

MISSION NO. 159

To: HANNOVER , 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 # 159Date 22 October 1944ASSIGNMENT

1. Assigned Target: HANNOVER, GERMANY
2. Commitments: The 401st was to furnish three 12 A/C Squadrons, including a PFF A/C for each squadron, to comprise the 94th "B" Group. A spare was to accompany each box.

EXECUTION

1. Target Bombed: HANNOVER, GERMANY (PFF)
2. a. Group Leader: Major D. G. MC CREE (Cushman)
 - Lead Navigator: 1st Lt. W. B. ANDERSON (Strong-"Mickey")
 - Extra Navigator: 2nd Lt. W. M. FOLKS
- b. Lead Bombardier: Capt. D. W. PESMIRE
- b. Low Sqdn Leader: Capt. D. A. CURRIE (Hayes)
 - Lead Navigator: 2nd Lt. C. B. MINOR (Howard-"Mickey")
 - Lead Bombardier: 2nd Lt. R. W. MURPHY
- c. High Sqdn Leader: 1st Lt. W. M. HEENAN
 - Lead Navigator: 1st Lt. J. M. KANE (Winograd-"Mickey")
 - Lead Bombardier: 1st Lt. R. E. BROCK
3. Flight Over England:
 - a. Takeoff: Takeoff was normal and without incident. One aircraft failed to take off due to interphone trouble.
 - b. Sqdn and Gp Assemblies: Weather ship had advised assembling at briefed plus 2000' - putting lead at 9000'. Squadrons and group assembled quickly and were well formed before leaving the assembly point. Cottessmore Buncher departed 2 minutes early.

MISSION SUMMARY REPORT (Cont)

c. Route Over England: Picked up formation with 94th "A" and followed them in wing assembly route. 94th "A" reached first point of Division assembly line 3 minutes early, which caused some conflict with 41 "B", briefed to precede 94th "A" by 2 minutes. A large "E" got us in proper position in Division line. At this point B-24's also caused some trouble by flying through our groups.

4. Attack:

a. Flight to Target: Penetration was uneventful with groups of Division in good close formation. "Buckeye Blue" weather scouting ship advised bombing at briefed plus 1000' due to high cloud. This put us on bomb run at 26,500'. On the bomb run 94th "B" was in very close trail with 94th "A". 94th "C" came in slightly off course and interfered somewhat with 94th "A".

b. Bombing Run:

Lead Squadron: We ran into winds that were stronger than briefed, making us about 8 minutes late at the IP. The Scouting Force suggested PFF bombing before we reached the IP. The briefed turns before the IP were too sharp so we swung wide to make good the briefed IP. Cloud coverage at IP was 10/10. We went in, in group formation with Mickey killing the course. Rate was checked between Bombardier and Mickey Operator and proved to be almost as predetermined. Bombs were dropped on PFF at 1433 $\frac{1}{2}$ on a Mag. Head. of 338°. The leader salvoed: the others used 140' intervalometer. The AFCE worked satisfactorily.

Low Squadron: Cloud cover was solid all the way in, so it was almost certain to be PFF run. The Mickey set was working well enabling the operator to pick up the target in his scope at the IP. The navigator had a good wind from Mickey fixes, so the tangent was pre-set from this information. The bombardier had the gyro uncaged and level, ready to take over in case of a cloud break but it was 10/10ths all the way. After rolling out on course the Mickey made but two corrections for course and the pre-set rate proved to be close and after minor adjustments was ok. Bombs away at 1435 with results obscured. AFCE was okay. The leader salvoed and the balance of the squadron used 140' intervalometer setting.

High Squadron: We climbed to 28,600' for the bomb run in order to avoid bad weather. There were 10/10ths clouds from the IP all the way to the target. Bombs were dropped on PFF. AFCE was in good order. The leader salvoed and the others used 140' intervalometer setting.

c. Flight from Target: Immediately after bombs away a sharp turn to left was made and 1500' altitude lost. The squadron and group rallied quickly and withdrew in good formation. Flak was meager and was encountered only over target.

MISSION SUMMARY REPORT (Cont)

- d. Return to Base: At base the ceiling was low and visibility bad. One squadron came in under clouds while the other two made instrument let down on buncher. Considerable conflict occurred in landing pattern, but all ships landed safely.
- e. Weather: Weather was described as 10/10 undercast over channel and continent - a few breaks appearing in the Osnabruck vicinity. 10/10ths over target, tops approximately 15,000'. No contrails at target.
- f. Fighter Support: Fighter support was present during entire mission.
- g. Comments on Formation: Formation was fair, low squadron lagged behind on climb but caught up okay before getting into enemy territory where we had been briefed to encounter E/A.
- h. Conclusions and Recommendations: On missions where PFF runs are probable, the turn at IP should be much smaller than it has been on last two missions. With a sharp turn, the only way the leader can pass directly over IP on course is to ignore briefed flight plan on leg preceding IP.

5. Aircraft Not Attacking:

Lead Squadron: A/C 44-6313 - Sortie. Returned because of internal failure of #2 engine. (mech)

Low Squadron: A/C 42-107009 - Sortie. Returned because of internal failure of #4 engine. (mech)

6. Enemy Opposition: No air opposition (see Flak Report for Flak)

7. Battle Damage:

<u>Major</u>	<u>Minor</u>	<u>To Flak</u>
0	3	3

8. Casualties:

None.

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

10. Bombing Data:

a. Observations: Results were unobserved but it is thought the bombs hit well within the target limits.

MISSION SUMMARY REPORT (Cont)

10. Bombing Date: (cont)

b. Disposition of Bombs:

Lead Squadron: Of the 12 A/C E.E.T. 11 A/C bombed the target, dropping 66 500# M17 and 65 x 500# M64 bombs. The Aborting A/C # 313 returned 6 x 500# M64 and 6 x 500# M17 bombs to base. Also the spare returned its load of 6 IB's and 6 GP's.

Low Squadron: Of the 12 A/C E.E.T., 11 A/C Bombed the target, dropping 66 x 500# M17 and 65 x 500# M64 bombs. One A/C failed to takeoff and A/C #009 aborted and jettisoned 6 IB's and 6 GP's in the channel.

High Squadron: All of the 12 A/C E.E.T. bombed the target, dropping 72 x 500# M17 and 71 x 500# M64 bombs. The spare returned 6 IB's and 6 GP's to base.

c. Tabular Summary of Disposition of Bombs:

	Aircraft		Num- ber	Bombs		
	Over Target	Bomb- ing		Size	Type	Fusing Nose Tail
Main Bombfall	34	34	201	500#	M-64*	1/10 1/40
			204	500#	M-17 IB	39.0 -
Other Attacks	-	-	-	-	-	- -
Total Bombs on Target			201	500#	M-64*	1/10 1/40
			204	500#	M-17 IB	39.0 -
Other Expenditures			6	500#	M-64	1/10 1/40
			6	500#	M-17 IB	39.0 -
Bombs Returned			18	500#	M-64	1/10 1/40
			18	500#	M-17 IB	39.0 -
Total (Loaded on A/C Taking Off)			225	500#	M-64	1/10 1/40
			228	500#	M-17 IB	39.0 -

* Incl both GP and RDX bombs.

11. Aircraft Lost: None

Submitted by:

KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer



401/430 - 6 X22-10-4414 - 1591 - 63/8 - 64 001
SKY MARKERS HANOVER

to on observation over Münster
Seen over Münster on mission

to Honover 22 October 1944. These
projectiles came once in a pair
then 2 came up singly. ~~for a~~
~~total of 16~~ ~~total~~ happened until a
total of 16 were seen. Our altitude
was 26,000 and we could see
them as high as 27,000'. This
phenomena was accompanied
by a barrage of flak which was
sent up between these projectiles.

~~The usual~~ They were heading in
an easterly direction on approximately
 45° ^{to 60°} angle. The usual ~~trails~~ con
trails followed the projectile. When
last seen they seemed to stop
and red flak or burst or
something similar was observed
at that time.

Interrogation of Lt. K. H. Bales, James L. Meredith
Planned to div. (Capt. [unclear]) 24 Oct 1130 hrs WPA.

