

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

MISSION No. **18**

Date: **30 JAN.44**

TO: **BRUNSWICK, GER.**

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

E-2-1

30 January 1944

SUBJECT: Leader's Narrative, 401st Bombardment Group (H), Mission of
30 January 1944.

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

1. Twenty six 401st Aircraft took off, nine of these formed with the 351st Group as high squadron in a composite box. The 401st Group flew Wing Lead. Wing assembly of the 401st Group aircraft was made good. However, Division assembly was not carried out too successfully. The Lead Navigator assured the Group Leader (and confirms it upon return) that the group was more on course than the 1st Combat Wing. Part of the trouble can be attributed to the heading that the group was forced to take in making the Division Assembly. The field order had the group making a 100° turn to get into formation. The 401st ended up on the wrong side of the division formation, so the end of the division assembly line was out and the group crossed in front of the division leader and then took up the proper position. This cross over should not have caused the division leader any trouble.

2. The columns of Wings cut down the 94th Wing's maneuverability and it was forced to call the Division Leader and request that he bear to the left. The Division Leader did, but the weather looked exceedingly doubtful so the group went into trail as the leader did not want to use the 'abreast type' formation because of the lack of maneuverability. The formation proceeded on, in and out of the weather, seeing flak and fighters but not getting into too much opposition.

3. The Wing and 401st Group bombed on the smoke bombs ahead as there was no PFF ship over the target, it having aborted. On turning from the target the group headed into the sun and into the thick weather. At that time the high box got separated temporarily. As the formation broke out of the weather the high box was again picked up by turning into them. The Wing formation was good all the way home. The Wing was dispersed at the coast.

4. One aircraft was lost out of the high composite box. The 401st Group Box had sixteen (16) aircraft over the target. Fighter cover was as good as could ever be expected; the formations were well taken care of.

5. The Wing Leader was told to maintain radio silence when he asked the Division Leader if he were going to make Point 'C' on time. The request apparently was considered out of order.

6. One and one-half hours before takeoff the Wing Leader attempted unsuccessfully to contact both High and Low Box Leaders at Polebrook. It is recommended that it be SOP that contact be made between the Wing and Box Leaders before every mission.

H. E. ROGNER,
Lt. Col., Air Corps,
Group & Wing Leader.

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

E-C-1

30 January 1944

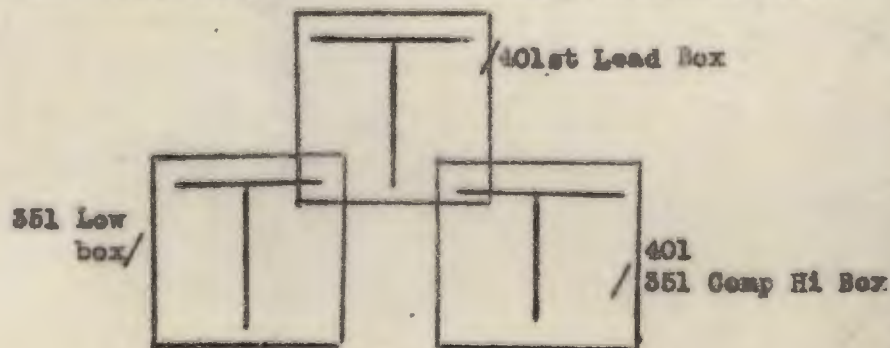
SUBJECT: Operational Narrative, Mission No 18, (401st Group Formation) 30 January 1944.

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

1. GENERAL NARRATIVE: The 401st Group furnished a lead box and a high squadron to the composite high box. The high box squadron took off first and the lead box took off second. Assembly of Groups was individual at 8,000 and 10,000 feet over X Buncher. The Group assembly was not complete at the time of leaving Point X, but was complete by the time the lead box was half way around the Wing Assembly course. Division Assembly was normal, though difficulty was experienced with the line abreast type of Division formation. This was due to the fact that poor weather was encountered and the 94th Wing could not turn left or right. Turning left would have run the 94th into the 1st Combat Wing which it was guiding on, and turning right would have led the 94th into cloud layers. Maneuverability in this type of formation is greatly reduced and jamming over the target is more apt to result. The course in was as briefed. The PFF assigned to the 94th Wing aborted, so the 94th dropped on time and the flares of the preceding Wing. Results were unobserved. The route out was as briefed, and a let down was made on Splasher 6. The lead group returned to the field in group formation as did the composite high box squadron.

2. AIRCRAFT NOT ATTACKING: Seventeen ships in the lead box, and nine ships in the high squadron of the composite high box (see 351-401st composite Operational Report) took off. The PFF ship returned to Alconbury before takeoff and never did join the formation. One ship out of the low box, No 42-31088, aborted 30 minutes before reaching the target. The cause was mechanical failure; it landed at another base.

- a. Lead box formation at takeoff and cruise (diagram attached).
- b. Lead box formation over target (diagram attached).
- c. The 401st Group lead the 94th Wing formation, viz:



8. LOST AIRCRAFT: Enemy opposition was light. Flak was moderate and not accurate. Very light battle damage was suffered. Some fighter attacks were made on the Wing, but they were not aggressive. The lead box lost no airplanes.

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

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

AAF Station 128
 30 January 1944.

SUBJECT: Statistical Summary, 401st Group Box, Mission of 30 January 1944.

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

STATISTICAL SUMMARY OF AIRCRAFT ATTACKING

Number of A/C Taking Off.....17
 Number of Spares..... 0
 A/C Taking Off Less Unused Spares.....17
 Number of A/C Dispatched.....17
 Number of Sorties.....17
 Number of A/C Attacking.....15
 Number of A/C Not Attacking..... 2

Number of A/C Lost:

None

TABULAR SUMMARY OF DISPOSITION OF BOMBS OVER TARGET

	Aircraft		Num- ber	Bombs			
	Over Target	Bomb- ing		Size	Type	Fusing Nose Tail	
Main Bombfall (secondary)	16	15	180	500	GP	1/10	1/40
Other Attacks	-	-	-	-	-	-	-
Bombs on Target			180	500	GP	1/10	1/40
Other Bomb Expenditures			24	500	GP	x	x
Bombs Returned			-	-	-	-	-
Total (Loaded on A/C Taking Off)			204	500	GP	1/10	1/40

For the Operations Officer:

KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer

LEAD BOX

Combat Flight Leader: LT COL ROGNER 30 JAN 44
 (Date)

Deputy Flight Leader: MAJOR SEAWELL

Group Call Sign: _____ e Fighter Call Sign: _____

Ground Control: _____

- 612th SC PATHETIC
- 613th IN SILVERWARE
- 614th IV CARMICHAEL
- 615th IX FLANCE

SQDN

ROGNER

X 1455

LEAD BOX FORMATION AT
 TAKE OFF AND ON CRUISE

DEMPSY (SEAWELL)

FFF

O 1091

FFF 398
 (DID NOT TAKE OFF)

CHRISTENSEN

H 7845

GRINHAM

FARDYN

K 1069

A 1077

614 SQDN

612 SQDN

CANNACK

CURRIE (MC CREB)

G 9847

Q 8002

WALSH

WILSON, S.P.

WELLS

SELLERS

B 1098
 (ABORTED)

J 9820

D 1511

L 9837

WILSON, C.L.

SMITH

K 1389

A 9765

KIRKOVIC

STINE

BINGHAM

JOHNSON

X 1036

C 1315

C 9993

H 9979

SPARES

ROGNER

X 1485

DEMPSEY

FERDYN

O 1091

A 1077

CHRISTENSEN

H 7843

BRINHAM

K 1069

CAMMACK

G 9847

MC CREE

Q 8002

ZITKOVIC

WILSON SP

WELIS

SELIE RS

X 1036

J 9820

D 1511

L 9837

WILSON CL

SMITH SE

K 1369

A 9765

STINE

BINGHAM

JOHNSON

C 1315

C 9993

K 9979

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

AAF Station 128
30 January 1944.

SUBJECT: Operational Narrative, Mission #18 (401st-351st Composite Box).

TO : Commanding Officer, 401st Bomb Group, AAF Station 128.

1. General Narrative. The 401st Group furnished nine (9) aircraft for the Composite Box of the wing formation. The route in and back was the same as reported for the 401st Group Box (see 401st Group Operational Narrative).

2. Aircraft Not Attacking. Nine aircraft took off and formed in the high squadron of the Composite High Box. All ships attacked target, one returned six (6) bombs when equipment malfunction occurred.

3. Lost Aircraft.

A/C 42-37856 - Lost due to attack of enemy aircraft just after passing target. Ship was last seen with #2 Engine on fire and was disappearing into the clouds.

For the Operations Officer:

KEN W. DAUBLE
Captain, Air Corps
Statistical Officer

HEADQUARTERS
 401ST BOMBARDMENT GROUP
 Office of the Air Statistical Officer

AAF Station 128
 30 January 1944

SUBJECT: Statistical Summary, 401st-351st Composite Box, Mission of 30 Jan 44.
 TO : Commanding Officer, 401st Bombardment Group, AAF Station 128.

STATISTICAL SUMMARY OF AIRCRAFT ATTACKING

Number of A/C Taking Off.....9
 Number of Spares.....0
 A/C Taking Off Less Unused Spares.....9
 Number of A/C Dispatched.....9
 Number of Serties.....9
 Number of A/C Attacking.....9
 Number of A/C Not Attacking.....0

Number of A/C Lost:

To enemy fighters - 1

TABULAR SUMMARY OF DISPOSITION OF BOMBS OVER TARGET

	Aircraft		Bombs				
	Over Target	Bombing	Number	Size	Type	Fusing	
						Nose	Tail
Main Bombfall (secondary)	9	9	372	100	M47	M126	-
Other Attacks	-	-	-	-	-	-	-
Bombs on Target			372	100	M47	M126	-
Other Bomb Expenditures			-	-	-	-	-
Bombs Returned			6	100	M47	M126	-
Total (Loaded on A/C Taking Off)			378	100	M47	M126	-

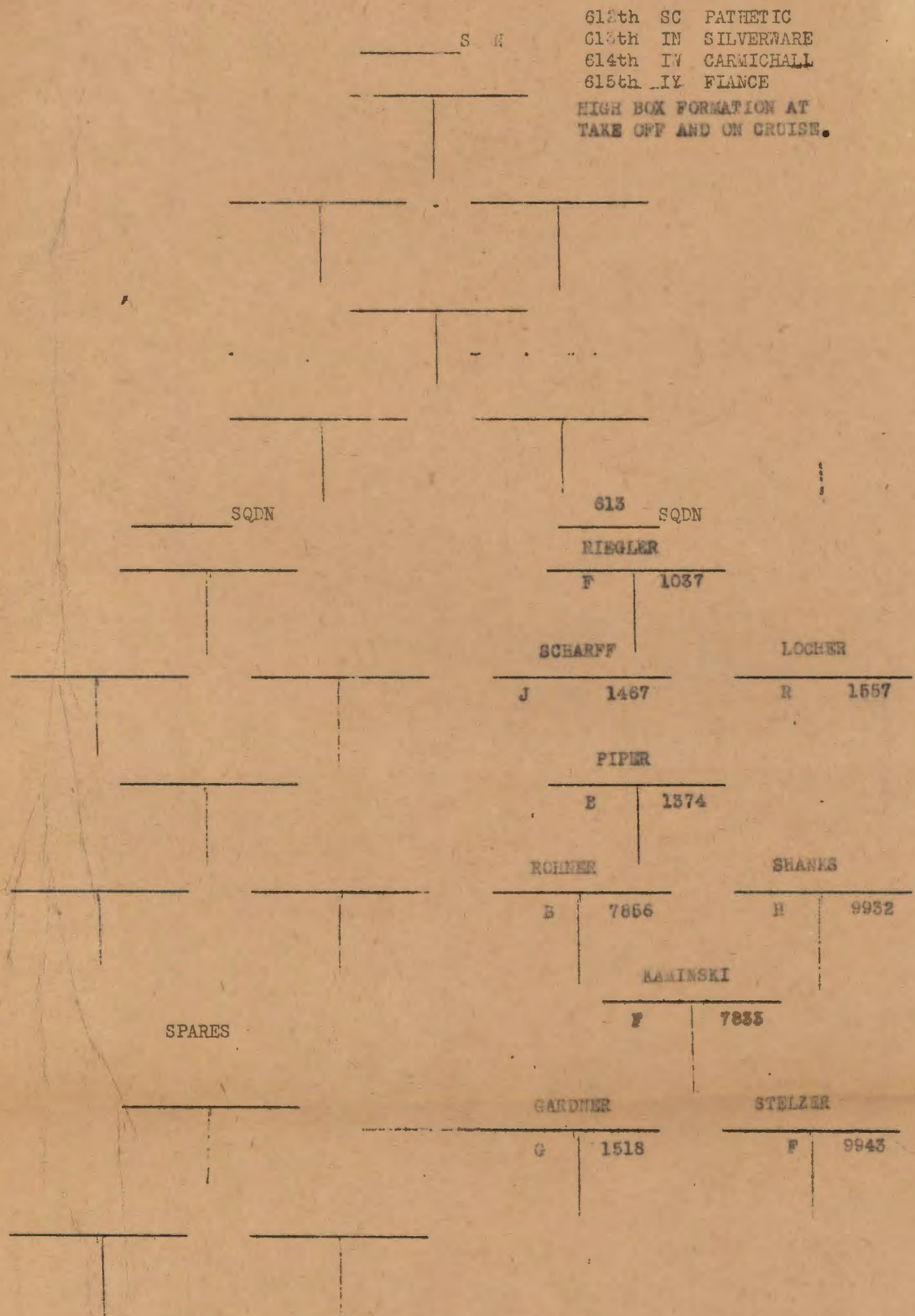
For the Operations Officer:

KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer

Combat Flight Leader: _____ (Date) _____
Deputy Flight Leader: _____
Group Call Sign: _____ Fighter Call Sign: _____
Ground Control: _____

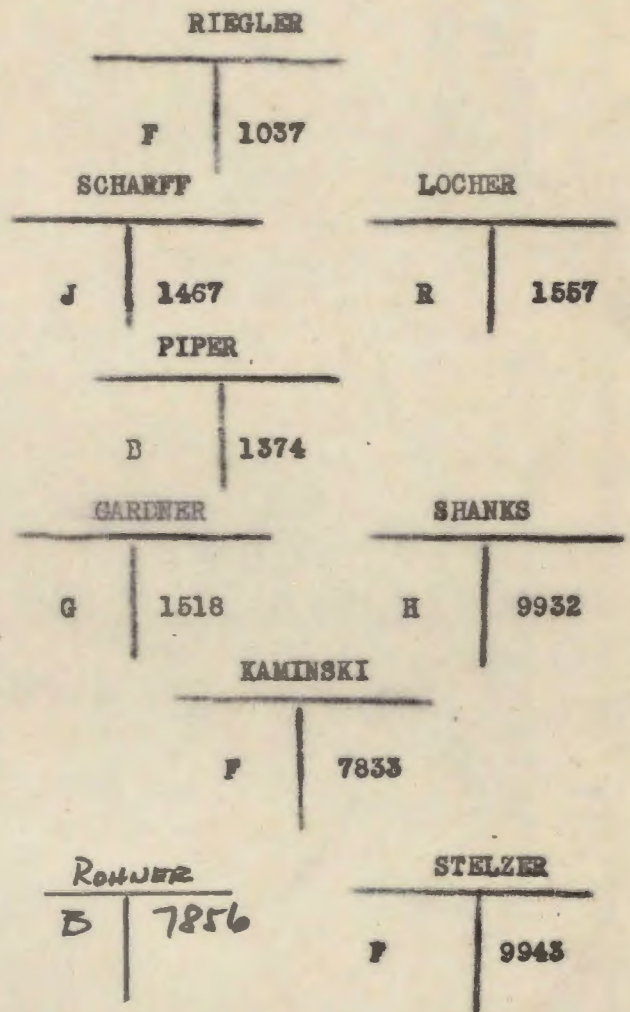
- 612th SC PATHETIC
- 613th IN SILVERWARE
- 614th IV CARMICHAEL
- 615th IX FLANCE

HIGH BOX FORMATION AT
TAKE OFF AND ON CRUISE.



HIGH SQUADRON OF HIGH BOX FORMATION
OVER THE TARGET

613th SQ



OFFICER

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

APO 634

SUBJECT: Lead Navigator's Narrative of Mission Flown 30 January 1944

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 0854 hours.
 - b. Group formed at 0917 hours at 8400 feet.
 - c. Formed CBW at 0944 hours at 8600 feet.
 - d. Began climb at 0946 hours.
 - e. Reached altitude at 1100 hours.
 - f. Weather encountered over England:
 - (1) Clouds 0-5/10ths
 - (2) Visibility 10 miles.
 - (3) Wind at altitude 290 degrees. 59 knots per hour
 - g. Means of navigation over England.

Pilotage, Gee, and DR
 - h. Means of checking Metro Winds

Gee, Pilotage and drifts
 - i. Joined task force at 1030 hours at Lewestoff (city, splasher, Coordinates)
 - j. Departed English Coast at 1029 hours.
Arrived at Enemy Coast at 1100 hours

k. Target Rendezvous:

- (1) Going in: 1125 hours.
- (2) Coming Back: 1236 hours.

l. Wind used for bombing:

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

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

- (1) Reached IP at 1150 hours.
- (2) Mag heading over target 77 degrees.
- (3) Altitude over target 23,200 feet.
- (4) Time bombs away 1158 hours.
- (5) Method of target Identification and weather over target:

PFF 10/10

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

None

o. Gee:

- (1) Coordinates of furthest fix 52 40N
05 44E.
- (2) Time 1112 hours.

p. Comments:

NONE

JAMES F. EGAN
CAPTAIN USAF
Lead Navigator

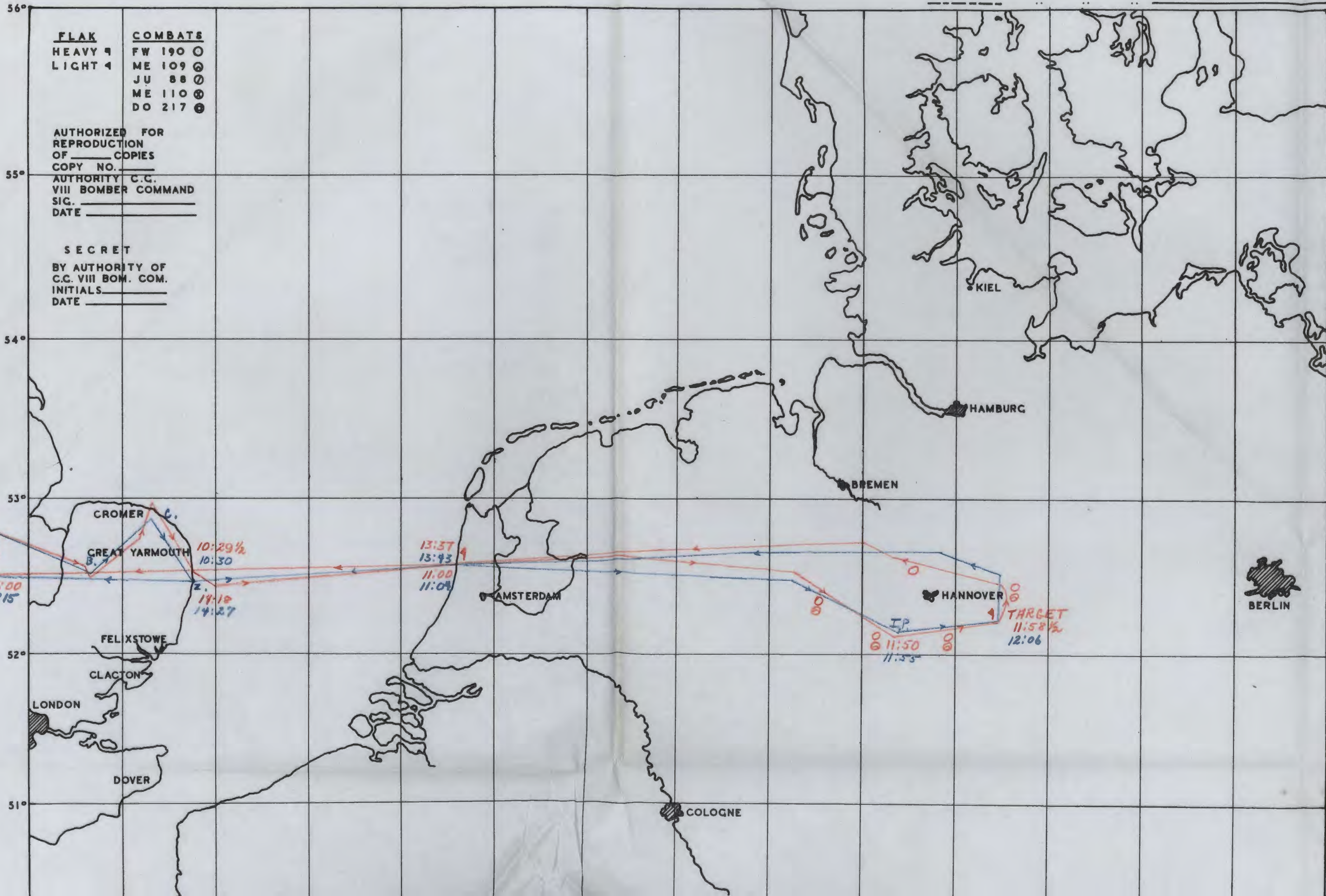
VIII BOMBER COMMAND - PROPOSED OVERALL PLAN

TARGET

Primary BRAUNSWEIG, GER.
 Secondary _____
 Last Resort _____

TRACK CHART
 DATE 1/30/44

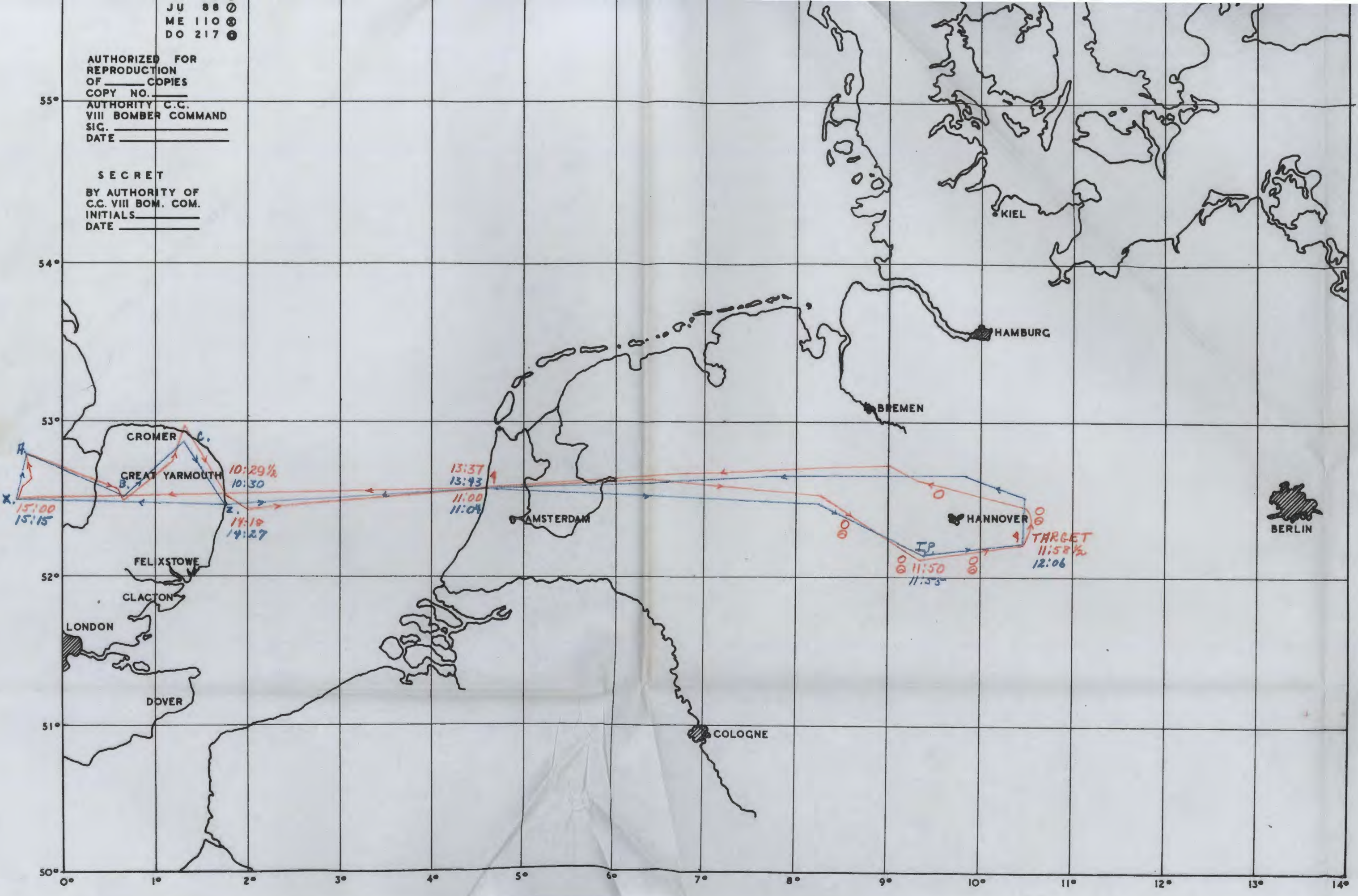
<u>BLUE</u>	Route followed by	<u>BRIEFED COURSE</u>
<u>RED</u>	<u>401ST BOMB. GP. (N)</u>
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JU 88
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VIII BOMBER COMMAND
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BY AUTHORITY OF
C.C. VIII BOM. COM.
INITIALS _____
DATE _____



