

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

MISSION No. **172**

Date: **25 NOV., 1944**

TO: **MERSEBURG, GERMANY**

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 (UDAG 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 LD A YMISSION SUMMARY REPORTMISSION # 172Date 25 November 1944ASSIGNMENT

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

EXECUTION

1. Target Bombed: MERSEBURG, GERMANY (PFF)
2. a. Group Leader: Major D. E. SILVER (Charleville)
Lead Navigator: 1st Lt. E. F. RUSSELL (Chaffey-"Mickey")
Extra Navigator: 1st Lt. A. G. WILHELM
Lead Bombardier: 1st Lt. C. H. MINOTT
- b. Low Squadron Leader: Capt. D. V. KIRKHUFF (Brown)
Lead Navigator: 1st Lt. J. D. BROWN
Lead Bombardier: 2nd Lt. W. F. SCHIEFER
- c. High Squadron Leader: 1st Lt. R. M. FOWLER (Keeling)
Lead Navigator: 2nd Lt. J. M. RUSH
Lead Bombardier: 2nd Lt. W. M. SCANLON
3. Flight Over England:

a. Takeoff:

Takeoff was as briefed, all A/C taking off successfully.

b. Sqd and Group Assemblies:

Squadron and Group assemblies were made on Cottesmore buncher as briefed. Departed the buncher on time, on course with all aircraft in formation, including spares.

MISSION SUMMARY REPORT (Cont)

3. Flight Over England: (cont)

c. Route Over England:

Route over England was as briefed except for an extra dog-leg to lose 3 minutes as the wind change caused the Group to gain 3 minutes. Hearing a call from the W/X aircraft early that the clouds were up to 18,000', climb was started early and departure from the coast was made at briefed plus 2000', on course, 2 minutes early and in good Division formation.

4. Attack:

a. Flight to Target:

The 401st flew 2nd in the Division (1500' higher than the Division leader) and held a good formation on the entire trip to the target. Due to wind changes, the group gained time and was early at each Control Pt.

b. Bombing Run:

Cloud cover at the IP was 10/10ths. The turn at the IP was about 3 miles north of briefed course. Bombing was done in Group formation. The Mickey operator took control at the beginning of the Bomb Run. Course needed only a 3° correction to the right and from there on we went straight in. The rate was pre-set at .61 by ABC computations and had to be adjusted to .63 for the proper point release. At bombs away the cloud cover was 10/10ths so it was a straight PFF mission. The Group leader salvoed as the indices met; the high squadron leader salvoed on the Lead's smoke marker; all others used a 75' intervalometer setting. The AFCE was okay. Results were unobserved.

Due to release malfunction in the lead ship of the low squadron, nine bombs were accidentally released about $1\frac{1}{2}$ minutes before reaching the target. Approximately two other ships immediately salvoed while the remaining aircraft bombed with the Group lead, or perhaps just prematurely - in any event these should have hit near the target area. The leader, deputy and one other A/C are considered to have attacked a target of opportunity. (unknown)

c. Flight From Target:

The Division leader did not turn as sharply off the target as the 401st and Division formation was not as good on the route out. However, all groups were close together and fighter escort could easily cover the Division. Letdown was started over Belgium but as weather messages indicated good weather over England final letdown was delayed.

d. Return to Base:

Due to confusing weather information the return to base was not as briefed. Low visibility and low ceilings necessitated breaking up into small flights and some ships getting lost. Seven ships landed at other bases, all others returned safely to home field.

MISSION SUMMARY REPORT (Cont)

4. Attack: (Cont)

e. Weather:

Weather was described as 4/10ths to 6/10ths undercast strata cumulus clouds, tops to 12,000', to approximately 0400E where it became 9/10 to 10/10ths strata cumulus extending to 12,000' to 14,000'. Remained the same over target. On route home it appeared to be breaking up, however weather over base was very poor on return.

f. Fighter Support:

Fighter support was extremely good.

g. Comments on Formation:

Formation was generally good and was at briefed interval and altitude. Believe this was very helpfull to the fighters and they gave us excellent cover.

h. Conclusions and Recommendations:

The following recommendations are made:

1. Suggest low Groups keep their high squadrons in better formation.
2. Suggest differential in altitude between high and low ~~squadrons~~ ^{GROUPS} be increased to 2000'.

5. Aircraft Not Attacking:

All scheduled A/C attacked targets.

6. Enemy Opposition:

No air opposition encountered, 2-5 FW 190's reported seen in target area. (see Flak Report for Flak)

7. Battle Damage:

<u>Major</u>	<u>Minor</u>	<u>Flak</u>
0	4	4

8. Casualties:

1 - KIA (anoxia)

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

10. Bombing Data:

a. Observations:

Solid aloud cover prohibited any observations -- the good PFF run indicates good results, however.

MISSION SUMMARY REPORT (CONCLD)

10. Bombing Data: (cont)

b. Disposition of Bombs:

Lead Squadron: 12 scheduled A/C E.E.T. and attacked the target, dropping 120 X 500# M64 bombs. The spare returned 10 bombs.

Low Squadron: Of the 12 A/C E.E.T., ten attacked Merseburg, dropping 91 X 500# M64 bombs. Three A/C, including the lead A/C dropped early 29 bombs on an unknown target of opportunity (due to release troubles in lead ship). The spare returned 10 bombs to base.

High Squadron: 12 scheduled A/C E.E.T. and dropped 120 X 500# M64 bombs on the target. The spare returned 10 bombs.

c. Tabular Summary of Disposition of Bombs:

	AIRCRAFT		Num- ber	BOMBS		
	Over Target	Bomb- ing		Size	Type	Fusing Nose Tail
Main Bombfall	36	34	331	500#	M64	1/10 1/40
Other Attacks; (T of O)	(3)	2 & (1)	29	500#	M64	1/10 1/40
Total Bombs on Targets			360*	500#	M64	1/10 1/40
Other Expenditures			-	-	-	- -
Bombs Returned			30	500#	M64	1/10 1/40
Total (Loaded on A/C Taking Off)			390	500#	M64	1/10 1/40

* Incl 270 GP bombs and 90 RDX bombs.

11. Lost Aircraft:

None.

Submitted by:

KEN W. DAUBLE
 Captain, Air Corps
 Statistical Officer

Combat Sq. Leader: MAJ SILVER

Date: 25 Nov

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

SQDN

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

SILVER

947

401st Ld Sq B Gp At T/O
& Target

GERBER

125

DUCKWORTH

636

SQDN

SQDN

CALLAWAY

~~983~~

MAXWELL

398

GRACRAFT

810

GRIMM

779

HUINELL

8637

JONES

393

UDY

425

MAIRE

664

MC KAY

485

SPARES

DJERNES

468(returned)

Combat Sq. Leader: CAPT KIRKHOFF Date: 25 Nov

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

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

401st Lo Sq 94 B Gp at T/O
L'Oru Target.

KIRKHOFF
780

BABCOCK
646

HUBBELL
012

SQDN

SQDN

MAYS
602

ROALMAN
993

MORTON
151

WITMAN
464

THORNE
039

BODDIN
506

CROZIER
359

SEDER
508

ST AUBYN
322

SPARES

FONDREN
738(ret)

Combat Sq. Leader: LT FOWLER Date: 25 Nov

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

401st HI Sq 94 B Gp at T/O
& Dan Jergit.

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

FOWLER
891

ANNIS
708

JENNINGS
077

SQDN

SQDN

BUDD
313

COX
680

BRADLEY
132

CAMPBELL
931

BLOETSCHER
786

COMER
541

HOPLEY
187

STEELE
947

COX
267

SPARES

SCHILLER
113 (returned)

HEADQUARTERS AAF STATION 128
OFFICE OF THE NAVIGATION OFFICER

Date 25 Nov. 1944

SUBJECT: Lead Navigator's Narrative.

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

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

2. Narrative:

- a. T/O at 0755 hours; Land at 1652 hours.
- b. Squadron formed at 0855 hours, at 10,000 feet.
- c. Group formed at 0915 hours, at 1014 feet.
- d. Began climb at 0915 hours; reached altitude at 1100 hours.
- e. Weather encountered over England:

- (1) Clouds 5-6 /10ths; Visibility 15 miles.
- (2) Wind at altitude 230 degrees, 70 knots.

