

E C R E T

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JACKSON MYPHIPPS,

Captain, Air Corps,

Adjutant.

REPORT OF OPERATIONAL DAY

*MISSION NO. 151
30TH. SEPTEMBER, 1944*

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

MISSION NO. 151

To: MUNSTER , GERMANY

401ST BOMBARDMENT GROUP (H)

REPORT OF OPERATIONAL
DAY

MISSION SUMMARY REPORT

MISSION # 151

Date 30 September 1944

ASSIGNMENT

1. Assigned Target: MUNSTER, GERMANY (Marshalling Yards)
2. Commitments: The 401st Group furnished three 12 A/C squadrons comprising the 94th "A" Group. A PFF A/C accompanied each squadron, as well as a spare.

EXECUTION

1. Target Bombed: MUNSTER, GERMANY
2. a. Wing & Group Leader: Col. H. E. ROGNER (CURRIE)
Lead Navigator: 1st Lt. A. SHAPIRO (HOWARD - "Mickey")
Extra Navigator: 1st Lt. M. B. JEFFERY
Lead Bombardier: 1st Lt. R. WINN
- b. Low Squadron Leader: Major E. DE JONCKHEERE (LOCKHART)
Lead Navigator: 1st Lt. R. L. GRILLEY (STRONG - "Mickey")
Lead Bombardier: 1st Lt. G. R. LEWIS ✓
- c. High Squadron Leader: 1st Lt. W. M. FOWLER (KONZE)
Lead Navigator: 1st Lt. O. L. STORK (WALTERS - "Mickey")
Lead Bombardier: 1st Lt. A. G. KOSSUTH
3. Flight Over England:
 - a. Takeoff:

Takeoff was set back one hour just prior to original takeoff. All ships took off satisfactorily in contact weather.

- b. Squadron and Group Assemblies:

Assemblies were normal and made in good time. Group was formed over Cottesmore buncher at 1207, about 4 minutes ahead of scheduled time.

Mission Summary Report (Cont'd)3. c. Route over England:

Because of intervening clouds and to lose time, the group flew north of course. The wing was forming satisfactory and the 401st departed the English Coast one minute early on course.

4. Attack:a. Flight to Target:

The group was in its proper place in the Division, and in order to maintain it and escape patches of weather the course to the IP was flown a bit off course. Meager, inaccurate flak was observed enroute just north of Amsterdam, but none was encountered to the IP. Just before the IP a wide "dogleg" was made to avoid weather contrails, and possible collision with other converging wings. And again, the IP the turn was broadened to evade another wing, but the bomb run was started close to the briefed IP and on the briefed heading.

b. Bombing Run:Lead Squadron:

The area leading up to the IP as well as the IP proper was covered by solid layers of clouds and contrails, but we were able to come in on a good heading for the target through use of the MICKEY. The MICKEY conducted the bomb run starting about 40 miles from the target giving course rate corrections that were incorporated into the bombsight. About a minute from bombs away the clouds became broken and one or two ~~visual~~ ^{visual} references could be distinguished. Making use of the meager visibility a slight course correction was made and a level was taken. Using these visual corrections to the PFF run bombs were salvoed. Contrails, smoke and clouds plus the flak bursts made an accurate eye witness strike report impossible. Results unobserved.

Low Squadron:

When approaching IP group lead called and said it would be visual. We uncovered and the MICKEY operator took over to get us on course. About twenty five miles from target leader called and said to attempt a visual run and if it was impossible to drop on his smoke bombs. The run was on PFF, however, until just before the target when a few visual corrections were made. The bombardier had approximately a fifteen (15) second sighting before another cloud obstructed his view. The formation was then in contrails also, but when the indices met, the bombs were salvoed. Results were unobserved.

Mission Summary Report (Cont'd)

4. b. Continued:

High Squadron:

There was about a 9/10 undercast at IP and no check points could be picked up. This condition held true up to about 5 miles from Target area. Our bomb run was started with PFF and continued so over half way to target. Finally there was a break in the clouds and the bombardier picked up several check points on the edge of the target area. His course corrections led him to believe the PFF was off several degrees on heading. After course was fairly well killed the target was covered by vapor trails from another box or squadron. When the vapor trails thinned out so the bombardier could see he had about one minute left before bombs away. All this time it had been a PFF with only visual corrections. Synchronization was refined and a level was taken although time did not allow for too good a level. When the MICKEY was out off at bombs away, the synchronization looked good. The results were unobserved. The formation released in salvo.

c. Flight from Target:

A sharp turn towards the west was made after the target, as flak started bursting in front of formation. The course home was more or less as briefed -- weather and other formations being responsible for what discrepancies there were between the briefed and actual route flown. Let-down was started at the Holland border.

d. Return to Base:

Return over England was north of course, but all ships made normal formation landing. All aircraft (but 2 MIA) landed safely at home base.

e. Weather:

Weather was described as approximately 9/10 cumulus clouds over continent generally, tops from 6 to 8 thousand feet; 6/10 to 8/10 cumulus over primary target, with good sized breaks, much smoke and haze on ground. About the same on return.

f. Fighter Support:

Fighter support was described to be excellent.

g. Conclusions and Recommendations:

Information furnished regarding weather by "Buckeye Red" was accurate and of great benefit.

Mission Summary Report (Cont'd)

5. Aircraft Not Attacking:

High Squadron:

A/C 42-102674 - Not Sortie. Returned early because of internal failure of No. 4 engine.

A/C 44-6146 - Not Sortie. Returned early because of internal failure of No. 2 engine.

6. Enemy Opposition:

No air opposition (See Flak report for Flak)

7. Battle Damage:

<u>Major</u>	<u>Minor</u>	<u>To Flak</u>
2	24	26

8. Casualties:

18 MIA - A/C 42-31077, A/C 43-37632.

9. Statistical Summary of Operations (See attached form)

10. Bombing Data:

a. Observations:

Lead Squadron:

Bombing was good - excellent for PFF. Bombs hit central section of marshalling yards.

Low Squadron:

Bombs hit southern edge of marshalling yard - actual MPI about 1200 feet north of assigned MPI. For PFF bombing it was excellent.

High Squadron:

Bombs hit squarely on assigned MPI, results excellent.

b. Disposition of Bombs:

Lead Squadron:

All the 12 A/C EET attacked the primary target, dropping 143 X 500# GP on target. The spare A/C returned 12 X 500# GP to base.

Mission Summary Report (Cont'd)

10. b. Continued:

Low Squadron:

All the 12 A/C EET attacked the primary target, dropping 143 X 500# GP on target. The spare A/C returned 12 X 500# GP to base.

High Squadron:

All the 11 A/C EET attacked the primary target, dropping 129 X 500# GP on target. Aborting A/C 2674 and A/C 6146 returned a total of 24 bombs to base. Two bombs ~~xxxx~~ hung up on A/C 8125 and were returned.

d. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs				
	Over Target	Bombing	Number	Size	Type	Fusing Nose Tail	
Main Bombfall	35	35	415	500#	GP	1/10	1/40
Other Attacks	-	-	-	-	-	-	-
Total Bombs on Target			415	500#	GP	1/10	1/40
Other Expenditures			-	-	-	-	-
Bombs Returned			50	500#	GP	1/10	1/40
Total (Loaded on A/C Taking Off)			465	500#	GP	1/10	1/40

11. Aircraft Lost:

A/C #	Sqdn	Position in Formation	Location of Loss	Cause
42-31077 (Davis)	615 A/C 612 Crew	# 4, low section, lead lead sqdn, 401st group	5205 - 0740 #	Flak
43-37632 (Nagle)	612	# 3, low section, lead lead sqdn, 401st group	5210 -0735 #	Flak

Submitted By:

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

STATISTICAL SUMMARY OF OPERATIONS

401st Group

1st BD F. O. 507

Date of 30 September 1944

	Lead	Low		High	PFF
	PFF - GH	PFF - GH	PFF - GH		
1. No. of A/C Failing to Take Off	-	-	-	-	-
2. No. of A/C Airborne	12	1	12	12	1
3. No. of A/C Airborne Less Spares	11	1	11	12	1
4. No. of A/C Salties	11	1	11	10	1
5. No. of A/C Attacking	11	1	11	10	1
6. No. of A/C Not Attacking	-	-	-	2	
(a) Early Returns Included				(2)	
7. Name of Primary Target	MUNSTER, GERMANY				
(a) No. of A/C Attacking	11	1	11	10	1
(b) No., Size & type of bombs	132	11	132	118	11
	500# GP	500# GP	500# GP	500# GP	500# GP
8. Name of Secondary Target	-----				
(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	2	-	-	-	-
13. -- to Flak	(2)				
14. -- to Flak & E/A					
15. -- to Enemy A/C					
16. -- to Accident					
17. -- to Unknown					

STAT SUMMARY (Cont'd)

	Lead	Low	High
18. Time of Takeoff	1023	1025	1026
19. Time of Attack	1350 $\frac{1}{2}$	1351 $\frac{1}{2}$	1351 $\frac{1}{2}$
20. Average Time of Flight	6.13	5.9	6.9
21. Altitude of Release	27,100	25,500	27,600
22. Visual or PFF	PFF	PFF	PFF
23. Enemy Resistance - AA Int.&ACC.	MODERATE ACCURATE	MODERATE ACCURATE	MODERATE ACCURATE
24. - Fighters	-----	-----	-----
25. - Bombers	-----	-----	-----
26. U.S. A/C Engaged by Enemy A/C	-----	-----	-----
27. Degree of Success	Good	Good	Excellent

PFF A/C Borrowed from Groups as follows: None

PFF A/C Loaned to Groups as follows: None

NOTES:

Combat Flight Leader Colonel ROGNER

Date 30 Sept 44

Deputy Flight Leader Lt Hill

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

612 SQDN

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

CURRIE (ROGNER)

947

HARLAN

398

HILL

087

612 SQDN

AIKEN

487

614 SQDN

LERWICK

012

NAGLE

632

BONNEY

790

NORAN

395

MAYS

659

DAVIS

1077

LAWRENCE

993

JONES

992

SPARES

COX

662

returned



Combat Flight Leader Colonel ROGNER Date 30 Sept 44

Deputy Flight Leader Lt Hill

401st Lead Squadron Formation 612 SQDN
Over Target.

