

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

MISSION No. **17**

Date: **29 JAN. 44**

TO: **FRANKFURT, GER.**

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

E- -8

29 January 1944.

SUBJECT: Leaders Narrative, 401st Bombardment Group (Low Box).  
Mission # 17, 29 January 1944.

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

1. The 401st Group provided a full low group plus two squadrons of the high group.
2. Take-off and assembly by groups of the 401st was excellent. The 401st departed with the 94th Wing from point X 1 minute late. It was five to ten miles South of all check points. Climb was much too fast for a Wing formation and the lead formation was strung out for a considerable distance. By the time the enemy coast was reached the 401st low box was in formation with the Wing.
3. Halfway between the enemy coast and the target another group (Bassingbourne) joined the 401st in a high left position. The formation as far as the low box was concerned was still too fast.
4. Just before the I P a 360 degree turn to the left was executed by the 94th Wing presumably to permit the Wing on our right to bomb first. The 360 degree turn affected the low group such that it was forced to bomb in trail of the 881st and the two high groups.
5. Over VHF the Wing leader announced that the Wing would bomb on "his flares". It was not known that his PFF airplane had aborted before it left England.
6. The 401st waited for his PFF flares which were expected from the lead group. Neither bombs or flares from the lead group were observed. The 401st solved its bombs as a group in the Frankfurt area after the other groups had evidently bombed.
7. There was considerable trouble keeping with the lead group from the target to approximately fifteen minutes from the target. When the lead group was caught, plus friendly fighters, which were absent over the target, the severe fighter attackers which were sustained, stopped.

**SUBJECT: Leader's Narrative (Cont), Mission # 17**

**29 January 1944**

8. After the appearance of friendly fighters and the junction with the 94th Wing was made the 401st returned without further incident.

9. We went over the target with twenty two airplanes of these, sixteen airplanes left the target in our formation. Some were Triangle A or Bassingbourne airplanes, and it is not sure exactly how many of the 401st Group were missing at this time. The 401st low box had left point X with eighteen airplanes. These airplanes were distributed evenly between the three squadrons etc.

10. The 401st was under heavy fighter attack from the target on out for fifteen to twenty minutes, and the facts on losses, and those ships which joined from other groups is not clearly apparent at the time of preparation of this report.

11. The remaining aircraft of the 401st landed at home base safely.

EDWIN W BROWN,  
Major, Air Corps,  
Low Group Leader.

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

E- -8

29 January 1944

SUBJECT: Leader's Narrative, 401st - 351st Composite Group (High Box).  
Mission # 17, 29 January 1944.

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

1. The Composite box took off as scheduled at 07:40. A light overcast was encountered at 1000 ft which was approximately 1000 ft thick. Above this there were no clouds. Assembly was by individual aircraft at 12,000 ft which was executed in good order by the 401st ships. The low squadron furnished by the 351st Group failed to join the formation. The Wing assembly was on time and the three boxes departed from Deenthope with the high box slightly to the rear. The high box caught the formation when the lead box turned right at point "A". The lead box climbed too rapidly forcing the high box to use maximum power in order to stay abreast and above the lead box. The 94th Wing was early at point "Z" and departed prior to the 1st Combat Wing. One Group from the 1st Combat Wing joined the 94th Combat Wing and flew above the high box.

2. The route into the target was as briefed and all four boxes were flying good formation. At the I P the Wing leader made a 360° turn in order to let the 1st Combat Wing, which was to our right rear, bomb the target first. On the turn the high box uncovered to the right and followed the lead box over the target dropping bombs on the flares of the lead ship. The P F F ship of the lead box went out just before the target, thereby necessitating dropping the bombs on the smoke of the previous Wing's bombs. After the bomb run the high box turned sharply to the right and encountered little or no flak. Heavy flak was observed to the left. Several ME 110's made head-on attacks at the high box shortly after the target but caused no damage. Chaff was dropped by the radio operators as ordered.

3. The Wing leader held the air speed down on the way out in order for all boxes to catch up and excellent formation was observed. The high box let down on Splasher # 6 at a heading of 305°. The overcast was at 1800' and most of the ships reformed under the overcast.

4. Twelve ships took off and three returned early, two for mechanical failures and one for personnel error. Nine ships bombed the target from the 401st and one from the 1st Combat Wing. One ship had engine trouble and was forced to leave the formation on the route out. All returned safely to the base.

CARL C HINKLE,  
Capt, A.C.,  
High Box Leader.

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

E-C-1

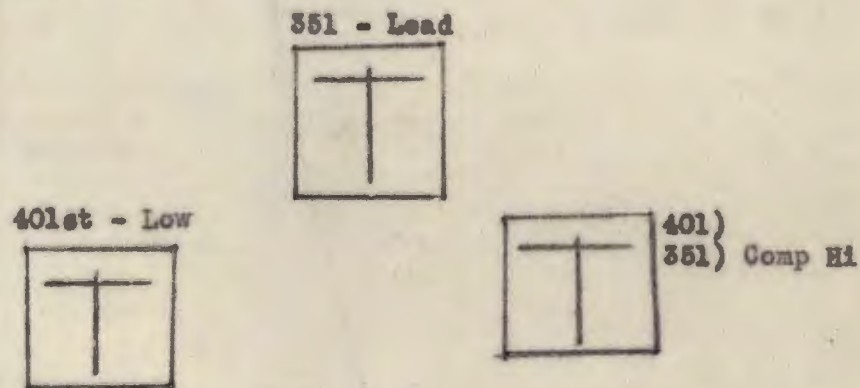
29 January 1944

SUBJECT: Operational Narrative (High Box) Mission 17, 29 January 1944.

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

1. GENERAL NARRATIVE: The 401st Group furnished a Lead and a High squadron to the High composite box. The 351st Group furnished the Low squadron. Assembly, Group, Wing and Division were as described in the Low Box narrative. The High Box Leader also had trouble in keeping up with the Wing Leader and later was bothered by another Group which joined the Wing formation. The High Box bombed on the flares of the Wing ahead, upon order to do so by the 94th Wing Leader. The route out was as briefed and the High Box let down on Splasher 8 and proceeded by elements and squadrons to the base.

- a. Formation at takeoff and on cruise (diagram attached).
- b. Formation over target (diagram attached).
- c. The 401st Composite Box flew high in the 94th Wing formation:



2. AIRCRAFT NOT ATTACKING: Three ships, No 42-39765, 42-37866 and 42-31098 returned early. Two of these were due to mechanical failure and one was due to personnel failure.

3. AIRCRAFT LOST: No ships were lost out of the Composite High Box.

4. RESULTS: Bombing was on PFF and hits were not observed.

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

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

AAF Station 128  
 29 January 1944.

SUBJECT: Statistical Summary, Mission of 29 January 1944, 401st Group Formation  
 TO : Commanding Officer, 401st Bombardment Group, AAF Station 128

STATISTICAL SUMMARY OF AIRCRAFT ATTACKING

Number of A/C Taking Off.....22  
 Number of Spares..... 0  
 A/C Taking Off less Unused Spares.....22  
 Number of A/C Dispatched.....20  
 Number of Sorties.....20  
 Number of A/C Attacking.....19  
 Number of A/C Not Attacking..... 3

Number of A/C Lost:

To flak - 0  
 To flak & E/A - 0  
 To E/A - 4

TABULAR SUMMARY OF DISPOSITION OF BOMBS OVER TARGET

	Aircraft		Bombs				
	Over Target	Bombing	Number	Size	Type	Fusing	
						Nose	Tail
Main Bombfall	18	18	216	500#	GP	1/10	1/40
Other Attacks (T.O.)	1	1	12	500#	GP	x	x
Bombs on Target			228	500#	GP	1/10	1/40
Other Bomb Expenditures			12	500#	GP	x	x
Bombs Returned			24	500#	GP	x	x
Total (Loaded on A/C Taking Off)			264	500#	GP	1/10	1/40

For the Operations Officer:

KEN W. DAUBLE  
 Captain, Air Corps  
 Statistical Officer.

(LOW BOX)

Combat Flight Leader: MAJOR BROWN 29 JAN 1944  
 (Date)

Deputy Flight Leader: CAPTAIN STANN

Group Call Sign: \_\_\_\_\_ Fighter Call Sign: \_\_\_\_\_

Ground Control: \_\_\_\_\_

- 612th SC PATHETIC
- 613th IN SILVERWARE
- 614th IW CARMICHAEL
- 615th IY FIANCE

613 SQDN  
BROWN (SHOTTS)

C 1081

LOW BOX FORMATION AT TAKE OFF  
 AND ON CRUISE

LOCHER

STANN

O 3507

R 1557

PIPER

B 1374 (ABORTED)

VOKATY

ROHNER

Q 8002 (DELAY)

N 0855

612 SQDN

615 SQDN

CURRIE (MC CREE)

HUMSEY

G 1034

D 1488

TANNER

JOHNSON

CAMPBELL

KAMINSKI

F 9943

H 9979 (ABORTED)

K 1069

O 1091  
 (FAILED TO TAKE OFF)

SELTERS

BEERS

D 1511

B 1193

TANNAHILL

BINGHAM

NICKLAWSKY

VAN CYCLE

Y 1486

C 9993 (DELAY)

N 0057 (DELAY)

M 8012

JONES

Q 1508

SPARES

STANSON

KNITH

STELZER

X 1036

H 9932

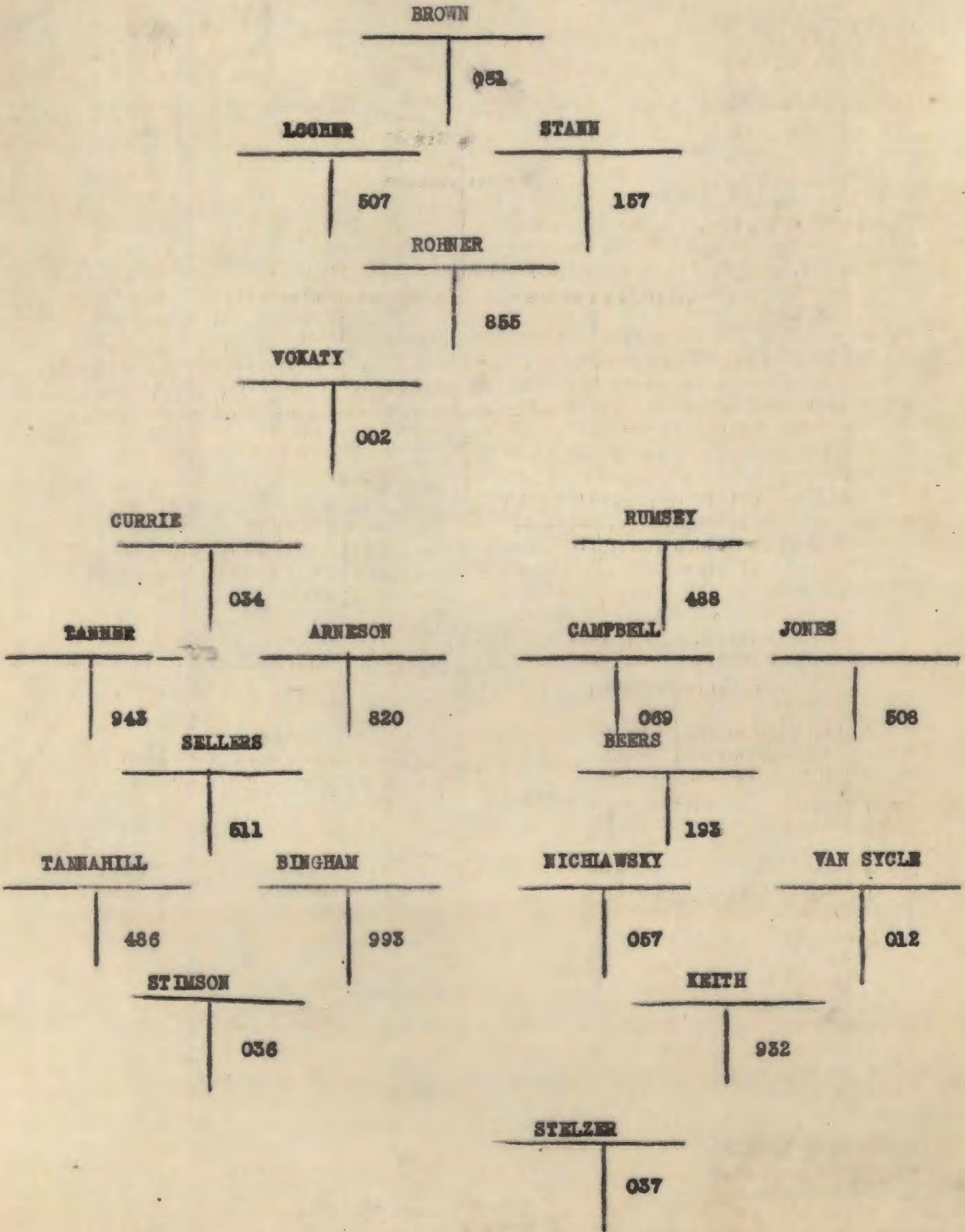
F 1037

STINE

ARNESON

J 9820

LOW BOX FORMATION  
OVER THE TARGET





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

E-C-1

29 January 1944

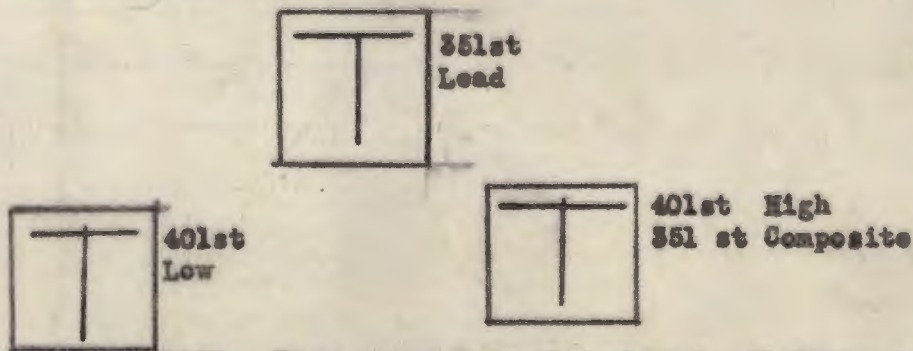
SUBJECT: Operational Narrative, Mission No 17, 29 January 1944.

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

1. GENERAL NARRATIVE: The Low Box was composed entirely of 401st Group airplanes. Twenty two (22) ships took off in the low box formation. It took off second, behind the composite High Box. Assembly was individual over the X Buncher, and was made as briefed. The 401st Low Box made Wing Assembly as briefed, but had trouble keeping up with the Wing Leader. The group formation was good. The route into the target was as briefed. At the IP the Wing made a 360° turn and bombed on the flares of a Wing passing into position ahead of them. After Bombs Away, the Low Box had difficulty catching up with the Wing Leader but came into Wing formation before reaching the enemy border on the route out. Return route was as briefed and a let down was made on Splasher 6. Ships proceeded by elements and squadrons to the base.

2. AIRCRAFT NOT ATTACKING: Twenty two (22) ships took off. Two, No 42-31874 and 42-39979 returned early. One was mechanical and one was personnel failure. Twenty ships were dispatched and twenty bombed. Four were shot down in the target area.

- a. Formation at takeoff and cruise (diagram attached).
- b. Formation over the target (diagram attached).
- c. The 401st Low Box flew as follows:



3. LOST AIRCRAFT: Four ships were shot down by fighters in the target areas. They were No 42-31486, 42-31193, 42-40057 and 42-38012.

4. RESULTS: Bombing was Pff; results were unobserved.

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

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

B-6-1

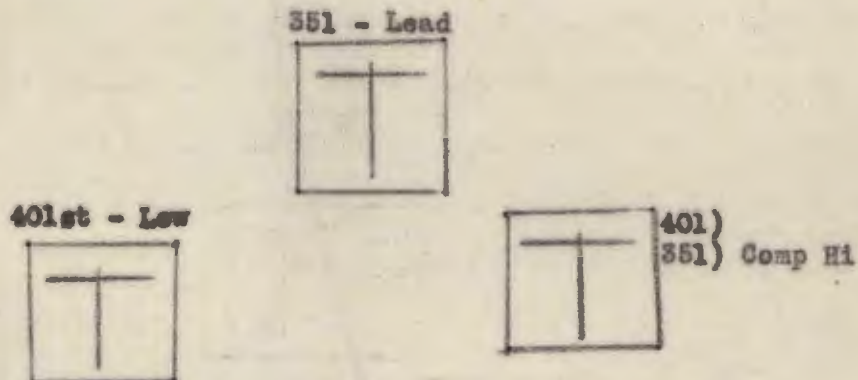
29 January 1944

SUBJECT: Operational Narrative (High Box) Mission 17, 29 January 1944.

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

1. GENERAL NARRATIVE: The 401st Group furnished a Lead and a High squadron to the High composite box. The 351st Group furnished the Low squadron. Assembly, Group, Wing and Division were as described in the Low Box narrative. The High Box Leader also had trouble in keeping up with the Wing Leader and later was bothered by another Group which joined the Wing formation. The High Box bombed on the flares of the Wing ahead, upon order to do so by the 94th Wing Leader. The route out was as briefed and the High Box let down on Splasher 6 and proceeded by elements and squadrons to the base.

- a. Formation at takeoff and on cruise (diagram attached).
- b. Formation over target (diagram attached).
- c. The 401st Composite Box flew high in the 94th Wing formation:



2. AIRCRAFT NOT ATTACKING: Three ships, No 42-39765, 42-37856 and 42-51098 returned early. Two of these were due to mechanical failure and one was due to personnel failure.

3. AIRCRAFT LOST: No ships were lost out of the Composite High Box.

4. RESULTS: Bombing was on PFF and hits were not observed.

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

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

AAF Station 128  
 29 January 1944

SUBJECT: Statistical Summary, Mission of 29 January 1944, 401st-351st Group Box.  
 TO : Commanding Officer, 401st Bombardment Group, AAF Station 128.

STATISTICAL SUMMARY OF AIRCRAFT ATTACKING

Number of A/C Taking Off.....12  
 Number of Spares..... 0  
 No. of A/C Taking Off Less Unused Spares.12  
 Number of A/C Dispatched..... 9  
 Number of Sorties..... 9  
 Number of A/C Attacking..... 9  
 Number of A/C Not Attacking..... 3

Number of A/C Lost:

None

TABULAR SUMMARY OF DISPOSITION OF BOMBS OVER TARGETS

	Aircraft		Bombs			
	Over Target	Bombing	Number	Size	Type	Fusing Nose Tail
Main Bombfall	9	9	378	100#	IB	M126
Other Attacks	-	-	-	-	-	-
Total Bombs on Target			378	100#	IB	M126
Other Bomb Expenditures			-	-	-	-
Bombs Returned			126	-	-	-
Total (Loaded on A/C Taking Off)			504	100#	IB	M126

For the Operations Officer:

KEN W. DAUBLE  
 Captain, Air Corps  
 Statistical Officer

(HIGH BOX)

Combat Flight Leader: CAPTAIN HINKLE 29 JANUARY 1944

(Date)

Deputy Flight Leader: CAPTAIN PECK

Group Call Sign: \_\_\_\_\_ Fighter Call Sign: \_\_\_\_\_

Ground Control: \_\_\_\_\_

<u>614</u>	S N	612th SC PATHETIC
		613th IN SILVERWARE
		614th IW CARMICHAEL
		615th IY FLANCE

HINKLE (CHAPMAN)

G 9847

HIGH BOX FORMATION  
AT TAKE OFF AND ON  
CRUISE.

