

REPORT OF OPERATIONAL  
DAY

MISSION No. **6**

Date: **20 DEC. 43**

TO: **BREMEN , GER.**

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

AAF Station 128  
20 December 1943

SUBJECT: Group Leader's Narrative, Attack on Bremen, Germany, 20 December 43.

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

1. The 401st Group as lead group in 94th Wing, took off on schedule with 19 group aircraft, plus 2 PFF ships and 2 spares. Formations of squadrons were made in good order and group proceeded along Wing assembly line. However, Wing assembly was not accomplished as scheduled. As far as could be determined by the Wing Leader there was no apparant reason for missing connections. The 401st did not pass directly over Point "S", but "Ragwood Blue" recognized it. Wing Leader then concentrated on making control points good. On reaching Point "Z" Division called, stated that they were five minutes late. Group was on time. Other groups in wing were then called by Wing Leader and were told 401st was proceeding on course. In order to get into proper position, formation made a 360° turn approximately 35 miles from coast and fell into second place behind Division Lead. "Ragwood Blue" was verified to be with Wing Leader, but it wasn't until Wing returned that "Ragwood Red" was also found to have been in formation also. It seemed that another group had been on the wing.

2. The target was bombed visually with good results.

3. There were no casualties and all ships that went over the target returned to home base.

4. Friendly fighter cover excellent; some dogfights were seen as FW's 109's and JU 88's closed in on some formations. Flak was fairly heavy and about 75% of the aircraft had at least minor damage.

5. Recommend that identification flare procedure be reviewed, as one of the reasons for missing Wing assembly was due to the fact that one group used the improper flares. The ones they used indicated that they instead of the Wing Leader were lead.

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



HEADQUARTERS  
401ST BOMBARDMENT GROUP  
Office of the Group Operations Officer

20 December 1943

SUBJECT: Report of Operations Officer - Mission #6, 20 December 1943.

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

1. General Narrative. The 401st Group formation took off at 0825 - 0847 hours. By 0940 the Group formation had assembled over base at 15,000' as scheduled. The 401st was lead group in the 94th Wing formation, having two PFF aircraft in the formation. It arrived at Splasher 16 to assemble with other groups in Wing. However, no junction was made as no definite contact could be made. Progressing along the wing assembly line no wing assembly was accomplished. Course was then set for Cromer for Division assembly; group arrived on time at 1036.

As Cromer was approached Division notified Group Leader that they were five minutes late. Hence, Lead Group with other groups in Wing somewhere behind, made a 360° turn to left in order to fall in proper place when Division pulled up. The climb to bombing altitude was begun at 1008, altitude was reached at 1109. Other groups fell into Wing formation when passing enemy coast at 1124 and coming out of the clouds. It was not known definitely that one of the groups belonged to the 94th Wing until return.

The route from the enemy coast to IP was as scheduled. There was some haze and smoke over target, about 2/10 visibility. Bombing was accomplished on PFF, with help of bombsight. Bombs away at 1203. The 94th Wing was the second outfit over the target. Going away from the target the coast was passed at 1234, final turn for England being made at 1257. The group reached home base at 1529 and landed at 1532-1547.

2. Aircraft Not attacking. Twenty-four (24) aircraft, including two spares and a weather ship left base. Weather ship A/C No. 42-31077 returned at 1105. A/C No. 42-39847 left formation before reaching English coast. Also A/C No. 42-31036 returned early. Both were scheduled as spares, hence neither one was an abortive.

Abortives were as follows: A/C No. 42-31202 was five minutes from the enemy coast when fire broke out on No. 2 Engine. By time fire was out it was impossible to rejoin formation. -- A/C No. 42-39873 was just over the enemy coast when its No. 2 prop ran away and couldn't be feathered. -- A/C No. 42-31091 returned early from the enemy coast when its No. 1 supercharger lagged at altitude as oil pressure dropped. -- A/C No. 42-31087 was over the channel when its No. 1 prop ran away and couldn't be feathered.

A detailed description of reasons for failure to attack is given in a separate report on Aircraft Not Attacking directed to VIII Bomber Command.



With the four aircraft aborting of the twenty-one leaving the English Coast, sixteen bombed with the group, one A/C 42-39835 bombed with the 91st Group. One aircraft did not bomb due to bomb-bay doors freezing over target.

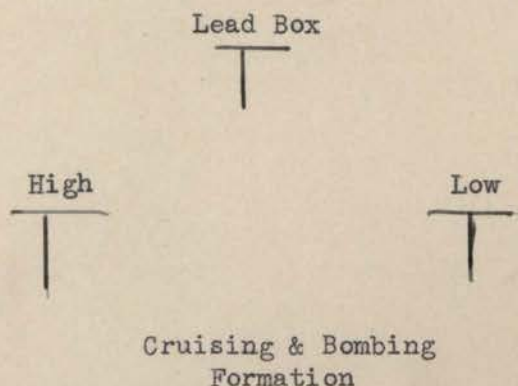
3. Lost Aircraft. No aircraft were lost. All ships landed at home base, with exception of PFF ships which returned to their proper station.

Statistical Summary

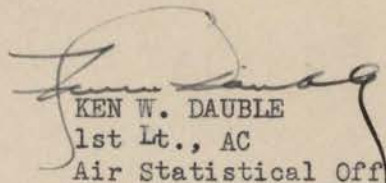
Number of A/C Taking Off	24
Unused Spares	2 (plus weather ship)
A/C Taking Off Less Unused Spares	21
Number of A/C Leaving England	21
Number of Sorties	17
Number of A/C Attacking	16
Number of A/C Not Attacking	5

Number of A/C Lost: None

Diagram of Wing Formation



For the Operations Officer:

  
KEN W. DAUBLE  
1st Lt., AC  
Air Statistical Officer



GROUP FORMATION

Combat Flight Leader: LT. COL. ROGNER "FOR" DEC 20, 1943.  
 (Date)

Deputy Flight Leader: CAPT. WHITE

Group Call Sign: \_\_\_\_\_ Fighter Call Sign \_\_\_\_\_

Ground Control: \_\_\_\_\_

*Formation  
 AT TAKE-OFF*

615 SQDN

LEWIS (COL. ROGNER)

Call	A/C#
D	PFF # 486

GRINHAM

Call	A/C#
D	1068

WHITE (RUMSEY)

Call	A/C#
S	357

DEMPSEY (started)

Call	A/C#
O	1091

WYSOCKI

Call	A/C#
K	1069

KAMINSKI (started)

Call	A/C#
Q	9873

612 SQDN

McCREE

Call	A/C#
H	9826

613 SQDN

RIEGLER

Call	A/C#
C	1081

KELLY

Call	A/C#
G	1034

FOX (started)

Call	A/C#
K	1087

PIPER

Call	A/C#
L	1090

SHOT TS

Call	A/C#
B	1033

GARLAND

Call	A/C#
M	9846

FOWLER

Call	A/C#
O	3507

SMITH

Call	A/C#
J	7835

SELLERS

Call	A/C#
L	9837

KEITH (started)

Call	A/C#
D	1202

LAWRY

Call	A/C#
H	1064

STIMSON

Call	A/C#
A	7770

SPARES

CHAPMAN (face)

Call	A/C#
G	9847

CAMMACK

Call	A/C#
F	9881

FOSTER (KIRKHUFF)

Call	A/C#
J	9820

HOLLAND (face)

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

Call	A/C#
X	1036

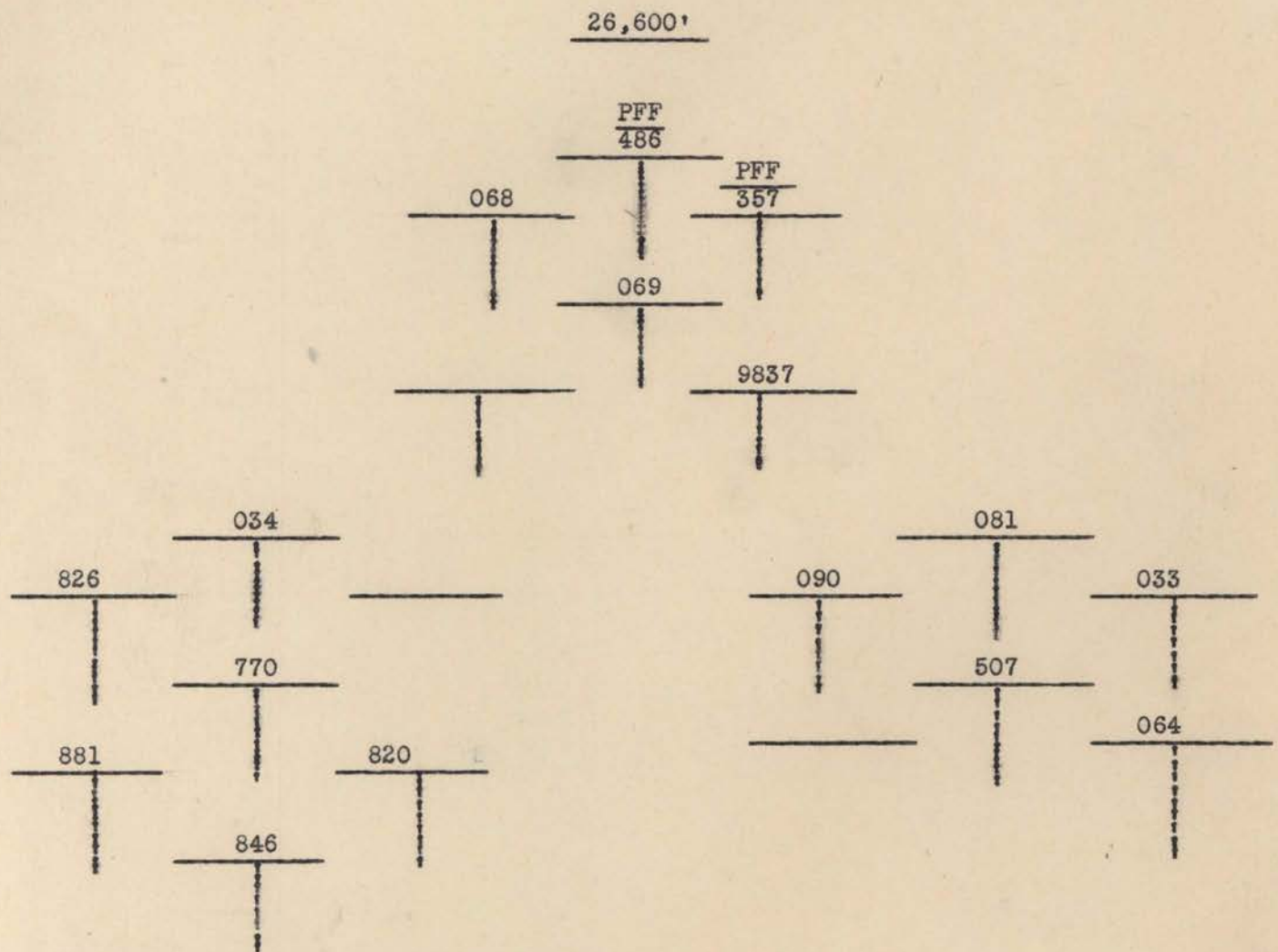
Weather Ship #077 (615)sw)) Maj. SEAWELL.

*Setting up  
 low squadron.  
 in one up & down.*



GROUP FORMATION OVER TARGET

E- -6  
20 December 1943



835 (Flew with 91st Group).



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

AP0 634

SUBJECT: Lead Navigator's Narrative of Mission Flown 20 December 1943

TO : Commanding Officer, 401st Bombardment Group (H),  
AP0 634

1. Flight Plan and log attached.

2. Track Chart attached.

3. Narrative.

a. T/O at 0825 hours.

b. Group formed at 0940 hours at 15,000 feet.

c. Formed CBW at \_\_\_\_\_ hours at \_\_\_\_\_ feet.

d. Began climb at 1008 hours.

e. Reached altitude at 1109 hours.

f. Weather encountered over England:

(1) Clouds 2 /10ths

(2) Visability 10 miles.

(3) Wind at altitude 275 degrees, 65 knots per hour.

g. Means of navigation over England.

**GEE and Pilotage**

h. Means of checking Metro Winds

**Gee**

**Pilotage**

**Drift on two Headings**

i. Joined task force at 1045 hours at Cromer (city, splasher, Coordinates)

j. Departed English Coast at 1047 hours.

