

**S E C R E T**

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CO AAF Sta 128 by

JACKSON M. PHIPPS,  
Captain, Air Corps,  
Adjutant.

# *REPORT OF OPERATIONAL DAY*

*MISSION NO. 139  
5TH. SEPTEMBER, 1944*

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

*MISSION NO. 139*

*To: LUDWIGSHAVEN , 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 # 139

Date 5 September 1944

ASSIGNMENT

1. Assigned Target: LUDWIGSHAVEN, GERMANY ( I. G. FARBEN PLANT)
2. Commitments: The 401st was to furnish the complete 36 A/C 94th CBW. Three PFF were to be included, and one spare was to accompany each box.

EXECUTION

1. Target Bombed: LUDWIGSHAVEN, GERMANY
2. a. Wing Leader: Major J. W. MAUPIN (MC CORD)  
Lead Navigator: 1st Lt. H. D. FISHBECK ( HOWARD - "MICKEY")  
Lead Bombardier: 1st Lt. J. E. BROWNE
- b. Low Box Leader: Lt. Col. W. T. SEAWELL ( HEENAN)  
Lead Navigator: 2nd Lt. J. M. KANE  
Lead Bombardier: 2nd Lt. R. B. BLOCK
- c. High Box Leader: Major W. C. GARLAND ( CARROLL)  
Lead Navigator: 1st Lt. P. F. KAISER  
Lead Bombardier: Major J. PICKOFF
3. Flight Over England:
  - a. Takeoff:

As briefed. No unusual incidents.
  - b. Group and Wing Assemblies:

Group and Wing assemblies over the Cottesmore Buncher were normal and as briefed. Cottesmore was departed one minute early, on course with a full Wing formation.

Mission Summary Report (Cont'd)c. Route over England:

As briefed except climb was begun at point C and altitude of 18,500 reached at Control Point # 1. The Division assembly was confused but the 94th "B" CBW picked up 94th "A" CBW at Point "C" and followed them out.

4. Attack:a. Flight to Target:

The formations were off course between Point 1 & 2 attempting to stay in Division formation. Position was maintained until continental coast was reached where weather trouble caused 94th "A" Wing to drop behind, the 94th "B" Wing becoming seventh Wing in Division. 94th "B" Wing, it is believed, was seventh Wing to bomb target. The route and timings into the target was more or less as briefed.

b. Bombing Run:

There were broken and scattered clouds all the way in from the coast, over the IP, and to the target itself. The "Buckeye" weather ship called and advised a PFF run on the target. The Wing Air Commander concurred with the suggestion so we stayed in Wing formation. Bombs were dropped with PFF, at 1121, on a mag head of 45°. Results were observed, through the broken clouds to be good.

c. Flight From Target:

Due to weather conditions, the Wing deviated from briefed route. A route considerably north of course over France was used because of dense clouds formations to the south. The briefed route was picked up again prior to leaving continent. Weather necessitated being north of course over channel, two 360° turns being made to let down.

d. Return to Base:

In compliance with radio message formation stayed some 40 miles east of London. Normal landings were accomplished, all ships landing safely at home base.

e. Weather:

Weather enroute was 7/10-10/10 with tops at 22,000 feet. There was a heavy ground smoke at the target area, with 5/10ths clouds.

f. Fighter Support:

Was not needed. Generally fair.

g. Conclusions and Recommendations:

None.



Mission Summary Report (Cont'd)

5. Aircraft Not Attacking:

Lead Box: A/C 42-97962 - Sortie. Returned because of flak damaged received enroute to target.

Low Box: A/C 42-97931 - Sortie. Failed to drop bombs because bombardier failed to turn on bombay switches, tried to salvo and forgot to turn sleeve.

High Box: All attacked.

6. Enemy Opposition:

No air opposition (See flak report for flak)

7. Battle Damage:

<u>Major</u>	<u>Minor</u>	<u>Flak</u>
**	25	25

8. Casualties:

None

9. Statistical Summary of Operations (See Attached Form)

10. Bombing Data:

a. Observations:

Although bombing was done by PFF methods, observations were made. Results seemed good -- the majority of the bombs falling within the target area.

b. Disposition of Bombs:

Lead Box: Of the 12 A/C entering enemy territory, 11 dropped 434 x M47A2 on target. One A/C aborted and jettisoned 42 X M47A2 IB in the channel. The spare returned its load of 42 IB's.

Low Box: Of the 12 A/C entering enemy territory, 11 dropped 435 on primary. One A/C failed to drop its bombs and returned its load of 42 IB's to base. One other A/C returned one bomb which did not release, and the spare returned its load of 42 IB's to base.

High Box: All 12 A/C entering enemy territory attacked the primary, dropping 475 X M47A2 on primary. The spare returned its load of 38 IB's.

Mission Summary Report (Cont'd)

11. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs				
	Over Target	Bomb- ing	Num- ber	Size	Type	Fusing	
						Nose	Tail
Main Bombafall	35	35*	1344	100#	M47A2	M126	---
Other Attacks	-	-	-	-	-	-	---
Total Bombs On Targets			1344	100#	M47A2	M126	---
Other Expenditures			42	100#	M47A2	M126	---
Bombs Returned			165	100#	M47A2	M126	---
Total (Loaded on A/C Taking Off)			1551	100#	M47A2	M126	---

\* Incl PFF Aircraft

11. Lost Aircraft:

None

Submitted By:

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



LUDWIGSHAVEN

OUTLINED ARE AREAS  
WITHIN WHICH APPEAR TO  
BE I. B. STRIKES. THERE  
ARE PROBABLE STRIKES WITHIN  
THE SMOKE-OVER AREA.

ASSIGNED  
MPJ



STATISTICAL SUMMARY OF OPERATIONS

801st Group

1st BD F. O. 486

Date of 5 September 1944

	Lead		High		Low
		PFF - GH		PFF - GH	
1. No. of A/C Failing to Take Off	--	-	--	-	--
2. No. of A/C Airborne	11	2	12	1	13
3. No. of A/C Airborne Less Spares	10	2	11	1	12
4. No. of A/C Sorties	10	2	11	1	12
5. No. of A/C Attacking	9	2	11	1	11
6. No. of A/C Not Attacking	1	-	-	-	-1
(a) Early Returns Included	-	-	-	-	-
7. Name of Primary Target	LUDWIGSHAVERN				
(a) No of A/C Attacking	9	2	11	1	11
(b) No., Size & type of bombs	358-	76	437	38	435
	100# M47A2	100# M47A2	100# M47A2	100# M47A2	100# M47A2
8. Name of Secondary Target	None				
(a) No of A/C Attacking					
(b) No., Size & type of Bombs					
9. Name of Last Resort Target	-----				
(a) No. of A/C Attacking					
(b) No., Size & type of Bombs					
10. Name of Target of Opportunity	-----				
(a) No. of A/C Attacking					
(b) No., Size, & type of Bombs					
11. Name of Target Opportunity	-----				
(a) No. of A/C Attacking					
(b) No., Size & type of Bomb					
12. No of A/C Lost - TOTAL	None		None		None
13.                   - to Flak					
14.                   - to Flak & E/A					
15.                   - to Enemy A/C					
16.                   - to Accident					
17.                   - to Unknown					



STAT SUMMARY (Cont'd)

	Lead	High	Low
18. Time of Takeoff	0714	0715	0716
19. Time of Attack	1121	1121	1121
20. Average Time of Flight	8.5	8.5	8.4
21. Altitude of Release	25,130	25,990	25,100
22. Visual or PFF	PFF	PFF	PFF
23. Enemy Resistance - AA Int.&ACC.	Mod. Acc.	Mod. Acc.	Mod./Accu.
24. - Fighters	---	---	---
25. - Bombers	---	---	---
26. U.S. A/C Engaged by Enemy A/C	---	---	---
27. Degree of Success	Good	Good	Good

PFF A/C Borrowed from Groups as follows:      None

PFF A/C Loaned to Groups as Follows:      None

NOTES:

Combat Flight Leader

Date 5 Sept 44

Deputy Flight Leader

SQDN

612th SC JABWOCK

**MC CORD (MAUPIN)**

613th IN MACRO

614th IW GOLFCLUB

615th IY BUZZARD

947 PFF

LUDEMAN

MANNIX

Take-off and assembly  
of Lead Box 94 B Wing

087

600 PFF

SQDN

SQDN

LOUGHLIN

*(Returned)*

962

LIPPERT

187

BURNS

GIBSON

BAKER

KEELING

992

993

706

267

KNOST

393

HOCKING

MAXWELL

632

398

SPARES

MOHLER

662

*(Returned)*



~~Combat Flight Leader~~

Date 5 Sept 44

~~Deputy Flight Leader~~

SQDN

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

~~MC GORD (MAUPIN)~~

947

~~LUDEMAN~~

~~HANNIX~~

087

600

401st Lead Box over target

SQDN

SQDN

~~GIBSON~~

~~LIPPERT~~

988

187

~~BURNS~~

~~HOCKING~~

~~BAKER~~

~~KEELING~~

992

632

706

267

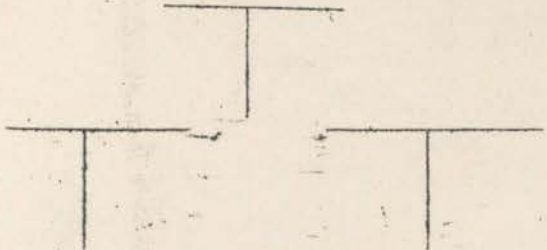
~~KNOST~~

395

~~MAXWELL~~

398

SPARES



Combat Flight Leader

Date 5 Sept 44

Deputy Flight Leader

SQDN  
HRENAN (SEAWELL)  
8077

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

GRIMM  
983

HASKETT  
310

401st Low Box on take-off and  
cruise and over target

SQDN

SQDN

OAS  
159

ETTERS  
132

SOMBART  
146

WINGARD  
091

CAMPBELL  
931

BURGE  
487

DOW  
125

UDY  
7113

CALLAWAY  
468

SPARES

SULLIVAN  
1077 RETURNED  
EARLY



Combat Flight Leader

Date 5 Sept 44

Deputy Flight Leader

SQDN

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

CARROLL (GARLAND)

055 PFF

SISSON

104

HARASYM

938

401st high box on take-off and cruise and over target

SQDN

SQDN

SILVERSTEIN

730

HANSON

~~100~~ 039

MAYS

602

HAYES

236

BUEB

591

JENNING

160

KOVACH

659

BEHT

330

PILEMYR

869

SPARES

LEEWICK

947

RETURNED  
EARLY

HEADQUARTERS AAF STATION #128  
OFFICE OF THE NAVIGATION OFFICER

5 September 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 0714 hours; Land at 1528 hours.

b. Group formed at 0829 hours at 10,000 feet.

c. Formed CBW at 0829 hours at 10,000 feet.

d. Began climb at 0839 hours; reached alt. at 1112 hours.

e. Weather encountered over England:

(1) Clouds 5 / 10th - Visibility 10 miles.

(2) Wind at altitude 243 degrees, 60 Knots.

f. Means of navigation over England. See, D.R., Pilotage

g. Means of checking Metro Winds See, Air plot, Pilotage

h. Joined task force at 0937 hrs. at Hastings  
(Splasher, City, Coord.)

i. English Coast out at 0937 hrs.; Enemy Coast in at 0957 hrs.

j. Fighter Rendezvous:

(1) Going in \_\_\_\_\_ hrs. **AS BRIEFED**

(2) Coming back \_\_\_\_\_ hrs.

k. Wind used for bombing:

(1) 240 degrees, 100 Knots.

(2) Determined by Air plot (Pilotage & Mickey)  
(Method)

l. Bomb run and Method of Target Identification:

(1) Reached IP at 1111 hrs.

(2) Mag. heading over target 45 degrees.

(3) Altitude over target 25,000 feet.

(4) Bombs away at 1121 hrs.

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

Visual, D.R., and PFF

m. Gee:

(1) Coordinates of furthest fix 48-55 N. 04-30 E.

(2) Obtained at 1051 hours.

n. Difficulties encountered with special equipment. Abs altimeter was out.

COMMENTS: Off course to C.P. #1 & 2 to stay in Division Formation. Off course over continent on withdrawal due to weather. Did two 360° over channel to let down. Stayed east of course to base in compliance with radio message.

/s/ Howard Fishbeck  
SIGNATURE  
1st Lt., A. C.  
Lead Navigator, Lead Box







HEADQUARTERS AAF STATION #128  
OFFICE OF THE NAVIGATION OFFICER

5 September 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 0715 hours; Land at 1544 hours.

b. Group formed at 0830 hours at 10,900 feet.

c. Formed CBW at 0830 hours at 10,000 feet.

d. Began climb at 0807 hours; reached alt. at 1052 hours.

e. Weather encountered over England:

(1) Clouds 8 / 10th - Visability 5 miles.

(2) Wind at altitude 243 degrees, 60 Knots.

f. Means of navigation over England, D. R., PFF

g. Means of checking Metro Winds Drift on two headings

h. Joined task force at \_\_\_\_\_ hrs. at \_\_\_\_\_  
(Splasher, City, Coord.)

i. English Coast out at 0937 hrs.; Enemy Coast in at 0957 hrs.

j. Fighter Rendezvous:

(1) Going in \_\_\_\_\_ hrs. AS BRIEFED

(2) Coming back \_\_\_\_\_ hrs.

k. Wind used for bombing:

(1) 243 degrees, 60 Knots.

(2) Determined by Pilotage  
(Method)

l. Bomb run and Method of Target Identification:

(1) Reached IP at 1109 hrs.

(2) Mag. heading over target 42 degrees.

(3) Altitude over target 25,000 feet.

(4) Bombs away at 1121 hrs.

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

PFF

m. Gee:

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

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

n. Difficulties encountered with special equipment.

PFF out, Gee out, Radar altimeter out.

COMMENTS:

/S/ P. F. Kaiser

P. F. KAISER

1st Lt., A. C.

Lead SIGNATURE, High Box







FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF	TRUE HDNC.	MAC. HDNC.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS. MPH. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		C. S.	TC RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
0836	145	A5	160		3 miles N.E. of Spaulding, Begin climb		150 150								
0839	149	A4 A12	160 161		Begin climb		"	to 12000	155			135	67	30	0909
0842	155	A10 A15	170		Wind 200/45K		150	12900 15000	164			130	45	21	0908
0854	164	A6	180					16000 -12	168				25	11	0905
0900	195	A3	208		Cutting off Pt. "C" 52-10N 00-50E		150 130	17900 -24						78	
0904	195	A3	208		Point B, on time, 2 miles R of course		150 130	18000 -15	174			138	63	27	0931
0914	181	A22	203		On course		150	18500 -16	175			140	46	20	0934
0919		-2	248		Wind 243/80K		150	18500	176						
0937	148	A25	173		Coast out 50-54N 00-53E, 8 left of course		150		176			168	56	20	0957
0945	180	A23	203						196			128	21	10	0955
0957	114	A20	134		Coast in, 13 left, 1' late 50-15N 01-34E		150					212	176	50	
1003	133	A24	157							8	28	186	35	11	1014
1011	129	A20	134		P-51's		150	20000 -15	182			200	108		
1022	114	A28	132												
1025	114	A28	132		Wind 230/62K, Climb		150	20000 to 25000	190			208	89	26	1051
1028			132		Rhine 159°, 15 miles										
1031			132		Rhine 198°, 12 miles			22000 -20	188	25	6				
1034			180		" 255, 18	Wind 240/108K				40	10	240			
1038					" 201, 27										
1040	135				" 234, 30										
1043	137	A34	171				150	23500	190			180	25	6	1051
1051	80	A12	192		80°, 26 miles							288	75	15	1106
1051					Control Pt. III, 2 min late, and 8 left.										
1109	58	A2	60		Turn to IP				198			308	43	6	
1111	58	A2	60		I. P.									8	1119
1112	48	-3	45		BOMBS AWAY	FFF run	150	25000 -24	198			308			
1121			300		Turn off target		170	25000				187	12	3	1124
1124	262	-10	252				160	24000 -22	195			86	87	1:00	1224
1137	262	-10	252		102°, 30 m.		165 143	22500 -20	208			100	59	32	1209
1208	242	A1	243		Wind 230/55K		155 135	15000 -5	174	13	6 1/2	120	45	22	1230
		238/53	242		Hickey not very good										
1232	294	-18	276				160 139	13000 0	174			147	128	54	1326
1252	267	-12	255				150	11000 A2	154			106	64	36	1328
1258	260	-8	252		On 49-03N 03-32E Check hickey with DR and pilotage							100	53		
1306	260	-8	252		Wind 235/60K							100	34	20	1326
1326	294	-18	276		Amiens, 5 right, on course		"	155				116	36	18	1344
1337	294	-18	236		See, 50-15N 01-		150	11000 A2	154			126	20	9	1346
1347	344	-20	324		Coast in at 50-02N 01-20E		150 130	11000 A2	154			164	54	20	1357
1347	344	-20	324		Coast in		150	11000 A2	154			164	54	20	1357
1348	344	-20	324		Letdown		160								
1358					Doing 360 letdown through clouds		160								