- f. Means of navigation over England Gee, Pilotage, D. R.
- g. Means of checking Metro Winds Gee
- h. Joined task force at 1016 hrs. at Dungeness
(City, Splasher, or Co-ords.)
- i. English Coast out at 1016 hrs.; Enemy Coast in at 1021 hrs.
- j. Fighter rendezvous going in _____ hrs.
- k. Wind used for bombing:

- (1) 230 degrees, 70 knots.
- (2) Determined by _____
(Method)

1. Bomb run and method of Target Identification:

- (1) Reached IP at 1156 hrs.
- (2) Mag. heading over target 103 degrees.
- (3) Altitude over target 27,000 feet.
- (4) Bombs away at 1205 hrs.
- (5) Method of target identification and weather over target.

FFF

m. Gee:

- (1) Coordinates of furthest fix 50-10 N 08-03 E.
- (2) Obtained at 1124 hours.

n. Difficulties encountered with special equipment.

Mickey set weak

COMMENTS: Deviation from briefed course to stay in Div. Formation. 3 turns made from Eng coast to 3 deg E. to prevent overrunning Div Leader.

Bombs Away.

Lead - 1205 from 27000 MH 103

Low - 1206 from 26500 MH 95

High - 1206 27500 MH 80

/s/ E. F. Russell

1st Lt. G. O.

Lead Navigator, Lead Sq.

HEADQUARTERS AAF STATION 128
OFFICE OF THE NAVIGATION OFFICER

Date 25 Nov 1944

SUBJECT: Lead Navigator's Narrative.

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

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

2. Narrative:

- a. T/O at 0755 hours; Land at 1700 hours.
- b. Squadron formed at 0845 hours, at 8000 feet.
- c. Group formed at 0913 hours, at 8000 feet.
- d. Began climb at 0913 hours; reached altitude at 11000 hours.
- e. Weather encountered over England:
 - (1) Clouds 5 /10ths; Visability 10-15 miles.
 - (2) Wind at altitude 245 degrees, 49 knots.
- f. Means of navigation over England 600, Pilotage, D.M.
- g. Means of checking Metro Winds 600, Pilotage
- h. Joined task force at 1013 hrs. at 600, Pilotage
(City, Splasher, or Co-ords.)
- i. English Coast out at 1013 hrs.; Enemy Coast in at 1022 hrs.
- j. Fighter rendezvous going in _____ hrs.
- k. Wind used for bombing:
 - (1) 245 degrees, 70 knots.
 - (2) Determined by 600
(Method)

1. Bomb run and method of Target Identification:

- (1) Reached IP at 1157 hrs.
- (2) Mag. heading over target 95 degrees.
- (3) Altitude over target 26500 feet.
- (4) Bombs away at 1206 hrs.
- (5) Method of target identification and weather over target.

RVF

m. Gee:

- (1) Coordinates of furthest fix 51-00 N 10-10 E.
- (2) Obtained at 1146 hours.

n. Difficulties encountered with special equipment.

COMMENTS:

/s/ J. B. Brown

SIGNATURE

J. B. Brown
1st Lt, A. C.
Lead Navigator, Low Sq.

HEADQUARTERS AAF STATION 128
OFFICE OF THE NAVIGATION OFFICER

Date 25 Nov. 1944

SUBJECT: Lead Navigator's Narrative.

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

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

2. Narrative:

- a. T/O at 0755 hours; Land at 1632 hours.
- b. Squadron formed at 0855 hours, at 12,000 feet.
- c. Group formed at 0913 hours, at 12,000 feet.
- d. Began climb at 0915 hours; reached altitude at 1100 hours.
- e. Weather encountered over England:

- (1) Clouds 5-6/10ths; Visibility 15 miles.
- (2) Wind at altitude 260 degrees, 50 knots.

- f. Means of navigation over England Gee, Pilotage, D.R.
- g. Means of checking Metro Winds Gee, Pilotage
- h. Joined task force at 1016 hrs. at Duncess
(City, Splasher, or Co-ords.)
- i. English Coast out at 1014 hrs.; Enemy Coast in at 1021 hrs.
- j. Fighter rendezvous going in _____ hrs.
- k. Wind used for bombing:

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

1. Bomb run and method of Target Identification:

- (1) Reached IP at 1156 hrs.
- (2) Mag. heading over target 80 degrees.
- (3) Altitude over target 27500 feet.
- (4) Bombs away at 1206 hrs.
- (5) Method of target identification and weather over target.

FFF

m. Gee:

- (1) Coordinates of furthest fix 50-10 N 07-20 E.
- (2) Obtained at 1117 hours.

n. Difficulties encountered with special equipment.

COMMENTS:

/s/ J. M. Rush

SIGNATURE

J. M. RUSH
1st Lt., A. C.
Lead Navigator, High Sq.

Air Commander - Major Silver

FLIGHT PLAN 94th B (Second) F.O. 562

PILOT Lt. Charleville

NAVIGATOR Lt W. F. Russell

DATE 25 November 1944

STATIONS	ENGINES	TAXI	T.O. 0835
LEAVE BASE	Cottesmore	0913	
COAST OUT		1016	
ENEMY COAST		1024	
I.P.		1203	
TARGET		1213	
ENEMY COAST		1508	
ENEMY COAST		1540	
ETR		1637	

SUN		MOON		TWILIGHT	
Rises	Sets	Rises	Sets	AM	PM

Zero Hr. 0930
 Ref alt. 25000
 Bomb alt - 27000
 Dungeness to
 50-43N 01-35E to
 50-35N 03-00E

WATCH Fast Slow
 Letdown on At G.M.T.
 Cottesmore buncher - Normal - 015 Mag.

FROM TO	W/V UESD	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRIFT	TRUE HDNG.	VAR.	MAG. HDNG.	C. S.	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI.	
Dungeness		16500	150										1016	English Coast CP 1 1016	
50-55N 00-58E	260/54	17500	150	170	118	f11	129	f9	138	210	26	8	1024		
50-43N 01-35E			150												
" "	258/60	27000	150	184	099	f6	105	f8	113	238	180	47	1111	CP 2 50-35N 03-00E 1039	
" "	270/59	27000	150	199	097	f2	099	f6	105	258	59	14	1125	CP 3 1120	
50-09N 07-48E			150												
" "	260/64	27000	150	"	072	-3	069	f6	075	251	76	19	1144		
50-33N 09-41E			150												
" "	"	27000	150	"	029	-15	014	f5	019	232	40	11	1155		
51-08N 10-11E			150												
" "	"	27000	150	"	086	f2	088	f5	093	253	31	8	1203	I.P.	
51-10N 11-00E			150												
" I.P.	"	27000	150	"	077	-1	076	f4	80	252	39	10	1213	TARGET	
TARGET			150												
51-19N 12-00E			150		150	f18	208	f4	212	159	44	17	1230		
50-37N 11-42E			150												
50-33N 09-41E			150		268	-3	265	f5	270	136	82	36	1306	C.P. 4 1241	
" "			150												
50-09N 07-48E			150		252	f2	254	f6	260	136	76	34	1340		
" "			150												
50-16N 06-16E			150		277	-2	275	f6	281	140	59	26	1406		
" "			150												
51-14N 02-55E	-30	260/54	16500	150	208	-6	289	f7	296	161	56	140	21 1:02	1508	Coast. Div. break-up pt.
" "	-18	260/53	16500	150	169	-10	285		292	123	84	140	41		
" "		270/35		170	172					152	68	118	27	51	1558
Greener		274/16	3000	150	135	330	-10	320	f9	329	125	50	24	51	1559
" "			150												
Kings Lynn		274/16	3000	150	135	254	f2	256	10	266	120	35	18	1617	
" "			150												
Base		274/16	3000	150	135	247	f3	250	10	260	121	39	20	1637	ETR
" "			150												
Base Dungeness		270/29	0 to 16500	150	146	149	f10	159	10	169	159	111	42	0904 0946	LTC Takes 42 min to climb

