

REPORT OF OPERATIONAL  
DAY

MISSION No. **4**

Date: **11 DEC. 43**

TO: **EMDEN , GER.**

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

AAF Station 128  
11 December 1943

SUBJECT: Group Leader's Narrative, Attack on Emden, Germany, on 11 December 43.

TO : Commanding Officer, 92nd Combat Wing, Station 110

1. The 401st Group took off on schedule and joined the Wing as briefed. The Wing S.O.P. was used entirely, the aircraft ascending through the overcast as briefed and assembled in accordance with the procedure as set up. The Group is enthusiastic over its success with the Wing S.O.P. and feels that it is fine--it saves gas consumption, it saves times, it gives ample opportunity for assembly.
2. The identification of lead aircraft and lead groups was accomplished, however, it is recommended that a procedure be set up for facilitating assemblies. The dropping of colored flares can not always be seen, if used, hence the junction of groups is not too easily accomplished.
3. Twenty one (21) of the aircraft scheduled bombed the target and returned to England. One of these was hit and damaged by flak and found it necessary to land at Lyndholm. Twenty (20) returned to home base, some with light flak damage. One aircraft taking off later attached itself to another group, bombed with them and returned.
4. Flak was moderate over target, visibility was good, and target was apparently hit successfully.

*Revised*  
H.W. BOWMAN  
Colonel, Air Corps  
Group Leader



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

E-C-1

11 December 1943

SUBJECT: Operational Narrative, Mission No 4, Emden, Germany.

TO : Commanding Officer, 401st Bombardment Group, APO 634.

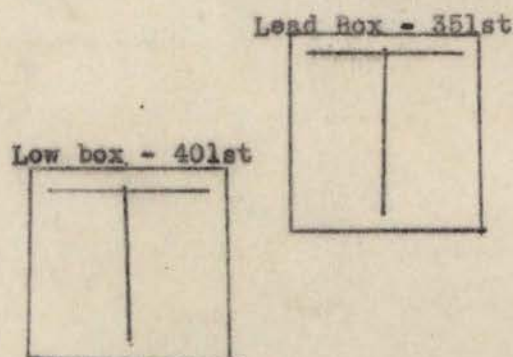
1. Twenty two (22) aircraft took off for the mission of 11 December 1943. One ship, 42-31116, landed at Kings Cliffe 20 minutes after take-off because of the loss of No 3 engine and propeller. One ship, 42-31098, landed at Lyndholm with the Pilot and ~~Copilot~~ <sup>3rd Officer</sup> aboard. Two Officers and six enlisted men bailed out over enemy territory. Rendezvous was made 30 miles off the English Coast with the 92nd Combat Wing. The Wing made a 360° turn and 'S' turns to enable the 401st Group to move into position. Assembly of the Group was made above the overcast on Splasher 16 (Wing SOP on assembly). The 351st was late on the assembly line and hence did not make the wing assembly as briefed. Wing formation for the flight into enemy territory and return was normal and as briefed.

2. The 92nd Combat Wing was the 3rd wing to hit the target. The 401st Group was low box in the wing formation. Fighter support was given from 15 minutes before the IP to the IP. The aircraft which landed at Lyndholm was hit by flak over the target. It was seen to gradually loose altitude and disappear into the clouds over Tessel Island. An undetermined number (later verified as 8) of parachutes were observed to leave the plane. The plane continued to England with the Pilot and ~~Copilot~~ <sup>3rd Officer</sup>.

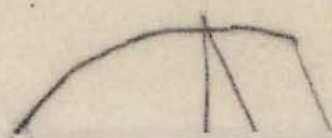
3. See attached formation sheet.

4. See attached formation sheet.

5. The 401st Group was low box in the 92nd Combat Wing formation:



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





GROUP FORMATION

Combat Flight Leader: COL. ROWAN "FOR" DEC. 11, 1943.  
 (Date)

Deputy Flight Leader: Capt. PECK

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

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

614 SQDN

CHAPMAN (P. Rowan)  
 Call X A/C# 1036

HOLLAND  
 Call K A/C# 1069      PECK  
 Call O A/C# 1116

STINSON  
 Call A A/C# 7770

CAMMACK  
 Call M A/C# 9846      KAUFFMAN  
 Call B A/C# 1098

613 SQDN

SMITH Kieth  
 Call F A/C# 1037

Fowler  
SMITH      PIPER  
 Call G A/C# 2081      Call L A/C# 1090

Stann  
 Call Q A/C# 9873

LOCHER      LAURY  
 Call O A/C# 3507      Call B A/C# 1193

GRINHAM

wysocki J 19820  
K 1072  
 SPARES:

A/C#      Letter      Sqdn

GRINHAM

WYSOCKI

DEMPSEY

612 SQDN

GOODMAN  
 Call M A/C# 1089

SELLERS      DAILEY  
 Call L A/C# 9837      Call K A/C# 1087

McGEE  
 Call G A/C# 1034

SMITH (S.E.)      BRAG  
 Call J A/C# 7835      Call F A/C# 7833

LEWIS  
 Call A A/C# 1077

CHAPMAN      CHRISTIANSON  
 Call G A/C# 7809      Call H A/C# 7843



Applies to par 3 & 4 of Narrative Report  
 GROUP FORMATION

Combat Flight Leader: COLONEL BOWMAN 11 December 1945  
 (Date)

Deputy Flight Leader: Captain Peck

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

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

Group formation at Wing assembly  
 and over the Target

LEAD  
 SQDN  
614  
CHAPMAN (COL BOWMAN)  
 Call A/C#  
X 1036

HOLLAND PECK  
 Call A/C# Call A/C#  
K 1069 O 1116

(Aborted at 0915 and  
 (landed at Kings Cliffe)

STIMSON  
 Call A/C#  
A 7770

GAMMACK Kauffman  
 Call A/C# Call A/C#  
M 9846 B 1098

(Left at target due  
 (to flak and preceded  
 (home with P & Gp only)

613 LOW  
 SQDN

612 HIGH  
 SQDN

STANN  
 Call A/C#  
F 1037

GOODMAN  
 Call A/C#  
M 1089

Keith  
 Call A/C#  
Q 9873

PIPER  
 Call A/C#  
L 111/1090

SELLERS  
 Call A/C#  
L 9837

DAILEY  
 Call A/C#  
K 1087

FWLER  
 Call A/C#  
C 1081

McGEE  
 Call A/C#  
G 1034

LOCHER  
 Call A/C#  
O 3507

LOWRY  
 Call A/C#  
B 1193

SMITH SE  
 Call A/C#  
J 7835

NEAG  
 Call A/C#  
F 7833

LEWIS  
 Call A/C#  
A 1077

CHAPMAN  
 Call A/C#  
G 7809

CHRISTIANSON  
 Call A/C#  
H 7843

SPARES:

A/C# Letter Sqdn



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

APO 634

SUBJECT: Lead Navigator's Narrative of Mission Flown 11 December 1943

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 0832 hours.
  - b. Group formed at 0932 hours at 11,000 feet.
  - c. Formed CBW at 1117 hours at 22,000 feet.
  - d. Began climb at 1053 hours.
  - e. Reached altitude at 1117 hours.
  - f. Weather encountered over England:
    - (1) Clouds 8/10ths
    - (2) Visability 5 miles.
    - (3) Wind at altitude 90 degrees, 64 knots per hour.
  - g. Means of navigation over England.  
**Gee and Splashes**  
**Pilotage**
  - h. Means of checking Metro Winds  
**Gee**
  - i. Joined task force at 1117 hours at 22,000 / <sup>30N. Miles off Coast</sup> (city, splasher, Coordinates)
  - j. Departed English Coast at 1053 hours.  
Arrived at Enemy Coast at 1301 hours



- (1) Going in: 1245 hours.  
(2) Coming Back: None hours.

1. Wind Used for bombing:

- (1) 90 degrees,  
(2) 64 knots per hour.  
(3) How Determined:

**Gee**

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

- (1) Reached IP at 1305 hours.  
(2) Mag heading over target 222 degrees:  
(3) Altitude over target 22,000 feet.  
(4) Time bombs away 1311 hours.  
(5) Method of target Identification and weather over target:

**Takes on Approach**  
**Bays and Canals**  
**Smoke pots on target**

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

**Gee Jammed**

o. Gee:

- (1) Coordinates of furthest fix 53°03'N  
04°10'N  
(2) Time 1339 hours.

p. Comments:

**None**

**JAMES F. EGAN**  
**Captain, Air Corps**  
**Lead Navigator**



# FLIGHT PLAN

PILOT COL H. T. BROWN NAVIGATOR CAPT J.E. EGAN

DATE 11 December 1943

STATIONS	<u>0725</u>	ENGINES	<u>0825</u>	TAXI	<u>0835</u>	T.O.	<u>0850</u>
LEAVE BASE:	<u>0952</u>						
COAST OUT:	<u>1024</u>						
ENEMY COAST:	<u>1244</u>						
I.P.:	<u>1246</u>						
TARGET:	<u>1252</u>						
ENEMY COAST:	<u>1317</u>						

ZERO Hour 1015

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

WATCH FAST SLOW RATE SEC'S GAINING PER HOUR LOSING

MISSION: SEARCH

FROM TO	W/V USED	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRI-FT.	TRUE HDNG.	VAR	MAG. HDNG.	G/S	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI.		
Deenethorpe	70	10,000	155	153	70	0	70	10	80	118	13	7	0959			
Peterborough	70	10,000	155	153	17	10	27	10	37	130	13	6	1005			
Spaulding	70	10,000	155	153	08	12	20	10	30	134	35	15	1020			
Splasher #4	70	11,000	155	153	75	-1	74	10	84	118	9	4	1024	Leave English Coast		
53 24N 00 13 E	70	11,000	155	153	75	-1	74	10	84	118	9	4	1024	Leave English Coast		
54 20N 06 10 E	68	11,000	155	170	75	-2	73	8	81	118	225	01.54	1218	Turn IFF Off 1050		
54 00N 07 30 E	188	23,000	155	188	113	-16	97	7	104	142	51	21	1240	Control Point		
53 46N 07 34 E	60	23,000	155	188	170	-19	151	7	158	200	15	4	1244	Enemy Coast		
53 39N 07 36 E	60	23,000	155	188	170	-19	151	7	158	200	6	2	1246	IFF		
Target	60	23,000	150	183	220	-7	213	7	220	248	22	5	1252	TARGET		
53 22N 07 12 E	60	23,000	155	188	180	-17	163	7	170	212	12	3	1255			
53 10N 07 12 E	60	23,000	155	188	268	7	237	8	285	244	87	21	1317	Leave Enemy Coast		
53 07N 04 30 E	60/52	23,000	160	181	254	7	258	9	267	232	117	30	1347	IFF On 1343		
Great Yarmouth	60/52	15,000	160	181	254	7	258	9	267	232	117	30	1347	English Coast In		
52 36 N 01 44 E	70	15,000	160	164	257	7	258	10	268	200	73	22	1409			
Spl 16	36K	10,000	160	164	257	7	258	10	268	200	73	22	1409			
52 19N 00 13 E	75	10,000	160	152	309	10	319	10	329	167	18	6	1416			
BASE	31K	5,000	160	152	309	10	319	10	329	167	18	6	1416			
FIGHTER COVER 53 40 N 07 35 E at "0" plus 143 minutes														53 10N 06 45 E at "0" plus 156 minutes		
GEE -- EASTERN WYOMING GRADE A ENTIRE PERIOD -- IF -- EASTERN INDIANA AND EASTERN ARIZONA FROM														HIGHLY 1125		
"0" plus 85 minutes to "0" plus 170 minutes.																
LAST POSSIBLE TIME TO TAKE OFF AND JOIN FORMATION AT 0942, SPL # 4, ETA 1020																
0942 22 Degrees true Climb Direct																

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG	MAG. HDNG	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. M.P.H. /K	HEIGHT & TEMP.	T.A.S.	D.R. G.S.	DIS. TO RUN	TIME	E.T.A.
0840			157		Start Engines 0805	T.O. 0832							
0930			157		Splasher #16 Circling and formed Group		150			131	48		
1000			340		Peterborough -- Dog logging to lose time (wing late)								
1012			340		Circling Spaulding to pick-up wing								
1050			73		Leave Spl # 4								
1053			73		Leave English Coast 53 22N 00 15 E								
1103			75				150	19,500 -22	178				1247
1110			80		Gee Wind 90 64K								
1117			80		Picked up wing on course		160	22,000 -29					
1130			80		IFF Off		155		197	125			
1142			85		Fighters P-47 on right								
1153			85							127	68	41	1234
1205			90				160						
1230			90		B-17 Going Down		160						
1234			115		Head 360 at 1238								



TIME	COURSE	W/V USED E/OR D.R. DRIF	TRUE HDNC	MAG. HDNC	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. M.P.H. /K	HEIGHT & A. TEMP.	T.A.S.	D.R. G.S.	DIS. TO RUN	TIME	E.T.A.
						Gee 0843 11.49 43.59							
						Gee 0951 11.35 41.80							
1245		70			Fighters p-47's	Gee 1008 8.41 43.92							
1247		105				Gee 1026 6.8 43.41	160						
1301		105			Enemy Coast	Gee 1022 7.94 42.75							
1305		215			IF	Gee 1030 6.36 43.28							
1311		215			Bombs Away	Gee 1038 4.40 43.01	155	22,600 -29					
1329		270			Enemy Coast	Gee 1041 3.21 44.01			262			1430	
1333		265			Tessel Island	Gee 1049 2.41 43.78							
1350		265			Begin Descent-IFF On	Gee 1053 2.48 43.62							
1358		270			Cromer(English Coast)	Gee 1103 2.69 43.14							
1412		270			Let Down through Clouds	Gee 1130 3.01 42.20							
1432		360			Base Land 1500	Gee 1153 3.23 41.58							
						Gee 1339 4.60 40.14							
						Gee 1350 4.77 40.68							
						Gee 1404 5.56 41.80							
						Gee 1408 6.75 42.26							
						MOVED ON 11.40 BASE 44.00							