FLIGHT PLAN

PILOT CAPT R. J. WHITE

NAVIGATOR CAPT JAMES F. EGAN

1ST LT. BURNS F. GANLEY

DATE 30 January 1944

STATIONS	0715	ENGINES	0820	TAXI	0830	T.O.	0845
LEAVE BASE:	0946						
COAST OUT:	1030						
ENEMY COAST:	1104						
I.P.:	1155						
TARGET:	1206						
ENEMY COAST:	1343						
English Coast	1417						

Oxygen time 0400

Zero Hour 1030

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

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

Spl # 6 290 degree Mag Heading VHF Codeward (BIGTIME)

FROM TO	W/V USED	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRIFT FT.	TRUE HDNC.	VAR	MAG. HDNC.	C/S	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI
Base "A"	268	8000	150	148	26	-10	16	11	27	158	18	07	0946	
Base "A"	29	10000	/	/	/	/	/	/	/	/	/	/	0953	
52 4th 08 22H	270	10000	150	158	110	A	114	10	124	186	42	13 1/2	1008	
52 3rd 08 42B	270	14000	150	166	90	-7	43	10	53	188	33	10	1018	
52 2nd 01 24H	270	16000	150	172	151	A	160	10	170	185	28	9 1/3	1030	English Coast Out
52 2nd 01 45B	270	16000	155	174	86	-1	85	9	94	208	107	31 1/3	1104	Enemy Coast
52 3rd 04 40B	275	23000	158	190	91	-1	90	8	98	227	36	10 1/4	1115	FRV P-47's
52 3rd 05 40B	275	"	"	"	93	0	93	7	100	227	49	13	1128	FRV P-47's
52 3rd 07 00H	"	"	"	"	93	0	93	6	99	227	49	13 1/4	1142	
52 3rd 08 20B	"	"	"	"	110	A	113	6	119	226	13	04	1147	FRV P-51 and P-38
52 2nd 08 40B	"	"	"	"	118	A	122	6	128	224	32	08	1155	IP
52 1st 09 25H	"	"	"	"	84	-2	82	5	87	227	41	11 1/4	1206	TARGET
Target														
52 1st 10 11B	272	23000	172	210	360	-10	350	5	355	205	17	05	1219	
52 2nd 10 12B	26	21000	/	/	/	/	/	/	/	/	/	/	/	
52 3rd 09 55B	"	21000	158	186	286	-3	283	5	288	150	23	09	1220	
52 3rd 08 55B	"	"	"	"	271	0	271	6	277	150	36	15 1/4	1236	FRV P-47
52 3rd 08 40B	"	"	"	"	270	0	270	6	276	150	46	19 1/4	1256	FRV P-47's 2 Groups
52 3rd 08 40B	"	"	"	"	266	A	267	7	274	150	37	15 1/4	1312	FRV P-47
52 3rd 08 40B	"	"	"	"	269	0	269	7	276	150	73	29 1/2	1343	Enemy Coast
52 3rd 04 40B	270	21000	172	174	266	A	267	9	276	148	107	43 1/4	1427	English Coast
Lowestoff	30	5000	/	/	/	/	/	/	/	/	/	/	/	
Base	260	5000	155	142	271	-2	269	10	279	118	86	44 1/4	1515	
Base time off 0955					91	A	92	10	102	177	86	29		

TIME	COURSE	W/V USED &/OR D.R. DRIF.	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.
0854					Take off @ 225 mag, Circle climb to 8000		155						
0859			360		In patchy CU 3/10 Top 3000			6000					
0907			102		10 miles south of field		155						
0913			255		Field three miles ahead (will circle to left)		149	6300					
0917			120		Group formed Over Field (clear beneath 6/10 Alt/30)		152	8400					
0946			15		Wing formed Depart "A" 2 minutes early		150	8600					
0946			40		Fly B/D to lose time		150	9200					
0953			340		Over point "A" on time		150	12000					
1008	100		53		4 mi right of point "B" On Time		150	13000					
1012			50		12 mi from Sp #5 (Clear) A/G to 175°								
1018	175		360		1st left of Spl #5		152	15000					
1029 1/2			150		Gross out 1 mi. North Point "B"		150	16500					
1034			110		52 27th 02 05H Division formed 1032		150	17500					
1045 1/2		270/100	73		See 52 28th 03 15H Gee Wind (2 mi right of course)				210	52	15	1100	
1100			85		Enemy Coast 52 35th 04 36H Falling train to 1st 08H			22500					

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 & A. TEMP.	T.A.S.	D.R. C.S.	DIS. TO RUN	TIME	E.T.A.
1112			60		52 40N 05 44E	Contrails		23000					
1118			85		5 mi North of course		180	23000 -28					
1125			92		52 38N 07 00 E	P-47's at 0300	155	23000					
1132			95		B-17 wheels down (Aborting)	52 36N 07 45E	150	23000					
1140			111		Enemy fighters using rockets			23000					
1141			120		Poor Visibility			23000					
1144			110		On course		150	23000 -28					
1150			70		IP: A/C P.P. Friendly Fighters			23000		ETA target			1200
1153			75				150	23500					
1158			85		Flak Bombs Away		150	23200					
1201			360		Turning to R heading								
1206			330		In OVC turning left	ETA Enemy Coast 1340		23000					
1218			280		Still in OVC		150	23300					
1220			275		Flak from Hannover (12 miles left)		155	23500					
1221			275		Picked up High group after bombing run								
1229			280		B-17 down (Triangle J)		155						
1236			285		Escort (Contrails) B-17's and fighters		156	23000					
1240			280		Friendly fighters in distance		155						
1244			285		B-17 = 15,000 heading 270 deg. has four fighters for protection								
1255			285		10 miles right of course		155	22000					
1300			265		DR 52 38N 05 35E								
1315			265		DR 52 38N 06 00E								
1320			280		NE Falden 5 right (Piloting)		165	20500					
1323			270		P.P. on case 52 38N 06 35E	Coast of Zuider Zee							
1329			295		Hoorn 4 miles right 2 mi south of course								
1337			270		Enemy Coast out P.P. 52 38N 06 35E	start let down				ETA English Coast			
1346			275		52 36N 04 00E		165	19000 16000					
1355	266	296/39E	275		52 34N 03 20E	9 L drift	165	13500	176				
1400			275		52 34N 02 57E	Crash Boat heading 80°	165	12000		Changed to 90°			
1409			275		One ship went from lead to low		165	8500					
1415			270				170	8000					
1418			270		Great Yarmouth 1 mi right		170	5000		Eng. Coast			
1428			270		PP Wynowdhan 3 mi right					ETA base	1500		
1433			270		Wotton AF 1 mi right								
1448			260		Wotton AF		170	1500					
1452			262		Peterborough 1 mi right								
1459			265		Approaching field on 280° runway		150	1400					
1500					Land								

HEADQUARTERS
AAF STATION 128
APO 634 U. S. ARMY

30 January 1944

SUBJECT: Lead Bombardier's Narrative, Mission No 18
Braunswieg, Germany

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

1. Over Germany the cloud coverage was 10/10 and it was apparent that visual bombing could not be done. At the point where the lead wing turned left and announced the IP, the IP area could be identified by the shape of a woods, through a small opening in the undercast. Our wing, the 94th, was about one minute behind, and slightly to the right of the lead CBW.

2. As the 94th CBW had no PFF airplane, toggling was started as we came abreast of the smoke trails of the PFF ship from the preceding wing.

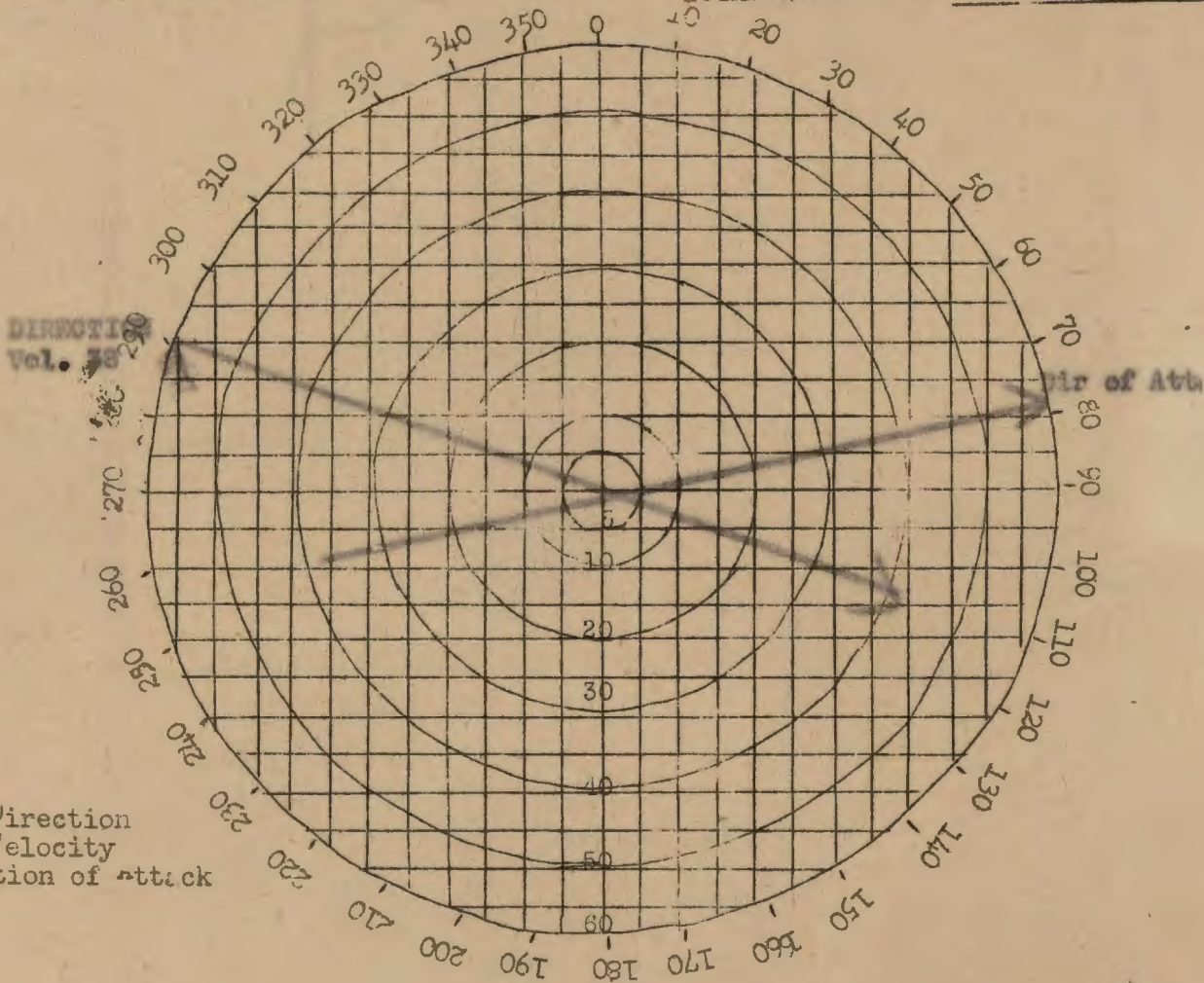
3. The ball turret gunner reported that the rest of the formation released bombs at the right time, which is good basis for believing that a good pattern was made and that the wing hit the same area as the lead formation.

