

MISSION NO. 123

To: NIENBURG, GERMANY

401ST BOMBARDMENT GROUP (H)

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

D A Y

MISSION SUMMARY REPORT

MISSION # 123

Date 5 August 1944

ASSIGNMENT

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

EXECUTION

1. Target Bombed: NIENBURG, GERMANY
2. a. Wing Leader: Lt. Col. W. E. SEAWELL
Lead Navigator: Major J. P. EGAN
Lead Bombardier: 1st Lt. C. H. MINOTT
- b. High Box Leader: 1st Lt. J. J. CONNOLLY
Lead Navigator: 1st Lt. T. H. KRISE
Lead Bombardier: 1st Lt. E. E. BOLLER
- c. Low Box Leader: Capt. V. K. CAMMACK
Lead Navigator: 1st Lt. P. F. KAISER
Lead Bombardier: 1st Lt. H. R. BRIARTON
3. Route Over England:
 - a. Takeoff: Takeoff was made without incident although there was a very low cloud layer and restricted visibility.
 - b. Group & Wing Assemblies: Group and Wing assemblies were good. A 36 ship Wing with three spares were formed.
 - c. Route to Coast: Departure from Cottessmore Buncher was made two minutes early and the time lost before Division assembly. Division assembly was good and departure from Control Point 1 was one half minute late.

MISSION SUMMARY REPORT (Cont)

4. Attack:

- a. Flight to Target: The route over the North Sea area was flown with good formation the greater part of the time. We followed close behind the 94th "B" CBW. Entry over the coast and flight to the target was very good, all flak being avoided. The Division was running late so that we passed control point "2" nine minutes late and control point "3" sixteen minutes late. Approach to the target was normal. An excellent run was made with good results by all boxes. Formation over the target was very compact. No flak was encountered.
- b. Bombing Run:
1. Lead Box: Cloud cover over the target was from 1/10 to 3/10ths. The turn off the I.P. was as briefed and the run was very good with no hinderances whatsoever. Very few course corrections had to be made, for the target was easily picked up and we went straight to it from the I.P. Bombs were away at 1334 on a Mag. Head. of 260°. Results were excellent.
2. High Box: The course was flown as briefed to the I.P. The weather was GAVU at the I.P. and over the target area. We turned off the I.P. directly on course and picked up the target immediately. Very few corrections were necessary for drift was pre-set from a wind the Navigator secured just prior to reaching the I.P. and it proved very true. Our assigned Aiming Point was clear even though we were the last box of the last Wing over the target. Synchronization was made and bombs were away at 1336. Results were good.
3. Low Box: At the I.P., the city of Sella (5238N:1005E), the wrong turn was made, but before we leveled out it was realized and a correction of 70° was made to the right. After coming on course we had a very good run. The weather was clear but the target area was all covered with smoke. Check points outside the smoked area were used for synchronization at the beginning of the run. As we drew nearer, the assigned Aiming Point was found and used to refine the synchronization. Bombs were away at 1335 with good results observed, starting large fires in the target area.
- c. Flight from Target: Wing rally was made within ten minutes. Climb to 20,000 feet was made as briefed and withdrawal accomplished without encountering flak. Control point "4" was reached ten minutes late.

MISSION REPORT (Cont)

- d. Return to Base: A normal let down was completed and we returned to base in formation, groups in trail for landing. All aircraft landed safely at home base.
 - e. Comments: (weather etc.) The low cloud extended some distance over the North Sea, then dissipated. There was a middle layer of approximately 3/10ths at 8000 feet during part of the North Sea Leg. Weather over the continent was clear to 3/10ths coverage, visibility excellent.
 - f. Fighter Support: Fighter support was excellent. "Buckeye Blue" gave target weather at approximately the time we entered the continent.
 - g. Conclusion & Recommendations: Although the 94th "C" CBW bombs hit the target well it seemed doubtful if extensive damage was done by the 1000lb. SAB bombs. Evidently it was well buried.
5. Aircraft Not Attacking:
All scheduled aircraft attacked target.
6. Enemy Opposition:
No air opposition. No flak encountered at target or en route, a little observed from a flak barge on the Elbe River.
7. Battle Damage: None
8. Casualties: None
9. Statistical Summary of Operations: (see attached form)
10. Bombing Data:
a. Observations:
Lead Box: Results were excellent, practically 100% of bombs falling within 1000' of the MPI.
High Box: Results looked good to excellent, however, were difficult to observe.
Low Box: Good results were observed, large fires seen to be started in the target area.

MISSION SUMMARY REPORT (Concl)

b. Disposition of Bombs:

Lead Box: Of the 10 401st A/C dropping bombs, 9 dropped 69 x 1000# SAP on primary. One A/C (#6310) picked a target of Opportunity 7 miles before Primary target and dropped because of mechanical difficulty. Three bombs hung up in another A/C and were dropped at 5228-0800E. The PFF A/C dropped 16 x 1000# SAP on primary. The spare returned its load of bombs.

High Box: Twelve A/C dropped 93 x 1000# SAP on the primary, three hung up and were dropped at 5228-0800E. The spare returned its load of seven bombs.

Low Box: Twelve A/C dropped 93 x 1000# SAP on the primary. The Spare returned its load of seven bombs.

c. Tabular Summary of Disposition of Bombs:

	<u>Aircraft</u>		<u>Bombs</u>			
	<u>Over Target</u>	<u>Bomb- ing</u>	<u>Num- ber</u>	<u>Size</u>	<u>Type</u>	<u>Fusing Nose Tail</u>
Main Bombfall	34	33*	255	1000#	M59SAP	1/10 1/10
Other Attacks		1**	14	1000#	M59SAP	1/10 1/10
Total Bombs on Targets			269	1000#	M59SAP	1/10 1/10
Other Expenditures			-	-	-	-
Bombs Returned			21	1000#	M59SAP	1/10 1/10
Total Bombs Loaded on A/C Taking Off			288 ²⁹⁰	1000#	M59SAP	1/10 1/10

* Excl 2 PFF dropping 16 x 1000# SAP.

** Incl 1 A/C dropping 8 bombs on F. of O. - 7 miles from primary target.
 2 A/C dropping 6 bombs on T. of O. - 5228-0800E.

11. Lost Aircraft:

None.

Submitted by:

KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer

STATISTICAL SUMMARY OF OPERATIONS

401st Group

1st BD F. O. 461

Date of 5 August 1944

94th "G" CBW

	LEAD BOX		HIGH BOX		LOW BOX
		PFF - GH		PFF - GH	
1. No. of A/C Failing to Take Off	0	0			
2. No. of A/C Airborne	11	2	13		13
3. No. of A/C Airborne Less Spares	10	2	12		12
4. No. of A/C Sorties	10	2	12		12
5. No. of A/C Attacking	10	2	12		12
6. No. of A/C Not Attacking	-	-	-		-
(a) Early Returns Included					
7. Name of Primary Target	NIENBURG, GERMANY				
(a) No of A/C Attacking	9	2	12		12
(b) No., Size & type of bombs	69 1000# SAP	16 1000# SAP	93 1000# SAP		93 1000# SAP
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	UNKNOWN - 7 MILES BEFORE P.T.				
(a) No. of A/C Attacking	1				
(b) No., Size, & type of Bombs	8 1000# SAP				
11. Name of Target Opportunity	UNKNOWN - 5228-0800E				
(a) No. of A/C Attacking	(1) Incl above		(1) Incl above		
(b) No., Size & type of Bomb	3 1000# SAP		3 1000# SAP		
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	0853	0855	0857
19. Time of Attack	1334	1336	1335
20. Average Time of Flight	6.7	6.8	6.7
21. Altitude of Release	18,000' 18,705'	18,700' 19,170'	16,000' 17,550'
22. Visual or PFF	VIX	VIX	VIS
23. Enemy Resistance - AA Int.&ACC.	NONE	NONE	NONE
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	EXCELLENT	EXCELLENT	EXCELLENT

PFF A/C Borrowed from Groups. as follows:

2 PFF FORM 351ST BOMB GP

PFF A/C Loaned to Groups as Follows:

NONE

NOTES:

HEADQUARTERS AAF STATION #128
 OFFICE OF THE NAVIGATION OFFICER

5 August 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 0853 hours; Land at 1540 hours.
- b. Group formed at 1006 hours at 10000 feet.
- c. Formed UFW at 1006 hours at 10000 feet.
- d. Began climb at 1132 hours, reached alt. at 1219 hours.
- e. Weather encountered over England:
 - (1) Clouds 3 / 10th - Visibility UNL miles.
 - (2) Wind at altitude 70 degrees, 17 knots.
- f. Means of navigation over England. Radio, Gee, DR
- g. Means of checking Metro Winds Gee
- h. Joined task force at 1029 hrs. at Spl. #4
 (Splasher, City, Coord.)
- i. English Coast out at 1029 1/2 hrs.; Enemy Coast in at 1247 hrs.
- j. Fighter Rendezvous:
 - (1) Going in _____ hrs. As briefed
 - (2) Coming back _____ hrs.
- k. Wind used for bombing:
 - (1) 110 degrees, 26 knots.
 - (2) Determined by Pilotage
 (Method)
- l. Bomb run and Method of Target Identifications:
 - (1) Reached IP at 1324 hrs.
 - (2) Mag. heading over target 265 degrees.
 - (3) Altitude over target 18000 feet.
 - (4) Bombs away at 1334 hrs.
 - (5) Method of target identification and weather over target:
Pilotage
- m. Gee:
 - (1) Coordinates of furthest fix 54-00 N. 06-20 E.
 - (2) Obtained at 1209 hours.
- n. Difficulties encountered with special equipment.

COMMENTS:

/S/ James F. Egan
 JAMES F. EGAN
 Major, A. C.
 Lead Navigator, Lead Box

HEADQUARTERS AAF STATION #128
 OFFICE OF THE NAVIGATION OFFICER

5 August 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 0857 hours; Land at 1551 hours.
- b. Group formed at 1006 hours at 9,000 feet.
- c. Formed CBW at 1033 hours at 10,000 feet.
- d. Began climb at 1132 hours; reached alt. at 1210 hours.
- e. Weather encountered over England:
 - (1) Clouds 3 / 10th - Visibility CAVU miles.
 - (2) Wind at altitude 70 degrees, 17 Knots.
- f. Means of navigation over England. Pilotage, Gee
- g. Means of checking Metro Winds Gee
- h. Joined task force at 1033 hrs. at S.A. #4
 (Splasher, City, Coord.)
- i. English Coast out at 1037 hrs.; Enemy Coast in at 1242 hrs.
- j. Fighter Rendezvous:
 - (1) Going in _____ hrs.
 - (2) Coming back _____ hrs. As briefed
- k. Wind used for bombings:
 - (1) 70 degrees, 17 Knots.
 - (2) Determined by Gee
 (Method)
- l. Bomb run and Method of target Identifications:
 - (1) Reached IP at 1325 hrs.
 - (2) Mag. heading over target 260 degrees.
 - (3) Altitude over target 16920 feet.
 - (4) Bombs away at 1335 hrs.
 - (5) Method of target identification and weather over target:
Visual, CAVU
- m. Gee:
 - (1) Coordinates of furthest fix 53-45 N. 04-03 E.
 - (2) Obtained at 1132 hours.
- n. Difficulties encountered with special equipment.
None

COMMENTS:

/S/ P. F. Kaiser
 P. F. KAISER
 2nd Lt., A. C.
 Lead Navigator, Low Box

HEADQUARTERS AAF STATION #128
 OFFICE OF THE NAVIGATION OFFICER

5 August 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 0855 hours; Land at 1531 hours.
- b. Group formed at 1004 hours at 10500 feet.
- c. Formed CPW at 1004 hours at 10500 feet.
- d. Began climb at 1130 hours; reached alt. at 1216 hours.
- e. Weather encountered over England:
 - (1) Clouds 3 / 10th - Visibility UNL miles.
 - (2) Wind at altitude 160 degrees, 20 Knots.
- f. Means of navigation over England. Gee, Pilotage
- g. Means of checking Metro Winds Gee
- h. Joined task force at 1032 hrs. at Louth
 (Splasher, City, Coord.)
- i. English Coast out at 1032 hrs.; Enemy Coast in at 1242 hrs.
- j. Fighter Rendezvous:
 - (1) Going in _____ hrs.
 - (2) Coming back _____ hrs. As briefed
- k. Wind used for bombing:
 - (1) 160 degrees, 20 Knots.
 - (2) Determined by Gee
 (Method)
- l. Bomb run and Method of Target Identifications:
 - (1) Reached IP at 1226 hrs.
 - (2) Mag. heading over target 265 degrees.
 - (3) Altitude over target 18700 feet.
 - (4) Bombs away at 1336 hrs.
 - (5) Method of target identification and weather over target:
Visual, CAVU
- m. Gee:
 - (1) Coordinates of furthest fix 53-56 N. 05-21 E.
 - (2) Obtained at 1154 hours.
- n. Difficulties encountered with special equipment.

COMMENTS:

/s/ T. H. Krise
 T. H. KRISE
 2nd Lt., A. C.
 Lead Navigator, High Box

Lt. Col. Seawell - r Commander

FLIGHT PLAN

PILOT Lt. Kalinski

NAVIGATOR Major J. P. Egan

DATE 5 August 1944

STATIONS	0730	ENGINE	0830	TAXI	0845	T.O.	0900
LEAVE BASE	COTTESMORE 1006						
COAST OUT	1029						
ENEMY COAST	1230						
I.P.	1309						
TARGET	1320						
ENEMY COAST	1415						
ENGLISH COAST	1449						
R. T. R.	1525						

Wind 40/15K

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

Zero Hr - 1000
 Ref Alt - 20000
 Bomb Alt - 18000
 Oxygen - 0.250
 Over Continent - 0145

Division Assembly - Spaulding to Spl. 4

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

Letdown on Cottesmore buncher At Lead Low C.M.T. High 360 345 015 Mag. H.