SIGNED

NAVIGATOR



# TRACK CHART

TARGET

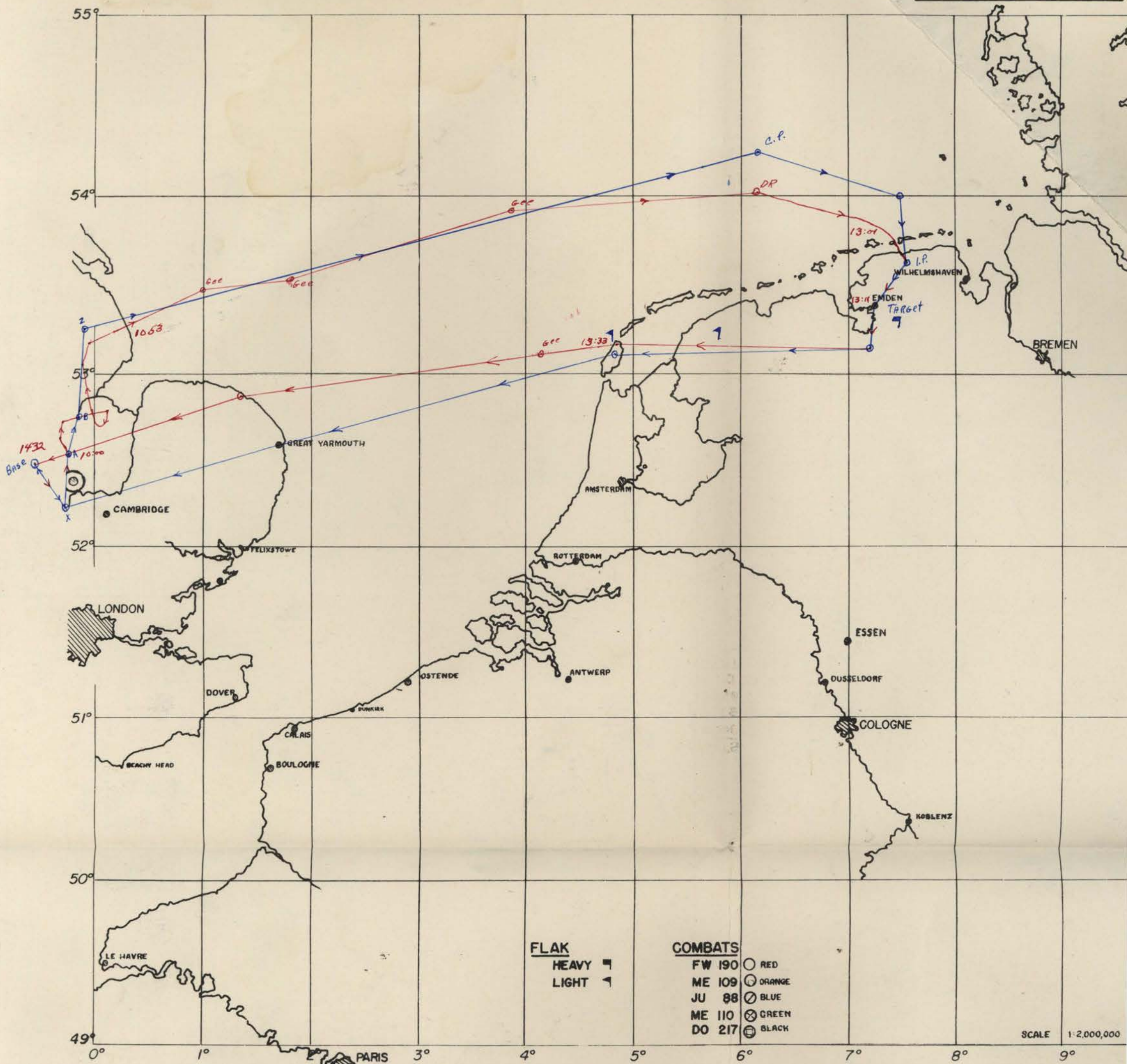
Primary Emden, Germany  
Secondary \_\_\_\_\_  
Last Resort \_\_\_\_\_

Date 12/17/43

Solid blue  
Solid Red

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

Flight Plan  
401st Bomb Group





# TRACK CHART

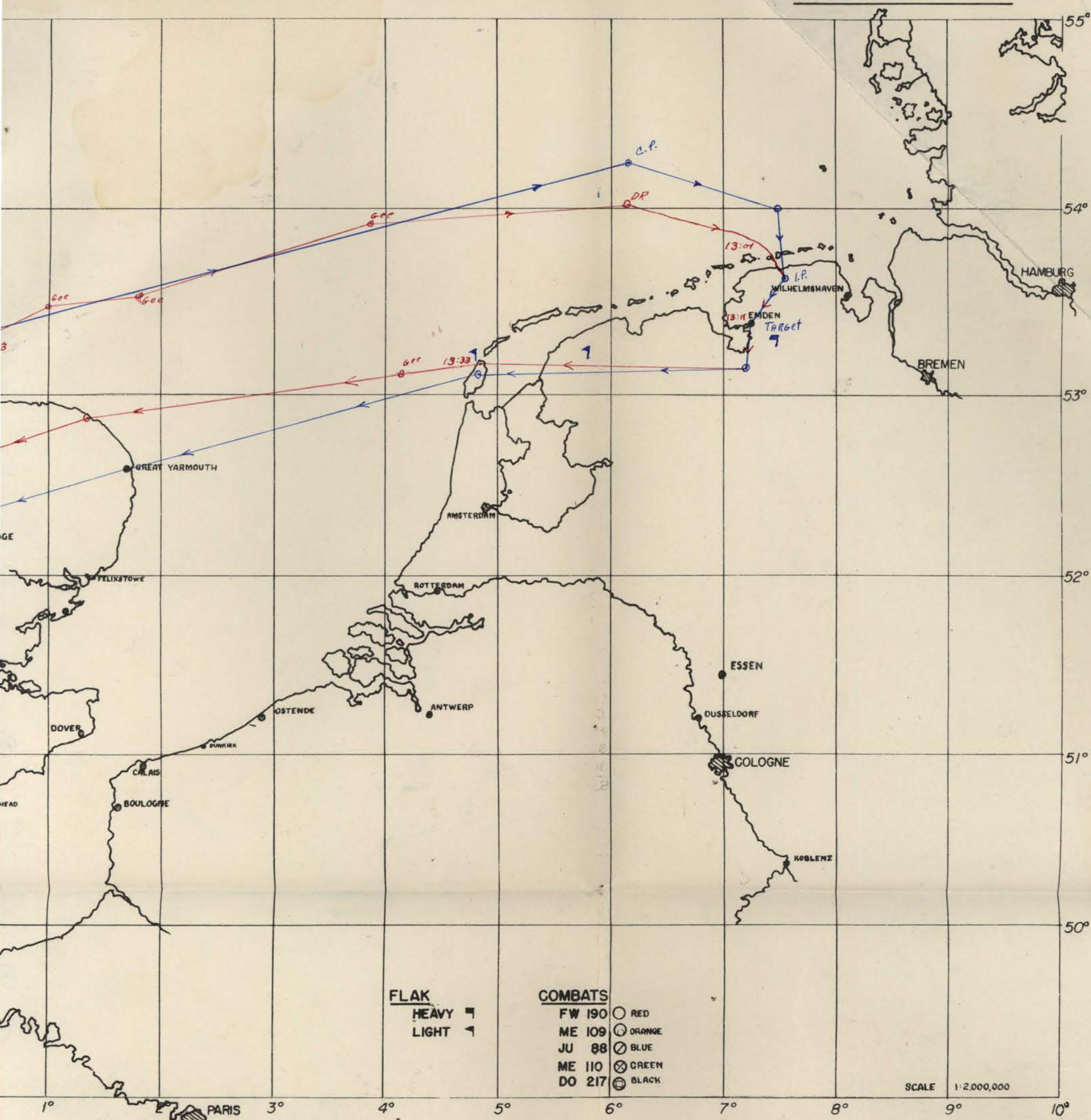
ET  
Primary Emden, Germany  
Secondary \_\_\_\_\_  
Last Resort \_\_\_\_\_

Date 12/17/43

Solid blue  
Solid Red

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

Flight Plan  
401st Bomb Group





HEADQUARTERS  
401st BOMBARDMENT GROUP (H)  
OFFICE OF THE BOMBING OFFICER  
APO634

E-F-6

12 December 1943

SUBJECT: Group Bombardier's Narrative, Mission No.4. Emden GE.

TO : Commanding Officer, 401st Bomb Group, APO # 634.

1. 882 Incendiary bombs carried to primary objective, 825 hit objective, 42 released late and hit outskirts of city, 13 salvos in channel, and 2 brought back.

2. Bombing equipment was in excellent condition (C-1 and bombsights) Two racks froze resulting in two bombs being returned.

3. Only two aircraft turned in picture, on set shows group crossing target, the other shows airplane on another heading (Navigation report) indicates bombs released late in that particular plane and in a turn.

4. New Bombardier seats that have been moved back proves excellent in allowing more room for the bombardiers.

JULIUS PICKOFF,  
Captain, Air Corps,  
Group Bombing Officer.



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

E-F-5

AP0 634  
12 December 1943

SUBJECT: Lead Bombardier's Narrative, Mission NO. 4, Emden, Germany.

TO : Commanding Officer, 401st Bombardment Group (H), AP0 634.

1. The Group reached the IP at 1305, after the lead group uncovered, the navigator had the pilot turn at Esens. The Group then took up a true heading of 215 degrees. Immediately after the group uncovered the pilot turned the ship over to the lead Bombardier on C-1 Auto-Pilot.

2. The general location of Emden was noted from the IP, as smoke pots surrounded the city. The smoke and sun gave the city a very hazy appearance.

3. The data was approximately pre set and after making a slight evasive turn the bomb run was started. The lakes helped to get a line on the run and immediately began synchronizing on the approximate position of the MPI. The fact that the Channel and Fulden's Basin could be fairly well seen aided in picking a point to synchronize on. After an 80 second run the bombs were released, as we came closer to the city it could be more easily see, and then noted that the sychronization point was at the corner of the MPI.

4. The bombs hits were not observed by the lead bombardier but verified by the ball turret gunners of several planes that the bombs did hit at the MPI and around the city.

5. The piloting and navigation was excellent in that the group uncovered well and in position to make a successful bomb run.

JULIUS PICKOFF,  
Capt, Air Corps,  
Lead Bombardier.



A.D.  
A.C. Form  
12 E Modified  
25-9-43 8 BC APO 634

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER<sup>2</sup> 6473 JULIUS PICKOFF DATE 11 December 1943  
PILOT<sup>2</sup> COL H. W. BOWMAN TAKE OFF 0832  
NAVIGATOR<sup>2</sup> CAPT JAMES F. EGAN LANDED 1500  
ORGANIZATION 401st Bombardment Group (H) AIRPLANE 036  
Squadron Group

OBJECTIVE<sup>3</sup> EMDEN GERMANY

AIMING POINT (MPI) CENTER OF TOWN

INITIAL POINT ESSENS

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

NUMBER OF ATTACKING A/C IN GROUP 21 COMPOSITE GROUP

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: ONE (1)

DEFLECTION AND RANGE SIGHTING, GROUP By Group COMPOSITE GROUP

RANGE SIGHTING ONLY. GROUP None COMPOSITE GROUP

BOMBS, TYPES AND SIZES 100% M-47 A-2

NUMBER OF BOMBS LOADED 42 RELEASED 40

FUZZING, NOSE TAIL

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

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

Altitude of target	<u>Sea Level</u>	MAG. HEAD. Order	<u>220</u>	Actual	<u>205</u>
Altitude above target	<u>21,500</u>	True Heading			
Altitude	<u>22,000</u>	Drift, Est.	<u>7R</u>	Actual	<u>215</u>
True altitude of target	<u>-480</u>	True Track	<u>220</u>		<u>15 R</u>
Altitude setting	<u>PA</u>	Actual Range		<u>12,212</u>	
Alt. I.A.	<u>150</u>	B.S. Type	<u>M-9</u>		
Alt. A.S.	<u>226</u>	Time of release		<u>1311</u>	
Alt. S., Est.	Actual <u>262</u>	Length of Bombing Run		<u>80 sec</u>	
Wind Direction, Metro	Actual <u>90</u>	Intervalometer setting		<u>Min.</u>	
Wind Velocity, Metro	Actual <u>70 knots</u>	C-1 Pilot	<u>Yes</u>		
Alt. S.	<u>124</u>	A-5 Pilot			
Alt. D.A. Est.	<u>.61</u>	Manual PILOT			
	Trail <u>202</u> ATF <u>42.56</u>				
	Actual <u>.56</u>				



TYPE OF RELEASE<sup>7</sup> Individual ~~Controlled~~ ~~Target~~ Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN<sup>8</sup> \_\_\_\_\_

