

# OPERATIONAL ROUTE FORECAST

DATE Aug 1, 1944  
 PERIOD 0930 - 1400 hr  
 AG P BR HQ SOS 122929

DECLASSIFIED PER NND 745005  
 BY ED NARA DATE 7/2/10

|            | A Base to Target   | B Target to Base   | C  | D  |           |          |           |          |
|------------|--|--|--|--|-----------|----------|-----------|----------|
| WEATHER    | 1<br>Overcast with mist becoming Partly Cloudy to MI Cloudy with haze  | Partly Cloudy to Cloudy with haze  |  |  |           |          |           |          |
| CLOUDS     | 2<br>10/10 Low Cloud base 6-800ft tops 2500-3000ft. Breaking Along south English Coast to 3-5/10 Cumulus base 2000ft tops 4000ft becoming hill over Channel and Referable to 3-5/10 over Continent base 2000ft tops 4000ft.<br>3-5/10 Altostratus in isolated patches base 4000ft tops 10000ft, becoming hill south of 50 deg North and East of 01 deg East. → | 1-5/10 Cumulus base 2000 ft. tops 4000ft. EXCEPT 10/10 Stratocumulus base 60-1000ft Along extreme East English Coast Tops 3000ft.<br>MI medium Cloud becoming 3-5/10 Altostratus in isolated patches base 600ft tops 10,000ft over on land.<br>HIGH CLOUDS AT 10,000FT QUT → | 1-5/10 High Cloud base 25,000ft and Above. | moderate to Dense Haze to 10,000ft. over entire route.<br>MIL CONTRAILS BEING CIRCLED LEVEL. |           |          |           |          |
| ICING      | 3<br>11,000ft MI Ice   | 11,000ft MI  |  |  |           |          |           |          |
| VISIBILITY | 4<br>1-2 miles becoming unlimited above 10,000ft Vertical Visibility 5-12 Miles  | Unlimited above 10,000ft becoming 2-3-5 miles at surface.  |  |  |           |          |           |          |
| HEIGHT     | DIRECTION  | VELOCITY   | DIRECTION                                  | VELOCITY   | DIRECTION | VELOCITY | DIRECTION | VELOCITY |
| SURFACE    |  | 100 05   |  |  |           |          |           | Plus 10  |
| 3000 FT    |  | 070 05   |  |  |           |          |           | Plus 10  |
| 6000 FT    |  | 330 10   |  |  |           |          |           | Plus 03  |
| 15000 FT   |  | 320 20   |  |  |           |          |           | -35      |
| 20000 FT   |  | 320 30   |  |  |           |          |           | -14      |
| 25000 FT   |  | 320 40   |  |  |           |          |           | -24      |
| 30000 FT   |  | 320 50   |  |  |           |          |           | -37      |

BASE ALTIMETER SETTING 30.22in TARGET SURFACE TEMP Plus 10 TARGET MEAN TEMP -01.5 Minus  
 TEMP. AT 25,000 FT. -24.0 TARGET SURFACE (PRESSURE-ALT) -27.0 Minus  
 Target sea level Pressure 30.27in FULL REPORT PER FORM A-7700 1. Forecast covering time to 1400



# AIRCRAFT REPORT

|  |                        | BASE TO COAST | OVER CHANNEL OR SEA | OVER CONTINENT & TARGET |
|--|------------------------|---------------|---------------------|-------------------------|
| TIME   |                        |               |                     |                         |
| POSITION   |                        |               |                     |                         |
| ALTITUDE   |                        |               |                     |                         |
| CLOUD BELOW AIRCRAFT                                     | AMOUNTS AND TYPE       |               |                     |                         |
|  | HEIGHT OF BASE AND TOP |               |                     |                         |
| CLOUD ABOVE AIRCRAFT                                     | AMOUNTS AND TYPE       |               |                     |                         |
|  | HEIGHT OF BASE AND TOP |               |                     |                         |
| VISIBILITY   |                        |               |                     |                         |
| TEMPERATURE  |                        |               |                     |                         |
| WINDS  |                        |               |                     |                         |
| REMARKS: AS WEATHER ENCOUNTERED, FRONTAL POSITIONS, ETC. |                        |               |                     |                         |

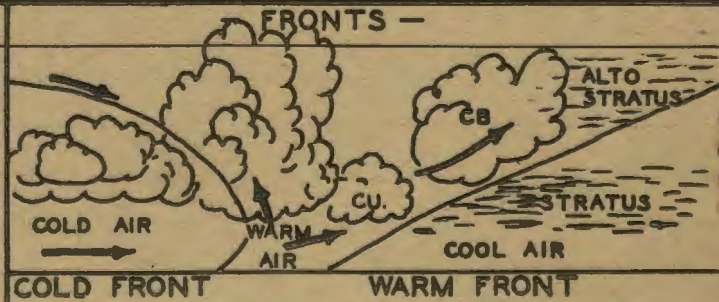
NOTE: AT LEAST ONE COMPLETE OBSERVATION SHOULD BE ENTERED IN EACH COLUMN. THE OTHER SIDE OF THIS CARD HELPED YOU - WON'T YOU GIVE THE NEXT FELLOW A BREAK!

AG P BR HQ 505

122929

### CLOUD TYPES AND ABBREVIATIONS

LOW CLOUDS = ST-STRATUS  
                   SC-STRATOCUMULUS  
 MIDDLE CLOUDS = AS-ALTOSTRATUS  
                   AC-ALTOCUMULUS  
 HIGH CLOUDS = CI-CIRRUS  
                   CS-CIRROSTRATUS  
 CLOUDS OF VERTICAL EXTENT =  
 CU-CUMULUS   CB-CUMULONIMBUS



*MISSION NO 120*

*TO: CHARTRES , FRANCE*



401ST BOMBARDMENT GROUP (W)

R E P O R T O F O P E R A T I O N A L

D A Y

M I S S I O N S U M M A R Y R E P O R T

MISSION #120

Date 1 August 1944

A S S I G N M E N T

1. Target Assigned: CHARTRES, FRANCE
2. Commitments: The 401st was to furnish three 12 A/C boxes for the 94th "A" CBW. No spares were furnished.

E X E C U T I O N

1. Target Bombed: CHARTRES, FRANCE
2. a. Wing Leader: Major J. W. MAUPIN  
     Lead Navigator: 2nd Lt. R. W. MARSHALL  
     Lead Bombardier: Capt. R. WOODHOUSE
- b. High Box Leaders: Capt. V. K. CAMBACK  
         Lead Navigator: 1st Lt. C. A. HASKINE  
         Lead Bombardier: 1st Lt. H. B. BRIARTON
- c. Low Box Leader: 1st Lt. J. R. IRVIN  
         Lead Navigator: 1st Lt. C. W. BRYANT  
         Lead Bombardier: Capt. W. W. MEADVILLE
3. Takeoff and Assembly: (Incl Group, Wing Assemblies and Route over England)  
     Takeoff and assemblies were as briefed. Assembly was made over the Gottenmore buncher and all ships were in Wing formation upon departure. Route over England was as briefed, points being made one minute early. Departure from coast was on course, one minute early.
4. Attack:
  - a. Flight to Target: Penetration was as briefed, points being made one minute early. Flak areas were avoided and the I.P. was reached in normal fashion.

MISSION SUMMARY REPORT (Cont)

b. Bombing Run:

Lead Box: The Wing uncovered for a visual run. Cloud cover was about 4/10ths. Everything seemed perfect, including the synchronization, but when the indices crossed, the bombs failed to release. The Salve switch was hit and they still hung up so it was decided to close the doors and look for a secondary target and try to release the bombs there. The door switch was hit and the Radio Operator saw the doors close. A few moments later it was noticed that the Red light was on indicating the doors were again open. The door switch was hit once more and the bombs all released. At the time we were 2-3 miles past the Primary target. A ground check later proved there was a short circuit in the Agestat Relay. The results caused little apparent damage for the bombs hit in a field.

High Box: We turned on the I.P. as briefed, in Trail, and ready for a visual run. The target was easily picked up by means of the light colored runway which ran down the center of the field. Due to meager but very accurate flak and six snake rockets that came up right in front of us we used evasive tactics on the Bomb Run. In turning back on course an overcorrection was made and course could not be killed properly. Bombs were observed to hit to the left of the assigned M.P.I.

Low Box: Cloud cover at the I.P. was 3/10 to 4/10. The Wing went into Trail formation at the I.P. and we were directly behind the Lead box. The target was picked up when we were 8 miles from the target area. We were right on course. Synchronization was made 30 seconds and the cross hairs rode right on the target for 30 seconds more, with no further refinements necessary. Bombs were released on a Mag. Heading of 323°. Results were fair, the M.P.B. being to the left of the Aiming Point.

c. Weather: Weather was as briefed. 8/10ths - 10/10ths from base to target area, tops at 4000 feet. Weather was 2/10ths - 3/10ths in target area, tops at 2500 feet to 4000 feet. It remained about the same on return.

d. Flight from Target: Withdrawal was about as briefed although confusion at target caused a longer turn to be made. Route out was not as briefed (see variation channel as shown on track chart). A 360° turn was made to get below cloud formations. Weather was good at this point whereas weather over base was poor with 1000 foot ceiling and it was thought advisable to let down here.

e. Return to Base: Route was somewhat to the east due to weather encountered. Wing had broken up over channel and boxes returned individually, all ships returning safely.



MISSION SUMMARY REPORT (Cont)

f. Fighter Support: Fighter support was fair. More or less area support - however, it was not needed.

g. Conclusion and Recommendations: Recommend 1000 ft. difference in altitude of Wings following each other in Division formation, e.g. 1st Wing 25000', 2nd Wing 24000', 3rd Wing 25000' etc. Such procedure would eliminate prep wash and also would confuse ground defenses.

5. Aircraft Not Attacking:

Lead Box: All aircraft did not attack, Nine A/G having dropped their bombs past the target, one having returned their bombs and two a/o lost in target area.

High Box: All A/G airborne attacked.

Low Box: All A/G airborne attacked.

6. Enemy Opposition:

No Air opposition. Meager flak at target, inaccurate.

7. Battle Damage:

None.

8. Casualties:

18- MIA on 2 missing A/G

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

10. Bombing Data:

a. Observations:

Lead Box: Bombs hit approximately two miles past target.

High Box: Bombfall over 2000' to left of M.P.I.

Low Box: Bombfall over 2000' to left of M.P.I.

b. Disposition of Bombs:

Lead Box: 9 A/G dropped 162 x 250# M57 bombs but they dropped past target due to electrical trouble in lead A/G. 1 A/G returned 18 bombs and 36 x 250 # M57 are unaccounted for in 2 missing A/G.

MISSION SUMMARY REPORT (Cont)

High Box: 12 A/C dropped 208 x 250# M57 on target. One A/C returned 3 bombs which failed to drop which inevelometer stuck.

Low Box: 12 A/C dropped 216 x 250# M57 on target.

c. Tabular Summary of Disposition of Bombs:

|                                | Aircraft    |           | Bombs    |      |      |                  |
|--------------------------------|-------------|-----------|----------|------|------|------------------|
|                                | Over Target | Bomb- ing | Num- ber | Size | Type | Fusing Nose Tail |
| Main Bombfall                  | 36          | 24        | 424      | 250# | M57  | 1/10 1/40        |
| Other Attacks                  | -           | -         | -        | -    | -    | - -              |
| Total Bomb on Target           |             |           | 424      | 250# | M57  | 1/10 1/40        |
| Other Expenditures             |             |           | 198      | 250# | M57  | 1/10 1/40        |
| Bombs Returned                 |             |           | 26       | 250# | M57  | 1/10 1/40        |
| Total Loaded on A/C Taking Off |             |           | 648      | 250# | M57  | 1/10 1/40        |

11. Lost Aircraft:

| <u>A/C #</u>           | <u>Sqdn</u> | <u>Position in Form.</u>       | <u>Location of Loss</u> | <u>Reason</u>           |
|------------------------|-------------|--------------------------------|-------------------------|-------------------------|
| 42-39873<br>(Melechik) | 615 th      | #2 Lead Ele. Low Sq., Lead Box | Over Target             | Operational (collision) |
| 43-37859<br>(Spreul)   | 615 th      | #3 Lead Ele. Low Sq., Lead Box | Over Target             | Operational (collision) |

Submitted by:

