

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

MISSION No. **185**

Date: **28 DEC. 44**

TO: **RHEINBACH, GERMANY**

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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 # 185

Date 28 December 1944

ASSIGNMENT

1. Assigned Target: RHEINBACH, M/Y, GERMANY
2. Commitments: The 401st Group furnished the 94th "A" Group, comprising three 12 A/C squadrons. One PFF A/C was included in each squadron, and a GH A/C was included in ~~XXXX~~ lead ~~XXXXXX~~ squadrons. A spare accompanied each formation.

EXECUTION

1. Target Bombed: RHEINBACH, GERMANY (GH)
2. a. Group Leader: CAPT. C. A. LEWIS (Campbell)
Lead Navigator: CAPT. R. F. CAUSEY (Walters - MO)
Extra Navigator: 1st Lt. R. F. WHITNEY
Lead Bombardier: CAPT. H. S. ARNONLD
- b. Deputy Lead: CAPT. R. L. STELZER (Turk)
Deputy Navigator: 1st Lt. A. L. CONE
Deputy Bombardier: 1st Lt. R. L. HECKER
- c. Low Squadron Leader: 1st Lt. E. W. MERCER
Lead Navigator: 1st Lt. L. E. GASKINS
Lead Bombardier: 1st Lt. T. J. KLEFISCH
- d. High Squadron Leader: Major E. T. DE JONCKHEERE (Cushman)
Lead Navigator: CAPT. W. B. ANDERSON
Lead Bombardier: CAPT. D. W. FESMIRE
3. Flight Over England:
 - a. Takeoff:

As briefed. All A/C ^Took off in normal and satisfactory fashion.

Mission Summary Report (Cont'd)

3. b. Squadron and Group Assemblies:

As briefed, over Cottesmore Buncher at 11,000 feet. Weather was CAVU and assembly was accomplished without difficulty.

c. Route Over England:

The group (94th "A") departed point "Y" ontime, on course. 94th "B" joined 94th "A" near Kings Lynn and the wing departed C P 1 one minute late in proper place in the division column (#9 in division column).

4. Attacks:

a. Flight to Target:

The group passed C P 2, 1 minute late. Due to a wind change the Group drifted south of course. "Buckeye Red" gave the weather over the primary target as 10/10ths and recommended instrument bombing. Four minutes before the IP the group lead was given to the GH ship, which up to that point had been flying no 2 in the lead flight of lead squadron. Bomb bay doors were opened at IP prior to crossing the front lines. The bomb run was 26 minutes long.

b. Bombing Run:

We were flying in the GH ship in the deputy position until 5 minutes before the IP, at which time it was decided that the bomb run would not be made visually, so we took over, to go in on instruments. At the IP the cloud cover was 10/10. As we went along the bomb run the clouds thinned very slightly allowing faint visibility through them, to the ground. About 15 miles before the target a wooded area could be seen distinctly enough to kill the rate. This gave the bombardier only an approximate tangent because we were flying a curved course and still had a few more degrees to turn before the release point was reached. Thus the tangent started with was .45, instead of the pre-determined .54. When the GH navigator did start calling off rate check points to the bombardier the rate turned out to be just right and ended up at .45. The Lead bombardier salvoed when the indices met. The High and Low Squadron Leaders did the same. All others used a 30 ft. intervalometer setting. The AFCE functioned properly. Results were unobserved, but a G-fix taken by the Lead navigator at the point of release, and later plotted, showed results to be approximately on the assigned MPI.

Mission Summary Report (Cont'd)

4. c. Flight From Target:

Turning off the target the group had to lose altitude to avoid another group which was on its bomb run to a target east of 94th "A"'s primary target. 94th "A" followed a 4 squadron group from the 3rd Division out of the target area and in doing so went south of briefed course. This was done to stay with this group which had excellent fighter support.

d. Return to Base:

As briefed. After passing 4° E, the division break up point, the group proceeded direct to the wing cross-in point. 94th "B" bombed the secondary target and did not fly with 94th "A" from the target.

e. Weather:

Weather was described as varied, from 3/10 to 10/10 stratus cloud, solid from ground to 1 - 2,000 feet. Target was completely overcast.

f. Fighter Support:

Fighter support was adequate.

g. Comments on Formation:

Good most of the mission, with the formation being excellent the latter part of the bomb run.

h. Conclusions and Recommendations:

None.

5. Aircraft Not Attacking:

All scheduled A/C attacked.

6. Enemy Opposition:

No enemy air opposition was encountered. (See Flak Report for flak)

7. Battle Damage:

None.

8. Casualties:

None.

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

Mission Summary Report (Cont'd)

10. Bombing Data:

a. Observations:

Due to complete undercast results were not observed--however, thought to be within target area.

b. Disposition of Bombs:

Lead Squadron:

Of the 12 A/C EET, ten attacked the secondary target, dropping 178 X 250# M57 and 20 X 500# M17 bombs. Two other A/C bombed other targets. A/C 8788 dropped 18 GP's and 2 IB's on a T/O at 5023-0536# A/C 7664 dropped 18 GP's and 2 IB's on a T/O at 5032-0705E The spare returned 18 GP's and 2 IB's to base.

Low Squadron:

All 12 scheduled A/C attacked the secondary target, dropping 215 X 250# M57 and 24 X 500# M17 bombs. The spare returned 18 GP's and 2 IB's to base.

High Squadron:

All 12 scheduled A/C attacked the secondary target, dropping 215 X 250# M57 and 20 X 500# M17 bombs. The spare returned 18 GP's and 2 IB's 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 Bombfall	36	34	(608	250#	M57	1/10	1/40
			(68	500#	M17	-	-
(5023-0536#)							
T/O-Unknown (5032-0705E)	(2)	2	(36	250#	M57	1/10	1/40
			(4	500#	M17	-	-
<u>Total Bombs on Targets</u>			(644	250#	M57	1/10	1/40
			(72	500#	M17	-	-
<u>Other Expenditures</u>			-	-	-	-	-
<u>Bombs Returned</u>			54	250#	M57	1/10	1/40
			6	500#	M17	-	-
<u>Total (Loaded on A/C Taking Off)</u>			698	250#	M57	1/10	1/40
			78	500#	M17	-	-

11. Lost Aircraft: None.

The End



DATE

Combat Sq. Leader: CAPT. LEWIS Date: 28 DEC 1944

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

94th "A" Gp; LEAD SQDN AT
T/O, CRUISE & OVER TARGET.

_____ SQDN	612 SC JABWOCK
CAMPBELL(LEWIS)	613 IN MACRO
	614 IW GOLFCLUB
	615 IY BUZZARD

GRIMM, WF.

636(PFF)

TURK (STELZER)

779

Z

8007 (GH)

SQDN

SQDN

UDY

AIKEN

077 (PFF)

680

HANSEN

SPANSEL

LONG

HUDNALL

758

125

738

891

COOPER

664

JONES

GRIMM, AR.

869

730

SPARES

WOLF

485(RETURNED)

MAJOR DE JONCKHEERE

28 DEC 1944

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

94th "A" GP: HIGH SQDN AT
T/O, CRUISE & OVER TARGET.