Arrived at Enemy Coast at 1124 hours



# FLIGHT PLAN

PILOT LT. COL. H.E. BOGNER

NAVIGATOR CAPT. J. F. EGAN

DATE 20 DECEMBER 1943

STATIONS 0700	ENGINES 0800	TAXI 0810	T.O. 0825
LEAVE BASE: 0944			
COAST OUT: 1036			
ENEMY COAST: T. Island 1105			
I.P.: 1130			
TARGET: Bremen 1137			
ENEMY COAST: 1155			
Coast In 1408			

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

WATCH FAST SLOW RATE SEC'S GAINING PER HOUR LOSING

FROM TO	W/V USED	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRI-FT.	TRUE HDNC.	VAR	MAG. HDNC.	C/S	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI.		
Base (s)	270	15,000	150	162	128	11	139	10	149	200	18	5	0944			
Splasher #16	52		130										0949			
"			150	162	307	-11	296		306	116	18	9	0958			
Deenethorpe (X)																
52 30N 00 30W	270	15,000	150	164	325	-15	310	10W	320	129	18	11 1/2	1007			
Melton Mowbray (C)	52	17,000	131									7 1/2				
"	270	17,000	150	171	50	-22	28		38	168	23	8	1015			
Sleaford	65	19,000														
53 00N 00 25W	270			174	117	-6	111		121	234	33 1/2	12 1/2	1026			
Kings Lynn (E)	65											8 1/2				
52 45N 00 25E	270	21,000		180	72	-18	54	10	64	204	35	10	1036			
Cromer (Z)	75															
52 55N 01 19E	265	27,000	150	189	85	0	85	9	94	260	127	29	1105	Fighters		
53 07N 04 50E	70															
"	260	27,000		202	92	5	97	9	106	280	36	8	1113	2 Gps 47's		
53 05N 05 50E	78															
"				202	97 1/2	6 1/2	104	8	112	278	40	9	1122	2 Gps 47's		
53 00N 06 56E																
"				202	92 1/2	5	97 1/2	7	104 1/2	280	39	8 1/2	1130 1/2	1 Gp P-38's		
52 58N 08 00E IP																
"				202	78 1/2	1/2	78	6	84	284	31	6 1/2	1137			
Target																
53 04N 08 50E				202	0	-24	336	6	242	200	16	4 1/2	1141 1/2			
53 20N 08 50E																
"				202	270	-4	266	6	272	126	30	14	1155 1/2			
53 20N 08 00E																
"		27,000		202	298 1/2	-14	284 1/2	7	291 1/2	136	41 1/2	18	1213 1/2			
53 40N 07 00E																
"	270	15,000	150	180	301	-10	291	7	298	124	62	30	1243 1/2			
54 12N 05 30E	65		134													
"	270	15,000	155	154	243	7	250	9	259	118	167 1/2	0134	1408 1/2			
Cromer	39	5,000														
52 55N 01 19E	280	5,000	150	140	237	8	245	10	255	118	67	0034	1442 1/2			
Splasher #16	30		131													
"	280			140	307	-6	301	10	311	114	18	9 1/2	1452			
Base																
LAST POSSIBLE TAKE-OFF TIME 1019																

TIME	COURSE	W/V USED &/OR D.R. DRIFT	TRUE HDNC	MAG. HDNC	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. MPH /K	HEIGHT & TEMP.	T.A.S.	D.R. C.S.	DIS. TO RUN	TIME	E.T.A.
0830		-14	287	297	Climb 2 minutes then turn to 360		155	2000					
0832	006	-16	350	360			155	3300					
0835			348					4600					
0840	164	16	180	190	180° turn to left (SoP)		155	6500					
0845			180	190	Over Field		155	9600					
0853			170	180	Going on south of Field Climbing		155	12000					
0859			350	360	Turn back to Field to Rendezvous		160	15000					
0905		270 52K	280	280	Over Alconbury		160	-20 15,000	174	124			
0939			340	350	#090 Pulled out of Formation over Base		160	16,000	174				
0944			148	158	On course to Point S.		158	15,000	174				
0949			10	20	3 miles right of Point S 2 Groups circling Point "S" on arrival								
0950			342	352	Leave Point "S" one minute late								
0958			340	350	Gee 0959 12.12 43.55		155	15,300					
1002			339	349	Over point "X" four minutes late		155	16000					
1010			341	351	Point "C" 3 minutes late Gee 1009 10.31 44.62		150	17500					



TIME	COR. RSE.	W/V USED &/OR D.R. DRIF.	TRUE HDNC	MAG HDNC	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. M.P.H. /K	HEIGHT & A. TEMP.	T.A.S.	D.R. G.S.	DIS. TO RUN	TIME	E.T.A.
1014			15	25		Gee 1016 6.42 44.3	155	18,300					
1018			93	103	Point "D" Three minutes late		155	19,000					
1026			93	103	10 mile left Point "E" one minute late		155	21,000					
1035 $\frac{1}{2}$			48	58	Point "Z" $\frac{1}{2}$ min early	Gee 1036 5.38 41.36	150	21,400	(One Wing Ahead)				
1037			64	74	Making 360 turn (Wing not yet formed)								
1042			255	265	<del>English coast at Cromer</del>	Gee 1040 4.75 41.54	157	21,300					
1045			200	210	English coast at Cromer		157	21,300					
1048			76	86	2 groups at 9 o'clock		162	21,400					
1050			160	170	In clouds 5-6/10 Leave coast again	Gee 1100 5.78 39.9							
1102			44	54			150	24,600					
1107			64	74		Gee 1106 5.8 39.89							
1112	000	-10	6	15	52 56N 04 00E (1113)		150	-47 26,000	194	240			
1120		275 65K	342	350	Wind by GEE	Gee 1115 4.95 39.86		27,000					
1123			60	70	Completed 360 turn	Gee 1122 4.61 39.99	150	28,000					
1125					53 86N 04 45E (Pilotage)	Gee 1127 4.7 39.79	156	27,400					
1130			80	80	53 06N 05 22E (Pilotage)				Clear Below				
1132					P-47's above								
1143			80	90	53 02N 06 40E		155	27,500					
1151					52 58N 07 36E (Pilotage)								
1156				90	IP		150	27,500					
1156 $\frac{1}{2}$				38	Bomb bay doors open								
1203			38	48	Bombs away	Heavy Flak Smoke Screen Visible	150	27,500					
1207				32	One Fighter down								
1209				325	Gradual left turn		145	26,600					
1216				300	Cross Weser River (twelve miles south of Wesermunde)								
1218				288	Flak low at 2 o'clock								
1219					Wilhelmshaven 12 miles right (Smoke screen								
1221				310	Fortress low toward Emden		155	25,000					
1230				325	B-17 down in flames (two chutes visible) Over Aurich			Emden visible thru Smoke (15mi. Left					
1236					Cross out at Norden			24,000					
1239					Flak at 3 o'clock								
1245			312	320	6-8/10 Cum. 14,000 tops		160	18,000					
1248				318				17,400					
1250			275	284									
1258			271	280	D/R 54 00N 05 55E	2/10 Cu.	165	15,000	Oxy down to 98%				
1310			265		3/10 Si 20,000			13000					
1320			234		IFF ON		155	5,000					1434
1347			226		D/R 52 50N 04 05E		152						
		285 30K			Drift on two headings								
1348			276	285									
1400	279	-2	281	290	D/R 52 58N 03 24E	GEE 1410 5.28 40.15	160	5,000					



## PILOT \_\_\_\_\_ NAVIGATOR \_\_\_\_\_ DATE \_\_\_\_\_

STATIONS	ENGINES	TAXI	T. O.
----------	---------	------	-------

LEAVE BASE:

**COAST OUT:**

ENEMY COAST:

I. R.:

**TARGET:**

**ENEMY COAST:**

**SUN**

MOON

TWILIGHT

## RISES

## SETS

## RISES

## SETS

A. M.

P. M.

**FAST**

**SLOW**

**RATE.**

SEC'S GAINING PER

HOUR \_\_\_\_ LOSING

[illegible]



TARGET

Primary

Secondary

Last Resort

Date

# TRACK CHART

BLUE

RED

Route followed by

FLIGHT

401ST BOMB

55°

54°

52°

51°

50°

49°

0°

1°

PARIS

3°

4°

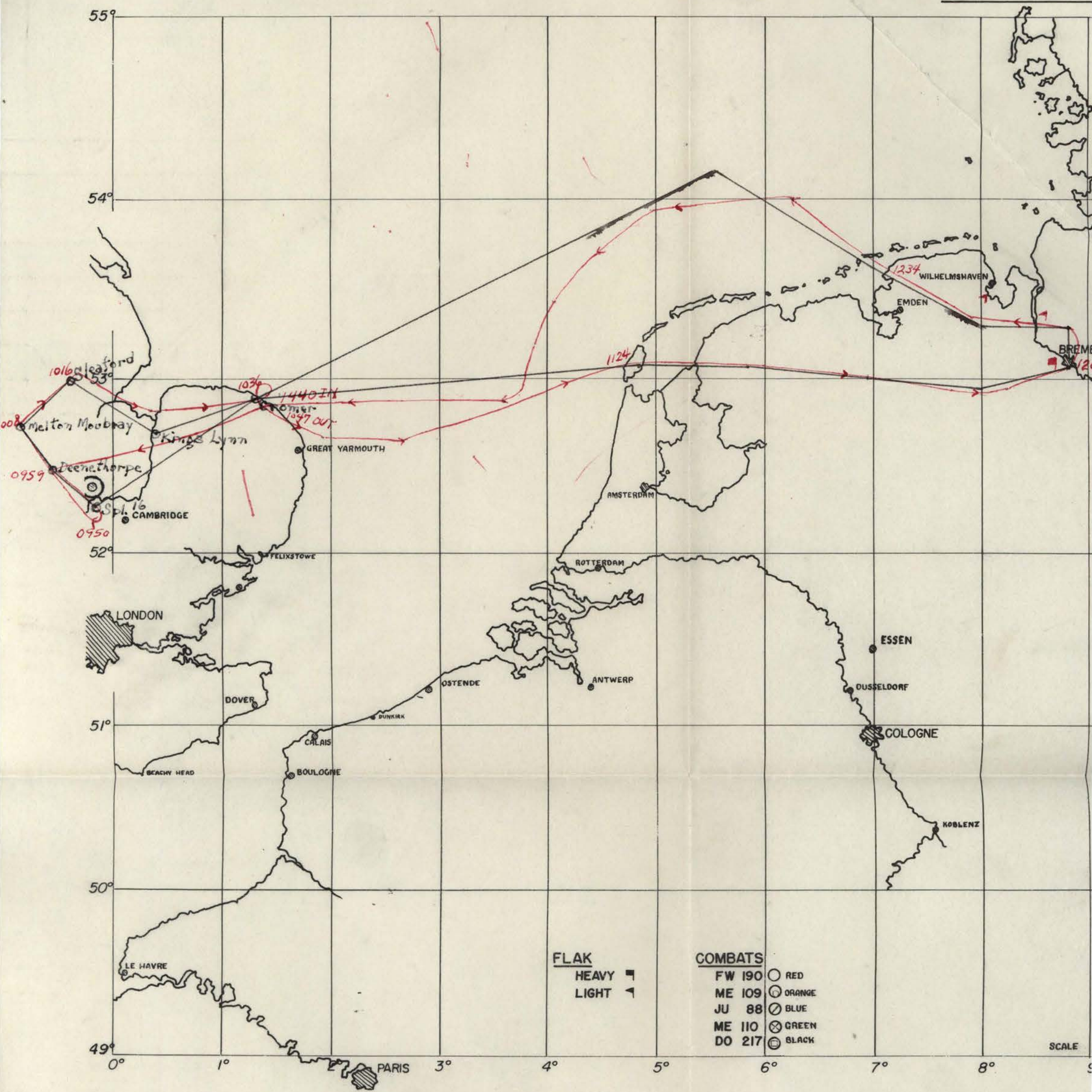
5°

6°

7°

8°

SCALE



## FLAK

HEAVY  
LIGHT

## COMBATS

FW 190  
ME 109  
JU 88  
ME 110  
DO 217

RED  
ORANGE  
BLUE  
GREEN  
BLACK



# TRACK CHART

Date \_\_\_\_\_

BLUE

Route followed by

FLIGHT PLAN

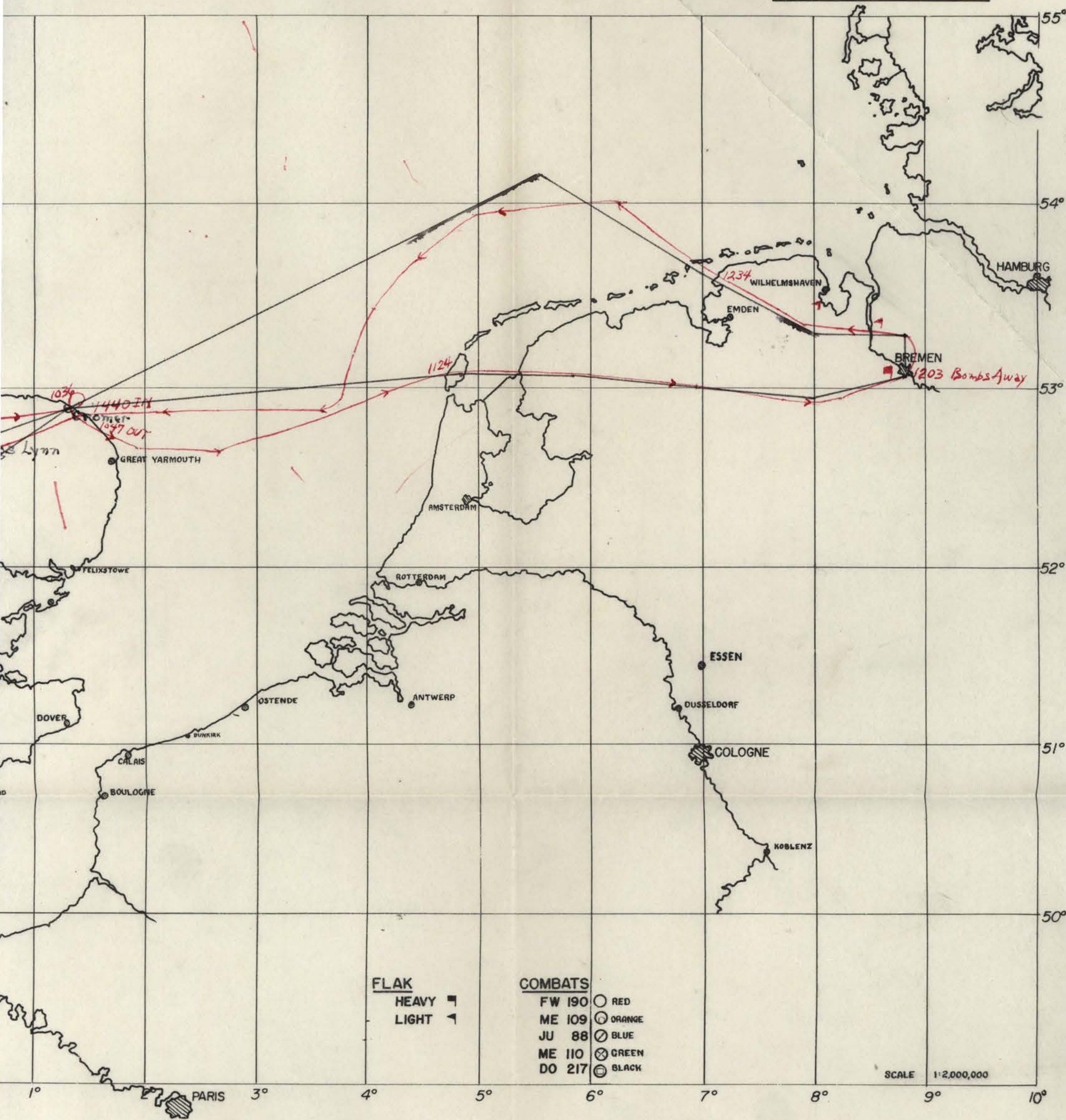
RED

401ST BOMB GP

Primary \_\_\_\_\_

Secondary \_\_\_\_\_

1st Resort \_\_\_\_\_





k. Fighter Rendezvous:

- (1) Going in: 1120 hours.
- (2) Coming Back: 1130 hours.

l. Wind used for bombing:

- (1) 275 degrees.
- (2) 65 knots per hour.
- (3) How Determined:

**Gee and Pilotage**m. Description of Bomb Run and Method of target Identification:

- (1) Reached IP at 1155 hours.
- (2) Mag heading over target 65 degrees.
- (3) Altitude over target 27,500 feet.
- (4) Time bombs away 1203 hours.
- (5) Method of target Identification and weather over target:

**Weather fair.****Smoke pots and Haze**n. Difficulties encountered with Radio, compass, and special equipment:**Radio Compass out, Gee operation difficult. Plenty of gross**o. Gee:

- (1) Coordinates of furthest fix 53 07N  
05 00E.
- (2) Time 1127 hours.

p. Comments:**NONE**

*James F. Egan*  
SIGNATURE (RRR)  
JAMES F. EGAN  
Captain, Air Corps  
Lead Navigator

HEADQUARTERS  
AAF STATION 128  
APO 634 U. S. ARMY

20 December 1943

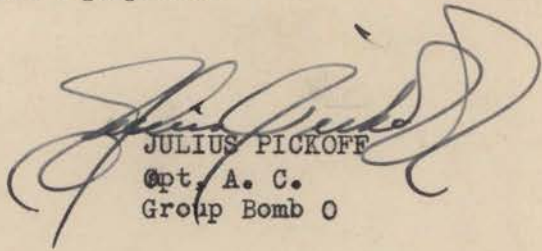
SUBJECT: Lead Bombardier's Narrative, Mission No. 6, Bremen, Germany

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

1. The following paragraphs contain the Lead Bombardier's Narrative as per conversation of the undersigned with the 482nd Group Bombing Officer.

2. Approaching the target from the IP, the objective appeared hazy but could be seen well enough to begin sighting for deflection. The PFF operator was following through with the equipment. As the target came closer in to view, the hazy appearance and smoke pots became more apparent. It was then necessary for the PFF operator to take over.

3. Bombs were released on signal from PFF equipment.

  
JULIUS PICKOFF  
Capt. A. C.  
Group Bomb O



HEADQUARTERS  
 AAF STATION 128  
 APO 634 U. S. ARMY

20 December 1943

SUBJECT: Group Bombardier's Narrative, Mission No. 6, Bremen, Germany

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

1. Twenty-one (21) A/C departed from English coast en route to Bremen. One of these had attached itself to the 91st Group, and two were PFF ships carrying 6 bombs each. All 401st Group planes were loaded with 12 M-43, 500 pound, GP bombs. Four ships aborted, two of them using emergency salvo for entire load over the channel, one salvoing 6 and returning 6, and the other returning with the full load. Bomb expenditure was as follows:

Dropped in train over target	78
Salvoed over target	102
Emergency salvoed	30
Returned	30
Total (load of departing A/C	240

Ship 42-3507 returned all of its bombs due to rack failure. Toggle switch, salvo lever, and pilot's emergency release all failed to function. Cause of failure not yet determined, but racks are being checked by Armament. All or part of the electrical releases failed to function on ten airplanes, necessitating the use of the salvo lever.

2. Bombardiers reported seeing large eruptions of smoke resulting from their bomb hits between the airfield and the river, with a few falling beyond the river. Photographs bear witness to these observations. PFF crew reported that the bombsight and C-1 were used to align course and kill the drift. Due to the obscurity of target by smoke and haze, the Lead Bombardier requested the PFF navigator to take over, and the release was made using PFF equipment.

*Julius Pickoff*  
 JULIUS PICKOFF  
 Captain, Air Corps  
 Group Bombing Officer



Target: BREMEN, GERMANY \*Elevation: SEA LEVEL Take-Off: 0825  
Date: 20 December 1943 Escort: P-47

Description and Remarks:

IND. 26,000	25,090	126.7	61	-42
27,000	26,051	124.1	61	-44
28,000	27,010	121.7	62	-46

\*Pressure Altitude of Target 90 Type & Size of Bombs 500# M-43 GP  
\*Altimeter Setting Here 30.00 Tgt. 29.83 \*\*No. of Bombs Loaded 12 \*Fuzing: Nose 1/10 Tail 1/40  
\*Ind. Altitude \*\*Initial Point \*Ordered Actual  
\*True Altitude Above Target 26,051 xLength of Run xTime of Run  
xAir Speed (MPH) CIAS 150 TAS 230 \*Mag. Head. Ordered 84 xMag. Head. Actual 65  
\*Ground Speed \*Est 326 \*\*Actual xTime of Release 1203 \*\*No. of Bombs Released 6  
Drift \*Forecast 2L xActual 6R \*\*Type of Train Salvo Individual Jett. Release: Toggle Ret.  
\*Actual Range 18,901 xPoint of Impact (If Seen)  
xTan. Drop. Angle \*Est. xActual .72 \*\*Airplane Type B-17G No.  
x Disc Speed 124.1 x Trail 61 \*\*Pilot LT. COL. H. E. ROGNER

\*\*Actual Time Of Fall \*\*B.S. Type and No. \*\*Navigator CAPT. J. E. EGAN

Neight	Wind Direction		Wind Velocity		Temp Forecast	Temp Actual	Remarks:
	*Est.	xActual	*Est.	xActual			
1000							
2000							
3000							
4000							
5000							
6000							
7000							
8000							
9000							
10000							
11000							
12000							
13000							
14000							
15000							
16000							
17000							
18000							
19000							
20000							
21000							
22000							
23000							
24000							
25000							
26000							
27000							
28000							
29000							
30000							

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



COMBAT BOMBING FLIGHT RECORD<sup>1</sup>

BOMBARDIER <sup>2</sup>	PFF	DATE	20 December 1943						
PILOT <sup>2</sup>	LT. COL. H. E. ROGNER	TAKE OFF	0825						
NAVIGATOR <sup>2</sup>	CAPT. J. F. EGAN	LANDED	1540						
ORGANIZATION	401st Bomb GP	AIRPLANE	846						
	Squadron	Group							
OBJECTIVE <sup>3</sup>	BREMEN, GERMANY								
STARTING POINT (MPI)	53° 04' N	08° 50' E							
INITIAL POINT	52° 58' N	08° 00' E							
METHOD OF ATTACK <sup>4</sup>	<table border="0"> <tr> <td>Individual</td> <td>Flight</td> <td>Squadron</td> <td>Group</td> <td>X</td> <td>Wing</td> </tr> </table>			Individual	Flight	Squadron	Group	X	Wing
Individual	Flight	Squadron	Group	X	Wing				
NUMBER OF ATTACKING A/C IN GROUP	16	COMPOSITE GROUP							
NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:									
COLLECTION AND RANGE SIGHTING, GROUP	PFF	COMPOSITE GROUP							
RANGE SIGHTING ONLY, GROUP	PFF	COMPOSITE GROUP							
BOMB TYPES AND SIZES	500# M-43 GP								
NUMBER OF BOMBS LOADED	12	RELEASED	12						
FEELING, NOSE	1/10	TAIL	1/40						
SYNCHRONIZATION <sup>5</sup>	<table border="0"> <tr> <td>On</td> <td>Fast</td> <td>Slow</td> </tr> </table>			On	Fast	Slow			
On	Fast	Slow							
INFORMATION AT RELEASE POINT <sup>6</sup>	PFF								
Altitude of target	Sea Level	MAG. HEAD, Order 84	Actual 65						
True Altitude above target	26,051	True Heading	70						
True Altitude	27,500	Drift, Est.	21 Actual 6R						
Pressure altitude of target	-100	True Track	70						
Altimeter setting	30.0	Actual Range	17,000						
B.A.S.	150	B.S. Type	PFF and M-9						
B.S.	230	Time of release	1203						
B.S., Est.	326 Actual 310	Length of Bombing Run	PFF						
Wind Direction, Metro	270 Actual 270	Intervalometer setting	MIN.						
Wind Velocity, Metro	75 Actual 70	C-1 Pilot	YES						
B.S.	124 Trail 61 ATF 42.6	A-5 Pilot							
Alt. D.A. Est.	.72 Actual	Manual PILOT							



PLAN TEMP. \_\_\_\_\_ ACTUAL \_\_\_\_\_

WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
3000						
6000						
10000						
15000						
20000						
22000						
24000						
26000	270	270	75	70	-46	-47
28000						
30000						

METHODS OF BOMBING<sup>10</sup>

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T T		T
T		T T
T T		

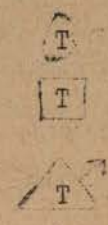
COMPOSITE GROUPS<sup>11</sup>

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Bombardier making complete sighting operation - - -

Bombardier making range operation only - - -

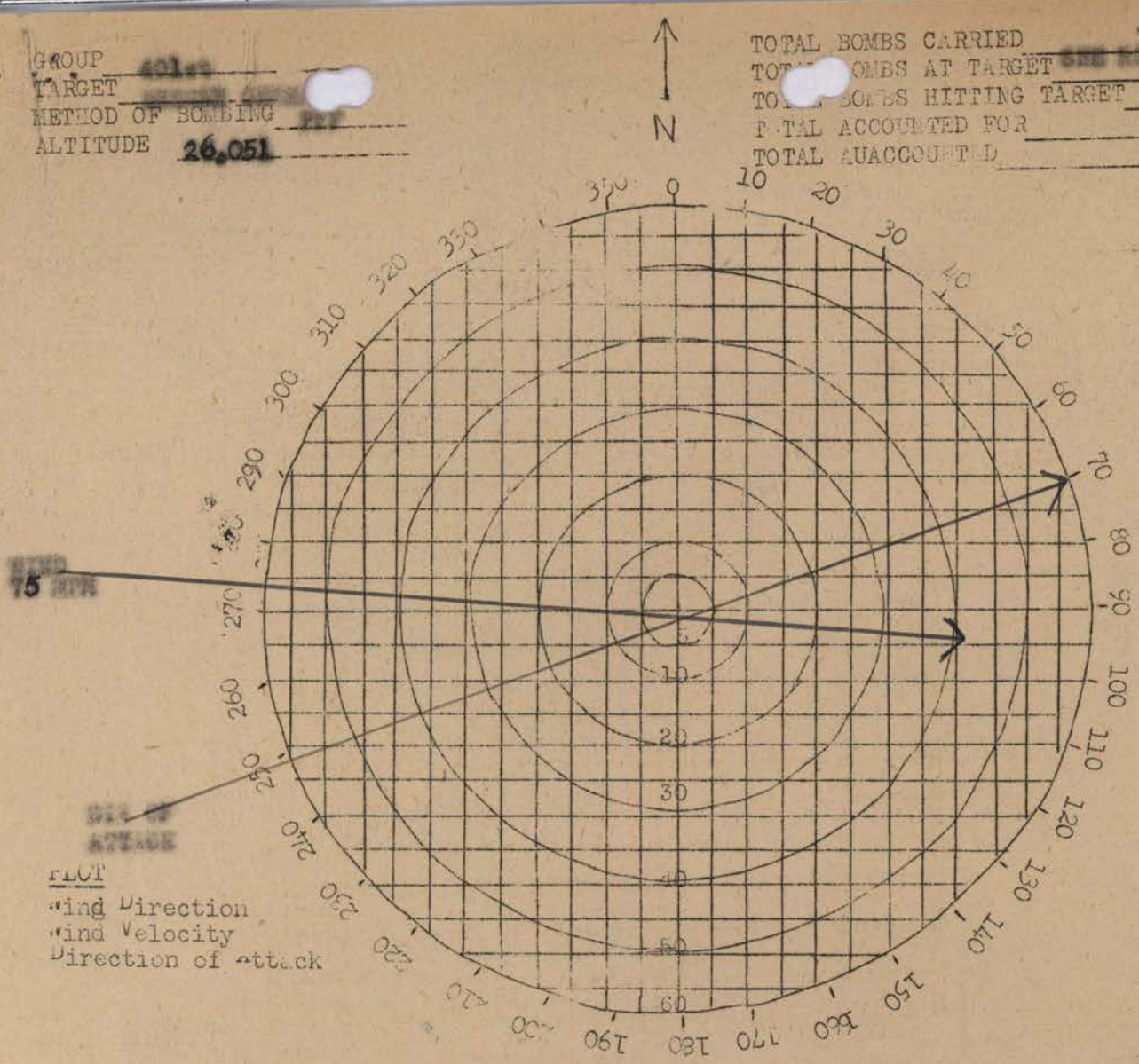
Bombardier dropping on leader, with arrow indicating leader's position - - -





GROUP 401st  
 TARGET                       
 METHOD OF BOMBING                       
 ALTITUDE 26,051

TOTAL BOMBS CARRIED                       
 TOTAL BOMBS AT TARGET                       
 TOTAL BOMBS HITTING TARGET                       
 TOTAL ACCOUNTED FOR                       
 TOTAL UNACCOUNTED                     



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

Remarks:

21 A/C departed for target (including 2 RTF)  
 4 Aborted  
 1 could not get bombs out  
 1 lost its position and bombed with 51st Group  
 Total in train over target 73  
 Total in salvo over target 102  
 180 Over Target  
 Emergency salvos 30  
 Returned 30  
240 Total



HEADQUARTERS  
STATION NO. 128  
APO 634

20 December, 1943

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128

1. Abortives.

a. Airplane No. 42-31202 - returned early for the reason that # 2 engine caught fire and propeller could not be feathered.

b. Airplane No. 42-31087 - returned early because of a runaway propeller on # 1 engine.

c. Airplane No. 42-31091 - returned early because # 1 supercharger lags at altitude and # 2 supercharger did not hold manifold pressure at altitude.

d. Airplane No. 42-39873 - returned early for the reason that # 2 engine propeller governor ran away and propeller could not be feathered.

