

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

F-A-1

APC 557
 30 May 1944

SUBJECT: Mission Summary Report.

TO : Group Operations, Station 128, APC 557.

1. Abortives.

None

2. Battle Damage.

a. 42-31496 - Flak hole in #2 oil cooler inspection door. Flak hole in fairing joining right wing to fuselage just below leading edge.

b. 42-102398 - Flak hole in left wing trailing edge near station 8, through bottom of flap and out top. Flak hole in right bomb bay door and out right side of fuselage.

c. 42-40050 - Flak hole in left bottom side of fuselage near station 11b. Flak hole in rudder near station 4. Flak hole in right wing bottom near station 24, out top, wing change necessary.

d. 42-39993 - Flak hole in bottom of right wing near station 24, out top. Flak hole in left side of fuselage near station 7a. Flak hole in leading edge of left horizontal stabilizer near station 78.

e. 42-31891 - Flak hole in right top side of fuselage near station 6d. Flak hole in right elevator near station 130. Flak hole in right side of vertical fin near station 3. Flak hole in top of right wing near station 2. Flak hole in top of right wing near station 24, cut main spar, wing change necessary. Flak hole in trailing edge of rudder near station 9. Flak hole in right side of tail gunner's window.

f. 42-97344 - 2° flak hole in top of right wing, inner panel. Small flak hole in leading edge of right wing. No. 2 ignition harness damaged by flak. No. 2 oil cooler damaged by flak. Large flak hole through left wing tip, causing structural damage. Two small flak holes in bottom of right wing, outer panel. Small flak hole in top of right elevator.

SUBJECT: Mission Summary Report. (continued)

5. 42-97322 - Small flak hole in top of right wing between No. 3 nacelle and fuselage, damaging main front spar. Small flak hole in leading edge of left wing, outer panel.

TOTAL NO.
OF A/C

7

MAJOR
DAMAGE

2

MINOR
DAMAGE

5

BY
FLAK

7

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

HEADQUARTERS
AAF STATION 128
APO 557

30 May 1944

SUBJECT: S-4 Combat Mission Report on Mission 30 May, 1944.

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

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

Flaps Creep (2) Flux Gate Compass Out (1)
Carburetor Air Temperature Gage Out (1)
Turbo-supercharger Lags (1)

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

Bomb bay Door Electric Mechanism Out (1)

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

None Reported.

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

arm f Eng

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

(D-G-5)

20 May 1944.

SUBJECT: Comments of Crews Participating in Mission to OSCHERSLEBEN, this date.

TO : COMMANDING OFFICER, 401st Bombardment Group (H), APO 557, U. S. Army.
(THRU Lt. Col. B. K. Voorhees and Lt. Col. A. C. Brooks).

1. Lt. Wallace R. Smith Jr., Pilot, A/C 1863, suggests that all new crews be given a lecture on combat formation flying. He says that recently new crews in the Lead Squadron have been flying in such a manner that other A/C cannot stay in the proper formation.
2. Lt. James A. Gruman, Pilot, A/C 7332, stated that #6 A/C in Lead Squadron, was so far out of formation that Low Squadron could not properly join the formation.
3. Lt. John Schulz, Co-Pilot, A/C 9478, stated that the formation flew too fast.
4. Lt. Jack (NMI) Atherton, Pilot, A/C 1496, observed that the formation of the High Squadron was very loose today.
5. The crew of Lt. Wallace R. Smith Jr., Pilot, A/C 1863, cannot understand why routes are planned through the Dummer Lake region.
6. The crew of Lt. William J. McKern, Pilot, A/C 3507, had to wait one hour at hard stand #41 for transportation to Briefing Room.
7. S/Sgt. Alvin Kantsie Jr., IG, A/C 2596, does not like the new tail gunners' installation and observes that the site restricts downward firing.
8. The crew of Lt. Kermit H. Opie, Pilot, A/C 2398, stated that they flew as spares on Sunday and returned to base at 1330 hours, at which time the combat mess refused to serve them any food.
9. Lt. Don L. Anderson, Bombardier, A/C 7151, said the plexi-glas in the nose of this A/C was extremely dirty.

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

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

A.P.O. 557
30 May, 1944

SUBJECT: Armament Narrative on Mission 30 May, 1944.

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

Negative Armament malfunction report is submitted for the mission of 30 May, 1944.

BOMB BAY MALFUNCTIONS

a. A/C No. 42-97322 - Bomb bay doors would not open electrically at altitude. At preflight bomb bay doors worked satisfactory.

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

LEAD BOX 94th C

Combat Flight Leader COL ROGNER Date 30 May 1944
Deputy Flight Leader CAPT CHAPMAN
Group Call Sign _____ Fighter Call Sign _____
Ground Control _____

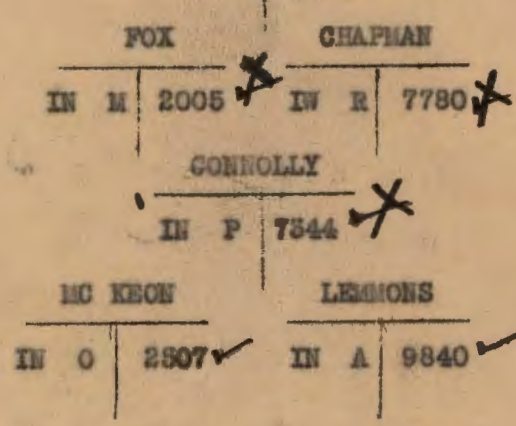
615 SQDN

GOODMAN (ROGNER)

SC P 1891 *

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

2500 - gas



*Breakfast 3:30
Briefing 4:30
Station 5:55*

614 SQDN

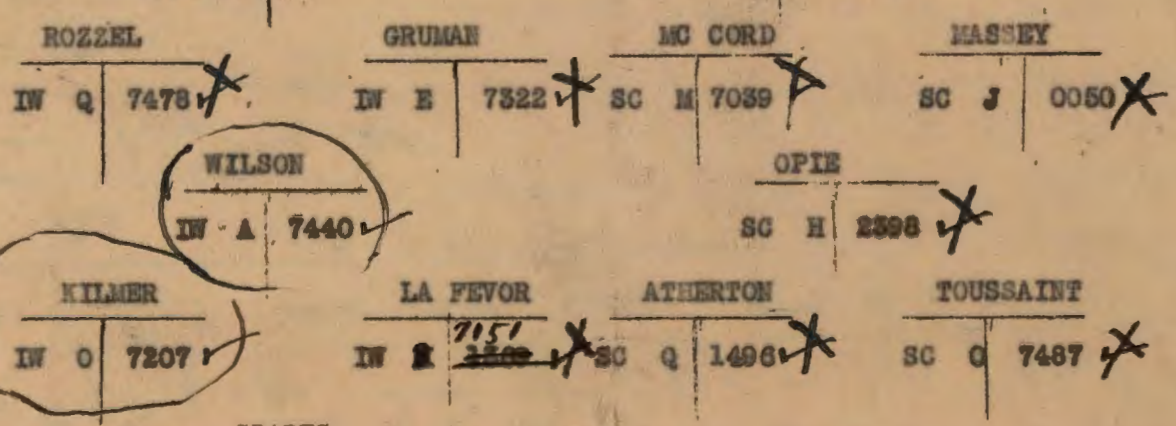
SMITH

IN X 1863 ✓

612 SQDN

WELLS

SC C 9993 *



SPARES

SPARE LEAD IN P 2012
GROUND SPARES : IN B 7043 ✓
~~IN B 7042~~

WEATHER SHIP

SC X 9107 COL. SEAWELL.

