

*MISSION NO. 162*

*To: MUNSTER , GERMANY*

401ST BOMBARDMENT GROUP (H)  
R E P O R T   O F   O P E R A T I O N A L  
        D A Y

MISSION SUMMARY REPORT

MISSION # 162

Date 28 October 1944

ASSIGNMENT

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

EXECUTION

1. Target Bombed:                   NUMSTER, GERMANY (Marshalling Yards)
2. a. Group Leader:               Major E. T. DE JONCKHEERE (Coleman)  
    Lead Navigator:           1st Lt. H. E. KRON (Strong - "Mickey")  
    Extra Navigator:         1st Lt. H. D. FISHBECK  
    Lead Bombardier:        1st Lt. E. K. STOUT
- b. Low Squadron Leader: 1st Lt. B. C. KONZE  
    Lead Navigator:         1st Lt. O. L. STORK (Walters - "Mickey")  
    Lead Bombardier:        1st Lt. A. G. KOSSUTH
- c. High Squadron Leader: Major J. H. HAVEY (Mercer)  
    Lead Navigator:         1st Lt. J. E. GASKINS (Winograd - "Mickey")  
    Lead Bombardier:        1st Lt. T. J. KLEFISCH
3. Flight Over England:
  - a. Takeoff:

Daylight takeoff and climb to Cottesmore Buncher. Assembly was advised by the weather ship to be at briefed plus 8000', but was changed by the tower during climb to briefed minus 3000'. This made assembly at 8000' and was necessitated by weather at the higher altitude.

Mission Summary Report (Cont'd)b. Squadron and Group Assemblies:

Assembly was commenced with lead Squadron at 8,000', however low squadron was having trouble so altitude was changed to 9,000'. Radio compass was inoperative in lead ship but visual contact was made with Cottesmore Field. Group left buncher on the North side and on time.

c. Route over England:

94th "B" was a little ahead and to the left of 94th "A" from buncher to Wing assembly line. When turn was made on to Wing Assembly line 94th "B" fell in behind and a little to the right of 94th "A" -- interval was about 1 minute. This position was held during flight along Division Assembly line which was from Control Point 1 (English Coast to Control Point 2 (Dutch Coast).

4. Attack:a. Flight to Target:

94th "B" was 4th Group of 1st Division (contained five Groups) all to bomb at 23,000'. 94th "B's" position was from Division Assembly until target one minute behind and generally to the right of 94th "A". While yet 15 minutes from IP "Buckeye Red" gave target conditions as follows: 3/10 - 8/10 low cloud, heavy haze and cloud at 24,000' and recommended visual run assisted by Mickey. Squadron's made individual runs. All made PFF runs assisted by visual corrections. Flak was moderate and accurate.

b. Bombing Run:Lead Squadron:

The cloud cover at the IP was about 8/10. We cut just a little short of the briefed IP and leveled out on course with the Mickey Operator in control. The clouds were breaking up allowing more visibility as we drew near to the target. At one time the Bombardier tried to take the control from the Mickey man but the clouds again intervened making it impossible to synchronize and make the run visually. We were riding in on Mickey's calculations until about 1/2 a minute before bombs away when the clouds broke and the Bombardier could see the target just off to the right. The Bombardier made a correction for course but did not vary the rate. The bombs were dropped PFF with visual assistance. Bombs were away at 1434 on a Mag. Heading of 126°. The AFCE was O.K. The lead salvoed; all others used a 30 ft. intervalometer setting. Results were unobserved.

Mission Summary Report (Cont'd)

4. b. Bombing Run (Cont'd):

Low Squadron:

We arrived at the IP 16 minutes late and turned on the bomb run as briefed, falling in trail of the Lead Squadron. The visibility was very poor with  $\frac{7}{10}$  -  $\frac{8}{10}$ ths cloud cover. The run was made by Mickey with a slight visual assist a few seconds before bombs away. The Lead ship salvoed; balance of formation dropped with a 30 foot intervalometer setting. A few bomb strikes were seen but they could not be positively identified as ours. The AFCE worked satisfactorily.

This report is contrary to the previously submitted preliminary report - other factors were discovered that have altered the original bomb run information.

High Squadron:

We came off the IP as briefed. The cloud cover was about  $\frac{8}{10}$  -  $\frac{9}{10}$ . The Mickey Operator had the ship from the IP for only small patches of unidentified ground could be seen through the breaks in the clouds. Just before bombs away parts of the city and surrounding area could be seen and identified for the cloud cover at that time had dwindled to about  $\frac{3}{10}$ . The bombardier never saw the assigned MPI but from the area that was visible he could see that the Mickey man had brought them in a little to the left so he put in a small correction to the right. Bombs were salvoed by the Leader and dropped with a 30 foot intervalometer setting by all others. The run was made PFF with a visual assist by the Bombardier. AFCE worked satisfactorily. Results could not be seen.

c. Flight from Target:

During last half of bomb run and for 5 minutes after target contrails and thin cloud conditions were encountered causing the three Squadrons to lose visual contact. Briefed course was followed except that descent was made to 500' below briefed and finally 1,000' below briefed. Visual contact with Squadrons was again made and the Group reformed. Descent was not made at Dutch Coast as planned but altitude of 23,000' was maintained until  $\frac{1}{3}$  back across channel due to high clouds over 1st third of channel.

d. Return to Base:

After letdown was initiated it was continued down through by weaving around scattered cloud layers and finally leveling off at 1,500' just inside the English Coast. Lead Squadron was trailed by Low and High in that order until base was reached. All ships landed safely at home base.

Mission Summary Report (Cont'd)

4. e. Weather:

Weather over continent varied from 5/10 to 8/10 in different areas. Target conditions were 3/10 to 8/10 heavy haze with high thin layer at 23,500'. Persistent contrails were encountered 1/2 way down bomb run.

f. Fighter Support:

Fighter support was excellent.

g. Comments on Formation:

The Squadrons formations and Group formation on a whole were very good. During poor visual conditions at Target and short time afterwards the individual boxes maintained good formation. The Group was split up but regained formation when visual conditions were again encountered.

h. Conclusions and Recommendations:

The mission was successful and accomplished almost as briefed. The ability of the individual squadrons to maintain good formation over the Target can be attributed only to efforts of the individual airplane commanders.

5. Aircraft Not Attacking:

All scheduled aircraft attacked.

6. Enemy Opposition:

No air opposition was encountered. (See flak report for flak)

7. Battle Damage:

<u>Major</u>	<u>Minor</u>	<u>To Flak</u>
2	21	23

8. Casualties:

- 2 - Slightly Wounded.
- 1 - Seriously Wounded.

9. Statistical Summary of Operations (See attached form)

Mission Summary Report (Cont'd)

10. Bombing Data:

a. Observations:

Lead Squadron:

A few strikes were seen ~~well~~ within the target area, but they could not be identified. However results were thought good.

High and Low Squadrons:

Due to partial undercast, strikes were not observed. They should have been close to the assigned MPI.

b. Disposition of Bombs:

All the 12 A/C E.E.T. attacked the primary target, dropping 167 GP's and 48 IB'S. The spares A/C returned 14 GP's and 4 IB's.

Low Squadron:

All the 12 A/C E.E.T. attacked the primary target, dropping 167 GP's and 48 IB's. The spare A/C returned 14 GP's and 4 IB's.

High Squadron:

Of the 12 A/C E.E.T., eleven attacked the primary target, dropping 151 GP's and 42 IB's. A/C # 160 encountering bomb bay trouble over the target selected an unknown target of opportunity 9 miles past the target and dropped 14 GP's and 4 IB's. One other A/C jettisoned 1 GP, another returned 2 IB's, and the spare returned 14 GP's and 4 IB's.

c. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs				
	Over Target	Bombing	Number	Size	Type	Fusing	
						Nose	Tail
Main Bombfall	36	35	(484 (138	250# 500#	M57 M17 IB	1/10 M127	1/40
Other Attacks (T. of O.)	(1)	1	( 14 ( 4	250# 500#	M57 M17 IB	1/10 M 127	1/40
Total Bombs on Target			(498 (142	250# 500#	M47 M17 IB	1/10 M 127	1/40
Other Expenditures			1	250#	M57	1/10	1/40
Bombs Returned			( 42 ( 14	250# 500#	M57 M17 IB	1/10 M 127	1/40
Total (Loaded on A/C Taking Off)			541 156	250# 500#	M57 M17 IB	1/10 M 127	1/40

Mission Summary Report (Cont'd)

11. Lost Aircraft:

None.

Submitted By:

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

STATISTICAL SUMMARY OF OPERATIONS

401st Group

1st BD F. O. 536

Date of 28 October 1944

	LEAD		LOW		HIGH	PFF
		PFF - GH		PFF - GH		
1. No. of A/C Failing to Take Off	-	-	-	-	-	-
2. No. of A/C Airborne	12	1	12	1	12	1
3. No. of A/C Airborne Less Spares	11	1	11	1	11	1
4. No. of A/C Sorties	11	1	11	1	11	1
5. No. of A/C Attacking	11	1	11	1	11	1
6. No. of A/C Not Attacking	-	-	-	-	-	-
(a) Early Returns Included						
7. Name of Primary Target	MUNSTER, GERMANY (VIX)					
(a) No of A/C Attacking	11	1	11	1	10	1
(b) No., Size & type of bombs	154 250# GP 44	12 250#GP 4	154 250# GP 44	13 250# GP 4	138 250# GP 38	13 250#GP 4
	500#IB	500#IB	500#IB	500#IB	500#IB	500#IB
8. Name of Secondary Target	-					
(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	UNKNOWN		(9miles past P.T.)			
(a) No. of A/C Attacking	-	-	-	-	1	
(b) No., Size, & type of Bombs					14 250#GP 4 500# 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	-	-	-	-	-	-
13. - to Flak						
14. - to Flak & E/A						
15. - to Enemy A/C						
16. - to Accident						
17. - to Unknown						



STAT SUMMARY (Cont'd)

	LEAD	LOW	HIGH
18. Time of Takeoff	1043	1105	1055
19. Time of Attack	1434	1434½	1434½
20. Average Time of Flight	5.9	5.8	6.1
21. Altitude of Release	22,500	21,500	23,500
22. Visual or PFF	PFF/VIS	PFF/VIS	PFF/VIS
23. Enemy Resistance - AA Int.&ACC	Meager to Mod ACC	Meager to Mod ACC	Meager to Mod ACC
24. - Fighters	-	-	-
25. - Bombers	-	-	-
26. U.S. A/C Engaged by Enemy A/C	-	-	-
27. Degree of Success	GOOD	UNOBSERVED	UNOBSERVED

PFF A/C Borrowed from Groups as follows: NONE

PFF A/C Loaned to Groups as Follows: NONE

NOTES: PFF bombing run with visual corrections.

