MISSION NO. 130

TO: SCHKEUDITZ, GERMANY

AND (HALBERSTADT, GERMANY)

401ST BOMBARDMENT GROUP (H)

REPORT OF OPERATIONAL DAY

MISSION SUMMARY REPORT

MISSION # 150 Date 16 August 1944

ASSIGNMENT

1. Assigned Target: SCHKEUDITZ, GERMANY

2. Commitments: The 401st was to furnish three 12 A/C boxes for the 94th "A" CBW. The 351st Group was to furnish 2 PFF A/C for the Lead Box and a spare was to accompany each formation.

EXECUTION

1. Target Bombed: SCHKEUDITZ, (High & Low) & HALBERSTADT (Lead)

2. a. Wing Leader: Major R. L. WHITE (Parr) Deputy: 1st Lt. B. F. CARNS

Lead Navigator: 2nd Lt. G. E. HANSEN 2nd Lt. D. B. LIGON

Lead Bombardier: 2nd Lt. J. V. RIDLEY 2nd Lt. M. J. WEIGLER

b. High Box Leader: 1st Lt. C. A. LINCOLN

Lead Navigator : 1st Lt. F. W. RICKS

Lead Bombardier: 1st Lt. S. J. DANILAVEZ

c. Low Box Leader: Lt. Col. E. W. BROWN (Fowler)

Lead Navigator: Capt. H. D. WOOD

Lead Bombardier: Capt. H. W. MEADVILLE

3. Flight Over England:

a. Takeoff:

As briefed. No difficulties were encountered.

b. Group and Wing Assemblies:

As Briefed. Assemblies were very good, the Wing leaving Cottesmore buncher on time on course with a full Wing and spares.

c. Route over England:

As briefed except point "D" was cut short to make timing good. Point "Z" was departed on course, one minute late.

4. Attack:

a. Flight to Target:

As briefed up to a point South of Leipzig at which a known but unplotted area was avoided. Evasive action was taken all the way into the IP. The flak in this area was moderate to intense, and the straight briefed route did not seem advisable. The Lead Box could not bomb the primary because of inoperative bombing equipment. (See bombing Run). However, the High and Low Boxes bombed satisfactorily. The Lead Box went on to bomb Halberstadt.

b. Bombing Run:

Lead Box:

After a normal run from the IP, the lead ship was unable to drop it's bombs due to a rack failure caused by intense flak at the Primary target area. The formation then turned North to Halle and made a run on the marshalling yards there and the leader again attempted to release his bombs, this time electrically, but they again failed to release. Air Commander then called the deputy on VHF and requested the he take over and get rid of the bombs on a Target of Opportunity. Because of a very probable shortage of fuel we were told to drop the bombs immediately and therefore everyone in the plane looked for a target of opportunity. We were told not to carry the bombs any longer than was necessary, not even as far as our briefed Secondary target.

After a few violent manuevers to help us escape from the intense flak we went North and West of the primary. After a few minutes someone spotted an airfield that was burning and smoking as a result of previous bombing. The Pilot was told to head toward it. An emergency correction was made for our loss of two thousand feet of altitude and we started on the run on an approximate heading of 280°. The Navigator had provided us with a very accurate wind which was used to set up the ABC computer. As a result we had a good run with few course and rate corrections. Synchronization was made on a portion of the field to the North that had not as yet been touched. The buildings looked like barracks, small machine shops and/ or administrative buildings. The run was about 4 minutes long, and the bombs hit in, and to the right side of this area. As nearly as we could pinpoint ourselves this filed was the one just south of Halberstadt, and on being interrogated at Polebrook on our return found that this field was the target for two Combat Wings of the Third Division.

4. b. Cont'd

High Box:

As we came in from the IP the flak was pretty heavy so evasive action was taken. The target was picked up easily. As we started killing course a piece of flak hit the AFCE and knocked it out of commision. The Pilot immediately took over and we continued on PDT. Bubbles were levelled but because of the flak the ship was never quite stable and it is believed we got a false level. The bombs were dropped on a magnetic heading of 241° at 11:17. Results were fair.

Low Box:

The Wing flew through a flak area before reaching the IP. We uncovered at the IP, and started in on a Bomb Run. The target could be picked up at the IP and synchronization was started. Bombs were away at 11:16 results observed to be good. Flak was heavy and accurate.

c. Flight from Target:

The route over was then as briefed, more evasive action being taken just after leaving Halberstadt.

d. Return to Base:

The route back over the Channel and England was as briefed. A normal formation landing was made with all ships returning safely to home base.

e. Weather:

The weather was not as briefed. Over England, in route, and over the target there was very little low or medium cloud. High clouds were over 26,000 feet.

f. Fighter Support:

Fighter support seemed as briefed and was very good -- it being in evidence all over Germany.

g. Conclusions and Recommendations:

Damage to aircraft from flak was severe, but all planes returned to England.

5. Aircraft Not Attacking:

Lead Box:

All scheduled A/C attacked.

High Box:

A/C 42-97664 - Returned early because pilot claimed ship was slow and was using too much gasoline. Ground check revealed no malfunction and that a normal consumption was made. (Personnel)

Low Box:

All scheduled A/C attacked.

6. Enemy Opposition:

No air opposition. (See flak report for flak)

7. Battle Damage:

Major	Minor	Flak
8	23	31

8. Casualties:

1 - KIA (Shullo)
2 - Slightly wounded.

9. Statistical Summary of Operations (See Attached form)

10. Bombing Data:

a. Observations:

Lead Box:

The results on the A/D at Halberstadt were reported as good- the bombfall hitting the selected MPI.

High Box:

Results were fair.

Low Box:

Results were good the bombfall striking directly between and on two MPI's.

10. b. Dispos ition of Bombs:

Lead Box:

Ten 401st A/C dropped 50 X 1000# GP on "other" target - Halberstadt. Two PFF A/C dropped 10 X 1000# GP on Target. The spare returned its load of 5 bombs.

High Box:

Twelve A/C dropped 60 X 1000# GP on primary target. The aborting aircraft returned 5 bombs to base.

Low Box:

Twelve A/C dropped 60 X 1000# GP on primary target. The spare returned 5 bombs to base.

c. Tabulary Summary of Disposition of Bombs (See next page)

STATISTICAL SUMMARY OF OPERATIONS

401st Group — 1st BD F. O. 473 — Date of 16 August 1944

94th "A" CBW

	Lead		High		Low
		PFF - GH		PFF - GH	
1. No. of A/C Failing to Take Off	-	-	-	-	-
2. No. of A/C Airborne	11	2	13		13
3. No. of A/C Airborne Less Spares	10	2	13		12
4. No. of A/C Sorties	10	2	12		12
5. No. of A/C Attacking	10	2	12		12
6. No. of A/C Not Attacking	0		1		-
(a) Early Returns Included			(1)		
7. Name of Primary Target		SCHKEUDITZ, GERMANY			
(a) No of A/C Attacking	-	-	12		12
(b) No., Size & type of bombs			60 1000# GP		60 1000# GP
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		--------			
(a) No. of A/C Attacking					
(b) No., Size & type of Bombs					
10. Name of Target of Opportunity		HALBERSTADT, GERMANY			
(a) No. of A/C Attacking	10	2			
(b) No., Size, & type of Bombs	50 1000# GP	10 1000# Gp			
11. Name of Target Opportunity		--------			
(a) No. of A/C Attacking					
(b) No., Size & type of Bomb					
12. No of A/C Lost - TOTAL	None	None	None		None
13. - to Flak					
14. - to Flak & E/A					
15. - to Enemy A/C					
16. - to Accident					
17. - to Unknown					

STAT SUMMARY (Cont'd)

	Lead	High	Low
18. Time of Takeoff	0609	0614	0602
19. Time of Attack	1134	1117	1116
20. Average Time of Flight	8.2	8.3	8.3
21. Altitude of Release	23,300	25,580	24,930
22. Visual or PFF	Visual	Visual	Visual
23. Enemy Resistance - AA Int.&ACC	Mod- Int Accurate	Mod - Int Accurate	Mod -Int Accurate
24. - Fighters	None	Nonw	None
25. - Bombers	None	None	None
26. U.S. A/C Engaged by Enemy A/C	None	None	None
27. Degree of Success	Good	Fair	Good

PFF A/C Borrowed from Groups as follows: 2 PFF A/C - maintained at Polebrook.

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

NOTES:

Mission Summary Report (Cont'd)

c. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs				
	Over Target	Bombing	Number	Size	Type	Fusing Nose	Fusing Tail
Main Bombfall	34	34*	(165	1000#	GP	1/10	1/100
			(5	1000#	GP	1/10	1/~~100~~40
Other Attacks	-	-	-	-	-	-	-
Total Bombs on Targets			(165	1000#	GP	1/10	1/100
			(5	1000#	GP	1/10	1/~~100~~40
Other Expenditures			-	-	-	-	-
Bombs Returned			(5	1000#	GP	1/10	1/100
			(10	1000#	GP	1/10	1/~~100~~40
Total (Loaded on A/C Taking Off)			(170	1000#	GP	1/10	1/100
			(15	1000#	GP	1/10	1/40

* Excl 2 PFF A/C dropping 10 X 1000# GP on target.

11. Lost Aircraft:

None.

Submitted By:

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

Combat Flight Leader MAJOR WHITE Date 16 AUGUST 1944

Deputy Flight Leader LT. CARNS

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

401st Lead Box 94th "A" Wing at Take-off and cruise.

_____ SQDN

PARR (WHITE)
PFF 600

HAYES
869

CARNS
PFF 965

_____ SQDN

OCHSENHIRT
872

SISSON
394

KOONS
145

KOVACH
659

BROWN
602

FILBAYR
478

_____ SQDN

SHACKLEFORD
344

CARSON
160

NELSON
931

SPARES

STEGEMAN
468 (Returned)

Combat Flight Leader MAJOR WHITE Date 16 AUGUST 1944

Deputy Flight Leader LT. CARNS

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

401st Lead Box 94th "A" Wing over Target.

_____ SQDN

PARR (WHITE)
PFF 600

HAYES
869

CARNS
PFF 965

_____ SQDN

OCHSENHIRT
872

SISSON
394

KOONS
145

KOVACH
659

BROWN
602

FILEMYR
478

_____ SQDN

SHACKLEFORD
344

CARSON
160

NELSON
931

SPARES

Combat Flight Leader LT. LINCOLN Date 16 AUGUST 1944

Deputy Flight Leader CAPT. RISHER

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

401st High Box 94th "A" Wing at Take-off and cruise.

_____ SQDN

LINCOLN
012

SULLIVAN
125

RISHER
151

_____ SQDN

DUCKWORTH
8077

GRIMM
146

COOPER
674 X

Mc ILRAITH
7113

UDY
1077

DOW
664 (abort)

_____ SQDN

LEMMONS
104

KEELING
706

HANSON
736

SPARES

HARLAN
039

~~Combat Flight Leader~~ _____ ~~Date~~ _____

Deputy Flight Leader LT. LINCOLN 16 August 1944

CAPT. RISHER
_____ SQDN

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

LINCOLN
612

401st High Box 94th "A" Wing over Target.

SULLIVAN
125

RISHER
151

_____ SQDN

_____ SQDN

DUCKWORTH
8077

LEMMONS
104

GRIMM
146

COOPER
674

KEELING
706

FISH
736

MC ILRAITH
7113

UDY
1077

HARLAN
039

SPARES

Combat Flight Leader COL BROWN Date 16 August 1944

Deputy Flight Leader Lt HASKETT

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

401st Low Box 94th "A" Wing at T/O & Cruise.