SQDN
CUSHMAN (DEJONCKHEERE)

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

BRADLEY

8454(PFF)

JEEHINGS

313

012

SQDN

SQDN

CARSON

GOX

SHELLER

941

ANNIS

COMER

506

BODDIN

113

591

993

393

CAMPBELL

947

THUSIG

KELSO

132

790

SPARES

CURRAN

072(RETURNED)

MERCER

23 DEC 1944

Combat Sq. Leader: _____ Date: _____

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

94th "A" GP LOW SQDN AT
T/O, CRUISE & OVER TARGET

SQDN
MERCER

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

COLE

371(PFF)

UTTER

322

780

SQDN

CROZIER

SQDN

ROADMAN

330

992

BABCOCK

MORTON

SMITH

FRENCH

565

151

733

039

SISSON

506

FONDREN

HARTSOCK

646

395

SPARES

KING

677(RETURNED)

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

Date 28 Dec. 1944

SUBJECT: Lead Navigator's Narrative of Raid on Rheinbach, Germany

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 0945 hours.
- b. Group formed at 1105 hours on Cottesmore buncher
at 11,000 ft.
- c. Wing assembly was completed at 1145 hours at Colchester
- d. Route over England was (not) flown as briefed.

e. Methods of Navigation over England.
See, Pilotage, S.R., Radio

- f. Division formation was joined at 1149 hours at Glaetoe
- g. Flight to IP was (not) as briefed.

Ten miles south of course between Ghent and Brussels
due to decision of Air Commander to follow Division
Formation column.

h. Methods of navigation to the I.P.
See, S.R.

1. Bomb run.

(1) Actual I. P. was ^{XXX} (not) as briefed.

- (2) True heading over target 48
- (3) Actual Drift 22600
- (4) Altitude over Target 2275
- (5) Time Bombs Away 360/458
- (6) Wind used for bombing S.R.
- (7) Method of target identification.

(8) Difficulties on bomb run.

None

(9) Weather over Target. 10/10ths fog.

(10) Axis of withdrawal 200 T.H.

- j. Group rally was accomplished at None at _____ hrs.
- k. Wing rally was accomplished at None at _____ hrs.
- l. Division rally was accomplished at 50-12 0658 at 1520 hrs.
- m. Flight home was (not) as briefed. Rally with 3rd Div.

Until 40 N. 10-15 mi. South of course.
Air Commander rallyed and followed 3rd Division Leader.

n. Methods of navigation on return route.
Gee, 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 Good
- (2) Gee Good
- (3) Radio Compass Good
- (4) Fluxgate Good
- (5) Other Equipment Electric suit caught fire.

/s/ R. F. Causey
R. F. Causey
Captain, A. C.

Lead Navigator. • Lead Sq.

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

Date 25 Dec. 1944

SUBJECT: Lead Navigator's Narrative of Raid on Neissen, Germany

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 0048 hours.
- b. Group formed at 1052 hours on Gottshorn buncher
at 10,000 ft.
- c. Wing assembly was completed at _____ hours at _____.
- d. Route over England was (not) flown as briefed.

e. Methods of Navigation over England.

Pilotage, See

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

h. Methods of navigation to the I.P.

See, D. R.

i. Bomb run.

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

- (2) True heading over target 55.
- (3) Actual Drift _____.
- (4) Altitude over Target 21,600.
- (5) Time Bombs Away 1318.
- (6) Wind used for bombing 350/312.
- (7) Method of target identification. **G.H.**

(8) Difficulties on bomb run.

3 bombs hung up in bomb bay.

(9) Weather over Target.

10/10ths

(10) Axis of withdrawal 204.

- 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, B.R.

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

q. Performance of equipment.

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

/s/ Leslie E. Gaskins
LESLIE E. GASKINS
1st Lt., A. C.

Lead Navigator. * Low Sq.

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

Date 28 Dec. 1944

SUBJECT: Lead Navigator's Narrative of Raid on Salzbach, Germany

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 0947 hours.
- b. Group formed at 1100 hours on Cottessore buncher
at 12,000 ft.
- c. Wing assembly was completed at 1145 hours at Colchester
- d. Route over England was (not) flown as briefed.

e. Methods of Navigation over England.
See, Pilotage, D.R.

- f. Division formation was joined at 1149 hours at Clacton
- g. Flight to IP was (not) as briefed.

h. Methods of navigation to the I.P.

See, D.R., Mickey

i. Bomb run.

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

- (2) True heading over target 43.
- (3) Actual Drift _____.
- (4) Altitude over Target 22,800.
- (5) Time Bombs Away 1318.
- (6) Wind used for bombing 350/30k.
- (7) Method of target identification. G.H.

(8) Difficulties on bomb run.

Racks stuck on bomb release

(9) Weather over Target.

10/10ths

(10) Axis of withdrawal 180.

- 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, B.R., Mickey

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

q. Performance of equipment.

- (1) Mickey **OK**
- (2) Gee **Set weak but usable**
- (3) Radio Compass **OK**
- (4) Fluxgate **OK**
- (5) Other Equipment **OK**

/s/ W.E. Anderson
W. E. ANDERSON
Captain, A. C.

Lead Navigator. , High Sq.

FLIGHT PLAN 94th A. (Ninth) F.O. 590

Air Commander - Captain Lewis
 PILOT Captain Campbell NAVIGATOR Capt. R. F. Causey, Lt. E. E. Whitney DATE 28 December 1944

STATIONS	0820	ENGINES	0920	TAXI	0935	T.O.	0950
LEAVE BASE	COTTESMORE 1107						
COAST OUT	1148						
ENEMY COAST	1217						
I.P.	1246						
TARGET	1310						
ENEMY COAST	1431						
ENGLISH COAST	1508						
HR	1557						

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

Zero Hr - 1030
 Ref Alt - 22000
 Bomb Alt - 22000
 Oxygen - 03:00

WATCH
 Letdown on Cottesmore At _____ G.M.T.
 Buncher Normal - 010 Mag.
 Div Assembly Calculate to 52-00 02-00 to 51-13 02-55.
 RATE _____ secs/hour Losing

FROM TO	Ass. 11000 Lead Cott (Y) Buncher	W/V UESD	HEIGHT	I.A.S. 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.
52-44N 00-39E	Donington (A)	912/27	11000	150	154	055	-10	045	10	055	150	20	08	1107	Depart			
52-53N 00-12E	Sp1 6 (C) 52-22 01-08E	916/31	11000	150	158	125	-2	123	10	133	189	58	18 1/2	1135				
(D) Colechester 5153	Gleaton. CP 1	0054 320/35	11000	150	163	197	-10	207	10	217	180	30	10	1145				
51-47N 01-09E	52-00N 02-00E	320/35	15000	150	163	123	-3	120	9	129	196	11	3 1/2	1147	Eng Coast. CP 1	1148		
52-00N 02-00E		322/37	17000	150	166	068	-12	056	9	065	172	34	12	1200				
52-13N 02-15E		327/42	20000	150	173	144	-1	143	9	152	215	58	16 1/2	1217	Coast CP 2	1217		
50-23N 05-15E		262/20	21000	150	180	120	-4	124	8	132	195	33	10 1/2	1246	I. P.			
I. P. TARGET		264/20	22000	150	183	078	-1	077	7	084	203	66 1/2	20 1/2	1310	TARGET			
50-37N 06-57E	50-30N 07-08E		22000	150	183	136	-5	141	6	147	194	10	09 1/2	1314				
50-12N 06-58E		L & V	22000	150	183	200		200	6	206	183	20	06 1/2	1321				
50-16N 05-15E		L & V	19500	170	200	274		274	7	281	200	35 66	10 22 1/2	1344	CP 3	1344		
50-17N 04-00E		260/17	7000	170	177	303	-4	299	7	306	165	57	21 1/2	1407	Div. break up			
51-13N 02-58E		322/22	7000	150	144	306	9	309	8	317	122	48	24	1431	Coast			
Felixstowe		0 331/20	1500	170	157	306	-5	303	9	318	139	23 74	10 27	1508	English Coast in.			
51-57N 01-20E	Newmarket	336/20	2000	150	132	295	-46	301	10	311	116	39	20	1528				
52-15N 00-24E	Wieboch		2000	150	132	343	-1	342	10	352	112	27	15	1549	Wing break-up			
52-40N 00-10E	Base		2000	150	132	250	9	259	10	269	129	30	14	1557	Stand 4 Hi - Cott. HR Off low - Uppi.			
Cottesmore Gleaton		916/31	11 to 15000	150	158	131	-1	130	10	140	189	88	28	1120	Last time group Departure			
Base Gleaton		320/22	0 to 15000	150	145	124	-2	122	10	132	166	78	29 1/2	1110	LTTC Takes 38 min to climb			

