

REPORT OF OPERATIONAL  
DAY

MISSION No. **3**

Date: **5 DEC. 43**

TO: **PARIS , FRANCE**

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

5 December 1943

SUBJECT: Group Leader's Narrative, Attack on Ball Bearing Plant,  
Paris, France.

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

1. The 401st Group took off on schedule, but joined the Wing assembly late. This was due to climbing too slowly. The lead Group made "S" turns enabling the 401st Group to come into position before leaving the English Coast. The 401st Group remained with the Wing until reaching the dispersal point. 22 aircraft took off; one aborted and one crashed on take off.

2. No enemy fighters were encountered; good friendly fighter escort was furnished.

3. Flak was meager.

4. Bombs were not dropped. Primary target, secondary target and targets of opportunity were covered by 10/10 clouds.

5. The twenty (20) aircraft in the formation all returned to the home base. Nine landed at another base on order from Deenthorpe, but returned to Deenthorpe an hour later.

ALLISON C BROOKS,  
Major, Air Corps,  
Group Leader

NO. OF ACFT TAKING OFF	<u>22</u>
NO. OF ACFT RETURNING EARLY	<u>1</u>
NO. OF ACFT MISSING	<u>0</u>
NO. OF ACFT LANDING AWAY	<u>0</u>

NOTE: ENTIRE MISSION WAS AN ABORTIVE SORTIE MISSION  
1 ACFT LOST DUE TO CRASH ON TAKE OFF

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

5 December 1943

SUBJECT: Operational Narrative, Mission No 3., Ball Bearing Works,  
Paris, France.

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

1. 22 aircraft took off for the mission of 5 December 1943. One ship, 42-39626 aborted and one - 42-39825 - crashed on take off. The 401st Group was high box in the Wing formation. Assembly was late as the 401st Group climbed too slowly.

2. The course, aside from assembly, was followed as briefed. The 401st was in position in the Wing formation upon leaving the English Coast. They remained in formation until reaching the Wing dispersal point.

3. Bombs were not dropped. The primary target, the secondary target and the targets of opportunity were covered by 10/10 clouds.

4. Flak was meager. No enemy fighters were seen. Good friendly fighter escort was furnished.

5. All of our aircraft landed at the home base.

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

GROUP FORMATION

Combat Flight Leader: \_\_\_\_\_ (Date) \_\_\_\_\_

Deputy Flight Leader: \_\_\_\_\_

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

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

26000

SQDN

Brooks

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

X

036

Wysocki

Dempsey

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

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

069

G

809

Beers

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

B

193

Christensen

Rumsey

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

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

H

843

F

077

612 SQDN

McCree

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

G

034

613 SQDN

Shotts

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

A

770

Rock

McLiss

Wilson

LAWRY

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

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

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

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

O

116

L

837

J

820

V

835

Barley

RIEGLER

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

089

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

C

1081

Stamm

Fotc

Kirkhuff

W. Paper

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

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

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

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

O

507

K

1087

M

846

L

090

Chapman

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

847

Holland

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

Q

873

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

SPARES:

A/C# Letter Sqdn

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

APO 634

SUBJECT: Lead Navigator's Narrative of Mission Flown 5 December 1943

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

1. Flight Plan and log attached.
2. Track Chart attached.
3. Narrative.
  - a. T/O at 0850 hours.
  - b. Group formed at 0905 hours at 5,700 feet.
  - c. Formed CBW at 0948 hours at 14,000 feet.
  - d. Began climb at 0948 hours.
  - e. Reached altitude at 1056 hours.
  - f. Weather encountered over England:  
**Clear to 10/10 covered. Intermittent**
    - (1) Clouds    /10ths
    - (2) Visability **Five(5)** miles.
    - (3) Wind at altitude 72 degrees. 58 knots per hour.
  - g. Means of navigation over England.  
**D/R**  
**Pilotage**  
**Gee Box**
  - h. Means of checking Metro Winds  
**Drift on bombsight**  
**"G" Wind**
  - i. Joined task force at 0948 hours at Folebrook (city, splasher, Coordinates)
  - j. Departed English Coast at 1056 hours.  
Arrived at Enemy Coast at 1117 hours

h. **Flight Readings:**

- (1) Going in: 1116 hours.
- (2) Coming Back: 1158 hours.

l. Wind used for bombing:

- (1) 72 degrees.
- (2) 58 knots per hour.
- (3) How Determined:

**Pilotage Wind**

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

- (1) Reached IP at 1140.43 hours.
- (2) Mag heading over target \_\_\_\_\_ degrees.
- (3) Altitude over target \_\_\_\_\_ feet.
- (4) Time bombs away \_\_\_\_\_ hours.
- (5) Method of target Identification and weather over target:

**Did not reach target.**

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

**"G" box inoperative over England on return**

o. Gee:

- (1) Coordinates of furthest fix 49°23'N  
02°23'E
- (2) Time 1154 hours. **Lop crossed with D/R** 49°27'N  
03°00'E

p. Comments:

**None**

**WILLIAM M. EATON**  
**2nd Lt, Air Corps**  
**Lead Navigator**

SIGNATURE

STATIONS	0700	ENGINES	0805	TAXI	0815	T.O.	0830
LEAVE BASE:	0951						
COAST OUT:	1055						
ENEMY COAST:	1111						
I.P.:	1136						
TARGET:	1144						
ENEMY COAST:	1224						
Eng. Coast	1244						

Splasher Operation  
 #16 #12  
 #7 #15  
 #8 #13  
 #9

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	60/39	16,000	150	172	96	-8	88	10	98	138	67	29	1018	Spl # 6 (Control Point)
52 22N 01 08E			131	172	243	-1	244	10	254	212	17	5	1023	Bury St. Edwards
"	Start Climb		150		141	-15	126	10	136	166	16	5	1028	Hadleigh (Control Point)
52 15N 00 42E	60/39	20,000		172	243	-1	244	10	254	212	17	5	1023	Bury St. Edwards
"					210	-8	202	10	212	220	44	10	1038	Gravesend
52 02N 00 58E	60/48			175	-15	160	10	170	189	21	9	1047	Spl #8	
"				188	113	-14	99	10	109	150	21	8	1055	Dungeness
51 25N 00 23E	60/52	24,000		158	-15	143	9	152	189	52	16	1111	1107 IFF Off Fighter Rend	
"				150	-15	135	9	144	181	24	8	1119	Fighter Rend	
50 03N 00 27E				132	-15	117	9	126	165	43	15	1139		
50 55N 00 51E				136	-15	121	9	130	165	5	2	1136	IF	
50 07N 01 28E				222	-4	218	9	227	237	25	8	1144		
49 47N 01 46E				230	-2	228	9	237	238	23	10	1154	Fighter Rend	
49 18N 02 36E		19,000		346	-15	001	9	010	168	141	50	1244	1235 IFF On Descent	
49 18N 02 36E				169	333	-10	343	10	353	160	94	35	1319	Spl #16
49 13N 02 42E				158	305	-5	313	10	323	164	18	6	1325	
48 55N 02 16E														
48 40N 01 50E														
50 55 00 57E														
52 19 00 12E														
Base														

LAST SHIP MUST LEAVE BASE AT 1005

3 Hours on Oxygen

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNC.	MAG. HDNC.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. M.P.H. /K	HEIGHT & TEMP.	T.A.S.	D.R. C.S.	DIS. TO RUN	TIME	E.T.A.
0830					T.O. Circle Field		150						
0831					IFF Turned on.								
0854					Gee B-1109 52-34N 00 28W Gee set working O.K. C-43.88								
0905					Circling Field Radio Compass OK		150	5,700					
0922					Gee B-12.02 52 28N 00 42W Circling Field C-44.23 Apparent Jamming		150	9,000					G Box
0941					Gee B-11.70 52 27N 00 33W On Oxygen C-43.78		145	12,500					
0948			104		Start Flight Plan Polebrook Group ahead and on course		150	14,000					
0951			37		Gee B-11.88 52 26N 00 32W C-43.67							29	Turn 1020
0956			108		Gee B-10.24 52 33N 00 21W C-43.52		150	15,500					
1002					Gee B- 9.08 52 32N 00 02E C-42.63					138	42	18	1020
1007			144		Gee B- 9.28 52 23N 00 19E C-41.52								
1010					Circle to left Lead Group Indefinite		150	17,500					
1013					Gee B- 8.43 52 26N 00 33E C-41.30					138	22	09	1022
1018					Gee B- 7.04 52 27N 00 44E Start Turn C-41.60		145	19,000					
1020					Gee B- 7.18 52 34N 00 52E Still Turning		150	19,500					



TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNC	MAC HDNC	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. M.P.H. /K	HEIGHT & A. TEMP.	T.A.S.	D.R. C.S.	DIS. TO RUN	TIME	E.T.A.
1026					Gee B- 8.83 52 27N 00 48E C-40.34								
1030		-15		175	Gee B- 9.24 52 10N 00 52E C-39.67		145	21,000					
1034					Gee B-10.02 51 57N 00 53E C-38.69	Stud x Rep only				220	20	17 10	1044
1040					Gee B-11.08 51 38N 00 50E C-37.19	Series 3, Stud 2	150	23,000					
1043		-18		190	Gee B-02.83 C-37.10								
1049					Gee B- 2.30 C-43.96	Fix cannot be plotted							
1056						Dungeness Point Circle and turn to Left	150	24,000					
						Rest of formation in Rear and flying 90° C							
1100					PP Folkestone 5 No. over Channel	Turn Right - Jockey into Formation							
1104					Gee B- 2.04 Cannot Be Plotted C-43.51								
1107					Turn off IFF		145 126	25,300 -38	187				
1111		58K/72											
1117				157	French Coast on left of pland								
1124				132	Turning Point over Solid Overcast								
1127				135	Gee B- 2.70 49 56N 01 59E C-42.52		150	25,500					
1133				130	Gee B- 2.68 49 53N 02 10E C-42.50		150	25,600 -39					
1136					Flak at 1100 AMIENS (?)								
1140				210	Turn at IP Finish turn at 1143								
1146					Gee B- 2.82 C- None					237	42	11	1157
1150					Turning to right Solid Overcast								
1154					Gee B- 3.15 49 23N 02 23E C-41.95								
1158				250	P-47's all around Turn to Left								
1200				310									
1202				355	Turn to right								
1205					Gee- 3.18 49 38N 01 47E 42.10					168	29	11	1216
1215				340	Leave French Coast Inlet Eight (8) minutes east								
1220					Gee Box Jams Overcast								
1222					Planes Salvo Bombs								
1230				005	PP 50 53N 00 38E Over English Coast		160	22000					
1240				25	PP Town of Southend Below Gee Box Hazy Cannot Read Calibration								
1248					Gee B-11.96 Cannot Plot off Chart C-37.13								
1257					Gaxton Gibet A.P. Over Deenethorpe								
1305					Land at Grafton-Underwood No crash truck at Deenethorpe TO and land at Deenethorpe								

