

REPORT OF OPERATIONAL
DAY

MISSION No. **14**

Date: **11 JAN. 44**

TO: **OSCHERSLEBEN, GER.**

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

E-C-1

12 January 1944

SUBJECT: Leader's Narrative, Mission No 14, 11 January 1944.

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

1. The 401st Lead Box lead the 94th Combat Wing on the mission of 11 January 1944. The high box was a composite box, consisting of two squadrons from the 401st and one squadron from the 351st. The 351st furnished a complete low box. The Group assembly was made by using individual assembly according to Wing SOP. Group and Wing assembly was greatly aided by the weather ship. The Wing assembly was made as briefed, except that it was 2,000 feet less than briefed at point C due to weather. Division assembly was normal. The only interference came from a group of B-24's which were flying 180° in the opposite direction along the Division assembly line. The 94th Wing fell into second place at the proper interval. The 94th followed the 41st into the target. The course was approximately fifteen to twenty miles south of the briefed course. At the IP the lead wing made an S to come back on course. The 1st Wing - in third position - fell into second place on this S. The 94th Wing also made an S and fell into third position. Bombing was by groups. The lead box bombed approximately 30° off the briefed course. The low box was forced out on the S turn and bombed a town Northwest of the primary. The high box bombed the primary after the lead box. Bombing results were good. At present, the bombing results of the high box are ~~not~~ unknown. The high box carried incendiaries and the lead and low boxes carried 500 lb GPs. Rally with the high box was normal on the turn from the target. The low box, after bombing a target of opportunity, joined another Wing on the return from the target. The 94th Wing continued on the briefed course home in third position in the Division. Slight variations in course to avoid flak areas were made enroute home. The diversion and let down messages were received on W/T, authenticated and complied with. The information was given to the high and low box leaders and they proceeded to carry out let down instructions as individual groups. The lead box let down and proceeded as squadrons. The lead squadron landed at Wendling just as the field closed in. The lead box leader called the high box leader on VHF and diverted him to other fields east of Wendling. High box ships and low and high squadron ships of the lead box landed at various fields along the coast.

2. Flak was encountered in several places, but was avoided at all places except over the target. Here it was meager but accurate. Enemy fighter attacks were heavy for two hours, during which time friendly fighter escort was not present. Three types of twin engine fighters - ME 110's, Bf 109's and JU 88's - and two types of single engine fighters -

ME 109's and FW 190's - were used in the attacks. A large percentage of tail attacks were made, and rockets were used. It is believed that one ship in the high box was hit with a rocket, exploded and may have knocked down two wing men. The 401st lost four ships and the 351st reports the loss of six. None were reported lost to flak, and all are presumed to be lost as a result of fighter attack.

ALLISON C BROOKS,
Major, Air Corps,
Operations Officer.

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

B- -1

12 January 1944

SUBJECT: High Box Leader's Narrative, Mission No 14, 11 January 1944.

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

1. The Composite Box was first to takeoff. It was composed of thirteen airplanes of the 401st Group. Assembly was by individual aircraft at 9,000 feet. The composite box assembled in position above the lead box before departure from Deenethorpe. We left Deenethorpe slightly early but made our points good along the route. Very good use was made of the weather ship until well past the coast. We joined the Division formation and followed the 41st Wing. The route was approximately thirty miles south of course. Formation was close and good after altitude was reached until the target where we uncovered for bombing. The high box was third for bombing. The 94th Wing was forced to "S" between the IP and the target which spread the groups out considerably. The high box bombed on a heading of 20°. The bomb run was made under heavy attack by fighters and flak but was a good run. The high box had trouble catching the lead box until well past the target, but that was unavoidable due to numerous flak positions on the route out. The high box received the diversion message to land at Wendling. By the time we reached the coast, however, the weather was too bad to continue and we landed at Matlak. One airplane was damaged in landing, but the crew was uninjured. Friendly fighters, P-47's, were picked up for a short distance on the way in. We were attacked by enemy fighters soon after the P-47's left us, and the attacks continued for approximately two hours. Enemy ships attacking included ME 109's, ME 110's, FW 190's, ME 210's and JU 88's. Attacks were vicious and were carried out to within 200 to 300 yards. Enemy fighters were seen firing rockets, and several towing aerial bombs on long cables. Flak was medium for our group, and was very accurate both in altitude and deflection. Flak was avoided except at the target.

2. Nineteen airplanes assembled and none turned back. Three ships were lost at the target out of the high squadron and it is believed sixteen airplanes bombed the target.

EDWIN W BROWN,
Major, Air Corps,
High Box Leader.

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

E-C-1

12 January 1944.

SUBJECT: Operational Narrative, Mission No 14, 11 January 1944.

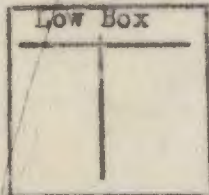
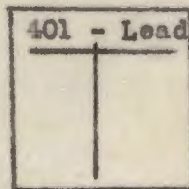
TO : Commanding Officer, 401st Bombardment Group (H).

1. The Lead Box was second to take off. It was composed of twenty one ships. The Group assembly was made according to the Wing SOP. It was individual assembly at 7,000 feet. With the use of flares and the weather ship, assembly was normal as briefed. The High and Low Boxes assembled 2,000 feet above and below the Lead Box. Wing assembly was normal; VHF was used extensively due to weather conditions and proved an invaluable aid. The advice from the weather ship was extremely useful. Division assembly was made as briefed, and the only interference came from a group of B-24's which passed directly along the Division assembly line in the opposite direction. The Wing departed the coast one minute early and two miles south of course. The route in was south of course. The 94th Wing followed the 41st Division leader to the target and this route was approximately twenty miles south of course. At the target, the lead Wing made an S to get back on course and the 1st Wing, in the third position, fell into second position. This caused the 94th Wing to also make an S, which it completed in time to come into third position. The Wing separated into Groups for the bomb run. The lead box bombed on a run approximately 30° off the briefed course, but was due to the fact the 'S'ing by the wings ahead forced the 94th lead box to do likewise. The formation was good during the bomb run. The actual straight run was about 90 seconds. The route back was as briefed, except minor turns to avoid flak areas. Three to four wings were always in view during the return. A let-down to 18,000 feet was made over Holland near the coast to avoid instrument conditions. A let-down over the water near the coast was made according to Division orders received by W/T. Landing was made at Wendling as ordered, though only six ships - the lead Squadron - landed there before the field closed in. The other ships landed at other fields along the coast. Fighter escort occurred for only a short time going in. Enemy fighter attacks occurred for two hours to the target and on the route out. They were heavy and determined. No unusual circumstances, other than weather and bomb run mentioned above, occurred. Flak was meager but accurate over the target. It was seen in several other places, but all flak areas were avoided on the course in and out. Chaff seemed to be effective again, as fire was often seen several thousand feet away from the vicinity of any formations. Enemy fighters were present in large numbers during the two hours the Wing had no friendly fighter support. Ships seen were ME 109's, FW 190's, ME 210's, ME 110's and JU 88's. Attacks were determined and aggressive.

except PFF

2. Twenty one (21) aircraft including the PFF ship took off. All were present in assembly. One turned back before leaving the coast - No 42-38033. Two turned back after being dispatched Nos 42-39837 and 42-40050. Eighteen (18) ships including one (1) PFF were dispatched. One was shot down before reaching the target. Seventeen (17) ships (incl 1 PFF) bombed the target. The three that turned back did not make a sortie and were not over the target. They are listed above.

- a. Formation at takeoff and on cruise (diagram attached).
- b. Formation over the target (diagram attached.)
- c. The 401st Group flew the lead box of the 94th Combat Wing:



3. One ship, No 42-39969, was shot down by fighter attack before reaching the target. Time and position are not known by Leader. During the bombing run, the lead formation covered approximately 1,200 feet in width and 900 feet in length. This is borne out by the bomb pattern. The primary target was bombed and the results were good.

ALLISON C BROOKS,
Major, Air Corps,
Operations Officer.

GROUP FORMATION

Combat Flight Leader: MAJOR BROOKS JAN 11, 1944
 Deputy Flight Leader: MAJOR BRANDEL
 Group Call Sign: _____ Fighter Call Sign _____
 Ground Control: _____

SQDN

LEAD BOX

615

FORMATION AT TAKEOFF
AND ON CRUISE

(Call #) (A/C #) (BROOKS)

X

1485

(Call #) (A/C #)

Call # (A/C #)

F 7833

Call # (A/C #)

B

1193

Call # (A/C #)

Call # (A/C #)

A 1077

H 7013

SQDN

SQDN

611

612

Call # (A/C #)

Call # (A/C #)

F 9969

F 9943

Call # (A/C #)

Call # (A/C #)

Call # (A/C #)

Call # (A/C #)

X 1036

F 9881

X 1037

G 1034

Call # (A/C #) (ABORTED)

Call # (A/C #)

H 8033

B 7856

Call # (A/C #)

Call # (A/C #)

Call # (A/C #)

Call # (A/C #)

G 9817

D 7488

O 9993

D 1511

Call # (A/C #) (ABORTED)

SPARE

L 9837

Call # (A/C #)

Call # (A/C #)

Call # (A/C #) (ABORTED)

O 1091

J 0050

Call # (A/C #)

Call # (A/C #)

SO M-8033 GROUND SPARE

GROUP FORMATION

Combat Flight Leader: MAJOR BROOKS JAN 11, 1944
 (Date)

Deputy Flight Leader: MAJOR SEAWELL

Group Call Sign: _____ Fighter Call Sign _____

Ground Control: _____

615 SQDN

LEAD BOX

WHITE (MAJOR BROOKS)

FORMATION OVER TARGET

Call	A/C#
X	1485

<u>(SEAWELL) RUMSEY</u>	
Call	A/C#
F	7833

<u>PFF</u>	
Call	A/C#

<u>BEERS</u>	
Call	A/C#
B	1193

<u>NICKLAWSKI</u>	
Call	A/C#
A	1077

<u>FERDYN</u>	
Call	A/C#
H	7843

614 SQDN

612 SQDN

<u>DAWES</u>	
Call	A/C#
X	1036

<u>GOODMAN</u>	
Call	A/C#
F	9943

<u>XXXXXXXX</u>	
Call	A/C#
XXXXXXXX	

<u>CAMMACK</u>	
Call	A/C#
F	9881

<u>JOHNSON</u>	
Call	A/C#
D	1087

<u>MC CREE</u>	
Call	A/C#
G	1034

<u>WILSON CL</u>	
Call	A/C#
D	7488

<u>DAILEY</u>	
Call	A/C#
B	7856

<u>WILSON S.P.</u>	
Call	A/C#
G	9847

<u>WILSON COVX</u>	
Call	A/C#
XXXXXX	

<u>BINGHAM</u>	
Call	A/C#
C	9993

<u>BELLY</u>	
Call	A/C#
D	1511

SPARE

Call	A/C#

Call	A/C#

<u>TRIMBLE</u>	
Call	A/C#
O	1091

Call	A/C#

HEADQUARTERS
 401ST BOMBARDMENT GROUP (H)
 Office of the Statistical Officer

AAF Station 128
 14 January 1944.

SUBJECT: Statistical Summary for Mission of 11 January 1944(401st Group Box)

TO : Commanding Officer, 401st Bomb Group, AAF Station 128

1. Statistical Summary of Aircraft Attacking

Number of A/C Taking Off.....20
 Number of Spares..... 0
 A/C Taking Off Less Unused Spares.....20
 Number of A/C Dispatched18
 Number of Sorties.....17
 Number of A/C Attacking.....16
 Number of A/C Not Attacking..... ~~4~~

Number of A/C Lost:
 Enemy Aircraft.....1

2. Tabular Summary of Disposition of Bombs

	Aircraft		Bombing				
	OVER TARGET	BOMB- ING	Number	Size	Type	Fusing Nose Tail	
Main Bombfall	16	15	179	500	GP	1/10	1/100
Target of Oppor.	1	1	12	500	GP	1/10	1/100
Total Bombs on Target			191	500	GP	1/10	1/100
Other Bomb Expenditures			13	500	GP	1/10	1/100
Bombs Returned			34	500	GP	1/10	1/100
Total (loaded on A/C Take Off)			240	500	GP	-	-

For the Operations Officer:

KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer

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

E-C-1

12 January 1944

SUBJECT: Operational Narrative, Mission No 14, 11 January 1944.

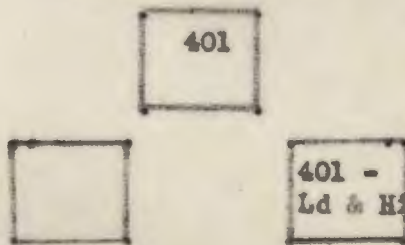
TO : Commanding Officer, 401st Bombardment Group (H).

HIGH BOX NARRATIVE

1. The high box was a composite box; the 401st furnished a lead and a high squadron and the 351st furnished a low squadron. The two 401st squadrons took off and formed at briefed altitude. They formed according to Wing SOP 'Individual Assembly'. The 351st low squadron joined them during assembly. The high box came into position during Wing assembly and remained in position to the target. (See lead box narrative for departure and route in.) The high box fell in trail to bomb and bombed behind the lead box. Results are not yet known, as they have not yet returned to base. Rally was normal, and the return home was with the Wing. Over the North Sea, the high box broke off and let down according to SOP. They did not land at Wendling, but landed at several different fields along the coast. Wendling closed in as the high box crossed the coast. (See lead box narrative for fighter and flak information).

2. No aircraft from the 401st Group returned early from the high box.

- a. Formation at takeoff and on cruise (diagram attached).
- b. Formation over the target (diagram attached).
- c. The 401st flew the high and lead squadrons of the high box:



3. Three aircraft, Nos 42-31033, 42-39893 and 42-37809 were shot down before reaching the target. One was hit by a rocket and exploded. Its time and position are not known as high box Navigator has not yet

returned to base. The high box formation was good over the target. Incendiaries were dropped but photos are not in yet and results are unknown.

ALLISON C BROOKS,
Major, Air Corps,
Operations Officer.

Combat Flight Leader: _____

MAJOR BROWN

JAN 11, 1948

(Date)

Deputy Flight Lead: _____

LT SHOTTS

Group Call Sign: _____

Fighter Call Sign _____

Ground Control: _____

613 SQDN

HIGH BOX

RIEGLER(BROWN)

Call A/C#

G 1081

Formation on take-off and on
cruise.

KEITH

Call A/C#

N 0855

SHOTTS

Call A/C#

K 1072

LOCHER

Call A/C#

H 9992

SHARP

Call A/C#

K 1069

SHEAHAN

Call A/C#

N 0057

_____ SQDN

614 SQDN

Call A/C#

PECK

Call A/C#

O 0116

Call A/C#

Call A/C#

PIPER

Call A/C#

L 1090

KIRKHUFF

Call A/C#

L 0001

Call A/C#

CHAPMAN

Call A/C#

G 7809

Call A/C#

Call A/C#

GRINHAM

Call A/C#

C 9904

SPRECHER

Call A/C#

J 9893

SPARES

NASON

Call A/C#

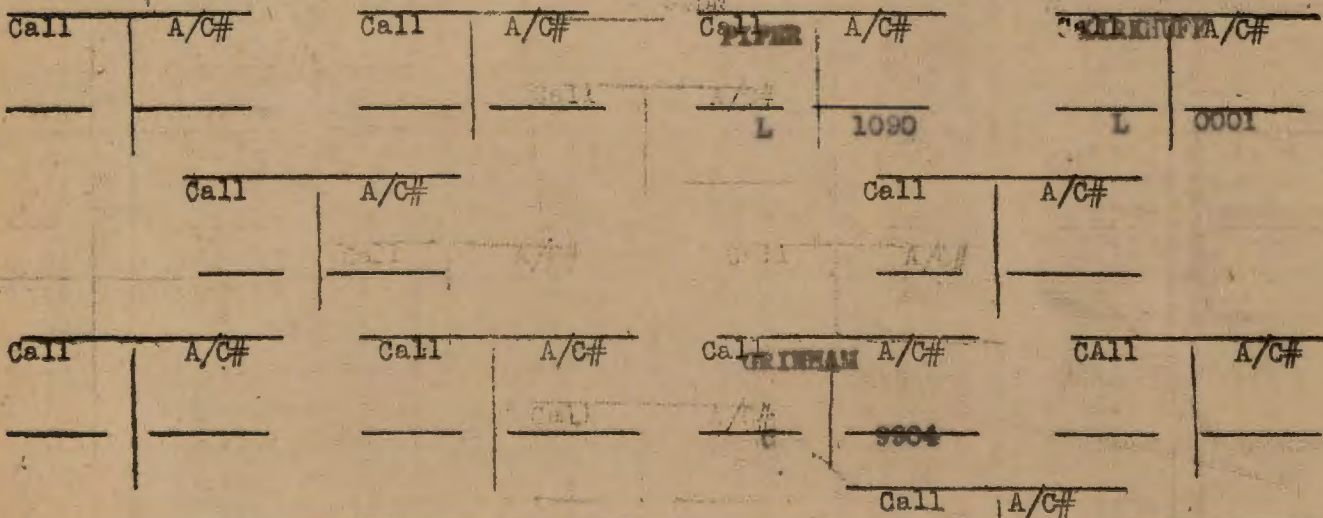
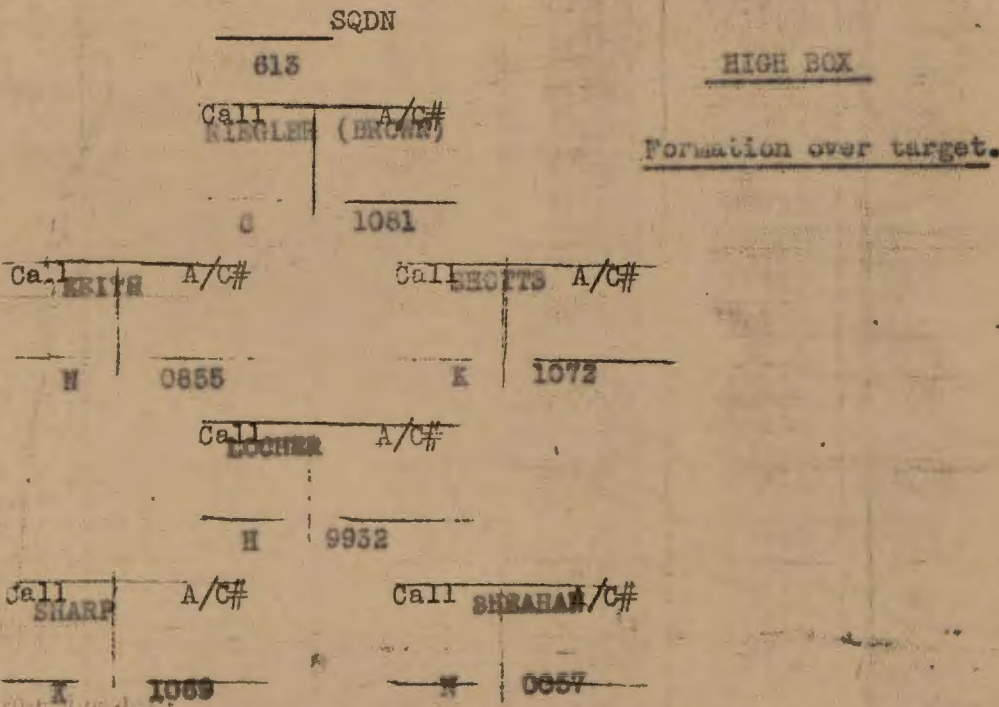
B 1033

Call A/C#

Call A/C#

Call A/C#

Combat Flight Leader: _____
 Deputy Flight Leader: MAJOR BROWN JANUARY 1944.
 Group Call Sign: LT SHOTTS Fighter Call Sign _____
 Ground Control: _____



HEADQUARTERS
 401ST BOMBARDMENT GROUP
 Office of the Air Statistical Officer

AAF Station 128
 14 January 1944.