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF	TRUE HDNG.	MAC. HDNG.	NAVICATIONAL 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	
					VHF - Code for authentication - "Blue Flash" Abandon mission - "Roger-George-Obce" Spares - Turn back Continental Coast Chaff - Discharge at 6 deg. East, continue for 15 min. Interval - 2 min between Groups.										
0915			230		Take off. Turn to 360° to climb.										
0955			350		Cottesmore. 8° right										
1000			355		52-53N 00-50E. Turn to buncher										
1006			140		Cottesmore. C.U. 7000° to north										
1050					Cottesmore. Sq. in form										
1055					Cottesmore. Cp in form										
1107		6R	45		Point Y, on course, on time										
1125 1/2	49	6R	49		Donington Wind 315/15										
1116			122		Begin climb										
1120			121		G. fix 52-50N 00-02E										
1125		390/24R			Kings Lynn 5 left. G.W.U.										
1126			122		52-22N 01-02E. Alter course Point C, 1/2 min. late. 4 left.										
1135 1/2			201												

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	
1140	199	4L	203		52-12N 00-58E	Wind 330/18K at 13000	149	15000	158			169			
1145			115		Colchester (wing forward)			15000							
1149	76		70		Clacton, Alter course. 1 min late		150	15000							
1201			80		51-53N 01-50E. Turn short for time Wind 320/20K @ 16000		150	17500	175			185			
1206					G. fix 51-42N 01-57E										
1217			128		Ostend, Enemy Coast. On course, 1 min late		148	20000	178	6/10 cu. No hi. no low.					
1222					Ost. 8° south										
1227					10° South C. 23 mi e 161 Bruges										
1230					50-37N 03-39E 30 mi e 244 Brussels										
1237			70		50-36N 04-05E 12° right			22000							
1250			105		Deputy take over 50-39N 04-53E 9/10ths low and fog.		140	22500							
1252			105		IP, 1° north (G.H. run)			22500							
1255			85		50-23N 04-32E Jabwock (T) ship dropped		150	22800							
1302			75		06-00K. Chaff started Wind 360/15			22600							
1310			55		50-28N 06-30E							170	20	51	1315
1317		8N	48	56	BOMBS AWAY			22600				158			
1326			200	208	50-12N 06-58E		150	21200							
1336	247	13L	260		50-03N 06-13N 10° left of course. Air Wind 010/50K Commander chose to go to left to follow Division.		150	2100	184			205			
1350			300		49-50N 05-15E		165	20000							
1351			300		C.P. #9. 16 left. 7° late 49050N 05-15E			19500							
1358			315		50-10N 04-47E Air Commander chooses to follow Div. to 4-00 E. Off course 15 miles to left.			17000							
1412			310		50-27N 04-00E. Leave Div to go back to course. (22° south)			10000							
1425			315		Ghent, 7° right, on course		150	9300		(4/10ths fog. 3/10ths e.u.)					
1430			320		50-58N 03-32E G fix										
1435	313	5L	318		Bruges, Belgium 2° right Wind 340/26K		150	9300	150	(3/10ths e.u. @ 6000. No hi.)					
1439	305	5L	310		51-15N 02-58E. Eng Coast 8° late. Enemy		150	9400				129	73	94	1513
1441			310		7/10ths e.u. @ 6500, Channel		150	9300							
1512			310		Belixtowe, 4° min late		160	5000							
1526			308		Bury St. Edmunds		150	3000							
1530			310		NewMarket		150	3000							
1540			318		Peterborough. Break-up			3000							
1551			265		Base, in pattern										
1554					Landed										