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

CURRIE (ROGNER)

947

HARLAN

598

HILL

087

612 SQDN

614 SQDN

AIKEN

487

LERWICK

012

NAGLE

632

BOHNEY

790

MORAN

895

HAYS

659

DAVIS

1077

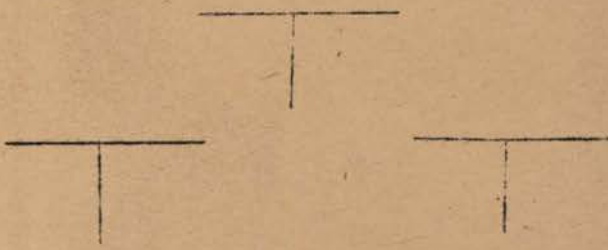
LAWRENCE

998

JONES

992

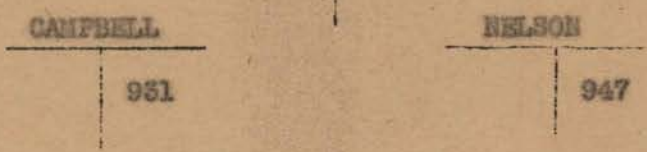
SPARES



Combat Flight Leader Major DE JONCKHEERE Date 30 Sept 44
Deputy Flight Leader Lt Nelson

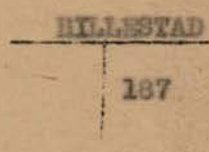
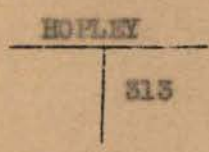
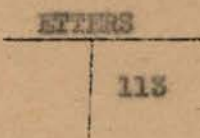
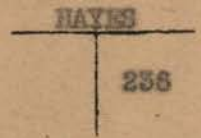
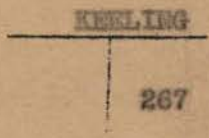
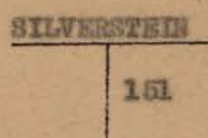
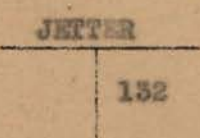
401st Low Squadron Formation 613 SQDN 612 SC JABNOCK
At Take Off, Assembly, and 613 IN MACRO
On Cruise. LOCKHART (DE JONCKHEERE) 614 IW GOLFCLUB
615 IY BUZZARD

600

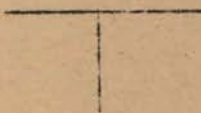
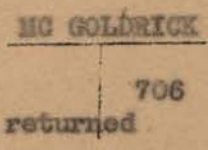


613 SQDN

614 SQDN



SPARES



Combat Flight Leader Major DE JONCKHEERE Date 30 Sept 44

Deputy Flight Leader Lt Nelson

401st Low Squadron Formation
Over Target.

615 SQDN

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

LOCKHART (DE JONCKHEERE)

600

CAMPBELL

931

NELSON

947

615 SQDN

JEPPIER

132

614 SQDN

SILVERSTEIN

151

MECK

501

KEELING

267

MORTON

464

DAVIS

236

JEPPIERS

113

HOPLEY

313

HILLESTAD

137

SPARES



Combat Flight Leader Lt Fowler Date 30 Sept 44

Deputy Flight Leader Lt Haskett

401st High Squadron Formation
At Take Off, Assembly, and
On Cruise.

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

KONZE (FOWLER)

085

GRIMM

674

Aborted

HASKETT

458

615 SQDN

STEGEMAN

125

614 SQDN

SCHULZ

478

SOBART

730

CALLAWAY

983

CROZIER

452

BISSON

508

DCW

159

COOPER

146

aborted

MC KAY

113

SPALES

TURK

664

Combat Flight Leader Lt Fowler Date 30 Sept 44

Deputy Flight Leader Lt Haskett

401st High Squadron
Formation Over Target.

615 SQDN

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

~~KONZE (FOWLER)~~

033

MC KAY

113

HASKETT

458

615 SQDN

STEGMAN

125

614 SQDN

SCHULZ

473

SOMBART

730

CALLAWAY

983

CROZIER

452

SINSON

508

DOW

159

TURK

664

SPACES

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER30 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 1023 hours; Land at 1637 hours.b. Group formed at 1230 hours at 19000 feet.c. Formed CBW at 1230 hours at 21500 feet.d. Began climb at 1212 hours; reached alt. at 1320 hours.

e. Weather encountered over England:

(1) Clouds 6 / 10th - Visability 30 miles.(2) Wind at altitude 239 degrees, 49 Knots.f. Means of navigation over England. Gee Pilotage D.R.g. Means of checking Metro Winds Geeh. Joined task force at 1240 hrs. at Orfordness
(Splasher, City, Coord.)i. English Coast out at 1240 hrs.; Enemy Coast in at 1452 $\frac{1}{2}$ hrs.

j. Fighter Rendezvous:

(1) Going in 1315 hrs.(2) Coming back 1410 hrs.

k. Wind used for bombing:

(1) 265 degrees, 78 Knots.(2) Determined by Gee
(Method)

l. Bomb run and Method of Target Identifications

(1) Reached IP at 1339 $\frac{1}{2}$ hrs.(2) Mag. heading over target 128 degrees.(3) Altitude over target 26000 feet.(4) Bombs away at 1350 $\frac{1}{2}$ hrs.

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

PFF and Visual

m. Gee:

(1) Coordinates of furthest fix 52 25 N. 05 15 E.(2) Obtained at 1441 $\frac{1}{2}$ hours.

n. Difficulties encountered with special equipment.

Gee- inverter MalfunctionCOMMENTS: Off course approaching I.P.
to get into proper position1st Lt. M.B. Jeffery
Lead Navigator, Lead P

SIGNATURE

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

30 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 1025 hours; Land at 1621 hours.
- b. Group formed at 1145 hours at 18000 feet.
- c. Formed CBW at 1200 hours at 19000 feet.
- d. Began climb at 1212 hours; reached alt. at 1321 hours.
- e. Weather encountered over England:
 - (1) Clouds 5 / 10th - Visibility 10 miles.
 - (2) Wind at altitude _____ degrees, _____ Knots.
- f. Means of navigation over England. Pilotage and Gee.
- g. Means of checking Metro Winds Pilotage and Gee.
- h. Joined task force at 1241 hrs. at Orfordness
(Splasher, City, Coord.)
- i. English Coast out at 1240 $\frac{1}{2}$ hrs.; Enemy Coast in at 1301 hrs.
- j. Fighter Rendezvous:
 - (1) Going in _____ hrs.
 - (2) Coming back _____ hrs.
- k. Wind used for bombing:
 - (1) 280 degrees, 70 Knots.
 - (2) Determined by _____
(Method)
- l. Bomb run and Method of Target Identifications:
 - (1) Reached IP at 1339 hrs.
 - (2) Mag. heading over target 118 degrees.
 - (3) Altitude over target 25400 feet.
 - (4) Bombs away at 1351 $\frac{1}{2}$ hrs.
 - (5) Method of target identification and weather over target:
Visual 6/10ths (Large Patches)
- m. Gee:
 - (1) Coordinates of furthest fix 51 17 N. 05 03 E.
 - (2) Obtained at 1321 hours.
- n. Difficulties encountered with special equipment.
Fluxgate not in good working order - did not orientate
Mickey Set Properly

COMMENTS:

/s/ ROBERT L. GRILLEY
Robert L. Grilley
1st Lt. Air Corps
Lead Navigator (Low Box)
SIGNATURE

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

30 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 1026 hours; Land at 1631 hours.

b. Group formed at 1205 hours at 20000 feet.

c. Formed CBW at 1230 hours at 22000 feet.

d. Began climb at 1214 hours; reached alt. at 1315 hours.

e. Weather encountered over England:

(1) Clouds 6 / 10th - Visability 10 miles.

(2) Wind at altitude 275 degrees, 90 Knots.

f. Means of navigation over England. Gee D.R. Pilotage .

g. Means of checking Metro Winds Gee .

h. Joined task force at 1241 hrs. at Orfordness .
(Splasher, City, Coord.)

i. English Coast out at 1241 hrs.; Enemy Coast in at 1301 hrs.

j. Fighter Rendezvous:

(1) Going in XX hrs.

(2) Coming back XX hrs.

k. Wind used for bombing:

(1) 275 degrees, 90 Knots.

(2) Determined by Gee
(Method)

l. Bomb run and Method of Target Identifications

(1) Reached IP at 1338 hrs.

(2) Mag. heading over target 126 degrees.

(3) Altitude over target 27000 feet.

(4) Bombs away at 1351 hrs.

(5) Method of target identification and weather over target:
Pilotage PFF Approach - Visual Bombing

m. Gee:

(1) Coordinates of furthest fix 52 28 N, 05 30 E.

(2) Obtained at 1439 hours.

n. Difficulties encountered with special equipment.

