

MISSION NO. 117

To: MERSEBURG , GERMANY

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

MISSION # 117

Date 28 July 1944

ASSIGNMENT

1. Assigned Target: **MERSEBURG, GERMANY**
2. Commitments: The 401st was to furnish three 12 A/C boxes for the 94th "A" CBW. Two PFF A/C were furnished for the Lead Group from the 351st Group. One spare was to accompany each box.

EXECUTION

1. Target Bombed: **MERSEBURG, GERMANY**
2. a. Division Leader: **Colonel H. W. BOWMAN**
 Lead Navigator: **Major J. F. EGAN (Captain R. F. CAUSEY)**
 Lead Bombardier: **Captain A. C. KUENNING**
- b. High Box Leader: **Captain K. H. OPIE**
 Lead Navigator: **2nd Lt. J. M SCHWARTZ**
 Lead Bombardier: **1st Lt. J. E. BROWNE**
- c. Low Box Leader: **1st Lt. J. J. CONNOLLY**
 Lead Navigator: **1st Lt. T. H. KRISSE**
 Lead Bombardier: **1st Lt. E. H. BOLLER**
3. Takeoff and Assemblies:

Just after takeoff fire in the Lead PFF A/C forced Leader to return. Instructions were given to land at Polebrook, where crew and equipment were to be transferred to spare PFF lead. While this was accomplished the Deputy Leader (Lt. Col. Brooks) formed wing as briefed. The CBW Air Commander took over lead at point "Z". Group Wing, and Division assemblies were as briefed otherwise, with the Wing departing the English Coast on time, on course.

Mission Summary Report (Cont'd)4. Attack:a. Penetration:

The flight to the IP was normal with all control points being made within a couple of minutes of briefed time. Division and force spacing appeared excellent, except just before the IP when the 3rd Division turned north and returned on a collision course with 94th "A" CBW on bomb run. 94th "A" CBW "g" behind and commenced a good bomb run. Although it could not be seen whether sighting would be visual or PFF preparations were made for a PFF run, with visual sighting if possible and for Wing bombing on either case. No calls were heard from scouting Force, except once in response to call from Wing Leader 3 minutes before IP. Advice at this time was good -- "PFF run with possibility of visual sighting."

b. Bombing Approach and Run:

The turn on to the briefed course for the target was made shortly over the IP and the Mickey operator announced that the target had been located in his scope. Before beginning the run, however, it was necessary to make a wide S turn to get behind another Wing which was on a collision course with ours. The formation resumed course about 20 miles from the target. The dropping angle was pre-set and then adjusted slightly when the 10, 8, and 6 mile distances were called off by the Mickey operator. As the indices met an attempt was made to salvo. There seemed to be something binding the racks, though, and it was about five seconds before the salvo handle could be forced forward and the bombs released. The other two boxes dropped on the lead aircraft's bomb in satisfactory fashion. Results are believed to be good even though the bombs left a little late.

c. Weather:

Weather was 9/10th to 10/10ths over England and enroute-- tops 12,000 feet. Over the target it was 10/10ths and remained about the same on the route back.

d. Withdrawal:

Withdrawal was normal and on course. Times were a little early due to wind changes. Landfall at the enemy coast was made at 1206 and the English Coast at 1244.

Mission Summary Report (Cont'd)

e. Return to Base:

Let down through hole in clouds was made parallel to Coast near Glacton and normal landing was accomplished all ships landing safely at home base.

f. Fighter Support:

Fighter cover was spotty and meager at times. However, it was not needed.

g. Conclusions and Recommendations:

Excellent staff work on the part of Major Maupin, 401st Duty Officer and Captain Daily 94th GBW Duty Officer resulted in getting mission off satisfactorily, even though takeoff difficulties had presented a problem.

5. Aircraft Not Attacking:

Lead Box:

PFF A/C from 351st aborted, a ground spare being used as a replacement.

High Box:

A/C 42-31369 - Not Sortie. Returned early when # 4 propellar ran away and could not be controlled. Ground check revealed defective prop governor.

Low Box:

All scheduled A/C airborne attacked target (one A/C failed to take off)

6. Enemy Opposition:

No air opposition was encountered by our Wing. (See flak report for flak)

7. Battle Damage:

Negative.

8. Casualties:

None.

9. Statistical Summary of Operations (See attached Fern)

Mission Summary Report (Cont'd)

10. Bombing Data:

a. Observations:

Due to complete undercast no results could be observed. Results were believed to be good, however. "Scope" pictures indicate good hits.

b. Disposition of Bombs:

Lead Box:

10 401st A/C dropped 100 X 500# M64 bombs on primary. 2 PFF A/C dropped 20 X 500# M64 bombs.

High Box:

11 401st A/C dropped 110 X 500# M64 bombs on primary.

Low Box:

12 401st A/C (incl 1 A/C scheduled to fly with High Box but bombing with Low Box) dropped 119 X 500# M64 on primary. One bomb which hung up was jettisoned over Germany.

1 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</u> <u>Woss Tail</u>	
Main Bombfall	35	33*	329	500#	M64	1/10	1/40
Other Attacks	-	-	-	-	-	-	-
Total Bombs on Target			329	500#	M64	1/10	1/40
Other Expenditures			1	500#	M64	1/10	1/40
Bombs Returned			30	500#	M64	1/10	1/40
Total Loaded on A/C Taking Off			360	500#	M64	1/10	1/40

* Excl 2 PFF A/C dropping 20 X 500# GP on primary.

11. Lost Aircraft: None.

Submitted By:

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

STATISTICAL SUMMARY OF OPERATIONS

401st Group

1st BD F. O. 453

Date of 28 July 1944

94TH "A" CBW

	LEAD BOX		HIGH BOX		LOW BOX
		PFF - GH		PFF - GH	
1. No. of A/C Failing to Take Off	-	-	-	-	1
2. No. of A/C Airborne	11	2	13	-	12
3. No. of A/C Airborne Less Spares	10	2	13		11
4. No. of A/C Sorties	10	2	12		11
5. No. of A/C Attacking	10	2	12*		11*
6. No. of A/C Not Attacking	-	-	1		
(a) Early Returns Included			(1)		
7. Name of Primary Target	MERSEBURG, GERMANY				
(a) No. of A/C Attacking	10	2	12*		11*
(b) No., Size & type of bombs	100 500# M64	20 500# M64	110 500# M64		120 500# M64
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		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	0530 (0650)	0535	0535
19. Time of Attack	0943	0942 $\frac{1}{2}$	0943
20. Average Time of Flight	8.3	8.4	8.3
21. Altitude of Release	25,200	25,800	24,600
22. Visual or PFF	PFF	PFF	PFF
23. Enemy Resistance - AA Int.&ACG	Moderate Inaccurate	Same	Same
24. - Fighters	NONE	NONE	NONE
25. - Bombers	NONE	NONE	NONE
26. U.S. A/C Engaged by Enemy A/C	NONE	NONE	NONE
27. Degree of Success	UNOBS.	UNOBS.	UNOBS.

PFF A/C Borrowed from Groups as follows: 2 PFF A/C BORROWED FROM THE #51ST GP

PFF A/C Loaned to Groups as Follows: NONE

NOTES: * One A/C airborne with high box flew and bombed with low box.

Combat Flight Leader

Date 28 July

Deputy Flight Leader

SQDN

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

OPIS

510

LEMMONS

HALL

104

957

401st High Box on
take-off and assembly

SQDN

SQDN

ROZZELL

HAIN

872

092

HARASYN

KOVACH

BILL

OSLANDER

394

ABORT

369

487

985

KOONS

889

DOW

LERWICK

947

780

SPARES

SPROUL

682

Combat Flight Leader

Date 28 July

Deputy Flight Leader

SQDN

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

~~CORRIGLY~~

081

401st Low Box on
take-off and assembly

~~THOMPSON~~

~~MANNIX~~

511

706

SQDN

SQDN

~~CARTER~~

~~LA FEVOR~~

628

602

~~LINFORD~~

~~KROST~~

~~TAYLOR~~

958

893

145

~~LOUGHELY~~

962

~~BURNS~~

~~BOBBY~~

992

790

SPARES

~~MURPHY~~

RETURNED 659

28 July

Combat Flight Leader

Date

Deputy Flight Leader

SQDN

KALINSKI (BOWMAN)

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

401st Lead Box over target

FFF 968

RITTING

PARR(BROOKS)

662

FFF 600

SQDL

SQDN

FERRIN

LOCKHART

488

313

GAS

WINGARD

ETTERS

FOX

859

310

6113

730

NO ILRAITH

113

STEGEMAN

DUCKWORTH

673

145

SPARES

Combat Flight Leader

Date 28 July

Deputy Flight Leader

SQDN

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

KALINSKI (BOWMAN)

IFF 965

401st Lead Box on take-off
and assembly

RITTING

PARR (BROOKS)

662

PPF

600

SQDL

SQDN

PERDYN

LOCKHART

468

513

CAS

WINGED

ETTERS

PK

859

310

6113

736

MC IIRAITH

7113

STEGEMAN

DUCKWORTH

875

146

SPARES

HARRISON

RETURNED

072

Combat Flight Leader

Date 28 July

Deputy Flight Leader

SQDN

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

GPIC

510

SFRONT

BALL

401st High Box over target

632

957

SQDL

SQDN

BOZELL

HALL

872

092

HARASYM

LEWICK

HILL

OSLANDER

894

780

487

993

KOONS

869

DON

947

SPARES

Combat Flight Leader

Date 28 July

Deputy Flight Leader

SQDN

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

CONNOLLY

401st Low Box over target

081

TITMUSON

HANNIX

511

708

SQDN

SQDN

CARTER

LA FAVOR

628

802

LIMFORD

INGEST

LEMMONS

TAYLOR

958

383

104

145

LAUGHLIN

962

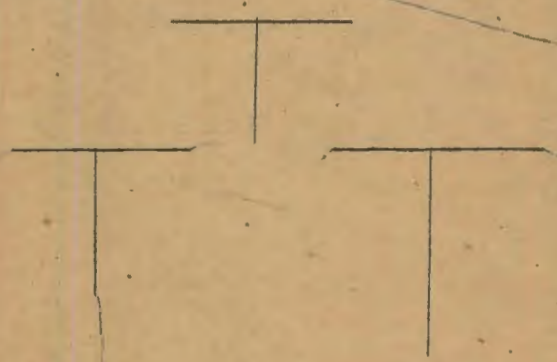
BURKS

BOWEN

992

790

SPARES



HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

28 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 0650 hours; Land at 1340 hours.
- b. Group formed at 0700 hours at 9700 feet.
- c. Formed CBW at 0700 hours at 11000 feet.
- d. Began climb at 0700 hours; reached alt. at 0907 hours.
- e. Weather encountered over England:
- (1) Clouds 10 / 10th - Visability 5-10 miles.
- (2) Wind at altitude 300 degrees, 21 Knots.
- f. Means of navigation over England. "GEE" RADIO
- g. Means of checking Metro Winds GEE
- h. Joined task force at 0726 hrs. at SPLASHER #7
(Splasher, City, Coord.)
- i. English Coast out at 0729 1/2 hrs.; Enemy Coast in at 0754 hrs.
- j. Fighter Rendezvous:
- (1) Going in 0906 hrs.
- (2) Coming back 0950 hrs.
- k. Wind used for bombing:
- (1) 300 degrees, 18 Knots.
- (2) Determined by IFF D.P.
(Method)
- l. Bomb run and Method of Target Identifications:
- (1) Reached IP at 0930 hrs.
- (2) Mag. heading over target 111 degrees.
- (3) Altitude over target 25,600 feet.
- (4) Bombs away at 0943 hrs.
- (5) Method of target identification and weather over target:

PTT

m. Gee:

- (1) Coordinates of furthest fix 51 18 N. 05 21 E.
- (2) Obtained at 1144 hours.

n. Difficulties encountered with special equipment.

NONE

COMMENTS:

/s/ RUFUS F. CAUSEY
RUFUS F. CAUSEY
Capt, AC
Lead Navigator (Lead Box)

SIGNATURE

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER28 July1944

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 0535 hours; Land at 1345 hours.
- b. Group formed at 0700 hours at 9700 feet.
- c. Formed CBW at 0700 hours at 11000 feet.
- d. Began climb at 0709 hours; reached alt. at 0903 hours.
- e. Weather encountered over England:
- (1) Clouds 10 / 10th - Visability 5 miles.
- (2) Wind at altitude 265 degrees, 55 Knots.
- f. Means of navigation over England. Gee
- g. Means of checking Metro Winds Gee
- h. Joined task force at 0731 hrs. at Orfordness
(Splasher, City, Coord.)
- i. English Coast out at 0731 hrs.; Enemy Coast in at 0757 hrs.
- j. Fighter Rendezvous:
- (1) Going in 0850 hrs.
- (2) Coming back 0940 hrs.
- k. Wind used for bombing:
- (1) PFF degrees, _____ Knots.
- (2) Determined by _____
(Method)
- l. Bomb run and Method of Target Identification:
- (1) Reached IP at 0930 hrs.
- (2) Mag. heading over target 125 degrees.
- (3) Altitude over target 24400 feet.
- (4) Bombs away at 0943 hrs.
- (5) Method of target identification and weather over target:

PFF, 10/10

m. Gee:

- (1) Coordinates of furthest fix 51-32 N. 04-32 E.
- (2) Obtained at 0804 hours.

n. Difficulties encountered with special equipment.

None

COMMENTS:

THOMAS H. KRISE

1st Lt., A. C.

