

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

MISSION No. **13**

Date: **7 JAN. 44**

TO: **LUDWIGSHAVEN, GER.**

HEADQUARTERS  
401ST BOMBARDMENT GROUP (H)  
APO 634

7 January 1944.

SUBJECT: Group Leader's Narrative, Ludwigshafen, Germany.

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

1. The 401st Group was the low box of the 94th Wing formation. Take-off was as scheduled and formation was by individual ships at briefed altitude minus two thousand feet. Group formation was carried out without difficulty at Point X.
2. Wing formation was briefed to be over Deenthorpe buncher. The 401st Group was two minutes late at Wing rendezvous but the Wing was plainly in sight and the Group planned to intercept the Wing by cutting the corner at Point A.
3. Enroute to Point A, and with the Wing in sight, the 401st ran into heavy clouds and was split up into individual planes.
4. The lead aircraft of the 401st broke out on top at approximately 18,000 feet. The airplanes in the 401st Group were called on the VHF and told to assemble at Point Z where the Wing leader said he would be circling.
5. The High Box was split up as was the 401st and was also attempting to assemble individual ships at Point Z.
6. The Group Leader was unable to locate the Lead Box at Point Z, and neither could the high box locate the lead box.
7. The high box was able to assemble ten airplanes and the 401st was able to assemble ten airplanes (one aircraft had already aborted). As the Division was too far out to be intercepted, and as the number of aircraft assembled by the high box and the 401st were too few to make a deep penetration, the ten airplanes of the 401st returned to base.
8. Nine other aircraft of the 401st joined other formations as individual aircraft and proceeded to the target and returned.
9. An effort was made to get instructions from the Division leader while the 401st leader was at point Z, but the radio contact was unintelligible.

EDWIN W BROWN,  
Major, Air Corps,  
Group Leader.



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

B- -1

7 January 1944

**SUBJECT:** Supplementary Leader's Narrative, Mission No 13,  
7 January, 1944.

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

1. Group assembly was as briefed but as the formation attempted to intercept Wing formation it became necessary to pass through a heavy cloud. It was impossible to maintain formation and as the aircraft attempted to reassemble on top only nine were able to join on to the Group Leader. Nine other ships found themselves alone and so attached themselves on other groups and passed over the target. As it was impossible for the ten aircraft assembled as the 401st to intercept the Division, they returned to base.

2. Consolidated observations made by individual crews are as follows:

- a. Entered enemy coast as briefed, but progressed slightly north of course going into target. Formation went close to Happy Valley and meager, inaccurate flak was encountered in the vicinity of Cologne. Route back from target was as briefed although it was a little south of the route.
- b. Cloud cover was described as 10/10 both on route out and route back, and over the target. Occasional small broken patches were observed on the route. The target was completely obscured and bombing was done by means of PFF.
- c. Shortly after attacking target ME 109's and FW 190's were encountered; approximately 20 to 40 E/A were seen, of which four or five pressed the attack. One E/A claimed destroyed by crews passing over target.
- d. Flak was moderate but inaccurate over the target. In this area, some rockets were observed. Mild evasive action was taken going in.
- e. Fighter support was as briefed and prior to and in target vicinity was highly efficient. When they departed E/A attack began.
- f. No results were observed.

For the Operations Officer:

KEN W DAUBLE,  
Capt, AG,  
Air Stat O.

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

B-C-1

7 January 1944

SUBJECT: Operational Narrative, Mission No 13, 7 January 1944.

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

1. Twenty (20) aircraft took off for the mission of 7 January 1944. The Group Leader and 10 other ships aborted. The Group assembly was made below the overcast, but the formation was split up in going through the overcast. A second assembly was attempted at Point 2 but was not successful. At this time the Group Leader and the few ships in his formation decided to return to base. The nine remaining 401st ships joined various other formations. These nine ships bombed the target. Some of these ships reported fighter attacks, but for the most part there was good friendly fighter cover. Flak was moderate. No ships were lost and all ships returned to the home station.

2. No Group formation on this mission.

3. Ships bombed with various Groups. No 401st formation over the target.

4. The 401st was to be high box in the Wing formation, but the Wing formation was never made good.

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

401ST BOMBARDMENT GROUP (H)  
HEADQUARTERS



**HEADQUARTERS  
 401ST BOMBARDMENT GROUP (H)  
 OFFICE OF THE AIR STATISTICAL OFFICER** E- -6

7 January 1944

**SUBJECT:** Statistical Summary for Mission of 7 January 1944.  
**TO :** Commanding Officer, 401st Bomb Group, AAF Station 128.

1. Statistical Summary of Aircraft Attacking, as follows.

Number of A/C taking off.....20  
 Number of spares..... 0  
 A/C Taking off less unused spares.....20  
 Number of A/C Dispatched..... 9  
 Number of sorties..... 9  
 Number of A/C attacking..... 9  
 Number of A/C not attacking.....11

Number of A/C lost.

None.

2. Tabular Summary of Disposition of Bombs, as follows.

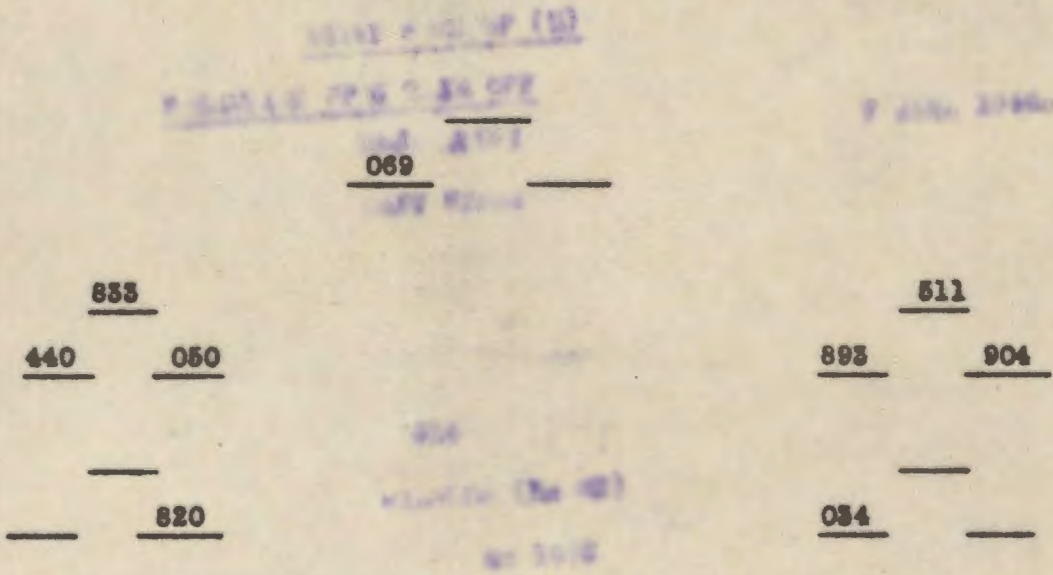
	Aircraft		Bombs				
	OVER TARGET	BOMB ING	Number	Size	Type	Fusing Nose Tail	
Main bombfall-	9	9	374	100	M-47A1	x	x
Other attacking-	-	-	-	-	-	-	-
<hr/>			<hr/>				
Total Bombs on Target ----			374	100	M-47A1	x	x
Other bomb expenditures----			-	-	-	-	-
Bombs returned-- -----			466	100	M-47A1	-	-
<hr/>			<hr/>				
Total (loaded on A/C, TO).			840	100	M-47A1	x	x

For the Operation Officer:

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

HEADQUARTERS  
401ST BOMBARDMENT GROUP (H.)

FORMATION OVER TARGET, MISSION OF 7 JANUARY 1944



Because the formation was disrupted during the climb, our A/G flew with a mixed up Wing composed of A/G from several groups. Therefore this chart showing position over target is not accurate. Our A/G were in several squadrons and elements. The above shows in a general way their position.

