

REPORT OF OPERATIONAL
DAY

MISSION No. **2**

Date: **1 DEC. 43**

TO: **SOLINGEN , GER.**

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

AAF Station 128
2 December 1943

SUBJECT: Group Leaders Narrative, Attack on Solingen, Germany

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

1. The 401st Group took off on schedule and joined the Wing over the Rendezvous Point at a predetermined altitude and time. The Group remained with the Wing until dispersed by the Wing Leader. Seventeen aircraft took off, two of these aborting.

2. Enemy fighters were numerous from the IP to the target.

3. Flak was meager to moderate, but extremely accurate.

4. The bombs were dropped on schedule on the Pathfinder. One ship found it necessary to jettison its bombs.

5. Twelve of the attacking formation aircraft returned to the base. Three landed at other bases in England. Of one of these landing elsewhere, six enlisted men of the crew bailed out, the other four members of the crew remained with aircraft and landed at Manston.

H.E. ROGNER
Lt. Colonel, AC
Group Leader

NO A/C TAKING OFF

17

NO A/C ABORTING

2

NO A/C LANDING AWAY

4

NO A/C MISSING

0

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

1 December 1943

SUBJECT: Operational Narrative, Mission No 2; Center of town, Solingen, Germany.

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

1. Seventeen (17) aircraft took off for the mission of 1 December 1943. Two ships - 42-37843 and 42-39826 - aborted. The 401st was low box in the 1st Composite Bomb Wing. Rendezvous was made over the assembly point as scheduled.
2. The course was followed as briefed. Bombing was on the ~~FFF~~ ship of the lead group and hits were not observed.
3. Flak was moderate, but accurate. Enemy fighters were encountered and made determined attacks. Good friendly escort was provided.
4. Four of our aircraft landed at other fields. None of our aircraft were lost but six enlisted members of one crew bailed out over Holland.

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

GROUP FORMATION

Command Flight Leader: COL ROGNER 1 December
 (Date)
 Deputy Flight Leader: LT DAILEY
 Group Call Sign: _____ Fighter Call Sign _____
 Ground Control: _____

612 SQDN

GOODMAN (ROGNER)

Call	A/C#
C	1081 (613)

FOX		DAILEY	
Call	A/C#	Call	A/C#
K	1087	M	1089

MC CREE

Call	A/C#
G	1034

SMITH S.E.

Call	A/C#
H	9826

KELLY

Call	A/C#
A	9765

614 SQDN

CHAPMAN

Call	A/C#
J	9820

615 SQDN

DEMPSEY

Call	A/C#
F	7833

HOLLAND

Call	A/C#
X	1036

CAMMACK

Call	A/C#
A	7770

GRINHAM

Call	A/C#
A	1077

CHRISTENSEN

Call	A/C#
H	7843

KIRKHUFF

Call	A/C#
M	9846

BEERS

Call	A/C#
B	1193

DAWES

Call	A/C#
H	1064

KAUFFMAN

Call	A/C#
B	1098

KAMINSKI

Call	A/C#
L	9837 (612)

WYSOCKI

Call	A/C#
B	7809 1033

KE STANN

B/1033

SHOTTS

Call	A/C#
O	3507

FOWLER

KEITH

PIPER

Call	A/C#
L	1090

HESS

Call	A/C#
A	9840

SPARES:

A/C#	Letter	Sqdn
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GROUP FORMATION

Combat Flight Leader: H. Col. Rogers 1 Dec. 1943

(Date)

Deputy Flight Leader: Lt. Dailey

Group Call Sign: _____ Fighter Call Sign _____

Ground Control: _____

SQDN

Rogers
Call A/C#

Beers X 036
615TH

Dailey
Call A/C# Call A/C#
B 1193 M 089

McCrone
Call A/C#

Wysoki G 1034 FOX
0507 0876

Call A/C# Call A/C#

615TH SQDN

Seawell
Call A/C#
F 833

Lincoln Kaufman
Call A/C# Call A/C#
A 077 B 098

Kirkhuff
Call A/C#
M 846

Call A/C# Call A/C# Call A/C# Call A/C#
_____ 265 _____ 064 _____ _____

Stamm
Call A/C#
B 033

SPARES:

A/C# Letter Sqdn

Call A/C# Call A/C#
_____ 4 090 _____

W. P. Jr

HEADQUARTERS
AAF STATION 128
APO 634 U.S. ARMY

1 December 1943.

SUBJECT: Navigator's Narrative of December 1, 1943.

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

1. The Takeoff and rendezvous with the Combat Wing was carried out as briefed.

2. The Combat wing departed from the English coast at 10:40.

3. The Target was bombed at 1200 on a magnetic heading of 336°. The rally after bombing was made good and a course taken up to avoid flak areas.

4. The 401st Bombardment Group returned to base at 1425 hours, 1 December 1943, following a raid on the city of Solingen, Germany.

James F. Egan
JAMES F. EGAN
Capt, Air Corps,
Group Navigation Officer.



TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG	MAG HDNG	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. M.P.H. /K	HEIGHT & A. TEMP.	T.A.S.	D.R. G.S.	DIS. TO RUN	TIME	E.T.A.
1129			90°			Flak							
1131			95										
1135			110										
1138			95				160	24,000 -34	204				
1142		IP	40°			IP							
1150			360										
1153			330				155						
1157			330			Fighter Attack							
1200			330		TARGET	Bombs Away							
1203			240				155						
1207			270			Flak							
1210			250			B-17 on fire (Down)	160	24,000 -38					
1215			270										
1218			270										
1230			310		B-17 (J) dropping out	GSE 09.33 (1258) 35.65							
1312			300		Extended to right (enemy coast out)	GSE 1302 09.38 35.75 C							
1315			300		Flak Start Descent	GSE 1319 9.39 36.35							
1319			300			GSE 1342 08.64 38.5							
1345			290		32°05'N 01°30'E English Coast	GSE 1400 09.29 40.17							
1400			270										
1410			320		Heading								
1435					None								

SIGNED _____ NAVIGATOR

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER² CAPT J. PICKOFF DATE 1 December 1943
 PILOT² 1st Lt. JAMES GOODMAN TAKE OFF 0805
 NAVIGATOR² CAPT JAMES EGAN LANDED 1440
 ORGANIZATION 401st Bombardment Group (H) AIRPLANE 42-31036
 Squadron Group
 OBJECTIVE³ SOLINGEN
 AIMING POINT (MPI) 51°10'N 07°05'E
 INITIAL POINT 50°52'N 07°18'E
 METHOD OF ATTACK⁴ XX
 Individual Flight Squadron Group Wing
 NUMBER OF ATTACKING A/C IN GROUP 15 COMPOSITE GROUP X
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: NONE
 DEFLECTION AND RANGE SIGHTING GROUP COMPOSITE GROUP
 RANGE SIGHTING ONLY. GROUP COMPOSITE GROUP
 BOMBS, TYPES AND SIZES 500lb. GP M43
 100lb IB M47
 NUMBER OF BOMBS LOADED 8 500lb. GP M43 8 500lb. GP M43
 20 100lb. IB M47 RELEASED 20 100lb. IB M47
 FUZING, NOSE 1/10 TAIL 1/40
 SYNCHRONIZATION⁵ NONE
 On Fast Slow

INFORMATION AT RELEASE POINT⁶

Altitude of target	<u>640</u>	MAG. HEAD. Order	<u>329</u>	Actual	<u>336</u>
True Altitude above target	<u>21,750</u>	True Heading	<u>323</u>		
Ind. Altitude	<u>23,000</u>	Drift, Est.	<u>20L</u>	Actual	<u>5L</u>
Pressure altitude of target	<u>1212</u>	True Track	<u>326</u>		
Altitude setting		Actual Range			
I.I.A.S.	<u>160</u>	B.S. Type			
A.A.S.	<u>235</u>	Time of release	<u>1200 hours</u>		
A.S., Est.	<u>136</u>	Length of Bombing Run			
Ind Direction, Metro	Actual <u>345</u>	Intervalometer setting			
Ind Velocity, Metro	<u>100</u> Actual <u>92</u>	C-1 Pilot			
A.S. <u>137.5</u>	Trail <u>60</u> ATF <u>39</u>	A-5 Pilot			
AN. D.A. Est.	Actual	Manual PILOT	<u>Goodman</u>		

TYPE OF RELEASE⁷

Individual XX Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN⁸

NOT SEEN

NAVIGATION DATA:⁹

MEAN TEMP.

METRO

ACTUAL

WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
3000						
6000						
10000						
15000						
20000						
22000	350	345	100	92	-44	-34
24000						
26000						
28000						
30000						

METHODS OF BOMBING¹⁰

T
T T
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T T

PFF

COMPOSITE GROUPS¹¹

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

Bombardier making complete sighting operation- - -

T

Bombardier making range operation only - - -

T

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

T

BOMBARDIER'S LOG

BOLINGBROOK 640 0000
 Target: 1 December 1943 *Elevation: P 38 - P 47 - SPIT Take-Off:
 Date: Escort:

Description and Remarks:

*Pressure Altitude of Target 1212 Type & Size of 8 500lb. GP M43
 **Bombs 20 100lb. IS M47
 *Altimeter Setting 150 **No. of Bombs Loaded 28 *Fuzing: Nose 1/20
 Tail 1/40
 *Ind. Altitude 24500 **Initial Point *Ordered 50°45'N 07°39'E Actual 50°52'N 07°18'E
 *True Altitude Above Target 23140 xLength of Run xTime of Run
 xAir Speed (MPH) 160 CIAS 160 TAS 235 *Mag. Head. Ordered 329 xMag. Head. Actual 336
 *Ground Speed *Est 156 **Actual 131 xTime of Release 1200 hrs **No. of Bombs Released 28
 Drift 22E *Forecast 20E xActual 5L **Type of Train Salvo Individual Jett. Ret.
 *Actual Range 6712 xPoint of impact (If Seen)
 xTan. Drop. Angle *Est. xActual **Airplane Type B-17G No. 42-51036
 x Disc Speed 137.5 x Trail 60 **Pilot 1st Lt. James Goodman
 **Actual Time Of Fall 30 **B.S. Type and No. 17 **Navigator Capt. James Egan

Height	Wind Direction		Wind Velocity		Temp Forecast	Temp Actual	Remarks:
	*Est.	xActual	*Est.	xActual	*	X	
1000							
2000							
6000							
10000							
15000							
20000							
22000							
24000	<u>350</u>	<u>345</u>	<u>100</u>	<u>100</u>	<u>-44</u>	<u>-34</u>	
26000	<u>350</u>	<u>345</u>	<u>100</u>	<u>100</u>	<u>-45</u>	<u>-35</u>	
30000							

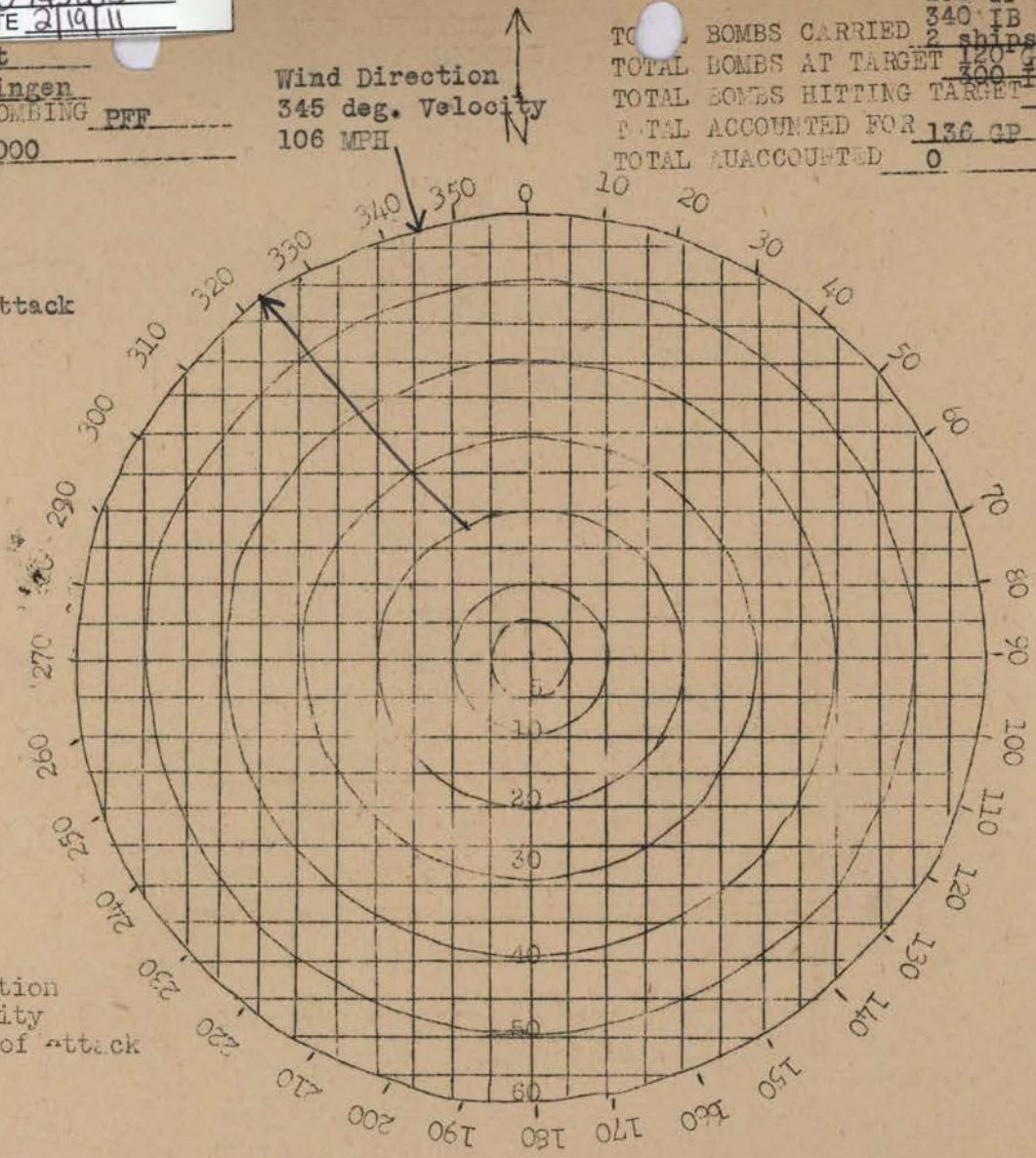
*Fill in before take-off. **Fill in after landing x Fill in during flight

DECLASSIFIED PER NNO 745005
 BY JN NARA DATE 2/19/11
 GROUP 401st
 TARGET Solingen
 METHOD OF BOMBING PFF
 ALTITUDE 23000

Wind Direction 345 deg.
 Velocity 106 MPH

136 GP M43
 340 IB M47
 2 ships aborted
 120 GP M43
 300 IB M47
 ?
 136 GP 340 IB
 0

Direction of attack
 323 deg.



