

MISSION NO. 119

To: MUNICH, 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 # 119

Date 31 July 1944

ASSIGNMENT

1. Assigned Target: MUNICH, GERMANY
2. Commitments: The 401st was to furnish three 12 A/C boxes for the 94th "F" CBW. Two PFF A/C were furnished by the 351st Group for the lead box and one spare was furnished for the lead box.

EXECUTION

1. Target Bombed: MUNICH, GERMANY
2. a. Wing Leader: Major W. C. GARLAND
 Lead Navigator: 1st Lt. J. GRISET
 Lead Bombardier: 1st Lt. R. J. ANDERSON
b. High Box Leader: 1st Lt. F. A. KALINSKI
 Lead Navigator: 2nd Lt. E. F. RUSSELL
 Lead Bombardier: 2nd Lt. C. H. MINOTT
c. Low Box Leader: Capt. K. H. OPIE
 Lead Navigator: 2nd Lt. J. M. SCHWARTZ
 Lead Bombardier: 1st Lt. J. E. BROWNE
3. Takeoff and Assembly:
 Takeoff and assembly was as briefed on T. Buncher at 14,000 feet. Low and High boxes pulled into formation about twenty minutes before departure. Departure from the Cottessmore Buncher was one minute early.
4. Attack:
 - a. Penetration: The English coast was departed one minute late in good Division formation. Route to target was as briefed with no flak encountered on route.

MISSION SUMMARY REPORT (Contd)

b. Bombing Approach and Run:

Lead Box: The Wing moved into Trail formation for an attempted visual run even though the cloud coverage was approximately 9/10ths. The bomb run was started with the Mickey Operator doing the directing and the bomb sight set up ready to take over in case any breaks in the undercast occurred. The Mickey Operator called when we were 10 miles away from the bomb release line and the Telescope Indice was started at 70°. He checked when we were 8 miles away and the Indice was at 65° predetermined. A course correction of 4°L was made at that time. Another check was made at 6 miles and the Indice read 57° instead of 58° so the proper adjustment was made. No more corrections were put into the bombsight before bombs away. Flak over the target was moderate but low. Very small breaks in the clouds showed indication that we hit the city but the limited visibility made a true estimation impossible.

High Box: Cloud cover was about 9/10ths all the way into the target. 10 minutes before the I.P. the Air Commander announced we would attempt a visual run. We went into Trail formation but as we moved along the run it became obvious that we couldn't see enough of the land to bomb visually and would have to use the PFF equipment. As a result, our box bombed off the Wing Leader's smoke bomb. The bomb strikes were unobserved.

Low Box: We were lead of the low group. As we turned on the I.P. the Wing Commander called over VHF and said we would try a visual run at reference altitude plus two (24,400 ft. for us) We uncovered and went in second. Clouds were quite thick and towering in spots. I wasn't able to see any land marks that I could recognize through the holes in the clouds until about 5-6 miles from the target. I recognized a small lake in front of us and about a mile to our left. I recognized the Autobund about 3 miles to our right, but I could only see it in spots. I tried to pick up the general target area through the sight in reference to these land marks. There were too many clouds between us in the target area for me to see the large wooded area near the target, much less the target. I kept coming out of the sight trying to find more clear spots in the clouds. By the time I picked up the intersection of the two railroads Southwest of the target through a small hole in the clouds, the telescope index had passed the rate index. Then I came out of the sight and found that the lead box was making a run on the city nearest to us. The sky was clear on the outskirts of the city nearest to us. I could see the marshaling yards only for a few seconds, but clouds were entirely too thick to allow proper synchronization. I preset my dropping angle as near as possible, placed my rate hair on the East end of the Marshaling yards and let the telescope drive. Clouds were too thick to see, so I was going to drop as the indices passed. The indices were almost passing and I noticed the lead group ahead of us hadn't dropped as yet.

MISSION SUMMARY REPORT (Cont)

b. Bombing Approach and Run: (cont)

Low Box: I cut the switch, because I wasn't too sure of my dropping angle. I released the bombs at 1507 $\frac{1}{2}$ as we came even with the sky marker of the lead group. We made a sharp left turn after bombs away. Flak was moderately heavy, but not too much of it hit too near.

c. Weather: 10/10ths over most of the continent with occasional small breaks. About 9/10ths over target up to 20,000 feet. One bank of clouds at target up to about 24,000 feet, we skirted southern end of this layer.

d. Withdrawal: As briefed, no flak encountered. Believe the lead Wings came out too fast for our route and times were made good yet I did not see the Wings ahead of "B" Wing after the target. Haze was encountered about forty minutes after target and did see other Wings except the "C" Wings again.

e. Return to Base: We let down over the Channel and came under clouds at 1500 feet. One A/C from the low box failed to return and one landed at another field.

f. Fighter Support: Friendly fighter support was excellent all the way in and out.

5. Aircraft Not Attacking:

Lead Box: All scheduled A/C attacked the target.

High Box: A/C 43-31730 - Sortie. Jettisoned bombs just prior to target because of engine trouble.

Low Box: A/C 43-37736 - Not Sortie. Returned early because of broken oxygen line between the regulator and oxygen supply line. (Mechanical)

6. Enemy Opposition:

Enemy aircraft were observed from a distance but no attacks were made on this Wing. (See Flak report for Flak)

7. Battle Damage:

<u>Major</u>	<u>Minor</u>	<u>Flak</u>
1	26	27

8. Casualties:

9 - MIA

9. Statistical Summary of Operations (See attached Form)

MISSION SUMMARY REPORT (Cont)

10. Bombing Data:

a. Observations: Results were unobserved but breaks in the clouds showed indication that the city was hit.

b. Disposition of Bombs:

Lead Box: 10 401st A/C dropped 100 x 500# M64 bombs on primary. 2 PFF A/C dropped 20 x 500# M64 on target.

High Box: 11 401st A/C dropped 110 x 500# M64 bombs on primary. 1 A/C 43-31730, jettisoned 10 bombs just prior to target.

Low Box: 11 401st A/C dropped 110 x 500# M64 bombs on primary. 1 A/C 43-37736, returned early with 10 bombs.

c. TABULAR SUMMARY OF DISPOSITION OF BOMBS:

	<u>Aircraft</u>		<u>Bombs</u>			
	<u>Over Target</u>	<u>Bomb- ing</u>	<u>Num- ber</u>	<u>Size</u>	<u>Type</u>	<u>Fusing Nose Tail</u>
Main Bombfall	38	32*	3	20**500#	M64	1/10 1/100
Other Attacks	-	-	-	-	-	-
Total Bombs on Target			320	500#	M64	1/10 1/100
Other Expenditures			10	500#	M64	1/10 1/100
Bombs Returned			20	500#	M64	1/10 1/100
Total Loaded on A/C Taking Off			350	500#	M64	1/10 1/100

* Excel 2 PFF A/C dropping 20 x 500# M64 on Primary

** Incl Long Delays: 10-1 hr., 4-8 hr, 8-12 hr, 8-36 hr.

11. Lost Aircraft:

<u>A/C#</u>	<u>Sqdn</u>	<u>Position in Formation</u>	<u>Location of Loss</u>	<u>Reason</u>
42-107092	615th	#6 A/C Low Element Low Box	Target Area	Flak (headed for Italy)

Submitted by:

KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer

STATISTICAL SUMMARY OF OPERATIONS

801st Group

1st BD F. O. 454

Date of 31 July 1944

	Lead Box		High Box		Low Box
		PFF - EE		XXXXXXXX	
1. No. of A/C Failing to Take Off	0	0	0		0
2. No. of A/C Airborne	11	2	12		12
3. No. of A/C Airborne Less Spares	10	2	12		12
4. No. of A/C Sorties	10	2	12		11
5. No. of A/C Attacking	10	2	11		11
6. No. of A/C Not Attacking	0	0	1		1
(a) Early Returns Included	0	0			(1)
7. Name of Primary Target	MUNICH, GERMANY				
(a) No of A/C Attacking	10	2	11		11
(b) No., Size & type of bombs	100	20	110		110
	500# M64	500# M64	500# M64		500# M64
8. Name of Secondary Target	Not Bombed				
(a) No of A/C Attacking					
(b) No., Size & type of Bombs					
9. Name of Last Resort Target	NONE				
(a) No. of A/C Attacking					
(b) No., Size & type of Bombs					
10. Name of Target of Opportunity	NONE				
(a) No. of A/C Attacking					
(b) No., Size, & type of Bombs					
11. Name of Target Opportunity	NONE				
(a) No. of A/C Attacking					
(b) No., Size & type of Bomb					
12. No of A/C Lost - TOTAL	0	0	0		1
13. - to Flak	0	0	0		1
14. - to Flak & E/A					-
15. - to Enemy A/C					-
16. - to Accident					
17. - to Unknown					

STAT SUMMARY (Cont'd)

	LEAD	HIGH	LOW
18. Time of Takeoff	0850	0851	0850
19. Time of Attack	1307	1309	1307 $\frac{1}{2}$
20. Average Time of Flight	8.3	8.3	8.3
21. Altitude of Release	26,000	26,500	25,400
22. Visual or PFF	PFF	PFF	PFF
23. Enemy Resistance - AA Int.&ACG	Moderate Fair for Acc.	Moderate Fair for Acc.	Moderate Fair For Acc.
24. - Fighters	NONE	NONE	NONE
25. - Bombers	NONE	NONE	NONE
26. U.S. A/C Engaged by Enemy A/C	NONE	NONE	NONE
27. Degree of Success	UNOBSERVED	UNOBSERVED	UNOBSERVED

PFF A/C Borrowed from Groups as follows:

2 A/C from the 351st Bomb Group

PFF A/C Loaned to Groups as follows:

NONE

NOTES:

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

31 July 1944 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 0850 hours; Land at 1718 hours.

b. Group formed at 1022 hours at 14000 feet.

c. Formed CBW at 1012 hours at 14000 feet.

d. Began climb at 1025 hours; reached alt. at 1236 hours.

e. Weather encountered over England:

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

(2) Wind at altitude 286 degrees, 56 Knots.

f. Means of navigation over England. Gee, DR

g. Means of checking Metro Winds Gee, PFF

h. Joined task force at 1045 hrs. at Clacton
(Splasher, City, Coord.)

i. English Coast out at 1045 hrs.; Enemy Coast in at 119 hrs.

j. Fighter Rendezvous:

(1) Going in 1140 hrs.

(2) Coming back Target hrs.

k. Wind used for bombing:

(1) 286 degrees, 56 Knots.

(2) Determined by PFF
(Method)

l. Bomb run and Method of Target Identifications:

(1) Reached IP at 1256 hrs.

(2) Mag. heading over target 160 degrees.

(3) Altitude over target 26000 feet.

(4) Bombs away at 1307 hrs.

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

PFF

m. Gee:

(1) Coordinates of furthest fix 51-48 N. 04-00 E.

(2) Obtained at 1112 hours.

n. Difficulties encountered with special equipment.

Radio altimeter didn't work; PFF faded badly

COMMENTS:

/s/ Jacques Griset
JACQUES GRISET

1st Lt., A. C.
Lead Navigator, Lead Box
SIGNATURE

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

31 July 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 0851 hours; Land at 1720 hours.

b. Group formed at 1000 hours at 14000 feet.

c. Formed CBW at 1000 hours at 14000 feet.

d. Began climb at 1015 hours; reached alt. at 1105 hours.

e. Weather encountered over England:

(1) Clouds 10 / 10th - Visability 15 miles.

(2) Wind at altitude 320 degrees, 25 Knots.

f. Means of navigation over England. Gee

g. Means of checking Metro Winds Gee

h. Joined task force at 1037 hrs. at Splasher 7
(Splasher, City, Coord.)

i. English Coast out at 1045 hrs.; Enemy Coast in at 1120 hrs.

j. Fighter Rendezvous:

(1) Going in — hrs.

(2) Coming back — hrs.

k. Wind used for bombing:

(1) 300 degrees, 40 Knots.

(2) Determined by Air plot (No PFF equipment)
(Method)

l. Bomb run and Method of Target Identifications:

(1) Reached IP at 1259 hrs.

(2) Mag. heading over target 190 degrees.

(3) Altitude over target 26500 feet.

(4) Bombs away at 1309 hrs.

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

Bombed on PFF smoke bomb. Saw lake SE of target city.

Target was socked in.

m. Gee:

(1) Coordinates of furthest fix 51-00 N. 05-35 E.

(2) Obtained at 1125 hours.

n. Difficulties encountered with special equipment.

None

COMMENTS:

/s/ Edwin F. Russell
EDWIN F. RUSSELL
1st Lt., A. C.
Lead Navigator, High Box
SIGNATURE

HEADQUARTERS AAF STATION #128
 OFFICE OF THE NAVIGATION OFFICER

31 July 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 0850 hours; Land at 1730 hours.

b. Group formed at 1005 hours at 13000 feet.

c. Formed CBW at 1005 hours at 13000 feet.

d. Began climb at 1050 hours; reached alt. at 1300 hours.

e. Weather encountered over England:

(1) Clouds 30 / 10th - Visability _____ miles.

(2) Wind at altitude 300 degrees, 35 Knots.

f. Means of navigation over England. Gee, Radio, DR

g. Means of checking Metro Winds Gee, DR, Pilotage

h. Joined task force at 1010 hrs. at Splasher 7
 (Splasher, City, Coord.)

i. English Coast out at 1014 hrs.; Enemy Coast in at 1110 hrs.

j. Fighter Rendezvous:

(1) Going in _____ hrs.

(2) Coming back _____ hrs.

k. Wind used for bombing:

(1) _____ degrees, FFF Knots.

(2) Determined by _____
 (Method)

l. Bomb run and Method of Target Identifications:

(1) Reached IP at 1257 hrs.

(2) Mag. heading over target 164 degrees.

(3) Altitude over target 25100 feet.

(4) Bombs away at 1307 hrs.

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

FFF, 10/10ths

m. Gee;

(1) Coordinates of furthest fix 51-22 N. 01-00 E.

(2) Obtained at 1131 hours.

n. Difficulties encountered with special equipment.

None

COMMENTS:

/s/ J. M. Schwartz
J.M. SCHWARTZ
2nd Lt., A. C.
 SIGNATURE
 Lead Navigator, Low Box

PILOT Air Commander Major W. Garland NAVIGATOR 1st Lt. Jacques Grist DATE 31 July 1944

STATIONS	0725	ENGINES	0825	TAXI	0840	T.O.	0855
LEAVE BASE	COTTESMORE 1013						
COAST OUT	2044						
ENEMY COAST	1117						
I.P.	1252						
TARGET	1303						
ENEMY COAST	1553						
ENGLISH COAST	1632						
ETR	1707						

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

Zero Hr - 1030
 Bomb Alt - 20000
 Ref Alt - 21000
 Oxygen 5:45

WATCH Fast Slow Div. assembly Spl. / to Glaston
 RATE secs / hour Losing

Ltdown on At Lead .. G.M. Low High
 Cottesmore buncher 240 355 C10 Reg.

FROM TO	W/V UESD	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRIFT	TRUE HDNG.	VAR.	MAG. HDNG.	G. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA				
														TIME	BODY	ALT.	AZI.	
Assemble 14000																		
Cottesmore buncher																		
52-44N 00-39E (Y)	308/24	14000	150 130	164	100	-4	096	A10	106	185	18	105	1033 1019					
Crowland (A)																		
52-41N 00-10W	309/25	15000	150 130	165	152	+3	155	A10	165	188	96	118	1037				C.P. (0)	
Glaston (Z)																		
52-32N 00-33E	310/25	15000	150 130	166	102	-4	098	A10	108	188	23	107	1044				English Coast C.P. (1)	
52-48N 01-10E	310/27	20000	150 130	173	090	-6	084	A9	093	192	105	133	1117				Enemy Coast C.P. (2)	
52-48N 01-00E																		1116
"	310/30	20000	150 130	187	129	0	129	A7	136	217	81	122	1139					
50-57N 05-40E	320/10	20000	150 130	187	158	+4	162	A7	169	224	94	125	1204				C.P. (3)	
49-30N 06-37E	320/15	25000	150 130	189	103	-8	095	A6	101	224	110	130	1234				1205	
49-05N 09-20E	320/10	25000	150 130	203	110	+7	117	A5	152	232	30 1/2	108	1242				C.P. (4)	
48-42N 09-50E	320/10	25000	150 130	203	090	-2	088	A5	093	242	38	110	1252				I.P.	
46-42N 10-40E	320/10	25000	150 130	197	138	+7	145	A4	149	227	39	110	1303				TARGET	
I.P.																		
46-13N 11-20E	320/29	23000	170 148	220	067	-5	062	A4	066	251	18	105	1309					
46-30N 11-52E																		
"	320/36	20000	170 148	212	327	-7	320	A4	324	186	30	110	1320					
46-45N 11-20E																		
49-30N 06-37E	320/37	20000	150 130	182	283	+3	286	A5	291	146	195	1121	1441					
"	320/40	20000	150 130	182	338	-4	334	A7	341	144	94	139	1521					
50-57N 05-40E	320/30	20000	150 130	182	309	0	309	A7	316	152	81	132	1553				Enemy Coast	
51-48N 01-00E	305/22	5000	170 148	181	270	+3	273	A7	282	164	106	139	1632				English Coast	
Glaston	300/13	2000	160 139	147	304	0	304	A10	314	134	77	135	1707				ETR	
Base LTO Glaston	300/17	15000	150 130	147	124	A1	125	A10	135	164	77	127	1705 1645				LTO	

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	
					WIP - Code for authentication - "sweet Sue" abandon mission - "hug and eggs"										
					Interval - 2 min. between CR's Chaff - discharge 2 min before IP and continue for 16 min. Emergency Airdrome - Woodbridge 52-05N 01-24E Spares - Turn back at mid-channel.										
					Bunchers - (A) King's Cliff 52-34N 00-29E (R) Glaston 52-38N 00-15W										
0825					Start Engines										
0850					Take Off										
0854					Out of Clouds		150	2000							
0902				96	52 58N 00 04W		150	6000							
0918					Over Cottesmore Buncher Starting to Circle			12000							
1011				165	depart buncher 2 mi S of Station		150	14000							
1015				160			150	14000							
1017				160			150	14500							
1018				155			150	15000							
1019 1/2				155			150	15000							

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF	TRUE HDNC.	MAG. HDNC.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS. MPH /K	HEIGHT & AIR TEMP	T.A.S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
					Geo Wind at 1019 277/18										
1029				175	52 31N 00 17E On splasher #7		145	15000							
1036				169	Over splasher #7 Geo Wind 200/19		150	15000							
1038				168 87	51 48N 00 35E		150	15300							
1041				90	51 50N 00 49E		150	15300							
1044				90	51 43N 01 02E		150	15500							
1045				90/77	Glaston Coast Out		150	15000							
1059				97	51 45N 02 09E (Geo)		150	17800							
1106				95	51 40E 02 56E		154	20000	182	29	9	193			
1117 1/2				95	51 47N 03 46E		150	20000 -14							
1119				132	51 47N 03 58E Enemy Coast In		150	20000							
1129 1/2				132	51 35N 04 38E Flak 2 mile to right		150	20000							
1136 1/2				141	51 09N 05 02E (Geo)		150	20800							
1147 1/2				175	50 45N 05 45E D.R. Pos of Turn		150	20300 -17		36	11	194			
1207				160/110	49 35N 06 37E		155	20600							
1217				108	Kaiserslautern 5 miles S of the town		150	22000							
1227 1/2				108	Crossed Rhein 2 mi South of Gernersheim Contrails high at 0300										
1235				153	49 02N 07 00E Broken Clouds in Rhein Area		150	25000							
1245		286/56		95	48 42N 09 50E Wind by FFF at 1242		150	25500							
1252				95	B-17 Jettisons bombs #3 Engine Feathered										
1255				95	Con trails below		150	25800							
1256				95/160	IP 48 42N 10 48E (Chaff Here)		150	26000							
1305				160	Flak has our altitude Moderate to heavy										
1307				158	Bombs Away Center of Munich		150	26000	10/10ths						
1311				158	Chaff gone B-17 going down in tight spin to rear										
1315				330	48 19N 12 00E Contrails		150	25800							
1320					Tail reports B-17 down in flames back near target Area										
1326 1/2				300	48 25N 11 28E Dense Contrails		170	24000							
1328 1/2				275	48 40N 11 25E 48 40N 11 25E		170	24000							
1350				275	49 21N 09 20E		170	21000							
1401				285	49 05N 09 10E			20000							
1409				288	2 miles S of Bruchsal on course		170								
1413				288	49 13N 08 21E										
1423				288	Flak at 0400 West of Kaiserslautern										
1433				288	More Flak along Autoban		170	20000							
1440				338	49 30N 06 37E		170	19000 -24							
1518				313	50 57N 05 40E		170	19000							
1535				318	51 20N 04 55E On Course		170	18700							
1546				318	Flak from 51 30N 04 20E										
15 51 1/2				320	51 46N 04 00E										
1553 1/2				290	51 48N 03 53E Enemy Coast out		170	18500							

TARGETS:
PRIMARY

Munich, Germany

TRACK CHART

DATE *July 31, 1944*

Green ROUTE FOLLOWED BY *Briefed Comd*
Change *41st. B. C. (H)*

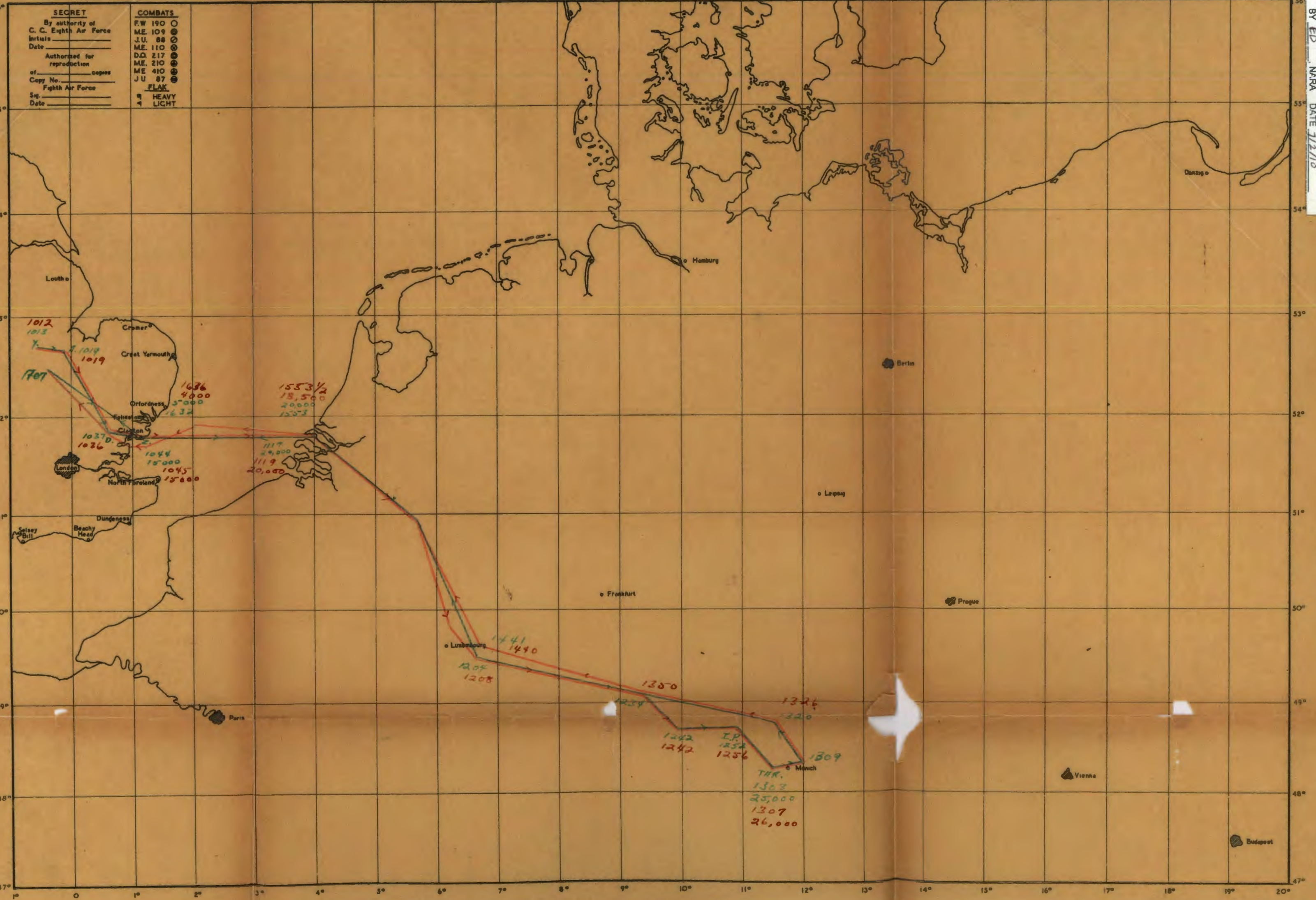
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 LIGHT





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



W.D.
 A.G. FORM
 12 E. Modified
 25-9-43 8 BC APO 634

LEAD BOX
 COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Andrews DATE 31 July 1944
 PILOT Lt. Gruman TAKE OFF 0850
 NAVIGATOR Lt. Griest AIRPLANE 985
 ORGANIZATION _____ SQUADRON 814 GROUP 401st LANDED 1718
 OBJECTIVE Munich, Germany (MPI) _____

INITIAL POINT _____

METHOD OF ATTACK _____
 Individual Flight Squadron Group Wing

NUMBER A/C IN GROUP 10 COMPOSITE GROUP _____

DEFLECTION AND RANGE SIGHTING, GROUP Lead A/C COMPOSITE GROUP _____

RANGE SIGHTING ONLY, GROUP _____ COMPOSITE GROUP _____

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

BOMBS, TYPES AND SIZES 500# M 64

NUMBER OF BOMBS LOADED 100 x 500# M 64 RELEASED 100 x 500# M 64

FUZING, NOSE 1/10 TAIL 1/100

SYNCHRONIZATION X
 On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target <u>1740</u>	Mag Head, order <u>149</u>	Actual <u>155</u>
True Altitude above target <u>24900</u>	True Heading _____	<u>164</u>
Ind. Altitude <u>26000</u>	Drift, Est <u>8L</u>	Actual <u>9L</u>
Pressure alt of target <u>-76</u>	True Track _____	<u>155</u>
Altimeter setting <u>29.92</u>	Actual Range _____	<u>14.750</u>
C.I.A.S. <u>150</u>	I.A.S. <u>150</u>	B.S.Type _____
C.S., Est <u>282</u>	Actual <u>2727</u>	Time of Release <u>M-9</u>
Wind Direc. Metro <u>280 22</u>	Actual <u>288</u>	Intervalometer Setting <u>1507</u>
Wind Veloc. Metro <u>46</u>	Actual <u>65</u>	Length of Bombing Run <u>1700ft</u>
D.S. 127 Trail <u>82</u>	ATF <u>41.73</u>	C-1 Pilot _____
Man. D.A. EST. <u>.58</u>	Actual <u>.59</u>	Manual Pilot <u>Yes</u>
		A-5 <u>Swain</u>

TYPE OF RELEASE

Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN _____

NAVIATION DATA:

MEAN TEMP. METRO 4.0 ACTUAL 6

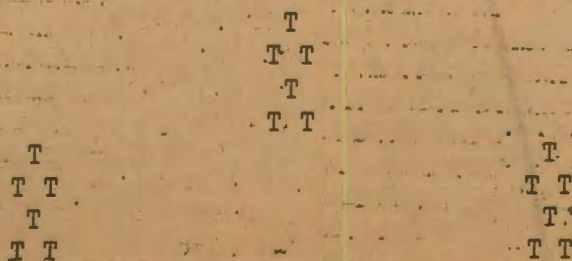
WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
1000						
5000						
10000						
15000						
17000						
19000						
20000						
25000						
28000	<u>280</u>	<u>280</u>	<u>48</u>	<u>65</u>	<u>-28</u>	<u>-30</u>
30000						

METHODS OF BOMBING



COMPOSITE GROUPS



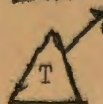
Bombardier making complete sighting operation



Bombardier making range operation only

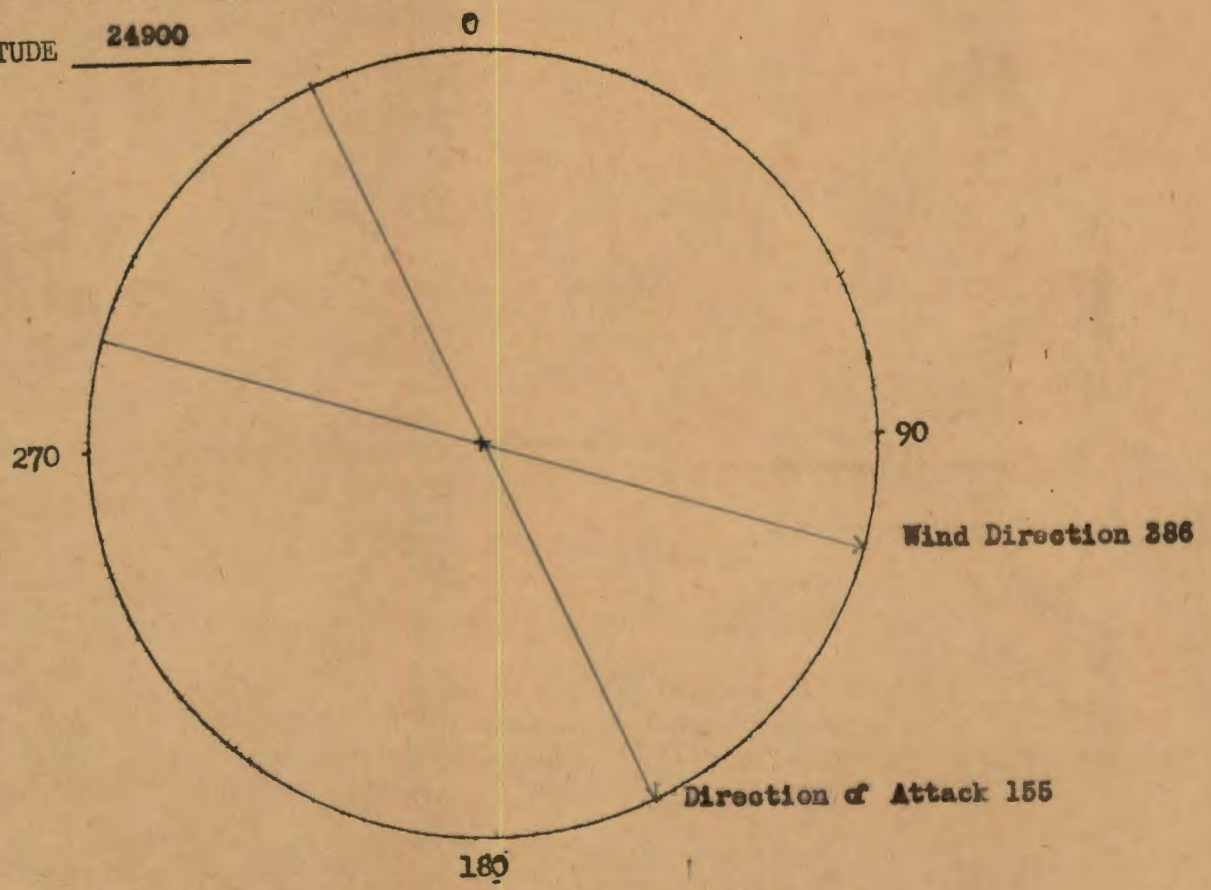


Bombardier dropping on leader, with arrow indicating leader's position



BOMBARDIER'S INDIVIDUAL PLOT

TARGET Munich, Germany
METHOD OF BOMBING FFF
ALTITUDE 24900



LEAD BOX

PLOT
WIND DIRECTION 286
WIND VELOCITY 86
DIRECTION OF ATTACK 186

REMARKS -----

W.D.
 A.G. FBRM
 12 E. Modified
 25-9-43 8 BC APO 634

HIGH BOX
 COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Minott DATE 31 July 1944
 PILOT Lt. Kalinski TAKE OFF 0851
 NAVIGATOR Lt. Russell AIRPLANE 495
 ORGANIZATION _____ SQUADRON 615 GROUP 401st LANDED 1720
 OBJECTIVE Munich, Germany (MPI) _____
 INITIAL POINT _____
 METHOD OF ATTACK _____
 Individual Flight Squadron Group Wing X
 NUMBER A/C IN GROUP 11 COMPOSITE GROUP _____
 DEFLECTION AND RANGE SIGHTING, GROUP Lead A/C COMPOSITE GROUP _____
 RANGE SIGHTING ONLY, GROUP _____ COMPOSITE GROUP _____
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C
 BOMBS, TYPES AND SIZES 500# M 64
 NUMBER OF BOMBS LOADED 120 x 500# M 64 RELEASED 110 x 500# M 64
 FUZING, NOSE 1/10 TAIL 1/100
 SYNCHRONIZATION X
 On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target <u>1740</u>	Mag Head, order <u>140</u> Actual <u>130</u>
True Altitude above target <u>25,710</u>	True Heading _____
Ind. Altitude <u>26500</u>	Drift, Est <u>61</u> Actual _____
Pressure alt of target <u>-76</u>	True Track _____
Altimeter setting <u>29.92</u>	Actual Range <u>14,135</u>
C.I.A.S. <u>150</u> I.A.S. <u>150</u>	B.S. Type <u>M-9</u>
G.S., Est <u>283</u> Actual <u>265</u>	Time of Release <u>1300</u>
Wind Direc. Metro <u>280</u> Actual <u>300</u>	Intervalometer Setting <u>1750ft</u>
Wind Veloc. Metro <u>48</u> Actual <u>46</u>	Length of Bombing Run <u>8 min</u>
D.S. <u>125.1</u> Trail <u>62</u> ATF <u>42.68</u>	C-1 Pilot <u>Yes</u> A-5 _____
Tan. D.A. EST. <u>.63</u> Actual _____	Manual Pilot _____

TYPE OF RELEASE

Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN

NAVIATION DATA:

MEAN TEMP.

METRO

ACTUAL

WINDS

ALTITUDE

DIRECTION

VELOCITY

TEMP C.

