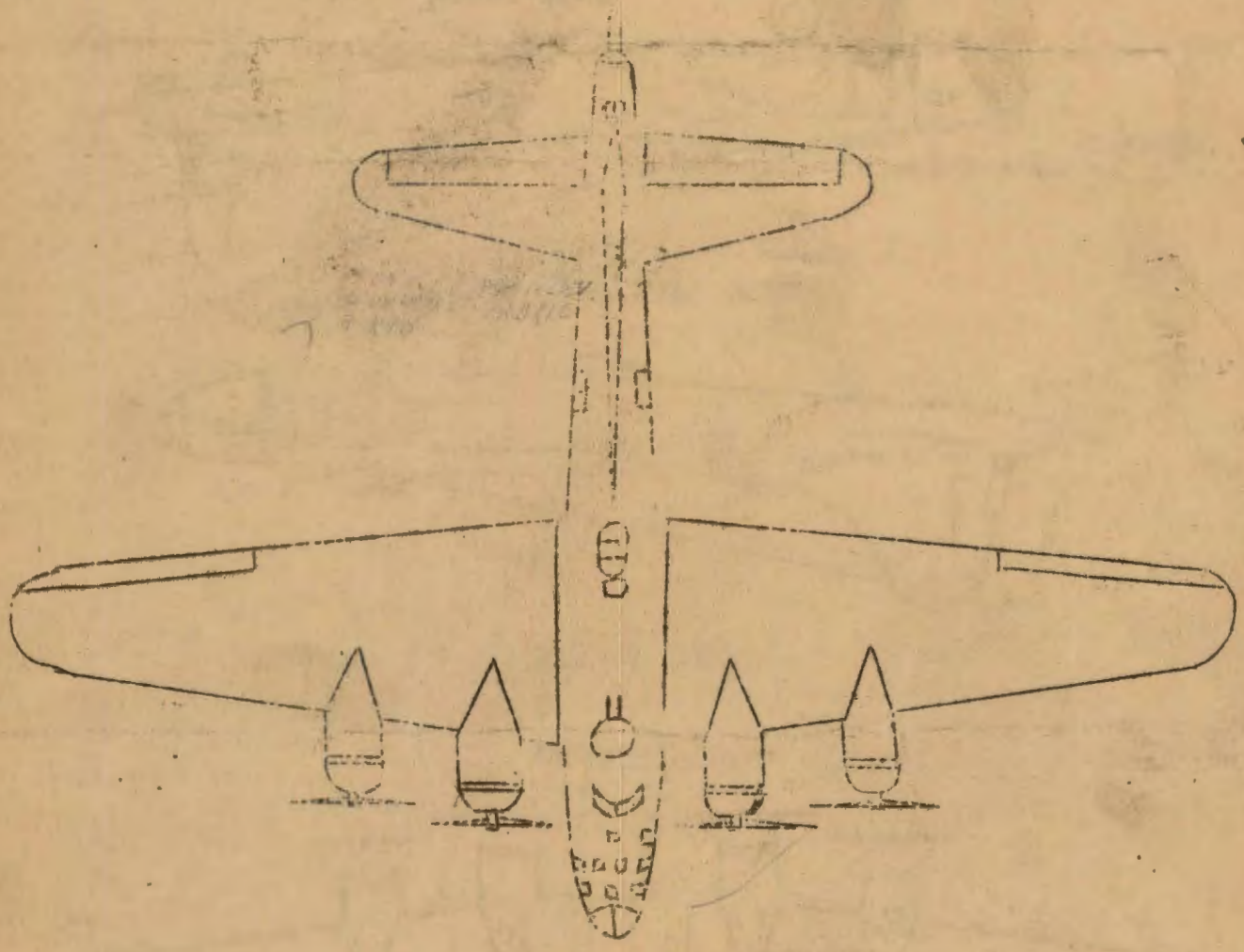


FRONT VIEW

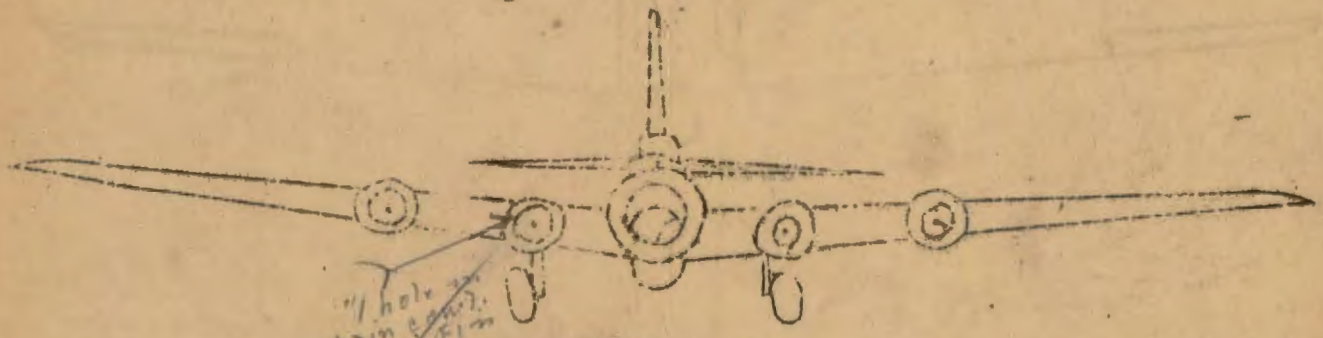
AIRPLANE No. 43-37511

30 613

DATE JULY 44



TOP VIEW



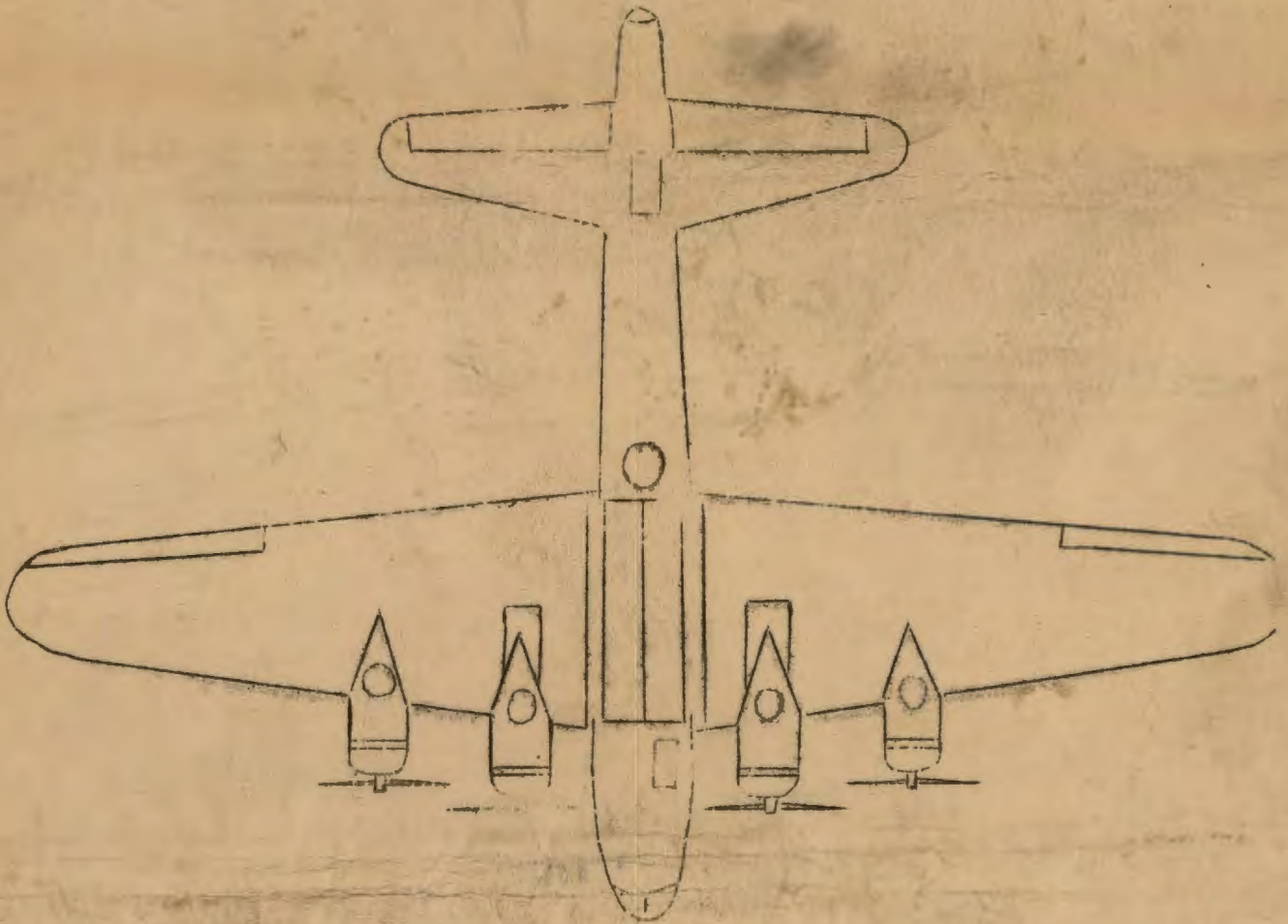
FRONT VIEW

1/4 hole
from 5007.
-22x.51m
hvt.

