

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

MISSION NO. **19**

Date: **3 FEB. 44**

TO: **WILHELMSHAVEN, GER.**

E-D-1

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

3 February 1944

SUBJECT: Leader's Narrative, 401st Low Box, Mission No 19,
3 February 1944.

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

1. The Low Box took off at scheduled time following the low squadron of the composite high box. A layer of broken clouds was encountered at 3,000 to 6,000 feet; group assembly was made at 8,000 feet in the clear. Wing assembly was good and formation left on course after receiving instructions from the Wing Leader that he was starting to climb immediately.

2. The formation climbed through several layers of clouds and managed to hold a fair formation. The Wing arrived at Point Z 2,000 feet above briefed altitude and the Wing left on course. Weather was encountered and after the low box was on instruments a call was received from the Wing Leader stating that he was going to make a 360° turn but not stating whether left or right.

3. Knowing that there was a Wing on the right of the 401st low box and not wanting to turn toward the formation, the low box began a 360° turn to the left. Upon reaching the top at 26,000 feet, only six ships were left in the low box. Seeing a two group Wing to the South, the low box leader decided it must be the 94th and began trying to catch up. Finally caught up at the IP at 28,000 feet but could not find a place to fill in as the formation was barely clearing the clouds.

4. The other ships left in the low box had become strung out and joined the formation wherever they could find a hole. The lead ship flew to the right of the main formation and bombed with the Wing.

5. After the target it was impossible to hold formation so let down and we let down on instruments from 28,000 feet to 14,000 feet with a few occasional breaks. Let down through another thin layer from 12,000 feet to 10,000 feet and then made regular descent to 2,000 feet and returned to the field.

6. Light, accurate flak was encountered over the target and a dog-fight was observed through a break in the overcast at a much lower altitude, but no enemy aircraft attacked the formation.

7. Twenty one (21) ships took off and eight returned early; one due

to personnel error, one due to mechanical failure and six because they could not find or catch up to the formation. Eleven ships bombed the target from different positions in the Wing formation. All aircraft returned safely to the base.

DEUVYN E SILVER,
Captain, Air Corps,
Group Leader.

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

B-C-1

3 February 1944

SUBJECT: Operational Narrative, 401st Group formation, Mission No 19,
3 February 1944.

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

1. GENERAL NARRATIVE: The 401st Group furnished the Low box, and the low squadron of the high composite box for the mission of 3 February 1944. Takeoff was staggered, the high box squadron taking off first and the low box taking off second. Assembly was individual over X Bunker at 8,000 feet. The low box assembly was normal. Wing assembly was good. As the Division assembly was being made, difficulty was encountered due to bad weather. Clouds were in layers and the low box was split after being forced to fly at an altitude which put them into the overcast. Enroute to the target, the low box formation split up into squadrons, elements and even single ships. All ships report flying on instruments at one time or another. Several of the ships returning early, returned because they became separated from the formation while on instruments and found themselves alone upon breaking out. They returned to base. In the target area, the low box formation was badly split up. There was no low box formation over the target, although the low box ships which proceeded to the target dropped their bombs. Enroute home, ships let down individually in elements and squadron formation. All ships returned to home base.

I

a. It is believed that the formation could have been held together easily if the intermittent instrument conditions had not prevailed. Weather forecast was very poor. The altitude over the target was 28,000 feet or 3,000 feet above the briefed altitude. Bombing was on the Wing Pff and results were unobserved. No enemy aircraft were encountered and flak was light and accurate.

2. AIRCRAFT NOT ATTACKING: Eighteen ships and three spares took off in the low box formation. Eight ships returned early. Of these one, 42-39979 was due to mechanical failure; one was due to personnel failure and six were lost from the formation due to instrument conditions. Eleven ships bombed the target with the low box.

- a. Formation at takeoff (diagram attached)
- b. Formation during cruise was by elements and squadrons (no box formation)
- c. Formation over the target - by elements, squadrons, and individual ships (no box formation).

3. AIRCRAFT LOST: No aircraft were lost; no enemy aircraft were encountered and flak was light and accurate.

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

GROUP FORMATION

Combat Flight Leader: CAPT SILVER 3 FEB 1944
 Deputy Flight Leader: Lt. FOX (Date)
 Group Call Sign: _____ Fighter Call Sign _____
 Ground Control: _____

612 SQDNFORMATION OF LOW BOX AT
TAKOFF

GOODMAN (SILVER)

CALL A/C#

M 8053

WELLS

FOX

CALL A/C#

D 1511

CALL A/C#

B 1662

SMITH

CALL A/C#

O 7487

HAGAN

BINGHAM

CALL A/C#

N 9979
(aborted)

CALL A/C#

C 9983
(aborted)613 SQDN

STELZER

CALL A/C#

G 1226

614 SQDN

GARLAND

CALL A/C#

C 1315

LEV

VOKATY

CALL A/C#

CALL A/C#

N 9932(aborted)

N 0855

WEBER

CALL A/C#

KIRKHUFF

CALL A/C#

M 9846

JONES

STIMSON

CALL A/C#

D 1202 (aborted)

CALL A/C#

A 7440

SHEAHAN

SCHARFF

ARNESON

ZITKOVIC

CALL A/C#

CALL A/C#

CALL A/C#

CALL A/C#

J 1467(aborted)

G 1518(aborted)

J 9820

X

1036(abort

CHRISTENSON

CALL A/C#

G 1034(aborted)

SPRES

HERSHEY

TANNER

CALL A/C#

L 9837

CALL A/C#

P 9943

OVER THE TARGET

LOW BO

GROUP FORMATION

Combat Flight Leader: _____

(Date)

Deputy Flight Leader:

Group Call Sign: _____ Fighter Call Sign _____

Ground Control: _____

S3DN

<u>JU</u>	Call	A/C#	<u>FOX</u>
<u>Wells</u>			<u>06 2</u>
Call	A/C#	Call	A/C#
D	<u>511</u>		
Call	A/C#	Call	A/C#

Call A/C# Call A/C#
F 943

SQDN		SQDN
Call	A/C#	Garland
____	____	Call A/
A/C#		C 31

<i>Arthur</i>		<i>Weber</i>
Call	A/C#	Call A/C#
M	856	K 369
____	____	
Call	A/C#	<i>Stinson</i>
____	____	Call A/
A/C#		A 40

Call	A/C#	<i>Arneson</i>
____	____	Call A/C#
A/C#		V 820
____	____	

SPARES

Call | A/C#
_____| ____

Call | A/C#
_____| ____

Call | A/C#
_____| ____

A/C# | Call
_____| ____

Call | A/C#
_____| ____

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

AAF Station 128
3 February 1944.

SUBJECT: Statistical Summary, 401st Group Box, Mission of 3 February 1944.

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

STATISTICAL SUMMARY OF AIRCRAFT ATTACKING

Number of A/C Taking Off.....	21
Number of Spares.....	3
A/C Taking Off Less Unused Spares.....	20
No. of A/C Dispatched.....	18
No. of Sorties.....	13
Number of A/C Attacking.....	11*
Number of A/C Not Attacking.....	9

Number of A/C Lost:

TABULAR SUMMARY OF DISPOSITION OF BOMBS OVER TARGET

	Aircraft		Bombs				
	Over Target	Bomb-ing	Num-ber	Size	Type	Fusing Nose	Fusing Tail
Main Bombfall	18*	11*	132	500	GP	1/10	1/40
Other Attacks	-	-	-	-	-	-	-
Bombs on Target			132	500	GP	1/10	1/40
Other Bomb Expenditures			24	x	x	x	x
Bombs Returned			96	x	x	x	x
Total (Loaded on A/C T.O.)			252	500	GP	1/10	1/40

*Note: 4 A/C bombed individually with other boxes in the wing and other wings.

For the Operations Officer:

KEN W. DAUBLER
Captain, Air Corps
Statistical Officer

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

E-C-1

3 February 1944

SUBJECT: Operational Narrative, Mission No 19, 3 February 1944
(401st - 351st Composite Group Formation)

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

1. GENERAL NARRATIVE: The 401st Group furnished 6 ships and 1 spare to the High Composite Box. They flew as a low squadron. Takeoff and assembly was normal, the low squadron having no difficulty joining the high box at 12,000 feet. The cruise formation was good, and the high box fortunately avoided the weather that split up the low and lead boxes of the 94th Wing. The route in and out followed the briefed course, and the high box flew on the lead ship of the lead squadron. They bombed on the Pff ship of the lead box.

2. AIRCRAFT NOT ATTACKING: No ships aborted out of the low squadron, high box. The spare filled in an abortive from the 351st and flew the complete mission.

- a. Formation at takeoff and cruise (diagram attached).
- b. Formation over the target (same as above).

3. AIRCRAFT LOST: None.

4. RESULTS: Bombing was on PFF and results were unobserved. No enemy fighters were encountered, and flak was light and accurate.

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

GROUP FORMATION

Combat Flight Leader: _____ (Date)

Deputy Flight Leader: _____

Group Call Sign: _____ Fighter Call Sign: _____

Ground Control: _____

SQDN

FORMATION AT TAKEOFF AND ON

CALL A/C#

CRUISE

Formation over target

Call	A/C#	Call	A/C#
—	—	—	—

Call	A/C#
—	—

Call	A/C#	Call	A/C#
—	—	—	—

615 SQDN

SQDN

RUMSEY

Call	A/C#
<u>F</u>	<u>7835</u>

Call	A/C#
—	—

WYSOCKI

Call	A/C#	Call	A/C#
<u>K</u>	<u>1069</u>	<u>A</u>	<u>1077</u>

Call	A/C#
—	—

Call	A/C#
—	—

DEMPSEY

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

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

TRIMBLE

Call	A/C#	Call	A/C#
<u>D</u>	<u>0002</u>	<u>L</u>	<u>1619</u>

Call	A/C#
—	—

Call	A/C#
—	—

Call A/C#

~~THE TARGET~~ HIGH BOX

GROUP ORGANIZATION

Combat Flight Leader: _____ (Date)

Deputy Flight Leader: _____

Group Call Sign: _____ Fighter Call Sign: _____

Ground Control: _____

SQDN

Call A/C#

Call A/C#

Call A/C#

Call A/C#

Call A/C#

Call A/C#

SQDN

SQDN

PUMSEY

Call A/C#

F 7833

Call A/C#

Wysocki

Call A/C#

K 069

GRINHARD

Call A/C#

A 077

VOKATY

Call A/C#

N 855

DEMPSEY

Call A/C#

O 091

Call A/C#

Tremble

Call A/C#

GARDNER

Call A/C#

L 916

Stelzer

Call A/C#

296

SMITH W.R.

Call A/C#

H 843

SPARES

SMITH

Call A/C#

H97 O

Call A/C#

Call A/C#

Call A/C#

Call A/C#

Call A/C#

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

AAF Station 128
3 February 1944.

SUBJECT: Statistical Summary, 401st-351st Composite Box, Mission of 3 Feb 44.

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

STATISTICAL SUMMARY OF AIRCRAFT ATTACKING

Number of A/C Taking Off.....	7
Number of Spares.....	1
A/C Taking Off Less Unused Spares.....	7
Number of A/C Dispatched.....	7
Number of Sorties.....	7
Number of A/C Attacking.....	7
Number of A/C Not Attacking.....	0

Number of A/C Lost:

None

TABULAR SUMMARY OF DISPOSITION OF BOMBS OVER TARGET

Aircraft	Bombs					Fusing
	Over Target	Bomb-ing	Num-ber	Size	Type	
Nose	Tail					
Main Bombfall	7	7	270	100#	M47	M126
Other Attacks	-	-	-	-	-	-
Bombs on Target			270	100#	M47	M126
Other Bomb Expenditures			24	x	x	x
Bombs Returned			-	-	-	-
Total (Loaded on A/C Taking Off)			294	100#	M47	M126

For the Operations Officer:

KEN W. DAUBLE
Captain, Air Corps
Statistical Officer

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

APO 634

SUBJECT: Lead Navigator's Narrative of Mission Flown 3 February 1944

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

1. Flight Plan and log attached.
2. Track Chart attached.
3. Narrative.
 - a. T/O at 0940 hours.
 - b. Group formed at 0920 hours at 0000 feet.
 - c. Formed CBW at 0930 hours at 10000 feet.
 - d. Began climb at 0950 hours.
 - e. Reached altitude at 1047 hours.
 - f. Weather encountered over England:
 - (1) Clouds 10/10ths
 - (2) Visibility _____ miles.
 - (3) Wind at altitude 270 degrees. 50 knots per hour
 - g. Means of navigation over England,
Gee Radio
 - h. Means of checking Metro Winds
" "

- i. Joined task force at 1050 hours at spit. #5 (city, splasher, Coordinates)
- j. Departed English Coast at 1020 hours.

