

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

MISSION No. **7**

Date: **22 DEC. 43**

TO: **OSNABRUCK , GER.**

HEADQUARTERS
AAF STATION #128
APO #634 US ARMY

HNB/jmcc

22 December 1943.

SUBJECT: Group Leader's Narrative on Attack on Osnabrueck, 22 December 1943.

TO: Commanding Officer, 94th Combat Wing, APO #634, U. S. Army.

1. The 401st Group took off on schedule with twenty-three (23) airplanes including the PFF. Three (3) returned early, twenty (20) going over enemy territory and returning on approximately the briefed course.

2. Individual airplanes climbed to 17000 feet after takeoff, and assembled over Deenethorpe. Two (2) groups of the 351st assembled in the same area. The High Group departed from the assembly point early and was not picked up until almost over enemy territory. The 401st delayed departure from the Wing assembly point in order to assemble the other two (2) groups, departing at 1228 direct for King's Lynn, arriving and departing King's Lynn on time and arriving and departing Splasher 5 at briefed time and altitude. The 94th Wing fell into #4 position in the Division instead of #3 position as briefed, due to the fact that the #3 position was already filled (the pilot of the PFF airplane states that they were briefed prior to arrival at this station that the 94th Wing would be the 4th in the Division rather than the 3rd, as directed in our field order).

3. Immediately after takeoff, VHF in Path Finder airplane went out. Attempt was made to contact the Deputy Wing Leader on command set by pre-arranged signal, but the command set also went out. A message was sent by the Wing Leader from the radio operator to Division requesting that the Deputy be informed that the lead radio equipment was not operating. This message was acknowledged as having been received by the Deputy.

4. The PFF equipment was on - off spasmodically. Upon approach to the IP in #4 position in the Division, Wing Leader directed the Path Finder crew to be prepared to bomb visually or by timing on the #3 Wing in case PFF equipment became inoperative. After passing initial point in route to target, two (2) Wings crossed in front of the 94th Wing from the south at our same altitude. In order to avoid a collision, a sharp left turn was made. Although the Lead Group remained intact, the High and Low Groups were unable to stay in position, were lost in the confusion, and could not rejoin the Wing on the return.

22 Dec. 1943.

5. The PFF equipment was inoperative during the approach to the target, but went on again after departure from the target area. The Wing Leader, therefore, directed that a suitable target in route to rally point or shortly thereafter be selected and bombed if practicable. A target was selected by the crew, the yellow flare was fired, bomb bay doors were opened and other airplanes of the Group prepared to bomb. At this time, two (2) Wings converged on the 401st Group, and another Group crossed under the 401st. The Leader directed that bomb-bay doors be immediately closed, and that bombs be not dropped. The Group returned home on approximately the briefed course.

6. No flak was encountered, and no reports have been received thus far of enemy fighter attacks on the Wing. All planes returned to England, one (1) plane which received damage over the target area from a bomb dropped on #3 engine returned to England, bailed out the crew, and the airplane crashed. Complete report on this has not been received. Crew is all safe.

7. Because of the importance of radio communication in present tactics and technique, it is recommended that all Path Finder airplanes be equipped with two (2) VHF sets.

8. It is further recommended that all airplanes including PFF carry alcohol, glycol or other appropriate equipment to assist in keeping windshields clean. PFF plane was solidly frosted, and outside views could be maintained only by the use of fingernails and gloves to scrape off the frost.

9. It is further recommended that a "G" box be installed in the nose of PFF aircraft in order to give the additional navigator necessary equipment to supplement his "DR" navigation, and to serve as spare "G" box equipment which is so important on the Lead aircraft.

H. W. BOYMAN,
Colonel, Air Corps,
Commanding.

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

E-C-1

22 December 1943

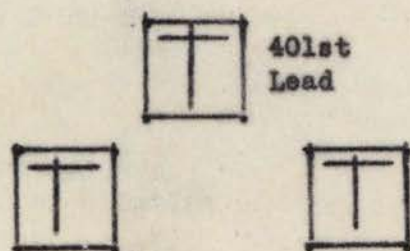
SUBJECT: Operational Narrative, Mission No 7.

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

1. Twenty three (23) aircraft, including one PFF ship, took off for the mission of 22 December. Three ships - 42-31033, 42-39846 and 42-39837 aborted. The Group had 20 ships over the target and hence one credited abortion. Two ships returned early because of mechanical failure and one ship because it took off late and failed to find the formation.

- a. Wing Assembly was not made as briefed. The high box lost the formation on a 270° turn. The lead box changed its flight plan and went from Deenethorpe to King's Lynn. This information could not be given to the high box because of VHF difficulty and hence they did not come into Wing formation until approaching the enemy coast.
- b. The lead box made good its times at King's Lynn and the departure point. The plan of departure from Deenethorpe buncher at the last possible time to make good the departure point, if necessary to assemble the Wing, had been advised by the Wing Navigator and information to this effect had been transmitted by phone to 351st Operations prior to takeoff. The 94th Wing fell into fourth place in the Division assembly.
- c. No ships were lost due to enemy action, but one was hit by a falling bomb over the target. It returned to England; the crew bailed out and the ship crashed in an open field near Polebrook.
- d. No flak was encountered; no reports of enemy fighter attacks were turned in; no battle damage was sustained.
- e. No bombs were dropped as the 94th Wing PFF was not operating properly, and the confusion at the target and rally point (see Leader's narrative) was such as to prohibit bombing a selected target of last resort.

2. Group formation at take-off (see attached formation sheet)
3. Group formation over the target (see attached formation sheet).
4. Position of the 401st Bombardment Group in the 94th Wing formation:



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

GROUP FORMATION
 COLONEL BOWMAN

Combat Flight Leader: XXXXXXXXXXXX 22 December 1943
 (Date)

Deputy Flight Leader: MAJOR BROWN

Group Call Sign: _____ Fighter Call Sign _____

Ground Control: _____

FORMATION AT DEPARTURE FROM
 BASE (Pertains to par 2 of
 narrative report).

613 SQDN
 (Lead)

BOWMAN
 Call A/C#

V 729 (PFT)

STELLER
 Call A/C#

L 1090

STANN (BROWN)
 Call A/C#

O 1091

SHOTTS
 Call A/C#

K 1072

LOCHER
 Call A/C#

O 3507

LAWRY
 Call A/C#

B 1033

614 SQDN (Low)

CHAPMAN A H
 Call A/C#

G 9847

612 SQDN (High)

GARLAND
 Call A/C#

H 9826

HOLLAND
 Call A/C#

X 1038

GAMMACK
 Call A/C#

F 9881

FOX
 Call A/C#

K 1087

KELLY
 Call A/C#

N 9846

PECK
 Call A/C#

O 1116

MC GREE
 Call A/C#

G 1034

DAWES
 Call A/C#

H 1064

WILSON
 Call A/C#

J 9820

SELLERS
 Call A/C#

L 9837

SMITH SE
 Call A/C#

J 7835

CHAPMAN
 Call A/C#

G 7809

SPARES

GRINHAM
 Call A/C#

C 9904

KAMINSKI
 Call A/C#

A 1077

CHRISTIANSON
 Call A/C#

H 7843

Call A/C#

DEMPSEY
 Call A/C#

F 7833

OVER THE TARGET

GROUP FORMATION

Combat Flight Leader: _____ (Date) _____

Deputy Flight Leader: _____

Group Call Sign: _____ Fighter Call Sign _____

Ground Controller: _____

**FORMATION OVER TARGET (PERTAINS TO
 PAR. 3 OF OPERATIONAL NARRATIVE).**

SQDN

Call A/C#

STELZER

Call A/C#

L 090

STANN

Call A/C#

O 091

Shotts

Call A/C#

K 072

LOCHER

Call A/C#

O 507

DIMPSEY

Call A/C#

F 833

SQDN

CHAPMAN

Call A/C#

G 847

SQDN

GARKARD

Call A/C#

H 826

HOLLAND

Call A/C#

X 036

GAMMACK

Call A/C#

F 881

Call A/C#

Call A/C#

PECK

Call A/C#

O 116

McCREE

Call A/C#

G 034

DAWES

Call A/C#

H 064

WILSON

Call A/C#

J 820

GRINHAM

Call A/C#

C 904

KAMINSKI, O.J.

Call A/C#

A 990

SPARE

Call A/C#

Shapman

Call A/C#

809 G

FOX

Call A/C#

087 K

CHRISTENSEN

Call A/C#

H

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

APO 634

SUBJECT: Lead Navigator's Narrative of Mission Flown 22 December 1943

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

1. Flight Plan and log attached.
2. Track Chart attached.
3. Narrative.
 - a. T/O at 1051 hours.
 - b. Group formed at 1225 hours at 17,000 feet.
 - c. Formed CBW at 1225 hours at 17,000 feet.
 - d. Began climb at 1230 hours.
 - e. Reached altitude at 1323 hours.
 - f. Weather encountered over England:
 - (1) Clouds 4-5/10ths
 - (2) Visibility 10-15 miles.
 - (3) Wind at altitude 280 degrees. 38 knots per hour.
 - g. Means of navigation over England.
 1. Gee Box
 2. Pilotage
 3. D.R.
 - h. Means of checking Metro Winds

Pilotage
 - i. Joined task force at 1250 hours at Spl. #5 (city, splasher, Coordinates) - 52 48N 01 22E
 - j. Departed English Coast at 1252 hours. 52 48N 01 26E

Arrived at Enemy Coast at 1326 hours 52 30N 04 36E

h. ~~Flight: Henderson~~

(1) Going in: 1320 hours. 1343

(2) Coming Back: 1432 hours.

l. Wind used for bombing:

(1) _____ degrees.

(2) _____ knots per hour.

(3) How Determined:

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

(1) Reached IP at 1354 hours.

(2) Mag heading over target _____ degrees.

(3) Altitude over target _____ feet.

