

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

MISSION No. **/**

Date: **26 NOV. 43**

TO: **BREMEN , GER.**

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

APG #634
26 November 1943

SUBJECT: Group Leader's Narrative, Attack on Bremen, Germany, 26 November 43.

TO : Commanding General, 1st Bombardment Division, APO 634, US Army.

1. The 401st Group took off on schedule and arrived 1 minute late at the wing assembly point. Proceeding to division assembly point, the Group arrived 4 minutes late. Although Channel A, VHF was used successfully within the Group, and communication between "Flatcar White" and "Flatcar Red" was overheard, no contact could be made between "Flatcar White" and "Flatcar Blue". Being unable to locate the assigned Wing, the 401st Group went in as low group with "Square J" and "Square C", following them in to the target bombing with them and returning with them.

2. Seventeen aircraft dropped bombs on the target, dropping with the Pathfinder through the overcast.

3. Meager to heavy, but inaccurate, flak was observed.

4. No enemy fighter opposition was encountered during mission.

5. Friendly fighters provided cover from the target to the enemy coast.

6. One aircraft, Bl7G 42-37838, landed in England before reaching home base, because of damage caused by collision in midair over target. It landed at the Detling Airdrome after requesting escort and obtaining it.

7. Casualties included a ball turret gunner lost when midair collision took ball turret of Bl7G 42-37838. The only other casualties were frostbite cases, and one minor flak case.

8. Minor flak damage was reported on eight aircraft.

H. W. BOWMAN
Colonel, Air Corps
Group Leader

NO. OF A/C TAKING OFF	<u>20</u>
NO. OF A/C ABORTING	<u>3</u> (#)
NO. OF A/C LANDING AWAY	<u>1</u>
NO. OF A/C MISSING	<u>0</u>

401ST BOMBARDMENT GROUP (H)
OFFICE OF THE OPERATIONS OFFICER
APO 634

27 November 1943

SUBJECT: Operational Narrative, Mission No 1; Center of town, Bremen, Germany.

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

1. Twenty (20) aircraft took off for the mission of 26 November 1943. One ship - 42-31089 aborted. The 401st Group was to be high box in the 1st Composite Bomb Wing. Rendezvous was never made, and the 401st Group proceeded to fly as low group with an unidentified Wing. The 401st Group proceed to the target and to the dispersal point with this Wing.

2. The course was not followed as briefed. The 401st Group followed the Wing to which it attached itself and bombed on the PFF ship in this Wing. Bomb hits were not observed but the Lead Bombardier identified the target after 'Bombs Away' and believes the 401st Group bombs hit within the general target area.

3. Flak was moderate, but accurate. No enemy fighters were observed, and good friendly fighter escort was furnished.

4. One of our aircraft landed at another field due to battle damage, none of our aircraft were lost.

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

GROUP FORMATION

Combat Flight Leader: COL BOWMAN 26 NOVEMBER 43
 (Date)
 Deputy Flight Leader: _____
 Group Call Sign: FLATCAR WHITE Fighter Call Sign HAYBANK 4
 Ground Control: _____

613 SQDN

BOWMAN (REIGLER'S CREW)

Call	A/C#
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<u>C</u>	<u>1081</u>
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PIPER

Call	A/C#
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<u>L</u>	<u>1090</u>
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STANN

Call	A/C#
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<u>B</u>	<u>1033</u>
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FOWLER

Call	A/C#
------	------

<u>F</u>	<u>1037</u>
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LOCHER

Call	A/C#
------	------

<u>M</u>	<u>9825</u>
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HESS

Call	A/C#
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<u>K</u>	<u>1072</u>
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615 SQDN

BEERS (SEAWELL)

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

Call	A/C#
------	------

<u>Q</u>	<u>9873</u>
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DEMPSEY

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

Call	A/C#
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<u>F</u>	<u>7833</u>
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GRINHAM

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

Call	A/C#
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<u>G</u>	<u>7809</u>
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SMITH, SE

<u>K</u>	<u>1087</u>
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SELLERS

<u>L</u>	<u>9837</u>
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NEAG

<u>M</u>	<u>9826</u>
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SPARES:

A/C#	Letter	Sqdn
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614 SQDN

CHAPMAN

Call	A/C#
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<u>G</u>	<u>9847</u>
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WILSON

Call	A/C#
------	------

<u>X</u>	<u>1036</u>
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DAWES

Call	A/C#
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<u>H</u>	<u>1064</u>
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PECK

Call	A/C#
------	------

<u>M</u>	<u>9846</u>
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STIMSON

Call	A/C#
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<u>A</u>	<u>7770</u>
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KIRKHUFF

Call	A/C#
------	------

<u>B</u>	<u>1098</u>
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MARTIN (GARLAND'S CREW)

Call	A/C#
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<u>M</u>	<u>1089</u>
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GOODMAN

Call	A/C#
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<u>D</u>	<u>1068</u>
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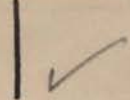
DAELEY

Call	A/C#
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<u>F</u>	<u>7838</u>
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Position OVER Target

Bowman



Kill



STANN



Dames



Fowler



Wilson

036

Lochen

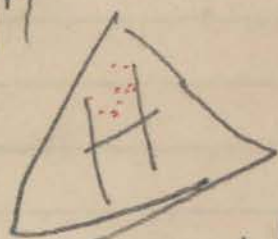
547

Kell



HAROLD CHAPMAN

809

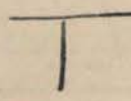


Group

Chapman

847

Abell



Stinson



BECA

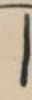


Torb

Meay

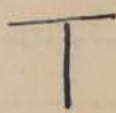
Goodman

068



White

Smith



Harland



HEADQUARTERS
AAF STATION 128
APO 634 U.S. ARMY

26 November 1943

SUBJECT: Navigator's Narrative of November 26, 1943

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

1. The take-off and rendezvous with the Combat Wing was not carried out as briefed due to the difficulty of following flight with such a large number of ships in the area of Brandon, the first point of the CBS assembly line.

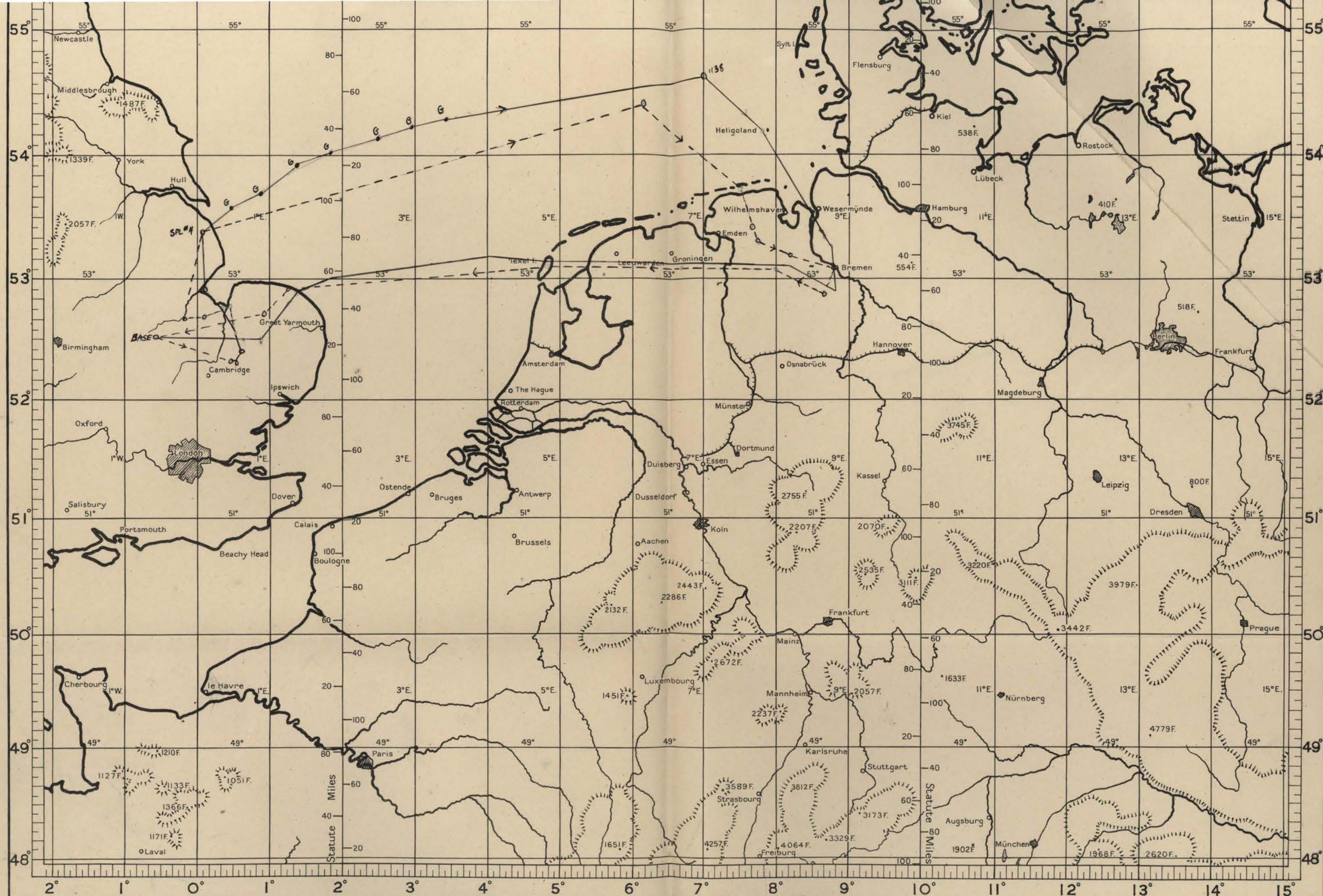
2. The arrival at Brandon was consequently one minute late and the Group had not reached it's CEW altitude of 11,000.

3. The Group left Brandon at 0932 hours and arrived at Splasher #4 at 1013 hours, tacking on to block C and J. The primary target was bombed at 1216 hours on a magnetic heading of 202°. The rally point after the bombing was good, and the return to the English coast was made as briefed.

