

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

MISSION No. **5**

Date: **13 DEC. 43**

TO: **KIEL , GER.**

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

AAF Station 128
13 December 1943

SUBJECT: Group Leader's Narrative Report.

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

1. The 401st Group took off on schedule and assembled very quickly on Splasher 16. It took approximately 18 to 20 minutes to have a formation of 18 aircraft. After joining the lead group, the 401st left the splasher, staying in formation as it left the coast on time. However, after leaving the coast the Group lagged behind and stayed that way for a considerable distance. Bombs were dropped on Lead Group at Leader's signal, and group returned to base in good order.

2. Twenty one (21) aircraft took off, three of these aborting and returning to home base. Two (2) of the aircraft attacking the target dropped their bombs with some other group. One of these two dropped on an entirely different target from that scheduled for this group.

3. Friendly fighter escort was excellent, however, no enemy fighters were encountered. Flak was meager and only four aircraft received damage, all of which was very slight.

4. Visibility was poor over target; 10/10 overcast prevented observation of results of PFF bombing.

5. All aircraft returned to home base.

H. E. ROGNER
Lt. Col., Air Corps
Group Leader

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

E-C-1

13 December 1943.

SUBJECT: Operational Narrative, Mission No 5, Kiel, Germany.

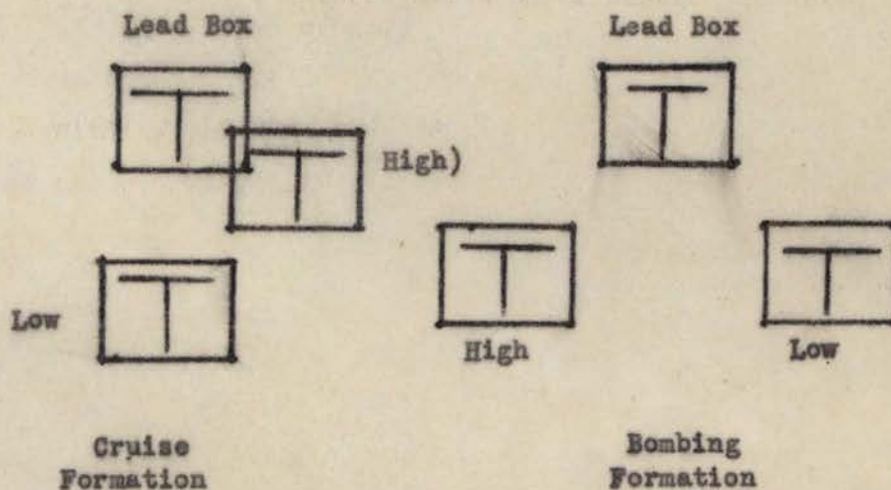
TO : Commanding Officer, 401st Bombardment Group (H), APO 634,
U S Army.

1. 21 Aircraft took off for the mission of 13 December 1943. Three ships - 42-31081 - 42-31193 - 42-37833 aborted because of mechanical failures. One ship - 42-31033 - joined another Group and bombed Bremen, Germany. 17 aircraft from this Group bombed the target at Kiel. Bombing was on PFF and hits were not observed. Group and Wing assemblies were normal. The 401st Group was high box in the Wing formation. No ships were lost and all landed at the home base. Friendly fighter support was excellent and was furnished from before the IP to return to English Coast.

2. See Attached formation sheet.

3. See Attached diagram.

4. The 401st Group was high box in the Wing formation:



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

GROUP FORMATION

Combat Flight Leader: COLONEL ROGNER 13 December 1943
 (Date)

Deputy Flight Leader: Captain MC CREE

Group Call Sign: _____ Fighter Call Sign _____

Ground Control: _____

Pertains to par 2 of narrative-
 Formation at take-off
 All Type B-17G

612 SQDN (Lead)

GOODMAN (ROGNER)
 Call A/C#

O 1091

KELLY

Call A/C#
K 1069

SELLERS

Call A/C#
L 9837

MC CREE

Call A/C#
C 1081 (Aborted)

SMITH S E

Call A/C#
J 7835

NEAG

Call A/C#
K 1087

615 SQDN (Low)

WHITE (BEERS' Crew)

Call A/C#
B 1193 (Aborted)

613 SQDN (High)

STANN

Call A/C#
B 1033 (Flew with another group)

CHAPMAN

Call A/C#

LEWIS

Call A/C#

SHOTTS

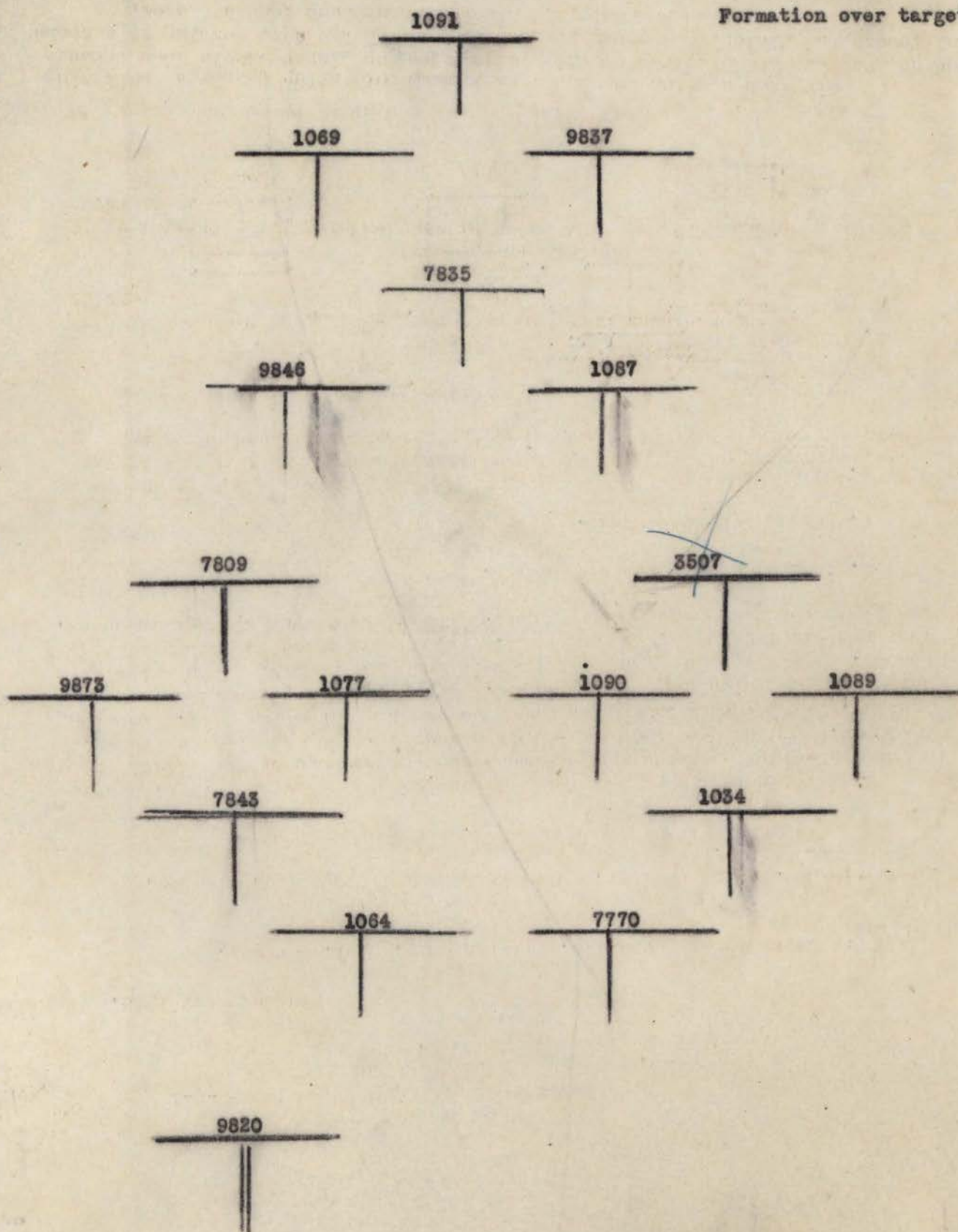
Call A/C#

FOWLER

Call A/C#

This diagram pertains to
paragraph 3 of narrative
report on Mission 5.

Formation over target



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

APO 634

SUBJECT: Lead Navigator's Narrative of Mission Flown 12 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 0815 hours.
 - b. Group formed at 0911 hours at 8,000 feet.
 - c. Formed CBW at 1001 hours at 8,000 feet.
 - d. Began climb at 1011 hours.
 - e. Reached altitude at 1150 hours.
 - f. Weather encountered over England:
 - (1) Clouds 9/10ths
 - (2) Visability 10 miles.
 - (3) Wind at altitude _____ degrees. _____ knots per hour
 - g. Means of navigation over England.
Splashers and "G"
 - h. Means of checking Metro Winds
CHN
 - i. Joined task force at 1001 hours at Louth (city, splashers, Coordinates)
Spl 04, 53 22N 00 00E
 - j. Departed English Coast at 1007 hours.
Arrived at Enemy Coast at 1204 hours

k. Fighter Rendezvous:

- (1) Going in: 1150 hours.
- (2) Coming Back: 1400 hours.

l. Wind used for bombing:

- (1) 315 degrees.
- (2) 0 knots per hour.
- (3) How Determined

Flight Plan

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

- (1) Reached IP at 1345 hours.
- (2) Mag heading over target 300 degrees.
- (3) Altitude over target 28,500 feet.
- (4) Time bombs away 1347 hours.
- (5) Method of target identification and weather over target:

Solid Undercast

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

NONE

o. Gee:

- (1) Coordinates of furthest fix 54 11N 08 38E.
- (2) Time 1125 hours.

p. Comments:

NONE

FRANK P. FRAIGLI
2nd Lt. Air Corps
Lead Navigator
SIGNATURE

VIII BOMBER COMMAND - PROPOSED OVERALL PLAN

TARGET

Primary KIEL GERMANY
 Secondary _____
 Last Resort _____

TRACK CHART
 DATE 12-13-43

Route followed by	FLIGHT PLAN
BLUE	401st BOMB GP
RED	



FLAK
 HEAVY 4
 LIGHT 4

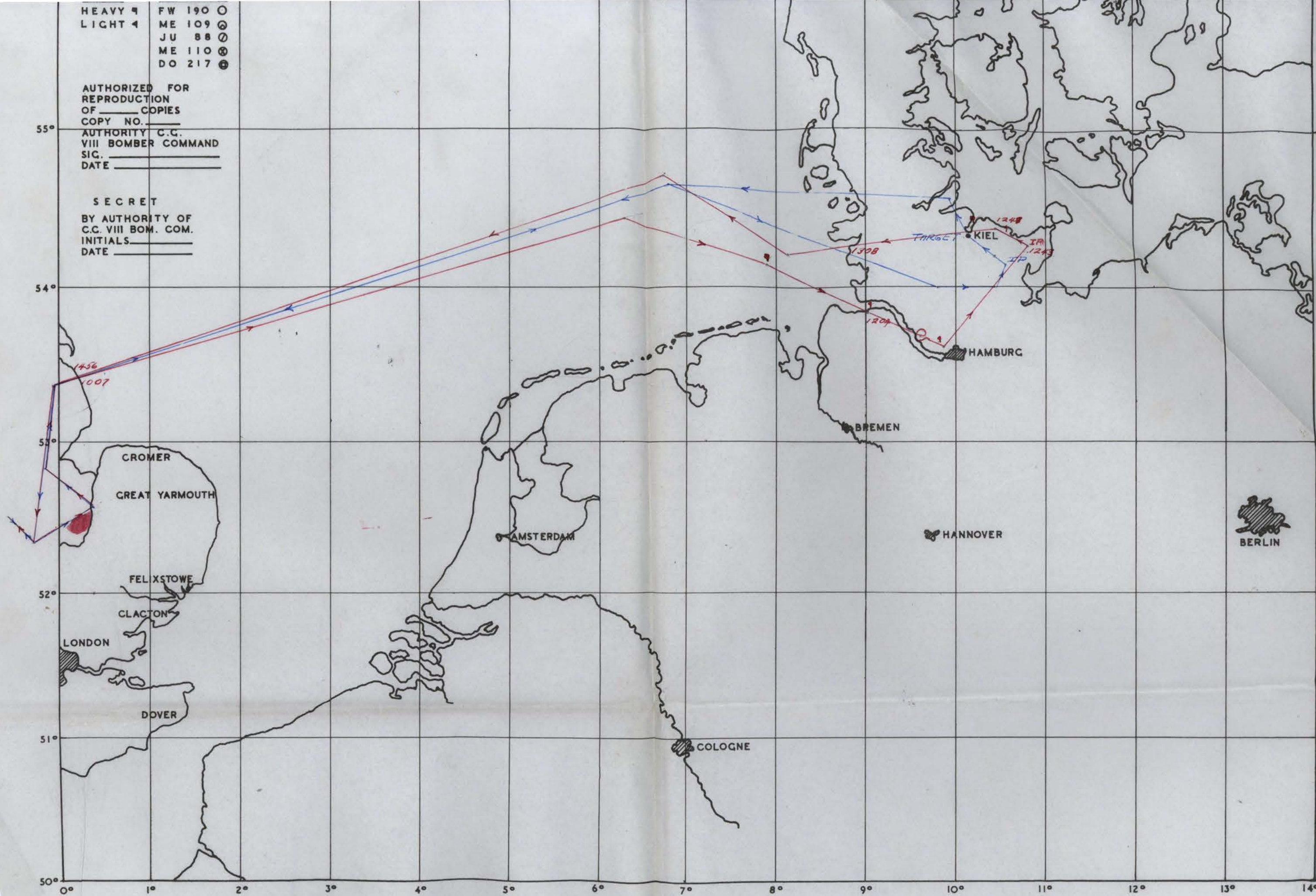
COMBATS
 FW 190 0
 ME 109 0
 JU 88 0
 ME 110 0
 DO 217 0

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FLIGHT PLAN

PILOT LT. COL. H.E. ROGNER

NAVIGATOR 2ND LT. FRANK P. FRAIOLI

DATE 13 DECEMBER 1943

STATIONS 0645	ENGINES 0730	TAXI 0800	T.O. 0815
LEAVE BASE:	0800	0815	
COAST OUT:	0953		
ENEMY COAST:	1204		
I.P.:	1230		
TARGET:	1235		
ENEMY COAST:	1300		
English Coast In	1438		

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

WATCH FAST SLOW RATE SEC'S GAINING PER HOUR LOSING

FROM TO	W/V USED	HEIGHT	IAS MPH /K	TAS (K)	COURSE	DRI-FT.	TRUE HDNC.	VAR	MAG. HDNC.	C/S	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI.		
Base	90		150	137	129	-5	125	10	135	123	18	9	0911			
Spl #16	17	7,000														
"	90		155	147	52	4	56	10	66	134	28	12	0925			
Downham Market	17	7,000														
"	90		155	147	300	4	304	10	314	161	22	8	0935			
Spalding	17	7,000														
"	90		150	147	08	8	16	10	26	148	135	14	0950	IFF OFF		1008
Louth	17	6,000														
53 22N 00 00E	100	6,000	150	174	72	5	77	9	86	145	253	01:46	1136			
54 40N 06 50E	32	25,000														
"	130	25,000	155	196	101	6	107	6	113	160	112	42	1218			
54 00N 09 50E	39															
"	130	25,000	155	196	90	8	98	6	104	163	24	9	1217			
54 00N 10 30E	39															
"	130	25,000	155	196	32	12	44	5	49	198	10	3	1230	IP		
54 08N 10 38E	39															
"	130	25,000	155	196	302	-2	300	5	305	235	21	5	1235	TARGET (After target turn right then left.		
54 19N 10 09E	39															
"	130	25,000	155	196	330	4	334	5	339	232	25	2	1244			
54 35N 10 00E	39															
"	130	25,000	160	196	273	-7	266	6	272	226	110	30	1314			
54 40N 06 50E	26	5,000														
"	100	25,000	160	174	252	-5	247	9	256	196/174	254	0124	1438	IFF ON		1418
Louth	26	5,000														
"	90		160	147	186	-7	179	10	189	148	64	26	1504			
Splasher #16	17															
"	90		160	147	309	4	313	10	323	160	18	7	1511			
Base																
One Group each P-38, P-51 from target to limit of range.																
Splashes # 4,5,6,7,8,9,16 Buncher 1040 848 entire period, Entire Period																
Gee --- Eastern Wyoming - Northern Utah Entire period Eastern Indiana - Eastern Arizona 1125 to 1330																
Base	90		150	137	22	7	29	10	39	130K	57	27	0950	Leave Base last Possible at 0920		
Louth																

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 & TEMP.	T.A.S.	D.R. C.S.	DIS. TO RUN	TIME	E.T.A.
0842					Over Splasher #16		153	8,000					
0911					Group Forming Over Spl #16		154	8,000					
0921					Leaving Spl#16								
0925					On Course	Gee 52 27N 00 00							
0934					Alter Course to Spalding								
0935						Gee 52 37N 00 15W Right of Course		F/G out Strato/cu's			Visibility 5mi.		
0945						Gee 52 52N 10 41E Alter Course to Spl #4		Stratus Tops 5,000					
0953					Four miles Left of course	Gee 52 54N 00 24W	150	8,700					
1001					Joined Combat Wing								
1011					Glimbing	Gee 53 24N 00 11E On Course		9,000					
1033					Climbing	Gee 53 46N 02 07E							
1035					2 B-17's Abort Lead Group	(On Course)							
1049			78	88	53 50N 03 08E	Five Miles right of course	150	-18			142	59	1148
1100			76	85	53 58N 04 00E	Six Miles right of course		-22					
1119					B-17 Aborting Lead								

NAVIGATOR

HEADQUARTERS
AAF STATION 128
APO 634 U. S. ARMY

13 December 1943

SUBJECT: Group Bombardier's Narrative, Mission No. 5, Kiel, Germany

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

1. Sixteen aircraft dropped six hundred sixty-one (661) 100# M-47 A-2 bombs on Kiel, two (2) aircraft dropped eighty-four (84) 100# M-47 A-2 bombs on Bremen. One ship salvaged eleven bombs, in the channel, that failed to release over target due to improper loading. Three ships (Aborted) returned one hundred twenty-six (126) bombs to the base.

2. Toggle switches on several planes failed to work, making it necessary to salvo bombs over the target. Group Armament has notified this department that all toggle switches are being rebuilt to remedy the above mentioned deficiency.

3. More airplanes returned with photographs, showing an improvement of getting pictures.

JULIUS PICKOFF
Captain, Air Corps
Group Bombing Officer

HEADQUARTERS
AAF STATION 128
APO 634 U. S. ARMY

13 December 1943

SUBJECT: Lead Bombardier's Narrative, Mission No. 5, Kiel, Germany

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

1. Reached IP at 1244, Wing Spread for PFF Bombing. Released bombs at 1248 on red flare signal from PFF aircraft. Bombs were salvoed as electrical release failed.

2. Streamers on bombs from lead ship very noticable.

THOMAS L. CAMERON
1st Lt., Air Corps
Lead Bombardier

MAG. HEAD. Order 508 Actual 300
True Heading 294
Drift, Est. 2R Actual
True Track
Actual Range
E.S. Type M-9
Time of release 1248
Length of Bombing Run PTF
Intervalometer setting Min.
C-1 Pilot Yes
A-5 Pilot
Manual PILOT

TYPE OF RELEASE⁷ Individual TRAIN Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN⁸ RET

NAVIGATION DATA:⁹

MEAN TEMP. METRO _____ ACTUAL _____

WINDS




ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
3000						
6000						
10000						
15000						
20000						
22000						
24000						
26000		308		10		-39
28000						
30000						

METHODS OF BOMBING¹⁰

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

COMPOSITE GROUPS¹¹

	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 - - -	

BOMBARDIER'S LOG

KIEL, GERMANY
Target:

SEA LEVEL
*Elevation:

0815
Take-Off:

Date: Escort:

13 December 1943

P-47

Description and Remarks:

*Pressure Altitude of Target	<u>-533</u>	Type & Size of **Bombs	<u>100# M-47 A-2</u>
*Altimeter Setting		**No. of Bombs Loaded	<u>42</u>
*Ind. Altitude	<u>26,500</u>	**Initial Point	*Ordered Actual
*True Altitude Above Target	<u>26,500</u>	xLength of Run	xTime of Run <u>1244</u>
xAir Speed (MPH)	CIAS <u>150</u> TAS <u>220</u>	*Mag. Head. Ordered	xMag. Head. Actual <u>300°</u>
*Ground Speed	*Est <u>195</u> **Actual	xTime of Release	**No. of Bombs Released <u>42</u>
Drift	*Forecast <u>2R</u> xActual	**Type of Train Release:	Salvo Individual Jett. Ret. <u>TRAIN</u>
*Actual Range		xPoint of impact (If Seen)	<u>10/10 Cover</u>
xTan. Drop. Angle	*Est. <u>PFF</u> xActual	**Airplane Type	<u>B-17G</u> No. <u>42-31091</u>
x Disc Speed	<u>116</u> x Trail <u>194</u>	**Pilot	<u>Lt. Col. H. E. Rogner</u>
**Actual Time Of Fall	<u>49</u>	**B.S. Type and No.	<u>M-9</u>
		**Navigator	<u>Lt. F. Fraioli</u>

Neight	Wind Direction		Wind Velocity		Temp Forecast	Temp Actual	Remarks:
	*Est.	xActual	*Est.	xActual	*	X	
1000							
2000							
6000							
10000							
15000							
20000							
22000							
24000							
26000		<u>308</u>		<u>10 Knots</u>		<u>-39</u>	
30000							

