

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

MISSION No. **184**

Date: **27 DEC. 44**

TO: **GEROLSTEIN, GERMANY**

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- D. Lead Navigators Log.
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HEADQUARTERS
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 # 184

Date 27 December 1944

ASSIGNMENT

1. Assigned Target: GEROLSTEIN, GERMANY
2. Commitments: The 401st furnished three 12 A/C Squadrons for the 94th "C" Group. One PFF A/C was included in each squadron and a GH A/C was included in both of lead and high squadrons. A spare accompanied each formation.

EXECUTION

1. Target Bombed: GEROLSTEIN, GERMANY (Lead & Low)
ST. VITH, BELGIUM (High)
2. a. Group Leader: Major A. H. CHAPMAN (Mercer)
 Lead Navigator: 1st Lt. L. E. GASKINS (Dresbach- "Mickey Operator")
 Extra Navigator: Capt. C. M. SMITH
 Lead Bombardier: 1st Lt. T. J. KLEFISCH
- b. Low Squadron Leader: Capt. E. W. COLEMAN
 Lead Navigator: 1st Lt. A. C. WILHELM (Peterson- "Mickey Operator")
 Lead Bombardier: 1st Lt. E. K. STOUT
- c. High Squadron Leader: 1st Lt. J. J. CHRISTENSEN
 Lead Navigator: 1st Lt. P. J. KING
 Lead Bombardier: 1st Lt. M. E. McCLENDON

3. Flight Over England:

a. Takeoff:

Takeoff was normal, although a number of aircraft had difficulty taking off. 38 A/C were airborne, one failed to take off.

b. Squadron and Group Assemblies:

Squadron and Group assemblies; over Cottesmore were very slow in that a large number of ships had trouble starting engines and quite a few crews to change ships after "engine time". At briefed time to depart point "Y"

Mission Summary Report (Cont'd)

3. b. (Continued)

only 26 ships were in formation. It was decided to hold the group and go direct to C P # 1. The group departed with 30 A/C from point "Y" 9 minutes late.

c. Route Over England:

Direct to C P # 1 the group picked up 2 ships enroute. Arrived at C P # 1 on time on course with 32 A/C and fell in briefed # 6 position in column directly behind 94th "B".

4. Attack:

a. Flight to Target:

Maintained briefed course and positions in column and picked up 2 ships enroute to target. At IP visual bombing was announced and the squadrons uncovered for the run. The lead squadron bombed the primary with excellent results after a very small bombing run. The low squadron also bombed the primary while the high squadron bombed a target they were not briefed on. No flak encountered.

b. Bombing Run:

Lead Squadron:

Conditions were visual all the way from the coast on in. The last leg of the route just before the IP was on practically the same course as the bomb run so the pre-determined course and rate could be established very well. The group passed over the IP on course and used a stream and railroad as the main checkpoints. There was snow on the ground but the wooded areas also showed up quite well. The two woods on either side of the target were identified, and then the nearby town, and finally the marshalling yard itself. Bombs were salvoed at 1205 $\frac{1}{2}$. The others dropped with a 30 ft. intervalometer setting. The AFCE worked fine. Results were observed to be excellent.

Low Squadron:

Weather was CAVU. The IP was made good and the squadrons came in for a nice bomb run. The target was easy to find because the wooded areas stood out very well against the background of snow. Drift and target were pre-set 0 and .425 respectively and turned out to be 2 L and .44, showing how few corrections were necessary. Bombs were salvoed by the lead and dropped with a 30 ft. intervalometer setting by all others. AFCE was O.K. Results were excellent.

High Squadron:

The high squadron came to the IP with the rest of the group, as briefed. Since it was continually overrunning the Lead and Low Squadrons it was decided to make a 360° turn to allow them to get well ahead of the high squadron before it started the bomb run. After the turn the IP wasn't identified again. Smoke was seen rising from a target just ahead

Mission Summary Report (Cont'd)

4. b. (Continued)

High Squadron: (Cont'd)

of us. It was checked and thought to be the primary target. Synchronization was made on the marshalling yards there. The lead salvoed; all others used a 30 ft. intervalometer setting. The AFCE was O. K. Results were seen to strike the marshalling yards. (Upon return it was ascertained that this was S_t. Vith)

c. Flight from Target:

Lead and Low replevouzed immediately after bombs away. The High Sq. wandered off course on the bomb run and got cut off from the group on the withdrawal by another group. After about 10 minutes, however, a rally was effected and the High Sq. joined formation.

d. Return to Base:

Group remained above haze layer until Wing break-up point. The High and Low Squadrons were sent to their stand off area while the lead came in for a landing at the base with 800 yards visibility. Ships had considerable difficulty landing but after 2 hours all were down safely at home base.

e. Weather:

Weather over continent and target area was CAVU, some haze in low spots, snow covered ground. Fog experienced on return to base.

f. Fighter Support:

Fighter support was adequate.

g. Comments on Formation:

High Squadron formation was poor a large part of the time and entire Squadron over ran the lead several times. The Lead and Low formation was good and especially so on the bomb run.

h. Conclusions and Recommendations:

A number of ships did not get off the ground because of difficulty in starting engines in the extreme cold. It is recommended that if possible heaters be obtained for heating engines before starting on cold days.

5. Aircraft Not Attacking:

Lead Squadron: A/C 42-31891 - Not Sortie. Returned early because pilot could not catch formation after he had been forced to use a ground spare.

A/C 42-37602 - Not Sortie. Returned early because of internal failure of # 3 engine.

Mission Summary Report (Cont'd)

6. Enemy Opposition:

No air opposition encountered (see Flak Report for flak)

7. Battle Damage:

<u>Major</u>	<u>Minor</u>	<u>To Flak</u>
1	9	10

8. Casualties: None

9. Statistical Summary of Operations: (See attached form)

10. Bombing Data:

a. Observations:

~~X~~ Lead Squadron: Results were excellent - 50% within 1000' and 100% within 2000'. ~~X~~

Low Squadron: Unappraised but results appeared to be good. (No pix)

High Squadron: Excellent results on the target selected.

b. Disposition of Bombs:

Lead Squadron: All of the 10 A/C EET bombed the primary target, dropping 175 X 250# M57 and 20 X 500# M17 IB's. Two A/C aborting returned to base 36 X 250# M57 and 4 X 500# M17 IB bombs.

Low Squadron: All of the 12 scheduled A/C EET and bombed the primary target, dropping 215 X 250# M57 and 24 X 500# M17 IB's. The spare returned to base 18 X 250# M57 and 2 X 500# M17 bombs.

High Squadron: All of the 12 scheduled A/C EET and bombed a selected target (ST. Vith) and dropped 211 X 250# M57 and 24 X 500# M57 and 2 IB's.

Mission Summary Report (Cont'd)

10. c. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs				
	Over Target	Bombing	Number	Size	Type	Fusing Nose Tail	
Main Bombfall	22	22	(390 (44	250# 500#	M57 M17	1/10 --	1/40 --
Other Attacks: (ST. VITH)	12	12	(211 (24	250# 500#	M57 M17	1/10 --	1/40 --
Total Bombs on Target			(601 (68	250# 500#	M57 M17	1/10 --	1/40 --
Other Expenditures			-	-	-	--	--
Bombs Returned			(72 (8	250# 500#	M57 M17	1/10 --	1/40 --
Total (Loaded on A/C Taking Off)			673 76	250# 500#	M57 M17	1/10 --	1/40 --

11. Lost Aircraft:

None.

Submitted By:

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

Combat Sq. Leader: MAJ CHAPMAN Date: 27 DEC 44

Deputy Sq. Leader: LT HUBBELL

Deputy Gp. Leader: LT CHRISTENSEN

94 "C" GP LEAD SQ: AT
TAKE OFF & CRUISE.

614th
SQDN

MERCER (CHAPMAN)

- 612 SC JABWOCK
- 613 IN MACRO
- 614 IW GOLFCLUB
- 615 IY BUZZARD

HARTSOCK

636(PFF)

HUBBELL

395

X

369 (GH)

SQDN

SQDN

MAYS

MC KAY

602 (ABORT)

485

COLE

ST AUBYN

JORDAN

HANSEN

891

(ABORT)

322

664

758

MORTON

KING

677

FONDREN

508

464 (NO T/O)

SPARES

HOEMANN

646 (REMOVED)

Combat Sq. Leader: CHRISTENSEN Date: 27 DEC 1944

Deputy Sq. Leader: CROMER

Deputy Gp. Leader: CHRISTENSEN

94-Cth Gp; HIGH SQDN
AT TAKE-OFF AND CRUISE.

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

371(PFF)

HUDNALL

CROMER

755

501 (GH)

SQDN

SQDN

COX

GERBER

662

468

BODDIN

COMER

WOLF

SPANCEL

680

992

125

565

ASCHENBACH

506

ROADMAN

FRENCH

659

788

SPARES

SMITH

330 (RETURNED)

Combat Sq. Leader: CAPT COLEMAN Date: 27 DEC 1944

Deputy Sq. Leader: LT MC GOLDRICK

Deputy Gp. Leader: LT CHRISTENSEN

94 "C" GP: LOW SQDN
AT T/O & CRUISE.

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

CURRAN

449(PFF)

MC GOLDRICK

072

941

SQDN

SQDN

CAMPBELL

COOPER

862

779

STEELE

TAUSIG

GRIMM AR

JONES

947

607

810

869

ANNIS

132

SHELLER

BRADLEY

738

313

SPARES

KELSO

591(RETURNED)

Ld Sq G Gp - 401st

Combat Sq. Leader: MAJ CHAPMAN Date: 27 Dec 44

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

Over target

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

CHAPMAN

636(pff)

HARTSOCK

HUBBELL

395

369)gh

SQDN

SQDN

ST AUBYN

MC RAY

322

485

KING

HOEMAN

JORDAN

HANSEN

508

646

664

758

MORTON

677

SPARES

Combat Sq. Leader: LT CHRISTENSEN Date: 27 Dec 1944

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

94th "C" GROUP: HIGH SQIN
OVER TARGET.

