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CO AAF Sta 128 by
JACKSON M. PHIPPS,
Captain, Air Corps,
Adjutant.

REPORT OF OPERATIONAL DAY

MISSION NO. 143
13TH. SEPTEMBER, 1944

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

MISSION NO. 143

To: MERSEBURG , 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 # 143

Date 13 September 1944

ASSIGNMENT

1. Target Assigned: MERSEBURG, GERMANY
2. Commitments: The 401st was to furnish the complete 36 A/C 94th "B" CBW. Three PFF were included in the lead and high boxes, and a spare was to accompany each formation.

EXECUTION

1. Target Bombed: MERSEBURG, GERMANY (Low & High Boxes)
 GERA, GERMANY (Lead Box)
2. a. Wing Leader: Major J. W. MAUPIN (Currie)
 Lead Navigator: 1st Lt. M. B. JEFFERY (Howard-mickey)
 Lead Bombardier: 1st Lt. M. E. MC CLENDON
- b. Low Box Leader: 1st Lt. B. C. KONZE ✓
 Lead Navigator: 2nd Lt. O. L. STORK
 Lead Bombardier: 2nd Lt. A. B. KOSSUTH
- c. High Box Leader: 1st Lt. W. C. MANNIX
 Lead Navigator: 1st Lt. W. P. MALONEY (Fine-Mickey)
 Lead Bombardier: 2nd Lt. C. L. ROSTROM
3. Flight Over England:
 - a. Takeoff: Takeoff was normal and as briefed.
 - b. Group and Wing Assemblies: Assemblies over the Kings Cliff Buncher were as briefed and in good fashion. The low box was a bit scattered, but all boxes seemed complete. The buncher was departed a little south of course, practically on time.
 - c. Route Over England: Timing over England was good although the route flown was a little bit off because the wing seemed to be over-running the wings ahead. Proper position (4th) was obtained prior to reaching Orfordness. Coast departed on time and on course

MISSION SUMMARY REPORT (Cont)4. Attack:

a. Flight to Target: The course over France was approximately as briefed, a little bit south of course. Near the French-Germany border it was necessary for the 94th "B" CBW to make a long "S" as again it seemed to be overrunning the wings ahead. In order to miss prop wash of wings ahead, the route was flown a little bit south of that briefed. (Note: Upon return, it was determined that the 94th "B" CBW flew considerably south of course going into the IP. In fact, the turn towards the IP and target was some 20 miles south and south-east of the briefed turning point. At this point the Mickey Operator took over-see Bombing Narrative)

b. Bombing Run:

Lead Box: We turned north of the DR IP, which was later determined to be 20 miles south, south-east of the briefed IP, and started on the bomb run. The exact position of the formation at the time of run could not be identified by Pilotage points so we kept on the DR heading. The Mickey Operator announced over interphone that he had the target in his scope so the run was made under his guidance. Two small corrections were put in at his suggestion and the bombs were dropped when he called that the bomb release line had been reached. It later became apparent that the Mickey Operator had picked up the wrong target and that the briefed target, in fact even the briefed IP was still ahead of us and that we had flown considerably farther south of course than we had anticipated. The bombs were dropped PFF, in a good pattern, on the city of Gera.

Low Box: We turned north on to the bomb run from a point a few miles south of the IP. We went into trail, as briefed. About 4-5 minutes after we turned on the bomb run the target area came into view. It was very smoked up and hazy. The Bombardier saw the quarries to the left of the target area and railroad junction over the target area but the assigned MPI was never seen. Synchronization was made on points outside of the smoked area by means of triangulation. Synchronization was good but bomb strikes were not seen.

High Box: We came in about 5 miles south of the briefed IP, went into trail, and took up a heading for the target. The AFCE was fish-tailing a little too much so it was decided to make the run manually. A number of small towns and wooded areas were identified, the last of which was Weiszenfels. The target area was picked up then, but was all covered with smoke and haze making it impossible to distinguish features within the area itself. The bombardier got several short glimpses of the quarries and reservoir to the left of the target. Course was killed just to the right of the railroad tracks above the target; rate was killed on the bend of the river to the right of the target area. As the bomb release line was approached a level was taken and refinements in synchronization were made, for the target area became more vivid as we drew nearer.

MISSION SUMMARY REPORT (Cont)

b. Bombing Run: (concl'd)

High Box: When the indices crossed the cross-hairs were on the visual MPI and the bombs were salvoed. Results were definitely in the target area and looked good.

c. Flight from Target: After bombing Gera, the lead box continued on in a north westerly direction and made a 360° while waiting for the Low and High boxes to bomb Merseburg. The wing was reassembled at about 1125 and the briefed course home was followed. Let down was started over the French border, and the coast back was passed over on course.

d. Return to Base: The wing formation returned to base in normal fashion, normal formation landings being made. A/C 42-97869 encountering engine trouble and flak damage found it necessary to make an emergency landing at Florennes, Belgium - A/C and crew landing safely. A/C 44-6104 flying with another formation came back alone, banded away and then finally returned to base with severe battle damage.

e. Weather: Nil low clouds, nil middle clouds except between 6° to 8° East where alto-stratus clouds 7/10ths to 9/10ths were encountered, base as low as 15,000', tops 20,000', then with about 500 yards visibility in clouds. At target weather was nil low and middle clouds with 1/10 to 2/10ths cirrus above, vertical, visibility about 15 to 20 miles with horizontal visibility unrestricted. Intermittant contrails were observed, persistent and dense, between 15,000' and 31,000'. Clear upon return.

f. Fighter Support: Excellent.

g. Conclusions and Recommendations: None.

5. Aircraft Not Attacking:

All aircraft airborne attacked a target.

6. Enemy Opposition:

No air opposition encountered by wing. A/C 104 straggling back by itself had 4 E/A attacks. (see Flak Report for Flak)

7. Battle Damage:

<u>Major</u>	<u>Minor</u>	<u>Flak</u>	<u>Fighters</u>
8	17	19	1

8. Casualties: 2 MIA - A/C 44-6104
 1 SWA

9. Statistical Summary of Operations: (see attached form)

MISSION SUMMARY REPORT (CONT)10. Bombing Data:a. Disposition of Bombs:

Lead Box: One A/C did not take off, hence, 12 A/C (incl the scheduled spare) penetrated enemy territory. Eleven A/C bombed with the lead PFF A/C, dropping 110 x 500# GP on the city of Gera. A/C 398 occasioning engine trouble found it necessary to select an unknown target of opportunity at 5025-1000E, dropping 10 x 500# GP.

Low Box: Twelve A/C entered enemy territory, eleven of which bombed the primary target, Merseburg, dropping 110 x 500# GP bombs. A/C 398 could not maintain formation and selected the marshalling yards at Querfurt as a target of opportunity dropping 10 x 500# GP. The spare A/C did not accompany the formation and returned 10 x 500# GP to base.

High Box: Twelve A/C entering enemy territory in the high box, but because of difficulties encountered attempting to stay in formation in the climb to 31,000' found it necessary to select other targets before reaching the primary. Seven A/C bombed primary with 70 x 500# GP while the following five A/C bombed the targets of opportunity as noted:

A/C 736 - Unknown T.O. ; 5 miles before target
A/C 113 - Grieg, Germany
A/C 313 - Unknown T.O. ; 5115-1157 E
A/C 187 - Unknown T.O. ; 5055-1150E
A/C 872 - Unknown T.O. ; 5108-1140E

A/C 104 (the scheduled spare) tacked on to a composite Triangel "B" and Triangle "H" Wing, thinking at first it was the 94th "B" CBW, and followed them on into enemy territory. Although the formation became scattered near the IP it is believed that the bombs were dropped in the Merseburg area. (10 x 500# GP)

b. Observations:

Lead Box: Results were unobserved.

Low Box: Results were good - 3050 % of the bombfall being within 1000' of the assigned MPI.

High Box: Results were fair. The bombfall falling in a scattered fashion throughout the target area.

MISSION SUMMARY REPORT (Cont)

c. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs				
	Over Target	Bomb- ing	Num- ber	Size	Type	Fusing Nose Tail	
Merseburg, Germany	19	19	190	500#	M64	1/10	1/40
Gera, Germany	11	11	110	500#	M64	1/10	1/40
Other Attacks (T. of O.)	7	7	70	500#	M64	1/10	1/40
Total Bombs on Target			370	500#	M64	1/10	1/40
Other Expenditures			-	-	-	-	-
Bombs Returned			10	500#	M64	1/10	1/40
Total (Loaded on A/C Taking Off)			380	500#	M64	1/10	1/40

11. Lost Aircraft:

None.