780 - OK.

478 - #4 turbo runs away at alt. #~~4~~ 3 oil
pres fluctuates #2 + 3 cyl Head temps high
#2 tach oscillates

891 - AFCE - elevators, whole system
inertic!
Flight indicator too sluggish (change)

344 - OK.

0.5.0 - OK.

993 - #3 prop runs up 2700 on T.O. (Reset)

005 - #3 carb air temp out. #2 turbo lag 5 1/4.

488 - OK.

398 - Flaps creep

151 - OK.

496 - Flaps creep:

322 - Flux gate compass out,

42 - 10V 917.

E

C1V - 28-

039 - OK.

507 - #1 Eng prop gov. throwing oil

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

30 May 1944

SUBJECT: Battle Damage Report

TO: Engineering Officer, 401st Bombardment Group (H)
Station 128, APO 557, U. S. Army

1. The following is the battle damage report for the airplanes operated by this squadron on the combat mission completed this date.

AIRPLANE NO.	BATTLE DAMAGE
42-107039	1. Negative.
42-31496	1. Flak hole in # 2 oil cooler inspection door. 2. Flak hole in fairing joining right wing to fuselage just below leading edge.
42-102398	1. Flak hole in left wing trailing edge near station 8. Went through bottom of flap and out top. 2. Flak hole in right bombay door. Went out right side of fuselage.
42-37187	1. Flak hole in leading edge of right wing near station 21.
42-40050	1. Flak hole in left bottom side of fuselage near station 11b. 2. Flak hole in rudder near station 4. 3. Flak hole in right wing bottom near station 24, out top. Wing change.
42-39993	1. Flak hole in bottom of right wing near station 24, out top. 2. Flak hole in left side of fuselage near station 7a. 3. Flak hole in leading edge of left horizontal stabilizer near station 78.

42-31891

1. Flak hole in right top side of fuselage near station 6d.
2. Flak hole in right elevator near station 130.
3. Flak hole in right side of vertical fin near station 3.
4. Flak hole in top of right wing near station 2.
5. Flak hole in top of right wing near station 24.
Cut main spar, wing change.
6. Flak hole in trailing edge of rudder near station 9.

~~XX~~

7. Flak hole in right side of tail gunners window.

HERBERT O. KIMMEL
1st Lt, Air Corps
Engineering Officer

add to Interrogation Form

OFFICE OF THE INTELLIGENCE OFFICER
 Station 128 - APO 857
 U S Army

D-D-3

30 May, 1944.

SUBJECT: Narrative of Ditching.

TO : Commanding Officer, 401st Bombardment Group (H), APO 857,
 U. S. Army.

1. An example of perfect cooperation and crew discipline and what might be termed "the perfect ditching" was the experience of Lt. Gerald F. Carter's crew of the 612th Squadron in A/C 837 on Dessau mission 28 May 1944.

When the formation reached the vicinity of Dummer Lake, No. 1 engine of 837 went out of commission, oil pressure fell and the prop began to windmill when Lt. Carter was unable to feather it.

An attempt was made to remain with the formation on the other three engines but the aircraft began to drop back and at 5238-0820G it was decided to turn back. At that point No. 4 engine went out of commission, oil began to spurt out of the top and the prop was feathered. Bombs were jettisoned in an open field and the same route used going in was used in an attempt to return to England.

The aircraft began to lose altitude steadily, being pulled down by the windmilling prop, and at one time the loss was as much as 500 feet per minute. Power settings of 2300 rpm's and 38 inches were attempted in an effort to get back on two engines but the aircraft was indicating an airspeed of 90 to 100 miles an hour and was down to 5000 feet when it left the enemy coast. Some flak was thrown up from the vicinity of Egmond but it was very inaccurate for deflection.

At this time S/Sgt. John H. Heinlen, ROG, sent out coordinates and an SOS on MF, announcing the crew's intention to ditch, and when the aircraft was at 2,000 feet he clamped the key down. Others in the ship meanwhile had thrown out all movable equipment and as the aircraft neared the level of the sea, power was boosted to maximum. Then, for nearly 15 minutes, the plane mushed along about 15 or 20 feet above the water. Finally, when air speed showed 85 miles an hour and the ship stalled out, engines were cut and the aircraft was eased into the sea. The tail hit first, without a violent impact, and finally the nose mushed into the water.

Sea was calm at the time--1433 hours--and the ship was landed parallel to a mild swell. Almost immediately the ball turret floated to the surface, the aircraft filled with water and began to sink. Because the Radio Operator was an expert swimmer, he was first out and water was up to his waist before he left the plane. When the last man left the radio room, where all members were in their correct positions for ditching, water was chest-high.

Neither dinghy was automatically released and Sgt. Heinlen manually released the left dinghy and was forced to hold the inflation bottle before it would inflate. Lt. Clayton T. Johnston, co-pilot, left thru the co-pilot's window and pulled out the right dinghy which immediately inflated.

As the aircraft sank in less than 45 seconds and the tail began to rise, the dinghys were forced backward. Three men were in each dinghy and two hanging onto each but those in the water soon climbed inside without difficulty. In the left dinghy were Lt. Carter, ~~W~~ Willard O. Looklear, navigator, S/Sgt. Heinlen, Sgt. Floyd A. Truax, engineer and Sgt. John L. Wepner, tail gunner. In the right dinghy were Lt. Johnston, Lt. Lloyd G. Deaton, bombardier, S/Sgt. Carl J. Miller, LMG, Sgt. Stanford M. Hardister, BT and Sgt. John Halko, RMG.

Dinghy's were tied together, two parachutes and the dinghy radio as well as several kits which had been thrown out of the ship were picked up and the dinghy radio with balloon antenna was set up.

Almost immediately two P-47's arrived and from that time on for three hours and 25 minutes when the crew was rescued, P-47's circled overhead. At the end of the period, while one P-47 was directing an HSL Air-Sea Rescue Launch, No. 2579, to the dinghys, one P-47 bussed the bomber crew and snipped off the balloon antennae. The survivors were picked up at 1800 hours. *5240-0313E - location where picked up*

The crew was taken to the Air-Sea Rescue Service hospital at Great Yarmouth where they were given emergency treatment, and returned to home base 29th May. *up*

This was the first mission for the crew with the exception of Lt. Johnston, a member of the 401st since 1st Feb. 1944, who was on his 22nd mission and who was breaking in Lt. Carter's crew. Lt. Johnston previously had a crash landing experience to his credit.

In leaving the aircraft after it had ditched, Sgt. Truax slightly bruised his left foot and Sgt. Miller received a bruised left knee as the only casualties.