SUBJECT: Statistical Summary for Mission of 11 January 1944 (401st - 351st Composite Box)

TO : Commanding Officer, 401st Bombardment Group, AAF Station 128

1. Statistical Summary of Aircraft Attacking:

Number of A/C Taking Off.....13
 Number of Spares..... 0
 A/C Taking Off Less Unused Spares...13
 Number of A/c Dispatched.....13
 Number of Sorties.....13
 Number of A/C Attacking 11..... 9
 Number of A/C Not Attacking..... 4

Number of A/C Lost:

Enemy Aircraft..... 3

2. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs				
	Over Target	Bombing	Number	Size	Type	Fusing Nose Tail	
Main Bombfall (Reconnaissance)	9	9	316	100	M47A-1 IB	1/10	1/100
Other Attacks	-	-	-	-	-	-	-
Total Bombs on Target			316	100	M47A-1 IB	1/10	1/100
Other Bomb Expenditures			152 ✓	100	M47A-1 IB	1/10	1/100
Total (Loaded on A/C Taking Off)			468	100	M47A-1 IB	1/10	1/100

For the Operations Officer:

KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer

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

APO 634

SUBJECT: Lead Navigator's Narrative of Mission Flown 11 January 1944

TO : Commanding Officer, 401st Bombardment Group (H),
APO 634

1. Flight Plan and log attached.
2. Track Chart attached.
3. Narrative.
 - a. T/O at 0815 hours.
 - b. Group formed at 0804 hours at 7000 feet.
 - c. Formed CBW at 0916 hours at 7000 feet.
 - d. Began climb at 0923 hours.
 - e. Reached altitude at 1033 hours.
 - f. Weather encountered over England:
 - (1) Clouds 6-8/10ths
 - (2) Visability 3-4 miles.
 - (3) Wind at altitude 200 degrees. 20 knots per hour.
 - g. Means of navigation over England.

See and Pilotage
 - h. Means of checking Metro Winds

See and Pilotage
 - i. Joined task force at 1003 hours at Lowestoff (city, splasher, Coordinates)
 - j. Departed English Coast at 1003 hours.
Arrived at Enemy Coast at 1035 hours

k. Flight Rendezvous:

- (1) Going in: 1047 hours.
- (2) Coming Back: _____ hours.

l. Wind used for bombing:

- (1) 310 degrees.
- (2) 35 knots per hour.
- (3) How Determined:

Pilotage

m. Description of Bomb Run and Method of target Identification:

- (1) Reached IP at 1151 hours.
- (2) Mag heading over target 44 degrees.
- (3) Altitude over target 10000 feet.
- (4) Time bombs away 1152 hours.
- (5) Method of target Identification and weather over target:

Visual

CAVU

n. Difficulties encountered with Radio, compass, and special equipment:

Oxygen Auto-Mix had to be used on "ON" position

o. Gee:

- (1) Coordinates of furthest fix 52 37N 04 56E.
- (2) Time 1157 hours.

p. Comments:

Was south of course 12 to 20 miles going in, over run, and IP, due to following the wing ahead. Position was known at all times by Pilotage.

RUFUS F. CAUSEY
1st Lt. Air Corps
Lead Navigator

VIII BOMBER COMMAND - PROPOSED OVERALL PLAN

TARGET

Primary OSCHERSLEBEN
 Secondary BRAUNSCHWEIG
 Last Resort _____

TRACE CHART
 DATE 1-11-44

RED — Route followed by 401st Bomb. Gr. (H)
BLUE — BRIEFED COURSE

FLAK	COMBATs
HEAVY 4	FW 190 0
LIGHT 4	ME 109 0
	JU 88 0
	ME 110 0
	DO 217 0

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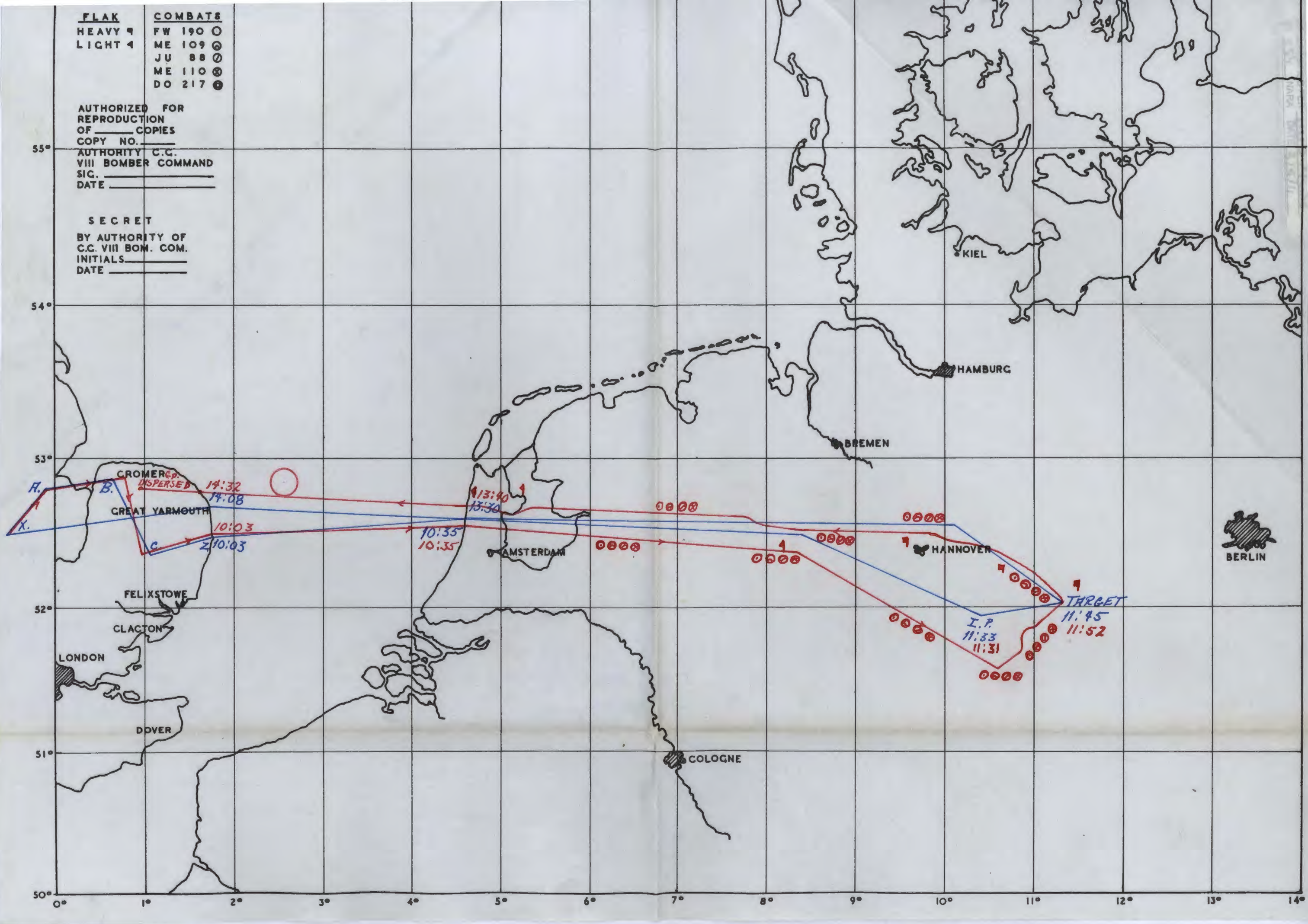
SECRET
 BY AUTHORITY OF C.C. VIII BOM. COM.
 INITIALS _____
 DATE _____



FLAK	COMBAT8
HEAVY 4	FW 190 ○
LIGHT 4	ME 109 ⊙
	JU 88 ⊙
	ME 110 ⊙
	DO 217 ⊙

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DATE _____



FLIGHT PLAN

PILOT Capt. A. G. ... NAVIGATOR 1st Lt. A. F. ... DATE 11 January 1944

STATIONS	0630	ENGINES	0730	TAXI	0745	T. O.	0800
LEAVE BASE:	0917						
COAST OUT:	1003						
ENEMY COAST:	1035						
I.P.:	1133						
TARGET:	1145						
ENEMY COAST:	1309 1330						
English Coast:	1408						

ZERO 1000

SUN		MOON		TWILIGHT	
RISES	SETS	RISES	SETS	A. M.	P. M.

WATCH _____ FAST SLOW RATE _____ SEC'S GAINING PER HOUR _____ LOSING

FROM TO	W/V USED	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRIFT	TRUE HDNG.	VAR	MAG. HDNG.	G/S	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI.		
Base "I"	210	7000	150	143	42	42	43	11	54	161	26	10	0927			
Sounding "A"	18k															
52 48 00 10	355	7000	150	154	85	-8	76	10	86	152	230	12 / 2	0941			
Bircham Newton "B"	23k	11000														
52 52 00 40	390	11000	190	164	190	-3	147	10	157	187	35	11 / 2	0954			
Splasher "C"	25k	15000														
52 22 02 00	390	15000	150	170	71	-8	63	10	73	164	24	9	1003			
Lentsoft "Z"	25k															
52 30 01 44	345	15000	150	170	86	-8	70	9	87	173	105	35	1038	F-47 (1092)		
52 37 04 37	25k	20000												IFF off 1038		
" "	340	20000	150	184	93	-7	86	7	93	193	137	42	1113	F-47 (1105)		
52 30 08 20	25k															
" "	320	20000	150	184	116	-4	111	6	117	216	83	23	1133	F-47 (1141)		
51 59 10 23	35k													IP		
IP Target	320	20000	150	184	77	-10	67	5	72	197	32	10	1145	Target		
52 02 11 15	320	20000	150	184	309	4	311	5	316	150	21	10	1204			
52 15 10 47	35k															
" "	320	20000	150	184	309	4	311	5	316	150	35	14	1218	F-47 (1237)		
52 37 10 04	35k	20000	180													
" "	330	20000	150	184	270	4	278	6	284	168	200	112	1330	IFF on 1332 - spite 1309		
52 37 04 37	30k													Enemy Coast Out		
" "	190	20000	170	171	270	-6	263	8	271	167	106	3	1408	English Coast		
52 37 01 43	20	5000	180													
Great Yarmouth	40	5000	150	140	266	4	271	10	281	149	86	35	1443			
Base	15k															

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. MPH /K	HEIGHT & TEMP.	T.A.S.	D.R. G.S.	DIS. TO RUN	TIME	E.T.A.
0845			290		7 mi N.W. of Field		155	6700					
0903			120		Wing Formed 0904 over Field		155	7000					
0916			40		On course 5 mi NW of A		155	7000					
0924			80		Point A 3 min early			7000					
0946			200		B-17 Aborted (low Squadron "B" Three min early			9000					
0956			60		Point C 2 min late Large "B" to kill time			12000					
1003			63		Point "Z" 2 mi south on time			14000					
1004			76		See 52 27 01 44 Division Formed		155	14800 -24					
1012		298 26k	76					16000	168	180			
1024			105					27500					
1035			85		Coast in (See) 52 37 04 36			19000					
1042			87					19700					
1047			95		F-47's		155	20000 -25					
1100					F-47's left 52 25 07 00		155	20000					
1107					B-17 going down, broke in two		155	20000				52 25 07 03	

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG	MAG HDNG	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. M.P.H. /K	HEIGHT & A. TEMP.	T.A.S.	D.R. C.S.	DIS. TO RUN	TIME	E.T.A.
1112			90		2 B-17's go down in flames	52 55N 07 20E							
1117			130		Fighter down	52 16N 08 50E	150	19900			within 4 miles left		
1126			118		B-17 down 3 chutes	12 mi south of course	150	20000	52 25N	08 40E			
1129			118		B-17 down in flames	12 mi south of course	151	20000	52 25N	08 50E			
1131			118		15 mi south I.P.	51 34N 10 23E							
1152			39	44	Bombs away (very good)		150	19960			(32 guns 228)		
1156			330		B-17 down	52 10N 11050							
1201			312		B-17 falls to pieces	52 20N 11 00E	151	19900			one more down		
1210			312		Braunschweig 8 left		160	19900					
1219			310		Hannover 8 miles left	Flak		19900					
1221			310		Pe-51 shot down	He 210 52 35N 09 40E		19900			12 N. Hannover		
1232			276		Steinudek Lake 5 left		155	19700					
1235			265		Gross Weser 5 south of Weinburg		150	19800					
1236			265		7 chutes (10 mi ahead)	52 35N 08 55E	150	19900					
1237			162		B-17 down	52 30N 08 55E	155	19900					
1247	(Picture)		300		Diepholz 4 left (via Flak)		155	20000			(Air Field)		
1308			275		52 40N 07 00E (Clear)		155	20000			(Pilotage)		
1319			275		Fiance "C" leaving formation	52 40N 06 08E	145	19300					
1340			275		Coast out (OVC top)	52 42N 04 37E	170	14000					
1357			260		B-17 down at	52 47N 03 30E	170	9000					
1405			260		Boat in north sea	52 46N 03 07E	170	7000			(Reserve Boat)		
1406			330		Let down thru hole in OVC.		170	6000					
1410			320		52 52N 02 56E		170	5000					
1432			255		Coast in	52 47N 01 38E	150	16000					
1445			250		Wendling (Diverted - Radio)		150	1600					
1449					Land Wendling								
1502					Enging Killed.								
					LOG CLOSED								

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

APO 634

SUBJECT: Lead Navigator's Narrative of Mission Flown January 11, 1944

TO : Commanding Officer, 401st Bombardment Group (H),
APO 634

1. Flight Plan and log attached.
2. Track Chart attached.
3. Narrative.
 - a. T/O at 0801 hours.
 - b. Group formed at 0804 hours at 8,800 feet.
 - c. Formed CBW at 0804 hours at 8,800 feet.
 - d. Began climb at 0831 hours.
 - e. Reached altitude at 1030 hours.
 - f. Weather encountered over England:
 - (1) Clouds 4-8/10ths
 - (2) Visibility 18 miles.
 - (3) Wind at altitude 305 degrees. 30 knots per hour.
 - g. Means of navigation over England:

Pilotage and Gee
 - h. Means of checking Metro Winds

Gee
 - i. Joined task force at 0952 hours at Spl 48 (city, splasher, Coordinates)
 - j. Departed English Coast at 1004 hours.
Arrived at Enemy Coast at 1038 hours

h P1 WH HEADQUARTERS

- (1) Going in: 1044 hours.
- (2) Coming Back: 1224 hours. (1 lone p-51)

l. Wind used for bombing:

- (1) 503 degrees.
- (2) 56 knots per hour.
- (3) How Determined:

Gee and Metro data

m. Description of Bomb Run and Method of target Identification:

- (1) Reached IP at 1135 hours.
- (2) Mag heading over target 20 degrees.
- (3) Altitude over target 20,500 feet.
- (4) Time bombs away 1104 hours.
- (5) Method of target Identification and weather over target:

Pilotage Target charts

CAVU

n. Difficulties encountered with Radio, compass, and special equipment:

None

o. Gee:

- (1) Coordinates of furthest fix 04 40E
52 36N.
- (2) Time 1055 hours.

p. Comments:

Fighter protection is needed

WILLIAM E. ANDERSON
2nd Lt., A.C.
Lead Navigator
SIGNATURE

FLIGHT PLAN

PILOT 1st Lt. Major W. J. Brown NAVIGATOR 2nd Lt. W. J. Anderson DATE 11 January 1944

STATIONS	0630	ENGINES	0730	TAXI	0745	T. O.	0800
LEAVE BASE:	0737						
COAST OUT:	1035 1035						
ENEMY COAST:	1138 1035						
I. P.:	1145 1135						
TARGET:	1300 1145						
ENEMY COAST:	1400 1300						
English Coast	1400						

SUN		MOON		TWILIGHT	
RISES	SETS	RISES	SETS	A. M.	P. M.

Zero 1000

WATCH _____ FAST SLOW RATE _____ SEC'S GAINING PER HOUR _____ LOSING

FROM TO	W/V USED	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRIFT	TRUE HDNG.	VAR	MAG. HDNG.	G/S	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI.		
Base "1"	210	7000	150	143	41	72	43	11	54	161	26	10	0927			
Spaulding "A"	185															
52 402 00 107	355	7000	150	154	65	-01	76 1/2	10	86 1/2	152	30	12 1/2	0941			
Broken London B	238	11000														
52 538 00 100	350	11000	150	164	150	-3	147	10	157	187	35	11 1/2	0954			
52 228 01 081	350	15000	150	170	71	-8	63	10	73	164	24	9	1003	Coast out		
Lowestoft	254															
52 308 01 445	345	15000	150	170	86	-8	78	9	87	173	105	35	1030	F-47	1052	IFF on 1038
52 374 06 378	254	20000														
"	340	20000	150	184	93	-7	86	7	93	193	137	43	1113	F-47	1105	
52 304 08 204	254															
"	320	20000	150	184	116	-4 1/2	111 1/2	6	117 1/2	216	63	23	1133	F-51	1141	IF
52 354 10 234	354															
IF Target	320	20000	"	"	77	-10	67	6	72	197	32	10	1145	Target		
52 024 11 154	320	"	"	"	309	72	311	75	316	150	21	8 1/2	1204			
52 154 10 194	354	"	"	"	309	72	311	75	316	150	35	14	1218	12:37	F-47's	
52 374 10 044	25	"	"	"	270	78	276	76 1/2	284 1/2	168	200	1412	1330	1309 (high site)	IFF on 1332	A.O. out
52 374 04 374	30	"	"	"	270	78	276	76 1/2	284 1/2	168	200	1412	1330	1309 (high site)	IFF on 1332	A.O. out
52 374 01 434	190	9000	170	171	270	-6 1/2	263 1/2	78	271 1/2	167	106	138	1408	English Coast		
Great Yarmouth	40	"	150	140	266	75	271	710	281	149	66	135	1443			

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG	MAG. HDNG	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. MPH /K	HEIGHT & TEMP.	T.A.S.	D.R. G.S.	DIS. TO RUN	TIME	E.T.A.	
						TO 0800								
0917	43	0	43	54	Base Circling to assemble		150	8700						
0923	19	-1	25	36	See 9.01 00 134 43.49 52 388	Point A Regl. turn to Point B	160	8800						
0926	85	-8	78	86	See 8.58 00 018 43 41 52 308		150	8200		174	23	8	Point B 0934	
0931	100	-8	92	102	Began climb									
0937	100	"	92	102	Began to turn		145	10300		145	34	13	0950	
0940	182	78	150	100			150	11500						
0950			210	220	See 8.10 00 238 40.04 52 258		180	11700						
0952			128	138	Sighted wing ahead of us		140	12300						
0959	66	-6	58	68	See 8.28 01 054 40.25 52 190		140	13000		170	67	92	1005	
1004			78	88	Point A - Reporting - English Coast		150	14500						
1006	84	-3	81	91	See 8.55 02 008 39.92 52 308		140	15000						
1013	84	-3	81	91	See 8.55 02 308 39.66 52 338	See 8.11 02 288	150	15000		170	138	23	7	1035
1023	107	0	107	114			140	15700						
1030	80	-3	77	86	See 5.79 04 008 39.04		150	16000						
1035	66	-3	61	70	See 5.58 04 008 37.05 52 368	IFF off	140	16500						

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNC	MAG HDNC	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. M.P.H. /K	HEIGHT & A. TEMP.	T.A.S.	D.R. G.S.	DIS. TO RUN	TIME	E.T.A.
1040	105	0	105	112			150	20400 -20					
1042	123	2	125	132			"	"					
1043	123	2	125	132			"	"					
1044	86	-3	83	90	Fighters at 6 o'clock level (P-47's)								
1049	98	-2	97	104			150	20500 -28					
1052	101	0	101	108			150 131	20650 -28	181	206			
1056	101	0	101	108	99 (sv. Cee.)		150	20600 -28					
1100				106	Fighters at 1 o'clock		155	"					
1105				101						206	105	30	
1108				104	P-17 shot down in flames at 1 o'clock	Fighters at 1200							
1109				102	Fighters at 5 o'clock	High (4)							
1110				102	Black flak at 1000	Wesger.	150						
1113				100	Flak at 7 o'clock		"	20500 -28					
1114				105	10 mi south of Dummer. Lat 52 20' 07" N					206	81	28	1.7 1138
1116				108	Flak at 10 o'clock								
1120			125	131			155	20600 -28					
1124			125		Fighters at 0600	Twin engine and tail							
1126					P-17 at 6 o'clock	going down 2 chute							
1127					P-17 at 1 o'clock	down 1 chute							
1131					109's High		150						
1135				80	Jason got me 210	1.7. 52 43' 20" N							
1137					Fighters at 0600	High							
						Washman got 109 at 0600							
1140						Pilot bailed out							
1144						Washman got twin engine at 0600							
1144						Washman got 109 at 0500							
1146						One of our engine squadron on fire in bomb bay	150						
1148						Fighters P-17 with wheels down Bailed out Flak over target							
1150				48	Fighters coming in (109's)	Smoke and flames from factory							
1152				22	Flak at 1200	High Above group in front							
1154				20	Flak (2 chute away)		150	20500 -28					
1156				315	P-17 down below								
1158				300	Flak at 1000								
1202				314	Fighter at 0300	below going down Pilot bailed out and flamed							
						Washman bagged ship							
1208				250	Flak at 1000	below Fighters at 1200	150	20500					
1211				260	Fighter shooting rockets	at 20500 at P-17 (lagging)							
1218				302	1 to 210's at 1000	coming in							
1222				310	10 mi right of Dummer					155	180	1:10	1337
1224				280	P-47's		155	20500 -28					
1227			274	280	11 mi right of Dummer								
1236					parachutes at 1200	low	150	20600 -28					
1237					P-17 at 0900	spinning down another chute							
1240				308	P-17 still lagging at 0900	1000ft below us.	155	20700 -28					

SIGNED

NAVIGATOR

TIME	COURSE	W/V USED &/OR D.R. DRIE	TRUE HDNC	MAG HDNC	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. M.P.H. /K	HEIGHT & TEMP.	T.A.S.	D.R. C.S.	DIS TO RUN	TIME	E.T.A.
1248				208	B-17 still lagging								
1258				201	Fighter at 0700 coming in		158	20600 -28					
1303				284		Received orders from HQ to proceed to heading	160	"					
1309				283			155	"					
1324				282	B-17 on fire over undercast at 0900		164	19500					
1334				276	IFF on								
1335				290	Geo 5.37 39.01		155	16000 -28					
1401				270	Geo 5.41 39.79		115	9500					
1407				210	B-17 at 0300 heading 270 degrees below us Making a 360 degree turn to right			8400					
1411				160	Geo 5.33 40.01	Boat below	164	7000					
1418				219	Letting down on 320 H ₂ O. 02 fighters at 1000		165	5,600					
1420				220	Geo 4.98								
1425				160	Making 360° turn left to pick up group		155	1400					
1429				210	Geo 4.51								
1435				266	Geo 4.50								
1438				264	Geo 4.48								
1441				262	Geo 4.49		165	1300			127 29 14 33 3/4 61	1455	
1449	230	A	231	241							35 16	1905	
1454				231	5 boats at 1200 on course below us. 53 00N 01 30E		150	1500					
1501					Geo 5.39 41.71								
					landed 1510								
					LOG CLOSED								

SIGNED

NAVIGATOR

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
Office of the Air Statistical Officer

14 January 1944

SUBJECT: Group Bombardier's Narrative.