PLC
 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:
 Lead Bombardier's Narrative.

Arrived at IP at 1150; IP to target completely covered by clouds. Flak observed as light but accurate. Enemy fighter attack, evasive action taken from IP to target. Bombs dropped on signal from Wing PFF ship at 1200 hours. (Red flare fired by PFF ship, bombs dropped had streamers attached to fin.)

HEADQUARTERS
STATION NO. 128
APO 634

1 December, 1943

SUBJECT: Mission Summary Report

TO : Group Operations, Station No. 128

1. Abortives.

a. Airplane No. 42-39826 returned early for the reason that No. 2 Supercharger became inoperative at altitude and ship could not keep up with formation.

b. Airplane No. 42-37843 did not complete mission and was forced down at Adelbridge. No further information available.

2. Battle Damage.

a. 42-39846 - Flak hole in ring cowl No. 2 Engine approximately $1\frac{1}{2}$ " X 1" causing nick in # 5 Rocker Box and damaging spark plug lead. Flak hole through skin of vertical stabilizer, near center, approximately 3" X 1". Small flak hole in skin of wing, inner panel top side, between # 1 and # 2 nacelles. Two small rips in skin of wing, inner panel, top side, to left of # 1 nacelle caused by flak. Left landing light lens broken by flak. Small flak hole in oil cooler duct between # 1 and # 2 nacelles.

b. 42-31098 - Small flak hole in skin of Fuselage, top side, Forward of radio hatch. Small flak hole in right side of Fuselage, at Station 3 E. # 4 propeller damaged by flak. 4" rip in leading edge of left wing, near fuselage, caused by flak. Small flak hole through right bomb bay door. Three small flak holes at bottom and on right side of ring cowl, # 2 engine. Two small flak holes in right wing, bottom side, near edge of inner panel. Small hole in skin of vertical stabilizer, near de-icer boot, caused by flak. 4" X 2" flak hole in skin of vertical stabilizer, spar broken and bulkhead ruptured.

c. 42-31036 - Small flak hole in right wing flap. 8" X $1\frac{1}{2}$ " flak hole through skin of wing, inner panel, right side, between # 1 and # 2 nacelles, corrugation ripped, hole in gas tank. Small hole in rudder, right side, near center.

SUBJECT: Mission Summary Report. (continued)

d. 42-31033 - Two small flak holes in left wing, inner panel, top side, near leading edge, 10" rip in left wing, inner panel, near leading edge, caused by flak. Small hole in left aileron, near center, by flak. 6" tear in skin of fuselage to left of radio hatch, by flak. De-icer boot on vertical stabilizer torn, apparently by flak or spent shell casing. Large hole in plexiglas nose section caused by 20mm shell. 8" crack in skin of fuselage, to rear of ball turret, caused by 30 cal. projectile. 30 cal. hole through right horizontal stabilizer, near center. Two 8" tears in skin of left horizontal stabilizer bottom side, near leading edge, caused by 30 cal. projectile. 1" dent in # 3 propeller caused by 30 cal. 30 cal. hole in cowling # 2 engine, # 9 cylinder fins broken, small flak hole in leading edge of left wing, outer panel, damaging de-icer boot, 2" hole in left side of plexiglas dome, upper turret, caused by flak. 30 cal. hole through left horizontal stabilizer near leading edge, forward window on right side of Bombardiers compartment broken by flak, also, numerous small dents and creases in skin caused by spent shell casings.

e. 42-31090 - Numerous small flak holes in the following locations: Right horizontal stabilizer near leading edge, one stiffener broken. Tip of right wing, under side, Two in skin of right wing, under side, in outer panel. Through left wing tip, near center. In skin at Navigator's compartment on left side, above center window. In fuselage, on left side, forward of side waist position, in left wing, top side, inner panel, near center, in left wing, top side, outer panel, near center, plexiglas nose section damaged by flak. 30 cal. hole through left wing tip, 30 cal. hole in left side of fuselage, near Station No. 4.

f. 42-31077 - Small flak hole in leading edge of right wing, between # 3 and # 4 nacelles. Small hole in under side of fuselage, beneath tail gunner's compartment, caused by flak. Small hole in under side of right wing, outer panel, by flak. Small flak hole in under side of right wing, inner panel near leading edge.

g. 42-37833 - Large hole through left wing inner panel near trailing edge, caused by 75mm shell, lines and braces bent, cracked and torn inside wing. # 4 Engine damaged by flak.

SUBJECT: Mission Summary Report. (continued)

h. 42-31507 - 30 cal. hole through right elevator near center. Two 30 cal. holes through skin of left wing, outer panel, 30 cal. shell hole in left wing, underside, inner panel, near center, hole in top of fuselage back of nose section, 30 cal. small hole in leading edge of left wing, near tip, damaging de-icer boot; 30 cal. hole in fairing, left side; also several dents in skin of caused by spent shell casings.

i. 42-31193 - Small flak hole in under side of left elevator; small hole in skin of left wing, under side, by flak; Flak hole through # 2 nacelle, damaging structure; small flak hole in top side of right wing, near tip; small flak hole in top of # 1 ring cowl; small hole in top side of left wing, outer panel, near trailing edge, by flak; small flak hole in top of fuselage, above tail gunner's compartment.

j. 42-31089 - Flak cut right wing behind # 4 engine, approximately 2" long. 30 cal. hole in right flap damaging stiffener in wing. Flak hole in center of plexiglas nose, approximately 1 1/2" long. Flak hole, left wing, left of # 1 booster pump. Flak hole, 2' left of # 1 engine. Flak hole, # 4 ring cowl, lower left side. Flak hole, left wing, 1' in from outboard edge of flap. Flap rod broken. Flak hole in left aileron, approximately 6" tear damaging rib. Flak hole in nacelle, back of leading edge of wing. Flak hole in strip along # 1 nacelle, approximately 2" long. Flak hole in # 3 oil cooler inspection plate, right top corner. Flak hole in accessory cowl, lower left. Flak hole, front tip of vertical stabilizer.

k. 42-31087 - Flak hole, center of # 3 nacelle ring cowl. Flak hole, right horizontal stabilizer, 1' out from fuselage. Flak hole in left horizontal stabilizer, 2' out from fuselage. Flak hole in # 4 nacelle, behind oil tank filler cap. Flak hole, right side of top turret.

l. 42-31034 - Flak hole, center of plexiglas nose. Flak hole, # 4 engine ring cowl, lower left. Flak hole, right horizontal stabilizer, 3' out from fuselage. Flak hole left elevator, 4' out from fuselage, approximately 1" long. Flak hole, left wing, 3' outboard of # 4 engine and in center of wing. Dent in left wing, 1' outboard of # 4 engine, leading edge of wing. Dent in fairing, jointing right wing and fuselage, top, behind batteries. Flak hole, in loop antenna, left front and rear.

SUBJECT: Mission Summary Report. (continued)

<u>TOTAL A/C DAMAGED</u>	<u>MAJOR DAMAGED</u>	<u>MINOR DAMAGED</u>	<u>FLAK & FRIEND</u>
12	0	12	0
<u>BY FLAK</u>	<u>FLAK & FIGHTER</u>	<u>FLAK, FIGHTER & FRIEND</u>	<u>FIGHTER & FRIEND</u>
8	2	1	1

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

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

AP0 634
2 December, 1943

SUBJECT: Armament Narrative, Mission No. 2, 1 December, 1943.

TO : Commanding Officer, 401st Bomb Group (H), AP0 634,
U. S. Army.

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

a. One upper turret eccentric gear box worked loose,
causing loss of control.

b. One ball turret would not engage power clutch at
altitude.

c. One right waist gun was found to have a bent trigger
bar.

d. Range cable on one upper turret broken during
mission.

e. One tail gun had a weak firing pin spring, would
fire spasmodically.

f. One top turret computing sight light bulb went out.

g. One chin turret reticule sight burned out.

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

HEADQUARTERS
 AAF Station 128
 Office of the Air Statistical Officer


1 December 1943

SUBJECT: Mission Expenditure Report

TO : Commanding Officer, 401st Bomb Gp. (H), AAF Station 128

1. The following Mission Expenditure Report for Combat Mission # 2 of 1 December 1943 is herewith submitted:

Sqdn	A/C Number	Type Bomb Dropped		Ammunition 50 Cal.
		500lb. G.P.	100lb. Incen.	
612th	42-31034	8	20	1260
	42-31089	7	20	880
	42-31087	8*	20*	1455
	42-39765	8	20	1500**
	42-39826	-	--	----
Total		<u>31</u>	<u>80</u>	<u>5095</u>
613th	42-31033	8	20	2750
	42-31090	8	20	3000
	42-39840	8	20	1500**
	42-3507	8	20	1590
Total		<u>32</u>	<u>80</u>	<u>8840</u>
614th	42-31064	8	20	1500**
	42-39846	8	20	1200
	42-31098	8	20	955
	42-31036	8	20	883
Total		<u>32</u>	<u>80</u>	<u>4548</u>
615th	42-31193	8	20	270
	42-37833	8	20	340
	42-37843	-	--	---
	42-31077	8	20*	1495
Total		<u>24</u>	<u>60</u>	<u>2105</u>
Group Total		<u>119</u>	<u>300</u>	<u>20588</u>
*(Jettisoned)		8	22	
**(Estimated due to A/C landing away)				4500


 KEN W. DAUBLE
 1st. Lt. Air Corps
 Air Statistical Officer

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

(J-A-2)

1 DECEMBER 1943

SUBJECT: COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 2.

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

1. A. USE OF VHF SET.

VHF CHANNELS "A", "B", "C", & "D" AVAILABLE. SHIPS
 193 & 036 TRANSMITTED ON CHANNEL "A"; SHIP 039 TRANS-
 MITTED ON CHANNEL "C"; AND SHIP 089 TRANSMITTED ON
 CHANNELS "B" & "C".

B. USE OF COMMAND SET.

COMMAND SET 6440 KCS AVAILABLE. ROUTINE AIR-TO-GND
 COMMUNICATIONS WITH "SILVESTER".

C. M/F D/F FIXES.

SHIP 193 OBTAINED ONE FIX FROM SECTION "G" AT 1326.
 POSITION 5133N 0228E.

D. QDM'S.

SHIP 826 OBTAINED ONE QDM FROM POLEBROOK.

E. NAVIGATIONAL AIDS.

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

PLANE	SPLASHER BEACONS USED	TIME
087	6	0930 - 1000
	16	COAST TO BASE
089	4, 6, 7, 16	-----
033	16	-----
090	6	1315
036	6, 7, 16	CONTINUOUSLY
833	16	0930 - 1000
193	6	0925 - 1036 & ON RETURN TRIP

F. FUNCTIONING OF "SEE" EQUIPMENT.

COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 2, 1 DEC 43.

SHIP 036 WAS ONLY SHIP EQUIPPED WITH "GEE" - OBTAINED
MAXIMUM RANGE OF 5014N 0403E.

G. FUNCTIONING OF SBA AND JAY BEAMS.

NOT USED.

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

M/F D/F SECTION "G" AVAILABLE. SHIP 193 OBTAINED
ONE FIX AT 1326.

I. BREACHES OF RADIO DISCIPLINE.

NONE.

J. COMMUNICATION EQUIPMENT FAILURES.

<u>PLANE</u>	<u>REPORTED FAILURES</u>
089	NAVIGATORS MIKE BUTTON STICKS
090	INTERPHONE BAD
193	VHF RECEIVER OUT, MIKE SWITCH BALL TURRET OUT, LIAISON SET OUT
833	RADIO COMPASS IRREGULAR, RIGHT WAIST MIKE CORD OUT

K. ABORTIVES DUE TO COMMUNICATIONS.

NONE.

L. INFORMATION ON ENEMY MEACONING.

NONE.

M. OTHER COMMUNICATIONS DIFFICULTIES.

NONE.

N. REMARKS.

DEFICIENCIES BEING INVESTIGATED AND CORRECTED. SHIPS
840, 064, & 765 LANDED OTHER FIELD.

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

OFFICE OF THE INTELLIGENCE OFFICER
401st BOMBARDMENT GROUP (H)
STATION 128 - APO 634
U. S. ARMY

GRC/esj

1 December 1943.

SUBJECT: Narrative Report of Solingen Operation.

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

1. 17 A/C took off to attack the city of Solingen, Germany. The Primary target was attacked by 15 of our A/C which dropped bombs on the pathfinder. Two returned early No. 826 because of super-charger on No. 2 engine failing and No. 843 which landed at another field. Bombing results could not be observed because of a 10/10 undercast.

2. Three of our A/C which bombed the target landed at other fields. They were 064, which landed at Nuthampstead, 840 which landed at Manston and 765 which landed at Wakerly.

