

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
AAFSTATION 128

A.P.O. 557
24 April, 1944

SUBJECT: B-4 Combat Mission Report on Mission 24 April, 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:

Heaters Out (2) Flight Indicator Out (1)
Cylinder Head Temperature Gauge Out (1)

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

Faulty Bomb Backs (1)

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

Leaking Oxygen Systems (1)

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

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

A.P.O. 557
24 April, 1944

SUBJECT: Mission Summary Report.

TO : Group Operations, Station 128, APO 557.

1. Abortives.

a. 42-106992 - Returned early because one of the waist gunners became ill.

b. 42-30855 - Returned early because of lack of vacuum to operate flight instruments. During ground inspection it was found that a book had been placed on the ledge behind the instrument panel and it had lodged under the air intake screen on the vacuum manifold, shutting off the supply of air. If a check of the back of the instrument panel had been made in flight, this discrepancy would have been easily noticed.

2. Battle Damage.

a. 42-107999 - Small flak hole in bottom of left wing; Flak hole through fuselage, near tail.

b. 42-31226 - Three holes through right bomb bay door caused by fire from ball turret gunner; Small flak hole in bottom of fuselage, forward of bomb bay.

c. 42-39932 - Three flak holes through left wing and aileron; Flak hole in bottom of right wing, puncturing tokio tank.

d. 42-97395 - 20mm hit # 4 prop and went out through side of engine cowl, necessitating change of prop, cylinder, push rod and ignition harness.

e. 42-31485 - Several flak holes in wings, damaging tokio tank; Three small flak holes in vertical stabilizer; Two flak holes in left side of fuselage near tail.

f. 42-31983 - Small flak hole in top of right wing, tip; Flak hole in plexiglass nose section.

g. 42-97073 - Numerous flak holes in wings damaging main front spar of right wing; Several flak holes through horizontal stabilizer; Small flak hole in left side of fuselage, beneath co-pilot's window; Flak hole in left side of fuselage, aft of ball turret.

SUBJECT: Mission Summary Report (continued)

<u>TOTAL NO. OF A/C</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>	<u>BY FLAK</u>	<u>BY FLAK & FIGHTER</u>	<u>BY FLAK & FRIEND</u>
7	1	6	5	0	1
<u>BY FLAK, FIGHTER & FRIEND</u>	<u>BY FIGHTER</u>				
0	1				

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

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
AAF STATION 128

A.P.O. 557
24 April, 1944

SUBJECT: Armament Narrative, Mission No. 54, 24 April, 1944

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

1. Negative Armament malfunction report is submitted for
the mission of 24 April, 1944.

BOMB RACK MALFUNCTION

42-39932 - Six I.B.'s hung up on salvo release. Bombardier
hit salvo again, and they released.

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

HI BOX 94TH CBW

Combat Flight Leader: MAJOR ~~WHEAT~~ Sewall 24 April 1944
(Date)
Deputy Flight Leader: Lt Locher
Group Call Sign: _____ Fighter Call Sign: _____
Ground Control: _____

613 SQDN

612th SC JABWOCK
613th IN MACRO
614th IW GOLFOCLUD
61st IY BUZZARD

Graham Sewall

IY X 1485

O'NIEL

LOCHER

IN M 2005

IN J 1591

LEW

IN H 9932

Abont

SHARP

CONNOLLY

IN E 7009

IN N 0855

612 SQDN

614 SQDN

JOHNSON

OWENS

SC G 1034

IW M 9846

TANNER

KELLY

SC F 9943

SC D 6992

WALSH

WILSON C L

IW X 1863

IW Q 7478

BINGHAM

SMITH W R

SC M 7039

IW D 2394

WELLS

WEST

TRIMBLE

BARTLEY

SC K 1087

SC O 7487

IY E 7092

IW F 7395

SPARES

MITCHELL

IY N 7073

KNIGHT

FERDYN

IY G 1983

IY L 1619

Spare Lead SC P 1891

Ground spares IN G 1226

IW L 0001

Abont

Max-M-47 A-1

TH

Classification changed to
SECRET
RESTRICTED by auth of

C. AAF Sta 128 by
JACKSON M. PHIPPS,
Captain, Air Corps,
Adjutant.

"MISSION SUMMARY"

MISSION NO. 55
24TH. APRIL, 1944

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

REPORT OF OPERATIONAL
DAY

MISSION No. **55**

Date: **24 APR. 44**

TO: **ERDING , GER.**

Target No.
3/AIR/26

AIR EQUIPMENT DEPOT
AND AIRFIELD

ERDING (Near MÜNCHEN or MUNICH)
(GERMANY)

Illustration No.
3/AIR/26/1

0 500 1000 1500 2000 YARDS
0 1 MILE
(1 : 29,000) approx.

Photographed 17 January 1943
Issued February 1943



X. DISPERSED STORAGE UNIT.
Y. HUTTED CAMP.

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

D-G-1

24 April 1944.

SUBJECT: Comments of Crews Participating in Mission to Erding, 24 Apr 44.

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

1. Major William T. Seawell, Group Leader, commented that the low box of the 94th Combat Wing uncovered too soon and too far at the beginning of the bombing run, which was unnecessary because of their relative position in the Group; this procedure made it necessary for Major Seawell to make several "S" turns between the IP and the target.

2. Capt. Rufus S. Causey, Lead Navigator, commented the Lead Navigator of the 94th Combat Wing for his excellent navigation. Comments concerning the excellent navigation by the Group and Wing Lead Navigator were made by Lt. Warren Gelula, Navigator A/C 1087, Lt. Edward T. O'Neil, Pilot A/C 1005, and Lt. Alexander R. Livingstone, Co-Pilot A/C 1005 and Lt. James R. Locher, Jr., Pilot A/C 1591.