METRO

ACTUAL

METRO

ACTUAL

METRO

ACTUAL

1000
 5000
 10000
 15000
 17000
 19000
 20000
 25000
 28000
 30000

280

300

48

46

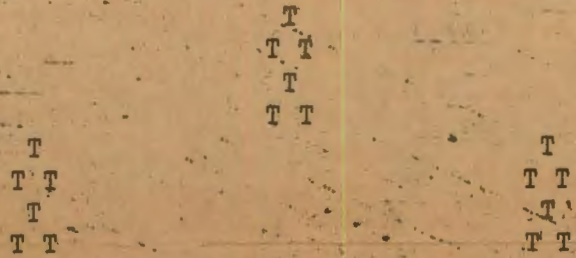
-31

-31

METHODS OF BOMBING



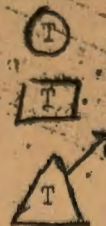
COMPOSITE GROUPS



Bombardier making complete sighting operation

Bombardier making range operation only

Bombardier dropping on leader, with arrow indicating leader's position

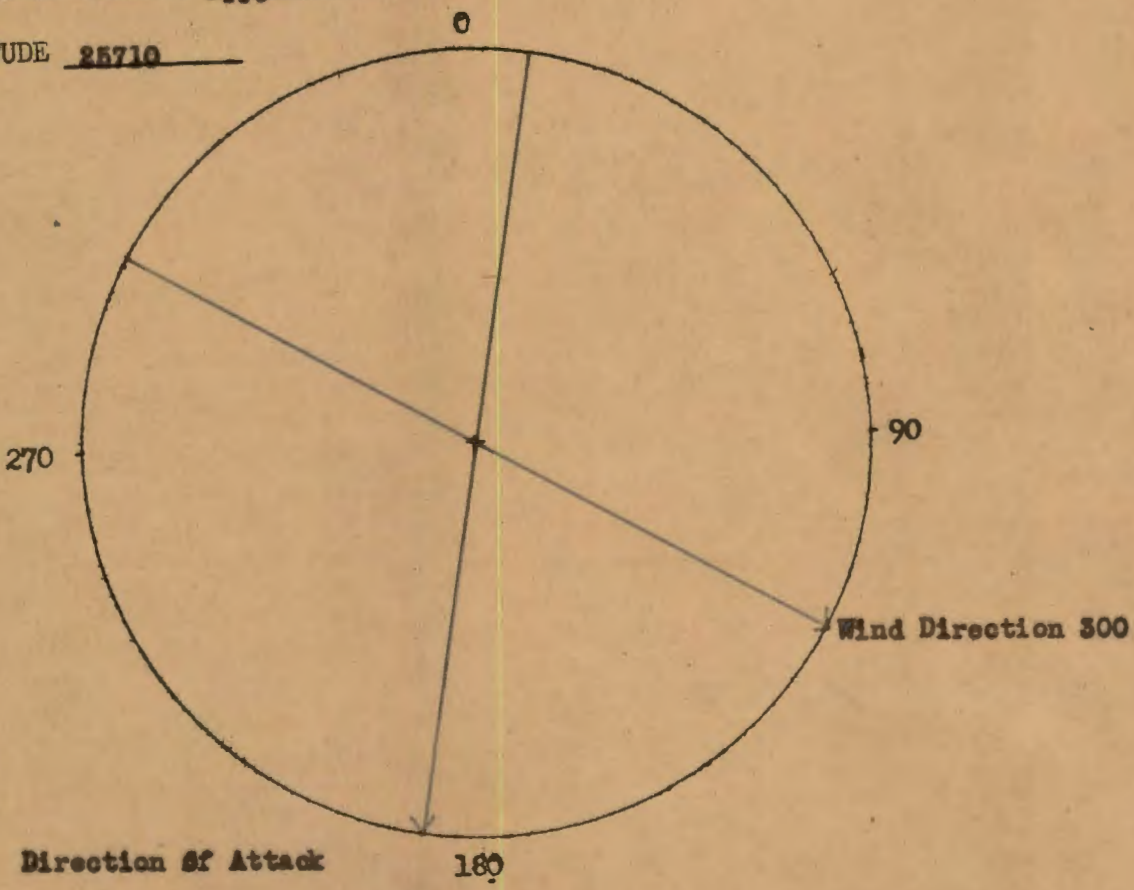


BOMBARDIER'S INDIVIDUAL PLOT

TARGET Maglich, Germany

METHOD OF BOMBING VFF

ALTITUDE 25710



Direction of Attack 180

HIGH BOX

PLOT

WIND DIRECTION 300

WIND VELOCITY 46

DIRECTION OF ATTACK 180

REMARKS -----

W.D.
 A.G. FERM
 12 E. Modified
 25-9-43 8 BC APO 634

LOW BOX
 COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Brown DATE 21 July 1944
 PILOT Capt Opie TAKE OFF 0850
 NAVIGATOR Lt. Schwartz AIRPLANE 510
 ORGANIZATION _____ SQUADRON 612th GROUP 401st LANDED 1730
 OBJECTIVE Munich, Germany (MPI) _____
 INITIAL POINT _____
 METHOD OF ATTACK _____
 Individual Flight Squadron Group Wing
 NUMBER A/C IN GROUP 17 COMPOSITE GROUP _____
 DEFLECTION AND RANGE SIGHTING, GROUP Lead A/C COMPOSITE GROUP _____
 RANGE SIGHTING ONLY, GROUP _____ COMPOSITE GROUP _____
 NUMBER A/CDROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C
 BOMBS, TYPES AND SIZES 500# M 64
 NUMBER OF BOMBS LOADED 120 x 500# M 64 RELEASED 110 x 500# M 64
 FUZING, NOSE 1/10 TAIL 1/100
 SYNCHRONIZATION X
 On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target	<u>1740</u>	Mag Head, order	<u>142</u>	Actual	<u>145</u>
True Altitude above target	<u>24,450</u>	True Heading	<u>168</u>		
Ind. Altitude	<u>25400</u>	Drift, Est	<u>8L</u>	Actual	<u>---</u>
Pressure alt of target	<u>-76</u>	True Track	<u>---</u>		
Altimeter setting	<u>29.92</u>	Actual Range	<u>14,210</u>		
C.I.A.S. <u>150</u>	I.A.S. <u>150</u>	B.S.Type	<u>M-9</u>		
C.S., Est <u>262</u>	Actual <u>264</u>	Time of Release	<u>1307 1/2</u>		
Wind Direc. Metro <u>280</u>	Actual <u>300</u>	Intervalometer Setting	<u>175ft</u>		
Wind Veloc. Metro <u>44</u>	Actual <u>41</u>	Length of Bombing Run	<u>3 min</u>		
D.S. <u>122.6</u> Trail <u>59</u>	ATF <u>41.21</u>	C-1 Pilot	<u>Yes</u>	A-5	
Tan. D.A. EST. <u>.80</u>	Actual <u>---</u>	Manual Pilot	<u>---</u>		

TYPE OF RELEASE

Individual X Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN _____

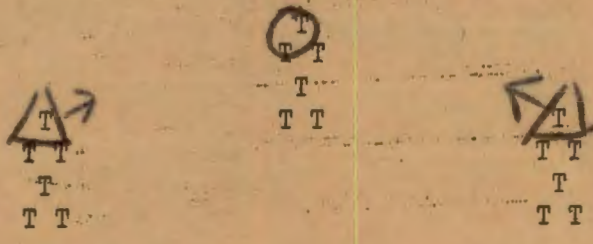
NAVIATION DATA:

MEAN TEMP. METRO -4 ACTUAL -4

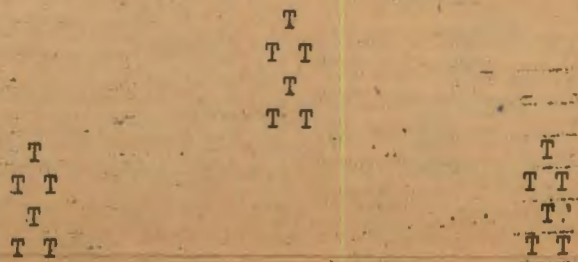
WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
1000						
5000						
10000						
15000						
17000						
19000						
20000						
25000	280	300	44	41	-27	-27
28000						
30000						

METHODS OF BOMBING



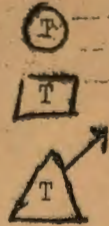
COMPOSITE GROUPS



Bombardier making complete sighting operation

Bombardier making range operation only

Bombardier dropping on leader, with arrow indicating leader's position

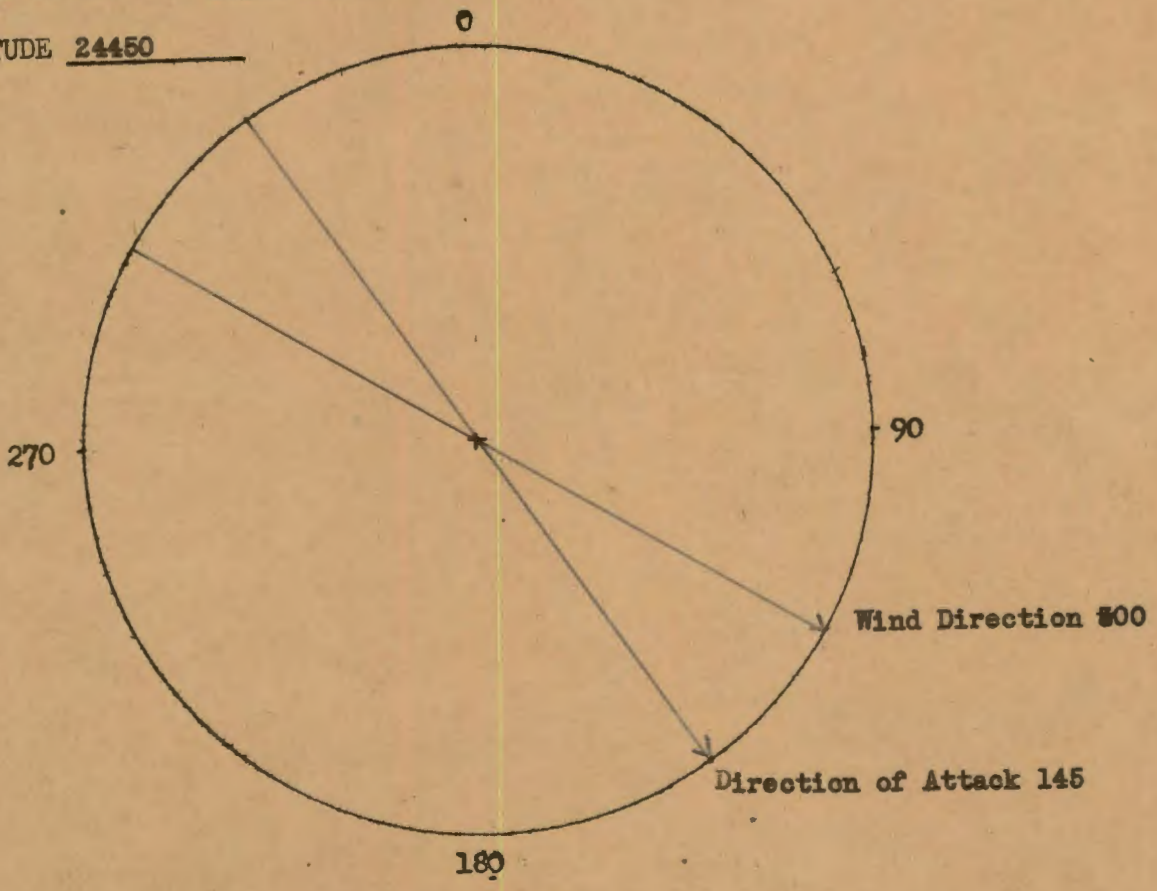


BOMBARDIER'S INDIVIDUAL PLOT

TARGET Munich, Germany

METHOD OF BOMBING PFF

ALTITUDE 24450



Low LES BOX

PLOT

WIND DIRECTION 300

WIND VELOCITY 41

DIRECTION OF ATTACK 145

REMARKS -----

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

J-A-2

Reference Field Order 454.

31 JULY 1944

SUBJECT: Communications Report, Operational Mission No 119.

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/C	<u>0</u>	Splashers	<u>17</u>
to other A/C	<u>0</u>	Fixed Beacons	<u>0</u>
2. HF/DF Bearings	<u>1</u>	Bunchers	<u>42</u>
3. MF/DF Fixes	<u>0</u>	6. Total A/C using Gee	<u>20</u>
4. Distress Action	<u>0</u>	Maximum Fix	<u>5102N 0535E</u>

SECTION TWO - REPORTED EQUIPMENT DEFICIENCIES

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

SECTION THREE - REMARKS

2 A/C BROKE SAFETY WIRES ON VHF TOGGLE SWITCHES TO INFORM
OTHER A/C TO REEL IN TRAILING WIRE ANTENNA.

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

S E C R E T

Report on A.A. Gunfire.

401st BOMBARDMENT GROUP (H)

Target: Assigned . . . Munich Date of Mission **31 July 44**
 Bombed Munich

Route as Flown:-

(5150-0410E) - (5055-0535E) - (4930-0630E) - (IP) - (PT) -
 (4910-0920E) - (4930-0630E) - (5150-0410E)/

Weather conditions: (a) At target . . . 9/10

(b) En route . . . 8/10 - 10/10

Were our A/C "Seen" or "Unseen" targets? (a) At target seen and unseen . . .
 (b) En route seen and unseen . . .

Any condensation trails? . . Yes

Description of Flak at Target, including METHOD OF FIRE CONTROL

Moderate to intense, fair to good for accuracy of both barrage and tracking type.

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

Heavier to moderate bursts observed from Antwerp, Mannheim, Stuttgart and Saarbrucken, generally inaccurate.

Was CHAFF carried? . . Yes

How discharged? . . As briefed.

Position of Group

Lead, High and Low Boxes of 94th 750 G.W.

Details:-

ap	A/C over enemy territory	A/C Damaged	A/C lost to Flak	Time over Target	Time of Bombs away	Height	Axis of Attack	Bomb Run	
01	Lead	10	8	0	1309	1309	26,500	180°T	3-5 min.
01	High	13	9	0	1307	1307	27,600	170°T	3-5 min.
01	Low	11	5	1	1308	1308	25,400	155°N	3-5 min.

Comments - Phenomena:-

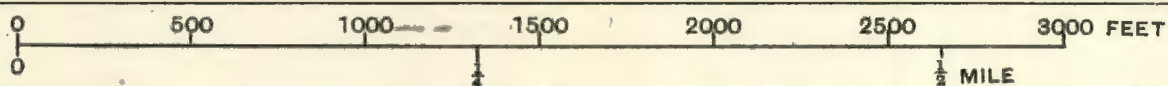
Lt. P.R. Myers.

Target No.
3 (f) 18a

BAYERISCHE MOTORENWERKE A.G.
(B.M.W.)

ALLACH
— (Near MÜNCHEN or MUNICH)
(GERMANY)

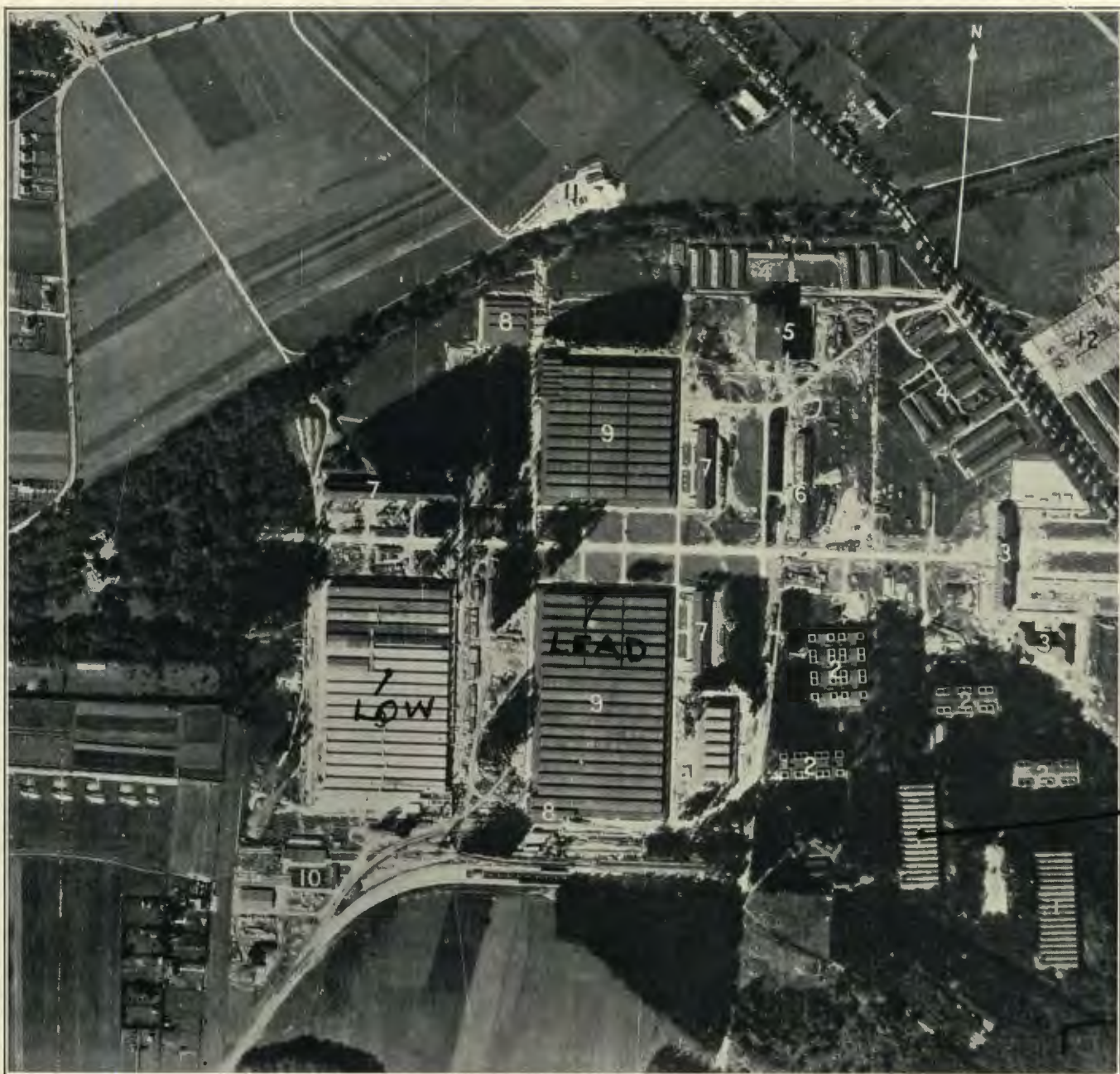
Illustration No.
3 (f) 18a/3



(1 : 6,600) approx.

Photographed 18 September 1941

Issued January 1943



PROBABLE USE OF BUILDINGS.

- | | |
|----------------------------------|---|
| 1. ASSEMBLY SHOPS. | 8. STORES. |
| 2. TEST BEDS. | 9. MAIN BUILDINGS, INCLUDING THE MACHINE SHOPS. |
| 3. OFFICES. | 10. SMALL WORKSHOPS. |
| 4. HUTTED CAMPS. | 11. OIL STORAGE. |
| 5. BOILER HOUSE AND POWER PLANT. | 12. PORTION OF LARGE HUTTED CAMP, NOT CONNECTED WITH WORKS. |
| 6. WORKSHOPS OR STORES. | |
| 7. CANTEENS. | |

Plan "A"

Employees 10,000

EX-4662

Bayerische Motorenwerke

Primary (Visual) - Allach (Aero-engine factory j.p. A/C)

M.P.I.'s 1 " Forest ~~located~~ on South

- 1) Lead Sp. - Bldg 16 Very large workshop + on siding
- Low Sp. - Bldg 14 " " "
- Hi Sp. - Bldg 24 Assembly shop.

of P.F.F., Munich (EH-606)

MPI ~~Bldg 4~~ on RRM/Y P.R. station & sheds

Secondary, Ludwigshafen (ES-38) avoid heading of 300° (7 lab) No straight avoid number

MPI Buna plant. ^{Germany} that can be positively sighted identified & visual made.

Last resort - any target, that can be positively sighted identified & visual made.

12 Wings will have already hit the Target city

and 3 Wings will have ^{hit} your MPI just before you.

Four more will follow you and one of them will have your MPI, too.

Strong enemy fighter ops is expected.

Watch for jet-propelled A/C. Diamond shape.

(Set fix) ME-163, ME-262 & HE-280

Fighters - 51's (4 sps) + 47's (3 sps)

Canoflagent forest

P-47's & P-51's will pick you up at Belgian frontier

~~at Belgian frontier~~

47's & 51's just 500' ~~of~~ Indry target & will escort you back at Belgian frontier

you go. (over)

Spec. Instr.

Identity

1. Dog tags + cels bids. ~~Photos~~ Photos.
2. Security - don't mention target ~~PHI~~ info. PW
3. Try to get to Italy instead of Switzerland

Target sales data.

Lead bdr. will give T recog. features

Take flesh picture.

Pix of jet A/C (3 str)

WE-103 WE-305 WE-380

WBI
WBI
WBI

WBI

(000-00) (00-00) (00-00)

WBI

OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 567
U. S. ARMY

D-E-1

31 July 1944.

SUBJECT: Comments of Crews Participating on Mission to Munich, 31 July 44.

TO : Commanding Officer, Station 128, APO 567, U.S. Army. (Thru
Lt. Col. W.T. Seawell and Lt. Col. A.C. Brooks).

1. Lt. Richard C. Tyson, Navigator A/C 9873, and Lt. Harry L. Piper, Co-pilot A/C 1087 report that an unidentified Group Leader announced in the clear, over VHF somewhere in the vicinity of the IP that he was bombing at 24,500 feet.

2. Lt. Don L. Anderson, Bombardier A/C 7780, believes that skymarker bomb provides a target for A.A. fire, giving the altitude of the formation. Several crew members observed some flak bursts exactly at the top of the smoke trail left by the skymarker bomb.

3. Lt. Parker W. Finney, Pilot A/C 2394, believes the leader of the Wing flew too fast today.

4. Lt. Paul J. Sullivan, Pilot A/C 2674, stated that the Deputy Lead A/C of the High Box (A/C 706) flew poor formation today.

5. Lt. Kenneth D. Buvinghausen, Bombardier A/C 7895, reports that the ball turret on A/C 9873 did not appear to be moving today.

6. Lt. Stewart H. Howse, Navigator A/C 7859, stated that A/C 145 almost collided with A/C 7859 from below.

7. The crew of Lt. Woodville G. Rossell report they were having trouble with all 4 engines of A/C 862. Also the flux-gate compass was reading just the opposite of normal operation.

8. Lt. Grant H. Linford, Pilot A/C 7938, says Leaders are not peeling off in time in traffic pattern.

9. Lt. Buck R. Lippert, Pilot A/C 7511, praised the lead flown by Lt. Fox, who was leading the high squadron of the High Box.

10. 2/Sgt. John H. Heinlen, ROG A/C 7891, believes chaff was effective today.

11. Lt. Harry P. Silverstein, Pilot A/C 1863, said his crew waited over one hour for transportation from their dispersal area after landing. They were in dispersal No. 6.

W. B. Fry

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

Plan "B"

ES-38

Primary - Ludwigshafen - MPI Buna plant
(for both Visual + P47)

Secondary & last resort - Any target in Germany that
can be positively identified and visual sighting made.

27 CBW's from the 3 divisions will be attacking
the same target.

Strong E/A fighter op. possible

Target has been considerably damaged but
PO reports show reconstr. has been fairly extensive.

Our 7 fighters

Jet A/C (Pix) ME-163, ME-262 & HE-280

- P47's will sweep Namur area at time of IBD penetration
- 51's near Belgian frontier
- 38's will sweep Namur area at time of IBD withdrawal
- 51's ~~will~~ will give ~~Namur~~ Durlach - Frankfurt -
Target support (area)

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

1 August 1944

WEATHER INTERROGATION SUMMARY FOR MISSION ON 1 AUGUST 1944.

TAKE-OFF: 1117. 10/10 stratus, base 500', tops 2300'. Nil middle or high cloud. Visibility 2000 yds.

ROUTE OUT: 10/10 stratus, base 500', tops 2-3000', becoming 9-10/10 over Southern England, tops 2-3000', breaking to 1-3/10 stratocumulus south of 49 deg. N, tops 3-4000', becoming nil south of 48 deg. N. Nil to 2/10 thin altostratus at 12,000' over England. Nil to 2/10 thin altostratus at 16-17,000' over the channel. Nil to 2/10 cirrus at about 23,000' over England, becoming nil over channel and increasing to 2-3/10 cirrus, base 22,500', tops 23,500', just before reaching target. Visibility unlimited horizontally over the entire route. Vertical visibility 5-6 miles over England, gradually improving to 10-15 miles over the continent. Top of haze layer at 5-6000' over England.

TARGET: 1455. 2/10 stratocumulus, tops 3-4000'. Nil middle or high cloud. Horizontal visibility unrestricted. Vertical visibility 15 miles.

ROUTE BACK: Clouds and visibility same as for route out over the continent. 8-10/10 stratocumulus, tops 3-4000' over the channel, breaking to 4-6/10 at the English coast, base 2000', again increasing to 9-10/10 north of 52 deg. N, base 1500-2000'. 4-6/10 altocumulus, base 7000', tops 8000' over the channel. Visibility unrestricted horizontally over channel. Vertical visibility 5-7 miles over the channel, decreasing to 2-4 miles over England.

BASE ON RETURN: 1650. 9/10 plus stratocumulus, base 1500'. Visibility 6 miles.

REMARKS: Light non-persistent contrails at 25,000' in the target area. Otherwise nil contrails. Nil icing. Temperatures: -20 deg. at 25,000', -12 deg. at 20,000', -2 deg. at 15,000', plus 5 deg. at 10,000'. Winds aloft: 325 deg. to 330 deg. at 20 knots at 20,000' over the channel; 350 deg. at 32 knots at 25,000' in target area.

Arthur B. Street

ARTHUR B. STREET
 Captain, Air Corps
 Staff Weather Officer

CONFIDENTIAL

AUG 1 1944 04 22

USLIST PB - PC - STP V OIBMP NR 04 O-P

FROM: OIBMP 010323B
 TO: USLIST PB
 USLIST PC
 OISTP
 OIKHI
 OITHE
 OIPNT

SECRET

5

SECRET BT

1BD A-4-E.

FIELD ORDER NO. 455

- 1. A. FIGHTER SUPPORT: FULL AREA SUPPORT
- B. FRIENDLY ACTIVITIES: 2ND AND 3RD DIVISIONS
 WILL BE OPERATING IN SAME AREA
 AT APPROX SAME TIME.

2. TARGETS AND MPI'S	FORCE	BOMB LOAD
Z-348 -----		
1ST A CBW: 066097/4 062082/4	12 A/C 24 A/C	10X500 GP 1/10 - 1/40 "
1ST B CBW: 037066/4 067057/4	12 A/C 24 A/C	" "
Z-248 -----		
1ST C CBW: 059043/7 055031/7	12 A/C 24 A/C	18X250 GP 1/10 - 1/40 "
94TH A CBW: 079041/7 074031/7	12 A/C 24 A/C	" "
BOOK 23 ILL/50 -----		
41ST A CBW: 021039	36 A/C	2X2000 GP 1/10 - 1/100
Z-334 -----		
41ST B CBW: 059061/5 083061/5	12 A/C 24 A/C	10X500 GP 1/10 - 1/40 "
41ST C CBW: 058049/5 075044/5	12 A/C 24 A/C	"
40TH A CBW: 063035/5 084032/5	12 A/C 24 A/C	" "
Z-339 -----		
94TH B CBW: 069061/6	36 A/C	10X500 GP 1/10 - 1/100
94TH C CBW: 065047/6 090034/6	24 A/C 12 A/C	10X500 GP 1/10 - 1/40 "
40TH B CBW: 077039/6 063033/6	24 A/C 12 A/C	" "

SECONDARY AND LAST RESORT: ANY A/D, M/Y, R.R. BRIDGE,
 ROAD BRIDGE, ENEMY CONVOY OR COLUMN, CONCENTRATION
 OF TROOPS OR EQUIPMENT POSITIVELY IDENTIFIED
 AND NOT ADJACENT TO A BUILT UP AREA.
 VISUAL SIGHTINGS MUST BE MADE.

3. A. COMPOSITION OF FORCE:

- 1ST A CBW LEAD
- B " SECOND

41ST
 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

3. A. COMPOSITION OF FORCE:

- 1ST A CBW LEAD
- B CBW SECOND
- 41ST A CBW THIRD
- 1ST C CBW FOURTH
- 94TH A CBW FIFTH
- 41ST B CBW SIXTH
- 41ST C CBW SEVENTH
- 40TH A CBW EIGHTH
- 94TH B CBW NINTH
- C CBW TENTH
- 40TH B CBW WELEVENTH

B. ROUTE AND APPROXIMATE TIME SCHEDULE FOR LEAD A/C: ON Z-348

SELSEY BILL	ZERO MINUS 100 MINUTES	15000
4919-0002W	ZERO MINUS 70 MINUTES	20000
4735-0055E	ZERO MINUS 37 MINUTES	25000
4802-0244E	ZERO MINUS 15 MINUTES	
4823-0258E	ZERO MINUS 7 MINUTES	
TARGET (Z-348)	ZERO HOUR	25000
4826-0223E	ZERO PLUS 5 MINUTES	23000
4817-0144E	ZERO PLUS 15 MINUTES	20000
4818-0114E	ZERO PLUS 23 MINUTES	
4919-0002W	ZERO PLUS 54 MINUTES	20000
SELSEY BILL	ZERO PLUS 88 MINUTES	

ROUTE AND APPROX TIME FOR LEAD A/C ON BOOK 23 ILL/5

SELSEY BILL	ZERO MINUS 96 MINUTES	15000
4919-0002W	ZERO MINUS 66 MINUTES	20000
4735-0055E	ZERO MINUS 33 MINUTES	25000
4748-0128E	ZERO MINUS 26 MINUTES	
4816-0144E	ZERO MINUS 16 MINUTES	
TARGET (BOOK 23)	ZERO MINUS 11 MINUTES	25000
4818-0114E	ZERO MINUS 6 MINUTES	
4919-0002W	ZERO PLUS 25 MINUTES	20000
SELSEY BILL	ZERO PLUS 59 MINUTES	

**ROUTE AND APPROXIMATE TIMING LEAD UNIT ON TARGET Z-248
 SAME AS FOR BOOK 23 PLUS 2 MINUTES**

ROUTE AND APPROXIMATE TIMINGS FOR LEAD UNIT ON Z-334

SELSEY BILL	ZERO MINUS 90 MINUTES	15,000	START CLIMB
4919-0002W	ZERO MINUS 60 MINUTES	20,000	
4735-0055E	ZERO MINUS 27 MINUTES	20,000	
4731-0127E	ZERO MINUS 21 MINUTES	20,000	
4743-0156E (IP)	ZERO MINUS 14 MINUTES	20,000	
TARGET	ZERO MINUS 8 MINUTES	20,000	START DESCENT
4818-0114E	ZERO PLUS 3 MINUTES	20,000	
4919-0002W	ZERO PLUS 34 MINUTES	20,000	START DESCENT
SELSEY BILL	ZERO PLUS 68 MINUTES		AS DESIRED

ROUTES AND APPROXIMATE TIMINGS FOR LEAD UNIT ON Z-339

SELSEY BILL	ZERO MINUS 84 MINUTES	15,000	START CLIMB
4919-0002W	ZERO MINUS 54 MINUTES	20,000	
4735-0055E	ZERO MINUS 21 MINUTES	20,000	
4731-0127E	ZERO MINUS 15 MINUTES	20,000	
4750-0142E (IP)	ZERO MINUS 8 MINUTES	20,000	
TARGET	ZERO MINUS 2 MINUTES	20,000	START DESCENT
4804-0108E	ZERO PLUS 2 MINUTES	20,000	
4919-0002W	ZERO PLUS 36 MINUTES	20,000	START DESCENT
SELSEY BILL	ZERO PLUS 70 MINUTES		AS DESIRED

D. SPECIAL INSTRUCTIONS RE ROUTE:

- (1) BASE REFERENCE ALTITUDE: 12,000
- (2) DIVISION ASSEMBLY LINE: SPLASHER 11 TO SELSEY BILL
- (3) INTERVAL BETWEEN ~~P~~ CBW'S: 2 MINUTES.

E. ZERO HOUR AND DATE: 1300 HOURS, DBST, 1 AUGUST, 1944.

X. (1) BOMB LOADINGS AND FUSINGS: SEE PARA 2.

- (2) INTERVALOMETER SETTINGS: 41ST A AND 94TH B : SALVO
 ALL OTHER UNITS: 75 FEET

- (3) SPECIAL BOMBING INSTRUCTIONS:
 MPI'S HAVE BEEN SELECTED TO RENDER AIRDROMES
 OPERATIONALLY U/S. IT IS DESIRED THAT THE ENTIRE AREAS
 BE POSTHOLED.

4. SUPPLY: NORMAL.

5. COMMUNICATIONS.

A. SPLASHERS: 4A, 10B, 6C, 7D, 8E, 5F, 11G, 13H AND 16I IN
 OPERATION ENTIRE MISSION.

B. GEE INFORMATION: EASTERN WYOMING, EASTERN QUINCY, SOUTHERN
 UTAH AND SOUTHERN JEFFERSON ON GRADE "A"
 ENTIRE MISSION.

C. M.F. D/F SECTION "N".

D. R.C.M.:

- (1) WINDOW: ALL A/C WILL COMMENCE RELEASE OF CHAFF AT 2
 MINUTES BEFORE I.P. AND CONTINUE FOR 12 MINUTES.
 EAST AIRCRAFT WILL CARRY 264 UNITS.

- (2) CARPET: NORMAL

E. FIGHTER-BOMBER V.H.F. CHANNELS:

8A.F. FIGHTER-BOMBER COMMON

F. V.H.F. CALLSIGNS:

BOMBERS.

4135-0005E	ZERO MINUS	21 MINUTES	20,000	
4731-0127E	ZERO MINUS	15 MINUTES	20,000	
4750-0142E (IP)	ZERO MINUS	8 MINUTES	20,000	
TARGET	ZERO MINUS	2 MINUTES	20,000	START DESCENT
4804-0108E	ZERO PLUS	2 MINUTES	20,000	
4919-0002W	ZERO PLUS	36 MINUTES	20,000	START DESCENT
SELSEY BILL	ZERO PLUS	70 MINUTES		AS DESIRED

D. SPECIAL INSTRUCTIONS RE ROUTE:

- (1) BASE REFERENCE ALTITUDE: 12,000
- (2) DIVISION ASSEMBLY LINE: SPLASHER 11 TO SELSEY BILL
- (3) INTERVAL BETWEEN ~~PLASHER~~ CBW'S: 2 MINUTES.

E. ZERO HOUR AND DATE: 1300 HOURS, DBST, 1 AUGUST, 1944.

X. (1) BOMB LOADINGS AND FUSINGS: SEE PARA 2.

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 ALL OTHER UNITS: 75 FEET

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5. COMMUNICATIONS.

A. SPLASHERS: 4A, 10B, 6C, 7D, 8E, 5F, 11G, 13H AND 16I IN
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B. GEE INFORMATION: EASTERN WYOMING, EASTERN QUINCY, SOUTHERN
 UTAH AND SOUTHERN JEFFERSON ON GRADE "A"
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 MINUTES BEFORE I.P. AND CONTINUE FOR 12 MINUTES.
 EAST AIRCRAFT WILL CARRY 264 UNITS.

- (2) CARPET: NORMAL

E. FIGHTER-BOMBER V.H.F. CHANNELS:

8A.F. FIGHTER-BOMBER COMMON

F. V.H.F. CALLSIGNS:

BOMBERS.

1A CBW - VINEGROVE 1-1	41C CBW - VINEGROVE 1-7
1B CBW - VINEGROVE 1-2	40A CBW - VINEGROVE 1-8
41A CBW - VINEGROVE 1-3	94B CBW - VINEGROVE 1-9
1C CBW - VINEGROVE 1-4	94C CBW - VINEGROVE 1-10
94A CBW - VINEGROVE 1-5	40B CBW - VINEGROVE 1-11
41B CBW - VINEGROVE 1-6	

FIGHTERS - BALANCE

GROUND SECTOR CONTROL - COLGATE

V.H.F. CODE WORD FOR AUTHENTICATION - TWENTY GRAND

G. V.H.F. RELAY AIRCRAFT - 40TH CBW WILL OPERATE RELAY AIRCRAFT
 IN VICINITY OF 5030-0030W AT 20,000 FEET FROM ZERO MINUS
 90 MINUTES UNTIL RECALLED.

6. SPECIAL INSTRUCTIONS:

- (1) SPLASHER ASSIGNMENTS: USE CBW BUNCHERS.
- (2) SCOUNTING FORCE WILL BE OPERATING DETAILS TO FOLLOW.
- (3) ALL FORCES ATTACKING A/D WILL HAVE LEAD A/C CARRY 12 INCH
 CAMERA FOR PHOTOGRAPHING A/D IN ADDITION TO 24 INCH
 CAMERA NORMALLY USED FOR STRIKE PHOTOS.

----WILLIAMS----COMBOMDIV ONE ----

BT
 CC: UNDER PARA D. (3 LINE TO REAG AS FOLLOWS:-
 (3) INTERVAL BETWEEN CBW'S: 2 MINUTES
 NOT AS SENT
 C.B. AR K
 AS FOR K WITH R PLS

DPE R010425B MWK AR

~~SECRET~~

AUG 1 1944 04 37

USLIST PB - PC V OIBMP NR 03 OP

FROM OIBMP 010235B
TO USLIST PB
USLIST PC
SECRET BT

6

1BD A-3-D

(INTELLIGENCE ANNEX TO F.O. 455)

TIDES: GMT

HIGH - 0619 AND 1854
LOW - 0101 AND 1336

GENERAL CRATERING OF FIELDS DESIRED TO MAKE A/C LANDINGS IMPOSSIBLE. IT IS BELIEVED THAT A/F'S ARE BEING PREPARED FOR ADVENT OF ME 262'S.

E/A OPPOSITION MAY BE EXPECTED.

FLAK

FORECAST WINDS ALL TARGETS. 40 MPH FROM 300 DEGREES
EVASIVE ACTION SUGGESTED WHEN CROSSING ENEMY COAST.
Z248 BOOK 23 - AXES OF ATTACK AND WITHDRAWAL ARE
BEST. 17 GUNS IN RANGE . NO TROUBLE ANTICIPATED
ENROUTE.

Z334 13 GUNS IN RANGE. AXES OF ATTACK BEST POSSIBLE
UNDER WEATHER CONDITIONS. NO TROUBLE ANTICIPATED
ENROUTE.