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

1. The Group Bombardier has nothing to offer over and above what has been submitted by the two Lead Bombardiers. In event of any additional pertinent information a supplementary report shall be submitted.

For the Operations Officer:

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

HEADQUARTERS
AAF STATION 128
APO 634 U.S. ARMY

12 January 1943

SUBJECT: Lead Bombardier's Narrative, 401st Group Box,
Mission No. 14, OSCHERSLEBEN, GERMANY

TO : Commanding Officer, 401st Bombardment Group (H)
APO 634, U.S. Army

1. Almost all of the route into enemy territory was obscured by cloud cover, but at the time the Navigator reported that the Group was 20 minutes from the IP, a large opening in the clouds could be seen ahead and to the left, so it was fairly certain that visual bombing could be done. At the first opening in the clouds which was crossed, orientation was made on the map and it was found that the group was on the south side of the Harts mountains. The lead wing turned and uncovered near Hersberg, and the 401st followed suit, heading toward the target. We were already at Wernigerode, well beyond Goslar (the intended IP) so the 401st turned slightly to the right and toward the target. Bomb doors were opened here.

2. The snow covered ground made the wooded sections exceptionally distinct, and by this means it was easy to locate the area where the target was known to be. The lead wing had swung to the left, heading toward the secondary target, but at this point they made a right turn and headed toward Oschersleben. Since it looked as if the 401st was on a collision course with them we made a 60° left turn and later a 90° right turn back to the target in order to come in behind them. About 60 seconds from our release point their bombs began exploding and covered the target with smoke, making it very difficult to identify the buildings in the target area. The 401st finally chose as the aiming point, a building beyond and to the right of the large hanger.

3. After "Bombs Away" the group made a 30° left turn and proceeded North to keep from going into the flak area at Magdeburg. During the turn the hits were observed, and it was seen that most of our bombs were hitting over, with about 1/3 of them striking in the building area.

4. Little flak was noticed but it was accurate. The air was rather rough due to prop wash from the preceding wing.

ARNOLD C. KUENNING
Capt, AG

BOMBARDIER'S LOG

TARGET OSCHERSLABEN *ELEVATION 220 TAKE OFF 0810

DATE 11 January 1944 ESCORT _____

DESCRIPTION AND REMARKS-----

*Pressure Altitude of Target	<u>47</u>	**Type & Size of Bombs	<u>500 GP</u>
*Altimeter Setting		**No. of Bombs Loaded	<u>12</u>
*Ind. Altitude	<u>20,000</u>	**Initial Point	Ordered <u>Goalar</u> Actual <u>Wernigerode</u>
*True Altitude above Target	<u>19425</u>	xLength of Run	<u>75"</u>
x Air Speed (MPH)	CIAS <u>150</u>	TAS * Mag Head Ordered	<u>206</u> <u>72</u>
*Ground Speed	*Est <u>220</u> **Actual	x Time of Release	<u>1152</u>
Drift	*Forecast <u>12 R</u> xActual <u>20 R</u>	**Type of r Train Release	<u>Individual</u> <u>Salvo</u> <u>X</u>
*Actual Range	<u>10895</u>	x Point of Impact	<u>Over</u>
xTan Drop Angle	*Est. <u>.56</u> xActual <u>.5</u>	** Airplane Type	<u>B-17G</u>
xDisc Speed	<u>146.5</u>	xTrail	<u>49</u>
**Time of Fall	<u>36.18</u>	** Pilot	<u>Capt. R. J. White</u>
**B.S. Type and No.	<u>M-9</u>	** Navigator	<u>Lt. R. F. Gausoy</u>
		** Bombardier	<u>Capt. A. C. Keenning</u>

Height	Wind Direction		Wind Velocity		Temp Forecast	Temp Actual
	*Est	xActual	*Est	x Actual	*	x
1000						
3000						
5000						
10000						
15000						
20000	<u>320</u>	<u>510</u>	<u>50</u>	<u>30</u>	<u>-30</u>	<u>-26 NT -14</u>
22000	<u>320</u>		<u>51</u>		<u>-32</u>	<u>NT -15</u>
24000						
26000						
28000						
30000						

COMBAT BOMBING FLIGHT RECORD¹

BOMBARDIER² CAPT. A. S. BURNING DATE 11 JANUARY 1944
 PILOT² CAPT. B. J. WHITE TAKE OFF 0810
 NAVIGATOR² 1ST LT R. F. GAUSKY LANDED 1440
 ORGANIZATION Squadron Group AIRPLANE 42-31405

SUBJECTIVE³ OSCHERLAREN, GERMANY

ATTACKING POINT (MPI) FACTORY

INITIAL POINT WERNIGERODE

METHOD OF ATTACK⁴
 Individual Flight Squadron Group Wing

NUMBER OF ATTACKING A/C IN GROUP 21 COMPOSITE GROUP 12

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:

BY SELECTION AND RANGE SIGHTING, GROUP LEAD PLANE EACH COMPOSITE GROUP

BY RANGE SIGHTING ONLY. GROUP _____ COMPOSITE GROUP _____

BOMB TYPES AND SIZES 500 GP

NUMBER OF BOMBS LOADED 12 RELEASED 12

WEIGHTING, NOSE 1/10 TAIL 1/100

SYNCHRONIZATION⁵ On Fast Slow

INFORMATION AT-RELEASE POINT⁶

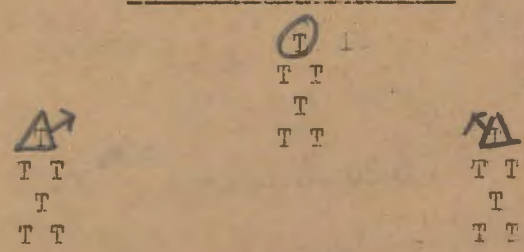
Altitude of target	<u>290</u>	MAG. HEAD, Order	<u>75</u>	Actual	<u>80</u>
True Altitude above target	<u>19452</u>	True Reading	<u>55</u>		
Pressure Altitude	<u>20000</u>	Drift, Est.	<u>122</u>	Actual	<u>200</u>
Pressure altitude of target	<u>407</u>	True Track			
Barometer setting		Actual Range	<u>10200</u>		
C.A.S.	<u>170</u>	B.S. Type	<u>M 9</u>		
D.A.S.	<u>208</u>	Time of release	<u>1102</u>		
C.S., Est.	<u>220</u>	Actual		Length of Bombing Run	<u>75</u>
Wind Direction, Metro	<u>340</u>	Actual	<u>310</u>	Intervalometer setting	<u>M12</u>
Wind Velocity, Metro	<u>50</u>	Actual	<u>50</u>	C-1 Pilot	<input checked="" type="checkbox"/>
C.S. <u>140.5</u>	Trail	<u>40</u>	ATF	A-5 Pilot	
D.A. Est.	<u>.56</u>	Actual	<u>.5</u>	Manual PILOT	

ACTUAL

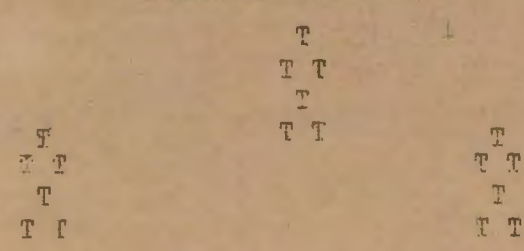
WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
3000						
6000						
10000						
15000						
20000						
22000						
24000	320	310	50	30	-10	-26 MT -14
26000	320		51		-32	MT -15
28000						
30000						

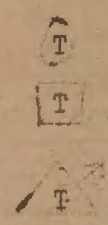
METHODS OF BOMBING¹⁰



COMPOSITE GROUPS¹¹



- Bombardier making complete sighting operation - - -
- Bombardier making range operation only - - -
- Bombardier dropping on leader, with arrow indicating leader's position - - -

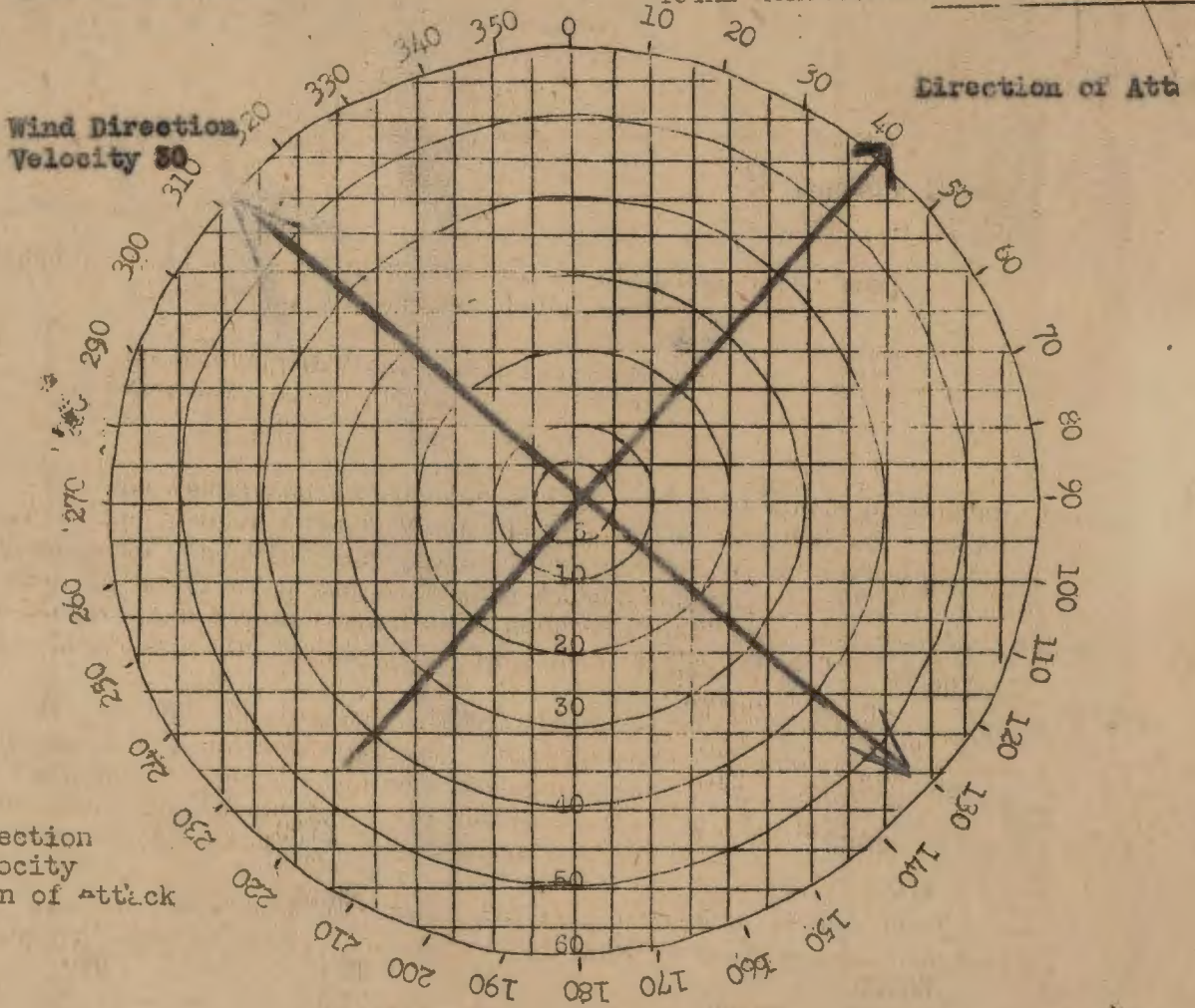


OMBARDIERS INDIVIDUAL PLOT

GROUP 401st
TARGET OSCHERSLABEN
METHOD OF BOMBING VISUAL
ALTITUDE 20000



TOTAL BOMBS CARRIED 200
TOTAL BOMBS AT TARGET 100
TOTAL BOMBS HITTING TARGET 100
TOTAL ACCOUNTED FOR 100
TOTAL UNACCOUNTED 100



WFO
Wind Direction
Wind Velocity
Direction of Attack

For Combat use form as
thousand foot concentric
circles..... For practice
use form as one hundred
foot concentric circles

Remarks:

As completed interrogation reports have not been submitted, we are
unable to issue a report.

HEADQUARTERS
AAF STATION 128
APO 634 U. S. ARMY

13 January 1944

SUBJECT: Lead Bombardier's Narrative, High Composite Box,
Mission No. 14, Oscherslaben, Germany

TO : Commanding Officer, 401st Bombardment Group (H)
APO 634, U. S. Army.

1. The formation approached the IP a little south of course, and after taking proper interval, was south east of briefed IP. As we were able to pin-point very well it was easy to pick up the target. To keep in trail with the Lead Box, it was necessary to "S". Hearing the target, the Group turned on a course of 20° Mag. and started the run. Drift was 20° right, dropping angle .39.

2. On the run in, two bombs fell away from the Lead ship due to an undetermined malfunction. Some Bombardiers dropped on these and fell approximately two miles short. The majority of the bombs, which were dropped on the lead bombardier's synchronization, hit the target. Results were excellent.

3. The left Bomb Bay racks failed to release electrically, so the bombs were salvaged. Otherwise all equipment functioned normally.

DURWARD W. FESMIRE,
1st Lt., A C
Lead Bombardier

BOMBARDIER'S LOG

TARGET Osweston *ELEVATION 200 ft. TAKE OFF 0800

DATE 1-11-44 ESCORT _____

DESCRIPTION AND REMARKS-----

*Pressure Altitude of Target	<u>327</u>	**Type & Size of Bombs	<u>100# M-47 A-1 I.S.</u>
*Altimeter Setting	<u>29.92</u>	**No. of Bombs Loaded	<u>36</u> *Fuzing: Nose <u>1/10</u> Tail <u>1/100</u>
*Ind. Altitude	<u>21,000</u>	**Initial Point	Ordered _____ Actual <u>Conlar</u>
*True Altitude above Target	<u>20,253</u>	xLength of Run	xTime of Run _____
*Air Speed (MPH)	GIAS <u>150</u> TAS <u>204</u>	*Mag Head	Ordered <u>72</u> Actual <u>20</u>
*Ground Speed	*Est <u>220</u> **Actual _____	x Time of Release	<u>11:45</u> **No of Bombs Released <u>36</u>
Drift	*Forecast <u>13 R</u> xActual <u>20R</u>	**Type of Release	*Train <u>Salvo</u> Individual Returned _____
*Actual Range	<u>10,272</u>	x Point of Impact	<u>MPI</u>
xTan Drop Angle	*Est <u>.59</u> xActual <u>.59</u>	** Airplane Type	<u>B-17G</u> No. <u>42-31081</u>
XDisc Speed	<u>155</u> xTrail <u>150</u>	** Pilot	<u>Riegler, W., 1st Lt. A.C.</u> <u>Brown, T. Maj. A.C.</u>
**Time of Fall	<u>41.04</u>	** Navigator	<u>Anderson, H.E., 1st Lt. AC</u>
**B.S. Type and No.	<u>M-9</u>	** Bombardier	<u>Fosaire, D.S., 1st Lt. A.C.</u>

Height	Wind Direction		Wind Velocity		Temp Forecast	Temp Actual
	*Est	xActual	*Est	x Actual	*	x
1000						
3000						
5000						
10000						
15000						
20000	<u>320</u>	<u>303</u>	<u>50</u>	<u>55K</u>	<u>-30</u>	
22000	<u>320</u>		<u>51</u>		<u>-32</u>	
24000					<u>MEAN TEMP AT 20,000' -14.5</u>	
26000					<u>MEAN TEMP AT 21,000' -16.4</u>	
28000						
30000						

* FILL IN BEFORE TAKE OFF. ** FILL IN AFTER LANDING xFILL DURING FLIGHT

W.D.
 A.C. Form
 12 E Modified
 25-9-43 & BC APO 634

COMBAT BOMBING FLIGHT RECORD¹

BOMBARDIER² 1st Lt. Durward W. Fennire DATE 11 January 44

PILOT² Riegler, Wm. 1st Lt. Brown T. Major TAKE OFF 0800

NAVIGATOR² Henderson, W.B. 2nd Lt. A.C. LANDED 1510

ORGANIZATION 401st AIRPLANE 061
 Squadron Group

OBJECTIVE³ FW-19 Factory Oschersleben, Germany

AIMING POINT (MPI) Factory

INITIAL POINT Goslar

METHOD OF ATTACK⁴ X
 Individual Flight Squadron Group Wing

NUMBER OF ATTACKING A/C IN GROUP 21 COMPOSITE GROUP 12

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:

DEFLECTION AND RANGE SIGHTING, GROUP Lead ship COMPOSITE GROUP leadship

RANGE SIGHTING ONLY. GROUP _____ COMPOSITE GROUP _____

BOMBS, TYPES AND SIZES 100 X Mc47 A-1 I.B.