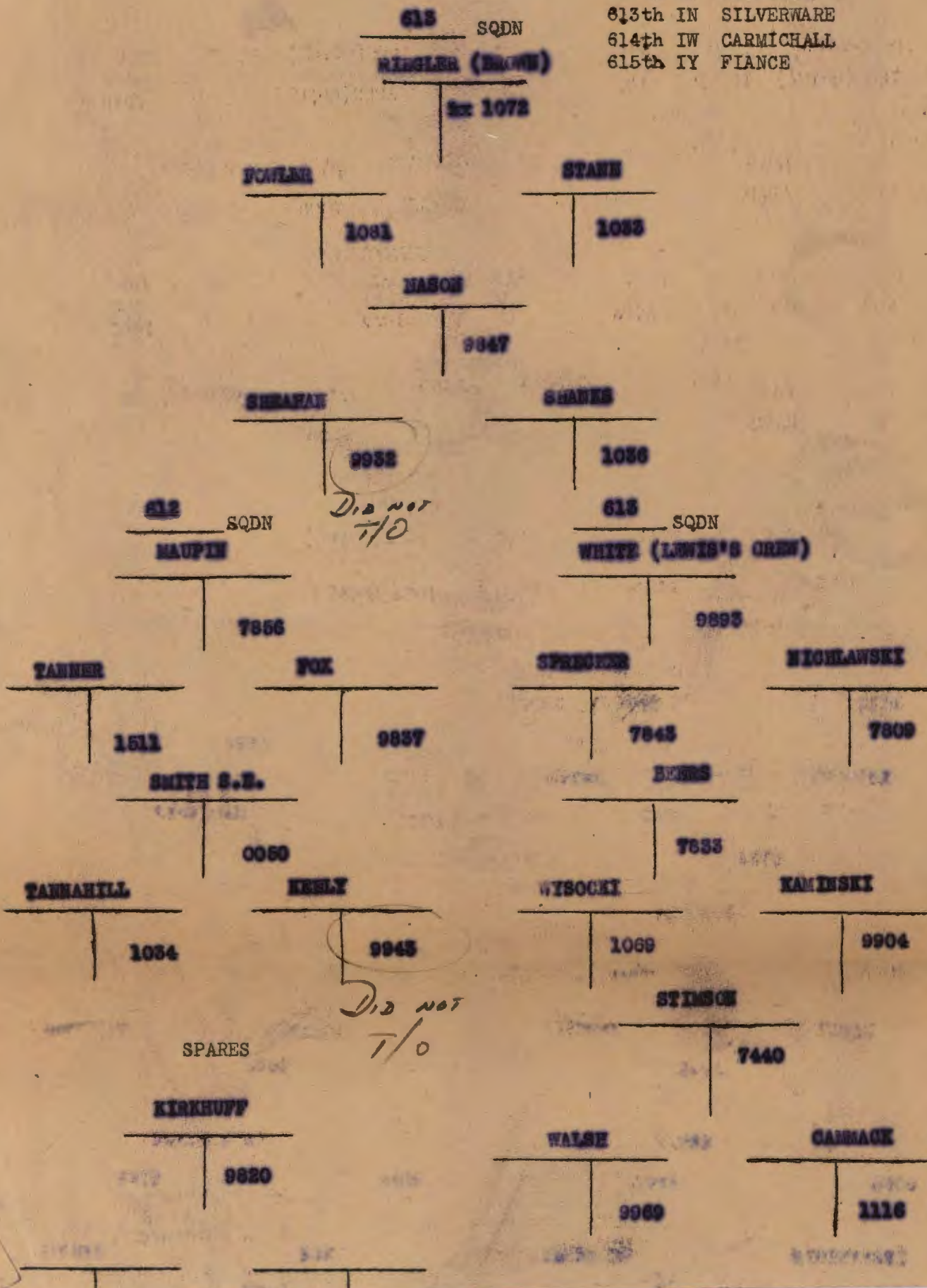


401ST BOMB GP (H)

FORMATION UPON TAKE OFF

Combat Flight Leader MAJ. BROWN 7 JAN. 1944.  
 Deputy Flight Leader CAPT STARR Date  
 Group Call Sign \_\_\_\_\_ Fighter Call Sign \_\_\_\_\_  
 GROUND CONTROL \_\_\_\_\_

- 612th SC PATHETIC
- 613th IN SILVERWARE
- 614th IW CARMICHAEL
- 615th IY FIANCE



GROUP FORMATION

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

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

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

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

SQDN

Call \_\_\_\_\_ A/C# \_\_\_\_\_

Call \_\_\_\_\_ A/C# \_\_\_\_\_ Call \_\_\_\_\_ A/C# \_\_\_\_\_

Call \_\_\_\_\_ A/C# \_\_\_\_\_

*Wysocki*  
Call 069 A/C# 11 Call \_\_\_\_\_ A/C# \_\_\_\_\_

SQDN

SQDN

Call \_\_\_\_\_ A/C# \_\_\_\_\_

Call \_\_\_\_\_ A/C# \_\_\_\_\_

Call \_\_\_\_\_ A/C# \_\_\_\_\_ Call \_\_\_\_\_ A/C# \_\_\_\_\_ Call \_\_\_\_\_ A/C# \_\_\_\_\_ Call \_\_\_\_\_ A/C# \_\_\_\_\_

Call \_\_\_\_\_ A/C# \_\_\_\_\_

Call \_\_\_\_\_ A/C# \_\_\_\_\_

*Stinson* A 440 *Kirkhuff* J 820 *KAMINSKI* C 804 A

SPARES

*Smith*  
Call J A/C# 050

Call D A/C# 511 *Tanner* L

Call \_\_\_\_\_ A/C# \_\_\_\_\_ Call \_\_\_\_\_ A/C# \_\_\_\_\_

Call \_\_\_\_\_ A/C# \_\_\_\_\_ Call \_\_\_\_\_ A/C# \_\_\_\_\_

*#2, 3E, H, 591*  
*White* J 893 A



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

APO 634

SUBJECT: Lead Navigator's Narrative of Mission 7 January 1944

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

1. Flight Plan and log attached.
2. Track Chart attached.
3. Narrative.
  - a. T/O at 0836 hours.
  - b. Group formed at 0926 hours at 14,600 feet.
  - c. Formed CBW at 0937 hours at 14,900 feet.
  - d. Began climb at 1004 hours.
  - e. Reached altitude at 1101 hours.
  - f. Weather encountered over England:
    - (1) Clouds 6-8/10ths
    - (2) Visability 1-10 miles. Unlimited over cloud tops
    - (3) Wind at altitude 320 degrees 50 knots per hour.
  - g. Means of navigation over England.  
**Geo, Pilotage, D/R, Radio Compass**
  - h. Means of checking Metro Winds  
**Geo Fixes; Pilotage Position, and timing**
  - i. Joined task force at 1057 hours at 51 43N 01 40E (city, splasher, Coordinates)
  - j. Departed English Coast at 1022 hours.  
Arrived at Enemy Coast at 1101 hours

l. our observations:

- (1) Going in: 1123 hours.
- (2) Coming Back: 1212 hours.

1. Wind used for bombing:

- (1) 320 degrees.
- (2) 50 knots per hour.
- (3) How Determined:

**INK "GEE" across Channel**

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

- (1) Reached IP at 1149 hours.
- (2) Mag heading over target 159 degrees.
- (3) Altitude over target 26,040 feet.
- (4) Time bombs away 1156 hours.
- (5) Method of target Identification and weather over target:

**FFF 10/10 Undercast**

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

**NONE**

o. Gee:

- (1) Coordinates of furthest fix 51 38N  
04 52E .
- (2) Time 1108 hours.

p. Comments:

**Wing was broken up by going thru overcast for 19 min. Was informed to proceed by wing Comd. to Point "Z" to re-form. Upon reaching Point "Z" 4 min early, 94th Wing was not visible.**

**Joined Triangle L and Triangle A , then proceeded to target after not being able to contact wing comd. any more. Eight other Triangle "S" ships were in same wing; others returned to base.**

**RUFUS F. CAUSEY**  
**1st Lt., A.C.**



FLIGHT PLAN

PILOT CAPT RALPH J. WHITE

NAVIGATOR LT. RUFUS F. CRUSEY

DATE 7 JANUARY 1944

NORMAL 0830 - 1530

~~IF~~ 1050 - 1330

STATIONS	0700	ENGINES	0805	TAXI	0815	T.O.	0830
LEAVE BASE:	0947		(0950)				
COAST OUT:	1026						
ENEMY COAST:	1054						
I.P.:	1143						
TARGET:	1151						
ENEMY COAST:	1350						
English Coast	1413						

Low Group  
Third Wing  
MF-DF - Section 1  
Slp Assign Sp 7  
Div Assly-Line  
WATCH \_\_\_\_\_ SLOW RATE \_\_\_\_\_  
Oxygen time 5:35

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

FAST  
Splasher #7 to Glacton  
Let down 1053

ZERO 1000

SEC'S GAINING PER HOUR \_\_\_\_\_ LOSING \_\_\_\_\_

FROM TO	W/V USED	HEIGHT	IAS MPH /K	T.A.S (K)	COURSE	DRIFT	TRUE HDNG.	VAR	MAG. HDNG.	G/S	DIST.	TIME	E.T.A.	CELESTIAL DATA
TIME BODY ALT. AZI.														
Base "X" Spaulding "A"	310 47	-14 16000	158 134	173	44	-16	28	11	39	170	23 1/2	8 1/2	0957	
52 47N 00 09E Downham Mkt. "B"	" "	" "	" "	173	120	-3	117	10	127	219	22	6	1004	
52 36N 00 22E Splasher #7 "C"	310 47	-27 19000	158 130	172	171	10	181	"	191	206	43	12 1/2	1020	
51 53N 00 33E Glacton "Z"	310 49	-24 19000	158 130	175	103	-7	96	"	106	218	24	6 1/2	1026	IFF OFF 1053
51 48N 01 10E	310	-29	158	183	92	-10	82	7	91	222	106	28 1/2	1054	Enemy Coast
51 45N 04 00E	52	24000	180											
" "	310	-37	158	190	90	-11	79	8	87	231	43 1/2	11 1/2	1106	Two Groups P-47's
51 45N 05 10E	58	24000	130											
" "	310	-37	158	190	139	3	142	7	149	247	125	30 1/2	1136	Two Groups P-38's
51 10N 07 20E	58	24000	130											
" "	310	-37	158	190	136	2	138	6	144	248	28	7	1143	I.P.
49 50N 07 50E	58	24000	130											
" "	310	-37	158	190	131	0	131	6	138	248	30 1/2	7 1/2	1151	TARGET
49 30N 08 26E	58	24000	130											
" "	310	-29	178	208	252	12	264	6	270	176	31	10 1/2	1201	
49 20N 07 40E	52	19000	148											
" "	310	-24	158	181	284 1/2	6 1/2	291	7	298	136	80 1/2	35 1/2	1237	2 gps P-47's
49 40N 05 40E	49	19000	134											
" "	310	-24	158	181	281	8	289	7	296	137	27	12	1249	1 gp P-47's
49 45N 05 00E	49	19000	134											
" "	310	-24	158	181	285	7	292	8	300	136	60	26 1/2	1315	Four Sqdns Spits
50 00N 03 30E	49	19000	134											
" "	310	-24	158	181	281	8	289	9	298	137	78 1/2	34 1/2	1350	Enemy Coast
50 25N 01 30E	49	19000	134											
" "	310	-15	178	192	301	2	303	10	313	145	56	23	1413	Start Let Down Mid-channel
Beachy Head	47	14000	148											
50 44N 00 15E Spl #7	289 39	-4 5000	178 148	171	10	-13	357	10	07	161	70	26	1439	
" "	278	14	158	142	311	-7 1/2	303 1/2	10	313 1/2	115	56	29	1508	
Base Spl. #7	280 40	-5 19000	158 130	149	131	8	139	10	149	182	56	18 1/2	1020	

