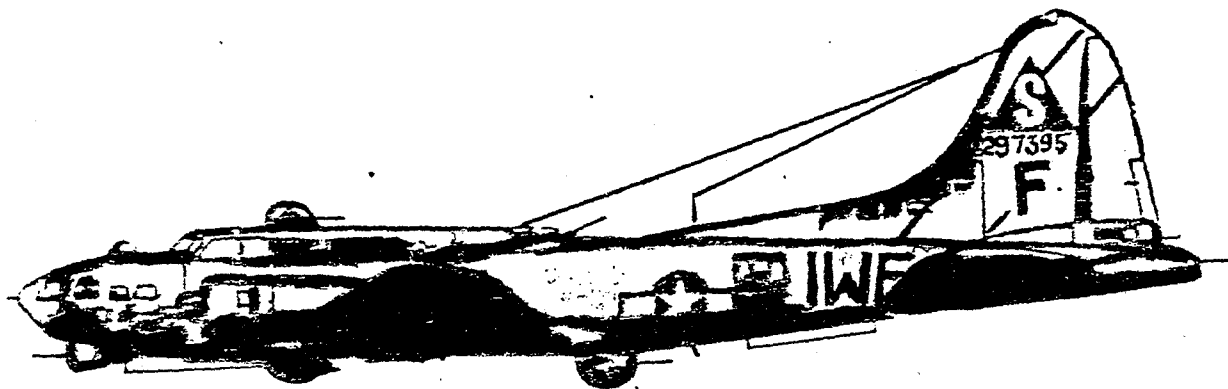


614th BOMBARDMENT SQUADRON (H)
SQUADRON HISTORY





614TH BOMBARDMENT SQUADRON (H)
SQUADRON HISTORY

by
Vic Maslen



FRONT COVER

42-97395, IW-F, "CHUTE THE WORKS"

Only a very small number of 401st Bomb Group B-17's reached the magic figure of 100 missions. One of these was "CHUTE THE WORKS", a 614th Squadron ship that recorded a total of 111 missions before being abandoned by its crew on 25th March, 1945 near the town of Saltby, Yorkshire.

This history is dedicated to Colonel I. Wayne Eveland, Colonel Carl C. Hinkle, Major General William C. Garland, and Colonel Alvah H. Chapman the four Commanding Officers of the 614th Bombardment Squadron (H) throughout WWII.

• FORMER MEMBER



FIGHTING UNIT •

614TH BOMBARDMENT SQUADRON (H)
401ST BOMBARDMENT GROUP (H)

HEARTY GREETINGS TO EACH OF YOU WHO SERVED WITH THE 614th!

IN THOSE DAYS, SO LONG AGO, WE WERE ALL SO ENTHUSIASTIC -
AND SO VERY YOUNG- BUT THE SUDDEN GROWTH OF MATURITY AND
COURAGE WAS AWESOME. THE PRIVILEGE OF SERVING WITH SUCH
FINE MEN HAS BEEN A REWARDING AND HUMBLING EXPERIENCE
AND HAS TOUCHED MY LIFE DEEPLY.

THE LORD HAS BLESSED ME IN MANY WAYS AND MY 614th EXPERIENCE
HAS BEEN ONE OF THE MOST PROFOUND.

I SALUTE YOU!

I. WAYNE EVELAND

It's great to be back in touch with
the good old 614th. Vic Maslen has
really done something in preparing
this history.

Hope all of you are in good shape
and living a fine life.

The 401st has done a great job in
keeping its members informed.

Good luck to all and God bless you.

Carl E. Hinkley Jr.

February 3, 1986

FORWARD

Some forty years ago, we came together as individuals and as a nation to resist and do battle against those forces who were trying to impose their will on us and on our friends and allies.

Some of us came together in the 614th Squadron of the 401st Bomb Group. With high dedication and quiet professionalism, we saw our duty and did it. No assignment was too great, no problem too difficult -- tasks were cheerfully accomplished in a superior manner.

Looking back on those trying times, we now see that we matured rapidly, discovered inner strengths we did not know we had and found the true meaning of good fellowship, trust and comradeship as it exists among airmen of all ranks.

Our good friend, Vic Maslen, has recorded in history form the accomplishments of the 614th Squadron. For this we are deeply grateful.

I was honored to serve as one of your Commanders. On the occasion of the publication of this history, I would like to congratulate all of you for the outstanding job you did for your country in World War II and to wish the very best to you and your families now and in the years to come.


William C. Garland
Maj. Gen. USAF (Ret.)

Introduction to the 614th Bombardment Squadron (H) Squadron History

by Major Alvah H. Chapman, Jr.

Squadron Commander

I join my comrades of the 614th in thanking our English friend, Vic Maslen, for compiling the 614th Squadron History and for sending me an advance copy, which I cherish.

That advance copy brings with it memories of an association that began, for me, in July of 1943, when I was assigned to the 614th Bomb Squadron, then headquartered at Great Falls, Montana.

I arrived with navigator Charles M. "Smitty" Smith, co-pilot, Jack Evans, and the rest of the crew of the "Battling Betty." I served as one of the original flight commanders of the 614th.

Shortly thereafter, the 614th was reassigned to Glasgow (Montana) Army Air Base under the command of Wayne Eveland. Wayne supervised the training of the 614th and led us in our flight across the Atlantic and into our first combat missions with the 8th Air Force.

I assumed command of the squadron in early 1945, succeeding Lieutenant Colonel William Garland.

I served as squadron commander until the 614th completed its World War II combat duties, and was in charge of the squadron when we flew our own airplanes back to the United States in June of 1945. Upon returning to the United States, the 614th was officially disbanded.

During the course of my time with the 614th, I was fortunate enough to fly 37 combat missions.

The success of my missions and of the missions flown by other combat crews was a great testimonial to the dedication, commitment, professionalism, patriotism and bravery of the men of the 614th.

It was one of the greatest experiences of my life to lead this outstanding group of Americans. Their contributions brought great honor and respect wherever the 614th Bomb Squadron name is recorded and wherever its history is written, not only in Vic Maslen's book, but in the hearts and minds of all who were a part of this great and noble cause.

Vic has written our record, but the men of the 614th made that record become reality.

To my squadron mates, this record it warmly salutes your accomplishments.

And to those who have "slipped the surly bonds of earth," may God rest your souls.

May this history warm your memories as it did mine.


Alvah H. Chapman, Jr.

March 4, 1986

April 1943

The 614th Bombardment Squadron (Heavy), known as the Lucky Devils of the 401st, came into being - on paper - in the Headquarters of the Second Air Force, then located at Fort George Wright, Spokane, Washington, on April 1st, 1943, the date of the activation order of the 401st Bombardment Group (Heavy).

The Activation Order, General Order No. 46, Hq. Second Air Force, included the four Squadrons of the Group --- 612th, 613th, 614th and the 615th.

Then began the search for personnel to operate the various Squadrons and finally, on April 22nd, 1943, the Officers and Enlisted Men making up the Cadre were notified by TWX of their selections.

Chosen as Commanding Officer was Captain Ivan Wayne Eveland, at that time Commanding Officer of the 540th Bombardment Squadron (H) of the 383rd Bomb Group, an experienced pilot with eight months of combat flying to his credit in China, Burma, the Middle East and Africa, who formerly was a civilian pilot and Captain with Pan-American Airways. Captain Eveland's Squadron was at a satellite field in Ainsworth, Nebr., out of Rapid City, S.D., when he was notified of his new assignment.

Temporary Headquarters of the 401st Group and likewise the various Squadrons were set up at the Ephrata, Wash., Army Air Base and the Cadre and Air Echelon of the Group was ordered to report there before proceeding to Orlando, Florida, for a month's intensive work at the Army Air Force School of Applied Tactics. The 401st Cadre was the third Heavy Bombardment Group to go through the AAFSAT, and it was a month that was long remembered by those who took part in it.

The Officers on Captain Eveland's Model Crew were Flight Officer John Schule, Co-pilot, Lt. Thomas L. Cameron, Bomardier, Lt. Joe J. Casagrande, Navigator. The Crew were assigned airplane 42-5462 and it flew from Ephrata to Orlando, stopping enroute at Geiger Field, Wash., and Fort Worth, Texas.

Other Officers in the original Cadre ordered to Orlando on April 22nd, were Lt. Paul J. Prokop, Armament, Lt. Wellington G. McAlexander, Engineering, Lt. Samuel P. Goldblatt, Communications, Lt. Henry C. Bennett, Ordnance, Lt. Wilfred Dorfman, Squadron Surgeon and Lt. Gordon R. Closway, Intelligence. Later in the month Lt. James K. Emerson, a Co-pilot, joined the Squadron at Orlando.

Enlisted Men in the Model Crew who flew to Orlando were S/Sgt. Charles B. Jilcott, Engineer, S/Sgt. Charles L. Stewart, Assistant Engineer, Sgt. Frank H Belsinger, Radio Operator, Sgt. Michael DeMarie, Assistant Radio Operator, Sgt. James W. Riley, Armor Gunner and Sgt. Franklin L. Travis, Assistant Armor Gunner.

Other Officers soon to join the Squadron in its temporary headquarters at Ephrata were Lt. Richard L. Kettlen, Adjutant, Lt. Francis L. Petty, Supply and Lt. William S. Packe, Assistant Armament.

Officers and Enlisted Men forming the Cadre came chiefly from the 395th Bomb Group at Ephrata and the 383rd at Rapid City. While the Air Echelon was at Orlando, the Ground Echelon began training at Ephrata and

new Enlisted Men arrived almost daily.

School work at AAFSAT at Orlando got under way on May 3rd, and the first two weeks were spent in the classroom with the Officers and Men split up into their various specialities. Then the Squadron, with the other Squadrons in the Group, were ferried by B-17's and B-24's to the satellite field at Brooksville for two weeks in the field under simulated combat conditions.

At Brooksville they lived in tents, ate in the open, were on alert at all times and carried out missions in cooperation with two other Groups at nearby satellites.

The 614th's first mission was a simulated bombing of an enemy convoy off the island of Tortugas in the Gulf of Mexico a short way west of Key West.

The entire Group participated in the mission but it was laid out and briefed by the 614th and led by Captain Eveland.

The briefing was in charge of Captain Eveland, Flight Officer Schulz, who acted as Operations Officer while the Squadron was in Florida, and Lt. Closway, the Squadron S-2. Navigation was planned by Lt. Casagrande and the bomb load planned by Lt. Cameron.

Col. Neil B. Harding, the first Group Commander, was assigned as Commanding Officer of the 401st when it was activated and remained with the Group until June 9th, 1943, when he was called to combat by a theater Commander. He was succeeded on June 9th, 1943, by Colonel Harold W. Bowman, who stayed with the Group until December, 1944. Col. Harding rode in aircraft "402" during the mission to Dry Tortugas.

The 614th's Mission was pronounced, unofficially, as the best run during the Group's stay at Brooksville. Bombs were to be dropped on the convoy at 1415 hrs and the bombs were actually away at 1416 $\frac{1}{2}$ hrs. It was planned to spend that night at Morrison Field, West Palm Beach, Florida, but enroute there a frontal approached the formation so it was necessary to go around it and considerably off course to get to Morrison Field.

While in Florida the Squadron participated in missions to New Orleans, South Charleston, South Carolina, Homestead, Florida, an oil slick by synthetic seacraft off the coast of Cuba and a searchlight mission in the vicinity of Orlando. Some bombing was done at the Ocala Range and throughout the month the Squadron was welded together as a unit.

Enlisted Men who went to the School of Applied Tactics were:-

Sgt. F.H. Belsinger	Radio
Sgt. M. DeMarie	Assist. Radio
Sgt. J.M. Gull	Chief Radio
Sgt. R.H. Braden	Flight Chief
S/Sgt. C.B. Jilcott	Engineer
S/Sgt. C.L. Stewart	Assist. Engineer
S/Sgt. J.E. Halford	Chief Armor
Sgt. J.W. Riley	Armor Gunner
Sgt. F.L. Travis	Assist. Armor Gunner
T/Sgt. E.J. Stanczyk	Flight Chief
Cpl. E.E. Arter	Aircraft Inspector
Cpl. E.J. Disken	Flight Chief

Cpl. J.W. Stellpflug	Flight Chief
Pfc. J.W. Polk	Transportation
Pfc. L.K. Carter	Mechanic
Pvt. J.J. Blackhall	Operations Clerk
Pvt. J.C. Ashcroft	Crew Chief

The Enlisted Men of the Squadron who were Section Chiefs or Non-Com in charge were as follows:-

Sgt. J.H. Seiter	First Sergeant
M/Sgt. E.K. Williams	Line Chief
M/Sgt. W.B. Gooch	Flight Chief
M/Sgt. E.J. Stanczyk	Flight Chief
T/Sgt. C. Welsh	Flight Chief
M/Sgt. H.A. Willis	Crew Chief
S/Sgt. J.B. Brown	Crew Chief
S/Sgt. R.H. Braden	Crew Chief
S/Sgt. J. Moss	Crew Chief
Cpl. L.K. Cater	Crew Chief
Cpl. E.J. Disken	Crew Chief
S/Sgt. C.A. Kuhn	Chief of Intelligence Section
S/Sgt. C.J. Appelhaus	Chief of Operations Section
M/Sgt. J.E. Halford	Armor Chief
Sgt. G.A. Richards	Ammunition N.C.O.
T/Sgt. J.M. Gaul	Chief of Communications Section
T/Sgt. E.C. Kucharczyk	Chief of Supply Section
Cpl. R.E. Jett	Tech Supply N.C.O.
Sgt. H.E. Rowe	Medical N.C.O.

In the last week in May the Squadron was ordered to report to Geiger Field at Spokane, Wash., to begin intensive training and pick up the Ground Echelon and the remainder of the personnel. On May 27th the Squadron was ferried back to Orlando and "402" with Col. Harding as pilot and Capt. Eveland as co-pilot flew the Model Crew to Spokane, stopping enroute at Morrison Field, Kansas, Mo., Rapid City, S.D. and Great Falls Montana.

While the Air Echelon was at Orlando and Brookville, the Ground Echelon was getting a workout at Ephrata. The men were given rifle practice and practice with Caliber 30, and the 45 Automatic and the Thompson Sub-machine gun.

On Friday, May 28th, 1943, a 25 mile hike was taken to Soap Lake. It was a crosscountry affair with full field equipment, and K rations were eaten at three meals. The night was spent on the shores of Lake Soap where a truck convoy had arrived earlier with tents. The personnel at Ephrata were ferried by air to Geiger Field, arriving there about the same time that the personnel from Orlando arrived.

June was a busy month at Geiger Field. New men arrived almost daily:-- early in the month Major A.E. Barrs arrived and was assigned to 614th Squadron as the Executive Officer. Late in the month Lt. James H. Foster of the 383rd Group, which had moved to Geiger, was assigned as the Squadron Operations Officer. He formerly had been at the Ainsworth satellite, as had Lt. Closway, and while there Lt. Foster was Capt. Eveland's Operations Officer and Lt. Closway was Capt. Eveland's S-2.

Lt. Franklin E. Crissy arrived while the Squadron was at Geiger as Assistant Engineering Officer.

On June 9th the Squadron went on a six mile hike out of Geiger and on June 29th participated in the first Group parade. The Squadron also took part in the first Group party on June 18th.

The 614th was assigned the job of giving a demonstration of ditching and after considerable preparation it was given before the Group at Geiger on June 14th. A five-man life raft was inflated as part of the demonstration, the crew took their positions inside the ship and left it according to SOP, emergency radio equipment was demonstrated and all the equipment which is needed in escape was brought out of the aircraft by the men. Capt. Eveland was complimented by Col. Bowman on the demonstration.

On July 2nd the advance party left for the new base at Great Falls, Montana, where the Squadron received the Flight Commanders for the second phase training, and on July 7th, the entire Squadron personnel arrived by Troop Train from Geiger. Many of the Officers and Men, however, were ferried over the Continental Divide by plane.

Early in July Lt. Donald J Sutherland was assigned to the Squadron as Assistant Intelligence Officer and soon after the first crews arrived. A new aircraft was assigned to the Squadron, 42-30531, and daily missions were run and the ground school conducted on an intensive basis. New personnel continued to arrive and offices were opened in various buildings.

John N Boyer was the first First-Sergeant and remained with the Squadron until late in July at Great Falls, when he was succeeded by Sgt. John H. Seiter.

On July 24th, the Squadron held a second Group rally at Great Falls and on July 27th the Squadron were moved by truck convoy to their new satellite base at Glasgow, Montana, where they began the final phases of the training for combat duty.

Early in August four new aircraft were assigned to the Squadron --- 42-5113, 42-30685, 42-5916 and 42-6025 --- the latter being the first G model to reach the Squadron.

The Combat Crews that had now joined the Squadron were as follows:

Crew	41	1st Lt. J.C. Peck and crew.
Crew	42	2nd Lt. B. Stimson Jr. and crew.
Crew	43	2nd Lt. A.H. Chapman and crew.
Crew	44	1st Lt. R.B. Clay and crew.
Crew	45	2nd Lt. V.K. Cammack and crew.
Crew	46	2nd Lt. A. Bartzocas and crew.
Crew	47	2nd Lt. W.A. Holland and crew.
Crew	48	2nd Lt. W.T. Pridmore Jr. and crew.
Crew	49	2nd Lt. S.P. Wilson and crew.
Crew	50	2nd Lt. W.B. Dawes Jr. and crew.
Crew	51	2nd Lt. W.E. McLawhorn and crew.
Crew	52	2nd Lt. W.E. Kinman and crew.
Crew	53	2nd Lt. W.R. Logan Jr. and crew.
Crew	54	2nd Lt. R.H. Kaufman and crew.
Crew	55	2nd Lt. E.F. Ruf and crew.
Crew	56	2nd Lt. D.V. Kirkhuff and crew.
Crew	57	2nd Lt. L.L. Lewis and crew.
Crew	52	2nd Lt. R.E. Newberg and crew. (In place of Lt. Kinman & Crew)

2nd Lt. E.F. Ruf and his crew did not report, and to fill the Squadron roster to seventeen crews, Lt. Meyers, co-pilot on Lt. Chapman's crew, was checked out as first pilot and given a crew of his own. There were many crew changes during the training at Glasgow, and many of the crews were transferred to other Groups on arriving in England. A full list of crew members will be given later on in the narrative to allow for all these changes.

September 1943

A crash landing in which no one was seriously injured and continued intensive training in the Third Phase will find emphasis placed on preparation for overseas movement featured the activities of the Squadron during September, 1943.

The Squadron, which had moved to the Satellite field at Glasgow, Montana, on July 27th, remained at Glasgow throughout September. High altitude formation flying and bombing from altitude, both with 100-pound practice bombs and demolition bombs, was stressed. Some S-2 and navigation-al missions were run and finishing touches were put on the required ground school.

September likewise was a month of inspections. A virtual parade of inspecting officers, from the Headquarters of the Army Air Force, from Second Bomber Command, 17th Wing and from Group Headquarters, kept everyone constantly on their toes and extended working days from 10 and 12 hours to 18 to 20 hours.

During the month the Squadron acquired several Flyaways and each was assigned to a Combat Crew as its permanent possession. Crews were required to pull their own 25 and 50 hour inspections on their ships, to load their own bombs and to maintain their own airplanes just as in combat -- and they cared for them "like a mother would caressingly foundle their infant", as the Squadron narrative puts it.

The crash landing involved the new B-17G, 42-6025, and occurred on September 7th. The ship, manned by Lt. William T. Pridmore and his crew - Crew 48 - was on an S-2 mission to Havre, Montana. Enroute home from the target, the formation encountered bad weather and flew off its course to the south. The ship, 42-6025, developed trouble with one engine and Lt. Pridmore feathered the prop. Almost before that was done another engine began to splutter and it went out. The aircraft began to lose altitude rapidly and left the formation. Lt. Pridmore knew a crash landing was inevitable and he and Lt. Frank W. Cavanaugh, co-pilot, decided to land it on its belly. The crew were ordered to bail out and Lt.'s Pridmore and Cavanaugh brought the big ship safely to a landing in a field about 50 miles northeast of Lewistown, Montana. Neither received a scratch. Another ship with Lt. Alvah H. Chapman and his crew followed 025 and saw it crash.

Those who bailed out were Lt. Clay Pinner, navigator, Sgt. C.E. Cook, Sgt. P.A. Shinay, Sgt. W.F. Baser and Sgt. R.R. Calbreath. Lt. Pinner's feet were caught in the rises and he landed on his head, taking out three fence posts as he landed. He was unconscious when he hit, but soon recovered, found a farmer and started a search for the other members of the Caterpillar Club. Sgt. Baser sprained his ankle when he landed and Sgt. Cook got his face scratched up. He was also knocked out when he hit the ground but soon recovered. The five were scattered over an area of almost

50 miles but by 3 am were back at Lewistown, ready to go to bed. The crash occurred at about 1730 hrs.

During the month Capt. H.M. Hardesty, who had been with the 88th at Ephrata, was named Squadron Surgeon to succeed Lt. W. Dorfman who was transferred.

The new Squadron insignia for the crew flight jackets arrived at about this time and the 500 patches were sold within a few hours. The Squadron stationary with the insignia in four colors was obtained and the "Lucy Devil" insignia was painted on all the Squadron airplanes.

There were clothing checks, physical checks --- checks of all kinds during the month and all activities were directed towards the imminent "big move".

The Squadron participated in one Group mission and the formation of six ships, two elements, received a compliment from Colonel Bowman which pleased the whole Squadron immensely when he said it was the best in the entire Group.

A crew which had flown 19 missions in the European Theater, spent a day with the Squadron. There was a lecture by Major Roy French, just returned from 8 months in England, and there was also a visit from a bombardier who had 782 combat hours in the Southwest Pacific.

By the month's end the Squadron showed marked development, parties were held for Enlisted Men and Officers -- and everyone was ready for the job the Squadron had been working for since the day of induction.

October 1943

October was an eventful month for the 614th. The Squadron was on alert for most of the time and were restricted to the area for a great deal of the time. There were farewell parties and the Officers had a party "on the house" at the Officers Club.

On October 12th, the Squadron marched across the runway, down the "Burma Road" and staged a big parade in Glasgow while hundreds of the town's citizens looked on. It was rainy but the rain or weather did not deter the spirits of the Squadron. Considerable equipment was displayed and Glasgow High School Kiltie Band furnished the music.

After the parade, a formation was held in the Main Hanger and at that time, Major A.E. Barrs, acting for Major I.W. Eveland, presented the ribbon "Battle of Glasgow" for "Extreme Gallantry in Training" to the Squadron. It was accepted by Capt. Jack Peck amidst the plaudits of the men.

On October 15th, a formal review was held on the apron while many visitors from Glasgow and the wives of many of the Squadron members looked on. The staff officers acted as the reviewing officers and the Squadron made a "snappy appearance", as the records put it.

On October 16th, another restriction was placed in effect -- the boys bid goodbye to their Glasgow friends and a couple of days later, on October 18th, in the late afternoon, the Flying Echelon took off on the first lap of their trip overseas by flying to Great Falls. The following morning at 9.0 am a 12-car special train, which had been loaded during the night, pulled out of Glasgow with the Ground Echelon -- finally, and at

long last --- enroute for a Theater of Operations. The train was loaded without a hitch, all curtains were pulled down, there was a minimum of confusion and very few at the station to see it depart --- security being the order of the day and being adhered to closely.

The train trip to the staging area, which was Camp Shanks, 30 miles up the Hudson river from New York City Port of Embarkation, was uneventful and enjoyable allowing some relaxation after the many months of intensive training and sheer hard work. The train equipment was especially high class, food was extraordinary good, there was plenty of candy and cigarettes, the men were given two and three periods of exercise a day at various stops enroute and at 6.0 am on the morning of October 22nd the train pulled in to Camp Shanks.

There followed four hectic days of checking records, exchanging clothes, having equipment inspected, physical examinations, lectures, and general hustle and bustle. The men were "fallen out" at almost every or any hour of the day or night, everyone worked until they nearly dropped from fatigue and everything was put in order for the voyage to -- where -- no one knew.

On October 26th it began to rain and the skies emptied buckets full of water onto Camp Shanks throughout the day and night. The place literally was flooded, everyone was soaked --- and things were indeed miserable. At 1 o'clock that night --- which in reality was the early morning of October 27th --- the moving order came. The men were put in trucks, loaded down with their heavy equipment, taken to a railroad station, then whisked into New York City. They got off the train at the Weehawken Ferry, got into a waiting ferry, stayed in the middle of the Hudson river for what seemed like ages but really was only two or three hours, and then boarded none other than the QUEEN MARY (along with 18,000 other Air Force men) for the trip to the European Theater of Operations.

The trip over by boat was a fast, pleasant one. The weather was good, the sea not rough and at the break of dawn on November 2nd the green hills of Scotland were visible from the Firth of Clyde. It was not until 3 o'clock the following afternoon, November 3rd, that the Ground Echelon was able to leave the boat --- the huge number of troops on board being debarked slowly --- and the landing was made at Greenock, about 30 miles up the Clyde from Glasgow.

Members of the Ground Echelon commented on the fact that they had embarked at Glasgow (Montana) and disembarked at Glasgow (Scotland).

A train was ready at Greenock and it brought the Ground Echelon to Geddington station where trucks were ready to take the men to their new home about six miles away --- the Deenethorpe Base --- Station 128.

Fifteen airplanes brought the Flying Echelon of the Squadron to the E.T.O. Pilots of the planes which flew the North Atlantic were Major Eveland, Captain Peck, Lt. A. Chapman, Lt. Stimson, Lt. Holland, Lt. Cammack, Lt. Kirkhuff, Lt. Kaufman, Lt. Wilson, Lt. Dawes, Lt. Meyers, Lt. Logan, Lt. Bartzocas, Lt. Clay and Lt. Lawhorn. Others who flew included Captain Foster, Lt. Lewis and Lt. Newburg.

The flying group went first to Great Falls, then to the staging area at Scott Field, some stopping at Baer Field, Fort Wayne, Ind., and others at Syracuse, New York and all eventually landed at the take-off place at Presque Isle, Maine.

Lt.'s Chapman, Kirkhuff, Stimson, Captain Peck, Lt.'s McLawhorn, Dawes, Kaufman, Logan, and Clay came over by way of Gander Army Air Base at Newfoundland, landing at Preswick, Scotland. Of this group Lt.'s Logan, Clay and Dawes landed at Nutts Corner, Ireland, enroute.

Major Eveland and Lt.'s Cammack, Wilson, Holland, Mayers and Bartzocas came by way of Goose Bay, Labrador, Meeks Field, Iceland and Preswick. Enroute Major Eveland with whom were Captain Foster and Lt. Lewis, landed near the Hebrides when the weather closed in, then continued on to Preswick. The 614th Squadron papers stated that Major Eveland had landed near the New Hebrides, but as these are islands in the middle of the Pacific I doubt very much if his navigation was that far out.

The first group left Gander at midnight on November 6th and arrived at Preswick at 9.30 am on November 7th. The other group left Presque Isle on November 11th, stopped at Goose Bay the same day and arrived at Preswick on November 13th. Major Eveland's crew was the last to arrive at Preswick, setting down there on November 15th.

All the crews were then sent to the American Base at Bassingbourn for intensive training until November 19th, when they flew to the 401st base at Deenethorpe, their future home. On November 19th they were split up, with eight crews going to the 351st Group at Polebrook and the nine remaining crews staying with the 401st.

Those which did remain with the 401st were Captain Peck, Lt. Chapman, Lt. Stimson, Lt. Holland, Lt. Cammack, Lt. Kirkhuff, Lt. Kaufman, Lt. Wilson and Lt. Dawes. Those that went to the 351st Group were Captain Clay, Lt. Meyers, Lt. Logan, Lt. Bartzocas, Lt. McLawhorn, Lt. Lewis, Lt. Cavanaugh and Lt. Newburg.

November 1943

November was a month of getting settled, of final training and of school for many of the officers and men. The Group became operational on November 26th, when it ran its first mission -- into the very heart of Germany -- Bremen.

The Assistant Operations Officer of the Squadron was Flight Officer John Schulz. Squadron Bombardier was Lt. Tommy Cameron and the Squadron Navigator was Lt. J.J. Casagrande. At Camp Shanks Lt. S.P. Givens joined the Squadron as Cryptographic Security Officer. He had formerly been Adjutant at Cutbank.

The first operational mission was to one of Germany's hot spots -- Bremen -- and was run on November 26th, 1943. Participating in this initial raid from the 614th Squadron were:-

2nd Lt. W.R. Dawes and crew.	2nd Lt. B. Stimson and crew.
Capt. J.C. Peck and crew.	2nd Lt. S.P. Wilson and crew.
2nd Lt. A.H. Chapman and crew.	

The first casualty suffered by a combat member of the Squadron was during the second operational mission, to Solingen -- on the border of what became known as "Happy Valley", on December 1st, 1943. Crews participating on this mission were those of:-

2nd Lt. W.R. Dawes.	2nd Lt. R.H. Kaufman.
2nd Lt. D.V. Kirkhuff.	

On this mission, Lt. Dawes flew in the No. 2 position of the second element of the Low Squadron. Flak was intense and enemy fighters attacked the Group. At the target area, and continuing for more than 15 Minutes, Lt. Dawes was attacked by FW 190's. During one of the encounters, T/Sgt. Walter L. Brown was shot in the hand by a 20 mm shell and he lost the index finger and second finger of his left hand. Lt. Dawes landed at Manston on the English coast where T/Sgt. Brown received medical attention.

On December 5th the Squadron took part in the raid on Paris, but the next heavy loss was not sustained until the Emden Mission on December 11th, 1943. Lt. Kaufman, who flew the No. 2 position in the second element of the Lead Squadron bombed the target as briefed and then came with the formation on the way out. At 1312 hrs, just over the Dutch border, his aircraft was hit by flak and the No. 3 engine went out. A few seconds later his No. 1 engine was also hit and the ship started to lose altitude. Lt. Kaufman then directed that the crew bail out.

The crew bailed out, leaving Lt. Fitzgerald, the Bombardier, at the hatch having difficulty in putting on his chute and by that time one of the runaway props froze. It was then that Lt. Kaufman and Lt. Fitzgerald decided to attempt to bring home the crippled aircraft -- the plane, 42-31098, IW-B, PENNY'S THUNDERHEAD, then badly damaged, made it's way across the North Sea to Lindholm, England. The fate of the other crew members was not known although it was believed that they had probably been made P.O.W.

An unusual accident involved the 614th Squadron on December 5th 1943, when one of the B-17's, taking off for the mission to Paris, crash-landed in the tiny village of Deenethorpe which bordered the north side of the base. The aircraft was the 613th Squadron B-17, 42-39825, IN-M, with the unlikely name of ZENOBIA-EL ELEPHANTE, which failed to get airborne through a combination of prop wash from the aircraft in front of it and icing up of the wings. The aircraft was loaded with twelve 500 - pound bombs and a full gas load. Master Sgt. Earl K. Williams, 614th Squadron line chief, and Lt. W.G. McAlexander, the 614th Engineering Officer, were not far from the crash, dashed over to the place where the aircraft had come down to help the crew out. M/Sgt. Williams went inside and helped to pull the badly injured bombardier and navigator out and then, with Lt. McAlexander, ran from house to house in the village, warning the inhabitants of what had happened and of the impending explosion. Through their efforts, the villagers were able to run to safety and in a few minutes the bombs exploded, virtually blowing the village off the face of the earth.

Because of his valor and courage in risking his life to save the injured crewmen and in warning the villagers, M/Sgt. Williams received the Soldiers Medal.

Missions to the submarine building yards at Kiel, to Bremen again, the marshalling yards at Osnabruck, to the French "rocket coast" and to the big chemical works at Ludswigshaven followed.

The Squadrons next big loss occurred on December 31st, 1943, just as the year was ending, when Major Wayne Eveland, flying with a new crew of which Lt. Homer B. McDanal was pilot, was lost over Southern France. It was Lt. McDanal's first mission for himself and his crew and on this mission Major Eveland, anxious to get in his first five missions, filled in as co-pilot in place of Lt. Robert H. Timberlake. It was the 5th

mission for Major Eveland.

The target was the big enemy airbase at Bordeaux, France, but because of the weather, it was decided to attack the secondary target which also was an enemy airbase at Cognac, France.

As the formation got south of Bordeaux and before making the turn for the target, a terrific enemy attack was launched against the group. Me 109's and FW 190's attacked Lt. McDanal's ship, two engines were shot out and the ship began to lose altitude. Five parachutes were seen to come out and when last seen, the ship was steadily losing altitude, had two or more fighters on its tail and, still under control, disappeared into the undercast.

Major Eveland, and some of the other crew members, did evade capture and get back to Deenethorpe after an incredible two months walk through France and Spain.

It was a dull and sad New Year's Eve around the 614th Squadron when news spread that the much respected and greatly liked C.O. was down.

Captain Carl Hinkle, Operations Officer of the 613th Squadron, who had been with the 401st since the Geiger Field days and who formerly had been with the 383rd Bomb Group, was appointed as the new Commanding Officer. A graduate of West Point, a pilot of outstanding ability, a former All-American football star at Vanderbilt University and an outstanding athlete at the U.S. Military Academy, Captain Hinkle was promised all cooperation by all members of the Squadron.

Subsequent raids were made on January 4th, to Kiel, January 5th, to Tours, France and January 7th to Ludwigshaven, again, to give the Squadron a good start to the New Year and then, on that fateful day of January 11th, 1944, came the greatest of all air battles - and another severe loss for the 614th -- the raid on the FW 190 factory at Oscherslaben, Germany.

The huge Oscherslaben raid was a costly one for the 614th Squadron. The 401st Group put up 33 aircraft on this mission -- a new record -- including 42-39969, IW-K, a new ship with only 50 hours on it -- on which the Squadron Operations Officer, Captain James H. Foster was pilot. With him were Lt. Frank C. Miller, just appointed Assistant Squadron Operations Officer, having moved to the 614th from the 613th Squadron, who was co-pilot, 1st Lt. J.J. Casagrande, Squadron Navigator, 1st Lt. Thomas L. Cameron, Squadron Bombardier and the six Enlisted Men of Lt. Holland's Crew:- T/Sgt. T.L. Campbell, S/Sgt. G.W. Graves, S/Sgt. H.C. Brown, T/Sgt. J. Mehalschick, S/Sgt. W. Hathaway and S/Sgt. W.J. Orphan.

The ship was leading the first element of the Low Squadron, and the 401st was the Lead Group.

Just before the target the greatest air battle to date in WWII took place. Fighters jumped 42-39969. Both wings caught fire and Captain Foster peeled off and five parachutes were seen to come out of the plane. Later reports said that 10 chutes came out. When last seen the ship was burning badly, was heading for cloud cover with several fighters -- 190's, 109's and JU 88's after it. Some reports said it was under control, another said it exploded but the battle was so intense that no one probably will ever know what really happened to it except the crew.

The 401st lost four ships on this mission --- the heaviest loss to date --- but Captain Foster's ship was the only one lost by the 614th.

Subsequent missions to Tours, France and again to the "rocket coast" at Gorenflos were flown and the Squadron was reorganised with the following officers in key positions: Captain Carl C. Hinkle, Jr., Commanding Officer; Captain William C. Garland, who came from the 612th Squadron with an enviable reputation and fresh from ditching in the North Sea during the Kiel Mission, as Operations Officer; Lt. John Schulz, just promoted to 2nd Lieutenant from Flight Officer, as Assistant Operations Officer; Lt. Charles M. Smith, formerly navigator for Lt. Chapman, as Squadron Navigator and Lt. Frank M. Deville, former bombardier for Lt. Chapman, as Squadron Bombardier.

The Squadron suffered another casualty in the raid on the French "rocket coast" at a target known as Notre Dame de Ferme on January 21st, 1944. The 614th Squadron led the 401st Group on this mission with Lt. A.H. Chapman and Captain Hinkle in the Lead Ship. Flak over the target was extremely accurate and Lt. Jack B. Evans, co-pilot for Lt. Chapman, who was acting as tail gunner-observer for the mission, received two flak wounds. A piece of shrapnel caused a compound fracture of his left leg between the knee and ankle and he was also wounded in the left arm by a piece of flying steel. The aircraft received 47 flak holes. It was 42-39847, IW-G, BATTLIN' BETTY, a plane that eventually went down on the Politz mission on 11th April 1944, with Lt. Francis L. Shaw.

On the same mission Lt. Cammack's crew ran into real difficulties. After making one run over the primary target area, No. 4 engine went out of commission. A few seconds later No. 3 engine was hit by a piece of flak and caught on fire. Flying at 20,000 feet, the aircraft began to lose altitude rapidly and the bomb load of twelve 500 pound G.P.'s was jettisoned about 5 miles short of the MPI. Fighting flak and rockets all the way back to the coast the aircraft, 42-39881, IW-F, GLORIA J, was able to get back to home base when No. 4 engine came back. This aircraft was eventually lost on the same day as BATTLIN' BETTY when piloted by Lt. Robert O. Stine.

Up to this time, since the start of operations, the Squadron had lost three aircraft. They were 42-39969, of which Captain Foster was pilot in the Oscherslaben mission, January 11th; 42-37770, of which Major Eveland was co-pilot in the Cognac mission, December 31st 1943; and 42-31064, of which Lt. Lawry of the 613th Squadron was pilot when he and his crew were lost. They went down in the English Channel and were never found. This was also on the Cognac Mission of December 31st. 1943.

The complete roster of all Squadron crews as of January 25th. 1943, was as follows:-

Captain C.C. Hinkle Jr.	Commanding Officer
Captain W.C. Garland	Operations Officer
2nd Lt. J. Schule	Assistant Ops. Officer
2nd Lt. C.M. Smith	Squadron Navigator
Captain H.H. Hardesty	Flight Surgeon
1st Lt. F.M. Deville	Squadron Bombardier

CREWS OF 614TH SQUADRON

Capt.	J.C. Peck	1st.Lt.	V.K. Cammack
2nd Lt.	H.C. Thompson	2nd Lt.	R.W. Harger
2nd Lt.	W.C. Crandall	2nd Lt.	C.A. Haskins
2nd Lt.	G.C. Gerrick	2nd Lt.	W.C. White
S/Sgt.	G. Novoselick	T/Sgt.	C.A. Slate
S/Sgt.	J.R. Stanford	T/Sgt.	G.A. Timme
S/Sgt.	L.C. Urich	S/Sgt.	E.S. Ames
S/Sgt.	A.T. Tullie	S/Sgt.	J.R. Price
S/Sgt.	A. LeBailly	S/Sgt.	C.P. Wanke
S/Sgt.	H.A. Kolase	S/Sgt.	C.D. Harlow
1st Lt.	B. Stimson **	1st Lt.	D.V. Kirkhuff
2nd Lt.	E.W. Laulo	2nd Lt.	B.V. Sobalak
2nd Lt.	J.E. O'Neal	2nd Lt.	M.E. Pierce
2nd Lt.	J.L. Pfaffman	2nd Lt.	L.J. Montone
S/Sgt.	E.C. Sherman	T/Sgt.	H. Cook
S/Sgt.	K.E. Kukurin	S/Sgt.	C.L. Nicholas
Sgt.	P.S. Melia	S/Sgt.	W.E. Merritt
Sgt.	A. LeSage	S/Sgt.	L. Cohn
Sgt.	F.W. Sandford	S/Sgt.	E.E. Koehler
Sgt.	C.L. Macuso	S/Sgt.	D.L. Michel
1st Lt.	W.R. Dawes **	2nd Lt.	R.P. Walsh
2nd Lt.	J.D. Pratt	2nd Lt.	J.C. Long
2nd Lt.	J.A. Schuberg	2nd Lt.	M. Matrician
2nd Lt.	R.M. Van Noy	2nd Lt.	G.R. Porter
S/Sgt.	O.A. Norell	S/Sgt.	V. Zappola
S/Sgt.	L.M. La Fountain	S/Sgt.	M.E. Stallcup
Sgt.	R.A. Gentry	Sgt.	P.O. Collie
S/Sgt.	O.E. Teel	Sgt.	L.J. Brgoch
Sgt.	W.R. Mooney	Sgt.	C.L. Cartmill
		Sgt.	J.M. Layland
1st Lt.	A.H. Chapman	2nd Lt.	V.A. Arneson **
2nd Lt.	J.B. Evans	2nd Lt.	J.M. Kleinburg
2nd Lt.	R.C. Fitzgerald	2nd Lt.	J.H. Dean
2nd Lt.	F.M. Deville	2nd Lt.	G.J. Gilmore Jr.
S/Sgt.	R.B. Pyle	Sgt.	A.C. Aronson
S/Sgt.	G.S. Wilson	Sgt.	C.C. Schulze
S/Sgt.	B.J. Spatilson	Sgt.	A.L. Provencher
S/Sgt.	J.R. Dayton	Sgt.	R.G. Schmidt
S/Sgt.	F.G. Cohen	Sgt.	A.L. Shutes
S/Sgt.	M.G. Brennen	Sgt.	E. Trambitsky
1st Lt.	S.P. Wilson **	2nd Lt.	W.R. Smith
2nd Lt.	E.V. Gattis	Flt/Off.	D.A. Faulhaber
2nd Lt.	L.H. Sudakov	2nd Lt.	R.V. Crane
2nd Lt.	J.J. Daly	2nd Lt.	J.C. Levey
Sgt.	H.C. Kelley	S/Sgt.	G.L. Castronova
S/Sgt.	J.C. Corley	S/Sgt.	C.H. Fair
S/Sgt.	B.A. Corntassel	Sgt.	D.C. McKendry
Sgt.	L.E. Sokol	S/Sgt.	D.C. Sundberg
Sgt.	W.G. Wolf	Sgt.	M.E. Roberts
		S/Sgt.	G.R. Gatzmeyer

** Crews Missing In Action.

(cont.)

2nd Lt. E.S. Weber
2nd Lt. G.N. Peacock
2nd Lt. C.H. Wirrel
2nd Lt. W.L. Oliver
S/Sgt. R.E. Krekorian
S/Sgt. J.A. Huber
Sgt. R.S. Kinsey
Sgt. G.T. Panichas
Sgt. C.H. Schellenburg
Sgt. L.A. Sleeper

2nd Lt. R.O. Stine **
2nd Lt. R.J. Kehoe
2nd Lt. L.S. Miller Jr.
~~2nd Lt.~~ Lt. W.P. Empric
Sgt. P.W. Troup
Sgt. J.M. Rial
Sgt. G. Prager
Sgt. R.C. Thill
Sgt. E Phillips

Capt. J.H. Foster **
1st Lt. T.L. Cameron
1st Lt. J.J. Casagrande
1st Lt. F.C. Miller
T/Sgt. T.L. Campbell
T/Sgt. J. Mehelshick
S/Sgt. H.C. Brown
S/Sgt. W. Hatherway
S/Sgt. G.W. Graves
S/Sgt. W.J. Orphan

2nd Lt. H.E. McDanal **
Major I.W. Eveland
2nd Lt. L.H. Sprinker
2nd Lt. D.H. Goetsch
S/Sgt. J.L. Kirkner
S/Sgt. D.L. Jerue
Sgt. H.J. Reasoner
Sgt. F.G. Kelly
Sgt. H.W. Sanders
Sgt. N. Arinsberg

2nd Lt. F.J. Zitkovic **
2nd Lt. B.O. Clifton
2nd Lt. W.R. Goodwin
2nd Lt. J.L. Fenger
S/Sgt. J.H. Dippel
S/Sgt. B.S. Davidson
S/Sgt. C.J. Howard
Sgt. M. Slotnick
Sgt. R.W. Fritzinger
Sgt. J.O. Nichols

2nd Lt. E.G. Owens
2nd Lt. N.E. Timberlake
2nd Lt. E.P. Nolte
2nd Lt. P.C. Fitzgerald
T/Sgt. B.W. Stimmel
T/Sgt. A.V. Spacek
Sgt. J.J. Murphy
S/Sgt. J.L. Parratt
S/Sgt. T.D. McNab
S/Sgt. H.A. Highlen

2nd Lt. W.A. Holland
2nd Lt. C.C. Bergerson
2nd Lt. J.B. Harding
Flt/Off. O.C. Pedro
T/Sgt. T.L. Campbell *
T/Sgt. J. Mehelshick *
S/Sgt. H.C. Brown *
S/Sgt. W. Hatherway *
S/Sgt. G.W. Graves *
S/Sgt. W.J. Orphan *

1st Lt. R.H. Kaufman
2nd Lt. F.B. Robinson ***
2nd Lt. J.A. Barett ***
2nd Lt. R.C. Fitzgerald
Sgt. H.A. Shaw ***
Cpl. D.H. Carlson ***
Sgt. T.R. Nielson ***
Sgt. H.L. Bargfrede ***
Sgt. F.R. Cope ***
Sgt. E.W. Masterman ***

* Lost with Captain J.H. Foster and the Squadron Staff.

** Crews Missing In Action.

*** Crew members that bailed out near the Dutch border on the orders of the pilot, Lt. R.H. Kaufman.

ORIGINAL

614TH SQUADRON AIRCRAFT

<u>Serial No.</u>	<u>Code</u>	<u>Nickname</u>	<u>History</u>
42-31036	IW-X	NOBODY'S BABY	MIA on 4 February 1944 with Lt. F.J. Zitkovic - Frankfurt.
42-31064	IW-H	HEY LOU	Crashed in the sea on 31 Dec. 1943 - ex Bordeaux. Lt. Lawry.
42-31098	IW-B	PENNY'S THUNDERHEAD	Crash-landed at base 26 March 1944 - beyond repair.
42-31116	IW-O	CAWN'T MISS	MIA on 29 April 1944 with Lt. J.H. Singleton - Berlin.
42-37770	IW-A	FLAK RAT	MIA on 31 December 1943 with Lt. H.R. McDanal - Bordeaux.
42-30820	IW-J	ALSO RAN - STILL RUNNING	MIA on 11 April 1944 with Lt. S.P. Wilson - Politz.
42-39846	IW-M	WIDDLE TWINKLE	Declared War Weary - July 1944.
42-39847	IW-G	BATTLIN BETTY	MIA on 11 April 1944 with Lt. F.L. Shaw - Politz.

REPLACEMENT

614TH SQUADRON AIRCRAFT

42-31315	IW-C	LIBERY RUN	MIA on 19 June 1944 with Lt. G.A. Filemyr - Merignac. The crew bailed out near the Spanish port of Barcelona and the aircraft crashed somewhere in the Mediterranean.
42-31369	IW-K	ROUND TRIPPER	MIA on 6 August 1944 with Lt. J.J. Sauerwald - Genshagen.
42-31488	IW-D	SHADE RUFF	Delivered 2 January 1944. MIA on 8 March 1944 with Lt. D.A. Peterson - Erkner.
42-31863	IW-X	MISS 'B' HAVEN	Force Landed in Belgium 28 September 1944 - beyond repair.
42-32012	IW-P	SHARK TOOTH	Returned to USA on HOME RUN.
42-38002	IW-Q		Delivered 29 December 1943. MIA on 22 February 1944 with Lt. V.A. Arneson - Oscherslaben.
42-38162	IW-R		Delivered 22 March 1944. MIA on 9 April 1944 with Lt. W.R. Dawes - Marienburg.

<u>Serial No.</u>	<u>Code</u>	<u>Nickname</u>	<u>History</u>
42-39881	IW-F	GLORIA J	MIA on 11 April 1944 with Lt. R.O. Stine - Politz.
42-39969	IW-K		Delivered 2 January 1944. MIA on 11 January 1944 with Capt. J.B. Foster - Oscherslaben.
42-40001	IW-L	PARIS EXPRESS	Declared War Weary and used as a "hack". To USA on HOME RUN.
42-97322	IW-D		To USA on HOME RUN.
42-97395	IW-F	CHUTE THE WORKS	Flew 111 missions. Abandoned near Saltby, Yorkshire, 25 April 1945.
42-97440	IW-A	FLAK RAT II	Delivered 1 January 1944. MIA on 30 May 1944 with Lt. C.L. Wilson - Oscherslaben.
42- 97448	IW-H		Delivered 1 January 1944. Mia on 20 April 1944 with Lt. C.S. Ksieniewicz - Bois Coquerel.
42-97464	IW-D		MIA on 13 April 1944 with Lt. B. Stimson - Schweinfurt.
42-97478	IW-Q	SHADE RUFF	To USA on HOME RUN.
42-97780	IW-R	BLUE BOMB EXPRESS	Delivered 28 April 1944. To USA on HOME RUN.
42-97869	IW-H to IY-A	HULA GIRL	Force-landed Belgium 13 September 1944. MIA on 16 February 1945 with Lt. E.A. Hansen - Gelsenkirchen.
42-97872	IW-A	ROSIES SWEAT BOX	Delivered 1 June 1944. Stalled on take-off and crashed with the loss of all the crew - Lt.F.E. Cook.
42-97931	IN-Q to IW-A	MADAME QUEEN	Delivered 1 June 1944. Force-land- ed on the continent 15 December 1944. To USA on HOME RUN.
42-102394	IW-C	DOWN 'N' GO	MIA on 24 August 1944 with Lt. P.W. Finney - Weimar.
42-102468	IY-C to IW-S		Delivered 19 May 1944.Flew 106 missions. To USA on HOME RUN.
42-102659	IW-J	HARD SEVENTEEN	Crash-landed on the continent due to battle damage 10 January 1945. - Damaged beyond repair.
42-107084	IW-G		MIA on 7 October 1944 with Lt.A. Harasyn - Politz.

<u>Serial No.</u>	<u>Code</u>	<u>Nickname</u>	<u>History</u>
42-107151	IW-B		To USA on HOME RUN.
42-107207	IW-O		MIA on 30 May 1944 with Lt. A.L. Kilmer - Oscherslaben.
42-107210	IW-N		Fragmentation bomb exploded on 12 June 1944, damaged beyond repair. Seven of the ground staff killed.
43-37551	IY-L to IW-Y		MIA on 28 March 1945 with Lt. J.W. McCullough - Berlin.
43-37602	IW-O		To USA on HOME RUN.
43-38077	IY-Q to IW-K	TAGALONG	Delivered 5 August 1944. To USA on HOME RUN.
43-38236	IW-M		Force-landed on 5 November 1944 due to battle damage at Flambridge, Essex. Beyond repair.
43-38330	IW-Z	GAMBLERS CHOICE	Delivered 21 August 1944. To USA on HOME RUN.
43-38452	IW-D	UNDECIDED	Delivered 23 September 1944. MIA on 7 October 1944 with Lt. R.W. James - Politz. Landed in Sweden.
43-38565	IW-X	MISS GEE EYEWANNA GO HOME	Delivered 5 October 1944. To USA on HOME RUN.
43-38646	IW-T		Delivered 7 November 1944. MIA on 18 April 1945 with Lt. E.A. Viehman - Traunstein.
43-38677	IW-K		Delivered 11 October 1944. To USA on HOME RUN.
43-38738	IW-N	BECOMIN BACK	Delivered 11 October 1944. To USA on HOME RUN.
44-6145	IW-S	COVER GIRL	Delivered 12 June 1944. MIA on 7 October 1944 with Lt. H.P. Silverstein - Politz.
44-6464	IW-H		Delivered 23 September 1944. On 4 March 1945 No 1 engine caught fire on take-off and crew had to bail out. Crashed near Bitteswell, Leics.
44-6508	IW-A		Delivered 23 September 1944. To Russia 3 February 1945. Returned March after being detained for trying to smuggle out a Pole.

<u>Serial No.</u>	<u>Code</u>	<u>Nickname</u>	<u>History</u>
44-6947	IW-S		To USA on HOME RUN
44-8033	IW-C		PFF aircraft. Handed over to the 305th B.G. at the end of WWII.
44-8259	IW-G to IY-K		PFF + Gee-H aircraft. Delivered on 18 November 1944. Handed over to the 305th B.G. at the end of WWII.

GROUP NON-OPERATIONAL AIRCRAFT THAT WERE USED BY THE 614TH SQUADRON

41-9107	B-17E	This was an ex-97th Bomb Group aircraft that was flying missions around August - September 1942. Used as a hack and target tug.
42-3483	B-17F	A war weary aircraft allocated to the 401st in July 1944 to act as a VHF relay ship over the North Sea.
41-31383	A-35	
43-35438	C-64	
41-6187	P-47C	A Thunderbolt aircraft allocated to the 401st late November 1944. Used to observe assembly and formation of Group, air gunners training and no doubt as a "fun" ship.

An Airspeed Oxford aircraft came to Deenethorpe for a short time from Polebrook in July 1944.

Missions

26th November 1943 to 30th January 1944

Mission 1

Target : Bremen

26 November 1943

The target for the first 401st mission was the port of Bremen, by no means a "milk run" to start as an opener in the ETO.

This first mission also showed the crews the sort of weather they would have to contend with in their flights over northern Europe. It was 10/10's undercast with the target completely obscured, so bombing was carried out by PFF methods. 20 B-17's flew on this mission.

This first mission was led by the Group Commander, Colonel H.W. Bowman, and he flew in a 613th Lead Ship with 1st Lt. Bill Riegler as pilot.

The following 614th crews flew on this mission:

2nd Lt. W.R. Dawes and crew.
Capt. J.C. Peck and crew.
2nd Lt. A.H. Chapman and crew.

2nd Lt. S.P. Wilson and crew
2nd Lt. B. Stimson and crew.

Mission 2

Target : Soligen

1 December 1943

Solingen, Germany, was the 614th Squadron's second mission, and located in the heart of the heavily defended Ruhr Valley as it was, proved that the Luftwaffe and the Flak defences were still a force to be reckoned with. The target itself was within the city and was a plant producing many aircraft parts.

Seventeen aircraft from the Group flew on this mission, the 614th putting up three aircraft and crews. The Group Leader this time was Lt. Col. H.E. Rogner. The crews that took part on this mission were:

2nd Lt. W.R. Dawes and crew.
2nd Lt. D.V. Kirkhuff and crew.

2nd Lt. R.H. Kaufman and crew.

Mission 3

Target : Paris

5 December 1943

An aero-engine works in the French capital, Paris, was the target for the 3rd mission of the Group, and the 22 401st B-17's were led by Major A. Brooks. The weather over the target was 10/10 ths undercast and meant that bombing by PFF was forbidden to protect the lives of French civilians near the target.

Not so lucky was the village of Deenethorpe, adjoining the base and named after it. A 613th aircraft flown by Lt. Keith and his crew got into difficulties on takeoff, believed to have been a combination of prop wash and icing. The port wing touched the runway and at high speed the aircraft slewed to the left and ran down the hill into the village until brought to a halt by a cottage. Some of the crew were badly injured and the details of the bravery of the two 614th rescuers is recorded earlier. One casualty of the explosion that followed twenty minutes later was the fire truck of the 401st.

The loss of the fire truck should have meant that the Group were diverted to other bases but this also had its problems. The aircraft were

still loaded with bombs and the crews on their first or second missions in most cases. After much heartsearching permission was finally given for them to land back at the base without this truck standing by. The touch downs were without incident - and everyone breathed again.

The crews flying were:

Capt. J.C. Peck and crew.	2nd Lt. W.A. Holland and crew.
2nd Lt. A.H. Chapman and crew.	2nd Lt. S.P. Wilson and crew.
2nd Lt. D.V. Kirkhuff and crew.	

