

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

MISSION No. **174**

Date: **29 NOV., 1944**

TO: **MISBURG, GERMANY**

T A B L E O F C O N T E N T S

I. MISSION SUMMARY REPORT

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- B. Formation Sheets (On Takeoff and over Target)
- C. Lead Navigators Narrative.
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II. STATISTICAL SUMMARY OF OPERATIONS

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- B. Statistics of Bombing Run (TDAG Form 12E Modified)
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 - (1) Navigational Aids Used.
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401ST BOMBARDMENT GROUP (H)
R E P O R T O F O P E R A T I O N A L
D A Y
MISSION SUMMARY REPORT

MISSION # 174Date 29 November 1944

ASSIGNMENT

1. Assigned Target: MISBURG, GERMANY
2. Commitments: The 401st Group furnished three 12 A/C Squadrons for the 94th "C" Group. Two PFF A/C were included in the lead Squadron and a spare accompanied each formation.

EXECUTION

1. Target Bombed: MISBURG, GERMANY (PFF)
2. a. Group Leader: Capt. J. R. LOCHER (Cushman)
 Lead Navigator: Capt. W. B. ANDERSON (57comp)
 Extra Navigator: 1st Lt. H. E. LAWLESS
 Lead Bombardier: Capt. D. W. FESMIRE
- b. Low Squadron Leader: Capt. J. F. GOODMAN (Harlan)
 Lead Navigator: Capt. W. E. HABERER
 Lead Bombardier: Capt. J. E. BROWNE
- c. High Squadron Leader: 1st Lt. R. O. DUCKWORTH
 Lead Navigator: 1st Lt. W. R. KUNSTMAN
 Lead Bombardier: 1st Lt. R. W. VUCHA
3. Flight Over England:
 - a. Takeoff:

Was as briefed with excellent visibility and no clouds encountered up to assembly altitude.

Mission Summary Report (Cont'd)3. b. Squadron and Group Assemblies:

Group assembly was over Cottesmore Buncher and was accomplished in good time, the assembly was complete approximately 8 minutes before departure time.

c. Route Over England:

Departed Buncher on time and briefed route over England was followed on time at all points to Control Point # 1 where Division assembly took place. The 94th "C" fell into proper division position at this point. Coast was departed on time, on course.

4. Attack:a. Flight to Target:

Briefed position # 9 in Division was held to target. The route over the continent was somewhat north of course as 94th "C" followed the Group ahead. At the IP the column made a long turn so in order to stay in proper position 94th "C" had to make an even longer turn. The weather closed in about 20 miles from the IP and so a PFF run was announced.

b. Bombing Run:

The Group swung around the IP because of the preceding Groups and finally headed for the target, about 8 minutes late, from a point about 15 miles west of the briefed IP. The Mickey operator had control all the time and made a good PFF run. The Bombardier checked the rate and it checked very well. Bombing was done in group formation. The Group Lead and Deputy salvoed; the Low and High Squadron Leaders salvoed on the smoke marker of the Group Lead; all others used a 75 ft. intervalometer setting. The AFCE was excellent.

c. Flight from Target:

After leaving target Group was forced to fall behind 1st Combat Wing in order to follow briefed route out. It was still in # 9 position, however, as it came out. The coast out was **passed** on course at 20,000 ft.

d. Return to Base:

Let down was made over channel and course in was made at Cromer at 3,000'. From there to Kings Lynn and shortly thereafter high and low squadrons were dispatched to stand-off areas. The landing was normal with good visibility, all ships landing safely at home base.

e. Weather:

Weather was described as 9/10 to 10/10 alta cumulus, tops at 10-12,000 feet over entire target area. Enroute, cover averaged 3/10 to 4/10 alta cumulus clouds.

Mission Summary Report (Cont'd)4. f. Fighter Support:

Was excellent and no enemy A/C were encountered. Buckeye Red gave very good target weather.

g. Comments on Formation:

Formation was good throughout and very good on Bombing Run. Interval was 1 minute and was maintained all the way into the target.

h. Conclusions and Recommendations:

Mission was well planned and was even almost as briefed.

5. Aircraft Not Attacking:

All scheduled A/C attacked.

6. Enemy Opposition:

No enemy air opposition encountered (see flak Report for flak)

7. Battle Damage:

None.

8. Casualties:

None.

9. Statistical Summary of Operations (See attached form)

10. Bombing Data:a. Observations:

Due to solid undercast, results were unobserved but the "Mickey" Operator thought the target was hit well.

b. Disposition of Bombs:Lead Squadron:

All 12 scheduled A/C Attacked the target, dropping 142 X 500# M64 bombs. The spare returned 12 bombs to base.

Low Squadron:

All 12 scheduled A/C attacked the target, dropping 144 X 500# M64 bombs. The spare returned 12 bombs to base.

Mission Summary Report (Cont'd)

10. b. (Cont'd)

High Squadron:

All 12 scheduled A/C attacked the Target dropping 138 X 500# M64. A/C 2468 encountering release troubles jettisoned 6 bombs at 5235-0951 #. The spæ returned 12 bombs to base.

c. Tabular Summary of Disposition of Bombs:

	<u>Aircraft</u>		<u>Bombs</u>				
	<u>Over Target</u>	<u>Bomb- ing</u>	<u>Num- ber</u>	<u>Size</u>	<u>Type</u>	<u>Fusing</u> <u>Nose Tail</u>	
Main Bombafll	36	36	424*	500#	M64	1/10	1/40
Other Attacks	-	-	-	-	-	-	-
<hr/>			<hr/>				
Total Bombs on Target			424	500#	M64	1/10	1/40
Other Expenditures			6	500#	M64	1/10	1/40
Bombs Returned			36	500#	M64	1/10	1/40
Total (Loaded on A/C Taking Off)			466	500#	M64	1/10	1/40

* Incl long delays:

- 1 - 1 hr.
- 2 - 2 hr.
- 1 - 6 hr.
- 2 - 12 hr.
- 2 - 24 hr.
- 2 - 36 hr.
- 2 - 144 hr.

11. Lost Aircraft:

None.

Submitted By:

KEN W. DAUBLE,
 Captain, Air Corps,
 Statistical Officer.

Combat Sq. Leader: CAPT LOCHER Date: 29 Nov 1944

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

94 "C" Gp; Lead Sq
at T/O, Cruise, and OVER TARGET

SQDN
CUSHMAN
454
612 SG JAWOCK
613 IN MACRO
614 IN GOLFCOLUB
615 IY BUZZARD

ANNIS
I 706
BAKER
033

SQDN
BUDD 132
MAYS 602

CURRAN 072
DOUGLAS 591
MORAN 677
SPUNLER 738
HOPLY 862

SCHELLER 6113
TAUSIG 313

SPARES
KELSON
931 (returned)

Combat Sq. Leader: CAPT GOODMAN Date: 29 Nov 1944

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

94 "C" Gp; Low Sqdn.

At T/O, Cruise and Over Target.

SQDN
612 SC JABWOCK
613 IN MACRO
614 IN GOLFCLUB
615 IY BUZZARD
HARLAN

891

COMER

CROMER

541

735

SQDL

SQDL

RITTING

WITTMAN

598

6164

JONES

THORNE

BABCOCK

RICHARDSON

992

039

8646

522

AIKEN

BODDIN

628

SCHLIEMANN

506

995

SPARES

HUDNELL

790 (Returned)

Combat Sq. Leader: LT DUCKWORTH Date: 29 Nov 1944

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

94 "C" Gp; High Sqdn
At T/O, Cruise, and Over Target.

SQDN
DUCKWORTH
612 SC JAWOCK
613 IN MACRO
614 IW GOLFCLUB
615 IY BUZZARD

077

GERBER

TURK

810

425

SQDN

SQDN

CALLAWAY

GROZIER

1983

330

GRIMM, WF

JORDAN

FONDREN

WHITE

125

551

508

395

MC KAY

485

SOMBART

DJERNES

730

468

SPARES

HANSEN

458(returned).

HEADQUARTERS AAF STATION 128
OFFICE OF THE NAVIGATION OFFICER

Date 29 November 1944

SUBJECT: Lead Navigator's Narrative.

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

1. Flight plan, Log, and Track Chart attached.

2. Narrative:

- a. T/O at 0922 hours; Land at 1603 hours.
- b. Squadron formed at 1032 hours, at 10,000 feet.
- c. Group formed at 1032 hours, at 10,000 feet.
- d. Began climb at 1039 hours; reached altitude at 1223 hours.
- e. Weather encountered over England:

- (1) Clouds 1/10ths; Visability Unrestricted miles.
- (2) Wind at altitude 260 degrees, 50 knots.