WALSH

PECK

B 1098

O 1116

CAMMACK

K 1369

SMITH, W.R.

KIRKHOFF

C 1315

M 9846

SQDN

SQDN

LEWIS

A 1077

GARDNER

CHRISTENSON

G 1518

H 7843

KELLY

A 9765

SMITH, S.E.

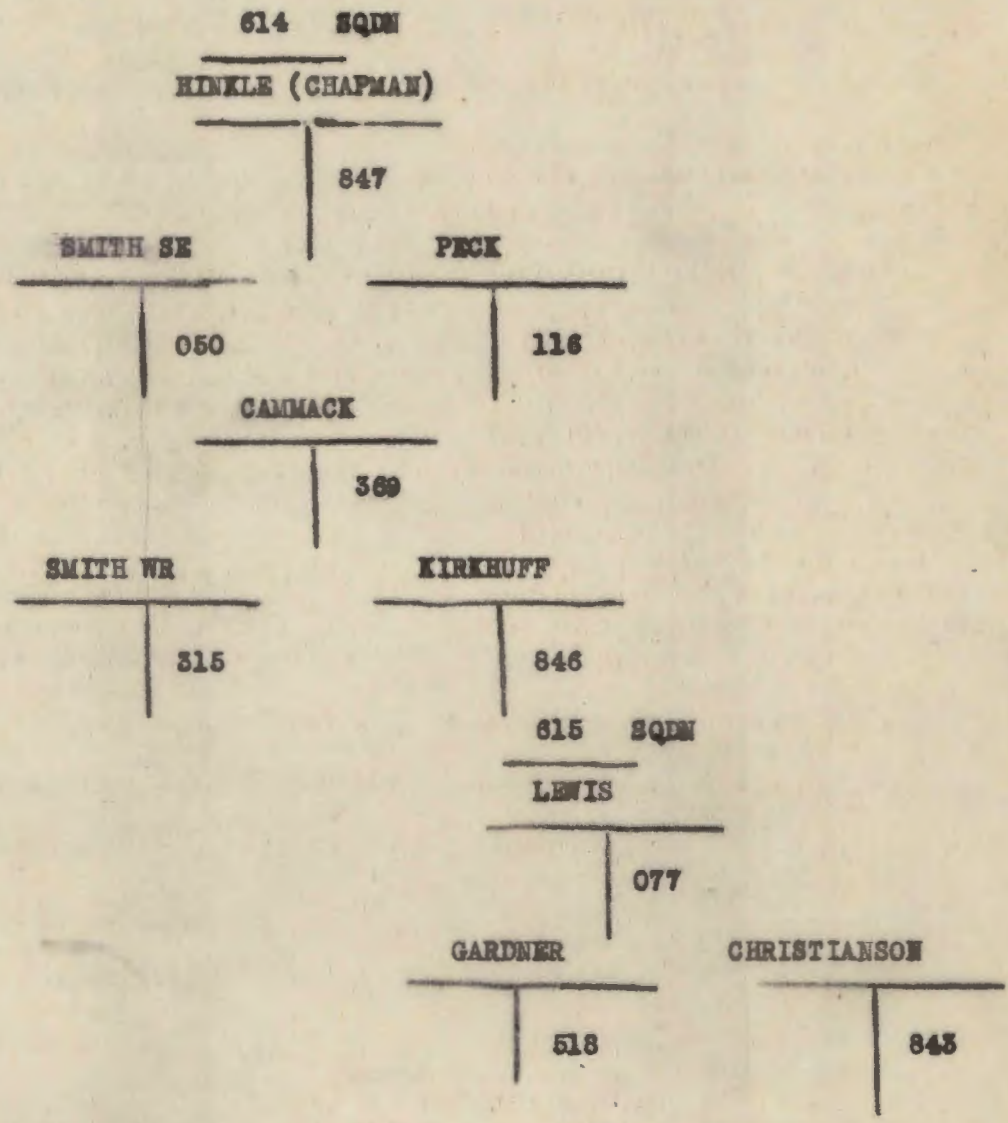
WELLS

J 0050

B 7856

SPARES

HIGH BOX FORMATION  
OVER THE TARGET



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

APO 634

SUBJECT: Lead Navigator's Narrative of Mission Flown 29 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 0755 hours.
  - b. Group formed at 0857 hours at 8000 feet.
  - c. Formed CBW at 0923 hours at 14000 feet.
  - d. Began climb at 0857 hours.
  - e. Reached altitude at 0945 hours.
  - f. Weather encountered over England:
    - (1) Clouds 10 / 10ths
    - (2) Visability 0 miles.
    - (3) Wind at altitude 200 degrees. 40 knots per hour
  - g. Means of navigation over England.  
**See, D.E. Radio**
  - h. Means of checking Metro Winds  
**See**
  - i. Joined task force at 0930 hours at Glaston (city, splasher, Coordinates)
  - j. Departed English Coast at 0950 hours.  
Arrived at Enemy Coast at 1010 hours

h. Fighter Rendezvous:-----

- (1) Going in: 1100 hours.
- (2) Coming Back: 1155 hours.

1. Wind used for bombing:

- (1) 200 degrees.
- (2) 40 knots per hour.
- (3) How Determined:

**Gee**

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

- (1) Reached IP at 1120 hours.
- (2) Mag heading over target 155 degrees.
- (3) Altitude over target 22,500 feet.
- (4) Time bombs away 1130 hours.
- (5) Method of target Identification and weather over target:

**PVT 10/10ths cloud cover**

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

**Radio fluctuated**

o. Gee:

- (1) Coordinates of furthest fix **50 29N**  
**05 21E**.
- (2) Time 1045 hours.

p. Comments:

**WM. F. SIGNATURE**  
**2nd Lt, Air Corps**  
**Lead Navigator**

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

APO 634

SUBJECT: Lead Navigator's Narrative of Mission Flown 29 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 0741 hours.
  - b. Group formed at 0835 hours at 13000 feet.
  - c. Formed CBW at 0905 hours at 16000 feet.
  - d. Began climb at 0856 hours.
  - e. Reached altitude at 0947 hours.
  - f. Weather encountered over England:
    - (1) Clouds 10 /10ths
    - (2) Visability 0 miles.
    - (3) Wind at altitude 270 degrees. 45 knots per hour
  - g. Means of navigation over England.  
**See D.R. Radio**
  - h. Means of checking Metro Winds  
**See**
  - i. Joined task force at 0950 hours at CLACTON (city, splasher, Coordinates)
  - j. Departed English Coast at 0950 hours.  
Arrived at Enemy Coast at 1010 hours



- (1) Going in: 1050 hours  
(2) Coming Back: 1154 hours.

l. Wind used for bombing:

- (1) 270 degrees.  
(2) 40 knots per hour.  
(3) How Determined:

**GKE**

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

- (1) Reached IP at 11:10 hours.  
(2) Mag heading over target 155 degrees.  
(3) Altitude over target 25000 feet.  
(4) Time bombs away 11:27 hours.  
(5) Method of target Identification and weather over target:

**PFF 10/10ths cloud cover**

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

o. Cse:

- (1) Coordinates of furthest fix 50 30N 04 40E ..  
(2) Time 1054 hours.

p. Comments:

**C.S. SHIMMRE**  
**2nd Lt. AG**  
**Lead Navigator C Box**

TARGET

Primary Frankfurt  
Secondary \_\_\_\_\_  
Last Resort \_\_\_\_\_

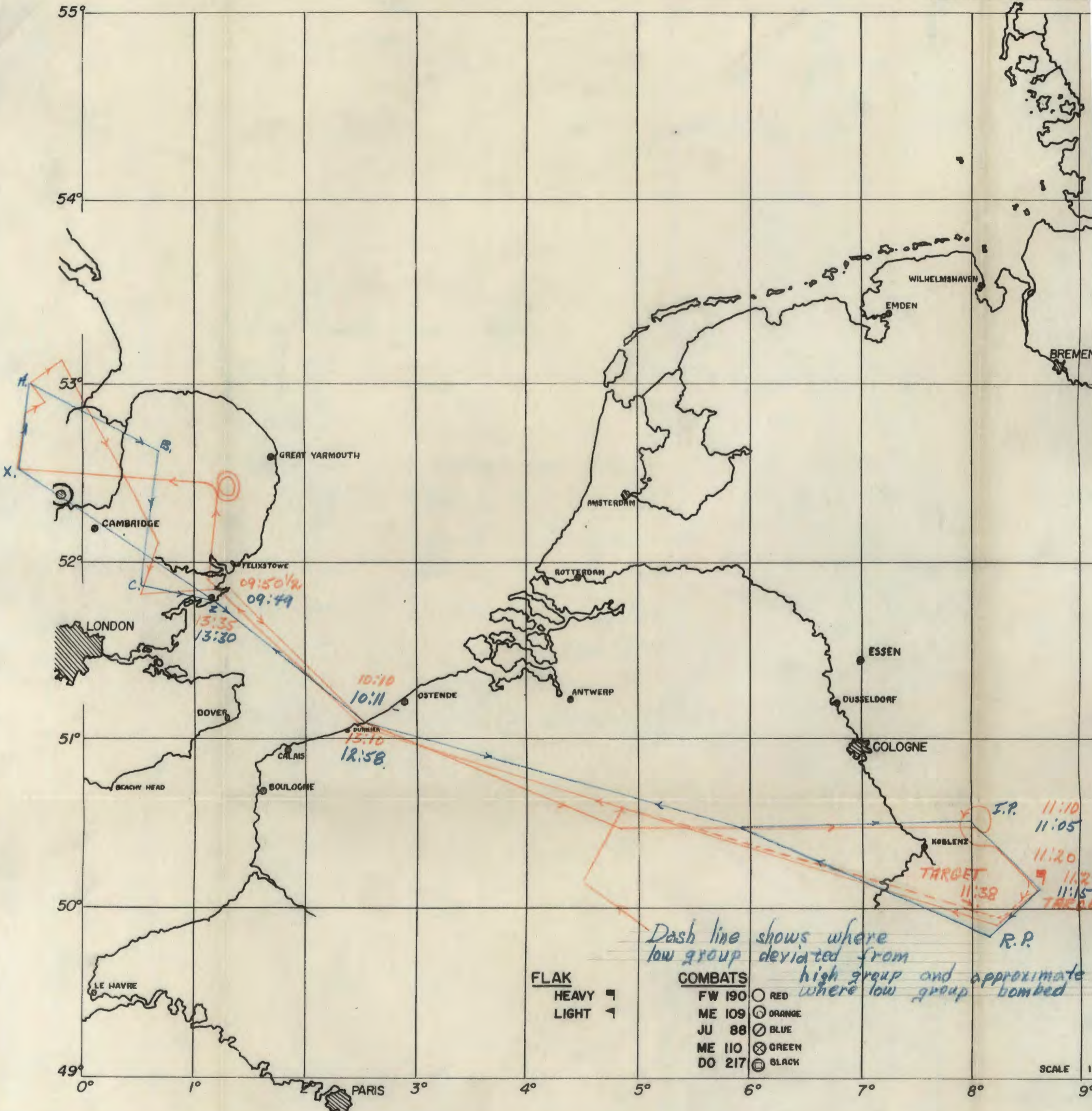
Date 1/29/44

TRACK CHART

Blue  
Red  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Route followed by  
" " "  
" " "  
" " "  
" " "

Briefed Com  
401st Bomb  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



FLAK  
HEAVY  $\blacksquare$   
LIGHT  $\blacktriangleleft$

COMBATS  
FW 190  $\bigcirc$  RED  
ME 109  $\bigcirc$  ORANGE  
JU 88  $\bigcirc$  BLUE  
ME 110  $\bigcirc$  GREEN  
DO 217  $\bigcirc$  BLACK

Dash line shows where low group deviated from high group and approximate where low group bombed

SCALE 1:2

ry Frankfurt  
 ndary \_\_\_\_\_  
 Resort \_\_\_\_\_

TRACK CHART  
 Date 1/29/44

Blue  
Red  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Route followed by Briefed Course  
401st Bomb. Gp. (H)  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_





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. C.S.	DIS. TO RUN	TIME	E.T.A.
1051	120		122	130	50 22N 06 14E	"G" out Turned to 90 T.C	150	25000					
1051	090	270/46	090	097	Eta IP		150	"		241	61	0017	1108
1108				097	Flak and streamers at Koblenz								
1110				097	Reached IF Doing 360 turn to left			25,400					
1123	138	"	148	155	On bomb run Discharging chaff	Flak at 1200 (Black) Deflection good-Altitude poor							
1127 1/2	148		148	155	Bombs away Dropped on lead group		150	25500 -36	196				
1134 1/2	217		228	235	Turned at Rally point	Twin Engine Fighters Attack lead group		25000	"	164	22	08	
1137	287		283	290	B-17 down by fighters 1 fighter explodes	(ETA enemy coast)		25000	196	162	228	0124	1301
1140	267		263	270	B-17 going down at 0500	Flak at 0300	155						
1147	312		303	310	Fighters attacking gp behind		155	24500					
1154	290		287	295	Friendly fighters Low GP downs Fighter B-17 at 0500 going down	in clouds		23900					
1205	290		"	"			150	23400					
1215	287		284	292	B-17 low headed home		155	23000	186				
1221	290		287	295	"G" pulse begins to show		150	22000	"				
1239	278		277	285	6 bursts flak at 0300	Large Airdrome							
1249	265		266	275	Gee 9.57 35.70								
1254	283		281	290	"116" Peck is straggling			22100					
1257 1/2	271		271	280	9.76 35.37			22000					
1300	271		271	280				21500					
1310	344		331	340	9.69 51 05N 35.87 02 35E	Enemy Coast out			185				
1319	333		324	330	9.90 51-19N 36.12 02 10E			19900	170				
1336	335		321	330	9.25 51 55N 38.22 01 08E	English Coast	165	14000	168				
1345					7.80 39.85		160	11000	165				
1352	Circling				1358 LET DOWN 7.36 40.08		160	7000	165				
1400	"				Radio Compass out			5500	144				
1419	265	"	283	293	B- 7.96 C-40.29	HOMING ON GEE Circle to reform box		3000		145	59	51	1444
1430	270		270	280				1700					
1436	273		273	283	8.17 52 29N 41.61 00 38E		"	1700					
1458					Base								

SIGNED

NAVIGATOR

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

E- -8

29 January 1944

SUBJECT: Lead Bombardier's Narrative, 401st Group, (Low Box).  
Mission # 17, Frankfurt Germany.

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

1. The Group hit the IP approximately 4 minutes late. At the IP, a point northwest of Kehlens, at the coordinates (50 30N 08 00E). A 360° turn was made and chaff, which drifted toward the target, was dispersed. The target was crossed on a mag heading of 155, our ship leading the low group. The lead Group was between the sun and our group making it difficult and sometimes impossible to see the wing leader. As we turned off the target, and no bombs had been dropped, it was thought that "bombs away" by the wing leader, had been missed. The group leader checked and found that no bombs had been dropped. We toggled bombs about 1½ minutes after turning off the target.

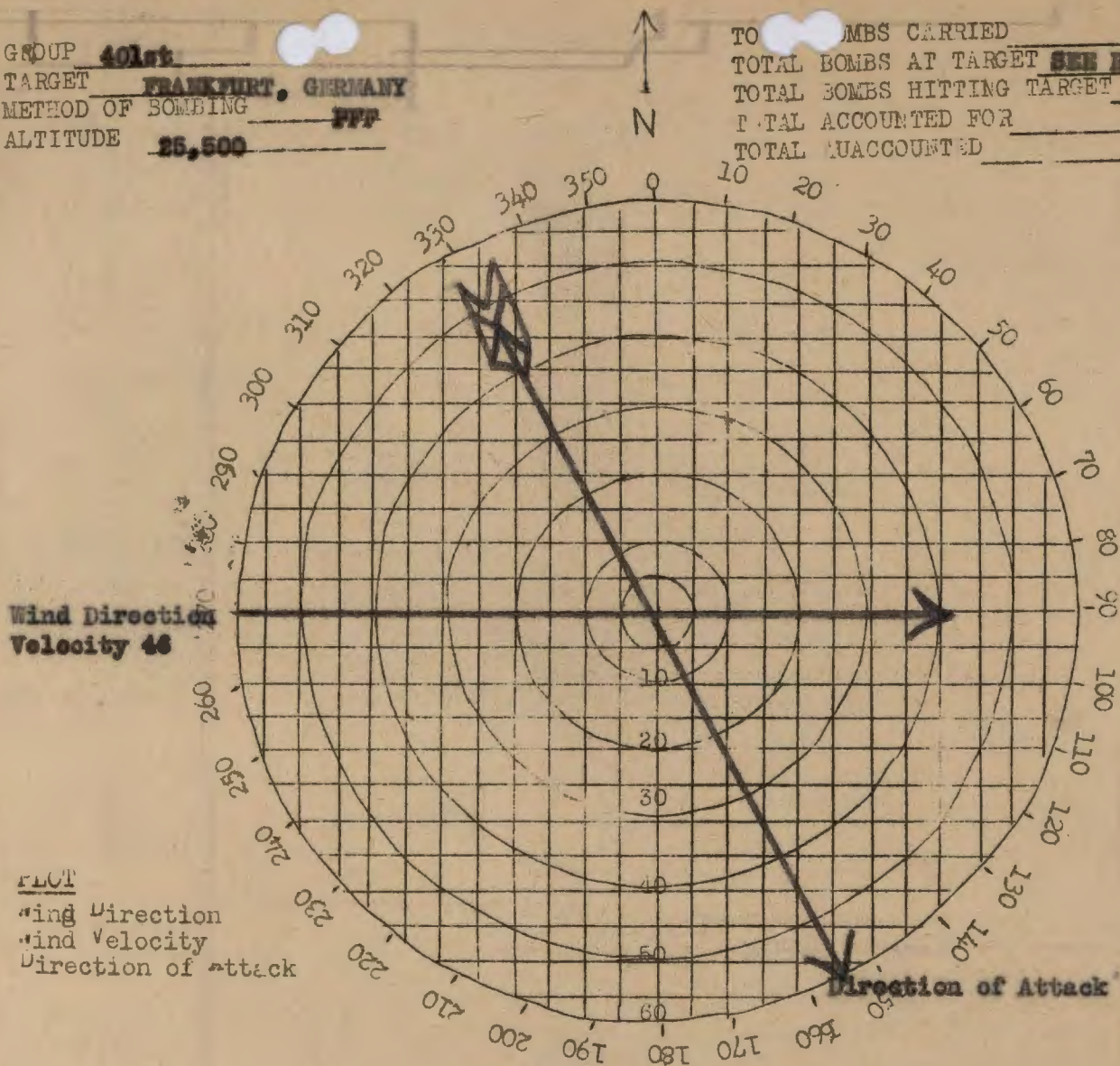
2. The moderate flak seen was not very accurate.

HENRY R BRARTON,  
1st Lt, A.G.  
Lead Bmbdr, Low Box.