Mission 4

Target : Emden

11 December 1943

On this mission the target was the shipping center at Emden, Germany, and Colonel Bowman led 22 B-17's from the 401st, flying as the Air Commander in a 614th ship, the full crew being :

2nd Lt. A.H. Chapman
Col. H.W. Bowman
Capt. J.F. Egan
Capt. J. Pickoff
S/Sgt. R.B. Pyle
S/Sgt. G.S. Wilson
S/Sgt. B.J. Spatilson
S/Sgt. M.G. Brennan
S/Sgt. J.E. Dayton
2nd Lt. J.B. Evans

The other 614th crews flying were:

2nd Lt. W.A. Holland and crew.	1st Lt. B. Stimson and crew.
2nd Lt. R.H. Kaufman and crew.	1st Lt. W.K. Cammack and crew.
Capt. J.C. Peck and crew.	

Mission 5

Target : Kiel

13 December 1943

In bad weather the best targets to find by radar for PFF bombing were seaports whose outlines were studied on the ground by the Mickey operators. Kiel was a good example of this type of target which was attacked by 21 401st aircraft on this, the fifth Group mission.

The Group was led by Lt. Col. H.E. Rogner and the following 614th crews took part:

2nd Lt. S.P. Wilson and crew.	Capt. J.C. Peck and crew.
2nd Lt. W.R. Dawes and crew.	

Mission 6

Target : Bremen

20 December 1943

Bremen, Germany, was another port target for this mission a full week after the last one; a good indication of the weather over northern Europe at this time of the year. The Group Air Commander on this mission, leading 21 B-17's, was Major W.T. Seawell. The three 614th crews flying were:

2nd Lt. V.K. Cammack and crew.	Capt. J.H. Foster and crew.
1st Lt. B. Stimson and crew.	

Mission 7

Target : Osnabruck

22 December 1943

The specific target on this mission was the marshalling yards at Osnabruck, located in west central Germany. As the Group of 21 B-17's from the 401st were on the bomb run they ran foul of another Group coming off the nearby target of Munster and were forced to turn away from the target, bringing the bombs back home.

The six 614th crews on this mission were:

2nd Lt. A.H. Chapman and crew.
2nd Lt. V.K. Cammack and crew.
2nd Lt. W.R. Dawes and crew.

2nd Lt. W.A. Holland and crew.
Capt. J.C. Peck and crew.
2nd Lt. S.F. Wilson and crew.

Capt. Peck and his crew thus became the first 614th Combat Crew to fly five missions.

Mission 8

Target : Goreflos

24 December 1943

For some time, through photographic reconnaissance and report from the French underground, it had been known that the Germans were building concrete ramps near the French Coast aimed at a number of points in the U.K., the main ones directed at London. These were the famous rocket sites. These small well defended sites were attacked on many occasions by the 401st and Mission 8 was the first shot in this long battle.

Major W.T. Seawell led the 21 aircraft of the 401st on this attack, and, on this first "Noball" raid, no enemy opposition of any kind was encountered. The Germans got the message and as the weeks went by the rocket sites became harder and harder to locate and bomb. It soon became obvious that that only by capturing the sites could this rain of V-1 bombs be stopped. Which eventually is what happened after D-Day.

The first V-1 landed on London on June 13 and in the month that followed 2,579 "doodlebugs" reached England, of which 1,280 fell in the London area. Attacking these sites eventually cost the lives of some 3,000 Allied aircrew.

The 614th crews on this mission were:

Major I.W. Eveland and crew.
2nd Lt. W.R. Smith and crew.
2nd Lt. V.K. Cammack and crew.

2nd Lt. D.V. Kirkhuff and crew.
2nd Lt. R.H. Kaufman and crew.
2nd Lt. A.H. Chapman and crew.

Mission 9

Target : Ludwigshaven

30 December 1943

This was an attack on Germany's greatest chemical producing plant, the I.G. Farben Industrie at Ludwigshaven. 23 aircraft took part in this mission and Major E.W. Brown led the raid in a 613th Squadron aircraft with Capt. C.C. Hinkle Jr., and his crew. The 614th crews were:

2nd Lt. D.V. Kirkhuff and crew.
2nd Lt. R.H. Kaufman and crew.

2nd Lt. S.P. Wilson and crew.
Capt. J.C. Peck and crew.

Mission 10

Target : Bordeaux

31 December 1943

The target on this day was in southern France, the airfield at Bordeaux, however, because of cloud cover the secondary target at Cognac was bombed. The 21 401st B-17's were led by Major W.T. Seawell and the

Group was attacked by fighters over France with the loss of two 614th aircraft. IW-A, FLAK RAT, with the Squadron Commander flying as co-pilot, and IW-H, HEY LOU, flown by a 613th Squadron crew with Lt. D.H. Lawry as pilot. HEY LOU was found in the English Channel three miles off St. Catherine's Point with the body of the co-pilot aboard, Lt. James S. Dockendorf. No trace of the other crew members was ever found. Major I. W. Eveland eventually returned via Spain and returned to the U.S.A. to take a Western Air Training ground job at Bakersfield, California.

The 614th crews on this mission were:

2nd Lt. D.V. Kirkhuff and crew.	2nd Lt. R.H. Kaufman and crew.
2nd Lt. W.R. Smith and crew.	Capt. J.H. Foster and crew.
2nd Lt. H.H. McDanal and crew.	

These two months were characterized by exceptionally bad weather, which also grounded the Luftwaffe. Most of the bombing was done by PFF. The low loss rate was attributable to the now increasing use of fighter escorts, and the fact that so far the Group had avoided the main flak areas. Another factor was the 8th Air Force was now despatching a total force large enough to saturate the enemy fighter defences in certain zones.

The weather also helped to save the Luftwaffe during the winter months. Between October 14th, 1943, to February 20th, 1944, only one attack was made on the German fighter factories - Brunswick, January 11th. This break allowed the Luftwaffe to reorganise their defence, refit the broken squadrons and increase their total strength.

Mission 11

Target : Kiel

4 January 1944

The first mission of 1944 was to the port of Kiel in northern Germany. This mission was led by Major Kenney Martin and 18 aircraft from the Group took part. The 614th crews on this mission were :

2nd Lt. W.R. Smith and crew.	2nd Lt. R.H. Kaufman and crew.
1st Lt. B. Stimson and crew.	Capt. J.C. Peck and crew.
2nd Lt. W.R. Dawes and crew.	

Mission 12

Target : Tours

5 January 1944

Seventeen aircraft of the Group, led by Lt. Col. H.E. Rogner, were sent to Tours, France, to bomb an enemy airdrome on 5th January. The whole of the force reached the target and bombed without loss. The Air Commander flew as co-pilot with a 614th crew who were as follows:

2nd Lt. A.H. Chapman	Pilot
Lt. Col. H.E. Rogner	Co-pilot / Air Commander
2nd Lt. C.M. Smith	Navigator
1st Lt. T.H. Cameron	Bombardier
S/Sgt. G.S. Wilson	Top turret/ Eng.
S/Sgt. R.B. Pyle	Radio Op.
S/Sgt. B.J. Spatilson	Ball turret
2nd Lt. J.B. Evans	Left Waist gunner
Capt. J.F. Egan	Right Waist Gunner
S/Sgt. F.C. Cohen	Tail gunner

The other 614th crews on this mission were:

2nd Lt. V.K. Cammack and crew.
2nd Lt. R.O. Stine and crew.

2nd Lt. S.P. Wilson and crew.

Mission 13

Target : Ludwigshaven

7 January 1944

This mission was known as No. 12A until the aircraft had returned to base - then it was marked down as mission 13. And it turned out to be a lucky one for the crews taking part. Captain R.J. White led 19 aircraft to attack the I.G. Farben Industrie site at Ludwigshaven but due to the 10/10ths cloud cover assembly with other formations was not made. The crews had to return to base before crossing the Channel and received a mission credit. 614th crews on this mission were:

2nd Lt. D.V. Kirkhuff and crew.

1st Lt. B. Stimson and crew.

Mission 14

Target : Oscherslaben

11 January 1944

Nothing could have prepared the crews for this mission. It cost the Group four aircraft, the 614th Squadron losing Captain J.H. Foster and the Squadron Staff. The whole of the 1st Air Division received the Distinguished Unit Citation and Major (now Brigadier General) James Howard received his well deserved Congressional Medal of Honor. At this time (June 1985) there are only nineteen men alive who hold this highest of honors bestowed by the United States. Eleven are from WWII and eight from Vietnam.

The target was the aircraft plant at Oscherslaben and Major A. Brooks led 33 401st aircraft on the mission, six from 614th Squadron.

The 1st Bombardment Division put up 291 B-17's, 266 of which bombed the target. The losses were heavy; 42 aircraft missing in action, 128 aircraft damaged, 10 aircrew K.I.A., 29 wounded and 430 men M.I.A. The other Bomber and Fighter Groups lost a further 23 aircraft and 179 men M.I.A.

The 614th Squadron crews taking part in this epic battle were:

2nd Lt. V.K. Cammack and crew.
Capt. J.H. Foster and crew.
Capt. J.C. Peck and crew.

2nd Lt. W.R. Dawes and crew.
2nd Lt. C.L. Wilson and crew.
2nd Lt. D.V. Kirkhuff and crew.

Mission 15

Target : Gorenflos

14 January 1944

This was the second mission to bomb the rocket installations at Gorenflos, France. It was the smallest single operation that the Group mounted in one day, only nine aircraft taking part. The Group Leader was Major K. Martin, and three crews from the 614th took part in it. They were:

2nd Lt. A.H. Chapman and crew.
2nd Lt. W.R. Dawes and crew.

Capt. J.C. Peck and crew.

Mission 16

Target : Notre Dame de Ferme

21 January 1944

December and January saw a mounting concentration of raids on the Pas de Calais area of France, the site of the rocket installations. This was one of those operations to try to knock out the most difficult of target, the small "ski" sites.

The Group put up 23 aircraft with the Squadron Commander, Capt. Carl Hinkle as the Group Air Commander. The 614th crews on the mission were:

2nd Lt. R.O. Stine and crew.
2nd Lt. V.A. Arneson and crew.
2nd Lt. A.H. Chapman and crew.

2nd Lt. V.K. Cammack and crew.
1st Lt. B. Stimson and crew.

On January 24th, 1944, the Group started on a mission to Frankfurt, but weather conditions forced a turnback after reaching Holland. It was recorded as a mission. Those taking part were :

2nd Lt. A.H. Chapman and crew.
2nd Lt. V.K. Cammack and crew.
2nd Lt. D.V. Kirkhuff and crew.
2nd Lt. R.O. Stine and crew.

2nd Lt. F.J. Zitkovic and crew.
Capt. J.C. Peck and crew.
1st Lt. B. Stimson and crew.

Mission 17

Target : Frankfurt

29 January 1944

The 35 aircraft on this mission, the largest formation so far despatched by the 401st, was led by Major E.W. Brown. The target was an engineering works at Frankfurt, Germany, a well defended town. The flak targeted in on a three section flight of 615th B-17's led by Captain Bob Beers, and the burst of accurate flak sent all three aircraft crashing to the ground. A 612th aircraft also went down.

Six 614th Squadron crews took part on this mission and were:

2nd Lt. A.H. Chapman and crew.
Capt. J.C. Peck and crew.
2nd Lt. D.V. Kirkhuff and crew.

2nd Lt. W.R. Smith and crew.
2nd Lt. V.K. Cammack and crew.
1st Lt. B. Stimson and crew.

Mission 18

Target : Brunswick

30 January 1944

The last target of January was to the large aircraft production plant at Brunswick, deep in Germany. The mission force was 29 aircraft led by Lt. Col. H.E. Rogner and the losses consisted of an aircraft from the 612th Squadron - "FANCY NANCY III". The crew, however, were members of the 613th Squadron.

Crews of the 614th taking part were as follows:

2nd Lt. S.P. Wilson and crew.
2nd Lt. R.P. Walsh and crew.
2nd Lt. C.L. Wilson and crew.

2nd Lt. V.K. Cammack and crew.
2nd Lt. R.O. Stine and crew.
2nd Lt. F.J. Zitkovic and crew.

A new crew joined the 614th Squadron late in the month of January, 1944, and were:

2nd Lt. C.S. Ksieniewicz
2nd Lt. K.G. Harrington
2nd Lt. J.C. Dastons
2nd Lt. J.J. King
Sgt. M.V. Wilber
T/Sgt. F. Burke
Sgt. T.W. Harmon
Sgt. K.A. Rinter
Sgt. J.J. McCarthy
Sgt. D.E. McEldowney

On January 20th, 1944, a D.F.C. was awarded to Lt. R.H. Kaufman, who with Lt. R.C. Fitzgerald, his bombardier, brought his airplane back to a safe landing in England after two engines were shot out, and eight members of the crew had bailed out over Germany on Lt. Kaufman's orders. This was on the Emden mission, 11th December, 1943. The award was the first outstanding one to any member of the Squadron.

Another incident was the crash of a bomber loaded with 6,000 pounds of bombs in the village of Deenethorpe, 5th December, 1943. M/Sgt. Floyd J. Snider, Engineering Section crew chief, had assisted M/Sgt. Earl E. Williams, line chief, in pulling the injured bombardier and navigator out of the crashed ship before the bombs exploded and ruined the village of Deenethorpe.

For their heroism, both M/Sgt.'s Williams and Snider were awarded the Soldier's Medal.

Another story was that involving aircraft 42-39881, IW-F, the GLORIA J, piloted by Captain James H. Foster, then Squadron Operations Officer who was lost on the Oschersleben mission, 11th January, 1944, on the raid to Bordeaux, France, 31st December, 1943. This was the mission when the primary target at Bordeaux was not attacked but the airfield at Cognac was bombed instead, and was the raid on which the Squadron C.O., Major I. Wayne Eveland and the McDaniel crew were lost.

Take-off was at 0753 hours and Captain Foster flew in the No. 1 position of the first element of the Low Squadron. About 10 miles to the right of the target the ship was attacked by a FW-190 and flak also became intense. In a few seconds No. 4 engine was shot out and the ship was forced to leave the formation. Captain Foster decided to return to England alone, and a raging battle ensued. Six more enemy fighters attacked, flak became worse, other engines began to kick up and the crew stood ready to bail out anytime. During the flight back, two B-17's were observed to go down and one blew up ---- adding to the strain of the crew.

Despite the attacks and flak, Captain Foster brought the ship home and made a forced landing at Keevil on the English coast at 1730 hours --- nearly 10 hours after taking off. The late landing indicates the struggle the crew had in reaching England. Co-pilot on the mission was Flight Officer John Schulz, Lt. J.J. Casagrande was navigator and Lt. Tommy Cameron bombardier. The gunners were members of Lt. Walsh's crew.

February 1944

The Squadron lost another crew during the mission to Frankfurt on 4th February, 1944. This was Lt. Frank J. Zitkovic's crew which was flying aircraft 42-31036, IW-X, NOBODY'S BABY. Bombs were away at 1205 hrs and 036 was over the target, flying in No. 3 position of the Lead Squadron of the Lead Box. At 1225 hrs the ship was seen to lose altitude and gradually fell back from the formation. When last seen it had four engines operating but was about 4,000 feet below the formation. There were no enemy fighters in the vicinity at the time, and the aircraft seemed to be under control.

No one at that time knew what had happened but the ship did not

return to base and was reported as "unaccounted for".

Two members of Lt. Boudinot Stimson's crew were injured, one seriously, on this mission. Shortly before the target, a calibre 50 slug, apparently from one of the other B-17's, entered the fuselage from below and struck S/Sgt. Frank W. Sandford, left waist gunner, in the left ankle, shattering the bone. A splinter from the same shell creased but did not seriously injure S/Sgt. Carson Mancuso, right waist gunner. Although in great pain Sgt. Sandford stuck it out, and was cared for by other members of the crew in the 50F low temperature, and was smiling when loaded into an ambulance on the ship's return to base. The morphine syrettes froze and he could not be given a sedative. The injury occurred at about 1145 hrs and the ship did not land until 1530 hrs.

The successful struggle which Lt. Vernon A. Cammack and crew had in bringing back aircraft 42-39881 safely back to base from the Notre Dame de Ferme mission on 21st January, 1944, is recorded as follows. (This is the same GLORIA J that Captain Foster brought home from Bordeaux in trouble on 31st December, 1943. It was eventually lost on the Politz mission on 11th April, 1944, with Lt. Robert C. Stine.)

Lt. Cammack and crew were flying as Deputy Lead of the Lead squadron and had been in heavy flak for several minutes before the target. The first run was made and the members of the crew described the flak as sounding like pebbles when it hit the ship. During the second run, No. 3 engine was hit and caught fire and while Lt. Cammack was trying to put out the fire No. 4 was hit and completely knocked out. The oil pressure went down before it could be feathered and the prop began to windmill.

At this Lt. Cammack dropped out of the formation with the No. 4 prop windmilling at more than 3,500 RPM. There was no oil and everyone knew from the vibration that it would soon burn up. Suddenly it seized tight then broke loose and continued to turn away without turning the engine. It windmilled so fast at times that it didn't even register on the gauge. Finally it began to turn on the knob and chewed off part of the cowling. First it pointed toward No. 3 engine, then toward the nose and everyone in the ship was expecting it to break off and go tearing into the ship at a terrific speed at any moment. Luck was with the crew, however, and suddenly it rolled off to one side, a ball of hot metal dropped off and then the prop dropped straight down.

The aircraft came back alone --- with more than 70 flak holes in it. Lt. C.A. Haskins, navigator, was sitting on a flak suit and the suit was struck by a flak fragment, nearly spent, so that it did not go through. Another piece hit the tail gunner, S/Sgt. John R. Price, on his flak suit but he was unjured. The ship finally made its home base. When the No. 4 engine went out, the bomb load was salvoed in the target area.

In terms of loses the month of January had proved to be very expensive. In the eight missions flown the Group had lost nine aircraft missing in action, one ditched in the North Sea, one destroyed by fire on the ground and one damaged beyond repair by having the undercarriage retracted on the ground - not a 614th ship I hasten to add. The only ship lost by the 614th was that of Captain Foster, but the Group had 90 men missing in action and two killed in the ditching.

Things did improve in February, with four aircraft missing in action and one battle damaged 613th aircraft crash landing on the coast.

Mission 19

Target : Wilhelmshaven

3 February 1944

The target for the first operation for the month of February was the U-boat construction yards at Wilhelmshaven, Germany. The 401st flew as the Low Box in the Wing formation.

Very little enemy air or ground opposition was observed because of the 10/10ths undercast, and, because of this, bombing results by PFF were unobserved.

The following crew were on this mission:

2nd Lt. E.S. Weber and crew.	2nd Lt. V.A. Arneson and crew.
Capt. W.C. Garland and crew.	1st Lt. B. Stimson and crew.
2nd Lt. W.R. Smith and crew.	1st Lt. D.V. Kirkhuff and crew.

Mission 20

Target : Frankfurt

4 February 1944

An engineering works at Frankfurt, Germany, was the target on this mission, and was led by Major A. Brooks. Owing to 8/10ths to 10/10ths undercast visual bombing was not possible so a PFF run was made. No results were observed and no enemy air opposition was met. On the other hand the flak encountered was moderate to intense in the target area and the Group was tracked by it for about 30 minutes. The Group was the Lead Box of the Wing formation. All the crews returned safely, and were: *EXCEPT ZITKOVIC*

2nd Lt. R.O. Stine and crew.	1st Lt. V.K. Cammack and crew.
1st Lt. W.R. Dawes and crew.	1st Lt. B. Stimson and crew.
2nd Lt. R.P. Walsh and crew.	1st Lt. A.H. Chapman and crew.
2nd Lt. C.E. Wilson and crew.	2nd Lt. F.J. Zitkovic and crew. <i>MIA</i>

Mission 21

Target : Chateauroux

5 February 1944

On the 5th February Captain Leon Stann led the mission to an airfield at Chateauroux, France, the Group putting up 26 aircraft to form the Low Box of the 94th Combat Wing.

For a change the weather at the target was excellent and the Group were able to carry out visual bombing. The Lead Bombardier was Lt. Durward Fesmire, a veteran of numerous missions with the 19th Bombardment Group in the South Pacific. The bombing results were excellent.

No flak was encountered but the clear weather brought up the Luft-waffe, some of the 401st aircraft being attacked, and some of the crews were wounded as a result.

The following crews took part on this mission:

1st Lt. V.K. Cammack and crew.	2nd Lt. C.L. Wilson and crew.
2nd Lt. V.A. Arneson and crew.	2nd Lt. E.S. Weber and crew.
1st Lt. W.R. Dawes and crew.	2nd Lt. R.P. Walsh and crew.

Mission 22

Target : Dijon / Caen

6 February 1944

Colonel Bowman led 27 aircraft on this mission to attack the airfield at Dijon. There was 10/10ths undercast over Dijon so Colonel Bowman searched for an alternative target, eventually locating Caen. Part of the D-Day deception was to stay away from this area, so High Command were not all that pleased to find that the 401st had bombed in this area.

The following crews were on this mission:

2nd Lt. E.G. Owens and crew.	1st Lt. V.K. Cammack and crew.
Capt. J.C. Peck and crew.	2nd Lt. R.O. Stine and crew.
2nd Lt. V.A. Arneson and crew.	1st Lt. S.P. Wilson and crew.

Mission 23

Target : Frankfurt

11 February 1944

Frankfurt, Germany, was again attacked on 11th February, an engineering works being the target. A force of 36 B-17's, the biggest force the 401st had put up, up to that time, was led by Captain D. McCree, the Group flying as the Low Box of the Wing formation.

Because the target was partially overcast the bombing was carried out on a PFF run. Some crews did report that they had caught sight of the target through breaks in the clouds and reported the results of the bombing as good.

Some enemy aircraft were encountered near the target and the flak was described as moderate to meager. No aircraft were lost and the 614th crews on the mission were the following:

1st Lt. B. Stimson and crew.	2nd Lt. E.S. Weber and crew.
1st Lt. S.P. Wilson and crew.	1st Lt. W.R. Dawes and crew.
2nd Lt. R.O. Stine and crew.	1st Lt. V.K. Cammack and crew.
1st Lt. W.R. Smith and crew.	2nd Lt. C.L. Wilson and crew.
2nd Lt. C.S. Ksieniewicz and crew.	

Mission 24

Target : Leipzig

20 February 1944

This was the longest mission the Group had yet flown and the target was Leipzig, Germany. 41 B-17's, led by Colonel H.W. Bowman, and in turn leading the 1st Air Division, attacked factories producing aircraft for the Luftwaffe; the specific target for the 401st being the Me - 109 assembly plant.

For a change the bombing was visual and photographs indicated that the results were excellent.

The Group was attacked by 30 to 50 fighters, the aircraft of Lt. Ed Gardner, 615th Squadron, being shot down in the battle. In the target area moderate flak was also encountered which was good for altitude and deflection - on target in other words.

The nine 614th crews on this mission were:

1st Lt. A.H. Chapman and crew. (Captain D.C. "Hi Ho" Silver as co-pilot)	
1st Lt. W.R. Smith and crew.	1st Lt. S.P. Wilson and crew.
2nd Lt. C.L. Wilson and crew.	1st Lt. W.R. Dawes and crew.
1st Lt. D.V. Kirkhuff and crew.	2nd Lt. R.O. Stine and crew.
1st Lt. R.H. Kaufman and crew.	2nd Lt. E.S. Weber and crew.

Mission 25

Target : Lippstadt

21 February 1944

This attack was on a German airdrome and repair installation at Lippstadt, Germany. the 36 401st aircraft were led by Major E.W. Brown, the Group furnishing the Lead and Low boxes of the Wing formation.

The bombing was to have been done visually, but, on reaching

the target it was found to be overcast. A target of opportunity was quickly selected and bombed and was later identified as Emlichein, Germany. This was near the Dutch - German border.

A few Luftwaffe fighters attacked the formation without result and the flak proved to be meager and inaccurate. The nine crews from the Squadron were:

1st Lt. W.R. Smith and crew.	1st Lt. B. Stimson and crew.
2nd Lt. R.O. Stine and crew.	1st Lt. R.H. Kaufman and crew.
2nd Lt. C.L. Wilson and crew.	2nd Lt. V.A. Arneson and crew.
2nd Lt. E.G. Owens and crew.	1st Lt. D.V. Kirkhuff and crew.
1st Lt. V.K. Cammack and crew.	

Mission 26

Target : Oscherslaben

22 February 1944

A return on this day to the target that was the cause of the greatest of air battles of the war on 11th January, 1944. Believing the target to be Berlin the Luftwaffe had scrambled every available aircraft to attack the 8th Air Force, and for seemingly endless hours the 401st had been under constant attack. Four crews had gone down that day so one can imagine the apprehension among the crews in the briefing room when the target was revealed as Oscherslaben.

The 401st put up 32 aircraft and flew as the Lead Box of the formation, led by Major W.T. Seawell. The aircraft production at Oscherslaben was again the target and bombing results were fair, the target being partly obscured by cloud.

Two aircraft went down on this mission, one from 613th Squadron and the other a 614th crew, Lt. V.A. Arneson. It was his 5th mission.

The five 614th crews on this mission were :

2nd Lt. V.A. Arneson and crew. (M.I.A.)	
1st Lt. S.P. Wilson and crew.	2nd Lt. C.S. Ksieniewicz and crew.
2nd Lt. R.O. Stine and crew.	1st Lt. R.H. Kaufman and crew.

Mission 27

Target : Schweinfurt

24 February 1944

A month before the 401st Bomb Group had arrived in the ETO one of the outstanding missions of WWII had been flown against this target, the great ballbearing plant at Schweinfurt. Despite the highest losses experienced by the 8th Air Force the crews had shown that nothing the Germans could throw at them would turn them back from their target. It was now estimated that the damage inflicted on that mission had been repaired to give it a 75% production output, so it was time for another attack.

Capt. W. C. Garland led a force of 21 401st aircraft on this mission, the Group flying as the Low Box in the 94th Wing formation. The bombing was visually and the observed and photographic evidence indicated a highly successful mission.

The six crews from the Squadron flying on the mission were:

1st Lt. A.H. Chapman and crew. (Capt. W.C. Garland as co-pilot and Group Leader)	
2nd Lt. E.G. Owens and crew.	1st Lt. V.K. Cammack and crew.
1st Lt. W.R. Smith and crew.	1st Lt. W.R. Dawes and crew.
1st Lt. D.V. Kirkhuff and crew.	

Mission 28

Target : Augsburg

25 February 1944

This mission was flown deep into the southwest of Germany and well within view of the Alps. The target was the factory and experimental center of the Messerschmitt industry. The mission Leader was Major W.T. Seawell and the 20 401st aircraft were the Lead Box of the 94th Combat Wing.

The weather on this operation was CAVU, and the crews were within view of the Alps as they turned off the target and headed for home. Bombing was done visually and the photographs and observations gave convincing proof that this was one target that had been well and truly hit.

The two 614th crews on this mission were:

1st Lt. R.H. Kaufman and crew.

2nd Lt. F.L. Shaw and crew.

The following new crews joined the 614th Squadron during February 1944 :

2nd Lt. F.L. Shaw
2nd Lt. W.R. Cole
2nd Lt. A.L. Autrey
2nd Lt. E.W. Englehardt
S/Sgt. R.W. Macomber
Sgt. C.K. Seagren
Sgt. K.K. Terroux
Sgt. J.L. Hurd
Sgt. R.T. Gordon
Sgt. H.E. Kneese

Capt. W.G. Godfry
2nd Lt. H.W. Hammond
2nd Lt. W.F. Ryan
2nd Lt. J.P. Carter
Sgt. R.O. Hurd
Sgt. E.D. Fredrick
Cpl. R.A. Rader
Pvt. G. Sherman
Sgt. D.R. Hartnell
Sgt. A.D. DeGraff

2nd Lt. D.L. Paterson
2nd Lt. G.W. Morse
2nd Lt. H.O. Honeberger
2nd Lt. R.K. Creed
S/Sgt. R.L. Delgiorno
Sgt. W.F. Bemuss
S/Sgt. F.E. Webb
Sgt. S.J. Moore
Sgt. F.C. Bailey
Sgt. G.W. Smith

March 1944

The first operation to Berlin, capital of the German Reich, and the awarding of another DFC to a member of the Squadron, featured in the March history of the 614th.

Among the other outstanding events was the return to the Squadron of three members of the crew which went down with the first Squadron Commander, Major I.W. Eveland, on the Cognac operation on 31st December, 1943.

The DFC was awarded to Lt. Richard C. Fitzgerald for his assistance to Lt. Richard H. Kaufman in bringing their aircraft back from the operation to Emden on 11th December, 1943, during which the other eight members of the crew bailed out on the pilot's orders. The award was the second DFC to go to the Squadron since it became operational, the first

going to Lt. Kaufman for his heroic work on the Emden mission.

March opened with a bang and tremendous operations were launched early in the month, chiefly for the purpose of carrying out General Spaatz' orders to "destroy the Luftwaffe".

The first operation of the month was on 2nd March to Frankfurt, then came "Big B". The first briefing to Berlin took place on 3rd March. Enroute to the target the formation encountered a severe front and turned off, bombing instead the port of Wilhelmshaven. The following day the Group was again briefed on Berlin but another front prevented it from reaching the capital of Germany and Cologne was bombed as a last resort. After a day's rest, Berlin was attempted again and on the 6th of March Berlin was hit hard.

Another's day rest and again on the 8th March the Group returned to Berlin, this time the Group's particular target being the ball bearing works at Erker, 16 miles SE of the city. Lt. D.V. Kirkhuff, with Captain Silver as co-pilot led the 401st Group, which was the High Box in the 94th Combat Wing on this mission, and the bombing results were exceptionally good.

The Squadron suffered another loss on this mission, however, Lt. Dale A. Peterson's crew, one of the recent replacements. He was flying the No. 2 position of the second element of the Lead Squadron and was last seen at 1500 hours at about 6240 W - 1130 E. The aircraft apparently had been hit by flak, dropped back in the formation but held its altitude on three engines. The aircraft, 42-31488, IW-D, then fired red flares and four P-38's were seen to drop back and stay with it. No chutes were seen to come out of the ship and it did not return to base. The crew were reported as Missing In Action.

The Group returned to Berlin again for the third direct attack on 9th March and then on 11th March to Munster. On 13th March there was a return to the rocket site installations at Gorenflos, but, because of cloud cover no bombs were dropped. It was a hard mission, however, because of the accurate flak, and two members of Lt. E.S. Weber's crew were injured. They were S/Sgt. C.H. Schellenburg, tail gunner, who was wounded in the right palm and left elbow, and Lt. C.H. Wirbel, navigator, who received a minor cut over one eye.

Another minor casualty on the Erkner mission was that of Lt. John E. "Jumbo" O'Neal Jr., navigator, a member of Lt. Stimson's crew, who was cut under the eye by plexiglass when a piece of flak went through the nose of his aircraft, 42-97440, IW-A.

The first member of the crew of which Major Eveland was lost, to return to the Squadron was Lt. Daniel H. Goetsch, bombardier. Lt. Goetsch told how the aircraft on the Cognac mission was under attack, how Major Eveland had given the order to "hit the silk", and how he bailed out when the ship righted itself after one wing shot into the sky and how he hid himself and soon fell into the hands of the French Underground Organization soon after he landed. He talked to all Combat Crews of the Group, gave a most interesting presentation, told vividly of his trip over the Pyrennes and his return by air to England from Gibraltar via Africa. When he bailed out the ship was still under enemy attack and one FW190 followed him down but did not shot at him.

On 12th March two other members of the crew, Lt. Homer M.

McDanal, pilot and T/Sgt. Joseph L Kirkner, top turret gunner, returned to the Squadron and told their stories.

Lt. McDanal left the ship before Major Eveland, hid himself in a wooded area the first night and got into the hands of the French Underground on his second day. His experiences in getting out of France were most interesting and his trip over Pyrennes was likewise most difficult. Sgt. Kirkner was on his own for four days before he received help from the Underground but he finally got into Spain and there met Lt. McDanal. Both men finally got to Gibraltar and were flown back to England. Both also talked to the Group's Combat Crews and told their stories in addition to giving tips as to what to do in case of coming down in enemy occupied territory.

While being hidden by the French Lt. McDanal was told that an aircraft believed to be his, had crashed nearby and that three bodies were found in it as well as a ring they thought at that time might have belonged to Major Eveland. It was later reported that five of the crew had been killed in the fighter attack on the aircraft and that one of the others had become a POW.

During the month, via cards from the POW camps and German propagandist broadcasts, the following men were known to have become POW. Lt. John A Barrett, navigator on Lt. Kaufman's crew who bailed out on the Emden mission on 11th December 1943; Captain James M Foster Jr., Squadron Operations Officer. Lt. J.J. Casagrande, Squadron Navigator and Lt. Frank Miller, Assistant Squadron Operations Officer, all of whom went down together on the Oschersleben operation on 11th January 1944.

Mission 29

Target : Frankfurt

2 March 1944

On March 2nd the 401st flew 36 aircraft on a mission to Frankfurt, Germany, with Captain White as the Group Air Commander. The target was an engineering works and the Group flew as the High Box of the 94th Combat Wing.

A 613th Squadron ship piloted by Lt. W.G. Sheahan was lost on the mission after being attacked by enemy fighters. The aircraft was the "SAC HOUND", and as the crew were bailing out its tail broke off and it disintegrated.

Because of the weather - 10/10ths undercast - a PFF run was made on the target. There were no observations or photographs due to the undercast. The seven 614th crews on this mission were:

2nd Lt. E.S. Weber and crew.
1st Lt. W.E. Dawes and crew.
2nd Lt. E.G. Owens Jr., and crew.
1st Lt. D.V. Kirkhuff and crew.

2nd Lt. D.A. Peterson and crew.
2nd Lt. C.L. Wilson and crew.
1st Lt. R.H. Kaufman and crew.

Mission 30

Target : Wilhelmshaven

3 March 1944

The crews were briefed for THE target on 3rd March - Berlin. The actual target was Erkner on the outskirts of the capital, the site of one of the few remaining ball bearing plants in Germany.

The 401st put up 20 aircraft and were led by Captain Carl C.

Hinkle, flying as co-pilot with Lt. A.H. Chapman and his crew. After they had reached the enemy coast the formation was forced to turn south because of the weather and eventually bombed by Pathfinder. The target was believed to have been Wilhelmshaven.

Three crews from the Squadron flew on this mission and were:

1st Lt. A.H. Chapman and crew. (With Capt. Hinkle as co-pilot and mission leader.)

2nd Lt. E.G. Owens Jr. and crew.

1st Lt. W.R. Dawes and crew.

Mission 31

Target : Cologne

4 March 1944

Because the first attempt to bomb the ball bearing works at Erkner had failed on the previous day a second attempt was to be made on the 4th. The mission was led by Lt. Col. A. Brooks and 33 aircraft of the Group furnished the Lead Box of the 94th Wing and the Lead and Low Squadrons of the High Box of the same formation.

On this second attempt the formation encountered a front shortly after arriving in enemy territory that extended up to 25,000 ft. The Division Air Commander gave orders for the formation to search for a target of opportunity and they selected Cologne, bombing it by PFF methods. Moderate flak was encountered at the target but no enemy aircraft were observed. Seven crews from the 614th were:

2nd Lt. E.S. Weber and crew.

1st Lt. A.H. Chapman and crew.

2nd Lt. C.L. Wilson and crew.

2nd Lt. R.O. Stine and crew.

2nd Lt. F.L. Shaw and crew.

1st Lt. B. Stimson and crew.

1st Lt. W.R. Smith and crew.

Mission 32

Target : Berlin/Templin

6 March 1944

For the third time the briefed target was Erkner - and for the third time cloud foiled the 8th Air Force in their attempt to bomb it. But Berlin was found through patchy cloud and the Group bombed Templin. The 24 401st aircraft were led by Lt. Col. E.W. Brown and they made up the Lead Box of the 94th Combat Wing.

The enemy fighter attack, as expected, was heavy and the estimates of the numbers ranged from 60 to 150. The attacks were pressed home persistently and these consisted of as many as 20 enemy aircraft in line abreast coming through the formation. Flak was moderate and some of the crews spotted ground rockets coming up into the formation.

The only loss during this first attack on Berlin was a 615th ship piloted by 2nd Lt. Claude M. Kolb. Four 614th crews took part on this mission; they were :

1st Lt. W.R. Smith and crew.

2nd Lt. R.O. Stine and crew.

1st Lt. D.V. Kirkhuff and crew.

1st Lt. W.R. Dawes and crew.

Mission 33

Target : Erkner

8 March 1944

At last, on 8th March, the target at Erkner was successfully bombed by the 8th Air Force.

22 aircraft of the 401st Bomb Group, led by Major D.E. "Hi Ho" Silver, flew as the High Box of the 94th Combat Wing formation.

The crew observations and strike photographs disclosed that the target had been well hit. The tail gunner in the Lead Ship of the Group reported that he had observed smoke raising from the target area as far as 170 miles away enroute home.

The crews were surprised at the lack of opposition from the Luftwaffe fighters over the capital of Germany. Only about ten attacks from Me109's and Fw190's were reported. The flak over the target, as expected, was good, but elsewhere it was meager and poor.

The six 614th crews flying on the mission were:

2nd Lt. D.A. Peterson and crew.	2nd Lt. R.P. Walsh and crew.
2nd Lt. D.G. Owens Jr., and crew.	1st Lt. B. Stimson and crew.
1st Lt. D.V. Kirkhuff and crew.	2nd Lt. L.S. Bartley and crew.

Mission 34

Target : Berlin

9 March 1944

On this day the Group took part in the first American attack on Berlin proper. The briefed primary target was Oranienburg, about 16 miles NW of the city of Berlin, but it was obscured by cloud and Berlin was the secondary target, and was bombed by PFF methods.

The Group Leader was Lt. Col. E.W. Brown and he led 24 401st aircraft as the Low Box of the 94th Combat Wing.

No observations or photographs could be taken through the 10/10ths clouds so no results were available. On this mission the crews were even more amazed by the total lack of any appearance by the Luftwaffe. Not one fighter was seen over the German capital - but we can take it for granted that the 10/10ths cloud cover had more than a little to do with this. The Luftwaffe were far from being defeated at this stage of the battle over Germany.

The flak at the target area was intense but only fair for altitude and deflection. The 614th crews on this mission were:

1st Lt. C.L. Wilson and crew.	1st Lt. R.O. Stine and crew.
1st Lt. R.P. Walsh and crew.	1st Lt. V.K. Cammack and crew.
1st Lt. E.S. Weber and crew.	

Mission 35

Target : Munster

11 March 1944

The target on this mission was just east of the Ruhr Valley, Munster, and the specific target was the marshalling yards within the city. The mission was led by Lt. Col. Vohees and 20 aircraft from the Group made up the Lead Box of the 94th Combat Wing.

The bombing was done on a PFF run with no observations and no photos so the results were unknown. No enemy fighters were seen and the flak was nil. Six crews from the Squadron took part in this mission; they were :

2nd Lt. C.S. Ksieniewicz and crew.	2nd Lt. F.L. Shaw and crew.
1st Lt. D.V. Kirkhuff and crew.	1st Lt. R.H. Kaufman and crew.
1st Lt. W.R. Smith and crew.	1st Lt. C.L. Wilson and crew.

Mission 36

Target : Gorenflos

13 March 1944

This was a mission to the rocket sites in the Pas de Calais area of Northern France, sometimes called Noball or Crossbow sites. The size of the target demanded a different bombing formation and instead of bombing in wing formation each Group made its own bombing run. The 23 aircraft of the 401st B.G., led by Captain White, was the second of the Wing formation to make a bombing run.

From the weather reports it was expected that a visual run could be made over the target, however, on reaching the target it was found to be obscured by 10/10ths cloud. The Group were therefore unable to bomb the target and returned with the bombs.

No enemy aircraft were encountered but the flak was moderate and was good for altitude and deflection. A 613th aircraft, piloted by Lt. George J Hellmuth, received a direct burst in their No. 3 engine and immediately pulled out of the formation and began to disintegrate. Six chutes were seen to come out of the aircraft. This was Lt. Hellmuth's first mission as 1st pilot. Prior to this mission he had been Lt. Piper's co-pilot and had taken his place when Lt. Piper had been wounded on the Chateauroux mission.

614th crews on this mission were:

1st Lt. E.S. Weber and crew.
1st Lt. S.P. Wilson and crew.

2nd Lt. R.P. Walsh and crew.
2nd Lt. L.S. Bartley and crew.

Mission 37

Target : Augsburg

16 March 1944

The primary target on this mission was the Me-410 experimental airdrome at Lechfeld, Germany, but, as so often happened, the target area was covered with 10/10ths cloud. Augsburg was therefore bombed as an alternative by PFF methods. There were no photos and no observations of the results.

The Group was led by Captain McCree, 20 401st aircraft taking part and flying as the Low Box of the 94th Combat Wing formation. The formation was continuously attacked throughout the mission, mostly by Me-109 fighters and around 20 to 30 of them were seen. The flak was meager to moderate during the mission but was generally poor for altitude and deflection.

The five 614th crews taking part on this mission were:

2nd Lt. F.L. Shaw and crew.
1st Lt. S.P. Wilson and crew.
2nd Lt. L.S. Bartley and crew.

2nd Lt. R.P. Walsh and crew.
1st Lt. D.V. Kirkhuff and crew.

Mission 38

Target : Landesburg Am Lech

18 March 1944

The attack on 18th March was to another German airdrome, Landsberg Am Lech. The mission was led by Captain Carl C. Hinkle, flying as co-pilot with Lt. V.K. Cammack and crew. The twenty 401st aircraft were the High Box of the 94th Combat Wing formation.

The crew observations and the strike photos showed that the bombing was excellent, with hits on the hanger and the buildings on the north side of the airdrome. Besides bombs the 401st were now dropping propaganda leaflets on each mission over the target area.

The Luftwaffe put in an appearance again on this mission and 20 to 30 Me-109's and Me-110's put in continuous and hard pressed attacks on the formation. Some flak was also encountered intermittently throughout the way in and out and although meager, was fairly accurate for altitude and deflection.

The seven 614th crews on the mission were:

1st Lt. V.K. Cammack and crew. (Capt. C.C. Hinkle as co-pilot and Air Commander.)	
1st Lt. E.S. Weber and crew.	1st Lt. C.L. Wilson and crew.
1st Lt. S.P. Wilson and crew.	1st Lt. W.R. Dawes and crew.
1st Lt. R.O. Stine and crew.	2nd Lt. C.S. Ksieniewicz and crew.

Mission 39

Target : Watton

19 March 1944

This was another mission to the V-1 sites in Northern France. At this time the crews were not sure what these sites were to be used for, although rumours of rocket propelled aircraft and projectiles were rife. Eventually 30,000 of these weapons were produced and 20,000 were fired at targets in the U.K., France and Belgium. The sites themselves covered a very small area and were difficult to find, and, as they were bombed, the Germans made them smaller and even more difficult to detect from the air.

Major D.E. Silver led 23 401st aircraft in the 94th Combat Wing formation and was the first one to cross the target. The strike photos and crew observations indicated that the bombing was poor on this occasion.

No enemy fighters were encountered but the flak was continuous from reaching the enemy coast going in and enroute out. Since the Noball sites had first been attacked the Germans had continued to bring in new flak batteries - and it was extremely accurate.

The 614th crews flying this day were:

1st Lt. W.R. Dawes and crew.	1st Lt. E.S. Weber and crew.
2nd Lt. L.S. Bartley and crew.	2nd Lt. F.L. Shaw and crew.
1st Lt. B. Stimson and crew.	

Mission 40

Target : Frankfurt

20 March 1944

Frankfurt had been bombed by the 401st more times than any other target and it was to this target that they returned yet again on the 20th March to bomb the Alfred Teves Works, manufacturing machine parts.

The mission leader was Captain W.C. Garland and the 401st put up 21 aircraft as the Lead Box of the 94th Combat Wing. 30 miles into enemy territory the formation ran into solid undercast and overcast and reached 24,500 feet in trying to get over it. At this altitude there was still a solid undercast and overcast and the order was given to turn back. As a consequence the target was not reached and the bombs were brought back.

The only enemy opposition was some flak at the coast going in but it was not accurate. Despite this a 612th aircraft, piloted by Lt. John A. Dunaway, was posted as Missing In action.

Three 614th crews were on this mission and were:

1st Lt. A.H. Chapman and crew. (Capt. W.C. Garland as co-pilot and Air Commander.)

1st Lt. R.O. Stine and crew.

1st Lt. B. Stimson and crew.

Mission 41

Target : Berlin

22 March 1944

The attacks on and around the Berlin area continued and on 22nd March the assigned target was Oranienburg, just a few miles north of the city. Then, because of 10/10ths cloud over the primary the secondary target, the Friedrichstrasse Railway Station in the heart of Berlin, was bombed by PFF methods. Oranienburg was the Heinkel aircraft assembly plant location. No results were ascertained due to the cloud cover. The 401st also showered Berlin with leaflets.

The mission leader was Captain Leon Stann, the Group putting up 21 aircraft as the High Box of the 94th Wing. No Luftwaffe opposition was met and the flak, although intense, was inaccurate as far as the 401st were concerned. Of the 657 aircraft over the target only 12 failed to return, and one of these, a 96th B.G. aircraft, was hit by bombs from its own Group. A mystery on this day was the fate of a Polebrook aircraft that was never seen again after taking off and failing to join the formation.

The 614th crews flying on this mission were:

2nd Lt. F.L. Shaw and crew.

1st Lt. C.L. Wilson and crew.

1st Lt. D.V. Kirkhuff and crew.

1st Lt. W.R. Dawes and crew.

2nd Lt. L.S. Bartley and crew.

Mission 42

Target : Ahlen

23 March 1944

The Group was briefed to bomb the airdrome at Gutersloh, Germany, but the weather again made this impossible. The 10/10ths cloud forced the formation to search for a target of opportunity and the target bombed was Ahlen, Germany. In the lead of the Group's 20 aircraft, as the 94th Combat Wing's Low Box, was Captain Maupin.

Through breaks in the clouds and from the strike photos it was confirmed that the target, an important rail and industrial center, had been well hit. No enemy aircraft were encountered but some meager and inaccurate flak was met around the region of Hamm.

The six 614th crews on this mission were:

2nd Lt. F.L. Shaw and crew.

2nd Lt. L.S. Bartley and crew.

1st Lt. S.P. Wilson and crew.

1st Lt. E.G. Owens Jr. and crew.

1st Lt. R.O. Stine and crew.

1st Lt. C.L. Wilson and crew.

Mission 43

Target : Schweinfurt

24 March 1944

On 14th October 1943 229 aircraft of the 8th Air Force attacked the ball bearing plant at Schweinfurt and 60 of them were shot down. This was the Group's second visit to Schweinfurt but the stories of the October mission must have been brought to everyone's mind when the curtain rolled away to reveal the mission on that March morning.

Disaster had already touched the 401st that morning. The PFF aircraft that was to lead the mission that morning was based at Chelveston and was crewed by members of the 401st. Lt. W.D. Sellers and his crew had been transferred to PFF aircraft and were attached to the 305th B.G. at

Chelveston for the servicing of the aircraft radar. They took off early that morning with their ground crew chief to fly to Deenethorpe but failed to become airborne. The aircraft crashed through a barrack block killing eight of the ground staff and then crashed into a cottage on the edge of the field killing two children. All aboard the aircraft also died. A total of 21 people had been killed in this tragic accident.

Twentyone 401st aircraft took part in the mission to Schweinfurt with Major Brown as the mission leader. The Group flew as the Lead Box of the 94th Combat Wing.

The formation found solid undercast over the target so PFF methods were used to bomb the target, and it was believed that 60 out of the 230 aircraft sent to attack Schweinfurt found and bombed it. There were no sightings of enemy aircraft and the flak was poor. All 401st aircraft returned safely to base and only three B-17's were lost to the 1st Bomb Division out of the 230 dispatched.

614th crews on the mission were:

1st Lt. W.R. Smith and crew.	1st Lt. D.V. Kirkhuff and crew.
1st Lt. B. Stimson and crew.	1st Lt. E.G. Owens Jr., and crew.
1st Lt. R.O. Stine and crew.	1st Lt. W.R. Dawes and crew.

Mission 44

Target : Watton

26 March 1944

The 8th Air Force sent 573 aircraft to attack 16 rocket sites in Northern France on 26th March, the 401st providing twentyone aircraft under the command of Captain Carl C. Hinkle to attack Watton. The 401st made up the High Box of the Wing formation.

From crew observations and strike photos it was found that the bombing was fair with a fairly good pattern just to the right of the MPI. The crews described the flak as moderate but extremely accurate, and as it caused damage to 236 aircraft out of a total of 500 over the targets this can be taken as an accurate description. No enemy aircraft were seen.

Two 614th crews took part and were:

1st Lt. D.V. Kirkhuff and crew. (Capt. C.C. Hinkle as co-pilot and Air Commander.)
1st Lt. W.R. Smith and crew.

Mission 45

Target : Tours

27 March 1944

This was an attack on the airfield at Tours, France, which was part of a general attack by the 8th Air Force on Luftwaffe airfields in France. Major D.E. Silver was the Group Air Commander of the 40 aircraft from the 401st taking part in this mission, eight of them coming from the 614th Squadron. The Group made up the Low and High Box of the 94th Wing.

The bombing was described as fair because the bombs of one Box fell short and the result of the other one was only fair.

The Group reported seeing four enemy fighters of the single engine type. Flak was meager to moderate and was fairly accurate, but all the aircraft returned safely to base. 31 aircrew members were killed by flak in the 701 B-17's and B-24's over the targets.

614th crews on the mission were:

1st Lt. R.O. Stine and crew.	1st Lt. V.K. Cammack and crew.
1st Lt. W.R. Smith and crew.	2nd Lt. F.L. Shaw and crew.
2nd Lt. C.S. Ksieniewicz and crew.	1st Lt. D.V. Kirkhuff and crew.
1st Lt. W.R. Dawes and crew.	1st Lt. B. Stimson and crew.

Mission 46

Target : Brunswick

29 March 1944

The 1st Bomb Division went out on their own to Germany on 29th March attacking the secondary target at Brunswick. The plants under attack were producing aircraft component parts. The 401st put up 21 aircraft as the Lead Box of the 94th Wing with Major W.T. Seawell as the Air Commander.

The primary was 10/10ths overcast so an attack was made by PFF methods on Brunswick, so there was no visible evidence of bomb damage.

A few enemy aircraft were observed at a distance but none came in to attack the formation that the 401st was part of. The flak was meager to moderate and although all the Group's aircraft returned without injury to the crews one 401st ship was salvaged through battle damage.

The 614th crews taking part in this mission were:

2nd Lt. C.S. Ksieniewicz and crew.	2nd Lt. R.P. Walsh and crew.
1st Lt. W.R. Dawes and crew.	1st Lt. B. Stimson and crew.
1st Lt. D.V. Kirkhuff and crew.	

April 1944

April started quietly in the 614th Squadron and 401st Group. On April 1st all Officers held a Stag Party at the Officers Club, the first anniversary of the founding of the Group. According to reports there was a delightful dinner and program and Brig. General Robert Williams, Commanding General of the 1st Division, was a guest. Unfortunately someone pinched the General's hat when the party was over.

The weather at this time was so bad that there was a standdown for 12 days in a row. Little did anyone know at that time that the most disastrous days in the history of the Squadron were imminent --- days when the Squadron's enviable record of low losses and casualties would be shattered --- days when the Squadron were to take the heaviest losses in its combat history, and when many of the old and original crews were to go down, in many cases to their deaths.

Major I.W. Eveland, who had been appointed Assistant A-3 of the 94th Wing, returned to Deenethorpe for several days to give lectures to the Combat Crews, telling in detail of his experience.

Finally the weather broke and operations were resumed with the longest mission up to that date --- to Marienburg, far along the Baltic, near Danzig.

The target, the fighter aircraft assembly plant and airfield east of the city, was demolished but enroute back over the Baltic Sea the first of our old crews --- that of Lt. William R. Dawes --- was attacked. Suddenly, from out of the sun, and before anyone could line their sights on

them, several FW190's came at the formation, line abreast, from 12 o'clock high. The nose of 42-38162, IW-R, was blown off, the aircraft turned on its back and crashed into the sea in an inverted position, several miles from the shore. Although 3 to 5 chutes were reported seen, those who last saw Lt. Dawes' ship reported that the chances of survival for other members of the crew would only be fair at the best. In fact there were no survivors and only the body of the co-pilot was ever found, the names of the rest of the crew being inscribed on the Wall of the Missing at Cambridge's Maddingley Cemetery.

The crew were nearing the end of their tour and was being rushed to the finishing line --- only to be a victim of the Jerries just as thoughts of returning home again seemed brightest.

The following day the Group went out on a mission to an airport near Brussels, with good results, and then on the 11th April the Squadron came to the day in which their losses were the greatest of any single day since they had become operational.

The mission was to the FW190 assembly plant at Sorau, south-east of Berlin. The primary target was obscured by clouds so the secondary, the large synthetic oil refinery at Politz just north of Stettin, was attacked.

Enroute to the target terrific flak was encountered north of Hannover. Captain Chapman with Colonel Brooks as co-pilot led the mission. Deputy lead was Captain Kirkhuff with Major Hinkle. They were shot up so badly they were forced to leave the formation and return home alone.

The formation went in at 15,000 feet and during the flak barrage north of Hannover, three aircraft were lost. They were 42-39820, IW-J, Lt. Samuel P. Wilson, another of the original crews nearing the end of their tour; 42-39847, IW-G, (the famous BATTLIN' BETTY) with Lt. Francis L. Shaw and 42-39881, IW-F, with Lt. Robert O. Stine. Lt. Stimson had a difficult time and one of his gunners, Cpl. Paul J. Amos, a new man, was badly wounded by a piece of flak in his thigh. A flak fragment ripped the right sleeve of Lt. Stimson's jacket and Sgt. Alfred LaSage, tail gunner, had his flak helmet creased by a piece of flak. He didn't realise he was hit, however, until he looked up and saw a hole behind and in front of him.

Lt. Stine's crew was believed to have had the most difficult time. His No. 3 engine was hit by flak, the aircraft left the formation and seemed to be under control. Suddenly it caught fire and exploded almost immediately. One or two chutes were reported seen but their chances of survival was reported as exceptionally poor. Their post-war Missing In Action report explained what happened. Only Lt. W.P. Empric and S/Sgt. G. Prager survived and both were badly injured. Lt. Empric, the navigator, turned in his seat when they had been hit and looked back at the pilots position to see what was happening. The aircraft was a mass of flames from the pilots position rearwards and Lt. Empric hastily put on his chute in readiness to bail out. Before he could do so the plane blew up and he fell clear. Sgt. Prager, immediately after the flak burst, found himself completely enveloped in flames, and, although badly burned, managed to bail out. Both of them spent some time in the Hockemack Hospital outside Frankfurt recovering from their injuries.

Lt. Wilson's ship was last seen at 1064 hrs when his No. 2 engine was hit by flak. He pulled out of the formation, bombs were salvoed and when last seen the ship was rapidly losing altitude but apparently under control. The damaged engine was feathered.