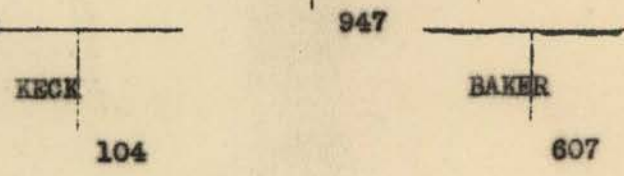
~~Deputy Flight Leader~~ Date  
Deputy Flight Leader MAJOR DE JONCKHEERE 28 October

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

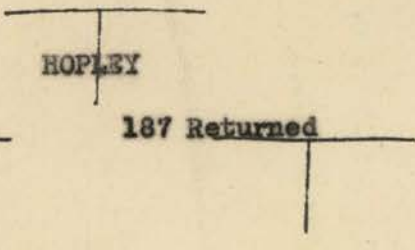
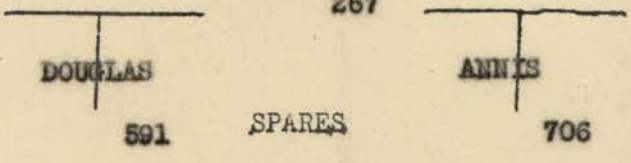
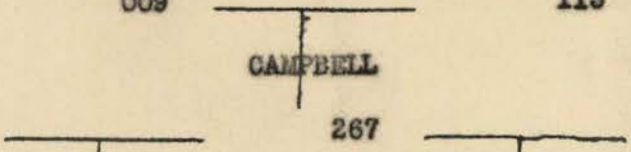
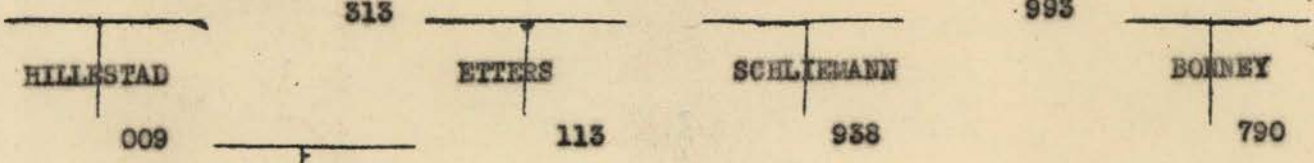
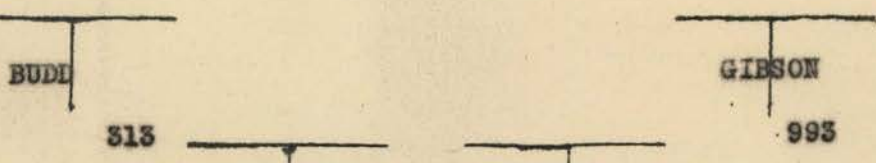
COLEMAN (DE JONCKHEERE)

401st Lead Squadron on  
take-off and cruise.

*to One Target*



\_\_\_ SQDN \_\_\_ SQDN



Combat Flight Leader LT KONZE Date 28 October

Deputy Flight Leader LT ROCHEL

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

KONZE  
258

401st Low Squadron on  
take-off and cruise.

*E. M. J. g. t.*

SOMBART  
730

ROCHEL  
077

\_\_\_ SQDN

\_\_\_ SQDN

SULLIVAN  
113

MAXWELL  
393

HANSEN  
674

OAS  
159

LONG  
637

COMER  
541

TURN  
664

MAIRE  
425

COOPER  
468

SPARES

MC KAY  
485 Returned

\_\_\_  
|

\_\_\_  
|

MAJOR HAVEY

28 October

Combat Flight Leader LT RUNDRELL Date \_\_\_\_\_

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

\_\_\_\_ SQDN 612 SC JABWOCK  
MERCER (HAVEY) 613 IN MACRO  
614 IW GOLFCLUB  
615 IY BUZZARD

401st High Squadron on  
take-off and cruise.

*to the target.*

\_\_\_\_ 033 \_\_\_\_\_  
ST AUBYN RUNDELL  
\_\_\_\_ 160 \_\_\_\_\_ 780 \_\_\_\_\_

\_\_\_\_ SQDN \_\_\_\_\_ SQDN  
MAYS AIKEN

BABCOCK WITTMAN COX ROADMAN  
\_\_\_\_ 236 \_\_\_\_\_ 464 \_\_\_\_\_ 662 \_\_\_\_\_ 506 \_\_\_\_\_  
CROZIER

\_\_\_\_ 330 \_\_\_\_\_  
SPUHLER MORAN  
\_\_\_\_ 738 \_\_\_\_\_ 677 \_\_\_\_\_

SPARES  
MORTON

\_\_\_\_ 151 Returned \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

HEADQUARTERS AAF STATION #128  
OFFICE OF THE NAVIGATION OFFICER

Lead

28 October

864

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 1043 hours; Land at 1638 hours.

b. Group formed at 1115 hours at 9000 feet.

c. Formed CBW at 1228 hours at 14000 feet.

d. Began climb at 1210 hours; reached alt. at 1320 hours.

e. Weather encountered over England:

(1) Clouds 6 / 10th - Visibility 20 miles.

(2) Wind at altitude 157 degrees, 38 Knots. @ 18000

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

g. Means of checking Metro Winds Gee, mickey

h. Joined task force at 1246 hrs. at Cromer  
(Splasher, City, Coord.)

i. English Coast out at 1246 hrs.; Enemy Coast in at 1332 hrs.

j. Fighter Rendezvous:

(1) Going in 1332 hrs.

(2) Coming back \_\_\_\_\_ hrs.

k. Wind used for bombing:

(1) 189 degrees, 34 Knots.

(2) Determined by Mickey and drifts  
(Method)

l. Bomb run and Method of Target Identifications

(1) Reached IP at 1421 hrs.

(2) Mag. heading over target 126 degrees.

(3) Altitude over target 23000 feet.

(4) Bombs away at 1434 hrs.

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

5/10ths to 7/10ths clouds. Visual

m. Gee:

(1) Coordinates of furthest fix 52-10 N. 06-45 E.

(2) Obtained at 1448 hours.

n. Difficulties encountered with special equipment.

Radio compass out. 10 R.P.M. per min.

COMMENTS: Bombs Away at 1434 on  
M. H. 126 from 23000. Primary,  
visual.

/S/ Horace E. Kron  
HORACE E. KRON  
1st Lt., A. C.  
Lead Navig. Lead Sq.  
SIGNATURE

HEADQUARTERS AAF STATION #128  
OFFICE OF THE NAVIGATION OFFICER

Low Sq.

28 October1944SUBJECT: Lead Navigator's NarrativeTO : Commanding Officer, 401st Bombardment Group (H)1. Flight plan, Log, and Track Chart Attached.2. Narrative:a. T/O at 1105 hours; Land at 1653 hours.b. Group formed at 1209 hours at 7000 feet.

c. Formed CPW at \_\_\_\_\_ hours at \_\_\_\_\_ feet.

d. Began climb at 1209 hours, reached alt. at 1330 hours.e. Weather encountered over England:(1) Clouds 6-8 / 10ths - Visibility Unlimited miles,  
aloft(2) Wind at altitude 155 degrees, 65 Knots.f. Means of navigation over England, Gee and D.R.g. Means of checking Metro Winds Gee, Pilotageh. Joined task force at 1230 hrs. at Watton to Cromer  
(Splasher, City, Coord.)i. English Coast out at 1247 $\frac{1}{2}$  hrs.; Enemy Coast in at 133 $\frac{1}{4}$  hrs.j. Fighter Rendezvous:(1) Going in 1330 hrs.

(2) Coming back \_\_\_\_\_ hrs.

k. Wind used for bombing:(1) 155 degrees, 65 Knots.(2) Determined by Pilotage  
(Method)l. Bomb run and Method of Target Identifications(1) Reached IP at 1424 hrs.(2) Mag. heading over target 127 degrees.(3) Altitude over target 22300 feet.(4) Bombs away at 1434 $\frac{1}{2}$  hrs.

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

6-8/10ths cu, Pilotage. PFF approach half way down run.m. Gee:(1) Coordinates of furthest fix 53-20 N. 04-23 E.(2) Obtained at 1325 hours.n. Difficulties encountered with special equipment.

COMMENTS:

/s/ O. F. Stork

O. F. STORK

1st Lt., A. C.

SIGNATURE Lead Navig., Low Box

HEADQUARTERS AAF STATION #128  
 OFFICE OF THE NAVIGATION OFFICER

High Sq.

28 October 1944

SUBJECT: Lead Navigator's Narrative

TO : Commanding Officer, 401st Bombardment Group (H)

1. Flight plan, Log, and Track Chart Attached.

2. Narrative:

a. T/O at 1055 hours; Land at 1700 hours.

b. Group formed at 1210 hours at 10000 feet.

c. Formed CRW at 1210 hours at 9000 feet.

d. Began climb at 1210 hours; reached alt. at 1327 hours.

e. Weather encountered over England:

(1) Clouds 5 / 1000 - Visibility UNL miles.

(2) Wind at altitude 160 degrees, 32 knots.

f. Means of navigation over England. Gee, Pilotage

g. Means of checking Metro Winds Mickey, bombsight

h. Joined task force at 1246 1/2 hrs. at Cromer  
 (Splasher, City, Coord.)

i. English Coast out at 1248 hrs.; Enemy Coast in at 1335 hrs.

j. Fighter Rendezvous:

(1) Going in 1335 hrs.

(2) Coming back All the way hrs.

k. Wind used for bombing:

(1) 160 degrees, 32 knots.

(2) Determined by Mickey  
 (Method)

l. Bomb run and Method of Target Identifications:

(1) Reached IP at 1421 hrs.

(2) Mag. heading over target 116 degrees.

(3) Altitude over target 23600 feet.

(4) Bombs away at 1434 1/2 hrs.

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

Mickey, visual. 6-10/10ths over target

m. Gee:

(1) Coordinates of furthest fix 53-08 N. 03-38 E.

(2) Obtained at 1317 hours.

n. Difficulties encountered with special equipment.

Fluxgate gyro slow running up. Airspeed meter inaccurate and frozen up.

COMMENTS:

/S/ Leslie E. Gaskins  
 LESLIE E. GASKINS  
 1st Lt., A. C.  
 SIGNATURE Lead Nav., High Sq.

Air Commander - Major De Jonckherres

FLIGHT PLAN "B" Group (Fourth)

PILOT Lt. Colman

NAVIGATOR Lt. E. E. Koon

DATE 28 October 1944

STATIONS	0725	ENGINES	1025	TAXI	1040	T.O.	1055
LEAVE BASE			1210				
COAST OUT			1245				
ENEMY COAST			1345				
I. P.			1411				
TARGET			1428				
ENEMY COAST			1502				
ENGLISH COAST			1543				
ETR			1627				

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

Zero Hr - 1230  
 Ref alt - 23000  
 Bomb alt - 23000  
 Oxygen - 3:15  
 Enemy territory - 1:44

WATCH.....  
 Letdown on Cottasmore Buncher - normal 010 Mag.  
 At..... C.M.T.  
 Fast Division assembly - Crotto  
 Slow RATE.....secs/hour Losing

FROM TO	WAVE UESD	HEIGHT	IAS MPH /K	T. A. S. (K)	COURSE	DRIFT	TRUE HDNG.	VAR.	MAC. HDNG.	G. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI.
Assemble 11000 to Cott. (Y) Buncher														
52-44N 00-39W Sleaford (B)	282/26	11000	150 -10	153	031	-9	022	f11	033	160	18 1/2	7 -1	1210 1216	Depart
53-00N 00-24W Watton (D)	285/27	12500 14000	150 -11	157	121	f3	124	f10	134	182	52	19 f1	1236	
52-34N 00-50E Cromer CP 1	289/29	15000	150 -11	164	040	-9	031	f10	041	173	29	10 -1	1245	English Coast CP 1 1045
52-55N 01-20W	243/33	23000	150 -22	176	084	f4	088	f9	097	206	127	40	1325	Coast CP 2 1325
53-08N 04-50E	170/33	23000	150 -30	188	124	f7	131	f8	139	163	55	21	1346	
52-38N 06-05E	270/33	23000	150 -30	"	155	f3	158	f7	165	156	47	19	1408	IP
51-56N 06-38E I. P. TARGET	170/33	23000	150	"	090	f10	100	f7	107	180	37	13	1422	TARGET
51-56N 07-38E	170/33	23000	150	"	360	f2	002	f6	008	220	11	03 f1	1425	
52-07N 07-38E	170/33	23000	150	"	268	-10	258	f7	265	190	27	09	1434	
52-06N 06-55E	170/33	23000	150	"	303	-8	295	f7	302	209	40	12	1446	
52-28N 06-00E	170/33	23000	150	"	280	-10	270	f8	278	197	51	16	1502	Coast
52-37N 04-37E	265/25	2000	170 -11	179	270	-1	269	f9	278	154	106	41	1543	English Coast
Great Yarmouth	264/25	2000	150 f5	133	266	0	266	f10	276	108	86	47	1627	ETR
52-37N 01-44E Base														
03-00E	298/34	15000		170	084	-7				197	61	18 1/2		
	178/36	23000		182	084	f8				182	66	21 1/2		
Cottasmore Cromer	286/28	15000	150 -12	159	081	-5	076	f10	086	183	73	24	1221 1245	Last time group departure
Base Cromer	275/25	0 to 15000	150 -5	145	070	-4	066	f10	076	168	74	27	1207 1245	LTTO Takes 38 min to climb.

