

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

MISSION No. **182**

Date: **19 DEC. 44**

TO: **SCHLEIDEN, GER. (PRIMARY)**
KOBLENZ, GER. (SECONDARY)

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

I. MISSION SUMMARY REPORT

- A. Narrative of Mission (with Supplementary Data)
- B. Formation Sheets (On Takeoff and over Target)
- C. Lead Navigators Narrative.
- D. Lead Navigators Log.
- E. Track Chart.

II. STATISTICAL SUMMARY OF OPERATIONS

- A. Statistics of Units Participating.
- B. Statistics of Bombing Run (TDAG Form 12E Modified)
- C. Communications Report.
 - (1) Navigational Aids Used.
 - (2) Equipment Failures.
- D. Flak Report.

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 # 182

Date 19 December 1944

ASSIGNMENT

1. Assigned Target: Primary: SCHLEIDEN, GERMANY
 Secondary: KOBLENZ, GERMANY
2. Commitments: The 401st furnished three 12 A/C squadrons for the 94th "A" Group. One PFF A/C was included in each squadron, while a GH A/C was included in the lead and high squadrons, for bombing the primary target. A spare accompanied each formation.

EXECUTION

1. Targets Bombed:

Lead Squadron -	KOBLENZ (PFF)
High Squadron -	SCHLEIDEN (GH)
Low Squadron -	STADTKYLL - T of O
2. a. Group Leader: Lt. Col. E. W. BROWN (Cushman)

Lead Navigator:	Capt. W. B. ANDERSON (Strong-"Mickey")
Extra Navigator:	Capt. H. D. WOOD
Lead Bombardier:	Capt. D. W. FESKIRE
- b. Low Sqdn Leader: Capt. D. A. CURRIE (Harland)

Lead Navigator:	Capt. W. W. HABERER (Fraieli-"Mickey")
Lead Bombardier:	Capt. W. T. HUTSON
- c. High Sqdn Leader: (PFF) 1st Lt. R. C. DUCKWORTH (GH) 1st Lt. D. A. TURK

Lead Navigator:	1st Lt. A. C. WILHELM	2nd Lt. A. M. CONE
Lead Bombardier:	1st Lt. R. W. VUCHA	2nd Lt. R. L. HECKER
Mickey Operator:	1st Lt. D. E. WALTERS	2nd Lt. M. MASON

MISSION SUMMARY REPORT (Cont.)

3. Flight Over England:

a. Takeoff:

Takeoff and assembly was delayed one hour and a half - the lead and deputy had already been airborne before the change. This meant circling the buncher longer than briefed. Four ships (incl 1 spare) failed to take off when one A/C ran off the runway in the poor visibility conditions. All others took off satisfactorily and joined the leader and deputy over the buncher.

b. Squadron and Group Assemblies:

Assemblies were made in good order and 94th "A" departed Cottesmore on time, on course with 35 A/C in Group formation.

c. Route Over England:

Route over England was practically as briefed, however, due to winds being off as briefed 94th "A" reached CP 1 five minutes late. The formation departed the coast but due to the haze and poor visibility it was not known whether it was in proper Division position or not. The wing was in good formation, however, and had a good interval.

4. Attack:

a. Flight to Target:

Although the Division column ahead could not be seen it was thought 94th "A" was only about 2 minutes behind the preceding group (contrails and VHF) Over the continent clouds were encountered from 20,000' to 24,000'. The 94th "A" went under the clouds at first, then it was forced to climb on top. In doing so it lost the high and low squadrons. Due to the weather the primary IP was overrun, and as the turn was made to the secondary the GH in the lead squadron went out, hence another turn was made on the secondary IP to prepare to bomb the secondary target by PFF. The high and low squadrons made separate bombing runs.

b. Bombing Run:

Lead Squadron:

The group flew through bad weather all the way and when we hit the IP the lead squadron was alone having lost the other two squadrons. The GH ship was out so we tried to kill time hoping the high squadron would catch up so we could drop on them but it never was seen again. We started to drop some smoke markers but both the navigator and Mickey insisted that we were not on course so instead of taking a chance we decided to bomb the secondary target by PFF. The secondary was picked up about 28 miles away and run was made. Drift was picked, but because of weak returns and denut of no returns only 70° and 68° sighting angles could be called accurately. Bombs were salvoed by leader, and others used 30 foot intervalometer setting. AFCE worked okay. Results were unobserved but the target area was believed to be hit.

MISSION SUMMARY REPORT (Con)

4. b. High Squadron:

The High Squadron Deputy took over the high squadron lead at the IP from the leader who dropped back and flew an echelon to the left. The GH operator said that deputy was to late getting the lead for him to do much but he would try. The bombardier had to compute the altitude several times for pilot to fly because the squadron had to fly below the clouds. We were approximately one minute from bombs away when the GH operator said that we would have to make a 360° turn and try again. We started from the IP again and everything went well until about one minute before bombs away. Then the GH equipment went out again. ~~Decision~~ had almost been made to go to the secondary target when the GH equipment became operative again. We continued down the bomb run. There were a few small breaks in the clouds and the bombardier tried to do pilotage but due to the constantly changing course he was unable to do so. The GH Operator gave the bombardier his first check point and he turned on his rate meter. He had set a 60° dropping angle in the bombsight; and all other check points the GH operator gave checked out okay at that dropping angle, so the bombardier let it stay. He tried to pick up the target through clouds but was unable to do so. All the bombs went away satisfactorily and the squadron turned off the target with the leader assuming the lead again. Bombs were away at ~~1324~~ 1321. The leader salved with the other aircraft using a 30' inter. setting. AFCE was satisfactory. Results were unobserved.

Low Squadron:

As we approached the IP the Group leader instructed us to bomb on the high squadron leader. Due to clouds we lost contact with lead and high squadrons. As we broke out into clear we saw two squadrons of B-17's on a run. They were too far away to identify so we followed in trail and dropped on their smoke marker after we were unable to catch them. We couldn't make a run for we didn't have a GH ship and our mickey was out. Our navigator said we were beyond the tactical bomb line, the coordinates being 5024-0631E. Bombs were away at 1306. The leader salved, all others used 30' inter. setting. Results were unobserved.

c. Flight From Target:

The group never was able to assemble, so the squadrons started back separately. Over France a diversion message was received and the squadrons took a course to Southern England. The lead squadron found it necessary to fly 500' over the channel.

d. Return to Base:

Due to a gasoline shortage in the lead and deputy lead ships, the lead squadron selected the first available airdrome - 12 A/C landed as a result at Tangmere. The other two squadrons attempted to land at the scheduled diversion airfield- Predannack. Twenty A/C landed there while 3 A/C landed at Benson. No A/C were able to reach home base- however, all landed safely and without casualties.

e. Weather:

Heavy clouds prevailed over the continent at the briefed altitude -

MISSION SUMMARY REPORT (Cont.)

4. e. 10/10ths undercast throughout. Contrails were dense but over the target it was clear at briefed altitude.

f. Fighter Support:

Only 6-8 P38's were seen just before IP.

g. Comments on Formation:

Squadron formation was good considering weather difficulties. Group formation was almost impossible to maintain satisfactorily.

h. Conclusions and Recommendations:

Recommend that there be better weather forecasting or at least permit our own forecasters to say what they think rather than "parrotting" 8th A.F. reports.

5. Aircraft Not Attacking:

All scheduled A/C attacked a target.

6. Enemy Opposition:

No air or ground opposition was seen or encountered.

7. Battle Damage:

None.

8. Casualties:

None.

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

10. Bombing Data:

a. Observations:

No observations of bombing of targets were possible because of the complete undercast.

b. Disposition of Bombs:

Lead Squadron: All of the 12 A/C E.E.T. bombed the secondary target, dropping 142 X 500# M64 bombs. (the spare filled in the low squadron)

Low Squadron: All of the 11 A/C E.E.T. bombed a T of O (5025-0631, Stadtkyll) dropping 131 X 500# M64 bombs. (Includes a spare A/C from both lead and high squadrons)

High Squadron: All the 12 A/C E.E.T. bombed the primary target dropping 142 X 500# M64 bombs. (the spare filled in the low sqdn)

MISSION SUMMARY NARRATIVE (Conold)

10. c. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs				
	Over Target	Bomb- ing	Num- ber	Size	Type	Fusing Nose Tail	
Koblenz (Secondary)	12	12	142	500#	M64	10/10	1/40
Schlieden (Primary)	12	12	142	500#	M64	1/10	1/40
Stadtkyll (T. of O.)	11	11	131	500#	M64	1/10	1/40
Total Bombs on Targets			415*	500#	M64	1/10	1/40
Other Bomb Expenditures			-	-	-	-	-
Bombs Returned			-	-	-	-	-
Total (Loaded on A/C Taking Off)			415	500#	M64	1/10	1/40

* Incl 212 RDX bombs.

11. Lost Aircraft:

None.

Submitted by:

KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer

94th LEAD SQUADRON A GROUP

Combat Sq. Leader: COL BROWN Date: 19 DEC 44

Deputy Sq. Leader: LT BAKER

Deputy Gp. Leader: IF DUCKWORTH

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

CUSHMAN(BROWN)

IN P 8449 PFF

BAKER

GHV 7824

NIELSEN

IN B 6132

*12x500 GP
1/9-1/40*

613 SQDN

614 SQDN

DOUGLAS

IN J 1591

SPUHLER

IN N 8738

CURRAN

IN K 1072

TOUSIG

IN A 8160

RICHARDSON

IW H 6464

ST AUBYN

IW D 7322

HOPLEY

IN N 8862

*Dis load
2300*

CAREY

IN U 7706

BRADLEY

IN F 6313

approx 1/6 - 745

SPARES

COX

IN H 8807

Spar PFF IY M 8371 Disp 31

Grnd spares SC ~~K 8733~~ Disp 17

~~SC D 6992 Disp 12~~

IY ~~U 8488~~ Disp 27

WX ship IW L 0001 Disp 7 Capt Locher.

1447

94th HIGH SQUADRON A GROUP

Combat Sq. Leader: _____ Date: _____

LT DUCKWORTH

19 DEC 44

Deputy Sq. Leader: _____

LT TURK

Deputy Gp. Leader: _____

LT DUCKWORTH

SQDN

615

612 SC JABWOCK

613 IN MACRO

614 IW GOLFCUB

615 IY BUZZARD

DUCKWORTH

IY H 7636 PFF

TURK

GH-2 8007

WOLF

IY H 8758

SQDN

615

SQDN

614

STEGEMAN

IY D 8125

SEDER

IW P 2012

SOMBART

IY B 1730

GERBER

IY R 6146

BABCOCK

IW X 8565

MORAN

IW K

~~IW K~~

8677

MALONEY

IY C 8779

GRACRAFT

IY K 8425

SPARES

JORDAN

IY ~~N~~ 810

HAIR

IY F 7664

Spare PFF IY M 8371 Disp 31

Grnd spares SC ~~K-8733~~ B-1662-19 Disp 17

SC D 6992 Disp 12

IY ~~C-2468~~ X-1425-25 Disp 27

WX ship IW L 0001 Disp 7 Capt Locher.

LOW SQ 94TH A GROUP

CAPT CURRIE

19 Dec 44

Combat Sq. Leader: _____ Date: _____

LT CROMER

Deputy Sq. Leader: _____

LT DUCKWORTH

Deputy Gp. Leader: _____

612
SQDN

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

HARLAN (CURRIE)

SC Q 3153 (PPF)

SCHLIMMANN

CROMER

SC J 7790

SC K 8733

612
SQDN

614
SQDN

THORNE

GROZIER

SC M 7039

IN Z 3530

HUEHLL

CAMPBELL

WHITE

THOMPSON R

SC F 3541

SC R 2393

IN O 7602

IN T DEAY
3646

BLONTSCHER

SC T 3788

MARTIN

ASCHENBACH

SC S 3680

SC C 9993

SPARES

FRENCH

SC H 2398

6-14
6-64

(SAN-401/LEAD/884-0)(19-12-44)(1591-7-25000) KOBLENZ SCHLEIDEN COME

11/11

Combat Sq. Leader: COL BROWN Date: 19 Dec 1944

Deputy Sq. Leader: LT BAKER

Deputy Gp. Leader: LT DUCKWORTH

94 "A" GP: LEAD SQDN
AT T/O AND CRUISE
& Own Target

SQDN
CUSHMAN (CROWN)
612 SC JAWOCK
613 IN MACRO
614 IW GOLFCLUB
615 IY BUZZARD

NIELSEN
132

449(PFF)
BAKER
U 824 (GH)

SQDN
DOUGLAS
591

SQDN
SPUHLER
738

CURRAN
072

HOPLEY
862

TOUSIG
160

RICHARDSON
464

ST AUBYN
322

GAREY
706

BRADEY
313

SPARES
COX

607 (*flaw with
low speed*)

Combat Sq. Leader: CAPT CURRIE Date: 19 Dec 1944

Deputy Sq. Leader: LT CROMER

Deputy Gp. Leader: LT D. CROWTH

94 "A" Gp; LOW SQDN
AT T/O & CRUISE

L. O. J. J. J.

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

HARLAN (CURRIE)

SCHLIMMANN

153(PFF)

CROMER

790

755

SQDN

SQDN

THORNE

CROZIER

039

330

HUDNELL

CAMPBELL

WHITE

THOMPSON R.