4. The 401st Bomb Group returned to the Base at 1449, 26 November, 1943, following a raid on Bremen, Germany.

WILLIAM E. ANDERSON
2nd Lt, Air Corps
Lead Navigator





O.R.1373

--- FLIGHT PLAN
— ACTUAL PATH

HEIGHTS IN FEET

H.Q./G.S.G.S.1943

FLIGHT PLAN

PILOT COL. H. W. BOWMAN

NAVIGATOR CAPT J. F. EGAN

DATE NOVEMBER 26 1943

STATIONS 7:00	ENGINES 8:00	TAXI 8:10	T.O. 8:25
LEAVE BASE:	09:13		
COAST OUT:	10:14		
ENEMY COAST:	11:45		
I.P.:	11:56		
TARGET:	12:02		
ENEMY COAST:	13:13		
Eng. Coast	14:13		

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

WATCH FAST SLOW RATE SEC'S GAINING PER HOUR LOSING

FROM TO	W/V USED	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRI-FT.	TRUE HDNG.	VAR	MAG. HDNG.	C/S	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI.		
Base	330°	6000	150	140	100°		100	110			NM 40		09:13			
Mildenhall		11,000						110					09:28	CLIMB		
52°26'N 00°38'E	40K		155													
Brandon	330°	11,000		154	60°	-14	46	"	56	150K	61	03	09:31	WING ASSEMBLY		
52°26'N 00°38'E	"	"			337°	-2	335	"	345	117	21	11	09:42			
Kings Lynn	"	"			240°	14	254	"	264	150	10	04	09:46			
52°45'N 00°25'E	"	"														
Wisbeck	"	"			301°	7	308	"	318	120	14	07	09:45			
52°40'N 00°00'E	"	"			04°	-8	356	"	366	122	34 1/2	17	10:09	IFF OFF		10:17
Spaulding	"	"														
52°47'N 00°09'W	"	"														
Splasher #4		17,000		168	75°	-20	55	79	64	173	228	79	11:28	CLIMB		
54°20'N 06°10'E	320°		150	190	127°	-6	121	7	128	274	58	13	11:43	ENEMY COAST		
53°45'N 07°30'E	87K	25,000			165°	11	176	6	182	266	21	05	11:48	FIGHTERS		
53°25'N 07°40'E	"	"			151°	5	156	"	162	276	10	02	11:50			
"	"	"			118°	10	108	"	114	268	15	03	11:54	FIGHTERS		
53°17'N 07°47'E	"	"			104°	-15	89	"	96	256	24	06	12:00	Target		
53°10'N 08°10'E	"	"			196°	23	219	"	25	225	14	04	12:06	FIGHTERS		
Target Bremen	"	"			298	7	305	"	311	108	15	08	12:14	FIGHTERS		
52°51'N 08°44'E	"	"			270	21	291	7	298	122	48	24	12:38			
53°05'N 08°00'E	"	"			272°	20	292	7	299	120	66	33	13:13	COAST OUT		
53°07'N 06°40'E	"	"			265	23	288	9	297	126	127	60	14:13	DESCENDING		
53°07' 04°50'E	"	19,000	160													
GroMer	330°	16,000	160	172	224	20	244	10	254	180	20	07	14:20	DISPERSAL		
East Dereham	61K															
"	330°	10,000	160	160	259	13	272	11	283	144	58	24	14:44			
Base	40K															

TIME	COURSE	W/V USED &/OR D.R. DRI	TRUE HDNG	MAG. HDNG	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS Actual T.O. 0825	I.A.S. MPH /K	HEIGHT & TEMP.	T.A.S.	D.R. G.S.	DIS. TO RUN	TIME	E.T.A.
0825					Assembling		135	2000					
0908					Circling Field			4					
0909			100		Base	Climbing on course	150	2500	142	122			
0924					Mildenhall	Circled Airbase	130	72					
0932					Brandon		160	7000					
0940			344		Circled Brandon to pick up Wing	Gee 1022 52°45'N 00°21'E		11,000 -12					
1013 1/2					Splasher #4			11,500					
1023		-7				Gee 1022 53°32'N 00°31'E				171			
1042						Gee 1029 53°42'N 00°47'E							
1059	91	297/70	81	90	GEE Wind	Gee 1036 53°54'N 01°51'E	145	21,600 -40		233			
1124						Gee 1042 54°02'N 01°51'E	155	22,500					
1127				55		Gee 1051 54°09'N 02°30'E							
1138			119	125	54°38'N 06°	Gee 1054 54°14'N 02°57'E	165	22,500 -42					
1150	120	7	127		Enemy Coast	Gee 1059 54°18'N 03°22'E							
1207	169	21	190			1156 Flack (Light)	160	25,000					
1215	174	21	195			1202 Flack							
						1205 Flack off left wing	160	25,000					

TIME	COURSE	W/V USED E/OR D.R. DRIF.	TRUE HDNC	MAG HDNC	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. M.P.H. /K	HEIGHT & A. TEMP.	T.A.S.	D.R. G.S.	DIS. TO RUN	TIME	E.T.A.
1215	174	21	195	202	Flack								
1216					Dropped Bombs	HEAVY FLACK		25,000					
1220					B-17C Down - Tail assembly knocked off								
1218					B-17F Down (Spiralling)								
1230	270	A5		285			165	24,600					
1308	298	A6	304	310	Harlingen		150	23,100					
1315	298	A6		310	Flak	Descending over Tessel (Island)							
1332					Gale Wind 315/68	Geo 1332 53°12'N 04°00'E							
						Geo 1338 53°08'N 03°31'E							
						Geo 1345 53°10'N 03°04'E							
						Geo 1403 53°02'N 01°55'E							
						Geo 1408 52°57'N 01°34'E							
1411	242	A3	265		English Coast	Geo 1411 52°50'N 01°00'E							
						Geo 1420 52°37'N 00°57'E							
1422			265	275				3800					
1449				321	Base								
1528					LANDED								

SIGNED

NAVIGATOR

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER² 1st Lt Durward W Fesmire DATE November 26, 1943

PILOT² 1st Lt William R Riegler TAKE OFF 0825

NAVIGATOR² 2nd Lt William E Anderson LANDED 1528

ORGANIZATION 613th Bomb Sq 401st Bomb Gp (H) AIRPLANE 42-31081
Squadron Group

OBJECTIVE³ Bremen, Germany

AIMING POINT (MPI) 04N
(53 - 04N) (08 - 50E) (52 - 51N) (08 - 44 E)

INITIAL POINT 53 - 17N 07 - 47 E

METHOD OF ATTACK⁴

Individual	Flight	Squadron	Group	Wing
				x

NUMBER OF ATTACKING A/C IN GROUP 17 COMPOSITE GROUP

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:

DEFLECTION AND RANGE SIGHTING. GROUP PFF COMPOSITE GROUP

RANGE SIGHTING ONLY. GROUP COMPOSITE GROUP

BOMBS, TYPES AND SIZES 500 # M-43 100 # M-47 A-2

NUMBER OF BOMBS LOADED 400 x 100 # M-47 A-2 308 x 100 M-47 A-2
160 x 500 # M-43 RELEASED 130 x 500 M-43

FUZZING, NOSE 1/10 sec delay TAIL 1/40 sec

SYNCHRONIZATION⁵ -----
On Fast Slow

INFORMATION AT RELEASE POINT⁶ -----

Altitude of target	<u>Sea Level</u>	MAG. HEAD. Order	<u>96</u>	Actual	<u>202</u>
True Altitude above target	<u>23,800</u>	True Heading	<u>196</u>		
Ind. Altitude	<u>25,000</u>	Drift, Est.	<u>10 R</u>	Actual	<u>15 R</u>
Pressure altitude of target		True Track	<u>181</u>		
Altitude setting	<u>29.77</u>	Actual Range	<u>17732</u>		
I.I.A.S.	<u>150</u>	B.S. Type	<u>PFF</u>		
A.S.	<u>220</u>	Time of release	<u>1218</u>		
A.S., Est.	<u>220</u>	Actual	<u>210</u>		
Ind Direction, Metro	<u>320</u>	Actual	<u>320</u>		
Ind Velocity, Metro	<u>160</u>	Actual	<u>86</u>		
A.S. <u>130</u>	Trail	<u>56</u>	ATF		
AN. D.A. Est.	<u>72</u>	Actual	<u>---</u>		

C-1 Pilot yes

A-5 Pilot

Manual PILOT

TYPE OF RELEASE⁷ X
Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN⁶ NOT SEEN

NAVIGATION DATA:⁹

MEAN TEMP. METRO -46 ACTUAL -46

WINDS




ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
3000						
6000						
10000						
15000						
20000						
22000						
24000	220	315	100	68	-46	-46
26000						
28000						
30000						

METHODS OF BOMBING¹⁰

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

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

BOMBARDIER'S LOG

Bremen, Germany Sea Level 0825
Target: *Elevation: Take-Off:
26 November 1943
Date: Escort:
P-47's
Description and Remarks:

*Pressure Altitude of Target		Type & Size of **Bombs 500 # M-43, 100 #M-47 A-2			
*Altimeter Setting 29.77		**No. of Bombs Loaded 560		*Fuzing: Nosel/10 sec. Tail/40 sec.	
*Ind. Altitude 25,000		**Initial Point		*Ordered Actual	
*True Altitude Above Target 23,800		xLength of Run		xTime of Run	
xAir Speed (MPH)		CIAS	TAS	*Mag. Head. Ordered	xMag. Head. Actual
		150	220		
*Ground Speed		*Est	**Actual	*No. of Bombs Released 438	
310					
Drift		*Forecast	xActual	**Type of Train Salvo Individual Jett. Release: Ret.	
10 R					
*Actual Range 17,232		xPoint of impact (If Seen)			
xTan. Drop. Angle		*Est.	xActual	**Airplane Type B-17G No. 42-31081	
1.72					
x Disc Speed		x Trail		**Pilot 1st Lt. William Riegler	
130		56			
**Actual Time Of Fall		**B.S. Type and No. M-9		**Navigator 2nd Lt. William E. Anderson	
Neight	Wind Direction	Wind Velocity	Temp Forecast	Temp Actual	Remarks:
	*Est.	xActual	*Est.	xActual	* X Loaded
1000					
2000					160 x 500# M-43
6000					400 x 100# M-47 A-2
10000					130 x 500# M-43 and
15000					308 x 100# M-47
20000					Dropped 3 ships
20000					salvoed.
24000	320	100	042	-42	
26000	320	100	-46	-46	
30000					