~~Lead Navigator, Low Box~~

SIGNATURE

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

28 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 0535 hours; Land at 1345 hours.
- b. Group formed at 0700 hours at 12000 feet.
- c. Formed CBW at 0700 hours at 12000 feet.
- d. Began climb at 0730 hours; reached alt. at 0910 hours.
- e. Weather encountered over England:
- (1) Clouds 7 / 10th - Visibility 5 miles.
- (2) Wind at altitude 285 degrees, 22 Knots.
- f. Means of navigation over England. DR and Gee
- g. Means of checking Metro Winds Gee, Air Plot, Pilotage
- h. Joined task force at 0730 hrs. at Orfordness
(Splasher, City, Coord.)
- i. English Coast out at 0730 hrs.; Enemy Coast in at 0757 hrs.
- j. Fighter Rendezvous:
- (1) Going in RRR hrs.
- (2) Coming back _____ hrs.
- k. Wind used for bombing: PFF
- (1) _____ degrees, _____ Knots.
- (2) Determined by _____
(Method)
- l. Bomb run and Method of Target Identifications:
- (1) Reached IP at 0933 hrs.
- (2) Mag. heading over target 129 degrees.
- (3) Altitude over target 25500 feet.
- (4) Bombs away at 0942 hrs.
- (5) Method of target identification and weather over target:
PFF, 10/10ths
- m. Gee:
- (1) Coordinates of furthest fix 51-24 N. 05-17 E.
- (2) Obtained at 1148 hours.
- n. Difficulties encountered with special equipment.
None

COMMENTS:

J. M. SCHWARTZ
2nd Lt., A. C.
Lead Navigator, High Box
SIGNATURE

FLIGHT PLAN

PILOT Lt. Kalinski NAVIGATOR Major J. F. Ryan, Capt. R. F. Conroy DATE 20 July 1944

STATIONS	0410	CINCINES	0510	TAXI	0523	T.O.	0510
LEAVE BASE	COTTESMORE 0651						
COAST OUT	0729						
ENEMY COAST	0756						
I.P.	0926						
TARGET	0928						
ENEMY COAST	1216						
ENGLISH COAST	1249						
ETR	1329						

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

Zero fir - 0700
 Ref Alt - 15000
 Bomb " - 25000
 Oxygen - 6 hr.
 Last T.O. - 0650
 Enemy Terr - 4:30
 Germany - 2:47
 Base Wind - 270/30

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

At.....G.M.T.

Lead Low High

Let down on Cottessmore lancher 360 345 005 hrs.

FROM TO	W/V USED	HEIGHT	I.A.S. MPH /K	T. A.S. (K)	COURSE	DRIFT	TRUE HDNC.	VAR.	MAG. HDNC.	C. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA			
														TIME	BODY	ALT.	AZI.
Assemble (Lead at 10000) Cottessmore lancher (X)																	
52-44N 00-39E	300/25	10000	150	153	099	-4	095	10	105	175	18	106	0651				
52-42N 00-10W	300/27	15000	150	159	351	15	156	10	166	182	56	119	0716				
51-52N 00-33E	300/30	15000	150	166	072	-8	064	10	074	184	40	113	0729	English Coast			
52-05N 01-34E	300/33	20000	150	173	302	-3	099	10	108	203	87	126	0756	Enemy Coast			
52-47N 03-52E	300/10	20000	150	186	120	0	120	10	128	226	56	115	0811				
51-30N 05-07E	"	"	"	186	144	15	149	10	156	222	83	123	0834				
51-00N 09-06E	300/42	25000	150	188	065	-11	054	10	060	208	110	132	0907				
52-22N 10-52E	275/10	25000	150	202	073	-4	069	10	074	239	74	119	0926	I. P.			
51-19N 12-00E	250/30	25000	150	196	094	14	090	10	102	222	43	112	0938	Target			
50-47N 11-50E	250/30	23000	170	217	182	17	189	10	193	204	32	110	0948				
50-13N 07-28E	300/40	20000	150	180	270	16	280	10	282	144	47	20	1117				
51-30N 05-07E	"	"	"	180	300	0	300	10	308	140	54	23	1216	Enemy Coast			
51-47N 03-52E	300/30	15000	170	188	282	-3	279	10	288	159	87	33	1249	English Coast			
52-02N 01-34E	300/21	6000	150	154	288	12	290	10	300	132	84	40	1329	ETR			
52-02N 01-34E	300/22	15000	150	148	108	-2	106	10	116	170	84	30	0650	LTTO			

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNC.	MAG. 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	
Flares: Lead - RT, Low - R, High - 0 Div interval - 2 min. Div assembly - Spl. #7 to Orfordness Chaff - one min before IP, continue for 16 min. VHF - authentication - "Red eyes" attention needed - "Forward tests fail" Emergency Airframe - Frerkingham 52-12N 01-24E Spare - Turn back at mid-channel. Launchers - Kings Clif 52-34N 00-39W (X) Station 51-28N 00-15E (W)															
0506					Engines										
0530				230	Take off										
0535					#4 on fire, feathered		150	1300							
0615					Land Palebrook										
0642					Start engines #965 "2"										
0650				250	T. O. from Palebrook										
0655			106		On course to Pt. "2" 52-14N 00-23W		145	2000							
0712			106		Sighted 94th A and B wing to right		140	9000							
0715			110		9/10 ci. 52-10N 00-55W		140	10000							
0722			110		At Pt. "2" 10/10		140	13300							
0729			96		Depart "2"		150	15000							

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	
0740			96		52-03N 02-26E		160	17000							
0754			120		6° north of Control Pt. #2		150	20000							
0805			120		51-30N 04-32E		155	20600							
0813			120		51-20N 05-07E			20000							
0815		SL	150		21 mi. E. Antwerp, on course			20600							
0827		SL	160		Aachen, 9 mi. left		150	20400		57	17	202	26	8	0835
0835			150		G. P. #3, 3 mi. north										
0846			60		Koblenz 21 mi. ay 0200		147	21600							
0859					50-45N 07-57E		145	21000							
0907			63		G. P. #4, 4 mi. north of course			25000							
0913			60		Kassel, 3 left		148	25000							
0920					51-06N 09-53E		150	25500							
0930	73	280/16	74		L. P. on course		150	25500							
0943	110	1L	111		BOMBS AWAY PFF		150	25600				220			
0955			260		50-49N 11-53E		150	24000							
1008			258		Gotha, 16 mi. right		150	20000							
1014			258		5 mi. north of Henningen		150	20500		57	19	180 150	96	42	C.P. 6 1054
1021			255		8 mi. East Fulda		150	20500							
1024			254		2 mi. S. Fulda, on course		150	20500							
1040			267		12 north Frankfurt		150	20000							
1046			270		17 fire red flares, 14 north Weisbaden			20000							
1054			255		G. P. 6, on course, 12 mi. S. Coblenz			20000							
1112			270		50-10N 06-28E		150	20000							
1120			320		Liege, 30 mi. S. W.		150	20000							
1144			300		51-18N 05-21E		147	20000							
1206			295		Enemy Coast out 51-49N 03-54E		150	20500							
1244			300		Clacton. (let down in hole in clouds parallel to coast.)		170	6000							
1320			310		Base			1000							
1327					Falebrook										
1340					Landed										
1345					Engines killed										
I certify that this is a true copy of the Lead Navigator's Log.															
H. W. BORMAN Colonel, A. C. Air Commander															

TARGET

Primary Merseburg Germany
Secondary _____
Last Resort _____

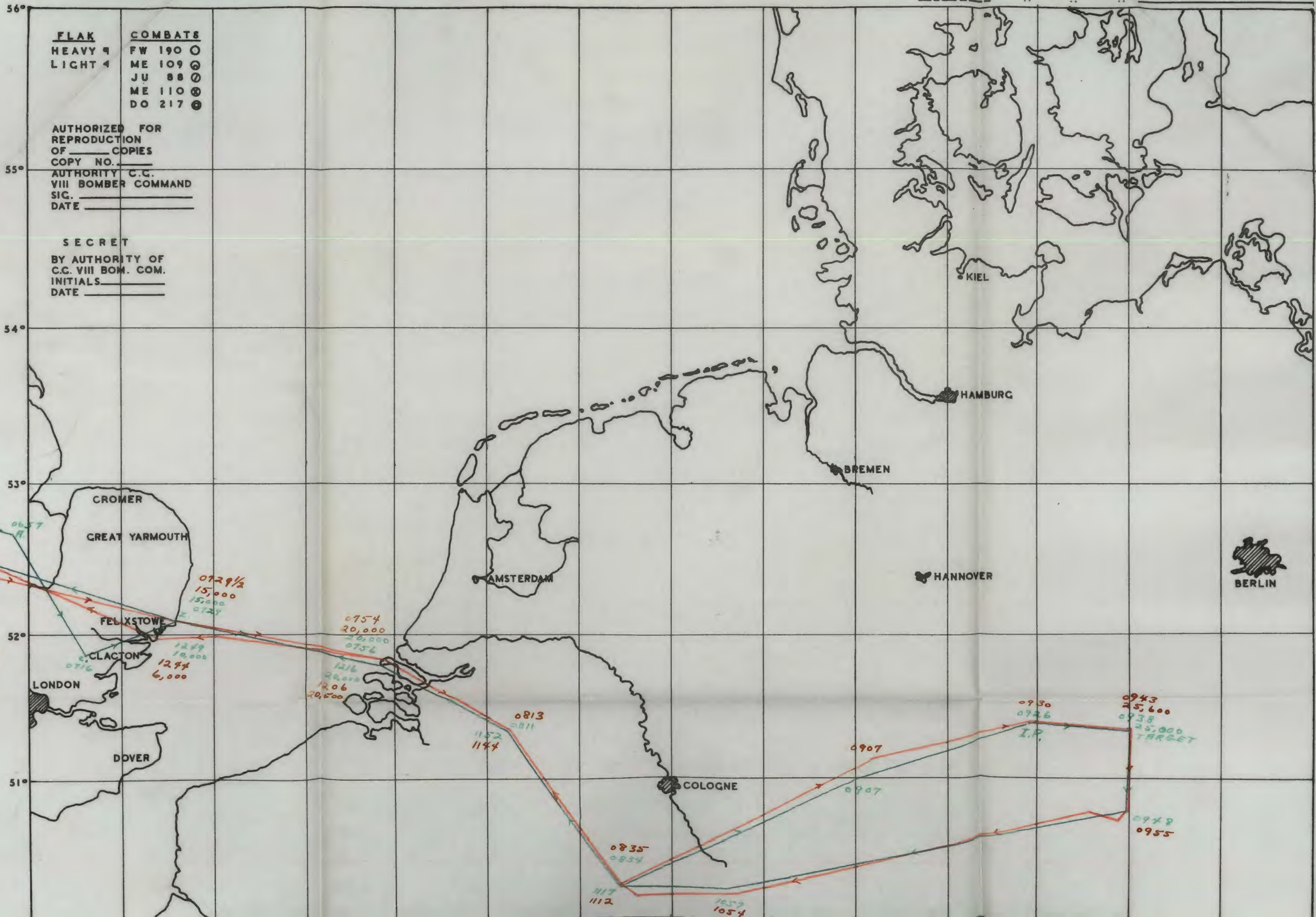
TRACK CHART

DATE July 28, 1944

Green
Orange

Route followed by

Briefed Copy
Kolsch, B. C. (H)



FLAK	COMBATS
HEAVY 4	FW 190 0
LIGHT 4	ME 109 0
	JU 88 0
	ME 110 0
	DO 217 0

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BY AUTHORITY OF C.C. VIII BOM. COM.
INITIALS _____
DATE _____

VIII BOMBER COMMAND - PROPOSED GENERAL PLAN

TARGET

Primary Merseburg, Germany
 Secondary _____
 Last Resort _____

TRACK CHART
 DATE July 28, 1944

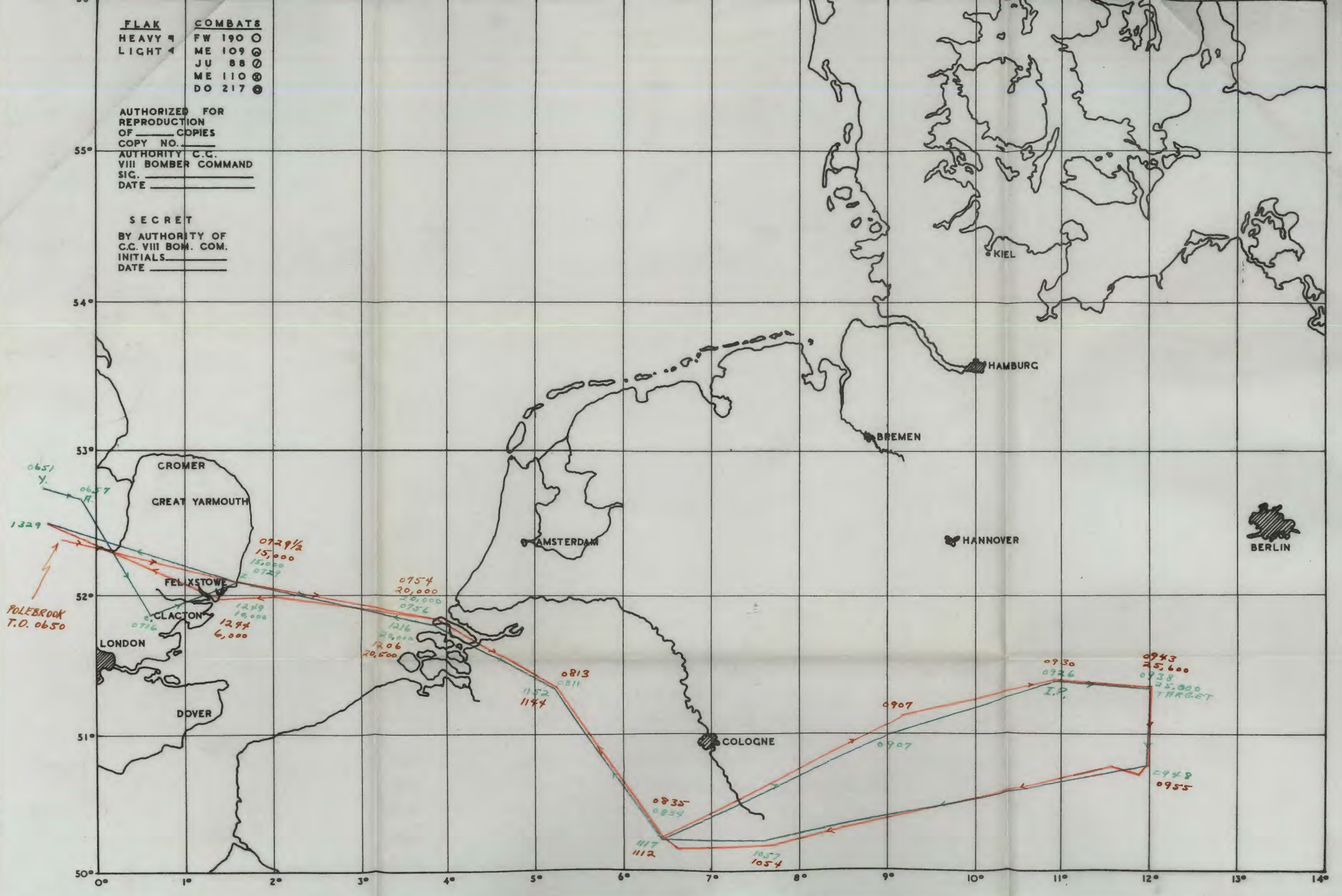
Green Route followed by _____
Orange Briefed Course
 Folsch. B. C. (M)
 _____
 _____
 _____