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNC.	MAG. HDNC.	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	
					VHF - Code for Authentication - Gin sling Abandon mission - "Sugar - King - Uncle"										
					Chaff - Discharge 3 min after IP, continue for 11 min. Interval - 1 min between groups Speres - Turn back at 3 deg. East. 1st Div break-up point 51-14N 02-55E										
0735					Engines										
0755					Take off										
0825		270/20			Circling Cottesmore. Weather ship wind 270/20K		150	10000 -12	150						
0845					Wind 280/22K - Weather ship		150	10000	150						
0913			80		Departing Cottesmore - on time - on course		150	10000	150			173	19	06	0920
0920			135		Pt. B - on course		150	11000				174	55	19	0939
0929 1/2			135		52-31N 00-22E on course		150	14000							
0931 1/2			125		Pt. F, on course		150	10000 -26	164			159	19	08	0948
0941			180		Altering course to lose 1 min.		150	16000	164						
0948			225		3 L. pt. D		150					152	33	13	1001
0951			195		Altering course to cut leader off 51-30N 00-33E		150	16500	165						

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	
1005			150		51-17N 00-30E Starting climb. "S-ing" behind div. leader.		150	16500							
1014			135		Departing CP 1. 2 min early		150	18000			208	20	08	1022	
1021 1/2					French Coast 50-45N 01-35E		150	21000							
1030					S-ing, overrunning leader.		150	22000 -32	184						
1036					C.P. 2, 3 early, still S-ing.		150	23000	185						
1045			115		50-45N 03-56E - mickey		150	25000							
1049			1115		Contrail over Charleroi		150	26000	201						
1052					S-ing to get behind leader		150	26000	201						
1100			115		50-23N 05-32E - mickey		150	27000	201						
1121			115		C.P. 3, on course			27000	201						
1124			75		50-10N 08-03E - gee		150	27000	201						
1139	230/80K		75		50-35N 09-40E - mickey		150	27000	201		270	40	09	1148	
1148			10		51-10N 10-10E - mickey		150	27000	201						
1156 1/2			100		I. P.		150	27000	201						
1205			98		BOMB AWAY		150	27000	201		150	44	18	1223	
1219	233/68K		200		50-47N 11-50E		150	27000	201						
1223			255		Turning pt. on course - DR		150	27000	201		140	82	35	1258	
1228			255		50-39N 11-37E - mickey		150	26000	199						
1242	227/50K		255		50-36N 10-41E - mickey	Wind 227/50K	150	26000	199		145	39	16	1258	
1301			255		C.P. 4 6 north		150				130	76	35	1336	
1308	248 -4		244				150								
1320			230		50-28N 08-41E - gee		150	25500							
1335	218/100K										104	15	09	1344	
1342					51-05N 07-50E - pilotage		170	25000							
1405	293 -8		285		50-14N 06-40E		170	20000			155				
1417	215/50K				50-35N 06-09E		150	20000							
1428			265		Liege- Pilotage			20000							
1437			285		50-45N 05-05E - gee			17500							
1443			285		50-47N 04-04E Pilotage			16000							
1500			285		Ghent			13000		40	17	140	33	14	1514
1515			305		Ostend, Belgian Coast			13000				133	131	1:02	1618
1530	304 0		304		51-36N 02-22E	Wind 304/30K		13000	157	30	14	129	43	1:20	1550
1546 1/2			305		English Coast at Orfordness			8000					58	1:27	1613
1551					Turning to left										
1559			295		52-12N 00-48E. Going direct to Deenethorpe			2000			130	54	1:27	1626	
1632			040		Over base, using localizer										
1632			360		To Cottesmore, circling			14000							
1652			050		Landed, Deenethorpe										
1700					Engines killed										

I certify that this is a true copy of the Lead Navigator's Log.