Z339 GUNS IN RANGE. AXES OF ATTACK AND WITHDRAWAL
ARE BEST. AVOID NOGENT ON RETURN ROUTE. NO TROUBLE
ANTICIPATED ON BALANCE OF ROUTE.

Z348 24 GUNS IN RANGE. AXES OF ATTACK AND WITH DRAWAL
ARE BEST. NO TROUBLE ANTICIPATED ENROUTE.

----- WILLIAMS COMBOMDIV ONE-----

BT

CCC 4 TH LINE FROM BOTTOM WA BEST AVOID REPEAT AVOID
LS B
AS FOR R
TVDPE R.....010440B MWK AR

USLIST PB - PC - STP V OIBMP NR 06 O-P

AUG 1 1944 05 14

FROM OIBMP 010444B
 TO USLIST PB
 USLIST PC
 OISTP
 OIKHI
 OITHE
 OIPNT
 SECRET BT

1BD A-6-E.

ANNEX NO.1 TO -1BD FO 455

1. A. FIGHTER SUPPORT:

POINT	UNIT	TYPE	CALLSIGN	TYPE	SUPPORT	CONTROL	POINT	TIMINGS
SELSEY BILL			BALANCE			1		ZERO MINUS 95
4919-0002W	357 GP	P-51	1-1	AREA		2		ZERO MINUS 67

3 GROUPS FIGHTERS IN SAME AREA SUPPORTING 2ND AND 3RD DIVISIONS.

FIGHTER REFERENCE POINTS.

S-LEMANS
 M-ST QUENTIN
 O-ORLEANS
 K-BOURG
 E-CHALONS
 R-PARIS

ROUTE AND APPROXIMATE TIME SCHEDULE FOR LEAD A/C: ON Z-348

SELSEY BILL	ZERO MINUS	95 MINUTES	15000	ST. CLIMB
4919-0002W	ZERO MINUS	67 MINUTES	20000	
4735-0055E	ZERO MINUS	37 MINUTES	25000	
4802-0244E	ZERO MINUS	15 MINUTES		
4823-0258E	ZERO MINUS	7 MINUTES		
TARGET (Z-348)	ZERO HOUR		25000	
4826-0223E	ZERO PLUS	5 MINUTES	23000	
4817-0144E	ZERO PLUS	15 MINUTES	20000	
4818-0114E	ZERO PLUS	23 MINUTES		
4919-0002W	ZERO PLUS	56 MINUTES	20000	
SELSEY BILL	ZERO PLUS	92 MINUTES		AS DESIRED

ROUTEVN&)-0049/ 58.3 194 03-8 -/C ON BOOK 23 ILL/50

SELSEY BILL	ZERO MINUS	91 MINUTES	15000	ST. CLIMB
4919-0002W	ZERO MINUS	63 MINUTES	20000	
4735-0055E	ZERO MINUS	33 MINUTES	25000	
4748-0128E	ZERO MINUS	26 MINUTES		
4816-0144E	ZERO MINUS	16 MINUTES		
TARGET (BOOK 23)	ZERO MINUS	11 MINUTES	25000	ST. DESCENT
4818-0114E	ZERO MINUS	6 MINUTES	23000	
4919-0002W	ZERO PLUS	27 MINUTES		
SELSEY BILL	ZERO PLUS	63 MINUTES		AS DESIRED

ROUTE AND APPROXIMATE TIMING LEAD UNIT ON TARGET Z-248
 SAME AS FOR BOOK 23 PLUS 2 MINUTES

ROUTE AND APPROXIMATE TIMINGS FOR LEAD UNIT ON Z-334

SELSEY BILL	ZERO MINUS	85 MINUTES	15,000	START CLIMB
4919-0002W	ZERO MINUS	57 MINUTES	20,000	
4735-0055E	ZERO MINUS	27 MINUTES	20,000	
4731-0127E	ZERO MINUS	21 MINUTES	20,000	
4743-0156E (IP)	ZERO MINUS	14 MINUTES	20,000	
TARGET	ZERO MINUS	8 MINUTES	20,000	START DESCENT
4818-0114E	ZERO PLUS	3 MINUTES	20,000	
4919-0002W	ZERO PLUS	36 MINUTES	20,000	START DESCENT
SELSEY BILL	ZERO PLUS	72 MINUTES		AS DESIRED

ROUTES AND APPROXIMATE TIMINGS FOR LEAD UNIT ON Z-339

SELSEY BILL	ZERO MINUS	79 MINUTES	15,000	START CLIMB
4919-0002W	ZERO MINUS	51 MINUTES	20,000	
4735-0055E	ZERO MINUS	21 MINUTES	20,000	
4731-0127E	ZERO MINUS	15 MINUTES	20,000	
4750-0142E (IP)	ZERO MINUS	8 MINUTES	20,000	
TARGET	ZERO MINUS	2 MINUTES	20,000	START DESCENT
4804-0108E	ZERO PLUS	2 MINUTES	20,000	
4919-0002W	ZERO PLUS	38 MINUTES	20,000	START DESCENT
SELSEY BILL	ZERO PLUS	74 MINUTES		AS DESIRED

---WILLIAMS---COMBOMDIV ONE---

BT
 LANG AR AS FOR R
 DPE R.....
 IMI LINE UNDER
 SELSEY BILL ZERO PLUS 92 MINUTES AS DESIRED
 I BONT HAVE THAT EITHER TIC
 ROUTE AND APPROX TIME FOR LEZXX LEAD A/C ON BOOK 23 ILL/50
 AS ILL MAKE CC MALL STNS A CC ON NR 6
 IN 2ND PARA OF ROUTE AND TIME SCHEDULE SHUD READ
 ON BOOK 23 ILL/50 IMI ON BOOK 23 ILL/50 IMI 50 NOT 5 AS SENT
 DPE R.....010516B MWK AR

1. A. FIGHTER SUPPORT:

POINT	UNIT	TYPE	CALLSIGN	TYPE	SUPPORT	CONTROL	POINT	TIMINGS
SELSEY BILL			BALANCE			1		ZERO MINUS 95
4919-0002W	357 GP	P-51	1-1	AREA		2		ZERO MINUS 67

3 GROUPS FIGHTERS IN SAME AREA SUPPORTING 2ND AND 3RD DIVISIONS.

FIGHTER REFERENCE POINTS.

S-LEMANS
 M-ST QUENTIN
 O-ORLEANS
 K-BOURG
 E-CHALONS
 R-PARIS

ROUTE AND APPROXIMATE TIME SCHEDULE FOR LEAD A/C: ON Z-348

SELSEY BILL	ZERO MINUS	95 MINUTES	15000 ST. CLIMB
4919-0002W	ZERO MINUS	67 MINUTES	20000
4735-0055E	ZERO MINUS	37 MINUTES	25000
4802-0244E	ZERO MINUS	15 MINUTES	
4823-0258E	ZERO MINUS	7 MINUTES	
TARGET (Z-348)	ZERO HOUR		25000
4826-0223E	ZERO PLUS	5 MINUTES	23000
4817-0144E	ZERO PLUS	15 MINUTES	20000
4818-0114E	ZERO PLUS	23 MINUTES	
4919-0002W	ZERO PLUS	56 MINUTES	20000
SELSEY BILL	ZERO PLUS	92 MINUTES	AS DESIRED

ROUTEVN&)-0049/ 58.3 194)3-\$ -/C ON BOOK 23 ILL/50

SELSEY BILL	ZERO MINUS	91 MINUTES	15000 ST. CLIMB
4919-0002W	ZERO MINUS	63 MINUTES	20000
4735-0055E	ZERO MINUS	33 MINUTES	25000
4748-0128E	ZERO MINUS	26 MINUTES	
4816-0144E	ZERO MINUS	16 MINUTES	
TARGET (BOOK 23)	ZERO MINUS	11 MINUTES	25000 ST. DESCENT
4818-0114E	ZERO MINUS	6 MINUTES	23000
4919-0002W	ZERO PLUS	27 MINUTES	
SELSEY BILL	ZERO PLUS	63 MINUTES	AS DESIRED

ROUTE AND APPROXIMATE TIMING LEAD UNIT ON TARGET Z-248
 SAME AS FOR BOOK 23 PLUS 2 MINUTES

ROUTE AND APPROXIMATE TIMINGS FOR LEAD UNIT ON Z-334

SELSEY BILL	ZERO MINUS	85 MINUTES	15,000 START CLIMB
4919-0002W	ZERO MINUS	57 MINUTES	20,000
4735-0055E	ZERO MINUS	27 MINUTES	20,000
4731-0127E	ZERO MINUS	21 MINUTES	20,000
4743-0156E (IP)	ZERO MINUS	14 MINUTES	20,000
TARGET	ZERO MINUS	8 MINUTES	20,000 START DESCENT
4818-0114E	ZERO PLUS	3 MINUTES	20,000
4919-0002W	ZERO PLUS	36 MINUTES	20,000 START DESCENT
SELSEY BILL	ZERO PLUS	72 MINUTES	AS DESIRED

ROUTES AND APPROXIMATE TIMINGS FOR LEAD UNIT ON Z-339

SELSEY BILL	ZERO MINUS	79 MINUTES	15,000 START CLIMB
4919-0002W	ZERO MINUS	51 MINUTES	20,000
4735-0055E	ZERO MINUS	21 MINUTES	20,000
4731-0127E	ZERO MINUS	15 MINUTES	20,000
4750-0142E (IP)	ZERO MINUS	8 MINUTES	20,000
TARGET	ZERO MINUS	2 MINUTES	20,000 START DESCENT
4804-0108E	ZERO PLUS	2 MINUTES	20,000
4919-0002W	ZERO PLUS	38 MINUTES	20,000 START DESCENT
SELSEY BILL	ZERO PLUS	74 MINUTES	AS DESIRED

---WILLIAMS---COMBOMDIV ONE---

BT
 LANG AR AS FOR R
 DPE R.....
 IMI LINE UNDER
 SELSEY BILL ZERO PLUS 92 MINUTES AS DESIRED
 I BONT HAVE THAT EITHER TIC
 ROUTE AND APPROX TIME FOR LEZXX LEAD A/C ON BOOK 23 ILL/50
 AS ILL MAKE CC MALL STNS A CC ON NR 6
 IN 2ND PARA OF ROUTE AND TIME SCHEDULE SHUD READ
 ON BOOK 23 ILL/50 IMI ON BOOK 23 ILL/50 IMI 50 NOT 5 AS SENT
 DPE R.....010516B MWK AR

BMP PLK DPE GLA V 94CBW NR 1 -OP-

9

FROM 94CBW 010453B
 TO 1ST BD
 351ST BG
 401ST BG
 457TH BG

SECRET BT
 94CBW A-1-E AUTHORITY COL. H. E. ROGNER.
 94TH CBW SUPPLEMENT NUMBER 1 TO 1ST BD FIELD ORDER NUMBER 455.

A. FORCE REQUIRED:

3 CBW 12 A/C BOXES

	A CBW	B CBW	C CBW
LEAD BOX	401	457	351
LOW BOX	401	457	351
HIGH BOX	401	457	351

DISPOSITION OF PFF : NONE

B. ASSEMBLY:

1. A CBW ASSEMBLE COTTESMORE BUNCHER LEAD 11,000 FEET.
 B CBW ASSEMBLE GLATTON BUNCHER LEAD 11,000 FEET.
 C CBW ASSEMBLE KINGS CLIFFE BUNCHER LEAD 11,000 FEET.

C. ROUTE AND TIME SCHEDULE FOR A CBW:

DEPART POINT	Y	COTTESMORE BUNCHER	ZERO	MINUS	148	MIN	11,000	FT.
POINT	A	MARKET HARBOROUGH	ZERO	MINUS	140	MIN	11,000	FT.
POINT	B	ANDOVER	ZERO	MINUS	109	MIN	15,000	FT.
POINT	C	SPLASHER 11	ZERO	MINUS	99	MIN	15,000	FT.
POINT	Z	SELSEY BILL	ZERO	MINUS	92	MIN	15,000	FT.

B CBW:

DEPART POINT	X	GLATTON BUNCHER	ZERO	MINUS	143	MIN	11,000	FT.
POINT	A	MARKET HARBOROUGH	ZERO	MINUS	132	MIN	11,000	FT.
POINT	B	ANDOVER	ZERO	MINUS	101	MIN	15,000	FT.
POINT	C	SPLASHER 11	ZERO	MINUS	91	MIN	15,000	FT.
POINT	Z	SELSEY BILL	ZERO	MINUS	84	MIN	15,000	FT.

C CBW:

DEPART POINT	W	KINGS CLIFFE BUNCHER	ZERO	MINUS	137	MIN	11,000	FT.
POINT	A	MARKET HARBOROUGH	ZERO	MINUS	130	MIN	11,000	FT.
POINT	B	ANDOVER	ZERO	MINUS	99	MIN	15,000	FT.
POINT	C	SPLASHER 11	ZERO	MINUS	89	MIN	15,000	FT.
POINT	Z	SELSEY BILL	ZERO	MINUS	82	MIN	15,000	FT.

D. ROUTE BACK:

LET DOWN HEADINGS ON:

		LEAD	LOW	HIGH
COTTESMORE FOR	A CBW	355	340	10
GLATTON FOR	B CBW	65	50	80
KINGS CLIFFE FOR	C CBW	30	15	45

E. ADDITIONAL INSTRUCTIONS:

1. 401 GROUP LEADER MAJ. MAUPIN WILL BE A CBW AIR COMMANDER.
 457 GROUP LEADER LT. COL. HOFFMAN WILL BE B CBW AIR COMMANDER.
 351 GROUP LEADER MAJ. FISHBURNE WILL BE C CBW AIR COMMANDER.
2. GASOLINE INSTRUCTIONS: 2,000 GALLONS.
3. EMERGENCY AIRDROME TANGMERE 5051N - 0042W.
4. SPARES TURN BACK AT MID-CHANNEL.
5. AFTER ORIGINAL REPORT ECLIPSE A-ABLE WILL DEPART PT. W AND FLY THE ROUTE. HE WILL MAKE REPORTS THEREAFTER FOR ALL WINGS AFTER ECLIPSE A-ABLE LEAVES PT. W HOTMINT D-DOG WILL BE RESPONSIBLE FOR ASSEMBLY AREA FOR B C/W.

F. BOMBING INSTRUCTIONS:

NONE

G. COMMUNICATIONS:

1. WX CODE WORD VBATI.
 C/S WX A/C FOR A CBW BUZZARD K-KING.
 C/S WX A/C FOR B CBW ECLIPSE A-ABLE.
 C/S WX A/C FOR C CBW HOTMINT D-DOG.
2. VHF CALL SIGNS AND FLARES FOR:

	A CBW	B CBW	C CBW
LEAD	NORMAL	NORMAL	GY
LOW			RR
HIGH			GG
3. RADIO SILENCE WILL BE MAINTAINED EXCEPT BY CBW LEADER WHERE USE IS NECESSARY IN CBW ASSEMBLY.
4. VHF CODE WORD FOR "ABANDON MISSION" :
 A CBW SHERMAN WAS RIGHT.
 B CBW STAR SPANGLED BANNER.
 C CBW PASS THE AMMUNITION.
5. W/T CC SIGNS:
 NORMAL

H. INTELLIGENCE INSTRUCTIONS:

1. TARGETS AND MPI'S -
 401ST "A" CBW - Z-248 MPI LEAD BOX-079041/7
 LOW AND HIGH BOXES-074031/7
 457TH "B" CBW - Z-339 MPI LEAD, LOW, HIGH BOXES-069061/6
 351ST "C" CBW - Z-339 MPI LEAD, LOW BOXES -065047/6
 HIGH BOX -090034/6

---LACEY COMBOMWG NINE FOUR---

BT 010453 B
 AS AS
 CC IN D. ROUTE BACK KINGS CLIFFE NOT CLOFFE AS SENT
 CC IN G. COMMUNICATIONS C/S WX A/C FOR B CBW ECLIPSE NOT AS SENT
 JS AR

457

351

457

351

457

351

HIGH BOX 401

DISPOSITION OF PFF : NONE

B. ASSEMBLY:

- A CBW ASSEMBLE COTTESMORE BUNCHER LEAD 11,000 FEET.
- B CBW ASSEMBLE GLATTON BUNCHER LEAD 11,000 FEET.
- C CBW ASSEMBLE KINGS CLIFFE BUNCHER LEAD 11,000 FEET.

C. ROUTE AND TIME SCHEDULE FOR A CBW:

DEPART POINT	Y	COTTESMORE BUNCHER	ZERO	MINUS	148	MIN	11,000	FT.
POINT	A	MARKET HARBOROUGH	ZERO	MINUS	140	MIN	11,000	FT.
POINT	B	ANDOVER	ZERO	MINUS	109	MIN	15,000	FT.
POINT	C	SPLASHER 11	ZERO	MINUS	99	MIN	15,000	FT.
POINT	Z	SELSEY BILL	ZERO	MINUS	92	MIN	15,000	FT.

B CBW:

DEPART POINT	X	GLATTON BUNCHER	ZERO	MINUS	143	MIN	11,000	FT.
POINT	A	MARKET HARBOROUGH	ZERO	MINUS	132	MIN	11,000	FT.
POINT	B	ANDOVER	ZERO	MINUS	101	MIN	15,000	FT.
POINT	C	SPLASHER 11	ZERO	MINUS	91	MIN	15,000	FT.
POINT	Z	SELSEY BILL	ZERO	MINUS	84	MIN	15,000	FT.

C CBW:

DEPART POINT	W	KINGS CLIFFE BUNCHER	ZERO	MINUS	137	MIN	11,000	FT.
POINT	A	MARKET HARBOROUGH	ZERO	MINUS	130	MIN	11,000	FT.
POINT	B	ANDOVER	ZERO	MINUS	99	MIN	15,000	FT.
POINT	C	SPLASHER 11	ZERO	MINUS	89	MIN	15,000	FT.
POINT	Z	SELSEY BILL	ZERO	MINUS	82	MIN	15,000	FT.

D. ROUTE BACK:

LET DOWN HEADINGS ON:

	LEAD	LOW	HIGH
COTTESMORE FOR A CBW	355	340	10
GLATTON FOR B CBW	65	50	80
KINGS CLIFFE FOR C CBW	30	15	45

E. ADDITIONAL INSTRUCTIONS:

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F. BOMBING INSTRUCTIONS:

NONE

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C/S WX A/C FOR A CBW BUZZARD K-KING.
C/S WX A/C FOR B CBW ECLIPSE A-ABLE.
C/S WX A/C FOR C CBW HOTMINT D-DOG.
- VHF CALL SIGNS AND FLARES FOR:

	A CBW	B CBW	C CBW
LEAD	NORMAL	NORMAL	GY
LOW			RR
HIGH			GG
- RADIO SILENCE WILL BE MAINTAINED EXCEPT BY CBW LEADER WHERE USE IS NECESSARY IN CBW ASSEMBLY.
- VHF CODE WORD FOR "ABANDON MISSION" :
 - CBW SHERMAN WAS RIGHT.
 - CBW STAR SPANGLED BANNER.
 - CBW PASS THE AMMUNITION.
- W/T CC SIGNS:
NORMAL

H. INTELLIGENCE INSTRUCTIONS:

- TARGETS AND MPI'S -

401ST "A" CBW - Z-248 MPI	LEAD BOX-079041/7
	LOW AND HIGH BOXES-074031/7
457TH "B" CBW - Z-339 MPI	LEAD, LOW, HIGH BOXES-069061/6
351ST "C" CBW - Z-339 MPI	LEAD, LOW BOXES -065047/6
	HIGH BOX -090034/6

---LACEY COMBOMWG NINE FOUR---

BT 010453 B

AS AS

CC IN D. ROUTE BACK KINGS CLIFFE NOT CLOFFE AS SENT

CC IN G. COMMUNICATIONS C/S WX A/C FOR B CBW ECLIPSE NOT AS SENT

JS AR

AS FOR R

MDPE R010535B DCB AR

EEEEV
 EO

SECRET

12

AUG 1 1944 06 01

BMP PLK DPE GLA V 94CBW NR 2 -OP-

FROM 94CBW 010548B
 TO 1ST BD
 351ST BG
 401ST BG
 457TH BG

SECRET BT
 94CBW A-2-E

ANNEX NO 1 STO 94TH CBW SUPP NO 1 TO 1ST BD F.O. 455.

C. CORRECTED ROUTE AND TIME SCHEDULE FOR A CBW:

DPEART POINT	Y	COTTESMORE BUNCHER	ZERO	MINUS	138	MIN	11,000	FT.
POINT	A	MARKET HARBOROUGH	ZERO	MINUS	131	MIN	11,000	FT.
POINT	B	ANDOVER	ZERO	MINUS	102	MIN	15,000	FT.
POINT	C	SPLASHER 11	ZERO	MINUS	93	MIN	15,000	FT.
POINT	Z	SELSEY BILL	ZERO	MINUS	87	MIN	15,000	FT.

B CBW

DEPART POINT	X	GLATTON BUNCHER	ZERO	MINUS	134	MIN	11,000	FT.
POINT	A	MARKET HARBOROUGH	ZERO	MINUS	123	MIN	11,000	FT.
POINT	B	ANDOVER	ZERO	MINUS	94	MIN	15,000	FT.
POINT	C	SPLASHER 11	ZERO	MINUS	85	MIN	15,000	FT.
POINT	Z	SELSEY BILL	ZERO	MINUS	79	MIN	15,000	FT.

C CBW

DEPART POINT	X	KINGS CLIFFE BUNCHER	ZERO	MINUS	128	MIN	11,000	FT.
POINT	A	MARKET HARBOROUGH	ZERO	MINUS	121	MIN	11,000	FT.
POINT	B	ANDOVER	ZERO	MINUS	92	MIN	15,000	FT.
POINT	C	SPLASHER 11	ZERO	MINUS	83	MIN	15,000	FT.
POINT	Z	SELSEY BILL	ZERO	MINUS	77	MIN	15,000	FT.

---LACEY COMBOMWG NINE FOUR---

BT 010548B
 AS AS
 CC ANNEX NO 1 TO 94TH CBW ETC NOT STO AM AS SENT
 JS AR
 AS FOR R

DPE R010603B MWK AR

SECRET

AUG 7 1944 08 30

USLIST PB - PC - STP V OIBMP NR 7 O/P

FROM: OIBMP 010812B
TO : USLIST PB
USLIST PC
OIPNT
OIKHI
OITHE
STP
SECRET 1BD A-7-E

20
41

ANNEX 2 TO F.O. 455

THE WEATHER SCOUTING FORCE CONSISTING OF 8 P-51 A/C
C/S BUCKEYE BLUE WILL ARRIVE IN THE TARGET AREA 20
MINUTES PRIOR TO TARGET TIME OF FIRST FORCE IN AND
WILL GIVE A GENERAL WEATHER REPORT.

THE SCOUTING FORCE WILL NOT ATTEMPT TO SPOT WEATHER
AT SPECIFIC TARGETS ASSIGNED 1ST B.D.

--- WILLIAMS COMBOMDIV ONE ----

BT AS
J.P.S. AR
AS FOR R.....
DPE R.....010832B REBEL

AUG 7 1944 09 23

USLIST PB-PC - STP V OIBMP NR 8 OP

FROM OIBMP 010911B
TO USLIST PB
USLIST PC
STP
OIPNT
OIKHI
OITHE
SECRET BT
1BD A-8-E

17

SECRET

ANNEX NO 3 TO F.O. 455

IN NO. F.O. 455 CHANGE ZERO HOUR TO READ 1400 D.B.S.T. IXHX 1 AUG. 1944

WILLIAMS COMBOMDIV ONE

BT 010911B
COOKIE BBB
AS FOR K WITH R
TV
DPE R.....010926B MOE

USLIST PB - PC - IP V OIBMP NR 20 O-P

21

FROM OIBMP 011016B
TO USLIST PB
USLIST PC
OISTP
OIKHI
OITHE
OIPNT
SECRET BT

AUG 1 1944 10 27

SECRET

1BD A-20-E.

ANNEX NO 4 TO F. O. 455

IN F. O. 455 CHANGE ZERO HOUR TO READ
15:00 DBST 1 AUG 1944

WILLIAMS COMBOMDIV ONE

BT 011016B
AS FOR CHECK AND R PLS
LEE
K WITH R WHEN REQUESTED
DPE R.....011031B REBEL

CONFIRMATION COPY

AUG 7 1944 07 ii

SECRET

4

BMP 94CBW V DPE NR4 OP

FROM: DPE 010617B

TO : BMP
 94CBW

SECRET BT

401BG A-3-E SENT IN CLEAR AUTH COL BOWMAN

REF. FO455 'J' FORM 1 AUGUST 1944

1A. LEAD BOX 94TH 'A' WING

612TH T7510 A7628 R2393

613TH BXXX B6132 R6113 S2947

614TH NONE

615TH C2468 ~~F7664~~ Q9873 D7859 M2674 J7113 01091

1B. HIGH BOX 94TH 'A' WING

612TH P1891 D6992 G7962 J7790 F2957

613TH NONE

614TH Q7478 H7869 J2659 X1863 B7151 D2394

615TH R6146

1C. LOW BOX 94TH 'A' WING

612TH O7487 L7632 K1087

613TH C1081 K1072 P7344 E7009 U7706 T7736 N6104 G7511 J1591

614TH NONE

615TH NONE

2. Z-248

3. 612TH JABWOCK 613TH MACRO

T O G S O N

614TH GOLFCLUB 615TH BUZZARD

M A R P A S

4. 0915 - 0930

5. 1333 1133 15,000 SELSEY BILL

5A. 1401 1201 20,000 49 19 00 02W

6. 1532 1332 23,000 49 19 00 02W

7. 1604 1404 5,000 SELSEY BILL

8. 1450 - 1630

9. N

10.

612TH 18 X 250 GP 1/10 1/40

613TH SAME

614TH NONE

615TH SAME

1B.

612TH 18X 250 GP 1/10 1/40

613TH NONE

614TH SAME

615TH SAME

1C.

612TH 18 X 250 GP 1/10 1/40

613TH SAME

614TH NONE

615TH NONE

11. 2000

12. XX MAJOR MAUPIN 612 T 7510

CAPT CAMMACK 612 P1891

LT IRWIN 613 CAXX C1081

13. NONE

-BOWMAN COBOMGR 401-

BT

AS

DRD AR

(AS FOR R)

BMP R.....010643B LS

94CBW R...010644B JS

DISTRIBUTION

5-3

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

F-C-2

A.P.O. 557
31 July 1944

SUBJECT: Armament Malfunction Mission Report

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

1. Date of Mission: 31 July 1944.
2. No gun malfunctions were reported.
3. The following turret malfunctions were reported:
 - a. A/C# 42-31891- Vickers Unit Motor burned out in Ball Turret. Motor has been replaced.
 - b. A/C# 42-102393- Vickers Unit Motor burned out in Ball Turret. Motor has been replaced.
4. The following bombing equipment malfunctions were reported:
 - a. A/C# 42-107151 - Pilot had to salvo bombs due to salvo linkage being out of adjustment in Bombardier's compartment. Linkage has been adjusted.
5. There were sixteen (16) aircraft equipped with the all-electric release system participating in the mission.

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

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

F-A-1

APO 557
31 July 1944

SUBJECT: Abortive Report.

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

1. The following aircraft aborted from the mission of 31 July 1944 due to the reasons stated.

a. 43-37736 - Returned early because of a broken oxygen line to the regulator in the ball turret.

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

*Capt Hunt
Sgt Engineering*OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 557
U. S. ARMYSTATION 128 - APO 557
U. S. ARMY

31 July 44

SUBJECT: Comments of Crews Participating on Mission to Munich, 31 July 44.

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

1. Lt. Richard C. Tyson, Navigator A/C 9873, and Lt. Harry L. Piper, Co-Pilot A/C 1087 report that an unidentified Group Leader announced in the clear, over VHF somewhere in the vicinity of the IP that he was bombing at 24,500 feet.

2. Lt. Don L. Anderson, Bombardier A/C 7760, believes that skymarker bomb provides a target for A.A. fire, giving the altitude of the formation. Several crew members observed some flak bursts exactly at the top of the smoke trail left by the skymarker bomb.

3. Lt. Parker W. Finney, Pilot A/C 2394, believes the leader of the Wing flew too fast today.

4. Lt. Paul J. Sullivan, Pilot A/C 2674, stated that the Deputy Lead A/C of the High Box (A/C 708) flew poor formation today.

5. Lt. Kenneth D. Buvinghausen, Bombardier A/C 7895, reports that the ball turret on A/C 9873 did not appear to be moving today.

6. Lt. Stewart H. Howze, Navigator A/C 7859, stated that A/C 146 almost collided with A/C 7859 from below.

7. The crew of Lt. Woodville G. Rossell report they were having trouble with all 4 engines of A/C 862. Also the flux-gate compass was reading just the opposite of normal operation.

8. Lt. Grant H. Linford, Pilot A/C 7938, says Leaders are not peeling off in time in traffic pattern.

9. Lt. Jack R. Lippert, Pilot A/C 7511, praised the lead flown by Lt. Fox, who was leading the high squadron of the High Box.

10. T/Sgt John M. Heinlen, ROG A/C 7891, believes chaff was effective today.

11. Lt. Harry P. Silverstein, pilot A/C 1863, said his crew waited over one hour for transportation from their dispersal area after landing. They were in dispersal No. 6.

/s/ Lt. D. V. Mc Callum,
W. B. PRY,
W-Dep. SA 10991207.

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

31 July 44.

SUBJECT: Supplemental Report of Mission to Munich.

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

1. Lt. Walter H. Thomason, Pilot A/C 7009, reported at S-2 Interrogation that his A/C lost No. 3 engine over the target and returned to Base alone. He stated that 2 P-47's picked him up 150 miles inside the continental coast and escorted his aircraft to a point just short of the English Channel. Lt. Thomason reported that the identification of these 2 P-47's were LYU-676 "Jenny M" and YJK-126 "Boston Bull".

2. Lt. Fred V. Gabriel, Navigator A/C 2393, stated at Interrogation that an Officer in either the Lead or Deputy Lead crew of the Low Box exposed his target folder in the dressing room this morning before take-off. Lt. Gabriel stated that he brought the matter to the attention of this Officer at that time, and received a curt reply.

3. Lt. Paul J. Sullivan, Pilot A/C 2874, stated that the Deputy Lead A/C of the High Box (A/C 7-5) flew poor formation today.

4. Lt. Kenneth D. Swinghouse, Bombardier A/C 7022, reported that the Bell turret on A/C 2878 did not appear to be moving. /s/ Lt. D. V. Mc Callum,
W. B. FRY,

5. Lt. Stewart M. Brown, Navigator A/C 7845, stated that he collided with A/C 7845 from below. Major, Air Corps,
Group S-2 Officer.

6. The crew of Lt. Westville D. Russell report they were landing normally with all 4 engines on A/C 542. Also the View-gate compass was reading 180 the opposite of normal operation.

7. Lt. Grant H. Linford, Pilot A/C 7009, says Leaders are not pulling off in line in traffic pattern.

8. Lt. Jack A. Lippert, Pilot A/C 7811, stated the lead plane by Lt. Fox, who was leading the High Box, was effective today.

9. T/Sgt John E. Reinken, A/C 7001, reported that the High Box was effective today.

10. Lt. Harry P. Silverstein, Pilot A/C 1042, said his crew waited over an hour for transportation from their dispersal area after landing. They were in dispersal No. 5.

/s/ Lt. D. V. Mc Callum,
W. B. FRY,
Group S-2 Officer.

Combat Flight Leader

MAJOR GARLAND

Date 31 July 1944

Deputy Flight Leader

LT. IRWIN

614th SQDN

GRUBAN (GARLAND)

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

PPF Z 965

FINNEY

IRWIN

IW D 2894

PPF L 538

FORMATION AT T/O AND CRUISE.

614th SQDN

LA FEVOR

SQDN

ETTERS

IW R 7780

IN B 6132

HARASYN

SILVERSTEIN

RITTING

KUTA

IW Q 7476

IW X 1863

SC G 7962

IN Q 7931

ROZZELL

SC B 1662

EVANS

MERCER

IW B 7151

IW F 7395

WEATHER SHIP IY K 1069

GROUND SPARE IN K 1072

SPARES
CARROLL

IW H 7859

LEAD

MAJOR GARLAND

21 JULY 1944

Combat Flight Leader

Date

Deputy Flight Leader

SQDN

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

P.W. FINNEY

D 394

SQDL

LA FAVOR

R 780

HARASYM

Q 478

EVANS

IW G 151

ROZZELL

SC B 662

SPARES

SQDN

ETTERS

B 132

RITTING

G 962

KUTA

Q 981

SILVERSTEIN

X 863

MERCER

F 395

401st FORMATION OVER TARGET. (LEAD)

Combat Flight Leader LT. KALINSKI Date _____
Deputy Flight Leader LT MANNIX

615th
SQDN
KALINSKI

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

IY X 1485

MELOFCHIK

MANNIX

IY Q 9873

IN U 7706

FORMATION AT T/O AND CRUISE.

615th
SQDL
GILLESPIE

FOK
SQDN

IY B 1730

IN J 1591

SULLIVAN

MC GRATH

LIPPERT

LOCKHART

IY M 2674

IY R 6146

IN G 7511

IN S 2947

MASKETT

IY D 7859

STEGEMAN

SPROUL

IY F 7664

IY J 7113

SPARES

HIGH BOX

31 JULY 1944

• LT. KALINSKI

Date

Combat Flight Leader

Deputy Flight Leader

KALINSKI

IY X 485
MELOTCHIK

Q 373

MANNIX

U 706

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

SQDN

HASKETT

D 759

SQDN

FOX

J 591

SULLIVAN

M 674

LIPPERT

G 511

LOCKHART

S 947

MC ILRAITH

R 146

STEGEMANN

F 664

SPROUL

R 146

401ST FORMATION OVER TARGET. (HIGH BOX)

Combat Flight Leader CAPT. OPIN

Date

Deputy Flight Leader LT. CARTER

612th SQDN

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

OPIN

SC T 7510

HAYES

CARTER

SC K 1087

SC P 1891

formation at T/O and Cruise.

612th SQDL

SQDN

KINGST

THOMASON

SC R 2393

IN E 7009

GIBSON

HOCKING

LEMONS

HANSON

SC O 9993

SC L 7632

IN E 6104

IN T 7736

LINFORD

SC S 7038

OSBLATHER

SCHUMAKER

TY E 7092

SC D 6992

SPARES

MAXWELL (TO COAST ONLY.)

SC O 7487

LOW BOX

Combat Flight Leader

CAPT. OPIE

Date 31 JULY 1944

Deputy Flight Leader

SQDN

OPIE

T 510

HAYES

CARTER

K 087

P 391

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

SQDN

KHOST

SQDN

THOMASON

R 393

E 009

GIBSON

HOCKING

LEMONS

C 993

L 632

N 104

LENFORD

E 938

SCHAUMANN

D 992

401ST LOW BOX FORMATION OVER TARGET.

SPANES

Combat Flight Leader MAJOR GARLAND Date 31 July

Deputy Flight Leader LT CARNS

614 SQDN

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

GRUMAN (GARLAND)

FFF L 965 ✓

FINNEY

IRWIN

IW D 2394

FFF L 636 ✓

614 SQDL

613 SQDN

LA PEVOR

ETIERS

IW R 7780 ✓

IN B 6152 ✓

HARASYN

SILVERSTEIN

LOUGHLIN

KUTA

IW Q 7478 ✓

IW X 1863 ✓

SC G 7962 ✓

IN Q 7931 ✓

ROZELL

~~SC B 1662~~
~~IW X 1869~~ ✓

EVANS

MERCER

IW B 7151 ✓
L.D.

IW F 7395 ✓

SPARES

CARROLL

IW H 7369 ✓
Returned

WX SHIP IY K 1069 *Returned*
SPARE LEAD ~~SC P 1881~~
GRND SPARES: IN K 1072
~~SC B 1662~~

10-500
1/10 - 1/100

Combat Flight Leader

LT. KALINSKI

Date 31 JULY 1944

Deputy Flight Leader

LT. MANNIX

615 SQDN

612th SC JABWOCK

613th IN MACRO

614th IW GOLFCLUB

615th IY BUZZARD

KALINSKI

IY J 1485 ✓

MELOPCHIK

IY Q 9873 ✓

MANNIX

IN U 7706 ✓

616 SQDN

618 SQDN

GILLESPIE

IY B 1730 ✓

FOX

IN J 1591 ✓

SULLIVAN

IY M 2974 ✓

WINGARD

IY R 6146

LIPSONE

IN G 7511 ✓

LOCHART

IN S 2947 ✓

MASNEY

IY D 7359 ✓

STEGWAL

IY S 7534 ✓
L.O.