SQDN

FOWLER (BROWN) 081

HILL 087

HASKETT 310

SQDN

KNOST 393

GIBSON 993

BURNS 992

HACKING 938

AIKEN 398

HAYES 628

SQDN

LIPPERT 132

BUDD 313

THOMASON 947

SPARES

BONNEY 790 (returned)

Combat Flight Leader LT. COL BROWN Date 16 August 1944

Deputy Flight Leader LT. HASKETT

612th SC JABWOCK
613th IN MACRO
614th IW GOLFCLUB
615th IY BUZZARD
401st Low Box 94th "A" Wing over Target

_____ SQDN

FOWLER (BROWN)
081

HILL
087

HASKETT
310

_____ SQDN

KNOST
393

GIBSON
993

BURNS
992

HOCKING
938

AIKEN
398

HAYES
628

_____ SQDN

LIPPERT
6132

BUDD
313

THOMASON
947

SPARES

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

16 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 0609 hours; Land at 1413 hours.

b. Group formed at 0738½ hours at 14,600 feet.

c. Formed CBW at 0738½ hours at 14,600 feet.

d. Began climb at 0745 hours; reached alt. at 0942 hours.

e. Weather encountered over England:

(1) Clouds 2 / 10th - Visability 10 miles.

(2) Wind at altitude 215 degrees, 32 Knots.

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

g. Means of checking Metro Winds Gee, Mickey

h. Joined task force at 0815 hrs. at Clacton
(Splasher, City, Coord.)

i. English Coast out at 0815 hrs.; Enemy Coast in at 0901 hrs.

j. Fighter Rendezvous:

(1) Going in 0924 hrs.

(2) Coming back 1230 hrs.

k. Wind used for bombing:

(1) 215 degrees, 32 Knots.

(2) Determined by Bombsight, Mickey, D. R.
(Method)

l. Bomb run and Method of Target Identification:

(1) Reached IP at 1105 hrs.
(2) Mag. heading over target 267 degrees.
(3) Altitude over target [redacted] feet. 23,000
(4) Bombs away at 1134 hrs.
(5) Method of target identification and weather over target:
Weather clear. Pilotage. Visual

m. Gee:
(1) Coordinates of furthest fix 52-40 N. 05-19 E.
(2) Obtained at 0909 hours.

n. Difficulties encountered with special equipment.

None

COMMENTS: Salvo arm was severed so that bombs in lead ship would not release on primary. High and low boxes bombed primary with fair to good results reported. Lead Group bombed target of opportunity (airfield at

SIGNATURE (over)

Halberstadt), on lead of Deputy, after which lead ship jettisoned bombs and took over lead again. Deviation from briefed route due to unplotted flak areas.

/S/ G. E. Hansen
G. E. HANSEN
1st Lt., A. C.
Lead Navigator, Lead Box

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

16 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 0614 hours; Land at 1410 hours.

b. Group formed at 0739 hours at 16000 feet.

c. Formed CBW at 0739 hours at 15000 feet.

d. Began climb at 0746 hours; reached alt. at 0937 hours.

e. Weather encountered over England:

(1) Clouds 3-5 / 10th - Visability 10-15 miles. Hazy

(2) Wind at altitude 217 degrees, 10 Knots.

f. Means of navigation over England. Pilotage, Gee.

g. Means of checking Metro Winds Gee.

h. Joined task force at 0818 hrs. at 52-00N 01-25E.
(Splasher, City, Coord.)

i. English Coast out at 0818 hrs.; Enemy Coast in at 0900 hrs.

j. Fighter Rendezvous:

(1) Going in 0900 hrs.

(2) Coming back 1255 hrs.

k. Wind used for bombing:

(1) 310 degrees, 35 Knots.

(2) Determined by Checked metro by Gee over channel
(Method)

l. Bomb run and Method of Target Identification:

(1) Reached IP at 1105 hrs.
(2) Mag. heading over target 255 degrees.
(3) Altitude over target 25600 feet.
(4) Bombs away at 1117 hrs.
(5) Method of target identification and weather over target:
Identification by pilotage. Clear, but haze and msoke.

m. Gee:
(1) Coordinates of furthest fix 52-36 N. 05-45 E.
(2) Obtained at 0913 hours.

n. Difficulties encountered with special equipment.
None

COMMENTS:

/S/ Frank W. Ricks
FRANK W. RICKS
1st Lt., A. C.
~~Lead Navigator, Low~~ High Box
SIGNATURE

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

16 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 0602 hours; Land at 1416 hours.

b. Group formed at 0720 hours at 14000 feet.

c. Formed CBW at _____ hours at _____ feet.

d. Began climb at 0739 hours; reached alt. at 0939 hours.

e. Weather encountered over England:

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

(2) Wind at altitude 231 degrees, 41 Knots.

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

g. Means of checking Metro Winds Wind plot, Gee

h. Joined task force at 0611½ hrs. at Between Spl. 7 and Clacton
(Splasher, City, Coord.)

i. English Coast out at 0816 hrs.; Enemy Coast in at 0901 hrs.

j. Fighter Rendezvous:

(1) Going in 0905 hrs.

(2) Coming back _____ ~~hrs.~~ All way

k. Wind used for bombing:

(1) 231 degrees, 41 Knots.

(2) Determined by Wind plot
(Method)

l. Bomb run and Method of Target Identification:

(1) Reached IP at 1105 hrs.
(2) Mag. heading over target 259 degrees.
(3) Altitude over target 24050 feet.
(4) Bombs away at 1116 hrs.
(5) Method of target identification and weather over target:
CAVU, Pilotage

m. Gee:
(1) Coordinates of furthest fix 52-38 N. 05-41 E.
(2) Obtained at 0916 hours.

n. Difficulties encountered with special equipment.
None

COMMENTS: None

/S/ Horace D. Wood
HORACE D. WOOD
Capt., A. C.
SIGNATURE
Lead Navig. ~~High~~ Box

Lead Low and High boxes of the 94th "A" CBW

Air Commander - Major White

FLIGHT PLAN

PILOT Lt. Parr NAVIGATOR Lt. Gerald E. Hansen DATE 16 August 1944

STATIONS 0445 ENGINES 0545 TAXI 0600 T.O. 0615	
LEAVE ~~BASE~~ Cottesmore	0729
COAST OUT	0816
ENEMY COAST	0900½
I. P.	1053½
TARGET	1105
ENEMY COAST	~~1348~~ 1304½
English Coast	1340 ~~ETA~~ 1416

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

Zero Hr. 0800
Ref Alt. 22000
Bomb Alt 25000
Oxygen 6:00
Over ET 4:02

WATCH ..... Fast / Slow RATE ..... secs / hour Gaining / Losing

At ..... G.M.T.

Div. Assembly - Splasher #7 to Clacton High

Let Down on Cottesmore Buncher Lead 360 - Low 345 - 015 Mag

FROM / TO	W/V UESD	HEIGHT	IAS MPH /K	T. A.S. (K)	COURSE	DRIFT	TRUE HDNG.	VAR.	MAG. HDNG.	C. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME	BODY	ALT.	AZI.
FROM Assembly 15000 / TO Cottesmore Buncher																	
52 44N 00 39W / Spaulding "A"	200 / 10	15000 / -6	150 / 130	167	080	+3	083	+10	093	172	18	06½	0739 / 0746				
52 47N 00 09W / Splasher #7 "D"	203 / 11	18000 / -10	150 / 130	171	154	+3	157	10	167	164	61	22	0808				
51 52N 00 33E / Clacton "Z"	206 / 13	18000 / -13	150 / 130	175	103	+4	107	+10	117	177	23	08	0816	English Coast C.P. #1			
51 47N 01 09E / 52 26N 03 50E	" / St. Climb	18000	"	"	069	+3	072	9	081	184	107	35	0851				
" " / 52 37N 04 37E	208 / 14	20000	150	180	069	+3	072	8	080	190	30	09½	0900½	Enemy Coast (0900) C.P. #2			
" " / 52 37N 07 45E	250 / 32	22500 / 25000	150 / 130	188	090	+3	093	7	100	218	115	31½	0932				
" " / 52 23N 08 38E	310 / 35	25000	155 / 134	203	112	-3	109	6	115	235	35	9	0941	C.P. #3 (0943)			
" " / 50 42N 10 42E	" / "	"	"	"	143	+2	145	5	150	236	127	32	1013	C.P. #4 (1016)			
" " / 50 31N 12 08E	" / "	"	"	"	101	-5	096	4	100	232	59	15	1028				
" " / 50 59N 12 48E	" / "	"	"	"	042	-10	032	4	036	200	39	12	1040				
" " / 51 18N 13 06E	" / "	"	"	"	031	-10	021	4	025	195	22	7+1	1048				
" " / 51 33N 13 00E	" / "	"	"	"	346	-6	340	4	344	173	16	5½+1	1053½	I.P.			
I.P. / Target	"	25000	150 / 130	197	254	-9	245	4	249	176	30½	10½+1	1105	TARGET			
51 25N 12 13E / 51 37N 12 00E	308 / 34	23000	170 / 140	219	324	-3	321	4	325	186	14	4½+1	1110½				
" " / 51 38N 11 22E	302 / 31	20000	170 / 140	208	273	4	~~281~~ 277	~~+20~~ 4	~~24~~ 281	180	24	8+1	1119½				
" " / 52 23N 08 38E	300 / 30	20000	150 / 130	181	294	+1	295	5	300	151	112	44+1	1204½				
" " / 52 37N 07 45E	"	"	"	"	292	+1	293	6	299	151	35	14	1218½				
" " / 52 32N 04 37E	250 / 32	20000 / 12500	150	181	270	-4	266	+7	273	151	115	46	1304½	Enemy Coast			
" " / Lowestoft	200 / 10	12500 / 5000	170	182	266	-3	263	9	272	178	106	35½	1340	English Coast			
" / Base	183 / 15	3000 / 2000	155 / 134	143	271	-6	265	10	275	142	86	36	1416	ETR			
Base (LTTO) / Clacton	198 / 11	0 / 18000	150 / 134	152	124	+4	128	10	138	149	78	32	0731 / 0816	(LTTO)			

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	I.A.S. M.P.H. /K	HEIGHT & AIR TEMP.	T. A.S.	RUN DIST.	RUN TIME	G. S.	TO RUN DIST.	TO RUN TIME	E.T.A.
FLARES NORMAL		LEAD - RY LOW - R HIGH - G			VHF - Code for Authentication - Ace High Abandon Mission - Soft Soap Sue										
					Emergency Airdrome - Framlingham 52 12N 01 24E Interval - 2 minutes between CBW's										
					Spares turn Back at Mid Channel Chaff - Discharge 2 min Before I.P. and Continue for 20 minutes										
					2nd Visual - 51 56N 10 25E PFF TGT - 51 22N 12 23E Recommended Axis of attack 300°			Withdrawal 200°							
0544					Start Engines										
0609					Take Off										
0649					Start forming on Cottesmore Buncher		150	11600							
0738½			83		Depart Pt. "Y"			14600				172	18	06	0746½
0745			157		Over Pt. "A", begin climb			14600							
0750			156		52-42N 00-00		145	16300 -6							
0755		210/21 Gee	140		52-31N 00-18E		147	17300	175						
0801	132	+7	138		52-20N 00-39E		150	18000		17	06	170			
0807			165		1 min. early, C. P. 1			18000							
0815			~~165~~ 170		1 mi. north Pt. "Z", 1 min. early			18000							