H. W. EDGMAN
Colonel, A. C.
C.O., 401st Bomb Gp.

SIGNED

NAVIGATOR

TRACK CHART

DATE Nov. 25-44

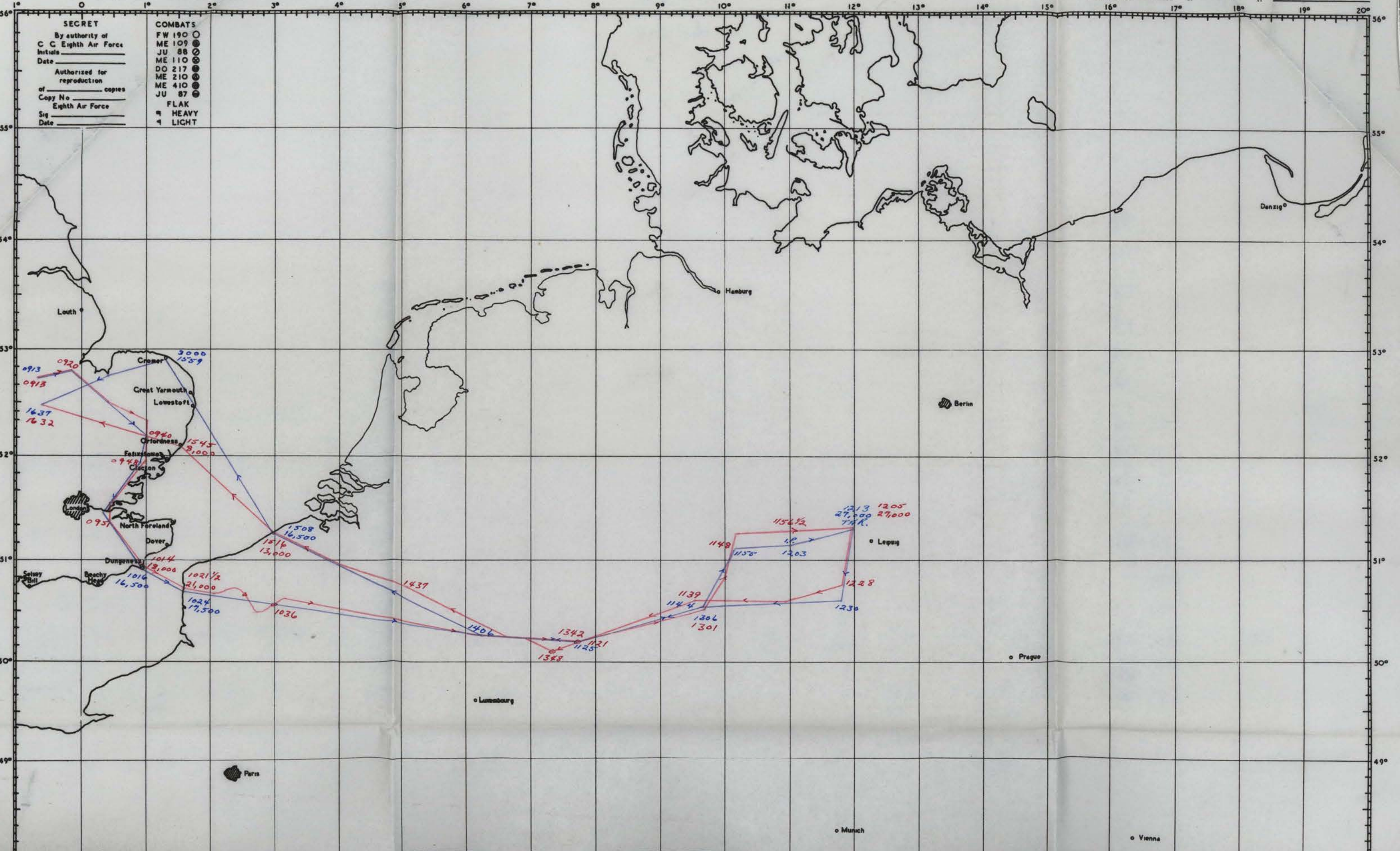
TARGETS
PRIMARY

Merseburg, Germany

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

Blue
Red

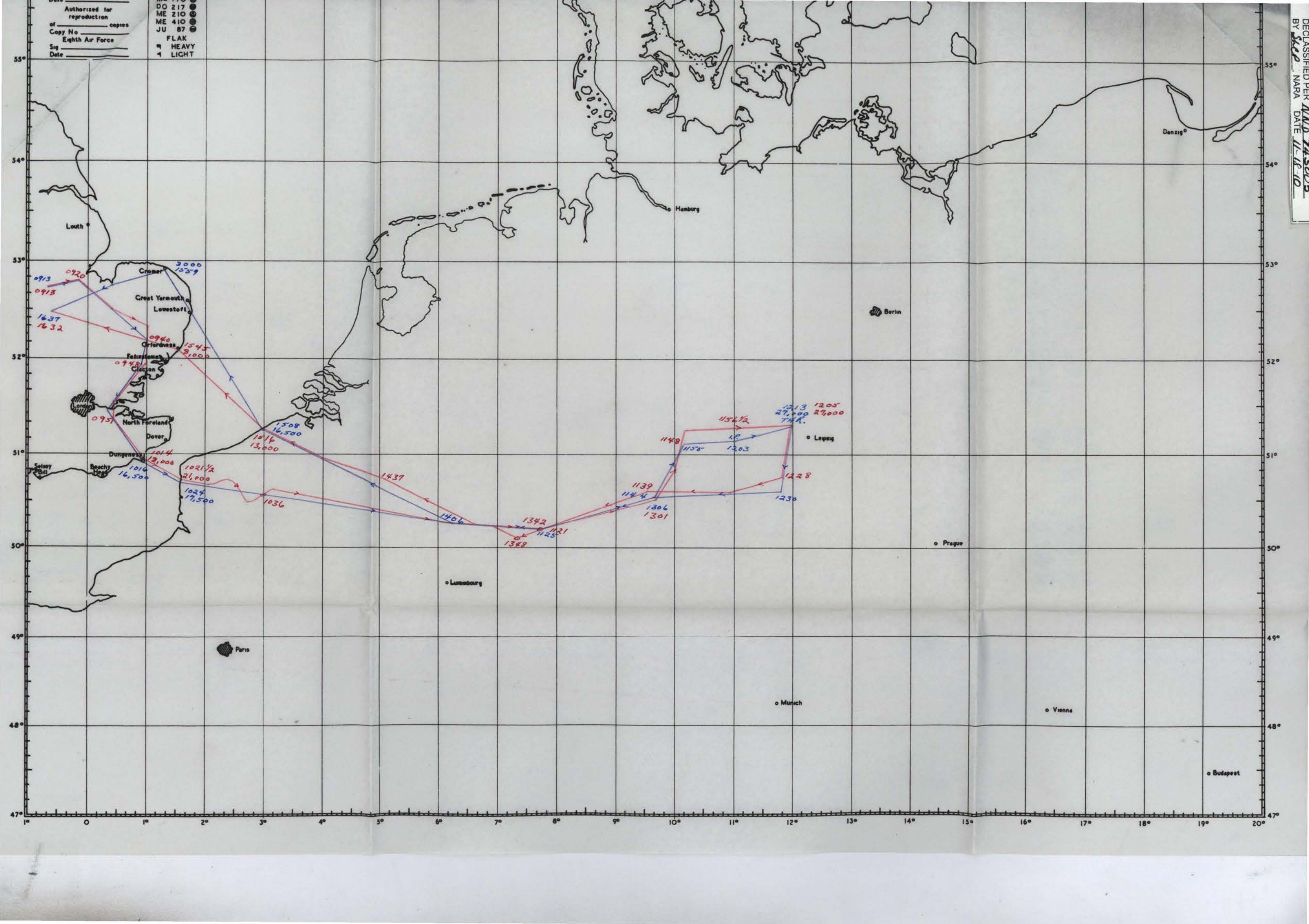
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 ME 410
 JU 87
 FLAK
 HEAVY
 LIGHT

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 BY SP6 NARA DATE 11-18-10



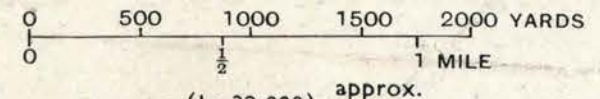
Plan "A"

Target No.
I (a) (iii) 15

I. G. FARBENINDUSTRIE
A.G.

MERSEBURG (Leuna)
(GERMANY)

Illustration No.
I (a) (iii) 15/13



Photographed 1941-1943

(1 : 32,000) approx.

Issued March 1944



A.1.3c(1)

TYPE A

Illustration No.
I (a) (iii) 15/13

STATISTICAL SUMMARY OF OPERATIONS

Attack Summary

1st BD F. O. 562

Date of 25 Nov 1944

	LEAD		LOW		HIGH
		PPF - GH		PPF - GH	
1. No. of A/C Failing to Take Off	*	-	-	-	-
2. No. of A/C Airborne	11	2	13		13
3. No. of A/C Airborne Less Spares	10	2	12		12
4. No. of A/C Sorties	10	2	12		12
5. No. of A/C Attacking	10	2	12		12
6. No. of A/C Not Attacking	-	-	-		7
(a) Early Returns Included					
7. Name of Primary Target	MERSEBURG, GERMANY (VIS)				
(a) No of A/C Attacking					
(b) No., Size & type of bombs					
8. Name of Secondary Target	MERSEBURG, GERMANY (PPF)				
(a) No of A/C Attacking	10	2	10		12
(b) No., Size & type of Bombs	100	20	91		120
	500# M64	500# M64	500# M64		500# M64
9. Name of Last Resort Target	UNKNOWN				
(a) No. of A/C Attacking			3* (INCL 1A/C above)		which dropped
(b) No., Size & type of Bombs			39 part of load		
			500# M64		
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					

STAT SUMMARY (cont'd)

	LEAD	LOW	HIGH
18. Time of Takeoff	0755	0758	0755
19. Time of Attack	1205	1206	1206½
20. Average Time of Flight	8.1	9.1	8.1
21. Altitude of Release	26,710	26,060	27,000
22. Visual or PFF	PFF	PFF	PFF
23. Enemy Resistance - AA Acc. Int.	INT INACCURATE	INT INACCURATE	INT INACCURATE
24. - Fighters	-	-	-
25. - Bomber	-	-	-
26. U.S. A/C Engaged by Enemy A/C	-	-	-
27. Degree of Success	UNOBSERVED	UNOBSERVED	UNOBSERVED

PFF A/C Borrowed from Groups as follows: NONE

PFF A/C Loaned to Groups as follows: NONE

NOTE:
 NONE

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Hantz DATE 25 Nov 1944
 PILOT Lt. Charleville, Major Silver TAKE OFF 0730
 NAVIGATOR Lt. Russell AIRPLANE _____
 WING 94th B GROUP 401st SQDN Lead LANDED 1002
 OBJECTIVE Marzburg, Germany (MPI) _____

METHOD OF ATTACK Individual Flight Squadron Group wing

NUMBER A/C IN GROUP 33 COMPOSITE GROUP _____

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

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION: 1- on leader : 33

BOMBS, TYPES AND SIZES 500 M 64 GP FUSING: NOSE 1/10 TAIL 1/10

BOMBS, TYPES AND SIZES 500 M 64 BUX FUSING: NOSE 1/10 TAIL 1/10

NUMBER OF BOMBS LOADED 270 GP RELEASED 241 GP
33 BUX 33 BUX

INFORMATION AT RELEASE POINT: FFF

Altitude of Target 540 Temp Aloft: Metro 32 Actual 30

True Altitude above target 26710 Mag Head, order 80 Actual 103

Ind. Altitude 87000 True Heading 107

Pressure alt of target 4374 Drift, Est 18 Actual 28

Altimeter setting 29.92 True Track 100

C.I.A.S. 150 I.A.S. 150 Actual Range 16,021

G.S. Est 200 Actual 334 B.S.Type H-9

Wind Direc Metro 200 Actual 200 Time of Release 1205

Wind Veloc. Metro 72 Actual 92 Intervalometer Setting 7500

D.S 122.4 Trail 54 ATF 43.50 Length of Bombing Run 50 miles

Tan. D.A. Est .60 Actual .63 C-1 Pilot Yes A-5 _____

Mean Temp: Metro _____ Actual 30.2 Manual Pilot _____

Type of Release: Lead A/C Salvo Type of Release: Other A/C 7500

CONFIDENTIAL

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

J-A-1

Reference Field Order 562 .

25 NOVEMBER 1944

SUBJECT: Communications Report, Operational Mission No 172 .

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

SECTION ONE - USE OF RADIO NAVIGATIONAL AIDS

1. Radio Beacons used:	
Splashers	0
Fixed Beacons	<u>3</u>
Bunchers, England	<u>0</u>
Bunchers, Continent	<u>27</u>
	<u>0</u>
2. MF/DF Fixes	<u>0</u>
3. HF/DF Bearings	<u>0</u>
4. VHF/DF Homings	<u>2</u>
5. Distress Action	<u>0</u>
6. Total A/C using Gee	<u>39</u>

SECTION TWO - USE OF PFF

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

SECTION THREE - USE OF RCM

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

SECTION FOUR - ACTUAL DEFICIENCIES BY EQUIPMENT

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

SECTION FIVE - REMARKS

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

CONFIDENTIAL

SECRET

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

ASSIGNED: Herssburg.....
 1. TARGET: DATE OF MISSION. 25 Nov. 1944
 BOMBED... Herssburg.....