2. Battle Damage.

a. 42-31064 - Large flak hole through right wing, inner panel, near center, one stringer broken; Small flak hole through right wing tip; Small flak hole in skin of fuselage, to left of vertical stabilizer, near Station No. 7; 2" X 4" hole in skin of fuselage, under side of Station No. 7; Small flak hole in under side of fuselage, to rear of Tail Gunner's compartment; Pilot's side window cracked by flak.

b. 42-37770 - Small flak hole in # 3 ring cowl; Small hole through leading edge of right horizontal stabilizer, apparently caused by cal. 50 projectile; 2" flak hole in top side of right horizontal stabilizer, near center, stiffener broken.

c. 42-39820 - 2" X 7" flak hole in top side of left wing, inner panel, near center; Co-Pilot's windshield broken by flak.

d. 42-39846 - Small flak hole in under side of left wing, behind # 1 nacelle.



SUBJECT: Mission Summary Report (continued)

e. 42-31090 - Small flak hole in skin of right wing, top side, inner panel, near trailing edge; Small flak hole in under side of left wing, behind # 1 nacelle; Flak hole in under side of left wing, to right of # 1 nacelle, oil cooler and fairing damaged; Small flak hole in under side of fuselage, near Station No. 7; Small dent in under side of right wing, outer panel, near leading edge, caused by spent shell casing.

f. 42-3507 - Small flak hole in under side of right wing, outer panel, near center.

g. 42-31033 - Small flak hole in right horizontal stabilizer, near leading edge; Small flak hole in under side of fuselage, forward of Ball Turret; Large flak hole in fuselage, to right of Bomb Bay; near Station No. 5; # 1 engine damaged by flak, # 1 push rod housing broken;

h. 42-31081 - Flak hole through left wing near # 1 nacelle, spanwise stiffener broken; Small flak hole in top side of # 2 nacelle; Slight flak damage to leading edge of left wing between fuselage and # 2 engine; Flak hole in under side of right wing, between # 3 and # 4 nacelles, damage to # 4 fuel tank; Small flak hole in under side of left horizontal stabilizer, near center.

i. 42-31034 - Plexiglas Nose Section cracked by flak.

j. 42-39826 - Dent in # 1 oil cooler cover, caused by spent shell casing. # 1 engine damaged by 20mm shell casing, # 8 cooling fins bent and Push Rod housing punctured; Plexiglas nose section cracked by flak; Flak hole to left of # 3 oil cooler just about leading edge of wing, out through wheel well; Small flak hole in right side of fuselage, 4" below top turret; Small flak hole in top side of right wing near leading edge, 5" out from landing light.

k. 42-39837 - Small flak hole in bottom of # 2 ring cowl; Small flak hole in # 2 nacelle, near "Y" drain. Flak hole in leading edge of right wing between fuselage and # 3 engine; Small flak hole through right elevator, near tip.

l. 42-37835 - Very small flak hole in under side of right wing, to left of # 4 engine; Small flak hole in top of left horizontal stabilizer, near leading edge; Plexiglas Nose Section cracked by flak.



SUBJECT: Mission Summary Report (continued)

m. 42-31068 - Flak hole in bottom of left wing, near leading edge, 2' out from landing light; Small flak hole in bottom of left wing, near tip; Small flak hole in bottom of left wing, outer panel, near aileron; Flak hole near tip of left horizontal stabilizer, under side; Flak hole in bottom of left horizontal stabilizer, just ahead of elevator; Flak hole in top of right leading edge of elevator, came out of elevator and tore into fuselage; Flak hole in left side of fuselage just ahead of Radio Room window into Bomb Bay; Flak hole in leading edge of right de-icer boot, 4' in from tip.

n. 42-31069 - Large flak hole through vertical stabilizer, near center; Large flak hole through left side of fuselage, above Ball Turret; Two small flak holes in under side of left wing, near center of outer panel; Small flak hole in Pilot's windshield; Very small hole in left side of vertical stabilizer near leading edge.

<u>TOTAL NO.</u> <u>OF A/C</u>	<u>MAJOR</u> <u>DAMAGE</u>	<u>MINOR</u> <u>DAMAGE</u>	<u>BY</u> <u>FLAK</u>	<u>FLAK &amp;</u> <u>FIGHTER</u>	<u>FLAK &amp;</u> <u>FRIEND</u>
14	0	14	12	1	1

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



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

A.P.O. 634  
20 December, 1943

SUBJECT: Armament Narrative, Mission No. 6, 20 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 20 December, 1943.

- a. One left waist gun heater shorted out.
- b. One left tail gun heater shorted out.
- c. One ball turret vickers unit found to be leaking.
- d. Three chin turrets hydraulic charging units failed at high altitude.
- e. Two ships dropped bombs in salvo because of failure to release electrically.

*Sam P. Broomhall, Jr.*  
SAM P. BROOMHALL JR. c.  
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 20 December 1943

Group 401st Bomb Group

Type Aircraft B-17G

I - Aircraft: Departed 19 and 2 P.F.F.  
 Returned early 4  
 Attacking target 14 Did not attack 1  
 Lost 0

	Size	Quantity	Fusing
II - Bombs: Initial Load (total)	M64	60	
	M43	168	1/10-1/40
Expend (on target)	M64	48	
(jettisoned)	M43	120	Same
	M64	12	Same
	M43	18	Same
Returned	M43	<del>30</del> 30	Same

Unaccounted for \_\_\_\_\_

III - Flares: Landing, bombing & photoflash carried \_\_\_\_\_

Expend (type & amt) \_\_\_\_\_

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

Position	Cal.	No. of Guns	Ammunition Expended	
			Cal..30	Cal..50
Chin Turret	.50	42		625
Left Nose	"	8		110
Right Nose	"	16		385
Upper Turret	"	42		560
Lower Turret	"	42		615
Radio Gun	"	21		330
Left Waist	"	21		355
Right Waist	"	21		330
Tail Guns	"	42		680
Totals		255		3990

S E C R E T

(over)



SECRET

Total A/C Reported by gun position:

Cal..30 \_\_\_\_\_ rds.

Cal..50 3990 rds.

Total expended from abortive A/C:

Cal..30 \_\_\_\_\_ rds.

Cal..50 \_\_\_\_\_ rds.

Expedned A/C lost or missing:

Cal..30 \_\_\_\_\_ rds.

Cal..50 \_\_\_\_\_ rds.

Group totals:

Cal..30 \_\_\_\_\_ rds.

Cal..50 3990 rds.

V - Remarks:

A/C #507 - 615th Bomb Sq - did not attack target, due to bomb-bay doors being frozen while over target.

Cal.	Cal.	Cal.	Cal.
507	507	507	507
508	508	508	508
509	509	509	509
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513	513	513	513
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(Signed) David Capt. Ord.  
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)

20 DECEMBER 1943

SUBJECT: COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 6.

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

1. A. USE OF VHF SET.

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

B. USE OF COMMAND SET.

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

C. MF/DF FIXES.

NONE OBTAINED.

D. QDM'S.

SHIPS 826 & 820 EACH OBTAINED ONE QDM FROM POLEBROOK.

E. NAVIGATIONAL AIDS.

NAVIGATORS REPORTED USE OF RADIO COMPASS AS FOLLOWS:

<u>PLANE</u>	<u>SPLASHERS</u>	<u>MULTI-GROUPS</u>	<u>BUNCHERS</u>
034	3, 4, 5, 6, 16	NOT USED	DEENETHORPE
835	4, 5, 6, 16	NOT USED	DEENETHORPE
837	4, 5, 7, 16	A, B, C	DEENETHORPE
081	5, 16	NOT USED	DEENETHORPE
090	NOT USED	NOT USED	DEENETHORPE
033	4, 5, 16	A	DEENETHORPE
770	4, 16	NOT USED	DEENETHORPE
846	5	NOT USED	DEENETHORPE
820	16	NOT USED	DEENETHORPE

F. FUNCTIONING OF "GEE" EQUIPMENT.

THREE SHIPS WERE EQUIPPED WITH "GEE" - 068, 081, & 069.  
 SHIP 069 OBTAINED MAXIMUM RANGE OF 5305N 0535E.

G. FUNCTIONING OF SBA & JAY BEAMS.

NOT USED.



COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 6, 20 DEC 43.

H. USE OF MF/DF SECTION.

SECTION "G" AVAILABLE. NOT USED.

I. BREACHES OF RADIO DISCIPLINE.

NONE.

J. COMMUNICATION EQUIPMENT FAILURES.

<u>PLANE</u>	<u>REPORTED FAILURES</u>
033	INTERPHONE BAD - MIKE BUTTONS STICK IN BALL TURRET & NAVIGATORS POSITIONS.
837	INTERPHONE BAD AT ALTITUDE WITH OXYGEN MASK. TRAILING WIRE FISH GONE.
846	INTERPHONE WEAK AT ALTITUDE, COMPASS NEEDS CHECKING, LEFT WAIST HEADSET EXTENSION OUT.
068	COMMAND WEAK.
835	INTERPHONE OUT IN NAVIGATORS POSITION.
846	COMPASS NEEDS CHECKING.
087	TRAILING WIRE BROKEN.
826	LOW IMPEDANCE ADAPTERS NO GOOD.
090	COMPASS DOES NOT OPERATE ALL TIMES.
873	VHF BURNED OUT, COMPASS NEEDS CHECKING.
069	CONNECTION BETWEEN ANTENNA TUNING UNIT & TRANSMITTER BROKEN.

K. ABORTIVES DUE TO COMMUNICATIONS.

NONE.

L. INFORMATION ON MEACONING.

NONE.

M. OTHER COMMUNICATION DIFFICULTIES.

NONE.

N. REMARKS.

DEFICIENCIES BEING INVESTIGATED AND CORRECTED. NAVIGATORS REPORTED EXCELLENT RESULTS OBTAINED WITH DEENETHORPE BUNCHER. DEENETHORPE VHF/DF STATION WAS IN OPERATION ON RETURN TRIP AND ONE HOMING WAS OBTAINED BY SHIP 068.

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

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



RADIO OPERATORS LOG

A/C C/S - NOJD  
 M.F. D/F C/S CQ9

DATE - 20/12/43  
 1ST. WING C/S-SWVC

TIME	TO	FROM	MESSAGES
0805			EQUIP. ALL CHECKED
0825			START ENGINES
0830			TAKE OFF - IFF IN - DET. IN
0900	7MT		6 - V - X445 - 0834A
0925	7MT		3 - V - X445 - 0904A
0930			IFF CHECK OK
1000	7MT		2 - V - X445 - 0934A
1030	7MT		8 - V - X445 - 1004A
1100	7MT		7 - V - X445 - 1034
1130	7MT		9 - V - X445 - 1104
1132	7MT		5 - V - X445 - 1134
1154	7MT	NOJD	OVER DUTCH COAST
	NOJD	7MT	X259 +
	7MT	NOJD	R - K
	NOJD	7MT	R - NR1 - P - GR2 BT XFKO - ZA - BT 1154 K
	7MT	NOJD	R - NR1 - K
	7MT	NOJD	R AR
1210			TAKING OXYGEN TO COCKPIT
1223			BACK ON WATCH
1226	SWVC	7MT	NR1 - Y - GR3 BT FCZE - DSRM IKKU BT 1215
	7MT	NOJD	R - NR1 AR
	NOJD	7MT	R VA
1250			TUNING M/F STATION
1330		7MT	- V - X445 - 1334A
			RECEIVED LAST PART OF WING AT 1334
			UNABLE TO GET WX REPORT
1640			LAND AT - IFF OFF - DET. OUT
			EQUIP. ALL CHECKED + OFF

/S/ R. H. RAJAH



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

20 December 1943.

SUBJECT: Narrative of Bremen Mission this date.

