

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

A.P.O. 557  
31 May, 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128, APO 557

1. Abortives.

None.

2. Battle Damage.

None.

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

*Spangler*

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

E--1

31 May 1944

SUBJECT: Comments of Crews Participating in Mission to Luxeuil, 31 May 1944.

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

1. Lt Col William T Seawell and Capt Fred D Grinham, Group Leader and Pilot respectively A/C 485, state that Wing lead Navigator did a superior job.

2. Entire crews of Lt W R Smith Pilot A/C 863 and Lt L E Fitchett, Pilot A/C 043 state that the mess has improved considerably.

HUGH M HAMMILL, 1/Lt,  
For W. B. FRY,  
Major, Air Corps  
Group 3-2 Officer

10216



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

A.P.O. 557  
 31 May, 1944

SUBJECT: Armament Narrative on Mission 31 May, 1944

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

1. The following Armament malfunctions were reported  
 at the conclusion of the mission of 31 May, 1944.

| <u>A/C No.</u> | <u>Gun Position</u> | <u>Malfunction</u>                | <u>Personnel<br/>or Equipment</u> |
|----------------|---------------------|-----------------------------------|-----------------------------------|
| 42-107084      | Ball Turret         | Vickers Unit Motor<br>Burned Out. | Equipment                         |

BOMB RACK MALFUNCTIONS

Negative bomb rack malfunction report is submitted for the  
 mission of 31 May, 1944.

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

HEADQUARTERS  
AAF STATION 128  
APO 557

31 May, 1944

SUBJECT: S-4 Combat Mission Report on Mission 31 May, 1944

TO : Commanding Officer, 1st Bombardment Division, APO 557  
ATTN: Statistical Control Officer

1. The following Engineering failures were reported with the number of cases in parenthesis:

Rate of Climb Indicator Out (1)  
Cylinder Head Temperature Gauge Out (1)  
A.F.C.E. Lights Out (1)

2. The following Armament failures were reported with the number of cases in parenthesis:

Vickers Unit Motor Burned Out (1)

3. The following failures other than Engineering and Armament were reported with the number of cases in parenthesis:

None Reported.

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



LOW BOX 94th CBW

Combat Flight Leader COL SEAWELL Date 31 May 1944  
Deputy Flight Leader TRIMBLE  
Group Call Sign \_\_\_\_\_ Fighter Call Sign \_\_\_\_\_  
Ground Control ETR 1426

12x500 GP  
1/10 1/100

615 SQDN  
GRINHAM (SEAWELL)

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

IY X 1485 ✓

DE SIANO TRIMBLE  
IY P 7981 \* IY J 7113 \*

613 SQDN

614 SQDN

FITCHETT

SMITH

IN B 7043 \*

IW X 1863 \*

PIPER

LEMMONS

KENNEY

ROZZEL

IN G 7511 \*

IN H 9932 \*

IW B 7151 \*

IW G 7084 \*

FOX

IN J 1591 \*

PARR

LIPKA

IY C 2468 ✓

IW Q 7478 \*

SPARES

MANN

Returned

IY K 1055  
IW 1369 ✓

RISHER

Returned

IW E 7322 ✓

GROUND SPARE ~~LEAD~~ IN K 1072  
IN F 1037  
SPARE LEAD IW P 2012



981 - Flap position indicator out:

113 - O.K.

151 - O.K.

478 - O.K.

043 - Rate of climb out: AFCE light out

511 - O.K.

591 - O.K.

084 - #2 cyl head temp out, Bomb bay doors  
come up all but 6 inches: (check)

863 - O.K.

932 - O.K.

Pilots failing to Report

|         |   |     |
|---------|---|-----|
| Parr    | — | 468 |
| Grinham | — | 485 |

~~SECRET~~

RESTRICTED by auth of

CO AAF Sta 128 by

JACKSON M. PHIPPS,  
Captain, Air Corps,  
Adjutant.

# "MISSION SUMMARY"

*MISSION NO. 80*  
*31st. MAY, 1944*

*94TH. COMBAT BOMB WING*  
*401st. BOMBARDMENT GROUP (H)*



REPORT OF OPERATIONAL  
DAY

MISSION No. **80**

Date: **31 MAY 44**

TO: **LUXEUIL , FRANCE**



HEADQUARTERS  
401ST BOMBARDMENT GROUP (H)  
OFFICE OF THE OPERATIONS OFFICER

E-7

1 June 1944.

SUBJECT: Leader's Narrative, Mission of 31 May 1944.

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

1. Twelve aircraft plus two spares were airborne this date and flew in the 94th Combat Wing as low box. Spares turned back at midchannel; no losses were suffered.
2. Route and timing over England were approximately as briefed. Towering cumulus clouds were encountered on entering the enemy coast so that a climb from the briefed altitude of 17,400 to 21,500 feet was necessary and course altered to a point north of Brussels, Belgium. Considerable difficulty was encountered for a period flying through dense persistent contrails. Also, at one time it was necessary for the wing to fly through cloud for several minutes.
3. After passing the cloud formation in the enemy coastal region the route was approximately as briefed. The wing descended to briefed altitude for bombing. The 401st Group bombed second with excellent results.
4. Route out was approximately as briefed. The wing was forced to climb again to pass the clouds, the low box climbing to 26,000 feet. Descent was begun near the enemy coast and return to base was accomplished without further incident.
5. Fighter support throughout the mission was excellent.

WILLIAM T. SEAWELL,  
Lt. Col., Air Corps,  
Group Leader.

HEADQUARTERS  
401ST BOMBARDMENT GROUP (H)  
OFFICE OF THE OPERATIONS OFFICER

E-D-5

1 June 1944.

SUBJECT: Operational Narrative, Mission #80, 31 May 1944. (Low Box).

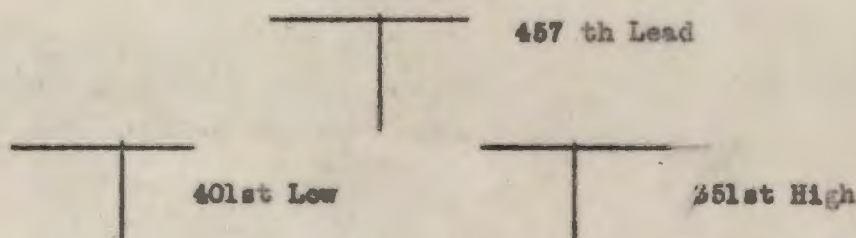
TO : Commanding Officer, 401st Bombardment Group (H).

1. GENERAL NARRATIVE: The 401st Group furnished 14 ships including two spares, for the low box of the 94th CBW. Assembly was good and course over England was as briefed. See the leader's narrative for the route in and out.

2. AIRCRAFT NOT ATTACKING: The two spares turned back at mid-channel and the other twelve ships continued to the target. There were no abortives and no losses.

3. ENEMY ACTION: Meager flak was encountered at two places along the route but did no damage. No enemy fighter attacks were experienced.

4. FORMATION: A. Take Off and Cruise (see attached diagram).  
B. Target (see attached diagram).  
C. Wing formation:



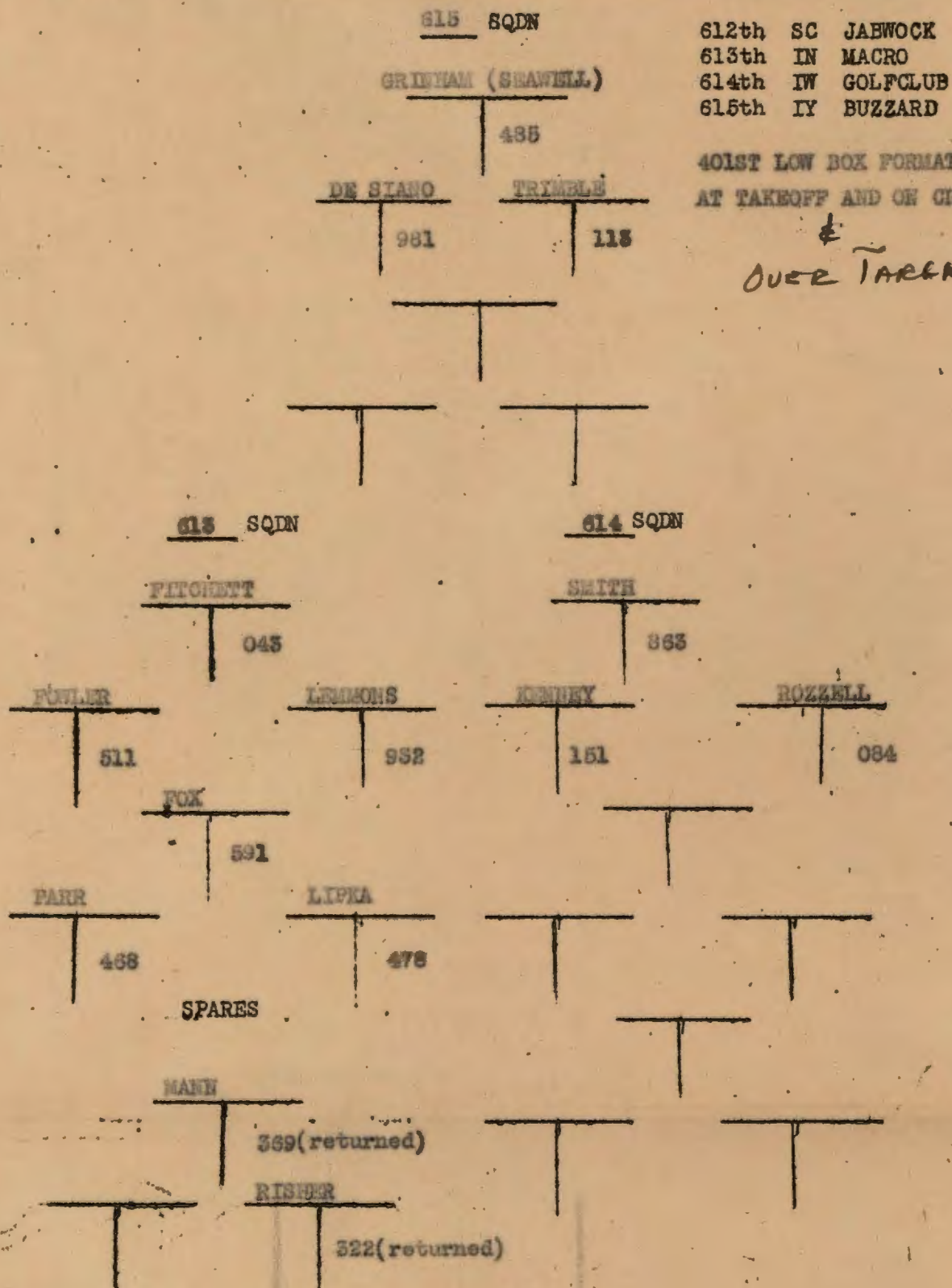
5. RESULTS: Bombing results were excellent.