541(NO T/O)

393

602

646

BLOETSCHER

783

MARTIN

ASCHENBACH

630(NO T/O)
SPARES

998(NO T/O)

FRENCH

398(NO T/O)

Combat Sq. Leader: LT DUCKWORTH Date: 19 Dec 1944

Deputy Sq. Leader: LT TURK

Deputy Gp. Leader: LT DUCKWORTH

94 "A" GP: HIGH SQDN
AT T/O & CRUISE.

to own target.

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

636 (PFF)

WOLF
758

TURK
Z
007 (GH)-PFF ALSO

SQDN

SQDN

STEGEMAN
125

SEDER
012

SOMBART
730

GERBER
146

BABCOCK
525

NORAN
662

MALONEY
779

CRACRAFT
425

JORDAN
810

SPARES

MAIRE

664 *(flew with crew again)*

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

Date 19 December 1944

SUBJECT: Lead Navigator's Narrative of Raid on KOBLENZ, 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 0906 hours.
- b. Group formed at 1105 hours on Cottensmore buncher
at 15000 ft.
- c. Wing assembly was completed at 1110 hours at Donington.
- d. Route over England was (~~not~~) flown as briefed.

e. Methods of Navigation over England.

See D.R. Radio

- f. Division formation was joined at 1148 hours at Glaston.
- g. Flight to IP was (~~not~~) as briefed.

h. Methods of navigation to the I.P.

See D.R. Pilotage

i. Bomb run.

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

Bombed Secondary Target

- (2) True heading over target 105.
- (3) Actual Drift 10 left.
- (4) Altitude over Target 22000.
- (5) Time Bombs Away 13214.
- (6) Wind used for bombing 235/74.
- (7) Method of target identification.

P.F.F.

(8) Difficulties on bomb run.

GH went out on Primary

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

(10) Axis of withdrawal 225 degrees.

- j. Group rally was accomplished at ~~none accomplished~~ _____ hrs.
- k. Wing rally was accomplished at _____ at _____ hrs.
- l. Division rally was accomplished at _____ at _____ hrs.
- m. Flight home was ~~not~~ as briefed.

Lead box was separated from rest of group; Wing and division so came home alone -- Flew straight to Dungeness

n. Methods of navigation on return route.

Gee Mickey D.R. and Pilotage

- 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 **OK (No "C" on Rhur)**
- (3) Radio Compass **OK**
- (4) Fluxgate **OK**
- (5) Other Equipment **OK**

Wm E. ANDERSON

Capt, Air Corps

Lead Navigator. **(Lead Box)**

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

Date 19 Dec. 1944

SUBJECT: Lead Navigator's Narrative of Raid on Stadtkyll, 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 0937 hours.
- b. Group formed at 1100 hours on Cottesmore buncher
at 12000 ft.
- c. Wing assembly was completed at 1134 hours at Sp16.
- d. Route over England was (~~not~~) flown as briefed.

- e. Methods of Navigation over England.

Gee, D.R., Radio

- f. Division formation was joined at 1105 hours at Clacton.
- g. Flight to IP was (~~not~~) as briefed.

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

Gee, Mickey, D.R.

1. Bomb run.

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

- (2) True heading over target 70.
- (3) Actual Drift 47 left.
- (4) Altitude over Target 21000.
- (5) Time Bombs Away 1306.
- (6) Wind used for bombing 200/50K.
- (7) Method of target identification.

G.H. Smoke marker

(8) Difficulties on bomb run.

None

(9) Weather over Target.

10/10ths

(10) Axis of withdrawal 215 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 None at _____ hrs.
- m. Flight home was (~~not~~) as briefed.

n. Methods of navigation on return route.

Gee, Mickey, 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 Poor
- (2) Gee O.K.
- (3) Radio Compass O.K.
- (4) Fluxgate O.K.
- (5) Other Equipment Oxygen leak.
Radar alt. out

/s/ W. E. Haberer
W. E. HABERER
Captain, A. C.

Lead Navigator., Low Sq.

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

Date 19 Dec. 1944

SUBJECT: Lead Navigator's Narrative of Raid on Schleiden, 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 0908 hours.
- b. Group formed at 1100 hours on Cottesmore buncher
at 16000 ft.
- c. Wing assembly was completed at 1110 hours at Donington.
- d. Route over England was (~~not~~) flown as briefed.

- e. Methods of Navigation over England.

See, D.R., Radio

- f. Division formation was joined at 1148 hours at Clacton.
- g. Flight to IP was (~~not~~) as briefed.

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

See, D.R., Pilotage

1. Bomb run.

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

Bombed primary by G.H.

- (2) True heading over target 75.
- (3) Actual Drift 410.
- (4) Altitude over Target 21600.
- (5) Time Bombs Away 1328.
- (6) Wind used for bombing 210/50K.
- (7) Method of target identification.

G.H.

(8) Difficulties on bomb run.

Clouds and contrails caused loss of Lead and Lox Boxes.

(9) Weather over Target.

10/10ths coverage, contrails

(10) Axis of withdrawal 50-30N 06-40E to 50-11N 06-09E

- 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.

Crossed English Coast 12 miles South of course and diverted to
Predannack

n. Methods of navigation on return route.

Gee, Pilotage, D.R.

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

q. Performance of equipment.

- (1) Mickey None
- (2) Gee O.K.
- (3) Radio Compass O.K.
- (4) Fluxgate O.K.
- (5) Other Equipment CH O.K.

/s/ Alan L. Cone

ALAN L. CONE

1st Lt., A. C.

Deputy Lead Navigator, High Sq.

PILOT Lt. T.E. Cushman NAVIGATOR Capt W.E. Anderson and Capt. H.D. Wood DATE 19 December 1944

STATIONS	0615	ENGINES	0715	TAXI	0800	T.O.	0815
LEAVE BASE	Cottesmore			0935			
COAST OUT				1000			
ENEMY COAST				1013			
I.P.				1106			
TARGET				1122			
ENEMY COAST				1227			
English coast				1259	ETR	1947	

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

Zero 1000
Ref Alt 22000
Bomb Alt 22000
Oxygen 3---

WATCH Fast Slow RATE Gaining Losing
At G.M.T.

Letdown Normal Division Assembly Clacton to 51 13N 02 55E

FROM TO	W/V UESD	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRI-FT	TRUE HDNG.	VAR.	MAG. HDNG.	C. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA			
														TIME	BODY	ALT.	AZI.
52 14N 00 39W	260	15000	150	163	059	-4	055	10	65	195	19	6	0935	Depart			
Donington "A"	35		150	163	059	-4	055	10	65	195	19	6	0935				
52 51N 00 12W	*	*	150	163	059	-4	055	10	65	195	19	6	0935				
52 22N 01 08E	263	16000	150	167	178	A13	191	9	200	159	35	13	1013	English Coast	C.P. #1		
Clacton	36	18000	150	167	178	A13	191	9	200	159	35	13	1013				
51 47N 01 09E	250	20000	150	177	117	A9	126	9	135	201	75	22A	1036	Coast	C.P. #2		
51 13N 02 55E	230	22000	150	182	117	A8	128	8	136	193	97	30	1106	I.P.	C.P. #3		
50 29N 05 11E	210	22000	150	184	087	A13	100	7	107	205	50	15A	1122	Target			
I.P.	47		150	184	087	A13	100	7	107	205	50	15A	1122				
50 12N 06 08E	210	22000	150	184	213	-1	212	7	219	137	25	11A	1134				
I.P.	47		150	184	213	-1	212	7	219	137	25	11A	1134				
51 13N 02 55E	210/25	10000	150	151	297	-8	289	8	297	136	65	29	1227	Coast out	C.P. #9		
Donington	210/21	6000	150	161	307	-7	300	9	309	152	40	16	1259	English Coast	Cross in		
New Market	210/22	2000	150	133	295	-8	287	10	297	121	39	20	1319				
52 14N 00 24E	*	*	*	*	343	-9	334	10	344	139	27	12	1331	Wing Break up			
Wishah																	
52 40N 00 10E	*	*	150	*	250	-2	248	10	258	112	30	16	1347	ETR			
Base																	
Clacton	LAST TIME OF TAKE OFF TAXIS 15 minutes to climb												0928				
Cottesmore	Last time for Group Departure												0944				
Clacton													1013	Arrive			
													0944				
													1013	Arrive			
	Flares McEwan																
	YHP - Code for Authentication "Paul Jones" Abandon Mission - Mike - Tare - Obce																
	INTERVAL - 2 minutes between groups																
	SPARES - TURN BACK AT 03 45E (Ghent, Belgium)																

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	I.A.S. MPH /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		G. S.	TO RUN		E.T.A.	
										DIST.	TIME		DIST.	TIME		
0908			320		Heading on 330 to gain 1/2 Altitude		150	1000 -4								
0923			320		Turned back to buncher 222/52 (Weather A/C)		150	8000 -4								
0926			138		Heading back to buncher		140	8500 -4								
0935			160		Cottesmore buncher (30 minutes delay)		145	13500 -8								
0950					Circling buncher Began assembling Gp and Sqds		145	15000 -20								
1100					Gp Assembled											
1105			55		Departed Point "y"		150	15000 -20						06	1111	
1110 1/2			55		Point "A"		150	15000						19	1130	
1112			130		52 57N 00 09W		150	15000								
1117 1/2	130	A9	139				150	15000		14 3/4	5 1/2	161	44	16	1133	
1121	170		145				150	15000		25	9	166	34 1/2	12 1/2	1133 1/2	
1125	150	A15	165		52 38N 01 40E		150	15000								
1131			165		52 33N 00 53E		150	15000								
1133			165		Point "D" off left wing		150	15000 -20								
1134 1/2			202				150	15000				159	33	12 1/2	1147	
1140			185				150	15000								
1148			165		C.P. #1 Clacton		150	18000						10	23	1211
1150 1/2			125				145	18500 -28								

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNC.	MAC. HDNC.	NAVICATIONAL OBSERVATION	GENERAL OBSERVATION	IAS. MPH. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		C. S.	TO RUN		E.T.A.	
										DIST.	TIME		DIST.	TIME		
1152					51 42N 01 20E		150									
1156	109	A16	125				150	20200			17 1/2	6	175			
1158	120	A16	136				150						178			
1200			136				150	21000 -32								
1203	110	A26	136				150				37 1/2	12 1/2	180			
1206	120	A26	146										185	25	08	1214
1210	122	A24	146		wind 235/74 (Gee Wind)		150	22000 -31	185		12 1/2	4	188			
1214			146		C.P. #2 51 14N 02 55E		150	22000					188	97	31	1245
1217	122	A24	146		Letting down to 20000		150	22000	185		31 1/2	11	172			
1224			146				150	22000 -31								
1230			149				150	20000 -31								
1234	110	A20	130		10 mi flight of Brussels		150	20000					188	40	13	1247
1242	87	A12	99				150	20000 -31								
1246			99		50 29N 05 11E I.P.		150	20000					240			
1250			150				150	20000 -31								
1253			150		50 20N 05 35E		150	20000								
1258			165		50 37N 06 00E		150	20000								
1259			150				150	20000					220	15 1/2	4 1/2	1304
1306					Fighters 6 o'clock low		150						165	10	3 1/2	1310
1311	73	A7	80		50 10N 06 40E I.P. for Secondary		150	22000					230			
1314			80		50 13N 06 58E		150				12	9 1/2	222	18	5	1319 1/2
1318			84		50 18N 07 32E		150	22000								
1321	95	A10	105	112	Bomb Away (Flek at 0700)		150	22000								
1323			150		50 16N 07 43E		150	22000								
1325			225		50 13N 07 48E T.P.		150	21500								
1329			265		50 10N 07 26E T.P.		150	21000								
1337	234	-10	264				150	21			29 1/2	10	176	28 1/2	10	1347
1347	292	15	277		T.P. 52 13N 06 08E		150	21000								
1353					Diversion to BRIDANACK (for 401st)		150	21000								
1355	301	-24	277		50 25N 05 37E		150									
1358			269		50 28N 05 25E T.P.		150	20000			29 1/2	10 1/2	167	106	38	1436
1414			265		Brussels 200 degrees 20 miles		165	14500								
1417			265		Chart 160 degrees 33 miles		150	13500								
1425			265		50 00N 05 13'45"		150									
1431			285		50 00N 05 16N		150									
1434					49 49N 05 14E		150									
1436	297	-12	285				150	6500								
1442	282	-7	270				155	3000								
1448	1452		275		French Coast 50 50N 01 35E		155	3000							6 1/2	1503
1452			275		English Coast 50 56N 00 58E		150	3000								
1509			305				150	2500			8	4	120	15 1/2	08	1517
1517			310		West Walling		150	2000	1000							
1537			285				150	1000								
1550			240		Langere LANDED 1558											