3. Several comments praising the leadership of the 401st Group in respect to excellent formation flying, avoidance of flak area and avoidance of prop wash were made by Lt. Edward T. O'Neil, Pilot A/C 1005, Lt. Alexander R. Livingstone, Co-Pilot A/C 1005, Lt. James R. Locher, Jr., Pilot A/C 1591, Lt. Kenneth C. Wells, Pilot A/C 1087 and Lt. Warren Gelula, Navigator A/C 1087.

4. Lt. Emver C. Gury, Bombardier A/C 7092, cannot understand why the course is always plotted over the heavy flak area at Ostend and recommends change in the direction of Dieppe as being safer.

5. Lt. James G. Levey, Bombardier A/C 2394, does not like having pieces of wire placed in the bomb in lieu of pins.

6. T/Sgt. Alvin A. Johnson, ROG A/C 9932, complains that the closed hatch in the radio room of the new model B-17 limited range of vision and of fire.

7. The following comments were made concerning the combat mess;

a. Lt. John J. Kelly, Bombardier A/C 9932, Lt. Robert G. Fitzgerald, Bombardier A/C 226 and T/Sgt. Anthony V. Spacek, ROG A/C 226, state that food served the crews upon their return from late missions is always poorly prepared.

b. The crew of Lt. George E. West, Pilot A/C 7487 and Lt. Lewis A. Mitchell, Pilot A/C 7073 are tired of boiled eggs and want fried eggs served occasionally.

8. The crew of Lt. Lewis A. Mitchell, Pilot A/C 7073, complained that flak suits which have recently been issued to them are generally not complete.

9. The only comment concerning transportation was made by Lt. Lewis A. Mitchell, Pilot A/C 7073, who complained that his crew had a long wait before a truck picked them up to take them to the interrogation.

W. B. FHY.
Major, A. C.,
Group 5-2 Officer.

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

D-G-4

24 April 1944.

SUBJECT: Narrative of Enemy Fighter Tactics on ERDING Mission, 24 April 1944.

TO : COMMANDING GENERAL, 1st Bombardment Division, APO 557, ATTN: A-2.

1. The 401st Bomb Group sent 18 A/C on this mission and flew high box, with the 351st leading and the 457th low. Forty to fifty E/A were observed, all S/E. Most attacks were made on low box. Fighter support was excellent.

2. Observations: FW 190's were observed with the following markings:

- a. Silver fuselage with red band and cross and belly tank.
- b. Black fuselage, silver wings and tail.

FW 190's appeared faster than P-38's. Outclimbed, outmaneuvered them. Most attacks came from out of the Sun. Two unidentified E/A were seen. One at 1510 hours (4927 - 0754 E). It had tapered leading and trailing edge, wings with round tips. Tail was similar to ME 109. Some crews described it as an inline engine, others said it was radial. It was a definite blue color with no marks or crosses on the wings. A similar E/A was described at 1405 hours, unknown location. The E/A was shot down by the ball turret gunner of a B-17 in a Group on our right and went down flaming into a patch of woods.

3. Details of attacks:

a. 1302 hrs. - 20 miles south of Stuttgart ME 109 attacked from 6 o'clock high. Not aggressive. FW 190's also seen at this point.

b. 1338 hrs. - (4838 - 1128 E) silver colored ME 109 paralleled up at 1 o'clock but did not directly attack us. 2 FW 190's were following the ME 109.

c. 1347 hrs. - (4819 - 1158 E) 7 ME 109's attacked high and level with yellow stripe on wing roots. Did not press attack.

d. 1352 hrs. - (4825 - 1128 E) 2 ME 109's attacked from 11 o'clock position, level, opened fire at 1000 yards breaking off at 50 yards. 1 E/A was black and came right through formation. Second ME 109 was dark green with yellow figures.

e. 1402 hrs. - Wurm Lake, 6 ME 109's painted with white stripes on wings similar to P-51's attacked from 12 o'clock level, in pairs. One came within 40 yards and peeled off to go through formation. One E/A had belly tank.

f. 1407 hrs. - (4900 - 1103 E) 1 FW 190 attacked from 6 o'clock position, low to high and merely flew through formation.

g. 1410 hrs. - (4805 - 1055 E) 1 E/A attacked from high to level at 500 yards and flew through our formation. E/A was silver colored with black nose and belly tank. About five consecutive attacks were made on squadron.

h. 1418 hrs. - (4828 - 1610 E) 2 E/A attacked from level to high and flew through formation without firing. They were silver with red cross right behind cockpit and a figure 9 in front of cross. Said to resemble P-39. These 2 E/A were shot down by our fighters immediately afterward.

- i. 1448 hrs. - (4917 - 0910 E) MS 109 - silver body with red spinner attacked from 12 O'clock high and flew through formation.
- j. 1510 hrs. - (4923 - 0800 E) MS 109 attacked from 3 O'clock level. Not aggressive.

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

1. Target: ERDING, Germany

Today's target is an operational GAF Station and Air Equipment depot, as well as a repair and overhaul depot for E/A.

Your MPI is the main storage building, ~~is~~ 1 3/4 miles ~~from~~ NNW of the A/D itself. This depot is one of the most important in Germany and supplies much of the A/C and equipment required in the Med and Balkans.

Today's whole effort is again aimed at knocking out the GAF on the ground. If they can't get off the ground, they can't fight!

The 1st CBW will hit the same target as you, ahead of you, but will bomb on different MPI's.

The remaining CBW in the 1st. Div will be hitting other A/D in the same vicinity (Landsberg and Oberpfaffenhafen)

There are no diversions, but the 3rd Div will be hitting down in Friedrichshafen and the 2nd. Div will be hitting around Gablingen.