DECLASSIFIED PER NND 745005

BY SACP, NARA DATE 11-18-10



(SAV-401C/723-2 X22-10-44X4 -8637 -7-254 OOX HANOVER)

CONFIDENTIAL

STATISTICAL SUMMARY OF OPERATIONS

401st Group

1st BD F. O. 527

Date of 22 October 1944

	Lead		Low		High	PFF
		PFF - GH		PFF - GH		
1. No. of A/C Failing to Take Off	-	-	- /	-	-	-
2. No. of A/C Airborne	12	1	11	1	12	1
3. No. of A/C Airborne Less Spares	11	1	11	1	11	1
4. No. of A/C Sorties	11	1	11	1	11	1
5. No. of A/C Attacking	10	1	10	1	11	1
6. No. of A/C Not Attacking	1	-	1	-	-	-
(a) Early Returns Included	-	-	-	-	-	-
7. Name of Primary Target	HANNOVER (VISUAL)					
(a) No. of A/C Attacking						
(b) No., Size & type of bombs						
8. Name of Secondary Target	HANNOVER (PFF)					
(a) No. of A/C Attacking	10	1	10	1	11	1
	60	6	60	6	66	6
(b) No., Size & type of Bombs	500# M17	500# M17	500# M17	500# M17	500# M17	M17
	60	5	60	5	6	5
	500# M16	500# M64	500# M64	500# M64	500# M64	M64
9. Name of Last Resort Target	---					
(a) No. of A/C Attacking						
(b) No., Size & type of Bombs						
10. Name of Target of Opportunity	---					
(a) No. of A/C Attacking						
(b) No., Size, & type of Bombs						
11. Name of Target Opportunity	----					
(a) No. of A/C Attacking						
(b) No., Size & type of Bomb						
12. No of A/C Lost - TOTAL	None		None		None	
13. -- to Flak						
14. -- to Flak & E/A						
15. -- to Enemy A/C						
16. -- to Accident						
17. -- to Unknown						

STAT SUMMARY (Cont'd)

	Lead	Low	High
18. Time of Takeoff	1010	1014	1012
19. Time of Attack	1433 $\frac{1}{2}$	1436	1434 $\frac{1}{2}$
20. Average Time of Flight	6.8	6.5	6.6
21. Altitude of Release	26,600	25,650	28,760
22. Visual or PFF	PFF	PFF	PFF
23. Enemy Resistance - AA Int.&ACC.	Meager Fair	Meager Fair	Meager Fair
24. - Fighters	-	-	-
25. - Bombers	-	-	-
26. U.S. A/C Engaged by Enemy A/C	-	-	-
27. Degree of Success	Unobserved	Unobserved	Unobserved

PFF A/C Borrowed from Groups as follows: -----

PFF A/C Loaned to Groups as follows: -----

NOTES:

Combat Flight Leader MAJ MC CREE Date 22 Oct 44
Deputy Flight Leader _____

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

Lead SQ B GP

At Takeoff

CUSHMAN

258

HAM

591

BAKER

607

SQDN

JETTER

132

SQDN

MAYS

602

HOPLEY

104

ETTERS

113

MORAN

677

CROZIER

330

BUDD

313 (Aborted)

DOUGLAS

947

MC GOLDRICK

187

SPARES

CAMPBELL

736 (returned)

LO SQ B GP
CAPT CURRIE

Date **22 Oct 44**

Combat Flight Leader

Deputy Flight Leader

SQDN

- 612 SC JALFOCK
- 613 IN MACRO
- 614 IW COLFCOLUB
- 615 IY BUZZARD

HAYES

600

AT TAKEOFF

COMER

CROMER

891

733

SQDN

HOCKING

SQDN

HAYES

637

236

BONNEY

COX

MORTON

OCHSENHIRT

790

862

565

508

MAXWELL

009 (aborted)

JONES

ROADMAN

393

992

SPARES

LAWRENCE

506

LO SQ 'B'

Over Target
CAPT DURRIE

22 Oct 44

HAYES

600

OCHSENHIRT

CROMER

508

733

HOCKING

MORTON

637

565

BONNEY

COX

LAWRENCE

COMER

790

662

506

891

JONES

393

ROADMAN

992

38798

Combat Flight Leader _____ Date _____

Deputy Flight Leader _____

____ SQDN

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

____ SQDN

____ SQDN

SPARES

HI SQ B GP

LT HEENAN

22 Oct 44

HEENAN

033

UDY

CAMPBELL

AT TAKEOFF

425

077

SULLIVAN

UTTER

113

012

OAS

COOPER

SPUHLER

HUBBELL

659

146

738

395

CALLAWAY

983

MAIRE

SOMBART

551

730

HANSEN

468(returned

HI SQ 'B' GP

Over target

Combat Flight Leader

LT HEENAN

Date

22 Oct 44

Deputy Flight Leader

SQDN

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

HEENAN

033

UDY

CAMPBELL

425

077

SQDN

SQDN

SULLIVAN

UTTER

113

012

OAS

COOPER

SPUHLER

HUBBELL

659

146

738

395

CALLAWAY

983

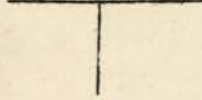
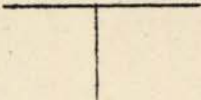
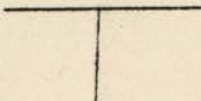
MAIRE

SOMBART

551

730

SPARES



HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER22 October 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 1010 hours; Land at 1701 hours.b. Group formed at 1110 hours at 9000 feet.c. Formed CBW at 1120 hours at 9000 feet.d. Began climb at 1151 hours; reached alt. at 1321 hours.

e. Weather encountered over England:

(1) Clouds 10 / 10th - Visability 8 miles.(2) Wind at altitude 95 degrees, 55 Knots.f. Means of navigation over England. Gee D.R. Radio Mickeyg. Means of checking Metro Winds Mickey Geeh. Joined task force at 1203 hrs. at Gromer
(Splasher, City, Coord.)i. English Coast out at 1203 $\frac{1}{2}$ hrs.; Enemy Coast in at 1250 $\frac{1}{2}$ hrs.

j. Fighter Rendezvous:

(1) Going in 1254 hrs.(2) Coming back 1436 hrs.

k. Wind used for bombing:

(1) 95 degrees, 55 Knots.(2) Determined by D.R. and Mickey
(Method)

l. Bomb run and Method of Target Identifications:

(1) Reached IP at 1425 hrs.(2) Mag. heading over target 338 degrees.(3) Altitude over target 26500 feet.(4) Bombs away at 1433 $\frac{1}{2}$ hrs.

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

FFF 10/10ths

m. Gee:

(1) Coordinates of furthest fix 52 37 N. 05 21 E.(2) Obtained at 1302 hours.

n. Difficulties encountered with special equipment.

Radio Malfunction

COMMENTS: Briefed turns were too short.

It was necessary to swing wide to make

I.P. Good.

/S/ W.E. Anderson
W.E. ANDERSON
1st Lt., Air Corps
Lead Nav, Lead Sqd

SIGNATURE

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER22 October 1944SUBJECT: Lead Navigator's NarrativeTO : Commanding Officer, 401st Bombardment Group (H)1. Flight plan, Log, and Track Chart Attached.2. Narrative:a. T/O at 1012 hours; Land at 1645 hours.b. Group formed at 1102 hours at 10,000 feet.c. Formed CBW at 1120 hours at 10,000 feet.d. Began climb at 1200 hours; reached alt. at 1320 hours.e. Weather encountered over England:(1) Clouds 10 / 10th - Visibility 3 miles.(2) Wind at altitude 30 degrees, 50 Knots.f. Means of navigation over England, Geeg. Means of checking Metro Winds PFF Geeh. Joined task force at 1204 hrs. at Gromer
(Splasher, City, Coord.)i. English Coast out at 1204 hrs.; Enemy Coast in at 1252 hrs.j. Fighter Rendezvous:(1) Going in 1254 hrs.(2) Coming back 1436 hrs.k. Wind used for bombing:(1) 95 degrees, 35 Knots.(2) Determined by Given by Lead Ship
(Method)l. Bomb run and Method of Target Identifications:(1) Reached IP at 1422 hrs.(2) Mag. heading over target 341 degrees.(3) Altitude over target 28600 feet.(4) Bombs away at 1434 1/2 hrs.

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

PFF 10/10ths

m. Gee:(1) Coordinates of furthest fix 52 53 N. 01 28 E.(2) Obtained at 1204 hours.n. Difficulties encountered with special equipment.None

COMMENTS:

/s/ James M. Kane
JAMES M. KANE
1st Lt., Air Corps
Lead Nav, High Sqd.

SIGNATURE

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

22 October 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 1014 hours; Land at 1643 hours.

b. Group formed at 1120 hours at 7600 feet.

c. Formed CBW at 1158 hours at 8000 feet.

d. Began climb at 1252 hours; reached alt. at 1335 hours.

e. Weather encountered over England:

(1) Clouds 10 / 10th - Visibility 25 miles.