- f. Means of navigation over England Gen. D. E., Pilotage.
- g. Means of checking Metro Winds Gen. PFF.
- h. Joined task force at 1058 hrs. at Thurso, Alberta (City, Splasher, or Co-ords.)
- i. English Coast out at 1108 hrs.; Enemy Coast in at 1141 hrs.
- j. Fighter rendezvous going in 1201 hrs.
- k. Wind used for bombing:

- (1) 260 degrees, 50 knots.
- (2) Determined by Gen (Method)

1. Bomb run and method of Target Identification:

- (1) Reached IP at 1249 hrs.
- (2) Mag. heading over target 013 degrees.
- (3) Altitude over target 20,000 feet.
- (4) Bombs away at 1258 hrs.
- (5) Method of target identification and weather over target.

PFF

m. Gee:

- (1) Coordinates of furthest fix 52-07 N 09-50 E.
- (2) Obtained at 1253 hours.

n. Difficulties encountered with special equipment.

Gen D blip out over target area.

COMMENTS:

/s/ W. E. Anderson
SIGNATURE
W. E. Anderson,
Capt., A. C.
Lead Navigator, Lead Sq.

HEADQUARTERS AAF STATION 128
OFFICE OF THE NAVIGATION OFFICER

Date 29 November 1944

SUBJECT: Lead Navigator's Narrative.

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

1. Flight plan, Log, and Track Chart attached.

2. Narrative:

- a. T/O at 0921 hours; Land at 2625 hours.
- b. Squadron formed at 1035 hours, at 9,000 feet.
- c. Group formed at 1025 hours, at 9,000 feet.
- d. Began climb at 1040 hours; reached altitude at 1205 hours.
- e. Weather encountered over England:

- (1) Clouds nil-3 / 10ths; Visability un miles.
- (2) Wind at altitude 222 degrees, 50 knots.

- f. Means of navigation over England Gee, Pilotage.
- g. Means of checking Metro Winds Gee, Pilotage, Air plot.
- h. Joined task force at 1108 hrs. at Felixstowe (City, Splasher, or Co-ords.)
- i. English Coast out at 1108 hrs.; Enemy Coast in at 1146 hrs.
- j. Fighter rendezvous going in 1200 hrs.
- k. Wind used for bombing:

- (1) 260 degrees, 55 knots.
- (2) Determined by Gee, Air plot (Method)

1. Bomb run and method of Target Identification:

- (1) Reached IP at 1248 hrs.
- (2) Mag. heading over target 010 degrees.
- (3) Altitude over target 24,500 feet.
- (4) B ombs away at 1258 hrs.
- (5) Method of target identification and weather over target.

FFF

m. Gee:

- (1) Coordinates of furthest fix 52-40 N 05-17 E.
- (2) Obtained at 1154 hours.

n. Difficulties encountered with special equipment.

COMMENTS:

/s/ W. E. Haberer
SIGNATURE
W. E. HABERER
Capt., A. C.
Lead Navigator, Low Sq.

HEADQUARTERS AAF STATION 128
OFFICE OF THE NAVIGATION OFFICER

Date 29 November 1944

SUBJECT: Lead Navigator's Narrative.

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

1. Flight plan, Log, and Track Chart attached.

2. Narrative:

- a. T/O at 0933 hours; Land at 1640 hours.
- b. Squadron formed at 1025 hours, at 11,000 feet.
- c. Group formed at 1030 hours, at 11,000 feet.
- d. Began climb at 1110 hours; reached altitude at 1210 hours.
- e. Weather encountered over England:

- (1) Clouds 4 /10ths; Visibility 6 miles.
- (2) Wind at altitude 260 degrees, 30 knots.

- f. Means of navigation over England Pilotage.
- g. Means of checking Metro Winds Pilotage.
- h. Joined task force at 1010 hrs. at Politzona (City, Splasher, or Co-ords.)
- i. English Coast out at 1008 hrs.; Enemy Coast in at 1147 hrs.
- j. Fighter rendezvous going in 1147 hrs.
- k. Wind used for bombing:

- (1) 260 degrees, 30 knots.
- (2) Determined by Lead ship (Method)

1. Bomb run and method of Target Identification:

- (1) Reached IP at 1219 hrs.
- (2) Mag. heading over target 25 degrees.
- (3) Altitude over target 26,000 feet.
- (4) Bombs away at 1254 hrs.
- (5) Method of target identification and weather over target.

FFV

m. Gee:

- (1) Coordinates of furthest fix _____ N _____ E.
- (2) Obtained at _____ hours.

n. Difficulties encountered with special equipment.

Gee box out

COMMENTS:

/s/ W. R. Kunstan
SIGNATURE
W. R. KUNSTAN
1st Lt., A. G.
Lead Navigator, High Sq.

FLIGHT PLAN

PILOT Captain Locher - Air Commander NAVIGATOR Lt. W. E. Anderson DATE 29 November 1944

Table with columns: STATIONS, ENGINES, TAXI, T.O. Rows include LEAVE BASE, COAST OUT, ENEMY COAST, I.P., TARGET, ENEMY COAST.

Table with columns: SUN (Rises, Sets), MOON (Rises, Sets), TWILIGHT (AM, PM)

WATCH Fast Slow RATE secs/hour Gaining Losing At G.M.T.

Main flight data table with columns: FROM TO, W/V UESD, HEIGHT, IAS MPH /K, T.A.S. (K), COURSE, DRI-FT, TRUE HDNG, VAR, MAC HDNG, C. S., DIST, TIME, E.T.A., CELESTIAL DATA (TIME, BODY, ALT, AZI).

FLIGHT RECORD

Flight record table with columns: TIME, COURSE, W/V USED &/OR D.R. DRIF, TRUE HDNG, MAC HDNG, NAVIGATIONAL OBSERVATION, GENERAL OBSERVATION, I.A.S. MPH /K, HEIGHT & AIR TEMP, T. A.S., RUN (DIST, TIME), TO RUN (DIST, TIME), E.T.A.

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAC. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS. MPH. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
1128			67		52-35N 03-15E		150	17500			25	16			
1132			47				150	18500							
1134			47				150	19500							
1136			67				150	20000					33	09	1145
1146			93		0. p. 2 - 52-35N 01-37E		150	20000						31	1217
1147			92		Flak at 5 o'clock										
1150			91				150	20500							
1153			92		3 mi. right of Kaskaden		2100	-29							
1156			92												
1203					Fighter at 2 o'clock										
1204			95		Fighters at 9 o'clock										
1207		260/50 K													
1214			95							104	28	224	27	07	1221
1222			92												
1223			110		Turning point 52-40N 08-13E. Fighters 7 o'clock, 9 o'clock		150	25000						13	1236
1230			170				150				208	24	07	1237	
1230			170		150°, 7 mi. Dammur Lake										
1237			150		52-05N 08-38E									06	1244
1239			150				150	25000							
1242			105												
1245					205°, 33 mi. Hanover		150	25000	196						
1249			340		T.F. 51-47N 09-40E									12	1301
1253			355		52-07N 09-50E			25000			208	16	05	1258	
1258			08		BASE AWAY. 10/10ths, Secondary, unobserved Flak low			25000						05	1303
1300			360				150	25000							
1304			279		Stainulder Lake 244°, 14.										
1307			248				150	23000							
1311			245		Stainulder Lake 113°, 9 1/2 mi.		150	23000							
1313			244		Fighters 5 o'clock, high										
1320			238								130	23	10	1330	
1324											130	13	06	1330	
1327					147°, 12 1/2 mi. Cansbruck										
1328			243												
1332			268												
1339					Fighters 3 o'clock, low					29 1/2	11 1/2	153	29	11 1/2	1350
1345			270												
1348			295												
1351			215		Fighters 2 o'clock low, 6 o'clock high Goer		150	23000							
1356			340							29 1/2	8	147	9	03	1359
1400			295		52-38N 06-25E										
1403			278				150	23000							

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNC.	MAG. HDNC.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS. MPH. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
1407				267	A 7-51's heading home		152	23000							
1412										17 1/2	6 1/2	160	36	14	1426
1430 1/2				267			152 1/2	23000							
1427				278	Enemy Coast 52-39N 01-38E		170	22500							
1440	276	A	278		Wind 290/25K = 10,000										
1453 1/2							165	10400		31 1/2	13 1/2	139	57	27	1520 Coast
1503 1/2				279			155	6000							
1507 1/2	272	A	274		52-55N 02-00E		165	5300		8	4	130	25	12 1/2	1520
1513 1/2				273			150	3000							
1520 1/2				258	Green		150	3000						19	1539
1524 1/2				258			150	3000							1600
1532 1/2	250	A	255				150	3000		22 1/2	12	112	12 1/2	6 1/2	1539
1539				255	King's Lynn		150	3000							
1546 1/2		D.R. DRIF. FROM PZED BY A		257			150	3000		18 1/2	9 1/2	116	20	10 1/2	1539
1554	209	A	213												
1600				200	Base										
1603					Landed										

I certify that this is a true copy of the lead Navigator's log.