Fluxgate not working properly - required caging and uncaging

COMMENTS:

/s/ O.F. Stork
O.F. STORK
2nd Lt. Air Corps
Lead Navigator, (High

SIGNATURE

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAC. HDNG.	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		
1225			167					21250								
1230			210		3 mi East of Norwich											
1240	135	A5	150		CP #1			22000								
1250			150		51 41N 02 10E			22000	188							
1254			150													
1255	132	A8	150		265/78 -22000	Wind by Gee		22000	188	38 1/2	10	230				
1300			180		G.P. #2 10 miles N. Course											
1308	93	A3	96		Antwerp (Wickey)			24000	190	190		270	35	8	1316	
1307					51 10N 03 40E											
1316	52	-26	26		51 10N 03 40E			25000				262	85	19 1/2	1337	(IP)
1319	52	-26	26		51 11N 03 00E (D.R.)											
1328			45		51 43N 03 43E (HEX)			26000				262	40	9	1337	
1339			107		I.P.											
1350			121		Bombs Away			26000								
1352			118		Last Bombs Out											
					Turning back home overflying flask											
1400			270					26000								
1406			265		52 08N 07 48			26000				130	34	17	1421	
1413			260		104-27 (target) 52 08N 06 56E			26000								
1418			296		D.R. 52 10N 08 41E							140	26	10 1/2	1428	
1423		-18	296		52 18N 06 35E											
1427					Seventer (Letting Down)											
1434	283	-7	276		Pilotage 52 35N 05 45E			25000				130	45	23	1452	
1441					52 25N 05 15E (Gas)											
1447					Small balloon near Amsterdam											
1452			250		on course Energy Coast out							133	116	52 1/2	1545	
1458			250		On course 52 22N 05 12E			14000								
1510			260		52 22N 03 34E			10000				130	72	33	1543	
1544			290		52 18N 01 40E			9000				101	85	50	1633	
1608			280		52 30N 06 20E					30	25	120	30	15	1623	
1625			280		Over Base			1250								
1637					Landed											

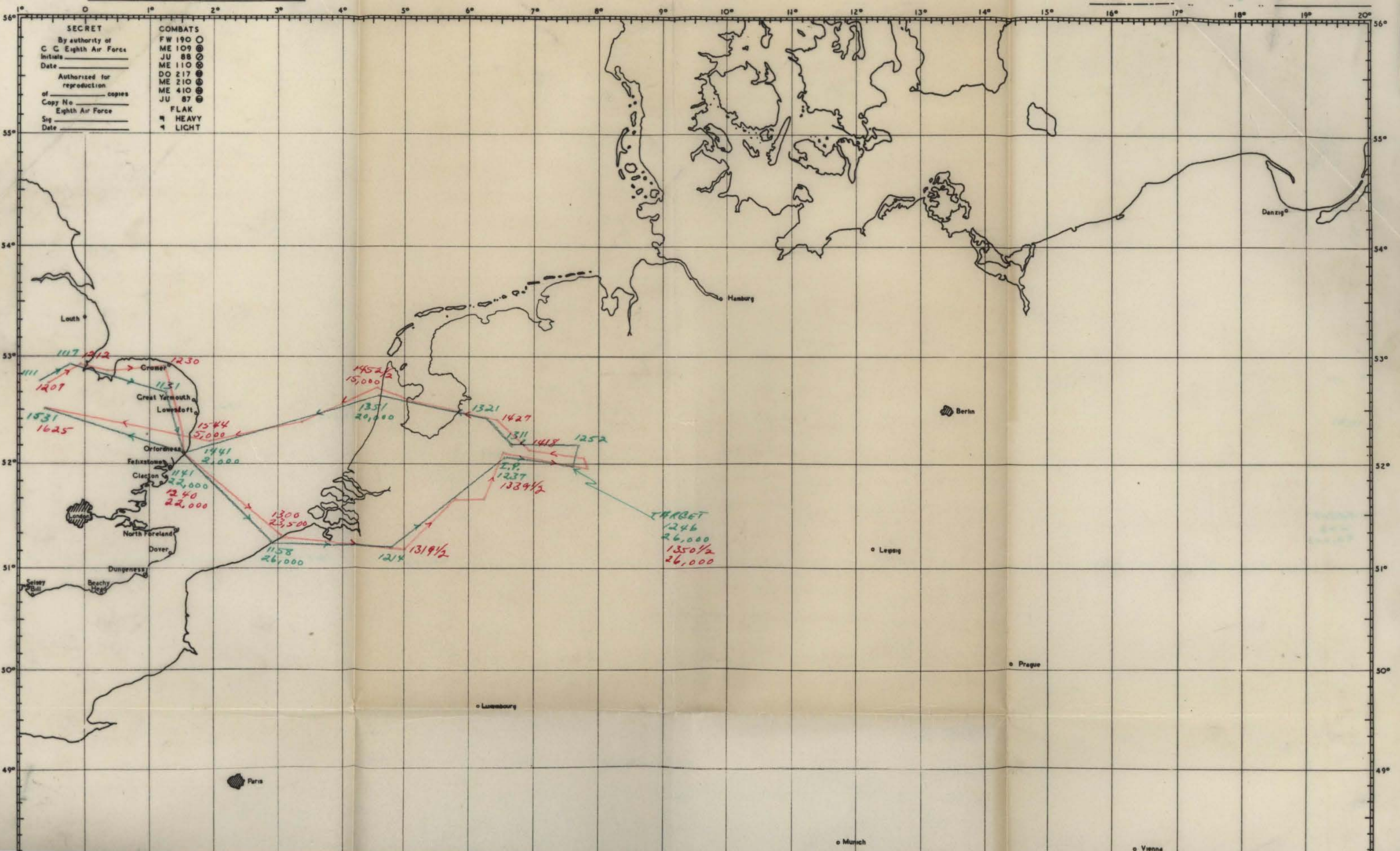
TRACK CHART

DATE Sept 30-44

TARGETS
PRIMARY

Munster, Germany

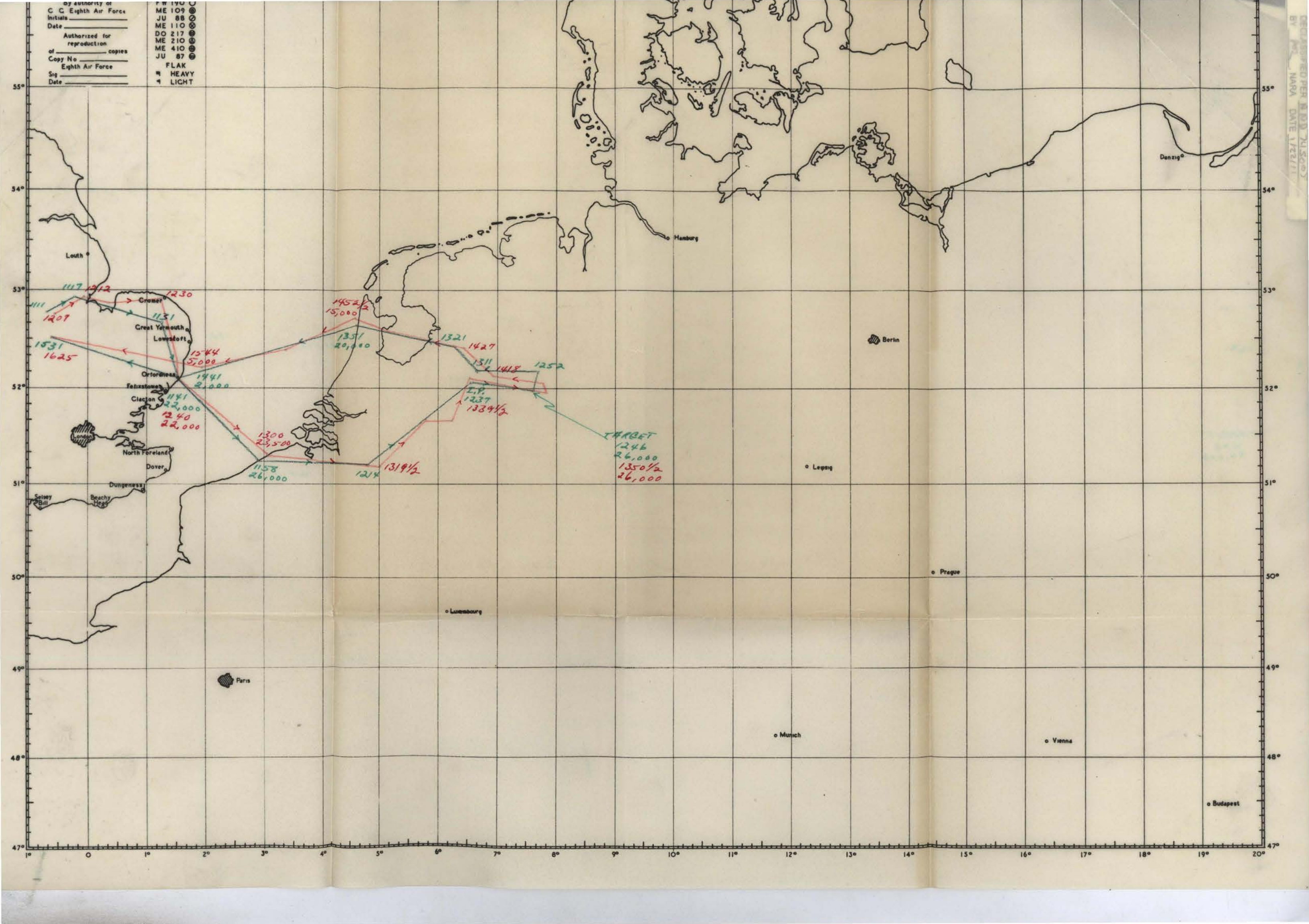
Green ROUTE FOLLOWED BY Chief of Base
Red 1st Lt. S.C. (H)



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FW 190
 ME 109
 JU 88
 ME 110
 DO 217
 ME 210
 ME 410
 JU 87
 FLAK
 HEAVY
 LIGHT

DECLASSIFIED PER NARA DATE 1/2/72



W.D.A.G. FORM
 12 E. Modified
 1-9-44 401st BE APO 5

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Wimm DATE 30 Sept 1944
 PILOT Col Rogner, Capt Currie TAKE OFF 1023
 NAVIGATOR Lt. Jeffery, Lt. Shapiro AIRPLANE 947
 WING 94 GROUP 401st SQDN Lead LANDED 1637
 OBJECTIVE Munster, 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 500# M 64 FUSING: NOSE 1/10 TAIL 1/40
 BOMBS, TYPES AND SIZES FUSING: NOSE TAIL
 NUMBER OF BOMBS LOADED 143 x 500# M 64 RELEASED 143
 INFORMATION AT RELEASE POINT:
 Altitude of Target PTF 200 Temp Aloft: Metro -36 Actual -29
 True Altitude above target 27100 Mag Head, order 106 Actual 123
 Ind. Altitude 26000 True Heading 121
 Pressure alt of target -183 Drift, Est 0 Actual 7L
 Altimeter setting 29.92 True Track 114
 C.I.A.S. 150 I.A.S. 150 Actual Range 16120
 G.S. Est 314 Actual 330 B.S. Type M-9
 Wind Direc Metro 280 Actual 265 Time of Release 1350¹
 Wind Veloc. Metro 86 Actual 90 Intervalometer Setting Salvo
 D.S. 121.1 Trail 62 ATF 43.5 Length of Bombing Run 1min
 Tan. D.A. Est .65 Actual .65 C-1 Pilot Yes A-5
 Mean Temp: Metro -7 Actual -9 Manual Pilot
 Type of Release: Lead A/C Salvo Type of Release: Other A/C Salvo