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

1. Twenty-one (21) A/C took off to attack the central, congested commercial portion of the city of Bremen, Northwest Germany. Seventeen (17) A/C, including two (2) PFF ships, attacked this target. Although the target was visible up to and including a distance of twenty (20) miles on the route in, actual bombing was done on the pathfinder inasmuch as smoke and haze obscured target at the release point. Large fires were observed in the city by our crews, bombing results being generally described to interrogators as "good". Four (4) A/C returned early from the following points on the route out for the following reasons: (1) A/C 091 just prior to crossing enemy coast because of No. 1 supercharger lagging; A/C 873 from approximate enemy coast because No. 1 engine caught fire; A/C 202 five (5) minutes prior to reaching enemy coast because No. 2 engine caught fire; A/C 087 over the central English channel because of runaway No. 1 propeller. All A/C with the exception of the pathfinders, returned to this station.

2. Approximately twenty-five (25) enemy fighters, FW 190's, ME 109's and JU 88's, were seen. Only one (1) enemy A/C attacked directly. No combat claims were made. Friendly fighter support was described as excellent, particularly from the enemy coast to the target on the way in, being less apparent to our crews thereafter. Our crews observed four (4) dogfights between supporting P-47's and enemy fighters, which resulted in reported kills by the P-47's. This information will be relayed to Fighter Command.

3. Flak over the target was intense and accurate. It was generally of barrage type. Black bursts and a few red bursts were observed. Meager flak was encountered by our formations as it passed South of Wilhelmshaven. This latter was inaccurate.

4. Only personnel casualty reported was slight leg wound from flak, sustained by Navigator of lead PFF ship. Twelve (12) A/C suffered category "A" battle-damage and two (2) A/C category "AC".

5. At least five (5) B-17's and one (1) B-24 of other Groups were reported going down. JU 88's were observed firing rockets at stragglers.

*D. C. McCullum*  
*for* W. B. FRY,  
Major, A. C.  
Group S-2 Officer.



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

20 December 1943.

SUMMARY OF HOT NEWS

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

1. Our A/C #837 "L" at 10,000 feet reports at 1248 hours seeing burning A/C going down through clouds. Its location was 10 minutes after we left the Enemy Coast on way home. No chutes are reported to have been seen.
2. Our A/C #033 "B" flying at 27,000 feet reports at 1205 hours seeing two B-17's explode, 5 minutes apart, after being hit by flak. Its location was just after target on a heading of 270° True. Four chutes were seen.
3. Our A/C #835 "J" at an altitude of 4,400 feet reports at 1400 hours seeing 3 ship convoy, believed to be freighters, about 20 miles off English Coast going South.

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



OFFICE OF THE INTELLIGENCE OFFICER  
Station 128 - APO 634  
U.S. Army

20 December, 1943

SUBJECT: Combat Claims

TO : A-2  
1st Bomb Division  
APO 634

1. There was no repeat no combat claim made by any crew member of the 401st Bomb Group (H) on the mission of 20 December, 1943.

*Hugh M. Hamill*

HUGH M. HAMILL  
1st Lt. A.C.  
Asst. S-2



OFFICE OF THE INTELLIGENCE OFFICER  
Station 128 - APO 634  
U.S. Army

20 December, 1943

SUBJECT: Combat Duplication Form and  
Crews' Suggestions on Tactics.

TO : A-2  
1st Bombardment Division  
APO 634

1. Since there were no claims of enemy aircraft destroyed, probably destroyed or damaged in today's mission, there is nothing to portray on a Combat Duplication Form for the 401st Bomb Group (H), and therefore no such form is submitted.

2. No suggestions on tactics were made by any crew member on today's mission.

*Hugh M. Hamill*

HUGH M. HAMILL  
1st Lt AC  
Asst S-2



HEADQUARTERS AAF STATION 128  
401st Bombardment Group  
APO 634 - US Army

20 December, 1943

UNUSUAL ENEMY TACTICS AGAINST OUR AIRCRAFT

In today's mission the following enemy tactics against one of our aircraft were reported:

1. Our A/C 9846 at an altitude of 26550 at 1213, when ten minutes past the target, encountered an ME-210. The E/A had just shot a P-47, which was going down but from which only smoke was seen coming. The ME-210 then rolled back and forth and made a dive at our A/C 9846.

*Hugh M. Hamill*

HUGH M. HAMILL  
1st Lt AC  
ASST. S-2



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

20 December 1943.

SUBJECT: Bomber Strike Photographs.

TO : Photographic Laboratory, Station 128.

1. The bombing of the Bremen target is believed to be entirely on PFF but since there are conflicting reports that it was done partly on PFF and partly visually this report can not be completed.

2. The matter was discussed with the Group Bombardier who is forwarding a letter to this office clarifying the matter.

*grec*

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



INTERROGATION FORM

1. 401st 615th 486 D 20/12/43  
 GROUP SQUADRON A/C NO. LETTER DATE  
 POSITION BRIEFED Flight Leader POSITION OVER TARGET Wing Lead  
 T/O TIME 0822 TIME LANDED Alconbury - 1600  
 PILOT Lt. Col. H. E. Rogner TOP TURRET \_\_\_\_\_  
 CO-PILOT \_\_\_\_\_ BALL TURRET \_\_\_\_\_  
 NAVIG. Capt. James Egan R. WAIST \_\_\_\_\_  
 BOMB. \_\_\_\_\_ L. WAIST \_\_\_\_\_  
 RADIO \_\_\_\_\_ TAIL GUN 1st Lt. Clyde A. Lewis
2. ROUTE: AAE BRIEFED (YES NO) Yes out. 60 miles south coming back  
after following Dutch coast.
3. BOMBING: Landfall (over) Axis of attack - 65° Mag.  
 TIME OVER TARGET 1203 BOMBING ALTITUDE 27,500  
 TARGET: PRIMARY X SECONDARY \_\_\_\_\_ LAST RESORT \_\_\_\_\_ ELSEWHERE \_\_\_\_\_  
 NO. OF BOMBS DROPPED All X; JETTISONED \_\_\_\_\_ X \_\_\_\_\_  
 BROUGHT BACK \_\_\_\_\_ X \_\_\_\_\_  
 RESULTS: GOOD X FAIR \_\_\_\_\_ POOR \_\_\_\_\_ NIL \_\_\_\_\_ UNOBSERVED \_\_\_\_\_
4. FIGHTER SUPPORT: LOCATION Enemy coast, over target and back to coast.  
 TIME see above ALT. same above & below EFFECTIVENESS Excellent
5. CREW OBSERVATIONS 2 Ju 88's fired rockets just before I.P., at stragglers.  
B-24 going down out of control at 1300 in North Sea. B-17 exploded over target.
6. CASUALTIES (NAME, POSITION, INJURY, CAUSE) Capt. Egan, Navigator - Left ~~leg~~ leg  
hit by flk.
7. WEATHER 2/10 Enemy coast to haze over target - 2/10 over North Sea on way back.
8. SPECIAL QUESTIONS FOR A/C RETURNED EARLY:  
 TIME OF TURN BACK \_\_\_\_\_ ALTITUDE \_\_\_\_\_  
 LOCATION \_\_\_\_\_  
 COURSE OF TURN-BACK \_\_\_\_\_  
 REASON \_\_\_\_\_



OUT: England - 5 miles south of Cromer at 1249  
Enemy - Tessel Island

IN: Enemy - Norden at 1236  
ENGLAND - 5 miles south of Cromer at 1439 1/2

POSITION REPORT

NO. 1

TIME

CO-ORDINATE

HEAVY

BOMB

RADIO

ROUTE

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS



A/c No. 486

DATE 20/12/43

9. MALFUNCTIONS:

a. GUN MALFUNCTIONS, WITH GUN POSITION AND REASONS: No

B. BOMB-SIGHT MALFUNCTIONS: No

C. C-1 PILOT MALFUNCTIONS:

10. a. PERSONAL EQUIPMENT DEFICIENCIES: No

b. MINOR DISABILITIES, SUCH AS "BURNS", FROST-BITE, ETC.: No

11. CREW SUGGESTIONS AND COMMENTS: (NAME OF MAN)

TIME 1850

INTERROGATOR Lt. McCallum

12. FLAK REPORT DATE 20/12/43

A/C NO 486 ACTUAL ALTITUDE 27500 POSITION Lead

(1) LOCATION Target TIME 1203 LIT MOD X NEG COLOR B W R  
ACCURACY (HEIGHT) GOOD FAIR POOR (DEFLECTION) GOOD FAIR POOR (OVER)

(2) LOCATION Wilhelmshaven TIME 1221 LIT MOD X NEG COLOR B W R  
ACCURACY (HEIGHT) GOOD FAIR POOR (DEFLECTION) GOOD FAIR POOR X

(3) LOCATION Enemy coast way out TIME 1236 LIT MOD NEG COLOR B W R  
ACCURACY (HEIGHT) GOOD FAIR POOR X (DEFLECTION) GOOD FAIR POOR X

COMMENTS: Wasted much flak, barrages all over area.



Approx. 25 bursts, 4 times large as usual bursts, grey in color,  
target area.



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

20 December 1943.

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

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

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

a. A/C 9837. Lt. Sellers said the formation was scattered out and objected to the radical turns.

b. A/C 1064. Lt. Lawry said there were dinghies in ship but neither was complete. Sgt. Wood complained of the extreme draft due to the removal of canvas in front of the tail gunners position. Sgt. Roome said the ball turret guns were frozen, apparently from too much oil.

c. A/C 507. Lt. Priest suggests that the ground crew do a better job of cleaning the outside plexi-glass. Sgt. Tryba suggests a long oxygen hose for all top turrets so the engineer can crank the bomb bay doors open if they become frozen.

d. A/C 846. Capt. Garland suggests an improved type of flak-suit for pilot and co-pilot. Lt. Owens said he and other crew members were often troubled by gas on the stomach because of the frequency with which beans are served at the mess.

e. A/C 770. Lt. Stimson and Sgt. Mancuso said more food should be available to take along on missions as crew members were hungry before take off. Lt. Cameron said the retractable screws on the bomb bay doors should be flushed out to prevent freezing.

f. A/C 826. Lt. Van Dyke asked why lost, stolen and damaged equipment has not been replaced.

g. A/C 835. Lt. Chmura said the 91st went too fast over the target. Lt. Smith highly commended the lead PFF. (This ship flew with the 91st Group.)

h. A/C 1069. Lt. Peck said the formations in the last two missions have screwed around too much in the process of climbing, making several 360° turns instead of slow gradual climb. Lt. Taylor pointed out that



OFFICE OF THE INTELLIGENCE OFFICER  
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the navigator informed the pilot of each leg of the climb which was an improvement. Lt. Gurvin said the friendly fighters still remain out too far and enemy A/C could easily get in.

i. A/C 820. Crew members reported difficulty in making Wing assembly. They said our Group was on time but other Groups were late and suggested it would be easier to form at an altitude lower than 15,000 ft. They reported upper turret as being very dirty and said that the cleaner for windows fogged the glass when it dries.

j. A/C 081. Major Brown suggests turning job of lead A/C to any A/C that can see the target instead of Wing PFF.

k. A/C 090. Sgt. Holland said tracers are needed in the waist guns and tail guns. Lt. Gipson said another camera is needed in the nose.

l. A/C 068. Lt. Grinham suggests a better <sup>landing</sup> arrangement when PFF ships lead. Sgt. Whitney suggests following a brief route home. Sgt. Lewis reported difficulty in opening the camera-well.

m.. A/C 881. Lt. Harger said our Group formation was scattered and not in position briefed. Pilot, co-pilot, and ball turret gunner request relief-tube as other Groups have. They say rubbers are no good.

n. A/C 033. Lt. Shotts said too much time was wasted in climbing chiefly because making 360° turns. All members of this crew complained about the breakfast served before take-off.

SRC

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



TO: C.G. 1ST BOMB DIV. AND 94TH COMBAT WING  
FROM: C.O. 401ST BOMB GP. (H)

TELETYPE A

- S-1. THE 401ST GROUP FLEW LEAD POSITION IN THE 94TH COMBAT WING WHICH WAS THE THIRD WING OVER THE TARGET. THERE WERE FROM 15 TO 25 ENEMY FIGHTERS SEEN FW 190'S, ME 109, ME 110 - ONLY ONE A/C ATTACKED, ME TEN MINUTES PAST TARGET AT 1213 HOURS. ATTACK CAME FROM 0600 O'CLOCK AND BELOW. FRIENDLY FIGHTER SUPPORT EFFECTIVE UP TO ~~TAN~~ AND OVER TARGET OBSERVED SCARCE THEREAFTER. FIGHTERS PICKED UP AT ENEMY COAST AS BRIEFED. OBSERVED ENCOUNTERS BETWEEN P-47 AND ENEMY FIGHTERS AS FOLLOWS, (1) OVER TARGET, P-47 ATTACKING ME 109 WHICH STARTED SMOKING, WENT INTO SPIN AND SEEN TO EXPLODE. (2) P-47'S SEEN ATTACKING ONE ME 109 OVER TARGET AND TWO FW 190'S TEN TO FIFTEEN MINUTES AFTER TARGET, ALL THREE OF WHICH WERE OBSERVED GOING DOWN OUT OF CONTROL, SMOKING. EACH OBSERVATION CONFIRMED BY SEVERAL CREWS.
- S-2. OVER THE TARGET WAS INTENSE AND ACCURATE. IT WAS GENERALLY OF BARRAGE TYPE. BLACK BURSTS AND A FEW RED. MEAGER FLAK WAS ENCOUNTERED BY OUR FORMATION AS IT PASSED SOUTH OF WILHELMSHAVEN - THIS WAS INACCURATE.
- S-3. OUR A/C OBSERVED FIVE B-17'S OF OTHER GROUPS GOING DOWN. ONE B-17 SEEN TO DISINTEGRATE, TWO MEN BAILED OUT-THEN SHIP BLEW UP, JUST AFTER BOMBS AWAY. ONE B-17 ON FIRE, BLEW UP AFTER HITTING GROUND NINE MINUTES AFTER TARGET-TWO CHUTES SEEN. TWO B-17'S SEEN GOING DOWN, ONE WENT DOWN AT 1208 HOURS-FOUR CHUTES SEEN; THE ~~OTHER~~ OTHER WENT DOWN AT 1212 HOURS AND NO CHUTES SEEN.
- S-4. NIL.
- S-5. TWELVE A/C CATEGORY "A" - TWO A/C CATEGORY "AC".
- S-6. OUR A/C SAW AA GUNS WITH EXTREMELY LONG FLASHES JUST BEFORE TARGET. ~~KN~~ EXCEPTIONALLY LARGE BURSTS OF FLAK WERE NOTICED JUST AFTER TARGET.
- S-7. SEVERAL CREWS REPORTED BOMBING RESULTS UNOBSERVED, OTHERS THOUGHT THEY WERE GOOD. SOME CREWS WERE OF THE OPINION THAT OUR BOMBS DROPPED OUTSIDE OF THE CITY. IT WAS APPARENT TO ALL THAT THE TWO WINGS ~~WHICH~~ WHICH PRECEDED US OVER THE TARGET HAD HIT IT ON THE NOSE.
- S-8. THE MAJORITY OF OUR CREWS SAID THE FRIENDLY FIGHTER COVER WAS GOOD FROM THE ENEMY COAST THROUGH THE TARGET. MOST OF THE CREWS CLAIMED THE FORMATION WAS SCATTERED AND THE WING ASSEMBLY WAS POOR.