Submitted By:

KEN W. DAUBLE
 Captain, Air Corps
 Air Statistical Officer

STAT SUMMARY (Cont'd)

	Lead	High	Low
18. Time of Takeoff	0643	0643	0643
19. Time of Attack	1112	1121	1120
20. Average Time of Flight	7.9	7.8	7.9
21. Altitude of Release	29,480	31,150	29,000
22. Visual or PFF	PFF	Visual	Visual
23. Enemy Resistance - AA Int.&ACC.	Mod. Acc.	Mod. Acc.	Mod. Acc.
24. - Fighters	---	---	---
25. - Bombers	---	---	---
26. U.S. A/C Engaged by Enemy A/C	---	4**	---
27. Degree of Success	Failure	Fair	Good

PFF A/C Borrowed from Groups as follows:

PFF A/C Loaned to Groups as follows:

NOTES: * 1 A/C flying with another formation encountered some enemy A/C.

STATISTICAL SUMMARY OF OPERATIONS

201st Group1st BD F. O. 495Date of 13 September 1944

	Lead		High		Low
		PFF - GH		PFF - GH	
1. No. of A/C Failing to Take Off	1	-	-	-	-
2. No. of A/C Airborne	10	2	12	1	13
3. No. of A/C Airborne Less Spares	10	2	12	1	12
4. No. of A/C Sorties	10	2	12	1	12
5. No. of A/C Attacking	10	2	12	1	12
6. No. of A/C Not Attacking	-	-	-	-	-
(a) Early Returns Included					
7. Name of Primary Target	MERSEBERG, GERMANY				
(a) No of A/C Attacking			7	1	11
(b) No., Size & type of bombs			70	10	110
			500# M64	500# M64	500# M64
8. Name of Secondary Target					
(a) No of A/C Attacking					
(b) No., Size & type of Bombs					
9. Name of Last Resort Target	SELECTED PFF GERA, GERMANY				
(a) No. of A/C Attacking	9	2			
(b) No., Size & type of Bombs	90	20			
	500# M64	500# M64			
10. Name of Target of Opportunity	Unknown T. Of O. (See Narrative)				
(a) No. of A/C Attacking	1		5		1
(b) No., Size, & type of Bombs	10		50		10
	500# M64		500# M64		500# M64
11. Name of Target Opportunity	-----				
(a) No. of A/C Attacking					
(b) No., Size & type of Bomb					
12. No of A/C Lost - TOTAL	---	---	---	---	---
13. - to Flak					
14. - to Flak & E/A					
15. - to Enemy A/C					
16. - to Accident					
17. - to Unknown					

13 September

Combat Flight Leader

Data

Deputy Flight Leader

SQDN
CURRIE (MAUPIN)

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

947 PFF

KNOT

OAS

393

033 PFF

401st Lead Box on
take-off and cruise

SQDN

HILL

SQDN

RUNDELL

067

330

GIBSON

BURNS

MAYS

CROMER

993

487

602

790

HOCKING

632

HARLAN

LAWRENCE

039

938

SPARES



18 September
Data

Combat Flight Leader

Deputy Flight Leader

SQDN

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

~~CURRIE (MAUPH)~~

947 PFF

OAS

033 PFF

401st Lead Box
over target

SQDN

SQDN

HILL

087

RUNDELL

330

GIBSON

993

BURNS

487

MAYS

602

GROWER

790

HOCKING

632

HARLAN

093

LAWRENCE

938

SPARES

Combat Flight Leader _____

Deputy Flight Leader _____ **13 September**

SQDN

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

KONZE

8077

COOPER

146

HAYES

628

401st Low Box over target SQDN

SQDN

KOVACH

869

CALLAWAY

983

GRIMM

674

CROZIER

398

Dropped elsewhere

HAYES

236

KOCHER

468

STEGEMANN

125

TURK

077

SPARES

~~XXXXX~~
~~XXXXX~~
SOMBART

662

Combat Flight Leader

Date 13 September

Deputy Flight Leader

SQDN

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

HANNIX

600 PFF

HOPLEY

931

NELSON

081

401st High Box on
take-off and cruise

SQDN

SQDN

JETER

132

SILVERSTEIN

863

DOUGLAS

591

BARSON

736

PILEMYR

084

BRIGHT

872

THOMASON

613

HILLESTAD

187

BULD

313

SPARES

ANNIE

104 Flew with Triangle H and Triangle B



13 September

Combat Flight Leader _____ Date _____

Deputy Flight Leader _____

____ SQDN

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

MANNIX

600 PFF

HOPLEY

NELSON

931

081

401st High Box
over target

____ SQDN

JETTER

____ SQDN

SILVERSTEIN

132

863

DOUGLAS

HILLESTAD

FILEMYR

BRIGHT

591

137

084

872

THOMASON

Dropped
elsewhere

Dropped
elsewhere

113

Dropped elsewhere

SPARES

A/C 313, 736 dropped elsewhere - did not
go over target.

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

13 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 0643 hours; Land at 1432 hours.
- b. Group formed at 0755 hours at 8000 feet.
- c. Formed CBW at 0755 hours at 8000 feet.
- d. Began climb at 0837 hours; reached alt. at 1105 hours.
- e. Weather encountered over England:
 - (1) Clouds 3 / 10th - Visability 6 to 8 miles.
 - (2) Wind at altitude 137 degrees, 24 Knots.
- f. Means of navigation over England. D. M., Gee, Radio
- g. Means of checking Metro Winds Gee, PFF
- h. Joined task force at 0837 hrs. at Orfordness
(Splasher, City, Coord.)
- i. English Coast out at 0837 hrs.; Enemy Coast in at 0906 hrs.
- j. Fighter Rendezvous:
 - (1) Going in 0914 hrs.
 - (2) Coming back --- hrs.
- k. Wind used for bombing:
 - (1) 230 degrees, 13 Knots.
 - (2) Determined by PFF
(Method)
- l. Bomb run and Method of Target Identification:
 - (1) Reached IP at 1104 hrs.
 - (2) Mag. heading over target 314 degrees.
 - (3) Altitude over target 29000 feet.
 - (4) Bombs away at 1112 hrs.
 - (5) Method of target identification and weather over target:
PFF, Hazy
- m. Gee:
 - (1) Coordinates of furthest fix 50-30 N. 05-22 E.
 - (2) Obtained at 1253 hours.
- n. Difficulties encountered with special equipment.

COMMENTS: PFF took over shortly after IP, picked up wrong target and bombed. Did 360° after target to pick up Low and High boxes. Stayed South of course going in to miss prop wash of wing ahead. Low and High bombed primary.

/S/ M. B. Jeffery
M. B. JEFFERY
1st Lt., A. C.
Lead Navig., Lead Box

SIGNATURE

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

13 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 0643 hours; Land at 1132 hours.

b. Group formed at 0756 hours at 6800 feet.

c. Formed CBW at 0756 hours at 8000 feet.

d. Began climb at 0906 hours; reached alt. at 1106 hours.

e. Weather encountered over England:

(1) Clouds 3 / 10th - Visibility 8 miles.

(2) Wind at altitude 274 degrees, 10 Knots.

f. Means of navigation over England, Gee, Radio, D.R.

g. Means of checking Metro Winds Gee, Pilotage

h. Joined task force at 0837 hrs. at Orfordness
(Splasher, City, Coord.)

i. English Coast out at 0837 hrs.; Enemy Coast in at 0906 hrs.

j. Fighter Rendezvous:

(1) Going in 0922 hrs.

(2) Coming back 1330 hrs.

k. Wind used for bombing:

(1) 220 degrees, 20 Knots.

(2) Determined by Gee
(Method)

l. Bomb run and Method of Target Identification:

(1) Reached IP at 1106 hrs.

(2) Mag. heading over target 10 degrees.

(3) Altitude over target 28,400 feet.

(4) Bombs away at 1120 hrs.

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

Visual. No clouds, dense haze.

m. Gee:

(1) Coordinates of furthest fix 50-18 N. 06-18 E.

(2) Obtained at 09-59 hours.

n. Difficulties encountered with special equipment.

COMMENTS:

/s/ O. F. Stork

O. F. STORK

1st Lt., A. C.

