

MISSION NO. 163

To: MUNSTER , GERMANY

401ST BOMBARDMENT GROUP (H)

REPORT OF OPERATIONALDAYMISSION SUMMARY REPORTMISSION # 163Date 30 October 1944ASSIGNMENT

1. Assigned Target: GELSENKIRCHEN, GERMANY (PT)
MUNSTER, GERMANY (ST)
2. Commitments: The 401st furnished three 12 A/C squadrons for the 94th "A" Group. One PFF A/C was included in each squadron, and one spare was to accompany each formation.

EXECUTION

1. Target Bombed: MUNSTER, GERMANY, (PFF)
2. a. Group Leader: Major D. G. MC CREE (Currie)
Lead Navigator: 1st Lt. M. B. JEFFERY (Howard-"Mickey")
Extra Navigator: 1st Lt. J. L. MALONE
Lead Bombardier: 1st Lt. R. R. WINN
- b. Low Sqdn Leader: Capt. W. S. HARB (Mannix)
Lead Navigator: 1st Lt. H. P. FISHBECK (Peterson-"Mickey")
Lead Bombardier: 1st Lt. C. L. ROSTROM
- c. High Sqdn Leader: 1st Lt. B. C. KONZE
Lead Navigator: 1st Lt. O. L. STORK (Walters-"Mickey")
Lead Bombardier: 1st Lt. A. G. KOSSUTH
3. Flight Over England:
 - a. Takeoff: Takeoff and assembly were as briefed. All ships took off in clear weather without difficulty.
 - b. Sqdn and Gp Assemblies: This group formed over Cottesmore buncher with the lead at 16,000 feet. The group departed the the assembly buncher on time with all three squadrons fully formed.

MISSION SUMMARY REPORT (Cont)3. Flight Over England: (cont)

c. Route over England: The route over England was flown on time. The other two groups in our Wing were slightly behind in their timings causing the interval between groups of the 94th Wing to be larger than briefed. Just before reaching Clacton, the first point in the Division assembly line, our flight plan called for us to cross over the 41st CBW which was approaching Clacton from our right. They were to cross over at 19,000' and it was suggested in the Wing Annex to the F.O. that we be at 20,500' to clear them. We climbed up to 22,000' but still had difficulty in crossing over, and some interference was caused in succeeding groups of the 41st CBW. Apparently they were flying higher than their briefed altitude, which caused some difficulty.

4. Attack:

a. Flight to Target: The flight plan called for the 94th "A" to fly ^{1500'}~~2000'~~ directly above the 41st "A" at the head of the Division column. During the climb across the channel our group was in perfect formation with the Division leader. However, as we leveled out at 28,000' our briefed altitude, the 41st "A" continued to climb to where their high squadron interfered with our low squadron. Accordingly we were forced to continue on up to 29,000' so that we could stay over the ^{1500'}~~2000'~~ "A" without interference. By the time we reached the enemy coast, the haze had thickened and dense, persistent contrails were being formed. "Buckeye Red" reported that conditions got no worse as he went in and advised us to continue as briefed. Later "Buckeye Red" reported our primary target 10/10ths covered and advised attacking the secondary target.

b. Bombing Run:

Lead Squadron: We were informed about ten minutes before the IP that we would bomb the secondary target which was the PFF target. The turn on the IP was made as briefed. Mickey put us on course and then started killing rate. The preset tangent worked out excellent and bombs were salvoed by the lead at the indices met. All others used a 100' intervalometer setting. The AFCE was used and worked all right. Cloud cover was 10/10ths, dense persistent contrails helped obscure things even more. No observation was made of bomb strikes.

Low Squadron: We turned on the briefed IP then altered course back and forth to get into the proper position. When we finally straightened out we were about 30 miles from the target. The clouds were 10/10ths so the entire run was made with PFF. The course was killed early and the sighting angles called by the PFF Navigator were very good so only a couple of small corrections were necessary. When the indices met the leader salvoed and the rest of the formation dropped with a 100' intervalometer setting. The AFCE was used satisfactorily. Results were unobserved.

MISSION SUMMARY REPORT (Cont)b. Bombing Run: (Cont)

High Squadron: We turned on the IP, prepared for a PFF run on the Secondary target for the cloud cover was 10/10ths all the way. We bombed at 600' above briefed altitude due to clouds. The bombsight was clutched in when the Mickey Operator called out 70° and rate corrections were made according to the degrees the Mickey man read off. Bombs were salvoed by the lead ship when the indices met; a 100' intervalometer setting was used by all other ships in the formation. The AFCE worked alright. Results were unobserved.

c. Flight From Target: After "bombs away" a turn was made and 1000' of altitude lost. Flak was meager and inaccurate. By this time the contrails from the groups going into the target area were obscuring the rout-out. The high squadron kept in sight of the lead for awhile but finally got seperated completely. The low squadron never did effect a rally. Each squadron returned to base individually.

d. Return to Base: On the returned to base the clouds gradually broke over England allowing us to let down through a hole for a normal formation landing. All ships returned to England safely, with one ship landing at emergency airdrome due to hydraulic failure. (A/C 43-38637)

e. Weather: Weather to and from the target was described as 9/10-10/10ths, tops approximately 10,000' with 5/10-7/10ths cirrus and at 25,000', tops above 32,000'. Same at target except for break in middle cloud. Contrails were dense and persistant from 27,000'-30,000'. Weather over base was clear.

f. Fighter Support: Fighter support was good.

g. Comments on Formation: Formations in general were good. Due to the faulty airspeed indicator in the lead ship of the high squadron he "S"ed excessively on the climb over the channel.

h. Conclusions and Recommendations: Recommend that when wings are going in over other wings that assembly flight plans be drawn so that they do not cross each other. Also insist that low wing leader does not exceed briefed altitude without informing high wing leader. Even on climb have briefed altitudes to meet at intervals so that high wing doesn't get crowded in case lower wing climbs faster. Have at least 2500' between high and low wings.

MISSION SUMMARY REPORT (Cont)5. Aircraft Not Attacking:

All scheduled A/C attacked targets.

6. Enemy Opposition:No air opposition seen or encountered;
(see Flak Report for Flak)7. Battle Damage:

<u>Major</u>	<u>Minor</u>	<u>To Flak</u>
0	4	4

8. Casualties:

None.

9. Statistical Summary of Operations: (See attached form)10. Bombing data:a. Observations:

Due to complete undercast results were unobserved.

b. Disposition of Bombs:

Lead Squadron: All the 12 A/C E.E.T. bombed the secondary target, dropping 215 x 250# M57 bombs. The spare returned its load of 12 bombs.

Low Squadron: All of the 12 A/C E.E.T. bombed the secondary target, dropping 213 x 250# M57 bombs. Two bombs hung up and were jettisoned, and the spare A/C returned its load of 18 bombs to base.

High Squadron: Of the 12 A/C E.E.T., eleven bombed the secondary target, dropping 185 x 250# M57. A/C # 1730 encountered release trouble and selected an unknown target of opportunity at 5155-0739E and dropped its load of 18 bombs. A/C # 6146 also encountered some release trouble and after dropping 6 bombs on the secondary target selected another unknown target of opportunity at 5223-0629E and dropped its other 12 bombs. The spare returned its load of 18 bombs.

c. Tabular Summary of Disposition of Bombs:

See next page--

MISSION SUMMARY REPORT (concl'd)

c. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs				
	Over Target	Bomb- ing	Num- ber	Size	Type	Fusing Nose Tail	
Main Bombfall	36	35	613*	250#	M57	1/10	1/40
Other Attacks	T. of O.-Unknown	(1)	18	250#	M57	1/10	1/40
	T. of O.-Unknown	(1)	12	250#	M57	1/10	1/40
Total Bombs on Target			643	250#	M57	1/10	1/40
Other Expenditures			-	-	-	-	-
Bombs Returned			& 56	250#	M57	1/10	1/40
Total (Loaded on A/C Taking Off)			699*	250#	M57	1/10	1/40

* Incl long delays as follows: 6 - 1 hour
 6 - 2 hour
 6 - 6 hour

11. Lost Aircraft:

None.

Submitted by:

KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer

STATISTICAL SUMMARY OF OPERATIONS

201st Group

1st BD F. O. 538

Date of 30 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	12	1	12	1
3. No. of A/C Airborne Less Spares	11	1	11	1	11	1
4. No. of A/C Serties	11	1	11	1	11	1
5. No. of A/C Attacking	11	1	11	1	11	1
6. No. of A/C Not Attacking	-	-	-	-	-	-
(a) Early Returns Included						
7. Name of Primary Target	GELSENKIRCHEN, GERMANY (VIS)					
(a) No of A/C Attacking						
(b) No., Size & type of bombs						
8. Name of Secondary Target	MUNSTER, GERMANY (PFF)					
(a) No of A/C Attacking	11	1	11	1	10	1
(b) No., Size & type of Bombs	198	17	196	17	168	17
	250# M57	250# M57	250# M57	250# M57	250# M57	250# M57
9. Name of Last Resort Target						
(a) No. of A/C Attacking						
(b) No., Size & type of Bombs						
10. Name of Target of Opportunity	UNKNOWN (5155-0739E)					
(a) No. of A/C Attacking					1	
(b) No., Size, & type of Bombs					18 250# M57	
11. Name of Target Opportunity	UNKNOWN (5223-0629E)					
(a) No. of A/C Attacking					(1) incl	above
(b) No., Size & type of Bomb					12 250# M57	
12. No of A/C Lost - TOTAL	-	-	-	-	-	-
13. - to Flak						
14. - to Flak & E/A						
15. - to Enemy A/C						
16. - to Accident						
17. - to Unknown						

STAT SUMMARY (Cont'd)

	LEAD	LOW	HIGH
18. Time of Takeoff	0907	0911	0909
19. Time of Attack	1252	1256	1257
20. Average Time of Flight	5.9	6.2	5.8
21. Altitude of Release	28,200	27,065	29,100
22. Visual or PFF	PFF	PFF	PFF
23. Enemy Resistance - AA Int.&ACG	Meager-Inacc	Meager-Inacc	Meager-Inacc.
24. - Fighters			
25. - Bombers			
26. U.S. A/C Engaged by Enemy A/C			
27. Degree of Success	UNOBS.	UNOBS.	UNOBS.