TIME	COURSE	USED &/OR D.R. DRIF.	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	I.A.S. M.P.H. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN DIST.	RUN TIME	C. S.	TO RUN DIST.	TO RUN TIME	E.T.A.
0817	69	+4	73				150	18000							
0822			75		52-00N 01-32E, Gee		150	18000							
0828	69	+6	75		52-18N 02-06E		150	18000		17½	06	175			
0840		168/15	80		52-18N 03-02E		150	18000							
0846	75	Gee +5	80		52-23N 03-30E		150	18000	175	17½	06	175	44	15	0901
0851					Begin climb										
0858					Light contrails, high box			19400							
0903		168/33	98		52-39N 04-49E, Gee		145	20000							
0909	88	+10½	99		52-40N 05-19E			20500 -16	178	18	06	180	87	29	0938
0924			98		Zwolle, 18 miles, bearing 230		148	22700							
0940			120		52-37N 07-40E			24500				182	35	11	0957
0942			125		Osnabruck 20 miles, bearing 180										
0947			126		We are making heavy contrails			25000							
0948½			160		Control Pt. #3, 6½ min late, on course			25000	203			172	127	44½	1033
1003			160		Halewinden. One plane spinning in flames at 11 o'clock			25000							
1007			161		51-23N 09-50E, Flak at 12 o'clock going down										
1014		215/29 Bombsight			Dog fight, 9 o'clock			25000							
1030			110		C. P. #4, 17 min late							215	42	11½	1041½
1052			58		White and black flak. Dodging flak areas. Evasive action by bombers.							238	75	19	1100½
1105			247		I. P.		150	25000							
1115			268		Dry run on primary. Malfunctions. No results on any salvoes. Tried two targets.		150	25000							
					Intense, accurate flak, black. Deputy took over										
1125					Deputy took over										
1134			263		BOMBS AWAY on 51-52N 11-05E		150	25000							
1147					Toggling bombs out. Hanover 40 mi. at 334°										
1154			276		Hanover 27 mi. at 04° Regain Lead. Salvoe line cut by flak. Begin letdown										
1157½			296		Hanover 28 miles, bearing 27.										
1207			310		21 miles, bearing 273 Osnabruck			21200							
1212					A/C over Dummer Lake										
1218					Mickey out.										
1256			260		Coast out, on course		150	20000							
1332			270		Submarine and merchant vessels headed south 52-35N 01-55E										
1335			271		Coast in, on course			4000							
1405					Over Deenethorpe										
1413					Land, Polebrook										

I certify that this is a true copy of the Lead Navigator's Log.

H. W. BOWMAN
Col., A. C.
Commanding Officer, 401st Bomb Gp.

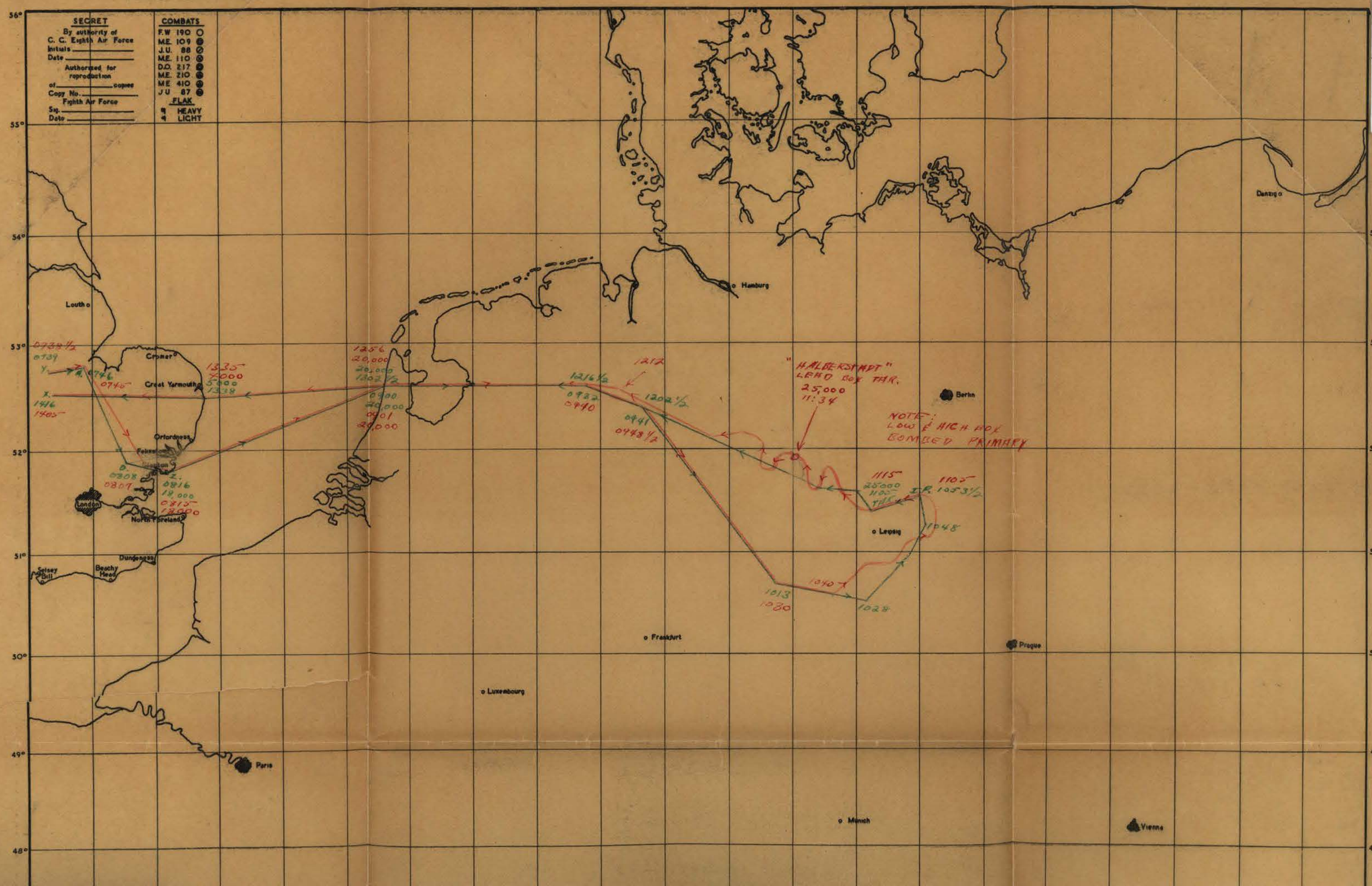
SIGNED _____ NAVIGATOR

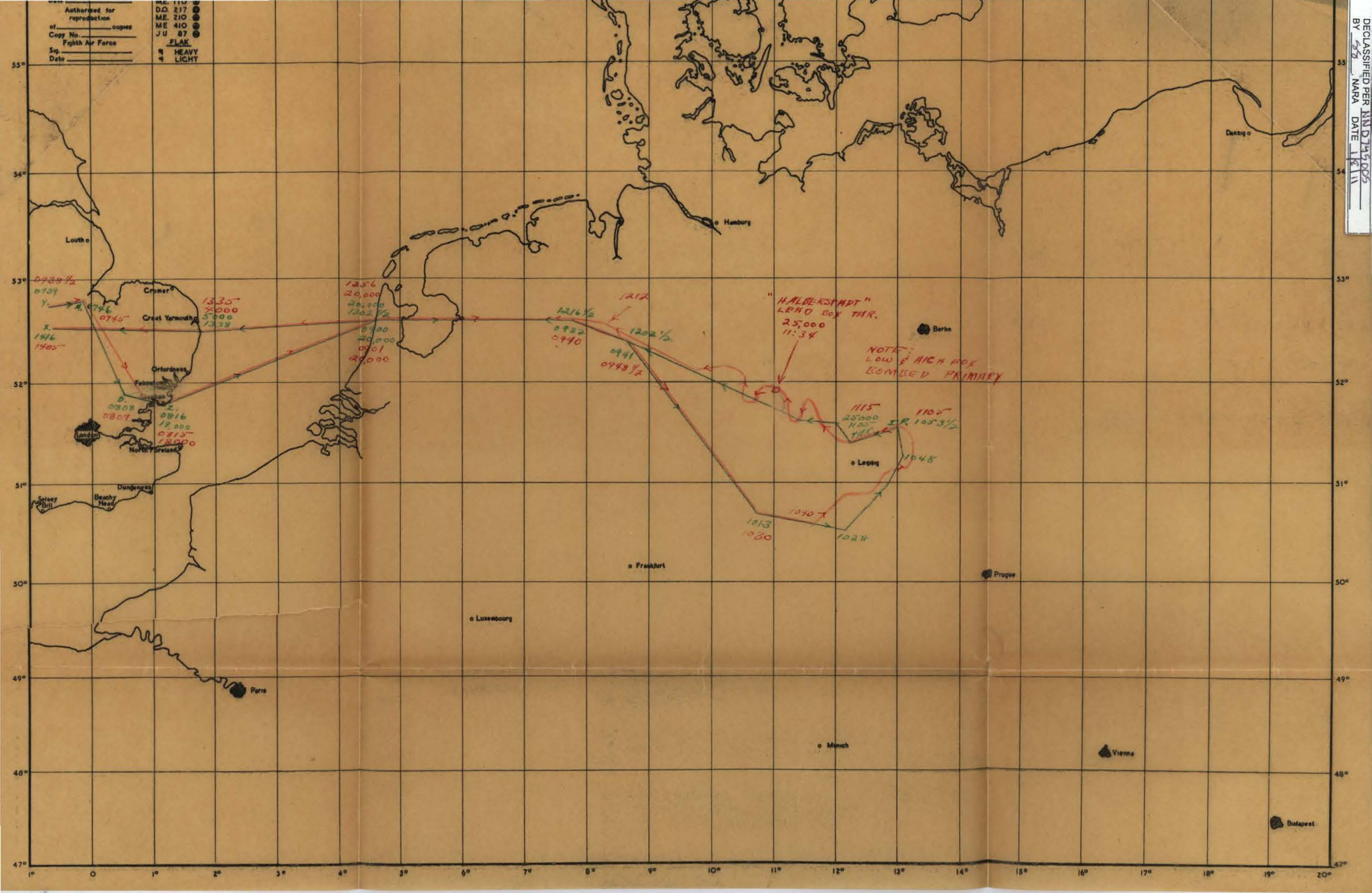
TRACK CHART

TARGETS:
PRIMARY Schkeuditz, Germany (Low & High Box)
T. of O. Halberstadt, " (Lead Box)

DATE Aug. 16, 1944

Route Followed By — Briefed: Green; Actual: Red





Target No.
3 (e) 31a

SIEBEL FLUGZEUGWERKE
HALLE A.G.

SCHKEUDITZ near LEIPZIG
(GERMANY)

Illustration No.
3 (e) 31a/3

PRIMARY

Illustration No.
3 (e) 31a/3

0 500 1000 1500 2000 YARDS
0 ½ 1 MILE
(1 : 32,000) approx.