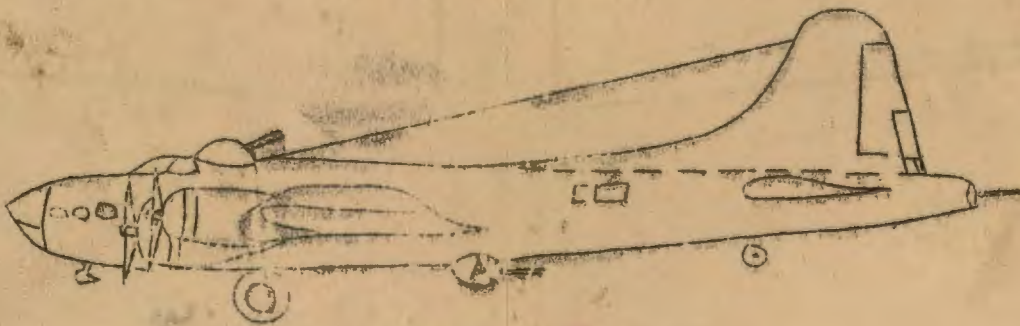
AIRPLANE NO. 42-37511

E 613¹³

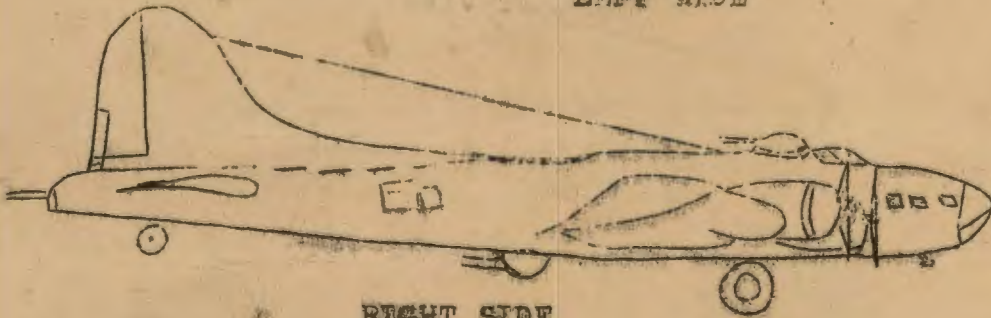
DATE 7-21-44



BOTTOM VIEW



LEFT SIDE



RIGHT SIDE

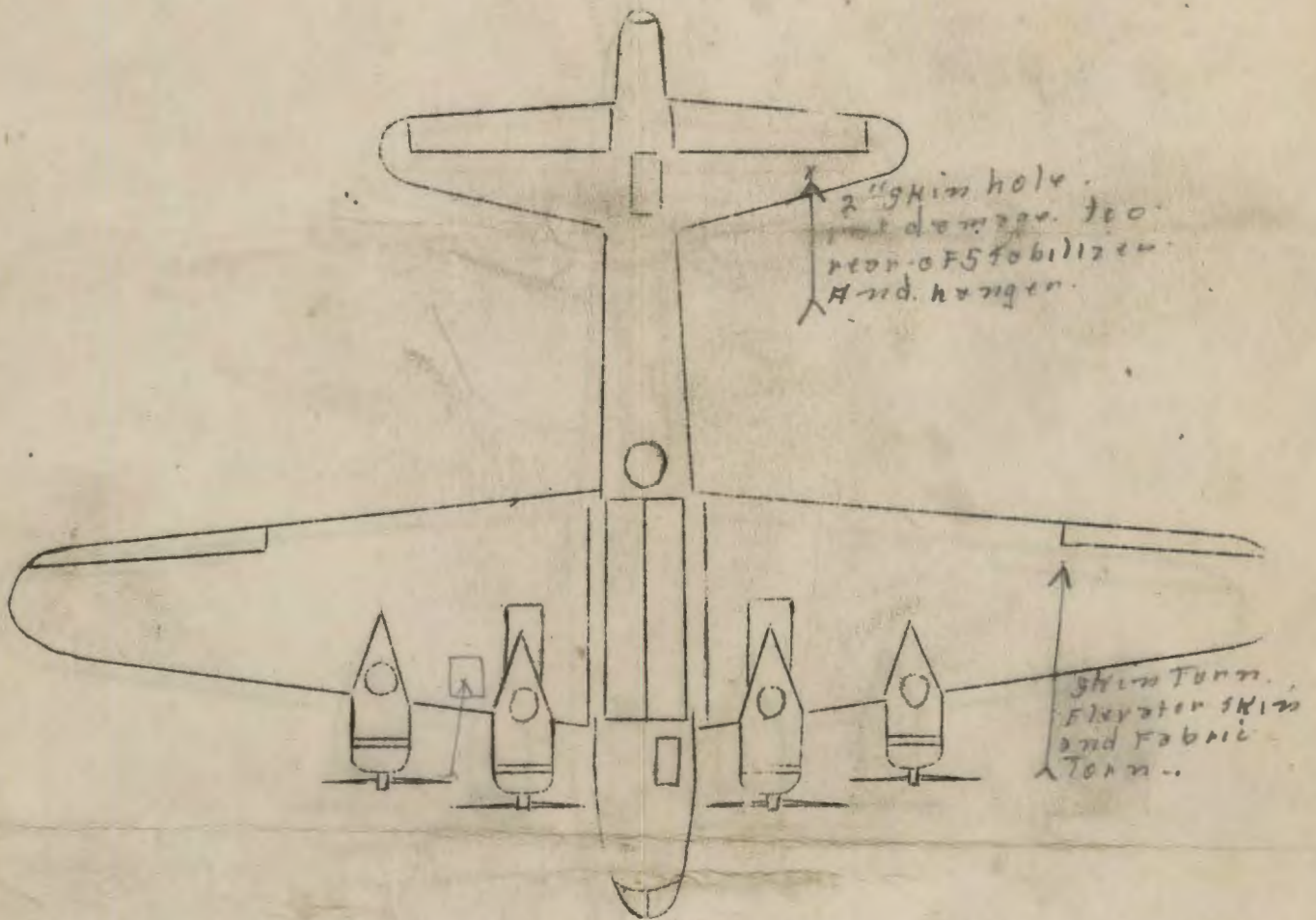
No Injured Aboard.