Their post-war Missing In Action report makes very interesting reading, and they obviously gave the Germans a lot of trouble before and after their capture. They all bailed out safely and evaded capture for a long time considering they were in a heavily populated area of Germany. Some managed to evade capture for ten days. Their Luftwaffe interrogators also found them difficult and on their papers the Germans wrote - "Refuses to give information."

Lt. Shaw's ship was last seen, under control, at about 1055 hrs. Their No. 3 engine was hit by flak and was on fire. The aircraft turned back, under control, and the crew bailed out and the ship was then attacked by ME109's. One observing aircraft reported that only six chutes were seen to come out and the ship exploded. In fact all the crew managed to bail out safely and became POW's.

Another feature of the day was the completion of his tour of 30 missions by T/Sgt. Harold Cook of Captain Kirkhuff's crew. He was the first of the original 401st Bomb Group members to finish his tour and was then assigned to the 384th Bomb Group at Grafton Underwood (about 8 miles from Deenethorpe) as a gunnery instructor.

The next loss, another of the original crews, occurred during the Schweinfurt operation of 13th April, 1944. This time it was Lt. Boudinot Stimson. About ten minutes past the target, the same ball-bearing works, Lt. Stimson, who was piloting 42-97464, IW-D, was attacked by 14 ME109's and FW190's. The right wing became enveloped in flames, Lt. Stimson peeled off, flew parallel to the formation at about 15,000 feet and the crew bailed out. Ten chutes were seen to come from the ship, which partly went into a spin and exploded.

Other aircraft also had a difficult time during the intense attacks. During one of them, T/Sgt. Carl D. Anderson, radio operator on Lt. C.L. Wilson's crew, received a 20 mm shell through his right leg. Despite his injury Sgt. Anderson refused to leave his radio. The leg was shattered so badly that it was later amputated at the 303rd Station Hospital.

After the injury Lt. Francis M. Fogerty, bombardier, left his post after bombs away and applied a tourniquet to Sgt. Anderson's leg. During this time Lt. John K. Connery, navigator, took over the nose guns and continued firing at attacking aircraft in a manner which resulted in his submission of two claims. Despite the fact that the aircraft was badly shot up and had no brakes, it was landed perfectly by Lt. Wilson on his return to base.

Lt. Walsh's crew had difficulty in getting rid of its bombs and the pilot, on returning to base, highly commended Lt. Guy R. Porter for bravery shown while assisting in getting out the bombs which stuck in the rack. Then, while using a walk-around bottle which slipped out of his hands and fell to earth, he cranked the bomb-bay door shut.

Other injuries during the mission included Pvt. Martin Bellford, left waist gunner on Lt. Owens' crew, who was hit in the leg by a 20 mm shell but who remained at his guns and S/Sgt. Earl E. Koehler, right waist gunner on Lt. Kirkhuff's crew, who was hit in the face and on both hands by flak fragments. This was the second time that Sgt. Koehler had been injured and he received the Purple Heart when flak hit him in the back on a mission several months previously. As a result of Pvt. Bellford's bravery he was recommended for an award by Lt. Owens.

The loss of Lt. Stimson had left the Squadron with only three of the original nine crews brought to Deenethorpe. The three remaining crews

were those of Captain Chapman, Captain Cammack and Captain Kirkhuff. Of the eight crews that stayed at Polebrook only that of Lt. Newburg was lost.

Lt. Charles S. Ksieniewicz and crew were lost on the mission to the airdrome at Bois Coquerel, France on 20th April, 1944. The aircraft was 42-97448, IW-H, and was hit in the right wing tip by flak and the wing caught fire. The aircraft then dropped out of formation and went into a steep dive, the pilot's efforts apparently, to put out the fire. Some reports said that the ship went into a spin, others said it exploded. The number of chutes reported seen varied from one to six.

Missions

Mission 47

Target : Marienburg

9 April 1944

The 401st put up 21 aircraft, under the command of Captain Goodman, to form the High Box of the 94th "B" Combat Wing on this mission. The target was the airfield and fighter assembly plant at Marienburg, located $3\frac{1}{4}$ miles east of the city.

For a change the weather over Germany was clear with a slight ground haze at the target itself. The bombing results were excellent as the strike photographs indicated. Lt. William R. Dawes and his crew crashed into the sea after the target had been bombed with the loss of the entire crew killed. A 615th crew, piloted by Lt. G. Byrd, were badly damaged but managed to reach Sweden - the first 401st crew to land there.

The 614th crews on the mission were:

1st Lt. W.R. Dawes and crew.
2nd Lt. F.L. Shaw and crew.
1st Lt. S.P. Wilson and crew.

2nd Lt. R.P. Walsh and crew.
1st Lt. B. Stimson and crew.

Mission 48

Target : Brussels

10 April 1944

The following three crews were filling in as spares -- no plane aborted so they returned to base:

1st Lt. D.V. Kirkhuff and crew.
2nd Lt. L.S. Bartley and crew.

1st Lt. R.O. Stine and crew.

Mission 49

Target : Politz/ Sorau

11 April 1944

The 401st sent 32 aircraft to the FW190 assembly plant one mile north of the town of Politz, Germany on 11th April, 1944. The mission was led by Major Jere Maupin and was part of the 917 four engined bombers sent by the 8th Air Force to attack German aircraft targets on this day. They were escorted by 819 fighters.

The primary target was obscured by cloud. The Lead Box bombed through a break in the clouds after passing over Stettin. The target was chosen as it was in the immediate vicinity of Politz, NE of Stettin. The Bombardier leading the Wing synchronised on what appeared to be an industrial installation or storage plant which appeared momentarily through a break in the clouds. The photos did not disclose strikes due to cloud coverage, but crews observed explosions and reported dense clouds of black smoke billowing to 10,000 feet in a very short time, resembling the smoke

from burning oil or gas storage.

The 614th crews were:

1st Lt. S.P. Wilson and crew.	2nd Lt. F.L. Shaw and crew.
1st Lt. R.O. Stine and crew.	1st Lt. R.P. Walsh and crew.
1st Lt. B. Stimson and crew.	1st Lt. D.V. Kirkhuff and crew.
Capt. A.H. Chapman and crew.	1st Lt. W.R. Smith Jr., and crew.
2nd Lt. L.S. Bartley and crew.	

Mission 50

Target : Schweinfurt

13 April 1944

This was another attack on the ball bearing production plants at Schweinfurt and the Germans defended the target very firmly. 154 B-17's attacked Schweinfurt from the 1st Air Division, and of these 14 were shot down and 128 were damaged.

Major D.E. Silver led 21 401st aircraft as the Low Box of the 94th Combat Wing, and two 401st Ships went down, one being the aircraft piloted by Lt. B. Stimson of the 614th Squadron, one of the original members. Enemy fighter opposition was aggressive and persistent with as many as 150 to 200 of them being encountered throughout the mission. Attacks were made from all clock directions with some of them pressing home their attack at 75 yards.

Clouds over the target made observations impossible so the results were unknown. The 614th crews on this mission were:

2nd Lt. R.P. Walsh and crew.	1st Lt. C.L. Wilson and crew.
1st Lt. E.G. Owens Jr. and crew.	1st Lt. D.V. Kirkhuff and crew.

Mission 51

Target : Wittenberg.

18 April 1944

Because of a very heavy strato-cumulus formation over the target - Oranienburg - the Group bombed the Kurmarkische-Zellewelle Viscose Fibre factory at Wittenberge, Germany. The strike photos disclosed that the Group bombing was excellent.

The Group put up 21 aircraft as the High Box of the 94th Combat Wing with Lt. Locher as Group Leader. Lt. Locher had taken over the lead position when the lead aircraft had had to abort due to mechanical problems. It was later learned that the target had been declared a plus 1 priority target by the Board of Economic Warfare and the credit for the selection of the target goes to Lt. Brown, Lt Locher's bombardier.

The 614th crews were:

2nd Lt. C.S. Ksieniewicz and crew.	1st Lt. C.L. Wilson and crew.
1st Lt. W.R. Smith and crew.	2nd Lt. R.P. Walsh and crew.

Mission 52

Target : Kassel

19 April 1944

The Group put up the Lead Box and one Squadron of the High Composite Box in the 94th C.B.W. which led the 1st Division. Col. H.W. Bowman led the 401st on this mission to attack an aircraft factory at Kassel.

No bomb sight was carried by the Squadron flying in the Composite Box, which carried incendiary bombs, and no interpretation of strike photos by the Squadron were available; however, crews reported excellent results, stating that a good concentration was obtained on the factory area.

There was no enemy air opposition but the flak was described as intense and accurate at the target area. Of the 270 aircraft over the target that day 5 went missing in action and 119 were damaged by flak.

The following 614th crews participated :

1st Lt. W.R. Smith and crew.	2nd Lt. R.P. Walsh and crew.
1st Lt. D.V. Kirkhuff and crew.	1st Lt. C.L. Wilson and crew.

<u>Mission 53</u>	<u>Target : Bois Coquerel</u>	<u>20 April 1944</u>
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This was another mission to the V-weapon sites in the Pas de Calais area in Northern France. The mission was jointly led by Captain W. C. Garland and Captain L. Stann, and 28 aircraft set off from Deenethorpe to attack these most difficult of targets.

Flak in the target area proved to be both intense and accurate and because of ground haze all formations made more than one run over the target. Two 401st ships went down over the target, victims of the very heavy flak, one being Lt. C.S. Ksieniewicz and his crew. The bombing results reported by the crews indicated fairly accurate bombing.

An indication of the accuracy of the flak over these Noball sites is that of the 570 aircraft over the target that day 9 were shot down and 345 were battle damaged.

614th crews on this mission were:

2nd Lt. C.S. Ksieniewicz and crew.	2nd Lt. L.S. Bartley and crew.
1st Lt. V.K. Cammack and crew.	1st Lt. C.L. Wilson and crew.
1st Lt. W.R. Smith and crew.	

<u>Mission 54</u>	<u>Target : Hamm</u>	<u>22 April 1944</u>
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This was a general attack by the 8th Air Force on the marshalling yards at Hamm, Germany. 803 bombers and 859 escorting fighters were despatched, Captain McCree leading 21 401st aircraft as the Low Box of the 94th C.B.W.

Bombing results reported as fair to good by crews. Smoke covered the entire area and a sheet of flame approximately a thousand feet in height was observed slightly NE of the MPI. The fire was still burning when last observed with heavy black smoke seeming to indicate an oil fire.

It was dark when the bombers got back to England, and, unknown to them, German fighters had infiltrated the stream. As a result 14 bombers were either shot down or collided with each other causing many casualties among the crews. There were no 401st victims from this surprise attack.

The four 614th crews on this mission were:

1st Lt. E.G. Owens and crew.	2nd Lt. L.S. Bartley and crew.
1st Lt. R.P. Walsh and crew.	1st Lt. C.L. Wilson and crew.

<u>Mission 55</u>	<u>Target : Erding</u>	<u>24 April 1944</u>
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Major Seawell led 21 aircraft of the 401st on this mission to the German Air Force park and airdrome at Erding, Germany. The Group were the High Box of the 94th Combat Bomb Wing.

Crews observed that a majority of the incendiary bombs which

were dropped by the Group, hit over the MPI; however, hits were observed on the MPI, on buildings on the east side of the target, starting some fires. G.P. bombs dropped by the Low Group in the 94th Wing were observed to strike west of the target area.

Although there was no flak over the target, meager to moderate flak, fair for accuracy, was experienced throughout the operation. Around 40 enemy aircraft were seen and some attacks were made on the Low Squadron of the Group formation.

614th crews flying this mission were:

1st Lt. R.P. Walsh and crew.	1st Lt. C.L. Wilson and crew.
1st Lt. W.R. Smith and crew.	1st Lt. E.G. Owens and crew.
2nd Lt. L.S. Bartley and crew.	

Mission 56

Target : Nancy/Essey

25 April 1944

This attack was on an enemy airdrome and flying school at Nancy, France. The 21 aircraft from the 612th, 613th and 615th Squadrons were led by Colonel Vohees and made up the Lead Box of the 94th CBW.

The Squadron sent three crews -- Lt.'s Smith, Bartley and Wilson -- on this mission, all three filling in as "spares". However, no plane in the original formation aborted, so the three "spares" turned back and were listed as "returned early".

The Group did not drop bombs on this mission due to 9/10th's overcast.

Mission 57

Target : Brunswick

26 April 1944

The 21 aircraft from the 401st B.G. were led by Major Maupin on this mission to Brunswick, making up the Low Box of the 94th CBW. Owing to 10/10th cloud at the target the formation made a PFF run over the secondary target and bombed the Brunswick industrial area.

Of the 165 aircraft of the 1st Division over the target 65 received battle damage; 9 crew members were also killed as a result of the flak.

The 614th crews flying to Brunswick were:

2nd Lt. R.L. Fisette and crew.	1st Lt. R.H. Kaufman and crew.
2nd Lt. C.A. Lincoln and crew.	2nd Lt. J.R. Kenney and crew.

Mission 58

Target : Le Grismont

27 April 1944

This was an historic day for the Group and the Squadron in that two missions were flown. Not only that - the six crews that flew the morning mission took off again at approximately 1600 hours to fly their second mission of the day. Twenty aircraft took off on this first mission of the day with Captain McCree in the lead aircraft, making up the High Box of the Wing formation.

The 8th Air Force went after 25 V-weapon sites that morning but the ground haze caused problems of identification and not all of them were found. The 401st bombed from 22,000 feet and the crews reported that most of their bombs fell into the wood in which their target was situated. They were in no doubt that the MPI had been hit. There was no flak and no enemy fighters were seen.

The six 614th crews on the mission were:

2nd Lt. J.R. Kenney and crew.	2nd Lt. L.S. Bartley and crew.
2nd Lt. R.L. Fisette and crew.	2nd Lt. J.W. Singleton and crew.
1st Lt. R.H. Kaufman and crew.	2nd Lt. C.A. Lincoln and crew.

Mission 59

Target : Nancy/Essey

27 April 1944

Later the same day the Group put up another 20 aircraft as the Low Box of the 94th CBW formation with Major Carl Hinkle as Group Leader. This time the target was the Luftwaffe airbase at Nancy, France.

Crews reported that the target area had been hit by the formation ahead of the 94th Wing. Incendiary bombs carried by the 401st were observed to strike the MPI, and buildings in the vicinity of the MPI were blanketed, and excellent patterns were obtained. Fires were burning after the formation had started home.

No enemy aircraft were observed throughout the mission and meager to moderate flak was observed but not encountered.

The 614th crews were:

2nd Lt. R.L. Fisette and crew.	1st Lt. R.H. Kaufman and crew.
2nd Lt. J.H. Singleton and crew.	2nd Lt. L.S. Bartley and crew.
2nd Lt. C.A. Lincoln and crew.	2nd Lt. J.R. Kenney and crew.
Capt. V.K. Cammack and crew.	

Mission 60

Target : Berlin

29 April 1944

Lt. J. Reigler led the twenty-one 401st aircraft on this mission to Berlin as the Lead Box of the 94th CBW.

Because of cloud cover over the German capital, bombing was done by PFF means. Through breaks in the clouds crews were able to observe bomb strikes on buildings in the centre of the city.

Although no enemy fighters were seen the flak was extremely accurate, knocking down three 401st ships, including the only 614th ship on the mission that day. The strength of the flak over the capital can be gauged by the fact that out of 618 over the target 63 were shot down and 432 damaged by flak. Eighteen men in the returning aircraft were killed and 38 wounded.

The 614th crew on this mission was :

2nd Lt. J.H. Singleton and crew. (MIA)

Mission 61

Target : Lyon/Bron

30 April 1944

The 401st supplied 21 aircraft, led by Major Garland and Capt. McCree, to form the Low Box of the 94th Combat Wing to attack the airfield at Lyon/Bron, France on 30th April 1944.

Cloud coverage enroute to the target was about 3/10ths to 7/10ths up to an altitude of 30,000 feet. As the formation reached the target the weather cleared to approximately 1/10ths so the bombing was done visually. Strike photos showed that 95% of the bombs were within the 2,000 foot circle of the assigned MPI. 60% struck within 1,000 feet and 18% struck within 500 feet of the assigned MPI. An extremely large concentration was

observed to have hit squarely on the assigned MPI.

The 614th crews on this mission were :

2nd Lt. R.L. Fisette and crew.
Capt. V.K. Cammack and crew.
1st Lt. W.R. Smith and crew.

2nd Lt. J.R. Kenney and crew.
1st Lt. C.L. Wilson and crew.
2nd Lt. C.A. Lincoln and crew.

The following new crews were assigned to the 614th Squadron during April, 1944 :

2nd Lt. C.A. Lincoln
2nd Lt. J.H. Myers
2nd Lt. S.J. Danilavez
S/Sgt. O.M. Johnson
S/Sgt. R.C. Bredelis
Sgt. C.R. Steitz
Sgt. J.F. Calssick Jr.
Sgt. R.C. Moll
Sgt. D.J. Haley Jr.

2nd Lt. R.L. Fisette
2nd Lt. C.F. Thompson
2nd Lt. W.P. Fulgin
S/Sgt. E. Crites
T/Sgt. H.C. Garlin
Sgt. L.M. Tollefson
Sgt. D.L. Wright
Sgt. A.D. Long
Sgt. A.W. Mack

2nd Lt. G.L. Lafavor
2nd Lt. W.H. Helm
2nd Lt. J.R. Holwell
2nd Lt. D.L. Anderson
Sgt. C.K. Fidler
Sgt. B.B. Berg
Sgt. L. Stanford
Sgt. W.L. Carpenter
S/Sgt. G.L. Kuckemeyer Jr.
Cpl. R.E. Billyeu

2nd Lt. A.L. Kilmer **
2nd Lt. J.M. Hunter
2nd Lt. W.C. Griggs Jr.
2nd Lt. E.K. Fowler
S/Sgt. R.L. Brooks
S/Sgt. D.F. Deitsch
Sgt. E.M. Gormley
Sgt. A.A. Mannisi
Sgt. R.G. Hicks
Sgt. J.S. Alexander

1st Lt. J.F. Risher
2nd Lt. J.L. Refenning
2nd Lt. F.W. Ricks
2nd Lt. V.E. Brown
S/Sgt. W.M. Mussetter
Sgt. R.H. Ockerman
Sgt. H.R. Baker
Sgt. J.J. Baker
S/Sgt. J.F. Miller Jr.
Sgt. R.M. Croce

2nd Lt. F.M. Taylor
2nd Lt. W.A. Roeske
2nd Lt. J. Griset
2nd Lt. V.B. Coyne
S/Sgt. E.G. Stuebing
S/Sgt. H.L. Sullivan
Sgt. K.E. Ellswarth
Sgt. G.L. Leiferman
Pvt. H.H. Dehart
Sgt. C.N. Dondeville

1st Lt. J.A. Gruman
2nd Lt. L.T. Melton
2nd Lt. R.J. Andrews
S/Sgt. K.M. Jacobson
S/Sgt. E.M. Snyder
Sgt. W.W. Harwell
Sgt. R.R. Ruhmann
Sgt. D.H. Campbell
Sgt. H.H. Shanks

SPARES

2nd Lt. L.S. Jaffe
2nd Lt. W.C. Bright
S/Sgt. O.W. Modling
T/Sgt. A. Garan Jr.

** Crew missing in action.

May 1944

The trip from Berlin to Deenethorpe at an average altitude of 100 feet by Lt. Fred M. Taylor and crew on 8th May was one of the most skilled and courageous feats of the Squadron's pilots and features in the May history of the 614th.

It was the second mission for this new crew --- it's first being to Berlin --- and it was a rough one. Immediately after "bombs away" the aircraft was hit by flak and the No. 2 engine was knocked out. The propellor began to windmill, causing the ship to vibrate so violently that it was almost impossible to hold it under control.

Lt. Taylor left the formation and was immediately attacked by enemy fighters. Employing effective evasion action, Lt. Taylor eluded the fighters until friendly fighters drove them off. Flak then became intense and he went into scattered clouds at 16,000 feet. It continued to be so accurate, however, that he decided to fly directly home at tree-top height.

Flak areas, towns and villages and other military installations were avoided as much as possible. The crew was constantly shot at by ground guns, mostly automatic weapons, and the ships gunners strafed ground positions and the new flak towers most of the way back. The aircraft, 42-102394, IW-C, DOWN 'N' GO, was finally brought to a safe landing at RAF Woodbridge on the English Coast, near Ipswich.

The crew brought back many important observations which were forwarded to higher headquarters, and told unusual stories of Germans shooting at them, even with pistols, as they hedge-hopped out of the Continent. Just as the ship reached the Channel, however, it was picked up by an escort and came over the Channel at 800 feet.

The aircraft received the following damage:- control cables to the elevator trim tabs shot away, No. 2 engine out and other engines damaged from being operated at maximum power; severe damage to the main spar in the right wing interpanel; a large flak hole in the outerpanel; damaged elevators; No. 1 engine inter-cooler and oil tank punctured; 200 machine-gun holes in the vertical stabiliser and numerous holes throughout the fuselage.

At the end of April 1944 there was an important policy change by the orders of General Doolittle. This concerned the "spares" that took off at the start of a mission to fill in for aborts. On 29th April he announced that in future all aircraft taking off would take part in the mission. He considered all the effort in preparing an aircraft for a mission and then have it return to base very wasteful.

During May, 1944 a list of prisoners of war was issued; they were:

2nd Lt. John A. Barrett.	Sgt. Donald H. Carlson.
2nd Lt. Lucas H. Sprinker.	Capt. James H. Foster.
1st Lt. Frank C. Miller.	1st Lt. Joe C. Casagrande.
1st Lt. Thomas L. Cameron.	T/Sgt. Tory L. Campbell.
T/Sgt. Joseph Nehalschick.	S/Sgt. Harold C. Brown.
S/Sgt. Walter Hatherway.	S/Sgt. William J. Orphan.
2nd Lt. Vernon A. Arneson.	2nd Lt. Jerome E. Klemburg.
2nd Lt. John H. Dean.	Sgt. Clennie C. Schultz.
S/Sgt. Frederick E. Webb.	Sgt. Edward Tramkitsky.
2nd Lt. Dale A. Paterson.	2nd Lt. George G. Morse.
Sgt. Robert Delgerone.	Sgt. Arthur E. Newell Jr.
Sgt. Joseph G. Jay.	Sgt. Howard S. Kneese.

Sgt. Robert J. Reasoner.
Sgt. Morton Armsberg.
Sgt. Adrian L. Shutes.
S/Sgt. Richard C. Schmidt.

Sgt. Francis G. Kelly.
Sgt. Harold W. Sanders.
2nd Lt. George J. Gilmore.

In an exchange of crews the following crew joined the 614th Squadron from the 15th Air Force in Italy. They had flown 30 missions, however, because of the difference in operations in the two theatres they were credited with 15 missions in the ETO. :-

2nd Lt. J.F. Lipka
2nd Lt. J.H. Faulkner
2nd Lt. J.A. Anderson
2nd Lt. R.L. Percival
S/Sgt. J.J. Sugrue
S/Sgt. J.W. Gilbert
Sgt. V.H. Sanders
S/Sgt. F. Jennings Jr.
Sgt. P.C. Nolin
Sgt. C.M. Rowley

Missions

Mission 62

Target : Siracourt

1 May 1944

20 aircraft were put up on this mission to the French rocket coast with Major L. Stann as the Group Leader. The Group flew as the High Box of the 94th CBW.

When the formation reached the target it was found to be completely covered with cloud, and, as the S.O.P. for operations over France stated that the target must be positively identified before being bombed, the bombs were brought back to Deenethorpe. Meager flak was encountered which was also fairly accurate, but no aircraft were lost.

The 614th sent six crews on this operation; they were:

1st Lt. R.P. Walsh and crew.	2nd Lt. G.L. LaFevor and crew.
2nd Lt. L.S. Bartley and crew.	2nd Lt. A.L. Kilmer and crew.
2nd Lt. J.R. Kenney and crew.	2nd Lt. C.A. Lincoln and crew.

Mission 63

Target : Bergen/Alkmaar

4 May 1944

The primary targets for this mission were Berlin, Brunswick and targets in Central Germany but cloud forced the 2nd Air Division to abort the mission. The 1st Air Division, with 35 aircraft under the command of Major Seawell representing the 401st effort as the 94th "A" CBW, found the Luftwaffe base at Bergen/Alkmaar and bombed it. The strike photos and observations disclosed that direct hits were made on hangers by some 1,000 lb G.P. bombs on the northern side of the airfield.

The only enemy opposition was some meager, inaccurate flak at the coast.

Nine 614th crews took part in this mission and were:

1st Lt. R.E. Kaufman and crew.	1st Lt. R.P. Walsh and crew.
Capt. A.H. Chapman and crew.	2nd Lt. R.L. Fisette and crew.
1st Lt. C.L. Wilson and crew.	2nd Lt. A.L. Kilmer and crew.
2nd Lt. C.A. Lincoln and crew.	2nd Lt. G.L. LaFevor and crew.
2nd Lt. L.S. Bartley and crew.	

Mission 64

Target : Berlin

7 May 1944

Major White led 39 401st aircraft on this mission to Berlin, making up two boxes in the 94th Combat Wing. The specific MPI for the 401st on this day was the Friedrichstrasse Underground Station but, because of weather conditions a PFF run was made over the target.

Flak varied along the route for accuracy and intensity and a 612th ship went missing for reasons unknown; but most probably flak. This was also the start of very heavy losses by the Group during the month, another thirteen ships going down by the 30th May.

The eight 614th Crews on this mission were:

2nd Lt. A.L. Kilmer and crew.	2nd Lt. F.M. Taylor and crew.
2nd Lt. J.R. Kenney and crew.	Capt. A.H. Chapman and crew.
1st Lt. J.F. Risher and crew.	1st Lt. W.R. Smith and crew.
1st Lt. C.L. Wilson and crew.	1st Lt. L.S. Bartley and crew.

Mission 65

Target : Berlin

8 May 1944

The Group put up 29 aircraft to form the Low Box and the High Squadron in the High Box of the 94th "A" Combat Wing.

Because of solid undercast, bombing was done by means of PFF. Results were therefore unobserved. The flak over Berlin was moderate and of the 742 over the target 36 were shot down. A 613th ship, piloted by Lt. J.D. Lenkeit, received a direct hit by flak just behind the ball turret and the plane broke in two, the tail floating down and the nose section diving steeply into the ground.

There were seven 614th crews flying this mission; they were:

2nd Lt. F.M. Taylor and crew.	1st Lt. R.P. Walsh and crew.
2nd Lt. C.A. Lincoln and crew.	2nd Lt. J.R. Kenney and crew.
2nd Lt. R.L. Fisette and crew.	1st Lt. J.F. Risher and crew.
1st Lt. L.S. Bartley and crew.	

Mission 66

Target : Luxembourg

9 May 1944

The 8th Air Force sent 823 four-engined bombers to France on 9th May to attack marshalling yards and airfields, the start of the pre-invasion bombing of the German installations in and around Northern France. Twenty-one 401st aircraft, under the command of Major Seawell, furnished the Lead Box of the 94th Combat Wing. The target for the Wing was the marshalling yards at Luxembourg, and the bombs fell squarely on the MPI. One of the strike photos shows a vast explosion covering the whole of the MPI as a train load of ammunition blew up.

The bombs of the 401st were seen to strike squarely on the MPI, which was a point between two roundhouses. These roundhouses and the surrounding buildings were covered with an excellent pattern. The Wing Leader and Wing Lead Bombardier described the results as Excellent.

The five 614th crews flying this mission were:

1st Lt. E.C. Owens Jr. and crew.	2nd Lt. C.A. Lincoln and crew.
1st Lt. J.A. Gruman and crew.	2nd Lt. R.L. Fisette and crew.
1st Lt. C.L. Wilson and crew.	

Mission 67

Target : Kons Karthaus

11 May 1944

The 401st Group furnished the Low Box of the 1st CBW "B" formation. Crews reported that the bombs dropped by the Group demolished railway shops adjacent to the round-house which was the MPI for the Group. The north pattern was thought to extend into the round-house. The formation and pattern were excellent.

There was no enemy air opposition or flak on this mission. The 614th crews on this mission were:

1st Lt. R.P. Walsh and crew.
2nd Lt. J.R. Kenney and crew.
2nd Lt. F.M. Taylor and crew.

2nd Lt. G.L. La Fevor and crew.
1st Lt. R.H. Kaufman and crew.
1st Lt. J.A. Gruman and crew.

Mission 68

Target : Merseburg

12 May 1944

The primary target for the mission was Merseburg, with the MPI being the synthetic oil plant and ammonia and nitrogen works of the I.G. Farben Industries located just 3 miles south of the center of the city.

The Group put up 41 aircraft to form the Lead and Low Boxes of the 94th CBW. The Group lead the 1st Air Division on this mission. The 1st Air Division sent 326 aircraft to attack an oil target at Merseburg and lost 2 aircraft --- the 3rd Air Division sent 295 aircraft to attack the same sort of target at Zwickau and lost 41 aircraft, the 96th B.G. losses were 12 and the 452nd B.G. losses were 14. Proof that the German Air Force could still deliver hammer blows.

Crews reported the results as good and observations indicated that hits were scored on the MPI by the Low Group, which was flying a tight formation and obtained an excellent pattern. The pattern of the Lead Group was described as good, but was observed to be short of the MPI, although hits were observed in the marshalling yards and surrounding buildings.

The 614th crews flying were:

2nd Lt. A.J. Kilmer and crew.
Capt. A.H. Chapman and crew.
2nd Lt. J.R. Kenney and crew.

1st Lt. R.P. Walsh and crew.
2nd Lt. J.H. Myers Jr. and crew.
2nd Lt. R.L. Fisette and crew.

Mission 69

Target : Stettin

13 May 1944

614th Squadron did not take part in this mission - on "stand down".

Mission 70

Target : Kiel

19 May 1944

The Group furnished 37 aircraft as the Lead and High Box for the 94th CBW and bombed Kiel by PFF through 4/10 th's cloud cover. The primary target had been Berlin but very heavy cloud forced part of the 1st Air Division to bomb Kiel as a secondary target. Bombs were observed to fall in the industrial section along the canal.

The flak in the target area was meager but very accurate and a 612th ship, piloted by Lt. M.O. Hagan, was lost. Also wounded on this mission and consequently removed from the battles over Europe, was one of the original 401st pilots, Captain Bryan M. Shotts - later to become Lt. General Shotts, the highest rank to be attained by a 401st officer.

The 614th crews that went to Kiel that day were:

2nd Lt. C.A. Lincoln and crew.
1st Lt. J.F. Risher and crew.
2nd Lt. R.L. Fisette and crew.
2nd Lt. A.J. Kilmer and crew.

2nd Lt. G.L. La Fevor and crew.
1st Lt. J.A. Gruman and crew.
1st Lt. W.R. Smith Jr. and crew.

Mission 71

Target : Villacoublay

20 May 1944

Only 15 401st aircraft took part in the attack on the airfield at Villacoublay on this day. It was a visual attack and made without losses to the 1st Air Division. The 3rd Air Division had another day of bad luck with heavy cloud causing them to abandon the mission, and they lost 8 B-17's destroyed in ground collisions and in the air on assembly.

Bombing was done by visual means, and, from the strike photos, it would appear that the results were good. There were no enemy aircraft encountered and the only flak was that at the target which was moderate to intense and very accurate.

The crews from the Squadron on this mission were:

2nd Lt. J.R. Kenney and crew.
1st Lt. L.S. Bartley and crew.
1st Lt. J.A. Gruman and crew.

2nd Lt. F.M. Taylor and crew.
2nd Lt. R.L. Fisette and crew.

Mission 72

Target : Kiel

22 May 1944

The target on the 22nd May was the port area of Kiel and 15 401st aircraft made up the High Box of the 94th Combat Wing. Because of dense clouds bombing was done by Pathfinder methods with unobserved results.

Flak was observed on the way to the target but was meager and inaccurate. At the target it was meager to moderate but fair for altitude and poor for deflection. The Group did observe five enemy fighters but only at a distance and did not trouble the Group.

The 614th put up the following crews:

1st Lt. J.A. Gruman and crew.
1st Lt. J.F. Risher and crew.
1st Lt. V.K. Cammack and crew.

1st Lt. R.P. Walsh and crew.
2nd Lt. J.F. Lipka and crew.

Mission 74

Target : Bayon

23 May 1944

The Group put up 29 aircraft on this mission to Bayon, France, making up the Lead and Low Boxes of the 94th "A" Combat Wing. The attack was on the marshalling yards and was part of a force of 1,045 four-engined bombers and 562 fighters sent by the 8th A.F. to attack airfields and marshalling yards in Northern France. Out of this huge force only three aircraft were lost

There was no air opposition and some flak was encountered in the vicinity of Rheims. The four 614th crews on the mission were:

2nd Lt. A.J. Kilmer and crew.
1st Lt. R.P. Walsh and crew.

2nd Lt. J.R. Kenney and crew.
1st Lt. W.R. Smith Jr. and crew.

Mission 74

Target : Berlin

24 May 1944

The 401st furnished 21 aircraft to form the Low Box of the 94th Combat Wing, which bombed the center of Berlin with 464 other four-engined aircraft of the 1st and 3rd Air Divisions. 33 aircraft went down, including one from 615th Squadron piloted by Lt. John E. Whitman, and 256 suffered battle damage.

Bombing was done by PFF through 5/10th's cloud cover that allowed the crews to observe fires in the areas surrounding the Air Ministry and the Friederichstrasse. Crews reported large columns of smoke visible for 80 miles on the return.

Only 3 or 4 enemy aircraft were seen by the Group and none of them put in an attack. Two Groups that obviously did not fly the tight formation carried out as normal practice by the 401st were caught as they separated from the bomber stream and lost 6 and 9 aircraft respectively.

The 614th crews that went to Berlin were:

2nd Lt. R.L. Fisette and crew.
1st Lt. R.P. Walsh and crew.
2nd Lt. F.M. Taylor and crew.

2nd Lt. J.F. Lipka and crew.
1st Lt. J.F. Risher and crew.

Mission 75

Target : Fecamp/Metz

25 May 1944

The 401st put up 34 aircraft to attack two separate targets on the 25th May, Fecamp and Metz, both in France. At Fecamp they attacked a gun battery and at Metz the marshalling yards. The bombing of Fecamp was described as not good, while the Metz attack on Metz was considered as being excellent.

A new system of combining "Gee-H" and H2X was tried out on the target at Fecamp but did not seem to have been successful, the bombs falling to the north of the target. It was a try-out for the bombing of coastal guns for the coming D-Day assault.

The Squadron put up six crews for the Fecamp mission only, they were:

1st Lt. R.L. Fisette and crew.
1st Lt. R.P. Walsh and crew.
1st Lt. J.A. Gruman and crew.

2nd Lt. G.L. La Fevor and crew.
1st Lt. J.R. Kenney and crew.
1st Lt. W.R. Smith Jr. and crew.

Mission 76

Target : Ludwigshaven

27 May 1944

Lt. Col. A. Brooks led 38 401st aircraft - two boxes of 18 aircraft - to the large marshalling area and depot site inside the city of Ludwigshaven, Germany. The bombing was observed to be good, although strikes were not quite on the MPI. Hits were seen on the twin round-house and over the entire marshalling area. For the loss of 24 aircraft the 8th A.F. had attacked many marshalling yards and air factories with 930 aircraft.

They were some Luftwaffe fighters around the formation but not encountered by the 401st Group. The flak in the target was intense and accurate but no aircraft were lost.

Nine 614th Squadron crews went on the mission and were:

1st Lt. R.F. Walsh and crew.

1st Lt. J.A. Gruman and crew.

2nd Lt. C.A. Lincoln and crew.
2nd Lt. A.L. Kilmer and crew.
2nd Lt. J.F. Lipka and crew.
1st Lt. R.L. Fisette and crew.

1st Lt. C.L. Wilson and crew.
1st Lt. W.P. Smith Jr. and crew.
2nd Lt. J.R. Kenney and crew.

Mission 77

Target : Dessau

28 May 1944

The 614th Squadron were on "stand down". It was a major effort by 1,341 aircraft from the 8th A.F. against oil targets. The 94th CBW were at Dessau and were the target of a concentrated attack by the Luftwaffe. Six 401st aircraft were lost plus six other 94th CBW aircraft.

Mission 78

Target : Sorau

29 May 1944

This was another attack on airfields, aircraft factories and oil installations, the 401st target being the Focke-Wolfe assembly plant at Sorau, Germany. Major White led 21 aircraft from the Group to make up the High Box of the 94th Combat Wing.

Strike photos disclosed that the incendiary bombs dropped by the Group blanketed the MPI and the surrounding area. The pattern of the Lead and High Squadrons was excellent, the pattern of the Low Squadron was good.

About 25 to 40 German aircraft made a few individual passes at the Group but they quickly came under attack from escorting fighters and were driven off. Flak followed the formation to and from the target and was described as being meager but fairly accurate.

The four crews from the Squadron on this mission were:

2nd Lt. F.M. Taylor and crew.
1st Lt. J.F. Risher and crew.

1st Lt. R.P. Walsh and crew.
2nd Lt. G.L. La Favor and crew.

Mission 79

Target : Oscherslaben

30 May 1944

The 18 aircraft of the 401st led the 94th CBW on this mission under the command of Lt. Col. Rogner, the assembly plant for the FW-190 aircraft being the Group's MPI.

Interpretation of the strike photos showed that the bombing results were excellent. There was no deflection or range error. The center of the bomb patterns covered the MPI, 50% of the strikes being within 500 feet and 100% within 2,000 feet.

Between 40 to 60 fighters were encountered as the formation left the target area and two 614th crews were lost. They were those piloted by Lt. C.L. Wilson and Lt. A.L. Kilmer. Flak was also encountered at the Dummer Lake region which was fair for accuracy.

The seven 614th crews were:

Capt. A.H. Chapman and crew.
1st Lt. W.R. Smith and crew.
2nd Lt. A.L. Kilmer and crew. (MIA)
2nd Lt. W.G. Rozzell and crew.

1st Lt. J.A. Gruman and crew.
1st Lt. C.L. Wilson and crew. (MIA)
2nd Lt. G.L. La Favor and crew.

Mission 80

Target : Luxeuil

31 May 1944

Lt. Col. Seawell led the 14 401st aircraft as the Low Box of the

94th CBW, using the new 12 ship formation. The bomb patterns were excellent, measuring about 1,000 feet by 1,200 feet and covering the MPI.

No enemy aircraft were seen and no flak encountered at the target. Of the 1,029 bombers and 682 fighters sent out that day only one bomber and three fighters were lost.

Something new was also tried on this last day of May when the 458th Bomb Group flying out of Horsham St. Faiths tried to bomb some French bridges with the radio-controlled Azon bomb - without success.

Four 614th crews made the trip to Luxeuil - they were:

1st Lt. W.R. Smith and crew.
2nd Lt. J.F. Lipka and crew.

2nd Lt. W.G. Rozzell and crew.
1st Lt. J.R. Kenney and crew.

As the month drew to a close, the Group had its worse day since becoming operational. This was on the Dessau operation on 28th May during which six crews were lost and a seventh ditched in the English Channel with all members being rescued. None of the casualties were members of the 614th Squadron, however, the Squadron being on "Stand down".

The Squadron record continued to show improvement. At one of the weekly meetings of Department Heads, Major Hinkle announced that the Squadron had put more crews over the target than any other Squadron and the record for losses and abortives was the lowest in the Group.

The Squadron took another severe blow on the Oscherslaben mission on 30th May when they lost two crews - one of them a veteran outfit. On this operation the Squadron were flying as the Low Squadron and only this Squadron was hit by enemy fighters. Those lost were Lt. C.L. Wilson's crew in aircraft 42-97440, IW-A, FLAK RAT II, flying lead of the second element of the Low Squadron, and Lt. A.L. Kilmer, flying "tail-end Charlie" in aircraft 42-107207, IW-O.

The last observations of other crews on the mission reported that both aircraft were hit by single-engined fighters at about 1100 hrs, just after the target. 42-97440 was seen to leave the formation and go downwards, but under control, and three chutes came out. Since the ship was under control when last seen, they held out hope that it might return to base. Later records show that the pilot and five crew members were made POW, the right waist gunner, S/Sgt. G.R. Smith, was killed, and three other members of the crew are unaccounted for. 42-107207, hit in the same attack, flipped over on its back and went into a flat spin. Six chutes were seen to come out before it crashed into the ground and exploded. My records show that Lt. Kilmer and four other crew members were made POW, S/Sgt. E.M. Gormley was killed and again four other crew members are unaccounted for.

Word also came through at this time of the loss of two of the original crews which went to Polebrook. Both were lost on a Berlin operation during the latter part of May, 1944. One crew was that of Captain Bob Clay, an Operations Officer with the 351st Group, who had with him what was the Squadron Model crew at Brookville, Florida, and the other was that of Lt. Ted Myers, who had gone through the training with the 614th at Glasgow, Montana.

The following new crew joined the 614th during May, 1944:

2nd Lt. W.G. Rozzell
2nd Lt. H. Locketti
2nd Lt. G.L. McClung Jr.

2nd Lt. B.J. Morin
Sgt. M.A. Burnett
S/Sgt. D.R. Smeallie

Pvt. H.R. Riep
Sgt. G.W. Ivey

Sgt. W.M. Smith
S/Sgt. B.A. Bralley

June 1944

"Gentlemen", said Colonel Harold W. Bowman, when the briefing room had quieted down, "remember the date, June 6th, 1944. Remember it, because your grandchildren will probably have to memorise it. This is D-Day".

So Invasion Day is the highlight of the 614th Squadron History, as it highlights the history of Divisions, Armies and Nations.

The Tannoy gave the first tip-off to the base that D-Day might at long last be here. A tingle of excitement ran through the base as each man heard this announcement: "All military personnel on the field --- All military personnel on the field. You will immediately carry gas masks and helmets, you will carry a weapon with you at all times. That is all".

This set the rumours flying. Cliches like "this is it", "this is the big show" etc., filled the night. Cynics, slightly fed up with the month-on-end false alarms, the reams of copy in the London papers about D-Day that never seemed to come off, and the dry runs that had been repeated so often, scoffed at the wild talk. "Another Pas de Calais job", said one gunner, and many agreed.

There were more fliers in the briefing room that night than ever before and the fight for seats was a hectic one. They filled the benches, chocked the isles, sat on the concrete floor, and leaned against the walls.

A sound of disappointment and delight was the mixed reaction from the audience as the canvas curtain was raised to reveal the map with the routes to and from the target marked out in colored tapes.

Some were sure that it was another Pas de Calais job, others equally sure that it was the invasion. None of them knew until the Colonel's opening remarks.

Instantly the quiet of the room was shattered as the men awakened to the realisation that the Day-of-Days was at hand. They yelled like wild men, they laughed, they roared. they sprang to their feet and pumelled one another.

The Colonel began talking again. He told them things they knew about --- how they had trained themselves for this moment, how their folks at home were banking on them, and how history would be made and a world saved if they did their jobs. He refused to cheapen the moment with melodrama or flag waving, and so, after wishing them luck, he sat down.

After briefing was over C-47's could be heard overhead as they towed gliders to the long awaited rendezvous. As far as the eye could see they stretched in clusters across the sky, with myriads of colored lights to prevent collisions.

Soon the Forts began to warm up, flares were fired from the control tower. The bombers took off, one by one, down the runway --- off to soften the beaches as the first sea-borne troops made their epochal landings on the shores of Normandy.

From that moment on activities were stepped up to a higher pitch. Flying and ground crews alike worked long hours without sleep. No one complained --- everyone was glad that the invasion was on and that he was doing his part to help the landing forces that were making the greatest military move in all history.

The whirlwind activities of the month included such features as a new record for the number of missions in a month (21) and, another record of 100 missions completed in a shorter time than any other B-17 Group in the ETO. Accurate bombing, always the pride of a bomber group, had put the 401st within grasp of the leadership of the whole Eighth Air Force. The 614th bombing record, with such missions as Le Bourget airdrome, where dropping on Lt. Briarton, 21% of the bombs fell within 500 feet of the MPI and 67% within 1,000 feet, and the Hamburg mission on June 20th where Lt. Briarton again came back with 50% within 500 feet and 100% within 2,000 feet of the MPI. On June 24th Lt. White struck a Pas de Calais V-1 target with 40% within 500 feet and 94% within 1,000 feet. On the Montbartier oil refinery raid Lt. Fulgin led his first mission and returned with a record of 16% within 500 feet and 72% within 1,000 feet.

On June 12th a serious accident occurred on the line. While unloading some fragmentation bombs from an aircraft, one was dropped. It exploded, killing six and injuring eleven other men of the ordnance and armament sections. Those who died were:

Sgt. R.T. Humphrey	----	Ordnance
Cpl. A. Milunie	----	Armament
Cpl. L.B. Weber	----	"
Pfc. J.H. Oliver	----	"
T/Sgt. J.F. Bradsher	----	"
Sgt. A.B. Hecht Jr.	----	"

Captain A.H. Chapman went home on leave in June, 1944, after finishing an outstanding tour of missions. He took his navigator and six of his enlisted crew members with him. They were:- Captain C.M. Smith, navigator, T/Sgt. G.S. Wilson, top turret, T/Sgt. R.B. Pyle, radio operator, S/Sgt. M. G. Brennan, waist gunner, S/Sgt. J.J. Murphy, ball turret, and S/Sgt. J.L. Parratt, waist gunner.

On June 4th the base turned out at a party in the Officer's Club to honor Lt. Dale Spencer, the Mustang pilot who shot down four Me-410's as they were queuing up to attack the formation during the Dessau mission of April 28th. Lt. Spencer was paid the highest tribute the Group could pay when Colonel Bowman announced that the fighter pilot had been made an honorary member of the 401st.

The 614th Squadron had the unique honor on 4th June of putting up an entire box -- consisting of 12 614th crews and 12 614th aircraft. On the same date the 401st Group put up a complete Combat Wing -- for the first time in its history -- and the 614th Squadron Commander, Major Hinkle, led the Wing.

The target that day was the French airfield at Massey/ Palaiseau and it was one of the final big softening up jobs before the invasion. After Major Hinkle's Group went in, the second Box led by Major Ralph White followed and the the third, led by Lt. Col. Edwin Brown.

1st Lt. C.M. Smith was promoted to Captain during the month and

2nd Lt.'s Taylor, Lipka, La Fevor, Anderson and Rozzell were promoted to 1st Lt.'s.

Missions

Mission 81

Target : Equihen

2 June 1944

The 614th Squadron were on "stand down".

Mission 82

Target : Neufchatel

3 June 1944

Major McCree led the 21 aircraft from the 401st B.G. to attack a coastal battery at Neufchatel, France. This was in the Pas de Calais area and 23 tactical targets were attacked by PFF, obviously to draw the attention of the German High Command away from the real invasion area, very successfully as it eventually turned out. Many weeks after D-Day Hitler was still positive that the invasion would take place in the Pas de Calais area.

Some flak was encountered but there were no losses and only 47 out of a total 568 bombers received some battle damage - also, there were no crew members wounded.

The seven 614th crews on this mission were :

2nd Lt. R.L. Fisette and crew.
1st Lt. E.G. Owens Jr. and crew.
1st Lt. L.S. Bartley and crew.

2nd Lt. W.G. Rozzell and crew.
2nd Lt. G.L. La Fevor and crew.

Mission 83

Target : Palaiseau

4 June 1944

The 401st took part in the 8th Air Force's third mission of the day, attacking rail bridges in the Paris area. Lt. Col. Edwin W. Brown led the 38 B-17's from the 401st to make up the 5th, 6th and 7th Boxes of the 94th Combat Bomb Wing. The target was known as a "choke-point" for obvious reasons.

Bombing was visual and the results were judged to be excellent. Meager and inaccurate flak was encountered which caused a few minor holes in some of the aircraft but all returned safely to base.

Eleven 614th aircraft were on the mission crewed by the following:

1st Lt. E.G. Owens Jr. and crew.
Capt. A.H. Chapman and crew.
1st Lt. J.R. Kenney and crew.
2nd Lt. R.L. Fisette and crew.
2nd Lt. F.M. Taylor and crew.
2nd Lt. W.G. Rozzell and crew.

1st Lt. J.F. Risher and crew.
1st Lt. W.R. Smith Jr. and crew.
1st Lt. J.A. Gruman and crew.
2nd Lt. C.A. Lincoln and crew.
2nd Lt. J.F. Lipka and crew.

Mission 84

Target : Ver-Sur-Mere/ Mont Fleury 6 June 1944

This was D-Day and the beaches at Normandy - Ver-Sur-Mere/ Mont Fleury to be specific - were attacked by 36 aircraft from the 401st five minutes before the troops stormed ashore. The bombing was carried out by PFF as practiced on previous occasions in daylight.

Lt. Col. Alison Brooks, the Force Leader, commended the crews on the excellent formation maintained and especially the tight formation over the target when the bombs were released. The Eighth Air Force sent out 2,362 aircraft on D-Day morning and only one of them was lost due to enemy action, surely an answer to all those critics of American daylight bombing.

The D-Day crews of the 614th were as follows:

1st Lt. E.G. Owens Jr. and crew.	1st Lt. J.R. Kenney and crew.
2nd Lt. J.F. Lipka and crew.	1st Lt. L.S. Bartley and crew.
2nd Lt. F.M. Taylor and crew.	1st Lt. J.F. Risher and crew.
1st Lt. C.A. Lincoln and crew.	2nd Lt. G.L. La Favor and crew.
2nd Lt. R.L. Fisette and crew.	

Mission 85

Target : Caen

6 June 1944

The second 401st mission on D-Day went to Caen when six aircraft from the Group, under the leadership of Captain Goodman, took the lead of the 94th CBW Composite Box. Due to bad weather the six aircraft went alone to Caen but due to solid undercast they were unable to find their target and returned with their bombs.

Some flak was met as the Group pass over the Channel Islands which was meager but fairly accurate.

Two most unusual pilots were flying over the beachhead for some hours that morning -- no less personages than the 8th Air Force C.O., Lt. General Doolittle and his deputy, Major General Earle Partridge, both flying P-38's.

The 614th Squadron put up two aircraft with the following crews:

1st Lt. R.H. Kaufman and crew.	2nd Lt. W.G. Rozzell and crew.
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Mission 86

Target : Falaise

7 June 1944

The Squadron was the lead of the High Box which bombed a tactical target by PFF through 10/10th cloud at Falaise, France. This was a target south of the invasion area and a rail and transportation point leading into the area behind the German troops. Blocking these points allowed the ground strafing aircraft and fighter-bombers of the RAF and the USAAF to devastate the German reinforcements trying to reach the invasion areas.

Because of a malfunction in the GH equipment two runs had to be made over the target. There was some meager and inaccurate flak but none of the Group aircraft were damaged in any way.

The 614th crews flying this mission were:

1st Lt. R.H. Kaufman and crew.	1st Lt. J.R. Kenney and crew.
1st Lt. F.W. Taylor and crew.	1st Lt. J.F. Risher and crew.
2nd Lt. W.G. Rozzell and crew.	

Mission 87

Target : Caen

10 June 1944

Major "Hi Ho" Silver led 21 aircraft to form the the Lead Box of the 94th CBW to attack an airfield at Caen, France, near the beachhead. The 10/10th's cloud and a malfunction with the GH equipment caused the mission to be abandoned and the bombs returned to base as no target of opportunity could be found.

The 614th crews on this mission were:

1st Lt. R.H. Kaufman and crew.	2nd Lt. F.M. Taylor and crew.
1st Lt. L.S. Bartley and crew.	2nd Lt. J.F. Lipka and crew.
1st Lt. J.P. Risher and crew.	1st Lt. J.R. Kenney and crew.

Mission 88 Target : Bernay/ St. Martin 11 June 1944

An airfield at Bernay/ St. Martin, France was the target for 8th mission of the month. 21 aircraft from the Group, under the command of Major Leon Stann, made up the Low Box of the 94th CBW, and, although visual bombing was forecasted, the bombs were released on a Gee-H run on the second run over the target.

This was one of those rare occasions, when no enemy opposition was encountered - no flak - no enemy aircraft.

Six 614th Squadron crews participated in this mission and were:

1st Lt. E.G. Owens Jr. and crew.	2nd Lt. W.G. Rozzell and crew.
2nd Lt. R.L. Fisette and crew.	1st Lt. L.S. Bartley and crew.
1st Lt. J.R. Kenney and crew.	1st Lt. G.L. La Fevor and crew.

Mission 89 Target : Vitry-en-Artois 12 June 1944

The 8th Air Force mounted one of their big attacks on the 12th June with 1,442 B-17's and B-24's and 988 fighters in the skies of northern France. Eight bombers and 16 fighters were lost, with the Luftwaffe up in strength for the first time since the Allies had landed in Normandy. Well over 200 bombers returned to their bases with battle damage, with many men killed and injured.

The 401st put up 36 aircraft with Lt. Col. B.K. Voorhees as the Group leader. Two of the Boxes of aircraft bombed successfully but the third one was just about to release its bombs when another group of aircraft passed under it.

Captain A.H. Chapman flew the Group Lead Ship as detailed below. The eight other 614th crews on the mission were:

1st Lt. E.G. Owens Jr. and crew.	2nd Lt. F.M. Taylor and crew.
1st Lt. J.P. Risher and crew.	1st Lt. J.R. Kenney and crew.
2nd Lt. G.L. La Fevor and crew.	1st Lt. L.S. Bartley and crew.
2nd Lt. G.A. Filemyr and crew.	2nd Lt. W.G. Rozzell and crew.

Lead Crew:

Capt.	A.H. Chapman	Pilot
Lt. Col.	B.K. Voorhees	Co-pilot & Air Commander
Capt.	C.M. Smith	Navigator
Major	J. Pickoff	Bombardier
T/Sgt.	R.B. Pyle	Radio
T/Sgt.	G.S. Wilson	Top Turret & Engineer
1st Lt.	R.W. Harger	Tail Gunner & Observer
S/Sgt.	B.J. Spatilson	Ball Turret
Col.	E.P. Maschmeyer	Left Waist Gunner
S/Sgt.	M.G. Brennen	Right Waist Gunner

Mission 90 Target : Le Bourget 14 June 1944

Colonel Bowman led 60 B-17's from the 401st to attack the famous Le Bourget airfield which was used as a night fighter base, supply and

repair depot, and had large transport facilities. It was an important German Air Force operational base. The 614th put up 14 aircraft of the 60 furnished by the Group. Colonel Bowman led the 1st Division of 502 aircraft on one of the most successful raids of the war. Five Boxes of 12 aircraft each were assigned separate MPI's and every one was a "shack". Major Hinkle led the High Box with Capt. C.M. Smith as navigator and Lt. H.B. Briarton as bombardier.

Moderate, accurate flak was encountered at the target and one fighter attack occurred near the I.P. 2nd Lt. R.H. Schroeder of the 615th Squadron was lost on this mission.

The 614th crews on this mission to Le Bourget were:

1st Lt. E.G. Owens Jr. and crew.	1st Lt. R.L. Fisette and crew.
Capt. A.H. Chapman and crew.	1st Lt. R.H. Kaufman and crew.
1st Lt. J.F. Lipka and crew.	1st Lt. J.F. Risher and crew.
2nd Lt. G.A. Filemyr and crew.	2nd Lt. T.D. Carroll and crew.
1st Lt. L.S. Bartley and crew.	1st Lt. J.A. Gruman and crew.
1st Lt. F.M. Taylor and crew.	1st Lt. C.A. Lincoln and crew.
2nd Lt. W.G. Rozzell and crew.	1st Lt. G.L. La Fevor and crew.