SIGNED \_\_\_\_\_ NAVIGATOR







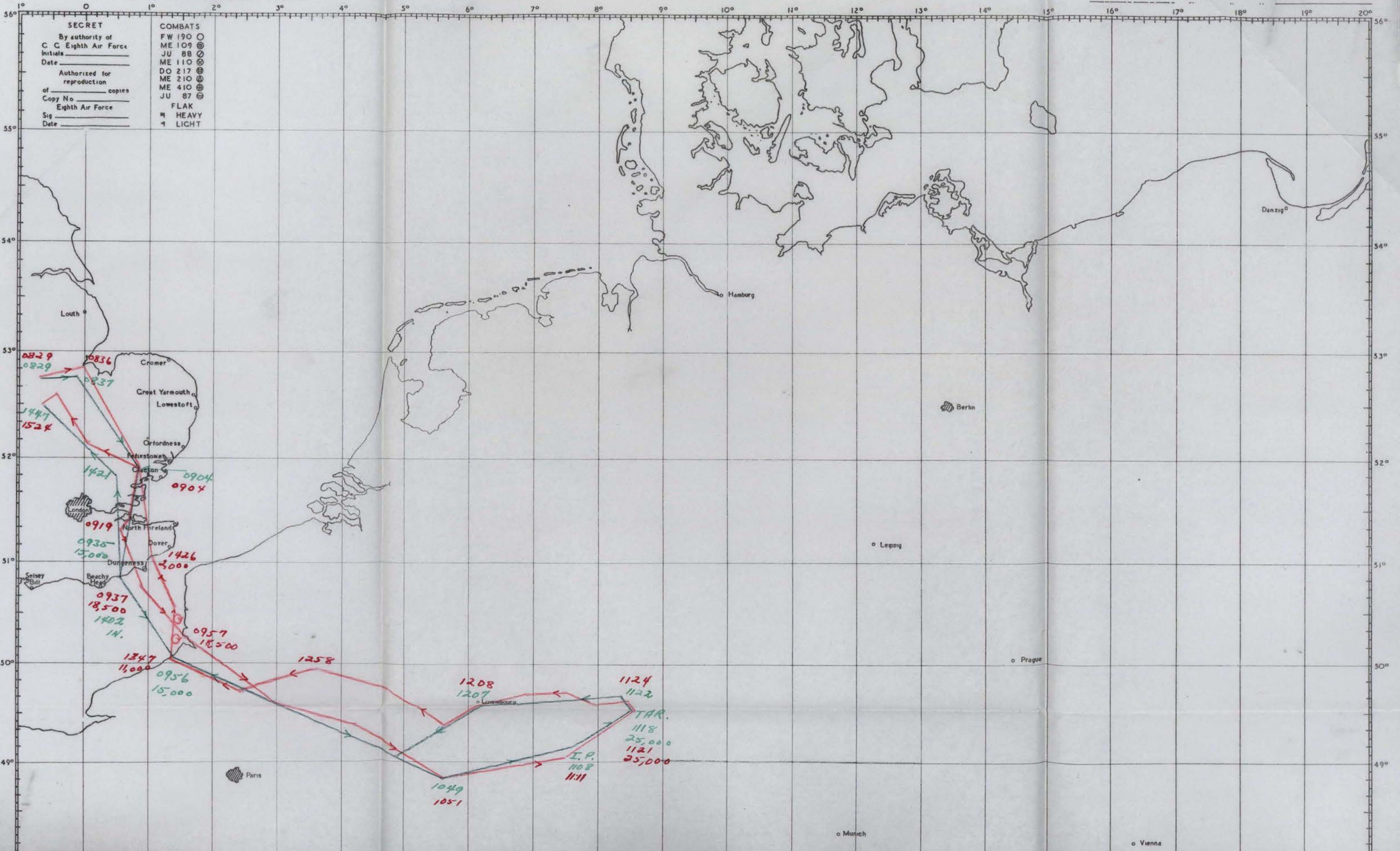
# TRACK CHART

DATE Sept 5, 1944

TARGETS  
PRIMARY

Ludwigshafen, Germany

Green ROUTE FOLLOWED BY Briefed Course  
Red .. .. . 408 B.C. (1)

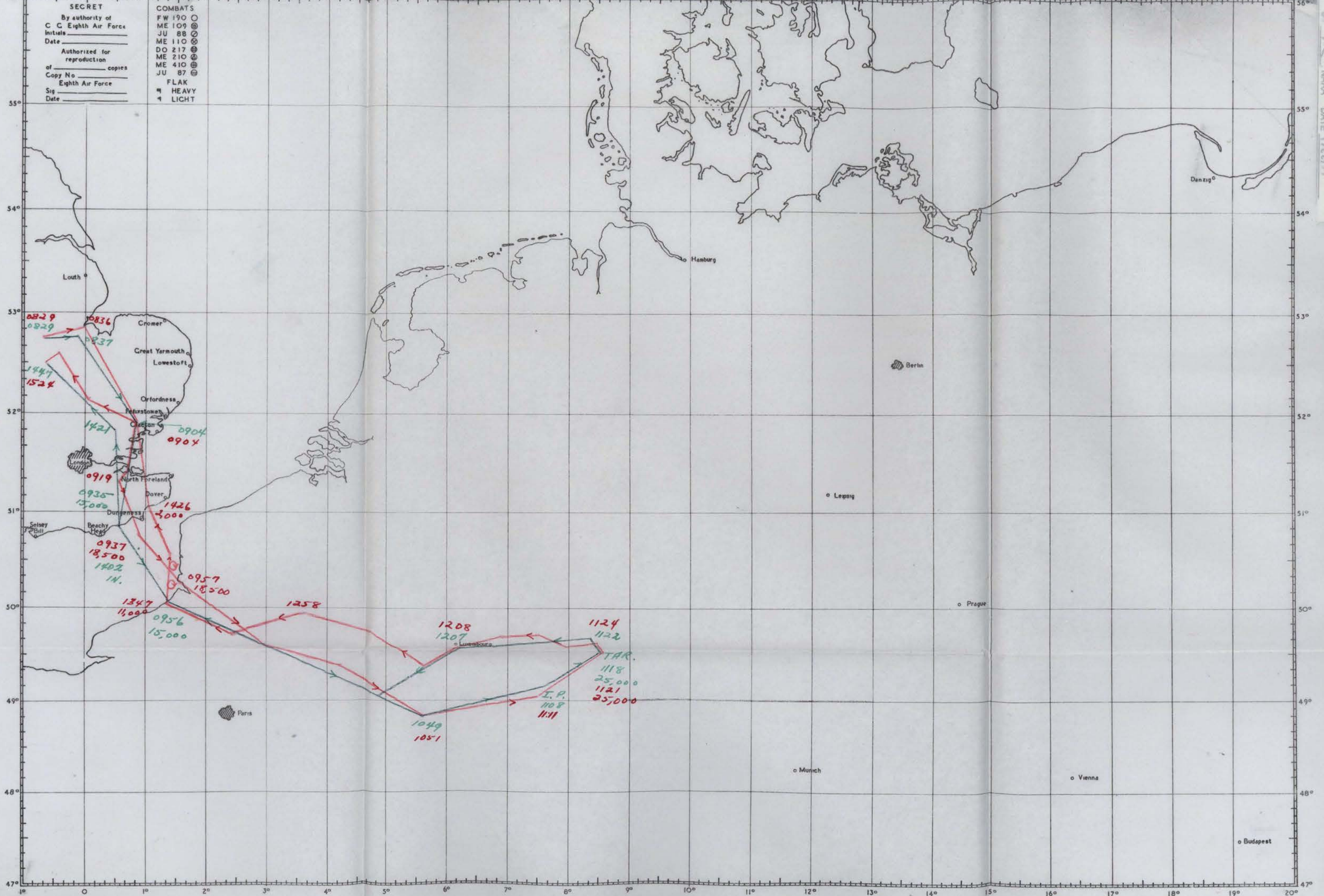




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ME 109 ⊙  
JU 88 ⊙  
ME 110 ⊙  
DO 217 ⊙  
ME 210 ⊙  
ME 410 ⊙  
JU 87 ⊙  
FLAK  
HEAVY  
LIGHT