STROHL

IY J 7113 ✓

SPARES

395 - Co-pilot window fans:

104 - OK

~~883~~ (hand)
863 - Pilot claims hyd. system does not
operate in auto:

664 - OK.

938 - Gen. need pannel

Combat Flight Leader

CAPE. OPTIC

Date 31 JULY 1944

Deputy Flight Leader

LD. CARTER

612 SQDN

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

OPTIC

SC T 7810 ✓

HAYES

CARTER

SC W 1087 ✓

SC P 1891 ✓
SC A 7028

612 SQDN

613 SQDN

ENGST

THOMSON

SC R 2898 ✓

IN H 7008 ✓

GIBSON

HOCKING

LEDDERS

HANSON

SC C 0993 ✓

SC L 7832 ✓

IN M 6104 ✓

IN T 7733 ✓

Abort

LINFORD

SC S 7928 ✓

SCHRAMM

SC D 6987 ✓

SC 1050
IN E 7092
60 D.

Flat tail wheel
line on T.O.

SPARES

MAXWELL (TO COAST ONLY, DO NOT LOAD)

SC C 7487

7936 - Oxygen line broke from
Regulator to indicator
7 gauge broke through
vibration

706 - Check Camera well doors:

962 - Sluggish:

151 - # 4 tach out:

662 - # 4 tach out, 7 lugate compass 180° error
1 cyl. head temp high:

394 - Check AFCEⁱⁿ lights

~~664 - # 1 throttle linkage short:~~

591 - OK.

873 - # 4 turbo runaway # 4 Prop runaway:
Check throttle linkage (Radio Operators
Chain broken)
Check # 4 fuel pres:
4 throttle will not stay
in position - 7 lugate compass out.
Sluggish

146 - Check Left waist oxygen System

674 - # 3 turbo + prop runaway:

485 - OK.

478 - OK

891 - Check # 1 Eng Stage: # 2 turbo and RPM
Rough at High Power
Setting

395 - Check on fuel pres on all Eng:
Fuel claimis fuel pres down to 15-16 lbs on
all Eng
Fuel # 3 Eng 60 lbs claimis fuel pres

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

31 July 1944

SUBJECT: Battle Damage Report

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

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

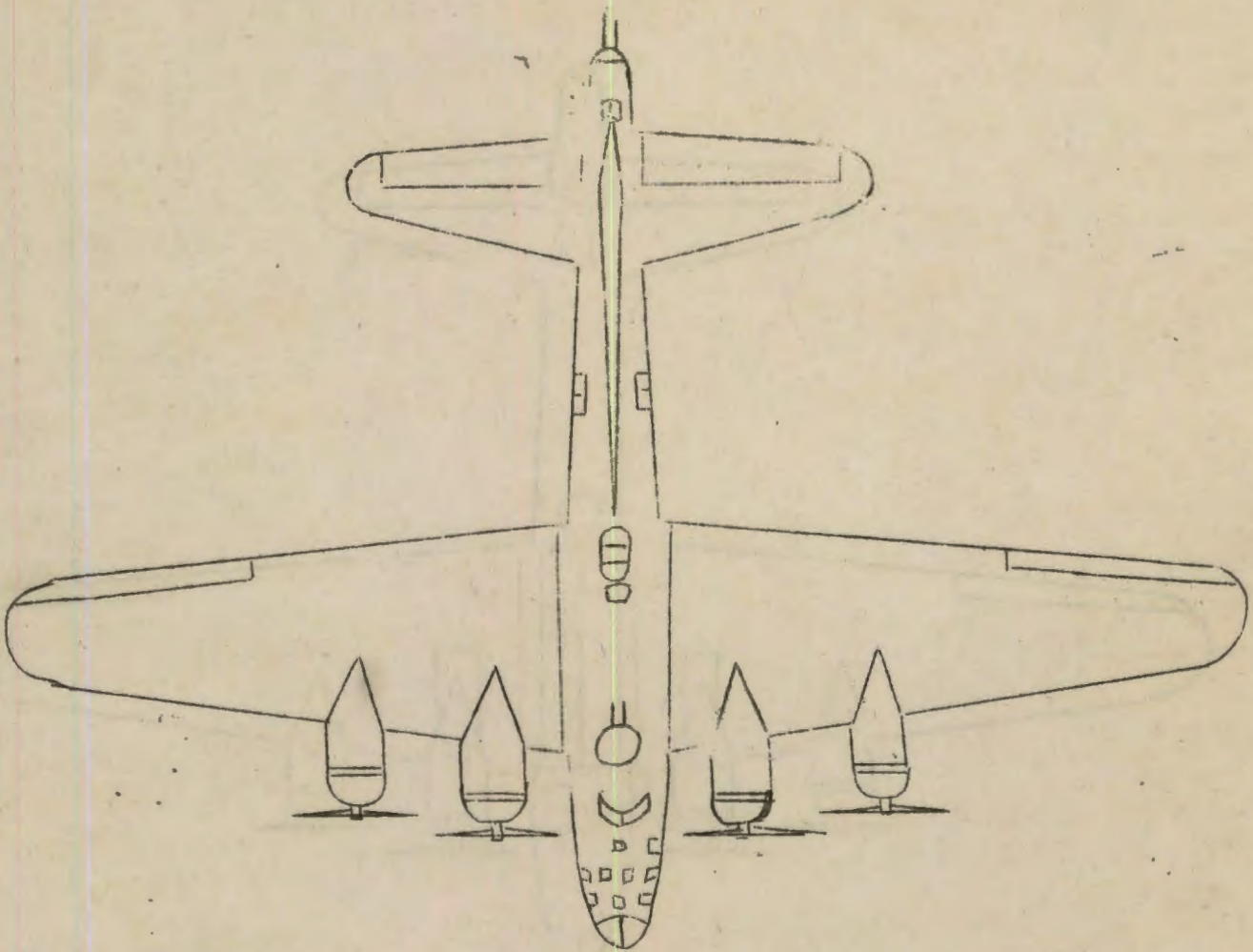
AIRPLANE NO.	BATTLE DAMAGE.
42-97962	1. Flak hole in bottom of right wing station 23. 2. Flak hole in bottom of left wing station 8, out top. 3. Flak hole in left side of fuselage near station 6b, out right side of fuselage. 4. Flak hole in bottom of right wing near station 2.
42-97938	1. Flak hole in bottom of left wing station 18. Tokyo tank change.
42-81891	1. Flak hole in right side of # 1 nacelle, 5 o'clock. Cut main primer line. 2. Flak hole in leading edge of left horizontal stabilizer near station 78, out top.
43-37510	1. Flak hole in pilots windshield.
42-102396	1. FLAK HOLE Negative.
43-37632	1. Flak hole in bottom rear of # 2 nacelle, oil tank change. 2. Flak hole in # 4 cylinder push rod housing, # 2 engine. 3. Flak hole in bottom of right wing tip out trailing edge into aileron.
42-81662	1. Negative.
42-81087	1. Negative.
42-39993	1. Negative.
42-102396	1. Negative.
42-106992	1. Negative.

HERBERT O. KIMMEL
Capt, Air Corps
Engineering Officer

AIRPLANE NO. 43-37632

SQDN. 612

DATE 31-7-44



TOP VIEW



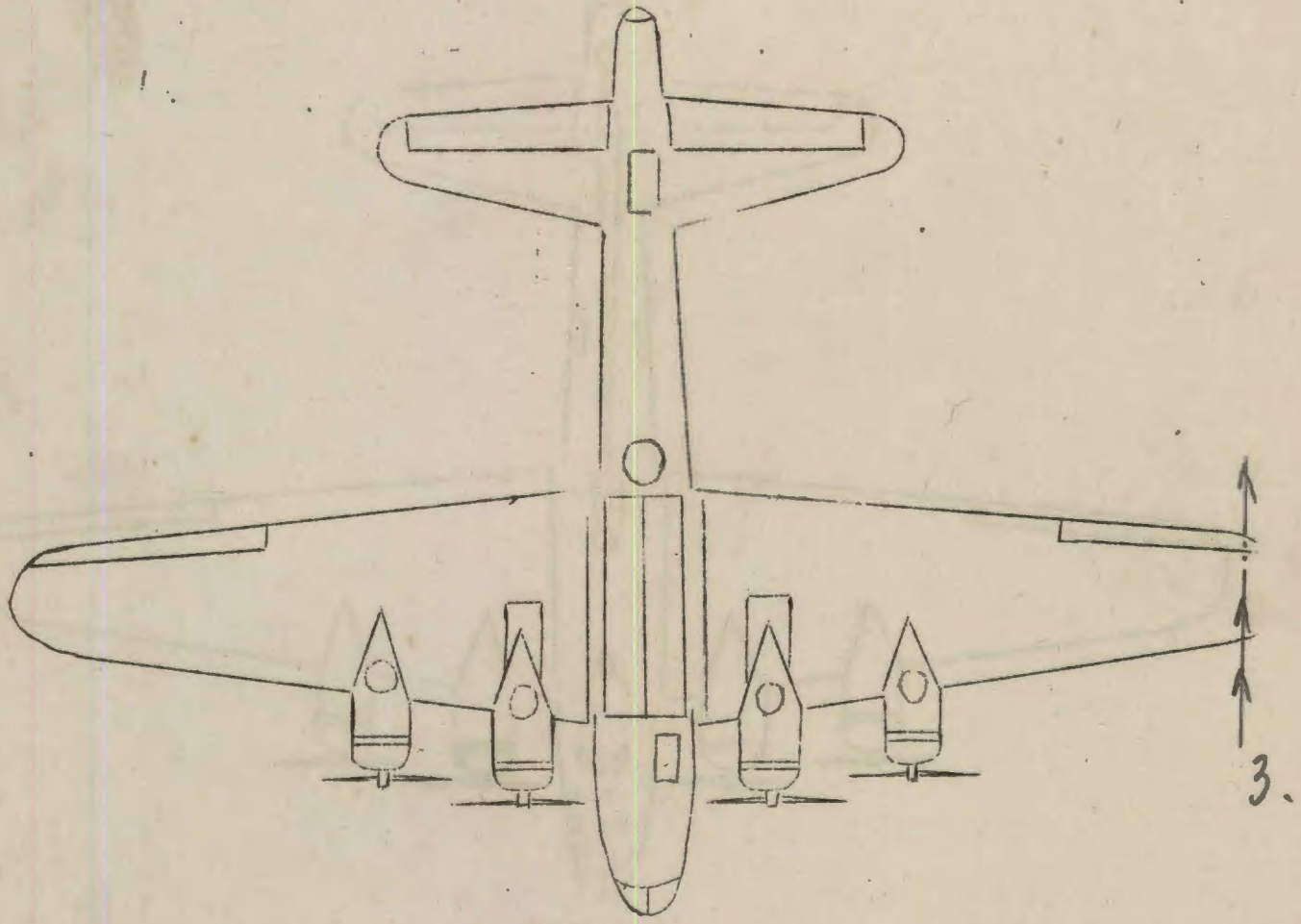
FRONT VIEW

2.

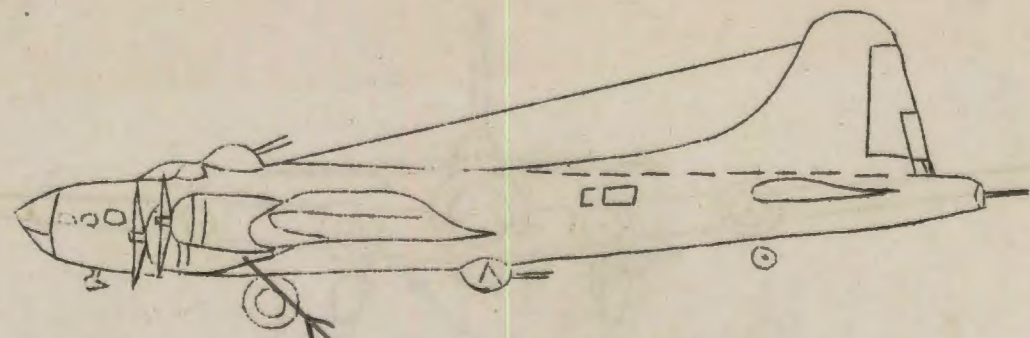
AIRPLANE NO. 43-37632

BQDN 612

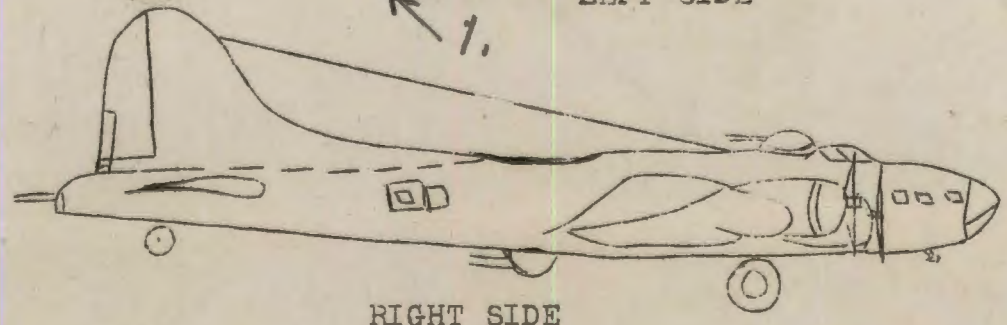
DATE 31-7-44



BOTTOM VIEW



LEFT SIDE



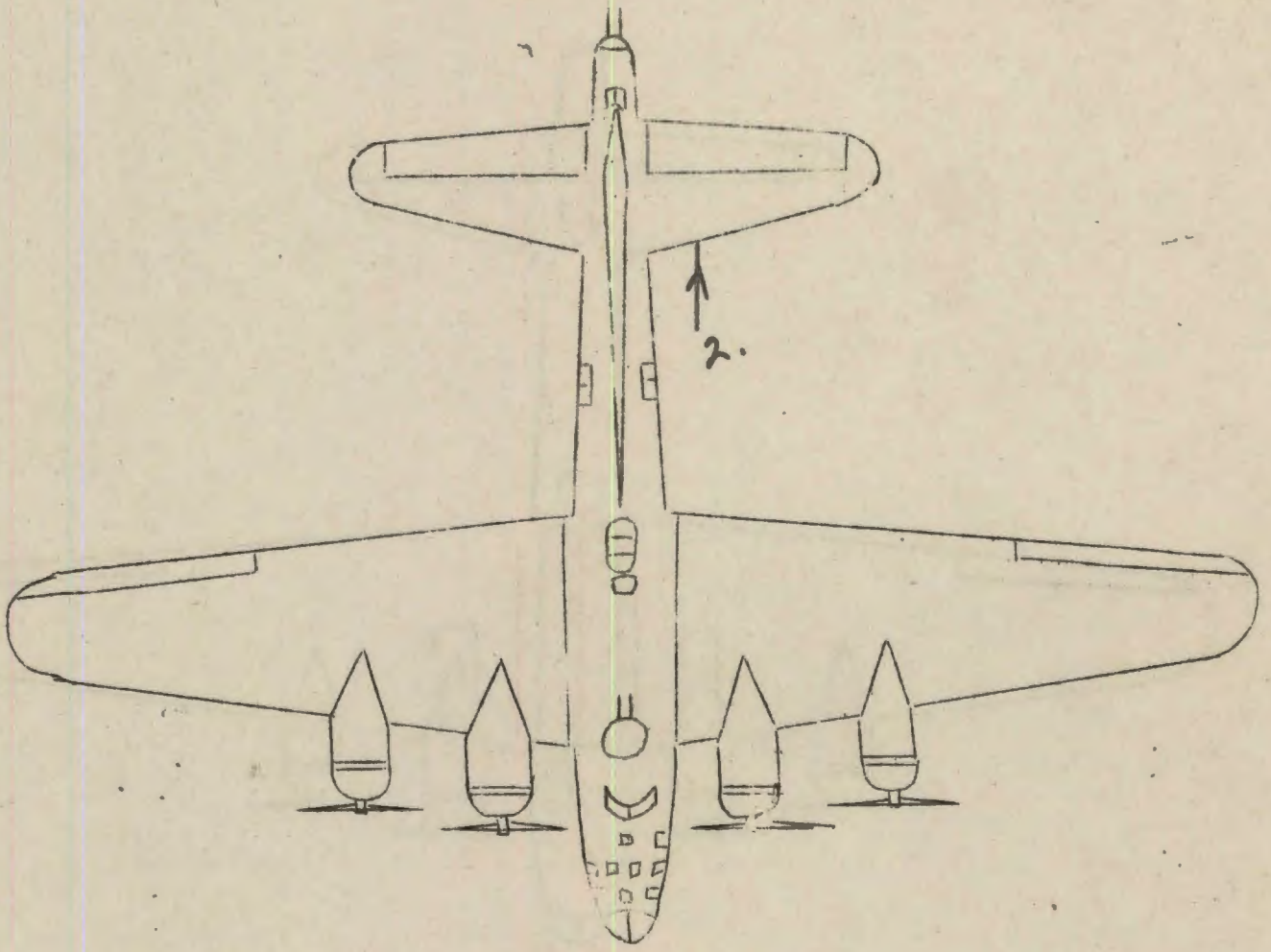
RIGHT SIDE

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

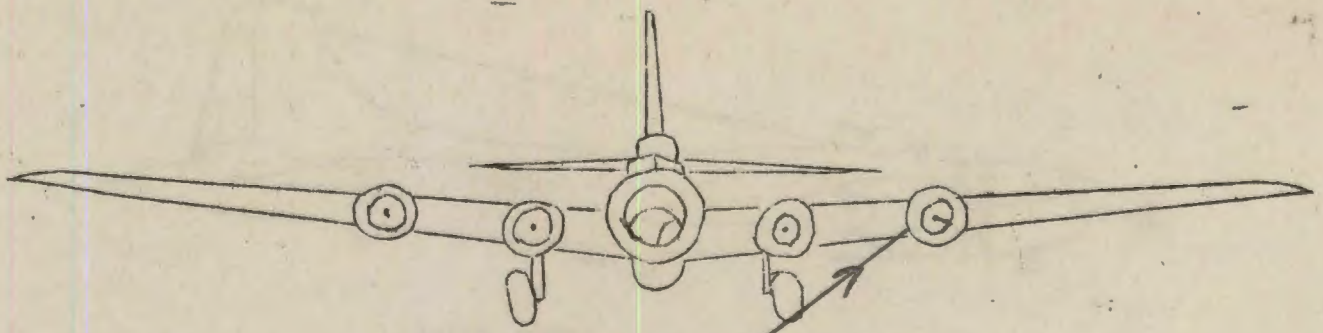
AIRPLANE NO. 42-31891

SQDN. 612

DATE 31-7-44



TOP VIEW

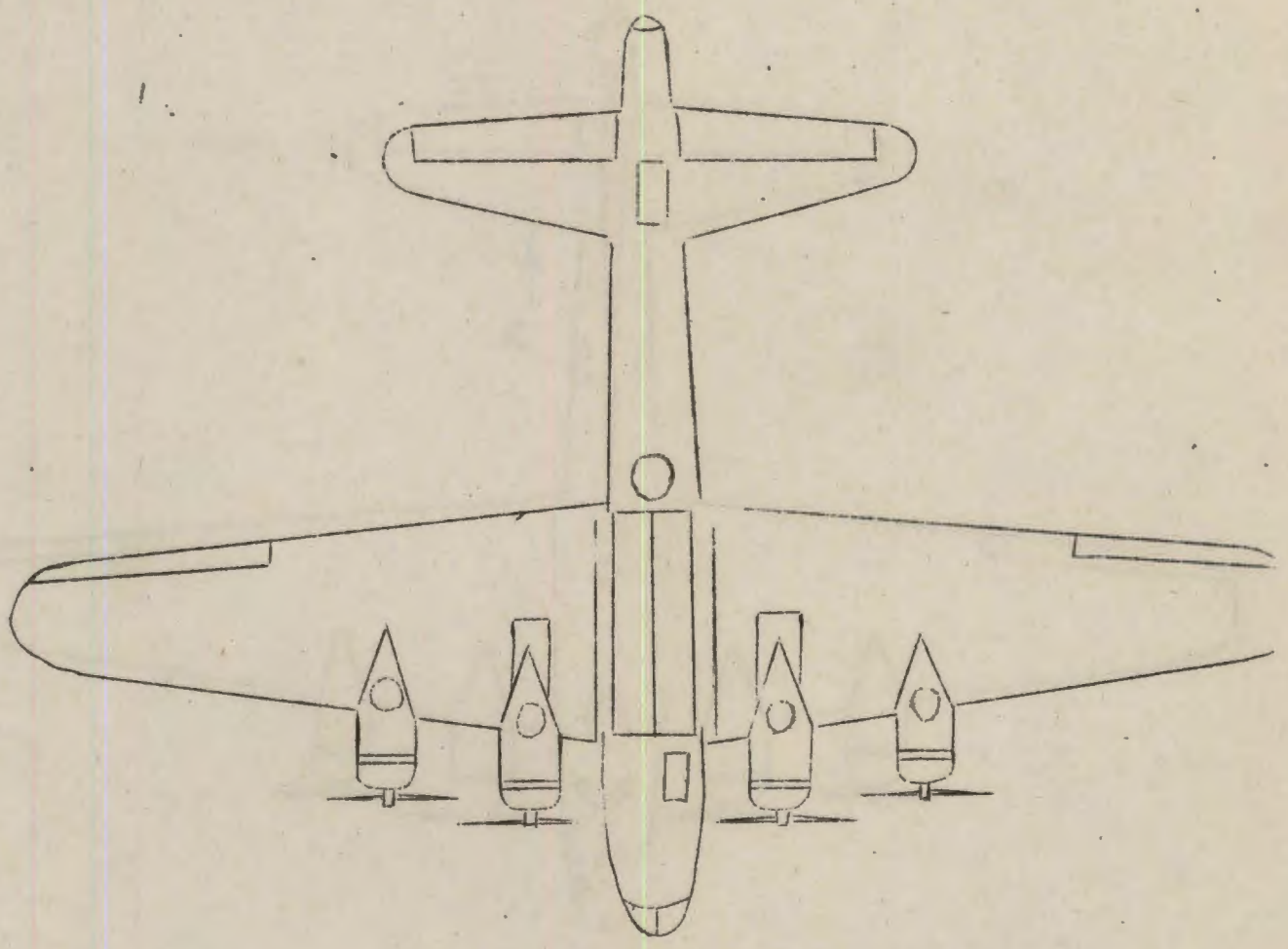


FRONT VIEW

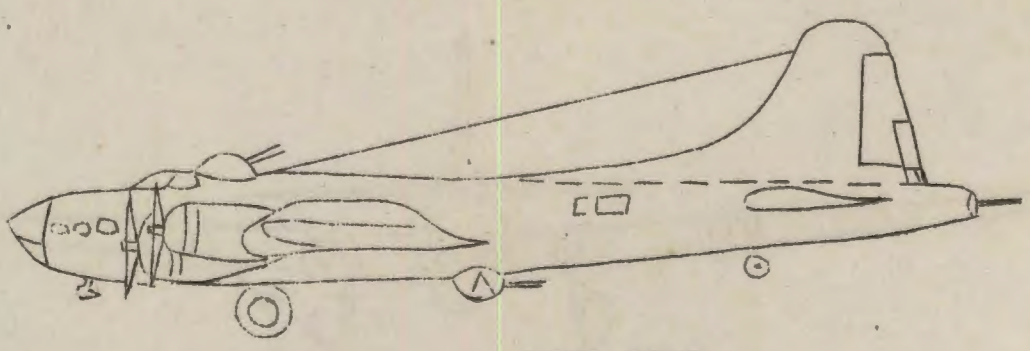
AIRPLANE NO. 42-31891

BQDN 612

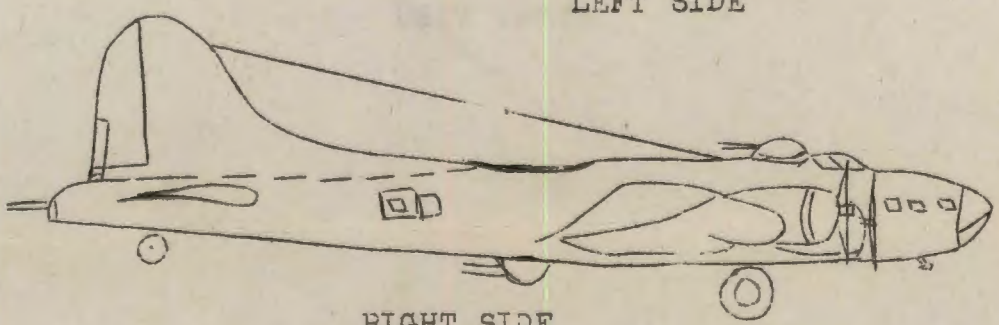
DATE 31-7-44



BOTTOM VIEW



LEFT SIDE



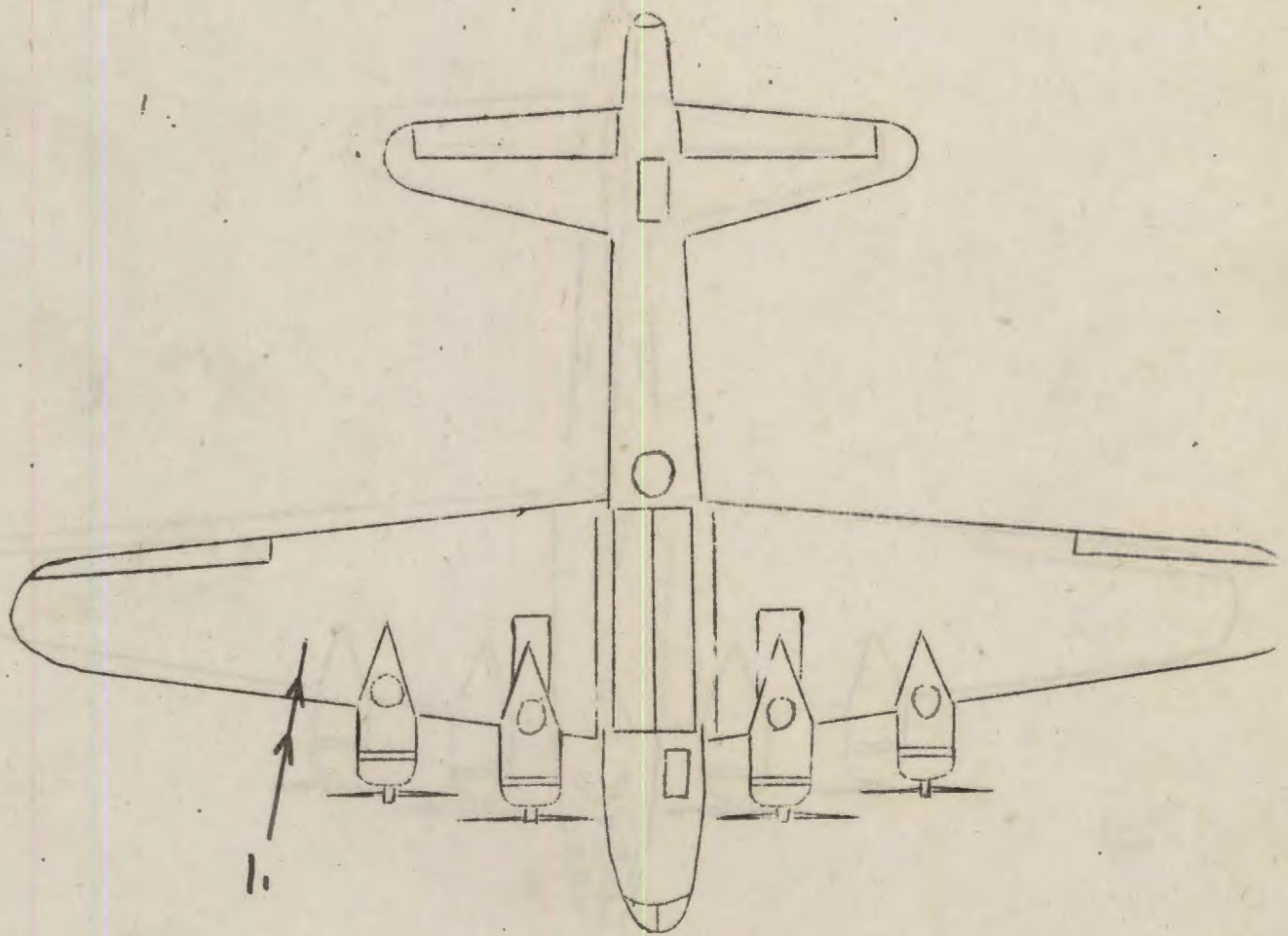
RIGHT SIDE

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

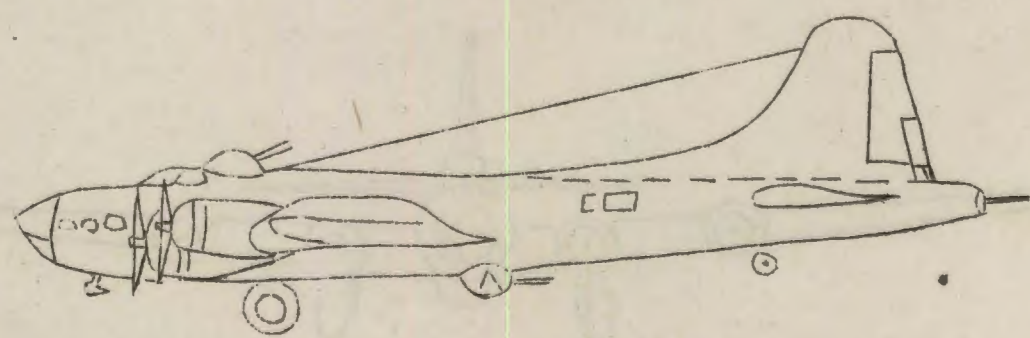
AIRPLANE NO. 42-97938

SQDN 612

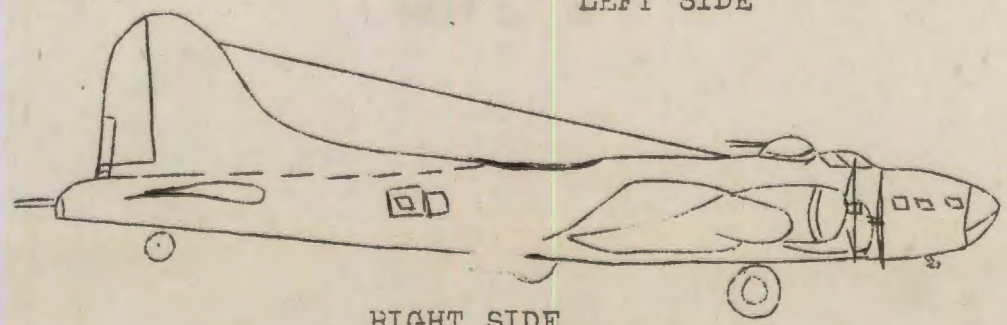
DATE 31-7-44



TOP VIEW



LEFT SIDE



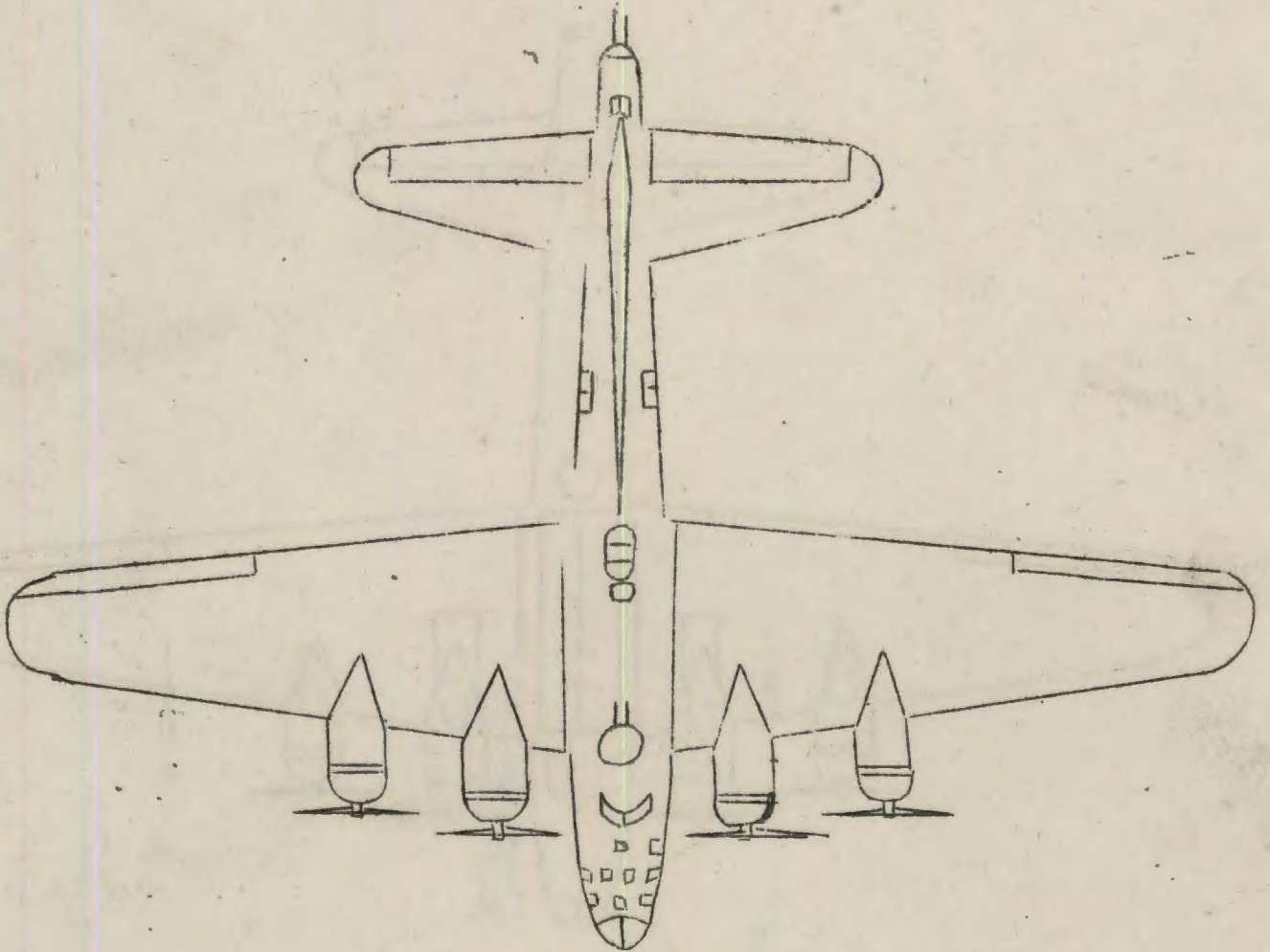
RIGHT SIDE

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE .

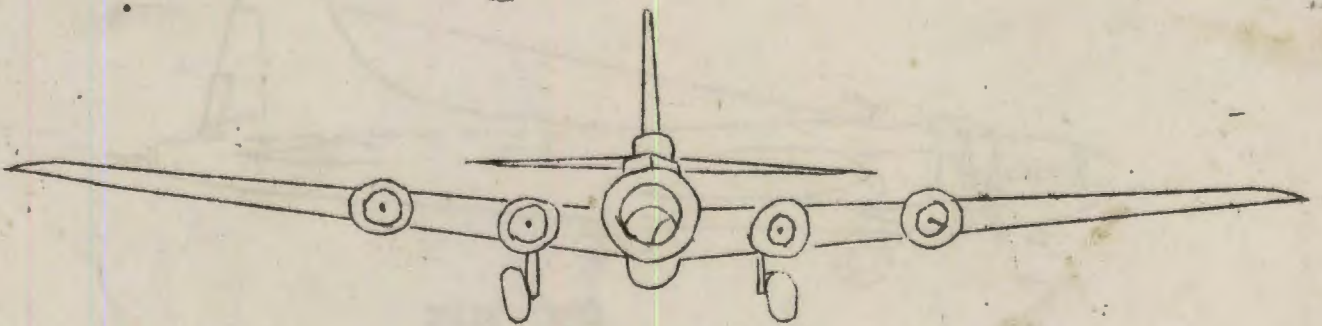
AIRPLANE NO. 42-97962

SQDN. 612

DATE 31-7-44



TOP VIEW

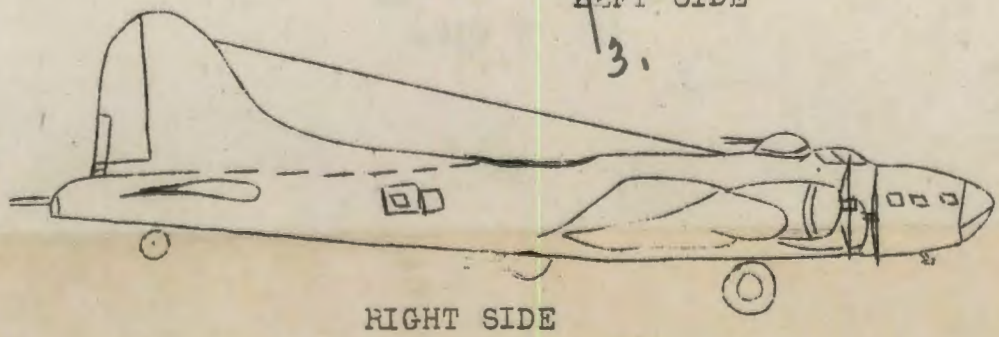
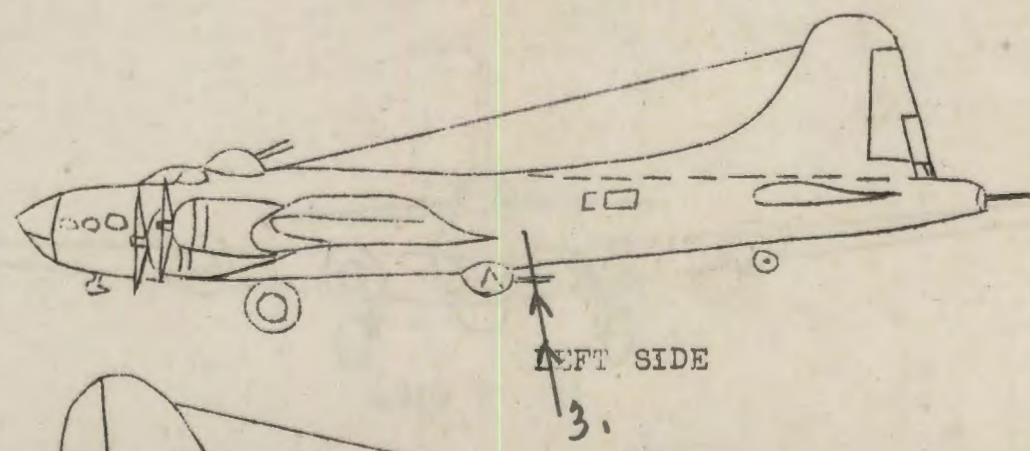
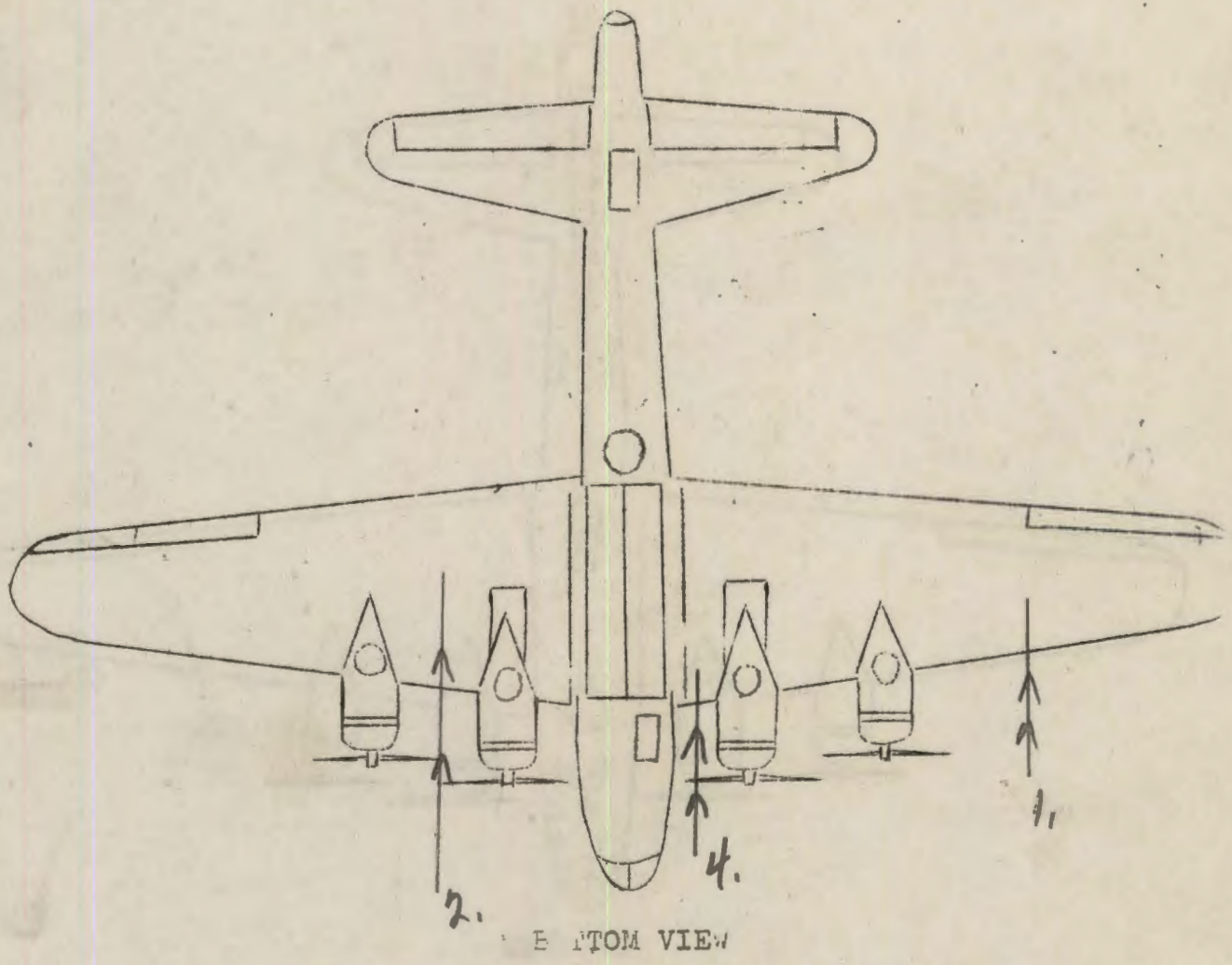


FRONT VIEW

AIRPLANE NO. 42-97962

BQDN 612

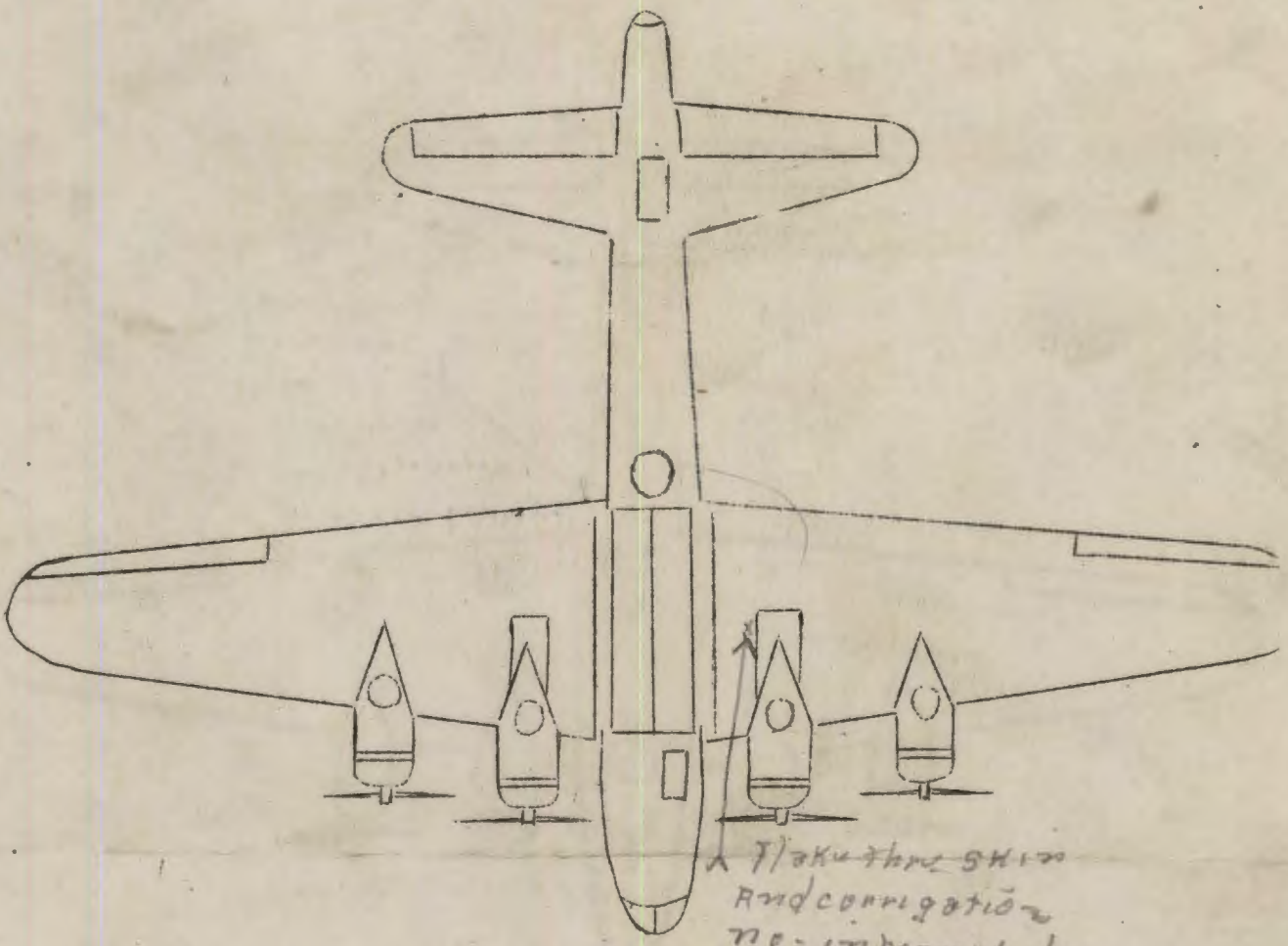
DATE 31-7-44



GIVE CREW POSITION OF ALL PERSONNEL - INJURED, IF NONE INJURED, SO STATE

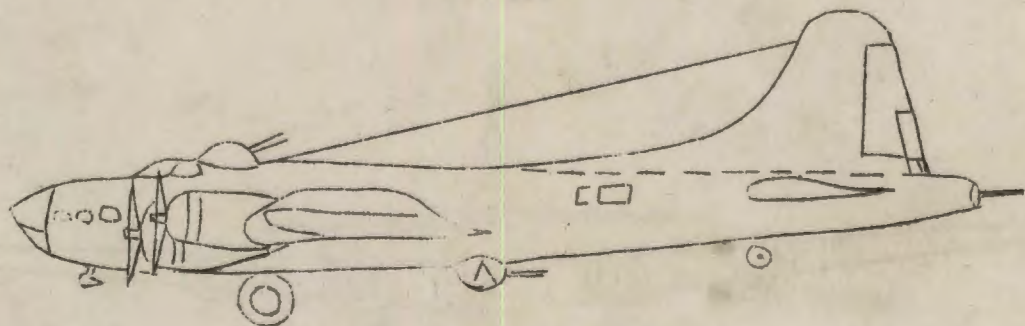
AIRPLANE NO. 44-4132

BQDN 113 Bomb Sq DATE 3-7-44

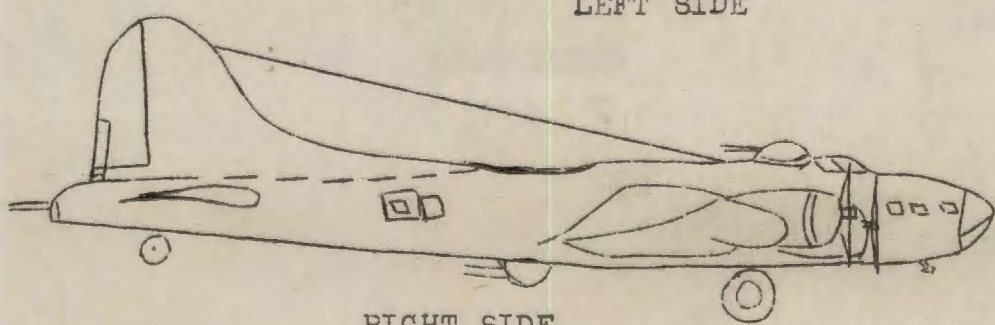


*Flak hit skin
and corrugation
no internal damage*

BOTTOM VIEW



LEFT SIDE



RIGHT SIDE

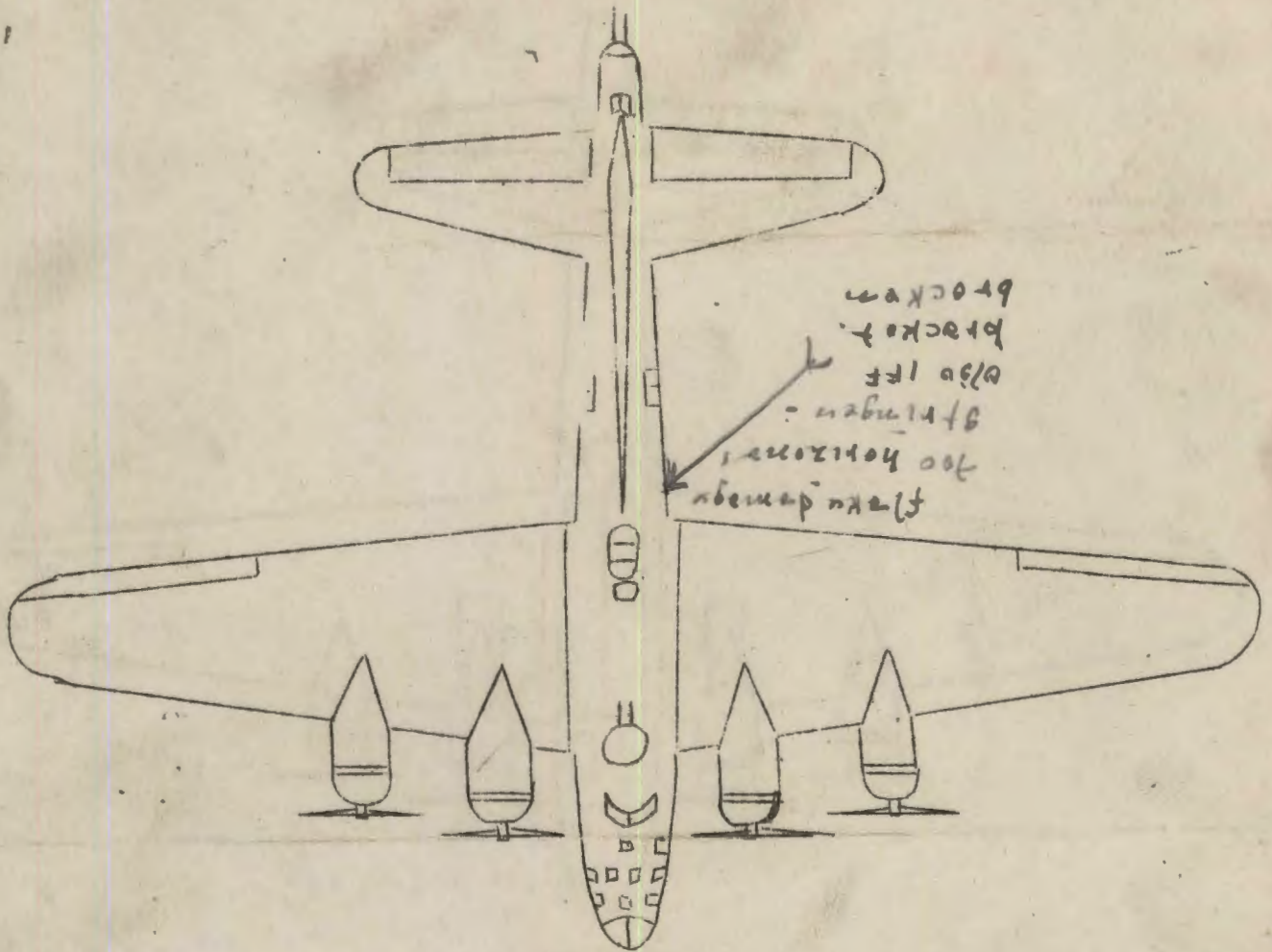
No injuries aboard.