Your target is assigned if the bombing is visual and you will be going in at 20,000', but if for some reason it is missed, there are 4 secondaries suggested, all A/D in the same vicinity (Landsberg, Leipheim, Lechfeld and Neckarsulm) with Lechfeld holding the highest priority.

If bombing is PFF, the target will be Stuttgart and the formation will climb to 25,000'

As a last resort, you may bomb any military objective in Germany or any A/D in occupied countries not situated close to a built up area and which can be attacked without disrupting fighter support.

2. Show route on map 1:500,000

3. Fighter support

1 Gp 47's	1 Gp 51's for units on Landsberg and Ober. from 4833-1100
1 47's	1 47's
1 51's	1 47's
1 51's	

Also, 1Gp 51's to sweep the area from Frankfurt to Ludwigshafen.

1 47's sweep area from 4948-0700, 15 min. after bombers have passed thru for stragglers.

1 47's from 5030-0505, 30 min after bombers have passed thru for stragglers.

8 Gps 47's; 3 Gps 51's (with one RAF unit) and 2 Gps 38's will be in support of 2nd. and 3rd. Div.

4. Flak

1. Route in
2. No known guns at the P/T
3. At rec S/T, ME flak and at other 3 suggested S/T, none.

4. At PFF, S/T, MOD flak can be expected.
5. Route out.

Chaff will be thrown out by
CBW ahead.

5. Show route on map 1;250,000; nite target chart; and photo of P/T and S/T.

6. Special instructions

1. Possibly one W bound convoy on route out.
2. P/W Instructions
3. SO₂ Swit.
4. A/C unable to make base on return, land at Earle's Colne
5. Security.

Lt. Fred H. Rea

CONFIDENTIAL (PRIORITY)

FROM: DPE

TO : C.G. 1ST BOMB DIV (THRU 94TH COMBAT WING

NARRATIVE TELETYPE

Reference F.O. 333.

1. No leaflets were carried for the reason that none were on hand.
2. Strike photos were taken but are not yet available. Crews observed that a majority of the incendiary bombs which were dropped by this Group hit over the MPI; however, hits were observed on the MPI, on buildings on the east ~~west~~ side of the target, starting some fires. G.P. bombs dropped by the Low ~~High~~ Group in the 94th Combat Wing were observed to strike west of the target area.
4. Meager to moderate flak was encountered, generally good for altitude, fair to good for deflection. No flak at target. Most accurate flak was at Ostend.
3. Approximately 40 E/A were observed, mostly Me-109's with a few FW-190's. Attacks were pressed with E/A passing through formation but they were not effective in damaging our A/C. Most attacks were made on low box. Intermittent attacks were made from 1302 hours to 1510 hours over our route from 20 miles south of Stuttgart to ~~the~~ a point south of Liege. An unidentified E/A was encountered and shot down at about (4805-0055E). It was a definite blue with no markings or crosses. It had tapered lead and trail edges to wings and rounded tips. The tail assembly resembled a Me-109. Engine was thought to be in line. Our Claims are 2-0-0. Fighter support was excellent.
5. Weather was described as approximately 6/10 over England while the Wing was forming, with a Strata of clouds above departing altitude; 3/10 undercast over the Channel, clearing as the continent was penetrated and remaining clear, with the exception of a ground haze, to the vicinity of Brussels on the route home; scattered clouds and undercast prevailed from Brussels to base.
6. IMPORTANT OBSERVATIONS:
 - a. 1121 hours, location (5010-0102E), 34 vessels traveling south in line astern, all same size.
 - b. 1248 hours, effective smoke screen observed over Strasbourg.
 - c. 1300 hours, location (4830-0830E), a number of A/C were observed in covered dispersal areas resembling Nissen huts; approximately 15 dispersal areas newly constructed.
 - d. 1305 hours, smoke screen observed which blanketed the entire city of Stuttgart thinly.

- e. 1308 hours, streamers of smoke observed rising from 4 areas believed to be airdromes surrounding Stuttgart, possibly contributing to smoke screen over town.
- f. 1312 hours, location (4825-0923E), crews observed installation resembling large army camp; regularly spaced buildings resembling group of Nissen huts; described as large enough to accommodate a full ~~at~~ army division of troops.
- g. 1331 hours, Neuburg Airdrome, crews observed 50 single engine E/A, some Me-109's in process of taking off and joining the attack.
- h. 1337 hours, dummy airdrome, surrounded by smoke screen, observed immediately west of Gumburg airdrome.
- i. 1340 hours, this Group passed over Gumburg airdrome and ~~xxxxxx~~ counted a definite 50 ~~xxxxx~~ twin-engine, single tail E/A ~~at~~ described as having wings with straight leading edge and elliptical trailing edge on the field, 2 A/C in process of taking off. This Group passed over Gumburg airdrome again at 1450 hours on the route home, observing that all hangars except one were ablaze, 3 A/C afire on ground and incendiary fires in the town.
- j. 1341 hours, Isar River crossed on route to target, observed muddy and overflowing, all tributaries being clear. Along the river were 3 basins with concrete walls and sections wider than the river itself. Each basin filled with water and covering as large an area as the city of Preising. These sections were made of concrete dividing walls.
- k. 1345 hours, crews observed FW-190's taking off from runways at primary target just before bombing.

~~xxxxxx~~ (4825-0923E)

- l. 1400 hours, crews observed large airdrome at Bad Aibling with many hangars and 25 unidentified A/C on field, some apparently in process of taking off.
- m. 1405 hours, crews observed that airdrome at Ober Alting had been effectively bombed, buildings burning and installations described as 50% destroyed.
- n. 1410 hours, crews observed that Landsberg airdrome had been bombed with good results. 20 silver colored single engine A/C on field and approximately 50 A/C dispersed away from field in surrounding farms.
- o. 1412 hours, crews observed that Lechfeld airdrome was deserted, all buildings catcombed and appearing completely destroyed.
- p. 1440 hours, Langweid airdrome (5 miles north of Augsburg), all buildings apparently aflame and much smoke rising.
- q. 1445 hours, smoke screen in operation at Ludwigsburg and 15 barges observed in canal.
- r. 1502 hours, 30 barrage balloons observed flying over ~~Stary~~ Steyr. Large building resembling factory observed opposite Steyr across river.
- s. 1535 hours, large army camp observed at Bitburg (5001-0630E), as large as a small city, buildings described as much larger than Nissen huts.