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

HUDNALL

371(PFF)

CROMER

733

501 (GH)

SQDN

SQDN

COX

GERBER

662

468

BODDIN

CONER

WOLF

SPANSEL


680

992

125

565

ASCKENBACK

506

ROALMAN

FRENCH

659

788

SPARES

1o Sq C Gp - 401st
Capt Coleman

27 Dec 44

Combat Sq. Leader: _____ Date: _____

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

SQDN
COLEMAN
449)pff
612 SC JABWOCK
613 IN MACRO
614 IW GOLFCLUB
615 IY BUZZARD

CURRAN
072
MC GOLDRICK
941

Over target

SQDN
C. McPHELL
862
COOPER
779

STEWART 947 TAUSIG 607 GRIMM AR 810 JONES 869

ANNIS
132

SCHELLER 738 BRADLEY 313

SPARES

HEADQUARTERS
FOUR HUNDRED FIRST BOMBARDMENT GROUP (H)
Office of the Navigation Officer

Date 27 Dec. 1944

SUBJECT: Lead Navigator's Narrative of Raid on _____

TO : Commanding Officer, Four Hundred First Bombardment Group (H),
APO 557, U. S. Army.

- 1. Flight plan and Log attached.
- 2. Track Chart attached.
- 3. Narrative.

- a. T/O at 0845 hours.
- b. Group formed at 1003 hours on Gottesmore buncher at 10,000 ft.
- c. Wing assembly was completed at 1036 1/2 hours at elector
- d. Route over England was (not) flown as briefed.

Group was not formed on time at buncher

- e. Methods of Navigation over England.
Gee, Pilotage, D.R.
- f. Division formation was joined at 1036 1/2 hours at elector
- g. Flight to IP was (not) as briefed.

- h. Methods of navigation to the I.P.
Gee, D.R., Pilotage

- i. Bomb run.
(1) Actual I. P. was (not) as briefed.
xxx

- (2) True heading over target 115
- (3) Actual Drift 44 Left
- (4) Altitude over Target 23200
- (5) Time Bombs Away 1205 1/2
- (6) Wind used for bombing 125/78
- (7) Method of target identification.

Visual

(8) Difficulties on bomb run.
None

(9) Weather over Target.
CAVU

(10) Axis of withdrawal 186 F.H.

- j. Group rally was accomplished at _____ at _____ hrs.
- k. Wing rally was accomplished at _____ at _____ hrs.
- l. Division rally was accomplished at _____ at _____ hrs.
- m. Flight home was (~~not~~) as briefed.

n. Methods of navigation on return route.
Gee, Pilotage, D.R.

- o. Winds aloft were (~~not~~) called out to the formation.
- p. Fighter rendezvous were (~~not~~) as briefed.

- q. Performance of equipment.
- (1) Mickey **O.K.**
 - (2) Gee **O.K.**
 - (3) Radio Compass **O.K.**
 - (4) Fluxgate **O.K.**
 - (5) Other Equipment **O.K.**

/s/ G. M. Smith
C. M. SMITH
Captain, A. C.

Lead Navigator., Lead Sq.

HEADQUARTERS
FOUR HUNDRED FIRST BOMBARDMENT GROUP (H)
Office of the Navigation Officer

Date 27 Dec. 1944

SUBJECT: Lead Navigator's Narrative of Raid on _____

TO : Commanding Officer, Four Hundred First Bombardment Group (H),
APO 557, U. S. Army.

1. Flight plan and Log attached.
2. Track Chart attached.
3. Narrative.

- a. T/O at 0844 hours.
- b. Group formed at 1000 hours on Gottesmore buncher
at 10,000 ft.
- c. Wing assembly was completed at _____ hours at _____.
- d. Route over England was (not) flown as briefed.

Left buncher late and headed straight for coast.

- e. Methods of Navigation over England.
Pilotage and Gee
- f. Division formation was joined at 1045 hours at _____.
- g. Flight to IP was (~~835~~) as briefed.

- h. Methods of navigation to the I.P.
Pilotage, Gee

1. Bomb run.

(1) Actual I. P. was (~~835~~) as briefed.

- (2) True heading over target 120.
- (3) Actual Drift 1 R.
- (4) Altitude over Target 22000.
- (5) Time Bombs Away 1204.
- (6) Wind used for bombing 100/15K.
- (7) Method of target identification.
Pilotage, Gee

(8) Difficulties on bomb run.

Prop wash caused gyro to tumble just before bombs away.

(9) Weather over Target.

Clear

(10) Axis of withdrawal 190

- j. Group rally was accomplished at _____ at _____ hrs.
- k. Wing rally was accomplished at _____ at _____ hrs.
- l. Division rally was accomplished at _____ at _____ hrs.
- m. Flight home was (not) ~~xxx~~ as briefed.

n. Methods of navigation on return route.

Gee, Pilotage

- o. Winds aloft were (not) called out to the formation.
- p. Fighter rendezvous were (not) ~~xxx~~ as briefed.

q. Performance of equipment.

- (1) Mickey weak
- (2) Gee weak
- (3) Radio Compass good
- (4) Fluxgate erratic
- (5) Other Equipment

~~/s/ A. C. Wilhelm~~
A. C. WILHELM
~~1st Lt., A. C.~~

Lead Navigator., Low Sq.

HEADQUARTERS
FOUR HUNDRED FIRST BOMBARDMENT GROUP (H)
Office of the Navigation Officer

Date 27 Dec. 1944

SUBJECT: Lead Navigator's Narrative of Raid on St. Vith, Belgium

TO : Commanding Officer, Four Hundred First Bombardment Group (H),
APO 557, U. S. Army.

1. Flight plan and Log attached.
2. Track Chart attached.
3. Narrative.

- a. T/O at 1004 hours.
- b. Group formed at _____ hours on _____ buncher
at _____ ft.
- c. Wing assembly was completed at _____ hours at _____.
- d. Route over England was (not) flown as briefed.

We had to land due to windshield icing
and ~~had~~ flew direct to G.P. 1

- e. Methods of Navigation over England.

Gee, Pilotage

- f. Division formation was joined at _____ hours at _____.
- g. Flight to IP was ~~not~~ as briefed.

- h. Methods of navigation to the I.P.

Pilotage, Mickey, Gee

1. Bomb run.

- (1) Actual I. P. was (not) as briefed.

3 miles south

- (2) True heading over target 139.
- (3) Actual Drift 2.
- (4) Altitude over Target 23600.
- (5) Time Bombs Away 1201.
- (6) Wind used for bombing 1101.
- (7) Method of target identification.

Visual

(8) Difficulties on bomb run.

None

(9) Weather over Target.

CAVU

(10) Axis of withdrawal 130.

- j. Group rally was accomplished at _____ at _____ hrs.
- k. Wing rally was accomplished at _____ at _____ hrs.
- l. Division rally was accomplished at _____ at _____ hrs.
- m. Flight home was (not) as briefed.

We were alone on Bomb run due to 360°
at I.P.

n. Methods of navigation on return route.

Pilotage

- o. Winds aloft were (not) called out to the formation.
- p. Fighter rendezvous were (not) as briefed.

saw few fighters

q. Performance of equipment.

- (1) Mickey OK
- (2) Gee OK
- (3) Radio Compass OK
- (4) Fluxgate Out
- (5) Other Equipment OK

/s/ Paul King
PAUL KING
1st Lt., A. C.

Lead Navigator., High Sq.

Air Commander - Major Chapman

FLIGHT PLAN

Ref Field Order #589

PILOT Lt. Mercer

NAVIGATOR Captain C.M. Smith - Lt. L.E. Gaskins

DATE 27 December 1944

STATIONS	0715	ENGINES	0815	TAXI	0830	T.O.	0845
LEAVE BASE			0945				
COAST OUT			1036				
ENEMY COAST			1105				
I.P.			1149				
TARGET			1201				
ENEMY COAST			1258				
English Coast			1324	ETR		1404	

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

0° Hr 0900
Bomb Alt 23000
Ref Alt 24000
Oxygen 2:45

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

FROM TO	Ass 10000 (LD) Cott Buncher	W/V UESD	HEIGHT	I.A.S. MPH /K	T. A.S. (K)	COURSE	DRIFT	TRUE HDNG.	VAR.	MAC. HDNG.	C. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI.		
52 44N 00 39W	Donington "C"	L&V	10000	150	151	056	0	056	10	066	151	19	7½	0954	Depart		
52 55N 00 12W	Ipawich "D"	"	12000	150	155	136	0	136	10	146	155	72	28	1030			
52 09N 01 10E	Clacton CP #1	"	13000	150	156	182	0	182	9	191	156	17	6½	1036	English Coast C.P. #1		
51 47N 01 09E		"	16000	150	165	118	1	119	9	127	155	73	28½	1105	Coast In C.P. #2		
51 19N 02 53E		"	19000	150	178	114	1	115	8	123	169	123	43	1149	I.P.		
50 23N 05 50E		"	110/10 21M	150-33	178	114	1	115	8	123	169	123	43	1149	I.P.		
	I.P. TARGET	"	110 23M	150	108	0	0	108	7	115	169	-33	12	1201	Target		
50 19N 06 40E		"	23M	150	191	-5	0	186	7	193	181	9	3½	1205			
50 04N 06 37E		"	23M	150	273	-1	0	272	7	272	199	30½	9½	1215	C.P. #3		
50 05N 05 50E		"	begin descent														
50 47N 04 00E		"	110 18000	170	194	301	1	302	7	309	207	82	24½	1240	Div Break up		
		"	13 13500	170	194	301	1	302	7	309	207	82	24½	1240	Div Break up		
51 15N 02 58E		L&V	12000	170	177	306	0	306	8	314	177	20	7	1258	Coast		
		L&V	10000	150	151	306	0	306	8	314	151	18	11				
		L&V	6000	130	161	306	0	306	9	315	161	43	16	1324	English Coast		
	Felixstowe	"	2000	150	131	295	0	295	10	305	131	21	10	1342			
		"	2000	150	295	0	0	295	10	305	131	39	18	1342			
	New Market	"	0														
52 15N 00 24E	Wisbech	"	2000	150	343	0	0	343	10	353		27	13	1355	Wg Break Up		
52 40N 00 10 E	Base	"	2000	150	250	0	0	250	10	260		30	14	1409	ETR		
														0903	LTTO	Takes 33 min	
														0936		to climb	
														0902		Last time Cp departure	