H. H. BUNN
 Colonel, U.S.
 C.O., 401st Bomb Group (H)

TRACK CHART

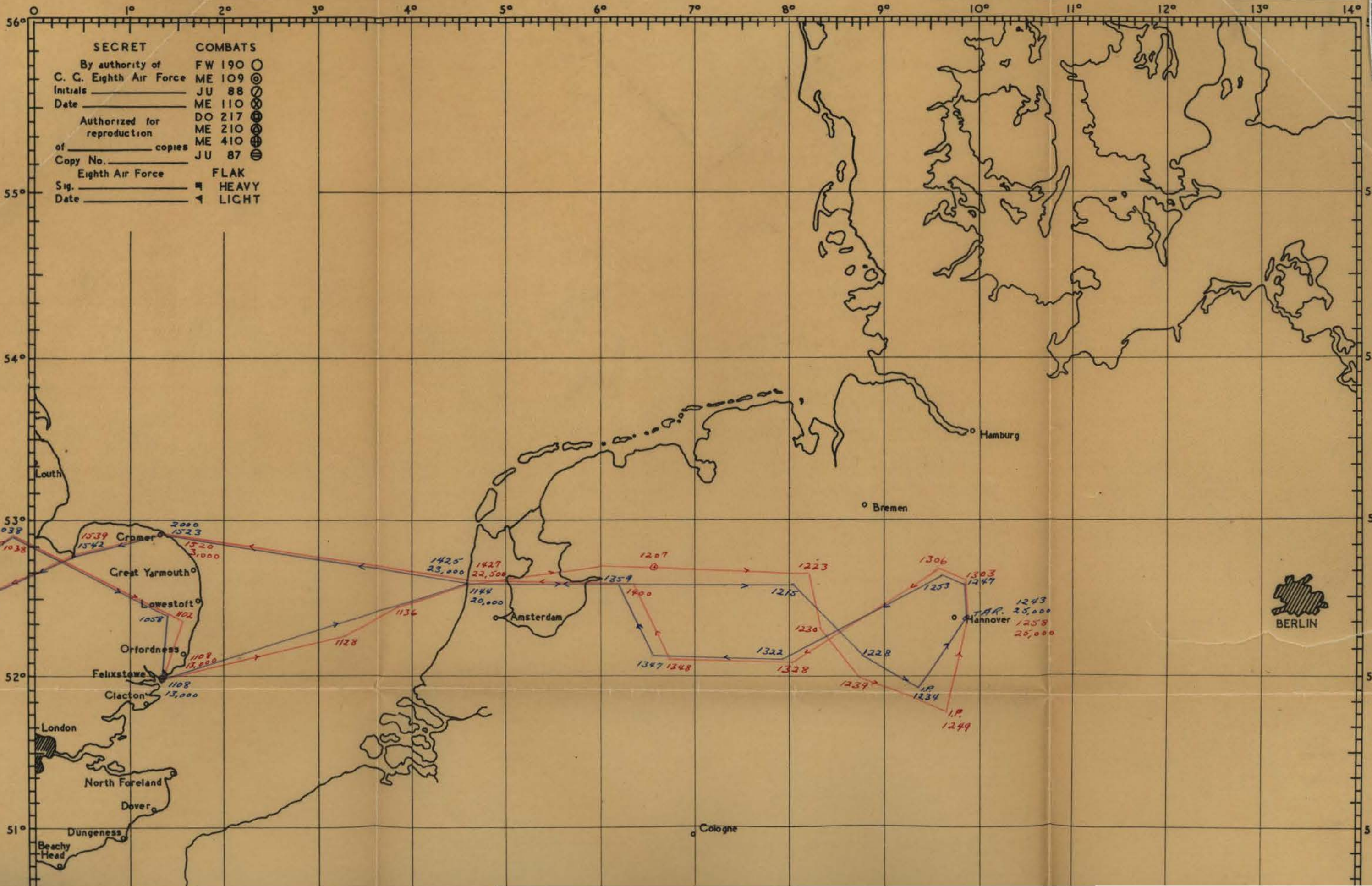
DATE *Nov. 29-44*

TARGETS
PRIMARY

Misburg, Germany

ROUTE FOLLOWED BY *Briefed*
401st B. & H.

Blue
Red



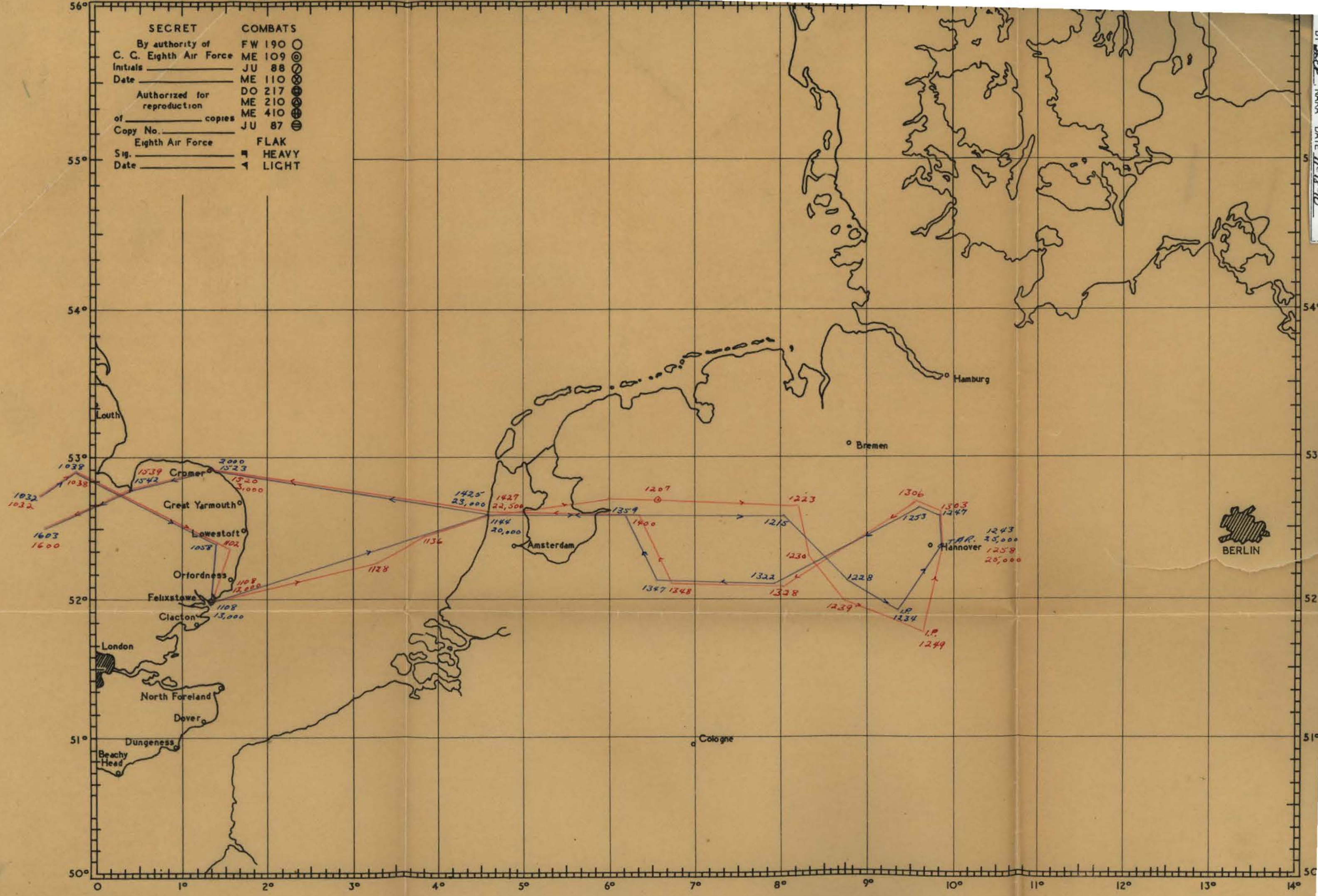
SECRET		COMBATS	
By authority of	C. C. Eighth Air Force	FW 190	○
Initials	Date	ME 109	⊙
		JU 88	⊗
		ME 110	⊗
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BY *SP-6* NARA DATE *11-18-10*

SECRET

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	FLAK
Sig. _____	HEAVY
Date _____	LIGHT