GIVE CREW POSITION OF ALL PERSONNEL INJURED, IF NONE INJURED, SO STATE

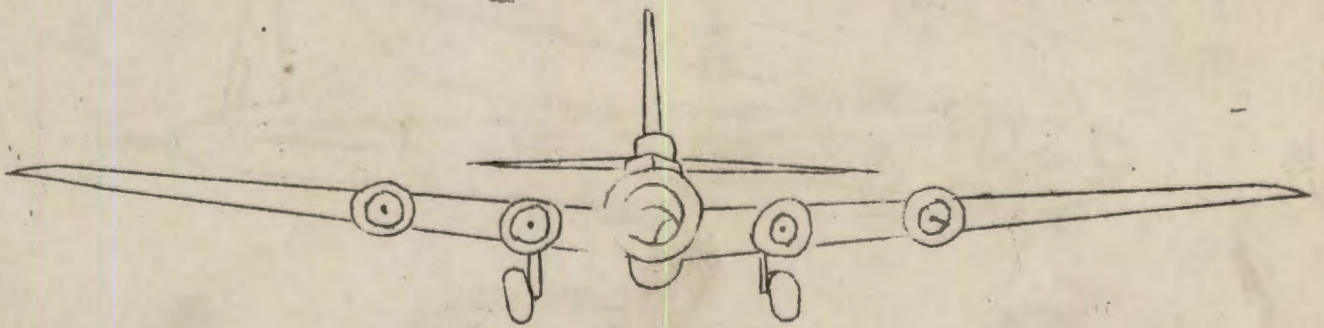
AIRPLANE NO. 43-46132-

SQDN.. 613

DATE 3/17/44



TOP VIEW

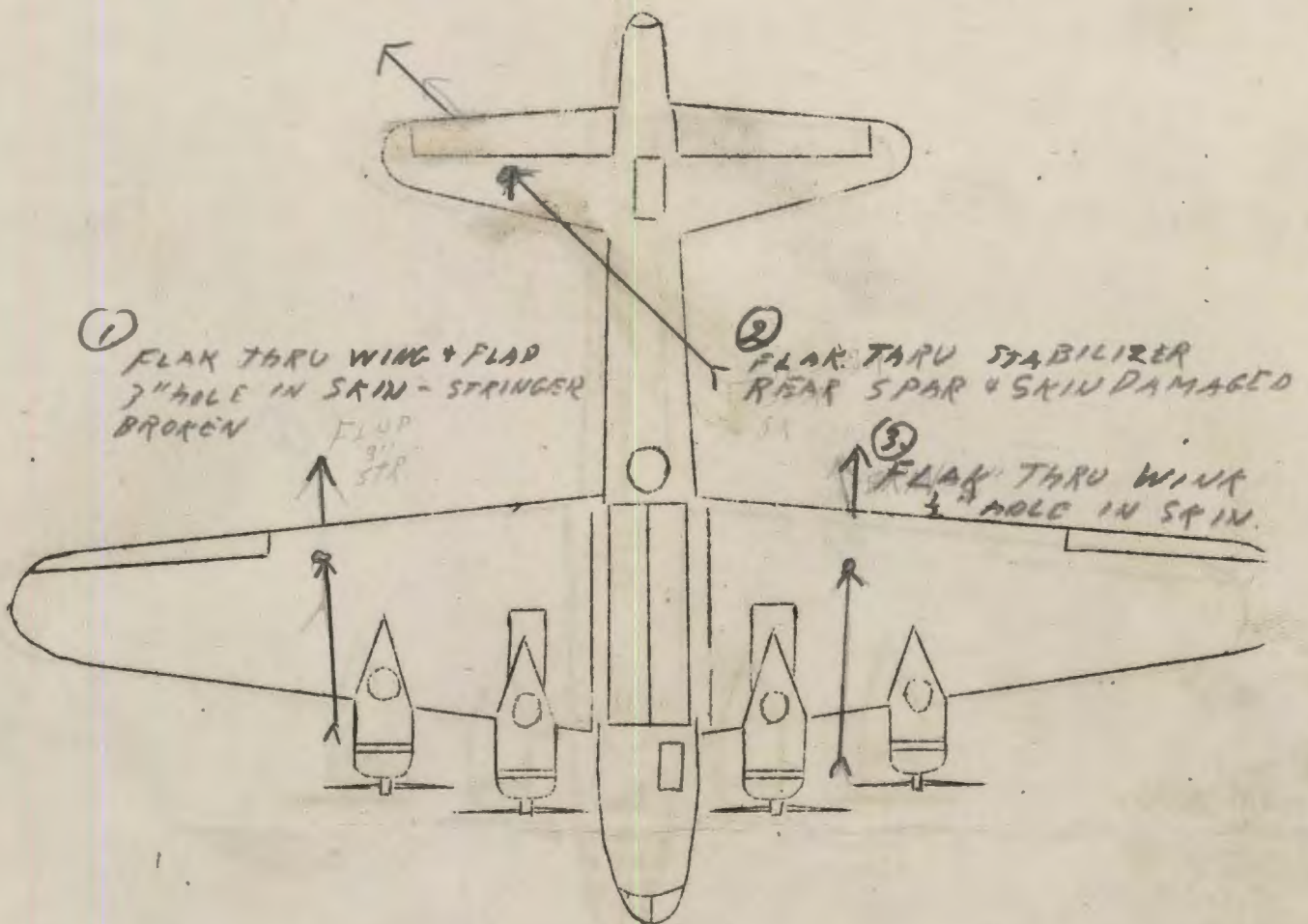


FRONT VIEW

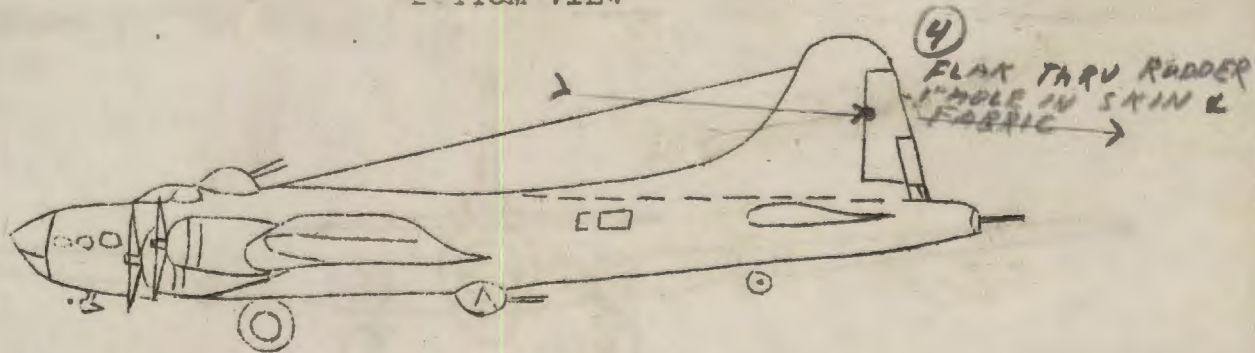
AIRPLANE NO. 43-37511

BQDN 613

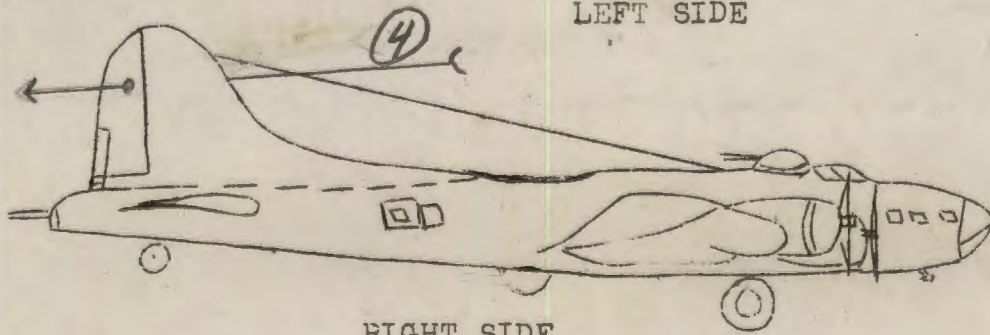
DATE 7, JULY '44



BOTTOM VIEW



LEFT SIDE



RIGHT SIDE

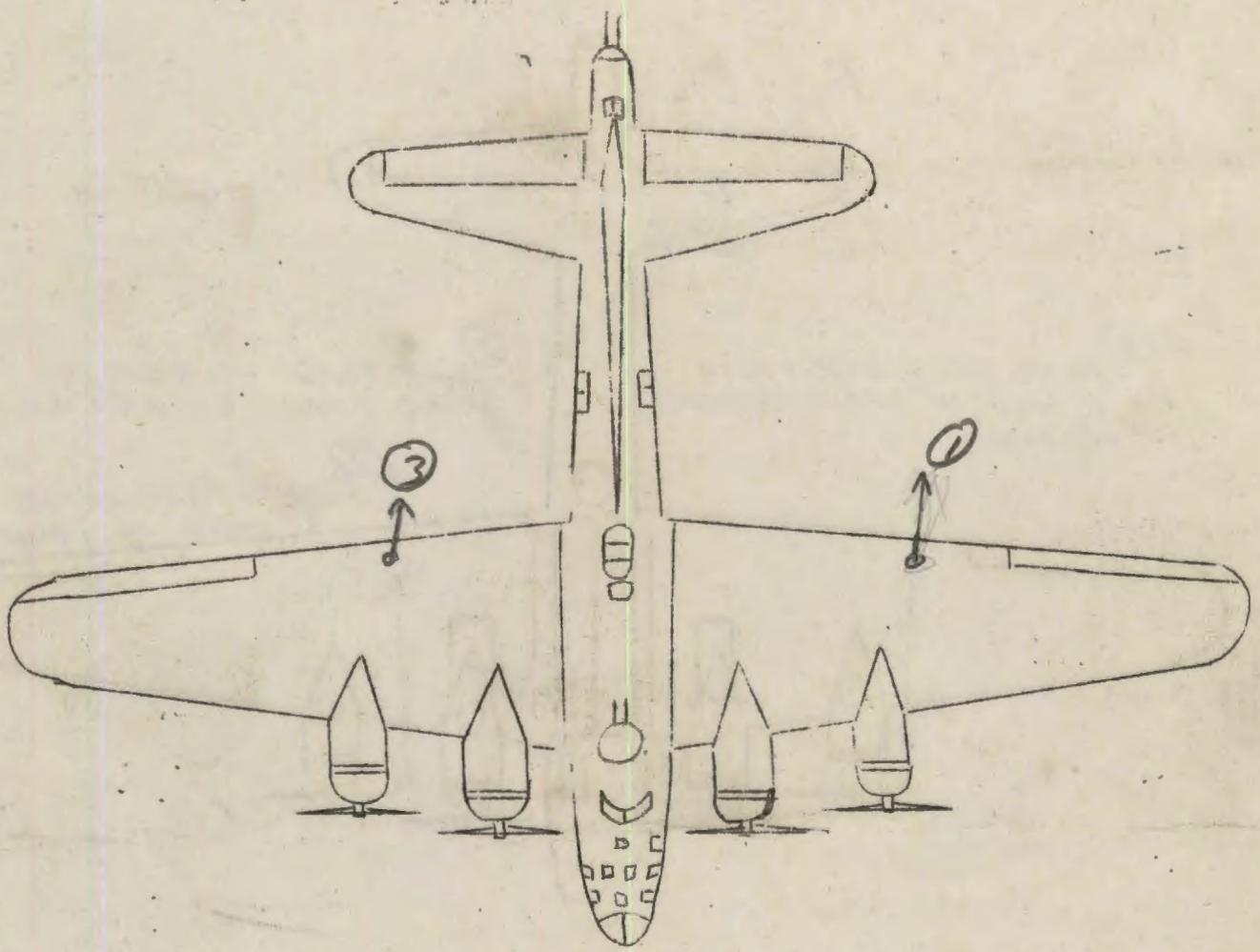
NO INJURIES

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

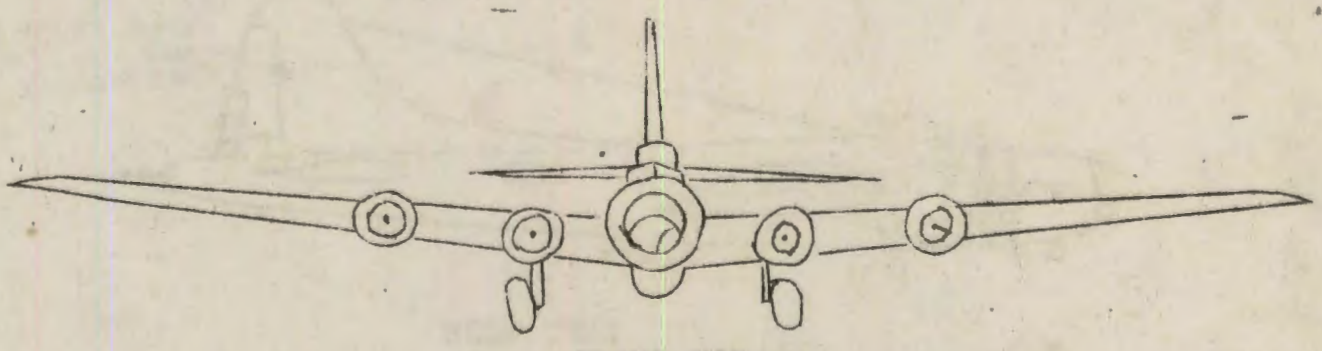
AIRPLANE NO. 43-37511

SQDN. 613

DATE 31 JULY 44



TOP VIEW



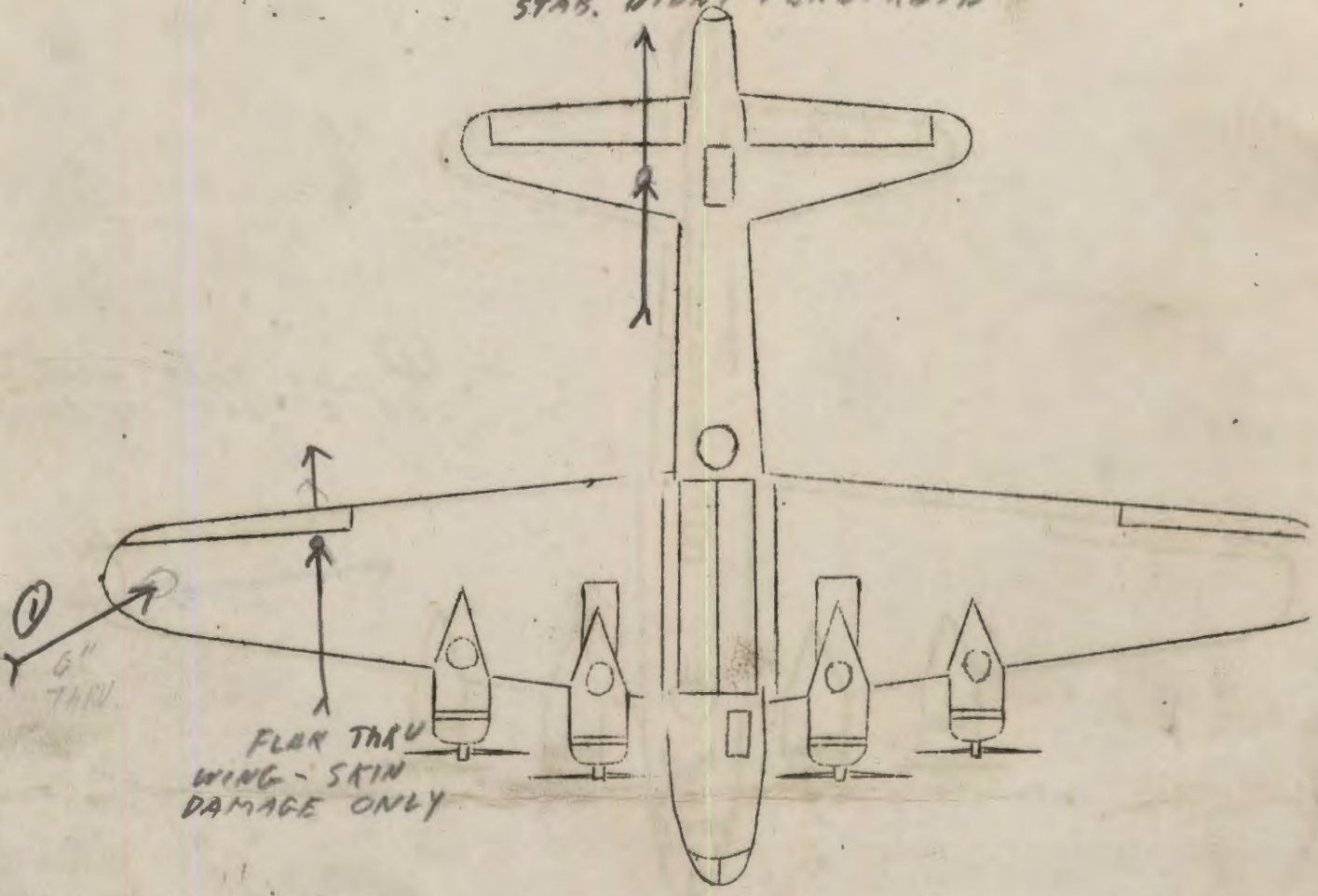
FRONT VIEW

AIRPLANE NO. 42-31591

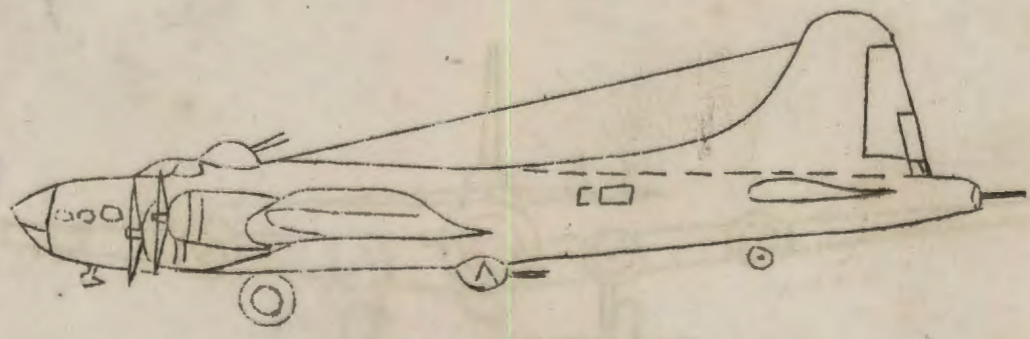
BQDN 613

DATE 31 JULY '44

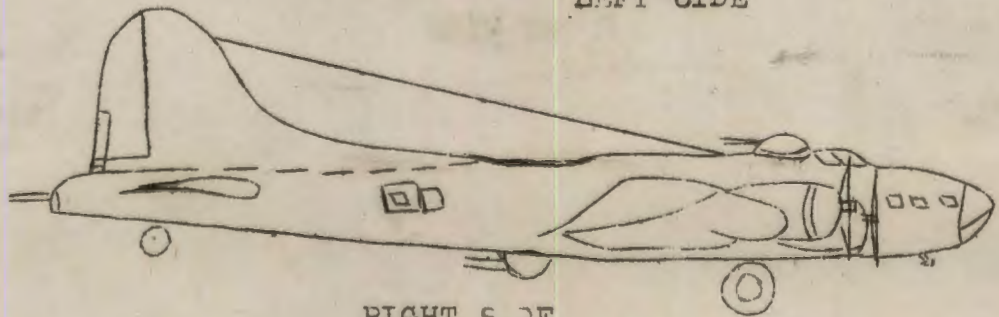
FLAK HIT UNDERSIDE OF STAB. DIDNT PENETRATE



BOTTOM VIEW



LEFT SIDE



RIGHT S. DE

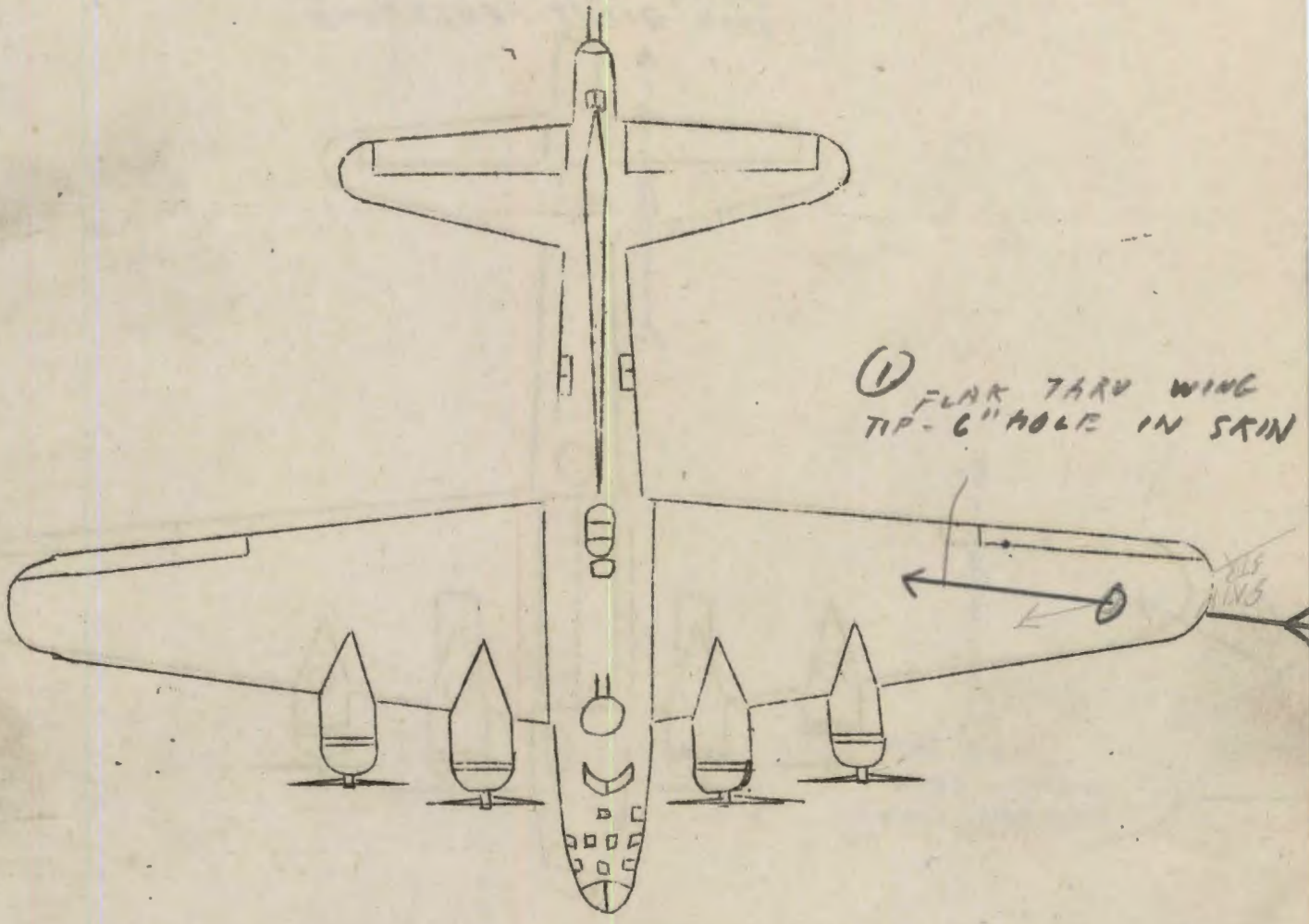
NO INJURIES

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

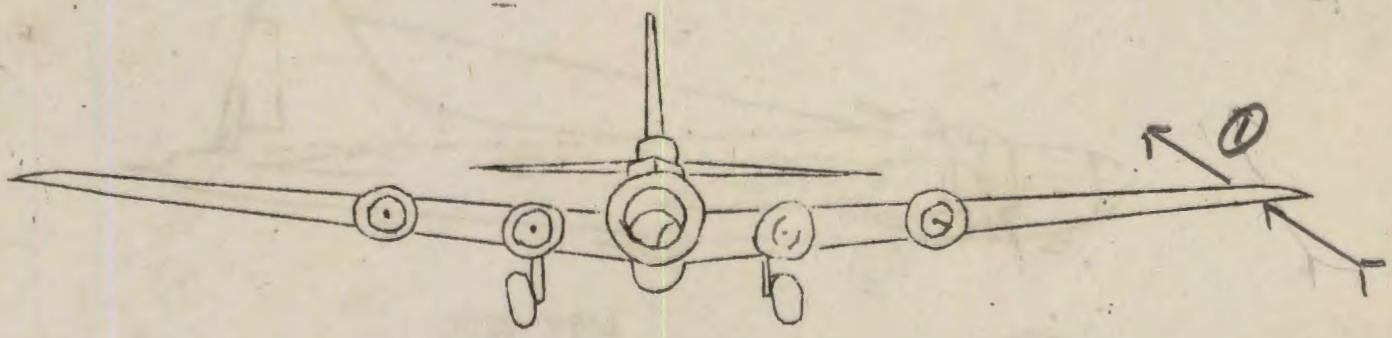
AIRPLANE NO. 42-31591

SQDN. .613

DATE 31 JULY '44



TOP VIEW

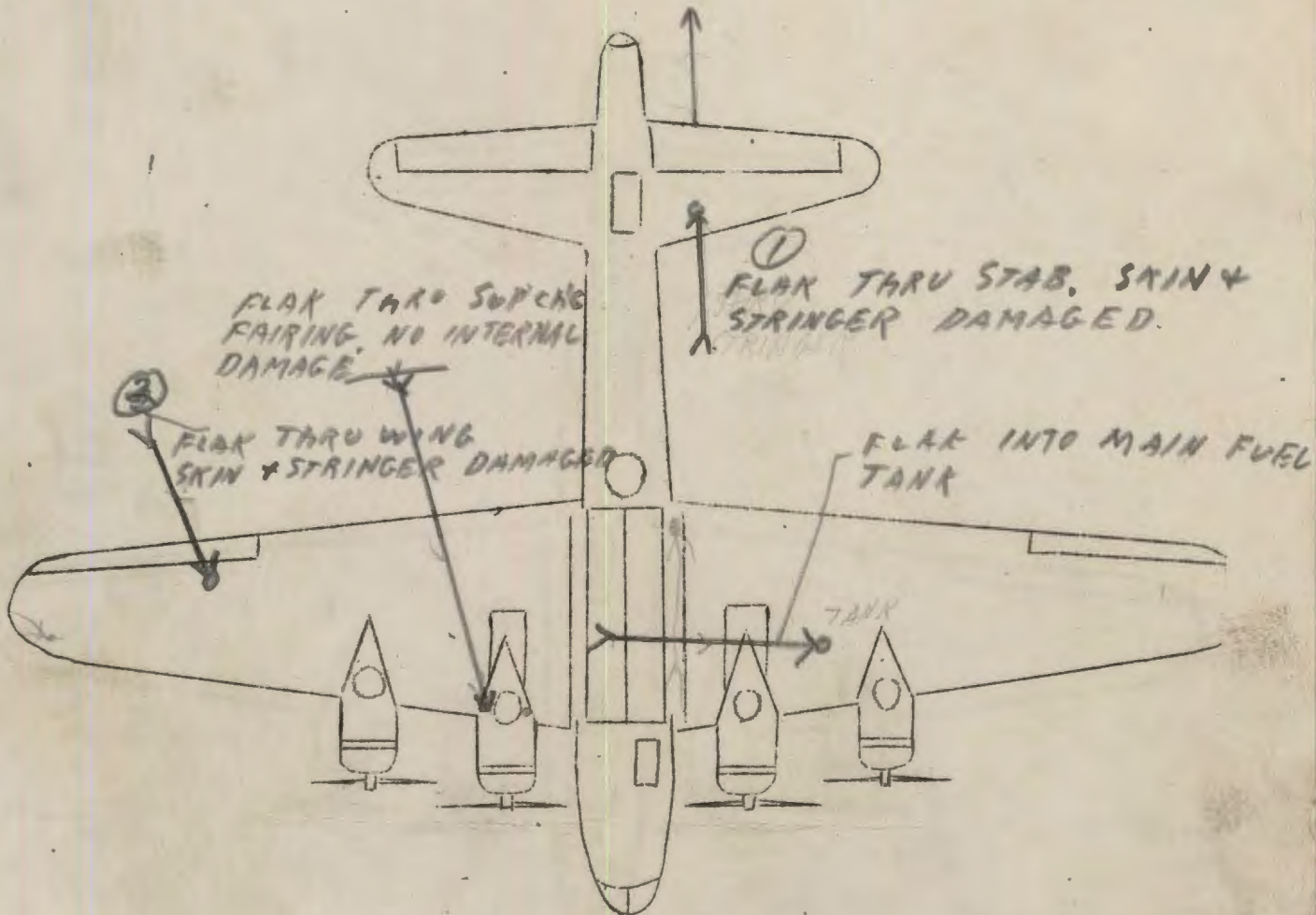


FRONT VIEW

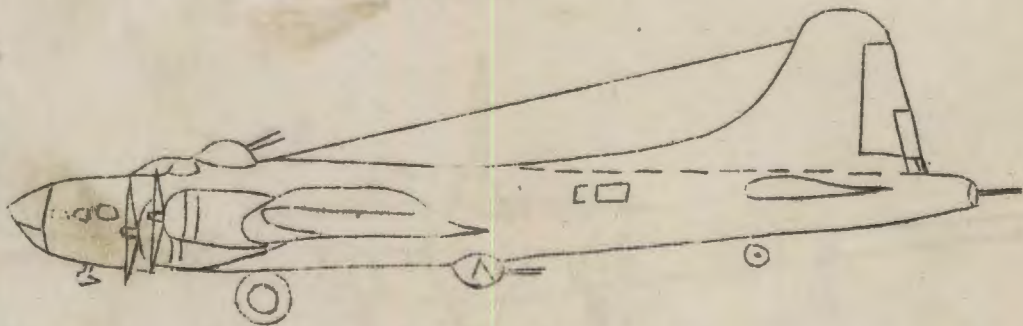
AIRPLANE NO. 42-77931

BQDN 613

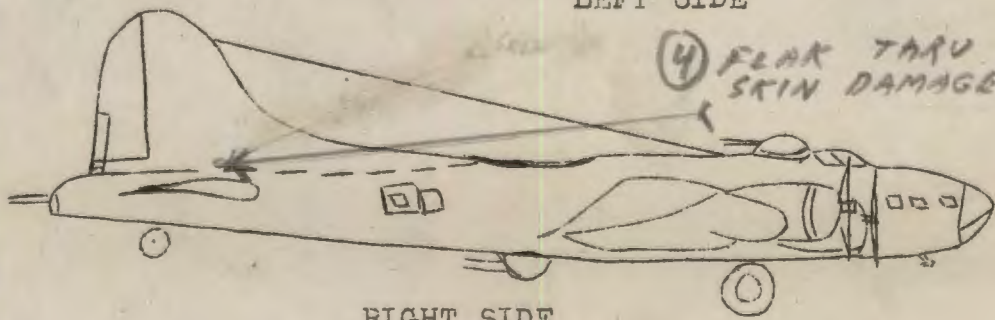
DATE 31, JULY '44



BOTTOM VIEW



LEFT SIDE



RIGHT SIDE

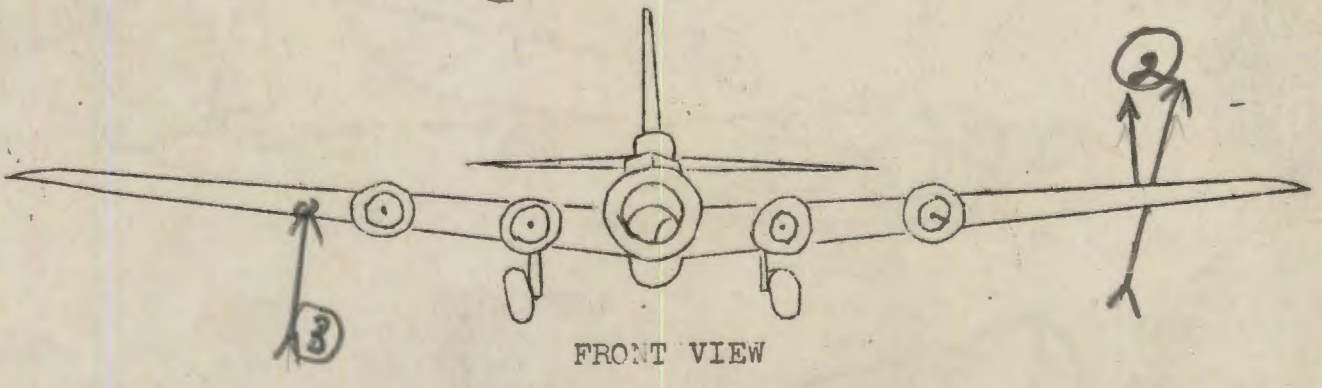
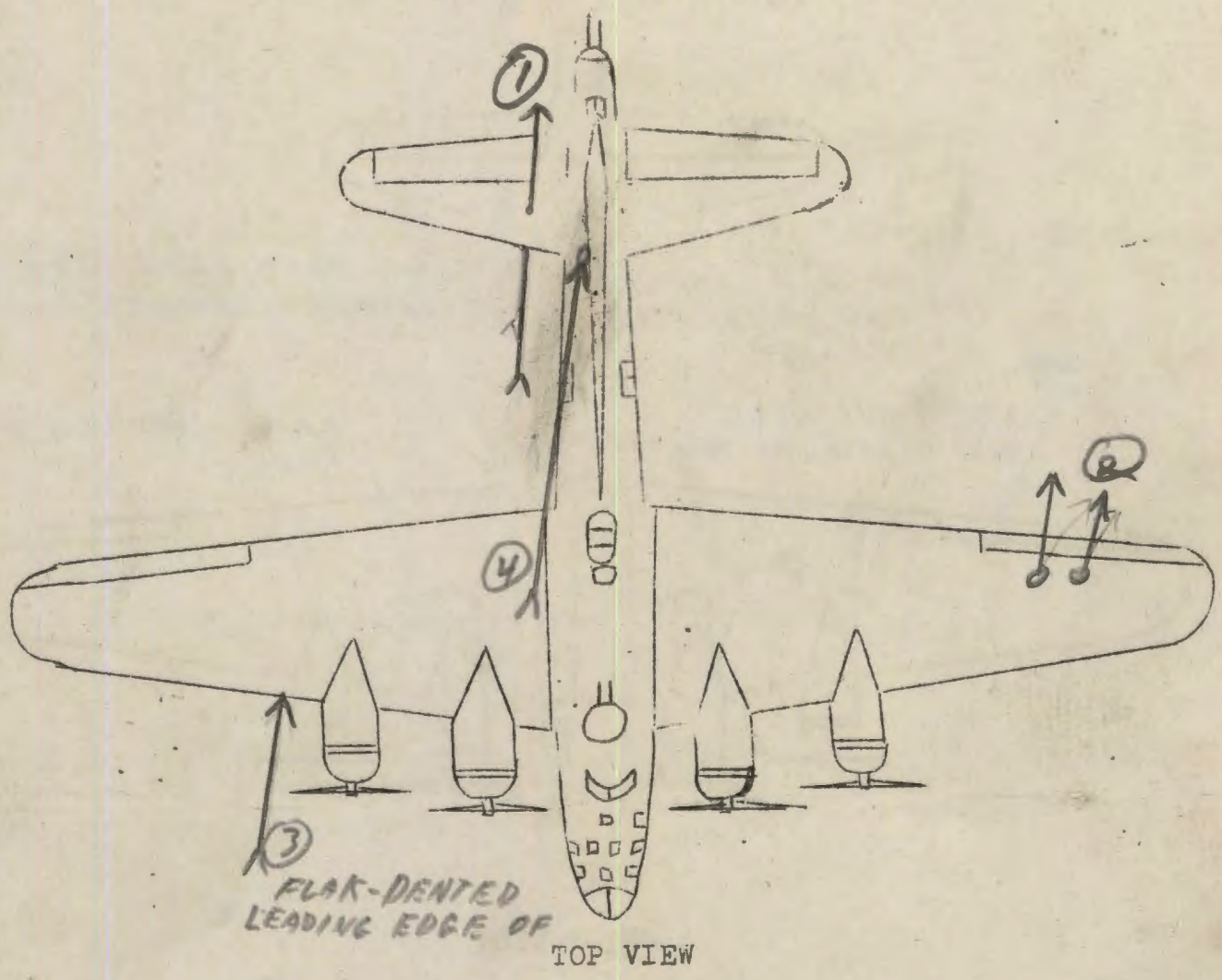
NO INJURIES

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

AIRPLANE NO. 42-97931

SQDN. 613

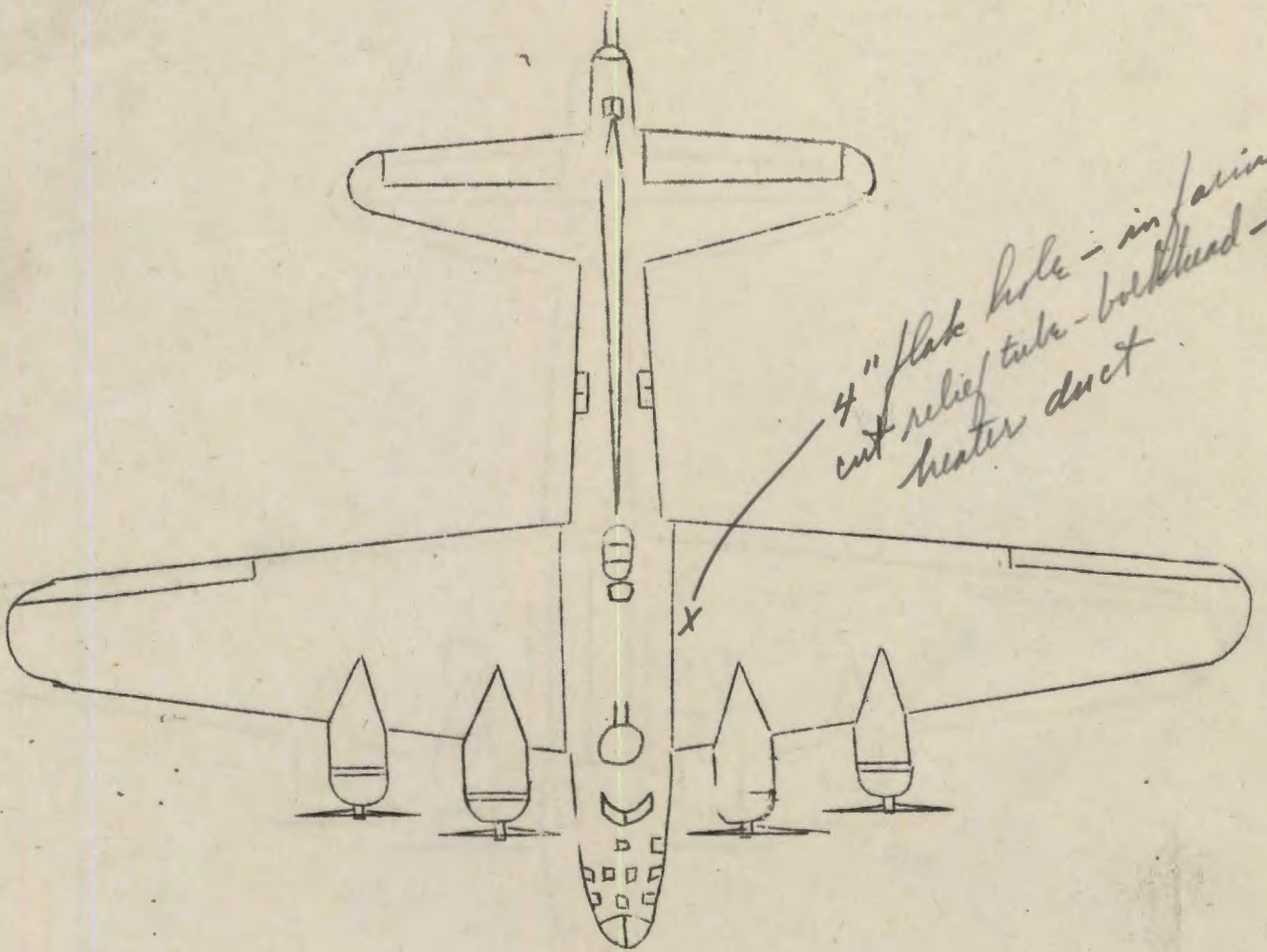
DATE 31 JULY 44



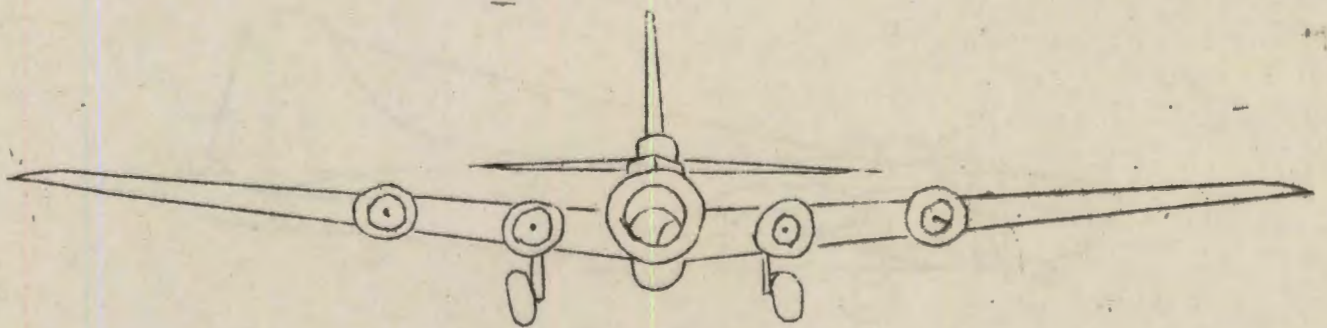
AIRPLANE NO. 780

SQDN.

DATE



TOP VIEW

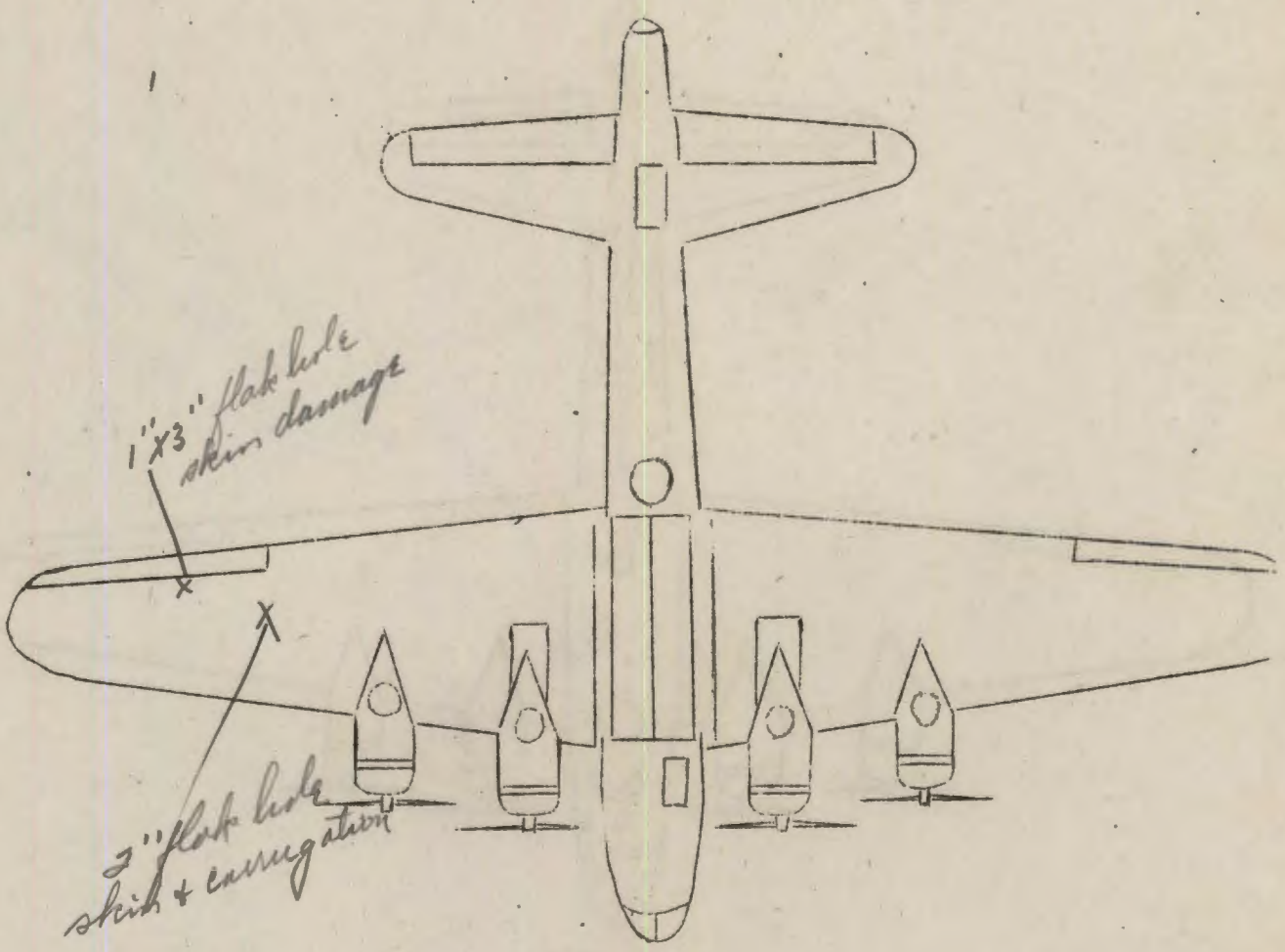


FRONT VIEW

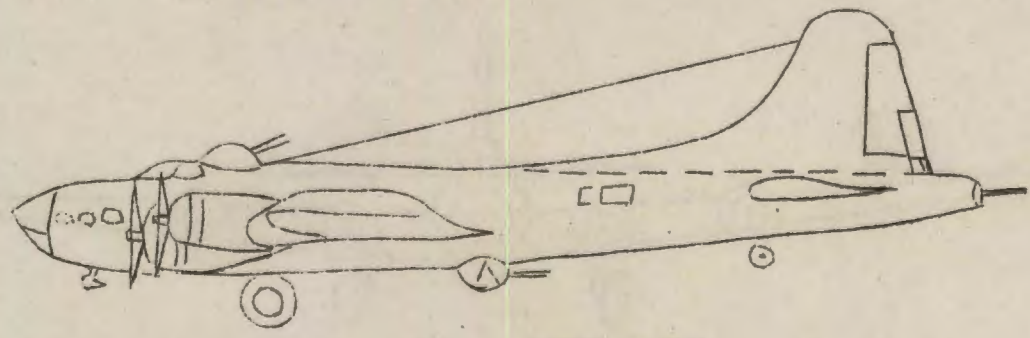
AIRPLANE NO. 780

BQDN 614

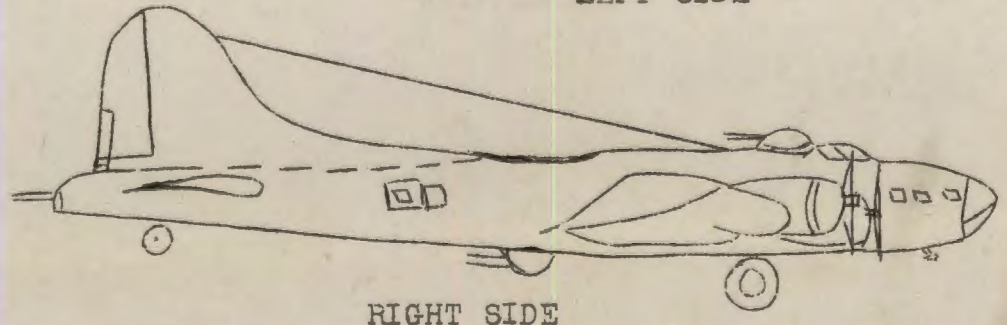
DATE 7/31/44



BOTTOM VIEW



LEFT SIDE



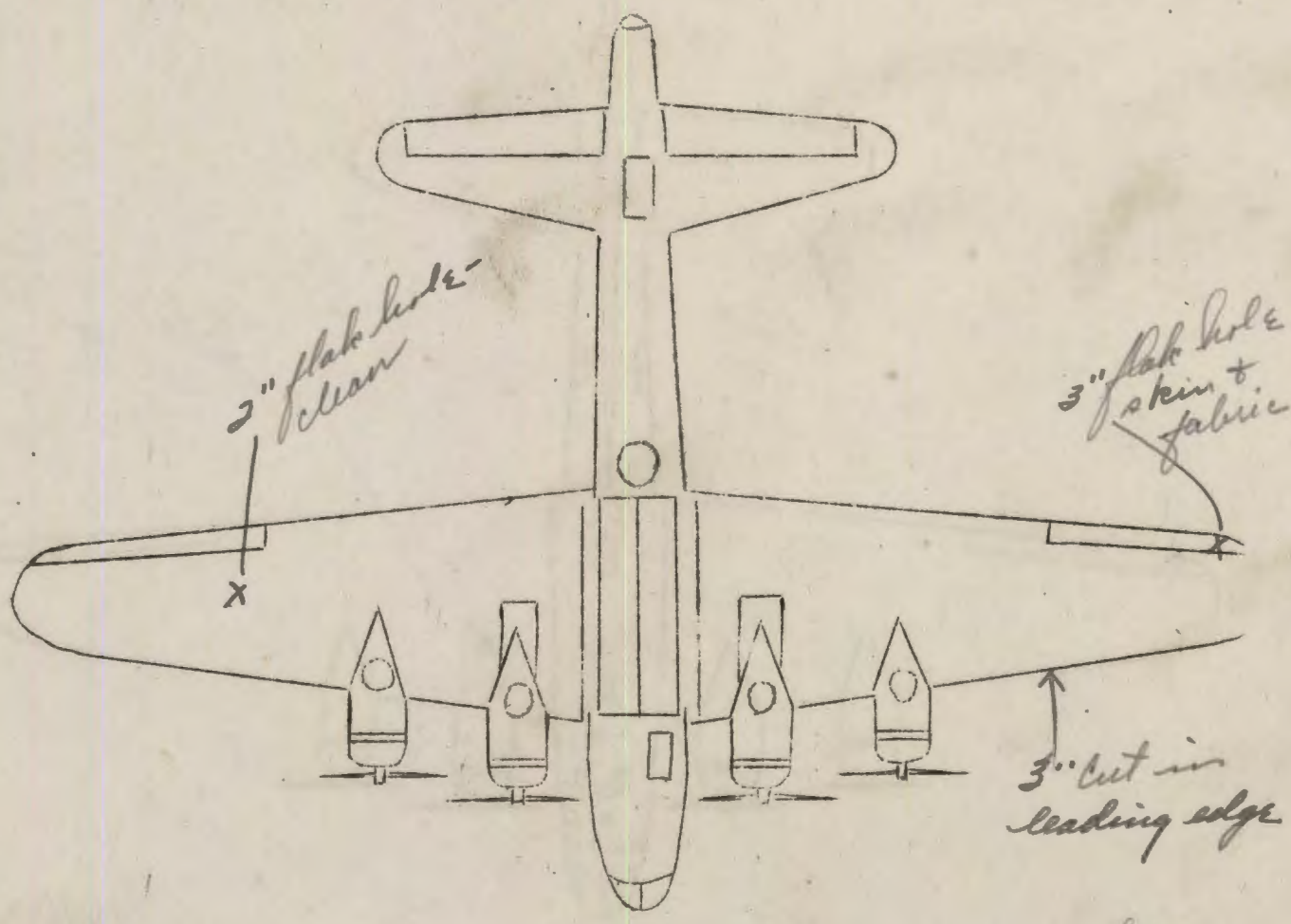
RIGHT SIDE

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

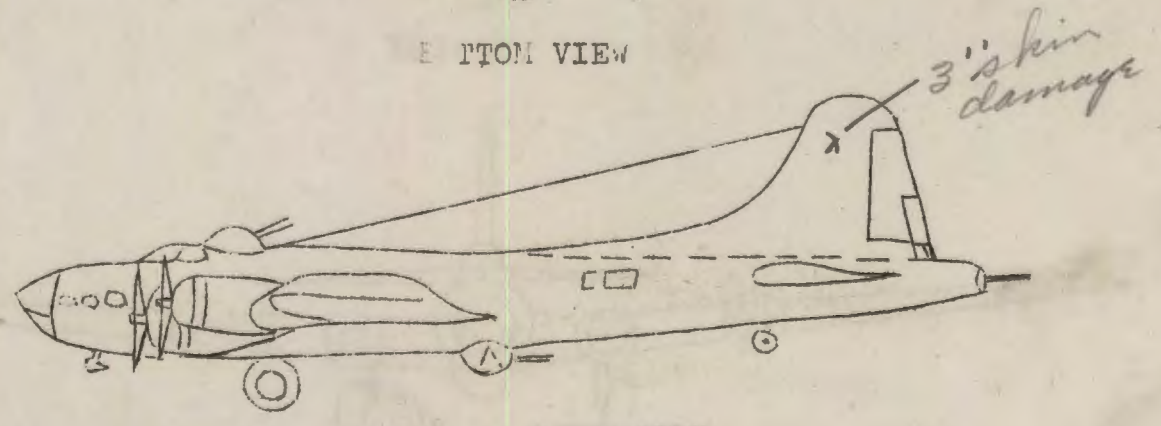
AIRPLANE NO. 395

BQDN 64

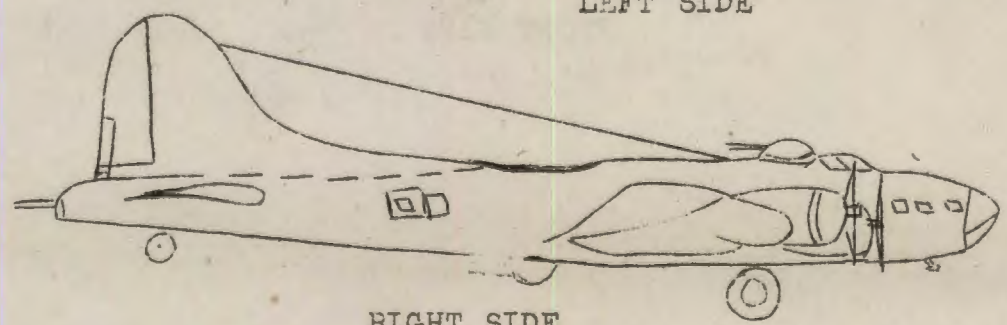
DATE 7/31/44



TOP VIEW



LEFT SIDE



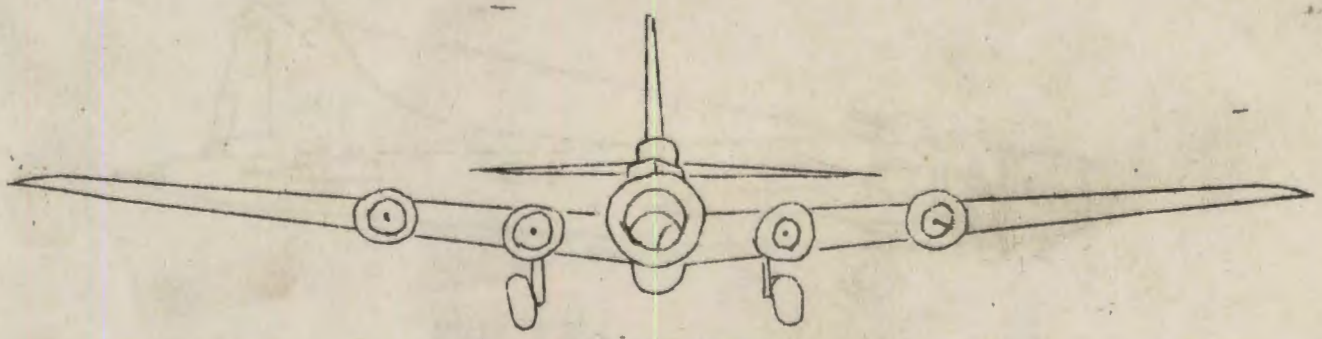
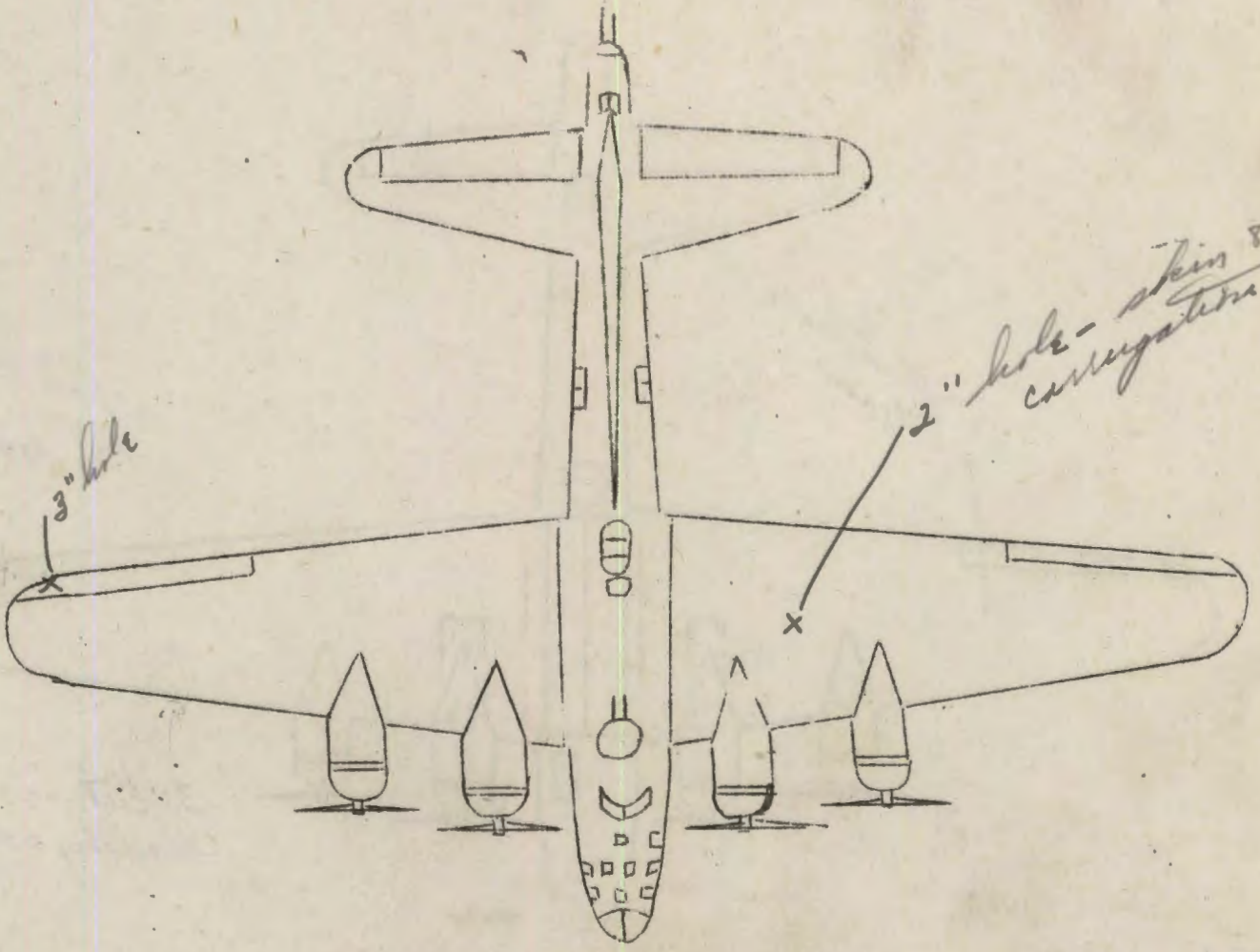
RIGHT SIDE