Arrived at Enemy Coast at 1051 hours

M. Fighter Rendezvous:

- (1) Going in: _____ hours.
(2) Coming back: 1151 Hours.

L. Wind used for bombing:

- (1) 270 degrees
(2) 80 knots per hour.

M. Description of bomb run and Method of target identification.

- (1) Reached IP at 1125 hours.
(2) Mag heading over target 350 degrees.
(3) Altitude over target 27,500 feet.
(4) Time bombs away 1138 hours.
(5) Method of target Identification and weather over target:

PPF 10/10ths

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

"G" burned out Temperature gauge out

O. Gee:

52 30N

- (1) Coordinates of furthest fix 00 36W.
(2) Time 0901 hours.

P. Comments:

NONE

FRANK P. PRAYOLI
2nd Lt, A C
Lead Navigator

VIII BOMBER COMMAND - PROPOSED OVERALL PLAN

TARGET

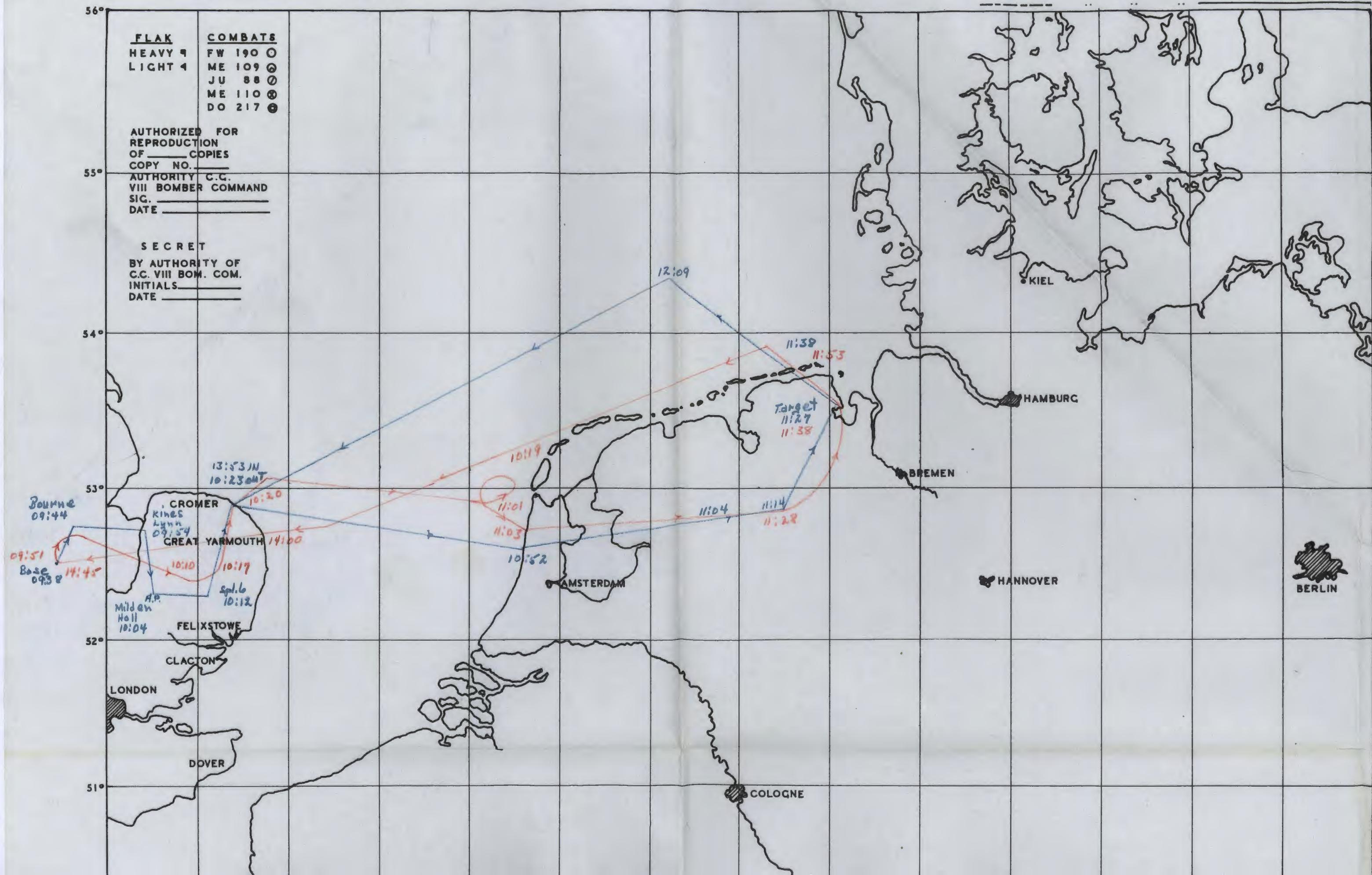
**Primary
Secondary
Last Res.**

Wilhelmshaven

TRACK CHART
DATE 2/3/44

Route followed by

Briefed Course



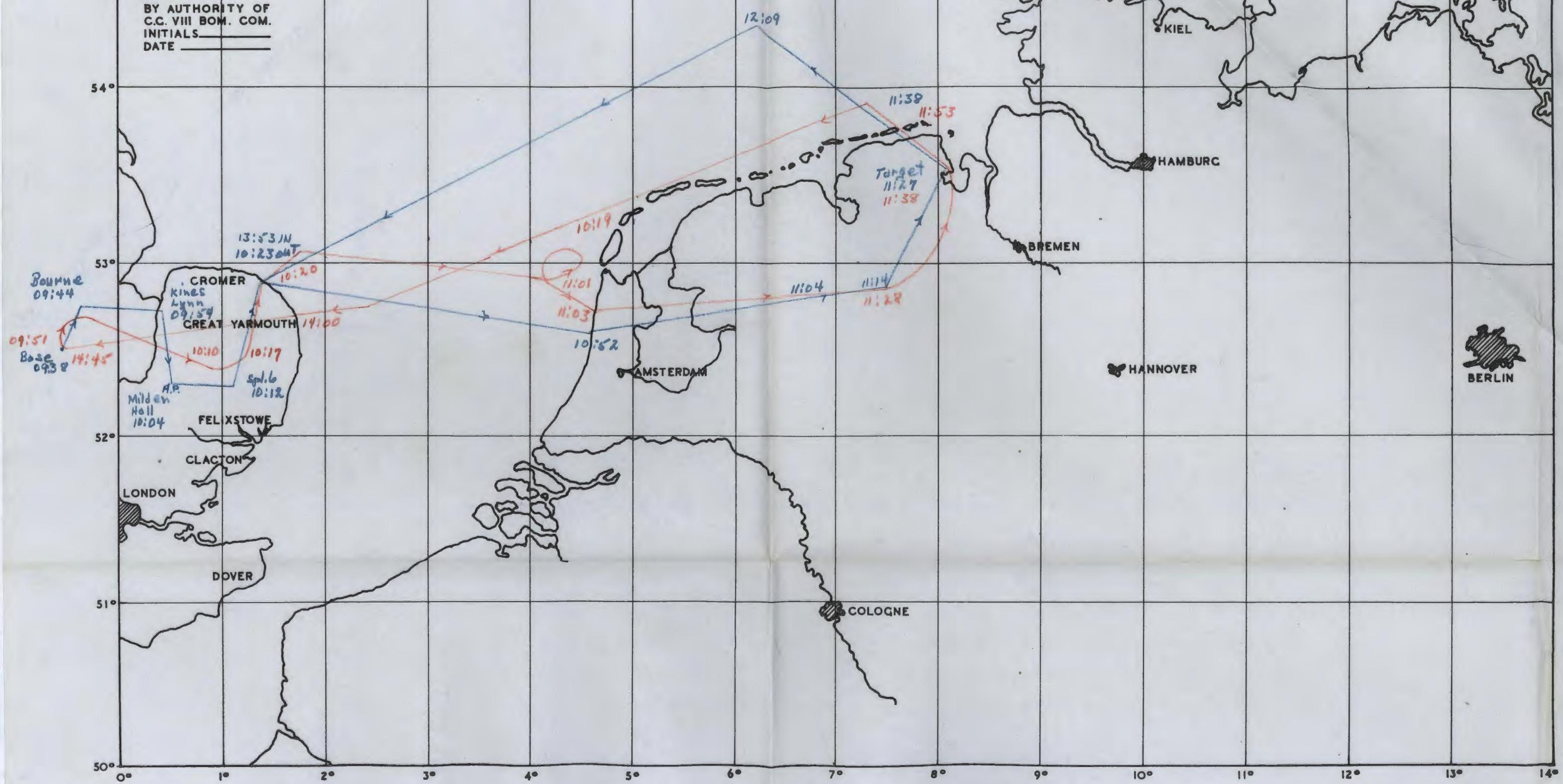
LIGHT 4
ME 109
JU 88
ME 110
DO 217

AUTHORIZED FOR
REPRODUCTION
OF ____ COPIES
COPY NO. _____

AUTHORITY C.G.
VIII BOMBER COMMAND
SIG. _____
DATE _____

SECRET

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



SIGNED _____

NAVIGATOR

HEADQUARTERS
AAF STATION 128
APO 634 U.S. ARMY

3 February 1944

SUBJECT: Group Bombardier's Narrative, Mission No. 19
Wilhelmshafen, Germany

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

1. Seven of our aircraft dropped 270 X 500 M-47 A-1 IB on the Primary with the 351st Group. One a/c returned 3 bombs due to reported malfunction, racks checked O.K. upon return. One a/c Jettisoned 3 bombs in the channel, arming wire from bomb fouled release lever. One a/c jettisoned 18 bombs at 53 54N 08 05E, short found on inboard racks.
2. Twenty-one a/c loaded with 252 X 500 M-48 GP took off for Tgt. Of these, 15 crossed the target; 11 dropped 132 X 500 M-48 GP on the primary. One a/c dropped 12 X 500 GP two minutes late due to the nose being frosted up and Bombs Away could not be seen. One a/c dropped 12 X 500 GP at 53 55N 07 30E, bomb bay door motor burned out, doors did not open fully and bombs were released late.
3. Bombing was by PFF, all a/c released on Lead Ship.