FLAK	COMBAT
HEAVY 4	FW 190 ○
LIGHT 4	ME 109 ⊙
	JU 88 ⊙
	ME 110 ⊙
	DO 217 ⊙

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AUTHORITY C.C. VIII BOMBER COMMAND
SIG. _____
DATE _____

SECRET
BY AUTHORITY OF C.C. VIII BOM. COM.
INITIALS _____
DATE _____



TYPE OF RELEASE

Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN _____

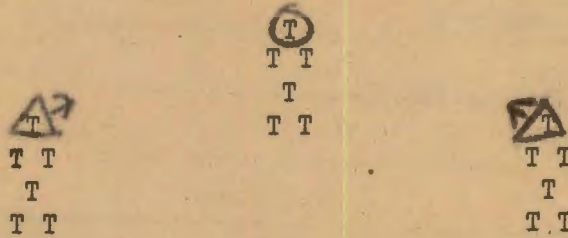
NAVIATION DATA:

MEAN TEMP. METRO -5 ACTUAL -5

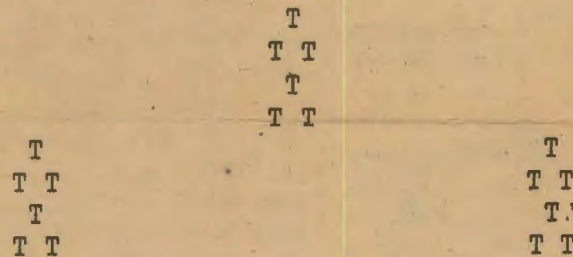
WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
1000						
5000						
10000						
15000						
17000						
19000						
20000						
25000	250	280	34 $\frac{1}{2}$	28	-31	-51
28000						
30000						

METHODS OF BOMBING



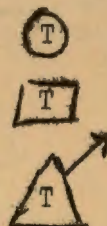
COMPOSITE GROUPS



Bombardier making complete sighting operation

Bombardier making range operation only

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

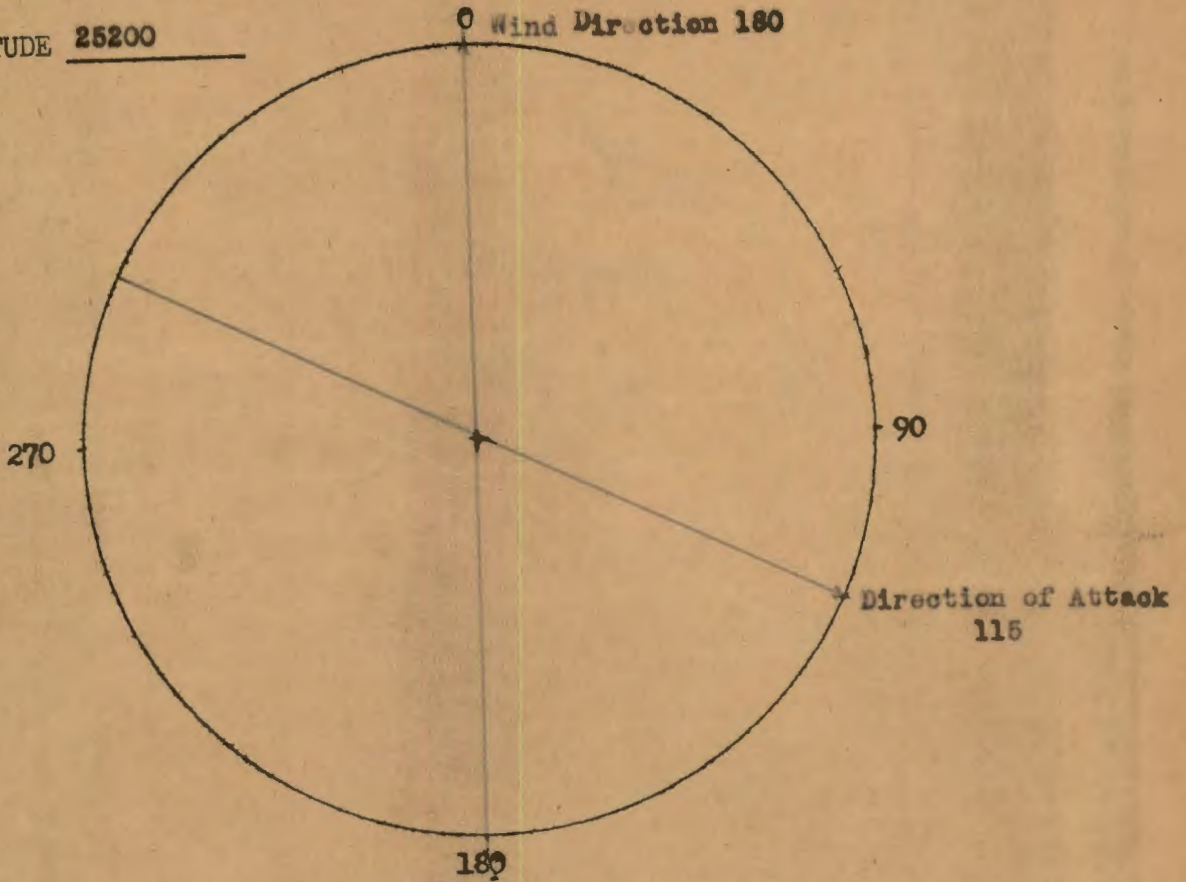


BOMBARDIER'S INDIVIDUAL PLOT

TARGET Mersburg, Germany

METHOD OF BOMBING PTB

ALTITUDE 25200



LEAD BOX

PLOT

WIND DIRECTION 180

WIND VELOCITY 28

DIRECTION OF ATTACK 115

REMARKS -----

TYPE OF RELEASE x

Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN _____

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	-- 250	250	34	26	-31	-31
28000						
30000						

METHODS OF BOMBING



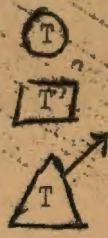
COMPOSITE GROUPS



Bombardier making complete sighting operation

Bombardier making range operation only

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



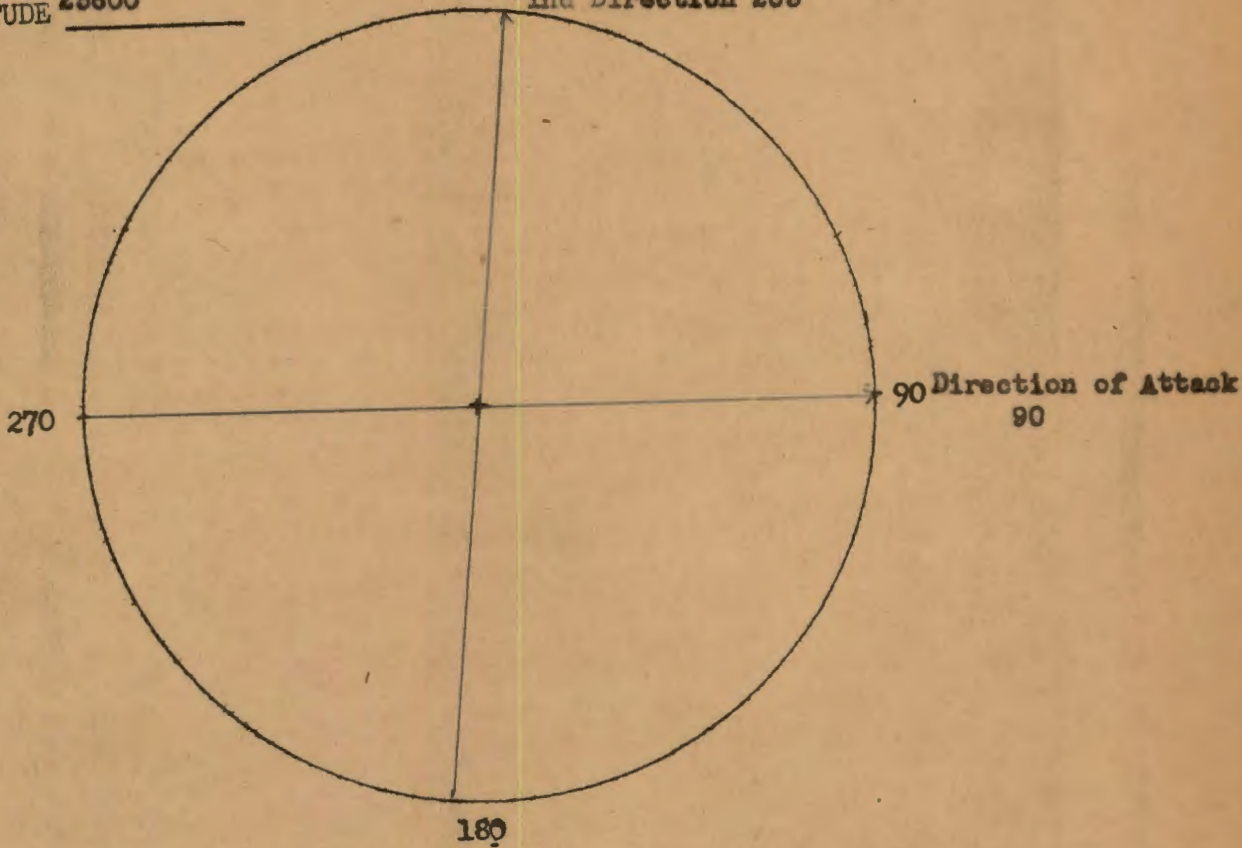
BOMBARDIER'S INDIVIDUAL PLOT

TARGET Morseburg, Germany

METHOD OF BOMBING PTF

ALTITUDE 25800

Wind Direction 285



HIGH BOX

PLOT

WIND DIRECTION 185

WIND VELOCITY 26

DIRECTION OF ATTACK 90

REMARKS -----

TYPE OF RELEASE

Individual X Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN _____

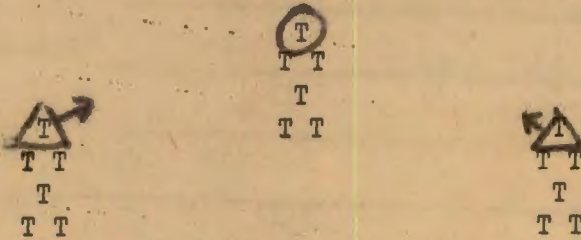
NAVIATION DATA:

MEAN TEMP. METRO -5 ACTUAL -5

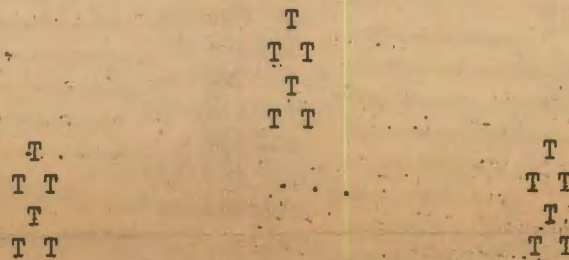
WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
1000						
5000						
10000						
15000						
17000						
19000						
20000						
25000	250	285	34	28	-31	-31
28000						
30000						