TARGETS:
PRIMARY

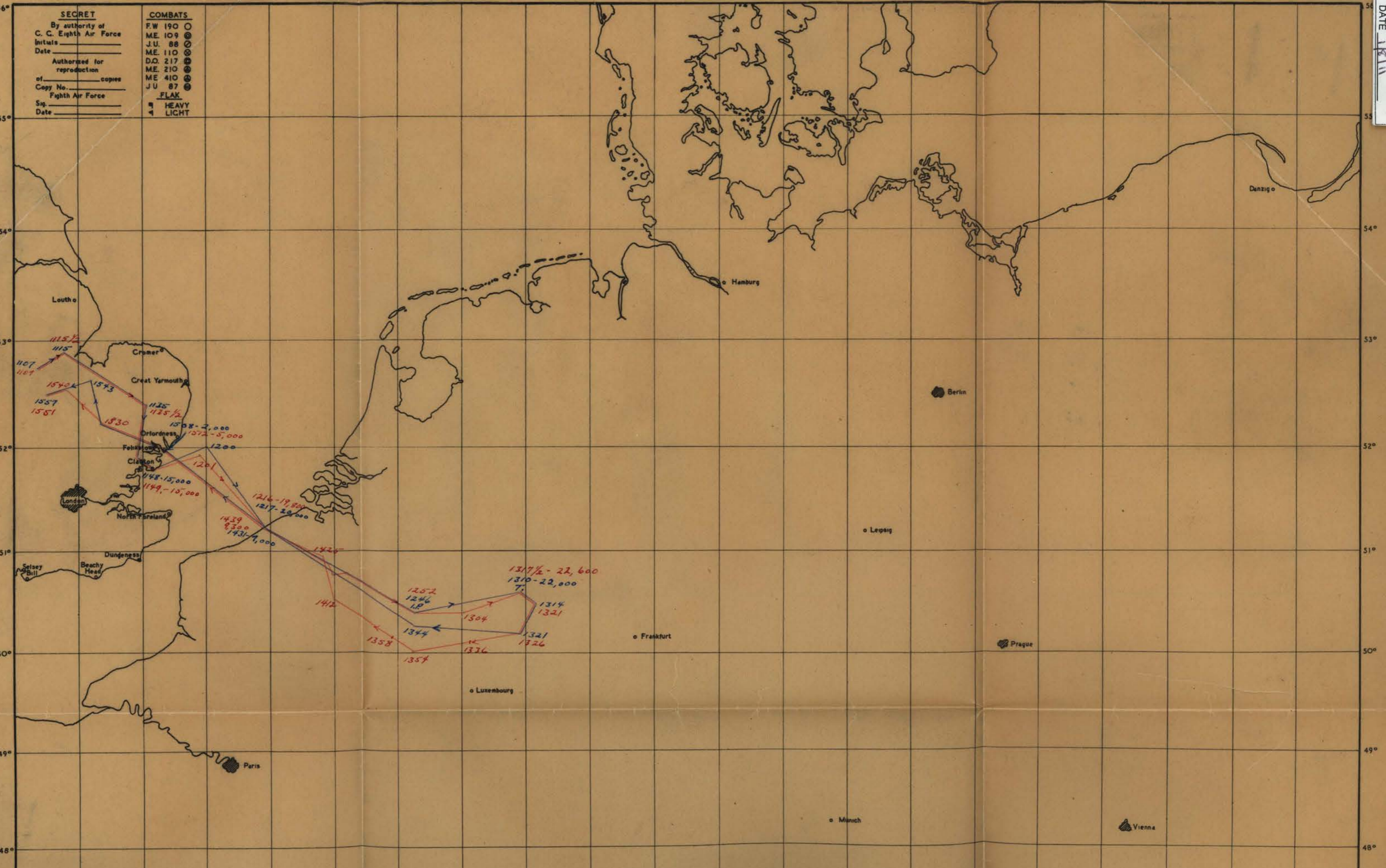
Rheinbach, Germany

TRACK CHART

DATE *Dec. 28, 1944*

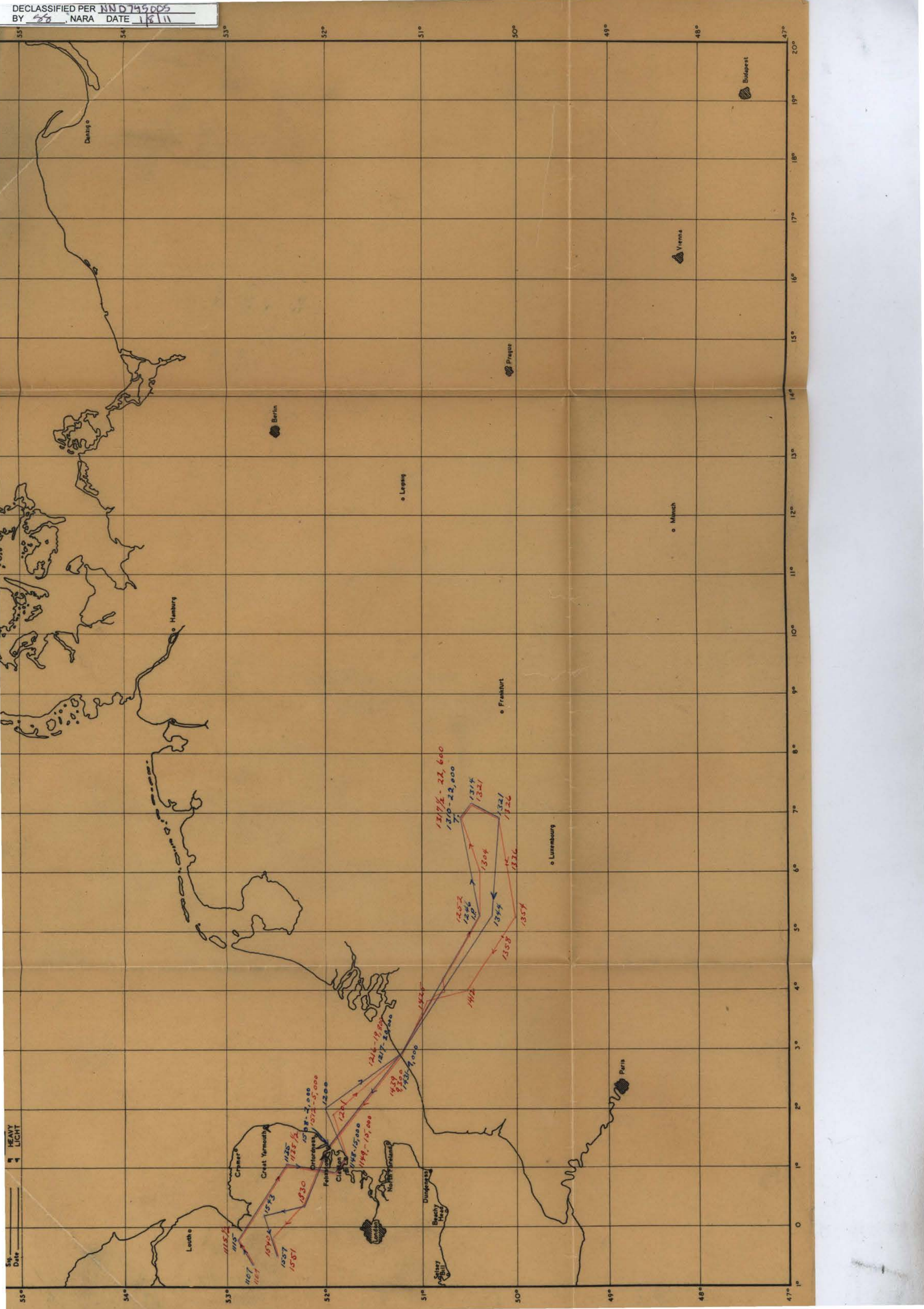
<i>Blue</i>	ROUTE FOLLOWED BY	<i>Briefed</i>
<i>Red</i>	<i>401st B. G. (H)</i>
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---	---
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BY *52 NARA*
DATE *12/11*



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Sig. _____
Date _____

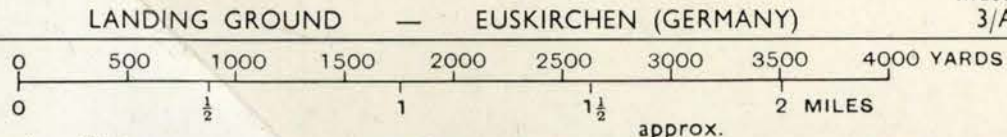
COMBATS
FW 190 ○
ME 109 ⊙
JU 88 ⊙
ME 110 ⊙
DO 217 ⊙
ME 210 ⊙
ME 410 ⊙
JU 87 ⊙
FLAK
HEAVY
LIGHT



Target No.
3/AIR/176

Illustration No.
3/AIR/176/3

Primary



Photographed 7 October 1944

(1 : 32,000)

Issued November 1944



- A. EUSKIRCHEN LANDING GROUND (3/AIR/176)
Lat. 50° 39' N. Long. 06° 52' E
- B. STRASSFELD AIRFIELD (3/AIR/455)
Lat. 50° 42' N. Long. 06° 53' E
- C. DUNSTEOVEN LANDING GROUND
Lat. 50° 42' N. Long. 06° 56' E
- D. PEPPENHOVEN LANDING GROUND (3/AIR/480)
Lat. 50° 39' N. Long. 06° 57' E