JULIUS PICKOFF
Capt, A C
Gp Bomb O

HEADQUARTERS
AAF STATION 128
APO 634 U.S. ARMY

3 February 1944

SUBJECT: Lead Bombardier's Narrative, Mission No. 19, 401st Low Box
Wilhelmshafen, Germany

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

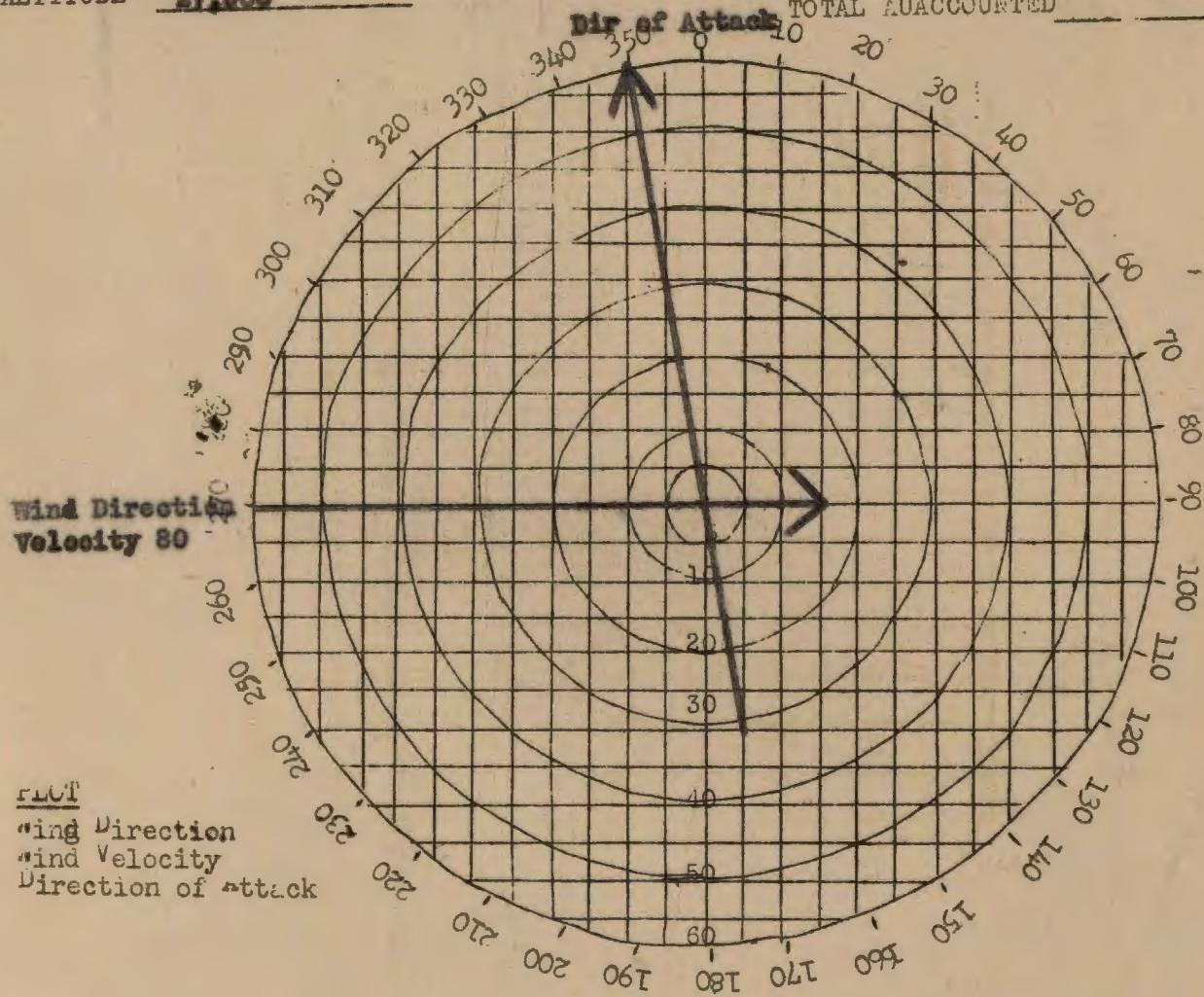
1. Bombing Approach and Run. At the IP our a/c, the lead ship, was all alone, separated from the rest of the Group because of weather. The ship rejoined the Wing shortly after the IP but due to the lack of a vacant position, flew to the right of the High Box. Upon reaching the target, bombs were salvoed on the High Box Leader. Bombs Away was at 1138 hours. Results were not observed due to cloud coverage. The Wing formation at Bomb release was rather unorthodox but moderately compact.

DONALD M. ANDERSON
2nd Lt, A C
Lead Bombardier (Low Box)

OMBARDIERS INDIVIDUAL PLOT

GROUP 401st
 TARGET WILHOLSHAFEN, GERMANY
 METHOD OF BOMBING PFF
 ALTITUDE 27,500

TOTAL BOMBS CARRIED 21 REMARKS
 TOTAL BOMBS AT TARGET _____
 TOTAL BOMBS HITTING TARGET _____
 TOTAL ACCOUNTED FOR _____
 TOTAL UNACCOUNTED _____



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

DETAILS:

7 A/C loaded with 294 X 100 M-47 IB
 7 A/C dropped 270 X 100 M-47 IB at Primary Target
 1 A/C returned three bombs
 1 A/C jettisoned 3 bombs in the channel
 1 A/C jettisoned 18 bombs after leaving target INNSBRUCK 071208
(53 44N 00 05E)

21 a/c loaded with 252 X 500 M-45 GP Bombs
 11 a/c dropped 152 X 500 M-45 GP on the primary Target
 1 a/c dropped 12 X 500 M-45 GP 2 minutes late due to malfunction
 1 a/c dropped 12 X 500 M-45 GP's at 53 55N 07 30E

COMBAT BOMBING FLIGHT RECORD¹BOMBARDIER² M. D. Anderson DATE 8 February 1944PILOT² J. L. F. Goodman TAKE OFF 0840NAVIGATOR² M. P. E. Brumit LANDED 1616ORGANIZATION Squadron 401st GROUP 0815OBJECTIVE³ WILHELMSHAUSEN, GERMANY

MING POINT (MPI)

INITIAL POINT 53 50N 07 50EETHOD OF ATTACK⁴ Individual Flight Squadron Group WingMBER OF ATTACKING A/C IN GROUP 18 COMPOSITE GROUPMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: FFFLECTION AND RANGE SIGHTING, GROUP COMPOSITE GROUPRGE SIGHTING ONLY, GROUP COMPOSITE GROUPS, TYPES AND SIZES B-17 1000 LB AND B-45 500 LBER OF BOMBS LOADED 294 X 100 LB RELEASED 270 X 100 LB
252 X 500 LB 132 X 500 LBDGING, NOSE 1/10 TAIL 1/40CHRONIZATION⁵ PIT On Fast SlowORMATION AT RELEASE POINT⁶Altitude of target Sea Level MAG. HEAD, Order 25 Actual 250True Altitude above target 27,500 True Heading 546Altitude 27,500 Drift, Est. 100 ActualPressure altitude of target 27,500 True TrackGrometer setting 29.92 Actual Range 16157C.I.A.S. 0 B.S. Type M-9T.A.S. 0 Time of releaseS., Est. 272 Actual Length of Bombing Run FFFnd Direction, Metro 0 Actual 270 Intervalometer setting minod Velocity, Metro 0 Actual 00 C-1 Pilot YESTrail ATF A-5 PilotD.A. Est. 00 Actual Manual PILOT

NAVIGATION DATA:⁹

MEAN TEMP. METRO ACTUAL
 WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
3000						
6000						
10000						
15000	260		60		-13	
20000	270		70		-15	
25000	270		80		-15	
27000		270		80	22	-25
28000						
30000						

METHODS OF BOMBING¹⁰

T	PIP SHIP
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

Bombardier making complete sighting operation - - -



Bombardier making range operation only - - -



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



HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
Office of the Engineering Officer
Station 128A.P.O. 634
3 February, 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128

1. Abortives.

a. Airplane No. 42-39979 returned early for the reason that the Pilot could not maintain formation because all four superchargers would not produce more than 33" Hg at 2350 RPM at 6000 feet. Ground check revealed all superchargers putting out 45" Hg at 2500 RPM. No test hop due to operational restrictions.

b. Airplane No. 42-31036 returned early for the reason that the Ball Turret Gunner did not disconnect the Oxygen Recharger Line from turret, and in operating the turret the oxygen connection tore loose from the bulkhead, causing loss of oxygen.

2. Battle Damage.

a. 42-97440 - 2" X 4" .50 cal. hole in fuselage, underside forward of bomb bay doors, causing damage to longeron.

b. 42-40002 - 1½" X 3" flak hole through left side of fuselage, Just below Pilot's Compartment, causing hole through heater duct and bending turnbuckle on control buckle.

<u>TOTAL NO. OF A/C</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>	<u>BY FLAK</u>	<u>BY FIGHTER</u>	<u>BY (FRIEND)</u>
2	0	2	1	0	1

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

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
Station 128

A.P.O. 634
3 February, 1944

SUBJECT: Armament Narrative, Mission No. 19, 3 February, 1944.

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

1. The following Armament malfunctions were reported at the conclusion of the mission of 3 February, 1944.

- a. One ship had a small leak in vickers unit upper turret.
- b. One ball turret failed to fire at altitude.

BOMB RACK MALFUNCTIONS

- a. Two ships bomb bay door retracting motor burned out.
- b. One ship had bombs toggled from left rack, salvoed right rack. Ground check revealed no malfunction.
- c. One ship toggled four and salvoed eight bombs. Bomb racks found to be sprung as a result of closing doors on an obstruction between racks and doors.
- d. One ship, top three right hand inboard stations would not toggle because of a short in wiring.
- e. One ship, three bombs would not toggle, because one release had arming wire fouled in release lever.

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

~~SECRET~~

For 00-1-2-21

128 MISSION REPORT - AMMUNITION

AF STAFF BOMB GROUP (H)

Group B-17-G

Type aircraft B-17-G

I - Aircraft: Departed

8

Returned early

18

Attacking target

6

Lost

500# GP

252

1/10, 1/40

M47A1

~294 hit

NOSE

500# GP

132

SAME

M47A1

270

SAME

500# GP

24

LONG DELAY

M47A1

21

NOSE

500# GP

96

1/10, 1/40

(jettisoned)

M47A1

3

NOSE

Returned

Unaccounted for

III - Flares: Landing, bombing, photoflash carried

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

Position	Cal.	No. of Guns	Ammunition Expended
	.50	56	Cal..30
Chin Turret	"	18	170
Left Nose	"	28	285
Right Nose	"	56	680
Upper Turret	"	56	760
Lower Turret	"	28	310
Radio Gun	"	28	305
Left Waist	"	28	330
Right Waist	"	56	620
Tail Guns		354	4180
Total			

~~SECRET~~

(over)

SECRET

Total A/C Reported by gun position:

Cal..30 _____ rds.

Cal..50 4180 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 4180 rds.

V - Remarks:

A/C 42-31518 DID NOT ATTACK TARGET. JETTISONED
BOMBS FITTED WITH LONG DELAY (M124) FUZES.

(Signed)

Lt. Ord. Off. or Asst

SECRET

ROBERT J. O'CONNOR
2ND LT. ORD. DEPT.

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

J-A-2

3 FEBRUARY 1944

SUBJECT: COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 19.
 (REFERENCE FIELD ORDER 276).

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

1. USE OF VHF SET.

CHANNELS "A", "B", "C" AMERICAN, "D" AVAILABLE.
 ROUTINE FORMATION MESSAGES ON CHANNEL "A".

2. VHF/DF BEARINGS.

077, 1 HOMING FROM DEENETHORPE.

3. HF/DF BEARINGS.

511, 4 QDM'S FROM POLEBROOK.
 033, 2 QDM'S FROM POLEBROOK.

4. MF/DF FIXES.

843, 2 FIXES FROM SECTION G.

5. DISTRESS ACTION TAKEN.

NONE.

6. RADIO BEACONS USED.

PLANE	SPLASHERS	MULTI-GROUPS	BUNCHERS
837	16	NOT USED	DEENETHORPE
487	4,5,6,7,16	B,C	NOT USED
511	5	NOT USED	NOT USED
662	5	NOT USED	NOT USED
033	5,6	NOT USED	DEENETHORPE
943	5	B	DEENETHORPE
226	4,5,6,16	NOT USED	NOT USED
855	5	NOT USED	DEENETHORPE
846	5,6,16	NOT USED	DEENETHORPE
369	3,4,5,6,16	NOT USED	NOT USED
315	5,6,16	NOT USED	DEENETHORPE
440	6,16	NOT USED	DEENETHORPE
843	4,6,16	NOT USED	DEENETHORPE
091	4,5,6	B	NOT USED

COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 19, 3 FEB 44.

6. RADIO BEACONS USED (CONTD).

PLANE	SPLASHERS	MULTI-GROUPS	BUNCHERS
619	3,4,5,6,7,16	B,C	DEENETHORPE
069	4,5,6	NOT USED	NOT USED
833	5,6	NOT USED	DEENETHORPE
077	4,5,6	NOT USED	DEENETHORPE

7. USE OF GEE.

PLANE	NORMAL TRANS	XF NO 1	XF NO 2
833	5235N 0500E	NOT USED	NOT USED
943	5300N 0428E	NOT USED	NOT USED
315	5243N 0427E	NOT USED	NOT USED
662	5228N 0404E	NOT USED	NOT USED
846	5240N 0430E	NOT USED	NOT USED
820	5247N 0410E	NOT USED	NOT USED
069	5243N 0440E	NOT USED	NOT USED
855	5248N 0425E	NOT USED	NOT USED
369	5250N 0600E	NOT USED	NOT USED
226	5306N 0227E	NOT USED	NOT USED
077	5243N 0437E	NOT USED	NOT USED

8. USE OF SBA & JAY BEAMS.

NOT USED.

9. USE OF MF/DF SECTION.

SECTION G AVAILABLE. SHIP 843 OBTAINED 2 FIXES.