Certified a true copy:

WILLIAM T. SEAWELL
Lt. Col., Air Corps
Commanding

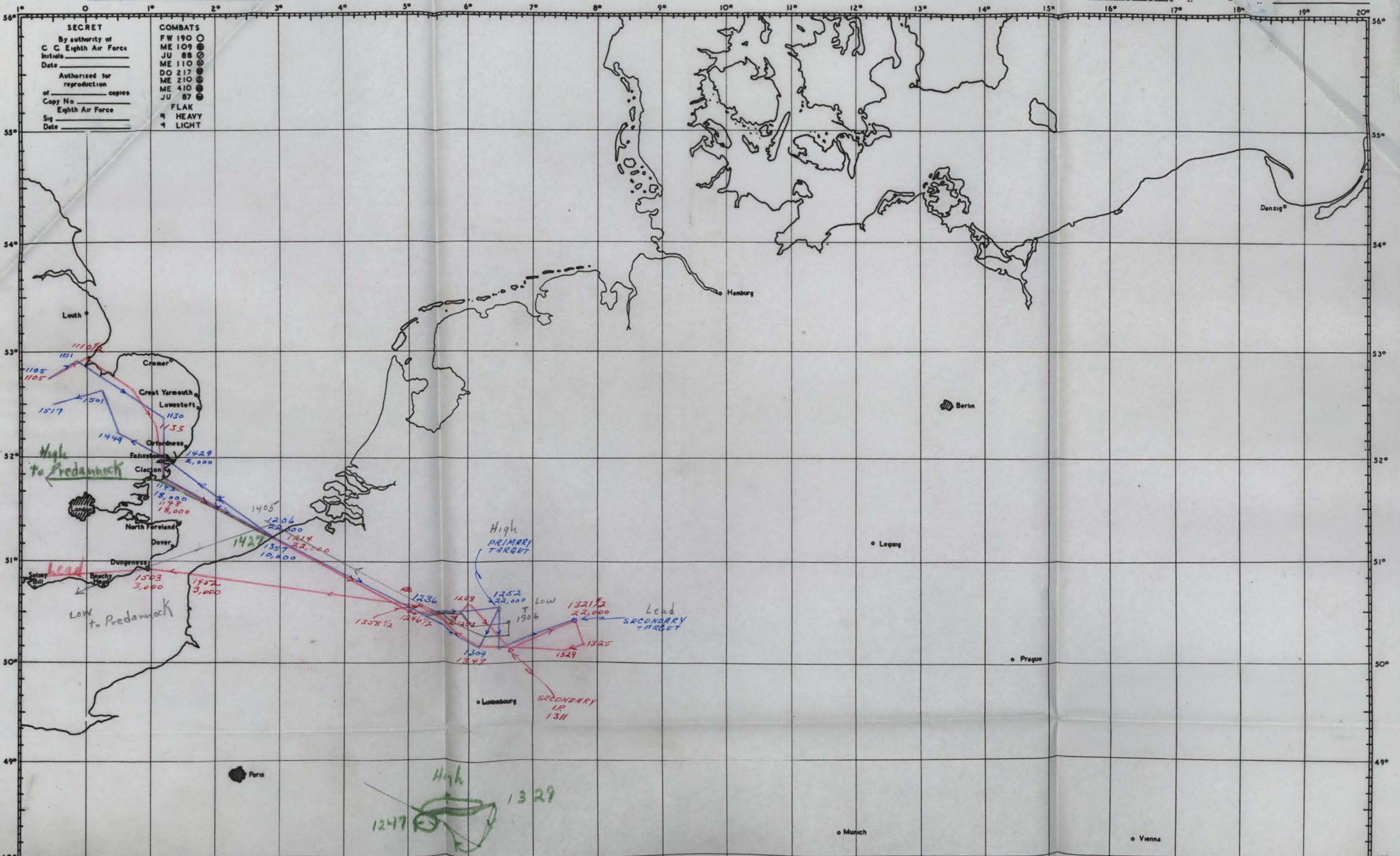
SIGNED _____ NAVIGATOR

TRACK CHART

DATE Dec. 19-44

TARGETS
 PRIMARY Schleiden, Germany
 Secondary Koblenz, Germany

ROUTE FOLLOWED BY Briefed
401st B.G. (H)



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

DECLASSIFIED PER NND 571
 BY 552

(Koblenz-secondary)

TRACK CHART

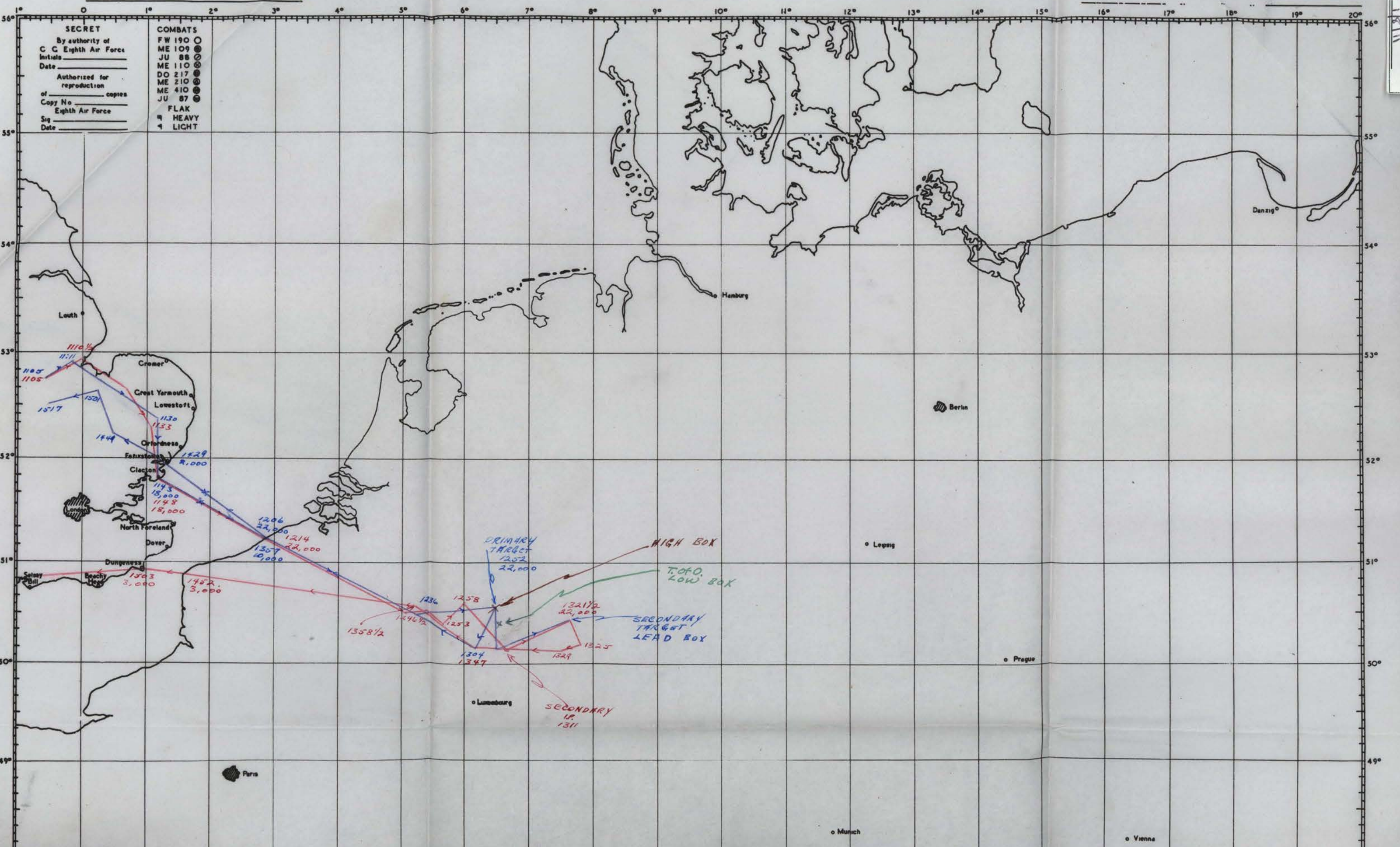
DATE Dec. 19-44

TARGETS

PRIMARY

Koblenz-Schleiden, Germany

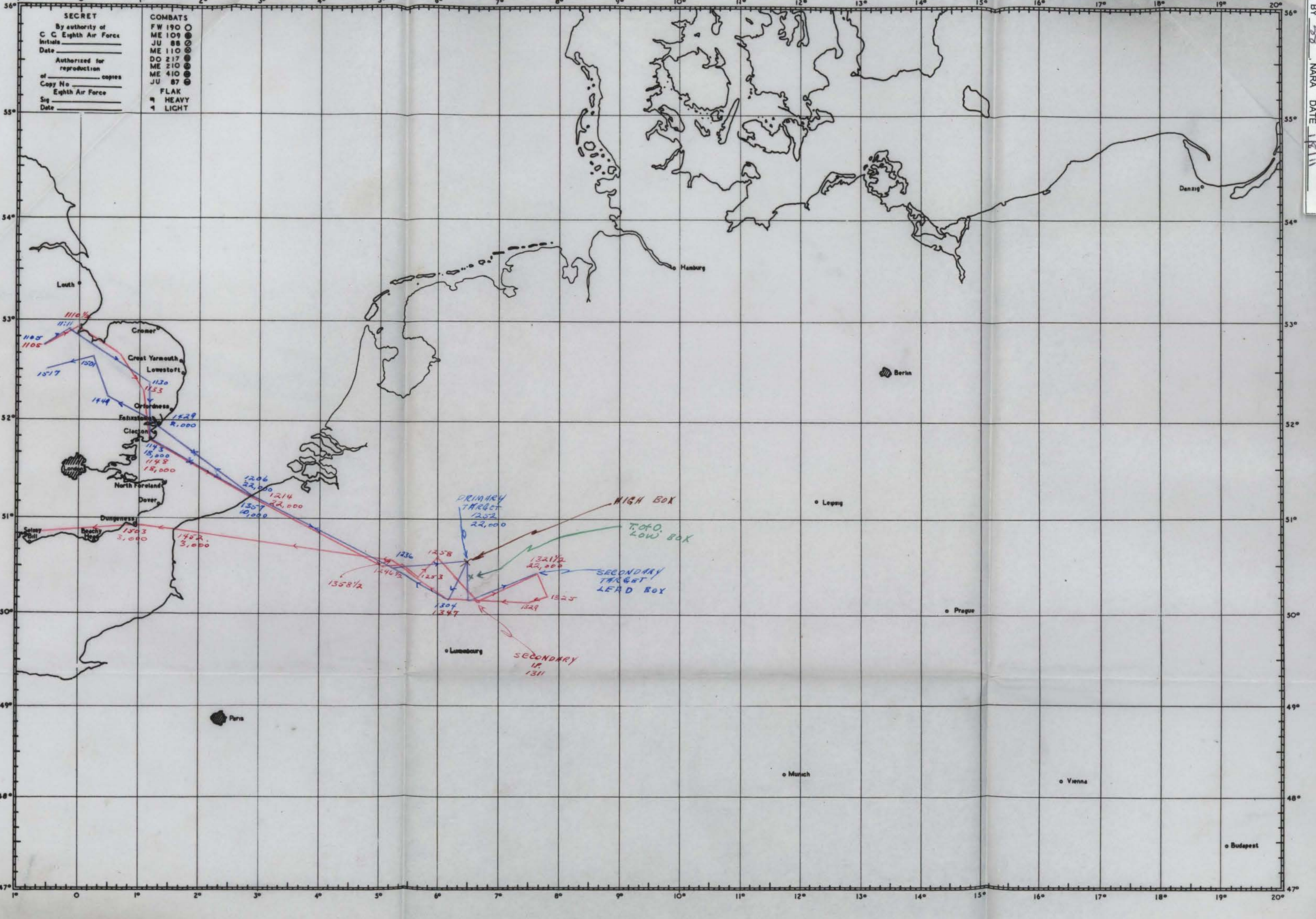
Blue ROUTE FOLLOWED BY Briefed
Red Kobt R.G.(H)



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

DECLASSIFIED PER ANN D145 DD2
BY 58 NARA DATE 12/11



Target No.
I (g) (ii) 27

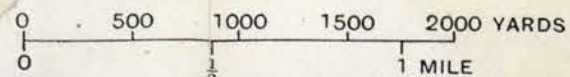
GRID and TRANSFORMER STATION, Etc.