Illustration No.
3/AIR/176/3

STATISTICAL SUMMARY OF OPERATIONS

801st Group

1st BD F. C. 590

Date of 28 Dec 44

94th "A" Group

	LEAD SQ		HIGH SQ		LOW SQ	PFF
		PFF - GH		PFF - GH		
1. No. of A/C Failing to Take Off	--	--	--	--	--	--
2. No. of A/C Airborne	11	1 PFF 1 GH	12	1	12	1
3. No. of A/C Airborne Less Spares	10	1 PFF 1 GH	11	1	11	1
4. No. of A/C Sorties	10	1 PFF 1 GH	11	1	11	1
5. No. of A/C Attacking	10	1 PFF 1 GH	11	1	11	1
6. No. of A/C Not Attacking	--		--		--	
(a) Early Returns Included						
7. Name of Primary Target	RHEINBACH (VIS)					
(a) No. of A/C Attacking						
(b) No., Size & type of bombs						
8. Name of Secondary Target	RHEINBACH (GH)					
(a) No. of A/C Attacking	8	1 PFF 1 GH	11	1	11	1
(b) No., Size & type of Bombs	144 250# M57	34 250# M57	198 250# M57	17 250# M57	198 250# M57	17 250# M57
	16 500# M17	4 500# M17	22 500# M17	2 500# M17	22 500# M17	2 500# M17
9. Name of Last Resort Target						
(a) No. of A/C Attacking						
(b) No., Size & type of Bombs						
10. Name of Target of Opportunity	(UNKNOWN - 5032-0705E)					
(a) No. of A/C Attacking	1					
(b) No., Size, & type of Bombs	18 GP's 2 IB's					
11. Name of Target Opportunity	(UNKNOWN - 5023-0536E)					
(a) No. of A/C Attacking	1					
(b) No., Size & type of Bomb	18 GP's 2 IB's					
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	0945	0947	0948
19. Time of Attack	1317 $\frac{1}{2}$	1318	1318
20. Average Time of Flight	6.2	6.3	6.4
21. Altitude of Release	21,000	21,200	20,000
22. Visual or PFF	GH	GH	GH
23. Enemy Resistance - AA Int.&ACG	1 burst	1 burst	1 burst
24. - Fighters	--	--	--
25. - Bombers	--	--	--
26. U.S. A/C Engaged by Enemy A/C	--	--	--
27. Degree of Success	UNOBS	UNOBS	UNOBS

PFF A/C Borrowed from Groups as follows:

1 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. HECKER DATE 28 Dec 1944
 PILOT LT. TURK (DEPUTY) TAKE OFF 0945
 NAVIGATOR LT. COHN AIRPLANE _____
 WING 94th A GROUP 401st SQDN Lead LANDED 1554
 OBJECTIVE REISENBACH, GERMANY (MPI) _____

METHOD OF ATTACK Individual Flight Squadron Group wing

NUMBER A/C IN GROUP 36 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 33

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 644 GB - 72 LB RELEASED 608 GB - 68 LB

INFORMATION AT RELEASE POINT:

Altitude of Target <u>500</u>	Temp Aloft: Metro <u>-34</u> Actual <u>-30</u>
True Altitude above target <u>21000</u>	Mag Head, order <u>84</u> Actual <u>56</u>
Ind. Altitude <u>22600</u>	True Heading <u>48</u>
Pressure alt of target <u>-335</u>	Drift, Est <u>-</u> Actual <u>72</u>
Altimeter setting <u>29.92</u>	True Track <u>55</u>
C.I.A.S. <u>150</u> I.A.S. <u>150</u>	Actual Range <u>9450</u>
G.S. Est <u>255</u> Actual <u>180</u>	B.S.Type <u>M-9</u>
Wind Direc Metro <u>260</u> Actual <u>330</u>	Time of Release <u>1317 1/2</u>
Wind Veloc. Metro <u>17</u> Actual <u>28</u>	Intervalometer Setting <u>30ft</u>
D.S. <u>157.5</u> Trail <u>82</u> ATF <u>56.64</u>	Length of Bombing Run <u>80 miles</u>
Tan. D.A. Est <u>.54</u> Actual <u>.45</u>	C-1 Pilot <u>Yes</u> A-5 _____
Mean Temp: Metro <u>-10</u> Actual <u>-15</u>	Manual Pilot _____
Type of Release: Lead A/C <u>Servo</u>	Type of Release: Other A/C <u>30ft</u>

LOW ALT - 20000 BOMBS AWAY - 1518 MAG HEADING - 63
 High 21200 1518 51

CONFIDENTIAL

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

J-A-2

Reference Field Order 590.

28 DECEMBER 1944

SUBJECT: Communications Report, Operational Mission No 185.

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>15</u>	3. HF/DF Bearings	<u>0</u>
Fixed Beacons	<u>0</u>	4. VHF/DF Homings	<u>0</u>
Bunchers, England	<u>39</u>	5. Distress Action	<u>0</u>
Bunchers, Continent	<u>0</u>	6. Total A/C using Gee	<u>38</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>2</u>	<u> </u>

SECTION THREE - USE OF RCM

1. Total A/C using Carpet	<u>35</u>
2. Total A/C releasing Chaff	<u>32</u>
3. Total number of units released	<u>11,520</u>

SECTION FOUR - ACTUAL DEFICIENCIES BY EQUIPMENT

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

SECTION FIVE - REMARKS

CONFIDENTIAL

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

SECRET

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

ASSIGNED..... Rheinbach, Germany
 1. TARGET: BOMBED..... Rheinbach, Germany DATE OF MISSION..... 23 Dec 44

2. ROUTE AS FLOWN:

Generally as briefed to target. Approximately
 15 to 20 miles South of briefed course back to 22E 04°E then briefed
 course to base.

3.	AT TARGET	ENROUTE
WEATHER - - -	<u>10/10's</u>	<u>5/10 - 10/10's</u>
CONTRAILS - -	<u>None</u>	<u>None</u>
SEEN-UNSEEN -	<u>Unseen</u>	<u>Seen & Unseen</u>

4. DESCRIPTION OF FLAK AT TARGET:

1 accurate burst only.

5. FLAK ENCOUNTERED OR OBSERVED ENROUTE: (IN ORDER EXPERIENCED)

Flak observed over Cologne - Bonn area.

6. CHAFF; HOW DISCHARGED:..... As Briefed

7. POSITION OF GROUP:..... 94th "A" - 9th

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>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>56°M</u>	<u>208°M</u>	<u>1317½</u>	<u>22,600</u>
<u>High</u>	<u>12</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>50°M</u>	<u>180°M</u>	<u>1317½</u>	<u>22,700</u>
<u>Low</u>	<u>12</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>55°M</u>	<u>204°M</u>	<u>1318</u>	<u>21,600</u>
TOTALS	<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

D-5-4

29 December 1944.

SUBJECT: Crew Comments and Suggestions -- 28 December 1944 mission to Rheinbach.

TO : COMMANDING OFFICER, AAF Sta. 128, APO 887, US Army.

1. A large number of crew-members commented that the formation flown during the entire mission was excellent.

2. Of late, several crew-members have been commenting upon the fact that turret gunners, both Ball and Top, are leaving their turrets while the formation is still over Belgium on the route back. This complaint was made specifically yesterday (A/C 8779 Grims).

3. Lt. Richard L. Whiting, Bombardier A/C 8850, reported that TIG in A/C 7181 (Horton, Pilot) pointed his guns at the English coast instead of down at the water when test firing.

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

5-3

OFFICE OF THE OPERATIONS OFFICER
 612th Bombardment Squadron (H)
 401st Bombardment Group (H)

28 December 1944
 Mission # 185

SUBJECT : Loading List

TO : Operations Officer, 401st Bombardment Group (H), APO 557.