KEN W. DABBLE  
 Captain, Air Corps  
 Statistical Officer



STATISTICAL SUMMARY OF OPERATIONS

801st Group

1st BD F. O. 455

Date of 1 August 1944

|  | Lead Box         |  | High Box           |  | Low Box            |
|--|------------------|--|--------------------|--|--------------------|
|  | AMF - OH         |  | AMF - OH           |  |                    |
| 1. No. of A/C Failing to Take Off                    | <del>12</del>    |  | <del>12</del>      |  | <del>12</del>      |
| 2. No. of A/C Airborne                               | 12               |  | 12                 |  | 12                 |
| 3. No. of A/C Airborne <sup>Unused</sup> Less Spares | 12               |  | 12                 |  | 12                 |
| 4. No. of A/C Sorties                                | 12               |  | 12                 |  | 12                 |
| 5. No. of A/C Attacking                              | 0                |  | 12                 |  | 12                 |
| 6. No. of A/C Not Attacking                          | 12               |  | 0                  |  | 0                  |
| (a) Early Returns Included                           | 0                |  |                    |  |                    |
| 7. Name of Primary Target                            | CHARTRES, FRANCE |  |                    |  |                    |
| (a) No of A/C Attacking                              | 0                |  | 12                 |  | 12                 |
| (b) No., Size & type of bombs                        | -                |  | 208<br>250#<br>ME7 |  | 216<br>250#<br>ME7 |
| 8. Name of Secondary Target                          | NONE             |  |                    |  |                    |
| (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                           | 2                |  | 0                  |  | 0                  |
| 13.                   - to Flak                      |                  |  |                    |  |                    |
| 14.                   - to Flak & E/A                |                  |  |                    |  |                    |
| 15.                   - to Enemy A/C                 |                  |  |                    |  |                    |
| 16.                   - to Accident                  | 2                |  | 0                  |  | 0                  |
| 17.                   - to Unknown                   |                  |  |                    |  |                    |



STAT SUMMARY (Cont'd)

|                                     | LEAD                 | HIGH                 | LOW                  |
|-------------------------------------|----------------------|----------------------|----------------------|
| 18. Time of Takeoff                 | 1117                 | 1125                 | 1123                 |
| 19. Time of Attack                  | 1457                 | 1455 $\frac{1}{2}$   | 1455                 |
| 20. Average Time of Flight          | 6.0                  | 6.0                  | 6.0                  |
| 21. Altitude of Release             | 26,000               | 26,460               | 24,900               |
| 22. Visual or PFF                   | VIS                  | VIS                  | VIS                  |
| 23. Enemy Resistance - AA Int.&ACC. | Meager<br>Inaccurate | Meager<br>Inaccurate | Meager<br>Inaccurate |
| 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               | Peer                 | Peer                 | Peer                 |

PFF A/C Borrowed from Groups as follows: **None.**

PFF A/C Loaned to Groups as Follows: **None.**

NOTES:

HEADQUARTERS AAF STATION #128  
 OFFICE OF THE NAVIGATION OFFICER

1 August 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 1117 hours; Land at 1715 hours.
- b. Group formed at 1244 hours at 11000 feet.
- c. Formed CBW at 1319 hours at 15000 feet.
- d. Began climb at 1250 hours; reached alt. at 1418 hours.
- e. Weather encountered over England:
  - (1) Clouds 8 / 10th - Visability 5 miles.
  - (2) Wind at altitude 250 degrees, 32 Knots.
- f. Means of navigation over England. Gee and D/R
- g. Means of checking Metro Winds Gee and Pilotage
- h. Joined task force at 1328 hrs. at Splasher # 11  
 (Splasher, City, Coord.)
- i. English Coast out at 1332 hrs.; Enemy Coast in at 1359 1/2 hrs.
- j. Fighter Rendezvous:
  - (1) Going in 1400 hrs.
  - (2) Coming back Continuous hrs.
- k. Wind used for bombing:
  - (1) 250 degrees, 32 Knots.
  - (2) Determined by Pilotage and Drift  
 (Method)
- l. Bomb run and Method of Target Identification:
  - (1) Reached IP at 1448 hrs.
  - (2) Mag. heading over target 270 degrees.
  - (3) Altitude over target 25000 feet.
  - (4) Bombs away at 1457 hrs.
  - (5) Method of target identification and weather over target:  
 Visual                      Hazy
- m. Gee:
  - (1) Coordinates of furthest fix 48 15 N. 00 58 E.
  - (2) Obtained at 1504 hours.
- n. Difficulties encountered with special equipment.
  - Radio Compass wouldn't work      CW-Voice Switch should not be wired
  - Malfunction of Bomb Release Mechanism causing delay in release

COMMENTS:

/S/ Robert W. Marshall  
 ROBERT W. MARSHALL  
 Lead Navigator (Lead Box)

SIGNATURE







HEADQUARTERS AAF STATION #128  
OFFICE OF THE NAVIGATION OFFICER

1 August 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 1125 hours; Land at 1659 hours.

b. Group formed at 1251 hours at 12000 feet.

c. Formed CBW at 1319 hours at 15800 feet.

d. Began climb at 1251 hours; reached alt. at 1419 hours.

e. Weather encountered over England:

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

(2) Wind at altitude 314 degrees, 32 Knots.

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

g. Means of checking Metro Winds Gee and Pilotage Air Plot.

h. Joined task force at 1329 hrs. at Splasher #11  
(Splasher, City, Coord.)

i. English Coast out at 1334 hrs.; Enemy Coast in at 1401 hrs.

j. Fighter Rendezvous:

(1) Going in 1415 hrs.

(2) Coming back Continuous hrs.

k. Wind used for bombing:

(1) 314 degrees, 32 Knots.

(2) Determined by Pilotage Air Plot  
(Method)

l. Bomb run and Method of Target Identifications:

(1) Reached IP at 1449 hrs.

(2) Mag. heading over target 318 degrees.

(3) Altitude over target 25600 feet.

(4) Bombs away at 1455 hrs.

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

Visual

m. Gee:

(1) Coordinates of furthest fix 48 03 N. 00 45 E.

(2) Obtained at 1424 hours.

n. Difficulties encountered with special equipment.

Couldn't get Cottesmore Buncher after reading it the first time.

Radio Compass OK on Splashers.

COMMENTS:

/s/Cecil A. Haskins  
CECIL A. HASKINS  
1st Lt. Air Corps  
Lead Navigator (High Box)  
SIGNATURE



FLIGHT PLAN

Major Maspin (Air Commander)  
 PILOT Lt. Carpen NAVIGATOR Lt. R. H. Marshall DATE 1 August 1944

(\*) NOTE 2350 HOUR WAS MOVED UP TWO HOURS

| SUN   |      | MOON  |      | TWILIGHT |    |
|-------|------|-------|------|----------|----|
| Rises | Sets | Rises | Sets | AM       | PM |
|       |      |       |      |          |    |

Zero 1300  
 Ref Alt 12000  
 Bomb Alt 25000  
 Oxygen 0300hrs

| STATIONS    | ENGINES    | TAXI | T.O.           |
|-------------|------------|------|----------------|
| LEAVE BASE  | Cottesmore | 1042 |                |
| COAST OUT   |            | 1133 |                |
| ENEMY COAST |            | 1201 |                |
| I.P.        |            | 1249 |                |
| TARGET      |            | 1255 |                |
| ENEMY COAST |            | 1332 | Eng Coast 1404 |
| ETA         |            | 1450 |                |

Div Assembly - Spl East to Selsey Bill  
 WATCH Slow RATE secs/hour Gaining Losing

At G.M.T.

Let Down on Cottesmore Buncher Lead - 355 Low - 340 High - 030 (Miles)

| FROM   | TO                | W/V USED  | HEIGHT         | I.A.S. MPH /K | T.A.S. (K) | COURSE | DRI-FT | TRUE HDNG. | VAR. | MAG. HDNG. | C. S. | DIST. | TIME   | E.T.A.       | CELESTIAL DATA    |      |      |      |
|--|-------------------|-----------|----------------|---------------|------------|--------|--------|------------|------|------------|-------|-------|--------|--------------|-------------------|------|------|------|
|  |                   |           |                |               |            |        |        |            |      |            |       |       |        |              | TIME              | BODY | ALT. | AZI. |
| 52 14N 00 39W  | Market Harborough | 328<br>12 | 11000<br>#2    | 150<br>130    | 157        | 210    | A      | 214        | 10   | 224        | 163   | 19    | 07     | 1042<br>1049 |                   |      |      |      |
| 52 20N 00 55W  | Andover (B)       | 323<br>17 | 13500<br>15000 | 150<br>130    | 163        | 196    | A      | 201        | 10   | 211        | 172   | 79    | 28 / 1 | 1118         |                   |      |      |      |
| 51 12N 01 30W  | Splasher #11 (C)  | 320<br>20 | 15000<br>-5    | 150<br>130    | 167        | 114    | -3     | 111        | 10   | 121        | 184   | 27    | 09     | 1127         |                   |      |      |      |
| 51 01N 00 51W  | Selsey Bill (E)   | "         | 15000<br>17500 | "             | "          | 171    | A      | 174        | 10   | 184        | 184   | 18    | 06     | 1133         | English Coast Out |      |      |      |
| 50 44N 00 47W  |                   | 320<br>25 | 17500<br>20000 | 150           | 174        | 161    | A      | 164        | 10   | 174        | 197   | 90    | 27 A   | 1201         | Enemy Coast In    |      |      |      |
| 49 19N 00 02W  |                   | 320       | 22500          | "             | 190        | 160    | A      | 164        | 9    | 173        | 222   | 111   | 30     | 1231         |                   |      |      |      |
| 47 35N 00 55E  |                   | 320       | 25000          | 155           | 205        | 061    | -11    | 050        | 9    | 059        | 209   | 25    | 8      | 1239         |                   |      |      |      |
| 47 48N 01 20E  |                   | 320       | 25000          | "             | 205        | 022    | -10    | 012        | 9    | 021        | 183   | 31    | 10     | 1249         | I.P.              |      |      |      |
| 48 16N 01 44E  | I.P. TARGET       | "         | "              | 150           | 199        | 320    | 0      | 320        | 9    | 329        | 159   | 16    | 6      | 1255         | TARGET            |      |      |      |
| 40 27N 01 31E  |                   | 320       | 24000          | 170           | 222        | 226    | A10    | 236        | 9    | 245        | 221   | 14    | 4 / 1  | 1300         |                   |      |      |      |
| 46 18N 03 14E  |                   | 320       | 14000          | 150           | 192        | 321    | 0      | 321        | 9    | 330        | 156   | 80    | 21 / 1 | 1332         | Enemy Coast Out   |      |      |      |
| 49 19N 00 02W  |                   | 322       | 5000           | 170           | 187        | 341    | -2     | 339        | 10   | 349        | 170   | 90    | 32     | 1404         | English Coast In  |      |      |      |
| Selsey Bill  |                   | 18        | -3             | 148           |            |        |        |            |      |            |       |       |        |              |                   |      |      |      |
| 50 44N 00 47W  | Base              | 79        | 3500           | 150           | 143        | 004    | A      | 006        | 10   | 016        | 142   | 107   | 46     | 1450         | ETA               |      |      |      |
| Base   |                   | 5         | 2000           | 130           |            |        |        |            |      |            |       |       |        |              |                   |      |      |      |
| Late Take Off  |                   |           |                |               |            |        |        |            |      |            |       |       |        |              |                   |      |      |      |
| Base   |                   | 300       | 0              | 150           | 143        | 184    | A      | 186        | 10   | 196        | 145   | 107   | 48     | 1045<br>1133 |                   |      |      |      |
| Selsey Bill  |                   |           |                |               |            |        |        |            |      |            |       |       |        |              |                   |      |      |      |
| FLARE NORMAL   |                   |           |                |               |            |        |        |            |      |            |       |       |        |              |                   |      |      |      |
| Lead - Red Yellow VHF - Code for Authentication - "Twenty Green" |                   |           |                |               |            |        |        |            |      |            |       |       |        |              |                   |      |      |      |
| Low - Red Abandon Mission - "Sherman was Right"                  |                   |           |                |               |            |        |        |            |      |            |       |       |        |              |                   |      |      |      |
| High - Green   |                   |           |                |               |            |        |        |            |      |            |       |       |        |              |                   |      |      |      |
| Interval between CR's - 2 minutes                                |                   |           |                |               |            |        |        |            |      |            |       |       |        |              |                   |      |      |      |
| CHAFF - Discharge 2 minutes before I.P. for 12 minutes           |                   |           |                |               |            |        |        |            |      |            |       |       |        |              |                   |      |      |      |
| Emergency Airborne - Tangiers 30 51N 00 42W T. --- 48° 27' 35" N |                   |           |                |               |            |        |        |            |      |            |       |       |        |              |                   |      |      |      |
| Sparan turn back at 15d Channel 01° 30' 45" E                    |                   |           |                |               |            |        |        |            |      |            |       |       |        |              |                   |      |      |      |
| BUNCHER (X) KINGS CLIFF 52 14N 00 29W (Y) CHAFFON 51 20N 00 15W  |                   |           |                |               |            |        |        |            |      |            |       |       |        |              |                   |      |      |      |