(2) Wind at altitude 50 degrees, 20 Knots.

f. Means of navigation over England. Gee Radio D.R. and Mickey.

g. Means of checking Metro Winds Gee Mickey

h. Joined task force at 1200 hrs. at Crower
(Splasher, City, Coord.)

i. English Coast out at 1204 1/2 hrs.; Enemy Coast in at 1252 hrs.

j. Fighter Rendezvous:

(1) Going in 1254 hrs.

(2) Coming back 1436 hrs.

2. Narrative:

k. Wind used for bombing:

a. T/O at _____ hours; Land at _____ hours.

(1) 50 degrees, 20 Knots.

b. Group formed at _____ hours.

(2) Determined by Mickey

c. Formed CBW at _____ (Method) _____

d. Bomb run and Method of Target Identifications: _____ hours.

e. We (1) Reached IP at 1411 hrs.

(2) Mag. heading over target 325 degrees.

(3) Altitude over target 25400 feet.

(4) Bombs away at 1436 hrs.

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

10/10ths undercast

f. Means of navigation over England. _____

g. Gee:

(1) Coordinates of furthest fix 52 35 N. 05 28 E.

(2) Obtained at 1521 hours.

h. Joined task force at _____ hrs. at _____

i. Difficulties encountered with special equipment. _____

None

j. English Coast out at _____ hrs.; Enemy Coast in at _____ hrs.

COMMENTS: None

/S/ Charles B. Minor
CHARLES B. MINOR
1st Lt., Air Corps
Lead Nav. Low Sqd

SIGNATURE

"B" Group (6th in formation) 2nd Task Force
 F.O. #528
 PILOT Lt. Cushman NAVIGATOR Lt. W.E. Anderson Lt. Folke DATE 22 October 1944

FLIGHT PLAN

STATIONS	0850	ENGINES	0945	TAXI	1000	T.O.	1015
LEAVE BASE	Cottesmore			1122	(7,000 ft. Id)		
COAST OUT				1203			
ENEMY COAST				1250			
I.P.				1413			
TARGET				1423			
ENEMY COAST				1520			
English Coast				1559	ETR 1628		

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

Zero Hour 1200
 Ref Alt 23,000
 Bomb Alt 25,500
 Oxygen 4 hours

WATCH At G.M.T.
 Division Assembly Line - Cromer to 52 37N
 RATE secs/hour
 Gaining 04 37E
 Losing

Normal Letdown on Cottesmore Rancher 010 Mag Heading

FROM TO	W/V UESD	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRI-FT	TRUE HDNG.	VAR.	MAG. HDNG.	G. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA			
														TIME	BODY	ALT.	AZI.
52 44N 00 39E	014	7000	150	145	029	-2	027	f11	038	128	18 1/2	09	1122	Depart			
52 44N 00 39E	17	0											1131				
53 00N 00 24W	016	8000	150	147	112	-7	105	f10	115	148	54	22	1153				
52 41N 00 57E	019	9500	150	151	043	-3	040	f10	050	134	20	09	1203	English Coast Out			
52 55N 01 20E	020	15000	150	165	099	-9	090	f9	099	158	122	47	1250	Enemy Coast In			
52 37N 04 37E	25	20000	-12											C.P. #2			
52 36N 08 05E	70/28	23000	-31	188	091	-3	088	f7	095	162	73 126 1/2	27 46	1336	C.P. #3			
52 36N 08 05E	70/30	25000	-36	196			088		095	168	53	19					
52 23N 08 20E	70/30	25500	150	196	144	-9	135	f6	141	186	16	06	1342				
51 48N 10 06E					119	-7	112	f6	118	175	74	26	1408				
51 57N 10 13E	90/21				030	f5	354	f5	40	185	11	04 41	1413	I.P.			
TARGET					322	f5	327	f5	332	208	30	09 41	1423	TARGET			
52 21N 09 43E	90/20	25000	150	194	260	-1	259	f6	265	213	69	20	1443				
52 09N 07 53E					269	0	269	f6	275	214	30	9 41	1453				
52 08N 07 06E					301	f3	304	f7	311	210	43	12	1505				
52 30N 06 06E					277	f2	278	f8	286	213	54	15	1520	Enemy Coast			
52 37N 04 37E	Begin Descent																
52 37N 04 37E	22/25	16500	170	192	279	f7	286	f9	295	196	111 122	34 39	1559	English Coast			
52 37N 04 37E	16/18	8000	150	147						148	11	05					
Base	010	5000	160	150	250	f5	255	f10	265	157	75	29	1628	ETR			
Base	15	2000	f4														
Cottesmore	017	9000	150	148	081	-6	75	f10	85	139	74	33	1125	Last Time Depart			
Cottesmore	18	10000	-3										1203	1020 LTTO for C Run			
Base	010	0 to 150	140	070	-5	65	f10	75	132	75	75	35	1128	LTTO + takes 25 minutes to climb			
Base	15	10000	f4										1203				

FLARES NORMAL
 VHF CODE FOR AUTHENTICATION "BLONDE BABY"
 ABANDON MISSION "UNCLE-SUGAR-ABLE"
 SPARE TURN BACK AT 03 30E
 DISCHARGE CHAFF EIGHT MINUTES BEFORE TARGET FOR 12 MINUTES
 TWO MINUTES INTERVAL BETWEEN GROUPS
 EMERGENCY FIELDS - MELSBRUCK - BRUSSELS
 VILLACOUREY - PARIS

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	I.A.S. MPH /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		G.S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
1030			30		Assembling Lead Squadron and "B" Group		150	9000							
1110			30		Departing Point "Y"		150	9000						09	1129
1120			40		52 57N 00 30W		150	9000							
1128 1/2			40		Point B 53 02N 00 25W		150	9000							
1135			140		53 02N 00 00		150	9000		10	4	149	40	16	1151
1137 1/2	118		113		52 57N 00 07E		150	9000				149	35	14	1152
1143 1/2			113		52 52N 00 28E					29 1/2	12 1/2	141	20 1/2	08 1/2	1152
1147 1/2	123		119		52 48N 00 42E		150	9000				141	11 1/2	05	1152 1/2
1151 1/2			90		Point D off right wing										
1157 1/2			40		52 45N 01 01E		150	9800				138	14	06	1200
1158			52		Turning right to avoid B24's 52 52N 01 11E		150	9800							
1201			50		52 48N 01 22E							145	8	3 1/2	1204 1/2
1203 1/2			80		Control Point #1		150	10000							
1205 1/2			90		52 53N 01 35E Making right turn to avoid wing ahead		140	10300							
1211 1/2			91		52 52N 02 58E		150	11000							

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF	TRUE HDNC.	MAC. HDNC.	NAVICATIONAL OBSERVATION	GENERAL OBSERVATION	IAS. MPH. /K	HEIGHT & AIR TEMP	T. A. S.	RUN		C. S.	TO RUN		E. T. A.	
										DIST.	TIME		DIST.	TIME		
1217	90	A	91		52 52N 02 20E 102/124	Geo Wind (11,000)	150	11500	156	13 1/2	5 1/2	144				
1222			111		Explosion to our rear wing (40th) 2 ships down											
1233 1/2			88		52 43N 03 27E		150	15300		31 1/2	12	158	41	15 1/2	1249	
1238			97		52 43N 03 10E		150	16400		23	9 1/2	145	34	14	1252	
1243			88		52 42N 04 02E			17500		20 1/2	9 1/2	129	20 1/2	9 1/2	1252 1/2	
1246			98		52 42N 04 17E		150	18200		23	8	172	11	4	1250	
1250 1/2			105		Control Point #2											
1253			93		52 39N 04 41E	Over Alkmaar	150	19800								
1258 1/2	92	A	93		52 37N 05 11E		150	20,900		23						
1302			86		52 37N 05 21E		150	22000								
1305			86		Fighters at 11 o'clock high											
1307			90		52 38N 05 45E		150	23000								
1311			93		Appledorn 52 38N 05 50E	351/25 (Drift)				43	18	143				
1315			90		F51's at 3 and 4 o'clock											
1321			78		Leveled off at Altitude											
1331	80	f5	89		Pin Point 52 47N 07 08E	95/55 (Pilotage)	150	25500	200	90	38	142				
1338			125		Eindhoven 162° 47 miles								160	17	6 1/2	1344 1/2
1347			135		Osnabruck 193° 13 miles								160	10	3 1/2	1350 1/2
1350 1/2			135		Flak to our rear 6 o'clock 6 miles											
1351			112		Osnabruck 71° 12 miles								146	7 1/2	29	1420
1355			110		Hannover 258° 39 miles											
1405			118		Hildesheim 259° 20 miles								152	31	12	1417
1410			118		Hannover 174 degrees 24 miles								178	15	05	1415
1412	109	f9	118		F-51's passed under us											
1415			145		T.P.											
1419			90		153° 38 miles											
1425			326		I.P. Bomb bay doors open								233	30	08	1433
1428			306		Corrected 18 left											
1431			316		corrected 12 right											
1433			333		flak high											
1433 1/2			333		Flak Bombs Away Results unobserved 10/10ths											
1435			250		Flak Tracking											
1438			250		Steinn Lake 8 miles south											
1439			257		Rockets at 6 o'clock 3 miles back											
1443			255		Steinholder 237degrees and 20 miles											
1445			255		F-51's high at 6 o'clock											
1448			215		Dummer lake 172 degrees 16 miles											
1454			265		Flak at 10 o'clock from Munster Turning Point											
1456			270		Osnabruck 233 degrees 17 miles									21	05	1501
1459			270		Osnabruck 249 degrees 26 miles									11		
1501			270		T.P.											