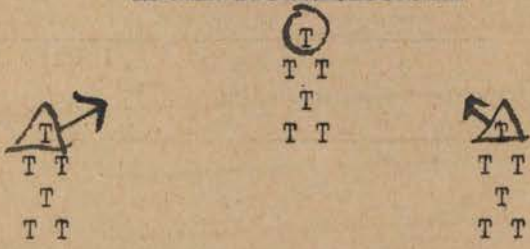
NAVIGATION DATA:<sup>9</sup>

MEAN TEMP. METRO \_\_\_\_\_ ACTUAL \_\_\_\_\_

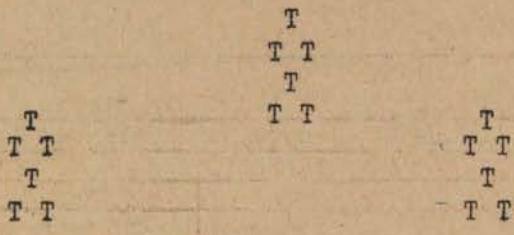
WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
3000						
6000						
10000						
15000		<u>95</u>		<u>70</u>		<u>-50</u>
20000						
22000						
24000						
26000						
28000						
30000						

METHODS OF BOMBING<sup>10</sup>



COMPOSITE GROUPS<sup>11</sup>



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



BOMBARDIER'S LOG

EMDEN SEA LEVEL 0832  
Target: \*Elevation: Take-Off:  
11 December 1943 P-47  
Date: Escort:

Description and Remarks:

*Pressure Altitude of Target	-480	Type & Size of Bombs	100# M-47 A-2
*Altimeter Setting		**No. of Bombs Loaded	42
*Ind. Altitude	22,000	**Initial Point Esens	*Ordered Actual Esens
*True Altitude Above Target	21,500	xLength of Run	80sec
xAir Speed (MPH)	CIAS 150 TAS 226	*Mag. Head. Ordered	220
*Ground Speed	*Est	xTime of Release	1311
Drift	*Forecast 7R	**Type of Train Release	Salvo Individual Jett. Ret.
*Actual Range	12,212	xPoint of impact (If Seen)	Center of town
xTan. Drop. Angle	*Est. 161	**Airplane Type	B - 17G
x Disc Speed	124	x Trail	202
**Actual Time Of Fall	42.56	**B.S. Type and No.	M-9
		**Navigator	Captain James F. Egan

Neight	Wind Direction		Wind Velocity		Temp Forecast	Temp Actual	Remarks:
	*Est.	xActual	*Est.	xActual	*	X	
1000							
2000							
6000							
10000							
15000	70		55		-26		
20000	60		70		-34		
2200000		90		70			
24000	60		80		-43		
26000							
30000							

\*Fill in before take-off. \*\*Fill in after landing x Fill in during flight

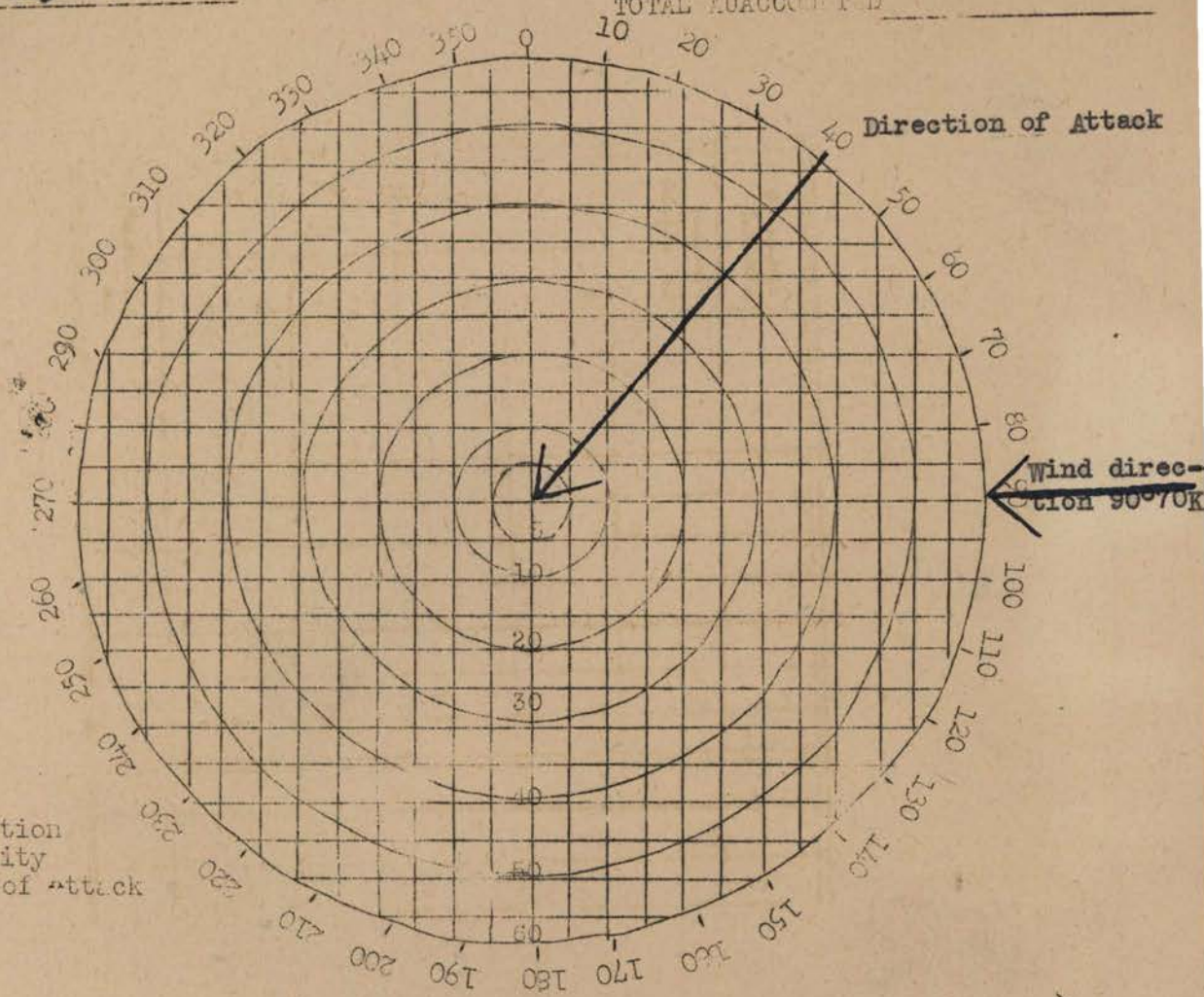


OMBARDIERS INDIVIDUAL PLOT

GROUP 401st  
TARGET EMDEN  
METHOD OF BOMBING sighting  
ALTITUDE 21,500

TOTAL MBS CARRIED 882  
TOTAL BOMBS AT TARGET 867  
TOTAL BOMBS HITTING TARGET 867  
TOTAL ACCOUNTED FOR 867  
TOTAL UNACCOUNTED 15

↑  
N  
↑



Plot  
Wind Direction  
Wind Velocity  
Direction of Attack

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

Remarks:



HEADQUARTERS  
STATION NO. 128  
APO 634

11 December, 1943

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128

1. Abortives.

a. Airplane No. 42-31116 failed to complete mission for the reason # 3 Engine failed in flight.

2. Battle Damage.

a. 42-31081 - Small flak hole in leading edge of left wing, outer panel; Small hole in top of right wing, outer panel, near leading edge, caused by flak; Small rip in top of left elevator, near center caused by flak; Small dent in leading edge of left wing, to left of # 1 nacelle caused by flak; Flak hole in underside of left wing, outer panel, near center; Small flak hole in skin on left side of fuselage, above Navigator's window; Small flak hole in skin on right side of fuselage, below Navigator's window; Navigator's astro-dome broken by flak or spent shell casing.

b. 42-31090 - Small flak hole through right elevator near center; Small dent in top of right wing, outer panel, near center, caused by spent shell casing; Large dent in top of left wing, to right of # 2 nacelle, caused by flak. Small flak hole in top of ring cowl, # 1 engine; Flak hole in plexiglas nose section; Small flak hole in underside of fuselage, beneath Navigator's compartment; Small hole in underside of # 4 nacelle, caused by flak; Small flak hole in underside of left wing, near edge of outer panel.

c. 42-31037 - Small dent in top side of left wing, between # 1 and # 2 nacelle, near leading edge, caused by spent shell casing; Small flak dent in top side of left wing, outer panel, near center; # 3 propeller damaged by flak; Small flak hole in top side of # 3 ring cowl; Small flak hole in # 4 propeller; Small flak hole in right side of fuselage, forward of waist position; Small flak hole in top side of fuselage, left of vertical stabilizer, near station # 8.



SUBJECT: Mission Summary Report (continued)

d. 42-31072 - Two flak holes through fabric of right elevator, possible structural damage; Small flak hole in skin of fuselage, near station # 11, to right of vertical stabilizer; Several flak holes through right wing, structural members damaged; Small dent in top side of left wing, outer panel, near edge, caused by spent shell casing; Flak hole in skin of fuselage, to rear and right of upper turret, rudder cable cut and Hydraulic Line broken; # 2 propeller damaged by flak; Top side of # 2 Ring cowl damaged by flak; Fabric on under side of left elevator torn by flak; Small rip in skin on under side of right horizontal stabilizer, caused by flak; stringer broken; Large flak hole through fuselage near station # 6D, electric wiring cut, oxygen line cut, radio equipment damaged, two stringers broken; Small hole in skin of fuselage on right side, below radion hatch, caused by flak;

e. 42-3507 - Flak hole in leading edge of right wing, outer panel, de-icer boot damaged, de-icer pressure lines broken; 2" flak hole in top side of fuselage, near nose section; Small rip in fabric on top side of left aileron, caused by flak; Slight flak damage to de-icer boot on right horizontal stabilizer, near fuselage; Small flak hole in left side of fuselage, beneath Navigator's window; Small flak hole in right side of fuselage, beneath Navigator's window.

f. 42-37770 - Small flak hole in right side of fuselage to rear of radio position, caused by flak.

g. 42-31036 - Large flak hole through right wing tip, corrugation ripped and hole in bulkhead # 33; Small flak hole in left side of fuselage, near station 6D, circumferential stiffener broken; Small flak hole in under side of fuselage, near Bomb Bay; 3" flak hole in # 1 access cowl, fire wall damaged.

h. 42-39846 - 3" hole in left side of plexiglas Nose Section.

i. 42-37843 - Flak hole in leading edge of right wing; Small flak hole in left side of fuselage, above Navigator's window.

j. 42-31077 - Small flak hole in under side of left wing, behind # 2 nacelle.

k. 42-39873 - Small flak hole in top side of left wing, to left of # 1 nacelle, near leading edge.

l. 42-31069 - Small flak hole in left side of fuselage beneath Navigator's window.

m. 42-31089 - Small flak hole in under side of right wing, outer panel.



SUBJECT: Mission Summary Report (continued)

n. 42-31087 - Small flak hole beneath left waist window; Flak hole in under side of right wing; outer panel, near center; Flak hole in fairing joining right wing and fuselage; Dent in under side of left wing between # 1 and # 2 nacelles.; Small flak hole in under side of left wing at station # 22; Small flak hole in under side of left horizontal stabilizer, near tip and trailing edge.

o. 42-39837 - Small flak hole through right wing tip near trailing edge; Co-pilot's windshield cracked by flak; Small flak hole in left side of Chin Turret; Flak hole in top side of left horizontal stabilizer; Two small dents in top side of left wing, left of # 1 nacelle, caused by spent shell casings.

p. 42-31034 - Small flak hole in leading edge of left horizontal stabilizer, de-icer boot damaged; Flak hole in under side of left horizontal stabilizer near tip; Small flak hole in top side of right horizontal stabilizer, near fuselage.

<u>TOTAL NO.</u> <u>OF A/C</u>	<u>MAJOR</u> <u>DAMAGE</u>	<u>MINOR</u> <u>DAMAGE</u>	<u>BY</u> <u>FLAK</u>	<u>FLAK &amp;</u> <u>FRIEND</u>
16	0	16	10	6

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



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

APO 634  
11 December, 1943

SUBJECT: Armament Narrative, Mission No. 4, 11 December, 1943.

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

1. The following armament malfunctions were reported at the conclusion of the mission of 11 December, 1943.

a. One Ball Turret was found to have a bad leaking vickers unit.

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



S E C R E T

Form OO-Amm-2A

MISSION REPORT - AMMUNITION

AAF Station No. 128

Date of Mission 11 December 1943

Group 401st Bomb Group

Type Aircraft B-17G

I - Aircraft: Departed 22  
 Returned early 1  
 Attacking target 21  
 Lost 0

Size Quantity Fusing

II - Bombs: Initial Load (total) 100% Incend. 924 M126

Expended (on target) 100% Incend. 867 Same  
 (jettisoned) 100% Incend. 13 Same

Returned 100% Incend. 44 Same

Unaccounted for \_\_\_\_\_

III - Flares: Landing, bombing & photoflash carried \_\_\_\_\_

Expended (type & amt) \_\_\_\_\_

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

Position	Cal.	No. of Guns	Ammunition Expended	
			Cal..30	Cal..50
<u>Chin Turret</u>	<u>150</u>	<u>40</u>		<u>1060</u>
<u>Left Nose</u>	<u>.50</u>	<u>6</u>		<u>90</u>
<u>Right Nose</u>	<u>"</u>	<u>20</u>		<u>410</u>
<u>Upper Turret</u>	<u>"</u>	<u>40</u>		<u>920</u>
<u>Lower Turret</u>	<u>"</u>	<u>40</u>		<u>1230</u>
<u>Radio Gun</u>	<u>"</u>	<u>20</u>		<u>555</u>
<u>Left Waist</u>	<u>"</u>	<u>20</u>		<u>1995</u>
<u>Right Waist</u>	<u>"</u>	<u>20</u>		<u>935</u>
<u>Tail Guns</u>	<u>"</u>	<u>40</u>		<u>540</u>
<u>Totals</u>		<u>246</u>		<u>6735</u>

S E C R E T

(over)



S E C R E T

Total A/C Reported by gun position:

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

Cal..50 6735 rds.