FLIGHT RECORD

| TIME | COURSE | W/V USED &/OR D.R. DRIE | TRUE HDNG. | MAG. HDNG. | NAVIGATIONAL OBSERVATION                | GENERAL OBSERVATION   | I.A.S. MPH /K | HEIGHT & AIR TEMP. | T.A.S. | RUN   |      | C. S. | TO RUN |      | E.T.A. |
|------|--------|-------------------------|------------|------------|---|-----------------------|---------------|--------------------|--------|-------|------|-------|--------|------|--------|
|      |        |                         |            |            |   |                       |               |                    |        | DIST. | TIME |       | DIST.  | TIME |        |
|      |        |                         |            |            | Engines 1055                            | ENGINE FAIL 1100      |               |                    |        |       |      |       |        |      |        |
| 1117 |        |                         | 345        |            | TARD OFF                                | Heading on Cottesmore | 150           | A16                |        |       |      |       |        |      |        |
| 1123 |        |                         | 340        |            | Over Cottesmore Point "I"               |                       | 150           | 3400<br>-15        |        |       |      |       |        |      |        |
| 1133 |        |                         | 340        |            | A.C.                                    |                       | 153           | 9300<br>#1         |        |       |      |       |        |      |        |
| 1133 |        |                         | 155        |            |   |                       | 153           | "                  |        |       |      |       |        |      |        |
| 1135 |        |                         | 155        |            | See 53 00N 00 52W                       |                       | 155           | 19500<br>#1        |        |       |      |       |        |      |        |
| 1157 |        |                         | 160        |            |   |                       | 155           | 10300<br>#6        |        |       |      |       |        |      |        |
| 1139 |        |                         | (158)      |            | GBL Wind 52 50N 00 46W                  | 31.5/15K              | 160<br>116    | 11000<br>#5        | 162    |       |      |       |        |      |        |
| 1144 |        |                         | 150        |            | Forming Wing over Buncher at Cottesmore |                       | 155           | 11000<br>#4        |        |       |      |       |        |      |        |
| 1244 | 196    | A                       | 200        |            | Depart 3 mi West of Cottesmore          | 2 min late            | 160<br>139    | 11000<br>#4        |        | 175   |      | 19    | 6      | 1250 |        |
| 1250 |        |                         | 200        |            | A.C.                                    |                       | 160           | "                  |        |       |      |       |        |      |        |
| 1250 |        |                         | 200        |            | 4 mi West Market Harborough             |                       | 160           | "                  | 168    | 175   |      | 79    | 27     | 1317 |        |
| 1319 |        |                         | 200        |            | A.C.                                    |                       | 160           | 15000<br>0         |        |       |      |       |        |      |        |
| 1319 |        |                         | 111        |            | Andover                                 |                       | 160           | "                  | 180    | 193   |      | 27    | 08     | 1327 |        |
| 1328 |        |                         | 111        |            | A.C.                                    |                       | 160           | 15000<br>0         |        |       |      |       |        |      |        |
| 1328 |        |                         | 174        |            | SPLASHER #11                            |                       | 160<br>139    | 15000<br>0         |        | 193   |      | 18    | 05     | 1333 |        |



FLIGHT RECORD

| TIME  | COURSE | W/V<br>USED<br>&/OR<br>D.R. DRIF | TRUE<br>HDNC. | MAG.<br>HDNC. | NAVIGATIONAL<br>OBSERVATION   | GENERAL<br>OBSERVATION | IAS.<br>MPH.<br>/K | HEIGHT<br>&<br>AIR<br>TEMP | T. A. S. | RUN   |      | C. S. | TO RUN |       | E. T. A. |
|-------|--------|----------------------------------|---------------|---------------|---|------------------------|--------------------|----------------------------|----------|-------|------|-------|--------|-------|----------|
|       |        |                                  |               |               |   |                        |                    |                            |          | DIST. | TIME |       | DIST.  | TIME  |          |
| 1332  |        |                                  | 174           |               | A.G.  |                        | 160                | 15000<br>0                 |          |       |      |       |        |       |          |
| 1332  |        |                                  | 164           |               | Selsey Hill Control #1  |                        | 160<br>139         | 15000                      | 180      |       | 195  | 90    | :27½   | 1359½ |          |
| 1334  |        |                                  | 164           |               | Gee 50 35E 00 44W Start Climb   |                        | 160                | 15000<br>0                 |          |       |      |       |        |       |          |
| 1350  |        |                                  | 163           |               | Gee 49 46N 00 18W   |                        | 150                | 19000<br>-10               |          |       |      |       |        |       |          |
| 1359½ |        |                                  | 163           |               | 49 19N 00 02W Control #2  |                        | 150                | 20000<br>-12               |          |       |      |       |        |       |          |
| 1359½ |        |                                  | 163           |               | Continue Climb to 25000 ft.   |                        | 150<br>130         | 20000<br>-12               | 191      |       | 205  | 111   | :32½   | 1432½ |          |
| 1402  |        |                                  | 163           |               | Gee 49 11N 00 03E   |                        | 150                | 21000<br>-13               |          |       |      |       |        |       |          |
| 1405  |        |                                  | 163           |               | 49 01N 00 09E   |                        | 150                | 21600<br>-13               |          |       |      |       |        |       |          |
| 1411½ |        |                                  | 161           |               | Gee 48 40N 00 21E   |                        | 150                | 22300<br>-14               |          |       |      |       |        |       |          |
| 1418  |        | 325/30                           | 161<br>159    |               | Gee 48 17N 00 35E   | Wind by GEE            | 150                | 23200<br>-16               |          |       |      |       |        |       |          |
| 1430  |        |                                  | 159           |               | A.G.  |                        | 150                | 24900<br>-19               |          |       |      |       |        |       |          |
| 1430  |        |                                  | 50            |               | 47 35N 00 55E PILOTAGE  |                        | 150<br>130         | 24900<br>-19               | 200      |       | 202  | 25½   | 07½    | 1437½ |          |
| 1438  |        |                                  | 50            |               | A.G.  |                        | 150                | 24900<br>-19               |          |       |      |       |        |       |          |
| 1438  |        |                                  | 12            |               | 47 48N 01 28E Pilotage  |                        | 150                | 24900<br>-19               | 200      |       | 192  | 31    | 09½    | 1447½ |          |
| 1448  |        |                                  | 12            |               | A.G.  |                        | 150                | 24900<br>-19               |          |       |      |       |        |       |          |
| 1448  |        | 350/32                           | 320           |               | IF (Pilotage) 48 16N 01 44E<br>Bomb Doors Open                            | Wind by Pilotage       | 150<br>130         | 24900<br>-19               | 200      |       | 185  | 16    | 105    | 1453  |          |
| 1454  | 310    | 46                               | 316           |               | OVER TARGET BOMB RELEASE MALFUNCTION<br>No Bombs dropped                  |                        | 150<br>130         | 25000<br>-20               |          |       | 172  |       |        |       |          |
| 1454  | 344    |                                  | 340           |               | 2 B-17's in low Sgd of Lead Box Collided<br>and went down - 1 minute seen |                        | 180                | 25000<br>-20               | 200      |       | 170  | 14    | :05    | 1459  |          |
| 1455  |        |                                  | 300           |               | Wide Circle around Chartres   |                        | 180                | 25000<br>-20               |          |       |      |       |        |       |          |
| 1457  |        |                                  | 260           |               | Accidental Bomb Release Bombs hit in<br>wooded area                       |                        | 150                | 25000<br>-20               |          |       |      |       |        |       |          |
| 1458  |        |                                  | 226           |               | XIE. Start Descent  |                        | 180                | 25000                      |          |       |      |       |        |       |          |
| 1502  |        |                                  | 226           |               | Alter Course<br>Turn held up to allow another Wing to Pass                |                        | 170                | 23000<br>-18               |          |       |      |       |        |       |          |
| 1502  |        |                                  | 321           |               | 48 12N 01 03E   |                        | 150                | 23000<br>-18               | 192      |       | 176  | 80    | 27     | 1529  |          |
| 1508  |        |                                  | 328           |               |   |                        | 150                | 23000<br>-18               |          |       |      |       |        |       |          |
| 1512  |        |                                  | 321           |               | Gee   |                        | 180                | 23000<br>-18               |          |       |      |       |        |       |          |
| 1516  |        |                                  | 318           |               | Gee   |                        | 150                | 23000<br>-18               |          |       |      |       |        |       |          |
| 1529  |        |                                  | 321           |               | Over Enemy Coast 49 19N 00 02E  |                        | 150                | 23000<br>-18               |          |       |      |       |        |       |          |
| 1529  |        |                                  | 340           |               | "S" from 310 to 10 to loose Altitude                                      |                        | 160                | 23000<br>-18               | 105      |       | 190  | 90    | 28½    | 1557½ |          |
| 1552  |        |                                  | 340           |               | Message from Div Hit coast of Eng below<br>7,000                          |                        | 160                | 7800<br>710                |          |       |      |       |        |       |          |
| 1600  |        |                                  |               |               | 360 to go down through clouds   |                        | 160                | 3000<br>216                |          |       |      |       |        |       |          |
| 1609  |        |                                  | 360           |               | English Coast In  |                        | 160                | 3000<br>216                |          |       |      |       |        |       |          |
| 1609  |        |                                  | 300           |               | 50 48N 00 27W Pilotage  |                        | 160                | 2000                       | 144      |       | 130  | 107   | 149½   | 1658½ |          |
| 1618  |        |                                  | 006           |               | Homing on Deenethorpe By Gee  |                        | 160                | 1100<br>216                |          |       |      |       |        |       |          |
| 1637  |        |                                  | 050           |               | OVER DEENETHORPE  |                        | 160                | 1100<br>216                |          |       |      |       |        |       |          |
| 1715  |        |                                  | 050           |               | LANDED  |                        |                    |                            |          |       |      |       |        |       |          |

CERTIFIED A TRUE COPY:

H. J. H. H. H.  
 Colonel, Air Corps  
 Commanding



**TRACK CHART**

TARGET

Primary  
 Secondary  
 Last Resort

Chartres, France

DATE

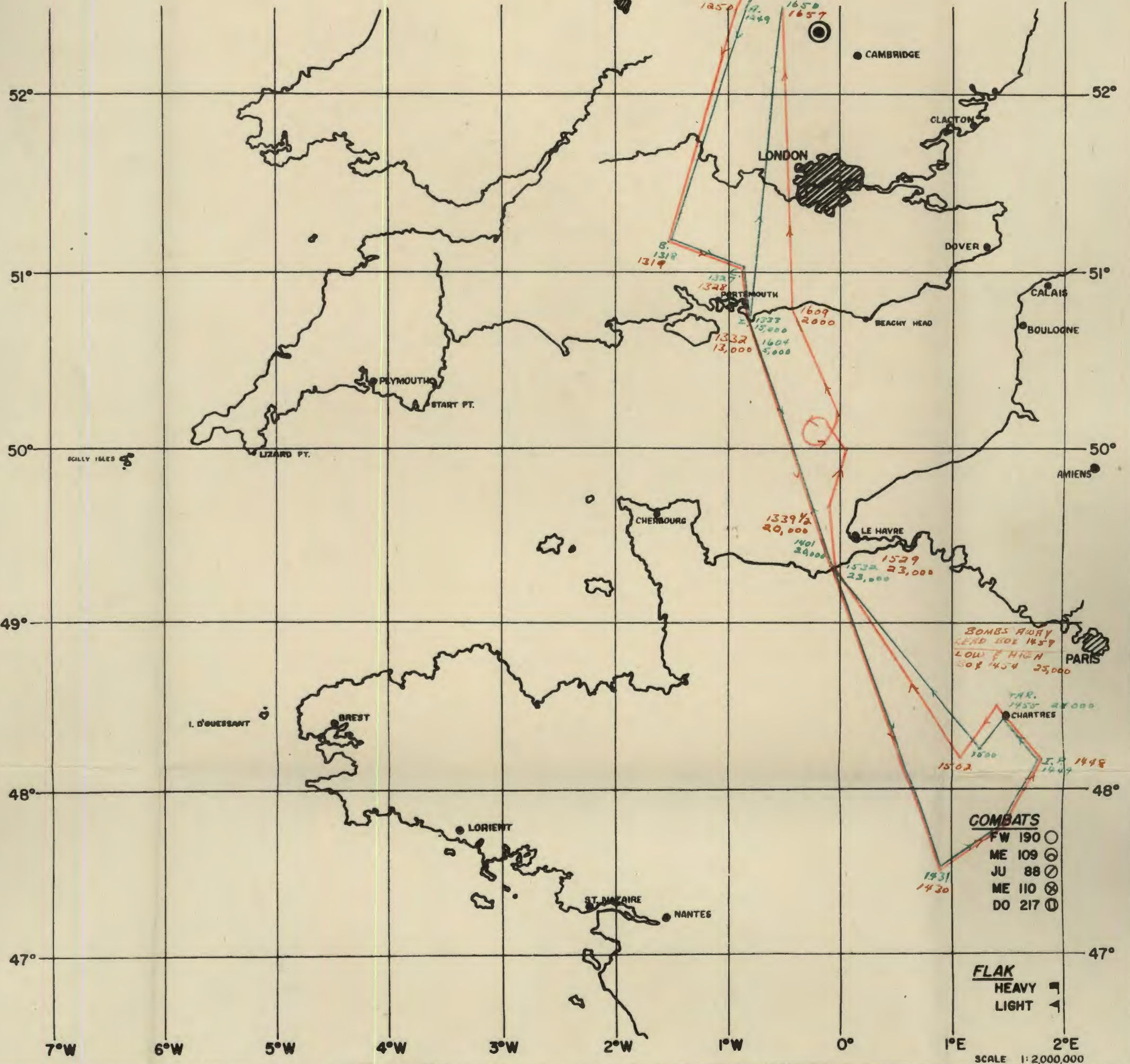
Aug. 1, 44

Green  
Orange

Route followed by

" " "  
 " " "  
 " " "  
 " " "  
 " " "