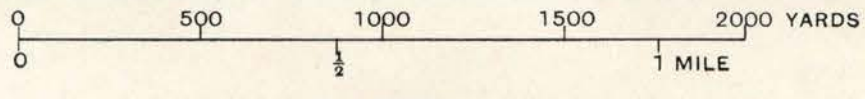
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Target No.  
2 (c) 17

I.G. FARBENINDUSTRIE A.G. — LUDWIGSHAFEN (GERMANY)

Illustration No.  
2 (c) 17/9



(1 : 19,400)  
Photographed 9.11.41.  
Issued November 1942





T.D.A.G. FORM  
 12 E. Modified  
 1-9-44 401st BG APO 5-7

**LEAD BOX**  
**COMBAT BOMBING FLIGHT RECORD**

BOMBARDIER Lt. Browne DATE 5 Sept 1944

PILOT Capt Mc Cord TAKE OFF 0744

NAVIGATOR Lt. Fishbeck AIRPLANE 047

WING 94th GROUP 401st SQDN 612th LANDED 1527

OBJECTIVE Ludwigshaven, Germany (MPI)

METHOD OF ATTACK X  
Individual Flight Squadron Group wing

NUMBER A/C IN GROUP 11 COMPOSITE GROUP \_\_\_\_\_

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

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

BOMBS, TYPES AND SIZES M 47 A 2 FUSING: NOSE M 126 TAIL Inst

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

NUMBER OF BOMBS LOADED 560 RELEASED 518

INFORMATION AT RELEASE POINT:

Altitude of Target <u>300</u>	Temp Aloft: Metro <u>-27</u> Actual <u>-25</u>
True Altitude above target <u>25130</u>	Mag Head, order <u>60</u> Actual <u>45</u>
Ind. Altitude <u>25000</u>	True Heading <u>51</u>
Pressure alt of target <u>171</u>	Drift, Est <u>2R</u> Actual <u>3R</u>
Altimeter setting <u>29.92</u>	True Track <u>54</u>
C.I.A.S. <u>150</u> I.A.S. <u>150</u>	Actual Range <u>17821</u>
G.S. Est <u>298</u> Actual <u>355</u>	B.S. Type <u>M-9</u>
Wind Direc Metro <u>250</u> Actual <u>240</u>	Time of Release <u>1121</u>
Wind Veloc. Metro <u>69</u> Actual <u>125</u>	Intervalometer Setting <u>50ft</u>
D.S <u>122</u> Trail <u>150</u> ATF <u>48.42</u>	Length of Bombing Run <u>7min</u>
Tan. D.A. Est <u>.425</u> Actual <u>.71</u>	C-1 Pilot <u>yes</u> A-5 _____
Mean Temp: Metro <u>-2</u> Actual <u>0</u>	Manual Pilot _____
Type of Release: Lead A/C _____	Type of Release: Other A/C <u>50ft</u>



V.D.A.G. FORM  
 12 E. Modified  
 1-9-44 401st BG APO 567

LOW BOX  
COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Brock DATE 5 Sept 1944

PILOT Lt. Col Seawell, Lt. Heenan TAKE OFF 0717

NAVIGATOR Lt. Kane AIRPLANE 077

WING 94th GROUP 401st SQDN 615 LANDED 1514

OBJECTIVE Ludwigshaven, Germany (MPI)

METHOD OF ATTACK x  
Individual Flight Squadron Group Wing

NUMBER A/C IN GROUP 12 COMPOSITE GROUP

DEFLECTION AND RANGE SIGHTING GROUP Lead A/c COMPOSITE GROUP

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

BOMBS, TYPES AND SIZES M47 A 2 FUSING: NOSE M 126 TAIL Inst

BOMBS, TYPES AND SIZES FUSING: NOSE TAIL

NUMBER OF BOMBS LOADED 477 RELEASED 435

INFORMATION AT RELEASE POINT:

Altitude of Target 300 Temp Aloft: Metro -27 Actual -21

True Altitude above target 25100 Mag Head, order 60 Actual 43

Ind. Altitude 24400 True Heading 49

Pressure alt of target 171 Drift, Est 2R Actual ---

Altimeter setting 29.92 True Track -----

C.I.A.S. 150 I.A.S. 150 Actual Range -----

G.S. Est 298 Actual 328 B.S. Type M-9

Wind Direc Metro 250 Actual 235 Time of Release 1121

Wind Veloc. Metro 69 Actual 92 Intervalometer Setting 50 ft

D.S. 121.3 Trail 150 ATF 48.87 Length of Bombing Run 7 min

Tan. D.A. Est .427 Actual --- C-1 Pilot Yes A-5

Mean Temp: Metro -2 Actual -5 Manual Pilot

Type of Release: Lead A/C Salvo Type of Release: Other A/C 50 ft



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

**HIGH BOX**  
**COMBAT BOMBING FLIGHT RECORD**

BOMBARDIER Major Pickoff DATE 5 Sept 1944  
 PILOT Major Garland TAKE OFF 0716  
 NAVIGATOR Lt. Kaiser AIRPLANE 038  
 WING 94th GROUP ~~42nd~~ 101st SQDN 615 LANDED 1543  
 OBJECTIVE Ludwigshaven, Germany (MPI)  
 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 \_\_\_\_\_  
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 a/c  
 BOMBS, TYPES AND SIZES M 47 A 2 FUSING: NOSE M 126 TAIL Inst  
 BOMBS, TYPES AND SIZES 12 FUSING: NOSE \_\_\_\_\_ TAIL \_\_\_\_\_  
 NUMBER OF BOMBS LOADED 475 RELEASED 475  
 INFORMATION AT RELEASE POINT:  
 Altitude of Target 300 Temp Aloft: Metro -27 Actual -23  
 True Altitude above target 259900 Mag Head, order 60 Actual 36  
 Ind. Altitude 25600 True Heading 42  
 Pressure alt of target 471 Drift, Est 2R Actual ---  
 Altimeter setting 29.92 True Track -----  
 C.I.A.S. 150 I.A.S. 150 Actual Range -----  
 G.S. Est 298 Actual 300 B.S.Type M-9  
 Wind Direc Metro 250 Actual 243 Time of Release 1121  
 Wind Veloc. Metro 69 Actual 69 Intervalometer Setting 50FT  
 D.S. 120 Trail 150 ATF 49.89 Length of Bombing Run 8min  
 Tan. D.A. Est .435 Actual ---0--- C-1 Pilot YES A-5 \_\_\_\_\_  
 Mean Temp: Metro -2 Actual 0 Manual Pilot \_\_\_\_\_  
 Type of Release: Lead A/C Salvo Type of Release: Other A/C 50ft



S E C R E T

Report on A.A. Gunfire.

401st BOMBARDMENT GROUP (H)

Target: Assigned Ludwigshaven . . . . . Date of Mission 5 Sept. '44  
 Bombed . . . same . . . . .

Route as Flown:--

5055 - 0015E 0957 (5010 - 0129E) 0952 (4900 - 0733E) 1110  
 (Target) 1121 (5003 - 0122) 1347

Weather conditions: (a) At target . 5/10 Heavy ground smoke . . . . .

(b) En route . . . . .7/10 - 10/10 with tops 22,000 . . . . .

Were our A/C "Seen" or "Unseen" targets? (a) At target . Unseen . . . . .

(b) En route . . Unseen . . . . .

Any condensation trails? . occasional . . . . .