BY *Skop* NARA DATE 11-18-10

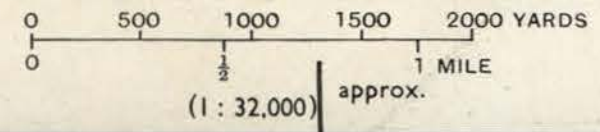


Target No.
I (a) (ii) 18

GEWERKSCHAFT DEUTSCHE
ERDÖL - RAFFINERIE

MISBURG near HANNOVER
(GERMANY)

Primary
Illustration No.
I (a) (ii) 18/14



Photographed 1943

Issued April 1944



Illustration No.
I (a) (ii) 18/14

A.I.3c(1)

TYPE A

STATISTICAL SUMMARY OF OPERATIONS

401st Group

1st BD F. O. 567

Date of 29 November 1944

	LEAD		LOW		HIGH
		PF - GH		PF - GH	
1. No. of A/C Failing to Take Off	-	-	-		-
2. No. of A/C Airborne	11	2	13		13
3. No. of A/C Airborne Less Spares	10	2	12		12
4. No. of A/C Sorties	10	2	12		12
5. No. of A/C Attacking	10	2	12		2
6. No. of A/C Not Attacking					
(a) Early Returns Included					
7. Name of Primary Target	MISBURG, (VISUAL)				
(a) No. of A/C Attacking					
(b) No., Size & type of bombs					
8. Name of Secondary Target	MISBURG, (PF)				
(a) No. of A/C Attacking	10	2	12		12
(b) No., Size & type of Bombs	120 500# M64	22	144		138
9. Name of Last Resort Target					
(a) No. of A/C Attacking					
(b) No., Size & type of Bombs					
10. Name of Target of Opportunity					
(a) No. of A/C Attacking					
(b) No., Size, & type of Bombs					
11. Name of Target Opportunity					
(a) No. of A/C Attacking					
(b) No., Size & type of Bomb					
12. No of A/C Lost - TOTAL	NONE		NONE		NONE
13. - to Flak					
14. - to Flak & E/A					
15. - to Enemy A/C					
16. - to Accident					
17. - to Unknown					

STAT SUMMARY (cont'd)

	LEAD	LOW	HIGH
18. Time of Takeoff	0922	0924	0933
19. Time of Attack	1258	1258	1258 $\frac{1}{2}$
20. Average Time of Flight	6.8	7.0	7.2
21. Altitude of Release	24,700	24,200	25,700
22. Visual or PFF	PFF	PFF	PFF
23. Enemy Resistance -- AA	Meager to Mod Inaccurate	Meager to Mod Inaccurate	Meager to Mod Inaccurate
24. Int. Acc.			
24. -- Fighters	-----	-----	-----
25. -- Bombers	-----	-----	-----
26. U.S. A/C Engaged by Enemy A/C	-----	-----	-----
27. Degree of Success	Unobserved	Unobserved	Unobserved

PFF A/C Borrowed from Groups as follows:

PFF A/C Loaned to Groups as follows:

NOTES:

W.D.A.G. FORM
 12 E. Modified
 1-9-44 401st BG APO 557

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Capt Ramirez DATE 20 Mar 1944
 PILOT Lt. Cushman TAKE OFF 0000
 NAVIGATOR Capt Anderson AIRPLANE _____
 WING 94 G GROUP 401st SQDN. Lead LANDED 1802
 OBJECTIVE Hilburg, Germany (MPI) _____
 METHOD OF ATTACK Individual Flight Squadron Group wing
 NUMBER A/C IN GROUP 38 COMPOSITE GROUP _____
 DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP _____
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C on leader: 38
 BOMBS, TYPES AND SIZES 500/31 64 FUSING: NOSE 1/30 TAIL 1/40
 BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
 NUMBER OF BOMBS LOADED 480 RELEASED 424
 INFORMATION AT RELEASE POINT:
 Altitude of Target 190 Temp Aloft: Metro 50 Actual 50
 True Altitude above target 24200 Mag Head, order 25 Actual 15
 Ind. Altitude 25000 True Heading 19
 Pressure alt of target 125 Drift, Est 140 Actual 140
 Altimeter setting 29.92 True Track 32
 C.I.A.S. 180 I.A.S. 180 Actual Range 15,832
 G.S. Est 284 Actual 276 B.S. Type B-9
 Wind Direc Metro 260 Actual 260 Time of Release 1252
 Wind Veloc. Metro 60 Actual 57.5 Intervalometer Setting 750ft
 D.S. 127.7 Trail 58 ATF 41.72 Length of Bombing Run 25 miles
 Tan. D.A. Est 53 Actual 53 C-1 Pilot Yes A-5 _____
 Mean Temp: Metro 12.7 Actual 14 Manual Pilot _____
 Type of Release: Lead A/C Salvo Type of Release: Other A/C 750ft

3 Leads and Deputy Salvaged
 True Altitude-- Low 24200
 High 25700

CONFIDENTIAL

HEADQUARTERS
 401ST BOMBARDMENT GROUP (H)
 Office of the Communications Officer
 AAF Sta 128, APO 557

J-A-2

Reference Field Order 567.

29 NOVEMBER

194 4

SUBJECT: Communications Report, Operational Mission No 174.

TO : Commanding Officer, 401st Bomb Gp (H), AAF Sta 128, APO 557.

SECTION ONE - USE OF RADIO NAVIGATIONAL AIDS

1. Radio Beacons used:		2. MF/DF Fixes	<u>0</u>
Splashers	<u>7</u>	3. HF/DF Bearings	<u>0</u>
Fixed Beacons	<u>0</u>	4. VHF/DF Homings	<u>0</u>
Bunchers, England	<u>37</u>	5. Distress Action	<u>0</u>
Bunchers, Continent	<u>10</u>	6. Total A/C using Gee	<u>36</u>

SECTION TWO - USE OF PFF

	<u>H2X</u>	<u>Micro-H</u>
1. Total A/C dispatched	<u>2</u>	<u>0</u>
2. Total A/C over target	<u>2</u>	<u>0</u>
3. Total sets usable for bombing	<u>2</u>	<u>0</u>

SECTION THREE - USE OF RCM

1. Total A/C using Carpet	<u>33</u>
2. Total A/C releasing Chaff	<u>32</u>
3. Total number of units released	<u>9216</u>

SECTION FOUR - ACTUAL DEFICIENCIES BY EQUIPMENT

1. Interphone	<u>1</u>	6. Gee	<u>1</u>
2. VHF	<u>0</u>	7. H2X, XXXXXX	<u>0</u>
3. Compass	<u>0</u>	8. Carpet	<u>3</u>
4. Liaison	<u>2</u>	9. IFF	<u>0</u>
5. Command	<u>0</u>	10. SCS-51	<u>0</u>

SECTION FIVE - REMARKS

HAROLD M. KENNARD, JR.
 Capt, Air Corps,
 Gp Com O.

CONFIDENTIAL

S E C R E T

REPORT ON A.A. GUNFIRE.
401st BOMBARDMENT GROUP (HV)

1. TARGET: ASSIGNED... Misburg, Germany..... DATE OF MISSION... 29 Nov 44
 BOMBED... Misburg, Germany.....

2. ROUTE AS FLOWN:
Generally as briefed except for some Essing.

	AT TARGET	ENROUTE
WEATHER - - -	<u>9/10-10/10 alta cumulus</u>	<u>3/10 to 4/10</u>
CONTRAILS - -	<u>26,000 ft.-Light non-persistent.</u>	<u>None</u>
SEEN-UNSEEN -	<u>Unseen</u>	<u>Seen</u>

4. DESCRIPTION OF FLAK AT TARGET:
Heavier to moderate, generally low and fair for deflection.
~~Amsterdam~~
Tracking and of approximately 3 minutes duration.

5. FLAK ENCOUNTERED OR OBSERVED ENROUTE: (IN ORDER EXPERIENCED)
Heavier, inaccurate flak observed over Gsnabruck, also Amsterdam area on way in and out.

6. CHAFF; HOW DISCHARGED: As briefed.

7. POSITION OF GROUP: 94th "G" - 9th over

8. DETAILS: -

SQDN POS.	NO. A/C	DAMAGE		A/C LOST TO				AXIS OF		TIME OVER TARGET	HEIGHT
		MAJ.	MIN.	AA	EA	ACC	UK	ATTK	WITH		
<u>Lead</u>	<u>12</u>	<u>0</u>	<u>0</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>13°M</u>	<u>5°M</u>	<u>1258</u>	<u>24,900</u>
<u>Low</u>	<u>12</u>	<u>0</u>	<u>0</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>10°M</u>	<u>10°M</u>	<u>1258</u>	<u>24,400</u>
<u>High</u>	<u>12</u>	<u>0</u>	<u>0</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>15°M</u>	<u>5°M</u>	<u>1258½</u>	<u>26,000</u>
<u>TOTALS</u>	<u>36</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>				

9. COMMENTS - PHENOMENA: -

OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 887
U. S. ARMY

O-R-1

29 November 1944

SUBJECT: Crew Comments and Suggestions.