Briefed Course  
40/54. 2. 2. (H)



BOMBS AWAY  
 LEAD 502 1439  
 LOW & HIGH  
 508 1454 25,000

TAR. 1452 24,000  
 I.F. 1448  
 1449

1531  
 1430

1250  
 1244  
 1650  
 1657

8. 1319  
 1319  
 1328  
 1332  
 13,000  
 1604  
 5,000

1339 1/2  
 20,000  
 1401  
 20,000

1529  
 23,000  
 23,000

1502  
 1600



TYPE OF RELEASE

Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN

NAVIATION DATA:

MEAN TEMP. METRO -2 ACTUAL \_\_\_\_\_

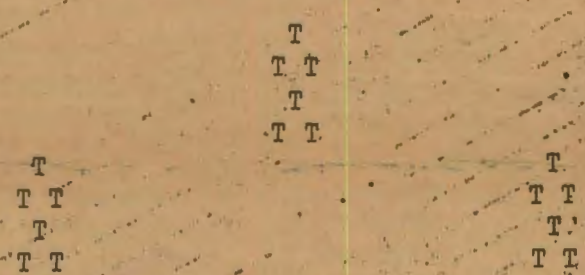
WINDS

| ALTITUDE | DIRECTION |        | VELOCITY |        | TEMP C. |        |
|----------|-----------|--------|----------|--------|---------|--------|
|          | METRO     | ACTUAL | METRO    | ACTUAL | METRO   | ACTUAL |
| 1000     |           |        |          |        |         |        |
| 5000     |           |        |          |        |         |        |
| 10000    |           |        |          |        |         |        |
| 15000    |           |        |          |        |         |        |
| 17000    |           |        |          |        |         |        |
| 19000    |           |        |          |        |         |        |
| 20000    |           |        |          |        |         |        |
| 25000    | 320       | 350    | 46       | 35     | -24     | -20    |
| 28000    |           |        |          |        |         |        |
| 30000    |           |        |          |        |         |        |

METHODS OF BOMBING:



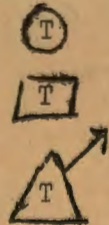
COMPOSITE GROUPS



Bombardier making complete sighting operation

Bombardier making range operation only

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





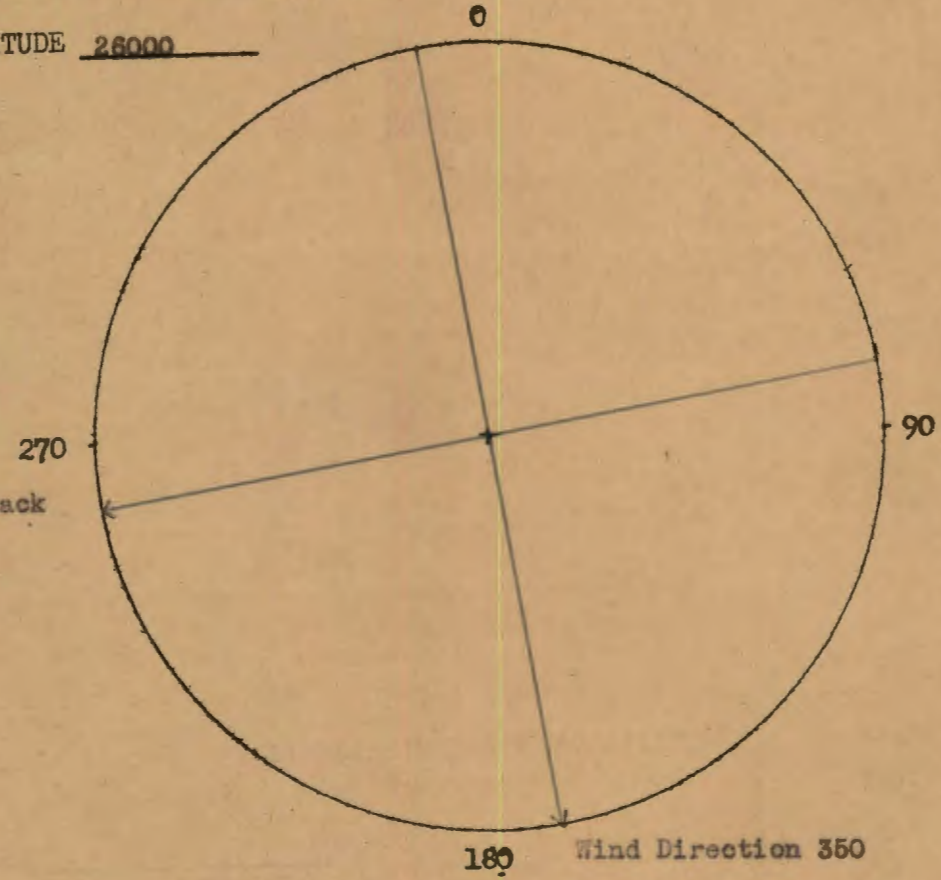


BOMBARDIER'S INDIVIDUAL PLOT

TARGET Chartres, France

METHOD OF BOMBING Visual

ALTITUDE 26000



Direction of Attack  
260

180 Wind Direction 350

LEAD BOX

PLOT

WIND DIRECTION 350

WIND VELOCITY 55

DIRECTION OF ATTACK 260

REMARKS -----



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

**HIGH BOX**  
 COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Briarton DATE 1 August 1944  
 PILOT Capt Cunnack TAKE OFF 1125  
 NAVIGATOR Lt. Askins AIRPLANE 891  
 ORGANIZATION \_\_\_\_\_ SQUADRON 616 GROUP 401st LANDED 1700  
 OBJECTIVE Chartres, France (MPI) \_\_\_\_\_

INITIAL POINT \_\_\_\_\_

METHOD OF ATTACK \_\_\_\_\_  
 Individual Flight Squadron Group Wing

NUMBER A/C IN GROUP 12 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 250# M 57

NUMBER OF BOMBS LOADED 216 x 250# M 57 RELEASED 208 x 250# M 57

FUZING, NOSE 1/10 TAIL 1/40

SYNCHRONIZATION X  
 On Fast Slow

INFORMATION AT RELEASE POINT:

|   |  |
|---|--|
| Altitude of target <u>510</u>                       | Mag Head, order <u>329</u> Actual <u>318</u> |
| True Altitude above target <u>26480</u>             | True Heading <u>327</u>                      |
| Ind. Altitude <u>25800</u>                          | Drift, Est <u>0</u> Actual <u>11</u>         |
| Pressure alt of target <u>-278</u>                  | True Track <u>326</u>                        |
| Altimeter setting <u>29.92</u>                      | Actual Range <u>10,800</u>                   |
| C.I.A.S. <u>150</u> I.A.S. <u>160</u>               | B.S.Type <u>M-8</u>                          |
| G.S., Est <u>189</u> Actual <u>197</u>              | Time of Release <u>1455</u>                  |
| Wind Direc. Metro <u>320</u> Actual <u>314</u>      | Intervalometer Setting <u>75 ft</u>          |
| Wind Veloc. Metro <u>46</u> Actual <u>37</u>        | Length of Bombing Run <u>160 sec</u>         |
| D.S. <u>120.5</u> Trail <u>108</u> ATF <u>44.31</u> | C-1 Pilot <u>Yes</u> A-5 _____               |
| Tan. D.A. EST. <u>.39</u> Actual <u>.40</u>         | Manual Pilot _____                           |



TYPE OF RELEASE

Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN \_\_\_\_\_

NAVIATION DATA:

MEAN TEMP. METRO 33 ACTUAL 22

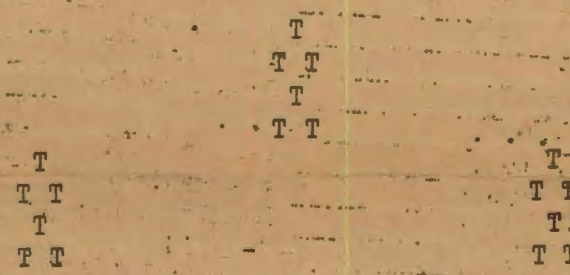
WINDS

| ALTITUDE | DIRECTION |        | VELOCITY |        | TEMP C. |        |
|----------|-----------|--------|----------|--------|---------|--------|
|          | METRO     | ACTUAL | METRO    | ACTUAL | METRO   | ACTUAL |
| 1000     |           |        |          |        |         |        |
| 5000     |           |        |          |        |         |        |
| 10000    |           |        |          |        |         |        |
| 15000    |           |        |          |        |         |        |
| 17000    |           |        |          |        |         |        |
| 19000    |           |        |          |        |         |        |
| 20000    |           |        |          |        |         |        |
| 25000    | 320       | 314    | 46       | 37     | 235     | -24    |
| 28000    |           |        |          |        |         |        |
| 30000    |           |        |          |        |         |        |

METHODS OF BOMBING



COMPOSITE GROUPS



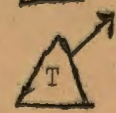
Bombardier making complete sighting operation



Bombardier making range operation only



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





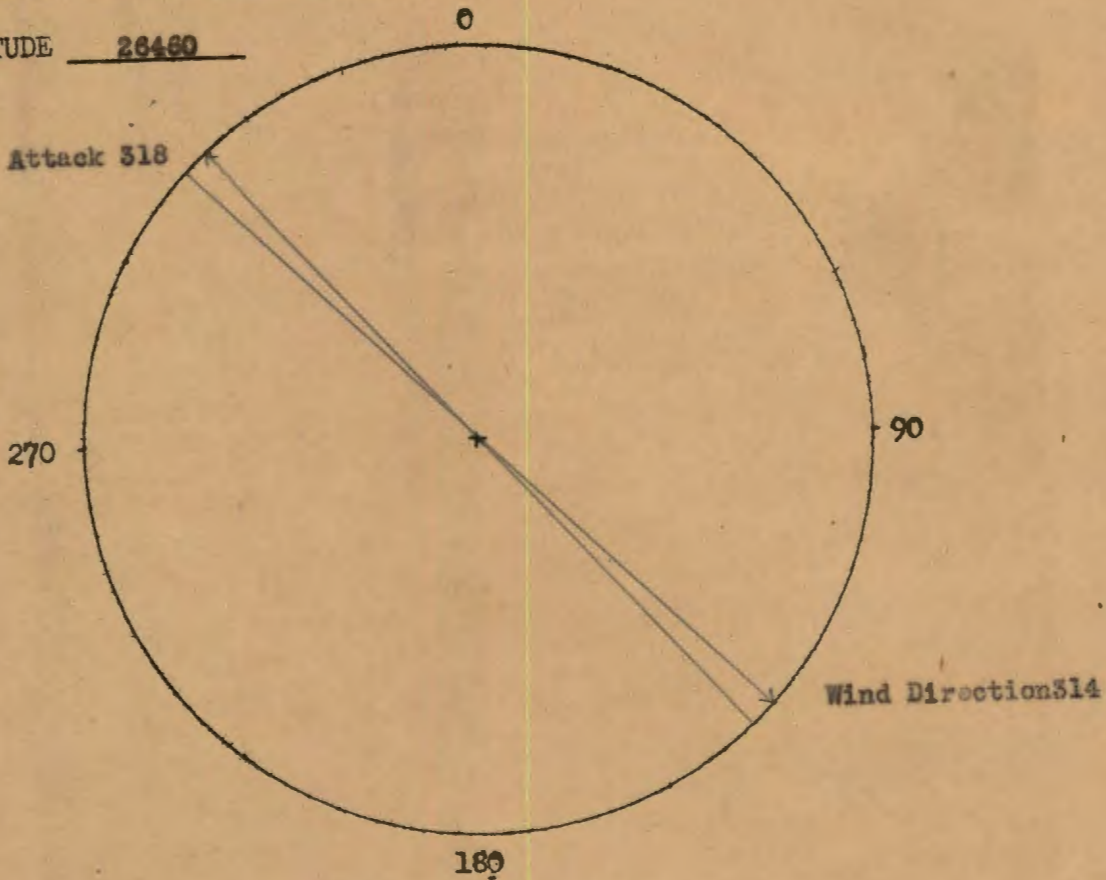
BOMBARDIER'S INDIVIDUAL PLOT

TARGET Chartres, France

METHOD OF BOMBING Visual

ALTITUDE 28460

Direction of Attack 318



HIGH BOX

PLOT

WIND DIRECTION 314

WIND VELOCITY 37

DIRECTION OF ATTACK 318

REMARKS -----





TYPE OF RELEASE

Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN \_\_\_\_\_

NAVIATION DATA:

MEAN TEMP. METRO -1 ACTUAL 0

WINDS

| ALTITUDE | DIRECTION |        | VELOCITY |        | TEMP C. |        |
|----------|-----------|--------|----------|--------|---------|--------|
|          | METRO     | ACTUAL | METRO    | ACTUAL | METRO   | ACTUAL |
| 1000     |           |        |          |        |         |        |
| 5000     |           |        |          |        |         |        |
| 10000    |           |        |          |        |         |        |
| 15000    |           |        |          |        |         |        |
| 17000    |           |        |          |        |         |        |
| 19000    |           |        |          |        |         |        |
| 20000    |           |        |          |        |         |        |
| 25000    | -- 320    | 317    | 46       | 47     | -23     | -20    |
| 28000    |           |        |          |        |         |        |
| 30000    |           |        |          |        |         |        |

METHODS OF BOMBING

|       |     |       |
|-------|-----|-------|
|       | (T) |       |
|       | T T |       |
|       | T   |       |
|       | T T |       |
| (T) → |     | (T) → |
| T T   |     | T T   |
| T     |     | T     |
| T T   |     | T T   |

COMPOSITE GROUPS

|     |     |     |
|-----|-----|-----|
|     | T   |     |
|     | T T |     |
|     | T   |     |
|     | T T |     |
| T   |     | T   |
| T T |     | T T |
| T   |     | T   |
| T T |     | T T |

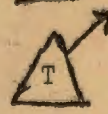
Bombardier making complete sighting operation



Bombardier making range operation only



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



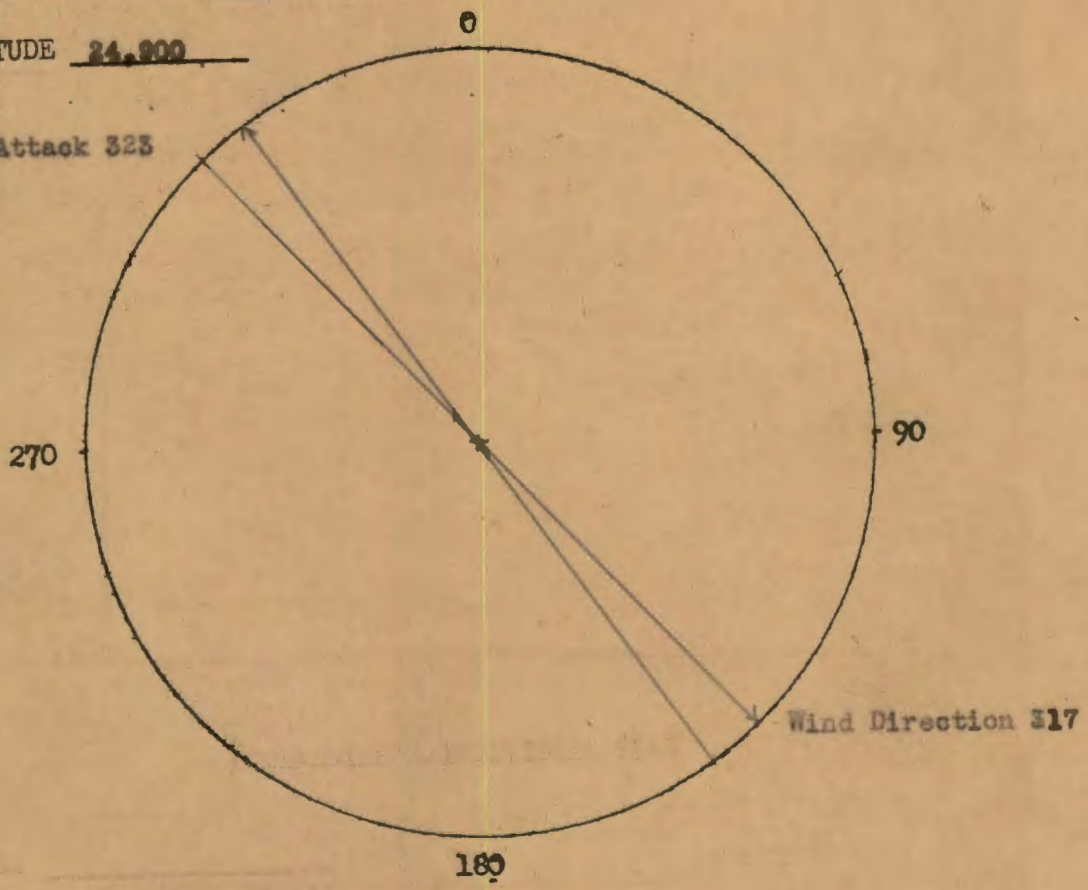
BOMBARDIER'S INDIVIDUAL PLOT

TARGET Chartres, France

METHOD OF BOMBING Visual

ALTITUDE 24,900

Direction of Attack 323



METHOD OF BOMBING LOW BOX

PLOT

WIND DIRECTION 317

WIND VELOCITY 47

DIRECTION OF ATTACK 323

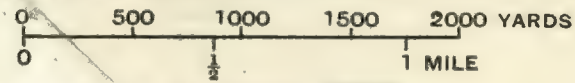
REMARKS -----



Target No.  
S. 898

AIRFIELD — CHARTRES (FRANCE)

Illustration No.  
S. 898/6



Photographed 16 May 1943

(1 : 32,000) approx.

Issued June 1943



A.I.3c(1)

Illustration No.  
S. 898/6



## Briefing Notes:

PRIMARY TARGET: Aerodrome at CHARTRES, FRANCE. This was an old French Air Force base which has been used since 1940 as a bomber base and experimental station by the Luftwaffe. Its importance at the present time lies in the fact that it is believed that the Germans anticipate utilizing it for operation of the Me262 - the jet propelled aircraft. Bombing Instructions specify that the entire field will be post-holed and rendered completely useless.

SECONDARY TARGET: Any A/D, M/Y, concentration of troops, tanks, etc, definitely identified as enemy, not adjacent to built up area.  
& LAST RESORT Visual sightings must be made.

FIGHTERS: Full area support.

Friendly People: 2nd and 3rd Divs in same area at same time.

EPIDIASCOPE: Flak map  
(Turn over to Captain Woodhouse)  
1/25000  
British Night Map  
Photos

LAST MINUTE POOP: All a/c will release chaff from 2 minutes before I.P. and continue for 12 minutes. Each a/c carries 264 units.

## SPECIAL INSTRUCTIONS:

- 1) PW -
- 2) S.J. char. dig tops -
- 3) Culquad jump -
- 4) sec.

Usual poop on security and escape aids.



LEAD BTL  
MAJ HARTIN

Date 1 August 1944

Combat Flight Leader

GAFF GRUFAN

Deputy Flight Leader

61E SQDN

CARRS (HARTIN)

~~SC P 7510~~

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

HAYWELL

SC A 7528

GRUFAN

~~IN B 6132~~

615 SQDN

FERGUS

~~14 J 113~~

SPROUL

IY D 7869

WELFCHIK

IY Q 9878

615 SQDN

MANN

IY O 2489

STUBBEN

IN S 2947

DRANKWORTH

IN R 6118

KORZE

IY M 2574

WINGARD

IY C 1091

~~WINGARD~~

~~IY C 1091~~

SPARES

SCHMIDMAN

SC E 2335

~~con meek~~

~~SC E 2335~~

No Aborts // WX Ship 14 K 1069  
 No B.D.



HIGH BOX

Combat Flight Leader

Deputy Flight Leader

CAPT WASSACK

Date 1 August 1944

LT HERRIAN

614 SQDN

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

WASSACK

~~SC P 7419~~

SC P 1891

PILESNER

IW Q 7478

HERRIAN

IY R 6146

614 SQDL

ROZZELL

IW X 1863

612 SQDN

BURNS

SC D 6992

EVANS

IW J 2689

KOONS

IW H 7869

BORNEY

SC J 7700

BAYB

SC G 7962

LIRWICK

SC P 2957

PIRNEY

IW D 2394

SILVERSTEIN

IW B 7151

SPARES

~~WASSACK~~

~~SC P 7419~~



LOG BOOK

IRWIN

1 Aug

Combat Flight Leader

Date

Deputy Flight Leader

613

SQDN  
IRWIN

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

~~IN G 1981~~

SHACKLEFORD

CARTER

~~IN F 1972~~

~~SC O 7487~~

613

SQDL

613

SQDN

POK

KUTA

~~IN P 7544~~

~~IN J 1591~~

JENNINGS

THOMASON

HILL

~~IRWIN~~  
HOCKING

~~IN U 7705~~

~~IN E 7099~~

~~SC K 1087~~

~~IN L 6132~~

SC L 7632

HANSON

~~IN T 7738~~

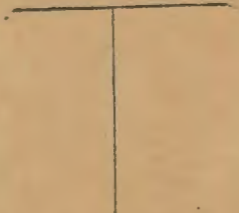
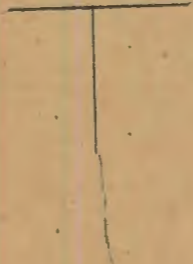
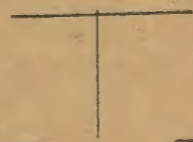
LIPPERT

LOCKHART

~~IN G 7511~~

~~IN H 6134~~

SPARES





(17)

Sheet 6:30  
Station 7.45

Bn. 0595  
Bn. 0645  
gas.



MAJOR MAUPIN

3 August 1944

Combat Flight Leader

Date

CAPT GRUBER

Deputy Flight Leader

612

SQDN

GRUBER (MAUPIN)

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

T 510

WAXWELL

GRUBER

A 628

B 132

SQDL

SQDN

FERRIN

MANN

J 7113

C 468

SPROUL

HELOPCHIK

STEGEMAN

DUCHWORTH

D 859

Q 873

S 947

R 113

KONZE

H 874

WINGARD

SCHAUBMAN

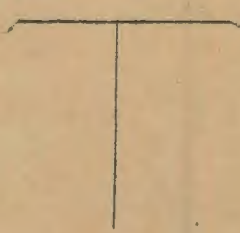
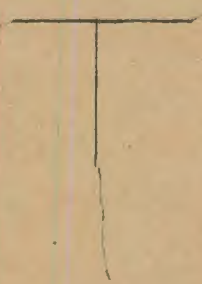
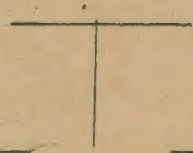
O 091

R 393

401stFORMATION AT T/G AND CRUISE

LEAD/

SPARES





A WING

Combat Flight Leader: CAPT GAMBACK

Date 3 AUGUST 1944

Deputy Flight Leader LT HEENAN

614th SQDN

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

GAMBACK

P 891

FILEMYER

HEENAN

Q 478

R 146

SQDL

SQDN

ROZZELL

BURNS

F 957

#D 992

EVANS

LE FEVOR

BOENEY

HATES

J 659

H 869

J 790

G 962

TAYLOR

X 863

FINNEY

SILVERSTEIN

D 394

B 151

401ST FORMATION AT T/O AND CRUISE.  
HIGH/

SPARES



Combat Flight Leader CAPT CARRACK Date 1 August 1944

Deputy Flight Leader \_\_\_\_\_

614th SQDN

612th SC JAB/OCK  
613th II. MACRO  
614th IW GOLFCLUB  
615th IY BUZZARD

CARRACK

"401st High Box over target."

P 891

FILEMIR

HEEMAN

Q 478

R 146

BORNEY

J 790

SQDN

SQDN

ROZZELL

HAYES

F 957

G 962

EVANS

LA FEVOR

SCHAUMANN

J 659

H 869

R 398

TAYLOR

X 865

FINNEY

SILVERSTEIN

D 394

B 151

SPARES



Combat Flight Leader

IRWIN

Date Aug

Deputy Flight Leader

CARTER

613th SQDN

IRWIN

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

C 081

SHACKLEFORD

CARTER

K 1072

C 487

SQDL

SQDN

FOX

KUTA

P 344

J 591

JENNINGS

THOMASON

HILL

HOCKING

V 706

E 009

K 087

L 632

HANSON

T 736

LIPPERT

LOCKHART

G 511

N 104

401ST LOW BOX AT T/O AND CRUISE.