DELWYN E SILVER,  
Major, Air Corps,  
Acting Operations Officer.



LOW BOX 94TH CFW

Combat Flight Leader LT COL SEAWELL Date 31 May 1944  
Deputy Flight Leader LT TRIMBLE  
Group Call Sign \_\_\_\_\_ Fighter Call Sign \_\_\_\_\_  
Ground Control \_\_\_\_\_



HEADQUARTERS  
 801ST BOMBARDMENT GROUP (H)  
 APO 557, US ARMY

1 June 1944

SUBJECT: Statistical Summary, 401st Group, Mission of 31 May 1944.

TO : Commanding Officer, 401st Bomb Group, APO 557.

STATISTICAL SUMMARY OF AIRCRAFT ATTACKING

Number of A/C Taking Off.....12  
 Number of Spares..... 2  
 A/C Taking off Less Unused Spares.....12  
 Number of Sorties (N.E.T.).....12  
 A/C Returning Early (Not N.E.T.)..... 0  
 Number of A/C Attacking.....12  
 Number of A/C Not Attacking..... 0

Number of A/C Lost: None

TABULAR SUMMARY OF DISPOSITION OF BOMBS OVER TARGET

|                                  | <u>Aircraft</u>        |                      | <u>Num-<br/>ber</u> | <u>Size</u> | <u>Type</u> | <u>Bombs</u>  |             |
|----------------------------------|------------------------|----------------------|---------------------|-------------|-------------|---------------|-------------|
|                                  | <u>Over<br/>Target</u> | <u>Bomb-<br/>ing</u> |                     |             |             | <u>Fusing</u> |             |
|                                  |                        |                      |                     |             |             | <u>Nose</u>   | <u>Tail</u> |
| Main Bombfall                    | 12                     | 12                   | 144                 | 500#        | GP          | 1/10          | 1/100       |
| Other Attacks                    | --                     | --                   | --                  | --          | --          | --            | --          |
| Total Bombs on Target            |                        |                      | 144                 | 500#        | GP          | 1/10          | 1/100       |
| Other Expenditures               |                        |                      | --                  | --          | --          | --            | --          |
| Bombs Returned                   |                        |                      | 24                  | 500#        | GP          | 1/10          | 1/100       |
| Total (Loaded on A/C Taking Off) |                        |                      | 168                 | 500#        | GP          | 1/10          | 1/100       |

For the Operations Officer:

KEN W. DAUBLE  
 Captain, Air Corps  
 Air Statistical Officer



HEADQUARTERS AAF STATION #128  
OFFICE OF THE NAVIGATION OFFICER31 May

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 0745 hours; Land at 1132 hours.b. Group formed at 0820 hours at 7000 feet.c. Formed CBW at 0830 hours at 8000 feet.d. Began climb at 0847 hours; reached alt. at 1034 hours.

e. Weather encountered over England:

(1) Clouds 0 / 10th - Visability 12 miles.(2) Wind at altitude 265 degrees, 21 Knots.f. Means of navigation over England. Pilotage, Radio, Gee.g. Means of checking Metro Winds Pilotage, Gee.h. Joined task force at 0920 hrs. at Salisbury  
(Splasher, City, Coord.)i. English Coast out at 0935 hrs.; Enemy Coast in at 0951 hrs.

j. Fighter Rendezvous:

(1) Going in 0943 hrs.(2) Coming back 0951 hrs. Continuous

k. Wind used for bombing:

(1) 265 degrees, 21 Knots.(2) Determined by Pilotage and Bombing by Drift  
(Method)

1. Bomb run and Method of Target Identifications

(1) Reached IP at 1221 hrs.(2) Mag. heading over target 201 degrees.(3) Altitude over target 17000 feet.(4) Bombs away at 1221 hrs.

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

Visual - have 15 miles visibility

m. Gee:

(1) Coordinates of furthest fix 50 42 N. 04 20 E.(2) Obtained at 1222 hours.

n. Difficulties encountered with special equipment.

NONE

COMMENTS:

Received Deenethorpe buncher 300 miles away with good results

RUFUS F. CAUSEY

CAPT. USN  
SIGNATURE

Lead Navigator



FLIGHT PLAN

PILOT Capt Grisham

NAVIGATOR CAPT R. F. GAUMY

DATE 31 May 1944

|             |      |         |      |      |      |      |      |
|-------------|------|---------|------|------|------|------|------|
| STATIONS    | 0615 | ENGINES | 0715 | TAXI | 0730 | T.O. | 0745 |
| LEAVE BASE  | 0838 |         |      |      |      |      |      |
| COAST OUT   | 0934 |         |      |      |      |      |      |
| ENEMY COAST | 0930 |         |      |      |      |      |      |
| I.P.        | 1158 |         |      |      |      |      |      |
| TARGET      | 1205 |         |      |      |      |      |      |
| ENEMY COAST | 1335 |         |      |      |      |      |      |
| Eng Coast   | 1390 |         |      |      |      |      |      |

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

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

ZERO HOUR 0930

| FROM TO                                                              | W/V UESD | HEIGHT | I.A.S. MPH /K | T.A.S. (K) | COURSE | DRI-FT | TRUE HDNG. | VAR.  | MAG. HDNG. | C. S. | DIST. | TIME       | E.T.A. | CELESTIAL DATE |  |  |
|----------------------------------------------------------------------|----------|--------|---------------|------------|--------|--------|------------|-------|------------|-------|-------|------------|--------|----------------|--|--|
| Base "X"                                                             | 120/8    | 8000   | 155           | 154        | 31     | 73     | 34         | 10    | 44         | 154   | 16    | 6 1/2      | 0838   |                |  |  |
| Base "A"                                                             |          |        | 154           |            |        |        |            |       |            |       |       |            | 0845   |                |  |  |
| 52 46N 00 22N "A"                                                    | 150/100  | 1000   | 150           | 154        | 103    | 73     | 106        | 10    | 116        | 147   | 29    | 12 1/2     | 0858   |                |  |  |
| Downham Market "B"                                                   |          |        |               |            |        |        |            |       |            |       |       |            |        |                |  |  |
| 52 36N 00 23E                                                        | 190/140  | 15000  | "             | 158        | 172    | 72     | 174        | 10    | 184        | 144   | 45    | 19         | 0917   | C.F. 9         |  |  |
| Splasher "C"                                                         |          |        |               |            |        |        |            |       |            |       |       |            |        |                |  |  |
| 51 52N 00 33E "C"                                                    | 210/15   | "      | 155           | 173        | 132    | 75     | 137        | 9     | 146        | 169   | 45    | 16         | 0934   | C.F. 11        |  |  |
| North Foreland "Z"                                                   | -7       |        |               |            |        |        |            |       |            |       |       |            |        |                |  |  |
| 51 22N 01 38E                                                        | 212/17   | 18000  | 150           | 174        | 107    | 75     | 112        | 9     | 121        | 178   | 48    | 16         | 0950   | C.F. 12        |  |  |
| 51 08N 02 40E                                                        |          |        |               |            |        |        |            |       |            |       |       |            |        |                |  |  |
| "                                                                    | 216      | 18000  | 155           | 181        | 112    | 75     | 117        | 7     | 124        | 185   | 178   | 58         | 1048   | C.F. 13        |  |  |
| 50 50N 07 00E                                                        | 148      | 18000  | 155           | 181        | 154    | 0      | 154        | 6     | 160        | 169   | 125   | 44         | 1132   |                |  |  |
| 48 08N 08 23E                                                        | 13       |        |               |            |        |        |            |       |            |       |       |            |        |                |  |  |
| "                                                                    | "        | 18000  | "             | "          | 203    | -3     | 200        | 6     | 206        | 174   | 22    | 8          | 1140   |                |  |  |
| 47 48N 08 11E                                                        |          |        |               |            |        |        |            |       |            |       |       |            |        |                |  |  |
| "                                                                    | "        | "      | "             | "          | 262    | -4     | 258        | 6     | 264        | 186   | 55    | 18         | 1158   | IP             |  |  |
| 47 39N 06 50E                                                        |          |        |               |            |        |        |            |       |            |       |       |            |        |                |  |  |
| "                                                                    | "        | "      | "             | "          | 291    | -2     | 289        | 6     | 295        | 191   | 21    | 07         | 1205   | TOT            |  |  |
| 47 47N 06 22E                                                        |          |        |               |            |        |        |            |       |            |       |       |            |        |                |  |  |
| "                                                                    | 216      | 18000  | "             | 181        | 321    | -5     | 316        | 7     | 323        | 185   | 45    | 15         | 1220   | C.F. 14        |  |  |
| 48 22N 05 40E                                                        | 18       |        |               |            |        |        |            |       |            |       |       |            |        |                |  |  |
| "                                                                    | "        | "      | "             | "          | 351    | -4     | 347        | 7     | 354        | 194   | 130   | 40         | 1300   | C.F. 14        |  |  |
| 50 29N 06 10E                                                        |          |        |               |            |        |        |            |       |            |       |       |            |        |                |  |  |
| "                                                                    | "        | "      | "             | "          | 392    | -6     | 286        | 8     | 294        | 176   | 103   | 35         | 1335   |                |  |  |
| 51 08N 02 40E                                                        |          |        |               |            |        |        |            |       |            |       |       |            |        |                |  |  |
| "                                                                    | 200      | 10000  |               | 187        | 287    | -4     | 283        | 9     | 292        | 186   | 48    | 151        | 1390   |                |  |  |
| North Foreland                                                       | 14       |        |               |            |        |        |            |       |            |       |       |            |        |                |  |  |
| "                                                                    | 100      | 2000   |               | 166        | 312    | 71     | 313        | 10    | 323        | 170   | 101   | 36         | 1426   |                |  |  |
| LATE TAKE OFF                                                        |          |        |               |            |        |        |            |       |            |       |       |            |        |                |  |  |
| Base                                                                 | 130      | 0      | 150           | 147        | 32     | -1     | 131        | 9 1/2 | 141        | 139   | 101   | 40 1/2 1/2 | 0845   |                |  |  |
| North Foreland                                                       |          |        |               |            |        |        |            |       |            |       |       |            | 0934   |                |  |  |
| LET DOWN ON DPE BUNCHER Load - 15 MB<br>Low - 340 MB<br>High - 30 MB |          |        |               |            |        |        |            |       |            |       |       |            |        |                |  |  |