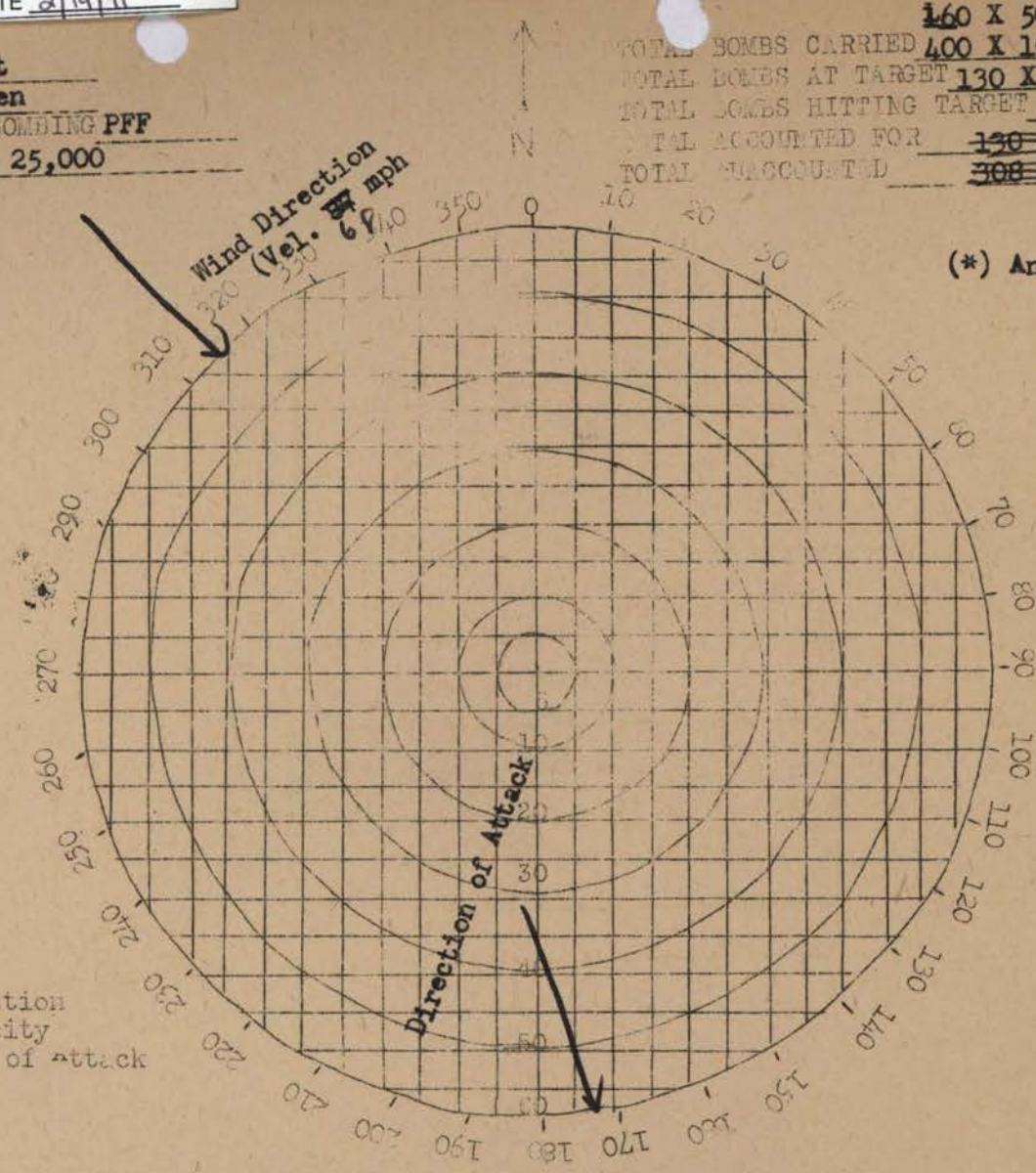
*Fill in before take-off. **Fill in after landing x Fill in during flight

TOTAL BOMBS CARRIED 160 X 500
 TOTAL BOMBS AT TARGET 400 X 100 M47
 TOTAL BOMBS HITTING TARGET 130 X 500 (*)
 TOTAL ACCOUNTED FOR 130 X 500 ?
 TOTAL UNACCOUNTED 308 X 100 M47

GROUP 401st
 TARGET Bremen
 METHOD OF BOMBING PFF
 ALTITUDE 25,000

(*) And 308 X 500

NOTE
 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)

LEAD BOMBARDIER'S NARRATIVE---

Passed IP approx. 13 min late. Overcast from IP to Target. Flak moderate and inaccurate. Bombed on PFF, Results unobserved. Withdrew from Target through fairly heavy but inaccurate flak. No Enemy air craft encountered. Excellant P-47 escort.

HEADQUARTERS
STATION NO 128
APO 634

27 November 1943

SUBJECT; Mission Summary Report.

TO : Group Operations, Station No. 128.

1. Abortives:

a. Airplane No. 42-31089 returned before completion of mission for the reason that No. 2 Engine was running very rough at altitude.

b. Airplane No. 42-39837 returned before completion of mission because ship was too slow to keep up with formation. Speed was picked up after jettisoning bomb load. General condition of aircraft satisfactory.

2. Battle Damage.

a. 42-39826 - Small flak hole in skin of vertical stabilizer near de-icer boot. Small flak hole in right side of Bombardier's nose section. Skin of left wing tip damaged by spent shell casing.

b. 42-31087 - Small flak hole through skin of fuselage near right waist window. Small flak hole near bottom of fuselage below right horizontal stabilizer caused by above mentioned flak.

c. 42-3507 - Small flak hole in left side of plexiglas nose section. Left aileron damaged by flak. Small flak hole in air duct between fuselage and No. 2 engine. Skin, corrugation and three spars damaged on top side of right wing near trailing edge, caused by flak.

d. 42-39825 - Left horizontal stabilizer had small flak hole in top side near leading edge.

e. 42-31037 - Plexiglas window on left side of Tail Gunner's compartment cracked by flak. Small flak hole in Navigator's compartment on left side below window, station 3 damaged.

f. 42-31033 - Dent in skin below Pilot's window caused by spent shell casing. Two small flak holes in skin to front and right of Navigator's Astro-Dome.

SUBJECT: Mission Summary Report. (continued)

g. 42-39847 - Trailing edge of right wing out outboard panel damaged by flak. 3" X 6" hole in skin and corrugation caused by flak. Diagonal brace was also broken by this flak. Small flak hole in right aileron fabric, under side. Flak hole in rear of Chin Turret, #3 bulkhead, 3" X 1" in size, one stringer broken and one stringer bent.

h. 42-31064 - Rip in right side of rudder fabric caused by spent shell casing. Small hole in skin of top #2 nacelle caused by flak.

i. 42-31036 - 1/2" hole through skin of right horizontal stabilizer caused by flak, 2 ribs broken. 2" X 2" flak hole through skin of left horizontal stabilizer, stringer also broken.

j. 42-37809 - Small flak hole in fabric of rudder.

k. 42-37833 - Small flak hole in skin of outboard wing panel. Small flak hole in skin of right outboard wing, under side, behind No. 3 nacelle. No structural damage.

TOTAL A/C

<u>DAMAGED</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>	<u>FLAK</u>	<u>FLAK & FRIEND</u>
11	0	11	8	3

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

ADDITION TO ABORTIVES:

C. Supercharger of No. 2 Engine Failed on aircraft No. 42-31072 and airplane returned before reaching target.

CWd

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

APO 634,
27 November 1943

SUBJECT: Armament Narrative, Mission No. 1, 26 November 1943.

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

1. The following armament malfunctions were reported
at the conclusion of the mission of 26 November 1943.

- a. One right nose gun had a broken belt holding
pawl spring.
- b. One upper turret had a Vickers Unit in need
of repair.
- c. One waist gun heater was broken.
- d. One radio gun heater was broken as a result
of a short circuit.
- e. One upper turret gun had a solenoid failure.

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

Form Amm-2A

- MISPOFF REPORT -- AMMUNITION

A&F Station No. 128

Date of Mission **26 November 1943**

Group 401

Type Aircraft **B-17**

I - Aircraft: Departed 20

Returned early 0

Attacking target 20

Lost	0
------	---

	<u>Size</u>	<u>Quantity</u>	<u>Fusing</u>
II - Bombs: Initial Load (total)	M43	160	M103 Nose AN M101A1 Tail

Time expended (on) target)	M43	122	Same
---------------------------------------	-----	-----	------

(jettisoned)	M43	30	Same
--------------	-----	----	------

Returned

Unaccounted for 8

III - Flares: Landing, bombing & photo flash carried.

Expanded (type & amt.) 1½ inch 1 Green-Green

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

[illegible]

S E C R E T
(1)

(over)

S E C R E T

Total A/C Reported by gun position:

Cal..30 _____ rds.

Cal..50 _____ 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 1780 rds.

V - Remarks:

One aircraft landed at another station.

(Signed) _____
Sta. Ord. Off. or Ass't.

S E C R E T

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

(J-A-2)

26 NOVEMBER 1943

SUBJECT: COMMUNICATIONS REPORT, OPERATIONAL MISSION NO. 1.

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

1. A. USE OF VHF SET.

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

B. USE OF COMMAND SET.

COMMAND SET 6440 KCS AND 5165 KCS AVAILABLE. ROUTINE AIR-TO-GROUND COMMUNICATION WITH "SILVESTOR" ON 6440.

C. M/F D/F FIXES.

SHIP 838 OBTAINED M/F D/F FIX. SECTION USED AND POSITION UNKNOWN.

D. QDM'S.

SHIP 833 OBTAINED 2 QDM'S FROM POLEBROOK.

E. NAVIGATIONAL AIDS.

NAVIGATORS OF THE FOLLOWING AIRPLANES REPORTED USE OF RADIO COMPASS AS INDICATED:

<u>PLANE</u>	<u>SPLASHER BEACONS USED</u>	<u>TIME</u>
068	4, 5, 6, 7, 16	1030 - 1330
837	4, 5, 16	1300
072	4, 5	1300 - 1430
507	4	0930 - 1030
809	5	1410

F. FUNCTIONING OF "GEE" EQUIPMENT.

SHIP 081 OBTAINED MAXIMUM RANGE OF 5320N 0452E.

G. FUNCTIONING OF SBA AND JAY BEAMS.

NOT USED.

COMMUNICATIONS REPORT, OPERATIONAL MISSION NO. 1., 26 NOV 43.

H. USE OF M/F D/F SECTIONS.

M/F D/F SECTION "G" AVAILABLE. SHIP 838 OBTAINED FIX BUT SECTION USED AND POSITION UNKNOWN.

I. BREACHES OF RADIO DISCIPLINE.

NONE.

J. COMMUNICATION EQUIPMENT FAILURES.

PLANE REPORTED FAILURES

068	INTERPHONE BALL, TAIL & ROG POSITIONS FAILED.
087	INTERPHONE CO-PILOT POSITION BAD.
081	INTERPHONE ALL POSITIONS BAD.
072	INTERPHONE MIKE BUTTON CO-PILOTS POSITION STUCK.
507	INTERPHONE BAD.
846	INTERPHONE BAD AT ALTITUDE.
064	INTERPHONE RIGHT WAIST POSITION BAD AT ALTITUDE.
770	INTERPHONE RIGHT WAIST POSITION BAD.
036	INTERPHONE MIKE BUTTONS CHIN & BALL TURRETS BAD.

K. ABORTIVES DUE TO COMMUNICATION.

NONE.

L. INFORMATION ON ENEMY MEACONING.

NONE.

M. OTHER COMMUNICATION DIFFICULTIES.

NONE.

N. REMARKS.

GOOD W/T RECEPTION. DEFICIENCIES BEING INVESTIGATED AND CORRECTED. SHIP 838 LANDED OTHER FIELD AFTER SENDING S.O.S. AT 1455 AND REQUEST FOR FIGHTER ESCORT AT 1504.

HAROLD M. KENNARD, JR.
1ST LT, AIR CORPS,
COMMUNICATIONS OFFICER

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

26 November 43.

SUBJECT: Narrative Report of Bremen Operation, 26 November 1943.