Members of the crew suggested that a small ladder be carried in the radio room to help crew members get out the hatch in shorter time. Lt. Carter was high in his praises of the behavior of the entire crew, as was Lt. Johnston, and the radio operator's work was termed "perfect". Lt. Johnston made the additional comment, "This ship should never have been assigned to a new crew nor should it have been flown on any mission."

GORDON R. CLOSWAY,
Capt., Air Corps,
Interrogating Officer.

Classification changed to
SECRET
RESTRICTED by auth of

CO AAF STA 128 by

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

"MISSION SUMMARY"

MISSION NO. 79
30TH. MAY, 1944

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

R E P O R T O F O P E R A T I O N A L
D A Y

MISSION No. **79**

Date: **30 MAY 44**

TO: **OSCHERSLEBEN , GER.**

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
OFFICE OF THE OPERATIONS OFFICER E-C-6

30 May 1944

SUBJECT: Leaders Narrative, 94th CBW, Mission of 30 May 1944.

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

1. Assembly and route to the IP was just about as briefed. The only deviation being to take care of crowding. At the IP the Wing ahead turned past their IP and on my bomb run caused my high and low to hold their bombs because of crowding. A second run was made by them and I picked them up as they came off the target. The route home was as briefed. Fighter support was excellent. Bombing results were excellent.

H. E. ROGNER,
Col., Air Corps,
Wing Leader.

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
OFFICE OF THE OPERATIONS OFFICER E-C-8

30 May 1944

SUBJECT: Operations Narrative, Mission No 79, 30 May 1944.
(Wing Lead)

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

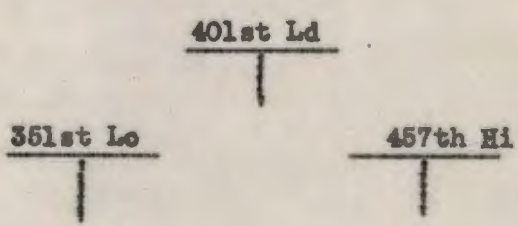
1. General Narrative: The 401st Bomb Group furnished 18 ships to form the lead box of the 94th CBW. Take-off and assembly were as briefed; for route in and route out see the leaders narrative.

2. Aircraft not attacking: There were no abortives and all 18 aircraft attacked the target.

3. Enemy Action: Flak was encountered at Vecta and was meager to moderate and accurate. Flak over the target was light and enaccurate. Approximately 20 E/A attacked the formation and two ships were lost right after the target.

4. Formation:

- a. At take-off and cruise { See attached diagram }
- b. At target { " " " }
- b. Wing.



5. Results: Bombing results were excellent.

DELWIN E. SILVER,
Major., Air Corps,
Asst Operations O.

HEADQUARTERS
 401ST BOMBARDMENT GROUP (H)
 APO 557, US ARMY

31 May 1944

SUBJECT: Statistical Summary, 401st Group, Mission of 30 May 1944.

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

STATISTICAL SUMMARY OF AIRCRAFT ATTACKING

Number of A/C Taking Off.....18
 Number of Spares..... 0
 A/C Taking Off Less Unused Spares.....18
 Number of Sorties (E.N.T.).....18
 A/C Returning Early (Not E.N.T.)..... 0
 Number of A/C Attacking.....18
 Number of A/C Not Attacking..... 0

Number of A/C Lost:

Flak & Fighters - 2

TABULAR SUMMARY OF DISPOSITION OF BOMBS OVER TARGET

	<u>Aircraft</u>		<u>Bombs</u>				
	<u>Over</u> <u>Target</u>	<u>Bomb-</u> <u>ing</u>	<u>Num-</u> <u>ber</u>	<u>Type</u>	<u>Size</u>	<u>Fusing</u>	
						<u>Nose</u>	<u>Tail</u>
Main Bombfall	18	18	180	500#	M64	1/10	1/100
Other Attacks	--	--	--	--	--	--	--
Total Bombs on Target			180	M64	500#	1/10	1/100
Other Expenditures			--	--	--	--	--
Bombs Returned			--	--	--	--	--
Total (Loaded on A/C Taking Off)			180	M64	500#	1/10	1/100

For the Operations Officer:

KEN W. DAUBLE
 Captain, Air Corps
 Air Statistical Officer

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER30 May

1944

SUBJECT: Lead Navigator's Narrative

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

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

2. Narrative:

a. T/O at 0726 hours; Land at 1411 hours.

b. Group formed at _____ hours at _____ feet.

c. Formed CBW at 0820 hours at 9500 feet.d. Began climb at 0906 hours; reached alt. at 0942 hours.

e. Weather encountered over England:

(1) Clouds 9/10th - Visability 10 miles.(2) Wind at altitude 270 degrees, 15 Knots.f. Means of navigation over England. Gee, Radiog. Means of checking Metro Winds Gee, Pilotage, Air ploth. Joined task force at 0854 hrs. at Kings Lynn
(Splasher, City, Coord.)i. English Coast out at 0906 hrs.; Enemy Coast in at 0943 hrs.

j. Fighter Rendezvous:

(1) Going in Enemy Coast hrs.(2) Coming back Throughout hrs.

k. Wind used for bombing:

(1) 270 degrees, 15 Knots.(2) Determined by Pilotage air plot
(Method)l. Bomb run and Method of Target Identification: Visual(1) Reached IP at 1058 hrs.(2) Mag. heading over target 015 degrees.(3) Altitude over target 22000 feet.(4) Bombs away at 11061 hrs.

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

Visual, Haze

m. Gee:

(1) Coordinates of furthest fix 52-40 N. 05-00 E.

(2) Obtained at _____ hours.

n. Difficulties encountered with special equipment.

COMMENTS: Bombing run was cut in half
due to interference of other wing.JAMES F. EGAN
Captain, A. C.
Lead Navigator
SIGNATURE

FLIGHT PLAN

PILOT Lt. Col. Bogner

NAVIGATOR Capt. J. F. Egan, Capt. W. E. Haberer

DATE 30 May 1944

STATIONS	0555	ENGINES	0655	TAXI	0710	T.O.	0725
LEAVE BASE			0829				
COAST OUT			0908				
ENEMY COAST			0947				
I.P.			1107				
TARGET			1115				
ENEMY COAST			1243				
ENEMY COAST			1331				
BASE			1400				

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

Zero -0900
Ref.alt. 18000WATCH.....Fast Slow Chaff IP - 2 for 12 min
RATE.....secs/hour Losing