3. Several of our A/C received direct attacks from enemy fighters. Between 25 and 35 FW 190 and Me 109 were seen. Combats continued over a period of 30 minutes. Friendly fighter support was exceptionally effective.

4. Meager flak was encountered at landfall going in, moderate to intense flak was encountered just after bombs were away and meager inaccurate flak as our formation left the enemy coast. All of our A/C which bombed the target received flak damage.

5. One radio operator, Sgt. Brown of Lt. Dawes' crew had two fingers of his left hand shot off by a projectile from a 20 mm cannon. Lt. Dawes landed at Manston to give the injured gunner immediate medical attention. The six enlisted members of Lt. Hess' crew bailed out over Holland and the four Officers rode the ship to an emergency landing at Manston.

6. Of the 2 A/C which returned early, 826 brought its bombs back and no report has been received from 843 which landed at another field.

7. Our crew members involved in direct attacks by enemy aircraft, claim one enemy A/C destroyed and 8 damaged.

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

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

1 December 1943.

SUMMARY OF HOT NEWS

On today's mission to Soligen, the following Hot News Items were reported.

1. Our A/C No. 034 reports at 1243 hours seeing an unidentified A/C going down at 20,000 feet near the Dutch Coast at approximately 51 degrees 35' North 04 degrees 50' East. No chutes were seen to leave the A/C.
2. Our A/C No. 087 reports at 1305 and 1306 of seeing a B24 and a B 17 respectively going down at the Enemy Coast at approximately 51 degrees 20' North 03 degrees 25' East at the height of 17,000 feet. Both A/C were apparently under control .
3. Our A/C No. 036 reports seeing an unidentified A/C at 1210 hours break in half and going down burning at 51 degrees 15' North 06 degrees 25' West with a heading of 330 degrees. Three men were seen to bail out.

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

TO: C.G. 1st Bomb Division

FROM: C.O. 401st Bomb Gp (H)

TELEPHONE REPORT TO BE SENT BY TELETYPE

1. 401st
2. 15
3. 1 not known
A. Landed elsewhere
4. 14 Known 1
0
0
0
5. 0
6. Unobserved
7. Unknown - 2 known - 6
8. Weak
9. 1 - 6 - 1 - 0
10. Moderate
11. 9/10's - Nil
12. Several B-17's down over enemy territory.
A. Good, gave close support
B. 13
C. 0 - 0 - 0

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

TELETYPE A

- S-1. THE 401ST GROUP FLEW LOW POSITION IN THE 1ST COMBAT WING COMPOSITE WHICH WAS THE THIRD WING OVER THE TARGET. THERE WERE FROM 25-35 ENEMY FIGHTERS-FW 190's AND ME 109's - COMBATS LASTED FOR A DURATION OF THIRTY MINUTES PRIOR TO TARGET, 1100 TO 1200 HRS. AT 25-24 THOUSAND FEET. ATTACKS CAME FROM 0100, 0200, 0300 AND 0900. ATTACKS WERE FROM BELOW IN PAIRS OR THREE'S. SEVERAL REPORTS E/A HAD ONE WING PAINTED WHITE AND ONE PAINTED BLUE. FRIENDLY FIGHTER SUPPORT EXCELLENT, PROVIDING COVER AS BRIEFED. SEVERAL DOGFIGHTS OBSERVED, AT LEAST ONE E/A DESTROYED, PILOT BAILING OUT.
- S-2. MEAGER AND INACCURATE A/A FIRE ENCOUNTERED AT LANDFALL. JUST AFTER LEAVING TARGET FLAK WAS MODERATE BUT ACCURATE. MEAGER INACCURATE FLAK ENCOUNTERED ON LEAVING ENEMY COAST. FLAK SHIP ABOUT EIGHT MILES OFF ENEMY COAST. ALL BURSTS BLACK. ALTITUDE 24,500 FEET.
FIVE
- S-3. OUR A/C #765 SAW ~~SEEN~~ B-17's OTHER GROUPS GOING DOWN. ONE B-17 ON FIRE, BROKE UP THIRTEEN MINUTES AFTER TARGET, ONE MAN JUMPED BUT NO SHUTES SEEN. FOUR MORE IN STEEP GLIDE, MARKING ON ONE, TRIANGLE J-C.
- S-4. NIL.
- S-5. TWELVE A/C CATEGORY "A"- ~~THREE~~ A/C CATEGORY AC.
- S-6. OUR A/C OBSERVED FLAK BURST EXPLODING SILVER DISCS, ENEMY FIGHTERS CARRYING WHAT RESEMBLED TO BE BELLY TANKS AND ENEMY FIGHTERS WITH ONE WING PAINTED BLUE AND ONE PAINTED WHITE.
- S-7. UNOBSERVED - 10/10.
- S-8. MAJORITY OF OUR CREWS WERE ENTHUSIASTIC OF THE FRIENDLY FIGHTER COVER. LOW ELEMENT SUGGEST HIGH ELEMENT GIVE WARNING BEFORE ~~NEED~~ DROPPING BOMBS THROUGH ELEMENT. ENEMY FIGHTERS CONTINUED TO ATTACK OVER TARGET TODAY REGARDLESS OF FLAK, THIS REPORTED BY SEVERAL OF OUR CREWS.
- S-9. 15 A/C TOOK OFF AT 0807 AND CROSSED THE ENGLISH COAST 1038 HRS. AT LOWESTOFT. WE FOLLOWED THE ROUTE AS BRIEFED ALL THE WAY TO THE TARGET, BUT AFTER CROSSING TARGET MADE A 100° TURN TO LEFT, THEN TO STOMMELN CROSSED ENEMY COAST JUST NORTH OF OSTEND ON THE WAY BACK. WE CROSSED THE ENEMY COAST GOING TO THE TARGET AT 1101 HRS. AT WESTHOOFD. WE WERE OVER TARGET AT 1200 HRS. HEADING 340° TRUE, LANDING BACK AT BASE AT 1445 HRS. ONLY ONE OF FIFTEEN SHIPS NOT YET REPORTED BOMBING RESULTS. OUR A/C 826 AND 843 TURNED BACK BEFORE REACHING ENGLISH COAST. A/C 826 TURNED BACK AT MARTAGE ON ACCOUNT OF #2 SUPERCHARGER FAILING, BOMBS BROUGHT BACK. A/C 843 LANDED AWAY, AS YET REASON FOR TURN BACK AND BOMB DISPOSAL NOT REPORTED.

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

5 December 1943.

SUBJECT: Combat Claims.

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

1. Submitted, herewith, are combat forms representing encounters of A/C of this Group during Solingen Mission, 1, December, 1943.
2. These claims were erroneously held by this office due to a lack of understanding regarding same. It was the understanding of this office that only those encounters where the gunner or gunners definitely claimed destruction should be forwarded to Division.
3. Later this impression was corrected and as a consequence the claims are forwarded at this time.

WILLIAM W. HILL,
1st Lt., A.C.,
Asst. S-2 Officer.

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

TELETYPE B

A. 401
B. 15
C. 14
D. 0
E. 0
F. 0
G. 1 not yet reported
H. 0
I. 0
J. 0
K. 0
L. 1200
M. 23400
N. PRIMARY - 112X500 G.P.
277XM47
N.1. 120X500 G.P. - 300XM47
N.2. A/C 840 8X500 G.P. - 20XM47
O. 1-3XM47
P. 0
Q. 0-0-2-6
R. 1-0-1

OFFICE OF THE INTELLIGENCE OFFICER
401st BOMBARDMENT GROUP (H)
STATION 128 - APO 834
U. S. ARMY

ORG/elma

1 December 1943.

SUBJECT: Comments of Crew Members participating in Solingen Operation,
This Date.

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

1. The following comments, as taken from the Intelligence Interrogation Sheets, were made by crew members participating in the Solingen Operation, this date:

a. Sgt. DeWees suggested that bombardiers be more careful with maps and not to leave them lying around with the target showing as one officer did last night. This statement was concurred by Sgt. Farmer and Sgt. Smith.

b. Lt. England thinks there should be more protection for the feet of the ball-turret gunner and that the pilot and co-pilot should be protected by shatter-proof glass. Lt. Standt says there is no room to work the chin turret because the seat is too close. Lt. Fox wants more high-pressure walk-around bottles.

c. Lt. Grinnham said that formations above ours bombed directly through us and suggested that the lower elements stay clear of the high groups. He further said that there should be some means to keep frost off of the tail and top-turret gunners' windows.

d. Lt. Piper expressed a need of oxygen mask mikes. Formation was poor, he thought, and the rear planes in each formation straggled.

e. Captain Beers said the run over the target was entirely too fast.

f. Sgt. Marilno said the lens in the optic head of the K-4 sight of his gun, was not clean.

g. Lt. Wysocki said the formation was loose and went over the target entirely too fast. He reported only 205 gallons of gas being left when they returned and suggested that next time more gasoline be taken along. He was emphatic in stating that ships ahead in the formation should not test guns without first checking position.

h. Sgt. Leavitt suggests that there should be two oxygen bottles in the ball turret because of the danger of one freezing. Lt. Wason is of the opinion that crews are maltreating ships which are permanently assigned to other crews.

i. Lt. Kaufman said the low squadron led the formation too far away from the group, leaving it wide open for an attack by fighters.

j. Lt. Daley said while the formation in his opinion was good, our group went into the target under the lead squadron of the first composite wing. He pointed out the danger of our group being hit by bombs of the higher group. Lt. Stokes said a ship with the initial "H" in a triangle and named "Mrs. Smith" crossed in front of our ship on way in over the channel. It was necessary for our ship to pull up quickly to avoid a collision.

k. Lt. Sobolak says that more gasoline was needed - tanks on his ship were nearly empty on return.

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

Target No.
3 (g) 4

RUDOLF RAUTENBACH

SOLINGEN (GERMANY)

Illustration No.
3 (g) 4/2

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

Photographed 15 July 1943

(1 : 18,000)

approx.

Issued August 1943



A.I.3c (1)

CONFIDENTIAL

CONFIDENTIALGroup 401Date 1 Dec. 1943Squadron 612Place where attacked IPA/C No. 765 B17GTime 1140 Height 24500'

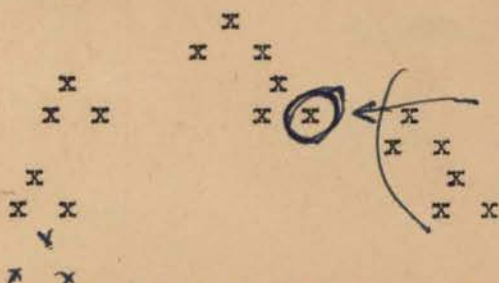
1. Story of the attack An Me 109 came in at me from 3 o'clock and level. he
I fired from 300 to 400 yards and/began smoking, fell steeply 3000 feet
wing came off and exploded before hitting clouds.

DESTROYED

A-2 1BW

(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; and how he looked and acted going away.)

2. Diagram of Attack:



On Diagram, show

- a. which of our A/C was attacked;
b. direction of E/A attack;
c. sun position

Data on Combat

- a. our heading 320 Mag
b. visibility Cavu
c. type of E/A Me 109
d. level of attack:
from high above _____
above _____
(check level V
one) below _____
very low _____

3. Our Gun Positions Firing on E/A

Names Sgt. Percy J. Stengel
Sgt. Jay L. Connors, Jr.
Positions Sgt. Stengel- BTG
Sgt. Connors- RWG

4. If E/A Was Shot Down or Damaged:

Corroborated by RWG(Connors) LWG(Peacock) and TG.(Garity)
Position in A/C _____

Other A/C firing at the same time? None in vicinity.

5. Comments of the Interrogator: High Squadron, which should have been above
and to right, was behind and to left and completely out of range.

Grew members definitely agreed Sgt. Stengel got plane.

TIME 1900

INTERROGATOR

MacCallum

(If formation was very different from standard, show on back of sheet.)

Sgt. Percy J. Stengel 36276698
1553 South Pearl St.
Milwaukee, Wisconsin

CONFIDENTIAL

Group 401
 Squadron 612
 A/C No. 1090

Date 1 Dec. 1943

Place where attacked

CONFIDENTIAL

Time 1150 Height 23000'

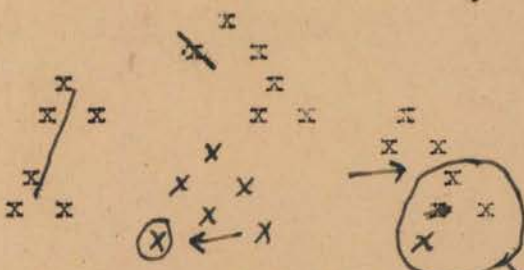
1. Story of the attack

BT - From 5 o'clock high to low and under ship,
started shooting 1000 yds. - at 200 yds, rolled half over to left and dived
straight down. Fire coming from left wing root.

DAMAGED

(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; and how he looked and acted going away.)

2. Diagram of Attack:



On Diagram, show

- a. which of our A/C was attacked;
- b. direction of E/A attack;
- c. sun position

Data on Combat

- a. our heading 340 True
- b. visibility Unlimited
- c. type of E/A 109
- d. level of attack: from high above
 above 4
 (check level 4
 one) below 1
 very low 1

3. Our Gun Positions Firing on E/A

Names S/Sgt. Royce W. Moore

Positions 1090

4. If E/A Was Shot Down or Damaged:

Corroborated by Sgt. James H. Bailey
 Position in A/C 1090

Other A/C firing at the same time? X 055

5. Comments of the Interrogator:

TIME 1620 INTERROGATOR Lt. Coit

(If formation was very different from standard, show on back of sheet.)

S/Sgt. Royce W. Moore 18051910
 Duncan, Oklahoma

CONFIDENTIAL

CONFIDENTIAL

Group 401

Date 1 Dec. 1943

Squadron 614

Place where attacked Between IP and T.