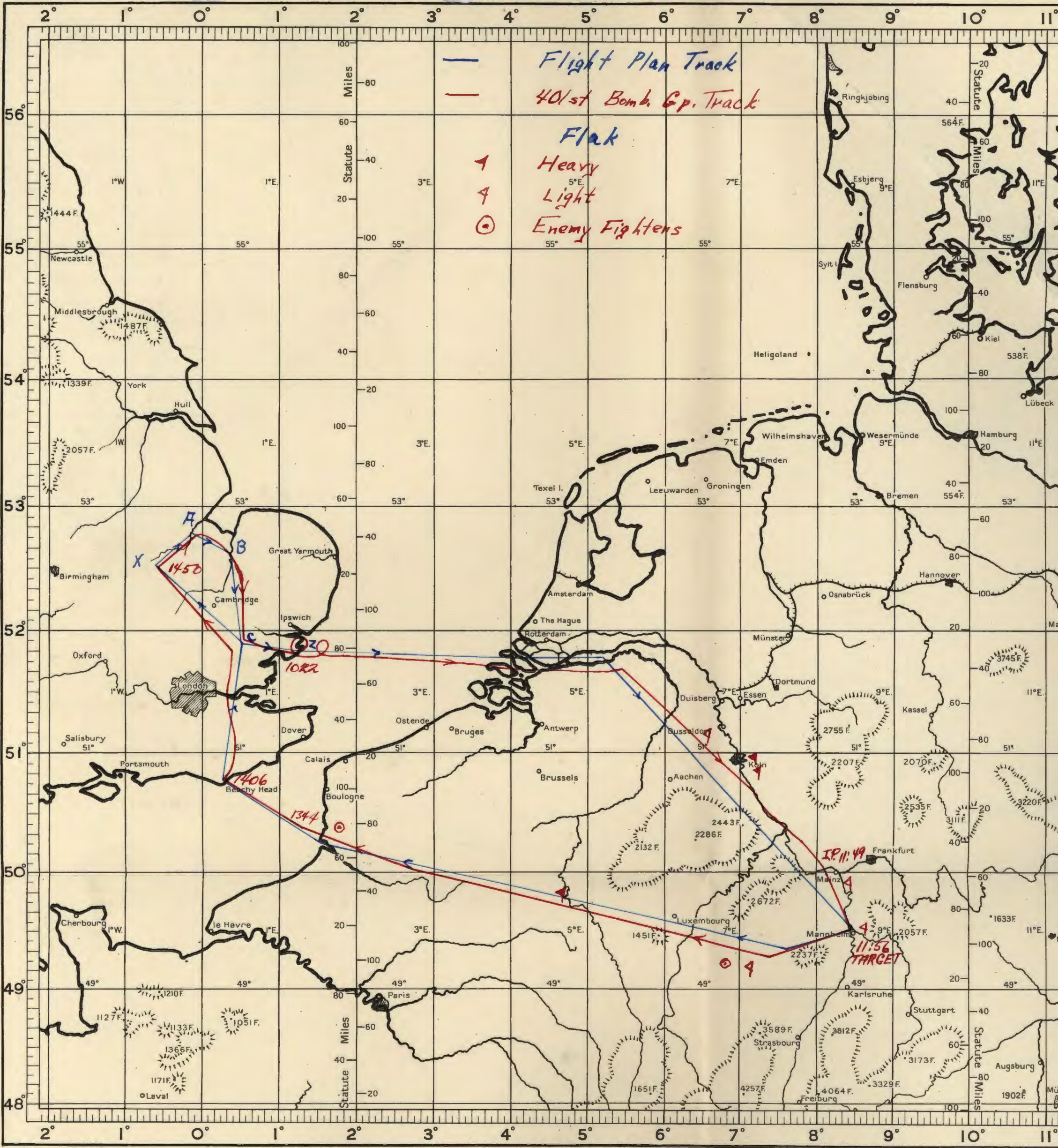
Gas	Bat. Nyo	S. Car.	B. Ind	L. Ammons
R.P. 25	25	25	25	24
Stud #4	2	2	2	2
Load #1	1	1	1	2
Series #2	3	3	2	2

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. M.P.H. /K	HEIGHT & TEMP.	T.A.S.	D.R. C.S.	DIS. TO RUN	TIME	E.T.A.
0849			08		Geo 52 47N 00 23W	100 extra gal in R. Tokyo	135	7500					
0904			215		Over Field		135	14000					
0926			235		Over Field		150	14700					
0937			160		South of Field Inter-Phone out		150	14600					
0948			160		Departing "X" 3 min. late. 6 right		150	-13 15000					
0956			26		In overcast Cannot see other ships			(Wing Broken Up)					
0957			117		Turn to point "B" (Leader informed to reform at "Z")								
1004			180		Point "B" on time		148	17700					
1022			195		Point "Z" 4 minutes early (to form wing)		148	19200					
1037			195		Geo 51 43N 01 40E	On course with wing (Not 94th)	150	19300					
1048			78		Geo 51 39N 02 52E	IFF OFF 1050							
1053			78		Geo 51 38N 03 20E								
1101		320 50K	78		Geo 51 39N 04 06E	Enemy Coast (Shardick) (Geo Ind.)	150	24400					
1111			144		Turn 52 39N 05 16E		150	25500					
1114			143				150	25300					



TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNC	MAG HDNC	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. M.P.H. 7K	HEIGHT & TEMP.	T.A.S.	D.R. G.S.	DIS. TO RUN	TIME	E.T.A.
1115			134		Flak at 0600 Low	Something Smoking fall off B-17 behind and below - dropped wheels and turned back.							
1123			134		Flak								
1125			134		Flak KOLN (Moderate)	8 mi right P-47's overhead							
1140			142		50 18N 07 10W	Rhine visible left	140	25800		246	39	9	1149
1149 1/2			150		I.P.	Smoke chutes	130	25700					
1152			144		Flak ahead at target	10/10 OVG							
1153			144		Bomb Run		135	25900					
1156		320 50	153	159	Bombs away (Meager Flak)		150	26040					
1158			210		Flak looks thick behind		151	25700					
1200			265				153	25500					
1203			274					25200					
1207			280		Flak visible from SAARBRUCKEN	ahead at 1100	155	24800					
1212			295		Enemy attacking (Fighters	one down)	160	23800					
1218			296		(B-17 going down) behind			22000					
1225			310										
1238					Radio received weather	2000 OGC 3mi	150	20700					
1249			288		Fighter cover excellent	(looks like 200 of them) P-47's							
1302			285		P-47's good cover		158	20300					
1332			270		Ambiens 15 mi left		160	20500					
1336	5 left Clear				Gorenflos has 2 or three	ski landing buildings on Nobell site thru clouds Spits after them							
1344		300	295		Enemy coast out 50 17N	01 33E	140	20500			56	23	1407
1400			305		50 37N 00 41E		165	17000					
1406			300		Beachy Head (Coast in)		170	15000					
1408			358					13000					
1437			320		See 52 07N 00 01W		220	2000					
1450			320		Field (over) Honed on "G"		204	1200					"G" off 1451
1454					Land								
					LOG CLOSED								





— Flight Plan Track  
 — 401st Bomb Gr. Track

Flak  
 1 Heavy  
 4 Light  
 ⊙ Enemy Fighters

HEIGHTS IN FEET





HEIGHTS IN FEET



HEADQUARTERS  
AAF STATION 128  
APO 634 U. S. ARMY

7 January 1944

SUBJECT: Group Bombardier's Narrative, Mission No. 13, Ludwigshafen, Ger.

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

1. Nine (9) of our A/C bombed with the 91st and 381st Bomb Groups. These nine A/C carried 378 X 100 M-47 A-1 I.B. Of that number 374 X 100 M-47 I.B. were dropped at the target.

2. A/C 42-37833 returned one bomb due to shackle being installed backwards. Forty-one (41) of the bombs in the above A/C had to be salvaged by A-3 emergency release as bomb-bay doors were frozen and would not open from the Bombardier's compartment.

A/C 42-31034 returned three (3) bombs. When the Bombardier began toggling, he noticed a plane beginning to slide underneath, and immediately closed the doors.

3. Lead Bombardier's Narrative, Log, and 12E form not necessary as our planes joined two other groups and bombed on their PFF A/C. Cloud coverage was 10/10.

JULIUS PICKOFF  
Captain, Air Corps  
Group Bombing Officer

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

A.P.O. 634  
7 January 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128

1. Abortives.

a. Airplane No. 42-37843 returned early for the reason that oil pressure on # 2 engine dropped to 55 lbs. at altitude of 15,000 ft., but returned to normal upon descent. Ground check and subsequent test flight reveal no malfunction.

2. Battle Damage.

a. 42-39820 - Small flak hole in leading edge of right horizontal stabilizer, de-icer boot torn; Small rip in top of left elevator, caused by flak; Co-pilot's windshield cracked by spent shell casings; Small rip in right side of rudder, caused by flak.

b. 42-39893 - Flak hole in top of left wing, outer panel near trailing edge.

c. 42-37833 - Small flak hole in top of left wing, near leading edge, between # 1 and # 2 nacelles.

d. 42-31034 - Two small flak holes in top of # 1 ring cowl.

e. 42-40050 - Small flak hole in left side of vertical stabilizer.

f. 42-31511 - Flak hole in # 4 prop blade; Flak hole in center of plexiglas nose; Small flak hole in leading edge of left wing, between # 1 and # 2 nacelles; Flak hole in left side of vertical stabilizer.