Description of Flak at Target, including METHOD OF FIRE CONTROL

1121 Ludwigshaven 25,000, Mod., EXCEL good for alt. & deflection, black & white  
 bursts, pred., concent., unseen.

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

1111 (4906 - 0726E) 25,000, Neg, fair for accuracy, black, following (about 10  
bursts)

Was CHAFF carried? . . . . Yes . . . . .

How discharged? . . . . . As briefed . . . . .

Position of Group

. . . Lead - High & Low boxes of 94th CBM . . . . .

Details:--

up	A/C over enemy territory	A/C Damaged	A/C lost to Flak	Time over Target	Time of Bombs away	Height	Axis of Attack	Bomb Run
Lead	12	11	0	1121	same	25,000	60M	PFF
Low	12	7	0	1122	"	24,000	33T	"
High	12	7	0	1122	"	25,600	30T	"
als	36	25						

Comments - Phenomena:--

Lt. D. J. Sutherland



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

J-A-4

Reference Field Order 486.

5 SEPTEMBER 1944

SUBJECT: Communications Report, Operational Mission No 139.

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>18</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>32</u>
4. Distress Action	<u>0</u>	Maximum Fix	<u>1855N - 0600E</u>

SECTION TWO - REPORTED EQUIPMENT DEFICIENCIES

1. Liaison	<u>0</u>	5. Interphone	<u>1</u>
2. Command	<u>1</u>	6. Gee	<u>0</u>
3. VHF	<u>0</u>	7. IFF	<u>0</u>
4. Compass	<u>1</u>	8. Others, H2X	<u>1</u>

SECTION THREE - REMARKS

A/C WITH BROKEN VHF SAFETY-WIRES:

730 - CALLED BY LEADER, HAD TO ANSWER

236 - CALLED LEADER TO RELAY W/T MESSAGE FROM DIVISION

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



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

F-C-2

APO 557  
4 September 1944

SUBJECT: Armament Malfunction Mission Report

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

1. Date of Mission: 3 September 1944.
2. No gun malfunctions were reported.
3. The following turret malfunctions were reported:
  - a. A/C # 44-38267 - Ball Turret inoperative. Brushes were not making good contact on ring gear. This turret has been repaired.
4. The following bombing equipment malfunctions were reported:
  - a. A/C # 43-37602 - Bomb bay motor burned out in flight. This motor has been replaced.
  - b. A/C # 44-6113 - Bombs were salvoed in left bomb bay, due to intervalometer working on right side only. It is believed that the bomb bay selector switch was not turned on in bomb bay.
5. There were twenty-seven (27) 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-A-1

APO 557  
3 September 1944

SUBJECT: Abortive Report.

TO : Commanding Officer, 401st Bomb Gp. (H), APO 557.  
ATTN: Air Statistical Officer.

1. The following aircraft aborted from the mission of 3 September 1944 due to the reasons stated:

A/C 42-102674 - Returned early because of internal failure of No. 2 engine.

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



C  
O  
P  
Y

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

3 September 1944.

SUBJECT: Comments of Crews Participating in Mission to Ludwigshaven,  
3 Sept 1944.

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

1. Lt. Edward F. Robinson, Navigator A/C 7478, reported that there was no flux gate compass installed in this aircraft. 614
2. Lt. Isaac Schkloven, Bombardier A/C 8160, reported that several P-51 fighters approached the wing head-on to within 600 yards, making some gunners jittery.
3. T/Sgt James W. Curtis, ROG A/C 8160, stated that chaff caught on his antenna, and suggests position of chute be changed. 613
4. Lt. James A. Knost, Pilot A/C 3313, stated that the low squadron of the lead box straggled somewhat and was too low enroute to target.
5. Lt. Charles W. Keeling, Pilot A/C 8267, stated that the high box leader led the box into prop wash of the lead box.
6. Lt. Edward R. Jolley, Co-Pilot A/C 7790, states that 614th and 615th squadron crews leave bags and equipment in briefing room hall prior to briefing, causing the halls to be jammed.
7. Lt. Norman L. Sission, Pilot A/C 7151, reported that a Pilot's type flak suit was not issued him and the apron on the flak suit of Lt. Mason Picker, his Bombardier, was missing.
8. Lt. Robert W. Vucha, Bombardier A/C 8077 and Lt. James R. Sassaman, Navigator A/C 7113, reports that flak suits had been out in the rain and were cold and wet when put in the aircraft.
9. The crew of Lt. Bert E. Hocking, Pilot A/C 7632, reported that the ball turret of the lead a/c of the low box was inoperative the entire mission.
10. Sgt. Jose M. Torres, LWG A/C 7151, stated that nasal atomizer on this ship was rusty and should be repaired.
1. Lt. Estel G. Burns, Pilot A/C 6992, said that carbohydrate rations were not available for 612th squadron crews even though they specifically requested them.

3516



12. Lt. Leland Hayes, Pilot A/C 8236, had stomach cramps and his Co-Pilot, Lt. Willie J. Hasfley flew the aircraft the entire mission and did an excellent job, according to Lt. Hayes.

13. S/Sgt Howard J. Frohman, BTG A/C 7872, would like fresh eggs for breakfast.

14. The crew of Lt. Herbert V. Dow, Pilot A/C 7664, stated that for two weeks they have been unable to get enough food at the combat mess, particularly after a mission. They criticized the fact that second helpings are not given and that the first helping is too small, particularly in the enlisted men's mess.

15. The crew of Lt. Paul R. Koons, Pilot A/C 7395, state that they do not get enough food at meals served after they return from a mission.

16. The crew of Lt. Walter H. Thomason, Pilot A/C 7009, state that pancakes served for breakfast make some ~~times~~ of the crew members sick.



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



401ST BOMBARDMENT GROUP (H)  
615TH BOMBARDMENT SQUADRON (H)  
AAF Station 128, APO 557 -  
U. S. Army

3 September 1944.

ABORTIVE REPORT:

SQUADRON 615th AIRPLANE 42-102674 PILOT 2nd Lt. John Udy  
CO-PILOT 2nd Lt. B.S. Hockaday.

PILOT'S STATEMENT:

Abortive from mission due to #2 Engine running rough and excessive oil leak.

INSPECTION OF AIRCRAFT OR EQUIPMENT REVEAL THE FOLLOWING DEFECTS OR MALFUNCTION:

Internal Engine Failure. No compression in #1 Cylinder.

*R. L. Heuman*  
ENGINEERING OFFICER



LEAD BOX 94th A CBW

COL BOWMAN

3 Sept 44

*By long*

LOCHER (BOWMAN)

SC U 7947 *Sq.*

COLEMAN (BROWN)

*MANNIX*

~~IW C 8033~~ *Sq.*  
~~IY D 8125~~

IN Y 7600 *Sq.*

614

615

KOVACH

DOW

IW O 7602 *Sq.*

IY F 7664

HAYES

LERWICK

UDY

OAS

IW M <sup>*606*</sup> 8236

IW S <sup>*sq.*</sup> 6145

IY M 2674

IY E 8159

KOONS

IW P <sup>*Sq. Tank*</sup> 7395

**ABORT**

BRIGHT

UTTER

IW A 7872 *Sq.*

IW X 1863 *Sq.*

SPARE LEAD IY H 7636

Grnd Spares IW Z 8330  
IN U 7706

**GROZIER**  
IW G 7084 *FS*

*all AC - Chart 13  
4 x 1000 lbs 1/10/40  
4 m. 17 JB*

*all AC  
Buzyard A-1077*



HIGH

CAPT MC CORD

3 Sept 1944

MC CORD

~~SC P 7457~~  
~~IN Q 7478~~ *1891 - Sg S.D.*

FILEMYR

HILL

IN Q 7478 *Sg Tank*

SC *F 2957 Sg* 1891

613

615

ETTERS

DUCKWORTH

IN R 6113 - *S.D. May.*

IY Q 8077

BUDD

LIPPERT

WINGARD

SULLIVAN

*H 6704*  
IN ~~7 1381~~  
U 706  
*S.D. May*

IN D 8187 *Sg*

IY O 1091

IY J 7113

KEELING

*S.D.*  
*May*

IN M 8267 - *S.D.*

JENNINGS

THOMSON

IN A 8160 - *OK*

IN E 7009 *Sg*

JETTER

IN B 6132

*Returned*



Combat Flight Leader

Date

Deputy Flight Leader

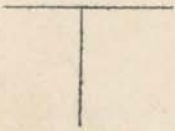
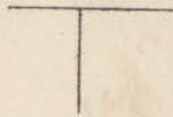
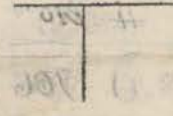
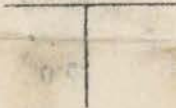
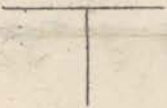
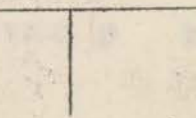
SQDN