Mission 91

Target : Monchy/ Breton

17 June 17 1944

The 332 four-engined bombers of the 8th Air Force made PFF attacks on eight airfields around northern France on 17th June, with the 39 aircraft of the 401st attacking the airfield at Monchy/Breton through 10/10th's cloud.

No enemy aircraft were seen but the flak over the target was reported as being meager, accounting for two 306th B.G. aircraft lost and battle damage to 22 other 1st Division planes.

The 614th Squadron put up the following crews for this mission:

1st Lt. L.S. Bartley and crew.	1st Lt. E.G. Owens and crew.
2nd Lt. T.D. Carroll and crew.	2nd Lt. G.A. Filemyr and crew.
1st Lt. R.L. Fisette and crew.	1st Lt. F.M. Taylor and crew.

Mission 92

Target : Hamburg

18 June 1944

It was back to strategic bombing on the 18th June with a force of 1,378 8th Air Force bombers and 817 fighters attacking oil refineries in Hamburg, Misburg and Bremen, the 2nd Air Division going after the Luftwaffe control centers at Fassberg and Stade. Due to the weather closing in attacks were made by PFF on secondary targets and targets of opportunity.

Major D.E. Silver led the 40 aircraft from the Group to form the 94th "A" combat Wing. The accuracy of the bombing could not be confirmed but clouds of black smoke was seen raising to about 16,000 feet and the area continued to burn for some days afterwards.

No enemy aircraft were seen but the flak was moderate to intense at the target area causing some battle damage to aircraft from the Group, but they all returned to Deenethorpe.

The loading list for the 614th to Hamburg was as follows:

2nd Lt. W.G. Rozzell and crew.	1st Lt. R.H. Kaufman and crew.
2nd Lt. T.D. Carroll and crew.	1st Lt. J.F. Risher and crew.

1st Lt. R.L. Fisette and crew.
2nd Lt. G.A. Filemyr and crew.
1st Lt. L.S. Bartley and crew.

1st Lt. J.F. Lipka and crew.
1st Lt. F.M. Taylor and crew.

Mission 93

Target : Bordeaux/ Merignac

19 June 1944

The 1st and 3rd Air Divisions were sent to attack six airfields in the Borseaux area on the 19th June. The 401st, under the command of Major D.E. Silver, put up 41 aircraft to form the Lead and Low Box positions of the 94th "B" Combat Bomb Wing. Bad weather forced the formation up to 31,000 feet but it was clear at the target and the three MPI's assigned to the Group were well hit. The results were excellent.

The flak over the target was moderate and accurate and three of the Group's aircraft were lost. Lt. Filemyr's plane was hit by flak which exploded in the tail, killing the tail gunner, Sgt. L.T. Maiden, and leaving only part of one elevator. The aircraft lost 1,000 feet and it looked to the other crews as if it was all over. It was found later that Lt. Filemyr had flew it to Spain where the crew bailed out. The aircraft was 42-31315, IW-C, DRY RUN. The other two aircraft were 42-40002, IY-D, BREEZING HOME, pilot 1st Lt. W.W. Trimble and 42-40050, SC-J, CHANNEL EXPRESS III, pilot 1st Lt. W.E. Massey, of 615th and 612th Squadrons respectively.

Loading list for the 614th Squadron on this mission was:

1st Lt. E.G. Owens Jr. and crew.
Capt. A.H. Chapman and crew.
1st Lt. F.M. Taylor and crew.
1st Lt. G.L. La Fevor and crew.
2nd Lt. T.D. Carroll and crew.

2nd Lt. W.G. Rozzell and crew.
1st Lt. J.F. Risher and crew.
1st Lt. R.L. Fisette and crew.
2nd Lt. G.A. Filemyr and crew.

Mission 94

Target: Hamburg

20 June 1944

Back to Hamburg where additional dock and industrial installations were bombed. Major Hinkle, who received the DFC for this mission, led with Captain Cammack, and strike photos showed that the job was well done. The 38 aircraft of the Group furnished the High Box of the 94th CBW "A" and "B" formations.

No enemy fighters were seen but the flak in the target area was described as intense and very accurate. This can be seen by the fact that of the 1,448 aircraft over Germany that morning 49 went missing in action and 842 returned with battle damage. On the aircraft that returned 12 of the crew members were dead and 44 wounded. A very hard battle had been fought in the skies of Germany that June morning.

The 614th crews who battled their way to Hamburg on this mission were:

2nd Lt. W.G. Rozzell and crew.
1st Lt. G.L. La Fevor and crew.
1st Lt. F.M. Taylor and crew.
1st Lt. R.L. Fisette and crew.
Capt. V.K. Cammack and crew.

2nd Lt. T.D. Carroll and crew.
1st Lt. C.A. Lincoln and crew.
1st Lt. L.S. Bartley and crew.
1st Lt. J.F. Risher and crew.

Mission 95

Target : Hazebrouck

20 June 1944

The second mission of the day resulted in the bombing of a railroad junction at Hazebrouck instead of a V-Site at Watton. The Group put up 13 aircraft to form the Lead Box of the 94th CBW.

On reaching the I.P. it became obvious that the primary target could be bombed because of the cloud cover. The Group found the railway choke point at Hazebrouck and the crews believed that the results were good.

There was no fighters or flak to contend with and all the aircraft returned safely to Deenethorpe.

Three 614th crews went on this mission, they were:

1st Lt. R.H. Kaufman and crew.

1st Lt. C.A. Lincoln and crew.

1st Lt. L.S. Bartley and crew.

Mission 96

Target : Berlin

21 June 1944

This was a massive operation against Berlin with the 401st putting up 44 aircraft to form the 94th Combat Wing "A" and "B" and part of a Composite Box. 1,234 bombers and about an equal number of fighters were over the German capital and got a hot reception with 45 aircraft missing in action and 508 returning with battle damage. The leader of the 401st that morning was Major D.E. Silver.

The first two Wings over bombed visually but those following bombed by PFF because of the cloud cover. An excellent bomb pattern was achieved by the "A" and "B" Wings but the other 401st aircraft, flying with the 41st CBW, were unable to observe results.

One 612th aircraft went down over Berlin. This was 42-31496, SC-Q, piloted by Lt. Atherton.

The twelve 614th Squadron crews flying to Berlin were:

1st Lt. E.G. Owens Jr. and crew.

1st Lt. J.F. Risher and crew.

1st Lt. G.L. La Fevor and crew.

2nd Lt. T.D. Carroll and crew.

1st Lt. R.H. Kaufman and crew.

1st Lt. J.R. Kenney and crew.

1st Lt. C.A. Lincoln and crew.

2nd Lt. W.G. Rozzell and crew.

1st Lt. J.A. Gruman and crew.

1st Lt. R.L. Fisette and crew.

1st Lt. F.M. Taylor and crew.

2nd Lt. H.P. Lerwick and crew.

Mission 97

Target : Frevent

22 June 1944

The assigned target on 22nd June was the airfield at Frevent, but the three Boxes of 12 aircraft seems to have bombed a number of targets in northern France and Belgium. A single aircraft bombed the railroad junction at Douai, France. Thirteen others bombed Furnes airfield, Belgium, while the High Box hit a railroad underpass at Sainglan, France.

No enemy opposition was encountered and only meager flak was met which the crews described as fair for accuracy.

The squadron put up the following crews on this mission:

1st Lt. L.S. Bartley and crew.

1st Lt. J.R. Kenney and crew.

Capt. V.K. Cammack and crew.

2nd Lt. T.D. Carroll and crew.

1st Lt. J.A. Gruman and crew.

2nd Lt. W.G. Rozzell and crew.

2nd Lt. H.P. Lerwick and crew.

2nd Lt. P.R. Koons and crew.

2nd Lt. J.W. Kovach and crew.

1st Lt. E.G. Owens Jr. and crew.

1st Lt. F.M. Taylor and crew.

Mission 98

Target : Fienvillers

23 June 1944

This was an attack on the NOBALL targets in the Pas de Calais area with 26 aircraft flying as the Lead Box of the 94th CBW and the Lead Squad-

ron of the Low Box. Major D.E. Silver was Air Commander of the Group.

Bombing was carried out by the Gee-H method with no results observed. The only opposition was some meager but inaccurate flak.

Four 614th crews took part in this mission and were :

2nd Lt. H.P. Lerwick and crew.
2nd Lt. J.W. Kovach and crew.

1st Lt. F.M. Taylor and crew.
2nd Lt. P.R. Koons and crew.

Mission 99 Target: Belloy-sur-Somme/ Bachimont 24 June 1944

The assigned targets for the 401st on this mission were two rocket installations at Belloy-sur-Somme and Bachimont, France. The Group put up two Groups of twelve aircraft, one for each of the targets. The bombing at both sites was visual and the results at Bachimont were described as being excellent. A combination of errors and equipment malfunction caused the bombs to land over the target on the other site.

No enemy aircraft were seen and the flak over the targets was described as meager. Three aircraft received major damage and some others minor damage. Two crew members were wounded.

The six 614th Squadron crews taking part in this mission were:

1st Lt. E.G. Owens Jr. and crew.
1st Lt. F.M. Taylor and crew.
2nd Lt. J.W. Kovach and crew.

1st Lt. J.F. Risher and crew.
1st Lt. J.F. Lipka and crew.
2nd Lt. P.R. Koons and crew.

Mission 100 Target : Montbartier 25 June 1944

This was the historic 100th Mission and it was one of the longest missions yet flown by the Group. The target was two groups of buried oil dumps located in southern France at Montbartier. Lt. Col. W.T. Seawell led the 36 aircraft from the 401st to form three Boxes of the 94th CBW "B" formation.

The mission was uneventful until the Group came back over the invasion area when they were subjected to heavy flak over the battle lines. The aircraft piloted by Lt. John W. Myretetus, 42-40002, SC-N, of the 612th Squadron was hit by flak and went down.

The loading list for the 614th for this mission was :

2nd Lt. J.W. Kovach and crew.
Capt. V.K. Cammack and Crew.
2nd Lt. H.P. Lerwick and crew.
1st Lt. J.F. Lipka and crew.
2nd Lt. T.D. Carroll and crew.

1st Lt. E.G. Owens Jr. and crew.
1st Lt. J.F. Risher and crew.
1st Lt. J.R. Kenney and crew.
2nd Lt. P.R. Koons and crew.

Mission 101 Target : Laon/Couvron 28 June 1944

Lt. Col. W.T. Seawell again led the 401st on the 101st mission, this time with 24 aircraft to the German airdrome at Laon/ Couvron, France. The two Boxes of twelve aircraft hit their MPI's with excellent results and although the flak was moderate and accurate all the 24 aircraft returned to Deenethorpe safely.

For the last mission of the month the following crews were on the loading list :

1st Lt. E.G. Owens Jr. and crew.
2nd Lt. H.P. Lerwick and crew.
1st Lt. R.L. Fisette and crew.
2nd Lt. J.W. Kovach and crew.

1st Lt. J.R. Kenney and crew.
1st Lt. G.L. La Fevor and crew.
2nd Lt. P.R. Koons and crew.

The following crews joined the Squadron in June 1944:-

2nd Lt. P.R. Koons
2nd Lt. D. Kahan
2nd Lt. E.L. Dobrowolski
2nd Lt. R.J. Petty
S/Sgt. T.G. McMin
S/Sgt. C.E. Shane
Sgt. R.W. Edwards
Sgt. O. Huerta
Sgt. R.T. Eckenrode
Sgt. D.M. Tutwiler

2nd Lt. J.W. Kovach
2nd Lt. J.W. Kellam
2nd Lt. F.J. Coselli
2nd Lt. T.J. Klefisch
S/Sgt. O.S. Pollard
S/Sgt. W.J. Rouhselang
Sgt. H.D. Guest
Sgt. A.G. Langford
Sgt. S.J. Horbatuck
Sgt. A.W. Maki

2nd Lt. H.P. Lerwick
2nd Lt. A.J. Jaeger
2nd Lt. W. Norton
2nd Lt. J.J. Hagerty
S/Sgt. B. Volz Jr.
Sgt. M.R. Findlay
Sgt. H.L. James
Sgt. F.T. Kosiba
Sgt. J.J. Schwiederek
Sgt. J.L. Healy

2nd Lt. T.D. Carroll
2nd Lt. F.G. Leaser
2nd Lt. P.F. Kaiser
*
S/Sgt. J.W. Curtin
S/Sgt. D.M. Killian
S/Sgt. C.L. Campbell
Sgt. A.J. Leuenberger
Pfc. J.R. Mell
S/Sgt. D.H. Le Fleur

2nd Lt. G.A. Filemyr
2nd Lt. H.W. Claxton
2nd Lt. E.F. Robinson
2nd Lt. E.F. Montiel
Sgt. J.A. Parkes
Sgt. W.H. Reynolds
Sgt. D.W. Jahnzen
Sgt. L.T. Maiden **
Sgt. M.J. Culver
Sgt. T.R. Meadows

* This crew did not have a regular bombardier.

** Sgt. L.T. Maiden was KIA when the tail of the aircraft took a direct hit.

Notes:-

All the Enlisted Men of Lt. C.S. Ksieniewicz's crew, which had been reported missing on 20th April, 1944, were reported as prisoners of war.

One of Lt. B. Stimson's crew, Lt. J.E. O'Neal, navigator, was KIA on 13th April, 1944, when their ship was shot down on the Schweinfurt raid. All other crew members were made POW.

All of Lt. F.L. Shaw's crew, reported MIA on the Politz mission of 11th April, 1944, were reported as being POW's.

July 1944

The Squadron had its third Commanding Officer assigned when Major William C. Garland took over on July 15th, 1944, succeeding Major Carl C. Hinkle who had completed his missions and was assigned to the 351st Bomb Group at Polebrook, just eight miles down the road. Major Garland was a West Pointer who had been Operations Officer. In the post war Air Force Major Garland eventually became Major General Garland, and for those of you interested in UFO'S, became the officer in charge of the operation to check all sighting of UFO's in the USA, known as the BLUE BOOK. Captain Richard H. Kaufman, who had completed his tour of missions, was assigned to Operations.

2nd Lt. Filemyr and his crew returned to Deenethorpe after being forced to bail out over Spain on the Bordeaux/ Merignac mission on, 19th June. They had bailed out near Barcelona after setting the aircraft on a course out to sea. Lt. Filemyr decided to continue his tour of missions.

Capt. D.V. Kirkhuff and 1st Lt. M.E. Pierce reported back to Deenethorpe for duty after a leave in the USA with S/Sgt. C.D. Harlow, S/Sgt. D.E. Michel and S/Sgt. W.E. Merritt.

1st Lt. E.G. Owens Jr. was promoted to Captain. 1st Lt. B. Sobolak who finished his tour with Captain Kirkhuff transferred to the 27th Air Transport Group.

Missions

Mission 102

Target : Saumur

4 July 1944

After a week of bad weather missions recommenced again on July 4th -- Independence Day. The target was a large bridge spanning the Loire river in France and Major Leon Stann was the Group Air Commander leading 26 401st aircraft. The cloud cover was 8/10's to 9/10's and the formation made two runs over the target in an attempt to locate it visually. When this failed Major Stann searched for a target of opportunity but without any success so all aircraft returned to Deenethorpe with their bombs.

The mission marked the start of a new innovation when one of the waist gunners was dropped from the crew. This was a general order from 8th Air Force H.Q. so there were no arguments, although some crews stated they would prefer the extra gunner on the longer missions into Germany where enemy fighters were more likely to be encountered.

The second run over the target brought some meager but inaccurate flak and a few aircraft received battle damage.

The 614th crews on this mission were:-

1st Lt. C.A. Lincoln and crew.
1st Lt. R.L. Fisette and crew.
2nd Lt. T.D. Carroll and crew.

1st Lt. J.P. Risher and crew.
2nd Lt. P.R. Koons and crew.

Mission 103

Target : Rely

6 July 1944

The target on this early July morning was one of the rocket sites on the Pas de Calais, France and 36 aircraft of the 401st set out under the command of Major Hinkle. With two PFF ships they formed the 94th CBW "B" formation. Although the weather was clear the Group ran into the problem of finding the target through the smoke and dust from a previous Wings bombing. A second run was made over the target but the Lead Box still could not locate the target.

The Low Box found a NOBALL target at Beaumont-les-Aire, France, and obtained excellent results. The High Box also succeeded in finding a NOBALL site at Enguinegatte, France, obtaining good results. The Lead Box brought back its bombs after failing to locate any target.

There were no enemy aircraft and no flak and all aircraft returned to Deenethorpe. There was, however, a freak accident taking the life of a navigator, 2nd Lt. Joseph C. Kozlowski, of the 613th Squadron. The accident happened over France when the No. 3 engine of the aircraft flown by Lt. M.S. Fox "threw" a connecting rod. This knocked off part of the ring cowl, and the piece of metal was thrown back into the prop of Lt. Kozlowski's ship. It was thrown by the prop through the left nose window striking Lt. Kozlowski in the head, killing him instantly.

Twelve 614th crews went on this mission; they were:

1st Lt. J.A. Gruman and crew.	Capt. R.H. Kaufman and crew.
2nd Lt. P.R. Koons and crew.	1st Lt. J.F. Risher and crew.
1st Lt. J.R. Keeney and crew.	2nd Lt. H.P. Lerwick and crew.
1st Lt. W.G. Rozzell and crew.	1st Lt. F.M. Taylor and crew.
2nd Lt. T.D. Carroll and crew.	2nd Lt. J.W. Kovach and crew.

Mission 104

Target : Rennescure

6 July

The Group returned to the Pas de Calais on the afternoon of 6th July with 12 aircraft, this time flying alone as the 94th CBW "B" formation. The weather was clear and 95% of the bombs were dropped within 1,000 feet of the MPI.

The flak was medium to moderate but inaccurate. No enemy aircraft were encountered. All aircraft returned to Deenethorpe without even one suffering battle damage.

The four 614th crews on the afternoon mission were:

1st Lt. G.L. La Fevor and crew.	2nd Lt. T.D. Carroll and crew. *
1st Lt. J.W. Kovach and crew. *	Capt. R.H. Kaufman and crew. *

* The second mission of the day for these three crews.

Mission 105

Target : Leipzig

7 July 1944

The first strategic bombing mission of July was to the aero-engine factory at Leipzig, Germany. Major Maupin took off with 37 aircraft of the 401st to lead the mission but after assembly it was found that all the aircraft's oxygen system was out. Lt. Connelly of the 613th took over the lead position and accomplished an excellent job. The Group made up the Lead and Low Boxes of 18 aircraft each in the 94th CBW "B" formation. The weather, for a change, was CAVU over the continent and both Boxes bombed with an average of 98% of the patterns within 2,000 feet of the three

Buildings that made up the MPI area.

On aircraft from 615th Squadron, 42-37981, IY-P, BELLE OF THE BARBARY COAST, with Lt. James C. Neill and his crew, aborted just before the target and seems to have vanished. One of the crew, Fred Nebus, the radio operator, is listed in the Group Roster.

The flak at the target was moderate to intense and fairly accurate, and some meager but fairly accurate flak was met at Magdeburg. 939 8th Air Force bombers were over German targets that day with 37 MIA and 390 with battle damage, bringing home 18 dead and 19 wounded crew members.

The crew loading list for the 614th Squadron on this mission is as follows:-

2nd Lt. J.W. Kovach and crew.	2nd Lt. P.R. Koons and crew.
1st Lt. F.W. Taylor and crew.	1st Lt. W.G. Rozzell and crew.
2nd Lt. H.F. Lerwick and crew.	1st Lt. J.R. Kenney and crew.
1st Lt. J.P. Risher and crew.	

Mission 106

Target : Belloy-sur-Somme/
Mont Louis Ferme

8 July 1944

This was a day of tactical targets for the 8th Air Force with attacks on bridges, tunnels, rail targets and NOBALL sites in France. The 401st put up two Boxes of twelve aircraft, Major Maupin leading the Box attacking Belloy-sur-Somme and Captain Kaufman leading the other, attacking Mont Louis Ferme. Both Boxes encountered cloud enroute and there was some difficulty in finding the I.P.'s. The bomb runs were then made through haze with good results.

One Me-110 was observed but did not attack the Group and only a small amount of flak was encountered which was inaccurate and caused no damage.

The 614th crews on this mission were:-

Capt. R.H. Kaufman and crew.	2nd Lt. P.R. Koons and crew.
1st Lt. J.F. Risher and crew.	1st Lt. F.M. Taylor and crew.
2nd Lt. T.D. Carroll and crew.	1st Lt. J.F. Lipka and crew.
1st Lt. J.R. Kenney and crew.	1st Lt. R.L. Fisette and crew.
2nd Lt. H.P. Lerwick and crew.	

Mission 107

Target : Munich

11 July 1944

After bad weather had cancelled a number of missions the 8th Air Force went to Munich and Southern Germany on the 11th July, the 401st putting up two Boxes of 18 aircraft each. These two Boxes were the "A" and "B" wings of the 94th CBW. The weather over Germany was forecasted as being clear but over the target it proved to be 9/10th's to 10/10th's and bombing was carried out by H2X. A few strikes were observed through a haze cloud break.

There was plenty of flak at the target but none of the Group sustained any battle damage. About 800 friendly fighters escorted the 700 four-engined bombers and there was no sign of the Luftwaffe, as is shown by the fact that only two enemy aircraft were claimed that day - one on the ground and one in the air.

The 614th Squadron put up nine aircraft and crews on this mission.

They were:-

42-97395 2nd Lt. P.R. Koons and crew.
42-97872 1st Lt. W.G. Rozzells and crew.
42-102659 1st Lt. J.F. Risher and crew.
42-31369 1st Lt. J.R. Kenney and crew.
42-97478 1st Lt. J.F. Lipka and crew.
42-107084 1st Lt. R.L. Fisette and crew.
42-97602 1st Lt. G.L. La Fevor and crew.
42-97780 2nd Lt. J.W. Kovach and crew.
42-97145 2nd Lt. H.P. Lerwick and crew.

Mission 108

Target : Munich

12 July 1944

For the second day running the 8th Air Force tried to carry out a visual attack on Munich - and again found the City completely blotted out by cloud. The 401st again supplied 36 aircraft under the leadership of Major D.E. Silver to form the Lead and Low Boxes of the 94th "A" CBW. The bombing was carried out by PFF methods so no observations were possible, but about 1,100 bombers emptied their bombs on the City bringing the total tonnage dropped in the two days to 6,000 tons.

The flak over the target was intense but obviously not pointed at the 401st because only two aircraft received battle damage.

Crews from the 614th on the mission were:-

42-97602 1st Lt. G.L. La Fevor and crew.
42-97872 1st Lt. W.G. Rozzells and crew.
42-97780 1st Lt. J.R. Kenney and crew.
42-97478 1st Lt. J.F. Lipka and crew.
42-31369 2nd Lt. J.W. Kovach and crew.
42-97145 2nd Lt. H.P. Lerwick and crew.
42-107084 1st Lt. R.L. Fisette and crew.
42-97395 2nd Lt. P.R. Koons and crew.

Mission 109

Target : Munich

13 July 1944

For the third consecutive day the 8th Air Force made a major attack on Munich with almost 1,000 four-engined bombers and 600 fighters over the target. 21 aircraft from the 401st flew as the Low Box for the 94th CBW, with three aircraft as spares, under the command of Major Stann. The same route was flown as the previous day - and the crews found the same weather conditions over the target - 10/10th's cloud cover. The target was bombed by PFF methods with no results available.

15 to 20 enemy aircraft were encountered near Strassbourg and one aircraft from the 615th Squadron was shot down. This was 2nd Lt. W.J. Orton and his crew in aircraft 42-97953, IY-N.

The flak over the city was moderate to intense and more accurate than on previous occasions causing battle damage to eleven aircraft, three others being damaged by fighters. The tail gunner of another aircraft was killed.

The 614th mission list was as follows:-

42-102659 2nd Lt. J.W. Kovach and crew.
42-97395 2nd Lt. P.R. Koons and crew.
42-107092 1st Lt. W.G. Rozzell and crew.

Mission 110

Target : Munich

16 July 1944

The 401st furnished two 18 aircraft Boxes for the mission, one for the 94th "A" CBW and one for the 94th "B" CBW. The target was Munich but due to heavy clouds at altitude and dense and persistent contrails both Boxes did not bomb Munich. The 94th "A" formation did bomb by PFF with unobserved results while the 94th "B" formation had to turn away before reaching the target due to very bad weather and the danger of collisions and went on to bomb Stuttgart by PFF, again with no results being observed.

Flak was met at Stuttgart and Munich causing battle damage to a few aircraft and the loss of one. The aircraft lost was 42-97982, IY-P, a 615th ship piloted by 2nd Lt. W.E. Johnson.

There was an unfortunate incident in a 612th crew when the bombardier and navigator both died of anoxia just after leaving the target. They were Lt. Dobrow and Lt. Abraham, both of Lt. McCord's crew.

The crews from the Squadron flying on this mission were :-

42-39012	1st Lt. C.A. Lincoln and crew.
42-97395	1st Lt. J.F. Risher and crew.
42-107151	1st Lt. J.R. Kenney and crew.
42-97602	1st Lt. G.L. La Fevor and crew.
42-97872	1st Lt. W.G. Rozzell and crew.
42-107084	1st Lt. R.L. Fisette and crew.
42-97478	1st Lt. J.F. Lipka and crew.
42-97869	1st Lt. T.D. Carroll and crew.
42-31863	1st Lt. F.M. Taylor and crew.

Mission 111

Target : Peenemunde

18 July 1944

After four attacks on Munich the 1st Air Division, with the 36 401st aircraft in the lead position under the command of Colonel Rogner, set out to attack the experimental base at Peenemunde on the Baltic Coast. Besides the testing of jets and rockets the base also produced large quantities of Hydrogen peroxide, the fuel for many of the new type of aircraft and rocket, so it was classed as a very important target.

The weather was clear and ideal for visual bombing, and the lead aircraft carried one of the best bombardiers in the 8th Air Force, Capt. Arnold Kuenning, who got another "shack" on this occasion.

Flak was encountered over the target and proved to be moderate and fairly accurate causing damage to a number of aircraft.

After the mission the Group received a commendation from General Spaatz, General Doolittle and General Williams on what they described as the "finest example of precision bombing they had seen."

The 614th Squadron had the following crews flying on the mission:-

PFF Ship 638	1st Lt. J.A. Gruman and crew.
42-97602	1st Lt. G.L. La Fevor and crew.
42-102394	1st Lt. J.F. Lipka and crew.
42-97145	2nd Lt. A. Harasym and crew.
42-97872	1st Lt. W.G. Rozzell and crew.
42-107151	2nd Lt. E.W. Mercer and crew.
42-97395	2nd Lt. P.R. Koons and crew.

42-97780 1st Lt. F.M. Taylor and crew.
42-97869 1st Lt. T.D. Carroll and crew.
42-102659 1st Lt. J.F. Risher and crew.
43-37551 Capt. V.K. Cammack and crew.
42-107084 1st Lt. R.L. Fisette and crew.
42-31369 2nd Lt. J.W. Kovach and crew.

Mission 112

Target : Augsburg

19 July 1944

This was another long mission back to Southern Germany to attack the Messerschmit assembly plant at Augsburg. Lt. Col. led the mission when the 401st put up three Boxes and two spares to form the entire 94th "A" CBW formation.

Although the usual PFF bombing was expected it became obvious in the I.P. area that it would be visual bombing for a change. All three Boxes bombed their primary MPI's obtaining good results and covering the assigned MPI's.

There was no enemy air activity but the flak was intense and accurate at three points, Coblenz, Aachen and the target area, accounting for damage to 15 of the Group aircraft. One 613th aircraft, 44-6129, IN-A, piloted by 2nd Lt. William J. McKeon, was hit by flak near Stuttgart and went down with two engines out but still under control.

The 614th put up the following crews:-

42-97872 1st Lt. W.G. Rozzell and crew.
42-102917 2nd Lt. E.W. Mercer and crew.
42-102394 2nd Lt. A. Harasym and crew.
PFF 687 1st Lt. J.A. Gruman and crew.
42-39012 Capt. V.K. Cammack and crew.
42-39873 1st Lt. J.F. Risher and crew.
42-97145 1st Lt. F.M. Taylor and crew.
42-107084 1st Lt. R.L. Fisette and crew.
42-97395 2nd Lt. P.R. Koons and crew.
42-97602 1st Lt. J.F. Lipka and crew.
42-97780 2nd Lt. J.W. Kovach and crew.

Mission 113

Target : Leipzig

20 July 1944

Lt. Lincoln led the Low Box with fair bombing results on the secondary target at Kolleda, Germany. The Group put up 26 aircraft to furnish the Lead and Low Box of the 94th "A" CBW plus two spares.

Some things went wrong near the target when a visual run was attempted but cloud cover prevented the Leader's bombing. Then, just over the target the Deputy Leader was hit by flak which caused him to release his bombs and the remainder of the Lead Group dropped on his bombs.

Flak at the target was called a menace and it was intense and extremely accurate, causing the loss of a 612th and 613th aircraft and damage to another 20. The aircraft piloted by Lt. K.M. Murgatroyd, 42-31037, IN-F, left the formation with an engine and the fuselage on fire and after some chutes came out the tail of the aircraft fell off and it spun in. The other aircraft lost was 42-102916, SC-E, piloted by Lt. J.L. Frederick.

The 614th crews flying to Leipzig were:-

42-39012 1st Lt. C.A. Lincoln and crew.
42-97780 1st Lt. W.G. Rozzell and crew.
42-31863 2nd Lt. J.W. Kovach and crew.
42-102659 2nd Lt. H.P. Lerwick and crew.
42-97869 2nd Lt. A. Harasym and crew.
42-97395 2nd Lt. P.R. Koons and crew.

Mission 114

Target : Schweinfurt

21 July 1944

26 aircraft from the Group, under the leadership of Major White, were part of a formation of 99 1st Air Division Fortresses that dropped 230 tons of bombs on the ball bearing plant at Schweinfurt. The Group itself dropped incendiary bombs visually with excellent results. Smoke at the target did cause the bombardiers some problems but they eventually found both MPI'S.

No enemy aircraft were seen but the moderate and fairly accurate flak over the target caused battle damage to 12 of the Group's aircraft.

The 614th put up the following crews:-

42-107151 1st Lt. J.R. Kenney and crew.
42-97602 1st Lt. J.W. Kovach and crew.
42-102659 1st Lt. W.G. Rozzell and crew.
42-97780 2nd Lt. H.P. Lerwick and crew.
42-102468 2nd Lt. E.W. Mercer and crew.

Mission 115

Target : St Lo

24 July 1944

This mission was an area bombing attack in support of the US 1st Army offensive. The 401st supplied the Lead, High and Low 12 aircraft Boxes for the 94th "A" CBW and 4 aircraft for the Composite Wing Low Squadron under the command of Major Stann.

The weather conditions were good for visual bombing but previous bombing and the ground artillery smoke made the bombing very difficult. Some formations bombed and others were recalled. Some of the 401st aircraft bombed their targets and others failed to find them and brought their bombs back to Deenethorpe. The accidental release of bombs by some Groups over the Allied lines caused the death of 20 US personnel with 60 plus wounded.

There was no fighter opposition and the flak was moderate and fairly accurate. On the way home a 613th ship, piloted by Lt. E.W. Coleman, IM-M, 42-32005, had a fire in the wing near the No. 2 engine and the crew bailed out over the Channel near Portland Bill. Lt. William C. Mannix, a 613th pilot, brought his ship down low over the water and released his dinghy. Within two hours eight of the crew were rescued by RAF Walruses but the co-pilot, Flight Officer Stewart L. Wilcox, was never found. His name appears on the Wall Of The Missing at the American Cemetery, Madingley, Cambridge.

The 614th Crews flying on this mission were:-

42-39012 Capt. V.K. Cammack and crew.
42-97395 1st Lt. P.R. Koons and crew.
42-107084 1st Lt. J.F. Risher and crew.
42-31863 1st Lt. F.M. Taylor and crew.
42-97478 2nd Lt. A. Harasym and crew.
42-97780 2nd Lt. E.W. Mercer and crew.
42-97869 1st Lt. T.D. Carroll and crew.
42-97145 2nd Lt. H.P. Lerwick and crew.

42-31369 2nd Lt. J.W. Kovach and crew.
42-97602 1st Lt. G.L. La Fevor and crew.

Mission 116

Target : St Lo

25 July 1944

This was a return to the St Lo area with bombing in support of the US 1st Army. Unfortunately, in spite of great care to ensure the bombs did not fall short, there were two incidents where bombs were dropped on the American positions, killing 102 troops and wounding 380 others.

The 401st put up 39 aircraft with Major Stann as the Air Commander to make up three Boxes for the 94th "A" CBW. Fragmentation bombs were used on this mission instead of ground-cratering high explosives. The strike photos indicated that the 401st bombs were around the area of the MPI for the Lead and Low Boxes. The High box could not recognise its MPI and did not release its bombs.

The formation met moderate and fairly accurate flak from the German ground positions in the battle area and six aircraft received minor battle damage.

The 614th crews flying to St Lo were:-

43-37551 1st Lt. C.A. Lincoln and crew.
42-97872 1st Lt. J.F. Risher and crew.
42-97145 2nd Lt. A. Harasym and crew.
42-97602 1st Lt. G.L. La Fevor and crew.
42-31863 1st Lt. F.M. Taylor and crew.
42-107151 1st Lt. J.R. Kenney and crew.
42-97780 2nd Lt. H.P. Lerwick and crew.
42-97869 1st Lt. P.R. Koons and crew.
42-31369 1st Lt. J.W. Kovach and crew.
42-102659 2nd Lt. E.W. Mercer and crew.

Mission 117

Target : Merseburg

28 July 1944

The 1st and 3rd Air Divisions put up a force of 766 B-17's to attack the fuel supplies at Merseburg/Leuna. The 401st furnished 39 aircraft under the command of the "Boss", Colonel H.W. Bowman, who also commanded the 1st Air Division that day.

The weather was pretty awful over the target and PFF methods were used to drop around 1,600 tons of bombs into the area of the synthetic oil and ammonia plants. Results were unobserved.

The flak was ineffective and was probably due to the fact that the Wing in front had released a considerable amount of "chaff" over the target. But even if the 401st escaped the flak, some others were not so lucky and 217 of the 652 aircraft over merseburg received battle damage. Seven others were shot down.

The 614th crews flying with Colonel Bowman that day were:-

42-97872 1st Lt. W.G. Rozzell and crew.
42-31369 1st Lt. J.W. Kovach and crew.
42-102394 2nd Lt. A. Harasym and crew.
42-97869 1st Lt. P.R. Koons and crew.
42-97780 2nd Lt. H.P. Lerwick and crew.
42-97602 1st Lt. G.L. La Fevor and crew.
42-97145 1st Lt. F.M. Taylor and crew.
42-102659 2nd Lt. E.W. Mercer and crew.

Mission 118

Target : Merseburg

29 July 1944

This was a visual attack on the oil targets at Merseburg by all the B-17's of the 1st and 3rd Air Division with the 401st Group furnishing three Boxes of 12 aircraft to from the 94th "C" CBW. Two PFF aircraft also went along. The Air Commander was Lt. C.J. Parr. The weather was so bad over the assembly point that some aircraft were unable to form up and returned to Deenethorpe.

The Lead and Low Boxes went on to find the weather clear over the target and bombed visually. At the last moment the towering clouds and smoke drifted over the MPI's and the bombs were released into the smoke.

There was no enemy fighters in the area but the flak proved to very effective and 22 aircraft received battle damage, two suffering major damage. Of 569 aircraft over the target 17 were shot down and 349 received various degrees of battle damage.

The following crews were on this mission:-

PFF 701	1st Lt. J.A. Gruman and crew.
42-97145	1st Lt. J.B. Evans and crew.
42-97872	1st Lt. W.G. Rozzell and crew.
42-107151	1st Lt. F.M. Taylor and crew.
42-31369	1st Lt. J.W. Kovach and crew.
42-102659	2nd Lt. E.W. Mercer and crew.
42-97869	2nd Lt. A. Harasym and crew.
42-97602	1st Lt. P.R. Koons and crew.
42-97780	2nd Lt. H.P. Lerwick and crew.

Mission 119

Target : Munich

31 July 1944

July ended with a mission to Munich by 37 aircraft from the Group led by Major W.C. Garland. They made up the three Boxes of the 94th "B" CBW. PFF aircraft were taken along as usual in case the weather over the target required blind bombing. The target itself was an important aero-engine factory.

Munich was under a heavy layer of clouds when the formations arrived over the city so PFF bombing was carried out with unknown results. Later word was passed down from 1st Air Division that considerable damage had been caused to the communications and other installations in the city.

There was moderate to intense flak at the target area which was fair to good for accuracy causing battle damage to well over half the 567 aircraft over Munich that day. Although no enemy aircraft were encountered some crews observed contrails many thousands of feet above them which were probably made by jet aircraft.

A 615th aircraft, IY-E, 42-107092, piloted by Lt. J.D. Osslander, badly damaged by flak, flew the ship to Italy and landed there.

The aircraft from the Squadron flying that day are given below with the pilots of the crews that manned them:-

PFF a/c 965	1st Lt. J.A. Gruman and crew.
42-97478	1st Lt. A. Harasym and crew.
42-107151	1st Lt. J.B. Evans and crew.
42-102394	2nd Lt. P.W. Finney and crew.
42-31863	2nd Lt. H.P. Silverstein and crew.

42-97395 2nd Lt. E.W. Mercer and crew.
42-97780 1st Lt. G.L. La Fevor and crew.
42-31662 1st Lt. W.G. Rozzell and crew.
42-97869 1st Lt. T.D. Carroll and crew.

The following new crews joined the Squadron in July:-

2nd Lt. P.W. Finney *	2nd Lt. J.J. Brown Jr.
Flt. O. V.W. Price	2nd Lt. J.F. Maszalski
2nd Lt. J.D. Brown	2nd Lt. W.F. Schiefer **
2nd Lt. D.E. Scott	
S/Sgt. E.S. Smith	S/Sgt. G.J. Arellano
S/Sgt. W.H. Snyder	Sgt. L.W. Hoffman
S/Sgt. G.B. Hill	Sgt. N.D. Martin
Sgt. W.J. Dulling	Sgt. J. Ellis
Sgt. B.V. Miller	Cpl. C.D. Wells
Pvt. T.B. Campbell	S/Sgt. J.A. Jackson
2nd Lt. H.P. Silverstein *	2nd Lt. J.J. Saurwald *
2nd Lt. J.A. Farquahar	2nd Lt. J.L. Zimmerman
2nd Lt. L.H. Crickenberger	2nd Lt. F.E. Holmstrom
2nd Lt. J.M. Schnieder	2nd Lt. C.E. Meyer
S/Sgt. D.A. Gravel	Sgt. B.L. Saville
S/Sgt. G. Dotson	Sgt. L.E. Dautrich
S/Sgt. D.E. Bergstrom	Cpl. W. Spence
S/Sgt. C.W. Landwehr	Cpl. R. Ruiz
Sgt. G.V. Dias	Cpl. P.M. Pumilia
Sgt. F.S. Meyers Jr.	Sgt. G.G. Gardner

2nd Lt. L.R. Hayes
2nd Lt. W.J. Hafley

S/Sgt. D.W. Tyree
S/Sgt. B.B. Dickson
Sgt. S.S. Lawrence
Sgt. L.L. Dreon
Sgt. E.W. Kilgore

Notes:-

- * ----- Crews MIA.
- ** ----- No regular bombardier arrived with this crew.
- *** ----- No regular navigator or bombardier arrived with this crew.

August 1944

During the month of August 18 missions were completed, two of them in one day. All were visual bombings, 6 to Germany, 9 in occupied countries and 2 were targets of opportunity.

Four missions were for direct ground support, one at Hautmensil, France was to prepare for the Canadian drive toward Falaise, France. Another was to Brest for the US Army and one at Elbeuf to block communications and escape routes of the German 7th Army. And the last one was to Yvoir, France to smash the bridge over the Seine River, behind the retreating Germans.

Officers' promotions during the month were:-

1st Lt. R.L. Mettlen to Captain.
1st Lt. J.A. Gruman to Captain.
Flight Officer W. Rhinehart to 2nd Lt.

During August information came through that the following crew members had been made POW's after the Oscherslaben Mission of 30th May 1944 :-

2nd Lt. A.L. Kilmer	1st Lt. C.L. Wilson
2nd Lt. J.M. Hunter	2nd Lt. C.C. Kelly
2nd Lt. J.H. Wilson	2nd Lt. F.M. Fogarty
T/Sgt. D.T. Dietsch	T/Sgt. R.E. Quinn
S/Sgt. J.S. Alexander	S/Sgt. J.A. Gray
	S/Sgt. G.N. Pettitt

At the same time it was reported that S/Sgt. G.R. Smith was KIA.

Missions

August 1944

Mission 120

Target : Chartres

1 August 1944

The Group furnished 36 aircraft in three Boxes of twelve to form the 94th "A" CBW under the leadership of Major Maupin. The target was an airfield in France, Chartres, which was being made ready to take jet aircraft. The runways were the main target but the whole field was "Post Holed" to make it unsuitable for aircraft. This meant cratering the whole of the area.

Captain V.K. Cammack led the 614th as the High Box with the other two Boxes ready to bomb as he released on a visual run. The bombardier then synchronised on its MPI but an electrical fault caused the bombs to hang up. About three minutes after passing over the target the bombs released themselves and landed harmlessly in the open countryside. The Low and Lead Boxes both bombed their MPI's with fair results.

Meager but accurate flak was encountered over the target which had disastrous results for two 615th aircraft. IY-Q, 42-39873, piloted by Lt. G.J. Melofchik and IY-D, 43-37859, piloted by Lt. R.B. Sproul collided when one of the received a direct hit which blew off its tail. This tail hit the other aircraft sending them both down. There is no trace in the 401st files that any of the crew members from these two aircraft survived.

The crews participating were:-

44-6132	1st Lt. J.A. Gruman and crew.
42-31891	Capt. V.K. Cammack and crew.
42-97478	2nd Lt. G.A. Filemyr and crew. *
42-102957	1st Lt. W.G. Rozzell and crew.
42-102659	1st Lt. J.B. Evans and crew.
42-97869	1st Lt. G.L. La Fevor and crew.
42-31963	1st Lt. F.M. Taylor and crew.
42-102394	2nd Lt. P.W. Finney and crew.
42-107151	2nd Lt. H.P. Silverstein and crew.

Note:- * This was Lt. Filemyr's first mission since bailing out over Spain on 19th June and returning to Deenethorpe

Mission 121

Target : Strasbourg

3 August 1944

Just north of Strasbourg was a large marshalling yards that fed many areas of Germany and France. It controlled a huge amount of the traffic feeding the invasion area so was a vital target to knock out and was one of a number attacked in that area on this day. The 401st put up 39 aircraft to form the 94th "B" CBW plus a few spares, all under the command of Major D.E. Silver as Air Commander.

The weather was fairly good with 2/10ths to 6/10ths cloud with tops at 18,000 to 20,000 feet. The assigned MPI was the same for the three 401st Groups within the Wing and they all had a good run over the target without any flak or enemy aircraft. Results were good to excellent. Some of the aircraft were damaged on the return flight in the area of Aachen. The 614th strike photos showed that 90% of their bombs had landed within 1,000 feet of the MPI.

614th crews on this mission were:-

42-107084	1st Lt. G.L. La Fevor and crew.
42-97145	2nd Lt. J.J. Brown Jr. and crew.
42-97872	1st Lt. W.G. Rozzell and crew.
42-97395	1st Lt. P.R. Koons and crew.
42-97820	1st Lt. H.F. Lerwick and crew.
42-97931	1st Lt. T.D. Carroll and crew.
42-31081	Capt. V.K. Cammack and crew.
42-31369	1st Lt. J.W. Kovach and crew.
42-31863	1st Lt. F.M. Taylor and crew.
42-102394	2nd Lt. P.W. Finney and crew.

Mission 122

Target : Anklam

4 August 1944

This was a raid on the buildings on the airfield at Anklam, believed to be concerned with the construction of jet aircraft. The results were excellent with the Lead and High Boxes striking within 1,000 feet of the MPI and the Low Box within 2,000 feet. The Group furnished 39 aircraft to form the 94th "A" CBW plus a few spares. Lt. C.A. Lincoln led the 614th formation.

The Group carried incendiaries for this mission and the 614th put 90% of them within a 1,000 foot circle of the MPI, which was very accurate for this type of bombing.

It proved to be one of those rare missions for which the name, "Milk Runs" could be applied -- no enemy aircraft were seen and there was no flak.

The 614th crews participating were :-

42-31081	1st Lt. C.A. Lincoln and crew.
42-97145	1st Lt. J.F. Risher and crew.
42-31369	1st Lt. J.W. Kovach and crew.
42-97869	1st Lt. W.G. Rozzell and crew.
42-31863	1st Lt. F.M. Taylor and crew.
42-97478	1st Lt. G.A. Filemyr and crew.
42-102659	2nd Lt. J.J. Brown Jr. and crew.
42-97602	1st Lt. H.F. Lerwick and crew.
42-102394	2nd Lt. P.W. Finney and crew.
42-107151	2nd Lt. A. Harasym and crew.
42-97395	1st Lt. P.R. Koons and crew.

Mission 123

Target : Nienburg

5 August 1944

Capt. V.K. Cammack led the Low Box to bomb an underground storage depot. The target was hard to identify and the 614th Squadron were last over the target. Heavy fires were observed and as the formation turned at the rally point out it seemed doubtful if the main supply had been destroyed. The 1,000 pound bombs did not penetrate to the deeply covered tanks.

The 39 aircraft from the Group made up the 94th "C" CBW with three aircraft as spares for other formations. The Air Commander was Lt. Col. W.T. Seawell. The weather over the continent was nil to 3/10ths with excellent visual bombing conditions over the target. Bombing results were excellent for the Lead Box, good to excellent for the High Box and good for the Low Box. Again the Group had a "Milk Run" with no enemy aircraft or flak encountered.

Crews participating were:

42-97395 1st Lt. P.R. Koons and crew.
42-102394 2nd Lt. J.J. Brown Jr. and crew.
42-31369 1st Lt. J.W. Kovach and crew.
42-31863 2nd Lt. A. Harasym and crew.
42-97872 1st Lt. T.D. Carroll and crew.
42-97145 2nd Lt. J.J. Sauerwald and crew.
42-97863 1st Lt. W.G. Rozzell and crew.
42-97602 1st Lt. H.F. Lerwick and crew.
42-97478 1st Lt. G.A. Filemyr and crew.

Mission 124

Target : Genshagen

6 August 1944

The Squadron flew the High Box position to bomb the Daimler-Benz Motor Works which was making jet aircraft. It was located a few miles south of Berlin. The majority of the bomb strikes were within 1,000 feet of the MPI. Just past the target, aircraft 42-31369, piloted by Lt. J.J. Sauerwald, was hit by flak and was seen to lose altitude with the No. 4 engine smoking. He did not return to Deenethorpe and was posted MIA.

Again the 401st put up 39 aircraft to form three Boxes of 12 aircraft for the 94th "C" CBW with three extra aircraft to fill in gaps in other Boxes. The Air Commander was Lt. Col. E.W. Brown.

Bombing was visual with excellent results. Flak was accurate and both types were met over the target - tracking and barrage. Of the 929 aircraft over Germany that day 24 were shot down, 4 were Cat. E (beyond repair) and 531 (over half) were battle damaged. Returning aircraft throughout the 8th A.F. also brought back 15 crewmen KIA.

The Squadron furnished the following crews:-

42-97869 1st Lt. T.D. Carroll and crew.
42-97502 2nd Lt. J.J. Brown Jr. and crew.
42-31369 2nd Lt. J.J. Sauerwald and crew.
42-31863 1st Lt. H.F. Lerwick and crew.
42-97395 1st Lt. P.R. Koons and crew.
42-97478 1st Lt. G.A. Filemyr and crew.
42-97145 1st Lt. J.B. Evans and crew.
42-107084 2nd Lt. A. Harasym and crew.
PFF 688 1st Lt. J.A. Gruman and crew.
42-97872 2nd Lt. H.J. Ochsenhirt and crew.

Mission 125

Target : Hautmesnil

8 August 1944

This mission set out to bomb enemy troop concentrations and strongpoints in the Caen area. It was in support of the Canadian and British Army.

The Group put up three Boxes of 12 aircraft to form the "A" Wing of the 94th CBW with Major W.C. Garland as Air Commander. The Low Box made an unbriefed approach to the target and were able to bomb their assigned area. The other two Boxes could not find the target due to smoke from previous Groups bombing and turned away. The Lead Aircraft of the High Box had just reached the Canadian lines when it took a direct flak burst and burst into flames, killing four of the crew. The bombs were released in the emergency and in consequence the whole of the Box released their bombs at the same time, bombing the Canadian front line. 25 Canadian soldiers were killed and 131 wounded in this regrettable incident.

The 614th Squadron did not bomb because of smoke and dust obscuring the target.

The following crews took part on this mission:-

42-39780	1st Lt. C.A. Lincoln and crew.
42-97947	2nd Lt. A. Harasym and crew.
42-97478	1st Lt. J.W. Kovach and crew.
42-102659	1st Lt. H.F. Lerwick and crew.
44-6145	1st Lt. J.B. Evans and crew.
42-107151	2nd Lt. H.P. Silverstein and crew.
42-97931	1st Lt. G.L. LaFevor and crew.
42-31863	1st Lt. W.G. Rozzell and crew.
42-97872	1st Lt. P.R. Koons and crew.

Mission 126

Target : Munich

9 August 1944

Lt. C.C. Lincoln led the Low Box to bomb the airfield at Munich. Heavy clouds up to 25,000 feet and dense contrails made it impossible to keep the formation together, so a target of opportunity was selected and the Squadron struck the marshalling yards at Luxembourg with excellent results. No enemy aircraft were encountered and the flak was scattered, meager but fairly accurate.

27 aircraft of the 401st took part in this mission with Lt. Col. Seawell as Air Commander and Wing Leader.

The six 614th crews on this mission were:-

42-31081	1st Lt. C.A. Lincoln and crew.
42-97145	1st Lt. T.D. Carroll and crew.
42-31863	2nd Lt. L.R. Hayes and crew.
42-107151	2nd Lt. H.P. Silverstein and crew.
42-97478	2nd Lt. P.W. Finney and crew.
42-97602	1st Lt. W.G. Rozzell and crew.

Mission 127

Target : Brest

11 August 1944

The Wing Leader on this mission was Lt. Col. E.W. Brown when 27 aircraft flew as a Wing with 3 spares flying in other formations. The 614th Squadron flew in the Lead Box to bomb the fortifications at Brest, France as a ground support mission for the American Army who were then 10 miles north of the city.

90% of the strikes were within 1000 yards of the MPI and the results were classed as excellent. 275 B-17's of the 1st Air Division took part in this attack with the loss of one aircraft from the Glatton Group.

The 614th crews on this mission were:-

42-97872 2nd Lt. H.J. Ochsenhirt and crew.
42-97145 1st Lt. J.B. Evans and crew.
42-102394 1st Lt. G.A. Fliemyr and crew.
42-97602 1st Lt. G.L. LaFevor and crew.
42-107151 2nd Lt. H.P. Silverstein and crew.
42-31863 2nd Lt. J.J. Brown Jr. and crew.
42-97395 1st Lt. C.A. Lincoln and crew.

Mission 128

Target : Elbeuf

13 August 1944

The Germans were now stampeding out of Normandy by mid-August and the 401st helped them on their way with this mission by attacking targets in the vicinity of Elbeuf, France. The Group, under the leadership of Major W.C. Garland, made up the 94th "B" CBW with each group of 12 aircraft attacking a different road junction.

Despite the fact that there was no interference from enemy fighters or flak none of the three Boxes had good results. None of the patterns covered the MPI's. An incredible 2,334 bombers and fighters were over the battlefield that morning with a total loss of 13 fighters and 12 bombers.

The Squadron put up nine crews including the Lead Crew with Major W.C. Garland as co-pilot and Air Commander - they were:-

Lead Crew:-

42-97600 (PFF ship IN-Y, ex 351st B.G.)

1st Lt. C.A. Lincoln	Pilot
Major W.C. Garland	Co-pilot
1st Lt. F.W. Ricks	Navigator
2nd Lt. E.J. Parker	Navigator
1st Lt. A.A. Winograd	"Mickey" Operator
1st Lt. S.J. Danilave	Bombardier
1st Lt. J.H. Myers Jr.	Tail Gunner / Observer
T/Sgt. O.M. Johnson	Radio Operator
T/Sgt. R.D. Brede	Top Turret / Engineer
S/Sgt. D.J. Haley Jr.	Waist Gunner

The other crews were:-

42-97872 1st Lt. G.A. Filemyr and crew.
42-97602 1st Lt. G.L. LaFevor and crew.
42-97395 1st Lt. P.R. Koons and crew.
42-102394 2nd Lt. P.W. Finney and crew.
42-97145 1st Lt. J.B. Evans and crew.
42-97869 2nd Lt. L.R. Hayes and crew.
42-107151 2nd Lt. H.P. Silverstein and crew.
42-31863 1st Lt. J.F. Risher and crew.

Mission 129

Target : Stuttgart

14 August 1944

The primary target on this mission was the large aircraft engine factory on the outskirts of Stuttgart - Haguenu, the secondary being an airfield in the same area. The bad weather encountered made it necessary for the Wing to attack the secondary operational airdrome.

The 401st Furnished three Boxes of twelve aircraft plus two spares, making up the 94th "B" CBW, the Air Commander being Major Maupin of the 612th Squadron. Results were classed as only fair. There was very little flak and no enemy aircraft were encountered. The 1st Air Division put up 381 aircraft on this mission with no losses and only twenty aircraft receiving battle damage.

The nine 614th crews on this mission were:-

42-32012	Capt.	J.A. Gruman and crew.
42-39780	2nd Lt.	L.R. Hayes and crew.
42-31863	2nd Lt.	J.J. Brown Jr. and crew.
42-107151	2nd Lt.	H.P. Silverstein and crew.
42-102659	1st Lt.	J.W. Kovach and crew.
42-107084	2nd Lt.	P.W. Finney and crew.
42-97145	1st Lt.	J.B. Evans and crew.
42-97602	1st Lt.	P.R. Koons and crew.
42-97478	1st Lt.	G.A. Filemyr and crew.

Mission 130

Target : Schkenditz

16 August 1944

Major R.J. White led 39 aircraft from the Group to form the 94th "A" CBW, plus three spares, on the attack on the Ju-88 aircraft assembly plant at Schkenditz, Germany. The 401st's assigned target was main assembly shop of the plant.

The flak on the way into the target was described as "terrific", and it obviously was because of the 1st Bomb Division's 425 aircraft 10 were shot down and 234 received battle damage. The Lead aircraft was so badly damaged it could not release its bombs but the Low Box bombed with excellent results. The High Box leader was also badly damaged and had to fall back on a manual bomb run - but the results were very good, 90% of the bombs falling within 2,000 feet of the MPI.

It was estimated that the Group received up to 30 minutes of continuous flak in and around the target area, and, although no aircraft were lost, one co-pilot was killed and two other men wounded.