(4) Time bombs away _____ hours.

(5) Method of target Identification and weather over target:

10/10 overcast

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

RTT Equipment out

See Equipment out

o. Gee:

(1) Coordinates of furthest fix 52 32N
05 00E

(2) Time 1325 hours.

p. Comments:

From IP to target two combat wings out in on our wing
and we had to swing off our bomb run.

SIGNATURE

WILLIAM E. ANDERSON
2nd Lt. A C
Lead Navigator

TRACK CHART

TARGET

Date 12-22-43

GREEN

Route followed by

FLIGHT PLAN

Primary DANABRICK, GERMANY

RED

" " "

401ST BOMB. GR.

Secondary _____

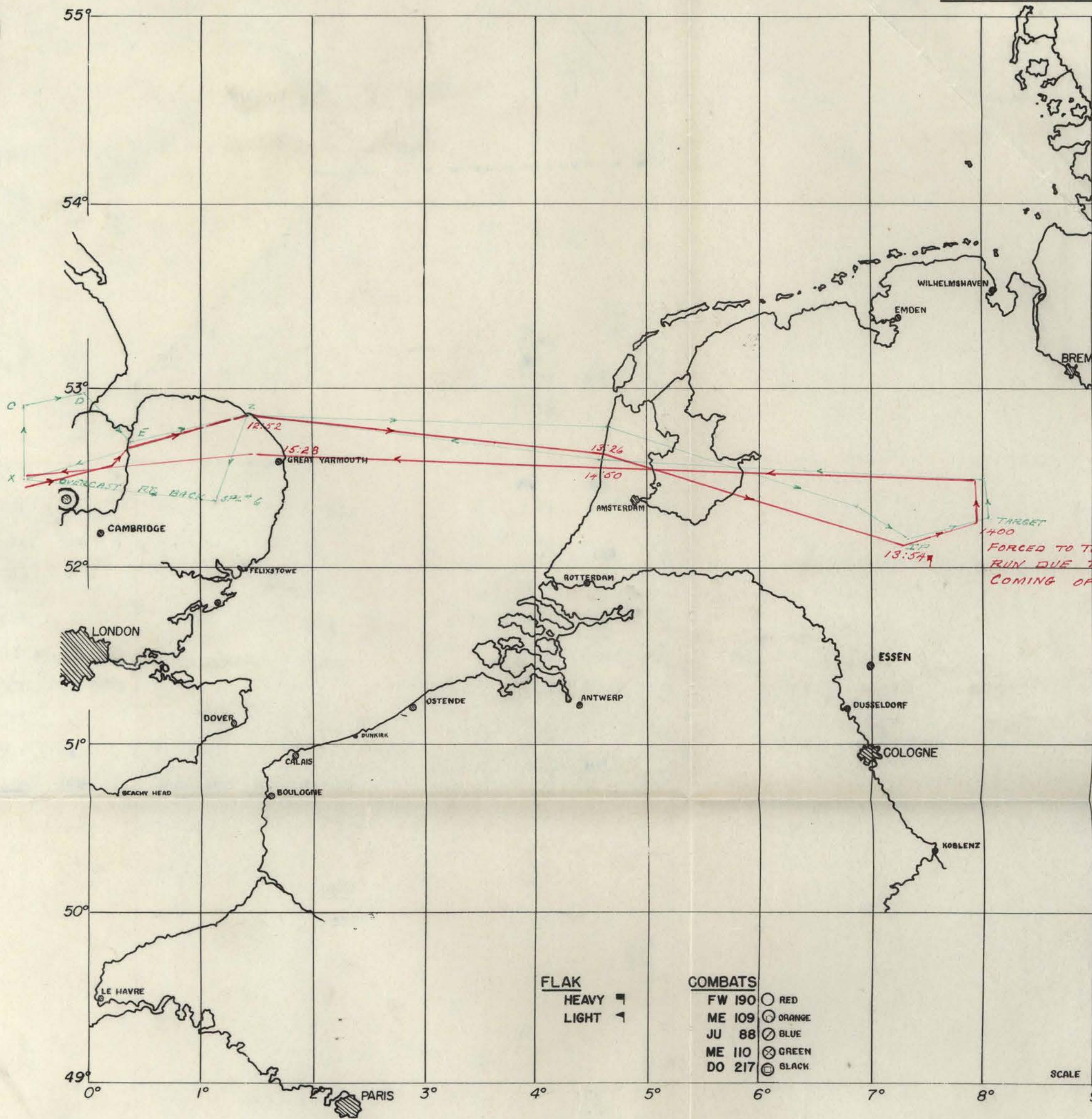
" " "

Last Resort _____

.....

" " "

.....



TRACK CHART

GET

Date 12-22-43

GREEN

Route followed by

FLIGHT PLAN

Primary

DINHERICK, GERMANY

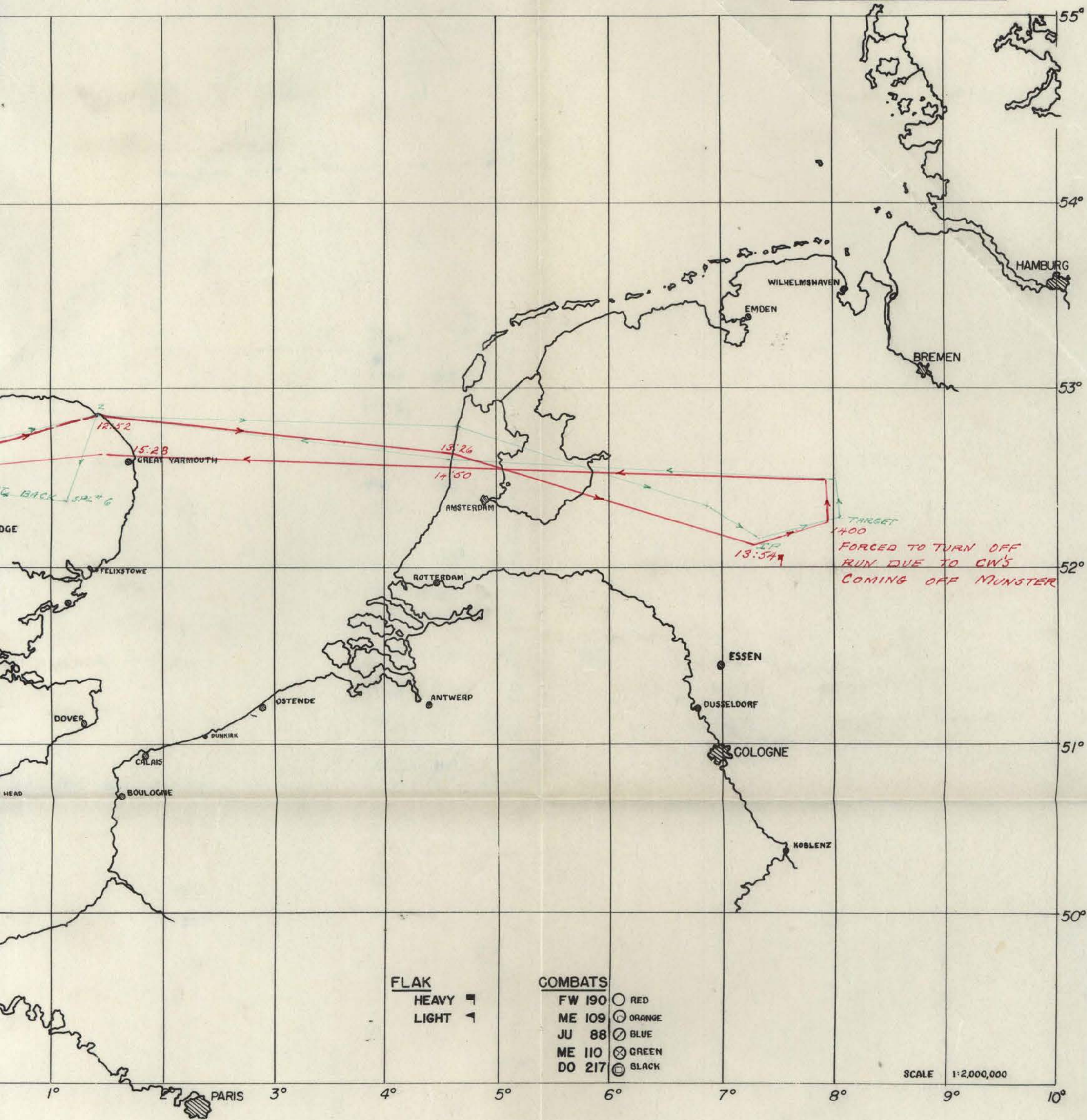
RED

" " "

401ST BOMB. GP

Secondary

Last Resort



DATE 22 December 1943

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

WATCH _____ FAST _____ SLOW _____ RATE _____ SEC'S GAINING PER _____ HOUR _____ LOSING _____

TIME	COURSE	W/V USED E/O 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.
1051					TAKE OFF						33	15	1128
1113	176	#15	191	201									
1130		12											
1225					Departed Base		148	17200			38	10½	1136
1239	70/79	#2	72	82	Five miles right of Kings Lynn		145	19000					
1242	51	#4	60				145	19500		216	37	10	1249
1250	56	#4	20		Gee 52.40N 01 22E	Splasher #5	150	20000		225	118	31½	1321
1252	77	#2	79	89			150	21300					
1259	92	#5	97	106	Gee 52 48N 02 16E		145	22000					
1305	71	0	71	80	Gee 52 99N 02 41E		145	23000					
1310	38	-7	31	40			145	24,500					
1315	33	-8	25	35	Gee 52 40N 03 36								
1320			62	71	Gee 52 44N 04 03E		145	24,800					
1323	48	-5	43	52			145	25,000					
1325½	281 30				Gee 52 38N 04 35E	(Wind by Gee) IP	145	25,200			105	29	1354

NAVIGATOR

HEADQUARTERS
AAF STATION 128
APO 634 U. S. ARMY

22 December 1943

SUBJECT: Group Bombardier's Narrative, Mission No. 7, Osnabruck, Germany

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

1. 10/10 cloud coverage over target area. Bombing approach was to be made on PFF equipment but it became inoperative during approach to target. The PFF equipment came on again and approach was made by operator on another German city selected by crew. Two wings converged on the 401st Group, bomb doors were immediately closed, and no bombs dropped by PFF equipment.