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

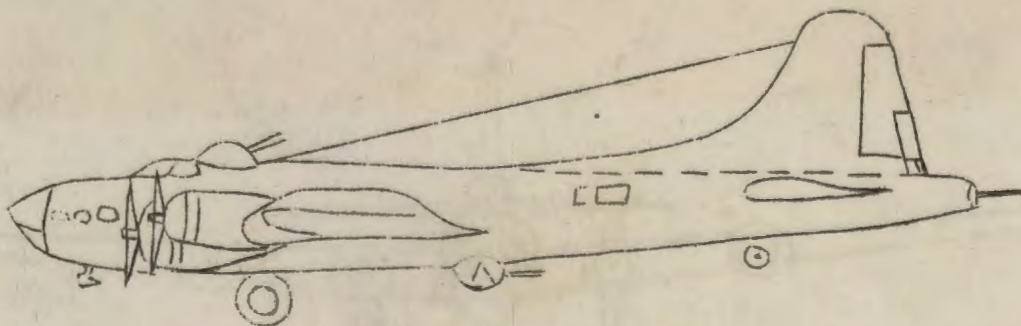
AIRPLANE NO. 42-23005

BQDN 612

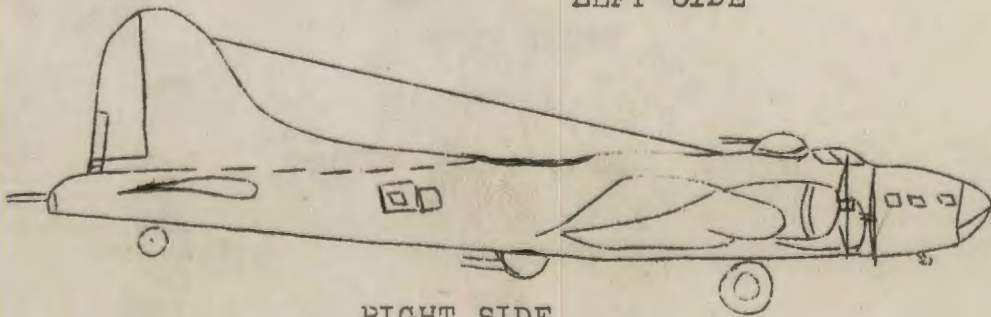
DATE 7-21-44



BOTTOM VIEW



LEFT SIDE



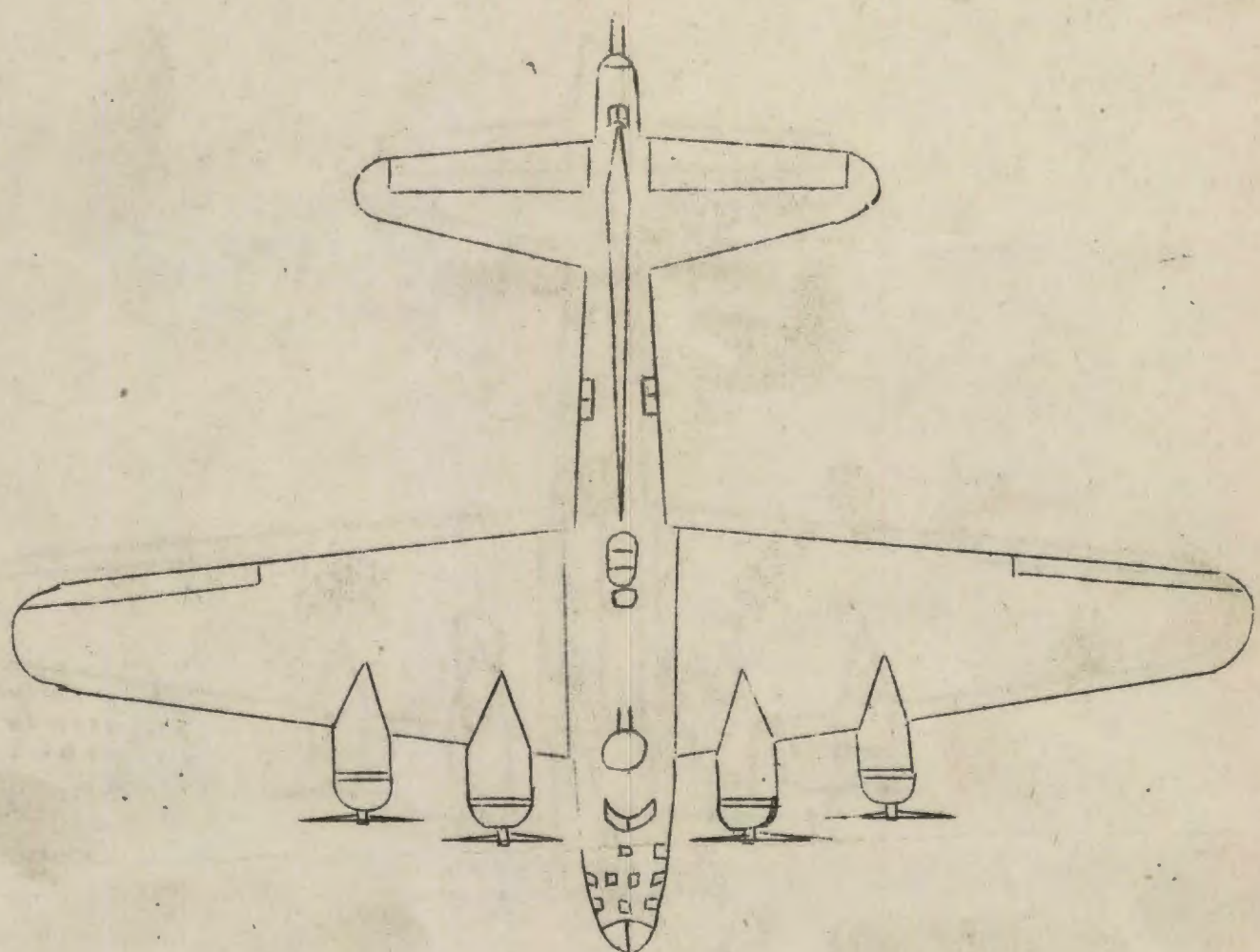
RIGHT SIDE

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

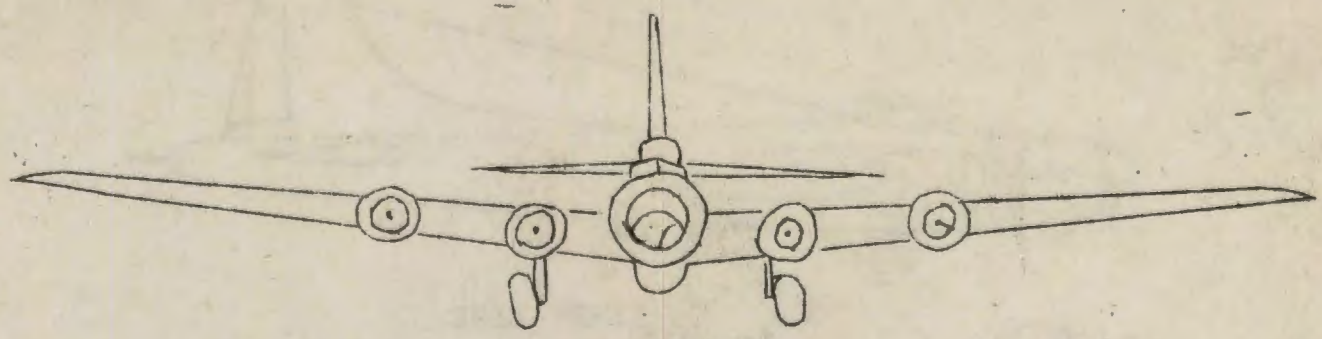
AIRPLANE NO. 42-23005

SQDN. 613

DATE 2-7-44



TOP VIEW

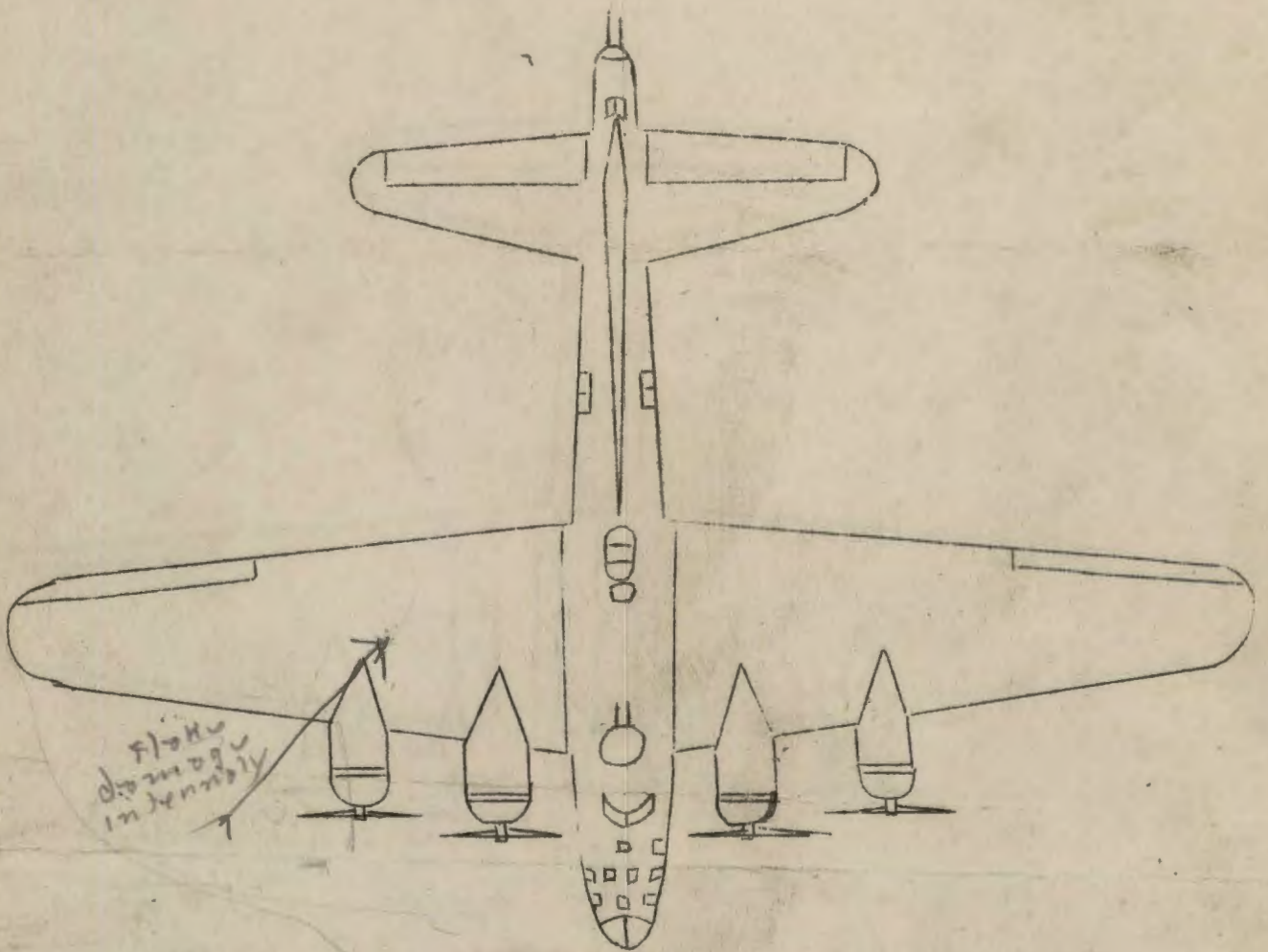


FRONT VIEW

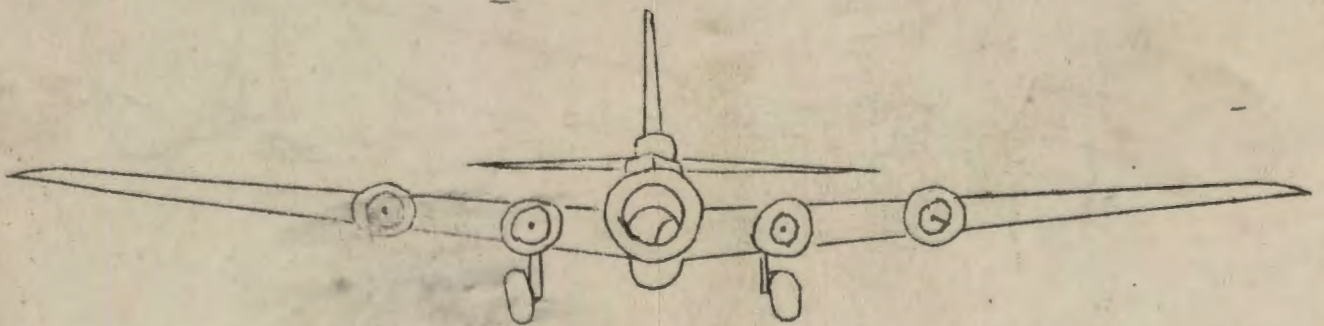
AIRPLANE NO. 42-97931

SQDN. 613.