Plane # 43-38680		
P	Aiken, Charles H.	1st Lt. 612th
CP	Hanford, Charles J. Jr.	1st Lt. "
N	Osborne, Charles R.	1st Lt. "
B	Benton, David (NMI)	1st Lt. "
RO	Barrow, John D.	T/Sgt "
TTG	Peterson, Harry A.	T/Sgt "
BTG	Gaal, Ernest A.	S/Sgt "
TG	Y Milhoms, Robert J.	Sgt "
PG	Potter, Howard J. Jr.	S/Sgt "
Plane # 43-38738		
P	Long, Robert L.	2nd Lt. 612th
CP	Watterson, Stuart E. Jr.	F/O "
N	Crick, Lawrence A.	2nd Lt. "
B	Watson, Reynolds S.	2nd Lt. "
RO	York, Dennis A.	T/Sgt "
TTG	Hovesak, Henry (NMI)	T/Sgt "
BTG	Cherubini, Peter J.	S/Sgt "
TG	Iles, Earl L.	S/Sgt "
PG	Willick, Edward L.	S/Sgt "
Plane # 42-31891		
P	Hudnall, Carl L.	1st Lt. 612th
CP	Mitchell, Frank G. Jr.	2nd Lt. "
N	Martin, Phillip A.	2nd Lt. "
B	Boardall, Keith E.	S/Sgt "
RO	Knight, Adam (NMI)	S/Sgt "
TTG	Moorman, Loyd F.	T/Sgt "
BTG	Oyles, Alfred R.	S/Sgt "
TG	Parker, Robert H.	S/Sgt "
PG	Parker, Matt W.	S/Sgt "
Plane # 42-39995		
P	Cooper, Jack P.	1st Lt. 612th
CP	Matthes, Francis R.	2nd Lt. "
N	Weinstein, Byron (NMI)	2nd Lt. "
B	Smith, Alvie L.	2nd Lt. "
RO	Rulse, Harold A.	T/Sgt "
TTG	Bixby, Joseph (NMI) Jr.	S/Sgt "
BTG	Weland, Cletus H.	S/Sgt "
TG	Kirkhuff, Leonard M.	S/Sgt "
PG	Wainprinc, Jack E.	S/Sgt "

Plane # 44-8506		
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, Hiram E.	T/Sgt "
BTG	Pope, Lelloy G.	S/Sgt "
TG	ISABOBYAN, RICHARD C. IMPORTE	S/Sgt "
FG	Dunn, Dale D.	S/Sgt "
Plane # 42-102593		
P	Bodden, Frederick R.	1st Lt. "
CP	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, Paschal (NMI)	T/Sgt "
BTG	Noble, Chester C.	S/Sgt "
TG	Klindworth, Louis O.	Sgt "
FG	Langham, Theodore E. H.	S/Sgt "
Plane # 42-106992		
P	Roadman, Julian (NMI)	1st Lt. "
CP	Compton, Henry W.	2nd Lt. "
N	Kniese, Robert H.	F/O "
B	Whitlock, James P.	2nd Lt. "
RO	Melchisak, Alfred (NMI)	S/Sgt "
TTG	Landers, John A.	S/Sgt "
BTG	Hall, Eugene H.	S/Sgt "
TG	Wood, Donald S.	S/Sgt "
FG	Hill, Earle R. Jr.	S/Sgt "
Plane # 43-38733		
P	Smith, Max H.	2nd Lt. "
CP	Siepak, Staley J.	1st Lt. "
N-	Vanduinen, Richard B.	F/O "
N B	Schwalz, Kyle R.	Sgt "
RO	Hendrickson, Ernest W.	Sgt "
TTG	Ganga, Pietro J.	Sgt "
BTG	Laing, John	Sgt "
TG	Filiatraut, Frank E.	Sgt "
FG	Swanson, Theodore E.	Sgt "
Plane # 42-107039		
P	French, Millard H.	2nd Lt. "
CP	McKale, William L.	2nd Lt. "
N	Cannon, Thomas P.	F/O "
B	Johnson, Jerry H.	Sgt "
RO	Allcroft, James W.	Sgt "
TTG	Hansen, Arthur W.	Sgt "
BTG	Deck, Floyd J.	Sgt "
TG	LaGrange, Wesley (NMI)	Sgt "
FG	DeVore, Arthur D.	Sgt "

End.

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

28 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>	
44-6132	P	2nd Lt.	KELSO	ARTHUR	D.	JR.
	CP	F/O	HAGGARD	WILEY	R.	
	N	2nd Lt.	TONNE	ALVIN	E.	
	B	SGT.	LITTLE	JAMES	O.	
	RO	SGT.	MEYERS	NEIL	P.	
	TT	SGT.	HARPER	JAMES	T.	
	BT	SGT.	MORRISON	KENNETH	D.	
	WG	SGT.	BOND	JACK	D.	
42-39012 (614th)	P	1st Lt.	JENNINGS	WILLIAM	R.	
	CP	1st Lt.	GARTON	FRED	M.	
	N	1st Lt.	FOLKS	WILLIAM	M.	
	B	1st Lt.	SCHKLOVEN	ISAAC	(NMI)	
	RO	T/SGT.	CURTIS	JAMES	W.	
	TT	T/SGT.	FORMAN	RICHARD	T.	
	BT	S/SGT.	ELLENX OLIVER	KENNETH	C.	
	WG	S/SGT.	SEZLE	THOMAS	R.	
43-37790 (612th)	P	2nd Lt.	TAUSIG	HERMAN	(NMI)	
	CP	2nd Lt.	CAMPER	DONALD	W.	
	N	1st Lt.	WALKER	DENSON	F.	
	B	2nd Lt.	LAWSON	EMBERT	E.	
	RO	S/SGT.	FITZSIMMONS	JAMES	J.	
	TT	S/SGT.	JOHNSTON	DONALD	C.	
	BT	S/SGT.	KATZ	ALVIN	C.	
	WG	S/SGT.	BUCKSBAUM	ELMER	(NMI)	
42-31591	P	1st Lt.	ANNIS	ROMIE	E.	
	CP	1st Lt.	CLARK	FORREST	E.	
	N	1st Lt.	MADDEN	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)	
	WG	S/SGT.	JOHNSON	LESLIE	C.	
44-6313	P	2nd Lt.	BRADLEY	AUDREY	J.	JR.
	CP	2nd Lt.	FINNELL	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.	
	WG	SGT.	MATLACK	WILLIAM	W.	
			DEFERBAUGH	NORMAN	(NMI)	