At.....G.M.T. Abandon mission - run sheep run

VHF for IP - Pop corn. Extra Chaff - tin hat

FROM TO	W/V UESD	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRI-FT	TRUE HDNG.	VAR.	MAG. HDNG.	C. S.	DIST.	TIME	E.T.A.	CELESTIAL DATE		
														TIME	BODY	ALT. AZI.
Base	200/10	9500	150	152	352	-2	350	11	001	161	13	5 ⁴¹	0829		0950	P-47 1-1
Cottontown (A)	200/10	9500	150	152	26	0	26	11	37	162	19	7	0835		1004	P-47 1-2
52-43 00-93W	200/10	9500	150	152	26	0	26	11	37	162	19	7	0842		1004	P-47 1-2
52-00 00-24W	200/10	11500	150	158	117	3	120	10	130	157	33	13	0855	G.P.	1018	P-51 1-3
King's Lynn	200/10	11500	150	158	117	3	120	10	130	157	33	13	0855	G.P.	1018	P-51 1-3
52-45N 00-22E	205/13	14000	150	161	73	3	76	10	86	170	35	13	0908	#1	1039	P-51 1-4
Cromer (Z)	212/18	22000	150	176	99	3	104	9	113	184	121	39	0947	#2	1037	P-51 1-5
52-55N 01-30E	222/30	22000	"	187	90	4	94	7	101	200	133	40	1027		1044	P-51 1-6
52-37N 04-37E	222/30	22000	"	187	90	4	94	7	101	200	133	40	1027		1044	P-51 1-6
52-37N 06-30E	222/30	22000	"	187	90	4	94	7	101	200	133	40	1027		1044	P-51 1-6
52-37N 08-30E	222/30	22000	"	187	90	4	94	7	101	200	133	40	1027		1044	P-51 1-6
51-49 09-58E	222/30	22000	"	187	90	4	94	7	101	200	133	40	1027		1044	P-51 1-6
51-30N 10-42E	222/30	22000	"	187	90	4	94	7	101	200	133	40	1027		1044	P-51 1-6
51-37N 11-02E IP	222/30	22000	"	187	90	4	94	7	101	200	133	40	1027	IP	1125	P-51 None
52-02N 11-15E T	222/30	22000	"	187	90	4	94	7	101	200	133	40	1027	TAR	1152	P-38 1-10
52-30N 11-10E	222/30	22000	"	187	90	4	94	7	101	200	133	40	1027		1210	P-38 1-11
52-30N 10-55E	222/30	22000	"	187	90	4	94	7	101	200	133	40	1027	G - Zwick		
52-37N 08-30E	222/30	22000	"	187	90	4	94	7	101	200	133	40	1027	R - Dummer Lake		
52-37N 04-37E	222/30	22000	"	187	90	4	94	7	101	200	133	40	1027	O - Bremen		
52-37N 04-37E	222/30	22000	"	187	90	4	94	7	101	200	133	40	1027	V - Hamburg		
Cromer	200/10	3000	170	173	9	-3	276	9	285	170	121	43	1329	E - Madgeburg		
Base	185/8	3000	155	144	250	-3	267	10	257	141	75	32	1403	L - Berlin		
G. P. #1	1052													T - Gumbel		
52-16 09-00E at	1052													I - Pauvins		
G. P. #4	1152													P - Ghent		
52-37N 09-00E at	1152															
Base	195/10	14000	150	148	70	3	73	10	83	153	75	30	0833			
Cromer	195/10	14000	150	148	70	3	73	10	83	153	75	30	0833			

NOTE - Flight plan moved up one hour.

Let Down D Lead 020 mh
P Low 360
High 040

Langdon En. Field - 52-54N 00-52E

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	I.A.S. MPH /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		G.S.	TO RUN		E.T.A.
					TAXI 0710	T.O. 0726				DIST.	TIME		DIST.	TIME	
0741					360 to base climbing to 9500			4800							
0755					At base circling										
0819					Leaving Base Pt. "X" on time 2 mi. N.			9500							
0833					Group formed.										
0842					Point "A" on time										
0854					Point B on time		150	10000							
					Point Q 01' early			13300							
0901					Call to depart "Z" 2 minutes early			13400							
0906					Point Z on time. Start climb (Cromer)		150	13400	173						
0918			107		3 Wings ahead		150	16200							
0920		222/30K 107			Wind at 15000			16500				187	85	26	0946
0925			105				150	18500							
0930			105					19000	178						
								-15							
0933		250/32K 105			Wind at 18000							203	33	09	0942
0942			105		Enemy Coast in 3 min early 52-37N 04-37E		150	22000							
								-20							
0949		250/30K 89			Escort			"	193						

SIGNED _____ NAVIGATOR

VIII BOMBER COMMAND - PROPOSED OVERALL PLAN

TARGET

Primary OSCHERSLEBEN
 Secondary _____
 Last Resort _____

TRACK CHART
 DATE MAY 30, 1944

GREEN
ORANGE

Route followed by

BRIEFED ROUTE
401st B.G. (H)

FLAK
 HEAVY 4
 LIGHT 4

COMBATS
 FW 190 0
 ME 109 0
 JU 88 0
 ME 110 0
 DO 217 0

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INITIALS _____
DATE _____



Target No.
3 (h) 54

VOLKSWAGENWERK
G.m.b.H.

FALLERSLEBEN
(GERMANY)

Illustration No.
3 (h) 54/3

SECONDARY

0 500 1000 1500 2000 YARDS
0 1/2 1 MILE

Photographed 19 April 1944

(1 : 32,000) approx.

Issued May 1944



Illustration No.
3 (h) 54/3

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

31 May 1944

SUBJECT: Lead Bombardiers Narrative

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

1. The group was forced to turn left at the IP by the wing bombing Halberstadt. The 94th Wing made an "S" turn then turned on a course to the right. 401st was the Lead Group of the Wing and was the first over the target. The weather was CAVU and the target easily identified. Bombs away at 1106 on a Mag Heading of 20 degrees. Bomb results excellent.