DATE 21-7-44



TOP VIEW

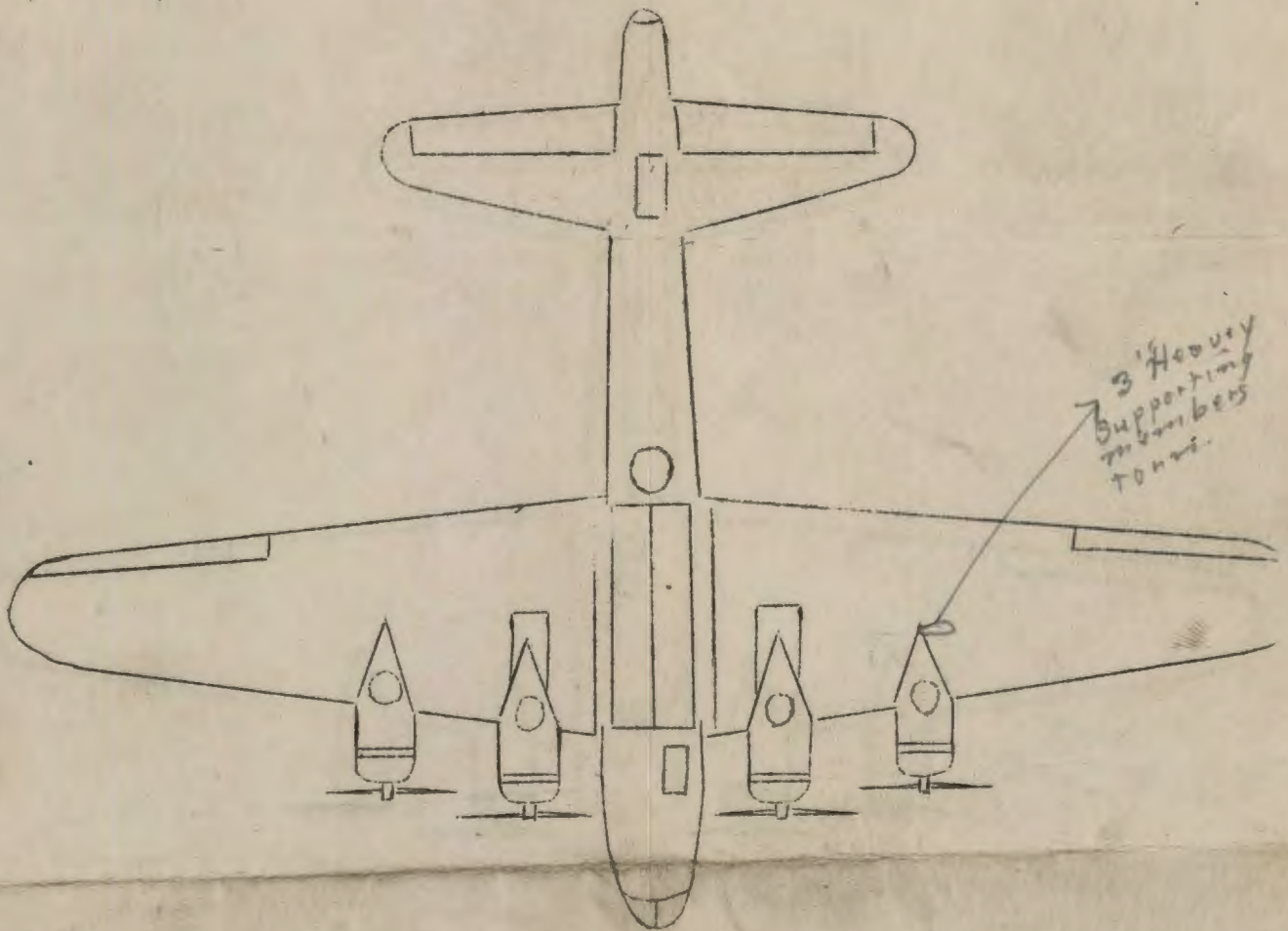


FRONT VIEW

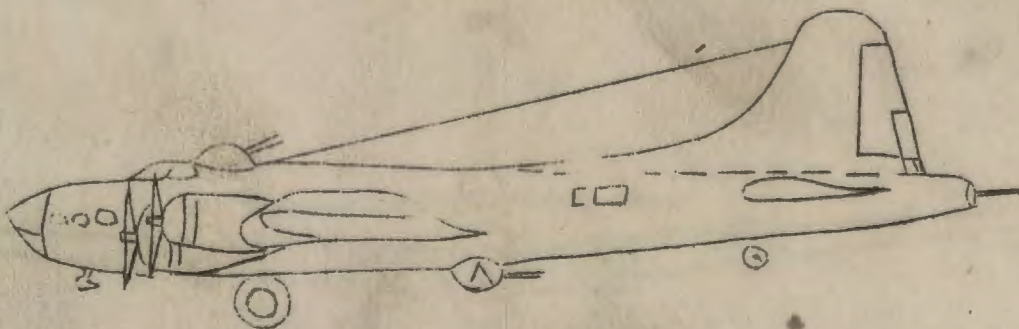
AIRPLANE NO. _____

BQDN _____

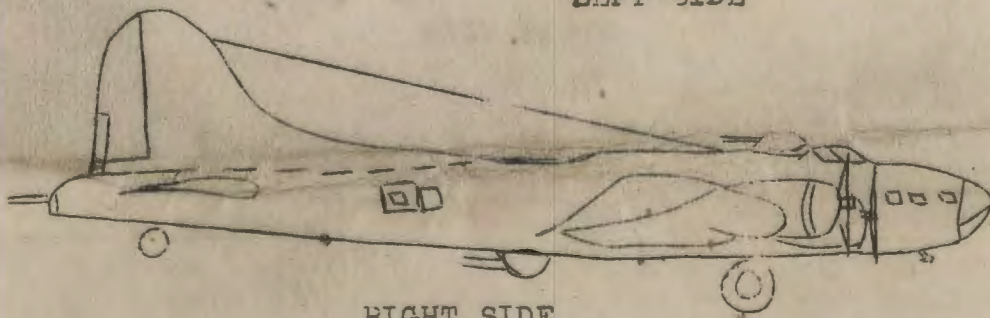
DATE _____



BOTTOM VIEW



LEFT SIDE



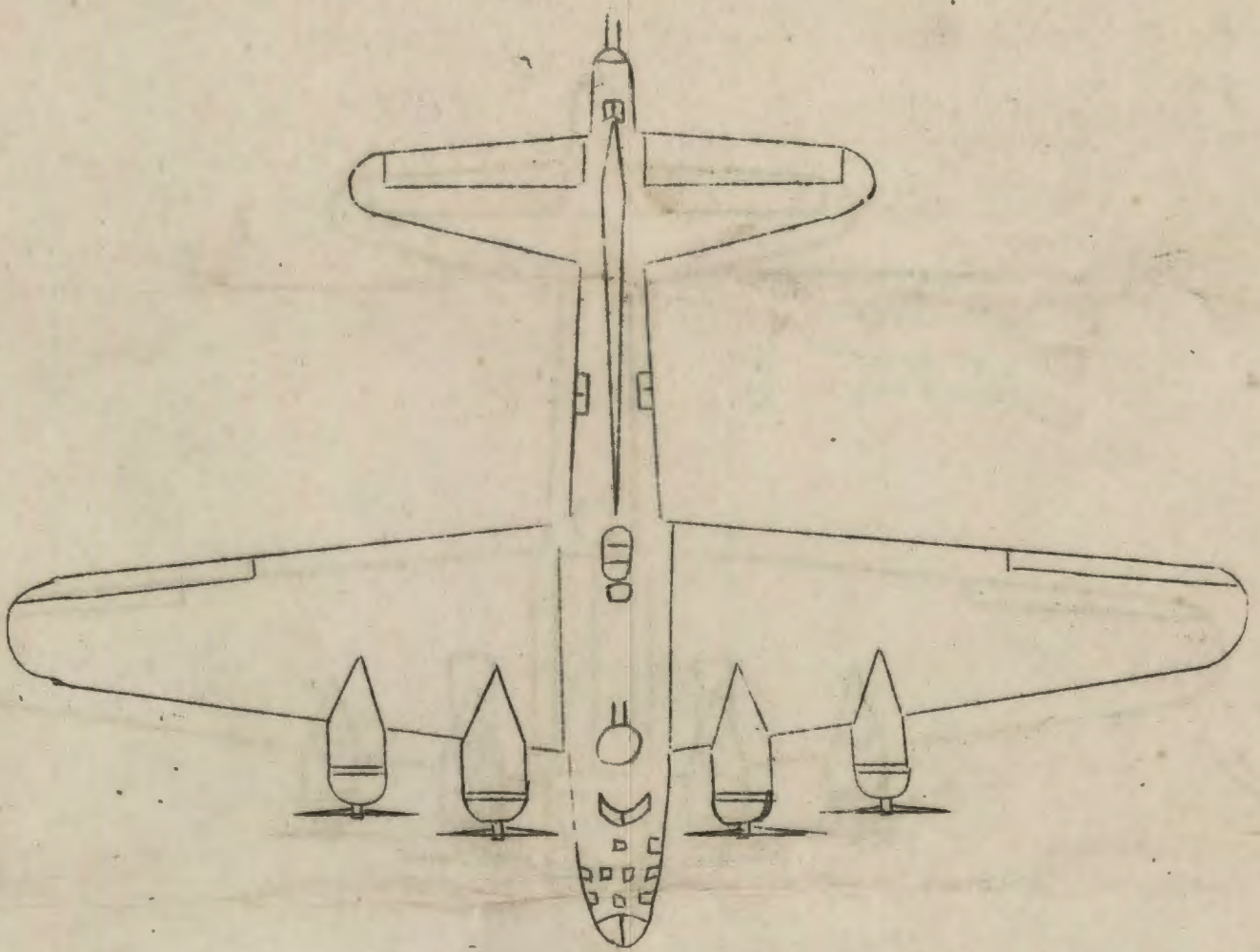
RIGHT SIDE

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

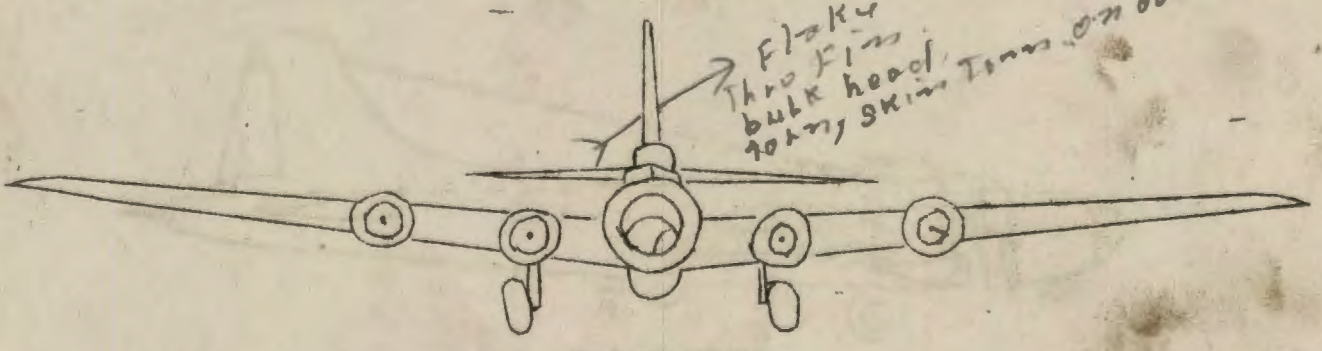
AIRPLANE NO. 44-6124

SQDN. 612

DATE 21-7-44



TOP VIEW

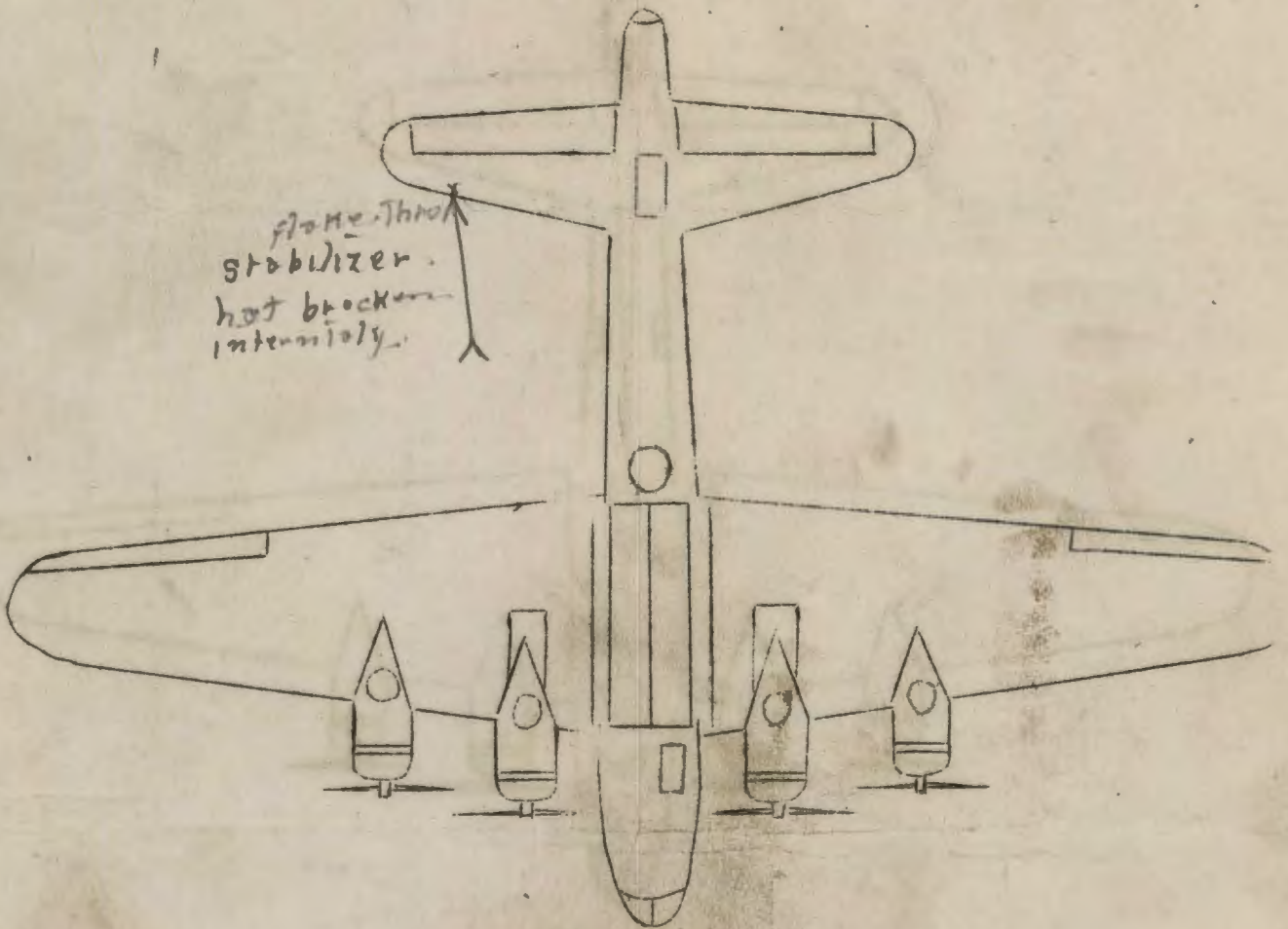


FRONT VIEW

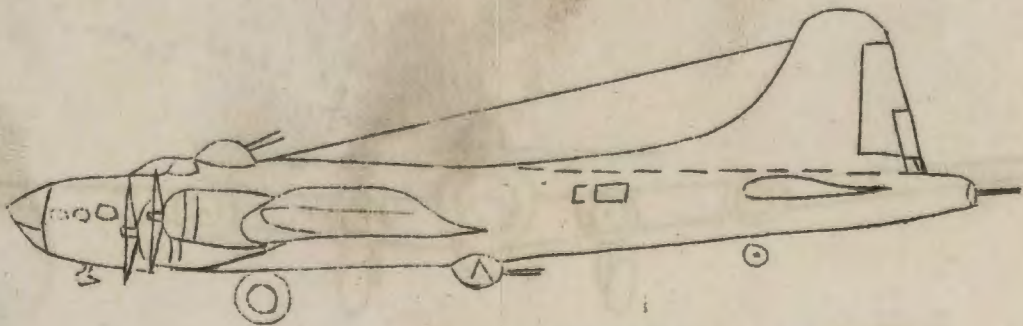
AIRPLANE NO. 44-6163

BQDN 613 B...