FROM TO	W/V UESD	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRI-FT	TRUE HDNG.	VAR.	MAG. HDNG.	G. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA			
														TIME	BODY	ALT.	AZI.
Assemble at 10000 ft (Lead)																	
Cottesmore (Y) Buncher																	
52-44N 00-39W	70/10	10000	150	154	082	-1	081	10	091	144	38	1:08	1006				
Spaulding (0)			130										1014				
52-47N 00-09W	70/10	10000	150	154	009	13	012	10	022	149	36	1:15	1029	English Coast	Cont. Pt. 1	1029	
Louth (2)			130														
53-22N 00-00	70/10	10000	155	158	081	-1	080	19	089	148	137	1:56	1125				
53-43N 03-40E			134														
"	70/10	18000	150	164	081	-1	080	17	087	154	115	1:45	1210				
54-00N 07-00E			130														
"	70/10	18000	155	180	094	-1	093	16	099	171	36	1:13	1223	Enemy Coast 53-45N	C.P. 2	1229	
53-58N 08-00E			134											Coast 08-31E			
"	70/10	18000	155	180	123	-3	120	15	125	174	109	1:38	1301			C.P. 3 1253	
52-58N 10-33E			134														
"	40/15	18000	155	180	219	0	219	15	224	195	27	1:08	1309	I. P.			
52-37N 10-05E			134														
" IP "	40/15	18000	150	175	268	14	272	15	277	184	33	1:11	1320	Target			
TARGET			130														
52-36N 09-11E	40/15	20000	150	178	253	13	256	16	262	190	27	1:09	1329				
52-28N 08-20E			130														
"	40/15	20000	150	182	298	15	303	16	309	184	20	1:07	1336			Cont. Pt. 4 1340	
52-37N 08-00E			130														
"	70/10	20000	150	182	270	11	271	17	278	192	123	1:39	1415	Enemy Coast			
52-37N 04-37E			130														
"	70/10	2000	170	177	266	11	267	18	275	187	105	1:34	1449	English Coast			
Lowestoft			148														
52-29N 01-45E	70/10	2000	150	135	271	12	273	10	283	144	86	1:36	1525	ETR			
base			130														
Base LITTO	70/10	0 to 10000	150	142	023	13	026	10	036	135	56	1:25	1004	LITTO			
Louth			130														
53-22N 00-00			130														
(Spl. 4, 53-21N 00-05W)																	

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	I.A.S. MPH /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		G.S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
					VHF - Code for authentication - "five aces" Abandon mission - "Blood and guts"										
					Interval - 2 min between OBW's. Chaff - Discharge 2 min before IP and continue for 15 minutes. Emergency airdrops - Langham 52-56N 00-58E Spares - Turn back at 03:00E.										
					* Note - Unites to withdraw at 20,000'. Targets - Nineburg 52-36N 09-11E 2nd - Diepholz 52-35N 08-21E PTF - Hannover - 52-24N 07-43E - Will test 25,000' if possible. Bunchers: (W) Kings Cliff 52-34N 00-29W (X) Glatton 52-28N 00-15W										
0853			50		T. O. , Climbing to 10,000										
0855			360												
0911			180		180 to buncher		6500								
0925					Circling buncher		10000								
1004			90		Depart pt. "Y", 2 min early		150	10000							
1006					Wing formed, low group trailing										
1029 1/2			15		A/C, Pt. "Z", 1/2 min late		145	10000							
1034			80		53-27N 00-08E		148	10000							

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	
1040			80				150	10000 #3	154						
1044	64	#14	80		53-37N 00-40E A/C/	Wind 125/44K			155	21½		128			
1045			90												
1054			104		53-38N 01-27E										
1059			90				150	10000							
1100			90		53-37N 01-49E							130			
1106			90		53-39N 02-12E	S-ing behind other wing	150	10000		22½		130			
1110½	82	#8	90		53-40N 02-23E	Wind 125/32K	150	10000 #4	155	22½	10½	130	50	13	1033½
1121			90		53-43N 03-06E	Wind 125/30K		10000		24½	11	134	24½	11	1032
1132					Start climb, 3 mi. left of course		145	10000 #4	155						
1145			95		53-52N 04-46E		148	12600	159						
1150			90				148	13500	161						
1152	90	#3	#93				148 129	14000 -3	163	19	07				
									125	39½		126	32	15	
1209	90		90		54-00N 06-20E			17500		57	24	142		10	1219
1214			90		A/C to 96										
1215			85												
1219			90		54-00N 07-00E			18000				140	34	14½	1233½
1229			110		Convey 20 mi S. Heligoland										
1231			115		Heligoland 12 mi. to left		150	18000 -10							
1241			120		G. P. #2 on course, Enemy Coast 44 ship convey off Cuxhaven										
1250	139	-4	135					18000 -10							
1253	129	-4	125		PP 53-32N 09-26E	Wind 110/26	150	18000 -10	178			156	59	23	1316
1303			120		PP 53-15N 09-40E					25	10	148			
1314			125		Ulaen, A/C. G. P. 3, 16 min late		155	18000				186	08½		1325 IP
1316			215		A/C										
1322					Turning to IP			18000							
1324			260		I. P.		150	18000							
	253	#7	260					18000							
1334	253	#7	260		BOMBS AWAY			18000				206	08		1342
1337	253	-5	248												
1350	271	-3	268		G. P. #4, 10 min late, on course		148	20000 -14							
1357	272	-2	270		52-42N 07-18E							219	100	26	1423
1409	269	-4	265		Meppel										
1425			255		Enemy Coast on, on course		150	20000 -14				214	105	30	1455
1430	265	-5	260												
1437½			260		52-31N 03-21E		170								
1448			270		52-28N 02-22E		170	11000							
1455			285		English Coast, 2 mi. North of Lowestoft		165	9000							
1533 1540			260		Base, Deenethorpe Folebrook, landed										

I certify that this is a true copy of the Lead Navigator's Log.

SIGNED

NAVIGATOR

H. W. BUNNAN, Lt. Col., U.S. Army

VIII BOMBER COMMAND - PROPOSED OVERALL PLAN

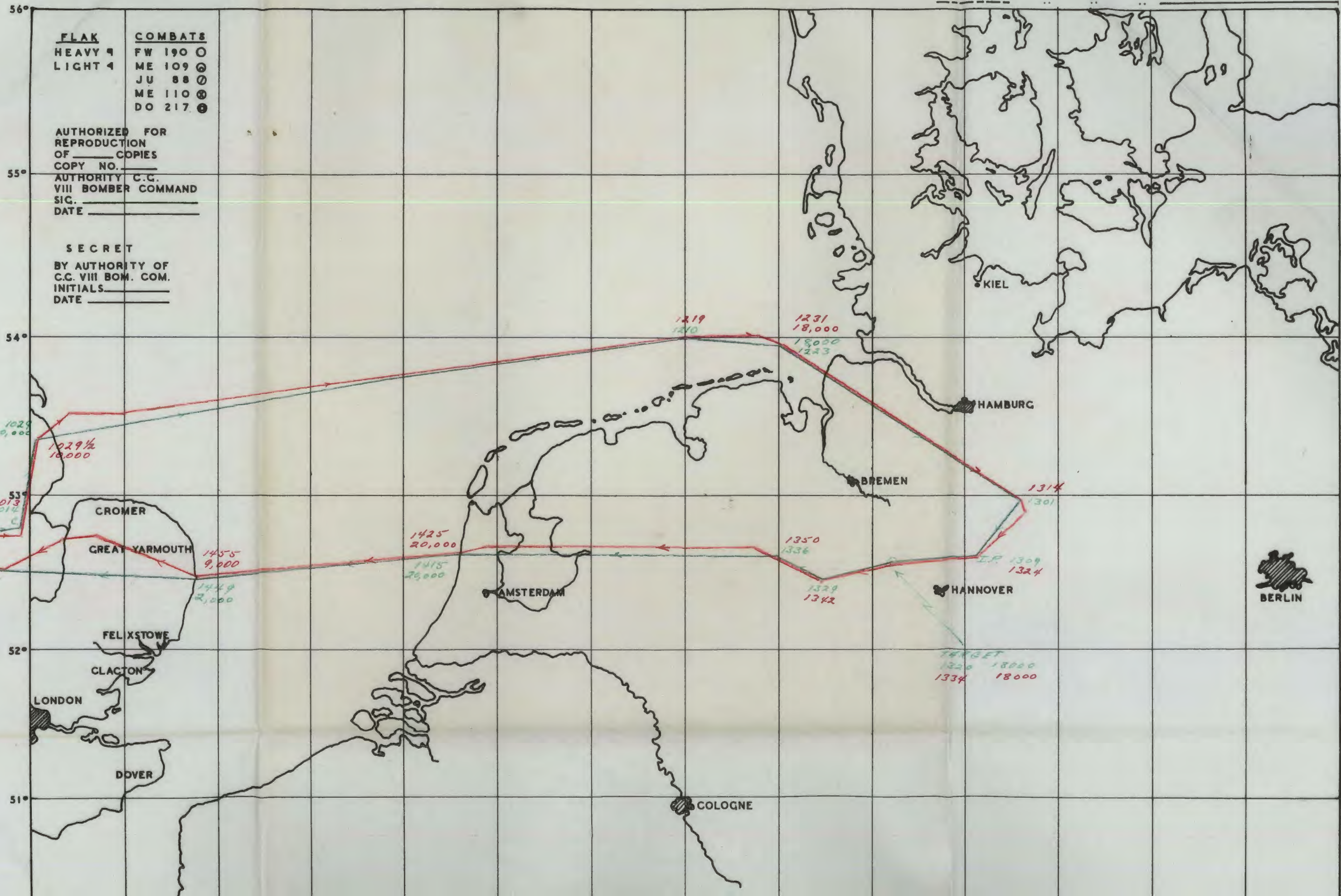
TARGET

Primary Neinburg, Germany
 Secondary _____
 Last Resort _____

TRACK CHART

DATE Aug. 5, 1944

Green Route followed by Briefed Course
Red " " " 401st B. G. (A)
 _____ " " " _____
 _____ " " " _____
 _____ " " " _____



FLAK
 HEAVY 4
 LIGHT 4

COMBATS
 FW 190 ○
 ME 109 ⊙
 JU 88 ⊙
 ME 110 ⊙
 DO 217 ⊙

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 DATE _____

FLAK
HEAVY 4
LIGHT 4

COMBATS
FW 190 ○
ME 109 ⊙
JU 88 ⊙
ME 110 ⊙
DO 217 ⊙

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INITIALS _____
DATE _____



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

LEAD BOX
 COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Minott DATE 5 August 1944
 PILOT Lt. Col Maxwell TAKE OFF 0858
 NAVIGATOR Major Egan, Lt Russell AIRPLANE 687
 ORGANIZATION _____ SQUADRON 615 GROUP 401st LANDED 1540
 OBJECTIVE Hienburg, Germany (MPI) _____
 INITIAL POINT _____
 METHOD OF ATTACK _____
 Individual Flight Squadron Group Wing
 NUMBER A/C IN GROUP 10(Plus 2 FFF) COMPOSITE GROUP _____
 DEFECTION AND WING SIGHTING, GROUP Lead A/C COMPOSITE GROUP _____
 RANGE SIGHTING ONLY, GROUP _____ COMPOSITE GROUP _____
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1A/C
 BOMBS, TYPES AND SIZES 1000# M 59 SAP
 NUMBER OF BOMBS LOADED 50 x 1000# M 59 SAP RELEASED 50 x 1000# SAP
 FUZING, NOSE 1/10 TAIL 1/10
 SYNCHRONIZATION X
 On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target	<u>95</u>	Mag Head, order	<u>227</u>	Actual	<u>235</u>
True Altitude above target		True Heading	<u>280</u>	Actual	
Ind. Altitude	<u>18705</u>	Drift, Est	<u>4L</u>	Actual	<u>1R</u>
Pressure alt of target	<u>266</u>	True Track		Actual	<u>261</u>
Altimeter setting	<u>29.92</u>	Actual Range	<u>18059.85</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>212</u>	Actual	<u>254</u>	Time of Release	<u>1854</u>
Wind Direc, Metro	<u>40</u>	Actual	<u>110</u>	Intervalometer Setting	<u>Salvo</u>
Wind Veloc, Metro	<u>17</u>	ATF	<u>25</u>	Length of Bombing Run	<u>4 min</u>
D.S.	<u>151.4</u>	Actual	<u>85</u>	C-1 Pilot	<u>Yes</u>
Can. D.A.E.S.T.	<u>.56</u>	Actual	<u>.00</u>	Manual Pilot	

TYPE OF RELEASE

Individual Train Salvo ^X Jettisoned Returned

POINT OF IMPACT IF SEEN

Target Area

NAVIATION DATA:

MEAN TEMP. METRO 43 ACTUAL 43

WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
1000						
5000						
10000						
15000						
17000						
19000	-- 40	110	17	25	-13	-10
20000						
25000						
28000						
30000						

METHODS OF BOMBING

	(T)	
	T T	
	T	
	T T	
△		△
T T		T T
T		T
T T		T T

COMPOSITE GROUPS

	T	
	T T	
	T	
	T T	
T		T
T T		T T
T		T
T T		T T

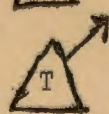
Bombardier making complete sighting operation