DURWARD W FESMIRE
1st Lt, Air Corps
Lead Bombardier

BARDIER'S INDIVIDUAL PLOT

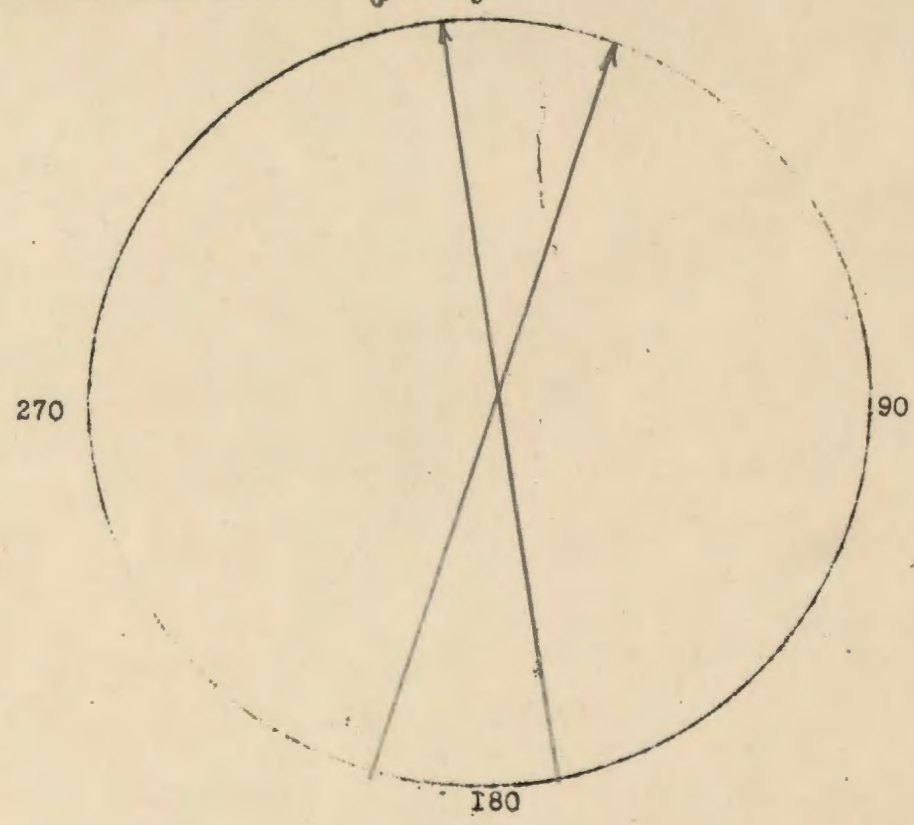
Target Oschersleben

Method of Bombing _____

Altitude 22000

WIND DIRECTION
175°
0

DIRECTION OF
ATTACK 200



PLOT

Wind Direction 175
Wind Velocity 17
Direction of attack 20

REMARKS - - - - -

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT Pooler DATE 30 May 1944
 PILOT Capt. J. F. Ryan TAKE OFF _____
 NAVIGATOR Capt. J. F. Ryan AIRPLANE 891
 ORGANIZATION _____ SQUADRON _____ GROUP 401st LANDED _____
 OBJECTIVE Oeshersleben (MPI) _____
 INITIAL POINT _____
 METHOD OF ATTACK _____
 Individual Flight Squadron X Group Wing
 NUMBER A/C IN GROUP _____ COMPOSITE GROUP _____
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:
 DEFLECTION AND RANGE SIGHTING, GROUP _____ COMPOSITE GROUP _____
 RANGE SIGHTING ONLY, GROUP _____ COMPOSITE GROUP _____
 BOMBS, TYPES AND SIZES 500² M64
 NUMBER OF BOMBS LOADED 180 RELEASED 180
 FUZING, NOSE 1/10 TAIL 1/100
 SYNCHRONIZATION _____
 On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target <u>230</u>	Mag Head, order <u>30</u>	Actual <u>20</u>
True Altitude above target <u>22000</u>	True Heading <u>24</u>	
Ind. Altitude <u>22300</u>	Drift, Est. <u>3</u>	Actual <u>4</u>
Pressure alt of target <u>424</u>	True Track <u>3</u>	
Altimeter setting <u>29.92</u>	Actual Range <u>12.7</u>	
C.I.A.S. <u>150</u> I.A.S. <u>150</u>	B.S. Type <u>12-7-4</u>	
G.S., Est <u>237</u> Actual <u>240</u>	Time of Release <u>12:54</u>	
Wind Direc. Metro <u>234</u> Actual <u>175</u>	Intervalometer Setting <u>1250</u>	
Wind Veloc. Metro <u>23</u> Actual <u>17</u>	Length of Bombing Run <u>1210</u>	
D.S. <u>133.0</u> Trail <u>56</u> ATF <u>30.6</u>	C-I Pilot <u>A-8</u>	
Stan. D.A. Est. <u>55</u> Actual <u>53</u>	Manual Pilot <u>100</u>	

Report by Observer

Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN _____

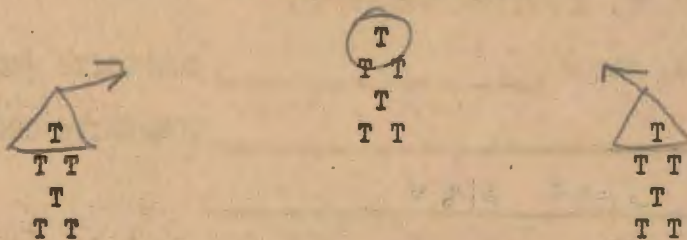
NAVIGATION DATA:

MEAN TEMP. METRO 42° ACTUAL 42

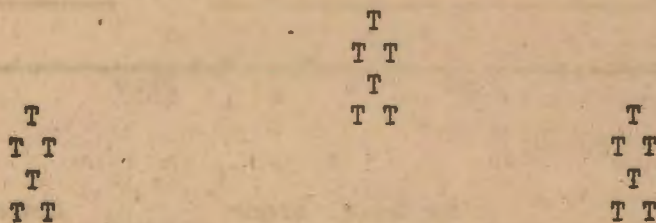
WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
5000						
10000						
15000						
17000						
19000						
20000						
25000	234	175	83	17	-22	-20
28000						
30000						

METHODS OF BOMBING



COMPOSITE GROUPS



Bombardier making complete sighting operation



Bombardier making range operation only



Bombardier dropping on leader, with arrow indicating leader's position.



HEADQUARTERS
SUBJECT: Mission Summary Report. 401ST BOMBARDMENT GROUP (H) F-A-1
Office of the Engineering Officer
AAF Station 128

g. 42-97322 - Small flak hole in top of right wing between No. 3 nacelle and fuselage, damaged front spar. Small flak hole in leading edge of left wing panel. APO 557
30 May 1944

SUBJECT: Mission Summary Report.

TO : Group Operations, Station 128, APO 557.

1. Abortives.

None

2. Battle Damage.

a. 42-31496 - Flak hole in #2 oil cooler inspection door. Flak hole in fairing joining right wing to fuselage just below leading edge.

b. 42-102398 - Flak hole in left wing trailing edge near station 8, through bottom of flap and out top. Flak hole in right bomb bay door and out right side of fuselage.

c. 42-40050 - Flak hole in left bottom side of fuselage near station 11b. Flak hole in rudder near station 4. Flak hole in right wing bottom near station 24, out top, wing change necessary.

d. 42-39993 - Flak hole in bottom of right wing near station 24, out top. Flak hole in left side of fuselage near station 7a. Flak hole in leading edge of left horizontal stabilizer near station 78.

e. 42-31891 - Flak hole in right top side of fuselage near station 6d. Flak hole in right elevator near station 130. Flak hole in right side of vertical fin near station 3. Flak hole in top of right wing near station 2. Flak hole in top of right wing near station 24, out main spar, wing change necessary. Flak hole in trailing edge of rudder near station 9. Flak hole in right side of tail gunner's window.

f. 42-97344 - 2" flak hole in top of right wing, inner panel. Small flak hole in leading edge of right wing. No. 2 ignition harness damaged by flak. No. 2 oil cooler damaged by flak. Large flak hole through left wing tip, causing structural damage. Two small flak holes in bottom of right wing, outer panel. Small flak hole in top of right elevator.

SUBJECT: Mission Summary Report. (continued)

g. 42-97322 - Small flak hole in top of right wing between No. 3 nacelle and fuselage, damaging main front spar. Small flak hole in leading edge of left wing, outer panel.

<u>TOTAL NO. OF A/G</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>	<u>BY FLAK</u>
7	2	5	7

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

ge

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

A.P.O. 557
30 May, 1944

SUBJECT: Armament Narrative on Mission 30 May, 1944.