PFF A/C Borrowed from Groups as follows: NONE

PFF A/C Loaned to Groups as Follows: NONE

NOTES:
 NONE

Combat Flight Leader MAJ MC CREE Date 30 Oct 1944

Deputy ~~Flight~~ ^{Sq.} Leader LT CROMER

Dep. Gp ~~(Lt. Col)~~

401st Lead Sq 94th "A" Gp at
T/O and Cruise.

SQDN 612 SC JABWOCK
613 IN MACRO
CURRIE (MC CREE) 614 IW GOLFCLUB
615 IY BUZZARD

From Target

BLUETSCHER

882

CROMER

891

SQDN

GIBSON

933

SQDN

HAYES

236

BONNEY

790

LONG

857

MORAN

8677

CROZIER

330

MAXWELL

398

ROADMAN

628

COMER

541

SPARES

SCHLIEMANN

353 (returned)

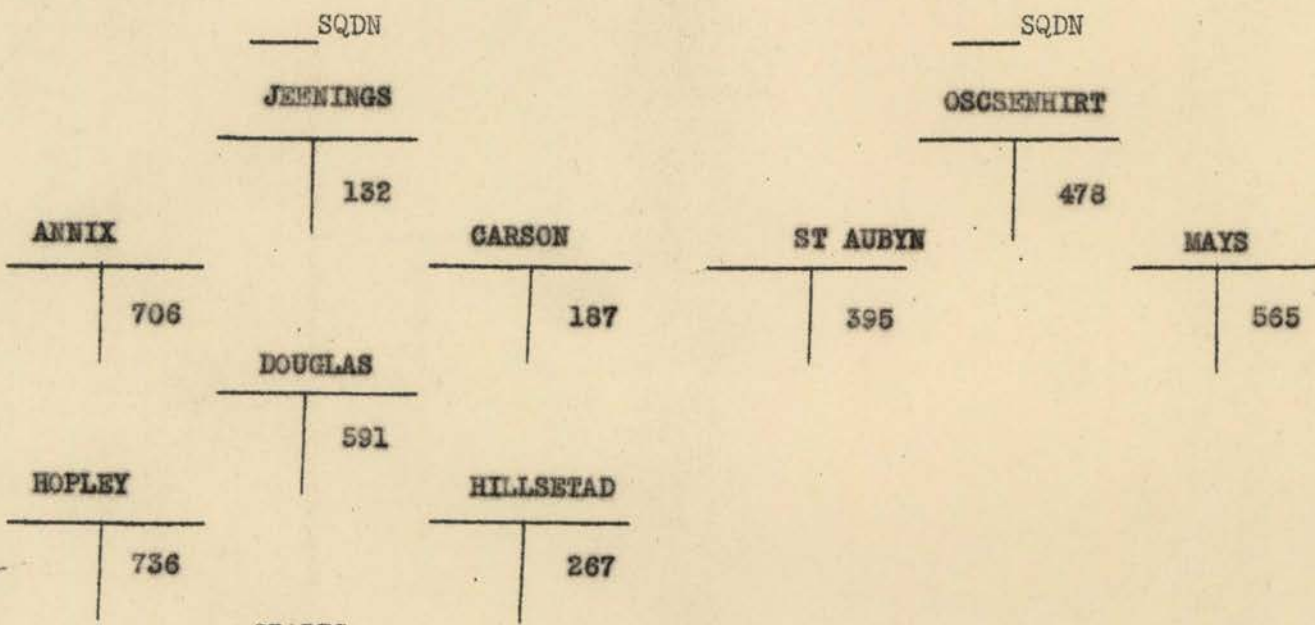
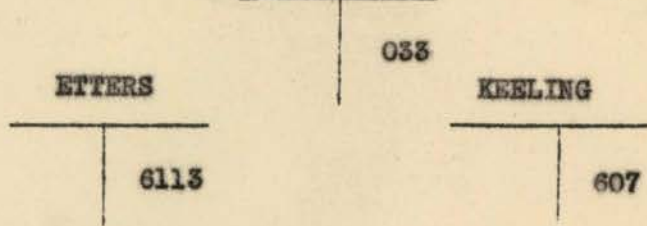
Combat Flight Leader LT MANNIX (HARB) Date 30 Oct 1944

Deputy Flight Leader LT KEELING

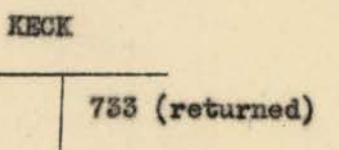
401st Low Sq "A" GP. at
T/O and Cruise.

E. Ben Jorgit.

SQDN 612 SC JABWOCK
613 IN MACRO
MANNIX (HARB) 614 IW GOLFCLUB
615 IY BUZZARD



SPARES



Combat Flight Leader _____

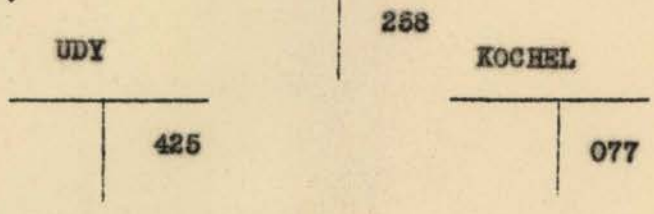
Date 30 Oct 1944

Deputy Flight Leader _____

Sq
401st High ~~Wing~~ "A" Gp
at T/O and Cruise

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

± One Target.



____ SQDN

SULLIVAN
7113

____ SQDN

WITTMANN
464

SOMBART
730

COOPER
146

SPUHLER
738

MORTON
151

STEGEMAN
125

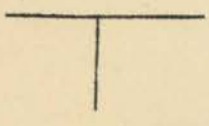
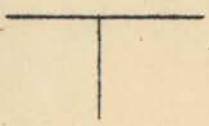
HANSEN
458
(LD)

MAIRE
551

SPARES

OAS

159 (returned)



HEADQUARTERS AAF STATION #128
 OFFICE OF THE NAVIGATION OFFICER

30 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 0907 hours; Land at 1502 hours.

b. Group formed at 1030 hours at 16,000 feet.

c. Formed FF at 1040 hours at 16000 feet.

d. Began climb at 1048 hours; reached alt. at 1218 hours.

e. Weather encountered over England:

(1) Clouds 9-10 / 10th - Visibility UNL miles.

(2) Wind at altitude 151 degrees, 44 Knots. 27,000

f. Means of navigation over England. Geo D.R. Radio

g. Means of checking Metro Winds Geo and Airplot

h. Joined task force at 1126 hrs. at Glaston
 (Splasher, City, Coord.)

i. English Coast out at 1126 hrs.; Enemy Coast in at 1204 hrs.

j. Fighter Rendezvous:

(1) Going in 1220 hrs.

(2) Coming back coverage hrs.

k. Wind used for bombing:

(1) 151 degrees, 44 Knots.

(2) Determined by FF and Geo
 (Method)

l. Bomb run and Method of Target Identifications

(1) Reached IP at 1245 hrs.

(2) Mag. heading over target 113 degrees.

(3) Altitude over target 29000 feet.

(4) Bombs away at 1252 hrs.

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

FF 10/10ths Clouds

m. Geo:

(1) Coordinates of furthest fix 52 33 N. 05 56 E.

(2) Obtained at 1329 hours.

n. Difficulties encountered with special equipment.

Fluxgate cut after target. Trouble encountered before I.P. with FF equip.

COMMENTS: South of course on route back due to weather and high clouds.

/S/ Morey B. Jeffery
MOREY B. JEFFERY
1st Lt. Air Corps
1st Squadron, 401st Bombardment Group
 SIGNATURE

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER30 October

1944

SUBJECT: Lead Navigator's NarrativeTO : Commanding Officer, 401st Bombardment Group (H)1. Flight plan, Log, and Track Chart Attached.2. Narrative:a. T/O at 0911 hours; Land at 1520 hours.b. ^{Sqd} Group formed at 0928 hours at 15000 feet.c. Formed ^{Op} ~~ELR~~ at 0928 hours at 15000 feet.d. Began climb at 1052 hours; reached alt. at 1112 hours.e. Weather encountered over England:(1) Clouds 10 / 10th - Visibility Unl miles.(2) Wind at altitude 92 degrees, 24K Knots.f. Means of navigation over England. See D.R. Pilotageg. Means of checking Metro Winds Seeh. Joined task force at 1102 hrs. at Clacton
(Splasher, City, Coord.)i. English Coast out at 1127 hrs.; Enemy Coast in at 1212 hrs.j. Fighter Rendezvous:(1) Going in XX hrs.(2) Coming back XXXX hrs.k. Wind used for bombing:(1) 110 degrees, 45 Knots.(2) Determined by See
(Method)l. Bomb run and Method of Target Identifications(1) Reached IP at 1211 hrs.(2) Mag. heading over target 121 degrees.(3) Altitude over target 28300 feet.(4) Bombs away at 1256 hrs.

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

PTT

m. Geo:(1) Coordinates of furthest fix 52 37 N. 04 37 E.(2) Obtained at 1212 hours.n. Difficulties encountered with special equipment.