7. OTHER INFORMATION:

- a. Fighter support rendered by P-38's, 47's and 51's was described as excellent, some friendly fighters being apparent at all times.
- b. A/C in Distress:
 - (1) 1127 hours, unidentified B-17 hit by flak and exploded, no chutes observed.
 - (2) 1303 hours, location (4833-0845E), P-38 shot down an FW-190 which hit ground and exploded, no chute observed.
 - (3) 1310 hours, location (4840-0950E), 4 P-51's engaged enemy formation and shot down 3 single engine E/A, no further observation.
 - (4) 1330 hours, location (4840-1110E), unidentified B-17 exploded, 6 chutes observed.

- (5) 1336 hours, near IP, B-17 on ground smoking, no flame, 5 chutes observed.
- (6) 1336 hours, 3 chutes observed between IP and target, landing in wooded area.
- (7) 1342 hours, between IP and target, unidentified B-17 hit by flak, under control while six chutes came out and then exploded.
- (8) 1347 hours, one minute past target, B-17 from wing ahead hit by ~~many~~ enemy fighters, disintegrated and 3 chutes observed.
- (9) 1350 hours, location (1138-4748E) single engine E/A crashed to ground and exploded, no chute observed.
- (10) 1352 hours, location (4800-1130E), P-47 or P-51 shot down by E/A, afire, no chute observed.
- (11) 1355 hours, location (4748-1138E), B-17 spun down on fire and crashed, no chutes observed.
- (12) 1410 hours, location (4925-0800E), friendly fighter thought to be P-47 shot down by E/A, one chute observed. P-47's observed to shoot down 2 FW-190's at same time and place.
- (13) 1509 hours, location (4920-0803E), dog-fight observed with one P-47 and one Me-109 going down, chute emerging from P-47, no chute from Me-109.
- (14) 1511 hours, location (4928-0800E), Me-109 shot down by 4 P-38's, chute observed.
- (15) 1528 hours, location (4950-0652E), P-47 and FW-190 both shot down as result of dog-fight, one white chute observed.

S-3

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

AAF, Station No. 128
 April 24, 1944

SUBJECT: Loading List

TO: Operations Officer, 401st Bomb Group (H), 612th Bomb Sq (H).
 APO # 557, AAF Station # 128.

A/C 42-06992

~~P -- Kelly, William J. --- 1st Lt. -612~~
~~CP -- Coyne, Daniel J. --- 1st Lt. -612~~
~~N -- Van Dyke, George H. --- 2nd Lt. -612~~
~~B -- Grate, Louis B. --- 1st Lt. -612~~
~~RO -- Van Duren, Paul B. --- S/Sgt. -612~~
~~TTG -- Johnson, Morris W. --- T/Sgt. -612~~
~~BTG -- Stengel, Percy J. --- T/Sgt. -612~~
~~TG -- Garity, John B. --- S/Sgt. -612~~
~~LWG -- Peacock, George P. --- S/Sgt. -612~~
~~RWG -- Connors, Jay L. Jr. --- T/Sgt. -612~~

A/S 42-107039

P -- Bingham, George F. --- 1st Lt. -612
 CP -- Hoyt, Richard H. --- 1st Lt. -612
 N -- Tomlinson, Harvey G. --- 2nd Lt. -612
 B -- Lott, Eugene F. --- 2nd Lt. -612
 RO -- Giorgiani, Alex --- T/Sgt. -612
 TTG -- Dunn, Johnny K. --- T/Sgt. -612
 BTG -- Johns, Carl W. --- S/Sgt. -612
 TG -- Yeatts, Lawson K. --- S/Sgt. -612
 LWG -- Carey, Joe R. --- S/Sgt. -612
 RWG -- Callahan, Michael J. --- Sgt. -612

A/C 42-31034

P -- Johnson, Benjamin H. --- 2nd Lt. -612
 CP -- Waller, Jack E. --- 2nd Lt. -612
 N -- Fishbeck, Howard D. --- 2nd Lt. -612
 B -- Musso, David M. --- 2nd Lt. -612
 RO -- Brandt, Melvin A. --- T/Sgt. -612
 TTG -- Sellitto, John N. --- T/Sgt. -612
 BTG -- Schaefer, Donald E. --- S/Sgt. -612
 TG -- Blaugh, Joseph M. --- S/Sgt. -612
 LWG -- Shannon, James L. --- S/Sgt. -612
 RWG -- Litchfield, Russell --- S/Sgt. -612

A/C 42-97487

P -- West, George E. --- 1st Lt. -612
 CP -- McKinnon, Douglas H. --- 2nd Lt. -612
 N -- Nutter, Lloyd A. --- 2nd Lt. -612
 B -- Montgomery, Thomas B. --- 2nd Lt. -612
 TTG -- Russell, Robert L. --- T/Sgt. -612
 RO -- Andrus, Robert L. --- T/Sgt. -612
 BTG -- Womble, John L. --- S/Sgt. -612
 TG -- Letkin, Michael, --- S/Sgt. -612
 LWG -- Russell, Hugh D. --- Sgt. -612
 RWG -- Morini, Alfred J. --- S/Sgt. -612