METHODS OF BOMBING



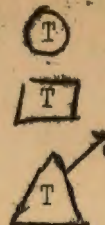
COMPOSITE GROUPS



Bombardier making complete sighting operation

Bombardier making range operation only

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

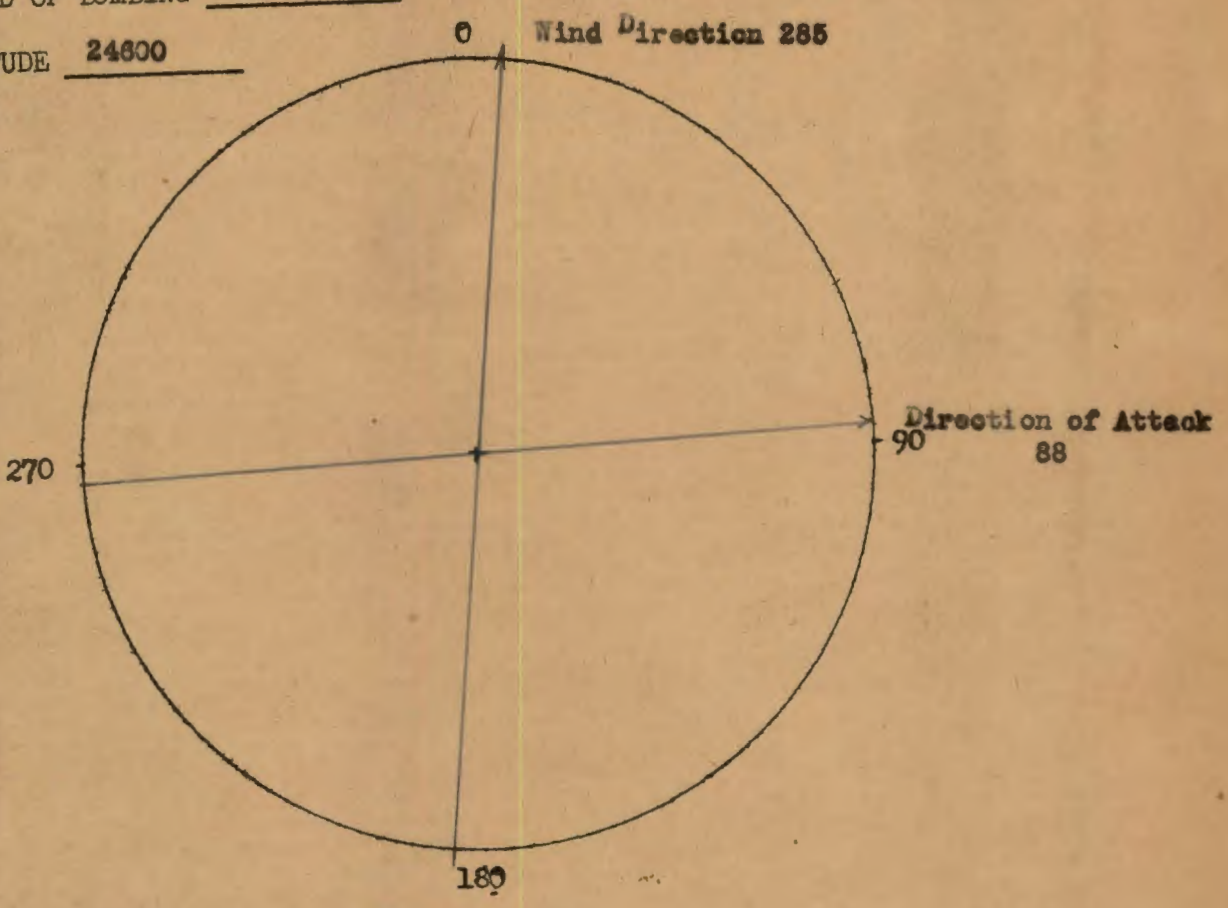


BOMBARDIER'S INDIVIDUAL PLOT

TARGET Merseburg, Germany

METHOD OF BOMBING PTF

ALTITUDE 24600



LOW BOX

PLOT

WIND DIRECTION 285

WIND VELOCITY 26

DIRECTION OF ATTACK 88

REMARKS -----

S E C R E T

Report on A.A. Gunfire.

401st BOMBARDMENT GROUP (H)

Target: Assigned Merseburg Date of Mission 28 July 44
 Bombed Merseburg

Route as Flown:-
 0754 (5150-0350E) 0843 (Rhine River on Course) 0933 (IP)
 0942 (Target) 1024 (5051-0938E) 1205 (5149-0350E).

Weather conditions: (a) At target 10/10 Tops 12,000 ft.
 (b) En route 9/10 to 10/10 Tops 12,000 ft.
 Were our A/C "Seen" or "Unseen" target? (a) At target Unseen
 (b) En route Unseen
 Any condensation trails? No

Description of Flak at Target, including METHOD OF FIRE CONTROL
 Moderate of barrage and tracking type, inaccurate for height and deflection. Crews are of opinion that chaff released by wings ahead of us affected flak directed at our group. From 2 to 9 ground rockets were observed in target area, inaccurate.

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

None

Was CHAFF carried? Yes

How discharged? As briefed

Position of Group
High, Lead and Low Boxes-94th "A" CBW

Details:-

Up	A/C over enemy territory	A/C Damaged	A/C lost to Flak	Time over Target	Time of Bombs	Axis of Attack	Bomb Run
401st							
Lead	10	0	0	0942 $\frac{1}{2}$	0942 $\frac{1}{2}$	25,500 125 T.	2-3 Minutes
High	11	0	0	0942 $\frac{1}{2}$	0942 $\frac{1}{2}$	25,500 125 T.	2-3 Minutes
Low	12	0	0	0942 $\frac{1}{2}$	0942 $\frac{1}{2}$	24,400 125 N.	2-3 Minutes
ls							

Comments - Phenomena:-
 Peculiar type of flak was observed bursting at our level. Described as "Smokeless flak". Burst in patches and appeared faded and hardly any color to it. Most of the bursts just spread out and around in a thin haze. Could see through it. Few made dark smoke rings.

12. Lt. John J. **OFFICE OF THE INTELLIGENCE OFFICER**
STATION 128 - APO 567
U. S. ARMY
D-E-1

28 July 1944.

13. The enlisted men on the crew of Lt. ...
SUBJECT: Comments of Crews Participating in Mission to Mersburg, 28 July 44.

TO : Commanding Officer, Station 128, APO 567, U.S. Army. (Thru Lt. Col. W.T. Seawell and Lt. Col. A.C. Brooks).

1. Lt. Carl G. Ritting, Pilot A/C 1662, thought the mission was very good and complimented the leadership.

2. The crew of Lt. Thomas K. Hill, Pilot A/C 7487, stated that the lead Navigator of the High Box did an excellent job of avoiding the flak areas.

3. Lt. Gerald F. Carter, Pilot A/C 7625, suggests that formation should cross the enemy coast at an altitude at least 3,000 feet higher than they normally do.

4. Lt. Woodville G. Rossell, Pilot A/C 7872, praised the leadership of Capt. Kermit H. Opie, who led the High Box.

5. The crew of Lt. Herbert V. Dow, Pilot A/C 2947, thought the Wing formation was poor. This crew was particularly critical of the No. 4 A/C in the low squadron of the High Box, stating that the throttle settings employed by the pilot were maintained too constantly.

6. Lt. Roy M. Bonney, Pilot A/C 7790, Lt. James A. Knost, Pilot A/C 2393 and Lt. Elvis B. Johnson, Co-Pilot A/C 9873, all flying in the Low Box criticized the fact that SOP indicated air speeds were not adhered to. These men state that there was much "S-ing" and speeds varied too much.

7. Lt. James M. Kane, Navigator A/C 2947, was pleased that the Deputy Lead gave the wind. Lt. Herbert V. Dow, Pilot A/C 2947, stated that No. 3 A/C in the low squadron of the High Box flew with trailing wire antenna extended, causing his aircraft much difficulty.

8. T/Sgt. Major A. Burnett, ROG A/C 7872, stated that only two fire extinguishers were present in this aircraft.

9. Lt. Thomas H. Krise, Navigator A/C 1081, stated that the weather forecast, insofar as winds were concerned, was the best yet.

10. The crew of Lt. George L. LaFavor, Pilot A/C 7602, needs rest. In the last 5 days they have been scheduled for each mission, and although only 3 have been flown, they have attended all briefings.

11. Lt. Robert A. Hosley, Co-Pilot A/C 2394, and the enlisted men on this crew criticized the fact that the noses of the P-51 fighters are painted yellow black and red, causing them to resemble enemy a/e.

12. Lt. John J. Marshall, Bombardier A/C 2394, believes the ammunition can which is placed under the Bombardier's seat in some a/c should be moved to one side, inasmuch as it caused strain in sitting on the Bombardier's chair on long missions.

12 July 1944.

13. The enlisted men on the crew of Lt. Alexander Harasyn, Pilot A/C 2394, believe that too many men who are not scheduled to fly eat breakfast in the combat mess.

14. The crew of Lt. Grant H. Linford, Pilot A/C 7938, and S/Sgt. Robert R. Reed, Bombardier A/C 7092 would like hot meals after a mission instead of cold left-overs.

15. S/Sgt. Henry S. Miszko, LWC A/C 7511, thinks an electric light lead should be installed in waists.

16. Lt. Robert O. Duckworth, Pilot A/C 6146, states that 615th Squadron Ordnance has not been furnishing the proper flares and wouldn't give him any green flares today.

17. The crew of Lt. Robert O. Duckworth, Pilot A/C 6146, overheard some aircraft they believe was in the 94th "A" CBW announcing his position in the clear, stating he was 25 miles west of Frankfurt.

18. Lt. Duckworth's crew observed that No. 2 A/C in high squadron of Lead Box (A/C 7736) was firing on friendly fighters. This crew believes that ratings in the 615th Squadron are bad compared to other squadrons and think they should be allowed more than one rating per month.

19. Lt. David Loughlin, Pilot A/C 7962, stated that A/C 7958, flying No. 3 of high squadron of Low Box flew continually directly over A/C 7962, preventing A/C 7962 from maintaining the proper position.

20. The crew of Lt. William H. McIlraith, Pilot A/C 7113, observed that the TTG and the BTG of A/C 6146 were absent from their positions after the enemy coast was left on the route back.

8. S/Sgt. Major A. Burnett, BOG A/C 7078, stated that only two fire extinguishers were present in this aircraft.

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

9. Lt. Thomas H. Orian, Bombardier A/C 1081, stated, insofar as winds were concerned, was the best.

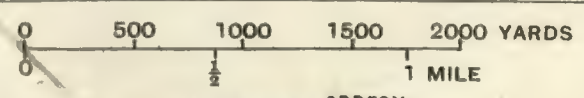
10. The crew of Lt. George L. Johnson, Pilot A/C 7838, made note, in the last 5 days they have been scheduled for each mission, and although only 5 have been flown, they have averted all attacks.

11. Lt. Robert A. Hasky, Co-Pilot A/C 6146, and the enlisted men on this crew criticized the fact that the noses of the S-51 fighters are painted yellow black and red, causing them to resemble enemy a/c.

Target No. I (a) (iii) 15

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

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



Photographed 1941-1943

(1 : 32,000) approx.

Issued March 1944



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

A.I.3c(1)

TYPE A

612TH BOMBARDMENT SQUADRON (H)
 401ST BOMBARDMENT GROUP (H)
 Office of the Operations Officer
 APO 557

AAF Station 128
 28 July 1944

SUBJECT: Loading List

TO: Operations Officer, 401st Bombardment Group (H),
 AAF Station 128, APO 557

Plane 42-37510

P	Opie, Kermit H.	Captain	612th
CP	Daley, Edward A. (Jr.)	1st Lt.	612th
N	Schwartz, Joseph M.	2nd Lt.	612th
B	Browne, Joseph E.	1st Lt.	612th
RO	Simmons, Arnold P.	T/Sgt	612th
TTG	Fleetwood, Gerald C.	T/Sgt	612th
BTG	Brauer, Harry A.	S/Sgt	612th
TG	Di Gianni, James (NMI)	2nd Lt.	612th
LWG	Burns, Ralph F.	S/Sgt	612th

Plane 42-31662

P	Hitting, Carl G.	1st Lt.	612th
CP	Burge, Leelon (NMI)	2nd Lt.	612th
N	Shewey, James E.	2nd Lt.	612th
B	Bennett, Boyd P.	S/Sgt	612th
RO	Pendergest, Joseph P.	T/Sgt	612th
TTG	Sadzanski, Eugene F.	T/Sgt	612th
BTG	Riesselman, Richard J.	S/Sgt	612th
TG	O'Connell, Daniel E.	S/Sgt	612th
LWG	Olsen, George H.	S/Sgt	612th

Plane 42-102957

P	Ball, Frank P.	1st Lt.	612th
CP	Atkinson, William A.	2nd Lt.	612th
N	Marshall, Robert W.	2nd Lt.	612th
B	Kemp, William T. Jr.	2nd Lt.	612th
RO	Scott, Elbert D.	Sgt	612th
TTG	Cooper, Grady H.	T/Sgt	612th
BTG	Kreisel, Edwin T. Jr.	S/Sgt	612th
TG	Stewart, Irvin E.	S/Sgt	612th
LWG	Love, Robert (NMI)	S/Sgt	612th

Plane 42-97487

P	Hill, Thomas K.	2nd Lt.	612th
CP	Schmedel, Wilbur E.	2nd Lt.	612th
N	Block, Theodore S.	2nd Lt.	612th
B	Chadwick, Junius W. Jr.	2nd Lt.	612th
RO	Shewbert, Victor H.	S/Sgt	612th
TTG	Keith, Buddy H.	S/Sgt	612th
BTG	Hellenbeck, Edward A.	Sgt	612th
TG	Richardson, Omer G.	Sgt.	612th
LWG	Giese, Carlton F.	Sgt	612th

Plane 43-37628

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

42-102393

P	Knost, James A.	1st Lt.	612th
CP	Remley, Jack A.	2nd Lt.	612th
N	Gabriel, Fred V.	2nd Lt.	612th
B	Lignore, James C.	S/Sgt	612th
RO	Patterson, Russell C.	T/Sgt	612th
TTG	Wilson, James L.	T/Sgt	612th
BTG	Dodge, DeWayne H.	S/Sgt	612th
TG	McCabe, Aron (NMI)	S/Sgt	612th
LWG	Jedzinski, John (NMI)	S/Sgt	612th

Plane 42-97938

P	Linford, Grant H.	1st Lt.	612th
CP	MacMonagle, George A.	2nd Lt.	612th
N	Schuermann, Urban H.	2nd Lt.	612th
B	McNally, Robert G.	S/Sgt	612th
RO	Whitman, William H.	T/Sgt	612th
TTG	Hagen, Charles T.	T/Sgt	612th
BTG	Kinball, Tom E.	S/Sgt	612th
TG	Keller, Phillip W. Jr.	S/Sgt	612th
LWG	Dietrich, Arthur R.	S/Sgt	612th

Plane 42-97962

P	Loughlin, David (NMI)	1st Lt.	612th
CP	Meredith, Charles F.	2nd Lt.	612th
N	Bernard, Roger L.	2nd Lt.	612th
B	Sedek, Edwin F.	2nd Lt.	612th
RO	Sampson, James L.	T/Sgt	612th
TTG	Livingston, Oliver E.	T/Sgt	612th
BTG	Messex, David C.	S/Sgt	612th
TG	Bailey, Albert M.	S/Sgt	612th
LWG	Dralle, Arlo W.	S/Sgt	612th

Plane 42-97790

P	Bonney, Roy H.	2nd Lt.	612th
CP	Jolley, Edward R.	2nd Lt.	612th
N	Olsen, John B.	2nd Lt.	612th
B	Souder, William M.	Sgt	612th
RO	Pettinger, Paul S.	S/Sgt	612th
TTG	Lenzan, Ben (NMI)	S/Sgt	612th
BTG	Beters, Winfield H.	Sgt	612th
TG	Roth, Solomon M.	Sgt	612th
LWG	Dill, Donald D.	Sgt	612th