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Lewis DATE 30 Sept 1944

PILOT Lt. Loohart Major DeJonckhere TAKE OFF 1025

NAVIGATOR Lt. Grilley AIRPLANE 600

WING 34 GROUP 401st SQDN Low LANDED 1621

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

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

NUMBER OF BOMBS LOADED 143 x 500# M 64 RELEASED 143

INFORMATION AT RELEASE POINT: FFF

Altitude of Target <u>200</u>	Temp Aloft: Metro <u>-36</u> Actual <u>-30</u>
True Altitude above target <u>25500</u>	Mag Head, order <u>--</u> Actual <u>118</u>
Ind. Altitude <u>25400</u>	True Heading <u>110</u>
Pressure alt of target <u>-183</u>	Drift, Est <u>0</u> Actual <u>3L</u>
Altimeter setting <u>29.92</u>	True Track <u>107</u>
C.I.A.S. <u>150</u> I.A.S. <u>150</u>	Actual Range <u>15860</u>
G.S. Est <u>314</u> Actual <u>300</u>	B.S. Type <u>M-9</u>
Wind Direc Metro <u>280</u> Actual <u>280</u>	Time of Release <u>1351$\frac{1}{2}$</u>
Wind Veloc. Metro <u>86</u> Actual <u>80</u>	Intervalometer Setting <u>Salvo</u>
D.S. <u>125.1</u> Trail <u>61</u> ATF <u>43.49</u>	Length of Bombing Run <u>1 min</u>
Tan. D.A. Est <u>.66</u> Actual <u>.68</u>	C-1 Pilot <u>Yes</u> A-5 _____
Mean Temp: Metro <u>-7</u> Actual <u>-7</u>	Manual Pilot <u>YES</u>
Type of Release: Lead A/C <u>Salvo</u>	Type of Release: Other A/C <u>Salvo</u>

W.D.A.G. FORM
 12 E. Modified
 1-9-44 401st PG AFM

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Kossuth DATE 30 Sept 1944

PILOT Lt. Konze TAKE OFF 1026

NAVIGATOR Lt. Stork, Lt. Walters AIRPLANE 8033

WING 94 GROUP 401st SQDN High LANDED ~~1831~~ 1631

OBJECTIVE Monster, Germany (MPI) _____

METHOD OF ATTACK _____
Individual Flight Squadron Group X 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 129x 500# M 64 RELEASED 129

INFORMATION AT RELEASE POINT: PF

Altitude of Target 200 Temp Aloft: Metro -36 Actual -32

True Altitude above target 27600 Mag Head, order 108 Actual 126

Ind. Altitude 27000 True Heading 120

Pressure alt of target -183 Drift, Est 0 Actual 1R

Altimeter setting 29.92 True Track 121

C.I.A.S. 150 I.A.S. 150 Actual Range 16120

G.S. Est 314 Actual 340 B.S. Type M-9

Wind Direc Metro 280 Actual 275 Time of Release 1351 $\frac{1}{2}$

Wind Veloc. Metro 86 Actual 104 Intervalometer Setting Salvo

D.S. 120.2 Trail 63 ATF 44.11 Length of Bombing Run 1 min

Tan. D.A. Est .64 Actual .62 C-1 Pilot Yes A-5 _____

Mean Temp: Metro -7 Actual -7.3 Manual Pilot _____

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

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

J-A-4

Reference Field Order 507.

30 SEPTEMBER 1944

SUBJECT: Communications Report, Operational Mission No 151.

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>3</u>	Splashers	<u>0</u>
to other A/C	<u>0</u>	Fixed Beacons	<u>0</u>
2. HF/DF Bearings	<u>0</u>	Bunchers	<u>31</u>
3. MF/DF Fixes	<u>0</u>	6. Total A/C using Gee	<u>35</u>
4. Distress Action	<u>0</u>	Maximum Fix	<u>0623E - 5215N</u>

SECTION TWO - REPORTED EQUIPMENT DEFICIENCIES

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

SECTION THREE - REMARKS

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

S E C R E T

Report 1 A.A. Gunfire.

601st BOMBARDMENT GROUP (H)

Assigned . . . Munster, Germany
 Target: Bombed . . . Munster, Germany Date of Mission 30 Sept 44

Route as Flown:-
1240 Orfordness - 1300 (9118-0304E) - 1339 1/2 (5206-0634E) - 1452 1/2 (5237-0437E).

Weather conditions: (a) At target . 7/10 - 8/10 cumulus
 (b) En route . . 7/10 - 9/10 cumulus
 Were our A/C "Seen" or "Unseen" targets? (a) At target . . seen
 (b) En route . . seen
 Any condensation trails? . Yes

Description of Flak at Target, including METHOD OF FIRE CONTROL
Moderate but accurate for both height and deflection, of both barrage and tracking fire. One crew reported that as soon as we got to target flak stopped very abruptly as though perhaps flak battery had been hit. Flak at target appeared to be both 88 mm. and 155 mm. About every 100 rounds larger bursts would appear.

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

Observed meager inaccurate flak north of Amsterdam.

Was CHAFF carried? . . Yes

How discharged? . . As briefed.

Position of Group 94th "A" Group

Details:-

	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	7	2	1351	1351	26,000	121°T	5-6 min.
High	11	9	0	1351 1/2	1351 1/2	27,000	120°T	5-6 min.
Low	12	11	0	1351 1/2	1351 1/2	25,400	112°T	5-6 min.
Totals	35	26	2					

Comments - Phenomena:- (OVER)

At target and off to left about 50 miles,

4 to 6 rockets, small at bottom, larger at top, came from ground up - No explosion in air. - 25,600 ft.
 At target, 6 rockets - no explosions but definitely came up from ground. - 25,600 ft.

NO. OF A/C DAMAGED

Between I.P. and Primary target - - - Minor Major
24 2

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

D-E-2

30 Sept. 44

SUBJECT: Crew Comments and Suggestions.

TO : COMMANDING OFFICER, AAF Station 128, APO 557, US Army. (Through Lt. Col. William T. Seawell.)

1. Lt. Hal C. Mays, pilot a/c 689 does not believe enough flares are fired on assembly.

2. Lt. Matthew F. Koski, Nav. a/c 689, stated that the route over England was not flown as briefed, making it difficult for Navigators to secure proper wind information.

3. The crew of Lt. Russell R. Lockhart, pilot a/c 8600, reports that the a/c was generally not in good condition and fluxgate compass was out.

4. Lt. Thomas K. Hill, pilot a/c 1037, stated that Capt. Currie did an excellent job of leading the group.

5. Lt. Aaron Schapiro, Nav. a/c 7947, reported that breakfast served at combat mess this morning was cold, particularly coffee.

6. Lt. Harry P. Silverstein, pilot a/c 151, thinks lunches do not contain enough food. He requests that sandwiches and other items be included in lunch.

7. Lt. John C. Crozier, pilot a/c 452, reports too much easing on part of high flight leader of high squadron. Lt. Crozier also reports that the top turret gunner of a/c FN "Q" (Schultz) continually pointed guns at a/c 452 during the entire mission.

8. Lt. Larel K. Turk, pilot a/c 664, reported that no rations were issued his crew today. Lt. Turk also criticized the erratic let down over the English coast. He further stated that the direction of traffic over field on return was poor in that the last half of the formation was forced to circle while another formation was given priority to land.

9. Lt. Charles W. Hopley, pilot a/c 6315, observed that air speeds used were not S O P, almost stalling his a/c over the channel.

10. Lt. Robert W. Callaway, pilot a/c 1983, was doubtful of advisability of climbing two thousand feet after leaving target.

11. Lt. Clayton W. McCaslin, navigator a/c 125, reported that fluxgate compass on this a/c was out.

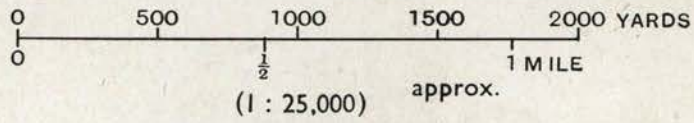
12. Cpl. Charles S. Whittington, TG a/c 464, is extremely thankful for armour plating in tail position, reporting it unquestionably saved his life today.

W. B. FRY
Major AG
Group S-E Officer

Target No.
6 (d) (v) 13

RAILWAY JUNCTIONS — MÜNSTER (GERMANY)

Illustration No.
6 (d) (v) 13/3



Photographed 7 July 1941
Issued April 1943



A.I.3c(1)

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

F-C-1

AFPO 557
29 Sept. 1944

SUBJECT: Armament Malfunction Mission Report.

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

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

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

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

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

D-J-2

28 September 44

SUBJECT: Crew comments and suggestions.

TO : COMMANDING OFFICER, AAF STATION 128, APO 557, US Army. (Thru
Lt. Col. William T. Seawell)

1. S/Sgt. Norman D. Martin, W/C, A/C 033, needs longer mike cord and head-set cord in waist.

2. Lt. Elliott S. Harris, Nav. A/C 992, states that black stripes which were formerly shown on only lead and deputy lead vertical stabilizer were very effective in identifying them in the air. Striping of all ships makes identification of lead and deputy lead more difficult.

3. Lt. Ray A. Baker, pilot A/C 132, criticized 351st. Group, "Woodcraft C (charlie)" particularly deputy lead for violating VHF security. Carried on regular conversation all over the continent.

4. S/Sgt. Joseph J. Tamburino, BT a/c 8125, states that although it has been reported on three different occasions the Ball Turret of this a/c still leaks considerable oil.

5. Lt. George W. McKay, pilot a/c 674, criticized the leader of the high flight of the high squadron (Lt. Oas). Has flown on his wing for past three days and believes his leadership could be improved.

Frank
W. B. Fry
W. B. FRY
Major AC
Group S-2 Officer.