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

Negative Armament malfunction report is submitted for the mission of 30 May, 1944.

BOMB RACK MALFUNCTIONS

B. A/C No. 42-97322 - Bomb bay doors would not open electrically at altitude. At preflight bomb bay doors worked satisfactory.

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

SECRET

Form CO-Amm-2B

MISSION EXPENDITURES - AMMUNITION

(Div. or Comd) 1ST BOMB DIVISION

Operations No. 368

Date of Operations 30 MAY 44

Group	Bomb Type	FUZES				EXPENDED					AMMUNITION				PYROTECHNICS	
		Nose Fuze	Nose Delay	Tail Fuze	Tail Delay	Initial Load	On Target	Jet- s'nd	Unactd for	Retd	Cal.	Linkage	Linkage Ratio	Amount Expended	Type	Amount Expended
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
01ST	500-LB G.P. AN-M64	AN- M103	1/10	AN- M101	1/100	180	180	0	0	0	.50	AP	STR	18245*	--	
* OF TOTAL EXPENDED, 16000 RDS WERE EXPENDED ON TWO LOST A/C.																

Check one of the following:

Report complete XXXX

Supplement will follow _____

Reason for Supplement _____

Additional Remarks _____

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

J-A-¹

Reference Field Order 368 30 MAY 1944 1944

SUBJECT: Communications Report, Operational Mission No 79
TO : Commanding Officer, 401st Bomb Gp (H), AAF Sta 128, APO 557.

SECTION ONE - USE OF RADIO NAVIGATIONAL AIDS

1. VHF/DF Bearings:	5. Radio Beacons used:
to 401st A/G <u>3</u>	Splashers <u>12</u>
to other A/C <u>0</u>	Fixed Beacons <u>1</u>
2. HF/DF Bearings <u>0</u>	Bunchers <u>16</u>
3. MF/DF Fixes <u>0</u>	6. Total A/C using Gee <u>11</u>
4. Distress Action <u>0</u>	Maximum Fix <u>0537E-5238N</u>

SECTION TWO - REPORTED EQUIPMENT DEFICIENCIES

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

SECTION THREE - REMARKS

NONE

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

SS Form 90

S-2 STATISTICAL REPORT

1640

Mission 30 May 1944

Time of Operation 1642

Target Oschersleben

Telephone 12

- (1) Designation of Group 401
- (2) Total No. of A/C
airborne, incl. spares 18
- (3) Total No. of A/C
Dispatched 18
- (4) No. of A/C Attacking 18
- (5) No. of A/C Dispatched
but not Attacking 0

Due to:

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

- (6) No. of A/C Lost 2

Due to:

- (a) Anti-aircraft fire 2
- (b) Enemy fighters
- (c) Flak and fighters
- (d) Accident
- (e) Reasons Unknown

- (7) Times of Attack 1103

- (8) Altitudes of Attack 22,000

- (9) Bombs on Each Target (a) 150 (b) Size 500 (c) Type G.P.

- (10) Personnel Casualties 25 Type:

- (a) Number Killed
- (b) Number Wounded 20
- (c) Number Missing

- (11) A/C Suffering Battle
Damage 15

Category:

- (a) Minor 13
- (b) Major 2
- (c) Salvage

- (12) Claims None

- (13) Leaflets None

REMARKS:

Lt. P. R. Myers

Preparing Officer

OFFICE OF THE INTELLIGENCE OFFICER
STATION 123 - APO 557
U. S. ARMY

(D-M-5)

30 May 1944.

SUBJECT: Enemy Opposition and Tactical Analysis Report on Mission to OSCHERS-
LEBEN, GERMANY, 30 May 1944.

TO : COMMANDING GENERAL, 1st Bombardment Division, APO 557, U. S. Army.
(Attention: A-2).

1. Between 40 to 50 E/A including ME 109's and FW 190's were encountered several minutes after leaving target area. Majority of E/A were FW 190's and were described as having yellow tail, white belly, silver top and also orange cowling. Some FW 190's were observed to have painted tips on wings to make them resemble P-51's.

2. Attacks were made by 4 to 10 A/C, in trail, from 11 o'clock low breaking off at approximately 100 yards. Two A/C of our low squadron were hit. One observed to hit the ground, the other going down steeply but evidently under control.

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

OFFICE OF THE INTELLIGENCE OFFICER
 STATION 128 - APO 657
 U. S. ARMY

(D-C-5)

30 May 1944.

SUBJECT: Comments of Crews Participating in Mission to OCHERSLEBEN, this date.

TO : COMMANDING OFFICER, 401st Bombardment Group (H), APO 657, U. S. Army.
 (THRU Lt. Col. B. K. Voorhees and Lt. Col. A. C. Brooks).

1. Lt. Wallace R. Smith Jr., Pilot, A/C 1863, suggests that all new crews be given a lecture on combat formation flying. He says that recently new crews in the Lead Squadron have been flying in such a manner that other A/C cannot stay in the proper formation.

2. Lt. James A. Gruman, Pilot, A/C 7322, stated that #6 A/C in Lead Squadron, was so far out of formation that Low Squadron could not properly join the formation.

3. Lt. John Schulz, Co-Pilot, A/C 9478, stated that the formation flew too fast.

4. Lt. Jack (HMI) Atherton, Pilot, A/C 1468, observed that the formation of the High Squadron was very loose today.

5. The crew of Lt. Wallace R. Smith Jr., Pilot, A/C 1863, cannot understand why routes are planned through the Dummer Lake region.

6. The crew of Lt. William J. McKee, Pilot, A/C 3307, had to wait one hour at hard stand #41 for transportation to Briefing Room.

7. S/Sgt. Alvin Watsie Jr., (TG), A/C 2393, does not like the new tail gunner's installation and observes that the EXXON site ~~was~~ restricts downward firing.

8. The crew of Lt. Kermit H. Opie, Pilot, A/C 2398, stated that they flew as spares on Sunday and returned to base at 1330 hours, at which time the combat mess refused to serve them any food.

9. Lt. Don L. Anderson, Bombardier, A/C 7151, said the plexi-glas in the nose of this A/C was extremely dirty.

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

S E C R E T

Report on A. Gunfire.

WARRANTMENT GROUP (H)

401st

Target: Assigned . OSCHERSLEBEN Date of Mission **30 May 44**
Bombed . . OSCHERSLEBEN

Route as Flown:-
0942 (5237-0437E) - 1023 (5237-0820E) - 1158 (I. P.) - 1106
(Target) - 1126 (5232-1050E) - 1135 (5245-1005E) - 1252 (5237-0437E).

Weather conditions: (a) At target . . . OAVU Ground haze
(b) En route . . . OAVU
Were our A/C "Seen" or "Unseen" targets? (a) At target . . . **Seen**
(b) En route . . . **Seen**
Any condensation trails? . . . **No**

Description of Flak at Target, including THOD OF FIRE CONTROL

None

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

Heavier flak was encountered over Dummer Lake on route in to target, generally poor for ~~accuracy~~ accuracy. On route back, however, moderate flak was encountered over Vechta just north of Dummer Lake and was extremely accurate tracking fire. Of 16 A/C returning, 15 suffered battle damage.