ARNOLD C. KUENNING
Capt, A C
Lead Bombardier

COMBARDIERS INDIVIDUAL PLOT

GROUP 401st
TARGET WINDMILL
METHOD OF BOMBING WFF
ALTITUDE 25,200

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



PLLOT
ing Direction
ind Velocity
Direction of attack

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

9 A/C ~~W-45~~ Loaded 378 X 100 M-47 A-1 B bombs
1 A/C returned 6 Bombs (A-2 release failed to function)
9 A/C dropped 372 X M-47 A1 bombs with the 351st High Group

17 A/C loaded 204 X 500 GP M-45 bombs
1 A/C dropped 12 X 500 M-45 with the 503rd Group
1 A/C emergency salvaged 12 bombs (500 GP)
1 A/C dropped 12 X 500 M-45 GP accidentally, doors cranked open and
bombs released
14 A/C dropped 168 X 500 M-45 GP at target

COMBAT BOMBING FLIGHT RECORD¹

BOMBARDIER² CAPT A C KUENNIN G DATE 30 January 1944

PILOT² CAPT R. J. WHITE TAKE OFF 0854

NAVIGATOR² CAPT J. F. BRYAN 1st Lt R.F. GAUSEY LANDED 1500

ORGANIZATION Squadron 401st AIRPLANE 485
Group

OBJECTIVE³ BRUNSWICK, GERMANY

STARTING POINT (MPI) _____

INITIAL POINT 53 11N 09 25E

METHOD OF ATTACK⁴
Individual Flight Squadron Group Wing X

NUMBER OF ATTACKING A/C IN GROUP 14 COMPOSITE GROUP 0

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: _____

SECTION AND RANGE SIGHTING, GROUP None FTT COMPOSITE GROUP _____

SECTION SIGHTING ONLY. GROUP _____ COMPOSITE GROUP _____

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

NUMBER OF BOMBS LOADED 204 X 500 lb, 378 X 100lb RELEASED 204 X 500# & 378 X 100#

WEIGHTING, NOSE 1/40 TAIL 1/40

SYNCHRONIZATION⁵ FTT
On Fast Slow

INFORMATION AT-RELEASE POINT⁶ _____

Altitude of target <u>100</u>	MAG. HEAD. Order	Actual <u>80</u>
True Altitude above target <u>22000</u>	True Heading	<u>85</u>
Pressure altitude <u>22500</u>	Drift, Est.	Actual _____
Pressure altitude of target <u>-140</u>	True Track	_____
Intervalometer setting <u>22.92</u>	Actual Range	_____
C.I.A.S. <u>150</u>	B.S. Type <u>M-9</u>	_____
T.A.S. <u>220</u>	Time of release <u>1100g</u>	_____
W.S., Est. _____	Actual _____	Length of Bombing Run _____
Wind Direction, Metro _____	Actual <u>FTT</u>	Intervalometer setting <u>100g</u>
Wind Velocity, Metro _____	Actual <u>FTT</u>	C-1 Pilot <u>Yes</u>
W.S. Trail _____	ATF <u>20.17</u>	A-5 Pilot _____
D.A. Est. _____	Actual _____	Manual PILOT _____

MEAN TEMP. METRO ACTUAL

WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
3000						
6000						
10000						
15000					-10	
20000					-24	
22000		200	40	80	-33	-34
24000						
26000						
28000						
30000						

METHODS OF BOMBING¹⁰

T
 T T
 T
 T T

T
 T T

T
 T T

T
 T T

COMPOSITE GROUPS¹¹

T
 T T
 T
 T T

T
 T T

T
 T T

T
 T T

Bombardier making complete sighting operation - - -



Bombardier making range operation only - - -



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



HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
Office of the Engineering Officer
Station 128

A.P.O. 634
30 January 1944

SUBJECT: Mission Summary Report.

TO : Group Operations, Station 128.

1. Abortives.

None

2. Battle Damage.

a. 42-31037 - Small flak hole in bottom of right horizontal stabilizer.

b. 42-31315 - 3" x 2" flak hole in bottom of right wing, between No. 3 and No. 4 Nacelles, rib broken, primer line and mixture control cable severed.

c. 42-31369 - Cal. .30 hole through right wing, No. 4 main tank damaged.

<u>TOTAL NO.</u> <u>of A/C</u>	<u>MAJOR</u> <u>DAMAGE</u>	<u>MINOR</u> <u>DAMAGE</u>	<u>FLAK</u>	<u>FLAK &</u> <u>FIGHTER</u>
3	0	3	2	1

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

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
Office of the Armament Officer
Station 128

A.P.O. 634
30 January 1944

SUBJECT: Armament Narrative, Mission No. 18, 30 January 1944.
TO : Commanding Officer, 401st Bombardment Group (H),
A.P.O. 634, U. S. Army.

1. The following Armament malfunctions were reported at the conclusion of the mission of 30 January 1944.

- a. One waist Gun ring sight was broken.
- b. One upper turret dead man switch spring broken.
- c. One upper turret right gun backplate latch spring broken.
- d. One ball turret became inoperative in azimuth.

BOMB RACK MALFUNCTIONS

a. One aircraft's right bomb racks wouldn't toggle out bombs. This was checked on ground at completion of mission and malfunction was found due to faulty limit switches.

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

MISSION REPORT - AMMUNITION

Air Station No. 128

Group 401st Bomb Group (H)

Type Aircraft B-17G

I - Aircraft: Departed 26

Returned early None

Attacking target 23

Lost 1

	Size	Quantity	Fusing
II - Bombs: Initial load (total)	500lb. GP	204	Nose 1/10 sec.
	M47A1 Incend.	378	Nose Inst.
Expended (on target)	500 lb. GP	180	Tail 1/40
	M47A1 Incend.	372	Tail None
(Jettisoned)	500 lb. GP	24	
	M47A1 Incend.	None	
Returned	500 lb. GP	None	
	M47A1 Incend.	6	

Unaccounted for

III - Flares: Landing, bombing, photoflash carrier

IV - Expenditures of Small Arms Ammunition (by rd's per gun position)

Position	Cal.	No. of Guns	Ammunition Expended	
			Cal..30	Cal..50
Chin Turret	50	48		1155
Left Nose	50	14		190
Right Nose	50	24		430
Upper Turret	50	48		1205
Lower Turret	50	48		1200
Radio Gun	50	24		335
Left Waist	50	24		450
Right Waist	50	24		505
Tail Guns	50	48		1020
Totals				

S E C R E T

Total A/C Reported by run position:

Cal..30 _____ rds.

Cal..50 6490 rds.

Total expended from abortive A/C:

Cal..30 _____ rds.

Cal..50 0 rds.

Expended A/C lost or missing:

Cal..30 _____ rds.

Cal..50 7250 rds.

Group Totals:

Cal..30 _____ rds.

Cal..50 13740 rds.

V - Remarks:

Two (2) Aircraft jettisoned bombs after making run. Due to malfunction in Bomb-Bay.

Two (2) Aircraft load with seven (7) Long Delay fuzes (M124 Series) and one (1) loaded with six (6) long delay fuzes (M124 Series).

(Signed)

Walter B. Lewis
Sgt. Ord. Off. or Asslt

S E C R E T

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

J-A-2

30 JANUARY 1944

SUBJECT: COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 18.
(FIELD ORDER 273)

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

1. USE OF VHF SET.

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

2. VHF/DF BEARINGS.

NONE OBTAINED.

3. HF/DF BEARINGS.

NONE OBTAINED.

4. MF/DF FIXES.

NONE OBTAINED.

5. DISTRESS ACTION TAKEN.

NONE TAKEN.

6. RADIO BEACONS USED.

<u>PLANE</u>	<u>SPLASHERS</u>	<u>MULTI-GROUPS</u>	<u>BUNCHERS</u>
943	5,6,7,16	NONE	DEENETHORPE
765	6,7,16	NONE	DEENETHORPE
837	4,5,6,7,8,9	NONE	DEENETHORPE
979	5	NONE	DEENETHORPE
993	5,16	NONE	DEENETHORPE
511	6,7	B	DEENETHORPE
467	6,16	A,B	DEENETHORPE
557	6,7	B	DEENETHORPE
374	6	NONE	DEENETHORPE
369	5,7	NONE	NONE
315	5,6,7,16	NONE	DEENETHORPE
8002	5	NONE	DEENETHORPE
820	NONE	NONE	DEENETHORPE
847	5	NONE	DEENETHORPE
833	5,6,7	NONE	DEENETHORPE
843	5,6,16	NONE	DEENETHORPE

COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 18, 30 JAN 44.

6. RADIO BEACONS USED (CONTD).

<u>PLANE</u>	<u>SPLASHERS</u>	<u>MULTI-GROUPS</u>	<u>BUNCHERS</u>
518	NONE	NONE	DEENETHORPE
069	5	NONE	DEENETHORPE
091	5,6	A	DEENETHORPE
077	5	NONE	DEENETHORPE

7. USE OF GEE.

<u>PLANE</u>	<u>MAXIMUM RANGE OBTAINED</u>			
	<u>NORMAL</u>	<u>TRANS</u>	<u>XF NO 1</u>	<u>XF NO 2</u>
485	5240N	0545E	NOT USED	NOT USED
315	5228N	0450E	NOT USED	NOT USED
369	5237N	0406E	NOT USED	NOT USED
036	5235N	0540E	NOT USED	NOT USED
091	5237N	0500E	NOT USED	NOT USED
518	5236N	0435E	NOT USED	NOT USED
765	5229N	0520E	NOT USED	NOT USED
069	5233N	0440E	NOT USED	NOT USED
077	5237N	0512E	NOT USED	NOT USED
847	5232N	0431E	NOT USED	NOT USED
557	5232N	0520E	NOT USED	NOT USED
820	5236N	0507E	NOT USED	NOT USED
943	5231N	0507E	NOT USED	NOT USED
8002	5235N	0438E	NOT USED	NOT USED
037	5234N	0459E	NOT USED	NOT USED

8. USE OF SBA & JAY BEAMS.

NOT USED.

9. USE OF MF/DF SECTION.

SECTION "G" AVAILABLE. NOT USED.

10. BREACHES OF RADIO DISCIPLINE.

NONE.

11. COMMUNICATIONS EQUIPMENT DEFICIENCIES.

<u>PLANE</u>	<u>REPORTED DEFICIENCIES</u>
979	INTERPHONE - LEFT WAIST & PILOTS MIKE BUTTON WEAK & MUSHY.
993	INTERPHONE - ALL POSITIONS OUT, SHORT.
943	INTERPHONE - ALL POSITIONS WEAK.
485	LIAISON - RECEIVER DEAD.
943	COMMAND - NO RECEPTION ON GROUND.
467	INTERPHONE - FADES AT ALTITUDE. VHF - SQUEAKY.
557	INTERPHONE - LEFT & RIGHT WAIST & PILOTS MIKE BUTTONS OUT. VHF - TRANSMITTER INOPERATIVE.
374	INTERPHONE - CHECK PILOTS MIKE BUTTON.

COMMUNICATIONS REPORT, OPERATIONAL MISSION 18, 30 JAN 1944.

11. COMMUNICATIONS EQUIPMENT DEFICIENCIES (CONTD).

<u>PLANE</u>	<u>REPORTED DEFICIENCIES</u>
036	INTERPHONE - CHECK BOMBARDIERS POSITION.
518	INTERPHONE - WEAK AT ALTITUDE, CHECK RADIO & TOP TURRET POSITIONS.
077	COMPASS - CALIBRATION OFF ABOUT 15 KCS LOW.
837	LIAISON - 6 TUNING UNIT NEEDS CHECKING.

12. ABORTIVES DUE TO COMMUNICATIONS.

NONE.

13. INFORMATION ON MEACONING.

315 - REPORTED MEACONING ON SPLASHER 6.
843 - REPORTED MEACONING ON SPLASHER 6 AT 1400.

14. OTHER COMMUNICATIONS DIFFICULTIES.

NONE.

15. FUNCTIONING OF DEENETHORPE BUNCHER BEACON.

DEENETHORPE BUNCHER IN OPERATION ENTIRE MISSION. GODD RESULTS WERE REPORTED IN THE MORNING BUT NAVIGATORS REPORTED INTERFERENCE IN THE AFTERNOON.

16. FUNCTIONING OF DEENETHORPE VHF/DF STATION.

VHF/DF STATION IN OPERATION ENTIRE MISSION. NO HOMINGS WERE GIVEN.

17. REMARKS.

DEFICIENCIES BEING INVESTIGATED & CORRECTED.

HAROLD M. KENNARD, JR.
1ST LT, AIR CORPS,
GP COMM O.

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

WILLIAM W. CARTL
 (RADIO OPERATOR'S NAME)
JAN 30, 1944
 (DATE)

SHIP NO 485
 NO OF QDM'S 0
 NO OF FIXES 0
 NO OF SOS'S 0

NOTE: THE ABOVE IS TO BE FILLED AFTER LANDING

DIV COLLECTIVE CALL SIGN SWVC MF/DF SECTION G-CQ9
 CBW COLLECTIVE CALL SIGN XNCC SHIP CALL SIGN KMVX

TIME 0820 WATCH OPENED. NAME WILLIAM W. CARTER
 COMPASS OK COMMAND OK LIAISON OK
 INTERPHONE OK VHF OK IFF OK

TIME	TO	FROM	REMARKS
0820			NO 1 ENG STARTED
0833			TAXI
0853			TAKE OFF DET PLUG IN IFF ON & OK
0830		7MT	-6-VVVVVV-X145- 0834A -AR
0900		7MT	-8-VVVVVV-X145- 0904A -AR
0916			IFF OK
0930		7MT	-1-VVVVVV-X145- 0934A -AR
0940			IFF OK
1000		7MT	-2-VVVVVV-X145- 1004A -AR
1012			NAV CALLED OXYGEN MASKS ON
1015			IFF OK
1030		7MT	-4-VVVVVV-X145- 1034A -AR
1035			IFF OK
1029			LEFT ENG COAST
1054			NAV CALLED TEST FIRE GUNS - GUNS OK
			PILOT CALLED IFF OFF
1055		7MT	-9-VVVVVV-X145- 1104A -AR
1100			REACHED ENEMY COAST
1107			PILOT CALLED TURN ON TOKYO TANKS
1109			TOKYO TANK ON
1130		7MT	-7-VVVVVV-X145- 1134A -AR
1152			BOMB DOORS OPEN
1200			BOMBS AWAY
1201	7MT	KMVX	-X259-K
	KMVX	7MT	-R-K
	7MT	KMVX	-R-NR1-Y-GR2 BT DORA QMPU BT 1200 K
	KMVX	7MT	-R-NR1-AR
1230		7MT	-8-VVVVVV-X145- 1234A -AR
	SWVC	7MT	-X259-NR1-F-GR RECEIVER WENT DEAD CALLED & TOLD PILOT
1337			NAV CALLED LEAVING ENEMY COAST TURN IFF ON
1350			IFF OK
1345			NAV CALLED OXYGEN MASKS OFF
1407			IFF OK
1417			REACHED ENGLISH COAST
1425			IFF OK
1435			IFF OK
1450			DET PLUG OUT
1500			LAND IFF OFF
1505			DISP AREA - ALL EQUIP OK EXCEPT LIAISON RECEIVER OFF WATCH
1515			WILLIAM W. CARTER

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

D-3-5

30 January 1944.

SUBJECT: Enemy Opposition, Mission of 30 January 1944.