10. BREACHES OF RADIO DISCIPLINE.

NONE.

11. COMMUNICATIONS EQUIPMENT DEFICIENCIES.

PLANE	REPORTED DEFICIENCIES
662	INTERPHONE - LEFT WAIST MIKE CORD OUT, WEAK AT ALTITUDE. VHF - SQUEAL.
511	LIAISON - BAD TO ZERO BEAT. COMPASS - INACCURATE.
943	INTERPHONE - SCRATCHY, AMPLIFIER VERY WEAK.
033	LIAISON - EXTERNAL TUNING UNIT NO GOOD, CAN'T TUNE ON FREQUENCY BELOW 500 KCS, RECEIVER ABOUT 35 KCS OFF, 6635 IS ON 6600. VHF - BROKEN, KEEPS CHANGING CHANNELS.
487	INTERPHONE - CHECK SYSTEM IN BALL TURRET. COMPASS - NOT TOO WELL.
440	INTERPHONE - RIGHT WAIST MIKE BUTTON OUT.
820	INTERPHONE - NAVIGATOR'S MIKE CORD BROKE IN SWITCH. COMPASS - NOT SUCCESSFUL.

COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 19, 3 FEB 14.

11. COMMUNICATIONS EQUIPMENT DEFICIENCIES (CONTD).

PLANE	REPORTED DEFICIENCIES
002	INTERPHONE - BALL TURRET MIKE SWITCH OUT. COMMAND - COULD NOT TRANSMIT. COMPASS - OUT.
833	INTERPHONE - NOISY.
226	VHF - WEAK RECEPTION, COULD NOT TRANSMIT.
855	INTERPHONE - WEAK AT ALTITUDE, BOMBARDIERS & CO-PILOTS POSITIONS OUT.
315	VHF - ALL LIGHTS ON CONTROL BOX LIT, COULD HEAR EVERYTHING, COULD NOT TRANSMIT. INTERPHONE - WEAK.
619	INTERPHONE - NOISY.
077	INTERPHONE - CHECK MIKE BUTTON IN TURRETS.
069	VHF - NOISY.
843	INTERPHONE - WEAK AT ALTITUDE. VHF - NOISY.

12. ABORTIVES DUE TO COMMUNICATIONS.

NONE.

13. INFORMATION ON MEACONING.

077 REPORTED SPLASHER 5 MEACONED AT 1330.
833 REPORTED SPLASHER 4 OR 5 MEACONED BEFORE 1300.

14. OTHER COMMUNICATIONS DIFFICULTIES.

NONE.

15. FUNCTIONING OF DEENETHORPE BUNCHER BEACON.

BUNCHER IN OPERATION ENTIRE MISSION. NAVIGATORS REPORTED GOOD RESULTS. ONE NAVIGATOR REPORTED RANGE OF 50 MILES.

16. FUNCTIONING OF DEENETHORPE VHF/DF STATION.

STATION IN OPERATION ENTIRE MISSION. ONE HOMING WAS GIVEN WITH GOOD RESULTS.

17. REMARKS.

DEFICIENCIES BEING INVESTIGATED & CORRECTED.

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

1 INCL:

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

T/SGT JAMES J. GRAHAM
(RADIO OPERATOR'S NAME)
2 - 3 - 44
(DATE)

SHIP NO 033
NO OF QDM'S 2
NO OF FIXES 0
NO OF SOS'S 0
WX 1

NOTE: THE ABOVE IS TO BE FILLED AFTER LANDING.

DIV COLLECTIVE CALL SIGN SWVC MF/DF SECTION G (CQ9)

CBW COLLECTIVE CALL SIGN XNCC SHIP CALL SIGN SSAM

TIME 0810 WATCH OPENED. NAME JAMES J. GRAHAM

COMPASS OK COMMAND OK LIAISON OK

INTERPHONE OK VHF OK IFF OK

TIME	TO	FROM	REMARKS
0810			ENGINES START
0825			TAXI
0840			TAKE OFF - DETONATOR IN
0900	7MT		-8-V'S-X445-0904A---AR
0930	7MT		-3-V'S-X445-0934A---AR
1000	7MT		-7-V'S-X445-1004A---AR
1024	MHSG		-X259-K
	MHSG	7MT	-R-K
	7MT	MHSG	-R-NR1-P-GR3 BT BJPP STNG GL BT 1020 K
	MHSG	7MT	-R-R-NR1-AR (AR)
1030	7MT	PSFU	-X259-X259-K
	PSFU	7MT	-R-K
	7MT	PSFU	NR1-Y-GR4-BT PXLR GLBM KHYK V0 BT 1025 K
	PSFU	7MT	-R-R-NR1-AR
	7MT	PSFU	-R-AR
1032		7MT	-1-V'S-X445-1034A---AR
1045		7MT	-R-X625-K
	PUHJ	7MT	-R-K
	PUHJ		-R-NR1-Y-GR1 BT RWVV BT 1028 AR
	PUHJ	7MT	-R-R-NR1-AR
	7MT	PUHJ	-R-AR
1100		7MT	-9-V'S-X445-1104A---AR
1112	RQQB	7MT	-R-INT1-K
	RQQB	7MT	-R-X639-X291-5K
	RQQB	7MT	-R-C-X639-X291-5K
1125	PUHJ	7MT	-R-K
	7MT	PUHJ	-R-NR2-P-Y-GR2 BT QMWG MOPJ MUPJ BT 1123A K
	PUHJ	7MT	-R-R-NR2 AR
	7MT	PUHJ	-R-AR
1126	TFNG	7MT	-X259-TMT-X259-K
	TFNG	7MT	-R-K
	7MT	TFNG	-R-NR1-P-Y-GR2 BT QMWG MOEH BT 1126A K
	TFNG	7MT	-R-R-NR1-AR
	7MT	TFNG	-R-AR
1127	PSFU	7MT	-X259-X259-K
	PSFU	7MT	-R-K
	7MT	PSFU	-R-NR2-Y-GR2 BT QMWG MOEH BT 1117A K
	PSFU	7MT	-R-R-NR2-AR
	7MT	PSFU	-R-AR
1132		7MT	-5-V'S-X445-1134A---AR

TIME	TO	FROM	REMARKS
1136	7MT	MHSG	-X259-K
	MHSG	7MT	-R-K
	7MT	MHSG	-R-NR2-P-GR2 BT QMWG MOEH BT 1115 K
	MHSG	7MT	-X575-TMT AA BT K
	7MT	MHSG	-R-R-NR2-NR2-P-P-GR2-GR2 BT BT QMWG QMWG MOEH MOEH BT 1115AAR K
	MHSG	7MT	-R-NR2-AR
1137			BOMBS AWAY
1140/1	7MT	SCWE	-X259-K
	SCWE	7MT	-R-K
	7MT	SCWE	-R-NR1-P-Y-GR2 BT QMWG MOPJ BT 1130A-K
	SCWE	7MT	-R-NR1-AR
1142	RQQB	7MT	-R-X114-X696 TMT X114-X696-K
	RQQB	7MT	-R-X114-X696 TMT X114-X696-K
1150	KBHP	7MT	-R-K
	7MT	KBHP	-R-NR2-NR1-Y-GR2 BT QMWG MOEH BT 1140A K
	KBHP	7MT	-R-NR1-AR
1155	SWVC	7MT	-X259-X259-X259
	SWVC	7MT	-NR1-NR1-F-F-GR5-GR5-BT BT VLOV NLIW ZJHY VNTU QZ BT 1153A TMT ETC.
			WEATHER REPORT - CLOUDY - HT OF CLOUD BASE - 1,500 FEET -
			VISIBILITY - 4 - MILES
1201	GAVE	REPORT TO PILOT	
1224	SWVC	7MT	-X259-X259-X259
	SWVC	7MT	-NR1-NR1-F-F-GR5-GR5-BT BT VLDV NLIW ZJHY VNTU QZ BT 1153A TMT
			(GAVE TO PILOT AT 1201A)
1300	SWVC	7MT	-X259-X259-X259
	SWVC	7MT	-NR1-F-GR5-BT VLDV NLIW ZJHY VNTU QZ BT 1153A TMT
1305	CQ9	SSAM	X625-K
	CQ9	SSAM	X623-X279-K (N)
1310			NAVIGATOR CALLED - IFF ON - OK - DETONATOR OUT
1330			-NR1-F-GR5-BT VLDV NLIW ZJHY VNTU QZ BT 1153A TMT
1334	DZ8	SSAM	-X623-X279-K
	SSAM	DZ8	-R-K
	DZ8	SSAM	-X575-TMT
	SSAM	DZ8	-R-X613-4-X291-3-K
	SSAM	DZ8	-R-X696-K
	SSAM	DZ8	-R-X687-K 691 K
	SSAM	DZ8	X575 TMT
	SSAM	DZ8	-R-X687-K
	DZ8	SSAM	-R-SSAM-----
	SSAM	DZ8	-R-X698-260-260-1340 K
	DZ8	SSAM	-R-AR
1358			IFF CHECKED OK
1400			-6-V'S-X445-1404A-AR
1416	R6T	SSAM	X623-X279-K
	SSAM	R6T	R-X639-X291-4-3-K
	R6T	SSAM	R-X696-K
	SSAM	R6T	R-R-K
	R6T	SSAM	-R-R-SSAM-----SSAM-----
	SSAM	R6T	R-X698-231-231-1417 K
	R6T	SSAM	R44M'S-X445-1434A--AR
			OVER BASE
1430			LANDED - IFF OFF
1500			DISPERSAL AREA - EQUIPMENT CHECKED
1523			ENGINES OFF
1525			OFF WATCH T/SGT J.J.GRAHAM

OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 654
U. S. ARMY

3 February 1944.

SUBJECT: Final Claims Report, Mission of 3 February 1944.

TO : A-2, 1st Bombardment Division, APO 654, U.S. Army.

1. No combat claims were submitted by our crew members for the mission to Wilhelmshaven on 3 February 1944.

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

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

5 February 1944.

SUBJECT: Comments of Crews Participating in WILHELMSHAVEN Raid, 3 Feb. 44.

TO : Commanding Officer, 401st. Bombardment Group (H), APO 634, US Army.
(Through Lt. Col. Regner and Major Brooks.)

1. The following comments by Combat Crew members participating in the Wilhelmshaven operation, this date, as taken from the Intelligence Interrogation forms, are submitted for your information:

a. A/C 855. Lt.Vokaty said a triangle J and a triangle A ship bombed with our formation. Sgt.Rodgers said that after an hour on oxygen, his mask mike seemed to freeze up.

b.A/C 1815. Sgt.McNab said more flak suits are needed. If more were available for issue, he said, more crew members would wear them. Lt.Owens was pleased with the formation. Sgt.Spacek said the ammunition cans were not loaded.

c. A/C 1619. Lt.Gardner said it was a milk run.

d. A/C 440. Lt.O'Neal said his ship was hit by a projectile from another ship which apparently was testing its guns.

e. A/C 091. Lt.Dempsey said formation flying on instruments is bad. He said an A/C with the initials RU-J with a triangle J, the wing man of an element, crowded out Lt.Dempsey's ship.

f. A/C St.McKendry said the hydraulic fluid in the ball turret overflowed. Lt.Levey said the hydraulic chargers and clamps in the chin turret were rusty. All members of the crew said reception on interphone was poor. Sgt.Fair would like some anti-frost liquid for the top turret. The bombardier and navigator did not have complete flak suits because they were not available.

g. A/C 820. Sgt.Prevencher said the heating system in the ball turret was out of commission and it has a cracked right window. The navigator's interphone was out. Sgt.Aronson, radio operator, doesn't like the chutes in the left radio window. Sgt.Shutes would like lids for the ammo boxes in the waist. The tail gunner's seat hinge is broken. Only five flak suits were available for the crew.

h. A/C 637. Sgt.Joseph said the flexible chutes for ammo jam. Lt. Hershey said the formation was poor due to clouds. Sgt.Pugh suggests guards should be put on the sight switches.

i. A/C 846. Lt.Kirkhuff said transportation on return from mission was inadequate. The crew was forced to wait one hour and 30 minutes at the plane for truck.

j. A/C 226. Lt.Stelzer said , "I don't think we should take formations through rough weather such as we had today."

k. A/C 847. Lt.Smith says the Weather Department would do well to look out the window now and then.

l. A/C 002. Lt.Curry wants a better breakfast in the morning before missions. He said he had difficulty in getting rid of the bombs and he suggested more walk around bottles are needed.

m. A/C 369. Sgt.Sleeper said a larger hole is needed in the ball turret for the oxygen hose. Tension on the mask pulls it off, he said. Lt.Oliver said bombs could not be released with the hand release and it was necessary to salve them.

n. A/C 662. Lt.Wilson asked why the formation returned along or parallel to Frisian islands instead of as briefed.

o. A/C 943. Lt.Tanner said the weather would have caused casualties if any enemy fighters had appeared. The plane's interphone went out of commission at approximately 1030 hours and a switch was made to No.3 Command set but it was weak and worked poorly.

p. A/C 811. Lt.Wells said the Group was late at the assembly point, that ships in the rear couldn't keep up, that the Wing was lost in the clouds over the channel and he then caught up with the wing at the IP and bombed off the lead box--specifically off the wing of triangle J No.231712. The PFF ship was 23487-E. He criticized the poor formation of the wing and said it was not coordinated and suggested assembly at a higher altitude.