Was CHAFF carried? **Yes**
How discharged? **As briefed**
Position of Group
 . . **Lead Box**

Details:-

up	A/C over enemy territory	A/C Damaged	lost	Time over Target	Time of Bombs away	Height	Axis of Attack	Bomb Run
13.4	15	15	0	1106	1106	22000	20° E	3 min.

no rockets observed, location (5149-1110E).

Lt. P. R. Myers.

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

30 MAY 1944

SUBJECT : LOADING LIST

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

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

POS	RANK	LAST NAME	FIRST NAME	MI
<u>PLANE NO. A2-97344</u>				
P	2nd Lt.	CONNOLLY	JOHN	J.
CP	2nd Lt.	COTHRILL	RONALD	H.
N	2nd Lt.	KRISE	THOMAS	H.
B	2nd Lt.	BOLLER	EDWARD	H.
RO	T/SGT.	HEWLEY	BARCLAY	J.
TT	S/SGT.	MILLS	CARL	W.
BT	S/SGT.	PEREZ	FRANK	D.
TG	SGT.	MACQUEEN	DATES	(NMI)
LG	S/SGT.	FRIDMAN	MAURICE	(NMI)
WG	SGT.	DELRAP	LRE	C.
<u>PLANE NO. A2-31005</u>				
P	2nd Lt.	FOX	MARSHALL	S.
CP	2nd Lt.	BERG	ROY	A.
N	2nd Lt.	HENTON	THURON	S.
B	P/O	DRAKE	WALTER	F.
RO	S/SGT.	AVERY	WILLIAM	R.
TT	S/SGT.	HILL	JAMES	B.
BT	SGT.	DALTON	JOHN	B.
TG	SGT.	SAMBERS	ROBERT	T.
LG	SGT.	JORDAN	JOHN	W.
WG	SGT.	GUILFOY	THOMAS	P.
<u>PLANE NO. A2-31840</u>				
P	2nd Lt.	LEMONS	GLEATON	C.
CP	2nd Lt.	BOGGS	JAMES	B.
N	2nd Lt.	KOMAROFF	STUART	J.
B	2nd Lt.	HEIDER	CARL	H.
RO	S/SGT.	WISNER	HARRY	W.
TT	S/SGT.	TAYLOR	ROBERT	C.
BT	SGT.	FEDINICH	DANIEL	(NMI)
TG	SGT.	WEBSTER	WARREN	B.
LG	SGT.	FAWELL	FRED	J. JR.
WG	SGT.	PIROMALLI	EUGENE	B.
<u>PLANE NO. A2-3507</u>				
P	2nd Lt.	McKEON	WILLIAM	J.
CP	2nd Lt.	FRAZIER	ROBERT	P.
N	2nd Lt.	STUMPT	WERNER	P.
B	2nd Lt.	KOZLOWSKI	JOSEPH	C.
RO	SGT.	MAY	CHARLIE	E.
TT	T/SGT.	HARRMAN	RAYMOND	E.
BT	T/SGT.	SHARP	JACK	T.
TG	SGT.	HILL	EDWARD	D.
LG	SGT.	FLETCHER	FREDERICX	L.
WG	SGT.	HALLMAN	HOWARD	J.
<u>FLYING WITH 612th BG.</u>				
B	1st Lt.	FREEMAN	DUNNARD	W.

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

AAF Station # 128
 30 May 1944.

SUBJECT: Loading List.

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

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

*Plane 42-102780

P	Capt.	CHAPMAN, ALVAH H. JR.	614th
CP	1st Lt.	EVANS, JACK B.	"
N	1st Lt.	SMITH, CHARLES M.	"
B	1st Lt.	WHITE, WILLIAM C.	"
RO	T/Sgt.	Pyle, Robert B.	"
TT	T/Sgt.	Wilson, George S.	"
BT	S/Sgt.	Dayton, James E.	"
TG	2nd Lt.	HEARN, ROBERT F.	"
LNG	S/Sgt.	Cohen, Franklin C.	"
RWG	S/Sgt.	Brennan, Michael G.	"

*Plane 42-31863

P	1st Lt.	SMITH, WALLACE R. JR.	"
CP	2nd Lt.	FAULHABER, DONALD A.	"
N	1st Lt.	CRANE, RENFRO V.	"
CT	S/Sgt.	Gatzemeyer, Gerald R.	"
RO	T/Sgt.	Gastronova, Salvatore L.	"
TT	T/Sgt.	Fair, Charles H.	"
BT	S/Sgt.	McKendry, Daniel C.	"
TG	S/Sgt.	Sundberg, David C.	"
LNG	S/Sgt.	Roberts, Marion E.	"
RWG	T/Sgt.	Stalleup, Mose H.	"

*Plane 42-107522

P	1st Lt.	GRUMAN, JAMES A.	"
CP	2nd Lt.	MELTON, LAVATA T.	"
N	2nd Lt.	GRISSET, JACKUES	"
B	2nd Lt.	ANDREWS, RICHARD J.	"
RO	S/Sgt.	Jacobson, Kenneth M.	"
TT	S/Sgt.	Snyder, Ernest M.	"
BT	Sgt.	Harwell, Wilton W.	"
TG	Sgt.	Ruhmann, Richard R.	"
LNG	Sgt.	Campbell, David H.	"
RWG	Sgt.	Shanks, Herbert H.	"

Loading List Cont'd.

*Plane 42-59478

P	2nd Lt.	ROZZELL, WOODVILLE G.	614th
CP	1st Lt.	SCHULZ, JOHN	"
N	2nd Lt.	MC CLUNG, GUY L. JR.	"
B	2nd Lt.	MORIN, BERTRAND J.	"
RO	Sgt.	Burnett, Major A.	"
TT	S/Sgt.	Smeallie, Donnan R.	"
BT	Pvt.	Riep, Herman R.	"
TG	Sgt.	Ivey, George W.	"
LNG	Sgt.	Smith, William M.	"
RWG	S/Sgt.	Bralley, Brown A.	"

*Plane 42-59440

MIA

P	1st Lt.	WILSON, CARLETON L.	"
CP	2nd Lt.	KELLEY, CURTIS C.	"
N	2nd Lt.	CONNERY, JOHN K.	"
B	2nd Lt.	FOGARTY, FRANCIS M.	"
RO	S/Sgt.	Gray, John A.	"
TT	T/Sgt.	Quinn, Robert E.	"
BT	S/Sgt.	Passeno, William W.	"
TG	S/Sgt.	Pettit, Gerald N.	"
LNG	S/Sgt.	McMahon, James F.	"
RWG	S/Sgt.	Smith, George R.	"