<u>TOTAL NO. OF A/C</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>	<u>BY FLAK</u>	<u>BY FLAK &amp; FRIEND</u>
6	0	6	5	1

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



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

A.P.O. 634  
7 January 1944

SUBJECT: Armament Narrative, Mission No. 13, 7 January 1944.

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

1. The following Armament malfunctions were reported at the conclusion of the mission 7 January 1944.

- a. One Ball Turret had excessive leak in Vickers Unit.
- b. One Upper Turret had leak in Vickers Unit.
- c. One Bomb Station failed to release bomb, probably due to binding of Micardo block on Lock Salvo Bar.

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

SECRET

Form OC-44-21

MISSION REPORT - AMMUNITION

AAF Station No. 128

Date of Mission 7 January 1944

Group 401st Bomb Group

Type Aircraft B-17G

I - Aircraft: Departed 20  
 Returned early 11  
 Attacking target 94  
 Lost 0

	Size	Quantity	Fusing
II - Bombs: Initial load (total)	M57A1 Incend.	840	M126 Nose
Expended (on target)	Same	374	Same
(detonated)		None	
Returned	Same	466	Same
Unaccounted for			

III - Flares: Landing, bombing & photoflash carrier

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

Position	Cal.	No. of Guns	Ammunition Expended	
			Cal. .30	Cal. .50
Chin Turret	.50	30		580
Left Nose	"	8		125
Right Nose	"	14		215
Upper Turret	"	30		650
Lower Turret	"	30		540
Radio Gun	"	14		205
Left Waist	"	15		350
Right Waist	"	15		350
Tail Guns	"	<del>27</del> 30		1120
Totals		<del>203</del> 196		4135

SECRET

(over)



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

Expended A/C lost or missing:

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

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

Group Totals:

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

Cal..50 435 rds.

V - Remarks:

(Signed) Robert L. O'Connell  
Sta. Ord. Off. or Asst

S E C R E T

HEADQUARTERS (J-A-1)  
401ST BOMBARDMENT GROUP (H)  
OFFICE OF THE COMMUNICATIONS OFFICER

7 JANUARY 1944

SUBJECT: COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 13.

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

1. USE OF VHF SET.

VHF CHANNELS A, B, C, AND D AVAILABLE. ROUTINE FORMATION MESSAGES ON CHANNELS A AND B.

2. VHF/DF BEARINGS.

NONE.

3. HF/DF BEARINGS.

SHIP 050 OBTAINED 1 QDM FROM POLEBROOK.  
SHIP 448 OBTAINED 1 QDM FROM POLEBROOK.

4. MF/DF FIXES.

SHIP 833 OBTAINED 3 FIXES FROM MF/DF SECTION N.

5. DISTRESS ACTION TAKEN.

NONE.

6. RADIO BEACONS USED.

PLANE	SPLASHERS	MULTI-GROUPS	BUNCHERS
034	6,7,8,9,16	B	DEENETHORPE
050	5,6,7,8,9,10	NOT USED	DEENETHORPE
440	6,7,16	NOT USED	DEENETHORPE
820	7,11,16	NOT USED	DEENETHORPE
969	7	NOT USED	NOT USED
036	7,16	NOT USED	DEENETHORPE
904	5,7,8	NOT USED	DEENETHORPE
893	7	NOT USED	DEENETHORPE
069	7,16	NOT USED	NOT USED

7. USE OF "GEE".

PLANE	NORMAL TRANS	XF NO 1	XF NO 2
893	0426E 5139N	NONE	NONE
069	0347E 4957N	NONE	NONE
833	0350E 5138N	NONE	0400E 4955N
116	0228E 5145N	NONE	NONE

8. USE OF SBA & JAY BEAMS.

NOT USED.



COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 12, 7 JAN 1944

9. USE OF MF/DF SECTION.

SECTION N AVAILABLE. SHIP 833 OBTAINED 3 FIXES.

10. BREACHES OF RADIO DISCIPLINE.

NONE.

11. COMMUNICATIONS EQUIPMENT DEFICIENCIES.

<u>PLANE</u>	<u>REPORTED DEFICIENCIES</u>
820	INTERPHONE - ALL POSITIONS BLURRY.
893	INTERPHONE BAD
904	INTERPHONE - TOP TURRET OUT
050	INTERPHONE - NAV NOSE GUN MIKE BUTTON OUT
969	INTERPHONE - PILOT'S MIKE BUTTON STUCK
036	INTERPHONE - BOMB MIKE BUTTON BAD

12. ABORTIVES DUE TO COMMUNICATIONS.

NONE.

13. INFORMATION ON MEACONING.

NONE.

14. OTHER COMMUNICATIONS DIFFICULTIES.

NONE.

15. FUNCTIONING OF DEENETHORPE BUNCHER BEACON.

BUNCHER IN OPERATION ENTIRE MISSION. MIXED RESULTS OBTAINED.

16. FUNCTIONING OF DEENETHORPE VHF/DF STATION.

VHF/DF STATION IN OPERATION ENTIRE MISSION. NO HOMINGS OBTAINED.

17. REMARKS.

DEFICIENCIES BEING INVESTIGATED AND CORRECTED.

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

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



T/SGT MILTON J. LIPA  
 (RADIO OPERATOR'S NAME)  
 JAN 7, 1944  
 (DATE)

SHIP NO 072  
 OF QDM'S 0  
 NO OF FIXES 0  
 NO OF SOS'S 0

NOTE: THE ABOVE IS TO BE FILLED AFTER LANDING

DIV COLLECTIVE CALL SIGN SWVC MF/DF SECTION N-440-FC7  
 CBW COLLECTIVE CALL SIGN XNCC SHIP CALL SIGN WWVK

TIME 0810 WATCH OPENED. NAME MILTON J. LIPA  
 COMPASS OK COMMAND OK LIAISON OK  
 INTERPHONE OK VHF OK IFF OK

TIME	TO	FROM	REMARKS
0810			NO 1 ENG STARTED
0815			TAXI
0830			TAKE OFF. IFF ON. DET IN.
0830			IFF CHECKED OK.
0830		7MT	4-VVV-X445-0834A AR
0855			IFF CHECKED OK.
0900		7MT	6-VVV-X445-0904A AR
0925			IFF CHECKED OK.
0930		7MT	-5-VVV-X445-0934A AR
0955			IFF CHECKED OK.
1000		7MT	-3VVV-X445-1034A AR
1025			IFF CHECKED OK.
1030		7MT	-7-VVV-X445-C-1034A AR
1034			ON INTERPHONE
1036	AA	7MT	-RIMI-AA PLUS-K
		KHST	-R-IMI-AA PLUS 0
		7MT	INTERRUPTED
		7MT	-R-INT R-K
		KHST	-R-806-K
		7MT	-R-C-NR 1 K
		KHST	-R-AR
1055			IFF CHECKED OK.
1059			PILOT DECIDES TO RETURN TO BASE AS MOST OF GROUP DISAPPEARED SOME TIME AGO.
1100		7MT	-8-VVV-X445-1104A AR
1125			IFF CHECKED OK.
1130		7MT	-6-VVV-X445-1134A AR
1145	7MT	JAGU	-X259 K
		7MT	-R-K
		7MT	IMI GR 1
	7MT	JAGU	-NR 1-Y GR 3 BT FHVU RBIA CO BT 1145
		7MT	-R-NR 1- K
		JAGU	R AR
1150	BSOG	7MT	-R-937-K
			RECEIVER TOO NOISY
		7MT	-R-NR 1-K
1158			LANDING. IFF OFF
1159			TAXI
1200			ENG OFF
1202			EQUIP CHECK- OFF
1203			OFF WATCH

M.J. LIPA



**CONFIDENTIAL**

COMBAT FORM

Group 401st

Date 7 Jan. 44

Squadron 615th

Place where attacked 4940-0740E

A/C No. 2204

Time 1210 Height 25,000 ft.

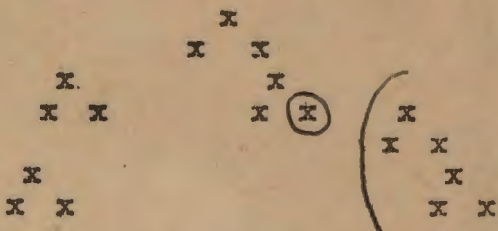
1. Story of the attack Me 109 came in level and straight, at 5:30, to within 200 yards; I fired 80 rounds in bursts; pieces began coming off - his tail came off - he disintegrated and went down.

**DESTROYED**

A-2 I.B.W.

(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; and how he looked and acted going away.)

2. Diagram of Attack:



On Diagram, show

- a. which of our A/C was attacked;
- b. direction of E/A attack;
- c. sun position

Data on Combat

- a. our heading 300° Mag
- b. visibility clear above overcast
- c. type of E/A Me 109
- d. level of attack:

3. Our Gun Positions Firing on E/A

Names Sgt. Stephen R. Bosowski

- from high above \_\_\_\_\_
- above \_\_\_\_\_
- (check level X
- one) below \_\_\_\_\_
- very low \_\_\_\_\_

Positions Tail Gunner

4. If E/A Was Shot Down or Damaged:

Corroborated by Sgt. Draginis - Sgt. Cheatham - Sgt. Loadholt.  
Position in A/C TWO TWO TWO

Other A/C firing at the same time? X 1 ship in P definitely

5. Comments of the Interrogator:

TIME 1640 INTERROGATOR Lt. McCallum

(If formation was very different from standard, show on back of sheet.)