Total expended from abortive A/C:

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

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

Expedned A/C lost or missing:

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

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

Group totals:

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

Cal..50 6735 rds.

V - Remarks:

A/C No. 098 - 614th Bomb Sq. - landed at another field.

(Signed)

Benny Okie  
Sta. Ord. Off. or Ass't.  
2d Lt. Fred  
ass't.

S E C R E T



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

(J-A-2)

11 DECEMBER 1943

SUBJECT: COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 4.

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

1. A. USE OF VHF SET.

VHF CHANNELS A, B, AND D AVAILABLE. ROUTINE FORMATION TRANSMISSIONS ON CHANNEL A.

B. USE OF COMMAND SET.

COMMAND SET 6440 KCS AVAILABLE. ROUTINE AIR-TO-GROUND COMMUNICATION WITH "SILVESTER".

C. MF/DF FIXES.

NONE OBTAINED.

D. QDM'S.

NONE OBTAINED.

E. NAVIGATIONAL AIDS.

NAVIGATORS REPORTED USE OF RADIO COMPASS AS INDICATED:

PLANE	BEACONS USED
034	SPLASHERS 4, 5, 6, 16 - DEENETHORPE BUNCHER
087	" 4, 5, 6, 16 - " "
837	" 4, 5, 7, 16 - " "
	MULTI-GROUPS A, B, C
089	SPLASHERS 4, 5, 6, 7, 16
037	" 4, 16 - MULTI-GROUPS A, C
072	" 16 - " " B, C
090	" 4, 6, 16 - DEENETHORPE BUNCHER
507	" 4, 16 - MULTI-GROUPS C
770	" 4, 16
036	" 4, 16
077	" 4, 5, 6, 16
193	" 4, 16
833	" 4, 16
809	" 4, 6, 16 - MULTI-GROUPS C, D
843	" 4, 5, 6
069	" 4, 16
873	" 4, 16



COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 4, 11 DEC 43.

F. FUNCTIONING OF "GEE" EQUIPMENT.

MAXIMUM RANGE OBTAINED WITH NORMAL TRANSMISSIONS - SHIP  
036, 5400N 0004E

G. FUNCTIONING OF SBA AND JAY BEAMS.

NOT USED.

H. USE OF MF/DF SECTION.

SECTION "H" AVAILABLE. NOT USED.

I. BREACHES OF RADIO DISCIPLINE.

NONE.

J. COMMUNICATION EQUIPMENT FAILURES.

<u>PLANE</u>	<u>REPORTED FAILURES</u>
081	VHF FAILED (FUSE SWITCH IN OFF POSITION)
507	NAVIGATOR'S INTERPHONE OUT
770	LEFT WAIST GUNNER'S INTERPHONE OUT
843	VHF FAILED

K. ABORTIVES DUE TO COMMUNICATIONS.

NONE.

L. INFORMATION ON MEACONING.

NONE.

M. OTHER COMMUNICATION DIFFICULTIES.

NONE.

N. REMARKS.

NAVIGATIONAL AID VERY USEFUL. DEENETHORPE BUNCHER  
BEACON OPERATED SATISFACTORY. DEFICIENCIES BEING  
INVESTIGATED AND CORRECTED. SHIP 098 LANDED AT  
LYNDHOLM.

*Harold M. Kennard Jr. 1st Lt. JTB*  
HAROLD M. KENNARD, JR.  
1ST LT, AIR CORPS,  
COMMUNICATIONS OFFICER.

† INCL:  
INCL #1 - RADIO OPERATORS LOG, LEAD SHIP (036).



S/ ROBERT B. PYLE  
(RADIO OPERATOR'S NAME)  
12/11/43  
DATE

SHIP NO. 036  
NO. OF QDM'S - 0  
NO. OF FIXES - 0  
NO. OF SOS'S - 0

NOTE: THE ABOVE IS TO BE FILLED AFTER LANDING.

1ST DIV COLLECTIVE CALL SIGN: SWOC M/F D/F SECTION: H  
92ND CBW COLLECTIVE CALL SIGN: XNCC SHIP CALL SIGN: LAGX

TIME: 0800, WATCH OPENED: NAME: S/SGT ROBERT B. PYLE

COMPASS: OK COMMAND: OK LIAISON: OK  
INTERPHONE: OK VHF: OK IFF: OK

TIME	TO	FROM	REMARKS
0807			START #1 ENGINE
0810			CUT ENGINES #4 ON FIRE
0815			START ENGINES
0819			TAXI
0832			TAKE OFF IFF ON DET PLUG IN
0835			IFF CHECK OK
0840			PULL PINS IN BOMBS
0850			IFF CHECK OK
WING		7MT	-5-V'S-X445 - 0904A AR
0905			IFF CHECK OK
0906			CREW ON OXYGEN
0915			IFF CHECK OK
WING		7MT	-8-V'S - X445 - 0934A AR
0935			IFF CHECK OK
0945			IFF CHECK OK
WING		7MT	-3-V'S - X445 - 1004A AR
1005			IFF CHECK OK
1008			IFF CHECK OK
WING		7MT	-9-V'S - X445 - 1034A AR
1035			IFF CHECK OK
1042			IFF CHECK OK
1053	JBOT	7MT	R K
	JBOT	7MT	R 989 K
	JBOT	7MT	R TNT 7 K
	JBOT	7MT	R NR1 C AR
1056			IFF CHECK OK
WING		7MT	-6-V'S - X445 - 1104A AR
1105			IFF CHECK OK
1107	AA	7MT	X625 K
	JQR	7MT	R K
1120			IFF CHECK OK
WING		7MT	-4-V'S
			DIDNT GET TRANSMISSION
WING		7MT	-4-V'S - X445 - 1135A AR
1136			IFF CHECK OK
1137			IFF OFF
1142	SDDJ	7MT	R NR1 TNT12 K
	SDDJ	7MT	R C AR
1147	SDDJ	7MT	IMI NR1 K



TIME	TO	F	REMARKS
	SDDJ	7MT	R AR
WING		7MT	-7-V'S - X145 - 1204A AR
1212	SDDJ	7MT	R K
	SDDJ	7MT	IMI AA K
	SDDJ	7MT	TNT 2 K
	SDDJ	7MT	R NR2 AR
WING		7MT	-9-V'S - X145 - 1234A AR
WING		7MT	-2-V'S - X145 - 1304A AR
WING		7MT	-4-V'S - X145 - 1404A AR
1405			IFF ON
1408			IFF CHECK OK
1412			CREW OFF OXYGEN
1420			IFF CHECK OK
WING		7MT	-6-V'S - X145 - 1434A AR
1435			IFF CHECK OK
1444			IFF CHECK OK
1500			LANDED IFF OFF
1505			DISPERSAL
1506			CUT ENGINES
1508			OFF WATCH
			EQUIPMENT OFF CHECK OK
			/S/ S/SGT ROBERT B. PYLE



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

11 December 1943.

SUBJECT: Narrative Report of Emden Operation.

TO : Commanding Officer, 401st Bombardment Group (H), Station 128.

1. 22 A/C took off to attack the center of the built-up area of the port city of Emden, Northwest Germany. 21 A/C attacked the primary target, dropping 867XM47 I.B. in the target area, MPI being visible through smoke and haze. Effective smoke screen over the target area observed to surround the entire general vicinity of Emden. Results observed by some crews, consensus of opinion that all bombs hit built-up area. 30 minutes from this station on route out, A/C No. 116 landed at Kings Cliff with No. 3 engine out. A/C No. 098, badly damaged, landed by Pilot and Co-Pilot at Lindholme, England, on return from target, eight crew members having bailed out over enemy territory, believed to be Holland. All other A/C returned to this station.

2. At least two twin-engine and eight or ten single-engine fighters were encountered; however, no combat claims were made. Friendly fighter support, which picked up 92nd Combat Wing off the enemy coast in spite of late arrival of Wing at rendezvous point, was described as very effective from rendezvous to target; thereafter, close fighter support was not apparent, although some crews observed distant area patrol by friendly fighters.

3. Meager flak was encountered at enemy coast going in. Moderate flak over target, and meager south of Groningen, Leeuwarden and Tessel Island. Black bursts, continuously following and fairly accurate as to height and deflection over target.

4. Only personnel casualties reported were the eight men bailing out as above set forth. 13 A/C suffered category "A" battle-damage and 3 A/C category "AC".

5. Wing assembly was not as specified by Field Order, and bombing run was made direct into sun, making sighting and observation difficult.

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



HEADQUARTERS 401ST BOMBARDMENT GROUP (H)  
Intelligence Office  
APO 634

11 Dec. 43

SUBJECT : Combat Claims and Crew Tactical Suggestions Emden Mission This Date  
TO : 1st Bombardment Division, 92nd Combat Wing, APO 634.

1. There were not combat claims for E/A destroyed, probably destroyed or damaged on this mission.
2. Crew members did not make any tactical suggestions.

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



INTERROGATION FORM

1. 401st 614th 9036 X 11/12/43  
 GROUP SQUADRON A/C NO. LETTER DATE  
 POSITION BRIEFED Flight Leader POSITION OVER TARGET Lead  
 T/O TIME 0830 TIME LANDED 1500  
 PILOT 2nd Alvah H. Chapman Obs. Maj. I. W. Eveland TOP TURRET S/Sgt. George S. Wilson  
 CO-PILOT Col. Harold W. Bowman BALL TURRET S/Sgt. Bruno J. Spatilson  
 NAVIG. Capt. James F. Egan R. WAIST S/Sgt. Michael G. Brennan  
 BOMB. Capt. Julius Pickoff L. WAIST S/Sgt. James E. Dayton  
 RADIO S/Sgt. Robert B. Pyle TAIL GUN 2nd Lt. Jack B. Evans
2. ROUTE: AAS BRIEFED (YES    NO   ) Wing assembly not as briefed - Picked up 30  
miles off English coast on course - over Baltrum to IP Esens - Target - then south  
along east side of Dollart, then on heading of 370° south of Groningen and Buewarden,  
left enemy coast over middle of Tessel island at 1329.
3. BOMBING:  
 TIME OVER TARGET 1311 BOMBING ALTITUDE 22,000  
 TARGET: PRIMARY X SECONDARY    LAST RESORT    ELSEWHERE     
 NO. OF BOMBS DROPPED 40 X IB ; JETTISONED    X     
 BROUGHT BACK 2 X IB . Stuck in rack  
 RESULTS: GOOD X FAIR    POOR    NIL    UNOBSERVED
4. FIGHTER SUPPORT: LOCATION Seen just off enemy coast  
    
    
 TIME 1242 ALT. 22,000 EFFECTIVENESS
5. CREW OBSERVATIONS 1235 Saw a B-17 leave high Group on North heading - looked  
like 360° - believed abortive.
6. CASUALTIES (NAME, POSITION, INJURY, CAUSE)
7. WEATHER As briefed - 7/10 to 8/10- 25 miles North of target - Clear over target
8. SPECIAL QUESTIONS FOR A/C RETURNED EARLY:  
 TIME OF TURN BACK    ALTITUDE     
 LOCATION     
 COURSE OF TURN-BACK     
 REASON



11/12/43

DATE

None

9. MALFUNCTIONS:

a. GUN MALFUNCTIONS, WITH GUN POSITION AND REASONS:

None

B. BOMB-SIGHT MALFUNCTIONS:

Top turret gunner, pilot, and Maj. Eveland

did not wear flak suits.  
 C-1 PILOT MALFUNCTIONS:

10. a. PERSONAL EQUIPMENT DEFICIENCIES:

None

b. MINOR DISABILITIES, SUCH AS "BENDS", FROST-BITE, ETC.:

11. 036 - Maj. Eveland - Keep interphone free on bomb run....Lt. Chapman - more  
 time between start of engines and taxing - lot goes wrong with engines  
 on cold mornings - Suggests this time be increased from ten to fifteen  
 minutes.