A/C 42-39943

P -- Tanner, John R. --- 1st Lt. -612
 CP -- McDaniel, Robert E. --- 2nd Lt. -612
 N -- Strom, Kenneth L. --- 2nd Lt. -612
 B -- Szungyi, John P. --- 2nd Lt. -612
 RO -- Cohen, Waldon B. --- Sgt. -612
 TTG -- Cable, Harvey T. --- T/Sgt. -612
 BTG -- Norris, John B. --- S/Sgt. -612
 TG -- Francis, Raymond R. --- S/Sgt. -612
 LWG -- Daniel, Edward P. --- S/Sgt. -612
 RWG -- Staley, Phillip C. --- S/Sgt. -612

A/C 42-31087

P -- Wells, Kenneth C. --- 1st Lt. -612
 CP -- Guinn, Ewin M. --- 2nd Lt. -612
 N -- Gelula, Warren --- 2nd Lt. -612
 B -- Lingenfelter, Leo I. --- 2nd Lt. -612
 RO -- McCawley, Fred E. --- T/Sgt. -612
 TTG -- Larson, Robert D. --- S/Sgt. -612
 BTG -- Convertino, Rico S. --- Sgt. -612
 TG -- Parker, Harry C. --- S/Sgt. -612
 LWG -- Blate, Robert B. --- S/Sgt. -612
 RWG -- Chapman, William E. --- Sgt. -612

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

24 April 1944

SUBJECT: LOADING LIST.

TO : OPERATIONS OFFICER, 401ST BOMBARDMENT SQUADRON (H), AAF STATION 128.

DUTY	RANK	LAST NAME	FIRST NAME	MI
<u>PLANE NO. 42-99932</u>				
P.	1st Lt.	LEW	SANDY	(NMI)
CP.	2nd Lt.	FRIEST	GORDON	S.
N.	2nd Lt.	SCHLIEPER	ROGER	F.
B.	2nd Lt.	KELLY	JOHN	J.
RO.	T/Sgt.	JOHNSON	ALVIN	A.
TT.	T/Sgt.	THAYER	BLISS	P.
BT.	S/Sgt.	FRANKLIN	PAT	H.
TG.	S/Sgt.	HIBBS	ARLIE	E.
LWG.	S/Sgt.	ROBINSON	MARSHALL	E.
RWG.	S/Sgt.	MC CARTHY	WILLIAM	A.
<u>PLANE NO. 42-107009</u>				
P.	1st Lt.	SHARP	JAMES	C.
CP.	2nd Lt.	HISS	VINCENT	J.
N.	2nd Lt.	STEPHEN	DAVID	H.
B.	2nd Lt.	BUSSE	MYLES	R.
RO.	T/Sgt.	MARTINEZ	RICHARD	V.
TT.	M/Sgt.	OLDER	HAROLD	K.
BT.	Sgt.	SIEDERIS	JOHN	J.
TG.	S/Sgt.	TOMKINSON	ALFRED	A.
LWG.	S/Sgt.	TOB INE	RODNEY	T.
RWG.	Sgt.	DRAIN	JAMES	A.
<u>PLANE NO. 42-31005</u>				
P.	2nd Lt.	O'NEIL	EDWARD	T.
CP.	2nd Lt.	LIVINGSTONE	ALEXANDER	R.
N.	2nd Lt.	WHITING	MYRICK	J.
B.	2nd Lt.	GOBER	DENE	C.
RO.	S/Sgt.	MUNCH	ELMER	C.
TT.	T/Sgt.	URIMSON	THOMAS	(NMI)
BT.	S/Sgt.	O'BRIEN	JOHN	D.
TG.	S/Sgt.	FETZER	ELMER	M.
LWG.	S/Sgt.	BAEHLER	JAMES	E.
RWG.	S/Sgt.	MARTINELLI	ALEXANDER	M.
<u>PLANE NO. 42-31591</u>				
P.	1st Lt.	LOCHER	JAMES	R.JR.
CP.	2nd Lt.	JOHNSON	WENDELL	T.
N.	1st Lt.	DUQUETTE	FRED	D.
B.	1st Lt.	BROWN	JOHN	F.
RO.	T/Sgt.	BRADY	OTHO	H.
TT.	T/Sgt.	KENNEDY	GEORGE	L.
BT.	S/Sgt.	DEWITT	FRANK	F.
TG.	S/Sgt.	MERRILL	CLARK	G.
LWG.	S/Sgt.	KLIMCK	JOHN	C.
RWG.	S/Sgt.	DOMM	HAROLD	H.
<u>PLANE NO. 42-32275</u>				
P.	2nd Lt.	CONNOLLY	JOHN	J.
CP.	2nd Lt.	BOGGS	JAMES	B.
N.	2nd Lt.	KRISE	THOMAS	H.
B.	2nd Lt.	BOLLER	EDWARD	H.
RO.	SGT.	HIRLEY	BARCLAY	J.
TT.	S/SGT.	MILLS	CARL	W.
BT.	SGT.	PEREZ	FRANK	D.
TG.	S/SGT.	KASNER	CHARLES	D.
LWG.	SGT.	HADSELL	DAVID	N.
RWG.	SGT.	NOVAK	CLEMENT	W.
<u>FLYING WITH OTHER SQUADRONS</u>				
CP-614th	2nd Lt.	MURPHY	WALTER	J.
B- 612th	1st Lt.	GRATE	LOUIS	B.

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

24 April 1944

SUBJECT: LOADING LIST.

TO : OPERATIONS OFFICER, 401ST BOMBARDMENT SQUADRON (H), AAF STATION 128.