Bombardier making range operation only



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

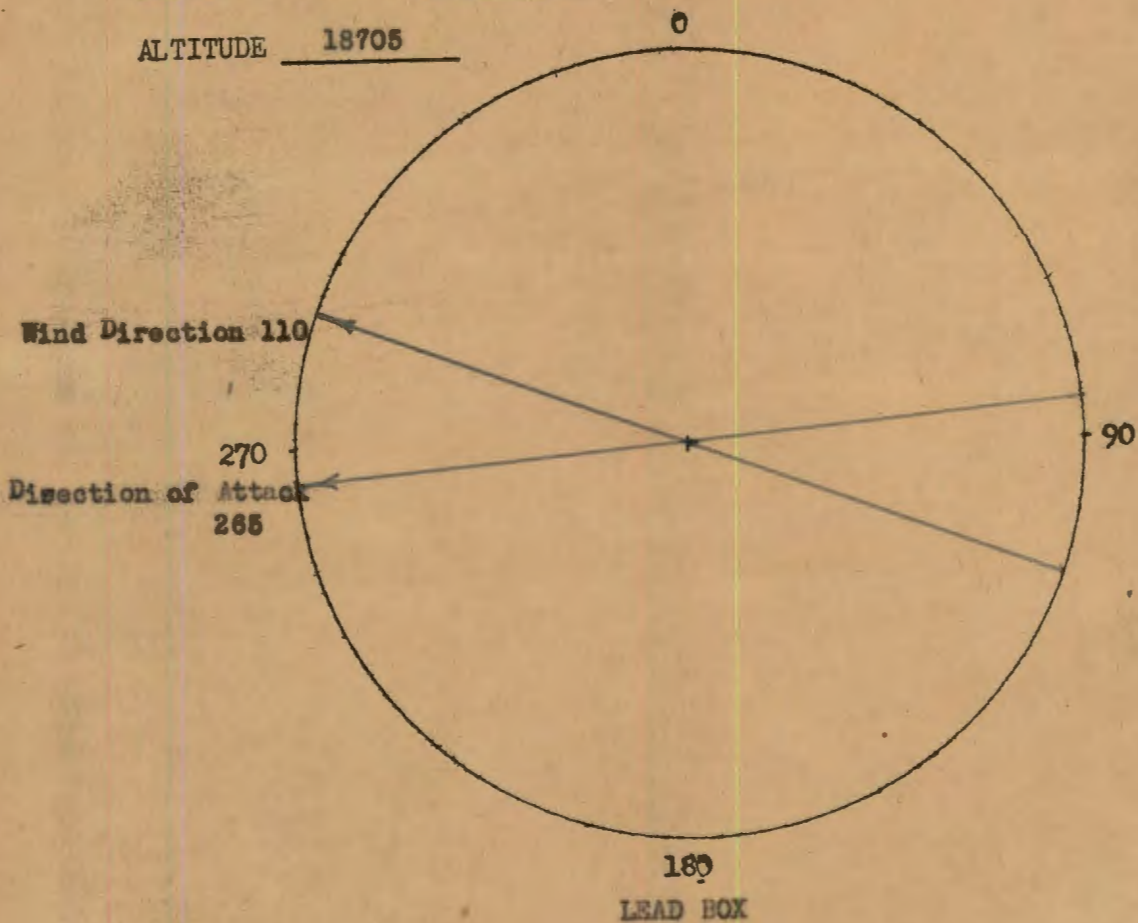


BOMBARDIER'S INDIVIDUAL PLOT

TARGET Nienburg, Germany

METHOD OF BOMBING Visual

ALTITUDE 18705



PLOT

WIND DIRECTION 110

WIND VELOCITY 25

DIRECTION OF ATTACK 265

REMARKS -----

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

HIGH DCK
 COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Boller DATE 5 Aug 1944
 PILOT Lt. Connolly TAKE OFF 0854
 NAVIGATOR Lt. Krise AIRPLANE 081
 ORGANIZATION _____ SQUADRON 618 GROUP 401 LANDED 1558
 OBJECTIVE Nienburg, 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 Lead A/C COMPOSITE GROUP _____

RANGE SIGHTING ONLY, GROUP _____ COMPOSITE GROUP _____

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

BOMBS, TYPES AND SIZES 1000 # M 59 SAP

NUMBER OF BOMBS LOADED 96 x 1000# M 59 SAP RELEASED 93 x 1000# M 59

FUZING, NOSE 1/10 TAIL 1/10

SYNCHRONIZATION
 On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target	<u>95</u>	Mag Head, order	<u>277</u>	Actual	<u>280</u>
True Altitude above target	<u>19,170</u>	True Heading			
Ind. Altitude	<u>18900</u>	Drift, Est	<u>4L</u>	Actual	<u>4R</u>
Pressure alt of target	<u>-288</u>	True Track			<u>284</u>
Altimeter setting	<u>29.92</u>	Actual Range			<u>11,156</u>
C.I.A.S. <u>150</u>	I.A.S. <u>150</u>	B.S.Type			<u>M-9</u>
G.S., Est <u>214</u>	Actual <u>218</u>	Time of Release	<u>1358</u>		
Wind Direc. Metro <u>40</u>	Actual <u>160</u>	Intervalometer Setting			<u>8.1yo</u>
Wind Veloc. Metro <u>17</u>	Actual <u>18</u>	Length of Bombing Run			<u>5 min</u>
D.S. <u>149.5</u> Trail <u>38</u>	ATF <u>38.04</u>	C-1 Pilot <u>Yes</u>			A-5
Tan. D.A. EST. <u>.57</u>	Actual <u>.59</u>	Manual Pilot			

TYPE OF RELEASE

Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN

Target Area

NAVIGATION 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
 28000
 30000

40

180

17

18

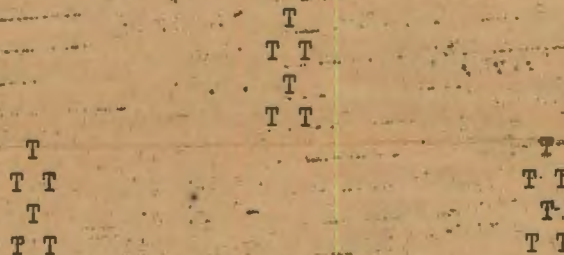
-13

-13

METHODS OF BOMBING



COMPOSITE GROUPS



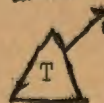
Bombardier making complete sighting operation



Bombardier making range operation only



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



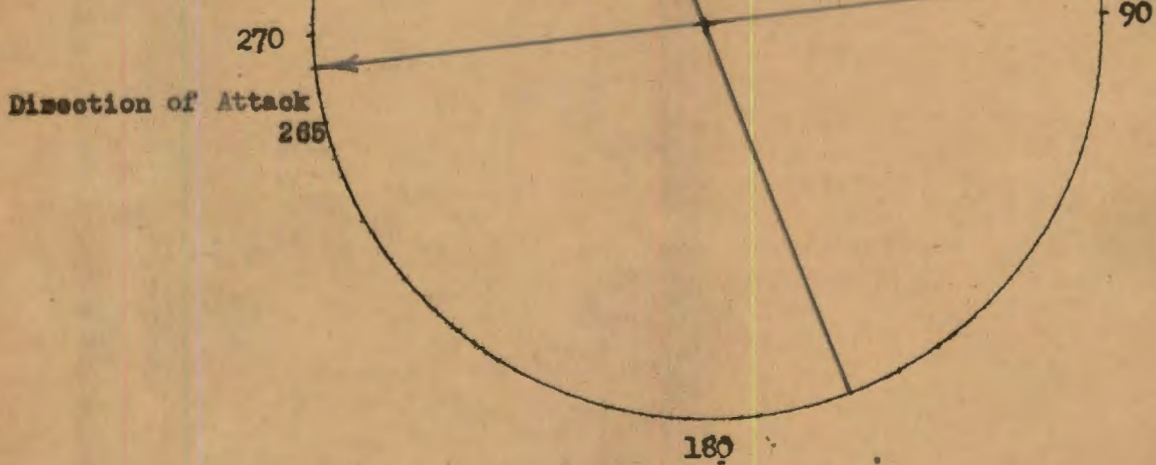
BOMBARDIER'S INDIVIDUAL PLOT

TARGET Wienburg, Germany

METHOD OF BOMBING Visual

ALTITUDE 19170

Wind Direction 180



HIGH BOX

PLOT

WIND DIRECTION 180

WIND VELOCITY 18

DIRECTION OF ATTACK 265

REMARKS -----

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Briarton DATE 5 August 1944
 PILOT Capt Gammack TAKE OFF 0847
 NAVIGATOR Lt. Kaiser AIRPLANE 873
 ORGANIZATION _____ SQUADRON 614 GROUP 401st LANDED 1552
 OBJECTIVE Honburg, Germany (MPI) _____
 INITIAL POINT _____

METHOD OF ATTACK _____
 Individual Flight Squadron Group Wing

NUMBER A/C IN GROUP 12 Lead A/C COMPOSITE GROUP _____

DEFLECTION AND RANGE SIGHTING, GROUP Lead A/C COMPOSITE GROUP _____

RANGE SIGHTING ONLY, GROUP _____ COMPOSITE GROUP _____

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

BOMBS, TYPES AND SIZES 1000# M 59 SAP

NUMBER OF BOMBS LOADED 95 x 1000# M 59 SAP RELEASED 95 x 1000# M 59 SAP

FUZING, NOSE 1/10 TAIL 1/10

SYNCHRONIZATION X
 On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target _____	Mag Head, order <u>277</u> Actual <u>288</u>
True Altitude above target <u>95</u>	True Heading _____
Ind. Altitude <u>17500</u>	Drift, Est _____ Actual _____
Pressure alt of target <u>17000</u>	True Track <u>4L</u> <u>SR</u>
Altimeter setting <u>200</u>	Actual Range <u>20.5</u>
C.I.A.S. _____ I.A.S. <u>29.92</u>	B.S. Type _____
C.S., Est <u>150</u> Actual <u>150</u>	Time of Release <u>M-9</u>
Wind Direc, Metrc <u>210</u>	Intervalometer Setting <u>1865</u>
Wind Veloc, Metrc <u>40</u> Actual <u>70</u>	Length of Bombing Run <u>Salvo</u>
D.S. Trail <u>27</u> ATF <u>29</u>	C-1 Pilot <u>A-5</u> <u>10 min</u>
Tan. D.A:EST. <u>22</u> Actual <u>33.03</u>	Manual Pilot <u>Yes</u>

TYPE OF RELEASE

Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN

Target Area

NAVIGATION DATA:

MEAN TEMP.

METRO

45

ACTUAL

-1

WINDS

ALTITUDE

DIRECTION

VELOCITY

TEMP C.

METRO

ACTUAL

METRO

ACTUAL

METRO

ACTUAL

1000
 5000
 10000
 15000
 17000
 19000
 20000
 25000
 28000
 30000

-- 40

70

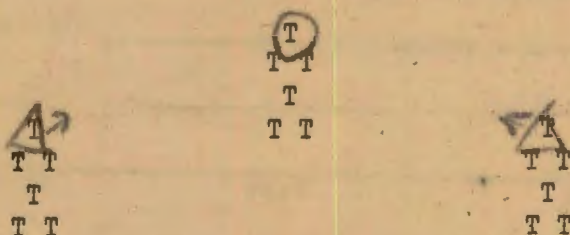
17

29

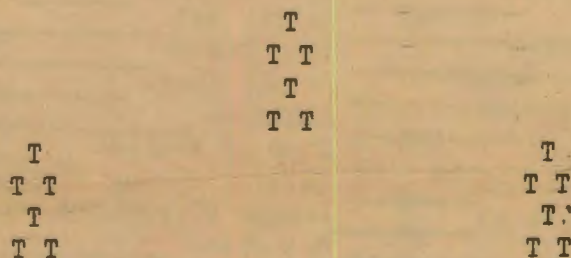
-15

-9

METHODS OF BOMBING



COMPOSITE GROUPS



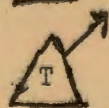
Bombardier making complete sighting operation



Bombardier making range operation only



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

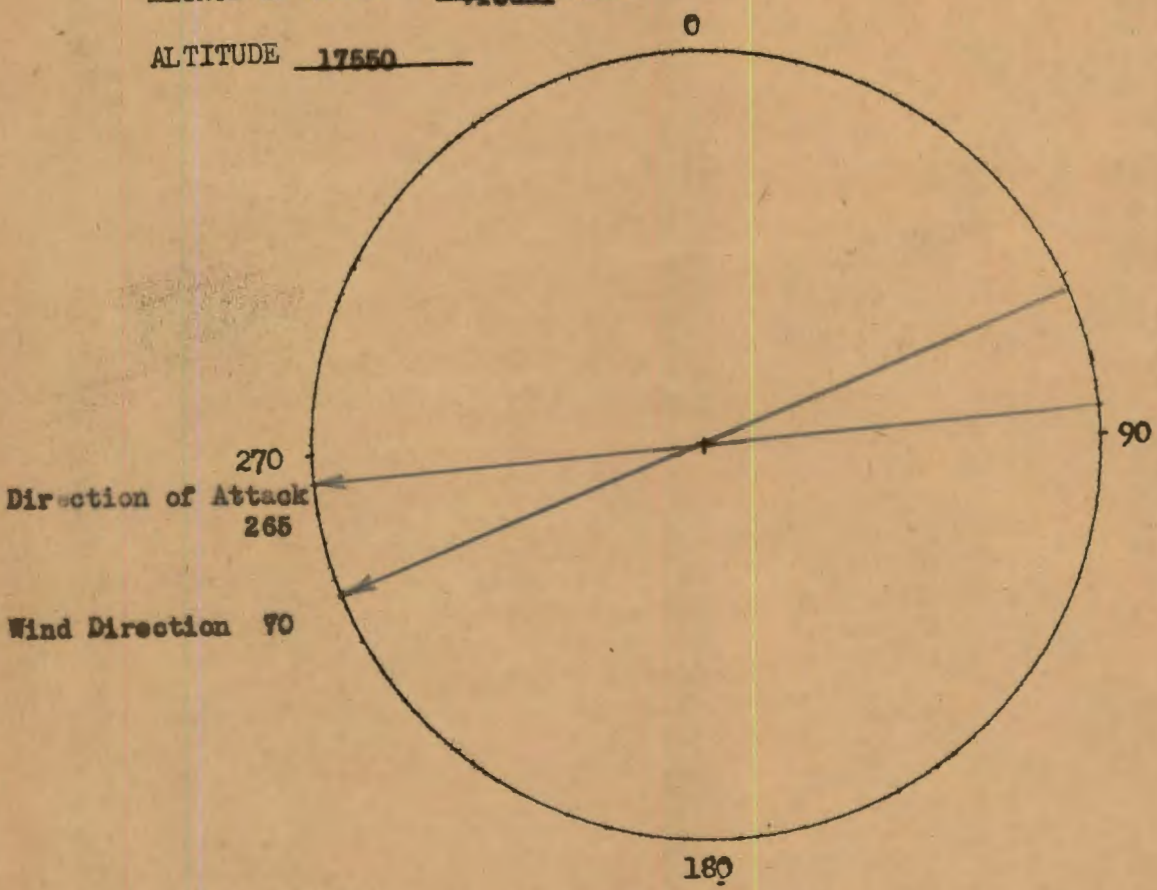


BOMBARDIER'S INDIVIDUAL PLOT

TARGET Nienburg, Germany

METHOD OF BOMBING Visual

ALTITUDE 17550



270
Direction of Attack
265

Wind Direction 70

LOW BOX

PLOT

WIND DIRECTION 70

WIND VELOCITY 29

DIRECTION OF ATTACK 265

REMARKS -----

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

J-A-1

Reference Field Order ~~461~~ ~~6 AUGUST~~ 1944

SUBJECT: Communications Report, Operational Mission No ~~123~~
TO : Commanding Officer, 401st Bomb Gp (H), AAF Sta 128, APO 557.