1610

Lt. Clesway

TIME

INTERROGATOR

11/12/43

12. 9036

22,000K REPORT

Lead DATE

A/C NO Endon ACTUAL ALTITUDE 1311 POSITION ( )

(1) LOCATION Grangagen TIME 1317 INT X MOD ( ) MEG ( ) COLOR B W R X

ACCURACY (HEIGHT) GOOD FAIR POOR : (DEFLECTION) GOOD FAIR POOR

(2) LOCATION Grangagen TIME 1320 INT X MOD ( ) MEG ( ) COLOR B W R X

Solid line of four bursts - continuously following

ACCURACY (HEIGHT) GOOD FAIR POOR : (DEFLECTION) GOOD FAIR POOR

(3) LOCATION coast TIME 1320 INT X MOD ( ) MEG ( ) COLOR B W R X

ACCURACY (HEIGHT) GOOD FAIR POOR : (DEFLECTION) GOOD FAIR POOR

COMMENTS:



HEADQUARTERS AAF STATION 128  
401ST BOMBARDMENT GROUP  
APO 634-US ARMY

11 October, 1943

HOT NEWS SUMMARY

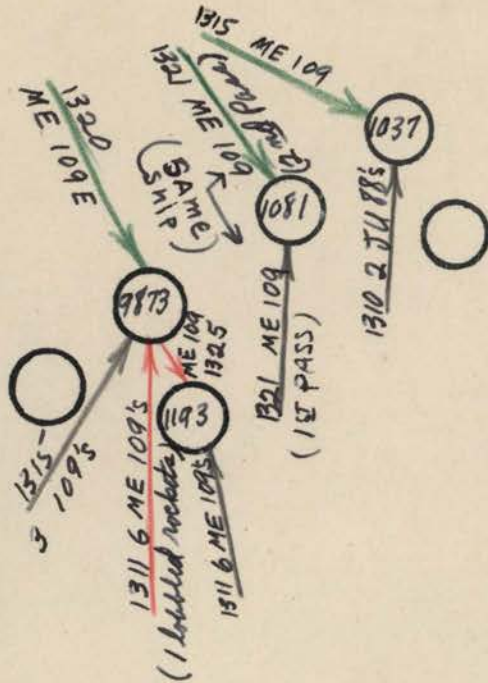
On today's mission to Emden, the following Hot News item was reported:

1. Our A/C # 069 K (B-17G) at 22000 feet reported seeing at 1326 our A/C # 1098 B (Lt. Kaufman, Pilot) going down at heading of approximately 207 degrees magnetic. Observing aircraft was over enemy-occupied territory, approximately 10 to 15 miles inland from coast. One engine was reported smoking. Five men were reported as seen to bale out over Holland and chutes to open. Approximately 10 minutes later three other men were seen to bale out, also over Holland. (It was later determined that Lt. Kaufman and his co-pilot landed at Lindholme).

Hugh M. Hamill  
1st Lt. A.C.  
S-2 Staff

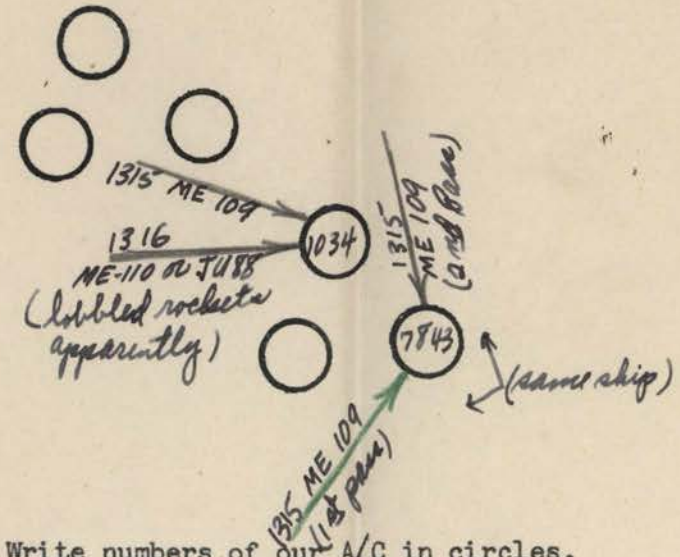


DATE 11 Dec. 42.



A diagram on a light-colored background featuring several circles. A path of circles starts from the top left and moves towards the bottom right. One circle in the path is labeled '7770' inside it. Above this circle, the text 'FW 190' is written with a green arrow pointing downwards. To the right of the arrow, the text 'NO TIME' is written vertically. There are several other circles scattered around the path, some above and some below.

A hand-drawn diagram consisting of a circle on the left and a point on the right, connected by a straight line. The line is labeled with '12:15' and 'FW 120'.



430

Missing



SECRET

TO B M P AND 92 C W

ADDITION TO S-5 12 DEC TELETYPE A ~~2~~ 401ST BOMB GROUP  
 A/C 1098 LANDED AT LINDHOLME AERODROME AT 1500 12 DECEMBER WITH 2ND LT. RICHARD A. KAUFMAN (PILOT) AND 2ND LT. ROBERT C. FITZGERALD ~~ONLY ON BOARD~~ (BOMBARDIER) ON BOARD. FLEW WITH OUR GROUP AS NO. 2 SECOND ELEMENT LEAD SQUADRON ON WAY OUT AND OVER TARGET. JUST AFTER BOMBING PRIMARY TARGET RELEASING 42 I.B. THE A/C WAS HIT BY FLAK CAUSING THE PROP ON NO. 3 TO RUN AWAY AND NO. 1 ENGINE TO SMOKE. ALTITUDE 21400 ft AT 1512 HR. FLAK WAS TRACKING AND THIRD BURST HIT PLANE. COLOR WAS BLACK TURNING TO WHITE. LEFT WAIST GUNNER REPORTED TO PILOT THAT NO. 1 ENGINE WAS ON FIRE WHICH BOMBARDIER CONFIRMS. NO. 1 ENGINE CONTINUED TO RUN. PILOT TRIED TO REMAIN WITH FORMATION BUT DROPPED OUT JUST OVER DUTCH BORDER AFTER MAKING RIGHT TURN INTO HOLLAND. THE PLANE WAS VIBRATING VIOLENTLY NO. 1 ENGINE STILL BURNING LOSING ALTITUDE AND DROPPING BEHIND WHEN PILOT ORDERED CREW TO BAIL OUT. THE A/C WAS THEN AT 18000 FT EVERYTHING HEAVY HAD BEEN JETTISONED THREE ME 109'S HAD MADE A PASS AT THEM WITHOUT FIRING AND OUR PLANE LOSING ALTITUDE. CO-PILOT REPORTED THAT ALL E/M HAD BAILED OUT AND THEN BAILED OUT HIMSELF ON PILOT'S ORDERS. WIND WAS BLOWING FROM THE EAST AND NO ONE WAS INJURED AT TIME OF BAILING OUT. ~~XXXXXXXXXX~~ EIGHT CHUTES WERE REPORTED BY OTHER CREWS TO BE SEEN OPEN. PILOT SET C-1 AND ENTERED NAVIGATOR'S HATCH. HE FOUND THE BOMBARDIER THERE ENDEAVORING TO OPEN BOMB BAY DOORS TO ASSIST CREW IN BAILING OUT. NO. 3 PROP FROZE AT THAT TIME AND THE FIRE IN NO. 1 ENGINE SEEMED TO BE OUT ALTHO SMOKING SO IT WAS DECIDED TO TRY TO BRING PLANE BACK. AT A PRIVATE CREW BRIEFING THE NAVIGATOR HAD GIVEN THEM A HEADING TO FLY BACK TO ENGLAND IN CASE OF TROUBLE. THEY FINALLY FOUND A HOLE IN CLOUDS OVER ENGLAND AND A LANCASTER FROM LINDHOLME ESCORTED THEM TO THAT FIELD. LANDED WITH ONE BOMB BAY DOOR FROZEN OPEN BALL TURRET GUNS POINTED DOWN NO'S 1 AND 3 ENGINES OUT AND FLAK HOLES IN WINGS.



HEADQUARTERS AAF STATION 128  
401st BOMBARDMENT GROUP (H)  
APO 634 - US ARMY

11 December 1943.

UNUSUAL ENEMY TACTICS AGAINST OUR AIRCRAFT

In the mission to Emden today the following enemy tactics against our aircraft were reported:

1. An ME-109 at 1315 made an attack against our B-17G A/C #7843 at 23000 feet, after target was passed. It attacked from 7 o'clock low and fired rocket. It pulled up in front of formation and came back at approximately 11 o'clock and fired another rocket while passing our aircraft.

2. An ME-109 made an attack against our B-17G A/C #507 right after target at 1315 at 21000 feet; it attacked from 6 o'clock, came in to 300-400 yards, fired and peeled off.

Another ME-109 made an attack against same aircraft at approximately same time from 12 o'clock, went under formation and peeled off at about 600 yards behind formation.

Another ME-109 made an attack against same aircraft at approximately same time level from 9 o'clock to about 300 yards.

3. Two JU-88's at 1310 attacked our B-17G A/C #1037. They fired from behind and peeled off. One had a rocket under the left wing. One fired a rocket which exploded below the second element's right wing ship.

An ME-109, of a dark green color, at 1315, was seen by our A/C #1037 at about 1 o'clock. It followed our aircraft right through the entire flak area just after the target; then after leaving the flak area, it attacked our aircraft from about 930 and is believed to have fired a rocket.

4. Twin-engine enemy aircraft----either ME-110 or JU-88----at 1316 at 1000 yards at 9 o'clock seemed to fire rocket at our B-17G A/C #1034.

5. Our B-17G A/C #1087 reported: "Just before we hit target, five single-engined enemy ships were out at 2000 yards, weaving and circling around tailend of whole formation from three to nine o'clock. All of them broke off finally until one came in at about 750 to around 1200 yards. From his right wing there was a burst of red flame and I observed two bursts---large and black---at about 600 yards, close together, almost simultaneously."

6. Our B-17G A/C #9873 reported that at 1311 six ME-109's were at 6 o'clock; five came in to attack; one stayed out and lobbed rockets from over 1000 yards; height of fire was accurate.

HUGH M. HAMILL,

1st Lt. AC,  
S-2 Staff.



HEADQUARTERS 401ST BOMBARDMENT GROUP  
Intelligence Office  
APO 634

11 Dec. 43

SUBJECT: Comments of Crew Members Participating in Emden Operation.

TO : Commanding Officer, 401st Bombardment Group (H), APO 634.  
(through Air Executive and Operations Officer)

1. The following comments by crew members participating in the Emden Operation this date, as taken from the Intelligence Interrogation forms, are submitted for your information:

a. A/C 770. Lt. Stinson said no evasive action was taken after bombs were away. Sgt. Sherman said an additional jack box was needed in the radio room. Lt. Stinson also said that the bomb run was into the sun.

b. A/C 843. Lt. Christensen said the briefing did not specify the formation and that before, during or after the briefing he was never given information as to the formation procedure over the home base.

c. A/C 034. The entire crew complained that it was forced to wait 45 minutes for the interrogation

d. A/C 069. Several members of the crew suggested that the ground crew should clean glass for the crews did not know which ships they would fly before hand.

e. A/C 846. Lt. Cammack & Lt. Harger said that the flak suits are both too wide and bulky for pilot & co-pilot. Lt. Cammack suggests that camera wells be wiped clean of moisture before ~~22~~ T/O to avoid freezing. He said one A/C in the high sq. allowed one bomb to fall immediately bomb bay doors were opened, endangering other ships in the formation.

f. A/C 077. Lt. Arnold said bombardier seat gets in the way and should be moved.

g. A/C 837. Lt. Sellers said prior to the mission transportation was not available. Sgt. Parrish complained of frost on the inside of top turret windows. Sgt. Smith said grease in the range control pedal of the ball turret was too heavy.

h. A/C 087. Lt. Dailey said the leader of the second element of the lead sq. was too low and too far back on the entire trip.

i. A/C 835. The entire crew declared that the equipment room was not adequately manned or guarded.



j. A/C 072. Lt. Wysocki said lead groups in the formation bearing the markings, triangle "J" flew too fast.

k. A/C 081. Lt. Fowler said the formation flew too fast all the way and suggested better organization for assembly. Lt. Murphy said the formation was under the high group.

l. A/C 873. Capt. Stans suggests that the I. P. be picked so that the formation does not fly into the sun over the target.

m. A/C 193. Lt. Lawry said that the formation was poor. Lt. Self said that if another ship is used that equipment should not be removed. Cushins were missing from the cook-pit.

n. A/C 090. Lt. Piper said better formation flying is necessary and that descent is too rapid, being 1000 to 1500 feet per minute. No trucks were available when the crew landed. Sgt. Brandt (BTG) requests new boat equipment.

o. A/C 809. Lt. Chapman said the group should be more careful of prop wash from the high sq. Gunners said there were not enough candy bars on board.

p. A/C 036. Maj. Eveland said, "keep the interphone free on the bomb run". Lt. Chapman said more time needed between starting of engines and taxing. Suggests this be increased from ten to fifteen minutes because "lots can go wrong with engines on cold mornings".

q. A/C 037. Lt. Wood urges a better system for issuing equipment. Sgt. Cohen said the A-10 mask is no good for the BTG.

r. A/C 833. Lt. Neag said there was no transportation when the crew landed. Sgt. Purwin and Lt. DeRaimo said the interphone extensions are too short. Lt. England said a necklace is needed to hang an oxygen hose in front of a man. He further said that armament and ammunition was rusty and in bad shape as well as being muddy. Crew members complained that no armament personnel or crews chiefs were on the line this morning. Sgt. Brown said that walk around bottles were not filled and that five more were needed. Lt. Neag said the bomb run was into the sun. Sgt. Bardon said the radio opr. should have a head set with a frequency meter.

*Lt. S. R. Closkey*  
*for* W. B. FRY,  
Maj. A. C.,  
Group S-2.







GROUP

Date 11/12/43FLAK REPORTTARGET mission

## 1. Route followed:

Made landfall just east of Baltrum Island, then to I.P. at Eens, then to target, came out along east side of Dollart, then turned on heading of 270°, leaving enemy coast across middle of Tessel Island.

## 2. Visibility at Target. (Any condensation trails?)

CAVU No con trails

## 3. No. of A/C over Target:

21

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

Over

## 4.a. What evasive action was taken?

Probably not intentional evasive action but there was considerable weaving just before bomb run.

## 5. General Axis of attack. (From lead A/C if possible).

215° True

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

1½ minutes

## 7. Turn after bombing.

gentle left turn

## 8. Position of group in relation to other Groups:

351st lead of 92nd Combat Wing, 351st High and 401st Low Group

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

Meager inaccurate flak encountered over Baltrum Island at landfall; moderate and fairly accurate flak, continuously pointed, over target, meager and inaccurate flak just south of Groningen, Leeuwarden and middle of Tessel Island. All black bursts.