2. Twenty-two (22) aircraft took off with 264 X 500lb. M-43 GP bombs, one (1) PFF A/C with 6 X 500 lb. M-43 bombs. 168 X 500 lb. M-43 bombs were returned by 14 A/C. One (1) PFF A/C returned 6 X 500 lb. M-43 bombs. Five (5) A/C emergency salvoed 60 X 500 lb M-43 bombs in the channel by order of the airplane commander. Two (2) A/C emergency salvoed 24 bombs near the target area. Aircraft 42-39820 salvoed twelve (12) 500 GP bombs in the channel by order of the airplane commander, no reason given.

JULIUS PICKOFF
Captain, Air Corps
Group Bombing Officer

HEADQUARTERS
AAF STATION 128
APO 634 U. S. ARMY

22 December

SUBJECT: Lead Bombardier's Narrative, Mission No. 7, Osnabruck, Ger

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

1. Lead Bombardier's narrative not necessary. PFF equipment used.

JULIUS PICKOFF
Captain, Air Corps
Group Bombing Officer

ENCLOSURE 100

Target: **OSNABRUCK** *Elevation: **50 FT** Take-Off: **1051**
Date: **22 December 1943** Escort:

Description and Remarks:

*Pressure Altitude of Target **464** Type & Size of Bombs **500 lb M-43 GP**
*Altimeter Setting **No. of Bombs Loaded **6** *Fuzing: Nose **1/10** Tail **1/40**
*Ind. Altitude **25,000** **Initial Point **52 15N 07 50E** *Ordered Actual
*True Altitude Above Target **23,860** xLength of Run xTime of Run
*Air Speed (MPH) **150** CIAS **150** TAS **220** *Mag. Head. Ordered **87** xMag. Head. Actual
*Ground Speed *Est **274** **Actual xTime of Release **0** **No. of Bombs Released **0**
Drift *Forecast **3L** xActual *Type of Train Salvo Individual Jett. Ret.
*Actual Range **15,040** xPoint of impact (If Seen)
xTan. Drop. Angle *Est **.63** Actual **Airplane Type **B-17F** No.
x Disc Speed **130.5** x Trail **56** **Pilot **Col. H. W. Bowman**

**Actual Time Of Fall 40.65		**B.S. Type and No. PTF		**Navigator Lt. W. E. Anderson	
Neight	Wind Direction	Wind Velocity	Temp Forecast	Temp Actual	Remarks:
	*Est. xActual	*Est. xActual	*	X	
1000					
2000					
3000					
4000					
5000					
6000					
7000					
8000					
9000					
10000					
11000					
12000					
13000					
14000					
15000					
16000					
17000					
18000					
19000					
20000					
21000					
22000					
23000					
24000	250	55	-41		
25000	250	55	-44		
26000					
27000					
28000					
29000					
30000					

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

BOMBING FLIGHT RECORD¹

CO-PILOT² Lt. Schaideli DATE 22 December 43
PILOT² Lt. Brown TAKE OFF 1051
NAVIGATOR² Lt. W. E. Anderson LANDED 1624
ORGANIZATION 401st AIRPLANE 729
Squadron Group
OBJECTIVE³ OSNABRUCK, GERMANY

STARTING POINT (MPI) _____

INITIAL POINT 52 15 N 07 50 E

METHOD OF ATTACK⁴ X
Individual Flight Squadron Group Wing

NUMBER OF ATTACKING A/C IN GROUP 20 COMPOSITE GROUP _____

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:

DEFLECTION AND RANGE SIGHTING, GROUP PTT COMPOSITE GROUP _____

RANGE SIGHTING ONLY, GROUP PTT COMPOSITE GROUP _____

BOMBS, TYPES AND SIZES 500# GP M-43

NUMBER OF BOMBS LOADED 6 X 500 GP - 2 LB RELEASED _____

WEIGHT, NOSE 1/10 TAIL 1/40

SYNCHRONIZATION⁵ On Fast Slow

INFORMATION AT-RELEASE POINT⁶ _____

Altitude of target	<u>50 ft.</u>	MAG. HEAD, Order	<u>87</u>	Actual
True Altitude above target	<u>23,860</u>	True Heading	<u>NONE</u>	
Pressure Altitude	<u>25,000</u>	Drift, Est.	<u>3 L</u>	Actual
Pressure altitude of target	<u>-464</u>	True track	<u>NONE</u>	
Altitude setting		Actual Range	<u>15040</u>	
A.S.	<u>150</u>	B.S. Type	<u>PTT</u>	
A.S.	<u>220</u>	Time of release	<u>NONE</u>	
A.S., Est.	<u>274</u>	Length of Bombing Run		
Wind Direction, Metro	<u>250</u>	Intervalometer setting	<u>Min.</u>	
Wind Velocity, Metro	<u>55</u>	C-1 Pilot	<u>Used</u>	
A.S.	<u>130.5</u>	A-5 Pilot		
A.S. D.A. Est.	<u>.63</u>	Manual PILOT		

NAVIGATION DATA

DATE 1941 TIME 1000 ALTITUDE 1000 ACTUAL 1000

WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
3000						
6000						
10000						
15000						
20000						
22000						
24000	<u>100</u>	<u>100</u>	<u>10</u>	<u>10</u>	<u>-10</u>	<u>-10</u>
26000						
28000						
30000						

METHODS OF BOMBING¹⁰

1. Bombing from the front
2. Bombing from the rear
3. Bombing from the side
4. Bombing from the top
5. Bombing from the bottom
6. Bombing from the front and rear
7. Bombing from the side and rear
8. Bombing from the front and side
9. Bombing from the rear and side
10. Bombing from the front, rear, and side

COMPOSITE GROUPS¹¹

1. Bombing from the front
2. Bombing from the rear
3. Bombing from the side
4. Bombing from the top
5. Bombing from the bottom
6. Bombing from the front and rear
7. Bombing from the side and rear
8. Bombing from the front and side
9. Bombing from the rear and side
10. Bombing from the front, rear, and side

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

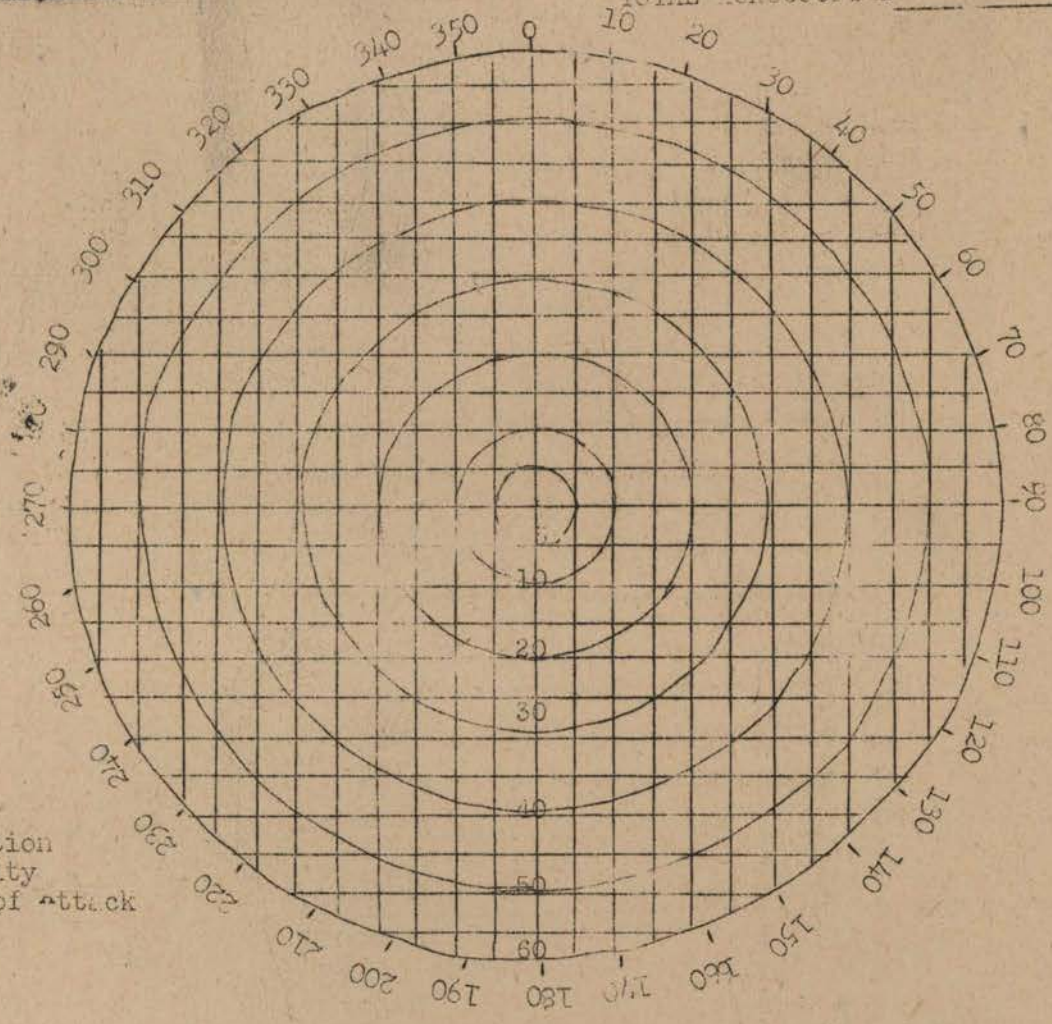
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OMBARDIERS INDIVIDUAL PLOT

GROUP 401st
TARGET OSWARRICK
METHOD OF BOMBING PFF
ALTITUDE 23,860



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



Plot
Wind Direction _____
Wind Velocity _____
Direction of Attack _____

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

REMARKS:

22 A/C started out with 264 X 500 M-43 GP bombs. 1 PFF with
6 X 500# M-43 bombs. 168 X 500# M-43 bombs brought back.
72 salvoed in channel, 24 salvoed near target .
PFF A/C returned 6 X 500# M-43 bombs.