FLIGHT RECORD

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		G. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
					TAKE OFF 0845										
0907					Cottesmore, circling to form		150 10000	151							
0913					Weather ship wind 265/13K		150 10000	151							
0915		1	245		Drift reading. Weather CAVU. Ground fog.		150 10000	151							
0923		6	125		Wind 255/20K		150 10000	151							
0924		5	232		Double drift wind. wind ok		150 10000	151							
0945					Delaying departure, only 25 ships		150 10000	151							
1003	131	6	136		Depart Buncher to Clacton 28 ships.		150 10000	155 (av.)				165	88	32	1035
1007	130	8	138		PP 52-32N 00-19W, Start climb		150 10000	151							
1011	129	8	137		PP 52-28N 00-15W		150 11300	152							
1012	129	6	135		Drift reading 52-27½N 00-11½W		150 11600	152	21½	08	162	62½	23	1035	
1018	129	6	135		52-18N 00-09E 10/10ths AS to S.W.		150 12700	154 (av)							
1023½	129	6	135		Level off 52-09N 00-26E		150 13000	155 (av 54	20½		158				
1023½	131	7	138		To CP 1 30 ships		150 13000	158			160	33½	12½	1036	
1029	131	7	138		52-00N 00-47E 10/10ths under. 20 mi. inland		150 13000	158							1036
1036½	135	8	143		CP. 1, on course, 1 min late 32 ships		150 13000	157			165				

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	
1036½	118	/10	128		A/C to CP 2. Div. formation		150 130	13000 -11	165 (av) 19000			175	73	25	1101½
1041			114		51-43N 01-31E G Wind 241/26K		150 130	13000	150						
1046			118		Start climb 51-38N 01-45E		150	13200	158						
1051½	114	/6	125	120	51-31N 02-05E Wind 230/20K		150	14000 -14	162	30	10½	171			
1055 1059½			125 145		Double drift to right to keep in formation 51-15N 02-29E		150	14800 15300							
1105			090		On course, on time CP 2		150	16500 -18	(av) 162	77½	28½	162			
1105	114	/7	121		Ostend A/C to IP		150	16500	(av) 181			188	123	39	1144
1110½			121		51-04N 03-06E		150	17200							
1112	107	/5	112				150	18000							
1116½	098	/4	094		51-02N 03-30E Gee wind 330/12K		150	19000 -23	170	13	04½	174	98	33½	1150
1122½		/4	117		50-45N 03-59E		150	20700 -28							
1127 1128½	113	/4	117		Over Brussels, on course 50-48½N 04-22E. G wind 250/12K		150	19800 22000	178	17	06	170			
1137			125		Avoid prop wash 50-38N 04-53E		150	23000 -34	186			170	39	13	1150
1140			120		Wind 225/38K		150	23000	186						
1147			150		D.B. 50-25N 05-33E		150	23000	186						
1152			112		I. P.			23000	186				33	12	1206
1205½	111	/4	115	122	BOMBS AWAY			23000	186	33	13½	147			
1207 1211			266 266		Turning to 186, wing on left out us out. 50-06N 06-26E To CP 3			23000 23000	186 186			163 214	10 29½	04 08	1211 1219
1216 1218			270 266		Groups on left keeping us right C.P. 3, 3 min late			23000	186						
1220			260		Flak, Evasive action 50-09N 05-44E			23000	186						
1223½			296		50-10N 05-17½E PF			23000	186						
1230½			315		50-16N 04-05E A/C to briefed course			23000	186						
1234			315		Namur 50-28N 04-15E. Start descent			23000 -32	185						
1234	301	/2	303		Back on course			22500 -32	190			186	85	27½	1301½
1239 1243			303 303		50-36N 04-20E Wing Break-up 04-00E			19000							
1245			307		50-52N 03-48E			17000							
1249	301	/6	307					15000 -15	193	31½	10	188			
1253 1256			307 335		A/C to prevent collision 50-48N 03-40E Over Burges			12000							
1256					A/C behind other wing to Coast Out			10000	193						
1300			297		Over coast 51-15N 02-59E Wind 125/16K			9000 -4	190	88	26	203			
1300 1302½			298		10/10ths over 10 mi. W. of Ostend 51-23N 02-48E		150	8000							
1308	295	/3	298		51-38N 02-29E. Wind 315/21K		150	8000 /1	148	13	6	130	51	23½	1331½
1315			306		A/C to Felixstowe. Clouds breaking up		150	8000 /1							
1315½	304	/2	306	302	51-38N 02-07E Wind 315/19K		150	8000	148			129	34	16	1331½
1331			306		Over Felixstowe. Clouds changing to thin haze		150	8000	148			129			
1331			297		A/C to Newmarket		150	8000	148			130	39	18	1350
1334½			297		5' S. Ipswich. Start letdown		150	8000	148						
1348		/6	297		Over Newmarket		150	4000 /6	137						
1348			300		A/C to Peterborough		150	4000	137						
1408					Base										

TARGETS:
 PRIMARY Schweinfurt, Germany

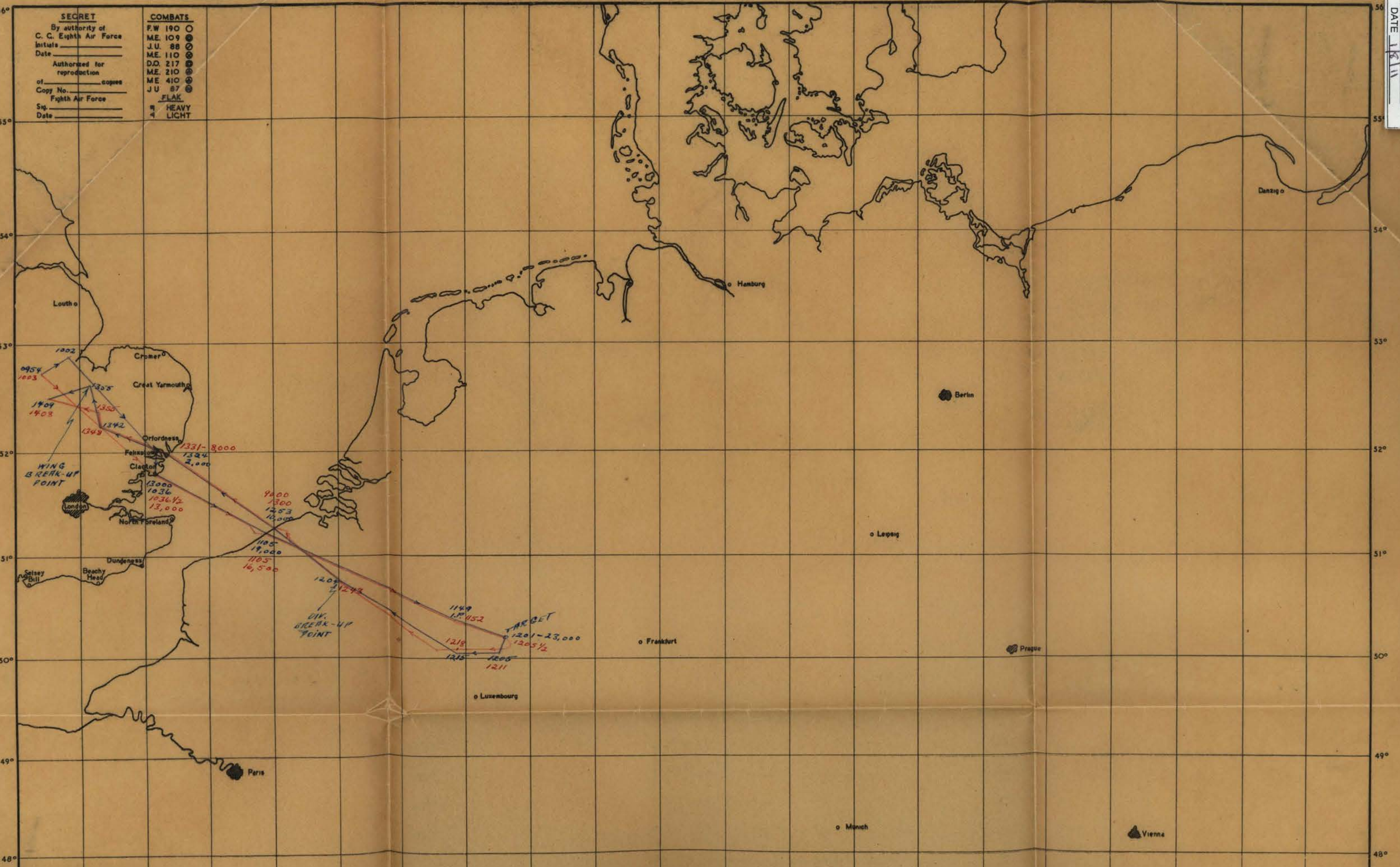
TRACK CHART
 DATE Dec. 27, 1944

Blue ROUTE FOLLOWED BY Briefed
Red 4054 B.C.(H)

DECLASSIFIED PER ND 715005
 BY 52 NARA DATE 11/11

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COMBATS
 F.W 190 ○
 M.E. 109 ●
 J.U. 88 ○
 M.E. 110 ○
 D.O. 217 ○
 M.E. 210 ○
 M.E. 410 ○
 J.U. 87 ○
 FLAK
 HEAVY
 LIGHT



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ME 109
J.U. 88
D.O. 217
ME 210
ME 410
J.U. 87
FLAK
HEAVY
LIGHT