## 10. Any other Comments, Phenomena, etc.

One crew reported seeing on two or three occasions black bursts much larger than ordinary flak bursts. These may have been from rockets. Two other crews observed bursts along coast coming out, leaving long, jagged trail smoke extending downward several thousand feet.



22000

036  
S

069

072  
S

770

846

098  
S

057

089

081

090

837

087

873

034

507  
S

193

835

843

977

809

833 tacked onto another Group



STATION WEATHER OFFICE  
AAF STATION 128  
APO 634

11 December, 1943

Weather Interrogation Summary for Operations on 11 December, 1943

1. Takeoff: Takeoff at 0830 hours. There was 8-10/10 stratocumulus, base 2500 ft., tops 8-9000 ft. Visibility 5-6 miles. Surface wind estimated 10 mph from 060 degrees.
2. Route Out: (Base to 55 Deg N and 5 Deg. E) 10/10 stratocumulus base 2500 ft tops increasing to 14000 ft at 55 Deg N and 05 Deg E, but breaking and decreasing enroute to target from that point. Visibility unrestricted above clouds.
3. Target: Target time was 1310 hours. Clear with visibility 6-10 miles.
4. Return Route: Same as route out but 10/10 ~~stratus~~ altostratus becoming 3-5/10 from English Coast to Base.
5. Base at Return: 3-4/10 stratocumulus, base 3500 ft, tops 7-8000 ft. Visibility 4-6 miles. Surface wind 7 mph from 070 Deg.
6. Remarks: Temperatures at 17, 19, 21, and 23000 ft were -20, -26, -26, and -30 Deg C respectively. Winds at 53 N and 33' N and 02 Deg and 30' E was 68 knots at 068 Degrees. Winds at 53 Deg and 29' N and 01 Deg and 22' E was 70 knots at 075 Degrees. Surface wind at target from 090 Degrees at 20-25 mph. Moderate icing in clouds during takeoff and climb. Contrails non-persistent at 28000 ft. There was towering cumulus N of 55 Deg N and 05 Deg E. There was a 40-50 square mile clear area at target.

*Rudolph P. Basham*  
RUDOLPH P. BASHAM  
2nd Lt., Air Corps,  
Asst. Weather Officer



# OPERATIONAL ROUTE FORECAST

DATE December 11, 1943  
 PERIOD 0815-1400 Hrs.  
 Hq SOS USAPP 9-43/90M/15227

	A <u>Base to 5 degrees East</u>	B <u>05° E. to 10E to 05° E.</u>	C <u>05 degrees East to Base</u>	D
WEATHER	1 <u>Cloudy becoming Cloudy to Overcast with slight Snow Showers</u>	<u>Cloudy to Overcast becoming Cloudy to Partly Cloudy.</u>	<u>Partly Cloudy becoming Cloudy.</u>	
CLOUDS	2 <u>Variable Stratus Generally 4-6/10 Base 25-3000 ft. tops 5000 ft. becoming 8-10/10 Base 20-2500 ft. Tops 6-8000ft. over water. Nil Medium or High Cloud.</u>	<u>8-10/10 Stratus Base 20-2500 ft. Tops 6-8000 ft. breaking to 4-6/10 at 7 1/2 degrees East and 3-5/10 over the Continent. Tops Decreasing to 5000ft. Nil Medium and High Cloud</u>	<u>3-5/10 Stratus Base 20-2500 ft. Tops 5000 ft. becoming 6-8/10 Base 2500 Tops 7-8000 over North Sea and east Coast, Breaking inland to 4-6/10. Nil Medium and High Cloud.</u>	
	(((NOTE))) <u>DENSE PERSISTENT CONTRAILS ABOVE 25000 FT.</u>			
ICING	3 <u>Freezing Level Zero Moderate Rime in Clouds</u>	<u>Freezing Level 2000 Moderate Rime in Clouds</u>	<u><del>Freezing Level 2000</del> Freezing Level 2000 ft. Moderate Rime in Clouds</u>	
VISIBILITY	4 <u>1-2000 Yds Locally Restricted just after Sunrise Unrestricted above Clouds</u>	<u>Unrestricted above Clouds 10 Miles over Continent Except in Lee of Industrial Areas.</u>	<u>Unrestricted above Clouds becoming 4-6 miles over England.</u>	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	<u>100 Deg. 25 MPH</u>	<u>100 Deg. 25 MPH</u>	<u>ms + 10</u>	
5000 FT	<u><del>100</del> 090 <del>25</del> 30</u>	<u>080 30</u>	<u>- 8°</u>	
10000 FT	<u>070 40</u>	<u>070 40</u>	<u>- 17°</u>	
15000 FT	<u>070 45</u>	<u>070 55</u>	<u>- 26</u>	
20000 FT	<u>060 60</u>	<u>060 70</u>	<u>- 34</u>	
25000 FT	<u>060 70</u>	<u>060 80</u>	<u>- 43</u>	
30000 FT	<u>060 75</u>	<u>060 90</u>	<u>- 49</u>	

BASE ALTIMETER SETTING 30.45 TARGET SURFACE TEMP + 1 TARGET MEAN TEMP - 19.5  
 TEMP. AT 23000 FT. - 39 TARGET SURFACE (PRESSURE-ALT) 400



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

11 Dec

43

19

SUBJECT: Loading List.

T

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

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

42-31089

\*PLANE #

DUTY	RANK	LAST (NAME)	FIRST	(MI)	O-663637N.	SQUADRON
	1st Lt.	Goodman	James		0-424978	"
P -	Major	Martin	Malcolm	K.	0-683234	"
CP -	2nd Lt.	Fraiboli	Frank	P.	0-735233	"
N -	2nd Lt.	Anderson	Donald	M.	16099737	"
B -	S/Sgt.	Graham	James	J.	25128533	"
RO -	<del>S/Sgt.</del>	<del>Farmer</del>	<del>John</del>	<del>O.</del>	<del>6861113</del>	"
**TT -	T/Sgt.	Farmer	John	O.	19122676	"
BT -	Sgt.	Smith	William	D.	38213690	"
TC -	Sgt.	Henderson	Pete	D.	32598715	"
LWG -	Sgt.	Markle	Burton	A.	32378819	"
TTG -	T/Sgt.	Spacek	Anthony	V.		"

42-31034

\*PLANE #

DUTY	RANK	LAST (NAME)	FIRST	(MI)	O-348319	SQUADRON
	Capt.	McCree	Donald	A.	0-805408	"
P -	2nd Lt.	Currie	Doandl	C.	0-685629	"
CP -	2nd Lt.	Jeffery	Morey	B.	0-679433	"
N -	2nd Lt.	Winn	Roy	R.	12172565	"
B -	S/Sgt.	DiPierro	Gosimo	A.	15086940	"
RO -	S/Sgt.	Gibson	Earl	C.	19188506	"
**TT -	Sgt.	Graf	Cecil	L.	12095352	"
BT -	Sgt.	McNab, Jr.	Thomas	D.	37426585	"
TC -	Sgt.	Severson	Marvel	T.	36703821	"
LWG -	Sgt.	Amber	Joe	R.		"

42-31087

\*PLANE #

DUTY	RANK	LAST (NAME)	FIRST	(MI)	O-801940	SQUADRON
	2nd Lt.	Dailey	Scribner	C.	0-801578	"
P -	2nd Lt.	Stokes	Alexander	C.	0-805182	"
CP -	2nd Lt.	Malone	John	L.	0-406409	"
N -	2nd Lt.	Wutson	Wayman	T.	11055299	"
B -	S/Sgt.	Wildreth	Arthur	W.	16046687	"
RO -	S/Sgt.	Flynn	William	B.	20429315	"
**TT -	Sgt.	Cook	George	P.	12190382	"
BT -	Sgt.	Sanders	Charles	W.	18150571	"
TC -	S/Sgt.	Callahan	Michael	J.	37315748	"
LWG -	Sgt.	Hagen	Charles	T.		"

\*\* Enter complete number of aircraft  
 Designate Engineer



PILOT RANK LAST (NAME) FIRST (MT) A. S. N. SQUADRON

\*PLANE # 833

P	- 2nd Lt.	Noag	Traian	(NMI)	0-802443	612th.
CP	- 2nd Lt.	England	John	P.	0-748608	"
N	- 2nd Lt.	Santos	Elmer	S.	0-676132	"
B	- 2nd Lt.	DeRaimo	Okey	(NMI)	0-679382	"
RO	- S/Sgt.	Bardon	William	C.	35666460	"
TT	- Sgt.	Brown	Allen	D.	38294097	"
BT	- Sgt.	Daskiewicz				
TC	- Sgt.	Farrell	James	E.	35540640	"
ENG	- Sgt.	Purwin	Bert	A.	36405703	"
ENG	- Sgt.	Parrett	John	L.	13100644	"

\*Plane # 42-39837

P	- 2nd Lt.	Sellers	William	D.	0-666363	"
CP	- 2nd Lt.	George	Jack	E.	0-747545	"
N	- 2nd Lt.	Shapiro	Aaron	(NMI)	0-128459	"
B	- 2nd Lt.	Rementeria	David	A.	0-749333	"
RO	- S/Sgt.	Lehr	HJesse	H.	34473124	"
**TT	- S/Sgt.	Parrish	Donald	C.	16109825	"
BT	- S/Sgt.	Smith	Clair	S.	15114956	"
TC	- Sgt.	Rishel	Dale	E.	32580316	"
ENG	- Sgt.	Judd	Loyde	J.	31152069	"
ENG	- Sgt.	Russell	Lewis	S.	38051303	"

\*PLANE # 42-37835

P	- 2nd Lt.	Smith	Stuart	E.	0-802795	"
CP	- 2nd Lt.	Chmura	Stanislaus	R.	0-684687	"
N	- 2nd Lt.	Reese	Victor	S.	0-749451	"
B	- 2nd Lt.	Majewski	Lewis	J.	0-747598	"
RO	- S/Sgt.	McCawley	Fred	E.	38321224	"
TT	- T/Sgt.	Garr	Maurice	A.	16035656	"
BT	- Sgt.	Davies	Leonardo	F.	32506396	"
TC	- Sgt.	Parker	Harry	C.	39034361	"
ENG	- Sgt.	Sciochitano	Frank	J.	32489249	"
ENG	- Sgt.	Hopkins	Calvin	W.	32078946	"

PLANE #

P  
CP  
N  
B  
RO  
TT  
BT  
UG  
ENG



8-3

613th

401st BOMB SQUADRON (H)  
 THE OPERATIONS OFFICER  
 APO # 634

11 Dec. 1943

SUBJECT: Loading List.

T

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

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

\*PLANE # 42-39873  
~~42-31081~~

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -	Capt.	Stann	Leon	(NMI)	024863	613th
CP -	2d Lt.	Nason	Stephen	G.	0671466	"
B -	2d Lt.	Gould	Alvin	A.	0669399	"
N -	2d Lt.	Duce	Jack	A.	0683508	"
RO -	T/Sgt.	Wagner	Robert	F.	34209104	"
**TT -	T/Sgt.	Jumper	Warren	H.	33237530	"
BT -	S/Sgt.	Leavitt	Eldon	W.	35740180	"
TG -	S/Sgt.	Willman	Herbert	F.	393215	"
LWG -	S/Sgt.	Ogborn	Donald W.		1237704	"
RWG -	S/Sgt.	Biggs	Clarence	H.	33374505	"

\*PLANE # 42-31081 ✓

P -	2d Lt.	Fowler	Russel	M.	0799745	613th
CP -	2d Lt.	Murphy	Walter	J.	0745475	"
N -	2d Lt.	Priest	Jack	B.	0736652	"
B -	2d Lt.	Buchanan	Allen	(NMI)	0738535	"
RO -	T/Sgt.	Reedy	Robert	L.	36373210	"
**TT -	S/Sgt.	Tryba	Alexander	F.	36605554	"
BT -	S/Sgt.	Martinez	Richard	V.	17160414	"
TG -	S/Sgt.	Kashner	Charles	E.	15333266	"
LWG -	S/Sgt.	Rieger	Harvey	W.	37121385	"
RWG -	S/Sgt.	Florez	Louis	(NMI)	19028859	"

\*PLANE # 42-3.090 ✓

P -	1st Piper		Harry	L., Jr.	0740910	613th
CP -	2d Lt.	Hellmuth	George	J.	0748646	"
N -	2d Lt.	Coventry	James	A.	0678616	"
B -	2d Lt.	Gipson	Raymond	E.	0676254	"
RO -	T/Sgt.	Finnie	Charles	S.	14134662	"
**TT -	T/Sgt.	Novak	Clement	W.	32421592	"
BT -	Sgt.	Brandt	Gordon	F.	16095987	"
TG -	S/Sgt.	DeVito	Michael	F.	12155471	"
LWG -	S/Sgt.	Moore	Royce	W.	18051910	"
RWG -	Sgt.	Bailey	James	M.	17016617	"