COMMENTS:

/s/ H.D. Fishbeck
H.D. FISHBCK
1st Lt, Air Corps
Lead Navigator, Log B or
SIGNATURE

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER30 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 0909 hours; Land at 1451 hours.
Secdb. Group formed at 1030 hours at 17000 feet.c. Formed ~~CBW~~ ^{CB} at 1030 hours at 17000 feet.d. Began climb at 1048 hours, reached alt. at 1220 hours.

e. Weather encountered over England:

(1) Clouds 6 / 10th - Visibility UNL miles.(2) Wind at altitude 140 degrees, 30 Knots.f. Means of navigation over England, Gee D.R.g. Means of checking Metro Winds Geeh. Joined task force at 1126 hrs. at Clacton
(Splasher, City, Coord.)i. English Coast out at 1226 hrs.; Enemy Coast in at 1231 hrs.

j. Fighter Rendezvous:

(1) Going in COVERAGE hrs.(2) Coming back COVERAGE hrs.

k. Wind used for bombings:

(1) 140 degrees, 30 Knots.(2) Determined by Gee
(Method)

l. Bomb run and Method of Target Identifications

(1) Reached IP at 1335 hrs.(2) Mag. heading over target 110 degrees.(3) Altitude over target 22000 feet.(4) Bombs away at 1357 hrs.

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

FFF 10/10

m. Gee:

(1) Coordinates of furthest fix 52 38 N. 05 42 E.(2) Obtained at 1331 hours.

n. Difficulties encountered with special equipment.

None

COMMENTS:

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

PILOT Major McCree

NAVIGATOR 1st Lt. Jeffery and 1st Lt. Malone

DATE 30 October 1944

Zero Hour 1030
Ref Alt 23000
Bomb Alt 28000
Oxygen 3:45
En Terr 2:25

STATIONS	0745	ENCINES	0845	TAXI	0900	T.O.	0915
LEAVE BASE	Cottesmore			1040			
COAST OUT				1125			
ENEMY COAST				1211			
I.P.				1237			
TARGET				1256			
ENEMY COAST				1334	1345		
English Coast				1418		DR 1446	

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

WATCH Fast Slow RATE secs/hour Gaining Losing
At G.M.T.

FROM TO	ASSEMBLY	W/V UESD	HEIGHT	IAS MPH /K	T.A.S. (K)	COURSE	DRIFT	TRUE HDNG.	VAR.	MAC. HDNG.	C. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA														
															TIME	BODY	ALT.	AZI.											
52 44N	00 39N	100	16000	150	167	58	5	63	10	73	150	19	7 1/2	1040															
Donnington																													
52 54N	00 12N	100	18000	150	170	118	-2	120	10	128	148	38	12																
Wotton "D"																													
52 34N	00 52N	100	20000	150	176	178	-7	171	10	181	171	41	14	1120															
Colchester "B"																													
51 53N	00 54N	102	21000	150	178	123	-3	120	10	130	153	11	4 1/2	1125	G.P.	#1													
Glaxton																													
51 47N	01 09N	109/39	24500	150	196	069	4	73	9	82	180	105	35	1211	G.P.	#2													
52 37N	04 37E	110/33	28000	150	205		6	75	8	83	179	32	137	11 46															
"	"	140	28000	150	"	090	8	98	7	105	178	63	21	1232															
52 36N	06 20E	140/38	28000	150	205	162	-4	158	7	165	169	14	05	1237	I.P.														
52 23N	06 27E	"	"	"	"	122	8	135	6	131	169	52	19	1256	TAR														
51 56N	07 38E	"	"	"	"	139	0	139	6	145	167	10	04	1300															
51 48N	07 48E	"	"	"	"	81	9	90	6	96	183	14	05	1305															
51 50N	08 09E	"	"	"	"	326	1	327	6	333	243	23	06	1311															
52 09N	07 52E	"	"	"	"	271	-8	263	6	269	228	36	10	1321															
52 10N	06 52E	"	"	"	"	28000	28000	324	7	331	243	33	08	1329															
52 36N	06 20E	140/37	27000	170	228	270	7	270	7	277	254	62	16	1345															
52 37N	04 37E	140/36	26000	170	198		7	269	7	276	224																		
"	"	100	18500	170	196	254	-3	251	9	260	217	118	33	1480															
Orfordness																													
"	"	90/16	6500	170	162	288	1	290	10	300	177	84	28	1446															
"	"	90/12	2000	150	132		1	289		299	143																		
LITD																													
52 36N	06 20E	93	0	150	152	124	-4	120	10	130	134	79	36 1/2	1030															
Glaxton																													
CHAFF 10 minutes before target, for 15 minutes																													
VHF - AUTHENTICATION (RED READ) ABANDON MISSION (SCRAMBLE ROGER) LET DOWN AND FLAMES NORMAL																													

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		G.S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
0845					Start Engines										
0853					Taxi										
0907			360		Take Off to Cottesmore										
0943					Over Cottesmore		150	16000	166						
0953		45/18			Wind from weather ship		130	-22							
1039 1/2	58	-2			Over Cottesmore 52-46N 00-42E										
1043	58	-2	56		G. 52-46N 00-32E		150	16000	166						
1046	58	-2	56		G. 52-56N 00-24E										
1048	118	-2	116		100/26K. Starting climb			16000	166	16	6 1/2	148			
1050	118	-2	116		52-56N 00-08E										
1053	125	-5	130		52-55N 00-03E. T. C. 106 Wind 167/34K			17000	169	07 1/2	03	150			
1100	126	4	130		Drift from bombight 52-47N 00-30E										
1101			145		Turning to pt. D										
1104			178		52-44N 00-48E										
1107			178		52-35N 00-54E		150	15000							
1110			178		52-27N 00-53E										
1113	161	-3	178		52-20N 00-53E Wind 160/28K			20000	176	15	06	150	28	11	1124

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	
1120			150		53-02N 00-55E										
1123			162		52-54N 01-01E										
1126			163		G.P. 1, 1 min late. Eng. Coast, Glaston on course			23000							
1130			80		51-47N 01-29E			22600	166						
1132			80		51-52N 01-31E			22800	186						
1134			82		51-53N 01-43E			23000							
1136			82		51-55N 01-52E			23300							
1140			82		51-58N 02-09E			23800	190						
1143	71	11	82		52-02N 02-22E Wind 150/36E			24400	192	39	13	190	88	29	1212
1150			81		52-07N 02-58E			25500							
1153			81		52-12N 03-09E			26000	196						
1155			81		52-13N 0313E			26000							
1157	68	13	81		52-16N 03-20E Wind 151/44E Av. TAS 195			26500	196	41	14	175	48	16	1213
1209			81		G. 52-32N 04-19E										
1214			101		Enemy Coast 52-46N 04-38E			28500							
1218			103		52-45N 05-19E			29000	207			183	38	12	1240
1220			110		250 @ 40 Amsterdam (53-37N 05-58E)										
1234			175		270 @ 8 mi. Zwolle			29000							
1245			125		Bomb run, target in scope										
1251			107		Bomb run, target in scope										
1252			107	113	BOMBS AWAY		190	29000							
1255			137		Conbruck 348 @ 17 mi.										
1303			263		Munster 308°, 14 mi.										
1305			263		53-15N 07-27E										
1308			263		On course			28000				224	20	5	1313
1318			308		Turned left to avoid weather Zwolle 163/10										
1323			263		Flugate out										
1329			265		50-33N 05-56E		170								
1332			275		52-28N 05-22E		170	26000							
1335			275		Wind 197/22										
1339			275		52-23N 04-31E. English Coast										
1349			285		52-17N 03-30E			18500							1412
1354			285		50-16N 03-36E					20	05				
1402			280		52-15N 05-18E										8
1408			280					13000							
1410			280		English Coast										
1415			300		52-16N 01-11E										
1420			300		52-19N 00-42E					15	5	180	50	17	1437
1428					Cambridge										
1452					Base										
1502					Landed										