SECTION ONE - USE OF RADIO NAVIGATIONAL AIDS

- | | |
|-----------------------------|------------------------------------|
| 1. VHF/DF Bearings: | 5. Radio Beacons used: |
| to 401st A/G <u>0</u> | Splashers <u>19</u> |
| to other A/C <u>0</u> | Fixed Beacons <u>0</u> |
| 2. HF/DF Bearings <u>0</u> | Bunchers <u>32</u> |
| 3. MF/DF Fixes <u>0</u> | 6. Total A/C using Gee <u>24</u> |
| 4. Distress Action <u>0</u> | Maximum Fix 0700 - 0400 |

SECTION TWO - REPORTED EQUIPMENT DEFICIENCIES

- | | |
|---------------------|------------------------|
| 1. Liaison <u>2</u> | 5. Interphone <u>7</u> |
| 2. Command <u>3</u> | 6. Gee <u>1</u> |
| 3. VHF <u>1</u> | 7. IFF <u>0</u> |
| 4. Compass <u>1</u> | 8. Others <u>0</u> |

SECTION THREE - REMARKS

~~A/C WHICH BROKE VHF SAFETY WIRES:~~

~~064 - AIR COMMANDER CALLED; ANSWER NECESSARY.~~

~~664 - CALLED LEADER FOR PROPER POSITION.~~

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

OFFICE OF THE INTELLIGENCE OFFICER
AAF STATION - 128
APO 557 - US ARMY

D-K-2

5 August 1944.

SUBJECT: Comments of Crews Participating in Mission to Hienburg (Thru
Lt. Col. W. T. Seawell and Lt. Col. A. C. Brooks.)

TO : Commanding Officer, Station 128, APO 557, US Army.

1. Lt. Roy M. Bonney, Pilot A/C 7628, is of the opinion that when coming in to IP the leaders have tendency to throw wing men into stall-out. Bank too steep - should swing farther out. Also stated there was too much cutting in on "C" channel (Fighters).

2. Lt. Robert O. Duckworth and crew - why no Air Medals yet since we have 12 missions in?

3. T/Sgt. William H. Whitman, R/O, A/C 7958, believes there should be a safety switch on camera. Possibility of it turning on automatically if brushed against.

4. Lt. Garrett A. Filamy, Pilot, A/C 7478, and crew complimented lead Navigation today.

5. Crew of Lt. Elmer C. Gillespie, Pilot A/C 6146, liked nights sleep before mission and the 0700 hour briefing deal.

6. Lt. Louis H. Ludman, Co-Pilot A/C 7151, states that some crews are always throwing chaff out ahead of time in some cases as much as 10 minutes.

7. Enlisted Men of A/C 1662, Lt. David Laughlin, Pilot; stated that when they get back from a long mission they don't get enough to eat.

8. The following comments were made regarding transportation:

a. Lt. Charles H. Aiken, Pilot A/C 9995, - Truck took one hour to show up after we landed.

b. Lt. B. J. Morin, Navigator A/C 7869, - We waited one hour and twenty minutes for a truck after landing.

c. Lt. Arthur Gray, Navigator A/C 6992, - Transportation is poor again.

9. Crew of Lt. Estel G. Burns, Pilot A/C 6992, stated that rations for missions are getting shorter. Now there are no Carbohydrates and only one candy bar.

10. T/Sgt. Thomas Stokesberry, TIG A/C 7706, asks why guns can't be left at tents near A/C. Would save a lot of time and transportation.

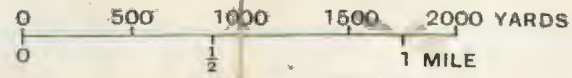
for R. W. Fry
W. B. FRY *2nd Lt*
Major AC
Group S-2 Officer.

Target No.
I (a) (v) 5

UNDERGROUND OIL STORAGE — NIENBURG (GERMANY)

Illustration No.
I (a) (v) 5/1

Illustration No.
I (a) (v) 5/1



Photographed 8 April 1944

(1 : 32,000) approx.

Issued July 1944



A.I.3c (1)

TYPE A

DECLASSIFIED PER NND 745,005
BY ED M:RA DATE 11/2/10

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

August 5th, 1944

OK
SUBJECT: Loading List

TO: Oper. Officer, 401-Bomb Group (H), AAF Sta. #128, APO# 557

A/C 42-31087

P	Schaunaman, George S.	2nd Lt.	612th.
CP	Hobgood, James R.	2nd Lt.	"
N	Furrier, Robert E.	2nd Lt.	"
B	Sandoe, Kenneth E.	2nd Lt.	"
RO	Kopitnikoff, Irving G.	S/Sgt.	"
TTG	Morris, Thomas P.	S/Sgt.	"
BTG	Willet, Edward H.	Sgt.	"
TG	Williams, Clarence F.	Sgt.	"
LWG	Curry, Edward A., Jr.	Sgt.	"

A/C 43-37632

P	Hocking, Bert E.	2nd Lt.	"
CP	Merritt, William R.	2nd Lt.	"
N	Block, Theodore S.	2nd Lt.	"
B	Chayka, William J.	2nd Lt.	"
RO	Moore, Donald J.	T/Sgt.	"
TTG	Cannon, James W.	T/Sgt.	"
BTG	Doles, Harry (NMI)	S/Sgt.	"
TG	Thomas, Ernest H.	S/Sgt.	"
LWG	Garrett, Milton (NMI) Jr.	S/Sgt.	"

A/C 42-107151

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

A/C 42-97938

P	Linford, Grand H.	1st Lt.	"
CP	MacMonagle, George A.	2nd Lt.	"
N	Schuermann, Urban H.	2nd Lt.	"
B	Dietrich, Arthur R.	S/Sgt.	"
RO	Whitman, William H.	T/Sgt.	"
TTG	McNally, Robert G.	S/Sgt.	"
BTG	Kimball, Tome E.	S/Sgt.	"
TG	Keller, Philip W. Jr.	S/Sgt.	"
LWG	Norris, Robert V.	Sgt.	"

A/C 42-102957

P	Maxwell, Charles T.	2nd Lt.	"
CP	McLeod, Lucien P.	2nd Lt.	"
N	Billman, James K.	2nd Lt.	"
B	O'Brien, Eugene B.	Sgt.	"
RO	Sezacy, Marion E.	S/Sgt.	"
TTG	Thomas, Robert L.	S/Sgt.	"
BTG	Lamoureux, Duane A.	Sgt.	"
TG	Welborn, Luther B.	Sgt.	"
LWG	Lopez, Juan C.	S/Sgt.	"

A/C 43-37628

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

A/C 42-106992

P	Burns, Estel G.	2nd Lt.	"
CP	Tompkins, David G.	2nd Lt.	"
N	XXXXXXXXXXXX Gray, Arthur	2nd Lt.	"
B	Pinkston, John S.	T/Sgt.	"
RO	Will, Adam E.	T/Sgt.	"
TTG	Klingbiel, Eugene P.	S/Sgt.	"
BTG	Swope, Donald M.	S/Sgt.	"
TG	Henry, Hilmer E.	S/Sgt.	"
LWG	Gruchawka, John (NMI)	S/Sgt.	"

A/C 42-97487

P	Piper, Harry L. Jr.	1st Lt.	"
CP	Beck, Walter H. Jr.	1st Lt.	"
N	Gabriel, Fred V.	2nd Lt.	"
B	Murphy, Roland W.	2nd Lt.	"
RO	Patterson, Russell C.	T/Sgt.	"
TTG	Wilson, James L.	T/Sgt.	"
BTG	Dodge, DeWayne H.	S/Sgt.	"
TG	Walke, Wallace W.	T/Sgt.	"
LWG	Weatherman, James H.	S/Sgt.	"

A/C 82-31662

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

A/C 42-39993

P	Aiken, Charles H.	2nd Lt.	"
CP	Hanford, Charles J. Jr.	2nd Lt.	"
N	Osborne, Charles R.	1st Lt.	"
B	Benton, David (NMI)	2nd Lt.	"
RO	Barrow, John D.	S/Sgt.	"
TTG	Peterson, Harry A.	S/Sgt.	"
BTG	Gaal, Ernest A.	Sgt.	"
TG	Fenton, Lawrence E.	Sgt.	"
LWG	Lambetch, Benson W.	Sgt.	"

A/C PFF-147

P	Carns, Bernhardt F.	1st Lt.	"
CP	DiGlanni, James (NMI)	2nd Lt.	"
N	Ligon, Delbert B.	2nd Lt.	"
B	Wiegler, Martin J.	2nd Lt.	"
MO	Winggrad, Alfred A.	2nd Lt.	614th.
RO	Vesico, Fred J.	1st Lt.	612th.
TTG	Hester, Richard L.	T/Sgt.	"
TG	Detweiler, Robert C.	S/Sgt.	"
LWG	Weigel, Robert P.	S/Sgt.	"

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

5 AUG. 1944

PLANE NO.	DUTY	L-O-A-D-I-N-G		L-I-S-T		MI
		RANK	LAST NAME	FIRST NAME		
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.	STOKESBERRY	THOMAS		(NMI)
	BT	S/SGT.	SCOTT	EDWARD		R.
	TG	S/SGT.	PAVLISIN	JOSEPH		K.
WG	S/SGT.	BEGLESTON	HENRY		H.	
43-37511	P	2nd Lt.	JENNINGS	WILLIAM		W.
	CP	F/O	GANTON	FRED		M.
	N	2nd Lt.	POLKS	WILLIAM		M.
	B	2nd Lt.	SCHLOVEN	ISAAC		(NMI)
	RO	S/SGT.	CURTIS	JAMES		W.
	TT	S/SGT.	ROWE	ROBERT		R.
	BT	SGT.	OLIVER	KENNETH		C.
	TG	SGT.	SELZLE	THOMAS		R.
WG	SGT.	EWEN	DONALD		L.	
42-31081	P	1st Lt.	CONNOLLY	JOHN		J.
	CP	2nd Lt.	BOGGS	JAMES		B.
	N	1st Lt.	KRISE	THOMAS		H.
	B	1st Lt.	BOLLER	EDWARD		H.
	RO	T/SGT.	HURLEY	BANGLAY		J.
	TT	T/SGT.	MILLS	CARL		W.
	BT	S/SGT.	PEREZ	FRANK		W.
	TG	S/SGT.	Mae GOWAN	BATES		R.
WG	S/SGT.	FRIEDMAN	MAURICE		(NMI)	
44-6132	P	2nd Lt.	BUDD	CLAYTON		R.
	CP	1st Lt.	FRAZIER	DONALD		F.
	N	1st Lt.	HERTON	THELON		S.
	B	F/O	DRAKE	WALTER		F.
	RO	SGT.	MESCHKE	ROBERT		E.
	TT	T/SGT.	HILL	JAMES		B.
	BT	S/SGT.	DALTON	JOHN		B.
	TG	S/SGT.	JORDAN	JOHN		W.
WG	S/SGT.	GULFOY	THOMAS		P.	
42-102947	P	2nd Lt.	CARSON	FRANK JR.		(NMI)
	CP	2nd Lt.	MOE	MORRIS		E.
	N	2nd Lt.	LAWLESS	HARRIS		E.
	B	2nd Lt.	BUCHER	WILLIAM		(NMI)
	RO	S/SGT.	MATTHIES	WILLIAM		C.
	TT	SGT.	Ms GENEE	RAY		E.
	BT	SGT.	LEE	WILLIAM		R.
	TG	SGT.	GERALDI	JOSEPH		J.
WG	SGT.	JAMES	LLEWELLYN		(NMI)	

CON'T PART 11

43-37736

P	1st Lt.	HANSON	ALBERT	L.
CP	2nd Lt.	CRAYTOR	FREDERICIK	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.

44-6313

P	1st Lt.	LOCKHART	RUSSELL	R.
CP	2nd Lt.	HAN	PORTER	R.
N	2nd Lt.	GRILLEY	ROBERT	L.
B	2nd Lt.	JANDIE	JOHN	H.
RO	T/SGT.	SCHANGEL	OTTO	M.
TT	T/SGT.	PYLES	CHARLES	E.
BT	S/SGT.	NULL	LLOYD	J.
TG	S/SGT.	MILLION	LAWRENCE	C.
WG	S/SGT.	NOVAK	CLEMENT	V.

42-97931

P	2nd Lt.	NELSON	AUGUSTUS	J.
CP	2nd Lt.	NEVOIUS	EDGAR	V.
N	2nd Lt.	KULCZYCKI	JOHN	S.
B	2nd Lt.	WILCOX	BLAINE	B.
RO	SGT.	DORRIS	JOHN	T.
TT	SGT.	WILLIAMS	LAWRENCE	E.
BT	SGT.	MAJESKI	FRANK	B.
TG	SGT.	Mc CARTHY	JAMES	J.
WG	SGT.	ANDERSON	BOBBIE	D.

44-6113

P	1st Lt.	THOMASON	WALTER	H.
CP	P/O	DOBRATZ	HERMAN	(NMI)
N	2nd Lt.	WRIGHT	RICHARD	B.
B	S/SGT.	BELKNAP	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.