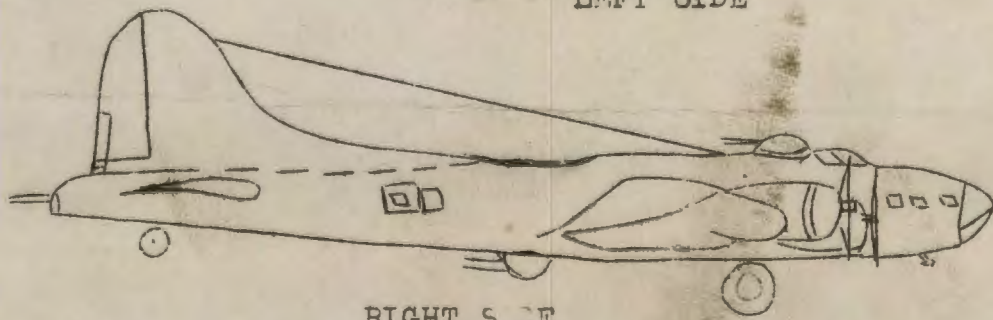
DATE 21-7-44



BOTTOM VIEW



LEFT SIDE



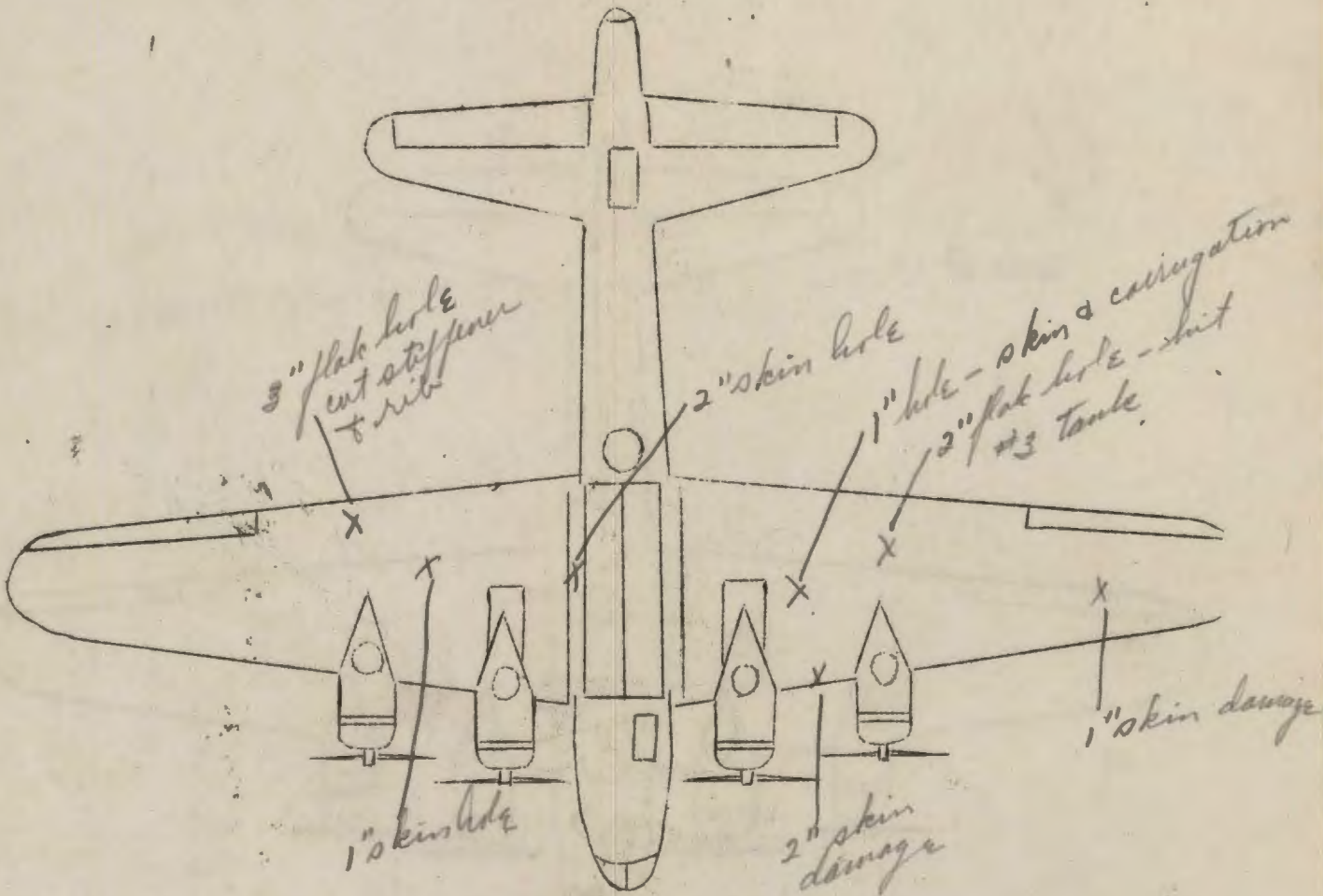
RIGHT SIDE

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

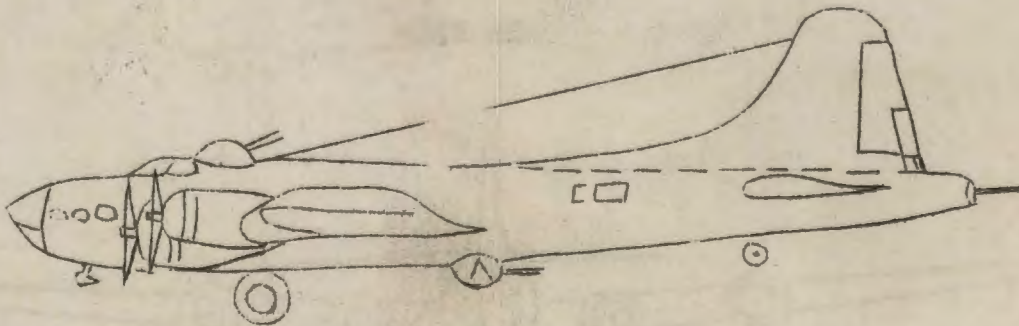
AIRPLANE NO. 151

BQDN 614

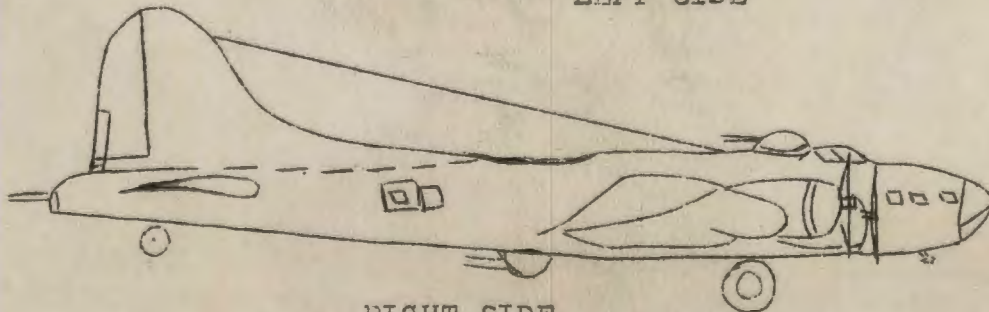
DATE 7/21/44



BOTTOM VIEW



LEFT SIDE



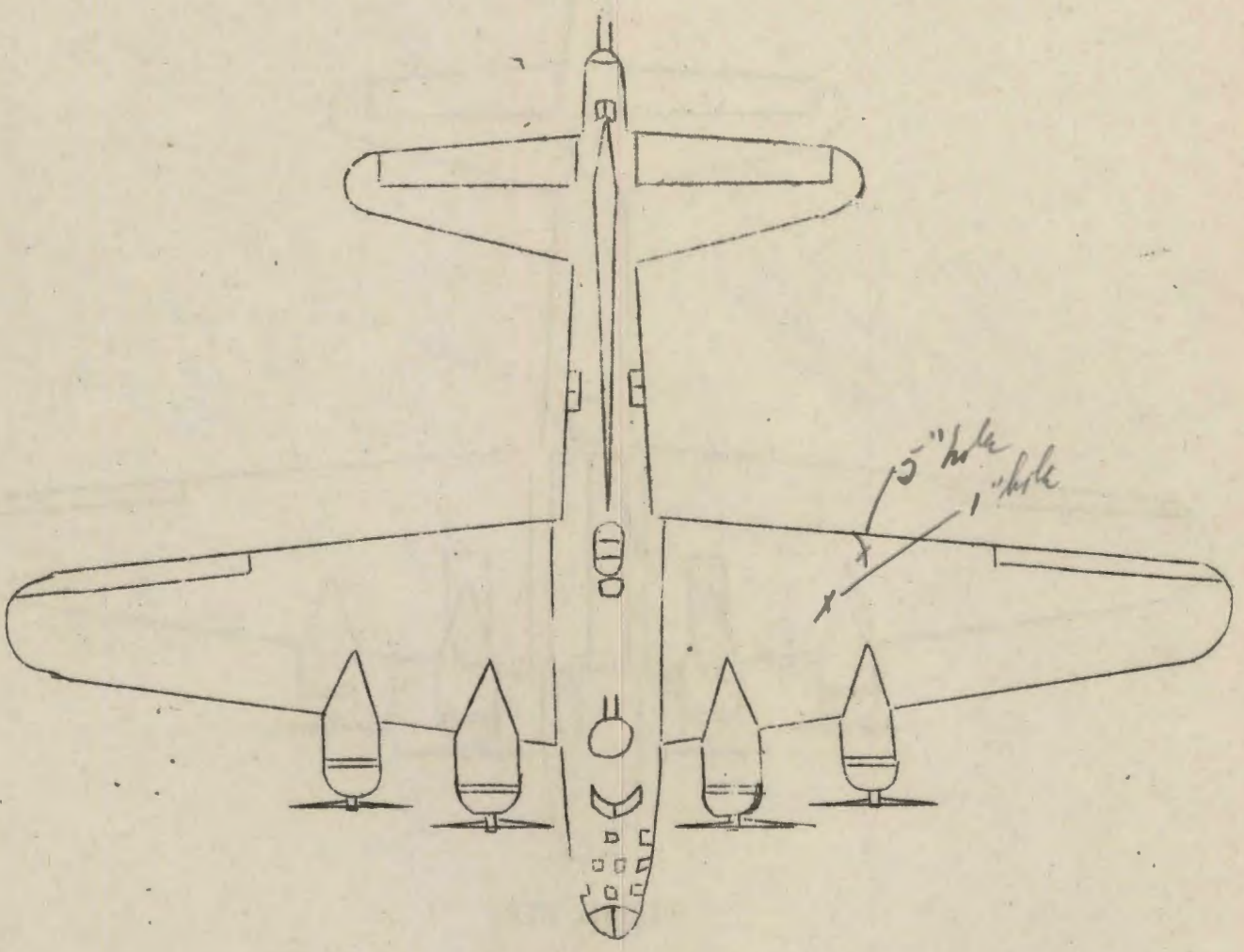
RIGHT SIDE