TO : Commanding Officer, Station 128, APO 887, U.S. Army.

1. Capt. James P. Goodman, Co-Pilot A/C 1891, commended exceptional good job of leading by Capt. Lecher. Also stated that second section of low element, lead squadron was out of formation most of the time with the exception of the bank run.

2. Lt. Donald R. Scheller, Pilot A/C 8125, stated that leader of second flight, low section, lead squadron flew too far back and in prop wash.

3. Lt. Hal C. Mays, Pilot A/C 7602, said that whole group formation was exceptionally good all the way to target, best he had ever flown.

4. P/O Max Braslawsky, Navigator A/C 7881 - Toilet at briefing room smells so bad it's almost unbearable. *(Work order remodelling latrine has been submitted to Division by G-2). (Submitted to 5th Utilities Nov 8, 44)*

5. Lt. Charles W. Hopley, Pilot and crew A/C 8821 - Line-men who are called out for landing should be a little more quiet when leaving. Make a lot noise singing and rattling mess-kits.

6. Lt. Edwin H. Spuhler, Pilot A/C 8788 - Carpet work quite satisfactory and together with chaff appeared to keep flak approximately 5,000 feet below formation.

7. Lt. Rennie E. Annis, Pilot A/C 7706 - Monitoring time-tick from IFFP prevents Radio operator from performing important duties such as control point checks, oxygen checks, etc.

W. S. FRY,
Major, Air Corps,
Group G-2 Officer.

5-3

612th Bombardment Squadron (H)
401st Bombardment Group (H)
Office of the Operations Officer

29 November 1944

SUBJECT: Loading List

TO: Operations Officer, 401st Bomb Group (H), AAF Sta. #128, APO#557.

A/C 43-38541

F	Comer, Jack P.	2nd Lt.	612th.
CP	Matthes, Francis R.	2nd Lt.	"
N	Weinstein, Byron (NMI)	2nd Lt.	"
B	Smith, Alvie L.	2nd Lt.	"
RO	Hulse, Harold A.	S/Sgt.	"
TTG	Bixby, Joseph (NMI) Jr.	S/Sgt.	"
BTG	Erlani, Cleus M.	S/Sgt.	"
TG	Kirkhuff, Leonard M.	S/Sgt.	"
WG	Minprize, Jack E.	S/Sgt.	"

A/C 42-39993

F	Schliemann, Donald M.	2nd Lt.	612th.
CP	Meyrowitz, Irving (NMI)	F/O	"
N	Schneck, David (NMI)	F/O	"
B	Swatosh, Kenneth J.	2nd Lt.	"
RO	Pendley, Garland E.	S/Sgt.	"
TTG	Kelly, John C.	S/Sgt.	"
BTG	Eames, Duane H.N.	S/Sgt.	"
TG	Klindworth, Louis O.	Sgt.	"
WG	Becker, Alex A.	S/Sgt.	"

A/C 43-37780

F	Hudnall, Carl L.	2nd Lt.	612th.
CP	Mitchell, Frank G., Jr.	2nd Lt.	"
N	Martin, Phillip A.	F/O	"
B	Beardall, Keith E.	Sgt.	"
RO	Knight, Adam	Sgt.	"
TTG	Moorman, Loyd F.	T/Sgt.	"
BTG	Gyles, Alfred R.	Sgt.	"
TG	Parker, Robert H.	Sgt.	"
WG	Parker, Matt H.	Sgt.	"

A/C 42-106992

F	Jones, Dale G.	1st Lt.	612th.
CP	Siepak, Stanley J.	2nd Lt.	"
N	Wishnoff, Aaron (NMI)	2nd Lt.	"
B	Moran, Robert E.	2nd Lt.	"
RO	Madrzyk, Chester P.	S/Sgt.	"
TTG	Delawder, Joseph A.	S/Sgt.	"
BTG	Rogers, Charles G.	Pvt.	"
TG	Watters, Kenneth O.	S/Sgt.	"
WG	Wallace, Robert W.	S/Sgt.	"

A/C 43-37828

F	Aiken, Charles H.	1st Lt.	612th.
CP	Manford, Charles J., Jr.	1st Lt.	"
N	Osborne, Charles R.	1st Lt.	"
B	Benton, David (NMI)	2nd Lt.	"
RO	Barrow, John D.	T/Sgt.	"
TTG	Gabhardt, Charles R.	S/Sgt.	"
BTG	Gaal, Ernest A.	S/Sgt.	"
TG	Milone, Robert J.	S/Sgt.	"
WG	Potter, Howard J., Jr.	S/Sgt.	"

A/G 42-31891

P	Harlan, Thomas J., Jr.	1st Lt.	612th.
CP	Goodman, James F.	Captain	"
N	Haberer, Walter E.	Captain	"
B	Browne, Joseph E.	Captain	"
RO	Robinson, Paul D.	T/Sgt.	"
TTG	Lee, Reed L.	T/Sgt.	"
BTG	McGrath, Joseph A.	S/Sgt.	"
TG	Lundgren, Robert F.	2nd Lt.	"
WG	Bunn, Charles T.	S/Sgt.	"

A/G 44-6506

P	Hodgin, Frederick R.	2nd Lt.	612th.
CP	Devlin, James H.	2nd Lt.	"
N	Uhrain, Andrew	2nd Lt.	"
B	Miller, Donald A.	2nd Lt.	"
RO	Kornegay, Ryan G.	Sgt.	"
TTG	Richardson, Paschal	Sgt.	"
BTG	Noble, Chester C.	Sgt.	"
TG	Iles, Earl L.	S/Sgt.	"
WG	Langham, Theodore E.N.	Sgt.	"

A/G 43-38733

P	Cromer, Joseph L.	1st Lt.	612th.
CP	Trout, Ralph W.	2nd Lt.	"
N7	Phillips, Michael T.	2nd Lt.	"
B	Walcheff, Jack G.	1st Lt.	"
RO	Goodman, Martin B.	T/Sgt.	"
TTG	Stott, Douglas W.	T/Sgt.	"
BTG	Coffin, Robert J., Jr.	S/Sgt.	"
TG	Villagio, Vincent V.	S/Sgt.	"
WG	Clark, Eugene F.	S/Sgt.	"

A/G 42-107039

P	Thorne, Walter H.	1st Lt.	612th.
CP	McBain, George III	2nd Lt.	"
N	Tarr, Charles (NMI) Jr.	2nd Lt.	"
B	Curry, Edward A., Jr.	S/Sgt.	"
RO	York, Dennis A.	S/Sgt.	"
TTG	Nimmons, Alston H.	S/Sgt.	"
BTG	O'Neal, Hayes B., Jr.	S/Sgt.	"
TG	Munford, John V.	S/Sgt.	"
WG	Zaragoza, Albert R.	S/Sgt.	"

A/G 42-102598

P	Ritting, Carl G.	1st Lt.	612th.
CP	Watterson, Stuart E., Jr.	F/O	"
N	Folkerts, Arthur	2nd Lt.	"
B	Wilde, Earl R.	2nd Lt.	"
RO	Allcroft, James W.	Sgt.	"
TTG	Grumpman, Richard C.	T/Sgt.	"
BTG	Cherubini, Peter J.	S/Sgt.	"
TG	KIM Kimball, Tom E.	S/Sgt.	"
WG	Phelps, Darwood W.	S/Sgt.	"