2. ROUTE AS FLOWN:
 (5043 - 0135E) (5016 - 0616E) (5009 - 0748E) (5033 - 0941E)
 (5108 - 1011E) (5110 - 1100E) Target (5037 - 1149) (5036 - 0941E) (5009 - 0748E)
 (5016 - 0616E) (5114 - 0255E)

3.	AT TARGET	ENROUTE
WEATHER - - -	<u>10/10</u>	<u>4/10 to 5/10</u>
CONTRAILS - -	<u>None</u>	<u>Light, non-persistent</u>
SEEN-UNSEEN -	<u>Unseen</u>	<u>Seen</u>

4. DESCRIPTION OF FLAK AT TARGET:
 Intense flak, the majority of which was too low to be effective against this Group; small amount of apparently barrage type flak, however, fair for altitude and fairly poor for deflection, duration 3 - 4 minutes, engaged this Group with little effect.

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

1112 hours (5050 - 0610E), few bursts, poor for accuracy.
 1216 hours (5201 - 1157E), 8 bursts, poor for accuracy.

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

7. POSITION OF GROUP:..... 94th BB. CW. (2nd. in Division).....

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>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>108°M</u>	<u>200°M</u>	<u>1205</u>	<u>27,000</u>
<u>High</u>	<u>12</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>80°M</u>	<u>190°M</u>	<u>1206</u>	<u>27,500</u>
<u>Low</u>	<u>12</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>94°M</u>	<u>195°M</u>	<u>1206</u>	<u>26,700</u>
TOTALS											

9. COMMENTS - PHENOMENA:-
 Few white bursts observed at target (high)
 Approximately 8 ground rockets just after turning on IP. Not accurate or effective.

Lt. D. V. McCallum

OFFICE OF THE INTELLIGENCE OFFICER
STATION 123 - APO 857
U. S. ARMY

D-8-4

25 November 1944.

SUBJECT: Crew Comments and Suggestions.

TO : COMMANDING OFFICER, AAF Sta. 123, APO 857, US Army. (Thru
Major D. E. Silver.)

1. In connection with the death of Sgt. Jack F. Irvin, TG, A/C 8808, from anoxia, his pilot, Lt. Frederick R. Hodgin, reported the following: Immediately after bombs away, and while the A/C was still being engaged by the Harseburg AA batteries, a regular oxygen check was conducted. Sgt. Irvin answered by speaking the word "Tail ----" and nothing further. The WG was immediately instructed to proceed to the tail, and the pilot went back shortly thereafter. The A/C was at an altitude of 26,500 ft.. Sgt. Irvin's oxygen mask was adjusted to his face, but the hose had pulled loose from the connection in the line. The WG, upon entering the tail position, immediately connected the hose and artificial respiration was started at once. Artificial respiration was continuously conducted for considerable time, in relay, by the WG, pilot, ROG and bombardier. Sgt. Irvin never reviving. Today's mission was the second operational mission flown by this crew which, at interrogation, disclosed an extremely observant group of crew members and commendable attitude in general.

2. Lt. Frederick R. Hodgin, pilot, and Lt. James H. Pelvin, CP, A/C 8808, recommend that the Low Squadron Leader not fly so close in trail of the Lead Squadron, but move out laterally in order to avoid prop wash.

3. Major D. E. Silver, Group Leader, reported that VHF security was violated numerous times today by numerous people, of whom he was able to identify only the Guckeye Blue and Guckeye Red scouting forces.

4. Lt. Charles W. Keeling, Pilot A/C 891, reported that the trucks reported so late at the 613th Squadron area this morning that his crew had to proceed straight to briefing, without breakfast. Lt. Keeling further reported that, at 35 minutes before engine time, this A/C had not yet been pre-flighted.

5. Lt. Russell M. Fowler, CP A/C 891, reported that he found it necessary to call 613th Squadron armament section about ammunition, and that when the enlisted man sent out to check his ammunition reported to him, he acted in an exceedingly insubordinate manner, instructing Lt. Fowler that in the future, before calling the armament section, it was his business to verify the amount of ammunition on board and not to take his waist gunner's word for it.

6. Lt. William R. Jennings, Pilot A/C 077, reported that his enlisted men caught a truck to 615th armament section this morning, to get their guns; after securing their guns, they were unable to get a ride back to the A/C, inasmuch as no truck had been assigned by the Squadron. If take-off time hadn't been delayed, guns could not have been installed quickly enough for the A/C to take-off on time.

7. Sgt. Samuel T. Richardson, ROG A/C 1485, thinks it should be made SOP for Polebrook weather station to transmit weather information, rather than have each ROG call in for weather reports. Sgt. Richardson states that, whenever a QDM is needed it can be secured by Sylvester DF, and it should be SOP to give ROG's QDM's when necessary, but not require ROG's to ask for weather report.

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

Plan A # 9 on 14 Mercury
" B Marshall yard Frankfurt
MPI Compressor house - the one item which if
damaged would take the
longest to replace

you are 2nd Group on MPI
5 wings on Lutzendorf

3rd BD Plan A or B (same route as 1st BD) Over at 0
2nd BD Eastbourne (0+15)

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

25 November 1944
 Mission # XR 172

SUBJECT : Leading List

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

Plane 43-38680

P	Cox, Walter E.	2nd Lt.	612th
CP	Amundson, Glenn R.	2nd Lt.	"
N	Tiffany, Raymond L.	2nd Lt.	"
B	Ankron, Lowell J.	S Sgt.	"
RO	Hill, Robert H.	S Sgt.	"
TTG	Warren, Emmitt E.	S Sgt.	"
BIG	Fope, Leroy G.	S Sgt.	"
TG	Importe, George (NMI)	S Sgt.	"
FG	Dunn, Dale D.	S Sgt.	"

Plane 42-39993

P	Roadman, Julian (NMI)	2nd Lt.	"
CP	Mitchell, Frank G. Jr.	2nd Lt.	"
N	XXXXX Knuese, Robert H.	F/O	"
B	Whitlock, James F.	2nd Lt.	"
RO	Elochisak, Alfred (NMI)	S/Sgt.	"
TTG	Landers, John A.	S Sgt.	"
BIG	Hall, Eugene H.	S Sgt.	"
TG	Wood, Donald S.	S Sgt.	"
FG	Hill, Earle R. Jr.	S Sgt.	"

Plane 43-38541

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

Plane 43-38637

P	Hudnall, Carl L.	2nd Lt.	"
CP	Compton, Henry W.	2nd Lt.	"
N	Martin, Phillip A.	F/O	"
B	Beardall, Kenneth E.	Sgt.	"
XXXXX RO	Knight, Adam	Sgt.	"
TTG	Moorman, Loyd F.	T Sgt.	"
BIG	Gyles, Alfred R.	Sgt.	"
TG	Parker, Robert H.	Sgt.	"
FG	Parker, Matt H.	Sgt.	"

Plane 42-102393

P	Jones, Dale G.	2nd Lt.	612th
CP	Siepak, Stanley J.	2nd Lt.	"
N	Wishnoff, Aaron (NMI)	2nd Lt.	"
B	Moran, Robert E.	2nd Lt.	"
RO	Madrzyk, Chester P.	S Sgt.	"
TTG	Graupman, Richard C.	T Sgt.	"
BTG	Rogers, Charles G.	Pvt.	"
TG	Watters, Kenneth O.	S Sgt.	"
FG	Wallace, Robert W.	S Sgt.	"

Plane 42-102398

P	Maxwell, Charles T.	1st Lt.
CP	McLeod, Lucien P.	1st Lt.
N	Billman, James K.	1st Lt.
B	O'Brien, Eugene B.	S Sgt.
RO	Searcy, Marion E.	T Sgt.
TTG	Thomas, Robert L.	T Sgt.
BTG	McGrath, Joseph A.	S Sgt.
TG	Welborn, Luther B.	S Sgt.
FG	Bunn, Charles F.	S Sgt.