HEADQUARTERS
STATION NO. 128
APO 634

22 December 1943

SUBJECT: Mission Summary Report.

TO : Group Operations, Station 128.

1. Abortives.

a. Airplane No. 42-39837 returned early for the reason that aircraft could not catch up with formation.

2. Battle Damage.

a. None.

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

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

A.P.O. 634
22 December 1943

SUBJECT: Armament Narrative, Mission No. 7, 22 December 1943.

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

1. The following Armament malfunctions were reported
at the conclusion of the mission of 22 December 1943.

a. Three Chin Turret Hydraulic Charging Units
failed at high altitude.

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

S E C R E T

Form OO-Amm-2A

MISSION REPORT - AMMUNITION

AAF Station No. 128

Date of Mission 22 December 1943

Group 401st Bomb Group

Type Aircraft B-17G

I - Aircraft: Departed 20 plus 1 P.F.F.

Returned early 1

Attacking target 0

Lost in crash 1

(A/C did not attack target)
 Size Quantity Fusing

II - Bombs: Initial Load (total) 500 lb. 264 1/10 - 1/40

Expended (on target) 500 lb. 0
 (jettisoned) 500 lb. 96 Same

Returned 500 lb. 168 Same

Unaccounted for _____

III - Flares: Landing, bombing & photoflash carried _____

Expended (type & amt) _____

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

Position	Cal.	No. of Guns	Ammunition Expended	
			Cal..30	Cal..50
<u>Chin Turret</u>	<u>.50</u>	<u>42</u>		<u>410</u>
<u>Left Nose</u>	<u>"</u>	<u>7</u>		<u>80</u>
<u>Right Nose</u>	<u>"</u>	<u>17</u>		<u>715</u>
<u>Upper Turret</u>	<u>"</u>	<u>42</u>		<u>1210</u>
<u>Lower Turret</u>	<u>"</u>	<u>42</u>		<u>1380</u>
<u>Radio Gun</u>	<u>"</u>	<u>21</u>		<u>660</u>
<u>Left Waist</u>	<u>"</u>	<u>32</u>		<u>1010</u>
<u>Right Waist</u>	<u>"</u>	<u>21</u>		<u>1020</u>
<u>Tail Guns</u>	<u>"</u>	<u>42</u>		<u>1135</u>
<u>Totals</u>		<u>255</u>		<u>9365</u>

S E C R E T

(over)

SECRET

Total A/C Reported by gun position:

Cal..30 _____ rds.

Cal..50 9365 rds.

Total expended from abortive A/C:

Cal..30 _____ rds.

Cal..50 7155 rds.

Expedned A/C lost or missing:

Cal..30 _____ rds.

Cal..50 _____ rds.

Group totals:

Cal..30 _____ rds.

Cal..50 16520 rds.

V - Remarks:

Group did not attack target.

A/C 835 - 612th Bomb Sq - crashed after crew bailed out.

(Signed)

Richard Caplan.
Sta. Ord. Off. or Ass't.

SECRET

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

(J-A-2)

22 DECEMBER 1943

SUBJECT: COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 7.

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

1. USE OF VHF SET.

CHANNELS "A", "B", & "D" AVAILABLE.

TRANSMISSIONS ON CHANNEL "A":

826 - CONTACTED WEATHER SHIP FOR GROUP LEADER.

036 - CALLED GROUP LEADER TO REPORT HIMSELF IN TROUBLE.

847 - ROUTINE FORMATION MESSAGES.

833 - TOLD 036 THAT "SILVESTER DF" WAS CALLING.

091 - ROUTINE FORMATION MESSAGES.

SHIP 072 MONITORED CHANNEL "B" BUT DIDN'T RECEIVE ANY-
 THING.

SHIPS 090 & 835 MONITORED CHANNEL "D" FROM 1305 TILL
 END OF MISSION BUT DIDN'T RECEIVE ANYTHING.

2. VHF/DF BEARINGS.

NONE OBTAINED.

3. HF/DF BEARINGS.

NONE OBTAINED.

4. MF/DF FIXES.

NONE OBTAINED.

5. DISTRESS ACTION TAKEN.

NONE TAKEN.

6. RADIO BEACONS USED.

<u>PLANE</u>	<u>SPLASHERS</u>	<u>MULTI-GROUPS</u>	<u>BUNCHERS</u>
826	5, 6, 16	NOT USED	DEENETHORPE
034	5, 6	NOT USED	DEENETHORPE
087	4, 5, 6, 16	C	DEENETHORPE
072	5, 6, 16	NOT USED	NOT USED
090	5, 6, 7, 16	NOT USED	DEENETHORPE
507	5, 6, 16	NOT USED	DEENETHORPE
881	4, 5, 6, 16	NOT USED	DEENETHORPE
847	5, 6	NOT USED	DEENETHORPE

COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 7, 22 DEC 43.

6. (CONTD)

PLANE	SPLASHERS	MULTI-GROUPS	BUNCHERS
064	4, 5, 6, 16	NOT USED	DEENETHORPE
116	5, 6, 7	B	DEENETHORPE
036	5, 6, 16	B	DEENETHORPE
809	4, 5, 6, 7, 8, 16	C	NOT USED
091	5	NOT USED	DEENETHORPE
077	5, 6, 7	NOT USED	DEENETHORPE
843	5, 6, 7, 16	B	DEENETHORPE
833	4, 5, 6, 16	NOT USED	NOT USED

7. USE OF "GEE".

PLANE	NORMAL TRANS	MAXIMUM RANGE OBTAINED	
		XF NO 1	XF NO 2
091	5240N 0510E	DID NOT USE	DID NOT USE
826	5252N 0135E	DID NOT USE	DID NOT USE
847	5230N 0440E	DID NOT USE	DID NOT USE

8. USE OF SBA & JAY BEAMS.

NOT USED.

9. USE OF MF/DF SECTION.

SECTION "G" AVAILABLE. NOT USED.

10. BREACHES OF RADIO DISCIPLINE.

NONE.

11. COMMUNICATIONS EQUIPMENT FAILURES.

PLANE	REPORTED FAILURES
843	CHECK LIAISON TRANSMITTER TUNING ON LOW FREQUENCIES. CHECK RECEIVER FOR SHORT.
826	LOUD SQUEAL ON VHF. NO 1 COMMAND TRANSMITTER OUT. COMPASS NEEDLE STICKS ALTERNATELY.
837	WHISTLE ON VHF.
820	COMPASS - NAVIGATOR'S INDICATOR SPUN. INTERPHONE - CHECK NAVIGATOR'S & BOMBARDIER'S POSITIONS (CUT OUT).
034	SQUEAL ON INTERPHONE.
116	CHECK NAVIGATOR'S POSITION OF INTERPHONE.
036	INTERPHONE TRANSMITS INTERMITTENTLY. NO 1 COMMAND TRANSMITTER OUT.
835	LIAISON WILL NOT TUNE ON MEDIUM FREQUENCY.
809	CHECK RANGE ON COMPASS.
904	INTERPHONE WEAK AT ALTITUDE.
847	CHECK BOMBARDIER'S POSITION - INTERPHONE, BAD CONNECTION.

12. ABORTIVES DUE TO COMMUNICATIONS.

NONE.

COMMUNICATION REPORT, OPERATIONAL MISSION NO 7, 22 DEC 43.

13. INFORMATION ON MEACONING.

090 REPORTED SPLASHER 7 MEACONED AT 1500.
809 REPORTED SPLASHER 7 MEACONED AT 1330.

14. OTHER COMMUNICATIONS DIFFICULTIES.

072 REPORTED SPLASHERS 5 & 6 JAMMED.
036 REPORTED SPLASHER 16 INTERMITTANT AT CLOSE RANGE.
091 REPORTED SPLASHER 5 JAMMED (BY CODE).

15. FUNCTIONING OF DEENETHORPE BUNCHER BEACON.

BUNCHER WAS IN OPERATION ENTIRE MISSION. EXCELLENT RESULTS WERE OBTAINED BY NAVIGATORS WHO REPORTED APPROXIMATE RANGE OF 50 MILES.

16. FUNCTIONING OF DEENETHORPE VHF/DF STATION.

VHF/DF STATION WAS IN OPERATION ENTIRE MISSION. RESULTS WERE UNSATISFACTORY FOR REASONS UNKNOWN.

17. REMARKS.

DEFICIENCIES BEING INVESTIGATED AND CORRECTED.
NAVIGATIONAL AIDS VERY USEFUL.

Harold M. Kennard, Jr. (by 2nd)
HAROLD M. KENNARD, JR.
1ST LT, AIR CORPS,
COMMUNICATIONS OFFICER.

~~1 INCL:~~

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

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

22 December 1943.

SUBJECT: Narrative of Osnabruck Mission this date.