\*\* Enter complete number of aircraft  
 Designate Engineer



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

42-31037 ✓

\*PLANE # ~~42-32873~~

P	-	Capt.	Hinkle	Carl	C., Jr.	024829	613th
CP	*	2d Lt.	Kieth	Walter	B., Jr.	0802411	"
N	-	1st Lt.	Wood	Horace	D.	0673661	"
B	-	1st Lt.	Meadville	Harry	W.	0735330	"
RO	-	T/Sgt.	Musser	Benjamin	Z.	13095360	"
**TT	-	T/Sgt.	Woodward	William	D.	34386680	"
BT	-	Sgt.	Cohen	Walden	D.	33252138	"
TG	-	S/Sgt.	Kerr	Robert	V.	19094519	"
LWG	-	Sgt.	Rice	Edward	J.	16096299	"
RWG	-	Sgt.	Kelsen	Harold	J.	12182527	"

\*Plane # 42-31193 ✓

P	-	2d Lt.	Lawry	Donald	H.	0801998	613th
CP	-	2d Lt.	Dockendorf	James	S.	0684698	"
N	-	2d Lt.	Self	Harry	W.	0674804	"
B	-	2d Lt.	Edkin	Thomas	H.	0682088	"
RO	-	S/Sgt.	Hecker	Donald	A.	36522865	"
**TT	-	T/Sgt.	Waterman	Fred	G.	32449446	"
BT	-	S/Sgt.	Roome	Charles	C.	36034929	"
TG	-	S/Sgt.	Wood	Horace	W.	18219478	"
LWG	-	Sgt.	Knutson	Robert	W.	17169741	"
RWG	-	S/Sgt.	College	Clarence	G.	33257076	"

\*PLANE # 42-3507 ✓

P	-	2d Lt.	Locher	James	R., Jr.	0802585	613th
CP	-	2d Lt.	Pruitt	Dow	C.	0684771	"
N	-	2d Lt.	Duquette	Fred	D.	0736692	"
B	-	2d Lt.	Brown	John	F.	0673723	"
RO	-	T/Sgt.	Cook	Harold	(NMI).	35458366	"
**TT	-	T/Sgt.	Kennedy	George	L.	16008922	"
BT	-	S/Sgt.	Dewitt	Frank	G.	19064865	"
TG	-	Sgt.	Nicely	John	H.	13156041	"
LWG	-	Sgt.	Holland	Thomas	H.	38211220	"
RWG	-	S/Sgt.	Domm	Harold	E.	18176517	"

\*PLANE #

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



*J.3*

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

December 11 19 43

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 # 42-31116

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P	- Capt.	PECK, JOHN C.			024830	614th
CP	- 2nd Lt.	THOMPSON, HARRY C.			0684792	614th
N	- 2nd Lt.	CRANDALL, WILLIAM C.			0801119	614th
B	- 1st Lt.	CAMERON, THOMAS L.			0728625	614th
RO	- S/Sgt.	Stanforth, Joseph E.			15195089	614th
**TT	- T/Sgt.	Novoselich, George			35381019	614th
BT	- Ulrich, Lawrence C.	S/Sgt.			19096322	614th
TG	- S/Sgt.	Tullie, Albert T.			31149829	614th
LWG	- S/Sgt.	LeBailly, Arthur			32461439	614th
RWG	- S/Sgt.	Kolasz, Henry A.			32474396	614th

*Short at Kingscliff*

\*PLANE # 42-31098

P	- 2nd Lt.	KAUFMAN, RICHARD H.			0802121	614th
CP	- 2nd Lt.	ROBINSON, FREDERICK B.			0684556	"
N	- 2nd Lt.	BARRETT, JOHN A.			0683892	"
B	- 2nd Lt.	FITZGERALD, ROBERT T C.			0679459	"
RO	- Sgt.	Carlson, Donald H.			39329973	"
**TT	- S/Sgt.	Shaw, Howard A.			33253277	"
BT	- S/Sgt.	Cope, Forrest R.			35680079	"
TG	- S/Sgt.	Wasterman, Edward W.			39196860	"
LWG	- Nielsen, Tage R.	Sgt.			37434765	"
RWG	- Bargfrede, Henry L.	<i>Sgt.</i>			37228695	"

\*PLANE # 42-29846

P	- 2nd Lt.	CAMMACK, VERNON K.			0802719	614th
CP	- 2nd Lt.	HARGER, ROBERT W.			0805448	"
N	- 2nd Lt.	HASKINS, CECIL A.			0685604 <del>0685604</del>	"
B	- 2nd Lt.	WHITE, WILLIAM C.			0679423	"
RO	- T/Sgt.	Slate, Chester A.			14134208	"
**TT	- T/Sgt.	Timme, Glenn A.			32581704	"
BT	- S/Sgt.	Ames, Ensign S.			6864952	"
TG	- S/Sgt.	Price, John R.			16151789	"
LWG	- S/Sgt.	La Fountain, Louie M.			38183420	"
RWG	- S/Sgt.	Harlow, Cley D.			36426472	"

\*\* Enter complete number of aircraft Designate Engineer



DUTY RANK LAST (N.M.) FIRST (M) A.S.N. SQUADRON

\*PLANE # 42-37770

P	-	2nd Lt. STINSON, BOUDINOT	0799493	614th
CP	*	2nd Lt. LAULA, EDWIN W.	0748693	"
N	-	2nd Lt. L'HEAL, JOHN E.	0671169	"
B	-	2nd Lt. GERRICK, GEORGE C.	0670940	"
RO	-	Sgt. Sherman, Rabon C.	31172263	"
**TT	-	S/Sgt. Makurin, Carl E.	33301983	"
BT	-	Sgt. Melia, Paul S.	32884521	"
TG	-	Sgt. Gentry, Ray A.	34434724	"
LWG	-	S/Sgt. McQuendry, Daniel C.	15114336	"
RWG	-	S/Sgt. Mancuso, Carmen L.	32883842	"

\*Plane # 42-31239

P	-	2nd Lt. HOLLAND, WILLIAM A.	0802539	614th
CP	-	2nd Lt. BERNERSON, CLIFFORD C. JR.	0743529	"
N	-	2nd Lt. HARDING, JAMES B.	0750168	"
B	-	M/O. PEDRO, ORLANDO J.	T-1413	"
RO	-	S/Sgt. Mahalsnick, Joseph	13129235	"
**TT	-	S/Sgt. Campbell, Terry L.	33539433	"
BT	-	Sgt. Brown, Harold C.	31303404	"
TG	-	Sgt. Orphan, William J.	11117697	"
LWG	-	S/Sgt. Graves, Glenn W.	33035640	"
RWG	-	Hathaway, Walter	32476312	"
	-	2nd Lt. SMITH, CHARLES H.	0734380	"

\*PLANE # 42-30313

P	-	Col. BOWMAN, HAROLD W.	017862	401st Cp Hqs
CP	-	2nd Lt. CHAPMAN, ALVAN H.	0461727	614th
N	-	Capt., EGAN, JAMES F.	0724301	401st Cp Hqs
B	-	Capt., PICKOFF, JULIUS	0419223	401st Cp Hqs
RO	-	S/Sgt. Fyle, Robert B.	15335329	614th
**TT	-	S/Sgt. Wilson, George S.	35407353	614th
BT	-	Sgt. Wilson, Bruce J.	33184854	614th
TG	-	2nd Lt. EVANS, JACK E.	0683893	614th
LWG	-	S/Sgt. Dayton, James E.	33032317	614th
RWG	-	S/Sgt. Brennan, Michael C.	31132454	614th

\*PLANE # \_\_\_\_\_

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



1.3

615th SQUADRON (H)  
 OPERATIONS OFFICER  
 634

December 11 19 43

SUBJECT: Loading List.

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

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

\*PLANE # 42-31077

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A. S. N.	SQUADRON
P	-1st Lt.	Lewis	Clyde	A.	0-800905	615th
CP	-2nd Lt.	Sutton	Emmett	S.	0-684790	615th
N	-2nd Lt.	Eaton	William	M.	0-749643	615th
B	-2nd Lt.	Arnold	Harold	S.	0-681515	615th
RO	-Sgt.	Miner	Clarence	R.	12098549	615th
**TT	-T/Sgt.	Weber	Melvin	C.	37271444	615th
BT	-S/Sgt.	Howell	James	E. Jr.	35398898	615th
TG	-Sgt.	Cushing	Leonard	B.	19074527	615th
LWG	-Sgt.	Tosh	William	A.	35431664	615th
RWG	-Sgt.	Marshall	Alfred	P.	11114505	615th

\*PLANE # 7833

P	1st Lt.	Dempsey	Ralph	M.	0-800846	615th
CP	2nd Lt.	Mitchell	Lewis	A.	0-680678	615th
N	2nd Lt.	Sellers	Lloyd	W.	0-736661	615th
B	2nd Lt.	Dolan	William	W.	0-741142	615th
RO	Sgt.	Beller	James	E.	6257280	615th
**TT	T/Sgt.	Zander	Harold	S.	33240304	615th
BT	Sgt.	Cantin	Merlin	L.	19138375	615th
TG	S/Sgt.	Knapp	Phil	N.	39540171	615th
LWG	S/Sgt.	Fatica	Battista	J.	35324899	615th
RWG	S/Sgt.	Merlino	Frank	A.	31208150	615th

\*PLANE # 42-37809

P	2nd Lt.	Chapman	Harold	J.	0-800354	615th
CP	2nd Lt.	Carter	George	L.	0-750770	615th
N	2nd Lt.	Hurlburt	Harrison	J.	0-682185	615th
B	2nd Lt.	Wallis	Donald	G.	0-679411	615th
RO	Sgt.	Chaffin	Hugh	W.	35424898	615th
**TT	Sgt.	Roundtree	Charles	L.	38076003	615th
BT	S/Sgt.	Turvy	John	E.	35418681	615th
TG	Sgt.	Reed	Francis	L.	15382546	615th
LWG	Sgt.	Powell	Gerald	J.	38415204	615th
RWG	Sgt.	Johnson	Denzel	D.	17159678	615th

\*\* Enter complete number of aircraft  
 Designate Engineer



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

\*PLANE # 42-37843

P	-	2nd Lt.	Christensen	Ellsworth	E.	0-801593	615th
CP	*	2nd Lt.	Rustand	Ronald	L.	0-753815	615th
N	-	2nd Lt.	Wong	Delbert	E.	0-750236	615th
B	-	2nd Lt.	Reynolds	Herbert	A.	0-749931	615th
RO	-	Sgt.	Cheatham	Elmer	R.	14182350	615th
**TT	-	Sgt.	Draginis	Donald	L.	16133104	615th
BT	-	Sgt.	Ross	Harry	A.	13145459	615th
TG	-	Sgt.	Nonemaker	Jack	D.	19175334	615th
LWG	-	Sgt.	Batson	Allen	L.	39268048	615th
RWG	-	Sgt.	Johnson	Russell	W.	32466408	615th

\*Plane # 820

**NO TAKE OFF**

P	-	2nd Lt.	Grinham	Fred	D.	0-729337	615th
CP	-	2nd Lt.	Brown	Fred	(NMI)	0-748548	615th
N	-	2nd Lt.	Whitney	Ray	F.	0-750325	615th
B	-	2nd Lt.	Wolfe	Ralph	W.	0-676904	615th
RO	-	Sgt.	Lewis	Charles	M.	11103284	615th
**TT	-	Sgt.	Cockerham	Roy	W.	13143036	615th
BT	-	S/Sgt.	Craft	Allen	H.	37225198	615th
TG	-	Sgt.	Hamilton	James	R.	35564584	615th
LWG	-	Sgt.	Cummings	William	T.	33346986	615th
RWG	-	Sgt.	Housman	Herbert	M.	12156697	615th

\*PLANE # 072

P	-	2nd Lt.	Wysocki	Stephen	(NMI)	0-677398	615th
CP	-	1st Lt.	Gould	George	(NMI)	0-900201	615th
N	-	2nd Lt.	Hildinger	Lawrence	J.	0-734914	615th
B	-	2nd Lt.	Gurvin	Robert	E.M.	0-676995	615th
RO	-	Sgt.	Kenny	Gerald	M.	12157361	615th
**TT	-	Sgt.	McIntyre	William	(NMI)	33289742	615th
BT	-	Sgt.	Clare	David	E.	13092668	615th
TG	-	Sgt.	White	James	R.	37130388	615th
LWG	-	Sgt.	Koon	Ernest	H.	34441033	615th
RWG	-	Sgt.	Loadholt	Jay	T.	14125585	615th

\*PLANE # \_\_\_\_\_

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



SECRET

FIELD ORDER NO 244

S-2 BRIEFING NOTES

MISSION NO. \_\_\_\_\_

DATE 11/12/43

401ST GROUP

BRIEFING TIME \_\_\_\_\_

WING 92d C.W.

REMARKS \_\_\_\_\_

OTHER Div. 2 CBW

PARTICIPATING \_\_\_\_\_

SUMMARY

92d C. W. - PRIMARY Emden SECONDARY Any Industrial city in Germany.  
W.R. - Eelde, Holland.  
 TIME AT PRIMARY \_\_\_\_\_ ZERO HOUR \_\_\_\_\_  
 40TH C.W. - PRIMARY Emden SECONDARY \_\_\_\_\_  
 TIME AT PRIMARY \_\_\_\_\_ ZERO HOUR \_\_\_\_\_  
 41ST C. W. - PRIMARY Emden SECONDARY \_\_\_\_\_  
1st C.W. - Primary Emden  
 TIME AT PRIMARY \_\_\_\_\_ ZERO HOUR \_\_\_\_\_  
 2nd BD WING - PRIMARY Emden SECONDARY \_\_\_\_\_  
 TIME AT PRIMARY \_\_\_\_\_ ZERO HOUR \_\_\_\_\_  
 3rd BD WING - PRIMARY Emden SECONDARY \_\_\_\_\_  
 TIME AT PRIMARY \_\_\_\_\_ ZERO HOUR \_\_\_\_\_

TARGET NOTES

PRIMARY  
 401 - ~~Secondary~~ MPI \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 401 - SECONDARY MPI Eelde  
 \_\_\_\_\_  
 \_\_\_\_\_

PRIMARY TARGET

NAME Emden LOCATION \_\_\_\_\_  
 I. P. Eseus  
 APPROACH LANDMARKS \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

TARGET LANDMARKS \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

SECONDARY TARGET

NAME Any Industrial City in Germany LOCATION \_\_\_\_\_  
 \_\_\_\_\_



SECRET

I. P. \_\_\_\_\_  
APPROACH LANDMARKS \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

TARGET LANDMARKS \_\_\_\_\_  
\_\_\_\_\_

24y L.R. - Eelde, Holland. - Repair hangars, A/D.