Plane 43-8788

P	Bloetscher, Andrew W.	2nd Lt.
CP	McIlvain, Wilbert H.	2nd Lt.
N	Threlkeld, Mercer L.	2nd Lt.
B	McMahon, John F.	2nd Lt.
RO	Kobinsky, Charles J.	Sgt.
TTG	Richards, Carl R.	S Sgt.
BTG	Skaggs, Irl R.	Sgt.
TG	Nickols, Clint S. Jr.	Sgt.
FG	Giles, Otho H.	S Sgt.

Plane 44-6506

P	Bodden, Fredrick R.	2nd Lt.
CP	Delvin, James R.	2nd Lt.
N	Uhrain, Andrew J.	2nd Lt.
B	Miller, Donald A.	2nd Lt.
RO	Korneagy, Dyan G.	Sgt.
TTG	Richardson, Paschel (NMI)	Sgt.
BTG	Noble, Chester P.	Sgt.
TG	Irvin, Jack F.	Sgt.
FG	Langham, Theodore E.N.	Sgt.

Plane 42-107039

P	Thorne, Walter W.	1st Lt.
CP	McBain, George	2nd Lt.
N	Folkerts, Arthur	2nd Lt.
B	Wilde, Earl R.	2nd Lt.
RO	Allcroft, James W.	Sgt.
TTG	Nimmons, Alston H.	Sgt.
BTG	Smith, Floyd G.	S Sgt.
TG	Munford, John V.	S Sgt.
FG	Zaragoza, Albert R.	S Sgt.

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

25 NOVEMBER 1944

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

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
43-37706	P	1st Lt.	ANNIS	ROMIE	E.
	CP	2nd Lt.	CLARK	FORREST	E.
	N	2nd Lt.	MADDEN	BERNARD	R.
	B	2nd Lt.	JENSEN	JIM	B.
	RO	S/SGT.	WALKER	LEWIS	M.
	TT	S/SGT.	CORLISS	JOHN	M.
	BT	S/SGT.	LARSON	DEAN	C.
	TG	S/SGT.	JOHNSON	LESLIE	C.
	LNG	S/SGT.	BROOKS	GEORGE	E.
RWG	SGT.	COUGHLIN	JOSEPH	B.	
44-6313	P	1st Lt.	BUDD	CLAYTON	R.
	CP	2nd Lt.	Mc LEOD	REGINALD	L.
	N	2nd Lt.	KLOTZ	BERNARD	L.
	B	S/SGT.	KISSACK	JOHN	D.
	RO	T/SGT.	SKALA	FRANKLIN	C.
	TT	T/SGT.	OLIVER	ERNEST	S.
	BT	S/SGT.	DESTROISMAISON	ARTHUR	(NMI)
	TG	S/SGT.	ROGEN	HARLEN	(NMI)
	LNG	S/SGT.	MURRAY	DALE	S.
RWG	SGT.	YROK (YORK)	EDWARD	N.	
42-38267	P	F/O	COX	HERBERT	P.
	CP	F/O	SHAW	MARVIN	W.
	N	F/O	SCEPER	KENNETH	M.
	B	SGT.	LOCKE	LESLIE	E.
	RO	SGT.	HOWELL	THOMAS	E.
	TT	SGT.	STEWART	LEONARD	C.
	BT	SGT.	TANAZEVIICH	ALEXANDER	(NMI)
	TG	SGT.	NORRIS	LAMON	(NMI)
	WG	SGT.	RAYMOND	LLOYD	A.
44-6113	P	2nd Lt.	SHELLER	DONALD	R.
	CP	2nd Lt.	WICKS	WALLACE	W.
	N	2nd Lt.	HOUSTON	RICHARD	C.
	B	F/O	KOLLAR	JOHN	E.
	RO	SGT.	GIANNINI	JOSEPH	(NMI)
	TT	SGT.	HARTY	WILLIAM	Q.
	BT	SGT.	BLACK	RICHARD	D.
	TG	SGT.	TRUDEAU	RUSSELL	M.
	WG	SGT.	SEVERSON	NORMAN	A.
43-38187	P	1st Lt.	HOPLEY	CHARLES	W.
	CP	2nd Lt.	GORTZ	FRANK	V.
	N	2nd Lt.	Mac DONALD	RICHARD	E.
	B	S/SGT.	JACOBS	JOHN	R.
	RO	S/SGT.	DUNNING	CHARLES	R. JR.
	TT	S/SGT.	HARDIN	WILLIAM	A.
	BT	S/SGT.	MERRIMAN	JAY	S.
	TG	S/SGT.	VAN PELT	HAROLD	G.
	WG	S/SGT.	ANDERSON	WAYNE	L.
42-97931	P	1st Lt.	CAMPBELL	ROBERT	B.
	CP	2nd Lt.	RANDLE	RICHARD	W.
	N	2nd Lt.	LAWLESS	HARRIS	E.
	B	2nd Lt.	ISHAM	LAWENCE	B.
	RO	T/SGT.	CHALUPZYNSKI	VINCENT	M.
	TT	T/SGT.	JUSTICE	ANDREW	C.
	BT	S/SGT.	BOSTIAN	AUDREY	L.
	TG	S/SGT.	SMITH	JAMES	A.
	WG	S/SGT.	HARLEN	JAMES	J.

42-102947	P	2nd Lt.	STEELE	RICHARD	H.
	CP	2nd Lt.	FINNELL	JAMES	J.
	N	2nd Lt.	MUNT	DONALD	J.
	B	F/O	WHITE	LINN	L.
	RO	SGT.	STROMBERG	ALEXANDER	(NMI)
	TT	SGT.	STACHURA	FREDERICK	(NMI)
	BT	SGT.	MYERS	ERROL	A.
	TG	SGT.	LUTZ	LEO	B.
	WG	SGT.	WOWAK	CHESTER	A.
44-6132	P	2nd Lt.	BRADLEY	AUBREY	J. JR.
	CP	2nd Lt.	ZEMAN	ROGER	R.
	N	2nd Lt.	GOLD	ASHLEY	J.
	B	CPL.	ELINS	HERMAN	(NMI)
	RO	SGT.	BOWERS	JACOBS	J. JR.
	TT	M/SGT.	MANGUM	JUSTICE	F.
	BT	CPL.	KEMP	JAMES	E.
	TG	CPL.	MATLACK	WILLIAM	W.
	WG	CPL.	DEFEBAUGH	NORMAN	(NMI)
891 - 612th	P	1st Lt.	KEELING	CHARLES	W.
	CP	1st Lt.	FOWLER	RUSSELL	M.
	N	2nd Lt.	RUSH	JAMES	M.
	B	2nd Lt.	SCANLON	WILLIAM	M.
	RO	T/SGT.	KNOX	ROBERT	C.
	TT	T/SGT.	FRIEST	MAURICE	C.
	BT	S/SGT.	KENAGY	LLOYD	C.
	TG	S/SGT.	MOORE	WAVERLY	W.
	ING	S/SGT.	PAPAZIAN	STEPHEN	A.
	RWG	S/SGT.	HICKINS	GARTH	N.
077 - 615th	P	1st Lt.	JENNINGS	WILLIAM	R.
	CP	1st Lt.	GARTH	FRED	M.
	N	2nd Lt.	FOLKS	WILLIAM	M.
	B	2nd Lt.	SCHKLOVEN	ISAAC	(NMI)
	RO	T/SGT.	YROI (YORIO)	FRANCIS	P.
	TT	T/SGT.	FORMAN	RICHARD	T.
	BT	S/SGT.	SELZLE	THOMAS	R.
	TG	S/SGT.	OLIVER	KENNETH	C.
	WB	S/SGT.	EWEN	DONALD	L.

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

AAF Station # 128
25 November 1944.

SUBJECT: Loading List.