Every plane put up by the Squadron that day received battle damage, four being in the major category.

The nine crews from the 612th on this mission were:-

42-39012	1st Lt.	C.A. Lincoln and crew.
42-107151	Capt.	J.F. Risher and crew.
42-97869	2nd Lt.	L.R. Hayes and crew.
42-97872	2nd Lt.	H.A. Ochsenhirt and crew.
42-102394	2nd Lt.	N.L. Sisson and crew.
42-97145	1st Lt.	P.R. Koons and crew.
42-102659	1st Lt.	J.W. Kovach and crew.
42-97602	2nd Lt.	J.J. Brown Jr. and crew.
42-97478	1st Lt.	G.A. Filemyr and crew.

Mission 131

Target : Yvoir

18 August 1944

The mission was led by Lt. Col. A. Brooks and the Lead Box by Capt. Gruman with Lt. Col. A. Brooks as co-pilot and Air Commander. The 401st put up three Boxes of twelve aircraft to form the 94th "C" CBW. The target was a bridge crossing the Meuse River at Yvoir, Belgium, cutting off one of the German escape routes from Northern France.

The High Box hit the bridge but the Lead and Low Boxes missed it. Only the Low Box met any opposition, and this was in the form of about ten bursts of flak from Liege. It proved to be accurate, causing damage to five of the twelve aircraft in the formation.

The 614th crews on the mission were as follows:-

Lead Crew:-

42-39780

Capt. J.A. Gruman	Pilot
Lt. Col. A.C. Brooks	Air Commander
1st Lt. J. Griset	Navigator
1st Lt. J.B. Harding	Navigator
1st Lt. R.J. Andrews	Bombardier
T/Sgt. K.M. Jacobson	Radio
T/Sgt. E.M. Snyder	T.T. / Eng.
S/Sgt. W.W. Harwell	Ball Turret
1st Lt. L.T. Melton	Tail Gunner / Observer
S/Sgt. D.H. Campbell	Waist Gunner

The other crews were:-

42-97872 1st Lt. H.P. Lerwick and crew.
42-31983 1st Lt. G.A. Filemyr and crew.
43-37736 2nd Lt. H.C. Mays and crew.
42-97395 1st Lt. J.W. Kovach and crew.
42-107151 2nd Lt. N.L. Sisson and crew.
42-107084 2nd Lt. L.R. Hayes and crew.

Mission 132

Target : Weimar

24 August 1944

After a break of five days due to some very foul English weather the Group furnished 39 aircraft to form the 94th "B" CBW. This was made up of three Boxes of twelve aircraft plus two PFF aircraft and a spare. The Air Commander for the mission was Lt. Col. W.T. Seawell.

The 614th flew the low position in the Lead Box to attack the armament factory making tanks, shells and bombs at Weimer, Germany. It was also reported to have been working on the V1 and V2 rocket weapons. Results were good in spite of enemy attacks. Single-engined fighters hit the Wing as they finished their climb to altitude and were strung out. Forty to fifty fighters attacked very aggressively from all angles making repeated passes to within 50 yards of the 401st B-17's. 2nd Lt. P.W. Finney's aircraft, 43-102394 was shot down about 30 miles S.E. of Hamburg. Flames enveloped the left wing and the plane went into a dive to about 8,000 feet where it exploded. Only one chute was seen to come out of the plane at the time although in fact six members of the crew did escape from the burning aircraft.

The plane, "DOWN N' GO", was hit amidships badly wounding the Top Turret gunner, the Radio Operator and the Ball Turret gunner who all died in the explosion minutes later. Although ordered to bail out the Waist Gunner, Sgt. B.V. Millet, continued to try to get the Ball Turret Gunner out of his turret when the plane blew up and threw him clear of the wreckage to parachute to safety.

Two 613th aircraft also went down (42-97344, Lt. M.S. Fish, and 43-37511, Lt. M.M. Cain) so the Group lost 27 men MIA with three wounded men among the returning crews. The Group claimed 21 enemy aircraft shot down but post war records show that the whole of the 1st Air Division shot down 10 enemy fighters that day. For many of the crews it had been their first real encounter with enemy aircraft.

The nine crews put up by the Squadron that day were:-

42-97947 1st Lt. E.W. Mercer and crew.
42-97602 1st Lt. H.P. Lerwick and crew.
42-97145 1st Lt. J.B. Evans and crew.
42-102394 2nd Lt. P.W. Finney and crew.
42-107151 2nd Lt. H.P. Silverstein and crew.
42-107084 1st Lt. G.A. Filemyr and crew.
42-102659 1st Lt. J.W. Kovach and crew.
42-97872 2nd Lt. L.R. Hayes and crew.
42-97395 Capt. J.F. Risher and crew.

Mission 133

Target : Peenemunde

25 August 1944

This was a major effort by the 8th Air Force against aircraft component plants, Luftwaffe experimental stations and the oil industry with the 401st selected to attack the Peenemunde experimental station. The Group furnished 39 aircraft to form the 36 aircraft Wing flying as the 94th "C" CBW with Colonel E.W. Brown as the Air Commander. The other three aircraft would probably have been two PFF aircraft and a spare.

Capt. J.A. Gruman led the High Box and all three Boxes were able to bomb visually with excellent results. At least 80% of the Wings bombs fell within the 1,000 feet circle. No enemy aircraft or flak was encountered on this mission except over the target itself and here the flak was moderate to intense, causing battle damage to 25 of the aircraft.

The Squadron put up the following crews:-

42-107084 1st Lt. G.A. Filemyr and crew.
42-97145 1st Lt. J.B. Evans and crew.
550 2nd Lt. N.L. Sisson and crew. (a/c probably PFF from another Group)
42-39102 Capt. J.A. Gruman and crew.
42-97872 1st Lt. W.C. Bright and crew.
42-31863 2nd Lt. J.J. Brown and crew.
42-102659 1st Lt. H.P. Lerwick and crew.
42-107151 2nd Lt. H.P. Silverstein and crew.
42-97395 2nd Lt. L.P. Hayes and crew.

Mission 134

Target : Henin - Lietard

25 August 1944

This was the second mission to be flown on the 25th August and the 401st furnished 12 aircraft with Lt. C.A. Lincoln as the Air Commander. The target was an oxygen plant at Henin-Lietard, France and the Wing bombed in formations of six aircraft each.

The weather was 4/10th's to 5/10th's over the continent to 6,000 feet with smoke and haze at the target. The bombing was carried out visually and the results were reported as fair. There was no enemy opposition in the form of fighters or flak.

The five 614th crews on the mission were:-

42-39780 1st Lt. C.A. Lincoln and crew.
42-102957 2nd Lt. E.W. Mercer and crew.
42-97395 2nd Lt. L.R. Hayes and crew.
42-97869 1st Lt. P.R. Koons and crew.
42-31069 1st Lt. J.W. Kovach and crew.

Mission 135

Target - La Louviere/Tertre

26 August 1944

The original target for the Group this morning had been in Germany but heavy fog had prevented the take-off. Instead the Group had been allocated two targets in Belgium, Tertre and La Louviere, making chemicals for use in explosives.

The Group were ordered to return with the bombs unless the target was positively identified. Two runs were made but cloud cover prevented the bombing of the target. There was no enemy opposition of any kind on this mission.

The seven 614th crews participating were :-

42-102659	1st Lt. J.W. Kovach and crew.	
42-97602	1st Lt. W.C. Bright and crew.	
42-97869	1st Lt. J.B. Evans and crew.	
42-107064	2nd Lt. H.C. Mays and crew.	42-102947 1st Lt. G.A. Filemyr
42-97395	1st Lt. P.R. Koons and crew.	and crew.
43-38125	Capt. J.A. Gruman and crew.	
42-37632	1st Lt. E.W. Mercer and crew.	

Mission 136

Target - Berlin

27 August 1944

Major Maupin led 39 401st aircraft on this mission to the German capital but only got as far as the Danish Peninsula when bad weather forced them to turn back. Some flak was encountered over the German part of the Peninsula. Of the 1,203 8th Air Force aircraft that set out to bomb Germany that morning only 188 dropped their bombs on targets of opportunity.

The Squadron furnished the following crews on this mission :-

42-31662	2nd Lt. H.P. Silverstein and crew.
43-38033	1st Lt. C.A. Lincoln and crew.
42-107084	2nd Lt. N.L. Sisson and crew.
42-97602	1st Lt. H.P. Lerwick and crew.
42-39012	1st Lt. G.A. Filemyr and crew.
42-97145	2nd Lt. J.C. Crozier and crew.
42-97869	2nd Lt. H.C. Mays and crew.
42-97395	1st Lt. P.R. Koons and crew.
42-102659	1st Lt. C.W. Utter and crew.

Mission 137

Target : Coubronne

30 August 1944

This was the last mission of the month and the target was a V-1 site at Coubronne, France. The 36 aircraft were led by Lt. Col. Vorhees with 2nd Lt. W.C. Koran a 41st Wing PFF navigator joining the crew of Capt. J.A. Gruman in the Lead aircraft of the Wing. This was a Gee-H mission with one of this type of aircraft leading each Box of twelve aircraft.

The weather was so bad that it was extremely difficult to locate any target and very few of the aircraft succeeded in releasing their bombs. Even when the High Box released it's bombs only three other aircraft in the formation dropped with him.

Despite the bad weather, and the fact that 941 bombers and 310 fighters were operating over Germany and France in daylight, not one aircraft was lost this day, which must have been some sort of record.

The 614th crews flying this mission were:-

42-107151 2nd Lt. E.W. Mercer and crew.
PFF 777 Capt. J.A. Gruman and crew.
42-97145 1st Lt. C.W. Utter and crew.
42-102659 1st Lt. J.W. Kovach and crew.
42-31863 2nd Lt. H.C. Mays and crew.
42-97869 2nd Lt. J.C. Crozier and crew.
42-97395 1st Lt. P.R. Koons and crew.
43-38236 2nd Lt. L.R. Hayes and crew.
42-97602 2nd Lt. N.L. Sisson and crew.

The following new crews joined the Squadron in August:

2nd Lt. H.J. Ochsenhirt	1st Lt. J.B. Evans
1st Lt. W.C. Bright	1st Lt. J. Schulz
1st Lt. J.B. Harding	2nd Lt. W.B. Rhinehart
S/Sgt. B.A. Bralley	S/Sgt. H.H. Shanks
T/Sgt. J.R. Russell	T/Sgt. C.K. Fidler
T/Sgt. S.A. Tweed	S/Sgt. R.M. Croce
S/Sgt. H.J. Frohman	S/Sgt. B.J. Spatilson
Sgt. A.J. Hayden	S/Sgt. M.F. Smith
Sgt. F.S. Meyers Jr.	S/Sgt. E.H. Keohler
1st Lt. E.W. Mercer	1st Lt. A. Harasym
2nd Lt. C.D. Hibbert	2nd Lt. R.A. Hosley
2nd Lt. L.E. Gaskins	2nd Lt. E.J. Parker
2nd Lt. T.J. Klefisch	2nd Lt. J.J. Marshall
T/Sgt. J.S. Zubrickas	T/Sgt. J.H. Friduss
T/Sgt. C.V. Fowler	T/Sgt. G.L. Topic
Sgt. E.B. Grasela	S/Sgt. E.T. Saylor
S/Sgt. S.A. Gurnicki	S/Sgt. G.C. Capps
Sgt. R.A. Connors	S/Sgt. J.S. Bailey
2nd Lt. H.C. Mays	1st Lt. W.C. Bright
2nd Lt. H. Livingston	Flt.O. P.F. Whittman
2nd Lt. M.F. Koski	2nd Lt. J.M. Schneider
2nd Lt. R.L. Schaefer	2nd Lt. M.C. Hern
S/Sgt. W.J. Bayes	T/Sgt. J.R. Russell
S/Sgt. C.E. Gay	T/Sgt. J.E. Collett
Sgt. W.I. Cole	S/Sgt. H.J. Frohman
Sgt. J.L. Monacella Jr.	S/Sgt. A.J. Hayden
Sgt. B.J. Wilson	S/Sgt. J.F. Classick Jr.
2nd Lt. N.L. Sisson	2nd Lt. J.C. Crozier
2nd Lt. E.E. Hofmann	2nd Lt. W.J. Hafley
2nd Lt. L. Crossen	2nd Lt. W.E. Rhinehart
2nd Lt. N. Picker ✓	S/Sgt. E.W. Kilgore
S/Sgt. A.S. Haluck	T/Sgt. D.W. Tyree
Sgt. P.J. Carter	T/Sgt. B.B. Dickson
Sgt. C.J. Stevens	S/Sgt. S.B. Lawrence
Sgt. F.T. Ritchie	S/Sgt. J.A. Jackson
S/Sgt. G.G. Gardner	S/Sgt. L.L. Dreon
1st Lt. C.W. Utter	T/Sgt. J.G. Mitchell
2nd Lt. E.C. Oden	S/Sgt. R.W. LaVigna
2nd Lt. E. Damp	Sgt. H.L. Cole
2nd Lt. J.P. Hope Jr.	Sgt. S.A. Zaborsky
	S/Sgt. D.A. St. Peter

September 1944

September was the 10th month of operations for the 401st in the ETO and saw the completion of 151 missions, a record for heavy bombardment by B-17's. There was less activity than usual during this month, most of it being PFF missions to Germany, synthetic oil being the major objective.

One outstanding exception was the mission against the ground defences at Groesbeck, Holland, which was the preliminary to the airborne operations at Arnheim and Nijmegen. It was a very successful tactical job and Lt. Ted C. Carroll received a letter of commendation for it.

Sadly one aircraft was lost by a take-off crash on September 17th and the entire crew were killed. The crew were :-

2nd Lt. F.E. Cook	Cpl.	W.E. Weston
2nd Lt. P.H. Clark	Cpl.	W.M. Dahlin
2nd Lt. C.R. Werner	Cpl.	W.J. Ambrogetti
2nd Lt. F.W. Jorgensen	Cpl.	J.R. Browning
Sgt. J.J. Page Jr.		

The Merseburg mission on September 11th was tough for Sgt. R.D. Ross who took off his flak suit and chute to kick out bombs which could not be salvoed. This was done during evasive action through flak and earned a letter of commendation from Colonel Bowman.

Fifty-four evaders returned to the Group during the month, thirteen of them being 614th men with very interesting stories.

Lt. James G. Levy with Sgt. Harry J. Blair and Lt. J.M. Singleton with Sgt. William E. Muse returned together.

This crew came down near Brussels on April 29th and lived with civilians for three months and were finally sent to a central underground station in Brussels. The Gestapo had taken over this station and evaders were received as usual and told they were being sent back to Paris. Instead they went to a concentration camp. About 40 evaders were loaded into a train with guards. While still in the yard Lt. Levy and Sgt. Blair jumped off and escaped across the yards. Shortly after, Belgium patriots derailed the train and the rest of the men escaped.

Lt. Charles E. Ksieniewicz, pilot, and his bombardier, Lt. John J. King, returned after being knocked down by flak on 20th April at Bois Coquerel.

They lived near Dieppe with a French family and expected the invasion to hit somewhere near that point. The Germans had an orderly room in the same house.

The Germans pulled out several days before the Canadians entered the town. To hide their identity as Americans, Lt. Ksieniewicz and Lt. King worked in the fields. This also put them in position to meet the German soldiers stationed nearby. From bits of conversation with these Germans they learned that these particular soldiers did not know that St. Lo had been taken as late as September 1st.

Promotions

To First Lieutenant:-

2nd Lt. J.J. Brown Jr.
2nd Lt. P.F. Kaiser
2nd Lt. T.J. Klefisch

2nd Lt. F.J. Coselli
2nd Lt. W. Norton
2nd Lt. W.E. Rhinehart

2nd Lt. E.L. Dobrowolski
2nd Lt. H.F. Silverstein

To Captain:-

1st Lt. C.A. Lincoln

1st Lt. W.G. McAlexander

1st Lt. W.E. Packe

Missions

Mission 138

Target : Ludwigshaven

3 September 1944

This was a 1st Bomb Division attack on Ludwigshaven by PFF with Col. H.W. Bowman as Division Leader. Captain Wood was Lead Navigator, Lt. Fine, Mickey Operator and Captain Meadville, Lead Bombardier. The target was the I.G. Farbenindustrie A.G.

Bombing was done by PFF amidst intense flak, twenty-five of the Group's 39 aircraft receiving battle damage.

The Squadron furnished the following ten crews:-

42-97602 1st Lt. J.W. Kovach and crew.
42-97145 1st Lt. H.P. Lerwick and crew.
43-38236 2nd Lt. L.R. Hayes and crew.
42-97395 1st Lt. P.R. Koons and crew.
42-31863 1st Lt. C.W. Utter and crew.
42-97872 1st Lt. W.C. Bright and crew.
42-107084 2nd Lt. J.C. Crozier and crew.
42-97478 1st Lt. G.A. Filemyr and crew.
42-107151 2nd Lt. N.L. Sisson and crew.
43-38033 2nd Lt. E.W. Mercer and crew.

Mission 139

Target : Ludwigshaven

5 September 1944

This was a return to the I.G. Farbenindustrie A.G. at Ludwigshaven because the results of the previous two attacks were unknown. 40 aircraft were furnished by the Group with Lt. Col. Seawell as the Air Commander and Major W.C. Garland leading the High Box of 12 aircraft.

A "Buckeye" weather ship flew ahead of the formation to advise on the weather, and it reported back that there was broken and scattered clouds from the coast to the I.P., advising that the formations bomb with PFF. The meager flak at the I.P. increased to intense and accurate over the target, knocking down two aircraft and causing battle damage to 163 out of the 277 aircraft that were effective. In these aircraft two were killed and 11 others wounded.

Ten crews were furnished for this mission by the 614th. They were:-

43-38033 1st Lt. T.D. Carroll and crew.
44-6104 2nd Lt. N.L. Sisson and crew.
42-97938 1st Lt. A. Harasym and crew.
42-31730 2nd Lt. H.P. Silverstein and crew.
42-97602 2nd Lt. H.C. Mays and crew.
42-38236 2nd Lt. L.R. Hayes and crew.
42-102659 1st Lt. J.W. Kovach and crew.

42-97869 1st Lt. G.A. Filemyr and crew.
43-38330 1st Lt. W.C. Bright and crew.
42-102947 1st Lt. H.P. Lerwick and crew.

Mission 140

Target : Mannheim

9 September 1944

The primary target was the same one that had been attacked on the previous two missions but with orders that if visual bombing could not be carried out the secondary target at Mannheim was to be attacked by PFF.

The group furnished 39 aircraft to form the 94th "A" CBW with two PFF aircraft and a spare. The Air Commander was Lt. Col. Brown with Major W.C. Garland as the Low Box Leader.

The flak was moderate to intense and caused the loss of a 612th crew piloted by Lt. David Loughlin. The intensity of the flak can be gauged by the fact that of 1,042 aircraft over the target 14 were shot down and 449 received battle damage. The returning aircraft also brought back seven dead crewmen and 13 wounded.

The 612th supplied the following crews:-

42-97780 1st Lt. T.D. Carroll and crew.
42-107084 1st Lt. A. Harasym and crew.
42-102659 1st Lt. J.W. Kovach and crew.
42-97145 1st Lt. H.P. Lerwick and crew.
42-97872 1st Lt. W.C. Bright and crew.
42-31863 1st Lt. C.W. Utter and crew.
42-38236 2nd Lt. L.R. Hayes and crew.
42-97478 2nd Lt. N.L. Sisson and crew.
42-97869 2nd Lt. J.C. Crozier and crew.
42-97602 1st Lt. J.J. Brown Jr. and crew.

1st Lt. J.T. Dresbach, "Mickey" operator, flew with Lt. Haskins, 615th Sqdn.

Mission 141

Target : Gaggenau

10 September 1944

The 401st supplied 39 aircraft to form the 94th "C" CBW plus PFF aircraft and a spare, to attack the Daimler-Benz plant at Gaggenau, a plant that employed 12,000 workers. The plant produced a variety of equipment, mostly in the transportation field. The Wing Leader was Lt. Col. Brown with Lt. H.E. Kron as Lead Navigator and Capt. H.W. Meadville as Lead Bombardier. The bombing was visual for a change with all MPI's being well covered.

Flak came up from the vicinity of Strasbourg and Karlsruhe and was meager to moderate, crews reporting that they were in and out of flak for about 25 minutes in all. A 615th ship piloted by Lt. William B. Woodward was lost as a result of this flak.

Major W.C. Garland led the 614th low box of nine aircraft which bombed with fair results. They were:-

42-97780 1st Lt. E.W. Mercer and crew.
42-39012 1st Lt. A. Harasym and crew.
42-38236 1st Lt. G.A. Filemyr and crew.
42-102659 1st Lt. J.W. Kovach and crew.
42-97872 1st Lt. W.C. Bright and crew.
42-31863 2nd Lt. F.L. Cooke and crew.

42-97145	1st Lt. H.P. Lerwick and crew.
42-38330	2nd Lt. R.S. Hubbell and crew.
42-97602	2nd Lt. R.W. James and crew.
42107151	2nd Lt. J.C. Crozier and crew.

Mission 142

Target : Merseburg

11 September 1944

This was a major attack on the German oil industry with 1,131 bombers and 440 fighters taking off from 8th Air Force bases. And, for the first time in four months, the Luftwaffe came up in strength, over 500 fighters attacking the formations. 40 bombers and 17 fighters were lost during the day with claims for about 170 German fighters shot down.

The Group put up a 36 aircraft box to form the 94th "B" CBW, plus 3 other aircraft that were probably two PFF and a spare. Major W.C. Garland was the Wing Air Commander.

The flak was intense and accurate and aircraft 42-97478, piloted by Lt. G.A. Filemyr, was badly damaged by flak and forced to leave the formation. It was then jumped by four enemy fighters wounding the Ball Turret gunner in the chest. Later, over Saarbrücken, at 8,000 feet, they flew into an intense flak barrage and during the violent evasive action two of the crew bailed out. The aircraft eventually returned to Deenethorpe.

The Squadron put up the following crews:-

42-97636	1st Lt. T.D. Carroll and crew.
42-39012	1st Lt. A. Harasym and crew.
42-107151	1st Lt. H.F. Silverstein and crew.
42-97145	1st Lt. H.P. Lerwick and crew.
42-31983	1st Lt. C.W. Utter and crew.
42-38330	2nd Lt. R.S. Hubbell and crew.
42-102659	1st Lt. J.W. Kovach and crew.
42-97602	2nd Lt. R.W. James and crew.
42-38236	2nd Lt. J.C. Crozier and crew.
42-97478	1st Lt. G.A. Filemyr and crew.

Mission 143

Target : Merseburg

13 September 1944

The Group flew as the 94th "B" Combat Bomb Wing with the 614th furnishing 9 aircraft to form the High Squadron. Major Maupin was the Air Commander. The Group also put up three PFF aircraft in case the weather turned foul - which it usually did.

There was an error in navigation and the "Mickey" equipment also failed so the lead aircraft picked up the wrong target - Gera, Germany. The High and Low Boxes did bomb the primary visually, which were synthetic oil and nitrogen plants at the I.G. Farben plant. The flak was intense and accurate and there were also several fights with enemy aircraft.

The 614th crews on this mission were:-

42-97145	1st Lt. H.P. Lerwick and crew.
42-38330	1st Lt. F.E. Rundell II and crew.
42-97602	2nd Lt. H.C. Mays and crew.
42-31363	1st Lt. H.F. Silverstein and crew.
42-107084	1st Lt. G.A. Filemyr and crew.
42-97872	1st Lt. W.C. Bright and crew.
42-97869	1st Lt. J.W. Kovach and crew.
42-102398	2nd Lt. J.C. Crozier and crew.
42-38236	2nd Lt. L.R. Hayes and crew.

Mission 144

Target : Groesbeck

17 September 1944

The 614th furnished 12 aircraft in Force 3 to bomb fortifications of the Siegfried Line. The target was a wooded area where the Germans had a concentration of tanks and guns. The Group suspected a ground assault on this area - in fact it turned out to be the greatest airborne operation of the war, "Market Garden".

The Force was assigned areas bounded by geographical coordinates and bombing was done by 6-plane elements. The 401st led the Division along the briefed route and excellent results were achieved; frag bombs were dropped from 12,000 feet. Practically no enemy opposition of any kind was encountered.

Aircraft 42-97872 crashed on take-off killing all the crew, the pilot being Lt. F.E. Cooke.

The crews on this mission were:-

42-97780	1st Lt. T.D. Carroll and crew.
42-31863	1st Lt. J.J. Brown and crew.
42-38330	1st Lt. F.E. Rundell and crew.
42-32591	1st Lt. H.P. Silverstein and crew.
42-39012	Capt. J.A. Gruman and crew.
42-97395	2nd Lt. R.S. Hubbell and crew.
42-107084	1st Lt. A. Harasym and crew.
42-97602	2nd Lt. H.C. Mays and crew.
42-38236	1st Lt. H.P. Lerwick and crew.
42-97145	2nd Lt. N.L. Sisson and crew.
42-102659	2nd Lt. R.W. James and crew.

S/Sgt. J.G. Mitchell flying with Lt. Keeling, 613th Sqdn.

Mission 145

Target : Hamm

19 September 1944

39 aircraft were put up by the Group, ten of them coming from the 614th Squadron under the command of Lt. Ted D. Carroll. All the targets assigned to the Division were connected with the supply of the German Forces attacking the airborne troops in Holland. The 401st was allocated the marshalling yards at Soest, the main supplementary marshalling yards dealing with the traffic to and from Eastern Germany. The secondary was the large yards at Hamm.

Just before I.P. the whole operation began to go wrong. The weather ship made contact with the Wing Leader just before the I.P. to inform him that visual bombing was out of the question. After passing the I.P. the formation ran into a 10/10th's front that went up to 28,000 to 30,000 feet - and went into it. The Wing became separated, missed the target and then all turned to the secondary, Hamm. The Lead Box could not find the target and bombed a target of opportunity with poor results. The High Box had seven miles to line up on Hamm and bombed with unobserved results. The Low Box did not have PFF, could not find a target, and finally dropped their bombs in an open field.

Over France the Group received diversion orders and 24 aircraft landed at North Pickenham, home of the 491st B.G., a B-24 outfit. The other aircraft were scattered around at various fields and returned to Deenethorpe the following day.

The 614th crews on this mission were:-

42-97780 1st Lt. T.D. Carroll and crew.
42-97145 1st Lt. H.P. Lerwick and crew.
42-102659 1st Lt. J.W. Kovach and crew.
42-107151 1st Lt. H.P. Silverstein and crew.
42-97473 2nd Lt. R.S. Hubbell and crew.
42-97602 2nd Lt. H.C. Mays and crew.
42-31863 1st Lt. J.J. Brown and crew.
42-38236 2nd Lt. L.R. Hayes and crew.
42-107084 2nd Lt. N.L. Sisson and crew.
42-38330 2nd Lt. R.W. James and crew.

Mission 146

Target : Kassel

22 September 1944

The Group furnished 36 aircraft plus two PFF aircraft to make up the 94th "B" Combat Bomb Wing on this mission to Kassel. The primary visual target was the ordnance depot but because of 10/10th's cloud coverage the secondary target, a large engineering works, was bombed by PFF. The 614th put up ten crews to form part of the High Box with Lt. Ted D. Carroll in the Lead Aircraft.

Some light scattered flak was encountered by the High Box only and was reported as being fair to good for accuracy. Five aircraft were damaged and one crewman was wounded.

The crews from the Squadron were:-

44-8153 1st Lt. T.D. Carroll and crew.
42-39012 1st Lt. A. Harasym and crew.
42-97395 2nd Lt. W.L. Morton and crew.
42-102659 1st Lt. J.W. Kovach and crew.
42-38330 2nd Lt. N.L. Sisson and crew.
42-31863 2nd Lt. L.R. Hayes and crew.
42-97602 2nd Lt. H.C. Mayes and crew.
42-97478 1st Lt. W.C. Bright and crew.
42-107151 2nd Lt. J.C. Crozier and crew.
42-97145 1st Lt. F.E. Rundell II and crew.

Mission 147

Target : Frankfurt

25 September 1944

The Air Commander on this mission was Major Maupin. It was his 25th and last mission. The Group furnished 36 aircraft plus two PFF aircraft to form the 94th "C" Wing and they were loaded with leaflets and a new device called "Braddock bombs". This was a device filled with small incendiary units for the use by foreign workers in the German war industry.

There was a distinct lack of enemy fighters and the flak that appeared to be directed at the 401st was inaccurate with the result that there was no battle damage amongst the Group aircraft.

The nine 614th Squadron taking part on this mission were:-

42-107151 1st Lt. H.P. Silverstein and crew.
42-97395 2nd Lt. R.S. Hubbell and crew.
42-38236 2nd Lt. J.C. Crozier and crew.
42-38330 1st Lt. C.W. Utter and crew.
42-97602 2nd Lt. W.L. Morton and crew.
44-6464 1st Lt. W.C. Bright and crew.
42-97145 1st Lt. H.P. Lerwick and crew.
43-38452 2nd Lt. R.W. James and crew.
42-102659 1st Lt. F.E. Rundell II and crew.

1st Lt. A.A. Winograd, "Mickey" operator, flying with 615th Squadron.

Mission 148

Target : Osnabruck

26 September 1944

The 401st put up 40 aircraft with the Squadron furnishing 10 aircraft to form the Low Squadron with Captain J.A. Gruman as the Squadron Leader and Colonel Rogner as Division and Group Leader. They attacked the marshalling yards at Osnabruck with 1,000 pounders.

There was again no enemy air opposition but the flak accounted for eleven aircraft receiving battle damage over the target. A new standard terminology was to be used from this day for air units in reports and was as follows:-

A Group consists of 2 or 3 Squadrons.
A Squadron consists of 12 aircraft.
A Section consists of 6 aircraft.
A Flight consists of 3 aircraft.

Calling three boxes of twelve aircraft a Wing had been very confusing, especially to aviation researchers some years later. For this we have to thank 8th Air Force Memo No. 56 - 7, dated 22nd September, 1944.

The 614th crews were:-

42-97780 Capt. J.A. Gruman and crew.
42-107084 1st Lt. A. Harasym and crew.
42-97395 2nd Lt. R.S. Hubbell and crew.
42-97146 1st Lt. H.P. Lerwick and crew.
42-97602 2nd Lt. H.C. Mays and crew.
43-38330 2nd Lt. J.C. Crozier and crew.
42-107151 1st Lt. H.P. Silverstein and crew.
42-102659 1st Lt. F.E. Rundell II and crew.
43-38452 2nd Lt. R.W. James and crew.
44-6464 Flt. O. P.F. Whittman and crew.

Mission 149

Target : Cologne

27 September 1944

The 27th and 28th September 1944 saw the success of the new German attack system called "Sturmgruppen". It was a mass attack formation by the armoured fighter aircraft, the FW 190. On the 27th the 445th B.G. of B-24's lost 25 of their aircraft in about three minutes - that means that 225 airmen of this Group did not return from the mission. The 2nd Division aircraft also brought back to their bases 20 dead aircrew. It was the turn of the B-17's on the following day when 18 B-17's went down in one pass, this time the 303rd Bomb Group from nearby Molesworth lost 11 aircraft, the 401st losing one, that of a 615th crew piloted by Lt. E.N. Daves.

The near destruction of the oil industry saw the Germans using portable gas producers that used wood and coal. The U.S. Army requested that the 8th Air Force go after a factory that were making this equipment at Cologne. The 39 aircraft of the Group made up the 94th "B" Wing under the leadership of Captain Clyde Lewis with Captain J.A. Gruman leading the 614th as the High Squadron.

The weather over the target was 9/10th's to 10/10th's so a PFF attack had to be made but some visual check points just after bombs away seemed to indicate that the "Mickey" operator had done a good job. The 401st did not suffer any attack from the Luftwaffe and the flak made up for this

by giving the Group a taste of moderate and accurate bursts that caused battle damage to eleven aircraft.

The 614th furnished the following crews:-

42-97780 Capt. J.A. Gruman and crew.
42-31863 Flt.O. P.F. Whittman and crew.
42-107084 1st Lt. A. Harasym and crew.
42-97145 1st Lt. H.P. Lerwick and crew.
42-38236 2nd Lt. R.E. Moran and crew.
42-107151 2nd Lt. J.W. James and crew.
42-97478 2nd Lt. R.S. Hubbell and crew.
42-38330 2nd Lt. J.C. Crozier and crew.
44-6508 2nd Lt. N.L. Sisson and crew.
42-97602 2nd Lt. H.C. Mays and crew.

Mission 150

Target : Magdeburg

28 September 1944

The Group furnished 36 aircraft to form the 94th "A" Wing with three PFF, two flying with the Lead Squadron and one in the High Squadron. The Air Commander on this occasion was Captain Locher with Captain Gruman leading the Low Squadron, which attacked an aeroengine factory with GP's and I.B.'s, getting excellent results.

They did not see the mass attack on some of the other Groups and reported no enemy air opposition. One 615th aircraft went down as a result of the flak, reported as moderate and fairly accurate over the target.

Nine crews from the Squadron flew on the mission and were:-

44-8033 1st Lt. J.J. Brown and crew.
42-39012 Capt. J.A. Gruman and crew.
44-6464 Flt.O. P.F. Whittman and crew.
42-97145 1st Lt. H.P. Lerwick and crew.
42-38330 2nd Lt. J.C. Crozier and crew.
42-97602 2nd Lt. H.C. Mays and crew.
42-31863 1st Lt. C.W. Utter and crew.
44-6508 2nd Lt. N.L. Sisson and crew.
42-107084 2nd Lt. R.E. Moran and crew.

Mission 151

Target : Munster

30 September 1944

39 401 aircraft took off for the 151st mission of the Group to form the 94th "A" Group plus two PFF aircraft for the Lead Squadron and one PFF aircraft in the High Squadron. Major Eric de Jonckhere was the Air Commander with Colonel Rogner, now 94th Wing Operations Officer, leading the Wing.

There was 6/10th's to 10/10th's cumulus cloud over the primary target but the bombing was done visually with good results. Although no enemy air opposition was met the flak over the target proved to be very accurate, two 612th Squadron aircraft going down as a result of it. In fact one of these aircraft was a 615th aircraft being flown by a 612th crew.

The 614th crews on this mission were:-

42-39012 1st Lt. H.P. Lerwick and crew.
42-102659 2nd Lt. H.C. Mays and crew.
42-97395 2nd Lt. R.E. Moran and crew.
42-107151 1st Lt. H.P. Silverstein and crew.

42-102659 1st Lt. F.E. Rundell II and crew.
42-38236 2nd Lt. L.R. Hays and crew.
44-6464 2nd Lt. W.L. Morton and crew.
42-97478 1st Lt. J. Schulz and crew.
44-8508 2nd Lt. N.L. Sisson and crew.
43-38452 2nd Lt. J.C. Crozier and crew.

2nd Lt. R.A. Hosley, co-pilot, flew with Lt. Keck, 613th Squadron.

The following new crews joined the Squadron in September:-

2nd Lt. F.E. Cooke	2nd Lt. R.S. Hubbell
2nd Lt. P.H. Clark	2nd Lt. A.F. Goulet
2nd Lt. C.R. Werner	2nd Lt. G.J. Moore
2nd Lt. F.W. Jorgensen	S/Sgt. S.J. Horbatuck
Cpl. W.E. Weston	Cpl. C.W. Poole
Cpl. W.M. Dahlin	Cpl. R.B. Ross
Cpl. J.L. Page Jr.	Cpl. J.C. Revette
Cpl. W.J. Ambrogetti	Cpl. W.E. Bell
Cpl. J.R. Browning	Cpl. J.C. Harris
2nd Lt. R.W. James	2nd Lt. R.E. Moran
2nd Lt. R.M. Grossmann	2nd Lt. M. Weber
2nd Lt. G.A. Morris	1st Lt. J.S. Le Blanc
Cpl. H.N. Miller	Cpl. J.J. Miller
Cpl. F.E. Hopkins	Cpl. A.P. Brown
Cpl. R.N. Scratchard	Cpl. W.B. Stromberg
Cpl. W.J. Keivens	Cpl. O.G. Byrn Jr.
Cpl. D.F. Newman	Cpl. C.B. Clark
Cpl. W.C. Pennington	Cpl. H.J. Detty Jr.
2nd Lt. W.L. Morton	1st Lt. F.E. Rundell II
2nd Lt. R. Ritchey	2nd Lt. R.E. Johnson
2nd Lt. J.T. Pink	1st Lt. R.J. Petty
2nd Lt. C.L. Helms	2nd Lt. W. Shearer Jr.
Cpl. R.E. Hickey	Cpl. A.J. Trojanowski
Cpl. W.B. Block	T/Sgt. H.S. Mears
Cpl. W.B. Powers	Cpl. W.P. Smith
Cpl. C.S. Whittington	Pfc. R.E. Ice
Cpl. D.S. Bruschwein	Pfc. J.J. Huffmann

October 1944

October was the Group's eleventh month of operations, but only twelve missions were run and all but two were done with PFF equipment.

Lines of communications at the back of the German front were hit again and again without a single fighter attack. Synthetic oil and motor transport were also included in the strikes, the trip to Politz being almost as bad as Schweinfurt in regard to losses.

Three aircraft were lost on the Politz mission. What that really meant was 27 empty bunks in the Squadron, 27 men who were well known were not there anymore to share meals, games and friendship.

Lt. C.S. Barsuk, co-pilot, went down for the second time. He was shot down on the Politz mission of 11th April, 1944 and evaded and then asked to be reassigned to the 401st only to be shot down for the second time. His chances of survival looked pretty slim because no chutes were seen to come out of his aircraft.

The following narrative came from 1st Lt. Charles W. Utter and his crew after the mission to Magdeburg. Landing without brakes and with two engines knocked out by flak on a 1,200 foot runway at a fighter base in Belgium which had been occupied by the RAF only the day before. Lt. Utter brought the B-17, "Miss Behavin" to a stop without damage six feet from a deep drainage ditch and a parked truck at the end of the field.

"It was the slickest job we have ever seen," said members of his crew on their return in Dakota's to Deenethorpe after 48 hours in Ghent and Brussels. "Despite a stiff cross wind, buildings on one end of the field and the ditch on the other, Lt. Utter brought her around with the two dead engines high, hit the end of the runway, but slightly to one side and stopped just in time."

The mission was to Magdeburg. Shortly after bombs away, flak hit No. 4 engine and No. 3 began to run low on power. No. 2 started to smoke. The hydraulic system had been knocked out and "Miss Behavin" could'nt hold formation. At 14,000 feet, Lt. Utter decided to bring her down and headed for the fighter base when it was spotted through a break in the clouds.

"I contacted their mobile tower," he said, "and told them I was coming in for a landing. I don't remember if I got permission to come in or not but I did even though a formation of fighters was just taking off in the opposite direction."

The usual ditching procedure was followed with all members of the crew but the engineer, pilot and co-pilot crowded in the radio compartment, using parachute packs for pillows to soften any blow caused by a rough landing. No one was injured although every member of the crew except the waist gunner had had a narrow escape from flak on the same mission a short time before.

Over the target spent flak fragments bounced off the helmets of the bombardier and navigator, the co-pilot probably did'nt get a hole in his leg because he was'nt flying when a piece of steel went through the flight deck and had his legs were hanging down in front of his seat. Lt. Utter had a three cornered tear in the shoulder of his flying blouse by another piece, plexiglass in the top-turret was badly cracked, the radio operator nearly was hit when he stuck his head into the bomb bay, the ball turret gunner was soaked by leaking hydraulic fluid which later froze on the outside of the ball turret, obstructing his vision, and the tail gunner was struck in the thigh by a fragment which tore his clothing but did not penetrate the skin.

When the crew got out at the fighter base they counted more than 30 holes in the ship including several in the rudder and one in the No. 2 gasoline tank. They received cordial treatment from the RAF personnel and got in on the tail end of the liberation celebrations in Brussels and Ghent.

"I think we were the first Americans many of the Belgians had seen," said Lt. Utter, "and they were grand to us. They are a happy people and you could sense their new feeling of freedom in the air."

The following men have completed their tours:-

1st Lt. R.W. Kovach	1st Lt. W. Norton	1st Lt. A.V. Coselli
1st Lt. H.P. Lerwick	1st Lt. A.J. Jaeger	1st Lt. G.A. Filemyr
1st Lt. W.E. Rhinehart	T/Sgt. F.E. Pollard	1st Lt. Melton

Promotions during the month:-

To first Lieutenant:-

2nd Lt. J.C. Crozier	2nd Lt. C.D. Hibbert	2nd Lt. R.S. Hubbell
2nd Lt. R.W. James	2nd Lt. E.F. Robinson	2nd Lt. H.W. Claxton
2nd Lt. W.J. Hafley	2nd Lt. C.S. Hartsuk	

To Captain:-

1st Lt. D.T. Carroll	1st Lt. J. Griest	1st Lt. R.J. Andrews
1st Lt. P.F. Kaiser	1st Lt. J. Schultz	

Lt. Conley returned from D.S. in the USA and took over the Group gunnery job.

Missions

Mission 152

Target : Nurnberg

3 October 1944

Twelve aircraft from the 614th Squadron formed the Low Squadron led by Capt. A.H. Chapman. Bombing was by PFF through 8/10th's to 10/10th's clouds with results that were unobserved, with 500 lb I.B.'s. There was no air opposition and the flak was moderate and accurate.

The 401st supplied 39 aircraft to form the 94th "B" Group with Capt. Kalinski as the Air Commander. The assigned target was a factory at Nurnberg producing heavy engines, trucks, motor vehicles and heavy tanks. The secondary PFF target was believed to have been a Luftwaffe H.Q. Of the 1,065 heavy bombers sent over Germany that morning only three were lost and they were all from the 1st Division attacking Nurnberg.

The 614th crews on the operation were:-

44-8033 (PFF)	1st Lt. E.W. Mercer and crew.
42-97870	1st Lt. J.J. Brown and crew.
44-6464	Flt.O. P.T. Wittman and crew. (not Whittman)
42-107151	1st Lt. H.P. Silverstein and crew.
44-6508	2nd Lt. N.L. Sisson and crew.
42-97478	1st Lt. L.T. Melton and crew.
42-38236	2nd Lt. L.R. Hayes and crew.
43-38452	2nd Lt. R.W. James and crew.
42-38330	2nd Lt. W.L. Morton and crew.
42-97395	2nd Lt. R.S. Hubbell and crew.

Mission 153

Target : Stargard

6 October 1944

This was an attack on the airfield at Stargard. The large synthetic oil plant at Stettin was the original objective but lack of visibility made it necessary to bomb the secondary target by PFF. The 614th furnished 10 crews for the High Squadron. There was no air opposition and the flak was reported to be meager. The pictures taken through breaks in the clouds showed that the strikes were all within 2,000 feet of the MPI.

The 39 401st aircraft formed the 94th "C" Group with Capt. C.A. Lewis. No enemy aircraft were seen but there was some flak with some moderate amounts with fair to good for accuracy coming up from boats and barges near to the Danish peninsula.

The 614th crews flying on this mission were:-

44-8033 1st Lt. E.W. Mercer and crew.
44-6464 Flt. O. P.F. Wittman and crew.
42-107084 1st Lt. A. Harasym and crew.
42-97478 1st Lt. L.T. Melton and crew.
42-97395 2nd Lt. R.S. Hubbell and crew.
44-6508 1st Lt. N.L. Sisson and crew.
42-97145 2nd Lt. L.R. Hayes and crew.
42-97602 2nd Lt. R.E. Moran and crew.
43-38452 2nd Lt. R.W. James and crew.
42-102151 2nd Lt. W.L. Morton and crew.

Mission 154

Target : Politz

7 October 1944

The task on this mission was to bomb the second largest synthetic oil producing plant in Germany, at Politz. The Squadron furnished 13 crews for the 94th "C" Wing, and Captain Ted Carroll led and bombed visually but smoke obscured the target and the results were uncertain. The Squadron report states that the flak was intense and accurate and even that must be regarded as an understatement. The Squadron lost three crews out of the five lost by the Group. It must have been one of those days when everything went right for the flak gunners and the 142 aircraft over Politz were very heavily hit. 17 aircraft were shot down and 106 of them received flak damage. Another way of putting this is that the flak gunners missed hitting only 19 out of 142 aircraft.

The three aircraft lost were:-

- (1) 42-107084, piloted by Lt. A. Harasym was hit over the target, controls shot away and went into a vertical dive, no chutes were seen.
- (2) 44-6145, piloted by Lt. H.P. Silverstein was hit over the target by a direct hit in the right wing. The wing came off and the aircraft fell on fire and exploded. No chutes were seen.
- (3) 43-38452, piloted by Lt. R.W. James was hit over the target and force-landed in Sweden. All the crew were safe.

The Squadron furnished the following crews:-

44-8033 (PFF) Capt. T.D. Carroll and crew.
42-97478 1st Lt. J. Schulz and crew.
42-107084 1st Lt. A. Harasym and crew.
44-6145 1st Lt. H.P. Silverstein and crew.
42-102659 1st Lt. F.E. Rundell II and crew.
42-97395 2nd Lt. R.S. Hubbell and crew.
43-38565 1st Lt. N.L. Sisson and crew.
42-38330 2nd Lt. J.C. Crozier and crew.
44-6464 Flt. O. P.F. Wittman and crew.
42-97602 2nd Lt. H.C. Mays and crew.
43-38452 2nd Lt. R.W. James and crew.
44-6508 2nd Lt. W.L. Norton and crew.
42-38236 2nd Lt. R.E. Moran and crew.

Mission 155

Target : Cologne

14 October 1944

The target was the Cologne marshalling yards. Captain Ted Carroll led the Low Squadron and bombed by PFF with unobserved results. The flak was meager and there was no enemy air opposition.

The 401st furnished 42 aircraft to form the 94th "A" Group and the Air Commander was Captain F.A. Kalinski. At this time the marshalling yards at Cologne were being used to supply material into the front line at Aachen, only 40 miles to the west of the city.

The nine crews from the Squadron on this mission were:-

43-38565	1st Lt. J.J. Brown and crew.
43-97600	Capt. T.D. Carroll and crew.
42-97475	1st Lt. J. Schulz and crew.
42-38236	1st Lt. C.W. Utter and crew.
42-107151	2nd Lt. W.L. Morton and crew.
44-6464	Flt.O. P.F. Wittman and crew.
42-97602	2nd Lt. H.C. Mays and crew.
43-38677	2nd Lt. R.E. Moran and crew.
42-97395	2nd Lt. H.S. Hubbell and crew.

Mission 156

Target : Cologne

15 October 1944

To Cologne for the second day running to bomb transportation facilities. The Squadron furnished 11 aircraft and again clouds prevented visual bombing. The flak proved to be moderate and accurate.

The Group itself put up 36 aircraft under the command of the Group C.O., Colonel H.W. Bowman, who also led the Division on this mission. The Lead and Low Squadrons dropped by PFF and through a break in the clouds some of the crews had a glimpse of bombs hitting the built-up area of the city while the other Squadron saw strikes on the marshalling yards, the primary target. The High Squadron had a malfunction at the point of release and returned to Deenethorpe with their bombs. 390 1st Division aircraft attacked Cologne and the intensity of the flak may be gauged by the fact that four were shot down, 293 sustained flak damage, 14 crewmen were killed and 15 wounded.

The 614th crews on the mission were:-

42-38330	2nd Lt. J.C. Crozier and crew.
43-38758	2nd Lt. E.H. Spuhler and crew.
42-38236	Flt.O. P.F. Wittman and crew.
42-97478	1st Lt. C.W. Utter and crew.
43-38677	2nd Lt. R.E. Moran and crew.
44-6508	1st Lt. N.L. Sisson and crew.
42-97602	2nd Lt. H.C. Mays and crew.
42-102659	2nd Lt. W.L. Morton and crew.
42-97395	2nd Lt. R.S. Hubbell and crew.
42-97780	1st Lt. E.W. Mercer and crew.
42-39012	1st Lt. J.J. Brown and crew.

Mission 157

Target : Cologne

17 October 1944

This was the third consecutive day that the whole might of the 8th Air Force was sent to Cologne. Over the three days a massive 3,000 bombers and 2,000 fighters had been sent to knock out the important marshalling yards. Considerable damage had been done to the city but very little to the all important marshalling yards. As on the two previous days the weather forced the formations to bomb by PFF.

The 401st B.G. put up 39 aircraft under the command of Captain C.A. Lewis with the 614th furnishing 10 aircraft and crews. They flew as the 94th "B" Group.

The ten 614th crews on the mission were:-

43-38565 1st Lt. J.J. Brown and crew.
44-8258 Capt. T.D. Carroll and crew. (PFF aircraft.)
43-38738 2nd Lt. E.H. Spuhler and crew.
42-102659 1st Lt. F.E. Rundell and crew.
42-97395 1st Lt. R.S. Hubbell and crew.
43-38677 2nd Lt. R.E. Moran and crew.
42-97602 1st Lt. H.C. Mays and crew.
42-97478 1st Lt. J.C. Crozier and crew.
44-6464 Flt.O. P.F. Wittman and crew.
446508 1st Lt. N.L. Sisson and crew.

Mission 158

Target : Mannheim

19 October 1944

The target for this mission was a factory manufacturing armament and motor vehicles. The 614th furnished 10 aircraft led by Lt. E.W. Mercer. The bombing was visual through partial undercast and the results were classed as fair. There was no enemy air opposition and the flak was meager and inaccurate.

The 39 aircraft of the 401st B.G. were led on this mission by Major D.G. McCree to form the 94th "C" Group in the CBW. The weather over the continent was 8/10th's to 10/10th's with the same conditions over the target. The Squadrons made individual attacks, the High Squadron making an attack on a target of opportunity, the city of Karlsruhe. 16 Group aircraft received battle damage and two crew members were wounded.

The 614th crews on the mission were:-

44-8033 1st Lt. E.W. Mercer and crew. (PFF aircraft.)
43-38565 1st Lt. J.J. Brown Jr. and crew.
44-6464 Flt.O. P.F. Wittman and crew.
42-97602 1st Lt. H.C. Mays and crew.
43-38330 1st Lt. J.C. Crozier and crew.
42-97478 1st Lt. C.W. Utter and crew.
44-6508 1st Lt. N.L. Sisson and crew.
43-38677 1st Lt. R.E. Moran and crew.
43-38738 2nd Lt. E.H. Spuhler and crew.
42-107151 2nd Lt. W.L. Morton and crew.
2nd Lt. H.W. Claxton, co-pilot, flying with 613th Sqdn.

Mission 159

Target : Hanover

22 October 1944

The target on this mission was a large works manufacturing guns and vehicle carriers of all types. 39 aircraft were furnished by the 401st to make up the 94th "B" Group of the CBW. The weather over the continent again made visual bombing out of the question but the three PFF aircraft reported that their equipment worked very well and they believed that the bombing was successfully carried out. The Air Commander was Major D.G. McCree

There was practically no flak and the small amount that came up was classed by the crews as inaccurate. This is proved by the fact that only 15 of the 379 aircraft of the 1st Air Division suffered any battle damage. Sadly, the only losses on this day by the 8th Air Force were two 306th B.G. aircraft that collided over the North Sea on the way home and two 305th B.G. aircraft that collided over Thurlough with the loss of 19 men. Only one man was rescued from the North Sea collision.

The 9 614th crews taking part in this operation were:-

42-38236 1st Lt. L.R. Hayes and crew.
43-38565 2nd Lt. W.L. Morton and crew.
44-6508 2nd Lt. H.J. Ochsenhirt and crew.
42-97602 1st Lt. H.C. Mays and crew.
43-38330 1st Lt. J.C. Crozier and crew.
43-38677 2nd Lt. R.E. Moran and crew.
42-39012 1st Lt. C.W. Utter and crew.
42-97395 1st Lt. R.S. Hubbell and crew.
43-38738 2nd Lt. E.C. Spuhler and crew.
1st Lt. A.A. Winograd flying with Lt. Harman, 615th Sqdn.

Mission 160

Target : Hamburg

25 October 1944

The attack on this mission was aimed at a motor transport works and the oil industry. Capt. Ted Carroll led the 10 aircraft from the 614th Squadron in the Low Squadron of the Wing formation and bombed by PFF through the usual 10/10th's undercast.

The Group furnished 39 aircraft under the command of Captain F.A. Kalinski to form the 94th "A" Group. The crews reported seeing heavy clouds of black smoke coming up through the clouds at 10,000 feet as they were leaving the target. Some Squadrons encountered heavy flak but the 614th report stated that it was meager and inaccurate. Only 2 bombers and 1 fighter was lost out of about 1,800 aircraft despatched that day.

The 614th crews were:-

42-39012 1st Lt. F.E. Rundell and crew.
44-8033 Capt. T.D. Carroll and crew. (PFF aircraft.)
43-38738 2nd Lt. F.H. Babcock and crew.
42-38236 1st Lt. L.R. Hayes and crew.
44-6464 Flt.O. P.F. Wittman and crew.
43-38330 Capt. A.R. Seder Jr. and crew.
42-102659 1st Lt. N.L. Sisson and crew.
42-97395 2nd Lt. G.R. St. Aubyn and crew.
42-107151 2nd Lt. W.L. Morton and crew.
42-97478 2nd Lt. H.J. Ochsenhirt and crew.

Mission 161

Target : Bielfeld

26 October 1944

The primary target on this mission was an ordnance and supply depot 2 miles from the center of Bielfeld. The attack was to be visual or PFF, depending on the weather, and it turned out to be yet another PFF one. The 39 aircraft from the Group made up the 94th "C" Group with Major D.G. McCree as Air Commander. The 614th Squadron put up 10 aircraft with Major A.H. Chapman flying as Squadron Commander and co-pilot with a 612th crew.

The flak was missing for a change on this mission and of the 430 aircraft put up by the 1st Division only 10 aircraft received battle damage. None were shot down of the 1225 aircraft put up by the whole of the 8th Air Force.

The Squadron put up the following crews:-

44-8258 1st Lt. E.W. Mercer and crew. (PFF aircraft.)
42-102468 1st Lt. F.E. Rundell and crew.
42-38565 Capt. A.R. Seder Jr. and crew.
42-38236 1st Lt. L.E. Hayes and crew.

42-107151 2nd Lt. W.L. Morton and crew.
42-97478 2nd Lt. G.R. St. Aubyn and crew.
42-97602 2nd Lt. F.H. Babcock and crew.
43-38738 2nd Lt. E.H. Spuhler and crew.
44-6464 Flt.O. P.F. Wittman and crew.
Capt. C.S. Smith, navigator, flying with 612th Sqdn.

Mission 162

Target : Munster

28 October 1944

This raid was on Munster, a marshalling yard of great importance because it was just behind the German lines feeding the enemy with supplies. The weather was a slight improvement on previous days with 5/10th's to 7/10th's cloud cover. It became a visual attack aided by PFF with results that were a bit uncertain, some Squadrons claiming excellent results and others only fair.

The 401st B.G. put up the usual three formations of twelve aircraft with a PFF aircraft with each of them, a total of 39 aircraft. The aircraft made up the 94th "B" Group with Major Eric de Jonckheere as Air Commander. On their return a 612th aircraft, "Twan-n-g-g-g" by name, made a beautiful wheels-up landing but in the process flattening a civilian automobile and ending up with one engine in the driving seat of a truck.