### TRACK CHART

TARGET  
 Primary \_\_\_\_\_  
 Secondary \_\_\_\_\_  
 Last Resort \_\_\_\_\_

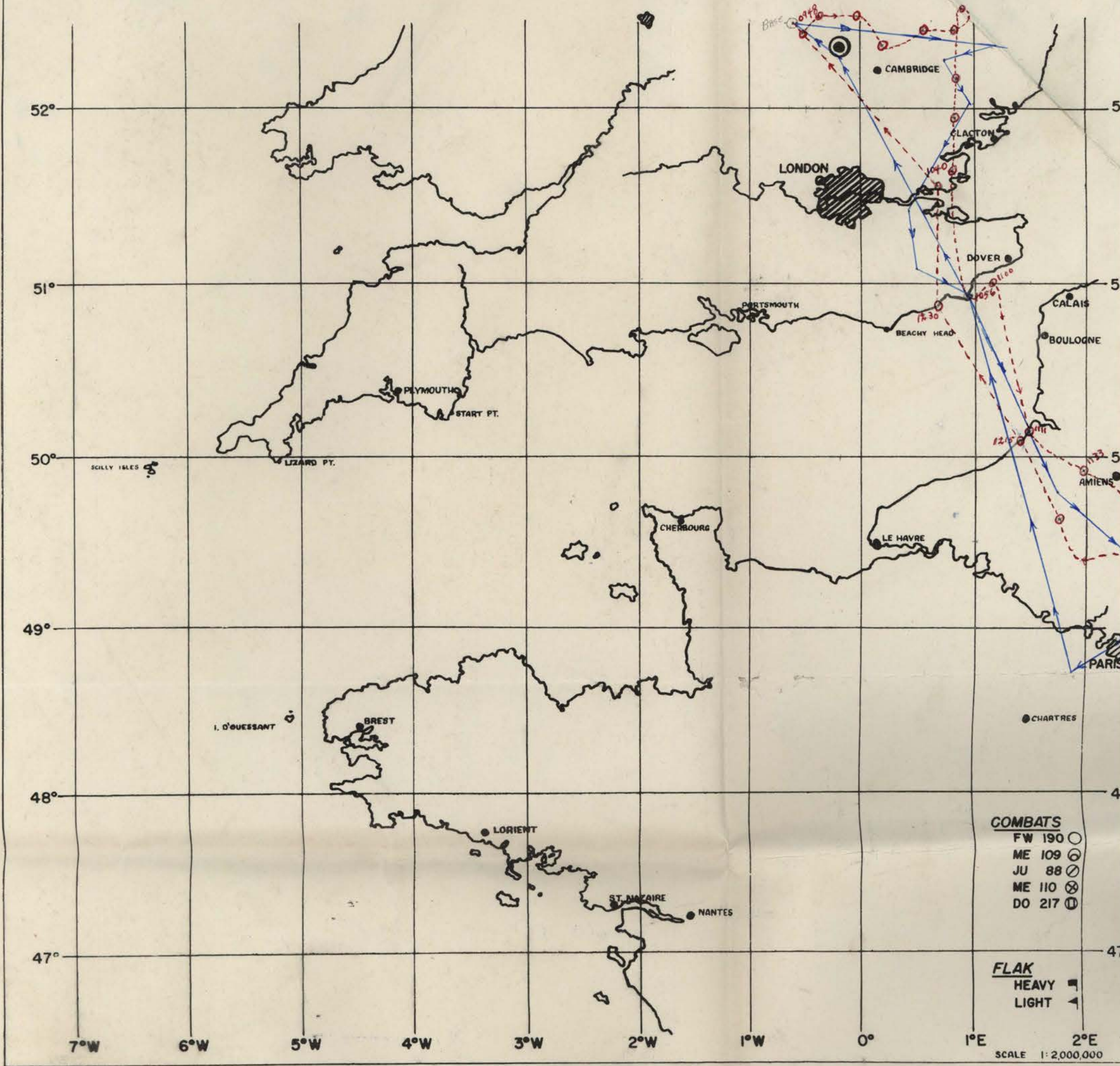
DATE \_\_\_\_\_

Route followed by

FLIGHT PLAN

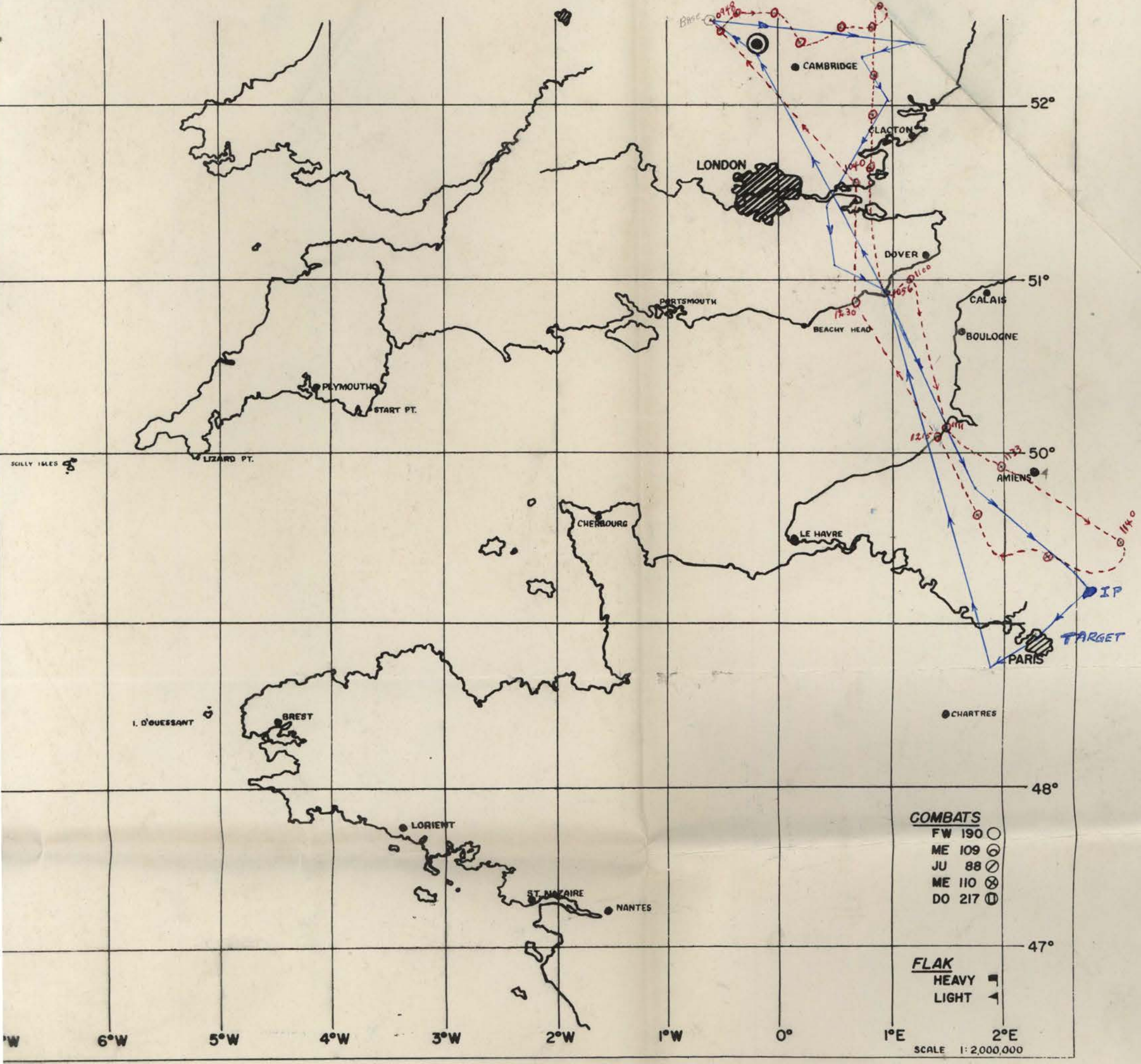
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

401<sup>st</sup> Bomb Group



### TRACK CHART

TARGET	DATE	Route followed by
Primary _____	_____	<u>FLIGHT PLAN</u>
Secondary _____	_____	<u>401<sup>st</sup> Bomb Group</u>
Last Resort _____	_____	_____



**COMBATS**  
 FW 190 ○  
 ME 109 ⊙  
 JU 88 ⊗  
 ME 110 ⊗  
 DO 217 ⊕

**FLAK**  
 HEAVY ▣  
 LIGHT ◀

SCALE 1:2,000,000

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

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

BOMBARDIER<sup>2</sup> CAPT. ARNOLD C. BURNING DATE Dec. 5, 1943  
 PILOT<sup>2</sup> MAJOR WILLIAM T. SEAWELL TAKE OFF 0830  
 NAVIGATOR<sup>2</sup> 2nd Lt. EATON LANDED 1452  
 ORGANIZATION 615th Bomb Sqd. 401st AIRPLANE 42-31036  
                   Squadron                   Group

OBJECTIVE<sup>3</sup> Paris, France

AIMING POINT (MPI) \_\_\_\_\_

INITIAL POINT 49°13'N 02°42'W

METHOD OF ATTACK<sup>4</sup>  
                   Individual      Flight      Squadron       Group      Wing

NUMBER OF ATTACKING A/C IN GROUP 20 COMPOSITE GROUP

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: \_\_\_\_\_

DEFLECTION AND RANGE SIGHTING, GROUP Yes COMPOSITE GROUP \_\_\_\_\_

RANGE SIGHTING ONLY, GROUP \_\_\_\_\_ COMPOSITE GROUP \_\_\_\_\_

BOMBS, TYPES AND SIZES 500# GP M-43

NUMBER OF BOMBS LOADED 240 for 20 A/C RELEASED NONE

FUZING, NOSE 1/10 TAIL 1/40

SYNCHRONIZATION<sup>5</sup>  
                   On                    Fast                    Slow

INFORMATION AT RELEASE POINT<sup>6</sup> None

Altitude of target	<u>0</u>	MAG. HEAD, Order	<u>227</u>	Actual	_____
True Altitude above target	<u>24,800</u>	True Heading	_____	_____	_____
Ind. Altitude	<u>25,400</u>	Drift, Est.	<u>3 R</u>	Actual	_____
Pressure altitude of target	_____	True Track	_____	_____	_____
Altimeter setting	_____	Actual Range	<u>14,823</u>	_____	_____
M.I.A.S.	<u>150</u>	B.S. Type	<u>M-9</u>	_____	_____
M.A.S.	<u>224</u>	Time of release	<u>0</u>	_____	_____
M.S., Est.	<u>274</u>	Length of Bombing Run	<u>0</u>	_____	_____
Wind Direction, Metro	Actual <u>72°</u>	Intervalometer setting	<u>Min.</u>	_____	_____
Wind Velocity, Metro	Actual <u>58K</u>	C-1 Pilot	<input checked="" type="checkbox"/>	_____	_____
M.S.	<u>131</u>	A-5 Pilot	_____	_____	_____
AN. D.A. Est.	<u>.65</u>	Manual PILOT	_____	_____	_____

TYPE OF RELEASE<sup>7</sup>

Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN<sup>8</sup>

NAVIGATION DATA:<sup>9</sup>

MEAN TEMP. METRO \_\_\_\_\_ ACTUAL \_\_\_\_\_

WINDS




ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
3000						
6000						
10000						
15000						
20000						
22000						
24000						
26000						
28000						
30000						

METHODS OF BOMBING<sup>10</sup>

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

COMPOSITE GROUPS<sup>11</sup>

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

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

BOMBARDIER'S LOG

Paris, France Target: 0830 \*Elevation: Take-Off:

Date: Escort:

5 December 1943		P-51	P-47		
Description and Remarks:					
Ind.	True	Disc Speed	ATF	Trail	
23,000	22,475	134.6	39.34	56	
24,000	23,477	131.5	40.28	56	
25,000	24,450	128.7	41.48	57	

\*Pressure Altitude of Target Type & Size of Bombs **G.P. 500# M-43**

\*Altimeter Setting \*\*No. of Bombs Loaded **12** \*Fuzing: Nose **1/10** Tail **1/40**

\*Ind. Altitude **25,400** \*\*Initial Point \*Ordered Actual

\*True Altitude Above Target **24,800** xLength of Run xTime of Run

xAir Speed (MPH) CIAS **150** TAS **224** \*Mag. Head. Ordered **227** xMag. Head. Actual