44-6104

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.	MIZENER	HARRY	R.
TT	T/SGT.	TAYLOR	ROBERT	C.
BT	S/SGT.	FEDYNICH	DANIEL	(NMI)
TG	S/SGT.	WEBSTER	WILLIAM	E.
WG	S/SGT.	GUESS	WILLIAM	J.

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

AAF Station # 128
 APO 557
 4 August 1944

SUBJECT: Loading List.

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

***Plane 42-97872**

P	1st Lt.	CARROLL, TED D.	614th
CP	Capt.	CAMMACK, VERNON K.	"
N	2nd Lt.	KAISER, PAUL F.	"
B	1st Lt.	BRIARTON, HENRY B.	"
RO	T/Sgt.	Russell, James R.	"
TT	S/Sgt.	Wanke, Charles P.	"
BT	S/Sgt.	Campbell, Clarence L.	"
TG	Sgt.	Mell, Jack W.	"
WG	S/Sgt.	Leuenberger, Arnold J.	"
OBSR	Capt.	COITE, HAMILTON	401st Hqs

***Plane 42-97145**

P	2nd Lt.	SAUERWALD, JOHN J.	614th
CP	2nd Lt.	JAEGER, ALBERT J.	"
N	2nd Lt.	HOLMSTROM, FORREST E.	"
B	2nd Lt.	MEYER, CLETUS H.	"
RO	Sgt.	Saville, Buford L.	"
TT	S/Sgt.	Dautrich, Lloyd E.	"
BT	Cpl.	Spence, Warren	"
TG	Cpl.	Ruiz, Robert	"
WG	Cpl.	Puallia, Paul M.	"

PLANE # 42-97869

P	1st Lt. Rp	BOZZELL, WOODVILLE G.	614th Sq
CP	1st Lt.	LUCKETTI, HUMBERT	"
N	1st Lt. a	MORIN, BERTRAND J.	"
CTG	S/Sgt.	Bralley, Brown A.	"
RO	S/Sgt.	Burnett, Major A.	"
TT	T/Sgt.	Smellie, Donnan R.	"
BT	S/Sgt.	Riep, Herman R.	"
TG	S/Sgt.	Ivey, George W.	"
WG	S/Sgt.	De Hart, Harold H.	"

PLANE # 42-97602

P	1st Lt.	LERWICK, HOWARD F.	614th Sq
CP	2nd Lt.	ZIMMERMAN, JOHN L.	"
N	2nd Lt.	NORTON, WILLIAM	"
CTG	S/Sgt.	Schwiedered, John J.	"
RO	Sgt.	Mitchell, Joseph G.	"
TT	T/Sgt.	Findlay, Matthew R.	"
BT	S/Sgt.	James, Harold L. Jr.	"
TG	S/Sgt.	Kosiba, Frank T.	"
WG	S/Sgt.	Helay, John L.	"

PLANE #

MO 1st Lt. WINOGRAD, A. A. Flying with 622th Sq

PLANE # 42-97478

P	1st Lt.	FILEMYR, GARRETT A.	614th Sq
CP	2nd Lt.	CLAXTON, HERBERT W.	"
N	2nd Lt.	ROBINSON, EDWARD F.	"
CTG	S/Sgt.	Tutwiler, David M.	"
ME. RO	Sgt.	Parkes, James A.	"
TT	S/Sgt.	Mell, Robert C.	"
BT	Sgt.	Reynolds, William H.	"
TG	Sgt.	Culver, Malcolm J.	"
WG	Pvt.	Campbell, Thomas B.	"

PLANE # 42-97395

P	1st Lt.	KOONS, PAUL R.	614th Sq
CP	2nd Lt.	KAHAN, DANIEL	"
N	2nd Lt.	DOBROWOLSKI, EDWARD L.	"
CTG	XXXXX Sgt.	Smith, Malcolm	"
RO	T/Sgt.	Mcinn, Thomas G.	"
TT	T/Sgt.	Shane, Charles E.	"
BT	S/Sgt.	Edwards, Rodney W.	"
TG	S/Sgt.	Huerta, Octavio	"
WG	S/Sgt.	Eckenrode, Robert T.	"

PLANE # 42-102594

P	2nd Lt.	BROWN, JOHN J. JR.	614th Sq
CP	2nd Lt.	MUZALSKI, JOSEPH F.	"
N	2nd Lt.	Fowler, EUGENE	"
B	2nd Lt.	SCHEIFER, WILLIAM F.	"
RO	S/Sgt.	Arellano, Garciano J.	"
TT	Sgt.	Hoffman, Leon W.	"
BT	Sgt.	Wells, Cleburne D.	"
TG	Sgt.	Ellis, James	"
WG	Sgt.	Martin, Norman D.	"

PLANE # 42-31369

P	1st Lt.	KOVACH, JOHN W.	614th Sq
CP	2nd Lt.	KELIAM, JAMES W.	"
N	2nd Lt.	COSELLI, FRANK J. JR.	"
CTG	S/Sgt.	Horbatuck, Stepan J.	"
RO	T/Sgt.	Pollard, Omer S.	"
TT	T/Sgt.	Rouhselang, Willard J.	"
BT	S/Sgt.	Guest, Hollis D.	"
TG	S/Sgt.	Schmidt, Edward J.	"
WG	S/Sgt.	Maki, Arthur W.	"

PLANE # 42-31863

P	2nd Lt.	HARASYM, ALEXANDER	614th Sq
CP	2nd Lt.	HOSLEY, ROBERT A.	"
N	2nd Lt.	PARKER, ALBERT J.	"
CTG	S/Sgt.	Bailey, John S.	"
RO	T/Sgt.	Fridusa, Jarvis H.	"
TT	T/Sgt.	Topic, Glen L.	"
BT	S/Sgt.	Saylor, Emanuel T.	"
TG	S/Sgt.	Capps, George C.	"
WG	Sgt.	Eaton, Earl E.	"

For the Squadron Commander:

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

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

5 August 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 #	PFF - 687	RANK	NAME (LAST)	FIRST NAME	(MP)	SQUADRON
P		1st Lt.	Kalinski	Felix	A.	615th
CP		Lt. Col.	Seawell	William	T.	401st Hq.
H		Major	Bayan	James	F.	615th
N		2nd Lt.	Chaffey	Charles	C.	615th
N		2nd Lt.	Russell	Edwin	F.	615th
B		2nd Lt.	Manott	Charles	H.	615th
RO		T/Sgt.	McKellar	Glenn	A.	615th
TT		T/Sgt.	Madsen	Peter	C.	615th
TG		2nd Lt.	Charleyville	Denver	R.	615th
FG		Pfc.	McKenna	Arthur	(NMI)	615th
PLANE # 42-97664						
P		2nd Lt.	Stegemann	George	W.	615th
CP		2nd Lt.	Walter	Albert	C.	615th
H		F/O	McCaslin	Clayton	W.	615th
B		2nd Lt.	Schultz	John	J.	615th
RO		T/Sgt.	McKenna	Joseph	(NMI)	615th
TT		S/Sgt.	Mais	John	B.	615th
BT		Sgt.	Tamburino	Joseph	J.	615th
TG		Sgt.	Naer	John	B.	615th
FG		S/Sgt.	Sullivan	Robert	R.	615th
PLANE # 42-102674						
P		1st Lt.	Wingard	Milton	R.	615th
CP		2nd Lt.	Abresch	Robert	J.	615th
N		2nd Lt.	King	Willard	R.	615th
B		2nd Lt.	Sullivan	Robert	F.	615th
RO		S/Sgt.	Cicogan Jr.	Ernest	G.	615th
TT		S/Sgt.	Rutledge	James	O.	615th
BT		Cpl.	Winsey	Patrick	M.	615th
TG		Sgt.	Ingram	Billie	M.	615th
FG		Sgt.	Weiss Jr.	Joseph	M.	615th
PLANE # 42-107084						
P		1st Lt.	Duckworth	Robert	O.	615th
CP		2nd Lt.	Morrow	Russell	B.	615th
H		2nd Lt.	Kunstman	Warren	R.	615th
B		2nd Lt.	Vucha	Robert	W.	615th
RO		S/Sgt.	Halderman	Lyle	K.	615th
TT		S/Sgt.	Comer	Roy	C.	615th
BT		S/Sgt.	McKeon	George	(T.I)	615th
TG		Sgt.	Tarr	Clyde	M.	615th
FG		Sgt.	Miro	Edward	O.	615th
NO		S/Sgt.	Wright	W.		615th
D		S/Sgt.	Lepp	H.		615th
B		S/Sgt.	Harper	H.		615th
RO		S/Sgt.	Quinn	L.		615th
B		S/Sgt.	McKenna	H.		615th
B		S/Sgt.	McKenna	H.		615th

PLANE # 42-107113

P	2nd Lt.	McIlraith	William	H.	615th
CP	2nd Lt.	Cornelius	Stanley	R.	615th
N	2nd Lt.	Hughes	Frank	T.	615th
B	S/Sgt.	Webb	Joseph	M.	615th
RO	T/Sgt.	Martin	Don	H.	615th
TT	T/Sgt.	Anthony	Francis	W.	615th
BT	S/Sgt.	Greer	Francis	M.	615th
TG	S/Sgt.	Bartman	Anton	J.	615th
FG	Sgt.	Lerner	Morris	(NMI)	615th

PLANE # 44-6146

P	1st Lt.	Gillespie	Elmer	G.	615th
CP	2nd Lt.	Blivins	Charles	H.	615th
N	2nd Lt.	Mason	Hodges	H.	615th
B	S/Sgt.	Bush	Robert	J.	615th
RO	T/Sgt.	McFall	Charlie	A.	615th
TT	T/Sgt.	Zirbel	Don	D.	615th
BT	S/Sgt.	Browning	Elmer	H.	615th
TG	Sgt.	Dickson Jr.	Jefferson	D.	615th
FG	S/Sgt.	Lambert	Thomas	M.	615th

PLANE # 42-102468

P	2nd Lt.	Oas	Herbert	L.	615th
CP	2nd Lt.	Hayes	Thomas	A.	615th
N	2nd Lt.	Green	William	H.	615th
B	2nd Lt.	Mencow	William	M.	615th
RO	Sgt.	Brereton	William	B.	615th
TT	Sgt.	Biddle	John	L.	615th
BT	Sgt.	Monarchy	Theodore	(NMI)	615th
TG	Sgt.	Reardon	John	J.	615th
FG	S/Sgt.	Cook	Byron	K.	615th

PLANE # 44-6310

P	1st Lt.	Dow	Herbert	V.	615th
CP	2nd Lt.	Woodward	William	B.	615th
N	2nd Lt.	King	Robert	J.	615th
B	S/Sgt.	Machazick	Alfred	(NMI)	615th
RO	S/Sgt.	Carr	Gene	(NMI)	615th
TT	M/Sgt.	Adams	Leroy	B.	615th
BT	S/Sgt.	Machietto	Richard	(NMI)	615th
TG	S/Sgt.	Bokolewski	Edward	M.	615th
FG	S/Sgt.	Greenberg	Harold	(NMI)	615th

PLANE # 42-102659

P	2nd Lt.	Sullivan	Paul	G.	615th
CP	2nd Lt.	Cox	Edward	A.	615th
N	2nd Lt.	Bassman	James	J.R.	615th
B	2nd Lt.	Ramsey	John	V.R.	615th
RO	S/Sgt.	Brown Jr.	George	(NMI)	615th
TT	S/Sgt.	Raciti	Anthony	(E.)	615th
BT	Sgt.	Daley	John	P.	615th
TG	Sgt.	Storm	James	L.	615th
FG	Sgt.	Cross	William	L.	615th

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE

DATE 10/10/2001 BY SP-6 BTJ/STW

REVISION 100 - V10 001
 ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE
 DATE 10/10/2001 BY SP-6 BTJ/STW

OP

CONFIDENTIAL

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

4 August 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 4 AUGUST 1944.

BASE ON TAKE-OFF: 0923. Sky obscured. Visibility 700 yards with moderate ground fog.

ROUTE OUT: 10/10 stratus (tops 1000' over base), breaking to 1-4/10 strato-cumulus and cumulus tops 5-6000' at 02° East, and becoming 2-4/10 cumulus tops 8-10000' over the continent. Nil middle cloud becoming 3-5/10 thin altostratus at 10000' east of 04° East, and becoming nil over the continent. Nil-2/10 cirrus at 25000' or above. Visibility unrestricted aloft.

TARGET: 1440. 3/10 cumulus tops 8-10000'. 1/10 cirrus at 25000' or above. Horizontal and vertical visibilities unrestricted.

RETURN ROUTE: Reverse of Route Out to 04° East. West of 04° East: Patchy 2-4/10 stratocumulus tops about 5000', becoming 9-10/10 about 60 miles from English coast, and breaking to 1/10 building cumulus base 3000' tops about 20-22000' 20 miles inland. 3-5/10 thin altostratus at 10000' becoming 1-2/10 thin patchy altocumulus over England. Nil-2/10 cirrus at 25000' or above. Visibility unrestricted at altitude becoming 10-15 miles over England.

BASE ON RETURN: 1745. 1/10 building cumulus at 3000'. 1/10 thin patchy altocumulus at 10000'. 1/10 cirrus at 25000' or above. Visibility 15 miles.

REMARKS: Moderate persistent contrails about 25000' over base on return. Winds were about 5 knots stronger than briefed and were more easterly east of 05° East; coolest England 5000' 027° 12, Continent 17000' 090° 20. Temperatures were 2-3 degrees warmer than forecast, e.g., 18000' -12°.