KOBLENZ (GERMANY)

Illustration No.
I (g) (ii) 27/6

Illustration No.
I (g) (ii) 27/6

Secondary



Photographed 1942-1943

(1 : 32,000) approx.

Issued December 1943



A.I.3c(1)

TYPE A

DECLASSIFIED PER ANND 73505
BY 58 NARA DATE 1/8/11

STATISTICAL SUMMARY OF OPERATIONS

801st Group

1st BD F. O. 583

Date of 19 December 1944

	Lead		High		Low	PFF
		PFF - GH		PFF - GH		
1. No. of A/C Failing to Take Off	-	-	-	-	3-	-
2. No. of A/C Airborne	11	1PFF 1 GH	11	1PFF 1 GH	8	1
3. No. of A/C Airborne Less Spares	11	1PFF 1 GH	11	1PFF 1 GH	8	1
4. No. of A/C Sorties	11	1PFF 1 GH	11	1PFF 1 GH	8	1
5. No. of A/C Attacking	11	1PFF 1 GH	11	1PFF 1 GH	8	1
6. No. of A/C Not Attacking	-	-	-	-	-	-
(a) Early Returns Included						
7. Name of Primary Target	SCHLEIDON (GH)					
(a) No. of A/C Attacking			11	1PFF 1 GH		
(b) No., Size & type of bombs			120	22		
			500# GP-RDX	500# GP-RDX		
8. Name of Secondary Target	KOBLENZ (PFF)					
(a) No. of A/C Attacking	11	1PFF 1 GH				
(b) No., Size & type of Bombs	120	22				
	500# GP-RDX	500 GP-RDX				
9. Name of Tertiary Target						
(a) No. of A/C Attacking						
(b) No., Size & type of Bombs						
10. Name of Target of Opportunity	STADTKYLL (PFF)					
(a) No. of A/C Attacking					8	1
(b) No., Size, & type of Bombs					130	11
					500# GP-RDX	500# GP
11. Name of Target Opportunity						
(a) No. of A/C Attacking						
(b) No., Size & type of Bomb						
12. No. of A/C Lost - TOTAL	-	-	-	-	-	-
13. - to Flak						
14. - to Flak & E/A						
15. - to Enemy A/C						
16. - to Accident						
17. - to Unknown						

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Capt Hutson DATE 19 Dec 1944
PILOT Capt Haberer TAKE OFF 0937
NAVIGATOR Capt Harlan AIRPLANE _____
WING 94 A Gp GROUP 401st SQDN Low LANDED 1632
OBJECTIVE Stadtkyll, Germany (MPI) _____
METHOD OF ATTACK Individual Flight Squadron Group wing
NUMBER A/C IN GROUP 12 COMPOSITE GROUP _____
DEFLECTION AND RANGE SIGHTING GROUP Lead A/O COMPOSITE GROUP _____
NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/O
BOMBS, TYPES AND SIZES 5000 GP-BDX FUSING: NOSE 1/10 TAIL 1/40
BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
NUMBER OF BOMBS LOADED 142 x 5000 GP-BDX RELEASED 142
INFORMATION AT RELEASE POINT: FFF
Altitude of Target 1878 Temp Aloft: Metro -29 Actual -29
True Altitude above target 10250 Mag Head, order 107 Actual 70
Ind. Altitude 21000 True Heading 70
Pressure alt of target -293 Drift, Est 151 Actual _____
Altimeter setting 29.92 True Track _____
C.I.A.S. 150 I.A.S. 150 Actual Range _____
G.S. Est 236 Actual _____ B.S.Type B-3
Wind Direc Metro 210 Actual 235 Time of Release 1506
Wind Veloc. Metro 54 Actual 59 Intervalometer Setting 50ft
D.S. 146.7 Trail 51 ATF 37.15 Length of Bombing Run 50 miles
Tan. D.A. Est .59 Actual _____ C-1 Pilot Yes A-5 _____
Mean Temp: Metro -0.5 Actual _____ Manual Pilot _____
Type of Release: Lead A/C Solve Type of Release: Other A/C 50ft

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Capt Fenniro DATE 19 Dec 1944
PILOT 1st. Cushman TAKE OFF 0930
NAVIGATOR 1st. Anderson AIRPLANE _____
WING 34 A GROUP 401st SQUAD. Lead LANDED 1650
OBJECTIVE Neubenz, Germany (MPI) _____
METHOD OF ATTACK Individual Flight Squadron Group wing
NUMBER A/C IN GROUP 12 COMPOSITE GROUP _____
DEFLECTION AND RANGE SIGHTING GROUP Lead A/C COMPOSITE GROUP _____
NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C
BOMBS, TYPES AND SIZES 5000 GP BOX FUSING: NOSE 1/20 TAIL 1/40
BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
NUMBER OF BOMBS LOADED 142 x 5000 GP BOX RELEASED 142
INFORMATION AT RELEASE POINT: FFF
Altitude of Target 1572 Temp Aloft: Metro 29 Actual 31
True Altitude above target 21000 Mag Head, order 107 Actual 108
Ind. Altitude 22000 True Heading 112
Pressure alt of target 2005 Drift, Est 181 Actual 106
Altimeter setting 20.92 True Track 102
C.I.A.S. 180 I.A.S. 180 Actual Range 11700
G.S. Est 236 Actual 257 B.S.Type B-2
Wind Direc Metro 210 Actual 235 Time of Release 1551 1/2
Wind Veloc. Metro 54 Actual 65 Intervalometer Setting 5000
D.S. 141.2 Trail 82 ATF _____ Length of Bombing Run 45 miles
Tan. D.A. Est 37.75 Actual 37.80 C-1 Pilot Yes A-5 _____
Mean Temp: Metro 8.5 Actual _____ Manual Pilot _____
Type of Release: Lead A/C Valve Type of Release: Other A/C 5000

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Hoeker DATE 10 Dec 1944
 PILOT Lt. Turk TAKE OFF 0844
 NAVIGATOR Lt. Goss AIRPLANE _____
 WING 84 A GROUP 401st SQDN High LANDED 1308
 OBJECTIVE Schleiden, Germany (MPI) _____
 METHOD OF ATTACK Individual Flight Squadron Group wing
 NUMBER A/C IN GROUP 11 COMPOSITE GROUP _____
 DEFLECTION AND RANGE SIGHTING GROUP Lead 1/0 COMPOSITE GROUP _____
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1 A/C
 BOMBS, TYPES AND SIZES 500, GP HX FUSING: NOSE 1/10 TAIL 1/10
 BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
 NUMBER OF BOMBS LOADED 181 x 500, GP HX RELEASED 181
 INFORMATION AT RELEASE POINT: GN
 Altitude of Target 1275 Temp Aloft: Metro _____ Actual -30
 True Altitude above target 20000 Mag Head, order 107 Actual _____
 ✓ Ind. Altitude 21000 True Heading _____
 Pressure alt of target -203 Drift, Est 151 Actual _____
 Altimeter setting 29.02 True Track _____
 C.I.A.S. 150 I.A.S. 150 Actual Range 12000
 G.S. Est 235 Actual 248 B.S.Type _____
 Wind Direc Metro 210 Actual 210 Time of Release 1407.5 1228
 Wind Veloc. Metro 64 Actual 48 Intervalometer Setting 30ft
 D.S. 148 Trail 55 1/2 ATF 30.35 Length of Bombing Run 50 miles
 Tan. D.A. Est .55 Actual .60 C-1 Pilot Yes A-5 _____
 Mean Temp: Metro -8.5 Actual -8.5 Manual Pilot _____
 Type of Release: Lead A/C Salvo Type of Release: Other A/C 30ft

CONFIDENTIAL

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

J-A-2

Reference Field Order 583.

19 DECEMBER

1944

SUBJECT: Communications Report, Operational Mission No 182.

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>UNKNOWN</u>	3. HF/DF Bearings	<u>1</u>
Fixed Beacons	<u>UNKNOWN</u>	4. VHF/DF Homings	<u>0</u>
Bunchers, England	<u>UNKNOWN</u>	5. Distress Action	<u>0</u>
Bunchers, Continent	<u>UNKNOWN</u>	6. Total A/C using Gee	<u>36</u>

SECTION TWO - USE OF PFF

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

SECTION THREE - USE OF RCM

1. Total A/C using Carpet	<u>29</u>
2. Total A/C releasing Chaff	<u>29</u>
3. Total number of units released	<u>10,410</u>

SECTION FOUR - ACTUAL DEFICIENCIES BY EQUIPMENT

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

SECTION FIVE - REMARKS

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

CONFIDENTIAL

S E C R E T

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

1. TARGET: ASSIGNED.....Schleiden.....
 BOMBED.....Koblenz-Schleiden.....
 DATE OF MISSION.....19 Dec 1944.....

2. ROUTE AS FLOWN:
 Generally as briefed until separated by weather
 near briefed target.

3.	AT TARGET	ENROUTE
WEATHER - - -	<u>10/10</u>	<u>10/10</u>
CONTRAILS - -	<u>- - -</u>	<u>- - -</u>
SEEN-UNSEEN -	<u>Unseen</u>	<u>Unseen</u>

4. DESCRIPTION OF FLAK AT TARGET:
 NONE

5. FLAK ENCOUNTERED OR OBSERVED ENROUTE: (IN ORDER EXPERIENCED)
 NONE

6. CHAFF; HOW DISCHARGED:.....- - -.....

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

8. DETAILS:-

SQDN. PCS.	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>1806</u>	<u>21,000</u>
<u>High</u>	<u>12</u>							<u>81°M</u>	<u>216°M</u>	<u>1828</u>	<u>21,600</u>
<u>Low</u>	<u>11</u>							<u>75°M</u>	<u>- -</u>	<u>1808</u>	<u>21,000</u>
<u>TOTALS</u>	<u>35</u>	<u>- -</u>	<u>- -</u>	<u>- -</u>	<u>- -</u>	<u>- -</u>	<u>- -</u>				

9. COMMENTS - PHENOMENA:-

- * Lead Squadron bombed Koblenz
- High Squadron bombed Schleiden
- Low Squadron bombed Stadtkyll (8024-0631E).

Lt. P.R. Myers

401ST BOMBARDMENT GROUP (H)

REPORT OF OPERATIONAL
DAY

MISSION SUMMARY REPORT

MISSION -- Abandoned

18 December 1944

ASSIGNMENT

1. Assigned Target: -----
2. Commitments: The 401st Group furnished three 12 A/C squadrons for the 94th "A" Group. Two PFF A/C were included in the lead squadron and one in the high squadron. A spare accompanied each formation.

EXECUTION

1. Target Bombed: None.
2. a. Group Leader: Lt. Col. E. W. BROWN (McCushman)
 Lead Navigator: Capt. W. B. ANDERSON (Strong-"Mickey")
 Extra Navigator: Capt. W. D. WOOD
 Lead Bombardier: Capt. D. W. FESMIRE
- b. Low Sqdn Leader: 1st Lt. R. O. DUCKWORTH
 Lead Navigator: 1st Lt. A. C. WELHELM
 Lead Bombardier: 1st Lt. R. W. VUCHA
- c. High Sqdn Leader: Capt. D. A. CURRIE (Harlan)
 Lead Navigator: Capt. W. E. HABERER (Fraioli-"Mickey")
 Lead Bombardier: Capt. W. T. HUTSON

3. Flight Over England:

a. Takeoff:

Takeoff was made in normal fashion, all ships taking off successfully.

b. Squadron and Group Assemblies:

Squadron and group assemblies were good and were made as briefed over the Cottesmore buncher. The buncher was departed on time on course with a full formation.