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	
1502			315				150	25000							
1503			304		Munster 295 degrees 31 miles		150	25000							
1508			304		Zwolle 107 degrees 20 miles										
1511			280		Zwolle 99 degrees 10 miles						250	10	02½	1513½	
1514			277		Flak at 9 o'clock low T.P. Zwolle		150	25000							
1517			277		52 33N 05 45E		150	25000				44½	10½	1527½	
1523			277		52 35N 05 10E										
15 27½			277 277		04 37E 52 37N		170	25000 -35							
1537			300		52 41N 03 41E		170	20000		30	8	225	89	24	1601
1545			290		52 38N 03 20E		170	18500		27	8	20 2	49½	14½	1559½
1551	285	A	289		52 53N 02 28E		170	15900 -8	191	46	14	197	43	13	1604
1600½			290		52 59N 01 39E		170	12000		30	9½	190			
1607			257		A/C to Base 52 53N 01 10E		170	11000				16 1	75	28	1635
1613			250		Correct 5 degrees left		160	9000							
1622			244		Correct 10 degrees left 52 49N 00 05E		160	7600							
1634			010		A/C to Cottesmore		160	6600							
1640			010		Cottesmore starting let-down through clouds		150	6600							
1647			175		A/C to Base		150	2000							
1652					Sighted Base										
1701					LANDED										

CERTIFIED A TRUE COPY:

H.W. BOWMAN
Colonel, Air Corps
Commanding

MEMO	COY21																		
MEMO	COY21																		
MEMO	COY21																		
MEMO	COY21																		
MEMO	COY21																		

SIGNED _____ NAVIGATOR

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER FESMIRE DATE 22 Oct 44
 PILOT Mc CREE (CUSHMAN) TAKE OFF 1010
 NAVIGATOR ANDERSON AIRPLANE 258
 WING 54th "B" GP GROUP 401st SQDN Lead LANDED 1701
 OBJECTIVE HANNOVER, GERMANY (MPI)

METHOD OF ATTACK X
Individual Flight Squadron Group wing

NUMBER A/C IN GROUP 11 COMPOSITE GROUP

DEFLECTION AND RANGE SIGHTING GROUP COMPOSITE GROUP

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:

BOMBS, TYPES AND SIZES 500# M64 FUSING: NOSE 1/10 TAIL 1/40

BOMBS, TYPES AND SIZES 500# M17 A.C. FUSING: NOSE 39.0 TAIL

NUMBER OF BOMBS LOADED 66 500# M64- 65 500# M17 RELEASED 66 500# M64
65 500# M17

INFORMATION AT RELEASE POINT:

Altitude of Target 240' Temp Aloft: Metro -35 Actual -36

True Altitude above target 26,600 Mag Head, order 332 Actual 338

Ind. Altitude 26,500 True Heading 332

Pressure alt of target -128 Drift, Est 5 L Actual 11 L

Altimeter setting 29.92 True Track 321

C.I.A.S. 150 I.A.S. 150 Actual Range 14,364

G.S. Est 240 Actual 268 B.S.Type M-9

Wind Direc Metro 96 Actual 95 Time of Release 1433 $\frac{1}{2}$

Wind Veloc. Metro 23 Actual 67 Intervalometer Setting 140'

D.S. 122.4 Trail 61 ATF 43.5 Length of Bombing Run 8 $\frac{1}{2}$ Min

Tan. D.A. Est .52 Actual .54 C-1 Pilot Yes A-5 -

Mean Temp: Metro -9.5 Actual -10 Manual Pilot -

Type of Release: Lead A/C SALVO Type of Release: Other A/C 140' Interval.

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER MURPHY DATE 22 Oct 1944

PILOT HAYES TAKE OFF 1014

NAVIGATOR MINOR AI RPLANE 600

WING 94th "B" GP GROUP 401st SQDN Low LANDED 1643

OBJECTIVE HANNOVER, GERMANY (MPI)

METHOD OF ATTACK X
Individual Flight Squadron Group wing

NUMBER A/C IN GROUP 11 COMPOSITE GROUP _____

DEFLECTION AND RANGE SIGHTING GROUP _____ COMPOSITE GROUP _____

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:

BOMBS, TYPES AND SIZES 500# M64 FUSING: NOSE 1/10 TAIL 1/40

BOMBS, TYPES AND SIZES 500# M17 A.C. FUSING: NOSE 39.0 TAIL _____

NUMBER OF BOMBS LOADED 66 500# M64 RELEASED 66 500# M64
65 500# M17 65 500# M17

INFORMATION AT RELEASE POINT:

Altitude of Target <u>240'</u>	Temp Aloft: Metro <u>-35</u> Actual <u>-35</u>
True Altitude above target <u>25,650</u>	Mag Head, order <u>332</u> Actual <u>325</u>
Ind. Altitude <u>25,400</u>	True Heading <u>319</u>
Pressure alt of target <u>-128</u>	Drift, Est <u>5 L</u> Actual <u>5 L</u>
Altimeter setting <u>29.92</u>	True Track <u>314</u>
C.I.A.S. <u>150</u> I.A.S. <u>150</u>	Actual Range <u>13,706</u>
G.S. Est <u>240</u> Actual <u>242</u>	B.S. Type <u>M-9</u>
Wind Direc Metro <u>90</u> Actual <u>50</u>	Time of Release <u>14:36</u>
Wind Veloc. Metro <u>23</u> Actual <u>25</u>	Intervalometer Settings <u>140'</u>
D.S. <u>127.6</u> Trail <u>59</u> ATF <u>42.84</u>	Length of Bombing Run <u>8 1/2 Min.</u>
Tan. D.A. Est <u>525</u> Actual <u>.452</u>	C-1 Pilot <u>Yes</u> A-5 <u>-</u>
Mean Temp: Metro <u>-9.5</u> Actual <u>-9</u>	Manual Pilot <u>-</u>
Type of Release: Lead A/C <u>SALVO</u>	Type of Release: Other A/C <u>140' Interval</u>

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER BROCK DATE 22 Oct 1944
 PILOT HEENAN TAKE OFF 1012
 NAVIGATOR KANE AIRPLANE 033
 WING 94th "B" GROUP 401st SQDN HIGH LANDED 145 1645
 OBJECTIVE HANNOVER, GERMANY (MPI)

METHOD OF ATTACK X
Individual Flight Squadron Group wing

NUMBER A/C IN GROUP 12 COMPOSITE GROUP _____

DEFLECTION AND RANGE SIGHTING GROUP _____ COMPOSITE GROUP _____

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:

BOMBS, TYPES AND SIZES 500# M64 FUSING: NOSE 1/10 TAIL 1/40

BOMBS, TYPES AND SIZES 500# M17 FUSING: NOSE 39.0 TAIL _____

NUMBER OF BOMBS LOADED 72 500# M64 RELEASED 72 500# M64
71 500# M17 71 500# M17

INFORMATION AT RELEASE POINT:

Altitude of Target 240' Temp Aloft: Metro -35 Actual -40

True Altitude above target 28760 Mag Head, order 332 Actual 341

Ind. Altitude 28,600 True Heading 345

Pressure alt of target -128 Drift, Est 5 L Actual 11 L

Altimeter setting 29.92 True Track 334

C.I.A.S. 150 I.A.S. 150 Actual Range 16,416

G.S. Est 240 Actual 264 B.S.Type M-9

Wind Direc Metro 90 Actual 95 Time of Release 14:34 $\frac{1}{2}$

Wind Veloc. Metro 23 Actual 64 Intervalometer Setting 140'

D.S. 117.3 Trail 53 ATF 45.48 Length of Bombing Run 8 $\frac{1}{2}$ Min.