SIGNATURE Lead Nav., Low Box

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER13 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 0643 hours; Land at 1436 hours.b. Group formed at 0756 hours at 9000 feet.c. Formed CBW at 0756 hours at 8000 feet.d. Began climb at 0836 hours; reached alt. at 1036 hours.

e. Weather encountered over England:

(1) Clouds 3 / 10th - Visibility 8 miles.(2) Wind at altitude 210 degrees, 17 Knots.f. Means of navigation over England, Pilotage, Gee.g. Means of checking Metro Winds Gee.h. Joined task force at 0837 hrs. at Orfordness
(Splasher, City, Coord.)i. English Coast out at 0837 hrs.; Enemy Coast in at 0906 hrs.

j. Fighter Rendezvous:

(1) Going in 0914 hrs.(2) Coming back --- hrs.

k. Wind used for bombing:

(1) --- degrees, --- Knots.(2) Determined by ---
(Method)

l. Bomb run and Method of Target Identification:

(1) Reached IP at 1118 hrs.(2) Mag. heading over target 356 degrees.(3) Altitude over target 30,780 feet.(4) Bombs away at 1121 hrs.

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

Visual.. No clouds, heavy haze.

m. Gee;

(1) Coordinates of furthest fix 50-15 N- 05-13 E.(2) Obtained at 0930 hours.

n. Difficulties encountered with special equipment.

COMMENTS:

/S/ W. F. Maloney
W. F. MALONEY
1st Lt., A. C.

SIGNATURE Lead Nav.; High Box

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		TO RUN		E.T.A.
										DIST.	TIME	C. S.	DIST.	
0840	127	-3	130				150	10,000						
0841			135		51-57N 01-47E		150	10,000						
0842	150	0	150											
0846	152	137/24	150		51-47N 04-55E		150	10,000	155			132		
0847	146	0	146		Wind 137/24K									
0850			145		51-38N 02-20E									
0902			145											
0906			145		Enemy Coast at Ostend		150	10,000						
0908			148									60	ETA Brussels 23 0935	
0912			149		51-02N 03-10E		150	12,500 0						
0914			118				150	13250						
0921			112		50-42N 03-40E		150	15000						
0929			126		2 mi. S. of Mal. 50-44N 04-13E		150	16000 -10						
0931			126		10 mi R. of course. Clouds, base 16,500									
0932			135		50-40N 04-10E		150	17000 -12						
0933			118		50-30N 04-18E									
0937			96		Brussels 26 mi. @ 3590									
0940		Mickey wind 230/13	96		Doing double drift to right		150	19000 -12	184					
0949			119		50-20N 05-37E		150	21000						
0950			119		Liege 20 mi @ 006° (mickey)		150	22000				196		
0955			100		Liege 28 mi. @ 323°		150	22000						
0958			115		Liege 38 mi. @ 310° Approx. 7 mi R. of course		150	22000						
1003			115	125	P-51's F.R.V. 0300 High			23,000 -22						
1008			115		Mickey fix. 26 mi. @ 052° - Koblenz									
1010			90		50-08N 07-11E F. RV. 0600 High			24,000						
1013	99	4	101											
1014			102		15 1/2 mi @ 360 Koblenz Hanau 20 Right		150	25000						
1022			008		Frankfurt 19 1/2 mi @ 115. Position 50-15N 08-10E									
1027			080		Hanau 15 mi. @ 158 B-17 aborting			F. RV. 1200						
1034			102		Fulda 15 1/2 mi @ 50.		150	27000 -32						
1039			90		4 mi. South Fulda Controllable, course		150	27500						
1041			100		Fulda 17 mi @ 305 8 mi S. of FRW		150	27500						
1112			310	324	BOMBS AWAY			29000						
1115			300		Lots of flak at Merseburg		150	29000						
1121			330		Merseburg, 20 left		150	29000						
1123					Circling to join wing									
1127			260		#3 low sq., feathered engines		150	25000						
1141			254		51-12N 10-18E						37	14	160	
1153		230/24	251				150	20000 -18	182				160	ETA turn 1206
1205			225		50-55N 08-43E (Pilotsage)			20000					160	57 21 1226
1219			215				150	20000					169	

SIGNED _____ NAVIGATOR

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.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
1227			240		Over Rhine, 5 mi. S. Koblenz			20,000							
1228			274									169			
1233			276		Letting down 50-17N 07-18E							182	82	27	1300
1240			260		LOP from Gee		170	16500							
1244			270		Liege 34 mi @ 299			15500							
1253			270		50-30N 05-22E (Gee)										
1256			300		50-27N 05-20E		170	18000							
1305			290		50-37N 04-45E		170	11000							
1312			290		Brussels		170	10000				165			ETA Coast 1330
1314			295		50-47N 04-15E		170	10000							
1321			285		50-58N 03-50E		155	10000							
1323			280		51-00N 03-42E		150	10000							
1332			295		50-10N 03-15E		160	10000							
1336			295		Depart enemy Coast, 5 mi. S. Ostend		160	10000				Convoy, about 8 ships, approx 10 mi. from coast.			
1342			290		51-25N 02-40E		165	8000							
1346			290		51-29N 02-17E		165	6500							
1352			300		51-38N 01-53E		160	5000							
1359			275		51-47N 01-47E		155	4000							
1403			275		Winton		155	5000							
1410			295		51-58N 00-50E		160	4000							
1415			295		52-05N 00-32E										
1420			290				165	3500							
1422					Cambridge										
1427			285		Huntingdon			2500							
1430					52-25N 00-21W										
1435					Over base										
1440					Landed										

VIII BOMBER COMMAND - PROPOSED OVERALL PLAN

TARGET

Primary Merseburg Command
 Secondary _____
 Last Resort _____

TRACK CHART
 DATE Sept. 13-44

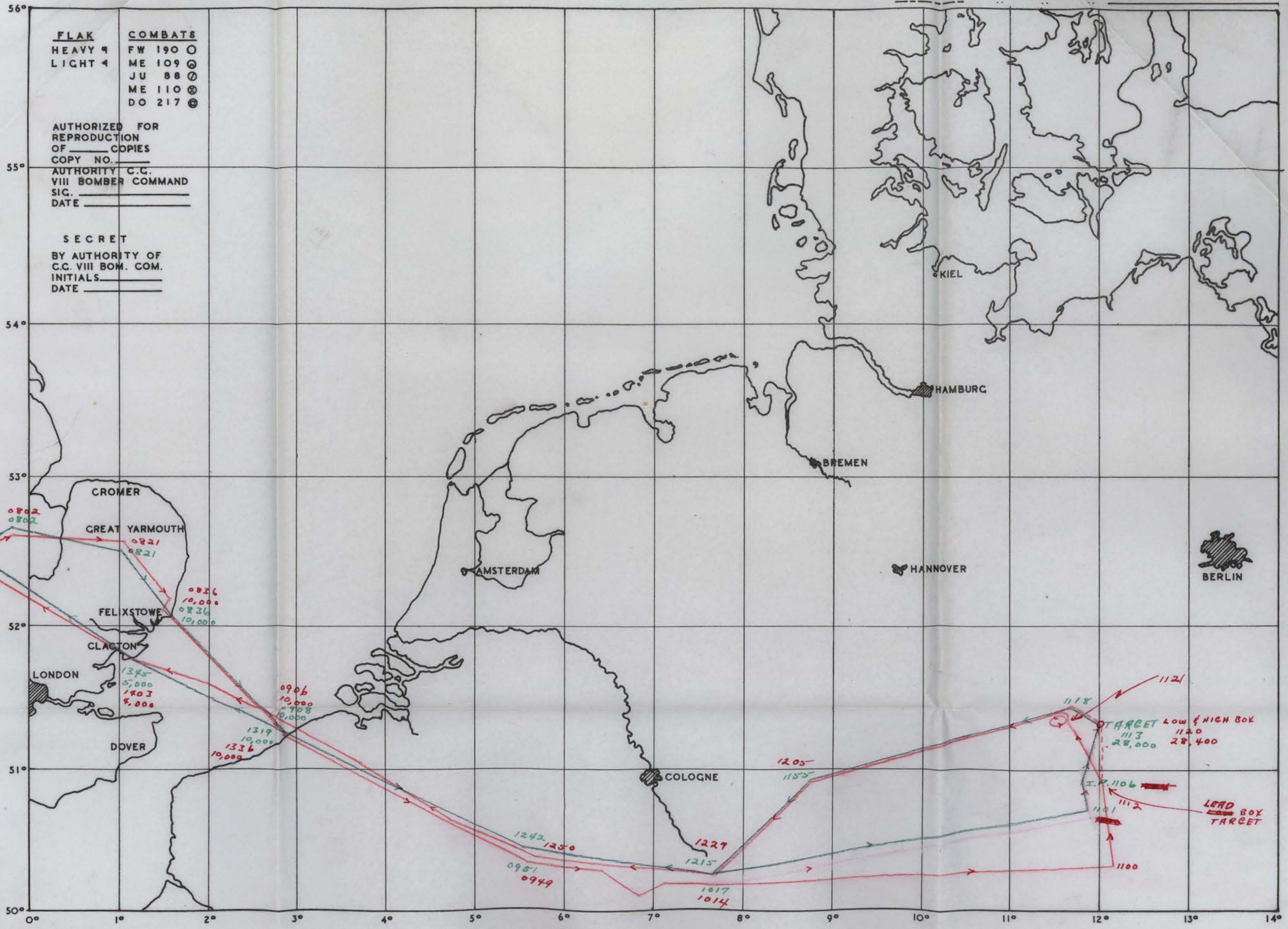
Green Route followed by Briefed Course
Red 101st B. G. (H)