FLIGHT RECORD

| TIME | COURSE | W/V USED &/OR D.R. DRIE | TRUE HDNG. | MAG. HDNG. | NAVIGATIONAL OBSERVATION                               | GENERAL OBSERVATION | I.A.S. MPH /K | HEIGHT & AIR TEMP. | T.A.S.             | RUN   |       | G.S. | TO RUN |      | E.T.A. |
|------|--------|-------------------------|------------|------------|--------------------------------------------------------|---------------------|---------------|--------------------|--------------------|-------|-------|------|--------|------|--------|
|      |        |                         |            |            |                                                        |                     |               |                    |                    | DIST. | TIME  |      | DIST.  | TIME |        |
| 0745 |        |                         | 32         |            | Take off on Runway 50 MB                               |                     | 115           |                    |                    |       |       |      |        |      |        |
| 0753 |        |                         | 360        |            | 52 46N 00 37W Turn to base                             |                     | 148           | 3500               |                    |       |       |      |        |      |        |
| 0803 | 16 2   | 3R                      | 165        |            | Base 2 mi left                                         |                     | 140           | 7000               |                    |       |       |      |        |      |        |
| 0820 |        |                         | 190        |            | Group formed over Base                                 |                     | 150           | 7000               | Clear over England |       |       |      |        |      |        |
| 0830 |        |                         | 250        |            | Wing formed over Base                                  |                     | 150           | 8000               |                    |       |       |      |        |      |        |
| 0837 |        |                         | 25         |            | Depart "X" on course 1 minute early                    |                     | 152           | 7000               |                    |       |       |      |        |      |        |
| 0844 |        | 90/8 3L                 | 28         |            | Point "A" on course 1 1/2 min. early                   |                     | 153           | 7000               | 151                | 16    | 6 1/2 | 148  | 16     |      | 0843   |
| 0847 |        |                         | 106        |            | Begin climb 52 46N 00 12 E                             |                     | 150           | 7000               |                    |       |       |      |        |      |        |
| 0855 |        |                         | 110        |            | Radio Fix Spl #4 TB 065 52 40N 00 19E<br>DPE BR TB 78  | Good Pilotage fix   |               |                    |                    |       |       |      |        |      |        |
| 0858 |        |                         | 160        |            | Point B                                                |                     | 150           | 9000               |                    |       |       |      |        |      |        |
| 0900 |        |                         | 167        |            | 5-1 #7 TB 8° Radio Compass OK                          |                     | 150           | 12200              |                    |       |       |      |        |      |        |
| 0906 | 16 9   | 7L                      | 174        |            | 0904 3/4 Spl #7 360 TB DPE TB 118<br>Geo 52 15N 00 33E |                     |               | 12000              | 150                |       |       |      |        |      |        |
| 0913 |        | 230/12                  |            |            | 51 58N 00 33W "G" Wind                                 |                     |               | 13000              |                    |       |       |      |        |      |        |
| 0918 |        |                         | 170        |            | Point "C" 1 1/2 miles right                            |                     |               | 14400              |                    |       |       |      |        |      |        |
| 0920 |        |                         |            |            | #3 in Division Assembly 51 40N 00 43E                  |                     | 150           | 14700              |                    |       |       |      |        |      |        |



## FLIGHT RECORD

| TIME  | COURSE | W/V<br>USED<br>E/OR<br>D.R. DRIF. | TRUE<br>HDNG. | MAG.<br>HDNG. | NAVIGATIONAL<br>OBSERVATION                                                       | GENERAL<br>OBSERVATION | IAS.<br>MPH.<br>/K | HEIGHT<br>&<br>AIR<br>TEMP. | T.A.S.                   | RUN   |      | C. 'S. | TO RUN |      | E.T.A. |
|-------|--------|-----------------------------------|---------------|---------------|-----------------------------------------------------------------------------------|------------------------|--------------------|-----------------------------|--------------------------|-------|------|--------|--------|------|--------|
|       |        |                                   |               |               |                                                                                   |                        |                    |                             |                          | DIST. | TIME |        | DIST.  | TIME |        |
| 0935  |        |                                   | 120           |               | English Coast out Point 2°2<br>51 40N 01 25E                                      |                        | 150                | 14400                       |                          |       |      |        |        |      |        |
| 0940  |        |                                   | 115           |               | Billowing CU at 18000 51 20N 01 42E                                               |                        | 150                | 15100                       |                          |       |      |        |        |      |        |
| 0943  |        |                                   |               |               | P-47's and P-51's going in ahead<br>Scaree turn back                              |                        |                    |                             |                          |       |      |        |        |      |        |
| 0954  |        |                                   | 80            |               | Enemy Coast In 51 07N 02 40E                                                      |                        | 155                | 17400                       |                          |       |      |        |        |      |        |
| 1002  |        |                                   | 100           |               | Bruges, Belgium 2 left                                                            |                        | 153                | 17800                       |                          |       |      |        |        |      |        |
| 1003  |        |                                   | 112           |               | DPE Buncher 299 TB                                                                |                        | 153                | "                           |                          |       |      |        |        |      |        |
| 1008  |        |                                   | 105           |               | "G" 51 00N 03 40E                                                                 |                        | 155                | 18300                       |                          |       |      |        |        |      |        |
| 1015  |        |                                   | 90            |               | DPE Buncher 117 TB 5 miles N Namur<br>Brussels                                    |                        | 150                | 18300                       |                          |       |      |        |        |      |        |
| 1020  |        |                                   | 120           |               | On East side of Brussels                                                          |                        | 150                | 20500                       | Going around High Clouds |       |      |        |        |      |        |
| 1025  |        |                                   | 110           |               | 10 NW Namur Dense Contrails                                                       |                        | 150                | 20 700                      |                          |       |      |        |        |      |        |
| 1028  |        |                                   | 100           |               | Flak 50 45N 04 46E                                                                |                        | 150                | 21 200                      |                          |       |      |        |        |      |        |
| 1034  |        |                                   | 100           |               | Liege 5 miles left                                                                |                        | 150                | 21 400                      |                          |       |      |        |        |      |        |
| 1042  |        |                                   | 124           |               | Vielsalm below                                                                    |                        | "                  | 21300                       |                          |       |      |        |        |      |        |
| 1043½ |        |                                   | 125           |               | St. Vigh 1 mi left                                                                |                        | 155                | "                           | 191                      |       |      |        |        |      |        |
| 1055  | 122    | 4                                 | 126           |               | Control #3 255/27 (Pilotage)                                                      |                        | "                  | "                           | 191                      | 38    | 12½  | 199    | 125    | 37   | 1132   |
| 1104  |        | 6 L                               | 148           |               | Bombight Drift 260/27                                                             |                        | "                  | 21400                       |                          |       |      |        |        |      |        |
| 1107  |        |                                   | 150           |               | 49 24N 07 27E                                                                     |                        | 160                | 21300                       |                          | 41    | 12   | 205    | 84     | 25   | 1132   |
| 1111  |        |                                   | 150           |               | Pirmasens                                                                         |                        | 150                | 21300                       |                          |       |      |        |        |      |        |
| 1120  |        | 265/24                            | 158           |               | 12 boats in Rhine 48 54N 08 07E                                                   |                        | 155                | 21400                       | 191                      | 85    | 25   | 203    | 39     | 11½  | 1131½  |
| 1135  |        |                                   | 200           |               | Flak - Villingen ( looks like A/C factory)                                        |                        |                    | 21700                       |                          |       |      |        |        |      |        |
| 1153  |        |                                   | 153           |               | Basle 4 miles left                                                                |                        |                    | 217000                      |                          |       |      |        |        |      |        |
| 1156  |        |                                   | 268           |               | Bulhouse 3 miles right 5/10 CU                                                    |                        |                    | "                           |                          |       |      |        |        |      |        |
| 1202½ |        |                                   | 27 0          |               | IP (Belfont below) Bay doors open                                                 |                        | 150                | 217000                      |                          |       |      |        |        |      |        |
| 1211  | 28 7   | 1E                                | 288           | 294           | Bombs Away (Check)                                                                |                        | 150                | 217000                      |                          |       |      |        |        |      |        |
| 1225  |        |                                   | 225           |               | Neufchateau 2 miles right                                                         |                        | 160                | 217200                      |                          |       |      |        |        |      |        |
| 1236  |        |                                   | 360           |               | Commercy 48 45N 05 35E                                                            |                        | 150                | 22000                       |                          |       |      |        |        |      |        |
| 1244  |        |                                   | 15            |               | Verdun 5 left<br>Craters visible where Maj Hauptin dropped bombs by Pff in clouds |                        | "                  | 22000                       |                          |       |      |        |        |      |        |
| 1250  |        |                                   | 353           |               | Longuyon 2 right 49 27N 05 37E                                                    |                        | 150                | 220000                      |                          |       |      |        |        |      |        |
| 1252  |        |                                   | 390           |               | Climbing to go over weather                                                       |                        |                    |                             |                          |       |      | 166    | 50     | 18   | 1309   |
| 1304  |        |                                   | 345           |               | Marche below 3 miles right of course                                              |                        | 150                | 23300                       | Contrails                |       |      |        |        |      |        |
| 1306½ |        |                                   | 290           |               | 50 30N 05 13E P-38's                                                              |                        | 150                | 24300                       | Contrails quit           |       |      |        |        |      |        |
| 1313  |        |                                   | 290           |               | Namur 4 miles left<br>Picked up DPE buncher(290)miles                             |                        | 15 5               | 24500                       | Cloud top 26,000         |       |      |        |        |      |        |
| 1322  |        |                                   | 290           |               | 50 41N 04 20E "G"                                                                 |                        | 248                | 25500                       |                          |       |      |        |        |      |        |
| 1330  |        |                                   | 292           |               | 50 5 8N 03 38E Chaff 1337                                                         |                        | 150                | 26000                       |                          |       |      |        |        |      |        |
| 1340  |        |                                   | 287           |               | Enemy Coast out 51 07N 02 40E<br>Stop chaff 1342                                  |                        | 155                | 25700                       |                          |       |      |        |        |      |        |
| 1402  |        |                                   | 307           |               | English Coast in 51 47N 01 00E                                                    |                        | 155                | 23500                       |                          |       |      |        |        |      |        |
| 1410  |        |                                   | 308           |               | Homing on Buncher                                                                 |                        | 165                | 9500                        |                          |       |      |        |        |      |        |
| 1418  |        |                                   | 300           |               | Over Cambridge                                                                    |                        | 26 0               | 4000                        |                          |       |      |        |        |      |        |
| 1430  |        |                                   |               |               | Base                                                                              |                        | 150                | 2000                        |                          |       |      |        |        |      |        |
| 1432  |        |                                   |               |               | Landed                                                                            |                        |                    |                             |                          |       |      |        |        |      |        |