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAC. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS MPH /K	HEIGHT & AIR TEMP.	T. A. S.	RUN		G. S.	TO RUN		E. T. A.
										DIST.	TIME		DIST.	TIME	
					Flares (Normal) VHF - Code for authentication - "Happy days" Abandon mission - "How Baker Charlie".										
					Lead - RY Low - R High - G	Chaff - Discharge 5 min before Target and continue for 9 minutes. Interval - 2 min between Groups. Spares - Turn back at 03-00E. Approaching Cromer - 1st CBW - from Downham Market 94th - from Watton									
1025 1043			230		Start Engines Take Off										
1110			180		Over buncher		9000 -8								
1210		230/18	27		On course, on time. Depart. Climbing		9000 -8	148			168		182	7	1217
1217	121	f7	128		Point "B"		150 130 -10	151			158		52	20	1237
1222			135												
1228			135				13500				160		27	10	1238
1239			32		Turning pt 52-35N 00-58E		15000 -20	163			182		23	8	1247
1245 1/2			72		C. P. 1, on course, on time		150 130						30 East 61		
1248			79		Begin climb 52-57N 01-26E		15000 -20	163							
1255			88				17000 -26	166							

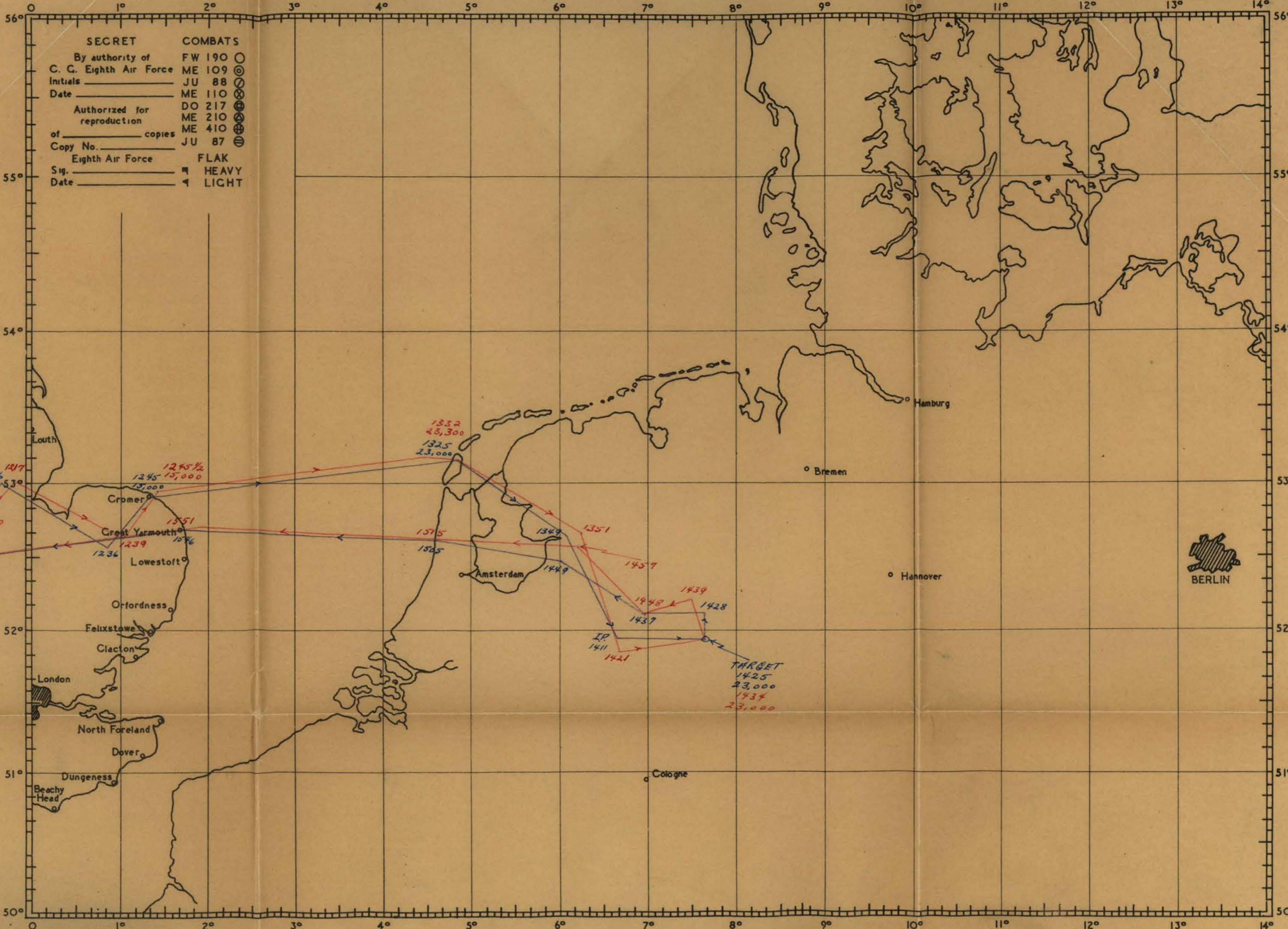


FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF	TRUE HDNC.	MAC. HDNC.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS. MPH. /K	HEIGHT & AIR TEMP	T. A. S.	RUN		C. S.	TO RUN		E. T. A.
										DIST.	TIME		DIST.	TIME	
1300		157/36	94				150	18000 -28	170	43	12				
1307			106		G. 53-08N 03-00E		150	20000 -32	176	20	7				
1314		210/43	100		53-10N 03-31E (H2K 283/46)		150	21500 -30	183			208	46	13	1327
1332			131		Coast in, on course. Flak from S. of Tessel			23300 -30	188			184	55	18	1450
1347	139	9L	148		Wind 170/55K			"	"	26	13	120	30	15	1502
1351			130		0600E			23000 -30	188						
1400		189/34	158		Turning pt. 52-27N 05-30E			"	188			135	47	21	1421
1421			88		I. P. Below			"	188			178	37	12	1433
1434			120		BOMBS AWAY Visual			"	"						
1435			360												
1439			260		353° @ 13 mi.		160	"	198			198	27	9	1448
1448			308		Turning pt. 52-10N 06-45E		150 130	22000 -30	185			232	34	9	1457
1457			260		Came around Leville to miss flak			"	185			196	55	17	1514
1515			265		Coast out, on course		150	"	"	37	12	180 154	106	41	1556
1530			260		Began letdown at 52-43N 03-25E		150 130	S-ing to get thru clouds							
1551			270		Coast in, on course. To 2000		170	10000 -10	170			145	86	36	1627
1607			275		G. 52-35N 00-44E		160	2000 -10	137			127	47	22	1629
1630					Base										
1638					Landed										
1641					Engines off.										

SIGNED

NAVIGATOR



SECRET

COMBATS

By authority of C. G. Eighth Air Force  
 Initials \_\_\_\_\_  
 Date \_\_\_\_\_  
 Authorized for reproduction of \_\_\_\_\_ copies  
 Copy No. \_\_\_\_\_  
 Eighth Air Force  
 Sig. \_\_\_\_\_  
 Date \_\_\_\_\_

FW 190 ○  
 ME 109 ⊙  
 JU 88 ⊗  
 ME 110 ⊗  
 DO 217 ⊗  
 ME 210 ⊗  
 ME 410 ⊗  
 JU 87 ⊗  
 FLAK  
 HEAVY  
 LIGHT

DECLASSIFIED PER NND 745005  
 BY Spc NARA DATE 11-18-10

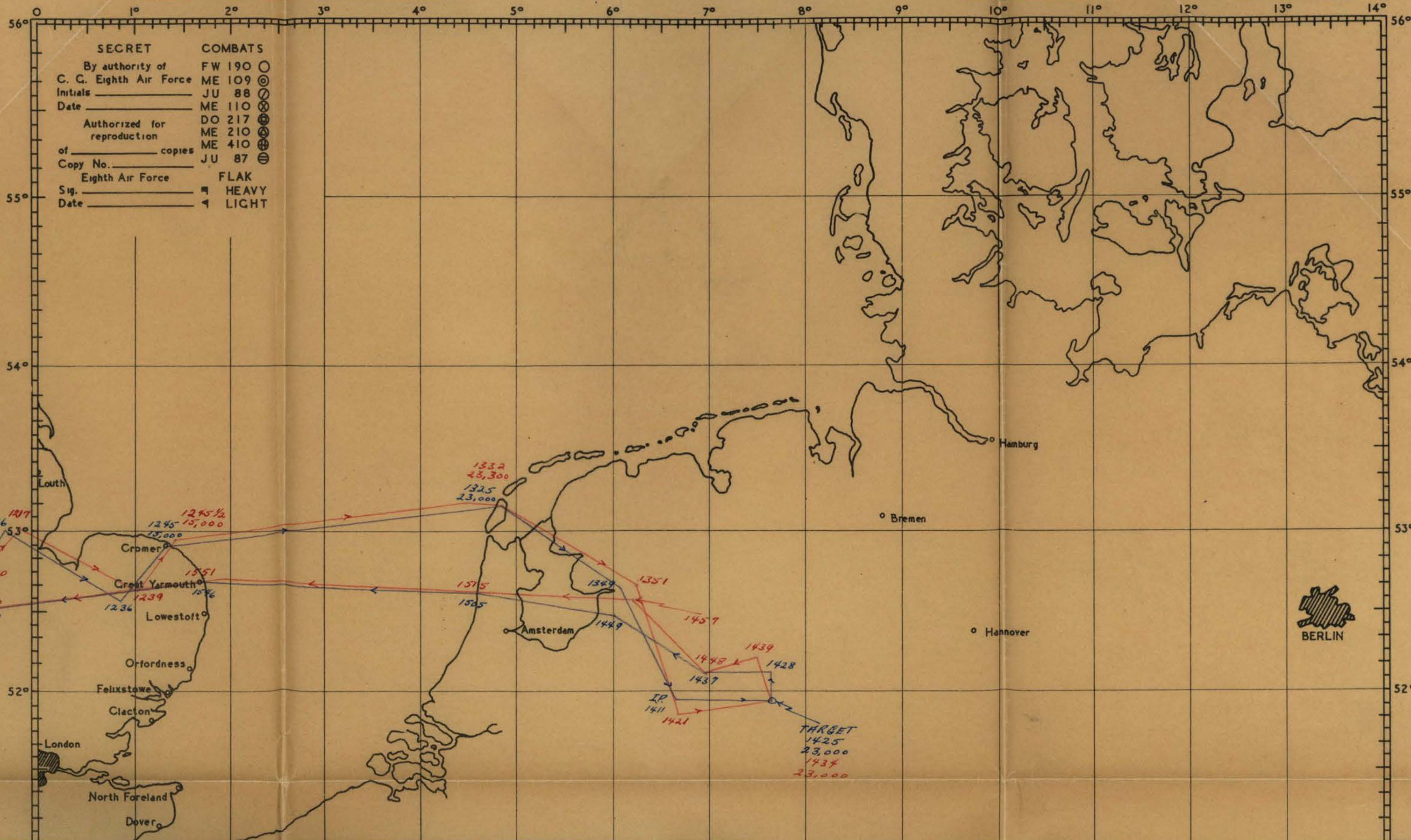
# TRACK CHART

DATE Oct. 28-44

TARGETS  
PRIMARY

Munster, Germany

Blue ROUTE FOLLOWED BY Briefed  
Red 401st B. G. (H)