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

1. Following is the loading list for today's mission.

PLANE 42-97780

P	1st Lt.	BROWN, JOHN J. JR.	614th Sq
C	Captain	KIRKRUFF, DONALD V.	"
N	1st Lt.	BROWN, JOHN D.	"
B	2nd Lt.	SCHIEFER, WILLIAM F.	"
RO	T/Sgt.	Arellano, Garciano J.	"
TT	T/Sgt.	Hoffman, Leon W.	"
BT	S/Sgt.	Wells, Cleburne D.	"
TG	S/Sgt.	Ellis, James	"
WG	S/Sgt.	Martin, Norman D.	"

PLANE 42-39012

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

PLANE 43-38646

P	1st Lt.	BABCOCK, FREDRICK H.	"
CP	2nd Lt.	BOUSFIELD, JOHN	"
N	2nd Lt.	STEWART, LEON F.	"
B	2nd Lt.	MENZEL, GEORGE H.	"
RO	S/Sgt.	Bilby, John F. Jr.	"
TT	S/Sgt.	Caldwell, Carroll L.	"
BT	Sgt.	Wilczynski, Walter J.	"
TG	Sgt.	Ward, Charles A.	"
WG	Sgt.	Casselmann, Charles R.	"

PLANE 42-97602

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

Loading List (Con't)

PLANE 44-6464

P	F/O	WITTMAN, KE PAUL F.	614th Sq
CP	1st Lt.	HOSLEY, ROBERT A.	"
N	1st Lt.	SCHNEIDER, JAMES M.	"
B	1st Lt.	O'HERN, MELVIN C.	"
RO	T/Sgt.	Mitchell, Joseph C.	"
TT	S/Sgt.	Collett, John E.	"
BT	S/Sgt.	Eaton, Carl E.	"
TG	S/Sgt.	Jackson, John A.	"
WG	Sgt.	Richey, Leland H.	"

PLANE 42-107151

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

PLANE 42-38330

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	Sgt.	Ligon, James E.	"
BT	Sgt.	McCormick, Edson C.	"
TG	S/Sgt.	Kitts, Keith D/	"
WG	S/Sgt.	Merrill, Richard E.	"

PLANE 42-97322

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

PLANE 44-6508

P	Captain	SEDER, ARTHUR R. JR.	"
CP	2nd Lt.	RUBINOFF, LOUIS W.	"
N	2nd Lt.	CRAWFORD, ALLEN H. JR.	"
CTG	Sgt.	Affel, Richard W.	"
RO	S/Sgt.	Backlin, John F.	"
TT	Sgt.	Antill, Clarence W.	"
BT	Sgt.	Harris, Cecil D.	"
TG	Sgt.	Allison, Carl M.	"
WG	Sgt.	Genauer, Lawrence	"

Loading List (Con't)

PLANE	<u>43-38738</u>		
P	2nd Lt.	PONDREN, JOHN E.	614th Sq
CP	2nd Lt.	VIA, JAMES C.	"
N	F/O	COYNE, JOHN T.	"
B	2nd Lt.	PACKRELL, JESSE L.	"
RO	S/Sgt.	Wensel, John W.	"
TT	Sgt.	Brobst, Clyde J.	"
BT	Sgt.	Hickline, John H.	"
TG	Sgt.	Wilber, Herman E.	"
WG	Sgt.	Younans, Henry A.	"

For the Squadron Commander:

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

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

25 November 1944

SUBJECT: Loading list.

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

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

PLANE # 43-89779

DUTY	RANK	LAST (NAME)	FIRST	(MI)	SQUADRON
P	1st Lt.	Grimm	William	F.	615th
CP	2nd Lt.	Rueegen	Norman	K.	"
N	2nd Lt.	McKullen	Williard	G.	"
B	Sgt.	Duke	William	M.	"
RO	T/Sgt.	Kressler	Oliver	J.	"
XT	S/Sgt.	Frown	Thomas	J.	"
BT	Sgt.	Matta	Dudley	F.	"
TG	S/Sgt.	Wheeler	Robert	L.	"
FG	S/Sgt.	Davis	Thomas	(NMI)	"

PLANE # 43-97847 PFF 612th

P	1st Lt.	Charleville	Denver	E.	615th
CP	Major	Silver	Delwyn	E.	401st
N	1st Lt.	Russell	Edwin	F.	615th
N	1st Lt.	Wilhelm	Andrew	G.	"
N	1st Lt.	Chaffoy	Charles	G.	"
B	1st Lt.	Minott	Charles	H.	"
RO	T/Sgt.	MacKeller	Glean	A.	"
TT	T/Sgt.	Nadson	Peter	G.	"
BT	---	---	---	-	-
TG	1st Lt.	Child	Elden	R.	"
FG	S/Sgt.	McKenna	Arthur	(NMI)	"

PLANE # 42-31983

P	1st Lt.	Callaway	Robert	W.	615th
CP	1st Lt.	Lawson	Robert	S.	"
N	1st Lt.	Griffin	Warren	S.	"
B	Sgt.	O'Donoghue	Harry	J.	"
RO	S/Sgt.	Dodson	James	G.	"
TT	T/Sgt.	Southerland	James	D.	"
BT	Sgt.	Altieri	Alfonse	A.	"
FG	S/Sgt.	Trendelman	Frederick	S.	"

PLANE # 42-97884

P	2nd Lt.	Maire	Frederick	H.	615th
CP	2nd Lt.	Doan	Robert	H.	"
N	2nd Lt.	Lowry	Lawrence	E.	"
B	2nd Lt.	Homburger	Charles	A.	"
RO	Sgt.	Mabrey	William	T.	"
TT	S/Sgt.	Barr	Thomas	H.	"
BT	Sgt.	Floyd	Norris	G.	"
TG	Sgt.	Landry	Lawrence	B.	"
FG	Sgt.	Nowak	Frank	F.	"

- Continued -

Loading List. (Cont'D)

PLANE # 42-97636 PFF

P	1st Lt.	Duckworth	Robert	O.	615th
GP	1st Lt.	Morrow	Russell	B.	"
H	1st Lt.	Kunstman	Warren	R.	"
H	2nd Lt.	Walters	Donald	H.	"
B	1st Lt.	Vacha	Robert	W.	"
RO	T/Sgt.	Halderman	Lyle	K.	"
TT	T/Sgt.	Comer	Roy	G.	"
BT	---	---	---	---	"
TG	S/Sgt.	Tarr	Glyde	H.	"
FG	S/Sgt.	Cook	Clayton	W.	"

PLANE # 42-102468

P	2nd Lt.	Djermos	Carl	F.	615th
GP	2nd Lt.	Spiva	Raymond	H.	"
H	F/O	Genale	John	F.	"
B	2nd Lt.	Davis	Max	D.	"
RO	Sgt.	Lacourse	Lucien	(MHI)	"
TT	Sgt.	Chiu	Donald	(MHI)	"
BT	Sgt.	Bill	Richard	H.	"
TG	Sgt.	Reiber	Gordon	A.	"
FG	Sgt.	Akins	Gra	H.	"

Returned

PLANE # 42-31495

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

PLANE # 42-38135

~~XXXXXXXXXXXX~~

P	2nd Lt.	Gerber	John	D.	615th
GP	1st Lt.	Sparsel	Kaye	H.	"
H	1st Lt.	DiAgostini	Benedict	R.	"
B	Sgt.	Geierman	Edward	F.	"
RO	Sgt.	Freitas	Daniel	D.	"
TT	Sgt.	Maksey	Chester	W.	"
BT	Sgt.	McKenna	James	P.	"
TG	Sgt.	Atchinson	Alfred	A.	"
FG	Sgt.	Martin	Cyril	I.	"

Loading list. (Cont'd)

PLANE # 45-38810

P	2nd Lt.	Cracraft	George	K.	615th
GP	1st Lt.	Shapiro	Leo	(NMI)	"
H	2nd Lt.	Heag	Carl	L.	"
B	Sgt.	Guerin	Roland	L.	"
RO	Sgt.	Fenwick	Gordon	B.	"
TT	S/Sgt.	Jacquart	Robert	P.	"
BT	Sgt.	HERMAN Schenel	Paul	J.	"
TG	S/Sgt.	Hudson	Leonard	L.	"
FG	Sgt.	Gordon	Irving	(NMI)	"

PLANE # 45-38828

P	1st Lt.	Wdy	John	(NMI)	615th
GP	2nd Lt.	Hockaday	Billy	S.	"
H	2nd Lt.	Yonel	Dale	P.	"
B	Sgt.	Oviatt	Earl	D.	"
RO	S/Sgt.	Knowles	Harry	C.	"
TT	S/Sgt.	Young	Jack	B.	"
BT	S/Sgt.	Albert	Russell	H.	"
TG	S/Sgt.	Warn	Albert	B.	"
FG	Sgt.	Jencks	Robert	L.	"

- E N D -

*Gp Engineering
Gp Amendment*

OFFICE OF THE INTELLIGENCE OFFICER
STATION 128 - APO 567
U. S. ARMY

D-E-1

21 November 1944

SUBJECT: Crew Comments and Suggestions.