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

OMBARDIERS INDIVIDUAL PLOT

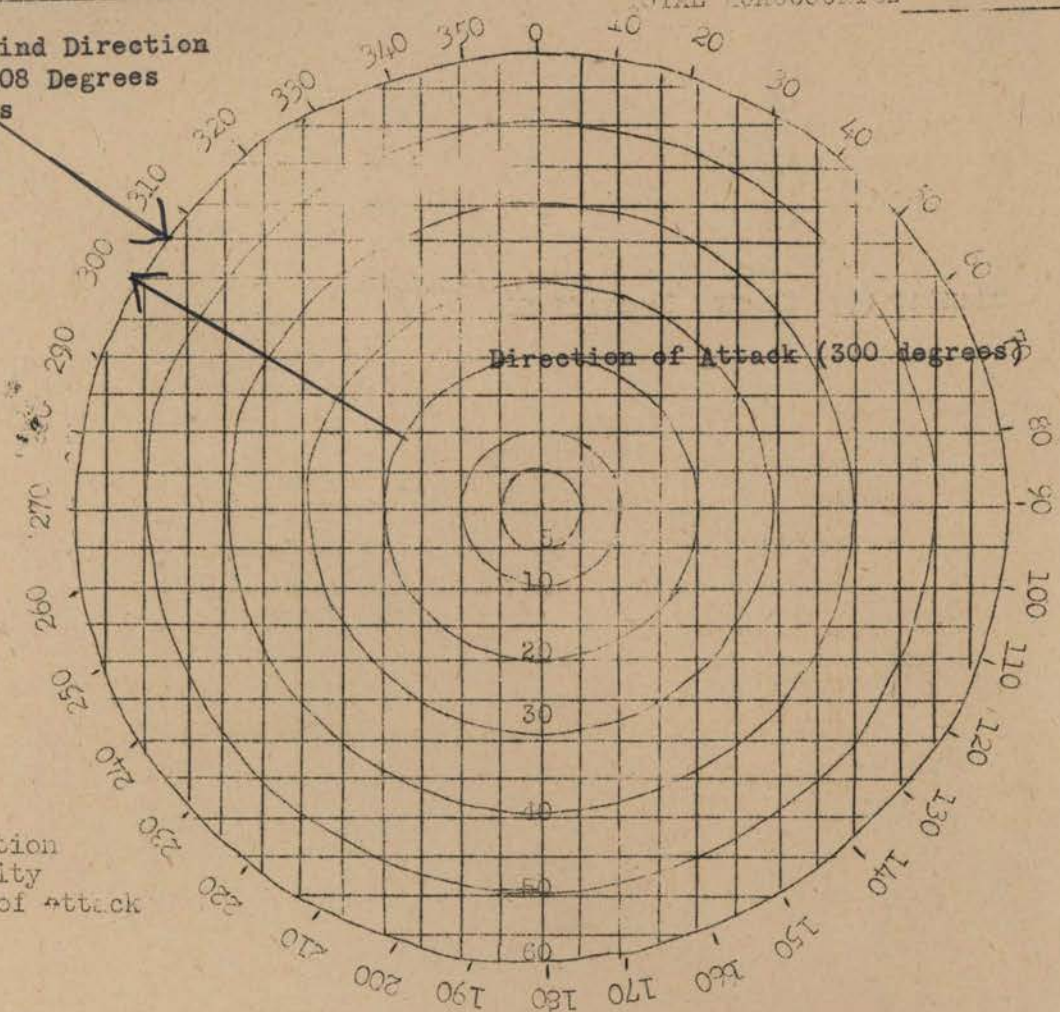
GROUP 401st
TARGET Kiel Germany
METHOD OF BOMBING PF
ALTITUDE 26,500



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

Wind Direction
308 Degrees

Velocity 10 Knots



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)

- 756 Bombs carried
- 745 Bombs at Target
- 11 Salvoed in channel, failed to release at target

STAT. OFF.

HEADQUARTERS
STATION NO. 128
APO 834

13 December 1943

SUBJECT: S-4 Combat Mission Report on Mission 13 December 1943.

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

1. Abortives.

a. 401st Bomb Group.

(1) A/C No. 42-31193 returned early because of drop in manifold pressure on No. 1 engine. ✓

(2) A/C No. 42-37833 returned before completion of mission for the reason that the Waist Gunner became ill.

(3) A/C No. 42-31081 returned early due to runaway Supercharger on No. 2 engine.

2. Other Equipment and Personnel Failures.

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

Rough Engine (4); Supercharger Lag (2); Runaway Prop (1); Generator Out (1); Runaway Supercharger (1)

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

None reported

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

Heated Gloves Out (2); Rheostat 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>
4	0	4	4

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

HEADQUARTERS
FOUR HUNDRED FIRST BOMBARDMENT GROUP (H)
Office of the Armament Officer

APO 634,
13 December 1943

SUBJECT: Armament Narrative, Mission No. 5, 13 December 1943.

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

1. A negative armament malfunction report is submitted for the mission of 13 December 1943.

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 13 December 1943

Group 401st Bomb Group

Type Aircraft B-17G

I - Aircraft: Departed 21
 Returned early 3
 Attacking target at 18
 Lost _____

Size Quantity Fusing

II - Bombs: Initial Load (total) 100# Incend. 882 M126

Expended (on target) Same 745 Same
 (jettisoned) Same 11 Same

Returned Same 126 Same

Unaccounted for _____

III - Flares: Landing, bombing & photoflash carried _____

Expended (type & amt) _____

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

<u>Position</u>	<u>Cal.</u>	<u>No. of Guns</u>	<u>Ammunition Expended</u>	
			<u>Cal..30</u>	<u>Cal..50</u>
<u>Chin Turret</u>	<u>.50</u>	<u>40</u>		<u>1125</u>
<u>Left Nose</u>	<u>"</u>	<u>9</u>		<u>175</u>
<u>Right Nose</u>	<u>"</u>	<u>18</u>		<u>350</u>
<u>Upper Turret</u>	<u>"</u>	<u>40</u>		<u>1030</u>
<u>Lower Turret</u>	<u>"</u>	<u>40</u>		<u>1075</u>
<u>Radio Gun</u>	<u>"</u>	<u>20</u>		<u>535</u>
<u>Left Waist</u>	<u>"</u>	<u>20</u>		<u>740</u>
<u>Right Waist</u>	<u>"</u>	<u>20</u>		<u>695</u>
<u>Tail Guns</u>	<u>"</u>	<u>40</u>		<u>1095</u>
<u>Totals</u>		<u>247</u>		<u>6820</u>

S E C R E T

(over)

SECRET

Total A/C Reported by gun position:

Cal..30 _____ rds.

Cal..50 6820 rds.

Total expended from abortive A/C:

Cal..30 _____ rds.

Cal..50 _____ rds.

Expended A/C lost or missing:

Cal..30 _____ rds.

Cal..50 _____ rds.

Group totals:

Cal..30 _____ rds.

Cal..50 6820 rds.

V - Remarks:

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

Remarks

(Signed)

David C. Capt
Sta. Ord. Off. or Ass't.

SECRET

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

(J-A-2)

13 DECEMBER 1943

SUBJECT: COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 5.

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

1. A. USE OF VHF SET.

CHANNELS "A", "B", & "D" AVAILABLE. CHANNEL "A" USED FOR ROUTINE BOMBER-TO-BOMBER COMMUNICATION TO SPLASHER #16. CHANNEL "B" USED FOR ROUTINE BOMBER-TO-BOMBER COMMUNICATION FROM SPLASHER #16.

B. USE OF COMMAND SET.

ROUTINE AIR-TO-GROUND COMMUNICATION WITH "SILVESTER" ON 6440 KCS.

C. VHF/DF FIXES.

NONE OBTAINED.

D. QDM'S.

~~SHIP 833~~ SHIP 833 OBTAINED FOUR QDM'S FROM
 HFIOF MOLESWORTH

E. NAVIGATIONAL AIDS USED.

NAVIGATORS REPORTED USE OF RADIO COMPASS AS INDICATED:

PLANE	SPLASHER USED	MULTI-GROUP USED	BUNCHER USED
837		A, B, C	DEENETHORPE
034	4, 16		
087	4, 5, 6, 16		
033	4, 16		DEENETHORPE
090	4, 6, 16		DEENETHORPE
820	4, 5, 6, 16		
770	4, 5, 16		DEENETHORPE
843	4, 5, 6, 16		
077	4, 5, 16	A, B	DEENETHORPE
091	4, 16		DEENETHORPE
809	4, 6, 16	B, C	DEENETHORPE
873	4, 6, 16		

F. FUNCTIONING OF "GEE" EQUIPMENT:

069 & 091 WERE EQUIPPED WITH "GEE". SHIP 069 REPORTED MAXIMUM RANGE OF 5413N 0526E OBTAINED.

COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 5, 13 DEC 43.

G. FUNCTIONING OF SBA & JAY BEAMS.

NOT USED.

H. USE OF MF/DF SECTION.

. TWO FIXES FROM SECTION "4" - 1 EA. SHIPS 873, 193

I. BREACHES OF RADIO DISCIPLINE.

NONE.

J. COMMUNICATION EQUIPMENT FAILURES.

<u>PLANE</u>	<u>REPORTED FAILURE.</u>
091	VHF OUT
089	RADIO COMPASS BAD
069	RADIO JACK BOX IMP UNIT LOOSE

K. ABORTIVES DUE TO COMMUNICATIONS.

NONE.

L. INFORMATION ON MEACONING.

091 REPORTED MEACONING ON SPLASHER #4.
077 REPORTED MEACONING ON SPLASHER #5.
770 REPORTED MEACONING ON SPLASHER #5.

M. OTHER COMMUNICATIONS DIFFICULTIES.

NONE.

N. REMARKS.

NAVIGATIONAL AIDS VERY USEFUL. OPERATION OF DEENETHORPE
BUNCHER VERY SATISFACTORY. RADIO DEFICIENCIES BEING
INVESTIGATED & CORRECTED.

Harold M. Kennard Jr. by JHB
HAROLD M. KENNARD, JR.
1ST LT, AIR CORPS,
COMMUNICATIONS OFFICER.

1 INCL:

INCL #1 - LEAD SHIP RADIO OPERATOR'S LOG.