SIGNED

NAVIGATOR



**PRIMARY**

LUXEM. FRANCE

## TRACK CHART

DATE MAY 31, 1944

ROUTE FOLLOWED BY

CRANCE

40/ST. B. R. CH

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

## COMBATS

F.W 190 C

ME. 109 ©

J. U. 88 2  
ME 110 8

D.O. 217

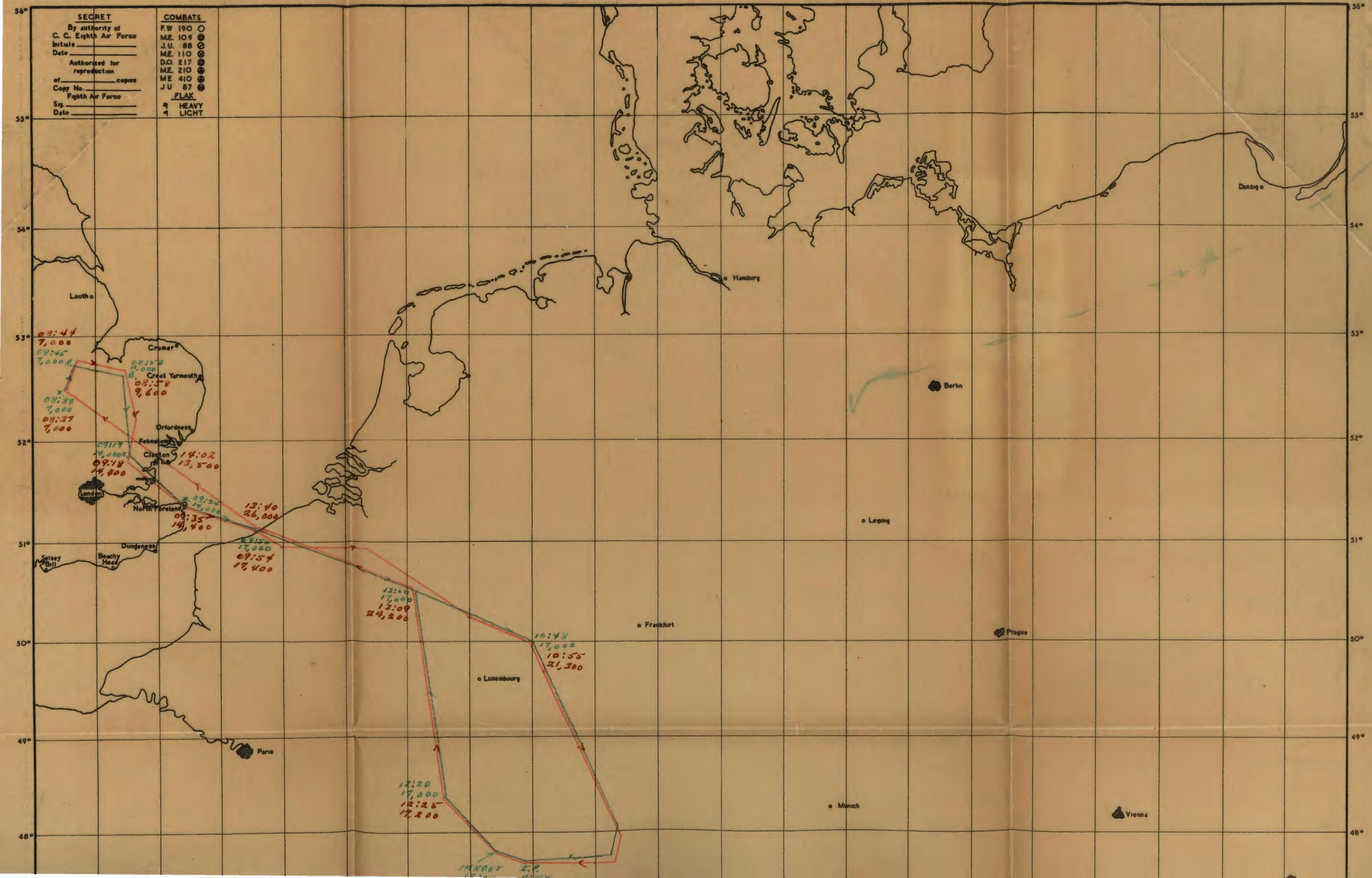
ME. 210 0  
ME. 410 0

JU 87 E

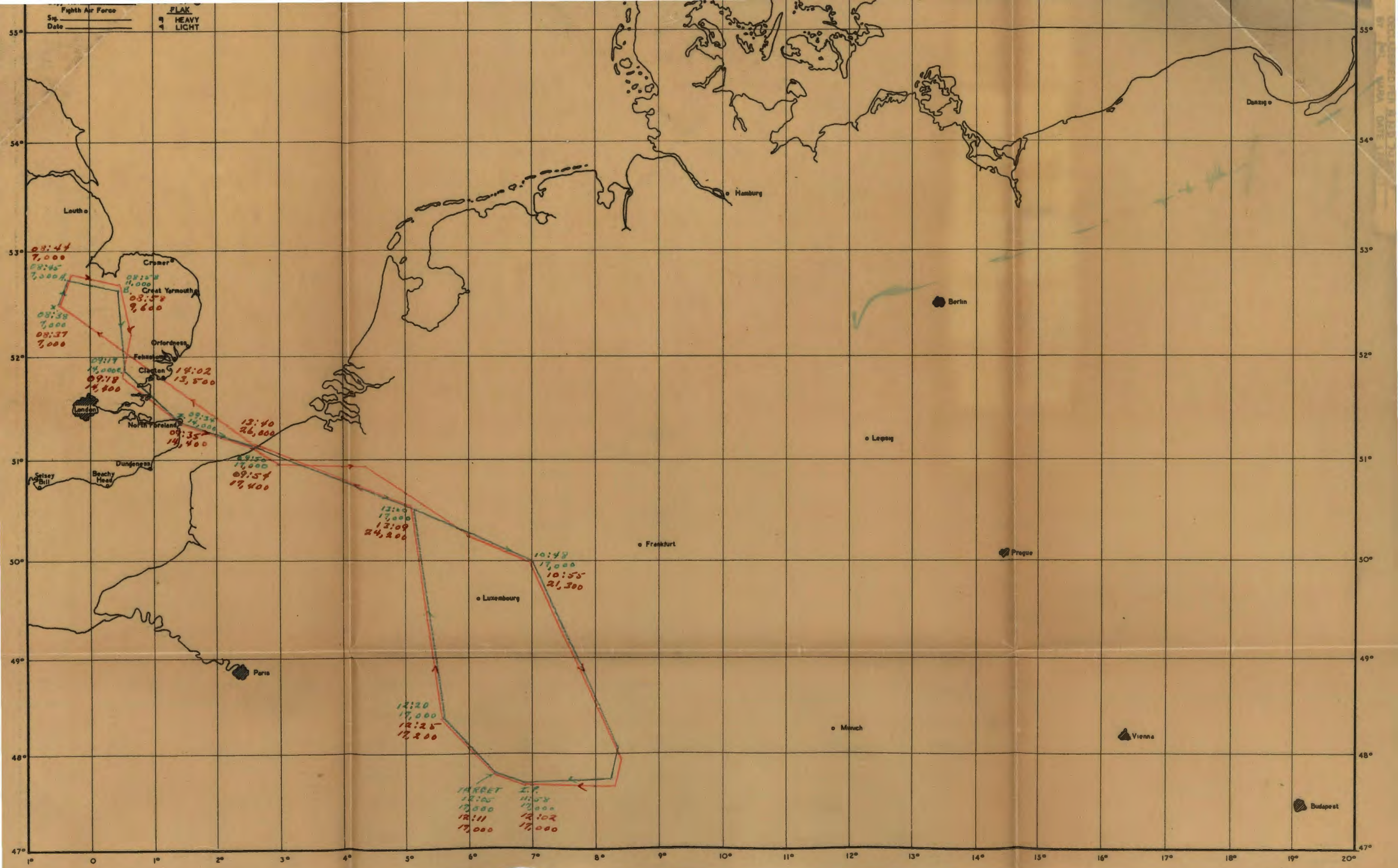
FLAK

9 HEAVY  
4 LIGHT

|   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|









Target No.  
S. 5676

AIRFIELD — LUXEUIL (FRANCE)

0 500 1000 1500 2000 YARD  
0 approx. 1 MILE

Photographed 27 March 1942

(1 : 18,000)

Issued





HEADQUARTERS  
401st Bombardment GP (H)  
APO 557, U. S. Army

31 May 1944

SUBJECT: Lead Bombardier's Narrative, 401st Low Box, Mission 31 May 1944.

TO : Commanding Officer, 401st Bombardment Gp (H), APO 557, U.S. Army.

1. BOMBING APPROACH AND RUN: The 401st Group low box in the 94thCBW uncovered nicely at the I.P. and fell almost in trail of the wing leader. There was some haze and light cloud in the area, but the woods and the city marking the target area could be seen at a great enough distance for a long run.

2. Pre-computed drift and dropping angle were set in the sight and were accurate enough that only minor corrections were necessary. There was scarcely a turn necessary on the entire run.

3. Part of the pattern was obscured by the leaders strike, but about two thirds of the bomb hits were visible. They struck the hangars near the center of the apron and the barracks area beyond in a good pattern.

A.C. KUENNING  
Captain, Air Corps  
Lead Bombardier



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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Capt Kuenning DATE 31 May 1944  
PILOT Capt Grimham TAKE OFF 0745  
NAVIGATOR Capt Causey AIRPLANE \_\_\_\_\_  
ORGANIZATION \_\_\_\_\_ SQUADRON \_\_\_\_\_ GROUP 401st LANDED 1432  
OBJECTIVE Luxeuil, Germany (MPI) \_\_\_\_\_  
INITIAL POINT \_\_\_\_\_  
METHOD OF ATTACK \_\_\_\_\_ X  
Individual Flight Squadron Group Wing  
NUMBER A/C IN GROUP 12 COMPOSITE GROUP \_\_\_\_\_  
NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:  
DEFLECTION AND RANGE SIGHTING, GROUP \_\_\_\_\_ COMPOSITE GROUP \_\_\_\_\_  
RANGE SIGHTING ONLY, GROUP \_\_\_\_\_ COMPOSITE GROUP \_\_\_\_\_  
BOMBS, TYPES AND SIZES 500# GP  
NUMBER OF BOMBS LOADED 168 x 500 #GP RELEASED 144 x 500#GP  
FUZING, NOSE 1/10 TAIL 1/100  
SYNCHRONIZATION X  
On Fast Slow

INFORMATION AT RELEASE POINT:

|                                                  |                                              |
|--------------------------------------------------|----------------------------------------------|
| Altitude of target <u>910</u>                    | Mag Head. order <u>300</u> Actual <u>293</u> |
| True Altitude above target <u>17000</u>          | True Heading _____                           |
| Ind. Altitude <u>17400</u>                       | Drift, Est. <u>2R</u> Actual <u>2R</u>       |
| Pressure alt of target <u>7890</u>               | True Track _____                             |
| Altimeter setting <u>29.92</u>                   | Actual Range <u>9700</u>                     |
| C.I.A.S. <u>150</u> I.A.S. <u>150</u>            | B.S. Type <u>M-1</u>                         |
| G.S., Est <u>211</u> Actual <u>198</u>           | Time of Release <u>1205</u>                  |
| Wind Direc. Metro <u>150</u> Actual <u>240</u>   | Intervalometer Setting <u>Salvo</u>          |
| Wind Veloc. Metro <u>14</u> Actual <u>10</u>     | Length of Bombing Run <u>2min</u>            |
| D.S. <u>155.9</u> Trail <u>.47</u> ATF <u>34</u> | C-1 Pilot <u>Yes</u> A-5 _____               |
| TAN. D. A. Est. <u>.57</u> Actual <u>.52</u>     | Manual Pilot _____                           |



TYPE OF RELEASE

Individual Train X Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN Target Area

NAVIGATION DATA:

MEAN TEMP. METRO +6 ACTUAL +7

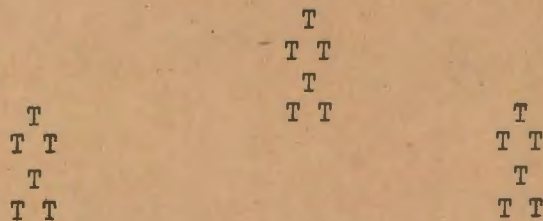
WINDS

| ALTITUDE | DIRECTION |        | VELOCITY |        | TEMP C. |        |
|----------|-----------|--------|----------|--------|---------|--------|
|          | Metro     | Actual | Metro    | Actual | Metro   | Actual |
| 17000    | 150       | 240    | 14       | 10     | -14     | -10    |

METHODS OF BOMBING



COMPOSITE GROUPS



Bombardier making complete sighting operation (T)

Bombardier making range operation only (T)

Bombardier dropping on Leader, with arrow indication of leader's position. (T with arrow)

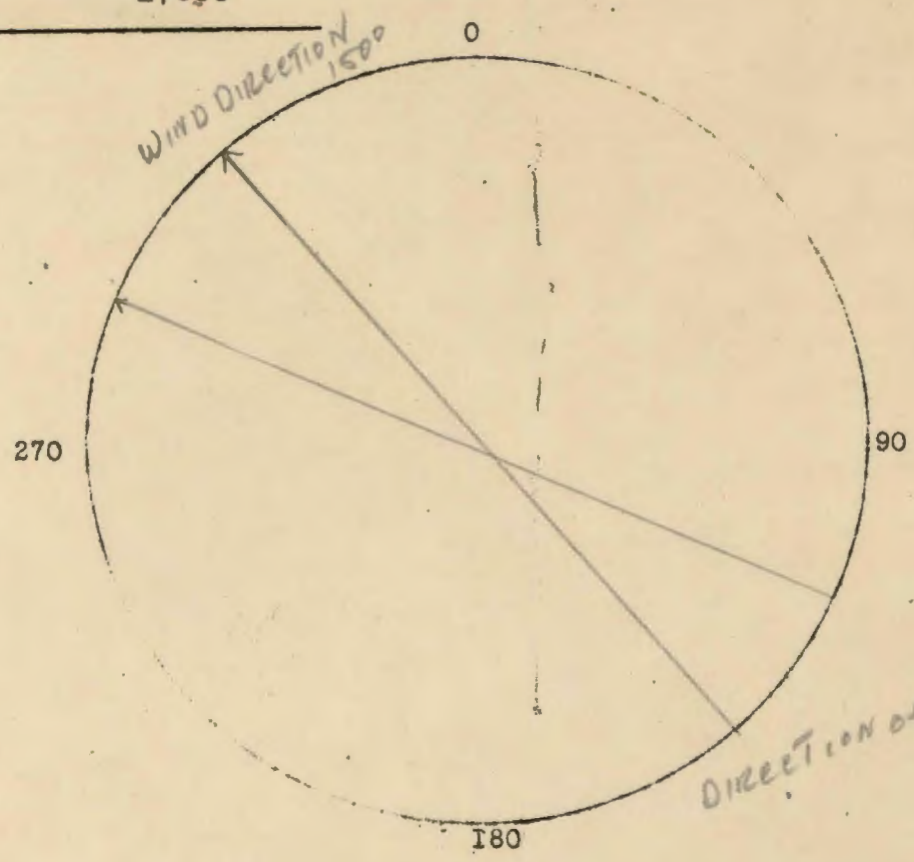


COMBARDIER'S INDIVIDUAL PLOT

Target Luxeull, Germany

Method of Bombing \_\_\_\_\_

Altitude 17000



PLOT

Wind Direction 150  
Wind Velocity 14  
Direction of attack 293

REMARKS - - - - -



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

A.P.O. 557  
31 May, 1944

**SUBJECT:** Mission Summary Report

**TO :** Group Operations, Station 128, APO 557

**1. Abortives.**

None.

**2. Battle Damage.**

None.