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

Target No.
6 (c) (iii) 5

PORT AREA

WILHELMSHAVEN
(GERMANY)

Illustration No.
(iii) 5/13

Illustration No.
6 (c) (iii) 5/13

0 500 1000 1500 2000 YARDS
0 $\frac{1}{2}$ 1 MILE

Photographed 13 June 1943

(1 : 32,000) approx.

Issued January 1944



A.I.3c (1)

TYPE A

DECLASSIFIED PER NARA DATE 3/15/11

SS Form 90

S-2 STATISTICAL REPORTMission of 5 Feb 44

Low Box

Time of Preparation 1810Target WilhelmshavenTelephoned to A-2 1820

(1) Designation of Group 401st(2) Total No. of A/C
airborne, incl. spares 21 (SPARES 3)(3) Total No. of A/C
Dispatched 18(4) No. of A/C Attacking 15(5) No. of A/C Dispatched
but not Attacking 5

Due to:

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

(6) No. of A/C Lost 0

Due to:

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

(7) Times of Attack 1130(8) Altitudes of Attack 27,500(9) Bombs on Each Target (a) 128 (b) Size 500 (c) Type GP(10) Personnel Casualties 1 Type:

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

(11) A/C Suffering Battle
Damage 4

Category:

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

REMARKS: A/C 1063 dropped 12x500 GP at22000ft E 555-0730E.Gordon R. Glosway
Preparing Officer
1st Lt.A.C.

12. Preliminary claims - none

13. Leaflets dropped - none

NOTE - A/C 487 and 855, airborne with Low Box, flew with composite
box.

SS Form 90

S-2 STATISTICAL REPORT
Composite BoxMission of 5 Feb 1944Time of Preparation 1810Target WilhelmshavenTelephoned to A-2 1820

(1) Designation of Group 401st-351st(2) Total No. of A/C 7
airborne, incl. spares 7(SPARES 0)(3) Total No. of A/C
Dispatched 7(4) No. of A/C Attacking 7(5) No. of A/C Dispatched
but not Attacking 0

Due to:

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

(6) No. of A/C Lost 0

Due to:

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

(7) Times of Attack 1158(8) Altitudes of Attack 28,000(9) Bombs on Each Target (a) 810 (b) Size 12 (c) Type _____(10) Personnel Casualties 0

Type:

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

(11) A/C Suffering Battle
Damage 0

Category:

- (a) Minor _____
- (b) Major _____
- (c) Salvage _____

REMARKS: A/C 842 dropped18 X M67 at 5344-0805 EGordon L. Glosney
Preparing, Officer
1st Lt.A.C.

12. Preliminary Claims - none

13. Leaflets dropped - none

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

3 February 1944

SUBJECT: Enemy Opposition, Mission of 3 February 1944.

TO : A-2, 1st Bombardment Division, APO 634, U. S. Army.

1. No enemy aircraft were reported attacking our aircraft
on the mission to Wilhelmshaven on 3 February 1944.

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

401ST BOMBARDMENT GROUP (H)
APQ 634

FLAK REPORT

DATE 5 Feb 1944

TARGET: Wilhelmshaven Time Bombs Away 1138

1. Route followed:

(See attached navigators Track Chart)

2. Visibility 10/10 Undercast Contrails Extremely dense

3. Position of Group in relation to other Groups: Lead 551st
High Composite
Low 401st

4. Axis of Attack (Lead A/C) 350° Degrees Magnetic.

5. Length of Straight and Level Bomb Run: Bombed on PPP

6. Evasive Action Taken: Mild sweeping turns going in.

7. Turn after Bombing: Turned to 305° Magnetic.

8. Number of A/C over Target 20

(a) Number of A/C Damaged by A/A Gunfire 6
(b) Number of A/C Lost by A/A Gunfire 0

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

(a) Route out: 1051, meager scattered bursts seen at landfall in vicinity of Egmond.

(b) Target: 1138, meager to moderate, inaccurate, continuously pointed.

(c) Route back: 1208, meager, inaccurate flak seen to right of formation, believed from Spiekeroog Island.

10. Comments - Phenomena: A few ground rockets seen at target. Red flashes leaving white smoke trails seen at target. Red bursts more accurate than white. Two streamers, silver colored, silver bursts, came up from ground near target and broke close to formation.

11. No. of A/C Carrying "Window": 0
Observed Results:

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

(OVER)

Lt. Gordon R. Closway.

LOW BOX

BOMBING ALTITUDE: 27,500'

035

662

945

315

369

846

440

820

837

- NOTE: 511 Flew on wing of #3 man, 2nd Element, Lead Sq., Lead Box
226 Flew with Polebrook - Gave position as "No. 9" and said
A/C were following each other in trail.

COMPOSITE BOX

BOMBING ALTITUDE: 28,000'

853

077

091

619

843

487

002

855

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

3 February 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 3 FEBRUARY 1944

TAKE-OFF: 0830. 3-4/10 stratocumulus, base 2000', tops 4-5000'. 4/10 altocumulus, base 8-10,000'. Visibility 4 miles.

ROUTE OUT: 4-6/10 stratocumulus, base 2500, tops 5500' over England. Additional 3-4/10 altocumulus, base 10,000', tops 12,000' and 2-3/10 cirrus at 28-30,000 ft. over England. 9/10 plus cirrus at English Coast, becoming 10/10 over the North Sea and continent, tops 22-24,000'. Visibility unrestricted except by clouds.

TARGET: 1137. 10/10 cirrus, tops 26-28,000'. Visibility unrestricted except by clouds.

ROUTE BACK: 6-7/10 cumulus, base 3-4,000', tops 8-10,000' over the North Sea, becoming 4-6/10 stratocumulus, bases 2500-3000' over England. 10/10 cirrus, tops 25-26,000' over the continent. Thick stratified layer, tops 23,000', base 10-12,000' over the North Sea. Visibility unrestricted except in clouds.

BASE ON RETURN: 1445. 8/10 stratocumulus, base 3000'. Visibility 5 miles.

REMARKS: Variable persistent, non-persistent dense contrails at 12-27,000'. Dense persistent contrails at 27-28,000' over the target. Light rime ice at 8-12,000' and 18-20,000' over the North Sea upon let down through the stratified layer. Rain observed on east coast upon return. Direction of winds as briefed but velocities observed to be stronger than briefed. Temperatures: -17 at 14,000', -20 at 16,500, -22 at 18,000', -30 at 20,000', -47 at 28,000'. Moderate turbulence below 2500'. Nil to light turbulence in stratified layer upon let down.

Arthur B. Street

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

OPERATIONAL ROUTE FORECAST

DATE 3 NOV 1966
 PERIOD 0700-1800Z
 HQ SOS USAPP 9-43/90M/15227

DECLASSIFIED PER
 BY 534 NARA - MHP MSS 225
 DATE 3/15/71

	A 5 HRS TO 5 DEGREES BASE	B 5 HRS TO 20 DEGREES BASE	C 5 HRS TO BASE	D
WEATHER	1 CLOUDS	2 CLOUDS	3 CLOUDS	4 CLOUDS WIND 200 FT SOUTHERN
CLOUDS	2 MOVING CLOUDS 5- 6/10 BASE 2500 FT. 10-6/10 5000 FT. 24/10 ALLOCATED TO 7-8/10 TO RAINING AT 10-12000 FT. 24/10 CLOUDS AT 20000 FT AND ABOVE.	3-6/10 MOVING CLOUDS 5- 6/10 BASE 2500 FT. 10-6/10 5000 FT. 24/10 ALLOCATED TO 7-8/10 CLOUDS 5-6/10 BASE 1500- 2000 FT. 10-6/10 24/10 ALLOCATED 50 FT INCREASING AT 10-12000 FT. 2- 10-6/10 ALLOCATED AT 10-15000 FT. 24/10 ALLOCATED AT 18000 FT. 10-6/10 INCREASING AT 25-28000 FT. 24/10 CLOUDS AT 25-28000 FT. AND RAINING AT 25-28000 FT.	7-8/10 TAKING CLOUDS BASE 1500-2000 FT. 10-6/10 24/10 INCREASING TO 10-12000 CLOUDS 5-6/10 BASE 2000- 2500 FT. 10-6/10 24/10 ALLOCATED AT 10-12000 FT. INCREASING TO 10-15000 FT. INCREASING TO 24/10 INCREASING AT 10-12000 FT. 4-6/10 CLOUDS AT 25-28000 FT. 10-6/10 INCREASING TO 5-7/10 AND RAINING AT 25-28000 FT.	5 HRS WIND 200 FT SOUTHERN
ICING	3 6000 FT. 200 FT.	6000 FT. 2000 FT. INCREASING OVER 10-12000 FT.	5000 FT. 2000 FT. INCREASING OVER 10-12000 FT.	6000 FT. 2000 FT. INCREASING OVER 10-12000 FT.
VISIBILITY	4 200 FT.	3-5 MILES	3-5 MILES	3-5 MILES
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	200 30 EASTERLY 00			
2000 FT	200 40 * +5			
10000 FT	200 50 * -1			
15000 FT	200 40 * -15			
20000 FT	200 70 * -25			
25000 FT	200 90 * -35			
30000 FT	200 90 * -47			

BASE ALTIMETER SETTING 29.71 TARGET SURFACE TEMP. -10 TARGET MEAN TEMP. -5.5 *Prec.*
 TEMP. AT 20000 FT. -35 TARGET SURFACE (PRESSURE-ALT) 284

Recon Target is being hit is

Wilhelmshaven, with 90,000 inhabitants, is HQ of the German North Sea Command, the Western Group Command and the North Sea Coastal Defense command; Warships of all kinds are built, repaired and maintained here. The yards here are one of the chief centres of U-boat construction. Latest available information shows that eight U-boats are at present building in the Bauhafen slips at Wilhelmshaven. Wilhelmshaven is the best German example of a city built entirely around its principal industry, which is ship-building. There are no other important industries here that do not contribute directly to that object. The entire industrial area is concentrated around the BAU-HAFEN, which you will see upon the picture and night target chart. There is a large amount of new construction taking place in the harbor East of the Bau-hafen, but this has not been completed as yet.

At the beginning of the war the port was used by major naval units as a principal refuge... ~~the Tirpitz having been built and fitted out here~~. However, the Germans have found that the port is too vulnerable to air attack, and it is now used more for U-boat construction and smaller naval units. Attacks recently made on other U-boat shipbuilding facilities have increased the importance to the Germans of the yards at Wilhelmshaven at the present time.

There are a number of branch railways connecting the quays in the port with the goods yard, although the Wilhelmshaven RR line is a branch off the main line to Oldenburg.

In connection with the submarine slips, ~~large~~ camouflage units are dispersed around the various parts of the Bau-hafen. A large effort has been made to disperse the ~~distinctive shape~~ ^{of} the Bau-hafen, in order to break its distinctive shape, which, if the weather is clear, is ~~a very~~ ^{prominent} feature to recognize, as will appear from the night target map. There are various oil storage tanks in the yard, and they are widely spaced, and reconnaissance shows that in each case the tanks have been squared off and netted.

A smoke screen is in operation surrounding the Bauhafen. This screen was originally built with an eye to shielding movement of shipping when the port was utilized extensively for that purpose, ~~and will no doubt operate today.~~

There is also a balloon barrage surrounding the Bauhafen.