JAMES J. GRAHAM
 (RADIO OPERATOR'S NAME)

12-13-43
 (DATE)

SHIP NO 091
 NO. OF QDM'S _____
 NO. OF FIXES _____
 NO. OF SOS'S _____

NOTE: THE ABOVE IS TO BE FILLED AFTER LANDING

1ST DIV. COLLECTIVE CALL SIGN: SWVC M/F D/F SECTION: G(CQ9)

C.W. COLLECTIVE CALL SIGN: XNCC SHIP CALL SIGN: JCZ-0

TIME: 0817 WATCH OPENED: NAME: JAMES J. GRAHAM

COMPASS: X COMMAND: X LIAISON: X

INTERPHONE: X VHF: X IFF: X

TIME	TO	FROM	REMARKS
0755			ENGINES
0800			EQUIPMENT ON-O.K.
0800			TAXI-IFF ON
0815			TAKE OFF- DETONATOR PLUG IN
0817			ON WATCH
0830	VE 7MT 7MT 7MT-3	VVVVVV-X445-0834-AR	CHECKED IFF- O.K.
0840	7MT	PPP	-X623-K
0843	PPP	7MT	R-X639-K
	7MT	PPP	-R-AR (RAR)
0900	VE 7MT 7MT 7MT--8	VVVVVV-X445-0904A-AR	CHECKED IFF-O.K.
0915	VE 7MT 7MT 7MT--5	VVVVVV-X445-0934A-AR	CHECKED IFF-O.K.
0930	VE 7MT 7MT 7MT--9	VVVVVV-X445-1004A-AR	CHECKED IFF-O.K.
0945			LEAVING COAST-IFF TURNED OFF-PILOT ON
1000			VHF- ON WATCH
1008	WUWP	7MT	R-R-K
	7MT	WUWP	R-NR 1-OP-Y-GR 7 AAA ETA POINT A ZERO PLUS 94 MINUTES.
			BT IMI--NR 1-OP-Y-GR 7 AAA ETA POINT A ZERO PLUS 91 MINUTES BT 1030 A-K
	WUWP	7MT	X575-IMI K
	7MT	WUWP	NR 1-OP-Y-GR 7 AAA ETA POINT A ZERO PLUS 91 MINUTES BT 1030 AK
	WUWP	7MT	IMI AA POINT IMI AA POINT K
	7MT	WUWP	R-POINT A ZERO PLUS 91 MINUTES BT 1030 AK
	WUWP	7MT	R-R-NR1-INT 3 INT3K
	7MT	WUWP	R-781-IMI 781-K
	WUWP	7MT	R-C-K
	7MT	WUWP	R--INT4K
	WUWP	7MT	R-542 IMI 542 K
	7MT	WUWP	R-C-AR (AR)
1045			LIAISON TRANSMITTER WONT TUNE

OPERATOR'S LOG CONTD PAGE 2

TIME	TO	FROM	REMARKS
1100	7MT	7MT	7MT-2-VVVVVV-X445-1104A-AR
1100	AA	7MT	IMI-K
	7MT	TOFG	X259-K-
	TOFG	7MT	R-K
	7MT	TOFG	-NR 1-Y-GR 5- AA ETA POINT A ZERO PLUS 1
	TOFG	7MT	IMI AA ZERO IMI IMI AA ZERO-K
	7MT	TOFG	NR 1-Y-GR 5 AA ETA POINT A ZERO MINUTES
			AA 1100A K
	TOFG	7MT	INT MINUTES- K
	7MT	TOFG	AS
	7MT	TOFG	ZERO MINUTES-K
	TOFG	7MT	R-R- NR 1 INT 6-IMI INT 6-K
	7MT	TOFG	R-955-K
	TOFG	7MT	R-R-C-K
	7MT	TOFG	INT 4-K
	TOFG	7MT	R--912-IMI 912-K
	7MT	TOFG	R-C-AR (AR)
1130	7MT	JCZO	X259 K
	AA	7MT	IMI-K
	7MT	JCZO	Z259 K
	JCZO	7MT	K
	7MT	JCZO	R-NR 1-O-Y-GR 7-AAA ETA POINT A ZERO
			PLUS 152 MINUTES AAA 1130A K
	JCZO	7MT	R-INT 1-K
	7MT	JCZO	R-006-K
	JCZO	7MT	R-C-K
	7MT	JCZO	R-INT 3- IMI INT 3-K
	JCZO	7MT	R-421 IMI 421-K
	7MT	JCZO	R-C-AR-(AR)
1200	V7MT	7MT	7MT-6-VVV-X445-1204A-AR
1209	7MT	TOFG	X259-K
TOFG	TOFG	7MT	R-K
	7MT	TOFG	NR 2-Y-GR 5- BT-TRRIS CHYB A WI-
			INTERFERED
	TOFG	7MT	X575 X575-IMI NR 1 NR 1-K
	7MT	TOFG	NR 2-Y- GR 5-BT TLLI CHYB CAIA WRRO
			BW BT IMI BT TLLI CHYB CAIA WRRO BW
			BT 1200A K
	TOFG	7MT	R-R-ASASAS (R)
	TOFG	7MT	R-R-NR 2 RNR2-K
	7MT	TOFG	R-AR-(AR)
1215	7MT	TOFG	IMI-K
	TOFG	7MT	R-R NR 2 IMI AN
1218	7MT	TOFJ	X259-K
	TOFJ	7MT	R-R-K
	TOFJ	7MT	K-K-K
	TOFJ	7MT	KKKK
	TOFJ	7MT	X625 IMI X625K
1224	7MT	WUWP	X259-K
	WUWP	7MT	R-R-K

OPERATOR'S LOG CONTD

PAGE 3

TIME	TO	FROM	REMARKS
	7MT	WUWP	R-NR 2-OP-Y-GR 3 BT BWTL BATL LZ BT IMI BT BWTL BATL LZ BT 1210A-K
	WUWP	7MT	R-ASASAS (R)
	WUWP	7MT	R-RNR2 K
	7MT	WUWP	R-AR
1227	TOFJ	7MT	X625-X625-K
1230	7MT	7MT	5-VVVVVV-X445-1234A-AR
1245	TOFJ	7MT	R-K
	TOFJ	7MT	X625 X625 K
	7MT	TOFJ	X259 K
1248		7MT	X575 X575 IMI K
	7MT	TOFL	X259 K
	7MT	TOFA	X259 K
	TOFJ	7MT	X575 IMI K K
	7MT	TOFM	X- INTERFERENCE
1255	7MT	TOFM	--
	TOFM	7MT	R-R-X291-2 X291-2-K
	7MT	TOFM	X259 X259 KK
	TOFM	7MT	RRK
XXX	7MT	TOFM	NR 1-GR 1-BT IPMM BT 1243A NR 1 GR 1 BT IPMM BT 1243-K-K
	TOFM	7MT	ASASAS
	7MT	TOFM	R
	TOFM	7MT	IMI AA BT IMI AA BT K
	TOFM	7MT	IMI IMI AA BT IMI AA BT KK
	7MT	TOFM	R- BT IPMM BT IMI BT IPMM 1243 IMI 1243 KK
	TOFM	7MT	R-R-R-NR 1- GR 1 BT BWEL BWTL BT 1243 K-(AS)
	7MT	TOFM	IMI AA BT AA BT K
	TOFM	7MT	X575 X575- IMI IMI K
	7MT	TOFM	IMI IMI K
	TOFM	7MT	R-R-7 OP NR 1 GR 1 BT BWTL BT 1243 K (AS)
	7MT	TOFM	R- NR 1
	TOFM	7MT	(INTERFERENCE)
1315	TOFJ	7MT	R-R-K-K-
	7MT	TOFJ	NR 1- Y BT XW RO BT IMI
			NR 1- Y GR 3- BT BWTL L RO 12 AK
1317	TOFJ	7MT	R-R-NR 1 IMI NR 1 K
	7MT	TOFJ	R R NR 1- 969 IMI 969 K-
	TOFJ	7MT	R-R C C- R NR 1 K
	7MT	TOFJ	RR- AR
1322	7MT		Y- NR 1 GR 6 BT
	TOFA	7MT	IMI IMI AA BT K
	7MT	TOFA	IMI AA BT- Y- NR 1 GR 6 - BT IM O ANCQ XQ IM QHK QHXQ VRTL LITD CTWJ BT 1304 K
	TOFA	7MT	R- R AS (R)
1327	7MT	WUWP	X198- UL UL K
	WUWP	7MT	R-R- AS (R)
1329	TOFA	7MT	R-R NR 1 K
	7MT	TOFA	R- AR
1330	WUWP	7MT	R- IMI AA X198 K
	7MT	WUWP	-R-NR 2- Y- GR 1 BT UL-K
	WUWP	7MT	R-R- AS AS

OPERATOR'S LOG CONTD

PAGE 4

TIME	TO	FROM	REMARKS
	WUWP	7MT	R- NR 2- R NR 2- AS (ASR)
	WUWP	7MT	X259 X259 IMI X259 K AS
	7MT	WUWP	RR AS
1336	WUWP	7MT	X259 X259 K
	7MT	WUWP	R R K
WUWP	7MT	R NR 1- Y-GR 4	BT BGOV ZKCC YKNS XCQU BT 1335
	7MT	WUWP	R- NR 1- R- AS
	7MT	URBA	INTERFERENCE
	URBA	7MT	IMI IMI K
	7MT	URBA	Y HAVE TO (INTERFERENCE)
	URBA	7MT	R-R- INT 3 IMI INT 3 K (AS)
	7MT	URBA	R POVITGN SOONK
	URBA	7MT	R-R-AR
	7MT	URBA	NOW- K
1350	URBA	7MT	(AS)
	URBA	7MT	X259 X259 K
	7MT	URBA	R K
	URBA	7MT	R NR 1 - Y- GR 2 BT IZQT DI BT 1355
			IMI NR 1-Y- GR 2 BT IZQE DI BT 1355A-K
	7MT	URBA	R-R- AS (R)
	7MT	URBA	R- X259 K
	URBA	7MT	R- AS AS (R)
	7MT	URBA	R-D YES YES YES K
	URBA	7MT	X575 X575 IMI K (AS)
	URBA	7MT	X575 IMI K
	URBA	7MT	IMI IMI K
1400	URBA	7MT	IMI IMI K
	7MT	URBA	AT 1215A CHERVON 040 COURSE ALTITUDE AT
			1415 CH----- (AS)
	URBA	7MT	IMI IMI AA COURSE IMI IMI K
	7MT	URBA	- T COURSE 265 IMI COURSE 265 COURSE 265 K
	URBA	7MT	---R R--INT AT 1405A CHENGHAAONO ØEK URSE K
	7MT	URBA	R C K
	URBA	7MT	R R R AS AS X259 X259 AS
	7MT	URBA	--WLL DLONGC TDENG-----
	URBA	7MT	R R X259 K
	7MT	URBA	R K
		7 M T	R NR1 Y GR6 AAA FOLLOW DISTRESS PROCEDURE
			ON M/F D/F SECTION AAA 1419A K
1415	7MT	URBA	X259 K
	URBA	7MT	R K
	7MT	URBA	R NR (INTERFERENCE)
	URBA	7MT	R INT NEW COURSE T1430A 531Ø E Ø3 COURSE
			ALLT 1ØØØ INT K
	7MT	URBA	R IMI NEW COURSE 1430A 531ØN Ø3E COURSE
			25Ø ALT 1ØØØ INT K
	7MT	URBA	R K
	URBA	7MT	R R AS AS
1425	URBA	7MT	R R K K
	7MT	URBA	R K
	URBA	7MT	R R AR
1426	7MT	KOKB	X259 K
1427	SWVC	7MT	NR1 F GR4 BT BGLZ NSRO PHTD XCQU BT 1400A
			WEATHER REPORT - FAIR - VIS 1 TO 3 MILES