Jo

Engineering

LEAD SQ. 94TH "A" WING

Combat Flight Leader CAPT LOCHER

Date 28 September 1944

Deputy Flight Leader LT BROWN

Gas 2700
10 500 GP 1/10 - 1/100

613 S QDN
MANNIX (LOCHER)

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

✓ SC U 7947

THOMASON
IN P 7009

BROWN
✓ IW C 8033

613 S QDN

615 S QDN

BUDD
IN F 6313

STEGEMAN
✓ IY D 8125

4 Eng. left May dropped 150 v.p.m.
CAMPBELL

DOUGLAS
✓ IN J 1591

CALLAWAY
✓ IY G 1983

DOW
✓ IY L. 7551

IN Q 7931
✓ IY A 1077

JENNINGS
✓ IN A 8160

ANNIS
✓ IN U 7706

ETTERS
✓ IN D 8187

SPARES

KECK
IN T 7736

SPARE LEAD IN C 1081
SPARE PFF IN Y 7600
GND SPARES ~~IY A 1077~~
~~IW M 8236~~

WX SHIP IN K 1072
LT CARROLL

LOW SQ. 94TH "A" WING

Combat Flight Leader CAPT GRUMAN

Date 28 September 1944

Deputy Flight Leader LT BAKER

10 500 GP 1/10 - 1/10

614 SQDN

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

GRUMAN

IW P 2012

WITTMAN

IW H 6464

BAKER

IY IN B 6132

614 SQDN

615 SQDN

LERWICK

IW S 6145

KOCHEL

IY C 2468

GROZIER

IW Z 8330

MAYS

IW O 7602

SULLIVAN

IY J 7113

DAVES

IY K 1069

UTTER

IW X 1863

SISSON

IW A 6508

MORAN

IW G 7084

SPARES

OPs called in change

RUNDELL

~~IW J 2689~~

IW M 236

HIGH BOX 94 "A" GROUP

Combat Flight Leader CAPT MC CORD Date 28 Sept 44

Deputy Flight Leader LT SCHAUNAMAN

10 A-17 B

612 SQDN

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

MC CORD

IY SC Q 8153

HARIAN

SCHAUNAMAN

SC M 7039

✓ SC B 1662

612 SQDN

615 SQDN

AIKEN

OAS

SC R 2393

✓ IY R 6146

GROMER

HOCKING

SOMBART

MC KAY

SC H 2398

✓ SC D 6992

✓ IY B 1730

✓ IY M 2674

BONNEY

SC J 7790

LAWRENCE

NAGLE

SC S 7938

SC K 1087

SPARES

DAVIS

IN M 8267

- SPARE PFF LEAD IN Y 7600
- SPARE LEAD IN C 1081
- GROUND SPARES IY A 1077
- IW M 8236

Check for alarm bells on new planes (401) 614th

R.R. yards

become the focal point
 in the movement of troops
 and supplies to the
 unit.

P-T, Munster, With the present engagement in the Holland area the importance of this target is evident. Three main lines come into the target city from the northern direction, NW, N, NE (Central NORTH GERMAN railway system) make an important JUNCTION for the RVHR - as a result this target city is a vital link in the railway system of NW Germany.

PFF -

3rd DIV.	Bielefeld	ahead	50
2nd "	Hamm	"	33
3rd "	Bielefeld	"	50
1st			

94th A 7th in the Division

Lead & Low	SOUTHERN	NAPI
High	NORTHERN	"
Lead & Low	Southern	"

- one group ahead on this NAPI

Anything between

4 gps. P-51's, 1 gp P-47's
 L T. Trimbll

K-20 Casuar

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

30 September 1944.

WEATHER INTERROGATION SUMMARY FOR MISSION ON 30 SEPTEMBER 1944.

BASE AT TAKE OFF: 1023. Trace of cumulus at 2500 ft. 5/10 altocumulus and altostratus base 6-7,000 ft top 8000 ft. 1/10 cirrus 25,000 ft. Visibility 6 miles.

ROUTE OUT: Cumulus starting to form in base area becoming 2-3/10 cumulus tops 4000 ft. north of Cottesmore, becoming 5-7/10 cumulus at English Coast. 5-7/10 altocumulus and altostratus base 6-7,000 ft. tops 8,000 ft. over England. The tops of the two cloud layers merged at the English Coast and coverage over Channel became 7-9/10 cumulus and stratocumulus tops 6-8,000 ft. increasing to 8-10/10 cumulus and stratocumulus over Continent with tops to 10-12,000 ft. 1-2/10 cirrus 25-26,000 ft over England becoming 2-4/10 in target area at 28-30,000 ft. 2-3/10 cirrostratus 23-24,000 ft. Visibility unrestricted.

TARGET: 1351 7-9/10 cumulus and stratocumulus tops 10-12,000 ft. 3/10 cirrostratus 23-24,000 ft. 2-4/10 cirrus 28-30,000 ft. Visibility unrestricted.

RETURN ROUTE: 7-9/10 cumulus and stratocumulus tops 10-12,000 ft. over Continent becoming 2-3/10 cumulus tops 6-8,000 ft. over the Zuider Zee decreasing to 1-3/10 over England base 3-4000 ft. tops 6-7,000 ft. 2-3/10 altocumulus and altostratus at 10-12,000 ft over the Zuider Zee becoming 5-7/10 at the English Coast tops 10-12,000 ft base 8-9,000 ft. becoming 7-8/10 in Base Area. High cloud similar to route out. Visibility unrestricted.

BASE ON RETURN: 1616 . 1/10 cumulus base 3500 ft. 8/10 altocumulus and altostratus base at 10,000 ft. Visibility 10 miles.

REMARKS: Winds were 10-20 degrees more westerly than forecast. Velocity forecast good. Temperatures were 4-5 degrees warmer than forecast. Dense to Moderate persistent contrails from 20-24,000 ft.

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

OFFICE OF THE OPERATIONS OFFICER
 612th Bombardment Squadron (H)
 401st Bombardment Group (H)

5-3

30 September 1944
 AAF Station # 128

SUBJECT : Loading List

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

A/C No. 43-97947

P	Currie, Donald A.	Cept.	612th
CP	Rogner, Harris E.	Lt Col.	
N	Jeffery, Morey B.	1st Lt.	612th
N	Shapiro, Aaron (NMI)	1st Lt.	"
B	Winn, Roy A.	1st Lt.	"
NO	Howard, Robert W.	1st Lt.	"
RO	Patterson, Russell C.	T Sgt	"
TTG	Hereford, Gerald F.	S Sgt	"
TG	Hobgood, James R.	2nd Lt.	"
WG	McCabe, Arch (NMI)	S Sgt	"

A/C No. 42-102398

P	Harlan, Thomas J. Jr.	2nd Lt.	612th
CP	Thorne, Walter W.	2nd Lt.	"
N	Reese, Victor S.	1st Lt.	"
B	Tarr, Charles (NMI) Jr.	2nd Lt.	"
RO	Robinson, Paul D.	T Sgt	"
TTG	Lee, Reed L.	T Sgt	"
BTG	Smith, Floyd G.	S Sgt	"
TG	Munford, John V.	S Sgt	"
WG	Pepper, James D.	S Sgt	"

A/C No. 42-31087

P	Hill, Thomas K.	1st Lt.	612th
CP	Schmedel, Wilbur E.	2nd Lt.	"
N	Block, Theodore S.	2nd Lt.	"
B	Chadwick, Julius W. Jr.	2nd Lt.	"
RO	Shewbert, Victor H.	T Sgt	"
TTG	Mullins, James K.	T Sgt	"
BTG	Hellenbeck, Edward A.	S Sgt	"
TG	Richardson, Omer G.	S Sgt	"
WG	Keith, Buddy N.	S Sgt	"

A/C No. 42-97487

P	Aiken, Charles H.	2nd Lt.	612th
CP	Hanford, Charles J. Jr.	2nd Lt.	"
N	Osborne, Charles R.	1st Lt.	"
B	Benton, David (NMI)	2nd Lt.	"
NO	Barrow, John D.	S Sgt	"
TTG	Petersen, Harry A.	S Sgt	"
BTG	Geal, Ernest A.	Sgt	"
TG	Fenton, Lawrence E.	Sgt	"
WG	Potter, Howard J. Jr.	Sgt	"

A/C No. 42-97532

P	Nagle, Otto F. Jr.	F/O	612th
CP	Holland, Martin C.	F/O	"
N	Nowdowski, Bernard R.	2nd Lt.	"
B	Wolchik, Walter (NMI)	2nd Lt.	"
NO	Robbins, Gene W.	S Sgt	"
TTG	Smith, Nelson E.	S Sgt	"
BTG	Meyer, Gerald (NMI)	Sgt	"
TG	Matanic, George P.	Sgt	"
WG	Perkel, Max (NMI)	Sgt	"

A/C No. 43-37790

P	Bonney, Roy H.	1st Lt.	612th
CP	Jolley, Edward R.	2nd Lt.	"
N	Olsen, John B.	2nd Lt.	"
B	Souder, William M.	S Sgt	"
RO	Pettinga, Paul S.	T Sgt	"
TTG	Lenzen, Ben (NMI)	T Sgt	"
BTG	Peters, Winfield E.	S Sgt	"
TG	Wallace, Robert W.	Sgt	"
WG	Dill, Donald D.	S Sgt	"

A/C No. 42-31077

P	Davis, Thomas A.	1st Lt.	612th
CP	Newcomb, Alan H.	2nd Lt.	"
N	Corwin, Herbert I.	2nd Lt.	"
B	Kaizerowski, Henry A.	2nd Lt.	"
RO	Stedman, Max D.	T Sgt	"
TTG	Littrell, Wallace G.	T Sgt	"
BTG	Keyran, Peter F. Jr.	S Sgt	"
TG	Cloutier, Donald A.	S Sgt	"
WG	Dujmal, Jack (NMI)	S Sgt	"

A/C No. 42-106992

P	Jones, Dale G.	2nd Lt.	612th
CP	Siepsk, Stanley J.	2nd Lt.	"
N	Wishnoff, Aaron	2nd Lt.	"
B	Moran, Robert E.	2nd Lt.	"
RO	Macryzk, Chester P.	S Sgt	"
TTG	Darry, Harrison W.	S Sgt	"
BTG	Rogers, Charles G.	Sgt	"
TG	Watters, Kenneth O.	Sgt.	"
WG	Serafino, Ernest A.	Cpl.	"

A/C no. 42-39993

P	Lawrence, Louis Jr.	2nd Lt.	612th
CP	Stien, William I.	2nd Lt.	"
N	Hyman, Nathan W.	2nd Lt.	"
B	Burge, Charles R.	2nd Lt.	"
RO	Huskey, Curtis O.	S Sgt	"
TTG	Graupman, Richard G.	S Sgt	"
BTG	O'Neal, Hayes B. Jr.	Sgt	"
TG	Azevedo, Philbert B.	Sgt	"
WG	Harold, Lloyd B.	Sgt	"