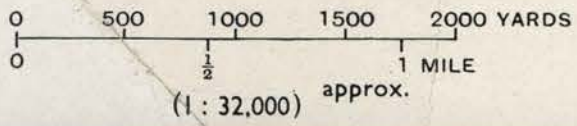
DECLASSIFIED PER NND 7145005
BY 52 NARA DATE 18/11



Target No.
6(d)(v) 10

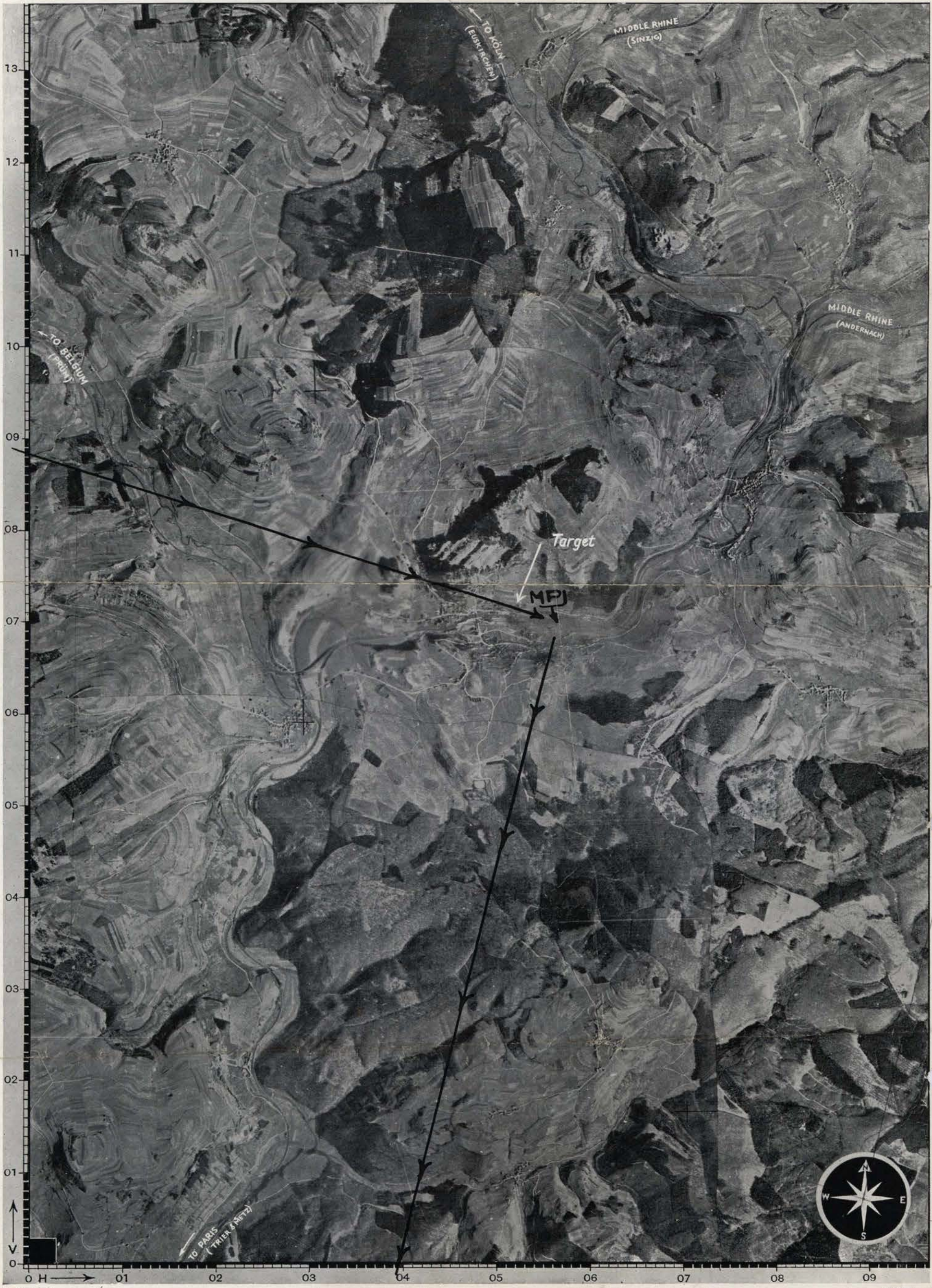
RAILWAY JUNCTION — GEROLSTEIN (GERMANY)

Illustration No.
6(d)(v) 10/3



Photographed 20 April 1940

Issued March 1944



A.I.3c (1)

TYPE A

Illustration No.
6(d)(v) 10/3

STATISTICAL SUMMARY OF OPERATIONS

301st Group

1st BD F. O. 589

Date of 27 DEC 44

	LEAD SQ		HIGH SQ		LOW SQ	PFF
		PFF - GH		PFF - GH		
1. No. of A/C Failing to Take Off	1	-	-	-	-	-
2. No. of A/C Airborne	10	1 PFF 1 GH	11	1 PFF 1 GH	12	1
3. No. of A/C Airborne Less Spares	10	1 PFF 1 GH	10	1 PFF 1 GH	11	1
4. No. of A/C Sorties	8	1 PFF 1 GH	10	1 PFF 1 GH	11	1
5. No. of A/C Attacking	8	1 PFF 1 GH	10	1 PFF 1 GH	11	1
6. No. of A/C Not Attacking	2		-		-	
(a) Early Returns Included	(2)					
7. Name of Primary Target	GEROLSSTEIN, GERMANY					
(a) No. of A/C Attacking	8	1 PFF 1 GH			11	1
(b) No., Size & type of bombs	144	31			198	17
	250# M57	250# M57			250# M57	250# M57
	16	4			22	2
	500# M17	500# M17			500# M17	500# M17
8. Name of Secondary Target						
(a) No. of A/C Attacking						
(b) No., Size & type of Bombs						
9. Name of Last Resort Target	ST. VITH, BELGIUM					
(a) No. of A/C Attacking			10	1 PFF 1 GH		
(b) No., Size & type of Bombs			180	31		
			250# M57	250# M57		
			20	4		
			500# M17	500# M17		
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	HIGH	LOW
18. Time of Takeoff	0845	1004	0844
19. Time of Attack	1205½	1201	1204
20. Average Time of Flight	5.4	5.5	5.6
21. Altitude of Release	22700	23,675	20,820
22. Visual or PFF	VIS	VIS	VIS
23. Enemy Resistance - AA Int.&ACC.	NONE	NONE	NONE
24. - Fighters	---	---	---
25. - Bombers	---	---	---
26. U.S. A/C Engaged by Enemy A/C	---	---	---
27. Degree of Success	EXCELLENT	GOOD	GOOD on T/O

PFF A/C Borrowed from Groups as follows:

2 GH A/C Borrowed from 384th Group

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 LT. KLEFISCH DATE 27 Dec 1944
PILOT LT. BERGER TAKE OFF 0845
NAVIGATOR LT. GASKINS, LT. SMITH AI RPLANE _____
WING 94th C GROUP 401st SQDN Lead LANDED 1408
OBJECTIVE Gerolstein, Germany (MPI) _____

METHOD OF ATTACK _____
Individual Flight Squadron Group wing

NUMBER A/C IN GROUP 10 COMPOSITE GROUP _____

DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP _____

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C

BOMBS, TYPES AND SIZES 250# M 57 FUSING: NOSE 1/10 TAIL 1/20

BOMBS, TYPES AND SIZES 500# M 17 FUSING: NOSE _____ TAIL _____

NUMBER OF BOMBS LOADED 175 M 57 20 1B RELEASED 175 OF 20 1B

INFORMATION AT RELEASE POINT:

Altitude of Target <u>1180</u>	Temp Aloft: Metro <u>-37</u> Actual <u>-34</u>
True Altitude above target <u>22700</u>	Mag Head, order <u>108</u> Actual <u>122</u>
Ind. Altitude <u>23200</u>	True Heading <u>115</u>
Pressure alt of target <u>-546</u>	Drift, Est <u>0</u> Actual <u>4L</u>
Altimeter setting <u>29.92</u>	True Track <u>111</u>
C.I.A.S. <u>150</u> I.A.S. <u>150</u>	Actual Range <u>9761</u>
G.S. Est <u>182</u> Actual <u>170</u>	B.S.Type <u>M-9</u>
Wind Direc Metro <u>110</u> Actual <u>120</u>	Time of Release <u>1205 1/2</u>
Wind Veloc. Metro <u>17</u> Actual <u>44</u>	Intervalometer Setting <u>30ft</u>
D.S. <u>151</u> Trail <u>77</u> ATF <u>60.50</u>	Length of Bombing Run <u>5min</u>
Tan. D.A. Est <u>42</u> Actual <u>44</u>	C-1 Pilot <u>Yes</u> A-5 _____
Mean Temp: Metro <u>-11</u> Actual <u>-10</u>	Manual Pilot _____
Type of Release: Lead A/C <u>Salvo</u>	Type of Release: Other A/C <u>30ft</u>

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT. REGLINDON DATE 27 Dec 1944
PILOT LT. CHRISTENSEN TAKE OFF 0858
NAVIGATOR LT. KING AIRPLANE _____
WING 94 C GROUP 401st SQDN High LANDED 1556
OBJECTIVE St. Vith, Belgium (MPI) _____

METHOD OF ATTACK Individual Flight Squadron Group wing

NUMBER A/C IN GROUP 12 COMPOSITE GROUP _____

DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP _____

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C

BOMBS, TYPES AND SIZES 250# M 57 FUSING: NOSE 1/10 TAIL 1/40

BOMBS, TYPES AND SIZES 500# M 17 FUSING: NOSE -- TAIL --

NUMBER OF BOMBS LOADED 211 M 57 -- 24 IB RELEASED 211# 24 IB

INFORMATION AT RELEASE POINT:

Altitude of Target 1100 Temp Aloft: Metro -37 Actual -37

True Altitude above target 25075 Mag Head, order 108 Actual 132

Ind. Altitude 23600 True Heading 122 139

Pressure alt of target -548 Drift, Est 0 Actual 2R

Altimeter setting 29.92 True Track 124

C.I.A.S. 150 I.A.S. 150 Actual Range 9676

G.S. Est 192 Actual 190 B.S.Type M-9

Wind Direc Metro 110 Actual 110 Time of Release 1201

Wind Veloc. Metro 17 Actual 17 Intervalometer Setting 30ft

D.S. 128.4 Trail 77 ATF 41.35 Length of Bombing Run 90sec

Tan. D.A. Est 23 Actual 23 C-1 Pilot Yes A-5 _____

Mean Temp: Metro -11 Actual -11 Manual Pilot _____

Type of Release: Lead A/C Salvo Type of Release: Other A/C 30ft

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER LT. STOUT DATE 27 Dec 1944

PILOT LT. COLEMAN TAKE OFF 0844

NAVIGATOR LT. WILLIAM AIRPLANE _____

WING 94th C GROUP 401st SQDN Low LANDED 1545

OBJECTIVE Gerolstein, Germany (MPI) _____

METHOD OF ATTACK Individual Flight Squadron Group wing

NUMBER A/C IN GROUP 12 COMPOSITE GROUP _____

DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP _____

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C

BOMBS, TYPES AND SIZES 250# M 57 FUSING: NOSE 1/10 TAIL 1/40

BOMBS, TYPES AND SIZES 500# M 17 FUSING: NOSE _____ TAIL _____

NUMBER OF BOMBS LOADED 216 M 57 24 1B RELEASED 216GP 241B

INFORMATION AT RELEASE POINT:

Altitude of Target 1180 Temp Aloft: Metro -37 Actual -33

True Altitude above target 20820 Mag Head, order 1 08 Actual 120

Ind. Altitude 22000 True Heading 120

Pressure alt of target -346 Drift, Est 0 33E Actual 2L

Altimeter setting 29.98 True Track 118

C.I.A.S. 150 I.A.S. 150 Actual Range 81 7984

G.S. Est 192 Actual 195 B.S.Type 10-9

Wind Direc Metro 110 Actual 100 Time of Release 1204

Wind Veloc. Metro 17 Actual 17 Intervalometer Setting 50ft

D.S. 158 Trail 84 ATF 38.45 Length of Bombing Run 58miles

Tan. D.A. Est 42 Actual 44 C-1 Pilot Yes A-5 _____

Mean Temp: Metro -11 Actual -9 Manual Pilot _____

Type of Release: Lead A/C Salvo Type of Release: Other A/C 50ft

CONFIDENTIAL

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

J-A-2

Reference Field Order 589.

27 DECEMBER 1944

SUBJECT: Communications Report, Operational Mission No 184.

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>2</u>
Splashers	<u>0</u>	3. HF/DF Bearings	<u>0</u>
Fixed Beacons	<u>0</u>	4. VHF/DF Homings	<u>0</u>
Bunchers, England	<u>32</u>	5. Distress Action	<u>0</u>
Bunchers, Continent	<u>0</u>	6. Total A/C using Gee	<u>37</u>

SECTION TWO - USE OF PFF

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

SECTION THREE - USE OF RCM

1. Total A/C using Carpet	<u>34</u>
2. Total A/C releasing Chaff	<u>29</u>
3. Total number of units released	<u>10.044</u>

SECTION FOUR - ACTUAL DEFICIENCIES BY EQUIPMENT

1. Interphone	<u>3</u>	6. Gee	<u>0</u>
2. VHF	<u>0</u>	7. H2X, XXXXXX	<u>0</u>
3. Compass	<u>0</u>	8. Carpet	<u>0</u>
4. Liaison	<u>0</u>	9. IFF	<u>0</u>
5. Command	<u>0</u>	10. SCS-51	<u>NOT USED</u>

SECTION FIVE - REMARKS

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

CONFIDENTIAL

OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 657
U. S. ARMY

D-8-1

27 December 1944

SUBJECT: Crew Comments and Suggestions on Mission to GEROLSTEIN, GERMANY.
TO : Commanding Officer, Station 128, APO 657, U.S. Army.

1. Major Alvah H. Chapman, Group Leader, wished to commend the Lead and Low Squadron airplane commanders for the excellent formation they maintained on the bomb run.

2. Major Chapman also stated that, at engine time, no jack-box had yet been installed in the Co-Pilot's position, and that before one could be secured and installed, his crew was late starting engines and preparing for take-off. Also according to Major Chapman, the type of frost-killer which was used on the windshield of A/C 7836 created a film on the windshield which restricted visibility almost entirely. He recommended that crew-chiefs be advised to wipe windshields well before the A/C takes off.

3. Some crew-members were of the opinion that the haze and fog conditions at base were such as to have warranted the formation being diverted to land at another airdrome.

4. Lt. Myron L. King, Pilot A/C 6508, reported that all windows in this A/C were very dirty and stated that his crew cleaned them as best they could by sticking their arms out of the windows after the A/C was airborne.

5. Lt. Herman Tausig, Pilot A/C 2607, reports that the toilet in the 612th and 618th Equipment building is in a very unsanitary condition.

6. Lt. Audrey J. Bradley, Pilot A/C 6813, was critical of what he called the "poor assembly" of the Group.

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

1. The attack against our target today is a part of the overall plan to disrupt and knockout the enemy's lines of communication and flow of supplies to the battle area. Rail lines and road junctions are receiving special attention in this effort.

Your specific target is located in fairly high, rough country about 50 miles S of Cologne and is important right now because it is carrying heavy traffic into Belgium in support of the German offensive. It will be, if visible, hard to find and there is a strong possibility of frost and ground fog. It is suggested that all B especially study the target today, paying particular attention to checkpoints so as to be able to pinpoint the MPI.

P/T is GEROLSTEIN, Germany. MPI, R.R., siding and yards.

2. Five other groups from 1st. Div. are hitting similar targets in the same area.

Seven Groups from 2nd. Div. are hitting similar targets in the Homburg area (Saar)

Seven Groups from 3rd. Div. are hitting similar targets in the Koblenz area.

3. Secondary target is marshalling yard at Koblenz .

L/R target is any military objective in Germany not prohibited by existing instructions. (W of Rhine - E of R.L. - but not R.R. or Road bridges)

4. Fighter support

area - 4 - 51's - (Cologne region)
area - 5 - 51's - (Kassel - Bonn - Koblenz)
2 - 47's - (Siegen - Trier - Frankfurt - Mannheim)

5. Flak-at target, no known guns, but possibility of mobile units. If any encountered here, should be meager to moderate.

Demerik - Boland near antwerp area.

6. Lead Bombardier.

7. Special Instructions.

1. Bombardiers and Navigators will have plotted the current bomb life and all B will ensure that no bombs are dropped in friendly territory or on our own troops. *Bomb day down year 0930-*

2. Possibility of heavy A/C attacks over battle area. Luftwaffe has been up in force lately and has become very aggressive.

3. Warn about divers area.

4. Movie camera instructions to ball gunners. *#485-
468-
607-*
(Also instruct to take K-20 shots of same things.)

Jellison bombs 2 areas -

5. P/W

6. Security-

*log logs - S.I. boxes + diversion material
iron engine, rotions. (unexp. tank fuel -
rocks - rope)*

P/T

~~5004-063~~)

5004-063)

5005-05-50

5047-0400

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5-3

612th BOMBARDMENT SQUADRON (H)
 401st BOMBARDMENT GROUP (H)
 Office of the Operations Officer

Mission # 184
 27 December 1944

SUBJECT : Loading List.

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

Plane 42-31662

P	Cox, Walter E.	1st Lt.	612th
CP	Amundson, Glenn R.	2nd Lt.	"
N	Tiffany, Raymond L.	2nd Lt.	"
B	Ankrom, Lowell J.	S Sgt.	"
RO	Hill, Robert H.	T Sgt.	"
TTG	Warren, Emmitt E.	T Sgt.	"
BTG	Pope, Leroy G.	S Sgt.	"
TG	Importe, George (NMI)	S Sgt.	"
FG	Dum, Dale D.	S Sgt.	"

Plane ~~42-39695~~ 506

P	Aschenbach, Allen D.	2nd Lt.	"
CP	Althoff, John R.	2nd Lt.	"
N	Brazzil, William R.	2nd Lt.	"
B	Carson, James W.	Sgt.	"
RO	Feigenbaum, George J.	Sgt.	"
TTG	Herndon, William R.	Sgt.	"
BTG	Wilson, Ben G.	S Sgt.	"
TG	Perrlin, Joseph N.	Sgt.	"
FG	Watson, Robert W.	Sgt.	"

Plane 42-106992

P	Comer, Jack P.	1st Lt.	"
CP	Matthes, Francis R.	2nd NMI Lt.	"
N	Weinstein, Byron (NMI)	2nd Lt.	"
B	Smith, Alvie L.	2nd Lt.	"
RO	Hulse, Harold A.	T Sgt.	"
TTG	Bixby, Joseph (NMI) Jr.	T Sgt.	"
BTG	Erland, Cletus M.	S Sgt.	"
TG	Kirkhuff, Leonard M.	S Sgt.	"
FG	Mainprize, Jack E.	S Sgt.	"

Plane 43-38733

P	Hudnell, Carl L.	1st Lt.	"
CP	Mitchell, Frank G. Jr.	2nd Lt.	"
N	Martin, Phillip A.	2nd Lt.	"
B	Beardall, Keith E.	Sgt.	"
RO	Knight, Adam (NMI)	Sgt.	"
TTG	Moorman, Loyd F.	T Sgt.	"
BTG	Gyles, Alfred R.	Sgt.	"
TG	Parker, Robert H.	Sgt.	"
FG	Parker, Matt M.	Sgt.	"