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



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

A.P.O. 557  
31 May, 1944

SUBJECT: Armament Narrative on Mission 31 May, 1944

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

1. The following Armament malfunctions were reported  
at the conclusion of the mission of 31 May, 1944.

| <u>A/C No.</u> | <u>Gun Position</u> | <u>Malfunction</u>                | <u>Personnel<br/>or Equipment</u> |
|----------------|---------------------|-----------------------------------|-----------------------------------|
| 42-107084      | Ball Turret         | Vickers Unit Motor<br>Burned Out. | Equipment                         |

BOMB RACK MALFUNCTIONS

Negative bomb rack malfunction report is submitted for the  
mission of 31 May, 1944.

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



S E C R E T

Form OO-Amm-2B

MISSION EXPENDITURES - AMMUNITION

(Div. or Comd) 1ST BOMB DIVISION

Operations No. 369

Date of Operations 31 MAY 44

| Group | Bomb<br>Type     | FUZES        |               |              |               | EXPENDED        |              |              |               |      | AMMUNITION |         |                  |                    | PYROTECHNICS |                    |
|-------|------------------|--------------|---------------|--------------|---------------|-----------------|--------------|--------------|---------------|------|------------|---------|------------------|--------------------|--------------|--------------------|
|       |                  | Nose<br>Fuze | Nose<br>Delay | Tail<br>Fuze | Tail<br>Delay | Initial<br>Load | On<br>Target | Jet-<br>s'nd | Unactd<br>for | Retd | Cal.       | Linkage | Linkage<br>Ratio | Amount<br>Expended | Type         | Amount<br>Expended |
| 1     | 2                | 3            | 4             | 5            | 6             | 7               | 8            | 9            | 10            | 11   | 12         | 13      | 14               | 15                 | 16           | 17                 |
| 401ST | 500-LB<br>AN-M64 | AN-<br>M103  | 1/10          | AN-<br>M101  | 1/100         | 168             | 144          | 0            | 0             | 24   | .50        | AP      | STR              | 1625               | --           |                    |



Check one of the following:

Report complete



Supplement will follow

Reason for Supplement

Additional Remarks



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

J-A-2

Reference Field Order 369.

31 MAY 1944

SUBJECT: Communications Report, Operational Mission No 80.

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

SECTION ONE - USE OF RADIO NAVIGATIONAL AIDS

|                             |                                 |
|-----------------------------|---------------------------------|
| 1. VHF/DF Bearings:         | 5. Radio Beacons used:          |
| to 401st A/C <u>0</u>       | Splashers <u>16</u>             |
| to other A/C <u>1</u>       | Fixed Beacons <u>0</u>          |
| 2. HF/DF Bearings <u>0</u>  | Bunchers <u>11</u>              |
| 3. MF/DF Fixes <u>0</u>     | 6. Total A/C using Gee <u>9</u> |
| 4. Distress Action <u>0</u> | Maximum Fix <u>0617E 5013N</u>  |

SECTION TWO - REPORTED EQUIPMENT DEFICIENCIES

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

SECTION THREE - REMARKS

DEENETHORPE BUNCHER REPORTED EXCELLENT WITH RANGE UP  
TO 300 MILES.

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



SS Form 90

S-2 STATISTICAL REPORTMission of 31 May 1944Time of Departure 1540Target LuxeuilTelephone No. A-2 1545

\*\*\*\*\*

(1) Designation of Group 401st(2) Total No. of A/C  
airborne, incl. spares 14(3) Total No. of A/C  
Dispatched 14(4) No. of A/C Attacking 12(5) No. of A/C Dispatched  
but not Attacking 2

Due to:

- (a) Mechanical Failure \_\_\_\_\_  
 (b) Weather \_\_\_\_\_  
 (c) Enemy Action \_\_\_\_\_  
     (lost before target) \_\_\_\_\_  
 (d) Other (spares) 2

(6) No. of A/C Lost 0

Due to:

- (a) Anti-aircraft fire \_\_\_\_\_  
 (b) Enemy fighters \_\_\_\_\_  
 (c) Flak and fighters \_\_\_\_\_  
 (d) Accident \_\_\_\_\_  
 (e) Reasons Unknown \_\_\_\_\_

(7) Times of Attack 1211(8) Altitudes of Attack 17,000(9) Bombs on Each Target (a) 144 (b) Size 500 (c) Type G.P.(10) Personnel Casualties 0

Type:

- (a) Number Killed \_\_\_\_\_  
 (b) Number Wounded \_\_\_\_\_  
 (c) Number Missing \_\_\_\_\_

(11) A/C Suffering Battle  
Damage 0

Category:

- (a) Minor \_\_\_\_\_  
 (b) Major \_\_\_\_\_  
 (c) Salvage \_\_\_\_\_

(12) Claims None(13) Leaflets NoneREMARKS: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_Lt. McCallum

Preparing Officer



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

D-F-1

31 May 1944

SUBJECT: Comments of Crews Participating in Mission to Luxeuil, 31 May 44.

TO : Commanding Officer, Station 128, APO 557, U.S. Army. (Thru  
Lt. Col. E. K. Voorhees and Lt. Col. A. C. Brooks).

1. Lt. Col. William T. Seawell and Capt. Fred D. Grinham, Group Leader and Pilot respectively A/C 485, state that wing lead navigator did a superior job.
2. Entire crews of Lt. W.H. Smith, Pilot A/C 803 and Lt. L.E. Fitchett, Pilot A/C 048, state that the mess has improved considerably.

W. B. FRY,  
Major, A. C.,  
Group S-2 Officer.



SECRET

Report on A.T. (Gunfire).

401st BOMBARDMENT GROUP (H)

Assigned . Luxeuil . . . . .  
Target: Bomed . . Luxeuil . . . . .  
Date of Mission 31 May 44

Route as Flown:-  
(5107-0240) (5054-0420) (5035-0540) (5000-0700) (4804-0825)  
(Target) (4823-0537) (5030-0513) ~~(5035-0540)~~ (5107-0240) (5147-0100).  
(4745-0815) (4740-0832)

Weather conditions: (a) At target . . Overcast . . . . .  
(b) En route . . Overcast . . . . .  
Were our A/C "Seen" or "Unseen" targets? (a) At target . . seen . . . . .  
(b) En route . . unseen . . . . .  
Any condensation trails? . None at target, at bombing altitude. . . . . .

Description of Flak at Target, including METHOD OF FIRE CONTROL

No flak at target.

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

1028 hours (5045-0446) 21,200 ft.-Heavier, poor, poor, black, barrage.  
1134 " (4806-0823) 18,000 " - " fair, fair, " following.

Was CHAFF carried? . . No . . . . .

How discharged? . . . . .

Position of Group . . . . Low Box . . . . .

Details:-

| up  | A/C over enemy territory | A/C Damaged | A/C lost to flak | Time over Target | Time of Bombs away | Height | Axis of Attack | Bomb Run   |
|-----|--------------------------|-------------|------------------|------------------|--------------------|--------|----------------|------------|
| 401 | 12                       | 0           | 0                | 1211             | 1211               | 17,000 | 288 T          | 2 1/2 min. |
|     |                          |             |                  |                  |                    |        |                |            |
|     |                          |             |                  |                  |                    |        |                |            |

Lt. Sutherland.



Briefing Notes

Your target is an airfield which formerly was a French Military airport

It was in use for 10 years before the war and recently the German Air Force has enlarged the landing area and improved the hangar accommodation.

The airfield has been used consistently during the last three years for elementary flying training.

The field is roughly rectangular and has no runways. There are 7 hangars with workshops adjacent to the hangars. In addition there are the usual ammunition storage yards, armory and gasoline dumps. A large group of administrative buildings and barracks are located behind the hangars on the North West Boundary.

There are no organized dispersal facilities but aircraft are usually parked in front of the hangars on the North west boundary.

This can be termed a tactical target.

YOUR TARGET IS A PRIORITY AIRDROME WHICH HAS NOT BEEN ATTACKED BEFORE. IT IS ONE OF THE HIGHEST PRIORITY AIRDROMES IN THIS AREA.

Flak----

There is no known flak at the target or at the secondary.

Axis of attack is 260 degrees. On the route there is a four gun battery at Mulhouse and the Division Flak Officers suggests you go south of this point.

You are first in and the target should be clear. winds are light and variable.

PW--

If you come down, make along the east border of France for Spain. Avoid Switzerland if you can. If you get into Spain, ask for the Military rather than the civil authorities.

If you make a forced landing in Switzerland, destroy all classified documents and all secret and confidential equipment. If you cannot do this any other way, destroy your aircraft.

Capt.G.R.Clesway



A wing of Tempests Mark V is now operation and will be encountered flying over enemy territory. SHOW PICTURE

Marshalling Yards in occupied territory are now considered Targets of Opportunity in the same category as airdromes. Only restriction is the bombardier must have a definite visual run on the target before he releases his bombs.

FIGHTER SUPPORT---  
2 { P-47  
P-47  
2 { P-51  
P-51  
1 { P-51  
P-51  
1 { P-38  
P-38  
- P-47  
P-47  
P-47  
} 11  
Sambuchen

DIVERSIONS AND OTHER TARGETS ---  
1st div - France Marshalling yards { Strasbourg  
colmar.  
Mulhouse  
2nd div - France Belgium M/y  
3rd div - Germany Belgium - M/y Fortuna

- Take along GI Shoes
- Identification Photos
- Dog Tags
- Empty Your Pockets thoroughly.



DEW-401

STATION WEATHER OFFICE  
 AAF STATION 128  
 APO 557 - U.S. ARMY

31 May 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 31 MAY 1944.

BASE AT TAKE OFF: (0745) No low or middle cloud, 2/10 cirrus at 25,000 ft. Visibility 7 miles.