OMBARDIERS INDIVIDUAL PLOT

GROUP 401st  
TARGET FRANKFURT, GERMANY  
METHOD OF BOMBING PPP  
ALTITUDE 25,500

TO        MBS CARRIED  
TOTAL BOMBS AT TARGET SEE REMARKS  
TOTAL BOMBS HITTING TARGET         
TOTAL ACCOUNTED FOR         
TOTAL UNACCOUNTED       



PL01  
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

9 A/C toggled 378 bombs at the target  
3 A/C returned 126 bombs to the base

M-47 A-1 IB were loaded

5 A/C from the 351st Bomb Group dropped 210 IB Bombs with this group

HEAVY BOMBING FLIGHT RECORD<sup>1</sup>

BOMBARDIER<sup>2</sup> LT. H. BRIANTON DATE 29 JANUARY 1944

PILOT<sup>2</sup> LT. SHOTT TAKE OFF 0755

NAVIGATOR<sup>2</sup> LT. W. SAVAGE LANDED 1556

ORGANIZATION Squadron X AIRPLANE 061  
Group

OBJECTIVE<sup>3</sup> FRANKFURT GERMANY

ATTACKING POINT (MPI) CITY CENTER

INITIAL POINT 50 30N 08 00E

METHOD OF ATTACK<sup>4</sup> X  
Individual Flight Squadron Group Wing

NUMBER OF ATTACKING A/C IN GROUP 19 COMPOSITE GROUP

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: NONE

DEFLECTION AND RANGE SIGHTING, GROUP COMPOSITE GROUP

RANGE SIGHTING ONLY. GROUP COMPOSITE GROUP

BOMBS, TYPES AND SIZES 216 X 500 GP 378 M-47 IB

NUMBER OF BOMBS LOADED 12 RELEASED 12

POINTING, NOSE INSTANT TAIL

SYNCHRONIZATION<sup>5</sup> On Fast Slow

INFORMATION AT RELEASE POINT<sup>6</sup>

Altitude of target	<u>310</u>	MAG. HEAD, Order	Actual <u>135</u>
True Altitude above target	<u>23000</u>	True Heading	<u>145</u>
Pressure Altitude	<u>23500</u>	Drift, Est.	Actual
Pressure altitude of target	<u>-198</u>	True Track	
Altimeter setting	<u>29.92</u>	Actual Range	
I.A.S.	<u>150</u>	B.S. Type	<u>M-3</u>
I.A.S.	<u>198</u>	Time of release	<u>1136</u>
G.S., Est.	Actual <u>164</u>	Length of Bombing Run	
Wind Direction, Metro	Actual <u>202</u>	Intervalometer setting	<u>200</u>
Wind Velocity, Metro	Actual <u>40K</u>	C-1 Pilot	
D.S. Trail	ATF	A-5 Pilot	
D.A. Est.	Actual	Manual PILOT	



ACTUAL

WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
3000						
6000						
10000						
15000						
20000	330		50		-12	
22000	330		55		-22	
24000	300	310	40	60	-35	-58
26000						
28000						
30000						

METHODS OF BOMBING<sup>10</sup>

RELEASED ON WING LEADER

T  
 T T  
 T  
 T T

T  
 T T  
 T  
 T T

COMPOSITE GROUPS<sup>11</sup>

T  
 T T  
 T  
 T T

T  
 T T  
 T  
 T T

- Bombardier making complete sighting operation (T)
- Bombardier making range operation only [T]
- Bombardier dropping on leader with arrow indicating leader's position / T

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

H- -8

29 January 1944

SUBJECT: Lead Bombardier's Narrative, 401st, 351st Composite Group.  
Mission # 17, Frankfurt, Germany.

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

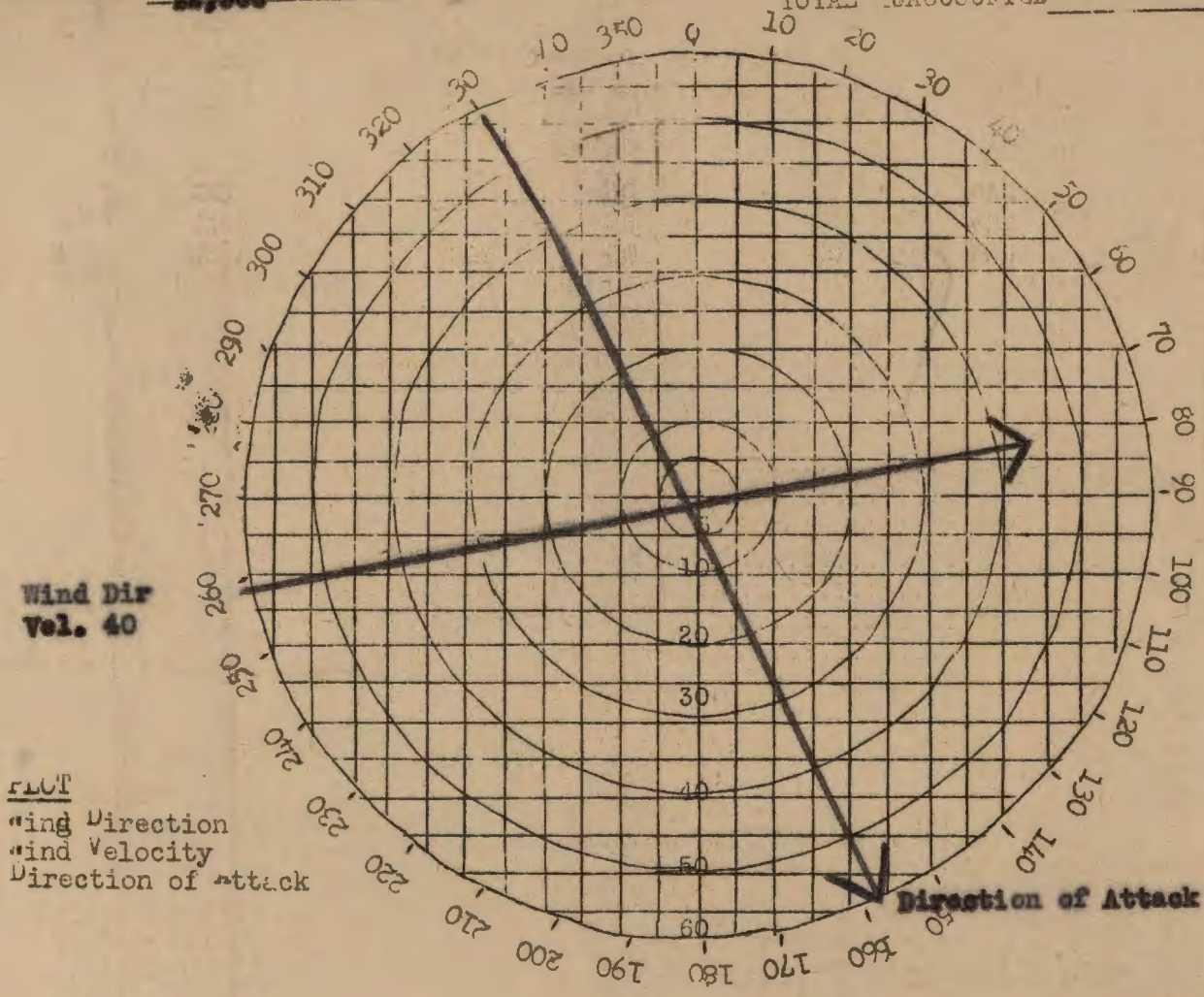
1. The Composite group hit the IP about 4 minutes late, a point north of Koblenz at the coordinates 50 30W 08 00E. A 360° turn was made to allow the CW on the right to get in position ahead of the group and go over the target first. The group rolled out of the turn on a 155° mag heading at 25,600ft. and started the bomb run in the 94th CW formation. The code word for PFF Bombing was given and after the bombs of the lead A/C went away, the group waited eight seconds and released its load of incendiaries. All bombs were released on time. As there was a solid undercast, no results were observed.

2. Moderate flak was encountered, but it was innaccurate due to chaff released by the CW ahead of us.

FRANK M DEVILLE Jr.  
2nd Lt, A.C.  
Lead Bmbdr, Comp Gp.

GROUP 401st  
TARGET FRANKFURT, GERMANY  
METHOD OF BOMBING PPP  
ALTITUDE 22,500

TOTAL BOMBS CARRIED \_\_\_\_\_  
TOTAL BOMBS AT TARGET \_\_\_\_\_  
TOTAL BOMBS HITTING TARGET \_\_\_\_\_  
TOTAL ACCOUNTED FOR \_\_\_\_\_  
TOTAL UNACCOUNTED \_\_\_\_\_



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

- 18 A/C toggled 216 Bombs at target
- 8 A/C Returned 24 Bombs to base
- 1 A/C dropped 12 bombs at T of O.
- 1 A/C lost before reaching target

264 Bombs

Bombs used were 500 lb. GP

BOMBING FLIGHT RECORD<sup>1</sup>

BOMBARDIER<sup>2</sup> LT. F. M. DEVILLE JR. b DATE 1/29/44  
 PILOT<sup>2</sup> LT. A. H. CHAPMAN TAKE OFF 0741  
 NAVIGATOR<sup>2</sup> LT. C. M. SMITH LANDED 1458  
 ORGANIZATION 401st AIRPLANE 42-39847  
Squadron Group

OBJECTIVE<sup>3</sup> FRANKFURT, GERMANY

MISSING POINT (MPI) HEART OF CITY

INITIAL POINT 50 50N 08 00E

METHOD OF ATTACK<sup>4</sup> X  
 Individual Flight Squadron Group Wing

NUMBER OF ATTACKING A/C IN GROUP 9 COMPOSITE GROUP 401st A/C

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: NONE

DEFLECTION AND RANGE SIGHTING, GROUP COMPOSITE GROUP

BY SIGHTING ONLY, GROUP COMPOSITE GROUP

BOMBS, TYPES AND SIZES 216 X 500 GP 328 M-47 IB

NUMBER OF BOMBS LOADED 42 RELEASED 42

POINTING, NOSE INSTANT TAIL

SYNCHRONIZATION<sup>5</sup>  
 On Fast Slow

INFORMATION AT RELEASE POINT<sup>6</sup>

Altitude of target <u>310</u>	MAG. READ. Order <u>135</u> Actual <u>155</u>
True Altitude above target <u>28000</u>	True Heading
Ind. Altitude <u>25600</u>	Drift, Est. Actual
Pressure altitude of target <u>-198</u>	True Track
Altimeter setting <u>29.92</u>	Actual Range
C.I.A.S. <u>150</u>	B.S. Type <u>Norden M-9 (Mercury)</u>
I.A.S. <u>200</u>	Time of release <u>1127<math>\frac{1}{2}</math></u>
C.S., Est. <u>240</u> Actual <u>248</u>	Length of Bombing Run
Wind Direction, Metro Actual <u>240</u>	Intervalometer setting <u>Min</u>
Wind Velocity, Metro Actual <u>00</u>	C-1 Pilot <u>Yes</u>
D.S. Trail ATF	A-5 Pilot
D.A. Est. Actual	Manual PILOT

ACTUAL

WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metre	Actual	Metre	Actual	Metre	Actual
1000						
3000						
6000						
10000						
15000	230		30		-12	
20000	330		35		-22	
22000	290	240	40	60	-35	-36
24000						
26000						
28000						
30000						

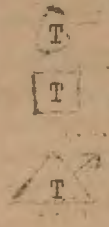
METHODS OF BOMBING<sup>10</sup>

	T	
	T T	RELEASED ON WING LEADER
	T	
	T T	T
T		T T
T T		T
T		T T
T T		T T

COMPOSITE GROUPS<sup>11</sup>

	T	
	T T	
	T	
	T T	T
T		T T
T T		T
T		T T
T T		T T

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



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

A.P.O. 634  
29 January 1944

SUBJECT: Mission Summary Report.

TO : Group Operations, Station 128.

1. Abortives.

a. Airplane No. 42-31374 returned early for the reason that No. 4 Prop Governor became inoperative.

b. Airplane No. 42-31098 returned early because of a runaway Prop.

c. Airplane No. 42-37856 returned early because of a torn filler line to Ball Turret.

d. Airplane No. 42-39765 failed to complete mission for the reason that the Superchargers became inoperative.

e. Airplane No. 42-39979 returned early because of a loose gas cap.

2. Battle Damage.

a. 42-31081 - Cal. .30 hole in under side of wing, between fuselage and No. 3 engine. Flak hole through vertical stabilizer, near top. Flak hole in left side of vertical stabilizer, near center. Flak hole in right side of vertical stabilizer, near leading edge. Three small flak holes in left side of fuselage, rear of waist position. Flak hole in right side of fuselage, rear of waist position. Cal. .30 hole in right side of fuselage, above ball turret. Several flak holes in left and right wings. Large flak hole in rear of left Bomb Bay door.

b. 42-39932 - Small flak hole through vertical stabilizer. Small flak hole in top of right wing, outer panel.

c. 42-31557 - Flak hole through right wing, near tip. Flak hole in bottom of No. 2 Ring Cowl. Flak hole through vertical stabilizer, near fuselage.

d.

**SUBJECT: Mission Summary Report. (continued)**

**d. 42-30855 - Two large flak holes in Co-Pilots windshield. Two large flak holes in Plexiglas Nose Section. Small rip in fabric of right aileron, caused by flak. Flak hole in leading edge of right wing, between No. 1 and No. 2 engines. Small flak hole in No. 2 ring cowl. Small crack in leading edge of right wing, between fuselage and No. 3 engine. No. 3 ring cowl cracked by flak. Leading edge of horizontal stabilizer damaged by spent shell casings.**

**b. 42-31037 - Flak hole in top of right elevator. Small flak hole in top of right wing, near tip.**

**f. 42-31488 - Large flak hole in top of right wing, behind No. 4 Macelle, where flak entered. Several flak holes in bottom of wing, where flak came out, stiffeners, flap torque tube, de-icer tubes and gas lines severed. Small flak hole in top of right wing, near fuselage.**

**g. 42-38002 - Large flak hole through right wing, inner panel, near trailing edge. Top side of right horizontal stabilizer damaged by ammunition box, stringer broken.**

**h. 42-31518 - 2" flak hole in top of left wing, inner panel.**

**i. 42-31069 - Small flak hole in bottom of right wing, outer panel. Three very small flak holes in bottom of left wing.**

**j. 42-31507 - Small flak hole through right wing, near trailing edge. 20 MM hole in bottom of right wing, behind No. 3 Macelle, fuel tank and structure damaged. Flak hole in bottom of right wing, No. 3 fuel tank punctured. Flak hole in leading edge of right wing, outer panel. Small flak hole through vertical stabilizer. 20 MM hole through left side and out top of fuselage, at Navigator's compartment, stringer broken. 3" flak hole through left horizontal stabilizer.**

**k. 42-31508 - Several flak holes in left and right wings, fuel tanks and structure damaged. 2" nick in No. 4 prop blade. Flak hole in side of No. 2 Macelle. No. 1 prop blade damaged by flak. Flak hole in No. 1 Ring Cowl. Damage to de-icer boot and leading edge of left horizontal stabilizer caused by fire from left waist gun. 20 MM hole in front of Top Turret, cable damaged. Flak damage to skin on right side of fuselage, at Radio compartment.**

**SUBJECT: Mission Summary Report. (continued)**

l. 42-40050 - Large flak hole right side of vertical fin, around station 11. Flak hole in bottom of left wing near station 8, fuel tank damaged. Flak hole just above leading edge of left wing, near station 24. Flak hole in No. 4 Nacelle, damaging oil tank. Small flak hole on top of left horizontal stabilizer.

m. 42-39993 - Flak hole in bottom of left wing around station 7. Flak hole in leading edge of left wing, near station 20. Flak hole in left underside of fuselage near tail wheel, traveling upward into waist gun position, tearing stiffeners in fuselage. Flak hole in top of left wing around station 28. Small flak hole in top of left wing around station 21. Flak hole in rear bottom of Chin Turret fairing.

n. 42-39943 - Two flak holes in top of right wing around station 21. Flak hole in top of left horizontal stabilizer around station 78. Flak holes through left wing, around station 5.

o. 42-31034 - Flak hole in top of right wing around station 8, damaging fuel tank. Flak hole in top of right wing behind No. 3 Feeder Tank. Flak hole on top of No. 4 Nacelle, near rear. 43 flak holes of various sizes on right side of nose section between stations 1A and 3., hydraulic line severed. Large flak hole in left life raft compartment door, life raft damaged. 20 MM hole in one blade of No. 3 prop and very deep cut on another blade of same prop. Flak hole in right bottom side of chin turret fairing. Flak hole in right side of No. 2 Nacelle. Flak holes through left horizontal stabilizer, around station 208. Flak hole in left top of Plexiglas Nose, near rear.

<u>TOTAL NO. OF A/C</u>	<u>FLAK &amp; FIGHTER</u>	<u>FLAK &amp; FRIEND</u>	<u>FLAK, FIGHTER &amp; FRIEND</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>
15	3	2	1	2	13

FLAK

9

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



HEADQUARTERS  
401ST BOMBARDMENT GROUP (H)  
Station 128

A.P.O. 634  
29 January 1944

SUBJECT: Armament Narrative, Mission No. 17, 29 January 1944.

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

1. The following Armament malfunctions were reported at the conclusion of the mission of 29 January 1944.

- a. One right tail gun and one right ball turret gun froze.
- b. One Upper turret right gun jammed on faulty ammunition.
- c. One left nose gun failed to fire because of faulty adapter.
- d. One chin turret froze at altitude.
- e. One chin turret reported failure to fire. Gunner had bolt switch in backwards.
- f. One ball turret had both gun solenoids loose.

BOMB RACK MALFUNCTIONS

- a. One ships bombs toggles from right racks only. Checked on ground at return and ran through satisfactory.
- b. Two stations failed to toggle because of faulty releases.

SAM P. BROOMHALL, JR.,  
2nd Lt., Air Corps,  
Group Armament Officer.

MISSION REPORT - AMBUSHION

RAF Station No. 128

DATE 29 JANUARY 1944

Group 401ST BOMB GP (H)

Type Aircraft B-17 G

I - Aircraft: Departed 34  
 Returned early 5  
 Attacking target 28  
 Lost 4

	Size	Quantity	Fusint
II - Bombs: Initial load (total)	M47A1	504	M126
	500LB GP	264	1/10 - 1/40
Expended (on target)	M47A1	378	SAME
(jettisoned)	500LB GP	228	SAME
Returned		NONE	
	M47A1	126	SAME
	500LB GP	24	SAME
Other Expenditures (lost A/C)		12	
		500# GP	

III - Flares: Landing, bombing, photoflash carrier

IV - Expenditures of Small Arms Ammunition (by rounds per gun position)

Position	Cal.	No. of Guns	Ammunition Expended	
			Cal..20	Cal..50
Chin Turret	.50	50		2230
Left Nose		15		500
Right Nose		25		1530
Upper Turret		50		5090
Lower Turret		50		8215
Radio Gun		25		1820
Left Waist		25		5625
Right Waist		25		5705
Tail Guns		50		9895
Totals		315		40610

SECRET

Total A/C Reported by gun position:

Cal..30 \_\_\_\_\_ rds.

Cal..50 40610 rds.

Total expended from abortive A/C:

Cal..30 \_\_\_\_\_ rds.

Cal..50 \_\_\_\_\_ rds.

Expended A/C lost or missing:

Cal..30 \_\_\_\_\_ rds.

Cal..50 28262 rds.

Group Totals:

Cal..30 \_\_\_\_\_ rds.