Tan. D.A. Est .51 Actual .57 C-1 Pilot Yes A-5 -

Mean Temp: Metro -9.5 Actual -13 Manual Pilot -

Type of Release: Lead A/C SALVO Type of Release: Other A/C 140' Interval.

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

J-A-5

Reference Field Order 527.

22 OCTOBER 1944

SUBJECT: Communications Report, Operational Mission No 159.

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>8</u>
to other A/C	<u>∅</u>	Fixed Beacons	<u>1</u>
2. HF/DF Bearings	<u>1</u>	Bunchers	<u>34</u>
3. MF/DF Fixes	<u>∅</u>	6. Total A/C using Gee	<u>34</u>
4. Distress Action	<u>∅</u>	Maximum Fix	<u>5230N-0618E</u>

SECTION TWO - REPORTED EQUIPMENT DEFICIENCIES

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

SECTION THREE - REMARKS

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

S E C R E T

Report on A.A. Gunfire.

401 BOMBARDMENT GROUP (H)

Target: Assigned . . . HANNOVER, GERMANY
 Bombed . . . HANNOVER, GERMANY Date of Mission 22/10/44

Route as Flown:-
(5237 - 0437E) - 5236 - 0805E) - (5233 - 0320E)
(5148 - 1006E) - (5157 - 1013E) - (Target) - (5209 - 0753E) - (5208 -
0703E) (5230 - 0806E) - (5237 - 0437E)

Weather conditions: (a) At target . 10/10 undercast
 (b) En route . 10/10 undercast
 Were our A/C "Seen" or "Unseen" targets? (a) At target . Unseen
 (b) En route . Unseen
 Any condensation trails? Light. Non-Persistent.

Description of Flak at Target, including METHOD OF FIRE CONTROL
Wager to moderate poor to fair for accuracy of both tracking and
predicted concentration.

Flak encountered or observed en route: (In fl. order experienced)
Wager to moderate flak was observed along route at Munster and
Osnabruck, ~~mission~~ against this group.
ineffective

Was CHAFF carried? . . . yes
 How discharged? . . As briefed

Position of Group
 34 "B" 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	Axis of Withdrawal
Lead	11	2	0	1433½	1433½	26,500	538 M	256 M
High	12	0	0	1435	1435	23,000	341 M	240 M
Low	11	1	0	14 35	1435	25,400	326M	270 M
Tls	34	3						

Comments - Phenomena:-
 Lt. P. R. MYERS

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

D-E-1

22 October 1944.

SUBJECT: Crew Comments and Suggestions.

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

1. Lt. Julian Roadman, Pilot A/C 6992 observed that No. 2 and No. 3 A/C in low section of low squadron flew too loose a formation.
2. Lt. Edwin G. Spuhler, Pilot A/C 8738 stated that the B-17 formation split up two B-24 assemblies enroute from Cottesmore to coast out; he also stated that the formation climbed too fast to a point higher than the briefed altitude, requiring him to use maximum power setting in order to hold formation.
3. The crew of Lt. Richard S. Hubbell, Pilot A/C 7395 report that trucks are not picking up crews at the combat mess after breakfast in order to get them to the briefing on time.
4. Lt. Louis E. Cooper, Pilot A/C 6146 believes magnesium flares should be lined up in a row to guide landing aircraft, instead of being staggered.
5. Lt. Roy H. Bomsey, Pilot A/C 7790 stated that the low squadron lead was excellent.
6. S/Sgt. William J. Fetters, Bombardier A/C 6132 wanted to know why use of atomizers in muffs was discontinued.
7. Lt. Silas H. Wellman, Co-Pilot A/C 8677 suggests that flying control advise aircraft of weather conditions over field in order to aid let-down.
8. Lt. John Udy, Pilot A/C 8425 suggests let-down be attempted from Cottesmore in weather such as that experienced today.
9. T/Sgt. Samuel T. Richardson, ROG A/C 1591 reports that chaff chute in this A/C is not large enough to accommodate the specified amount of chaff to be discharged within a given time.

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

This industry was originally designed to build locomotives but is now engaged in the manufacture of medium calibre guns, gun carriers, artillery tractors, medium armored semi-track troop carriers, light armored semi-tracked observation vehicles & possible other types of under-carriage for lorries. Components for A/C & heavy shells are also manufactured.

↖ S W part of city just N. of large marshalling yard

2nd DIV. Haram

3rd " " Manchester

1st & 41st Brunswick

2nd Coy on their MPI

PFF

L.R. Bridge over Canal at 5218-0857

Target has been attacked recently but without any extensive damage being inflicted.

Enemy fighters are expected

P-51's & P-47's - some making search sorties

5-3

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

22 October 1944

SUBJECT: Loading List

TO: Operations Officer, 401st Bomb Group (H), AAF, Station No. 128, APO No. 557.

A/C 44-388 6506

P	Lawrence, Louis Jr.	2nd Lt.	612th.
CP	Stein, William I.	2nd Lt.	612th.
H	Hynson, Nathan W.	2nd Lt.	612th.
B	Burge, Charles R.	2nd Lt.	612th.
RO	Huskey, Curtis O.	S/Sgt.	612th.
TTG	Gruppen, Richard C.	T/Sgt.	612th.
BTG	O'Neal, Hayes B., Jr.	S/Sgt.	612th.
TG	Azevedo, Philbert B.	S/Sgt.	612th.
WG	Harold, Lloyd B.	S/Sgt.	612th.

A/C 42-31662

P	Cox, Walter E.	2nd Lt.	612th.
CP	Amundson, Glenn R.	2nd Lt.	612th.
H	Tiffany, Raymond L.	2nd Lt.	612th.
B	Anderson, Lowell J.	Sgt.	612th.
RO	Hill, Robert H.	Sgt.	612th.
TTG	Warren, Emmitt E.	Sgt.	612th.
BTG	Pope, Lefoy G.	Sgt.	612th.
TG	Esports, George	Sgt.	612th.
WG	Dunn, Dale D.	Sgt.	612th.

A/C 42-106932

P	Roachman, Julian	2nd Lt.	612th.
CP	Compton, Henry W.	2nd Lt.	612th.
H	Knauss, Robert H.	F/O	612th.
B	Whitlock, Thomas P.	2nd Lt.	612th.
RO	Nichols, Alfred	Sgt.	612th.
TTG	Landers, John A.	Sgt.	612th.
BTG	Hill, Harlo E., Jr.	Sgt.	612th.
TG	Wood, Donald S.	Sgt.	612th.
WG	Hall, Eugene H.	Sgt.	612th.

A/C 42-31891

P	Comer, Jack P.	2nd Lt.	612th.
CP	Piper, Harry L., Jr.	Captain	612th.
H	Weinstein, Byron	2nd Lt.	612th.
B	Smith, Alude L.	2nd Lt.	612th.
RO	Balse, Harold A.	Sgt.	612th.
TTG	Wixby, Joseph Jr.	Sgt.	612th.
BTG	Erland, Cletus M.	Sgt.	612th.
TG	Kirkpuff, Leonard H.	Sgt.	612th.
WG	Klindworth, Louis G.	Sgt.	612th.

A/C 43-38637

P	Hocking, Bert E.	1st Lt.	612th.
CP	Merritt, William R.	1st Lt.	612th.
H	Harris, Elliott S.	1st Lt.	612th.
B	Pinkston, John S.	T/Sgt.	612th.
RO	Moore, Donald J.	T/Sgt.	612th.
TTG	Common, James W.	T/Sgt.	612th.
BTG	Cherubini, Peter J.	Sgt.	612th.
TGT	Thomas, Ernest H.	S/Sgt.	612th.
WG	Garrett, Milton (NMI) Jr.	S/Sgt.	612th.

A/C 42-102395

P	Jones, Dale G.	2nd Lt.	612th.
CP	Siepak, Stanley J.	2nd Lt.	612th.
N	Wishnoff, Aaron	2nd Lt.	612th.
B	Bennett, Boyd P.	S/Sgt.	612th.
RO	Madryk, Chester P.	Sgt.	612th.
TTG	Serafino, Ernest A.	Sgt.	612th.
BTG	Rogers, Charles G.	Sgt.	612th.
TG	Watters, Kenneth G.	Sgt.	612th.
WG	Henry, Hilmer K.	S/Sgt.	612th.