ROUTE OUT: No low or middle cloud over England, haze over the Channel until 5 miles from the Continental Coast becoming 10/10 cumulonimbus with tops at 22,000 ft. lowering gradually and breaking at Bruxelles to 7/10 altocumulus and altostratus tops at 15,000 ft. with 8-10/10 low cloud underneath tops at 6-8,000 ft. At 06°30'E 49°45'N low cloud broke to nil, and middle cloud broke to 3-5/10 and became nil at 48°00'N 06°50'E. Trace of cirrus over England. Visibility unrestricted.

TARGET: (1211) Clear. Visibility 15 miles.

ROUTE BACK: Similar to route out except tops built to 26,000 ft. over the Continental Coast and belt of cloud extended to middle of English Channel.

BASE ON RETURN: (1432) No low or middle cloud, 4/10 cirrus at 25,000 ft. Visibility 15 miles.

REMARKS: Winds; direction forecast good, velocity stronger than forecast. Temperatures were as forecast. Dense persistent contrails from 20,000 ft to 26,000 feet.

*Walter A. Hurley*  
 WALTER A. HURLEY,  
 1st Lt., Air Corps,  
 Station Weather Officer.



# OPERATIONAL ROUTE FORECAST

DATE 31 May 1944  
 PERIOD 0700 - 1430 hrs  
 AG P BR HQ SOS 122929

|            | A Base to target                                                                                                                                                                                                                       | B Target to Base                                                                                                   | C                       | D                                                                                             |
|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|-------------------------|-----------------------------------------------------------------------------------------------|
| WEATHER    | 1 Cloudy to Overcast with Haze and Fog in patches becoming clear with Haze                                                                                                                                                             | Clear with Haze becoming Partly Cloudy to Cloudy.                                                                  |                         |                                                                                               |
| CLOUDS     | 2 8-10/10 Stratocumulus base 500-1000ft tops 2000ft becoming NIL at Continental Coast to Target. 2-4/10 Altostratus and Altostratus base 8000ft tops 10000ft decreasing to NIL at Continental Coast. 1-3/10 Fine Cirrus above 25000ft. | Nil Low Cloud becoming 4-6/10 Cumulus base 2000ft tops 5000ft. Nil Middle Cloud 1-3/10 Fine Cirrus above 25,000ft. |                         | --NOTE--<br>Haze tops 14,000ft<br><br>--NOTE--<br>Dense Persistent CONTRAILS at Cirrus Level. |
| ICING      | 3 NIL<br>11,000ft NIL                                                                                                                                                                                                                  | 11,000ft. NIL                                                                                                      |                         |                                                                                               |
| VISIBILITY | 4 1-2000yds Locally less than 500yds becoming unlimited aloft. Downward via 1000ft.                                                                                                                                                    | Unlimited Aloft becoming 6 miles Plus at Base on return.                                                           |                         |                                                                                               |
| HEIGHT     | DIRECTION VELOCITY                                                                                                                                                                                                                     | DIRECTION VELOCITY                                                                                                 | DIRECTION VELOCITY      | DIRECTION VELOCITY                                                                            |
| SURFACE    | 49 N 06 E to Target<br>020 05                                                                                                                                                                                                          | 49 N 06 E to Target<br>Light and Variable                                                                          | Temperatures<br>Plus 28 |                                                                                               |
| 5000 FT    | 090 05                                                                                                                                                                                                                                 | 190 05                                                                                                             | Plus 15                 |                                                                                               |
| 10000 FT   | 150 10                                                                                                                                                                                                                                 | 180 10                                                                                                             | Plus 04                 |                                                                                               |
| 15000 FT   | 210 15                                                                                                                                                                                                                                 | 160 10 10                                                                                                          | -07                     |                                                                                               |
| 20000 FT   | 220 20                                                                                                                                                                                                                                 | 140 15                                                                                                             | -18                     |                                                                                               |
| 25000 FT   | 220 25                                                                                                                                                                                                                                 | 140 15                                                                                                             | -29                     |                                                                                               |
| 30000 FT   | 220 25                                                                                                                                                                                                                                 | 140 20                                                                                                             | -41                     |                                                                                               |

BASE ALTIMETER SETTING 30.181 TARGET SURFACE TEMP Plus 28 TARGET MEAN TEMP Plus 06.5  
 TEMP AT 10000 FT. -13.8 TARGET SURFACE (PRESSURE-ALT) -20 ft  
 TARGET SEA LEVEL PRESSURE 29.95in ADD HEIGHT OF TARGET ←



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

31 MAY 1944

SUBJECT : LOADING LIST

TO : OPERATIONS OFFICER, 401st BOMB GP (H), AAF STATION 128, APO # 557.

1. FOLLOWING IS THE LIST OF COMBAT CREWS PARTICIPATING IN TODAY'S MISSION.

| DUTY                      | RANK    | LAST NAME | FIRST NAME | MI |
|---------------------------|---------|-----------|------------|----|
| <u>PLANE NO. 42-31591</u> |         |           |            |    |
| P                         | 2nd Lt. | FOX       | MARSHALL   | S. |
| CP                        | 2nd Lt. | BERG      | ROY        | A. |
| N                         | 2nd Lt. | HORTON    | THERON     | S. |
| B                         | P/O     | DRAKE     | WALTER     | F. |
| RO                        | S/SGT.  | AVERY     | WILLIAM    | R. |
| TT                        | S/SGT.  | HILL      | JAMES      | B. |
| BT                        | SGT.    | DALTON    | JOHN       | B. |
| TG                        | SGT.    | SANDERS   | ROBERT     | T. |
| LWG                       | SGT.    | JORDAN    | JOHN       | W. |
| RWG                       | SGT.    | GUILFOY   | THOMAS     | P. |

|                            |         |           |          |       |
|----------------------------|---------|-----------|----------|-------|
| <u>PLANE NO. 42-107043</u> |         |           |          |       |
| P                          | 2nd Lt. | FITCHETT  | LAWRENCE | E.    |
| CP                         | 2nd Lt. | CAMPBELL  | BRUCE    | M.    |
| N                          | 1st Lt. | PFEIFFER  | LAWRENCE | W.    |
| B                          | 1st Lt. | SANCHEZ   | LOUIS    | T.    |
| RO                         | T/SGT.  | BERGENER  | MAX      | H.    |
| TT                         | T/SGT.  | PARSLOE   | BERTRAM  | (NMI) |
| BT                         | S/SGT.  | SASSI     | LOUIS    | M.    |
| TG                         | S/SGT.  | KERR      | ROBERT   | V.    |
| LWG                        | S/SGT.  | HANNABURY | RALPH    | A.    |
| RWG                        | S/SGT.  | KELSEN    | HAROLD   | J.    |

|                           |         |          |         |       |
|---------------------------|---------|----------|---------|-------|
| <u>PLANE NO. 42-99932</u> |         |          |         |       |
| P                         | 2nd Lt. | LEMONS   | CLEATUS | G.    |
| CP                        | 2nd Lt. | COTTRILL | RONALD  | M.    |
| N                         | 2nd Lt. | KOMAROFF | STUART  | J.    |
| B                         | 2nd Lt. | HEISER   | CARL    | H.    |
| RO                        | S/SGT.  | MIZENER  | HARRY   | R.    |
| TT                        | S/SGT.  | TAYLOR   | ROBERT  | C.    |
| BT                        | SGT.    | FEDYNICH | DANIEL  | (NMI) |
| TG                        | SGT.    | WEBSTER  | WARREN  | E.    |
| LWG                       | SGT.    | McCARPHY | WILLIAM | A.    |
| RWG                       | SGT.    | PARHURST | IRA     | A.    |

|                            |         |          |           |        |
|----------------------------|---------|----------|-----------|--------|
| <u>PLANE NO. 42-337511</u> |         |          |           |        |
| P                          | 1st Lt. | FOWLER   | RUSSELL   | M.     |
| CP                         | 2nd Lt. | MURPHY   | WALTER    | J.     |
| N                          | 1st Lt. | SAVAGE   | WILLIAM   | F.     |
| B                          | 1st Lt. | BUCHANAN | ALLEN     | S. JR. |
| RO                         | SGT.    | CHARNES  | HUGH      | W.     |
| TT                         | T/SGT.  | TRYBA    | ALEXANDER | F.     |
| BT                         | S/SGT.  | FLOREZ   | LOUIS     | (NMI)  |
| TG                         | SGT.    | NOVAK    | CLEMENT   | W.     |
| LWG                        | T/SGT.  | THAYER   | BLISS     | P.     |
| RWG                        | S/SGT.  | HADSELL  | DAVID     | N.     |



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

AAF Station # 128  
 31 May 1944.

SUBJECT: Loading List.