\*Ground Speed \*Est **274** \*\*Actual xTime of Release **0** \*\*No. of Bombs Released **0**

Drift \*Forecast **S R** xActual \*\*Type of Train Salvo Individual Jett. Release: **0 0 0** Ret. **0**

\*Actual Range **14,823** xPoint of impact (If Seen)

xTan. Drop. Angle \*Est. **.85** xActual \*\*Airplane Type **B-17C** No. **42-31036**

x Disc Speed **131.5** x Trail **56** \*\*Pilot **Major W. T. Seawell**

\*\*Actual Time Of Fall **40.28** \*\*B.S. Type and No. **M-9** \*\*Navigator **2nd Lt. Eaton**

Neight	Wind Direction		Wind Velocity		Temp Forecast	Temp Actual	Remarks:
	*Est.	xActual	*Est.	xActual	*	X	
1000							
3000							
6000							
10000	<b>60°</b>		<b>30</b>		<b>-12</b>		
15000	<b>60°</b>		<b>40</b>		<b>-19</b>		
20000	<b>60°</b>		<b>50</b>		<b>-31</b>		
220000							
24000							
26000	<b>60°</b>		<b>60</b>		<b>-42</b>		
30000							

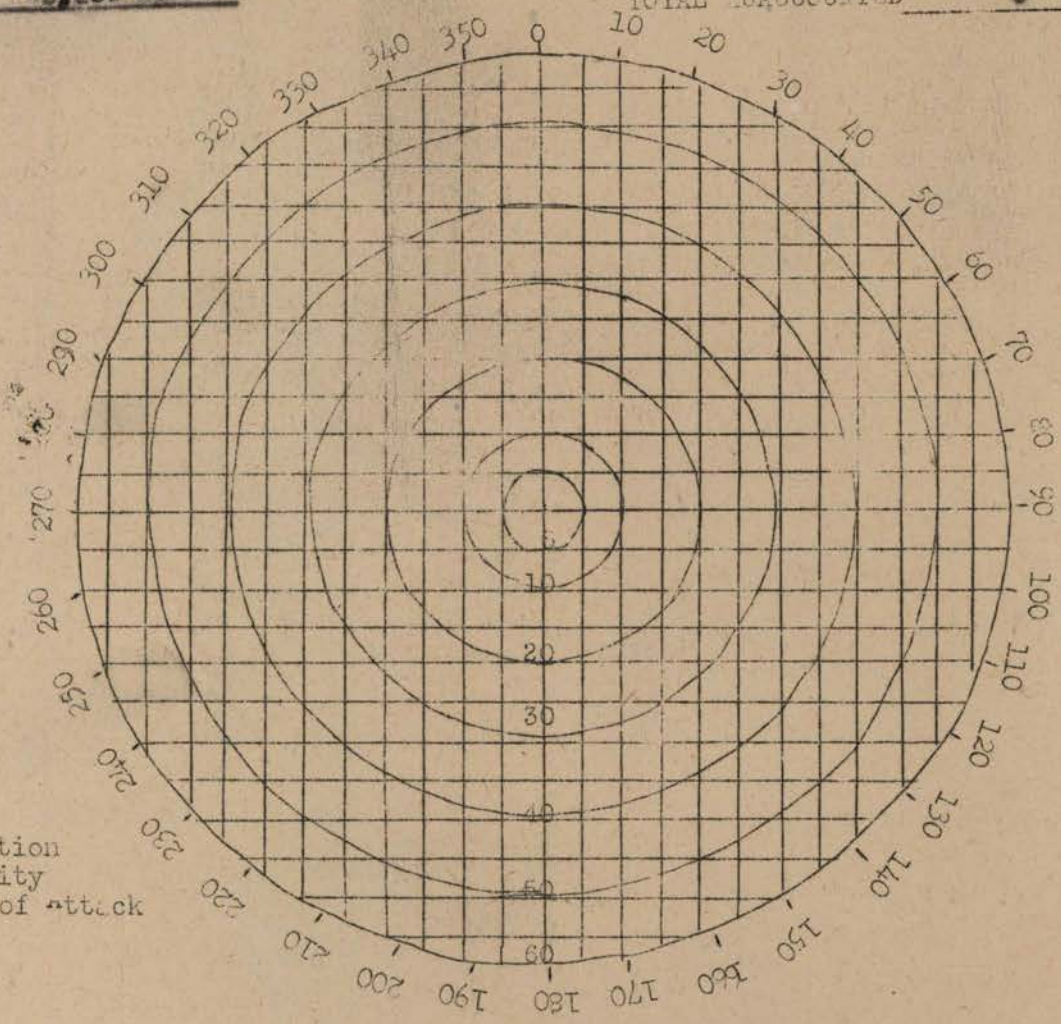
\*Fill in before take-off. \*\*Fill in after landing x Fill in during flight

OMBARDIERS INDIVIDUAL PLOT

GROUP 401st Bomb Gp  
TARGET France  
METHOD OF BOMBING No Bombing  
ALTITUDE 25,400



TOTAL BOMBS CARRIED 240 ± 500±  
TOTAL BOMBS AT TARGET 0  
TOTAL BOMBS HITTING TARGET 0  
TOTAL ACCOUNTED FOR 0  
TOTAL UNACCOUNTED 0



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)

Lead Bombardier's Narrative:

10/10 cloud coverage from enemy coast to target. Visual sighting impossible. Very light Flak noted. Escort excellent.

ARNOLD C. KUENNING  
Captain, Air Corps

HEADQUARTERS  
STATION NO. 128  
APO 634

5 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 the entire electrical system went out.

2. Battle Damage.

a. None.

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



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

5 December 1943

SUBJECT: Mission Summary Report, Armament

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

1. There were no armament malfunctions to report.
2. All bombs and ammunition were expended only on crash of aircraft B17G 42-39825.

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

S E C R E T

Form OO-Amm-2A

MISSION REPORT - AMMUNITION

AAF Station No. 128 Date of Mission 8 December 1943

Group 401st Bomb Group

Type Aircraft B-17 G

I - Aircraft: Departed 21  
 Returned early 0  
 Attacking target 0  
 Lost 0

	Size	Quantity	Fusing
II - Bombs: Initial Load (+ tal)	<u>500 lb. GP</u>	<u>254</u>	<u>1/10 Nose 1/40 Tail</u>
Expended (on <sup>crash</sup> target)	<u>500 lb. GP</u>	<u>12</u>	<u>Same</u>
(jettisoned)	<u>0</u>		
Returned	<u>500 lb. GP</u>	<u>252</u>	<u>Same</u>
Unaccounted for			

III - Flares: Landing, bombing & photoflash carried \_\_\_\_\_  
 Expended (type & amt) 0

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

Position	Cal.	No. of Guns	Ammunition Expended	
			Cal..30	Cal..50
<u>Chin turret</u>	<u>.50</u>	<u>42</u>		<u>330</u>
<u>Left Nose</u>	<u>.50</u>	<u>7</u>		<u>70</u>
<u>Right Nose</u>	<u>.50</u>	<u>21</u>		<u>220</u>
<u>Upper Turret</u>	<u>.50</u>	<u>42</u>		<u>430</u>
<u>Lower Turret</u>	<u>.50</u>	<u>42</u>		<u>440</u>
<u>Radio Gun</u>	<u>.50</u>	<u>21</u>		<u>230</u>
<u>Left Waist</u>	<u>.50</u>	<u>21</u>		<u>250</u>
<u>Right Waist</u>	<u>.50</u>	<u>21</u>		<u>250</u>
<u>Tail Guns</u>	<u>.50</u>	<u>42</u>		<u>480</u>
<u>Totals</u>		<u>259</u>		<u>2700</u>

S E C R E T

(over)

S E C R E T

Total A/C Reported by gun position:

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

Cal..50 2700 rds.

Total expended from abortive A/C:

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

Cal..50 7155 rds.

Expended A/C lost or missing:

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

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

Group totals:

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

Cal..50 9855 rds.

V - Remarks:

Group did not attack target. A/C 49825 - 613th Bomb Sq. - crashed upon leaving field. All bombs and ammunition expended upon crash.

(Signed)

*Cyrus G. Gully*  
Sta. Ord. Off. or Ass't.

S E C R E T

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

(J-A-3)

5 DECEMBER 1943

SUBJECT: COMMUNICATIONS REPORT, OPERATIONAL MISSION NO. 3.

TO : COMMANDING OFFICER, 401ST BOMBARDMENT GROUP (H),  
 AAF STATION 128, APO 634.

1. A. USE OF VHF SET.

VHF CHANNELS A, B AND D AVAILABLE. ROUTINE FORMATION TRANSMISSIONS ON CHANNEL "A".

B. USE OF COMMAND SET.

COMMAND SET 6440 KC'S AND 5165 KC'S AVAILABLE. ROUTINE AIR-TO-GROUND COMMUNICATION WITH TOWER. SHIP 836 (LEAD SHIP) REPORTED COULD NOT CONTACT TOWER. SHIP 847 CONTACTED TOWER AT GRAFTON UNDERWOOD.

C. MF/DF FIXES.

NONE OBTAINED.

D. QDM'S

NONE OBTAINED.

E. NAVIGATIONAL AIDS.

NAVIGATORS REPORTED USE OF RADIO COMPASS AS INDICATED:

<u>PLANE</u>	<u>SPLASHER BEACONS USED</u>	<u>TIME</u>
881	8	1052
834	8, 7, 16	GOING OUT, ALL TIME 8 AND 16 COMING IN
843	16	---
193	8, 12	1025, 1055 (8): 1210, 1230 (12)
877	8, 16	TEST ONLY
889	7, 16, 8	8 ALL THE WAY
887	16, 8, 7	0939, 0945: 8 & 7 HOMING
836	16, 7	ALL DURING MISSION
869	7, 8, 9, 12 & 16	0959 - 1115
116	16	GOING OUT
809	16, 5	1000 - 1100
873	16, 8	1000, 1400 (16); 1200 (8)
837	16, 7, 8	ALL DURING MISSION

SUBJECT: COMMUNICATIONS REPORT, OPERATIONAL MISSION NO. 3 - DEC. 5

SHIP ~~034~~ REPORTED INTERFERENCE ON SPLASHER 16.  
SHIP ~~087~~ REPORTED LOW FREQUENCY JAMMED ON SPLASHER 8.  
SHIP ~~036~~ REPORTED MEACONING ON SPLASHER 7 AT 1230.

F. FUNCTIONING OF "GEE" EQUIPMENT.

MAXIMUM RANGE WITH NORMAL TRANSMISSION, SHIP 614-X,  
4938N, ~~0223E~~; WITH XF #1, SHIP 613-C, 4955N, ~~0210~~.

G. FUNCTIONING OF SBA AND JAY BEAMS.

NOT USED.

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

SECTION "N" AVAILABLE. NOT USED.

I. BREACHES OF RADIO DISCIPLINE.

NONE.

J. COMMUNICATION EQUIPMENT FAILURES.

PLANE REPORTED FAILURES

612-L INTERPHONE BAD AT ALTITUDE.  
612-M INTERPHONE WEAK.  
614-M RADIO OPERATOR AND NAVIGATOR INTERPHONE FAILED.  
615-Q BALL TURRET MIKE SWITCH BAD.  
612-G BOMBARDIER INTERPHONE BAD.  
613-O NAVIGATOR MIKE BUTTON BAD.  
615-A INTERPHONE BAD AT ALTITUDE.  
614-X COMMAND SET FAILED.  
615-K BOMBARDIER INTERPHONE BAD AT ALTITUDE.

K. ABORTIVES DUE TO COMMUNICATIONS.

NONE.

L. INFORMATION ON MEACONING.

SHIP ~~036~~ REPORTED MEACONING ON SPLASHER 7 AT 1230.