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

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 DATE _____



FLAK
 HEAVY 4
 LIGHT 4

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

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LEAD BOY
 TARGET

TARGET LOW & HIGH BOX
 1113 28,000
 1120 28,400

V.D.A.G. FORM
12 E. Modified
1-9-44 401st BG AFM 850

LEAD BOX
COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. McClendon DATE 13 Sept 1944

PILOT Capt Currie Major Maupin TAKE OFF 0639

NAVIGATOR Lt. Jeffery, Lt. Malone AIRPLANE 947

WING 94th B- GROUP 401st SQDN 612 LANDED 1438

OBJECTIVE Gera, 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 QUANTITIES 500# M 64 FUSING: NOSE 1/10 TAIL 1/40

BOMBS, TYPES AND QUANTITIES _____ FUSING: NOSE _____ TAIL _____

NUMBER OF BOMBS LOADED 110 RELEASED 110

INFORMATION AT RELEASE POINT: PPF

Altitude of Target 350 Temp Aloft: Metro -42 Actual -59

True Altitude above target 29480 Mag Head, order 23 Actual 314

Ind. Altitude 29000 True Heading 310

Pressure alt of target -481 Drift, Est 0 Actual ---

Altimeter setting 29.92 True Track ---

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

G.S. Est 236 Actual 205 B.S. Type M-9

Wind Direc Metro -- Actual 230 Time of Release 1112

Wind Veloc. Metro -- actual 28 Intervalometer Setting Salvo

D.S. 114.7 Trail 71 Alt 41.65 Length of Bombing Run 3 min

Tan. D.A. Est .49 actual PPF C-1 Pilot Yes A-5 _____

Mean Temp: Metro -10 Actual -8 Manual Pilot _____

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

V.D.A.G. FORM
12 E. Modified
1-9-44 401st B. AF

LOW BOX
BOMBING FLIGHT RECORD

BOMBARDIER Lt. Kossuth DATE 13 Sept 1944

PILOT Lt. Konze TAKE OFF 0642

NAVIGATOR Lt. Stork AIRPLANE 077

WING 94th B GROUP 401st SQDN 615 LANDED 1432

OBJECTIVE Metseburg, Germany (MPI)

METHOD OF ATTACK 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 500# M 64 FUSING: NOSE 1/10 TAIL 1/40

BOMBS, TYPES AND SIZES FUSING: NOSE TAIL

NUMBER OF BOMBS LOADED 110 RELEASED 110

INFORMATION AT RELEASE POINT:

Altitude of Target 350 Temp Aloft: Metro -42 Actual -37

True Altitude above target 29000 Mag Head, order 23 Actual 10

Ind. Altitude 28400 True Heading 6

Pressure alt of target -481 Drift, Est 0 Actual 1R

Altimeter setting 29.92 True Track 7

C.I.A.S. 150 I.A.S. 150 Actual Range 12.470

G.S. Est 236 Actual 220 B.S. Type M-9

Wind Direc Metro --- Actual 220 Time of Release 1120

Wind Veloc. Metro --- Actual 23 Intervalometer Setting Salvo

D.S. 116.8 Trail 67 ATF 45.70 Length of Bombing Run 2 min

Tan. D.A. Est .498 Actual .43 C-1 Pilot Yes A-5

Mean Temp: Metro -10 Actual -9 Manual Pilot

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

W.D.A.G. Form

12 B. Modified

1-9-44 401st BG AF

HIGH BOX
COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Rostron DATE 13 Sept 1944

PILOT Lt. Mannix TAKE OFF 0641

NAVIGATOR Lt. Maloney AIRPLANE 600

WING 94 B GROUP 401st SQDN 613 LANDED 1456

OBJECTIVE Mersebrug, Germany (MPI)

METHOD OF ATTACK X
Individual Flight Squadron Group wing

NUMBER A/C IN GROUP 7 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 500# M 64 FUSING: NOSE 1/10 TAIL 1/40

BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____

NUMBER OF BOMBS LOADED 70 RELEASED 70

INFORMATION AT RELEASE POINT:

Altitude of Target <u>350</u>	Temp Aloft: Metro <u>-42</u> Actual <u>-42</u>
True Altitude above target <u>31150</u>	Mag Head, order <u>23</u> Actual <u>356</u>
Ind. Altitude <u>31000</u>	True Heading <u>352</u>
Pressure alt of target <u>-481</u>	Drift, Est <u>0</u> Actual <u>4L</u>
Altimeter setting <u>29.92</u>	True Track <u>348</u>
C.I.A.S. <u>150</u> I.A.S. <u>150</u>	Actual Range <u>16,172</u>
G.S. Est <u>236</u> Actual <u>267</u>	B.S. Type <u>M-9</u>
Wind Direc Metro <u>---</u> Actual <u>160</u>	Time of Release <u>1121</u>
Wind Veloc. Metro <u>--</u> Actual <u>20</u>	Intervalometer Setting <u>Salvo</u>
B.S. <u>112</u> Trail <u>72</u> Alt <u>47.58</u>	Length of Bombing Run <u>5 min</u>
Tan. D.A. Est <u>.485</u> Actual <u>.519</u>	C-1 Pilot <u>Yes</u> A-5 _____
Mean Temp: Metro <u>-10</u> Actual <u>-8</u>	Manual Pilot _____
Type of Release: <u>Salvo</u>	Type of Release: Other A/C <u>Salvo</u>

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

J-A-1

Reference Field Order 495 .

14 SEPTEMBER 1944

SUBJECT: Communications Report, Operational Mission No 143 .

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>∅</u> | Splashers | <u>1</u> |
| to other A/C | <u>∅</u> | Fixed Beacons | <u>∅</u> |
| 2. HF/DF Bearings | <u>2</u> | Bunchers | <u>31</u> |
| 3. MF/DF Fixes | <u>1</u> | 6. Total A/C using Gee | <u>37</u> |
| 4. Distress Action | <u>∅</u> | Maximum Fix | <u>5028N-0658E</u> |

SECTION TWO - REPORTED EQUIPMENT DEFICIENCIES

- | | | | |
|------------|----------|-------------------------|----------|
| 1. Liaison | <u>∅</u> | 5. Interphone | <u>4</u> |
| 2. Command | <u>1</u> | 6. Gee | <u>∅</u> |
| 3. VHF | <u>∅</u> | 7. IFF | <u>∅</u> |
| 4. Compass | <u>∅</u> | 8. Other H2X | <u>1</u> |

SECTION THREE - REMARKS

- BROKEN SAFETIED WIRES: 125,551,863,104 (NO REASON GIVEN)
- 313 - ACKNOWLEDGED CALL FROM LEADER
- 662 - ASKED TO LEAVE FORMATION WITH WOUNDED
- 632 - CALLED LEADER
- 087 - HAD CAMERA; ANSWERED CALL FROM LEADER

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

S E C R E T

Report on A.A. Gunfire.

401st BOMBARDMENT GROUP (H)

Assigned Hersburg, Germany
 Target: Bomed Hersburg, Germany
 Date of Mission 13 Sept 44
Hamburg, Germany

Route as Flown:- 0906 (Ostend) - 0929 (5044-0418E) - 0950 (20 mi S. of Liege)
1022 (5015-0810E) - 1112 (Hamburg) - 1121 (20 mi W. of Hersburg) - 1141 (5112-1018E)
1205 (5055-0848E) - 1227 (crossed Rhine-5 mi S. of Koblenz) - 1336 (1 mi N. of Ostend).

Weather conditions: (a) At target clear-vertical visibility about 15-20 miles
horizontal unrestricted.
 (b) En route 1/10-2/10 to S-S^o East then 7/10-9/10 - 15,000 to
20,000 tops.
 Were our A/C "Seen" or "Unseen" to us? (a) At target seen
 (b) En route seen
 Any condensation trails? Yes

Description of Flak at Target, including METHOD OF FIRE CONTROL

Flak at target was moderate but accurate of tracking and barrage type.

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

Flak was encountered south of Koblenz and seemed to come from a 4-gun battery.
River had considerable number of barges near Koblenz some of which crews
thought were flak boats.