Cal..50 68872 rds.

V - Remarks:

FOLLOWING M 124 FUZES EXPENDED THIS MISSION:

6	Y-1
3	Y-3
6	Y-4
6	Y-5

OF TOTAL 500 LB G.P. BOMBS EXPENDED, 219 WERE M 64, 1/10 1/40, AND 21 WERE M 43, WITH ABOVE M 124 FUZES.

(signed) *Muir B. Snow Jr.*  
MUIR B. SNOW JR. 2ND LT  
 Sta. Ord. Off. or Ass't **ORD.**

SECRET

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

J-A-4

30 JANUARY 1944

SUBJECT: COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 17.  
(REFERENCE FIELD ORDER 272)

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

1. USE OF VHF SET.

CHANNELS "A", "B", "C" BRITISH AND AMERICAN FIGHTER-  
BOMBER, AND "D" AVAILABLE. ROUTINE FORMATION MESSAGES  
ON CHANNEL "A".

2. VHF/DF BEARINGS.

NONE.

3. HF/DF BEARINGS.

- 765 - 1 QDM FROM SECTION H
- 2 QDM FROM BASSINGBOURN
- 2 QDM FROM POLEBROOK
- 511 - 3 QDM FROM POLEBROOK
- 116 - 1 QDM FROM POLEBROOK

4. MF/DF FIXES.

511 - 1 FIX FROM SECTION H

5. DISTRESS ACTION TAKEN.

NONE

6. RADIO BEACONS USED.

<u>PLANE</u>	<u>SPLASHERS</u>	<u>MULTI-GROUPS</u>	<u>BUNCHERS</u>
943	NOT USED	NOT USED	DEENETHORPE
034	5,6,7,16	NOT USED	DEENETHORPE
050	4,5,6,7,16	B	DEENETHORPE
511	5,6,7,8,9	B	DEENETHORPE
932	6,7,16	NOT USED	DEENETHORPE
507	5,6,7,16	NOT USED	NOT USED
037	6,7,16	NOT USED	DEENETHORPE
557	6,7	NOT USED	DEENETHORPE
001	NOT USED	NOT USED	DEENETHORPE
315	6	NOT USED	NOT USED
369	7	NOT USED	DEENETHORPE
448	6,7	NOT USED	DEENETHORPE
036	6,7,16	NOT USED	DEENETHORPE
116	8,10,16	NOT USED	NOT USED

COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 17, 30 JAN 44.

6. RADIO BEACONS USED (CONTD)

<u>PLANE</u>	<u>SPLASHERS</u>	<u>MULTI-GROUPS</u>	<u>BUNCHERS</u>
820	7	NOT USED	NOT USED
843	6,7,16	NOT USED	NOT USED
518	4,5,6,7,8,16	NOT USED	NOT USED
069	6	NOT USED	NOT USED

7. USE OF "GEE!"

<u>PLANE</u>	<u>MAXIMUM RANGE OBTAINED</u>			
	<u>NORMAL</u>	<u>TRANS</u>	<u>XF NO 1</u>	<u>XF NO 2</u>
855	0340E	5040N	NOT USED	NOT USED
846	0410E	5042N	NOT USED	NOT USED
557	0257E	5109M	NOT USED	NOT USED
488	0430E	5035N	NOT USED	NOT USED
369	0331E	5045N	NOT USED	NOT USED
315	0340E	5050N	NOT USED	NOT USED
847	0448E	5030N	NOT USED	NOT USED
116	0410E	5045N	NOT USED	NOT USED
034	0158E	5126N	NOT USED	NOT USED
036	0223E	5108N	NOT USED	NOT USED
037	0244E	5058N	NOT USED	NOT USED
069	0335E	5055N	NOT USED	NOT USED
077	0412E	5040N	NOT USED	NOT USED
081	0521E	5028N	NOT USED	NOT USED
002	0223E	5108N	NOT USED	NOT USED
943	0400E	5045N	NOT USED	NOT USED

8. USE OF SBA & JAY BEAMS.

NOT USED

9. USE OF MF/DF SECTION.

SECTION H AVAILABLE. SHIP 511 OBTAINED ONE FIX.

10. BREACHES OF RADIO DISCIPLINE.

NONE

11. COMMUNICATIONS EQUIPMENT DEFICIENCIES.

<u>PLANE</u>	<u>REPORTED DEFICIENCIES</u>
856	LIAISON TRANSMITTER WON'T TUNE ON LOW FREQUENCY
993	INTERPHONE FAULTY IN R.O. POSITION
943	COMMAND ANTENNA BROKEN
034	COMMAND ANTENNA SHOT OFF
050	MIKE BUTTON IN TAILBAD. COMMAND ANTENNA BROKEN
081	COMMAND MODULATOR UNIT KNOCKED OUT BY FLAK
932	LIAISON ANTENNA BROKEN, POOR RECEPTION AT LOW ALTITUDE; ERRATIC INTERPHONE
855	LIAISON RECEIVER DEAD
820	LIAISON ANTENNA BROKEN
507	COMMAND ANTENNA BROKEN. LIAISON ANTENNA BROKEN

COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 17, 30 JAN 44

11. COMMUNICATIONS EQUIPMENT DEFICIENCIES (CONTD)

<u>PLANE</u>	<u>REPORTED DEFICIENCIES</u>
036	BOMBARDIER AND BALL TURRET INTERPHONE OUT
069	VHF BAD
508	TAIL GUN INTERPHONE SHOT OUT
	COMMAND ANTENNA SHOT OFF, RADIO COMPASS OUT
518	TOP TURRET INTERPHONE BAD

12. ABORTIVES DUE TO COMMUNICATIONS.

NONE

13. INFORMATION ON MEACONING.

MEACONING REPORTED ON SPLASHER 6

14. OTHER COMMUNICATIONS DIFFICULTIES.

NONE

15. FUNCTIONING OF DEENETHORPE BUNCHER BEACON.

BUNCHER IN OPERATION ENTIRE MISSION. RESULTS GOOD WITH SOME INTERFERENCE REPORTED.

16. FUNCTIONING OF DEENETHORPE VHF/DF STATION.

VHF/DF STATION IN OPERATION ENTIRE MISSION. NO BEARINGS GIVEN.

17. REMARKS.

DEFICIENCIES BEING INVESTIGATED AND CORRECTED.

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

2 INCL:

- INCL #1 - LEAD SHIP RADIO OPERATOR'S LOG (LOW BOX)
- INCL #2 - LEAD SHIP RADIO OPERATOR'S LOG (COMPOSITE BOX)

SHIP RADIO OPERATOR'S LOG

LOW BOX

DATE 29 JAN 1944

SHIP CALL SIGN NBAC

TIME	TO	FROM	REMARKS
0720			NO 1 ENGINE STARTED
0740			TAXI
0750			TAKE OFF - IFF ON - OK
0800		7MT	-1-VVV-X445-0804A AR
0820			IFF CHECKED OK.
0830		7MT	-8-VVV-X445-0834A AR
0850			IFF CHECKED OK.
0900		7MT	-3-VVV-X445-0904A AR
0920			IFF CHECKED OK
0930		7MT	-9-VVV-X445-0934A AR
0945	7MT	JLHA	-X259 - K
		7MT	R K
		JLHA	-R-NR 1 W - GR 2 BT ZQAE QRWO - K
			DECODED - PILOT
		7MT	-R- NR 1 - K
		JLHA	-R AR
1000		7MT	-2-VVV-X445-1004A AR
1020			IFF CHECKED OK
1022		7MT	-AS
1025	7MT	JLHA	-X259-K
		7MT	R-K
		JLHA	-R NR 2 P-Y- GR9
		7MT	-575 Y575 AS
		JLHA	-R
		7MT	-AS
	JLHA	7MT	-IMI NR 2 K
		JLHA	-R NR 2 P-Y GR 9 BT MSMV SKHW UWOZ
			OXGJ CZDU CZUM UMCZ OXOZ QBOZ BT 1020 K
		7MT	-R- IMI SAME AS ABOVE
		JLHA	-R-C-K
		7MT	-X575 AS
		JLHA	-R
		7MT	-INT C-K
		JLHA	AS
		7MT	-INT-C-K
		JLHA	-R NR 2 -P-Y-GR 9 BT MSMV SKHW UWOZ OXGJ
			CZDU CZUM UMCZ DXOZ QBOZ BT 1025 K
		7MT	-R- NR 2 R AB
1048	7MT	JLHA	-R AR
		PPXU	-X259 -K
		7MT	
		PPXU	-X259 K
		7MT	-R-K
	JLHA	7MT	-X259 K
		JLHA	-R K
	AA	AA	SOME OPERATOR IS BREAKING IN
			DUBZ UMUM CZDX CBAA JMHN UUZQ SKAJ CBDI AA AA
			INTERFERENCE
		7MT	-R-INT 7 K

LEAD SHIP RADIO OPERATOR'S LOG, CONTO

<u>TIME</u>	<u>TO</u>	<u>FROM</u>	<u>REMARKS</u>
		JLHA	-R- 565 OPERATOR WITH CALL PPXU BREAKING IN
1050	7MT	PPXU	-X259 K
		7MT	-R-K
		7MT	-K
		PPXU	-X259K
		7MT	-R-K
	7MT	PPXU	-NR 1 - P-OY GR 9 BT UBDI CRAA UMOQ AJIB DUAJ NYNY IBAA KJIB CZOB BT 1045 K
		7MT	-IMI NR 1 K
		PPXU	REPEATED MESSAGE NR 1
		7MT	-R- NR 1 K
		PPXU	-R AR
1103	AA	7MT	-R-K
		7MT	-R-NR 1 - K
			LOW VOLUME - INTERFERENCE. IFF OFF - NAVIG.
	7MT	JLHA	-R- NR 3 Y - GR 2 BT JQLN PHMB BT 1108 K
		7MT	AA BT K
		JLHA	-BT JQLN- PHMB BT 1108 K
		7MT	-R- NR 3 AR
		JLHA	AR
1112			METALLIC STRIPS BEING THROWN.
1115			STOPPED
	MKYO	7MT	-X259 K
		7MT	-X259 K
1138		7MT	-R-K (BOMBS AWAY)
1146			STILL HAVE 10 PACKAGES. STARTED TOSSING STRIPS OUT.
1150			STOPPED
			FIGHTERS ROUND THE CLOCK.
1150	AA	7MT	-R- NR 2 AS
	PPXU	7MT	-X259 K
		7MT	IMI NR 1 GR 9 K
		7MT	-IMI NR 1 GR 9 -1045 K
		7MT	- AA BT K
			VOLUME WEAK
	PPXU	7MT	-JNB1 IMI JNB1 K
		7MT	-B-C- NR 1 K
		7MT	R AS
1200	SWVC	7MT	-X259 - NR 1 - F- GR 5 BT QLLQ KCXG WWQC UHTJ AGJS BT 1200 AR DECODED, GAVE PILOT
1207	AA	7MT	-IMI K
		PPXU	-X259K
		7MT	-R-K
		PPXU	-R-NR 2 -O-Y- GR 5 BT PHOZ - DIPH - IBKJ LNPH MB BT K
1214			
	PPXU	7MT	IMI 00 0MI 00 K
		PPXU	-R- NR 2 O-Y GR 5 BT SAME AS ABOVE
		7MT	-R-NR 2 AR
1230	SWVC	7MT	-X259- NR 1 - F- GR 5 BT QLLQ - KCXG- WWQC- UHTJ- AGJS BT 1200 AR
1250			IFF TURNED ON- NAVIG - OK
1300	SWVC	7MT	-X259 NR 1-F- GR 5 BT QLLQ-KCVG-WWQC-UHTJ AGJH BT 1200A AR



LEAD SHIP RADIO OPERATOR'S LOG, CONTO

<u>TIME</u>	<u>TO</u>	<u>FROM</u>	<u>REMARKS</u>
1309			LEFT ENEMY COAST
1330	SWVC	7MT	-X259- NR 1 -F- GR 5 WEATHER REPORT
1335			ENGLISH COAST
1400		7MT	-8-VVV-X145-1404A AR
1405			IFF CHECKED OK
1430		7MT	-5-VVV-X145-1404A AR
1405			IFF CHECKED OK
1430		7MT	-5-VVV-X145-1434A AR
1448			IFF OFF. LANDING
1449			TAXI
1450			ENG OFF
1451			EQUIP CHECK OFF
1452			OFF WATCH

M. J. LIPA.

SHIP RADIO OPERATOR'S

COMPOSITE BOX

DATE 29 JAN 1944

SHIP CALL SIGN LDNG

<u>TIME</u>	<u>TO</u>	<u>FROM</u>	<u>REMARKS</u>
0710			START #1 ENGINE
0725			TAXI
0740			TAKE OFF IFF ON DET PLUG IN
0744			IFF CHECK OK
0800		7MT	-7MT-1-V'S-X1445-0804A AR
0805			IFF CHECK OK
0830		7MT	7MT-8-V'S-X1445-0834A AR
0835			IFF CHECK OK
0850			CREW ON OXYGEN
0900		7MT	7MT-3-V'S-X1445-0904A AR
0905			IFF CHECK OK
0930		7MT	7MT-9-V'S-X1445-0934A AR
0935			IFF CHECK OK
	JLHA	7MT	R-NR1-K
0947	7MT	JLHA	R-AR
1000		7MT	7MT-2-V'S-X1445-1004A AR
1005			IFF CHECK OK
	JLHA	7MT	-R-K
	7MT	JLHA	-R-NR2-P-Y-GROO
	JLHA	7MT	X575 AS
	JLHA	7MT	IMI NR2-K
	7MT	JLHA	-R-NR2-P-Y-GR9-MSMV SKHW UOZ DX(FADED)
	JLHA	7MT	CZUM UMCZ DXOZ QBOZ (FADED)
	JLHA	7MT	X575 AS
	JLHA	7MT	INT-K
	JLHA	7MT	INT-K
1037	JLHA	7MT	R-NR2 AR
1049			IFF OFF
	7MT	PPXU	X259K
	PPXU	7MT	RK
	7MT	PPXU	X259 K
	PPXU	7MT	(INTERFERENCE)
	7MT	PPXU	X259 K
	7MT	PPXU	X259 K
	7MT	JLHA	R 565 K
	JLHA	7MT	R-C-AR
	PPXU	7MT	R-K
1055	PPXU	7MT	X625 K
	PPXU	7MT	R-K
1059			GETTING READY TO RELEASE CHAFF
1101	PPXU	7MT	RNR1 K
1110	JLHA	7MT	RNR2 AR
1122			RELEASED CHAFF
1129			STOPPED RELEASING CHAFF
			INTERFERENCE
	PPXU	7MT	-R-K
1146	PPXU	7MT	-R-NR2-AS
	PPXU	7MT	IMI NR1 K
	PPXU	7MT	IMI NR 1 K
	PPXU	7MT	IMI NR1-GP9 K

LEAD SHIP RADIO OPERATOR'S LOG (CONT)

<u>TIME</u>	<u>TO</u>	<u>FROM</u>	<u>REMARKS</u>
	PPXU	7MT	IMI NR1-GR9-1045 K
	PPXU	7MT	IMI AA-AA-K
1156	PPXU	7MT	-J-NR1-K
	PPXU	7MT	R-AA-NR1-A-NR1-K
1204	SWVC	7MT	NR1-F-GR 5-QLLQ KLXG WWQC VHTJ AGJS- 1200 AR
			DECODED AND GAVE TO PILOT
1210	AA	7MT	IMI K
1230	SWVC	7MT	(REPEATED NR1)
1236			IFF ON AND CHECKED
1300			(REPEATED NR1)
1306			IFF CHECK
1330			(REPEATED NR1)
1340			CREW OFF OXYGEN
1342			IFF CHECK OK
1400		7MT	7MT-8-V'S-X145-1404A AR
1405			IFF CHECK OK
1430		7MT	7MT-5-V'S-X145-1434A AR
1435			IFF CHECK OK
1458			LANDED IFF OFF DET OUT
1504			DISPERSED
1505			CUT ENGINES
1510			EQUIPMENT CHECKED AND OFF
1512			OFF WATCH

T/SGT ROBERT B. PYLE

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

29 January 1944

SUBJECT: Enemy Opposition.

TO : C.G. Lt. Bombardment Division, APO 634, US Army.

1. An analysis of E/A opposition on this raid (Frankfurt, 29 January 1944) presents no new or unusual tactics. However the large number of I/E Fighters - J U 88's and M E 110's - employed on this raid was mentioned by many crew members. These A/C, particularly the J U 88's fired rockets into the formations from 800 to 1000 yards and in many instances pressed their attacks in to 300 and 400 yards when no results were obtained from the rockets. A large percentage of the attacks were from 5 to 7 o'clock on the last ships in element and squadron formations.

2. Particularly did the enemy fighters press their attacks for a period of about ten minutes just after "bombs away" which was during the time that our bombers had no friendly fighter cover.

3. One crew reported a four-engine bomber firing at our formation by means of rocket guns fastened under the wings as has previously been observed on the J U 88. This A/C was firing from between 1000 and 1200 yards and the crew could not in any way recognize the A/C.

W. B. FRY  
Major AC  
Group S-2 Officer.

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

29 January 1944.

SUBJECT: Comments of Crews Participating in FRANKFURT Mission, 29 January 1944.

TO : Commanding Officer, 401st. Bombardment Group (H), Station 128, (Through Lt. Col. Regner and Major Brooks.)

1. A/C 1034 - Capt. McCree said that formation was too fast. He had to fly at 2300 RPM all the way. Entire crew wishes to have more ammunition. They suggest three boxes. Capt. McCree also stated that an A/C from Bassingborne, 1G-8 -- 231634 was flying like a crazy man.
2. A/C 9943 - Officers on this crew stated that "Chaff" seems very effective.
3. A/C 9932 - Radio Operator, T/Sgt. Benjamin Z. Musser, suggests a more systematic radio briefing. No truck picked up crew.
4. A/C 9993 - Fighter cover neglected low box. Radio equipment-(inter-phone and radio compass out.) No navigational aids. G-Box has been removed from ship. Navigator could have brought wounded man home earlier with "G". Pancakes for breakfast.
5. A/C 9820 - Lt. Arneson, Pilot, "Windows broke aerial when thrown out; need a chute." Crew only got six flak suits.
6. A/C 1488 "Chaff" fouls up LW gun and there is no way to clear it.
7. A/C 0855 - Lt. Rohner, P and Lt. Leonard CP, "No excuse for not dropping bombs on P T, were on bomb run long time."
8. A/C 1557 - Capt. Stann, "Should have dropped bombs on another Wing." Lt. Meadville "Need communication between PFF and other ships."
9. A/C 8002 - Lt. Streds, "Bombs away 40 seconds late.", Lt. Schachter, "Gee Box needs a rubber cap over it to properly see." Sgt. Sanders, " "Chaff knocked off sight on one waist gun, sticks to windows." Lt. Vekaty, " When we fly a strange ship - give us time to check guns the night before."
10. A/C 1116 - Capt. Peck, "The new formation of wings abreast is very good." - Radio briefing was piss poor - Sgt. Stanforth.
11. A/C 1369 - Lt. Gammack, "Only had six flak suits for entire crew."
12. Lt. W. R. Smith, "Someone signed my name and Squadron for rations consequently I had to fly without them."
13. A/C 1036 - Whole crew complained of short rounds of ammunition.