S-9. 21 A/C INCLUDING 2 PFF TOOK OFF AT 0822 AND CROSSED THE ENGLISH COAST AT 1249 HOURS FIVE MILES SOUTH OF CROMER, HAVING MADE ONE 360 DEGREE TURN OVER COAST, FOLLOWING ROUTE GENERALLY AS BRIEFED, CROSSING ENEMY COAST AT TEXEL ISLAND. OVER TARGET AT 1203, BEING THE LEAD GROUP OF THE 94TH COMBAT WING. BOMBED ON HEADING OF 65 ~~88~~ DEGREES MAG. LANDED AT STATION AT APPROXIMATELY 1545 HOURS, HAVING FOLLOWED COURSE APPROXIMATELY 60 MILES SOUTH OF ROUTE BACK AS BRIEFED. FOUR A/C RETURNED WITHOUT BOMBING FROM THE FOLLOWING POINTS FOR THE FOLLOWING REASONS: A/C 091 just PRIOR TO ENEMY COAST BECAUSE OF NO. 1 SUPERCHARGER LAGGING, A/C 873 AT ENEMY COAST BECAUSE NO. 1 ENGINE CAUGHT FIRE, A/C 202 FIVE MINUTES PRIOR TO ENEMY COAST BECAUSE NO. 2 ENGINE CAUGHT FIRE, A/C 087 OVER THE CHANNEL BECAUSE OF RUNAWAY NO. 1 PROP.



26,600°

PFF

068

PFF

069

9837

034

826

770

881

846

820

090

081

033

507

054

835 (flew with 91st *91st*)



401st GROUP

DATE 20/12/43

F L A K   R E P O R T

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

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

CAVU Intense condensation trails

3. No. of A/C over Target:

17 Including 2 PFF

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

(over)

4.a. What evasive action was taken?

Mild turns going in, violent after leaving target.

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

70 65° T

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

90 Seconds

7. Turn after bombing.

Sharp Left

8. Position of group in relation to other Groups:

401st Bombardment Group led 94th Combat Wing

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

25,000

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



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

20 December 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 # 42-39846

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -	Capt.	Garland	William	C.	0-24892	612th
CP -	2nd Lt.	Owens	Erle	G.	0-679108	"
N -	2nd Lt.	Nolte	Edward	P.	0-683296	"
B -	2nd Lt.	Howe	Floyd	C.	0-734692	"
RO -	T/Sgt.	Stimmel	Bert	W.	35332272	"
**TT -	T/Sgt.	Spacek	Anthony	V.	32378819	"
BT -	S/Sgt.	Smith	Clair	S.	15114956	"
TG -	Sgt.	McNab	Thomas	D. Jr.	12095352	"
LWG -	Sgt.	Parratt	John	L.	13100644	"
RWG -	S/Sgt.	Newton	Ralph	D.	33274765	"

\*PLANE # 42-39826

P -	Capt.	McCree	Donald	G.	0-348319	612th
CP -	Major	Martin	Malcolm	K.	0-424978	"
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.	Sanders	Charles	W.	12190382	"
LWG -	Sgt.	Severson	Marvel	T.	37426585	"
RWG -	Sgt.	Amber	Joe	R.	36703821	"

\*PLANE # 42-31087

P -	2nd Lt.	Fox	Gaston	M.	0-82737	612th
CP -	2nd Lt.	Blaise	Gerald	L.	0-748328	"
N -	2nd Lt.	Wilson	Darrel	D.	0-759174	"
B -	2nd Lt.	Mendelson	Leonard	J.	0-749917	"
RO -	S/Sgt.	Brandt	Duane	G.	09193489	"
**TT -	S/Sgt.	Brown	Allen	D.	38294097	"
BT -	Sgt.	Sabel	Jerome	(NMI)	12158528	"
TG -	Sgt.	Estess	Cecil	C.	344256000	"
LWG -	Sgt.	Gallas	Joseph	(NMI)	33394658	"
RWG -	Sgt.	Sierra	Charles	P.	12155142	"

\*\* Enter complete number of aircraft  
Designate Engineer



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

\*PLANE # 42-39837

P	2nd Lt.	Sellers	William	D.	0-666363	612th
CP	2nd Lt.	George	Jack	E.	0-747545	"
N	2nd Lt.	Shapiro	Aaron	(NMI)	0-128459	"
B	2nd Lt.	Rementeria	David	A.	0-749333	"
RO	S/Sgt.	Lehr	Jesse	H.	34473124	"
**TT	S/Sgt.	Parrish	Donald	C.	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 # 42-31034

P	2nd Lt.	Kelly	William	J.	0-802205	612th
CP	2nd Lt.	Coyne	Daniel	J.	0-684694	"
N	2nd Lt.	VanDyke	George	R.	0-683350	"
B	2nd Lt.	Anderson	Donald	M.	0-735233	"
RO	S/Sgt.	VanDuren	Paul	R.	02165646	"
**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.	Pinilis	Emanuel	B.	12154654	"

\*PLANE # 42-37835

P	2nd Lt.	Smith	Stuart	E.	0-802795	612th
CP	2nd Lt.	Chmura	Stainislaw	R.	0-684687	"
N	2nd Lt.	Reese	Victor	S.	0-749451	"
B	2nd Lt.	Majewski	Louis	S.	0-747598	"
RO	S/Sgt.	McCawley	Fred	E.	38321224	"
**TT	S/Sgt.	Russell	Francis	L.	17154673	"
BT	Sgt.	Davies	Leonado	F.	32506396	"
TG	Sgt.	Parker	Harry	C.	39034361	"
LWG	Sgt.	Scicchitano	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



**613th BOMBARDMENT SQUADRON (H)**  
**OFFICE OF THE OPERATIONS-OFFICER**  
 I APO # 634

20 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 # 42-31081

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P	1st Lt.	Riegler	William	(NMI)	0728732	613th
CP	Major	Brown	Edwin	W.	023851	"
N	2d Lt.	Anderson	William	E.	0728329	"
B	1st Lt.	Fesmire	Durward	W.	0515093	"
RO	S/Sgt.	<del>XXXX</del> Lipa	Milton	G.	11071562	"
**TT	T/Sgt.	Click	Leonard	W.	<del>18129468</del>	"
BT	S/Sgt.	Jack	John	C.	15333173	"
TG	Sgt.	Malloy	Francis	T.	32464200	"
LWG	S/Sgt.	Ohanian	Nishan	(NMI)	11032287	"
RWG	S/Sgt.	Owens	Garland	(NMI)	18155256	"

\*PLANE # 42-31033

P	1st Lt.	Shotts	Bryan	M.	0667578	"
CP	2d Lt.	Maher	William	P.	0753837	"
N	2d Lt.	Savage	William	F.	0441712	"
B	2d Lt.	Briarton	Henry	R.	0681518	"
RO	T/Sgt.	Reedy	Robert	L.	36373210	"
**TT	T/Sgt.	Swofford	Loland	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.	Jones	William	F. Jr.	38397179	"

\*PLANE # 42-31090

P	1st Lt.	Piper	Harry	L. Jr.	0740910	"
CP	2d Lt.	Hellmuth	George	J.	0748646	"
N	2d Lt.	Coventry	James	A.	0678616	"
B	2d Lt.	Gipson	Raymond	E.	0676254	"
RO	T/Sgt.	Finnie	Charles	S.	14134662	"
**TT	Sgt.	Bailey	James	M.	17016617	"
BT	Sgt.	Brandt	Gordon	F.	16095987	"
TG	S/Sgt.	De Vito	Michael	F.	12155471	"
LWG	S/Sgt.	Moore	Royce	W.	18051910	"
RWG	Sgt.	Holland	Thomas	H.	38211220	"

\*\* Enter complete number of aircraft  
 Designate Engineer



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

\*PLANE # 42-3507

P	-	2d Lt.	Fowler	Russel	M.	0799745	613th
CP	*	Capt.	Hinkle	Carl	C. Jr.	024829	"
N	-	2d Lt.	Priest	Jack	B.	0736652	"
B	-	2d Lt.	Rowe	Robert	W.	0750095	"
RO	-	S/Sgt.	Charnes	Hugh	W.	34497617	"
**TT	-	S/Sgt.	Tryba	Alexander	F.	36605554	"
BT	-	S/Sgt.	Martinez	Richard	V.	17160414	"
TG	-	Sgt.	Nicely	John	H.	13156041	"
LWG	-	S/Sgt.	Hadsell	Da vid	N.	32473097	"
RWG	-	S/Sgt.	Florez	Louis	(NMI)	19028859	"

\*Plane # 42-1064

P	-	2d Lt.	Lawry	Donald	H.	0801998	"
CP	-	2d Lt.	Dockendorf	James	S.	0684698	"
N	-	2d Lt.	Self	Harry	W.	0674808	"
B	-	2d Lt.	Edkin	Thomas	H.	0682088	"
RO	-	Sgt.	Peters	Lee	J.	19062572	"
**TT	-	T/Sgt.	Waterman	Fred	G.	32443446	"
BT	-	S/Sgt.	Roome	Charles	C.	36034929	"
TG	-	S/Sgt.	Wood	Horace	W.	18219478	"
LWG	-	Sgt.	Black	James	P.	39300495	"
RWG	-	S/Sgt.	College	Clarence	G.	33257076	"

\*PLANE # 42-1202

P	-	2d Lt.	Kieth	Walter	B.	0802411	"
CP	-	2d Lt.	Hammond	Wardlaw	M.	0684729	"
N	-	2d Lt.	Hobbs	Herbert	L.	0688441	"
B	-	2d Lt.	Warren	Robert	(NMI)	0685898	"
RO	-	T/Sgt.	Musser	Benjamin	Z.	13095360	"
**TT	-	T/Sgt.	Woodward	William	D.	34386680	"
BT	-	Sgt.	Cohen	Walden	D.	33252138	"
TG	-	S/Sgt.	Kerr	Robert	V.	19094519	"
LWG	-	<del>XXXX</del> Sgt.	Rice	Edward	J.	16096299	"
RWG	-	Sgt.	Kelsen	Harold	J.	12182527	"

\*PLANE #

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

\*\* Enter Complete number of Aircraft  
Designate Engineer



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

\*PLANE # 42-39847

*Returned spare*

P	-	2nd Lt. CHAPMAN, ALVAN A.	0461727	614th
CP	=	2nd Lt. EVANS, JACK B.	0686899	"
N	-	2nd Lt. SMITH, CHARLES M.	0734380	"
B	-	2nd Lt. DEVILLE, FRANK M.	0747581	"
RO	-	S/Sgt. Pyle, Robert B.	15335829	"
**TT	-	S/Sgt. Wilson, George S.	36407356	"
BT	-	S/Sgt. Spatilson, Bruno J.	33164854	"
TG	-	S/Sgt. Dayton, James E.	39032317	"
LWG	-	S/Sgt. Cohn, Frank C.	14044099	"
RWG	-	S/Sgt. Brennan, Michael G.	31192434	"

\*Plane # 42-39036

*Returned spare*

P	-	2nd Lt. HOLLAND, WILLIAM A.	0802548	614th
CP	-	2nd Lt. BERGERSON, CLIFFORD C.	0743529	"
N	-	2nd Lt. HARDING, JAMES B.	0750182	"
B	-	F/O PEDRO, ORLANDO J.	T-1413	"
RO	-	T/Sgt. Mehalshick, Joseph	13123235	"
**TT	-	T/Sgt. Campbell, Toryll.	39559988	"
BT	-	S/Sgt. Brown, Harold C.	31503404	"
TG	-	S/Sgt. Orphan, William J.	11117687	"
LWG	-	S/Sgt. Graves, Glen W.	38085660	"
RWG	-	S/Sgt. Hathaway, Walter	32476518	"

\*PLANE # \_\_\_\_\_

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

\*PLANE # \_\_\_\_\_

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



23

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

20 December 1943

SUBJECT: Loading List.