A/C 42-38898 7009

P	Maxwell, Charles T.	1st Lt.	612th.
CP	McLeod, Lucien P.	2nd Lt.	612th.
N	Hilman, James K.	2nd Lt.	612th.
B	O'Brien, Raymond H.	S/Sgt.	612th.
RO	Searcy, Marion E.	T/Sgt.	612th.
TTG	Thomas, Robert L.	T/Sgt.	612th.
BTG	Gaal, Ernest A.	S/Sgt.	612th.
TG	Welborn, Luther H.	S/Sgt.	612th.
WG	Rum, Charles T.	S/Sgt.	612th.

A/C 43-57790

P	Bonney, Roy H.	1st Lt.	612th.
CP	Jolley, Edward R.	2nd Lt.	612th.
N	Olsen, John H.	2nd Lt.	612th.
B	Wilde, Harle R.	2nd Lt.	612th.
RO	Pettinga, Paul S.	T/Sgt.	612th.
TTG	Lensen, Ben (NMI)	T/Sgt.	612th.
BTG	Peters, Winfield E.	S/Sgt.	612th.
TG	Souder, William H.	S/Sgt.	612th.
WG	Bill, Donald B.	S/Sgt.	612th.

A/C 42-37947 42-38600

P	Hayes, Ralph S.	1st Lt.	612th.
CP	Currie, Donald A. Jr.	Captain	612th.
N	Minor, Charles B.	2nd Lt.	612th.
B	Murphy, Roland W.	2nd Lt.	612th.
Mickey G.	Howard, Robert D.	1st Lt.	612th.
RO	Paston, William F.	T/Sgt.	612th.
TTG	Lucevles, John (NMI)	T/Sgt.	612th.
TG	Smith, Charles H.	S/Sgt.	612th.
WG	Pahl, Arthur L., Jr.	S/Sgt.	612th.

A/C 43-58735

P	Cramer, Joseph L.	1st Lt.	612th.
CP	Trout, Ralph W.	F/O	612th.
N	Phillips, Michael T.	2nd Lt.	612th.
B	Waldhoff, Jack G.	1st Lt.	612th.
RO	Goodman, Martin B.	T/Sgt.	612th.
TTG	Stott, Douglas W.	T/Sgt.	612th.
BTG	Coffin, Robert J., Jr.	S/Sgt.	612th.
TG	Villagio, Vincent V.	S/Sgt.	612th.
WG	Clark, Eugene F.	S/Sgt.	612th.

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

22 OCTOBER 1944

LOADING LIST

PLANE NO.	DUTY RANK	LAST NAME	FIRST NAME	MI
44-6132	P 1st LT.	JETTER	ARTHUR	C.
	CP 2nd LT.	GARTON	FRED	M.
	N 1st LT.	HIRSH	HARRY	(NMI)
	B S/SGT.	FETERS	WILLIAM	J.
	RO T/SGT.	SHERMAN	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.
42-102947	P 1st LT.	DOUGLAS	LUTHER	A.
	CP 2nd LT.	LITTLE	RICHARD	H.
	N 2nd LT.	HAVRAN	EDWARD	F.
	B 2nd LT.	GORMAN	WILLIAM	L.
	RO SGT.	SHEETZ	JOHN	H.
	TT SGT.	LEWIS	RAYMOND	G.
	BT SGT.	AGLIATA	TONY	A.
	TG SGT.	CAIRNS	LOUIS	P.
	WG SGT.	MC CRARY	LEON	A.
44-6113	P 1st LT.	ETTERS	ROY	C.
	CP 2nd LT.	MISENHEIMER	IRA	W. JR.
	N 1st LT.	NASH	JOSEPH	P.
	B 1st LT.	ANDREU	ROBERT	A.
	RO T/SGT.	SCOLL	EMANUEL	T.
	TT T/SGT.	MC GEE	EDWARD	T.
	BT S/SGT.	MAES	BERT JR.	(NMI)
	TG S/SGT.	WOOD	FREDERICK	A.
	WG S/SGT.	HUCKINS	GARTH	B.
44-6313	P 1st LT.	BUDU	CLAYTON	R.
	CP 2nd LT.	MC LEOD	REGINALD	L.
	N 2nd LT.	KLOTZ	BERNARD	L.
	B S/SGT.	KISSACK	JOHN	D.
	RO T/SGT.	SKALA	FRANKLIN	G.
	TT T/SGT.	OLIVER	ERNEST	S.
	BT S/SGT.	DESTROISMAISON	ARTHUR	(NMI)
	TG S/SGT.	ROSEN	HARLEN	(NMI)
	WG S/SGT.	MURRAY	DALE	S.
43-37736	P 1st LT.	CAMPBELL	ROBERT	B.
	CP 2nd LT.	RANDLE	RICHARD	B.
	N 2nd LT.	HURLEY	JIM	D.
	B 2nd LT.	ISHAM	LAURENCE	B.
	RO S/SGT.	CHALUPZYNSKI	VINCENT	M.
	TT SGT.	JUSTICE	ANDREW	C.
	BT SGT.	BOSTIAN	AUDREY	I.
	TG SGT.	SMITH	JAMES	A.
	WG SGT.	XXXXXXXXX	HARLEN JAMES	J.

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
44-6104	P	1st LT.	HOPLEY	CHARLES	W.
	CP	2nd LT.	GORTZ	FRANK	V. JR.
	N	2nd LT.	MAC DONALD	RICHARD	E.
	B	SGT.	JAGGERS	JOHN	R.
	RO	SGT.	DURNING	CHARLES	R. JR.
	TT	SGT.	HARDIN	WILLIAM	A.
	BT	SGT.	MERRIMAN	JAY	S.
	TG	SGT.	VAN FELT	HAROLD	G.
	WG	SGT.	ANDERSON	WAYNE	L.
43-38187	P	2nd LT.	MC GOLDRICK	JOHN	W.
	CP	2nd LT.	MILLER	HENRY	C. (NMI)
	N	2nd LT.	LEWIS	LESTER	G.
	B	SGT.	LINGSAY	JONES	R.
	RO	SGT.	BECK	GERALD	L.
	TT	SGT.	SHELDON	JAMES	F.
	BT	SGT.	GRUMANN	JAMES	R.
	TG	SGT.	ST. LEDGER	ROBERT	E.
	WG	SGT.	LUCA	RUDOLPH	C.
43-38607	P	1st LT.	BAKER	KAY	A.
	CP	1st LT.	COX	WILLIAM	E.
	N	2nd LT.	KORRESKY	HARRY	(NMI)
	B	2nd LT.	MOORE	CARLTON	R.
	RO	T/SGT.	YORIO	FRANCIS	P.
	TT	T/SGT.	BAGGIES	GEORGE	B.
	BT	S/SGT.	CLOYD	SHIRLEY	E.
	TG	S/SGT.	SLATER	HAROLD	H.
	WG	S/SGT.	MORRISON	JULIUS	J. JR.
IFF 258 (615th)	P	1st LT.	CUSHMAN	THOMAS	R.
	CP	MAJOR	DE JONCKHEERE	ERIC	T.
	OBS.	MAJOR	MC CREE	DONALD	G. (612th)
	N	1st LT.	ANDERSON	WILLIAM	B. (NMI)
	N	2nd LT.	FOLKS	WILLIAM	M.
	B	CAPT.	FESMIRE	DUNFORD	W.
	RO	T/SGT.	KINCK	ROBERT	C.
	TT	SGT.	SEELY	EARL	W.
	TG	CAPT.	CARTER	GERALD	S.
42-31591	WG	S/SGT.	HOPKINS	WILLIAM	(NMI)
	V	2nd LT.	STRONG	WILLIAM	W.
	P	1st LT.	HAM	PORTER	R.
	CP	2nd LT.	NCE	MORRIS	E.
	N	1st LT.	GUTTMANN	HENRY	W. (NMI)
	B	S/SGT.	NEWBY	CLIFFORD	C. (NMI)
	RO	T/SGT.	RICHARDSON	SAMUEL	T.
	TT	S/SGT.	ROWE	ROBERT	R.
	BT	S/SGT.	PICO	WILLIAM	J.
43-37734	TG	S/SGT.	MAC GOWAN	BATES	R.
	WG	S/SGT.	JAMES	LINELYN	(NMI)
		2nd LT.	HOPLEY	LEONARD	E.
		2nd LT.	HARRIS	VINCENT	M.
		S/SGT.	CHALOFFENSKI	ANDREW	D.
		SGT.	JUSTICE	ANDREW	I.
		SGT.	NOVLAN	ANDREW	A.
		SGT.	WORTH	JAMES	J.
		SGT.	BENNETT	ANDREW	J.