Sgt. Stephen R. Bosowski 35561239  
R. R. #2, New Carlisle, Indiana.

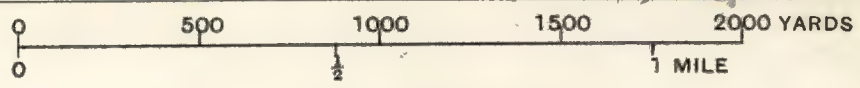
**CONFIDENTIAL**



Target No.  
2 (c) 17

I.G. FARBENIND. — RIE A.G. — LUDWIGSHAFEN (RHEIN) (GERMANY)

Illustration No.  
2 (c) 17/8



(1: 19,400)  
Photographed 9.11.41  
Issued November 1942



KEY

- |   |                                   |                  |
|---|-----------------------------------|------------------|
| Q. CHLORSULPHONIC ACID<br>(REPORTED LOCATION) | S. SULPHURIC ACID                 | W. SYNTHETIC OIL |
| R. PLASTICS                                   | T. DYESTUFFS & HEAVY CHEMICALS    | X. POWER PLANT   |
|   | V. SYNTHETIC AMMONIA, NITRIC ACID | Y. GAS HOLDERS   |



SS Form 90

S-2 STATISTICAL REPORT

Mission of 7 Jan, 1944

Time of Preparation 1700

Target Ludwigshaven

Telephoned to A-2 \_\_\_\_\_

\*\*\*\*\*

(1) Designation of Group 401st

(2) Total No. of A/C  
airborne, incl. spares 20 (SPARES 0)

(3) Total No. of A/C  
Dispatched 19

(4) No. of A/C Attacking 9

(5) No. of A/C Dispatched  
but not Attacking 10

Due to:

- (a) Mechanical Failure \_\_\_\_\_
- (b) Weather \_\_\_\_\_
- (c) Enemy Action  
(lost before target) \_\_\_\_\_
- (d) Other 10

(6) No. of A/C Lost 0

Due to:

- (a) Anti-aircraft fire \_\_\_\_\_
- (b) Enemy fighters \_\_\_\_\_
- (c) Flak and fighters \_\_\_\_\_
- (d) Accident \_\_\_\_\_
- (e) Reasons Unknown \_\_\_\_\_

(7) Times of Attack 1156

(8) Altitudes of Attack 24,000-27,000

(9) Bombs on Each Target (a) 377 (b) Size 100# (c) Type I B

(10) Personnel Casualties 0

Type:

- (a) Number Killed \_\_\_\_\_
- (b) Number Wounded \_\_\_\_\_
- (c) Number Missing \_\_\_\_\_

(11) A/C Suffering Battle  
Damage 5.6

Category:

- (a) Minor 5.6
- (b) Major \_\_\_\_\_
- (c) Salvage \_\_\_\_\_

REMARKS: \_\_\_\_\_

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

*Donald V. McCallum*  
Preparing, Officer  
DONALD V. MC CALLUM  
2nd Lt. A. C.



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

D-G-1

7 January 1944.

SUBJECT: Enemy Opposition.

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

1. Interrogation reveals that twenty to forty enemy aircraft were observed by combat crew members. Only 7 pressed the attack. Of these enemy aircraft, two were Me 109's and five were FW 190's. One ship of this Group claims an Me 109 destroyed, combat claim having been submitted. The Me 109's were reported to be light silver in color and the FW 190's were a dirty grey. All attacks occurred within five to twenty minutes after the target was passed. The Me 109 claimed as destroyed came in at five-thirty, straight and level, during which time hits were observed, causing pieces of his engine to break off; approximately 250 yards out, he burst into flames and disintegrated, no parachute being observed. The five FW 190's came in at four to six o'clock, in unison, two high and 3 low, the high aircraft going into a dive and executing a barrel roll, their bursts seeming to explode short of our aircraft as though time-fuse controlled. An Me 109 was observed lifting his wings during an attack as though in imitation of tactics employed by our Spitfire escort.

2. One unidentified E/A was observed hovering on the outside of our formation, lobbing rockets at the Group.

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



COMBAT FORM

Group 401st

Date 7 Jan 44

Squadron 615

Place where attacked 4940-0740E

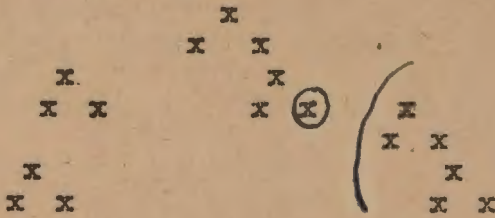
A/C No. 9904

Time 1210 Height 26,000'

1. Story of the attack Me 109 came in level and straight, at 5,30, to within 200 yards; I fired 80 rounds in bursts; pieces began coming off - his tail came off - he disintegrated and went down.

(Include above how E/A attacked; how close he came; where he was hit; how much he was damaged; and how he looked and acted going away.)

2. Diagram of Attack:



On Diagram, show

- a. which of our A/C was attacked;
- b. direction of E/A attack;
- c. sun position

Data on Combat

- a. our heading 300° Mag
- b. visibility clear above overcast
- c. type of E/A Me 109
- d. level of attack:

3. Our Gun Positions Firing on E/A

Names Sgt. Stephen R. Bosowski

- from high above \_\_\_\_\_
- above \_\_\_\_\_
- (check level X
- one) below \_\_\_\_\_
- very low \_\_\_\_\_

Positions Tail Gunner

4. If E/A Was Shot Down or Damaged:

Corroborated by Sgt. Draginis - Sgt. Cheatham - Sgt. Loadholt  
Position in A/C TTC ROG RWG

Other A/C firing at the same time? X 1 ship in P definitely.

5. Comments of the Interrogator:

TIME 1640. INTERROGATOR Lt. McCallum

(If formation was very different from standard, show on back of sheet.)

Sgt. Stephen R. Bosowski 35561239  
R. R. #2, New Carlisle, Indiana.



401st

GROUP

7 Jan. 1944

DATE

FLAK REPORT

Route followed: Assembly as briefed. Wing broke up before point B. (5247-0009E).  
Route followed: as briefed, then slightly north of course going into target. Some  
what south of route coming out. Reached English coast 5 miles north of Beachy Head.

2. Visibility at Target. (Any condensation trails?) 10/10 undercast. No Con trails.

3. No. of A/C over Target: Nine

4. Formation over target, with height of each A/C. These A/C damaged by Flak to be circled, and if seriously damaged, insert small "S". If any A/C shot down by Flak, say so:-

Over

4.a. What evasive action was taken? Mild evasive action from IP to target.

5. General Axis of attack. (From lead A/C if possible). 153° Mag.

6. How long did formation fly straight and level before bombing? 2 minutes.

7. Turn after bombing. Sharp right turn.

8. ~~Disposition~~ Disposition of group in relation to other Groups: Scattered among several other

9. A short description of Flak en route (if any), and at the Target, including if possible a suggestion as to type of fire control employed - i.e. Continuous following, predicted concentrations, predicted barrages, or fixed barrages. ~~Major inaccurate flak was encountered in the vicinity of Cologne and as our~~ formation went close to Happy Valley about 1129 hrs. Over the target at 1156 hrs. flak was moderate but inaccurate. In this area, some rockets, leaving white streamers, were observed. White bursts were generally observed to be above and black bursts below our formation. Crews agreed that windows were very effective. Eight bursts were observed near Saarbrucken.

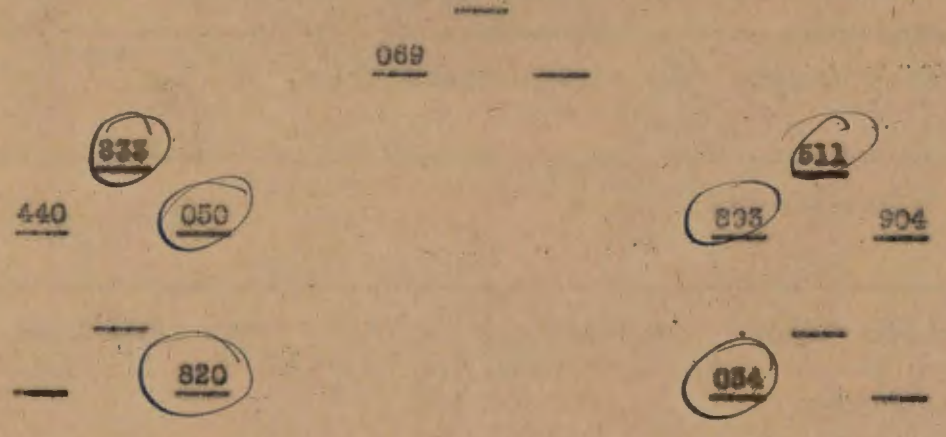
0443E) Any other comments, Phenomena, etc. Eight bursts were observed at Mezieres (4944N-1156E). This flak position does not show on flak map.

*St. G. R. Closway*



Bombs Away 1156 hrs.

24,000 - 27,000



Because the formation was disrupted during the climb, our A/C flew with a mixed up wing composed of A/C from several groups. Therefore this chart showing position over target is not accurate. Our A/C were in several squadrons and elements. The above shows in a general way their position. All of the flak damage was minor.



BRIEFING NOTES

The TARGET today is the large and important chemical works of the FARBEN industries at Ludwigshaven. DIVISION says--"The size and importance of the target is such as to make it desirable that we hit it again."

This borne out by the fact further that there are no diversions.

We were last over the same target on December 30th.

The total target area is very extensive, being 3 miles long and 3/4 of a mile wide, stretching along the WEST bank of the Rhine River.