Plane 43-38330

P	Smith, Max M.	2nd Lt.	"
CP	Kerwald, Morris N.	2nd Lt.	"
N	Vanduinen, Richard B.	F/O	"
B	Schmalts, Nyle R.	Sgt.	"
RO	Hendrickson, Ernest W.	Sgt.	"
TTG	Genga, Pietro J.	Sgt.	"
BTG	Laing, John	Sgt.	"
TG	Filiatraut, Frank E.	Sgt.	"
FG	Swanson, Theodore K.	Sgt.	"

Plane 44-8371

P	Christensen, Mervin J.	1st Lt.	612th
GP	Kleppe, Fred H.	1st Lt.	"
N	King, Paul J.	1st Lt.	"
B	McClendon, Marion E.	1st Lt.	"
RO	Kopitnikof, Irving G.	T Sgt.	"
TTG	Hereford, Gerald F.	T Sgt.	"
EG	Lambeth, Benson W.	S Sgt.	"
FG	Giess, Carlton F.	S Sgt.	"
MO	Howard, Robert W.	1st Lt.	"

Plane 43-38680

P	Bodden, Frederick R.	1st Lt.	"
GP	Devlin, James H.	2nd Lt.	"
N	Uhrain, Andrew (NMI)	2nd Lt.	"
B	Miller, Donald A.	2nd Lt.	"
RO	Kornegay, Ryan G.	S Sgt.	"
TTG	Richardson, Paschel (NMI)	E Sgt.	"
BTG	Noble, Chester C.	S Sgt.	"
TG	Klindworth, Louis G.	Sgt.	"
FG	Langham, Theodore E. N.	E Sgt.	"

Plane (Gee-H)

P	Cromer, Joseph L.	1st Lt.	"
GP	Trout, Ralph W.	1st Lt.	"
N	Phillips, Michael T.	1st Lt.	"
B	Waldhoff, Jack G.	1st Lt.	"
RO	Hoffman, William H.	S Sgt.	"
TTG	Stott, Douglas W.	T Sgt.	"
BTG	Coffin, Robert J. Jr.	E Sgt.	"
TG	Villaggio, Vincent W.	S Sgt.	"
FG	Clark, Eugene F.	S Sgt.	"

Plane 43-38768

P	French, Millard E.	2nd Lt.	"
GP	McKale, William L.	2nd Lt.	"
N	Cannon, Thomas P.	XXXXX P/O	"
B	Johnson, Jerry M.	Sgt.	"
RO	Allcraft, James W.	Sgt.	"
TTG	Hansen, Arthur W.	Sgt.	"
BTG	Beck, Floyd J.	Sgt.	"
TG	Milhane, Robert J.	Sgt.	"
FG	Devore, Arthur D.	Sgt.	"

Plane 42-102659

P	Martin, William F.	1st Lt.	"
GP	McWhieson, Rex A.	2nd Lt.	"
N	Hill, Gen F.	2nd Lt.	"
B	Deaner, Charles E.	Sgt.	"
RO	Hague, Kenneth A.	Sgt.	"
TTG	Delander, Joseph A.	S Sgt.	"
BTG	Borror, Norwood E.	S Sgt.	"
TG	Bacon, Charlie M.	S Sgt.	"
FG	Becker, Alex A.	S Sgt.	"

" The End "

Plane 42-102659

P	Roadman, Julian (NMI)	1st Lt.	612th
CP	Compton, Henry W.	2nd Lt.	"
N	Knaese, Robert H.	F/O	"
B	Whitlock, James P.	2nd Lt.	"
RO	Elchisak, Alfred (NMI)	S Sgt.	"
TTG	Landers, John A.	S Sgt.	"
BTG	Hall, Eugene H.	S Sgt.	"
TG	Wood, Donald S.	S Sgt.	"
PG	Hill, Earle R. Jr.	S Sgt.	"

" The End "

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

27 December 1944

LOADING LIST

<u>PLANE NO.</u>	<u>DUTY</u>	<u>RANK</u>	<u>LAST NAME</u>	<u>FIRST NAME</u>	<u>MI</u>
44-3449	P	CAPT.	COLEMAN	EDWARD	W.
	CP	2nd Lt.	MALONEY	JOSEPH	M.
	N	1st Lt.	WILHELM	ALLEN	C. (615th)
	B	1st Lt.	STOUT	ELDRIDGE	K.
	V	1st Lt.	PETERSON	GEORGE	E.
	RO	T/SGT.	CARMON	CALVIN	A.
	TT	T/SGT.	LINDHOLM	ALVIN	T.
	TG	S/SGT.	KIDMAN	WILLARD	D.
	WG	S/SGT.	ANDERSON	EDDIE	W.
44-38941	P	1st Lt.	MAC GOLIRICK	JOHN	W.
	CP	2nd Lt.	MILLER	HENRY	C.
	N	2nd Lt.	LEWIS	LESTER	G.
	B	2nd Lt.	PEEK	GEORGE	W.
	RO	S/SGT.	BECK	GERLD	L.
	TT	S/SGT.	SHELDON	JAMES	F.
	BT	S/SGT.	GHUMANN	JAMES	R.
	TG	S/SGT.	ST. LEDGER	ROBERT	E.
	WG	S/SGT.	LINDSAY	JAMES	R.
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	S/SGT.	GIESKEN	GEORGE	J.
	TT	S/SGT.	JOHNSON	ELMO	E.
	BT	S/SGT.	ZENOR	HAROLD	M.
	TG	S/SGT.	CLIFTON	JAMES	R.
	WG	S/SGT.	HARDIN	ROY	(NMI)
43-38862	P	1st Lt.	CAMPBELL	ROBERT	B.
	CP	2nd Lt.	RANDIE	RICHARD	W.
	N	2nd Lt.	HERLEY	JIM	D.
	B	1st Lt.	ISHAM	LAWRENCE	W.
	RO	T/SGT.	CHALUPZYNSKI	VINCENT	M.
	TT	T/SGT.	JUSTICE	ANDREW	C.
	BT	S/SGT.	BOSTIAN	AUDREY	L.
	TG	S/SGT.	SMITH	JAMES	A.
	WG	S/SGT.	HARLEN	JAMES	J.
44-2607	P	2nd Lt.	TAUSIG	HERMAN	(NMI)
	CP	2nd Lt.	CAMPER	DONALD	W.
	N	1st Lt.	WALKER	DENSON	F.
	B	2nd Lt.	LAWSON	EDBERT	E.
	RO	S/SGT.	FITZ-IMMONS	JAMES	J.
	TT	S/SGT.	JOHNSTON	DONALD	C.
	TB	S/SGT.	HUCKSBAUM	ELMER	(NMI)
	TG	S/SGT.	KATZ	ALVIN	C.
	WG	S/SGT.	JOHNSON	WARREN	B.

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
42-102947	P	2nd Lt.	STRELE	RICHARD	H.
	CP	2nd Lt.	ZEMAN	ROGER	R.
	N	2nd Lt.	BANK BLANK	SAMUEL	(NMI)
	B	SGT.	VALDEZ	RAYMOND	(NMI)
	RO	SGT.	STROMBERG	ALEXANDER	(NMI)
	TT	SGT.	STACHIRA	FREDERICK	(NMI)
	BT	SGT.	MEYERS	ERROL	A.
	TG	SGT.	LITZ	LEO	B.
	WG	SGT.	WONAK	CHESTER	A.
44-6132	P	1st Lt.	ANNIS	ROMIE	E.
	CP	2nd Lt.	CLARK	FORREST	E.
	N	1st Lt.	MADSEN	BERNARD	R.
	B	1st Lt.	JENSEN	JIM	B.
	RO	T/SGT.	WALKER	LEWIS	M.
	TT	T/SGT.	CORLISS	JOHN	M.
	BT	S/SGT.	DESTROISMAISONS	ARTHUR	(NMI)
	TG	S/SGT.	JOHNSON	LESLIE	C.
	WG	S/SGT.	BROOKS	GEORGE	E.
44-6913	P	2nd Lt.	BRADLEY	AUDREY	J. JR.
	CP	2nd Lt.	FIBNELL	JAMES	J.
	N	2nd Lt.	GOLD	ASHLEY	J.
	B	SGT.	ELINS	HERMAN	(NMI)
	RO	S/SGT.	BOWERS	JACOB	J. JR.
	TT	M/SGT.	MANGUM	JUSTICE	E.
	BT	SGT.	KEMP	JAMES	E.
	TG	SGT.	MATLACK	WILLIAM	W.
	WG	SGT.	DEFEBAUGH	NORMAN	(NMI)
43-38738 (614th)	P	2nd Lt.	SHELLER	DONALD	R.
	CP	2nd Lt.	WIGGS	WALLACE	W.
	N	2nd Lt.	HOUSTON	RICHARD	C.
	B	F/O	KOLLAR	JOHN	E.
	RO	S/SGT.	GIANNINI	JOSEPH	(NMI)
	TT	S/SGT.	HARTY	WILLIAM	Q.
	BT	S/SGT.	BLACK	RICHARD	D.
	TG	S/SGT.	TRUDEAU	RUSSELL	M.
	WG	S/SGT.	SEVERSON	NORMAN	A.
42-31591	P	2nd Lt.	KELSO	ARTHUR	D. JR.
	CP	F/O	HAGGARD	WILEY	R.
	N	2nd Lt.	TORRE	ALVIN	E.
	B	SGT.	LITTLE	JAMES	O.
	RO	SGT.	MEYERS	NEIL	P.
	TT	SGT.	HARPER	JAMES	T.
	BT	SGT.	MORRISON	KENNETH	D.
	WG	SGT.	TOOMBS	GEORGE	(NMI)
	TG	SGT.	BOND	JACK	D.