Walter J. Saunier
 WALTER J. SAUNIER
 1st Lt., Air Corps
 Weather Officer

OPERATIONAL ROUTE FORECAST

DATE 5 August, 1944
 PERIOD 0600 - 1000 Hrs.
 AG P BR HQ SOS 122929

	A Base to Target	B Target to Base	C	D
WEATHER	Overcast with fog in patches and occasional slight intermittent rain becoming Partly Cloudy.	Partly Cloudy becoming Overcast becoming Partly Cloudy.		
CLOUDS	10/10 Stratus base 300ft 2-300ft tops 12-1600ft, decreasing to 101 at 05 Deg East and becoming Variable 2-5/10 small Cumulus base 2-300ft tops 5-600ft at 09 Deg East. NIL Medium Wind, NIL High Wind.	REVISION OF A-2 FLIGHT 10/10 Stratus from 01 Deg East to English Coast and 101 to 3/10 small Cumulus base 2000ft tops 300ft over England. NIL MEDIUM NIL HIGH		NIL CUMULUS AT FLIGHT LEVEL. HAZE TOPS SEEN OVER ENGLAND 8000ft. Vertical visibility in in the morning 15-20 miles in Target Area
ICING	10,000ft NIL	10,000ft NIL		Target Sea Level Pressure 30.16 Inches
VISIBILITY	1-2000 yds locally locally 500 yds becoming Unrestricted Aloft.	Unrestricted Aloft becoming 5 miles plus on Return.		* For target pressure Altitude AND TARGET HEAV. To (minus) -230ft. ←
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	03 Deg E. 050 10	03 Deg East 050 15	03 Deg E. 070 10	Temperatures Plus 19
5000 FT	020 10	020 10	060 10	Plus 10
10000 FT	360 10	360 05	050 10	00
15000 FT	350 10	Light and Variable	040 15	-08
20000 FT	360 10	Light and Variable	040 15	-18
25000 FT	330 15	Light and Variable	030 15	-28
30000 FT	330 15	Light and Variable	020 20	-40

BASE ALTIMETER SETTING 30.30in TARGET SURFACE TEMP Plus 19 TARGET MEAN TEMP Plus 7.5
 TEMP. AT 18,000 FT. -14.0 TARGET SURFACE (PRESSURE-ALT) minus -230ft

CONFIDENTIAL

DECLASSIFIED PER NND 745005 BY ED NARA DATE 11/2/10

AIRCRAFT REPORT

DECLASSIFIED PER AND 745005
 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.				

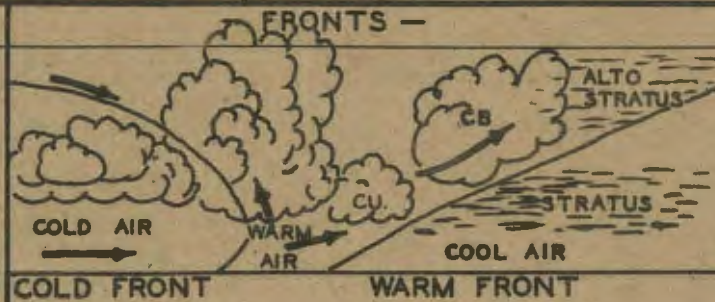
NOTE: AT LEAST ONE COMPLETE OBSERVATION SHOULD BE ENTERED IN EACH COLUMN. THE OTHER SIDE OF THIS CARD HELPED YOU— WON'T YOU GIVE THE NEXT FELLOW A BREAK!

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



*Sp Eng*OFFICE OF THE INTELLIGENCE OFFICER
AAF STATION - 128
APO 557 - US ARMYE- -8
(copy)

5 August 1944

SUBJECT: Comments of Crews Participating in Mission to Nienburg (Thru
Lt Col. W.F. Seawell and Lt Col. A.C. Brooks).

TO : Commanding Officer, Station 128, APO 557, US Army

1. Lt Roy H. Bonney, Pilot A/C 7628, is of the opinion that when coming in to IP the leaders have tendency to throw wing men into stall-out. Bank too steep - should swing farther out. Also stated there was too much cutting in on "C" channel (Fighters).

2. Lt Robert C. Duckworth and crew - why no Air Medals yet since we have 12 missions in?

3. T/Sgt William H. Whitman, R/O, A/C 7938, believes there should be a safety switch on camera. Possibility of it turning on automatically if brushed against.

4. Lt Garrett A. Filemyr, Pilot, A/C 7478, and crew complimented lead Navigation today.

5. Crew of Lt Elmer C. Gillespie, Pilot A/C 6146, liked nights sleep before mission and the 0700 hour briefing deal.

6. Lt Louis H. Ludman, Co-Pilot A/C 7151, states that some crews are always throwing chaff out ahead of time in some cases as much as 10 minutes.

7. Enlisted Men of A/C 1662, Lt David Loughlin, Pilot; stated that when they get back from a long mission they don't get enough to eat.

8. The following comments were made regarding transportation:

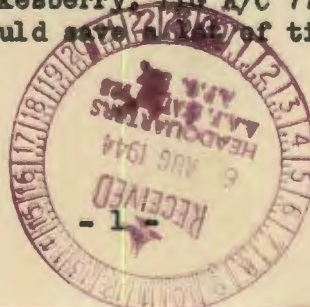
a. Lt Charles H. Aiken, Pilot A/C 9993, - Truck took one hour to show up after we landed.

b. Lt B.J. Morin, Navigator A/C 7869, - We waited one hour and twenty minutes for a truck after landing.

c. Lt Arthur Gray, Navigator A/C 6992, - Transportation is poor again.

9. Crew of Lt Eatel G. Burns, Pilot A/C 6992, stated that rations for missions are getting shorter. Now there are no Carbohydrates and only one candy bar.

10. T/Sgt. Thomas Stokesberry, T/O A/C 7706, asks why guns can't be left at tents near A/C. Would save a lot of time and transportation.

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

1917

Vertical cameras are in the following A/C:

- 7084 — L
- 7872
- 1081
- 6146
- 7938
- 7869
- 1662 — LO
- 6313
- 7487 — H

Hand-Held K-20 cameras are in the following A/C:

- 7084
- 6113
- 7602

GSAP Movie cameras are in these ships:

- 7113
- 7869
- 6113

SECRET

SIGNALS OFFICE
AUG 5 1944
04 44

17

BMP PLK GLA DPE V 94TH CBW NR 4 -OP- AUG 5 1944 04 44

FROM: 94TH CBW 050430B
TO : 1 BD
351ST BG
457TH BG
401ST BG
SECRET BT

94TH CBW A-17-E

ANNEX NUMBER 2 TO 94T C/W SUPPLEMENT NUMBER 1 TO 1BD F.O. NUMBER 461

C. CORRECTED ROUTE AND TIME SCHEDULES FOR "A" CBW:

DEPART POINT X GLATTON	ZERO MINUS 3 MIN 10000 FEET
POINT B MARCH	ZERO PLUS 3 MIN 10000 FEET
POINT C SPAULDING	ZERO PLUS 10 MIN 10000 FEET
POINT Z SPLASHER 4	ZERO PLUS 25 MIN 10000 FEET

"B" CBW

DEPART POINT W KINGS CLIFF	ZERO PLUS 2 MIN 10000 FEET
POINT A PETERBOROUGH	ZERO PLUS 6 MIN 10000 FEET
POINT C SPAULDING	ZERO PLUS 12 MIN 10000 FEET
POINT Z SPLASHER 4	ZERO PLUS 27 MIN 10000 FEET

"C" CBW

DEPART POINT Y COTTESMORE	ZERO PLUS 6 MIN 10000 FEET
POINT C SPAULDING	ZERO PLUS 14 MIN 10000 FEET
POINT Z SPLASHER 4	ZERO PLUS 29 MIN 10000 FEET

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

BT 05 0430 B
AS FOR CHECK
KESS (AR)
Q FOR R PSE
DPE R.....050445B JIM KKK AR

AUG 5 1944 02 29

9

BMP PLK GLA DPE V 94TH CW-NR 2 -OP-

FROM:- 94TH CBW 050233B
TO :- 1 BD
351ST BG
457TH BG
401ST BG

SECRET

SECRET BT

94TH CBW A-16-E.

REFERENCE SUPPLEMENT NUMBER 1 TO 1BD F.O. NUMBER 461

CHANGE E. 2. GASOLINE INSTRUCTIONS - TO READ - 2500 GALLONS IMI 2500.

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

BT 05 0233 B

AS FOR CHECK
KESS (AR) (K)
AS F
OR R PSE

DPE R.....050240B JIM KKKK AR

V

STAND BY FOR B/CAST

SECRET

USLIST PB - PC OIST V OIBMP NR 6 O-P

05

FROM OIBMP 050125B

TO USLIST PB

USLIST PC

OISTP

OIPNT

OIKHI

OITHE

SECRET BT

SIGNALS OFFICE

5 AUG 1944

L. R. BERNETHORPE

AUG 5 1944 01 38

SIGNAL SERVICE

CORRECTIONS TO FIELD ORDER NO. 461 UNDER PARA 3 A. COMPOSITION OF
FORCE ADD 94TH C CBW ELEVENTHUNDER PARA 3. C. SHOULD READ
ROUTE AND APPROXIMATE TIME SCHEDULE FOR LEAD A/C 40 "C" C.B.W.
AND NOT 91C 40"C" C.B.W. AS SENTUNDER PARA 3. C. ROUTE AND APPROXIMATE TIME SCHEDULE FOR LEAD A/C
1ST "B" C.B.W. FIRST TWO LINES SHOULD READ AS FOLLOWS:-LOUTH ZERO PLUS 25 MIN. 10,000
5343-0348E ZERO PLUS 79 MIN. 10,000 (BEGIN CLIMB.)

BT 050125B

C.B. AR K

AS FOR K WITH R PLS

VDPE R.....050140B JIM KKK

111

USLIST PB - PC - OISTP V OIBMP NR 10 O-P

FROM: OIBMP 050330B
 TO: USLIST PB
 USLIST PC
 OISTP
 OIPNT
 OIKHI
 OITHE
 SECRET BT

SECRET

SIGNALS OFFICE
 5 AUG 1944

AUG 5 1944 03 58

1BD A-185-E.

ANNEX NO. 2 TO F.O. 461
 - - - - -

CHANGE IN TIME SCHEDULE

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

LOUTH	ZERO PLUS	9 MIN	10,000	
5343-0348E	ZERO PLUS	64 MIN	10,000	BEGIN CLIMB
5400-0700E	ZERO PLUS	109 MIN	20,000	
5358-0800E	ZERO PLUS	122 MIN	22,600	
5258-1033E	ZERO PLUS	158 MIN	25,000	
5234-1031E (I.P.)	ZERO PLUS	166 MIN	25,000	
TARGET	ZERO PLUS	175 MIN	25,000	(BEGIN DESCENT)
5240-0940E	ZERO PLUS	179 MIN	23,000	
5228-0828E	ZERO PLUS	193 MIN	20,000	
5237-0800E	ZERO PLUS	200 MIN	"	
5237-0437E	ZERO PLUS	239 MIN	"	(BEGIN DESCENT)
LOWESTOFT	ZERO PLUS	274 MIN	2,500	

ROUTE AND APPROXIMATE TIME SCHEDULE FOR LEAD A/C: 40 "C" C.B.W.

LOUTH	ZERO PLUS	17 MIN	10,000	
5343-0348E	ZERO PLUS	72 MIN	10,000	BEGIN CLIMB
5400-0700E	ZERO PLUS	117 MIN	20,000	
5358-0800E	ZERO PLUS	130 MIN	22,000	
5258-1033E	ZERO PLUS	166 MIN	"	
5234-1047E (I.P.)	ZERO PLUS	174 MIN	"	
TARGET	ZERO PLUS	183 MIN	"	
5240-0940E	ZERO PLUS	191 MIN	"	(BEGIN DESCENT)
5228-0828E	ZERO PLUS	205 MIN	20,000	
5237-0800E	ZERO PLUS	212 MIN	"	
5237-0437E	ZERO PLUS	251 MIN	"	(BEGIN DESCENT)
LOWESTOFT	ZERO PLUS	286 MIN	2,500	

ROUTE AND APPROX TIME SCHEDULE FOR LEAD A/C 1ST "B" CBW

LOUTH	ZERO PLUS	21 MIN	10,000	
5343-0348E	ZERO PLUS	76 MIN	10,000	(BEGIN CLIMB)
5400-0700E	ZERO PLUS	121 MIN	18,000	
5358-0800E	ZERO PLUS	134 MIN	18,000	
5258-1033E	ZERO PLUS	172 MIN	18,000	
5237-1005E (IP)	ZERO PLUS	181 MIN	18,000	
TARGET	ZERO PLUS	192 MIN	18,000	(BEGIN CLIMB)
5228-0828E	ZERO PLUS	201 MIN	20,000	
5237-0800E	ZERO PLUS	208 MIN	20,000	
5237-0437E	ZERO PLUS	247 MIN	20,000	(BEGIN DESCENT)
LOWESTOFT	ZERO PLUS	282 MIN	2,500	

- LOUTH C.P. 1 ZERO PLUS 9
- ENEMY COAST C.P. 2 ZERO PLUS 129
- 5258-1033 C.P. 3 ZERO PLUS 158
- 5237-0800 C.P. 4 ZERO PLUS 200
- 5318-0940 FRV FRONT ZERO PLUS 145
- 5318-0940 FRV REAR ZERO PLUS 165

--WILLIAMS COMBOMDIV ONE--

AS

C.B. AR K
 AS FOR K WITH R PLS
 VDPE R.....050400B JIM KKK

AUG 5 1944 00 58

STAND BY FOR USLIST PA B/CAST

STAND BY FOR USLIST PB - PC B/CAST F.O. ALSO GOES TO SPT
 XALSO GOES TO STP

01

SIGNALS OFFICE
 5 AUG 1944
 A. F. DEENETHORPE

SECRET

USLIST PB - PC - STP V BMP NR 01 O-P

FROM: OIBMP 050001B K
 TO: USLIST PB - PC
 OIPNT
 OITHE
 OIKHI
 STP
 SECRET BT

1BD A-177-E.