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

1. Twenty (20) A/C were dispatched to attack the city of Bremen, Germany. The Primary Target was attacked by seventeen (17) of our planes which dropped bombs on the Pathfinder. Results could not be observed for there was 10/10 undercast.

2. Three (3) of our A/C failed to reach the target. The super-charger of No. 2 engine of A/C No. 072 failed and the airplane returned. No. 2 and No. 3 engines of aircraft No. 089 failed and the aircraft returned. A/C No. 837 was unable to keep up with the formation. All three jettisoned their bombs.

3. About 10 enemy A/C were observed at a great distance, too far away to identify the type. Friendly fighter support was exceptionally effective.

4. Light flak was encountered at land-fall going in, intense flak was encountered over the target and light flak as our formation left the enemy coast. Eleven (11) A/C received minor flak damage.

5. One of our A/C, No. 838, had its ball turret sheared off in mid air by the vertical stabilizer of a B-17 of another Group which apparently was forced into it by a flak burst. The ball turret gunner is believed to have lost his life. One engine of this aircraft was also damaged by flak and the aircraft landed at Duttling.

6. In addition to the ball turret gunner who perished, one gunner received a flak wound in his leg and another froze his face.

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

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

26 November 1943.

SUMMARY OF HOT NEWS

On today's mission to Bremen the following Hot News items were reported:

1. Our A/C No.'s 846, 068 and 507 report at 1223 seeing an unidentified A/C of the leading Group hit by flak at which time the tail assembly came off and the A/C peeled off and went down. No chutes were seen to leave the A/C. Position by coordinates was not recorded.
2. The tail gunner of our A/C No. 1193 reports seeing what appeared to be an A/C at water level at approximately 53 deg. 10 min. N. - 4 deg. 00 min. E. The gunner's recollection was hazy but he states he saw a spray. The condition of this A/C was unobserved.

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

TO: C.G. 1st Bomb Division.
FROM: C.O. 401st Bomb Gp (H)

FLASH TELETYPE REPORT

1. 401
2. 20
3. 072 - 837 - 089
 - A. No. 072 supercharger out on No. 2 engine and No. 3 engine out due to oil line vreakage, - No. 837 couldn't keep up with formation - No. 839 No. 2 and 3 engines out.
4. 17 (A/C No. 838 linded away from home base)
 - 0
 - 0
 - 0
5. 0
6. Unobserved
7. 1 - 1 - 0
8. 0
9. 0 - 0 - 0 - 0
10. Intense
11. 8/10 - None
12. None
 - A. As briefed - met at target
 - B. 11
 - C. None - None - None

TO: C. G. 1ST BOMB DIV.

FROM: C.O. 401ST BOMB GP (H)

TELETYPE A

- S-1. THE 401ST GROUP FLEW HIGH POSITION IN THE COMBAT WING WHICH WAS THE FOURTH WING OVER THE TARGET. A FEW E/A WERE SEEN TO A TOTAL OF ABOUT 10. THEY WERE AT A GREAT DISTANCE AND TOO FAR TO IDENTIFY THE TYPE. FRIENDLY FIGHTER SUPPORT WAS PERFECT AND THE CREWS WERE ENTHUSIASTIC ABOUT THAT COVERAGE.
- S-2. FLAK WAS FIRST ENCOUNTERED OVER LANGEBOOG ISLAND, THIS WAS MEAGER AND POOR FOR HEIGHT AND DEFLECTION. AT OLDENBERG FLAK WAS MEAGER BUT INCREASED TO INTENSE WHEN NEARING TARGET AT THE TURN AFTER TARGET THE HEAVIEST FIRE WAS ENCOUNTERED IN THE FORM OF A BARRAGE AND WAS GENERALLY FAIR FOR HEIGHT AND DEFLECTION. ON THE ROUTE OUT MEAGER FIRE WAS ENCOUNTERED AT TESSEL ISLAND. THIS ALSO WAS MEAGER AND POOR FOR HEIGHT AND DEFLECTION.
- S-3. AT 1225 HRS. A/C NO. 770 SAW A B-17 GO INTO A SPIN WITH TAIL SHOT OFF, RIGHT WING FLEW OFF NO CHUTES SEEN. AT 1230 HRS. A/C 770 SAW ONE B-17 HIT THE GROUND PREVIOUSLY OBSERVING THAT THREE ENGINES WERE OUT. AT 1219 HRS. A/C NO. 037 SAW CHUTE ABOVE BELIEVED TO BE PILOT FROM A FIGHTER. AT 1228 HRS. A/C NO. 826 OBSERVED A B-17 GLIDING TO EARTH UNDER CONTROL.
- S-4. NONE. OUR A/C NO. 838 IS REPORTED TO HAVE LANDED AT DETTLING. INTERROGATION WILL FOLLOW.
- S-5. SLIGHT BATTLE DAMAGE TO TEN A/C. ONE A/C SLIGHTLY MORE DAMAGED, ALL FROM FLAK. A/C NO. 838 LOST BALL TURRET IN MIDAIR COLLISION, LANDED AT DETTLING. CREW HAS NOT RETURNED TO BASE.
- S-6. POOR VISIBILITY PREVENTED ANY OBSERVATIONS OF INTEREST EXCEPT THE QUANTITY OF SMOKE POTS AROUND THE TARGET.
- S-7. UNOBSERVED - 10/10 VISIBILITY.
- S-8. CREWS ENTHUSIASTIC ABOUT PERFECT FIGHTER COVERAGE. FORMATION TAKEOFF REGARDED GENERALLY AS BAD. SPEED OF LEAD SHIP OVER TARGET WAS TOO FAST. MORE LARGE WALK AROUND BOTTLES NEEDED.
- S-9. 20 A/C TOOK OFF AT 0826 HRS. AND CROSSED THE ENGLISH COAST 5 MILES NW OF MANBY. THE COURSE WAS AS BRIEFED. WE CROSSED THE ENEMY COAST AT LANGEBOOG ISLAND, AT 1150. OUR GROUP WAS OVER THE TARGET AT 1216. IT WAS BRIEFED TO BE HIGH GROUP. HEADING OVER THE TARGET WAS 203 MAG. THE GROUP RETURNED 1528. THREE A/C, 072, 089 AND 837 FAILED TO BOMB THE TARGET. A/C 072 HAD A SUPERCHARGER ON NO. TWO ENGINE FAIL; NO. THREE ENGINE ALSO WENT OUT. A/C NO. 089 HAD NO. TWO AND THREE ENGINES FAIL. A/C NO. 837 COULD NOT KEEP UP WITH THE FORMATION. ALL THREE A/C JETTISONED THEIR BOMBS.

TO: C.G. 1ST BOMB DIV.
FROM: C.O. 401ST BOMB GP (H)

TELETYPE B

A. 401ST
B. 20
C. 17
D. 0
E. 0
F. 0
G. 072 - 089 - 837
H. 0
I. 0
J. 0
K. 0
L. 1216
M. 25,000
N. PRIMARY - 130X500 G.P. - 316M47
N.1. 160X500 G.P. - 400M47
N.2. NONE
O. A/C 837 8X500 G.P. 20XM47 - A/C 089 8X500 G.P. 20XM47 - A/C 072
8X500 G.P. 20XM47 - A/C 826 6X500 G.P. 20XM47 - A/C 833 4XM47.
P. 0
Q. 1-0-1-0
R. 0

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

26 November 1943.

SUBJECT: Comments of Crew Members on Bremen Raid 26 November 43.
(As taken from Interrogation Forms.)

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

1. The following comments were made by members of the crews participating in the Bremen Operation, this date:

a. Pilot suggested that Group should be formed up-wind before reaching enemy territory. He further added that the formation was too loose.

b. Pilot said Speed of lead ship was very spasmodic. At one point over the North Sea he found it very difficult to keep up with the formation. This crew unassigned a ship and termed "Everything bad". Nineteen hundred gallons of gasoline were used and the airplane made an emergency landing with two engines on the wrong runway.

c. Several members of crew reported they were "sadly in need of a piss-tube". There were no large walk-around bottles in the ship.

d. Bombardier suggested that seat on G-model be moved back six (6) inches as he had no room to control chin-turret.

e. Pilot said air speed during formation assembly was too slow. He also suggested that more time was needed between briefing and take-off. He said formation was too fast just before reaching I.P. A crew member said the wait in the mess hall formation at breakfast was too long.

f. Ball turret gunner said that a longer oxygen hose was needed in the ball turret.

g. This crew turned on gun heaters until altitude was reached but guns got so hot that some shells exploded. Heaters were then cut off and guns froze. Heaters were put on again to thaw out the guns without ammunition.

h. Ball turret window in this ship kept freezing up. Gunners need heavier mittens. Large spare oxygen bottles needed.

i. Gunners suggested silk gloves needed for working on guns with malfunctions.

j. Navigators said that logs should be changed to old yellow form. Pilot said that lead ship of lead squadron flew over target entirely too fast.

k. Pilot said "Don't go so fast on approach to target - it was 190 m.p.h.". He said more oxygen tanks were needed.

l. Gunners suggest that tin be taken off of ammunition boxes.

m. Bombardier said that better seat is needed for operation of chin turret. Some airplanes took individual evasive action. Formation of all the groups was bad with much criss-crossing and bombs were dropped with other groups under our formation. Navigators said that extra gun was needed over navigator's desk.

n. Top turret was not fully loaded. Gunners said there was a general shortage of ammunition with one box to be split between chin turret, top turret, and ball turret. Pilot said screwed up take-off made assembly difficult and air speed in climbing was too slow.

o. Pilot suggested clamp is needed to more securely hold line in place where it fits oxygen mask. Emergency radio transmitter was not in ship.

p. Crew wants sandwiches and complain that guns were not clean. One gun did not have oil in buffer-tube. Navigator's map did not cover territory flown. No truck was available to meet the crew which had to wait twenty (20) minutes for transportation.

GORDON R. CLOSWAY,
1st Lt., A. C.,
Asst. Group S-2 O.