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

AAF Station # 128
 27 December 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 42-97636

P	1st Lt.	MERCER, ELMER W.	614th Sq
C	Major	CHAPMAN, ALVAH H. JR.	"
N	Captain	SMITH, CHARLES M.	"
N	1st Lt.	GASKINS, LESLIE E.	"
B	1st Lt.	KLEFISCH, THEODORE J.	"
MO	1st Lt.	DRESBACH, JOHN T.	"
RO	T/Sgt.	Zubrickas, Joseph S.	"
TT	T/Sgt.	Fowler, Cecil V.	"
TG	1st Lt.	HIBBERT, CARL D.	"
WG	S/Sgt.	Grasela, Edward B.	"

PLANE 8369 GH Ship

P	1st Lt.	HUBBELL, RICHARD S.	"
CP	2nd Lt.	GOULET, AMBROSE F.	"
N	1st Lt.	MOORE, GEORGE J.	"
B	1st Lt.	FLIEG, STANLEY W.	"
RO	T/Sgt.	Pool, Clyde W.	"
TT	T/Sgt.	Ross, Richard D.	"
TG	S/Sgt.	Bell, W. S.	"
WG	S/Sgt.	Harris, John C.	"

PLANE 42-97395

P	2nd Lt.	HARTSOCK, KENNETH J.	"
CP	2nd Lt.	RITCHEY, RALPH	"
N	1st Lt.	PETTY, ROBERT J.	"
B	2nd Lt.	DODGE, RICHARD A.	"
RO	Sgt.	Dee, Harold E.	"
TT	Sgt.	Browns, Vincent	"
BT	Sgt.	Mendez, Frank C.	"
TG	Sgt.	Anderson, Donald S.	"
WG	Sgt.	Strukel, Joseph J.	"

PLANE 42-97602

P	1st Lt.	MAYS, HAL C.	"
CP	1st Lt.	LIVINGSTON, HERMAN	"
N	1st Lt.	KOSKI, MATTHEW F.	"
B	1st 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.	"

Loading List (Con't)

PLANE 42-97322

P	1st Lt.	ST. AUBYN, GLENN H.	614th Sq
CP	2nd Lt.	SPELLMAN, JOHN W.	"
N	F/O	KAHN, CHARLES	"
B	F/O	CROSSMAN, ELMER B.	"
RO	S/Sgt.	Tompkins, Harry A.	"
TT	S/Sgt.	Dearborn, Harry R.	"
BT	S/Sgt.	Lichtenberger, Gustave W.	"
TG-	S/Sgt.	Hickey, Harold J.	"
WG	S/Sgt.	Buckley, John F.	"

PLANE 42-39012

P	2nd Lt.	COLE, JOHN S. JR.	"
CP	2nd Lt.	THOMPSON, WALLACE	"
N	2nd Lt.	HANSON, CLIFFORD M.	"
B	F/O	BUTLER, THOMAS H.	"
RO	Sgt.	Crespi, Ralph M.	"
TT	Sgt.	Alex, Marvin L.	"
BT	Sgt.	Griggas Crawford F.	"
TG	Sgt.	Smith, Ralph H.	"
WG	S/Sgt.	Mc Clure, James R.	"

PLANE 42-107151

P	1st Lt.	MORTON, WALTER L.	"
CP	F/O	LOCKE, KENT W.	"
N	2nd Lt.	PINK, JACK T.	"
B	2nd Lt.	HELMS, CHARLES, L.	"
RO	S/Sgt.	Hickey, Robert E.	"
TT	S/Sgt.	Block, Joseph R.	"
BT	S/Sgt.	Powers, Willard B.	"
TG	S/Sgt.	Whittington, Charles S.	"
WG	S/Sgt.	Bruschwein, Douglas B.	"

PLANE 44-6464

P	1st Lt.	FONDREN, JOHN E.	"
CP	2nd Lt.	VIA, JAMES C.	"
N	F/O	COYNE, JOHN T.	"
B	2nd Lt.	PACKRELL, JESSE L.	"
RO	S/Sgt.	Wensel, John W.	"
TT	S/Sgt.	Brobst, Clyde J.	"
BT	S/Sgt.	Wickline, John H.	"
TG	S/Sgt.	Wilbers, Herman E.	"
WG	S/Sgt.	Youmans, Henry A.	"

PLANE 44-6508

P	2nd Lt.	KING, MYRON L.	"
CP	2nd Lt.	SWEENEY, WILLIAM J.	"
N	2nd Lt.	LOWE, RICHARD I JR.	"
CTG	S/Sgt.	Pyne, Robert E.	"
RO	Sgt.	De Vito, Patsy A.	"
TT	Sgt.	Pavlas, Ernest S.	"
BT	Sgt.	Reinoehl, Philip A.	"
TG	Sgt.	Atkinson, George E. Jr.	"
WG	Sgt.	Speelman, K. Hampton	"

Loading List (Con't)
PLANE 43-38646

P	1st Lt.	HOEMANN, EUGENE E.	614th Sq
CP	2nd Lt.	HAAKE, EDWARD C.	"
H	2nd Lt.	BURNS, THOMAS E.	"
CTG	Sgt.	Eidemiller, Wilmer P.	"
RO	Sgt.	Tuchin, Howard	"
TT	Sgt.	Smith, Howard J.	"
BT	Sgt.	Wright, Arthur L.	"
TG	Sgt.	Dobson, William J.	"
WG	Sgt.	Laura, Libero L.	"

For the Squadron Commander:

DONALD V. KIRKHUFF,
CAPT., Air Corps,
Actg 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

27 December 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 # 43-38565					
DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Spansel	Kaye	M.	615th
CP	1st Lt.	Walter	Albert	C.	"
N	1st Lt.	D'Agostini	Benedict	R.	"
B	Sgt.	Heaton	Charlie	(NMI)	"
RO	Sgt.	Piccirillo	Lewis	J.	"
TT	T/Sgt.	Buchfeld	Macvin	(NMI)	"
BT	Sgt.	Wagner	Aloysius	E.	"
TG	Sgt.	Baker	Richard	E.	"
FG	Sgt.	Bacho	Alex	(NMI)	"
PLANE # 43-38125					
P	2nd Lt.	Wolf	Adolph	R.	615th
CP	2nd Lt.	Cosden	Bryan	L.	"
N	F/O	Patrick	Dale	L.	"
B	2nd Lt.	Hashimoto	Gene	(NMI)	"
RO	Sgt.	Douglass	James	B.	"
TT	Sgt.	Palmer	Edward	W.	"
BT	Sgt.	Banning	Robert	O.	"
TG	Sgt.	Bolen	Joseph	T.	"
FG	Sgt.	Sparkman	Perry	L.	"
PLANE # 43-38779					
P	1st Lt.	Cooper	Louis	E.	615th
CP	2nd Lt.	Deen	Robert	M.	"
N	1st Lt.	Ellis	George	O.	"
B	S/Sgt.	Gue	Charles	M.	"
RO	T/Sgt.	Sherrill	Bascom	B.	"
TT	T/Sgt.	Sexton	Myron	W.	"
BT	Sgt.	Maroncelli	Harry	J.	"
TG	S/Sgt.	Lawrence	Ralph	I.	"
FG	Sgt.	O'Donoghue	Henry	J.	"
PLANE # 42-31485					
P	1st Lt.	McKay	George	W.	615th
CP	2nd Lt.	Higgs	Walter	M.	"
N	2nd Lt.	Rainey	John	L.	"
B	2nd S/Sgt.	Cook	Clyton	W.	"
RO	S/Sgt.	Richardson	Samuel	T.	"
TT	S/Sgt.	Connizzaro	Ralph	J.	"
BT	S/Sgt.	Luther	Richard	H.	"
TG	S/Sgt.	Wiedersman	Lars	H.	"
FG	S/Sgt.	Butler	William	H.	"

Continued :

LOADING LIST (Continued)

PLANE # 42-102468

P	2nd Lt.	Gorber	John	D.	615th
CP	2nd Lt.	Gentry	James	H.	"
N	2nd Lt.	King	Jack	L.	"
B	Sgt.	Geierman	Edward	E.	"
RO	Sgt.	Freitas	Daniel	D.	"
TT	Sgt.	Maksey	Chester	W.	"
BT	Sgt.	McKenna	James	P.	"
TG	Sgt.	Atchison	Alfred	A.	"
FG	Sgt.	Martin	Cyril	I.	"

PLANE # 43-38758

P	1st Lt.	Hansen	Ernest	A.	615th
CP	2nd Lt.	Coats	Jerry	A.	"
N	P/O	Greenberg	Martin	(NMI)	"
B	Sgt.	Morrison	James	L.	"
RO	S/Sgt.	Ferguson	Hugh	R.	"
TT	S/Sgt.	Jencics	Robert	L.	"
BT	Sgt.	Brunson	Wade	T.	"
TG	S/Sgt.	McKigith	Leroy	M.	"
FG	S/Sgt.	Karher	Alonso	A.	"

PLANE # 42-97664

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

PLANE # 43-38810

P	2nd Lt.	Grimm	Alfred	R.	615th
CP	2nd Lt.	Regan	John	J.	"
N	P/O	Coates	Alvin	B.	"
B	Sgt.	Boyer	William	O.	"
RO	Sgt.	Kapson	George	D.	"
TT	Sgt.	Geers	Louis	J.	"
BT	Sgt.	Cox	Clyde	H.	"
TG	Sgt.	Chambers	Arthur	R.	"
FG	Sgt.	Hunsperger	Henry	(NMI)	"

PLANE # 42-97869

P	2nd Lt.	Jones	Robert	S.	615th
CP	2nd Lt.	Dunigan	Maurice	(NMI)	"
N	P/O	Steinman	Philip	B.	"
B	Sgt.	Carr	Richard	W.	"
RO	Sgt.	DeLong	Billie	D.	"
TT	Sgt.	Kozyra	Joseph	J.	"
BT	Sgt.	Nelson	Howard	W.	"
TG	Sgt.	Foutch	James	W.	"
FG	Sgt.	Geiger	Lewis	O.	"

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HEADQUARTERS
401st BOMBARDMENT GROUP (H)
Office of the Staff Weather Officer
APO 557, U. S. Army

27 December 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 27 DECEMBER 1944.

TAKE-OFF: 0844. Nil low cloud. Trace of altocumulus at 12,000'. Nil high cloud. Visibility 1500 yds. in mist.