SPARES

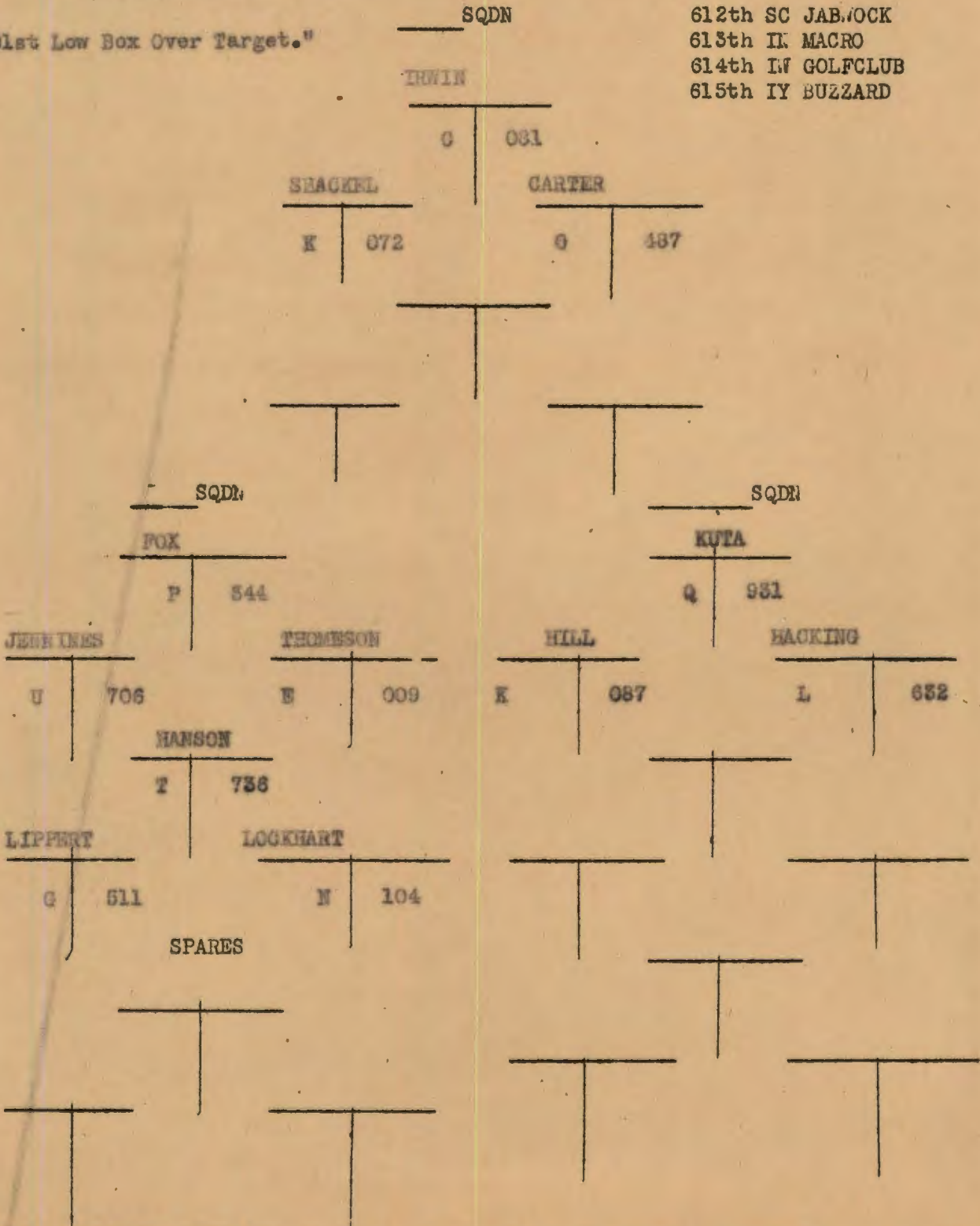


Combat Flight Leader: LT. IRWIN Date 1 August 1944

Deputy Flight Leader \_\_\_\_\_

"401st Low Box Over Target."

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





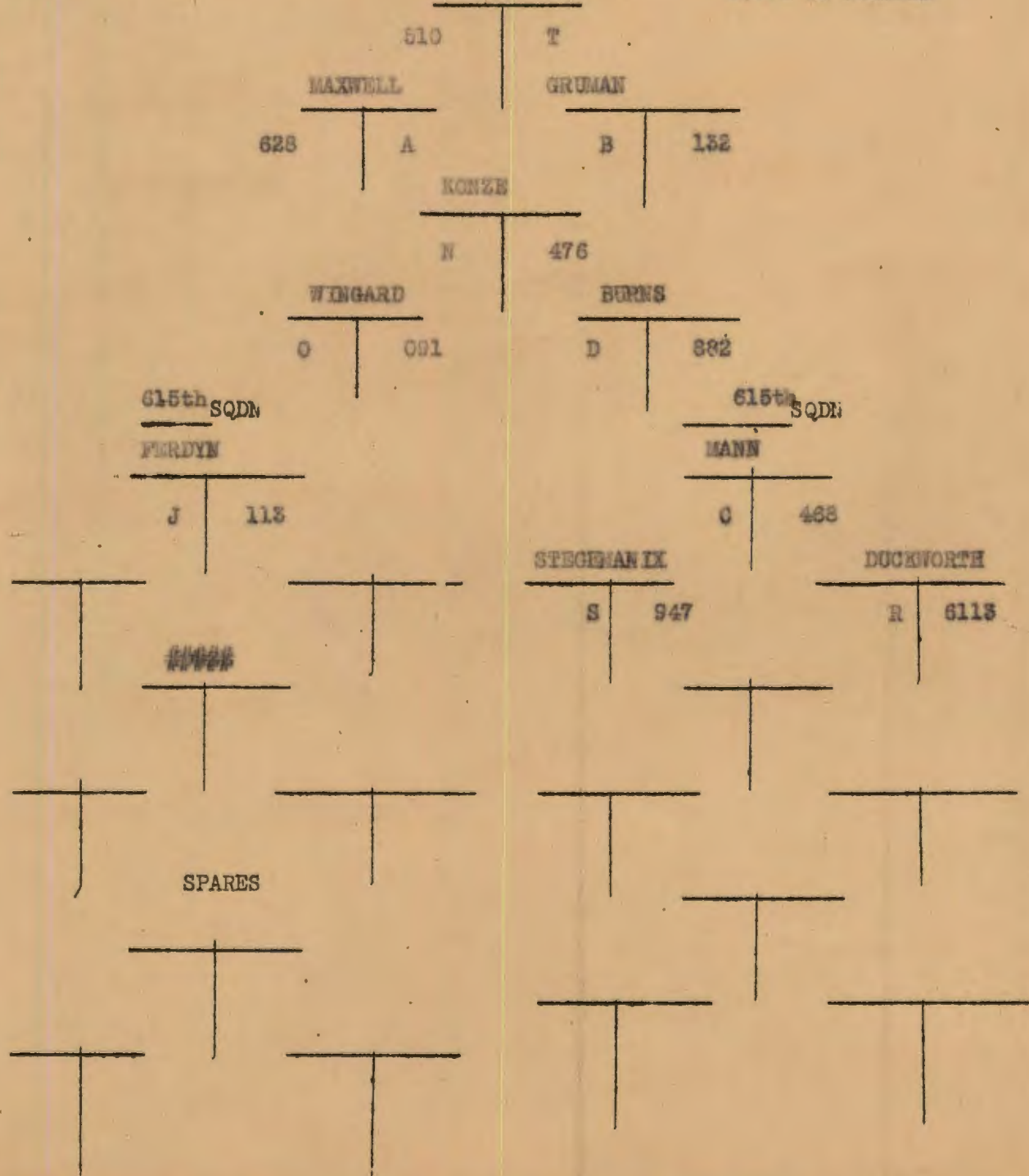
Combat Flight Leader \* MAJOR MAUPIN Date 1 August 1944

Deputy Flight Leader \_\_\_\_\_

"401st Lead box Over Target."

SQDN  
GARRIS (MAUPIN)

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





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

F-C-2

A.P.O. 557  
2 August 1944

SUBJECT: Armament Malfunction Mission Report

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

1. Date of Mission: 2 August 1944
2. No gun malfunctions were reported.
3. The following turret malfunctions were reported:

a. A/C # 42-31072 - Vickers Unit failure in Ball Turret caused by broken gasket in hydraulic system. Vickers Unit has been replaced, old unit being repaired.

4. The following bombing equipment malfunctions were reported:

a. A/C # 42-37278 - Intervalometer failed at altitude. Intervalometer being checked by Bombsight Maintenance Shop.

5. There were nineteen (19) aircraft equipped with the all-electric release system participating in the mission.

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



5-3

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

AAF, Station No. 128  
 August 1st, 1944

SUBJECT: Loading List

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

A/C 42-102393

|     |                       |         |        |
|-----|-----------------------|---------|--------|
| WAC | Sehannaman, George S. | 2nd Lt. | 612th. |
| CP  | Hobgood, James R. D.  | 2nd Lt. | 612th. |
| NLC | Furnier, Robert E.    | 2nd Lt. | 612th. |
| BO  | Sandoz, Kenneth E.    | 2nd Lt. | 612th. |
| RO  | Kontnikoff, Irving G. | S/Sgt.  | 612th. |
| TTG | Morris, Thomas P.     | S/Sgt.  | 612th. |
| BTG | Willett, Edward H.    | Sgt.    | 612th. |
| TG  | Williams, Clarence P. | Sgt.    | 612th. |
| LWG | Curry, Edward A., Jr. | Sgt.    | 612th. |

A/C 43-57632

|                |                           |         |        |
|----------------|---------------------------|---------|--------|
| P              | Hooking, Bert E.          | 2nd Lt. | 612th. |
| CP             | Merritt, William R.       | 2nd Lt. | 612th. |
| NLC            | Brand, George C.          | 2nd Lt. | 612th. |
| BO             | Chayke, William J.        | 2nd Lt. | 612th. |
| RO             | Moore, Donald J.          | T/Sgt.  | 612th. |
| TTG            | Cannon, James W.          | T/Sgt.  | 612th. |
| BTG            | McGrath, Joseph A.        | S/Sgt.  | 612th. |
| TG             | Thomas, Ernest H.         | S/Sgt.  | 612th. |
| LWG            | Garrett, Milton (NMI) Jr. | S/Sgt.  | 612th. |
| <del>BTG</del> | Doles, Harry (NMI)        | S/Sgt.  | 612th. |

A/C 42-97847

|                |                        |         |        |
|----------------|------------------------|---------|--------|
| CP             | Carter, Gerald F.      | 1st Lt. | 612th. |
| N              | Ludeman, Louis H.      | 1st Lt. | 612th. |
| B              | Locklear, William O.   | 2nd Lt. | 612th. |
| RO             | Denton, Lloyd G.       | 2nd Lt. | 612th. |
| TTG            | Reinlon, John H.       | T/Sgt.  | 612th. |
| BTG            | Truax, Floyd A.        | S/Sgt.  | 612th. |
| TG             | Hardister, Stanford M. | S/Sgt.  | 612th. |
| LWG            | Wepner, John L.        | S/Sgt.  | 612th. |
| <del>BTG</del> | Hafko, John (NMI)      | S/Sgt.  | 612th. |

A/C 42-31087

|                |                          |         |        |
|----------------|--------------------------|---------|--------|
| P              | Hill, Thomas K.          | 2nd Lt. | 612th. |
| CP             | Schmadel, Wilbur E.      | 2nd Lt. | 612th. |
| N              | Block, Theodore S.       | 2nd Lt. | 612th. |
| B              | Chadwick, Junius W., Jr. | 2nd Lt. | 612th. |
| RO             | Shawbert, Victor H.      | S/Sgt.  | 612th. |
| TTG            | Mullins, James K.        | S/Sgt.  | 612th. |
| BTG            | Hollenbeck, Edward A.    | Sgt.    | 612th. |
| TG             | Richardson, Quar G.      | Sgt.    | 612th. |
| LWG            | Glenn, Carlton P.        | Sgt.    | 612th. |
| <del>BTG</del> | Keith, Buddy N.          | Sgt.    | 612th. |

|     |                    |        |        |
|-----|--------------------|--------|--------|
| WAC | Robes, John G.     | S/Sgt. | 612th. |
| CP  | Tomson, Duane P.   | S/Sgt. | 612th. |
| NLC | Thomas, Korale P.  | S/Sgt. | 612th. |
| BO  | Wesley, Nelson E.  | S/Sgt. | 612th. |
| B   | O'Brien, Eugene B. | S/Sgt. | 612th. |
| N   | Wittmer, James K.  | S/Sgt. | 612th. |
| CP  | Wesley, Nelson E.  | Sgt.   | 612th. |
| B   | Wesley, Nelson E.  | Sgt.   | 612th. |