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

1. Twenty three (23) A/C took off to attack the marshalling yards of the city of Osnabruck in west central Germany. Twenty one (21) A/C including one (1) PFF ship reached the target. Reason for failure to bomb appears to be due to the fact that A/C from a diversionary raid on Munster in turning off the target came across the course of this division thereby causing the division to deviate from course and miss the target. One A/C returned early. This A/C No. 9846 turned back at Basingbourne at 1130 due to failure of No. 1 and No. 3 superchargers. One A/C was lost on this mission. A/C No. 7835 was hit over enemy territory by a bomb from a B-17 of the group flying above. The bomb hit the No. 3 engine knocking out the engine and rendering the landing gear useless. The A/C returned to the vicinity of this aerodrome where all crew members bailed out successfully. Prior to bailing out the pilot placed the A/C on AFCE on a course of 50°. Later Capt. McMichael, 94th Wing, A-2 reported that ship crashed near Brampton. All other A/C returned to this base.

2. Approximately 6 enemy A/C were seen identified as Me 109's, but no encounters reported. Friendly fighter support was reported as good. A friendly P-38 was reported to have tacked onto this group apparently in distress. A short time after it is reported that this P-38 was fired on by another B-17 and the P-38 went down in flames. A detailed report on this is being compiled and will follow.

3. Flak reports indicate that little or no fire was directed at our group. Meager flak was seen near target area.

4. There were no personnel casualties on this mission.

5. One (1) B-17 was reported going down over the channel. One parachute was seen to open. This was reported to Air Sea Rescue Service.

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

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

22 December 1943.

SUMMARY OF HOT NEWS

On today's mission to Osnabruck, the following Hot News Item was reported.

1. Our A/C No. 091 - B17-G reported seeing, at 1505 hours, a B 17 going down, apparently out of control, at 12,000 feet on a heading of 263 degrees Mag. The approximate position of the A/C in distress was 52 degrees 32' N - 03 degrees 27' E. One parachute was seen to leave the A/C.

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

NO COMBAT CLAIMS

NO CREW TACTICAL SUGGESTIONS

NO UNUSUAL ENEMY TACTICS AGAINST OUR A/C

INTERROGATION FORM

1. GROUP 401st SQUADRON 613th A/C NO. 1091 LETTER 0 DATE 22/12/43

2. POSITION BRIEFED DEP LEAD POSITION OVER TARGET #2 - 1 ELEMENT - LEAD SQ
T/O TIME 1051 TIME LANDED 1630

3.

<u>CAPT. LEON (NMI) STANN</u>	PILOT	<u>T/SGT. ROBERT F. WAGNER</u>	RADIO
<u>MAJ. EDWIN W. BROWN</u>	CO-PILOT	<u>S/SGT. ELDON W. LEAVITT</u>	BALL-T
<u>2nd LT. JACK A. DUC</u>	NAVIGATOR	<u>S/SGT. DONALD W. OGBORN</u>	L-WHEEL
<u>2nd LT. ALVIN A. GOULD</u>	BOMB	<u>S/SGT. CLARENCE H. BIGGS</u>	R-WAIST
<u>T/SGT. WARREN H. JUMPER</u>	IOP-T	<u>S/SGT. HERBERT F. WILLMAN</u>	T-GUNNER
	OTHERS		

4. ROUTE AS BRIEFED: YES (NO. (DESCRIBE) LITTLE SO. OF COURSE PAST IP AND EAST
OF TARGET - TURNED LEFT AND CAME HOME, ABOUT AS BRIEFED - THOUGHT TO BE EAST OF TARGET.

ENGLISH	TIME	PLACE	ENEMY	TIME	PLACE
COAST OUT	<u>1250</u>	<u>SP #5</u>	COAST IN	<u>1302</u>	<u>52°48'N-04°24'E (G)</u>
ENEMY	TIME	PLACE	ENGLISH	TIME	PLACE
COAST OUT	<u>1448</u>	<u>?</u>	COAST IN	<u>1529</u>	<u>52°38'N-01°44'E (G)</u>

5. WEATHER ENROUTE 10/10ths UNDERCAST - 15,000 to 20,000 ft.
(NOT OVER TARGET)

BOMBING ALT. 26,000 TIME ? HEADING WEATHER 10/10ths

BOMB LOADING 12 X 500 GP PRIMARY X SECONDARY X

LR X ELSEWHERE X (WHERE)

JETTISONED X (WHERE) B.B. 12 X 500

RESULTS: GOOD FAIR POOR NIL UNOBSERVED X

CREW OBSERVATIONS OF MILITARY IMPORTANCE (TIME, PLACE, ALT.)

A. NIL

B.

6. CASUALTIES OR MISSING (NAME, POSITION, INJURY, CAUSE) NIL

7. CREW COMMENTS (NAME OF MAN) NIL

#1091

13. FRIENDLY TIME MET PLACE ALT. OF ESC T.
 ESCORT 1325 STREIGHT ON THROUGH - HAD FIGHTER ALL THE WAY

DID NOT KNOW WHEN ONE GROUP STARTED AND WHEN ANOTHER PICKED IT UP.

EFFECTIVE (?) YES HOW MANY SEEN 16-P38's 8 to 10 all the way

14. FLAK SUITS WORN EXCEPT BY BT. - TT. - NAV. - PILOT.

NAME MEN HIT ON SUIT NIL

15. PERSONAL EQUIPMENT FAILURES: NAME SGT. JUMPER - TT GUNNER - BOOT GOT TOO HOT.

FLAK REPORT (NIL)

A/C NO _____ ACTUAL ALTITUDE _____ POSITION _____

1. DAMAGE TO OUR A/C: _____

2. LOCATION _____ TIME _____ INT _____ MOD _____ MEG _____ COLOR B W R
 ACCURACY(HEIGHT)GOOD _____ FAIR _____ POOR _____ :DEFLECTION: GOOD _____ FAIR _____ POOR _____

3. LOCATION _____ TIME _____ INT _____ MOD _____ MEG _____ COLOR B W R
 ACCURACY(HEIGHT)GOOD _____ FAIR _____ POOR _____ :DEFLECTION: GOOD _____ FAIR _____ POOR _____

4. LOCATION _____ TIME _____ INT _____ MOD _____ MEG _____ COLOR B W R
 ACCURACY(HEIGHT)GOOD _____ FAIR _____ POOR _____ :DEFLECTION: GOOD _____ FAIR _____ POOR _____

5. LOCATION _____ TIME _____ INT _____ MOD _____ MEG _____ COLOR B W R
 ACCURACY(HEIGHT)GOOD _____ FAIR _____ POOR _____ :DEFLECTION: GOOD _____ FAIR _____ POOR _____

6. CON TRAILS YES

7. COMMENTS: _____

INITIAL DJS

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

22 December 1943.

SUBJECT: Comments of Crew Members Participating in Osnabruck Mission
this date.

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

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

a. A/C 1090. Lt. Nason stated level ship indicated over 140 MPH all the way. Lt. Stelzer said level ship "weaved" over the channel on the way home.

b. A/C 1087. Lt. Mendelson wants bombardier's seat replaced in ship. Sgt. Gallace suggested a shot of whiskey upon landing. Lt. Fox stated another wing turned into us while we were on the obmb run. Sgt. Sierra stated BTG in 351st Group, #2, 1st Element, Low Sq. fired on and apparently hit a P-38 close in.

c. A/C 1077. Lt. Gurvin stated formation bad over target in groups over and under ours.

d. A/C 7833. Lt. Dempsey suggests better localized assembly.

e. A/C 9881. Whole crew stated breakfast was poor.

f. A/C 1064. Lt. Dawes asked why they couldn't drop bombs somewhere in Germany, also stated oxygen mikes worked well. S/Sgt. La Fountain needs a relief tube in BT.

g. A/C 1116. S/Sgt. Kolasz asked why bombs couldn't be dropped over enemy territory. Whole crew would like tabs on flak suits to bend oxygen hose.

h. A/C 3507. Lt. Locher ^{asked if our lead} ~~stated our level~~ ^{wasn't} ship ^{too} close to ^{us} other wing. ~~Might have~~ caused difficulty at IP.

i. A/C 9820. Lt. Wilson stated almost everytime we turn for a bomb run from IP, all ships bunch up. Lt. Gattis said flak suits are not being inspected. Some are missing snaps.

j. A/C 1072. Lt. Shotts said breakfast poor. Crew had cramps. T/Sgt. Swefford, TTG stated armament loaded ammunition backwards. Sgt. Smith stated whole armament situation poor.

Sgt. Lipa stated oxygen hose is busted.

k. A/C 9847. Major Eveland stated formation poor, 2nd element lead Sq. stacked too deep and it straggled. Lt. Chapman stated formation taken through another wing on course.

l. A/C 9904. Lt. Grinham said assembly very poor. Lead group went too slow causing low Sq. to S to keep up with them. Crew reported 2 P-38's dove through formation and were out in pursuit of E/A.

m. A/C 1034. Whole crew complained of situation over target. Other formation flying through us. Capt. McCree reported A/C dropping bombs before clearing group.

n. A/C 7843. Lt. Wong said group slow in forming.

o. A/C 9826. Capt's. Maupin and Garland stated formation poor. Lead Sq. had trouble keeping formation, felt general condition of PFF's poor. Suggested each Sq. Navigator and Bombardier be sent to school to learn PFF technique. Crew stated PFF instruments be calibrated and checked more thoroughly before T/O. Sgt. McNab suggests better breakfast. Capt. Garland stated Lt. Fox forced out of formation by A/C 835 of triangle "J" group. Endangered other elements in formation. Suggests Pilot be reprimanded from his headquarters.

p. A/C 7809. Whole crew suggests time for formation be emphasized and practiced.