DATE	RANK	LAST NAME	FIRST NAME	MI
<u>PLANE NO. 42-99932</u>				
P.	1st Lt.	LEE	BARRY	(JMI)
CP.	2nd Lt.	FRIEST	GORDON	S.
N.	2nd Lt.	SCHLIEFER	ROGER	F.
B.	2nd Lt.	KELLY	JOHN	J.
RO.	T/Sgt.	JOHNSON	ALVIN	A.
TT.	T/Sgt.	THAYER	ELIOT	P.
BT.	S/Sgt.	FRANKLIN	PAT	H.
TO.	S/Sgt.	HIBBS	ARLIE	E.
LNO.	S/Sgt.	ROBINSON	MARSHALL	E.
HNO.	S/Sgt.	MC CARTHY	WILLIAM	A.
<u>PLANE NO. 42-167009</u>				
P.	1st Lt.	SHARP	JAMES	C.
CP.	2nd Lt.	HESS	VINCENT	J.
N.	2nd Lt.	STEPHEN	DAVID	H.
B.	2nd Lt.	BURKE	MYLES	R.
RO.	T/Sgt.	MARTINEZ	RICHARD	V.
TT.	M/Sgt.	OLDER	HAROLD	K.
BT.	Sgt.	SEEMIS	JOHN	J.
TO.	S/Sgt.	TOMKINSON	ALFRED	A.
LNO.	S/Sgt.	TOB INN	BOBBY	T.
HNO.	Sgt.	DRAIN	JAMES	A.
<u>PLANE NO. 42-31005</u>				
P.	2nd Lt.	O'NEIL	EDWARD	T.
CP.	2nd Lt.	LIVINGSTONE	ALEXANDER	R.
N.	2nd Lt.	WHITING	MYRICK	J.
B.	2nd Lt.	COHEN	DENE	C.
RO.	S/Sgt.	MUNCH	ELMER	C.
TT.	T/Sgt.	UNSON	THOMAS	(NMI)
BT.	S/Sgt.	O'BRIEN	JOHN	D.
TO.	S/Sgt.	FETZER	ELMER	H.
LNO.	S/Sgt.	BAHNER	JAMES	E.
HNO.	S/Sgt.	MARTINELLI	ALEXANDER	H.
<u>PLANE NO. 42-31591</u>				
P.	1st Lt.	LOCHER	JAMES	R.JR.
CP.	2nd Lt.	JOHNSON	WINNELL	T.
N.	1st Lt.	DUQUETTE	FRED	D.
B.	1st Lt.	BROWN	JOHN	F.
RO.	T/Sgt.	BRADY	OTHO	H.
TT.	T/Sgt.	KENNEDY	GEORGE	L.
BT.	S/Sgt.	DEWITT	FRANK	F.
TO.	S/Sgt.	MERRILL	CLARK	C.
LNO.	S/Sgt.	KLECK	JOHN	C.
HNO.	S/Sgt.	DOHN	HAJOID	H.
<u>PLANE NO. 42-30855</u>				
P.	2nd Lt.	CONNOLLY	JOHN	J.
CP.	2nd Lt.	BOGGS	JAMES	B.
N.	2nd Lt.	HAISE	THOMAS	H.
B.	2nd Lt.	BOLLER	EDWARD	H.
RO.	SGT.	HEALY	BURCLAY	J.
TT.	S/SGT.	MILLS	CARL	V.
BT.	SGT.	PEREZ	FRANK	D.
TO.	S/SGT.	KASHER	CHARLES	D.
LNO.	SGT.	HADCELL	DAVID	H.
HNO.	SGT.	NOVAK	CLIMENT	V.
<u>FLYING WITH OTHER SQUADRONS</u>				
CP-614th	2nd Lt.	MURPHY	WALTER	J.
B- 612th	1st Lt.	GRATE	LOUIS	B.

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

AAF Station # 128
 24 April 1944

SUBJECT: Loading List.

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

1. Following is the list of Combat Personnel participating in today's Mission.

PLANE 42-39578 226

P	1st Lt. OWENS, EARLE G.	614th Bomb Sq (H)
CP	1st Lt. BERGERSON, CLIFFORD C.	"
N	1st Lt. HOLTE, EDWARD P.	"
B	1st Lt. FITZGERALD, ROBERT G.	"
RO	T/Sgt. Stimml, Bert W.	"
TT	T/Sgt. Spacek, Anthony V.	"
BT	Cpl. Murphy, James J.	"
TG	S/Sgt. Farratt, John L.	"
RWG	E/Sgt. Jones, Scott D.	"
LWG	Sgt. Elliott, Ralph D.	"

PLANE 42-51865

P	1st Lt. WALSH, ROBERT P.	614th Bomb Sq (H)
CP	2nd Lt. Murphy, Walter J.	613th Bomb Sq (H)
N	2nd Lt. MATWICIAN, MICHAEL	614th Bomb Sq (H)
B	2nd Lt. PORTER, GUY R.	"
RO	Cpl. Zappala, Vincent	"
TT	T/Sgt. Stallcup, Moss H.	"
BT	S/Sgt. Cellie, Perry O.	"
TG	S/Sgt. Brgoch, Ludvick J.	"
LWG	S/Sgt. Gartmull, Charles L.	"
RWG	S/Sgt. Layland, John M.	"

PLANE 42-59478

P	WILSON, CARLETON L.	614th Bomb Sq (H)
CP	2nd Lt. KELLEY, CURTIS C.	"
N	2nd Lt. CONNERY, JOHN K.	"
B	2nd Lt. FOXHARTY, FRANCIS M.	"
RO	T/Sgt. Harlow, Clevy D.	"
TT	T/Sgt. Quinn, Robert E.	"
BT	S/Sgt. Passeno, William	"
TO	S/Sgt. Pettit, Gerald M.	"
LWG	S/Sgt. McMahon, James F.	"
RWG	S/Sgt. Smith, George R.	"