SIGNED

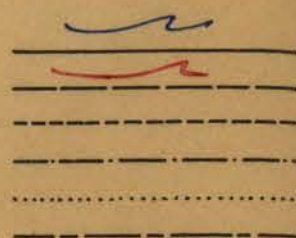
NAVIGATOR

TRACK CHART

DATE Oct. 30.44

TARGETS
PRIMARY

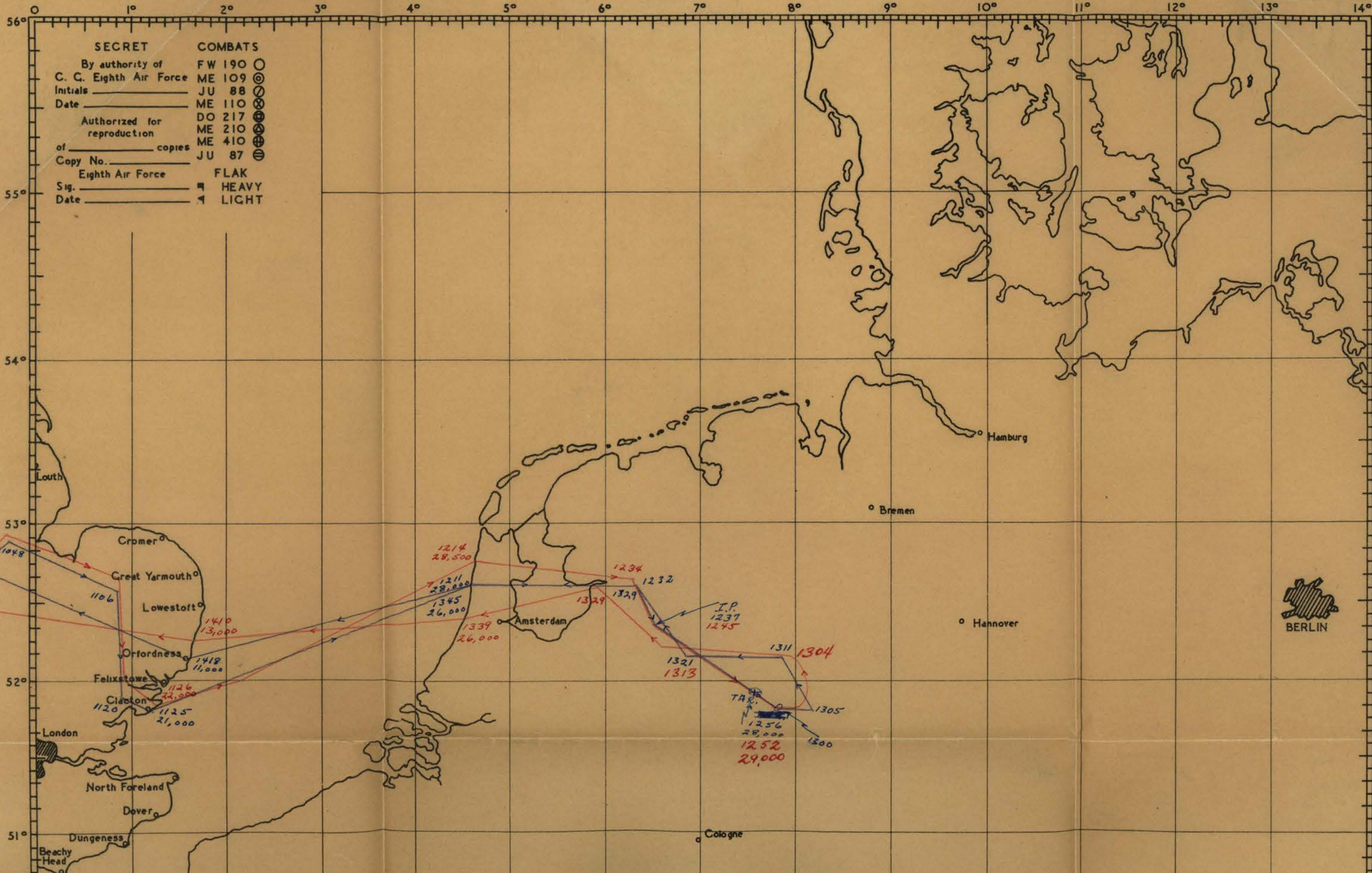
Munster, Germany



ROUTE FOLLOWED BY

Briefed
401st G.F. (H)

DECLASSIFIED PER NAID 74-5025
BY SP-6 NAVA
DATE 11-18-10



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COMBATS

FW 190 ○
ME 109 ⊙
JU 88 ⊗
ME 110 ⊗
DO 217 ⊕
ME 210 ⊕
ME 410 ⊕
JU 87 ⊕

FLAK

HEAVY
LIGHT

Sig. _____
Date _____

ETP
1446
1452

1040
1048

1106

1410
13,000

1412
11,000

1126
22,000

1120
11,000

1125
21,000

1214
28,500

1211
28,000

1345
26,000

1339
26,000

1234
1232

1329

1321
1313

I.P.
1237
1245

1311
1304

1256
28,000

1252
29,000

1300



BERLIN

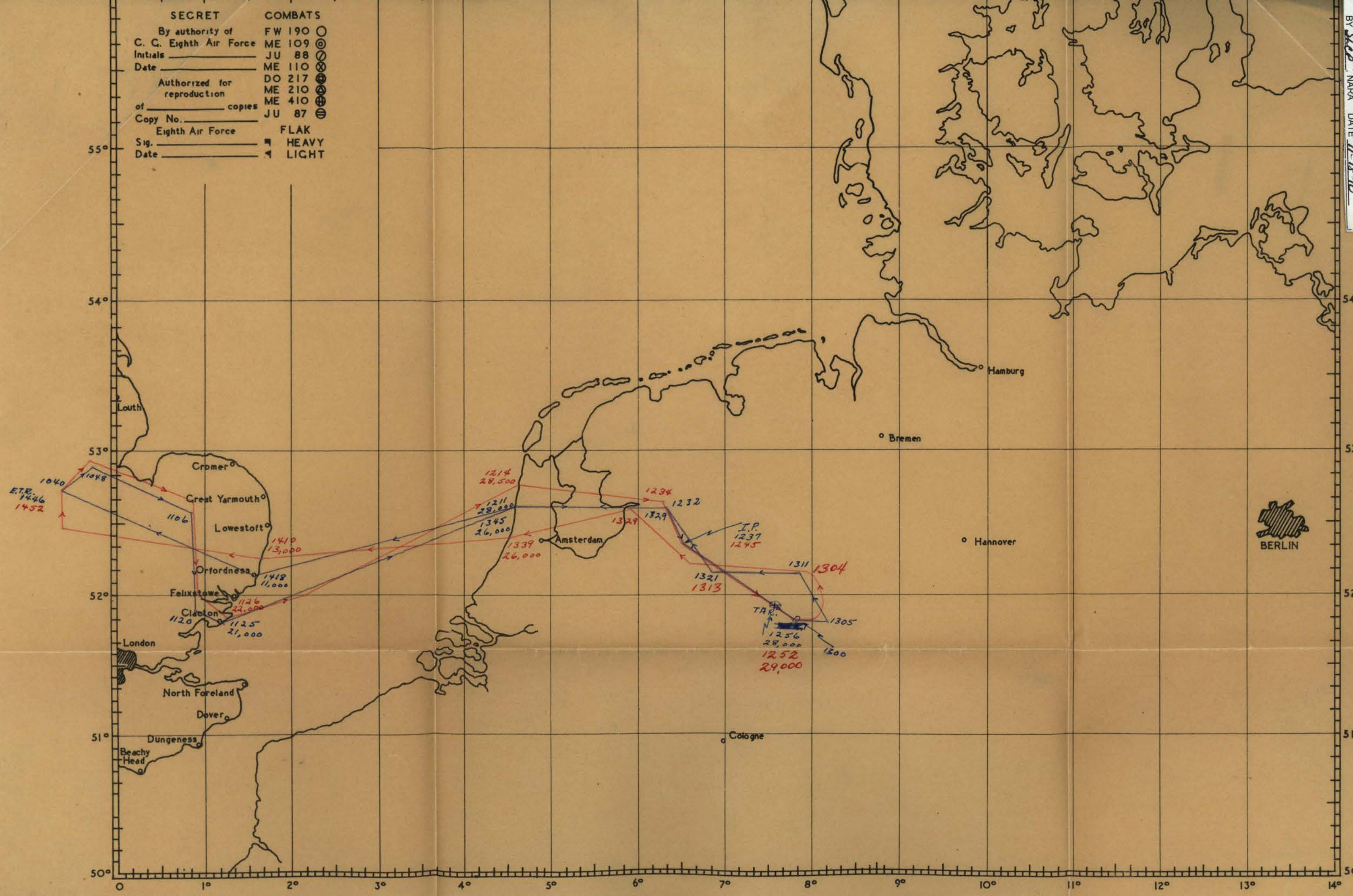
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FW 190 ○
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 DO 217 ⊕
 ME 210 ⊕
 ME 410 ⊕
 JU 87 ⊖
 FLAK
 HEAVY
 LIGHT

DECLASSIFIED PER NAID 745005
 BY SP2 NARA DATE 11-18-10



Target No.
6 (d) (v) 13

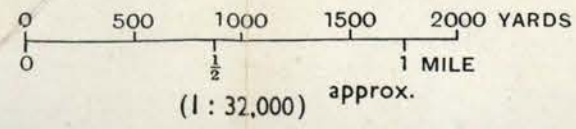
RAILWAY JUNCTIONS, Etc.

MÜNSTER (GERMANY)