14. A/C 9847 - Lt. Chapman, "Wing lead was poor - made a 360 just before IP and screwed up wing formation." Capt. Hinkle, " Poor job of leadership. Did not consider other two groups. Climbed too fast."

15. A/C 1037 @ Have high group swing over to drop bombs, almost dropped bombs on low box.

W. B. FRY  
Major AC  
Group S-2 Officer

67. (=A).  
illing Yard  
(Germany).

Lat: 50° 07' N  
Long: 08° 38' E  
Alt: 310 Feet  
Circles: 1 mile  
Scale: 1:63,360

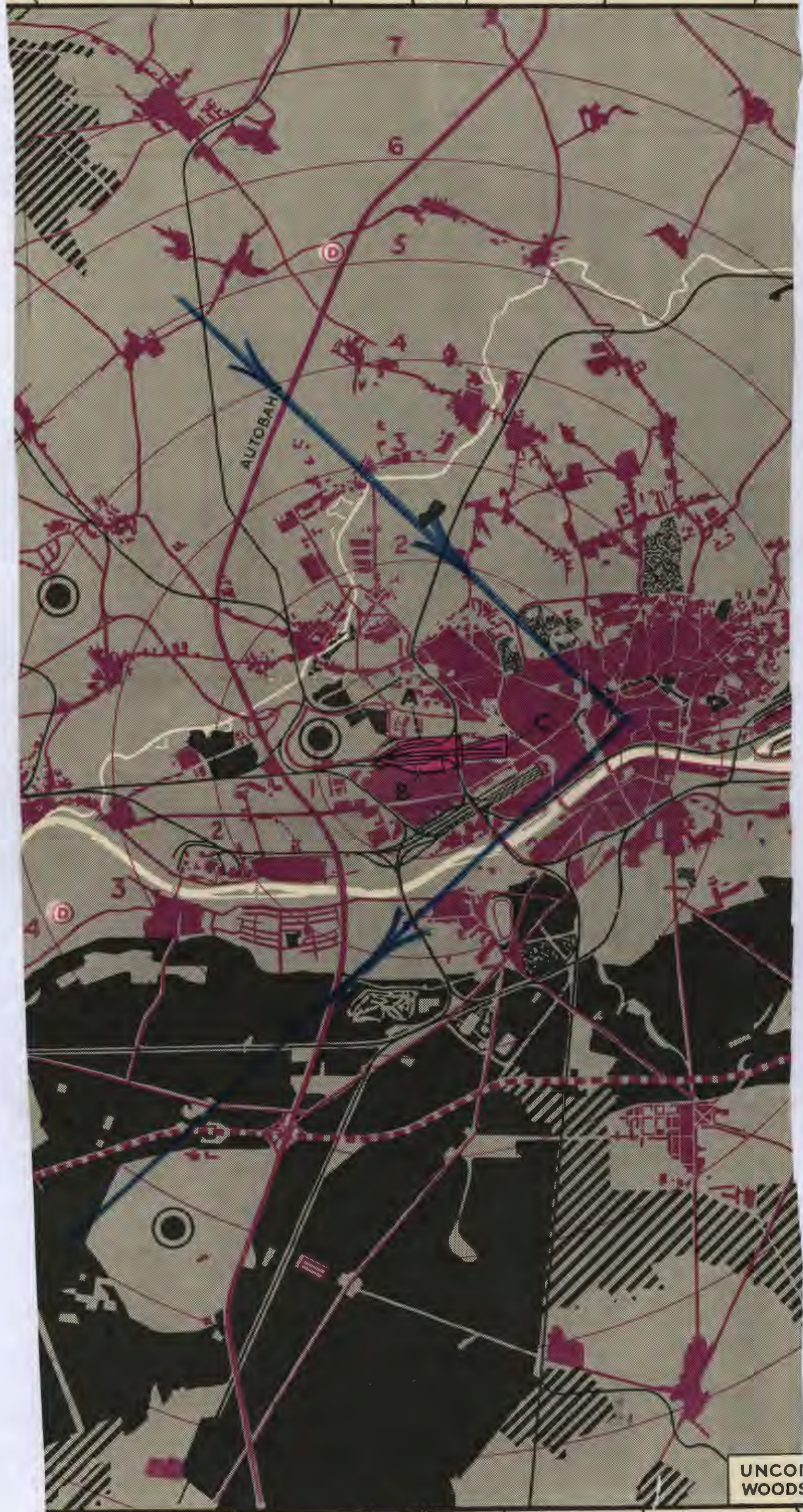
NOTES:-  
B = 6(d)(1)23. Railway Workshops.  
C = Goods Station.

# KFURT/MAIN

TRUE NORTH

BEARINGS ARE MAG

0° MAG. 350° MAG. 360° MAG. 010° MAG. 020° MAG. 030° MAG.



UNCOI  
WOODS



UNCOI  
WOODS

MAG. /210°    MAG. /200°    MAG. /190°    TIME IN    MAG. /180°    MAG. /170°    MAG. /



SS Form 90

S-2 STATISTICAL REPORT

Mission of 29 Jan. 1944

Time of Preparation 1930

Target FRANKFURT

Telephoned to A-2 \_\_\_\_\_

\*\*\*\*\*

(1) Designation of Group 401st

(2) Total No. of A/C  
airborne, incl. spares 22 (SPARES 3)

(3) Total No. of A/C  
Dispatched 20

(4) No. of A/C Attacking 19

(5) No. of A/C Dispatched  
but not Attacking 1

Due to:

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

(6) No. of A/C Lost 4

Due to:

- (a) Anti-aircraft fire \_\_\_\_\_
- (b) Enemy fighters 3
- (c) Flak and fighters 1
- (d) Accident \_\_\_\_\_
- (e) Reasons Unknown \_\_\_\_\_

(7) Times of Attack 1158

(8) Altitudes of Attack 22,500

(9) Bombs on Each Target (a) 192 (b) Size 500 (c) Type G.P.

(10) Personnel Casualties 46 Type:

A/C 1488 Dropped bombs at 5000-0700E 12x500  
 A/C 1511 Bombed with A 12x500  
 A/C 9820 " " B 12x500

- (a) Number Killed \_\_\_\_\_
- (b) Number Wounded 6
- (c) Number Missing 40

(11) A/C Suffering Battle  
Damage 13

Category:

- (a) Minor 9
- (b) Major 4
- (c) Salvage \_\_\_\_\_

REMARKS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
Preparing, Officer

SS Form 90

S-2 STATISTICAL REPORT

Mission of 29 Jan. 1944

Time of Preparation 1950

Target FRANKFURT

Telephoned to A-2 \_\_\_\_\_

\*\*\*\*\*

(1) Designation of Group 401st Composite

(2) Total No. of A/C  
airborne, incl. spares 12 (SPARES \_\_\_\_\_)

(3) Total No. of A/C  
Dispatched 9

(4) No. of A/C Attacking 9

(5) No. of A/C Dispatched  
but not Attacking 0

Due to:

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

(6) No. of A/C Lost 0

Due to:

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

(7) Times of Attack 1127<sup>h</sup>

(8) Altitudes of Attack 25,500

(9) Bombs on Each Target (a) 378 (b) Size \_\_\_\_\_ (c) Type M-47

(10) Personnel Casualties 0

Type:

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

(11) A/C Suffering Battle  
Damage 2

Category:

- (a) Minor 1
- (b) Major 1
- (c) Salvage \_\_\_\_\_

REMARKS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
Preparing Officer

401ST BOMBARDMENT GROUP (H)  
APO 634

FLAK REPORT

DATE 29 January 1944

TARGET: Frankfurt/Main Time Bombs Away 1138

1. Route followed: As briefed to IP, then 2 360° turns, slightly south of course coming home.

2. Visibility 10/10's undercast Contrails none

3. Position of Group in relation to other Groups:  
Lead \_\_\_\_\_  
High \_\_\_\_\_  
Low X

4. Axis of Attack (Lead A/C) 135° T. Degrees Magnetic.

5. Length of Straight and Level Bomb Run: 2 minutes.

6. Evasive Action Taken: Mild weaving evasive action.

7. Turn after Bombing: Turned to 238° T.

8. Number of A/C over Target 10  
(a) Number of A/C Damaged by A/A Gunfire 10  
(b) Number of A/C Lost by A/A Gunfire 0

9. Description of Flak, including type of Fire Control used:

(a) Route out: None

(b) Target: Moderate to Intense, barrage type, fair as to height and deflection.

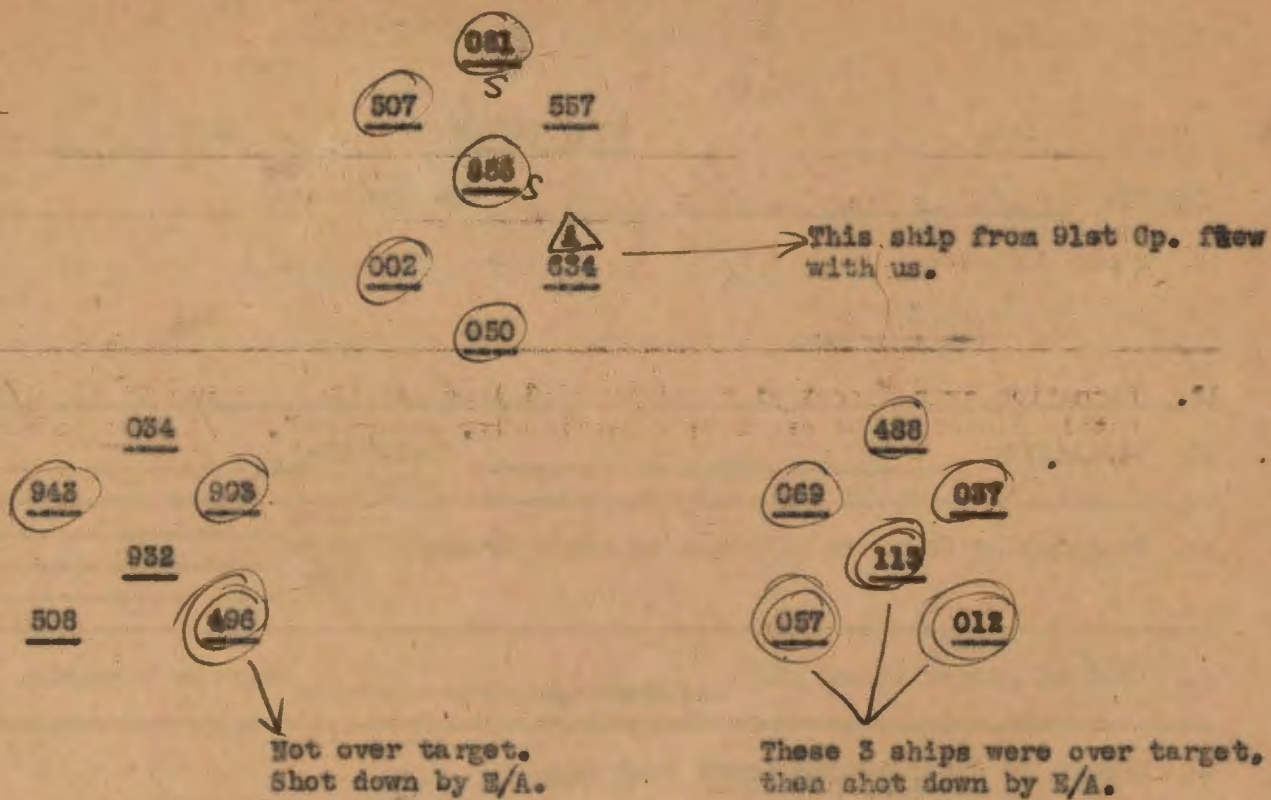
(c) Route back: Heager inaccurate bursts 22 minutes from Belgium coast.

10. Comments - Phenomena: One crew saw long silver streaks just south of target. Several crews saw numerous rockets, black bursts, what were believed to be ground rockets were seen at target.

11. No. of A/C Carrying "Window": 10  
Observed Results: Most crews say results of chaff were excellent.

12. Formation over Target with height of 3 lead A/C (See Reverse Side) A/C having battle damage to be circled; if seriously, insert "S". A/C lost to Flak to be noted.

Bombing Altitude 22,000



A/C 511 flew with  group in High Sq.  
A/C 820 flew with  a B-24 group.

Lt. Closway.

401ST BOMBARDMENT GROUP (H)  
APO 834

FLAK REPORT

DATE 29 January 1944.

TARGET: Frankfurt Time Bombs Away 1127 $\frac{1}{2}$

1. Route followed: As briefed to target, but 360° turn at IP. Slightly south of course on return home.

2. Visibility 10/10's undercast Contrails none

3. Position of Group in relation to other Groups: Lead \_\_\_\_\_  
High X (Lead and High Sq).  
Low \_\_\_\_\_

4. Axis of Attack (Lead A/C) 155° Degrees Magnetic.

5. Length of Straight and Level Bomb Run: 2 minutes.

6. Evasive Action Taken: Mild weaving evasive action.

7. Turn after Bombing: Sharp right.

8. Number of A/C over Target 9  
(a) Number of A/C Damaged by A/A Gunfire 1  
(b) Number of A/C Lost by A/A Gunfire 0

9. Description of Flak, including type of Fire Control used:  
(a) Route out: Meager inaccurate flak, scattered bursts at Landfall (5105 - 0235 E.) going in.  
(b) Target: Moderate inaccurate over Target, black bursts, believed barrage type.  
(c) Route back: Meager widely scattered bursts near Koblenz and Brussels.

10. Comments - Phenomena: One crew observed 15 rocket trails over target, white bursts seen above and black bursts below.

11. No. of A/C Carrying "Window": 9  
Observed Results: Believed chaff plus evasive action and our altitude all combined to cause no flak to bother this formation seriously.

12. Formation over Target with height of 3 lead A/C (See Reverse Side) A/C having battle damage to be circled; if seriously, insert "S". A/C lost to Flak to be noted.

Bombing Altitude 22,500  
Bombs Away 1127 $\frac{1}{2}$

847  
315      116  
369  
036      846

077

518

843

Lt. Closway.

BRIEFING NOTES:

Our target is again the central city section of this important commercial and industrial center.

This area is the economic octopus which has its tentacles or fingers reaching out and controlling the principal industrial targets surrounding the city-like <sup>the</sup> important non-ferrous metals and aircraft component works. of I. G. Farben, etc

This built up area is the heart and the head of the octopus. DESTROY THE HEAD AND HEART AND YOU DESTROY THE THE TENTACLES- THE OUTLYING TARGETS.

Our target lies in the ~~main~~ North and South RR route along the, route which is joined by many lines from neighboring large cities, making this an important RR center.

SECONDARY TARGET: ANY INDUSTRIAL AREA OR CITY POSITIVELY IDENTIFIED AS BEING IN GERMANY WHICH CAN BE BOMBED WITH OUT DISRUPTING FIGHTER SUPPORT.

A suggested target of opportunity is KOBLENZ, which is a transportation centre on the main RR lines to Berlin, etc. A suggested MPI is the Marshalling Yards which lie in the elbow of the Mosel River.

DONT BOMB ANY TARGETS IN OCCUPIED COUNTRIES.

FRIENDLY FIGHTER SUPPORT: FOR FIRST AND SECOND BD ONLY

- 1 GP OF ~~P47s~~-S. of BRUSSELS\* TO LIMIT OF RANGE.
- 1 GP OF P47s-Malmedy " " " "
- 1 GP of P47s-BEFORE IP AREA " " " "

WITHDRAWAL SUPPORT:

- 1 GP OF P47s- AFTER TARGET AREA. " " "
- 1 Gp OF P47s- " " "
- 4 GP OF SPITS\* NE OF CHAFLEROI " " "

*It is expected that further <sup>support</sup> area will be provided. AREA SUPPORT WILL BE PROVIDED BY 4 GPs OF P47s, 1 GP OF T51s AND*

~~2 GP OF SPITS. *Coastal 3rd GP will be provided*~~

FRIENDLY ACTIVITIES:

- 3rd Div. -1st
- ~~1st~~ Div. -2nd
- ~~2nd~~ Div. -3rd
- 94th CBW - 4th in <sup>1st</sup> CBW

TARGETS

SPECIAL INSTRUCTIONS:

1. Chaff- 40th A CBW and 94th CBW will carry and discharge it from 5020-0818E to 4955-0824E. Each A/C will carry 15 Bundles A/C not equipped with chutes will discharge Chaff through Camera or Radio Hatch. Navigators will Notify R/O when to start and discharge Chaff.
2. Navigators will have map of Neutral Country- Switzerland, available for use in case of forced landings. If you do land
  - (a) Destroy your A/C, equipment and cargo.
  - (b) Crews will state that they were on a non-operational mission(training), regardless of circumstances when questioned by any one.
  - (c) If you must surrender, do so to military not civil authority.
  - (d) Ask to be put in touch with our military attache.
3. If you land in E/ territory, proceed either to Belgium, which is due West, and where chances of aid are good, or to work your way SouthWest into France. The boundaries are no more than 70 miles away from target.
4. If landing away, be interrogated by base S 2 ,etc.

LAST MINUTE INTELLIGENCE:

1. Convoys- one probable South bound on route out.
2. Smoke screens reported but not confirmed by photos. atPT
3. PRU covering RAF mission Dec. 20/21 shows damage to SE part of target.
4. If you crash land ~~at~~ English Coast because of danger of land mines. *150 yds.*



Secondary Target - Any industrial target <sup>or A/D</sup> identified

IP. May attack 5/13 as alternate Target.

SHOW THE FOLLOWING:

1. 1; 500,000 map, pointing out the chief of recognition features approach to IP and to target. Also withdrawal after bombs away.
2. Night target for both targets, visual and PFF. Indicate that the target for the <sup>low</sup> and high Gp. lies on the main N. and S. RR route along the Rhine R. A vast network of RR lines run in and out of city. On your approach 2 A/Ds are on your immediate right and one is 5 miles distant on our right.  
 You will intersect an autobahn running N. & S. 3 or 4 miles from target. Marshalling yards, RR workshops and freight stations are on the north side of the River.  
 Approach to IP you will cross Rhine and make turn on to run., crossing a point where an autobahn and the Lahn R. intersect.
3. Target photos.
4. Flak map.

FLAK INFO:

At landfall make briefed point of entry. Light flak may be encountered in penetration. Stay South of Brussels and Liege which are heavy Flak areas. Otherwise no other heavy flak positions are reported on route or withdrawal, although mobile units of heavy A/A might be met. At target you may expect flak, so follow briefed axis of attack, and ~~make sharp~~ <sup>turn</sup> after bombs away, being careful not to overshoot the target. Route back is almost the same as route in.

Tides: High - <sup>0210</sup> ~~1215~~ GMT - 1441 - GMT.  
Low <sup>0651</sup> ~~0651~~ and <sup>1918</sup> ~~1918~~ GMT  
0900 2125

*L. A. L. Thompson*

5. Make certain each crew member has passport photos.
6. Gunners are again cautioned that P 51s will be escorting  
3rd BD into Target area.

Empty your pockets of all papers, etc.

Draw escape kits and purses.