*Plane 42-59440 ¹⁰⁷¹⁵¹

P	2nd Lt.	LA FAVOR, GEORGE L.	"
CP	2nd Lt.	HELM, WESLEY H.	"
N	2nd Lt.	HOWELL, JAMES R.	"
B	2nd Lt.	ANDERSON, DON L.	"
RO	S/Sgt.	Fidler, Charles K.	"
TT	Sgt.	Berg, Bernard B.	"
BT	Sgt.	Stanford, Leland	"
TG	Sgt.	Carpenter, William L.	"
LNG	Pvt.	Hayden, Andrew J.	"
RWG	Sgt.	Bilyeu, Russell E.	"

*Plane 42-107207

MIA

P	2nd Lt.	KILMER, ALHPEUS L.	"
CP	2nd Lt.	HUNTER, JAMES M.	"
N	2nd Lt.	GRIGGS, WILLIAM C. JR.	"
B	2nd Lt.	WILSON, JOHN H.	"
RO	T/Sgt.	Brooks, Robert L.	"
TT	T/Sgt.	Deitsch, Delois F.	"
BT	S/Sgt.	Gormley, Edward M.	"
TG	Sgt.	Mannisi, Angelo A.	"
LNG	S/Sgt.	Hicks, Robert G.	"
RWG	S/Sgt.	Alexander, James S.	"

For the Squadron Commander:

WILLIAM C. GARLAND
Major, Air Corps,
Operations Officer

OPERATIONAL ROUTE FORECAST

DATE 30 May, 1944
 PERIOD 0700 - 1500 hrs
 AG P BR HQ SOS 122929

	A Bases to 06 Deg East	B 06 Deg East to Targets to Bases	C	D
WEATHER	Partly Cloudy with Haz e and Fog in Patches becoming Partly Cloudy with Haze	Partly Cloudy with Haze		
CLOUDS	Nil Low Cloud over XXXXXXXXXX route except patches of Sea Fog over North Sea. Nil to 3/10 Patchy Altecumulus and Altostratus base 12-14000ft becoming Nil. 3-5/10 Cirrus in Tufts above 25,000ft.	Nil Low Cloud becoming 2-4/10 Cumulus base 2000ft tops 5000 ft over England. Nil Middle Cloud 3-5/10 Cirrus in tufts becoming 0-3/10 Cirrus above 25,000ft in Target Areas becoming 3-5/10 on Return.		---NOTE--- Nil Contrails below Cirrus Level except Light Non Persistent at Middle Cloud Level.
ICING	12,000ft NIL	12,000ft NIL	b 4 continued	A 4 Continued
VISIBILITY	1000yds locally less than 500 yds becoming 2-3 miles at English Coast and	Unrestricted aloft becoming 5 - 10 miles at Bases on Return. Downward Visibility	10 - 15 miles becoming 15 - 20 miles except in Industrial Areas 10 miles.	Unrestricted Aloft. Downward Visibility 10 - 15 miles
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	Bases to Target 180 05	Temperatures Plus 30		
5000 FT	190 10	Plus 15		
10000 FT	200 10	Plus 04		
15000 FT	210 15	-07		
20000 FT	220 20	-18		
25000 FT	230 20	-29		
30000 FT	230 20	-41		

BASE ALTIMETER SETTING 30.18 in TARGET SURFACE TEMP Plus 30 TARGET MEAN TEMP Plus 02.0
 TEMP. AT 22000 FT. -22.4 TARGET SURFACE (PRESSURE-ALT) -266 ft
 Target Sea Level Pressure 30.21 ADD HEIGHT OF TARGET ←

1. Target, Oschersleben, Germany.

The target is a fighter A/C assembly plant, specializing in ~~FW~~ 109's, located at an A/D about 1 1/2 miles E of Oschersleben.

The factory buildings are all grouped very closely together at the W end of the field and your MPI is a large machine shop almost in the center of the area.

There are 14 buildings in all in an area about 2100' square which include machine shops, assembly shops, storage buildings and hangars. 6,000 people employed.

Before this target was hit last January, it had a capacity of producing 55 A/C per month. It had been hit last July too for the first time but in 6 months time, it had gotten back into full swing and now, only 4 months after the last attack, we are informed that it is back in production, altho how strong we do not know-all we know that there is considerable activity at the field-more than there has been since you last attacked.

There is a dummy A/D 1 1/2 miles E of the P/T, pretty close to the city.

2. ~~Rixerskamm~~ Targets: 1st. Div is attacking, by Wings, 5 different targets in this same area

- 1st. Wg Dessau (2)
- 40th. Bernberg
- 41st A Halberstadt
- 94th. Oschersleben
- 41st B Halberstadt

3. Diversions:

- 5 CBT of 2nd. Div to Rotenburg, Oldenburg
- 2 CBT from 3rd. Div to Landerf and Diepholz
- 2 CBT of 3rd. Div attacking in France
- 1 CBT from 3rd. on Brussels
- 1 CBT from 3rd. on Peimsa and Thoyes

4. Secondary, Fallersleben, near Brunswick. Same type of target.

5. Last resort: A/D military objective in Germany that can be attacked without disrupting fighter support. A/D and marshaling yards fall into this category of last resort targets, with this one restriction, that in occupied country the bombardier must have a visual run on the target.

6. Show route on map 1: 500,000

7. Fighters.

- 1 47 523700525
- 1 47 5237-0642
- 1 51, front cover 523700800
- 1 51s, 5218-0900
- Then 4 Gps of 51's in area for other Wings
- 5154-1103 1Wg RAF 51's
- 5237-0900 1 38 front co
- 5237-0990 1 38 rear

----- 4 Gps 51's will sweep area 5250-1030-5153-1240 and withdraw along bomber route.

8. Flak

9. Route on 250

Write target chart
 Photos.

10.

10. Spec Instructions.

Emergency A/F at Langham

Convoys

One N bound on route out, and one S bound on route back.

instructions.

and of the field and your way is a better way than any other.

11-10-54

2017

STATION WEATHER OFFICE
AAF STATION 128
APO 957 - U.S. ARMY

30 May 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 30 MAY 1944.

BASE ON TAKE-OFF: 0725. 3/10 thin stratus base about 500'. Nil middle cloud or high cloud. Visibility 1800 yards.

ROUTE OUT: Low stratus rapidly increasing to 8-10/10 tops about 1500', breaking to 6-9/10 at southeast corner of The Wash and to Nil at English coast. Light to moderate sea fog over North Sea. Nil middle cloud. Nil-2/10 cirrus above 25000'. Visibility (horizontal) less than 10 miles below 20000' but unlimited above.

TARGET: 1106. Nil cloud. Downward visibility 10-15 miles.

RETURN ROUTE: Nil low or middle cloud. Nil-2/10 cirrus above 25000'. Visibility same as Route Out.

BASE ON RETURN: 1110. Nil low or middle cloud. 1/10 cirrus above 25000'. Surface visibility 5 miles with haze.

REMARKS: Moderate to dense persistent contrails above 20000' over target area by fighters. Temperatures 2-3 degrees warmer than forecast, e.g., 10000' +6, 13000' 0, 15000' -5, 22000' -20. Winds as forecast, e.g., English coast at 17000' 225 21, Hanover at 22000' 230 23. Top of haze layer estimated at 20000'.

Walter J. Saurier
WALTER J. SAURIER
1st Lt., Air Corps
Weather Officer