Illustration No.
6 (d) (v) 13/7

Secondary

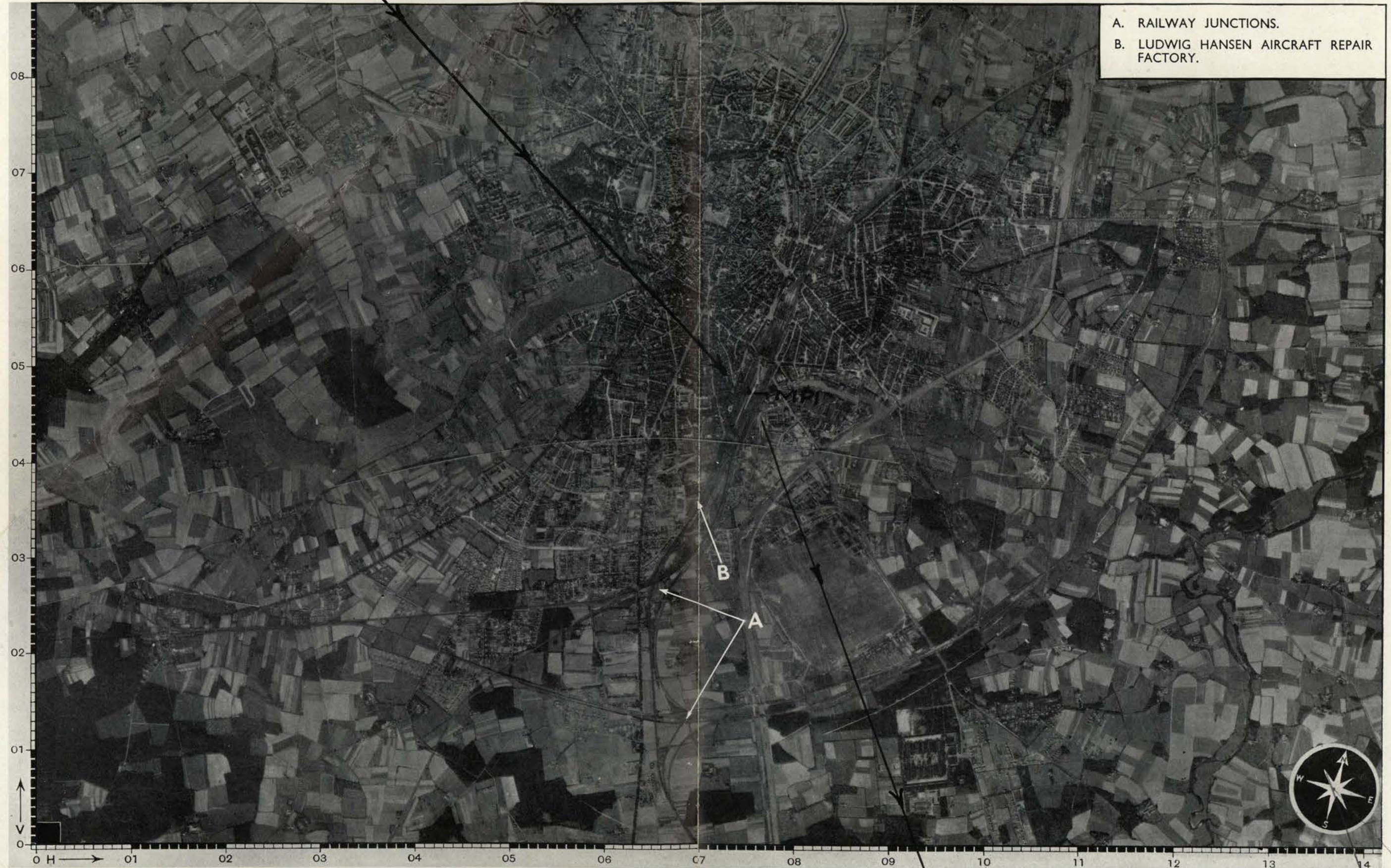
Illustration No.
6 (d) (v) 13/7



Photographed 1942-1943

Issued December 1943

- A. RAILWAY JUNCTIONS.
- B. LUDWIG HANSEN AIRCRAFT REPAIR FACTORY.



A.1.3c(1)

TYPE A

DECLASSIFIED PER *ANNA 74 SP05*
BY *SP05* NARA DATE *11-18-10*

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Winn DATE 30 Oct 1944

PILOT Capt Currie, Major McCree TAKE OFF 0907

NAVIGATOR Lt. Jeffery, Lt. Malone AIRPLANE _____

WING 94th A Gp GROUP 401st SQDL Lead LANDED 1502

OBJECTIVE Monster, 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 250# M 57 FUSING: NOSE 1/10 TAIL 1/40

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

NUMBER OF BOMBS LOADED 215 x 250# M 57 RELEASED 215

INFORMATION AT RELEASE POINT: FFF

Altitude of Target 210 Temp Aloft: Metro -44 Actual -50

True Altitude above target 28200 Mag Head, order 146 Actual 118

Ind. Altitude 29000 True Heading 120

Pressure alt of target -76 Drift, Est 0 Actual 10R

Altimeter setting 29.92 True Track 180 11280

C.I.A.S. 150 I.A.S. 150 Actual Range 11,280 M-9

G.S. Est 192 Actual 201 B.S.Type M-9

Wind Direc Metro 140 Actual 150 Time of Release 1252

Wind Veloc. Metro 46 Actual 51 Intervalometer Setting 100ft

D.S 116.6 Trail 70 ATF 45.62 Length of Bombing Run 40-1

Tan. D.A. Est .38 Actual .40 C-1 Pilot Yes A-5

Mean Temp: Metro -17.5 Actual -20 Manual Pilot _____

Type of Release: Lead A/C Salvo Type of Release: Other A/C 100ft

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Rostron DATE 30 Oct 1944
 PILOT Lt. Mannix TAKE OFF 0911
 NAVIGATOR Lt. Fishback AIRPLANE _____
 WING 94th A Gp GROUP 41st SQDN Low LANDED 1530
 OBJECTIVE Manster Germany (MPI) _____
 METHOD OF ATTACK x
Individual Flight Squadron Group wing
 NUMBER A/C IN GROUP 12 A/C 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 250# M 57 FUSING: NOSE 1/10 TAIL 1/40
 BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
 NUMBER OF BOMBS LOADED 215 x 250# M 57 RELEASED 213
 INFORMATION AT RELEASE POINT: PTF
 Altitude of Target 210 Temp Aloft: Metro -43 Actual -47
 True Altitude above target 27065 Mag Head, order 146 Actual 121
 Ind. Altitude 28300 True Heading 127
 Pressure alt of target -76 Drift, Est 0 Actual 4L
 Altimeter setting 29.92 True Track 123
 C.I.A.S. 150 I.A.S. 160 Actual Range 9756
 G.S. Est 192 Actual 182 B.S. Type M-9
 Wind Direc Metro 140 Actual 140 Time of Release 1253
 Wind Veloc. Metro 46 Actual 50 Intervalometer Setting 100ft
 D.S. 119 Trail 73 ATF 44.32 Length of Bombing Run 40-41sec
 Tan. D.A. Est .39 Actual .36 C-1 Pilot Yes A-5 _____
 Mean Temp: Metro -18.5 Actual -20 Manual Pilot _____
 Type of Release: Lead A/C Salvo Type of Release: Other A/C 100ft

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Koguth DATE 30 Oct 1944
 PILOT Lt. Konce TAKE OFF 0948
 NAVIGATOR Lt. Stork AIRPLANE _____
 WING 34th A Gp GROUP 401st SQDN Hgh LANDED 1453
 OBJECTIVE Munster, Germany (MPI) _____
 METHOD OF ATTACK _____
Individual Flight Squadron Group wing
 NUMBER A/C IN GROUP _____ 12 A/C 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 2500 M 57 FUSING: NOSE 1/10 TAIL 1/10
 BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
 NUMBER OF BOMBS LOADED 215 x 2500 M 57 RELEASED 185
 INFORMATION AT RELEASE POINT: PTF
 Altitude of Target 310 Temp Aloft: Metro -45 Actual -50
 True Altitude above target 29100 Mag Head, order 146 Actual 110
 Ind. Altitude 29600 True Heading 117
 Pressure alt of target -76 Drift, Est 0 Actual 0L
 Altimeter setting 29.92 True Track 111
 C.I.A.S. 150 I.A.S. 150 Actual Range 11063
 G.S. Est 102 Actual 211 B.S. Type H-9
 Wind Direc Metro 140 Actual 140 Time of Release 1267
 Wind Veloc. Metro 48 Actual 35 Intervalometer Setting 10000
 D.S. 114.1 Trail 72 ATF 40.46 Length of Bombing Run 6min
 Tan. D.A. Est .37 Actual .39 C-1 Pilot Yes A-5 _____
 Mean Temp: Metro -10.5 Actual -15.5 Manual Pilot _____
 Type of Release: Lead A/C Salvo Type of Release: Other A/C 10000

CONFIDENTIAL

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

J-A-4

Reference Field Order 538.

30 OCTOBER 1944

SUBJECT: Communications Report, Operational Mission No 163.

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

SECTION ONE - USE OF RADIO NAVIGATIONAL AIDS

1. Radio Beacons used:		3. HF/DF Bearings	<u>0</u>
Splashers	<u>2</u>	4. VHF/DF Bearings	<u>1</u>
Fixed Beacons	<u>0</u>	5. Distress Action	<u>0</u>
Bunchers	<u>34</u>	6. Total A/C using Gee	<u>36</u>
2. MF/DF Fixes	<u>0</u>	Maximum Fix	<u>0610E-5235N</u>

SECTION TWO - USE OF PFF

1. Total H2X A/C dispatched	<u>3</u>
2. Total H2X A/C over target	<u>3</u>
3. Total H2X sets usable for bombing	<u>3</u>

SECTION THREE - USE OF RCM

1. Total A/C releasing Chaff	<u>33</u>
2. Total number of units released	<u>11,880</u>

SECTION FOUR - REMARKS

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

CONFIDENTIAL

S E C R E T

Report on A.A. Gunfire.

401st BOMBARDMENT GROUP (H)

Assigned . Gelsenkirchen, Germany Date of Mission 30 Oct. 44
 Target: Bomed . . Munster, Germany

Route as Flown:-
(5246-0433E) (5236-0620E) 5224-0635E)IP (Target)
(5206-0755E) (5210-0630) 5235-0556E) (5225-0451E)

Weather conditions: (a) At target . 9/10ths - 10/10ths
 (b) En route . . 9/10ths - 10/10ths
 Were our A/C "Seen" or "Unseen" targets? (a) At target . . Unseen
 (b) En route Unseen

Any condensation trails? Yes - Range light to moderate; semi-persistent
above 22,000 ft. Most persistent at 22,000 ft.

Description of Flak at Target, including METHOD OF FIRE CONTROL

Heavier inaccurate flak, scattered and ineffective.

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

Dr. 1310 (5205-0800E) 26,000 ft. Poor poor black tracking
Canbruck - 26,000 ft. Few scattered bursts.

Was CHAFF carried? . Yes
 How discharged? . . As Briefed

Position of Group
94th "A" Group

Details:-

Up	A/C over enemy territory	A/C Damaged	A/C lost to Flak	Time over Target	Time of Bombs away	Height	Axis of Attack	Axis of Bomb Run
Med	12	3	0	1252	1252	29,000	113 H	142 H
Hgh	12	1	0	1257	1257	29,000	110 H	140 H
Low	12	0	0	1256	1256	28,500	121 H	145 H
als	36	4						

Comments - Phenomena:-

1225 - (5245-0500E) 28,000 ft. Vertical contrail up to 40,000 ft. at 5 o'clock
14 ground rockets observed at 28,000 ft. coming up in pairs, poor for deflection and height.

It. P. R. Myers

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

D-8-1

30 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. Leo Shapiro, Co-Pilot A/C 1750 complained that spares were weaving in and out of formation, making it difficult for scheduled A/C to maintain formation.