The ten 614th crews flying this mission were:-

44-8033 1st Lt. E.W. Mercer and crew. (PFF aircraft.)
42-97780 1st Lt. F.E. Rundell and crew.
42-38236 2nd Lt. F.H. Babcock and crew.
43-38160 2nd Lt. G.R. St. Aubyn and crew.
42-97702 1st Lt. H.C. Mays and crew.
44-6464 Flt.O. P.F. Wittman and crew.
42-38330 1st Lt. J.C. Crozier and crew.
43-38738 2nd Lt. E.C. Spuhler and crew.
43-38677 2nd Lt. R.E. Moran and crew.
42-107151 2nd Lt. W.L. Morton and crew.

Mission 163

Target : Munster

30 October 1944

The primary target for this mission was Gelsenkirchen but the deteriorating weather caused the recall of the 3rd Bomb Division and the 1st Bomb Division to seek secondary targets. The secondary for the 401st was the marshalling yards at Munster. The usual 36 aircraft plus three PFF aircraft was furnished by the Group to compose the 94th CBW "A" Group. There was no break in the 10/10th's cloud so there was no observations and no photos to evaluate the results.

There was no enemy air opposition and the meager flak caused some battle damage to four of the Group's aircraft.

The Squadron put up the follows aircraft and crews:-

44-6464 Flt.O. P.F. Wittman and crew.
42-107151 2nd Lt. W.L. Morton and crew.
43-38738 2nd Lt. E.C. Spuhler and crew.
42-38236 1st Lt. L.R. Hayes and crew.
42-38330 1st Lt. J.C. Crozier and crew.
43-38677 2nd Lt. R.E. Moran and crew.
42-97478 2nd Lt. H.J. Ochsenhirt and crew.
43-38565 1st Lt. H.C. Mays and crew.
42-97395 2nd Lt. G.R. St. Aubyn and crew.

The following crews joined the Squadron during the month:-

2nd Lt. G.R. St. Aubin
2nd Lt. W. Thompson
Flt.O. C. Kahn
Flt.O. E.B. Crossman
Cpl. H.A. Tomkins
Cpl. H.R. Dearborn
Cpl. G. Litchenberger
Cpl. H.J. Hickey
Cpl. J.F. Buckley

Capt. A.R. Seder Jr.
2nd Lt. L.W. Rubenoff
1st Lt. J.J. Dubray
2nd Lt. A.H. Crawford Jr.
Cpl. C.W. Antill
Cpl. J.F. Backlin
Cpl. C.D. Harris
Cpl. C.N. Allison
Cpl. R.H. Affel

2nd Lt. F.H. Babcock
2nd Lt. J. Gousfield
2nd Lt. L.F. Stewart
2nd Lt. G.H. Menzel
Sgt. J.F. Bilby
S/Sgt. C.L. Caldwell
Sgt. W.J. Wiloynski
Sgt. W.R. Parnham
Sgt. C.R. Casselman

2nd Lt. E.H. Spuhler
2nd Lt. D.D. Current
2nd Lt. R.C. McAdams
2nd Lt. L.W. Oster
Cpl. W.J. Hendrick
Cpl. R.D. Wells
Cpl. C. Benedict Jr.
Cpl. J.E. Hughes
Cpl. J.E. Power

Flt.O. P.F. Wittman
2nd Lt. R.A. Hosley
2nd Lt. J.W. Schneider
2nd Lt. M.C. O'Hern
T/Sgt. J.R. Russell
Sgt. J.R. Collett
S/Sgt. E.E. Eston
S/Sgt. A.W. Maki
S/Sgt. J.J. Schweiderek

November 1944

The month completed one year as an operational Squadron in the ETO, and the Squadron averaged about one mission every other day.

There were twelve missions during the month and all but one was by PFF through cloud cover. Oil and transportation were again the main objectives with tactical trips to support the ground troops.

In the Metz area on 9th November the Group bombed ahead of the 3rd U.S. Army drive. At Eschweiler the Group struck at troops and guns ahead of the 1st U.S. Army which was driving for Cologne. For both jobs the Group received a fine commendation from the Ground Commander.

Generally, air opposition from the Luftwaffe was nil, one fighter attack got one bomber from one of the other Squadrons. Flak was rough on several occasions and was the cause of the loss of one of the 614th Squadron crews --- Lt. Francis E. Rundell and his crew going MIA on the Merseburg mission of 21st November.

During the month seven men were wounded and one died of his wounds.

The following men completed their tours:-

Capt. H.R. Briarton	1st Lt. H.J. Ochsenhirt
Capt. P.F. Kaiser	1st Lt. F.G. Leaser
Capt. J. Schulz	1st Lt. P.R. Koons
Capt. T.D. Carroll	1st Lt. E.L. Dobrowski
	1st Lt. D. Kahan

The following men were promoted during the month:-

To first Lieutenant:-

2nd Lt. R.E. Moran	2nd Lt. M. Weber	2nd Lt. M.F. Koski
2nd Lt. W.L. Morton	2nd Lt. F.H. Babcock	2nd Lt. M.C. O'Hern
2nd Lt. E.H. Spuhler	2nd Lt. R.A. Hosley	2nd Lt. G.R. St Aubyn

To Captain:-

1st Lt. A.A. Winograd	1st Lt. S.P. Goldblatt
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To 2nd Lieutenant:-

Flight Officer P.F. Wittman

1st Lt. William P. Fulgin was appointed Squadron Bombardier.

Missions

Mission 164

Target : Merseburg

2 November 1944

The Group put up 39 aircraft, including three PFF aircraft, to form the 94th "A" Group under the command of Captain A.H. Chapman. The target was the I.G. Farben plant at Merseburg producing synthetic oil, ammonia and nitrogen. The bombing was carried out by PFF, and, as usual with oil targets, the flak was intense and accurate and a 615th aircraft piloted by Lt. H.L. Oas Jr., was shot down. The aircraft was IY-N, "WOLF PACK".

Enemy aircraft were seen to attack the other Squadrons in the Group. Four jet aircraft were also seen.

The 614th crews on the mission were:-

44-8258 Capt. T.D. Carroll and crew with Capt. A.H. Chapman as co-pilot.
42-97600 1st Lt. C.W. Utter and crew with Major L. Stann as co-pilot.
43-38677 2nd Lt. R.E. Moran and crew.
42-38236 1st Lt. L.R. Hayes and crew.
42-97478 2nd Lt. H.J. Ochsenhirt and crew.
42-107151 2nd Lt. J.E. Fondren and crew.
42-97602 1st Lt. H.C. Mays and crew.
44-6506 1st Lt. N.L. Sisson and crew.
43-38738 2nd Lt. E.H. Spuhler and crew.
42-38330 1st Lt. J.C. Crozier and crew.

Mission 165

Target : Harburg

4 November 1944

The Squadron furnished the High Box of the 94th "A" CBW. The objective was again the German Air Force oil producing plants, and again the bombing was by PFF with no observed results. The flak was inaccurate and the enemy air opposition nil.

The 39 aircraft from the 401st B.G. were under the command of Lt. Col. B.K. Voorhees.

The 614th crews on this mission were:-

42-97636 1st Lt. E.W. Mercer and crew.
42-97322 Capt. A.R. Seder Jr. and crew.
42-38565 1st Lt. C.W. Utter and crew.
44-6464 1st Lt. H.J. Ochsenhirt and crew.
42-38236 2nd Lt. J.E. Fondren and crew.
43-38677 2nd Lt. R.E. Moran and crew.
42-38330 1st Lt. J.C. Crozier and crew.
42-102659 2nd Lt. F.H. Babcock and crew.
42-97395 2nd Lt. G.H. St. Aubyn and crew.

Mission 166

Target : Frankfurt

5 November 1944

The Squadron made up the High Section of each Box (9 aircraft) of the 94th "C" CBW. The target was the marshalling yards but the cloud cover was 9/10th's at the I.P. and the Mickey operators took over. A few openings in the clouds showed strikes in the target area. The flak was intense and accurate but there was no enemy air opposition.

The Group put up 39 aircraft under the command of Major E. de Jonckheere. When the Group returned a front was encountered over the base and the aircraft were diverted to other bases for the few hours it took the front to clear.

The nine 614th aircraft were:-

42-38236 1st Lt. L.R. Hayes and crew.
44-6508 1st Lt. N.L. Sisson and crew.
44-6464 2nd Lt. G.R. St. Aubyn and crew.
42-38568 1st Lt. H.J. Ochsenhirt and crew.
43-38677 2nd Lt. R.E. Moran and crew.
42-102659 2nd Lt. J.E. Fondren and crew.
42-97602 1st Lt. H.C. Mays and crew.
42-107151 2nd Lt. W.L. Morton and crew.
42-97395 2nd Lt. F.H. Babcock and crew.

Mission 167

Target : Harburg

6 November 1944

The target was just south of Hamburg. Captain A.H. Chapman led the 94th "B" CBW with 9 aircraft from the Squadron to strike at the oil industry again and, as usual, it was necessary to use PFF, although strikes were seen through breaks in the clouds. The flak was moderate but there was no enemy aircraft.

A 613th aircraft, 42-107009, "LADY JANE", was hit by flak over the target and was last observed over Cuxhaven at about 21,000 feet. An SOS was received from the aircraft over the North Sea and the fate of the ship and its crew were unknown.

The 614th crews were:-

42-38600 1st Lt. E.W. Mercer and crew.
42-38330 1st Lt. J.C. Crozier and crew.
44-6464 1st Lt. H.J. Ochsenhirt and crew.
42-107151 2nd Lt. W.L. Morton and crew.
44-6508 1st Lt. N.L. Sisson and crew.
42-97602 1st Lt. H.C. Mays and crew.
43-38677 2nd Lt. J.E. Fondren and crew.
42-102659 2nd Lt. G.R. St. Aubyn and crew.
Lt. A.A. Winograd, "Mickey" operator, flying with 612th Squadron.

Mission 168

Target : Merseburg

8 November 1944

Captain D.V. Kirkhuff led the Low Squadron on this mission. The Squadron furnished 9 aircraft for the 94th "A" CBW. The target was the I.G. Farben synthetic oil plants again, the bombing was again by PFF so the strikes were unobserved. This was one of those Plan "A" and "B" missions where each is set up completely and the actual target given to the crews at the last moment.

The Group put up 41 aircraft on this mission with Major L. Stann as the Air Commander. A 613th aircraft, 43-37736, "LITTLE PEDRO", was hit by flak just before bombs away and eventually force-landed in Belgium. Some of the crew were wounded, they had a fire in the cockpit and were forced to go in to land at the same time as some British fighters, but the pilot, Lt. R. L. Steele, eventually pulled it off and landed safely.

The Squadron put up the following crews:-

43-38738 2nd Lt. E.H. Spuhler and crew.
42-102659 1st Lt. F.E. Rundell II and crew.
44-6464 Flt.O. P.F. Wittman and crew.
42-97322 Capt. A.R. Seder Jr. and crew.
44-6508 1st Lt. N.L. Sisson and crew.
43-38677 1st Lt. H.J. Ochsenhirt and crew.
42-38330 2nd Lt. G.R. St. Aubyn and crew.
42-107151 1st Lt. W.L. Morton and crew.
42-97602 2nd Lt. F.H. Babcock and crew.
Capt. D.V. Kirkhuff flying with Lt. Duckworth, 615th Squadron.

Mission 169

Target : Metz

9 November 1944

The Squadron furnished ten aircraft to form the High Squadron of the 94th "A" CBW to attack forts holding up the 3rd Army. A fine commendation for the job was received from the C.G. of the Ground Forces. The take-off was

before daylight. The bombing was done by the new Gee-H method. The "friendly flak" thrown up by the American lines was plainly visible and a successful mission resulted despite the 7/10's to 10/10th's clouds and many other handicaps. There was no damage to any of the Squadron aircraft.

The 614th crews flying the mission were:-

43-38607	1st Lt. C.W. Utter and crew.	
44-8033	1st Lt. E.W. Mercer and crew.	(PFF aircraft.)
42-97478	1st Lt. H.J. Ochsenhirt and crew.	
42-38565	2nd Lt. F.H. Babcock and crew.	
42-107151	1st Lt. W.L. Morton and crew.	
44-6508	1st Lt. N.L. Sisson and crew.	
42-97602	2nd Lt. E.H. Spuhler and crew.	
44-6464	Flt.O. P.F. Wittman and crew.	
43-38677	2nd Lt. R.E. Moran and crew.	
42-97395	2nd Lt. G.R. St. Aubyn and crew.	

Mission 170

Target : Eschweiller

16 November 1944

Another tactical target, and again the Squadron received a nice commendation for a job well done. The gun positions were 3 miles from the American front lines. The 614th furnished 9 aircraft for the High Section of each of the three Boxes in the 94th "C" CBW, but the Squadron actually flew in the "B" positions. Bombing was through 6/10th's to 10/10th's cloud by Gee-H. There was no battle damage to the Squadron's aircraft.

The Gee-H aircraft, No. 125, was supplied by Molesworth. The Group was led by Major Eric de Jonckheere and consisted of 39 aircraft.

614th crews on the mission were:-

42-97602	1st Lt. H.C. Mays and crew.
43-38738	1st Lt. E.H. Spuhler and crew.
42-38565	2nd Lt. G.R. St. Aubyn and crew.
44-6508	1st Lt. N.L. Sisson and crew.
43-38677	1st Lt. R.E. Moran and crew.
42-97478	2nd Lt. F.H. Babcock and crew.
42-38330	1st Lt. J.C. Crozier and crew.
43-38646	2nd Lt. J.E. Fondren and crew.
44-6464	2nd Lt. R.B. Richardson and crew.

Mission 171

Target : Merseburg

21 November 1944

Capt. A.H. Chapman led the 94th "B" Group to strike at oil targets again. This target had been hit repeatedly and was always a big fighter hazard. Bombs were released on PFF and the results were not observed. The flak was accurate and intense. Lt. F.E. Rundell, in the deputy lead position, was lost over the target. The last report on his aircraft, 42-97600, was that it had received a direct hit by flak on the No. 2 engine over the target; the prop was feathered and the engine nacelle was on fire, it side-slipped out of formation to put out the fire but did not succeed in doing so. The aircraft then broke up and only one or two chutes were seen to come out.

S/Sgt. E.B. Grasela, waist gunner, was wounded in the leg and Lt. L.W. Gaskins, navigator, also received a flak wound. Both were members of Captain Chapman's crew. Lt. R.L. Aufrance, bombardier of aircraft 43-38646 also received a flak wound in the leg.

The 614th Squadron crews on the mission were:-

44-8033	1st Lt. E.W. Mercer and crew.	(PFF aircraft.)
43-38600	1st Lt. F.E. Rundell and crew.	MIA
43-38646	2nd Lt. W.K. White and crew.	
42-107151	1st Lt. H.E. Mays and crew.	
42-38330	2nd Lt. R.B. Richardson and crew.	
44-6464	Flt.O. P.F. Wittman and crew.	
44-6508	1st Lt. N.L. Sisson and crew.	
42-102659	2nd Lt. R.B. Thompson and crew.	
43-38677	1st Lt. F.H. Babcock and crew.	
42-97322	1st Lt. G.R. St. Aubyn and crew.	

Mission 172

Target : Merseburg

25 November 1944

This was the fourth time during the month that the Group had been to the oil refinery at Merseburg, this time being led by Major "Hi Ho" Silver. The 39 aircraft of the Group made up the 94th "B" CBW with three PFF aircraft included. Also for the fourth time the Group were forced to bomb by PFF so no observations of the results were possible. The "Mickey" operators were confident that they had bombed accurately but later assessment by S2 showed that the bombs had fallen on the city itself.

This time Captain D.V. Kirkhuff led the Low Squadron with ten aircraft from the Squadron taking part. The Squadron reported little flak or fighter opposition but intense flak over Merseburg brought down eight bombers and damaged over 200 others from the 1st and 3rd Divisions. Four other B-17's crashed on their return because of battle damage.

Sadly, one of the 612th Squadron tail gunners, Sgt. Jack F. Irvin, had oxygen trouble and died of anoxia.

The Squadron put up the following crews:-

42-97780	1st Lt. J.J. Brown and crew.
42-39012	1st Lt. R.S. Hubbell and crew.
43-38646	1st Lt. F.H. Babcock and crew.
42-97602	1st Lt. H.C. Mays and crew.
44-6464	Flt.O. P.F. Wittman and crew.
42-107151	1st Lt. W.L. Morton and crew.
42-38330	1st Lt. J.C. Crozier and crew.
42-97322	1st Lt. G.R. St. Aubyn and crew.
44-6508	Capt. A.R. Seder Jr. and crew.
43-38738	2nd Lt. J.E. Fondryn and crew.

Mission 173

Target : Misburg

26 November 1944

Captain D.V. Kirkhuff was the High Squadron Leader and bombing was by PFF with visual assistance. Heavy smoke screens largely obscured the target area. The strike was on and slightly to the left of the target. Moderate flak was reported by the Squadron over the target but no fighters were seen. Major McCree was the Group Air Commander with the usual 39 aircraft making up the 94th "A" CBW.

The moderate and fairly accurate flak over the target brought down 10 1st Division aircraft and caused battle damage to 160 others, 12 of them being 401st B.G. aircraft.

The 614th put up the following crews:-

44-8707	1st Lt. J.J. Brown and crew.	(PFF & G-H aircraft.)
42-32012	1st Lt. C.W. Utter and crew.	

42-38565 2nd Lt. R.B. Richardson and crew.
42-38330 1st Lt. J.C. Crozier and crew.
42-107151 1st Lt. W.L. Morton and crew.
43-38738 1st Lt. E.H. Spuhler and crew.
43-97395 Flt.O. P.F. Wittman and crew.
43-38646 2nd Lt. J.E. Fondren and crew.
42-102659 1st Lt. G.R. St. Aubyn and crew.
43-38677 1st Lt. R.E. Moran and crew.

Mission 174

Target : Misburg

29 November 1944

This was an attack on the oil refineries in Germany with the 1st Bomb Division using H2X. The 8th Air Force sent 1,077 four-engined bombers and 946 fighters over Germany this day for the loss of one aircraft, a B-24 from the 445th B.G.

The 401st B.G. put up 39 aircraft to form the 94th "C" Group with Captain J.R. Locher as the Air Commander. The flak was generally inaccurate and no enemy fighters put in an appearance, much to the surprise of the crews because on the 26th November, just three days earlier, the whole of the 8th Air Force had come under heavy attack in the same region, losing 34 bombers and 9 fighters. The Luftwaffe had lost something like 120 fighters in the encounter so they were probably still recovering from this heavy blow.

The nine crews supplied by the 614th were:-

42-97602 1st Lt. H.C. Mays and crew.
43-38738 1st Lt. E.H. Spuhler and crew.
43-38677 1st Lt. R.E. Moran and crew.
44-6464 2nd Lt. P.F. Wittman and crew.
42-97322 2nd Lt. R.B. Richardson and crew.
43-38646 1st Lt. F.H. Babcock and crew.
42-38330 1st Lt. J.C. Crozier and crew.
42-97395 2nd Lt. W.K. White and crew.
42-107151 2nd Lt. J.E. Fondren and crew.

Mission 175

Target : Bohlen

30 November 1944

Major Silver led the 94th "C" Group on this mission, made up of 39 aircraft of the 401st B.G., the 614th putting up ten crews on this raid. Lt E.W. Mercer led the 614th contingent.

The group had'nt been to Bohlen previously and the mission was also different from another point of view - it was a visual attack but the Group were just a little bit late on the individual runs onto the target, allowing the Germans to put up a very effective smoke screen. This covered the target and all the outlying check points which would have assisted the bombardiers. Consequently the results proved to be not so good. The crews did see heavy black smoke coming up from the target which indicated that someone had found the oil storage tanks with their bombs - but not the 401st.

Over the target the formations were met with deadly accurate flak and many members of the Group were wounded and one crew man KIA. Of the 451 1st Division B-17's over the target that day 11 were shot down and 287 received battle damage.

The 614th Squadron put up the following crews:

44-8259 1st Lt. E.W. Mercer and crew. (PFF & G-H aircraft.)

44-8033 1st Lt. R.S. Hubbell and crew.
44-6464 2nd Lt. M.L. King and crew.
42-97602 1st Lt. H.C. Mays and crew.
43-38738 2nd Lt. R.B. Richardson and crew.
44-6508 1st Lt. G.R. St. Aubyn and crew.
42-38330 1st Lt. J.C. Crozier and crew.
43-38646 1st Lt. H.L. Thompson and crew.
43-38677 1st Lt. R.E. Moran and crew.
42-107151 2nd Lt. W.K. White and crew.

On 28th November, 1944, the lead crew of the mission to Merseburg on 21st November, 1944, received a commendation from the Commanding General of the 8th Air Force, Lt. General Jimmy Doolittle. The crew, members of the 614th Squadron, were:-

Capt. A.H. Chapman Jr.
1st Lt. E.W. Mercer
1st Lt. L.E. Gaskins
1st Lt. T.J. Klefisch
Capt. C.M. Smith
1st Lt. J.T. Dresbach
T/Sgt. J.S. Zubrickas
T/Sgt. C.V. Fowler
1st Lt. L.R. Hayes
S/Sgt. E.B. Grasela

The following new crews joined the Squadron in November:-

2nd Lt. J.E. Fondren	2nd Lt. M.L. King
2nd Lt. J.C. Via	2nd Lt. W.J. Sweeney III
2nd Lt. H.J. Lupowitz	2nd Lt. R.I. Lowe Jr.
2nd Lt. J.L. Facknell	S/Sgt. R.E. Pyne
Sgt. J.W. Wensel	Sgt. P.A. De Vito
Sgt. C.J. Brobet	Sgt. E.S. Pavlas
Sgt. J.H. Wickline	Sgt. P.A. Reincehl
Sgt. H.R. Wilbers	Sgt. G.E. Atkinson
Sgt. H.A. Youmans	Sgt. K.H. Speelman
2nd Lt. R.B. Richardson	1st Lt. H.L. Thompson
2nd Lt. A.F. Goulet	1st Lt. W.J. Hafley
Flt.O. L.L. Blades	1st Lt. R.J. Petty
Sgt. J. Racick	S/Sgt. E.W. Kilgore
Sgt. A. Massa	T/Sgt. D.W. Tyree
Sgt. A.G. Walsh	T/Sgt. B.B. Dickson
Sgt. B.J. Lunn	S/Sgt. S.S. Lawrence
Sgt. D.D. Patterson	S/Sgt. L.L. Dreon
Sgt. J.J. Paluso	Sgt. O.G. Byrn
2nd Lt. R.B. Thompson	2nd Lt. W.K. White
2nd Lt. C. Cassidy	2nd Lt. F.R. Potter
2nd Lt. R.J. Lupwitz	Flt.O. W.L. Briner
1st Lt. W.M. Bruce	2nd Lt. R.I. Aufrance
Sgt. R.E. Bode	Sgt. M.I. McCommis
Sgt. R.V. Willson	Sgt. P.K. Whitney
Sgt. J.F. Christensen	Sgt. A.B. Viescas
Sgt. D.L. Heikes	Sgt. J.J. McQuade
Sgt. E.G. Dana	Sgt. E.R. Cranz

December 1944

The following Chapter is quoted in full from the 614th records for December, 1944.

"This month brought one of our most severe losses --- it does not appear in the Stat Records --- it is not a casualty --- but the loss is keenly felt by the whole Group. We lost Colonel Harold W. Bowman to the USSAF Headquarters. Even a better "Old Man" could never replace the one we have trained and fought with for more than two years."

Captain A.H. Chapman was promoted to Major and was acting C.O. of the Squadron until Major "Judy" Garland returned from the States to resume his leadership of the 614th.

The month saw no losses of aircraft with only one ship force-landing in Belgium.

The first part of the month was devoted to oil and industries but after Rundstadt started the "Battle of the Bulge" the Group concentrated on transportation.

From information compiled on 1st January, 1945, the following men were reported as being Killed in Action:-

2nd Lt. F.B. Robinson	Co-pilot on 11th December 1943
Sgt. H.J. Reasoner	Ball turret gunner on 31st December 1943
Sgt. F.G. Kelly	Waist gunner on 31st December 1943
Sgt. H.W. Sanders	Waist gunner on 31st December 1943
Sgt. M. Arinsberg	Tail gunner on 31st December 1943
2nd Lt. G.J. Gilmore	Bombardier on 22nd April 1944
Sgt. A.L. Shutes	Waist gunner on 4th April 1944
1st Lt. J.E. O'Neal jr.	Navigator on 13th April 1944
Cpl. J.C. McQueen	Waist gunner on 13th April 1944
2nd Lt. K.C. Harrington	Co-pilot on 20th April 1944
2nd Lt. G.A. Arndt	Bombardier on 29th April 1944
S/Sgt. J.J. Viste Jr.	Radio operator on 29th April 1944
Sgt. W.A. Lee	Ball turret on 29th April 1944
Sgt. R.L. Bretzman	Waist gunner on 29th April 1944
Sgt. S.W. Brackman	Waist gunner on 29th April 1944
S/Sgt. G.R. Smith	Waist gunner on 30th May 1944
S/Sgt. E.M. Gormley	Ball turret gunner on 30th May 1944
Sgt. L.T. Maiden	Waist gunner on 19th June 1944

The records also contain a long list of those crew members reported as Missing in Action, many of which were later found to have been Killed in Action.

Missions

Mission 176

Target : Kassel

4 December 1944

This was an attack on the important marshalling yards at Kassel, a yard which was capable of handling 2,300 wagons every 24 hours. The Group furnished the usual 39 aircraft to form the 94th "A" group with Captain C.A. Lewis as the Air Commander.

The usual 10/10th's clouds blotted out the target and PFF was used with the result that no observations were possible. The crews described the flak over the target as meager and inaccurate with two other areas the

formation flew over sending up the same type. Incredibly, only three aircraft of the 1st Division formation, numbering 419 aircraft, received battle damage of a minor type and 4 received type "E" damage.

Early that morning a 384th ship from Grafton Underwood, the base a few miles away, had crashed shortly after take-off, coming down just short of one of the Deenethorpe runways. All the crew lost their lives in the incident.

The 614th supplied ten crews for the mission and made up the Low Squadron with Lt. C.W. Utter as the Squadron Commander. The crews were:-

42-97780	1st Lt. J.J. Brown Jr. and crew.
44-6464	1st Lt. C.W. Utter and crew.
43-38646	2nd Lt. R.B. Thompson and crew.
42-97602	1st Lt. H.C. Mays and crew.
42-102659	2nd Lt. J.E. Fondren and crew.
43-38738	1st Lt. E.H. Spuhler and crew.
42-39012	Capt. A.R. Seder Jr. and crew.
42-97478	1st Lt. F.H. Babcock and crew.
42-97395	2nd Lt. W.K. White and crew.
44-6508	1st Lt. N.L. Sisson and crew.

Mission 177

Target : Berlin

5 December 1944

The assigned target for the 401st on this mission was the Rhein-metal Bersig A.C. plant at Berlin / Tegel. This was a munitions and tank works. The Group took off before dawn with the usual 39 aircraft making up a 94th CBW formation. The Air Commander was Captain D.A. Currie.

The 614th put up ten aircraft with Lt. C.W. Utter flying as the Deputy Air Commander of the Group. The weather over the target was 9/10th's to 10/10th's cloud cover and the bombing was by PFF. The strike was found later to be about $4\frac{1}{2}$ miles east of the MPI but within the city limits of Berlin.

Up to this mission the crews had found the Berlin flak to be very accurate and deadly. This time it was moderate to intense and what had been expected as a very dangerous mission turned out to be a fairly easy one - all things considered. The escort took care of the German fighters with claims of 91 shot down, 7 probables and 28 damaged for the loss of 17 P-51's and P-47's.

The Squadron put up the following crews:-

44-8259	1st Lt. J.J. Brown Jr. and crew.	(PFF & G-H aircraft.)
42-97322	1st Lt. G.H. St. Aubyn and crew.	
44-6464	1st Lt. C.W. Utter and crew.	
42-97602	1st Lt. H.C. Mays and crew.	
42-107151	1st Lt. W.L. Morton and crew.	
42-97478	2nd Lt. W.K. White and crew.	
42-38330	1st Lt. J.C. Crozier and crew.	
42-38565	2nd Lt. M.L. King and crew.	
44-6508	2nd Lt. R.B. Richardson and crew.	
43-38464	2nd Lt. R.B. Thompson and crew.	

Mission 178

Target : Merseburg

6 December 1944

For the second time in its history the 401st put up a massive force of 51 aircraft for this mission to the Merseburg oil refineries. One

can only be full of admiration for the ground crews who, after putting up 39 aircraft on the 5th., got ready 51 aircraft for the 6th. For instance, it means that they had to ensure that 204 engines were in perfect working order; 663 50 calibre machine guns to be checked and the ammunition got ready; about 144,000 gallons of gas to be pumped into the fuel tanks of the B-17's and that would be only a small part of the vast task of getting these ships into the air that morning.

The 614th furnished the 12 aircraft that made up the "Screening Force". These went ahead of the main force and dropped Chaff to disrupt the flak radar in the target area. There were no fighters and the Squadron skirted the flak, dropping the Chaff on the windward side of the target with some effect, but 81 of the 244 aircraft over the target still received some battle damage.

The 401st B.G. led the 1st Division on this mission with Lt. Col. B.K. Voorhees as Air Commander and Lt. C.W. Utter as his deputy. The 614th put up the following 13 crews:-

44-8033	1st Lt. J.J. Brown Jr. and crew.	(PFF aircraft.)
44-8258	1st Lt. C.W. Utter and crew.	(PFF aircraft.)
43-38739	1st Lt. E.R. Spuhler and crew.	
42-107151	1st Lt. W.L. Morton and crew.	
43-38677	2nd Lt. R.B. Richardson and crew.	
44-6464	2nd Lt. W.K. White and crew.	
42-97478	1st Lt. J.C. Crozier and crew.	
42-97322	1st Lt. G.H. St. Aubyn and crew.	
43-39646	2nd Lt. R.B. Thompson and crew.	
44-6146	Capt. A.R. Seder Jr. and crew.	
44-6508	1st Lt. M.L. Sissons and crew.	
42-31891	1st Lt. F.H. Babcock and crew.	
42-97931	2nd Lt. M.L. King and crew.	

Mission 179

Target : Frankfurt

11 December 1944

This was the day when the biggest force of bombers up to this date were dispatched by the 8th Air Force on the one operation, the 1,467 bombers dropping almost 4,000 tons of bombs on rail targets and bridges. A combination of PFF, Micro H and H2X was used.

The 401st put up 36 aircraft plus three PFF aircraft to form the 94th CBW "B" group with Major A.H. Chapman as Air Commander. There was very little flak and no fighters - the 841 8th Air Force fighters only claiming 1 German fighter damaged on the ground - and only 5 aircraft were reported MIA and 51 with battle damage.

The aircraft of Lt. J.J. Brown Jr., 44-8258 was one of these B-17's that suffered battle damage and was landed on the continent and the crew returned by transport aircraft.

The twelve 614th crews on this mission were:-

44-8258	1st Lt. J.J. Brown jr. and crew.	(PFF aircraft.)
44-8033	1st Lt. R.S. Hubbell and crew.	(PFF aircraft.)
42-97322	1st Lt. G.H. St. Aubyn and crew.	
42-38330	1st Lt. J.C. Crozier and crew.	
43-38677	1st Lt. R.E. Moran and crew.	
42-97478	2nd Lt. J.E. Fondren and crew.	
44-6464	2nd Lt. P.F. Wittman and crew.	

42-102659 2nd Lt. R.B. Thompson and crew.
43-38646 2nd Lt. M.L. King and crew.
42-107151 1st Lt. W.L. Morton and crew.

Mission 180

Target : Merseburg

12 December 1944

The 401st put up 36 aircraft plus 3 PFF aircraft to form the 94th "B" Group under the command of Major R.J. White to attack the Luena Works at Merseburg, an oil target. The weather turned out to be the usual 10/10th's undercast so PFF bombing was carried out in Group formation. There were no bomb strike photos but the "Mickey" scope photos did show that the Lead PFF operator had obtained a "shack" on the assigned target.

The 614th Squadron put up the following 9 aircraft under the command of Lt. R.S. Hubbell:-

42-102659 2nd Lt. R.B. Thompson and crew.
42-39012 1st Lt. R.S. Hubbell and crew.
42-38330 1st Lt. J.C. Crozier and crew.
42-97602 2nd Lt. R.B. Richardson and crew.
44-6464 2nd Lt. P.F. Wittman and crew.
43-38646 1st Lt. W.L. Morton and crew.
42-97478 2nd Lt. J.E. Fondren and crew.
43-38677 1st Lt. R.E. Moran and crew.
42-38565 2nd Lt. M.L. King and crew.

Mission 181

Target : Kassel

15 December 1944

For three days bad weather closed down all bomber and fighter operations for the 8th A.F. and the weather conditions were not much better on the 15th when 39 aircraft of the 401st took off in semi-darkness. They were the 94th "C" Group on this operation against rail targets at Kassel. The Air Commander for the mission was Major D.G. McCree with Lt. C.W. Utter as Deputy Leader in the High Squadron.

The PFF operators claimed good results because they were hardly disturbed by the meager and inaccurate flak they met over the target. Only 11 of the 318 aircraft over the target received battle damage, none of them being 401st aircraft. One 613th aircraft did lose an engine and force landed in Belgium, the crew being returned to Deenethorpe by transport aircraft.

The day ended with the 401st being guests of a B-24 outfit. The bad weather forced them to divert to Old Buckenham, a base near the city of Norwich in East Anglia.

The Squadron furnished the following nine crews:-

42-97780 1st Lt. C.W. Utter and crew.
43-38646 2nd Lt. M.L. King and crew.
42-97395 1st Lt. H.C. Mays and crew.
42-38330 2nd Lt. R.B. Thompson and crew.
43-38677 1st Lt. R.E. Moran and crew.
44-6508 2nd Lt. P.F. Wittman and crew.
42-102659 1st Lt. W.L. Morton and crew.
43-38738 2nd Lt. W.K. White and crew.
42-97478 2nd Lt. J.E. Fondren and crew.

Mission 182

Target : Koblenz

19 December 1944

The 1st Bomb Division put up 172 aircraft to attack six tactical

targets in the Koblenz area to impede the German offensive that was began on 16th December in the Ardennes. Attacks were made by Gee-H and H2X and the bad weather caused the Squadrons to become separated and bomb three different targets.

The 40 401st aircraft, making up the 94th "A" Group, was under the command of Lt. Col. Brown with nine 614th Squadron making up the High Element of each of the Squadrons. The bad weather caused the diversion of all the Group aircraft to three bases, all of them extremely short of gas. There was no air opposition or flak over the target.

The 614th crews were:-

43-38738	1st Lt. E.R. Spuhler and crew.
42-97322	1st Lt. G.H. St. Aubyn and crew.
44-6464	2nd Lt. R.B. Richardson and crew.
42-38330	1st Lt. J.C. Crozier and crew.
43-38646	2nd Lt. R.B. Thompson and crew.
42-97602	2nd Lt. W.K. White and crew.
42-39012	Capt. A.R. Seder Jr. and crew.
42-31662	1st Lt. R.E. Moran and crew.
42-38565	1st Lt. F.H. Babcock and crew.

Mission 183

Target : Koblenz

24 December 1944

The weather cleared on 24th December and the 8th Air Force put up the largest air strike of the war - 2,046 four engined bombers despatched with an escort of 853 fighters. The 401st were scattered over three airfields, to give the Group a difficult operational problem, but it was well handled and 50 aircraft made up the 94th "B" Group and part of the 452nd B.G. of the 3rd Air Division.

The Group Leader was forced to abort and handed over command to Lt. M.J. Christensen his deputy. Meager but accurate flak followed the Group for some 27 minutes from before the I.P. and after the bombs away causing damage to 24 aircraft and wounding two men.

The 8th Air Force Air Leader on this day was Brigadier General Fred Castle. He died when he took over the controls of the B-17 he was flying to give his crew a chance to parachute to safety, which most of them did before a wing tank exploded sending the bomber into a spin, and crashed near Hods in Belgium.

614th aircraft were in the Lead and High Boxes with Lt. C.W. Utter leading the High Box. The Squadron furnished the following aircraft and crews:-

44-8033	1st Lt. E.W. Mercer and crew.	(PFF aircraft.)
42-97780	1st Lt. C.W. Utter and crew.	
44-6508	2nd Lt. J.E. Fondren and crew.	
42-107151	1st Lt. W.L. Morton and crew.	
44-6464	2nd Lt. M.L. King and crew.	
43-38677	2nd Lt. R.B. Richardson and crew.	

The following crews took off from other bases:-

43-38738	1st Lt. E.H. Spuhler and crew.
42-97322	1st Lt. G.H. St. Aubyn and crew.
43-38646	2nd Lt. R.B. Thompson and crew.
42-97602	2nd Lt. W.K. White and crew.
42-39012	Capt. A.R. Seder Jr. and crew.

43-38662 1st Lt. R.E. Moran and crew.
42-38565 1st Lt. F.H. Babcock and crew.

Mission 184

Target : Gerolstein

27 December 1944

With all the aircraft back at Deenethorpe the 401st furnished the 36 aircraft for the 94th "C" Group plus three PFF aircraft. The Air Commander for this mission to bomb a marshalling yard at Gerolstein was Major A.H. Chapman. The Lead and Low Squadrons made a visual run on the target and the results were excellent, bombs blanketing the area of the MPI. The High Squadron were forced to make a 360 degree turn and when they got back on to what they thought was the previous MPI bombed the marshalling yards at St Vith.

No fighters were seen although the escorts did claim 29 air victories in keeping the Luftwaffe away from the bombers. The flak was said to have been meager with the 1st Air Division sustaining battle damage to 83 of its 232 aircraft.

The twelve 614th crews on this mission were:-

42-97636 1st Lt. E.W. Mercer and crew.
44-8369 1st Lt. R.S. Hubbell and crew. (Not a 401st aircraft.)
42-97395 2nd Lt. K.J. Hartsock and crew.
42-97602 1st Lt. H.C. Mays and crew.
42-97322 1st Lt. G.H. St. Aubyn and crew.
42-39012 2nd Lt. J.S. Cole jr. and crew.
42-107151 1st Lt. W.L. Morton and crew.
44-6464 1st Lt. J.E. Fondren and crew.
44-6508 2nd Lt. M.L. King and crew.
43-38646 1st Lt. E.E. Hoemann and crew.

Mission 185

Target : Rheinbach

28 December 1944

The attacks on the rail and road bridges and centers of communications continued with an attack on the marshalling yards at Rheinbach. The 39 aircraft from the 401st, making up the 94th "A" Group, were led by Capt. C.A. Lewis. The twelve aircraft furnished by the 614th Squadron flew as the Low Squadron under the command of Lt. C.W. Utter who was also the Deputy Group Leader.

The target, hidden by a blanket of 10/10th's cloud, was bombed by Gee-H equipment with unobserved results. There was very little flak over the target and no enemy fighters were seen. The "milk run" type conditions can be judged from the fact that only two of the 379 bombers received battle damage and the 568 escort fighters involved made no claims and lost no aircraft.

The 614th crews taking part in this mission were:-

44-8371 1st Lt. E.W. Mercer and crew. (PFF aircraft.)
42-97760 1st Lt. C.W. Utter and crew.
42-97322 2nd Lt. J.S. Cole Jr. and crew.
42-38330 1st Lt. J.C. Crozier and crew.
42-107151 1st Lt. W.L. Morton and crew.
42-38565 1st Lt. F.H. Babcock and crew.
44-6506 1st Lt. M.L. Sisson and crew.
42-97395 2nd Lt. K.J. Hartsock and crew.
43-38646 1st Lt. J.E. Fondren and crew.
43-38677 2nd Lt. M.L. King and crew.

Mission 186

Target : Bingen

29 December 1944

A fine day allowed the 1st Division to bomb their targets visually for a change. The 401st target was the marshalling yards at Bingen, a town in western Germany, and the Group put up 36 aircraft plus three PFF aircraft to form the 94th "A" CBW, the 614th furnishing ten aircraft as the High Squadron. Lt. J.J. Brown Jr. led the 614th Squadron with Major Eric de Jonckheere the Group Air Commander.

The 614th hit the target right on the assigned spot, but for some unknown reason the other two Squadrons missed the target completely, one being far to the right and the other short by a long way.

The moderate flak hit 132 of the 304 aircraft of the 1st Division and caused the loss of a bomber from 306th and 398th Bomb Groups. 27 of the 401st aircraft were battle damaged as a result of passing through an area of moderate flak over the target.

The Squadron put up the following crews:-

44-8371	1st Lt. J.J. Brown Jr. and crew.	(PFF aircraft.)
42-97395	1st Lt. R.S. Hubbell and crew.	
43-38677	2nd Lt. M.L. King and crew.	
42-38330	1st Lt. J.C. Crozier and crew.	
43-38738	1st Lt. J.H. Fondren and crew.	
42-107151	1st Lt. W.L. Morton and crew.	
44-6508	1st Lt. N.L. Sisson and crew.	
42-97322	1st Lt. E.E. Hoemann and crew.	
42-102659	2nd Lt. J.S. Cole Jr. and crew.	
42-38565	1st Lt. F.H. Babcock and crew.	

Mission 187

Target : Kaiserslautern

30 December 1944

This was another tactical target and it turned out to be a rail overpass at the town of Kaiserslautern, Germany, feeding material into the German lines. The 401st B.G. supplied the aircraft to form the 94th "A" CBW under the command of Captain D.A. Currie with the 614th Squadron making up the High Element in each of these Squadrons.

The weather had returned to its usual 10/10th's undercast for this mission and they Group went in to bomb by Gee-H. Naturally, because of this, there were no photographs and no results could be ascertained.

The flak was again very light with few casualties through battle damage and of almost 2,000 fighters and bombers only 6 were lost and two of these were caused through a collision in the target area. The Squadron put up the following crews for this mission:-

42-38330	1st Lt. J.C. Crozier and crew.
42-102659	2nd Lt. R.B. Thompson and crew.
44-6508	2nd Lt. W.K. White and crew.
43-38677	1st Lt. R.E. Moran and crew.
42-97322	1st Lt. J.E. Fondren and crew.
43-38646	2nd Lt. J.S. Cole Jr. and crew.
42-107151	1st Lt. W.L. Morton and crew.
42-38565	1st Lt. F.H. Babcock and crew.
42-97395	2nd Lt. M.L. King and crew.

Mission 188

Target : Krefeld

31 December 1944

Although there were some strategic targets attacked on this day by the 8th Air Force the 401st B.G. were again briefed to attack a tactical target at Krefeld - the marshalling yards. The Group furnished the aircraft to foem the 94th "B" CBW under the command of Major A.H. Chapman and although the target was partly visable bombing was carried out by the Gee-H method. The target, unfortunately, appeared to have been missed completely, later photographs showing that the bombs had fallen well to the right of the MPI.

The 1st Division were certainly in the right place as far as flak and fighters were concerned on this mission, with no losses and only 29 out of its 418 aircraft receiving battle damage. The 3rd Air Division took the full force of a fighter attack with 27 B-17's shot down and 288 with battle damage out of its total of 526 aircraft. They also claimed 26 German fighters shot down with the escort claiming another 61 shot down for the loss of ten of their number.

The 614th Squadron furnished the following:-

44-8259	1st Lt. J.J. Brown Jr. and crew.	(PFF & G-H aircraft.)
44-8369	1st Lt. C.W. Utter and crew.	(PFF from another Group ?)
42-107151	1st Lt. H.C. Mays and crew.	
43-38677	1st Lt. R.E. Moran and crew.	
42-38330	1st Lt. L.R. Hayes and crew.	
42-39565	1st Lt. F.H. Babcock and crew.	
43-38646	2nd Lt. R.B. Thompson and crew.	
42-97395	2nd Lt. W.K. White and crew.	
44-6464	2nd Lt. R.B. Richardson and crew.	

For October, November and December, 1944, the 614th Squadron administration section had been first among the four Squadrons of the Group in the inspection report. The following Officers and Men received a commendation from Major A.H. Chapman Jr. for their excellent performance:-

Major A.E. Barrs	Sqdn. Executive Officer
Capt. R.L. Mettlen	Sqdn. Adjutant
1st Lt. F.L. Petty	Supply Officer
1st Sgt. J.H. Seiter	First Sergeant
S/Sgt. D. Orgel	Sqdn. Clerk
S/Sgt. L. Seats	Supply Sergeant
Sgt. R.F. Meyers	Orderly Room Clerk
Cpl. M. Federoka	Mail Clerk
Pfc. W.H. Hein	Orderly Room Clerk

The following Officers and Men received the Purple Heart:-

1st Lt. L.E. Gaskins	S/Sgt. E.B. Grasela
2nd Lt. R.L. Aufrance	2nd Lt. J.F. Hope
Sgt. B.J. Lunn	Sgt. A. Massa

The following crews joined the Squadron during December:-

2nd Lt. J.S. Cole
2nd Lt. J.W. Spellman
2nd Lt. C.M. Hanson
Flt.O. T.H. Butler
Sgt. R.M. Crespi
Sgt. M.L. Allex
Sgt. C.F. Griggs
Sgt. R.H. Smith
S/Sgt. J.R. McClure

2nd Lt. K.J. Hartsock
Flt.O K.W. Locke
1st Lt. R.J. Petty
2nd Lt. R.I. Dodge
Sgt. H.E. Dee
Sgt. V. Browne
Sgt. F.C. Mendez
Sgt. D.S. Anderson
Sgt. J.J. Strukel

1st Lt. E.E. Hoemann
2nd Lt. H. Livingston
2nd Lt. T.E. Burns
Sgt. W.P. Eidemiller
Sgt. H. Tuchin
Sgt. H.J. Smith
Sgt. A.L. Wright
Sgt. W.J. Dobson
Sgt. L.L. Laura

January 1945

This was a bad winter month even for England, with the 8th Air Force fields covered with snow and ice. In this terrible weather the Fortresses of the 401st were serviced in the open air in temperatures well below zero. Servicing aircraft under these conditions can only be described as heroic work, especially as most of it was carried out in the pitch dark of the night before take-off.

The January weather permitted 13 missions to be flown, most of them being either PFF or Gee-H. Many of them were of tactical value and requested by the U.S. Army ground forces. It was a repeat of the time just before D-Day when the USAAF struck at rail and road junctions to isolate the German Army before the assault on Normandy. This time the barrier was the Rhine River and the job of the air force was to choke up all the supply routes to the Germans defending it.

The 200th mission of the 401st was flown on January 28th with the Group supplying a Combat Wing to attack marshalling yards and railroad bridges at Cologne. The mission was led by Major W.C. Garland. The big party to celebrate the 200th mission was attended by Lt. General Jimmy Doolittle, the 8th Air Force Commanding General.

Six of the 401st Group's enlisted men volunteered for, and were transferred to, the infantry.

During the month Lt. R.B. Thompson's aircraft was very badly damaged by flak and was forced to search for a crash-landing site in Belgium. When he had chosen a site and went in to make a landing he found that he was heading for two tall brick chimneys that looked very close together, but he managed to steer a path between them and land. On checking the distance between these chimneys it was found that they were 120 feet apart - with the wingspan of the Fortress being 103 feet, the margin for error a matter of a very few feet, one can imagine that the crew bought Lt. Thompson a few drinks in the club that evening.

The following men completed their tour during the month:-

1st Lt. M. Weber	1st Lt. E.L. Hoemann
1st Lt. E. Polster	1st Lt. M.C. O'Hern
1st Lt. R.L. Whiting	1st Lt. J.S. La Blanc
1st Lt. L. Crossen	1st Lt. M. Picker

Captain J.C. Crozier

Promotions during the month:-

To Captain:-

1st Lt. W.P. Fulgin	1st Lt. M.L. Sisson
1st Lt. J.C. Crozier	1st Lt. T.J. Klefisch

1st Lt. L.E. Gaskins

To 1st Lieutenant:-

2nd Lt. N. Picker	2nd Lt. K.L. Hartsock
2nd Lt. J.P. Cole	2nd Lt. W. Thompson
2nd Lt. R.W. Duncan	2nd Lt. A.F. Goulet

Missions

Mission 189

Target : Kassel

1 January 1945

The primary target for this mission was Derben, Germany, an oil storage dump. The target was found to be obscured by cloud so the formation went on to bomb the secondary target at Kassel by PFF. The 614th were the Lead Squadron, found a target of opportunity at Elz, a marshalling yard, and bombed by PFF.

The 94th "C" Group, made up of the 401st, were led by Major R.J. White, while the 614th furnished nine aircraft under the command of Lt. E.W. Mercer. The crews reported that they had encountered no enemy aircraft on this mission, the reason being that the Luftwaffe had put in a massive attack on all the Allied airfields on the continent. This was the last desperate offensive put on by the Luftwaffe - Operation "Bödenplatte" - and while destroying many allied aircraft on the ground, it resulted in an even bigger loss of German machines together with pilots, many of them the "Experten" formation leaders.

The Bomb Divisions also became the Air Divisions from this date.

The 614th furnished the following crews:-

42-97780	1st Lt. E.W. Mercer and crew.
42-97395	1st Lt. R.S. Hubbell and crew.
42-39012	Capt. A.R. Seder Jr. and crew.
42-38330	1st Lt. F.H. Babcock and crew.
44-6464	2nd Lt. R.B. Richardson and crew.
43-38577	1st Lt. R.E. Moran and crew.
44-6508	2nd Lt. W.K. White and crew.
42-107151	2nd Lt. R.B. Thompson and crew.
42-97322	1st Lt. G.H. St. Aubyn and crew.

Mission 190

Target : Hermulheim

3 January 1945

The 8th Air Force went after communications and tactical targets in western Germany on 3rd January to support the ground forces in their defence against the wide-scale German offensive. The three Squadrons of the 401st Group, making up the 94th "A" Group, bombed the marshalling yards at Hermulheim in Group formation by Gee-H. Major D.G. McCree was the Air Commander.

No fighters were encountered and some meager but inaccurate flak was met in the Cologne area.

Captain E.W. Mercer led the High Box of the formation and the ten 614th crews on the mission were:-

44-8153	Capt. E.W. Mercer and crew.	(PFF aircraft.)
42-97780	1st Lt. R.S. Hubbell and crew.	
42-97478	1st Lt. E.E. Hoemann and crew.	
42-97602	1st Lt. N.L. Sisson and crew.	
42-102659	2nd Lt. R.B. Thompson and crew.	
42-107151	2nd Lt. W.K. White and crew.	
42-97322	1st Lt. G.H. St. Aubyn and crew.	
42-38330	2nd Lt. K.J. Hartsock and crew.	
44-6464	2nd Lt. R.B. Richardson and crew.	
43-38677	1st Lt. R.E. Moran and crew.	

Mission 191

Target : Koblenz

5 January 1945

The Group was briefed to bomb the German fighter landing ground but bombed the secondary target, the marshalling yards at Koblenz. The Group put up 50 aircraft with the 614th Squadron furnishing 14 aircraft as a Screening Force. Captain E.W. Mercer led this Screening Force that dropped Chaff as briefed without air or ground opposition.

On this mission the crews had the rare sight of German fighters, two Me-110's, making a pass at their formation, the first Luftwaffe encounter experienced for a long time.

The 614th crews on this mission were:-

44-8259	Capt. E.W. Mercer and crew.	(PFF & G-H aircraft.)
42-97947	1st Lt. C.W. Utter and crew.	(PFF aircraft.)
42-38330	1st Lt. W.K. White and crew.	
42-97322	1st Lt. G.H. St. Aubyn and crew.	
42-97395	1st Lt. M.L. King and crew.	
43-38646	2nd Lt. J.S. Cole Jr. and crew.	
42-39012	1st Lt. N.L. Sisson and crew.	
42-97478	1st Lt. E.E. Hoemann and crew.	
42-107151	1st Lt. W.L. Morton and crew.	
43-38677	1st Lt. R.E. Moran and crew.	
42-97602	2nd Lt. R.B. Richardson and crew.	
42-102659	1st Lt. R.B. Thompson and crew.	
43-38738	2nd Lt. K.J. Hartsock and crew.	
43-38125	1st Lt. J.E. Fondren and crew.	

Mission 192

Target : Kempernich

6 January 1945

The 401st furnished 36 aircraft plus three PFF aircraft to make up the 94th "B" Group to attack the communications center at Kempernich, Germany. The Air Commander was Lt. Col. "Hi Ho" Silver. The Gee-H aircraft in the formation were used to bomb the target because of the usual 10/10th's undercast with no strike photos or observations being made.

There was no flak or fighters and the mission was marked down as a "Milk Run" with all crews and aircraft returning safely to Deenethorpe. The 1st Air Division lost one aircraft MIA out of the 422 on the operation.

The Lead Crew were:-

Capt. E.W. Mercer
Lt. Col. D.E. Silver
1st Lt. L.E. Gaskins
Capt. C.M. Smith
1st Lt. T.J. Klefisch
1st Lt. J.T. Dresbach
T/Sgt. J.S. Zubrickas
T/Sgt. C.V. Fowler
1st Lt. L.R. Hayes
S/Sgt. R.A. Connors

The other 614th Crews were:-

8016	1st Lt. C.W. Utter and crew.	(Aircraft from another Group ?)
43-38677	1st Lt. R.E. Richardson and crew.	
42-102468	1st Lt. N.L. Sisson and crew.	
42-38565	2nd Lt. K.J. Hartsock and crew.	
43-38738	1st Lt. E.E. Hoemann and crew.	
42-107151	1st Lt. W.L. Morton and crew.	

42-97395 1st Lt. J.E. Fondren and crew.
42-102659 1st Lt. M.L. King and crew.
42-97602 2nd Lt. J.S. Cole Jr. and crew.

Mission 193

Target : Bitburg

7 January 1945

The 8th Air Force went after communication centers, rail targets, bridges and oil storage depots to give ground support to the US Army. The Group furnished the aircraft to form the 94th CBW "C" Group with Major C.A. Lewis as Air Commander, the briefed target of the 401st B.G. being the communication center at Bitburg.

The 401st were without G-H equipment so they had to bomb the target on the smoke marker bomb of the Group that went in before them. The Lead Navigator was Captain R. Causey and subsequent PFF plotting showed that he had scored a "shack".

There was hardly any opposition and only 28 out of a total of 985 aircraft over the various targets received battle damage.

The 614th made up the Low Squadron and was led by Lt. J.J. Brown Jr. making a total of ten crews as following:-

44-8259 1st Lt. J.J. Brown Jr. and crew.
42-31991 Capt. A.R. Seder Jr. and crew.
42-97602 1st Lt. M.L. King and crew.
446508 1st Lt. N.L. Sisson and crew.
42-107151 1st Lt. W.L. Morton and crew.
43-38646 1st Lt. R.B. Richardson and crew.
42-97395 1st Lt. G.E. St Aubyn and crew.
43-38738 1st Lt. E.E. Hoemann and crew.
43-38677 2nd Lt. J.S. Cole Jr. and crew.
42-38565 1st Lt. J.E. Fondren and crew.

Mission 194

Target : Euskirchen

10 January 1945

After three days of very bad weather the 401st B.G. put up the aircraft to form the 94th "A" CBW. There was snow about that morning and over the continent high winds, sometimes of 100 mph, caused havoc among some Groups. One Group went into the bomb run against a wind of this speed, allowing the flak to zero in on them.