M. OTHER COMMUNICATION DIFFICULTIES.

NONE.

N. REMARKS.

DEFICIENCIES BEING INVESTIGATED AND CORRECTED.

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

(EXTRACT FROM LOG OF LEAD SHIP, MISSION NO. 3)

SGT. CLARENCE R. MINER  
 (RADIO OPERATOR'S NAME)  
12-4-43  
 (DATE)

SHIP NO. 036  
 NO. OF QDM'S 0  
 NO. OF FIXES 0  
 NO. OF SOS'S 0

NOTE: THE ABOVE IS TO BE FILLED AFTER LANDING.

1ST DIV COLLECTIVE CALL SIGN: SWVC M/F D/F SECTION: N-FC7

C.W. COLLECTIVE CALL SIGN: XNCC SHIP CALL SIGN: UDSX

TIME: 0730 . WATCH OPENED: NAME: CLARENCE R. MINER

COMPASS: OK COMMAND: OK LIAISON: OK

INTERPHONE: OK VHF: OK IFF: OK

TIME	TO	FROM	REMARKS
<del>0806</del>			NO. 1 ENG STARTED
<del>0815</del>			TAXIED
<del>0830</del>			TOOK OFF. IFF ON DETINATOR IN
WING		7MT	8 V'S - X445 - <del>0834A</del> ----- AR
<del>0850</del>			IFF CHECKED OK
WING		7MT	3 V'S - X445 - <del>0904A</del> ----- AR
<del>0905</del>	GTDC		
	XNCC	7MT	X259 - NR1 - Y - GR 7 - UFGN BJXD ZNOL ZJYM BFNG YMUF VQHX - <del>0904A</del> - K
<del>0907</del>			DECODED AND GIVEN TO PILOT
<del>0920</del>	7MT	GTDC	R - NR 1 - INT 1 K/ - R - 187 K/ - RAR
<del>0935</del>			IFF CHECKED OK
<del>0950</del>			IFF CHECKED OK
<del>0952</del>	7MT	UDSX	R - NR 1 - INT 2 K/ - R 984 K/ RAR
WING		7MT	4 V'S - X 445 - <del>1004A</del> ---- AR
<del>1005</del>			IFF CHECKED OK
<del>1020</del>			IFF CHECKED OK
WING		7MT	7 V'S - X 445 - <del>1034A</del> ----- AR
<del>1035</del>			IFF CHECKED OK
<del>1050</del>			IFF CHECKED OK
WING		7MT	5 V'S - X 445 - <del>1104A</del> ----- AR
<del>1105</del>			IFF CHECKED OK
<del>1106</del>			LEFT ENGLISH COAST
<del>1110</del>			NAV CALLED IFF TURNED OFF
<del>1120</del>			OVER ENEMY COAST
WING		7MT	2 V'S - X 445 - <del>1134A</del> ----- AR
			FIGHTERS MET US AT DESIGNATED POINT
1215			LEFT ENEMY COAST
1225	7MT	UDSX	X 259 K/ R <del>1204A</del> / R TMT AR NR 1 Y GR 1 - LPZA GR 1 K
<del>1222</del>	7MT	UDSX	R - REPEATED / R <del>1204A</del> / R X625 K/ DERMOODID SO
<del>1220</del>	UDSX	7MT	RENR 1 K/ RAR BREN1 OEE OK
1226			NAV CALLED IFF TURNED ON
1230			REACHED ENGLISH COAST
1240			IFF CHECKED OK
1255			IFF CHECKED OK
WING		7MT	6 V'S - X445 - <del>1304A</del> ----- AR

(OVER)

(OPER)

1310	JMT	DIFF CHECKED OK	207V ----- VH
1325		DIFF CHECKED OK	
WING	7MT	4 EVISE - X 45 - 1334A ----- AR	
1341		BLANDED DIFF OFF	DETONATOR OUT
1347		DISPERSAL AREA	ALIGNED ON
1350	UDSX	JMT	BENG CUT ALL EQUIPMENT OFF OK
1355	JMT	UDSX	DIFF WATCH AT (GRAFTIN UNDERWOOD) D 20
			JMT / B INT VH GB J K
1552	JMT	UDSX	X 22 K (SIGNED) NR J A GB J - 732V
1512			FEEL ENEMY SGT CLARENCE R. MINER
			FRONTIERS MET US AT DESIGNATED POINT
	JMT		S A.S - X 22 - 1127V ----- VH
			OPER ENEMY COAST
			MYA CALLED IEE TURNED OFF
			FEEL ENGLISH COAST
			IEE CHECKED OK
	JMT		S A.S - X 22 - 1127V ----- VH
			IEE CHECKED OK
			IEE CHECKED OK
	JMT		S A.S - X 22 - 1127V ----- VH
			IEE CHECKED OK
			IEE CHECKED OK
	JMT		S A.S - X 22 - 1127V ----- VH
	JMT	UDSX	B - NR J - INT S K - B 287 K / BVB
			IEE CHECKED OK
			IEE CHECKED OK
	JMT	UDSX	B - NR J - INT J K - B - 187 K - BVB
			DECODED AND GIVEN TO PILOT
			TOWING OF MINE TO BEGOT
			BEING MADE VHX - 222A - K
	JMT		X 22 - NR J - A - GB J - NRON 07X0 2100 27AM
			MYLS JONES DLRB NORU - 7 20 - 2 20 - 2 20 - 2 20
	JMT		S A.S - X 22 - 1127V ----- VH
			IEE CHECKED OK
	JMT		S A.S - X 22 - 1127V ----- VH
			LOOK OFF. IEE ON DETONATOR IN
			TAXIED
			NO. 4 ENG STARTED

TIME	TO	FROM	REMARKS
INTERPHONE:	OK	VHF:	OK
COMPASS:	OK	COMMAND:	OK
TIME:	2222	WATCH OPENED:	NAME: CLARENCE R. MINER
C.M. COLLECTIVE CALL SIGN:	UDSX	SHIP CALL SIGN:	UDSX
1ST DIA COLLECTIVE CALL SIGN:	2222	SECTION:	1-201

NOTE: THE ABOVE IS TO BE FILLED AFTER LANDING.

(DATE) \_\_\_\_\_

(RADIO OPERATOR'S NAME) \_\_\_\_\_

SGT. CLARENCE R. MINER

NO. OF 202.2	0
NO. OF 11X2	0
NO. OF 001.2	0
SHIP NO.	222

(EXTRACT FROM LOG OF LEAD SHIP'S MISSION NO. 2)

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

5 December 1943.

SUBJECT: Narrative Report of Paris Operation.

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

1. 21 A/C took off to attack a ball-bearing plant 5 miles Northwest of the center of the city of Paris, France. No bombs were dropped in the target area, 18 A/C returning fully loaded to this base, 3 A/C jettisoning their loads in the English Channel. One aircraft proceeded only 15 miles from this base, returning because of failure of all electrical equipment. All aircraft landed ultimately at this base, some having preceded first to Grafton-Underwood.

2. No enemy aircraft were encountered at any time, and friendly fighter support, present the entire route, was described as very efficient; close and active support by P-51's developed what was described as a "minor recognition problem."

3. Antiaircraft fire was encountered in one single concentration, for a duration of two to four minutes, near IP, vicinity of Amiens, described as fairly accurate as to height, poor as to deflection, meager barrage type, black bursts.

4. No ships suffered battle damage, no personnel casualties were suffered, and no unusual observations of interest were reported, insofar as the 21 dispatched aircraft were concerned.

5. In the process of taking off from this, A/C No. 825 crashed into a stone building, caught fire, the bomb load exploded destroying the A/C. Three crew-members were injured and hospitalized.

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



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

FLASH TELETYPE REPORT

1. 401st
2. 20
3. 20
4. 10/10 Undercast
4. None - None - None - None
5. None
6. None
7. None
8. None
9. None
10. Meager 7 minutes before I.P.
11. 10/10 unable to bomb
12. None
  - A. From Enemy Coast to target and back to England. Excellent
  - B. None
  - C. None

FROM FRY

TO A-2 1ST DIVISION

TIME 1615

TO: C.G. 1ST BOMB DIV. AND 2ND COMBAT WING  
FROM: C.O. 401ST BOMB GP. (H)

TELETYPE A

- S-1. 401ST BOMB GROUP FLEW HIGH POSITION IN THE 1ST COMBAT WING. NO ENEMY FIGHTERS WERE REPORTED. FRIENDLY FIGHTER SUPPORT WAS CONTINUOUS FROM LANDFALL AT ENEMY COAST, ALL THE WAY AROUND TARGET AREA AND BACK OUT.
- S-2. ANTI-AIRCRAFT FIRE WAS ENCOUNTERED IN ONE SINGLE CONCENTRATION, FOR A DURATION OF TWO TO FOUR MINUTES, EXXER NEAR IP, VICINITY OF AMIENS, FAIR AS TO HEIGHT, POOR AS TO DEFLECTION, MEAGER BARRAGE TYPE, BLACK BURSTS. ALTITUDE 25000 FT.
- S-3. NO A/C THIS GROUP LOST. NO A/C OTHER GROUPS OBSERVED LOST.
- S-4. NIL.
- S-5. NO BATTLE DAMAGE.
- S-6. NO OBSERVATIONS OF INTEREST.
- S-7. COMPLETE OVERCAST TO 15000 FEET OVER TARGET AREA PREVENTED BOMBING.
- S-8. ALTHOUGH CREWS AGREED FIGHTER COVER EXCELLENT, MINOR RECOGNITION PROBLEM DEVELOPED CONCERNING EXTREME CLOSE AND ACTIVE SUPPORT BY P-51.
- S-9. 20 A/C EXXER TOOK OFF AT 0830 AND CROSSED THE ENGLISH COAST AT DUNGENESS AT 1056 HOURS. FOLLOWED ROUTE AS BRIEFED, TURNING SLIGHTLY EAST OF BRIEFED IP, HOWEVER. CROSSED ENEMY COAST AT CAYUEX AT 1117 HOURS. OVER APPROXIMATE TARGET AREA AT 1142 HOURS. DID NOT BOMB. LANDED AT BASE AT 1214 HOURS. A/C NOS. 087, 089 AND 837 JETTISONED 12X500 G.P. EACH IN ENGLISH CHANNEL. BALANCE BROUGHT BACK. A/C NO. 826 TURNED BACK 15 MILES OUT FROM BASE, ACCOUNT COMPLETE FAILURE ELECTRICAL EQUIPMENT.

TO: C.G. 1ST BOMB DIV. AND 92ND COMBAT WING.

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

TELETYPE B

- A. 401
- B. 21
- C. 0
- D. 0
- E. 0
- F. 0
- G. 21
- H. 0
- I. 0
- J. 0
- K. 0
- L. NO ATTACK, OVER TARGET AREA AT 1142 HOURS
- M. 25000 OVER TARGET AREA
- N. 0
- N.1. 252X500 G.P.
- N.2. 0
- O. 3-36X500 G.P.
- P. 18-216X500 G.P.
- Q. 0-0-0-0
- R. 0-0-0

PARIS MISSION - 5 December 43

401st Bombardment Group (H)

1. There were no enemy attacks.
2. No hot news reported by any of the crews returning from the mission.
3. No repeat No combat claims.
4. A few dog fights between our fighters were seen at great distance.  
(These may have been our own fighter escort.)