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

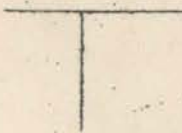
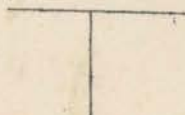
72509

SQDN

SQDN



SPARES





LOW

Combat Flight Leader

Date

**CAPT LEWIS**

**3 Sept 1944**

Deputy Flight Leader

SQDN

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

**HISMAN (LEWIS)**

*485 S.D.*

**IY L 7551**

**SISSON**

**LOCKHART**

**IW B 7151**

**IN F 6313 S.D. Mag.**

*sq. #228*

SQDN

SQDN

**612**

**612**

**KHOST**

**LOUGHLIN**

**SC R 2393**

**SC G 7962**

*S.D.*

**BURGE**

**GIBSON**

**HOCKING**

**AIKEN**

**SC A 7628**

**SC C 9993**

**SC L 7632**

**SC O 7487**

**BURNS**

**IW Z 330**

**SC D 6992**

**BONNEY**

**MAXWELL**

**SC J 7790**

**SC H 2398** *OF*

SPARES

**SOMBART**

**IY B 1730**

*Returned*



A/C 104 613<sup>th</sup> went out with O<sub>2</sub> pd for left waist out  
A/C 487 612<sup>th</sup> " " " 100 P.P.M. Mag. dump

104 replaced by 706 613<sup>th</sup>  
487 " " 330 614<sup>th</sup>



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

3 September 1944

SUBJECT: Battle damage Report

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

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

AIRPLANE NO.	BATTLE DAMAGE
42-97947	1. Flak hole in bottom of left wing. Sta. # 5 2. Hole in right side of fuselage-Sta. # 6C. 3. Flak hole in right side of fuselage-Sta. # 5G.
42-31891	1. Flak hole in bottom of left wing.- Sta. # 16 Penetrated Supercharger Air Intake Duct. 2. Hole in bottom of left wing-Trailing edge, Sta-# 5 out top. 3. Hole in right side of fuselage-Sta # 3. 4. Hole in left side of # 3 Nacelle. 3 o'clock. 5. 2 flak holes in bottom of right wing tip. 6. 3 flak holes in bottom of right wing-Sta. # 32. 7. 2 Flak holes in right side of fuselage-Sta. # 6H. 8. Large flak hole in top leading edge of right horizontal stabilizer tip. 9. 2 flak holes in bottom of right horizontal stabilizer-Sta. # 62. Out top. 10. 3 flak holes in left elevator. 11. 9 flak holes in left horizontal stabilizer. 12. 3 flak holes in left side of fuselage-Sta. # 7 13. 3 flak holes in top left side of fuselage-Sta # 6D.
42-102393	1. Negative
42-102398	1. Negative
42-106992	1. Negative
42-39993	1. Negative



Battle Damage Report continued for 3 September 1944

AIRPLANE NO.

BATTLE DAMAGE

42-102957

1. Flak hole in right wing tip-Sta # 37.
2. Flak hole in right wing tip-Sta # 35.
3. Flak hole in left wing -Sta # 9 above # 1 oil cooler.

43-37632

1. Flak hole in Bombadier's Sighting Glass.
2. Flak hole in # 4 ring cowl at 10 o'clock.

42-97962

1. Flak hole in right flap at Sta # 7-severed structural tube - requires replacement.
2. Flak hole in left outer wing panel-Sta # 32.5 severed rear spar and Gusset Plate.
3. Ring Flak hole in right outer wing panel - leading edge-Sta. 31.

*Herbert Kimmel*  
*Capt Air Corp*



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

D-E-1

5 September 1944

SUBJECT: Effectiveness of Assembly and Bomb-Release Flares.

TO : Commanding Officer, Station 128, APO 557, U.S. Army.

1. Every crew participating in today's mission to Ludwigshaven was interrogated concerning assembly and bomb-release flares (jets).

2. General consensus of opinion seemed to be that, while most every crew observed the flares, they were not of any outstanding value. Some bombardiers reported that, although the flare was seen, they found it better to bomb on the Group Leader as in the past.

3. It appears that the smoke which the flare produces is more easily discernible than the flash of the flare itself. This may account for the fact that bombardiers on 6 of the 36 A/C over the target reported a noticeable time lag between the start of the bombfall and the appearance of the flare signal. These bombardiers reported the lag to be "very slight", " $\frac{1}{2}$  second", "1-2 seconds". They agreed that they observed the bombs before the flare.

4. Lt. Col. William T. Seawell, Low Box Leader, reported that the assembly flare was visible from the tail of the Wing Lead A/C when first set off, but that when the formation made a slight turn the shift of light caused it to become indistinguishable.

5. Major William C. Garland, High Box Leader, and his Pilot, Lt. Carroll, reported observing the flares, but Major Garland was of the opinion that their use was superfluous on days when visibility at assembly altitude and at bombing altitude is satisfactory. He further feels that, on days when visibility at these altitudes is poor, the flare in use at present is much too weak to be seen by A/C in the rear of the wing formation.

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

CONFIDENTIAL



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

D-E-1

5 September 1944.

SUBJECT: Comments of Crews Participating in Mission to Ludwigshaven,  
5 Sept 1944.

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

1. Lt. Estel G. Burns, Pilot A/C 992, reported that A/C 993 (Lt. Gibson, Pilot) was lax in filling in when the low squadron leader returned to base because of flak damage. Lt. James A. Knost, Pilot A/C 393, who was leading the second flight of the low squadron in the lead box, reported that there was apparently some confusion among the commanders of A/C 993 and 992 regarding who was supposed to fill in.
2. T/Sgt. John F. Thompson, ROG A/C 600, stated that his mike cord was too short and hindered him when throwing out chaff.
3. T/Sgt. Jack P. Mayer, ROG A/C 187, reports that chaff is bundled so tightly of late that it is almost impossible to open bundles and discharge them during the allotted period of time. S/Sgt. James S. Parkes, ROG A/C 859, says chaff jams in chute and seems to form a ball, not dispersing properly in the air.
4. Lt. Paul F. Haisey, Navigator A/C 053 (Major William C. Garland, High Box Leader) stated that, in addition to malfunction of PFF equipment, his gee box and his radar altimeter both refused to function.
5. Lt. Herbert V. Dow, Pilot A/C 125, reported that the 94th "A" CRW carried on too much conversation over VHF.
6. Comments concerning the excellent breakfast served at the combat mess this morning were made by the crews of Lt. Wilbur C. Bright, Pilot A/C 330, Lt. Harry E. Haskett, Pilot A/C 310 and Lt. John Udy, Pilot A/C 118.