A/C 42-21838



A/C 43-37628

|     |                     |         |        |
|-----|---------------------|---------|--------|
| P   | Maxwell, Charles T. | 2nd Lt. | 612th. |
| CP  | Lahey, Edward A.    | 2nd Lt. | 612th. |
| N   | Billman, James K.   | 2nd Lt. | 612th. |
| B   | O'Brien, Eugene B.  | Sgt.    | 612th. |
| RO  | Serey, Marion E.    | S/Sgt.  | 612th. |
| TTG | Thomas, Robert L.   | S/Sgt.  | 612th. |
| BTG | Lamoureux, Duane L. | Sgt.    | 612th. |
| TG  | Welborn, Luther B.  | Sgt.    | 612th. |
| LWG | Lopez, Juan C.      | S/Sgt.  | 612th. |

A/C 42-37510

|     |                         |         |        |
|-----|-------------------------|---------|--------|
| P   | Gerns, Derhardt F.      | 1st Lt. | 612th. |
| CP  | Maupin, Jerome W.       | Major.  | 612th. |
| N   | Marshall, Robert W.     | 2nd Lt. | 612th. |
| NO  | Harris, Elliott S.      | 2nd Lt. | 612th. |
| B   | Woodhouse, Ronald (NMI) | Captain | 612th. |
| RO  | Vesico, Fred J.         | T/Sgt.  | 612th. |
| TTG | Hester, Richard J.      | S/Sgt.  | 612th. |
| BTG | Dusenberry, [Name]      | S/Sgt.  | 612th. |
| TG  | DiGianni, James (NMI)   | 2nd Lt. | 612th. |
| LWG | Weigel, Robert P.       | S/Sgt.  | 612th. |

A/C 42-37790

|     |                     |         |        |
|-----|---------------------|---------|--------|
| P   | Bonney, Roy H.      | 2nd Lt. | 612th. |
| CP  | Jolley, Edward R.   | 2nd Lt. | 612th. |
| NO  | Gleason, John R.    | 2nd Lt. | 612th. |
| B   | Soudox, William M.  | Sgt.    | 612th. |
| RO  | Pottenger, Paul S.  | S/Sgt.  | 612th. |
| TTG | Lonzen, Ben (NMI)   | S/Sgt.  | 612th. |
| BTG | Peters, Winfield E. | Sgt.    | 612th. |
| TG  | Roth, Solomon M.    | Sgt.    | 612th. |
| LWG | Dill, Donald D.     | Sgt.    | 612th. |

A/C 42-97962

|     |                      |         |        |
|-----|----------------------|---------|--------|
| P   | Havas, Ralph S.      | 2nd Lt. | 612th. |
| CP  | Mead, Clarence E.    | 2nd Lt. | 612th. |
| NO  | Wheeler, Charles B.  | 2nd Lt. | 612th. |
| B   | Murphy, Roland W.    | 2nd Lt. | 612th. |
| RO  | Eyster, William R.   | S/Sgt.  | 612th. |
| TTG | Barford, Gerald F.   | Sgt.    | 612th. |
| BTG | Greene, John J.      | Sgt.    | 612th. |
| TG  | Smith, Charles E.    | Sgt.    | 612th. |
| LWG | Lucewicz, John (NMI) | S/Sgt.  | 612th. |

A/C 42-106992

|     |                        |         |        |
|-----|------------------------|---------|--------|
| P   | Burns, Estel G.        | 2nd Lt. | 612th. |
| CP  | Tompkins, David G.     | 2nd Lt. | 612th. |
| NO  | Gray, Arthur (NMI) Jr. | 2nd Lt. | 612th. |
| B   | Pinkston, John S.      | T/Sgt.  | 612th. |
| RO  | Will, Adam             | T/Sgt.  | 612th. |
| TTG | Klingbiel, Eugene P.   | S/Sgt.  | 612th. |
| BTG | Coluccio, Anthony D.   | Cpl.    | 612th. |
| TG  | Henry, Hilder E.       | S/Sgt.  | 612th. |
| LWG | Bruchawka, John (NMI)  | T/Sgt.  | 612th. |

TO: Observations Office, The End (H), VFL SECTION NO. 139, VFO NO. 22A.

SUBJECT: [Name]

VFL SECTION NO. 139

OFFICE OF THE OBSERVATIONS OFFICE  
 FOREIGN DOMESTIC SECURITY GROUP (H)  
 CIVILIAN DOMESTIC SECURITY DIVISION (H)



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

1 August 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 #                  | RANK    | LAST (NAME) | FIRST   | (MI)   | SQUADRON |
|--------------------------|---------|-------------|---------|--------|----------|
| <b>PLANE # 42-102947</b> |         |             |         |        |          |
| P                        | 2nd Lt. | Stegeman    | Charles | W.     | 615th    |
| CP                       | 2nd Lt. | Walter      | Albert  | G.     | 615th    |
| N                        | P/O     | McCaslin    | Clayton | W.     | 615th    |
| S                        | 2nd Lt. | Schultz     | John    | J.     | 615th    |
| RO                       | S/Sgt.  | McKenna     | Joseph  | (MI)   | 615th    |
| TT                       | S/Sgt.  | Mais        | John    | B.     | 615th    |
| BT                       | Sgt.    | Tanburine   | Joseph  | J.     | 615th    |
| TG                       | Sgt.    | Wuer        | Martin  | O.     | 615th    |
| FG                       | Sgt.    | Rosen       | William | H.     | 615th    |
| <b>PLANE # 42-39873</b>  |         |             |         |        |          |
| P                        | 1st Lt. | Malofehik   | Gerard  | J.     | 615th    |
| CP                       | 2nd Lt. | Pratt       | James   | H.     | 615th    |
| N                        | 2nd Lt. | Tyson       | Richard | C.     | 615th    |
| B                        | 2nd Lt. | Grisham     | Hughson | K.     | 615th    |
| RO                       | Sgt.    | Tracy       | Leland  | B.     | 615th    |
| TT                       | Cpl.    | Pressman    | Herbert | (MI)   | 615th    |
| BT                       | Cpl.    | Wheaton     | Lyle    | P.     | 615th    |
| TG                       | Cpl.    | Bozarth     | James   | W.     | 615th    |
| FG                       | Sgt.    | Mages       | Harold  | H.     | 615th    |
| <b>PLANE # 42-31091</b>  |         |             |         |        |          |
| P                        | 1st Lt. | Wingard     | Hilton  | H.     | 615th    |
| CP                       | 2nd Lt. | Abresch     | Robert  | J.     | 615th    |
| N                        | 2nd Lt. | Sullivan    | Robert  | F.     | 615th    |
| B                        | 2nd Lt. | King        | Willard | H.     | 615th    |
| RO                       | S/Sgt.  | Cicogna     | Ernest  | G. Jr. | 615th    |
| TT                       | S/Sgt.  | Rutledge    | James   | G.     | 615th    |
| BT                       | Cpl.    | Winsey      | Patrick | H.     | 615th    |
| TG                       | S/Sgt.  | Holland     | James   | H. Jr. | 615th    |
| FG                       | Sgt.    | Weiss       | Joseph  | H. Jr. | 615th    |
| HL                       | S/Sgt.  | Rosen       | Joseph  | L.     | 615th    |
| LL                       | S/Sgt.  | Quinn       | John    | G.     | 615th    |
| NO                       | S/Sgt.  | McQuinn     | John    | K.     | 615th    |
| B                        | 2nd Lt. | Adams       | Joseph  | A.     | 615th    |
| R                        | 2nd Lt. | Edwards     | William | M.     | 615th    |
| CB                       | 2nd Lt. | Hollan      | Robert  | H.     | 615th    |
| b                        | 2nd Lt. | DeWitt      | Joseph  | D.     | 615th    |



PLANE # 44-6113

|    |         |           |         |     |       |
|----|---------|-----------|---------|-----|-------|
| P  | 1st Lt. | Duolworth | Robert  | O.  | 615th |
| CP | 2nd Lt. | Morrow    | Russell | H.  | 615th |
| N  | 2nd Lt. | Kumtman   | Warren  | R.  | 615th |
| B  | 2nd Lt. | Vucha     | Robert  | W.  | 615th |
| RO | S/Sgt.  | Halderman | Lyle    | K.  | 615th |
| TT | S/Sgt.  | Comer     | Roy     | G.  | 615th |
| BT | S/Sgt.  | McKean    | George  | T.  | 615th |
| TG | Cpl.    | Farr      | Clyde   | M.  | 615th |
| PG | Sgt.    | Miro      | Edward  | NO. | 615th |
| AL | OPT     | Mirval    | Lepton  | H.  | 615th |

PLANE # 44-6146

|    |         |           |         |    |       |
|----|---------|-----------|---------|----|-------|
| NO |         | OTooker   | Edward  | G. | 615th |
| P  | 2nd Lt. | Heenan    | William | H. | 615th |
| CP | 2nd Lt. | Johnson   | Elvis   | H. | 615th |
| N  | 2nd Lt. | Kane      | James   | H. | 615th |
| B  | 2nd Lt. | Brock     | Russell | H. | 615th |
| RO | T/Sgt.  | Spiglanin | John    | V. | 615th |
| TT | S/Sgt.  | Loper     | Cloyd   | H. | 615th |
| BT | Pfc.    | La Belle  | Joseph  | M. | 615th |
| TG | S/Sgt.  | Brugalone | Bennet  | W. | 615th |
| PG | S/Sgt.  | Ollie     | Raymond | J. | 615th |
| AL | OPT     | Mirval    | Lepton  | H. | 615th |

PLANE # 42-102468

|    |         |            |         |    |       |
|----|---------|------------|---------|----|-------|
| NO |         | Lerd       | William | J. | 615th |
| P  | 1st Lt. | Mann       | John    | A. | 615th |
| CP | 2nd Lt. | Root       | Alfred  | A. | 615th |
| N  | 2nd Lt. | Rosenquist | Robert  | R. | 615th |
| B  | S/Sgt.  | Reed       | William | P. | 615th |
| RO | T/Sgt.  | Amsen      | William | P. | 615th |
| TT | S/Sgt.  | Busher     | Charles | H. | 615th |
| BT | Sgt.    | Smith      | Alfonso | A. | 615th |
| TG | S/Sgt.  | De Yuro    | Frank   | A. | 615th |
| PG | S/Sgt.  | Bregia     | Frank   | A. | 615th |
| AL | OPT     | Mirval     | Lepton  | H. | 615th |

PLANE # 43-87869

|    |         |              |           |    |       |
|----|---------|--------------|-----------|----|-------|
| NO |         | Sproul       | Robert    | H. | 615th |
| P  | 2nd Lt. | Bennett      | Donald    | L. | 615th |
| CP | 2nd Lt. | Ellington    | Thomas    | P. | 615th |
| N  | 2nd Lt. | Moore        | James     | H. | 615th |
| B  | 2nd Lt. | Moore        | James     | H. | 615th |
| RO | S/Sgt.  | Kotila       | Donald    | O. | 615th |
| TT | S/Sgt.  | La Point     | Frederick | J. | 615th |
| BT | Sgt.    | Mark         | Kenneth   | W. | 615th |
| TG | Sgt.    | Cornwall     | Frank     | H. | 615th |
| PG | Sgt.    | Henderscheid | Frederick | J. | 615th |

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

1 August 1944

SUBJECT: Loading List

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

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

PLANE # 42-107113

| DUTY | RANK    | LAST (NAME) | FIRST     | (MI)   | SQUADRON |
|------|---------|-------------|-----------|--------|----------|
| P    | 1st Lt. | Ferdyn      | Joseph    | E.     | 615th    |
| CP   | P/O     | Glidswell   | James     | S.     | 615th    |
| N    | 2nd Lt. | Ainley      | Allan     | H. Jr. | 615th    |
| B    | 2nd Lt. | Eckers      | Dale      | A.     | 615th    |
| RO   | S/Sgt.  | Leah        | Joseph    | F.     | 615th    |
| TT   | S/Sgt.  | Pedgarney   | Alexander | J.     | 615th    |
| BT   | Sgt.    | Schappert   | Theodore  | H.     | 615th    |
| TG   | Sgt.    | Steele      | David     | G.     | 615th    |
| FG   | Sgt.    | Crawford    | Melvin    | H.     | 615th    |

PLANE # 42-102674

|    |         |          |           |         |       |
|----|---------|----------|-----------|---------|-------|
| P  | 2nd Lt. | Konse    | Bodo      | G.      | 615th |
| CP | 2nd Lt. | Kolp     | Norman    | J. (10) | 615th |
| N  | 2nd Lt. | Stork    | Oliver    | L.      | 615th |
| B  | 2nd Lt. | Kossuth  | Alfred    | G.      | 615th |
| RO | T/Sgt.  | Gratz    | Robert    | I.      | 615th |
| TT | S/Sgt.  | Jones    | William   | D.      | 615th |
| BT | S/Sgt.  | Quigley  | John      | R.      | 615th |
| TG | Sgt.    | Kolster  | Frederick | K.      | 615th |
| FG | S/Sgt.  | Jaranson | David     | A.      | 615th |