Was CHAFF carried? Yes

How discharged? As briefed.

Position of Group 94th "B" wing

Details:-

ap	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	2	0	1112	1112	29,000	314 ^o N	2 min.
High	15	10	0	1121	1121	30,780	360 ^o T	5 min.
Low	12	8	0	1120	1120	28,400	10 ^o N	5 min.
als	37	20						

Comments - Phenomena:-

Additional flak information requested on BX received this station this afternoon will be transmitted by telephone tonight.

[Handwritten signature]

Lt. P.R. Myers

<u>NUMBER OF A/C DAMAGED</u>	<u>MAJOR</u>	<u>MINOR</u>
1. Between Base and IP	-	-
2. Between IP and Bombs away	-	9
3. Between bombs away and rally	1	8
4. Between rally and return	2	-
	3	17
TOTALS	3	17

17-11-11

OFFICE OF THE INTELLIGENCE OFFICER
STATION 123 - APO 657
U. S. ARMY

D-14-4

13 September 1944.

SUBJECT: Crew Comments and Suggestions.

TO : COMMANDING OFFICER, AAF STA. 123, APO 657, US Army. (Thru Lt. Col. William G. Seawell.)

1. Lt. Walter K. Thomason, pilot A/C 6113, too rapid climb from 19,000 to 30,000 ft., difficult to hold formation. Threw High Box out of formation.

2. Louis P. Cairo, sergeant, TG A/C 1591, states that tail gun windows froze up so that it was impossible to see. Started freezing about 18,000 ft. Sgt. Tony A. Agliata, ball turret gunner of same A/C, says there was no clock or oxygen blinker in the ball turret.

3. Lt. Thomas K. Hill, pilot A/C 1087, says that climb was too steep, suggests climb should be gradual and start earlier, forming at a higher altitude. In connection with this Lt. James A. Knost, pilot A/C 2393, says climb is not SOP speeds, that is, it is too stiff and should be sooner and more gradual. Lt. Roger C. Gibson, pilot A/C 9993, says that Lead climb too fast and he lost #1 engine, going into target. Lt. Laurel A. Turk, pilot A/C 1077, says pulling too much power on climb is very bad on engines (44 to 46 inches of mercury and 2500 RPM max.).

4. Lt. George W. Sombart, pilot A/C 1662, "Bad formation in Low and High Boxes. Low Element of Low Squadron had to move up to take 1, 2 and 3 positions in Low Squadron. Element Lead by Lt. Stegeman was excellent.

5. F/O Ralph S. Hayes, pilot and Lt. James A. Webgood, CP A/C 7628, stated that Lead flew too fast today, High and Low Boxes strung out for a mile all the way to the target. Could only catch up by pulling 24,000 RPM, and 40 inches of mercury.

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

HEADQUARTERS
401ST BOMBARDMENT GROUP (B)
Office of the Armament Officer
AAF Station 128⁰

F-C-2

APC 557
12 September 1944

SUBJECT: Armament Malfunction Mission Report

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

1. Date of Mission: 11 September 1944.
2. No gun malfunctions were reported.
3. The following turret malfunctions were reported:
 - a. A/C # 42-31983 - Vickers Drive Motor burned out in Ball Turret. Being replaced.
 - b. A/C # 43-38330 - Relay Box burned out in Chin Turret. Relay Box being replaced.
 - c. A/C # 44-6145 - Vickers Motor in Upper Turret burned out. Motor being replaced.
4. No bombing equipment malfunctions were reported.
5. There were eighteen (18) aircraft equipped with the all-electric bomb release system participating in the mission.

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

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

F-B-2

APO 557
11 September 1944

SUBJECT: Abortive Report

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

1. The following aircraft aborted from the mission of 11 September 1944 due to the reasons stated:

a. A/C # 42-31662 - Returned early because the fuel pressure on # 1 engine dropped to zero. With booster pumps on, 13 lbs pressure could be maintained on # 1 engine. Ground check revealed # 1 fuel pump to be inoperative.

b. A/C # 42-102674 - Returned early because the interphone system was shorted out in the tail position. Pilot also stated that battery cover was loose and right landing gear strut was down. Ground check revealed right landing strut was down 3/4" and 3 dzus fasteners loose on battery cover. A/C landed and battery cover was tightened. Aircraft returned again because of the interphone system.

c. A/C # 44-6104 - Returned early because the oxygen line to Navigators regulator pulled loose from fitting causing the Pilot's oxygen system to drop to 75 lbs. A ground check revealed the flaring on the oxygen line gave away and line pulled out of fitting.

HENRY P. VANDERHOEF.
C.W.O., Air Corps,
Ass't Group Engineering O.

*Capt Hunt
Sp Engineering*

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

D-K-1

11 Sept 1944.

SUBJECT: Comments of Crews Participating in Mission to Merseburg, 11 Sept 44.

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

1. Lt. Howard P. Lerrick, Pilot A/C 7145 and crew commented on Wing Leadership of Major Garland and Lt. Carroll which they described as excellent.
2. Lt. James L. Shewey, Navigator A/C 7938, believes toggeliars need more training. As flown recently with several that do not seem to know correct procedure to toggeling.
3. Lt. Charles W. Hopley, Pilot A/C 7736, says there was no indication on VHF that the Low Box was going to bomb elsewhere.
4. Lt. Paul F. Kaiser, Navigator A/C 7636, believes that since only 2 enlisted men are carried on lead crew, armament should help install guns in morning.
5. Lt. Charles W. Utter, Pilot A/C 1983, this A/C had 3 drill holes in plexi-glass in nose and no heater in aircraft. Nose was very cold for Navigator and Bombardier. Lt. Edward C. Oden, Co-Pilot A/C 1983, states that last two aircraft this crew has flown have not had any green-green flares. Would like to have them on each mission.
6. Lt. Lawrence H. Crickenberger, Jr., Navigator A/C 7151, thinks some flak could have been avoided by skirting farther north of Koblenz.
7. First-aid kits in A/C 7664, piloted by Lt. Laurel A. Turk, were minus scissors. Radio Operator and tail gunner of this A/C were injured by flak in shoulder and leg respectively. The crew of Lt. Edward H. Daves, Pilot A/C 7113, reports that their first-aid kit, and although seal was intact supplies were in terrible shape. Sgt. Mack A. Elston, EG of this A/C was also wounded by flak. In addition, crew of A/C 7664 reports that there were no flak suits available at ship this morning.
8. Lt. John C. Crozier, Pilot A/C 8236 and crew, said spacing of Wings over target was not good. Our Wing caught prop wash.
9. Lt. Bert E. Hocking, Pilot A/C 7632, stated that High Box Leader flew so low that element leader of Low Squadron couldn't hold position.
10. Lt. Frank V. Goetz, Co-Pilot A/C 7736, commented that frequently there are not enough flak suits for each position.

3872

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

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

11 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
42031891	<ol style="list-style-type: none">1. Flak hole in top bottom of left elevator, station 208, out top.2. Flak hole in bottom right side of fuselage, station 6g.3. Flak hole just below co-pilots windshield.
42-97947	<ol style="list-style-type: none">1. Flak hole in trailing edge of fairing joining left wing to fuselage.2. Flak hole in bottom of right wing, station 18. Cut fuel hose in wing. Out top.3. Flak hole in right side of fuselage, station 3b.4. Flak hole in left bottom side of fuselage, station 1b.5. Flak hole in left side of fuselage, station 2d.6. Flak hole in right landing light.
42-102393	<ol style="list-style-type: none">1. Flak hole in top of left wing, station 17.2. Flak hole in left side of vertical fin, station 6. Out right side.3. Flak hole in left side of rudder, station 5. Out right side.4. Flak hole in front left side of vertical fin, station 6c.
43-37790	<ol style="list-style-type: none">1. Flak hole in left wing, station 18, midway.2. Flak hole in leading edge of left wing, station 19.5.3. Flak hole in tail section, station 7a.4. Flak hole in left side of tail section, station 8b.5. Flak hole in right horizontal stabilizer fairing, station 46.6. Flak hole in right elevator, station 168.7. Flak hole in vertical fin, station 7a.8. Flak hole in right wing outer panel, station 32.5
43-37632	<ol style="list-style-type: none">1. Flak hole in fairing behind # 2 supercharger.2. Flak hole in left wing behind # 1 engine.3. Flak hole in left waist window.4. Flak hole in right elevator, station 188. Requires Flak elevator change.5. Flak hole in left elevator, midway.6. Flak hole in leading edge of right horizontal stabilizer, station 94.