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



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

**5 SEPTEMBER 1944**

**LOADING LIST**

<u>PLANE NO.</u>	<u>DUTY</u>	<u>RANK</u>	<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>HI</u>
<b>43-36187</b>	P	1st LT.	LIPPERT	JACK	R.
	CP	2nd LT.	YOUNG	THOMAS	Y.
	H	2nd LT.	GUTHRIE	HENRY	W.
	B	SGT.	HEW	CLIFFORD	C.
	RO	T/SGT.	MAYER	JACK	P.
	TT	S/SGT.	ROSE	ROBERT	H.
	BT	S/SGT.	SEBERTY	ISADORE	(MIA)
	TO	S/SGT.	LA GRASIA	JOSEPH	H.
VO	S/SGT.	ELLIS	LAMAR	A.	
<b>43-36267</b>	P	1st LT.	KOHLING	CHARLES	W.
	CP	2nd LT.	ANNIS	ROBBIE	A.
	H	2nd LT.	KILCHYUKI	JOHN	S.
	B	2nd LT.	JARDINE	JOHN	H.
	RO	SGT.	DORRIS	JOHN	T.
	TT	T/SGT.	FRIST	MAURICE	C.
	BT	S/SGT.	FRIS	FRANK	V.
	TO	S/SGT.	FIGG	WILLIAM	J.
VO	S/SGT.	GROSS	WILLIAM	J.	
<b>43-37706</b>	P	2nd LT.	BARN	RAY	A.
	CP	2nd LT.	LITTLE	RICHARD	HS
	H	2nd LT.	HORREBY	HARRY	(MIA)
	B	2nd LT.	MOORE	CARLTON	R.
	RO	S/SGT.	YONIO	FRANCIS	P.
	TT	S/SGT.	BACCHIS	GEORGE	D.
	BT	SGT.	GLOYD	SHIRLEY	H.
	TO	SGT.	SLATER	BAROLD	H.
VO	SGT.	MORRISON	JULIUS	J.	
<b>43-37706</b>	P	1st LT.	MANNIX	WILLIAM	G.
	CP	2nd LT.	COX	WILLIAM	E.
	H	1st LT.	MALONEY	WILLIAM	F.
	B	P/C	FOSTER	CARL	L.
	MIC. O.	2nd LT.	MERKLE STRONG	WILLIAM	V.
	RO	T/SGT.	THOMPSON	JOHN	S.
	TT	T/SGT.	STONESTON	THOMAS	(MIA)
	TO	S/SGT.	DOUGLTON	MIKE	H.
VO	S/SGT.	JAVLISH	JOSEPH	K.	
<b>43-37736</b>	P	1st LT.	BASSON	ALBERT	L.
	CP	2nd LT.	CRAYTON	FREDERICK	A.
	H	1st LT.	WATSON	HENRY	T.
	B	S/SGT.	GREEN	EDWARD	K.
	RO	T/SGT.	SEARS	DONALD	L.
	TT	T/SGT.	MURRAY	HENRY	G.
	BT	S/SGT.	ROOS	DONALD	L.
	TO	S/SGT.	HAUTE	DALE	C.
VO	S/SGT.	LYALL	LESTER	D.	
<b>43-37951</b>	P	2nd LT.	CAMBELL	ROBERT	B.
	CP	P/C	CANTON	FRED	K.
	H	2nd SGT.	HEWLEY	JIM	D.
	B	2nd LT.	ISMAN	LA FRENCE	B.
	RO	SGT. EXEC.	CHALCOTTSKI	VINCENT	H.
	TT	SGT.	JUSTICE	ANDREW	C.
	BT	SGT.	DOVRIAN	AUGUST	I.
	TO	SGT.	SMITH	JAMES	A.
VO	SGT.	HANMAY	JAMES	R.	



PLATE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
43-38160	P	2nd LT.	JENNINGS	WILLIAM	M.
	CP	2nd LT.	BANDLE	RICHARD	W.
	H	2nd LT.	FOLAN	WILLIAM	M.
	B	2nd LT.	SCHROVER	ISAAC	(M1)
	NO	V/SGT.	CURTIS	JAMES	W.
	YT	S/SGT.	FORGAN	RICHARD	T.
	BT	S/SGT.	OLIVER	KENNETH	C.
	TO	S/SGT.	SHLEB	THOMAS	R.
	VO	S/SGT.	WREN	DONALD	L.
44-31591	P	HEAD 2nd LT.	HEAD	CLAYTON	R.
	CP	2nd LT.	MC LUG	RICHARD	L.
	H	2nd LT.	KLOTZ	DEMAND	L.
	B	S/SGT.	HERRICK	JOHN	D.
	NO	S/SGT.	SEALA	FRANKLIN	C.
	YT	S/SGT.	OLIVER	HENRY	S.
	BT	SGT.	ENSTROMAISON	ARTHUR	(M1)
	TO	SGT.	ROSEN	DAVID	(M2)
	VO	SGT.	HEFFAY	DALE	C.
44-6132	P	1st LT.	ETTING	ROY	C.
	CP	2nd LT.	HEINRICH	IRA	W. JR.
	H	1st LT.	HASH	JOSEPH	F.
	B	2nd LT.	ANDREU	ROBERT	A.
	NO	V/SGT.	SCOLL	EDWARD	T.
	YT	S/SGT.	MC CRR	EDWARD	T.
	BT	S/SGT.	MAS	HENRY JR.	(M1)
	TO	S/SGT.	WOOD	FREDERICK	A.
	VO	S/SGT.	HICKINS	GARTH	H.



614TH BOMBARDMENT SQUADRON (H)  
 401st Bombardment Group (H)

Office of the Operations Officer

AAF Station # 128  
 5 September 1944

SUBJECT: Loading List.

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

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

<u>PLANE 33-38033</u>			
P	1st Lt.	CARROLL, TED D.	614th Sq
C	Major	GARLAND, WILLIAM C.	"
N	1st Lt.	KAISER, PAUL F.	"
B	Major	PICKOFF, JULIUS	401st Gp
RO	T/Sgt.	Curtin, John W.	614th Sq
TT	S/Sgt.	Eaton, Carl E.	"
NO	1st Lt.	DREIBACH, JOHN T.	"
TG	Sgt.	Mell, Jack R.	"
WG	T/Sgt.	Campbell, Clarence L.	"

<u>PLANE 44-6104</u>			
P	2nd Lt.	BISSON, NORMAN L.	614th
CP	2nd Lt.	HOEMANN, EUGENE E.	"
N	2nd Lt.	CROSBEN, ALVERN	"
B	2nd Lt.	PICKER, NATHAN	"
RO	Sgt.	Haluck, Andrew S.	"
TT	Sgt.	Carter, Peter J.	"
BT	Cpl.	Stevens, Calvin J.	"
TG	Cpl.	Ritchie, Francis T.	"
WG	Sgt.	Torres, Jose M.	"

<u>PLANE 42-07938</u>			
P	1st Lt.	HARASYM, ALEXANDER	614th
CP	2nd Lt.	HOSLEY, ROBERT A.	"
N	2nd Lt.	PARKER, ELBERT J.	"
B	2nd Lt.	MARSHALL, JOHN J.	"
RO	T/Sgt.	Friduss, Jarvis H.	"
TT	S/Sgt.	Topic, Glen L.	"
BT	S/Sgt.	Saylor, Emanuel T.	"
TG	S/Sgt.	Capps, George C.	"
WG	S/Sgt.	Bailey, John E.	"

<u>PLANE 42-31730</u>			
P	2nd Lt.	SILVERSTEIN, HARRY P.	614th
CP	2nd Lt.	FARQUHAR, JOHN A.	"
N	2nd Lt.	CRICKENBERGER, LAWRENCE H. JR.	"
CTG	S/Sgt.	Landwehr, Carl W.	"
RO	S/Sgt.	Gravel, Donald A.	"
TT	T/Sgt.	Dobson, Glenn	"
BT	S/Sgt.	Bergstrom, Donald M.	"
TG	Sgt.	Meyers, Francis S. Jr.	"
WG	S/Sgt.	Dias, George V.	"



614TH BOMBARDMENT SQUADRON (H)  
 401st Bombardment Group (H)

Loading List Cont:

PLANE 42-87802

P	2nd Lt.	MAYS, HAL C.	614th
CP	1st Lt.	LEASER, FREDERICK G.	"
H	2nd Lt.	KOSKI, MATTHEW F.	"
B	2nd Lt.	SCHAEFFER, ROBERT L.	"
RO	S/Sgt.	Bayes, Willie J.	"
TT	S/Sgt.	Gay, Clifford E.	"
BT	Sgt.	Cole, William I.	"
TG	Sgt.	Menacella, Joseph L.	"
WG	Sgt.	Wilson, Billy J.	"

PLANE 42-38256

P	2nd Lt.	HAYES, LELAND R.	614th
CP	2nd Lt.	HAFLEY, WILLIE J.	"
N	1st Lt.	PETTY, ROBERT J.	"
CTG	S/Sgt.	Kilgore, Edmund W.	"
RO	T/Sgt.	Tyree, Dorsey W.	"
TT	T/Sgt.	Dickson, Seattle B.	"
BT	S/Sgt.	Lawrence, Sterling S.	"
TG	S/Sgt.	Dreon, Louis L.	"
WG	S/Sgt.	Jackson, John A.	"