TO : Headquarters, 1st Bombardment Division, APO 634, U. S. Army.

1. 25 ships were dispatched on a mission to Brunswick. One ship turned back, one ship was damaged by flak and one ship was lost to enemy fighters. Most of the attacks took place between I. P. and target area and were single-engine aircraft, FW-190's and ME-109's. However some JU-87's, JU-88's and ME-210's were seen. Attacks were broken off at extreme range 4 or 5 only being pressed to 200 yards. Rocket ships attacking from six o'clock were single-engine fighters with the exception of two JU-88's, rockets bursting short.

2. Enemy Aircraft were marked as follows; FW-190 with white cowling. Several single-engine ships painted black with white swastika.

3. One single-engine aircraft attacked the low Squadron by dropping a bomb attached to a cable. The cable seemed to run out of the ship and was released either intentionally or by accident the bomb bursting at the time the cable was released. The attacking aircraft flew at the altitude of the high Squadron. The length of the cable seemed to be about 50 yards. The bomb was not towed.

4. On the Frankfurt raid Do-217 was seen with 4 small rocket and two large rocket.

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

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

30 January 1944.

SUBJECT: Comments of Crews Participating in BRUNSWICK, 30 January 1944.

TO : Commanding Officer, 401st Bombardment Group (H), APO 634, (Through Lt. Col. Rogner and Major Brooks.)

1. A/C 1037 - T/Sgt. Click reports transportation, both to and from ships, was very bad. Lt. Fesmire wants more to eat on trip.
2. A/C 1315 - Crew said there was no "put-put" at plane so couldn't test guns.
3. A/C 1518 - Lt. Gardner said formation was very poor. Over target B-17's were our worst enemy. We want flak suits issued to every member of the crew.
4. A/C 002 - Entire crew reports fighter escort most perfect yet.
5. A/C 9979 - S/Sgt. Sellitto, Top Turret Gunner, can't hear with present headset. Entire crew says not enough lights in Armament shop to properly see how to clean guns in the morning.
6. A/C 9993 - Lt. Bingham, pilot, says that the formation was marvelously led. Lead ship 2nd element decided to fly low and disrupted this element tremendously. Suggest critique and criticism be had another place and time than at briefing for next mission.
7. A/C 9847 - Crew members report fighter support was very good. Lt. Cammack says for changing clothes in the equipment room the space is inadequate.
8. A/C 1487 - Whole crew say helmets are too poor - can't hear thru them. Lt. Hoover says toilets in mess and briefing room filthy and also tech site in hangar #2. Lt. Scharff reports he had to run plane wide open to get 190 M.P.H.
9. A/C 1557 - Left Waist Gunner noticed an E/A pass from 1200 to 0700 and broke away through formation. E/A had engine cowl bigger than a FW-190, seemed to be a mid-wing ship.
10. A/C 9932 - Entire crew reports that fighter escort was wonderful.
11. A/C 1069 - Lt. Grinham says that entire Group was hard to keep up with.

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

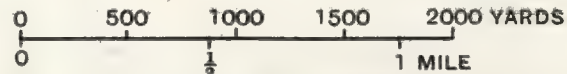
Target No.
3 (e) 5

MÜHLENBAU- u. INDUSTRIE A.G.
(MIAG), Etc.

BRAUNSCHWEIG
or BRUNSWICK
(Wilhelmitor)
(GERMANY)

Illustration No.
3 (e) 5/2

127
5/2



Photographed 13 May 1943

(1 : 32,000) approx.

Issued July 1943

- A. MIAG FACTORY.
- B. WILKERWERKE A.G.
- C. SIDINGS & JUNCTIONS.



A.1.3c(1)

TYPE A

Illustration No.
3 (e) 5/2

DECLASSIFIED PER
BY 554 NARA
DATE 3/5/11
WAD 245005

SS Form 90

S-2 STATISTICAL REPORT

Mission of 30 Jan. 44

Time of Preparation 1910

Target Brunswick

Telephoned to A-2 1945

- (1) Designation of Group 401st
- (2) Total No. of A/C
airborne, incl. spares 17 (SPARES _____)
- (3) Total No. of A/C
Dispatched 17
- (4) No. of A/C Attacking 15 on S.T. - 2 elsewhere
- (5) No. of A/C Dispatched
but not Attacking 0 Due to:
 - (a) Mechanical Failure _____
 - (b) Weather _____
 - (c) Enemy Action
(lost before target) _____
 - (d) Other _____
- (6) No. of A/C Lost 0 Due to:
 - (a) Anti-aircraft fire _____
 - (b) Enemy fighters _____
 - (c) Flak and fighters _____
 - (d) Accident _____
 - (e) Reasons Unknown _____
- (7) Times of Attack 1158
- (8) Altitudes of Attack 22,500
- (9) Bombs on Each Target (a) 180 (b) Size 500 (c) Type G.P.
- (10) Personnel Casualties 0 Type:
 - (a) Number Killed _____
 - (b) Number Wounded _____
 - (c) Number Missing _____
- (11) A/C Suffering Battle
Damage 1 Category:
 - (a) Minor 1
 - (b) Major _____
 - (c) Salvage _____

REMARKS: A/C 1098 turned back 20 minutes short of target due to mechanical failure; Bombs were jettisoned at that point but locality unidentified due to 10/10's undercast. A/C 036 when bomb bay doors were cranked open bombs released themselves 18 to 20 minutes before target.

James L. Meredith, 1st Lt.
 Preparing Officer A/C/

SS Form 90

S-2 STATISTICAL REPORT

Mission of 30 Jan. 44

Time of Preparation 1930

Target Brunswick

Telephoned to A-2 1945

- (1) Designation of Group 401st-351st Composite Box
- (2) Total No. of A/C
airborne, incl. spares 9 (SPARES)
- (3) Total No. of A/C
Dispatched 9
- (4) No. of A/C Attacking 9 on S.T.
- (5) No. of A/C Dispatched
but not Attacking 0 Due to:
 - (a) Mechanical Failure
 - (b) Weather
 - (c) Enemy Action
(lost before target)
 - (d) Other
- (6) No. of A/C Lost 1 Due to:
 - (a) Anti-aircraft fire
 - (b) Enemy fighters 1
 - (c) Flak and fighters
 - (d) Accident
 - (e) Reasons Unknown
- (7) Times of Attack 1158
- (8) Altitudes of Attack 24,800
- (9) Bombs on Each Target (a) 372 (b) Size (c) Type M 47
- (10) Personnel Casualties 10 Type:
 - (a) Number Killed
 - (b) Number Wounded
 - (c) Number Missing 10
- (11) A/C Suffering Battle
Damage 0 Category:
 - (a) Minor
 - (b) Major
 - (c) Salvage

REMARKS: A/C 7856 was last seen
just after target. It was attacked by
a lone E/A. The #2 engine was afire and
A/C disappeared into the clouds.

James L. Meredith, 1st Lt., A.C.
Preparing, Officer

401ST BOMBARDMENT GROUP (H)
APO 634

FLAK REPORT

DATE _____

TARGET: _____ Time Bombs Away 30 Jan. 44

1. Route followed: Brunswick 1158 Hours

**As briefed except they hit IP about 5 miles north.
See track chart of route.**

2. Visibility _____ Contrails _____

3. Position of Group in relation to other Groups: Clear above undercast of 13,000 ft. Lead Heavy - Persistent
High _____
Low _____

4. Axis of Attack (Lead A/C) (SEE OVER) _____ Degrees Magnetic.

72° T

5. Length of Straight and Level Bomb Run: _____

None - straight and level from IP to target 11 minutes.

6. Evasive Action Taken: _____
None

7. Turn after Bombing: _____
300° T

8. Number of A/C over Target _____
(a) Number of A/C Damaged by A/A Gunfire _____
(b) Number of A/C Lost by A/A Gunfire One
None

9. Description of Flak, including type of Fire Control used:

(a) Route out: **Meager at enemy coast poor for altitude and deflection - Black bursts.**

(b) Target: **Moderate - poor for deflection - good for altitude - Black bursts.**

(c) Route back: **Meager at coast and Zeider Zee from flak ships poor deflection and altitude - Black bursts.
Barrage seen over Hanover and Amsterdam.**

10. Comments - Phenomena: **Seven ground rockets at target, fired in two's and three's, white-gray spiral trails, persisting, good for altitude poor deflection, bursts 5 times size of 88 mm.**

11. No. of A/C Carrying "Window": _____
Observed Results: None

12. Formation over Target with height of 3 lead A/C (See Reverse Side) A/C having battle damage to be circled; if seriously, insert "S". A/C lost to Flak to be noted.

St. A. P. ...

White - Rogner
455

LEAD BOX OF SECOND
WING OVER TARGET

ALTITUDE: 22,500'
BOMBS AWAY: 1158 hours

Christensen
843

Dempsey
091

Grinham
069

Ferdyn
1077

Gannack
847

McCree
002

Wilson, S.P.
820

Wilson, G.L.
369

Wells
511

Sellers
837

Zitkevich
036

Smith, S.E.
765

Bingham
993

Johnson
879

COMPOSITE GROUP

ALTITUDE: 24,800'
BOMBS AWAY: 1158 hours

Riegler
037

Scharff
467

Locher
557

Piper
374

Shanks
932

Kaminski
833

Gardner
518

Rhoner
7856

Lost to fighter after target

NOTE:

Stelzer - Flew with J #2, 1st Element, Lead Sq.
943

Stine - Flew with G #1, 3rd Element, High Sq.
315

1. Target --Brunswick

- a. The MPI is a Bomber A/C components factory and assembly plant for ME 110's.
- b. The MPI's selected are points not damaged severely in the attacks earlier in the month.
- c. Plant consists of power stations, storage sheds and several large workshops.
- d. The whole plant is still believed capable of turning out assembled A/C. Nov. production was 55 ME 110's. Approximately 61 twin-engined A/C were seen on the field at the last coverage early this year.
- e. The most vulnerable point of the target is the power plant. A successful attack on this point would hold up production for a considerable period of time.

2. Show route on Map 1:500,000

3. Fighter support:

- a. Going in
 - 1 Gp P-47's 52350540
 - 1 Gp P-47's 5233-0700
 - 1 Gp F51's
 - 1 Gp P38's 5225-0840 These will furnish area support to the target.
- b. Coming out
 - 1 Gp P47's 5239-0855
 - 1 Gp P-47's 52390740
 - 1 Gp P-47's 5237-0640

4. Flak and Flak Map

- a. General flak on route in.

5 mi. in flak area.

b. Target

Your axis of attack will be on a heading of about 90 degrees. You are going in on the No. 1 best priority for attack and will encounter the fewer bursts of any angle of approach. Your withdrawal is directly north.

There are 49 guns, all within range.

- c. The route from a flak angle is good. You will encounter a bit at Sandfall at Egmond. You must avoid Hanovee.

d. On route home you will pass near some meager flak areas but bursts should be widely scattered.

e. Chaff will be dropped by the wing over the target ahead of you if intense A/A is encountered.

f. No smoke screens are reported.

5. Show Nite Target chart

- a. At this time, weather reports that snow will not be on the ground, therefore landmarks should be visible.

6. Show MPI photo 1:32,000

- a. Primary-if visual
- b. Secondary-if Pff/

7. Last resort target
Quakenbruck
Vechta

8. No targets will be bombed in occupied countries. Targets in enemy countries proper can be attacked under any conditions.

9. Special Instructions

- a. Neutral landings.
- b. P/W
- c. Crank landings near coast
- d. Passport photos
- e. Empty pockets
- f. Don't mention target. even if scrubbed.