YOUR MPI TODAY IS the power plant which is situated within the main chemical works.

Apart from its enormous productive capacity, the works is of particular importance to Germany as a center of research work on oil, rubber, explosives and chemicals.

There is an extensive smoke screen at the target. It has been photographed in operation and most of the generators are NW of the city.

No convoys are expected.

Two Groups of P-47's and 2 groups of P-38's will meet you shortly inside the enemy coast and take you thru the target. Then you will be picked up by 3 more groups of P-47's and finally, for withdrawal support, you will have 4 squadrons of Spitfires

SECONDARY TARGETS WILL BE THE MARSHALLING YARDS AT KOBLENZ AND SAARBRUCKEN

Going in you will go over Overflakke Island, then Roermond, Duren, the Mosel River. Your IP will be a junction of 3 highways or autobahns.

You will cross another autobahn just before you reach the target.



The 1st Division will be joined by 1 Combat Wing of the 2nd Division at Clacton, which will follow our division. Four combat wings of the 3rd Division and 1 combat wing of the 2nd division will attack the same target 20 minutes before you do.

1st Division will be led by the 40th combat wing. Followed by the 41st Wing, 94th Wing. 1st Wing. You will bomb from 25,000 feet.

#### FLAK

The 40th Combat Wing, which will precede you, will drop windows and chaff from the IP to the target to disrupt the Flak.


En route in, avoid the Flak at Roermond and Duren. Your axis of attack will be about 135 degrees. After Bombs Away you will make a sharp right turn and withdrawal will be about 240 degrees. There are only 90 guns in range and if you remember the Dec.30th raid you know the Flak is not too rough.

If you come down, head in a southe<sup>west</sup>erly direction and make for France.

Don't talk about the target.

Empty your pockets and draw escape kits.

Lt.G.R.Closway  
Briefing Officer

Grafton-Underwood 



53

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

7 January 19 44

SUBJECT: Loading List.

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

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

\*PLANE # 42-37856

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A. S. N.	SQUADRON
P	Capt.	Maupin	Jere	W.	0-24750	612th
CP	2nd Lt.	Dailey	Scribner	C.	0-801940	"
N	Capt.	Haberer	Walter	E.	0-409740	"
B	Capt.	Woodhouse	Ronald	(NMI)	0-415741	"
RO	T/Sgt.	Hildreth	Arthur	W.	11055299	"
**TT	S/Sgt.	Flynn	William	B.	16046687	"
BT	Sgt.	Callahan	Michael	J.	18150617	"
TG	2nd Lt.	Stokes	Alexander	C.	0-801578	"
LWG	Sgt.	Cook	George	P.	20429315	"
RWG	T/Sgt.	Hagen	Charles	T.	37315748	"

\*PLANE # 42-39837

P	2nd Lt.	Fox	Gaston	M.	0-82737	612th
CP	2nd Lt.	Blaise	Gerald	L.	0-748328	"
N	2nd Lt.	Wilson	Darrel	D.	0-750174	"
B	2nd Lt.	Mendelson	Darrel	D.	0-749917	"
RO	S/Sgt.	Brandt	Duane	G.	31934891	"
**TT	S/Sgt.	DeWees	Foster	E.	35188513	"
BT	Sgt.	Sabaa	Jerome	(NMI)	12158528	"
TG	Sgt.	Estess	Cecil	C.	34425600	"
LWG	Sgt.	Gallas	Joseph	(NMI)	33394658	"
RWG	Sgt.	Sierra	Charles	P.	12155142	7

\*PLANE # 42-39043

*did not take off*

<del>P</del>	<del>2nd Lt.</del>	<del>Kelly</del>	<del>William</del>	<del>J.</del>	<del>0-802205</del>	<del>612th</del>
<del>CP</del>	<del>2nd Lt.</del>	<del>Hoyt</del>	<del>Richard</del>	<del>H.</del>	<del>0-733895</del>	<del>"</del>
<del>N</del>	<del>2nd Lt.</del>	<del>VanDyke</del>	<del>George</del>	<del>R.</del>	<del>0-683350</del>	<del>"</del>
<del>B</del>	<del>2nd Lt.</del>	<del>Troy</del>	<del>Ephraim</del>	<del>F.</del>	<del>0-673754</del>	<del>"</del>
<del>RO</del>	<del>S/Sgt.</del>	<del>VanDuren</del>	<del>Paul</del>	<del>R.</del>	<del>12165646</del>	<del>"</del>
<del>**TT</del>	<del>S/Sgt.</del>	<del>Johnson</del>	<del>Morris</del>	<del>W.</del>	<del>35493817</del>	<del>"</del>
<del>BT</del>	<del>Sgt.</del>	<del>Stengel</del>	<del>Percy</del>	<del>J.</del>	<del>36276698</del>	<del>"</del>
<del>TG</del>	<del>Sgt.</del>	<del>Garity</del>	<del>John</del>	<del>B.</del>	<del>16155719</del>	<del>"</del>
<del>LWG</del>	<del>Sgt.</del>	<del>Peacock</del>	<del>George</del>	<del>P.</del>	<del>6573365</del>	<del>"</del>
<del>RWG</del>	<del>Sgt.</del>	<del>Connor</del>	<del>Jay</del>	<del>L. Jr.</del>	<del>33443398</del>	<del>"</del>

\*\* Enter complete number of aircraft designate Engineer







53

6131 BOMBARDMENT SQUADRON (H)  
 OFFICE OF THE OPERATIONS  
 APO # 634

7 January 19 44

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

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

\*PLANE # 2 42-31072

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A. S. N.	SQUADRON
P	1 Lt.	WIGLER	WILIAM	(MCI)	0720732	613th sq.
CP	Major	BROWN	EDWIN	V.	023051	"
N	2nd Lt.	ANDERSON	WILLIAM	E.	0728329	"
B	1st Lt.	FERRIS	BURNARD	V.	0515093	"
RO	1/1st.	LAPE	MILTON	G.	11071562	"
**TT	1/1st.	GLICK	LEONARD	V.	18129468	"
BT	1/1st.	JACK	JOHN	G.	15333173	"
TG	2nd Lt.	CUNNEAN	THOMAS	R.	0600414	"
LWG	S/1st.	CHAMBER	NICHAN	(MCI)	1103227	"
RWG	S/1st.	OWEN	GAULARD	(MCI)	1813356	"

\*PLANE # 42-31033

P	Capt.	STON	LEON	(MCI)	024863	"
CP	2nd Lt.	HOSS	CHARLES	E.	0602852	"
N	1st Lt.	WOOD	ERACE	D.	0673661	"
B	1st Lt.	BRADVILLE	MARY	V.	0735330	"
RO	1/1st.	HENDER	BENJAMIN	E.	13095360	"
**TT	1/1st.	BALDY	JAMES	H.	17016617	"
BT	1/1st.	BRADY	GORDON	F.	16095987	"
TG	1/1st.	LEVITO	MICHAEL	F.	12155471	"
LWG	1/1st.	MOORE	ROYCE	V.	18051910	"
RWG	-	LUCAS	-	-	-	-

\*PLANE # 42-31061

P	1st Lt.	FOLLEN	BRUCE	H.	0799745	"
CP	2nd Lt.	HODGE	WALTER	J.	0745473	"
N	2nd Lt.	WRIGHT	JACK	B.	0736652	"
B	2nd Lt.	BRIDGEMAN	ALLEN	(MCI)	0730535	"
RO	1/1st.	CRANON	HECH	V.	34497617	"
**TT	1/1st.	TRIBA	ALEXANDER	F.	36605554	"
BT	1/1st.	MARTINE	RICHARD	V.	17160414	"
TG	1/1st.	EASTON	CHARLES	E.	15333266	"
LWG	1/1st.	HANSELL	DAVID	H.	32473097	"
RWG	1/1st.	FLORR	LOUIS	(MCI)	19020859	"

\*\* Enter complete number of aircraft designate Engineer



42-39817

				A. B. N.	
P	2nd Lt.	BASCH	STANLEY	G.	0671466 613th.
CP	2nd Lt.	MITCHELL	JOHN	V.	0686264 "
N	2nd Lt.	LEE	JACK	A.	0673508 "
B	2nd Lt.	GOULD	ALVIN	A.	0669399 "
NO	T/Sgt.	WAGNER	ROBERT	F.	34209104 "
YT	T/Sgt.	JURPER	WAGNER	H.	33237530 "
BT	S/Sgt.	IRAVITT	X BLDON	V.	35740180 "
VO	S/Sgt.	WILLMAN	HUBERT	F.	39393215 "
ING	S/Sgt.	COGONH	DONALD	V.	12137704 "
ISG	S/Sgt.	BYORN	CLARENCE	H.	3374505 "

42-39836

P	2nd Lt.	SHANE	LOY	H.	0-803288 "
CP	2nd Lt.	WAYNE	ALFRED	P.	0-687314 "
N	2nd Lt.	WENIGH	EDWARD	V.	0-690518 "
B	2nd Lt.	HOVE	ROBERT	V.	0-750095 "
NO	S/Sgt.	BARBAROLO	MARIO	H.	32792053 613th
YT	S/Sgt.	JANNEY	WILLIAM	H.	35334215 "
BT	Sgt.	GIBSON	HARVEY	A.	13117804 "
VO	Sgt.	ROBERTS	ERHOLD	E.	32487815 "
ING	Sgt.	LEUNG	ROGER	T.	35348050 "
ISG	Sgt.	ANDOLI	AUGUST	H.	39487815 "

42-39932

*Did not take off*

P	2nd Lt.	SIBAHAN	WILLIAM	G.	0746195 613th
CP	2nd Lt.	COHEN	ELLIOT	B.	0687202 "
N	2nd Lt.	DAVIS	ROBERT	G.	331x 080000 "
B	2nd Lt.	CONRAY	DOUGLAS	H.	0685775 "
NO	S/Sgt.	SILVERSTEIN	DONALD	V.	12156499 "
YT	S/Sgt.	NICKY	RICHARD	V.	15051437 "
BT	Sgt.	JUNYER	IRVING	(M.I.)	15310143 "
VO	Sgt.	O'HARA	JOHN	V.	1506839 "
ING	S/Sgt.	PAK	CLYDE	(M.I.)	17037099 "
ISG	Sgt.	TULLINCH	ROGER	P.	11159907 "



53

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

January 7, 45

19

SUBJECT: Loading List.