PLANE 42-102394

P	1st Lt. SMITH, WALLACE R. JR.	614th Bomb Sq (H)
CP	F/O. FAULHABER, DONALD A.	"
N	2nd Lt. CRANE, RYMPRO V.	"
B	2nd Lt. LEVEY, JAMES G.	"
RO	T/Sgt. Castronova, Salvatore L.	"
TT	T/Sgt. Pair, Charles H.	"
BT	S/Sgt. McKendry, Daniel C.	"
TO	S/Sgt. Sundberg, David C.	"
LWG	S/Sgt. Roberts, Marion E.	"
RWG	S/Sgt. Gatzemeyer, Gerald R.	"

PLANE 42-97396

P	2nd Lt. BARTLEY, LEO S.	614th Bomb Sq (H)
CP	2nd Lt. HAMMOND, HOWARD W.	"
N	2nd Lt. RYAN, WILLIAM F.	"
B	2nd Lt. CARTER, JAMES P.	"
RO	S/Sgt. Frederick, Eugene D.	"
TT	S/Sgt. Rader, Richard A.	"
BT	S/Sgt. Hurd, Robert O.	"
TO	S/Sgt. Cohen, Franklin C.	"
LWG	S/Sgt. DeGraff, Andrew D.	"
RWG	X/Sgt. Shorman, Gilbert	"

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

5-3

24 April 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 # 42-31485

DUTY	RANK	NAME (LAST)	FIRST	(MI)	SQUADRON
P -	1st Lt.	Grinham	Fred	D.	615th
CP -	Major	Seawell	William	T.	615th
N -	Captain	Causey	Rufus	F.	615th
B -	Captain	Kuening	Arnold	C.	615th
RO -	T/Sgt.	Lewis	Charles	M.	615th
TT -	T/Sgt.	Cookerham	Ray	W.	615th
BT -	S/Sgt.	Hardy	Charles	B.	615th
TG -	1st Lt.	Brown	Fred, Jr.	(NMI)	615th
LWG-	S/Sgt.	Cummings	William	T.	615th
RWG-	S/Sgt.	Housman	Herbert	M.	615th

PLANE # 42-107092

DUTY	RANK	NAME (LAST)	FIRST	(MI)	SQUADRON
P -	1st Lt.	Trimble	William	W.	615th
CP -	2nd Lt.	Shantz	Fred	L.	615th
N -	2nd Lt.	Lemke	Beryl	L.	615th
BO -	1st Lt.	Gury	Ever	C.	615th
RO -	T/Sgt.	Mackey	Jack	L.	615th
TT -	S/Sgt.	Tracey	Edward	(NMI)	615th
BT -	S/Sgt.	Schaeffer	John	(E.)	615th
TG -	S/Sgt.	Asbell	William	R.	615th
LWG-	S/Sgt.	Acker	Joseph	P.	615th
RWG-	S/Sgt.	Courtad	Paul	K.	615th

PLANE # 42-31619

DUTY	RANK	NAME (LAST)	FIRST	(MI)	SQUADRON
P -	1st Lt.	Ferdyn	Joseph	E.	615th
CP -	2nd Lt.	Enstad	Robert	J.	615th
N -	2nd Lt.	Hirsch	Bernard	M. H.	615th
BO -	2nd Lt.	Black	(10)	D.	615th
RO -	S/Sgt.	Beller	James	E.	615th
TT -	Sgt.	Roundtree	Charles	L.	615th
BT -	S/Sgt.	Johnson	Joe	R.	615th
TG -	S/Sgt.	Hertzen	Harold	(NMI)	615th
LWG-	S/Sgt.	Brennan	Lawrence	F.	615th
RWG-	S/Sgt.	Bushendorf	Everett	(M.)	615th

PLANE # 42-27222

PLANE # 42-31983

DUTY	RANK	NAME (LAST)	FIRST	(MI)	SQUADRON
ENG	2nd Lt.	Knight	Dan	(MI)	615th
CP	2nd Lt.	Huslin	William	B.	615th
M	2nd Lt.	Cummings	Lawrence	T.	615th
B	2nd Lt.	Shalters	Edward	C.	615th
RO	T/Sgt.	Casner	Charles	P.	615th
TT	T/Sgt.	Romanio	Emanuel	L. H.	615th
BT	S/Sgt.	Hackewiak	William	N.	615th
TG	S/Sgt.	Pacely	Charles	L.	615th
LWO	S/Sgt.	Wilson	Charles	J.	615th
RWG	S/Sgt.	Cope	Frederick	L.	615th

PLANE #	RANK	NAME (LAST)	FIRST	(MI)	SQUADRON
42-97073	2nd Lt.	Witchell	Lewis	A.	615th
ENG	2nd Lt.	Lino	Frank	(MI)	615th
CP	2nd Lt.	Wade	Jay	(MI)	615th
M	2nd Lt.	Lots	Robert	F.	615th
B	2nd Lt.	Reddy	Hugh	D.	615th
RO	S/Sgt.	Donald	George	F.	615th
TT	S/Sgt.	Warlow	Charles	R.	615th
BT	Sgt.	Dunpison	John	A.	615th
TG	Sgt.	McGaha	James	H.	615th
LWO	Sgt.	Meeks	Ralph	W.	615th

DUTY	RANK	NAME (LAST)	FIRST	(MI)	SQUADRON
ENG	2nd Lt.	Witchell	Lewis	A.	615th
CP	2nd Lt.	Lino	Frank	(MI)	615th
M	2nd Lt.	Wade	Jay	(MI)	615th
B	2nd Lt.	Lots	Robert	F.	615th
RO	S/Sgt.	Donald	George	F.	615th
TT	S/Sgt.	Warlow	Charles	R.	615th
BT	Sgt.	Dunpison	John	A.	615th
TG	Sgt.	McGaha	James	H.	615th
LWO	Sgt.	Meeks	Ralph	W.	615th