Photographed 1943

Issued April 1944

A.I.3c (1)

TYPE A

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

LEAD
COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Weigler DATE 16 August 1944

PILOT Lt. Carns TAKE OFF 0609

NAVIGATOR Lt. Ligon AIRPLANE

ORGANIZATION SQUADRON 612 GROUP 401st LANDED 1413

OBJECTIVE Halberstat, Germany (MPI)

INITIAL POINT

METHOD OF ATTACK
Individual Flight Squadron Group x Wing

NUMBER A/C IN GROUP 10(Plus 2 PFF) 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 1000# GP

NUMBER OF BOMBS LOADED 50 x 1000# GP RELEASED ~~50 x 1000# GP~~

FUZING, NOSE 1/10 TAIL 1/100

SYNCHRONIZATION
On x Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target	420	Mag Head, order	267 Actual 280
True Altitude above target	23300	True Heading	263
Ind. Altitude	23000	Drift, Est	9L Actual ~~10R~~
Pressure alt of target	-76	True Track	273
Altimeter setting	29.92	Actual Range	~~10,951~~
C.I.A.S. 150	I.A.S. 150	B.S.Type	~~M-9~~
G.S.,Est 204	Actual 200	Time of Release	~~1135~~
Wind Direc.Metro 310	Actual 220	Intervalometer Setting	~~Salvo~~
Wind Veloc.Metro 41	Actual 30	Length of Bombing Run	~~4 min~~
D.S. 133 Trail 40	ATF 39.89	C-1 Pilot Yes	A-5
Tan. D.A.EST. .44	Actual .47	Manual Pilot	

TYPE OF RELEASE

Individual	Train	X Salvo	Jettisoned	Returned

POINT OF IMPACT IF SEEN _____

NAVIATION DATA:

MEAN TEMP. METRO -2.5 ACTUAL -2

WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
1000						
5000						
10000						
15000						
17000						
19000						
20000						
25000	310	220	41	30	-20	-20
28000						
30000						

METHODS OF BOMBING

COMPOSITE GROUPS

Bombardier making complete sighting operation 

Bombardier making range operation only 

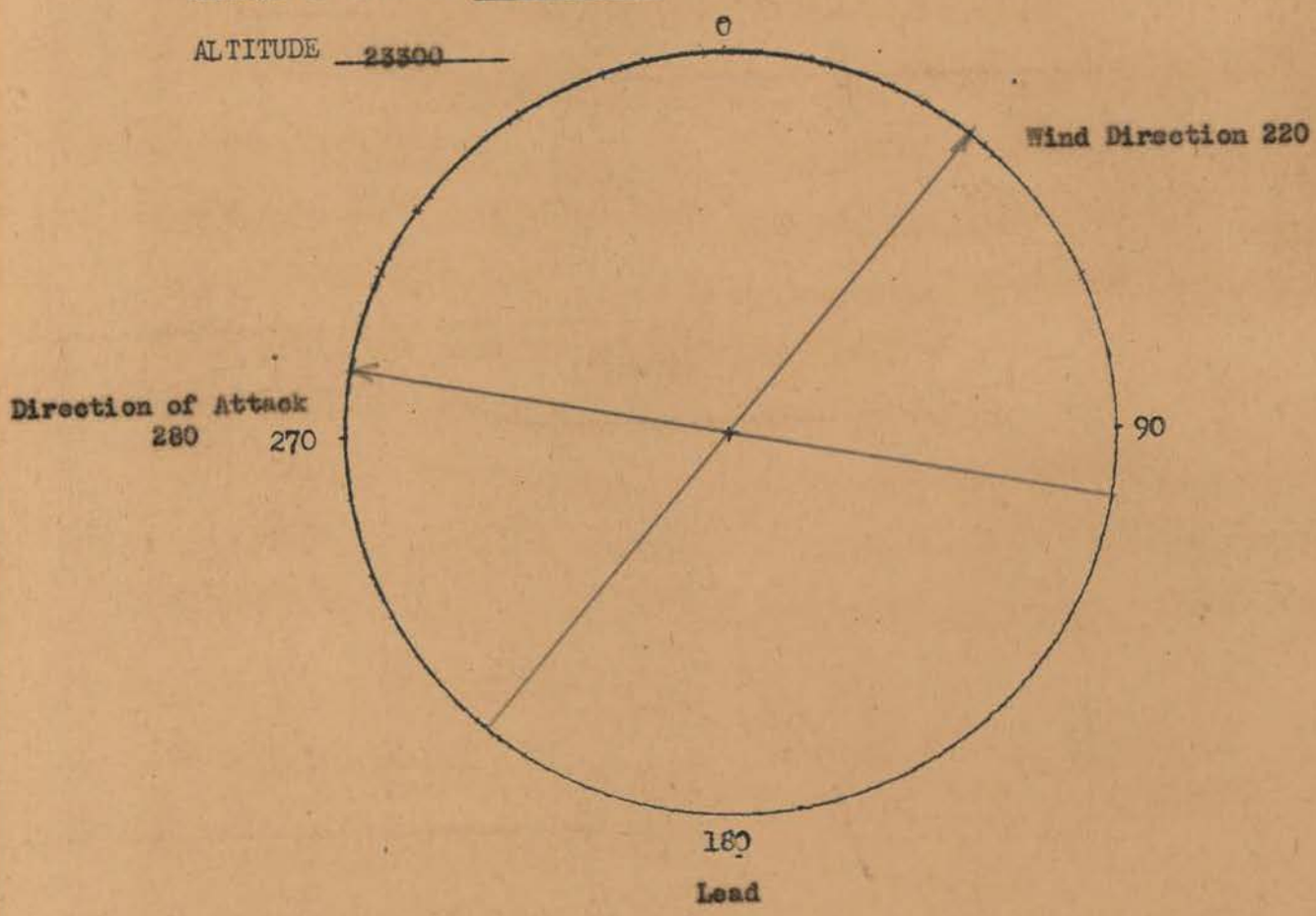
Bombardier dropping on leader, with arrow indicationg leader's position 

BOMBARDIER'S INDIVIDUAL PLOT

TARGET ~~Halberstat, Germany~~

METHOD OF BOMBING Visual

ALTITUDE ~~23300~~



PLOT

WIND DIRECTION 220

WIND VELOCITY 30

DIRECTION OF ATTACK 280

ERMARKS ---------

W.D.
A.G. FORM
12 E. Modified
25-9-43 6 BC APO 634

HIGH BOX
COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Danilave, DATE 16 August 1944

PILOT Lt. Lincoln TAKE OFF 0614

NAVIGATOR Lt. Ricks AIRPLANE

ORGANIZATION SQUADRON 614 GROUP 401 t LANDED 1410

OBJECTIVE Schkeuditz, Germany (MPI)

INITIAL POINT

METHOD OF ATTACK Individual Flight Squadron x Group Wing

NUMBER A/C IN GROUP 12 COMPOSITE GROUP

DEFLECTION AND PRICE 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 1000# GP

NUMBER OF BOMBS LOADED 60 x 1000# GP RELEASED 60x 1000# GP

FUZING, NOSE 1/10 TAIL 1/100

SYNCHRONIZATION On x Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target	420	Mag Head, order	267 Actual 255
True Altitude above target	25580	True Heading	251
Ind. Altitude	25600	Drift, Est	9L Actual 5L
Pressure alt of target	-76	True Track	246
Altimeter setting	29.92	Actual Range	10,752
C.I.A.S. 150	I.A.S. 150	B.S.Type	M-9
G.S.,Est 204	Actual 203	Time of Release	1117
Wind Direc.Metro 310	Actual 310	Intervalometer Setting	Salvo
Wind Veloc.Metro 41	Actual 41	Length of Bombing Run	50sec
D.S. 126 Trail 50	ATF 42.01	C-1 Pilot Yes	A-5
Tan. D.A.EST. .43	Actual .42	Manual Pilot	X

TYPE OF RELEASE

Individual	Train	Salvo	Jettisoned	Returned
		X		

POINT OF IMPACT IF SEEN _____

NAVIATION DATA:

MEAN TEMP. METRO -2.5 ACTUAL 0

WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP C.	
	METRO	ACTUAL	METRO	ACTUAL	METRO	ACTUAL
1000						
5000						
10000						
15000						
17000						
19000						
20000						
25000	310	310	41	41	-29	-27
28000						
30000						

METHODS OF BOMBING

COMPOSITE GROUPS

Bombardier making complete sighting operation 

Bombardier making range operation only 

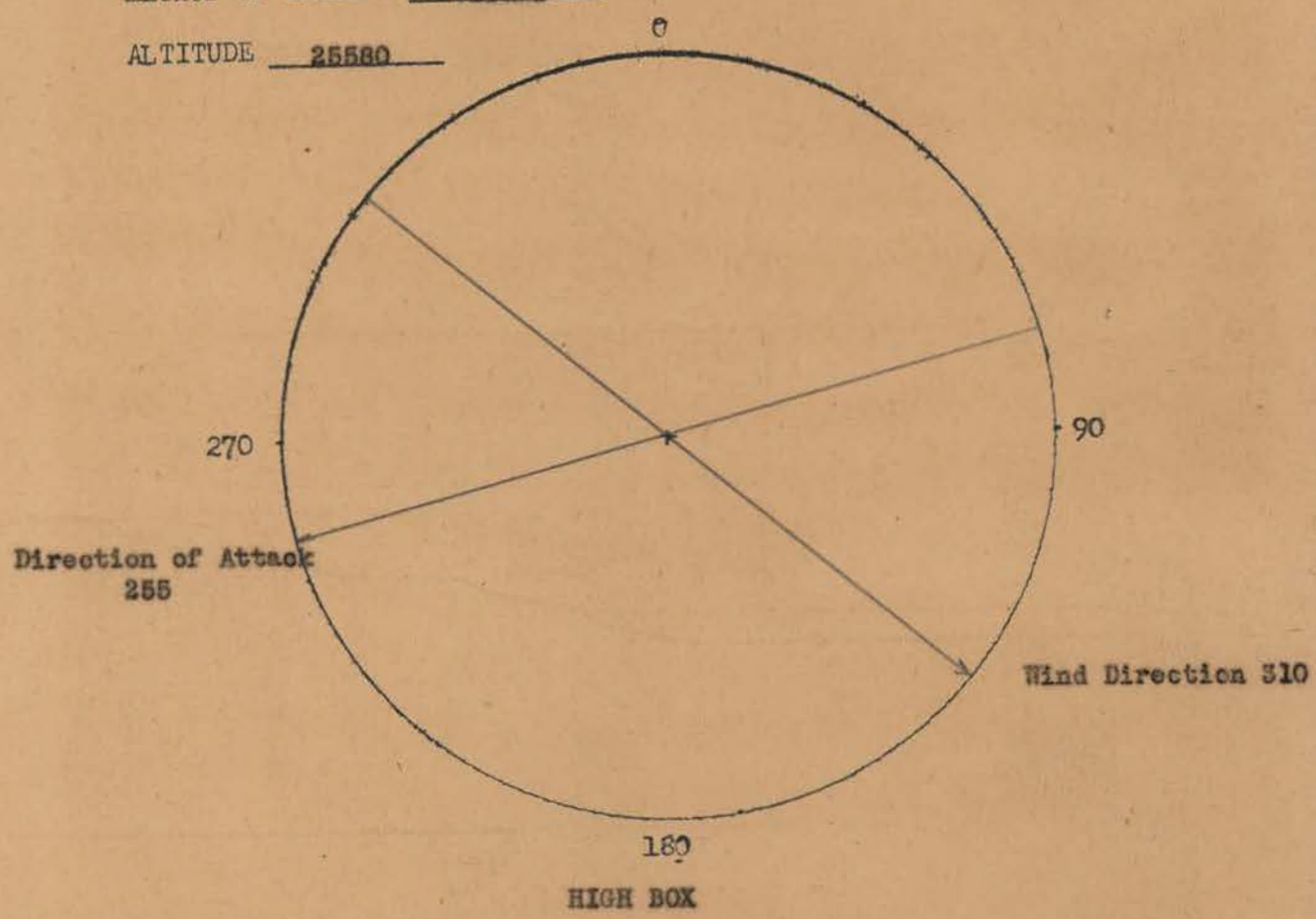
Bombardier dropping on leader, with arrow indicationg leader's position 

BOMBARDIER'S INDIVIDUAL PLOT

TARGET Schkeuditz, Germany

METHOD OF BOMBING Visual

ALTITUDE 25580



PLOT

WIND DIRECTION 310

WIND VELOCITY 41

DIRECTION OF ATTACK 255

ERMARKS ---------

W.D.
A.G. FORM
12 E. Modified
25-9-43 5 BC APO 634

LOW BOX
COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Capt Meadville DATE ~~16 August 1944~~