**DONT MENTION THE TARGET!**

# OPERATIONAL ROUTE FORECAST

DATE 29 January 1966  
 PERIOD 0700-1400  
 Hq SOS USAPP 9-43/90W/15227

DECLASSIFIED PER AWP 245003  
 BY 514 NARA  
 DATE 3/5/11

	A	B	C	D
WEATHER	Partly cloudy to cloudy with haze	Cloudy haze overcast with haze and fog in patches	Cloudy with haze	
CLOUDS	Variable stratocumulus generally 4-7/10 base 1000-1500 ft tops 3000-3500 ft. Partly 1-3/10 altostratus at 12-14000 ft and above 1-3/10 cirrus at 26000 ft and above	4-7/10 stratocumulus base 1000-1500 ft tops 3000-3500 ft long 2-10/10 stratocumulus base 0-500 ft tops 3000-3500 ft east of 06 degree east. 1-3/10 altostratus at 12-14000 ft. 1-3/10 cirrus increasing to base 10000 ft tops 14000 ft. 3-5/10 cirrus at 26000 ft. Similar on return.	4-7/10 stratocumulus base 1000-1500 ft tops 3000-3500 ft long 4-7/10 stratocumulus base 2000 tops 3000-3500 ft. 1-3/10 altostratus at 12-14000 ft long 4-6/10 1-3/10 cirrus increasing to base 10000 ft tops 14000 ft. 1-3/10 cirrus increasing to 4-6/10 cirrus base 21000 ft.	NOTE: OPERATIONAL HAZE AND FOG, FINE DEBRIS ABOVE 10000 FT HAZE IONOSPHERIC PERTURBATION ABOVE 25000 FT.
ICING	9000 ft - - Nil	9000 ft - - Nil	9000 ft - moderate rime in middle cloud.	
VISIBILITY	1-2 miles locally 1500 yds long 3-5 miles over channel	3-5 miles long 1-2 miles locally. 1000 yds in fog east of 06 degree east.	3-5 miles	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	Base to 06 deg east	06 deg east to target	Temperature	
FT	250 15 knots	270 10 knots	plus 9	
FT	500 25	170 20	plus 10	
FT	750 25	180 30	minus 2	
FT	1000 30	190 30	minus 12	
FT	1500 35	200 35	minus 22	
FT	2000 35	250 40	minus 35	
FT	2500 35	280 45	minus 46	

BASE ALTIMETER SETTING 30.35 TARGET SURFACE TEMP. 21.5 TARGET MEAN TEMP. 19.5  
 TEMP. AT 5000 FT. 18.5 TARGET SURFACE (PRESSURE-ALT) 100

HEADQUARTERS  
401st BOMBARDMENT GROUP (H)  
Office of the Staff Weather Officer  
APO 634, U. S. Army

29 January 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 29 JANUARY 1944

TAKE-OFF: 0750. 10/10 stratocumulus, base 1000'-1500', tops 2500'. Nil medium and high cloud. Visibility 3 miles.

ROUTE OUT: 10/10 stratocumulus, tops 4-5000'. Nil medium and high cloud. Visibility unrestricted above the clouds.

TARGET: 1127. 10/10 cumulus, tops 8-10,000'. Nil medium and high cloud. Visibility unrestricted above clouds.

ROUTE BACK: 10/10 stratocumulus except from Brussels to continental coast where 7-8/10, bases 1500' over Belgium and 1500'-2000' over England, tops 4-5000' lowering to 3500' to 4000' over England. Nil medium. Nil high becoming 2/10 High cirrus over England at 28-30,000'. Visibility unrestricted above the clouds.

BASES ON RETURN: 1400. More than 9/10 stratocumulus, base 1500', tops 3500'. Nil medium. 2/10 cirrus at 28-30,000'. Visibility 7 miles.

REMARKS: Light non-persistent contrails from bombers at 26-27,000'. Heavier non-persistent contrails from fighters at 29-30,000'. Winds nearly as briefed. Temperatures 1-2 degrees warmer than forecast.

*Arthur B. Street*

ARTHUR B. STREET  
Captain, A. C.  
Staff Weather Officer

*Cpt*

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

29 January 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 # 42-51118

POST	RANK	NAME (LAST)	PICT	(VI)	A.S.I.	SQUADRON
P -	Capt.	HECK, JOHN C.	0-24830			614th
CP -	2nd Lt.	THOMPSON, HARRY L.	0-684792			"
N -	2nd Lt.	GRANDALL, WILLIAM C.	0-801119			"
B -	2nd Lt.	GERRICK, GEORGE C.	0-676940			"
RO -	S/Sgt.	Stanforth, Joseph R.	15195089			"
PT -	T/Sgt.	Novoselich, George	35381019			"
BT -	S/Sgt.	Ulrich, Laurence C.	19096522			"
PG -	S/Sgt.	LaFountain, Louis M.	38183420			"
LWG -	S/Sgt.	LeBailly, Arthur K.	32461439			"
RWG -	T/Sgt.	Kolass, Henry A.	32474596			"

\*Plane # 42-39847

P *	1st Lt.	CHAPMAN, ALVAN H. Jr.	0-461727			"
CP *	Capt.	HINKLE, CARL G.	0-24829			"
N -	2nd Lt.	SMITH, CHARLES M.	0-734380			"
B -	1st Lt.	DEVILLE, FRANK M. Jr.	0-747581			"
RO -	T/Sgt.	Pyle, Robert B.	15335829			"
PT -	T/Sgt.	Wilson, George S.	35407356			"
BT -	S/Sgt.	Spatilson, Bruno J.	35164854			"
PG -	S/Sgt.	Dayton, James E.	39032517			"
LWG -	2nd Lt.	HERGERSON, CLIFFORD G. Jr.	0-748829			"
RWG -	S/Sgt.	Brennan, Michael G.	31192434			"

\*Plane # 42-39038

P -	1st Lt.	STIMSON, BOUDINOT	0-798493			"
CP -	2nd Lt.	LAULO, EDWIN W.	0-748693			"
N -	2nd Lt.	O'NEAL, JOHN E. Jr.	0-671169			"
B -	2nd Lt.	PFUFFMAN, JACK L.	0-749755			"
RO -	S/Sgt.	Sherman, Esbon C.	31172258			"
PT -	S/Sgt.	Kukurin, Karl E.	33301988			"
BT -	Sgt.	Passeno, William W.	36539194			"
PG -	S/Sgt.	LeSage, Alfred	13068963			"
LWG -	S/Sgt.	Sandford, Francke W.	4458488			"
RWG -	S/Sgt.	Manouse, Carman L.	32582642			"

\*Enter complete number of aircraft

\*\* Designate Engineer

Airplane No. 42-31509 \*

P.	1st Lt.	CAMMACK, VERNON K.	0-802719			614th
CP.	2nd Lt.	HARGER, ROBERT W.	0-805448			"
N	2nd Lt.	HASKINS, CECIL A.	0-685604			"
B	2nd Lt.	WHITE, WILLIAM C.	0-679423			"
RO	T/Sgt.	Timms, Glenn A.	32481704			"
TT**	T/Sgt.	Slate, Chester A.	14154208			"
BT	S/Sgt.	Amos, Ensign S.	6864052			"
TG	S/Sgt.	Price, John R.	16151789			"

P	1st Lt. KIRKHOFF, DONALD V.	0-801995	"
CP	2nd Lt. SOBOLAK, BENNIE W.	0-684571	"
N	2nd Lt. PIERCE, MYRON E. Jr.	0-749399	"
B	1st Lt. MONTONE, LIBER J.	0-732659	"
RO	T/Sgt. Cook, Harold	35458366	"
TT**	S/Sgt. Nicholas, Charles L.	15084635	"
BT	S/Sgt. Merritt, William E.	31203344	"
TG	S/Sgt. Cohn, Leroy	35279386	"
LWG	S/Sgt. Wolf, William G.	37201936	"
RWG	S/Sgt. Michel, Delmar E.	17166768	"

Airplane No 42-31315 \*

P	2nd Lt. SMITH, WALLACE R. Jr.	0-801313	"
CP	F/O. PAULHABER, DONALD A.	T-121885	"
N	2nd Lt. CRANE, RENFRO V.	0-688629	"
B	2nd Lt. LEVEY, JAMES G.	0-674688	"
RO	S/Sgt. Castronova, Salvatore L.	32550405	"
TT*	S/Sgt. Fair, Charles H.	37211030	"
BT	S/Sgt. McKendry, Daniel C.	15114398	"
TG	S/Sgt. Sundberg, David C.	6878362	"
LWG	S/Sgt. Roberts, Marion E.	14159491	"
RWG	S/Sgt. Gatzemeyer, Gerald R.	16108129	"

Airplane No. 42-31598 \*

P	2nd Lt. WALSH, ROBERT P.	0-804771	"
CP	2nd Lt. LONG, JOHN C.	0-753901	"
N	2nd Lt. MATRICIAN, MICHAEL	0-690478	"
B	2nd Lt. PORTER, GUY R.	0-748098	"
RO	S/Sgt. Zappala, Vincent	32578092	"
TT**	S/Sgt. Stallcup, Mose H.	36186641	"
BT	Sgt. Collie, Perry O.	36427682	"
TG	Sgt. Brgoon, Ludwick J.	19180643	"
LWG	Sgt. Cartmill, Charles M.	35560963	"
RWG	Sgt. Layland, John M.	37457551	"

(\*) ENTER COMPLETE AIRPLANE NUMBER

(\*\*) DESIGNATES ENGINEER.

\*

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

29 January 1944

SUBJECT: Loading List. **Cont'd.**

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

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

\*Plane # 42-59820

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -	2nd Lt.	ARNESON, VERNON A.	O-741875		614th	
CP-	2nd Lt.	ELKINBURG, JEROME E.	O-678877		"	
N -	2nd Lt.	DEAN, JOHN H.	O-809551		"	
B -	2nd Lt.	GILMORE, GEORGE J. Jr.	O-882107		"	
RO-	S/Sgt.	Aronson, Arlyn C.	17155135		"	
TT-	Sgt.	Shults, Glennie G.	34472857		"	
BT-	Sgt.	Provencher, Armand L.	11083958		"	
TG-	Sgt.	Schmidt, Richard G.	36724944		"	
LWG-	Sgt.	Shutes, Adrian L.	13124339		"	
RWG-	Sgt.	Trambitsky, Edward	12093118		"	

\*Plane # \_\_\_\_\_

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

\*Plane # \_\_\_\_\_

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

\*Enter complete number of aircraft  
 \*\* Designate Engineer

*[Handwritten signature]*

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

January 29, 1944<sup>19</sup>

SUBJECT: Loading List.

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

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

\*Plane # 42-31193

DUTY	RANK	LAST (NAME)	FIRST	(WT)	A.S.N.	SQUAD
P - Captain		Beers	Robert	W.	0-24910	615th
CP - 2nd Lt.		Byrne	Howard	E.	0-743405	615th
E - 1st Lt.		Gershon	Harold	(NMI)	0-800107	615th
E - 1st Lt.		Ritch	William	L.	0-739055	615th
RO - S/Sgt.		Paola	Nunzio	(NMI)	28138018	615th
TT - T/Sgt.		Young	Clarence	E.	32449970	615th
BT - S/Sgt.		Craft	Allen	H.	37225198	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 # 42-31077

P - 1st Lt.		Lewis	Glynde	A.	0-800905	615th
CP - 2nd Lt.		Sutton	Emmett	S.	0-884790	615th
E - 1st Lt.		Eaton	William	M.	0-749643	615th
B - 1st Lt.		Arnold	Harold	S.	0-881515	615th
RO - Sgt.		Miner	Clarence	R.	12098509	615th
TT - T/Sgt.		Weber	Melvin	C.	37261444	615th
BT - S/Sgt.		Howell	James	E.	35398898	615th
TG - S/Sgt.		Knapp	Phil	N.	39540171	615th
LWG - S/Sgt.		Tosh	William	A.	35431664	615th
RWG - S/Sgt.		Merlino	Frank	A.	31208150	615th
O Major		Hoffman	Theodore	C.	0-406556	487th

\*Plane # 42-31488

P - Captain		Runsey	William	M.	0-728740	615th
CP - 2nd Lt.		Kaercher	Robert	D.	0-881433	615th
E - 1st Lt.		Walsh	Michael	R.	0-876185	615th
B - 2nd Lt.		Black	J. (10)	Dec	0-749667	615th
RO - S/Sgt.		Beller	James	E.	6257280	615th
TT - T/Sgt.		Roberts	Donald	B.	32577788	615th
BT - S/Sgt.		Lieberman	Irving	I.	16203453	615th
TG - S/Sgt.		McElligott	Herbert	F.	36428974	615th
LWG - S/Sgt.		Rothwell	Frank	A.	33330990	615th
RWG - S/Sgt.		Lee	Ivan	R.	12073240	615th

\*Enter complete number of aircraft  
 \*\* Designate Engineer



DUTY RANK LAST (name) FIRST MI ASN SQUADRON

Airplane No. 42-37843 \*

P. 1st Lt.	Christensen	Ellsworth	E.	0-801593	615th
CP 2nd Lt.	Mitchell	Lewis	A.	0-880678	615th
N 2nd Lt.	Wong	Delbert	E.	0-750236	615th
B 2nd Lt.	Reynolds	Herbert	A.	0-749951	615th
RO 3/Sgt.	Mehlman	Raymond	G.	32438997	615th
TT 3/Sgt.	Breen	Roland	J.	18133784	615th
BT 3/Sgt.	Nonemaker	Jack	D.	19175334	615th
TG 3/Sgt.	Ross	Harry	A.	13145459	615th
LW 3/Sgt.	Batson	Allen	L.	39288048	615th
RW 3/Sgt.	Johnson	Russell	W.	32486408	615th

Airplane No. 42-31091 \*

*Didn't get off*

P 1st Lt.	Kaminski	Vincent	(NMI)	0-802408	615th
CP 2nd Lt.	Mallon	Richard	W.	0-883039	615th
N 2nd Lt.	Hildinger	Lawrence	J.	0-754914	615th
B 2nd Lt.	Gallagher	Joe	C.	0-879496	615th
RO 3/Sgt.	Cheatham	Elmer	R.	14182350	615th
TT 3/Sgt.	Draginis	Donald	L.	18133104	615th
BT 3/Sgt.	Cantin	Merlin	L.	19138376	615th
TG 3/Sgt.	Farnham	Richard	J.	17189710	615th
LW 3/Sgt.	Powell	Gerald	J.	38416204	615th
RW 3/Sgt.	Bushendorf	Everett	M.	36264715	615th

Airplane No. 42-40057

P 2nd Lt.	Nicklowsky	Donald	T.	0-803858	615th
CP 2nd Lt.	Carter	James	J.	0-752178	615th
N 2nd Lt.	Filler	Chris	(NMI)	0-809565	615th
B 2nd Lt.	Keller	Neal	L.	0-878980	615th
RO 3/Sgt.	Kilbane	John	A.	37244825	615th
TT 3/Sgt.	Washinko	Alexander	C.	32563249	615th
BT 3/Sgt.	Killgore	Richard	A.	18191018	615th
TG 3/Sgt.	Casparis	Garard	S.	38250549	615th
LW 3/Sgt.	Schmidt	Max	H.	18149866	615th
RW 3/Sgt.	Mientkowiez	Edward	J.	37826520	615th

Airplane No. 42-31089

P 2nd Lt.	Campbell	Paul	E.	0-745614	615th
CP Captain	Gould	George	(NMI)	0-900201	615th
N 2nd Lt.	Wilhelm	Andrew	C.	0-809788	615th
B 2nd Lt.	Malone	Ralph	B.	0-740818	615th
RO 3/Sgt.	Anderson	Martin	A.	36526889	615th
TT 3/Sgt.	Agee	Jack	D.	8982724	615th
BT 3/Sgt.	Brown	Saul	H.	32478555	615th
TG 3/Sgt.	Schmouder	Glen	E.	33238565	615th
LW 3/Sgt.	Smith	Alan	E.	32610440	615th
RW 3/Sgt.	Kendrick Jr.	Joseph	W.	14150904	615th

(\*i) ENTER COMPLETE AIRPLANE NUMBER  
 (\*\*\*) DESIGNATES ENGINEER.

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

January 20, 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 # 42-38013

POST	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -	2nd Lt.	Van Dyckle	Leon	G.	0-804431	615th
CP -	2nd Lt.	Woods	Mitchell	K.	0-887791	615th
N -	2nd Lt.	Monfort	Richard	L.	0-887890	615th
B -	2nd Lt.	Groski	Stanley	T.	0-888907	615th
RO -	S/Sgt.	Glonak	Joseph	J.	33079829	615th
PT -	Sgt.	Rask	Raymond	A.	32854939	615th
BT -	Sgt.	Bamb	Donald	(NMI)	38444211	615th
IG -	Sgt.	Duke	Charles	H.	38272742	615th
LWG -	Sgt.	Roberts	Ralph	G.	11085244	615th
RWG -	Sgt.	Paganelli	Albert	(NMI)	16200896	615th

\*Plane # 42-31818

P *	2nd Lt.	Gardner	Edward	T.	0-745881	615th
CP *	2nd Lt.	Shelton	Horace	H.	0-758024	615th
N -	2nd Lt.	Gauger	Carroll	A.	0-809038	615th
B -	1st Lt.	Dolan	William	W.	0-741142	615th
RO -	Sgt.	Honnes	Fred	(NMI)	12127401	615th
PT -	Sgt.	Minard	Dale	W.	16125303	615th
BT -	Sgt.	Piazza	Peter	J.	3883190	615th
IG -	Sgt.	Sosowski	Stephen	H.	38861239	615th
LWG -	Sgt.	Trupia	Salvatore	A.	12133746	615th
RWG -	Sgt.	Durben	Francis	J.	17154973	615th

\*Plane # \_\_\_\_\_

- P -
- CP -
- N -
- B -
- RO -
- PT -
- BT -
- IG -
- LWG -
- RWG -

\*Enter complete number of aircraft

\*\* Designate Engineer

5-3

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

29 January 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 # 42-39760

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P	1st Lt.	Goodman	James	F.	0-565078	612th
CP	2nd Lt.	Roberts	Robert	J.	0-561101	"
N	2nd Lt.	Frank	Frank	J.	0-563074	"
B	2nd Lt.	Donald	Donald	J.	0-712023	"
RO	1st Sgt.	James	James	J.	10042742	"
**TT	1st Sgt.	James	James	J.	3012015	"
BT	1st Sgt.	James	James	J.	001113	"
TG	1st Sgt.	William	William	B.	10120702	"
LWG	1st Sgt.	John	John	D.	30213000	"
RWG	1st Sgt.	Burton	Burton	A.	3050710	"

\*PLANE # 42-31034

P	2nd Lt.	Currie	Donald	A.	0-555000	"
CP	1st Lt.	McGee	Donald	G.	0-560010	"
N	2nd Lt.	Harvey	Harvey	B.	0-560000	"
B	2nd Lt.	Vinn	Ray	B.	0-575010	"
RO	1st Sgt.	DiTerro	George	A.	10170000	"
**TT	1st Sgt.	Sibson	Earl	C.	1000000	"
BT	1st Sgt.	Geoff	Geoff	L.	10100000	"
TG	1st Sgt.	Walter	Walter	L. Jr.	17100000	"
LWG	1st Sgt.	Marvel	Marvel	V.	37000000	"
RWG	1st Sgt.	Joe	Joe	A.	30700000	"