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

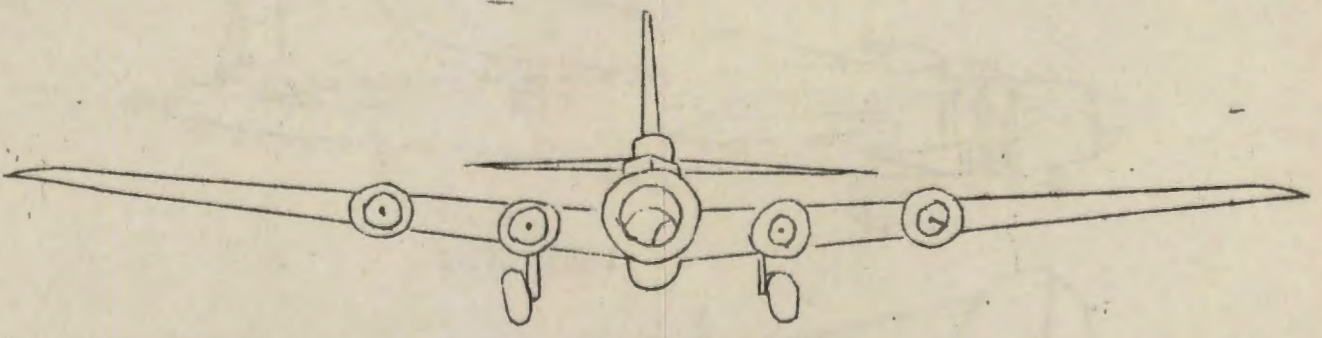
AIRPLANE NO. _____

SQDN.. _____

DATE _____



TOP VIEW

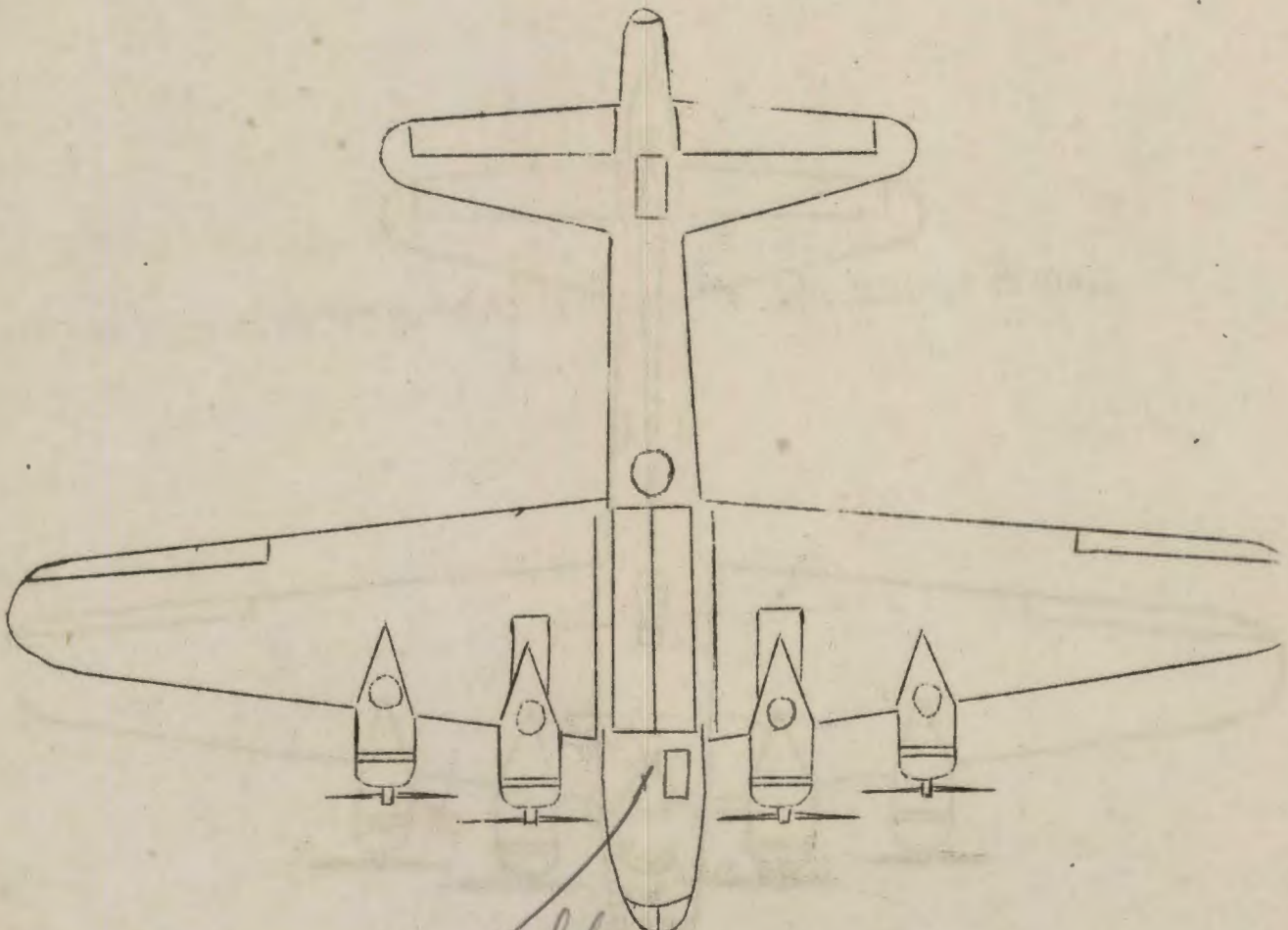


FRONT VIEW

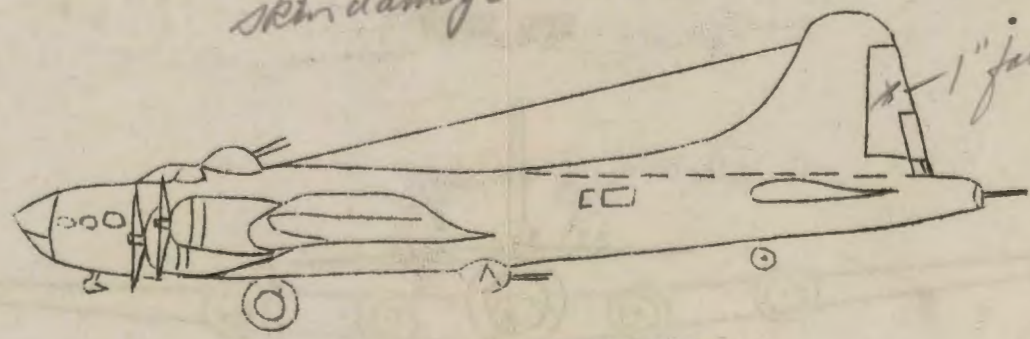
AIRPLANE NO. 602

BQDN 64th

DATE 7/21/44

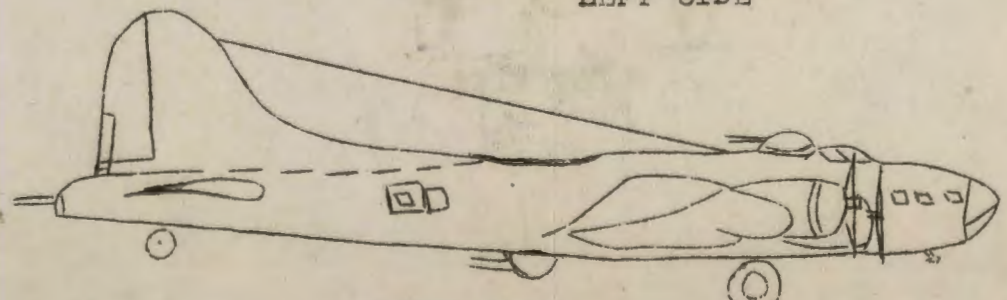


*3" flap hole
skin damage*
BOTTOM VIEW



1" fabric hole

LEFT SIDE



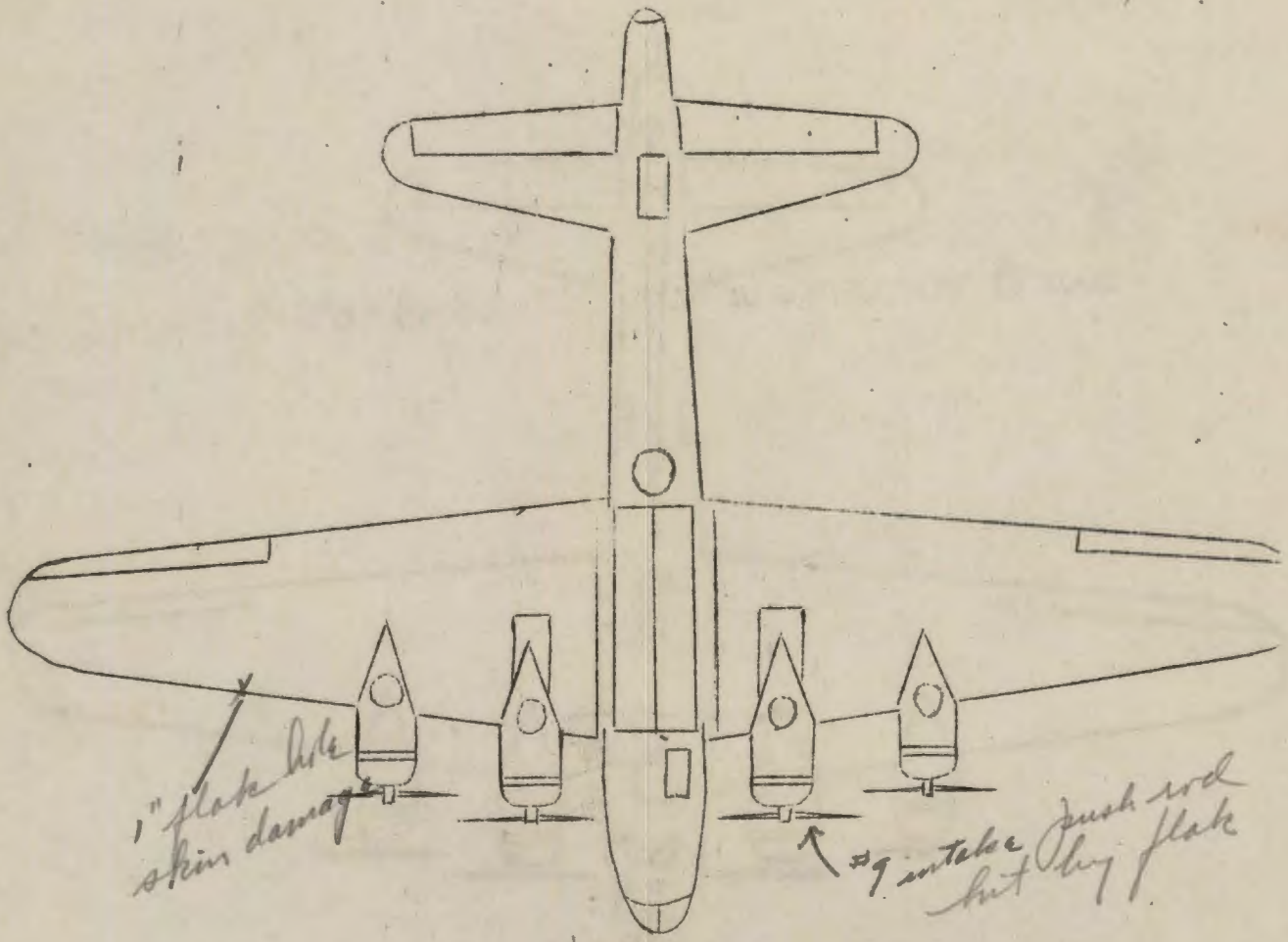