PILOT Lt. Col. Brown TAKE OFF ~~0602~~

NAVIGATOR Capt Wood AIRPLANE

ORGANIZATION SQUADRON 613 GROUP 401st LANDED ~~1416~~

OBJECTIVE Schkeuditz, Germany (MPI)

INITIAL POINT

METHOD OF ATTACK Individual Flight Squadron X 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 1000# GP

NUMBER OF BOMBS LOADED 60 x 1000# GP RELEASED 60 x 1000# GP

FUZING, NOSE 1/10 TAIL 1/100

SYNCHRONIZATION On x Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target	420	Mag Head, order	267 Actual ~~259~~
True Altitude above target	24930	True Heading	255
Ind. Altitude	24650	Drift, Est 9L	Actual 4R
Pressure alt of target	-76	True Track	259
Altimeter setting	29.92	Actual Range	11,430
C.I.A.S. 150	I.A.S. 150	B.S.Type	M-9
G.S., Est 204	Actual 204	Time of Release	1116
Wind Direc. Metro 310	Actual 227	Intervalometer Setting	Salvo
Wind Veloc. Metro 41	Actual 31	Length of Bombing Run	~~3 min~~
D.S. 127.5 Trail 50	ATF 41.83	C-1 Pilot	A-5
Tan. D.A.EST. .44	Actual .44	Manual Pilot Yes	

TYPE OF RELEASE _____ Individual _____ Train _____ X Salvo _____ Jettisoned _____ Returned

POINT OF IMPACT IF SEEN _____

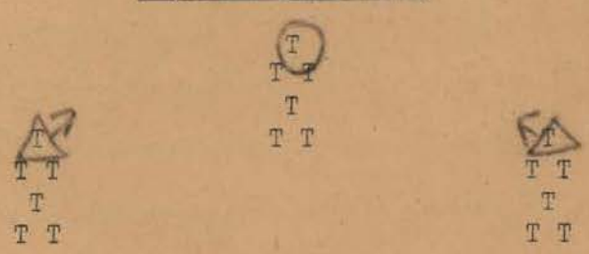
NAVIATION DATA:

MEAN TEMP. METRO -2.5 ACTUAL 0

WINDS

ALTITUDE	DIRECTION METRO	DIRECTION ACTUAL	VELOCITY METRO	VELOCITY ACTUAL	TEMP C. METRO	TEMP C. ACTUAL
1000						
5000						
10000						
15000						
17000						
19000						
20000						
25000	310	227	41	31	-29	-20
28000						
30000						

METHODS OF BOMBING



COMPOSITE GROUPS

Bombardier making complete sighting operation 

Bombardier making range operation only 

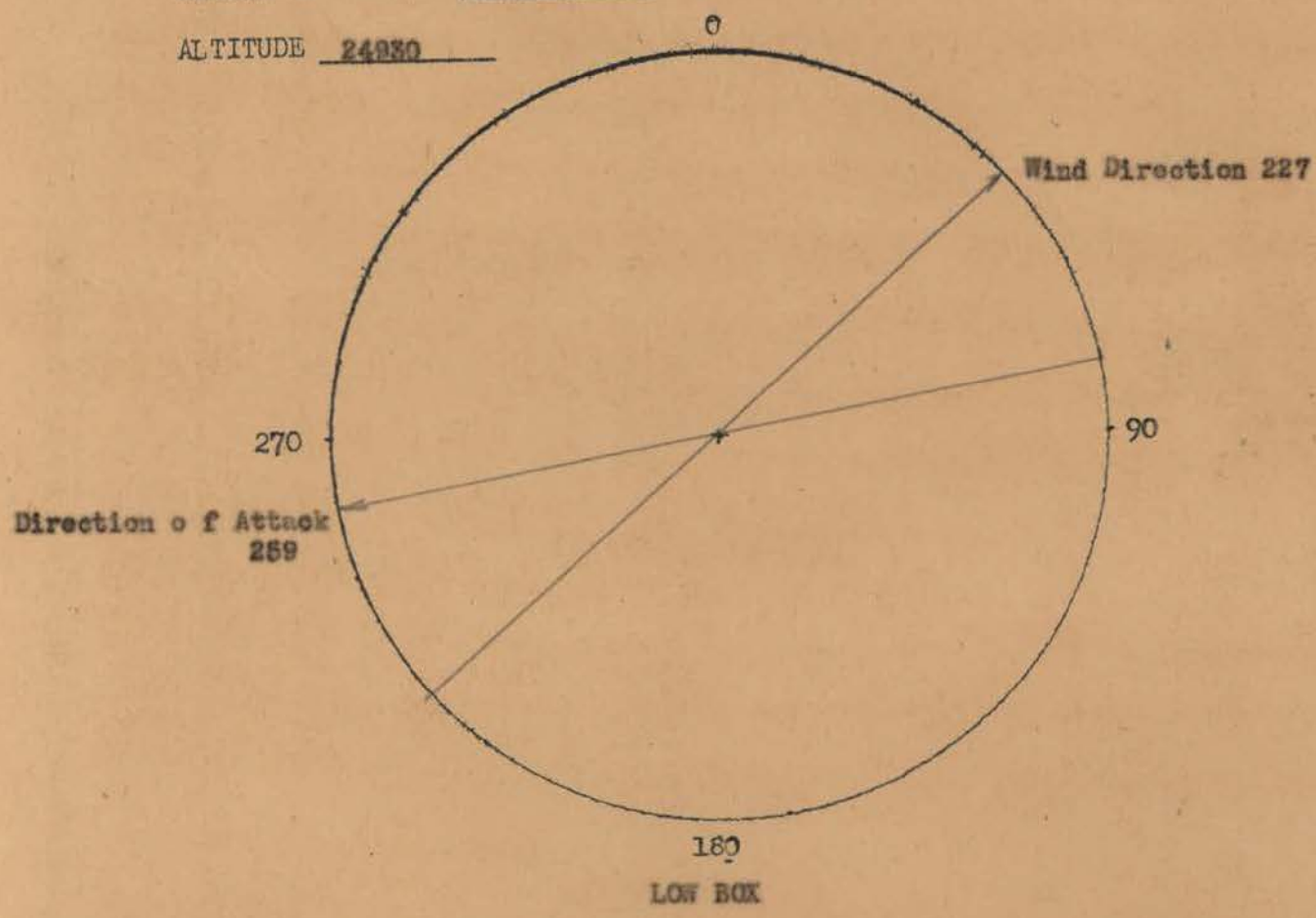
Bombardier dropping on leader, with arrow indicationg leader's position 

BOMBARDIER'S INDIVIDUAL PLOT

TARGET ~~Sohkoudita, Germany~~

METHOD OF BOMBING Visual

ALTITUDE 24830



PLOT

WIND DIRECTION 227

WIND VELOCITY 31

DIRECTION OF ATTACK 259

ERMARKS ---------

J-A-4

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

Reference Field Order 473. 16 AUGUST 1944

SUBJECT: Communications Report, Operational Mission No 130.

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	2		Splashers	10
	to other A/C	0		Fixed Beacons	0
2.	HF/DF Bearings	2		Bunchers	31
3.	MF/DF Fixes	0	6.	Total A/C using Gee	26
4.	Distress Action	0		Maximum Fix	5237-0614

SECTION TWO - REPORTED EQUIPMENT DEFICIENCIES

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

SECTION THREE - REMARKS

BROKEN VHF SAFETY WIRES IN A/C:
664-BOLD LEADER THAT HE WAS ABORTING;869-CALLED SILVESTER D/F FOR LANDING INSTRUCTIONS;132-QDM FROM SILVESTER D/F; 628-PERMISSION TO RETURN WITH WOUNDED MAN;125-CALLED AIR/SEA RESCUE TO AID A DITCHING SHIP;872,602,104,659 & 393-ACKNOWLEDGED LEADER'S CALL.

Harold M Kennard Jr.
HAROLD M. KENNARD, JR. 4 Cm
Capt, Air Corps,
Gp Comm O.

SECRET

Report on A.A. Gunfire.

401st BOMBARDMENT GROUP (H)

Target: Assigned Schkeuditz
Bombed Schkeuditz
Halberstadt, Germany
Date of Mission 16 Aug. 44

Route as Flown:- 0901 (5238-0437) 0914 (5237-0539) 0939 (5237-0750) 1003 (5248-0925) 1032 (ZEITZ) 1105 (IP) 1116 (Target) 1145 (5147-1006) 1212 (5231-0820) 1232 (5236-0638) 1255 (5236-0437) - Due to flak damage lead box made run over S/T & finally over last resort target.

Weather conditions: (a) At target CAVU. ~~Smoke and haze~~
(b) En route 2/10 - 4/10 Low undercast also High Cumulus at 25,000 ft.

Were our A/C "Seen" or "Unseen" ta[illegible]ts? (a) At target Seen
(b) En route Seen

Any condensation trails? Yes

Description of Flak at Target, including METHOD OF FIRE CONTROL
Moderate to intense of both barrage and tracking type, accurate for both height and deflection. Upon leaving area predicted concentration was encountered. Some crews reports flak being directed at group for period between 25 to 30 minutes while in target area.

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

Obs.	1003 (5100-1010E)	26,000	Meager	Poor	Poor	Black	Pointed
Enc.	1012 (4957-1040E)	25,200	"	"	"	"	Tracking-Barrage
"	1032 (ZEITZ)	24,300	Intense	Good	Good	"	"
"	1049 (5050-1245E)	25,800	Meager	Poor	Poor	"	Pointed
"	1113 (CHEMNITZ)	25,800	Intense	Good	Good	"	Barrage-Tracking

Was CHAFF carried? Yes

How discharged? As briefed

Position of Group Lead, Low & High Boxes of 94th "A" CBW

Details:-

Group	A/C over enemy territory	A/C Damaged	A/C lost to Flak	Time over Target	Time of Bombs away	Height	Axis of Attack	Bomb Run
Lead	10	10	0	1135	1135	23,500	245 T.	5 Min
Low	12	9	0	1116	1116	24,050	257 T.	3-5 Min.
High	12	12	0	1117	1117	23,000	251 T.	2 Min.
Totals								

Comments - Phenomena:-

Lt. Myers

SECRET

OFFICE OF THE INTELLIGENCE OFFICER D-E-2
STATION 128 - APO 557
U. S. ARMY

16 August 1944.

SUBJECT: Crew Comments and Suggestions.

TO : COMMANDING OFFICER, 401st. Bomb Group (H), Sta. 128, APO 557, US Army. (Thru Lt. Col. A.C. Brooks and Lt. Col. W. T. Seawell.)

1. Major Ralph J. White, Wing leader, reports that Lt. John W. Ridley Jr., his bombardier, did an excellent job of evading some intense flak while he was in charge of the A/C during bomb run. Lt. Ridley later went back into the bomb bay when it was discovered that bomb release mechanisim was so badly damaged bombs could not be dropped in any fashion and forced the bombs out with the crank.

2. The crew of Lt. William A. Shackleford, pilot A/C 7344, spent and hours time in rendering first aid and trying to revive Lt. George R. Shullo, Co-pilot, who was wounded by flak and died before reaching the base.

3. Lt. Clifford A. Lincoln, High box leader, reported that his Ball Turret Gunner, S/Sgt. Clarence R. Steitz, was wounded by flak and did not leave his position and would not admit the extent of his injuries until after his A/C landed at this base.

4. Lt. Robert O. Duckworth, pilot A/C 8077, observed that the number two and number three A/C in the lead squadron of the high box dropped their bombs on the target in train.