The THIRD Bomb. Division goes in ahead of this division, so the smoke screen should be in effective operation when our division goes over.

GTR 1433

Lev

FIGHTER SUPPORT: 4 Groups P-47's and 1 Group of P-38s and 1 Gp. of P-51's
(at points shown on map.)

SECONDARY: No secondary target is specified, but it IS set forth in the S
F.O. that, in the event the primary is not bombed, last resort
targets will consist of any A/d, City or Industrial Area which
is POSITIVELY identified as being in Germany.

EPIDIASCOPE:

- (1) 1:500,000 (Only show large square surrounding target.)
Wilhemshaven is situate on the West of a large, heart-shaped
bay. It is South of the neck which leads in from the North Sea.
- (2) Target chart. POINT OUT DISTINCTIVE BAUHAUFEN AND MPI, which
is in edge of built-up industrial district.
- (3) Photo)
- (4) Flak map.

FLAK SITUATION

Route today from the Flak angle is good. You will be within range of a few guns at Egmond when you make landfall on your route in and just before you cross the Zuider Zee there is a 4-gun battery at Enkhuizen.

Only minor position guns in range.
At the target are 64 guns but only 30 will be within range. You may also get some scattered bursts from Spierkerog - a Frisian island - on your way back.

Your axis of attack is about 15 degrees and withdrawal 330 degrees. The withdrawal is not the best way out of the target but your course is laid out this way because the 2nd Division will be attacking a target just on your west about the same time.
so do not go to conflict

Lt. Closway

Briefing Notes

If you are forced to land in Sweden, a neutral country,
remember that the Swedish Air Forces are very friendly to us. Give
no information to anyone but you can say you were on a non-operational
flight--a training or ferrying mission.

If you are forced to make an emergency landing on your return to
England, AVOID the beaches. They are heavily mined. Either get inland a
ways or else ditch.

Pilots make certain your crew members have their passport photos.

Empty your pockets.

Co-pilots will draw the escape kits.

DON'T MENTION THE TARGET.

SB

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

3 February 1944

SUBJECT: Loading List.

T

TO : Operations Officer 612 Bomb Gp (H), APD #634

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

*PLANE # 42-38033

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -	1st Lt.	Goodman	James	F.	0-665678	612th
CP -	Capt.	Silver	Delwyn	E.		Gp. Hq.
N -	2nd Lt.	Fraioli	Frank	P.	0-683234	612th
B -	2nd Lt.	Anderson	Donald	M.	0-735233	"
RO -	S/Sgt.	Graham	James	J.	16099737	"
**TT -	S/Sgt.	DeWees	Foster	E.	35488513	"
BT -	T/Sgt.	Farmer	John	O.	6861113	"
TG -	2nd Lt.	Ramsey	Robert	J.	0-681191	"
LWG -	S/Sgt.	Henderson	Pete	D.	38213690	"
RWG -	S/Sgt.	Markle	Burton	A.	32492715	"
Ex. ROG	S/Sgt.	Smith	William	D.	19122676	"

*PLANE # 42-31662

P	1st Lt.	Fox	Gaston	M.	0-802737	"
CP	2nd Lt.	Blaise	Gerald	L.	0-748328	"
N	2nd Lt.	Wilson	Darrel	D.	0-750174	"
B	2nd Lt.	Mendelson	Leonard	J.	0-749917	"
RO	T/Sgt.	Brandt	Duane	G.	39193489	"
**TT	T/Sgt.	Brown	Allen	D.	38294097	"
BT	Sgt.	VanBoeven	Donald	W.	37232922	"
TG	S/Sgt.	Estess	Cecil	C.	34425600	"
LWG	S/Sgt.	Gallas	Joseph	(NMI)	33394658	"
RWG	S/Sgt.	Sierra	Charles	P.	12155142	"

*PLANE # 42-39979

P	2nd Lt.	Hagan	Marion	O. Jr.	0-803190	"
CP	2nd Lt.	Dunn	John	B. Jr.	0-690067	"
N	2nd Lt.	Cordell	Wilbur	F.	0-811569	"
B	2nd Lt.	Graham	Fred	E.	0-676214	"
RO	S/Sgt.	Barr	Martin	A.	33238108	"
**TT	S/Sgt.	Simmons	Harry	G. Jr.	33251053	"
BT	Sgt.	Cox	Wade	M.	15071368	"
TG	Sgt.	Stone	James	A.	31129780	"
LWG	Sgt.	Henson	William	W.	34604655	"
RWG	Sgt.	Huston	Arthur	A.	37264453	"

** Enter complete number of aircraft
 ** Designate Engineer

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

*PLANE # 42-97487

P	- 1st Lt.	Smith	Stuart	E.	0-802795	612th
CP	* 2nd Lt.	Chmura	Stanislaw	R.	0-684687	"
N	- 2nd Lt.	VanDyke	George	R.	0-683350	"
B	- 2nd Lt.	Majewski	Louis	J.	0-747598	"
RO	- T/Sgt.	McCawley	Fred	E.	38321224	"
**TT	- T/Sgt.	Garr	Maurice	A.	16035651	"
BT	- S/Sgt.	Davies	Leonardo	F.	32506396	"
TG	- S/Sgt.	Parker	Harry	C.	39034361	"
LWG	- S/Sgt.	Scicchitano	Frank	J.	32489249	"
RWG	- S/Sgt.	Hopkins	Calvin	W.	32076946	"

*Plane # 42-39993

P	- 2nd Lt.	Bingham	George	F.	0-679033	"
CP	- 2nd Lt.	Head	Francis	W.	0-685332	"
N	- 2nd Lt.	Tomlinson	Harvey	G.	0-688132	"
B	- 1st Lt.	Hutson	Waymen	T.	0-406409	"
RO	- S/Sgt.	Giorgiani	Alex	(NMI)	33472233	"
**TT	- S/Sgt.	Dunn	Johnny	K.	35391705	"
BT	- S/Sgt.	Yeatts	Lawson	K.	34450792	"
TG	- S/Sgt.	John	Carl	W.	37248950	"
LWG	- S/Sgt.	Peacock	George	P.	6573365	"
RWG	- T/Sgt.	Connor	Jay	L. Jr.	33443398	"

*PLANE # 42-39943

P	- 2nd Lt.	Tanner	John	R.	0-803899	"
CP	- 2nd Lt.	McDaniel	Robert	E.	0-687317	"
N	- 2nd Lt.	Strom	Kenneth	L.	0-690690	"
B	- 2nd Lt.	Szungyi	John	P.	0-749656	"
RO	- S/Sgt.	VanDusn	Paul	R.	12165646	"
**TT	- T/Sgt.	Cable	Harvey	T.	39531286	"
BT	- S/Sgt.	Norris	John	B.	14093939	"
TG	- S/Sgt.	Staley	Phillip	C.	39151977	"
LWG	- S/Sgt.	Daniel	Edward	P.	39251499	"
RWG	- S/Sgt.	Francis	Raymond	R.	39038724	"

*PLANE # 42-39837

P	- 2nd Lt.	Hershey	Harry	J.	0-803198	"
CP	- 2nd Lt.	Woods	Robert	R.	0-677390	"
N	- 2nd Lt.	Buder	Eugene	H.	0-1575801	"
B	- 2nd Lt.	Boxer	Martin	W.	0-684132	"
RO	- S/Sgt.	Cherry	Noel	C.	39853397	"
**TT	* S/Sgt.	Pugh	Alfred	E.	18050687	"
BT	- Sgt.	Chiccino	Joseph	R.	33581297	"
TG	- Sgt.	Joseph	Meload	C.	11114921	"
LWG	- Sgt.	Civello	Hubert	C.	38190283	"
RWG	- Sgt.	Plate	Robert	E.	36268711	"

** Enter Complete number of Aircraft
** Designate Engineer

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

3 February 1944

SUBJECT: Loading List.

T

TO : Operations Officer, 612th Bomb Gp (H), APO #634

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

*PLANE # 42-31511

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A. S. N.	SQUADRON
P -	2nd Lt.	Wells	Kenneth	C.	0-677365	612th
CP -	2nd Lt.	Guinn	Euin	N.	0-803975	"
N -	2nd Lt.	Gelula	Warren	(NMI)	0-809579	"
B -	2nd Lt.	Lingenfelter	Leo	I.	0-682580	"
RO -	S/Sgt.	Hartlett	Edward	M.	11122117	"
**TT -	Sgt.	Larson	Robert	D.	17035493	"
BT -	Sgt.	Convertino	Rico	S.	12096330	"
TG -	S/Sgt.	Weatherman	James	H.	6923486	"
LWG -	Sgt.	Price	William	(NMI)	33054780	"
RWG -	Sgt.	Chapman	William	E.	12074439	"

*PLANE #

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

*PLANE #

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

** *Enter complete number of aircraft
 Designate Engineer

S-3

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

19

2 February

SUBJECT: Loading List.

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

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

*Plane # 42-31226

DUTY	RANK	LAST (NAME)	FIRST	(I)	A.S.	SQUADRON
P	1st Lt.	SPELZER	ROBERT	L.	0461320	613th
CP	2d Lt.	JOHNSON	WENDELL	T.	0687896	"
N	2d Lt.	HOBBS	HERBERT	L.	0688441	"
B	2d Lt.	WARREN	ROBERT	(NMI)	0685898	"
RO	T/Sgt.	HOCKER	DONALD	A.	36522865	"
PT	S/Sgt.	JARRETT	WILLIAM	R.	35334215	"
BT	S/Sgt.	BLACK	JAMES	P.	39300495	"
FG	S/Sgt.	NICELY	JOHN	H.	13156041	"
L/G	S/Sgt.	RICE	EDWARD	J.	16096299	"
R/C	S/Sgt.	HOLLAND	THOMAS	M.	38211220	"

*Plane # 42-30855

P	2d Lt.	VOKAITY	ALFRED	E.	0803717	"
CP	2d Lt.	GAMBRELL	WILLIAM	L., JR.	0750783	"
N	2d Lt.	SCHACHER	SHEA	(NMI)	0809734	"
B	2d Lt.	STRODE	CHARLES	R.	0747060	"
RO	S/Sgt.	HALPIN	RONALD	C.	3218821 (32428821)	"
TT	S/Sgt.	BORGES	JOSEPH	J.	33285703	"
BT	Sgt.	CRULL	HOWARD	M.	15339917	"
FG	Sgt.	RODGERS	HOWARD	E.	32487815	"
L/G	Sgt.	SANDERS	ROY	G., Jr.	37499328	"
R/C	Sgt.	CANTER	WARREN	(NMI)	15116266	"

*Plane # 42-39932

P	2d Lt.	LEW	SANDY	(NMI)	0746981	"
CP	2d Lt.	CAMPBELL	BRUCE	M.	0690926	"
N	2d Lt.	SCHLIEPER	ROGER	F.	0689664	"
B	2d Lt.	KELLY	JOHN	J.	0732822	"
RO	S/Sgt.	JOHNSON	ALVIN	A.	36188975	"
TT	S/Sgt.	THAYER	BLISS	P. A	11055078	"
BT	Sgt.	FRANKLIN	PAT	H.	16088190	"
FG	Sgt.	HIBBS	ARLIE	E.	36633189	"
L/G	Sgt.	ROBINSON	MARSHALL	D.	35277805	"
R/C	Sgt.	MC GAETHY	WILLIAM	A.	32479218	"