2. Lt. Ernest A. Hansen, Pilot A/C 8458 states that his crew chief keeps his A/C in excellent condition, and would like to command him.

3. Lt. Edwin H. Spuhler, Pilot A/C 8733 stated that indicated air speed shortly after target was 130 m.p.h., much too slow, making it difficult for whole formation.

4. The crew of P/O Paul F. Wittmann, Pilot A/C 6484 objects to eggs every morning and would like pancakes or french toast occasionally.

5. The crew of Lt. Frederick M. Maire, Pilot A/C 7551 said formation was very poor today, especially over target, and would have been vulnerable to fighter attack.

6. Lt. Walter L. Morton, Pilot A/C 7151 says bomb-bay doors have failed to operate properly on last five missions.

7. Lt. J. E. Olsen, Navigator A/C 7790 stated that the top turret of A/C 637 (No. 2, low section, lead squadron) did not operate half the time. Lt. Olsen also stated that lead navigator took formation 14 miles south of course when leaving enemy coast.

8. Lt. Joseph L. Croner, Pilot A/C 1891 reported that VEF security was violated several times by "Woodcraft Charlie".

9. Lt. Leland R. Hayes, Pilot A/C 8238 observed that the Group Deputy Lead flew too high and too far up.

10. Lt. G.W. Keeling, Pilot A/C 607 reported that, at IP, triangle-X A/C Q-288 took deputy lead position and would not move until he was forced out. This pilot also reported that, although the A/C was scheduled for deputy lead, the only flares provided were red-red.

11. Lt. Herbert W. Claxton, Co-Pilot A/C 7478 complained that lead bombardier mentioned target name six times during briefing.

12. The crew of Lt. Charles W. Hopley, Pilot A/C 7736 want to keep their sun-tan uniforms for wear under headed suits and object to 613th Sq. supply picking them up.

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

BRIEFING NOTES

PRIMARY TARGET: Primary Target for today is the synthetic oil plant at GELSENKIRCHEN, GERMANY. This plant employs the hydrogenation from coal process and normally produces some 400,000 tons per annum. Its primary importance lies in the fact that neither the Luftwaffe nor the Wehrmacht can turn a wheel without gasoline and oil. It has been repeatedly attacked with good results, but due to the marvellous recuperative powers of the German industrial machine, it will be able to resume 50% capacity at any moment.

SECONDARY: This target is the marshalling yards at MUNSTER, GERMANY and may be attacked either visually or by PFF means. Since MUNSTER is a principle link in the transportation system of western Germany, another crippling blow on this yard will further enhance the chaotic state of German supply and troop movements on the western front.

LAST RESORT: Any military objective positively identified as being in GERMANY and east of the RHINE RIVER. This includes bridges and traffic on the RHINE RIVER.

OTHER FORCES: 2nd BD to oil targets at HAMBURG; 3rd BD to oil targets at MERSEBURG; 15th AF to oil, air armaments and ball bearing targets in CZECHOSLOVAKIA. RAF to oil target at WESSELING (near COLOGNE) and transportation at COLOGNE and MANNHEIM. + COASTAL TARGETS.

FIGHTERS:

EPIDIASCOPE: Flak map - CHAFF - 10 MIN. PRIOR I.P. for 15 MIN. -
(Turn over to lead bombardier)
1/250,000 map
British Night Map
Photos of Primary and Secondary Target.

LAST MINUTE GEN: Target will undoubtedly be obscured by effective smoke screens. No convoys expected
Chaff will be carried by all aircraft.

SPECIALS: P/W poop for shallow penetrations of German territory.
Relay aircraft being operated by 40th CBW. Check 40th CBW Markings.
Gunnery poop. (See Attached Sheet)
Bombardiers to inform armament officer at interrogation of any bombs leaving bomb bays with arming wires still attached.
K-20 pictures to be taken from time to time of formations, particularly during bomb run. No. 3 ships, when cameras are aboard, will take pictures of I.P., two or three on the run up to the target and two or three pictures of the MPI.
Security poop.
Dog tags, G.I. shoes, escape kits and purses, parachute harness fit.

FLAK P/T - 255-guns in range. #1 primary target
S/T - 40 guns in range, #1 primary

air stat

OFFICE OF THE OPERATIONS OFFICER
 618th Bombardment Squadron (H)
 401st Bombardment Group (H)

30 October 1944

SUBJECT : Loading List

TO : Operations Officer, 401st Bombardment Group (H)
 APO 887.

Plane # 43-57847

P	Currie, Donald A.	Capt.	618th
CP	McCree, Donald G.	Major	"
H	Jeffery, Murray B.	1st Lt.	"
H	Malone, John I.	1st Lt.	"
B	Winn, Roy R.	1st Lt.	"
NO	Howard, Robert R.	1st Lt.	"
NO	Pepper, James D.	S Sgt	"
TTG	Hereford, Gerald F.	S Sgt	"
BTG	Carter, Gerald F.	Capt.	"
WG	Williams,	1st Lt.	"

Plane # 43-51871

P	Cramer, Joseph L.	2nd Lt.	618th
CP	Trent, Ralph W.	F/O	"
H	Phillips, Richard E.	2nd Lt.	"
H	Waldhoff, Jack G.	1st Lt.	"
NO	Goodman, Martin H.	T Sgt	"
TTG	Stott, Douglas W.	T Sgt	"
BTG	Woffin, Robert J. Jr.	S Sgt	"
TS	Villaigle, Vincent V.	S Sgt	"
WG	Clark, Eugene F.	S Sgt	"

Plane # 43-51858

P	Fleetscher, Andrew F.	2nd Lt.	618th
CP	Cox, Walter E.	2nd Lt.	"
H	Threlkeld, Mercer L.	2nd Lt.	"
B	McMahon, John F.	2nd Lt.	"
NO	Kobinsky, Charles J.	Sgt	"
TTG	Richards, Carl H.	Sgt	"
BTG	Skaggs, Irl R.	Sgt	"
TS	Nicholas, Clint A. Jr.	Sgt	"
WG	Giles, Otha H.	S Sgt	"

Plane # 43-38888 *993*

P	Gibson, Roger G.	1st Lt.	618th
CP	Anderson, Glenn R.	2nd Lt.	"
H	Brand, George H.	1st Lt.	"
B	Kugler, Lyden G.	1st Lt.	"
NO	Malikinen, Carl R.	T Sgt	"
TTG	Williamson, Joseph A.	T Sgt	"
BTG	Roethlis, Roland V.	S Sgt	"
TS	King, Francis E. Jr.	S Sgt	"
WG	Phelps, Samuel W.	S Sgt	"

Plane # 43-38837

P	Long, Robert L.	F/O	618th
CP	Watterson, Stuart E.	F/O	"
H	Griek, Lawrence A.	2nd Lt.	"
B	Satson, Reynolds H.	2nd Lt.	"
NO	York, Dennis A.	Sgt	"
TTG	Gabhart, Charles R.	Sgt	"
BTG	Bovezck, Henry (HMI)	Sgt	"
TS	Iles, Carl L.	Sgt	"
WG	Willick, Edward L.	Sgt	"

OK.

Plane # 42-102308

P	Maxwell, Charles F.	1st Lt.	612th
CP	Wheeler, Lucien F.	1st Lt.	"
H	Billman, James E.	1st Lt.	"
T	O'Brien, Eugene E.	Sgt	"
RO	Seery, Marion E.	T Sgt	"
TTG	Thomas, Robert L.	T Sgt	"
BTG	McCrath, Joseph A.	Sgt	"
TO	Walborn, Luther E.	Sgt	"
CO	Kuan, Charles F.	Sgt	"

Plane # 42-37700

P	Bonney, Roy E.	1st Lt.	612th
CP	Jolley, Edward R.	2nd Lt.	"
H	Olsen, John E.	2nd Lt.	"
B	Wilde, Carl E.	2nd Lt.	"
RO	Pettinger, Paul B.	T Sgt	"
TTG	Lennen, Rex (MHI)	T Sgt	"
BTG	Peters, Garfield E.	Sgt	"
TO	Boudar, William E.	Sgt	"
CO	Hill, Donald D.	Sgt	"

Plane # 42-35041

P	Coner, Jack F.	2nd Lt.	612th
CP	Matthee, Francis E.	2nd Lt.	"
H	Weinstein, Byron (MHI)	2nd Lt.	"
B	Smith, Elvie, L.J.	2nd Lt.	"
RO	Hulse, Harold A.	Sgt	"
TTG	Sirby, Joseph (MHI) Jr.	Sgt	"
BTG	Edmond, Clatus W.	Sgt	"
TO	Kirkham, Leonard H.	Sgt	"
CO	Hainorice, Jack E.	Sgt	"

Plane # 42-37022

P	Horsman, Julian (MHI)	2nd Lt.	612th
CP	Campbell, Harry A.	2nd Lt.	"
H	Incine, Robert H.	2nd Lt.	"
B	Whitlock, James P.	2nd Lt.	"
RO	Nichols, Alfred (MHI)	Sgt	"
TTG	Landers, John A.	Sgt	"
BTG	Hall, Eugene E.	Sgt	"
TO	Wood, Donald S.	Sgt	"
CO	Hill, Earle R. Jr.	Sgt	"

Plane # 42-35002 393

P	Schliemann, Donald E.	2nd Lt.	612th
CP	Weyant, Irving (MHI)	2nd Lt.	"
H	Schneck, David (MHI)	2nd Lt.	"
B	Scotch, Kenneth E.	2nd Lt.	"
RO	Fendley, Garland E.	Sgt	"
TTG	Wahly, Bruce E.	Sgt	"
BTG	Wiles, Duane E. E.	Sgt	"
TO	Klingworth, Louis G.	Sgt	"
CO	Kelly, John C.	Sgt	"