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

1 AUGUST 1944

LOADING LIST

| <u>PLANE NO.</u> | <u>DUTY</u> | <u>RANK</u> | <u>LAST NAME</u> | <u>FIRST NAME</u> | <u>MI</u> |
|------------------|-------------|-------------|------------------|-------------------|-----------|
| 42-31072         | P           | 2nd LT.     | SHACKLEFORD      | WILLIAM           | A.        |
|                  | CP          | F/O         | DOBRATZ          | HERMAN            | (NMI)     |
|                  | N           | 2nd LT.     | RUSH             | JAMES             | M.        |
|                  | B           | 2nd LT.     | SCANLON          | WILLIAM           | M.        |
|                  | RO          | S/SGT.      | KNOX             | ROBERT            | C.        |
|                  | TT          | S/SGT.      | LUCHFELD         | MARVIN            | E.        |
|                  | BT          | SGT.        | KENAGY           | LLOYD             | C.        |
|                  | TG          | SGT.        | MOORE            | WAVERLY           | M.        |
|                  | WG          | SGT.        | PAPAZIAN         | STEPHEN           | A.        |
| 43-37706         | P           | 2nd LT.     | JENNINGS         | WILLIAM           | W.        |
|                  | CP          | 2nd LT.     | HAM              | PORTER            | R.        |
|                  | N           | 2nd LT.     | FOLKS            | WILLIAM           | M.        |
|                  | B           | 2nd LT.     | SCHLOVEN         | ISAAC             | (NMI)     |
|                  | RO          | S/SGT.      | CURTIS           | JAMES             | W.        |
|                  | TT          | S/SGT.      | ROWE             | ROBERT            | R.        |
|                  | BT          | SGT.        | OLIVER           | KENNETH           | C.        |
|                  | TG          | SGT.        | SELZE            | THOMAS            | R.        |
|                  | WG          | SGT.        | FORMAN           | RICHARD           | T.        |
| 42-31591         | 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.      | HUNT             | CECIL             | S.        |
|                  | WG          | CPL.        | PEAR             | JOHN              | H.        |
| 42-97344         | 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.        |



LOADING LIST - 1 Aug t 1944 CONT'D

| <u>PLANE NO.</u>     | <u>DUTY</u>              | <u>RANK</u>               | <u>LAST NAME</u> | <u>FIRST NAME</u> | <u>MI</u> |
|----------------------|--------------------------|---------------------------|------------------|-------------------|-----------|
| 43-37511             | P                        | 1st LT.                   | LIPERT           | JACK              | R.        |
|                      | CP                       | 2nd LT.                   | COTTRILL         | RONALD            | M.        |
|                      | N                        | 2nd LT.                   | GUTTMANN         | HENRY             | E.        |
|                      | B                        | T/SGT.                    | BESSELLIAEU      | BERT              | B.        |
|                      | RO                       | T/SGT.                    | MAYER            | JACK              | P.        |
|                      | TT                       | T/SGT.                    | PETTIT           | GEORGE            | L.        |
|                      | BT                       | S/SGT.                    | SELESKY          | ISADORE           | (NMI)     |
|                      | <del>HE</del> TG         | S/SGT.                    | LA GRASTA        | JOSEPH            | H.        |
|                      | WG                       | S/SGT.                    | ELLIS            | LAMAR             | A.        |
| 43-37736             | P                        | 1st LT.                   | HANSON           | ALBERT            | L.        |
|                      | CP                       | 2nd LT.                   | GRAYTOR          | 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.        |
| 44-6104              | P                        | 1st LT.                   | LOCKHART         | RUSSELL           | R.        |
|                      | CP                       | 2nd LT.                   | GARTON           | FRED              | M.        |
|                      | N                        | 2nd LT.                   | GRILLEY          | ROBERT            | L.        |
|                      | B                        | 2nd LT.                   | JARDINE          | JOHN              | H.        |
|                      | RO                       | T/SGT.                    | SCHAEDEL         | OTTO              | M.        |
|                      | TT                       | T/SGT.                    | PYLES            | CHARLES           | E.        |
|                      | BT                       | S/SGT.                    | PICO             | WILLIAM           | J.        |
|                      | TG                       | S/SGT.                    | MILLION          | LAWRENCE          | C.        |
|                      | WG                       | S/SGT.                    | NOVAK            | CLEMENT           | W.        |
| 42-31081             | P                        | 1st LT.                   | IRWIN            | JAMES             | R.        |
|                      | CP                       | 1st LT.                   | FRAZIER          | DONALD            | F.        |
|                      | N                        | 1st LT.                   | BRYANT           | CHARLES           | W.        |
|                      | B                        | CAPT.                     | MEADVILLE        | HARRY             | W.        |
|                      | RO                       | T/SGT.                    | FAHNESTOCK       | JAMES             | E.        |
|                      | TT                       | T/SGT.                    | HARP             | MORRIS            | O.        |
|                      | BT <del>EXEPT.</del>     | S/SGT.                    | GREGORY          | DAYLIA            | C.        |
|                      | TG <del>EXEPT.</del>     | 2nd LT. <del>EXEPT.</del> | CAIN             | ROBERT            | W.        |
| WG <del>EXEPT.</del> | <del>EXEPT.</del> S/SGT. | KLOIBER                   | STEPHEN          | N.                |           |
| 42-107009            | P                        | 1st LT.                   | THOMASON         | WALTER            | H.        |
|                      | CP                       | 2nd LT.                   | SHULLO           | GEORGE            | R.        |
|                      | N                        | 2nd LT.                   | WRIGHT           | RICHARD           | B.        |
|                      | B                        | S/SGT.                    | GUILFOY          | THOMAS            | P.        |
|                      | RO                       | T/SGT.                    | RAPEZ            | ISAAC             | C.        |
|                      | TT                       | T/SGT.                    | LYMBURN          | WALLACE           | R.        |
|                      | BT                       | S/SGT.                    | GUMMELT          | HERBERT           | L.        |
|                      | TG                       | S/SGT.                    | GODFREY          | HAROLD            | T.        |
|                      | WG                       | S/SGT.                    | MISZKO           | HENRY             | M.        |
| 42-31069 (615th)     | P                        | MAJOR                     | LEON             | STANN             | (NMI)     |
| Weather Ship         | CP                       | 1st LT.                   | RUSSELL          | FOWLER            | F.        |



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

Office of the Operations Officer

AAF Station # 128  
 1 August 1944.

SUBJECT: Loading List.

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

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

\*Plane 44-6132

|    |         |                      |       |
|----|---------|----------------------|-------|
| P  | 1st Lt. | GRUMAN, JAMES A.     | 614th |
| CP | 1st Lt. | MELTON, LAVATA T.    | "     |
| N  | 1st Lt. | GRISSET, JACKUES     | "     |
| B  | 1st Lt. | ANDREWS, RICHARD J.  | "     |
| RO | T/Sgt.  | Jacobson, Kenneth M. | "     |
| TT | T/Sgt.  | Snyder, Ernest M.    | "     |
| BT | S/Sgt.  | Harnell, Wilton W.   | "     |
| TG | S/Sgt.  | Fuhrmann, Richard R. | "     |
| WG | S/Sgt.  | Campbell, David H.   | "     |

\*Plane 42- 891

|    |         |                       |       |
|----|---------|-----------------------|-------|
| P  | Captain | CAMMACK, VERNON K.    | 614th |
| CP | 1st Lt. | HARGER, ROBERT W.     | "     |
| N  | 1st Lt. | HASKINS, CECIL A.     | "     |
| B  | 1st Lt. | BRIANTON, HENRY B.    | "     |
| RO | T/Sgt.  | Timms, Glenn A.       | "     |
| TT | S/Sgt.  | Wanice, Charles P.    | "     |
| BT | S/Sgt.  | Campbell, Clarence L. | "     |
| TG | S/Sgt.  | Price, John R.        | "     |
| WG | S/Sgt.  | Higbee, Mark (RMI)    | "     |

\*Plane 42-97478

|     |         |                      |       |
|-----|---------|----------------------|-------|
| P   | 2nd Lt. | FILEMYR, GARRETT A.  | 614th |
| CP  | 2nd Lt. | CLAXTON, HERBERT W.  | "     |
| N   | 2nd Lt. | ROBINSON, EDWARD F.  | "     |
| CTG | S/Sgt.  | Tutwiler, David W.   | "     |
| RO  | Sgt.    | Farkas, James A.     | "     |
| TT  | S/Sgt.  | Holl, Robert C.      | "     |
| BT  | Sgt.    | Reynolds, William H. | "     |
| TG  | Sgt.    | Calver, Malcolm J.   | "     |
| WG  | Pvt.    | Campbell, Thomas B.  | "     |

\*Plane 42- 987

|     |         |                       |   |
|-----|---------|-----------------------|---|
| P   | 1st Lt. | ROZZELL, WOODVILLE G. | " |
| CP  | 1st Lt. | LUCKETTI, HUMBERT     | " |
| N   | 1st Lt. | MORIN, BERTRAND J.    | " |
| CTG | S/Sgt.  | Brulley, Brown A.     | " |
| RO  | T/Sgt.  | Burnett, Major A.     | " |
| TT  | T/Sgt.  | Smalley, Dorman R.    | " |
| BT  | Sgt.    | Riep, Herman R.       | " |
| TG  | S/Sgt.  | Ivey, George W.       | " |
| WG  | S/Sgt.  | Smith, William H.     | " |



Loading List (Con't)

PLANE # 42-102659

F 1st Lt.  
 CP 1st Lt.  
 N F/O.  
 CTO Sgt.  
 RO T/Sgt.  
 TT S/Sgt.  
 BT S/Sgt.  
 TG S/Sgt.  
 WG S/Sgt.

EVANS, JACK B. 614th Sq  
 FAULKNER, JAMES H. "  
 RHINGHART, WILLIAM H. "  
 Shanks, Herbert R. "  
 La Fleur, Delmore H. "  
 Modling, Odon W. "  
 Spatilsen, Bruno J. "  
 Cross, Rudolph M. "  
 Koehler, Earl E. "

PLANE # 42-97869

F 1st Lt.  
 CP 1st Lt.  
 N 1st Lt.  
 CTO Sgt.  
 RO T/Sgt.  
 TT S/Sgt.  
 BT S/Sgt.  
 TG S/Sgt.  
 WG S/Sgt.

LA FEVOR, GEORGE L. 614th Sq  
 HELM, WESLEY H. "  
 HOWELL, JAMES R. "  
 Smith, Malcolm F. "  
 Fidler, Charles E. "  
 Ockerman, Robert H. "  
 Stanford, Lehard "  
 Carpenter, William L. "  
 Bilyeu, Russell H. "

PLANE # 42-31963

F 1st Lt.  
 CP 1st Lt.  
 N 1st Lt.  
 CTO Sgt.  
 RO T/Sgt.  
 TT T/Sgt.  
 BT S/Sgt.  
 TG S/Sgt.  
 WG S/Sgt.

TAYLOR, FRED H. 614th Sq  
 ROSSKE, WARREN A. "  
 COYNE, VAUGHN B. "  
 De Hart, Harold H. "  
 Steubing, Ephraim G. "  
 Sullivan, Harry L. "  
 Ellsworth, Kenneth K. "  
 Leiferman, Gerald J. "  
 Dondoville, Chas H. "

PLANE # 42-102894

F 2nd Lt.  
 CP F/O.  
 N 2nd Lt.  
 B 2nd Lt.  
 RO S/Sgt.  
 TT S/Sgt.  
 BT Sgt.  
 TO Sgt.  
 WG Sgt. Miller, Burton V.

FINGEY, PARKER W. 614th Sq  
 PRICE, VIRGIL W. "  
 BROWN, JOHN D. "  
 SCOTT, EDNA DALE E. "  
 Smith, Edward S. "  
 Snyder, Woodrow H. "  
 Hill, Goldens B. "  
 Daling, William J. "

PLANE # 42-107151

F 2nd Lt.  
 CP 2nd Lt.  
 N 2nd Lt.  
 B 2nd Lt.  
 RO S/Sgt.  
 TT S/Sgt.  
 BT Sgt.  
 TG S/Sgt.  
 WG Sgt.

SILVERSTEIN, HARRY (HMI) 614th Sq  
 FARQUHAR, JOHN A. "  
 ANDERSON, DON L. "  
 SCHNEIDER, JAMES H. "  
 Gravel, Donald A. "  
 Dotson, Glenn "  
 Bergstrom, Donald E. "  
 Landwehr, Carl M. "  
 Dias, George V. "

For the Squadron Commander:

JOHN SCHULZ,  
 1st Lt. Air Corps,  
 Actg. Ops Officer.