5. Lt. Jack R. Lippert, Pilot A/C 6132, thought the leadership of Lt. Col. Edwin W. Brown, group leadder of the low box, was exceptionally good from the standpoint of evasive action taken to by-pass some heavy flak areas. The crew of Lt. Thomas K. Hill, Pilot A/C 1037, also complimented Capt. Wood, Col. Brown's Navigator, for the same reason.

6. Lt. Arthur Gray, Navigator A/C 8992, criticized the fact that the low group went eleven miles north of course on route to target.

7. Lt. Harry J. Ochsenhirt, Pilot and Lt. James B. Harding, Navigator, A/C 7872, criticized the route chosen by the wing leader in the target area, stating that navigation could have been much better from the flak point of view.

8. Lt. Lelland R. Hayes, Pilot A/C 7869, stated that "Baker" was using VHF channel "A" all day, giving air speed in the clear to his deputy.

9. Lt. Frank Carson, Pilot A/C 8160, reported that the deputy Wing Leader threw out his chaff fully five minutes before anyone else, and recommended that some standardization be made and strictly followed.

10. Lt. Garrett A. Filemyr, Pilot A/C 7478, flying in the lead box, does not like the idea of keeping bomb bays open for thirty minutes.

11. Lt. Bert E. Hocking, Pilot A/C 6938, who was flying in the low box, reported that the low box flew in prop wash of the lead box on let down and Lt. William R. Merritt, Co-Pilot, A/C. 6938, recommends that wing leader call over VHF before climbing or letting down.

12. Lt. Harry E. Haskett, Pilot A/C 6310, reported that the guns on the ball turret of A/C 087 were pointed straight down at all times enroute back from the target.

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

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

16 AUG. 1944

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

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
42-97344	P	2nd Lt.	SHACKLEFORD	WILLIAM	A.
	CP	2nd Lt.	SHULLO	GEORGE	R.
	N	2nd Lt.	RUSH	JAMES	M.
	B	2nd Lt.	SCANLON	WILLIAM	M.
	RO	S/SGT.	KNOX	ROBERT	C.
	TT	S/SGT.	LUCHEELD (LUCHFELD)	MARVIN	E.
	BT	SGT.	KENAGY	LLOYD	C.
	TG	SGT.	MOORE	WAVERLY	M.
	WG	SGT.	PAPAZIAN	STEPHEN	A.
*	*	*	*	*	*
44-6313	P	2nd Lt.	BUDD	CLAYTON	R.
	CP	2nd Lt.	Mc LEOD	REGINALD	L.
	N	2nd Lt.	KLOTZ	BERNARD	L.
	B	S/SGT.	KISSACK	JOHN	D.
	RO	S/SGT.	SKALA	FRANKLIN	C.
	TT	S/SGT.	OLIVER	ERNEST	S.
	BT	SGT.	DESTROISMAISON	ARTHUR	(NMI)
	TG	SGT.	ROGEN	HARLAN	(NMI)
	WG	SGT.	MURRAY	DALE	S.
*	*	*	*	*	*
43-38160	P	2nd Lt.	CARSON	FRANK JR.	(NMI)
	CP	2nd Lt.	MOE	MORRIS	E.
	N	2nd Lt.	LAWLESS	HARRIS	E.
	B	2nd Lt.	BUCHER	WILLIAM	(NMI)
	RO	S/SGT.	MATTHIES	WILLIAM	C.
	TT	SGT.	Mac GEHEE	RAY	E.
	BT	SGT.	LEE	WILLIAM	R.
	TG	SGT.	GERALDI	JOSEPH	J.
	WG	SGT.	QUIST	HAROLD	(NMI)
*	*	*	*	*	*
43-37736	P	2nd LT. ~~1st Lt.~~	~~HANSON~~ FISH	~~ALBERT~~ MELVIN	~~E.~~ W.
	CP	2nd Lt.	CRAYTOR	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.
*	*	*	*	*	*
42-97931	P	2nd Lt.	NELSON	AUGUSTUS	J.
	CP	2nd Lt.	NEVOIS	EDGAR	W.
	N	2nd Lt.	KULCZYCKI	JOHN	S.
	B	2nd Lt.	WILCOX	BLAINE	B.
	RO	SGT.	DORRIS	JOHN	T.
	TT	SGT.	WILLIAMS	LAWRENCE	E.
	BT	SGT.	MAJESKI	FRANK	B.
	TG	SGT.	Mc CARTHY	JAMES	J.
	WG	SGT.	ANDERSON	BOBBIE	D.
*	*	*	*	*	*

CON'T

44-6104	P	1st Lt.	LEMMONS	CLEATUS	C.
	CP	1st Lt.	CHARTIER	JOSEPH	R.
	N	1st Lt.	KOMAROFF	STUART	J.
	B	1st Lt.	HEISER	CARL	H.
	RO	T/SGT.	MIZENER	HARRY	R.
	TT	T/SGT.	TAYLOR	ROBERT	C.
	BT	SGT.	BARRON	ROBERT	E.
	TG	S/SGT.	WEBSTER	WILLIAM	E.
	WG	S/SGT.	JAMESON	PAUL	E.
43-37706	P	1st Lt.	KEELING	CHARLES	W.
	CP	1st Lt.	FRAZIER	DONALD	F.
	N	1st Lt.	WOLIVER	IRVING	(NMI)
	B	1st Lt.	JARDINE	JOHN	H.
	RO	SGT.	MESCHKE	ROBERT	E.
	TT	T/SGT.	PRIEST	MAURICE	C.
	BT	S/SGT.	~~HEIE~~ (PICO)	WILLIAM	J.
	TG	SGT.	FORMAN	RICHARD	T.
	WG	SGT.	HANCHAK	JOHN	W.
42-31081	P	1st Lt.	FOWLER	RUSSELL	M.
	CP	LT. COL.	BROWN	EDWIN	W.
	N	CAPT.	WOOD	HORACE	D.
	B	CAPT.	MEADVILLE	HARRY	W.
	RO	T/SGT.	FAHNESTOCK	JAMES	E.
	TT	T/SGT.	NOVAK	CLEMENT	W.
	BT	S/SGT.	GREGORY	DAYLIA	C.
	TG	S/SGT.	STREET	VICTOR	P.
	WG	S/SGT.	CARPENTER	ARNOLD	H.
42-102947	P	1st Lt.	THOMASON	WALTER	H.
	CP	2nd Lt.	HAUSS	LESLIE	H.
	N	2nd Lt.	WRIGHT	RICHARD	B.
	B	T/SGT.	Mac GRANE	CLIFTON	W.
	RO	T/SGT.	RAFEZ	ISAAC	C.
	~~RT~~ BT	S/SGT.	GUMMELT	HERBERT	L.
	~~RT~~ TT	T/SGT.	LYMBURN	WALLACE	R.
	TG	S/SGT.	GODEREY (GODFREY)	HAROLD	T.
	WG	S/SGT.	MISZKO	HENRY	M.
44-6132	P	1st Lt.	LIPPERT	JACK	R.
	CP	2nd Lt.	YOUMANS	THOMAS	Y.
	N	2nd Lt.	GUTTMANN	HENRY	W.
	B	S/SGT.	BELKNAP	LEE	O.
	RO	T/SGT.	MAYER	JACK	P.
	TT	T/SGT.	PETTIT	GEORGE	L.
	BT	S/SGT.	SELESKY	ISADORE	(NMI)
	TG	S/SGT.	LA GRASTA	JOSEPH	H.
	~~TT~~ WG	S/SGT.	ELLIS	LAMAR	A.

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

AAF Station # 128
16 August 1944.

SUBJECT: Loading List.

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

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

Plane 42-39012			
P	1st Lt.	LINCOLN, CLIFFORD A.	614th
CP	1st Lt.	MYERS, JOSEPH H. JR.	"
N	1st Lt.	RICKS, FRANK W.	"
B	1st Lt.	DANILAVEZ, STEPHEN J.	"
RO	T/Sgt.	Johnson, Oscar M.	"
TT	T/Sgt.	Bredelis, Raymond C.	"
BT	S/Sgt.	Steitz, Clarence R.	"
TG	S/Sgt.	Classick, John F. Jr,	"
WG	S/Sgt.	Haley, Daniel J. Jr.	"
Plane 42-107151			
P	Capt.	RISHER, JAMES F.	614th
CP	1st Lt.	REFENNING, JACK L.	"
N	1st Lt.	MC CLUNG, GUY L. JR.	"
B	1st Lt.	BROWN, VINCENT E.	"
RO	T/Sgt.	Mussetter, William M.	"
TT	S/Sgt.	Ockerman, Robert H.	"
BT	S/Sgt.	Baker, Harry R.	"
TG	S/Sgt.	Baker, James T.	"
WG	T/Sgt.	Miller, Jennings F. Jr.	"
Plane 42-97869			
P	2nd Lt.	HAYES, LELAND R.	614th
CP	2nd Lt.	HAFLEY, WILLIE J.	"
N	2nd Lt.	HAGERTY, JAMES J.	"
CTG	Sgt.	Kilgore, Edmund W.	"
RO	S/Sgt.	Tyree, Dorsey W.	"
TT	S/Sgt.	Dickson, Beattie B.	"
BT	Sgt.	Lawrence, Sterling S.	"
TG	Sgt.	Dreon, Louis L.	"
WG	S/Sgt.	Jackson, John A.	"
Plane 42-97872			
P	2nd Lt.	OCHSENHIRT, HARRY J.	614th
CP	1st Lt.	BRIGHT, WILBUR C.	"
N	1st Lt.	HARDING, JAMES B.	"
CTG	S/Sgt.	Bralley, Brown A.	"
RO	T/Sgt.	Russell, James R.	"
TT	T/Sgt.	Tweed, Stanley A.	"
BT	S/Sgt.	Frohman, Howard J.	"
TG	Sgt.	Hayden, Andrew J.	"
WG	Sgt.	Meyers, Francis S. Jr.	"

Loading List (Con't)

Plane 42-102594			
P	2nd Lt.	SISSON, NORMAN L.	614th
CP	1st Lt.	SCHULZ, JOHN	"
N	2nd Lt.	CROSSEN, ALVERN (NMI)	"
B	F/O	PICKER, NATHAN	"
RO	Sgt.	Haluck, Andrew S.	"
TT	Sgt.	Carter, Peter J.	"
BT	Cpl.	Stevens, Calvin J.	"
TG	Cpl.	Ritchie, Francis T.	"
WG	Sgt.	Torres, Jose M.	"
Plane 42-97145			
P	1st Lt.	KOONS, PAUL R.	614th
CP	2nd Lt.	KAHAN, DANIEL	"
N	2nd Lt.	DOBROWOLSKI, EDWARD L.	"
CTG	Sgt.	Smith, Malcolm F.	"
RO	T/Sgt.	McMinn, Thomas G.	"
TT	T/Sgt.	Shane, Charles E.	"
BT	S/Sgt.	Edwards, Rodney W.	"
TG	S/Sgt.	Huerta, Octavio	"
WG	S/Sgt.	Eckenrode, Robert T.	"
Plane 42-102659			
P	1st Lt.	KOVACH, JOHN W.	614th
CP	2nd Lt.	KELLAM, JAMES W.	"
N	2nd Lt.	COSELLI, FRANK J. JR.	"
CTG	~~MERRAMEN~~ S/Sgt.	Horbatuck, Stepan J.	"
RO	T/Sgt.	Pollard, Omer S.	"
TT	T/Sgt.	Rouselang, Willard J.	"
BT	S/Sgt.	Guest, Hollis D.	"
TG	S/Sgt.	Schmidt, Edward J.	"
WG	S/Sgt.	Maki, Arthur W.	"
Plane 42-97602			
P	2nd Lt.	BROWN, JOHN J. JR.	614th
CP	2nd Lt.	MUSZALSKI, JOSEPH F.	"
N	2nd Lt.	FOWLER, EUGENE K.	"
B	2nd Lt.	SCHIEFER, WILLIAM F.	"
RO	S/Sgt.	Arellano, Garciano J.	"
TT	Sgt.	Hoffman, Leon W.	"
BT	Cpl.	Wells, Cledburne D.	"
TG	Sgt.	Ellis, James	"
WG	Sgt.	Martin, Norman D.	"
Plane 42-97478			
P	1st Lt.	FILEMYR, GARRETT A.	614th
CP	2nd Lt.	CLAXTON, HERBERT W.	"
N	2nd Lt.	ROBINSON, EDWARD F.	"
CTG	S/Sgt.	Tutwiler, David M.	"
RO	S/Sgt.	Parkes, James A.	"
TT	S/Sgt.	Moll, Robert C.	"
BT	S/Sgt.	Reynolds, William H.	"
TG	S/Sgt.	Culver, Malcolm J.	"
WG	Cpl.	Campbell, Thomas B.	"

For the Squadron Commander:

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

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

5-3

16 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.