Spare

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

30 OCTOBER 1944

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

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
44-6113	P	1st Lt.	STIERS	ROY	C.
	CP	1st Lt.	COX	WILLIAM	E.
	N	1st Lt.	NASH	JOSEPH	P.
	B	1st Lt.	ANTRU	ROBERT	A.
	NO	Y/SGT.	SCOLL	EMANUEL	T.
	TT	Y/SGT.	Mc GEE	EDWARD	T.
	BT	S/SGT.	BOSTIAN	AUDREY	I.
	WG	S/SGT.	WOOD	FREDERICK	A.
			HICKINS	GARTH	B.
44-6104	P	2nd Lt.	KICK	ROBERT	J.
	CP	P/O	LOTEL	LAWRENCE	A.
	N	P/O	FREEMAN	HALLIS	W. JR.
	B	P/O	EFFERS	SAMUEL	(NMI)
	NO	SGT.	STOLER	RICHARD	H.
	BT	SGT.	STOGER	LEWIS	V.
	BT	SGT.	HEER	BLOOD	F.
	WG	SGT.	METCALF	WILLIAM	T.
			PIALKOWSKI	EDWARD	(NMI)
42-38267	P	1st Lt.	HILLSTAD	RAYMOND	H.
	CP	2nd Lt.	BACH	JOHN	H.
	N	2nd Lt.	CAMPBELL	FREDERICK	L.
	B	S/SGT.	MONTGOMERY	CHRIS	A.
	NO	S/SGT.	HAIT	RAYMOND	E.
	TT	S/SGT.	DOYEN	JAMES	B. JR.
	BT	S/SGT.	ANDERSON	ROBERT	H.
	WG	S/SGT.	FLOMBIN	HAROLD	(NMI)
			DIKICCO	RATSY	C.
43-37736	P	1st Lt.	HOPLEY	CHARLES	W.
	CP	2nd Lt.	COETS	FRANK	V. JR.
	N	2nd Lt.	Mac DONALD	RICHARD	E.
	B	S/SGT.	JACOBS	JOHN	R.
	NO	S/SGT.	DUNNING	CHARLES	R. JR.
	TT	S/SGT.	HARDIN	WILLIAM	A.
	BT	S/SGT.	MERRIMAN	JAY	S.
	WG	S/SGT.	VAN PRET	HAROLD	C.
			ANDERSON	WAYNE	L.
42-31591	P	1st Lt.	DOUGLAS	LUTHER	A.
	CP	2nd Lt.	LITTLE	RICHARD	H.
	N	2nd Lt.	HAVRAN	EDWARD	F.
	B	2nd Lt.	GOSMAN	WILLIAM	L.
	NO	S/SGT.	SMITZ	JOHN	H.
	TT	S/SGT.	LEWIS	RAYMOND	G.
	BT	S/SGT.	AGLIATA	TONY	A.
	WG	S/SGT.	CAIRO	LOUIS	P.
			CHANCE McGRARY	LIGN	A.

Spare

43-36187

P	1st Lt.	CARSON	FRANK	(NMI) JR.
CP	1st Lt.	LEASER	FREDERICIK	G. 614th
N	2nd Lt.	LAWLESS	HARRIS	E.
B	2nd Lt.	BUCHER	WILLIAM	(NMI)
NO	T/SGT.	SHERMAN	LEO	(NMI)
TT	T/SGT.	Mac GHEE	RAY	E.
BT	S/SGT.	LEE	WILLIAM	R.
TG	S/SGT.	GERALDI	JOSEPH	J.
WG	S/SGT.	JAMES	LIVELY	(NMI)

43-37706

P	1st Lt.	ANNIS	ROMIE	E.
CP	2nd Lt.	CLARK	FORREST	E.
N	2nd Lt.	MADSEN	BERNARD	H.
B	2nd Lt.	JENSEN	JIM	B.
NO	S/SGT.	WALKER	LEWIS	H.
TT	S/SGT.	CORLISS	JOHN	M.
BT	S/SGT.	LAPSON	DEAN	C.
TG	S/SGT.	JOHNSON	LESLIE	C.
WG	S/SGT.	BROOKS	GEORGE	E.

43-3867
607

P	1st Lt.	KUHLING	CHARLES	P.
CP	2nd Lt.	DONALSON	JEFF	N.
N	2nd Lt.	FUSH	JAMES	H.
B	2nd Lt.	SCANLON	WILLIAM	H.
NO	T/SGT.	KNOX	ROBERT	C.
TT	T/SGT.	FINNEY	MAURICE	C.
BT	S/SGT.	KENAGY	LLOYD	C.
TG	S/SGT.	MOORE	WAVERLY	H.
WG	S/SGT.	PANAZIAN	STEPHEN	A.

44-6132

P	1st Lt.	JENNINGS	WILLIAM	H.
CP	2nd Lt.	GANTON	FRED	H.
N	2nd Lt.	FOLKS	WILLIAM	H.
B	2nd Lt.	SCHLOVEN	ISAAC	(NMI)
NO	T/SGT.	CURTIS	JAMES	V.
TT	T/SGT.	FORBES	RICHARD	T.
BT	S/SGT.	OLIVER	KENNETH	C.
TG	S/SGT.	SELBLE	THOMAS	H.
WG	S/SGT.	EVEN	DONALD	L.

FFF 003
614th

P	1st Lt.	MANNIX	WILLIAM	C.
CP	CAPT.	HARD	WALLACE	B.
N	1st Lt.	FISHBECK	HOWARD	D. 612th
B	1st Lt.	ROSTON	CARL	L.
V	2nd Lt.	FETTERSON	GEORGE	E.
NO	T/SGT.	CARSON	CALVIN	A.
TT	T/SGT.	SCOTT	HOWARD	B.
TG	S/SGT.	PAVLISIN	JOSEPH	E.
WG	S/SGT.	EGGLISTON	HENRY	H.

WEATHER SHIP
02 072

P	CAPT.	LOCHER	JAMES	H.
CP	MAJOR	JONKERRE	ERIC	T.
N	1st Lt.	ANDERSON	WILLIAM	B.
NO	T/SGT.	CHAMPYNSKI	VINCENT	H.

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

AAF Station # 128
 30 October 1944.

SUBJECT: Loading List.

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

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

PLANE 44-6464

P	<u>F/O</u>	WITTMAN, PAUL F.	614th Sq
CP	2nd Lt.	HOSLEY, ROBERT A.	"
N	2nd Lt.	SCHNEIDER, JAMES M.	"
B	2nd Lt.	O'HERN, MELVIN C.	"
RO	T/Sgt.	Mitchell, Joseph G.	"
TT	S/Sgt.	Collett, John E.	"
BT	S/Sgt.	Eaton, Earl E.	"
TG	S/Sgt.	Langford, Allie G.	"
WG	S/Sgt.	Schmidt, Edward J.	"

PLANE 42-107151

P	2nd Lt.	MORTON, WALTER L.	"
CP	2nd Lt.	RITCHEY, RALPH	"
N	2nd Lt.	FINK, JACK T.	"
B	2nd Lt.	HELMS, CHARLES L.	"
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 43-58738

P	2nd Lt.	SPULLER, EDWIN H.	"
CP	2nd Lt.	CURRENT, DONALD D.	"
N	2nd Lt.	Mc ADAMS, ROBERT C.	"
B	2nd Lt.	OSTER, LEWIS H.	"
RO	Sgt.	Hendrick, William J.	"
TT	Sgt.	Wells, Richard D.	"
BT	Sgt.	Benedict, Cloide Jr.	"
TG	Sgt.	Huges, James E.	"
WG	Sgt.	Power, James E.	"

PLANE 4238236

P	<u>1st Lt.</u>	HAYES, LELAND R.	"
CP	1st Lt.	HAFLEY, WILLIE J.	"
N	1st Lt.	FETTY, ROBERT J.	"
B	2nd Lt.	LUPOWITZ, HYMAN J.	"
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.	Kilgore, Edmund W.	"

Loading List (Cont) PLANE # 42-38330

P	1st Lt.	CROZIER, JOHN C.	614th Sq.
CP	2nd Lt.	WEBER, MORRIS	"
N	2nd Lt.	POLSTER, ERVING	"
B	2nd Lt.	WHITING, RICHARD L.	"
RO	T/Sgt.	Hapner, Clayton	"
TT	Sgt.	Ligon, James S.	"
BT	S/Sgt.	McCormick, Edson C.	"
TG	S/Sgt.	Kitts, Keith D.	"
WG	S/Sgt.	Merrill, James J.	"

PLANE # 43-58677

P	2nd Lt.	MORAN, ROBERT E.	614th Sq.
CP	2nd Lt.	WELLMAN, SILAS H.	"
N	1st Lt.	LE BLANC, JOHN S.	"
B	2nd Lt.	DUNCAN, ROBERT H.	"
RO	S/Sgt.	Brown, Arnold P.	"
TT	S/Sgt.	Stromberg, Warren S.	"
BT	S/Sgt.	Detty, Hilbert J Jr.	"
TG	S/Sgt.	Clark, Charles B.	"
WG	S/Sgt.	Miller, James J.	"

PLANE # 42-97478

P	2nd Lt.	OCHSENHIRT, HARRY J.	614th Sq.
CP	2nd Lt.	CLAXTON, HERBERT W.	"
N	2nd Lt.	ROBINSON, EDWARD F.	"
B	2nd Lt.	HABERTY, 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 # 43-28565

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.	Monacella, Joseph L. Jr.	"
WG	S/Sgt.	Wilson, Billy J.	"

PLANE # 42-97395

P	2nd Lt.	ST AUBYN, GLENN H.	614th Sq.
CP	2nd Lt.	THOMPSON, WALLACE	"
N	F/O	KAHN, CHARLES	"
BTG	Sgt.	Buckley, John F.	"
RO	Sgt.	Tompkins, Harry A.	"
TT	Sgt.	Dearborn, Harry R.	"
BT	Sgt.	Litchenberger, Gustav	"
TG	Sgt.	Hickey, Harold R.	"
WG	Sgt.	Falkowitz, Irving	"

For the Squadron Commander:

1ST LT. LEASOR, FREDRICK, G. 15

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

FLYING WITH 613TH SQ

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

30 October 1944

SUBJECT: Loading List.