FIELD ORDER NO. 461

1. A. FIGHTER SUPPORT:

POINT	UNIT	TYPE	CALLSIGN	TYPE SUPPORT	CONTROL POINT	TIMINGS	
						1000	+20 MIN.
LOUTH			BALANCE	X	1	PLUS	13
ENEMY COAST	(53-45'N, 09-31'E)				2	PLUS	128
5400-0800	364 GRP P-51		4-1	K CLOSE		PLUS	121 + 1157
5318-0940	356 GRP P-47		4-2	FRONT		PLUS	143
5318-0940	56 GRP P-47		4-3	REAR		PLUS	163
5258-1033					3	PLUS	155
TARGET						PLUS	173
5237-0800					4	PLUS	198

78 GROUP AND ~~353~~ 353 GROUP P47'S WILL ARRIVE IN HANOVER AREA AT T.O.T. MINUS 5 MINUTES TO GIVE CLOSE SUPPORT ON WITHDRAWAL

2ND AND 3RD DIV'S. WILL HAVE TOTAL OF 9 GROUPS OF SUPPORT.

FIGHTER REFERENCE POINTS

- S - WESERMUNDE - 53-30 0830
- H - ULZEN - 52-58 10-33
- I - SPENDAL 52-36 11-40
- P - MAGDABURG - 52-10 11-40
- M - HALBERSTADT - 51-53 10-58
- E - BRUNSWIEBS 52-18 10-32
- N - HANOVER - 52-22 09-45
- T - DUMMER LAKE - 52-30 08-20

B. FRIENDLY ACTIVITIES:

2ND DIV. ON GZ-2822, GY-4676, GN-3807, GY-4775A, GY-4842 FLYING SAME ROUTE AND PRECEEDING 1ST DIV.

BRUNSWICK, FALLERSLEBEDIEN 52-26 10-47

3RD DIV. ON GH-6083, GY-4675 AND

MAGDABURG HALBERSTADT



- S - WESERMUNDE - 53-30 0830
- H - ULZEN - 52-58 10-33
- I - SPENDAL 52-36 11-40
- P - MAGDABURG - 52-10 11-40
- M - HALBERSTADT - 51-53 10-58
- E - BRUNSWIGS 52-18 10-32
- N - HANOVER - 52-22 09-45
- T - DUMMER LAKE - 52-30 08-20

B. FRIENDLY ACTIVITIES:

2ND DIV. ON GZ-2822, GY-4676,
 GN-3807, GY-4775A, GY-4842 FLYING
 SAME ROUTE AND PRECEEDING 1ST DIV.

BRUNSWICK, FALLERSLEBEN
 52-26 10-47

3RD DIV. ON GH-6083, GY-4675 AND
 GU-4112 FLYING SAME ROUTE AND
 PRECEEDING 1ST DIV.

MAGDEBURG HALBERSTADT

2. TARGETS AND MPI'S:

~~XXXXXXXX~~

TARGETS	MPI'S	FORCE	BOMB LOAD
GU - 4060	HANNOVER		
41ST A CBW			
013058/3		24 A/2:	10 X 500 GP 1/10-1/100
021059/3		12 A/C	"
41ST B CBW			
029063/3		24 A/C	"
021059/3		12 A/C	"
40TH A CBW			
036062/3		24 A/C	"
013058/3		12 A/C	12 X M-17 IB'S
40TH B CBW			
021059/3		12 A/C	12 X M-17 IB'S
A 029063/3		12 A/C	"
036062/3		12 A/C	"
GQ - 1628	DOLLBERGEN		
40TH C CBW	52-25, 10-11		
BLDG 8 ILL/3		12 A/C	20 X 250 GP 1/10 -1/40
BLDG 1 ILL/3		24 A/:	"
1ST A CBW			
BLDG 4 ILL/3		12 A/C	"
BLDG 6 ILL/3		24 A/C	"
GQ-2012			
XXXXXXXX			
1ST B CBW			
BLDG 2 ILL/2		36 A/C	8 X 1000 SAP 1/10-1/10
1ST C CBW			
BLDG 4 ILL/2		36 A/C	"
94TH A CBW			
BLDG 3 ILL/2		36 A/C	"
94TH B CBW			
BLDG 1 ILL/2		36 A/C	"
94TH C CBW			
BLDG 6 ILL/2		36 XXXX A/C	"

VISUAL SECONDARY
 GW-4960 ALL UNITS

PFF SECONDARY
 GH-650 ALL UNITS
 086033/1

LAST RESORT: ANY MILITARY ~~XXXXXXXXXX~~ OBJECTIVE
 POSITIVELY IDENTIFIED IN GERMANY

3. A. COMPOSITION OF FORCE:

41ST A CBW LEAD XXXXXXXXXXXX B CBW SECOND	1ST A CBW — SIXTH
40TH A " ? B " THIRD	B " SEVENTH
C " FOURTH	C " EIGHTH
W C " FIFTH	94TH A " NINTH
CBWS TO CONSIST OF 36 A/C EACH	B " TENTH
	C " ELEVENTH ✓

B. ~~XXXXXX~~ DISPOSITION OF PFF A/C:
EACH CBW TO BE LED BY 2 PFF A/C

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

LOUTH	ZERO PLUS	13	MINUTES	10,000
5343-0348E	" "	67	"	10,000 (BEGIN CLIMB)
5400-0700E	" "	109	"	20,000
5358-0800E	" "	121	"	22,400
5258-1033E	" "	155	"	25,000
XX 5234-1031I (I.P.)	" "	163	"	"
TARGET	" "	973	"	" (BEGIN DESCENT)
5240-0940E	" "	177	"	23,000
5228-0828	" "	191	"	20,000
XX 5237-0800	" "	198	"	"
5237-0437	" "	239	"	" (BEGIN DESCENT)
LOWESTOFT	" "	275	"	2,000

ROUTE AND APPROXIMATE TIME SCHEDULE FOR LEAD 94C 40 "C" C.B.W.

LOUTH	ZERO PLUS	21	MINUTES	10,000
5343-0348E	" "	75	"	10,000 (BEGIN CLIMB)
5400-0700E	" "	117	"	20,000
5358-0800E	" "	129	"	22,000
5258-1033E	" "	163	"	"
5234-1047E (I.P.)	" "	171	"	"
TARGET	" "	180	"	"
5240-0940E	" "	188	"	" (BEGIN DESCENT)
5228-0828E	" "	203	"	20,000
5237-0800E	" "	210	"	"
5237-0437E	" "	251	"	" (BEGIN DESCENT)
LOWESTOFT	" "	287	"	2,000

ROUTE AND APPROXIMATE TIME SCHEDULE FOR LEAD A/C 1ST "B" C.B.W.

53-43

LOUTH	ZERO PLUS	25 MIN.	10,000
5252-0348E	54	ZERO PLUS 79 MIN.	10,000 (BEGIN CLIMB)
5400-0700E	42	ZERO PLUS 121 MIN	18,000
5358-0800E	12	ZERO PLUS 133 MIN	18,000
5258-1033E	37	ZERO PLUS 170 MIN	18,000
5237-1005E (IP)	9	ZERO PLUS 179 MIN	18,000
TARGET	12	ZERO PLUS 191 MIN	18,000 (BEGIN CLIMB)
5228-0828E	10	ZERO PLUS 201 MIN	20,000
5237-0800E	7	ZERO PLUS 208 MIN	20,000
5237-0437E	4	ZERO PLUS 249 MIN	20,000 (BEGIN DESCENT)
LOWESTOFT	36	ZERO PLUS 285 MIN	2,000

UNITS TO WITHDRAW AT 20,000 FEET

D. SPECIAL INSTRUCTIONS RE ROUTE:

- (1) BASE REFERENCE ALTITUDE: 20,000
- (2) DIVISION ASSEMBLY LINE: SPALDING TO SPLASHER 4
- (3) INTERVAL BETWEEN CBW'S: 2 MINUTES

E. ZERO HOUR AND DATE: 1000 HOURS DBST, 5 AUGUST, 1944

- X. (1) BOMB LOADINGS AND FUSINGS: SEE PARA 2
- (2) INTERVALOMETER SETTINGS: SALVO ALL GP AND SAP BOMBS
MINIMUM INTERVAL FOR IB'S
- (3) SPECIAL BOMBING INSTRUCTIONS:

TO INSURE UNIMPEDED BOMB RUN FOR UNITS ON GQ-2012, THE UNITS WITHDRAWING FROM GQ-1628 WILL GIVE WAY AS CONDITIONS INDICATE.

4. SUPPLY: NORMAL

5. COMMUNICATIONS:

A. SPLASHERS: 4A, 10B, 6C, 7D, 8E, 5F, 11G, 13H, 16I IN

(3) SPECIAL BOMBING INSTRUCTIONS:

TO INSURE UNIMPEDED BOMB RUN FOR UNITS ON GQ-2012, THE UNITS WITHDRAWING FROM GQ-1628 WILL GIVE WAY AS CONDITIONS INDICATE.

4. SUPPLY: NORMAL

5. COMMUNICATIONS:

A. SPLASHERS: 4A, 10B, 6C, 7D, 8E, 5F, 11G, 13H, 16I IN OPERATION ENTIRE MISSION.

B. GEE INFORMATION: EASTERN WYOMING, EASTERN INDIANA, 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 2 MINUTES BEFORE I.P. AND CONTINUE FOR 15 MINUTES. EACH AIRCRAFT WILL CARRY 360 UNITS.

(2) CARPET - NORMAL

E. FIGHTER-BOMBER V.H.F. CHANNELS:

8 A.F. FIGHTER-BOMBER COMMON

F. V.H.F. CALLSIGNS:

BOMBERS - 41A	CBW VINEGROVE 4-1	1B	CBW VINEGROVE 4-7
41B	CBW VINEGROVE 4-2	1C	CBW VINEGROVE 4-8
40A	CBW VINEGROVE 4-3	94A	CBW VINEGROVE 4-9
40B	CBW VINEGROVE 4-4	94B	CBW VINEGROVE 4-10
40C	CBW VINEGROVE 4-5	94C	CBW VINEGROVE 4-11
1A	CBW VINEGROVE 4-6		

FIGHTERS

RS - BALANCE 4

GROUND SECTOR CONTROL - COLGATE

V.H.F. CODE WORD FOR AUTHENTICATION - "FIVE ACES"

G. V.H.F. RELAY AIRCRAFT - 40TH CBW WILL OPERATE RELAY AIRCRAFT IN VICINITY OF 5300-0300E AT 20,000 FEET FROM ZERO PLUS 60 UNTIL RECALLED.

H. THE NEW DIVISION W/T STANDBY STATION WILL BE USED ON THIS MISSION. RADIO OPERATORS SHOULD BE BRIEFED TO KEEP ACCURATE LOGS AND TO NOTE SIGNAL STRENGTH ON ALL TRANSMISSIONS. A REPORT WILL BE MADE TO THIS HEADQUARTERS BY EACH GROUP THE FOLLOWING DAY ON READABILITY AND STRENGTH OF SIGNALS.

6. SPECIAL INSTRUCTIONS:

(1) SPLASHER ASSIGNMENTS: USE CBW BUNCHERS

(2) SCOUTING FORCE: 8 P-51 A/C (C/S BUCKEYE BLUE) WILL PROCEED 1ST DIVISION ALONG BRIEFED ROUTE TO ARRIVE OVER TARGET AREAS 20 MINUTES PRIOR TO TARGET TIME. WEATHER IN TARGET AREAS WILL BE TRANSMITTED ON 1ST DIV V.H.F. CHANNEL

--- WILLIAMS COMBOMDIV ONE ---

BT 050001B

AS

CC: UNDER PARA 1. A. UNDER PARA FIGHTER REFERENCE PINXX POINTS WA E - BRUNSWICK

CC: UNDER PARA 5. F. V.H.F. CALLSINXX CALLSIGNS: LINE UNDER 1A CBW VINEGROVE 4-6 TO READ AS FOLLOWS

FIGHTERS - BALANCE 4 MX
NOT AS SENT

C.B. AR K
AS FOR K WITH R PLS

M
DPE R.....050100B IM JIM KKKK

SECRET

B

SIGNALS OFFICE
 5 AUG 1944
 A.F. BRENETHORPE

76

BMP PLK GLA DPE V 94TH CBW NR 2 -OP-

FROM:- 94TH CBW 050155B K
 TO :- 1 BD
 351ST BG
 457TH BG
 401ST BG
 SIGNAL SERVICE.

AUG 5 1944 01 59

REF. SUPPLEMENT NUMBER QX 1 TO 1BD FIELD ORDER NUMBER 461

UNCER C. ROUTE AND TIME SCHEDULES.

B CBW
 POINT Z SHOULD BE SPLASHER 4 IMI SPLASHER 4 NOT SPLASHER 10 AS SENT

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

BT 050155B
 AS PSE
 KESS (AR)
 Q FOR RP

DPE R.....050202B JIM KKK AR
 TT

ANNEX TO F.O.

SECRET

USLIST PB - PC - OISTP V OIBMP NR 08 0-P

78

FROM OIBMP 050212B
 TO USLIST PB
 USLIST PC
 OISTP
 OIPNT
 OIKHI
 OITHE
 SECRET BT

SIGNALS OFFICE
 6 AUG 1944
 BRENETHORPE

AUG 5 1944 02 21

1BD A-183-E.

ANNEX 1 TO 1BD FIELD ORDER 461

IF BOMBING OF PFF SECONDARY IS INDICATED,
 UNITS FLYING BELOW 25000 FEET WILL
 CLIMB TO 25000 FT OR AS NEAR TO THAT
 ALTITUDE AS CONDITIONS PERMIT
 FOR BOMBING.

---WILLIAMS COMBOMDIV ONE---

BT 05212B
 AS

C.B. AR K
 AS FOR K WIHTXX WITH R PLS

DPE R.....050220B EGF AR

\$

BMP PLK GLA DPE V 94TH CBW NR 1 -OP-

FROM:- 94TH CBW 050056B
TO :- 1 BD
351ST BG
457TH BG
401ST BG

SECRET

5 AUG 1944
A. F. BRENETHORPE
AUG 5 1944 01 28

SECRET - SENT IN CLEAR AUTMY. COL. B.K. VOORHEES

94TH CBW A15E.

