

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

MISSION No. **175**

Date: **30 NOV., 1944**

TO: **BOHLEN, GERMANY**

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

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- E. Track Chart.

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401ST BOMBARDMENT GROUP (H)
R E P O R T O F O P E R A T I O N A L
D A Y
MISSION SUMMARY REPORT

MISSION # 175

Date 30 November 1944

ASSIGNMENT

1. Assigned Target: BOHLEN, GERMANY

2. Commitments: The 401st Group furnished three 12 A/C Squadrons for the 94th "C" Group. Two PFF A/C were included in the Lead Squadron and one PFF in the High. A spare accompanied each formation.

EXECUTION

1. Target Bombed: BOHLEN, GERMANY (VISUAL)

2. a. Group Leader: Major D. E. SILVER (Mercer)

Lead Navigator: Capt. C. M. SMITH (Dresbach - "Mickey")

Extra Navigator: 1st Lt. L. E. GASKINS

Lead Bombardier: 1st Lt. T. J. KLEFISCH

b. Low Squadron Leader: Capt. R. E. STELZER (Coleman)

Lead Navigator: 1st Lt. A. C. WILHELM

Lead Bombardier: 1st Lt. E. K. STOUT

c. High Squadron Leader: Capt. D. E. CURRIE

Lead Navigator: 1st Lt. C. B. MINOR

Lead Bombardier: 1st Lt. R. W. MURPHY

3. Flight Over England:

a. Takeoff:

Takeoff was as briefed all ships taking off in fair visibility.

b. Squadron and Group Assemblies:

Assembly was made on the Cottesmore buncher and was very good and very fast. The entire Group plus spares was assembled 10 minutes before departure from the buncher.

Mission Summary Report (Cont'd)

3. c. Route Over England:

Route over England was as briefed. Coast was departed on time on course. Divison assembly was made before departing Control Point 1.

4. Attack:

a. Flight to Target:

Briefed interval and # 3 position were held on the entire route to the target. This Group was supposed to be 1 minute behind 94th "B" and 2 minutes behind 94th "A". The Group flew 2 minutes behind 94th "A" and as 94th "B" flew just above 94th "A" there was almost a 2 minute interval between 94th "B" and 94th "C". The flight to the IP was as briefed.

b. Bombing Run:

Lead Squadron:

We arrived at the IP on course and made our turn to the target. It was visual all the way down the run but there was a good size smoke screen over Zeitz which is about 10 miles south of the target. There was a smoke screen over the target but the Bombardier was able to pick up the wooded area and quarry just north of the target. The quarry was used to set up an approximate course and rate until something definite in the target area could be identified. The bombardier finally saw some of the oil tanks in the target area and used these to pick out where the MPI should have been. The bombardier never did see the MPI but he did see enough so that he knew it's approximate location. Because of the smoke, results couldn't be seen too well but were estimated to be on the right edge of the target area. All ships salvoed. The AFCE was good.

Low Squadron:

The IP was made good and was clear except for some contrails from the Lead. The Pilot took up a heading for the target. About 2/3 of the way down the run the Bombardier saw the target area and the woods just past the target. Smoke covered the target area and extended from about 15 miles in front of it to 2 miles beyond it. The MPI which was assigned was never seen, but the target city, the two quarries nearly which were filled with water, and the Railroad track on the right were all visible, along with faint objects visible through the smoke. The bombardier, using the above points, and triangulation, placed his cross-hairs on what he estimated to be the MPI and salvoed his bombs. All others salvoed on the Leader. The AFCE was O. K. Results were judged to be on the right edge of the target area.

Mission Summary Report (Cont'd)

4. b. (Continued)

High Squadron:

We broke away from a solid undercast about 10 minutes before the IP was reached. Haze made pilotage difficult but the target area was finally picked up. Contrails from the Lead and Low Squadrons made it hard to keep the target in the sight. The MPI was never seen but check points near the target area could be identified. Bombs were dropped at 1325 on a mag. Heading of 22°. Results were unobserved due to smoke and contrails. All ships salvoed. The AFCE was in good order.

b. Flight from Target:

Course followed as briefed. Division assembly not possible as the two Groups ahead were lost over the target. Flew out abreast of the Group that was to follow us. Letdown was started over Belgium.

d. Return To Base:

Return to base was as briefed. The stand-off procedure was followed. One aircraft landed away at Boxstead because of flak damage. Two other A/C (43-38187 and 43-38458) found it necessary to land in Belgium-- the crews are safe.

e. Weather:

Weather was described as 5/10 at enemy coast, middle clouds increasing to 10/10 into IP. Clear over target with visibility air to ground restricted by smoke and ground haze.

f. Fighter Support:

Fighter support was very good.

g. Comments on Formation:

Formation and interval was very good. The High Squadron however, had difficulty over the target because of high clouds and contrails.

h. Conclusions and Recommendations:

None.

5. Aircraft Not Attacking:

All scheduled A/C attacked the target.

6. Enemy Opposition:

No air opposition encountered. (See Flak Report for Flak)

Mission Summary Report (Cont'd)7. Battle Damage:

<u>Major</u>	<u>Minor</u>	<u>To Flak</u>
7	28	35

8. Casualties:

1 KIA
1 SW
2 LW

9. Statistical Summary of Operations (See attached form)10. Bombing Data:a. Observations:Lead and Low Squadrons:

Bombfalls were within the target area. Some crews reported black smoke reaching 15,000 after Group left target.