A/C No. 1098

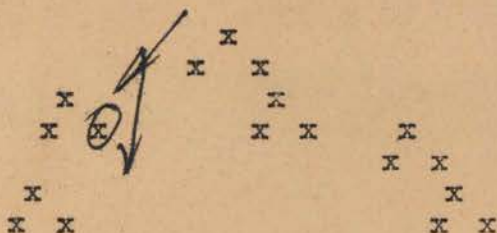
Time 1150 Height 22000'

1. Story of the attack An Me 109, painted black, came in at me between 12 and 1 o'clock head on. Tracked him for about 300 yards and let loose with a burst of 8 rounds. Flames came out of engine nose. He passed under me and then I lost him. Our Bombardier saw the flames but then lost him as he went under.

DAMAGED

(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; and how he looked and acted going away.)

2. Diagram of Attack:



On Diagram, show

- which of our A/C was attacked;
- direction of E/A attack;
- sun position

Data on Combat

- our heading 357 True
- visibility Cavu
- type of E/A Me 109 E
- level of attack:

3. Our Gun Positions Firing on E/A

Names Lt. John A. Barrett

from high above _____
 above _____
 (check level V
 one) below _____
 very low _____

Positions Navigator

4. If E/A Was Shot Down or Damaged:

Corroborated by Check T. G. Ship # 833 or # 977 or # 846.
 Position in A/C _____

Other A/C firing at the same time? Don't know

5. Comments of the Interrogator: _____

TIME 1630 INTERROGATOR F. H. Roe

(If formation was very different from standard, show on back of sheet.)

2nd Lt. John A. Barrett O-683892
 Highland Falls, New York

CONFIDENTIAL

CONFIDENTIAL

Group 401st

Date 1 December 1943

Squadron 613th

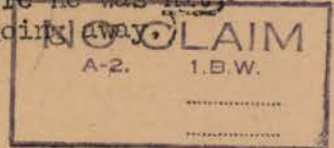
Place where attacked Area just before I.P.

A/C No. 42-31033

Time 1140 Height 23000 ft.

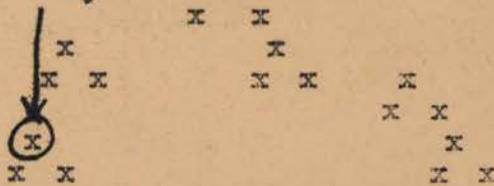
1. Story of the attack: I was attacked from 12 o'clock by an ME 109. He swooped low and under and then up again. I hit him from about 600-800 yards. Smoke poured from engine, then he started to go down and I lost him in the clouds. He was in a steady glide, going down and could not be observed to pull out.

(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; and how he looked and acted going away.)



2. Diagram of Attack:

ME 109 from 12 o'clock



On Diagram, show

- which of our A/C was attacked;
- direction of E/A attack;
- sun position

Data on Combat

- our heading 107° Magnetic
- visibility Unlimited
- type of E/A ME 109
- level of attack:

3. Our Gun Positions Firing on E/A

Names s/Sgt. Herbert F. Willman

from high above _____
 above _____
 (check level _____
 one) below X _____
 very low _____

Positions Tail Gunner

4. If E/A Was Shot Down or Damaged:

Corroborated by None
 Position in A/C _____

Other A/C firing at the same time? Unknown

5. Comments of the Interrogator: _____

TIME 1615 INTERROGATOR Lt. Knopman

(If formation was very different from standard, show on back of sheet.)

s/Sgt. Herbert F. Willman ASN: 39393215

Dunsmuir, California

CONFIDENTIAL

CONFIDENTIAL

Group 401

Date 1 Dec. 1943

Squadron 612

Place where attacked Close to target area

A/C No. 9036

Time 1152

Height 23400'

1. Story of the attack He came in about 3 O'clock, low and pointed nose at us. I started to fire short bursts at about 1000 yards and about 600 yards he started smoking, peeled off and went on down in slow spin. I fired not over 50 rounds.

NO CLAIM

A-2. I.B.W.

(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; and how he looked and acted going away.)

2. Diagram of Attack:



On Diagram, show

- which of our A/C was attacked;
- direction of E/A attack;
- sun position

Data on Combat

- our heading 336 Mag
- visibility Clear above clouds
- type of E/A FW 190
- level of attack:

3. Our Gun Positions Firing on E/A

Names Sgt. Wm. Smith

- from high above _____
above _____
(check level _____
one) below _____
very low _____

Positions Right Waist Gunner

4. If E/A Was Shot Down or Damaged:

Corroborated by Capt. Eagan
Position in A/C Navigator

Other A/C firing at the same time? B.T.G. of a ship on right.

5. Comments of the Interrogator:

TIME 1425

INTERROGATOR Major W.B. Fry

(If formation was very different from standard, show on back of sheet.)

Sgt. William D. Smith 19122678
Oregon City, Oregon

CONFIDENTIAL

Group 401st

Date 1 December 43

Squadron 613th

Place where attacked Area before I.P.

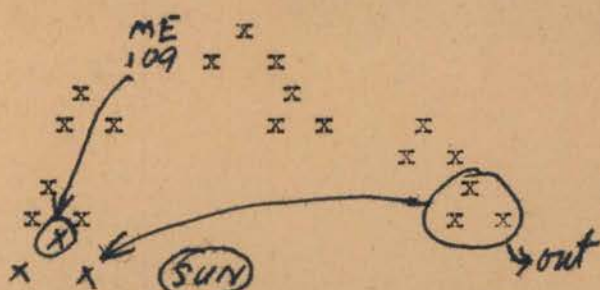
A/C No. 42-31033

Time 1155 Height 23000 ft.

1. Story of the attack An ME 109 came in low at 12 o'clock and I started firing when he was 500 to 600 yards away. He started to go down like he was a "goner" for I kept firing unceasingly with "everything". E/A peeled off with great gobs of smoke pouring from engine and continued going down, losing him past the clouds.

(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; and how he looked and acted going away.)

2. Diagram of Attack:



On Diagram, show

- a. which of our A/C was attacked;
 b. direction of E/A attack;
 c. sun position

Data on Combat

- a. our heading 107° Magnetic
 b. visibility Unlimited
 c. type of E/A ME 109
 d. level of attack:
 from high above _____
 above _____
 (check level _____
 one) below X
 very low _____

3. Our Gun Positions Firing on E/A

Names S/Sgt. Eldon E. Leavitt

Positions Ball Turret Gunner

4. If E/A Was Shot Down or Damaged:

Corroborated by Lt. Alvin A. Gould
 Position in A/C Bombardier

Other A/C firing at the same time? Undetermined

5. Comments of the Interrogator:

TIME 11 1610 INTERROGATOR Lt. Knopman

(If formation was very different from standard, show on back of sheet.)

S/Sgt. Eldon E. Leavitt 35740130

Moundsville, West Virginia

CONFIDENTIAL

CONFIDENTIAL

Group 401
 Squadron 612
 A/C No. 087

Date 1 Dec. 1943
 Place where attacked 40 mi. W of coast
going in
 Time 1203 Height 22000

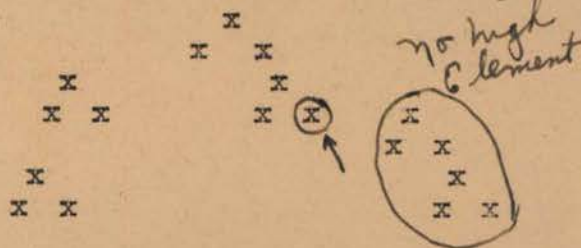
1. Story of the attack
 4 PW 190's attacked in trail-I gave #1 125 rounds and
 he peeled off to his left smoking badly. FO-I could not shoot, guns jammed.
 I saw bullets hit engine of the fighter. I think Charlie got him, at least
 put him out of action.

NO CLAIM

A-2. I.B.W.

(Include above how A/C attacked; how close he came; where he was hit;
 how much he was damaged; and how he looked and acted going away.)

2. Diagram of Attack:



- On Diagram, show
 a. which of our A/C was attacked, 087
 b. direction of E/A attack; 5 o'clock
 c. sun position

- Data on Combat
 a. our heading ?
 b. visibility 3 miles
 c. type of E/A PW 190
 d. level of attack:
 from high above _____
 above V
 (check level _____
 one) below _____
 very low _____

3. Our Gun Positions Firing on E/A
Sgt. Charles P. Sierra

Names _____
 Positions Right Waist Gunner

4. If E/A Was Shot Down or Damaged:
Sgt. Cecil C. Estess
 Corroborated by Tail Gunner
 Position in A/C _____

Other A/C firing at the same time? X

5. Comments of the Interrogator:

Neither man saw any bail out.

TIME 1445 INTERROGATOR Lt. Sutherland

(If formation was very different from standard, show on back of sheet.)

Sgt. Charles P. Sierra 12155142
Long Island, N. Y.

CONFIDENTIAL

CONFIDENTIAL

Group 401

Date 1 Dec. 1943

Squadron 612

Place where attacked Between IP & Target

A/C No. 9036

Time 1153

Height 24000'

1. Story of the attack He came in alone from 5 o'clock firing in right wing ship. I followed him through firing at him, and after leaving our tail he started smoking and he headed down. Saw him go through clouds to left in slow spiral. I fired 50 to 60 rounds per gun.

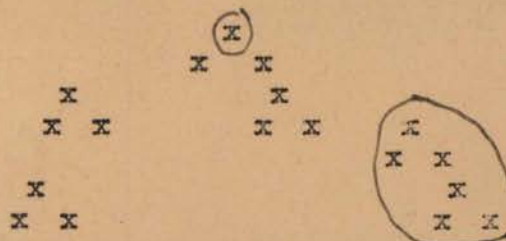
NO CLAIM

A-2. I.B.W.

CONFIDENTIAL

(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; and how he looked and acted going away.)

2. Diagram of Attack:



On Diagram, show

- a. which of our A/C was attacked;
 b. direction of E/A attack;
 c. sun position

Data on Combat

- a. our heading 330 Mag
 b. visibility Clear above clouds
 c. type of E/A FW 190
 d. level of attack:

3. Our Gun Positions Firing on E/A

Names Sgt. Ramsey, Sgt. Henderson

from high above _____
 above _____
 (check level _____
 one) below V
 very low _____

Positions Tail Gunner and L.WG

4. If E/A Was Shot Down or Damaged:

Corroborated by Sgt. Henderson
 Position in A/C L.W.G.

Other A/C firing at the same time? Not seen

5. Comments of the Interrogator:

TIME 1425

INTERROGATOR Major Fry

(If formation was very different from standard, show on back of sheet.)

2nd Lt. Robert J. Ramsey 0-681191
 Pueblo, Colorado

CONFIDENTIAL

Group 401 Date 1 Dec. 1943
 Squadron 612 Place where attacked IP
 A/C No. 1089 Time 1158 Height 24500

Four E/A (109's) came from level and 12 o'clock -

1. Story of the attack
 direct attack - then went underneath.

Not an encounter

CONFIDENTIAL

(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; and how he looked and acted going away.)

2. Diagram of Attack:



- On Diagram, show
 a. which of our A/C was attacked;
 b. direction of E/A attack;
 c. sun position

- Data on Combat
 a. our heading 343 True
 b. visibility Good
 c. type of E/A 109 F
 d. level of attack:

3. Our Gun Positions Firing on E/A
 Lt. Hudson, Lt. Malone

Names
 Sgt. Judge, Sgt. Michel.

Positions
 Nav., Bomb, BT and TC.

- from high above
 above V
 (check level
 one) below
 very low

4. If E/A Was Shot Down or Damaged:

Corroborated by
 Position in A/C

Other A/C firing at the same time?

No claims made.

5. Comments of the Interrogator:

TIME 1630 INTERROGATOR Lt. Closway.

(If formation was very different from standard, show on back of sheet.)

CONFIDENTIAL

Group 401

Date 1 Dec. 1943

Squadron 612

Place where attacked IP

A/C No. 1089

Time 1158 Height 24500

1. Story of the attack

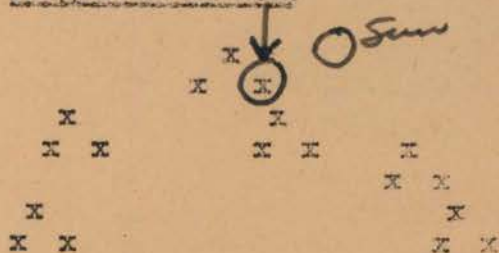
Four E/A (109's) came from level and 12 o'clock -

direct attack - then went underneath.

Not an encounter

(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; and how he looked and acted going away.)

2. Diagram of Attack:



On Diagram, show

- a. which of our A/C was attacked;
- b. direction of E/A attack;
- c. sun position

Data on Combat

343 True

- a. our heading 343
- b. visibility 100 F
- c. type of E/A
- d. level of attack:

3. Our Gun Positions Firing on E/A

Names Lt. Hudson, Lt. Malone

Sgt. Judge, Sgt. Rishel.

Positions Nav., Bomb, BT and TG.

from high above
above
(check level
one) below
very low

4. If E/A Was Shot Down or Damaged:

Corroborated by
Position in A/C

Other A/C firing at the same time? X

5. Comments of the Interrogator:

No claims made.

TIME 1830

INTERROGATOR Lt. Closway.

(If formation was very different from standard, show on back of sheet.)

CONFIDENTIAL

COMBAT FORM

Group _____

Date _____

Squadron 401

Place where attacked _____

1 Dec. 1943

A/C No. 614

Time _____ Height _____

Just before IP

9846

1132

23500

1. Story of the attack

Came in level (2 109's) from 1 o'clock and went out

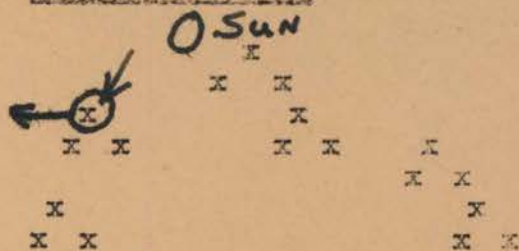
at 9 o'clock came up out of clouds.