Target No.
3 (a) I

DESCHIMAG — BREMEN (GERMANY)

Illustration No.
3 (a) I/10

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

Photographed 4 May 1943

(1 : 32,000)

Issued August 1943

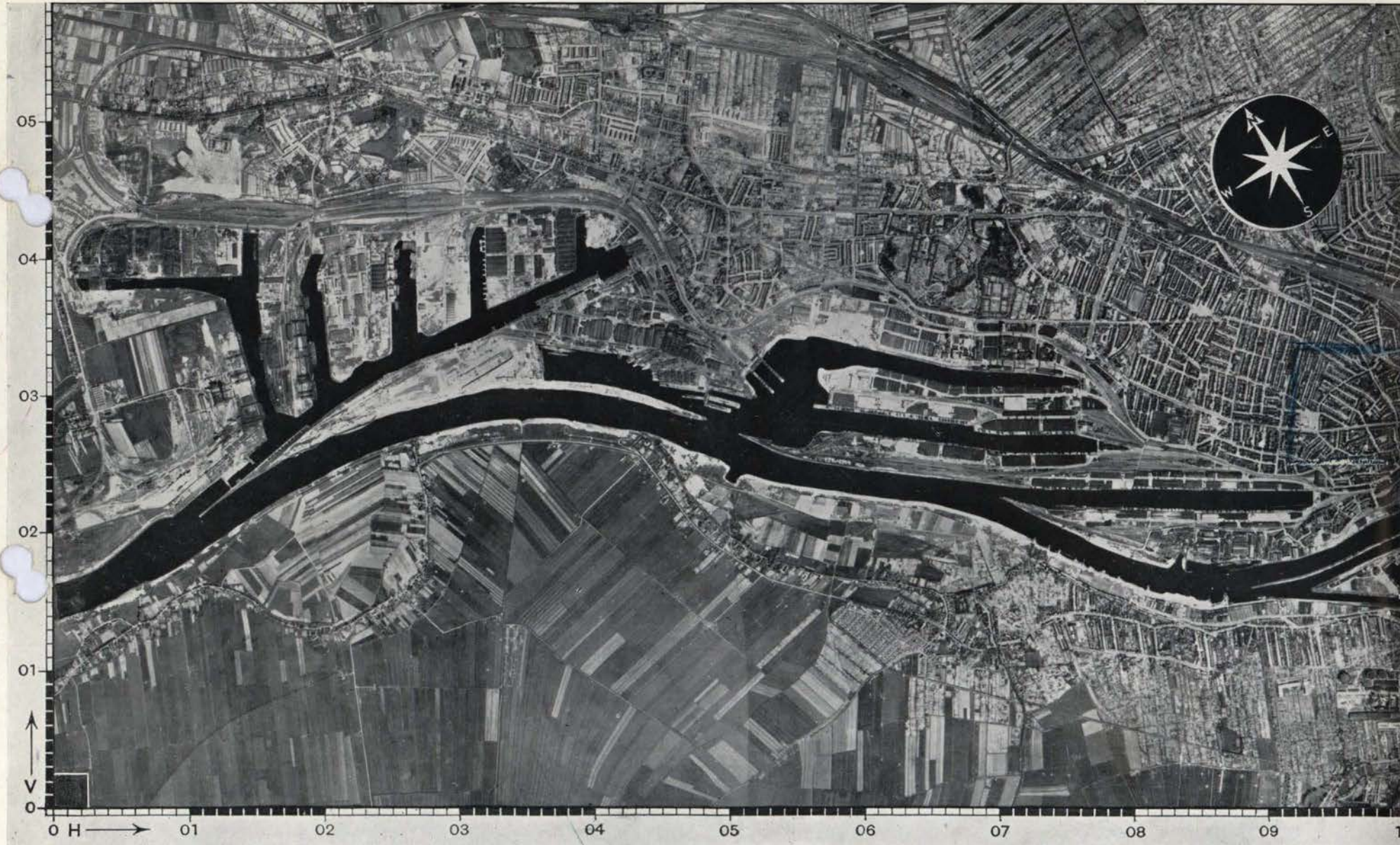
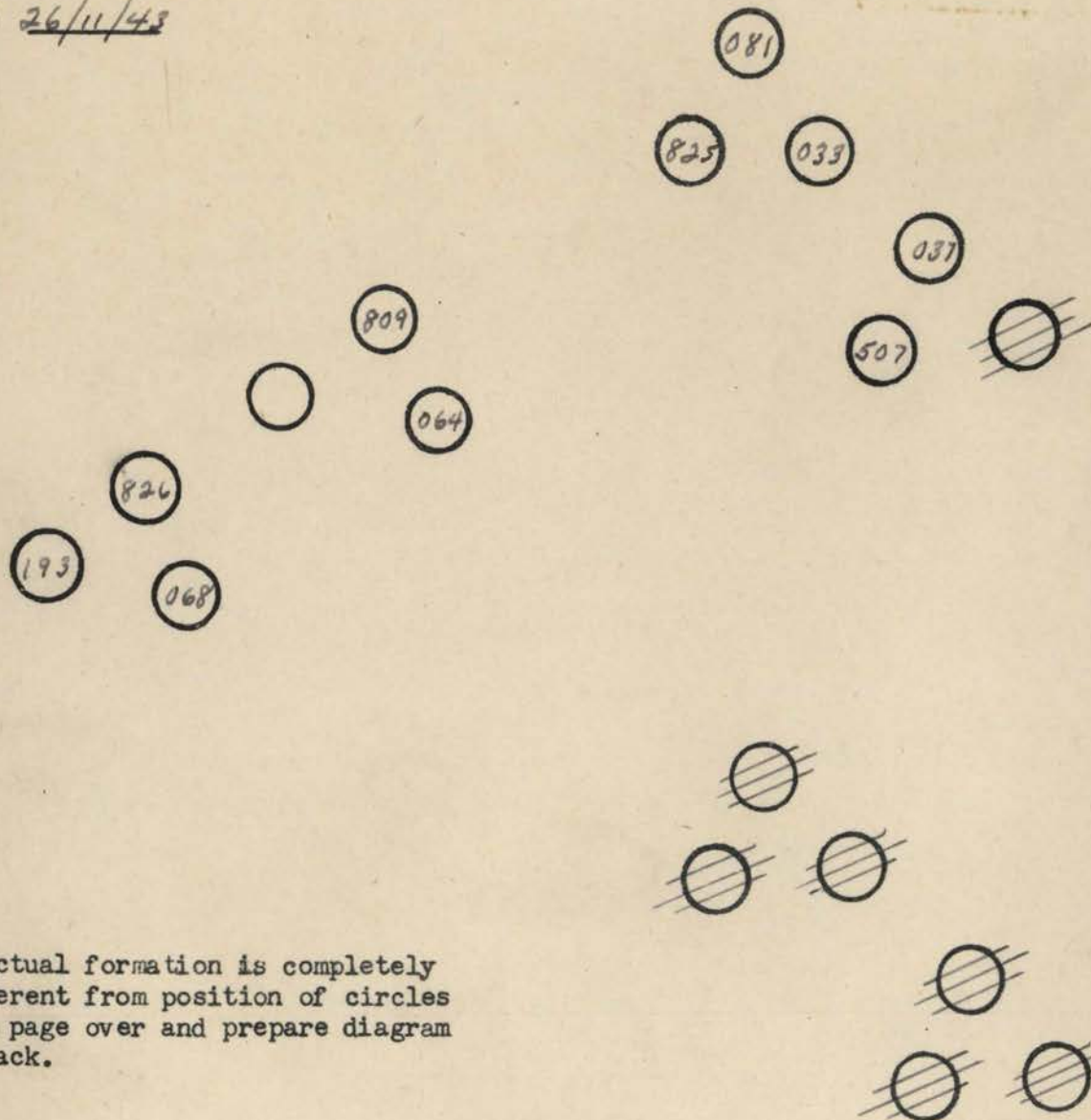


Illustration No.
3 (a) I/10

COMBAT DUPLICATION CHECK FORM

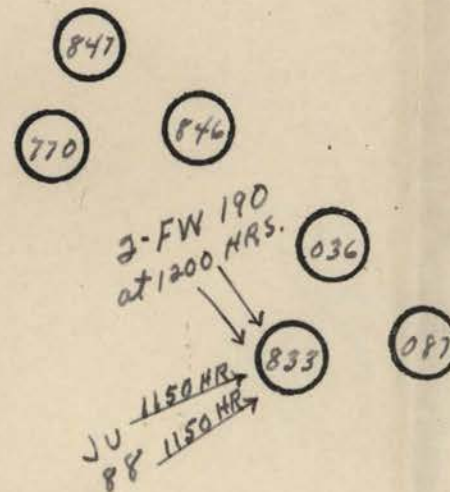
GROUP 401st GP.

DATE 26/11/43



If actual formation is completely different from position of circles turn page over and prepare diagram on back.

Show direction, approx. time and type E/A of each attack with arrow. Above with ~~red~~ ^{blue} arrow - Below with green - Level with ~~black~~ red



Write numbers of our A/C in circles.

Draw lines through circles not applying.

Block out our missing A/C in Red.



401st GROUPFLAK REPORT

Date: 26 Nov. 1943

Target: Bremen

1. Route followed: As Briefed.

2. Visibility at Target (Any condensation trails?)

9/10 undercast. Condensation trails from landfall to target and all the way in.

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:

25,000
1081 ✓

809 ✓ 825 1033
064 1037
826 507 847 ✓
193 068 770 846
833 036 087

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

219° True

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

20 to 30 seconds

7. Turn after bombing.

Right turn to 270° True.

8. Position of Group in relation to other Groups.

351st Lead in 1st Combat Wing.

351st Low Group in 1st Combat Wing.

401st High Group in 1st Combat Wing.

9. What evasive action was taken?

Mild S turns.

10. 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.

1150-1154 - Landfall over Langeroog--25,000 - Meager--Poor accuracy for height, poor accuracy for deflection.

1215 - Over target - 25,000. Intense, accurate as to height and fair deflection. Black bursts, mostly continuously pointed, some barrage. Flak increased just after bombs away which would indicate barrage.

1316 - Leaving enemy coast over Tessel Island - Meager - Low as to height and poor deflection.

11. Any other Comments, Phenomena, etc.

Bursts appeared to go off Black and turned White.

MISSION CAMERA REPORT

DATE: 26 NOV. 1943

1. NO. CAMERA PREPARED AND INSTALLED 10
2. TYPES 6 K-21
4 K-20
3. NO. CAMERAS TAKING PHOTOGRAPHS None
4. REASONS FOR CAMERAS FAILING TO GET PHOTOGRAPHS:
 1. AIRCRAFT GROUNDED JUST PRIOR TO TAKEOFF (1-K 21)
 2. AIRCRAFT GROUNDED JUST PRIOR TO TAKEOFF (CREW) (1 K-20)
 3. PERSONNEL FAILURE
 4. _____
 5. _____
5. WHERE ANY CAMERAS LOST? NO HOW MANY - TYPE -

BASE PHOTO OFFICER _____
(NAME)

(RANK)

6. REMARKS:
PERSONNEL FAILURE IN ONE CASE REPORTED DUE TO SICKNESS. IN OTHER CASES DUE TO INEXPERIENCE WITH NEW EQUIPMENT UNDER COMBAT CONDITIONS. STEPS ARE ALREADY BEING TAKEN TO REMEDY LATTER. (INSTRUCTION)

1 INTERVALOMETER (TYPE B-3B) REPORTED LOST THROUGH OPEN HATCH DURING MISSION.

TWO COPIES OF THIS REPORT TO BE SENT TO HEADQUARTERS 1ST BOMB. DIVISION ALONG WITH STRIKE ATTACK PHOTOGRAPHS.