The briefed target was a frontline fighter base at Euskirchen and the 401st eventually managed to bomb the target by Gee-H. Gee-H used radio signals to help the operator fix a point where the bombs were to be released.

A break in the clouds permitted strikes to be seen at the northern edge of the field and the railroad and autobahn. The High Squadron, led by Lt. J.J. Brown, became separated from the Group and bombed with the 94th "B" CBW. There was no enemy air opposition and very little flak, at least in the general direction of the 401st.

The 614th crews on the loading list were:-

44-8259 1st Lt. J.J. Brown Jr. and crew.
42-39012 Capt. A.R. Seder Jr. and crew.
42-97476 1st Lt. E.E. Hoemann and crew.
42-38565 1st Lt. F.H. Babcock and crew.
42-97602 2nd Lt. J.S. Cole Jr. and crew.
42-97322 1st Lt. R.E. Moran and crew.

42-102659 1st Lt. R.B. Thompson and crew.
44-6508 1st Lt. M.L. King and crew.
42-97395 2nd Lt. K.J. Hartsock and crew.
42-107151 1st Lt. W.L. Morton and crew.

Mission 195

Target : Maximiliansau

13 January 1945

This was another tactical target, this time a rail bridge at Maximilianau, Germany. The 401st furnished the 94th CBW "B" Group plus a Gee-H aircraft from Grafton Underwood - the 384th B.G. (H).

The beautiful CAVU weather made the attack a visual one, the Lead Squadron putting its bombs over the target. However, the Low and High Squadron Bombardiers put their bombs squarely on the assigned MPI and the results were reported as excellent.

The Air Commander was Captain R.L. Stelzer with Lt. Col. E.W. Brown as deputy. Flak was encountered at the I.P. and over the target and was very accurate in both places with three crew members wounded and 12 aircraft with battle damage. A 612th pilot, Lt. L. Lawrence, died from head wounds that night.

The 614th loading list was as follows:-

42-38565 1st Lt. F.H. Babcock and crew.
43-38646 1st Lt. J.E. Fondren and crew.
44-6508 1st Lt. M.L. King and crew.
42-38330 1st Lt. W.K. White and crew.
42-39012 1st Lt. R.B. Richardson and crew.
42-107151 1st Lt. W.L. Morton and crew.
42-97602 2nd Lt. J.S. Cole Jr. and crew.
43-38637 2nd Lt. M.H. Sorensen and crew.

Some idea of the terrible weather conditions that prevailed that morning can be gathered from the fact that seven fighter pilots were killed in take-off crashes on this morning.

Mission 196

Target : Cologne

14 January 1945

This was an attack on a highway bridge in Cologne with the 401st putting up 15 aircraft under the command of Captain E.W. Mercer, flying as the High Squadron of the 94th CBW "B" Composite Group. All other aircraft were scattered around other bases having been diverted on their return from the mission to Maximiliansau the previous day.

Flak was met going over the German front lines in both directions and at the target causing battle damage to seven of the Group's aircraft. The Luftwaffe went all out to attack the B-17's of the 3rd Air Division on this occasion, shooting down 6 of them; the bombers claimed 31 - 9 - 7 in return. The fighter escort had a field day and, for the loss of 11 aircraft put in claims for 155 - 0 - 25, the 357th F.G. claiming a total of 56½ victories, a record for one Group on one mission.

The 614th loading list was:-

44-8259 Capt. E.W. Mercer and crew.
42-97780 1st Lt. R.S. Hubbell and crew.
42-97478 1st Lt. H.C. Mays and crew.
42-97322 1st Lt. G.H. St Aubyn and crew.

Mission 197

Target : Paderborn

17 January 1945

The 1st Air Division, with 397 B-17's, attacked the marshalling yards at Paderborn on this mission, the 401st furnishing the aircraft to form the 94th CBW "B" Group. The Air Commander was Major R.J. White.

The primary had been Altenberken but a solid undercast forced the Group to attack the secondary, and, because of a malfunction, the target was bombed by PFF instead of Gee-H. There were no observations, no enemy aircraft and no flak, and the crews put it down as a "Milk Run".

The Squadron loading list was as follows:-

44-8259	1st Lt. J.J. Brown Jr. and crew.
42-97780	Capt. A.R. Seder Jr. and crew.
44-6508	2nd Lt. K.J. Hartsock and crew.
42-97602	1st Lt. H.C. Mays and crew.
43-38677	1st Lt. R.E. Moran and crew.
43-38738	2nd Lt. M.H. Sorensen and crew.
42-38565	1st Lt. F.H. Babcock and crew.
43-38646	1st Lt. R.B. Richardson and crew.
42-107151	1st Lt. W.L. Morton and crew.
42-38330	1st Lt. W.K. White and crew.

Mission 198

Target : Aschaffenburg

21 January 1945

The bad weather held up operations for a day or so and then on 21st January the 401st were assigned the tank park at Aschaffenburg as the primary target. And, as usual, because of the 10/10th's cloud cover, the Group bombed the secondary target, the marshalling yards in the same town, by PFF.

36 aircraft from the Group made up the 94th CBW "C" Group with Major D. G. McCree as the Air Commander. Again there was no sign of the Luftwaffe or flak.

The 614th Loading list was as follows:-

44-8371	1st Lt. J.J. Brown Jr. and crew.	(PFF aircraft - 615th Sqdn.)
42-97780	Capt. A.R. Seder Jr. and crew.	
43-38677	2nd Lt. J.S. Cole Jr. and crew.	
42-97602	1st Lt. H.C. Mays and crew.	
42-38646	2nd Lt. K.J. Hartsock and crew.	
42-38330	1st Lt. W.K. White and crew.	
42-97322	1st Lt. G.H. St Aubyn and crew.	
42-107151	1st Lt. W.L. Morton and crew.	
44-6503	1st Lt. M.L. King and crew.	
44-6464	1st Lt. R.B. Richardson and crew.	

Mission 199

Target : Sterkrade

22 January 1945

The Group furnished two Squadrons on this mission to form the Lead and Low Squadrons of the 94th "A" CBW Group with Major Eric de Jonckheere as Air Commander. The target was the synthetic oil plant at Sterkrade, Germany, and the bombing was by Gee-H, with visual aids, for the Low Squadron and visually by the Lead Squadron.

Moderate to intense flak hit the Group over the target causing battle damage to 20 aircraft. The 615th Squadron also lost an aircraft that morning during the assembly, 43-38125 going in at Saltby, Lincs.

The 614th flew as the Low Squadron, putting up the following crews:-

42-97322 1st Lt. G.H. St Aubyn and crew.
 43-38738 1st Lt. W.K. White and crew.
 42-97478 2nd Lt. M.H. Sorensen and crew.
 42-107151 1st Lt. W.L. Morton and crew.
 44-8508 1st Lt. M.L. King and crew.
 43-38646 1st Lt. R.B. Richardson and crew.

Mission 200

Target : Cologne

28 January 1945

The 200th mission of the 401st Bomb Group (H) was held up for five days by the terrible weather over northern Europe. Then, with the weather improving over Germany, it was on, and the 8th Air Force attacked bridges, marshalling yards and oil installations. The 401st Group were briefed to attack the marshalling yards and they went into the target on a PFF run, but, a minute before bombs away, there was a break in the clouds. This enabled the lead bombardier to make a course correction and the Lead Squadron's bombs made a concise and neat pattern right in the assigned marshalling yards.

The Group put up 36 aircraft plus three PFF aircraft to form the 94th CBW "B" Group under the command of Major W.C. Garland flying as co-pilot with Captain E.W. Mercer and his crew. The aircraft they used, fitted with Gee-H, was probably from the 384th B.G. at Grafton Underwood.

Although the Group reported very little flak at the target, with 14 401st aircraft suffering battle damage, 172 1st Division aircraft received battle damage with 3 MIA. The Luftwaffe made no attempt to stop the attack by well over 1200 8th Air Force bombers and fighters.

The Crew of the Lead Aircraft was as follows:-

Serial No. 8211

Capt.	E.W. Mercer	Pilot
Major	W.C. Garland	Co-pilot & Air Commander
Capt.	L.E. Gaskins	Navigator
Capt.	W.P. Fulgin	Bombardier
1st Lt.	J.T. Dresbach	Mickey Operator
T/Sgt.	J.S. Zubrickas	Radio Operator
T/Sgt.	C.V. Fowler	Top Turret/Eng.
1st Lt.	C.D. Hibbert	Tail gunner/Observer
S/Sgt.	R.A. Connors	Waist gunner
1st Lt.	C.C. Hightsboe	G-H Operator (384th B.G.)

The other 614th aircraft and crews were:-

43-38677 1st Lt. R.E. Moran and crew.
 44-8259 1st Lt. R.S. Hubbell and crew. (PFF & G-H aircraft.)
 42-97602 1st Lt. H.C. Mays and crew.
 42-39012 2nd Lt. M.L. King and crew.
 42-107151 1st Lt. W.L. Morton and crew.
 42-38646 1st Lt. R.B. Thompson and crew.
 42-97478 1st Lt. J.E. Fondren and crew.
 43-38378 1st Lt. J.S. Cole Jr. and crew.
 42-38565 2nd Lt. M.H. Sorensen and crew.

Mission 201

Target : Bad Kreuznach

29 January 1945

The 401st was leading the 1st Air Division on this mission to a rail

workshop at Siegen, Germany with Lt. Col. B.K. Voorhees as Air Commander. The primary target was completely obscured by cloud so the bomb run was started on Gee-H but when this broke down a late run was started on PFF. Because of the late run on PFF the Mickey Operator could not get the primary target in his scope so he delayed the drop and picked up a target of opportunity at Bad Kreuznach. Bombing was in Group formation with no results observed.

There was no sign of flak or fighters on this mission and the following 614th crews were on the loading list:-

42-97780	1st Lt. J.J. Brown Jr. and crew.	
43-38077	1st Lt. E.H. Spuhler and crew.	(A 615th aircraft.)
42-107151	1st Lt. J.S. Cole Jr. and crew.	
43-38646	1st Lt. R.B. Thompson and crew.	
42-97478	1st Lt. J.E. Fondren and crew.	
43-38738	2nd Lt. M.H. Sorensen and crew.	
42-97602	2nd Lt. K.J. Hartsock and crew.	
43-38677	1st Lt. R.E. Moran and crew.	
42-38330	1st Lt. W.K. White and crew.	
42-97395	1st Lt. M.L. King and crew.	

February 1945

The month of February saw 16 missions with the Group still attacking transportation at the rear of the German front lines. The last nine days of the month saw 9 missions being flown due to the unusually fine weather.

The long period that the Squadron had gone without loss ended on 3rd February when Lt. King and his crew were lost on the Berlin mission. A flak burst hit the aircraft in the tail and it turned toward the Russian lines under control. The crew was listed as MIA. In fact Lt. King's aircraft, 44-6508, did make it to the Russian lines and landed at Poltava but got into trouble with the Russians when it was found that they were trying to smuggle a Pole back to England. About five or six weeks later Deenethorpe were advised that Lt. King and his crew were on their way home but the Control Tower log books did not record their return nor does the Squadron History mention them as returning.

As at Caen, the pounding of enemy communications by the 8th Air Force preceded a drive by the army, this time across the Rhine River. A break through on the same scale as at Normandy was going to end the war.

In the latter part of the month a shift in policy made it necessary to transfer all lead crews to the 615th Squadron which was then composed of only lead elements. It was also a move to simplify the training program.

During the month another group of ground personnel were sent to the infantry and beginning to arrive were men who had been wounded in action and were not fit for combat duty.

A distinct change was now being noticed over targets that had been heavily defended in the past. Towns and cities that had put up intense flak were now at the meager level or none at all.

The following men completed their tours during the month:-

Capt. J.J. Brown	1st Lt. W.L. Morton	1st Lt. W.F. Schiefer
Capt. T.J. Klefisch	2nd Lt. R. Ritchey	1st Lt. C.D. Hibbert
Capt. N.L. Sisson	1st Lt. J.T. Pink	1st Lt. H. Livingston
Capt. E.W. Mercer	1st Lt. R.S. Davison	1st Lt. S.H. Wellman
Capt. L.E. Gaskins	1st Lt. G.H. St Aubyn	1st Lt. R.E. Moran
Capt. H.C. Mays	1st Lt. C.L. Helms	1st Lt. R.J. Petty
	1st Lt. L.R. Hayes	

Promotions during the month:-

To Captain:-

1st Lt. H.C. Mays
1st Lt. J.J. Brown
1st Lt. F.W. Picks

To 1st Lieutenant:-

2nd Lt. L.F. Stewart
2nd Lt. L.H. Oster
2nd Lt. R.C. McAdams
2nd Lt. F. Conway Jr.

Missions

Mission 202

Target : Ludwigshaven

1 February 1945

The 401st furnished the 36 aircraft, plus 3 PFF aircraft, to form the 94th "C" Group on an attack on communications at Ludwigshaven. The Group

Leader was Major Jere Maupin recently returned from the USA and on his first mission of his second tour.

The Lead and Low Squadrons attacked the marshalling yards at Ludwigshaven by Gee-H but the 614th, led by Captain Tom Cushman, reported that his Gee-H was out on the bomb run and the bombs had failed to release by salvo. They went on to attack the last resort target of Pferzheim by PFF.

The only enemy opposition was some meager flak at the primary target, five aircraft receiving minor damage. Of some 600 B-17's attacking German targets on this day not one was lost and the same went for the 298 escorting fighters sent to protect them.

The 614th loading list was:-

42-97780	Capt. A.R. Seder Jr. and crew.
42-97478	1st Lt. J.E. Fondren and crew.
42-97322	1st Lt. F.R. Babcock and crew.
42-38330	1st Lt. W.K. White and crew.
42-107151	1st Lt. K.J. Hartsock and crew.
43-38677	1st Lt. R.E. Moran and crew.
42-39012	1st Lt. R.B. Richardson and crew.
42-97602	2nd Lt. M.H. Sorensen and crew.
43-38646	1st Lt. R.B. Thompson and crew.

S/Sgt. J.J. Rubinson, radio operator, flying with Lt. Cox, 613th Sqdn.

Mission 203

Target : Berlin

3 February 1945

This was an attack on "Big B", a visual attack for a change. Strikes by the 500 lb G.P.'s were seen on the marshalling yards and its surrounding area not previously damaged. The 614th flew the High Element of each Box. There were no fighters but the flak was moderate to intense. Five of the nine 614th aircraft received battle damage. Aircraft 44-6508, piloted by Lt. King, was hit by flak and headed towards the Russian lines - later to turn up out of the blue in mid-March with an interesting story to tell.

This was a 1,000 B-17 attack on the German capital with a 500 escort of fighters - the biggest single raid by the 8th A.F. on a single target, the 401st furnishing a 36 aircraft Group flying as the 94th "B" Group. Captain J.R. Locher was the Air Commander of the Group.

The specific target was the Tempelhof marshalling yards and the weather over the target was clear although the preceeding eight Groups left the target area completely covered with smoke. The Group used the RAF Grid with outlying checkpoints and the Lead and Low Squadrons results were excellent. The High Squadron a little short but they were still in the immediate area of the MPI.

There was no escaping the flak over the German capital and the Group found the flak moderate to intense and accurate. Twenty-two of the Group's aircraft sustained battle damage with one aircraft MIA and two crew members wounded. The escort fighters made sure that the Luftwaffe stayed away from the bombers, shooting down 21 of them in combats.

The 614th loading list was as follows:-

43-38838	1st Lt. G.H. St Aubyn and crew.
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42-97602	2nd Lt. D.H. Stauffer and crew.	
43-38646	1st Lt. R.B. Thompson and crew.	
44-6508	1st Lt. M.L. King and crew.	(MIA)
42-97395	1st Lt. F.H. Babcock and crew.	
42-97478	1st Lt. W.K. White and crew.	
43-38458	1st Lt. K.J. Hartsock and crew.	
43-38677	1st Lt. R.E. Moran and crew.	
42-39012	1st Lt. R.B. Richardson and crew.	

Mission 204

Target : Giessen & Eisfeld

6 February 1945

The 401st put up 48 aircraft on this mission to form the 94th "A" Group and the High Squadron of the 94th "B" Group. The "A" Group Air Commander was Lt. Col. W.T. Seawell the 401st B.G. Commander. Both the targets were bombed by PFF and were both targets of opportunity.

The primary target was Lutzkendorf but the Scouting Force reported that the target was covered by 10/10th's cloud and the Low Squadron, led by Lt. Charles W. Utter, bombed Giessen by PFF. This was an "A" and "B" plan with the "A" target to be bombed visually only.

With the short days this mission took off in the dark and on top of this the weather was what the English call pea soup throughout. On return from the mission ten crews landed away from Deenethorpe and two landed on the continent. Meager and accurate flak was met in two places causing minor damage to a number of aircraft. Only five aircraft were lost through enemy action out of about 1,300 bombers that day but many others were lost as a result of the dreadful weather.

The 614th loading list was:-

44-8033	1st Lt. C.W. Utter and crew.	(PFF)
42-97780	1st Lt. E.H. Spuhler and crew.	
42-39012	2nd Lt. H.W. James and crew.	
43-38565	1st Lt. F.H. Babcock and crew.	
42-97478	1st Lt. K.J. Hartsock and crew.	
43-38677	2nd Lt. D.H. Stauffer and crew.	
42-97322	1st Lt. G.H. St Aubyn and crew.	
43-38330	1st Lt. W.K. White and crew.	
43-38738	1st Lt. R.B. Richardson and crew.	
43-38646	1st Lt. R.B. Thompson and crew.	
42-97602	1st Lt. J.S. Cole Jr. and crew.	
42-31983	2nd Lt. M.H. Sorensen and crew.	

Target : Essen

7 February 1945

The 1st Air Division were briefed to attack Essen on this day but they encountered a weather front rising to 30,000 feet over the North Sea and were recalled. One B-17, way behind the formation, did not receive the recall and went on to bomb Essen on its own by a Gee-H fix.

The loading list of the 614th crews who made the trip to the middle of the North Sea before reaching the wall of clouds was :-

44-8550	Capt. A.R. Seder Jr. and crew.	(615th PFF + Gee-H ship)
42-97780	1st Lt. K.J. Hartsock and crew.	
43-38738	1st Lt. R.B. Richardson and crew.	
44-6464	1st Lt. J.S. Cole Jr. and crew.	
43-38565	1st Lt. F.R. Babcock and crew.	
42-97478	1st Lt. J.E. Fondren and crew.	

43-38646 1st Lt. G.H. St Aubyn and crew.
42-31891 2nd Lt. D.H. Stauffer and crew.
43-38330 1st Lt. W.K. White and crew.

Mission 205

Target : Lutzkendorf

9 February 1945

The 8th Air Force were sent back to the oil production plant at Lutzkendorf on the 9th, the target that the bad weather of 6th February had saved from bombing. This time 233 1st Air Division B-17's dropped 600 tons of bombs on the same refineries visually.

Major A.H. Chapman led the Group to form the 94th "C" Group of 36 aircraft plus 3 PFF aircraft, with the Low Squadron obtaining a shack. The High Squadron could not see the target by the time they got in so they bombed the last resort target of Eisenach by PFF means.

At four places including the target the Group encountered meager and moderate flak, generally inaccurate at all spots resulting in one aircraft receiving battle damage. No enemy fighters were seen but the escorts managed to down 24 fighters for the loss of five of their own aircraft.

The 614th loading list was as follows:-

44-8259 1st Lt. H.L. Thompson and crew. (PFF + G-H aircraft)
44-38738 1st Lt. R.B. Richardson and crew.
44-8033 Capt. A.R. Seder Jr. and crew. (PFF aircraft)
42-97322 1st Lt. G.H. St Aubyn and crew.
43-38330 1st Lt. W.K. White and crew.
42-97602 1st Lt. J.S. Cole Jr. and crew.
42-97395 1st Lt. K.J. Hartsock and crew.
43-38565 1st Lt. J.E. Fondren and crew.
42-39012 2nd Lt. H.W. James and crew.
43-38677 2nd Lt. D.H. Stauffer and crew.

Mission 206

Target : Dulmen

10 February 1945

The briefed target for this mission was Wesel, Germany, a tactical target only to be bombed by visual means, with Dulmen as the secondary target to be bombed by Micro-H.

The 401st formed the 94th "C" Group with Major D.C. McCree as the Air Commander. Because of the bad weather the primary could not be bombed so the formation went in to bomb by Squadrons on Micro-H. The operators reported good runs but no observations of the results could be made. No enemy fighters were seen and no flak was encountered.

The 614th crews on the mission were:-

44-8033 1st Lt. C.W. Utter and crew. (PFF aircraft)
42-97780 1st Lt. E.H. Spuhler and crew.
43-38677 2nd Lt. D.H. Stauffer and crew.
42-97322 1st Lt. G.H. St Aubyn and crew.
42-97602 1st Lt. J.S. Cole Jr. and crew.
43-38330 1st Lt. W.K. White and crew.
43-38565 1st Lt. J.E. Fondren and crew.
42-38012 1st Lt. R.B. Richardson and crew.
42-97395 2nd Lt. M.H. Sorensen and crew.
42-97869 1st Lt. K.J. Hartsock and crew. (615th ship)

Mission 207

Target : Dresden

14 February 1945

This was a distant target very near to the Russian front and being used by the German Army and civilians escaping from the Russian advance. The important marshalling yards were the target of the 401st on this day, the 39 aircraft making up the 94th "A" Group under the command of Col. E.W. Brown.

The bombing run was started on PFF in Group formation due to the clouds but the clouds broke enough for the bombardiers to make visual corrections for the bomb release.

There was some meager flak encountered on the way to the target but none at the target and five aircraft received battle damage. Again, the Luftwaffe made no appearance.

The 614th flew as the High Element of each of the three Boxes and the loading list was as follows:-

42-107151	1st Lt. F.H. Babcock and crew.
42-97478	1st Lt. J.E. Fondren and crew.
43-38738	2nd Lt. H.W. James and crew.
43-38646	1st Lt. R.B. Thompson and crew.
43-38677	2nd Lt. D.H. Stauffer and crew.
42-97322	1st Lt. G.H. St Aubyn and crew.
43-38330	1st Lt. W.K. White and crew.
42-97395	2nd Lt. M.H. Sorensen and crew.
42-97602	1st Lt. J.S. Cole Jr. and crew.

Mission 208

Target : Dresden

15 February 1945

The marshalling yards at Dresden were the target of the 401st again on this mission, the Group making up the 94th "A" Group of 36 aircraft plus 3 PFF ships. The Air Commander was Major W.C. Garland.

Because of the cloud cover the bombing was carried out by PFF means with unobserved results. The only flak encountered was in the Brux and Frankfurt areas and was generally listed as meager and inaccurate at both places. None of the 401st aircraft received battle damage of any kind. Of the 2,300 bombers and fighters sent over Germany that day only 7 bombers and 7 fighters were listed as MIA.

The follows 614th crews were on this mission:-

44-8653	1st Lt. H.L. Thompson and crew.	(615th PFF aircraft)
44-8259	Capt. A.R. Seder Jr. and crew.	(615th PFF + G-H aircraft)
42-97931	2nd Lt. L.E. Ayre and crew.	
43-38646	1st Lt. R.B. Thompson and crew.	
42-97478	1st Lt. J.E. Fondren and crew.	
42-107151	1st Lt. R.B. Richardson and crew.	
42-97322	1st Lt. G.H. St Aubyn and crew.	
42-97395	2nd Lt. M.H. Sorensen and crew.	
43-38330	1st Lt. W.K. White and crew.	
43-38637	1st Lt. J.S. Cole Jr. and crew.	(612th aircraft)

S/Sgt. L. Genauer flying with Lt. Gordon, 615th.

S/Sgt. J.J. Rubinson flying with Lt. Cracraft, 615th.

Mission 209

Target : Gelsenkirchen

16 February 1945

At briefing that morning this mission had the impression of being a milk run, but it turned out to be a very rough one. Flak was intense at the target and one of the lead aircraft, piloted by Captain S.J. Lozinski, a veteran of the Group on his second tour of operations, received a direct hit and blew up over the target. With him, riding as co-pilot, was Major Melvin C. Pfund, a newcomer to the Group on his second mission. The aircraft piloted by 1st Lt. Ernest A. Hansen was so badly damaged by flak that the crew bailed out over enemy occupied Holland, and a third, piloted by 1st Lt. Jeff N. Donaldson, left the formation and disappeared. Another Fort piloted by 1st Lt. George W. McKay had its controls shot away, and, over England, the pilot put it on automatic pilot and the crew bailed out. All this, after a record run of 31 missions by the Group without a loss, must have come as a shock to crews that had never known a loss within the Group. 31 of the 33 aircraft returning from the mission received battle damage.

The 401st furnished 36 aircraft plus a Gee-H equipped aircraft from another Group to form the 94th "B" Group. Bombing was done by a combination of PFF, Gee-H and visual when the Lead Bombardier saw a checkpoint through the terrific haze and heavy contrails. Unfortunately all three Squadrons missed the primary but two out of the three put their bombs into an oil plant that was just short of the assigned target.

The Group was led by Major C.A. Lewis and the Squadron was led by Lt. J.J. Brown. The following 614th crews were on the mission:-

44-8033	1st Lt. J.J. Brown Jr. and crew.	(PFF aircraft)
42-97780	Capt. A.R. Seder Jr. and crew.	
42-97395	2nd Lt. M.H. Sorensen and crew.	
43-38646	1st Lt. R.B. Thompson and crew.	
42-97602	1st Lt. R.B. Richardson and crew.	
43-38330	1st Lt. W.K. White and crew.	
42-107151	1st Lt. K.J. Hartsock and crew.	
42-97931	2nd Lt. L.E. Ayre and crew.	
42-97478	1st Lt. J.E. Fondren and crew.	
?	2nd Lt. H.W. James and crew.	(a/c number not on loading list)

Mission 210

Target : Nurnburg

20 February 1945

This was an attack by the whole of the 8th Air Force on the Railway Station and marshalling yards at Nurnburg. The 2nd Air Division abandoned the mission over Belgium due to the very bad weather it encountered with one lone B-24 out of a total of 361 going on to bomb a target of opportunity. The 900 B-17's of the 1st and 3rd Air Divisions went on to bomb the assigned target at Nurnburg, 40 of them coming from the 401st and bombing in Group formation.

The Group was led by Major Jere Maupin with Captain J.J. Brown as 614th High Squadron leader. The Squadron furnished the following crews:-

44-8033	Capt. J.J. Brown and crew.	(PFF aircraft)
42-97780	1st Lt. E.H. Spuhler and crew.	
42-97322	2nd Lt. E.A. Viehman and crew.	
43-38646	1st Lt. R.B. Thompson and crew.	
43-38565	1st Lt. R.B. Richardson and crew.	
42-97602	1st Lt. W.L. Tobin and crew.	
42-107151	1st Lt. K.J. Hartsock and crew.	
43-38677	2nd Lt. D.H. Stauffer and crew.	
42-97395	2nd Lt. M.H. Sorensen and crew.	
42-97476	1st Lt. W.K. White and crew.	

Mission 211

Target : Nurnburg

21 February 1945

To complete the job started the day before the three Divisions of the 8th Air Force returned to Nurnburg on the 21st with 1,200 B-17's and B-24's to unload almost 3,000 tons of bombs. The 401st B.G. made up the 94th "B" Group plus three PFF aircraft and bombed by H2X. Each Squadron made an individual run on the target and from the plotting of the scope photos a good run was made.

Meager and accurate flak was met in the Frankfurt area with meager and inaccurate flak also over the target, and, although no aircraft were lost, about 360 of the 1,200 aircraft received battle damage. Also, the only Luftwaffe aircraft destroyed that day were on the ground.

The Air Commander on this mission was Lt. Col. Eric de Jonckheere, and the 614th Squadron flew as the High Element of each of the three Boxes. The loading list for the Squadron on this mission was:-

42-97322	1st Lt. G.H. St Aubyn and crew.	
43-38330	1st Lt. W.K. White and crew.	
42-97395	2nd Lt. H.W. James and crew.	
42-97602	1st Lt. W.L. Tobin and crew.	
42-97931	2nd Lt. L.E. Ayre and crew.	
43-38565	2nd Lt. E.A. Viehman and crew.	
43-38646	1st Lt. R.B. Thompson and crew.	
43-38738	1st Lt. R.B. Richardson and crew.	
42-102398	2nd Lt. D.H. Stauffer and crew.	(612th Sqdn. aircraft)

Mission 212

Target : Ludwigslust

22 February 1945

This was Operation CLARION, the major attack on the German rail and road communications by the 8th Air Force, in full strength, visually and at low level. Bombing targets without flak defences was to be carried out at around 10,000 feet and the 401st B.G. went in at 10,300 to 11,300 feet with the three Squadron Bombardiers putting up a performance that was classed as excellent.

Major Alvah Chapman led the 401st on this mission as the 94th "A" Group, flying as co-pilot in a 614th ship. The 614th loading list was as follows:-

Lead Crew Aircraft - 44-8259 (PFF + G-H)

Capt. J.J. Brown Jr.
 Major A.H. Chapman Jr.
 Capt. C.M. Smith
 Flt.Off. W.L. Briner
 1st Lt. W.F. Schiefer
 T/Sgt. G.J. Arellano
 T/Sgt. L.W. Hoffman
 1st Lt. J.T. Dresbach
 1st Lt. J.F. Mensel
 S/Sgt. N.D. Martin

44-8033	Capt. A.R. Seder Jr. and crew.
43-38646	1st Lt. G.H. Holmes and crew.
42-97780	1st Lt. G.H. St Aubyn and crew.
43-38738	1st Lt. R.B. Richardson and crew.
43-38330	1st Lt. W.K. White and crew.
43-38565	2nd Lt. E.A. Viehman and crew.

42-97931 2nd Lt. L.E. Ayre and crew.
42-97478 1st Lt. W.L. Tobin and crew.
43-38677 2nd Lt. D.H. Stauffer and crew.

Mission 213

Target : Ottingen

23 February 1945

This was the second day of Operation CLARION and the 401st, as the 94th "B" Group, bombed the marshalling yards at Ottingen in Squadron formation. The 614th Squadron, led by Lt. C.W. Utter, with Lt. J.V. Hope as bombardier, put 80% of their bombs within 500 feet of the MPI.

This was another low-level attack with the Group's assigned target being Hamburg. Although the weather was good there were some clouds over the primary so the Air Commander went off to search for a target of opportunity and selected Ottingen, a town with a small marshalling yard.

There was still no sign of enemy fighters and the flak did not prove to be very troublesome. Five of the Group aircraft landed on the continent after the mission including 1st Lt. G.H. Holmes and 2nd Lt. L.E. Ayre, with five others landing on various other bases in England due to bad weather at Deenethorpe.

The 614th loading list was as follows:-

44-8033	1st Lt. C.W. Utter and crew.	(PFF aircraft)
42-97780	1st Lt. E.H. Spuhler and crew.	
43-38738	2nd Lt. C.M. Gray and crew.	
43-38330	1st Lt. G.H. Aubyn and crew.	
42-97602	1st Lt. J.S. Cole Jr. and crew.	
42-97478	1st Lt. J.E. Fondryn and crew.	
42-107151	1st Lt. K.J. Hartsock and crew.	
43-38565	1st Lt. G.H. Holmes and crew.	
42-97931	2nd Lt. L.E. Ayre and crew.	
42-97931	2nd Lt. M.H. Sorensen and crew.	

Mission 214

Target : Harburg

24 February 1945

The weather ship, IV-X, took off at 0515 hrs and after many delays the Group finally took off at 0825 hrs. Lt. Maxwell, Flying Control Officer, remarked in the log book, "After many flat tires, incidents, accidents etc. all ops a/c are off except IN-K! Thank God!" It must have been one of these mornings.

This was the fifth straight day that the Group had been in action, the target being the oil installations at Harburg, Germany. The 401st put up 36 aircraft to form the 94th "A" Group with Lt. Col. Bill Seawell as the Air Commander and co-pilot of a 614th aircraft.

The target was covered by 10/10th's cloud so the Group broke up into Squadrons for the PFF run in. All Mickey operators reported that they equipment worked perfectly and they considered that they had had a good run up to the target. There was some moderate flak at the target which became accurate in the area of the 401st B.G. Of the 26 1st Air Division aircraft damaged 13 belonged to the 401st, with two aircrew members wounded.

Lt. D.H. Stauffer landed IW-K with a flat tire, causing runway 23 to be closed.

The 614th loading list was as follows:-

Lead Crew:-

Aircraft: 44-43449 (from another Group ?)

Capt. J.J. Brown
Lt. Col. W.T. Seawell
Capt. C.M. Smith
Capt. W.R. Harber
1st Lt. W.F. Schiefer
T/Sgt. G.J. Arellano
T/Sgt. L.W. Hoffman
1st Lt. J.W. Goodman
1st Lt. J.F. Meusel
S/Sgt. N.D. Martin

Other crews:-

44-8033 1st Lt. R.B. Hubbell and crew. (PFF aircraft)
42-97602 1st Lt. J.S. Cole Jr. and crew.
42-97322 1st Lt. G.H. St Aubyn and crew.
43-38677 2nd Lt. D.H. Stauffer and crew.
42-97478 2nd Lt. C.M. Gray and crew.
42-107151 2nd Lt. M.H. Sorensen and crew.
43-38738 1st Lt. R.B. Richardson and crew.

Mission 215

Target : Munich

25 February 1945

Briefing was at 0330 hrs with all the aircraft finally taking off at 0730 hrs in the dark. The 37 aircraft from the Group formed the 94th "B" Group with Major McCree as the Air Commander, Lt. C.W. Utter leading the 614th Squadron.

The good weather continued and with it the offensive against communications throughout Germany, with around 2,000 bombers and fighters attacking many targets. The three Squadrons selected different aiming points within the marshalling yard with results classed as good to excellent.

The flak at the target was moderate but generally inaccurate and did not bother the crews a great deal, however, the formation met some meager but very accurate flak as they passed over the German border causing considerable damage to eleven aircraft. Two 614th aircraft landed on the continent with a number of others landing on various other fields throughout England.

The 614th loading list was as follows:-

44-8825 1st Lt. C.W. Utter and crew. (PFF + G-H aircraft)
42-97780 1st Lt. E.H. Spuhler and crew. Landed at B-53
42-97931 2nd Lt. L.E. Ayre and crew.
43-38607 1st Lt. R.B. Thompson and crew.
42-97395 2nd Lt. M.H. Sorensen and crew.
44-6506 1st Lt. G.H. Holmes and crew.
42-107151 1st Lt. K.J. Hartsock and crew.
43-38565 2nd Lt. C.M. Gray and crew. Landed at A-70

Mission 216

Target : Berlin

26 February 1945

20 aircraft from the Group flew on this mission with only two of them bombing the target. These were flying as spares for the 351st and 457th Bomb Groups. The job the 401st Group had on this mission was to fly as a Screening Force and they flew under the leadership of Captain Riegler.

Chaff was released over the target as briefed and there was no air opposition, no flak, no damage and no casualties.

The aircraft scattered over airfields on the continent and England landed back at Deenethorpe during the day.

The 614th loading list was:-

42-107151 1st Lt. R.B. Thompson and crew.
42-97478 1st Lt. W.L. Tobin and crew.
42-97602 1st Lt. W.K. White and crew.
42-97395 2nd Lt. E.A. Viehman and crew.

Mission 217

Target : Leipzig

27 February 1945

The 401st B.G. furnished six aircraft to form the Low Section of the High Squadron of the 94th "B" Group. Three spares also took off for the 94th "A" and "B" Groups. Seven of these aircraft eventually bombed the target on the smoke markers by PFF due to the 10/10th's cloud. The 614th records do state that four Squadron aircraft took part, flying with a composite Group, but the loading list is missing so the crews are not known.

The Flying Control logs record the return of IW-F, IW-O and IW-A from the mission.

From this day the transfer of all lead and deputy lead crews to 615th Squadron began and was expected to take two weeks to complete.

Mission 218

Target : Soest

28 February 1945

This was the eighth consecutive day that the 401st had carried out a mission and the target was the marshalling yards at Soest, Germany. The Group put up 36 aircraft plus three PFF aircraft to form the 94th "B" Group in the Wing with the 614th furnishing eleven crews.

The 10/10th clouds over the target again meant that the Gee-H bombing method was used, this time with very poor results according to the navigators. There was no flak and no fighters - a milk run. Of the 1,100 bombers on the mission only one was lost. It ditched in the sea with the loss of three of the crew. Also, not one of these 1,100 aircraft received any sort of battle damage.

The Air Commander for the Group was Captain Locher. The 614th put up the following crews:-

44-6464 2nd Lt. T.E. Salisbury and crew.
42-97322 1st Lt. G.H. St Aubyn and crew.
43-38646 1st Lt. R.B. Thompson and crew.
42-97395 2nd Lt. M.H. Sorensen and crew.
43-97931 2nd Lt. L.E. Ayre and crew.
42-97602 1st Lt. J.E. Fondryn and crew.
43-38738 1st Lt. R.B. Richardson and crew.
43-38565 2nd Lt. E.A. Viehman and crew.
42-39012 2nd Lt. H.W. James and crew.
42-107151 2nd Lt. E.F. Cameron and crew.
43-38758 1st Lt. C.I. Park and crew.

The following new crews joined the Squadron in January and February 1945:-

January

2nd Lt. H.W. James	2nd Lt. M.H. Sorensen
2nd Lt. V.E. Parker	2nd Lt. J.T. Troupe
2nd Lt. W.B. Sassmannshausen	2nd Lt. J.E. Zneimer
Cpl. W.A. Branch	Sgt. W.J. Lee
Cpl. L.G. McCallon	Sgt. J.G. Collins
Cpl. M.N. Toloso	Sgt. S.S. Senorip
Cpl. A.G. Baumann	Sgt. C.E. Leppanen
Cpl. D.R. Kent	Sgt. N.D. Nichols
Cpl. R.S. Parker	Sgt. E.A. Turner

February

2nd Lt. L.E. Ayre	2nd Lt. E.F. Cameron ✓
2nd Lt. H.R. Schock	2nd Lt. R.L. Davidson ✓
2nd Lt. G.H. Lease	2nd Lt. F.A. Guillernety
Sgt. G.A. Lorie	S/Sgt. T.G. Fasullo
Sgt. L.I. Handle	Cpl. J.J. De Leon
Sgt. F.A. Brass	S/Sgt. E.P. Fabian Jr. ✓
Sgt. L.F. Gilbert	Cpl. M.S. Hargas
Sgt. J.E. Myers	Cpl. C.M. Clendenin ✓
Sgt. A.E. Iuni	Cpl. D.J. Gabbert
1st Lt. C.P. Djernes	2nd Lt. C.M. Gray
2nd Lt. R.H. Spiwa	2nd Lt. C. Smith
2nd Lt. J.F. Canale	2nd Lt. R.E. Stewart
S/Sgt. G.A. Reiher	Sgt. E.C. Ginthwain
S/Sgt. L La Course	Cpl. C.G. Fort
T/Sgt. D. Chiu	Cpl. L.D. Kirby Jr.
S/Sgt. R.H. Bill	Sgt. J.J. Harroll
Sgt. A.E. Wagner	Pvt. H.J. Saens
S/Sgt. O.R. Akins	Cpl. J.M. Bonanne
	S/Sgt. O.G. Byrn Jr.
1st Lt. G.H. Holmes	1st Lt. R.E. Jordan
2nd Lt. R.A. Frederick	2nd Lt. J.A. Coats
1st Lt. K.W. James	Flt.O. M. Braslowsky
Cpl. J.W. Watkins	2nd Lt. N. Moreau
Pvt. C.F. Cox	Pvt. H.M. Mauldin
Cpl. E.R. Knight	T/Sgt. H.E. Anderson
Cpl. J.J. Jakubowski	Sgt. M.A. Garuth
Cpl. J.W. Kennedy	Pvt. C.B. Corwin
Cpl. E.C. Peverill	S/Sgt. D.F. Seeley
2nd Lt. J.E. Lindsay	1st Lt. C.I. Park
2nd Lt. F.R. Potter	2nd Lt. M.D. Dunne
Flt.O. J.O. Brummett	Flt.O. L.H. O'Neill
S/Sgt. W.H. Green	Sgt. H.W. Salie
Sgt. S. Ippolito	Sgt. J.O. Sayre
Sgt. C.F. Warner	Sgt. R.D. Fields
Sgt. W.H. Sanders	Sgt. T.J. Wirth
Sgt. E.A. Portier	Sgt. E.M. Snyder
Sgt. J.O. York	Sgt. C.J. Grayczyk

New Crews (Cont.)

2nd Lt. R.O. Reinhard
2nd Lt. B.L. Cossen
2nd Lt. H.T. Connell
S/Sgt. C.C. Peltz
S/Sgt. B.D. Reinstein
T/Sgt. M. Luchfeld
Sgt. D.R. Dunn
S/Sgt. W.F. Smith
Sgt. C.A. Ward

2nd Lt. D.H. Stauffer
2nd Lt. E.C. Haake
2nd Lt. T.E. Burns
Sgt. W.P. Eidemiller
Sgt. E. Tuchin
Sgt. H.J. Smith
Sgt. A.L. Wright
Sgt. W.J. Dobson
Sgt. L.L. Laura

1st Lt. W.L. Tobin
1st Lt. A.F. Goulet
2nd Lt. C.L. Turner
Sgt. P. Orlando
Cpl. W.J. Kantor
Cpl. J.N. Bertram
Cpl. W.J. Erzar
Cpl. O.H. Van Camp
Cpl. J.J. McAlister

2nd Lt. T.E. Salisbury
Flt.O. R.J. Wylie
2nd Lt. J.D. Boucher Jr.
Cpl. N.N. Wagener
Cpl. O. Pinkerton
Cpl. C.T. Benthall
Cpl. J.F. Wells
Cpl. G.W. Chapman
Cpl. H.P. Cain

1st Lt. R.M. Stehman
2nd Lt. F.R. Bush
2nd Lt. G.H. Menzel
Sgt. A.F. Petrowsky
Sgt. G.S. Bacon Jr.
Sgt. H.F. Crowe
M/Sgt. W.S. Royal
Sgt. L.P. Shaw
Sgt. M.B. Bateman

2nd Lt. E.A. Viehman
2nd Lt. H.K. Coutts
Flt.O. V.J. Douis
2nd Lt. J.J. Stalzer
Cpl. J.A. Retzlaff
Sgt. E.D. Schwatz
Cpl. K.E. Hobson
Cpl. J.E. Rutkowski
Cpl. D.M. Hay

March 1945

As the war drew to a close the tempo of the bombing stepped up and up. In March the 401st bombed 22 times, striking at rail transportation and airfields ahead of the armies on the Rhine. Only seven of these attacks were visual, illustrating to what extent instrument bombing had expanded. PFF had tripled the striking power of the 1st Air Division in one month.

Lt. Col. William C. Garland, the 614th Squadron Commander, was assigned as Group Operations Officer and Major Alvah H. Chapman Jr. was made Squadron Commander in his place. Captain Donald Kirkhuff became Squadron operations Officer.

Some records were broken during the month. Twenty-two operations were completed, two in one day, with 754 sorties, 14,246 bombs dropped and 69,870 rounds of ammunition fired. Thirteen consecutive missions were run from the latter part of February to the first part of March.

For the first time since August 24th the Group met enemy air opposition - this on the mission to Berlin on March 18th. Six to eight German jet fighters, Me-262's, attacked the lead Squadron between the I.P. and the target, coming in through the condensation trails and out of the clouds until within 100 yards of the formation. A 613th Squadron aircraft, 43-38607, IN-H, piloted by Lt. David E. Vermeer, was lost as a result of this attack.

Bombing during the month was excellent on some missions and fair on others. The most noteworthy visual missions were to Barmingholte, Gladbeck, Hopsten and Twente, when the aiming points in each case were demolished. The missions to Lohne, Rheime and Weimar were only fair, but considerable damage was inflicted. The best blind bombing missions were to Heilbron, Hagen and Swinemunde.

The 614th Squadron lost a number of aircraft during the month. 43-37551, IW-Y, was shot down over Berlin on March 28th; 44-6464, IW-H, was lost when an engine caught on fire on take-off and the crew bailed out; and "CHUTE THE WORKS", on its 111 mission, crashed in Saltby, Lincs, when its crew were forced to bail out.

Men who completed their tour in March:-

1st Lt. J.D. Brown	1st Lt. E. Damp	1st Lt. W.K. White
1st Lt. W. Thompson	1st Lt. E.C. Oden	1st Lt. J.E. Fondren
Flt.O. C. Kahn	Flt.O. L.L. Blades	1st Lt. J.F. Hope
1st Lt. G.H. St Aubyn	1st Lt. R.B. Richardson	
Capt. C.W. Utter		

Promotions

To Lt. Col.:-

Major W.C. Garland

To 1st Lieutenant :-

2nd Lt. M.H. Sorensen

To Captain :-

1st Lt. C.W. Utter
1st Lt. H.L. Thompson
1st Lt. J.L. Conley

2nd Lt. J.L. Fackrell

2nd Lt. E.O. Reinhard

Promotions to 1st Lt. (cont.)

2nd Lt. C. Cassidy	2nd Lt. J. Bousfield	2nd Lt. J.C. Via
2nd Lt. H.J. Lupowitz	2nd Lt. E.A. Viehman	2nd Lt. F.R. Potter
2nd Lt. A.H. Crawford	2nd Lt. G.H. Menzel	2nd Lt. H.W. James

Lt. Via and Lt. Coyne were transferred to the 25th Bomb Group, a Mosquito outfit. The following men were transferred to the 615th Squadron to fly PFF aircraft:- Capt. A.R. Seder Jr., Lt. W.L. Tobin, Lt. J.S. Cole, Lt. K.J. Hartsock, Lt. E.H. Spuhler, Lt. R.S. Hubbell, Lt. J.H. Goodman, Lt. H.G. Hehir and Lt. J.J. Dubray.

Missions

Mission 219

Target : Heilbron

1 March 1945

The Gee-H ships for this mission arrived early, 125 from Molesworth and 592 from Grafton Underwood. 40 aircraft from the 401st were made ready to form the 94th "A" Group of the Wing with IW-L, 42-40001, the weather ship, getting airborne at 0810 hrs. and the eventual take-off took place at 1049 hrs.

The mission was a continuation of the non-stop February offensive with the target, the marshalling yards at Heilbron, Germany being the ninth attacked on consecutive days. The Air Commander on this mission was Lt. Col. B.K. Voorhees.

The target area was covered by cloud and the target itself was bombed by the three Squadrons using PFF and Gee-H techniques. There was very little opposition from flak and none from the Luftwaffe. There was no battle damage or casualties among the 401st aircraft and crews.

The 614th loading list was as follows:-

43-97931	2nd Lt. L.E. Ayre and crew.
42-97395	2nd Lt. M.H. Sorensen and crew.
43-38738	2nd Lt. E.F. Cameron and crew.
43-38330	1st Lt. W.K. White and crew.
43-37551	1st Lt. C.I. Park and crew.
42-97602	2nd Lt. H.W. James and crew.
42-97476	1st Lt. J.E. Fondren and crew.
43-38565	2nd Lt. T.E. Salisbury and crew.
42-107151	2nd Lt. E.A. Viehman and crew.
42-97322	1st Lt. R.E. Jordan and crew.
43-38646	1st Lt. R.B. Thompson and crew.

Mission 220

Target : Chemnitz

2 March 1945

The tenth consecutive mission was deep into Germany with the oil industry at Leipzig as the primary target. The Scouting Force, "Buckeye", advised the bombing of the secondary target at Chemnitz because of the cloud cover over the primary and the marshalling sidings were bombed by PFF with no observations of the results. Although the 401st formation bombed without interference from flak or fighters the Luftwaffe did attempt to stop the 1st and 3rd Air Divisions. The escort fighters of the 8th Air Force shot down 66 enemy fighters and destroyed 36 on the ground for the loss of 13 of their own numbers.

This must have been a long day for the crews, both air and ground, with the briefing taking place at 0300 hrs. and the ETR at 1623 hrs. plus the

time for debriefing, it must have made it about 16 hours at least of concentrated effort. To have done this for so many consecutive days seems incredible.

The loading list for the Squadron was:-

44-8707	Capt. C.W. Utter and crew.	(PFF + G-H ship)
44-6464	2nd Lt. H.W. James and crew.	
43-38646	1st Lt. R.B. Thompson and crew.	
42-97780	2nd Lt. E.A. Viehman and crew.	
43-37551	2nd Lt. D.H. Stauffer and crew.	
43-38738	1st Lt. R.B. Richardson and crew.	
42-97322	1st Lt. R.E. Jordan and crew.	
43-97931	2nd Lt. L.E. Ayre and crew.	
43-38565	1st Lt. G.H. Holmes and crew.	
42-107151	1st Lt. J.E. Fondren and crew.	
43-38425	1st Lt. C.I. Park and crew.	
43-38330	2nd Lt. M.H. Sorensen and crew.	

Mission. 221

Target : Chemnitz

3 March 1945

This was another 0300 hrs briefing for 38 aircraft, the primary target being the oil installations at Ruhland. The aircraft from the 401st furnished the 94th "B" Group of the Wing with Lt. Col. Jere Maupin as the Air Commander.

While the aircraft were still being prepared for the mission a Jeep ran into a 614th B-17. This was "MISS GEE EYEWANNA GO HOME" - 43-38565, IW-X. It left a large two foot hole in the horizontal stabilizer but a week later it was back in action being flown by Lt. Babcock on the Hagen mission.

The bomb run was made over Ruhland but clouds covered the target; the Group then returned via Chemnitz and made a PFF run on the marshalling yards. There was moderate flak at Frankfurt and Dresden with the result that 16 aircraft sustained battle damage and two crew members were wounded.

The squadron loading list was as follows:-

44-8550	Capt. C.W. Utter and crew.	(PFF + G-H ship)
43-97931	2nd Lt. M.H. Sorensen and crew.	
43-38677	2nd Lt. D.H. Stauffer and crew.	
42-107151	1st Lt. G.H. Holmes and crew.	
43-38738	1st Lt. R.B. Richardson and crew.	
43-38330	1st Lt. W.K. White and crew.	
43-38425	2nd Lt. H.W. James and crew.	
42-97602	2nd Lt. C.M. Gray and crew.	
42-102468	1st Lt. R.E. Jordan and crew.	
43-97551	1st Lt. C.I. Park and crew.	
43-39646	2nd Lt. E.A. Viehman and crew.	

Mission 222

Target : Schwabmunchen

4 March 1945

2nd Lt. R.O. Reinhard had a narrow escape this morning when his B-17G, 44-6464, IW-H, had a fire in the No. 1 engine on take-off. After they had failed to extinguish the fire the crew bailed out while Lt. Reinhard stayed behind to hold the ship level. Some of the crew suffered sprained ankles, but nothing worst. The plane crashed near Bitteswell, near Lutterworth, Leics.

This mission was the twelfth consecutive mission by the Group and was led by Lt. Col. W.T. Seawell. The 36 aircraft from the 401st made up the "A" Group of the 94th Wing, with three Gee-H aircraft, 036, 625 and 024, flying in from Ridgewell to lead the three Squadrons. The last aircraft took off at 0626 hrs but the weather ship, piloted by Major Alvah Chapman, was in the air by 0445 hrs checking the weather to the coast.

The target was the aircraft components plant at Schwabmunchen, owned by the Messerschmitt concern. Gee-H bombing was again the order of the day with the Lead and High Squadrons bombing together and the Low Squadron going in for an individual run. According to subsequent plotting by the 1st Air Division staff there were hits on the target. There was no enemy opposition of any kind encountered by the 401st although a few 1st Air Division B-17's did receive some battle damage, but this was only 11 out of 373.

The 614th loading list was as follows:-

42-97395	2nd Lt. E.A. Viehman and crew.
43-38646	1st Lt. R.B. Thompson and crew.
42-97602	1st Lt. W.K. White and crew.
43-38738	1st Lt. R.B. Richardson and crew.
42-97478	2nd Lt. D.H. Stauffer and crew.
42-102468	2nd Lt. C.M. Gray and crew.
43-38425	1st Lt. G.H. Holmes and crew.
44-6464	2nd Lt. R.O. Reinhard and crew. (crashed after take-off)
42-97780	1st Lt. J.E. Fondren and crew.
43-97551	1st Lt. K.J. Hartsock and crew.
43-97931	2nd Lt. L.E. Ayre and crew.

Mission 223

Target : Siegen

7 March 1945

The briefed target was Dortmund in the heart of the Ruhr valley, or, as the crews so nicely put it, "Happy Valley". The attack was to be visual or by PFF techniques but on the way to the target both Gee-H sets went w/s so the Group went on to the secondary target, the marshalling yards at Siegen. Bombing was done by H2X in Group formation and because of the 10/10th cloud there were no observations of the results. The Air Commander on this mission was Lt. Col. D.E. Silver.

The 38 B-17's from the 401st were led by two Gee-H aircraft from Kimbolton, No.'s 110 and 198. The aircraft piloted by Lt. T.E. Salisbury, IW-Q, 42-97478, burst a tire while moving to the take-off point but this was quickly changed to allow Lt. Salisbury to take part on the mission.

The Group did not encounter any opposition from flak or fighters. The loading list for the 614th Squadron was:-

43-38646	1st Lt. R.M. Stehman and crew.
43-97931	2nd Lt. D.H. Stauffer and crew.
43-38738	1st Lt. R.B. Richardson and crew.
42-107151	2nd Lt. E.A. Viehman and crew.
43-38330	1st Lt. W.K. White and crew.
42-97395	1st Lt. G.H. Holmes and crew.
42-97602	2nd Lt. H.W. James and crew.
42-97780	2nd Lt. C.H. Gray and crew.
42-97322	1st Lt. R.E. Jordan and crew.
42-39012	2nd Lt. J.E. Lindsay and crew.
42-97478	2nd Lt. T.E. Salisbury and crew.

Capt. D.V. Kirkhuff flying with Capt. A.R. Seder Jr., 615th Squadron.

Mission 224

Target : Essen

8 March 1945

The Gee-H aircraft from Nuthampstead, 214, landed at Deenethorpe at 0328 hrs but the morning briefing did not take place until 0800 hrs with take-off at the very late time of 1140 hrs.

The 1st and 3rd Air Division went after the benzol plants at various locations throughout Germany on this mission with the primary target for the Group being Bottrop, in the Ruhr Valley. The marshalling yards at Essen was the secondary target and because the Group could not bomb Bottrop visually they went on to bomb Essen by PFF techniques. The only opposition the Group met was five or six bursts of inaccurate flak. The Air Commander for this mission was Lt. Col. D.E. Silver.

The 614th Squadron loading list was as follows:-

Leading Crew:

A/c No. 44-821214 (398th B.G.)