MISSION SUMMARY REPORT (Cont)

3. c. Route Over England:

Route over England was as briefed. Control points "A" and "D" were made on time. As the 94th "A" neared Control point #1 it made a double drift to lose a couple of minutes that it had gained and to fall into proper division formation.

4. Attack:

a. Flight to Target:

The flight over the channel and Belgium was as briefed. However cloud layers were gradually building up and upon reaching the Brussels area the tops of the clouds reached almost 30,000'. Just as the German border was reached "Buckeye White" recommended that it would not be advisable to attempt to fly the formation through the solid cloud front. Since the cloud front extended from practically ground level to approximately 30,000' or even higher, the mission was abandoned at 5030 - 0610E and the formations turned back.

b. Return Flight:

After making a 180° turn and then a small 360° to assemble the formation, the wing passed over Ostend on the coast out.

c. Return to Base:

The return course and letdown procedure to base was as briefed, the group gradually letting down from their high altitude and coming in over ~~Maxstowe~~. All ships landed safely at home base.

d. Weather:

Weather was described as between 8/10ths to 10/10ths from continental coast in, of cumulus type, approximately 13,000' to 14,000' tops. Cloud front was reached over Belgium, and after turning back weather remained about the same. Dense, persistent contrails were encountered en-route and back.

e. Fighter Support:

Fighter support was adequate.

f. Comments on Formation:

Formation was generally good until the clouds layers and contrail conditions over the continent were reached.

g. Conclusions and Recommendations:

Weather information furnished by "Buckeye White" was accurate.

MISSION SUMMARY REPORT (Cont)

6. Enemy Opposition:

No enemy air opposition was encountered. And no enemy ground defenses were met.

7. Battle Damage:

None.

8. Casualties:

None.

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

10. Bombing Data:

a. Disposition of Bombs:

All 36 A/C (pluss 3 spares) returned their bombs. They were loaded with 699 X 250# M57 and 78 X 500# M17IB and they were all returned.

11. Lost Aircraft:

None.

Submitted by:

KEN W. DAUBLE
Captain, Air Corps
Statistical Officer

Combat Sq. Leader: LT COL BROWN Date: 18 Dec 44

Deputy Sq. Leader: LT JENNINGS

Deputy Gp. Leader: CAPT CURRIE

401ST Lead sqdn formation
at takeoff and on cruise

613 SQDN

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

CUSEMAN (BROWN)

449

COX

607

JENNINGS

454

613 SQDN

614 SQDN

DOUGLAS

591

SEDER

012

BRADLEY

313

HOPLEY

132

BABCOCK

565

MORAN

677

CAMPBELL

508

SCHELLER

160

KELSO

706

SPARES

CURRAN

072

Combat Sq. Leader: LT DUCKWORTH Date: 18 Dec 44
Deputy Sq. Leader: LT TURK
Deputy Gp. Leader: CAPT CURRIE

401st Low Sqdn formation at
takeoff and on cruise

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

891

MALONEY

TURK

425

077

615 SQDN

614 SQDN

STEGEMAN

CROZIER

125

530

SOMBART

GERBER

WHITE

THOMPSON, R

730

810

151

646

COOPER

485

CRACRAFT

JORDAN

779

551

SPARES

MAIRE

664

Combat Sq. Leader: CAPT CURRIE Date: 13 Dec 44

Deputy Sq. Leader: LT CROMER

Deputy Gp. Leader: CAPT CURRIE

401st HI Sqdn formation at
takeoff and on cruise

612 SQDN
HARLAN (CURRIE)
612 SC JABWOCK
613 IN MACRO
614 IW GOLFCLUB
615 IY BUZZARD

571

COX

CROMER

612 SQDN

614 SQDN

THORNE

SPUELER

039

738

BODDIN

COMER

RICHARDSON

ST AUBYN

398

541

464

322

BLOETSCHER

788

MARTIN

HUDNALL

630

790

SPARES

CAMPBELL

628

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

Date 19 December 1944

SUBJECT: Lead Navigator's Narrative of Raid on Kola (Briefed)

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 0931 hours.
- b. Group formed at 1100 hours on Cottesmore buncher
at 17000 ft.
- c. Wing assembly was completed at _____ hours at _____.
- d. Route over England was (~~xxxx~~) flown as briefed.

- e. Methods of Navigation over England.

Gee Pilotage D.R.

- f. Division formation was joined at 1149 hours at Glaeton.
- g. Flight to IP was (~~xxxx~~) as briefed.

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

D.R. and Gee

1. Bomb run. **NO BOMBS RELEASED**
 - (1) Actual I. P. was (not) as briefed.
 - (2) True heading over target _____.
 - (3) Actual Drift _____.
 - (4) Altitude over Target _____.
 - (5) Time Bombs Away _____.
 - (6) Wind used for bombing _____.
 - (7) Method of target identification.

(8) Difficulties on bomb run.

~~XXXXXXXX~~

(9) Weather over Target.

~~XXXXXX~~

(10) Axis of withdrawal _____.

- 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.

Mission Abandoned

n. Methods of navigation on return route.

Gee D.R. Pilotage

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

q. Performance of equipment.

- (1) Mickey
 - (2) Gee
 - (3) Radio Compass
 - (4) Fluxgate
 - (5) Other Equipment
- All O.K.

Capt H.D. Wood Capt Wm E. Anderson
Lead Navigators

Lead Navigator.

NOTE: NO NARRATIVES SUBMITTED FOR HIGH AND LOW EQDS --ROUTES AND TIMES WERE THE SAME AS LEADS.

FLIGHT PLAN

PILOT Lt. R.R. Gushman NAVIGATOR Capt H.D. Wood and Capt V.E. Anderson DATE 18 December 1944

STATIONS	0816	ENGINES	0910	TAXI	0925	T.O.	0940
LEAVE	Base	Cott	1106				
COAST OUT			1149				
ENEMY COAST			1215				
I.P.			1302				
TARGET			1311				
ENEMY COAST		English Coast	1458		1532		
STR			1619				

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

Zero 1130
Ref Alt 22000
Bomb Alt 25500
Oxygen 4:00

WATCH Fast Slow RATE secs / hour Gaining Losing

At G.M.T.

Let down normal on Cott buncher Div Assem Glaston to 51 15N 02 55E

FROM TO	W/V UESD	HEIGHT	I.A.S. 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.	
52 44N 00 39W Donington		216 63	17000	150	169	058	48	066	10	76	226	19	5	1106 1111				
52 54N 00 12W Thetford "D"		214 67	18000 19000	150	172	130	43	153	10	163	150	46	18	1129				
52 25N 00 45E Glaston C.P.#1		212 71	19000 begin	150	175	159	49	178	10	188	123	41	20	1149	English Coast			
51 47N 01 09E 51 15N 02 55E		210 76	21000 23000	150	181	116	45	141	9	150	168	74	26	1215	Coast	C.P.#2		
50 25N 05 43E		210/79 210/30	21000 25500	150	189	115	45	140	8	148	178	98	13	1254				
50 26N 06 27E		220 65	25500	150	194	089	41	104	7	111	229	28	7 1/2	1302	I.P.			
I.P. TARGET		220 65	25500	150		035	-1	094	6	040	260	38	9	1311	TARGET			
50 57N 07 01E 51 04N 07 20E		"	"	"	"	060	47	067	6	73	253	14	30	1315				
50 53N 07 41E		"	"	"	"	131	40	151	6	157	180	17 1/2	6	1321				
50 19N 07 51E		"	"	"	"	169	45	184	6	190	146	35	14 1/2	1336				
50 07N 07 44E		"	"	"	"	200	46	206	6	212	132	13	6	1342				
50 09N 06 57E		"	"	"	"	274	-16	258	6	264	150	30	12 1/2	1355				
50 13E 05 44E		"	"	"	"	194	-16	259	7	266	150	46	18 1/2	1415	C.P. #3			
50 29N 05 00E		220 63	23000 20000	170	212	300	-17	283	7	290	192	32 1/2	10	1425	Div Break up			
51 17N 03 03E		220 41	14000 8000	170 150	183 147	303	-16	287	8	295	170 136	68 21	24 9	1458	Coast			
Felixstowe		220/35 220/29	5M 2M	130 150	159 133	303	-15	290	9	299 300	151 127	30 46	12 22	1532	Cross in			
New Market		220/29	2M	150	133	295	-12	283	10	293	123	39	19	1551	Wing Break up			
Wisbech		"	"	"	133	243	-10	333	10	343	147	27	11	1602				
52 40N 00 10E Base		"	"	150	133	250	-6	244	10	254	307	30	17	1619	STR			
Base Glaston		220 41	0 -	150	147	124	16	140	10	150	146	78	38	1100 1141	LIFO	48 min to climb		
Last time for group departure 1113																		

FLIGHT RECORD

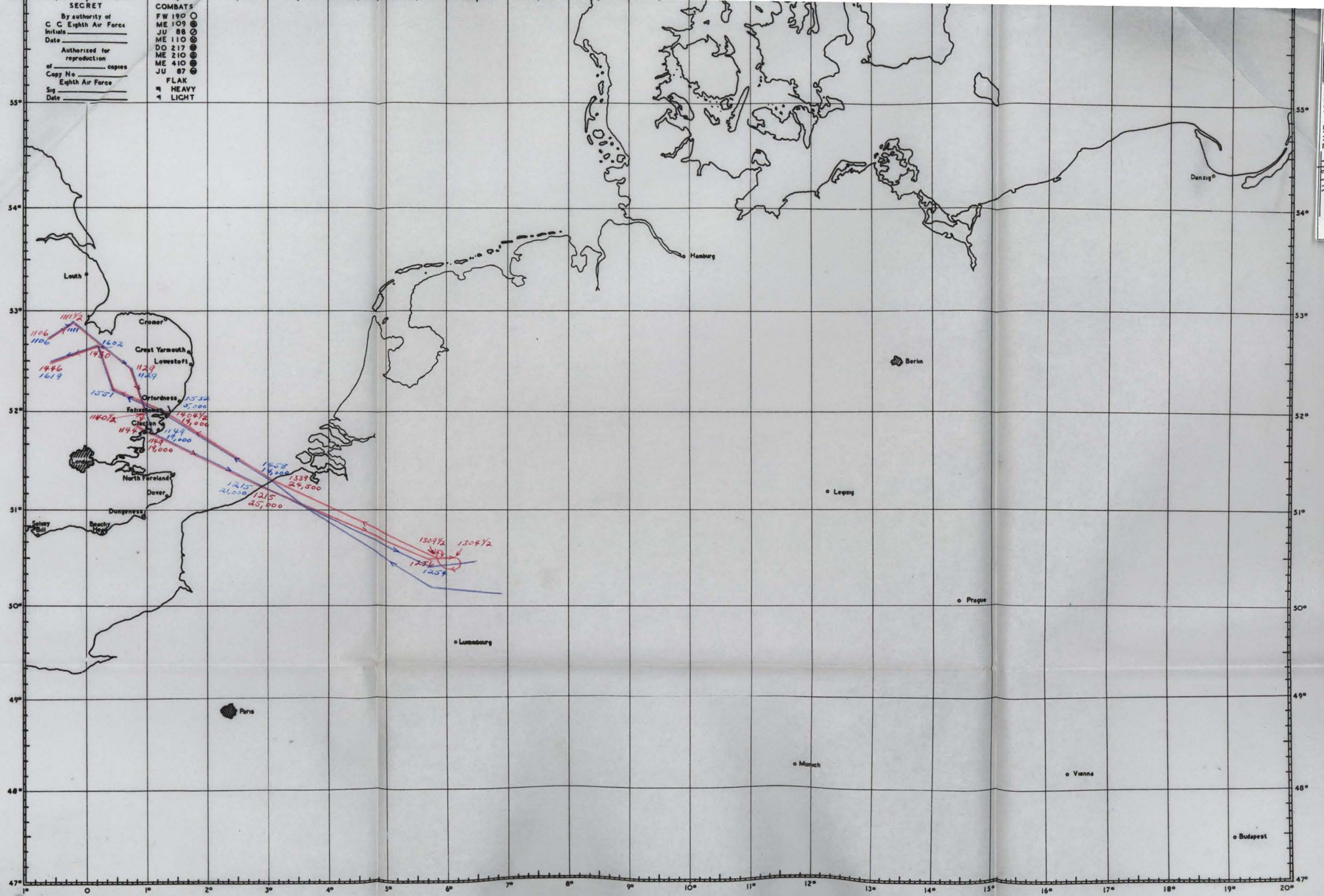
TIME	COURSE	W/V USED &/OR D.R. DRIF	TRUE HDNG.	MAG. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	I.A.S. MPH /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		G.S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
0933			230		Taking 330 heading to gain alt		150	1000							
0950					turned back to buncher			10000							
1007			200		Cottesmore buncher	Assembling Group	150	15000							
1020					A			17000							
1106			66		Departed Point "Y"	220/50 G Wind	150	17000						05	1111
1106 1/2			66					17000							
1108			65		52 48N 00 30E		150	17000							
1111 1/2			100		Point "A" Begin Climb		150	17000						18	1129 1/2
1113			153		52 53N 00 08E			17000							
1117			153		52 45N 00 06E		150	17000		11	4	165	31	11 1/2	1128 1/2
1121	132	42	153		Wind at 18000	225/62	150	19000	172	22	8	165	20	07 1/2	1128 1/2
1125			153		52 41N 00 32E		150	19000							
1129			153		Point D		150	19000						20	1149
1130			178				150	19000							
1132			178		52 18N 00 51E			19000		11	4 1/2	147	21	08 1/2	1145
1136 1/2			178					19000						16	
1138 1/2			178				150	19000							
1140 1/2					Making double drift to	lose 4 minutes	150	19000							