H. F. H. Ben

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

30 January 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 30 JANUARY 1944

TAKE-OFF: 0840. 2/10 Stratocumulus, base 2000', tops 2500'. Nil Middle Cloud. 4-6/10 Cirrus at 28-30,000'. Visibility 5 miles.

ROUTE OUT: 6-7/10 Stratocumulus, base 2500', tops 3-4,000' over England. Nil middle cloud becoming 8-10/10 Altocumulus one third of the way across the channel and 9/10+ Altocumulus over the continent, tops 13-15,000'. 4-5/10 patchy Cirrus at 28-30,000'. Additional 6-8/10 Cirrus between 5 deg. E and target, bases 20-22,000', tops 22-24,000'. Visibility unrestricted at flight level except by contrails and in Cirrus were reduced to 1 mile or less.

TARGET: 1158. 10/10 Altocumulus, tops 13-15,000'. 4-5/10 patchy Cirrus at 28-30,000'. Additional 6-8/10 Cirrus, bases 20-22,000', tops 22-24,000'. Visibility unrestricted at flight level except by contrails and in Cirrus.

ROUTE BACK: Nil to 3/10 Stratocumulus, tops 3-4,000' over England. 10/10 Altocumulus to Zeider Zee, 6/10 Altocumulus at Zeider Zee, 1-3/10 Altocumulus over the channel, becoming nil over England, tops 13-15,000'. 4-5/10 patchy Cirrus at 28-30,000'. Additional 6-8/10 Cirrus, bases 20-22,000', tops 22-24,000' to continental coast. Visibility 3-5 miles.

BASES ON RETURN: 1500. 9/10+ Stratocumulus, bases 1500', tops 2-3,000'. Nil middle clouds. 4-5/10 patchy Cirrus at 28-30,000'. Visibility 5 miles.

REMARKS: Dense persistent contrails from bombers at 22-23,000' and from fighters at 30-35,000'. Winds nearly as briefed. Temperatures as briefed.

Arthur B. Street
ARTHUR B. STREET,
Captain, A. C.
Staff Weather Officer.

OPERATIONAL ROUTE FORECAST

DATE 30 Jan 54

PERIOD 1800 - 2400

Hq SOS USAPP 9-43/90M/15227

	A BASE TO TARGET	B TARGET TO BASE	C	D
1 WEATHER	Cloudy to overcast with haze	Cloudy to overcast with haze		
2 CLOUDS	8-10/10 stratocumulus base 1000-1500 ft., tops 3000-4000 ft. Nil to 3/10 patchy alto-cumulus at 14-16000 ft. 3-5/10 fine cirrus above 25000 ft.	8-10/10 stratocumulus base 1500-2000 ft., top 3000-4000 ft. Nil to 3/10 patchy alto-cumulus at 14-16000 ft. long nil. 3-5/10 fine cirrus above 25000 ft decreasing to 2-3/10 fine cirrus above 25000 ft.		
3 ICING	9000 ft - - Nil	9000 ft. - - Nil		
4 VISIBILITY	1-2 miles over England long 2-4 miles. Unrestricted at flight level.	Unrestricted at flight level. 2-4 miles at surface long 3-5 miles over England.		
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	250 30	250 30		
5000 FT	260 25	260 25		
10000 FT	270 20	270 20		
15000 FT	270 20	270 20		
20000 FT	270 25	270 25		
25000 FT	270 40	270 40		
30000 FT	280 40	280 40		

BASE ALTIMETER SETTING 30.36

TARGET SURFACE TEMP. Minus 8
TEMP. AT 20000 FT. Minus 26

TARGET MEAN TEMP. Minus 5
TARGET SURFACE (PRESSURE-ALT) 26

DECLASSIFIED PER AWD/MS/005
 BY 54 NARA
 DATE 3/5/11

619th BOMBARDMENT SQUADRON (M)
OFFICE OF THE OPERATIONS OFFICER
APO # 634

30 JANUARY

1944

SUBJECT: Loading List.

TO : Operations Officer, 401st Bomb GP (M), APO #634.

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

*Plane # 42-39943

WTY	RANK	LAST (NAME)	FIRST	(M.I.)	A.S.	SQUAD
P -	1st Lt.	STELZER	ROBERT	L.	0-461320	619th
CP -	2nd Lt.	JOHNSON	WENDELL	T.	0-687836	"
" -	2nd Lt.	HOBBS	HERBERT	L.	0-688441	"
B -	2nd Lt.	WARREN	ROBERT	(M.I.)	0-685898	"
AO -	T/Sgt.	HECKER	DONALD	A.	36522865	"
PT -	T/Sgt.	PACK	JESSE	O.	36222601	"
IP -	S/Sgt.	BLACK	JAMES	P.	39300495	"
IG -	S/Sgt.	NICELY	JOHN	M.	13156041	"
LWG -	S/Sgt.	RICE	EDWARD	J.	16096299	"
RWG -	S/Sgt.	HOLLAND	THOMAS	X.	38211220	"

*Plane # 42-37856

P *	2nd Lt.	ROHNER	RONALD	R.	0-804692	"
CP -	2nd Lt.	LEONARD	FRANK	M. SR.	0-687311	"
N -	F/O	JOHNSON	STANLEY	W.	7-61292	"
B -	2nd Lt.	SISTANA	EMIL	(M.I.)	0-688496	"
RO -	S/Sgt.	MORELLE	JOHN	P.	36631508	"
TT -	S/Sgt.	SURONSKI	RAY	L.	13128780	"
BT -	Sgt.	DICKINSON	KENNETH	G.	31188990	"
TD -	Sgt.	CYR	HAROLD	P.	16095835	"
LWG -	Sgt.	BARKER	CLIFFORD	E.	35968934	"
RWG -	Sgt.	REIF	LEWELL	A.	16111816	"

*Plane # 42-31557

P -	1st Lt.	LOCHER	JAMES	R. JR.	0-802585	"
CP -	2nd Lt.	FRUITT	DON	C.	0-684771	"
N -	2nd Lt.	DUGUETTE	FRED	D.	0-736692	"
B -	2nd Lt.	Brown (BROWN)	JOHN	F.	0-673723	"
AO -	T/Sgt.	MUSSER	BENJAMIN	X.	13095360	"
IP -	T/Sgt.	KENNEDY	GEORGE	L.	16008922	"
BT -	S/Sgt.	DEWITT	FRANK	G.	19064865	"
IG -	S/Sgt.	MERRILL	CLARK	G.	13098643	"
LWG -	S/Sgt.	KLIMCK	JOHN	G.	36414442	"
RWG -	S/Sgt.	BOHN	HAROLD	E.	18176517	"

*Enter complete number of aircraft

** Designate Engineer

DUTY RANK LAST (name) FIRST MI ASN SQUADRON

Airplane No. 42-31467 *

P.	2nd Lt.	SCHARFF	PAUL	F.	0-803697	613th
CP.	2nd Lt.	ECKERT	CHARLES	A.	0-626397	"
N	2nd Lt.	SCHWARTZ	BERNARD	(MIL)	0-689665	"
B	2nd Lt.	HOOVER	ROBERT	E.	0-16113199	0-688702
RO	S/Sgt.	JOHNSON	ALVIN	A.	36188975	"
TT**	S/Sgt.	KARL	RICHARD	X.	33397179	"
BT	Sgt.	HEDELL	CHARLES	H.	32577472	"
TG	Sgt.	SMALLIN	JAMES	Z.	39035600	"
LWG	Sgt.	LECKING	ROGER	T.	35348950	"
RWG	Sgt.	FINIGAR	FREDERICK	G.	91144508	"

Airplane No. 42-39932 *

P	2nd Lt.	SHANKS	LOY	M.	0-803288	"
CP	2nd Lt.	MAXNE	ALFRED	F.	0-687314	"
N	2nd Lt.	WENRICH	EDWARD	V.	0-690518	"
B	2nd Lt.	EIKIN	THOMAS	L.	0-682088	"
RO	S/Sgt.	SANTANGELO	MARIO	N.	32792053	"
TT**	S/Sgt.	JARRETT	WILLIAM	R.	35334215	"
BT	Sgt.	FRANKLIN	PAT	H.	16088190	"
TG	Sgt.	RODGERS	HAROLD	E.	32487815	"
LWG	Sgt.	HACK	GLEN	L.	35698611	"
RWG	Sgt.	ANDERSON	FRED	G.	37544469	"

Airplane No. 42-31974 *

P	1st Lt.	PIPER	HARRY	L. JR.	0-740910	"
CP	2nd Lt.	HELMUTH	GEORGE	F.	0-748646	"
N	2nd Lt.	COVENEY	JAMES	A.	0-678616	"
B	2nd Lt.	GIBSON	RAYMOND	E.	0-676254	"
RO	T/Sgt.	WAGNER	ROBERT	F.	34209104	"
TT*	S/Sgt.	BAILLY	JAMES	M.	17016617	"
BT	Sgt.	CHULL	HOWARD	H.	15399917	"
TG	S/Sgt.	DE VITO	MICHAEL	F.	12155471	"
LWG	S/Sgt.	MOORE	ROYCE	V.	18051910	"
RWG	Sgt.	EX CARTER	WARREN	(MIL)	15116266	"

Airplane No. 42-31097 *

P	1st Lt.	RIEGLER	WILLIAM	(MIL)	0-728732	"
CP	2nd Lt.	CUSHMAN	THOMAS	R.	0-680414	"
N	1st Lt.	ANDERSON	WILLIAM	R.	0-728329	"
B	1st Lt.	FESMIRE	DUNWAD	W.	0-515099	"
RO	T/Sgt.	SCHNEIDER	NICHOLAS	D.	35406951	"
TT**	T/Sgt.	GLICK	LEONARD	W. JR.	18129468	"
BT	S/Sgt.	JACK	JOHN	C.	15993273	"
TG	S/Sgt.	ISERINGER	JOHN	R.	14084579	"
LWG	S/Sgt.	GHANLAN	NISHAN	(MIL)	11032287	"
RWG	S/Sgt.	KESSLER	ROBERT	V.	19094519	"

(*I) ENTER COMPLETE AIRPLANE NUMBER
 (**) DESIGNATES ENGINEER.

5-3

614th SQUADRON OFFICER
 OFFICER OF THE OPERATIONS OFFICER
 APO #634

30 January 1944

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.

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.A.	SQUAD
*Plane # <u>42-59820</u>						
P -	1st Lt.	WILSON, SAMUEL P.		0-667623		614th
CP-	2nd Lt.	GATTIS, ELGIN V.		0-748622		"
N -	2nd Lt.	SUDAKOV, LAWRENCE H.		0-750258		"
B -	2nd Lt.	DALY, JOHN J. Jr.		0-739145		"
RO-	S/Sgt.	Kelley, Homer C.		38273969		"
**TT-	T/Sgt.	Corley, Jesse C.		34386015		"
BT-	Sgt.	Provencher, Armand L.		11083958		"
TG-	S/Sgt.	Sokol, Leonard E.		37461553		"
LWG-	Sgt.	Shults, Clemmie C.		34472857		"
RWG-	S/Sgt.	Wolf, William G.		37201936		"
*Plane # <u>42-59847</u>						
P *	1st Lt.	CAMMACK, VERNON K.		0-802719		"
CP *	2nd Lt.	HARGER, ROBERT W.		0-805448		"
N -	2nd Lt.	HASKINS, CECIL A.		0-685604		"
B -	2nd Lt.	WHITE, WILLIAM C.		0-879423		"
RO -	T/Sgt.	Timme, Glenn A.		32481704		"
**TT -	T/Sgt.	Slate, Chester A.		14134208		"
BT -	S/Sgt.	Ames, Ensign S.		6864052		"
TG -	S/Sgt.	Price, John R.		16151789		"
LWG-	S/Sgt.	Wanke, Charles P.		12180793		"
RW-	S/Sgt.	Harlow, Cleve D.		36426472		"
*Plane # <u>42-51098</u>						
P -	2nd Lt.	WALSH, ROBERT P.		0-804771		"
CP -	2nd Lt.	LONG, JOHN G.		0-753901		"
N -	2nd Lt.	MATRICIAN, MICHAEL		0-890478		"
B -	2nd Lt.	PORTER, GUY R.		0-748098		"
RWG-	S/Sgt.	Zappala, Vincent		32578092		"
**T-	S/Sgt.	Stallcup, Mose H.		36186641		"
BT -	Sgt.	Collie, Perry O.		36427682		"
TG -	Sgt.	Brgoch, Ludvick J.		19180643		"
LWG-	Sgt.	Cartmill, Charles L.		35560963		"
RWG-	Sgt.	Layland, John M.		37457551		"
*Enter complete aircraft						
** Designate Engineer						