A/C No. 42-31662

P	Cox, Walter E.	2nd Lt.	612th
CP	Admundson, Glenn R.	2nd Lt.	"
N	Tiffany, Raymond L.	2nd Lt.	"
B	Ankrom, Lowell J.	Cpl.	"
RO	Hill, Robert H.	Cpl	"
TTG	Warren, Emmitt E.	Cpl	"
BTG	Pope, Leroy G.	Cpl	"
TG	Imperte, George (NMI)	Cpl	"
WG	Dunn, Dale D.	Cpl	"

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

30 SEPT. 1944

L-O-A-D-I-N-G L-I-S-T

PLANE NO.	RANK	LAST NAME	FIRST NAME	MI	
42-97991	P	2nd Lt.	CAMPBELL	ROBERT	B.
	CP	2nd Lt.	RANDLE	RICHARD	W.
	N	2nd Lt.	HURLEY	JIM	D.
	B	2nd Lt.	ISHAM	LAWRENCE	B.
	RO	S/SGT.	CHALUPZYNSKI	VINCENT	M.
	TT	SGT.	JUSTICE	ANDREW	C.
	BT	SGT.	BOSTIAN	AUDREY	I.
	TG	SGT.	SMITH	JAMES	A.
	WG	SGT.	HARDWAY	JAMES	R.
	* * *	* * *	* * *	* * *	* * *
44-6132	P	1st Lt.	JETTER	ARTHUR	C.
	CP	1st Lt.	GAIN	ROBERT	W.
	N	1st Lt.	HIRSH	HARRY	(NMI)
	B	S/SGT.	FETERS	WILLIAM	J.
	RO	T/SGT.	SHEPMAN	LEO	(NMI)
	TT	T/SGT.	NELSON	RICHARD	D.
	BT	S/SGT.	KNAPP	MARTIN	F.
	TG	S/SGT.	BAIER	JOHN	J.
	WG	S/SGT.	ROBERSON	ROBERT	E.
	* * *	* * *	* * *	* * *	* * *
42-38187	P	2nd Lt.	HILLESTAD	RAYOND	H.
	CP	2nd Lt.	EMCH	JOHN	H.
	N	2nd Lt.	CAMPBELL	FREDERICK	L.
	B	SGT.	MONTAYA	CHRIS	A.
	RO	SGT.	KRIZ	RAYMOND	E.
	TT	SGT.	DRYDEN	JAMES	B. JR.
	BT	SGT.	ANDREN	ROBERT	M.
	TG	SGT.	FISHBEIN	HAROLD	(NMI)
	WG	SGT.	DI GICCO	PATSY	C.
	* * *	* * *	* * *	* * *	* * *
42-30591 591	P	2nd Lt.	KECK	ROBERT	J.
	CP	2nd Lt.	LITTLE	RICHARD	H.
	N	F/O	FREEMAN	HOLLIS	W. JR.
	B	F/O	SHEPARD	SAMUEL	(NMI)
	RO	SGT.	ENGLER	RICHARD	H.
	TT	SGT.	STOEGER	LEONARD	V.
	BT	SGT.	NORR	ELWOOD	W.
	TG	SGT.	METCALF	WILLIAM	T.
	WG	SGT.	NACHTIGAL	FRED	C.
	* * *	* * *	* * *	* * *	* * *
44-6113	P	1st Lt.	ETIERS	ROY	C.
	CP	2nd Lt.	MISENHEIMER	IRA	W. JR.
	N	1st Lt.	NASH	JOSEPH	P.
	B	2nd Lt.	ANDREU	ROBERT	A.
	RO	T/SGT.	SCOLL	EMANUEL	T.
	TT	T/SGT.	Mc GEE	EDWARD	T.
	BT	S/SGT.	MAES	BERT	(NMI) JR.
	TG	S/SGT.	WOOD	FREDERICK	A.
	WG	S/SGT.	HICKINS	GARTH	N.
	* * *	* * *	* * *	* * *	* * *

44-6313	P	2nd Lt.	HOPLEY	CHARLES	W.
	CP	2nd Lt.	GOETZ	FRANK	V. JR.
	N	2nd Lt.	Mac DONALD	RICHARD	E.
	B	SGT.	JACOBS	JOHN	R.
	RO	SGT.	DUNNING	CHARLES	R. JR.
	TT	SGT.	HARDIN	WILLIAM	A.
	BT	SGT.	MERRIMAN	JAY	S.
	TG	SGT.	VAN PELT	HAROLD	G.
	WG	SGT.	ANDERSON	WAYNE	L.

43-37706	P	1st Lt.	Mc GOLDRICK	JOHN	W.
	CP	2nd Lt.	MILLER	HENRY	C.
	N	2nd Lt.	LEWIS	LESTER	G.
	B	SGT.	LINDSAY	JAMES	R.
	RO	SGT.	BECK	GERALD	L.
	TT	SGT.	SHELDON	JAMES	R.
	BT	SGT.	GRUMANN	JAMES	F.
	TG	SGT.	ST. LEDGER	ROBERT	E.
	WG	SGT.	LUCA	RUDOLPH	C.

42-102947	P	1st Lt.	NELSON	AUGUSTUS	J.
	CP	2nd Lt.	NEVOIS	EDGAR	W.
	N	2nd Lt.	KULCZYCKI	JOHN	S.
	B	2nd Lt.	WILCOX	BLAINE	B.
	RO	SGT.	DORRIS	JOHN	T.
	TT	SGT.	WILLIAMS	LAWRENCE	E.
	BT	SGT.	MAJESKI	FRANK	B.
	TG	SGT.	Mc CARTHY	JAMES	J.
	WG	SGT.	ANDERSON	BOBBIE	D.

42-38600 FFF	P	1st Lt.	LOCKHART	RUSSELL	R.
	CP	MAJ.	DE JONCKHERE	ERIC	T.
	N	1st Lt.	GRILLEY	ROBERT	L.
	B	1st Lt.	LEWIS	GEORGE	R.
	V	2nd Lt.	STRONG	WILLIAM	W.
	RO	T/SGT.	SCHLABGEL	OTTO	N.
	TT	T/SGT.	PYLES	CHARLES	E.
	TG	S/SGT.	MILLION	LAWRENCE	C.
	WG	S/SGT.	NULL	LLOYD	J.

42-38267	P	1st Lt.	KEELING	CHARLES	W.
	CP	2nd Lt.	HAM	FORTOR	R.
	N	2nd Lt.	JARDINE	JOHN	H.
	B	SGT.	HARLEN	JAMES	J.
	RO	T/SGT.	KNOX	ROBERT	C.
	TT	T/SGT.	PRIEST	MAURICE	C.
	BT	S/SGT.	LARSON	DEAN	C.
	TG	S/SGT.	PICO	ALBERT	L.
	WG	S/SGT.	GUESS	WILLIAM	J.

WEATHER SHIP 42-31072	P	CAPT.	LOCHER	JAMES	R.
	CP	2nd Lt.	CLARK	FORST	E.
	N	2nd Lt.	MADDEN	BERNARD	J.
	RO	SGT.	WALKER	LEWIS	L.

FLYING WITH THE 615th Sq.	P	1st Lt.	FWLER	WILLIAM	M.
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SIX HUNDRED AND FOURTEENTH BOMBARDMENT SQUADRON (H)
FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)
Office of the Operations Office

AAF Station # 128
30 September 1944

SUBJECT: Loading List.

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

1. The following is the loading list for today's Mission.

PLANE <u>42-39012</u>			
P	1st Lt.	LEHWICK, HOWARD P.	614th
CP	1st Lt.	MELTON, LAVATA T.	"
N	1st Lt.	HORTON, WILLIAM	"
B	2nd Lt.	HAGERTY, JAMES J.	"
RO	T/Sgt.	Volz, Bernard Jr.	"
TT	T/Sgt.	Findlay, Matthew R.	"
BT	S/Sgt.	James, Harold L. Jr.	"
TG	S/Sgt.	Kosiba, Frank T.	"
WG	S/Sgt.	Schwiederek, John J.	"

PLANE <u>42-102659</u>			
P	2nd Lt.	MAYS, HAL C.	614th
CP	2nd Lt.	LIVINGSTON, HERMAN	"
N	2nd Lt.	KOSKI, MATTHEW F.	"
B	2nd Lt.	SCHAEFER, ROBERT L.	"
RO	S/Sgt.	Dayes, Willie J.	"
TT	S/Sgt.	Gay, Clifford E.	"
BT	Sgt.	Cole, William I.	"
TG	S/Sgt.	Harwell, Wilton W.	"
WG	Sgt.	Wilson, Billy J.	"

PLANE <u>42-97395</u>			
P	2nd Lt.	MORAN, ROBERT E.	614th
CP	2nd Lt.	WELLMAN, SILAS H.	"
N	1st Lt.	LE BLANC, JOHN S.	"
CTG	Cpl.	Miller, James J.	"
RO	Cpl.	Brown, Arnold P.	"
TT	Cpl.	Stromberg, Warren B.	"
BT	Cpl.	Byrn, Otice G Jr.	"
TG	Cpl.	Clark, Charles B.	"
WG	Cpl.	Detty, Hibbert J. Jr.	"

PLANE <u>42-107151</u>			
P	1st 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	T/Sgt.	Gravel, Donald A.	"
TT	T/Sgt.	Dotson, Glenn	"
BT	S/Sgt.	Bergstrom, Donald E.	"
TG	S/Sgt.	Meyers, Francis S.	"
WG	S/Sgt.	Dias, George V.	"

Leading List Cont:

PLANE # 42-38236

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

PLANE # 44-6464

P	2nd Lt.	MORTON, WALTER L.	"
CP	2nd Lt.	HITCHEY, RALPH	"
N	2nd Lt.	PINK, JACK T.	"
B	2nd Lt.	HELMS, CHARLES L.	"
RO	Cpl.	Hickey, Robert E.	"
TI	Cpl.	Block, Joseph R.	"
BT	Cpl.	Powers, Willard B.	"
TG	Cpl.	Whittington, Charles S.	"
WG	Cpl.	Bruschwein, Douglas S.	"