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

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

PLANE # 43-36125

DUTY	GRADE	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st 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	B.	"
BT	S/Sgt.	Tanburino	Joseph	J.	"
TG	S/Sgt.	Waser	Martin	C.	"
FG	S/Sgt.	Sullivan	Robert	R.	"

PLANE # 44-6146

P	1st Lt.	Cooper	Louis	H.	615th
CP	2nd Lt.	Spansel	Kcye	H.	"
N	2nd Lt.	Ellis	George	G.	"
B	2nd Lt.	D'Agostini	Benedict	R.	"
RO	T/Sgt.	Sherrill	Bascom	B.	"
TT	T/Sgt.	Sexton	Hyron	W.	"
BT	Sgt.	Maroncelli	Harry	J.	"
TG	S/Sgt.	Lawrence	Ralph	I.	"
FG	S/Sgt.	Gue	Charles	H.	"

PLANE # 43-37661

P	2nd Lt.	Maire	Frederick	H.	615th
CP	2nd Lt.	Dean	Robert	H.	"
N	2nd Lt.	Leary	Lawrence	E.	"
B	2nd Lt.	Nosberger	Charles	A.	"
RO	Sgt.	Mahrey	William	T.	"
TT	S/Sgt.	Barr	Thomas	H.	"
BT	Sgt.	Floyd	Norris	C.	"
TG	Sgt.	Landry	Lawrence	B.	"
FG	Sgt.	Howak	Frank	J.	"

PLANE # 43-36189

P	1st Lt.	Gas	Herbert	L.	615th
CP	2nd Lt.	Hayes	Thomas	H.	"
N	2nd Lt.	Green	William	H.	"
B	2nd Lt.	Benson	William	H.	"
RO	Sgt.	Braxton	William	H.	"
TT	S/Sgt.	Cook	Byron	H.	"
BT	Sgt.	Monareky	Theodore	(NMI)	"
TG	S/Sgt.	Reardon	John	J.	"
FG	S/Sgt.	Dunn	John	G.	"

LOADING LIST (Continued)

PLANE # 42-31730

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Somart	George	W.	615th
CP	2nd Lt.	Shapiro	Lee	(HMI)	"
H	F/O	Miley	Junior	B.	"
B	2nd Lt.	Brozek	Chester	W.	"
RO	S/Sgt.	Andrews	Leroy	(HMI)	"
TT	Sgt.	Smith	Elmer	B.	"
BT	Sgt.	Dunn	Donald	R.	"
TG	S/Sgt.	Dalley	J. (io)	B.	"
FG	Sgt.	Livsey	Lowell	G.	"

PLANE # 43-30452

P	2nd Lt.	Hansen	Ernest	A.	615th
CP	2nd Lt.	Coats	Jerry	A.	"
H	F/O	Greenberg	Horton	(HMI)	"
B	2nd Lt.	King	Jack	L.	"
RO	Sgt.	Ferguson	Rugh	R.	"
TT	Sgt.	Miller	Raymond	A.	"
BT	Sgt.	Heiss	Elvoer	B.	"
TG	Sgt.	McKnight	Leroy	W.	"
FG	Sgt.	Karcher	Alonso	A.	"

PLANE # 43-58077

P	1st Lt.	Kochel	Michael	J.	615th
CP	F/O	Callahan	Raymond	J.	"
H	2nd Lt.	Ainley	Allen	B.	"
B	2nd Lt.	Hoffman	Lloyd	A.	"
RO	S/Sgt.	Concino	Joseph	A.	"
TT	Sgt.	Besson	Charles	W.	"
BT	Sgt.	Kelly	Thomas	W.	"
TG	S/Sgt.	La Belle	Joseph	B.	"
FG	Sgt.	Wofford	Dewey	B.	"

PLANE # 42-107113

P	1st Lt.	Sullivan	Paul	J.	615th
CP	2nd Lt.	Cox	Edward	A.	"
H	2nd Lt.	Sassaman	James	B.	"
B	2nd Lt.	Ramsay	John	R.	"
RO	S/Sgt.	Brown	George	(HMI)	"
TT	T/Sgt.	Naciti	Anthony	B.	"
BT	S/Sgt.	Daley	John	P.	"
TG	Sgt.	Storn	James	L.	"
FG	Sgt.	Cross	William	L.	"

Continued --

LOADING LIST (Continued)

43-38425

PLANE #	MEMBER	NAME			
DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	2nd Lt.	Ody	John	(MI)	615th
OP	2nd Lt.	Hockaday	Billy	S.	"
H	2nd Lt.	Youel	Dale	F.	"
B	Sgt.	Oviatt	Earl	D.	"
NO	T/Sgt.	Knowles	Harry	G.	"
TT	S/Sgt.	Young	Jack	B.	"
ET	S/Sgt.	Albert	Russell	H.	"
TO	S/Sgt.	Harn	Albert	F.	"
FG	Sgt.	Jencks	Robert	L.	"

PLANE # 44-8258 PFF

P	1st Lt.	Kouss	Bodo	G.	615th
OP	1st Lt.	Kelp	Norman	J. (io)	"
H	1st Lt.	Stork	Oliver	L.	"
H	2nd Lt.	Walters	Donald	H.	"
B	1st Lt.	Kossuth	Alfred	G.	"
NO	T/Sgt.	Gratz	Robert	I.	"
TT	T/Sgt.	Jones	William	D.	"
TO	S/Sgt.	Kelster	Frederick	K.	"
FG	S/Sgt.	Jaranson	David	A.	"

- E - N - D -

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

F-C-1

APO 557
31 October 1944

SUBJECT: Armament Malfunction Mission Report.

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

1. Date of Mission: 30 October 1944.
2. No gun malfunctions were reported.
3. The following turret malfunctions were reported:
 - a. A/C #43-38738 - Vickers Unit Motor burned out in ball turret. This motor has been replaced.
4. The following bombing equipment malfunctions were reported:
 - a. A/C #44-6146 - Bombardier stated that twelve (12) bombs were accidentally released on setting of bomb bay selector switches. This A/C was checked on the ground and no malfunction was found.
 - b. A/C #42-38738 - Bombardier stated bombs went away before doors were fully open. This A/C was thoroughly checked on the ground and no malfunction was found.
5. There were thirty-one (31) aircraft equipped with the all-electric bomb release system participating in the mission.

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

398

Battle Damage
30 October 1944

612th

614th

628

Negative

790

541

15th

613th

615th

Negative

730

All minor

Bas.

322 4-hrs. slow time

322

Stat.

In

113 ? Comp. check

LEAD SQ. 94TH A GROUP

Eng

MAJ MC CREE

Combat Flight Leader

~~XXXXXXXXXXXX~~

Date 30 Oct 1944

Deputy Flight Leader

LT CROMER

18-250 gr 1/10-1/40

612 SQDN

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

CURRIE (^{MC CREE}~~XXXXXXXX~~)

SC U 7947 ✓

ELUTSCHER

SC B 1662 ✓

CROMER

SC P 1891 ✓

*2780
gas.*

612 SQDN

614 SQDN

GIBSON

SC C 9993 ✓

HAYES

IW M 8236 ✓

MAXWELL

SC H 2398 ✓

LONG

SC L 8637

MORAN

IW K 8677 ✓

CROZIER

IW Z 8330 ✓

BONNEY

SC J 7790 ✓

ROADMAN

SC A 7628

COMER

SC F 8541 ✓

SPARES

SCHLIEMANN

SC R 2393

SC Q 8153

SPARE LEAD

~~IW O 8053 Disp 2~~

FONDREN

GND SPARES

IY M 2674 Disp 29
SC K 8733 Disp 17

IWA 6508

WX SHIP

IN K 1072

*TO COAST ONLY
DO NOT LOAD*

HIGH GROUP A WING

Combat Flight Leader _____

Date 30 Oct 1944

Deputy Flight Leader _____

615 SQDN

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

KONZE

IY A 8258 ✓

UDY

IY K 8425 ✓

KOCHEL

IY Q 8077

615 SQDN

____ SQDN

SULLIVAN

IY J 7113 ✓

WITTMANN

IW H 6464 ✓

SOMBART

IY B 1730 ✓

COOPER

IY R 6146 ✓

SPUHLER

IW N 8738 ✓

MORTON

IW B 7151

STEGEMAN

IY D 8125 ✓

HANSEN

IY P 8458

MAIRE

IY L 7551 ✓

SPARES

OAS

IY N 8159

LD

LOW GROUP A WING

Combat Flight Leader LT MANNIX (HARB) Date 30 Oct 1944

Deputy Flight Leader LT KEELING

613 SQDN

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

MANNIX (HARB)

IW C	8033
SC Q	8138

ETTERS

KEELING

IN R 6113 ✓

IN H ~~87~~ 8607 ✓

___ SQDN

___ SQDN

JENNINGS

IN B 6132 ✓

OCHSENHIRT

IW Q 7478 ✓

ANNIE

IN U 7706 ✓

CARSON

IN D 8187 ✓

ST AUBYN

IW F 7395 ✓

MAYS

IW X 8565 ✓

DOUGLAS

IN J 1591 ✓

HOPLEY

IN T 7736 ✓

HILLESTAD

IN ~~F~~ ~~8818~~

SPARES

M 8267 ✓

KECK

SC K	733
IN N	6104

-Top turret out

[Handwritten scribbles and signatures]