- 42-97487
1. Flak hole in plexiglass nose section.
 2. Flak hole in left side of nose section.
 3. Flak hole in left wing, station 21.
- 42-39993
1. Flak hole in right wing tip.
 2. Flak hole in right wall of bombay.
- 42-106992
1. Negative.
- 42-97938
1. Negative.
- 42-107039
1. Negative.
- 43-37628
1. Negative.
- ~~XXXXXX~~
- 42-102957
1. Missing.

Herbert O. Kimmel
HERBERT O. KIMMEL
Capt, Air Corps
Engineering Officer

BRIEFING NOTES (13 Sept 1944)

TARGET: Your primary visual target for today is a familiar one which you have just recently attacked by PFF means. At that time the latest Intelligence Indicated that this huge SYNTHETIC OIL PLANT and AMMONIA AND NITROGEN WORKS OF I.G. Fabren which had been successfully bombed before was now ready to resume operation within two to three weeks. Today's intelligence info states there is no indication of this target being effectively hit recently.

YOUR MPI HAS moved up this time, on this total target area of 1200 X 4000 yards target, and is on the Gas Generating Plants without which the whole Plant would not be able to operate.

SECONDARY: This target is situated in the City area and is stated to specialize in the manufacture of motor cars and Motor Lorries for army purposes. In addition they manufacture special military vehicles including light tanks, armoured cars and carriers, cross-country vehicles, trench motors and machine guns carriers. One component makes an aircraft engine of a lesser horsepower than their model for the FW-190--probably used for trainers and other army aircraft work.

LAST RESORT**Switch to other Eisenach target *Motor Works and* -aero-engine factory is primary purpose. Geissen Road Bridge over Choke Point of Large Marshalling Yard. 3rd.

FRIENDLY ACTIVITIES 10 CBW's (Lud and Stutt) Gen'l Engr. Aircraft Components, A/D and Chemical Industry(fuel)
10 CBW's 2 Div-(Ulm and Sch-hall) transportation, ord. depot and An Airfield

OTHER WINGS (THREE) ON Large Fuel Factory.

ROUTE AND ESCORT*** 2 Gp's 51 as close, 1 Gp 51 for target sweep and 1 Gp 47's for Target Support. Other two 51's gps in immediate area at target.

EPPIE Flak
Lead Bomb.

LMI----No convoys.

S. I. P/W/ ---

E.T.R. 1415

512th BOMBARDMENT SQUADRON (H)
 401st BOMBARDMENT GROUP (H)
 Office of the Operations Officer

5-3

13 September 1944.

SUBJECT : Loading List.

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

Plane 42-37947 (PFF)

P	Currie, Donald A. Jr.	Capt.	612th
CP	Maupin, Jere W.	Major	"
N	Jeffery, Morey B.	1st Lt.	"
N	Malone, John L.	1st Lt.	"
MO	Howard, Robert W.	1st Lt.	"
RR B	McClendon, Marion E.	1st Lt.	"
RO	Vescio, Fred J.	T/Sgt.	"
TTG	Hereford, Gerald F.	S Sgt.	"
TG	Stein, William I.	2nd Lt.	"
FG	Williams, Glenn H.	1st Lt.	"

Plane 42-106993

P	Gibson, Roger C.	1st Lt.	"
CP	Hanford, Charles J. Jr.	2nd Lt.	"
N	Brand, George C.	1st Lt.	"
B	Kemmler, Arden G.	1st Lt.	"
RO	Heikkinen, Carl R.	T Sgt.	"
TTG	Williamson, Joseph R.	T Sgt.	"
BTG	Roethler, Roland V.	S Sgt.	"
TG	King, Francis E. Jr.	S Sgt.	"
FG	Phelps, Durwood W.	S Sgt.	"

Plane 42-107039

P	Harlan, Thomas J. Jr.	2nd Lt.	"
CP	Thorne, Walter W.	2nd Lt.	"
N	Tarr, Charles (NMI) Jr.	2nd Lt.	"
B	Pepper, James D.	S Sgt.	"
TTG	Lee, Reed L.	T Sgt.	"
RO	Robinson, Paul D.	T Sgt.	"
BTG	Smith, Floyd G.	S Sgt.	"
TG	Munford, John V.	S Sgt.	"
FG	Zaragoza, Albert R.	S Sgt.	"

Plane 42-102393

P	Knost, James A.	1st Lt.	"
CP	Remley, Jack A.	1st Lt.	"
N	Harris, Elloit S.	1st Lt.	"
B	Lignore, James G.	S Sgt.	"
RO	Patterson, Russell C.	T Sgt.	"
TTG	Wilson, James L.	T Sgt.	"
BTG	Dodge, DeWayne H.	S Sgt.	"
TG	McCabe, Arch (NMI)	S Sgt.	"
FG	Jedzinski, John (NMI)	S Sgt.	"

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

13 SEPTEMBER 1944

LOADING LIST

<u>PLANE NO.</u>	<u>DUTY</u>	<u>RANK</u>	<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>MI</u>
PFF 600	P	1st LT.	MARRIX	WILLIAM	C.
	CP	2nd LT.	COX	WILLIAM	E.
	N	1st LT.	MALONEY	WILLIAM	F.
	B	2nd LT.	BOSTROM	CARL	L.
	MIC OP.	1st LT.	FINE	STANLEY	(MCI)
	RO	T/SGT.	THOMPSON	JOHN	S.
	TT	T/SGT.	STOKESHENRY	THOMAS	(MCI)
	EX TG	S/SGT.	ROGLINSON	HENRY	H.
	WG	S/SGT.	HAVLISIN	JOSEPH	K.
42-31591	P	2nd LT.	DOUGLAS	LUTHER	N.
	CP	2nd LT.	LITTLE	RICHARD	H.
	N	2nd LT.	HAVRAN	EDWARD	F.
	B	2nd LT.	GORMAN	WILLIAM	L.
	RO	SGT.	BIERTZ	JOHN	H.
	TT	SGT.	LEWIS	RAYMOND	G.
	BT	SGT.	AGLIATA	TONY	A.
	TG	SGT.	CAINO	LOUIS	F.
	WG	SGT.	MC CARARY	LEON	A.
42-97931	P	2nd LT.	HOPPEY	CHARLES	W.
	CP	2nd LT.	GONTE	FRANK	V. JR.
	N	2nd LT.	MAG DONALD	RICHARD	E.
	B	SGT.	JACOB	JOHN	R.
	RO	SGT.	DURNING	CHARLES	R. JR.
	TT	SGT.	HARDIN	WILLIAM	A.
	BT	SGT.	MERRIMAN	JAY	S.
	TG	SGT.	VAN PELT	HAROLD	G.
	WG	SGT.	AMERSON	WAYNE	L.
44-6104	P	2nd LT.	ANNIS	RONIE	A.
	CP	2nd LT.	CLARK	FORREST	E.
	N	2nd LT.	MADSEN	EDWARD	J.
	B	2nd LT.	JENSEN	JAMES	B.
	RO	S/SGT.	CHALUPCZYKSKI VINCENT		M.
	TT	SGT.	CHLISS	JOHN	H.
	BT	SGT.	KOT	FRANK	C.
	TG	SGT.	JOHNSON	LESLIE	C.
	WG	SGT.	MITCHELL	LEONARD	R.
31081 42-102747	P	2nd LT.	HELSON	AUGUSTUS	J.
	CP	2nd LT.	NEVOIS	EDGAR	W.
	N	2nd LT.	KULCZYCKI	JOHN	S.
	B	2nd LT.	WILCOX	BLAINE	B.
	RO	SGT.	DONNIS	JOHN	T.
	TT	SGT.	WILLIAMS	LAMPENCE	E.
	BT	SGT.	MAJESKI	FRANK	B.
	TG	SGT.	MC CARTHY	JAMES	J.
	WG	SGT.	AMERSON	BOBBIE	D.