ENEMY SITUATION

FLAK \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

E/A \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

SMOKE \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

FRIENDLY SITUATION

CONVOYS \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

FIGHTER ESCORT \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

ESCAPE ADVICE

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

EPICLASCOPE

SEQUENCE OF EXHIBITS

PHOTOS & MAPS

REMARKS

- |    |       |       |
|----|-------|-------|
| 1. | _____ | _____ |
| 2. | _____ | _____ |
| 3. | _____ | _____ |
| 4. | _____ | _____ |
| 5. | _____ | _____ |

ADDENDA

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

PHOTO INTERPRETER \_\_\_\_\_

APPROVED

GROUP S-2 OR DEPUTY \_\_\_\_\_

SECRET



520W-  
Point.

The Target today is the German city of Emden. On North side of the Dollart (large, natural harbor (Katt)), at mouth of river Ems. Is the terminal of 2 principal transportation canals, serving the Ruhr...exporting coal and importing iron and timber from Sweden. A naval station and base for mine-layers and mine-sweepers. Shipbuilding and drydock ~~port~~ facilities.

Population (1934) 34,000  
Built-up area, 625 acres.

92d Wing's MPI is centre of town. Closely built-up, several storeyed buildings, grouped around the market place (at head of Rats Delft. The closely built up area is not more than half a square mile in extent. ~~and this Gp. will~~

There are no important local industries here, whole value of blotting Emden from the face of Germany lies in its transportation importance. Ranks high among German seaports, doing a vast export, as well as import, business. The ship-building and repair facilities and naval installations are a major factor in the ~~working~~ overburdened German transportation system.

The large ~~portion~~ of the two other bomb divisions ~~is~~ concentrating on the Naval and shipbuilding areas, in Emden, with 500 lb. G.P.

~~1.P. is over the town of Esens.~~

#### ROUTE (on large map)

Cross English coast at Louth, swing up over North Sea (54 deg. 20"), cutting in to enemy coast, over East Frisian islands, to East of Emden, IP being just in from the coast at Esens. Heading then 227 deg. mag. S.S.W. to target. Coming out, almost straight South (187 deg. mag.), then due West over island of Texel, seaward.

#### FIGHTER ESCORT: ALL WAY

2 Groups P-47s, one just after you cross coast, turning into IP. The other group after swing West on way home, over Hooge-sund

P-38s & P-51s Supporting other Div. (2)  
47s furnish area support, 2d & 3d Div.

SECONDARY: Eelde, Holland. airfield, MPI being the Repair hangars, located at edge of runways, in among concentration of other airport bldgs.

EPIDIASCOPE. 1- 1:500,000, crossing E. Frisian islands, I.P., Esen, just inside coastline; heading 227 deg. to target, PASSING DIRECTLY OVER CENTER OF THICKLY BUILT-UP AREA. Port and lock system extends E. NE from Dollart, POINT LIKE FINGER AT CENTER OF BUILT-UP AREA. Rats Lock

out-Border Germany-Holland.

- 2- Target chart
- 3- Photo (appearance from high altitude).
- 4- Flak map



*MISSIONS*

Over target,  
FLAK: Will encounter only a very small percentage of AA as compared with  
Bremen and Solingen. DIVISION EXPRESSLY STIPULATES --- KEEP TO SOUTH  
OF LEEUWARDEN ON ROUTE BACK. *HQ*

Approaching enemy coast, area of E. Frisian islands, you will en-  
counter flak. *Some.*

On route back, over the island, there is a battery in place and  
it is suggested you swing south to avoid it.

SMOKE xxx

LAST-MINUTE INTELLIGENCE INFORMATION:

Town and port area completely circled by smoke pots. Wind is pre-  
dicted to be from NE to E; having been preceded by other combat  
wings, a large amount of smoke should be in evidence. Wind is  
~~estimated~~ *expected* to be light ~~xxx~~ at ground level over target. *by time this  
exp. arrival*

On the route out, a friendly convey will be proceeding North at  
approximate zero hour, at which time it should be crossing your line  
of flight. There is a possibility of an additional FRIENDLY convey  
on the way home.

ESCAPE: Will be over Germany only from coast to target; Leaving target,  
route follows German-Holland border, and most of time over land will  
consequently be over Holland. Assistance may be expected if you  
alight in Holland. A cautious approach to prospective helpers is  
recommended in Holland. Escape is South through Holland through Bel-  
gium, into France.....and OUT.

SECURITY RECOMMENDATIONS:

Not talk of target or route.  
Empty pickets.

*Co-R. draw escape kits*

*Look at landing strips #10*



To Briefing Officer:

There are 46 guns at the target but  
only 30 within range.

As you approach the enemy coast on the route  
out, you will cross an area containing 8 to 12 guns.

On the route back you will near an area containing  
one 16-gun battery. It is suggested you swing to the south to  
avoid this.

Lt.G.R.Closway  
Flak Officer



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

APO 634  
11 December, 1943

SUBJECT: Armament Narrative, Mission No. 4, 11 December, 1943.

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

1. The following armament malfunctions were reported at the conclusion of the mission of 11 December, 1943.

a. One Ball Turret was found to have a bad leaking vickers unit.

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



HEADQUARTERS  
STATION NO. 128  
APO 634

12 December 1943

SUBJECT: S-4 Combat Mission Report on Mission 11 December 1943.

TO : Group Commander (Copy to Wing A-4)

1. Abortives.

a. 401st Bomb Group.

(1) A/C No. 42-31116 failed to complete mission for the reason that No. 3 Engine failed in flight.

2. Other Equipment and Personnel Failures.

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

Engine Failures (1); Cylinder Head Temperature Guages Out (3); Generators Out (1); Superchargers Out (1); Bomb Bay Door Retracting Mechanism Out (1); Rough Engine (1); Normal Inverter Out (1); Carburetor Temperature Gauge Out (1); Flap Indicator Out (1)

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

Leaking Vicker's Unit (1)

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

Broken Oxygen Line (1); Heated Shoes Out (3); Heated Gloves Out (2); Heated Suits Out (1)

3. The following battle damage was received.

<u>TOTAL NO.</u> <u>OF A/C</u>	<u>MAJOR</u> <u>DAMAGE</u>	<u>MINOR</u> <u>DAMAGE</u>	<u>BY</u> <u>FLAK</u>	<u>FLAK &amp;</u> <u>FRIEND</u>
16	0	16	10	6

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



HEADQUARTERS  
STATION NO. 128  
APO 634

11 December, 1943

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128

1. Abortives.

a. Airplane No. 42-31116 failed to complete mission for the reason # 3 Engine failed in flight.

2. Battle Damage.

a. 42-31081 - Small flak hole in leading edge of left wing, outer panel; Small hole in top of right wing, outer panel, near leading edge, caused by flak; Small rip in top of left elevator, near center caused by flak; Small dent in leading edge of left wing, to left of # 1 nacelle caused by flak; Flak hole in underside of left wing, outer panel, near center; Small flak hole in skin on left side of fuselage, above Navigator's window; Small flak hole in skin on right side of fuselage, below Navigator's window; Navigator's astro-dome broken by flak or spent shell casing.

b. 42-31090 - Small flak hole through right elevator near center; Small dent in top of right wing, outer panel, near center, caused by spent shell casing; Large dent in top of left wing, to right of # 2 nacelle, caused by flak. Small flak hole in top of ring cowl, # 1 engine; Flak hole in plexiglas nose section; Small flak hole in underside of fuselage, beneath Navigator's compartment; Small hole in underside of # 4 nacelle, caused by flak; Small flak hole in underside of left wing, near edge of outer panel.

c. 42-31037 - Small dent in top side of left wing, between # 1 and # 2 nacelle, near leading edge, caused by spent shell casing; Small flak dent in top side of left wing, outer panel, near center; # 3 propeller damaged by flak; Small flak hole in top side of # 3 ring cowl; Small flak hole in # 4 propeller; Small flak hole in right side of fuselage, forward of waist position; Small flak hole in top side of fuselage, left of vertical stabilizer, near station # 8.



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

d. 42-31072 - Two flak holes through fabric of right elevator, possible structural damage; Small flak hole in skin of fuselage, near station # 11, to right of vertical stabilizer; Several flak holes through right wing, structural members damaged; Small dent in top side of left wing, outer panel, near edge, caused by spent shell casing; Flak hole in skin of fuselage, to rear and right of upper turret, rudder cable cut and Hydraulic Line broken; # 2 propeller damaged by flak; Top side of # 2 Ring cowl damaged by flak; Fabric on under side of left elevator torn by flak; Small rip in skin on under side of right horizontal stabilizer, caused by flak; stringer broken; Large flak hole through fuselage near station # 6D, electric wiring cut, oxygen line cut, radio equipment damaged, two stringers broken; Small hole in skin of fuselage on right side, below radion hatch, caused by flak;

e. 42-3507 - Flak hole in leading edge of right wing, outer panel, de-icer boot damaged, de-icer pressure lines broken; 2<sup>nd</sup> flak hole in top side of fuselage, near nose section; Small rip in fabric on top side of left aileron, caused by flak; Slight flak damage to de-icer boot on right horizontal stabilizer, near fuselage; Small flak hole in left side of fuselage, beneath Navigator's window; Small flak hole in right side of fuselage, beneath Navigator's window.

f. 42-37770 - Small flak hole in right side of fuselage to rear of radio position, caused by flak.

g. 42-31036 - Large flak hole through right wing tip, corrugation ripped and hole in bulkhead # 33; Small flak hole in left side of fuselage, near station 6D, circumferential stiffener broken; Small flak hole in under side of fuselage, near Bomb Bay; 3<sup>rd</sup> flak hole in # 1 access cowl, fire wall damaged.

h. 42-39846 - 3<sup>rd</sup> hole in left side of plexiglas Nose Section.

i. 42-37843 - Flak hole in leading edge of right wing; Small flak hole in left side of fuselage, above Navigator's window.

j. 42-31077 - Small flak hole in under side of left wing, behind # 2 nacelle.

k. 42-39873 - Small flak hole in top side of left wing, to left of # 1 nacelle, near leading edge.

l. 42-31069 - Small flak hole in left side of fuselage beneath Navigator's window.

m. 42-31089 - Small flak hole in under side of right wing, out <sup>er</sup> panel.



SUBJECT: Mission Summary Report (continued)

n. 42-31087 - Small flak hole beneath left waist window; Flak hole in under side of right wing; outer panel, near center; Flak hole in fairing joining right wing and fuselage; Dent in under side of left wing between # 1 and # 2 nacelles.; Small flak hole in under side of left wing at station # 22; Small flak hole in under side of left horizontal stabilizer, near tip and trailing edge.

o. 42-39837 - Small flak hole through right wing tip near trailing edge; Co-pilot's windshield cracked by flak; Small flak hole in left side of Chin Turret; Flak hole in top side of left horizontal stabilizer; Two small dents in top side of left wing, left of # 1 nacelle, caused by spent shell casings.

p. 42-31034 - Small flak hole in leading edge of left horizontal stabilizer, de-icer boot damaged; Flak hole in under side of left horizontal stabilizer near tip; Small flak hole in top side of right horizontal stabilizer, near fuselage.

<u>TOTAL NO. OF A/C</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>	<u>BY FLAK</u>	<u>FLAK &amp; FRIEND</u>
16	0	16	10	6

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



## BATTLE Damage Report

42-31089 M+R (BD)

(1) Small Flak Hole in Right wing outboard #4 Eng.

42-31087 M+R (BD)

(1) Flak underneath left waist window. (2) Flak Hole in Right wing. 2 FT. outboard #4 Eng. Center of wing. (3) Flak Hole in Fairing adjoining RT. wing & fuselage (4.) Dent in wing Between #1 & #2 Engine (5) Flak Hole in left wing at. Sta. 22 (6.) Flak Hole in Left Horiz. stab. at Tip Trailing Edge.

42-39837 M+R (B.D.)

(1) Hole in Right wing tip at trailing edge. Evidently 9 Flak. (2) Flak Cracked Right wind shield. (3) Flak Hole in Left Side Chin Turret Tub. (very small) (4) Flak Hole in Left Horiz. stab. station 208. (5) small cuts in left wing from shell casings. station 21

49

42-31034 M+R (B.D.)

(1) Hole in Leading edge of Left Horiz. stab. Sta. 149. Through De-icer Boot. (2) Hole in Left Horiz. stab. - Sta. #208 (3) Hole (Flak) in Left Horiz. stab. Sta. #62

42-37835

avail. M+R.

Neg. Battle Damage. Bomb. Bay Mechanism Defective. #4 oil cooler Leaking.

42-31068

Modif.

Away from station.

42-39826

Modif.

Away from station.

Herbert O. Kimmel  
Herbert O. Kimmel  
1st Lt. A.C.  
Engineering officer R.