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
44-338941	P	1st Lt.	CARSON	FRANK	(NMI)
	CP	1st Lt.	DONALSON	JEFF	N.
	N	End Lt.	ANDERS	WALTER	R.
	B	1st Lt.	BUCHER	WILLIAM	(NMI)
	RO	T/SGT.	SHERMAN	LEO	(NMI)
	TT	T/SGT.	OLIVER	ERNEST	S.
	BT	S/SGT.	LEE	WILLIAM	R.
	TG	S/SGT.	GERALDI	JOSEH	J.
	WG	S/SGT.	JAMES	LINCOLN	(NMI)
44-6113	P	2nd Lt.	SCHELLER	DONALD	R.
	CP	2nd Lt.	WICKS	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.
42-31072	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.	ZENCER	HAROLD	N.
	TG	S/SGT.	CLIFTON	JAMES	R.
	WG	S/SGT.	HARDIN	ROY	(NMI)
42-102947	P	1st Lt.	CAMPBELL	ROBERT	B.
	CP	2nd Lt.	RANDLE	RICHARD	W.
	N	2nd Lt.	HURLEY	JIM	D.
	B	1st Lt.	ISHAM	LAWRENCE	W.
	RO	T/SGT.	CHALUPZYNSKI	VINCENT	XXXX M.
	TT	T/SGT.	JUSTICE	ANDREW	G.
	BT	S/SGT.	BOSTIAN	AUDREY	L.
	TG	S/SGT.	SMITH	JAMES	A.
	WG	S/SGT.	HARDAWAY	JAMES	P.
44-8454	P	1st Lt.	CUSHMAN	THOMAS	R.
	CP	MAJOR	DE JONCKHEERE	ERIC	T.
	N	WAPT.	ANDERSON	WILLIAM	B.
	B	CAPT.	FESMIRE	DURWARD	W.
	V	1st Lt.	STRONG	WILLIAM	W.
	RO	T/SGT.	YORIO	FRANCIS	P.
	TT	T/SGT.	SEELY	KARL	W.
	TG	S/SGT.	QUEST	HAROLD	(NMI)
	WG	S/SGT.	HOPE	WILLIAM	(NMI)

TO FLY WITH 615th

CP	CAPT.	STELZER	ROBERT	L.
----	-------	---------	--------	----

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

AAF Station # 123
 28 December 1944

SUBJECT: Loading List.

TO : Operations Officer, 401st Bomb Gp (H), AAF Station # 123, APO # 557.

1. The following is the Loading List for today's mission.

PLANE <u>44-8371</u>			
P	1st Lt.	MERCER, ELMER W.	614th Sq
CP	1st Lt.	HIBBERT, CARL D.	"
N	1st Lt.	GASKINS, LESLIE E.	"
B	1st Lt.	KLEFISCH, THEODORE J.	"
RO	T/Sgt.	Zubrickas, Joseph S.	"
TT	T/Sgt.	Fowler, Cecil V.	"
BU	1st Lt.	DRESBACH, JOHN T.	"
TG	S/Sgt.	Gurnicki, Sigmund A.	"
WG	S/Sgt.	Grasela, Edward B.	"
PLANE <u>42-97780</u>			
P	1st Lt.	UTTER, CHARLES W.	"
CP	1st Lt.	MEUSEL, JOSEPH F.	"
N	1st Lt.	DAMP, EDWARD	"
B	1st Lt.	HOPE, JOHN F. JR.	"
RO	T/Sgt.	Fulton, David W.	"
TT	T/Sgt.	La Vigne, Robert M.	"
BT	S/Sgt.	Cole, Harry L.	"
TG	S/Sgt.	Zaborsky, Stephen A.	"
WG	S/Sgt.	St. Peter, Donald A.	"
PLANE <u>42-97322</u>			
P	2nd Lt.	COLE, JOHN S. JR.	"
CP	2nd Lt.	BOUSFIELD, JOHN	"
N	2nd Lt.	HANSON, CLIFFORD M.	"
B	F/O	BUTLER, THOMAS H.	"
RO	Sgt.	Crespi, Ralph M.	"
TT	Sgt.	Allex, Marvin L.	"
BT	Sgt.	Griggs, Crawford F.	"
TG	Sgt.	Smith, Ralph H.	"
WG	S/Sgt.	Mc Clure, James R.	"
PLANE <u>42-38330</u>			
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.	Mc Cormick, Edson C.	"
TG	S/Sgt.	Kitts, Keith D.	"
WG	S/Sgt.	Merrill, Richard E.	"

Loading List (Con't)

PLANE 42-107151

P	1st Lt.	MORTON, WALTER L.	614th Sq
CP	2nd Lt.	RITCHEY, RALPH	"
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 42-38565

P	1st Lt.	BABCOCK, FREDERICK H.	"
CP	2nd Lt.	SPELLMAN, JOHN W.	"
N	2nd Lt.	CRAWFORD, ALLEN H. JR.	"
B	2nd Lt.	MENZEL, GEORGE H.	"
RO	S/Sgt.	Bilby, John F. Jr.	"
TT	T/Sgt.	Caldwell, Carroll L.	"
BT	S/Sgt.	Wilczynski, Walter J.	"
TG	S/Sgt.	Farnham, Walter E.	"
WG	S/Sgt.	Casselman, Charles R.	"

PLANE 44-6508

P	1st Lt.	SISSON, NORMAN L.	"
CP	2nd Lt.	STAUFFER, DAVID H.	"
N	1st Lt.	CROSSEN, LAVERN	"
B	2nd Lt.	PICKER, NATHAN	"
RO	T/Sgt.	Haluck, Andrew S.	"
TT	T/Sgt.	Carter, Peter J.	"
BT	S/Sgt.	Stevens, Calvin J.	"
TG	S/Sgt.	Ritchie, Francis T.	"
WG	S/Sgt.	Torres, Jose M.	"

PLANE 42-97395

P	2nd Lt.	HARTSOCK, KENNETH J.	"
CP	F/O	LOCKE, KENT W.	"
N	1st Lt.	PETTY, ROBERT A.	"
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 43-58646

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.	Wicklaine, John H.	"
TG	S/Sgt.	Wilbers, Herman E.	"
WG	S/Sgt.	Youmans, Henry A.	"

Loading List (Con't)

PLANE 43-38677

P	2nd Lt.	KING, MYRON L.	614th Sq
CP	2nd Lt.	SWEENEY, WILLIAM J. III	"
N	2nd Lt.	LOWE, RICHARD I JR.	"
CTG	S/Sgt.	Pyne, Robert E.	"
RO	Sgt.	De Vito, Patsy A.	"
TT	Sgt.	Kavlas, Ernest S.	"
BT	Sgt.	Reincohl, Philip A.	"
TG	Sgt.	Atkinson, George E. Jr.	"
WG	Sgt.	Speelman, K. Hampton	"

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 Station 128 - APO 557

28 December 1944

SUBJECT: Loading List.

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

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

PLANE # 42-97636

DUTY	RANK	NAME (LAST)	FIRST	(MI)	SQUADRON
P	Captain	Campbell	Paul	E.	615th
CP	Captain	Lewis	Glyde	A.	"
N	1st Lt.	Whitney	Ray	F.	"
N	Captain	Causey	Rufus	F.	"
M/O	1st Lt.	Walters	Donald	E.	"
B	Captain	Arnold	Harold	S.	"
RO	T/Sgt.	Roberts	Melvin	L.	"
TT	T/Sgt.	Beeson	Charles	W.	"
TG	1st Lt.	Morrow	Russell	B.	"
FG	S/Sgt.	Jaranson	David	A.	"

PLANE # 007 GH

P	1st Lt.	Turk	Laurel	A.	615th
CP	Captain	Steltzer			
N	1st Lt.	Cone	Allan	L.	"
B	1st Lt.	Hecker	Robert	L.	"
M/O					
S/Sgt. RO	S/Sgt.	Dupuis	Cyraque	J.	"
TT	T/Sgt.	Wieselthier	Simon	(NMI)	"
TG	S/Sgt.	Vecchio	Murray	E.	"
FG	S/Sgt.	Osborne	Peter	J.	"