DUTY	RANK	NAME (LAST)	FIRST	(MI)	SQUADRON
ENG	2nd Lt.	Witchell	Lewis	A.	615th
CP	2nd Lt.	Lino	Frank	(MI)	615th
M	2nd Lt.	Wade	Jay	(MI)	615th
B	2nd Lt.	Lots	Robert	F.	615th
RO	S/Sgt.	Donald	George	F.	615th
TT	S/Sgt.	Warlow	Charles	R.	615th
BT	Sgt.	Dunpison	John	A.	615th
TG	Sgt.	McGaha	James	H.	615th
LWO	Sgt.	Meeks	Ralph	W.	615th

PLANE # 42-21482

1. Following is the list of names belonging to the 615th Squadron.
 2. Observations of the 615th Squadron are as follows:
 3. The 615th Squadron is as follows:

VFL - 214 - 189 - VBO - 604
 Office of the Observations Officer
 2-3
 214 - 214 - 189 - VBO - 604
 Office of the Observations Officer
 214 - 214 - 189 - VBO - 604
 Office of the Observations Officer

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

24 April 1944

WEATHER INFORMATION SUMMARY OF MISSION OF 24 APRIL 1944.

BASE ON TAKE OFF: 0855. 4/10 low stratus base 700'. 8-10/10 stratocumulus low cloud 2000' tops 3500-4500'. Nil medium cloud. 3-5/10 thin cirrus above 21000'. Visibility 8 miles.

ROUTE OUT: 8-10/10 stratocumulus tops 4-5000' becoming nil at continental coast. Nil medium cloud. 3-5/10 thin cirrus above 21000'. Visibility unlimited aloft.

TARGET: 1346. Nil low or medium cloud. 3-5/10 cirrus high cloud above 21000'. Downward visibility unrestricted.

RETURN ROUTE: Nil low cloud becoming 4-6/10 cirrus base 2000' tops 5-6000' over England. Nil medium cloud becoming 3-5/10 altocumulus base 13-14000' tops 17-18000' with base layer extending 4-5000' below over Belgium; medium cloud dispersing at continental coast, base persisting over channel. 3-5/10 thin cirrus above 21000'. Visibility unlimited except in base layer.

BASE ON RETURN: 1806. 3-5/10 cirrus low cloud base 2000' tops 5-6000'. Nil medium cloud. 3-5/10 thin cirrus above 21000'. Visibility 12 miles with very light rain.

REMARKS: Nil icing. Light non-persistent contrails at 20000' in Luxembourg area. Temperatures about as briefed, e.g., plus 4 at 5000' and minus 23 at 21000'. Winds as briefed.

Walter J. Saucier
WALTER J. SAUCIER
1st Lt., Air Corps
Weather Officer

OPERATIONAL ROUTE FORECAST

DATE 21 APRIL 1944

PERIOD 0800-1800

AG P BR HQ SOS 2-44/165M/22929

	A BASES TO CONTINENTAL COAST	B CONTINENTAL COAST TO TARGET TO CONT. COAST	C CONT. COAST TO BASES	D
1 WEATHER	Cloudy With Haze or Mist	Cloudy Becoming Partly Cloudy.	Partly Cloudy Becoming Cloudy.	
2 CLOUDS	Variable 3-5/10 Strato-cumulus Base 1-2000 Tops 3-4000 With Large Clear Areas Increasing To 7-9/10 At South English Coast and Over Channel. 3-5/10 Alto-cumulus and Altostratus Base 10,000 Tops 12,000 ft. Decreasing To Nil At Continental Coast. 4-6/10 Abundant Fine Cirrus Base 22,000 ft.	7-9/10 Strato-cumulus Base 1-2000 Tops 3-4000 Breaking Rapidly Inland But Increasing To 3-5/10 Cumulus Base 2-3000 Tops 4-5000 At Target. Nil Middle Cloud. 4-6/10 Abundant Fine Cirrus Above 22,000 ft. Base Lifting to 25,000 Over Target. Similar on Return But Low Cloud Remaining 3-5/10 Cumulus To Cont. Coast.	3-5/10 Cumulus Base 2-3000 ft. Tops 4-5000 Increasing Over England To 6-8/10 Strato-cumulus Base 2000 Tops 5-7000 Nil Middle Cloud Bang. 6-8/10 Layered Alto-c. and Strato-c. Base 8000 Tops 12,000. 4-6/10 Fine Cirrus Above 22,000 Bang. 6-8/10 Fine Cirrus Base 20,000.	NOTE: Haze Top Over England At 4,000 Ft. Moderate To Dense Persistent Contrails 1000 Ft. Below Cirrus.
3 ICING	7,000 ft. Nil.	9,000 ft. Nil.	7,000 ft. Light Rime In Medium Clouds.	
4 VISIBILITY	1-2000 yds. Becoming Unlimited Aloft.	Unrestricted Aloft. Downward Visibility 10-20 Miles.	Unrestricted at Flight Level Bang. 4-6 Miles At BASES.	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	BASES TO 06 Deg. East	06 Deg. East To Target	Target -	
5,000 FT	250 15	280 10	Plus 15	
10,000 FT	250 25	290 10	+ 5	
15,000 FT	250 35	300 15	Minus 4	Target Winds
20,000 FT	250 40	300 20	= 12	
25,000 FT	250 45	310 25	= 22	360 25
30,000 FT	250 50	320 30	= 34	360 30
35,000 FT	260 55	320 30	= 45	

BASE ALTIMETER SETTING 30.27

TARGET SURFACE TEMP Plus 15

TEMP. AT 24,000 FT. Minus 24

TARGET MEAN TEMP Minus 6

TARGET SURFACE (PRESSURE-ALT) 319

Add Target Elevation