T

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

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

\*PLANE # 42-37770

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P	2nd Lt.	STIMSON, BOUDINOT			0799493	614th
CP	2nd Lt.	LAULO, EDWIN W.			0748693	"
N	2nd Lt.	O'NEAL, JOHN E.			0671169	"
B	1st Lt.	CAMERON, THOMAS L.			0728625	"
RO		Sgt. Sherman, Ezbon C.			31172258	"
**TT	S/Sgt.	Kukurin, Earl E.			33301988	"
BT		Sgt. Melia, Paul S.			32896521	"
TG		Sgt. LeSage, Alfred			13068963	"
LWG	S/Sgt.	Sandford, Franke W.			4458488	"
RWG		Sgt. Mancuso, Garmon L.			32582642	"

\*PLANE # 42-39820

P	Capt.	FOSTER, JAMES H.			0438942	614th
CP	2nd Lt.	SOBOLAK, BENNIE V.			0684571	"
N	2nd Lt.	PIERCE, MYRON E.			0749399	"
B	1st Lt.	MONTONE, LIBER J.			0732639	"
RO		T/Sgt. Cook, Harold			35458366	"
**TT	S/Sgt.	Nicholas, Charles L.			13084635	"
BT	S/Sgt.	Merritt, William E.			31208844	"
TG	S/Sgt.	Cohn, Leroy			39279686	"
LWG	S/Sgt.	Koehler, Earl L.			16133877	"
RWG	S/Sgt.	Michel, Delmar L.			17166768	"

\*PLANE # 42-39881

P	2nd Lt.	CAMMACK, VERNON K.			0802719	614th
CP	2nd Lt.	HARGER, ROBERT W.			0805448	"
N	2nd Lt.	HASKIN, CECIL A.			0685604	"
B	2nd Lt.	WHITE, WILLIAM C.			0679423	"
RO		T/Sgt. Timme, Glen A.			32581704	"
**TT	T/Sgt.	Slate, Chester A.			14134208	"
BT	S/Sgt.	Ames, Ensign S.			6864052	"
TG	S/Sgt.	Prize, John R.			16151789	"
LWG	S/Sgt.	Wanke, Charles P.			12180793	"
RWG	S/Sgt.	Harlow, Cleve D.			36426472	"

\*\* Enter complete number of aircraft  
 Designate Engineer



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

~~20 December~~ 19 ~~45~~

SUBJECT: Loading List.

T

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

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

\*PLANE # 42-37770

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -	2nd Lt.	STIMSON, ROUDINOT			0789495	614th
CP -	2nd Lt.	LAULO, EDWIN W.			0743693	"
N -	2nd Lt.	O'NEAL, JOHN E.			0671169	"
B -	1st Lt.	CAMERON, THOMAS L.			0728325	"
RO -	Sgt.	Sherman, Eston C.			31172268	"
**TT -	S/Sgt.	Kukurin, Earl E.			33301988	"
BT -	Sgt.	Melis, Paul S.			32396521	"
TG -	Sgt.	LeSage, Alfred			13068963	"
LWG -	S/Sgt.	Sandford, Frank W.			4458488	"
RWG -	Sgt.	Mancuso, Carmo L.			32502542	"

\*PLANE # 42-39820

P -	Capt.	FOSTER, JAMES H.			0438942	614th
CP -	2nd Lt.	SOBOLAK, BENNIE V.			0684571	"
N -	2nd Lt.	PIERCE, MYRON E.			0749899	"
B -	1st Lt.	MONTONE, LINER J.			0732639	"
RO -	T/Sgt.	Cook, Harold			36458360	"
**TT -	S/Sgt.	Nicholas, Charles L.			18034035	"
BT -	S/Sgt.	Herritt, William E.			31203844	"
TG -	S/Sgt.	Cohn, LeRoy			39279686	"
LWG -	S/Sgt.	Kochler, Earl L.			16133677	"
RWG -	S/Sgt.	Michel, Delmar L.			17168768	"

\*PLANE # 42-39881

P -	2nd Lt.	CAMERON, VERNON K.			0802719	614th
CP -	2nd Lt.	HARGER, ROBERT W.			0805448	"
N -	2nd Lt.	HASHIN, GREG A.			0685604	"
B -	2nd Lt.	WHITE, WILLIAM C.			0679423	"
RO -	T/Sgt.	Timms, Glen A.			32531704	"
**TT -	T/Sgt.	Blate, Chester A.			14134208	"
BT -	S/Sgt.	Ames, Ensign S.			6864052	"
TG -	S/Sgt.	Price, John R.			16151789	"
LWG -	S/Sgt.	Wanke, Charles F.			12180793	"
RWG -	S/Sgt.	Harlow, Cleve D.			36426472	"

\*\* Enter complete number of aircraft  
 Designate Engineer



DUTY RANK LAST (F.L.) FIRST (M.N.) A.S.N. SQUADRON

\*PLANE # 42-59847

P	-	2nd Lt. CHAPMAN, ALVAN H.	0461727	614th
CP	*	2nd Lt. EVANS, JACK B.	0686899	"
N	-	2nd Lt. SMITH, CHARLES M.	0734380	"
B	-	2nd Lt. DEVILLE, FRANK M.	0747581	"
RO	-	S/Sgt. Fyle, Robert B.	15335329	"
**TT	-	S/Sgt. Wilson, George S.	38407356	"
BT	-	S/Sgt. Spetilson, Bruno J.	33164854	"
TG	-	S/Sgt. Dayton, James E.	59032517	"
LWG	-	S/Sgt. Cohen, Frank C.	14044088	"
RWG	-	S/Sgt. Brennan, Michael G.	31192434	"

\*Plane # 42-59036

P	-	2nd Lt. HOLLAND, WILLIAM A.	0802569	614th
CP	-	2nd Lt. BERGERSON, CLIFFORD C.	0748539	"
N	-	2nd Lt. HARDING, JAMES B.	0750168	"
B	-	F/O FELRO, ORLANDO J.	T-1415	"
RO	-	T/Sgt. Mehlschick, Joseph	13128233	"
**TT	-	T/Sgt. Campbell, Tory L.	39539983	"
BT	-	S/Sgt. Brown, Harold C.	31303404	"
TG	-	S/Sgt. Orphan, William J.	11117687	"
LWG	-	S/Sgt. Graves, Glen W.	38035060	"
RWG	-	S/Sgt. Hathaway, Walter	32476513	"

\*PLANE # \_\_\_\_\_

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

\*PLANE # \_\_\_\_\_

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



8-3

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

December 20 1943

SUBJECT: Loading List.

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

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

\*PLANE # 42-37873

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P	2nd Lt.	Kaminski	Vincent	(NMI)	0-802408	615th
CP	2nd Lt.	Mallon	Richard	W.	0-683039	615th
N	2nd Lt.	Childinger	Lawrence	J.	0-734914	615th
B	2nd Lt.	Gallagher	Joe	C.	0-679495	615th
RO	Sgt.	Cheatham	Elmer	R.	14182350	615th
**TT	Sgt.	Draginis	Donald	L.	16133104	615th
BT	Sgt.	Cantin	Merlin	L.	19138375	615th
TG	Sgt.	Farnham	Richard	J.	17108710	615th
LWG	Sgt.	Badura	Charles	S.	16114314	615th
RWG						

\*PLANE # 42-31069

P	2nd Lt.	Wysocki	Stephen	(NMI)	0-677398	615th
CP	2nd Lt.	Feck	John	L.	0-748772	615th
N	2nd Lt.	Taylor	James	(NMI)	0-750228	615th
B	2nd Lt.	Gurvin	Robert	M.	0-676945	615th
RO	Sgt.	Kenny	Gerald	M.	12157361	615th
**TT	Sgt.	McIntyre	William	(NMI)	33289742	615th
BT	Sgt.	Clare	David	E.	13092668	615th
TG	Sgt.	White	James	R.	37130388	615th
LWG	Sgt.	Koon	Ernest	H.	34441033	615th
RWG	S/Sgt.	Ostrowski	Julius	F.	31558476	615th

\*PLANE # 42-31068

P	2nd Lt.	Grinham	Fred	D.	0-729337	615th
CP	2nd Lt.	Brown	Fred	(NMI)	0-748548	615th
N	2nd Lt.	Whitney	Ray	F.	0-750325	615th
B	2nd Lt.	Wolfe	Ralph	W.	0-676904	615th
RO	Sgt.	Lewis	Charles	M.	11103284	615th
**TT	Sgt.	Cockerham	Roy	W.	13143036	615th
BT	Sgt.	Hardy	Charles	E.	11097732	615th
TG	Sgt.	Hamilton	James	R.	35664584	615th
LWG	Sgt.	Cummings	William	T.	33346986	615th
RWG	Sgt.	Housman	Herbert	M.	12156697	615th

\*\* Enter complete number of aircraft  
 Designate Engineer



DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
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\*PLANE # 42-31091

P	-1st Lt.	Dempsey	Ralph	M.	0-800846	615th
CP	*2nd Lt.	Mitchell	Lewis	A.	0-680678	615th
N	-2nd Lt.	Sellers	Lloyd	W.	0-736661	615th
B	-2nd Lt.	Dolan	William	W.	0-741142	615th
RO	-Sgt.	Beller	James	E.	6257280	615th
**TT	-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.	Meplino	Frank	A.	31208150	615th

\*Plane # 357

P	-Captain	White	Ralph	J.	0-24885	615th
CP	-					
N	-					
B	-					
RO	-					
**TT	-					
BT	-					
TG	-2nd Lt.	Sutton	Emmett	S.	0-684790	615th
LWG	-					
RWG	-					
		<i>1st LT Chasey R.</i>	<i>F.</i>			<i>615d</i>

\*PLANE # 486

P	-					
CP	-					
N	-					
B	-					
RO	-					
**TT	-					
BT	-					
TG	-1st Lt.	Lewis	Clyde	A.	0-800905	615th
LWG	-					
RWG	-					

\*PLANE # \_\_\_\_\_

P	-	<i>Roguer</i>				
CP	-					
N	-					
B	-	<i>Egan</i>				
RO	-					
**TT	*					
BT	-					
TG	-					
LWG	-					
RWG	-					



# OPERATIONAL ROUTE FORECAST

DATE Dec 20, 1953  
PERIOD 0800 - 1530 hrs  
Hq SOS USAPP 9-43/90M/15227

	A Base to English Coast	B English Coast to Target	C Target	D Target to Base
WEATHER	1 Clear becoming partly cloudy with haze	Partly cloudy becoming cloudy	Cloudy	Cloudy with scattered slight to moderate rain showers.
CLOUDS	2 Nil Low Cloud becoming 3/10 large Cumulus base 2500ft. Tops 5000 ft. At Coast. Nil Medium and High Cloud.	3/10 towering Cumulus base 3500 ft. Tops 5000 ft. increasing rapidly over water becoming 6-8/10 Cumulus and Stratocumulus base 2500 ft. Tops 12-14000ft. Nil Medium Cloud becoming patchy 3-5/10 Altostratus associated with Cumulus tops. Nil High Cloud.	6-8/10 Cumulus and Stratocumulus base 2500ft Tops 12-14000 ft. with Occasional large Breaks. 3-5/10 Altostratus associated with Cumulus tops. Nil High Cloud.	6-8/10 Clouds as Stratocumulus base 2500ft tops 12-14000 ft. increasing to 20,000 over water and Cloud increasing; decreasing to 5-7/10 Cumulus base 2500 tops 16-18,000 ft. over England 3-5/10 Patchy Altostratus with Cumulus tops. Nil High Cloud.
ICING	3 3500 ft. Light Clear	3500 ft. Moderate to Heavy Clear	Same as B-3	Same as B-3
VISIBILITY	4 2-4 miles becoming unrestricted above cloud	Unrestricted above cloud	Same as B-4	Unrestricted above cloud becoming 4-6 miles at base
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	230 30	Temperatures		
5000 FT	280 35	-3		
10,000 FT	270 45	-14		
15,000 FT	270 70	-25		
20,000 FT	270 75	-35		
25,000 FT	260 90	-42		
30,000 FT	260 100	-48		

BASE ALTIMETER SETTING 30.00 TARGET SURFACE TEMP. +7 TARGET MEAN TEMP. -21  
TEMP. AT -44 FT. 27,000 TARGET SURFACE (PRESSURE-ALT) 290



STATION WEATHER OFFICE  
 AAF STATION 128  
 APO 634

20 December, 1943

Weather Interrogation Summary for Operations on 20 December, 1943

TAKE-OFF: (0825). 2/10 altostratus estimated 18-20,000'. Visibility 4-6 miles. Wind 230 degrees, 10 mph.

ROUTE OUT: 2-4/10 altostratus and cirrus, base 17,000', tops 23,000'. Vsby 6 miles with haze and smoke at English Coast. 7/10 cumulus, tops 10,000', 3/10 altostratus 18-24,000', 3-4/10 cirrus estimated 26-27,000'. Vsby unlimited over North Sea.

TARGET: 3-4/10 altocumulus 8-10,000', 4/10 cirrus 29,30,000'. Vsby 15 mile with very little ground haze. ( Time 1204 ).

ROUTE BACK: Similar to route out with 8/10 altostratus 15-20,000' at English Coast. Vsby 8 miles.

BASES: (1530). 3/10 altostratus 5-6,000', 4/10 cirrus estimated 28,000'. Vsby 5 miles. Wind 230 degrees, 15 mph.

REMARKS: Contrails non-persistent above 25,000', persistent 19-25,000'.

Temperatures

8000'	minus	3	Towering cumulus reproted towards Denmark.
15,000	"	19	
21,000	"	33	Winds 20,000' 275° 54 knots.
25,000	"	38	Winds 5,000' 270° 28 knots.
27,400	"	48	

Considerable turbulence at 20,000' near English Coast on route out.