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNC.	MAG. HDNC.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS. MPH. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
1149			110		Control point #1 51 40N 01 10E		150	19000					74	26	1215
1152			141		52 43N 01 22E		150	20000							
1158	11	49	141				150	21000		17	6	170	48	28	1215
1201			138		51 35N 02 05E			22000							
1204	125	425	150				150	22500							
1205	128		150		51 30N 02 28E		150	23000							
1207			150							42 3/4	15	170	23	08	1215
1215			160		Control Point #2		150	25000						39	1254
1220	117		150		Over Bruges	230/58	150	26300							
1225			150		Fighters 12 o'clock High		150	27500							
1228			150		Over center of Ghent										
1233			150		Alert 1 mi. right		150	28600		35	13				
1242			145				150	28500	208			206	48	14	1256
1248			145				150	28500	208			206	27	08	1256
1250			145									206	21	06	1256
1256			105		50 29N 05 43E T.P.		150	28500						08	1304
1302			240		50 30N 06 10E										
1309			230		50 39N 05 51E	180 degree turn to right	150	29500							
1315			240		50 35N 05 25E		150	29500					100	28	1351
1319			274												
1334			274		Ghent 1 miles left										
1336			274		Ship letting down out of lead sqd		170	26000							
1339			274		Coast out 51 20N 03 10E		170	24500							
1340			274		50 24N 03 06E										
1347			268				170	21500							
1350			268				170			22	7	180	43	15	1405
1356	303	-23	280				170	17500							
1404			290		English Coast Felixstowe		170	14000							
1411	285	-15	270				160	13500					29	15	1445
1412			270				160	11000					27	11	1430
1414										26	9	164	14	05	1419
1419					New Market		160	9000							1430
1430			328		Wisbeck										
1446			230		Base										
					LANDED 1450										
					Certified a true copy of the Lead Log										
					WILLIAM T. SHAWELL Lt. Col., Air Corps Commanding										

SECRET
 By authority of
 C C Eighth Air Force
 Initials _____
 Date _____
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 Date _____

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



BY AUTHORITY OF THE SECRETARY OF THE AIR FORCE
 NARA DATE 11/11/05

STATISTICAL SUMMARY OF OPERATIONS

301st Group

1st BD F. C. 582

Date of 18 December 1944

	LEAD		LOW		HIGH
		PFF - GH		PFF - GH	
1. No. of A/C Failing to Take Off	0	-	-		-
2. No. of A/C Airborne	11	2	13		13
3. No. of A/C Airborne Less Spares	10	2	12		12
4. No. of A/C Sorties	-	-	-		-
5. No. of A/C Attacking	-	-	-		-
6. No. of A/C Not Attacking	10	2	12		12
(a) Early Returns Included	10	2	12		12
7. Name of Primary Target	---				
(a) No. of A/C Attacking					
(b) No., Size & type of bombs					
8. Name of Secondary Target	--				
(a) No. of A/C Attacking					
(b) No., Size & type of Bombs					
9. Name of Tertiary Target	-				
(a) No. of A/C Attacking					
(b) No., Size & type of Bombs					
10. Name of Target of Opportunity	--				
(a) No. of A/C Attacking					
(b) No., Size, & type of Bombs					
11. Name of Target Opportunity	---				
(a) No. of A/C Attacking					
(b) No., Size & type of Bomb					
12. No. of A/C Lost -- TOTAL	NONE	NONE	NONE		NONE
13. -- to Flak					
14. -- to Flak & E/A					
15. -- to Enemy A/C					
16. -- to Accident					
17. -- to Unknown					

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

J-A-3

Reference Field Order 582.

18 DECEMBER

1944

SUBJECT: Communications Report, Operational Mission No --.

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>1</u>
Splashers	<u>UNKNOWN</u>	3. HF/DF Bearings	<u>0</u>
Fixed Beacons	<u>UNKNOWN</u>	4. VHF/DF Homings	<u>0</u>
Bunchers, England	<u>UNKNOWN</u>	5. Distress Action	<u>0</u>
Bunchers, Continent	<u>UNKNOWN</u>	6. Total A/C using Gee	<u>39</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>0</u>	<u> </u>
3. Total sets usable for bombing	<u>3</u>	<u> </u>

SECTION THREE - USE OF RCM

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

SECTION FOUR - ACTUAL DEFICIENCIES BY EQUIPMENT

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

SECTION FIVE - REMARKS

Harold M Kennard Jr. yem.
 HAROLD M. KENNARD, JR.
 Capt, Air Corps,
 Gp Com O.

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S E C R E T

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

ASSIGNED..... celebs
 1. TARGET: BOMBED..... Mission Abandoned DATE OF MISSION 18 Dec 44

2. ROUTE AS FLOWN:
As briefed to (5030 - 0610N) at 1502 hours. Made 360° and followed route back as briefed.

3.	AT TARGET	ENROUTE
WEATHER - - -	<u>8/10 - 10/10's cumulus</u>
CONTRAILS - -	<u>30,000 tops. NUMEROUS-</u> <u>NUMEROUS dense, persistent</u>
SEEN-UNSEEN -	<u>None</u>

4. DESCRIPTION OF FLAK AT TARGET:

Did not reach target

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

None

6. CHAFF; HOW DISCHARGED:..... not discharged

7. POSITION OF GROUP:..... 9400 "A"

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>High</u>	<u>12</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>				
<u>Low</u>	<u>12</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>				
TOTALS	<u>36</u>										

9. COMMENTS - PHENOMENA:-

Lt. P. R. Myers.

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

F-A-1

APD 557
16 December 1944

SUBJECT: Abortive Report.

TO : Commanding Officer, 401st Bomb Group (H), AAF Station 128.
ATT: Air Statistical Officer.

The following aircraft aborted from the mission of 15 December 1944 due to the reasons stated:

- a. A/C #43-38077 returned early because of a broken bolt in the throttle linkage. The pilot could not control the engine so feathered the prop and returned.
- b. A/C #42-97478 returned early with an internal failure of #4 engine. This engine had been operating normally, with no excessive oil consumption and no record of overboost.
- c. A/C #44-6113 returned early with internal failure of #2 engine. There had been no rise in oil consumption, and no record of overboost on this engine.
- d. A/C #42-31730 returned early because of internal failure of #4 engine due to battle damage.

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

LEAD SQDN. 94TH "C" GROUP

MAJOR MC CREE

15 DEC. 1944

Combat Sq. Leader: LT. LAWRENCE Date: _____

Deputy Sq. Leader: LT. CUSHMANN

Deputy Gp. Leader: 612

10 X 500 lbs 1/10 1/100
2 201 175

SQDN
MC CREE - HAVEY
SC U 7947 ✓
612 SC JABWOCK
613 IN MACRO
614 IW GOLFCLUB
615 IY BUZZARD

LONG
SC L 8837 ✓
LAWRENCE
SC Q 8153 ✓

612 613

SQDN
AIKEN
SC A 7628 ✓
SQDN
CARSON
IN D 6588 ✓

THORNE
SC M 7039 ✓
BLOETSCHER
SC T 8738 ✓
SCHELLER
IN R 6113 ✓
CURRAN
IN K 1072 ✓

ROADMAN
SC D 6992 ✓

CAMPBELL
SC K 8733 ✓
FRENCH
SC H 2398 ✓

SPARE LEAD (PPF) IN G 8454 ✓ DISP 46
SPARE LEAD (VIS) SC P 1891 ✓ DISP 22
GROUND SPARES SC B 1662 ✓ DISP 19
IN D 7322 ✓ DISP 1
IN X 8565 ✓ DISP 6

SPARES

ASCHENRACH
SC G 9993 ✓

2500 Gas
6:50 Sta
5:00 Brief
4:00 Breakfast
15:06

HIGH SQDN. 94TH "C" GROUP

Combat Sq. Leader: LT. CUSHMANN Date: 15 DEC. 1944

Deputy Sq. Leader: LT. UTTER

Deputy Gp. Leader: LT. CUSHMANN

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

~~CUSHMANN~~ *Prop Gov Out*
~~IW C 8033(PFF)~~

IN 454

KING		UTTER
IW T 8646 ✓		IW R 7780 ✓

SQDN 614

SQDN 613

MAYS
IW P 7395 ✓

HOPLEY
IN N 8862 ✓

MORAN
IW K 8677 ✓

THOMPSON, R.
IW Z 8330 ✓

TAUSIG
IN Q 7931 ✓

COX
IN F 6313 ✓
SC-B 662

WITTMAN
IW A 6508 ✓

WHITE
IW N 8733 ✓
SPARES

MORTON
IW J 2659 ✓

FONDREN
IW Q 7478 ✓

- SPARE LEAD (PFF) IW C 8454 DISP 46
- SPARE LEAD (VIS) SC P 1891 DISP 22
- GROUND SPARES SC B 1662 DISP 19
- IW D 7322 DISP 1
- IW X 8565 DISP 6

LOW SQDN 94th "C" GROUP

Combat Sq. Leader: LT FOWLER Date: 15 Dec 1944

Deputy Sq. Leader: LT TURK

Deputy Gp. Leader: LT CUSHMAN

615th SQDN

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

HASKETT(FOWLER)

IY Q 8077 ✓
GRIMM, W.R.

TURK

IY O 8779 ✓

IN L 8941 ✓

615th SQDN

613th SQDN

STEGEMAN

ANNIS

IY K 8425 ✓

IN U 7796 ✓

HANSON

GRACRAFT

CAREY

STEELE

IY P 8758 ✓

IY F 7664 ✓

~~IN G 8791~~

IN S 2947 ✓

GERBER

IY L 7551 ✓

GRIMM, A.R.

JONES

IY N 8810 ✓

IY B 1730 ✓

- SPARE# LEAD PFF IN C 8454 Disp 46
- SPARE LEAD (VIS) SC P 1691 Disp 22
- GRND SPARES SC B 1662 Disp 19
- IW D 7322 Disp 1
- IW X 8565 Disp 6

SPARES

DJERNES

IY X 1485 ✓

~~SECRET~~
 5-3
 612TH BOMBARDMENT SQUADRON (H)
 401ST BOMBARDMENT GROUP (H)
 Office of the Operations Officer

19th December 1944
 Mission No. 182

SUBJECT: Loading List

TO: Operations Officer, 401st Bomb Group (H), AAF, Station No. 188, APO 557.