<sup>1ST.</sup>  
IMMEDIATE TELEPHONE REPORT-~~90~~ COMBAT WING

MISSION Paris DATE 5/12/43 GROUP 401

1. NUMBER A/C DISPATCHED 20 22
2. NUMBER A/C RETURNED EARLY 20 1
3. APPROX. NO. OF A/C ON PRIMARY 0
4. APPROX. NO. OF A/C ON SECONDARY 0
5. APPROX. NO. OF A/C ON LAST RESORT 0
6. APPROX. NO. OF A/C ON TARGET OF OPPORTUNITY 0
7. REASON FOR NOT ATTACKING PRIMARY 10/10 Undercast
8. AIRCRAFT KNOWN MISSING 0
9. AIRCRAFT UNACCOUNTED FOR 0
10. BOMBING RESULTS: GOOD, FAIR, POOR, NIL, UNKNOWN, 0
11. WEATHER 10/10 Undercast
12. FLAK: INTENSE        MOD        HEAVY        ACC        INACC (none)
13. E/A NUMBER None
14. FRIENDLY AIRCRAFT SUPPORT Excellent

INTERROGATION FORM

1. 401st 615th 036 X 5/12/43  
GROUP SQUADRON A/C NO. LETTER DATE

POSITION BRIEFED #1 - 1st E. - ship Lead POSITION OVER TARGET #1-1st E.-Lead Sqdn.

T/O TIME 0830 TIME LANDED 1341 Grafton Underwood

PILOT Major Allison C. Brooks TOP TURRET Sgt. Charles L. Roundtree

CO-PILOT Major William T. Seawell BAIL TURRET S/Sgt. James E. Howell, Jr.

NAVIG. 2nd Lt. William M. Eaton R. WAISE Sgt. Alfred P. Marshall

BOMB. Capt. Arnold C. Kuenning L. WAISE Sgt. William A. Tosh

RADIO Sgt. Clarence R. Miner TAIL GUN 1st Lt. Clyde A. Lewis

2. ROUTE: AAS BRIEFED (YES  NO ) Position at rendezvous O.K. but 2000 ft. too low  
Left English Coast 1056 Dungeness going across France - 15 mi. E. of route.  
Return English Coast Hastings Hit enemy coast 1117 Cayeux-coverage prevents ac-  
Wireless from Div. at 0905, turn right if impossible to see target. curacy.

3. BOMBING: TIME OVER TARGET 1142 BOMBING ALTITUDE 25,600

TARGET: PRIMARY  SECONDARY  LAST RESORT  ELSEWHERE

NO. OF BOMBS DROPPED X ; JETTISONED X

BROUGHT BACK V X

RESULTS: GOOD  FAIR  POOR  NIL  UNOBSERVED

4. FIGHTER SUPPORT: LOCATION Very good.

TIME                      ALT.                      EFFECTIVENESS                     

5. CREW OBSERVATIONS none

6. CASUALTIES (NAME, POSITION, INJURY, CAUSE)

none

7. WEATHER 10/10 solid undercast at target, broken overcast over target.

8. SPECIAL QUESTIONS FOR A/C RETURNED EARLY:  
TIME OF TURN BACK                      ALTITUDE                     

LOCATION                     

COURSE OF TURN-BACK                     

REASON

DATE 5/12/43

9. MALFUNCTIONS:

a. GUN MALFUNCTIONS, WITH GUN POSITION AND REASONS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

b. BOMB-SIGHT MALFUNCTIONS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

c. C-1 PILOT MALFUNCTIONS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

10. a. PERSONAL EQUIPMENT DEFICIENCIES: \_\_\_\_\_  
\_\_\_\_\_

none

b. MINOR DISABILITIES, SUCH AS "BENDS", FROST-BITE, ETC.: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

none

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

TIME 1545

INTERROGATOR Lt. Hill

12. FLAK REPORT DATE 5/12/43

A/C NO 036 ACTUAL ALTITUDE 25,000 POSITION #1-1st E.-Lead Sq.

(1) LOCATION Amiens mi. W. of TIME 1136 INT \_\_\_\_\_ MOD v MEG \_\_\_\_\_ COLOR B W R

ACCURACY (HEIGHT) GOOD \_\_\_\_\_ FAIR \_\_\_\_\_ POOR low: (DEFLECTION) GOOD \_\_\_\_\_ FAIR \_\_\_\_\_ POOR \_\_\_\_\_ left and leading

(2) LOCATION \_\_\_\_\_ TIME \_\_\_\_\_ INT \_\_\_\_\_ MOD \_\_\_\_\_ MEG \_\_\_\_\_ COLOR B W R

ACCURACY (HEIGHT) GOOD \_\_\_\_\_ FAIR \_\_\_\_\_ POOR \_\_\_\_\_: (DEFLECTION) GOOD \_\_\_\_\_ FAIR \_\_\_\_\_ POOR \_\_\_\_\_

(3) LOCATION \_\_\_\_\_ TIME \_\_\_\_\_ INT \_\_\_\_\_ MOD \_\_\_\_\_ MEG \_\_\_\_\_ COLOR B W R

ACCURACY (HEIGHT) GOOD \_\_\_\_\_ FAIR \_\_\_\_\_ POOR \_\_\_\_\_: (DEFLECTION) GOOD \_\_\_\_\_ FAIR \_\_\_\_\_ POOR \_\_\_\_\_

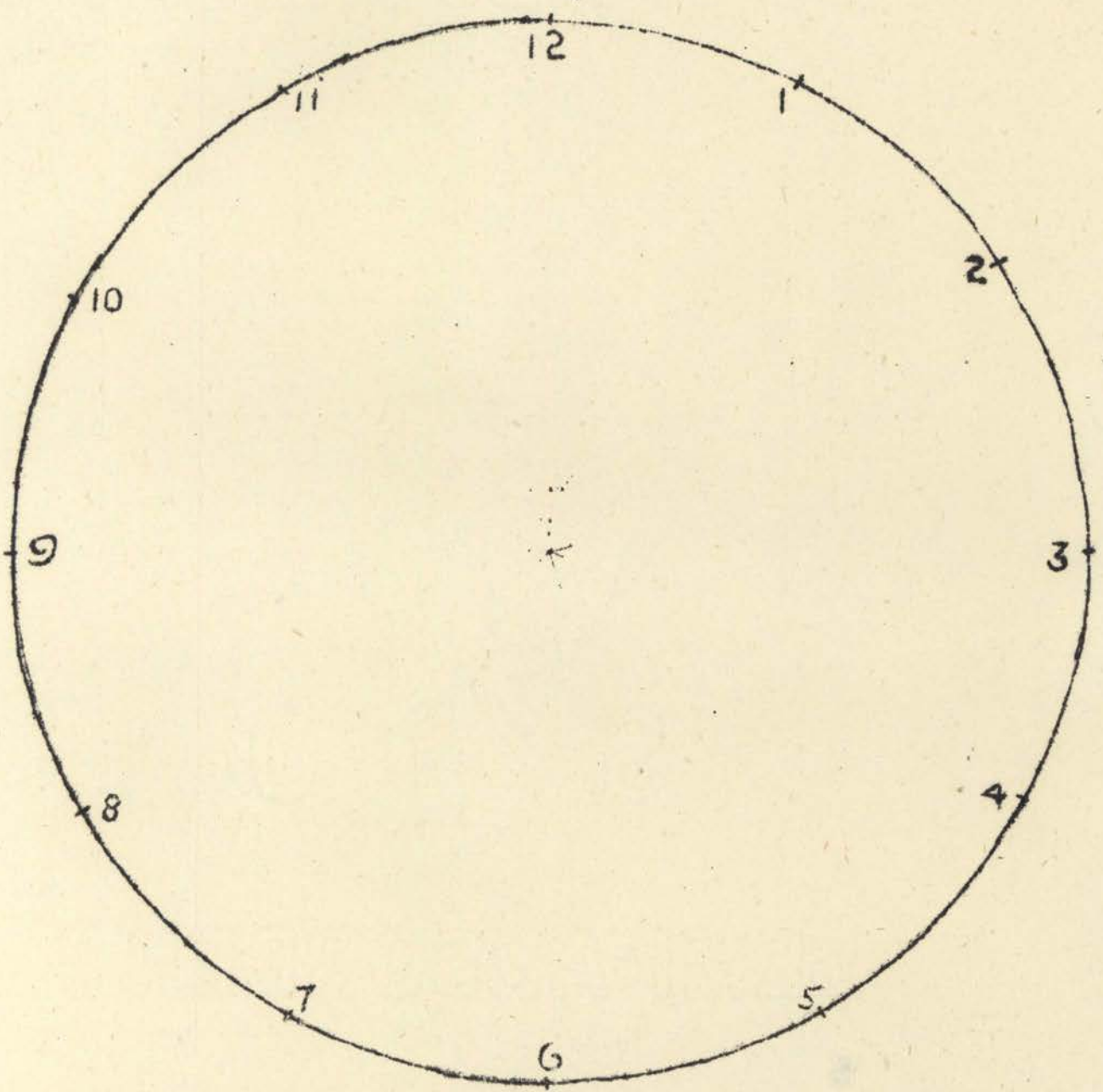
COMMENTS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

E/A ENCOUNTERS

TIME OF ATTACKS: \_\_\_\_\_

VICINITY OF ATTACKS: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_



NUMBER E/A SEEN: \_\_\_\_\_

(WHERE?) \_\_\_\_\_

TYPES & DESCRIPTION: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

TACTICS: \_\_\_\_\_

\_\_\_\_\_

ATTACKS FROM:

ABOVE: \_\_\_\_\_>

LEVEL: - - - - ->

BELOW: ~~~~~>



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.  
Attention: A-2 (By Courier).

1. No repeat No combat claims made for Paris Mission, this date.

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

OFFICE OF THE INTELLIGENCE OFFICER  
STATION 128 - APO 834  
U. S. ARMY

5 December 1943.

SUBJECT: Crew Comments on Paris Operation, this date.

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

1. The following comments of crew members participating in the Paris Operation, this date, taken from the Intelligence Interrogation Forms, are submitted for your information:

- a. All members of Lt. Shott's crew asserted that it was necessary for them to clean their own guns, just prior to the mission. It was their opinion that the armament section had not touched the guns.
- b. Lt. Kirkhuff wishes that the formation would be closed up, he said that the speed was a bit slow and the leader of the second element would not close in.
- c. Lt. Wilson said the mission was flown the best of any to date.
- d. Sgt. Zander recommends that the ships be covered at night to keep frost off of the windshield. Other members of Lt. Dempsey's crew urge that the armament section oil the receivers of the guns. The fire out-off cam in the ball turret gun stuck.
- f. Lt. Daley said that the 612th formation was very bad and that A/C No.'s 837 and 116 were continuously dropping back, forcing the second element to drop way behind. He said that A/C No. 507 flying on the left wing of the second element was continuously gettin ahead of the formation and cutting dangerously in and out.
- g. Captain Stann reported good results from the urinal cans. He reported that the element leaders were not holding their positions.
- h. Lt. Gurrie suggested wing covers to keep frost off of wings.
- i. Lt. Piper said one truck per crew is needed for transportation.
- j. Captain Beers said open gun ports in the nose would prevent window frosting and Sgt. Craft of the same crew said a longer oxygen hose was needed in the ball turret.

- k. All members of Lt. Rusey's crew said they would like A-14 oxygen masks.
- l. All members of Lt. Christensen's crew said the helmets would not fit over the ear phones and should be cut out.
- m. Lt. Holland said the windows were so dirty visibility was bad. Sgt. Brown reported the range pedal and mike button in the ball turret froze up, he also urged a longer oxygen hose for the ball turret.
- n. Lt. Wysocki said the windows of his ship were covered with frost at the take-off and the side windows were muddy. Silica-jell was missing.
- o. Captain Peck said the formation was poorly led and that the speed at land-fall was too fast, thus spreading out the formation.
- p. Lt. Fox said the pilots of the P-51's used regular enemy tactics and the P-47's were excellent. No driver was on hand to take the crew truck to the plane this morning. (P-51's should be more careful).
- q. Lt. Lowry said the Group formation was poor and that A/C No.'s 081 and 090 were in too close.
- r. Lt. Fesmire suggested flying through the undercast, bombing, and then coming back up through the undercast. Sgt. Lipa recommends a longer phone cord for headsets for radio operators.