\*PLANE # 42-31511

P	1st Lt.	Sellers	William	D.	0-566300	"
CP	2nd Lt.	George	Jack	B.	0-707000	"
N	2nd Lt.	Shapiro	Arvin	(101)	0-100000	"
B	2nd Lt.	Benjamin	David	A.	0-700000	"
RO	1st Sgt.	Lehr	James	B.	3007000	"
**TT	1st Sgt.	Farrish	Donald	C.	10100000	"
BT	1st Sgt.	Wass	Kenneth	B.	10100000	"
TG	1st Sgt.	Nichol	Edo	B.	30000000	"
LWG	1st Sgt.	Judd	Loyde	J.	31100000	"
RWG	1st Sgt.	George	George	A.	0770000	"

\*\* Enter complete number of aircraft Designate Engineer

DUTY RANK LAST (NAME) FIRST (KI) A. S. N. SQUADRON

\*PLANE # 42-40000

P	-						
CP	#	1st Lt.	Smith	Stuart	R.	0-400700	61215
N	-	2nd Lt.	Shannon	Stanislaw	R.	0-604017	"
B	-	2nd Lt.	Keese	Victor	L.	0-749451	"
RO	-	2nd Lt.	Malowski	Louis	J.	0-749500	"
**TT	-	7/1st.	Holladay	Fred	H.	3821224	"
BT	-	7/1st.	Garr	Marion	A.	10035034	"
TG	-	2/1st.	Dawley	Richard	F.	3890576	"
LWG	-	2/1st.	Parker	Harry	O.	3004761	"
RWG	-	2/1st.	Seichtamp	Frank	J.	3490219	"
		2/1st.	Martins	Calvin	W.	3807040	"

\*Plane # 42-70000

P	-	2nd Lt.	Stephan	George	T.	0-000000	"
CP	-	2nd Lt.	Reed	Francis	W.	0-000000	"
N	-	2nd Lt.	Conlineon	Harvey	O.	0-000000	"
B	-	2nd Lt.	Leil	Raymond	P.	0-000000	"
RO	-	2/1st.	Giorgiani	Alex	(M1)	3147000	"
**TT	-	2/1st.	Dunn	Johnny	T.	3004700	"
BT	-	2/1st.	Yegalis	Lawson	H.	3450732	"
TG	-	2/1st.	Johns	Carl	W.	3704000	"
LWG	-	Sgt.	Messenger	Harold	F.	13014412	"
RWG	-	Sgt.	Gulan	Frank	F.	3010000	"

\*PLANE # 42-70000

P	-	2nd Lt.	Tanner	John	R.	0-000001	"
CP	-	2nd Lt.	McDaniel	Robert	H.	0-000007	"
N	-	2nd Lt.	Stree	Kenneth	L.	0-000000	"
B	-	2nd Lt.	Stungyl	John	T.	0-749500	"
RO	-	2/1st.	Sterry	Paul	O.	3000000	"
**TT	-	2/1st.	Cable	Harvey	C.	3701200	"
BT	-	2/1st.	Horrie	John	H.	1400000	"
TG	-	2/1st.	Staler	Phillip	O.	3001000	"
LWG	-	2/1st.	Daniel	Edward	H.	3001400	"
RWG	-	2/1st.	Francis	Raymond	H.	3003700	"

\*PLANE # 42-71000

P	-	2nd Lt.	Cannabill	John	(M1) Jr.	0-000000	"
CP	-	2nd Lt.	Bally	Harry	H.	0-749500	"
N	-	2nd Lt.	Harris	Edward	L.	0-749500	"
B	-	2nd Lt.	Frye	William	O.	0-000000	"
RO	-	2/1st.	Coard	Harold	H.	3707000	"
**TT	*	2/1st.	Howe	Patrick	J.	3112000	"
BT	-	2/1st.	Kennner	Harley	H.	3000000	"
TG	-	2/1st.	Fremson	Lawrence	H.	3112000	"
LWG	-	2/1st.	Martin	Weldon	O.	3000000	"
RWG	-	2/1st.	Brewman	Thomas	H.	1117000	"

\* Enter Complete number of Aircraft  
 \*\* Designate Engineer

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

19

SUBJECT: Loading List.

29 January

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

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

\*PLANE #                     

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P	1st Lt.	Johnson	Bonnie	H.	0-33583	401st
CP	1st Lt.	Vellie	Jack	H.	0-33583	401st
N	1st Lt.	Fishback	Harold	H.	0-33583	401st
B	1st Lt.	Woods	Walter	H.	0-33583	401st
RO	1st Lt.	Brands	Walter	H.	0-33583	401st
**TT	1st Lt.	Collins	Walter	H.	0-33583	401st
BT	1st Lt.	Collins	Walter	H.	0-33583	401st
TG	1st Lt.	Collins	Walter	H.	0-33583	401st
LWG	1st Lt.	Collins	Walter	H.	0-33583	401st
RWG	1st Lt.	Collins	Walter	H.	0-33583	401st

\*PLANE #                     

P	1st Lt.	Wells	Benneth	H.	0-33583	401st
CP	1st Lt.	Wells	Benneth	H.	0-33583	401st
N	1st Lt.	Wells	Benneth	H.	0-33583	401st
B	1st Lt.	Wells	Benneth	H.	0-33583	401st
RO	1st Lt.	Wells	Benneth	H.	0-33583	401st
**TT	1st Lt.	Wells	Benneth	H.	0-33583	401st
BT	1st Lt.	Wells	Benneth	H.	0-33583	401st
TG	1st Lt.	Wells	Benneth	H.	0-33583	401st
LWG	1st Lt.	Wells	Benneth	H.	0-33583	401st
RWG	1st Lt.	Wells	Benneth	H.	0-33583	401st

\*PLANE #                     

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

\*\* Enter complete number of aircraft  
 Designate Engineer

9-3

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

29 JANUARY 1944

SUBJECT: Loading List.

TO : Operations Officer, 401st Bomb GP, APO #634.

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

\*Plane # 42-31374

UTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.	SQUADR
P -						
CP -	1st Lt.	PIPER	HARRY	L. JR.	0-740910	613th
N -	2nd Lt.	HELLMUTH	GEORGE	J.	0-748646	"
B -	2nd Lt.	GOVERNICH	JAMES	A.	0-678616	"
RO -	2nd Lt.	GLISON	RAYMOND	E.	0-676251	"
PT -	1/SGT.	FINNIE	CHARLES	S.	14134662	"
BT -	2/SGT.	BAILEY	JAMES	H.	17016617	"
TG -	SGT.	BRANDT	GORDON	F.	16095987	"
LWG -	2/SGT.	DEVITO	MICHAEL	F.	12155471	"
RNG -	2/SGT.	HUGH	ROYCE	W.	18051910	"
	S/SGT.	OHANIAN	NISHAN	(NML)	11032287	"

\*Plane # 42-3507

P *						
CP *	1st Lt.	LOCHER	JAMES	R. JR.	0-802585	"
N -	2nd Lt.	FRUIT	LOW	C.	0-681771	"
B -	2nd Lt.	DEQUETTE	FRED	D.	0-736692	"
RO -	2nd Lt.	BROWN	JOHN	F.	0-473723	"
TT -	S/SGT.	ANDERSON	CARL	D.	95612826	614th
BT -	1/SGT.	KENNEDY	GEORGE	L.	16008922	613th
TG -	2/SGT.	DEVITT	FRANK	G.	19064865	"
LWG -	2/SGT.	MCGILL	CLARK	G.	13098643	"
RNG -	2/SGT.	KLECK	JOHN	C.	36414442	"
	2/SGT.	DOH	HAROLD	H.	18176517	"

\*Plane # 42-30855

P -						
CP -	2nd Lt.	ROHNER	LEONARD	R.	0-809692	"
N -	2nd Lt.	LEONARD	FRANK	W. SR.	0-687311	"
B -	F/O	JOHNSON	STANLEY	W.	T-61222	"
RO -	2nd Lt.	SMETANA	EMIL	(RMX)	0-688496	"
PT -	2/SGT.	MORALE	JOHN	F.	96691508	"
BT -	2/SGT.	SUBOWSKI	RAY	L.	13128760	"
TG -	SGT.	DIERKSCH	KENNETH	G.	31188990	"
LWG -	SGT.	ANDRAST	HEUER	F.	17127220	"
RNG -	SGT.	BAKER	CLIFFORD	E.	35968934	"
			LOWELL	A.	16111816	"

\*Enter complete number of aircraft  
 \*\* Designate Engineer

DUTY RANK LAST (name) FIRST MI ASN SQUADRON

Airplane No. 42-31508 \*

P.	1st Lt.	JOHNS	DONALD	B.	0-733753	613th
CP.	2nd Lt.	ROBERT	CHARLES	A.	0-626397	"
N	1st Lt.	HEWITT	CYRUS	P.	0-749419	"
B	1st Lt.	GRATE	LOUIS	B.	0-661617	"
RO	T/SGT.	SCHONBERGER	NICHOLAS	D.	35406951	"
TT**	T/SGT.	URRISON	THOMAS	(MEX)	35910871	"
BT	S/SGT.	WEAVER	WILSON	F.	33316065	"
TG	S/SGT.	DE GINGIE	LEWIS	A.	32269844	"
LWG	S/SGT.	SCHAIR	ARTHUR	(MEX)	12088058	"
RWG	S/SGT.	FIRLAND	ARTHUR	V.	11110359	"

Airplane No. 42-31037 \*

P	1st Lt.	STELZER	ROBERT	L.	0-461320	"
CP	2nd Lt.	JOHNSON	WENDELL	T.	0-687836	"
N	2nd Lt.	HOBBS	HERBERT	L.	0-688441	"
B	2nd Lt.	WARREN	ROBERT	(MEX)	0-685898	"
RO	2nd Lt.	WARREN	ROBERT	(MEX)	0-685898	"
NO	ET**	HICKER	DONALD	A.	36522865	"
TT	ET	PAGE	JESSE	O.	36222601	"
BT	ET	BLACK	JAMES	P.	39300495	"
NR TG	ET	HIGLEY	JOHN	M.	19156041	"
EWG	ET	HIGH	EDWARD	J.	16096299	"
RWG	S/SGT.	HOLLAND	THOMAS	H.	38211220	"

Airplane No. 42-31081 \*

P	MAJ.	BROWN	EDWIN	W.	0-93851	"
CP	1st Lt.	SHUTES	EVYAN	M.	0-667578	"
N	2nd Lt.	SAVAGE	WILLIAM	F.	0-441712	"
B	1st Lt.	BRIANTON	HENRY	R.	0-681518	"
RO	T/SGT.	LIPA	MILTON	G.	11071562	"
TT*	T/SGT.	SWOFFORD	LELAND	L.	14064116	"
BT	S/SGT.	HIGHER	HARVEY	W.	37121385	"
TG	2nd Lt.	HAUER	WILLIAM	F.	0-759837	"
LWG	S/SGT.	SONICHSEN	DONALD	H.	36703732	"
RWG	S/SGT.	JONES	WILLIAM	F. JR.	38397179	"
O	1st Lt.	MUSGROVE	C.	E.		"

Airplane No. 42-31557

P	CAPT.	STARR	LEON	(MEX)	0-24863	"
CP	2nd Lt.	HES	VINCENT	J.	0-751139	"
N	1st Lt.	WOOD	ERACE	D.	0-673661	"
B	1st Lt.	HEADVILLE	NAUTY	W.	0-735330	"
RO	T/SGT.	WAGNER	ROBERT	F.	34289104	"
TT**	S/SGT.	KARL	RICHARD	(MEX)	33397179	"
BT	SGT.	BRILL	CHARLES	H.	32577472	"
TG	SGT.	SMALLIN	JAMES	H.	39035600	"
LWG	SGT.	LEWIS	ROGER	T.	35348050	"
RWG	SGT.	PHILIPAN	FREDERICK	G.	31144508	"

(\* ) ENTER COMPLETE AIRPLANE NUMBER

(\*\* ) DESIGNATES ENGINEER.

61300 BOMBARDMENT SQ (H)  
 OFFICE OF THE OPERATIONS OFFICER  
 APO 9634

29 JANUARY 1944

SUBJECT: Loading List.

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

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

\*Plane # 42-33002

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -	2nd Lt.	VORATY	ALFRED	E.	0-803717	613th
CP -	2nd Lt.	GAMBRELL	WILLIAM	M. JR.	0-750783	"
A -	2nd Lt.	SCHACHNER	SIDA		0-809734	"
B -	2nd Lt.	STODOL	CHARLES	R.	0-747060	"
RO -	S/Sgt.	HALPIN	RONALD	G.	32428831	"
PT -	S/Sgt.	DOROS	JOSEPH	J.	33285703	"
BT -	Sgt.	GRILL	HOWARD	H.	15399917	"
IG -	Sgt.	CYR	HAROLD	F.	16095835	"
LWG -	Sgt.	SANDERS	ROY	O.	97499328	"
RWG -	Sgt.	GAVEN	WARREN	(MIL)	15116266	"

\*Plane # 42-39932

P *	1st Lt.	KEITH	WALTER	D.	0-802411	"
CP *	2nd Lt.	HANCOCK	WARREN	H.	0-684729	"
P -	2nd Lt.	BRYANT	CHARLES	V.	0-750235	"
B -	2nd Lt.	ROWE	ROBERT	V.	0-750095	"
RO -	S/Sgt.	MISSEN	BENJAMIN	E.	13095360	"
PT -	S/Sgt.	GLDNER	HAROLD	K.	6565810	"
BT -	Sgt.	SEDERBERG	JOHN	J.	32562499	"
IG -	S/Sgt.	KERR	ROBERT	V.	19094519	"
LWG -	Sgt.	DRAIN	JAMES	A.	12165707	"
RWG -	Cpl.	KELSEN	HAROLD	J.	12186527	"

\*Plane # \_\_\_\_\_

- P -
- CP -
- N -
- B -
- RO -
- PT -
- BT -
- IG -
- LWG -
- RWG -

\*Enter complete number of aircraft  
 \*\* Designate Engineer



~~CLASS~~ BOMBARDMENT SQUADRON (1)  
 OFFICE OF THE PLANNING OFFICER  
 APO # 634

January 29, 19 44

SUBJECT: Loading List.

TO : Operations Officer, 401st Bomb Gr (1), APO #634.

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

\*Plane # 42-51116

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.L.	SQUADR
P -	Capt.	HECK, JOHN C.	0-24830			614th
CP -	2nd Lt.	THOMPSON, HARRY L.	0-684792			"
N -	2nd Lt.	GRANDALL, WILLIAM C.	0-801119			"
B -	2nd Lt.	GERRICK, GEORGE C.	0-678940			"
RO -	S/Sgt.	Stanforth, Joseph R.	15195089			"
PT -	T/Sgt.	Novoselich, George	35881019			"
BT -	S/Sgt.	Urich, Laurence C.	19096322			"
IG -	S/Sgt.	LaFountain, Louis M.	38183420			"
LWO -	S/Sgt.	LeBailly, Arthur E.	32461489			"
LWG -	T/Sgt.	Kolasz, Henry A.	32474396			"

\*Plane # 42-59847

P *	1st Lt.	CHAPMAN, ALVAR H. Jr.	0-461727			"
CP *	Capt.	HINKLE, CARL C.	0-24829			"
N -	2nd Lt.	SMITH, CHARLES M.	0-754380			"
B -	1st Lt.	DEVILLE, FRANK M. Jr.	0-747581			"
RO -	T/Sgt.	Pyle, Robert B.	15355829			"
PT -	T/Sgt.	Wilson, George S.	35407356			"
BT -	S/Sgt.	Spatilson, Bruno J.	33164854			"
IG -	S/Sgt.	Dayton, James E.	39052317			"
LWC -	2nd Lt.	BERGERSON, CLIFFORD G. Jr.	0-748529			"
RW -	S/Sgt.	Bremman, Michael G.	31192454			"
		<i>* LT. FRANCIS, ROD L</i>	<i>0738016</i>			

\*Plane # 42-59056

P -	1st Lt.	STINSON, BOUDINOT	0-799493			"
CP -	2nd Lt.	LAULO, EDWIN W.	0-748695			"
N -	2nd Lt.	O'NEAL, JOHN E. Jr.	0-671169			"
B -	2nd Lt.	PFAPFMAN, JACK L.	0-748735			"
PA -	S/Sgt.	Sherman, Esbon C.	31172288			"
P -	S/Sgt.	Kucarin, Earl E.	33801968			"
BT -	Sgt.	Passano, William W.	36539194			"
IG -	S/Sgt.	LeSage, Alfred	13008903			"
LWG -	S/Sgt.	Sandford, Francke W.	4458488			"
RWG -	S/Sgt.	Mancuso, Carmen L.	32882642			"

Enter complete number of aircraft

\*\* Designate Engineer

DUTY	RANK	LAST (name)	FIRST	MI	ASN	SQUADRON
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Airplane No. 42-31869 \*

P.	1st Lt.	CAMMACK, VERNON K.			0-802719	614th
CP.	2nd Lt.	HARGER, ROBERT W.			0-805448	"
N	2nd Lt.	HASKINS, OCEIL A.			0-885604	"
B	2nd Lt.	WHITE, WILLIAM C.			0-879425	"
RO	T/Sgt.	Timme, Glenn A.			32481704	"
TT**	T/Sgt.	Slate, Chester A.			14134208	"
BT	S/Sgt.	Ames, Ensign S.			6864052	"
TG	S/Sgt.	Price, John R.			16151789	"
LWG	S/Sgt.	Wanke, Charles P.			12180793	"
RWG	S/Sgt.	Harlow, Clewy D.			86426472	"

Airplane No. 42-39546 \*

P	1st Lt.	WIKERHOFF, DONALD G. V.			0-801995	"
CP	2nd Lt.	SOBOLAK, BENNIE W.			0-684571	"
N	2nd Lt.	PIERCE, MYRON E. Jr.			0-749599	"
B	1st Lt.	MONTONE, LEBER J.			0-732659	"
RO	T/Sgt.	Cook, Harold			35458366	"
TT**	S/Sgt.	Nicholas, Charles L.			18084635	"
BT	S/Sgt.	Merritt, William E.			31205844	"
TG	S/Sgt.	Cohn, Leroy			39279686	"
LWG	S/Sgt.	Wolf, William G.			37201936	"
RWG	S/Sgt.	Michel, Delmar E.			17166768	"

Airplane No. 42-31315 \*

P	2nd Lt.	SMITH, WALLACE R. Jr.			0-801315	"
CP	T/S.	PAULHARER, DONALD A.			T-121885	"
N	2nd Lt.	CRANE, RENNRO V.			0-688629	"
B	2nd Lt.	LEVET, JAMES G.			0-674698	"
RO	S/Sgt.	Castranova, Salvatore L.			32560405	"
TT*	S/Sgt.	Pair, Charles R.			37211030	"
BT	S/Sgt.	McKendry, Daniel C.			15114388	"
TG	S/Sgt.	Sundberg, David C.			6878362	"
LWG	S/Sgt.	Roberts, Myron E. Marion			14159491	"
RWG	S/Sgt.	Gatzmeyer, Gerald R.			16108129	"

Airplane No. 42-31098 \*

P	2nd Lt.	WALSH, ROBERT P.			0-804771	"
CP	2nd Lt.	LONG, JOHN C.			0-753901	"
N	2nd Lt.	MATRICIAN, MICHAEL			0-690478	"
B	2nd Lt.	PORTER, GUY R.			0-748098	"
RO	S/Sgt.	Zappala, Vincent			32576092	"
TT**	S/Sgt.	Stallcup, Mose H.			36186641	"
BT	Sgt.	Collie, Perry O.			36427682	"
TG	Sgt.	Brgoch, Ludwick J.			19180643	"
LWG	Sgt.	Cartmill, Charles M.			35580963	"
RWG	Sgt.	Layland, John M.			37457551	"

(\*) ENTER COMPLETE AIRPLANE NUMBER

(\*\*) DESIGNATES ENGINEER.