Plane 42-106992

P	Burns, Estel G.	2nd Lt.	612th
CP	Tompkins, David G.	2nd Lt.	612th
NG	Gray, Arthur (NMI) Jr.	2nd Lt.	612th
BLG	Flanston, John S.	T/Sgt	612th
RO	Wife, Adam E.	T/Sgt	612th
NOG	Ringbrel, Eugene P.	S/Sgt	612th
BTG	Swope, Donald M.	S/Sgt	612th
TG	Henry, Hilgar E.	S/Sgt	612th
LWG	Gruchawka, John (NMI)	T/Sgt	612th

Plane 42-23270

TO: VFL BATTALION ISS' VLO 22A
OPERATIONS OFFICER, 701ST BOMBARDMENT GROUP (H)

SUBJECT: POSITIVE ITES

SS 107A 1077
VFL BATTALION ISS

VLO 22A
OFFICE OF THE OPERATIONS OFFICER
701ST BOMBARDMENT GROUP (H)
612TH BOMBARDMENT SQUADRON (H)

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

28 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>
44-6313	P	2nd LT.	LOCKHART	RUSSELL	R.
	CP	2nd LT.	HAM	POWER	R.
	N	2nd LT.	GRILLEY	ROBERT	L.
	B	2nd LT.	JARDINE	JOHN	H.
	RO	T/SGT.	SCHAEGL	OTTO	M.
	TT	T/SGT.	PYLES	CLARENCE	E.
	BT	S/SGT.	NULL	LLOYD	J.
	TG	S/SGT.	MILLION	LAWRENCE	C.
	WG	S/SGT.	NOVAK	CLEMENT	W.
43-37736	P	1st LT.	FOX	MARSHALL	S.
	CP	2nd LT.	BERG	ROY	A.
	N	2nd LT.	HORTON	THERON	S.
	B	F/O	DRAKE	WALTER	F.
	RO	T/SGT.	AVERY	WILLIAM	R.
	TT	T/SGT.	HILL	JAMES	B.
	BT	S/SGT.	DALTON	JOHN	B.
	TG	S/SGT.	SANDERS	ROBERT	T.
	WG	S/SGT.	GUILFOY	THOMAS	P.
44-6113	P	2nd LT.	ETTERS	ROY	C.
	CP	2nd LT.	MISENHEIMER	IRA	W..JR.
	N	2nd LT.	NASH	JOSEPH	P.
	B	2nd LT.	ANDREU	ROBERT	A. JR.
	RO	S/SGT.	SCOLL	EMANUEL	T.
	TT	S/SGT.	MC GEE	EDWARD	T.
	BT	SGT.	HANS	BERT JR.	(NMI)
	TG	SGT.	WOOD	FREDERICK	A.
	WG	SGT.	HUCKINS	GARTH	N.
42-31072	P	2nd LT.	HANSON	ALBERT	L.
	CP	2nd LT.	CRAYTOR	FREDERICK	A.
	N	2nd LT.	WATSON	HENRY	T.
	B	S/SGT.	GREEN	BERNARD	K.
	RO	T/SGT.	SEARS	DONALD	L.
	TT	T/SGT.	MURRAY	HOMER	G.
	BT	S/SGT.	KOONS	DONALD	L.
	TG	S/SGT.	MARTZ	DALE	C.
	WG	S/SGT.	LYALL	LESTER	D.
478	P	1st LT.	KUTA	CHESTER	(NMI)
	CP	2nd LT.	CHARTIER	JOSEPH	R.
	N	2nd LT.	FRENCH	VERNON	H.
	B	S/SGT.	SNODGRASS	GEORGE	W.
	RO	T/SGT.	MINGS	CLYDE	L.
	BT	S/SGT.	NICHOLSON	ROBERT	G.
	TG	S/SGT.	HUNT	CECIL	S.
	WG	S/SGT.	PEAR	JOHN	H.

LOADING LIST - JULY 28 CONT'D

<u>PLANE NO.</u>	<u>DUTY</u>	<u>RANK</u>	<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>MI</u>
42-31081	P	1st LT.	CORNOLLY	JOHN	J.
	CP	2nd LT.	BOGGS	JAMES	B.
	N	1st LT.	KRISE	THOMAS	H.
	B	1st LT.	BOLLER	EDWARD	H.
	RO	T/SGT.	HURLEY	BARCLAY	J.
	TT	S/SGT.	WILLIS MAL GOWIAN	BILL BATES	W K.
	BT	S/SGT.	PEREZ	FRANK	W.
	TG	2nd LT.	CAIN	ROBERT	W.
	WG	S/SGT.	FRIEDMAN	MAURICE	(NMI)
43-37706	P	2nd LT.	MANNIX	WILLIAM	C.
	CP	2nd LT.	COX	WILLIAM	E.
	N	2nd LT.	MALONEY	WILLIAM	F.
	B	F/O	ROSTROM	CARL	L.
	RO	T/SGT.	THOMPSON	JOHN	S.
	TT	T/SGT.	STOKESMERRY	THOMAS	(NMI)
	BT	S/SGT.	SCOTT	EDWARD	R.
	TG	S/SGT.	PAVLISIN	JOSEPH	K.
	WG	S/SGT.	EGGLESTON	HENRY	H.
43-37511	P	2nd LT.	THOMASON	WALTER	H.
	CP	F/O	DOBRAZ	WILLIAM HERMAN	(NMI)
	N	2nd LT.	WRIGHT	RICHARD	B.
	B	S/SGT.	BEIKNAP	LEE	O.
	RO	T/SGT.	RAPEZ	ISAAC	C.
	TT	T/SGT.	LYMBURN	WALLACE	R.
	BT	S/SGT.	GUMBELT	HERBERT	L.
	TG	S/SGT.	GODFREY	HAROLD	T.
	WG	S/SGT.	MISZKO	HENRY	M.
42-97478 (52111)	P	1st LT.	LEMONS	CLEATUS	C.
	CP	2nd LT.	COTTRILL	RONALD	M.
	N	2nd LT.	KOMAROFF	STUART	J.
	B	2nd LT.	HEISER	CARL	H.
	RO	T/SGT.	MIZNER	HARRY	R.
	TT	T/SGT.	TAYLOR	JOHN	C.
	BT	S/SGT.	FEDYNICH	DANIEL	(NMI)
	TG	S/SGT.	WEBSTER	WILLIAM	E.
	WG	S/SGT.	JORDAN	JOHN	W.

104

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

AAF Station # 128
 28 July 1944.

SUBJECT: Loading List.

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

1. The following is a list of Combat Personnel participating in today's Mission.

*Plane 42-97872

P	1st Lt.	ROZZELL, WOODVILLE G.	614th
CP	1st Lt.	LUCKETTI, HUMBERT	"
N	1st Lt.	MORIN, BERTRAND J.	"
BTG	S/Sgt.	Bralley, Brown A.	"
RO	T/Sgt.	Burnett, Major A.	"
TI	T/Sgt.	Smallis, Dennon R.	"
BT	S/Sgt.	Riep, Herman R.	"
TG	S/Sgt.	Ivey, George W.	"
WG	S/Sgt.	Smith, William M.	"

*Plane 42-31569

P	1st Lt.	KOVACH, JOHN W.	614th
CP	2nd Lt.	KELLAN, JAMES W.	"
N	2nd Lt.	COSELLM, FRANK J. JR.	"
CTG	S/Sgt.	Horbatack, Stepan J.	"
RO	T/Sgt.	Pollard, Omer S.	"
TI	T/Sgt.	Rouhselang, Willard J.	"
BT	S/Sgt.	Gusst, Hollis D.	"
TG	S/Sgt.	Schmidt, Edward J.	"
WG	Sgt.	Maki, Arthur W.	"

*Plane 42-102394

P	2nd Lt.	HARASYM, ALEXANDER	614th
CP	2nd Lt.	HOSLEY, ROBERT A.	"
N	2nd Lt.	Parker, Elbert J.	"
B	2nd Lt.	MARSHALL, JOHN J.	"
RO	S/Sgt.	Friduss, Jarvis M.	"
TI	Sgt.	Topio, Glen L.	"
BT	Sgt.	Saylor, Emanuel T.	"
TG	Sgt.	Capps, George C.	"
WG	Sgt.	Bailey, John S.	"

*Plane 42-97869

P	1st Lt.	KOONS, PAUL R.	614th
CP	2nd Lt.	KAHAN, DANIEL	"
N	2nd Lt.	DOBROWOLSKI, EDWARD L.	"
OTG	Sgt.	Kilgore, Edmund W.	"
RO	T/Sgt.	McMinn, Thomas G.	"
TI	T/Sgt.	Shane, Charles E.	"
BT	S/Sgt.	Edwards, Rodney W.	"
TG	S/Sgt.	Huerta, Octavio	"
WG	S/Sgt.	Eckenrode, Robert T.	"

Loading List (Con't)

*Plane 42-97780

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

*Plane 42-97602

P	1st Lt.	LA FEVOR, GEORGE L.	614th
CP	1st Lt.	HELM, WESLEY H.	"
N	1st Lt.	HOWELL, JAMES R.	"
B	1st Lt.	ANDERSON, DON L.	"
RO	T/Sgt.	Fidler, Charles K.	"
TT	S/Sgt.	Berg, Bernard B.	"
BT	S/Sgt.	Stanford, Leland	"
TG	S/Sgt.	Carpenter, William L.	"
WG	S/Sgt.	Bilyeu, Russell E.	"

*Plane 42-97145

P	1st Lt.	TAYLOR, FRED M.	614th
CP	1st Lt.	ROHSKE, WARREN A.	"
N & B	1st Lt.	COYNE, VAUGH B.	"
CTG	Sgt.	DeHart, Harold H.	"
RO	T/Sgt.	Stuebing, Ephraim G.	"
TT	T/Sgt.	Sullivan, Harry L.	"
BT	S/Sgt.	Ellsworth, Kenneth E.	"
TG	S/Sgt.	Leiferman, Gerald J.	"
WG	S/Sgt.	Dondeville, Clem H.	"

*Plane 42-102659

P	2nd Lt.	MERCER, ELMER W.	614th
CP	2nd Lt.	HIBBERD, CARL D.	"
N	2nd Lt.	GASKINS, LESLIE E.	"
B	2nd Lt.	CONWAY, FRANCIS 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.	"

2nd Lt. WINGRAD, ALFRED A., Flying with Lt. Kolinski, 615th Sq.

For the Squadron Commander:

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

SIX HUNDRED AND FIFTYFIFTH BOMBARDMENT SQUADRON (H)
 FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)
 Office of the Operations Officer
 AAF - Sta - 128 - APO - 567

28 July 1944

SUBJECT: Loading List.

GRADE	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
TO : Operations Officer, 401st Bomb Gp (H), Sta - 128, APO - 567.					
1. Following is the list of Combat Crews participating in today's mission.					
PLANE # <u>42-636</u> (PFF Ship)					
P	1st Lt.	Kalinski	Felix	A.	615th
CP	Col.	Bowman	Harold	H.	401st
H	Maj.	Egan	James	F.	401st
W	Capt.	Causey	Rufus	F.	615th
H	2nd Lt.	Wingrad	Alfred	A.	614th
H	Capt.	Kusning	Arnold	C.	615th
RO	T/Sgt.	McKellar	Glenn	A.	615th
TT	T/Sgt.	Madsen	Peter	C.	615th
TG	2nd Lt.	Charleville	Denver	H.	615th
FG	Pvt.	Wolfe	Arthur	(MI)	615th
PLANE # <u>42-600</u> (PFF Ship)					
P	1st Lt.	Farr	Clinton	J.	615th
CP	Lt. Col.	Brooks	Allison	C.	401st
W	2nd Lt.	Hansen	Gerald	H.	615th
W	2nd Lt.	Chaffey	Charles	C.	615th
W	2nd Lt.	Ridley, Jr.	John	D.	615th
RO	T/Sgt.	Allen	John	L.	615th
TT	T/Sgt.	Bossley	Emerson	E.	615th
TG	2nd Lt.	Gschwehrt	Harry	J.	615th
FG	S/Sgt.	Parox	Louis	A.	615th
PLANE # <u>42-39993</u>					
P	2nd Lt.	Ostlander	Jay	D.	615th
CP	2nd Lt.	Cooper	Roy	D.	615th
W	S/O (JC)	Manglio	Dominick	J.	615th
S	Sgt.	Houge	Donald	E.	615th
RO	T/Sgt.	Casner	Charles	F.	615th
TT	S/Sgt.	Seagan	Fourone	H.	615th
HT	Sgt.	Anderson	April	(MI)	615th
TG	Sgt.	Hendon	Thomas	H.	615th
FG	S/Sgt.	Kunak	Joseph	A.	615th
CS	Sgt IV	Wolfe	Walter	H.	615th
h	Sgt IV	Wolfe	Walter	H.	615th

DATA BY: 42-20617

PLANE # 42-39873

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Stegemann	Charles	W.	615th
CP	2nd Lt.	Johnson	Elvis	E.	615th
N	F/O (JG)	McCaslin	Clayton	H.	615th
B	2nd Lt.	Schultz	John	J.	615th
RO	S/Sgt.	McKenna	Joseph	(MI)	615th
TT	Sgt.	Seesh	William	H.	615th
BT	Sgt.	Tamburino	Joseph	J.	615th
TG	Sgt.	Naer	Martin	C.	615th
FG	S/Sgt.	Hais	John	B.	615th
CL	Sgt.	Goodel	Neil	D.	615th
PLANE # 42-6310			Paul	D.	615th

P	1st Lt.	Wingard	Hilton	R.	615th
CP	2nd Lt.	Abresch	Robert	J.	615th
N	2nd Lt.	Sullivan	Robert	F.	615th
B	Sgt.	Weiss, Jr.	Joseph	W.	615th
RO	S/Sgt.	Cisneros, Jr.	Ernest	G.	615th
TT	Sgt.	Rubledge	James	D.	615th
BT	Cpl.	Hinsey	Patrick	H.	615th
TG	Sgt.	Chiariello	Edward	A.	615th
FG	Sgt.	Ingram	Billie	H.	615th
CL	Sgt.	Glopper	William	C.	615th
PLANE # 42-6146			William	C.	615th