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

AIRPLANE NO. _____

SQDN. _____

DATE _____

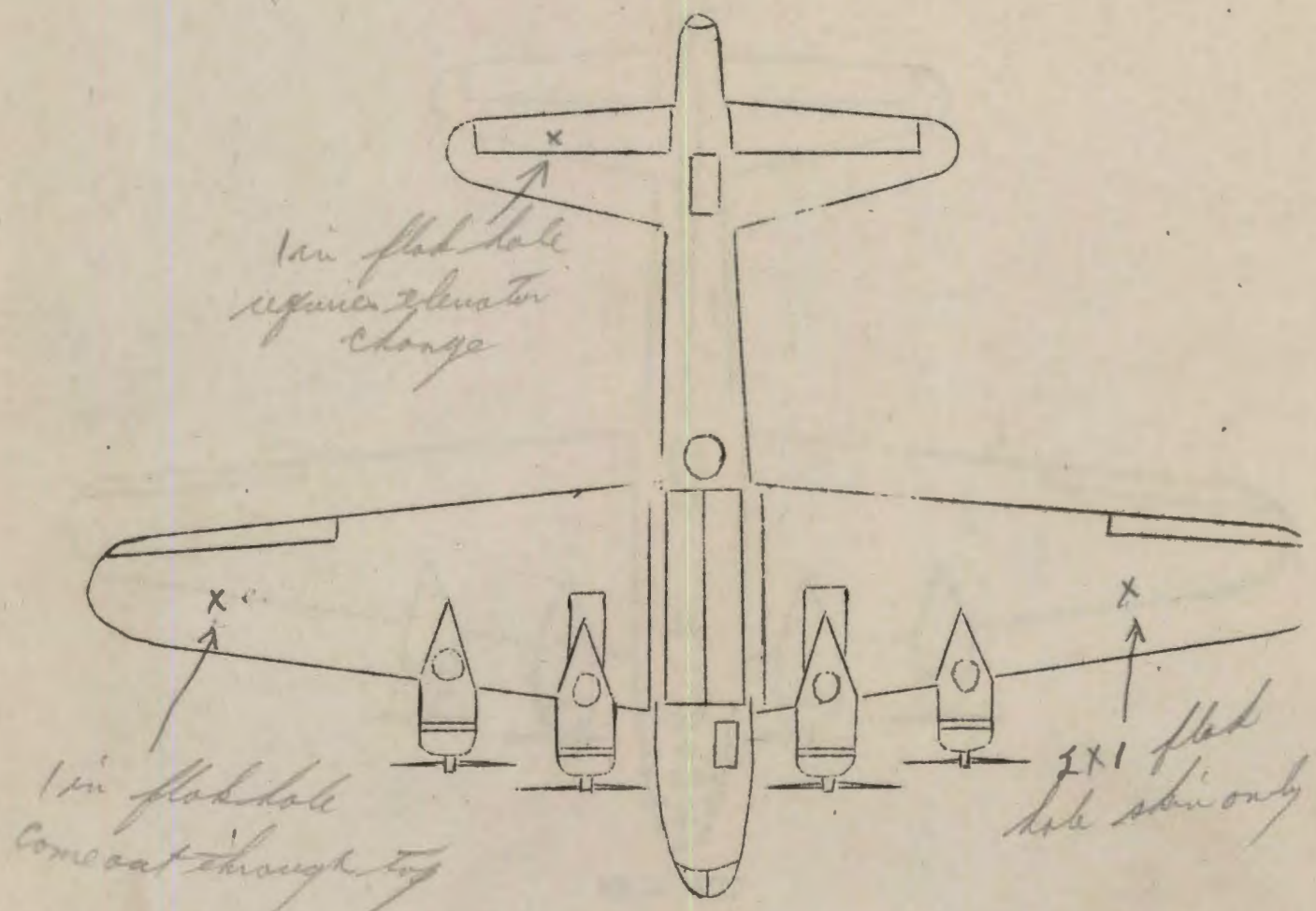


FRONT VIEW

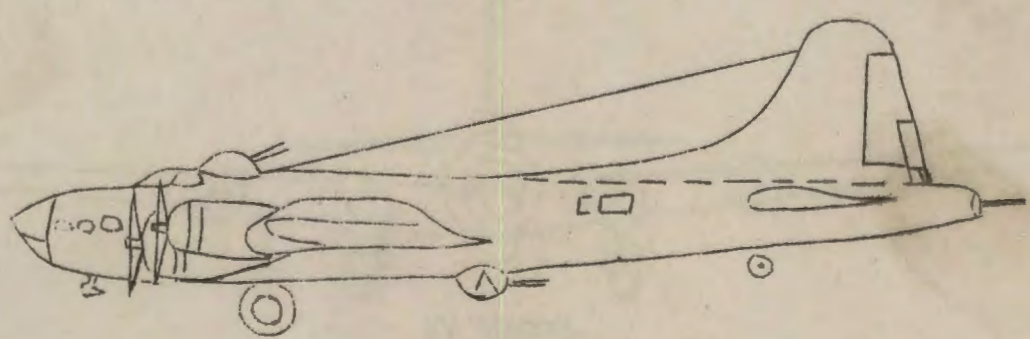
AIRPLANE NO 42-39 873

BQDN 615 sel

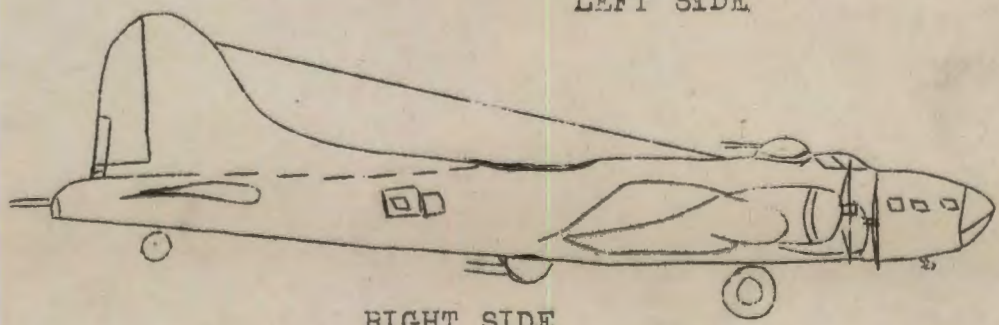
DATE 7/31/44



BOTTOM VIEW



LEFT SIDE



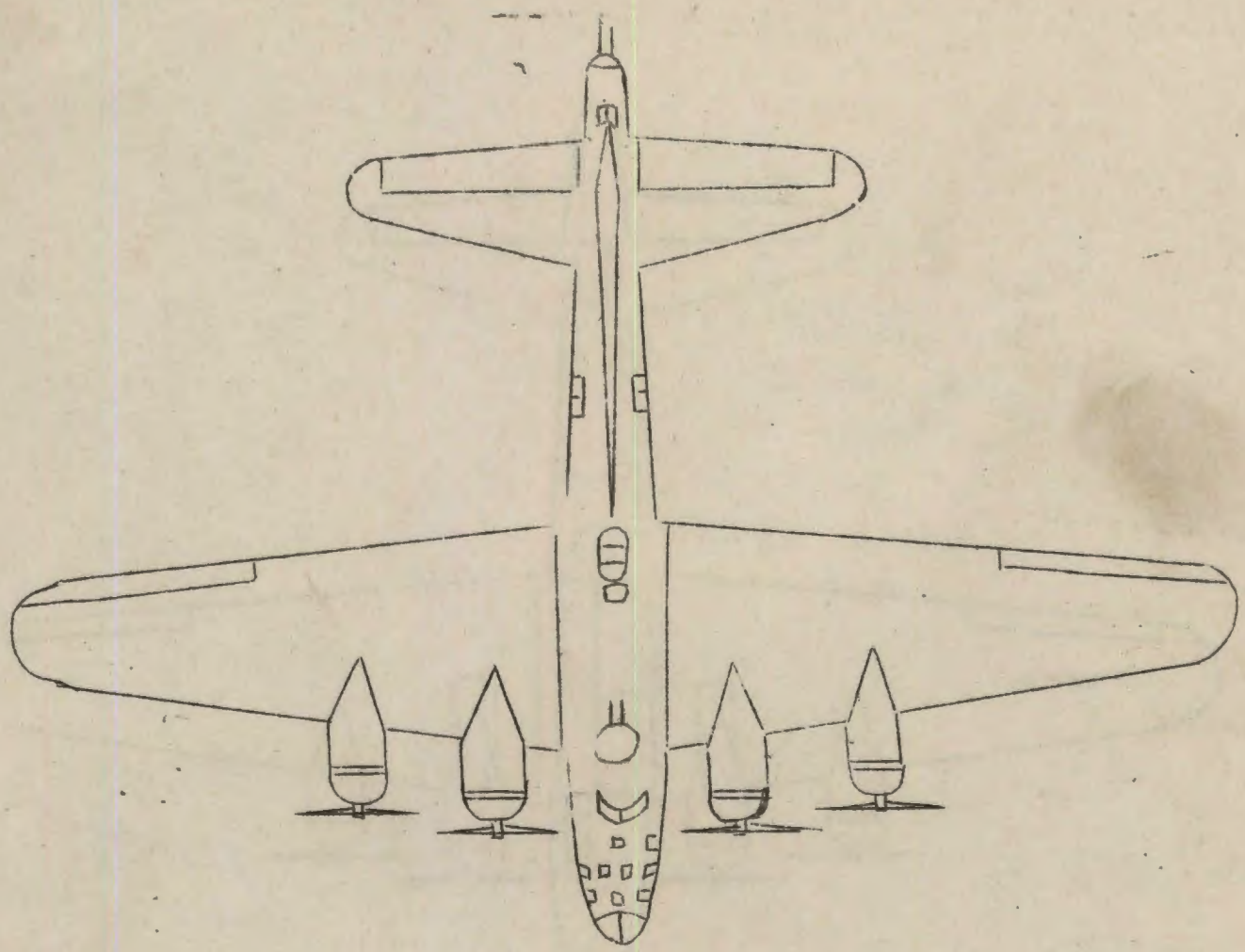
RIGHT SIDE

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

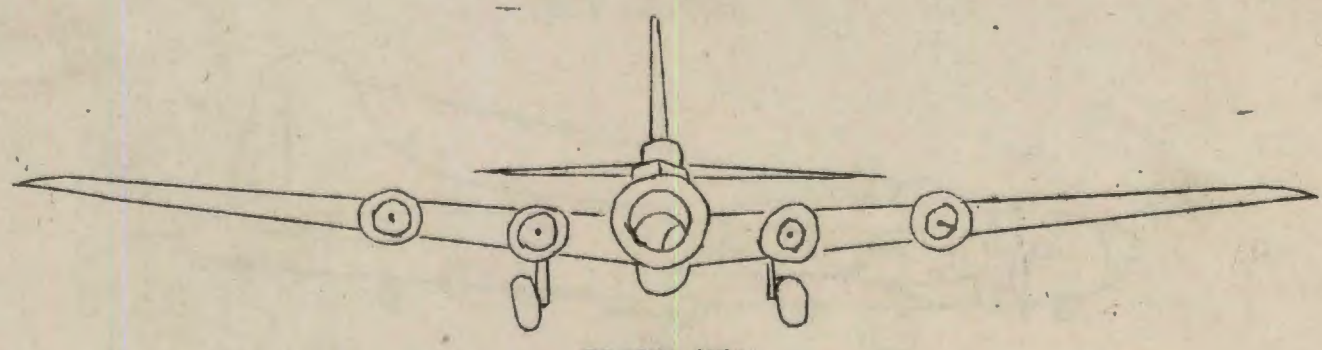
AIRPLANE NO. 42-39873

SQDN.. 615

DATE 7-31-44



TOP VIEW

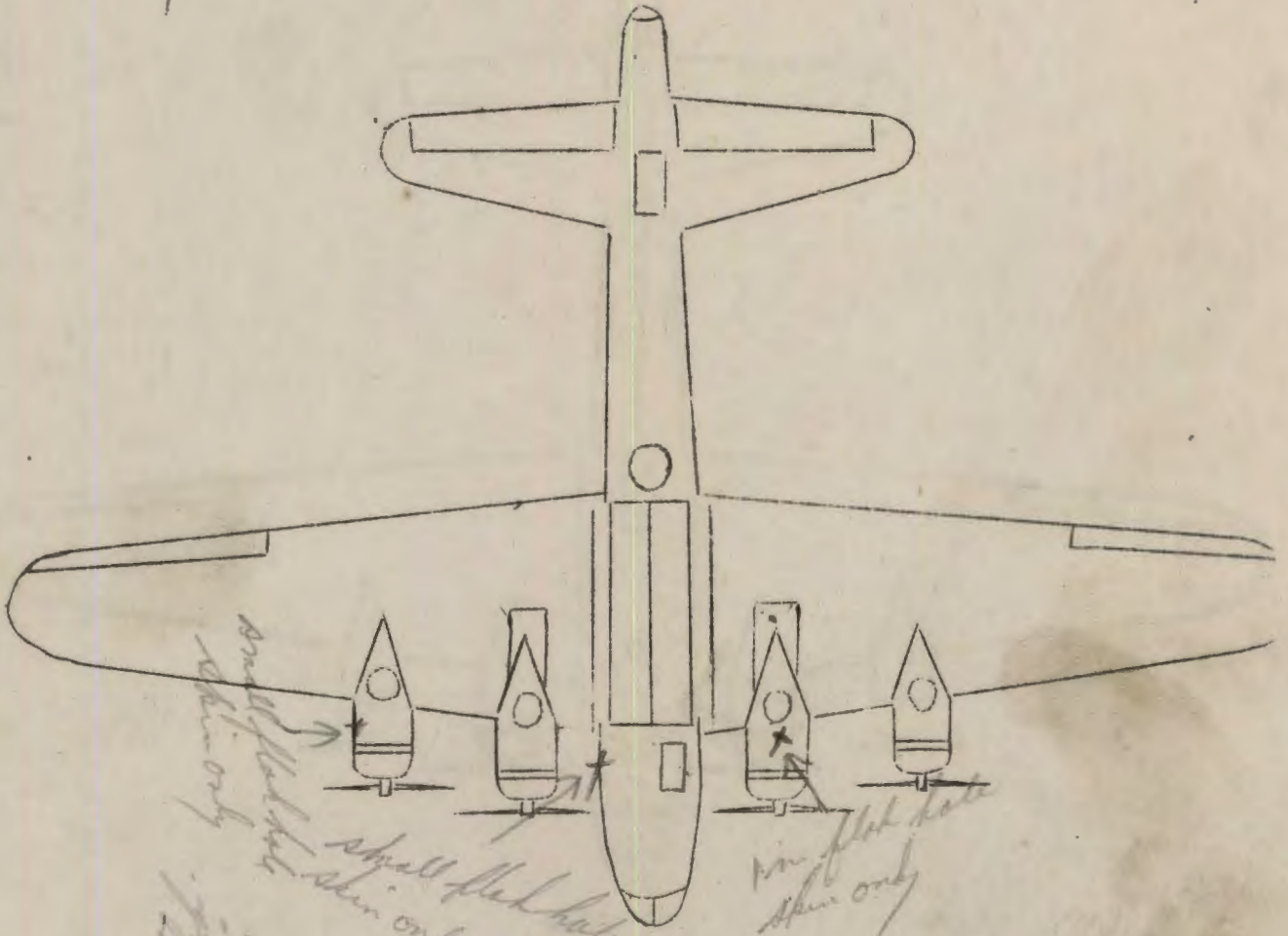


FRONT VIEW

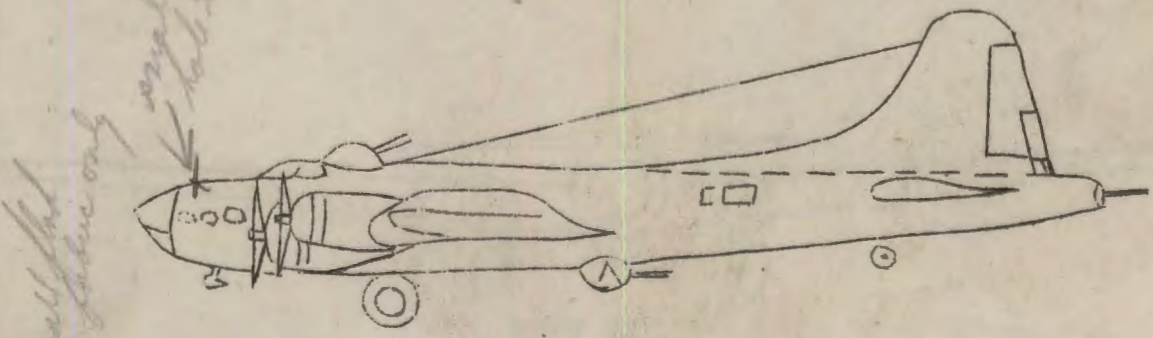
AIRPLANE NO. 42107113

BQDN 615

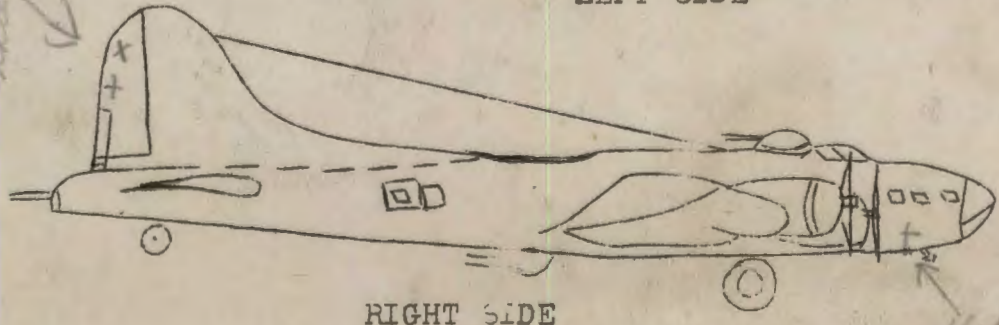
DATE 7/3/44



BOTTOM VIEW



LEFT SIDE



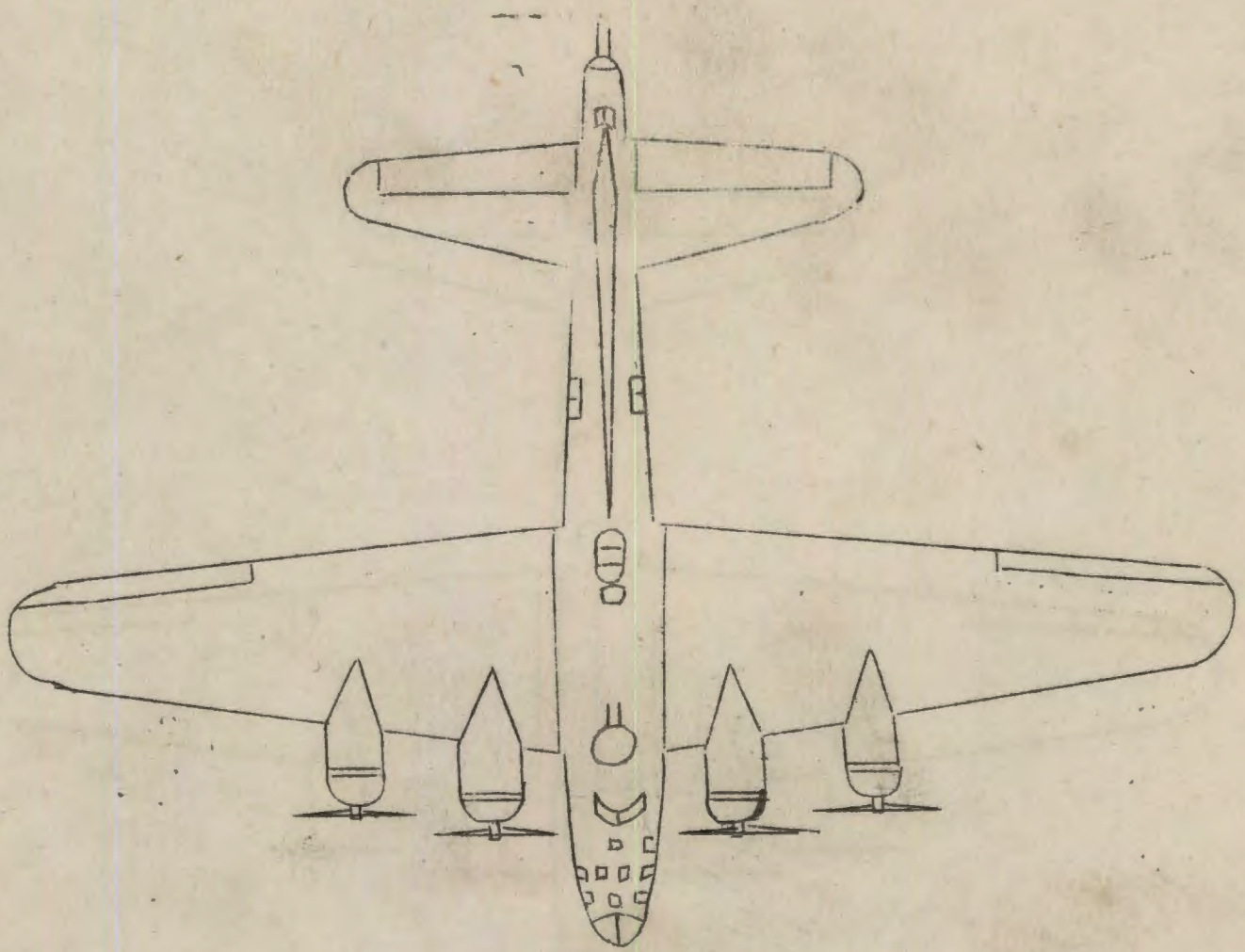
RIGHT SIDE

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

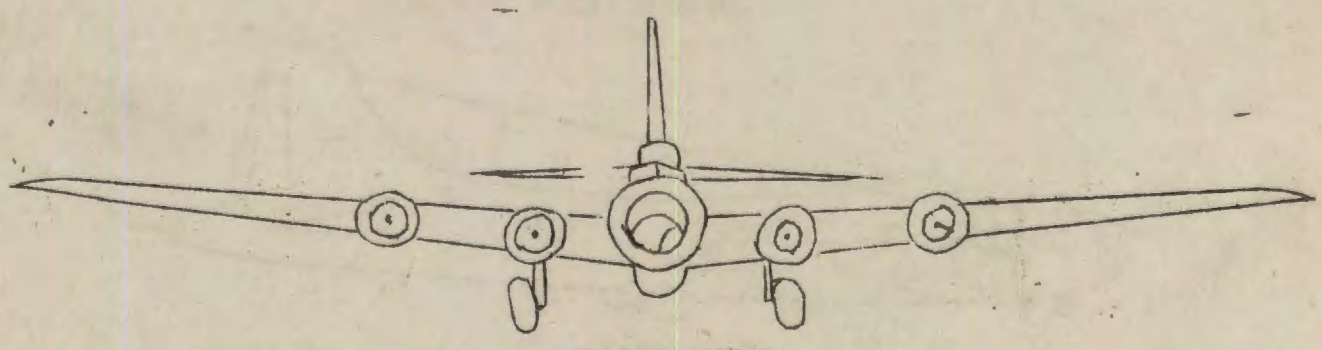
AIRPLANE NO. 42-107113

SQDN. 615

DATE 7/31/44



TOP VIEW

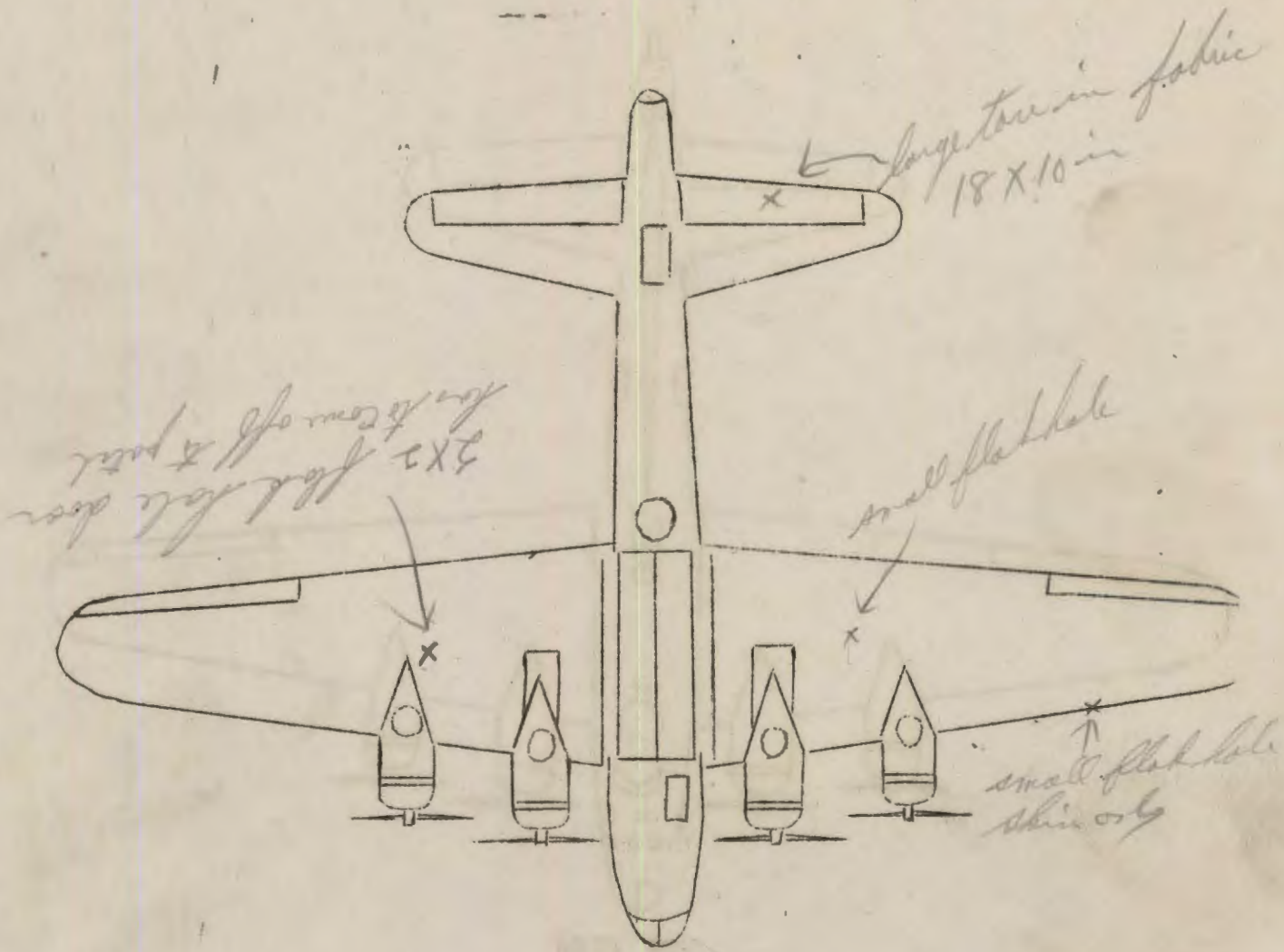


FRONT VIEW

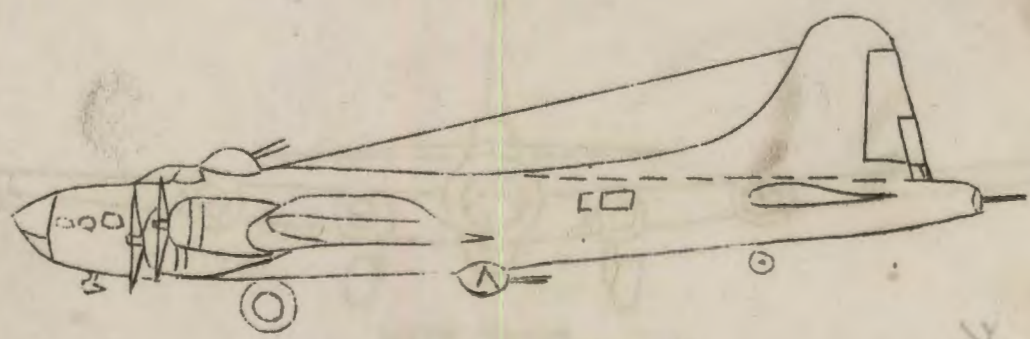
AIRPLANE NO. 42-102674

BQDN 6/5/44

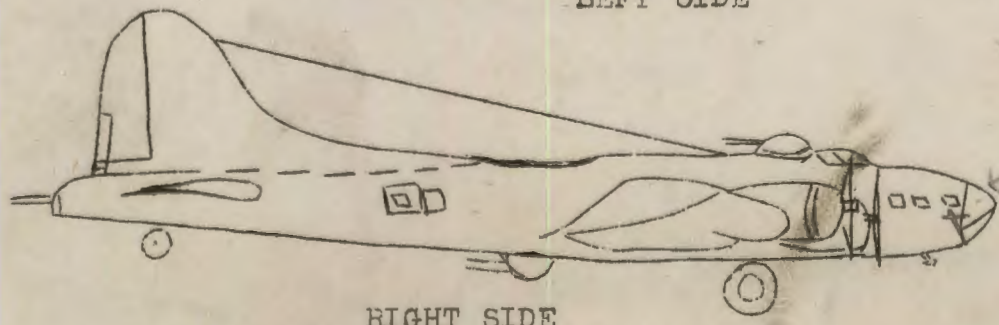
DATE 7/31/44



BOTTOM VIEW



LEFT SIDE



RIGHT SIDE

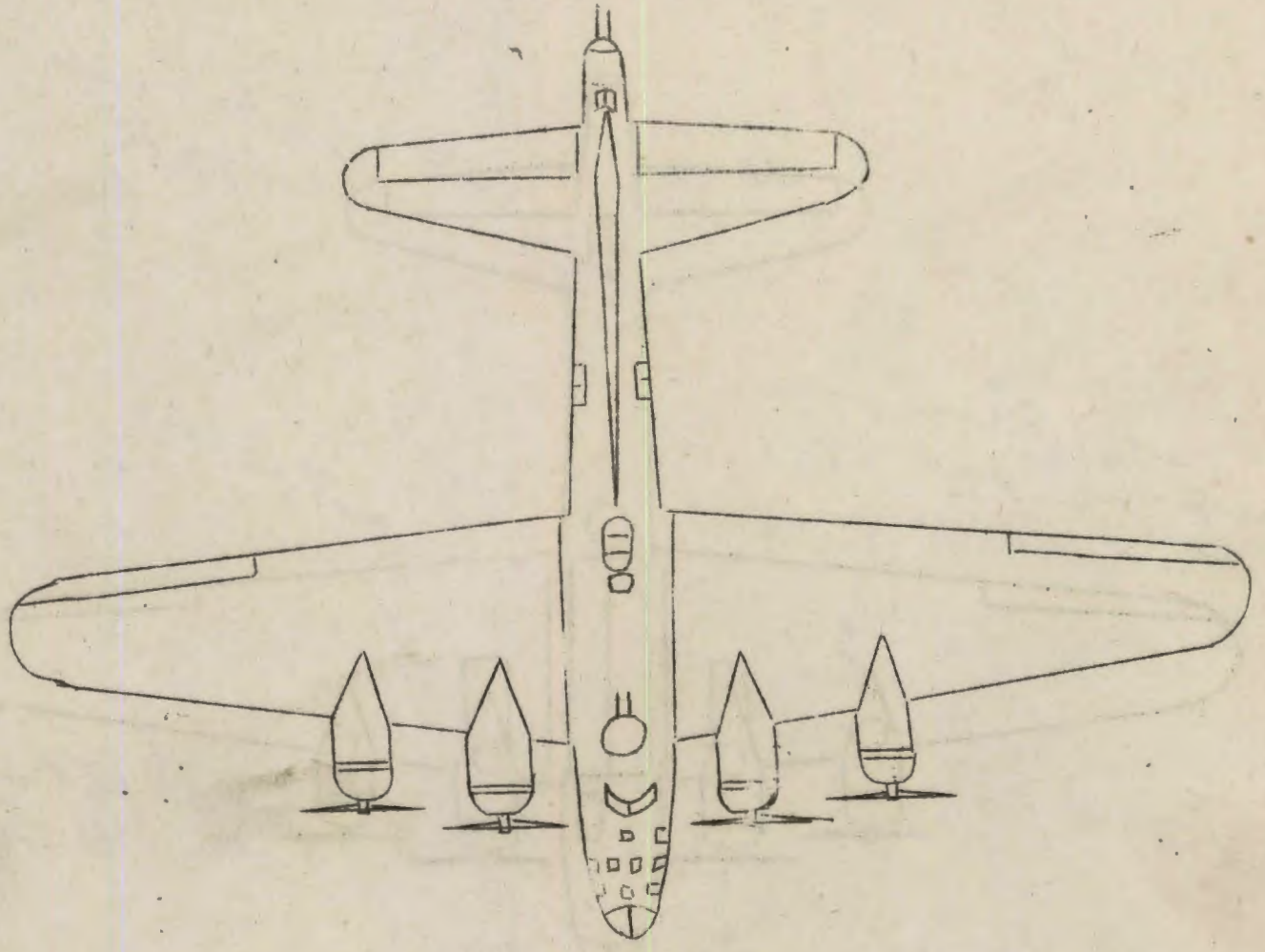
4 X 1 flat hole skin only

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, IF NONE INJURED, SO STATE

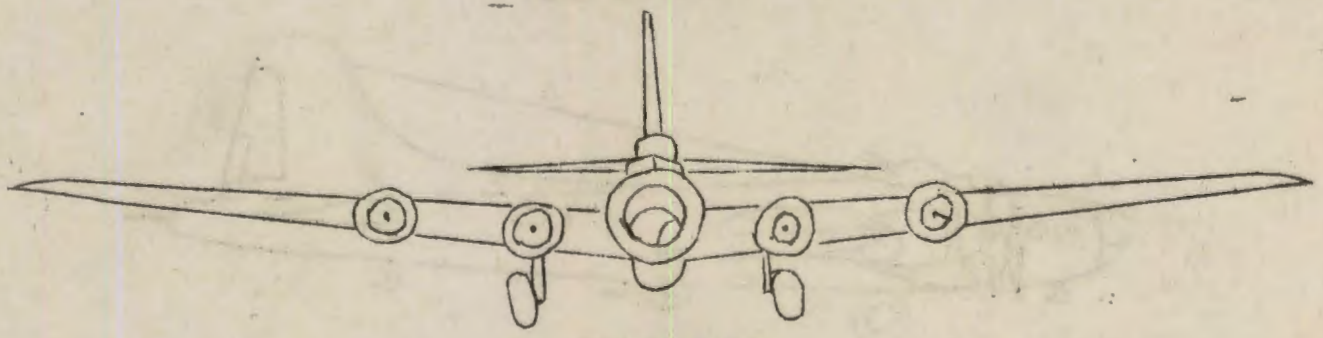
AIRPLANE NO. 42-102674

SQDN. 615th

DATE 7/31/44



TOP VIEW



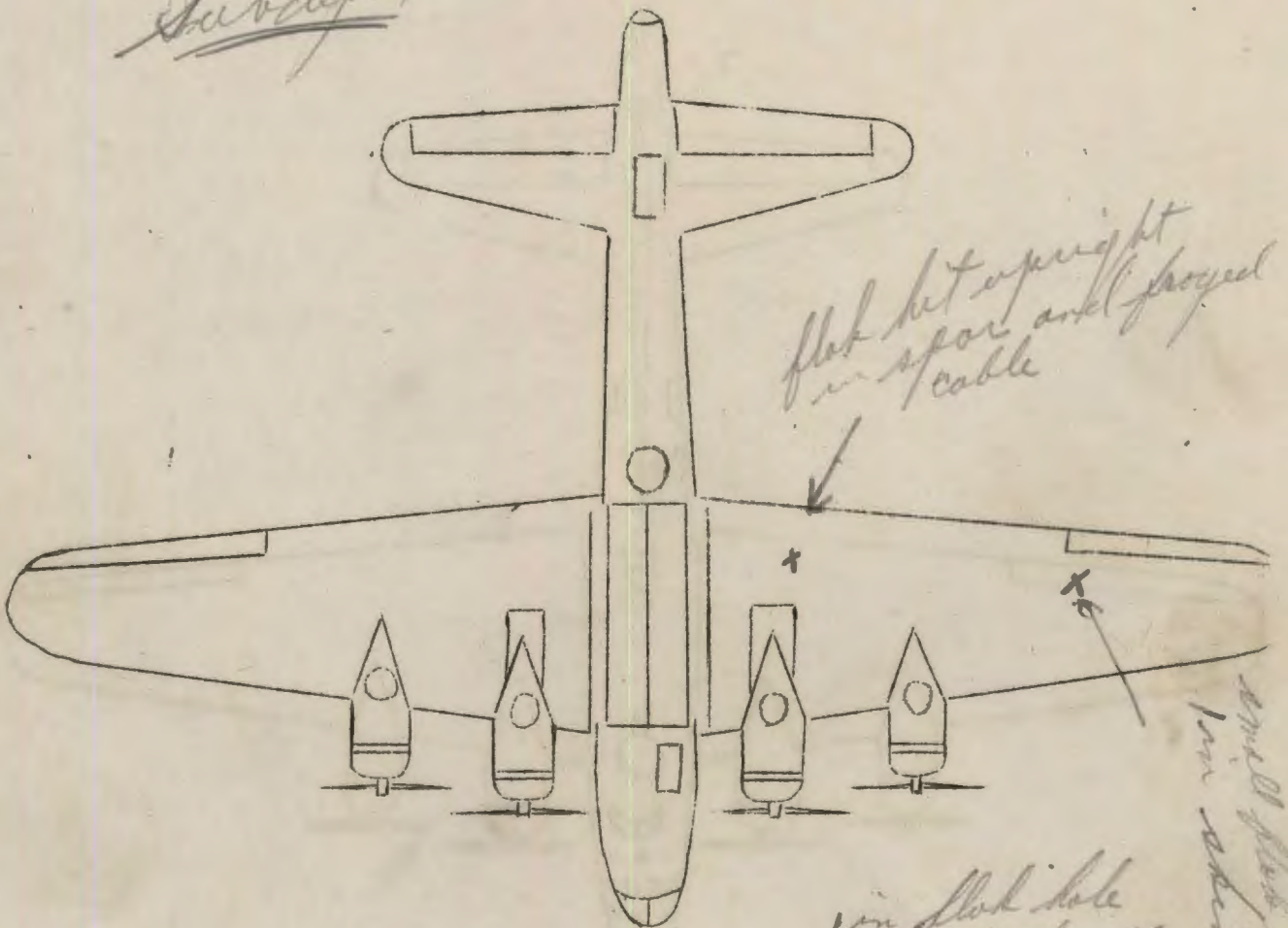
FRONT VIEW

AIRPLANE NO. 4231485

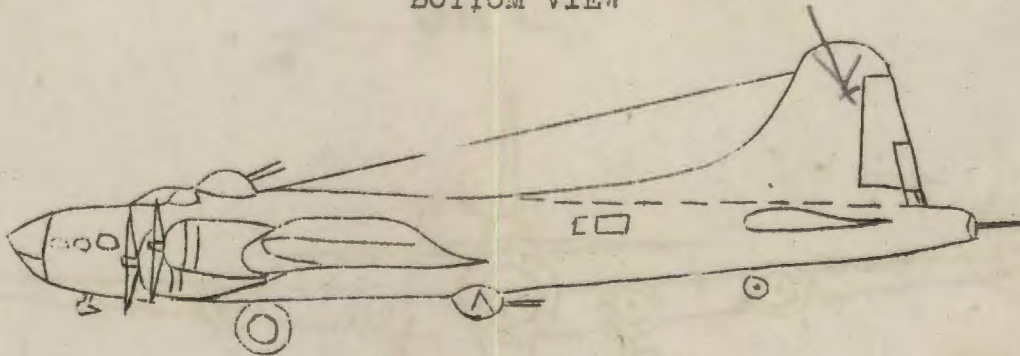
BQDN 615

DATE 7-29-44

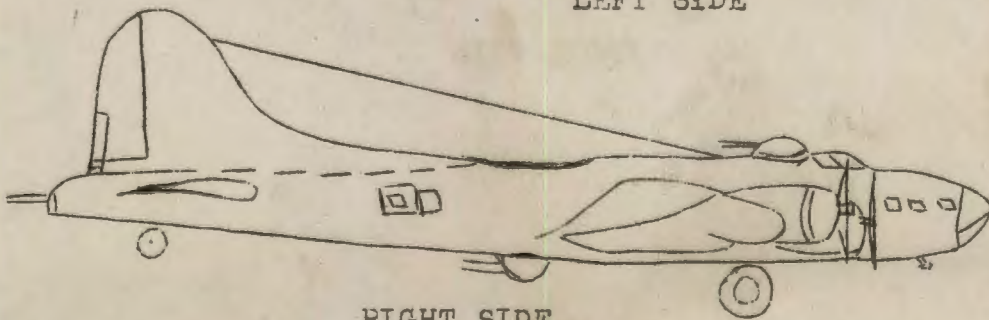
Subdepot



BOTTOM VIEW



LEFT SIDE



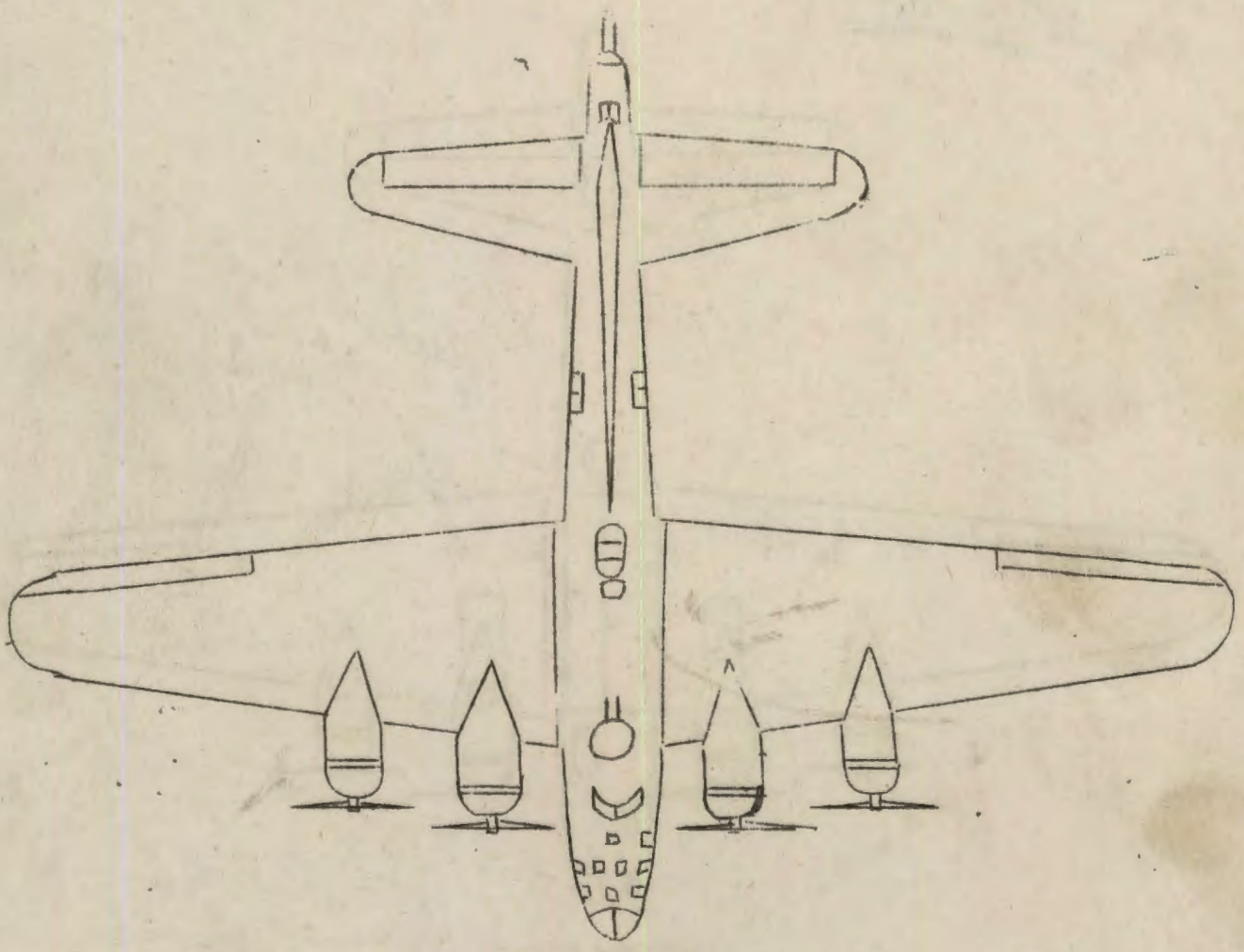
RIGHT SIDE

GIVE CREW POSITION OF ALL PERSONNEL IF INJURED, I NONE INJURED, SO STATE

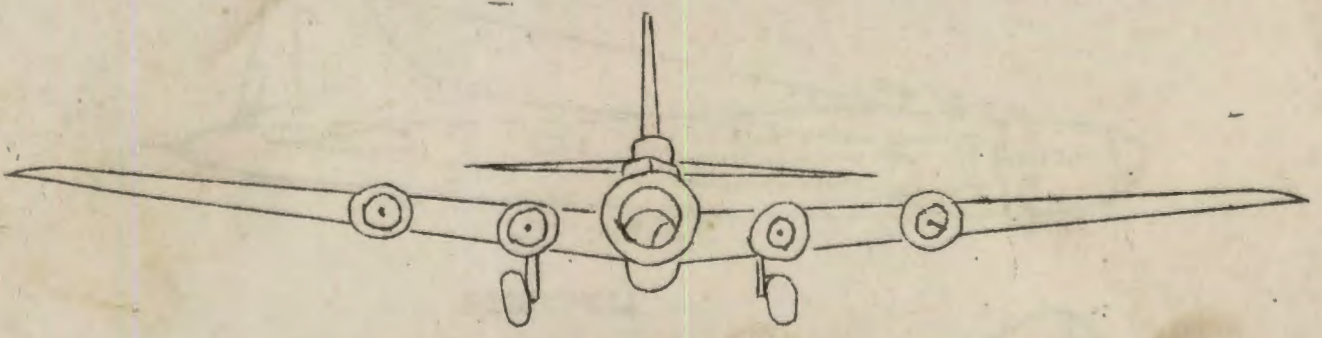
AIRPLANE NO. 42-31485

SQDN. 615

DATE 7-31-44



TOP VIEW



FRONT VIEW

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

31 JULY 1944

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

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
42-31591	P	1st Lt.	FOX	MARSHALL	S.
	CP	2nd Lt.	BERG	ROY	A.
	N	2nd Lt.	HORTON	THERON	S.
	B	F/O	DRAKE	WALTER	F.
	RO	T/SGT.	AVERY	WILLIAM	R.
	TT	T/SGT.	HILL	JAMES	B.
	BT	S/SGT.	DALTON	JOHN	B.
	TG	S/SGT.	SANDERS	ROBERT	T.
	WG	S/SGT.	JORDAN	JOHN	W.
42-97931	P	1st Lt.	KUTA	CHESTER	(NMI)
	CP	1st Lt.	CHARTIER	JOSEPH	R.
	N	1st Lt.	FRENCH	VERNON	N.
	B	S/SGT.	SNODGRASS	GEORGE	W.
	RO	T/SGT.	MINGS	CLYDE	L.
	TT	T/SGT.	GREENLEAF	ROBERT	L.
	BT	S/SGT.	NICHOLSON	ROBERT	G.
	TG	S/SGT.	HINT	CECIL	S.
	WG	S/SGT.	PEAR	JOHN	H.
44-6132	P	1st Lt.	EMERS	ROY	C.
	CP	2nd Lt.	MISENHEIMER	IRA	W. JR.
	N	2nd Lt.	NASH	JOSEPH	P.
	B	2nd Lt.	ANDREU	ROBERT	A.
	RO	T/SGT.	SCOLL	EMANUEL	T.
	TT	S/SGT.	McGEE	EDWARD	T.
	BT	S/SGT.	MAES	BERT JR.	(NMI)
	TG	S/SGT.	WOOD	FREDERICK	A.
	WG	S/SGT.	HUCKINS	GARTH	N.
43-37511	P	1st Lt.	LIPPERT	JAKE (JACK)	R.
	CP	2nd Lt.	YUMANS	THOMAS	Y.
	N	2nd Lt.	GUTTMANN	HENRY	E.
	B	T/SGT.	BESSELLIAU	BERT	B.
	RO	T/SGT.	MAYER	JACK	P.
	TT	T/SGT.	PETTIT	GEORGE	L.
	BT	S/SGT.	SELESKY	ISADORE	(NMI)
	TG	S/SGT.	LA GRASIA	JOSEPH	H.
	WG	S/SGT.	ELLIS	LAMAR	A.
42-107009	P	1st Lt.	THOMASON	WALTER	H.
	CP	F/O	DOBRATZ	HEPMAN	(NMI)
	N	2nd Lt.	WRIGHT	RICHARD	B.
	B	GUILFOY	S/SGT.	THOMAS	P.
	RO	T/SGT.	RAPEZ	ISAAC	C.
	TT	T/SGT.	LYMBURN	WALLACE	R.
	BT	S/SGT.	GUMBELT	HERBERT	L.
	TG	S/SGT.	GODFREY	HAROLD	T.
	WG	S/SGT.	MISZKO	HENRY	M.

CON'T PART 11

43-37736	P	1st Lt.	HANSON	ALBERT	L.
	CP	2nd Lt.	CHAYTOR	FREDERICK	A.
	N	2nd Lt.	WATSON	HENRY	T.
	B	S/SGT.	GREEN	BERNARD	K.
	RO	T/SGT.	SEARS	DONALD	L.
	TT	T/SGT.	MURRAY	HOMER	G.
	BT	S/SGT.	KOONS	DONALD	L.
	TG	S/SGT.	MARTZ	DALE	C.
	WG	S/SGT.	LYALL	LESTER	D.
42-102947	P	1st Lt.	LOCKHART	RUSSELL	R.
	CP	2nd Lt.	HAM	PORTER	R.
	N	2nd Lt.	GRILLEY	ROBERT	L.
	B	2nd Lt.	JARDINE	JOHN	H.
	RO	T/SGT.	SCHLAEGEL	OTTO	M.
	TT	T/SGT.	PYLES	CHARLES	E.
	BT	S/SGT.	PICO	WILLIAM	J.
	TG	S/SGT.	MILLION	LAWRENCE	C.
	WG	S/SGT.	NOAVK (NOVAK)	CLEMENT	W.
44-6104	P	1st Lt.	LIMMONS	CLEATUS	C.
	CP	2nd Lt.	COTTRILL	RONALD	M.
	N	2nd Lt.	KOMAROFF	STUART	J.
	B	2nd Lt.	HEISER	CARL	H.
	RO	T/SGT.	MIZENER	HARRY	R.
	TT	T/SGT.	TAYLOR	ROBERT	C.
	BT	S/SGT.	FEDYNICH	DANIEL	(NMI)
	TG	S/SGT.	WEBSTER	WILLIAM	E.
	WG	S/SGT.	GUESS	WILLIAM	J.
43-37706	P	1st Lt.	MANNIX	WILLIAM	C.
	CP	2nd Lt.	COX	WILLIAM	E.
	N	2nd Lt.	MALONEY	WILLIAM	F.
	B	2nd Lt.	WELSH LEWIS	GEORGE	R.
	RO	T/SGT.	WELSH THOMPSON	JOHN	S.
	TT	T/SGT.	STOKESBERRY	THOMAS	(NMI)
	BT	S/SGT.	SCOTT	EDWARD	R.
	TG	S/SGT.	PAVLISIN	JOSEPH	K.
	WG	S/SGT.	EGGLESTON	HENRY	H.
SHIP # 636 (PTF)	P	1st Lt.	IRWIN	JAMES	R.
	CP	1st Lt.	FRAZIER	DONALD	F.
	N	1st Lt.	BRYANT	CHARLES	W.
	N	2nd Lt.	HOWARD	ROBERT	W.
	B	CAPT.	MEADVILLE	HARRY	W.
	RO	T/SGT.	FAHNESTOCK	JAMES	E.
	TT	T/SGT.	HARP	MORRIS	O.
	TG	S/SGT.	STREET	KIEBER (VICTOR)	P.
	WG	S/SGT.	CARPENTER	ARNOLD	H.

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

AAF Station # 128
 31 July 1944

SUBJECT: Loading List.

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

1. The following is a list of Combat Personnel participating in today's mission.

*Plane 965

P	1st Lt.	GRUMAN, JAMES A.	614th
CP	Major	GARLAND, WILLIAM C	"
N	1st Lt.	GRISSET, JACKUES	"
N	2nd Lt.	WINOGRAD, ALFRED A.	"
N	1st Lt.	EATON, WILLIAM M.	615th
B	1st Lt.	ANDREWS, RICHARD J.	614th
RO	T/Sgt.	Jacobson, Kenneth M	"
TT	T/Sgt.	Snyder, Ernest M.	"
TG	2nd Lt.	FARQUHER, JOHN A.	"
WG	S/Sgt.	Campbell, David H.	"

*Plane 42-97478

P	2nd Lt.	HARSAYM, ALEXANDER	"
CP	2nd Lt.	HOSLEY, ROBERT A.	"
N	2nd Lt.	PARKER, ELBERT J.	"
CTG	S/Sgt.	Bailey, John S.	"
RO	T/Sgt.	Friduss, Jarvis H.	"
TT	S/Sgt.	Topic, Glen L.	"
BT	S/Sgt.	Saylor, Emanuel T.	"
TG	S/Sgt.	Capps, George C.	"
WG	Sgt.	Eaton, Earl E.	"

*Plane 42-107151

P	1st Lt.	EVANS, JACK B.	"
CP	1st Lt.	FAULKNER, JAMES H.	"
N	P/O	RHINEHART, WILLIAM E.	"
CTG	Sgt.	Shanks, Herbert R.	"
RO	T/Sgt.	Le Fleur, Delmore H.	"
TT	S/Sgt.	Modling, Odom W.	"
BT	S/Sgt.	Spatilson, Bruno J.	"
TG	S/Sgt.	Croce, Rudolph M.	"
WG	S/Sgt.	Elliott, Ralph D.	"

*Plane 42-102394

P	2nd Lt.	FINNEY, PARKER W.	"
CP	2nd Lt.	LEASER, FREDERICK G.	"
N	2nd Lt.	BROWN, JOHN D.	"
B	2nd Lt.	SCOTT, DALE E.	"
RO	MAJOR S/Sgt.	Smith, Edward S.	"
TT	S/Sgt.	Snyder, Woodrow H.	"
BT	Sgt.	Hill, Golden B.	"
TG	Sgt.	Duling, William J.	"
WG	Sgt.	Miller, Burton V.	"

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

Loading List (Con't)

*Plane 42-31863

P	2nd Lt.	SILVERSTEIN, HARRY P.	614th
CP	1st Lt.	MELTON, LAVATA T.	"
N	2nd Lt.	CRICKENBERGER, LAWERENCE H. JR.	"
B	2nd Lt.	SCHNEIDER, JAMES M.	"
RO	S/Sgt.	Gravel, Donald A.	"
TT	S/Sgt.	Dotson, Glenn	"
BT	Sgt.	Bergstrom, Donald E.	"
TG	S/Sgt.	Landwehr, Carl M.	"
WG	Sgt.	Dias, George V.	"

*Plane 42-97395

P	2nd Lt.	MERCER, ELMER W.	"
CP	2nd Lt.	HIBBERT, CARL D.	"
N	2nd Lt.	GASKINS, LESLIE E.	"
CTG	Cpl.	Commors, Robert A.	"
RO	S/Sgt.	Zubrickas, Joseph S.	"
TT	S/Sgt.	Fowler, Cecil V.	"
BT	Cpl.	Grasela, Edward B.	"
TG	S/Sgt.	Gurnicki, Sigmund A.	"
WG	Sgt.	Riker, Willard S. Jr.	"

*Plane 42-97780

P	1st Lt.	LA FEVOR, GEORGE L.	"
CP	1st Lt.	HELM, WESLEY H.	"
N	1st Lt.	HOWELL, JAMES R.	"
B	1st Lt.	ANDERSON, DON L.	"
RO	T/Sgt.	Fidler, Charles K.	"
TT	S/Sgt.	Berg, Bernard B.	"
BT	S/Sgt.	ELLSWORTH, GORDON E. Stanford, Leland	"
TG	S/Sgt.	Carpenter, William L.	"
WG	S/Sgt.	Bilyeu, Russell E.	"

*Plane 42-31369

P	1st Lt.	ROZZELL, WOODVILLE G.	"
CP	1st Lt.	LUCKETTI, HUMBERT	"
N	1st Lt.	MORIN, BERTHRAND J.	"
CTG	Sgt.	Ellis, James	"
RO	T/Sgt.	Burnett, Major A.	"
TT	T/Sgt.	Smeallie, Donnan R.	"
BT	S/Sgt.	Riep, Herman R.	"
TG	S/Sgt.	Ivey, George W.	"
WG	S/Sgt.	Smith, William M.	"

*Plane 42-97869

P	1st Lt.	CARROLL, TED D.	614th
CP	2nd Lt. F/O.	PRICE, VIRGIL W.	"
N	2nd Lt.	KAISER, PAUL F.	"
CTG	Sgt.	Smith, Malcolm F.	"
RO	Sgt.	Mitchell, Joseph G.	"
TT	T/Sgt.	Killiam, Daniel M.	"