CONFIDENTIAL

Not an encounter

(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; and how he looked and acted going away.)

2. Diagram of Attack:



On Diagram, show

- a. which of our A/C was attacked;
- b. direction of E/A attack;
- c. sun position

Data on Combat

- a. our heading _____
- b. visibility 330 True
- c. type of E/A Good
- d. level of attack 109

3. Our Gun Positions Firing on E/A

Names Lt. Pierce (Nav.), Lt. Montone (Bomb) (check level _____
 one) Sgt. Merritt (BT), Sgt. Roehler (LV) below Y
 Positions _____
 very low _____

4. If E/A Was Shot Down or Damaged:

Corroborated by _____
 Position in A/C None

Other A/C firing at the same time? X

5. Comments of the Interrogator:

TIME

1850

INTERROGATOR

Lt. Closway

(If formation was very different from standard, show on back of sheet.)

CONFIDENTIAL

401

CONFIDENTIAL

1 Dec. 1943

Group 614

Date Just before IP

Squadron 9346

Place where attacked 1132 23500

A/C No. Time Height

Came in level (2 109's) from 1 o'clock and went out

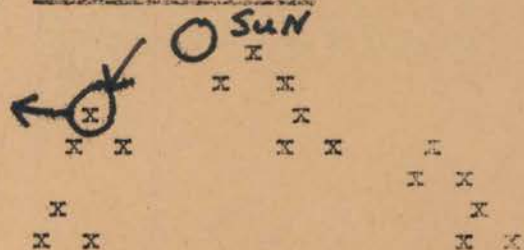
1. Story of the attack
at 9 o'clock came up out of clouds.

Not an encounter

CONFIDENTIAL

(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; and how he looked and acted going away.)

2. Diagram of Attack:



On Diagram, show
a. which of our A/C was attacked;
b. direction of E/A attack;
c. sun position

Data on Combat 330 True
a. our heading Good
b. visibility 109
c. type of E/A
d. level of attack:

3. Our Gun Positions Firing on E/A
Lt. Pierce (Av.), Lt. Montons (Bomb)
Names Sgt. Harritt (BF), Sgt. Koehler (LW)
Positions

from high above
above V
(check level V
one) below
very low

4. If E/A Was Shot Down or Damaged:

Corroborated by
Position in A/C

Other A/C firing at the same time? X

5. Comments of the Interrogator:

TIME 1550 INTERROGATOR Lt. Clossway

(If formation was very different from standard, show on back of sheet.)

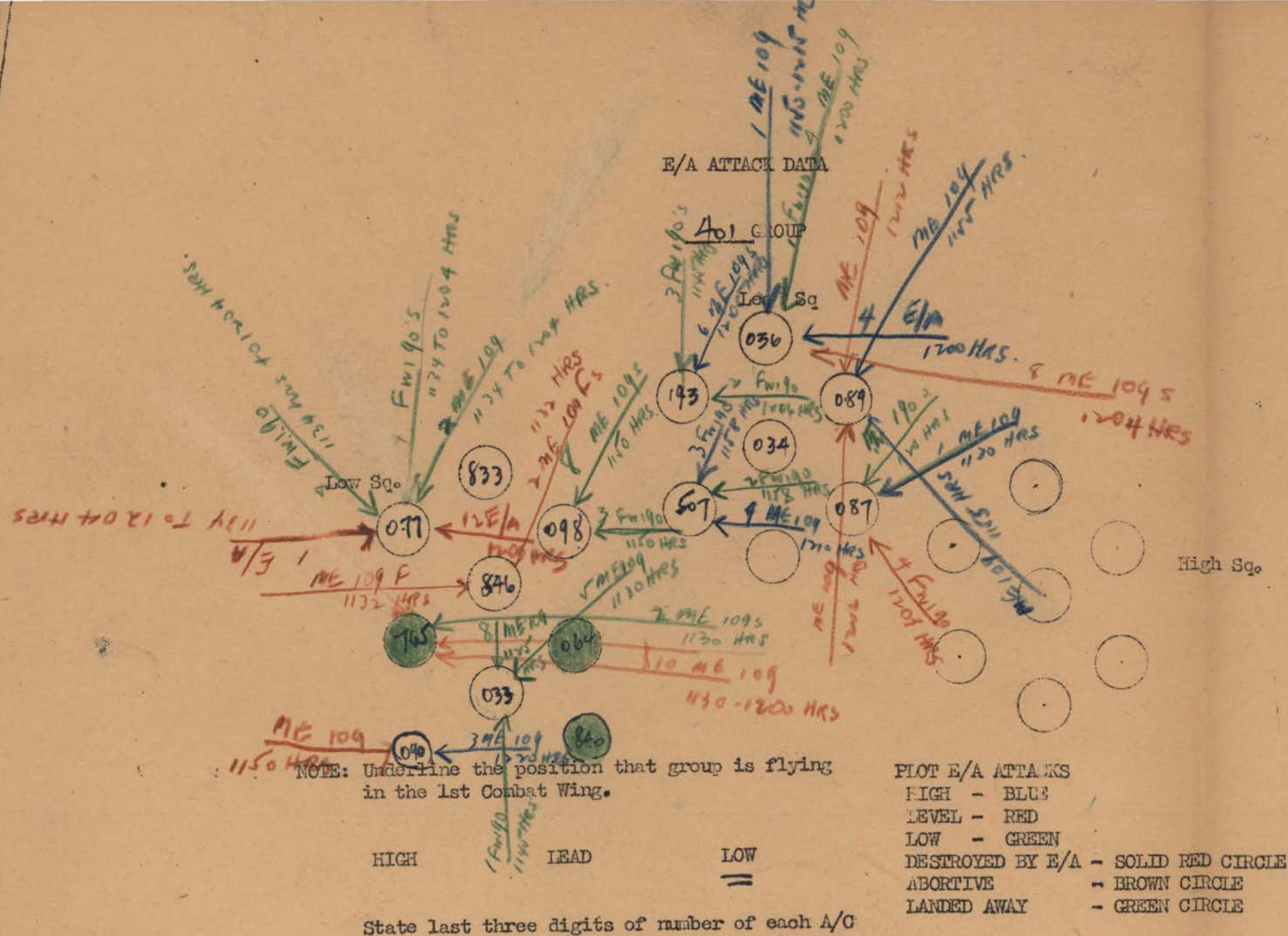
CONFIDENTIAL

SOLIGEN MISSION - 12/1/43

ENEMY TACTICS

1. Enemy A/C FW 190 noted with belly tanks - nose painted red.
ME 109s had yellow spinner.
Some Enemy A/C had one blue wing and one white wing.
2. Enemy A/C took refuge from our fire by flying between two of our elements.
Attacks were pressed to about 500 yards before breaking off.
Some FW 190s flew through the lower elements of our formations approaching from one o'clock making little attempt to attack their object seemed to open up our formation.
3. Two (2) JU 87 (Stukas) were noted by two (2) crews attacking a B-17.

Lt. Sutherland



INTERROGATION FORM

1. **401st.** **612th.** **9036** **X** **1/12/43**
GROUP **SQUADRON** **A/C NO.** **LETTER** **DATE**
- POSITION BRIEFED **Ld. Ship - Ld. Sq.** POSITION OVER TARGET **Ld. Sq. - Ld. Ship.**
- T/O TIME **0805** TIME LANDED **1445**
- PILOT **Lt. Col. Harris E. Rogner** TOP TURRET **S/Sgt. Foster E. DeWees**
- CO-PILOT **1st. Lt. James F. Goodman** BALL TURRET **T/Sgt. John O. Farmer**
- NAVIG. **Capt. James F. Egan** R. WAIST **Sgt. William D. Smith**
- BOMB. **Capt. Julius Pickoff** L. WAIST **Sgt. Pete D. Henderson**
- RADIO **S/Sgt. James J. Graham** TAIL GUN **2 nd. Lt. Robert J. Ramsey**
2. ROUTE: **AS BRIEFED (YES NO X)** **30 Miles South of course on way back**
over Ostend. 240 TH from Target for 5 minutes - 270 TH at Stammeln
3. BOMBING: TIME OVER TARGET **1200** BOMBING ALTITUDE **23,400 Indicated**
- TARGET: PRIMARY **X** SECONDARY **8** LAST RESORT **500 G B** ELSEWHERE **100 I B**
- NO. OF BOMBS DROPPED **20** **X** JETTISONED **X**
- BROUGHT BACK **0** **X** **0**
- RESULTS: GOOD FAIR POOR NIL UNOBSERVED **X**
4. FIGHTER SUPPORT: LOCATION **1104 Hour - when hit the coast on way in -- Good**
except over target - disappeared- Returned after leaving target
- TIME **1104** ALT. **24,000** EFFECTIVENESS **Good except over target.**
5. CREW OBSERVATIONS **Flak installations on beach coming back - 51° 12' N.-02° 50' E.**
6. CASUALTIES (NAME, POSITION, INJURY, CAUSE) **None**
7. WEATHER **10/10 over target - Cirrus at 25,000 feet on way in and over target.**
Undercast much lower than briefed.
8. SPECIAL QUESTIONS FOR A/C RETURNED EARLY:
TIME OF TURN BACK ALTITUDE
LOCATION
COURSE OF TURN-BACK
REASON

1 - B 17 from the Group on our right - No. 2 Engine on fire - 4 chutes
opened just before ship blew up - no markings seen - just after leaving target.

DATE 1/12/43

MALFUNCTIONS:

a. GUN MALFUNCTIONS, WITH GUN POSITION AND REASONS: Ball Turret - Gear
would not engage at high altitude. Top Turret-Vickers unit has
too much oil.

B. BOMB-SIGHT MALFUNCTIONS: Not used.

FLAK SUITS:

c. ~~DEFENSE MALFUNCTIONS~~: Not worn by Pilot, Top Turret or Rear Gunner.
No one hit.

10. a. PERSONAL EQUIPMENT DEFICIENCIES: Right waist (Smith) electric shoes
didn't seem to work.

b. MINOR DISABILITIES, SUCH AS "TENDS", FROST-BITE, ETC.: Rear Gunner may
have frost-bitten feet.

11. CREW SUGGESTIONS AND COMMENTS: (NAME OF MAN) DeWees-Bombardiers be more
careful with Maps after issued-not to leave lying around with target showing
as one Officer did last night - Farmer concurred - Smith concurred.

TIME 1600

INTERVIEWER W. B. Fry

12. FLAK REPORT DATE 1/12/43

A/C NO 9036 ACTUAL ALTITUDE 24500 POSITION Lead Ship, Lead Sq.

(1) LOCATION 5100-0610E TIME 1129 INT MOD MEG V COLOR B W R

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

(2) LOCATION after target TIME 1203 INT MOD V MEG COLOR B W R

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

(3) LOCATION just before TIME 1312 INT MOD MEG V COLOR B W R
coast on way back

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

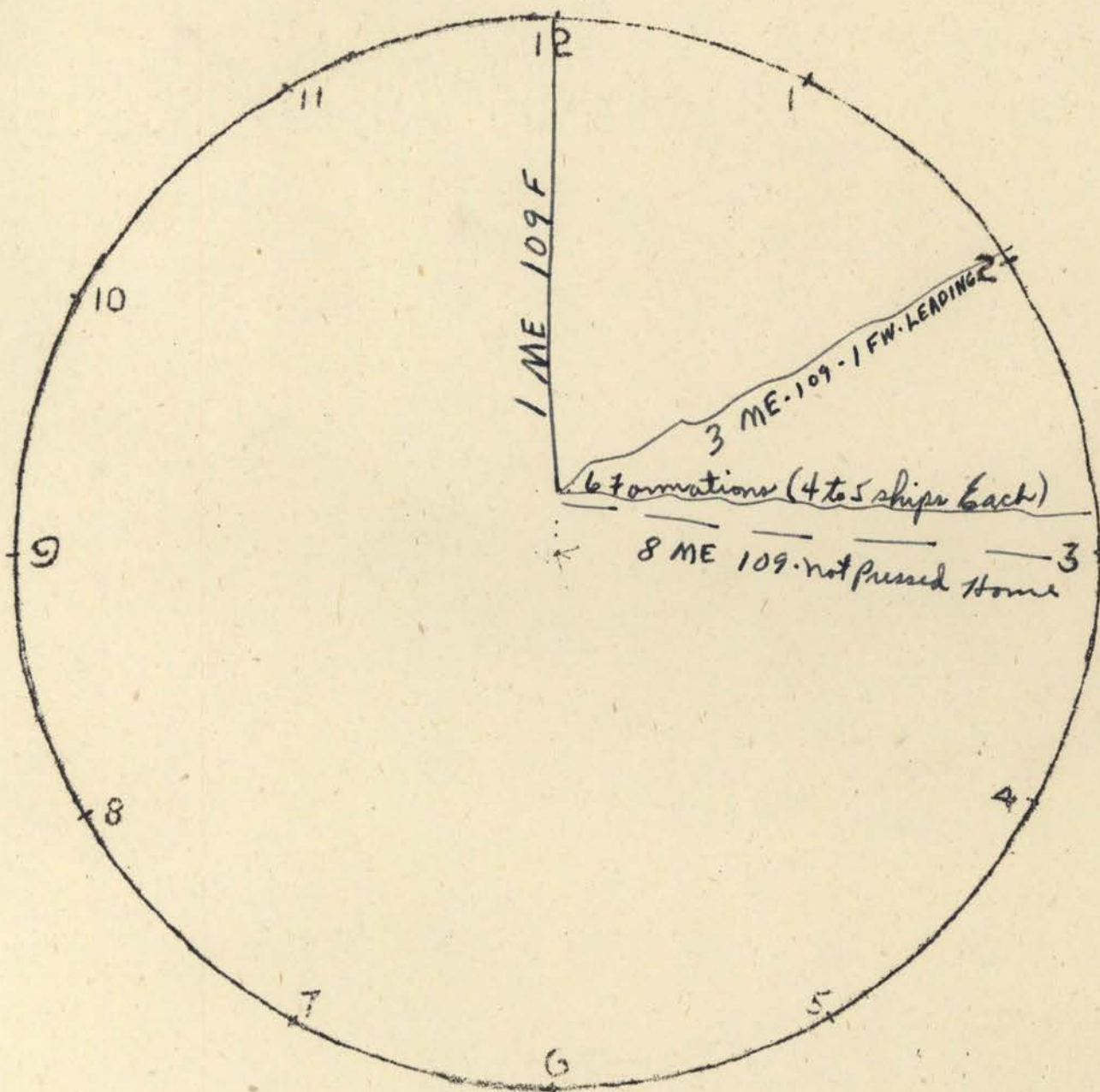
COMMENTS: (1) 1st Burst White - Balance Black.