P	1st Lt.	Duckworth	Robert	O.	615th
CP	2nd Lt.	Morrow	Russell	R.	615th
N	2nd Lt.	Kunstman	Warren	H.	615th
B	S/Sgt.	Cook	Clayton	W.	615th
RO	S/Sgt.	Haldeman	Lyle	E.	615th
TT	S/Sgt.	Comer	Roy	C.	615th
BT	Sgt.	McKean	George	T.	615th
TG	Cpl.	Tarr	Clyde	H.	615th
FG	Sgt.	Wiro	Edward	D.	615th
CL	Sgt.	Wiro	Edward	D.	615th
PLANE # 42-107113			Edward	D.	615th

P	2nd Lt.	McIlraith	William	H.	615th
CP	2nd Lt.	Carmelina	Stanley	(R)	615th
N	2nd Lt.	Hagass	Frank	T.	615th
B	Sgt.	Rebb	Joseph	M.	615th
RO	T/Sgt.	Martin	Don	H.	615th
TT	T/Sgt.	Anthony	Francis	H.	615th
BT	S/Sgt.	Greer	Frank	M.	615th
TG	S/Sgt.	Barkman	Anton	J.	615th
FG	Sgt.	Lerner	Morris	(MI)	615th

REPRODUCED FROM THE

NO 214 1200

VVA - 214 - 1200 - VVO - 214
 OFFICE OF THE SECRETARY OF DEFENSE
 MILITARY RECORDS AND DOCUMENTS CENTER (M)
 1115 BENTLEY BUILDING WASHINGTON, D.C. 20315 (M)

FORM 3-54 (REV. 1-54)

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

Office of the Operations Officer
 AAF - Station 128 - APO - 567 Incorps
 28 July 1944
 SUBJECT: Loading List, (Continued)
 Operations Office, 401st Bomb Gp (H), Station 128, APO - 567, S
 1. Following is the list of Combat Crews participating in today's mission.

PLANE # 43-37859

FORM 3-54 (REV. 1-54)

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Cas, Jr.	Herbert	L.	615th
CP	2nd Lt.	Elevins	Charles	H.	615th
W	2nd Lt.	Green	William	H.	615th
B	2nd Lt.	Mencow	William	M.	615th
RO	Pvt.	Brereton	William	E.	615th
YT	Sgt.	Dunn	John	G.	615th
BT	Sgt.	Monaroky	Theodore	(NMI)	615th
TG	Sgt.	Reardon	John	J.	615th
FG	S/Sgt.	Cook	Byron	K.	615th

PLANE # 42-102947

P	1st Lt.	Dow	Herbert	V.	615th
CP	2nd Lt.	Woodward	William	B.	615th
N	2nd Lt.	Kane	James	M.	615th
B	2nd Lt.	King	Robert	J.	615th
RO	S/Sgt.	Carr	Gene	(NMI)	615th
YT	M/Sgt.	Adams	Leroy	H.	615th
BT	S/Sgt.	Macchietto	Richard	D.	615th
TG	S/Sgt.	Sokolowski	Edward	A.	615th
FG	S/Sgt.	Greenberg	Harold	(NMI)	615th

PLANE # 42-107082

P	1st Lt.	Mann	William	J.	615th
CP	2nd Lt.	Root	John	A.	615th
N	2nd Lt.	Rosenquist	Alfred	A.	615th
B	S/Sgt.	Reed	Robert	R.	615th
RO	T/Sgt.	Auseen	William	F.	615th
YT	T/Sgt.	Busher	William	F.	615th
BT	Sgt.	Smith	Charles	E.	615th
TG	S/Sgt.	De Muro	Alfonso	A.	615th
FG	S/Sgt.	Breggia	Frank	A.	615th

PLANE # 43-37652

DUTY	RANK	(LAST NAME)	FIRST NAME	(MI)	SQUADRON
P	2nd Lt.	Sproul	Robert	B.	615th
CP	2nd Lt.	Davis	Thomas	A.	615th
N	2nd Lt.	Ellington	Thomas	P.	615th
B	2nd Lt.	Moon	James		615th
RO	S/Sgt.	Kotila	Donald	O.	615th
TY	S/Sgt.	Point	Fredrick		615th
BT	Cpl.	Mark	Kenneth	W.	615th
TG	Cpl.	Corwalling	Frank		615th
FG	Sgt.	Mapes	Harold	E.	615th

PLANE # 42-102468

DUTY	RANK	(LAST NAME)	FIRST NAME	(MI)	SQUADRON
P	1st Lt.	Ferdyn	Joseph	B.	615th
CP	F/O. (JE)	Glidewell	James	S.	615th
N	2nd Lt.	Ainley	Allan	B.	615th
B	2nd Lt.	Eckers	Dale	A.	615th
RO	S/Sgt.	Lech	Joseph	P.	615th
TY	S/Sgt.	Fedgarney	Alexander	J.	615th
BT	Sgt.	Schappert	Theodore	H.	615th
TG	Sgt.	Steele	David	G.	615th
FG	S/Sgt.	Wofford	Dewey	B.	615th

DUTY	RANK	(LAST NAME)	FIRST NAME	(MI)	SQUADRON
P	1st Lt.	Robert	Dow		615th
CP	2nd Lt.	William	Woodward		615th
N	2nd Lt.	James	Kane		615th
B	2nd Lt.	Robert	King		615th
RO	S/Sgt.	Gene	Garr		615th
TY	S/Sgt.	Larry	Adams		615th
BT	S/Sgt.	Richard	Wassiloff		615th
TG	S/Sgt.	Richard	Wassiloff		615th
FG	S/Sgt.	Harold	Greenberg		615th

DUTY	RANK	(LAST NAME)	FIRST NAME	(MI)	SQUADRON
P	1st Lt.	William	Wann		615th
CP	2nd Lt.	John	Boot		615th
N	2nd Lt.	Alfred	Wendlandt		615th
B	S/Sgt.	Robert	Boon		615th
RO	S/Sgt.	William	Ames		615th
TY	S/Sgt.	William	Wann		615th
BT	S/Sgt.	Gordon	Boon		615th
TG	S/Sgt.	Alfonso	De Guo		615th
FG	S/Sgt.	Frank	Weglin		615th

GOES TO STP ALS

USLIST PB - PC - STP V OIBMP 45 O-P

SECRET

FROM: OIBMP 282110B
 TO: USLIST PB - PC (EXEMPT THU - POD)
 OIPNT
 OITHE
 OIKHI
 STP
 SECRET BT

JUL 28 1944 21 49

1BD Y-1247-E

51

FIELD ORDER NO. 453

1. A. FIGHTER SUPPORT: TO FOLLOW

B. FRIENDLY ACTIVITIES: 5 X 54 A/C CBW'S OF B17'S FROM 3RD DIV WILL DEPART GREAT YARMOUTH XX AT ZERO HOUR AT 14,000 FT CLIMBING TO 25,000 FT, BOMBING ALT BY 0800 EAST.

3RD DIV WILL PRECEED 1ST DIV ALONG SAME ROUTE TO ATTACK GQ-1515.

39 X 12 A/C SQDNS OF 2ND DIV WILL DEPART CROMER AT ZERO PLUS 40 TO ATTACK GQ-1627.

8 X 12 A/C SQDNS OF 3RD DIV B-24'S WILL ATTACK ON GH THE FOLLOWING TARGETS Z-686 AND Z-137

2. TARGETS AND MPI'S: PRIMARY: GQ 1515 (PFF)
 MPI. BLDG 9 ON ILL/14 FOR ALL CBW'S.

SECONDARY AND LAST RESRT.

ANY MILITARY INSTALLATIONS IN GERMANY OR ANY A/D M/Y, RR BRIDGE, ROAD BRIDGE, ENEMY COLUMN OR CONVOY ON ROAD, CONCENTRATION OF TROOPS OR EQUIPMENT NOT ADJACENT TO A BUILT UP AREA. TARGETS MUST BE POSITIVELY IDENTIFIED AND A VISUAL SIGHTING MUST BE MADE.

3. A. COMPOSITION OF FORCE: CBW'S TO BE COMPOSED OF 36 A/C
- | | | | |
|--------------|---------------|--------------|--------|
| 41ST "A" CBW | KAANX LEADING | 94TH "A" CBW | EIGHTH |
| "B" CBW | SECOND | "B" CBW | NINTH |
| "C" CBW | THIRD | "C" CBW | TENTH. |
| "D" CBW | FOURTH | | |
| 1ST "A" CBW | FIFTH | | |
| "B" CBW | SIXTH | | |
| "C" CBW | SEVENTH | | |

B. DISPOSITION OF PFF A/C:
 305TH GP TO FURNISH 41ST CBW WITH 8 PFF A/C TO BE DISTRIBUTED 2 A/C PER CBW

1ST AND 94TH TO DISPATCH 2 PFF TO LEAD EACH CBW FURNISHED

C. ROUTE AND APPROXIMATE TIME SCHEDULE FOR LEAD A/C: 41ST "A" CBW

LOUTH	ZERO HOUR	38 MINUTES	14,000	
5333-0320	ZERO PLUS	38 MINUTES	14,000	START CLIMB
5340-0530	ZERO PLUS	62 "	19,000	
5235-0800	ZERO PLUS	96 "	25,000	
5230-0820	ZERO PLUS	100 "	"	
5122-1052	ZERO PLUS	133 "	"	
TARGET	ZERO PLUS	145 "	25,000	START DESCENT
5106-1157	ZERO PLUS	150 "	23,000	
5113-1043	ZERO PLUS	167 "	20,000	
5133-0954	ZERO PLUS	180 "	"	
5230-0820	ZERO PLUS	207 "	"	
5235-0800	ZERO PLUS	212 "	"	
5310-0650	ZERO PLUS	230 "	"	
5348-0607	ZERO PLUS	247 "	20,000	START DESCENT

CROMER

ZERO PLUS 327 "

AS DESIRED

D. SPECIAL INSTRUCTIONS RE ROUTE:

- (1) BASE REFERENCE ALTITUDE: 23,000 FT.
- (2) DIVISION ASSEMBLY LINE: SPAULDING TO LOUTH.
- (3) INTERVAL BETWEEN CBW'S : 2 MINUTES

E. ZERO HOUR AND DATE: 07:45 DBST 29 JULY 1944

X. (1) BOMB LOADINGS AND FUSINGS:

ALL A/C 20 X 250 GP 1/10 X 1/40

- (2) INTERVALOMETER SETTINGS: 100 FT.

4. SUPPLY : NORMAL

5. COMMUNICATIONS.

A. SPLASHERS: 3A - 4B - 6C - 5D - 7E - 8F - 15G - 11H - 16I
 IN OPERATION ENTIRE MISSION.

B. GEE INFORMATION: EASTERN WYOMING AND NORTH EASTERN CAROLINA
 ON GRADE "A" ENTIRE MISSION.

C. M.F. D/F SECTION "G"

D. R.C.M:

- (1) WINDOW: ALL AIRCRAFT
 WILL COMMENCE RELEASE OF CHAFF AT IP
 AND CONTINUE FOR 15 MINUTES. EACH AIRCRAFT WILL CARRY
 360 UNITS.

- (2) CARPET: NONE

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

F. V.H.F. CALLSIGNS:

(1) BOMBERS	41ST 'A'	CBW VINEGROVE	2 - 1
	41ST 'B'	CBW "	2 - 2
	41ST 'C'	CBW "	2 - 3
	41ST 'D'	CBW "	2 - 4
	1ST 'A'	CBW "	2 - 5
	1ST 'B'	CBW "	2 - 6
	1ST 'C'	CBW "	2 - 7
	94TH 'A'	CBW "	2 - 8
	94TH 'B'	CBW "	2 - 9
	94TH 'C'	CBW "	2 - 10

- (2) FIGHTERS - BALANCE TWO

- (3) GROUND SECTOR CONTROL - COLGATE

- (4) V.H.F. CODE WORD FOR AUTHENTICATION - "ROYAL FLUSH"

- (5) WEATHER SCOUTING FORCE:
 1ST UNIT - BUCKEYE RED
 2ND UNIT - BUCKEYE BLUE

G. V.H.F. RELAY AIRCRAFT - 40TH C.B.W. WILL OPERATE RELAY AIRCRAFT
 IN VICINITY OF 5300N-0240E AT 20,000 FEET FROM
 ZERO HOUR UNTIL RECALLED.

6. SPECIAL INSTRUCTIONS:

- (1) SPLASHER ASSIGNMENTS: CBW'S USE BUNCHERS

- (2) ON RETURN ROUTE LET DOWN TO THE DECK WILL BE MADE
 BETWEEN ENEMY COAST AND ENGLISH COAST.

(3) SCOUTING FORCE:

FIRST UNIT (4-P51 /C, C/S BUCKEYE RED) WILL
 PICK UP THE BOMBERS AT LOUTH AND PERFORM WEATHER
 RECONNAISSANCE ALONG ROUTE TO 5230-0820 THEN DIVERTING
 TO OONABROOK AND MUNSTER REPORTING WEATHER IN THAT
 AREA.

SECOND UNIT (8 P51 A/C, C/S BUCKEYE BLUE) WILL
 INTERCEPT BOMBERS AT APPROX 5230-0820 AND FLY BRIEFED
 BOMBER ROUTE TO ARRIVE OVER TARGET 20 MINUTES
 PRIOR TO TARGET TIME AND REPORT WEATHER TO CBW LEADERS.
 ON WITHDRAWAL, POSSIBLE BETTER LETDOWN POSITIONS ETC
 WILL BE REPORTED TO CYCLE.

--- WILLIAMS COMBOMDIV ONE ---

BT 282110B
 AS

CC: UNDER PARA 3. C. ROUTE AND APPROXIMATE TIME SCHEDULE
 FIRS LINE TO READ AS FOLLOWS

LOUTH

ZERO HOUR

(DELETE 38 MINUTES)

C.B. BB

FOR K WITH R PLS

ALL A/C 20 X 250 GP 1/10 X 1/40

(2) INTERVALOMETER SETTINGS: 100 FT.