94TH CBW SUPPLEMENT NUMBER 1 TO 1ST BD FIELD ORDER NUMBER 461

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 10000 FEET
- B CBW ASSEMBLE KINGS CLIFFE - LEAD 10000 FEET
- C CBW ASSEMBLE COTTESMORE BUNCHER LEAD - 10000 FEET

C. ROUTE AND TIME SCHEDULE FOR:-

A CBW		
DEPART POINT X GLATTON		ZERO PLUS 1 MIN 10000 FEET
POINT B MARCH		ZERO PLUS 7 MIN 10000 FEET
POINT C SPAULDING		ZERO PLUS 14 MIN 10000 FEET
POINT Z SPLASHER 4		ZERO PLUS 29 MIN 10000 FEET
B CBW		
DEPART POINT W KINGS CLIFFE		ZERO PLUS 6 MIN 10000 FEET
POINT A PETERBOROUGH		ZERO PLUS 10 MIN 10000 FEET
POINT C SPEAULDING		ZERO PLUS 16 MIN 10000 FEET
POINT Z SPLASHER 10		ZERO PLUS 31 MIN 10000 FEET
C CBW		
DEPART POINT Y COTTESMORE		ZERO PLUS 10 MIN 10000 FEET
POINT C SPAULDING		ZERO PLUS 18 MIN 10000 FEET
POINT Z SPLASHER 4		ZERO PLUS 33 MIN 10000 FEET

D. ROUTE KE BACK:

LET DOWN HEADING ON:-

	LEAD	LOW	HIGH
GLATTON BUNCHER FOR A CBW	70	55	85
KINGS CLIFFE BUNCHER FOR B CBW	35	20	50
COTTESMORE BUNCHER FOR C CBW	360	345	15

E. ADDITIONAL INSTRUCTIONS:-

- 1. 457TH GROUP LEADER MAJ. HOZIER WILL BE A CBW AIR COMMANDER.
351ST GROUP LEADER MAJ. FISHBURNE WILL BE B CBW AIR COMMANDER.
401ST GROUP LEADER LT. COL. SEAWELL WILL BE C CBW AIR COMMANDER.
- 2. GASOLINE INSTRUCTIONS:- 2400 GALLONS.
- 3. EMERGENCY AIRDROME:- LANGHAM 5256N - 0058E.
- 4. SPARES TURN BACK AT 3 DEGREES MKT EAST.
- 5. WX A/C PILOT WILL CHECK WEATHER IN ALL THREE ASSEMBLY AREAS.
HE WILL BE RESPONSIBLE FOR THE ASSEMBLY OF ALL THREE WINGS.
- 6. EXTREME CARE WILL BE USED TO SEE THAT NO MORETHAN THE SPECIFIED
GAS LOAD IS CARRIED. THIS IS NECESSARY WITH THE BOMB LEAD
BEING CARRIED.

F. BOMBING INSTRUCTIONS:-

NONE. BOMBARDIERS WILL BE PREPARED TO BOMB THROUGH SMOKE OF
BOMBS FROM PRECEEDING WINGS.

G. COMMUNICATIONS:-

- 1. WX CODE WORD "BAITV".
C/S WX A/C FOR A,B,C, CBW HOTMINT D-DOG
EXEXXEXXEXXEXXEXX
- 2. VHF CALL SIGNS AND FLARES FOR:-

	A CBW	B CBW	C CBW
LEAD	NORMAL	G Y	NORMAL
LOW		R R	
HIGH		G G	

1. A CBW ASSEMBLE GLATTON BUNCHER - LEAD 10000 FEET
- B CBW ASSEMBLE KINGS CLIFFE - LEAD 10000 FEET
- C CBW ASSEMBLE COTTESMORE BUNCHER LEAD - 10000 FEET

C. ROUTE AND TIME SCHEDULE FOR:-

A CBW

DEPART POINT X GLATTON	ZERO PLUS 1 MIN	10000 FEET
POINT B MARCH	ZERO PLUS 7 MIN	10000 FEET
POINT C SPAULDING	ZERO PLUS 14 MIN	10000 FEET
POINT Z SPLASHER 4	ZERO PLUS 29 MIN	10000 FEET

B CBW

DEPART POINT W KINGS CLIFFE	ZERO PLUS 6 MIN	10000 FEET
POINT A PETERBOROUGH	ZERO PLUS 10 MIN	10000 FEET
POINT C SPEAULDING	ZERO PLUS 16 MIN	10000 FEET
POINT Z SPLASHER 10	ZERO PLUS 31 MIN	10000 FEET

C CBW

DEPART POINT Y COTTESMORE	ZERO PLUS 10 MIN	10000 FEET
POINT C SPAULDING	ZERO PLUS 18 MIN	10000 FEET
POINT Z SPLASHER 4	ZERO PLUS 33 MIN	10000 FEET

D. ROUTE KE BACK:

LET DOWN HEADING ON:-

	LEAD	LOW	HIGH
GLATTON BUNCHER FOR A CBW	70	55	85
KINGS CLIFFE BUNCHER FOR B CBW	35	20	50
COTTESMORE BUNCHER FOR C CBW	360	345	15

E. ADDITIONAL INSTRUCTIONS:-

1. 457TH GROUP LEADER MAJ. HOZIER WILL BE A CBW AIR COMMANDER.
 351ST GROUP LEADER MAJ. FISHBURNE WILL BE B CBW AIR COMMANDER.
 401ST GROUP LEADER LT. COL. SEAWELL WILL BE C CBW AIR COMMANDER.
2. GASOLINE INSTRUCTIONS:- 2400 GALLONS.
3. EMERGENCY AIRDROME:- LANGHAM 5256N - 0058E.
4. SPARES TURN BACK AT 3 DEGREES MAX EAST.
5. WX A/C PILOT WILL CHECK WEATHER IN ALL THREE ASSEMBLY AREAS.
 HE WILL BE RESPONSIBLE FOR THE ASSEMBLY OF ALL THREE WINGS.
6. EXTREME CARE WILL BE USED TO SEE THAT NO MORE THAN THE SPECIFIED
 GAS LOAD IS CARRIED. THIS IS NECESSARY WITH THE BOMB LEAD
 BEING CARRIED.

F. BOMBING INSTRUCTIONS:-

NONE. BOMBARDIERS WILL BE PREPARED TO BOMB THROUGH SMOKE OF
 BOMBS FROM PRECEEDING WINGS.

G. COMMUNICATIONS:-

1. WX CODE WORD "BAITV".
 C/S WX A/C FOR A,B,C, CBW HOTMINT D-DOG
 EXEXWXXXEXXOR
2. VHF CALL SIGNS AND FLARES FOR:-

	A CBW	B CBW	C CBW
LEAD	NORMAL	G Y	NORMAL
LOW		R R	
HIGH		G G	

3. RADIO SILENCE WILL BE MAINTAINED EXCEPT BY CBW LEADER WHERE
 USE IS NECESSARY IN CBW ASSEMBLY.
4. VHF CODE WORD FOR 'ABANDON MISSION' :
 A CBW - REMEMBER PEARL HARBOR
 B CBW - LETS MAKE HAY
 C CBW - BLOOD AND GUTS
5. W/T CC SIGNS:
 N O R M A L.

H. INTELLIGENCE INSTRUCTIONS:-

N O N E

----- LACEY - COMBOM WG NINE FOUR -----

BT 05 0056 B

AS FOR CHECK
 CC-IN E. 6. 2ND LINE W A BOMB 'LOAD' NOT LEAD AS SENT.

KESS (AR) (K)
 Q FOR R PSE

HPE R.....040127B JIM KKK
 V

Briefing Notes.

one of 5 largest in Germany - 147,000 tons.

PRIMARY TARGET: The primary target is underground oil ~~storage~~ storage. In this time of dwindling stores of this all important commodity, it is all important that all reserve stocks be destroyed. It will be a difficult target to identify - such as Montbartier, the group's 100th mission. Every blow ~~struck~~ struck successfully at the oil supply of the Reich is a great blow.

Secondary TARGET: DIEPHOLTZ AIRFIELD. This relatively unimportant appearing airfield is a cog in the great German air park system.

POF Center of HANOVER, HOME OF the continental Gummiwerke A.G.

Last Resort: Any, Anh.

The ~~gither~~ support for today's endeavor is composed of 1 group of P-51's and two groups of P-47's. the other two divisions in the 8th AF have nine groups of fighters and are operating in the same area.

2nd and 3rd divisions are going in to targets near the center of Germany

EPIDIASCOPE PROCEDURE: Flak map (after which turn over to lead bombardier)

Special Instructions: PW.

Call in poop on all K-20 pictures taken to navigator. Navigators turn in camera sheets to desk on return to base.

Jet Propelled British Job.

12

11

88
87
89 - Lead
92
41
385

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

F-C-2

A.P.O. 557
5 August 1944

SUBJECT: Armament Malfunction Mission Report

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

1. Date of Mission: 5 August 1944
2. No gun malfunctions were reported.
3. The following turret malfunctions were reported:
 - a. A/C# 42-102957 - Vickers Unit burned out in Ball Turret. Unit being replaced.
 - b. A/C# 44-6132 - Vickers Unit burned out in Ball Turret. Unit being replaced.
 - c. A/C #42-31662 - Collector ring and oxygen swivel burned at base of Upper Turret, being replaced.
4. The following bombing equipment malfunctions were reported:
 - a. A/C # 42-107084 - Bomb Bay motor burned out. Motor being replaced.
5. There were twenty (20) aircraft equipped with the all-electric bomb release system participating in the mission.

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

GROUP ENGINEERING, -STA 128
HQ, 1ST BOMBARDMENT DIVISION

P
1630

A-4

A

V

NEGATIVE BATTLE DAMAGE REPORT IS SUBMITTED FOR THE MISSION
OF 5 AUGUST 1944 PD

END

GROUP ENGINEERING
AAF STATION 128

Combat Flight Leader LT. COL. SEAWELL Date 5 AUGUST 1964
Deputy Flight Leader LT. CARNE

8-1000#
SAP
1/10 1/10

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

PPF 687
DUCEWORTH CARNE
IV G 7084 PPF 947

616 SQDN 612 SQDN
GILLESPIE LINFORD

IY R 6146 SC S 7938

WINGARD STRICHMAN HADSELL AYERH
IY M 2874 IY F 7884 SC F 2957 SC C 9935

MC BRATH
IY J 7113

DCW OAS
IY F 6310 IY C 2468

SPARES
SULLIVAN

IY J 2669

SPARE LEAD IN E 1072
GROUND SPARES IN E 7009
IN P 7344

WEATHER SHIP SC J 7790

HIGH BOX 94TH "C" WING

Combat Flight Leader LT. CONNOLLY Date 5 AUGUST 1944

Deputy Flight Leader LT. MANNIX

613 SQDN

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

CONNOLLY

IN C 1081

THOMASON

MANNIX

IN R 6115

IN U 7706

615 SQDN

612 SQDN

LOCKHART

PIPER

IN F 6315

SC O 7487

BUDD (KEELINGS CREW)

LEMONS

BURNS

BONNEY

IN B 6132

IN N 6104

SC D 6992

SC A 7628

HANSON

IN T 7736

CARSON

NELSON

IN S 2947

IN Q 7951

SPARES

JENNINGS

IN G 7511

94th "C" WING LOW BOX

Combat Flight Leader WYATT CARROLL Date 5 AUG

Deputy Flight Leader LEWIS

614 SQDN

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

CARRACK (CARROLL)

IN A 7872

LEBRICK

CARTER

IN O 7602

IN B 7151

614 SQDN

612 SQDN

ROSENELL

LORENZINI

IN E 7869

SC 81662
~~SC 7892~~

SAUBERWALD

FLIGNER

HOCKING

SCHAUMANN

IN S 6146

IN Q 7478

SC L 7652

SC K 1087

ROWE

IN F 7895

REYACH

BROWN

IN K 1369

IE D 2394

SPARES

HARASYN

IN X 1863

196 - O.K.

310 - O.K.

395 - O.K.

468 - O.K.

451 - Check limit switches on L.G.

664 - O.K.

087 - O.K.

104 - O.K.

084 - O.K.

081 - #2 cyl Head temp out

132 - O.K.

706 - O.K.

CAPT GAMBACK

5 August 1944

Combat Flight Leader _____

Date _____

LT CARTER

Deputy Flight Leader _____

**401st Low Box "C" Wg at
T/O and Cruise.**

Also OVER TARGET.

--- SQDN

GAMBACK (CARROLL)

612th SC JABWOCK

613th IN MACRO

614th IW GOLFCLUB

615th IY BUZZARD

A | 872

LERWICK

CARTER

O | 602

B | 151

_____ SQDN

ROZZELL

_____ SQDN

LOUGHLIN

H | 869

B | 662

SAUERWALD

FILEMYR

HOCKING

SCHAUMAMAN

S | 145

Q | 478

L | 632

K | 087

KOONS

F | 395

KOVACH

BROWN

K | 369

D | 394

SPARES

HARASYN

X | 863 (RETURNED)

Combat Flight Leader LT CONNOLLY Date 5 August 1944

Deputy Flight Leader Lt Mannix

401st High Box "C" Wg at
T/O, Cruise & OVER TARGET.

SQDN

CONNOLLY

C 091

THOMASCH

R 113

MANNIX

U 706

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

SQDN

LOCKHART

F 313

SQDN

PIPER

O 487

BUDD (KEELINGS CREW)

B 132

LEMONS

N 104

BURNS

D 992

BONNEY

A 628

HANSON

T 736

CARSON

S 947

NELSON

Q 931

SPARES

JENNINGS

G 511 (RETURNED)

Combat Flight Leader LT COL SEAWELL

Date 5 August 1944

Deputy Flight Leader Lt Carns

401st Lead Box at T/O, Cruise
and OVER TARGET. "C" Wg.

SQDN

KALINSKI (SEAWELL)

PFF "A" 687

612th SC JABWOCK

613th IN MACRO

614th IW GOLFCLUB

615th IY BUZZARD

DUCKWORTH

G | 084

CARNS

PFF | 947

SQDN

GILLESPIE

R | 146

SQDN

LINFORD

S | 938

WINGARD

M | 674

STEGEMAN

F | 664

MAXWELL

F | 957

AIKEN

C | 993

MC ILRAITH

J | 113

DCW

P | 310

OAS

C | 468

SPARES

SULLIVAN (RETURNED)

J | 659