LOADING LIST - 13 Sept. 1944 CONT'D

<u>PLANE NO.</u>	<u>DUTY</u>	<u>RANK</u>	<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>MI</u>
43-37736	P	1st LT.	HANSON	ALBERT	L.
	CP	2nd LT.	GRAYTOR	FREDERICK	A.
	N	2nd LT.	WATSON	HENRY	T.
	B	S/SGT.	GRIFFIN	EDWARD	T.
	RO	T/SGT.	SEARS	DONALD	L.
	TT	T/SGT.	MURRAY	HENR	G.
	BT	S/SGT.	HOONS	DONALD	L.
	TG	S/SGT.	MARTZ	DALE	C.
	WG	S/SGT.	RYALL	LESTER	D.
44-6132	P	1st LT.	JETTER	ARTHUR	C.
	CP	MAJOR	HAVEY	J.	H.
	N	2nd LT.	HUGH	HARRY	(NMI)
	B	S/SGT.	FITZENS	WILLIAM	J.
	RO	T/SGT.	SHEGAN	LEO	(NMI)
	TT	T/SGT.	NELSON	RICHARD	D.
	BT	S/SGT.	KNAFF	MARTIN	F.
	TG	S/SGT.	BAIER	JOHN	J.
	WG	S/SGT.	ROBERSON	ROBERT	K.
44-6313	P	2nd LT.	BUD	CLAYTON	R.
	CP	2nd LT.	MAC LEOD	RODINALD	L.
	N	2nd LT.	KLOTZ	BERNARD	L.
	B	S/SGT.	KISSACK	JOHN	D.
	RO	S/SGT.	SKALA	FRANKLIN	C.
	TT	S/SGT.	CLIVER	ERNEST	S.
	BT	SGT.	DESTROISMAISON	ARTHUR	(NMI)
	TG	SGT.	ROGEM	HARLAN	(NMI)
	WG	SGT.	MURRAY	DALE	S.
44-6113	P	1st LT.	THOMASON	WALTER	H.
	CP	2nd LT.	DOBSPATE	HENMAN	(NMI)
	N	2nd LT.	WRIGHT	RICHARD	B.
	B	T/SGT.	MAC GRANE	CLIFTON	W.
	RO	T/SGT.	RAFFZ	ISAAC	C.
	TT	T/SGT.	LYMBURN	WALLACE	R.
	BT	S/SGT.	GURBELT	HERBERT	L.
	TG	S/SGT.	GCEFFREY	HAROLD	M.
	WG	S/SGT.	KISTCO	HENRY	K.
43-38187	P	2nd LT.	HILLESTAD	RAYMOND	H.
	CP	2nd LT.	KICH	JOHN	H.
	N	2nd LT.	CAMPBELL	FREDERICK	L.
	B	SGT.	MONTOLA	CHRIS	A.
	RO	SGT.	IRIS	RAYMOND	E.
	TT	SGT.	LYNDEN	JAMES	B. JR.
	BT	SGT.	ANDREN	ROBERT	M.
	TG	S/SGT.	FISHERIN	HAROLD	(NMI)
	WG	SGT.	DI GICCO	PATSY	C.
43-38077 (615th)	CP	1st LT.	FOWLER	RUSSELL	M.

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

AAF Station # 128
15 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.

PLANE 42-97145

P	1st Lt.	LEWICK, HOWARD P.	614th
CP	Major	de JONCKHEERE, ERIC T.	401st
N	1st Lt.	NORTON, WILLIAM	614th
B	2nd Lt.	HAGERTY, JAMES J.	"
RO	T/Sgt.	Vois, Edward Jr.	"
TT	S/Sgt.	Findlay, Matthew R.	"
BT	S/Sgt.	James, Harold L. Jr.	"
TG	S/Sgt.	Healy, John L.	"
WG	S/Sgt.	Schledersrek, John J.	"

no T/O

PLANE 42-38330

P	1st Lt.	MUNDALL, FRANCIS E. II	614th
CP	1st Lt.	KELLAM, JAMES W.	"
N	2nd Lt.	CHAMPAGNE, RENE P.	"
B	2nd Lt.	SHEARER, WILLIAM M. JR.	"
RO	Cpl.	Trojanowski, Arthur J.	"
TT	T/Sgt.	Mears, Harold B.	"
BT	Cpl.	Smith, William F.	"
TG	Pfc.	Ice, Robert E.	"
WG	Pfc.	Huffman, James J.	"

PLANE 42-97602

P	2nd Lt.	MAYS, HAL C.	614th
CP	2nd Lt.	PARQUAR, JOHN A.	"
N	2nd Lt.	KOSKI, MATTHEW P.	"
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.	Monacella, Joseph L. Jr.	"
WG	Sgt.	Wilson, Billy J.	"

PLANE 42-31863

P	1st Lt.	SILVERSTEIN, HARRY P.	614th
CP	Captain	HARB, WALLACE S.	401st
N	2nd Lt.	CRICKENBERGER, LAWRENCE H. JR.	614th
CTG	S/Sgt.	Landwehr, Carl W.	"
RO	S/Sgt.	Gravel, Donald A.	"
TT	T/Sgt.	Dotsen, Glenn	"
BT	S/Sgt.	Bergstrom, Donald E.	"
TG	Sgt.	Meyers, Francis S. Jr.	"
WG	S/Sgt.	Dias, George V.	"

Loading List (Con'T)

PLANE 42-107084

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

FILEMYR, GARRETT A. 614th
 JAEGER, ALBERT J. "
 ROBINSON, EDWARD F. "
 Tutwiler, David H. "
 Le Fleur, Delmore H. "
 Shanks, Herbert H. "
 Reynolds, William H. "
 Culver, Malcolm J. "
 Ruhmann, Richard R. "

PLANE 42-97872

P 1st Lt.
 CP F/O
 N 2nd Lt.
 B 2nd Lt.
 RO T/Sgt.
 TT Cpl.
 BT S/Sgt.
 TG S/Sgt.
 WG S/Sgt.

BRIGHT, WILSON C. 614th
 WITTMAN, PAUL F. "
 SCHNEIDER, JAMES H. "
 O'HERRN, MELVIN C. "
 Russell, James R. "
 Collett, John E. "
 Frohman, Howard J. "
 Hayden, Andrew J. "
 Classick, John F. Jr. "

PLANE 42-97869

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

KOVACH, JOHN W. 614th
 JOHNSON, RAYMOND E. "
 COSELLI, FRANK J. JR. "
 Horbatuck, Stepan J. "
 Pollard, Omer S. "
 Roushelang, Willard J. "
 Guest, Hollis D. "
 Schmidt, Edward J. "
 Maki, Arthur W. "

PLANE 42-102398

P 2nd Lt.
 CP 2nd Lt.
 N 2nd Lt.
 B 2nd Lt.
 RO Sgt.
 TT Pvt.
 BT Cpl.
 TG Cpl.
 WG Cpl.

CROZIER, JOHN C. 614th
 WEBER, MORRIS "
 POLSTER, IRVING "
 WHITING, RICHARD L. "
 Hapner, Clayton "
 Ligon, James E. "
 Page, Joseph L. Jr. "
 Kitts, Keith D. "
 Merrill, Richard E. "

PLANE 42-38236

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

HAYES, LELAND R. 614th
 HAFLEY, WILLIE J. "
 RHINEHART, WILLIAM E. "
 Kilgore, Edmund W. "
 Tyree, Dorsey W. "
 Dickson, Beattie B. "
 Lawrence, Sterling S. "
 Dreon, Louis L. "
 Jackson, John A. "

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

13 September 1944

SUBJECT: Loading List.
 TO : Operations Officer, 401st Bomb Grp (H), Sta - 128 , APO - 557.
 1. Following is the list of Combat Crews participating in today's mission.
 PLANE # 42-102674
 DUTY RANK LAST (NAME) FIRST (NAME) SQUADRON

P	2nd Lt.	Grinn	William	F.	615th
CP	2nd Lt.	Huesgen	Herman	K.	"
N	2nd Lt.	McMullen	Willard	C.	"
B	2nd Lt.	Burns	Raymond	G.	"
RO	T/Sgt.	Kressler	Oliver	J.	"
YT	S/Sgt.	Brown	Thomas	J.	"
BT	Cpl.	Altieri	Alfonso	A.	"
EG	S/Sgt.	Kehler	Robert	L.	"
FG	Sgt.	Duke	William	H.	"

PLANE # 42-31933

P	2nd Lt.	Callaway	Robert	W.	615th
CP	2nd Lt.	Lawson	Robert	S.	"
N	2nd Lt.	Griffin	Warren	S.	"
B	S/Sgt.	Cook	Clayton	(HNL)	"
RO	S/Sgt.	Dodson	James	C.	"
YT	S/Sgt.	Southerland	James	(HNL)	"
BN	S/Sgt.	Feltz	Chester	(HNL)	"
EO	S/Sgt.	Roberts	James	H.	"
FG	S/Sgt.	Frendelman	Frederick	S.	"

PLANE # 42-36125

P	2nd Lt.	Stegemann	Charles	W.	615th
CP	2nd Lt.	Walters	Albert	G.	"
N	S/O	McCaslin	Clayton	H.	"
B	2nd Lt.	Schultz	John	J.	"
RO	T/Sgt.	McKenna	Joseph	(HNL)	"
YT	T/Sgt.	Mais	John	S.	"
BT	S/Sgt.	Famburine	Joseph	J.	"
EO	H/Sgt.	Warr	Martin	C.	"
FG	S/Sgt.	Sullivan	Robert	S.	"
Ch	2nd Lt.	Shirley	John	H.	"
b	2nd Lt.	Cooper	Paul	H.	615th