BT	S/Sgt.	Campbell, Clarence L.	"
TG	Sgt.	Mell, Jack R.	"
WG	S/Sgt.	Leuenberger, Arnold J.	"

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

31 July 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 #	RANK	LAST (NAME)	FIRST	(MP)	SQUADRON
42-51485	1st Lt.	Kaminski	Felix	A.	615th
	2nd Lt.	Charlville	Denver	R.	615th
	2nd Lt.	Russell	Edwin	E.	615th
	2nd Lt.	Minett	Charles	H.	615th
	T/Sgt.	McKellar	Glen	A.	615th
	T/Sgt.	Madsen	Peter	C.	615th
	Sgt.	Blodgett	Clifford	W. (MCI)	615th
	Sgt.	Davis Jr.	Thomas	(MCI)	615th
	Pvt.	McKenna	Arthur	(MCI)	615th
	42-107092	2nd Lt.	Oswlander	Jay	D.
2nd Lt.		Cooper	Ray	D.	615th
F/O		Manolic	Dominick	J.	615th
Sgt.		Rouse	Donald	E.	615th
S/Sgt.		Dangler	Walter	E.	615th
S/Sgt.		Reagan	Penrose	W.	615th
Sgt.		Anderson	Ancil	L.	615th
Sgt.		Higdon	Thomas	R.	615th
Sgt.		Clarks	George	W.	615th
42-97664		2nd Lt.	Stegemann	Charles	W.
	2nd Lt.	Walter	Albert	(MCI)	615th
	F/O	McCallin	Clyton	W.	615th
	2nd Lt.	Schultz	John	J.	615th
	S/Sgt.	McKenna	Joseph	(MCI)	615th
	S/Sgt.	Mais	John	E.	615th
	Sgt.	Wamburine	Joseph	(MCI)	615th
	Sgt.	Wass	Martin	G.	615th
	Sgt.	Sullivan	Robert	E.	615th
	42-20812	2nd Lt.	Wamburine	Joseph	(MCI)
2nd Lt.		Wamburine	Joseph	(MCI)	615th
2nd Lt.		Wamburine	Joseph	(MCI)	615th
2nd Lt.		Wamburine	Joseph	(MCI)	615th
2nd Lt.		Wamburine	Joseph	(MCI)	615th
2nd Lt.		Wamburine	Joseph	(MCI)	615th

PLANE # 42-39873

P - 1st Lt. Malofohik
 CP - 2nd Lt. Pratt
 N - 2nd Lt. Tyson
 B - 2nd Lt. Grisham
 RO - Sgt. Tracey
 TT - Cpl. Presaman
 BT - Cpl. Wheaton
 TG - Cpl. Boxarth
 FG - Sgt. Bastian
 LL - 3rd Lt.

PLANE # 42-31930

P - 1st Lt. Gillepie
 CP - 2nd Lt. Chapman
 N - 2nd Lt. Mason
 B - S/Sgt. Bush
 RO - T/Sgt. McFall
 TT - T/Sgt. Zirbel
 BT - S/Sgt. Browning
 TG - Sgt. Dickson Jr.
 FG - S/Sgt. Lambert
 LL - 3rd Lt.

PLANE # 42-5148

P - 2nd Lt. McIlraith
 CP - 2nd Lt. Cornelius
 N - 2nd Lt. Hughes
 B - S/Sgt. Webb
 RO - T/Sgt. Martin
 TT - S/Sgt. Anthony
 BT - S/Sgt. Greer
 TG - S/Sgt. Bartman
 FG - Sgt. Lerner
 LL - 3rd Lt.

PLANE # 42-37859

P - 2nd Lt. Haskett
 CP - 2nd Lt. Davis
 N - 2nd Lt. How Jr.
 B - 2nd Lt. Buxinghausen
 RO - S/Sgt. Lynch
 TT - T/Sgt. Urban
 BT - Sgt. Hutchinson
 TG - S/Sgt. Budaley
 FG - Sgt. Jones

Gerard J. 615th
 James E. 615th
 Richard C. 615th
 Hughlon K. 615th
 Leland B. 615th
 Herbert (MMI) 615th
 Kyle P. 615th
 James W. 615th
 Julian (MMI) 615th
 Joseph (MMI) 615th
 Elmer G. 615th
 Theodore (MMI) 615th
 Hodge E. 615th
 Robert J. 615th
 Charlie A. 615th
 Dan D. 615th
 Blaine E. 615th
 Jefferson D. 615th
 Thomas H. 615th
 Clarence K. 615th
 William E. 615th
 Stanley E. 615th
 Frank T. 615th
 Joseph H. 615th
 Don H. 615th
 Francis W. 615th
 Frank (MMI) 615th
 Anton J. 615th
 Morris (MMI) 615th
 Harry P. 615th
 Thomas W. 615th
 Stuart W. 615th
 Kenneth D. 615th
 Brandon (MMI) 615th
 Michael P. 615th
 William D. 615th
 Orville A. 615th
 Hinson 615th

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VVA - 824 - 158 - VEO - 88A
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 SIX HUNDRED AND NINE SEVEN SEVEN SEVEN (M)
 SIX HUNDRED AND NINE SEVEN SEVEN SEVEN (M)

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

31 July 1944

SUBJECT: **Leading List.**

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

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

PLANE # 42-107113

P -	2nd Lt.	Sproul	Robert	B.	615th
CP -	2nd Lt.	Benett	Doandl	L.	615th
N -	2nd Lt.	Ellinton	Thomas	P.	615th
B -	2nd Lt.	Moon	James	N.	615th
RO -	S/Sgt.	Kotila	Donald	O.	615th
TT -	S/Sgt.	LaPoint	Frederick	J.	615th
BT -	Sgt.	Mark	Kenneth	W.	615th
TG -	Sgt.	Cornwell	Frank	M.	615th
FG -	Sgt.	Mapes	Harold	E.	615th

PLANE # 42-102674

P -	2nd Lt.	Sullivan	Paul	J.	615th
CP -	2nd Lt.	Cox	Edward	A.	615th
N -	2nd Lt.	Sassaman	James	R.	615th
B -	2nd Lt.	Ransey	John	R.	615th
RO -	S/Sgt.	Brown Jr.	George	(NMI)	615th
TT -	S/Sgt.	Raciti	Anthony	E.	615th
BT -	Sgt.	Daley	John	P.	615th
TG -	Sgt.	Storm	James	L.	615th
FG -	Sgt.	Aganofski	Joseph	F.	615th

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

AAF, Station No. 128
 July 31st, 1944

SUBJECT: Loading List - JUNE END *

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

A/C 42-106992

IG	Blanch, Hella V.	2nd Lt.	612th
PAC	Schaubman, George S.	2nd Lt.	612th
CPA	Hobgood, James R.	2nd Lt.	612th
NO	Furrier, Robert E.	2nd Lt.	612th
B	Sandoe, Kenneth E.	2nd Lt.	612th
RO	Kopitnikoff, Irving E.	S/Sgt.	612th
TTG	Morris, Thomas P.	S/Sgt.	612th
BTG	Willet, Edward H.	Sgt.	612th
TG	Williams, Clarence P.	Sgt.	612th
IMG	Djmal, Jack (NMI)	Sgt.	612th
RWG	Curry, Edward A., Jr.	Sgt.	612th

A/C 42-97962

IG	Ritting, Carl G.	1st Lt.	612th
PAC	Burge, Leolon (NMI)	2nd Lt.	612th
CPA	Shewey, James E.	2nd Lt.	612th
NO	Bennett, Boyd P.	S/Sgt.	612th
B	Pendergast, Joseph P.	T/Sgt.	612th
RO	Sadzinski, Eugene P.	T/Sgt.	612th
TTG	Riesselman, Richard J.	S/Sgt.	612th
BTG	O'Connell, Daniel E.	E/Sgt.	612th
TG	Olsen, George H.	S/Sgt.	612th

A/C 42-39993

IG	Gibson, Roger C.	2nd Lt.	612th
PAC	Kepelas, Spere (NMI)	2nd Lt.	612th
CPA	Brand, George C.	2nd Lt.	612th
NO	Kemler, Arden C.	2nd Lt.	612th
B	Heikkinen, Carl R.	T/Sgt.	612th
RO	Williamson, Joseph R.	T/Sgt.	612th
TTG	Rostaler, Roland V.	S/Sgt.	612th
BTG	King, Francis E., Jr.	S/Sgt.	612th
TG	Welch, Harold M.	Sgt.	612th
IMG	Phelps, Durwood W.	S/Sgt.	612th

A/C 43-37632

IG	Hooking, Bert E.	2nd Lt.	612th
PAC	Merritt, William E.	2nd Lt.	612th
CPA	Gray, Arthur (NMI) Jr.	2nd Lt.	612th
NO	Chayka, William J.	2nd Lt.	612th
B	Moore, Donald J.	T/Sgt.	612th
RO	Gannon, James W.	T/Sgt.	612th
TTG	McGrath, Joseph A.	S/Sgt.	612th
BTG	Thomas, Ernest H.	S/Sgt.	612th
TG	Garrett, Milton (NMI) Jr.	S/Sgt.	612th
IMG	Deles, Henry (NMI)	S/Sgt.	612th

IG			
PAC			
CPA			
NO			
B			
RO			
TTG			
BTG			
TG			

A/C 43-37628

P	Carter, Gerald F.	1st Lt.	612th
CP	Ludeman, Louis H.	1st Lt.	612th
N	Locklear, William O.	2nd Lt.	612th.
B	Deaton, Lloyd C.	T/Sgt. 2nd Lt.	612th
RO	Heinlon, John N.	T/Sgt.	612th
TTG	Truax, Floyd A.	T/Sgt.	612th
BTG	Hardister, Stanford M.	S/Sgt.	612th
TG	Wepner, John L.	S/Sgt.	612th
LWG	Haffner, John (NMI)	S/Sgt.	612th

A/C 42-97938

PLG	Linford, Grand H.	1st Lt.	612th
CP	MacMonagle, George A.	2nd Lt.	612th
N	Schuermann, Urban H.	2nd Lt.	612th
B	McNally, Robert G.	S/Sgt.	612th
RO	Waltman, William H.	T/Sgt.	612th
TTG	Coleman, Anthony D.	S/Sgt.	612th
BTG	Kimball, Tom E.	S/Sgt.	612th
TTG	Keller, Philip W., Jr.	S/Sgt.	612th
LWG	Dietrich, Arthur R.	S/Sgt.	612th

A/C 42-102393

PLG	Knott, James A.	1st Lt.	612th
CP	Ronley, Jack	2nd Lt.	612th
NO	Gabriel, Fred V.	2nd Lt.	612th
B	Lignere, James C.	S/Sgt.	612th
RO	Patterson, Russell C.	T/Sgt.	612th
TTG	Wilson, James L. (NMI)	T/Sgt.	612th
BTG	Dodger, DeWayne H.	S/Sgt.	612th
TG	McCabe, Arch (NMI)	S/Sgt.	612th
LWG	Jedziniak, John (NMI)	S/Sgt.	612th

A/C 32-31087

PLG	Hayes, Ralph S.	1st Lt.	612th
CP	Piper, Harry L., Jr.	1st Lt.	612th
NO	Minor, Charles B.	2nd Lt.	612th
B	Murphy, Roland W.	2nd Lt.	612th
RO	Ruston, William P.	S/Sgt.	612th
TTG	Harford, Gerald F.	S/Sgt.	612th
BTG	Pahl, Arthur Lee, Jr.	Sgt.	612th
TG	Green, John H.	Sgt.	612th
TTG	Smith, Charles E.	Sgt.	612th
RWG	Lucewicz, John (NMI)	S/Sgt.	612th

A/C 32-37510

PLG	Opie, Kermit H.	Captain	612th
CP	Laney, Edward A., Jr.	1st Lt.	612th
NO	Schwartz, Joseph M.	2nd Lt.	612th
B	Browne, Joseph E.	1st Lt.	612th
RO	Simmons, Arnold P.	T/Sgt.	612th
TTG	Burns, Ralph F.	S/Sgt.	612th
BTG	Bodle, John F.	S/Sgt.	612th
TG	Yantzie, Alvin (NMI) Jr.	S/Sgt.	612th
LWG	Brauer, Harry A.	S/Sgt.	612th

TO: Operations Officer, Total Bombardment Group (H), 9th Bombardment Wing, 22nd AF

SUBJECT: ~~Personnel List~~ THE END

TTA 2734 1047
 VFL RECEPTION NO. 138

Office of the Operations Officer
 Total Bombardment Group (H)
 9th Bombardment Squadron (H)