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

NO COMBAT CLAIMS

NO CREW TACTICAL SUGGESTIONS

NO UNUSUAL ENEMY TACTICS AGAINST OUR A/C

TO: C.G. 1ST BOMB DIV. AND 94TH COMBAT WING

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

TELETYPE A

- S-1. 401ST BOMB GROUP FLEW LEAD BOX POSITION IN 94TH COMBAT WING WHICH WAS THIRD IN 1ST BOMB DIV. APPROXIMATELY SIX ME 109'S WERE SEEN. ONE, PAINTED BLACK, MADE ONE PASS FROM THROUGH THE UNDERCAST. FRIENDLY FIGHTER SUPPORT BY P-47'S AND P-38'S EXCELLENT. ABOUT 50 A/C PICKED FORMATION UP TEN MINUTES IN FROM ENEMY COAST AND CARRIED IT THROUGH TARGET AND BACK TO COAST ON WAY OUT. ONE FW 190 CLAIMED SHOT DOWN BY P-38 AT 1305 HOURS AT 25000 FEET; ONE E/A OBSERVED SHOT DOWN BY P-38 AT 1347 AT 25000 FEET (E/A SEEN TO EXPLODE); ONE E/A SEEN SHOT DOWN BY P-47'S JUST BEFORE TARGET AT 25000 FEET (E/A SEEN TO BURN AND BREAK UP).
- S-2. MEAGER FLAK ENCOUNTERED NEAR TARGET AREA. FIRE DIRECTED AT OTHER ELEMENTS.
- S-3. NIL.
- S-4. ONE A/C LOST. A/C 7835 HIT BY BOMB RELEASED FROM FORMATION ABOVE IT. NO. 3 ENGINE KNOCKED OUT AND LANDING GEAR DAMAGED. BOMBS SALVOED OVER CHANNEL. SHIP CAME HOME. CREW BAILED OUT IN VICINITY OF HOME BASE UNDER ORDERS-ALL SAFE. PLANE PUT IN AFCE AND HEADED OUT TOWARDS EAST COAST. REPORTED CRACKED NEAR BRAMPTON. CREW INTERROGATED.
- S-5. NIL.
- S-6. NIL.
- S-7. 10/10 COVERAGE. NO VISUAL CONTACT WITH GROUND. FORMATION FORCED SOUTHEAST OF TARGET BY FORMATION COMING OUT OF MUNSTER. NO BOMBS DROPPED.
- S-8. FIGHTER COVER EXCELLENT. A/C FROM DIVERSIONARY RAID EVIDENTLY WERE FLYING WRONG ALTITUDE. THEIR FORMATION SCATTERED, BOMB BAY DOORS STILL OPEN. THEIR PLANES HEADED THROUGH OUR FORMATION CAUSING SEVERAL NEAR COLLISIONS; FIVE OF THEIR PLANES FLEW THROUGH OUR FORMATION.
- S-9. 20 A/C AND 1 PFF TOOK OFF AT 1050 HOURS AND CROSSED THE ENGLISH COAST AT 1250 HOURS AT SPLASHER 5. CROSSED ENEMY COAST AT 1302 HOURS AT 5248-0424E, OVER TARGET AREA AT 1402 HOURS. MADE APPROACH ON HEADING OF 50 DEGREES MAG BUT FORMATION DROPPED NO BOMBS. 7 A/C JETTISONED 84X500 G.P.'S, 13 A/C RETURNED WITH 156X500 G.P.'S. GROUP LANDED AT 1655 HOURS. A/C 9846 RETURNED EARLY AT 1130 HOURS OVER BASSINGBOURNE, NO. 1 AND NO. 3 SUPERCHARGERS WENT OUT. BROUGHT BACK 12X500 G.P.'S.

St. Sellers Duncan Apr 15 or 16

Target No.
6 (d) (vi) 2

RAILWAY MARSHALLING YARD, Etc.

— OSNABRÜCK (GERMANY)

Illustration No.
6 (d) (vi) 2/4

0 500 1000 1500 2000 2500 3000 FEET
0 $\frac{1}{4}$ $\frac{1}{2}$ MILE
(1:8,000) approx.

Photographed 1 August 1942

Issued April 1943



A.1.3c (1)

SOUTHERN PORTION OF TARGET AREA.

Illustration No.
6 (d) (vi) 2/4

Target No.
6 (d) (vi) 2

RAILWAY MARSHALLING YARD, Etc.

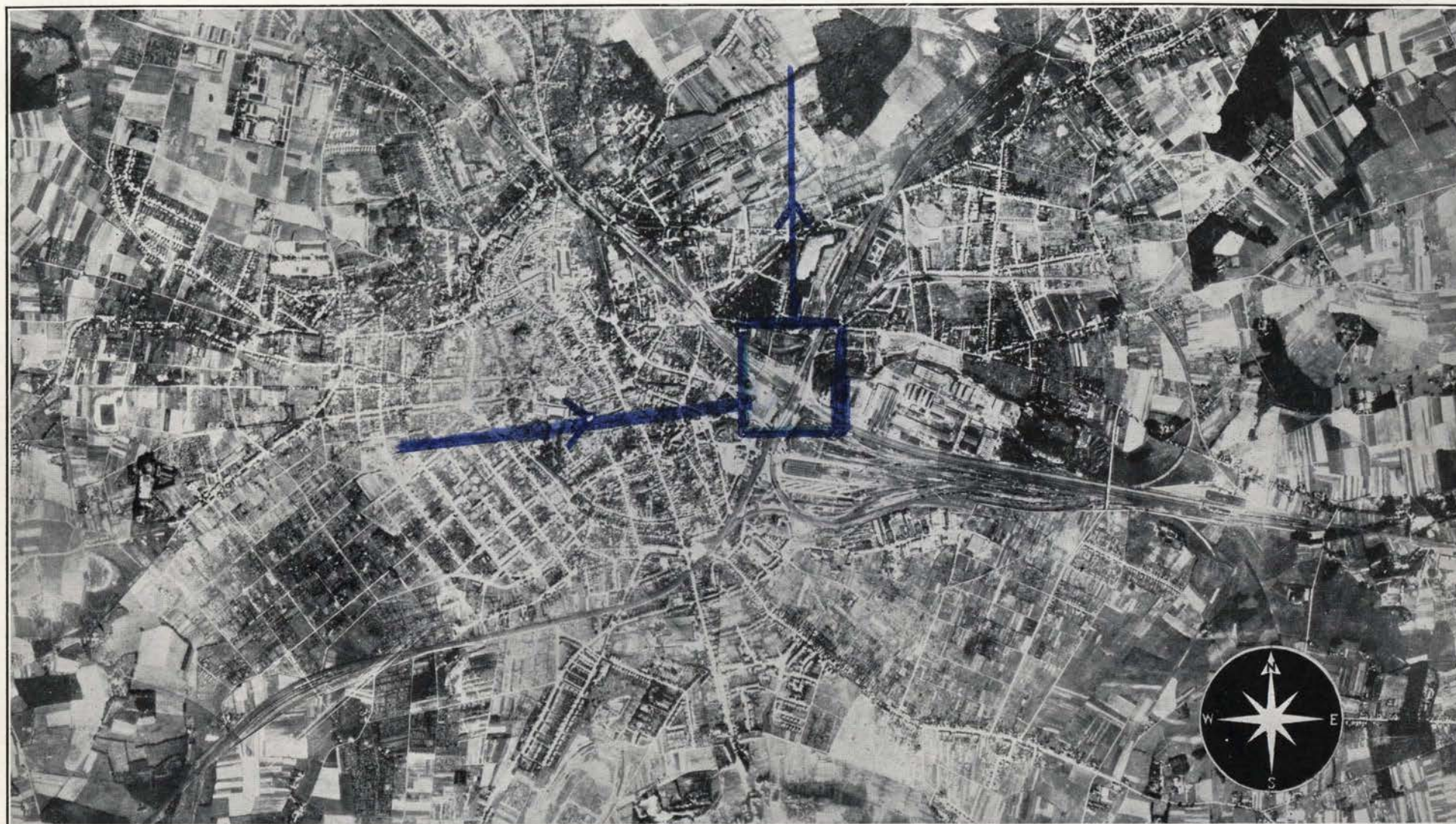
— OSNABRÜCK (GERMANY)

Illustration No.
6 (d) (vi) 2/3

0 500 1000 1500 2000 YARDS
0 1/2 1 MILE
(1:28,000) approx.

Photographed 22 September 1941

Issued April 1943



401st GROUP

DATE 22 Dec. 43

F L A K R E P O R T

1. Route followed: Enemy coast in 1302 hours (5248-3424E) "G" Fix. Enemy coast out 1448 hours about as briefed. Over run IP and swung north at point which carried them east of target. Route generally south of briefed route.

2. Visibility at Target. (Any obscuration trails?) Yes.
10/10 undercast to 20000 feet.

3. No. of A/C over Target:
NONE

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:-

NONE

4.a. What evasive action was taken?
NONE

5. General Axis of attack. (From lead A/C if possible).
NONE

6. How long did formation fly straight and level before bombing?
NONE

7. Turn after bombing.
NONE

8. Position of group in relation to other Groups:
Lead box of wing.

9. A short description of Flak en route (if any), and at the Target, including if possible a suggestion as to type of fire control employed - i.e. continuous following, predicted concentrations, predicted barrages, or fixed barrages.
Meager, inaccurate, observed in target area. Fire was directed at other elements.

10. Any other Comments, Phenomena, etc.
Nothing of interest to report.

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

22 December 1943

SUBJECT: Loading List.