*Lt. S. R. Closway*

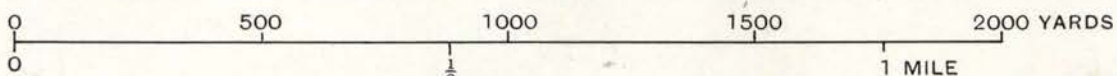
for W. B. FRY,  
Major, A. C.,  
Group S-2 Officer.

Target No.  
S. 829

AERO - ENGINE WORKS, Etc.

PARIS (Bois Colombes)  
(FRANCE)

Illustration No.  
S. 829/4

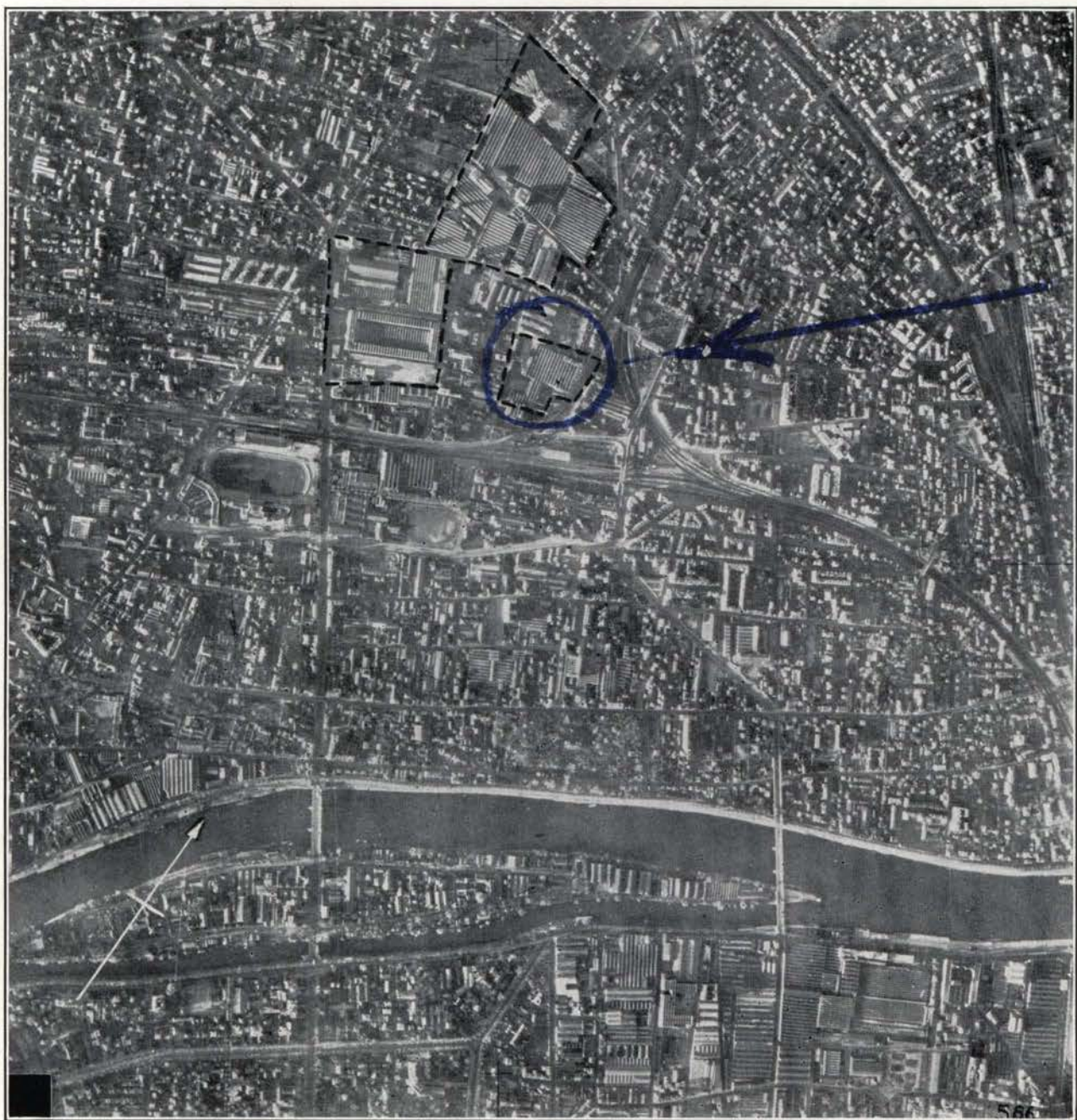


Photographed 24 November 1942

(1 : 14,250)

approx.

Issued June 1943

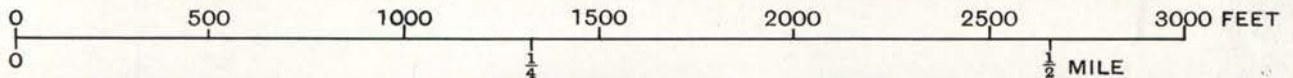


A.1.3c (1)

Target No.  
S. 829

AERO-ENGINE WORKS, Etc. — PARIS (St. Colombes)  
(FRANCE)

Illustration No.  
S. 829/6

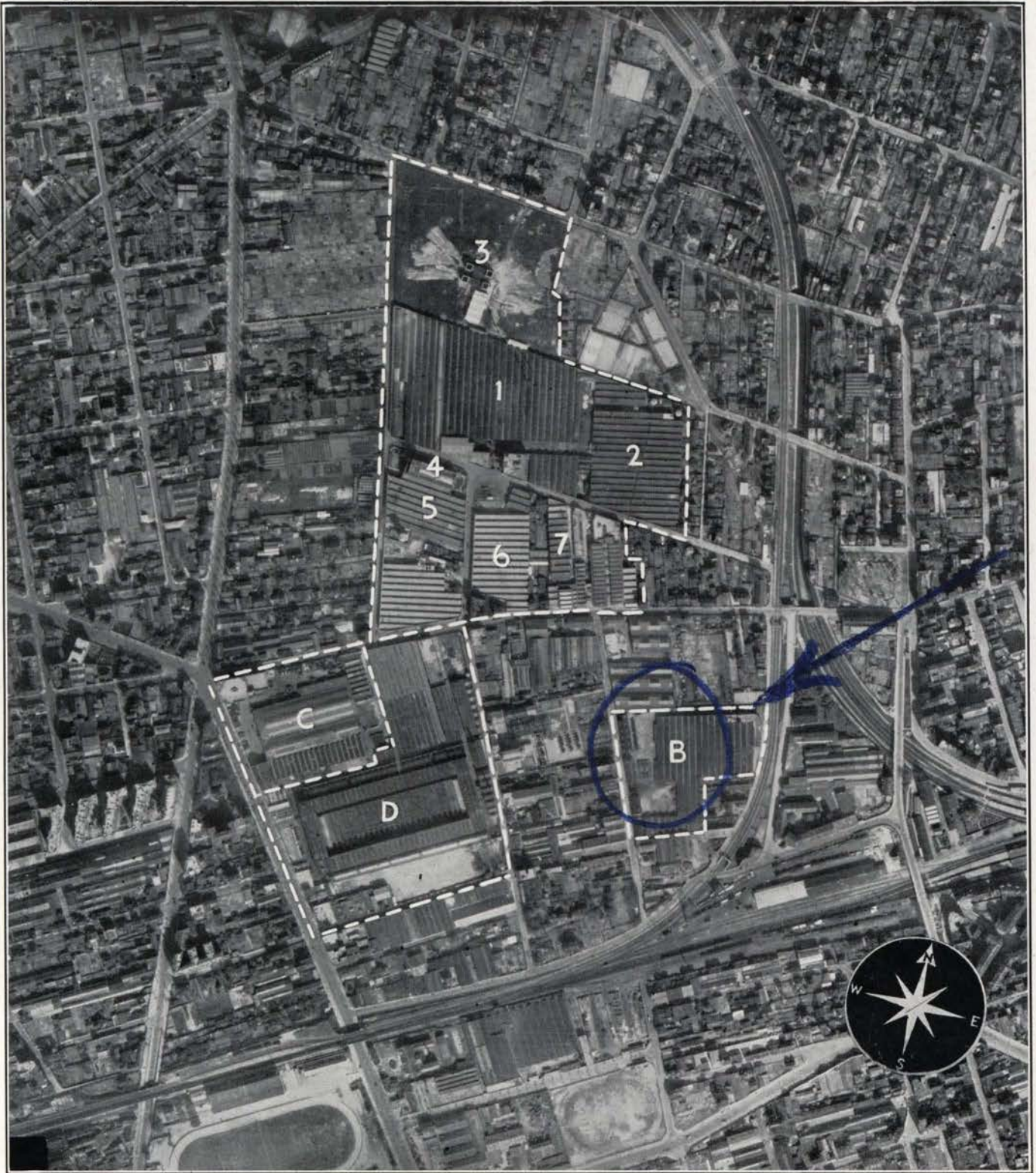


Photographed 5 April 1943

(1 : 6,000)

approx.

Issued June 1943



- A. AERO-ENGINE WORKS (Hispano-Suiza). B. BALL-BEARING WORKS (C. A. M.).  
C. M/T REPAIR WORKS & STORE (Berliet). D. M/T STORE (Delage).
- 1. } Main Workshops.
  - 2. }
  - 3. Engine Testing Beds.
  - 4. Wind-tunnel.
  - 5. Propellor Shops.
  - 6. Machine Shops.
  - 7. Heat-treatment Shops.

A.1.3c (1)

401st GROUP

Date 5 December 43

FLAK REPORT

TARGET Paris

1. Route followed: Our formation made land-fall at Ault, then went to I.P. and turned on a heading of 185° true for 7 minutes, then turned to 275° true. Course then took formation south of Paris, south of the assembly point at Rambouillet, then directly back to the enemy coast. We left the enemy coast about 18 miles south of where we entered it.
2. Visibility at Target. (Any condensation trails?)

10/10 undercast

3. No. of A/C over Target:

20

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?

None

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

Target not attacked

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

Nil

7. Turn after bombing.

Did not bomb

8. Position of group in relation to other Groups: The 351st group was lead in the Combat Wing, the 351st was low Group and the 401st was high Group.

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. Meager flak, unquestionably of the barrage type sent up through the undercast, was encountered for about 2 to 3 minutes in the vicinity of Amiens. (4925-0215E) Between 20 and 30 black bursts were observed. Flak was fairly accurate as to height and poor as to deflection. There was nothing out of the ordinary about it.

10. Any other Comments, Phenomena, etc.

None

26000 ✓

036

069

809

193

843

077

034 ✓

770 ✓

116

837

820

835

089

081

507

087

848

090

847

873

MISSION CAMERA REPORT

DATE 5 Dec 1943

- 1. NO. CAMERA PREPARED AND INSTALLED 11
- 2. TYPES 4 Type K-21  
7 Type K-20
- 3. NO. CAMERAS TAKING PHOTOGRAPHS 4
- 4. REASONS FOR CAMERAS FAILING TO GET PHOTOGRAPHS:
  - 1. Aircraft crashed (1 K-20)
  - 2. Cameras not used- did not reach target.
  - 3. Camera frozen (K-20)
  - 4. \_\_\_\_\_
  - 5. \_\_\_\_\_
- 5. WHERE ANY CAMERAS LOST? Yes HOW MANY 1 TYPE K-20)

BASE PHOTO OFFICER Philip K. Allyn  
(NAME)  
2nd Lt  
(RANK)

6. REMARKS:  
No bombs dropped. No SAV negatives. Planes turned back before reaching target.

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

*(Faint mirrored text from reverse side of page)*



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

SUBJECT: Loading List.