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

1. Following is the list of Combat Crews participating in today's Mission. 42-39450

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

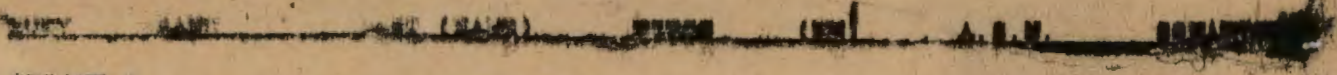
DUTY	2nd Lt. STIMSON, BONDING Jr. NAME LAST (NAME) FIRST (MI)	0799455 S.N.	614th SQUADRON
	<del>2nd Lt. LADLO, Edwin W.</del>	<del>0748654</del>	
P	2nd Lt. O'NEAL JOHN E.	0671169	"
CP	2nd Lt. PFAFFMAN, JACK L.	0749739	"
N	Sgt. Sherman, Babon C.	31172258	"
B	S/Sgt. Rukurin, Earl E.	33301983	"
RO	Sgt. Melia, Paul S.	32896521	"
**TT	Sgt. LeSage, Alfred	13068963	"
BT	S/Sgt. Sandford, Franke W.	4458488	"
TG	S/Sgt. Cohen, Franklin C.	14044099	"
LWG			
RWG	42-39969		

DUTY	2nd Lt. WALSH, ROBERT P. NAME LAST (NAME) FIRST (MI)	S.N.	614th SQUADRON
	<del>2nd Lt. FIMBERLANE, ROBERT H.</del>	<del>0687721</del>	
P	2nd Lt. MATRICIAN, MICHAEL	0690478	"
CP	2nd Lt. PORTER, GUY R.	0748098	"
N	S/Sgt. Zappala, Vincent	32573092	"
B	S/Sgt. Stallcup, Mowe H.	36186641	"
RO	Sgt. Collie, Perry O.	36427682	"
**TT	Sgt. Brgoch, Ludvick J.	19180643	"
BT	Sgt. Cartmill, Charles L.	35560963	"
TS	Sgt. Layland, John M.	37457551	"
LWG			
RWG	42-51116		

DUTY	2nd Lt. Cammack, Vernon K. NAME LAST (NAME) FIRST (MI)	S.N.	614th SQUADRON
	<del>2nd Lt. HARGER, ROBERT W.</del>	<del>0802719</del>	
	2nd Lt. HASKINS, GECIL A.	0805448	"
CP	2nd Lt. WHITE WILLIAM C.	0685604	"
N	T/Sgt. Timme, Glenn A.	0679423	"
B	T/Sgt. Slate, Chester A.	32581704	"
K	S/Sgt. Times, Ensign S.	14134208	"
**TT	S/Sgt. Price, John R.	6864052	"
BT	S/Sgt. Wanke, Charles P.	16151789	"
TG	S/Sgt. Harlow, Clevy D.	12180793	"
LWG		36426472	"
RWG			

\*\* Enter complete number of aircraft  
 Designate Engineer





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

42-39820

P	-			
CP	*			
N	-	2nd Lt. KIRKHOFF, DONALD V.	0801998	614th
B	-	2nd Lt. SOMOLAK, BERNIE V.	0884871	"
RO	-	2nd Lt. PIERCE, MYRON E.	0749399	"
**TT	-	1st Lt. MONTONE, LINDA J.	0782439	"
BT	-	T/Sgt. Cook, Harold	85458368	"
TG	-	S/Sgt. Nicholas, Charles L.	18084638	"
LWG	-	S/Sgt. Merritt, William H.	81208844	"
RWG	-	S/Sgt. Conn, Leroy	89279888	"
		Sgt. Spol, Leonard E.	87461868	"
		Sgt. Wolf, William G.	87201936	"

\*Plane # \_\_\_\_\_

42-

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

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

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

- P -
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- I -
- I -
- LO -
- \*\*TT \*
- BT -
- TG -
- LWG -
- RWG -

\* Enter Complete number of Aircraft  
 \* Designate Engineer



53

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

January 7, 1944

SUBJECT: Loading List.

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

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

\*PLANE # 42-37833

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A. S. N.	SQUADRON
P Capt.		Beers	Robert	W.	0-24910	615th
CP 2nd Lt.		Byrne	Howard	E.	0-743405	615th
N 2nd Lt.		Gershon	Harold	(NMI)	0-800107	615th
B 2nd Lt.		Ritch	William	L.	0-30855	615th
RO P/Sgt.		Meehan	John	J.	33225533	615th
**TT T/Sgt.		Young	Clarence	E.	32449970	615th
BT S/Sgt.		Graft	Allen	H.	37225198	615th
TG S/Sgt.		Turvey	John	E.	35418881	615th
LWGS/Sgt.		Grigg	Franklin	M.	37125226	615th
RWGS/Sgt.		Lynn	Kenneth	J.	12167944	615th

\*PLANE # 42-37893

P Capt.		White	Ralph	J.	0-24895	615th
CP 1st Lt.		Lewis	Clyde	A.	0-800905	615th
N 1st Lt.		Causey	Rufus	F.	0-874149	615th
B 2nd Lt.		Arnold	Harold	S.	0-881515	615th
RO Sgt.		Miner	Clarence	R.	12098509	615th
**TT T/Sgt.		Weber	Melvin	C.	37261444	615th
BT S/Sgt.		Howell	James	E.	35398898	615th
TG Sgt.		Cushing	Leonard	H.	19074527	615th
LWGSgt.		Tosh	William	A.	35431864	615th
RWGSgt.		Durben	Francis	J.	17154973	615th

\*PLANE # 42-31069

P 2nd Lt.		Wysocki	Stephen	(NMI)	0-877398	615th
CP 2nd Lt.		Gardner	Edward	T.	0-745881	615th
N 2nd Lt.		Taylor	James	(NMI)	0-750228	615th
B 2nd Lt.		Gurvin	Robert	M.	0-878945	615th
RO Sgt.		Kenny	Gerard	M.	12157361	615th
**TT Sgt.		McIntyre	William	(NMI)	33289742	615th
BT Sgt.		Clare	David	E.	13092862	615th
TG Sgt.		White	James	R.	37130328	615th
LWGSgt.		Koon	Ernest	H.	34441033	615th
RWGSgt.		Ostrowski	Julius	F.	31158476	615th

\*\* Enter complete number of aircraft  
 Designate Engineer



42-39304

	2nd Lt.	Kaminski	Vincent	(NMI)	C-808408	615th
	2nd Lt.	Mallon	Richard	H.	C-803039	615th
	2nd Lt.	Widdinger	John	H.	C-784214	615th
*P	2nd Lt.	Gallagher	Joe	G.	C-879498	615th
	Sgt.	Sheehan	Elmer	R.	14182860	615th
P	Sgt.	Dragalis	Donald	L.	16133104	615th
CP	Sgt.	Gantin	Merlin	L.	16138376	615th
N	Sgt.	Bosowski	Stephen	R.	35561239	615th
B	Sgt.	Powell	Gerald	J.	36418204	615th
RO	Sgt.	Broadholt	Jay	T.	14188588	615th

42-37843

	2nd Lt.	Sprecher	Donald	G.	C-804753	615th
WVG	2nd Lt.	Masoomian	Zaven	H.	C-887313	615th
RWG	2nd Lt.	Tinkiepaugh	Kenneth	W.	C-880608	615th
*Plane	2nd Lt.	Wales	Klen	A.	C-747830	615th
	S/sgt.	Allen	Robert	E.	35091829	615th
P	S/sgt.	Anderson	Ole	(NMI)	39488398	615th
CP	Sgt.	Smart	Donald	W.	36409340	615th
E	Sgt.	Ross	Harry	A.	13148489	615th
F	Sgt.	Vindhurat	Raymond	G.	19088088	615th
RO	Sgt. Schneider	Ernie	Charles	R.	33409014	615th

42-37839

	2nd Lt.	Nicklavsky	Donald	T.	C-803886	615th
WVG	1st Lt.	Gould	George	(NMI)	C-800801	615th
RWG	2nd Lt.	Manning	Charles	H.	C-785018	615th
*Plane	2nd Lt.	Keller	Neal	L.	C-878960	615th
	S/sgt.	Kilbans	John	A.	37844826	615th
	S/sgt.	Washinski	Alexander	G.	38863849	615th
P	Sgt.	Killgore	Richard	A.	16191616	615th
	Sgt.	Gasparris	Gerard	S.	36280548	615th
	Sgt.	Schmidt	Max	H.	16148886	615th
	Sgt.	Miszkowicz	Edward	J.	37828820	615th

\*PLANE

- P
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- WVG
- RWG



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

7 January 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 7 JANUARY 1944

TAKE-OFF: 0630. 3/10 stratocumulus, base 7,000', tops 8,000'. 9/10 altocumulus, base 15000'. Visibility 4 miles. Surface wind 250 degrees at 12-16 mph.