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

AAF Station # 128
 22 October 1944

SUBJECT: Loading List.

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

1. Following is the loading list for today's mission.

PLANE # 42-38236

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

PLANE # 43-28565

P	2nd Lt.	MORTON, WALTER L.	614th Sq.
CP	2nd Lt.	RITCHEY, RALPH	"
N	2nd Lt.	PINK, JACK T.	"
B	2nd Lt.	HELMS, CHARLES H.	"
RO	Sgt.	Hickey, Robert E.	"
TT	Sgt.	Block, Joseph R.	"
BT	Sgt.	Powers, Willard B.	"
TG	Sgt.	Whittington, Charles S.	"
WG	Sgt.	Bruschwein, Douglas B.	"

PLANE # 44-6508

P	2nd Lt.	OCHSENHIRT, HARRY J.	614th Sq.
CP	2nd Lt.	CLAXTON, HERBERT W.	"
N	2nd Lt.	ROBINSON, EDWARD F.	"
B	2nd Lt.	HAGERTY, JAMES J.	"
RO	T/Sgt.	Curtin, John W.	"
TT	Pvt.	Killian, Daniel M.	"
BT	S/Sgt.	Reynolds, William H.	"
TG	S/Sgt.	Culver, Malcolm J.	"
WG	S/Sgt.	Tutwiler, David M.	"

PLANE # 42-97602

P	1st Lt.	MAYS, HAL C.	614th Sq.
CP	2nd Lt.	LIVINGSTON, HERMAN	"
N	2nd Lt.	KOSKI, MATTHEW F.	"
B	2nd Lt.	SCHAEFER, ROBERT L.	"
RO	T/Sgt.	Bayes, Willie J.	"
TT	T/Sgt.	Gay, Clifford E.	"
BT	S/Sgt.	Cole, William I.	"
TG	S/Sgt.	Moncella, Joseph L. Jr.	"
WG	S/Sgt.	Wilson, Billy J.	"

<u>PLANE # 43-38330</u>			
P	1st Lt.	GROZIER, JOHN C.	614th Sq.
CP	2nd Lt.	WEBER, MORRIS	"
N	2nd Lt.	POLSTER, ERVING	"
B	2nd Lt.	WHITING, RICHARD L.	"
RO	S/Sgt.	Hapner, Clayton	"
TT	Cpl.	Ligon, James S.	"
BT	Cpl.	McCormick, Edson C.	"
TG	S/Sgt.	Kitts, Keith D.	"
WG	S/Sgt.	Merrill, Richard E.	"

<u>PLANE # 43-38677</u>			
P	2nd Lt.	MORAN, ROBERT E.	614th Sq.
CP	2nd Lt.	WELLMAN, SILAS H.	"
N	1st Lt.	LE BLANC, JOHN S.	"
KKE B	2nd Lt.	DUNCAN, ROBERT N.	"
KE TT	Sgt.	Stromberg, Warren B.	"
ET BT	S/Sgt.	Detty, Hibert J Jr.	"
ET TG	S/Sgt.	Clark, Charles B.	"
KE WG	Sgt.	Miller, James J.	"
RO	Sgt.	Brown, Arnold P.	"

<u>PLANE # 42-39012</u>			
P	1st Lt.	UTTER, CHARLES W.	614th Sq.
CP	2nd Lt.	ODEN, EDWARD C.	"
N	2nd Lt.	DAMP, EDWARD	"
B	2nd Lt.	HOPE, JOHN P. JR.	"
RO	T/Sgt.	Fulton, David W.	"
TT	T/Sgt.	La Vigana, Robert W.	"
BT	Sgt.	Cole, William Harry L.	"
TG	S/Sgt.	Zaborsky, Stepan A.	"
WG	Sgt.	St Peter, Donald A.	"

<u>PLANE # 42-97395</u>			
P	1st Lt.	HUBBELL, RICHARD S.	614th Sq.
CP	2nd Lt.	GOULET, AMBROSE F.	"
N	2nd Lt.	MOORE, GEORGE J.	"
B	2nd Lt.	PLERG, STANLY W.	"
RO	Sgt.	Pool, Clyde W.	"
TT	Sgt.	Ross, Richard D.	"
BT	Sgt.	Revette, John L.	"
TG	S/Sgt.	Bell, W. S.	"
WG	Sgt.	Harris, John C.	"

<u>PLANE # 43-38738</u>			
P	2nd Lt.	SPUHLER, EDWIN N.	614th Sq.
CP	2nd Lt.	CURRENT, DONALD D.	"
N	2nd Lt.	Mc ADAMES, ROBERT C.	"
B	2nd Lt.	OSTER, LEWIS N.	"
RO	Cpl. Sgt.	Hendrick, William J.	"
TT	Cpl. Sgt.	Wells, Richard D.	"
BT	Cpl. Sgt.	Benedict, Cloide Jr.	"
TG	Cpl. Sgt.	Hughes, James E.	"
WG	Cpl. Sgt.	Power, James E.	"

1st Lt. WINOGRAD, ALFRED A. is flying with Lt. HERNAN 615th Sq.

-2-

For Squadron Commander:

DONALD V. KIRKHUFF
Capt., Air Corps
Operations Officer.

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

22 October 1944

SUBJECT: Loading List.

TO : Operations Officer, 401st Bomb Gp (H), Sta 128, APO 567.

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

PLANE # <u>42-31883</u>					
DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Callaway	Robert	W.	615th
CP	2nd Lt.	Lawson	Robert	S.	"
N	2nd Lt.	Griffin	Warren	S.	"
B	Sgt.	Altieri	Alfonso	A.	"
RO	S/Sgt.	Bodson	James	C.	"
TT	T/Sgt.	Southerland	James	C.	"
BT	S/Sgt.	La Belle	Joseph	S.	"
TG	S/Sgt.	Roberts	James	D.	615th
FG	S/Sgt.	Trendelman	Frederick	S.	"

PLANE # <u>44-8146</u>					
DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Cooper	Louis	S.	615th
CP	2nd Lt.	Spanuel	Kaye	M.	"
N	2nd Lt.	Ellis	George	G.	"
B	2nd Lt.	D'Agostini	Benedict	R.	"
RO	T/Sgt.	Sherrill	Bascom	S.	"
TT	T/Sgt.	Sexton	Myron	H.	"
BT	Sgt.	Maroncelli	Harry	J.	"
TG	S/Sgt.	Lawrence	Ralph	I.	"
FG	S/Sgt.	Gue	Charles	H.	"

PLANE # <u>42-37581</u>					
DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Haire	Frederick	H.	615th
CP	2nd Lt.	Dean	Robert	M.	"
N	2nd Lt.	Lowry	Lawrence	E.	"
B	2nd Lt.	Neuberger	Charles	A.	"
RO	Cpl.	Habrey	William	T.	"
TT	S/Sgt.	Barr	Thomas	H.	"
BT	Cpl.	Floyd	Norris	C.	"
TG	Cpl.	Landry	Lawrence	B.	"
FG	Cpl.	Nowak	Frank	J.	"

PLANE # <u>44-3033</u>					
DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Heenan	William	H.	615th
CP	1st Lt.	Johnson	Elvis	E.	"
N	1st Lt.	Kane	James	M.	"
BN	1st Lt.	Brock	Russell	E.	"
NB	1st Lt.	Winograd	Alfred	A.	614th
RO	T/Sgt.	Spigliani	John	V.	615th
TT	T/Sgt.	Madsen	Peter	C.	"
TG	S/Sgt.	Bragalone	Samuel	W.	"
FG	S/Sgt.	Ollila	Raymond	J.	"

LOADING LIST (Continued)

PLANE # 42-102859

P	1st Lt.	Oas, Jr.	Herbert	L.	615th
CP	2nd Lt.	Hayes	Thomas	A.	"
H	2nd Lt.	Green	William	H.	"
B	2nd Lt.	Mencow	William	M.	"
RO	Sgt.	Erer-ton	William	N.	"
TT	T/Sgt.	Cook	Byron	K.	"
BT	S/Sgt.	Monareky	Theodore	(NMI)	"
TG	S/Sgt.	Reardon	John	J.	615th
FG	S/Sgt.	Dunn	John	G.	"