612th BOMBARDMENT SQUADRON (H)
OPERATIONS-OFFICER
634

26 November 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 # 1087

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -	Capt.	Garland	William	C.	0-24892	612th
CP -	2nd Maj.	Martin	Malcolm	K.	0-424978	612th
N -	2nd Lt.	Nolte	Edward	P.	0-683296	612th
B -	2nd Lt.	Howe	Floyd	C.	0-734692	612th
RO -	T/Sgt.	Stimmel	Bert	W.	35332272	"
E **TT -	T/Sgt.	Spacek	Anthony	V.	32378819	"
BT -	S/Sgt.	Smith	Clair	S.	15114956	"
TG -	Pvt.	McNab	Thomas	D. Jr.	12095352	"
LWG -	Pvt.	Parratt	John	L.	13100644	"
RWG -	S/Sgt.	Newton	Ralph	D.	33274765	"

*PLANE # 1068

P -	1st Lt.	Goodman	James	F.	0-665678	612th
CP -	2nd Lt.	Ramsey	Robert	J.	0-681191	"
N -	2nd Lt.	Fraioli	Frank	P.	0-683234	"
B -	2nd Lt.	Troy	Ephraim	P.	0-673754	"
RO -	S/Sgt.	Graham	James	J.	16099737	"
E **TT -	S/Sgt.	DeWees	Foster	E.	35188513	"
BT -	T/Sgt.	Farmer	John	O.	6861113	"
TG -	Sgt.	Smith	William	D.	19122676	"
LWG -	Sgt.	Henderson	Pete	B.	38213690	"
RWG -	Pvt.	Markle	Burton	A.	32592715	"

*PLANE # 7838

P -	2nd Lt.	Dailey	Scribner	C.	0-801940	612th
CP -	2nd Lt.	Stokes	Alexander	C.	0-801578	"
N -	2nd Lt.	Malone	John	L.	0-805182	"
B -	1st Lt.	Hutson	Wayman	T.	0-406409	"
RO -	S/Sgt.	Hildreth	Arthur	W.	11055299	"
E **TT -	S/Sgt.	Flynn	William	B.	16046687	"
BT -	Sgt.	Cook	George	P.	20429315	"
TG -	Sgt.	Sanders	Charles	W.	12190382	"
LWG -	Sgt.	Baranik	Leo	(NMI)	32529866	"
RWG -	Sgt.	Hagen	Charles	T.	37315748	"

** Enter complete number of aircraft
Designate Engineer

file

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

*PLANE # 9826

P	-	2nd Lt.	Neag	Traian	(NMI)	0-802443	612th
CP	#	2nd Lt.	England	John	P.	0-748608	"
N	-	2nd Lt.	Santos	Elmer	S.	0-676132	"
B	-	2nd Lt.	DeRaimo	Okey	(NMI)	0-679382	"
RO	-	S/Sgt.	Bardon	William	C.	35666460	"
E. **TT	-	S/Sgt.	Connor	Jay	L. Jr.	33443398	"
BT	-	Sgt.	Sabel	Jerome	(NMI)	12158528	"
TG	-	Sgt.	Farrell	James	E.	35540644	"
LWG	-	Sgt.	Purwin	Bert	A.	36405703	"
RWG	-	Sgt.	Highlen	Harold	A.	36527080	"

*Plane # 9837

P	-	2nd Lt.	Sellers	William	D.	0-666363	"
CP	-	2nd Lt.	George	Jack	E.	0-747545	"
N	-	2nd Lt.	Shapiro	Aaron	(NMI)	0-128459	"
B	-	2nd Lt.	Rementeria	David	A.	0-749333	"
RO	-	S/Sgt.	Lehr	Jesse	H.	34473124	"
E. **TT	-	S/Sgt.	Parrish	Donald	C.	16109825	"
BT	-	Sgt.	Mace	Kenneth	I.	12165700	"
TG	-	Sgt.	Rishel	Dale	E.	32580316	"
LWG	-	Sgt.	Judd	Loyde	G.	31152069	"
RWG	-	Sgt.	Russell	Lewis	S.	38051303	"

*PLANE # 1087

P	-	2nd Lt.	Smith	Stuart	E.	0-802795	"
CP	-	2nd Lt.	Chmura	Stanislaw	R.	0-684687	"
N	-	2nd Lt.	Reese	Victor	S.	0-749451	"
B	-	2nd Lt.	Mendelson	Leonard	J.	0-749917	"
RO	-	S/Sgt.	McCawley	Fred	E.	38321224	"
E. **TT	-	T/Sgt.	Carr	Maurice	A.	16035656	"
BT	-	Sgt.	Davies	Leonardo	F.	32506396	"
TG	-	Sgt.	Parker	Harry	C.	39034361	"
LWG	-	Sgt. Cpl.	Seicchitano	Frank	J.	32489249	"
RWG	-	Sgt.	Hopkins	Calvin	W.	32078946	"

*PLANE # _____

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

* Enter Complete number of Aircraft
 ** Designate Engineer

File

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

26 November 19 43

SUBJECT: Loading List.

TO : Operations Officer, 401st Bomb Gp (H), APO #6

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

*PLANE # 42-31081

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -	Col.	Bowman				401st Group
CP -	2d Lt.	Riegler	William	(NMI)	0728732	613th Sq.
N -	2d Lt.	Anderson	William	E.	0728379	"
B -	1st Lt.	Fesmire	Durward	W.	0515093	"
RO -	T/Sgt.	Lipa	Milton	G.	11071562	"
**TT -	T/Sgt.	Click	Leonard	W.	18129468	"
BT -	S/Sgt.	Jack	John	C.	15333173	"
TG -	1st Lt.	Miller	Frank	C.	0726307	"
LWG -	S/Sgt.	Owens	Garland	(NMI)	18155256	"
RWG -	S/Sgt.	Ohanian	Nishan	(NMI)	11032287	"

*PLANE # 42-31033

P -	Capt.	Stann	Leon	(NMI)	024863	"
CP -	2d Lt.	Nason	Stephen G.		0671466	"
N -	2d Lt.	Duce	Jack	A.	0673508	"
B -	2d Lt.	Gould	Alvin	A.	0669399	"
RO -	T/Sgt.	Wagner	Robert	F.	34209104	"
**TT -	T/Sgt.	Jumper	Warren	H.	33237530	"
BT -	S/Sgt.	Leavitt	Elden	W.	35740180	"
TG -	Sgt.	Malloy	Francis	T.	32464200	"
LWG -	S/Sgt.	Ogborn	Donald	W.	12187704	"
RWG -	S/Sgt.	Biggs	Clarence	H.	33374505	"

*PLANE # 42-31037

P -	2d Lt.	Fowler	Russel	M.	0799745	"
CP -	2d Lt.	Murphy	Walter	J.	0745475	"
N -	2d Lt.	Priest	Jack	B.	0736652	"
B -	2d Lt.	Buchanan	Allen, Jr.	(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.	Kashner	Charles	E.	15333266	"
LWG -	S/Sgt.	Hadsell	David	N.	32473097	"
RWG -	S/Sgt.	Florez	Louis	(NMI)	19028859	"

** Enter complete number of aircraft
 Designate Engineer

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

*PLANE # 42-31072

P	-	2d Lt.	Hess	Charles	E.	0802852	613th Sq.
CP	#	2d Lt.	Mitchell	John	W.	0686264	"
N	-	2d Lt.	Bryan	Charles	W.	0750238	"
B	-	2d Lt.	Rowe	Robert	W.	0750095	"
RO	-	T/Sgt.	Tatkin	Irving	(NMI)	16034422	"
**TT	-	T/Sgt.	Burns	Joseph	L.	13116815	"
BT	-	Cpl.	Bauer	Mark	J.	16066267	"
TG	-	S/Sgt.	Miller	Ruben	R.	37545202	"
LWG	-	S/Sgt.	Gibson	James	O.	37398663	"
RWG	-	S/Sgt.	Nield	Raymond	C.	12141782	"

*Plane # 42-39825

P	-	2d Lt.	Kieth	Walter	B.	0802411	"
CP	-	2d Lt.	Hammond	Wardlaw	M.	0684829	"
N	-	2d Lt.	Floto	Carl	T.	0671335	"
B	-	2d Lt.	King	John	J.	0679470	"
RO	-	T/Sgt.	Musser	Benjamin	Z.	13095360	"
**TT	-	T/Sgt.	Novak	Clement	W.	32421592	"
BT	-	Pvt.	Cohen	Waldon	D.	33252138	"
TG	-	S/Sgt.	Kerr	Robert	V.	19094519	"
LWG	-	S/Sgt.	Bessellieu	Bert	B.	34611769	"
RWG	-	Pvt.	Kelsen	Harold	J.	12182527	"

*PLANE # 42-3507

P	-	2d Lt.	Locher	James	R.	0802585	"
CP	-	2d Lt.	Cushman	Thomas	R.	0680414	"
N	-	2d Lt.	Duquette	Fred	D.	0736692	"
B	-	2d Lt.	Brown	John	F.	0673723	"
RO	-	Sgt.	Brady	Otho	H.	34445440	"
**TT	-	T/Sgt.	Kennedy	George	L.	16008922	"
BT	-	S/Sgt.	Dewitt	Frank	G.	19064865	"
TG	-	Sgt.	Merrel	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
 ** Designate Engineer

File

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

26 November 19 43

SUBJECT: Loading List.

TO : Operations Officer, 1st Bomb Gp (H), APO #6

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

*PLANE # 42-31031

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -	Col.	Bowman				401st Group
CP -	2d Lt.	Riegler	William	(NMI)	0728732	613th Sq.
N -	2d Lt.	Ajdersen	William	E.	0728379	"
B -	1st Lt.	Fesmire	Durward	W.	0515093	"
RO -	T/Sgt.	Lipa	Milton	G.	11071562	"
**TT -	T/Sgt.	Click	Leonard	W.	18129468	"
BT -	S/Sgt.	Jack	John	C.	15333173	"
TG -	1st Lt.	Miller	Frank	C.	0726307	"
LWG -	S/Sgt.	Owens	Garland	(NMI)	18155256	"
RWG -	S/Sgt.	Ohanian	Nishan	(NMI)	11032287	"

*PLANE # 42-31033

P -	Capt.	Stann	Leon	(NMI)	024863	"
CP -	2d Lt.	Nason	Stephen G.		0671466	"
N -	2d Lt.	Duce	Jack	A.	0673508	"
B -	2d Lt.	Gould	Alvin	A.	0669399	"
RO -	T/Sgt.	Wagner	Robert	F.	34209104	"
**TT -	T/Sgt.	Jumper	Warren	H.	33237530	"
BT -	S/Sgt.	Leavitt	Elden	W.	35740180	"
TG -	Sgt.	Malloy	Francis	T.	32464200	"
LWG -	S/Sgt.	Ogborn	Donald	W.	12137704	"
RWG -	S/Sgt.	Biggs	Clarence	H.	33374505	"

*PLANE # 42-31037

P -	2d Lt.	Fowler	Russel	M.	0799745	"
CP -	2d Lt.	Murphy	Walter	J.	0745475	"
N -	2d Lt.	Priest	Jack	B.	0736652	"
B -	2d Lt.	Buchanan	Allen, Jr.	(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.	Kashner	Charles	E.	15333266	"
LWG -	S/Sgt.	Hadsell	David	N.	32473097	"
RWG -	S/Sgt.	Florez	Louis	(NMI)	19028859	"

** Enter complete number of aircraft
 Designate Engineer

File

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

November 26, 19 43

SUBJECT: Loading List.