613th BOMBARDMENT SQUADRON (H)
OFFICE OF THE OPERATIONS OFFICER
AAF STATION 128, APO # 557

29 NOVEMBER 1944

L-O-A-D-I-N-G L-I-S-T

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
42-31591	P	1st Lt.	DOUGLAS	LUTHER	A.
	CP	2nd Lt.	LITTLE	RICHARD	H.
	N	2nd Lt.	HAVRAN	EDWARD	G.
	B	2nd Lt.	GORMAN	WILLIAM	L.
	RO	S/SGT.	SHEETZ	JOHN	H.
	TT	S/SGT.	LEWIS	RAYMOND	G.
	BT	S/SGT.	AGLIATA	TONY	A.
	TG	S/SGT.	Mc CRARY	LEON	A.
	WG	S/SGT.	CHANCE	BUFFORD	D.
44-6132	P	1st Lt.	BUDD	CLAYTON	R.
	CP	1st Lt.	Mc LEOD	REGINALD	L.
	N	1st Lt.	KLOTZ	BERNARD	L.
	B	S/SGT.	KISSACK	JOHN	D.
	RO	T/SGT.	SKALA	FRANKLIN	C.
	TT	T/SGT.	OLIVIER	ERNEST	S.
	BT	S/SGT.	DESTROISMAISON	ARTHUR	(NMI)
	TG	S/SGT.	ROGEN	HARLEN	(NMI)
	WG	S/SGT.	MURRAY	DALE	S.
44-6113	P	2nd Lt.	SHELLER	DONALD	R.
	CP	2nd Lt.	WICKS	WALLACE	W.
	N	2nd Lt.	HOUSTON	RICHARD	C.
	B	F/O	KOLLAR	JOHN	E.
	RO	SGT.	GIANNINI	JOSEPH	(NMI)
	TT	SGT.	HARTY	WILLIAM	Q.
	BT	SGT.	BLACK	RICHARD	D.
	TG	SGT.	TRUDEAU	RUSSELL	M.
	WG	SGT.	SEVERSON	NORMAN	A.
43-37706	P	1st Lt.	ANNIS	ROMIE	E.
	CP	2nd Lt.	CLARK	FORREST	E.
	N	2nd Lt.	MADDEN	BERNARD	R.
	B	2nd Lt.	JENSEN	JIM	B.
	RO	S/SGT.	WALKER	LEWIS	M.
	TT	S/SGT.	CORLISS	JOHN	M.
	BT	S/SGT.	LARSON	DEAN	C.
	TG	S/SGT.	BROOKS	GEORGE	E.
	WG	S/SGT.	COUGHLIN	JOSEPH	B.
44-6313	P	2nd Lt.	TAUSIG	HEFMAN	(NMI)
	CP	2nd Lt.	CAMPER	DONALD	W.
	N	2nd Lt.	WALKER	DENSON	F.
	B	2nd Lt.	LAWSON	EMMERT	E.
	RO	SGT.	FITZIMMONS	JAMES	J.
	TT	SGT.	JOHNSTON	DONALD	C.
	BT	SGT.	BUCKSBAUM	ELMER	(NMI)
	TG	SGT.	KATZ	ALVIN	S.
	WG	SGT.	JOHNSON	WARREN	B.

42-97931	P	2nd Lt.	KELSO	ARTHUR	D. JR.
	CP	2nd Lt.	HAGGARD	WILEY	R.
	N	2nd Lt.	TONNE	ALVIN	E.
	B	SGT.	LITTLE	JAMES	C.
	RO	SGT.	MEYERS	NEIL	P.
	TT	SGT.	HARPER	JAMES	F.
	BT	SGT.	MORRISON	KENNETH	D.
	TG	SGT.	BOND	JACK	D.
	WG	SGT.	TOOMBS	GEORGE	(NMI)
43-38862	P	1st Lt.	HOPLEY	CHARLES	W.
	CP	2nd Lt.	GOETZ	FRANK	V.
	N	2nd Lt.	Mac DONALD	RICHARD	E.
	B	S/SGT.	JACOBS	JOHN	R.
	RO	S/SGT.	DUNNING	CHARLES	R.
	TT	S/SGT.	HARDIN	WILLIAM	A.
	BT	S/SGT.	MERRIMAN	JAY	S.
	TG	S/SGT.	VAN PELT	HAROLD	C.
	WG	S/SGT.	ANDERSON	WAYNE	L.
42-31072	P	2nd Lt.	CURRAN	EDWARD	E.
	CP	2nd Lt.	REILLY	DONALD	J.
	N	2nd Lt.	BAUTZ	JOHN	J.
	B	2nd Lt.	JONES	BEN	F.
	RO	SGT.	GIESKEN	GEORGE	J.
	TT	SGT.	JOHNSON	ELMOE	E.
	BT	SGT.	ZENOR	HAROLD	M.
	TG	SGT.	CLIFTON	JAMES	R.
	WG	SGT.	HARDIN	ROY	(NMI)
44-8033	P	1st Lt.	BAKER	KAY	A.
PFF SHIP	CP	2nd Lt.	RANDLE	RICHARD	V.
	N	2nd Lt.	KORETSKY	HARRY	A.
	B	2nd Lt.	MOORE	CARLTON	R.
	V	2nd Lt.	PETERSON	GEORGE	E.
	RO	T/SGT.	YORIO	FRANCIS	F.
	TT	T/SGT.	BACCHE	GEORGE	E.
	TG	S/SGT.	SLATER	HAROLD	H.
	WG	S/SGT.	MORRISON	JULIUS	J.
PFF SHIP 454	P	1st Lt.	CUSHMAN	THOMAS	R.
	CP	CAPT.	LOCHER	JAMES	R.
	N	CAPT.	ANDERSON	WILLIAM	E.
	N	1st Lt.	LAWLESS	HARRIS	E.
	B	CAPT.	FESMIRE	DURWARD	W.
	V	1st Lt.	STRONG	WILLIAM	W.
	RO	T/SGT.	KNOX	ROBERT	C.
	TT	S/SGT.	SEELEY	EARL	V.
	TG	2nd Lt.	MACKIN	PETER	D.
	WG	S/SGT.	HOPE	WILLIAM	(NMI) JR.
FLYING WITH THE 615th SQ.	P	1st Lt.	FOWLER	RUSSELL	M.

*See
Scader*

SIX HUNDRED AND FOURTEENTH BOMBARDMENT SQUADRON (H)
FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)
Office of the Operations Officer

AAF Station # 128
29 November 1944

SUBJECT: Loading List.

TO : Operations Officer, 401st Bomb Gp (H), AAF Station # 128, APO # 557.

1. The following is the loading list for today's Mission.

PLANE # 42-97602

P	1st Lt.	MAYS, HAL C.	614th Sq
CP	2nd Lt.	LIVINGSTON, HERMAN	"
N	1st Lt.	KOSKI, MATTHEW F.	"
B	2nd Lt.	SCHAEFER, ROBERT L.	"
RO	T/Sgt.	Bayes, Willie J.	"
TT	T/Sgt.	Gay, Clifford E.	"
BT	S/Sgt.	Cole, William I.	"
TG	S/Sgt.	Monacella, Joseph L. Jr.	"
WG	S/Sgt.	Wilson, Billy J.	"

PLANE # 43-58738

P	1st Lt.	SPUHLER, EDWIN H.	"
CP	2nd Lt.	CURRENT, DONALD D.	"
N	2nd Lt.	MC ADAMS, ROBERT C.	"
B	2nd Lt.	OSTER, LEWIS H.	"
RO	S/Sgt.	Hendrick, William J.	"
TT	S/Sgt.	Wells, Richard D.	"
BT	S/Sgt.	Benedict, Cloide W. Jr.	"
TG	S/Sgt.	Hughes, James W.	"
WG	S/Sgt.	Powers, James E.	"

PLANE # 43-58677

P	1st Lt.	MORAN, ROBERT E.	"
CP	2nd Lt.	WELLMAN, SILAS H.	"
N	1st Lt.	LE BLANC, JOHN S.	"
B	2nd Lt.	DUNCAN, ROBERT N.	"
RO	S/Sgt.	Brown, Arnold P.	"
TT	S/Sgt.	Stromberg, Warren B.	"
BT	S/Sgt.	Detty, Hibert J.	"
TG	S/Sgt.	Clark, Charles S.	"
WG	S/Sgt.	Miller, James J.	"

PLANE # 44-6464

P	2nd Lt.	WITTMAN, PAUL F.	"
CP	1st Lt.	HOSLEY, ROBERT A.	"
N	1st Lt.	SCHNEIDER, JAMES M.	"
B*	1st Lt.	O'HERN MELVIN C.	"
RO	T/Sgt.	Mitchell, Joseph G.	"
TT	T/Sgt.	Collett, John E.	"
BT	S/Sgt.	Eaton, Carl E.	"
TG	S/Sgt.	Jackson, John A.	"
WG	Sgt.	Richey, Leland B.	"

Loading List (Cont)

PLANE # 42-97322

P	2nd Lt.	RICHARDSON, RICHARD B.	614th Sq
CP	2nd Lt.	ODEN, EDWARD C.	"
N	F/O	BLADES, LEO L.	"
CTG	Sgt.	Racick, John	"
RO	Sgt.	Massa, Attilio	"
TT	Sgt.	Walsh, Arthur G.	"
BT	Sgt.	Lunn, Berlyle J.	"
TG	Sgt.	Patterson, Donald D.	"
WG	Sgt.	Paluso, Joseph J.	"