RIGHT SIDE

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED. IF NONE INJURED, SO STATE

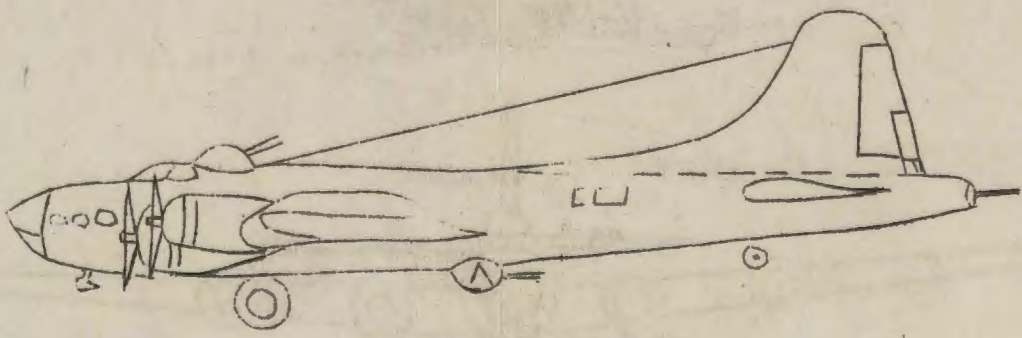
AIRPLANE NO. 659

BQDN 614

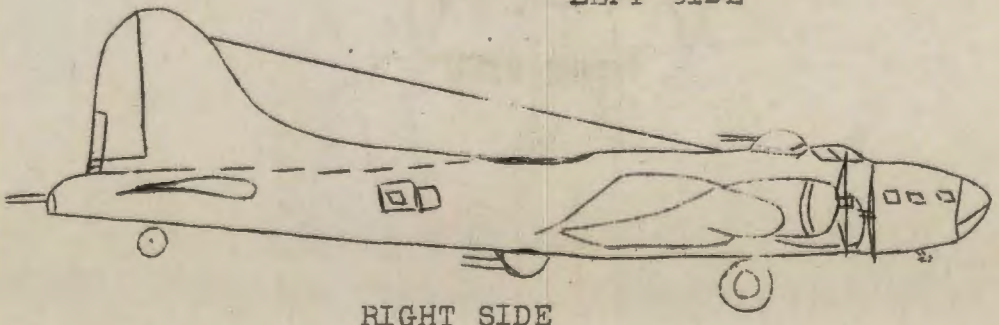
DATE 7/21/44



BOTTOM VIEW



LEFT SIDE



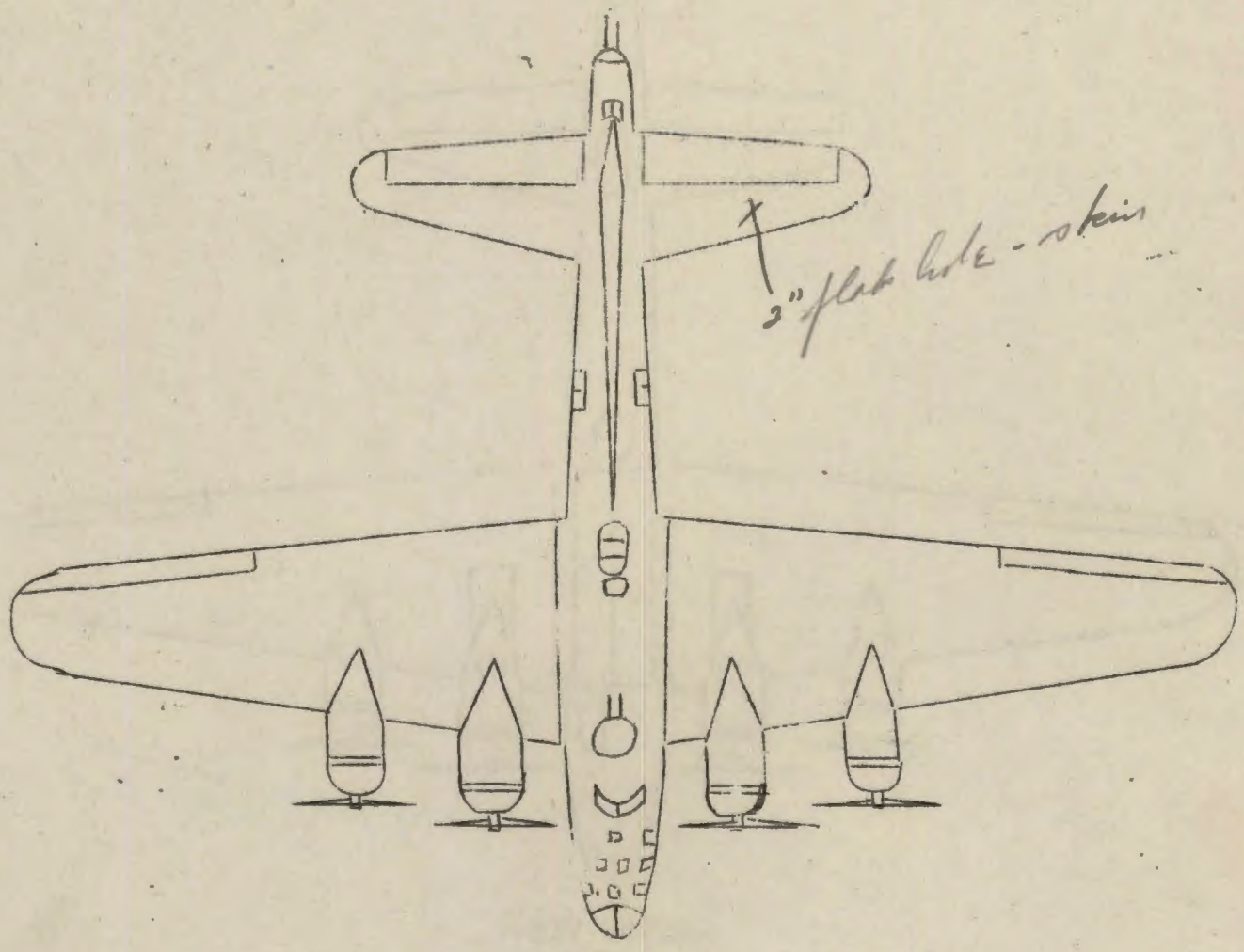
RIGHT SIDE

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

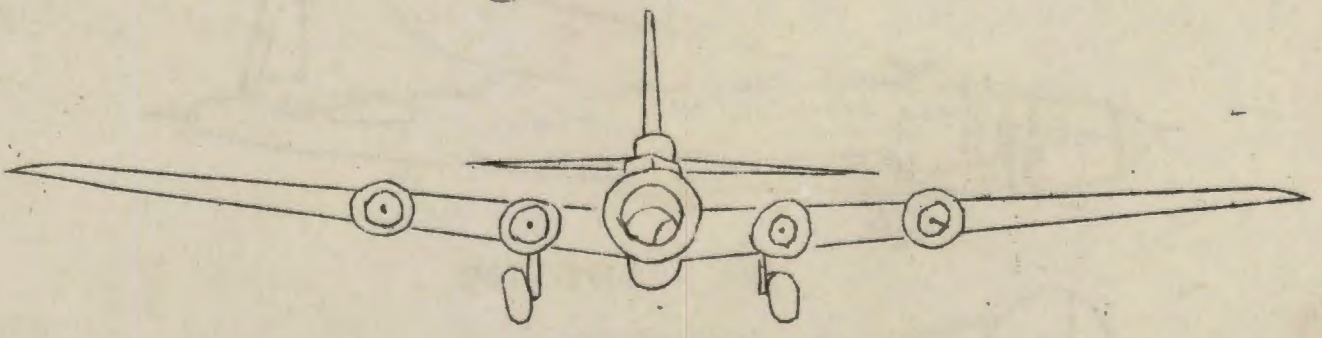
AIRPLANE NO. 659

SQDN.