4. SUPPLY : NORMAL

5. COMMUNICATIONS.

A. SPLASHERS: 3A - 4B - 6C - 5D - 7E - 8F - 15G - 11H - 16I
 IN OPERATION ENTIRE MISSION.

B. GEE INFORMATION: EASTERN WYOMING AND NORTH EASTERN CAROLINA
 ON GRADE "A" ENTIRE MISSION.

C. M.F. D/F SECTION "G"

D. R.C.M:

(1) WINDOW: ALL AIRCRAFT
 WILL COMMENCE RELEASE OF CHAFF AT IP
 AND CONTINUE FOR 15 MINUTES. EACH AIRCRAFT WILL CARRY
 360 UNITS.

(2) CARPET: NONE

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

F. V.H.F. CALLSIGNS:

(1) BOMBERS	41ST 'A'	CBW VINEGROVE	2	-	1
	41ST 'B'	CBW	"	2	- 2
	41ST 'C'	CBW	"	2	- 3
	41ST 'D'	CBW	"	2	- 4
	1ST 'A'	CBW	"	2	- 5
	1ST 'B'	CBW	"	2	- 6
	1ST 'C'	CBW	"	2	- 7
	94TH 'A'	CBW	"	2	- 8
	94TH 'B'	CBW	"	2	- 9
	94TH 'C'	CBW	"	2	- 10

(2) FIGHTERS - BALANCE TWO

(3) GROUND SECTOR CONTROL - COLGATE

(4) V.H.F. CODE WORD FOR AUTHENTICATION - "ROYAL FLUSH"

(5) WEATHER SCOUTING FORCE:

1ST UNIT - BUCKEYE RED
 2ND UNIT - BUCKEYE BLUE

G. V.H.F. RELAY AIRCRAFT - 40TH C.B.W. WILL OPERATE RELAY AIRCRAFT
 IN VICINITY OF 5300N-0240E AT 20,000 FEET FROM
 ZERO HOUR UNTIL RECALLED.

6. SPECIAL INSTRUCTIONS:

(1) SPLASHER ASSIGNMENTS: CBW'S USE BUNCHERS

(2) ON RETURN ROUTE LET DOWN TO THE DECK WILL BE MADE
 BETWEEN ENEMY COAST AND ENGLISH COAST.

(3) SCOUTING FORCE:

FIRST UNIT (4-P51 /C, C/S BUCKEYE RED) WILL
 PICK UP THE BOMBERS AT LOUTH AND PERFORM WEATHER
 RECONNAISSANCE ALONG ROUTE TO 5230-0820 THEN DIVERTING
 TO OONABROOK AND MUNSTER REPORTING WEATHER IN THAT
 AREA.

SECOND UNIT (8 P51 A/C, C/S BUCKEYE BLUE) WILL
 INTERCEPT BOMBERS AT APPROX 5230-0820 AND FLY BRIEFED
 BOMBER ROUTE TO ARRIVE OVER TARGET 20 MINUTES
 PRIOR TO TARGET TIME AND REPORT WEATHER TO CBW LEADERS.
 ON WITHDRAWAL, POSSIBLE BETTER LETDOWN POSITIONS ETC
 WILL BE REPORTED TO CYCLE.

--- WILLIAMS COMBOMDIV ONE ---

BT 282110B

AS

CC: UNDER PARA 3. C. ROUTE AND APPROXIMATE TIME SCHEDULE
 FIRS LINE TO READ AS FOLLOWS

LOUTH

ZERO HOUR

(DELETE 38 MINUTES)

C.B. BB

AS FOR K WITH R PLS

DPE R.....282152B MWK AR

BMP PLK DPE GLA V 94CBW NR 4

JUL 28 1944 22 28

FROM 94CBW 282221B
 TO 1ST BD
 351ST B G
 401ST BG
 457TH BG

55

BT SIGNAL SERVICE
 REF. NXX 94CBW NR 2 Y-98-E
 RPT 94CBW NR 3 NOT 2 AS SENT

THAT SHUD BE 94 CBW NR 3

---LACEY COMBOMWG NINE FOUR--

BT
 JS AR K

GLA R
 DPE R282228B MWK AR

SECRET

67

54

USLIST PB - PC - STP V OIBMP NR 49 O-P

FROM: OIBMP 282210B
 TO: USLIST PB - PC KXMX (EXEMPT THU - POD)
 OIPNT
 OITHE
 OIKHI
 STP

JUL 28 1944 22 22

SECRET BT

1BD Y-1249-E

ANNEX 1 TO F.O. 453

1. FIGHTER SUPPORT.

POINT	TYPE	CALL SIGN	TYPE SUPPORT	CONTROL POINT	TIMING
LOUTH				1	ZERO HOUR
5328-0600				2	ZERO PLUS 69 0854
5340-0530	1 GP P-51	BAL 2-1	M.E.W. CONTROL		ZERO PLUS 62 847
5230-0820	1 GP P-51	BAL 2-2	FRONT	3	ZERO PLUS 100 0925
	1 GP P-51	BAL 2-3	REAR		ZERO PLUS 109 0934
5122-1052	1 GP P-51	BAL 2-4			ZERO PLUS 133 0958
TARGET	1 GP P-51	BAL 2-1			ZERO PLUS 145 1010
5208-0900	1 GP P-47	BAL 2-5			ZERO PLUS 195 1100
5230-0820				4	ZERO PLUS 207 1112

2. FIGHTER REFERENCE POINTS:

- W - BEAUVAIS 4925 .0205G
- H - REIMS - 4915 - 0400
- I - BREMEN - 5300 - 0850
- S - DUNMER LAKE - 5230 - 0820
- T - X0 GOTTINGEN 5130 - 1000
- L - HALLE - 5130 - 1200
- E - BRUSSELS 0430 5050

X --- WILLIAMS COMBOMDIV ONE ---

BT 282210B
 AS
 C.B. AR K
 AS FOR K WITH R PLS
 DPE R.....282225B MWK AR

SECRET

52

USLIST PB-PC V OIBMP NR 46-OP

JUL 20 1914 23 06

FROM: OIBMP 282115B
TO: ALL CBW'S AND GROUPS, 1 BD, ATT: A-2 AND S-2
EXEPMT- THU-POD
SECRET BT

1BD Y-1248-D

INTELLIGENCE ANNEX TO 1 BD FIELD ORDER NO. 453

GQ 1515 PRODUCES MORE THAN ONE HALF AGAIN THE FINISHED OIL PRODUCT AS COMPARED TO ANY OTHER PLANT IN GERMANY. ALTHOUGH OPTOMISTIC ABOUT TODAY'S WORK THIS PLANT IS EASILY WORTH ANOTHER EFFORT. AS MENTIONED BEFORE, IT IS NOW PRODUCING AT 75 PER CENT CAPACITY.

TIDES; GMT. HIGH - 0255 AND 1509
LOW - 0845 AND 2129

CONVOYS: ONE POSSIBLE N BOUND ON ROUTE OUT.

--- WILLIAMS COMBODIV ONE ---

BT 282115B
C.B. AR K
AS FOR K WITH R PLS
DPE R.....282203B MWK AR

SECRET

53

JUL 28 1944 22 15

P PL
K DPE GLA V 94CBW NR 2 -OP-

M
FROM 94CBW 282149B
TO 1ST BD
351ST BG
401ST BG
457TH BG
SECRET. BT

94CBW Y-98-E AUTHORITY LT. COL. B.K. VOORHEES.
94TH CBW SUPPLEMENT NUMBER 1 TO 1ST BD FIELD ORDER NUMBER 453.

A. FORCE REQUIRED:

	A CBW	B CBW	C CBW
LEAD BOX	457	351	401
LOW BOX	457	351	401
HIGH BOX	457	351	401

DISPOSITION OF PFF :
2 A/C TO 457
2 A/C TO 351
2 A/C TO 401

B. ASSEMBLY:

- A CBW ASSEMBLE GLATTON BUNCHER LEAD 14,000 FEET.
B CBW ASSEMBLE KINGS CLIFFE BUNCHER LEAD 14,000 FEET.
C CBW ASSEMBLE COTTESMORE BUNCHER LEAD 14,000 FEET.

C. ROUTE AND TIME SCHEDULE FOR A CBW:

DEPART POINT X	GLATTON	ZERO MINUS	11 MIN	14,000 FT.
POINT B	MARCH	ZERO MINUS	6 MIN	14,000 FT.
POINT C	SPALDING	ZERO PLUS	1 MIN	14,000 FT.
POINT Z	LOUTH	ZERO PLUS	14 MIN	14,000 FT.

B CBW:

DEPART POINT W	KINGS CLIFFE	ZERO MINUS	5 MIN	14,000 FT.
POINT A	PETERBOROUGH	ZERO MINUS	2 MIN	14,000 FT.
POINT C	SPALDING	ZERO PLUS	3 MIN	14,000 FT.
POINT Z	LOUTH	ZERO PLUS	16 MIN	14,000 FT.

C CBW:

DEPART POINT Y	COTTESMORE	ZERO MINUS	2 MIN	14,000 FT.
POINT C	SPALDING	ZERO PLUS	5 MIN	14,000 FT.
POINT Z	LOUTH	ZERO PLUS	18 MIN	14,000 FT.

D. ROUTE BACK:

LET DOWN HEADINGS ON:

	LEAD	LOW	HIGH
GLATTON FOR A CBW	090	075	105
KINGS CLIFFE FOR B CBW	045	030	060
COTTESMORE FOR C CBW	360	345	015

E. ADDITIONAL INSTRUCTIONS:

- 457 GROUP LEADER MAJ. WATSON WILL BE A CBW AIR COMMANDER.
351 GROUP LEADER LT. COL. BURNS WILL BE B CBW AIR COMMANDER.
401 GROUP LEADER MAJ. GARLAND WILL BE C CBW AIR COMMANDER.
- GASOLINE INSTRUCTIONS: 2,700 GALLONS.
- EMERGENCY AIRDROME LANGHAM 5256N - 0058E.
- SPARES TURN BACK AT 3 DEGREES EAST.
- LEAD A/C RADIO OPERATORS WILL NOT RELEASE CHAFF. THEY WILL MAINTAIN A CONTINUOUS WATCH ON DIVISION FEXXX FREQUENCY EXCEPT IN EMERGENCY.

F. BOMBING INSTRUCTIONS:

NONE.

G. COMMUNICATIONS:

- WX CODE WORD TVIAB.
C/S WX A/C FOR A CBW ECLIPSE J-JIG.
C/S WX A/C FOR B CBW HOTMINT D-DOG.
C/S WX A/C FOR C CBW MACRO K-KING.
- VHF CALL SIGNS AND FLARES FOR:

A CBW	B CBW	C CBW
LEAD W/C ABLE LEAD RY	W/C BAKER LEAD GY	W/C CHARLIE LEAD RY
LOW W/C ABLE LOW R	W/C BAKER LOW RR	W/C CHARLIE LOW R
HIGH W/C ABLE HIGH G	W/C BAKER HIGH GG	W/C CHARLIE HIGH G
- 94TH CBW SOP NUMBER 19 WILL BE READ TO ALL CREWS AT BRIEFING.
- VHF CODE WORD FOR "ABANDON MISSION"
A CBW DING DONG DADDY.
B CBW PISTOL PACKIN MAMMA.
C CBW FLAT FOOT FLOOGIE.

H. INTELLIGENCE INSTRUCTIONS:

- NONE.

SECRET. BT

94CBW Y-98-E AUTHORITY LT. COL. B.K. VOORHEES.
 94TH CBW SUPPLEMENT NUMBER 1 TO 1ST BD FIELD ORDER NUMBER 453.

A. FORCE REQUIRED:

3 CBW 12 A/C BOXES

	A CBW	B CBW	C CBW
LEAD BOX	457	351	401
LOW BOX	457	351	401
HIGH BOX	457	351	401

DISPOSITION OF PFF :

- 2 A/C TO 457
- 2 A/C TO 351
- 2 A/C TO 401

B. ASSEMBLY:

1. A CBW ASSEMBLE GLATTON BUNCHER LEAD 14,000 FEET.
- B CBW ASSEMBLE KINGS CLIFFE BUNCHER LEAD 14,000 FEET.
- C CBW ASSEMBLE COTTESMORE BUNCHER LEAD 14,000 FEET.

C. ROUTE AND TIME SCHEDULE FOR A CBW:

DEPART POINT X	GLATTON	ZERO MINUS	11 MIN	14,000 FT.
POINT B	MARCH	ZERO MINUS	6 MIN	14,000 FT.
POINT C	SPALDING	ZERO PLUS	1 MIN	14,000 FT.
POINT Z	LOUTH	ZERO PLUS	14 MIN	14,000 FT.

B CBW:

DEPART POINT W	KINGS CLIFFE	ZERO MINUS	5 MIN	14,000 FT.
POINT A	PETERBOROUGH	ZERO MINUS	2 MIN	14,000 FT.
POINT C	SPALDING	ZERO PLUS	3 MIN	14,000 FT.
POINT Z	LOUTH	ZERO PLUS	16 MIN	14,000 FT.

C CBW:

DEPART POINT Y	COTTESMORE	ZERO MINUS	2 MIN	14,000 FT.
POINT C	SPALDING	ZERO PLUS	5 MIN	14,000 FT.
POINT Z	LOUTH	ZERO PLUS	18 MIN	14,000 FT.

D. ROUTE BACK:

LET DOWN HEADINGS ON:

	LEAD	LOW	HIGH
GLATTON FOR A CBW	090	075	105
KINGS CLIFFE FOR B CBW	045	030	060
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 401 GROUP LEADER MAJ. GARLAND WILL BE C CBW AIR COMMANDER.
2. GASOLINE INSTRUCTIONS: 2,700 GALLONS.
3. EMERGENCY AIRDROME LANGHAM 5256N - 0058E.
4. SPARES TURN BACK AT 3 DEGREES EAST.
5. LEAD A/C RADIO OPERATORS WILL NOT RELEASE CHAFF. THEY WILL MAINTAIN A CONTINUOUS WATCH ON DIVISION FEXXX FREQUENCY EXCEPT IN EMERGENCY.