ROUTE OUT: 4-5/10 stratocumulus, base 6-7,000', top 7-8,000'. 8-9/10 altocumulus, base 16,000', tops 19,500' over England, becoming 6-8/10, tops 16,000' over channel and 10/10, tops 12-14,000' over the continent. 2-3/10 thin cirrus over England at 24-26,000' becoming nil over channel. Visibility unrestricted above clouds.

TARGET: 1157. 10/10 altocumulus, tops 12-14,000'. Visibility unrestricted above clouds.

RETURN ROUTE: 4-6/10 stratocumulus, base 3000', tops 3500' over England. 10/10 altocumulus, tops 12-14,000' over continent, becoming 4-5/10, tops 12-14,000' over the Channel and 8-10/10, base 8000', tops 10-12,000' over England. 3-5/10 thin cirrus at 30,000' or more over England. Visibility unrestricted above clouds and variable 1-6 miles beneath the clouds over England.

BASES ON RETURN: 1154. 7/10 stratocumulus, base 4500'. 10/10 altocumulus and altostratus, base 8000'. Visibility 2500 yds. Surface wind 270 degrees at 9 mph.

REMARKS: Light, non-persistent contrails at 24,000'. Moderate, persistent contrails from fighters at 28,000' and above. Light clear ice in M<sub>3</sub> over England on route out. Winds as briefed. Temperatures as briefed.

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



# OPERATIONAL ROUTE FORECAST

DATE Jan 7, 1966  
 PERIOD 0720-1000 UTC  
 Hq SOS USAPP 9-43/90M/15227

DECLASSIFIED PER NAID 245005  
 BY 534 NARA DATE 3/5/11

	A <u>base to 5° E</u>	B <u>5° E to target</u>	C <u>target</u>	D <u>target to base</u>
<b>WEATHER</b>	<u>Cloudy with haze long</u> <u>cloudy</u>	<u>Cloudy to overcast</u>	<u>Cloudy to overcast</u>	<u>Cloudy to overcast</u>
<b>CLOUDS</b>	<u>5-7/10 variable strato-</u> <u>cumulus base 2-3000 ft</u> <u>tops 5000 ft increasing to</u> <u>8-10/10 stratocumulus at</u> <u>5°E - 0-3/10 patchy alto-</u> <u>cumulus base 12000 ft top</u> <u>14000 ft. 0-3/10 fine cirrus</u> <u>base 25000 ft.</u>	<u>8-10/10 stratocumulus base</u> <u>2000-3000 ft tops 5000 ft</u> <u>occasional large breaks.</u> <u>0-3/10 altostratus base</u> <u>12000 ft top 14000 ft</u> <u>increasing to 4-6/10 patchy</u> <u>tops 14000 ft.</u> <u>and variable altostratus</u> <u>base 12000 tops 14000 ft.</u> <u>0-3/10 fine cirrus base</u> <u>25000 ft long 3-5/10 fine</u> <u>cirrus base 25000 ft at</u> <u>target.</u>	<u>8-10/10 stratocumulus base</u> <u>2-3000 ft tops 5000 ft with</u> <u>occasional large breaks.</u> <u>4-6/10 patchy and variable</u> <u>altostratus base 12000 ft</u> <u>tops 14000 ft.</u> <u>3-5/10 fine cirrus base</u> <u>25000 ft.</u>	<u>8-10/10 stratocumulus</u> <u>base 2-3000 ft tops</u> <u>5000 ft with occasional</u> <u>large breaks decreasing</u> <u>to 5-7/10 stratocumulus</u> <u>base 2-3000 ft tops 5000</u> <u>ft at base.</u> <u>4-6/10 patchy and variable</u> <u>altostratus base 12000 ft</u> <u>top 14000 ft over entire</u> <u>route. 3-5/10 fine cirrus</u> <u>base 25000 ft decreasing</u> <u>to 0-3/10 at 25000 ft.</u>
<b>ICING</b>	<u>7000 ft - - Nil</u>	<u>7000 ft lessening to 6000</u> <u>ft at target - - Nil</u>	<u>6000 ft - - Nil</u>	<u>6000 ft long 7000 ft at</u> <u>base - - Nil</u>
<b>VISIBILITY</b>	<u>2-3 miles long unrestricted</u> <u>above cloud</u>	<u>Unrestricted above cloud.</u> <u>3-5 miles at surface</u>	<u>Unrestricted above cloud.</u> <u>3-5 miles at surface</u>	<u>Unrestricted above</u> <u>cloud long 3-5 miles at</u> <u>base</u>
<b>HEIGHT</b>	<b>DIRECTION</b>	<b>VELOCITY</b>	<b>DIRECTION</b>	<b>VELOCITY</b>
<b>SURFACE</b>	<u>270</u>	<u>25 knots</u>	<u>Plus 5</u>	<u>Nil; haze persistent</u> <u>variable at clouds</u>
<u>5000 FT</u>	<u>280</u>	<u>35</u>	<u>Plus 2</u>	<u>level heading light non-</u> <u>persistent between 15000</u>
<u>10000 FT</u>	<u>290</u>	<u>40</u>	<u>Plus 5</u>	<u>ft and cirrus base.</u>
<u>15000 FT</u>	<u>310</u>	<u>45</u>	<u>Plus 12</u>	
<u>20000 FT</u>	<u>310</u>	<u>50</u>	<u>Plus 26</u>	
<u>25000 FT</u>	<u>310</u>	<u>60</u>	<u>Plus 39</u>	
<u>30000 FT</u>	<u>320</u>	<u>65</u>	<u>Plus 50</u>	

**E ALTIMETER SETTING** 30.12 **TARGET SURFACE TEMP.** Plus 5 **TARGET MEAN TEMP.** Plus 11.5  
**TEMP. AT** 25000 **FT.** Plus 24 **TARGET SURFACE (PRESSURE-ALT)** 129 **ft**



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

A.P.O. 634  
7 January 1944

SUBJECT: B-4 Combat Mission Report on Mission 7 January 1944.

TO : Commanding Officer, 1st Bombardment Division, APO 634.

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

Broken Oxygen Lines (1) Rough Engine (1)  
Bomb Bay Door Retracting Mechanism (1)

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

Leaking Vickers Unit (2) Failure of Bomb Rack to Release (1)

3. The following failures other than Engineering and Armament were reported, with the number of cases in parenthesis:

Heated Spit Out (1) Heated Boots Out (1)

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



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

A.P.O. 634  
7 January 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128

1. Abortives.

a. Airplane No. 42-37843 returned early for the reason that oil pressure on # 2 engine dropped to 55 lbs. at altitude of 15,000 ft., but returned to normal upon descent. Ground check and subsequent test flight reveal no malfunction.

2. Battle Damage.

a. 42-39820 - Small flak hole in leading edge of right horizontal stabilizer, de-icer boot torn; Small rip in top of left elevator, caused by flak; Co-pilot's windshield cracked by spent shell casings; Small rip in right side of rudder, caused by flak.

b. 42-39893 - Flak hole in top of left wing, outer panel near trailing edge.

c. 42-37833 - Small flak hole in top of left wing, near leading edge, between # 1 and # 2 nacelles.

d. 42-31034 - Two small flak holes in top of # 1 ring cowl.

e. 42-40060 - Small flak hole in left side of vertical stabilizer.

f. 42-31511 - Flak hole in # 4 prop blade; Flak hole in center of plexiglas nose; Small flak hole in leading edge of left wing, between # 1 and # 2 nacelles; Flak hole in left side of vertical stabilizer.

<u>TOTAL NO.</u> <u>OF A/C</u>	<u>MAJOR</u> <u>DAMAGE</u>	<u>MINOR</u> <u>DAMAGE</u>	<u>BY</u> <u>FLAK</u>	<u>BY FLAK</u> <u>&amp; FRIEND</u>
6	0	6	5	1

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



AAF STATION 128  
APO 634

ABORTIVE REPORT

DATE 7 January 1944.

SQUADRON 615th AIRPLANE 42-37843 PILOT 2nd Lt. Sprecher CP 2nd Lt. Masoomiam

PILOT'S STATEMENT:

Aborted from mission because the oil pressure on Engine No. 2 dropped to 55 lbs at an altitude of about 15,000 ft, but returned to normal upon decent. Returned to Base anyway.

INSPECTION OF AIRCRAFT OR EQUIPMENT REVEAL THE FOLLOWING DEFECTS OR MALFUNCTION:

Ground tested and found O.K. To be flight tested this date.

*Flight Tested and found OK*

ENGINEERING OFFICER



612TH BOMBARDMENT SQUADRON (H)  
401ST BOMBARDMENT GROUP (H)  
OFFICE OF THE ENGINEERING OFFICER  
STATION 128  
APO 634

7 JANUARY, 1943

SUBJECT: BATTLE DAMAGE REPORT

TO : GROUP ENGINEERING OFFICER, 401ST BOMB. GROUP, STATION 128

1. THE FOLLOWING IS THE BATTLE DAMAGE REPORT FOR THE AIRCRAFT OPERATED BY THIS SQUADRON FOR THE MISSION COMPLETED THIS DATE:

42-40050

1. FLAK HOLE IN LEFT SIDE OF VERTICLE FIN.

42-31511

1. FLAK NICK IN # 4 PROP. BLADE.
2. FLAK HOLE IN CENTER OF PLEXI-GLASS NOSE.
3. FLAK HOLE IN LEADING EDGE OF LEFT WING, 2" TO THE RIGHT OF # 2 OIL COOLER.
4. FLAK HOLE IN VERTICLE FIN, LEFT SIDE.

42-31034

1. TWO FLAK HOLES IN # 1 RING COWLING. 2 O'CLOCK.

*Herbert O. Kimmel*  
HERBERT O. KIMMEL  
1ST. LT, AIR CORPS  
ENGINEERING OFFICER