5 December 1943

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

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

\*PLANE # 42-31068

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -						
CP -	1st Lt.	Goodman	James	F.	0-665678	612th
N -	Major	Martin	Malcolm	K.	0-424978	
B -	2nd Lt.	Fraloli	Frank	P.	0-683234	
RO -	2nd Lt.	Anderson	Donald	M.	0-735233	
**TT -	S/Sgt	Graham	James	J.	16099737	
BT -	S/Sgt	DeWees	Foster	E.	35188513	
TG -	T/Sgt	Farmer	John	O.	6861113	
LWG -	Sgt.	Smith	William	D.	19122676	
RWG -	Sgt.	Henderson	Pete	D.	38213690	
	Sgt.	Markle	Burton	A.	32598715	

\*PLANE # 42-31034

P						
CP	Capt.	McGree	Donald	G.	0-348319	
N	2nd Lt.	Jurrie	Donald	A.	0-805408	
B	2nd Lt.	Jeffery	Morey	B.	0-685629	
RO	2nd Lt.	Winn	Roy	R.	0-679433	
**TT	S/Sgt	DiPierro	Cosimo	A.	12172565	
BT	S/Sgt	Gibson	Earl	C.	15086940	
TG	Sgt.	Stengle	Percy	J.	36276698	
LWG	Sgt.	Surprise	Walter	L. Jr.	17129684	
RWG	Sgt.	Parratt	John	L.	13100644	
	Sgt.	Anber	Joe	R.	36703821	

\*PLANE # 42-31089

P						
CP	2nd Lt.	Dailey	Scribner	C.	0-801940	
N	2nd Lt.	Stokes	Alexander	C.	0-801578	
B	2nd Lt.	Malone	John	L.	0-805182	
RO	1st Lt.	Hutson	Wayman	T.	0-406409	
**TT	S/Sgt.	Hildreth	Author	W.	11055299	
BT	S/Sgt.	Flynn	William	B.	16046687	
TG	Sgt.	CALLAHAN	MICHAEL	J.	1815457	
LWG	Sgt.	Sanders	Charles	W.	12190382	
RWG	Sgt.	PANILIS	Emmanuel B		12154654	
**	Enter complete number of aircraft		Charles	T.	37315748	
**	Designate Engineer					

PLANE # \_\_\_\_\_ RANK LAST (NAME) FIRST (NM) A.S.N. SQUADRON

\*PLANE # 42-31087

P	-	2nd Lt.	Fox	Gaston	M.	0-82737	612th
CP	*	2nd Lt.	Blaise	Gerald	L.	0-748328	"
N	-	2nd Lt.	Wilson	Darrell	D.	0-750174	"
B	-	2nd Lt.	Mendelson	Leonard	J.	0-749917	"
RO	-	S/Sgt.	Brandt	Duane	G.	39193489	"
**TT	-	S/Sgt.	Brown	Allen	D.	38294097	"
BT	-	Sgt.	Sabel	Jerome	(NMI)	12158528	"
TG	-	Sgt.	Estess	Cecil	C.	34425600	"
LWG	-	Sgt.	Gallas	Joseph	(NMI)	33394658	"
RWG	-	Sgt.	Sierra	Charles	P.	12155142	"

\*Plane # 42-39826

P	-	2nd Lt.	Neag	Traian	(NMI)	0-802443	"
CP	-	2nd Lt.	England	John	P.	0-748608	"
N	-	2nd Lt.	Santos	Elmer	S.	0-676132	"
B	-	2nd Lt.	DeRaimo	Okey	(NMI)	0-679382	"
RO	-	S/Sgt.	Bardon	William	C.	35666460	"
**TT	-	S/Sgt.	Johnson	Morris	W.	35494817	"
BT	-	Sgt.	Daskiewicz	12154654	S.	12154654	"
TG	-	Sgt.	Farrell	James	E.	35540640	"
LWG	-	Sgt.	Purwin	Bert	A.	36405703	"
RWG	-	Sgt.	Peacock	George	P.	6573365	"

\*PLANE # 42-39837

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

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

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

Enter Complete number of Aircraft Designate Engineer

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

5 Dec. 19 43

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 # 42-31081

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A. S. N.	SQUADRON
P -	1st Lt.	Riegler	William	(NMI)	0728732	613th Sq.
CP -	2nd Lt.	Cushman	Thomas	R.	0680414	"
N -	2nd Lt.	Anderson	William	E.	0728329	"
B -	1st Lt.	Fesmire	Durward	W.	0515093	"
RO -	S/Sgt.	Lipa	Milton	G.	11071562	"
**TT -	T/Sgt.	Click	Leonard	W.	18129468	"
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	"
X	1st Lt.	Wood	Horace	D.	0673661	"

\*PLANE # 42-3507

P	-Capt.	Stann	Leon	(NMI)	024863	613th Sq.
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	Edon	W.	35740180	"
TG	-S/Sgt.	Willman	Herbert	F.	39393215	"
LWG	-S/Sgt.	Ogborn	Donald	W.	22137704	"
RWG	-S/Sgt.	Biggs	Clarence	H.	33374505	"

\*PLANE # 42-31090

P	-1st Lt.	Piper	Harry	L. Jr.	0740910	613th Sq.
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	"

\*\* Enter complete number of aircraft  
 Designate Engineer

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

\*PLANE # 42-37770

P	-	1st. Lt.	Shotts	Bryan	M.	0667578	613th Sq.
CP	*	Capt.	Hinkle	Carl	C.	024829	"
N	-	2nd Lt.	Savage	William	F.	0441712	"
B	-	2nd Lt.	Briarton	Henry	R.	0681518	"
RO	-	T/Sgt.	Reedy	Robert	L.	36373210	"
**TT	-	T/Sgt.	Swofford	Leland	L.	14064116	"
BT	-	S/Sgt.	Rieger	Harvey	W.	37121385	"
TG	-	S/Sgt.	Iseminger	John	(NMI)	14084579	"
LWG	-	S/Sgt.	Sonichsen	Donald	H.	36703732	"
RWG	-	Sgt.	Jones	William	F. Jr.	38397179	"

\*Plane # 42-39825

P	-	2nd Lt.	Keith	Walter	B.	0802411	613th Sq.
CP	-	2nd Lt.	Hammond	Wardlaw	M.	0684729	"
N	-	2nd Lt.	Floto	Carl	T.	0671335	"
B	-	2nd Lt.	King	John	J.	0679470	"
RO	-	T/Sgt.	Musser	Benjamin	Z.	13095360	"
**TT	-	T/Sgt.	Woodward	William	D.	34386680	"
BT	-	Pvt.	Cohen	Walden	D.	33252138	"
TG	-	S/Sgt.	Kerr	Robert	V.	19094519	"
LWG	-	S/Sgt.	Hadsell	David	N.	32473097	"
RWG	-	Pvt.	Kelsen	Harold	J.	12182527	"

\*PLANE # 42-7835

P	-	2nd Lt.	Lawry	Donald	H.	0801998	613th Sq.
CP	-	2nd Lt.	Dockendorf	James	S.	0684698	"
N	-	2nd Lt.	Self	Harry	W.	0674808	"
B	-	2nd Lt.	Edkins	Thomas	H.	0682088	"
RO	-	S/Sgt.	Charnes	Hugh	W.	34497617	"
**TT	-	T/Sgt.	Waterman	Fred	G.	32449446	"
BT	-	S/Sgt.	Roome	Charles	C.	36034929	"
TG	-	S/Sgt.	Kashner	Charles	E.	15333266	"
LWG	-	Sgt.	Knutson	Robert	W.	17169744	"
RWG	-	S/Sgt.	College	Clarence	G.	33257076	"

\*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

December 5 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 # 42-39847

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -	2nd Lt.	CHAPMAN,	ALVAH	H.	0461727	614th
CP -	Maj.	EVELAND,	IVAN	W.	0392811	"
N -	2nd Lt.	SMITH,	CHARLES	M.	0734380	"
B -	2nd Lt.	DEVILLE,	FRANK	M. Jr.	0747581	"
RO -	S/Sgt.	Pyle,	Robert	B.	15335829	"
**TT -	S/Sgt.	Wilson,	George	S.	35407356	"
BT -	S/Sgt.	Spatilson,	Bruno	J.	33164854	"
TG -	2nd Lt.	EVANS,	JACK	B.	06826899	"
LWG-	S/Sgt.	Dayton,	James	E.	39032317	"
RWG-	S/Sgt.	Brennan,	Michael	G.	31192434	"

\*PLANE # 42-31116

P -	Capt.	PECK,	JOHN	C.	024830	"
CP -	2nd Lt.	THOMPSON,	HARRY	C.	0684792	"
N -	2nd Lt.	CRANDALL,	WILLIAM	C.	0801119	"
B -	2nd Lt.	GERRICK,	GEORGE	C.	0676940	"
RO -	S/Sgt.	Stanforth,	Joseph	R.	15195089	"
**TT -	T/Sgt.	Novoselich,	George		35381019	"
BT -	S/Sgt.	Urich,	Lawrence	C.	19096322	"
TG -	2nd Lt.	SMITH,	WALLACE	R. Jr.	0801313	"
LWG -	S/Sgt.	LeBailly,	Arthur		32461439	"
RWG -	S/Sgt.	Kolasz,	Henry	A.	32474396	"

\*PLANE # 42-39820

P -	2nd Lt.	WILSON,	SAMUEL	P.	0667623	"
CP -	2nd Lt.	GATTIS,	ELGIN	V.	0748622	"
N -	2nd Lt.	SUDAKOV,	LAWRENCE,	H.	0750258	"
B -	2nd Lt.	DALY,	JOHN	J.	0739145	"
RO -	Sgt.	Kelley,	Homer	C.	38273969	"
**TT -	T/Sgt.	Slate,	Chester	A.	14134208	"
BT -	Sgt.	Mc Kendry,	Daniel	C.	13114386	"
TG -	Sgt.	Sokol,	Leonard	E.	37461553	"
LWG -	Sgt.	Gentry,	Ray	A.	34434724	"
RWG -	Sgt.	Wolfe,	William	G.	37201936	"

\*\* Enter complete number of aircraft  
 Designate Engineer

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

\*PLANE # 42-9873

P	-	2nd Lt. HOLLAND, WILLIAM A.	0802569	614th
CP	*	2nd Lt. BERGERSON, CLIFFORD C. Jr.	0748529	"
N	-	2nd Lt. HARDING, JAMES B.	0750168	"
B	-	F/O. PEDRO, ORLANDO J.	T-1413	"
RO	-	S/Sgt. Mehalshick, Joseph	13128235	"
**TT	-	S/Sgt. Campbell, Tore L.	39539988	"
BT	-	Sgt. Brown, Harold C.	31803404	"
TG	-	Sgt. Orphan, William J.	11117687	"
LWG	-	S/Sgt. Graves, Glenn W.	33085660	"
RWG	-	Sgt. Hathaway, Walter	32476518	"

\*Plane # 42-39843

P	-	2nd Lt. KIRKHUFF, DONALD V.	0801995	"
CP	-	2nd Lt. SOBOLAK, BENNIE V.	0684571	"
N	-	2nd Lt. PIERCE, MYRON B.	0749899	"
B	-	1st Lt. MONTONE, LIVER J.	0732659	"
RO	-	T/Sgt. Cook, Harold	35455366	"
**TT	-	S/Sgt. Nicholas, Charles L.	15084635	"
BT	-	Sgt. Merritt, William B.	31203844	"
TG	-	S/Sgt. Cohen, Leroy	39279686	"
LWG	-	S/Sgt. Ames, Ensign S.	6864052	"
RWG	-	Sgt. Price, John R.	16151789	"

*OK This crew is flying*

\*PLANE # 42-31098

P	-	2nd Lt. KAUFMAN, RICHARD H.	0802121	"
CP	-	2nd Lt. ROBINSON, FREDERICK B.	0684566	"
N	-	2nd Lt. BARRETT, JOHN A.	0683692	"
B	-	2nd Lt. FITZGERALD, ROBERT C.	0679459	"
RO	-	T/Sgt. Timme, Glen A.	32581704	"
**TT	-	S/Sgt. Shaw, Howard, A.	32253277	"
BT	-	S/Sgt. Cope, Forrest R.	35680078	"
TG	-	S/Sgt. Masterman, Edward W.	39196860	"
LWG	-	Sgt. Nielsen, Tage R.	37454765	"
RWG	-	Sgt. Bargfrede, Henry L.	37228695	"

*This crew is not flying*

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

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

\* Enter Complete number of Aircraft  
 \*\* Designate Engineer

5-3

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

December 5 19 43

SUBJECT: Loading List.