PLANE # 43-38646

P	1st Lt.	BABCOCK, FREDRICK H.	"
CP	2nd Lt.	BOUSFIELD, JOHN	"
N	2nd Lt.	STEWART, LEON F.	"
B	2nd Lt.	MENZEL, GEORGE H.	"
RO	S/Sgt.	Bilby, John f.	"
TT	T/Sgt.	Galdwell, Carroll L.	"
BT	S/Sgt.	Wilczynski, Walter J.	"
TG	S/Sgt.	Parnham, Walter E.	"
WG	S/ Sgt	Casselman, Charles R.	"

PLANE # 42-38330

P	1st Lt.	CROZIER, JOHN C.	"
CP	1st Lt.	WEBER, MORRIS	"
N	2nd Lt.	POLSTER, ERVING	"
B	1st Lt.	WHITING, RICHARD L.	"
RO	T/Sgt.	Hapner, Clayton	"
TT	S/Sgt.	Ligon, James E.	"
BT	S/Sgt.	McCarmick, Edson C.	"
TG	S/Sgt.	Kitts, Keith D.	"
WG	S/Sgt.	Merrill, Richard E.	"

PLANE # 42-97395

P	2nd Lt.	WHITE, WYLIE K.	"
CP	2nd Lt.	POTTER, FRED R.	"
N	F/O	BRINER, WILLIAM L.	"
B	2nd Lt.	HAGERTY, JAMES J.	"
RO	Sgt.	McCommis, Max I.	"
TT	Sgt.	Whitney, Paul A.	"
BT	Sgt.	Viescas, Arturo B.	"
TG	Sgt.	McQuade, John B.	"
WG	Sgt.	Cranz, Edwin R.	"

PLANE # 42-107151

P	2nd Lt.	PONDREN, JOHN E.	"
CP	2nd Lt.	VIA, JAMES C.	"
N	2nd Lt.	LUPOWITZ, HYMAN J.	"
B	2nd Lt.	PACKRELL, JESSE L.	"
RO	S/Sgt.	Wensel, John W.	"
TT	Sgt.	Brobst, Clyde J.	"
BT	Sgt.	Wickline, John H.	"
TG	Sgt.	Wilbers, Herman E.	"
WG	Sgt.	Youmans, Henry A.	"

For the Squadron Commander:

CHARLES W. UTTER
1st Lt., Air Corps
Actg Asst Opns Officer.

SIX HUNDRED AND FIFTEENTH BOMBARDMENT SQUADRON (H)
 FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)
 Office of the Operations Officer
 AAF - Sta - 128 - APO - 557

29 November 1944

SUBJECT: Loading List.

TO : Operations Officer, 401st Bomb Gp (H), Sta 128, APO 557

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

PLANE # 43-38077

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Dudsworth	Robert	O.	615th
CP	1st Lt.	Fowler	Russell	W.	615th
H	1st Lt.	Kunstman	Warren	R.	615th
B	1st Lt.	Vaaha	Robert	W.	"
RO	T/Sgt.	Halderman	Lyle	K.	"
TT	T/Sgt.	Coner	Roy	C.	"
BT	S/Sgt.	McKeon	George	T.	"
TG	S/Sgt.	Tarr	Clyde	H.	"
FG	S/Sgt.	Cook	Clayton	W.	"

PLANE # 43-38425

P	1st Lt.	Turk	Laurel	A.	615th
CP	2nd Lt.	Sincking	John	H.	"
H	2nd Lt.	Cons	Allan	L.	"
B	2nd Lt.	Hecker	Robert	L.	"
RO	S/Sgt.	Dupuis	Cyraque	J.	"
TT	T/Sgt.	Wieselthier	Simon	(MMI)	"
BT	S/Sgt.	Gremillion	John	H.	"
TG	Sgt.	Morrison	James	L.	"
FG	S/Sgt.	Osborne	Peter	J.	"

PLANE # 43-38810

P	2nd Lt.	Gerber	John	D.	615th
CP	2nd Lt.	Gentry	James	H.	"
H	1st Lt.	Schultz	John	J.	"
B	Sgt.	Geierman	Edward	P.	"
RO	Sgt.	Freitas	Daniel	D.	"
TT	Sgt.	Hakseyn	Chester	W.	"
BT	Sgt.	McKenna	James	P.	"
TG	Sgt.	Atchison	Alfred	A.	"
FG	Sgt.	Martin	Cyril	I.	"

PLANE # 42-31983

P	1st Lt.	Callaway	Robert	W.	615th
CP	1st Lt.	Lawson	Robert	S.	"
H	1st Lt.	Griffin	Warren	S.	"
B	S/Sgt.	Davis	Thomas	(MMI)	"
RO	T/Sgt.	Dodson	James	C.	"
TT	T/Sgt.	Southerland	James	D.	"
BT	S/Sgt.	Altieri	Alfonso	A.	"
TG	S/Sgt.	Roberts	James	D.	"
FG	S/Sgt.	Trendelman	Frederick	S.	"

PLANE # 43-37851

P	2nd Lt.	Jordan	Robert	E.	615th
CP	2nd Lt.	Reinhard	Edward	O.	"
H	F/O	Braslowsky	Max	(MMI)	"
B	Sgt.	Seeley	Duane	P.	"
RO	Sgt.	Mauldin	Harold	H.	"
TT	Sgt.	Anderson	Howard	E.	"
BT	Sgt.	Caruth	Herton	A.	"
TG	Sgt.	Corwin	Clarence	B.	"
FG	Sgt.	Carlson	Verner	A.	"

LOADING LIST (Continued)

PLANE # 43-38779

P	1st Lt.	Grims	William	F.	615th
CP	1st Lt.	Haesgen	Herman	K.	"
N	1st Lt.	McFullen	Willard	G.	"
B	S/Sgt.	Duke	William	M.	"
RO	T/Sgt.	Kressler, Jr.	Thomas	J.	"
TT	T/Sgt.	Brown	Thomas	J.	"
BT	S/Sgt.	Matts	Dudley	F.	"
TG	S/Sgt.	Wheeler	Robert	L.	"
FG	S/Sgt.	Gross	William	L.	"

PLANE # 42-31435

P	1st Lt.	McKay	George	W.	615th
CP	2nd Lt.	Higgs	Walter	M.	"
N	2nd Lt.	Rainey	John	L.	"
B	2nd Lt.	Cornell	Hall	T.	"
RO	S/Sgt.	Richardson	Samuel	T.	"
TT	S/Sgt.	Comissaro	Ralph	J.	"
BT	T/Sgt.	Luther	Richard	H.	"
TG	S/Sgt.	Wiederman	Lars	H.	"
FG	S/Sgt.	Butler	William	H.	"

PLANE # 42-102468

P	2nd Lt.	Djernes	Carl	P.	615th.
CP	2nd Lt.	Spiva	Raymond	H.	"
N	F/O	Canale	John	F.	"
B	2nd Lt.	Davis	Rex	D.	"
RO	Sgt.	Lacourse	Lucien	(NMI)	"
TT	Sgt.	Chiu	Donald	(NMI)	"
BT	Sgt.	Bill	Richard	R.	"
TG	Sgt.	Reiher	Gordon	A.	"
FG	Sgt.	Akins	Ora	R.	"

PLANE # 42-51730

P	1st Lt.	Sombart	George	W.	615th
CP	1st Lt.	Shapiro	Leo	(NMI)	"
N	2nd Lt.	Wiley	Junior	B.	"
B	1st Lt.	Mrozek	Chester	W.	"
RO	T/Sgt.	Andrews	Leroy	(NMI)	"
TT	T/Sgt.	Smith	Elmer	E.	"
BT	S/Sgt.	Livezey	Lowell	G.	"
TG	S/Sgt.	Dailey	J. (io)	B. (io)	"
FG	S/Sgt.	Allen	Lewis	(NMI)	"

PLANE # 43-38458

P	1st Lt.	Hansen	Ernest	A.	615th
CP	2nd Lt.	Coats	Jerry	A.	"
N	F/O	Greenberg	Martin	(NMI)	"
B	2nd Lt.	King	Jack	L.	"
RO	S/Sgt.	Ferguson	Hugh	R.	"
TT	T/Sgt.	Miller	Raymond	A.	"
BT	Sgt.	Heiss	Elveer	B.	"
TG	Sgt.	McKnight	Leroy	(NMI)	"
FG	Sgt.	Karcher	Alonso	A.	"

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

F-C-1

APO 557
27 November 1944

SUBJECT: Armament Malfunction Mission Report.

TO : Commanding General, 1st Bomb Division, APO 557.
ATTN: Division Armament Officer.