PLANE # 43-38779

P	1st Lt.	Grimm	William	F.	615th
CP	1st Lt.	Huesgen	Herman	K.	"
N	1st Lt.	McHullen	Willard	C.	"
B	S/Sgt.	Duke	William	M.	"
RO	T/Sgt.	Kressler	Oliver	J.	"
TT	T/Sgt.	Brown Jr.	Thomas	J.	"
BT	S/Sgt.	Matts	Dudley	F.	"
TG	S/Sgt.	Wheeler	Robert	L.	"
FG	S/Sgt.	Makseyn	Chester	W.	"

PLANE # 43-38077

P	1st Lt.	Udy	John	(NMI)	615th
CP	1st Lt.	Hockaday	Billy	S.	"
N	1st Lt.	Youel	Dale	R.	"
B	S/Sgt.	Oviatt	Earl	D.	"
RO	T/Sgt.	Knowles	Harry	G.	"
TT	T/Sgt.	Young	Jack	B.	"
BT	S/Sgt.	Albert	Russell	H.	"
TG	S/Sgt.	Warn	Albert	E.	"
FG	S/Sgt.	Jencks	Robert	L.	"

Loading List: 615th 28 Dec 44.

PLANE # 43-38125

P	1st Lt.	Spansel	Kaye	M.	615th
CP	2nd Lt.	Magee	Eldon	C.	"
N	2nd Lt.	Gross	Eugene	P.	"
B	Sgt.	Heaton	Charles	(NMI)	"
RO	Sgt.	Piccirillo	Lewis	J.	"
TT	T/Sgt.	Commizzaro	Ralph	J.	"
BT	Sgt.	Wagner	Aloysius	E.	"
TG	Sgt.	Baker	Richard	E.	"
FG	Sgt.	Bachs	Alex	(NMI)	"

PLANE # 43-38758

P	1st Lt.	Hansen	Ernest	A.	615th
CP	2nd Lt.	Coats	Jerry	A.	"
N	F/O	Greenberg	Martin	(NMI)	"
B	S/Sgt.	Morrison	James	L.	"
RO	T/Sgt.	Ferguson	Hugh	R.	"
TT	S/Sgt.	Chiu	Donald	(NMI)	"
BT	S/Sgt.	Grenillion	John	A.	"
TG	S/Sgt.	McKnight	Leroy	M.	"
FG	S/Sgt.	Karsher	Alonzo	A.	"

PLANE # 42-97664

P	1st Lt.	Cooper	Louis	E.	615th
CP	2nd Lt.	Higgs	Walter	M.	"
N	1st Lt.	Ellis	George	E.	"
B	S/Sgt.	Gue	Charles	M.	"
RO	T/Sgt.	Sherrill	Bascom	B.	"
TT	T/Sgt.	Sexton	Myron	W.	"
BT	S/Sgt.	Maroncelli	Harry	J.	"
TG	S/Sgt.	Lawrence	Ralph	I.	"
FG	S/Sgt.	Butler IV	William	H.	"

PLANE # 42-31730

P	2nd Lt.	Grimm Jr.	Alfred	R.	615th
CP	2nd Lt.	Regan	John	J.	"
N	F/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.	Husperger	Henry	(NMI)	"

PLANE # 42-97869

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

PLANE # 42-31485

P	2nd Lt.	Wolf	Adolph	R.	615th
CP	2nd Lt.	Cosden	Bryan	L.	"
N	F/O.	Patroik	Dale	L.	"
B	2nd Lt.	Hashimoto	Gene	(NMI)	"
RO	Sgt.	Douglass	James	B.	"
TT	Sgt.	Palmer	Edward	W.	"
BT	Sgt.	McKenna	James	P.	"
TG	Sgt.	Bolen	Joseph	T.	"
FG	Sgt.	Sparkman	Perry	L.	"

OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 557
U. S. ARMY

D-E-1

27 December 1944

SUBJECT: Crew Comments and Suggestions on Mission to GEROLSTEIN, GERMANY.

TO : Commanding Officer, Station 128, APO 557, 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 7636 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 613th Equipment building is in a very unsanitary condition.
6. Lt. Audrey J. Bradley, Pilot A/C 6513, was critical of what he called the "poor assembly" of the Group.

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

Handwritten signatures and initials:
J. B. King
Herman Tausig

Sp Aug - Amendment

STATE 2-2 OFFICE
NO. 174 0010
A. 2. 1111

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

F-A-1

APO 557
28 December 1944

SUBJECT: Abortive Report.

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

The following aircraft aborted from the mission of 27 November 1944, due to the reasons stated:

a. A/C #42-31891 returned early because pilot could not find formation.

b. A/C #43-37602 returned early because of internal failure of #3 engine.

CHARLES W. HUNT,
Capt., Air Corps,
Group Engineering Officer.

LEAD SQ 94TH C GROUP

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

Deputy Sq. Leader: LT HUBBELL

Deputy Gp. Leader: LT CHRISTENSEN

Eng
18 x 250 GP 1/10-1/40
2 M17 2 B
load data per chart 7
gas 2500

614 SQDN

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

MERCER (CHAPMAN)

IY H 7636 (PFF)

HARTSOCK

IW F 7395

HUBBELL

GH at Kumbakon

614 SQDN

MAYS

IW O 7602

615 SQDN

MC KAY

IY X 1495

COLE

IW P 2012

SC P 891

ST AUBYN

IW D 7328

IW K 8117
322

JORDAN

IY F 7664

HANSEN

IY P 8758

MORTON

IW B 7151
677

KING

IW A 6508

FONDREN

IW H 6464

SPARES

HOEMANN

IWT 8646

Sp. LD. (PFF) INC 8454-44

Gnd Sp. SC N 6506-14015
IW K 8677-1+2
SC P 1891-22

94th HIGH SQUADRON C GROUP

Combat Sq. Leader: CHRISTENSEN Date: 27 Dec 1944

Deputy Sq. Leader: CROMER

Deputy Gp. Leader: CHRISTENSEN

612 SQDN

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

CHRISTENSEN

IY M 8371 PFF

HUDNALL

CROMER

SC K 8733

GH at Kimballton

612 SQDN

615 SQDN

COX

GERBER

SC B 1662

IY C 2468

BODDIN

COMER

WOLF

SPANCAL

SC S 8680

SC D 6992

IY D 8125

IW X 8565

ASCHENBACH

~~SC C 9993~~
~~SC N 6506~~

MARTIN

CAMPBELL

IW J 2659

SC T 8788

SPARES

SMITH

1W 2 8330

LOW SQ 94TH C GROUP

Combat Sq. Leader: CAPT COLEMAN Date: 27 Dec 44

Deputy Sq. Leader: LT MC GOLDRICK

Deputy Gp. Leader: LT CHRISTENSEN

613 SQDN

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

COLEMAN

IN P | 8449 (PFF)

CURRAN

MC GOLDRICK

IN K | 1072

IN XL | 8941
L

613 SQDN

615 SQDN

CAMPBELL

COOPER

IN N | 8862

IY O | 8779

STEELE

TAUSIG

GRIMM AR

JONES

IN S | 2947

IN H | 8607

IY N | 8810

IY A | 7869

ANNIS

IN B | 6132

SHELLER

BRADLEY

IW N | 8738

IN F | 6313

SPARES

KELSO

IN J | 1591