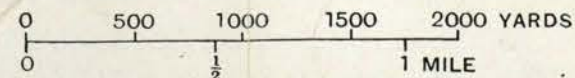
DECLASSIFIED PER NND 74503  
BY SEP, NARA DATE 11-18-10

Target No.  
6 (d) (v) 13

RAILWAY JUNCTIONS, Etc. — MÜNSTER (GERMANY)

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

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

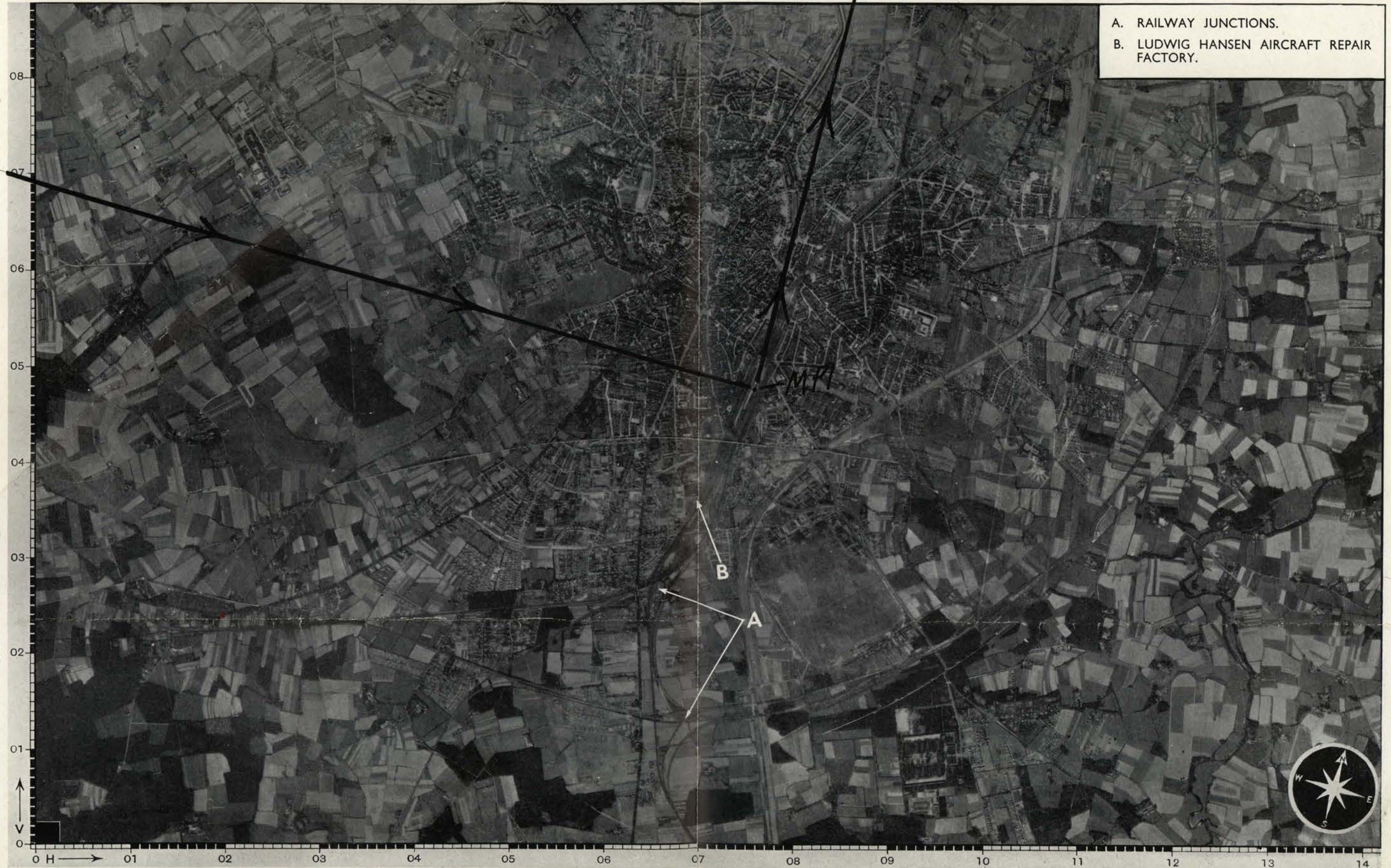


Photographed 1942-1943

(1 : 32,000) approx.

Issued December 1943

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



A.I.3c(1)

TYPE A

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

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

BOMBARDIER Lt. Stout DATE 23 Oct 1944

PILOT Lt. Coleman TAKE OFF 1024

NAVIGATOR Lt. Kron AIRPLANE \_\_\_\_\_

WING 94th B Op GROUP 401st SQDN Lead LANDED 1030

OBJECTIVE Munster, Germany (MPI) \_\_\_\_\_

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 \_\_\_\_\_

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

BOMBS, TYPES AND SIZES 500# M 17 FUSING: NOSE 55.5 TAIL \_\_\_\_\_

BOMBS, TYPES AND SIZES 250# M 57 FUSING: NOSE 1/10 TAIL 1/40

NUMBER OF BOMBS LOADED 48 lbs 186 GPa RELEASED 48 lbs 186 GPa

INFORMATION AT RELEASE POINT: FFF WITH VISUAL ASSIST:

Altitude of Target 210 Temp Aloft: Metro -31 Actual -35

True Altitude above target 22500 Mag Head, order 107 Actual 126

Ind. Altitude 23000 True Heading 133

Pressure alt of target 199 Drift, Est 10L Actual 10L

Altimeter setting 29192 True Track 123

C.I.A.S. 180 I.A.S. 150 Actual Range 9875

G.S. Est 206 Actual 196 B.S.Type H-9

Wind Direc Metro 170 Actual 180 Time of Release 1434

Wind Veloc. Metro 41 Actual 50 Intervalometer Setting 50ft

D.S 132.4 Trail 79 ATF 40.42 Length of Bombing Run 37miles

Tan. D.A. Est .48 Actual .45 C-1 Pilot Yes A-5 \_\_\_\_\_

Mean Temp: Metro -10.2 Actual -13 Manual Pilot \_\_\_\_\_

Type of Release: Lead A/C Salvo Type of Release: Other A/C 50ft

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Rossini DATE 28 Oct 1944  
 PILOT Lt. House TAKE OFF 1055  
 NAVIGATOR Lt. Stark AIRPLANE \_\_\_\_\_  
 WING 84th B Gp GROUP 401st SQDN LOW LANDED 1700  
 OBJECTIVE Munster, Germany (MPI) \_\_\_\_\_

METHOD OF ATTACK Individual Flight Squadron Group wing

NUMBER A/C IN GROUP 12 COMPOSITE GROUP \_\_\_\_\_

DEFLECTION AND RANGE SIGHTING GROUP Lead 1/0 COMPOSITE GROUP \_\_\_\_\_

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:

BOMBS, TYPES AND SIZES 500# M 17 FUSING: NOSE 35.5 TAIL --

BOMBS, TYPES AND SIZES 500# M 57 FUSING: NOSE 1/10 TAIL 1/30

NUMBER OF BOMBS LOADED 48 lbs 167 GPs RELEASED 48 lbs 167 GPs

INFORMATION AT RELEASE POINT: Visual

Altitude of Target 510 Temp Aloft: Metro 31 Actual 30

True Altitude above target 21000 Mag Head, order 197 Actual 197

Ind. Altitude 22000 True Heading 104

Pressure alt of target 7100 Drift, Est 102 Actual 102

Altimeter setting 29.92 True Track 120

C.I.A.S. 180 I.A.S. 180 Actual Range 3245

G.S. Est 200 Actual 100 B.S. Type 100

Wind Direc Metro 170 Actual 160 Time of Release 1454

Wind Veloc. Metro 41 Actual 70 Intervalometer Setting 30ft

D.S. 135.5 Trail 70 ATF 59.22 Length of Bombing Run 2min

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

Mean Temp: Metro 10.0 Actual 12.4 Manual Pilot \_\_\_\_\_

Type of Release: Lead A/C Galvo Type of Release: Other A/C 30ft

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Klefisch DATE 28 Oct 1944  
 PILOT Lt. Gaskins TAKE OFF 1105  
 NAVIGATOR Lt. Haroon AIRPLANE \_\_\_\_\_  
 WING 94th B Gp GROUP 401st SQDN High LANDED 1653  
 OBJECTIVE Munster Germany (MPI) \_\_\_\_\_  
 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 \_\_\_\_\_  
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C  
 BOMBS, TYPES AND SIZES 500# M-17 FUSING: NOSE 36.5 TAIL \_\_\_\_\_  
 BOMBS, TYPES AND SIZES 250# M-67 FUSING: NOSE 1/10 TAIL 1/10  
 NUMBER OF BOMBS LOADED 48 lbs 124 GPs RELEASED 48 lbs 104 GPs  
 INFORMATION AT RELEASE POINT: FFF WITH A VISUAL ASSIST:  
 Altitude of Target 210 Temp Aloft: Metro -31 Actual -34  
 True Altitude above target 23500 Mag Head, order 107 Actual 127  
 Ind. Altitude 23500 True Heading \_\_\_\_\_ 134  
 Pressure alt of target 199 Drift, Est 10°L Actual 9L  
 Altimeter setting 29.92 True Track \_\_\_\_\_ 125  
 C.I.A.S. 150 I.A.S. 150 Actual Range \_\_\_\_\_ 12485  
 G.S. Est 206 Actual 180 B.S.Type \_\_\_\_\_ 10-9  
 Wind Direc Metro 170 Actual 160 Time of Release \_\_\_\_\_ 1434  
 Wind Veloc. Metro 41 Actual 30 Intervalometer Setting \_\_\_\_\_ 50ft  
 D.S. 129 Trail 79 ATF 41.22 Length of Bombing Run \_\_\_\_\_ 1min  
 Tan. D.A. Est .47 Actual .45 C-1 Pilot Yes A-5 \_\_\_\_\_  
 Mean Temp: Metro -10.2 Actual -11 Manual Pilot \_\_\_\_\_  
 Type of Release: Lead A/C Salvo Type of Release: Other A/C \_\_\_\_\_ 50 ft

**CONFIDENTIAL**

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

J-A-4

Reference Field Order 536.

28 OCTOBER 1944

SUBJECT: Communications Report, Operational Mission No 162.

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

SECTION ONE - USE OF RADIO NAVIGATIONAL AIDS

- |                        |           |                        |                    |
|------------------------|-----------|------------------------|--------------------|
| 1. Radio Beacons used: |           | 3. HF/DF Bearings      | <u>0</u>           |
| Splashers              | <u>0</u>  | 4. VHF/DF Bearings     | <u>2</u>           |
| Fixed Beacons          | <u>0</u>  | 5. Distress Action     | <u>0</u>           |
| Bunchers               | <u>34</u> | 6. Total A/C using Gee | <u>36</u>          |
| 2. MF/DF Fixes         | <u>0</u>  | Maximum Fix            | <u>0611E-5233N</u> |

SECTION TWO - USE OF PFF

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

SECTION THREE - USE OF RCM

- |                                   |              |
|-----------------------------------|--------------|
| 1. Total A/C releasing Chaff      | <u>33</u>    |
| 2. Total number of units released | <u>7,128</u> |

SECTION FOUR - REMARKS

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

**CONFIDENTIAL**



S E C R E T

Report on A.A. Gunfire.

401 BOMBARDMENT GROUP (H)

Assigned MUNSTER, GERMANY . . . . .  
 Target: Bomed MUNSTER, GERMANY . . . . . Date of Mission 28 /10/44.

Route as Flown:- (5308-0450E) - (5228-0615E) - (5150-0638E) IP - (Target)  
(5210-0735E) - (5206 - 0655E) - (5235 - 0620E) - (5237-0437E)

Weather conditions: (a) At target 5/10 - 7/10 - Heavy haze . . . . .  
 (b) En route 3/10 - 10/10 - Thick undercast . . . . .  
 Were our A/C "Seen" or "Unseen" targets? ( ) At target Seen and unseen . . . . .  
 ( ) En route Seen and unseen . . . . .  
 Any condensation trails? Yes . . . . .