NUMBER OF BOMBS LOADED 36 RELEASED 36

FUZING, NOSE 1/10 TAIL 1/100

SYNCHRONIZATION⁵ X
 On Fast Slow

INFORMATION AT RELEASE POINT⁶

Altitude of target <u>290</u>	MAG. HEAD. Order <u>72</u> Actual <u>20</u>
True Altitude above target <u>20 255</u>	True Heading <u>14</u>
Wind Altitude <u>21,000</u>	Drift, Est. <u>13R</u> Actual <u>20R</u>
Pressure altitude of target <u>337</u>	True Track _____
Altimeter setting <u>29.82</u>	Actual Range <u>10,372</u>
.I.A.S. <u>150</u>	B.S. Type <u>B-9</u>
.A.S. <u>204</u>	Time of release <u>1154</u>
.S., Est. <u>200</u> Actual <u>220</u>	Length of Bombing Run _____
Wind Direction, Metro <u>520</u> Actual <u>305</u>	Intervalometer setting <u>200</u>
Wind Velocity, Metro <u>50</u> Actual <u>35</u>	C-1 Pilot <u>X</u>
.S. <u>134</u> Trail <u>150</u> ATF <u>41.04</u>	A-5 Pilot _____
W.N. D.A. Est. <u>59</u> Actual <u>39</u>	Manual PILOT _____

TYPE OF RELEASE⁷

Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN⁸

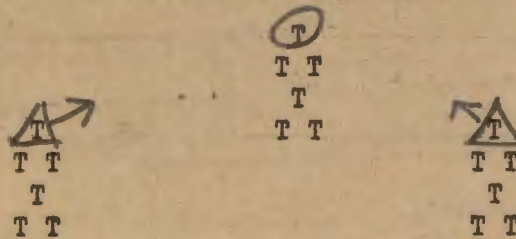
NAVIGATION DATA:⁹

MEAN TEMP. METRO _____ ACTUAL _____

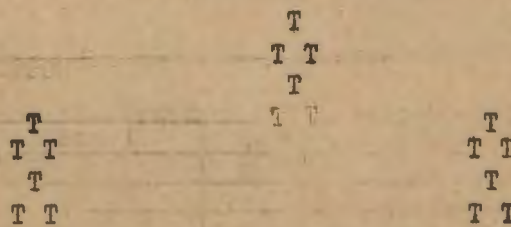
WIN _____

ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
3000						
6000						
10000						
15000						
20000						
22000	320	320	50	50	30	30
24000	320		51		31	
26000						
28000						
30000						

METHODS OF BOMBING¹⁰



COMPOSITE GROUPS¹¹



Bombardier making complete sighting operation- - -



Bombardier making range operation only - - -



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



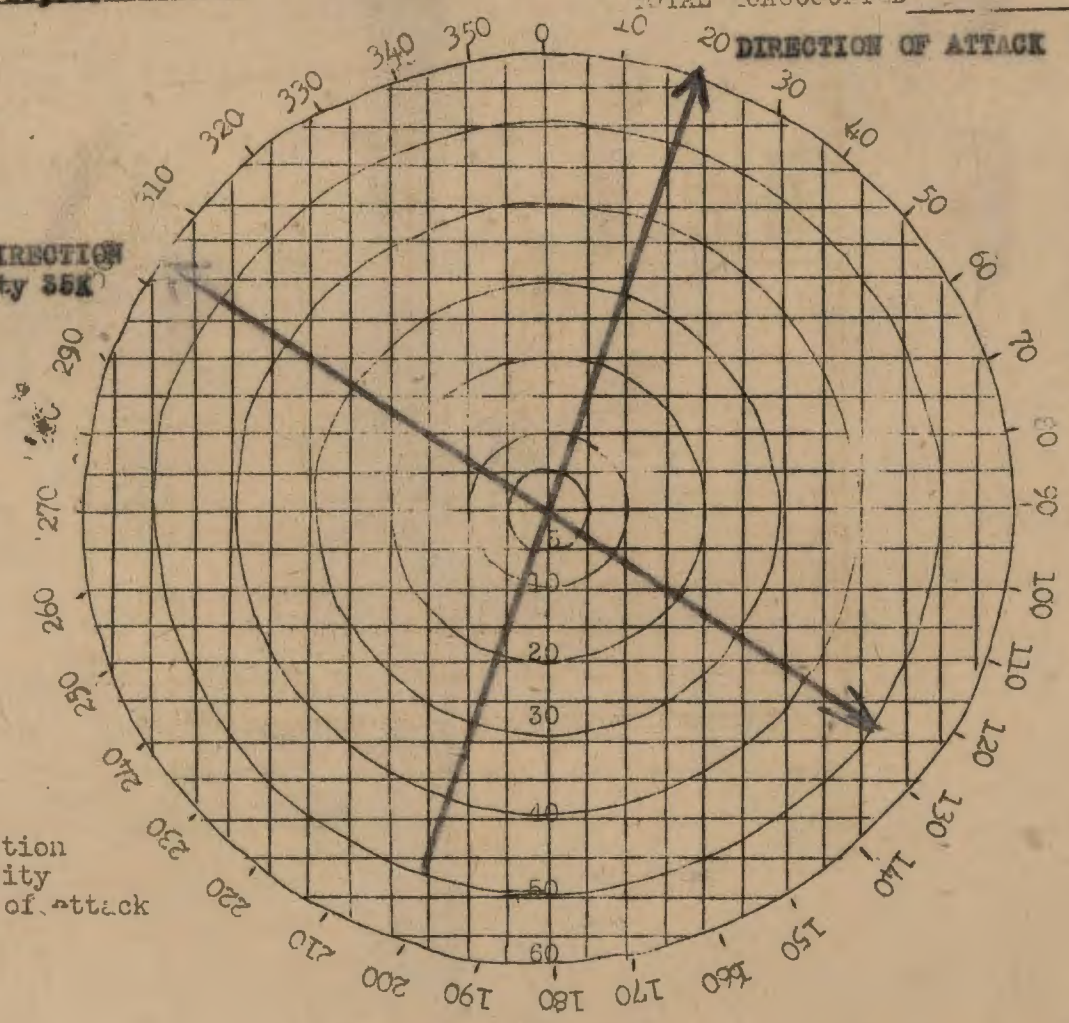
COMBARDIERS INDIVIDUAL PLOT

GROUP 401st
TARGET Oschersleben
METHOD OF BOMBING Visual
ALTITUDE 20,500



TOTAL BOMBS CARRIED See Remarks
TOTAL BOMBS AT TARGET _____
TOTAL BOMBS HITTING TARGET _____
TOTAL ACCOUNTED FOR _____
TOTAL UNACCOUNTED _____

WIND DIRECTION
Velocity 35K



Plot
Wind Direction
Wind Velocity
Direction of Attack

(For Combat use form as
thousand foot concentric
circles..... For practice
use form as one hundred
foot concentric circles)

Remarks:

AS COMPLETED INTERROGATION REPORTS HAVE NOT BEEN SUBMITTED, WE ARE
UNABLE TO ISSUE A REPORT.

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

A.P.O. 634
13 January 1944

SUBJECT: Mission Summary Report. (Mission of 11 January 1944)
TO : Group Operations, Station 128.

1. Abortives.

a. Airplane No. 42-39033 returned early because of an oxygen leak in Co-Pilot's compartment.

b. Airplane No. 42-39837 failed to complete mission for the reason that No. 3 Engine failed in flight.

c. Airplane No. 42-40050 returned early because Cylinder Head Temperatures were too high. Ground Check revealed no malfunction.

2. Battle Damage.

a. 42-31081 - Two flak holes through left elevator. Flak hole through tip of left horizontal stabilizer. Flak hole in under side of right horizontal stabilizer, near leading edge. Flak hole through right wing, inner panel, near trailing edge. Flak hole through right aileron. Flak hole in leading edge of left wing, outer panel.

b. 42-39932 - Flak hole in bottom of right wing, outboard of No. 4 Engine, near leading edge. Cal. .30 hole in bottom of left wing, outer panel. Flak hole in top of left wing, left of No. 1 Macelle. Flak hole in Plexiglas Nose Section. No. 2 and No. 4 props damaged by flak.

c. 42-31072 - Small flak hole in bottom of left wing, outer panel. Small flak hole through top of right wing, outer panel. Small flak hole in leading edge of right wing, outer panel, de-icer boot damaged.

d. 42-31488 - Small flak hole in left side of fuselage, beneath Pilot's window. Small flak hole in left side of fuselage, beneath Navigator's window. Flak hole in Navigator's window. Astro-Dome broken by flak. Very small hole in No. 4 ignition shield.

SUBJECT: Mission Summary Report. (Continued)

e. 42-39847 - Flak hole through trim tab of left wing. Flak hole in bottom of left wing, to left of No. 1 nacelle, Tokyo tank damaged. Small flak hole in bottom of left wing tip. 3" crack in Plexiglas in Upper Turret.

<u>TOTAL NO. OF A/C</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>	<u>BY FLAK</u>	<u>BY FLAK & FIGHTER</u>
5	0	5	4	1

**CHARLES W. HUNT,
1st Lt., Air Corps,
Group Engineering Officer.**

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

Station No. 128
A.P.O. No. 634
14 January, 1944

SUBJECT: Supplementary Mission Summary Report

TO : Group Operations, Station 128, APO 634.

1. The following battle damage was sustained on the mission of 11 January, 1944 and not previously reported for the reason that A/C was away from home station.

a. 42-31116 - 6" X 7" rip in left aileron, two ribs damaged; 20mm hole through left wing, outer panel; 3" X 4" flak hole in top of left wing, outer panel, front spar damaged; 2" X 2" flak hole through right wing, inner panel, near trailing edge; 20mm exploded in tail section of fuselage, causing numerous small holes; Right landing light broken by flak.

b. 42-31069 - Large dent in # 3 ring cowl, caused by spent shell casing; Flak hole in right side of vertical stabilizer;

c. 42-31485 - Flak hole through left wing tip; Three flak holes in left wing, inner panel; Flak hole in top of right wing, outer panel; Two flak holes in bottom of right wing, inner panel; Flak hole in leading edge of left wing, left of landing light; Flak hole in left side of fuselage, beneath horizontal stabilizer; Flak hole through vertical stabilizer, near center.

d. 42-37833 - Three cal. .30 holes in leading edge of left wing, between # 2 engine and fuselage; Flak hole through left wing, outer panel; Three flak holes in bottom of left wing, outer panel; Two flak holes in bottom of right wing, near fuselage; Flak hole in top of left wing, inner panel; Flak hole in top of right wing, outer panel.

e. 42-31193 - Two flak holes through left wing, outer panel; Two flak holes in top of right wing, near tip; Three flak holes in top of right wing, inner panel; Flak hole in left side of fuselage, beneath trailing edge of wing.

SUBJECT: Supplementary Mission Summary Report. (continued)

f. 42-37843 - Flak hole in top of left wing, left of # 1 nacelle; Flak hole in leading edge of right wing, just outboard of # 4 engine; Flak hole in bottom of right wing, outer panel; Flak hole in left side of fuselage, near station 6D.

g. 42-40057 - Flak hole in top of right wing, near fuselage; Flak hole in bottom of left aileron; Flak hole in ring wing tip.

h. 42-31511 - Flak hole in leading edge of right wing, near station 24; Flak hole in bottom of left wing between # 2 engine and fuselage, just back of leading edge; damaging air duct.

i. 42-31087 - Flak hole through right wing tip, near station 37; 20mm hole in leading edge of right wing, near station 36, through top causing large hole; Flak hole top of left wing, near station 21; Flak hole in right aileron between station 19 and 20 causing damage to elevator.

j. 42-31034 - Hole in left side of fuselage, near station 6a, out on right side near station 6b; Flak hole in right bottom side of fuselage, near station 6j; Flak hole through left elevator, causing damage to elevator; Flak hole in vertical fin, center, near station 3; Flak hole in right wing, bottom side, near station 24, causing damage to Tokyo tank; Flak hole in right wing, bottom side, near station 3; Flak hole in right wing, top side, near station 26; Small flak hole in left wing, top side, near station 21.

k. 42-39943 - Flak hole in leading edge of # 4 ring cowl, left side, near center; Flak hole in leading edge of vertical fin, near station 9, causing damage to stiffeners and de-icer boot; Flak hole in fuselage, left side, near station 6d, causing internal damage to stiffener; Hole in right side of radio room at station 5h, through plate at station 6, over ball turret, and out of left side at station 16; Flak hole in vertical fin, left side, near station 9; Flak hole in vertical fin, left side, near station 4; Flak hole in left wing, top side, near station 24; Flak hole in right wing, top side, near station 18; Small flak hole in left wing, top side, near station 37; Flak hole through top of left wing, out bottom, 1 ft. forward of trailing edge, near station 8, causing damage to landing flap; Small flak hole in left life raft door; Flak hole in air intake left wing, near station 2, causing damage to 1st angle brace in chord of wing and 1st 45 degree brace of wing.

SUBJECT: Supplementary Mission Summary Report. (continued)

1. 42-31036 - 4" X 5" flak hole in right side of fuselage, # 3 bulkhead damaged; Small flak hole in leading edge of right wing, de-icer boot damaged.

2. 42-31881 - Numerous small holes in left side of fuselage between stations 4 and 5, caused by explosion of 20mm shell; 20mm hole through left wing, outer panel, cutting stringer and stiffener; Small flak hole in top of left wing, outer panel; Two small flak holes in leading edge of left wing.

3. 42-31072 - Small flak hole through left wing, outer panel, fuel tank damaged; 3" rip in fabric on left side of rudder; Tail light lens broken by flak; Flak hole in leading edge of left wing, outer panel; Flak hole in # 4 oil cooler fairing, fuel line damaged.

<u>TOTAL NO. OF A/G</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>	<u>BY FLAK</u>	<u>FLAK & FIGHTER</u>	<u>FLAK & FRIEND</u>
14	0	14	10	3	1

CHARLES W. HUNT
1st Lt., Air Corps,
Group Engineering Officer

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
Office of the Air Statistical Officer

14 January 1944

SUBJECT: Armament Summary Report.
Armament Expenditure Report.

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

1. The Armament Summary Report on malfunctions can not be prepared in full at this time. A supplementary report will be submitted as soon as information is available.

2. The Armament Expenditure Report will be submitted later. The problem of having aircraft away from field has made it impossible to submit any resemblance of an accurate report at this time. A supplementary report will be submitted;

For the Armament Officer;

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

MISSION REPORT - ASSIGNMENT

AAF Station No. 128

Date of Mission 11 January 1944

Group 401st Bomb Group

Type Aircraft B-17G

I - Aircraft: Departed 33

Returned early 3

Attacking target 25 6 (One A/C did not bomb target)

Lost 4

	Size	Quantity	Fusint
II - Bombs: Initial Load (total)	500# G.P.	240	1/10 - 1/100
	100# Incend.	469	M126
Expended (on target)	500# G.P.	191	Same
	100# Incend.	316	Same
(jettisoned)	500# G.P.	1	Same
	100# Incend.	44	Same
	500# G.P.	36	Same
Returned	100# Incend.	0	
Unaccounted for	500# G.P.	12	Same
	100# Incend.	108	Same

III - Flares: Landing, bombing, photoflash carrier

IV - Expenditures of Small Arms Ammunition (by rd's per gun position)

Position	Cal.	No. of Guns	Ammunition Expended	
			Cal..30	Cal..50
Chin Turret	.50	38		4020
Left Nose	"	7		260
Right Nose	"	16		835
Upper Turret	"	38		5560
Lower Turret	"	36		5440
Radio Gun	"	19		2635
Left Waist	"	18		4210
Right Waist	"	19		4985
Tail Guns	"	38		9045
Totals		289		36990

S E C R E T

Total A/C Reported by gun position:

Cal..30 _____ rds.

Cal..50 36290 rds.

Total expended from abortive A/C:

Cal..30 _____ rds.

Cal..50 _____ rds.

Expended A/C lost or missing:

Cal..30 _____ rds.

Cal..50 28620 rds.

Group Totals:

Cal..30 _____ rds.

Cal..50 65610 rds.

V - Remarks:

(signed) David Capford
Sta. Ord. Off. or Ass't

S E C R E T

SECRET

Form 00-1-21

MISSION REPORT - ASSIGNMENT

AAF Station No. 128

Date of Mission 11 January 1944

Group 401st Bomb Group (H)

Type Aircraft B-17G

I - Aircraft departed _____ (Accounted for on original report)

returned early _____

Attacking target 6

Lost _____

Size Quantity Fusils

II - Bombs: Initial load (total) _____ (Accounted for on original report)

Expended (on target) _____

(settsione) _____

Returned _____

Unaccounted for _____

III - Flares: Landing, bombing, photoflash carrier _____

IV - Expenditures of Small Arms Ammunition (by rd's er gun position)

<u>Position</u>	<u>Cal.</u>	<u>No. of Guns</u>	<u>Ammunition Expended</u>	
			<u>Cal. .20</u>	<u>Cal. .50</u>
<u>Chin Turret</u>	<u>.50</u>	<u>2</u>		<u>100</u>
<u>Left Nose</u>	<u>"</u>	<u>1</u>		<u>75</u>
<u>Right Nose</u>	<u>"</u>	<u>1</u>		<u>75</u>
<u>Upper Turret</u>	<u>"</u>	<u>2</u>		<u>200</u>
<u>Lower Turret</u>	<u>"</u>	<u>2</u>		<u>600</u>
<u>Radio Gun</u>	<u>"</u>	<u>1</u>		<u>250</u>
<u>Left Waist</u>	<u>"</u>	<u>1</u>		<u>250</u>
<u>Right Waist</u>	<u>"</u>	<u>1</u>		<u>375</u>
<u>Tail Guns</u>	<u>"</u>	<u>2</u>		<u>400</u>
<u>Totals</u>		<u>15</u>		<u>2525</u>

SECRET

(over)

SUPPLEMENT

S E C R E T

68210
APR 23 1951
67134

Total A/C Reported by gun position:

Cal..30 _____ rds.

Cal..50 2325 rds.

Total expended from abortive A/C:

Cal..30 _____ rds.

Cal..50 _____ rds.

Expended A/C lost or missing:

Cal..30 _____ rds.

Cal..50 _____ rds.

Group Totals:

Cal..30 _____ rds.

Cal..50 2325 rds.

V - Remarks:

This report accounts for one (1) A/C - 856 - only.

(signed) David E. Captor
Sta. Ord. Off. or Ass't

S E C R E T

SECRET

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
OFFICE OF THE COMMUNICATIONS OFFICER
AAF STA 128, APO 634

(J-A-5)

13 JANUARY 1944

SUBJECT: COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 14.

TO : COMMANDING OFFICER, 401ST BOMB GP (H), AAF STA 128,
APO 634.

1. USE OF VHF SET

VHF CHANNELS A, B, C & D AVAILABLE. ROUTINE FORMATION
MESSAGES ON CHANNELS A & B.

2. VHF/DF BEARINGS

NONE.

3. HF/DF BEARINGS

SHIP 993 OBTAINED ONE QDM FROM POLEBROOK
SHIP 050 OBTAINED ONE QDM FROM POLEBROOK
SHIP 855 OBTAINED ONE QDM FROM POLEBROOK
SHIP 001 OBTAINED ONE QDM FROM POLEBROOK

4. MF/DF FIXES

NONE.

5. DISTRESS ACTION TAKEN

SHIP 904 SENT AN SOS, RECEIVED BY MF/DF SECTION "G"

6. RADIO BEACONS USED

<u>PLANE</u>	<u>SPLASHERS</u>	<u>MULTI-GROUPS</u>	<u>BUNCHERS</u>
993	5	NOT USED	NOT USED
081	6	NOT USED	DEENETHORPE
077	5,6,7	A B	DEENETHORPE
847	NOT USED	NOT USED	DEENETHORPE
843	16	NOT USED	DEENETHORPE
485	6	B	DEENETHORPE

7. USE OF "GEE".

INFORMATION NOT AVAILABLE AT PRESENT.

COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 14, 11 JAN 44.

8. USE OF SBA & JAY BEAMS.
NOT USED.
9. USE OF MF/DF SECTION.
SECTION "G" AVAILABLE. USED BY SHIP 904 FOR S O S.
10. BREACHES OF RADIO DISCIPLINE.
NONE.
11. COMMUNICATIONS EQUIPMENT DEFICIENCIES.
- | <u>PLANE</u> | <u>REPORTED DEFICIENCIES</u> |
|--------------|--|
| 847 | ALL ANTIENNAE SHOT OFF, VHF OUT. |
| 488 | CALL POSITION ON PILOT'S JACKBOX OUT. INTERPHONE ON TAIL GUN & WAIST GUN HAD INTERFERENCE. |
12. ABORTIVES DUE TO COMMUNICATIONS.
NONE.
13. INFORMATION ON MEACONING.
NONE.
14. OTHER COMMUNICATIONS DIFFICULTIES.
NONE.
15. FUNCTIONING OF DEENETHORPE BUNCHER.
DEENETHORPE BUNCHER IN OPERATION ENTIRE MISSION. GOOD RESULTS WERE OBTAINED.
16. FUNCTIONING OF DEENETHORPE VHF/DF STATION.
VHF/DF STATION IN OPERATION ENTIRE MISSION. NO HOMINGS WERE GIVEN.
17. REMARKS.
DEFICIENCIES BEING INVESTIGATED AND CORRECTED. DUE TO SHIPS LANDING AT OTHER FIELDS, A COMPLETE REPORT CANNOT BE MADE.