F. BOMBING INSTRUCTIONS:

NONE.

G. COMMUNICATIONS:

1. WX CODE WORD TVIAB.
 C/S WX A/C FOR A CBW ECLIPSE J-JIG.
 C/S WX A/C FOR B CBW HOTMINT D-DOG.
 C/S WX A/C FOR C CBW MACRO K-KING.
2. VHF CALL SIGNS AND FLARES FOR:

A CBW	B CBW	C CBW
LEAD W/C ABLE LEAD RY	W/C BAKER LEAD GY	W/C CHARLIE LEAD RY
LOW W/C ABLE LOW R	W/C BAKER LOW RR	W/C CHARLIE LOW R
HIGH W/C ABLE HIGH G	W/C BAKER HIGH GG	W/C CHARLIE HIGH G
3. 94TH CBW SOP NUMBER 19 WILL BE READ TO ALL CREWS AT BRIEFING.
4. VHF CODE WORD FOR "ABANDON MISSION"
 - A CBW DING DONG DADDY.
 - B CBW PISTOL PACKIN MAMMA.
 - C CBW FLAT FOOT FLOOGIE.

H. INTELLIGENCE INSTRUCTIONS:

1. NONE.

---LACEY COMBOMWG NINE FOUR---

BT 282149B
 AS AS
 JS AR
 AS FOR R

DPER282216B MWK AR

L. The target today is the synthetic oil plant and ammonia and nitrogen works of I.G. Farben Industrie. (Visual and Pff targets are same, but different MPI's)

This plant is one of the most extensive works in Germany and is concerned with the synthetic production of oil, ammonia, acids, methanol for carburents, and formaldehyde for use in plastics. It is one of the greatest producers and produces about 9 $\frac{1}{2}$ % of the total synthetic oil production in Germany. As an ammonia producer, it is the largest in Europe producing 1/3 Germany's total supply.

The target is very compact and is located on the E side of the R.R. running 3 miles S of the center of the town. The vital parts are the Gas Generating plants and the compressors. If these are destroyed, the plant is put out of operation.

This plant today is the top priority oil target and is in 75% of its production now.

2. The entire 1st Div is going to this target, as well as 5 Wings from the 3rd Div. (17's)

3/ Diversions:

- a. 3 Wings of the 3rd. Div are operating in the Brussels area.
- b. 2nd. Div will be attacking targets (tactical) in the Paris area.

4. Secondary and Last Resort targets (same as usual)

5. Show route in on 500:000 Map

6. Fighter Support ~~to follow~~ - 4 GRP's P-51, 1 opt P-38

7. *1- P-51 - Dutch coast to German border, then pick up tail of Luftwaffe, after sweeps Mannheim prior to rendezvous.*

7. Flak:

- a. Going in, S of Rotterdam.
- b. Go between Aachen and Liege.
- c. Keep S of Kassel.
- d. over target, 230 guns. In range of 64. Can expect moderate fire to intense.
- e. On withdrawal, avoid "splotchy" area to S.
- f. Keep N of Frankfurt.
- g. "R"st of route same as going in.

(Smoke screen + barge balloons over (T.) chaff will be used.)

8. Lead Bombardier

9. Special Instructions.

- 1. No convoys expected.
- 2. P/W - Bicycles good in Netherlands, Belgium & France
- 3. S.O.P.
- 4. Security
- 5. Escape aids.

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Ap. Engineering

OFFICE OF THE INTELLIGENCE OFFICER

STATION 128 - APO 557

U. S. ARMY

28 July 1944.

SUBJECT: Comments of Crews Participating in Mission to Merseburg, 28 July 44.

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

1. Lt. Carl G. Ritting, Pilot A/C 1862, thought the mission was very good and complimented the leadership.
2. The crew of Lt. Thomas K. Hill, Pilot A/C 7487, stated that the lead Navigator of the High Box did an excellent job of avoiding the flak areas.
3. Lt. Gerald F. Carter, Pilot A/C 7828, suggests that formation should cross the enemy coast at an altitude at least 3,000 feet higher than they normally do.
4. Lt. Woodville G. Rozzell, Pilot A/C 7872, praised the leadership of Capt. Kermit H. Opie, who led the High Box.
5. The crew of Lt. Herbert V. Dow, Pilot A/C 2947, thought the Wing formation was poor. This crew was particularly critical of the No. 4 A/C in the low squadron of the high box, stating that the throttle settings employed by the pilot were maintained too constantly.
6. Lt. Roy M. Bonney, Pilot A/C 7790, Lt. James A. Knost, Pilot A/C 2393 and Lt. Elvis E. Johnson, Co-Pilot A/C 9873, all flying in the Low Box criticized the fact that SOP indicated air speeds were not adhered to. These men state that there was much "S-ing" and speeds varied too much.
7. Lt. James M. Kane, Navigator A/C 2947, was pleased that the Deputy Lead gave the wind. Lt. Herbert V. Dow, Pilot A/C 2947, stated that NO. 3 A/C in the low squadron of the High Box flew with trailing wire antenna extended, causing his aircraft much difficulty.
8. T/Sgt Major A. Burnett, ROG A/C 7872, stated that only two fire extinguishers were present in this aircraft.
9. Lt. Thomas H. Krise, Navigator A/C 1081, stated that the weather forecast, insofar as winds were concerned, was the best yet.
10. The crew of Lt. George L. LaFevot, Pilot A/C 7602, needs rest. In the last 5 days they have been scheduled for each mission, and although only 3 have been flown, they have attended all briefings.
11. Lt. Robert A. Hosley, Co-Pilot A/C 2394, and the enlisted men on this crew criticized the fact that the noses of the P-51 fighters are painted yellow, black and red, causing them to resemble enemy a/c/

1472

12. Lt. John J. Marshall, Bombardier A/C 2394, believes that ammunition can which is placed under the Bombardier's seat in some a/c should be moved to one side, inasmuch as it caused strain in sitting on the Bombardier's chair on long missions.

20 July 1944.

13. The enlisted men on the crew of Lt. Alexander Harasyn, Pilot A/C 2394 believe that too many men who are not scheduled to fly eat breakfast in the combat mess.

14. The crew of Lt. Grant H. Linford, Pilot A/C 7938, and S/Sgt. Robert R. Reed, Bombardier A/C 7092 would like hot meals after a mission instead of cold left-overs.

15. S/Sgt. Henry S. Misko, LMG A/C 7511, thinks an electric light should be installed in waists.

16. Lt. Robert O. Duckworth, Pilot A/C 6146, states that 615th Squadron Ordnance has not been furnishing the proper flares and wouldn't give him any green flares today.

17. Lt. Duckworth's crew, overheard some aircraft they believe was in the 94th "A" CBW announcing his position in the clear, stating he was 25 miles west of Frankfurt.

18. Lt. Duckworth's crew observed that # 2 A/C in high squadron of Lead Box (A/C 7738) was firing on friendly fighters. This crew believes that ratings in the 615th Squadron are bad compared to other squadrons and think they should be allowed more than one rating per month.

19. Lt. David Loughlin, Pilot A/C 7962, stated that A/C 7938, flying No. 3 of high squadron of Low Box flew continually directly over A/C 7962, preventing A/C 7962 from maintaining the proper position.

20. The crew of Lt. William H. McIlraith, Pilot A/C 7113, observed that the ITG and the BTG of A/C 6146 were absent from their positions after the enemy coast was left on the route back.

8. S/Sgt Major A. Burnett, A/C 7072, stated that three anti-aircraft searchlights were present in this aircraft.

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

9. Lt. Thomas H. Kriss, Bombardier A/C 1081, stated that the best job cast, insofar as winds were concerned, was the best job.

10. The crew of Lt. George L. LaFevre, Pilot A/C 7083, needs rest. In the last 8 days they have been scheduled for many missions, and although only 5 have been flown, they have exceeded all briefings.

11. Lt. Robert A. Easley, Bombardier A/C 7084, and the enlisted men on this crew criticized the fact that the noses of the P-51 fighters are painted yellow, black and red, causing them to resemble enemy a/c.

- 1172

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

F-C-2

A.P.O. 557
28 July 1944

SUBJECT: Armament Malfunction Mission Report

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

1. Negative Armament Malfunction Report is submitted for the mission of 28 July 1944.

2. There were twenty-two (22) aircraft equipped with the all-electric bomb release system participating in the mission.

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

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

F-B-2

A.P.O. 557
28 July 1944

SUBJECT: Abortive Report

TO : Commanding Officer, AAF Station 128, APO 557
Attn: Air Statistical Officer

1. The following aircraft aborted from the mission of 28 July 1944 due to the reasons stated:

a. Aircraft 31369 - Returned early because # 4 prop ran away and could not be controlled. A ground check revealed that the prop governor was defective.

HENRY P. VANDERHOEF
CWO., Air Corps,
Ass't Group Eng'ng O.

LOW BOX 94TH "A" WING

Combat Flight Leader LT CONNOLLY

Date 28 July 44

Deputy Flight Leader LT MANNIX

613 SQDN

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

CONNOLLY

IN C 1081 *

THOMASON

IN G 7511 ✓

MANNIX

IN U 7706 *

612 SQDN

614 SQDN

CARTER

SC A 7628 ✓

LA FEVOR

IW O 7602 ✓

LINFORD

SC S 7938 ✓

KNOST

SC R 2393 ✓

LEMMONS
~~PLENNER~~

~~IW Q 7476~~
INN 109

TAYLOR

IW S 6145 ✓

LOUGHLIN

SC G 7962 ✓

BURNS

SC D 6992 ✓

BONNEY

SC J 7790 ✓

SPARES

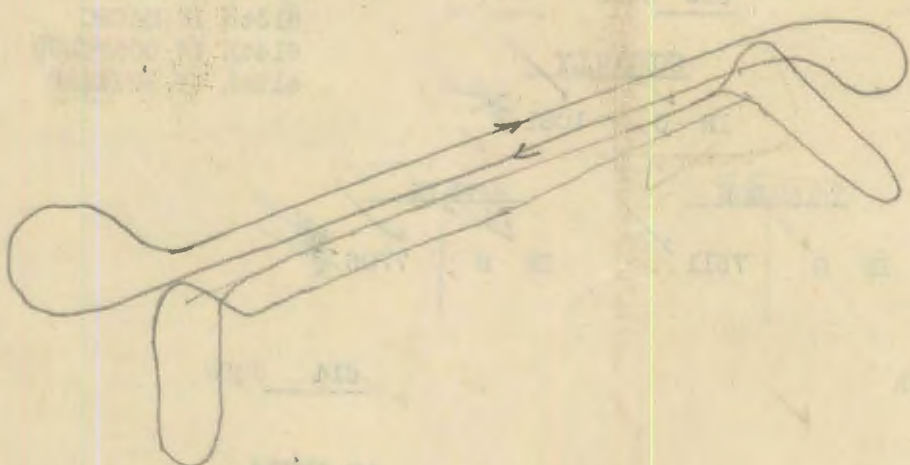
MERCER

IW J 2659 ✓

SPARE LEAD IW P 2012

GROUND SPARES ~~IN B 132~~

IY B 1730 ✓



RECEIVED BY [illegible]
[illegible]
[illegible]

533

[illegible]

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1003060409-0

Engineering

LEAD BOX 94TH "A" WING

Combat Flight Leader COL BOWMAN

Date 28 July 44

Deputy Flight Leader LT COL BROOKS

10 x 500 GP
1/10 1/40

Comp SQDN

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

~~ABORT~~
KALINSKI (BOWMAN)

PFF

636 ~~X~~

RITTING

PARR (BROOKS)

SC B 1662

PFF 600 X

gns
2500

615 SQDN

613 SQDN

FERDYN

IY C 2468

LOCKHART

IN F 6313

OAS

IY D 7859

WINGARD

IY P 6310

ETTERS

IN R 6113

FOX

IN T 7736

MC ILRAITH

IY J 7113

STEGEMAN

IY Q 9873

DUCKWORTH

IY R 6146

WOODCRAFT
ABLE DEPUTY
LEAD

SPARES

HANSON

K 072
IN *S 2047*

GROUND SPARES

W B 132
~~IN B 2105~~
IY B 1730

WEATHER SHIP IY O 1091

94th "A" Wing High Box

Combat Flight Leader CAPTAIN OPIE Date 28 July 1944

Deputy Flight Leader Lt Ball

~~comp~~ SQDN

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

~~OPIE~~

SC T 7510 *

101
KUTA
IN N 6104
IWQ 478

~~BALL~~

SC F 2957 *

614 SQDN

615 SQDN

~~ROZZELL~~

IW A 7872

Abort

~~MANN~~

IY E 7092

~~HARASYM~~

IW D 2394

~~KOVACH~~

IW K 1369

~~SMOUL~~

SC L 7632

~~OSSIANDER~~

SC C 9993

~~KOONS~~

IW H 7869

~~DOW~~

IN S 2947

~~LERWICK~~

IW R 7780

SPARES

~~HILL~~

SC O 7487

~~SCHAUNAMAN~~

SC P 1891
TO COAST ONLY DON'T LOAD

Spare Lead IY L 7551
Ground Spares IY B 1730

~~IN-B-132~~
IN-B-132

46P Flaps out - Vacuum gauge fluctuates.

706 - OK.

736 - Heater out.

873 - #3 Eng. rough - --

092 - OK.

310 - #1 prop. gov. leaking

628 - #2 Eng. rough - Check tail wheel.

859 - OK. - Heated rotostat unit T.T. snafu.

602 - Fluxgate compass out.

104 - OK.

146 - OK - #2 fuel gauge oscillates - C.T. heater inop.

872 - #3 Cyl. gauge fluctuates - Flight ind inop. Check C Ch 4.

869 - OK.

632 - #4 excess oil leak. O₂ Pilot line at regulator. No inj. out.

780 - OK.

394 - OK.