A/C 42-39933

P	Aschenbach, Allen D.	2nd Lt.	612th.
CP	Althoff, John E.	2nd Lt.	"
H	Brasill, William R.	2nd Lt.	"
B	Carson, James W.	Sgt.	"
RO	Feigenbaum, George J.	Sgt.	"
FTG	Herndon, William R.	Sgt.	"
TG	Pearlin, Joseph H.	Sgt.	"
BTG	Wilson, Ben C.	S/Sgt.	"
WG	Watson, Robert F.	Sgt.	"

A/C 42-37790

P	Schliemann, Donald M.	2nd Lt.	612th.
CP	Moyrowitz, Irving (HMI)	2nd Lt.	"
H	Schussek, David (HMI)	2nd Lt.	"
B	Swatosh, Kenneth J.	2nd Lt.	"
RO	Pendley, Garland E.	S/Sgt.	"
FTG	Kelly, John C.	S/Sgt.	"
WT	Ramos, Duane H.W.	S/Sgt.	"
TG	Madden, Ted H.	S/Sgt.	"
WG	Zabel, Bruce H.	S/Lt.	"

A/C 42-38541

P	McMull, Carl L.	1st Lt.	612th.
CP	Mitchell, Frank C., Jr.	2nd Lt.	"
H	Reese, Victor C.	1st Lt.	"
B	Beardall, Keith E.	Sgt.	"
RO	Knight, Adam (HMI)	Sgt.	"
FTG	Gabhardt, Charles R.	S/Sgt.	"
BTG	Gyles, Alfred R.	Sgt.	"
TG	Parker, Robert H.	Sgt.	"
WG	Parker, Matt H.	Sgt.	"

A/C 42-38690

P	Martin, William F.	1st Lt.	612th.
CP	Mathieson, Rex A.	2nd Lt.	"
H	Hill, Ben F., Jr.	2nd Lt.	"
B	Deuser, Charles H.	Sgt.	"
RO	Hague, Kenneth A.	Sgt.	"
FTG	Delander, Joseph A.	S/Sgt.	"
BTG	Barror, Harwood E.	S/Sgt.	"
TG	Bacon, Charlie M.	S/Sgt.	"
WG	Becker, Alex A.	S/Sgt.	"

A/C 42-38788

P	Bloetscher, Andrew F.	1st Lt.	612th.
CP	McKrain, Wilbert H.	2nd Lt.	"
H	Throckeld, Mercer L.	2nd Lt.	"
B	Molton, John F.	2nd Lt.	"
RO	Kobinsky, Charles J.	S/Sgt.	"
FTG	Richards, Carl R.	S/Sgt.	"
BTG	Skaggs, Irl R.	S/Sgt.	"
TG	Nickolas, Clint S., Jr.	S/Sgt.	"
WG	Giles, Otho H.	S/Sgt.	"

A/C 42-102395
 P Campbell, Charles J. 2nd Lt. 612th.
 CP Foy, Philip W. 2nd Lt. "
 N Grubbs, David B. F/O "
 B Emery, Robert I. Sgt. "
 RO KH Mac, Gene M., Jr. Sgt. "
 TTG Kartes, Charles F., Jr. T/Sgt. "
 BTG Sullivan, Earl (BRI) Jr. S/Sgt. "
 TG Dalton, Charles E. Sgt. "
 WG Murray, Howard M. Sgt. "

A/C 42-107038
 P Thorne, Walter W. 1st Lt. 612th.
 CP McBain, George (BRI) III 2nd Lt. "
 N Ferr, Charles (BRI) Jr. 1st Lt. "
 B Smith, Floyd G. C/Sgt. "
 RO Lawson, Harry C. T/Sgt. "
 TTG Himmans, Alston H. S/Sgt. "
 BTG McGrath, Joseph A. S/Sgt. "
 TG Hamford, John V. S/Sgt. "
 WG Zaragoza, Albert R. S/Sgt. "

A/C 43-38758
 P Greiner, Joseph L. 1st Lt. 612th.
 CP Trout, Ralph W. 1st Lt. "
 N Phillips, Michael T. 1st Lt. "
 B Waldhoff, Jack G. 1st Lt. "
 RO Goodman, Martin B. T/Sgt. "
 TTG Stott, Douglas W. T/Sgt. "
 BTG Coffin, Robert J., Jr. S/Sgt. "
 TG Villaggio, Vincent V. S/Sgt. "
 WG Clerk, Eugene P. S/Sgt. "

A/C 44-102398
 P French, Millard H. 2nd Lt. 612th.
 CP McKale, William L. 2nd Lt. "
 N Cannon, Thomas P. F/O "
 B Johnson, Jerry M. Sgt. "
 RO Allcroft, James W. Sgt. "
 TTG Hanson, Arthur W. Sgt. "
 BTG Deck, Floyd J. Sgt. "
 TG ~~Emmanuel D. (Emmanuel B.)~~ Phillips, m Pvt. Pvt. "
 WG Devere, Armand D. (Emmanuel B.) Sgt. "

A/C 44-8188
 P Harlan, Thomas J., Jr. 1st Lt. 612th.
 CP Currie, Donald A., Jr. Captain "
 N Baber, Walter H. Captain "
 B Hutson, Wayman, E. Captain "
 H.C. Frisoli, Frank P. 1st Lt. "
 RO Robinson, Paul D. T/Sgt. "
 TTG Lee, Reed L. T/Sgt. "
 TG Lundgren, Robert P. 2nd Lt. "
 WG O'Neal, Hayer B., Jr. S/Sgt. "

619th BOMBARDMENT SQUADRON (H)
 OFFICE OF THE OPERATIONS OFFICER
 AAF STATION 128, APO 557

19 DECEMBER 1944

SHIP NO.	DUTY	LOADING	LIST	FIRST NAME	MI
		RANK	LAST NAME		
44-5449	P	1st LT.	CUSHMAN	THOMAS	R.
	CP	LT. COL.	BROWN	EDWIN	C.
	N	CAPT.	ANDERSON	WILLIAM	B.
	N	CAPT.	WOOD	HORACE	D.
	B	CAPT.	YESMIRE	DURWARD	W.
	V	1st LT.	STRONG	WILLIAM	W.
	RO	T/SGT.	KNOX	ROBERT	C.
	TT	T/SGT.	SPREY	KARL	W.
	TG	2nd LT.	MACKIN	PETER	D.
	WG	S/SGT.	HOPE	WILLIAM	(NMI)
42-31591	P	1st LT.	DOUGLAS	LUTHER	A.
	CP	2nd LT.	LITTLE	RICHARD	H.
	N	1st LT.	HAVRAN	EDWARD	G.
	B	1st LT.	CORMAN	WILLIAM	L.
	RO	T/SGT.	SHEETZ	JOHN	H.
	TT	T/SGT.	LEWIS	RAYMOND	G.
	BT	S/SGT.	AGLIATA	TONY	A.
	TG	S/SGT.	CAIRO	LOUIS	P.
	WG	S/SGT.	CHANCE	BUFFORD	D.
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	SGT.	BOWERS	JACOBS	J. JR.
	TT	S/SGT.	MANGUM	JUSTICE	E.
	BT	SGT.	KEMP	JAMES	E.
	TG	SGT.	MATLACK	WILLIAM	W.
	WG	SGT.	DEFERBAUGH	NORMAN	(NMI)
44-2607	P	F/O	COX	HERBERT	P.
	CP	F/O	SHAW	MARVIN	W.
	N	F/O	SCREPER	KENNETH	M.
	B	SGT.	LOCKE	LESLIE	E.
	RO	SGT.	HOWELL	THOMAS	E.
	TT	SGT.	STEWART	LEONARD	C.
	BT	SGT.	TERAZEVICH	ALEXANDER	(NMI)
	TG	SGT.	NORRIS	LAMON	(NMI)
	WG	SGT.	RAYMOND	LLOYD	A.
42-31072	P	2nd Lt.	CURRAN	EDWARD	E.
	CP	2nd Lt.	HEILLY	DONALD	J.
	N	2nd Lt.	BAUTZ	JOHN	J.
	B	2nd Lt.	JONES	REN	F.
	RO	SGT.	GIESKEN	GEORGE	J.
	TT	SGT.	JOHNSON	ELMO	E.
	BT	SGT.	ZENCOR	BAROLD	M.
	TG	SGT.	CLIFTON	JAMES	R.
	WG	SGT.	FARDIN	ROY	(NMI)

SHIP NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
43-38862	P	1st Lt.	HOPLEY	CHARLES	W.
	CP	1st Lt.	GOETZ	FRANK	V.
	N	1st Lt.	MAC DONALD	RICHARD	Y.
	B	S/SGT.	JACOBS	JOHN	R.
	RO	T/SGT.	DUNNING	CHARLES	R.
	TT	T/SGT.	HARDIN	WILLIAM	A.
	BT	S/SGT.	MEREMAN	JAY	S.
	TG	S/SGT.	GEE VAN ZELT	HAROLD	E.
	WG	S/SGT.	ANDERSON	WAYNE	L.
43-38160	P	2nd Lt.	TAUSIG	HERMAN	(NMI)
	CP	2nd Lt.	GAMER	DONALD	W.
	N	2nd Lt.	WALKER	DENSON	F.
	B	2nd Lt.	LAWSON	EMMERT	E.
	RO	SGT.	FIFESIMMONS	JAMES	J.
	TT	SGT.	JOHNSTON	DONALD	C.
	BT	SGT.	BUCKRAHN	ELMER	C.
	TG	SGT.	KATZ	ALVIN	C.
	WG	SGT.	JOHNSON	WARREN	E.
43-37706	P	2nd Lt.	CAREY	KARL	F.
	CP	2nd Lt.	FREW	JAMES	R.
	N	2nd Lt.	JOHNSTON	WILLIAM	I.
	B	S/SGT.	NEWBY	CLIFFORD	C.
	RO	SGT.	FLYNN	LEO	M.
	TT	SGT.	JONES	CHARLES	C.
	BT	SGT.	SMITH	DONALD	E.
	TG	SGT.	ODOM	HENRY	T.
	WG	SGT.	STIFF	JOHN	L.
GH - 824	P	1st Lt.	BAKER	KAY	A.
	CP	2nd Lt.	LYNG	KENNETH	H.
	N	1st Lt.	KOREBSKY	HARRY	(NMI)
	B	1st Lt.	MOORE	CARLTON	R.
	V	1st Lt.	HIGHSHOE	CLARENCE	(NMI)
	RO	T/SGT.	CURTIS	JAMES	W.
	TT	T/SGT.	BACCHES	GEORGE	B.
	BT	S/SGT.	CLOYD	SHIRLEY	E.
	WG	S/SGT.	SLATER	HAROLD	H.
44-6132	P	2nd Lt.	NIELSON	HANS	Y.
	CP	2nd Lt.	THOMAS	JAMES	A.
	N	2nd Lt.	TUGARLSON	MURSHAL	C.
	B	SGT.	VIGNETTI	ANGELO	J.
	RO	SGT.	HARLOWE	EMANUEL	(NMI)
	TT	SGT.	SWINDAE	FRANK	C.
	BT	SGT.	EVANS	CARL	E.
	TG	SGT.	STEEKA	FRANCIS	S.
	WG	SGT.	DE FRA	ARTHER	R.
<u>WEATHER SHIP</u> 001	P	CAPT.	LOCHER	JAMES	R.
	CP	1st Lt.	MAC GOLLERICK	JOHN	W.
	N	2nd Lt.	LEWIS	LESTER	C.
	RO	S/SGT.	HECK	GERALD	L.

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

AAF Station # 128
19 December 1944

SUBJECT: Loading List.