\*

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

January 29, 19 44

SUBJECT: Loading List.

TO : Operations Officer, 601st Bomb GP (H), APO #634.

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

Plane # 42-59820

POST	RANK	LAST (NAME)	FIRST	(MI)	A.S.L.	SQUADRON
P -	2nd Lt.	ARNESON, VERNON A.	O-741875			614th
CP -	2nd Lt.	KLEINBURG, JEROME B.	O-576877			"
N -	2nd Lt.	DEAN, JOHN H.	O-809551			"
B -	2nd Lt.	GILMORE, GEORGE J. Jr.	O-682107			"
RO -	S/Sgt.	Aronson, Arlyn C.	17155135			"
TT -	Sgt.	Shutes, Glennie C.	54472857			"
BT -	Sgt.	Provencher, Armand L.	11085958			"
TG -	Sgt.	Schmidt, Richard G.	58724944			"
LTC -	Sgt.	Shutes, Adrian L.	13124389			"
RWG -	Sgt.	Trambitsky, Edward	12093118			"

\*Plane # \_\_\_\_\_

- P \*
- CP \*
- N -
- B -
- RO -
- TT -
- BT -
- TG -
- LTC -
- RWG -

\*Plane # \_\_\_\_\_

- P -
- CP -
- N -
- B -
- RO -
- TT -
- BT -
- TG -
- LTC -
- RWG -

\*Enter complete number of aircraft  
 \*\* Designate Engineer

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

January 29, 1944<sup>19</sup>

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)	N.S.I.	SQUADRON
P - Captain		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 - 1st Lt.		Ritch	William	L.	0-739055	615th
RO - S/Sgt.		Paola	Nunzio	(NMI)	<del>0-138018</del>	615th
PT - T/Sgt.		Young	Clarence	E.	32449970	615th
BT - S/Sgt.		Craft	Allen	H.	37225198	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 # 42-31077

P *1st Lt.		Lewis	Clynde	A.	0-800905	615th
CP *2nd Lt.		Sutton	Emmett	S.	0-684790	615th
N - 1st Lt.		Eaton	William	M.	0-749643	615th
B - 1st Lt.		Arnold	Harold	S.	0-681515	615th
RO - Sgt.		Miner	Clarence	R.	12098509	615th
PT - T/Sgt.		Weber	Melvin	C.	37261444	615th
BT - S/Sgt.		Howell	James	E.	35398898	615th
TG - S/Sgt.		Knapp	Phil	N.	39540171	615th
LWG - S/Sgt.		Tosh	William	A.	35431664	615th
RWG - S/Sgt.		Merlino	Frank	A.	31208150	615th
O Major		Hoffman	Theodore	C.	0-406556	457th

\*Plane # ~~42-31488~~

P Captain		Rumsey	William	M.	0-728740	615th
CP 2nd Lt.		Kaercher	Robert	D.	0-681433	615th
N 1st Lt.		Walsh	Michael	R.	0-676185	615th
B 2nd Lt.		Black	J. (io)	Dee	0-749667	615th
RO S/Sgt.		Beller	James	E.	6257280	615th
PT T/Sgt.		Roberts	Donald	B.	32377788	615th
BT S/Sgt.		Lieberman	Irving	I.	<del>15103453</del>	615th
TG S/Sgt.		McElligott	Herbert	F.	36426974	615th
LWG S/Sgt.		Rothwell	Frank	A.	33330990	615th
RWG S/Sgt.		Lee	Ivan	R.	12073240	615th

\*Enter complete number of aircraft  
 \*\* Designate Engineer

DUTY RANK LAST (name) FIRST MI ASN SQUADRON

Airplane No. 42-37843 \*

P. 1st Lt.	Christensen	Ellsworth	E.	0-801593	615th
CP 2nd Lt.	Mitchell	Lewis	A.	0-680678	615th
N 2nd Lt.	Wong	Delbert	E.	0-750236	615th
B 2nd Lt.	Reynolds	Herbert	A.	0-749931	615th
RO S/Sgt.	Mehlman	Raymond?	G.	32438897	615th
TT S/Sgt.	Breen	Roland	J.	16133764	615th
BT S/Sgt.	Nonemaker	Jack	D.	19175334	615th
TG Sgt.	Ross	Harry	A.	13145459	615th
LWG S/Sgt.	Batson	Allen	L.	39268048	615th
RWG Sgt.	Johnson	Russell	W.	32466408	615th

Airplane No. 42-31091 \*

*Delbert*

P 1st Lt.	Kaminski	Vincent	(NMI)	0-802408	615th
CP 2nd Lt.	Mallon	Richard	W.	0-683039	615th
N 2nd Lt.	Hildinger	Lawrence <sup>5</sup>	J.	0-734914	615th
B 2nd Lt.	Gallagher	Joe	C.	0-679495	615th
RO S/Sgt.	Cheatham	Elmer	R.	14182350	615th
TT S/Sgt.	Draginis	Donald	L.	16133104	615th
BT S/Sgt.	Cantin	Merlin	L.	19138375	615th
TG Sgt.	Farnham	Richard	J.	17168710	615th
LWG Sgt.	Powell	Gerald	J.	38415204	615th
RWG Sgt.	Bushendorf	Everett	M.	36264715	615th

Airplane No. 42-40057

P 2nd Lt.	Nicklawaky	Donald	T.	0-803856	615th
CP 2nd Lt.	Carter	James	J.	0-752178	615th
N 2nd Lt.	Filler	Chris	(NMI)	0-809565	615th
B 2nd Lt.	Keller	Neal	L.	0-678960	615th
RO S/Sgt.	Kilbane	John	A.	37244825	615th
TT S/Sgt.	Washinko	Alexander	C.	32563249	615th
BT Sgt.	Killgore	Richard	A.	18191018	615th
TG Sgt.	Casparis	Garard	S.	38250549	615th
LWG Sgt.	Schmidt	Max	H.	16149866	615th
RWG Sgt.	Mientkowiec	Edward	J.	37626520	615th

Airplane No. 42-31009

P 2nd Lt.	Campbell	Paul	E.	0-745614	615th
CP Captain	Gould	George	(NMI)	0-900201	615th
N 2nd Lt.	Wilhelm	Andrew	C.	0-809788	615th
B 2nd Lt.	Malone	Ralph	B.	0-746818	615th
RO S/Sgt.	Anderson	Martin	A.	36525889	615th
TT S/Sgt.	Agee	Jack	D.	6962724	615th
BT Sgt.	Brown	Saul	H.	32478555	615th
TG Sgt.	Schmouder	Glen	E.	33236565	615th
LWG Sgt.	Smith	Alan	E.	32610440	615th
RWG Sgt.	Kendrick Jr.	Joseph	W.	14150904	615th

(\* ) ENTER COMPLETE AIRPLANE NUMBER  
 (\*\* ) DESIGNATES ENGINEER.

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

January 29, 1944

SUBJECT: Loading List.

TO : Operations Officer, 201st Bomb GP (H), APO #634.

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

\*Plane # 42-38012

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.L.	SQUADRON
P -	2nd Lt.	Van Syckle	Leon	C.	0-804431	615th
CP -	2nd Lt.	Woods	Mitchell	K.	0-687791	615th
N -	2nd Lt.	Monfort	Richard	L.	0-687890	615th
B -	2nd Lt.	Groski	Stanley	T.	<del>00688967</del>	615th
RO -	S/Sgt.	Glonck	Joseph	J.	32079529	615th
TT -	Sgt.	Rask	Raymond	A.	32554969	615th
BT -	Sgt.	Bamb	Donald	(NMI)	38444211	615th
IG -	Sgt.	Duke	Charles	H.	38272742	615th
LWG -	Sgt.	Roberts	Ralph	C.	11085244	615th
RWG -	Sgt.	Paganella	Albert	(NMI)	15200866	615th

\*Plane # 42-31518

P *	2nd Lt.	Gardner	Edward	T.	0-745881	615th
CP *	2nd Lt.	Shelton	Horace	H.	0-752024	615th
N -	2nd Lt.	Gouger	Carroll	A.	0-808038	615th
B -	1st Lt.	Dolan	William	W.	0-741142	615th
RO -	Sgt.	Monnes	Fred	(NMI)	12187401	615th
TT -	Sgt.	Minard	Dale	W.	16125203	615th
BT -	Sgt.	Piazza	Peter	J.	35583120	615th
IG -	Sgt.	Bosowski	Stéphen	R.	35561239	615th
LWG -	Sgt.	Trupia	Salvatore	A.	12133746	615th
RWG -	Sgt.	Durben	Francis	J.	17154973	615th

\*Plane # \_\_\_\_\_

- P -
- CP -
- N -
- B -
- RO -
- TT -
- BT -
- IG -
- LWG -
- RWG -

\*Enter complete number of aircraft  
 \*\* Designate Engineer

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

A.P.O. 634  
29 January 1944

**SUBJECT:** Mission Summary Report.

**TO :** Group Operations, Station 128.

1. Abortives.

a. Airplane No. 42-31374 returned early for the reason that No. 4 Prop Governor became inoperative.

b. Airplane No. 42-31098 returned early because of a runaway Prop.

c. Airplane No. 42-37858 returned early because of a torn filler line to Ball Turret.

d. Airplane No. 42-39765 failed to complete mission for the reason that the Superchargers became inoperative.

e. Airplane No. 42-39979 returned early because of a loose gas cap.

2. Battle Damage.

a. 42-31081 - Cal. .30 hole in under side of wing, between fuselage and No. 3 engine. Flak hole through vertical stabilizer, near top. Flak hole in left side of vertical stabilizer, near center. Flak hole in right side of vertical stabilizer, near leading edge. Three small flak holes in left side of fuselage, rear of waist position. Flak hole in right side of fuselage, rear of waist position. Cal. .30 hole in right side of fuselage, above ball turret. Several flak holes in left and right wings. Large flak hole in rear of left Bomb Bay door.

b. 42-39932 - Small flak hole through vertical stabilizer. Small flak hole in top of right wing, outer panel.

c. 42-31557 - Flak hole through right wing, near tip. Flak hole in bottom of No. 2 Ring Cowl. Flak hole through vertical stabilizer, near fuselage.

d.

SUBJECT: Mission Summary Report. (continued)

d. 42-30855 - Two large flak holes in Co-Pilots windshield. Two large flak holes in Plexiglas Nose Section. Small rip in fabric of right aileron, caused by flak. Flak hole in leading edge of right wing, between No. 1 and No. 2 engines. Small flak hole in No. 2 ring cowl. Small crack in leading edge of right wing, between fuselage and No. 3 engine. No. 3 ring cowl cracked by flak. Leading edge of horizontal stabilizer damaged by spent shell casings.

e. 42-31037 - Flak hole in top of right elevator. Small flak hole in top of right wing, near tip.

f. 42-31488 - Large flak hole in top of right wing, behind No. 4 Nacelle, where flak entered. Several flak holes in bottom of wing, where flak came out, stiffeners, flap torque tube, de-icer tubes and gas lines severed. Small flak hole in top of right wing, near fuselage.

g. 42-38002 - Large flak hole through right wing, inner panel, near trailing edge. Top side of right horizontal stabilizer damaged by ammunition box, stringer broken.

h. 42-31518 - 2" flak hole in top of left wing, inner panel.

i. 42-31069 - Small flak hole in bottom of right wing, outer panel. Three very small flak holes in bottom of left wing.

j. 42-31507 - Small flak hole through right wing, near trailing edge. 20 MM hole in bottom of right wing, behind No. 3 Nacelle, fuel tank and structure damaged. Flak hole in bottom of right wing, No. 3 fuel tank punctured. Flak hole in leading edge of right wing, outer panel. Small flak hole through vertical stabilizer. 20 MM hole through left side and out top of fuselage, at Navigator's compartment, stringer broken. 3" flak hole through left horizontal stabilizer.

k. 42-31508 - Several flak holes in left and right wings, fuel tanks and structure damaged. 2" nick in No. 4 prop blade. Flak hole in side of No. 2 Nacelle. No. 1 prop blade damaged by flak. Flak hole in No. 1 Ring Cowl. Damage to de-icer boot and leading edge of left horizontal stabilizer caused by fire from left waist gun. 20 MM hole in front of Top Turret, cable damaged. Flak damage to skin on right side of fuselage, at Radio compartment.



**SUBJECT: Mission Summary Report. (continued)**

l. 42-40050 - Large flak hole right side of vertical fin, around station 11. Flak hole in bottom of left wing near station 8, fuel tank damaged. Flak hole just above leading edge of left wing, near station 24. Flak hole in No. 4 Nacelle, damaging oil tank. Small flak hole on top of left horizontal stabilizer.

m. 42-39993 - Flak hole in bottom of left wing around station 7. Flak hole in leading edge of left wing, near station 20. Flak hole in left underside of fuselage near tail wheel, traveling upward into waist gun position, tearing stiffeners in fuselage. Flak hole in top of left wing around station 28. Small flak hole in top of left wing around station 21. Flak hole in rear bottom of Chin Turret fairing.

n. 42-39943 - Two flak holes in top of right wing around station 21. Flak hole in top of left horizontal stabilizer around station 78. Flak holes through left wing, around station 5.

o. 42-31034 - Flak hole in top of right wing around station 8, damaging fuel tank. Flak hole in top of right wing behind No. 3 Feeder Tank. Flak hole on top of No. 4 Nacelle, near rear. 43 flak holes of various sizes on right side of nose section between stations 1A and 3., hydraulic line severed. Large flak hole in left life raft compartment door, life raft damaged. 20 MM hole in one blade of No. 3 prop and very deep cut on another blade of same prop. Flak hole in right bottom side of chin turret fairing. Flak hole in right side of No. 2 Nacelle. Flak holes through left horizontal stabilizer, around station 208. Flak hole in left top of Plexiglas Nose, near rear.

<u>TOTAL NO. OF A/C</u>	<u>FLAK &amp; FIGHTER</u>	<u>FLAK &amp; FRIEND</u>	<u>FLAK, FIGHTER &amp; FRIEND</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>
15	3	2	1	2	13

FLAK

9

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  
29 January 1944

SUBJECT: 8-4 Combat Mission Report on Mission 29 January 1944.  
TO : Commanding Officer, 1st Bombardment Division, APO 634.

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

Flaps Inoperative (1); Tachometer Out (1)  
Fuel Shut-Off Valves Inoperative (1)  
Flap Indicator Light Out (1)  
Bomb Bay Doors Inoperative (1)

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

Frozen Guns (3); Faulty Adapters (1)  
Loose Solenoids (2); Faulty Bomb Racks (2)

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

Heated Suit Out (1)

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

HEADQUARTERS  
401ST BOMBARDMENT GROUP (H)  
Station 128

A.P.O. 634  
29 January 1944

SUBJECT: Armament Narrative, Mission No. 17, 29 January 1944.

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

1. The following Armament malfunctions were reported at the conclusion of the mission of 29 January 1944.

- a. One right tail gun and one right ball turret gun froze.
- b. One Upper turret right gun jammed on faulty ammunition.
- c. One left nose gun failed to fire because of faulty adapter.
- d. One chin turret froze at altitude.
- e. One chin turret reported failure to fire. Gunner had bolt switch in backwards.
- f. One ball turret had both gun solenoids loose.

BOMB RACK MALFUNCTIONS

- a. One ship's bombs toggles from right racks only. Checked on ground at return and ran through satisfactory.
- b. Two stations failed to toggle because of faulty releases.

SAM P. BROOMHALL, JR.,  
2nd Lt., Air Corps,  
Group Armament Officer.

612th BOMBARDMENT SQUADRON (H)  
 401ST BOMBARDMENT GROUP (H)  
 OFFICE OF THE ENGINEERING OFFICER  
 STATION NO. 128  
 APO 634

29 January, 1944

SUBJECT: Battle Damage Report

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

1. The following is the battle damage report for the aircraft operated by this Squadron for the mission completed this date:

Airplane No.	Status	Remarks
42-31511	M&R	Negative battle damage
42-40050	M&R	<ol style="list-style-type: none"> <li>1. Large hole right side of verticle fin around station 11.</li> <li>2. Flak hole in bottom of left wing near station 8 ( fuel tank change)</li> <li>3. Flak hole just above leading edge of left wing near station 24.</li> <li>4. Flak hole in # 4 nacelle at about 11 o'clock, (oil tank change)</li> <li>5. Small flak hole on top of left horizontal stabilizer, near station 229.3.</li> </ol>
42-39993	M&R	<ol style="list-style-type: none"> <li>1. Flak hole in bottom of left wing around station 7.</li> <li>2. Flak hole leading edge of left wing near station 20.</li> <li>3. Flak hole left underside of fuselage near tail wheel, traveling upward into waist gun position tearing stifeners in fuselage</li> <li>4. Flak hole on top of left wing around station 28.</li> <li>5. Small flak hole on top of left wing around station 21.</li> <li>6. Flak hole in rear bottom of chin turret fairing/</li> </ol>
42-39943	M&R	<ol style="list-style-type: none"> <li>1. Two flak hole on top of right wing around station 21.</li> <li>2. Flak hole on top of left horizontal stabilizer around station 78.</li> <li>3. Flak holes in left wing around station 5, in bottom out top.</li> </ol>
42-31034	M&R	<ol style="list-style-type: none"> <li>1. Flak hole on top of right wing around station 8. ( Fuel tank change)</li> <li>2. Flak hole top of right wing behind #3 feeder tank.</li> <li>3. Flak hole on top of #4 nacelle near rear.</li> <li>4. 43 flak holes of various sizes on right side of nose section between stations 1A and 3. Hydraulic line severed.</li> <li>5. "arge flak hole in left life raft compartment door. Life raft change.</li> </ol>

Both Waist Gunners Wounded.

Navigator wounded

42-31034 (Continued)

6. 20mm shell hole in one blade of # 3 propeller and very deep out on other blade of same propeller.
7. Flak hole in right bottom side of chin turret fairing.
8. Flak hole in right side of # 2 nacelle around 9 o'clock.
9. Flak holes in ~~rig~~ left horizontal stabilizer around station 208, in bottom out top.
10. Flak hole in left top of plexi-glass nose near rear.

42-31486

1. MISSING

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

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

A.P.O. 634  
28 January 1944

SUBJECT: Mission Summary Report (24 January 1944)

TO : Group Operations, Station 128.

1. Abortives.

None

2. Battle Damage.

None

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,  
28 January 1944

SUBJECT: 8-4 Combat Mission Report (24 January 1944)  
TO : Commanding Officer, 1st Bombardment Division, APO 634.

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

None reported

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

None reported

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

None reported

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

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

A.P.O. 634,  
28 January 1944

SUBJECT: Armament Narrative, Mission of 24 January 1944.

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

1. The following Armament malfunctions were reported  
at the conclusion of the mission of 24 January 1944.

None reported.

SAM P. BROOMHALL, JR.,  
2nd Lt., Air Corps,  
Group Armament Officer.