1st Lt. H.L. Thompson	Pilot
Lt. Col. D.E. Silver	Co-pilot / Air Commander
Capt. F.W. Ricks	Navigator
2nd Lt. L.F. Crocker	Gee-H Navigator (398th B.G.)
Capt. W.P. Fulgin	Bombardier
1st Lt. J. Goodman	Mickey Operator
Capt. J.J. Conley	Tail Gunner / Observer
T/Sgt. J.G. Mitchell	Radio Operator
T/Sgt. B.B. Dickson	Top Turret / Eng.
S/Sgt. S.S. Lawrence	Waist Gunner

44-8550	Capt. C.W. Utter and crew.	(PFF + G-H ship)
43-97931	2nd Lt. J.E. Lindsay and crew.	
42-97602	2nd Lt. D.H. Stauffer and crew.	
43-37551	1st Lt. R.E. Jordan and crew.	
43-38330	2nd Lt. C.H. Gray and crew.	
42-97322	1st Lt. G.H. Holmes and crew.	
42-97780	2nd Lt. T.E. Salisbury and crew.	
42-97478	2nd Lt. E.A. Viehman and crew.	
43-38738	1st Lt. R.B. Richardson and crew.	
42-107151	2nd Lt. E.F. Cameron and crew.	
42-97395	1st Lt. R.M. Stehman and crew.	

Mission 225

Target : Hagen

10 March 1945

All three Air Divisions carried out attacks on German rail targets by PFF with over 1,300 four-engined bombers dropping 2,958 tons of bombs. The 401st put up 38 aircraft plus two Gee-H ships, 238 from Molesworth and 155 from Kimbolton, with Lt. Col. "Jumbo" White as the Air Commander. The weather ship, IW-Q, piloted by Major Clyde Lewis, took off at 0816 hrs with the Group following at 1011 hrs.

The usual 10/10th's cloud covered the target and bombing was carried out by Gee-H techniques with unobserved results. Some inaccurate and meager flak was observed over the target and in the Munster area and this comprised the only enemy opposition.

The loading list for the Squadron was as follows:-

42-97780 2nd Lt. C.M. Gray and crew.

43-38565 1st Lt. F.H. Babcock and crew.
42-107151 2nd Lt. E.F. Cameron and crew.
43-97551 1st Lt. R.E. Jordan and crew.
42-102468 1st Lt. C.P. Diernes and crew.
42-97931 2nd Lt. L.E. Ayre and crew.
42-97395 1st Lt. M.E. Sorensen and crew.
42-97322 1st Lt. G.H. Holmes and crew.
42-97602 2nd Lt. J.E. Lindsay and crew.
43-38738 1st Lt. R.M. Stehman and crew.
43-38330 2nd Lt. T.E. Salisbury and crew.
Capt. D.V. Kirkhuff flying with Lt. Hubbell, 615th Squadron.

Mission 226

Target : Bremen

11 March 1945

The target on this mission was the submarine pens and manufacturing plants in the area of the docks. Major D.G. McCree was the Air Commander and 38 aircraft of the 401st B.G. made up the 94th "C" Group in the Wing formation. The briefing was at 0630 hrs. and all aircraft were on their way by 1057 hrs, one crew doing a quick landing with an engine out and transferring to a spare and then rejoining the Group.

Inevitably the target was covered by 10/10th's cloud and the usual PFF run was made and bombs dropped with unobserved results, although later plotting gave good reason to believe that that results were good.

The meager and generally inaccurate flak from Bremen caused minor damage to seven aircraft of the Group but no injuries to any crew member. In fact this must have been one of those days when the 401st were in the wrong part of the sky. Of the 406 1st Air Division B-17's attacking Bremen only 9 received battle damage, seven of them being 401st aircraft.

The 614th loading list was as follows:-

42-107151 2nd Lt. J.E. Lindsay and crew.
43-38646 1st Lt. R.B. Thompson and crew.
42-97931 2nd Lt. L.E. Ayre and crew.
42-97395 1st Lt. Sorensen and crew.
42-97478 1st Lt. J.E. Fondren and crew.
42-97602 1st Lt. C.I. Park and crew.
42-97780 2nd Lt. C.M. Gray and crew.
43-38330 2nd Lt. E.F. Cameron and crew.
42-39012 1st Lt. C.P. Djernes and crew.
43-37551 1st Lt. R.E. Jordan and crew.
43-38425 2nd Lt. T.E. Salisbury and crew.

Mission 227

Target : Swinemunde

12 March 1945

This mission began with a 0440 hrs briefing and 0830 hrs take-off of 38 aircraft plus two spares. The Group furnished the aircraft for the 94th "C" Group of the Wing formation with Captain F.A. Kalinski as the Air Commander. The target, Swinemunde, was on the Baltic and a very long haul. It contained docks, shipping facilities and there were ships at anchor but the weather again proved to be unkind with 10/10th's cover over the whole area.

However, being a port, the Mickey operators found it to be an ideal target for the PFF equipment, and subsequent plotting and evaluation by the 1st Air Division seemed to agree with this view.

There was only meager and inaccurate flak to hamper this very successful mission, with only one aircraft MIA and six damaged out of the 650 aircraft from the three Air Divisions attacking Swinemunde.

The loading list for the Squadron was as follows:-

43-38565	1st Lt. C.I. Park and crew.
43-38677	1st Lt. G.H. Holmes and crew.
42-97931	2nd Lt. L.E. Ayre and crew.
42-107151	1st Lt. C.P. Djernes and crew.
42-97478	1st Lt. J.E. Fondren and crew.
42-97322	2nd Lt. E.P. Cameron and crew.
42-97395	2nd Lt. T.E. Salisbury and crew.
43-38330	1st Lt. W.K. White and crew.
43-38738	2nd Lt. E.A. Viehman and crew.
43-38646	1st Lt. R.E. Jordan and crew.

Mission 228

Target : Lohne

14 March 1945

Two Gee-H aircraft flew into Deenethorpe early on this morning, 369, "Mystic" V from Kimbolton and 228 from Ridgewell. The Ridgewell aircraft arrived three hours late after getting lost on the trip to Deenethorpe. For the record it was coded "Cobley" L. Briefing was late, taking place at 0745 hrs with all aircraft getting airborne at 1040 hrs. The 38 aircraft made up the 94th "A" Group of the Wing formation with Lt. Col. Eric de Jonckheere as Air Commander.

The target was the marshalling yards at Lohne, Germany and a total of 144 B-17's went in to the attack. The three 401st Squadrons went in on a PFF run because of intense ground haze but near the target the haze cleared and the Lead Bombardier took over and bombed visually. The Lead Squadron hit to the right and short of the MPI but the other two Squadrons hit the assigned MPI obtaining good results.

There was meager and accurate flak at the target and nine of the Group's aircraft sustained minor damage. There was no injuries among the air crews and all aircraft returned to Deenethorpe safely.

The 614th loading list was as follows:-

43-38330	1st Lt. W.K. White and crew.
42-97476	1st Lt. J.E. Fondren and crew.
42-97395	1st Lt. M.H. Sorensen and crew.
42-97931	2nd Lt. L.E. Ayre and crew.
43-38646	1st Lt. R.B. Thompson and crew.
43-38677	2nd Lt. H.W. James and crew.
42-97780	2nd Lt. C.M. Gray and crew.
42-102468	1st Lt. C.P. Djernes and crew.
42-97551	2nd Lt. T.E. Salisbury and crew.
43-38565	2nd Lt. E.P. Cameron and crew.
43-38738	2nd Lt. E.A. Viehman and crew.

Mission 229

Target : Zossen

15 March 1945

This was an attack by about 600 four-engined bombers on the Headquarters of the German Army at Zossen, near Berlin. The 401st's share in the operation was 38 aircraft under the command of Major Alvah Chapman flying as the 94th "B" Group of the Wing formation.

The weather conditions over the target were good so the Group went

on a visual run. Unfortunately a combination of haze and the smoke from the bombs of the previous groups combined to blot out the target at the last moment and the photos showed that all three Squadrons had dropped their bombs short of the MPI.

The real surprise was the lack of enemy opposition over the German capital. There was very little flak and no enemy aircraft, the flak itself coming from Stendal, and even this was meager and inaccurate.

The Squadron loading list was as follows:-

42-107151	2nd Lt. E.F. Cameron and crew.
43-38565	1st Lt. F.H. Babcock and crew.
43-38738	2nd Lt. E.A. Viehman and crew.
42-97551	2nd Lt. T.E. Salisbury and crew.
42-97478	1st Lt. J.E. Fendren and crew.
43-38330	2nd Lt. C.M. Gray and crew.
44-8646	2nd Lt. H.W. James and crew.
42-97602	2nd Lt. J.E. Lindley and crew.
42-102468	1st Lt. C.F. Djernes and crew.
42-97931	2nd Lt. L.E. Ayre and crew.
42-97395	1st Lt. M.H. Sorensen and crew.

Major Alvah H Chapman Jr. flying with 615th Squadron.
Captain Charles M. Smith flying with 615th Squadron.

Mission 230

Target : Molbis

17 March 1945

38 crews and a weather ship crew were briefed for this mission at 0400 hrs with the weather ship taking off at 0614 hrs. All other aircraft took off by 0803 hrs except IW-Z, this ship getting airborne about 20 minutes later.

The 401st's primary target was the flak gun installations in the Leipzig area protecting the oil installations at Molbis with the secondary target the oil installations themselves. The 10/10th's cloud obscured the gun positions so the Group went on to bomb the oil plants by PFF techniques.

There was some meager flak at the target area but there was no damage to any 401st ships and all returned safely to Deenethorpe.

The 614th Squadron loading list was as follows:-

43-38677	1st Lt. R.M. Stehman and crew.
43-38646	1st Lt. R.B. Thompson and crew.
42-97931	2nd Lt. L.E. Ayre and crew.
42-97602	2nd Lt. J.E. Lindsay and crew.
42-98322	1st Lt. G.H. Holmes and crew.
42-97395	1st Lt. M.H. Sorensen and crew.
42-97780	2nd Lt. E.A. Viehman and crew.
42-102468	1st Lt. C.F. Djernes and crew.
42-97551	1st Lt. R.E. Jordan and crew.
42-39012	2nd Lt. H.W. James and crew.

Mission 231

Target : Berlin

18 March 1945

Major W.C. Garland led the 94th "C" CBW which bombed the marshalling yards by PFF with visual assist. The 614th flew the Low Box. The formation was attacked between the I.P. and the target by 6 jets which shot down a 615th aircraft of the Lead Section. Two jets came up from 6 o'clock through heavy

contrails that formed perfect cover for them. It was the first enemy fighters that many of the men had ever seen.

The bomb run proved to be one of the most difficult experienced by the Lead Bombardiers due to 3/10th's to 5/10th's clouds and the heavy contrails and the smoke obscuring the target. The bomb run was made by PFF techniques until 20 or 30 seconds before bombs away when the Lead Bombardiers took over. The assigned targets could not then be found and the bombs were dropped on other aiming points with hits observed in one marshalling yard and in the built-up area of the city.

Flak was encountered at a number of points and some of it proved to be accurate with sixteen aircraft of the Group receiving battle damage and one crew member wounded. In fact the Berlin defences showed that they could still hit back hard. Of the 1,200 bombers over Berlin that day 13 were shot down and over 700 received battle damage.

The 614th loading list was as follows:-

44-8449	Capt. H.L. Thompson and crew.	(PFF + GeeH ship)
42-97395	1st Lt. M.H. Sorensen and crew.	
43-38565	1st Lt. F.H. Babcock and crew.	
42-97322	1st Lt. G.H. Holmes and crew.	
42-39012	2nd Lt. H.W. James and crew.	
42-38677	1st Lt. R.E. Jordan and crew.	
42-97780	2nd Lt. J.E. Lindsay and crew.	
43-38425	2nd Lt. E.F. Cameron and crew.	
42-102468	1st Lt. C.P. Djernes and crew.	
42-107151	1st Lt. C.I. Park and crew.	
43-38738	2nd Lt. E.A. Viehman and crew.	
42-97931	2nd Lt. L.E. Ayre and crew.	

Mission 232

Target : Plauen

19 March 1945

The 401st primary target on this mission was the Molbis power and benzol plant with Plauen being the secondary target with its cellulose production. The Group put up 38 aircraft to form the 94th "B" Group of the Wing formation with Lt. Col. "Hi Ho" Silver as the Air Commander, his fourth lead of the month. The briefing that morning was at 0445 hrs and, after a delay of 45 minutes, take-off time was at 0850 hrs.

News came through that morning that aircraft 44-6508, MIA since 3rd February, was being released by the Russians. Lt. King and his crew had got into trouble with the Russians for trying to smuggle a Pole out of Russia to the West.

Unlike the previous day the crews encountered no form of enemy opposition and all crews returned to Deenethorpe without casualties. The loading list for the Squadron was as follows:-

42-97931	2nd Lt. J.E. Lindsay and crew.
43-38646	1st Lt. R.B. Thompson and crew.
42-102468	1st Lt. C.P. Djernes and crew.
42-107151	2nd Lt. C.M. Gray and crew.
44-6146	1st Lt. M.H. Sorensen and crew.
42-98322	1st Lt. G.H. Holmes and crew.
43-38758	1st Lt. R.E. Jordan and crew.
43-38677	2nd Lt. D.H. Stauffer and crew.
43-38565	1st Lt. C.I. Park and crew.
42-38012	2nd Lt. H.W. James and crew.

Mission 233

Target : Hopstein

21 March 1945

The 8th Air Force mission was directed mainly against jet fighter bases with the 401st furnishing 38 aircraft to form the 94th "B" Group of the Wing formation. The Group was led by Lt. Col. Eric de Jonckheere and the target was the airfield at Hopstein, Germany.

The weather was excellent for a change and this enabled all three Squadron Lead Bombardiers to go for a visual run on the airfield. The results were good to excellent on the assigned MPI's. This was one of those days when the 401st were in the right part of the sky over Germany and there saw no enemy opposition of any kind. All aircraft and personnel returned safely to Deenethorpe and it was considered to be one of the most ideal missions the Group had flown.

Briefing had been at 0330 hrs with the last aircraft leaving the base at 0722 hrs. It was also a comparatively short duration mission with the formation arriving back at Deenethorpe at 1251 Hrs.

The Squadron loading list was as follows:-

42-97780	2nd Lt. C.M. Gray and crew.
43-38646	1st Lt. R.B. Thompson and crew.
43-38565	2nd Lt. H.W. James and crew.
43-38738	2nd Lt. E.A. Viehman and crew.
42-97322	1st Lt. G.H. Holmes and crew.
42-107151	1st Lt. R.M. Stehman and crew.
42-97478	2nd Lt. T.E. Salisbury and crew.
43-38677	2nd Lt. D.H. Stauffer and crew.
42-97931	2nd Lt. J.E. Lindsay and crew.
42-97602	1st Lt. C.I. Park and crew.
42-97935	1st Lt. M.H. Sorensen and crew.

Mission 234

Target : Barmingholten

22 March 1945

At the request of the Allied Command the 8th A.F. went in to attack Luftwaffe airfields, army barracks and any military camps they could locate. The 401st bombed a barracks just across the Rhine with 36 aircraft visually with good results. They formed the 94th "B" Group of the Wing. The Air Commander was Captain Kalinski.

The flak over the target was meager and inaccurate with only one aircraft from the Group receiving minor damage. No enemy aircraft were seen or encountered.

The Group "hack", "PARIS EXPRESS" had a slight argument with a contractors truck at about 10 o'clock in the morning and did some damage to it's wing tip and aileron.

614th Squadron's loading list was as follows:-

42-97395	1st Lt. R.M. Stehman and crew.
42-107151	1st Lt. F.H. Babcock and crew.
42-102468	2nd Lt. J.E. Lindsay and crew.
43-38677	2nd Lt. D.H. Stauffer and crew.
43-38646	2nd Lt. E.F. Cameron and crew.
42-97931	1st Lt. C.I. Park and crew.
42-97478	2nd Lt. T.E. Salisbury and crew.
43-38738	2nd Lt. E.A. Viehman and crew.

42-97780 2nd Lt. C.M. Gray and crew.
42-39012 2nd Lt. H.W. James and crew.
42-97322 1st Lt. G.H. Holmes and crew.

Mission 235

Target : Gladbeck

23 March 1945

The tactical offensive continued on the 23rd with attacks by the whole of the 8th Air Force on rail targets in west and central Germany. The assigned target of the 401st was the railroad sidings and depots at the town of Gladbeck with Captain D.V. Kirkhuff as Air Commander of the Group. The 38 B-17's of the 401st B.G. made up the 94th "C" Group of the Wing formation with the take-off, taking 27 minutes to complete, over by 1012 hrs.

For some reason the flying control officer, Captain David T. Steere, noted that Lt. Babcock (395) made a very beautiful landing, but does not give the reason for making this comment.

The weather over the target turned out to be very clear and the lead bombardiers of each Squadron made a good run onto the MPI with all their bombs falling within the 2,000 feet radius. The flak zeroed in on the formation as it made the bomb run and 12 aircraft received minor battle damage.

The 614th Squadron loading list was as follows:-

44-8708	Capt. D.V. Kirkhuff and crew.	(615th PFF + Gee-H ship)
42-107151	1st Lt. R.M. Stehman and crew.	
42-97395	1st Lt. F.H. Babcock and crew.	
43-38677	2nd Lt. J.E. Lindsay and crew.	
42-102077	1st Lt. C.I. Park and crew.	
42-97322	1st Lt. G.H. Holmes and crew.	
42-97780	2nd Lt. C.M. Gray and crew.	
43-38646	2nd Lt. E.F. Cameron and crew.	
42-102468	1st Lt. C.P. Djernes and crew.	
42-97931	2nd Lt. L.E. Ayre and crew.	
43-38738	2nd Lt. T.E. Salisbury and crew.	

Mission 236

Target : Rheine/Salzbergen

24 March 1945

This mission was in support of operation "Varsity", the crossing of the Rhine by the American and British Forces. The targets were the airfields in the west and north-west of Germany and most Groups, including the 401st, ran a mission in the morning and again in the afternoon. All the airfields were attacked visually.

The morning force consisted of 36 aircraft led by Lt. Col. R.J. White - "Jumbo" to his many friends - and all B-17's were in the air by 0651 hrs. The Group composed the 94th "B" Group of the Combat Wing and all aircraft from the mission, except SC-K, 43-38733, landed back at Deenethorpe by 1240 hrs. The battle damaged SC-K spun in at Halesworth while trying to land and seven of the crew lost their lives.

Lt. Post, a 615th pilot flying IV-T, reported a strange incident that morning. At about 1030 hrs, while flying on a practice mission to Scars Rock at 10,000 feet, had been fired on five times by an aircraft about 300 ft below him. The weather was fine and clear and the incident had been reported to the 3rd Air Division, so I presume that it had been a 3rd Air Division aircraft that had fired on him.

The 614th loading list was as follows:-

42-107151 1st Lt. C.I. Park and crew.
43-38565 1st Lt. F.H. Babcock and crew.
42-102468 1st Lt. C.P. Djernes and crew.
42-97322 2nd Lt. E.F. Cameron and crew.
42-97395 1st Lt. G.H. Holmes and crew.
42-38012 1st Lt. R.M. Stehman and crew.
42-97478 2nd Lt. J.E. Lindsay and crew.
42-102077 2nd Lt. T.E. Salisbury and crew.
42-97931 2nd Lt. L.E. Ayre and crew.
43-38810 2nd Lt. D.H. Stauffer and crew.

Mission 237

Target : Twente

24 March 1945

This was the afternoon part of Operation "Varsity" with 12 401st crews attacking the airfield at Twente/Enschede, a fighter base. The mission was led by Lt. A.D. Aschenbach with two 614th aircraft and crews taking part. The twelve aircraft flew as the High Squadron of the 94th Composite Group.

The target was attacked visually and Lt. Folkerts, the Lead Bombardier from the 612th Squadron, did an excellent job on the MPI, which was the airfield runway, obtaining a pattern right down the length of it. Four aircraft were damaged by the flak over the target which was classed as meager but accurate.

The 614th loading list was as follows:-

43-38664 2nd Lt. C.M. Gray and crew.
42-97664 2nd Lt. H.W. James and crew.

25 March 1945

The 401st were briefed for a mission on the 25th March but the bad weather during assembly and the forecast of even worst weather on the way caused it to be cancelled after they had been airborne for about an hour.

The day was not without incident. The crew of IN-J, "HOMESICK ANGEL", bailed out after the pilot had accidentally hit the "bail out" bell. Also during the morning the long serving "CHUTE THE WORKS", with 111 missions completed, got into trouble and had to be abandoned near Saltby, Lincs. One of the crew broke his ankle but that was the only injury to the crew.

Mission 238

Target : Berlin

28 March 1945

The 614th furnished the Lead Squadron which bombed the assigned target by PFF. Flak was moderate and Lt. J.M. McCullough's plane was hit over the target. His left wing was on fire but it did not seem to be serious as he flew with the formation for 30 minutes. Then, suddenly, a big puff of smoke came out and the aircraft went into a flat spin down through the clouds about 5,000 feet below the formation. No chutes were seen.

The briefing was at 0400 hrs that Wednesday morning with 38 aircraft forming the 94th "C" Group of the Wing formation. Each aircraft carried six 500 lb GP's and four M-17's with a gas load of 2,980 gallons. The Air Commander on this last trip to Berlin city was Major D.G. McCree. The weather Ship that morning was IN-H with Lt. Col. "Hi Ho" Silver at the controls. It took off at 0500 hrs and returned to Deenethorpe at 1048 hrs.

The assigned target in Berlin was the armament and motor works at Spandau and although the weather was clear right up to the target PFF bombing was carried out. There was moderate flak at Kassel and meager flak over the target causing battle damage to 20 of the Group's aircraft, the loss of another and caused one crew to bail out over the continent. This was SC-J, "LADY LUCK". Also, IW-Z landed at A-64 on the continent.

The 614th Squadron loading list was as follows:-

42-102077	2nd Lt. S. Scimeca and crew.
43-38565	1st Lt. G.H. Holmes and crew.
42-107151	2nd Lt. J.E. Lindsay and crew.
43-38646	2nd Lt. E.F. Cameron and crew.
43-38330	2nd Lt. T.E. Salisbury and crew.
42-97780	2nd Lt. C.M. Gray and crew.
42-102468	2nd Lt. E.A. Viehman and crew.
42-97602	1st Lt. C.I. Park and crew.
43-38677	1st Lt. M.H. Sorensen and crew.
42-97551	2nd Lt. J.W. McCullough and crew.
42-97931	2nd Lt. L.R. Ayre and crew.

Mission 239

Target : Bremen

30 March 1945

All the attacks on this day were connected with U-boat construction or operation and the 401st went after the submarine yards at Bremen. The 40 aircraft from the Group made up the 94th "C" group with Lt. Col. Eric de Jonckheere as Air Commander.

There was a possibility of a visual run but clouds closed in over the target and the formation began a PFF run. Then, just before bombs away, the clouds broke up and the three bombardiers tried to make correction checks for a visual run. But there just wasn't enough time and the bombing was not very good. Nevertheless most of the bombs fell within the dock area.

In the target area moderate and accurate flak tracked the Group for about five minutes causing damage to twenty-three aircraft and three crew members were wounded.

The 614th Squadron loading list was as follows:-

42-102468	2nd Lt. L.R. Gibson and crew.
43-38565	1st Lt. F.H. Babcock and crew.
42-107151	1st Lt. M.H. Sorensen and crew.
43-38738	2nd Lt. E.A. Viehman and crew.
42-97780	2nd Lt. C.M. Gray and crew.
42-38012	2nd Lt. H.W. James and crew.
42-102077	2nd Lt. S. Scimeca and crew.
42-97931	2nd Lt. L.E. Ayre and crew.
42-97473	1st Lt. R.M. Stehman and crew.
43-38646	2nd Lt. E.F. Cameron and crew.

Mission 240

Target : Weimar

31 March 1945

This was a real early morning mission with the Group being briefed at 0200 hrs and all aircraft airborne by 0627 hrs. The 38 aircraft, under the command of Major J.D. Strauss, made up the 94th "C" Group of the Wing, and, like most formation that day, hit Weimar by PFF as a target of opportunity. The bombardiers had some visual assists and most of the bombs fell within a radius of 2,000 feet.

Some flak was seen on this mission but the 401st escaped the wrath of the gunners and all aircraft returned to Deenethorpe safely.

The Squadron furnished the following crews:-

43-38330 1st Lt. T.L. Salisbury and crew.
42-38012 1st Lt. H.W. James and crew.
43-38565 1st Lt. F.H. Babcock and crew.
43-38646 1st Lt. E.F. Cameron and crew.
42-97931 1st Lt. L.E. Ayre and crew.
42-97780 2nd Lt. C.M. Gray and crew.
42-102077 2nd Lt. S. Scimeca and crew.
42-97473 1st Lt. R.M. Stehman and crew.
43-38791 1st Lt. M.H. Sorensen and crew.
42-107151 2nd Lt. L.R. Gibson and crew.
43-38677 1st Lt. E.A. Viehman and crew.

The following new crews joined the Squadron in March:-

2nd Lt. S. Scimeca	2nd Lt. J.W. McCullough
2nd Lt. R.A. Schellenberger	2nd Lt. N.R. Scheck
2nd Lt. C.W. Shaw Jr.	2nd Lt. J.M. Maxwell Jr.
2nd Lt. F.R. Muir Jr.	2nd Lt. P. Santera
T/Sgt. H.A. Tompkins	Sgt. T.P. McGurn
Cpl. J.R. Tanner	Sgt. N.W. Loris
Cpl. R. Acosta	Sgt. R.G. Winterburn
Cpl. W. Kotoff	Sgt. R.W. Jacobson
Cpl. J.J. Nowakawski	Sgt. O.J. Tish

2nd Lt. L.R. Gibson
2nd Lt. J. Woodburn Jr,
2nd Lt. G.J. Schaefer
Flt.O B. Goldberg
Sgt. J.A. Schoberth
Sgt. H.J. Huznik
Sgt. J.A. MacMillan
Sgt. J. Miller
Sgt. G.W. Brown

April 1945

The good March weather continued into April, and it was a most unexpected and wonderful Spring. The weather was good over northern Europe during April allowing many of the missions to be carried out visually or PFF with visual assists. It was only on the first mission, the one to Unterluss on 4th April, that the Group experienced difficulty with clouds when only one Squadron bombed visually. One mission was a Gee-H run with a visual assist and two more were PFF with visual assists. All the others were purely visual with the Lead Bombardiers excelling the March record by having good to excellent results on each mission. The Group were by now standing second in the 8th Air Force as a result of this superior work by the Lead Bombardiers and without doubt would have taken the top position but for the close of the war.

Although the month of April did not see the end of the war in Europe it did witness the end of the heavy bombardment operations for the Mighty Eighth Air Force. With the Allied Armies going the last last of the German army with incredible speed, the targets were eliminated before the Air Force could take a hand in the battle. Then, on the 20th April came Mission 254 to Brandenburg, and the Group were "Stood Down", and a very short time after this it became obvious that all flying operations had come to an end in the ETO.

Missions were planned for the 2nd and 3rd of April but both were cancelled after several delays. It was Wednesday 4th April, 1945 when the 401st finally began the last operations of WWII.

Missions

Mission 241

Target : Unterluss

4 April 1945

The assigned target for this mission was an airdrome and engine testing shop at Rotenburg but the weather conditions forced the Group to go an ordnance depot at Unterluss in the mistaken belief that it was an airfield. The Low Squadron were the only ones to bomb this target, the other two Squadrons making several runs over the primary without being able to pick it up. Nevertheless, the Low Squadron caused considerable damage to the building at the Unterluss depot.

The 38 aircraft of the Group formed the 94th "A" Group with Lt. Col. Eric de Jonckheere as Air Commander. Briefing was at 0250 hrs with all the aircraft getting airborne by 0705 hrs. Flak was observed at three different places but none of it hit the formation and all aircraft returned to Deenethorpe safely.

The 614th loading list was as follows:-

42-97780	1st Lt. O.L. Yeargan and crew.
43-38791	1st Lt. M.H. Sorensen and crew.
42-97322	2nd Lt. R.E. Howlin and crew.
42-38012	1st Lt. H.W. James and crew.
42-102468	2nd Lt. L.R. Gibson and crew.
43-38565	1st Lt. F.H. Babcock and crew.
42-97602	1st Lt. C.I. Park and crew.
42-107151	2nd Lt. C.M. Gray and crew.
43-38738	1st Lt. E.A. Viehman and crew.
42-97478	1st Lt. R.M. Stehman and crew.
42-97931	2nd Lt. J.E. Lindsay and crew.

Mission 242

Target : Ingolstadt

5 April 1945

This mission was to an ordnance depot at Ingolstadt and the 401st B.G. furnished 38 aircraft to make up the 94th "A" Group of the Wing formation with Major D.G. McCree as the Air Commander. En route to the target the Group was attacked by a formation of Me-262's just before the I.P. in what was to be the last fighter attack on the 401st in the ETO. The first attack was from two jets who hit the Lead and High Flight of the High Squadron and the second was from four jets who also hit the High Squadron. The gunners fired at the attackers but there were no claims of any aircraft destroyed or damaged. In one aircraft of the Group, piloted by Lt. Thomas N. Curran, the Top Turret Gunner was killed and the aircraft damaged. The other members of this crew bailed out over France and all got down safely. The gunner killed was Sgt. David N. Leshner.

On approaching the target the three Lead Bombardiers found that the whole area was covered by smoke from previous strikes and had to use outside checkpoints, but they did hit the target. The lead and Low Squadrons did drop a little short but the High Squadron dropped right in the assigned area.

Briefing seemed to be getting even earlier at this period of the war with the one on this morning being held at 0215 hrs with take-off about 4½ hours later. All aircraft had returned by 1620 hrs, and with the debriefing time added to that, it made for an incredibly long day.

The 614th Squadron loading list was as follows:-

42-38012	1st Lt. H.W. James and crew.
42-97602	1st Lt. C.I. Park and crew.
43-38791	2nd Lt. R.E. Howlin and crew.
43-38677	1st Lt. O.L. Yeargan and crew.
42-102468	1st Lt. G.H. Holmes and crew.
42-98322	2nd Lt. J.E. Lindsay and crew.
43-38565	1st Lt. R.M. Stehman and crew.
43-38646	2nd Lt. C.M. Gray and crew.
42-102072	2nd Lt. S. Scimeca and crew.

Mission 243

Target : Luneburg

7 April 1945

The primary target for this mission was the airfield at Reinsehlen but it was not visible so the Group went on to bomb the marshalling yards at Luneburg visually, the secondary target. The Group furnished 38 aircraft to form the 94th "C" Group of the Wing with Lt. Col. Eric de Jonckheere as the Air Commander. Bombing on this occasion was from 15,000 feet.

It must have proved a very trying morning. The briefing was again early - 0230 hrs - with delay after delay with the take-off time. Finally, 8 hrs and 20 minutes after the briefing, all the aircraft were airborne. It was 1859 hrs when all the aircraft from the mission finally landed at Deenethorpe, and by that time the crews had been on the go for about 17 or 18 hours.

The only opposition was some meager flak from two points during the mission but other formations that day met a lot of German fighters with claims of 40-12-17 being made. The 8th Air Force fighters also had a field day with claims of 64-1-15 for the loss of five.

The Squadron loading list was as follows:-

42-97322 1st Lt. E.O. Reinhard and crew.
 43-38565 1st Lt. F.H. Babcock and crew.
 43-38738 2nd Lt. C.M. Gray and crew.
 43-38677 1st Lt. C.I. Park and crew.
 43-38330 1st Lt. T.E. Salisbury and crew.
 42-38012 1st Lt. H.W. James and crew.
 43-38646 2nd Lt. E.F. Cameron and crew.
 42-102393 2nd Lt. S. Scimeca and crew.
 42-107151 2nd Lt. J.E. Lindsay and crew.
 42-102468 2nd Lt. R.E. Howlin and crew.
 42-97478 1st Lt. R.L. Stehman and crew.

Mission 244

Target : Halberstadt

8 April 1945

The 401st B.G. put up 38 aircraft to form the 94th "B" Group of the Wing formation under the command of Major J.D. Strauss. There was clear weather over England and the continent and the primary target for the Group was an airfield at Lerbst. It was found that smoke from preceding Groups had blotted out Lerbst so the Group went on to the secondary at Halberstadt. In fact smoke also covered the secondary target but the Group were able to bomb it with some success.

There was no flak or fighters and all aircraft and crews returned safely to Deenethorpe. Briefing was again early on this mission - 0240 hrs - with the last aircraft taking off at 0700 hrs and returning at 1519 hrs.

The 614th loading list was as follows:-

42-107151 1st Lt. E.O. Reinhard and crew.
 42-97322 1st Lt. T.E. Salisbury and crew.
 42-97931 1st Lt. L.E. Ayre and crew.
 42-102468 2nd Lt. L.R. Gibson and crew.
 43-38791 1st Lt. M.H. Sorensen and crew.
 42-97602 1st Lt. C.I. Park and crew.
 43-38012 1st Lt. H.W. James and crew.
 43-38565 1st Lt. F.H. Babcock and crew.
 42-102077 2nd Lt. S. Scimeca and crew.
 42-97478 2nd Lt. R.E. Howlin and crew.
 42-97780 2nd Lt. C.M. Gray and crew.

Mission 245

Target : Furstenfeldbruch

9 April 1945

The primary target on this mission was a German airfield at Furstenfeldbruch, a jet base deep in southern Germany. The mission was led by Lt. Col. W.T. Seawell and the Group of 38 401st aircraft formed the 94th "A" Group of the Wing formation.

The weather was perfectly clear so visual bombing conditions were par excellent for a change. All three Lead Bombardiers did a perfect job of bombing with all bomb hits within 2,000 feet and at least 95% of them within 1,000 feet.

Meager flak was met at the target area but this proved to be inaccurate to accurate causing minor damage to five of the Group's aircraft. They were no injuries among the personnel and all aircraft returned safely to Deenethorpe.

The 614th loading list was as follows:-

43-38738 2nd Lt. F.R. Friedsam and crew.
 42-97322 1st Lt. G.H. Holmes and crew.

42-107151 2nd Lt. J.E. Lindsay and crew.
43-38646 1st Lt. E.O. Reinhard and crew.
43-38330 1st Lt. T.E. Salisbury and crew.
42-102468 2nd Lt. L.R. Gibson and crew.
42-97478 1st Lt. R.M. Stehman and crew.
43-38791 1st Lt. M.H. Sorensen and crew.
42-97602 2nd Lt. C.W. Short and crew.
42-32012 1st Lt. E.F. Cameron and crew.

Mission 246

Target : Oranienburg

10 April 1945

This mission was in direct support of the Russian Armies and the target was an ordnance depot at Oranienburg just north of Berlin. The 38 aircraft of the 401st B.G. made up the 94th "B" Group and the Air Commander was Captain D.V. Kirkhuff.

Takeoff was at 1050 hrs, and a few minutes before taxi time one of the contractors dumped two loads of asphalt on the perimeter track causing the first aircraft to go off the track and blocking runway No. 33.

With about 400 bombers hitting Oranienburg at one time there was a considerable amount of smoke in the area and the results were not as good as they should have been. The Lead Squadron bombed to the right and over. The Low Squadron had excellent results with 100% of the bombs within the 1,000 foot radius -- a "shack" -- and the High Squadron aimed at the wrong point near the target, but hitting another depot and causing a lot of damage to it.

The opposition on this mission was in the form of flak from the Wittenburg area, at first inaccurate but then becoming accurate and causing damage to some of the Group aircraft. One aircraft was forced to land on the continent and another, piloted by Lt. Spence, was forced to land on an active Luftwaffe base. The story of their exploits is told in full in the Group's "Blue Book". The airfield was Fassberg and the B-17 was "HEAVY DATE", and it rested on this field for many years after WWII and was photographed by many of the RAF personnel serving there.

The 614th loading list was as follows:-

42-32012 2nd Lt. G.L. Richardson and crew.
42-97322 1st Lt. G.H. Holmes and crew.
42-97478 1st Lt. R.M. Stehman and crew.
42-102077 2nd Lt. C.W. Short and crew.
42-97780 2nd Lt. C.M. Gray and crew.
43-38677 2nd Lt. E.F. Cameron and crew.
43-38738 1st Lt. E.A. Viehman and crew.
42-97931 1st Lt. L.E. Ayre and crew.
43-38330 1st Lt. C.I. Park and crew.
42-107151 2nd Lt. F.R. Friedsam and crew.
42-102468 2nd Lt. L.R. Gibson and crew.

Capt. D.V. Kirkhuff flying with 615th Squadron.

Mission 247

Target : Freiham

11 April 1945

The 401st helped to place 716 tons of bombs on the marshalling yards at Freiham on this mission. The Group furnished the 38 aircraft that made up the 94th "C" Group under the command of Lt. Col. Eric de Jonckheere, with Lt. J.D. Gerber and Captain Aschenbach as the other Squadron Leaders. It was another clear day that gave the bombardiers the opportunity to show their skills and 80% of the bombs fell within the 1,000 foot mark.

Sporadic but inaccurate flak met the formation over the target but no one was hit and all aircraft returned to Deenethorpe without damage to crew or aircraft.

Assembly on this mission was at 16,000 feet over Buncher "Y" in France.

The Squadron loading list was as follows:-

42-97931	1st Lt. R.M. Stehman and crew.
42-97322	1st Lt. T.E. Salisbury and crew.
43-38646	2nd Lt. E.F. Cameron and crew.
43-38677	1st Lt. E.O. Reinhard and crew.
42-38012	2nd Lt. J.E. Lindsay and crew.
42-97780	2nd Lt. S.R. Friedsam and crew.
42-97602	2nd Lt. L.R. Gibson and crew.
43-38662	1st Lt. O.L. Yeargan and crew.
43-38791	1st Lt. M.H. Sorensen and crew.
43-38565	2nd Lt. G.L. Richardson and crew.
42-102468	1st Lt. E.A. Viehman and crew.

Mission 248

Target : Royan

14 April 1945

This mission was a visual attack on enemy pockets and gun positions on the French Atlantic coast. 1,133 four-engined bombers of the 8th Air Force dropped 3,318 tons of bombs on enemy strong points and flak batteries with the 401st B.G. furnishing 38 aircraft to form the 94th "C" Group under the command of Captain A.R. Seder Jr. French troops were about to move in to eliminate the lingering German strongpoints and requested that the Air Force knock out the coastal guns beforehand.

90% of the bombs fell within 1,000 feet of the circle and the clear weather and lack of opposition of any kind made it seem almost a practice run.

All operational aircraft had taken off by 0619 hrs that morning but some strangers had arrived at the base some hours before this. This was a group of seven RAF Halifaxes that were diverted to Deenethorpe when their own field, RAF Brighton, had been closed to them.

The 614th Squadron loading list was as follows:-

42-102468	2nd Lt. L.R. Gibson and crew.
42-107151	2nd Lt. T.E. Salisbury and crew.
43-38791	1st Lt. M.H. Sorensen and crew.
42-97322	1st Lt. O.L. Yeargan and crew.
42-102077	1st Lt. E.A. Viehman and crew.
42-32012	1st Lt. H.W. James and crew.
43-38425	1st Lt. E.O. Reinhard and crew.
42-97931	1st Lt. L.E. Ayre and crew.
42-97780	1st Lt. C.M. Gray and crew.
43-38646	1st Lt. E.F. Cameron and crew.

Mission 249

Target : Royan

15 April 1945

The target on the mission was again the gun emplacements at Royan. This time 1,278 aircraft dropped 2,855 tons of bombs on the confined area still being held by the German Army, and one must have grudging admiration for troops that could withstand this sort of punishment. There was no fighter or flak defences available to them under this tremendous bombardment.

The 401st put up the 94th "A" Group with Lt. Col. Voorhees as Task Force and Group Leader. Bombing was done by sections and the other leaders were Major J.R. Locher, Lt. Col. E de Jonckheere, Lt. W.S. Knowles. Lt. Post and Lt. R.D. Speer. Results were classed as excellent with clear skies, and no flak or enemy fighters to spoil the bombardiers aim, except that two of them aimed at the wrong point of the target.

The 614th loading list was as follows:-

43-38425	2nd Lt. C.W. Short and crew.
43-38677	1st Lt. T.E. Salisbury and crew.
42-97602	2nd Lt. L.R. Gibson and crew.
42-97780	1st Lt. C.M. Gray and crew.
43-38791	1st Lt. M.H. Sorensen and crew.
42-102077	1st Lt. O.L. Yeargan and crew.
42-97322	1st Lt. E.A. Viehman and crew.
42-32012	1st Lt. H.W. James and crew.
42-97478	1st Lt. R.M. Stehman and crew.
43-38646	1st Lt. E.F. Cameron and crew.
42-97931	1st Lt. L.E. Ayre and crew.

Mission 250

Target : Regensburg

16 April 1945

This was a mission to knock out a railroad bridge at Regensburg, and was part of 1st and 2nd Divisions attacks on rail and communications centers throughout Germany. The 401st furnished the usual 38 aircraft to form the 94th "B" Group and was commanded by Captain F.A. Kalinski.

Bombing was excellent with all three Squadrons putting 90% of their bombs within 1,000 feet of the aiming point. Meager flak was met at Nuremburg and over the target and the accuracy was fairly good but only two aircraft suffered slight damage. All returned safely to Deenethorpe.

The briefing was at a most civilized hour for a change - 0830 hrs, with all aircraft being airborne by 1156 hrs.

The loading list for the Squadron was:-

42-97322	2nd Lt. R.E. Howlin and crew.
42-107151	1st Lt. J.E. Lindsay and crew.
43-38738	1st Lt. E.A. Viehman and crew.
43-38677	2nd Lt. L.R. Gibson and crew.
43-38791	1st Lt. T.E. Salisbury and crew.
42-102077	2nd Lt. S.R. Friedsam and crew.
42-97780	2nd Lt. O.L. Yeargan and crew.
42-97931	1st Lt. L.E. Ayre and crew.
42-97478	1st Lt. R.M. Stehman and crew.
43-38646	1st Lt. E.F. Cameron and crew.
42-97602	2nd Lt. C.W. Short and crew.

Mission 251

Target : Dresden

17 April 1945

The target on this mission was the big railroad center at Dresden. Major A.H. Chapman was the Air Commander of the 94th "A" Group, which consisted of 38 aircraft from the 401st Group. Bombing was fair to excellent, the High Squadron putting 98% of its bombs within 1,000 feet of the aiming point. Some jet aircraft were seen to approach the formation but did not come in to the attack.

Moderate flak tracked the formation over the target causing damage

to eight aircraft.

The weather ship on this mission was IW-A, "MADAME QUEEN", which took off at 0735 hrs, about two hours before the rest of the Group.

The loading list for the Squadron was:-

43-38791	2nd Lt. J.D. Cook and crew.
42-107151	1st Lt. J.E. Lindsay and crew.
42-102077	1st Lt. F. Dobson and crew.
43-38677	1st Lt. H.W. James and crew.
42-97322	1st Lt. G.H. Holmes and crew.
42-97478	2nd Lt. R.E. Howlin and crew.
43-38565	2nd Lt. G.L. Richardson and crew.
42-97602	1st Lt. C.I. Park and crew.
43-38646	1st Lt. E.F. Cameron and crew.

Major A.H. Chapman flying with 615th Squadron.

Mission 252

Target : Traunstein - Freising 18 April 1945

The 401st High Squadron attacked the primary target at Traunstein, the transformer station supplying power for Hitler's Bavarian redoubt, while the Lead and Low Squadrons attacked the secondary target at Freising, the marshalling yards. The three squadron made up the 94th "A" Group with 30 aircraft with Col. Eugene Romig the Group and Division Leader.

Strike photos showed that good results had been obtained. Some meager and accurate flak hit the formation somewhere south of Munich, not very far from the Swiss - Italian border, causing Lt. Viehman to lose an engine. Later on it lost another engine and had to leave the formation and some fighter pilots later reported that they had seen the crew bail out. A member of this crew, Lt. James J. Stalzer, managed to evade capture and walked back to the Allied lines. No other aircraft was damaged.

A new policy started with this mission with 30 aircraft as the Group formation instead of the usual 36 plus 2 or 3 PFF aircraft.

The 614th loading list was as follows:-

42-102468	1st Lt. F. Dobson and crew.
42-97931	1st Lt. L.E. Ayre and crew.
43-38565	2nd Lt. C.M. McMillan Jr. and crew.
43-38791	1st Lt. M.H. Sorensen and crew.
43-38646	1st Lt. E.A. Viehman and crew. (MIA)
42-97780	1st Lt. G.H. Holmes and crew.
42-32012	1st Lt. O.L. Yeargan and crew.
42-97478	1st Lt. R.M. Stehman and crew.

Major Legert of Dision flew with Lt. Holmes as an observer.

Mission 253

Target : Falkenberg

19 April 1945

This was a mission to visually attack rail targets by the 1st and 3rd Air Divisions of the 8th Air Force. Me-262's hit the 3rd Division formation and shot down 5 B-17's with the gunners claiming 6-1-2 in reply.

The 401st took part in the attack on the marshalling yards at Falkenberg putting up 30 aircraft to form the 94th "A" Group with Major Strauss as

Air Commander. Lt. Col. Eric de Jonckheere and Lt. Gerber were the other Squadron Leaders. It was another clear day and the three Lead Bombardiers all hit their assigned MPI's with good results. The patterns were not quite as good as expected and this was put down to the new 30 aircraft formation being used.

The Squadron loading list was as follows:-

42-102468	2nd Lt. L.R. Gibson and crew.
43-38330	2nd Lt. C.W. Short and crew.
43-38791	1st Lt. M.H. Sorensen and crew.
42-32012	1st Lt. H.W. James and crew.
42-102077	2nd Lt. S.R. Friedsam and crew.
42-107151	1st Lt. J.E. Lindsay and crew.
43-38425	1st Lt. E.O. Reinhard and crew.
42-97931	1st Lt. C.I. Park and crew.

Mission 254

Target : Brandenburg

20 April 1945

This was the final mission of the 401st B.G. (H) in the ETO in WWII, but the crews taking part were not to know this for some time because many more missions were briefed, started and then called off at the last moment. This was Friday 20th April, 1945 and briefing for the 30 crews began at 0245 hrs in the morning with take-off time at 0640 hrs. By 0720 hrs all aircraft were airborne and on their way, the Brandenburg marshalling yards near Berlin being the primary target.

The three ten-aircraft Squadrons made up the 94th "B" Group of the Wing formation with Lt. Col. Eric de Jonckheere as Air Commander and Lt. Knowles and Lt. Hart as Leaders of the High and Low Squadrons.

Patterns were believed to have covered the aiming points but smoke and ground haze made it difficult to assess the damage. There was considerable flak over the target area and IN-M, piloted by Lt. Aubrey J. Bradley Jr., took a direct hit. One wing came off and the aircraft blew up - it was the crews 33rd mission - killing five of the crew.

The war ended for the 401st when the last B-17 touched down at Deenethorpe at 1511 hrs that afternoon. After that it was practice missions and false alarms only.

The final loading list for the 614th Squadron was as Follows:-

43-38791	1st Lt. H.W. James and crew.
43-38677	1st Lt. O.L. Yeargan and crew.
42-102077	2nd Lt. R.E. Howlin and crew.
42-97602	1st Lt. C.I. Park and crew.
43-38565	2nd Lt. S.R. Friedsam and crew.
43-38738	2nd Lt. G.L. Richardson and crew.
42-97478	1st Lt. R.M. Stehman and crew.
42-102468	2nd Lt. L.R. Gibson and crew.
42-97780	1st Lt. G.H. Holmes and crew.

The following new crews joined the Squadron in April:-

2nd Lt. J.D. Cook
2nd Lt. V.E. Parker
Flt.O. M.H. Urjevich
2nd Lt. A.A. Ferrell
Sgt. M.W. Rothman
Sgt. L.J. Tarino
Sgt. R.E. Butcher
Sgt. M. Cohen
Sgt. I.W. Featherston

1st Lt. F. Dobson
2nd Lt. T.H. Brockie
Flt.O. J. Welensky
1st Lt. H.O. Duncan
Sgt. T.B. Kenney
Sgt. W.H. Ferguson
Sgt. V.J. Avellino
Sgt. J. Adkins
Sgt. W. Tomaskowski

2nd Lt. S.R. Friedsam
2nd Lt. A.L. Hart
Flt.O. N.R. Joyce
Flt.O. W.C. Stanton
Sgt. E.R. Neu
Sgt. C.C. Quarrier
Sgt. F. Thornton
Sgt. H.K. Mahakian
Sgt. H.J. Pitsenberger

2nd Lt. R.E. Howlin
2nd Lt. M.N. Stiles Jr.
Flt.O. M.W. Cutter
Sgt. G.W. Post
Sgt. D.W. Morgan
Sgt. R.B. Reed
Sgt. C. La Salle Jr.
Sgt. A.R. Waldron
Sgt. F.A. Vanwie

2nd Lt. C.M. McMillan Jr.
2nd Lt. L.A. Blees *
2nd Lt. J.R. Strong
2nd Lt. S.S. Wagstaff
Sgt. D.M. Steele
Sgt. C.R. McAuley
Sgt. W.J. Donaldson
Sgt. E.A. Herl
Sgt. L.D. Stevens

2nd Lt. G.L. Richardson
Flt.O. J.L. Nellans
Flt.O. H.E. Hanson
2nd Lt. A.J. Maiorano
Sgt. C.J. Rash
Sgt. J.P. Madden
Sgt. E.J. Mechtel
Sgt. L.D. Suggs
Sgt. J.V. Confer

2nd Lt. C.W. Short
2nd Lt. W.R. Weatherly
Flt.O. B. Goldberg
2nd Lt. S.P. Palandino
Sgt. L.V. Penney
Sgt. M.E. Kirby
Sgt. H.H. Hill
Sgt. H.B. Tonkin
Sgt. C.S. Hallman

1st Lt. O.L. Yeargan
2nd Lt. L.A. Blees *
2nd Lt. C.C. Binzel
Sgt. W.F. Seabridge
Sgt. L.A. Braxton Jr.
Sgt. R.C. Hirzel
Sgt. I.J. Enterkin Jr.
Sgt. J.C. Gross
Sgt. E.A. Thomas

* 2nd Lt. C.M. McMillan Jr. only flew one mission. Lt. L.A. Blees, second pilot with Lt. Yeargan, flew in place of the regular second pilot on this mission.

There were originally 18 pilots with the 614th Squadron on arriving in England. At Polebrook 9 crews were transferred to the 351st B.G. (H), leaving 9 crews in the Squadron when the move to Deenethorpe took place. During the period November 1943 to April 1945 83 replacement crews joined the Squadron and took part on operations. This means that about 1,000 men flew in combat with the 614th Squadron.

The Squadron lost 23 aircraft MIA and 8 others through battle damage and other causes. Fifteen 614th aircraft returned to the USA at the end of WWII on the Operation HOME RUN.

May 1945

The Final Chapter

The final chapter of the Group History was written by Captain Gordon R. Clossway in May, 1945. I know of no better way to end the 614th Squadron History than to copy his last entries in the Group History word for word.

May --- VE Day --- Movement Orders --- Movement to the USA!

What a month and what spirit there is among the men of the 401st at this final Chapter -- final at least so far as the ETO is concerned --- is being written.

Our operational tour ended April 20th, 1945 when Mission 254, to Brandenburg, was run. 254 missions in 17 months --- and with a bombing record second to none.

The first few days of May were quiet -- and then came a restriction on the morning of May 7th. We knew it was all over -- but had to wait the final word which came from Prime Minister Churchill at 1500 hrs on May 8th. VE Day was here at last -- the war in Europe was over -- this was it.

VE Day was celebrated rather quietly on the base. We had a huge display of fireworks from the tower at 2300 hrs on May 7th and at 1900 hrs on May 8th the entire Station personnel marched to the Flying Control Tower for a formal observance. There was a speech by Colonel Seawell, our Commanding Officer, followed by religious services with the men dividing into groups for the Protestants, Catholics and Jews. Protestant services in front of the tower were in charge of Chaplain Ward Fellows, Catholic services were conducted from a portable altar set up by Chaplain J.E. Burke with a B-17 in the background and Jewish services were conducted by Mr W. Meier of Kettering. Following the services there was a beer party but by nightfall, all was quiet, another fireworks display concluded the entertainment.

On Monday May 14th, we went back to army life. Bugle calls were heard, drill and calisthenics were in order and reveille was at 5.45 am and Taps at 2230 hrs. After our hard training and our strenuous operational tour, this was hard to believe -- and hard to take -- but no one complained and soon we were a fully fledged garrison outfit -- waiting for the next word.

That word soon came. On Tuesday May 15th a Field Order came through notifying us that we were to be moved, immediately -- and of all places -- the UNITED STATES. Reveille and the regular calls continued but drill and calisthenics were abolished for everyone had work to do -- plenty of work. Crews were taken on celestial missions and instrument checks, airplanes were tuned up for the overseas hop, fuel consumption checks were made and they were weighed for balance. A whirr of activity followed the first announcement and from the standpoint of glee, this was a bigger day for us than VE Day itself.

Between the end of operations and the announcement that we were going back to the USA for regrouping, we ran three observation trips over the Ruhr Valley and down to Frankfurt for ground personnel. The vast damage to German cities was impossible to believe unless it was actually seen from low altitude. This series of trips proved a grand reward to the ground men who had laboured unswervingly for 17 months and 254 missions, and they took credit

along with the combat crews for the results they now observed.

Four other trips were made by the Group to Linz, Austria for the purpose of evacuating French and British prisoners of war. Skeleton crews were sent to the big Nazi airport, only recently taken by the 3rd Army, and each of the 30 airplanes brought back 30 former prisoners. The prisoners were taken to an airport at Orleans near Paris and the British prisoners were brought back to England.

The month also saw the promotion to colonel of Lt. Col. W.T. Seawell, Commanding Officer since December 5th, 1944 when Colonel Bowman left to become a member of General Spaatz's staff. It was also announced during the month that Colonel Bowman had left USSTAF to return to the United States where he has become Public Relations Officer for the USAAF, directly under General Arnold.

Preparations for the trip home reached a high pitch near the end of the month. There was the usual processing, the physical examinations, checking of equipment and inspections, then more inspections. Inspectors were also at the Station from Army Air Force Headquarters in Washington, from USSTAF from 8th Air Force, ATC, UK Base and 1st Air Division.

It was announced that each Squadron would send 19 planes home, each plane loaded with its regular crew plus ten ground personnel. Airplanes were fitted with extra dinghies, there were ditching drills and the airplane checked carefully by Air Transport Command which is in charge of the overseas movement. Personnel not going by air were scheduled to go by boat.

The Medics were in there pitching. Everybody got more shots -- just to be on the safe side -- and finally everything was in readiness.

Then the usual "scrubs". One delay followed another until at long last at 1100 hrs on Memorial Day (a memorable day for us) the first airplane piloted by Colonel Seawell took off for America. 16 B-17's left the Station the first day. By the end of the month the 78 planes with crews and passengers were on their way. The route was via RAF Valley, Wales, and the usual North Atlantic with stops scheduled at Iceland, Greenland, Goose Bay, Labrador and Newfoundland.

Ground personnel packed up -- and were set to evacuate the Station by June 10th at the latest.

OKINAWA --- HERE WE COME !!

I also include the last entries of the Flying Control Log Books.

1225 ALL DEENETHORPE A/C OFF FOR VALLEY AND HOME RUN !!!

1226 FOLLOWING MSSGE SENT TO F/C OPS, " NO F/C FACILITIES NO SERVICING AIRFIELD CLOSED TFN"!!!

James D. Gilbride
1st Lt. AC