Description of flak at target, including METHOD OF FIRE CONTROL  
Weager to moderate, accurate for both height and deflection  
Tracking generally but some barrage type reported

Flak encountered or observed en route. (In the order experienced)  
Enc. 1320 - Texel - 22,800 Weager Good - Good - Black - Fred Cone  
Obs. 1333 - (Ireland) 22,600 Not " Poor " Barr.  
Vileland)  
Enc. 1458 S of Zwolle 21,500 Weager - Poor - poor - Black - Barr  
(5225-0605E)

Was CHAFF carried? . . . Yes . . . . .

How discharged? . . . As briefed . . . . .

Position of Group . . . 9th. "B" Group . . . . .

Details:-

ap	A/C over enemy territory	A/C Damaged	A/C lost to Flak	Time over Target	Time of Bombs away	Height	Axis of Attack	Axis of Withdrawl
Lead	12	8	0	1434	1434	23,000	126M	006M
High	12	7	0	1434 1/2	1434 1/2	23,600	122M	006M
Low	12	8	0	1434 1/2	1434 1/2	22,300	127M	006M
als:	<u>36</u>	<u>23</u>						

Comments - Phenomena:-

LT. P. R. MYERS

Two to three ground gockets were observed on bomb run coming up considerably ahead of formation, bursting high.

OFFICE OF THE INTELLIGENCE OFFICER  
STATION 128 - APO 857  
U. S. ARMY

D-R-4

29 October 1944.

SUBJECT: Crew Comments and Suggestions.

TO : COMMANDING OFFICER, AAF Sta. 128, APO 857, US Army. (Thru Lt. Col. W. T. Sewell.)

1. Crew of Lt. Romie A. Annis, (P) A/C 7708, was unanimous in saying formation today was good. Lt. Bernard J. Madden, (H), says Cottosmore Rancher comes in and then fades out.

2. Lt. Glen H. St. Aubyn, (P) A/C 8180, (spare A/C), states that flak suits were too short and all the same sizes. P/O Elmer B. Crossman, (B), might not have been injured if he had been wearing the proper sized suit. Sgt. Harry R. Dearborn, (T), says left gun was out and also one chin turret (solenoid was out). A/C 8180 was a ground spare and this crew flew it at the last minute.

3. The following criticisms were made regarding transportation:

- a. Lt. Clayton R. Bidd, (P) A/C 6518, and crew, (dispersal #39) - Three crews too many for one truck.
- b. Lt. Robert B. Campbell, (P) A/C 8267, (dispersal #43) - waited one hour, then obtained ride on another truck.
- c. Lt. Roy H. Bouney, (P) A/C 790, (dispersal #15) - waited from 1630 to 1745 for a truck and finally was forced to catch a ride on another truck.
- d. Lt. Robert J. Neek, (P) A/C 6104, (dispersal #45) - waited 45 minutes for a truck at dispersal area. No other crew was in truck.
- e. Lt. John C. Grosier, (P) A/C 8330, (dispersal #43) and crew, - transportation today was again very poor.

4. The following navigators suggested that the room used for pre-briefing navigators should have been heated this morning: Lt. Bernard L. Klous, A/C 6315; Lt. Frederick L. Campbell, A/C 8009; Lt. James K. Billman, A/C 2398 and Lt. Leon P. Stuart, A/C 8236.

5. Lt. Clayton R. Bidd, (P) A/C 6518 - no lights in both officers' and enlisted mens' washrooms in the 61st Squadron area.

6. The following crews requested more rations (especially cookies) for use on missions: Lt. Robert B. Campbell, (P) A/C 8267; Lt. Francis B. Rundell, (P) A/C 7780 and Lt. Frederick H. Babcock, (P) A/C 8236.

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

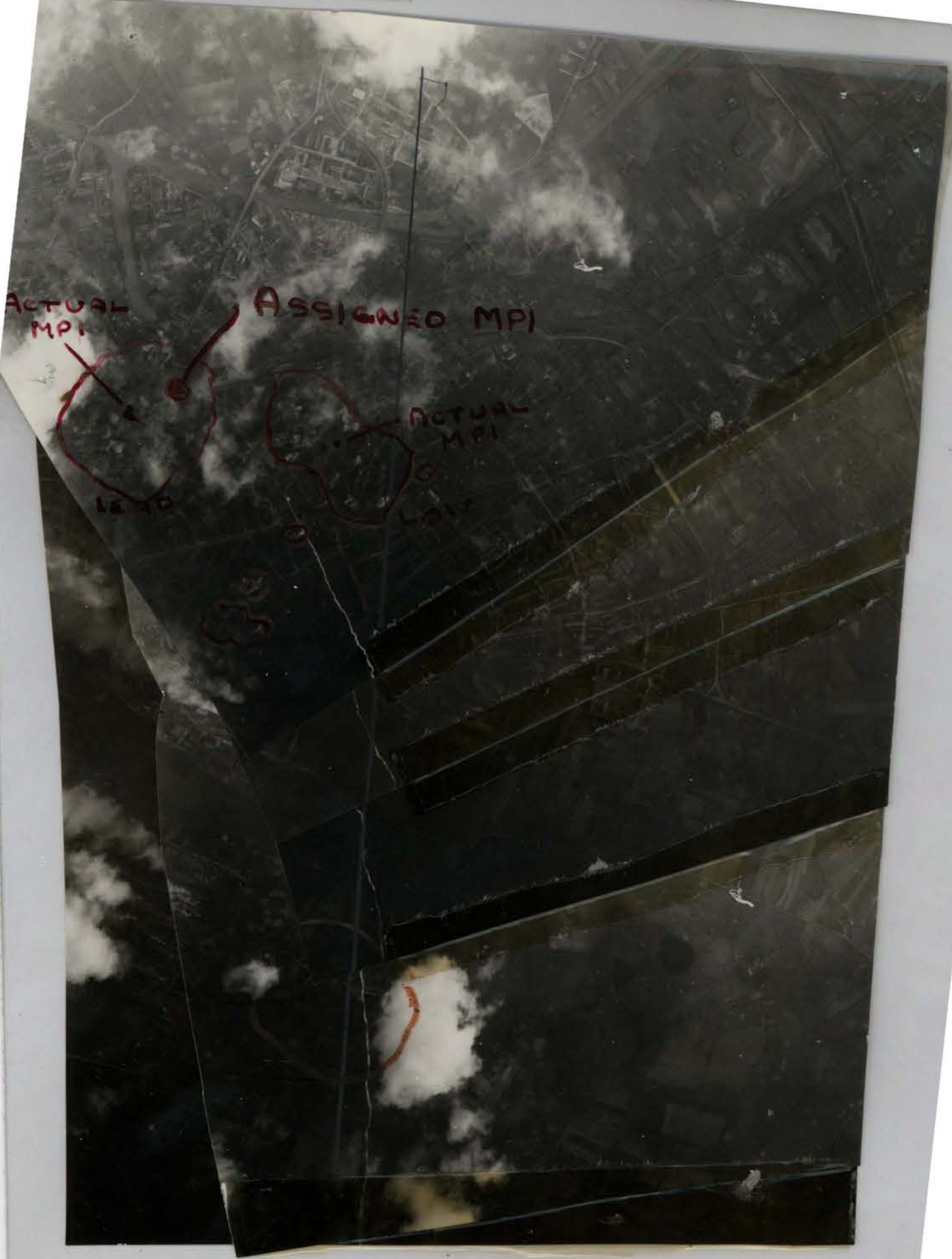
ACTUAL MPI

ASSIGNED MPI

ACTUAL MPI

12 30

10 15





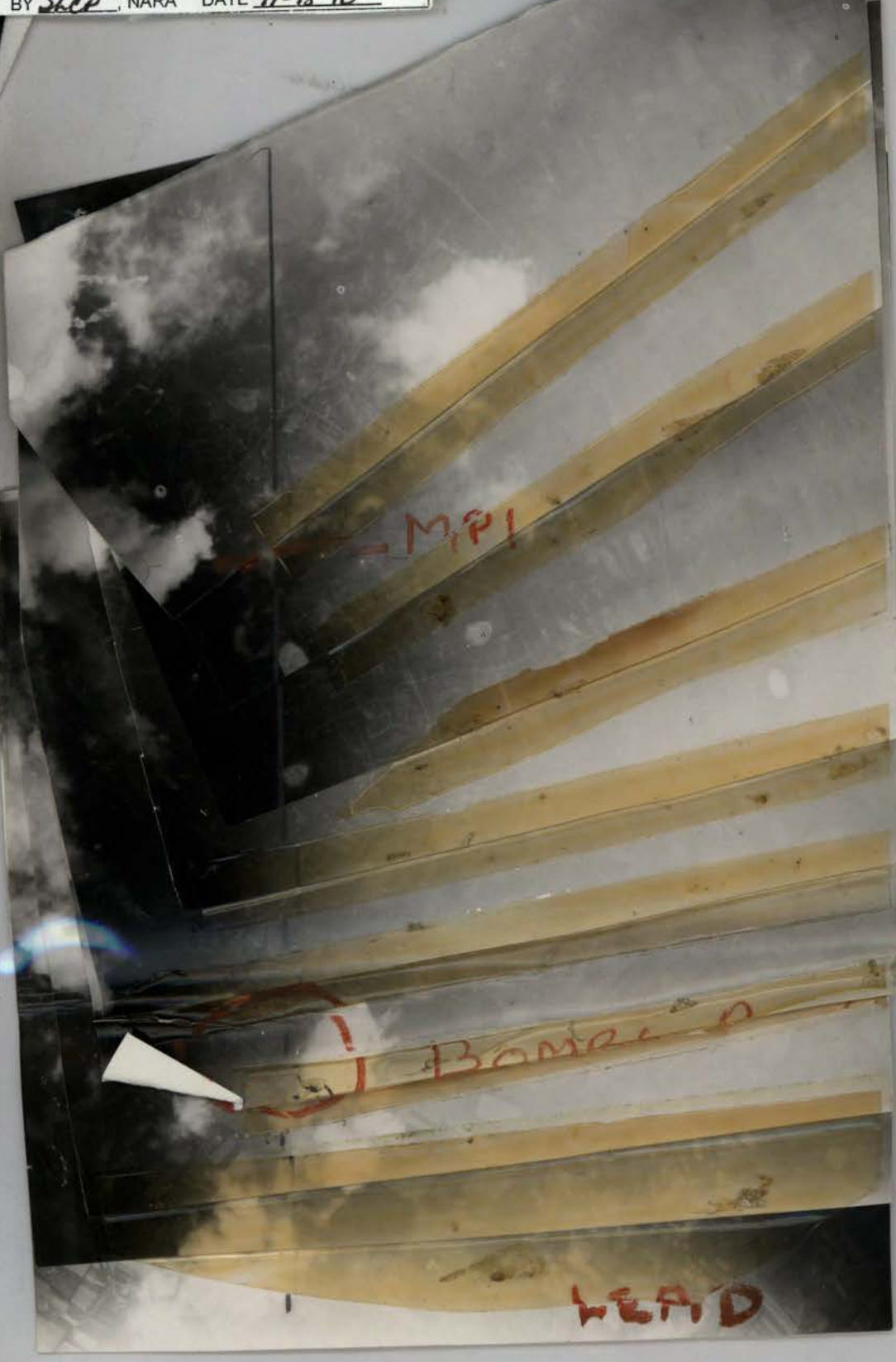
BOMBS AWF

LABOR

11

44(7602-7-23600) MUNSTER

CONF





8-10-4 1730-12-22300, MUMSTER

CONF

BRIEFING NOTES

ANOTHER REPEAT PERFORMANCE ON THE M/Y AT THIS IMPORTANT TRANSPORTATION CENTER SHOULD FURTHER CHOKE ~~#####~~ SUPPLIES AND MEN COMING TO THE FRONT AND WITHDRAWING FROM IT. STRATEGICALLY AND TACTICALLY A GOOD VISUAL BOMBING JOB OR A SMOOTH PFF JOB SHOULD DO THE TRICK.