PLANE # 600 FFP

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Parr	Clinton	J.	615th
CP	Major	White	Ralph	J.	615th
N	2nd Lt.	Hanson	Gerald	E.	615th
N	2nd Lt.	Chaffey	Charles	C.	615th
N	2nd Lt.	Kane	James	H.	615th
B	2nd Lt.	Ridley	John	W., Jr.	615th
RO	T/Sgt.	Allen	John	L.	615th
TT	T/Sgt.	Bossley	Emerson	E.	615th
TG	2nd Lt.	Blevins	Charles	H.	615th
FG	S/Sgt.	Daniels	George	G.	615th

PLANE # 43-33077

P	1st Lt.	Duckworth	Robert	O.	615th
CP	2nd Lt.	Morrow	Russell	E.	615th
N	2nd Lt.	Kunstman	Warren	H.	615th
B	2nd Lt.	Vugha	Robert	W.	615th
RO	S/Sgt.	Waldorman	Lyle	K.	615th
TT	S/Sgt.	Comer	Roy	C.	615th
BT	Sgt.	Miro	Edward	O.	615th
TG	Cpl.	Tarr	Clyde	H.	615th
FG	S/Sgt.	Cook	Clayton	W.	615th

PLANE # 43-38125

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

PLANE # 44-6146

P	2nd Lt.	Grimm	William	F.	615th
CP	2nd Lt.	Child	Eldon	R.	615th
N	2nd Lt.	McMullen	Willard	C.	615th
B	2nd Lt.	Burns	Raymond	G.	615th
RO	S/Sgt.	Kressler	Oliver	J., Jr.	615th
TT	S/Sgt.	Brown	Thomas	J., Jr.	615th
BT	Sgt.	Dunn	Donald	E.	615th
TG	Sgt.	Wheeler	Robert	L.	615th
FG	Sgt.	Duke	William	H.	615th

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
PLANE # 42-102674					
P	2nd Lt.	Cooper	Louis	E.	615th
CP	2nd Lt.	Spansel	Kaye	M.	615th
N	2nd Lt.	Ellis	George	O.	615th
B	2nd Lt.	D'Agostine	Benedict	R.	615th
RO	S/Sgt.	Sherrill	Bascom	B.	615th
TT	S/Sgt.	Sexton	Myron	W.	615th
BT	Sgt.	Maroncelli	Harry	J.	615th
TG	Sgt.	Lawrence	Ralph	I.	615th
FG	S/Sgt.	Rignall	Charles	H.	615th
PLANE # ~~[illegible]~~ 42-107113					
P	2nd Lt.	McIlraith	William	H.	615th
CP	2nd Lt.	Cornelius	Stanley	R.	615th
N	2nd Lt.	Hughes	Frank	T.	615th
B	S/Sgt.	Hobb	Joseph	M.	615th
RO	T/Sgt.	Amsen	William	P.	615th
TT	T/Sgt.	~~Anthony~~ ZIRBEL	~~Francis~~ DON	~~V.~~ D	615th
BT	S/Sgt.	Greer	Frank	W.	615th
TG	S/Sgt.	Bartman	Anton	J.	615th
FG	Sgt.	~~Larner~~ CRAWFORD	~~Morris~~ MELVIN	~~(NMI)~~ H	615th
PLANE # 42-81077					
P	2nd Lt.	Ody	John	(NMI)	615th
CP	2nd Lt.	Charleville	Denver	R.	615th
N	2nd Lt.	McMahan	Oscar	R.	615th
B	2nd Lt.	Touel	Dale	F.	615th
RO	S/Sgt.	Knowles	Harry	G.	615th
TT	S/Sgt.	Young	Jack	B.	615th
BT	Sgt.	Albert	Russell	H.	615th
TG	Sgt.	Marn	Albert	E.	615th
FG	Sgt.	Oviatt	Earl	E.	615th
PLANE # 42-97364		Aborted			
P	1st Lt.	Dow	Herbert	V.	615th
CP	2nd Lt.	Woodward	William	A.	615th
N	2nd Lt.	King	Robert	J.	615th
B	S/Sgt.	Machasick	Alfred	(NMI)	615th
RO	S/Sgt.	Carr	Gene	(NMI)	615th
TT	S/Sgt.	Adams	Leroy	E.	615th
BT	S/Sgt.	Macchietto	Richard	D.	615th
TG	S/Sgt.	Sokolowski	Edward	A.	615th
FG	S/Sgt.	Greenberg	Harold	(NMI)	615th
PLANE # 42-102468		Spare			
P	2nd Lt.	Stegemann	Charles	W.	615th
CP	2nd Lt.	Walter	Albert	G.	615th
N	F/O	McCaslin	Clayton	W.	615th
B	2nd Lt.	Schultz	John	J.	615th
RO	T/Sgt.	McKenna	Joseph	(NMI)	615th
TT	S/Sgt.	Nais	John	B.	615th
BT	Sgt.	Tamburino	Joseph	J.	615th
TG	Sgt.	Wasz	Martin	C.	615th
FG	Sgt.	Roach	William	B.	615th
PLANE # 44-6310					
P	2nd Lt.	Haskett	Harry	E.	615th
CP	2nd Lt.	Davis	Thomas	A.	615th
N	2nd Lt.	Howze	Stuart	A., Jr.	615th
B	2nd Lt.	Buvinghausen	Kenneth	D.	615th
RO	S/Sgt.	Lynch	Brendan	J.	615th
TT	T/Sgt.	Urban	Michael	P.	615th
BT	Sgt.	Hutchinson	William	D.	615th
TG	S/Sgt.	Eudaley	Orville	A.	615th
FG	Sgt.	Jones	Hinson	C.	615th

CONFIDENTIAL

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

16 August 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 16 AUGUST 1944

TAKE-OFF: 0615. Nil low or high clouds. Trace of thin altostratus at 9-10,000'. Visibility 2 miles.

ROUTE OUT: Nil low cloud. 0-3/10 altostratus at 9-10,000' over England, becoming nil over the channel. 0-2/10 cirrus at 26-27,000', becoming 3-5/10 over the channel, gradually increasing to 8-9/10 at about 10 deg. E and decreasing again to 5-7/10 in the target area. Horizontal visibility unrestricted. Vertical visibility 15-20 miles.

TARGET: 1116. Nil low or middle cloud. 5-7/10 cirrus at 26-27,000'. Horizontal visibility unrestricted. Vertical visibility 15-20 miles.

ROUTE BACK: Nil low cloud. Nil middle cloud except for 3-5/10 altocumulus, tops 10-12,000' between 10 and 11 degrees E. High cloud reverse of route out. Visibility same as route out.

BASE ON RETURN: 1415. Nil low cloud. Trace of altocumulus at about 10,000 ft. 1/10 cirrus at about 25,000'. Visibility 6 miles.

REMARKS: Nil icing. Light, non-persistent contrails between 8 and 9 deg. E at 24,000'. Otherwise nil contrails. Temperatures about 4 to 5 degrees warmer than briefed between 20,000' and 25,000'; -14 deg. at 20,000'; -22 deg. at 24,000'. Winds aloft: 231 deg. at 41 knots at 24,000' at about 10 degrees E.

Arthur B. Street
ARTHUR B. STREET
Captain, Air Corps
Staff Weather Officer

CONFIDENTIAL

OPERATIONAL ROUTE FORECAST

DATE 26 August 1944
PERIOD 0800 - 1600 hrs

AG P BR HQ SOS /22929

DECLASSIFIED PER NND 745005
BY [illegible], NARA DATE 1/8/11

CONFIDENTIAL

	A Base to Target to 07 Deg East.	B 07 Deg East to Base	C	D
1 WEATHER	Cloudy with Haze and Fog Inland becoming Partly Cloudy at Target.	Partly Cloudy becoming Cloudy, Occasionally overcast with Scattered Thunderstorms with Rain	along Continental Coast becoming Cloudy over British ISLE Isles	
2 CLOUDS	Nil Low Cloud becoming 3-4/10 Small Cumulus base 3-4,000ft tops 8000ft at Target. 4-6/10 Altocumulus in Ragged Fragments base 10,000ft tops 16,000ft becoming Nil East of 05 Deg East. 5-7/10 Cirrocumulus base 22,000ft becoming 3-5/10 fine Cirrus base 25,000 at 05 Deg East and →→	2-4/10 Small Cumulus base 3-4,000ft tops 6000 becoming 3-5/10 Small Cumulus base 3000ft tops 8000ft over Continent and sea. Nil Middle Cloud "rapidly becoming 7-9/10 Altocumulus Cumulifaus base 10-12,000ft tops 15-17,000ft decreasing to 4-6/10 over ~~[illegible]~~ British Isles. →→	B-2 Continued Nil to 3/10 Fine Cirrus above 25,000ft becoming 8-10/10 Cirrocumulus base 20-22,000ft decreasing to 5-7/10 over British Isles. 3-4/10 Cumulus base between 07 Deg East and Base with tops to 30,000ft.	4-2 Continued becoming Nil to 3/10 Fine Cirrus base 25,000ft at Target. ********NOTE******** Fog in First Division to break and give General visibility of 1-2 miles. Thunderstorm Activity is Concentrated along Continental Coast and can be avoid by Northward Flight.
3 ICING	13,000ft Light Rime in Medium Cloud.	13,000ft Heavy Clear in Cumulonimbus and Moderate rime in Medium Cloud.		Base Persistent Contrails from Base to 07 Deg east, at Cleared Level and becoming Light Non-Persistent at 25,000ft and above East of 07 Deg East.
4 VISIBILITY	2-3miles in Coastal Haze but 500-1000yds, Locally ZERO, inland becoming unlimited above 5000ft.	Unlimited aloft becoming 6 miles plus at base on return.	A-4 Continued Vertical Visibility 15-20miles	

HEIGHT	DIRECTION	VELOCITY	DIRECTION	VELOCITY	DIRECTION	VELOCITY	DIRECTION	VELOCITY
SURFACE	Base to 05 Deg East.	180 15	05 Deg East to Target.	110 10	Temperature	Plus 20	For Target pressure Altitude ADD TARGET ELEVATION	
5000 FT	190	15	120	10		Plus 11		
10000 FT	200	10	280	20		Plus 04	TO -76ft.	
15000 FT	200	10	290	25		-06	TARGET SEA LEVEL PRESSURE	
20000 FT	210	15	300	30		-18	30.00 inches	
25000 FT	210	15	310	35		-29		
30000 FT	220	20	320	40		-41		

BASE ALTIMETER SETTING 29.86inches TARGET SURFACE TEMP. Plus 20 TARGET MEAN TEMP. at 25,000ft -02.5
TEMP. AT 25,000 FT. -29.0 TARGET SURFACE (PRESSURE-ALT) 27500

ROUTE BACK: Nil
tops 10-12,000ft

Your target is an airfield located in a flat open country 7½ miles N.W of this city. Your actual MPI's are a large repair hanger for the lead & high and an assembly shop & store for the low. The target area is located S.E. corner of the airfield.