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

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

PLANE 43-38738

P	1st Lt.	SPUHLER, EDWIN R.	614th Sq
CP	2nd Lt.	CURRENT, DONALD D.	"
N	2nd Lt.	MC ADAMS, ROBERT C.	"
B	2nd Lt.	OSTER, LEWIS H.	"
RO	S/Sgt.	Hendrick, William J.	"
TT	S/Sgt.	Wells, Richard D.	"
BT	S/Sgt.	Benedict, Cloide W. Jr.	"
TG	S/Sgt.	Hughes, James E.	"
WG	S/Sgt.	Power, James E.	"

PLANE 42-97322

P	1st Lt.	ST. AUBYN, GLENN H.	"
CP	2nd Lt.	THOMPSON, WALLACE	"
N	F/O	KAHN, CHARLES	"
CTG	S/Sgt.	Buckley, John P.	"
RO	S/Sgt.	Ribinson, Jerome J.	"
TT	S/Sgt.	Dearborn, Harry R.	"
BT	S/Sgt.	Lichtenberger, Gustav	"
TG	S/Sgt.	Hickey, Harold J.	"
WG	S/Sgt.	Falkowitz, Irving	"

PLANE 44-6464

P	2nd Lt.	RICHARDSON, RICHARD B.	"
CP	2nd Lt.	LIVINGSTON, HERMAN	"
N	F/O	BLADES, LEO L.	"
CTG	Sgt.	Racick, John	"
RO	S/Sgt.	Peneton, Howard E.	"
TT	Sgt.	Walsh, Arthur G.	"
BT	S/Sgt.	Eaton, Carl E.	"
TG	Sgt.	Patterson, Donald D.	"
WG	Sgt.	Hood, Clyde L.	"

PLANE 42-38330

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

Loading List (Con't)

PLANE 43-38648

P	2nd Lt.	THOMPSON, RUSSELL B.	614th Sq
CP	2nd Lt.	CASSIDY, CLARENCE	"
N	2nd Lt.	LUPOWITZ, HYMAN J.	"
B	1st Lt.	BRUCE, WILLIAM M.	"
RO	S/Sgt.	Bode, Robert E.	"
TT	S/Sgt.	Willson, Rodney V.	"
BT	S/Sgt.	Christensen, James P. Jr.	"
TG	S/Sgt.	Heikes, Dale L.	"
WG	S/Sgt.	Dana, Edward G.	"

PLANE 42-97602

P	2nd Lt.	WHITE, WYLIE K.	"
CP	2nd Lt.	POTTER, FRED R.	"
N	F/O	BRINER, WILLIAM L.	"
CTG	Sgt.	Ward, Charles A.	"
RO	S/Sgt.	Mc Commis, Max I.	"
TT	S/Sgt.	Whitney, Paul A.	"
BT	S/Sgt.	Viescas, Arturo B.	"
TG	S/Sgt.	Mc Quade, John B.	"
WG	S/Sgt.	Cranz, Edwin R.	"

PLANE 42-39012

P	Captain	SEDER, ARTHUR R. JR.	"
CP	2nd Lt.	RUBINOFF, LOUIS W.	"
N	2nd Lt.	STEWAEED, LEON F.	"
B	2nd Lt.	CONWAY, FRANCIS JR.	"
RO	S/Sgt.	Backlin, John F.	"
TT	S/Sgt.	Antilla Clarence W.	"
BT	S/Sgt.	Harris, Cecil D.	"
TG	S/Sgt.	Allison, Carl M.	"
WG	S/Sgt.	Affel, Richard H.	"

PLANE 43-38677 662

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

PLANE 42-38565

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

For the Squadron Commander:

DONALD V. KIRKRUFF,
 CAPT., Air Corps,
 Actg Opns Officer

SIX HUNDRED AND FIFTEENTH BOMBARDMENT SQUADRON (H)
 FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)
 Office of the Operations Officer
 AAF - Sta - 129 - APO - 557

19 December 1944

SUBJECT: Loading List.

TO : Operations Officer, 401st Bomb Gp (H), Sta 129, APO 557.

T 1. Following is the list of Combat Crews participating in today's mission.

PLANE # 42-97636 PFF

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Duckworth	Robert	O.	615th
GP	1st Lt.	Morrow	Russell	E.	"
N	1st Lt.	Wilhelm	Andrews	C.	"
N	1st Lt.	Walters	Donald	E.	"
B	1st Lt.	Vucha	Robert	W.	"
RO	T/Sgt.	Malderman	Lyle	K.	"
TT	T/Sgt.	Comer	Roy	C.	"
TG	S/Sgt.	Tarr	Clyde	M.	"
FG	S/Sgt.	Cook	Clayton	W.	"

PLANE # 007 G-H

P	1st Lt.	Turk	Laurel	A.	615th
GP	2nd Lt.	Sinkking	John	M.	"
N	2nd Lt.	Cone	Allan	M.	"
N	2nd Lt.	Mason	Mark		"
B	2nd Lt.	Heck r	Robert	L.	"
RO	S/Sgt.	Dupuis	Cyraque	J.	"
TT	T/Sgt.	Wieselthier	Simon	(NMI)	"
TG	S/Sgt.	Vecchio	Murray	N.	"
FG	S/Sgt.	Osborne	Peter	J.	"

PLANE # 43-38758

P	2nd Lt.	Wolf	Adolph	R.	615th
GP	2nd Lt.	Reinhard	Edward	O.	"
N	F/O	Patrick	Dale	L.	"
B	2nd Lt.	Hashimoto	Gene	(NMI)	"
RO	Cpl.	Douglass	James	B.	"
TTT	Cpl.	Palmer	Edward	W.	"
BT	Cpl.	Banning	Robert	O.	"
TG	Cpl.	Bolen	Joseph	Z.	"
FG	Cpl.	Sparkman	Ferry	L.	"

PLANE # 43-38125

P	1st Lt.	Stegenmann	Charles	W.	615th
GP	1st Lt.	Walter	Albert	G.	"
N	1st Lt.	McCaslin	Clayton	W.	"
B	S/Sgt.	Sullivan	Robert	E.	"
RO	T/Sgt.	McKenna	Joseph	(NMI)	"
TT	T/Sgt.	Mais	John	B.	"
BT	S/Sgt.	Tamburine	Joseph	J.	"
TG	S/Sgt.	Waeer	Martin	C.	"
FG	Sgt.	Dunn	Donald	R.	"

Continued:

LOADING LIST Continued:

PLANE # 44-8146

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

PLANE # 42-31730

P	1st Lt.	Somhart	George	W.	615th
CP	1st Lt.	Shapiro	Leo	(NMI)	"
N	2nd Lt.	Miley	Junior	B.	"
B	S/Sgt.	Seaton	Clarence	H. C.	"
RO	T/Sgt.	Andrews	Leroy	(NMI)	"
TT	T/Sgt.	Smith	Elmer	E.	"
BT	S/Sgt.	Livesey	Lowell	G.	"
TG	S/Sgt.	Dailey	J. (io)	B. (io)	"
FG	S/Sgt.	Allen	Lewis	(NMI)	"

PLANE # 43-38779

P	1st Lt.	Maloney	Hilton	F.	615th
CP	2nd Lt.	Magee	Eldon	C.	"
N	1st Lt.	Schultz	John	J.	"
B	Sgt.	Elston	Mack	A.	"
RO	T/Sgt.	Dodson	James	C.	"
TT	T/Sgt.	Luchfeld	Macvin	(NMI)	"
BT	T/Sgt.	Miro	Edward	O.	"
TG	S/Sgt.	Roberts	James	D.	"
FG	Sgt.	O'Donoghue	Henry	J.	"

PLANE # 43-38810

P	2nd Lt.	Jordan	Robert	E.	615th
CP	2nd Lt.	Cosden	Bryan	L.	"
N	F/O	Braslawsky	Max	(NMI)	"
B	S/Sgt.	Seeley	Duane	F.	"
RO	Sgt.	Mauldin	Har ld	M.	"
TT	Sgt.	Anderson	Howard	E.	"
BT	Sgt.	Caruth	Merton	A.	"
TG	Sgt.	Corwin	Clarence	P.	"
FG	Sgt.	Carlson	Verner	A.	"

Continued:

LOADING LIST Continued:

PLANE # 43-38425

P	2nd Lt.	Cracraft	George	K.	615th
CP	2nd Lt.	Dunigan	Maureico	(NMI)	"
N	1st Lt.	Mrozek	Chester	W.	"
B	Sgt.	Guerin	Roland	L.	"
RO	Sgt.	Fenwick	Gordon	B.	"
TT	S/Sgt.	Jacquart	Robert	P.	"
BT	Sgt.	Brunson	Wade	T.	"
TG	S/Sgt.	Hudson	Leonard	L.	"
FG	Sgt.	Foutch	James	W.	"

PLANE # 42-97664

P	1st Lt.	Maire	Frederick	H.	615th
CP	2nd Lt.	Deon	Robert	M.	"
N	2nd Lt.	Monberger	Charles	A.	"
B	Sgt.	Landry	Lawrence	B.	"
RO	S/Sgt.	Mabrey	William	T.	"
TT	S/Sgt.	Barr	Thomas	H.	"
BT	Sgt.	Floyd	Norris	C.	"
TG	Sgt.	Weigel	Clifford	H.	"
FG	Sgt.	Nowak	Frank	F.	"

- E N D -

CONFIDENTIAL

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

26 December 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 19 DECEMBER 1944.

TAKE-OFF: 0905. 9/10 stratocumulus, base 2800', tops 3-4000', with haze up to 6000'. Visibility 1000 yds. at 0905, lowering to 2-300 yds. by 1015 when the last planes were taking off.

ROUTE OUT: 9/10 stratocumulus, base 2800', tops 3-4000', with haze up to 6000', becoming 10/10 just outside the base area, becoming 10/10 altostratus, tops 18-19,000' at about 4 deg. E in the vicinity of Ghent. Nil high cloud, becoming 2-3/10 cirrus at about 30,000' at 2 deg. E. Planes were flying in additional low cirrus at 22,000', entering at about 5 deg. E and flying in it for a distance of 50-60 miles, height of base and tops being unobserved. Horizontal visibility unrestricted to 5 deg. E, becoming restricted in cloud at that point and becoming 15-20 miles outside of the cloud east of 5 deg. E.

TARGETS: Koblenz: 1306. 10/10 altostratus, tops 18-19,000'. 3/10 cirrus at 29-30,000'. Horizontal visibility 15-20 miles.
Schleiben: 1328. Same.

ROUTE BACK: Same as route out to 3 deg. E, 50 deg. N, where it was 10/10 stratocumulus, base 4000', tops 6000', becoming 3-5/10 stratocumulus, base 1000-1500', tops 3500', 20 miles off the continental coast, remaining thus along the south English coast and becoming clear near Predannack. High cloud same as route out. Visibility same as route out, becoming 8-10 miles upon landing at Predannack.

DIVERSION BASE ON RETURN: Predannack at about 1615. Clear. Visibility 8-10 miles.

HOML BASE AT ETR: 1502. Sky obscured. Visibility 200 yds.

REMARKS: Dense, persistent contrails from Brussels to targets and back at 22,000'. Temperatures as briefed; -29 deg. at 22,000'. Winds nearly as briefed; in target area at 22,500', 215 deg. at 51 knots. Nil icing.

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

CONFIDENTIAL

OPERATIONAL ROUTE FORECAST

DATE 19 Dec 1944

PERIOD 0715-1600

AG P BR HQ SOS 122929

	A BASE TO TARGET	B TARGET TO BASE	C	D
WEATHER	1 Fog base, partly cloudy with haze and cloudy with haze over continent, local fog over continent.	Cloudy with haze base, partly cloudy base, overcast with haze, locally mist and fog.		
CLOUDS	2 10/10 fog or lifted fog at take off base 0-500' tops 1500-2000' base, 3-5/10 cumulus over channel and North Sea base 1-2000' tops 6-10,000' base, 3-5/10 lifted fog or stratus over continent, locally 10/10 in valleys base 0-500' tops 1500-2000'. Nil middle cloud. Nil high cloud base, patchy 5-7/10 cirrostratus base 25-27,000' tops 28,000' east of 115-W line thru 50 deg. W 06 deg. East	Reverse of A base, at English coast 2-4/10 stratocumulus base 2000' tops 6000' with local fog patches in southeast. 4-6/10 altostratus base 11,000' tops 14,000' and 8-10/10 cirrostratus base 22-24,000' tops 26,000' with base lowering to 20,000' in 1st division area.		CONTRAILS IN PERIOD THAT EXCEED 1,000' OF CIR US. FOR TARGET SURFACE PRESSURE ALTITUDE ADD TARGET ELEVATION TO MINUS 293 FT. TARGET SEA LEVEL PRESSURE 30.24 inches
ICING	3 5,000' light rime in cumulus.	5-6000' light rime in cumulus and altostratus.		
VISIBILITY	4 Generally 1-500 yds. south east of 115-30 line thru 50 deg. W 00 deg. and 600-1200 yds. northeast of	1-3 miles in northwest, 1-2000 yds. locally 500 yds. in 1st obj area.	same line base, unrestricted above 3,000'. Downward visibility at target 10-15 miles, locally 0 in 10/10 fog areas	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	230 20 02 N to 02 E	210 15 02 N to target	210 10 Nav. Corps	Plus 8
500 FT	210 25	210 20		" 1
1000 FT	210 30	210 25		Minus 8
1500 FT	260 35	230 30		" 19
2000 FT	270 40	230 35		" 30
2500 FT	280 50	230 40		" 42
3000 FT	290 70	220 45		" 52

BASE ALTIMETER SETTING 30.06 TARGET SURFACE TEMP Plus 9 TARGET MEAN TEMP Minus 8.5
 TEMP. AT 22,000 FT. Minus 29 TARGET SURFACE (PRESSURE-ALT) 293

DECLASSIFIED PER NND 715 005 BY 526 NARA DATE 18 11