NO SECONDARY OR LAST RESORT TARGET IS MENTIONED IN THE F/O, WHICH MEANS THAT ONLY THE PRIMARY TARGET IS TO BE ATTACKED EITHER VISUALLY OR BY MEANS OF PFF. HOWEVER, IF IT BECOMES NECESSARY TO BOMB ELSEWHERE, THE S.O.P OF BOMBING OF RHINE RIVER RAIL AND ROAD BRIDGES ~~AND THOSE OF RAIL~~ AND ROAD BRIDGES EAST OF THE RHINE R. WILL BE FOLLOWED. NO OTHER MILITARY OBJECTIVES WILL BE BOMBED.

FIGHTER SUPPORT: 2 GPS OF P 51s

EPPIE PROCEDURE:

LAST MINUTE INTELLIGENCE: NO FRIENDLY CONVOYS ON ROUTE IN OR OUT.

SPECIAL INSTRUCTIONS: (READ HINTS TO GUNNERS)

P/W PROCEDURE TO BE FOLLOWED:

IF FORCED DOWN MAKE YOUR WAY BACK TO OUR LINES TRAVELLING BY NIGHT.

IF FORCED DOWN IN HOLLAND, GO TO "EARTH" AT ONCE - HIDE AND LIE UP FOR THE FIRST 24 HOURS. YOUR OWN PARTICULAR POSITION WILL DEPEND ON WHETHER YOU WILL ALL OW OUR LINES TO OVERRUN YOU OR TO INFILTRATE BACK TO OUR LINES.

IN HOLLAND NORTHERN PART IS PROTESTANT AND SOUTHERN PART CATHOLIC- SEEK HELP ONLY FROM CATHOLIC.

HELP FROM ~~BIRCH~~ POLICEMEN IS TO BE AVOIDED, UNLESS IT IS ABSOLUTELY NECESSARY, AND THEN SEEK A YOUNGER TYPE IF POSSIBLE. AVOID ANYONE WHO WEARS A BADGE IN HIS LAPEL, FOR THAT USUALLY DENOTES A QUISLING.

YOUR BEST APPROACH TO A SINGLE HELPER IS TOWARDS EVENING.

CHECK CREWS FOR SOP CHECK ITEMS.

LT. H.L. KNOPMAN

Pre Briefing Notes

1. Munster, Germany is the primary target for today's operation. The assigned M.P.I. is the center of the main marshalling area.  
On Sept. 30th this group paid its last visit to this target and did an excellent job of P.F.F. bombing although little damage was done to the marshalling area.
2. No secondary or last resort targets have been assigned.
3. The 401st is the "B" group in the 94th wing.
  - a) Major De Jonkeere is the 401st Group Air Commander
  - b) Major Carraway will be the 94th Wing Air Commander.
  - c) the 351st is the "A" Group in the wing and the 457th is the "C" Group.
4. The 401st will be preceded by the 1st A and B groups and the 94th A Gp. and will be followed only by the 94th C Group.
  - a) All 5 groups in the 1st Division are going to the same target.
5. The 3 Division consisting of 5 groups will attack Hamm  
The 2nd Division has a holiday.
6. Fighter support will consist of 2 groups of P-51s, one group giving close support to the 1st 3 groups and the other giving close support to the last 2 groups
7. Bomb load consists of 14 X 250 lb G.P. with 1/10 nose fusing and 1/40 tail fusing plus 4 m-17's  
Intervalometer setting is 30 feet.  
Bombing altitude will be 23,000'  
Zero hour is 1030 hours  
P.F.F. aircraft will lead each squadron.
8. There are ~~58~~ guns within range. *71 guns in area, 44 in range*
9. Call on Col. Seawell and the operations officers for comments if any  
Ask if there are any questions then dismiss pilots and co-pilots



5-3

612TH BOMBARDMENT SQUADRON (H)  
 401ST BOMBARDMENT GROUP (H)  
 Office of the Operations Officer  
 APO 557

28  
 27 October 1944

SUBJECT: Loading List

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

~~A/C 43-37938~~

P	Lawrence, Louis Jr.	2nd Lt.	<del>612th</del>
CP	Stein, William T.	2nd Lt.	<del>612th</del>
H	Fyman, Nathan W.	2nd Lt.	<del>612th</del>
B	Burge, Charles R.	2nd Lt.	<del>612th</del>
ROG	Huskey, Curtis O.	S/Sgt	<del>612th</del>
TTG	Grasman, Richard C.	T/Sgt	<del>612th</del>
BTG	O'Neal, Hayes B., Jr.	S/Sgt	<del>612th</del>
TG	Azevedo, Philbert B.	S/Sgt	<del>612th</del>
FG	Harold, Lloyd B.	S/Sgt	<del>612th</del>

44-6506

A/C 42-100002

P	Rodman, Julian (NMI)	2nd Lt.	612th
CP	Compton, Henry W.	2nd Lt.	612th
H	Knese, Robert H.	F/O	612th
B	Whitlock, James P.	2nd Lt.	612th
ROG	Elchisak, Alfred (NMI)	Sgt	612th
TTG	Landers, John A.	Sgt	612th
BTG	Hall, Eugene H.	Sgt	612th
TG	Wood, Donald S.	Sgt	612th
FG	Hill, Earle R., Jr.	Sgt	612th

A/C 42-39993

P	Gibson, Roger C.	1st Lt.	612th
CP	<del>Wheat, Clarence W.</del> Amundson, Alan	2nd Lt.	612th
H	Brand, George C.	1st Lt.	612th
B	Kemler, Arden G.	1st Lt.	612th
ROG	Heidcinen, Carl R.	T/Sgt	612th
TTG	Williamson, Joseph R.	T/Sgt	612th
BTG	Roethler, Roland V.	S/Sgt	612th
TG	King, Francis B., Jr.	S/Sgt	612th
FG	Phelps, Durwood W.	S/Sgt	612th

43-38541

A/C 44-6806

P	Comer, Jack P.	2nd Lt.	612th
CP	Matthes, Francis R.	2nd Lt.	612th
H	Weinstein, Byron (NMI)	2nd Lt.	612th
B	Smith, Alvie L.	2nd Lt.	612th
ROG	Hulse, Harold A.	Sgt	612th
TTG	Bixby, Joseph (NMI) Jr.	Sgt	612th
BTG	Erland, Clotus M.	Sgt	612th
TG	Kirkhuff, Leonard M.	Sgt	612th
FG	Mainprize, Jack E.	S/Sgt	612th

K/R

43-37938

43-59897

P	Schliemann, Donald M.	2nd Lt.	612th
CP	Meyrowitz, Irving (NMI)	F/O	612th
N	Schmeck, David (NMI)	F/O	612th
B	Swatosh, Kenneth J.	2nd Lt.	612th
ROG	Pendley, Garland E.	Sgt	612th
TTG	Zabel, Bruce H.	Sgt	612th
BTG	Eames, Duane H.N.	Sgt	612th
TG	Madden, Ted H.	Sgt	612th
FG	Kelly, John C.	Sgt	612th

43-38637

A/C 43-197359

P	Long, Robert L.	F/O	612th
CP	Watterson, Stuart E., Jr.	F/O	612th
N	Griek, Lawrence A.	2nd Lt.	612th
B	Watson, Reynolds S.	2nd Lt.	612th
ROG	York, Dennis A.	Sgt	612th
TTG	Gabhardt, Chasrs R.	Sgt	612th
BTG	Howezak, Henry (NMI)	Sgt	612th
TG	Iles, Earl L.	Sgt	612th
FG	Willick, Edward L.	Sgt	612th

42-102393

A/C 43-59765

P	Maxwell, Charles T.	1st Lt.	612th
CP	McLeod, Lucien P.	2nd Lt.	612th
N	Billman, James K.	2nd Lt.	612th
B	O'Brien, Eugene B.	S/Sgt	612th
ROG	Searcy, Marion E.	T/Sgt	612th
TTG	Thomas, Robert L.	T/Sgt	612th
BTG	Cherabish, Peter J. McGrath, Joseph A.	Sgt	612th
TG	Welborn, Luther B.	S/Sgt	612th
FG	Buan, Charles T.	S/Sgt	612th

42-106992

A/C 43-57022

P	Aiken, Charles H.	2nd Lt.	612th
CP	<del>Hanford, Charles J., Jr.</del> TROUT	2nd Lt.	612th
N	Osborne, Charles R.	1st Lt.	612th
B	Benton, David (NMI)	2nd Lt.	612th
ROG	Barrow, John D.	T/Sgt	612th
TTG	Peterson, Harry A.	T/Sgt	612th
BTG	Gaal, Ernest A.	S/Sgt	612th
TG	<del>Knobath, Benson W.</del> Keller, Philip W.	S/Sgt	612th
FG	Potter, Howard J., Jr.	S/Sgt	612th

A/C 43-57790

P	Bonney, Roy H.	1st Lt.	612th
CP	Jolley, Edward R.	2nd Lt.	612th
N	Olsen, John B.	2nd Lt.	612th
B	Wilde, Earl R.	2nd Lt.	612th
ROG	Pettinga, Paul S.	T/Sgt	612th
TTG	Lenzen, Ben (NMI)	T/Sgt	612th
BTG	Peters, Winfield E.	S/Sgt	612th
TG	Souder, William M.	S/Sgt	612th
FG	Dill, Donald D.	S/Sgt	612th

A/C 42-51662

P	Ritting, Carl G.	1st Lt.	612th.
CP	Cox, Walter E.	2nd Lt.	612th
N	Tiffany, Raymond L.	2nd Lt.	612th
B	Ankron, Lowell J.	Sgt.	612th
RO	Hill, Robert H.	Sgt.	612th
TTG	Warren, Emmitt E.	Sgt.	612th
BTG	Pope, LeRoy, G.	Sgt.	612th
TG	Importe, George (NMI)	Sgt.	612th
WG	Dunn, Dale D.	Sgt.	612th

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

28 October 1944

LOADING LIST

<u>PLANE NO.</u>	<u>DUTY</u>	<u>RANK</u>	<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>MI</u>
43-97947	P	1st Lt.	COLEMAN	EDWARD	W.
	CP	Major	DeJONCKHEERE	ERIC	T.
	N	1st Lt.	FISHBECK	HOWARD	D. (612)
	N	1st Lt.	KRON	HORACE	E.
	V	2d Lt.	STRONG	WILLIAM	WL
	B	1st Lt.	STOUT	ELDRIDGE	K.
	RO	T/Sgt.	Garmon	CALVIN	A.
	TT	T SGT.	LINDHOLM	ALVIN	T.
	TG	2d Lt.	MALONEY	JOSEPH	M.
	WG	S SGT.	ANDERSON	EDDIE	W.
43-37706	P	1st Lt.	ANNIS	ROMIE	A.
	CP	2d Lt.	CLARK	FORREST	E.
	N	2d Lt.	MADDEN	BERNARD	J.
	B	2d Lt.	JENSEN	JEMS	B.
	RO	S SGT.	WALKER	LEWIS	L.
	TT	S SGT.	CORLISS	JOHN	M.
	BT	S SGT.	LARSON	DEAN	C.
	TG	S SGT.	JOHNSON	LESLIE	C.
	WG	S SGT.	BROOKS	GEORGE	E.
44-6104	P	2D Lt.	KECK	ROBERT	J.
	CP	F/O	ISTEL	LAWRENCE	A.
	N	F/O	FREEMAN	HALLIS	W. JR.
	B	F/O	SHEPARD	SAMUEL	(NMI)
	RO	SGT.	ENGLER	RICHARD	H.
	TT	SGT.	STOEGER	LEONARD	V.
	BT	SGT.	NORR	ELWOOD	W.
	TG	SGT.	METCALF	WILLIAM	T.
	WG	SGT.	NACHTIGAL	FRED	C.
42-102009	P	1st Lt.	HILLESTAD	RAYMOND	H.
	CP	2d Lt.	EMCH	JOHN	H.
	N	2d Lt.	CAMPBELL	FREDERICK	L.
	B	S SGT.	MONTFOYA	CHRIS	A.
	RO	S SGT.	KREZ	RAYMOND	E.
	TT	S SGT.	DRYDEN	JAMES	B. JR.
	BT	S SGT.	ANDREN	ROBERT	M.
	TG	S SGT.	FISHEIN	HAROLD	(NMI)
	WG	S SGT.	DICICCO	IRVING	C.
44-6113	P	1st Lt.	ETTERS	ROY	C.
	CP	1st Lt.	COX	WILLIAM	E.
	N	1st Lt.	NASH	JOSEPH	P.
	B	1st Lt.	ANDREU	ROBERT	A.
	RO	T SGT.	SCOLL	EMANUEL	T.
	TT	T SGT.	MC GEE	EDWARD	T.
	BT	S SGT.	MAES	BERT	(NMI) JR.
	TG	S SGT.	WOOD	FREDERICK	A.
	WG	S SGT.	HUCKINS	GARTH	N.