This target now appears to be the main assembly plant for JU 88 fighter - apparently the German production of ME 410 & ME 110 has been so interrupted that the JU 88 is now their main T/E fighter.

PFF - Leipzig NW quarter of Leipzig

Secondary Visual an airfield 1¼ miles N. of this town

B CBW's of 3rd at zero +37
10 " " 2nd at " +42

You are ninth stick in the Dir. & first wing on this target, 94th B & C will follow on the same target

Con-trails
Formations
Military Installation } Time & Place
Bombs away

OFFICE OF THE INTELLIGENCE OFFICER

STATION 128 APO 557

U.S. Army.

SUBJECT: Crew Comments and Suggestions.

TO : Commanding Officer, 461st Bomb Group (H).

1. Major Ralph J. White, Wing leader, reports that Lt John W Ridley Jr. his bombardier, did an excellent job of evading some intense flak while he was in charge of the A/C during the bomb run. Lt. Ridley later went back into the bomb bay when it was discovered that bomb release mechanism was so badly damaged bombs could not be dropped in any fashion and forced the bombs out with the crank.

2. The crew of Lt. William A. Shackleford, pilot A/C 7344, spent an hour's time in rendering first aid and trying to revive Lt. George R. Shullo Co-Pilot, who was wounded by flak and died before reaching the base.

3. Lt. Clifford A. Lincoln, High box leader, reported that his Ball Turret gunner, S/Sgt Clarence R. Steit , was wounded by flak and did not leave his position and would not admit the extent of his injuries until after his A/C landed at this base.

4. Lt. Robert O. Duckworth, pilot A/C 8077, observed that the number two and number three A/C in the lead squadron of the high box dropped their bombs on the target in train.

5. Lt. Jack R. Lippert, Pilot A/C 6132, thought the leadership of Lt. Col Edwin W. Brown, group leader of the low box, was exceptionally good from the standpoint of evasive action taken to bypass some heavy flak areas. The crew of Lt. Thomas K. Hill, pilot A/c 1037, also complimented Capt, Wood, Col Brown's Navigator for the same reason.

6.. Lt. Arthur Gray, Navigator A/C 6992, criticized the fact that the low group went eleven miles north of course on route to target.

7; Lt. Harry J. Ochsenhirt, Pilot and Lt. James B. Harding, Navigator A/C 7872, criticized the route chosen by the wing leader in the target area, stating that navigation could have been much better from the flak point of view.

8. Lt. Lelland R. Hayes, Pilot A/C 7869, stated that Baker was using VHF channel "A" all day, giveing air speed in the clear to his deputy.

OFFICE OF THE INTELLIGENCE OFFICER

STATION 128 APO 557

U.S. Army.

SUBJECT: Crew Comments and Suggestions.

TO : Commanding Officer, 461st Bomb Group (H).

1. Major Ralph J. White, Wing leader, reports that Lt John W Ridley Jr. his bombardier, did an excellent job of evading some intense flak while he was in charge of the A/C during the bomb run. Lt. Ridley later went back into the bomb bay when it was discovered that bomb release mechanism was so badly damaged bombs could not be dropped in any fashion and forced the bombs out with the crank.

2. The crew of Lt. William A. Shackleford, pilot A/C 7844, spent an hour's time in rendering first aid and trying to revive Lt. George R. Shullo Co-Pilot, who was wounded by flak and died before reaching the base.

3. Lt. Clifford A. Lincoln, High box leader, reported that his Ball Turret gunner, S/Sgt Clarence R. Steit , was wounded by flak and did not leave his position and would not admit the extent of his injuries until after his A/C landed at this base.

4. Lt. Robert O. Duckworth, pilot A/C 8077, observed that the number two and number three A/C in the lead squadron of the high box dropped their bombs on the target in train.

5. Lt. Jack R. Lippert, Pilot A/C 6132, thought the leadership of Lt. Col Edwin W. Brown, group leader of the low box, was exceptionally good from the standpoint of evasive action taken to bypass some heavy flak areas. The crew of Lt. Thomas K. Hill, pilot A/c 1037, also complimented Capt, Wood, Col Brown's Navigator for the same reason.

6.. Lt. Arthur Gray, Navigator A/C 6992, criticized the fact that the low group went eleven miles north of course on route to target.

7; Lt. Harry J. Ochsenhirt, Pilot and Lt. James B. Harding, Navigator A/C 7872, criticized the route chosen by the wing leader in the target area, stating that navigation could have been much better from the flak point of view.

8. Lt. Lelland R. Hayes, Pilot A/C 7869, stated that Baker was using VHF channel "A" all day, giveing air speed in the clear to his deputy.

9. Lt. Frank Carson, Pilot A/C 8160, reported that the deputy Wing leader threw out his chaff fully five minutes before any one else, and recommended that some standardization be made and strictly followed.

10. Lt. Garret A. Filemyr, Pilot A/c 7478, flying the lead box does not like the idea of keeping bomb bays open for thirty minutes.

11. Lt. Bert E. Hocking, pilot A/c 6938, who was flying in the low box, reported that the low box flew in prop wash of the lead box on let down and Lt. William R. Merritt, co-pilot, A/c 6938 recommends that wing leader call over VHF before climbing or letting down.

12. Lt. Harry E. Haskett, Pilot A/C 6310, reported that the guns on the ball turret of A/C 087 were pointed straight down at all times enroute back from the target.

W. B. FRY,
MAJOR AIR CORPS,
Group S-2. Officer.

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

F-A-1

APO 557
16 August 1944

SUBJECT: Abortive Report.

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

1. The following aircraft aborted from the mission of 16 August 1944 due to the reason stated:

42-97664 - Returned early because pilot claimed airplane was too slow and used excess fuel. It was necessary to run the engines at 38" Hg Manifold pressure and 2300 RPM at 18,000 feet to maintain the formation I.A.S. of 150 M.P.H. Ground check revealed that approximately 1150 gallons of fuel had been consumed in 3 hours flight, which is not considered excessive.

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

SIX HUNDRED AND FIFTEENTH BOMBARDMENT SQUADRON (H)
FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)
Office of the Engineering Officer

AAF Station 128
16 August 1944

ABORTIVE REPORT:

SQUADRON 615th AIRPLANE 42-97664 PILOT 1st Lt. H. V. Dow CO-PILOT 2nd Lt. W.B. Woodward

PILOT'S STATEMENT:

Airplane could not be crused under 38 hg. 2300 RPM. Max. indicated air speed at these settings was 150. At these settings gas consumption was abnormal causing pilot to be unable to keep up with the formation. Flying time was three (3) hours.

ENGINEERING REPORT:

Gas tanks were serviced with 1150 gallons of gas-showing gas consumption of approximately 300 gallons of gas an hour.

Airplane to be test flown.

R. W. NEWMAN,
1st Lt., Air Corps,
Engineering Officer.

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

F-C-1

APO 557
16 August 1944

SUBJECT: Armament Malfunction Mission Report.

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

1. Date of Mission: 16 August 1944.

2. No gun malfunctions were reported.

3. No turret malfunctions were reported.

4. The following bombing equipment malfunctions were reported.

a. A/C #42-97931 - Bombardier could not open bomb bay doors. L-21 release handle in lock position was the probable cause. Racks were checked on ground and no malfunction found.

5. There were twenty-three (23) aircraft equipped with the all-electric bomb release system participating in the mission.

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

LEAD BOX 9 I "A" WING

Combat Flight Leader MAJ WHITE Date 16 August 1944

Deputy Flight Leader LT CARNS

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

Bp 6gr

____ SQDN

PARR (WHITE)
PFF 600

HAYES
IN H 7869 S.D. max

CARNS
PFF 965

614 SQDN

OCHSENHIRT
IN A 7872

SISSON
IN D 2394 S.D. 20 x 100 lbs

KOONS
IN S 6145 S.D

KOVACH
IN J 2659 S.D. max

BROWN
IN O 7602 Sg + S.D.

FILBUYER
IN Q 7478 S.D. In. Wg. Sp. max

613 SQDN

SHACKLEFORD
IN P 7344

CARSON
IN A 8160

NELSON
IN Q 7931

5 x 1000 GP 1/10-1/100
MAX GAS

SPARES

HARLAN
SC M 7039

WX SHIP SC B 1362

HIGH BOX 94th A Wing

Combat Flight Leader ~~LT LINCOLN~~ Date ~~16 August~~

Deputy Flight Leader ~~CAPT RISHER~~

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

____ SQDN

~~LINCOLN~~
IW P | 2012 S.D. Wpn Sta 7 maj.

~~SULLIVAN~~
IY D | 8125

~~RISHER~~
IW B | 7151 Sg

615 SQDN

~~DUCKWORTH~~
IY QA | 8077 S.D. Maj

~~GRIMM~~
IY R | 6146 Sg

~~COOPER~~
IY M | 2674

~~MC ILRAITH~~
IY J | 7113 S.D Maj.

~~UDY~~
IY A | 1077 S.D. Maj

~~DOW~~
IY F | 7664

615 SQDN

~~LEMMONS~~
IN N | 6104

~~KEELING~~
IN U | 7706

~~BANSON~~
IN T | 7736

SPARES

~~STEGEMAN~~
IY C | 2468

TO COAST ONLY

CROMER

SC G 7962

DO NOT LOAD

94 CBW A LOW BOX

Combat Flight Leader ~~COL BROWN~~ Date ~~16 Aug~~

Deputy Flight Leader ~~LT HASKETT~~

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

_____ SQDN

~~FOWLER (BROWN)~~
IN C 1081

~~HILL~~
SC K 1087 OK

~~HASKETT~~
IY P 8310 SS

~~612~~ SQDN

~~KNOST~~
SC R 2393 SS

~~GIBSON~~
SC C 9993 SS

~~BURNS~~
SC D 8992 SS

~~HOCKING~~
SC S 7938

~~AIKEN~~
SC H 2398

~~HAYES~~
SC A 7628

~~613~~ SQDN

~~LEPPERT~~
IN B 8132

~~BUDD~~
IN F 8313

~~THOMASON~~
IN S 2947

SPARES

~~DONNEY~~
SC J 7790

SPARE LEAD IY L 7551
GRND SPARES: IY E 8159
SC O 7487

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

16 August 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
42-102393	1. Large flak tear in right flap trailing edge, station 5. 2. Flak hole in bottom of left wing, station 30, out top.
42-39993	1. Flak hole in bottom trailing edge of left wing, entered leading edge of aileron, station 22. Aileron change. 2. Flak hole in bottom of left wing, station 16. 3. Flak hole in bottom leading edge of left wing, station 8.
42-106992	1. Flak hole in right side of # 2 supercharger fairing. 2. Flak hole in bottom of left wing, station 16. 3. Flak hole in bottom leading edge of left horizontal stabilizer tip.
42-107039	1. Flak hole in bottom of right wing, station 7, may be fuel tank change. 2. Flak hole in left horizontal stabilizer tip, Bottom leading edge. Out top.
43-37628	1. Flak hole in right side of fuselage, station 3b. 2. Flak hole in right side of fuselage, station 2b. 3. Flak hole in # 2 engine cowl flap, 3 o'clock. 4. Flak hole in trailing edge of left flap, station 4. Out top.
42-97938	1. Negative.
42-102398	1. Negative.
42-31087	1. Negative.

Herbert O. Kimmel

HERBERT O. KIMMEL
Capt, Air Corps
Engineering Officer