NAME RANK GRADE (HON) NAME (NI) SQUADRON
 PLANE # 42-31933

PLANE # 44-3146

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Cooper	Louis	H.	615th
CP	2nd Lt.	Spansel	Kaye	M.	"
N	2nd Lt.	Ellis	George	O.	"
B	2nd Lt.	DiAgostini	Benndiot	R.	"
RO	S/Sgt.	Sherrill	Basson	E.	"
TT	T/Sgt.	Loper	Cloyd	H.	"
BT	Pvt.	Marcencelli	Harry	(NMI)	"
TC	S/Sgt.	Lawrence	Ralph	A.	"
FG	S/Sgt.	Gue	Charles	J.	"

PLANE # 42-31077

P	2nd Lt.	Tark	Laurel	A.	615th
CP	2nd Lt.	Sinking	John	M.	"
N	2nd Lt.	Cone	Allan	L.	"
B	2nd Lt.	Moore	Max	L.	"
RO	S/Sgt.	Virgona	Angelo	J.	"
TT	Sgt.	Nieselthier	Simon	(NMI)	"
BT	Sgt.	Grenillion	John	E.	"
TC	S/Sgt.	Davis	Thomas	(NMI)	"
FG	Sgt.	Osborne	Peter	J.	"

PLANE # 44-8933 614th

P	2nd Lt.	Gas	Herbert	L.	615th
CP	2nd Lt.	Hayes	Thomas	A.	"
N	2nd Lt.	Green	William	H.	"
B	2nd Lt.	Walters	Donald	L.	"
B	2nd Lt.	Mencow	William	M.	"
RO	Cpl.	Erereton	William	E.	"
TT	S/Sgt.	Cook	Syron	K.	"
BT	Sgt.	Beardon	John	J.	"
TC	Sgt.	Dunn	John	D.	"
FG	S/Sgt.	Dunn	John	D.	"

PLANE # 42-31682 612th

P	2nd Lt.	Sombart	George	W.	615th
SRI	2nd Lt.	Shapiro	Leo	(NMI)	"
N	E/O	Miley	Junior	(NMI)	"
B	2nd Lt.	Krosak	Chester	W.	"
RO	Cpl.	Andrews	Leroy	(NMI)	"
TT	Cpl.	Smith	Elmer	E.	"
BT	Cpl.	Dalley	J.	B. (10)	"
TC	Cpl.	Allen	Lewis	(NMI)	"
FG	Cpl.	Livexey	Lowall	G.	"

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

13 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 # 43-37851

DUTY	RANK	NAME (LAST)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Daves	Edward	H.	615th
CP	2nd Lt.	Crunk	Clayton	F.	"
N	2nd Lt.	Mezydlo	Ralph	J.	"
B	2nd Lt.	MacDougall	John	C.	"
RO	Sgt.	McKinney	Harold	C.	"
YT	S/Sgt.	Mayfield	William	R.	"
BT	Sgt.	Wheaton	Paul	J.	"
TG	Sgt.	Rollet	James	C.	"
FG	S/Sgt.	Ollila	Raymond	G.	"

Ret

PLANE # 42-102468

P	2ND Lt.	Kochel	Michael	J.	615th
CP	F/O	Callahan	Raymond	J.	"
N	2nd Lt.	Ainley	Allan	B.	"
B	2nd Lt.	Hoffman	Lloyd	A.	"
RO	S/Sgt.	Concino	Joseph	A.	"
YT	Sgt.	Reeson	Charles	W.	"
BT	Sgt.	REASON Kelley	Thomas	W.	"
TG	Sgt.	Cobbs	Kenneth	W.	"
FG	Sgt.	Wofford	Dewey	B.	"

PLANE # 43028077

P	1st Lt.	Konze	Bodo	G.	615th
CP	1st Lt.	Fowler	Russell	H.	"
N	2nd Lt.	Stork	Oliver	L.	"
B	2nd Lt.	Kessuth	Alfred	G.	"
RO	S/Sgt.	Gratz	Robert	I.	"
YT	S/Sgt.	Jones	William	D.	"
BT	S/Sgt.	Quigley	John	R.	"
TG	S/Sgt.	Kolster	Frederick	K.	"
FG	S/Sgt.	Jaranson	David	A.	"

Ret

CONFIDENTIAL

HEADQUARTERS
 401st BOMBARDMENT GROUP (H)
 Office of the Staff Weather Officer
 APO 557, U. S. Army

13 September 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 13 SEPTEMBER 1944.

TAKE-OFF: 0640. Nil low cloud. 1/10 altostratus, base 15,000'. 3/10 fine cirrus at about 25,000'. Visibility 3000 yds. in haze.

ROUTE OUT: Nil low cloud. Nil middle cloud, except between 6 and 8 deg. E, where there was 7-9/10 altostratus, base 15,000', tops about 20,000'. 1-3/10 cirrus at about 25,000' over England, lifting to about 31-32,000' over the continent. Vertical visibility 5-10 miles to the Rhine, improving to 15-20 miles east of the Rhine. Horizontal visibility unrestricted, except to 500 yds. in altostratus.

TARGET: 1119. Nil low or middle cloud. 1-2/10 cirrus at about 31-32,000'. Vertical visibility 20 miles. Horizontal visibility unrestricted.

ROUTE BACK: Same as route out except for 1-2/10 cumulus, base 25-3500' over England, with cirrus increasing to 2-4/10 at about 25,000' over England.

BASE ON RETURN: 1430. 1/10 cumulus, base 3000'. Nil middle cloud. 4/10 cirrus at about 25,000'. Visibility 5 miles in haze.

REMARKS: Previous contrails may account for much of altostratus noted between 6 and 8 deg. E. Altostratus decreasing to the south and increasing to the north. Dense, persistent contrails noted all the way from 15,000' to 31,000', intermittantly, beginning to become dense, non-persistent at 31,000'. Temperatures 4-6 degrees warmer than briefed generally above 10,000'; -27 deg. at 25,000', -32 deg. at 28,000'. Winds aloft: Over England at 9000', 161 deg. at 16 knots; at 50 deg. 23 min. N 05 deg. 25 min. E, at 20,000', 190 deg. at 18 knots.

Arthur B. Street
 ARTHUR B. STREET
 Captain, Air Corps
 Staff Weather Officer

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OPERATIONAL ROUTE FORECAST

DATE 13 September 1944

PERIOD 0600 - 1500 hrs

AG P BR HQ SOS 122929

	A Base to Target	B Target to Base	C	D
WEATHER	Haze becoming partly Cloudy with Haze	Partly Cloudy with Haze		
CLOUDS	NIL Low Clouds becoming NIL to 3/10 small Cumulus base 3000ft tops 4-5000 ft over the Continent becoming 2-4/10 small cumulus base 3-4,000ft tops 6-8000ft East of 10 Deg East. NIL Medium Cloud. NIL to 3/10 High Cloud above Above 20,000ft.	REVERSE OF A- 2 EXCEPT 2-4/10 small Cumulus base 3000ft tops 5000ft over Continent and England.		<p>***NOTE*** HAZE TOP 6000 over England. 6000 ft DENSE PERSISTENT CONTRAILS with in 1000ft of High Cloud. TARGET SURFACE PRESSURE 30.45 inches FOR TARGET PRESSURE ALTITUDE ADD TARGET ELEVATION TO (MINUS) -481 ft.</p>
ICING	10,000ft becoming 9000ft NIL ICE	9000ft becoming 10,000ft NIL ICE		
VISIBILITY	2-4 Miles becoming unrestricted Aloft.	Unrestricted Aloft becoming 6 miles plus on Return at Bases.		
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	Base to Target 110 20	Target Winds. 120 15	Temperatures Plus 11	
5000 FT	130 20	140 10	Plus 05	
10000 FT	140 20 150 15	160 10	-02	
15000 FT	150 20 170 15	170 10 170 05	-10	
20000 FT	180 15	Light and Variable	-21	
25000 FT	230 20	Light and Variable	-33	
30000 FT	270 25	Light and Variable	-45	

BASE ALTIMETER SETTING 30.30 inches TARGET SURFACE TEMP Plus 11 TARGET MEAN TEMP at 20,000 -10.0
 TEMP. AT 20,000 FT. -42.2 TARGET SURFACE (PRESSURE-ALT) -481 ft.

DECLASSIFIED PER NND 745003 BY A2 NARA DATE 1/27/11