Smith saw red bursts in air off to right near target.

E/A ENCOUNTERS

TIME OF ATTACKS: 1150 to 1215 hrs. - 24000 feet.

VICINITY OF ATTACKS: IP to Target.



NUMBER E/A SEEN: _____

(WHERE?) _____

TYPES & DESCRIPTION: Yellow wing tips and Yellow band
around fuselage on Me 109

TACTICS: Came in to medium range and then to left
and down.

ATTACKS FROM:

ABOVE: _____→

LEVEL: - - - - -→

BELOW: ~~~~~→

491st GROUP

Date 1 Dec. 1943

FLAK REPORT

TARGET Solingen

1. Route followed: Landfall at Westhoofd, then to Roermond, to 5046-0739E, to target. Approached target at 340° True, made 100° turn to left, then to Stommesin, to coast leaving enemy coast just north of Ostend. Landfall Ipswich.

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

No trails. 8/10 to 10/10 undercast.

3. No. of A/C over Target:

15

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

(OVER)

4.a. What evasive action was taken? Mild evasive action from before IP to Bomb run - very effective.

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

340° True.

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

50 seconds.

7. Turn after bombing.

Gradual from 340° to 240° True.

8. Position of group in relation to other Groups:

Low Group in 1st 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 - e.e. Continuous following, predicted concentrations, predicted barrages, or fixed barrages.

At Enemy landfall, meagre, poor accuracy, black bursts.

At target after bombs away moderate, to intense, accurate. Some barrage, some following. All Black bursts.

At landfall going home, meager, fairly accurate, black.

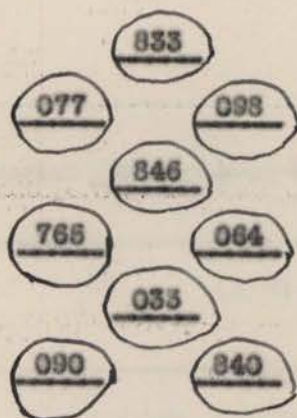
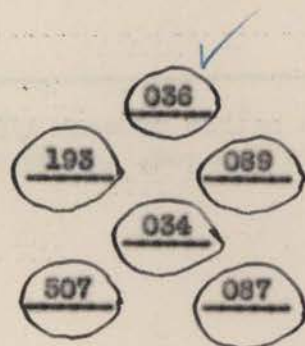
CONTINUOUSLY

10. Any other Comments, Phenomena, etc.

Several comments of grey flak bursts 5 to 10 miles out in channel meager and inaccurate, presumably from Flag Ship.

A few Red bursts were reported at the target, right of our Formation.

One crew reports one burst exploded into 1000 or more silver discs and another burst left a jagged trail continuing downward for about 3000 feet.



NO HIGH

MISSION CAMERA REPORT

DATE 1 Dec 1943

1. NO. CAMERA PREPARED AND INSTALLED 10
2. TYPES 5 K-20
5 K-21
3. NO. CAMERAS TAKING PHOTOGRAPHS 2
4. REASONS FOR CAMERAS FAILING TO GET PHOTOGRAPHS:
 1. Two planes grounded just before takeoff (1 K-20 1 K-21)
 2. Two planes aborted (2 K-21)
 3. Three cameras not used (3 K-20)
 4. One a/c landed away (1 K-20)
 5.
5. WHERE ANY CAMERAS LOST? none HOW MANY 1 TYPE

BASE PHOTO OFFICER

Philip K. Alexander
(NAME)

2nd Lt AC
(RANK)

6. REMARKS:

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

PHOTOGRAPHIC REPORT.

(Information to be obtained from Group Bombardier and Group Navigator).

1. Exact time of bomb release 1200
2. Exact time camera was started 1158
3. Altitude at which pictures were taken 23500
4. A/C heading at moment of bomb release 330'T
5. Air speed at time photos were taken 170 ind
6. Ground speed at time photos were taken 120
7. Wind direction at time photos were taken Head
8. Wind velocity at time photos were taken 50 mph

Date 1 Dec 1945
.....

Philip K. Alexander Jr.
Photographic Officer
2nd AC

PHOTOGRAPHIC REPORT.

(Information to be obtained from Group Bombardier and Group Navigator).

1. Exact time of bomb release
2. Exact time camera was started
3. Altitude at which pictures were taken
4. A/C heading at moment of bomb release
5. Air speed at time photos were taken
6. Ground speed at time photos were taken
7. Wind direction at time photos were taken
8. Wind velocity at time photos were taken

PHOTOGRAPHIC REPORT.

(Information to be obtained from Group Bombardier and Group Navigator).

1. Exact time of bomb release 1202 1/2
2. Exact time camera was started 1135
3. Altitude at which pictures were taken 23500
4. A/C heading at moment of bomb release 335°T
5. Air speed at time photos were taken 150-155
6. Ground speed at time photos were taken 130
7. Wind direction at time photos were taken 350°T
8. Wind velocity at time photos were taken 100 mph

1 Dec 1943

Date

Philip K. Alexanders
Photographic Officer

2nd ADC

Open

615th BOMBARDMENT SQUADRON (H)
OFFICE OF THE OPERATIONS OFFICER
 APO # 634

December 1 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 # 42-31193

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P	Captain	Beers	Robert	W.	0-24910	615th
CP	2nd Lt.	Byrne	Howard	E.	0-743405	615th
N	2nd Lt.	Gershon	Harold	(NMI)	0-801007	615th
B	2nd Lt.	Ritch	William	L.	0-739055	615th
RO	S/Sgt.	Meehan	John	J.	33325533	615th
**TT	T/Sgt.	Young	Clarence	E.	32449970	615th
BT	S/Sgt.	Craft	Allen	H.	37225198	615th
TG	S/Sgt.	Turvy	John	E.	35418681	615th
LWG	S/Sgt.	Grigg	Franklin	M.	37125928	615th
RWG	S/Sgt.	Lynn	Kenneth	J.	12167944	615th

*PLANE # 42-37833

P	1st Lt.	Dempsey	Ralph	M.	0-800846	615th
CP	Major	Seawell	William	T.	0-23712	615th
N	2nd Lt.	Sellers	Lloyd	W.	0-736661	615th
B	Captain	Kuenning	Arnold	C.	0-725449	615th
RO	Cpl.	Beller	James	E.	6257280	615th
**TT	S/Sgt.	Zander	Harold	S.	33240304	615th
BT	Sgt.	Merlino	Frank	A.	31208150	615th
TG	S/Sgt.	Knapp	Phil	N.	39540171	615th
LWG	Sgt.	Fatica	Battista	J.	35324899	615th
RWG	Sgt.	Sweepe	William	H.	15338388	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.	Arnold	Harold	S.	0-681515	615th
RO	Sgt.	Mehlman	Raymond	G.	32438897	615th
**TT	Sgt.	Breen	Roland	J.	16133764	615th
BT	Sgt.	Ross	Harry	A.	13145459	615th
TG	Sgt.	Nonemaker	Jack	D.	19175334	615th
LWG	Sgt.	Batson	Allen	L.	39268048	615th
RWG	Sgt.	Tosh	William	A.	35431664	615th

** Enter complete number of aircraft
 Designate Engineer

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

*PLANE # 42-3 1077

P	-	2nd Lt.	Griffin	Fred	R.	0-720337	615th
CP	*	2nd Lt.	Brown	Fred	(RM)	0-740340	615th
N	-	2nd Lt.	Whitney	Ray	P.	0-750385	615th
B	-	2nd Lt.	Wolfe	Ralph	G.	0-070304	615th
RO	-	1st.	Lewis	Charles	R.	11103804	615th
**TT	-	1st.	Gocharban	Ray	G.	13143036	615th
BT	-	1st.	Howell	James	R.	35390098	615th
TG	-	1st.	Hamilton	James	R.	35604554	615th
LWG	-	1st.	Gunnings	William	T.	35340306	615th
RWG	-	1st.	Houston	Herbert	R.	12154697	615th

*Plane # 42-3 507

P	-	2nd Lt.	Gyuschi	Stephen	(RM)	0-677398	615th
CP	-	2nd Lt.	Leah	John	L.	0-740772	615th
N	-	2nd Lt.	Taylor	James	(RM)	0-750000	615th
B	-	2nd Lt.	Gervin	Robert	R.	0-070045	615th
RO	-	1st.	Henry	Gerald	R.	35157361	615th
**TT	-	1st.	Malatyre	William	(RM)	0-009742	615th
BT	-	1st.	Glare	David	R.	13000060	615th
TG	-	1st.	White	James	R.	37130388	615th
LWG	-	1st.	Keen	Ernest	R.	35441033	615th
RWG	-	1st.	Gyuschi	John	P.	31150476	615th

*PLANE # _____

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

*PLANE # _____

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

* Enter Complete number of Aircraft
 ** Designate Engineer

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

1 December 1943

SUBJECT: Loading List.

T

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

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

*PLANE # 42-31033

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -	Capt.	Stann	Leon	(NMI)	024863	613th
CP -	2nd Lt.	Nason	Stephen	G.	0671466	"
N -	2nd Lt.	Duce	Jack	A.	0673508	"
B -	2nd 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	P.	39393215	"
LWG -	S/Sgt.	Ogborn	Donald	W.	12137704	"
RWG -	S/Sgt.	Biggs	Clarence	H.	33374505	"

*PLANE # 42-31090

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

*PLANE # 42-39840

P -	2nd Lt.	Hess	Charles	E.	0802852	613th
CP -	2nd Lt.	Mitchel	John	W.	0686264	"
N -	2nd Lt.	Bryant	Charles	W.	0750235	"
B -	2nd Lt.	Rowe	Robert	W.	0750095	"
RO -	T/Sgt.	Tatkin	Irving	(NMI)	16034422	"
**TT -	T/Sgt.	Burns	Joseph	L.	13116815	"
BT -	Cpl.	Lauer	Mark	J.	16066267	"
TG -	S/Sgt.	Miller	Ruben	R.	37545202	"
LWG -	S/Sgt.	Gibson	James	O.	37398663	"
RWG -	S/Sgt.	Nield	Raymond	C.	12141782	"

** Enter complete number of aircraft
 Designate Engineer

614th **COMBATTMENT SQUADRON (V)**
OFFICE OF THE OPERATIONS OFFICER
APO # 634

December 1 1943

SUBJECT: Loading List.

T

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

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

*PLANE # 42-31064

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -	2nd Lt.	DANES, WILLIAM R.		0802731		614th
CP -	2nd Lt.	BRATT, JOHN D.		0743784		"
N -	2nd Lt.	SCHUBERG, JOHN A.		0750222		"
B -	2nd Lt.	VAN NOY, RUSSELL M.		0679404		"
RO -	T/Sgt.	Brown, Walter L.		16025852		"
**TT -	S/Sgt.	Norell, Olla A.		36147173		"
BT -	S/Sgt.	LaFountain, Louie M		38183420		"
TG -	Sgt.	Gentry, Ray A.		34434724		"
LWG-	S/Sgt.	Kelley, Momer C.		38273969		"
RWG-	Sgt.	Wolf, William G.		37201936		"

*PLANE # 42-39846

P -	2nd Lt.	KIRKHUFF, DONALD V.		0801995		614th
CP -	2nd Lt.	SOBOLAK, BENNIE V.		0634571		"
N -	2nd Lt.	PIERCE, MYRON E.		0743399		"
B -	1st Lt.	MONTONE, LIBER J.		0732638		"
RO -	T/Sgt.	Cook, Harold		35458366		"
**TT -	S/Sgt.	Nicholas, Charles L.		13084635		"
BT -	Sgt.	Merritt, William B.		31203844-		"
TG -	S/Sgt.	Cohn, Leroy		39279686		"
LWG -	S/Sgt.	Koehler, Earl, L.		16133877		"
RWG -	S/Sgt.	Michel, Delman L.		17166768-		"

*PLANE # 42-31093

P -	2nd Lt.	KAUFMAN, RICHARD H.		0802121		614th
CP -	2nd Lt.	ROBINSON, FREDERICK B.		0634556		"
N -	2nd Lt.	BARRETT, JOHN A.		0683892		2X "
B -	2nd Lt.	FITZGERALD, ROBERT C.		0679459		"
RO -	Sgt.	Carlson, Donald H.		39329973		"
**TT -	S/Sgt.	Shaw, Howard, A.		33253277		"
BT -	S/Sgt.	Cope, Forrest R.		35690078		"
TG -	S/Sgt.	Masterman, Edward W.		39196860		"
LWG -	Nielsen, Tage R.	Sgt.		37434765-		"
RWG -	Sgt.	Bargfrede, Henry L.		37228695		"

** Enter complete number of aircraft
Designate Engineer

Solingen, Germany

House of Lange, H/c Casting works.