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

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

*PLANE # 42-39826

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -	Capt.	Garland	William	G.	0-24892	612th
CP -	Capt.	Maupin	Jere	W.	0-24750	"
N -	2nd Lt.	Nolte	Edward	P.	0-683269	"
B -	2nd Lt.	Howe	Floyd	C.	0-734692	"
RO -	T/Sgt.	Stimmell	Bert	W.	35332272	"
**TT -	T/Sgt.	Spacek	Anthony	V.	32378819	"
BT -	Sgt.	McNab	Thomas	D. Jr.	12095352	"
TG -	2nd Lt.	Owens	Erle	G.	0-679108	"
LWG -	Sgt.	Parratt	John	L.	13100644	"
RWG -	S/Sgt.	Newton	Ralph	D.	33274765	"

*PLANE # 42-31034

P -	Capt.	McCree	Donald	G.	0-348319	"
CP -	2nd Lt.	Currie	Donald	A.	0-805408	"
N -	2nd Lt.	Jeffery	Morey	B.	0-685629	"
B -	2nd Lt.	Winn	Roy	R.	0-679433	"
RO -	S/Sgt.	DiPierro	Cosimo	A.	12172563	"
**TT -	S/Sgt.	Gibson	Earl	C.	15086940	"
BT -	Sgt.	Graf	Cecil	L.	19188506	"
TG -	Sgt.	Surprise	Walter	L. Jr.	17129684	"
LWG -	Sgt.	Severson	Marvel	T.	37426585	"
RWG -	Sgt.	Amber	MARKLE	R. H	36703821	"
			Joe BURTON		32592715	"

*PLANE # 42-31087

P -	2nd Lt.	Fox	Gaston	M.	0-82737	"
CP -	2nd Lt.	Blaise	Gerald	L.	0-748328	"
N -	2nd Lt.	Wilson	Darrell	D.	0-750174	"
B -	2nd Lt.	Mendelson	Leonard	J.	0-749917	"
RO -	S/Sgt.	Brandt	Duane	G.	39193489	"
**TT -	S/Sgt.	Brown	Allen	D.	38294097	"
BT -	Sgt.	Sabel	Jerome	(NMI)	12158528	"
TG -	Sgt.	Estess	Cecil	C.	34425600	"
LWG -	Sgt.	Gallass	Joseph	(NMI)	33394658	"
RWG -	Sgt.	Sierra	Charles	P.	12155142	"

** Enter complete number of aircraft
 Designate Engineer

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

*PLANE # 42-39837

P	-2nd Lt.	Sellers	William	D.	0-666363	612th.
CP	-2nd Lt.	George	Jack	E.	0-747585	"
N	-2nd Lt.	Shapiro	AARON	(NMI)	0-128459	"
B	-2nd Lt.	Rementeria	David	A.	0-749333	"
RO	-S/Sgt.	Lehr	Jessie	H.	34473124	"
**TT	-S/Sgt.	Parrish	Donald	C.	XXX 16109825	"
BT	-S/Sgt.	Mace	Kenneth	I.	12165700	"
TG	-Sgt.	Rishel	Dale	E.	32580316	"
LWG	-Sgt.	Judd	Loyde	J.	31152069	"
RWG	-Sgt.	Russell	Lewis	S.	38051303	"

*Plane # 42-39846

P	2nd Lt.	Kelly	William	J.	0-802205	"
CP	-2nd Lt.	Coyne	Daniel	J.	0-684694	"
N	-2nd Lt.	VavDykeGeorge	XXXXXXXX	K.R.	0-683370	"
B	-2nd Lt.	Anderson	Donald	M.	0-735233	"
PO	-S/Sgt.	VanDuren	Paul	R.	12165646	"
**TT	-S/Sgt.	Johnson	Morris	W.	35494817	"
BT	-S/Sgt.	Stengel	Percy	J.	36276698	"
TG	-Sgt.	Garity	John	B.	16155719	"
LWG	-Sgt.	Peacock	George	P.	6573365	"
RWG	-Sgt.	Pinilis	Emanuel	B.	12154654	"

*PLANE # 42-37835

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.	Majewski	Lewis	J.	0-747598	"
RO	-S/Sgt.	McCawley	Fred	E.	38321224	"
**TT	-S/Sgt.	Flynn	William	B.	16046687	"
BT	-Sgt.	Davies	Leonardo	F.	32506396	"
TG	-Sgt.	Parker	Harry	C.	39034361	"
LWG	-Sgt.	Selechitano	Frank	J.	32489249	"
RWG	-S/Sgt/	Hopkins	Calvin	W.	32078946	"

PLANE #

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

Enter Complete number of Aircraft

613

BOMBARDMENT SQUADRON (H)

OFFICE OF THE OPERATIONS OFFICER

APO # 634

Dec 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 # 42-30855

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P	-	W. Riegle	William	(NMI)	022432	613t
CP	-	Col. Bowman				
N	-	Lt. Anderson	William	E.	0728329	"
B	-	1st Lt. Fesmire	Edward	A.	0515093	"
RO	-	S/Sgt. Lipa	Milton	G.	1107132	"
**TT	-	T/Sgt. Click	Leonard	H.	18129168	"
BT	-	S/Sgt. Jack	John	C.	02236173	"
TG	-	Sgt. Willey	Francis	T.	022432	"
LW	-	S/Sgt. Chastain	Nathan	(NMI)	11032287	"
RW	-	S/Sgt. Hadsell	David	N.	32473097	"

*PLANE # ~~42-30855~~ 42-3091

P	-	Capt. Stamm	Leon	(NMI)	024863	"
CP	-	Major Brown	Edwin	W.	023851	"
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	Eldon	W.	35740180	"
TG	-	S/Sgt. Willman	Herbert	F.	39393215	"
LWG	-	S/Sgt. Ogborn	Donald	W.	12137704	"
RWG	-	S/Sgt. Biggs	Clarence	H.	33374505	"

*PLANE # 42-31090

P	-	2d Lt.	Stelzer, Robert L.		0461320	"
CP	-	2d Lt. Nason	Stephen	G.	0671466	"
N	-	2d Lt. Hobbs	Herbert	L.	0688441	"
B	-	2d Lt. Warren	Robert	(NMI)	0685898	"
RO	-	S/Sgt. Hecker	Donald	A.	36522865	"
**TT	-	S/Sgt. Pack	Jesse	O.	38222601	"
BT	-	Sgt. Black	James	P.	39300495	"
TG	-	Sgt. Nicely	John	H.	13156041	"
LWG	-	Sgt. Rice	Edward	J.	16096299	"
RWG	-	Sgt. Holland	Thomas	H.	38211220	"

** Enter complete number of aircraft
Designate Engineer

DUTY RANK LAST (NAME) TEST (X) S. N. SQUADRON

*PLANE # 42-31072

P	-	1st Lt.	Shotts	Bryan	M.	0667578	613th
CP	*	2d Lt.	Maher	William	P.	0753837	"
N	-	2d Lt.	Savage	William	F.	0441712	"
B	-	2d Lt.	Briarton	Henry	R.	0681518	"
RO	-	S/Sgt.	Lipa	Milton	G.	11071562	"
**TT	-	T/Sgt.	Swofford	Leland	L.	14064116	"
BT	-	S/Sgt.	Rieger	Harvey	W.	37121385	"
TG	-	S/Sgt.	Iseminger	John	(NMI)	14084579	"
LWG	-	S/Sgt.	Sonichsen	Donald	H.	36703732	"
RWG	-	Sgt.	Smith	William	B.	19122676	612th

*Plane # 42-31033

P	-	2d Lt.	Lawry	Donald	H.	0801998	"
CP	-	2d Lt.	Dockendorf	James	S.	0684698	"
N	-	2d Lt.	Self	Harry	W.	0674804	"
B	-	2d Lt.	Edkin	Thomas	H.	0682088	"
RO	-	S/Sgt.	Owens	Garland	(NMI)	18155256	"
**TT	-	T/Sgt.	Waterman	Fred	G.	32449446	"
BT	-	S/Sgt.	Roome	Charles	C.	37034929	"
TG	-	S/Sgt.	Kashner	Charles	E.	15333266	"
LWG	-	S/Sgt.	Ohanian	Nishan	(NMI)	11032287	"
RWG	-	S/Sgt.	College	Clarence	G.	33257076	"

*PLANE # 42-31507

P	-	2d Lt.	Locher	James	R. Jr.	0802585	"
CP	-	2d Lt.	Pruitt	Dow	C.	0684771	"
N	-	2d Lt.	Duquette	Fred	D.	0736692	"
B	-	2d Lt.	Brown	John	F.	0673723	"
RO	-	T/Sgt.	Hildreth	Arthur	W.	11055299	612th
**TT	-	T/Sgt.	Kennedy	George	L.	16008922	"
BT	-	S/Sgt.	Dewitt	Frank	C.	19064865	"
TG	-	S/Sgt.	Merrill	Clark	G.	13098643	"
LWG	-	S/Sgt.	Klimek	John	C.	36414442	"
RWG	-	S/Sgt.	Domn	Harold	E.	18176517	"

*PLANE # 729

P	-	Lt.	Brown	M.	E.		813th
CP	-	MAJ Col.	Bowman	Harold	W.		401st Gp.
N	-	Lt.	Haynes	W.	M.		813th
B	-	Lt.	Schriedell	M.			"
RO	-	T/Sgt.	Cirello	R.	J.		"
**TT	*	T/Sgt.	Kress	B.	W.		813th
BT	-	S/Sgt.	Konecko	John			"
TG	-	Capt.	Silver	Delwyn	E.		401st Gp.
LWG	-	S/Sgt.	XXXX Boggs	C.	E.		813th
RWG	-	S/Sgt.	Wright	Malcolm			"
		Lt.	Andersen	William	E.		613th
CP		CAPT	Silver	Delwyn	E		HQ

Enter Complete number of
 Designations

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

22 December 1943

SUBJECT: Loading List.