PLANE 42-102659

P	1st Lt.	KOVACH, JOHN W.	614th
CP	1st Lt.	KELLAM, JAMES W.	"
H	1st Lt.	COSELLI, FRANK J.	"
B	2nd Lt.	FLIEG, STANLEY W.	"
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.	Haki, Arthur W.	"

PLANE 42-97869

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



614TH BOMBARDMENT SQUADRON (H)  
 401st Bombardment Group (H)

Leading List Cont:

PLANE 43-58330

P	1st Lt.	BRIGHT, WILBUR C.	614th
CP	F/O	WHITMAN, PAUL P.	"
N	2nd Lt.	SCHNEIDER, JAMES M.	"
B	2nd Lt.	O'HEARN, MELVIN C.	"
RO	T/Sgt.	Russell, James R.	"
TT	Cpl.	Collett, John E.	"
BT	S/Sgt.	Frohman, Howard J.	"
TG	Sgt.	Hayden, Andrew J.	"
WG	S/Sgt.	Smith, Malcolm F.	"

PLANE 42-102947

P	1st Lt.	LERWICK, HOWARD P.	614th
CP	1st Lt.	JAEGER, ALBERT J.	"
N	1st Lt.	MORTON, WILLIAM	"
B	2nd Lt.	HAGERTY, JAMES J.	"
RO	T/Sgt.	Vois, Bernard Jr.	"
TT	S/Sgt.	Findlay, Matthew R.	"
BT	S/Sgt.	James, Harold L.	"
WG	S/Sgt.	Healy, John L.	"
WG	S/Sgt.	Schwiederek, John J.	"

For the Squadron Commander:

RICHARD H. KAUFMAN,  
 Capt., Air Corps,  
 Asst Opns Officer.



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

5 September 1944

SUBJECT: Loading List.

TO	OPERATIONS OFFICER, 401st Bomb Gp (H), Sta - 128, APO - 557.	PLANE #	43-38077	44-6310	43-31943
DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Heenan	William	H.	615th
CPVNR	1st. Col.	Sawell	William	T.	615th 401st
H	2nd Lt.	Kane	James	H.	615th
BO	2nd Lt.	Brook	Russell	H.	615th
RO	T/Sgt.	Spiglanin	John	V.	615th
TE	S/Sgt.	Loper	Clyde	E.	615th
BE	Col.	Lanolle	Joseph	E.	615th
TO	S/Sgt.	Dracalovic	Samuel	W.	615th
FO	S/Sgt.	Gilla	Raymond	J.	615th
H	2nd Lt.	Haakett	Harry	E.	615th
CPVNR	2nd Lt.	Davis	Thomas	A.	615th
H	2nd Lt.	Howze	Stuart	A.	615th
BO	2nd Lt.	Burvinghanson	Kenneth	D.	615th
RO	S/Sgt.	Lynch	Brendon	J. (MI)	615th
TE	S/Sgt.	Raduley	O'ville	A. (TO)	615th
BE	Sgt.	Hutchinson	William	D.	615th
TO	Sgt.	McKenna	Arthur	(MI)	615th
FO	Sgt. 1st	Jones	Hinson	D.	615th
H	2nd Lt.	Grimm	William	F.	615th
CPVNR	2nd Lt.	Huegin	Herman	K.	615th
H	2nd Lt.	Hollan	Willard	C.	615th
BO	S/Sgt.	Kresaler	Oliwer	J.	615th
RO	Sgt.	Crawford	Melvin	H.	615th
TE	S/Sgt.	Brown	Thomas	J. (MI)	615th
BE	Sgt.	Hiro	Edward	O.	615th
TO	Sgt.	Wheeler	Robert	L.	615th
FO	Sgt. 1st	Duce	William	M.	615th
H	2nd Lt.	Glen	William	H.	615th
CB	2nd Lt.	Walt	William	V.	615th
L	2nd Lt.	Walt	William	F.	615th

DATE: \_\_\_\_\_ BY: \_\_\_\_\_ TITLE: \_\_\_\_\_ (MI) \_\_\_\_\_

PLANE # 43-38708



PLANE # 43-38169

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Oas, Jr.	Herbert	L.	615th
CP	2nd Lt.	Hayes	Thomas	A.	615th
N	2nd Lt.	Green	William	H.	615th
B	2nd Lt.	Hencow	William	M.	615th
RO	Cpl.	Herston	William	E.	615th
TT	S/Sgt.	Cook	Byron	K.	615th
BT	Sgt.	Monaroky	Theodore	(NMI)	615th
TG	Sgt.	Reardon	John	J.	615th
FG	S/Sgt.	Dann	John	G.	615th
PLANE # <u>44-5166</u>					
P	2nd Lt.	Sombart	George	W.	615th
CP	2nd Lt.	Shapiro	Leo	(NMI)	615th
N	P/O	Miley	Junior	(NMI)	615th
B	2nd Lt.	Mrosek	Chester	W.	615th
RO	Cpl.	Andrews	Leroy	(NMI)	615th
TT	Cpl.	Smith	Elmer	E.	615th
BT	Cpl.	Dailey	J.	B. (io)	615th
TG	Cpl.	Allen	Lewis	(NMI)	615th
FG	Cpl.	Livozey	Lowell	G.	615th
PLANE # <u>42-51091</u>					
P	1st Lt.	Wingard	Hilton	R.	615th
CP	2nd Lt.	Abresch	Robert	J.	615th
N	2nd Lt.	Sullivan	Robert	F.	615th
B	2nd Lt.	King	Willard	E.	615th
RO	S/Sgt.	Cicogna, Jr.	Bruce	G.	615th
TT	S/Sgt.	Ratlidge	James	C.	615th
BT	Cpl.	Finzey	Patrick	M.	615th
TG	Sgt.	Chiariello	Edward	A.	615th
FG	Sgt.	Ingram	Billie	H.	615th
PLANE # <u>43-38125</u>					
P	1st Lt.	Dow	Herbert	V.	615th
CP	2nd Lt.	Hoodward	William	B.	615th
N	2nd Lt.	King	Robert	H.	615th
B	S/Sgt.	Machasiok	Alfred	(NMI)	615th
RO	S/Sgt.	Carr	Gene	(NMI)	615th
TT	M/Sgt.	Adam	Leroy	(NMI)	615th
BT	S/Sgt.	Machietto	Richard	D.	615th
TG	S/Sgt.	Spokolowski	Edward	(NMI)	615th
FG	S/Sgt.	Greenberg	Harold	(NMI)	615th

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VPL - 500 - 100 - VLO - 00A  
 OFFICE OF THE ASSISTANT CHIEF OF STAFF  
 SIX HUNDRED AND FORTY SEVEN MILLS ROAD  
 WASHINGTON, D. C. 20330



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

5 September 1944

SUBJECT: Loading List (Continued)

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 # 42-107115

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Udy	John	(NMI)	615th
CP	2nd Lt.	Hockaday	Billy	S.	615th
N	2nd Lt.	McMahon	Oscar	R.	615th
B	2nd Lt.	Youel	Dale	P.	615th
RO	S/Sgt.	Knowles	Harry	G.	615th
TT	S/Sgt.	Young	Jack	B.	615th
BT	Sgt.	Albert	Russell	H.	615th
TG	Sgt.	Oviatt	Earl	D.	615th
FG	Sgt.	Warn	Albert	R.	615th

PLANE # 42-102468

P	2nd Lt.	Callaway	Robert	W.	615th
CP	2nd Lt.	Lawson	Robert	S.	615th
N	2nd Lt.	Weiss	Herman	S.	615th
B	2nd Lt.	Griffin	Warren	S.	615th
RO	T/Sgt.	Roberts	Helvin	L.	615th
TT	S/Sgt.	Southerland	James	C.	615th
BT	Sgt.	Felts	Chester	C.	615th
TG	Sgt.	Davis	Thomas	(NMI)	615th
FG	Sgt.	Trendleman	Frederick	S.	615th

PLANE # 42-31077

P	2nd Lt.	Sullivan	Paul	J.	615th
CP	2nd Lt.	Cox	Edward	A.	615th
N	2nd Lt.	Sassaman	James	R.	615th
B	2nd Lt.	Hansley	John	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.	Stora	James	L.	615th
FG	Sgt.	Cross	William	L.	615th