*Rudolph P. Basham*  
 RUDOLPH P. BASHAM  
 2nd. Lt. Air Corps  
 Weather Officer



STATION WEATHER OFFICE  
AAF STATION 128  
APO 634

19 December, 1943

1500 Conference Summary for Operations on 20 December, 1943

SYNOPTIC SITUATION: Deep low now South of Thorshaven to move slowly NNE with associated occlusion extending thru N'n Norway, extending S'wards with small wave in Baltic area and cold front trailing thru Central 5, S'n 8, becoming weak to S'n 7 and 6 Degrees. Small risk of slight wave developing along trailing cold front. Atlantic depression not to affect operational bases during daylight hours tomorrow.

Bases at dawn., nil-3/10 high, nil medium and 4-6/10 cumulus and stratocumulus, base 1500 ft tops 5000 ft. High cloud increasing to 6-8/10 by 1700 hours with medium cloud becoming 5-7/10. Low cloud increasing to 5-7/10, base 1500-2000 ft, tops 10,000 ft by 1300 hours. Visibility at dawn 2-4 miles becoming 6+ by noon, and holding up during afternoon.

TARGETS:

14: 8-10/10 cumulus base 1500 ft, tops 10-15000 ft. Nil high with 3-5/10 patchy medium. Visibility 6 miles +.

2,3: Similar to bases except area 2 deteriorating ~~markedly~~ by 1500 hours.

1,6,7,13: 6-9/10 low cloud, base 1000 ft., tops 3-4000 ft with 5-7/10 medium and high cloud. No marked improvement is expected during day. Visibility 3-5 miles.

E'n 4,5,9,10,11, S'n 8,12: 6-9/10 multilayer cloud with conditions improving during late afternoon from the west. Visibility 3-5 miles except 1-3 in precipitation.

W4: 5-7/10 cumulus, base 1500 ft, tops 8-10000 ft with 5-6/10 medium cloud and nil high cloud. Visibility 4-6 miles.

N'n 8: 5-7/10 cumulus and stratocumulus, base 1500 ft, top 8-10000 ft with ~~5-7/10~~ 5-7/10 medium and 4-6/10 high cloud.



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

Station No. 128  
16 December, 1943

SUBJECT: Armament Narrative, Mission of 16 December, 1943  
(Recall)

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

1. The following armament malfunctions were reported at  
the conclusion of recall mission of 16 December, 1943.

- a. One upper turret sight bulb burned out.
- b. One lower turret right gun solenoid burned out.

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



HEADQUARTERS  
STATION NO. 128  
APO 634

16 December, 1943

SUBJECT: Mission Summary Report (Recall)

TO : Group Operations, Station 128

1. Abortives.

a. Airplane No. 42-31087 returned early because of a runaway propeller on No. 1 engine.

2. Battle Damage.

a. None

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



HEADQUARTERS  
STATION NO. 128  
APO 634

16 December, 1943

SUBJECT: S-4 Combat Mission Report on Mission 16 December, 1943  
(Recall)

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

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

Runaway Propeller (1)

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

Upper Turret Sight Bulb Burned Out (1)

Ball Turret Right Gun Solenoid Burned Out (1)

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

None reported.

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



HEADQUARTERS  
STATION NO. 128  
APO 634

20 December, 1943

SUBJECT: S-4 Combat Mission Report on Mission 20 December, 1943.

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

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

Cylinder head temperature guages out (2)  
Carburetor Air temperature guages out (2)  
Bomb Bay door retracting mechanism (1)  
Runaway Propeller (1) Supercharger Lag (1)  
Runaway Supercharger (2) Defective Oxygen System (2)

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

Gun Heaters out (2) Leaking Vickers Unit (1)  
Hydraulic Charging Units out (3)  
Bomb Release Mechanism (2)

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

Heated Suit out (4) Heated Boots out (2)  
Heated Gloves out (1)

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



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

A.P.O. 634  
20 December, 1943

SUBJECT: Armament Narrative, Mission No. 6, 20 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 20 December, 1943.

- a. One left waist gun heater shorted out.
- b. One left tail gun heater shorted out.
- c. One ball turret vickers unit found to be leaking.
- d. Three chin turrets hydraulic charging units failed at high altitude.
- e. Two ships dropped bombs in salvo because of failure to release electrically.

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



HEADQUARTERS  
STATION NO. 128  
APO 634

20 December, 1943

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128

1. Abortives.

a. Airplane No. 42-31202 - returned early for the reason that # 2 engine caught fire and propeller could not be feathered.

b. Airplane No. 42-31087 - returned early because of a runaway propeller on # 1 engine.

c. Airplane No. 42-31091 - returned early because # 1 supercharger lags at altitude and # 2 supercharger did not hold manifold pressure at altitude.

d. Airplane No. 42-39873 - returned early for the reason that # 2 engine propeller governor ran away and propeller could not be feathered.

2. Battle Damage.

a. 42-31064 - Large flak hole through right wing, inner panel, near center, one stringer broken; Small flak hole through right wing tip; Small flak hole in skin of fuselage, to left of vertical stabilizer, near Station No. 7; 2" X 4" hole in skin of fuselage, under side of Station No. 7; Small flak hole in under side of fuselage, to rear of Tail Gunner's compartment; Pilot's side window cracked by flak.

b. 42-37770 - Small flak hole in # 3 ring cowl; Small hole through leading edge of right horizontal stabilizer, apparently caused by cal. 50 projectile; 2" flak hole in top side of right horizontal stabilizer, near center, stiffener broken.

c. 42-39820 - 2" X 7" flak hole in top side of left wing, inner panel, near center; Co-Pilot's windshield broken by flak.

d. 42-39846 - Small flak hole in under side of left wing, behind # 1 nacelle.



**SUBJECT: Mission Summary Report (continued)**

e. 42-31090 - Small flak hole in skin of right wing, top side, inner panel, near trailing edge; Small flak hole in under side of left wing, behind # 1 nacelle; Flak hole in under side of left wing, to right of # 1 nacelle, oil cooler and fairing damaged; Small flak hole in under side of fuselage, near Station No. 7; Small dent in under side of right wing, outer panel, near leading edge, caused by spent shell casing.

f. 42-3507 - Small flak hole in under side of right wing, outer panel, near center.

g. 42-31033 - Small flak hole in right horizontal stabilizer, near leading edge; Small flak hole in under side of fuselage, forward of Ball Turret; Large flak hole in fuselage, to right of Bomb Bay; near Station No. 5; # 1 engine damaged by flak, # 1 push rod housing broken;

h. 42-31081 - Flak hole through left wing near # 1 nacelle, spanwise stiffener broken; Small flak hole in top side of # 2 nacelle; Slight flak damage to leading edge of left wing between fuselage and # 2 engine; Flak hole in under side of right wing, between # 3 and # 4 nacelles, damage to # 4 fuel tank; Small flak hole in under side of left horizontal stabilizer, near center.

i. 42-31034 - Plexiglas Nose Section cracked by flak.

j. 42-39826 - Dent in # 1 oil cooler cover, caused by spent shell casing. # 1 engine damaged by 20mm shell casing, # 8 cooling fins bent and Push Rod housing punctured; Plexiglas nose section cracked by flak; Flak hole to left of # 3 oil cooler just about leading edge of wing, out through wheel well; Small flak hole in right side of fuselage, 4" below top turret; Small flak hole in top side of right wing near leading edge, 5" out from landing light.

k. 42-39837 - Small flak hole in bottom of # 2 ring cowl; Small flak hole in # 2 nacelle, near "Y" drain. Flak hole in leading edge of right wing between fuselage and # 3 engine; Small flak hole through right elevator, near tip.

l. 42-37835 - Very small flak hole in under side of right wing, to left of # 4 engine; Small flak hole in top of left horizontal stabilizer, near leading edge; Plexiglas Nose Section cracked by flak.



SUBJECT: Mission Summary Report (continued)

m. 42-31068 - Flak hole in bottom of left wing, near leading edge, 2' out from landing light; Small flak hole in bottom of left wing, near tip; Small flak hole in bottom of left wing, outer panel, near aileron; Flak hole near tip of left horizontal stabilizer, under side; Flak hole in bottom of left horizontal stabilizer, just ahead of elevator; Flak hole in top of right leading edge of elevator, came out of elevator and tore into fuselage; Flak hole in left side of fuselage just ahead of Radio Room window into Bomb Bay; Flak hole in leading edge of right de-icer boot, 4' in from tip.

n. 42-31069 - Large flak hole through vertical stabilizer, near center; Large flak hole through left side of fuselage, above Ball Turret; Two small flak holes in under side of left wing, near center of outer panel; Small flak hole in Pilot's windshield; Very small hole in left side of vertical stabilizer near leading edge.

<u>TOTAL NO. OF A/C</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>	<u>BY FLAK</u>	<u>FLAK &amp; FIGHTER</u>	<u>FLAK &amp; FRIEND</u>
14	0	14	12	1	1

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



AIRPLANE NO.

BATTLE DAMAGE

42-31068

M&R

1. FLAK HOLE BOTTOM OF LEFT WING 2' OUT FROM LANDING LIGHT.
2. FLAK HOLE BOTTOM OF LEFT WING 2' IN FROM TIP.
3. FLAK HOLE BOTTOM OF LEFT WING 1" AHEAD OF AILERON, 6' IN FROM WING TIP. FLAK TORE FABRIC ON AILERON.
4. FLAK HOLE LEFT HORIZ. STAB. JUST BELOW LEADING EDGE 3" IN FROM TIP.
5. FLAK HOLE BOTTOM LEFT HORIZ. STAB. JUST AHEAD OF ELEVATOR. CAME OUT AT BACK OF STAB. AND LODGED IN LEADING EDGE OF ELEVATOR.
6. FLAK HOLE IN RIGHT LEADING EDGE OF ELEV. CAME OUT OF ELEV. AND TORE INTO FUSELAGE.
7. FLAK HOLE LEFT SIDE OF FUSELAGE JUST AHEAD OF RADIO ROOM WINDOW INTO BOMB BAY.
8. FLAK HOLE LEADING EDGE OF RIGHT DE-ICER BOOT 4' IN FROM TIP. IN BOTTOM OUT TOP
9. HOLE IN BOTTOM OF FUSELAGE BELOW LEFT WAISTE WINDOW. THIS WAS CAUSED BY AN OBJECT DROPPED WITHIN THE AIRPLANE. IT IS NOT BATTLE DAMAGE.

*Herbert O. Kimmel*  
HERBERT O. KIMMEL *i.d.*  
1ST LT, AIR CORPS  
ENGINEERING OFFICER



612TH BOMBARDMENT SQUADRON (H)  
 401ST BOMBARDMENT GROUP (H)  
 OFFICE OF THE ENGINEERING OFFICER  
 STATION NO. 128  
 APO 634

20 DECEMBER, 1943

SUBJECT: BATTLE DAMAGE REPORT

TO : GROUP ENGINEERING OFFICE, 401ST BOMBARDMENT GROUP (H)

1. THE FOLLOWING IS THE BATTLE DAMAGE REPORT OF THE AIR-  
 CRAFT OPERATED BY THE 612TH BOMBARDMENT SQUADRON (H) FOR THE MIS-  
 SION COMPLETED THIS DATE.

AIR PLANE NO.		BATTLE DAMAGE
<del>42</del> -31034	100 HOUR INSP	1. CRACK IN PLEXI GLASS NOSE
42-39826	M&R	1. DENT IN NO. ONE OIL COOLER COVER LEADING EDGE. 2. NO. 8 CYL. COOLING PLNS BENT. PUSH ROD HOUSING PUNCTURED (20 MM SHELL CASING) 3. PLEXI GLASS NOSE CRACKED. 4. FLAK HOLE 4" TO LEFT OF NO 3 OIL COOLER JUST ABOVE LEADING EDGE OF WING. OUT THRU WHEEL WELL. 5. FLAK HOLE RIGHT SIDE OF FUSELAGE 4" BELOW TOP TURRET. 6. SMALL FLAK HOLE 5" OUT FROM LANDING LIGHT, 4" BACK OF DE-ICER BOOT. RIGHT WING, TOP.
42-39837	M&R AND 100 HR. INSP.	1. FLAK HOLE BOTTOM OF NO. 2 RING COWLING. 2. FLAK HOLE NO. 2 NACELLE. NEAR "Y" DRAIN. 3. FLAK HOLE LEADING EDGE OF WING BETWEEN FUSELAGE AND NO. 3 ENGINE 4. FLAK HOLE IN RIGHT ELEVATOR 1' IN FROM TIP. IN BOTTOM OUT TOP.
42-37835	M&R	1. VERY SMALL FLAK HOLE RIGHT BWING 10' OUT FROM NO. 4 ENGINE BOTTOM OF WING. 2. FLAK HOLE TOP OF LEFT HORIZ. STAB. 5' IN FROM TIP 3. PLEXI GLASS NOSE CRACK
42-31087	M&R	1. ABORDED, REASON: NO. 1 PROP. RAN AWAY.
42-31089	IN-AWAY FOR MODIF.	1. NEG BATTLE DAMAGE



(873)

Prop feathering line transfer valve  
broke away ~~at~~ from governor (casting broken)  
Prop could not be feathered due to above  
reason. Ring cowling lost in flight due  
to excessive vibration and engine sump  
broke and reduction gear nose section  
bolts came out and parts of engine went  
through navigators compartment. Several  
struts cracked and broken. Cowling  
around <sup>Not a M/A</sup> oil cooler bent from blow off  
ring cowling in flight. No. 4 nacelle back  
cowling and cowl flaps bent from blow  
off cowling.

(091)

Checked on ground, and found O. K.  
The suspected reason for ~~the~~ above pilots  
abortive report is carburetor icing and  
intercoolers were not used soon enough.