T

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

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

*PLANE # 42-39847

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P	2nd Lt.	CHAPMAN, Alvah H.			0461727	614th.
CP	2nd Lt.	EVANS, Jack B.	<i>BROOK A.C.</i>		0688999	614th.
N	2nd Lt.	SMITH, Charles M.			0734380	614th.
B	2nd Lt.	DEVILLE, Frank M. Jr.			0747581	614th.
RO	S/Sgt.	Pyle, Robert B.			15335829	614th.
**TT	S/Sgt.	Wilson, George S.			35407356	614th.
BT	S/Sgt.	Spatilson, Bruno J.			33164854	614th.
TG	S/Sgt.	Dayton, James E.			39032317	614th.
LWG	S/Sgt.	Cohen, Franklin G.			14044099	614th.
RWG	S/Sgt.	Brennan, Michael G.			31192434	614th.

*PLANE # 42-39036

P	2nd Lt.	WILSON, Samuel P.			0667623	614th.
CP	2nd Lt.	GATTIS, Elgin V.			0748622	614th.
N	2nd Lt.	SUDAKOV, Lawrence H.			0750258	614th.
B	2nd Lt.	DALY, John J.			0739145	614th.
RO	Sgt.	Kelley, Homer C.			38273969	614th.
**TT	T/Sgt.	Slate, Chester A.			14134208	614th.
BT	Sgt.	Brown, Harold C.			31303404	614th.
TG	Sgt.	Sokol, Leonard E.			37461553	614th.
LWG	S/Sgt.	Graves, Glenn W.			38085660	614th.
RWG	Sgt.	Wolf, William G.			37201936	614th.

*PLANE # 42-39846

P	#### CAPT.	PECK, John C.			024830	614th.
CP	2nd Lt.	THOMPSON, Harry C.			0684792	614th.
N	2nd Lt.	GRANDALL, William C.			0801119	614th.
B	2nd Lt.	GERRICK, George C.			0676940	614th.
RO	S/Sgt.	STANFORTH, Joseph R.			15195089	614th.
**TT	T/Sgt.	NOVOSELICH, George			35381019	614th.
BT	S/Sgt.	URICH, Lawrence C.			19096322	614th.
TG	S/Sgt.	TULLIE, Albert, T.			31149829	614th.
LWG	S/Sgt.	LeBAILLY, Arthur			32461439	614th.
RWG	S/Sgt.	KOLASZ, Henry A.			32474396	614th.

** Enter complete number of aircraft
Designate Engineer

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

*PLANE # 42-31064

P	-	2nd Lt.	DAWES, William R.	0802731	614th.
CP	*	2nd Lt.	PRATT, John D.	0748784	614th.
N	-	2nd Lt.	SCHUBERG, John A.	0750222	614th.
B	-	2nd Lt.	VAN NOY, Russell M.	0679404	614th.
RO	-	T/Sgt.	Brown, Walter L.	16026852	614th.
**TT	-	S/Sgt.	Norell, Olle A.	36147173	614th.
BT	-	S/Sgt.	LaFountain, Louis M.	38183420	614th.
TG	-	Sgt.	Wanke, Charles P.	12180793	614th.
LWG	-	Sgt.	Mooney, William R.	18169545	614th.
RWG	-	Sgt.	Gentry, Ray A.	34434724	614th.

*Plane # 42-37770

P	-	2nd Lt.	STIMSON, Boudinot Jr.	0799493	614th.
CP	-	2nd Lt.	LAULO, Edwin W.	0748693	614th.
N	-	2nd Lt.	O'NEAL, John E.	0671169	614th.
B	-	2nd Lt.	PAFFMAN, Jack L.	0749739	614th.
RO	-	Sgt.	Sherman, Esbon C.	31172258	614th.
**TT	-	S/Sgt.	Shaw, Howard, A.	3#3253277	614th.
BT	-	Sgt.	Melia, Paul S.	3289652	614th.
TG	-	Sgt.	LifeSage, Alfred	13068963	614th.
LWG	-	Sgt.	Sandford, Francis W.	4458488	614th.
RWG	-	Sgt.	Mancuso, Carmon L.	32582642	614th.

*PLANE # 42-31098 *Stuck in mud*

P	-	2nd Lt.	KIRKUFF, Donald V.	0801995	614th.
CP	-	2nd Lt.	SOBOLAK, Bennie V.	0684571	614th.
N	-	2nd Lt.	PIERCE, Myron E.	0749399	614th.
B	-	1st Lt.	MONTONE, Liber J.	0722639	614th.
RO	-	T/Sgt.	Cook, Harold	35458366	614th.
**TT	-	S/Sgt.	Nicholas, Charles, L.	13084635	614th.
BT	-	Sgt.	Merritt, William B.	31203844	614th.
TG	-	S/Sgt.	Cohen, Leroy	39279686	614th.
LWG	-	S/Sgt.	Koehler, Karl, L.	16133877	614th.
RWG	-	S/Sgt.	Michel, Delamr L.	17166768	614th.

*PLANE #

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

Enter Complete number of Aircraft
 Designate Engineer

File

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

November 26 19 43

SUBJECT: Loading List

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

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

*PLANE # 1069

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P	Major	Seawell	William	T.	0-23712	615th
CP	Captain	Beers	Robert	W.	0-24910	615th
N	1st Lt.	Causey	Rufus	F.	0-674149	615th
B	Captain	Kuening	Arnold	C.	0-725449	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.	Turvey	John E.		35418681	615th
LWG	S/Sgt.	Lynn	Kenneth	J.	12167944	615th
RWG	S/Sgt.	Grigg	Franklin	W.	37125928	615th

*PLANE # 1091

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.	0-741148	615th
RO	Sgt.	Beller	James	E.	6257280	615th
**TT	T/Sgt.	Zander	Harold	S.	33240304	615th
BT	S/Sgt.	Sweepe	William	H.	15338388	615th
TG	S/Sgt.	Knapp	Phill	N.	39540171	615th
LWG	S/Sgt.	Merlino	Frank	A.	31208150	615th
RWG	Sgt.	Fatica	Battista	J.	35324899	615th

*PLANE # 7833

P	1st Lt.	Rumsey	William	M.	0-728740	615th
CP	2nd Lt.	Kaercher	Robert	B.	0-681433	615th
N	2nd Lt.	Walsh	Michael	N.	0-676185	615th
B	2nd Lt.	Haffner	James	D.	0-739024	615th
RO	T/Sgt.	Carter	William	W.	39829464	615th
**TT	T/Sgt.	Roberts	Donald	B.	32377788	615th
BT	S/Sgt.	Lieberman	Irving	L.	13103453	615th
TG	S/Sgt.	McElligott	Herbert	F.	36426974	615th
LWG	S/Sgt.	Rothwell	Frank	A.	33330990	615th
RWG	S/Sgt.	Lee	Ivan	R.	12073200	615th

** Enter complete number of aircraft
Designate Engineer

PLANE # (NAME) FIRST (NAME) A.S.N. SQUADRON

*PLANE # 7809

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.	Charrin	Hugh	W.	35424898	615th
**TT	-	Sgt.	Roundtree	Charles	L.	38076003	615th
BT	-	Sgt.	Fix	Norman	J.	323813483	615th
TG	-	Sgt.	Reed	Francis	L.	15382546	615th
LWG	-	S/Sgt.	Badura	Charles	S.	16114314	615th
RWG	-	Sgt.	Johnson	Denzel	D.	17159678	615th

*Plane # 1193

P	-	2nd Lt.	Grinham	Fred	D.	0-729337	615th
CP	-	2nd Lt.	Brown	Fred Jr.	B.	0-748548	615th
N	-	2nd Lt.	Whitney	Ray	F.	0-750235	615th
B	-	2nd Lt.	Wolfe	Ralph	W.	0-676904	615th
RO	-	Sgt.	XXXXXX Lewis	Charles	M.	11103284	615th
**TT	-	Sgt.	Cockerham	Roy	W.	13143030	615th
BT	-	Sgt.	Hardy	Charles	E.	11097732	615th
TG	-	Sgt.	Hamilton	James	R.	35664584	615th
LWG	-	Sgt.	Cummings	William	T.	33346986	615th
RWG	-	Sgt.	Housman	Herbert	M.	12156697	615th

*PLANE # 9873

P	-	2nd Lt.	Kaminski	Vincent	J.	0-802408	615th
CP	-	2nd Lt.	Mallon	Richard	W.	0-683039	615th
N	-	2nd Lt.	Hildinger	Lawrence	J.	0-734914	615th
B	-	2nd Lt.	Gurvin	Robert	M.	0-676945	615th
RO	-	Sgt.	Cheatham	Elmer	R.	1414182350	615th
**TT	-	Sgt.	McIntyre	William	B.	33289742	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	-	2nd Lt.	William	James	J.	0-758740	615th
CP	-	2nd Lt.	Robert	Robert	W.	0-681433	615th
N	-	2nd Lt.	Michael	Michael	J.	0-676185	615th
B	-	2nd Lt.	James	James	D.	0-739024	615th
RO	-	Sgt.	William	William	W.	3982464	615th
**TT	-	Sgt.	Donald	Donald	B.	32377788	615th
BT	-	Sgt.	Living	Living	J.	15103453	615th
TG	-	Sgt.	Herbert	Herbert	F.	35426974	615th
LWG	-	Sgt.	Frank	Frank	A.	37330990	615th
RWG	-	Sgt.	Robert	Robert	J.	37330990	615th

** Enter Complete number of Aircraft
Designate Engineer

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

26 November, 1943

WEATHER INTERROGATION SUMMARY FOR MISSION OF 26 NOVEMBER 1943.

TAKE-OFF: 0825. Nil clouds. Visibility $1\frac{1}{2}$ miles. Surface wind 280 degrees at 4 to 6 miles (estimated).

ROUTE OUT: Nil over England becoming 7-9/10 cumulus upon leaving England, tops 20,000' increasing to 23-25,000' at 2 to 3 degrees East, then decreasing to 6 to 7/10 upon entering Continental Coast at 18-20,000'. Downward visibility 3-4 miles to English Coast increasing to 6-10 over North Sea and decreasing to practically nil over Continental Coast due to haze. Visibility at flight level above clouds unlimited.

TARGET: 5-7/10 cumulus, tops 18-20,000 ft. Visibility poor; ground obscured by haze.