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

*Plane # 42-31315

P -	2nd Lt. STINE, ROBERT O.	0-803891	614th
CP -	2nd Lt. KEHOE, ROBERT J.	0-752209	"
N -	2nd Lt. MILLER, LEE S. Jr.	0-809680	"
B -	2nd Lt. GILMORE, GEORGE J. Jr.	0-682107	"
PO -	S/Sgt. Keeney, Frank E.	32623979	"
PT -	S/Sgt. Trump, Paul W.	13119931	"
GT -	Sgt. Rasi, John M.	13176766	"
G -	Sgt. Prager, Gilbert	32714501	"
WG -	Sgt. Thill, Richard G.	16146854	"
VG -	Sgt. Phillips, Edward J.	38398663	"

Plane # 42-39846

P -	2nd Lt. WILSON, CARLETON L.	0-803329	"
-	2nd Lt. KELLEY, CURTIS C.	0-752211	"
-	2nd Lt. CONNERY, JOHN K.	0-809538	"
O -	2nd Lt. LEVEY, JAMES G.	0-674688	"
PT -	S/Sgt. Anderson, Carl D.	35612826	"
PT -	S/Sgt. Quinn, Robert E.	35612632	"
G -	Sgt. Passeno, William W.	36539194	"
WG -	Sgt. Pettit, Gerald N.	13109913	"
VG -	Sgt. McMahon, James F.	32714726	"
-	Sgt. Smith, George R.	13131441	"

Plane # 42-39036

-	2nd Lt. ZITKOVIC, FRANK J.	0-802823	"
P -	1st Lt. STIMSON, BOUDINOT	0-799493	"
-	2nd Lt. GOODWIN, WAYNE R.	0-688430	"
-	2nd Lt. WENGER, JOHN L.	0-686706	"
O -	S/Sgt. Dippel, Joseph H.	35715066	"
PT -	S/Sgt. Davidson, Burton S.	33345105	"
PT -	Sgt. Howard, Charles J. Jr.	15063132	"
G -	Sgt. Slotnick, Max	12156732	"
WG -	Sgt. Fritzingler, Raymond W.	33481601	"
VG -	Sgt. Nichols, James O.	37239419	"

Plane # _____

WG -			
PT -			
B -			
O -			
PT -			
PT -			
G -			
WG -			
WG -			

Enter complete number of aircraft
 ** Designate Engineer

S-3

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

January 30, 1944 19

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 # 42-31091

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P	- 1st Lt.	Dempsey	Ralph	M.	0-800846	615th
CP	Major	Seawell	William	T.	0-23712	615th
N	- 1st Lt.	Sellers	Lloyd	W.	0-738861	615th
B	- 1st Lt.	Dolan	William	W.	0-741142	615th
RO	- S/Sgt.	Kenny	Gerald	M.	12157361	615th
PT	- T/Sgt.	Zander	Harold	S.	33240304	615th
BT	- S/Sgt.	Sweepe	William	H.	15338388	615th
FG	- S/Sgt.	Knapp	Phil	N.	39540171	615th
LWG	- S/Sgt.	Fatica	Battista	J.	35324899	615th
RWG	- S/Sgt.	Merlino	Frank	A.	31208150	615th

*Plane # 42-31485

P	*Captain	White	Ralph	J.	0-24885	615th
CP	*Lt. Col.	Rogner	Harris	E.	0-21269	Hq 401st
N	- 1st Lt.	Causey	Rufus	F.	0-674149	615th
B	- Captain	Kuenning	Arnold	C.	0-725449	615th
RO	- T/Sgt.	Cartier	William	W.	39829464	615th
TT	- T/Sgt.	Roberts	Donald	B.	32377788	615th
BT	- S/Sgt.	Lieberman	Irving	I.	13103453	615th
FG	- 2nd Lt.	Kaercher	Robert	D.	0-681433	615th
LWG	- S/Sgt.	Rothwell	Frank	A.	33330990	615th
RWG	- S/Sgt.	Lee	Ivan	R.	12073240	615th
	CAPT	EGAN	JAMES	F		HQ.

*Plane # 42-37643

P	- 1st Lt.	Christensen	Ellsworth	E.	0-801593	615th
CP	- 2nd Lt.	Rustand	Ronald	L.	0-753815	615th
N	- 2nd Lt.	Wilhelm	Andrew	C.	0-809788	615th
B	- 2nd Lt.	Reynolds	Herbert	A.	0-749931	615th
RO	- S/Sgt.	Mehlman	Raymond	G.	32438897	615th
TT	- S/Sgt.	Breen	Roland	J.	16133764	615th
BT	- S/Sgt.	Nonemaker	Jack	D.	19175334	615th
FG	- Sgt.	Ross	Harry	A.	13145459	615th
LWG	- S/Sgt.	Batson	Allen	L.	39268048	615th
RWG	- Sgt.	Johnson	Russell	W.	32466408	615th

*Enter complete number of aircraft

** Designate Engineer

DUTY RANK LAST (name) FIRST MI ASN SQUADRON

Airplane No. 42-31069 *

P 1st Lt.	Grinham	Fred	D.	0-729337	615th
CP 2nd Lt.	Brown Jr.	Fred	(NMI)	0-748548	615th
N 2nd Lt.	Whitney	Ray	F.	0-750325	615th
B 2nd Lt.	Wolfe	Ralph	W.	0-876904	615th
ROS/Sgt.	Anderson	Martin	A.	36525889	615th
TTS/Sgt.	Cockerham	Roy	W.	13143036	615th
BT Sgt.	Hardy	Charles	E.	11097732	615th
TGS/Sgt.	McElligott	Herber	F.	36426974	615th
LW Sgt.	Cummings	William	T.	33346986	615th
RWS/Sgt.	Housman	Herbert	M.	12156697	615th

Airplane No. 42-37833 *

P 1st Lt.	Kaminski	Vincent	(NMI)	0-802408	615th
CP 2nd Lt.	Mallon	Richard	W.	0-683039	615th
N 2nd Lt.	Hildinger	Lawrence	J.	0-734914	615th
B 2nd Lt.	Gallagher	Joe	C.	0-879495	615th
ROS/Sgt.	Cheatham	Elmer	R.	14182350	615th
TTS/Sgt.	Draginis	Donald	L.	16133104	615th
BT Sgt.	Cantin	Merlin	L.	19138375	615th
TG Sgt.	Smith	Alan	E.	32610440	615th
LW Sgt.	Powell	Gerald	J.	38415204	615th
RWS Sgt.	Koon	Ernest	H.	34441033	615th

Airplane No. 42-31077

P 2nd Lt.	Ferdyn	Joseph	E.	0-804320	615th
CP 2nd Lt.	Enstad	Robert	J.	0-687686	615th
N 2nd Lt.	Taylor	James	(NMI)	0-750228	615th
B 2nd Lt.	Black	J. (io)	Dee	0-749667	615th
ROSgt.	Aronson	Arlyn	C.	17155135	614th
TTS/Sgt.	Agee	Jack	D.	6962724	615th
BT Sgt.	Johnson	Joe	R.	18162671	615th
TG Sgt.	Hertzan	Harold	(NMI)	32438490	615th
LW Sgt.	May	William	M.	37409202	615th
RWSgt.	Bushendorf	Everett	M.	36264715	615th

Airplane No. 42-31518

P 2nd Lt.	Gardner	Edward	T.	0-745881	615th
CP 2nd Lt.	Shelton	Horace	H.	0-752024	615th
N 2nd Lt.	Gouger	Carroll	A.	0-808038	615th
B 2nd Lt.	Malone	Ralph	B.	0-746818	615th
ROSgt.	Monnes	Fred	(NMI)	12187401	615th
TTSgt.	Minard	Dale	W.	16125203	615th
BT Sggt	Piazza	Peter	J.	35583120	615th
TG Sgt.	Bosowski	Stephen	R.	35561239	615th
LW Sgt.	Trupia	Salvatore	A.	12133746	615th
RWSgt.	Durben	Francis	J.	17154973	615th

(*) ENTER COMPLETE AIRPLANE NUMBER
 (**) DESIGNATES ENGINEER.

5-3

612 BOMBARDIER SQUADRON (H)
 OFFICER THE OPERATIONS OFFICER
 APO # 634

30 Jan 19 44

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 - 38002

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A. S. N.	SQUADRON
P -	2nd Lt	Currie	Donald	A.	0-805408	612
CP -	Capt	McCree	Donald	B.	0-348319	"
N -	2nd Lt	Jeffery	Morey	B.	0-685629	"
B -	Capt	Woodhouse	Ronald	(NMI)	0-4B 741	"
RO -	T/Sgt	DiPierro	Cosimo	A.	12172563	"
**TT -	T/Sgt	Gibson	Earl	C.	5086940	"
BT -	S/Sgt	Graf	Cecil	L1	19188506	"
TG -	S/Sgt	Surprise	Walter	L. Jr.	17129684	"
LWG -	S/Sgt	Severson	Marvel	T.	37426585	"
RWG -	S/Sgt	Amber	Joe	R.	36703821	"

*PLANE # 42-39837

P -	1st Lt	Sellers	William	D.	0-666636	"
CP -	2nd Lt	George	Jack	E.	0-747545	"
N -	2nd Lt	Shapiro	Aaron	(NMI)	0-1284591	"
B -	2nd Lt	Rementria	David	A.	0-744333	"
RO -	T/Sgt	Lehr	Jesse	H.	34473124	"
**TT -	T/Sgt	Parrish	Donald	C.	16091825	"
BT -	S/Sgt	Mace	Kenneth	I.	12167005	"
TG -	S/Sgt	Rishel	Dale	E.	32580318	"
LWG -	S/Sgt	Judd	Loyde	J.	31150289	"
RWG -	S/Sgt	xxxxxx	xxxxxx	S.	xxxxxx	xxxxxx
	T/Sgt	Connor	Jay	L. Jr.	33443398	"

*PLANE # 42-39785

P -	1st Lt	Smith	Stuart	E.	0-802795	"
CP -	2nd Lt	Chmura	Stanislaw	R.	0-684687	"
N -	2nd Lt	Reese	Victor	S/	0-749445	"
B -	2nd Lt	Majewski	Lewis	J.	0-747598	"
RO -	T/Sgt	McCawley	Fred	E.	38321224	"
**TT -	T/Sgt	Carr	Maurice	A.	16035651	"
BT -	S/Sgt	Davies	Leonardo	F.	32506396	"
TG -	S/Sgt	Parker	Harry	C.	39034361	"
LWG -	S/Sgt	Scicchitano	Frank	J.	32489249	"
RWG -	S/Sgt	Hopkins	Calvin	W.	32076946	"

** Enter complete number of aircraft Designate Engineer

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

*PLANE # 42-39993

P	-	2nd Lt	Bingham	George	F.	0-679033	612
CP	*	2nd Lt	Hoad	Francis	W.	0-685332	"
N	-	2nd Lt	Tomlinson	Harvey	G.	0-688132	"
B	-	2nd Lt	Lott	Eugene	F.	0-686092	"
RO	-	S/Sgt	Geogiana	Alex	(NMI)	33472233	"
**TT	-	S/Sgt	Dunn	Johnny	K.	35391705	"
BT	-	Sgt	Yeatts	Lawson	K.	34450792	"
TG	-	Sgt	Johns	Carl	W.	37248950	"
LWG	-	Sgt	Civello	Hubert	C.	38195262	"
RWG	-	Sgt	Morini	Alfred	J.	32492617	"

*Plane # 42-39979

P	-	2nd Lt	Johnson	Benjamin	H. Jr.	0-72583	"
CP	-	F/O	Waller	Jack	E.	0-121913	"
N	-	2nd Lt	Fishbeck	Howard	D.	0-68730	"
B	-	2nd Lt	Musso	David	M.	0-682884	"
RO	-	S/Sgt	Brandt	Melvin	A.	37318955	"
**TT	-	S/Sgt	Sellitto	John	M.	32425913	"
BT	-	Sgt	Shaeffer	Donald	E.	36704434	"
TG	-	Sgt	Blaugh	Joseph	M.	35598397	"
LWG	-	S/Sgt	Shannon	James	L.	13057862	"
RWG	-	S/Sgt	Litchfield	Russell	E.	37271053	"

*PLANE # 42-31511

P	-	2nd Lt	Wells	Kenneth	C.	0-677365	"
CP	-	2nd Lt	Guinn	Euin	N.	0-803975	"
N	-	2nd Lt	Gulæla	Warren	(NMI)	0-809579	"
B	-	2nd Lt	Boxer	Martin	W.	0-XXXX 0-684132	"
RO	-	S/Sgt	Bartlett	Edward	M.	11122115	"
**TT	-	Sgt	Larson	Robert	D.	17025493	"
BT	-	Sgt	Convertino	Rico	S.	12096330	"
TG	-	S/Sgt	Weatherman	James	H.	6923486	"
LWG	-	Sgt	Price	William	(NMI)	33054780	"
RWG	-	Sgt	Chapman	William	E.	12074439	"

*PLANE # _____

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

* Enter Complete number of Aircraft
 ** Designate Engineer

614th Bombardment Squadron (H)
OFFICE OF THE OPERATIONS OFFICER
APO # 634

30 January 19 44

SUBJECT: Loading List.