PLANE # 42-31730

P	2nd Lt.	Sombart	George	W.	615th
CP	2nd Lt.	Shapiro	Leo	(NMI)	"
H	F/O	Eiley	Junior	B.	"
B	2nd Lt.	Hrozek	Chester	W.	"
RO	S/Sgt.	Andrews	Leroy	(NMI)	"
TT	S/Sgt.	Smith	Elmer	K.	"
BT	S/Sgt.	Blodgett	Clifford	W.	"
TG	S/Sgt.	Dailey	J. (io)	B.	"
FG	Sgt.	Livesey	Lowell	G.	"

PLANE # 42-102468

P	2nd Lt.	Hansen	Ernest	A.	615th
CP	2nd Lt.	Coats	Jerry	A.	"
H	F/O	Greenberg	Morton	(NMI)	"
B	2nd Lt.	King	Jack	L.	"
RO	Sgt.	Ferguson	Hugh	R.	"
TT	Sgt.	Miller	Raymond	A.	"
BT	Sgt.	Heiss	Elveor	E.	"
TG	Sgt.	McKnight-	Leroy	M.	"
FG	Sgt.	Karcher	Alonzo	A.	"

PLANE # 42-107115

P	1st Lt.	Sullivan	Paul	J.	615th
CP	2nd Lt.	Cox	Edward	A.	"
H	2nd Lt.	Sassman	James	R.	"
B	2nd Lt.	Ramsey	John	R.	"
RO	S/Sgt.	Brown	George	(NMI)	"
TT	T/Sgt.	Raciti	Anthony	E.	"
BT	S/Sgt.	Daley	John	P.	"
TG	Sgt.	Storm	James	L.	"
FG	Sgt.	Cross	William	L.	"

PLANE # 43-30425

P	2nd Lt.	Udy	John	(NMI)	615th
CP	2nd Lt.	Hockaday	Billy	S.	"
H	2nd Lt.	Youel	Dale	P.	"
B	Sgt.	Jencks	Robert	L.	"
RO	T/Sgt.	Knowles	Harry	G.	"
TT	S/Sgt.	Young	Jack	B.	"
BT	S/Sgt.	Albert	Russell	H.	"
TG	S/Sgt.	Warn	Albert	F.	"
FG	Sgt.	Oviatt	Earl	D.	"

LOADING LIST (Continued)

PLANE # 43-38077

P	1st Lt.	Campbell	Paul	E.	615th
CP	1st Lt.	Maloney	Milton	F.	"
N	1st Lt.	Whitney	Ray	F.	"
B	1st Lt.	Arnold	Harold	S.	"
RO	T/Sgt.	Roberts	Melvin	H.	"
TT	Sgt.	Wieselthier	Simon	(NMI)	"
BT	Sgt.	Brunson	Wade	T.	"
TG	S/Sgt.	Davis	Thomas	(NMI)	"
FG	S/Sgt.	McKenna	Arthur	(NMI)	"

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

F-C-2

APO 557
23 October 1944

SUBJECT: Armament Malfunction Mission Report

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

1. Date of Mission: 22 October 1944.
2. No gun malfunctions were reported.
3. No turret malfunctions were reported.
4. The following bombing equipment malfunctions were reported:
 - a. A/C # 44-6146 - Bombardier claimed intervalometer would not work. This A/C was checked on ground and no malfunction was found.
5. There were thirty (30) aircraft equipped with the all-electric bomb release system participated in the mission.

SAM P. BROOMHALL JR.
Capt., Air Corps,
Group Armament Officer

OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 657
U. S. ARMY

D-8-1

22 October 1944.

SUBJECT: Crew Comments and Suggestions.

TO : Commanding Officer, Station 128, APO 657, U.S. Army. (Thru Lt. Col. William T. Howell).

1. Lt. Julian Roadman, Pilot A/C 6952 observed that No. 2 and No. 3 A/C in low section of low squadron flew too loose a formation.

2. Lt. Edwin C. Spuhler, Pilot A/C 8738 stated that the B-17 formation split up two B-24 assemblies enroute from Cotacacero to coast out; he also stated that the formation climbed too fast to a point higher than the briefed altitude, requiring him to use maximum power setting in order to hold formation.

3. The crew of Lt. Richard S. Hubbell, Pilot A/C 7395 report that trucks are not picking up crews at the combat mess after breakfast in order to get them to the briefing on time.

4. Lt. Louis E. Cooper, Pilot A/C 6146 believes magnesium flares should be lined up in a row to guide landing aircraft, instead of being staggered.

5. Lt. Roy E. Bonney, Pilot A/C 7790 stated that the low squadron load was excellent.

6. S/Sgt. William J. Fetters, Bombardier A/C 6132 wanted to know why use of atomizers in muffs was discontinued.

7. Lt. Silas E. Wellman, Co-Pilot A/C 6677 suggests that flying control advise aircraft of weather conditions over field in order to aid let-down.

8. Lt. John Udy, Pilot A/C 6423 suggests let-down be attempted from Cotacacero in weather such as that experienced today.

9. S/Sgt. Samuel T. Richardson, ROG A/C 1591 reports that chaff chute in this A/C is not large enough to accommodate the specified amount of chaff to be discharged within a given time.

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

6-500 GP 1/2 - 240
6-M 17 Chat 12,
Lead Sq 94th B Group

Combat Flight Leader Major Mc Cree Date 22 Oct 44
Deputy Flight Leader Lt Baker

Eng

613 SQDN
DE JONCKHEERE
MC CREE ~~CUSHMAN~~
IY A | 8258

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

HAM
IN J | 1591

BAKER
IN H | 8607

613 SQDN

614 SQDN

JETER
IN B | 6132

MAYS
IW O | 7602

HOPLEY
IN N | 6104

ETTERS
IN R | 6113

MORAN
IW K | 8677

CROZIER
IW Z | 8330

BIDD
IW F | 6313

DOUGLAS
IN S | 2947

MC GOLDRICK
IN D | 8187

SPARES

CAMPBELL
IN T | 7736

Spare Lead (PFF) ~~7000 (disp #16)~~

Ground Spares ~~IN P 7009 (disp #37)~~
IW J 2659 (disp #50)



HIGH sq 94th B Group

Combat Flight Leader LT HEENAN Date 22 Oct 1944

Deputy Flight Leader LT CAMPBELL

615 SQDN

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

HEENAN

IW C 8033

UDY

IY K 8425

CAMPBELL

IY Q 8077

615 SQDN

614 SQDN

SULLIVAN

IY J 7113

UTTER

IW P 2012

OAS

IY N 8159

COOPER

IY R 6146

SPUHLER

IW N 8738

HUBBELL

IW F 7395

CALLAWAY

IY G 1983

MAIRE

IY L 7551

SOMBART

IY B 1730

SPARES

HANSEN

IY C 2468

Spare lead PFF ~~IW Y 7600 Disp 46~~

Gnd spares ~~IW P 7000 Disp 37~~

~~IW J 2659 Disp 50~~

LOW SQD 94th B Group

Combat Flight Leader

CAPT CURRIE

Date 22 Oct 1944

Deputy Flight Leader

Lt Cromer

612 SQDN

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

HAYES (CURRIE) *IN-Y*

SC U | 7947 *7600*

COMER

CROMER

SC P | 1691

SC K | 6733

612 SQDN

614 SQDN

HOCKING

HAYES

SC L | 8637

IW M | 8236 *Interphone, VHF, Command Out*

BONNEY

COX

MORTON

OSCHENHIRT

SC J | 7790

SC B | 1662

IW X | 78565

IW A | 6508

MAXWELL

left mag drop, #2 + #3 gen. out

SC H | 2398
VIN P 007

JONES

ROADMAN

SC R | 2393

SC D | 6992

SPARES

LAWRENCE

SC H | 6506

Spare lead ~~PFF IN Y 7600~~

Ord spares IW J 2659

~~IN P 7009~~

*** *****

Long SC P 8541 To coast only
Schliemann SC M 7039 Do not load.

258 - #2 cyl head long life. 2200-34"

Check AT&E Gilman

551 - #3 Eng time rich.

MM

612 637 - #1 #4 idle too low 200-300. #4 cyl head
long out. O₂ leak left rear system.

612 733 - Copilot O₂ Reg. - check.

612 992 - Ship hard to trim. Check cable tension.
Check position of controls.

330 - Bombardment o.k. ^{hydraulic} ~~elect.~~ Top and lower ball ^{elect.} ~~hot~~ turned out