PLANE # 42-97478

P	1st Lt.	SCHULZ, JOHN	"
CP	2nd Lt.	CLAXTON, HERRBERT W.	"
N	2nd Lt.	ROBINSON, EDWARD F.	"
CTG	S/Sgt.	Tutwiler, David M.	"
RO	T/Sgt.	Le Fleur, Delmore H.	"
TI	S/Sgt.	Shanks, Herbert H.	"
BT	S/Sgt.	Reynolds, William H.	"
TG	S/Sgt.	Culver, Malcolm J.	"
WG	S/Sgt.	XXXXXXXXXXXXX Schmidt, Edward J.	"

PLANE # 44-8508

P	2nd Lt.	SISSON, NORMAN L.	"
CP	2nd Lt.	HEOMANN, EUGENE E.	"
N	2nd Lt.	CROSSEN, LAVERN	"
B	2nd Lt.	PICKER, NATHAN	"
RO	S/Sgt.	Haluck, Andrew S.	"
TI	Sgt.	Carter, Peter J.	"
BT	Sgt.	Stevens, Calvin J.	"
TG	Cpl.	Ritchie, Francis T.	"
WG	S/Sgt.	Naki, Arthur W.	"

PLANE # 43-38452

P	2nd Lt.	CROZIER, JOHN C.	"
CP	2nd Lt.	WEBER, MORRIS	"
N	2nd Lt.	POLSTER, ERVING	"
B	2nd Lt.	WHITING, RICHARD L.	"
RO	S/Sgt.	Wagner, Clayton	"
TI	Cpl.	Ligon, James K.	"
BT	Cpl.	Johnson, Robert J.	"
TG	Sgt.	Kitts, Keith D.	"
WG	Sgt.	Merriell, Richard E.	"

For the Squadron Commander:

JOHN SCHULZ,

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

30 September 1944

SUBJECT: Loading list.

TO : Operations Officer, 401st Bomb Gp (H), Sta - 128, APO - 557.

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

PLANE # 42-102674

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Grimm	William	P.	615th
CP	2nd Lt.	Huesgin	Herman	K.	"
N	2nd Lt.	McMullen	Willard	G.	"
B	2nd Lt.	Burns	Raymond	G.	"
RO	T/Sgt.	Kressler	Oliver	J.	"
TT	S/Sgt.	Brown	Thomas	J.	"
BT	Pfc.	Matts	Dudley	F.	"
TG	S/Sgt.	Wheeler	Robert	L.	"
FG	Sgt.	Duke	William	M.	"

about

PLANE # 42-31983

P	2nd Lt.	Callaway	Robert	W.	615th
CP	2nd Lt.	Lawson	Robert	S.	"
N	2nd Lt.	Griffin	Warren	S.	"
B	S/Sgt.	Peltz	Chester	C.	"
RO	S/Sgt.	Dodson	James	C.	"
TT	S/Sgt.	Southerland	James	C.	"
BT	Cpl.	Altieri	Alfonso	A.	"
TG	S/Sgt.	Roberts	James	D.	"
FG	S/Sgt.	Trendelman	Frederick	S.	"

PLANE # 43-33125

P	2nd Lt.	Stegemann	Charles	W.	615th
CP	2nd Lt.	Walter	Albert	C.	"
N	F/O	McCaslin	Clayton	W.	"
B	2nd Lt.	Schultz	John	J.	"
RO	T/Sgt.	McKenna	Joseph	(NMI)	"
TT	T/Sgt.	Mais	John	R.	"
BT	S/Sgt.	Tamburine	Joseph	J.	"
TG	S/Sgt.	Waer	Martin	G.	"
FG	S/Sgt.	Sullivan	Robert	E.	"

PLANE # 44-6146

P	2nd Lt.	Cooper	Louis	E.	615th
CP	2nd Lt.	Spansel	Kaye	M.	"
N	2nd Lt.	Ellis	George	O.	"
B	2nd Lt.	D'Agostini	Benedict	R.	"
RO	S/Sgt.	Sherrill	Bascom	B.	"
TT	T/Sgt.	Sexton	Myron	W.	"
BT	Pvt.	Maroncelli	Harry	I.	"
TG	S/Sgt.	Lawrence	Ralph	I.	"
FG	S/Sgt.	Gue	Charles	M.	"

about

Loading list. (Cont'd)

PLANE # 42-107113

P	2nd Lt.	McKay	George	W.	615th
CP	1st Lt.	Johnson	Elvis	E.	"
N	2nd Lt.	Rainey	John	L.	"
B	2nd Lt.	Hecker	Robert	L.	"
RO	Cpl.	Richardson	Samuel	T.	"
TT	Cpl	Butler	William	H.	"
BT	T/Sgt.	Luther	Richard	H.	"
TG	Cpl.	Wiederman	Lars	H.	"
FG	Cpl.	Cannizzaro	Ralph	J.	"

PLANE # 42-97634

P	2nd Lt.	Turk	Lurel	A.	615th
CP	2nd Lt.	Sinkking	John	M.	"
N	2nd Lt.	Cone	Allen	L.	"
B	2nd Lt.	Moore	Max	L.	"
RO	T/Sgt.	Virgona	Angelo	J.	"
TT	Sgt.	Wieselthier	Simon	(NMI)	"
BT	Sgt.	Gremillion	John	E.	"
TG	Cpl.	Vecchio	Murray	M.	"
FG	Sgt.	Osborne	Peter	J.	"

PLANE # 43-33159

P	1st Lt.	Dow	Herbert	V.	615th
CP	1st Lt.	Child	Eldon	R.	"
N	2nd Lt.	King	Robert	J.	"
B	S/Sgt.	Machasick	Alfred	(NMI)	"
RO	S/Sgt.	Carr	Gene	(NMI)	"
TT	M/Sgt.	Adams	Leroy	E.	"
BT	S/Sgt.	Macchietto	Richard	D.	"
TG	S/Sgt.	Sokolowski	Edward	A.	"
FG	Pfc.	Greenberg	Harold	(NMI)	"

PLANE # 43-38453

Es	1st Lt.	Haskett	Harry	E.	615th
CP	1st Lt.	Swisher	Harold	P.	"
N	2nd Lt.	Howze	Stuart	A.	"
B	2nd Lt.	Buvinghausen	Kenneth	D.	"
RO	S/Sgt.	Lynch	Brenden	J.	"
TT	S/Sgt.	Budaley	Orville	A.	"
BT	S/Sgt.	Hutchinson	William	D.	"
TG	S/Sgt.	Davis	Thomas	(NMI)	"
FG	S/Sgt.	Jones	Hinson	C.	"

Loading list. (Cont'd)

PLANE # 42-31730

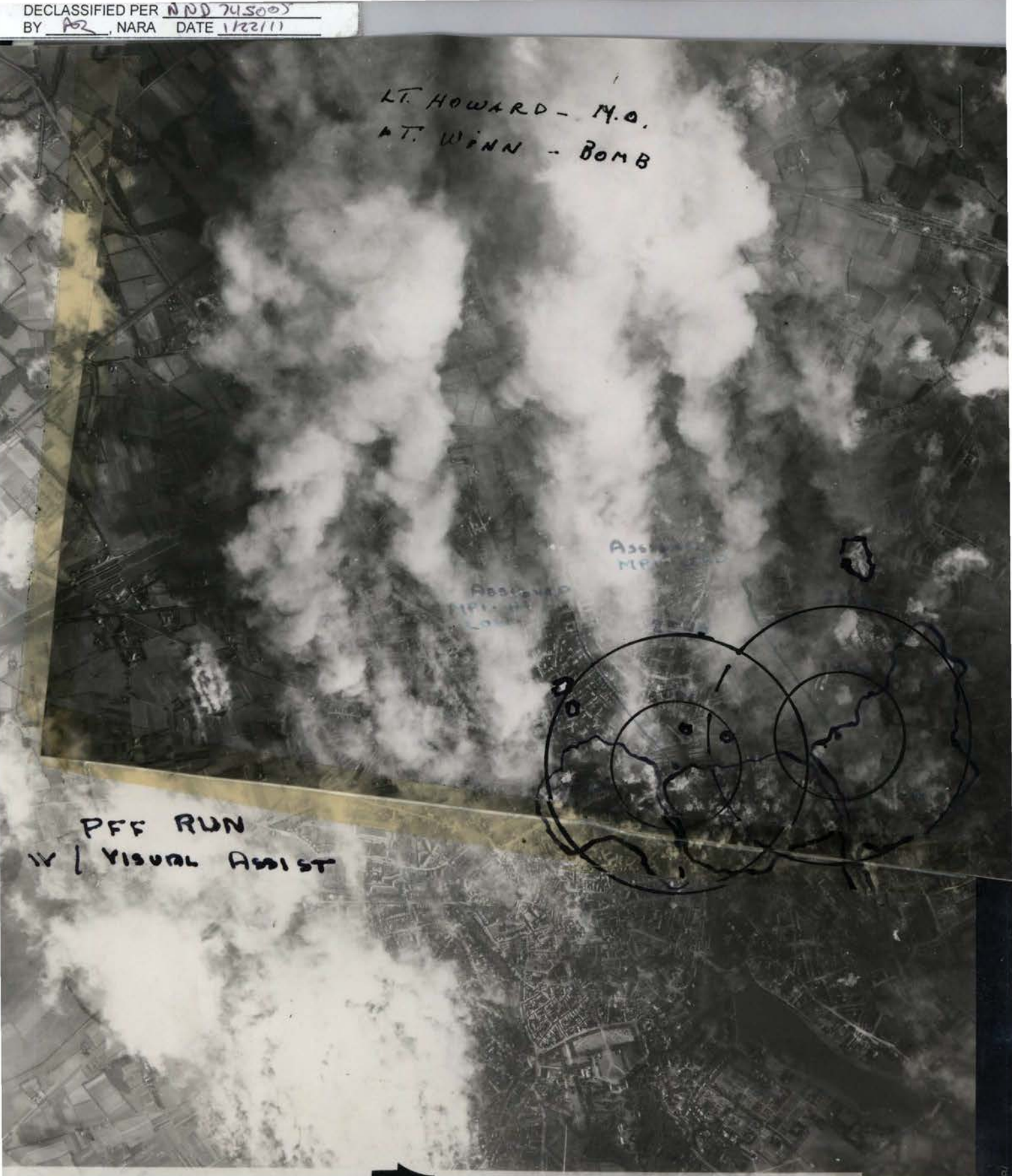
P	2nd Lt.	Sombart	George	W.	615th
CP	2nd Lt.	Shapiro	Leo	(NMI)	"
N	2nd Lt.	Mrozek	Chester	W.	"
B	S/Sgt.	Wofford	Dewey	B.	"
RO	Sgt.	Andrews	Leroy	(NMI)	"
TT	Sgt.	Smith	Elmer	E.	"
BT	S/Sgt.	Blodgett	Clifford	W.	"
TG	Sgt.	Dailey	J. (io)	B.	"
FG	Sgt.	Livezey	Lowell	G.	"

PLANE # 44-3055 614th

P	1st Lt.	Konze	Bodo	C.	615th
CP	1st Lt.	Fowler	Russell	N.	613th
N	1st Lt.	Stork	Oliver	L.	615th
N	2nd Lt.	Walters	Donald	E.	"
B	1st Lt.	Kossuth	Alfred	G.	"
RO	T/Sgt.	Gratz	Robert	I.	"
TT	T/Sgt.	Jones	William	D.	"
BT	---	---	---	-	-
TG	S/Sgt.	Kolster	Frederick	K.	"
FG	S/Sgt.	Bragalone	Samuel	W.	"

- END -

LT. HOWARD - M.O.
A.T. WINN - BOMB



PFF RUN
IV | VISUAL ASSIST



669-2 X30.9-4414-8033 -12-270 OOK MUNSTER - CONF) CONFIDENTIAL

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

F-A-1

APO 557
1 October 1944

SUBJECT: Abortive Report.