*Enter complete number of aircraft

** Designate Engineer

DUTY	RANK	LAST (name)	FIRST	MI	ASN	SQUADRON
<u>Airplane No. 42-31202 *</u>						
P.	1st Lt.	JONES	DONALD	E.	0733753	613th
CP.	2d Lt.	O'NEILL	EDWARD	T.	0745163	"
N	1st Lt.	BENNETT	CYRUS	P.	0749419	"
B	2d Lt.	BUSSE	MYLES	R.	0686182	"
RO	T/Sgt.	SCHEINBERGER	NICHOLAS	D.	35406951	"
TT**	M/Sgt.	OLIDER	HAROLD	K.	6565810	"
BT	S/Sgt.	WEAVER	WILMER	P.	33364065	"
TG	S/Sgt.	DE CINQUE	LEWIS	A.	32269844	"
LWG	S/Sgt.	SCHAIR	ARTHUR	(NMI)	12088058	"
RWG	S/Sgt.	FERLAND	ARTHUR	W2	11110359	"
<u>Airplane No. 42-31467 *</u>						
P	2d Lt.	SHEAHAN	WILLIAM	G.	0746438	"
CP	2d Lt.	OGEN	ELLIOTT	B.	0687202	"
N	2d Lt.	DAVIS	ROBERT	O.	0808000	"
B	2d Lt.	CONWAY	DOUGLAS	M.	0685775	"
RO	S/Sgt.	SILVERSTEIN	DONALD	W.	12156493	"
TT**	S/Sgt.	RICKY	RICHARD	W.	15054437	"
BT	Sgt.	JUSTICE	HAZARD	(NMI)	15940143	"
TG	Sgt.	O'MARA	JOHN	W.	15063893	"
LWG	S/Sgt.	FALK	SEYMOUR	(NMI)	17037059	"
RWG	Sgt.	TONLINSON	ROScoe	P.	14159387	"
<u>Airplane No. 42-31518 *</u>						
P	2d Lt.	SCHARRF	PAUL	F.	0803697	"
CP	2d Lt.	HICKERT	CHARLES	A.	0626397	"
N	2d Lt.	SCHWARTZ	BERNARD	(NMI)	0689665	"
B	2d Lt.	SHOVER	ROBERT	E.	0688702	"
RO	Sgt.	STRONG	ROBERT	C.	6067253	"
TT*	S/Sgt.	KARL	RICHARD	I.	33397179	"
BT	Sgt.	BEDELL	CHARLES	H.	32577472	"
TG	Sgt.	SMALLIN	JAMES	H.	39035600	"
LWG	Sgt.	LEKING	ROGER	T.	35348050	"
RWG	Sgt.	TYNIGAR	WEMERICK	G.	31144508	"
<u>Airplane No. *</u>						
P						
CP						
N						
B						
RO						
TT**						
BT						
TG						
LWG						
RWG						

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

*

53
614th SQUADRON OFFICER
OFFICER OF THE OPERATIONS OFFICER
APO # 634FEBRUARY 19
3 JANUARY 1944

SUBJECT: Loading List.

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

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

*Plane # 42-51315

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.A.	SQUADRON
P -	Captain	GARLAND	WILLIAM	C.	0-24892	614th
CP -	2nd Lt.	OWENS	ERLE	C.	0679108	"
N -	2nd Lt.	NOOTE	EDWARD	P.	0683296	"
B -	2nd Lt.	FITZGERALD	ROBERT	G.	0679458	"
RO -	T/Sgt.	Stimmel	Bert	W.	35332272	"
**TT -	T/Sgt.	Spacek	Anthony	V.	32378819	"
BT -	Sgt.	Risi	John	M.	13176766	"
TG -	Sgt.	McNab	Thomas	D.	12095352	"
LWG -	Sgt.	Parratt	John	L.	13100644	"
RNG -	S/Sgt.	Highlen	Harold	A.	36527080	"

*Plane # 42-59848

P *	1st Lt.	KIRKHUFF	DONALD	V.	0801995	614th
CP *	2nd Lt.	SOBOLAK	BENNIE	W.	0684571	"
N -	2nd Lt.	PEERCE	MYRON	E.	0749399	"
B -	1st Lt.	MONTONE	LIBER	J.	0732639	"
RO -	T/Sgt.	Cook	Harold	(NMI)	35458365	"
**TT -	S/Sgt.	Tweed	Stanley	A.	34209697	"
BT -	S/Sgt.	Merritt	William	E.	31203844	"
TG -	S/Sgt.	Cohn	Leroy	(NMI)	39279686	"
LWG -	S/Sgt.	Dayton	James	E.	39032317	"
RNG -	Sgt.	Phillips	Edward	J.	38398663	"

*Plane # 42-51369

P -	2nd Lt.	WEBER	EZRA	S.	0804435	614th
CP -	2nd Lt.	BERGERSON	CLIFFORD	C.	0748529	"
N -	2nd Lt.	WIRBEL	CHARLES	H.	0690530	"
B -	2nd Lt.	OLIVER	WALTER	L.	0746602	"
RO -	S/Sgt.	Krekoian	Ruben	E.	31175020	"
**TT -	S/Sgt.	Norell	Olle	A.	36147173	"
BT -	Sgt.	Sleeper	Lewis	A.	15334648	"
TG -	Sgt.	Shellenburg	Clarence	H.	16049924	"
LWG -	Sgt.	Kinsey	Robert	S.	17129375	"
RNG -	Sgt.	*Enter complete number of aircraft	George	D.	11110633	"
** Designate Engineer						

RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
*Plane # 42-39440					
P -	1st Lt. STIMSON	BOUDINOT	(MMI)	0700495	616th
CP -	2nd Lt. LAULO	BROWN	E.	0748693	"
N -	2nd Lt. O'NEAL	JOHN	E.	0871169	"
B -	2nd Lt. PEAFRAK	JACK	L.	0749735	"
RO -	S/Sgt. Sherman	Ezban	C.	81173258	"
TT -	S/Sgt. Kukurin	Karl	E.	33301958	"
BT -	S/Sgt. Melia	Paul	S.	32306521	"
LG -	S/Sgt. LeSage	Alfred	(MMI)	13066968	"
WG -	S/Sgt. Sandford	Krancke	E.	4455608	"
WG -	S/Sgt. Hanouse	Gurum	L.	32582642	"
Plane # 42-39036					
P -	2nd Lt. ZITKOVIC	FRANK	J.	0802825	616th
CP -	2nd Lt. CLIFTON	MASON	O.	0738349	"
N -	2nd Lt. CONNELL	HAYES	R.	0680430	"
B -	2nd Lt. HENGER	JOHN	L.	0836706	"
RO -	S/Sgt. Dippel	Joseph	R.	80715066	"
TT -	S/Sgt. Davidson	Burton	O.	33445108	"
BT -	Sgt. Howard	Charles	J.	13063152	"
LG -	Sgt. Sletnick	Max	(MMI)	12158752	"
WG -	Sgt. Fritzingher	Raymond	E.	33481601	"
WG -	Sgt. Nichols	James	O.	37258419	"
Plane # 42-39033					
-	2nd Lt. ARNOLD	VERNON	A.	0741875	616th
-	2nd Lt. KLEINHORN	JEONIE	E.	0878877	"
-	2nd Lt. DEAN	JOHN	R.	0809851	"
-	2nd Lt. GILMORE	GEORGE	J.	0882107	"
-	Sgt. Aronson	Aryln	O.	17165138	"
-	Sgt. Shultz	Clemho	O.	34472857	"
-	Sgt. Prevencher	Armand	L.	11068958	"
-	Sgt. Schmidt	Richard	O.	36734944	"
-	Sgt. Shutes	Adrian	L.	15024539	"
-	Sgt. Trambitsky	Edward	(MMI)	12098118	"
Plane # 42-35637 843					
-	2nd Lt. MASTIK	WALLACE	R.	0801815	616th
CP -	7/0 FAUERBACH	DONALD	A.	1-121888	"
N -	2nd Lt. CRANE	EDMETT	V.	0888629	"
B -	2nd Lt. LEVITY	JAMES	O.	06784686	"
RO -	S/Sgt. Castroviva	Salvatore	L.	52550405	"
TT -	S/Sgt. Fair	Charles	E.	37211030	"
BT -	S/Sgt. Mc Hendry	Daniel	O.	13114586	"
LG -	S/Sgt. Sundberg	David	O.	3375862	"
WG -	S/Sgt. Roberts	Marion	E.	14159401	"
WG -	S/Sgt. Gatzmeyer	Gerald	R.	15109129	"

* Enter complete number of aircraft

** Designate Engineer

614th BOMBARDMENT SQUADRON (A)
OFFICER OF THE DAY 634

3 FEBRUARY 1944 19

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 # 42-31557

DUTY	RANK	LAST (NAME)	FIRST	(M)	A.S.N.	SQUADRON
P -	2nd Lt.	WALSH	ROBERT	P.	0804771	614th
CP-	2nd Lt.	LONG	JOHN	C.	0753901	"
N -	2nd Lt.	MATRICIAN	MICHAEL	(M)	0690478	"
B -	2nd Lt.	PORTER	GUY	R.	0748098	"
RO-	S/Sgt.	Zappella	Vincent	(M)	32578092	"
**TT-	S/Sgt.	Stallcup	Mose	H.	36186641	"
BT-	Sgt.	Collie	Perry	O.	36427682	"
TG-	Sgt.	Ergoch	Ludwick	J.	19180643	"
LWG-	Sgt.	Cartmill	Charles	L.	35560963	"
RNG-	Sgt.	Layland	John	M.	37457551	"

*Plane # 42-31374

P *	2nd Lt.	WILSON	CARLETON	L.	0803329	614th
CP *	2nd Lt.	KELLEY	CURTIS	C.	0752211	"
N -	2nd Lt.	CONNERY	JOHN	K.	0809538	"
B -	2nd Lt.	EMPRIC	WALTER	P.	0682091	"
RO -	S/Sgt.	Anderson	Carl	D.	35612826	"
**TT -	S/Sgt.	Quinn	Robert	E.	35612632	"
BT -	Sgt.	Passeno	William	W.	36589194	"
TG -	Sgt.	Pettit	Gerald	N.	13109913	"
LWG -	Sgt.	McMahon	James	F.	32714726	"
RNG -	Sgt.	Smith	George	R.	13131441	"

*Plane #

P -
CP -
N -
B -
TA -
**TT -
BT -
TG -
LWG -
RNG -

*Enter complete number of aircraft
** Designate Engineer

6-3

615 BOMBARDMENT SQUADRON (H)
OFFICE OF THE OPERATIONS OFFICER
APO # 621

February 3, 1944

SUBJECT: Loading List.

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

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

*Plane # 42-51091

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.I.	SQUADRON
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 1st Lt.		Dolan	William	W.	0-741142	615th
RO S/Sgt.		Cheatham	Elmer	R.	14182350	615th
PT T/Sgt.		Zander	Harold	S.	33240504	615th
BT S/Sgt.		Sweepe	William	H.	15338388	615th
PG S/Sgt.		Knapp	Phil	N.	39540171	615th
L/C S/Sgt.		Fatica	Battista	J.	35244899	615th
R/C S/Sgt.		Merlino	Frank	A.	31208150	615th

*Plane # 42-37833

P Capt.		Rumsey	William	M.	0-728740	615th
CP 2nd Lt.		Kaercher	Robert	D.	0-681433	615th
N 1st Lt.		Walsh	Michael	R.	0-676185	615th
B 1st Lt.		Arnold	Harold	S.	0-681515	615th
O Cpl.		Miner	Clarence	R.	12098509	615th
PT T/Sgt.		Roberts	Donald	B.	32377788	615th
BT S/Sgt.		Lieberman	Irving	I.	13103453	615th
PG S/Sgt.		McElligott	Herbert	F.	36426974	615th
RCG S/Sgt.		Tosh	William	A.	35431664	615th
LWG S/Sgt.		Rothwell	Frank	A.	33330990	615th

*Plane # 42-31034

P 1st 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 S/Sgt.		Mehlmann	Raymond	G.	32438897	615th
PT S/Sgt.		Breen	Roland	J.	16133764	615th
BT S/Sgt.		Nonemaker	Jack	D.	19175334	615th
PG Sgt.		Ross	Harry	A.	13145459	615th
L/C S/Sgt.		Batson	Allen	L.	39268048	615th
R/C S/Sgt.		Johnson	Russell	W.	32466408	615th

*Enter complete number of aircraft

** Designate Engineer 42-31077

1st Lt.		Grinham	Fred	D.	0-729337	615th
2nd Lt.		Brown	Fred	(NMI) Jr.	0-748548	615th
2nd Lt.		Whitney	Ray	F.	0-750325	615th
2nd Lt.		Wolfe	Ralph	W.	0-676904	615th
S/ Sgt.		Lewis	Charles	M.	11103284	615th
S/Sgt.		Roundtree	Charles	L.	38076003	615th
Sgt.		Hardy	Charles	E.	11097732	615th
S/Sgt.		Gentry	Ray	A.	34434724	615th
S/Sgt.		Cummings	William	T.	33346986	615th
S/Sgt.		Housman	Herbert	M.	12156697	615th