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

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

\*PLANE # 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 # 42-39036

P	Major	Brooks	Allison	C.	0-25258	401st Gp
CP	Major	Seawell	William	T.	0-23712	615th
N	2nd Lt.	Eaton	William	M.	0-749643	615th
B	Captain	Kuenning	Arnold	C.	0-725449	615th
RO	Sgt.	Miner	Clarence	R.	12098549	615th
**TT	Sgt.	Roundtree	Charles	L.	38076003	615th
BT	S/Sgt.	Howell	James	E. Jr.	35398898	615th
TG	1st Lt.	Lewis	Clyde	A.	0-800905	615th
LWG	Sgt.	Tosh	William	A.	35431664	615th
RWG	Sgt.	Marshall	Alfred	P.	11114505	615th

\*PLANE # 42-37809

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	S/Sgt.	Merlino	Frank	A.	31208150	615th
RWG	S/Sgt.	Fatica	Battista	J.	35324899	615th

\*\* Enter complete number of aircraft  
 Designate Engineer

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

\*PLANE # 42-31077

P	-1st Lt.	Rumsey	William	M.	0-726740	615th
CP	*2nd Lt.	Kaercher	Robert	D.	0-681433	615th
N	-2nd Lt.	Walsh	Michael	R.	0-676185	615th
B	-2nd Lt.	Haffner	James	D.	0-739024	615th
RO	-T/Sgt.	Garter	William	W.	39828464	615th
**TT	-T/Sgt.	Roberts	Donald	B.	32377788	615th
BT	-Sgt.	Cantin	Merlin	L.	19138375	615th
TG	-S/Sgt.	Mc Elligott	Herbert	F.	36426974	615th
LWG	-S/Sgt.	Rothwell	Frank	A.	33330990	615th
RWG	-S/Sgt.	Lee	Ivan	R.	12073240	615th

\*Plane # 42-37843

P	-2nd Lt.	Christensen	Ellsworth	E.	0-801593	615th
CP	-2nd Lt.	Rustand	Ronald	L.	0-753815	615th
N	-2nd Lt.	Wong	Delbert	E.	0-750236	615th
B	-2nd Lt.	Reynolds	Herbert	A.	0-749931	615th
RO	-Sgt.	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.	39266048	615th
RWG	-Sgt.	Johnson	Russell	W.	32466408	615th

\*PLANE # 42-31069

P	-2nd Lt.	Stephen (NMI)	Wysocki		0-677398	615th
CP	-2nd Lt.	Feck	John	L.	0-748772	615th
N	-2nd Lt.	Hildinger	Lawrence	J.	0-734914	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.	31158476	615th

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

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

\*\* Enter Complete number of Aircraft Designate Engineer



GROUP FORMATION

Combat Flight Leaders: MAJ. BROOKS 12/5/43  
 Deputy Flight Leaders: CHAPMAN (Date)  
 Group Call Sign: Ragweed White Bomber... .. Keaton 51  
 Fighter Call Sign Denver 6  
 Ground Control: Tackline

Wing Keaton 51  
 9:54 at 16,000  
 96° True  
Ragweed Red

Red yellow flare  
 we will use green  
 for group signal

615 SQDN  
LEWIS (SEAWELL)  
 Call A/C#  
X 1036 (614)  
CHAPMAN

WYSOCKI  
 Call A/C# Call A/C#  
K 1069 B 7809

809 } channel B

RUMSEY  
 Call A/C#  
A 1077

CHRISTIANSON KAMINSKI  
 Call A/C# Call A/C#  
H 7843 Q 9873

843 } channel D  
 873 }

612 SQDN 613 SQDN

GOODMAN  
 Call A/C#  
D 1068  
McCREE

RIEGLER  
 Call A/C#  
C 1081

DAILEY  
 Call A/C# Call A/C#  
M 1089 B 1034

STANN PIPER  
 Call A/C# Call A/C#  
D 2507 L 1090

NEAG  
 Call A/C#  
H 9826

SHOTTS  
 Call A/C#  
A 7770 (614)

FOX SELLERS  
 Call A/C# Call A/C#  
K 1087 L 9837

KIETH LAWRY  
 Call A/C# Call A/C#  
M 9825 J 7835

CHAPMAN  
 Call A/C#  
G 9847

SPARES:  
 A/C# Letter Sqdn  
PECK

HOLLAND KIRKHUFF  
 Call A/C# Call A/C#  
B 1193 (612) M 9846

KAUFMAN WILSON  
B 0/1116 J/9820

M-C-3

HEADQUARTERS  
AAF STATION #128  
OFFICE OF THE GROUP SURGEON  
APO 634, US ARMY

5 December 1943.

SUBJECT: Injuries Sustained in Aircraft Accident.

TO : Statistical Officer.

1. The following named men received injuries in aircraft accidents on this date: Crew # 7, 613th Bomb Sq (H):

*Sever* Floto, Carl T. 2ndLt N-7 Possible fracture, vertebra, lumbar,  
Wound, lacerated, mod sev, scalp,  
occipital area,  
*Sever* King John J. 2ndLt B-7 Wound, contused, mod sev, upper lip  
Wound, lacerated, templert severe.  
*Slight* Hadsell, David N.S/Sgt G-3 Contusion, knee, rt, mild

Other members of crew not injured.

H.H. HARDESTY,  
Captain, MC

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

5 December 1943

WEATHER INTERROGATION SUMMARY FOR MISSION OF 5 DECEMBER 1943.

TAKE-OFF: 0830. 1/10 stratocumulus, base 2000', tops 3500'. 2/10 altocumulus. Visibility 2000 yds. Surface winds estimated at 25 degrees at 5 mph. Top of haze layer, 4000'.

ROUTE OUT: 2/10 altocumulus increasing to 9-10/10 over Channel and becoming 10/10 altostratus at Continental Coast, tops 12000'. Visibility unrestricted above clouds.

TARGET: 1159. 10/10 altostratus, tops 13-15000'. 2/10 cirrus noted to south at 26000'. Visibility unrestricted above clouds.

RETURN ROUTE: Same as route out to Continental Coast. Altostratus becoming 4-6/10 over Channel and England, tops 12000'. Visibility unrestricted above clouds.

BASES ON RETURN: 1400-1430. 7-9/10 stratocumulus, base 3500', tops 4000'. Visibility 1 mile. Surface wind estimated at 20 degrees, 5-6 mph.

REMARKS: Wind at 25000'—72 degrees, 58 knots. Temperatures: 15000', -11 deg.; 25000', -40 deg. C. No icing nor contrails noted throughout.

*Arthur B. Street*  
ARTHUR B. STREET  
Captain, Air Corps  
Group Weather Officer

# OPERATIONAL ROUTE FORECAST

DATE Dec 5, 1963  
 PERIOD 0830-1430

Hq SOS USAPP 9-43/90M/15227

	A BASES TO ENGLISH COAST	B ENGLISH COAST TO TARGET TO ENGLISH COAST	C ENGLISH COAST TO BASES	D
1 WEATHER	CLEAR TO PARTLY CLOUDY WITH HAZE AND FOG PATCHES BECOMING CLEAR WITH HAZE	CLOUDY WITH HAZE	PARTLY CLOUDY WITH HAZE	
2 CLOUDS	0-3/10 STRATOCUMULUS BASE 1500-2000 FT. TOPS 4-5000 FT. BECOMING 3-5/10 AT ENGLISH COAST. NIL MEDIUM CLOUD. 0-2/10 CIRRUS AT 22000 FT.	6-8/10 STRATOCUMULUS BASE 1500-2000 FT. TOPS 5-6000 FT. BECOMING 8-10/10 AT CONTINENTAL COAST BUT BREAKING INLAND BECOMING VARIABLE 4-7/10 SIMILAR CONDITIONS ON RETURN.	<del>6-8/10</del> 3-5/10 STRATOCUMULUS BASE <del>1500-2000</del> 2500 FT. TOPS 5000 FT. 2-4/10 ALTOCUMULUS BASE 10000 TOPS 12000 FT. 2-4/10 CIRRUS BASE 22000 FT. TOPS 25000 FT.	
3 ICING	3500 FT. NIL	3500 FT. NIL	3500 FT. NIL	
4 VISIBILITY	1000-2000 YDS. LOCALLY 500-1000 YDS. IN HAZE AND FOG PATCHES WITH TOP OF HAZE AT 4000 FT. BECOMG 2-3 MILES	5-7 MILES	2-4 MILES	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	060 15	PLUS 4		
5000 FT	060 20	MINUS 4		
1000 FT	060 30	- 12		
1500 FT	060 40	- 19		
2000 FT	060 50	- 31		
2500 FT	060 60	- 42		
3000 FT	060 70	- 51		

BASE ALTIMETER SETTING 30.27 TARGET SURFACE TEMP. PLUS 4 TARGET MEAN TEMP. -15.5  
 TEMP. AT 24,000 FT. -37 TARGET SURFACE (PRESSURE-ALT) -28

DECLASSIFIED PER NND 2145 MS  
 BY JN NARA DATE 21/11

THURLEIGH - station  
JGRD - TARGET OVERCAST  
ABANDONED OPERATIONS  
RETURNING TO BASE  
LOG TIME 1207

Message picked up by Com communication  
radiated to Division.

Rec'd. 1227 Hours.  
by H. T. L. Chapman

Security Copy

Denial

Target

Ball bearing works in bend of Seine River  
 about 5 miles NW of Paris Center - Race Tracks.

Just west of "Y" of 2 Railroads  
 makes 90% of total French output for  
 motor vehicles + aircraft 20,000 a day  
 Used since Schweinfurt

Secondary

aircraft assembly plant on south  
 bank of Seine - 150 yards from water  
 Modern brick factory 2 stories high  
 makes parts for Do ~~27~~ - ME 109 - ME 110  
 14 miles NW of Primary.

Last Resort.

any airdrome not in populated area.

A friendly submarine will be exercising in  
 area off Plymouth between 1100 and 1400

7 fighter Escort -

P. W.

Escape Kits - Survival Pockets

HEADQUARTERS  
STATION NO. 128  
APO 634

5 December 1943

SUBJECT: S-4 Combat Mission Report on Mission 5 December 1943.

TO : Group Commander, Station No. 128 (Copy to Wing A-4)

1. Abortives.

a. 401st Bomb Group.

(1) A/C No. 42-39826 returned early for the reason that the entire electrical system went out.

2. Other Equipment and Personnel Failures.

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

Electrical System (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.

None

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

HEADQUARTERS  
STATION NO. 128  
APO 634

5 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 the entire electrical system went out.

2. Battle Damage.

a. None.

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