RETURN ROUTE: Similar to route out to just off English Coast where cumulus decreased from 7-9/10 to nil over Bads. Haze over England, top at 4-6000', increasing in intensity towards Bases, reducing downward visibility from 4 miles to 1200 yards. Moderate rime ice experienced in clouds on cording at 17-18,000' and at 8,000'. Granular snow stuck to airfoil at 4-5,000'. Snow and sleet experienced at about 3 degrees East, at 2,000'.

BASES ON RETURN: 1414 to 1538. 3/10 altocumulus; 6/10 cirrus. Visibility 1200 to 1500 yards. Surface wind 290 at 4 MPH (estimated).

REMARKS: Winds and temperatures nearly exactly as forecast. Wind at 25,000', 320 deg., 80 MPH, temperature minus 45 deg. C. Contrails beginning to form at 19,000' and becoming persistent at 22-25,000'; contrails observed from P-47s estimated to be at 35,000'.

Arthur B. Street
ARTHUR B. STREET
Capt., Air Corps
Staff Weather Officer

OPERATIONAL ROUTE FORECAST

DATE November 26, 1943

PERIOD 0800 - 1600 Hrs

Hq SOS USAPP 9-43/90M/15227

	A Base to 4 degrees East.	B 4° E. to Target to 4° E.	C 4 degrees E to Base	D
WEATHER	1 Clear with haze and Fog in patches	Cloudy to Overcast	Cloudy	
CLOUDS	2 Nil Cloud over England with Cumulus forming over North Sea and becoming 6-9/10 Cumulonimbus 1500-2000 ft. Tops building up to 12000-14000 ft. at 4 degrees East with Isolated tops to 16000-18000 ft.	6-9/10 Cumulonimbus at 1500-2000 ft. Tops 18000-20000 ft with Isolated Topsto 25000 ft. East of 6 degrees East. Scattered Anvil type Cirrus with Cumulus Tops.	6-9/10 Cumulonimbus at 1500-2000 ft. Tops 12000 to 14000 ft. with occassional tops to 16000-18000 ft. Becoming at English Coast and over England 3-5/10 Cumulus at 2500 ft. Tops 5000-6000 ft. 3-5/10 Cirrus or Cirrostratus 25000 ft or above and Moderate Contrails on return.	
ICING	3 3000 ft. Heavy Clear	3000 ft. Heavy Clear.	3000 ft. Heavy Clear	
VISIBILITY	4 1-2 miles generally but locally less than 1000 yds becoming 6+ miles over North Sea.	Unrestricted above Clouds except in Contrails	Unrestricted above Clouds becoming 4-6 miles over England	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	Over England	Over Route	Temperatures	
5000 FT	280 10	330 25	+7	
10000 FT	300 30	330 35	-4	
15000 FT	310 40	330 45	-14	
20000 FT	32	330 70	-24	
25000 FT		330 85	-34	
30000 FT		320 100	-44	
		320 120	-52	

BASE ALTIMETER SETTING 29.77

TARGET SURFACE TEMP. _____

TARGET MEAN TEMP. _____

TEMP. AT -44 FT. 25000

TARGET SURFACE (PRESSURE-ALT) +336

2 + 3 pt on route after leaving splasher

+ 1 + 4 pts after leaving target.

Take evasive action before reaching them
90 mile wind from 330 degrees
hls

P/W kits & 0 pilot.

Tanger Importance

Builds ships, aeroplanes & autos
Constructs the larger, up to 1200 ton,
U Boats - as well as destroyers.

My Ju 88's

Railway Pt of view is tremendous
for all the port traffic - 2nd
largest port in Germany - large
marshalling yards.

Oil refineries, Coke ovens and
steel works operating on Swedish ore

~~Other~~ building yards last attacked
by H B on Oct 8, 1943

Question mark for
length of run from IP to target.

30 S

146 mag.

850
50
42500

180
146
326

HEADQUARTERS
STATION NO. 128
APO 634

27 November 1943

SUBJECT: S-4 Combat Mission Report on Mission 26 November 1943.

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

1. Abortives.

a. 401st Bomb Group.

(1) A/C No. 42-31089 returned before completion of mission for the reason that No. 2 engine was running very rough at altitude.

(2) A/C No. 42-31098 failed to take off due to running off taxi strip.

2. Other Equipment and Personnel Failures.

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

Engine failures (2); Rough Engine (1); Oil Coolers (3); Oxygen Regulator Out (1); Oxygen System Out (1); Supercharger Out (2); Supercharger Regulator Out (1); Heaters Out (1); Carburetor Air Duct Cracked (1)

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

Vickers Unit Out (1); Broken Belt Holding Pawl Spring (1); Gun Heaters Out (2); Solenoid failures (1)

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

None reported

3. The following battle damage was received:

<u>TOTAL NO.</u> <u>OF A/C</u>	<u>MINOR</u> <u>DAMAGE</u>	<u>MAJOR</u> <u>DAMAGE</u>	<u>BY</u> <u>FLACK</u>	<u>BY FLACK</u> <u>& FRIEND</u>
11	11	0	8	3

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

HEADQUARTERS
STATION NO. 128
APO 634

27 November 1943

SUBJECT: Mission Summary Report.

TO : Group Operations, Station No. 128.

1. Abortives:

a. Airplane No. 42-31089 returned before completion of mission for the reason that No. 2 engine was running very rough at altitude.

b. Airplane No. 42-39837 returned before completion of mission because ship was too slow to keep up with formation. Speed was picked up after jettisoning bomb load. General condition of aircraft satisfactory.

2. Battle Damage.

a. 42-39826 - Small flak hole in skin of vertical stabilizer near de-icer boot. Small flak hole in right side of Bombardier's nose section. Skin of left wing tip damaged by spent shell casing.

b. 42-31087 - Small flak hole through skin of fuselage near right waist window. Small flak hole near bottom of fuselage below right horizontal stabilizer caused by above mentioned flak.

c. 42-3507 - Small flak hole in left side of plexiglas nose section. Left aileron damaged by flak. Small flak hole in air duct between fuselage and No. 2 engine. Skin, corrugation and three spars damaged on top side of right wing near trailing edge, caused by flak.

d. 42-39825 - Left horizontal stabilizer had small flak hole in top side near leading edge.

e. 42-31037 - Plexiglas window on left side of Tail Gunner's compartment cracked by flak. Small flak hole in Navigator's compartment on left side below window, station 3 damaged.

f. 42-31033 - Dent in skin below Pilot's window caused by spent shell casing. Two small flak holes in skin to front and right of Navigator's Astro-Dome.

SUBJECT: Mission Summary Report. (continued)

g. 42-39847 - Trailing edge of right wing out outboard panel damaged by flak. 3" X 6" hole in skin and corrugation caused by flak. Diagonal brace was also broken by this flak. Small flak hole in right aileron fabric, under side. Flak hole in rear of Chin Turret, #3 bulkhead, 3" X 1" in size, one stringer broken and one stringer bent.

h. 42-31064 - Rip in right side of rudder fabric caused by spent shell casing. Small hole in skin of top #2 nacelle caused by flak.

i. 42-31036 - 1/2" hole through skin of right horizontal stabilizer caused by flak, 2 ribs broken. 2" X 2" flak hole through skin of left horizontal stabilizer, stringer also broken.

j. 42-37809 - Small flak hole in fabric of rudder.

k. 42-37833 - Small flak hole in skin of outboard wing panel. Small flak hole in skin of right outboard wing, under side, behind No. 3 nacelle. No structural damage.

<u>TOTAL A/C</u> <u>DAMAGED</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>	<u>FLAK</u>	<u>FLAK & FRIEND</u>
11	0	11	8	3

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

Note
 ADDITION TO ABORTIVES:

C. Supercharger of No. 2 Engine Failed on aircraft No. 42-31072 and airplane returned before reaching target.

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

APC 634,
27 November 1943

SUBJECT: Armament Narrative, Mission No. 1, 26 November 1943.

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

1. The following armament malfunctions were reported
at the conclusion of the mission of 26 November 1943.

- a. One right nose gun had a broken belt holding
pawl spring. ✓
- b. One upper turret had a Vickers Unit in need
of repair. ✓
- c. One waist gun heater was broken. ✓
- d. One radio gun heater was broken as a result
of a short circuit. ✓
- e. One upper turret gun had a solenoid failure.

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

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

26 November 1943.

SUBJECT: Comments of Crew Members on Bremen Raid 26 November 1943.
(As taken from Interrogation Forms.)

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

1. The following comments were made by members of the crews participating in the Bremen Operation, this date:

a. Pilot suggested that Group should be formed up-wind before reaching enemy territory. He further added that the formation was too loose.

b. Pilot said Speed of lead ship was very spamodic. At one point over the North Sea he found it very difficult to keep up with the formation. This crew unassigned a ship and termed "Everything bad". Nineteen hundred gallons of gasoline were used and the airplane made an emergency landing with two engines on the wrong runway.

c. Several members of crew reported they were "sadly in need of a piss-tube." There were no large walk-around bottles in the ship.

d. Bombardier suggested that seat on G-model be moved back six (6) inches as he had no room to control chin-turret.

e. Pilot said air speed during formation assembly was too slow. He also suggested that more time was needed between briefing and take-off. He said formation was too fast just before reaching I.P. A crew member said the wait in the mess hall formation at breakfast was too long.

f. Ball turret gunner said that a longer oxygen hose was needed in the ball turret.

g. This crew turned on gun heaters until altitude was reached but guns got so hot that some shells exploded. Heaters were then cut off and guns froze. Heaters were put on again to thaw out the guns without ammunition.

h. Ball turret window in this ship kept freezing up. Gunners need heavier mittens. Large spare oxygen bottles needed.

i. Gunners suggested silk gloves needed for working on guns with malfunctions.

j. Navigators said that logs should be changed to old yellow form. Pilot said that lead ship of lead squadron flew over target entirely too fast.

k. Pilot said "Don't go so fast on approach to target - it was 190 M.p.h.". He said more oxygen tanks were needed.

l. Gunners suggest that tin be taken off of ammunition boxes.

m. Bombardier said that better seat is needed for operation of chin turret. Some airplanes took individual evasive action. Formation of all the groups was bad with much criss-crossing and bombs were dropped with other groups under our-formation. Navigators said that extra gun was needed over navigator's desk.

n. Top turret was not fully loaded. Gunners said there was a general shortage of ammunition with one box to be split between chin turret, top turret, and ball turret. Pilot said crewed up ~~txx~~ take-off made assembly difficult and air speed in climbing was too slow.

o. Pilot suggested clamp is needed to more securely hold line in place where it fits oxygen mask. Emergency radio transmitter was not in ship.

p. Crew wants sandwiches and complain that guns were not clean. One gun did not have oil in buffer-tube. Navigator's map did not cover territory flown. No truck was available to meet the crew which had to wait twenty minutes for transportation.

GORDON R. CLOSWAY,
1st Lt., A.C.,
Asst. Group S-2 O.