ROUTE OUT: Clear, becoming 10/10 fog or low stratus, tops estimated at 2000', at 52 deg. 10 min. N, 00 deg. 15 min. E, with a temporary break of 2-3 miles at about 52 deg. N, 2 deg. E, becoming nil at 51 deg. 13 min. N, 2 deg. 50 min. E. Patchy ground fog in the valleys and over bodies of water. Nil middle or high cloud. Horizontal visibility unrestricted. Vertical visibility 20-25 miles over the continent.

TARGET: Gerolstein at 1205. Clear. Horizontal visibility unrestricted. Vertical visibility 20-25 miles.

ROUTE BACK: Clear, becoming 5/10 fog, tops 1-2000' over the channel, becoming clear over England except for 1-2/10 cirrus in the base area at about 22,000'. Horizontal visibility unrestricted. Vertical visibility 20-25 miles over the continent, becoming 2-3 miles above 1000' over England and lowering to 800-1000' yards below a 1000' over England.

BASE ON RETURN: 1423. Nil low or middle cloud. 1-2/10 cirrus at about 22,000'. Visibility 1200 yds, lowering to 1000 yards as the last ships were returning.

REMARKS: Nil contrails. No icing. Temperatures were about 3-4 deg. warmer than briefed; -34 deg. at 23,000'. Winds aloft were about 23 knots stronger than briefed at bombing altitude; in target area at 23,000', 125 deg. at 38 knots.

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

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BASE ALTITUDE SETTING

TARGET SURFACE TEMP

TARGET MEAN TEMP
TARGET SURFACE (PRESSURE-ALT)

HEIGHT DIRECT
SURFACE
VISIBILITY
ICING
CLOUDS
WEATHER
OPERATION
VELOCITY
DIRECTION
VELOCITY

OPERATION
PERIOD
DATE

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HEADQUARTERS
401st BOMBARDMENT GROUP (H)
Office of the Staff Weather Officer
APO 557, U. S. Army

27 December 1944

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

CONFIDENTIAL

OPERATIONAL ROUTE FORECAST

DATE December 27, 1944

PERIOD 0700 - 1100 hrs

AG P BR HQ SOS 122929

	A Base to Target	B Target to Base	C	D
WEATHER	1 Clear with Fog increasing Clear with haze and fog in patches in valleys.	1 Clear with haze and fog in patches increasing with haze and fog.	<u>CONFIDENTIAL</u>	
CLOUDS	2 NIL CLOUDS	2 NIL CLOUDS		***NOTE*** TARGET SEA LEVEL PRESSURE 30.30 inches NIL CONTRAILS FOR TARGET SURFACE PRESSURE ALTITUDE ADD TARGET ELEVATION TO (MIPS) -346 ft.
ICING	3			
VISIBILITY	4			
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE				
1000 FT				
2000 FT				
3000 FT				
4000 FT				
5000 FT				
6000 FT				
7000 FT				
8000 FT				
9000 FT				

BASE ALTIMETER SETTING 30.18 TARGET SURFACE TEMP. 23.0000 TARGET MEAN TEMP. -11.3
 TEMP. AT 3000 FT. -17.0 TARGET SURFACE (PRESSURE-ALT) -346

DECLASSIFIED PER NN D 715 005
 BY 5/2 NARA DATE 1/8/11

Breakfast 0600
 Briefing 0700
 Statements 0855
 Engines 0955
 Lead Squadron, 94th B Group

Alert crew 612th

Combat Sq. Leader: Major Chapman Date: 24 Dec 44
 Deputy Sq. Leader: Lt Utter
 Deputy Gp. Leader: Lt Keeling (Fowler)

Comms lead
 12 X 500 - Mark-12 Navy
 1,00 1,00

SQDN
 612 SC JABWOCK
 613 IN MACRO
 614 IW GOLFCUB
 615 IY BUZZARD
 MERCER (CHAPMAN)
 IW C 8033 RFF

Yes!
 2780

FONDREN
 IW A 6508
 UTTER
 IW R 7780

612 SQDN. 614 SQDN.

AIKEN
 SC A 7628

MORTON
 IW B 7151

LONG
 SC N 6506

COMER
 SC F 8541

KING
 IW H 6464

HANSEN
 IY P 8758

McKAY
 IY X 1485

MALONEY
 SC H 2398

GRIMM, W.F.
 IY O 8779

SPARES

BODDIN
 SC D 6992

Ground Spare PFF SC U 7947, disp 20
 Ground Spare, IW F 7395, Disp 1
 SC P 1891, Disp 22

HI SQ 94TH B GROUP

Copy

Combat Sq. Leader: LT CHRISTENSEN Date: 24 Dec 44

Deputy Sq. Leader: LT LAWRENCE

Deputy Gp. Leader: LT CHRISTENSEN

Max-M-177B5

612 SQDN

- 612 SC JABWOCK
- 613 IN MACRO
- 614 IW GOLFCLUB
- 615 IY BUZZARD

CHRISTENSEN

SC U 7947 (PPP)

BOLDIN

LAWRENCE

SC D 8392

SC P 1691

SQDN

SQDN

COMER

UDY

IW F 7385

IY L 7551

MORAN

Spuhler

JORDAN

STEDMAN

IW K 8677

~~IW T 8830~~
not on base

IY A 7569

IY D 8125
not on base

ST AUBYN

IW D 7522
not on base

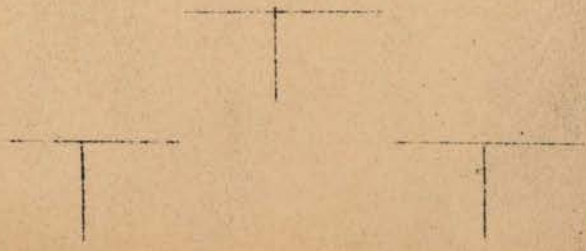
BRADLEY

HAIRE

IW F 6813
not on base

IY F 7664
not on base

SPARES



Low Squadron, 94th B Group

Combat Sq. Leader: Lt Keeling, (Fowler) Date: 24 Dec 44

Deputy Sq. Leader: Lt Jennings

Deputy Gp. Leader: Lt Keeling (Fowler)

613 SQDN

612 SC JABWOCK
613 IN MACRO
614 IW GOLFLUB
615 IY BUZZARD

KEELING (FOWLER)

IY M | 8371 *PPF*

HOPLEY

IN N | 8862

JENNINGS

IN L | 8941

613 SQDN

615 SQDN

CARSON

IN D | 6588

COOPER

IY Q | 8077

SHELLER

IN R | 6113

DOUGLAS

IN A | 8160

JORDAN

IY N | 8810

JONES

IY C | 2468

CAMPBELL

SC S | 8680

STEELE

SC C | 9993

CURRAN

IN K | 1072

SPARES

MORAN

IW K | 8677

Spare Lead PFF, SC U 7947, disp 20

Ground Spares: IW F 7395, disp 1
SC P 1891, disp 22

612TH BOMBARDMENT SQUADRON (H)
401ST BOMBARDMENT GROUP (H)
OFFICE OF THE ENGINEERING OFFICER
STATION 128
APO 557

26 December 1944

SUBJECT: Battle Damage Report

TO: Engineering Officer, 401st Bombardment Group (H)
Station 128, APO 557, U.S. Army

1. The following is the battle damage report for the airplanes operated by this squadron on the combat missions completed between the 19 of December and this date.

AIRPLANE NO.	BATTLE DAMAGE
44-6506	<ol style="list-style-type: none">1. Flak hole vertical stabilizer at center rudder hinge.2. Flak hole in left side of fuselage opposite main entrance doors.3. Flak hole in left outer wing panel-Sta. # 29.4. Flak hole in leading edge of left wing tip.5. Flak hole in leading edge of right wing butt fairing.6. Flak hole in leading edge of right outer wing panel-punctured # 6 Tokio.
44-8153	<ol style="list-style-type: none">1. Negative
43-37628	<ol style="list-style-type: none">1. Flak hole in tail gunner's window.2. Flak hole in right side of vertical stabilizer next to lower fairing.3. Flak hole in vertical stabilizer midway.4. Flak hole behind right waist window.5. Flak hole in inboard side of # 4 nacelle.6. Flak hole in # 3 Intercooler airduct.7. Flak hole in nose section of #2 engine; engine change.
43-38541	<ol style="list-style-type: none">1. Flak hole in vertical fin at Sta. # 7.2. Flak hole in right horizontal stabilizer-leading edge midway.
43-38733	<ol style="list-style-type: none">1. Negative.
42-106992	<ol style="list-style-type: none">1. Flak hole in right side of rudder-Sta # 7. Out leading edge. Entered trailing edge of vertical fin.2. Flak hole in bottom of left wing-Sta # 7. Out top.
43-38680	<ol style="list-style-type: none">1. Flak hole in bottom right side of fuselage-Sta # 36.2. Flak hole in right side of fuselage.-Sta # 2; Cut Heating Duct.3. Flak hole in bottom of right wing-Sta # 14; cut Flap Rod in wing.-Out top.4. Flak hole in bottom right side of rudder.-Out left side.5. Flak hole in left landing light.
42-31662	<ol style="list-style-type: none">1. Negative
42-39993	<ol style="list-style-type: none">1. Negative

BATTLE DAMAGE REPORT FOR 26 DECEMBER 44 (continued)

AIRPLANE NO.

42-31891

BATTLE DAMAGE

1. Flak hole in top of left wing.-Trailing Edge.
Sta. # 24.-Out bottom.
2. Flak hole in bottom leading edge of left wing.
Sta. # 7.
3. Flak hole in bottom of left horizontal Stabilizer-
Sta. # 130.
4. Hole in right wing tip.
5. Flak hole in bottom of right flap.-Sta. # 7

Herbert O. Kimmel
HERBERT O. KIMMEL
Capt. Air Corps
Engineering Officer