DATE



TOP VIEW

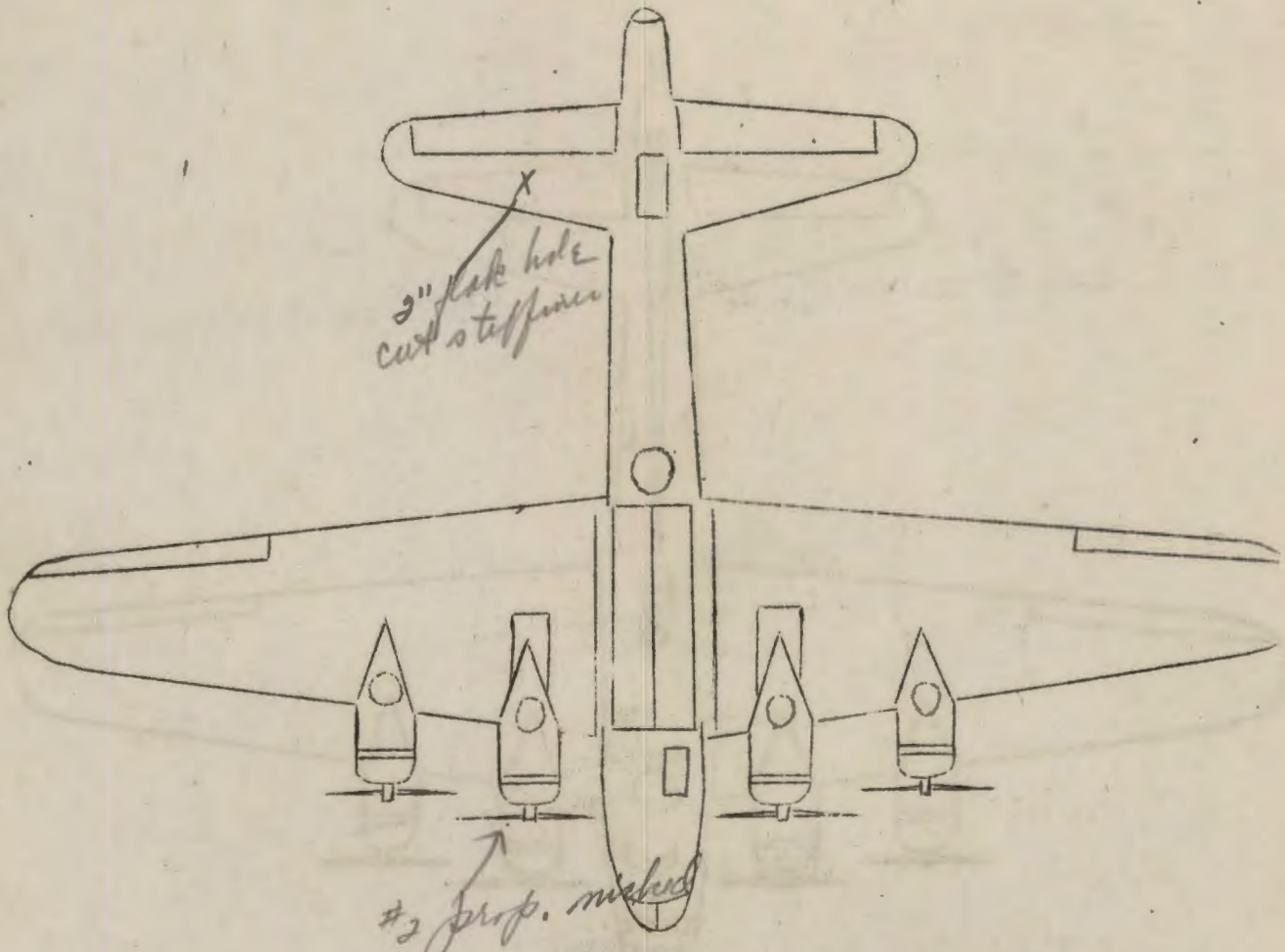


FRONT VIEW

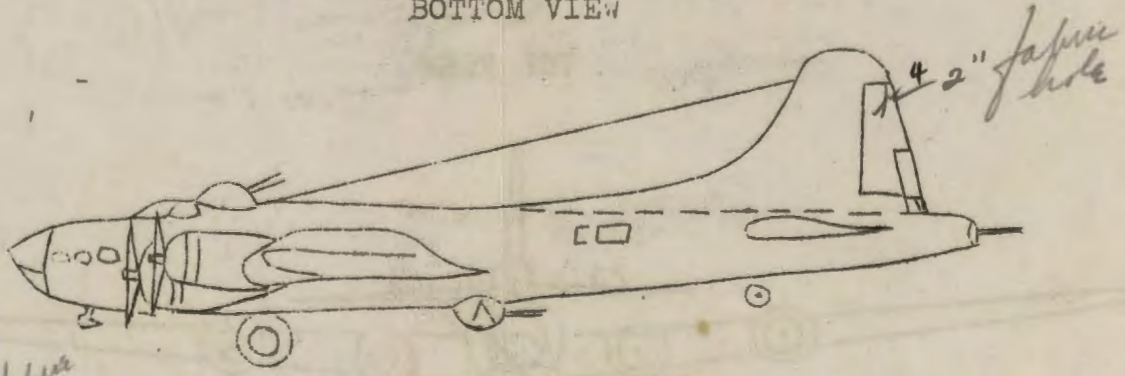
AIRPLANE NO. 780

BQDN 604th

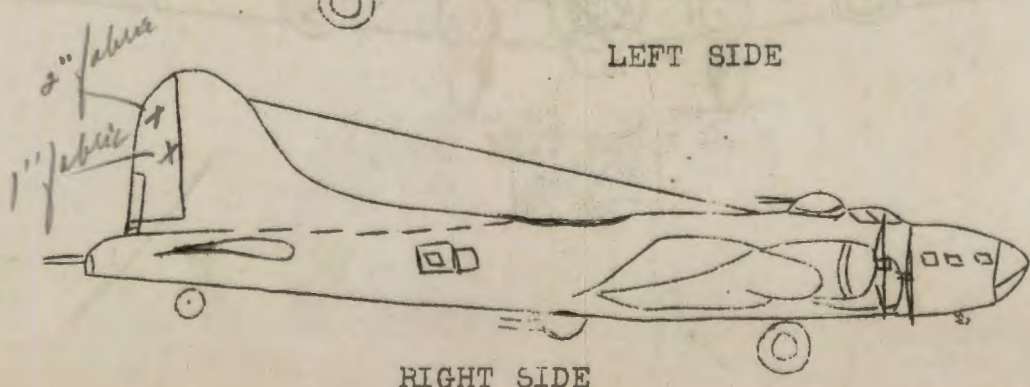
DATE 7/21/44



BOTTOM VIEW



LEFT SIDE



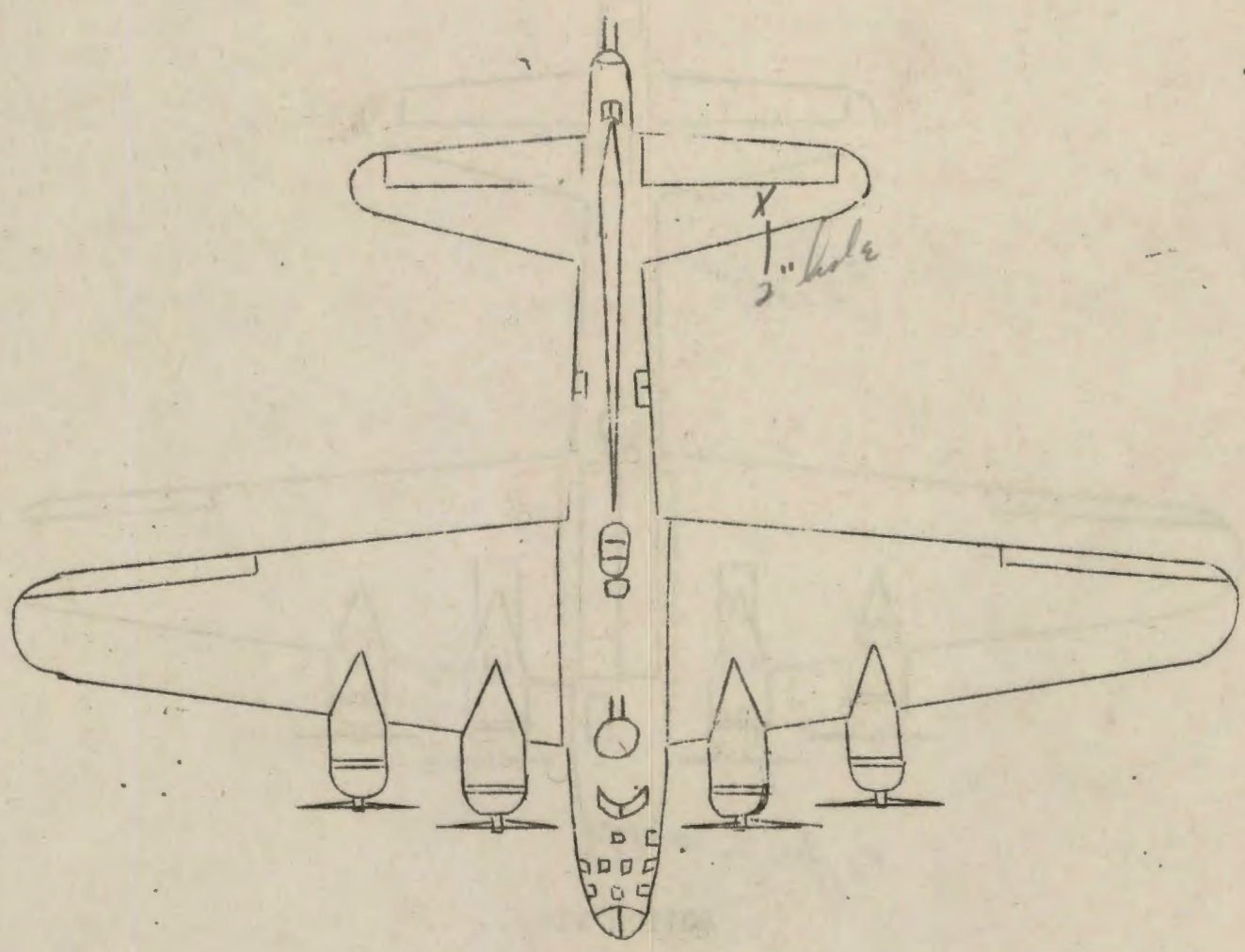
RIGHT SIDE

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

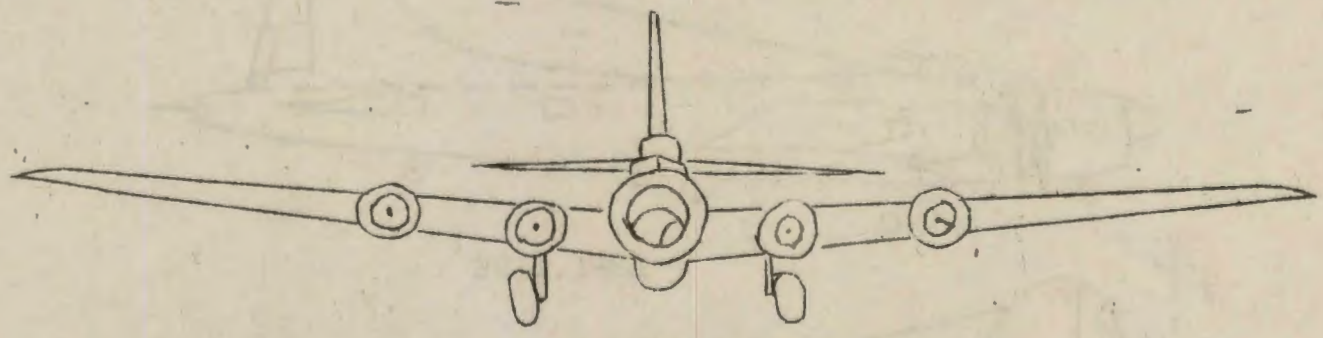
AIRPLANE NO. 780

SQDN.

DATE



TOP VIEW



FRONT VIEW