44-6313

P	1st Lt.	BUDD	CLAYTON	R.
CP	2d Lt.	MC LEOD	REGINALD	L.
N	2d Lt.	KLOTZ	BERNARD	L.
B	S SGT.	KISSACK	JOHN	D.
RO	T SGT.	SKALA	FRANKLIN	C.
TT	T SGT.	OLIVER	ERNEST	S.
BT	S SGT.	DESTROISMAISONS	ARTHER	(NMI)
TG	S SGT.	ROGEN	HARLEN	(NMI)
WG	S SGT.	MURRAY	DALE	S.

43-38187

P	1st Lt.	HOPLEY	CHARLES	W.
CP	2d Lt.	GOETZ	FRANK	V. JR.
N	2d Lt.	MAC DONALD	RICHARD	E.
B	<del>XXXXX</del> SGT.	JACOBS	JOHN	R.
RO	S SGT.	DUNNING	CHARLES	R. JR.
TT	S SGT.	HARDIN	WILLIAM	A.
BT	S SGT.	MERRIMAN	JAY	S.
TG	S SGT.	WAN PELT	HAROLD	G.
WG	S SGT.	ANDERSON	WAYNE	L.

42-38267

P	1st Lt.	CAMPBELL	ROBERT	B.
CP	2d Lt.	RANDLE	RICHARD	W.
N	2d Lt.	HURLEY	JIM	D.
B	2d Lt.	ISHAM	LAWRENCE	B.
RO	S SGT.	CHALUPZYNSKI	VINCENT	M.
TT	S SGT.	JUSTICE	ANDREW	C.
BT	S SGT.	BOSTIAN	AUDREY	I.
TG	S SGT.	SMITH	JAMES	A.
WG	S SGT.	HARLEN	JAMES	J.

43-38607

P	1st Lt.	BAKER	KAY	A.
CP	2d Lt.	MACKIN	PETER	D.
N	2d Lt.	KORETSKY	HARRY	(NMI)
B	2d Lt.	MOORE	CARLTON	R.
RO	T SGT.	YORIG	FRANCIS	P.
TT	T SGT.	BACCHUS	GEORGE	B.
BT	S SGT.	CLOYD	SHIRLEY	E.
TG	S SGT.	SLATER	HAROLD	H.
WG	S SGT.	MORRISON	JULIUS	J.

42-31591

P	1st Lt.	DOUGLAS	LUTHER	A.
CP	2d Lt.	LITTLE	RICHARD	H.
N	2d Lt.	HAVRAN	EDWARD	F.
B	2d Lt.	GORMAN	WILLIAM	L.
RO	S SGT.	SHEETZ	JOHN	H.
TT	S SGT.	LEWIS	RAYMOND	G.
BT	S SGT.	AGLIATA	TONY	A.
TG	S SGT.	CAIRO	LOUIS	P.
WG	S SGT.	CHANCE	BUFORD	D.

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

AAF Station # 128  
 28 October 1944

SUBJECT: Loading List.

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

1. Following is the Loading list for todays mission.

PLANE # 44-8033

P	MERCER, ELMER W.	1st Lt.	P	614th Sq
CP	HAVEY, JAMES H.	MAJOR	CP	401st HQ
N	GASKINS, LESLIE E.	1st Lt.	N	614th Sq
EO	WINOGRAD, ALFRED A.	1st Lt.	MO	614th Sq
B	KLEFISCH, THEODORE J.	1st Lt.		"
RO	Zubrickas, Joseph S.	T/Sgt.		"
TT	Fowler, Cecil V.	T/Sgt.		"
TG	Gurnicki, Sigmund A.	S/Sgt.		"
WG	Connors, Robert A.	S/Sgt.		"

PLANE # 42-97780

P	1st Lt.	RUNDELL, FRANCIS E.	614th Sq
CP	2nd Lt.	JOHNSON, RAYMOND E.	"
N	2nd Lt.	CHAMPAGNE, RENE P.	"
B	2nd Lt.	SHEARER, WILLIAM M. JR.	"
RO	Sgt.	Trojanowski, Arthur J.	"
TT	T/Sgt.	Mears, Harold E.	"
BT	S/Sgt.	Smith, William F.	"
TG	Sgt.	Ice, Robert E.	"
WG	Sgt.	Huffman, James J.	"

PLANE # 42-38236

P	2nd Lt.	BADCOCK, FREDERICK H.	614th Sq
CP	2nd Lt.	BOUSFIELD, JOHN	"
N	2nd Lt.	STEWART, LEON F.	"
B	2nd Lt.	MENZEL, GEORGE H.	"
RO	Sgt.	Bilby, John F. Jr.	"
TT	S/Sgt.	Caldwell, Carroll L.	"
BT	Sgt.	Wilczynski, Walter J.	"
TG	Sgt.	Parnham, Walter R.	"
WG	Sgt.	Casselman, Charles R.	"

PLANE # ~~42-97602~~ 43-38160

P	2nd Lt.	ST. AUBYN, GLENN H.	"
CP	2nd Lt.	THOMPSON, WALLACE	"
N	F/O. Lt.	KAHN, CHARLES	"
B	F/O.	CROSSMAN, ELMER B.	"
RO	Sgt.	Tompkins, Harry A.	"
TT	Sgt.	Dearborn, Harry R.	"
BT	Sgt.	Lichtenberger, Gustave W.	"
TG	Sgt.	Hickey, Harold J.	"
WG	Sgt.	Buckley, John F.	"

PLANE # 42-97602

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

PLANE # 44-6464

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

PLANE # 42-~~1076~~ 38330

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

PLANE # 43-38738

P	2nd Lt.	SPUHLER, EDWIN C.	614th
CP	2nd Lt.	CURRENT, DONALD D.	"
N	2nd Lt.	McADAMS, ROBERT J.	"
B	2nd Lt.	OSTER, LEWIS N.	"
RO	Sgt.	Hendrick, William J.	"
TT	Sgt.	Wells, Richard D.	"
BT	Sgt.	Bendact, Cloide Jr.	"
TG	Sgt.	Hughes, James E.	"
WG	Sgt.	Power, James E.	"

PLANE # 43-38677

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

Loadings List(Cont)

PLANE # 42-107151

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

For the Squadron Commander:

DONALD V. KIRKHUFF  
 Capt., Air Corps.  
 Operations 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

28 October 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 # 44-5250FFY

DGTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Konze	Bobo	G.	615th
CP	1st Lt.	Kelp	Norman	J. (io)	"
N	1st Lt.	Stork	Oliver	L.	"
N	2nd Lt.	Walters	Donald	H.	"
B	1st Lt.	Kossuth	Alfred	G.	"
RO	T/Sgt.	Gratz	Robert	I.	"
TT	T/Sgt.	Jones	William	D.	"
TG	S/Sgt.	Kolster	Frederick	K.	"
FG	S/Sgt.	Jaranson	David	A.	"

PLANE # 42-107113

P	1st Lt.	Sullivan	Paul	J.	615th
CP	2nd Lt.	Cox	Edward	A.	"
N	2nd Lt.	Sassaman	James	R.	"
B	2nd Lt.	Ramsey	John	R.	"
RO	S/Sgt.	Brown	George	(MHI)	"
TT	T/Sgt.	Haciti	Anthony	E.	"
BT	S/Sgt.	Daley	John	P.	"
TG	Sgt.	Storn	James	L.	"
FG	Sgt.	Gross	William	L.	"

PLANE # 42-38077

P	1st Lt.	Kochel	Michael	J.	615th
CP	P/O	Callahan	Raymond	J.	"
N	2nd Lt.	Ainley	Allan	B.	"
B	2nd Lt.	Hoffman	Lloyd	A.	"
RO	S/Sgt.	ESKIM Concino	Joseph	A.	"
TT	Sgt.	Beeson	Charles	W.	"
BT	Sgt.	Kelly	Thomas	W.	"
TG	Pfc.	Smith	Charles	E.	"
FG	Sgt.	Wofford	Dewey	B.	"

PLANE # 42-102674

P	2nd Lt.	Hansen	Ernest	A.	615th
CP	2nd Lt.	Coats	Jerry	A.	"
N	P/O	Greenberg	Horton	(MHI)	"
B	2nd Lt.	King	Jack	L.	"
RO	Sgt.	Ferguson	Hugh	R.	"
TT	Sgt.	Miller	Raymond	A.	"
BT	Sgt.	Heiss	Elveer	B.	"
TG	Sgt.	McKnight	Leroy	H.	"
FG	Sgt.	Karher	Alonso	A.	"



## LOADING LIST (Continued)

PLANE # 42-31730

P	2nd Lt.	Sobart	George	W.	618th
CP	2nd Lt.	Shapiro	Leo	(NMI)	"
N	2nd Lt.	Wiley	Junior	B.	"
B	2nd Lt.	Wrozek	Chester	W.	"
RO	T/Sgt.	Andrews KNOWLES	Leroy HARRY	(NMI) G	"
TT	S/Sgt.	Smith	Kimer	B.	"
BT	S/Sgt.	Blodgett	Clifford	W.	"
TG	Sgt.	Dalley	J. (io)	B.	"
FG	Sgt.	Livesey	Lowell	G.	"

PLANE # 42-38159

P	1st Lt.	Gas	Herbert	L.	618th
CP	2nd Lt.	Hayes	Thomas	A.	"
N	2nd Lt.	Green	William	H.	"
B	2nd Lt.	Mencow	William	M.	"
RO	Sgt.	Brereton	William	H.	"
TT	S/Sgt.	Cook	Byron	K.	"
BT	Sgt.	Monarchy	Theodore	(NMI)	"
TG	S/Sgt.	Reardon	John	J.	"
FG	S/Sgt.	Dunn	John	G.	"

PLANE # 42-37684

P	2nd Lt.	Turk	Laurel	A.	618th
CP	2nd Lt.	Sinkling	John	M.	"
N	2nd Lt.	Cone	Allan	L.	"
B	2nd Lt.	Moore	Max	L.	"
RO	T/Sgt.	McKenna	Joseph	(NMI)	"
TT	Sgt.	Wiesolthier	Simon	(NMI)	"
BT	Sgt.	Grenllion	John	B.	"
TG	Sgt.	Vecchio	Murray	H.	"
FG	Sgt.	Gaborne	Peter	J.	"

PLANE # 42-31485

P	2nd Lt.	McKay	George	W.	618th
CP	2nd Lt.	Higgs	Walter	M.	"
N	2nd Lt.	Rainey	John	L.	"
B	2nd Lt.	Rector	Robert	L.	"
RO	Sgt.	Richardson	Samuel	T.	"
TT	Sgt.	Comizzaro	Ralph	J.	"
BT	T/Sgt.	Luther	Richard	H.	"
TG	Sgt.	Wiederman	Lars	H.	"
FG	Sgt.	Butler	William	H.	"

## LOADING LIST (Continued)

## PLANE # 43-38425

P	2nd Lt.	Haire	Frederick	N.	615th
CP	2nd Lt.	Deen	Robert	M.	"
N	2nd Lt.	Lowry	Lawrence	H.	"
B	2nd Lt.	Nonberger	Charles	A.	"
RO	Sgt.	Habrey	William	T.	"
TT	S/Sgt.	Harr	Thomas	H.	"
BT	Sgt.	Floyd	Norris	C.	"
TG	Sgt.	Landry	Lawrence	B.	"
FG	Sgt.	Howak	Frank	J.	"

## PLANE # 42-102408

P	1st Lt.	LARRY Cooper	Mr Louis	B.	615th
CP	2nd Lt.	Spansel	Kaye	M.	"
N	2nd Lt.	Ellis	George	O.	"
B	2nd Lt.	D'Agostini	Benedict	R.	"
RO	T/Sgt.	Sherrill	Bascom	B.	"
TT	T/Sgt.	Sexton	Myron	W.	"
BT	Sgt.	Maroncelli	Harry	J.	"
TG	S/Sgt.	Lawrence	Ralph	I.	"
FG	S/Sgt.	Gus	Charles	M.	"

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

D-2-4

28 October 1944.

SUBJECT: Crew Comments and Suggestions.