TO : Commanding Officer, 401st Bomb Gp. (H), AAF Sta. 128.
ATTN: Air Statistical Officer.

1. The following aircraft aborted from the mission of 30 September 1944 due to the reasons stated:

a. A/C #44-6146 - Returned early because of internal failure of No. 2 engine.

b. A/C #42-102674 - Returned early because of internal failure of No. 4 engine.

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

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

D-E-2

30 Sept. 44

SUBJECT: Crew Comments and Suggestions.

TO : COMMANDING OFFICER, AAF Station 128, APO 557, US Army. (Through Lt. Col. William T. Seawell.)

1. Lt. Hal C. Mays, pilot a/c 659 does not believe enough flares are fired on assembly.
2. Lt. Matthew F. Koski, Nav. a/c 659, stated that the route over England was not flown as briefed, making it difficult for Navigators to secure proper wind information.
3. The crew of Lt. Russell R. Lockhart, pilot a/c 8600, reports that the a/c was generally not in good condition and fluxgate compass was out.
4. Lt. Thomas K. Hill, pilot a/c 1087, stated that Capt. Currie did an excellent job of leading the group.
5. Lt. Aaron Schapiro, Nav. a/c 7947, reported that breakfast served at combat mess this morning was cold. particularly coffee.
6. Lt. Harry P. Silverstein, pilot a/c 151, thinks lunches do not contain enough food. He requests that sandwiches and other items be included in lunch.
7. Lt. John C. Crozier, pilot a/c 452, reports too much essing on part of high flight leader of high squadron. Lt. Crozier also reports that the top turret gunner of a/c IV "Q" (Schulz) continually pointed guns at a/c 452 during the entire mission.
8. Lt. Larel K. Turk, pilot a/c 664, reported that no rations were issued his crew today. Lt. Turk also criticised the erratic let down over the English coast. He further stated that the direction of traffic over field on return was poor in that the last half of the formation was forced to circle while another formation was given priority to land.
9. Lt. Charles W. Hopley, pilot a/c 6513, observed that air speeds used were not S O P, almost stalling his a/c over the channel.
10. Lt. Robert W. Callaway, pilot a/c 1983, was doubtful of advisability of climbing two thousand feet after leaving target.
11. Lt. Clayton W. McCaslin, navigator a/c 125, reported that fluxgate compass on this a/c was out.
12. Cpl. Charles S. Whittington, TG a/c 464, is extremely thankful for armour plating in tail position, reporting it unquestionably saved his life today.

W. B. FRY
Major AC
Group S-2 Officer

4802

LEAD SQDN 94th A GROUP

Combat Flight Leader COL ROGNER Date 30 Sept 44

Deputy Flight Leader HILL

612 SQDN

- 612 SC JAB/OCK
- 613 IN MACRO
- 614 IW GOLFCLUB
- 615 IY BUZZARD

CURRIE (ROGNER)

KK
SC U 7947

HARLAN

SC H 2398

HILL

SC K 1037

612 SQDN

AIKEN

✓ SC O 7487

614 SQDN

LEEWICK

IW P 2012

NAGLE

SC L 7632

BONNEY

SC J 7790

MORAN

✓ IW F 7395

MAYS

IW J 2659

DAVIS

IY A 1077

LAWRENCE

✓ SC C 9993

JONES

SC D 6992

SPARES

COX

SC B 1662

SPARE LEAD: SC Q 8153

GRND SPARES: IW G 7084
IW T 7736

WX SHIP IN K 1072 (STATION TIME)

GAS 2300

12 - 500
1/10 - 1/40

OW SQDN. 94TH "A" GROUP

Combat Flight Leader MAJOR DE JONCKHEERE Date 30 SEPT. 1944

Deputy Flight Leader LT. NELSON

613 SQDN

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

LOCKHART (DE JONCKHEERE)

IN Y 7600

CAMPBELL

IN Q 7931

NELSON

IN S 2947

613 SQDN

614 SQDN

JETTER

IN B 6132

SILVERSTEIN

IW B 7151

KECK

IN J 1591

KEELING

IN M 8267

MERTON

IW H 6464

HAYES

IW M 8236

ETTERS

IN R 6113

HOPLEY

IN F 6313

HILBESTAD

IN D 8187

SPARES

MC GOLDRICK

IN U 7706

HIGH SQDN. 94th "A" GROUP

Combat Flight Leader LT. FOWLER Date 30 SEPT. 1944

Deputy Flight Leader LT. HASKETT

~~615~~ SQDN
612 SC JAB/NOCK
613 IN MACRO
614 IW GOLFCLUB
615 IY BUZZARD

~~KONZE (FOWLER)~~
IW C 8033(PFF)

~~GRIMM~~
IY M 2674

~~HASKETT~~
IY P 8458

~~615~~ SQDN

~~614~~ SQDN

~~STEGEMAN~~
IY D 8125

~~SHULZ~~
IW Q 7478

~~SOMBART~~
IY B 1730

~~CALLAWAY~~
IY G 1983

~~CROZIER~~
IW D 8452

~~SISSON~~
IW A 6508

~~DON~~
IY N 8159

~~COOPER~~
IY R 8146

~~MC HAY~~
IY J 7113

SPARES

~~TORK~~
IY F 7664

BATTLE DAMAGE REPORT CONTINUED FOR 30 September 1944

AIRPLANE NO.

BATTLE DAMAGE

42-31087

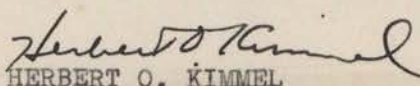
1. Flak hole in # 1 gas tank door-Sta # 9.
2. Flak hole in left out-going wing panel-leading edge-Sta # 27.
3. Flak hole in left hole sta # 13 aft of # 1 engine.
4. Flak hole in left aileron-Sta # 27.5 at trailing edge.
5. Flak hole in left wing tip-Sta # 37.5.
6. Flak hole in leading edge of left out-board wing panel-Sta # 22.
7. Flak hole in right inboard wing panel-Sta # 16.-cut fuel vent line.
8. Flak hole in right out-board wing panel -Sta # 27.5.

42-97487

1. Large slash made by flak in right out-board wing panel-Sta # 26-punctured Tokio and cut leading edge-main Stiffener.
2. Flak hole in leading edge of right out-board wing panel-at Sta # 21.
3. Large slash made by flak in right in-board wing panel-two feet fore of trailing edge-between Sta # 17 & 18.
4. Flak hole in out-board side of # 4 nacelle-
5. Flak hole in top of right wing at Sta # 8.
6. Flak hole in right wing stub fairing.
Flak cut landing gear, hand crank, and torque tube.
7. Flak hole in right waist at Sta # 6.5-
8. Flak hole in top of radio room-fore of forward window.
9. Flak hole thru right side of tail-cut bulk-head # 8 on left side.
10. Flak hole in leading edge of left horizontal stabilizer-Sta # 130.5.
11. Flak hole in left side of radio room at Sta # 5C.
12. Flak hole in belly of ship at Sta # 3B -cut, throttle controls pully bracket.
13. Flak hole in right side of # 1 nacelle, cut inter-cooler linkage rod.
14. Flak hole in # 1 ring cowl at 8 o'clock.
15. Flak hole in # 1 ring cowl at 12 o'clock.
16. Flak hole in top of # 2 nacelle.
17. Flak hole in left wing at Sta # 19.
18. Flak hole in leading edge of left out-board wing panel-Sta # 28.5.

43-37790

1. Flak hole in left horizontal stabilizer midway Sta # 94.
2. Flak hole in # 4 gas tank door.
3. Flak hole in right out-board wing-panel-Sta # 27.
4. Large slash made by flak in left inboard wing panel at Sta # 8 and aft-


 HERBERT O. KIMMEL
 Capt. Air Corps
 Engineering Officer

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

F-C-2

APO 557
4 October 1944

SUBJECT: Armament Malfunction Mission Report

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

1. Date of Mission: 3 October 1944
2. The following gun malfunctions were reported:
 - a. A/C # 43-38458 - Tail Gunner claimed left gun barrel jacket was sprung making it difficult to gun in receiver. It was noted that the bolt was defective. Bolt has been replaced.
3. No turret malfunctions were reported.
4. The following bombing equipment malfunctions were reported:
 - a. A/C # 44-6464 - Had to salvo three bombs due to a defective A-4 release. This release has been replaced. Intervalometer works satisfactory.
 - b. A/C # 42-31081 - This ship had to salvo bombs due to faulty A-4 release. This release has been replaced.
 - c. A/C # 43-37628 - A/C salvoed bombs. Ground check revealed no malfunction.
 - d. A/C # 43-37736 - A/C salvoed bombs. Ground check revealed no malfunction.
5. There were eighteen (18) aircraft equipped with the all-electric bomb release system participating in the mission.

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1st Lt, Air Corps,
Group Armament Officer