Harold M. Kennard Jr.
HAROLD M. KENNARD, JR.
1ST LT, AIR CORPS,
GP COMM O

T/SGT JOHN J. MEEHA
 (RADIO OPERATOR'S NAME)
JAN 11, 1944
 (DATE)

SHIP NO 485
 NO OF QDM'S 0
 NO OF FIXES 0
 NO OF SOS'S 0

NOTE: THE ABOVE IS TO BE FILLED AFTER LANDING

DIV COLLECTIVE CALL SIGN SWVC MF/DF SECTION (G) CQ9
 CBW COLLECTIVE CALL SIGN XNGC SHIP CALL SIGN SLSX

TIME 0730 WATCH OPENED. NAME JOHN J. MEEHAN
 COMPASS OK COMMAND -OK LIAISON OK
 INTERPHONE OK VHF OK IFF OK

TIME	TO	FROM	REMARKS
0740			NO 1 ENGINE STARTED
0750			TAXI
0815			TAKE OFF - IFF ON
0817			DETONATOR IN
0830	7MT		- 3 - VVV - VVV - X445 - 0834A - AR
0835			CHECKED IFF - OK
0852			CHECKED IFF - OK
0900	7MT		- 4 - VVV - VVV - X445 - 0904A - AR
0905			CHECKED IFF - OK
0907	7MT	SLSX	- 623 - X279 - K
	SLSX	7MT	- R - X639 - X291 - 4 - X285 - K
	7MT	SLSX	R AR
0924			CHECKED IFF - OK
0930	7MT		- 7 - VVV - VVV - X445 - 0934A - AR
0940	RNR		CHECKED IFF - OK
0958			CHECKED IFF - OK
1000	7MT		- 6 - VVV - VVV - X445 - 1004A - AR
1005			PILOT CALLED ON OXYGEN
1010			NAVIGATOR CALLED - IFF OFF - CROSSING CHANNEL
1030	7MT		- 5 - VVV - VVV - X445 - 1034A - AR
1036			REACHED ENEMY COAST
1100	7MT		- 8 - VVV - VVV - X445 - 1104A - AR
1130	7MT		- 3 - VVV - VVV - X445 - 1134A - AR
1152			BOMBS AWAY
1200			COMMANDER CALLED AND DICTATED BOMBER STRIKE MESSAGE
1205	7MT	SLSX	X295 - K
	SLSX	7MT	- R - K
	7MT	SLSX	- R - NR1 - Y - GR14 = FLQH RIZF SX MXUX IH = 1155A -
	SLSX	7MT	- R - NR1 - K
	7MT	SLSX	- R - AR
1215			REPAIRING MIKE SWITCH
1230	SWVC	7MT	X259 - NR1 - Y - GR13 = GIVJ PAOB RHBO PXEA EYHW AJCK BULI ISFF GUYS BRVR RVND BXJV ACHP = 1140A
1240	7MT	SLSX	SLSX - R - NR1 - K
	SLSX	7MT	- R - AR
1245			DECODED MESSAGE AND GAVE TO COMMANDER
1300	SWVC	7MT	NR2 - Y - GR13 = FWLL FIAC JVBQ QHJV JZLL RIQR FVID JVCI LLEN QHWR QHAC LLRI JP = 1205A
1316			DECODED AND GAVE TO PILOT

1320 7MT SLSX - R - NR2 - INT 3 - K
SLSX 7MT - R - 383 - INT 2 - K
7MT SLSX - R - 129 - K
SLSX 7MT R R - C - AR
1330 SWVCX 7MT NR1 - Y - GR13 = GIVJ PAOB BHBG PXEA EYHW AJCK BULI
ISFF GUYS BRVR RVND BXJV ACHP = 1104A
1338 LEFT ENEMY COAST
1350 NAVIGATOR CALLED - IFF ON
1352 PILOT CALLED OFF OXYGEN
1400 SWVC 7MT - X259 - EXCESSIVE INTERFERENCE
1415 7MT SLSX - X575 - X354 - 1400 - K
NO ANSWER - INTERFERENCE
1418 CHECKED IFF - OK
1430 SWVC 7MT - NR1 - Y - GR13 = GIVJ PAOB BHBO PXEA EYHW AJCK BULI
ISFF GUYS BRVR RVND BVJV ACHP - 1104
1435 CHECKED IFF - OK
1437 DETONATOR OUT
1447 CHECKED IFF - OK
1452 LANDED - IFF OFF
1456 DISPERSAL AREA
1457 MOTORS CUT
1459 ALL EQUIPMENT OFF AND CHECKED - OK
1506 OFF WATCH

T/SGT JOHN J MEEHAN

M J LIPA
 (RADIO OPERATOR'S NAME)
1/11/44
 (DATE)

SHIP NO 031
 NO OF QDM'S 0
 NO OF FIXES 0
 NO OF SOS'S 0

NOTE-THE ABOVE IS TO BE FILLED AFTER LANDING

DIV COLLECTIVE CALL SIGN SWVC MF/DF SECTION G
 CBW COLLECTIVE CALL SIGN XNCC SHIP CALL SIGN PS7C

TIME 0735 WATCH OPENED. NAME M. J. LIPA
 COMPASS OK COMMAND OK LIAISON OK
 INTERPHONE OK VHF OK IFF OK

TIME I	TO II	FROM I	REMARKS
0735			NO 1 ENGINE STARTED
0745			TAXI
0800			TAKE OFF
0800		7MT	- 5 - VVV - X145 - 0804A AR
0825			IFF CHECKED OK
0830		7MT	- 3 - VVV - X145 - 0834A AR
0855			IFF CHECKED OK
0900		7MT	- 4 - VVV - X145 - 0904A AR
0907	7MT	SLSX	- X623 K
		7MT	- R - X639 - X291 - 4 K
		SLSX	- R AR
0910	7MT	JJMJ	- X623 - XXX88 X279 K
	AA	7MT	- X675 - 1MT K
		JJMJ	- X623 - X279 K
		7MT	- R - X639 - X291 - X785 K
		JJMJ	- R AR
0925			IFF CHECKED OK
0930		7MT	- 7 - VVV - X145 - 0934A AR
0955			IFF CHECKED OK
1000		7MT	- 6 - VVV - X145 - 1004A AR
1004			LEFT ENGLISH COAST
1025			IFF CHECKED OK
1030		7MT	- 5 - VVV - X145 - 1034A AR
1045			IFF OKF
1100		7MT	- 8 - VVV - X145 - 1104A AR
1107			ATTACKED BY 25 FIGHTERS ME-109 FW190 ME110 1 B-17 XXXX ON FIRE GOING DOWN 2 MORE GOING DOWN 2 FW-190'S FLAMING AT 6 O'CLOCK
1130		7MT	- 3 - VVV - X145 - 1134A AR
1133			FORT GOING DOWN 2 CHUTES OUT
1142			PILOT REQUESTED PERMISSION TO MAN GUN AS THINGS WERE ROUGH - NO FIGHTER XXXXXX ESCORT
1143			OFF WATCH LIPA
1153			TOOK WAIST GUN POS WHILE HE LOADED HIS AMM
1210			FIGHTERS STILL ATTACKING AROUND THE CLOCK
1212			ON WATCH LIPA
1214	SWVC	7MT	- X259 - NR1 - Y - GR13 BT GIVJ PAQB BIBO PXEA EYVW AJCK BULI ISFF GUYS BRVR RVND BXJV ACHP BT 1140A K (DECODED - GIVEN TO PILOT)

1218 7MT XCRS - R - NR1 - TNT 2 K
 7MT - R - 918 - K
 XCRS - R - C AR
 7MT - R AR

1220 7MT JJMJ - R - NR1 - TNT 6 K
 7MT - R - 753 K
 JJMJ - R - C AR
 7MT - R AR

1227 7MT JJMJ - X259 - K
 7MT - R - K
 JJMJ - R - NR1 - Y - GR2 BT FLMX ZFDD BT 1156A K
 7MT - R - NR1 - AR K
 JJMJ - R - AR

1230 SWVQ 7MT - X259 - NR1 - Y - GR13 BT GIVJ PAOB BIBO PXEA
 EYHW AJCK BULI ISFF BUYS BRVR BVND BXJV ACHP BT
 1140A K

1234 OFF WATCH ENG COME IN TO HAVE LEG HIT BY FLAK
 DRESSED

1300 SWVC 7MT ON WATCH LIPA
 - NR2 - Y - GR13 BT FWLL FIAC JVBQ QHJV XX JZLL
 BIQB FVID JVCI LLEN QHJB QHAC LLBI JP BT 1250A K
 DECODED - PILOT INFORMED

7MT MMJL - R - NR1 - TNT 5 K
 7MT - R - 560 K
 MMJL - R AR

7MT SXCR - R - NR2 - TNT 7 K
 AA 7MT - R - 846 K
~~XXX~~ - IMI K
 SXCR - IMI K
~~XXEX~~ 7MT - R - 846 K
 SXCR - R - C AR

1306 7MT JJMJ - R - NR2 K
 7MT - R - TNT 3 K
 JJMJ - R - 383 K
 7MT R - C AR

1309 7MT UUPB - R - NR2
 7MT - R - INT NR2 K
 UUPB - R - NR2 K
 7MT - R - INT 9 K
 UUPB - R - IMI K
 7MT - INT 9 K
 UUPB - R - 380 K

1313 RECEIVER WENT DEAD CHECKED - REC FUSE 5AMP BURNED
 OUT

1330 IFF CHECKED
 1400 IFF CHECKED
 1408 IFF OFF LANDING
 1410 TAXI
 1411 ~~KNB~~ ENG OFF
 1413 EQP CHECKED
 1415 OFF WATCH T/SGT ~~XXAR~~ LIPA

OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 634
U. S. ARMY

15 January 1944.

SUBJECT: Supplemental Enemy Opposition, Mission, 11 January 1944.

TO : Headquarters, 1st Bombardment Division, APO 634. (Attn: A-2).

1. This report is a supplement to prior report which was based on interrogations from eight crews. This report is based on the remainder of crews interrogated later.
2. Tactics employed by E/A generally remain as indicated in first report. However, a few additions can be made to these.
3. Attacks from tail in vicinity from 4:30 to 8:00 o'clock were low, level, above and high. Attacks from 8 and 9 o'clock were low, level, above and high. Nose attacks, 11 to 1 o'clock primarily, were low, level, above and high. A few attacks from all angles are reported. The majority of all attacks were from level to high and crews estimate up to 90% in vicinity of tail.
4. E/A attacking all types, were pressing attacks from all angles to within 100 yds. When E/A broke away from attack they mostly rolled or split, out and down or under our A/C. Few would pass over or bank to side of our A/C, giving our gunners good shots.
5. E/A colorings information has been supplemented. Yellow-nose A/C, type unidentified, were observed passing through our formations. Black ME-210's, black JU-88's and black FW-190's were observed to have grayish to white bellies with some employing a wavy pattern, particularly ME-210's and JU-88's.
6. Crews report many S/E and T/E E/A carrying rockets which were fired frequently at our formations from eastern and with fair accuracy. One TG and BTG on same crew stated a ME-109P had extremely large one under belly and fired at very close range, with extremely large flash, of 200-300 yds. just as it pulled up and banked. Could this have been due to close range?
7. Several crew members corroborate report of towed bomb on cable and describe size of bomb as that of large oxygen bottle hanging on cable approximately 200 yds. long. Stated type of E/A carrying same was ME-110.
8. ME-210's or ME-410's (?) reported by crews making high attacks from 12 o'clock and make turns above and away, while in turn the E/A fired the remote controlled side guns. These type A/C also would sit out of .50 cal. range and "lob shells" at our formations. Effectiveness of this firing was not stressed by crews.

9. Crews again report 20mm shells from E/A seem to burst at a set range. Further stated they saw many FW-190's (estimate 100-150) carrying belly tanks. Some report seeing belly tanks dropped near or at our formation.

10. One crew flying with H group, high squadron, reported seeing E/A drop bombs on low element of own group formation and on group following. Unable to check to-date with this crew to ascertain if bombs were fused to explode at formations altitude. Will phone this information when available.

11. Eighty-four (84) combat claims have been submitted by this Group. Several from wounded personnel have not been submitted yet.

12. Crews comments seem to indicate the E/A would definitely make coordinated formation attacks at times, but this seem to evolve accidentally when different E/A would find themselves close to each other. Primarily most attacks left impression of "mad-scramble" individual efforts. Crews also express opinions that T/E pilots were not as good as S/E pilots. S/E and T/E fighters also were queued up together. Some crewmen also express belief E/A concentrated attacks more on high squadron than others.

W. B. FREY,
Major, AC,
Group S-2 Officer.

OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 634
U. S. ARMY

13 January, 1944.

SUBJECT: Comments of Crews Participating in Oechersleben Mission,
11 January, 1944.

TO : COMMANDING OFFICER, 401st Bombardment Group (H), Station
128. (THRU: Lt. Col. H. E. Rogner and Major A. C. Brooks).

1. A/O 1843., Lt. Ferdyn would like to see the P-51 pilot at target have a citation, Lt. Black reported A-2 bomb release being out, side windows in tail froze and Sgt. Hertzian could not see out of them.
2. A/O 1077, Lt. Nicklasky believed the formation was too fast, Lt. Manning reported that windows were not cleaned, Lt. Keller found an incendiary bullet in tail gun ammunition.
3. A/O 9993, Entire crew "Gunnery should never point guns at other friendly ships".
4. A/O 9847, Lt. Wilson asks "why were bomb bay doors opened so early - just before IP".
5. A/O 1072, Lt. Shotts says that three crews to a truck going out to the plane, Lt. Briarton "lower station of inside rack, left hand bomb bay was not cocked and bombs jammed also four fuses came out in my hand when I tried to pull pins".
6. A/O 9932, All crew members praised the reception given them at Cottishall, Lt. Duquette says that the preparation used to clean the plexi glass only smears the windows.
7. A/O 1116, Capt. Peck is unhappy that group became separated so far apart.
8. A/O 0001, #3 engine feathered from IP on, drew fighters.
9. A/O 1090, All ships should park at 45 deg. when running engines, is recommended by Lt. Piper, all crew members - "treatment and reception at Cottishall was excellent", all gunners "551st was using tracers - why cant we?"

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

OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 634
U. S. ARMY

D-H-5

12 January 1944.

SUBJECT: Enemy Opposition, Mission 11 January 1944.

TO : Headquarters, 1st Bombardment Division, APO 634, U. S. Army.
(Attention: A-2 Section).

1. This report is based on six (6) interrogation and teletype reports from several of our A/C which landed away.

2. The attacks by E/A commenced in vicinity of the German border going into the target and were pressed in huge number to the target and back out until leaving the enemy coast. 150 to 250 E/A reported attacking our formations. Types of E/A attacking reported as JU-88s, JU-87s, ME-109s, ME-110s, ME-210s, FW-190s and one crew reports seeing ME-111s. The enemy tactics employed were most varied although the majority of attacks were from 4:30 to 7 o'clock from level to high. T/E fighters were attacking line astern and also with 4 to 5 line abreast, and pressing attacks extremely close up to 200 yards. These T/E A/C did not use evasive action of S/E and would pull upward to side of our A/C. The S/E E/A were pressing attacks in number but were breaking away at greater ranges than T/E A/C in most cases. Some attacks with S/E and T/E working together were reported at 5 to 6 o'clock. Several attacks from 3 and from 9 o'clock low to level reported and numerous nose attacks predominately from 11 to 1 o'clock reported from level to high with S/E A/C mostly attacking nose. One of our A/C reports 38 individual attacks with 30 of them from 5 to 8 o'clock and 8 on nose. Another reports 40 individual attacks.

3. Numerous Enemy fighters employed use of releasing smoke when making passes. Numerous rockets from fighters reported but ineffective on our A/C.

4. Unusual enemy tactics reported with ME-109 chasing JU-88s as if attacking across front of our formation. When in front of our formation the ME-109 would turn in sharply making nose attack.

5. Enemy A/C coloring most varied with grey FW-190s, black and white ME-109s, 110s with white tails, solid black ME-210s, two A/C pure white, and several with red and white stripes reported.

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

OFFICE OF THE INTELLIGENCE OFFICER
STATION 129 - APO 634
U. S. ARMY

D-K-1

12 January 1944.

SUBJECT: Unusual Enemy Tactics.

**TO : Headquarters, 1st Bombardment Division, APO 634.
(Attention: A-2).**

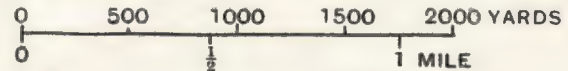
1. One new and unusual enemy tactic and one old one were observed of an Me 109 chasing a Ju 88 in front of formation. The Ju 88 simulated going down smoking and the Me 109 would pull ahead and then attack our ships by swinging around and come in at our right side of formation.

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

Target No.
3 (e) 42

A.G.O. FLUGZEUGWERKE A.G. — OSCHERSLEBEN (GERMANY)

Illustration No.
3 (e) 42/4



Photographed 28 February 1943

(1 : 32,000) approx.

Issued July 1943



A.I.3c(1)

Illustration No.
3 (e) 42/4

DECLASSIFIED PER
BY SP4 NARA
DATE 3/5/11
AUG 24 1943

SS Form 90

S-2 STATISTICAL REPORT

Mission of 11 Jan. 44

Time of Preparation 2200-12/1/44

Target Oschersleben

Telephoned to A-2 2200
12/1/44

- (1) Designation of Group 401st Composite
- (2) Total No. of A/C
airborne, incl. spares 13 (SPARES 0)
- (3) Total No. of A/C
Dispatched 13
- (4) No. of A/C Attacking 9
- (5) No. of A/C Dispatched
but not Attacking 4 Due to:
 - (a) Mechanical Failure _____
 - (b) Weather _____
 - (c) Enemy Action
(lost before target) X
 - (d) Other X
- (6) No. of A/C Lost 3 Due to:
 - (a) Anti-aircraft fire _____
 - (b) Enemy fighters _____
 - (c) Flak and fighters X
 - (d) Accident _____
 - (e) Reasons Unknown _____
- (7) Times of Attack 1153
- (8) Altitudes of Attack 20,500 ft.
- (9) Bombs on Each Target (a) 316 (b) Size 100 (c) Type I.B.
- (10) Personnel Casualties 0-5-30 Type:
 - (a) Number Killed 0
 - (b) Number Wounded 5
 - (c) Number Missing 30
- (11) A/C Suffering Battle
Damage 10 Category:
 - (a) Minor 10
 - (b) Major _____
 - (c) Salvage _____

REMARKS: _____

Lt. H. L. Knopman
Preparing Officer

SS Form 90

S-2 STATISTICAL REPORT

Mission of 11 Jan. 44

Time of Preparation 2200-12/1/44

Target Oschersleben

Telephoned to A-2 2200
13/1/44

(1) Designation of Group 401st

(2) Total No. of A/C
airborne, incl. spares 20 (SPARES 0)

(3) Total No. of A/C
Dispatched 18

(4) No. of A/C Attacking 18

(5) No. of A/C Dispatched
but not Attacking 2

Due to:

- (a) Mechanical Failure 1
- (b) Weather
- (c) Enemy Action
(lost before target) 1
- (d) Other

(6) No. of A/C Lost 1

Due to:

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

(7) Times of Attack 1152

(8) Altitudes of Attack 20,000 ft.

(9) Bombs on Each Target (a) 179 (b) Size 500 (c) Type G.P.
(7 of 0)

(10) Personnel Casualties 0-1-10 Type:

- (a) Number Killed 0
- (b) Number Wounded 1
- (c) Number Missing 10

(11) A/C Suffering Battle
Damage 16

Category:

- (a) Minor 15 (1 unknown)
- (b) Major
- (c) Salvage

REMARKS: _____

Lt. H. L. Knopman
Preparing Officer

401st GROUPDATE 12 Jan 1944FLAK REPORT

1. Route followed: 5247 - 0156 E - then deviated slightly south of course to 5156 - 1059 E - to 5157 - 1049 E to 5158 - 1056 E to target to 5248 - 0135 E to English Coast to base.