OPERATOR'S LOG CONTD

PAGE 5

TIME	TO	FROM	REMARKS
1432	KOKB	7MT	R K
	7MT	KOKB	R NR1 OP GR5 BT BWYJ WRQH YBXQ WRIG BT
xxxx			1348A TMT
1435	KOKB	7MT	X575 X575 TMT TMT K K
	7MT	KOKB	R NR1 OP GR5 BT BWKJ WRQH YBXQ WRIG BT
			1240A K
	KOKB	7MT	R X625 X625 K
	KOKB	KOKB	KOKB KOKB KOKB
	KOKB	7MT	X625 X625 K
	7MT	KOKB	R R KOKB KOKB KOKB
	KOKB	7MT	R TMT NR1 AA BT K
	7MT	KOKB	R R BT BWKJ WRQH YBXQ WRIG BT 1248A K
	KOKB	7MT	X291 TMT X291 1 1 K TMT AA BT K (AS)
1445	7MT	KOKB	R R BT BWKJ WRQH YBXQ WRIG BT 1248A K K
	KOKB	7MT	R R R NR 1 K
	7MT	KOKB	R R AR
1449			IFF ON
			OFF WATCH ON 7MT ON MF/DF
1450	CQ9X	JCZO	K
	JCZO	CQ9	TMT K
	CQ9	JCZO	18-----0-----
	JCZO	CQ9	R AR (AR)
1455			ON WATCH 7MT
1455			DETONATOR PLUG OUT
1500			CHECKED IFF - OK
	VE SWVC	7MT	X259 X259 X259
	VE SWVC	7MT	NR1 FF GR4 BT BGLZ NSRO PHTD XCQU BT
			1400A TMT AR
1515			CHECKED IFF - OK
1518	7MT	RUHT	X623 X623 K
	RUHT	7MT	R R INT 1 TMT INT 1 K
	7MT	RUHT	XXXX R 355 TMT 355 K
	RUHT	7MT	R R C C X639 X639 X291 X212 X259 X259 TMT
			X639 X291 3 X212 X259 K
	7MT	RUHT	R X259 K
	RUHT	7MT	R R AR
1525	7MT	RUHT	X279 K
	RUHT	7MT	R R X271 5 K
	7MTX	RUHT	R AR
1530			OVER FIELD
1535			LANDED
1535			IFF OFF
1540			EQUIPMENT CHECK
1540			OFF WATCH

/S/ S/SGT JAMES J. GRAHAM

NO HOT NEWS SUMMARY

NO COMBAT CLAIMS

NO CREW TACTICAL SUGGESTIONS

NO UNUSUAL ENEMY TACTICS AGAINST OUR A/C

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

D-B-4

13 December 1943.

SUBJECT: Strike Attack Photographs.

TO : C.O., 92nd Combat Wing, APO 634, US ARMY. (Attention A-2).

1. Photos were taken by three (3) K-21 and three (3) K-24 cameras during bombing run on mission to KIEL, 13 December 1943.
2. Due to 10/10 undercast, results of bombing are undetermined.

HAMILTON COIT,
Capt. Air Corps,
Photo Intelligence O

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

13 December 1943.

SUBJECT: Narrative Report of Kiel Operation.

TO : COMMANDING OFFICER, 401st Bombardment Group (H), Station 128.

1. 21 A/C were dispatched and attack the submarine building yards at Kiel, Germany, with the port of Flensburg, Denmark and the airport of Hurum as secondary and last resort targets, respectively. It is assumed that the primary target was hit, as, 17 of our A/C bombed on a path finder. Results were unobserved as there was a 10/10 undercast.

2. 3 A/C returned early, A/C #081, #2 engine went out. A/C #193, #1 supercharger went out. A/C #833, R.W.G. ill. All brought bombs back.

3. A/C #033 missed group at assembly point, locked on to another formation and bombed on Bremen.

4. Only 2 FW-190's attacked formation and did not press in.

5. None of our A/C was lost, no personnel was hurt or is missing.

6. A/A fire meager from landfall into target. Became moderate over target area.

7. 4 A/C suffered Category "A" flak damage.

8. Fighter support and cover, of P-38's and P-51's was reported very good.

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

INTERROGATION FORM

1. 401st 612th 1091 0 12/12/43
 GROUP SQUADRON A/C NO. LETTER DATE
 POSITION BRIEFED Lead Ship POSITION OVER TARGET #1 Ship High - Left
 T/O TIME 0814 TIME LANDED _____
 PILOT 1st Lt. James F. Goodman TOP TURRET T/Sgt. Anthony V. Spacek
 CO-PILOT Lt. Col. Harrie E. Rogner BALL TURRET T/Sgt. John C. Farmer
 NAVIG. 2nd Lt. Frank P. Fraioli R. WAIST Sgt. Burton A. Markle
 BOMB. 1st Lt. Thomas L. Cameron L. WAIST Sgt. Pete D. Henderson
 RADIO S/Sgt. James J. Graham TAIL GUN 2nd Lt. Robert J. Ramsey
2. ROUTE: AS BRIEFED (YES NO ?) English Coast Enemy Coast
Time 1011 out 1456 in ? 1150
Place Louth Louth ? ?
Alt. 8000 7400 26500 25200
* ROUTE: Just after landfall on enemy
3. BOMBING:
 TIME OVER TARGET 1248 BOMBING ALTITUDE 26,500
 TARGET: PRIMARY X SECONDARY _____ LAST RESORT _____ ELSEWHERE _____
 NO. OF BOMBS DROPPED All X JETTISONED _____ X
 BROUGHT BACK _____ X (BOMBS: Bombs dropped at approx.
 spot where red flare was
 RESULTS: GOOD _____ FAIR _____ POOR _____ NIL _____ UNOBSERVED X
fired.
4. FIGHTER SUPPORT: LOCATION Near IP and almost back to coast.
 TIME _____ ALT. _____ EFFECTIVENESS Good
5. CREW OBSERVATIONS Col. Rogner saw Zider Zee on way back, off left wing
6. CASUALTIES (NAME, POSITION, INJURY, CAUSE) Nil
7. WEATHER 10/10ths undercast - 10 miles visibility
8. SPECIAL QUESTIONS FOR A/C RETURNED EARLY:
 TIME OF TURN BACK _____ ALTITUDE _____
 LOCATION _____
 COURSE OF TURN-BACK _____
REASON * coast at 1212 hrs. they made 360° turn from 120° mag. Uncertain of route
after this coming back was about 20 miles south of route briefed.

13/12/43

DATE

Tail gunners left gun fired 1 or 2 rounds and had to be

9. MALFUNCTIONS:

a. ~~Overcharged~~ ~~ammo in tail~~ was loaded backwards. Right chin gun hydro leaked, would not go to battery position. Ball turret: Bolt on right solenoid was gone. Ammo chute on nose gun broke. Creepage in right ball turret. No walk arounds were filled up.

B. BOMB-SIGHT MALFUNCTIONS:

c. C-1 PILOT MALFUNCTIONS:

10. a. PERSONAL EQUIPMENT DEFICIENCIES: Tail gunner: Electric shoes and gloves out. (Lt. Ramsey)

Nil

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

11. CREW SUGGESTIONS AND COMMENTS: (NAME OF MAN) A/C 1091. T/Sgt. J. O. Farmer, had to clean all guns and receivers before leaving.

TIME

INTERROGATOR

Lt. D. J. Sutherland

13/12/43

12.

FLAK REPORT

DATE

A/C NO 1091

ACTUAL ALTITUDE

26,500

POSITION

#1 ship high on left.

(1) LOCATION Near PT TIME 1240 INT MOD MEG X COLOR B W R

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

(2) LOCATION Landfall TIME 1150 INT MOD MEG X COLOR B W R

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

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

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

COMMENTS: Intermittant flak all the way over enemy territory - radar controlled - meager - spotty. Think accuracy was accurate for low group.

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

13 December 1943.

SUBJECT: Comments of Crew Members Participating in Kiel Operation, this date.

TO : Commanding Officer, 401st Bombardment Group (H), APO 634.
THRU : Air Executive and Operations Officer, Station 128.

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

- a. A/C 9873, Lt. Kaminski, "Flight plan wasn't followed when we came within the target area." Sgt. Cantin "Front glass in ball turret slightly cracked. Was not reported. Cold caused further cracking. Frosted up. Couldn't use turret."
- b. A/C 9846, Lt. Shotts "Lead ship made too many turns, over, back, and in target area."
- c. A/C 7809, Lt. Wallis prefers his chair be pushed back, his legs became cramped from kneeling for 5½ hours.
- d. A/C 9837, Lt. Rementaria suggested not to make 360° turn before target because the movement attracts fighters.
- e. A/C 1090, Crew wants to be in the lead group. Said they feel 401st better than 351st group.
- f. A/C 1089, Lt. Lawry, questioned 360° turn before I.P. Sgt. Knutson says A.R.C. scarfs scratch neck. Suggests issue of soft wool or silk scarfs.
- g. A/C 1009, Lts. Van Dyke and Troy report heavy flying boots stolen. Lt. Kelly reports "Crews are drawing more than 8 flak suits and using them to stand on or as armor plating in waist windows. Sgt. Peacock said "Ammunition wet and damp this morning." Lt. Kelly said "There were no small walk-around bottles in the plane. When Engineer ~~44~~ transferred gasoline he was forced to hold his breath, run back to change valves and run up again.

- h. A/C 7843, Lt. Dempsey suggest crews be briefed as to whether they will bomb on PFF. Lts. Dempsey and Mitchell said P-51's didn't identify themselves to formation as easily as P-47's did.
- i. A/C 1087, Lt. Neag suggests not waking crews so early, 1 hour usually wasted.
- j. A/C 7770, Captain Peck said was a disheartening Mission. Sgt. Tullie suggest sewing tab on flak suit to fasten oxygen hose.
- k. A/C 1064, Lt Dawes states Ball turret gunner needs some armor protection against flak. Also raid formation was poor and doubts if it went over target.
- l. A/C 1037, Lt Fowler said lead plane made turns too steep; also made 360° turn through a flak area. Lt. Priest complained of lead navigator taking off on course over mainland instead of heading over North Sea.
- m. A/C 1034, Lt. Brown wants vest in nose. Sgt. Memiel, tail-gunner, complains of cold with tail open.
- n. A/C 091, all guns had to be cleaned before leaving. All ammo not loaded. Only one small walk around bottle in ball turret. No walk around bottles were filled before take-off. No armors around unless called.
- o. A/C 1033, Lt. Duce reports lead ship ran out of flares. Sgt. Willman states regular flak suit catches him under chin in tail turret.
- p. A/C 7835, Lt. Chmura stated formation poor. Lts. Chmura and Smith both stated after bombs away, lead ship took off too fast. They were pulling 42' with 2300 RPM's - overheated engines.
- q. A/C 7833, Lt. Waslsh inquired why they couldn't bomb any target identified as German.