TO : Operations Officer, 403d Bomb GP (H), APO #634.

1. Following is the list of combat crews participating in today's mission.

*Plane # 42-39820

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADR
P -	1st Lt.	WILSON, SAMUEL P.		0-667623		614th
CP-	2nd Lt.	GATTIS, ELGIN V.		0-748622		"
N -	2nd Lt.	SUDAKOV, LAWRENCE H.		0-750253		"
B -	2nd Lt.	DALY, JOHN J. Jr.		0-739145		"
RO-	S/Sgt.	Kelley, Homer C.		30273969		"
IT-	T/Sgt.	Corley, Jesse C.		34386013		"
BT-	Sgt.	Provencher, Armand L.		11083953		"
IG-	S/Sgt.	Sokol, Leonard E.		37461553		"
LJG-	Sgt.	Shults, Glennie C.		34472857		"
RJG-	S/Sgt.	Wolf, William G.		37201936		"

*Plane # 42-39847

P *	1st Lt.	CAMMACK, VERNON K.		0-802719		"
CP *	2nd Lt.	HARGER, ROBERT W.		0-805448		"
N -	2nd Lt.	HASKINS, CECIL A.		0-685604		"
B -	2nd Lt.	WHITE, WILLIAM C.		0-679423		"
O -	T/Sgt.	Timme, Glenn A.		32481704		"
IT -	T/Sgt.	Slate, Chester A.		14134208		"
BT -	S/Sgt.	Ames, Ensign S.		6864052		"
IG -	S/Sgt.	Price, John R.		16151789		"
LWC-	S/Sgt.	Wanke, Charles P.		12180793		"
RW -	S/Sgt.	Harlow, Clevey B.		36426472		"

*Plane # 42-31098

P -	2nd Lt.	WALSH, ROBERT P.		0-804771		"
CP -	2nd Lt.	LONG, JOHN C.		0-753901		"
N -	2nd Lt.	MATRICIAN, MICHAEL		0-590478		"
B -	2nd Lt.	PORTER, GUY R.		0-748098		"
TA -	S/Sgt.	Zappala, Vincent		32578092		"
T -	S/Sgt.	Stallcup, Mose H.		36186641		"
BT -	Sgt.	Collie, Perry O.		36427682		"
IG -	Sgt.	Brgoch, Ludvick J.		19180643		"
LJG-	Sgt.	Cartmill, Charles L.		35560963		"
RJG-	Sgt.	Layland, John M.		37457551		"

*Enter complete number of aircraft

** Designate Engineer

DUTY RANK LAST (name) FIRST MI ASN SQUADRON

Airplane No. 42-31516 *

P.	2nd Lt. STINE, ROBERT O.	0-803891	<u>814th</u>
CP.	2nd Lt. KEHOE, ROBERT J.	0-752209	"
N	2nd Lt. MILLER, LEE S. Jr.	0-809680	"
B	2nd Lt. GILMORE, GEORGE J. Jr.	0-682107	"
RO	S/Sgt. Keeney, Frank E.	32623979	"
TT**	S/Sgt. Trump, Paul W.	13119931	"
BT	Sgt. Risi, John M.	13176766	"
TG	Sgt. Prager, Gilbert	32714501	"
LWG	Sgt. Thill, Richard G.	16146854	"
RWG	Sgt. Phillips, Edward J.	38398663	"

Airplane No. ³⁶⁹
42-32049 *

P	2nd Lt. WILSON, CARLETON L.	0-803329	"
CP	2nd Lt. KELLEY, CURTIS C.	0-752211	"
N	2nd Lt. CONNERY, JOHN K.	0-809538	"
B	2nd Lt. LEVEY, JAMES G.	0-674688	"
RO	S/Sgt. Anderson, Carl D.	35612826	"
TT**	S/Sgt. Quina, Robert E.	35612632	"
BT	Sgt. Passeno, William W.	36539194	"
TG	Sgt. Pettit, Gerald N.	13109913	"
LWG	Sgt. McMahon, James P.	32714726	"
RWG	Sgt. Smith, George R.	13131441	"

Airplane No 42-39036 *

P	2nd Lt. ZITKOVIC, FRANK J.	0-802823	"
CP	1st Lt. STIMSON, BOUDINOT	0-799493	"
N	2nd Lt. GOODWIN, WAYNE R.	0-688430	"
B	2nd Lt. WENGER, JOHN L.	0-686706	"
RO	S/Sgt. Dippel, Joseph H.	35715066	"
TT*	S/Sgt. Davidson, Burton S.	33345105	"
BT	Sgt. Howard, Charles J. Jr.	15063132	"
TG	Sgt. Slotnick, Max	12156732	"
LWG	Sgt. Fritzenger, Raymond W.	35481601	"
RWG	Sgt. Nichols, James L.	37289419	"

Airplane No. *

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

(*) ENTER COMPLETE AIRPLANE NUMBER
 (**) DESIGNATES ENGINEER.

*

**

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

January 30, 1944 19

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 # 42-31091

PLTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.	SQUADRON
P	1st Lt.	Dempsey	Ralph	M.	0-800846	615th
CP	Major	Seawell	William	T.	0-23712	615th
I	1st Lt.	Sellers	Lloyd	W.	0-736661	615th
B	1st Lt.	Dolan	William	W.	0-741142	615th
RO	S/Sgt.	Kenny	Gerald	M.	12157361	615th
PT	T/Sgt.	Zander	Harold	S.	33240304	615th
BT	S/Sgt.	Sweepe	William	H.	15338388	615th
TG	S/Sgt.	Knapp	Phil	N.	39540171	615th
LVG	S/Sgt.	Fatica	Battista	J.	35324899	615th
RVG	S/Sgt.	Merlino	Frank	A.	31208150	615th

*Plane # 42-31485

P	Captain	White	Ralph	J.	0-24885	615th
CP	Lt. Col.	Rogner	Harris	E.	0-21269	Hq 401st
N	1st Lt.	Causey	Rufus	F.	0-674149	615th
B	Captain	Kuening	Arnold	C.	0-725449	615th
RO	T/Sgt.	Carter	William	W.	39829484	615th
TT	T/Sgt.	Roberts	Donald	B.	32377788	615th
BT	S/Sgt.	Lieberman	Irving	I.	13103453	615th
TG	2nd Lt.	Kaercher	Robert	D.	0-681433	615th
LVG	S/Sgt.	Rothwell	Frank	A.	33330990	615th
RVG	S/Sgt.	Lee	Ivan	R.	12073240	615th

*Plane # 42-37843

P	1st Lt.	Christensen	Ellsworth	E.	0-801593	615th
CP	2nd Lt.	Rustand	Ronald	L.	0-753815	615th
N	2nd Lt.	Wilhelm	Andrew	C.	0-809788	615th
B	2nd Lt.	Reynolds	Herbert	A.	0-749931	615th
RO	S/Sgt.	Mehlman	Raymond	G.	32438897	615th
T	S/Sgt.	Breen	Roland	J.	18133784	615th
BT	S/Sgt.	Nonemaker	Jack	D.	19175334	615th
TG	Sgt.	Ross	Harry	A.	13145459	615th
LVG	S/Sgt.	Batson	Allen	L.	39268048	615th
RVG	Sgt.	Johnson	Russell	W.	32466408	615th

*Enter complete number of aircraft
 ** Designate Engineer

DUTY RANK LAST (name) FIRST MI ASN SQUADRON

Airplane No. 42-31069 *

	1st Lt.	Grinham	Fred	D.	0-729337	615th
P.	2nd Lt.	Brown Jr.	Fred	(NMI)	0-748548	615th
CP	2nd Lt.	Whitney	Ray	F.	0-750325	615th
N	2nd Lt.	Wolfe	Ralph	W.	0-876904	615th
B	S/Sgt.	Anderson	Martin	A.	36585889	615th
RO	S/Sgt.	Cockerham	Roy	W.	13143036	615th
TT*	Sgt.	Hardy	Charles	E.	11097732	615th
BT	S/Sgt.	McElligott	Herbert	F.	36428974	615th
TG	Sgt.	Gummings	William	T.	33346986	615th
LWG	S/Sgt.	Housman	Herbert	M.	12156697	615th
RWG						

Airplane No. 42-37833 *

	1st Lt.	Kaminski	Vincent	(NMI)	0-802408	615th
P	2nd Lt.	Mallon	Richard	W.	0-883039	615th
CP	2nd Lt.	Hildinger	Lawrence	J.	0-734914	615th
N	2nd Lt.	Gallagher	Joe	C.	0-879495	615th
B	S/Sgt.	Cheatham	Elmer	R.	14182350	615th
RO	S/Sgt.	Draginis	Donald	L.	18133104	615th
TT**	S/Sgt.	Cantin	Merlin	L.	19138375	615th
BT	Sgt.	Smith	Alan	E.	32610440	615th
TG	Sgt.	Powell	Gerald	J.	38415204	615th
LWG	Sgt.	Koon	Ernest	H.	34441033	615th
RWG						

Airplane No. 42-31077 *

	2nd Lt.	Ferdyn	Joseph	E.	0-804320	615th
P	2nd Lt.	Enstad	Robert	J.	0-687686	615th
CP	2nd Lt.	Taylor	James	(NMI)	0-750228	615th
N	2nd Lt.	Black	J. (io)	Dee	0-749667	615th
B	Sgt.	Aronson	Arlyn	C.	17165135	614th
RO	S/Sgt.	Agee	Jack	D.	6962724	615th
TT	Sgt.	Johnson	Joe	R.	18162671	615th
BT	Sgt.	Hertzan	Harold	(NMI)	32438490	615th
TG	Sgt.	May	William	M.	37409202	615th
LWG	Sgt.	Bushendorf	Everett	M.	36264715	615th
RWG						

Airplane No. 42-31518 *

	2nd Lt.	Gardner	Edward	T.	0-745881	615th
P	2nd Lt.	Shelton	Horace	H.	0-752024	615th
CP	2nd Lt.	Gouger	Carroll	A.	0-808038	615th
N	2nd Lt.	Malone	Ralph	B.	0-746818	615th
B	Sgt.	Monnes	Fred	(NMI)	12167401	615th
RO	Sgt.	Minard	Dale	W.	16125203	615th
TT	Sgt	Piazza	Peter	J.	35583120	615th
BT	Sgt.	Bosowski	Stephen	R.	35561239	615th
TG	Sgt.	Trupia	Salvatore	A.	12133746	615th
LWG	Sgt.	Durben	Francis	J.	17154973	615th
RWG						

(*) ENTER COMPLETE AIRPLANE NUMBER
 (**) DESIGNATES ENGINEER.

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
Office of the Engineering Officer
Station 128

A.P.O. 634
30 January 1944

SUBJECT: Mission Summary Report.

TO : Group Operations, Station 128.

1. Abortives.

None

2. Battle Damage.

a. 42-31037 - Small flak hole in bottom of right horizontal stabilizer.

b. 42-31316 - 3" x 2" flak hole in bottom of right wing, between No. 3 and No. 4 Nacelles, rib broken, primer line and mixture control cable severed.

c. 42-31369 - Cal. .30 hole through right wing, No. 4 main tank damaged.

<u>TOTAL NO.</u> <u>of A/C</u>	<u>MAJOR</u> <u>DAMAGE</u>	<u>MINOR</u> <u>DAMAGE</u>	<u>FLAK</u>	<u>FLAK &</u> <u>FIGHTER</u>
3	0	3	2	1

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

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
Office of the Engineering Officer
Station 128

A.P.O. 634
30 January 1944

SUBJECT: 3-4 Combat Mission Report on Mission 30 January 1944.
TO : Commanding Officer, 1st Bombardment Division, APO 634.

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

Superchargers Inoperative (1)
Oil Pump Guages Out (2); Rheostats Out (2)
Generators Out (1); Flux Gate Compass Out (1)
Leaking Oxygen System (2)
Bomb Bay Doors Inoperative (2)

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

Broken Ring Sight (1)
Dead Man Switch Spring Broken (1)
Backplate Latch Spring Broken (1)
Ball Turret Inoperative in Azimuth (1)
Bomb Racks Inoperative due to faulty Limit Switches (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
401ST BOMBARDMENT GROUP (H)
Office of the Armament Officer
Station 128

A.P.O. 634
30 January 1944

SUBJECT: Armament Narrative, Mission No. 18, 30 January 1944.
TO : Commanding Officer, 401st Bombardment Group (H),
A.P.O. 634, U. S. Army.

1. The following Armament malfunctions were reported at the conclusion of the mission of 30 January 1944.

- a. One waist Gun ring sight was broken.
- b. One upper turret dead man switch spring broken.
- c. One upper turret right gun backplate latch spring broken.
- d. One ball turret became inoperative in azimuth.

BOMB RACK MALFUNCTIONS

a. One aircraft's right bomb racks wouldn't toggle out bombs. This was checked on ground at completion of mission and malfunction was found due to faulty limit switches.

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