TO : COMMANDING OFFICER, AAF Sta. 128, APO 557, US Army. (Thru Lt. Col. W. T. Seawell.)

1. Crew of Lt. Ronie A. Annis, (P) A/C 7708, was unanimous in saying formation today was good. Lt. Bernard J. Madden, (H), says Cottosmore buncher comes in and then fades out.

2. Lt. Glen H. St. Aubyn, (P) A/C 3180, (spare A/C), states that flak suits were too short and all the same sizes. P/O Elmer E. Crossman, (B), might not have been injured if he had been wearing the proper sized suit. Sgt. Harry R. Dearborn, (H), says left gun was out and also one chin turret (solenoid was out). A/C 3180 was a ground spare and this crew flew it at the last minute.

3. The following criticisms were made regarding transportation:

- a. Lt. Clayton R. Budd, (P) A/C 6515, and crew, (dispersal #39) - Three crews too many for one truck.
- b. Lt. Robert B. Campbell, (P) A/C 3267, (dispersal #43) - waited one hour, then obtained ride on another truck.
- c. Lt. Roy H. Esmey, (P) A/C 799, (dispersal #15) - waited from 1630 to 1745 for a truck and finally was forced to catch a ride on another truck.
- d. Lt. Robert J. Keck, (P) A/C 6104, (dispersal #45) - waited 45 minutes for a truck at dispersal area. No other crew was in truck.
- e. Lt. John C. Crozier, (P) A/C 3230, (dispersal #43) and crew, - transportation today was again very poor.

4. The following navigators suggested that the room used for pre-briefing navigators should have been heated this morning; Lt. Bernard L. Flots, A/C 6515; Lt. Frederick L. Campbell, A/C 2009; Lt. James K. Billman, A/C 2395 and Lt. Leon P. Stewart, A/C 6256.

5. Lt. Clayton R. Budd, (P) A/C 6515 - no lights in both officers' and enlisted mens' washrooms in the 515th Squadron area.

6. The following crews requested more rations (especially cookies) for use on missions; Lt. Robert B. Campbell, (P) A/C 3267; Lt. Francis E. Rundell, (P) A/C 7780 and Lt. Frederick R. Babcock, (P) A/C 6256.

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

6235

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

F-C-1

APO 557  
29 October 1944

SUBJECT: Armament Malfunction Mission Report.

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

1. Date of Mission: 28 October 1944.
2. No gun malfunctions were reported.
3. The following turret malfunctions were reported:
  - a. A/C #44-6113 - Vickers Unit Motor burned out in ball turret. This motor has been replaced.
4. The following bombing equipment malfunctions were reported:
  - a. A/C #44-8033 - Two bombs failed to release from stations 18 and 21 due to a faulty A-4 Release. This release has been replaced and forwarded to Division Armament Officer for inspection.
  - b. A/C #43-38160 - Bombardier stated that bombs went away five minutes late due to a malfunction of salvo and normal release system. This A/C has been checked on the ground and no malfunction was found.

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

LEAD SQ 94 "B" GROUP

Combat Flight Leader

MAJ DE JONKHEERE

Date 28 Oct 44

Deputy Flight Leader

Lt BAKER

*Sp. Engineering*  
*Landing Sp. 1/10 1/40*  
*14-250*  
*4-11175*

613 SQDN

612 SC JAWOCK

613 IN MACRO

614 IV GOLFCLUB

615 IY BUZZARD

COLEMAN (DEJONKHEERE)

SC U 7947 ✓

KECK

BAKER

IN N 6104 ✓

IN H 8607 ✓

613 SQDN

612 SQDN

BUDD

GIBSON

IN F 6313 ✓

SC C 9993 ✓

HILLESTAD

ETTERS

SCHLIEMANN

BONNEY

IN P 7009 ✓

IN R 6113 ✓

SC S 7938 ✓

SC J 7790 ✓

CAMPBELL

IN M 8267 ✓

DOUGLAS

ANNIS

IN J 1591 ✓

IN U 7706 ✓

SPARES

HOPLEY

IN O 8187 ✓

GROUND SPARE LEAD IY H 7636(Disp 32)

GROUND SPARES SC K 8733 (Disp 17) ✓

IN A 8160 (Disp 42) ✓

SC 393 CONST

HIGH SQ 94 "B" GROUP

Combat Flight Leader MAJ HAVEY

Date 28 Oct 44

Deputy Flight Leader LT RUNDELL

614 SQDN

612 SC JABCOCK  
613 IN MACRO  
614 IW GOLFCUB  
615 IY BUZZARD

MERCER (HAVEY)

IW C 8033 ←

ST AUBYN

RUNDELL

~~IW A 6508~~ ← *flat tire*  
*IN A 160*

IW R 7780 ←

614 SQDN

612 SQDN

MAYS

AIKEN

IW O 7602 ←

~~SC K 733~~  
~~SC D 6992~~ ← *#1 Superch. out*

BABCOCK

WITTMAN

COX

ROADMAN

IW M 8236 ←

IW H 6464 ←

SC B 1662 ✓

SC N 6506 ←

CROZIER

IW Z 8330 ←

spuhler

MORAN

IW N 8738 ←

IW K 8677 ←

SPARES

MORTON

IW B 7151 ←

GROUND SPARE LEAD IY # 7636(Disp 32) ←

GROUND SPARES SC K 8733 (Disp 17) ←

~~IN A 8160 (Disp 42)~~ ←

*SC 393 COAST*

LOW SQDN. "B" GROUP

Combat Flight Lead LT. KONZE Date 28 OCT. 1944

Deputy Flight Leader LT. KOCHER

615 SQDN

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

KONZE

IY A 3258 ✓

SOMBART

KOCHER

IY B 1730 ✓

IY Q 8077 ✓

615 SQDN

612 SQDN

SULLIVAN

MAXWELL

IY J 7113 ✓

SC R 2393 ✓

HANSEN

OAS

LONG

GOMER

IY M 2874 ✓

IY N 8159 ✓

SC L 8637 ✓

SC F 8541 ✓

TURK

IY F 7664 ✓

VAIRE

COOPER

IY K 8425 ✓

IY C 2468 ✓

SPARES

MC KAY

SPARE LEAD (PFF) IY H 7636 DISP. 32 ✓

IY X 1485 ✓

GROUND SPARES SC K 8733 DISP. 17 ✓

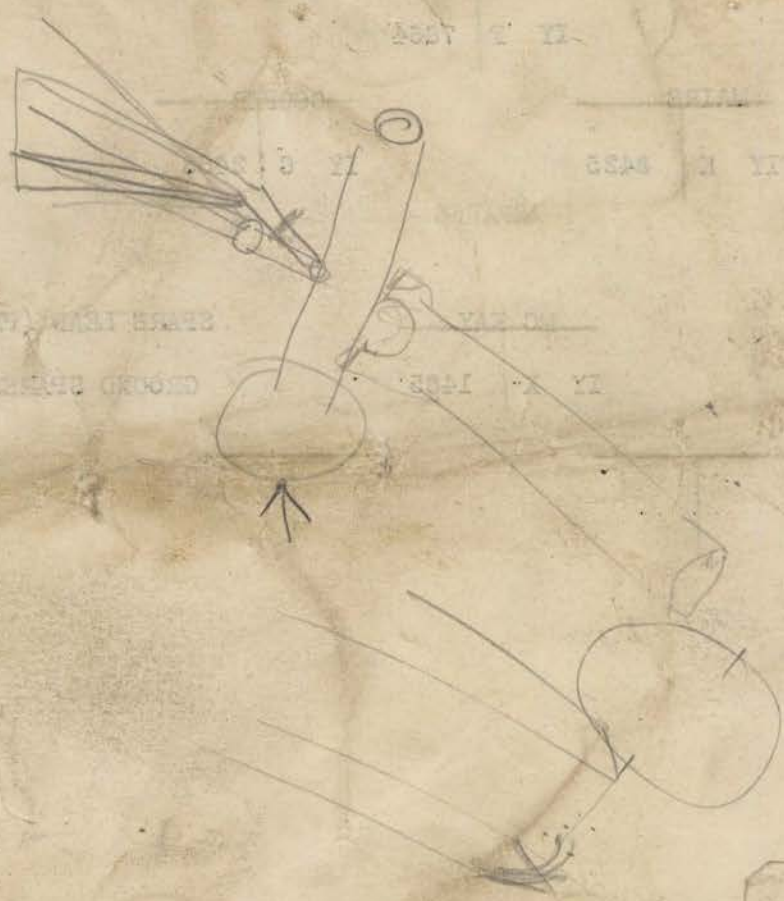
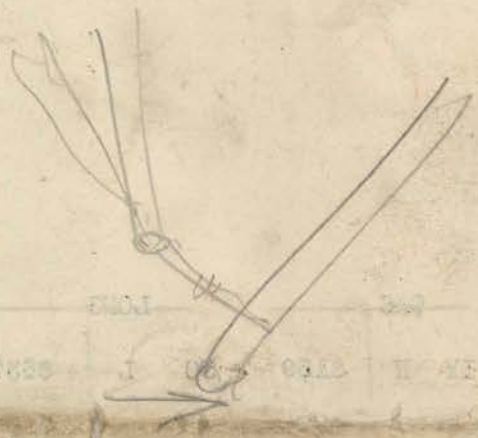
~~IN A 8160 DISP. 42 ✓~~

SC 393 -CONST ONLY

Armament.

160 - Pilot says salvo switches would not work. Switches were left on and bombs dropped 5 minutes late.

left gun solenoid upper turret inop.





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

28 October 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
42-97947	1. Flak hole in top leading edge of right wing, station 29. 2. Flak hole in leading edge of vertical fin. station 9. 3. Flak hole in fairing joining right wing to fuselage. 4. Flak hole in leading edge of right wing, station 10.
43-38541	1. Flak hole in left side of vertical fin, station 8. Out right side.
43-37790	1. Flak hole in bottom of right horizontal stabilizer, station 112. Out top. 2. Flak hole in right bottom side of fuselage, station 2d. 3. Flak hole in bottom leading edge of left wing, hit # 1 oil cooler. Oil cooler change. 4. Flak hole in bottom of left wing, station 17.
42-102393	1. Negative.
43-36837	1. Negative.
44-6506	1. Negative.
42-31662	1. Negative.
42-39993	1. Negative.
43-38733	1. Negative.
42-97938	1. Crash Landed

SPAR  
DRAFT

*Herbert O. Kimmel*  
HERBERT O. KIMMEL  
Capt, Air Corps  
Engineering Officer