2. Visibility at Target. (Any condensation trails?) **CAVU - No con trails observed.**

3. No. of A/C over Target: ²⁵ ~~8 known~~ • ~~22 unknown~~

4. Formation over target, with height of each A/C. Those A/C damaged by Flak to be circled, and if seriously damaged, insert small "S". If any A/C shot down by Flak, say so:-

OVER

4.a. What evasive action was taken? **Slight - mild "S" turns**

5. General Axis of attack. (From lead A/C if possible). **29 Deg. Mag.**

6. How long did formation fly straight and level before bombing? **75 Seconds**

7. Turn after bombing. **Left turn - with heading 0 Deg. Mag.**

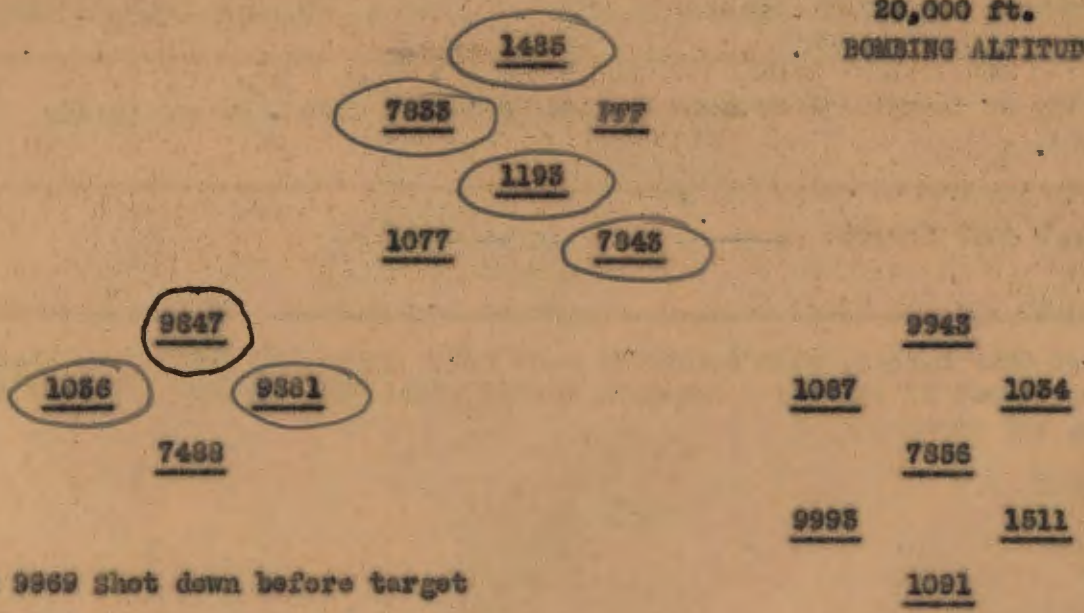
8. Position of group in relation to other Groups: **Lead Group in 94th Wg. And High Group (composite of 401st & 351st)**

9. A short description of Flak en route (if any), and at the Target, including if possible a suggestion as to type of fire control employed - i.e., continuous following, predicted concentrations, predicted barrages, or fixed barrages.

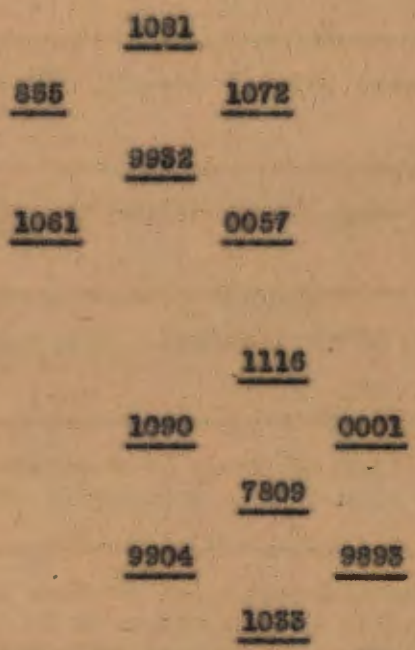
ATTACHED: See memo

10. Any other Comments, Phenomena, etc. At target area 3 orange bursts of continuously pointed fire were seen. Just before IP, 4 or 5 ground rockets came up with white streamers following smoke after explosion. Red flak was also seen in this area, and target area, together with some blue bursts from ground rockets were observed. One crew reports rockets from E/A/

20,000 ft.
BOMBING ALTITUDE



A/C 9969 Shot down before target



A/C's 7809 } Missing
9893 }
1033 }

Memo to Flak Report

9. At 1107 hours, 5252-0720E, 20,000 ft., meagre, inaccurate flak was encountered. It was good for height but poor for deflection. Bursts were black and from continuously pointed fire. At 1152 hours, 19,600 ft., over target, moderate and accurate flak was also encountered from 24 guns. One crew mentions 8 guns N.W. - 16 S. and 18 E. of target not reported in briefing. At 1217 hours, vicinity of Munden, 20,000 ft., meagre, inaccurate flak but good for height, black bursts and continuously pointed was noted. At 1219 hours, vicinity of Hanover, 20,000 ft., flak was observed off to left. It was black and continuously pointed. At 1340 hours, 5240-0437E, 16,000 ft., meagre, inaccurate black bursts of flak were noticed off to left of our formation.

513

STATION WEATHER OFFICE
AAF STATION 128
APO 634

12 January, 1944

Weather Interrogation Summary for Operations on 11 January, 1944.

TAKE OFF:

4/10 strato-cumulus, base 4,000', tops 4,500'. 6-8/10 altostratus, bases 8,000', tops 10,000'. Visibility 1 mile. Sfc wind 160 Deg 8 mph.

ROUTE OUT:

10/10 undercast, tops 10,000', from well in English Isles to near target.

TARGET:

2/10 to clear strato-cumulus. Visibility 4-6 miles.

RETURN ROUTE:

Similar to route out.

BASES ON RETURN:

10/10 strato-cumulus, base 800'. Visibility 1,000yds with continuous sleet and drizzle.

REMARKS:

Landed near Norwich (1512). 10/10 strato-cumulus, 3,000'. Vis 2 miles.

Rudolph P. Basham

RUDOLPH P. BASHAM
2nd. Lt., Air Corps
Station Weather Officer

2335

OPERATIONAL ROUTE FORECAST

DATE 11 Jan 1954

PERIOD 0800-1530 hrs

Hq SOS USAPP 9-43/90M/15227

	A	B	C	D
WEATHER	Partly cloudy to cag cloudy with haze	Cloudy haze partly cloudy	floody with haze over England	
CLOUDS	Hll to 3/10 stratocumulus with base 2-3000 ft tops 5000 ft bong 8-10/10 stratocumulus at English coast remaining 8-10/10 with base 2-3000 ft tops 7000 ft over water. 4-6/10 altostratus base 25000 ft decreasing to nil at Continental coast. Hll medium cloud.	8-10/10 stratocumulus base 2-3000 ft top 7000 ft decreasing towards to 3-5/10 stratocumulus base 2-3000 ft tops 5-6000 ft at target. Hll medium cloud. Hll to 3/10 fine cirrus 25000 ft. Conditions on return.	8-10/10 stratocumulus base 2-3000 ft tops 7000 ft variable stratocumulus base 2-3000 ft tops 5000 ft at English coast and further descending to 3-5/10 stratocumulus in 1st Deviation lanes. Hll medium cloud bong 3-5/10 altostratus base 12000 top 14000 ft. Hll 3/10 fine cirrus above	REMARKS: Light persistent contrails above 25000 ft. Visibility in some 1st Deviation lanes lessening to 500 yards by 0900 hrs and improving slowly to 1 mile by 1200 hrs and to 1-3 miles by 1300 hrs.
ICING	Surface - Hll	Surface - - Hll	Surface - - Hll	25000 ft increasing to 6-9/10 altostratus base 22000 ft
VISIBILITY	1-2000 yards bong 1-2 miles at English coast and unrestricted above cloud	Unrestricted	Unrestricted bong 1-3 miles over England below cloud	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	0 degrees East	0 degrees East to target	Temperature	
5000 FT	15	15 15	- 10	
10000 FT	510 20	320 30	- 15	
15000 FT	300 35	310 10	- 20	
20000 FT	300 10	320 20	- 30	
25000 FT	300 15	320 25	12	
30000 FT	300 20	320 20	17	

BASE ALTIMETER SETTING 30.08 TARGET SURFACE TEMP. 15.25 TARGET MEAN TEMP. 15.25
 TEMP. AT 30000 FT. 32 TARGET SURFACE (PRESSURE-ALT) 12

DECLASSIFIED PER AWP 245005
BY 54 NARA DATE 3/5/11

1-3

615TH BOMBARDMENT SQUADRON (H)
 OFFICE OF THE OPERATIONS OFFICER
 APO # 634

January 11 1944

SUBJECT: Loading List.

TO : Operations Officer, 401st Bomb Gp (H), APO #634.

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

*PLANE # 42-31193

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A. S. N.	SQUADRON
P	Capt.	Beers	Robert	W.	0-24910	615th
CP	2nd Lt.	Byrne	Howard	E.	0-743405	615th
N	1st Lt.	Gershon	Harold	(NMI)	0-800107	615th
B	2nd Lt.	Ritch	William	L.	0-739055	615th
RO	Sgt.	Mehlmann	Raymond	G.	32458897	615th
**TT	T/Sgt.	Young	Clarence	E.	32449970	615th
BT	S/Sgt.	Craft	Allen	H.	37325196	615th
TG	S/Sgt.	Turvy	John	E.	35418681	615th
LWG	S/Sgt.	Grigg	Franklin	M.	37125928	615th
RWG	S/Sgt.	Lynn	Kenneth	J.	12167944	615th

*PLANE # 42-37833

P	Capt.	Rumsey	William	M.	0-728740	615th
CP	Major	Seawell	William	T.	0-23712	615th
N	1st Lt.	Walsh	Michael	R.	0-876185	615th
B	1st Lt.	Haffner	James	D.	0-739024	615th
RO	T/Sgt.	Carter	William	W.	39328484	615th
**TT	T/Sgt.	Roberts	Donald	B.	32377738	615th
BT	S/Sgt.	Lieberman	Irving	I.	13103453	615th
TS	S/Sgt.	McElligott	Herbert	F.	38428974	615th
LWG	S/Sgt.	Rothwell	Frank	A.	53530990	615th
RWG	S/Sgt.	Lee	Ira	R.	12073240	615th

*PLANE # 42-37809

P	1st Lt.	Chapman	Harold	J.	0-800354	615th
CP	2nd Lt.	Peck	John	L.	0-748772	615th
N	2nd Lt.	Hurlburt	Harrison	J.	0-882185	615th
B	2nd Lt.	Wallis	Donald	G.	0-879411	615th
RO	Sgt.	Chaffin	Hugh	W.	35424898	615th
**TT	Sgt.	Badura	Charles	S.	18114314	615th
BT	Sgt.	Fix	Norman	J.	32381348	615th
TG	Sgt.	Reed	Francis	L.	15382546	615th
LWG	Sgt.	Marshall	Alfred	P.	11114505	615th
RWG	Sgt.	Johnson	Denzel	D.	17159678	615th

** Enter complete number of aircraft designate engineer

*PLANE # 42-31435

F	-	Capt.	White	Ralph	J.	0-24885	815th
CP	*	Major	Brooks	Allison	C.	0-25258	401st
N	-	1st Lt.	Causey	Rufus	F.	0-674149	815th
B	-	Capt.	Kuenning	Arnold	O.	0-725449	815th
RO	-	T/Sgt.	Meehan	John	J.	35325533	815th
**TT	-	Sgt.	Breen	Roland	J.	16133764	815th
BT	-	S/Sgt.	Nonemaker	Jack	D.	19175354	815th
TG	-	2nd Lt.	Sutton	Emmett	S.	0-684790	815th
LWG	-	Sgt.	Batson	Allen	L.	39266048	815th
RWG	-	Sgt.	Johnson	Russell	W.	32466408	815th

*Plane # 42-39904

P	-	1st Lt.	Grinham	Fred	D.	0-729337	815th
CP	-	2nd Lt.	Brown	Fred	Jr.	0-748548	815th
N	-	2nd Lt.	Whitney	Ray	F.	0-750336	815th
B	-	2nd Lt.	Wolfe	Ralph	W.	0-676904	815th
RO	-	Sgt.	Lewis	Charles	M.	11103284	815th
**TT	-	T/Sgt.	Weber	Malvin	C.	37261444	815th
BT	-	Sgt.	Hardy	Charles	E.	11097732	815th
TG	-	Sgt.	Hamilton	James	R.	35664584	815th
LWG	-	S t.	Cummings	William	T.	33546986	815th
RWG	-	Sgt.	Houman	Herbert	M.	12156697	815th

*PLANE # 42-39893

P	-	2nd Lt.	Sprecher	Donald	C.	0-804752	815th
CP	-	2nd Lt.	Masoomian	Zaven	N.	0-627513	815th
I	-	2nd Lt.	Tinklepaugh	Kenneth	W.	0-690506	815th
J	-	2nd Lt.	Weiss	Glen	A.	0-747830	815th
RO	-	S/Sgt.	Allen	Robert	E.	35091629	815th
**TT	-	S/Sgt.	Anderson	Ole	(TMI)	39455398	815th
BT	-	Sgt.	Smart	Donald	W.	36409240	815th
TG	-	Sgt.	White	James	R.	37130388	815th
LWG	-	Sgt.	Vindhurst	Raymond	G.	19085085	815th
RWG	-	Sgt.	Schmader	Charles	R.	35409014	815th

*PLANE # 42-31077

F	-	2nd Lt.	Nicklawsky	Donald	T.	0-803356	815th
P	-	2nd Lt.	Kaercher	Robert	D.	0-681433	815th
M	-	2nd Lt.	Manning	Charles	H.	0-753015	815th
I	-	2nd Lt.	Keller	Neal	L.	0-676960	815th
RO	-	S/Sgt.	Kilbane	John	A.	37244825	815th
**TT	*	S/Sgt.	Washinko	Alexander	C.	32563249	815th
BT	-	Sgt.	Killgore	Richard	A.	18191018	815th
TG	-	Sgt.	Casparis	Girard	S.	33250549	815th
LWG	-	Sgt.	Schmit	Max	H.	16149866	815th
RWG	-	Sgt.	Miszkowicz	Edward	J.	37626520	815th

Enter Complete number of Aircraft
 Designation Engineer

APD # 634

615th Bomardment Squadron (H) January 11 1944

SUBJECT: Loading List.

TO : Operations Officer, 401st Bomb Gp (H), APD #634.

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

*PLANE # 42-31843

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A. S. N.	SQUADRON
P	2nd Lt.	Ferdyn	Joseph	E.	0-804320	615th
CP	Capt.	Silver	Delwyn	E	0-438011	401st
N	2nd Lt.	Filler	Dhris	(NMI)	0-809585	615th
B	2nd Lt.	Black	J. (io)	Dec	0-749687	615th
RO	S/Sgt.	Paola	Nunzio	(NMI)	82138018	615th
**TT	S/Sgt.	Agee	Jack	D.	6962724	615th
BT	Sgt.	Johnson	Joe	R.	18182671	615th
TG	Sgt.	Hertzan	Harold	(NMI)	32438490	615th
LWG	Sgt.	May	William	M.	37409202	615th
RWG	Sgt.	Bushendorf	Everett	M.	38284715	615th

*PLANE # 42-31091

P	2nd Lt.	Trimble	William	W.	0-802891	615th
CP	2nd Lt.	Shantz	Fred	L.	0-745197	615th
N	2nd Lt.	Lenke	Beryle	L.	0-890672	615th
B	2nd Lt.	Cury	Enver	C.	0-670027	615th
RO	S/Sgt.	Mackey	Jack	L.	14041992	615th
**TT	S/Sgt.	Tracey	Edward	(NMI)	32143812	615th
BT	Sgt.	Schaeffer	John	E.	34395938	615th
TG	Sgt.	Asbell	William	R.	14182638	615th
LWG	Sgt.	Acker	Joseph	F.	6966455	615th
RWG	Sgt.	Courtad	Paul	K.	35423859	615th

*PLANE # _____

- P -
- CP -
- N -
- B -
- RO -
- **TT -
- BT -
- TG -
- LWG -
- RWG -

** Enter complete number of aircraft Designate Engineer

23

613th BOMBARDMENT SQUADRON (H)
 OFFICE OF THE OPERATIONS OFFICER
 APO # 634

SUBJECT: Loading List.

June 11 1944

TO : Operations Officer, 401st Bomb Gp (H), APO #634.

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

*PLANE # 42-31099

TYPE	RANK	LAST (NAME)	FIRST	(MI)	A. S. N.	SQUADRON
P	-					
C	2nd Lt.	NASON	STEPHEN	C.	0671466	613th
L	2nd Lt.	MITCHELL	JOHN	W.	0686264	"
B	2nd Lt.	DUCE	JACK	A.	0673508	"
RO	2nd Lt.	GOULD	ALVIN	A.	0669399	"
**TT	T/Sgt.	WAGNER OWENS	ROBERT	GARLAND (N.M.I)	3120204 18150256	"
BT	T/Sgt.	JUMPER	WARREN	H.	33237530	"
TC	S/Sgt.	LEAVITT	ILDON	W.	35740180	"
LWG	S/Sgt.	WILLIAM	HERBERT	P.	39999215	"
EWG	S/Sgt.	OGBORN	DONALD	W.	1237704	"
	S/Sgt.	BIGGS	CLARENCE	H.	33374505	"

*PLANE # 42-91072

P	-					
CP	1st Lt.	SHOITS	BRYAN	H.	0667578	"
N	2nd Lt.	MAHER	WILLIAM	P.	0759837	"
B	2nd Lt.	SAVAGE	WILLIAM	F.	0441712	"
RO	2nd Lt.	BRIARTON	HENRY	R.	0681518	"
**TT	T/Sgt.	NEEDY	ROBERT	L.	36373210	"
RO	T/Sgt.	SWOFFORD	LELAND	L.	14064116	"
TC	S/Sgt.	RINGER	HARVEY	W.	37121985	"
LWG	S/Sgt.	ISSELINGER	JOHN	(N.M.I)	14084579	"
EWG	S/Sgt.	SCHICKEN	DONALD	H.	36703732	"
	S/Sgt.	JONES	WILLIAM	F. JR.	38397179	"

42-39932

RO	2nd Lt.	LOCHER	JAMES	R. JR.	0802585	"
	2nd Lt.	FRUIT	DON	C.	0684771	"
	2nd Lt.	DUGRETT	FRED	D.	0736692	"
RO	2nd Lt.	BROWN	JOHN	F.	0673723	"
TC	S/Sgt.	JOHNSON	ALVIN	A.	36188975	"
BT	T/Sgt.	KENNEDY	GEORGE	L.	16008922	"
TC	S/Sgt.	DEWITT	FRANK	G.	19064865	"
LWG	Sgt.	MERRILL	CLARK	G.	13098643	"
EWG	S/Sgt.	KLINK	JOHN	C.	36414442	"
**	S/Sgt.	DOM	HAROLD	H.	18176517	"

DUTY RANK LAST (NAME) FROM

*PLANE # 42-31090

P	-	1st Lt.	PIPER	HARRY	L. JR.	0740910	619th
CP	*	2nd Lt.	HELLMUTH	GEORGE	J.	0748646	"
N	-	2nd Lt.	COVERNEY	JAMES	A.	0678616	"
B	-	2nd Lt.	GIBSON	RAYMOND	E.	0676254	"
RO	-	S/Sgt.	FINNIE	CHARLES	S.	14134662	"
**TT	-	S/Sgt.	BAILEY	JAMES	M.	17016617	"
BT	-	S/Sgt.	REDELL	CHARLES	A.	32577472	"
TG	-	S/Sgt.	DEVITO	MICHAEL	F.	12155471	"
LWG	-	S/Sgt.	MOORE	ROYCE	W.	18051910	"
RWG	-	Cpl.	LUCAS	PAUL	T.	35947111	"

*Plane # 42-40057

P	-	2nd Lt.	SIRAHAN	WILLIAM	G.	0746138	"
CP	-	2nd Lt.	OGDEN	ELLITOT	B.	0687202	"
N	-	2nd Lt.	DAVIS	ROBERT	O.	0800000	"
B	-	2nd Lt.	CONWAY	DOUGLAS	M.	0685775	"
RO	-	S/Sgt.	SILVERSTEIN	DONALD	W.	12156493	"
**TT	-	S/Sgt.	RICKY	RICHARD	W.	15054437	"
BT	-	Sgt.	JUSTICE	HAZARD	(MI)	15340143	"
TG	-	Sgt.	O'NARA	JOHN	W.	1806833	"
LWG	-	S/Sgt.	FALK	SEYHOOR	(MI)	17037059	"
RWG	-	Sgt.	TORLINSON	ROSE	F.	14159987	"

*PLANE # 42-31069 -42-31069

P	-	2nd Lt.	SHARP	JAMES	C.	0-745199	"
CP	-	2nd Lt.	HES	VINCENT	J.	0-751199	"
N	-	2nd Lt.	STEPHENS	DAVID	H.	0-309751	"
B	-	2nd Lt.	BUSE	MYLES	H.	0-486182	"
RO	-	1st Sgt.	THOMAS	WILLIAM	G.	13058317	"
*TT	-	W/Sgt.	OLDER	HAROLD	K.	6565810	"
BT	-	Sgt.	SEDERIS	JOHN	J.	32562499	"
TG	-	S/Sgt.	TOMKINSON	ALFRED	A.	37277363	"
LWG	-	Sgt.	TOBINE	RODNEY	T.	31175945	"
RWG	-	Sgt.	DRAIN	JAMES	A.	12165707	"

*PLANE # 42-30855

P	-	2nd Lt.	KEITH	WALTER	B.	0-002411	"
CP	-	2nd Lt.	HARRISON	WARDLAW	M.	0-684729	"
N	-	2nd Lt.	BRYANT	CHARLES	V.	0-750235	"
B	-	2nd Lt.	ROWE	ROBERT	W.	0-750095	"
RO	-	S/Sgt.	CHANGES	HUGH	W.	34497617	"
**TT	*	S/Sgt.	TRYBA	ALEXANDER	F.	96605554	"
BT	-	S/Sgt.	MARTINEZ	RICHARD	V.	17160414	"
TG	-	S/Sgt.	KASNER	CHARLES	E.	15333266	"
LWG	-	S/Sgt.	HANSELL	DAVID	H.	32473097	"
RWG	-	S/Sgt.	FLORIS	LOUIS	(MI)	19028859	"

* Enter Complete number of Aircraft
 ** Designate Engineer

1-3

614th BOMBARDMENT SQUADRON (H)
OFFICE OF THE OPERATIONS OFFICER
 APO # 634

11 January 19 44

SUBJECT: Loading List.