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

TO: C.G. 1ST BOMB DIV. AND 92ND COMBAT WING
FROM: C.O. 401ST BOMB GP. (H)

TELETYPE A

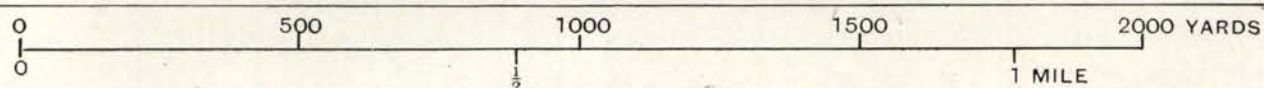
- S-1. 401ST BOMB GROUP FLEW HIGH POSITION IN 92ND COMBAT WING WHICH WAS FIRST IN 1ST AIR DIVISION, OF FORCE B. FIGHTER SUPPORT VERY GOOD. P-38'S PICKED UP FORMATION APPROXIMATELY $54^{\circ} 25' N - 08^{\circ} 00' E$ AT ABOUT 1226. P-51'S PICKED UP FORMATION ABOUT 5 MIN. BEFORE TARGET; BOTH CARRIED FORMATION BACK TO MID-CHANNEL. ONE ME-109 SEEN BELOW, TIME AND LOCATION UNKNOWN. TWO FW-190'S CAME IN AT 5 O'CLOCK LEVEL AND TURNED OUT AT 8 O'CLOCK AT 1250, E/A DIDN'T FIRE.
- S-2. FLAK ENCOUNTERED AT INTERVALS FROM ENEMY LANDFALL ALL THE WAY IN AND OUT. IT WAS MEAGER. BLACK BURSTS, THRU 10/10 UNDERCAST, SEEMINGLY FOLLOWING FIRE. BECAME MODERATE OVER TARGET AREA. DEFLECTION FAIR, ALTITUDE FAIR.
- S-3. NO A/C LOST. ALL RETURNED THIS BASE.
- S-4. NIL. REPORT ONE B-17 FROM LOW GROUP OBSERVED HIT BY FLAK AND GOING DOWN THRU UNDERCAST AT 1317; AT 1305, TWO B-17'S OBSERVED LOSING ALTITUDE, WENT THRU CLOUDS.
- S-5. FOUR A/C, CATEGORY "A".
- S-6. SEVERAL CREWS REPORTED TRAILS OF WHITE SMOKE ARCHING UP THRU UNDERCAST. BURSTS IN GROUPS OF RED FLASHES, SOME GREEN, SOME MIXED. ALL CREWS SEEMED TO THINK THESE WERE GROUND ROCKETS. CAME UP VERY SLOWLY. ONE CREW REPORTED SEEING APPARENTLY LARGE HILL OR MOUNTAIN RIGHT AFTER LEAVING TARGET. SMOKE REPORTED AT 1210. HEADING 120 T.
- S-7. BOMBED ON LEAD SHIP; RESULTS UNOBSERVED BECAUSE OF 10/10 UNDERCAST.
- S-8. COVER VERY GOOD, ABOVE AND BELOW. COMPLAINED SOME P-51'S HAD TAILS PAINTED RED, WHITE AND YELLOW WHICH DISTORTED SHAPE FOR IDENTIFICATION. SOME P-51'S CAME IN CLOSE, CREWS ALMOST OPENED FIRE.
- S-9. 21 A/C DISPATCHED AT 0832. CROSSED ENGLISH COAST AT LOUTH AT 1011 HRS. CROSSED ENEMY COAST UNKNOWN AT 1150 HRS. COURSE GENERALLY AS BRIEFED EXCEPT BEFORE ~~XXXXXXXXXXXXXXXXXXXX~~ TARGET. CHANGED LEADS ON 360° TURN. MISSED I.P. CAME IN ON TARGET 280° T., OVER TARGET 1248 HRS. 401ST HIGH BOX 92ND COMBAT WING. LANDED THIS BASE 1545 HRS. 3 SHIPS RETURNED EARLY. A/C #081, #2 ENGINE OUT, A/C #193, #1 SUPERCHARGER OUT, A/C #833, R.W.G. ILL. ALL BOMBS BROUGHT BACK. 1 A/C #033 BOMBED BREMEN WITH OTHER FORMATION.

Target No.
3 (a) 4

FRIED. KRUPP GERMANIA
WERFT A.G.

KIEL
(GERMANY)

Illustration No.
3 (a) 4/10



(1 : 12,500)

approx.

Photographed 15 September 1941

Issued December 1942



1.3c (1)

Target No.

3 (a) 4

FRIED. KRUPP GERMANIA
WERFT A.G.

KIEL
(GERMANY)

Illustration No.

3 (a) 4/10

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

(1: 12,500)

approx.

Photographed 15 September 1941

Issued December 1942



I.3c (1)

401st GROUP

Date 13 December 43

FLAK REPORT

TARGET KYRL

1. Route followed: Left English Coast at 1011 hours 8000 ft. At enemy landfall the time, place and altitude is unknown. Shortly after arriving over continent made a 360° Mag. course and Navig. were uncertain of route. Left enemy coast on way out 1150 hours 25200 ft. believed about 20 miles south of course briefed.
2. Visibility at Target. (Any condensation trails?)

10/10 undercast over continent. Visibility 10 miles. No condensation trails.

3. No. of A/C over Target:

17

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:-

~~XXXXXX~~

Over

- 4.a. What evasive action was taken?

~~Avoided areas where flak bursts were seen.~~

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

300° Magnetic

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

one minute

7. Turn after bombing.

No turn

8. Position of group in relation to other Groups:

~~High box flying to left of lead 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 flak was encountered at interval over enemy territory becoming moderate in target area. Deflection was fair, altitude poor, bursts black, seemed to be radar controlled following.

10. Any other Comments, Phenomena, etc. - Nine crews reported seeing rockets shot from the ground, climbing in slow zig-zag course to about 26000 ft. Left brown or black smoke trails, burst into 12 to 20 parts of green, yellow and red. Rockets were shot up in pairs, parallel in course. Four pairs observed.

PLACE: Near Target. TIME: 1240 to 1248

091

069

837

087

820

835

846

843

873

037

809

090

029

770

084

GROUP

DATE

401st

20/12/43

F L A K R E P O R T

1. Route followed: Tessel Island to I.P. and Target as briefed, coming out to enemy coast as briefed, then south along enemy coast to a point opposite Cromer, then on heading 270° direct to Cromer.

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

CAVU

Intense condensation trails

3. No. of A/C over Target:

17 Including 2 PFF

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?

Mild turns going in, violent after leaving target.

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

65° T

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

90 Seconds

7. Turn after bombing.

Sharp Left

8. Position of group in relation to other Groups:

401st Bombardment Group led 94th Combat Wing

9. A short description of Flak en route (if any), and at the Target, including if possible a suggestion as to type of fire control employed - i.e. Continuous following, predicted concentrations, predicted barrages, or fixed barrages. Intense and accurate over Target from 1203 to 1209. Mostly barrage type. Black bursts, a few Red bursts. Flak seemed to be bursting at 25,000 feet. Meager, inaccurate Flak encountered as our formation passed south of Wilhelmshaven.

25000

10. Any other Comments, Phenomena, etc. A 6-gun battery from which red flashes could be seen was spotted at 5227-0807E. Flak suit stopped fragment which hit one waist gunner. Lead Navigator got small fragment through boot, bruised leg. A few red streamers, believed from rockets, which left jagged, spiral trail of smoke, were observed. One silver colored tinsel burst reported.

26,600'

PTF

068

PTF

069

9837

034

826

770

881

820

846

090

081

033

507

064

835 (flew with 21st ^{Group} ~~Grp~~)

401st GROUP

DATE 20/12/43

FLAK REPORT

1. Route followed: Tessel Island to I.P. and Target as briefed, coming out to enemy coast as briefed, then south along enemy coast to a point opposite Cromer, then on heading 270° direct to Cromer.

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

CAVU Intense condensation trails

3. No. of A/C over Target:

17 Including 2 PTF

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?

Mild turns going in, violent after leaving target.

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

65° T

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

90 seconds

7. Turn after bombing.

Sharp Left

8. Position of group in relation to other Groups:

401st Bombardment Group led 94th Combat Wing

9. A short description of Flak en route (if any), and at the Target, including if possible a suggestion as to type of fire control employed - i.e. continuous following, predicted concentrations, predicted barrages, or fixed barrages. Intense and accurate over target from 1205 to 1209. Mostly barrage type. Black burst, a few Red bursts. Flak seemed to be bursting at 25,000 feet. Meager, inaccurate Flak encountered as our formation passed south of Wilhelmshaven.

25000

10. Any other Comments, Phenomena, etc. A 6-gun battery from which red flashes could be seen was spotted at 5227-0807E. Flak suit stopped fragment which hit one waist gunner. Lead Navigator got small fragment through boot, bruised leg. A few red streamers, believed from rockets, which left jagged, spiral trail of smoke, were observed. One silver colored tinsel burst reported.

26,600*

PTT

068

PTT

069

9837

034

826

770

881

820

846

081

090

033

507

064

835

(flew with 91st ^{Group} ~~ABW~~ ^{AW})

401st GROUP

DATE 20/12/43

FLAK REPORT

1. Route followed: Tessel Island to I.P. and Target as briefed, coming out to enemy coast as briefed, then south along enemy coast to a point opposite Cromer, then on heading 270° direct to Cromer.

2. Visibility at Target. (Any condensation trails?)
CAVU Intense condensation trails

3. No. of A/C over Target:
17 Including 2 PFF

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?

Mild turns going in, violent after leaving target.

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

65° T

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

90 Seconds

7. Turn after bombing.

Sharp Left

8. Position of group in relation to other Groups:

401st Bombardment Group led 94th Combat Wing

9. A short description of Flak en route (if any), and at the Target, including if possible a suggestion as to type of fire control employed - i.e. continuous following, predicted concentrations, predicted barrages, or fixed barrages.
Intense and accurate over Target from 1203 to 1209. Mostly barrage type. Black bursts, a few Red bursts. Flak seemed to be bursting at 25,000 feet. Meager, inaccurate Flak encountered as our formation passed south of Wilhelmshaven.

25,000

10. Any other Comments, Phenomena, etc. A 6-gun battery from which red flashes could be seen was spotted at 5227-0807E. Flak suit stopped fragment which hit one waist gunner. Lead Navigator got small fragment through boot, bruised leg. A few red streamers, believed from rockets, which left jagged, spiral trail of smoke, were observed. One silver colored tinsel burst reported.