TO : Commanding Officer, Station 128, APO 567, U.S. Army.

1. Lt. Frederick H. Babcock, Pilot A/C 8677 reported that the ball turret gunner in A/C 607 charged his guns without looking around, causing live shells to strike A/C 8677.

2. P/O Robert L. Long, Pilot A/C 8637 remarked that it appears that the 457th Bomb Group always flies through our formation over the buncher. P/O Long also suggests that some SOP be devised covering the situation which occurs when an A/C becomes separated from its own squadron and has to join another Group.

3. Lt. Edward H. Curran, Pilot A/C 1072 reported that the interphone of his ROG and the WG interphone were both out today; in addition, the BT oxygen system would not function, making it necessary for the BTG to ride in the waist.

4. Lt. Donald M. Schliemann, Pilot A/C 6906 was critical of the weather forecast today, stating that it varied a great deal from the briefing.

5. The crew of Hal C. Mays, Pilot A/C 7151 praised the flying done by their Pilot and Co-Pilot, both in formation and upon return to base. This A/C lost an engine over the target and returned to base alone, the Pilot stating that the excellent job of navigation done by his Navigator being primarily responsible for a safe and uneventful return trip.

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

7431

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

F-A-2

APO 557
21 November 1944

SUBJECT: Abortive Report

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

1. The following aircraft aborted from the mission of 21 November 1944 due to the reasons stated:

- a. A/C # 44-8033 - Returned early because the pilot was unable to control the # 2 prop after take-off.
- b. A/C # 42-97931 - Returned early because of a loss of power on # 3 engine after take-off. Ground check showed that the spark plugs were fouled and burned.
- c. A/C # 42-31983 - Returned early because the external oil supply line to the # 1 prop governor had broken, causing loss of a large amount of oil. This engine had only 12 hours operational time on the airplane, and the oil supply line had been installed at engine overhaul and was probably unserviceably at time of installation.

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

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

F-C-1

APO 557
22 November 1944

SUBJECT: Armament Malfunction Mission Report.

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

1. Date of Mission: 21 November 1944.
2. The following gun malfunctions were reported:
 - a. A/C 42-102393 - Charging cable broke on right chin gun. This cable has been replaced.
3. No turret malfunctions were reported.
4. The following bombing equipment malfunctions were reported:
 - a. A/C 43-38330 - Bombardier stated that three bombs hung up. These bombs were returned to station. A ground check of this A/C revealed no malfunction. This A/C will be flight checked at altitude.
5. There were 32 aircraft equipped with the all-electric bomb release system participating in the mission.

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

SIX HUNDRED AND FIFTEENTH BOMBARDMENT SQUADRON (H)
FOUR HUNDRED AND FIRST BOMBARDMENT GROUP (H)
Office of the Engineering Officer

AAF Station 128
21 November 1944

ABORTIVE REPORT:

SQUADRON 615th AIRPLANE 42-31983 PILOT 1st Lt. Robert W. Callaway
COPILOT 1st Lt. Robert S. Lawson

PILOT'S STATEMENT:

The pilot reported that he was cruising at about 2200 RPM and 34" Hg when the oil started to spray out of No. 1 Engine, and the oil pressure started to drop. The pilot feathered propeller immediately.

ENGINEERING REPORT:

Inspection of the engine showed the external supply line to the prop governor had broken off at the nose section of the engine. No. 1 engine is an overhauled engine with 13:35 hours since overhaul. It is an R-1820-65 Engine converted to a R-1820-97.

These fittings have been known to be breaking on most R-1820-65 Engines that have been converted to R-1820-97.

R. W. NEWMAN,
Capt., Air Corps,
Engineering Officer.

LEAD SQ 94TH B GROUP

Combat Sq. Leader: CAPT CHAPMAN

Date: 21 Nov 44

Deputy Sq. Leader: LT RUNDELL

Deputy Gp. Leader: CAPT GOODMAN

Engineering

614 SQDN.

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

MERCER (CHAPMAN)

~~IW C~~ 8035
1Y A 8258

WHITE

RUNDELL

IW T 8646

IN Y 7600

614 SQDL.

615 SQDN.

MAYS

SULLIVAN

IW B 7151

IY J 7113

RICHARDSON

WITTMAN

DJERNES

GRIMM

IW Z 8330

IW H 6464E

IY C 2468

IY O 8779

SISSON

IW A 6508

THOMPSON

BABCOCK

IW J 2659

~~IW K 7677~~
IW Q 7478

LD SPARES

ST AUBYN

~~IW D 7322~~
1Y-N 8810

SPARE LEAD (PFF)
(VIS)

~~IY A 8258 Disp 32~~
~~IW R 7780 Disp 4~~

GND SPARES

~~IY O 8077~~
~~IW S 7295 Disp 1-2~~
~~IY N 8810 Disp 24~~
~~SC F 8541 Disp 16~~

10-500 GP 1/10-1/40
2-5HR
2-12HR
2-36
2-72
2-244

62x

1557

HI 94TH B GROUP

Combat Sq. Leader: CAPT GOODMAN Date: 21 Nov 44

Deputy Sq. Leader: LT CROMER

Deputy Gp. Leader: CAPT GOODMAN

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

CHRISTENSEN (GOODMAN)
 IW R 750
~~SC U 7927~~

RITTING
 SC M 7039

CROMER
 SC K 8733

612 SQDN

615 SQDN

AIKEN
 SC A 7628

CALLAWAY
 IY G 1983

Short.

JONES
 SC R 2393

LONG
 SC L 8637

MALONEY
 IY L 7551

SOMBART
 IY B 8125
 B 1730

MAXWELL
 SC H 2398

SCHLIEMANN
 SC N 6506
 LD SPARES

ROADMAN
 SC D 6992

BLOETSCHER
 SC T 8788

SPARE LEAD (PFF) IY A 8258 Disp 32
 (VIS) IW R 7780 Disp 4
 IW R 817
 IW R 817
 IW R 817
 GND SPARES IW F 7896 Disp 2
 IY N 8810 Disp 24
 SC F 8541 Disp 16

LOW SQDN 94TH "B" GROUP

Combat Sq. Leader: CAPT HARB Date: 21 Nov 44

Deputy Sq. Leader: LT BAKER

Deputy Gp. Leader: CAPT GOODMAN

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

COLEMAN (HARB)

IN H 8607

CURRAN

IN K 1072

BAKER

IN F 6313

613 SQDN

615 SQDN

CARSON

IN D 8187

UDY

IY K 8425

ANNIS

~~IN U 7706~~
SCF 541

HOPLEY

IN S 2947

HANSEN

IY P 8458

MAIRE

IY F 7664

CAMPBELL

IN Q 7931 **ABORT**

COX

IN M 8267
LD

KECK

IN N 6104

SPARES

SPARE LEAD (PFF) IY A 8258 Disp 32
(VIS) ~~IW R 7780 Disp 4~~
IY K 8277
GND SPARES IW F 7395 Disp 2
IY N 8810 Disp 24
SC F 8541 Disp 16

TAUSIG

IN A 8160

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

21 November 1944

SUBJECT: Battle Damage Report

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

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

AIRPLANE NO.	BATTLE DAMAGE
42-107039	1. Flak tear bottom leading edge of right stabilizer, station 78. 2. Flak hole in right side of fuselage, station 7A.
42-38733	1. Flak hole in bottom of left bombay door, went through left side of bombay and out top of left wing.
44-6506	1. Flak hole in left side of rudder, station 6, out right side. Rudder change.
43-37628	1. Flak hole in left side of fuselage, station 11A. 2. Flak hole in fairing joining left wing to fuselage, leading edge. 3. Flak hole in leading edge of left XXX life raft door.
43-38788	1. Negative.
42-102398	1. Negative.
42-106992	1. Negative.
42-102393	1. Negative.
43-38637	1. Negative.

Herbert O. Kimmel

HERBERT O. KIMMEL
Capt, Air Corps
Engineering Officer



(SAV-401C/40/814-1)(25-11-44)(7780-24-27000) MERSEBURG

CONF.