T

TO : Operations Officer, 401st Bomb Grp (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, Alwah. H.			0461727	614th
CP -	Major	Eveland, Ivan W.			0892811	"
N -	2nd Lt.	Smith, Charles M.			0734380	"
B -	2nd Lt.	Denville, Frank M.			0747581	"
RO -	S/Sgt.	Pyle, Robert B.			15335829	"
**TT -	S/Sgt.	Wilson, George S.			35407356	"
BT -	S/Sgt.	Spatilson, Bruno J.			33164854-	"
TG -	S/Sgt.	Dayton, James E.			39032317	"
LWG-	S/Sgt.	Cohen, Franklin C.			14044099	"
RWG-	S/Sgt.	Brennan, Michael G.			31192434	"

*PLANE # 42-39036

P -	2nd Lt.	Holland, William A.			0902719	614th
CP -	2nd Lt.	Bergerson, Clifford C.			0748529	"
N -	2nd Lt.	Harding, James B.			0750168	"
B -	F/O.	Pedro, Orlando J.			%-1413	"
RO -	T/Sgt.	Mehalshick, Joseph			13128235	"
**TT -	T/Sgt.	Campbell, Tory L.			39539988	"
BT -	S/Sgt.	Brown, Harold C.			31303404	"
TG -	S/Sgt.	Orphan, William J.			11117687	"
LWG -	S/Sgt.	Braves, Glenn W.			38085660	"
RWG -	S/Sgt.	Hathaway, Walter			32476518	"

*PLANE # 42-39881

P -	2nd Lt.	Cammack, Vernon K.			0802719	614th
CP -	Capt.	Foster, James H.			0438942	"
N -	2nd Lt.	Haskins, Cecil Al			0685604	"
B -	2nd Lt.	White, William C.			0679423	"
RO -	T/Sgt.	Timme, Glenn A.			32581704	"
**TT -	T/Sgt.	Slate, Chester A.			14134208	"
BT -	S/Sgt.	Ames, Ensign S.			6864052	"
TG -	S/Sgt.	Price, John R.			16151789	"
LWG -	S/Sgt.	Brigoch, Ludvick J.			19180643	"
RWG -	S/Sgt.	Harlow, Clevy D.			36426472	"
**	*Enter complete number of aircraft Designate Engineer					
Obser.	2nd Lt.	Hanger, Robert W.			0805448	614th

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

*PLANE # 42-31116

P	-	Capt. Peck, John C.	024830	614th
CP	*	2nd Lt. Thompson, Harry C.	0684792	"
N	-	2nd Lt. Casagrande, Geo J.	0675986	"
B	-	2nd Lt. Gerrick, George C.	0676940	"
RO	-	S/Sgt. Stanforth, Joseph R.	15195039	"
**TT	-	F/O. Schulz, John	T-363	"
BT	-	S/Sgt. Ulrich, Lawrence C.	19098322	"
TG	-	S/Sgt. Tullie, Albert T.	31149829	"
LWG	-	S/Sgt. LeBailly, Arthur	32561439	"
RWG	-	S/Sgt. Kolasz, Henry A.	32474396	"

*Plane # 42-31064

P	-	2nd Lt. Dawes, William A.	0802731	614th
CP	-	2nd Lt. Pratt, John W.	0748784	"
N	-	2nd Lt. Crandall, William C.	0801119	"
B	-	2nd Lt. Van Noy, Russell M.	0679404	"
RO	-	T/Sgt. Cook, Harold	35458366	"
**TT	-	S/Sgt. Morell, Olie A.	38183420	"
BT	-	S/Sgt. LaFountain, Louis M.	38183420	"
TG	-	Sgt. Gentry, Ray A.	34434724	"
LWG	-	Sgt. Teel, Oliver A.	18160414	"
RWG	-	Sgt. Mooney, William R.	18169545	"

*PLANE # 42-39820

P	-	2nd Lt. Wilson, Samuel P.	0667623	614th
CP	-	2nd Lt. Gattis, Elgin V.	0748622	"
N	-	2nd Lt. Sudakov, Lawrence H.	0750258	"
B	-	2nd Lt. Daly, John J.	0739145	"
RO	-	S/Sgt. Kelley, Homer C.	38273969	"
**TT	-	S/Sgt. Corley, Jesse C.	34386015	"
BT	-	S/Sgt. Cornatassal, Beryle A.	17161236	"
TG	-	Sgt. Sokol, Leonard E.	37461553	"
LWG	-	Sgt. Michel, Kelmar	17166768	"
RWG	-	Sgt. Wolf, William G.	37201936	"

*PLANE # 4172000

P	-	2nd Lt. Wilson, Samuel P.	0667623	614th
CP	-	2nd Lt. Gattis, Elgin V.	0748622	"
N	-	2nd Lt. Sudakov, Lawrence H.	0750258	"
B	-	2nd Lt. Daly, John J.	0739145	"
RO	-	S/Sgt. Kelley, Homer C.	38273969	"
**TT	*	S/Sgt. Corley, Jesse C.	34386015	"
BT	-	S/Sgt. Cornatassal, Beryle A.	17161236	"
TG	-	Sgt. Sokol, Leonard E.	37461553	"
LWG	-	Sgt. Michel, Kelmar	17166768	"
RWG	-	Sgt. Wolf, William G.	37201936	"

3. Enter Complete number of Aircraft

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

December 22 19 43

SUBJECT: Loading List.

T

TO : Operations Officer, 40 Bomb Gp (H), APO #654

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

*PLANE # 42-37833

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	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.	0-736601	615th
B	2nd Lt.	Dolan	William	W.	0-741142	615th
RO	Sgt.	Beller	James	E.	0257280	615th
**TT	T/Sgt.	Zander	Harold	S.	33240304	615th
BT	Sgt.	Sweepe	William	H.	15338388	615th
TG	S/Sgt.	Knapp	Phil	N.	39540171	615th
LWG	Sgt.	Fatica	Battista	J.	35324899	615th
RWG	Sgt.	Marshall	Alfred	P.	11114505	615th

*PLANE # 42-37809

P	2nd Lt.	Chapman	Harold	J.	0-800354	615th
CP	2nd Lt.	Carter	George	L.	0-750770	615th
N	2nd Lt.	Hurlburt	Harrison	J.	0-682185	615th
B	2nd Lt.	Wallis	Donald	G.	0-679411	615th
RO	Sgt.	Miner	Clarence	R.	12098549	615th
**TT	T/Sgt.	Weber	Melvin	C.	37271444	615th
BT	Sgt.	Fix	Norman	J.	32381348	615th
TG	Sgt.	Reed	Francis	L.	15382546	615th
LWG	Sgt.	Badura	Charles	S.	16114314	615th
RWG	Sgt.	Johnson	Denzel	D.	16159678	615th

*PLANE # 42-37843

P	2nd Lt.	Christensen	Ellsworth	E.	0-801593	615th
CP	2nd Lt.	Rustand	Ronald	L.	0-753815	615th
N	2nd Lt.	Wong	Delbert	E.	0-750236	615th
B	2nd Lt.	Reynolds	Herbert	A.	0-749931	615th
RO	Sgt.	Mehlmann	Raymond	G.	32438897	615th
**TT	Sgt.	Breen	Roland	J.	16133764	615th
BT	Sgt.	Nonemaker	Jack	D.	19175334	615th
TG	Sgt.	Ross	Harry	A.	13145459	615th
LWG	Sgt.	Batson	Allen	L.	39268048	615th
RWG	Sgt.	Johnson	Russell	W.	32466408	615th

** *Enter complete number of aircraft
 Designate Engineer

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

*PLANE # 42-39904

P	2nd Lt.	Grinham	Fred	D.	0-729337	615th
CP	2nd Lt.	Brown	Fred	(NMI)	0-748584	615th
N	2nd Lt.	Whitney	Ray	F.	0-570325	615th
B	2nd Lt.	Wolfe	Ralph	W.	0-676904	615th
RO	Sgt.	Kenny	Gerald	M.	12157361	615th
**TT	Sgt.	Cockerham	Roy	W.	13143036	615th
BT	Sgt.	Hardy	Charles	M.	11097732	615th
TG	Sgt.	Hamilton	James	R.	35664584	615th
LWG	Sgt.	Cummings	William	T.	33346956	615th
RWG	Sgt.	Housman	Herbert	M.	12156697	615th

*Plane # 42-31077

P	2nd Lt.	Kaminski	Vincent	(NMI)	0-802408	615th
CP	1st Lt.	Gould	George	(NMI)	0-900201	615th
N	2nd Lt.	Hildinger	Lawernce	J.	0-734914	615th
B	2nd Lt.	Gurvin	Robert	M.	0-676945	615th
RO	Sgt.	Cheatham	Elmer	R.	14182350	615th
**TT	Sgt.	Draginis	Donald	L.	16133104	615th
BT	Sgt.	Cantin	Merlin	L.	19138375	615th
TG	Sgt.	Cushing	Leonard	H.	19074527	615th
LWG	Sgt.	Tosh	William	A.	35411664	615th
RWG	Sgt.	Loadholt	Jay	T.	14125585	615th

*PLANE # 42-31069

P	-					
CP	2nd Lt.	Kaercher	Robert	D.	0-681433	615th
N	2nd Lt.	Walsh	Michael	R.	0-676185	615th
B	-					
RO	T/Sgt.	Carter	William	W.	39828464	615th
**TT	-					
BT	-					
TG	-					
LWG	-					
RWG	-					

*PLANE # _____

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

* Enter Complete number of Aircraft

HEADQUARTERS
STATION NO. 128
APO 634

22 December 1943

SUBJECT: S-4 Combat Mission Report on Mission 22 December 1943.

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

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

Supercharger Lag (2); Radio Compass Out (1)
Free Air Temperature Gage Out (1)
Engine Failure (1); Hydraulic System Out (1)

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

Chin Turret Hydraulic Charging Units (3)

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

Heated Boots Out (1)

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

HEADQUARTERS
STATION NO. 128
APO 634

22 December 1943

SUBJECT: Mission Summary Report.

TO : Group Operations, Station 128.

1. Abortives.

a. Airplane No. 42-39837 returned early for the reason that aircraft could not catch up with formation.

2. Battle Damage.

a. None.

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

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

A.P.O. 634
22 December 1943

SUBJECT: Armament Narrative, Mission No. 7, 22 December 1943.

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

1. The following Armament malfunctions were reported
at the conclusion of the mission of 22 December 1943.

a. Three Chin Turret Hydraulic Charging Units
failed at high altitude.

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