Mfg light metal castings, cylinder
heads, for Ju's and Me's. also
mfg. brake drums for Me. as well
as precision parts and fine instruments.
for H/c.

Lies on a wooded plateau. Has a
quite a large number of single family
houses or out-shuts. There is a central
fully built up area about $\frac{2}{3}$ square miles
in area. Total built area of approx.
3 square miles.

F L A K

F L A K

F L A K

1. TAKE EVASIVE ACTION FROM SECOND POINT BEFORE IP TO IP.
2. GO INTO TARGET ON HEADING OF _____ (250 GUNS).
TURN LEFT AT TARGET AND AT NEXT POINT MAKE A WIDE TURN TO
AVOID HEAVY DEFENSES.
3. THE ROUTE OUT IS THROUGH MEAGER FLAK AT SEVERAL AREAS BUT
IT IS A GOOD ROUTE.

Lt J Sutherland

DISTRIBUTION:
MAJ. FRY. ✓
OPERATIONS ✓
DUTY NAV. ✓
FILE.

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

1 December, 1943

WEATHER INTERROGATION SUMMARY FOR MISSION OF 1 DECEMBER, 1943.

TAKE-OFF: 0805. Nil clouds. Visibility 1-1½ miles. Surface wind estimated at 270° and 6 MPH.

ROUTE OUT: Nil becoming 3-4/10 stratocumulus at 3-4,000 ft., tops dissipating over Channel. Heavy swelling cumulus, tops 19-22,000 ft., 9/10 plus just before reaching Target. 3-4/10 altocumulus increasing to 4-6/10 over Channel, tops 8-10,000 ft. Visibility 3-4 miles to Coast increasing to 8-10 miles at Dutch Coast. Visibility above clouds unrestricted.

TARGET: 1127. 9-10/10 heavy cumulus, tops 19-22,000 ft. decreasing to 12-15,000 ft. over Target. 1-2/10 cirrus above 30,000 ft. Visibility unrestricted above clouds.

RETURN ROUTE: Same as route out except altocumulus cover increased to 8-10/10 until 50 miles off Coast, then decreased to 6-7/10 near Bases.

BASES ON RETURN: 1434-1444. 7/10 stratocumulus, bases 3,000 ft. 5-7/10 altocumulus. Visibility 1-1½ miles. Surface wind estimated at 300°, 4-5 MPH.

REMARKS: Haze layer top 1000 ft. or slightly less in morning; top 2-3000 ft. on return. Non-persistent contrails noted at 25-30,000 ft. Temperatures at 23,000 ft. over England -25°; at 24,000 ft. over Channel -32°; at 24,000 ft. over Target at -39°. No icing encountered in clear. Winds at 20,500 ft. 350° at 80-85 MPH.

Arthur B. Street

ARTHUR B. STREET
Captain, Air Corps
Group Weather Officer

OPERATIONAL ROUTE FORECAST

DATE DEC 1 1943
PERIOD _____

Hq SOS USAPP 9-43/90M/15227

	A	B	C Eng Coast To Base	D
1 WEATHER	Cloudy with Haze	Cloudy, Occ OVCT with Slight Showers	Cloudy To Overcast	
2 CLOUDS	2-4/10 cirrus at 23-25000 ft nil 3/10 str Base 2000 ft tops 4-6000 ft 2-4/10 altocumulus at 10-12000 ft.	2-4/10 cirrus becoming nil east of 3 degrees east increasing on return to 4-6/10 cirrus at 23-25000 ft 2-4/10 <i>ALto cu.</i> becoming nil east of 3 degrees east increasing on return to 4-6/10 altocumulus with base at 8000 -- tops 12000 nil - 3/10 stratocumulus (see comment 2)	6-8/10 stratocumulus with base 2000 ft -- tops 6-8 thousand ft. 4-6/10 altocumulus with base 8000 -- tops 12000 4-6/10 cirrus -- base 23000 and tops 25000 ft	INCREASING RAPIDLY TO xxx 6-8/10 cumulo nimbus and built up cumulus - base 2000 -- top 20000 ft with isolated tops to 25000 with 2-4/10 cirrus associated with cumulus and end altocumulus. Similar conditions over target and on return to English coast with cumulo nimbus and built up cumulus becoming 6-8/10 stratocumulus with base 2000 -- tops 6-8000
3 ICING	3500 feet nil	2500 ft -- heavy clear in air rime ice in middle cloud	3500 -- moderate rime in middle cloud	
4 VISIBILITY	1-2 miles	Unlimited above cloud except for contrails 4-6 miles on surface	2-4 miles	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	330 35	plus 6		
5000 FT	340 50	minus 5		
10000 FT	330 60	minus 14		
15000 FT	350 80	minus 25		
20000 FT	350 85	minus 33		
25000 FT	350 100	minus 44		
30000 FT	350 105	minus 55		

BASE ALTIMETER SETTING _____

TARGET SURFACE TEMP. _____
TEMP. AT _____ FT. _____

TARGET MEAN TEMP. _____
TARGET SURFACE (PRESSURE-ALT) _____

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

1 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 # 42-39036

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -	Lt. Col.	Rogner	Harris	E.		Gp. Hq.
CP -	Lt.	Goodman	James	F.	0-665678	612th
N -	Capt.	Egan	James	F.		Gp. Hq.
B -	Capt.	Pickoff	Julius	(NMI)		Gp. Hq.
RO -	S/Sgt.	Graham	James	J.	16099737	612th
E **TT -	S/Sgt.	DeWees	Foster	E.	35188513	"
BT -	T/Sgt.	Farmer	John	O.	6861113	"
TG -	2nd Lt.	Ramsey	Robert	J.	0-681191	"
LWG -	Sgt.	Henderson	Pete	D.	38213690	"
RWG -	Sgt.	Smith	William	D.	19122676	"
O -	Capt.	Silver	Dalwyn	E.		Gp. Hq.

*PLANE # 42-31034

P -	Capt.	McCree	Donald	G.	0-348319	612th
CP -	Lt.	Currie	Donald	A.	0-305408	"
N -	2nd Lt.	Jeffery	Morey	B.	0-685629	"
B -	2nd Lt.	Winn	Roy	R.	0-679433	"
RO -	S/Sgt.	DiPierro	Cosimo	A.	12172563	"
E **TT -	S/Sgt.	Gibson	Earl	C.	15086940	"
BT -	Sgt.	Mace	Kenneth	I.	12165700	"
TG -	Sgt.	Surprise	Walter	L. Jr.	17129684	"
LWG -	Sgt.	Seyerson	Marvel	T.	37426585	"
RWG -	Sgt.	Amber	Joe	R.	36703821	"

*PLANE # 42-31089

P -	2nd Lt.	Dailey	Scribner	C.	0-801940	612th
CP -	2nd Lt.	Stokes	Alexander	C.	0-801578	"
N -	2nd Lt.	Malone	John	L.	0-805482	"
B -	1st Lt.	Hutson	Wayman	T.	0-406409	"
RO -	S/Sgt.	Hildreth	Authur	W.	11055299	"
E **TT -	S/Sgt.	Flynn	William	B.	16046687	"
BT -	Sgt.	Bardon	William	C.	35666460	"
TG -	Sgt.	Rishel	Dale	E.	32580316	"
LWG -	Sgt.	Judd	Loyde	J.	31152069	"
RWG -	Sgt.	Hagen	Charles	T.	37315749	"

** Enter complete number of aircraft
Designate Engineer

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

*PLANE # 42-31087

P	-	2nd Lt.	Fox	Gaston	M.	0-82737	612th
CP	*	2nd Lt.	England	John	P.	0-748608	"
N	-	2nd Lt.	Santos	Elmer	B.	0-676132	"
B	-	2nd Lt.	Mendelson	Leonard	J.	0-749917	"
RO	-	/Sgt.	Brandt	Duane	G.	39193489	"
E **TT	-	S/Sgt.	Brown	Allen	D.	38294097	"
BT	-	Sgt.	Sable	Jerome	(NMI)	12158528	"
TG	-	Sgt.	Estess	Cecil	G.	34425600	"
LWG	-	Sgt.	Gallas	Joseph	(NMI)	33394658	"
RWG	-	Sgt.	Sierra	Charles	P.	12155142	"

*Plane # 42-39765

P	-	2nd Lt.	Kelly	William	J.	0-802205	612th
CP	-	2nd Lt.	Coyne	Daniel	J.	0-684694	"
N	-	2nd Lt.	Van Dyke	George	R.	0-683350	"
B	-	2nd Lt.	De Raimo	Okey	(NMI)	0-679382	"
RO	-	S/Sgt.	Van Duren	Paul	R.	12165646	"
E **TT	-	S/Sgt.	Johnson	Morris	W.	35494817	"
BT	-	Sgt.	Stengel	Percy	J.	36276698	"
TG	-	Sgt.	Garity	John	B.	16155719	"
LWG	-	Sgt.	Peacock	George	P.	6573365	"
RWG	-	Sgt.	Connor	Jay	L. Jr.	33443398	"

*PLANE # 42-39826

P	-	2nd Lt.	Smith	Stuart	E.	0-802795	612th
CP	-	2nd Lt.	Chmura	Stanislau	R.	0-684687	"
N	-	2nd Lt.	Shapiro	Aaron	(NMI)	0-128459	"
B	-	2nd Lt.	Rementeria	David	A.	0-749333	"
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.	Markle	Burton	A.	32592715	"
RWG	-	Sgt.	Farrell	James	E.	35540644	"

*PLANE #

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

* Enter Complete number of Aircraft
** Designate Engineer

Altitude Lead M/c 20000'
ASSEMBLY

A. 1st POINT - SPLASHER 16 -
AT ZERO - 0-52 MIN.

B. 2nd POINT - PETERBORG
AT ZERO - 0-42 MIN.

C. 3rd POINT - OAKHAM
AT ZERO 0-34 MIN.

(401st Approach fr
10° MAG.)

D. ROUTE OUT

1st POINT - SLEAFORD
AT ZERO 0-21 MIN.

2nd POINT - THETFORD
AT ZERO 0-7 MIN.

3rd POINT - SPLASHER 6
AT ZERO 0-3 MIN.

~~4th~~ POINT - LOMESTOFT
AT ZERO 0+6
min

HEADQUARTERS
 STATION NO. 128
 APO 634

30 November 1943

SUBJECT: S-4 Combat Mission Report on Mission 30 November 1943.

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

1. Abortives.

a. 401st Bomb Group.

Airplane No. 42-31069 returned early for the reason that oxygen line to ball turret was broken in flight and right waist oxygen pressure dropped to zero due to re-charger freezing in flight.

Airplane No. 42-31036 returned early for the reason that ship was unable to catch up with formation.

2. Other Equipment and Personnel Failures.

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

Oil Cooler (1)

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

None Reported

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

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>UNDETERMINED</u>	<u>BY</u> <u>FRIEND</u>
3	3	0	0	2	1

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

HEADQUARTERS
STATION NO. 128
APO 634

30 November 1943

SUBJECT: Mission Summary Report.

TO : Group Operations, Station 128.

1. Abortives.

a. Airplane No. 42-31069 returned early for the reason that oxygen line to ball turret was broken in flight and right waist oxygen system pressure dropped to zero due to recharger freezing in flight.

b. Airplane No. 42-31036 returned early for the reason that ship was unable to catch up with formation.

2. Battle Damage.

a. 42-39826 - Small hole in right elevator caused by spent shell casing.

b. 42-31087 - Dent in No. 3 prop approximately 1/2" deep. Hole in right side of fuselage under Navigator's window, approximately 4" X 4", cause undetermined.

c. 42-37843 - Large hole in center of plexiglas nose, cause undetermined.

<u>TOTAL A/C</u> <u>DAMAGED</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>	<u>FRIEND</u>	<u>UNDETERMINED</u>
3	0	3	1	2

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

HEADQUARTERS
STATION NO. 128
APO 634

30 November 1943

SUBJECT: Mission Report.

TO : Group S-2, Station 128.

1. The following airplanes sustained Category "A" damage during the mission of 30 November 1943.

42-31087

42-39826

42-31036

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

401ST BOMBARDMENT GROUP (H)
615TH BOMBARDMENT SQUADRON (H)

AAF Station 128,
30 November 1943.

ABORTIVE RE PORT:

SQUADRON 615TH, AIRPLANE #42-31069, PILOT S. Wysocki, CO-PILOT J. L. Beck.

PILOT'S STATEMENT:

Aborted from mission due to oxygen line being broken in flight in the ball turret and right waist oxygen system pressure dropped to zero due to re-charger freezing in flight.

SIGNATURE OF PILOT

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

No defects found in equipment. Damage due to the misuse of equipment.

ENGINEERING OFFICER

P M Newman 2nd Lt.

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

AP0 634
2 December, 1943

SUBJECT: Armament Narrative, Mission No. 2, 1 December, 1943.

TO : Commanding Officer, 401st Bomb Group (H), AP0 634,
U. S. Army.

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

a. One upper turret eccentric gear box worked loose,
causing loss of control. ✓

b. One ball turret would not engage power clutch at
altitude. ✓

c. One right waist gun was found to have a bent trigger
bar. ✓

d. Range cable on one upper turret broken during
mission. ✓

e. One tail gun had a weak firing pin spring, would
fire spasmodically. ✓

f. One top turret computing sight light bulb went out. ✓

g. One chin turret reticule sight burned out. ✓

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

HEADQUARTERS
STATION NO. 128
APO 634

5 December, 1943

SUBJECT: Supplementary S-4 Combat Mission Report on
Mission 1 December, 1943.

TO : Group Commander (Copy to Wing A-4

1. The following report covers battle damage received by
A/C 42-39765 and not previously reported for the reason that
A/C did not land at home station upon completion of mission.