TO : Operations Officer, 401st Bomb Gp (H), APO #634.

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

*PLANE # 42-39969

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A. S. N.	SQUADRON
P -						
CP -		CAPT. FOSTER, JAMES H.		0438942		614th
N -		1st Lt. MILLER, FRANK C.		0726807		"
B -		1st Lt. CASAGRANDE, JOE C.		0675986		"
RO -		1st Lt. CAMERON, THOMAS L.		0728625		"
**TT -		T/Sgt. Mehalshick, Joseph		15123255		"
BT -		T/Sgt. Campbell, Tory L.		39539988		"
TG -		S/Sgt. Brown, Harold C.		31303404		"
LWG -		S/Sgt. Orphan, William J.		11117687		"
RWG -		S/Sgt. Graves, Glen W.		38085660		"
		S/Sgt. Hathaway, Walter		32476518		"

*PLANE # 42-39036

P -		2nd Lt. DAVES, WILLIAM R.		0802731		614th
CP -		2nd Lt. PRATT, JOHN D.		0743784		"
N -		2nd Lt. SCHUBERG, JOHN A.		0750222		"
B -		2nd Lt. VAN NOY, RUSSELL M.		0679404		"
RO -		S/Sgt. Fyle, Robert B.		15355829		"
**TT -		S/Sgt. Norell, Olie A.		36147173		"
BT -		S/Sgt. LaFountain, Louis M.		35185420		"
TG -		Sgt. Gentry, Ray A.		34434724		"
LWG -		S/Sgt. Teel, Oliver E.		18160414		"
RWG -		Sgt. Mooney, William R.		18169545		"

*PLANE # 42-39881

P -		2nd Lt. CAMMACK, VERNON K.		0802719		614th
CP -		2nd Lt. HARGER, ROBERT W.		0805448		"
N -		2nd Lt. HASKIN, CECIL A.		0685604		"
B -		2nd Lt. WHITE, WILLIAM C.		0679423		"
RO -		T/Sgt. Slate, Chester A.		14154208		"
**TT -		T/Sgt. Tims, Glen A.		32581704		"
BT -		S/Sgt. Ames, Ensign S.		6864052		"
TG -		S/Sgt. Price, John R.		15151769		"
LWG -		S/Sgt. Wanks, Charles P.		12130798		"
RWG -		S/Sgt. Harker, Gary B.		38426472		"

** Enter complete number of crew member's designation
 Designate Engineer

*PLANE # 42-39847

P	-	2nd Lt. WILSON, SAMUEL P.	0667623	614th
CP	*	2nd Lt. GATTIS, ELGIN V.	0748622	"
N	-	2nd Lt. SUDAKOV, LAWRENCE H.	0650258	"
B	-	2nd Lt. DALY, JOHN J.	0789145	"
RO	-	Sgt. Kelley, Homer C.	38273969	"
**TT	-	S/Sgt. Corley, Jesse C.	34386015	"
BT	-	Sgt. Howard, Charles J.	15063152	"
TG	-	Sgt. Sokol, Leonard E.	37461553	"
LWG	-	Sgt. Fritzingler, Raymond W.	33481601	"
RWG	-	Sgt. Wolf, William G.	37201956	"

*Plane # 42-31488

P	-	2nd Lt. WILSON, CARLETON L.	0803329	614th
CP	-	2nd Lt. KELLEY, CURTIS C.	0752211	"
N	-	2nd Lt. CONNERY, JOHN K.	0809538	"
B	-	2nd Lt. FOGARTY, FRANCIS M.	0682098	"
RO	-	Sgt. Anderson, Carl D.	35612828	"
**TT	-	Sgt. [Name] QUINN, ROBERT E. 35612632		
BT	-	Sgt. Passeno, William W.	36539194	"
TG	-	Sgt. Pettit, Gerald M.	13109913	"
LWG	-	S/t. McMahon, James P.	32714726	"
RWG	-	Sgt. Smith, George R.	13131441	"

*PLANE # 42-31116

P	-	Capt. PECK, JOHN C.	024830	614th
CP	-	2nd Lt. THOMPSON, HARRY C.	0684792	"
I	-	2nd Lt. CRANDALL, WILLIAM C.	0801119	"
B	-	2nd Lt. GERRICK, GEORGE C.	0676940	"
RO	-	S/Sgt. Stanforth, Joseph A.	15195089	"
**TT	-	T/Sgt. Moyoselich, George	35331019	"
BT	-	S/Sgt. Ulrich, Lawrence G.	19096322	"
TG	-	S/Sgt. Tullie, Albert T.	31149829	"
LWG	-	S/Sgt. LeBailly, Arthur	32461439	"
RWG	-	T/Sgt. Kelass, Henry A.	32474396	"

*PLANE # 42-40001

P	-	2nd Lt. KIRKHOFF, DONALD V.	0801998	614th
CP	-	2nd Lt. SOBOLAK, BENNIE W.	0684571	"
N	-	2nd Lt. PIERCE, MYRON E.	0747399	"
B	-	2nd Lt. FITZGERALD, ROBERT C.	0679459	"
RO	-	T/Sgt. Cook, Harold	35468366	"
**TT	*	S/Sgt. Nicholas, Charles L.	13084835	"
BT	-	S/Sgt. Merritt, William E.	31203844	"
TG	-	S/Sgt. Cohn, Leroy	39279686	"
LWG	-	S/Sgt. Koehler, Earl E.	16133877	"
RWG	-	S/Sgt. Nichols, James O.	37239419	"

Enter Complete number of Aircraft
 Designate Engineer

43

BOMBARDMENT SQUADRON (H)
 OFFICE OF THE OPERATIONS OFFICER
 APO # 634

Jan 11 1944

SUBJECT: Loading List.

TO : Operations Officer, 401st Bomb Gp (H), APO #634.

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

*PLANE # 42-39943

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P	1st Lt.	Goodman	James	F.	0-665678	612th.
CP	2nd Lt.	Ramsey	Robert	J.	0-681191	"
N	2nd Lt.	Fraioli	Frank	P.	0-683234	"
B	2nd Lt.	Anderson	Donald	M.	0-735233	"
S/Sgt. RO	Graham		James	J.	16099737	"
**TT	S/Sgt.	DeWees	Foster	E.	35188513	"
BT	T/Sgt.	Farmer	John	O.	6861113	"
TG	S/Sgt.	Smith	William	D.	19122676	"
LWG	S/Sgt.	Henderson	Pete	D.	38213690	"
RWG	S/Sgt.	Markle	Burton	A.	32592715	"

*PLANE # 42-3034

P	Capt.	McCree	Donald	G.	0-348319	612th.
CP	2nd Lt.	Gurrie	Donald	A.	0-805408	"
N	2nd Lt.	Jeffery	Morey	B.	0-685629	"
B	2nd Lt.	Winn	Roy	R.	0-679433	"
RO	S/Sgt.	DiPierro	Cosimo	A.	12172563	"
**BT	S/Sgt.	Graf	Cecil	L.	19188506	"
**TT	S/Sgt.	Gibson	Earl	C.	15086940	"
TG	Sgt.	Surprise Jr.	Walter	L.	17129684	"
LWG	Sgt.	Severson	Marvel	T.	37426585	"
RWG	Sgt.	Amber	Joe	R.	36703821	"

*PLANE # 42-37856

P	1st Lt.	Dailey	Scribner	C.	0-801940	612th.
CP	2nd Lt.	Stokes	Alexander	C.	0-801578	"
	2nd Lt.	Malone	John L.		0-805189	"
	2nd Lt.	Hutson	Waymen	T.	0-406409	"
RO	T/Sgt.	Hildreth	Arthur	W.	11055299	"
**TT	S/Sgt.	Flynn	William	B.	16046687	"
BT	Sgt.	Callahan	Michael	J.	18150617	"
TG	Sgt.	Estess,	Cecil	C.	34425600	"
LWG	Sgt.	Cook	George	P.	20429315	"
RWG	Sgt.	Hagen	Charles	T.	37315748	"

** Enter complete number of aircraft Designate Engineer

Plane -- 42-39837

P	1st Lt.	Sellers	William	D.	0-666363	612th.
CP	2nd Lt.	George	Jack	E.	0-747545	"
N	2nd Lt.	Shapiro	Aaron	(NMI)	0-128459	"
B	2nd Lt.	Rementeria	David	A.	0-744333	"
RO	T/Sgt.	Lehr	Jesse	H.	34473124	"
**TT	T/Sgt.	Parrish	Donald	C.	16109825	"
BT	S/Sgt.	Mace	Kenneth	I.	12165700	"
TG	Sgt.	Rishel	Dale	E.	32580316	"
LW	Sgt.	Judd	Loyde	J.	31152069	"
RW	Sgt.	Russell	Lewis	S.	38051303	"

PLANE # 42-31511

	RANK	LAST (NAME)	FIRST	(MI)	A. S. N.	SQUADRON
P	- 1st Lt.	Kelly	William	J.	0-802205	612th.
CP	* 2nd Lt.	Hoyt	Richard	H.	0-733895	"
N	- 2nd Lt.	Van Dyke	George	R.	0-683350	"
B	- 2nd Lt.	Troy	Ebraim	F.	0-673754	"
RO	- S/Sgt.	Van Duren	Paul	R.	12165646	"
BT	- S/Sgt.	Johnson	Morris	W.	35493817	"
TG	- S/Sgt.	Stengel	Percy	J.	36276698	"
BT	- Sgt.	Garity	John	B.	16155719	"
BT	- Sgt.	Peacock	George	P.	6573365	"
BT	- T/Sgt.	Conner Jr.	Jay	L.	33443398	"

*Plane # 42-39993

P	- 2nd Lt.	Bingham	George	F.	0-803901	612th.
CP	- 2nd Lt.	Head	Francis	W.	0-685332	"
N	- 2nd Lt.	Tomlinson	Harvey	G.	0-688132	"
B	- 2nd Lt.	Lott	Eugene	F/	0-686092	"
RO	- S/Sgt.	Brandt	Melvin	A.G.	37318955	39193489
**TT	- Sgt.	Dunn	Johnny	K.	35391705	"
BT	- Sgt.	Yeatts	Lawson	K.	34450732	"
TG	- Sgt.	Johns	Carl	W.	37248950	"
WIG	- Sgt.	Pinilis	Emanuel	B.	12154654	"
WIG	- Sgt.	Magruger	Harold	F.	13194412	"

PLANE # 42-40050

	- 2nd Lt.	Tanner	John	R.	0-803901	612th.
	- 2nd Lt.	McDaniel	Robert	P.	0-687317	"
	- 2nd Lt.	Strom	Kenneth	L.	0-690690	"
	- 2nd Lt.	Szungvi	John	P.	0-749656	"
	- Sgt.	Dipole	Joseph	H.	35715066	614th.
	- S/Sgt.	Cable	Harvey	T.	39331286	612th.
	- Sgt.	Norris	John	B.	14093939	612th.
	- Sgt.	Daniel	Edward	P.	39251499	"
	- Sgt.	Francis	Raymond	R.	39038724	"

PLANE # 42-38033

	- 1st Lt.	Smith	Stuart	E.	0-802795	612th.
	- 2nd Lt.	Chmura	Stanislaw	R.	0-684687	"
	- 2nd Lt.	Reese	Victor	S.	0-749451	"
	- 2nd Lt.	Majewski	Louis	J.	0-747598	"
RO	- S/Sgt.	McCawley	Fred	E.	38321224	"
BT	- T/Sgt.	Carr	Maurice	A.	16035656	"
BT	- Sgt.	Davies	Leonardo	F.	32506396	"
BT	- Sgt.	Parker	Harry	C.	39034361	"
BT	- Sgt.	Sedechitano	Frank	J.	32489249	"
BT	- Sgt.	Hopkins	Calvin	W.	32078946	"

Plane -- 42-31087

P	- Johnson (2nd Lt.) Jr.	Benjamin	H.	0-72583	612th.
CP	- F/O	Waller	E.	0-121913	"
N	- 2nd Lt.	Fishbeck	D.	0-68730	"
B	- 2nd Lt.	Musso	M.	0-682584	"
RO	- S/Sgt.	Brandt	A.	37318955	"
** TT	- S/Sgt.	Sellitto	N.	32425913	"
BT	- Sgt.	Shaeffer	E.	36704434	"
TG	- Sgt.	Blaugh	M.	35598397	"
LW	- S/Sgt.	Shannon	L.		"
RW	- S/Sgt.	Litchfield	E.	37271053	"

~~SECRET~~
 614th BOMBARDMENT SQUADRON (H)
 OFFICE OF THE OPERATIONS OFFICER
 APO # 634

11 January 1944

~~SECRET~~ Loading List.

TO : Operations Officer, 401st Bomb Gp (H), APB #634.

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

*PLANE # 42-31969

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A. S. N.	SQUADRON
P	-	Capt. FOSTER, JAMES H.			0438942	614th
CP	-	1st Lt. MILLER, FRANK C.			0725307	"
N	-	1st Lt. CARAGRANDE, JOE J.			0378956	"
B	-	1st Lt. CAMERON, THOMAS L.			0722627	"
RO	-	Y/Sgt. Mahalshick, Joseph			1312223	"
**TT	-	Y/Sgt. Campbell, Terry L.			3243788	"
BT	-	S/Sgt. Brown, Harold C.			51503604	"
TG	-	S/Sgt. Cryhan, William J.			11117867	"
LWG	-	L/Sgt. Graves, Glen W.			2005560	"
RWG	-	S/Sgt. Hathaway, Walter			32276518	"

*PLANE # 42-39086

P	-	2nd Lt. DAVIS, WILLIAM R.			0602731	614th
CP	-	2nd Lt. BRATT, JOHN B.			0748784	"
N	-	2nd Lt. SCHUBERT, JOHN A.			0750222	"
B	-	2nd Lt. VAN NOY, RUSSELL R.			0679404	"
RO	-	S/Sgt. Fyle, Robert E.			16355829	"
**TT	-	S/Sgt. Mcroll, Dale A.			36147175	"
BT	-	S/Sgt. LaFountain, Louis H.			33133420	"
TG	-	Sgt. Gentry, Ray A.			34454724	"
LWG	-	S/Sgt. Teel, Oliver E.			19160414	"
RWG	-	Sgt. Mooney, William R.			18169645	"

*PLANE # 42-39651

P	-	2nd Lt. CAMERON, VERNON K.			0602719	614th
CP	-	2nd Lt. HARGER, ROBERT W.			0308443	"
N	-	2nd Lt. HARKIN, OSCAR A.			0385634	"
B	-	2nd Lt. WHITE, WILLIAM G.			0679423	"
RO	-	Y/Sgt. Slate, Chester A.			14134203	"
**TT	-	Y/Sgt. Tlame, Glen A.			32581704	"
BT	-	S/Sgt. Ames, Ensign S.			6864082	"
TG	-	S/Sgt. Price, John R.			19181739	"
LWG	-	S/Sgt. Kanke, Charles P.			12180792	"
RWG	-	S/Sgt. Baylon, Gary B.			25426472	"

** Enter complete number of aircraft designate engineer

*PLANE # 42-39847

P	-	2nd Lt. WILSON, S.P.	0667623	614th
CP	*	2nd Lt. GATTIS, ELGIN V.	0748622	"
N	-	2nd Lt. SUDAKOV, LAWRENCE H.	0750258	"
B	-	2nd Lt. DALY, JOHN J.	0739145	"
RO	-	Sgt. Kelley, Homer G.	38273969	"
**TT	-	S/Sgt. Corley, Jesse C.	34386015	"
BT	-	Sgt. Howard, Charles J.	15063132	"
TG	-	Sgt. Sokol, Leonard E.	37461553	"
LWG	-	Sgt. Fritzingler, Raymond W.	33481601	"
RWG	-	Sgt. Wolf, William G.	37201936	"

*Plane # 42-31488

P	-	2nd Lt. WILSON, CARLETON L.	0802329	614th
CP	-	2nd Lt. KELLEY, CURTIS C.	0752211	"
N	-	2nd Lt. CONNERY, JOHN K.	0809538	"
B	-	2nd Lt. FOGARTY, FRANCIS M.	0682098	"
RO	-	Sgt. Anderson, Carl D.	35612826	"
**TT	-	Sgt. Quinn, Robert E.	35612632	"
BT	-	Sgt. Passeno, William W.	36539194	"
TG	-	Sgt. Pettit, Gerald M.	13109913	"
LWG	-	Sgt. McMahon, James F.	32714726	"
RWG	-	Sgt. Smith, George R.	13131441	"

*PLANE # 42-31116

P	-	Capt. HECK, JOHN C.	024830	614th
CP	-	2nd Lt. THOMPSON, HARRY C.	0684792	"
N	-	2nd Lt. CRANDALL, WILLIAM C.	0801119	"
B	-	2nd Lt. GARRICK, GEORGE C.	0676940	"
RO	-	S/Sgt. Stanforth, Joseph R.	15195089	"
**TT	-	T/Sgt. Novoselich, George (NMI)	35381019	"
BT	-	S/Sgt. Urich, Lawrence C.	19096322	"
TG	-	S/Sgt. Tullie, Albert T.	31149829	"
LWG	-	S/Sgt. LeBailly, Arthur	32461439	"
RWG	-	T/Sgt. Kolasz, Henry A.	32474396	"

*PLANE # 42-40001

P	-	2nd Lt. KIRKHUFF, DONALD V.	0801995	614th
CP	-	2nd Lt. SOBOLAK, BENNIE V.	0684571	"
N	-	2nd Lt. PIERCE, MYRON E.	0747399	"
B	-	2nd Lt. FITZGERALD, ROBERT C.	0679459	"
RO	-	T/Sgt. Cook, Harold	35458366	"
**TT	*	S/Sgt. Nicholas, Charles L.	13084635	"
BT	-	S/Sgt. Merritt, William E.	31203844	"
TG	-	S/Sgt. Cohn, Leroy	39279686	"
LWG	-	S/Sgt. Koehler, Earl L.	16133877	"
RWG	-	S/Sgt. Nichols, James O.	37239419	"

Enter Complete number of Aircraft Designate Engineer

John E. ...

BOMBARDMENT SQUADRON (H)
 OFFICE OF THE OPERATIONS OFFICER
 APO # 634

January 11¹⁹ 44

SUBJECT: Loading List.

TO : Operations Officer, 401st Bomb Gp (H), APB #634.