26,600'

FFF

068

069

FFF

9837

034

826

770

881

846

820

090

081

033

507

064

835 (flew with 91st ^{Group})

5-3
612 BOMBARDMENT SQUADRON (H)
OFFICE OF THE OPERATIONS OFFICER
APO # 634

13 December 1943

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 # 42-31091

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A. S. N.	SQUADRON
P	1st Lt.	Goodman	James	F.	0-665678	612th
CP	Lt. Col.	Rogner	Harris	E.		Gp Hq.
N	2nd Lt.	Fraioli	Frank	P.	0-683234	612th
B	1st Lt.	Cameron	Thomas	L.	0-728625	614th
RO	S/Sgt.	Graham	James	J.	16099737	612th
**TT	T/Sgt.	Spacek	Anthony	V.	32378819	"
BT	T/Sgt.	Farmer	John	O.	6861113	"
TC	2nd Lt.	Ramsey	Robert	J.	0-681191	"
ING	Sgt.	Henderson	Pete	D.	38213690	"
RWG	Sgt.	Markle	Burton	A.	32592715	"

*PLANE # 42-31081

P	Capt.	McCree	Donald	G.	0-348319	612th
CP	2nd Lt.	Currie	Donald	A.	0-805408	"
N	2nd Lt.	Jeffery	Morey	B.	0-685629	"
B	2nd Lt.	Winn	Roy	R.	0-679433	"
RO	S/Sgt.	DiPierro	Cosimo	A.	12172563	"
**TT	S/Sgt.	Gibson	Earl	C.	15086940	"
BT	Sgt.	Graf	Cecil	L.	19188506	"
TC	Sgt.	McNab	Thomas	D. Jr.	12095352	"
ING	Sgt.	Severson	Marvel	T.	37426585	"
RWG	Sgt.	Amber	Joe	R.	36703821	"

*PLANE # 42-31087

P	2nd Lt.	Neag	Train	(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	S/Sgt.	Flynn	William	B.	16046687	"
BT	S/Sgt.	Callahan	Michael	J.	18150571	"
TC	Sgt.	Farrell	James	E.	35540644	"
ING	Sgt.	Daskiewicz				"
RWG	Sgt.	Cook	George	P.	20429315	"

** Enter complete number of aircraft
Designate Engineer

PLANE # 42-39837

PLANE #	RANK	LAST (NAME)	FIRST	(MI)	A. S. N.	SQUADRON
P	2nd Lt.	Sellers	William	D.	0-666363	612th
CP	2nd Lt.	George	Jack	E.	0-747545	"
N	2nd Lt.	Shapiro	Aaron	(NMI)	0-128459	"
B	2nd Lt.	Rementeria	David	A.	0-749333	"
RO	S/Sgt.	Lehr	Jesse	H.	04473124	"
TT	S/Sgt.	Parrish	Donald	C.	16109825	"
BT	S/Sgt.	Smith	Clair	S.	15114956	"
TC	Sgt.	Rishel	Dale	E.	32580316	"
WG	Sgt.	xxxxxx Judd	Loyde	J.	31152069	"
WKG	Sgt.	Russell	Lewis	S.	38051313	"

*Plane # 42-31069

PLANE #	RANK	LAST (NAME)	FIRST	(MI)	A. S. N.	SQUADRON
P	2nd Lt.	Kelly	William	J.	0-802205	612th
CP	2nd Lt.	Coyne	Daniel	J.	0-684694	"
N	2nd Lt.	VanDyke	George	R.	0-683350	"
B	2nd Lt.	Troy	Epharim	F.	0-673754	"
RO	S/Sgt.	VanDuren	Paul	R.	12165646	"
**TT	S/Sgt.	Johnaon	Morris	W.	35494817	"
BT	Sgt.	Stengel	Percy	J.	36276698	"
TC	Sgt.	Garity	John	B.	16155719	"
WG	Sgt.	Peacock	George	P.	6573365	"
WKG	Sgt.	Pinilis				"

*PLANE # 42-37835

PLANE #	RANK	LAST (NAME)	FIRST	(MI)	A. S. N.	SQUADRON
P	2nd Lt.	Smith	Stuart	E.	0-802795	612th
CP	2nd Lt.	Chmura	Stanilau	R.	0-684687	"
N	2nd Lt.	Haskin	Cecil	A.	0-685604	614th
B	2nd Lt.	Montgomery	Thomas	B.	0-686111	612th
RO	S/Sgt.	McCawley	Fred	E.	38321224	"
TT	T/Sgt.	Carr	Maurice	A.	16035656	"
BT	Sgt.	Davies	Leonardo	F.	32506396	"
TC	Sgt.	Parker	Harry	C.	39034361	"
WG	Sgt.	Scicchitano	Frank	J.	32489249	"
WKG	Sgt.	Hopkins	Calvin	W.	32078946	"

PLANE #

P
CP
N
B
RO
**TT
BT
TC
WG
WKG

Complete number of

5-3

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

13 December 1943

SUBJECT: Loading List.

T

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

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

*PLANE # 42-31033

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -	Capt.	Stann	Leon	(NMI)	024863	613th
CP -	2nd Lt.	Nason	Stephen	G.	0671466	"
N -	2nd Lt.	Gould	Alvin	A.	0669399	"
B -	2nd 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.	39393215	"
LWG -	S/Sgt.	Ogborn	Donald	W.	12137704	"
RWG -	S/Sgt.	Biggs	Clarence	H.	33374505	"

*PLANE # 42-31090

P -	1st Lt.	Piper	Harry	L. Jr.	0740910	613th
CP -	2nd Lt.	Hellmuth	George	J.	0748646	613th
N -	2nd Lt.	Coventry	James	A.	0678616	"
B -	2nd 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	"

*PLANE # 42-31037

P -	2nd Lt.	Fowler	Russel	M.	0799745	613th
CP -	2nd Lt.	Murphy	Walter	J.	0745475	"
N -	2nd Lt.	Priest	Jack	B.	0736652	"
B -	2nd Lt.	Buchanan	Allen	(NMI)	0738535	"
RO -	S/Sgt.	Charnes	Hugh	W.	34497617	"
**TT -	S/Sgt.	Tryba	Alexander	F.	36605554	"
BT -	S/Sgt.	Martinez	Richard	V.	17160414	"
TG -	S/Sgt.	Kerr	Robert	V.	19094519	"
LWG -	Sgt.	Kelsen	Harold	J.	12182527	"
RWG -	S/Sgt.	Florez	Louis	(NMI)	19028859	"

** Enter complete number of aircraft
Designate Engineer

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
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*PLANE # 42-31089

P	-	2nd Lt.	Lawry	Donald	H	0801998	613th
CP	*	2nd Lt.	Dockendorf	James	S	0684698	"
N	-	2nd Lt.	Self	Harry	W	0674808	"
B	-	2nd Lt.	Edkin	Thomas	H	0682088	"
RO	-	Sgt.	Peters	Lee	J	19062572	"
**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 # 42-39846

P	-	1st Lt.	Shotts	Bryan	M.	0667578	"
CP	-	2nd Lt.	Maher	William	P.	0753837	"
N	-	2nd Lt.	Savage	William	F.	0441712	"
B	-	2nd Lt.	Briarton	Henry	R.	0681518	"
RO	-	T/Sgt.	Reedy	Robert	L?	36373210	"
**TT	-	T/Sgt.	Swofford	Leland	L.	14064116	"
BT	-	S/Sgt.	Rieger	Harvey	W.	37121385	"
TG	-	S/Sgt.	Iseminger	John	(NMI)	14084379	"
LWG	-	S/Sgt.	Sonichsen	Donald	H.	36703832	"
RWG	-	Sgt.	Jones	William	F.	38397179	"

*PLANE # 42-31034

P	-	2nd Lt.	Locher	James	R. Jr.	0802585	"
CP	-	2nd Lt.	Pruitt	Dow	C.	0684771	"
N	-	2nd Lt.	Duquette	Fred	D.	0736692	"
B	-	2nd Lt.	Brown	John	F.	0673723	"
RO	-	T/Sgt.	Musser	Benjamin	Z.	13095360	"
**TT	-	T/Sgt.	Kennedy	George	L.	16008922	"
BT	-	S/Sgt.	DeWitt	Frank	G.	19064865	"
TG	-	Sgt.	Merrill	Clark	G.	13098643	"
LWG	-	S/Sgt.	Klimek	John	C.	36414442	"
RWG	-	S/Sgt.	Domm	Harold	E.	18176517	"

*PLANE # _____

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

*Enter Complete number of Aircraft

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

December 13 1943

SUBJECT: Loading List.

T

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

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

*PLANE # 42-37770

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -	Capt.	PECK, JOHN C.			024830	614th
CP -	2nd Lt.	THOMPSON, HARRY C.			0684792	"
N -	2nd Lt.	CASAGRANDE, JEO J.			0675986	"
B -	2nd Lt.	GERRICK, GEORGE C.			0676940	"
RO -	S/Sgt.	Stanforth, Joseph R.			15195089	"
**TT -	T/Sgt.	Novoselich, George (NMI)			35381019	"
BT -	S/Sgt.	Urich, Lawrence C.			19096322	"
TG -	S/Sgt.	Tullie, Albert T.			3#1149829	"
LWG -	S/Sgt.	LeBailly, Arthur			32461439	"
RWG -	S/Sgt.	Kolasz, Henry A.			32474396	"

*PLANE # 42-39820

P -	2nd Lt.	WILSON, SAMUEL P.			0667623	614th
CP -	2nd Lt.	GATTIS, ELGIN V.			0748622	"
N -	2nd Lt.	SUDAKOV, LAWRENCE H.			0750258	"
B -	2nd Lt.	DAILY, JOHN J.			0739145	"
RO -	Sgt.	Kelley, Homer c.			38273969	"
**TT -	S/Sgt.	Corley, Jesse C.			34386015	"
BT -	S/Sgt.	Corntassel, Beryle A.			18161236	"
TG -	Capt.	FOSTER, JAMES H.			0438942	"
LWG -	Sgt.	Sokol, Leonard e.			37461553	"
RWG -	Sgt.	Wolf, William G.			37201936	"

*PLANE # 42-31064

P -	2nd Lt.	DAWES, WILLIAM R.			0802731	614th
CP -	2nd Lt.	PRATT, JOHN D.			0748784	"
N -	2nd Lt.	SCHUBERG, JOHN A.			0750222	"
B -	2nd Lt.	VAN NOY, RUSSELL M.			0679404	"
RO -	S/Sgt.	Castronova, Salvatore I			32550405	"
**TT -	S/Sgt.	Norell, Olle A.			36147173	"
BT -	S/Sgt.	LaFountain, Louie M.			38183420	"
TG -	S/Sgt.	Gatzemeyer, Gerald R.			16109129	"
LWG -	Sgt.	Mooney, William R.			18169545	"
RWG -	Sgt.	Gentry, Ray A.			34434724	"

** *Enter complete number of aircraft
 Designate Engineer

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

*PLANE # _____

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

*Plane # _____

DUTY	RANK	LAST (NAME)	FIRST (NM)	A.S.N.
P	-	Capit. JOHN C.	024830	
CP	-	2nd Lt. THOMPSON, HARRY C.	0884732	
N	-	2nd Lt. CARABIAN, JES. J.	0673388	
B	-	2nd Lt. GERRICK, GEORGE G.	0873340	
RO	-	2nd Lt. GERRICK, Joseph R.	1513303	
**TT	-	1st Sgt. Novoselich, George (NM)	3338101	
BT	-	2nd Sgt. Ulrich, Lawrence G.	1903332	
TG	-	2nd Sgt. Telle, Albert T.	3314333	
LWG	-	2nd Sgt. Lehall, Arthur	3348133	
RWG	-	2nd Sgt. Molan, Henry A.	3347333	