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

1. Following is the list of combat Personnel participating in today's mission.

\*Plane 42-51863

|     |         |                          |       |
|-----|---------|--------------------------|-------|
| P   | 1st Lt. | SMITH, WALLACE R.        | 614th |
| CP  | 2nd Lt. | FAULHABER, DONALD A.     | "     |
| N   | 1st Lt. | CRANE, FENFRO V.         | "     |
| CTG | S/Sgt.  | Gatzemeyer, Gerald R.    | "     |
| RO  | T/Sgt.  | Castronova, Salvatore L. | "     |
| TT  | T/Sgt.  | Fair, Charles H.         | "     |
| BT  | S/Sgt.  | Price, John R.           | "     |
| TG  | S/Sgt.  | Sundberg, David G.       | "     |
| LNG | S/Sgt.  | Roberts, Marion E.       | "     |
| RWG | T/Sgt.  | Stalleup, Mose H.        | "     |

\*Plane 42-107151

|     |         |                       |   |
|-----|---------|-----------------------|---|
| P   | 1st Lt. | KENNEY, JOSEPH R.     | " |
| CP  | 2nd Lt. | HEARN, ROBERT F.      | " |
| N   | 2nd Lt. | JAFFE, LEWIS S.       | " |
| CTG | S/Sgt.  | Pearlman, Herman      | " |
| RO  | Cpl.    | Cohen, Roy V.         | " |
| TT  | Cpl.    | Dixon, William E.     | " |
| BT  | S/Sgt.  | Hambright, Richard P. | " |
| TG  | S/Sgt.  | Higbee, Mark          | " |
| LNG | S/Sgt.  | Wanke, Charles P.     | " |
| RWG | S/Sgt.  | Peschon, Raymond J.   | " |

\*Plane 42-102084

|     |         |                         |   |
|-----|---------|-------------------------|---|
| P   | 2nd Lt. | ROZZELL, WOODVILLE G.   | " |
| CP  | 2nd Lt. | LUCKETTI, HUMBERT (NMI) | " |
| N   | 2nd Lt. | MC CLUNG, GUY L. JR.    | " |
| B   | 2nd Lt. | MORIN, BERTRAND J.      | " |
| RO  | Sgt.    | Burnett, Major A.       | " |
| TT  | S/Sgt.  | Smeallie, Donnan R.     | " |
| BT  | Pvt.    | Riep, Herman R.         | " |
| TG  | Sgt.    | Ivey, George W.         | " |
| LNG | Sgt.    | Smith, William M.       | " |
| RWG | S/Sgt.  | Bralley, Brown A.       | " |



Leading List Cont'd.

\*Plane 42-107322

|     |           |                         |       |
|-----|-----------|-------------------------|-------|
| P   | 1st Lt.   | HISHER, JAMES F.        | 614th |
| CP  | 2nd Lt.   | REFENNING, JACK L.      | "     |
| N   | F/O.      | RHINEHART, WILLIAM E.   | "     |
| B   | 2nd Lt.   | BROWN, VINCENT E.       | "     |
| RO  | S/Sgt.    | Mussetter, William M.   | "     |
| TT  | Sgt.      | Ockerman, Robert H.     | "     |
| BT  | Sgt.      | Baker, Harry R.         | "     |
| TG  | Sgt.      | Baker, James T.         | "     |
| LNG | S/Sgt.    | Miller, Jennings F. Jr. | "     |
| RWG | S t.<br>K | Coyce, Rudolph M.       | "     |

*returned  
spare*

\*Plane 42-39478

|     |         |                     |   |
|-----|---------|---------------------|---|
| P   | 2nd Lt. | LIPKA, JOHN F.      | " |
| CP  | 2nd Lt. | FULKNER, JAMES H.   | " |
| N   | 2nd Lt. | ANDERSON, JOSEPH A. | " |
| CTG | Pvt.    | Henderson, King     | " |
| RO  | T/Sgt.  | Sugrue, John J.     | " |
| TT  | T/Sgt.  | Gilbert, John W.    | " |
| BT  | S/Sgt.  | Sanders, Valton E.  | " |
| TG  | Pvt.    | Henderson, Ralph    | " |
| LNG | S/Sgt.  | Medling, Oden W.    | " |
| RWG | S/Sgt.  | Rowley, Charles M.  | " |

For the Squadron Commander:

WILLIAM C. GARLAND  
Major, Air Corps,  
Operations Officer.



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

31 May 1944

SUBJECT: Loading list.

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

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

PLANE # 42-31435

| DUTY | RANK     | LAST (NAME) | FIRST    | (MI)  | SQUADRON |
|------|----------|-------------|----------|-------|----------|
| P    | Captain  | Grinham     | Fred     | D.    | 615th    |
| CP   | Lt. Col. | Seawell     | William  | T.    | "        |
| N    | Captain  | Gausey      | Rufus    | F.    | "        |
| B    | Captain  | Kuenning    | Arnold   | O.    | "        |
| RO   | T/Sgt.   | Lewis       | Charles  | M.    | "        |
| TT   | T/Sgt.   | Cockerham   | Roy      | W.    | "        |
| BT   | S/Sgt.   | Hardy       | Charles  | E.    | "        |
| TC   | 2nd Lt.  | Chapman     | Theodore | (NMI) | "        |
| LWG  | S/Sgt.   | Hamilton    | James    | R.    | "        |
| RWG  | S/Sgt.   | Housman     | Herbert  | M.    | "        |

PLANE # 42-107113

|     |         |           |         |       |       |
|-----|---------|-----------|---------|-------|-------|
| P   | 1st Lt. | Trimble   | William | W.    | 615th |
| CP  | 2nd Lt. | Shantz    | Fred    | L.    | "     |
| N   | 2nd Lt. | Lemke     | Beryle  | (NMI) | "     |
| B   | 1st Lt. | Gary      | Eaver   | G.    | "     |
| RO  | T/Sgt.  | Mackey    | Jack    | E.    | "     |
| TT  | T/Sgt.  | McIntyre  | William | (NMI) | "     |
| BT  | A/Sgt.  | Schaeffer | John    | B.    | "     |
| TC  | Sgt.    | Armstrong | William | A.    | "     |
| LWG | S/Sgt.  | Acker     | Joseph  | F.    | "     |
| RWG | S/Sgt.  | Courtad   | Paul    | K.    | "     |

PLANE # 42-31369

|     |         |            |          |       |       |
|-----|---------|------------|----------|-------|-------|
| P   | 2nd Lt. | Mann       | William  | J.    | 615th |
| CP  | 2nd Lt. | Reet       | John     | A.    | "     |
| N   | 2nd Lt. | Rosenquist | Alfred   | A.    | "     |
| B   | S/Sgt.  | Jackson    | Harry    | E.    | "     |
| RO  | S/Sgt.  | Anson      | William  | P.    | "     |
| TT  | S/Sgt.  | Busher     | William  | (NMI) | "     |
| BT  | S/Sgt.  | Smith      | William  | A.    | "     |
| TC  | Sgt.    | De Muro    | Alphonse | A.    | "     |
| LWG | Sgt.    | Breggia    | Frank    | A.    | "     |
| RWG | S/Sgt.  | Reed       | Robert   | R.    | "     |

PLANE # 42-108409



PLANE # 42-102468

|         |                 |                         |         |       |       |
|---------|-----------------|-------------------------|---------|-------|-------|
| P       | 2nd Lt.         | Parr                    | Glinton | J.    | 615th |
| CP      | 2nd Lt.         | Blevins                 | Charles | H.    | "     |
| N       | 2nd Lt.         | Hansen                  | Gerald  | E.    | "     |
| B       | 2nd Lt.         | Ridley                  | John    | U.    | "     |
| RO      | T/Sgt.          | Allen                   | John    | L.    | "     |
| TE      | S/Sgt.          | <del>XXXX</del> Bossley | Emerson | E.    | "     |
| BE      | Sgt.            | Terhorst                | Arthur  | (NMI) | "     |
| TG      | S/Sgt.          | Holland                 | James   | E.    | "     |
| LWG     | Sgt.            | Danielson               | George  | C.    | "     |
| RNG     | Sgt. 1st        | Perez                   | Louise  | A.    | "     |
| GB      | Sgt. 1st        | Boss                    | John    | V.    | "     |
| PLANE # | <u>42-37981</u> | Boss                    | John    | T.    | 615th |

|         |                      |            |         |       |       |
|---------|----------------------|------------|---------|-------|-------|
| PLANE # | <u>42-102468</u>     | De Siano   | Ambrose | (NMI) | 615th |
| CP      | 2nd Lt.              | Hammond    | Elbert  | L.    | "     |
| N       | 2nd Lt.              | Koddy      | Albert  | H.    | "     |
| B       | 2nd Lt.              | MacDougall | Calvin  | J.    | "     |
| RO      | T/Sgt.               | Robertson  | Melvin  | L.    | "     |
| TE      | S/Sgt.               | Hensley    | Oran    | H.    | "     |
| BE      | Sgt.                 | Nicola     | Harold  | (J.I) | "     |
| TG      | <del>XXXX</del> Sgt. | Fraker     | Reynold | T.    | "     |
| LWG     | Sgt. 1st             | Warner     | Merle   | E.    | "     |
| RNG     | Sgt. 1st             | Shuito     | George  | (NMI) | "     |
| GB      | Sgt. 1st             | Boss       | John    | T.    | "     |
| B       | Sgt. 1st             | Boss       | John    | A.    | 615th |

PLANE # 42-102468

|    |          |      |      |       |       |
|----|----------|------|------|-------|-------|
| N  | S/Sgt.   | Boss | John | H.    | "     |
| T  | S/Sgt.   | Boss | John | E.    | "     |
| LO | Sgt. 1st | Boss | John | (NMI) | "     |
| BE | S/Sgt.   | Boss | John | E.    | "     |
| AL | S/Sgt.   | Boss | John | H.    | "     |
| HO | S/Sgt.   | Boss | John | H.    | "     |
| B  | S/Sgt.   | Boss | John | E.    | "     |
| N  | S/Sgt.   | Boss | John | E.    | "     |
| GB | Sgt. 1st | Boss | John | E.    | "     |
| B  | S/Sgt.   | Boss | John | D.    | 615th |

|      |      |             |      |       |      |
|------|------|-------------|------|-------|------|
| DATA | DATA | DATA (DATA) | DATA | (NMI) | DATA |
|------|------|-------------|------|-------|------|

PLANE # 42-102468

7. Following is the list of names belonging to the 615th  
to : Obsolete 615th. Copy sent to (H) TLO & CIA.  
DETAIL: Following list.

21 MAR 1944

VIA - 100 - 100 - TLO - CIA  
List of the obsolete 615th.  
SIX HUNDRED AND NINE HUNDRED AND NINE (H)  
SIX HUNDRED AND NINE HUNDRED AND NINE (H)