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

*PLANE # 42-31193

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -	Capt.	Beers	Robert	W.	0-24910	615th
CP -	2nd Lt.	Byrne	Howard	E.	0-743405	615th
N -	1st Lt.	Gershon	Harold	(NMI)	0-800107	615th
B -	2nd Lt.	Ritch	William	L.	0-739055	615th
RO -	Sgt.	Mehlmann	Raymond	G.	38438897	615th
**TT -	T/Sgt.	Young	Clarence	E.	38449970	615th
BT -	S/Sgt.	Craft	Allen	H.	37325198	615th
TG -	S/Sgt.	Turvy	John	E.	35418681	615th
LWG -	S/Sgt.	Grigg	Franklin	M.	37125928	615th
RWG -	S/Sgt.	Lynn	Kenneth	J.	12167944	615th

*PLANE # 42-37833

P -	Capt.	Rumsey	William	M.	0-728740	615th
CP -	Major	Seawell	William	T.	0-25712	615th
N -	1st Lt.	Walsh	Michael	R.	0-676125	615th
B -	1st Lt.	Haffner	James	D.	0-739024	615th
RO -	T/Sgt.	Garter	William	W.	39828464	615th
**TT -	T/Sgt.	Roberts	Donald	B.	32377738	615th
BT -	S/Sgt.	Lieberman	Irving	I.	13163453	615th
TS -	S/Sgt.	McElligott	Herbert	F.	36426974	615th
LWG -	S/Sgt.	Rothwell	Frank	A.	33330990	615th
RWG -	S/Sgt.	Lee	Irish	R.	12073240	615th

*PLANE # 42-37809

P -	1st Lt.	Chapman	Harold	J.	0-800354	615th
CP -	2nd Lt.	Peck	John	L.	0-746772	615th
N -	2nd Lt.	Hurlburt	Harrison	J.	0-682185	615th
B -	2nd Lt.	Wallis	Donald	G.	0-679411	615th
RO -	Sgt.	Chaffin	Hugh	W.	35424898	615th
**TT -	Sgt.	Badura	Charles	S.	16114314	615th
BT -	Sgt.	Fix	Norman	J.	32381348	615th
TG -	Sgt.	Reed	Francis	L.	15382546	615th
LWG -	Sgt.	Marshall	Alfred	P.	11114505	615th
RWG -	Sgt.	Johnson	Denzel	D.	17159878	615th

** Enter complete number of Aircraft Designate Engineer

*PLANE # 42-31465

P	-	Capt.	White	Ralph	J.	0-24885	615th
CP	*	Major	Brooks	Allison	G.	0-25258	401st
N	-	1st Lt.	Gausey	Rufus	F.	0-674149	615th
B	-	Capt.	Kuening	Arnold	G.	0-725449	615th
RO	-	T/Sgt.	Heehan	John	J.	33325533	615th
**TT	-	Sgt.	Breen	Roland	J.	16133764	615th
BT	-	S/Sgt.	Honemaker	Jack	D.	19175334	615th
TG	-	2nd Lt.	Sutton	Emmett	S.	0-684790	615th
LWG	-	Sgt.	Batson	Allen	L.	39288048	615th
RWG	-	Sgt.	Johnson	Russell	W.	32466408	615th

*Plane # 42-30904

P	-	1st Lt.	Grinham	Fred	D.	0-722337	615th
CP	-	2nd Lt.	Brown	Fred	Jr.	0-748548	615th
N	-	2nd Lt.	Whitney	Fay	F.	0-750325	615th
B	-	2nd Lt.	Wolfe	Ralph	W.	0-673904	615th
RO	-	Sgt.	Levis	Charles	M.	11103884	615th
**TT	-	T/Sgt.	Weber	Helvin	C.	37261444	615th
BT	-	Sgt.	Hardy	Charles	E.	11097732	615th
TG	-	Sgt.	Hamilton	James	R.	35884584	615th
LWG	-	Sgt.	Cummings	William	T.	33346968	615th
RWG	-	Sgt.	Houssan	Herbert	M.	12158897	615th

*PLANE # 42-30903

P	-	2nd Lt.	Sprecher	Donald	G.	0-804752	615th
CP	-	2nd Lt.	Masconian	Zaven	N.	0-687313	615th
I	-	2nd Lt.	Tinklepaugh	Kenneth	W.	0-690508	615th
B	-	2nd Lt.	Weiss	Glen	A.	0-747630	615th
RO	-	S/Sgt.	Allen	Robert	E.	35081629	615th
**TT	-	S/Sgt.	Anderson	Ole	(HMI)	39455398	615th
BT	-	Sgt.	Smart	Donald	W.	39409240	615th
TG	-	Sgt.	White	James	R.	37130388	615th
LWG	-	Sgt.	Vindhurst	Raymond	G.	19085085	615th
RWG	-	Sgt.	Schmader	Charles	R.	33409014	615th

*PLANE # 42-31077

P	-	2nd Lt.	Nicklowsky	Donald	T.	0-803858	615th
CP	-	2nd Lt.	Kaercher	Robert	D.	0-681433	615th
N	-	2nd Lt.	Manning	Charles	H.	0-753015	615th
I	-	2nd Lt.	Keller	Neal	L.	0-676960	615th
RO	-	S/Sgt.	Kilbane	John	A.	37244325	615th
**TT	*	S/Sgt.	Washinko	Alexander	C.	32663349	615th
BT	-	Sgt.	Killgore	Richard	A.	18191018	615th
TG	-	Sgt.	Gasparis	Girard	S.	38260949	615th
LWG	-	Sgt.	Schmit	Max	H.	16149868	615th
RWG	-	Sgt.	Montkowski	Edward	J.	37626520	615th

Enter Complete number in Designator Engineer

BOMBARDMENT SQUADRON (H)
 OFFICE OF THE OPERATIONS
 615th APO # 634

10
 January 11 44

SUBJECT: Loading List.

TO : Operations Officer, 401st Bomb Gp (H), APB #634.

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

*PLANE # _____

DUTY	RANK	CLASS	(NAME)	FIRST	(MI)	A. S. N.	SQUADRON
P	-						
CP	-						
N	-	2nd Lt.	Ferdyn	Joseph	E.	0-804380	615th
B	-	Capt.	Silver	Delwyn	G.	0-436011	401st
RO	-	2nd Lt.	Filler	Chris	(MMI)	0-809565	615th
**TT	-	2nd Lt.	Black	J. (Lo)	Dee	0-749667	615th
BT	-	S/Sgt.	Paola	Hanzio	(MMI)	18138019	615th
TG	-	S/Sgt.	Agee	Jack	D.	6963734	615th
LWG	-	Sgt.	Johnson	Joe	R.	18132671	615th
RWG	-	Sgt.	Hertzsen	Harold	(MMI)	32438400	615th
		Sgt.	Way	William	M.	37409203	615th
		Sgt.	Eushendorf	Everett	M.	38264715	615th

*PLANE # _____

DUTY	RANK	CLASS	(NAME)	FIRST	(MI)	A. S. N.	SQUADRON
P	-						
CP	-						
N	-	2nd Lt.	Trumble	William	W.	0-802861	615th
B	-	2nd Lt.	Shantz	Fred	L.	0-748197	615th
RO	-	2nd Lt.	Lenka	Beryle	L.	0-890872	615th
**TT	-	2nd Lt.	Gury	Erver	C.	0-870027	615th
BT	-	S/Sgt.	Hansy	Jack	L.	14041992	615th
TG	-	S/Sgt.	Tracey	Edward	(MMI)	32143612	615th
LWG	-	Sgt.	Schaeffer	John	E.	34395238	615th
RWG	-	Sgt.	Asbell	William	R.	14182623	615th
		Sgt.	Acker	Joseph	P.	6966456	615th
		Sgt.	Courtad	Paul	K.	35424839	615th

*PLANE # _____

P
 CP
 N
 B
 RO
 **TT
 BT
 TG
 LWG
 RWG

** Enter complete number of aircraft designate engineer

94th GY 4801 045026/3
 Secondary - GY 4776 039102/3 HIGH BO. Composite
 071096/3
 050073/3 LEAD
 PFF GY 4775 010036/2

The production of FW 190's has been reduced from 250 a month to 155 by the successful attack on Marientburg, Anklam, & Hrochowitz by our forces & by the destruction of Messel Bettenhausen by the R.A.F. Of the remaining 155 a/c, 70 or more than 45% are produced by the Ago plant at this target. In addition to final assembly, this plant also manufactures nearly all the major components necessary for its assembly, wings - fuselages - tail assembly - and thus becomes the most valuable single target left in the FW 190 combine.

This plant was attacked by our forces in July and a fair degree of damage was done - production was lowered to 55 planes a month but by now all damage has been repaired & the plant is again in full production.

The area of this target is a closely-knit group of fourteen buildings forming a compact quadrangle roughly 2100 feet square at the western end of the airfield. The primary objective ^{is} should be the component shops where the parts such as wings & fuselages are assembled & produced. Bldg. # 8 studied in detail by the Bombardier in the MPI and is used for the assembly of major components as well as containing a forge & foundry.

In the one story bldg. of this quadrangle are the a/c recently assembled or planes ready for testing. Part of these bldgs. are camouflaged with netting.

A successful attack on this target will prevent the manufacture of FW 190 airframe components for three months. Some final assembly might be resumed within a month provided components could be furnished from other plants - but with facilities for FW production strained as they are this loss will be severe. In addition 50 to 70 planes would be destroyed in the hangar & assembly shops if ^{you ~~plants~~ are} the attack was successful.

The factory is located one mile east of the centre of the T. City & stands on an extensive area of low lying ground. Factory stands on west side of Air Field.

SECONDARY - Large assembly plant of M.E. 110's & possibly other twin engine types.

No Convoy - No smoke screen is reported

Escape - P W

~~Chocolate~~

^{Remove} Identifying material

Do not speak of this target

FLAK INFORMATION

PRIMARY TARGET:

No heavy guns listed.

Wind from 320 degrees from 40 M.P.H. ---phoned in by Lt. Rempe

Stay just south of landfall to avoid small heavy flak area. (Egmond). On route in to target keep North of ZWOLLE as briefed, which is also reported as a small heavy flak point.

Make sharp left turn of 317 degrees Mag. after Bombs away to avoid heavy gun concentration around Magdeburg. In other words, don't overshoot the target!

On route out of the target, again follow the briefed course, avoiding flak at Secondary target(Braunschweig) by keeping to the right of it, unless it has to be attacked. At Celle(5215-1049E) it is desirable to skirt to the North of this town which is also fortified by heavy guns and which will allow you not to come near the very heavily dfended area of Hanover. Other areas to avoid are Nienburg and Diepholz (light) and Bawinkel (light) on the course back to E/ coast.

No convoys are expected.

No smoke screens reported at target.

SECONDARY TARGET:

49 guns within range.

Wind from 270 degrees from 40 M.P.H.

Axis of attack avoids southwestern area, which is heavily protected. phoned in by Lt. Rempe.

OVER

TIDES:

<u>HIGH</u>	<u>LOW</u>
0329	0928
----	1212
1540	2146.

Make sharp right turn after bombs away.

Lt. H.L. Knopman

Flak Officer

HEADQUARTERS
THIRD STRATEGIC AIR DEPOT
AAF 505 APO 635

R-M-5

452.1

13 January 1944

SUBJECT: Report, Aircraft Battle Damage.

TO : Commanding Officer, 401st Bomb Group, AAF 128,
APO 634, US Army. Attn: S-4 Officer.

1. Inclosed herewith ORS Form 1-A and photographs on
Aircraft B-17G, 42-40001 which landed this Station 11 January
1944.

For the Commanding Officer:

Overton L. Hillsman
OVERTON L. HILLSMAN,
Capt., AC,
Adjutant.

2 Incls:
Incl:1 - Form ORS 1-A
Incl:1 - Photographs

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

Station N^o. 128
A.P.O. No. 634
15 January, 1944

SUBJECT: Supplementary Mission Summary Report

TO : Group Operations, Station 128, APO 634.

1. The following battle damaged was sustained by A/C No. 42-30855 on the mission of 11 January, 1944, and not previously reported for the reason that A/C was away from home station.

2^o flak hole in skin of right wing, underside, between # 3 and # 4 nacelles; 20mm exploded through top of Vertical Stabilizer, near rudder, causing numerous small holes and internal damage to stringers and cross bracers; .30 cal. hole through bottom of rudder; Small dent in fairing in leading edge of left wing, near # 1 nacelle.

CHARLES W. HUNT
1st Lt., Air Corps,
Group Engineering Officer

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

Station No. 128
A.P.O. No. 634
14 January, 1944

SUBJECT: Supplementary Mission Summary Report

TO : Group Operations, Station 128, APO 634.

1. The following battle damage was sustained on the mission of 11 January, 1944 and not previously reported for the reason that A/C was away from home station.

a. 42-31116 - 6" X 7" rip in left aileron, two ribs damaged; 20mm hole through left wing, outer panel; 3" X 4" flak hole in top of left wing, outer panel, front spar damaged; 2" X 2" flak hole through right wing, inner panel, near trailing edge; 20mm exploded in tail section of fuselage, causing numerous small holes; Right landing light broken by flak.

b. 42-31069 - Large dent in # 5 ring cowl, caused by spent shell casing; Flak hole in right side of vertical stabilizer;

c. 42-31485 - Flak hole through left wing tip; Three flak holes in left wing, inner panel; Flak hole in top of right wing, outer panel; Two flak holes in bottom of right wing, inner panel; Flak hole in leading edge of left wing, left of landing light; Flak hole in left side of fuselage, beneath horizontal stabilizer; Flak hole through vertical stabilizer, near center.

d. 42-37833 - Three cal. .30 holes in leading edge of left wing, between # 2 engine and fuselage; Flak hole through left wing, outer panel; Three flak holes in bottom of left wing, outer panel; Two flak holes in bottom of right wing, near fuselage; Flak hole in top of left wing, inner panel; Flak hole in top of right wing, outer panel.

e. 42-31193 - Two flak holes through left wing, outer panel; Two flak holes in top of right wing, near tip; Three flak holes in top of right wing, inner panel; Flak hole in left side of fuselage, beneath trailing edge of wing.

SUBJECT: Supplementary Mission Summary Report. (continued)

f. 42-37843 - Flak hole in top of left wing, left of # 1 nacelle; Flak hole in leading edge of right wing, just outboard of # 4 engine; Flak hole in bottom of right wing, outer panel; Flak hole in left side of fuselage, near station 6D.

g. 42-40057 - Flak hole in top of right wing, near fuselage; Flak hole in bottom of left aileron; Flak hole in ring wing tip.

h. 42-31511 - Flak hole in leading edge of right wing, near station 24; Flak hole in bottom of left wing between # 2 engine and fuselage, just back of leading edge; damaging air duct.

i. 42-31087 - Flak hole through right wing tip, near station 37; 20mm hole in leading edge of right wing, near station 36, through top causing large hole; Flak hole top of left wing, near station 21; Flak hole in right aileron between station 19g and 20 causing damage to elevator.

j. 42-31034 - Hole in left side of fuselage, near station 6a, out on right side near station 6b; Flak hole in right bottom side of fuselage, near station 6j; Flak hole through left elevator, causing damage to elevator; Flak hole in vertical fin, center, near station 3; Flak hole in right wing, bottom side, near station 24, causing damage to Tokyo tank; Flak hole in right wing, bottom side, near station 3; Flak hole in right wing, top side, near station 26; Small flak hole in left wing, top side, near station 21.

k. 42-39943 - Flak hole in leading edge of # 4 ring cowling, left side, near center; Flak hole in leading edge of vertical fin, near station 9, causing damage to stiffeners and de-icer boot; Flak hole in fuselage, left side, near station 6d, causing internal damage to stiffener; Hole in right side of radio room at station 5h, through plate at station 6, over ball turret, and out of left side at station 16; Flak hole in vertical fin, left side, near station 9; Flak hole in vertical fin, left side, near station 4; Flak hole in left wing, top side, near station 24; Flak hole in right wing, top side, near station 18; Small flak hole in left wing, top side, near station 37; Flak hole through top of left wing, out bottom, 1 ft. forward of trailing edge, near station 8, causing damage to landing flap; Small flak hole in left life raft door; Flak hole in air intake left wing, near station 2, causing damage to 1st angle brace in chord of wing and 1st 45 degree brace of wing.

SUBJECT: Supplementary Mission Summary Report. (continued)

1. 42-31036 - 4" X 5" flak hole in right side of fuselage, # 3 bulkhead damaged; Small flak hole in leading edge of right wing, de-icer boot damaged.

2. 42-31881 - Numerous small holes in left side of fuselage between stations 4 and 5, caused by explosion of 20mm shell; 20mm hole through left wing, outer panel, cutting stringer and stiffener; Small flak hole in top of left wing, outer panel; Two small flak holes in leading edge of left wing.

3. 42-31072 - Small flak hole through left wing, outer panel, fuel tank damaged; 3" rip in fabric on left side of rudder; Tail light lens broken by flak; Flak hole in leading edge of left wing, outer panel; Flak hole in # 4 oil cooler fairing, fuel line damaged.

<u>TOTAL NO. OF A/C</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>	<u>BY FLAK</u>	<u>FLAK & FIGHTER</u>	<u>FLAK & FRIEND</u>
14	0	14	10	3	1

CHARLES W. HUNT
 1st Lt., Air Corps,
 Group Engineering Officer

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

A.P.O. 634
13 January 1944

SUBJECT: Mission Summary Report. (Mission of 11 January 1944)

TO : Group Operations, Station 128.

1. Abortives.

a. Airplane No. 42-38033 returned early because of an oxygen leak in Co-Pilot's compartment.

b. Airplane No. 42-39837 failed to complete mission for the reason that No. 3 Engine failed in flight.

c. Airplane No. 42-40050 returned early because Cylinder Head Temperatures were too high. Ground Check revealed no malfunction.

2. Battle Damage.

a. 42-31081 - Two flak holes through left elevator. Flak hole through tip of left horizontal stabilizer. Flak hole in under side of right horizontal stabilizer, near leading edge. Flak hole through right wing, inner panel, near trailing edge. Flak hole through right aileron. Flak hole in leading edge of left wing, outer panel.

b. 42-39932 - Flak hole in bottom of right wing, outboard of No. 4 Engine, near leading edge. Cal. .30 hole in bottom of left wing, outer panel. Flak hole in top of left wing, left of No. 1 Nacelle. Flak hole in Plexiglas Nose Section. No. 2 and No. 4 props damaged by flak.

c. 42-31072 - Small flak hole in bottom of left wing, outer panel. Small flak hole through top of right wing, outer panel. Small flak hole in leading edge of right wing, outer panel, de-icer boot damaged.

d. 42-31488 - Small flak hole in left side of fuselage, beneath Pilot's window. Small flak hole in left side of fuselage, beneath Navigator's window. Flak hole in Navigator's window. Astro-Dome broken by flak. Very small hole in No. 4 ignition shield.

SUBJECT: Mission Summary Report. (Continued)

e. 42-39847 - Flak hole through trim tab of left wing. Flak hole in bottom of left wing, to left of No. 1 Nacelle, tokyo tank damaged. Small flak hole in bottom of left wing tip. 3" crack in Plexiglas in Upper Turret.

<u>TOTAL NO. OF A/C</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>	<u>BY FLAK</u>	<u>BY FLAK & FIGHTER</u>
5	0	5	4	1

**CHARLES W. HUNT,
1st Lt., Air Corps,
Group Engineering Officer.**

612th BOMBARDMENT SQUADRON (H)
 401st BOMBARDMENT GROUP (H)
 OFFICE OF THE ENGINEERING OFFICER
 STATION 128
 APO 634

13 January 1944

SUBJECT: Battle Damage Report

TO: Group Engineering Officer, 401st Bombardment Group (H),
 Station 128, APO 634

1. The following is the battle damage report for the aircraft operated by this Squadron for the mission completed 11 January 1944.

AIRPLANE NO.		BATTLE DAMAGE
42-31511	OUT	<ol style="list-style-type: none"> 1. Flak hole in leading edge of right wing around station 24. 2. Flak hole in bottom of left wing between #2 engine and fuselage just back of leading edge. Entered air duct, duct will have to be changed.
42-31087	OUT	<ol style="list-style-type: none"> 1. Flak in hole in right wing tip around station 37. (in bottom out top) 2. 20MM hole in leading edge of right wing around station 36. (out top tearing large hole) 3. Flak hole top of left wing around station 21. 4. Flak hole right aileron between station 19½ & 20. Elevator to be replaced.
42-31034	OUT	<ol style="list-style-type: none"> 1. Hole in left side of fuselage near station 6a. Out right side near station 6b. 2. Flak hole right bottom of fuselage near station 6j. 3. Flak hole in left elevator near station 130. In bottom out top. Elevator to be replaced. 4. Flak hole in vertical fin near station 10. (center) 5. Flak hole in bottom of right wing., around station 24. Tokyo tank to be changed. 6. Flak hole in bottom of right wing near station 3. 7. Flak hole in top of right wing near station 18. 8. Two flak holes in top of right wing near station 26. 9. Small flak hole in top of left wing near station 21.
42-39943	OUT	<ol style="list-style-type: none"> 1. Flak hole in leading edge of #4 ring cowling at 9 o'clock. 2. Flak hole in leading edge of vertical fin around station 9. Stiffeners tore inside of fin. De-icer boot to be changed. 3. Hole in left side of fuselage near station 6d. Tore stiffener inside. 4. Hole in right side of radio room at station 5h. Went through plate at station 6, over ball turret and out of left side at station 16. 5. Flak hole in left side of vertical fin near station 9. 6. Flak hole in left side of vertical fin near station 4. 7. Flak hole in top of left wing near station 24. 8. Flak hole in top of right wing near station 18. 9. Small flak hole in top of left wing near station 37. 10. Flak hole in top of left wing lft foward of stalling trailing edge near station 8. (in top out bottom damaging landing flap) 11. Flak hole in left life raft door. (no damage to raft) 12. Flak hole in air intak left wing near station 2. Damaged 1st angle brace in chord of wing & 1st 45 degree brace of wing.

Herbert O. Kimmel
 HERBERT O. KIMMEL
 1st Lt, Air Corps, Eng. Off.