*PLANE # _____

*PLANE # _____

DUTY	RANK	LAST (NAME)	FIRST (NM)	A.S.N.
P	-	2nd Lt. WILSON, SAMUEL F.	0887332	
CP	-	2nd Lt. GATTIS, EDWIN V.	0748332	
N	-	2nd Lt. SUDANOV, LAWRENCE H.	0730388	
B	-	2nd Lt. DAILY, JOHN J.	0730148	
RO	-	2nd Lt. Kelly, Homer C.	3337333	
**TT	-	2nd Sgt. Corley, James G.	3438301	
BT	-	2nd Sgt. Gornassai, Berlye A.	1815133	
TG	-	2nd Sgt. FOSTER, JAMES H.	0428342	
LWG	-	2nd Sgt. Goff, Leonard E.	2746133	
RWG	-	2nd Sgt. Wolf, William G.	2730133	

*PLANE # _____

*PLANE # _____

DUTY	RANK	LAST (NAME)	FIRST (NM)	A.S.N.
P	-	2nd Lt. DAWES, WILLIAM R.	0805331	
CP	-	2nd Lt. PRATT, JOHN D.	0748340	
N	-	2nd Lt. SCHUBERT, JOHN A.	0730332	
B	-	2nd Lt. VAN NOY, RUSSELL M.	0673404	
RO	-	2nd Lt. GASTONOV, Salvatore I	3335040	
**TT	-	2nd Sgt. Horrell, Otto A.	3314113	
BT	-	2nd Sgt. LaFontaine, Louis M.	3318340	
TG	-	2nd Sgt. Gatzmeyer, Gerald R.	1810313	
LWG	-	2nd Sgt. MOONEY, William R.	3343133	
RWG	-	2nd Sgt. Gentry, Ray A.	3343133	

* Enter Complete number of Aircraft
 ** Designate Engineer

615 BOMBARDMENT SQUADRON (H)
 OFFICE OF THE OPERATIONS OFFICER
 654

December 13 1943

SUBJECT: Loading List.

T
 TO : Operations Officer, 40th Bomb Gp (H), APB #654.

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

*PLANE # 42-31193

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P	Capt.	White	Ralph	J.	0-23885	615th
CP	2nd Lt.	Byrne	Howard	E.	0-743405	615th
N	2nd Lt.	Gershon	Harold	(NMI)	0-800107	615th
B	2nd Lt.	Ritch	William	L.	0-739005	615th
RO	S/Sgt.	Meehan	John	J.	33325533	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	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.	37261444	615th
BT	Sgt.	Hamilton	James	R.	35664584	615th
TG	Sgt.	Cushing	Leonard	B.	19074527	615th
LWG	Sgt.	Tosh	William	A.	35431664	615th
RWG	Sgt.	Marshall	Alfred	P.	11114505	615th

*PLANE # 42-37843

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	S/Sgt.	Zander	Harold	S.	33240304	615th
BT	Sgt.	Nonemaker	Jack	D.	19175334	615th
TG	S/Sgt.	Knapp	Phil	N.	38540171	615th
LWG	Sgt.	Fatica	Battista	J.	35324899	615th
RWG	Sgt.	Merlino	Frank	A.	31208150	615th

** Enter complete number of aircraft
 Designate Engineer

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

*PLANE # 42-37833

P	-1st Lt.	Rumsey	William	M.	0-728740	615th
CP	*2nd Lt.	Kaercher	Robert	D.	0-681433	615th
N	-2nd Lt.	Walsh	Michael	R.	0-676185	615th
B	-2nd Lt.	Haffner	James	D.	0-739024	615th
RO	-T/Sgt.	Carter	William	W.	39828464	615th
**TT	-T/Sgt.	Roberts	Donald	B.	32377788	615th
BT	-S/Sgt.	Lieberman	Irving	I.	13103453	615th
TG	-S/Sgt.	McElligott	Herbert	F.	35426974	615th
LWG	-S/Sgt.	Rothwell	Frank	A.	33330990	615th
RWG	-S/Sgt.	Lee	Ivan	R.	12073240	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.	Mehlman	Raymond	G.	32438897	615th
**TT	-Sgt.	Cockerham	Roy	W.	13143036	615th
BT	-Sgt.	Fix	Norman	J.	32381348	615th
TG	-Sgt.	Reed	Francis	L.	15382546	615th
LWG	-Sgt.	Cummings	William	T.	33346986	615th
RWG	-Sgt.	Johnson	Denzel	D.	17159678	615th

*PLANE # 42-39873

P	-2nd Lt.	Kaminski	Vincent	(SMI)	0-802408	615th
CP	-2nd Lt.	Mallon	Richard	W.	0-683039	615th
N	-2nd Lt.	Hindinger	Lawrence	J.	0-734914	615th
B	-2nd Lt.	Gallagher	Joe	C.	0-679495	615th
RO	-Sgt.	Cheatham	Emmer	R.	14182350	615th
**TT	-Sgt.	Draginis	Donald	L.	16133104	615th
BT	-Sgt.	Cantin	Merlin	L.	19138375	615th
TG	-Sgt.	Farnham	Richard	J.	17108710	615th
LWG	-Sgt.	Powell	Gerald	J.	38415204	615th
RWG	-Sgt.	Loadholt	Jay	T.	14125585	615th

*PLANE # _____

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

* Enter Complete number of Aircraft

FLACK for BRIEFING

- 1-The flack at target area consists of 96 guns only 50 of which will be in range if route is followed.
- 2-There are 44 guns in flak boats in the harbor which can be avoided if the sharp right turn is made at bomb release line.
- 3- The secondary target has 44 guns closely spaced, all in range from any approach.

Lt D.J.Sutherland.

Dist -
MAG. FLY
OPERATIONS
Duty NAV
File

HEADQUARTERS
FOUR HUNDRED FIRST BOMBARDMENT GROUP (H)
Office of the Armament Officer

APC 634,
13 December 1943

SUBJECT: Armament Narrative, Mission No. 5, 13 December 1943.
TO : Commanding Officer, 401st Bomb Group (H), APC 634,
U.S. Army.

1. A negative armament malfunction report is submitted for the mission of 13 December 1943.

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

HEADQUARTERS
STATION NO. 128
APO 634

16 December, 1943

SUBJECT: S-4 Combat Mission Report on Mission 13 December, 1943

TO : Commanding Officer, 1st Bombardment Division, APO 634.
(ATTN: A-4 Section)

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

Rough Engine (4); Supercharger Lag (2); Runaway Prop (1);
Generator Out (1); Runaway Supercharger (1)

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:

Heated Gloves Out (2); Rheostat Out (1)

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

HEADQUARTERS
STATION NO. 128
APO 634

13 December 1943

SUBJECT: S-4 Combat Mission Report on Mission 13 December 1943.

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

1. Abortives.

a. 401st Bomb Group.

(1) A/C No. 42-31193 returned early because of drop in manifold pressure on No. 1 engine.

(2) A/C No. 42-37833 returned before completion of mission for the reason that the Waist Gunner became ill.

(3) A/C No. 42-31081 returned early due to runaway Supercharger on No. 2 engine.

2. Other Equipment and Personnel Failures.

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

Rough Engine (4); Supercharger Lag (2); Runaway Prop (1); Generator Out (1); Runaway Supercharger (1)

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

None reported

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

Heated Gloves Out (2); Rheostat 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>
4	0	4	4

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

HEADQUARTERS
STATION NO. 128
APO 634

13 December 1943

SUBJECT: Mission Summary Report.

TO : Group Operations, Station 128.

1. Abortives.

a. Airplane No. 42-31193 returned early because of drop in manifold pressure on No. 1 engine.

b. Airplane No. 42-37833 returned before completion of mission for the reason that the Waist Gunner became ill.

c. Airplane No. 42-31081 returned early due to runaway Supercharger on No. 2 engine.

2. Battle Damage.

a. 42-31089 - Small flak hole in under side of right wing tip.

b. 42-31033 - Small flak hole in under side of right wing, behind No. 3 Nacelle. Small flak hole through fairing joining right wing to fuselage, at leading edge.

c. 42-39873 - Small hole in top side of left horizontal stabilizer, near leading edge, caused by flak. Small flak hole through skin of fuselage, behind radio hatch.

d. 42-37809 - Small flak hole in top side of No. 4 ring cowl.

<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>
4	0	4	4

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

AAF STATION 128
APO 634

ABORTIVE REPORT:

DATE: Dec. 13, 19 43

SQUADRON 615th AIRPLANE #42-37833 PILOT 1st Lt. RUMSEY CP2nd Lt KAERCH

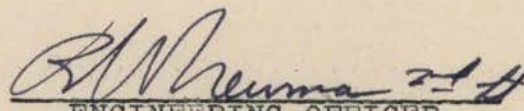
PILOTS STATEMENT:

Aborted from mission because of waist gunner becoming ill in flight.

PILOTS SIGNATURE

INSPECTION OF AIRCRAFT OR EQUIPMENT REVEAL THE FOLLOWING DEFECTS OR MALFUNCTION:

NONE


ENGINEERING OFFICER

AAF STATION 128
APO 634

ABORTIVE REPORT:

DATE: Dec. 13, 19 43

SQUADRON 615th AIRPLANE #42-31193 PILOT CAPT. WHITE COPILOT BYRNE, Lt

PILOT'S STATEMENT:

Aborted from mission because of drop in Manafld Pressure on
#1 Engine and could not be corrected in flight.

SIGNATURE OF PILOT

INSPECTION OF AIRCRAFT OR EQUIPMENT REVEAL THE FOLLOWING DEFECTS
OR MALFUNCTIONS:

Sheet metal around supercharger melted from excessive heat
from broken nozzle box of supercharger.

B W Newman 2nd Lt
ENGINEERING OFFICER

GROUP FORMATION

Combat Flight Leader: COLONEL ROGNER 13 December 1943
 (Date)

Deputy Flight Leader: Captain MC CREE

Group Call Sign: _____ Fighter Call Sign _____

Ground Control: _____

Pertains to par 2 of narrative-
 Formation at take-off
 All Type B-17G

612 SQDN (Lead)

GOODMAN (ROGNER)

Call	A/C#
O	1091

KELLY

Call	A/C#
K	1069

SELLERS

Call	A/C#
L	9837

MC CREE

Call	A/C#
C	1081 (Aborted)

SMITH S E

Call	A/C#
J	7835

NEAG

Call	A/C#
K	1087

615 SQDN (Low)

WHITE (BEERS' Crew)

Call	A/C#
B	1193 (Aborted)

613 SQDN (High)

STANN

Call	A/C#
B	1033 (Flew with another group)

CHAPMAN

Call	A/C#
G	7809

LEWIS

Call	A/C#
A	1077

SHOTTS

Call	A/C#
M	9846

FLOWLER

Call	A/C#
F	1037

RUMSEY

Call	A/C#
F	7833 (Aborted)

PIPER

Call	A/C#
L	1090

DEMPSEY

Call	A/C#
H	7843

KAMINSKI

Call	A/C#
Q	9873

LAWRY

Call	A/C#
M	1089

LOCHER

Call	A/C#
G	1034

PECK

Call	A/C#
A	7770

SPARES

Call	A/C#

WILSON

Call	A/C#
J	9820

DAWES

Call	A/C#
H	1064

Call	A/C#

Call	A/C#