1. Date of Mission: 26 November 1944.
2. No gun malfunctions were reported.
3. No turret malfunctions were reported.
4. The following bombing equipment malfunctions were reported:
 - a. A/C #43-38485 - Right side of bomb bay did not release either in train or salvo. On return to base aircraft was unloaded and bombing equipment checked. Racks ran through perfectly, no malfunctions being found.
 - b. A/C #42-39993 - Five bombs were returned to base. Aircraft was checked on ground and no malfunctions were found.
5. There were twenty-five (25) aircraft equipped with the all-electric bomb release system participating in the mission.

SAM P. BROOMHALL, JR.,
Capt., Air Corps,
Group Armament Officer.

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

F-A-2

APO 557
27 November 1944

SUBJECT: Abortive Report

TO : Commanding Officer, 401st Bomb Group (H), APO 557
ATTN: Air Statistical Officer

1. The following aircraft aborted from the mission of 26 November 1944 due to reasons stated:

a. A/C # 43-38565 - Pilot claimed that # 2 engine oil pressure dropped to zero and cylinder head temperature rose to 270o while oil temperature went to 110o. He tried feathering but could not so cut RPM to about 1000. Engine windmilled for a half hour with no oil pressure indicated. At lower altitude the pilot started up the engine and it ran O.K. Ground check revealed engine operation on ground O.K. On test flight aircraft was taken to 20,000 feet and reported as operating normally.

b. A/C # 43-38779 - Pilot reported # 2 engine running rough at high cruising power setting and also smoking. Oil pressure started fluctuating so pilot feathered engine and returned. Roughness of engine was probably due to rich running engine. The fluctuating oil pressure was probably instrument trouble. Ground check of engine and subsequent test flight revealed everything O.K. Pilot should have tried mixture control in other positions followed by throttling back slightly to eliminate roughness if mixture control did not control roughness. Pilot should have cross-checked engine instruments on suspected engine when oil pressure started fluctuating.

FRANK E. WILSON
Capt., Air Corps,
Ass't Group Eng'rg O.

OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 887
U. S. ARMY

D-8-1

26 November 1944

SUBJECT: Crew Comments and Suggestions.

TO : Commanding Officer, Station 128, APO 887, U.S. Army.

1. Capt. Wallace Herb, Co-pilot A/C 8077, reported a heavy coat of frost on that A/C this morning and stated that it had a deterrent effect and caused the A/C to consume the entire runway in taking off. He suggests that frost be swept off wings with brooms before take-off.

2. Lt. Jack D. Comer, Pilot A/C 8541, reported that the rear flight of the low section of the lead squadron failed to move up and fill in the diamond on the bomb run.

3. Lt. Laurel A. Tunk, Pilot A/C 8810, says the frost remover provided for use on windshields leaves windshields discolored.

4. Major Donald G. McGree, Group Leader, observed that the haloptican procedure used at the lead crew briefing was not as smooth as it should be.

5. Lt. John W. McGoldrick, Pilot A/C 1072, reported that the rear of the low section of the lead squadron flew too low all day.

6. Lt. Carl F. Djernes, Pilot A/C 2486, stated that it was his opinion that the formation was too spread out, most of the time, on today's mission.

W. B. PRY,
Major, Air Corps,
Group S-2 Officer.

dk
Endorsement

LEAD SQ 94TH A GROUP

Combat Sq. Leader: MAJ MC CREE Date: 26 Nov 44
Deputy Sq. Leader: LT LAWRENCE
Deputy Gp. Leader: CAPT KIRKHUFF

Aug

612 SQR 612 SC JABOCK
613 IN MACRO
614 IW GOLFCOLUB
615 IY BUZZARD

CHRISTENSEN (MC CREE)

SC U 7947

RITTING

SC K 8733

LAWRENCE

SC Q 8153

612 SQR

613 SQR

MAXWELL

SC H 2398

CARSON

IN N 8882

SCHLIEMANN

JONES

CAREY

STEELE

SC B 1882

SC C 9993

IN A 1860
8160

IN U 7706

BLOETSCHER

SC T 8788

COMER

HUDNELL

SC F 8541

SC L 8837

SPARES

BOIDIN

SC A 7628

SPARE LEAD (PFF) IN C 8454
(VIS) IN H 8607

GND SPARES IY G 1983 (last resort)
~~IN A 8508~~
IN Q 7931
IW F 395
WX SHIP IW L 0001

*2 x 500 GP 1/10-1/10
Gas load 2500
gals*

1957

LOW SQ 94TH GROUP

Combat Sq. Leader: LT CHARLEVILLE Date: 26 Nov 44
Deputy Sq. Leader: LT TURK
Deputy Gp. Leader: CAPT KIRKBUFF

615 SQR:
612 SC JAWOCK
613 IN MACRO
614 IW GOLFCCLUB
615 IY BUZZARD

CHARLEVILLE

IY Q 8077

GRIMM, A.R.

IY P 8458

TURK

IY N 8810

615 SQR:

SULLIVAN

IY L 7551

613 SQR:

MC GOLERICK

IN K 1072

JONES

GRIMM, W.F.

BRADLEY

SCHILLER

IY D 6125

IY O 8779

IN XE 1501
J E

IN R 6113

SCHMART

IY B 1730

DJERNES

HAIRE

IY C 2463

IY P 7664

SPARES

JORDAN

IY R 6146

I SQDN 94 "A" GROUP

Combat Sq. Leader: CAPT KIRKHOFF Date: 26 NOV 44

Deputy Sq. Leader: LT UTTER

Deputy Gp. Leader: CAPT KIRKHOFF

614 SQDN: 612 SC JABTOCK
613 IN MACRO
614 IN GOLFCUB
615 IY BUZZARD

~~BROWN (KIRKHOFF)~~

~~IN R 7180~~
~~IN H 8607~~

~~RICHARDSON~~

~~UTTER~~

IN X 8565

IN P 2012

614 SQDN

613 SQDN

~~GROZIER~~

~~CAMPBELL~~

IN Z 8330

SC M 7039

~~SPULLER~~

~~MORTON~~

~~KELSO~~

~~COX~~

IN H 8788

IN B 8151

~~SC D 6552~~

SC E 8506

~~WITMAN~~

IN H 6508

~~IN H 6484~~
IN F 7395

~~ST AUBYN~~

~~FOHREN~~

IN J 2859

IN T 8619

SPARES

~~MORAN~~

IN K 8677

PFV SPARE LEAD IN C 8434
VIS SPARE LEAD IN H 8607

GROUND SPARES IY G 1983 (Last Resort)
IN A 8506
IN Q 7931

WEATHER SHIP IN L 0001

612TH BOMBARDMENT SQUADRON (H)
401ST BOMBARDMENT GROUP (H)
OFFICE OF THE ENGINEERING OFFICER
STATION 128
APO 5b7

26 November 1944

SUBJECT: Battle Damage Report

TO: Engineering Officer, 401st Bombardment Group (H),
Station 128, APO 5b7, U. S. Army

1. The following is the battle damage report for the airplanes operated by this squadron on the combat mission completed this date.

AIRPLANE NO.	BATTLE DAMAGE
43-38788	1. Number 3 prop damaged by flak, requires change. 2. Flak hole in accessory cowling, # 4 engine, 12 o'clock. 3. Flak hole in plexiglass window by right nose gun.
43-38541	1. Negative.
43-38637	1. Negative.
44-6506	1. Negative.
44-8153	1. Flak hole in top trailing edge of rudder. Rudder change. 2. Flak hole in right side of fuselage, station 1b. Cut hydraulic line. 3. Flak hole in bottom right side of fuselage, station 6e. Out top left side at station 7a.
42-31662	1. Flak hole in right top side of co-pilots window frame.
43-38733	1. Flak hole in left side of vertical fin, station 6k. Cut oxygen line.
42-107039	1. Flak hole in bottom leading edge of right wing, station 32.
42-39993	1. Negative.
42-102398	1. Negative.
42-97947	1. Negative.

HERBERT O. KIMMEL
Capt, Air Corps
Engineering Officer

Oil refinery located about 5 miles S. of the center of Hanover. This refinery is one of the smaller German plants only producing 1.8% of Germany's capacity, chiefly engaged in refining the crude mineral oils obtained from the oil fields in the --- area. However it is one of Germany's most important lubricating oil plants and possesses specialized equipment - has large storage capacity. The total target area 1270 X 440 yds., roughly rectangular major axis E+W, compactly built - vital parts in western half, while eastern half is storage facilities.

1st
 32 spec. 2nd Billfeld (5203-0834) R.R. Viaduct Altenbeken (5146-0856) same
 8 spec. 3rd Hamm M⁷ 3 wings
 6th on MPI

Secondary

L. R. Osnabruck

14 Gps. P-51
 1 " P-47
 3 " P-38 (9th A.F.)

~~No PD~~