<u>TOTAL NO.</u> <u>OF A/C</u>	<u>MINOR</u> <u>DAMAGE</u>	<u>FLAK &</u> <u>FIGHTER</u>
<u>1</u>	<u>1</u>	<u>1</u>

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

HEADQUARTERS
STATION NO. 128
APO 634

3 December 1943

SUBJECT: Supplementary S-4 Combat Mission Report on
Mission 1 December 1943.

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

1. The following report covers battle damage
received by A/C 42-31064 and not previously reported
for the reason that A/C did not land at home station
upon completion of mission.

<u>TOTAL NO.</u> <u>OF A/C</u>	<u>MINOR</u> <u>DAMAGE</u>	<u>FLAK &</u> <u>FIGHTER</u>
1	1	1

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

HEADQUARTERS
 STATION NO. 128
 APO 634

2 December 1943

SUBJECT: 3-4 Combat Mission Report on Mission 1 December 1943.

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

1. Abortives.

a. 401st Bomb Group.

(1) A/C No. 42-39826 returned early for the reason that No. 2 Supercharger became inoperative at altitude and ship could not keep up with formation.

(2) A/C No. 42-37843 did not complete mission and was forced down at Adelbridge. No further information available.

2. Other Equipment and Personnel Failures.

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

Rough Engine (1); Supercharger Out (1)

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

Power Clutch in Ball Turret Out (1); Eccentric Gear Box loose, Upper Turret (1); Bent Trigger Bar (1); Broken Range Cable (1); Weak Firing Pin Spring (1); Computing Sight Light Bulb Out (1); Reticle Sight burned out (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. OF A/C</u>	<u>MINOR DAMAGE</u>	<u>MAJOR DAMAGE</u>	<u>BY FLAK</u>	<u>FLAK & FIGHTER</u>	<u>FLAK, FIGHTER & FRIEND</u>
12	0	12	8	2	1
<u>FIGHTER & FRIEND</u>					
1					

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

HEADQUARTERS
STATION NO. 128
APO 634

5 December, 1943

SUBJECT: Supplementary Mission Summary Report

TO : Station No. 128, Group Operations

1. The following battle damage was sustained by A/C No. 42-39765 on the mission of 1 December, 1943, and not reported for the reason that A/C was away from home station:

Small flak hole under right horizontal stabilizer; Small flak hole under left horizontal stabilizer; Flak hole in fuselage at Station # 7; Flak hole in ring wing at Station # 20; Flak hole through rear spar in right wing at Station # 8; Flak hole in left bomb bay door; 20 mm hole in right wing, Station # 8, through front electrical wiring and into # 4 gas tank.

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

HEADQUARTERS
STATION NO. 128
APO 634

3 December 1943

SUBJECT: Supplementary Mission Summary Report.

TO : Station No. 128, Group Operations.

1. The following battle damage was sustained by A/C No. 42-31064 on the mission of 1 December 1943, and not reported for the reason that A/C was away from home station:

Small flak hole through right wing, rib truss broken; 20 MM hole through fuselage at Radio Position, circumferential stiffener severed, Longerons shattered and Radio window shattered; Co-Pilot's windshield cracked by flak; Flak hole in leading edge of right wing, near tip, de-icer boot torn; No. 4 Prop damaged by flak; 3" crack in No. 4 Oil Cooler Duct, caused by flak; Left landing light shattered by concussion; 20 MM hole through fuselage above ball turret.

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

HEADQUARTERS
STATION NO. 128
APO 634

1 December, 1943

SUBJECT: Mission Summary Report

TO : Group Operations, Station No. 128

1. Abortives.

a. Airplane No. 42-39826 returned early for the reason that No. 2 Supercharger became inoperative at altitude and ship could not keep up with formation.

b. Airplane No. 42-37843 did not complete mission and was forced down at Adelbridge. No further information available.

2. Battle Damage.

a. 42-39846 - Flak hole in ring cowl No. 2 Engine approximately $1\frac{1}{2}$ " X 1" causing nick in # 5 Rocker Box and damaging spark plug lead. Flak hole through skin of vertical stabilizer, near center, approximately 3" X 1". Small flak hole in skin of wing, inner panel top side, between # 1 and # 2 nacelles. Two small rips in skin of wing, inner panel, top side, to left of # 1 nacelle caused by flak. Left landing light lens broken by flak. Small flak hole in oil cooler duct between # 1 and # 2 nacelles.

b. 42-31098 - Small flak hole in skin of Fuselage, top side, Forward of radio hatch. Small flak hole in right side of Fuselage, at Station 3 E. # 4 propeller damaged by flak. 4" rip in leading edge of left wing, near fuselage, caused by flak. Small flak hole through right bomb bay door. Three small flak holes at bottom and on right side of ring cowl, # 2 engine. Two small flak holes in right wing, bottom side, near edge of inner panel. Small hole in skin of vertical stabilizer, near de-icer boot, caused by flak. 4" X 2" flak hole in skin of vertical stabilizer, spar broken and bulkhead ruptured.

c. 42-31036 - Small flak hole in right wing flap. 8" X $1\frac{1}{2}$ " flak hole through skin of wing, inner panel, right side, between # 1 and # 2 nacelles, corrugation ripped, hole in gas tank. Small hole in rudder, right side, near center.

SUBJECT: Mission Summary Report. (continued)

d. 42-31033 - Two small flak holes in left wing, inner panel, top side, near leading edge, 10" rwp in left wing, inner panel, near leading edge, caused by flak. Small hole in left aileron, near center, by flak. 6" tear in skin of fuselage to left of radio hatch, by flak. De-icer boot on vertical stabilizer torn, apparently by flak or spent shell casing. Large hole in plexiglas nose section caused by 20mm shell. 8" crack in skin of fuselage, to rear of ball turret, caused by 30 cal. projectile. 30 cal. hole through right horizontal stabilizer, near center. Two 8" tears in skin of left horizontal stabilizer bottom side, near leading edge, caused by 30 cal. projectile. 1" dent in # 3 propeller caused by 30 cal. 30 cal. hole in cowling # 2 engine, # 9 cylinder fins broken, small flak hole in leading edge of left wing, outer panel, damaging de-icer boot, 2" hole in left side of plexiglas dome, upper turret, caused by flak. 30 cal. hole through left horizontal stabilizer near leading edge, forward window on right side of Bombardiers compartment broken by flak, also, numerous small dents and creases in skin caused by spent shell casings.

e. 42-31090 - Numerous small flak holes in the following locations: Right horizontal stabilizer near leading edge, one stiffener broken. Tip of right wing, under side, Two in skin of right wing, under side, in outer panel. Through left wing tip, near center. In skin at Navigator's compartment on left side, above center window. In fuselage, on left side, forward of side waist position, in left wing, top side, inner panel, near center, in left wing, top side, outer panel, near center, plexiglas nose section damaged by flak. 30 cal. hole through left wing tip, 30 cal. hole in left side of fuselage, near Station No. 4.

f. 42-31077 - Small flak hole in leading edge of right wing, between # 3 and # 4 nacelles. Small hole in under side of fuselage, beneath tail gunner's compartment, caused by flak. Small hole in under side of right wing, outer panel, by flak. Small flak hole in under side of right wing, inner panel near leading edge.

g. 42-37833 - Large hole through left wing inner panel near trailing edge, caused by 75mm shell, lines and braces bent, cracked and torn inside wing. # 4 Engine damaged by flak.

SUBJECT: Mission Summary Report. (continued)

h. 42-31507 - 30 cal. hole through right elevator near center. Two 30 cal. holes through skin of left wing, outer panel, 30 cal. shell hole in left wing, underside, inner panel, near center, hole in top of fuselage back of nose section, 30 cal. small hole in leading edge of left wing, near tip, damaging de-icer boot; 30 cal. hole in fairing, left side; also several dents in skin of caused by spent shell casings.

i. 42-31193 - Small flak hole in under side of left elevator; small hole in skin of left wing, under side, by flak; Flak hole through # 2 nacelle, damaging structure; small flak hole in top side of right wing, near tip; small flak hole in top of # 1 ring cowl; small hole in top side of left wing, outer panel, near trailing edge, by flak; small flak hole in top of fuselage, above tail gunner's compartment.

j. 42-31089 - Flak out right wing behind # 4 engine, approximately 2" long. 30 cal. hole in right flap damaging stiffener in wing. Flak hole in center of plexiglas nose, approximately 1 1/2" long. Flak hole, left wing, left of # 1 booster pump. Flak hole, 2' left of # 1 engine. Flak hole, # 4 ring cowl, lower left side. Flak hole, left wing, 1' in from outboard edge of flap. Flap rod broken. Flak hole in left aileron, approximately 6" tear damaging rib. Flak hole in nacelle, back of leading edge of wing. Flak hole in strip along # 1 nacelle, approximately 2" long. Flak hole in # 3 oil cooler inspection plate, right top corner. Flak hole in accessory cowl, lower left. Flak hole, front tip of vertical stabilizer.

k. 42-31087 - Flak hole, center of # 3 nacelle ring cowl. Flak hole, right horizontal stabilizer, 1' out from fuselage. Flak hole in left horizontal stabilizer, 2' out from fuselage. Flak hole in # 4 nacelle, behind oil tank filler cap. Flak hole, right side of top turret.

l. 42-31034 - Flak hole, center of plexiglas nose. Flak hole, # 4 engine ring cowl, lower left. Flak hole, right horizontal stabilizer, 3' out from fuselage. Flak hole left elevator, 4' out from fuselage, approximately 1" long. Flak hole, left wing, 3' outboard of # 4 engine and in center of wing. Dent in left wing, 1' outboard of # 4 engine, leading edge of wing. Dent in fairing, jointing right wing and fuselage, top, behind batteries. Flak hole, in loop antenna, left front and rear.

SUBJECT: Mission Summary Report. (continued)

<u>TOTAL A/C DAMAGED</u>	<u>MAJOR DAMAGED</u>	<u>MINOR DAMAGED</u>	<u>FLAK & FRIEND</u>
12	0	12	0
<u>BY FLAK</u>	<u>FLAK & FIGHTER</u>	<u>FLAK, FIGHTER & FRIEND</u>	<u>FIGHTER & FRIEND</u>
8	2	1	1

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

612th Sq.

Battle Damage Report.
Airplane #42-31089

12-1-43

1. Flak Cut Right Wing Behind #4 Eng. — 2" long.
2. 30 cal. Hole in Right Flap. Went in Bottom, out Top. Damaged stiffener in wing.
3. Flak Hole, center of Plexi Glass Nose. 1 1/2" long.
4. Flak Hole, left wing, left of #1 Booster Pump. 1 1/2" long.
5. Flak Hole, 2 ft. left of #1 Engine. 3" Long. ✓
6. Flak Hole, #4 Ring Cowling. 7 o'clock. 1/4" Long.
7. Flak Hole, Left wing. 1 ft. in from outboard Edge of Flap. Through Top of wing, out Bottom of Flap. 8" Hole in Top. 4" Hole in Flap. Flap Rod Broken. ✓
8. Flak Hole in Left Aileron. Went in Bottom & Out top. 6" Tegr Damaged Rib. ✓
9. Flak Hole in #1 Nacelle. Just Back of Leading Edge of wing, at 10 o'clock. 1 1/2" long.
10. Flak Hole in Strip. Along #1 Nacelle. R.H. 2" Long.
11. Flak Hole in #3 oil Cooler Insp. Plate. Right Top. Corner 2" long.
12. Flak Hole in Accessory Cowling at 4 o'clock. 1 1/2" long.
13. Flak Hole, Front. Tip of Vertical Stabilizer. 1/3" long.

612th Sp.

Battle Damage Report
Airplane # 42-31087

12-1-43

1. Flak Hole, #3 Nacelle Ring Cowling. 9 o'clock. $\frac{1}{4}$ " Long.
2. Flak Hole, Right Horizontal Stabilizer. 1 ft. out From Fuselage. 1" Long.
3. Flak Hole, Left Horizontal Stabilizer. 2 ft. out from Fuselage. $\frac{1}{2}$ " Long.
4. Flak Hole #4 Nacelle, Just Behind oil Tank Filler Cap. 1" Long.
5. Flak Hole, Top Turret. Right side, Rear. 6" Long.

612TH SQ.

Bottle Damage Report
Airplane #42-3103

12-1-43

1. Flak Hole, Center of Plexi-Glass Nose. 5" Long.
2. Flak Hole, #4 Engine Ring Cowling, 6 o'clock. 2" Long.
3. Flak Hole, Right Horizontal Stabilizer. 3 ft. out from Fuselage. Went in Bottom. 3" Long. Went out Top. 4" Long.
4. Flak Hole, Left Elevator. 4 ft. out From Fuselage. Went in Top. 1" Long. Out Bottom 1" Long.
5. Flak Hole, Left Wing. 3 ft outboard of #4 Eng. and in center of wing.
6. Dent in Left wing. 1 ft. outboard of #4 Engine. Leading Edge of wing.
7. Dent in Fairing, joining Right Wing & Fuselage. Top, just Behind Batteries. (Looks Like Flak Glanced off)
8. Flak Holes in Loop Antenna, Left Front & Rear. 1" Long

42-39765

Flak Hole under RT. Horiz. stab. Flak
Hole under left Horiz. stab. Flak Hole
in fuselage at station #7. Flak Hole
in Ring wing sta #20. Flak Hole in
Right wing, sta #8 Through Rear Spar.
Flak Hole in Left Bombay Door.
20 mm. Hole in RT. wing at sta. #8
Through Front Spar, Electrical wiring
and into #4 Gas Tank.

Ship landed at Strange Field due
to lack of Gasoline.

Herbert O. Kimmel *as is*
Herbert O. Kimmel
1st Lt. A.C.
Engineering Officer