DUTY	RANK	LAST (name)	FIRST	MI	ASN	SQUADRON
Airplane No.	42-31069	*				
P. 1st Lt.	Wysocki	Stephen	(NMI)	O-677398	615th	
CP. Captain	Gould	George	(NMI)	O-900201	615th	
N 2nd Lt.	Taylor	James	(NMI)	O-750228	615th	
B 2nd Lt.	Gurvin	Robert	M.	O-676945	615th	
RO S/Sgt.	Kenny	Gerard	M.	12157361	615th	
TT**S/Sgt.	McIntyre	William	(NMI)	33289742	615th	
BT Sgt.	Clare	David	E.	13092668	615th	
TG Sgt.	Prager	Gilbert	(NMI)	32714501	614th	
LWG Sgt.	Keon	Ernest	H.	34441033	615th	
RWG Sgt.	Loadholt	Jay T.	Jr.	14125585	615th	
Airplane No.	42-40002	*				
P 2nd Lt.	Trimble	William	M.	O-802891	615th	
CP 2nd Lt.	Shantz	Fred	L.	O-745197	615th	
N 2nd Lt.	Lemke	Beryle	L.	O-690672	615th	
B 2nd Lt.	Cury	Enver	C.	O-670027	615th	
RO S/Sgt.	Keeny	Frank	E.	32623979	615th	
TT**S/Sgt.	Tracey	Edward	(NMI)	32143812	615th	
BT Sgt.	Schaffer	John	E.	34395238	615th	
TG Sgt.	Asbell	William	R.	14182638	615th	
LWG Sgt.	Acker	Joseph	F.	6966455	615th	
RWG Sgt.	Courtad	Paul	K.	35424839	615th	
Airplane No.	42-31619	*				
P 2nd Lt.	Gardner	Edward	T.	O-745881	615th	
CP 2nd Lt.	Shelton	Horace	H.	O-752024	615th	
N 2nd Lt.	Gouger	Carroll	A.	O-808038	615th	
B 2nd Lt.	Gallagher	Joe	C.	O-679495	615th	
RO Sgt.	Monnes	Fred	(NMI)	12187401	615th	
TT* Sgt.	Minard	Dale	W.	16125203	615th	
BT Sgt.	Piazza	Peter	J.	35583120	615th	
TG Sgt.	Bosowski	Stephen	R.	35561239	615th	
LWG Sgt.	Trupia	Salvatore	A.	12133746	615th	
RWG Sgt.	Durben	Francis	J.	17154973	615th	
Airplane No.	*					
P						
CP						
N						
B						
RO						
TT**						
BT						
TG						
LWG						
RWG						

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

*

**

Efra

~~CLASSIFIED BY THE OPERATIONS SQUADRON OFFICER~~
~~APO # 634~~

FEBRUARY

19

1944

SUBJECT: Loading List.

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

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

*Plane #

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.I.	SQUADRON
P	Captain	GARLAND	WILLIAM	C.	0-24892	614th
CP	2nd Lt.	OWENS	ERLE	C.	0679108	"
N	2nd Lt.	NOOTE	EDWARD	P.	0685296	"
B	2nd Lt.	FITZGERALD	ROBERT	G.	0679458	"
RO	T/Sgt.	Stimmel	Bert	W.	55352272	"
**TT	T/Sgt.	Spacek	Anthony	V.	32578819	"
BT	T/Sgt.	Risi	John	H.	15176766	"
TG	Sgt.	McNab	Thomas	D.	12095552	"
LWG	Sgt.	Parratt	John	L.	15100644	"
RNG	Sgt.	Highlen	Harold	A.	36527080	"

*Plane #

42-39866

P	1st Lt.	KIRKHOFF	DONALD	V.	0801995	614th
CP	2nd Lt.	SOBOLAK	ENNIE	W.	0684571	"
N	2nd Lt.	PIERCE	MYRON	E.	0749399	"
B	1st Lt.	MONTONE	LIBER	J.	0732639	"
RO	T/Sgt.	Cook	Harold	(RMI)	55458365	"
**TT	S/Sgt.	Tweed	Stanley	A.	54209697	"
BT	S/Sgt.	Merritt	William	E.	51208844	"
TG	S/Sgt.	Cohn	Leroy	(RMI)	39279686	"
LWG	S/Sgt.	Dayton	James	E.	39052317	"
RNG	S/Sgt.	Phillips	Edward	J.	38398665	"

*Plane #

42-31369

P	2nd Lt.	WEBER	EZRA	S.	0804435	614th
CP	2nd Lt.	BERGERSON	CLIFFORD	C.	0748529	"
N	2nd Lt.	WIRBEL	CHARLES	H.	0890530	"
B	2nd Lt.	OLIVER	WALTER	L.	0746602	"
RO	S/Sgt.	Krekorian	Ruben	E.	51175020	"
**TT	S/Sgt.	Morell	Olle	A.	56147173	"
BT	Sgt.	Sleeper	Lewis	A.	15554648	"
TG	Sgt.	Shellenburg	Clarence	H.	16049924	"
LWG	Sgt.	Kinsey	Robert	S.	17129375	"
RNG	Sgt.	^{Incomplete} aircraft	George	D.	11110655	"
*Enter complete Panhandle						
* Designate Engineer						

LAST	RANK	LAST(NAME)	FIRST	(MI)	A.S.N.	SQUADRON
*Plane #		42-59140				
P	1st Lt.	STIMSON	BODDINOT	(RMI)	0789493	614th
CP	2nd Lt.	LAUGL	EDWIN	E.	0748693	"
N	2nd Lt.	O'NEAL	JOHN	E.	0671169	"
B	2nd Lt.	PFRAFFMAN	JACK	L.	0749735	"
RO	2nd Lt.	Shorzen	Eason	C.	51172253	"
PT	S/Sgt.	Kukurin	Karl	E.	33501988	"
BT	S/Sgt.	Melia	Paul	S.	32803521	"
PG	S/Sgt.	Lesage	Alfred	(RMI)	13063968	"
WNG	S/Sgt.	Sandford	Krancke	E.	4456408	"
WG	S/Sgt.	Hancock	Gorman	L.	32582642	"
Plane #		42-59140				
P	2nd Lt.	ZITKOVIC	FRANK	J.	0602823	614th
	2nd Lt.	CLAYTON	BAZON	O.	0738349	"
	2nd Lt.	GOODWIN	WAYNE	R.	0688450	"
	2nd Lt.	WENGER	JOHN	L.	0686706	"
	S/Sgt.	Dippel	Joseph	H.	38715066	"
	S/Sgt.	Davidson	Burton	S.	38845105	"
	Sgt.	Howard	Charles	J.	15063162	"
	Sgt.	Slotnick	Max	(RMI)	12158752	"
	Sgt.	Fritzinger	Raymond	E.	38481601	"
	Sgt.	Nichols	James	O.	37239419	"
Plane #		42-59140				
P	2nd Lt.	ARNISON	VERNON	A.	0741875	614th
	2nd Lt.	KLEINBURG	JEROME	E.	0678877	"
	2nd Lt.	DEAN	JOHN	H.	0809551	"
	2nd Lt.	GILMORE	GEORGE	J.	0582107	"
	Sgt.	Arenson	Aryln	O.	17185138	"
	Sgt.	Shultz	Clemme	S.	34472857	"
	Sgt.	Provencher	Armand	L.	11083953	"
	Sgt.	Schmidt	Richard	S.	35784544	"
	Sgt.	Shutes	Adrian	L.	12024559	"
	Sgt.	Trubitsky	Edward	(RMI)	12095118	"
Plane #		42-59140	843 Spare			
P	2nd Lt.	SMITH	WALLACE	R.	0601818	614th
P	F/O	FAUKESEN	DONALD	A.	1-121885	"
	2nd Lt.	CRANE	RENPRO	V.	0688629	"
	2nd Lt.	LEVY	JAMES	O.	06724688	"
	S/Sgt.	Castranova	Salvatore	L.	32550405	"
	S/Sgt.	Fair	Charles	H.	37211080	"
	S/Sgt.	Mc Kendry	Daniel	C.	13114396	"
	S/Sgt.	Sundberg	David	O.	0676562	"
	S/Sgt.	Roberts	Marion	E.	14159471	"
	S/Sgt.	Gatsonas	Gerald	R.	16109129	"

Enter complete number of aircraft

* Designate Engineer

64th

5 FEBRUARY 1944

OFFICER OF THE OPERATIONS OFFICER
APO # 634

19

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.
42-31874

*Plane	Duty	Last Name	First Name	MI	Squadron
	2nd Lt.	MALSH	ROBERT	O.	080471
	2nd Lt.	LASKY	JAMES		0705901
P -	2nd Lt.	MATIGIAN	MICHAEL	(M)	0800478
CP -	2nd Lt.	PORTER	GUY	R.	0748056
N -	Sgt.	Zappala	Vincent	(M)	52579052
B -	Sgt.	Stallcup	Nose	H.	56166641
RO -	Sgt.	Collie	Ferry	O.	56427682
**TT -	Sgt.	Brueck	Andwick	J.	18150645
BT -	Sgt.	Cartmell	Charles	L.	56560963
TG -		Leyland	John	H.	57437551
LWG -					
RNG -	2nd Lt.	WILSON	CARLETON	L.	0808329
	2nd Lt.	KELAFY	CURTIS	O.	0762211

*Plane	Duty	Last Name	First Name	MI	Squadron
	2nd Lt.	CORRINE	JOHN	H.	0809538
P -	2nd Lt.	BUFFED	WALTER	P.	0802091
CP *	S/Sgt.	Anderson	Carl	D.	55012386
N -	Sgt.	Quinn,	Robert	H.	55012652
B -	Sgt.	Passone	William	H.	56589194
RO -	Sgt.	Pettit	Gerald	H.	18109915
**TT -	Sgt.	McMahon	James	P.	52714726
BT -	Sgt.	Smith	George	R.	18181441
TG -					
LWG -					
RNG -					

*Plane #

P -
CP -
A -
B -
D -

**T -
BT -
TG -
LWG -
RNG -

*Enter complete number of aircraft
** Designate Engineer

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

A.P.O. 634
3 February, 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128

1. Abortives.

a. Airplane No. 42-39979 returned early for the reason that the Pilot could not maintain formation because all four superchargers would not produce more than 35" Hg at 2550 RPM at 6000 feet. Ground check revealed all superchargers putting out 45" Hg at 2500 RPM. No test hop due to operational restrictions.

b. Airplane No. 42-31036 returned early for the reason that the Ball Turret Gunner did not disconnect the Oxygen Recharger Line from turret, and in operating the turret the oxygen connection tore loose from the bulkhead, causing loss of oxygen.

2. Battle Damage.

a. 42-97440 - 2" X 4" .30 cal. hole in fuselage, underside forward of bomb bay doors, causing damage to longeron.

b. 42-40002 - 1½" X 3" flak hole through left side of fuselage, just below Pilot's Compartment, causing hole through heater duct and bending turnbuckle on control buckle.

<u>TOTAL NO. OF A/C</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>	<u>BY FLAK</u>	<u>BY FIGHTER</u>
2	0	2	1	1

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

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

A.P.O. 634
3 February, 1944

SUBJECT: S-4 Combat Mission Report on Mission 3 February, 1944.

TO : Commanding Officer, 1st Bombardment Division, APO 634.

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

Cylinder Temperature Out (1) Runaway Propeller (1)
Gas Gauge Out (1)

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

Ball Turret Guns Out (1) Leaking Vickers Unit (1)
Faulty Bomb Racks (3)

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

None Reported.

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

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
Station 128

A.P.O. 634
3 February, 1944

SUBJECT: Armament Narrative, Mission No. 19, 3 February, 1944.

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

1. The following Armament malfunctions were reported at the conclusion of the mission of 3 February, 1944.

- a. One ship had a small leak in vickers unit upper turret.
- b. One ball turret failed to fire at altitude.

BOMB RACK MALFUNCTIONS

- a. Two ships bomb bay door retracting motor burned out.
- b. One ship had bombs toggled from left rack, salvoed right rack. Ground check revealed no malfunction.
- c. One ship toggled four and salvoed eight bombs. Bomb racks found to be sprung as a result of closing doors on an obstruction between racks and doors.
- d. One ship, top three right hand inboard stations would not toggle because of a short in wiring.
- e. One ship, three bombs would not toggle, because one release had arming wire fouled in release lever.

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