High Squadron:

Results were mostly unobserved due to smoke and contrails--it is thought they hit short.

b. Disposition of Bombs:Lead Squadron:

All 12 scheduled A/C attacked the primary, dropping 236 X 250# M57 bombs. The spare returned 20 bombs to base.

Low Squadron:

All 12 scheduled A/C attacked the primary, dropping 240 X 250# M57 bombs. The spare returned 20 bombs to base.

High Squadron:

Of the 12 scheduled A/C eleven dropped 218 X 250# M57 on the primary. A/C 6506 attacked an unknown target of opportunity NW of Bohlen, dropping 20 bombs. The spare returned 20 bombs to base.

Mission Summary Report (Cont'd)

c. Tabular Summary of Disposition of Bombs:

	Aircraft		Bombs				
	<u>Over Target</u>	<u>Bombing</u>	<u>Number</u>	<u>Size</u>	<u>Type</u>	<u>Fusing Nose</u>	<u>Tail</u>
Main Bombfall	36	35	694*	250#	M57	1/10	1/40
Other Attacks (T. of O.)	<u>(1)</u>	<u>1</u>	20	250#	M57	1/10	1/40
Total Bombs on Target			714	250#	M57	1/10	1/40
Other Expenditures			-	-	-	-	-
Bombs Returned			60	250#	M57	1/10	1/40
Total (Loaded on A/C Taking Off)			774	250#	M57	1/10	1/40

* Incl long delays: 5 - 1 hr.
 5 - 2 hr.
 5 - 6 hr.
 5 - 12 hr.

11. Lost Aircraft:

Aircraft 43-38187 and 43-38458 were abonded on continent.

Submitted By:

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

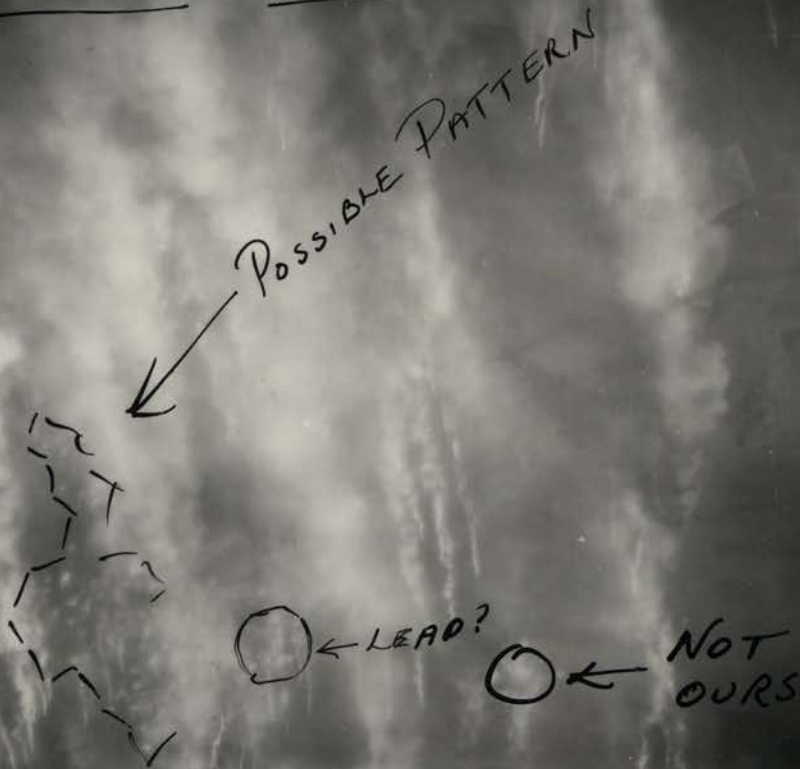
LEAD SQUADRON

BOHLEN

APPROX.
ASSIGNED MPI →



LOW SQUADRON



HIGH SQUADRON

R/F 1:44600

PATTERN 3925 X 2453

APPROX. 8000' short and left.

APPROX. ASSIGNED MPI → •

APPROX. ACTUAL MPI →



Combat Sq. Leader: MAJOR SILVER Date: 30 Nov 1944

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

94 "G" Gp; Lead Sqdn at
T/O, Cruise & OVER TARGET.

SQDN

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

MERCER (SILVER)

8259

KING

HUBBELL

6464

8033

SQDN

SQDN

MAYS

STEGEMANN

7602

8125

ST AUBYN

RICHARDSON

HANSEN

SOMBART

6508

8738

8458

6246

CROZIER

8330

MORAN

THOMPSON HL

8677

8646

SPARES

WHITE

7151(returned)

Combat Sq. Leader: CAPT STELZER Date: 30 November 1944

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

94 "C" Gp, Low Sqdn at
 T/O, Cruise, & OVER TARGET

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

8607

KELSO

BAKER

6132

8077

SQDN

SQDN

CARSON

MC KAY

8187

1485

TOUSIG

HOPLEY

JONES

GRIMM AR

8160

8862

2468

7664

CAMPBELL

7931

COX

CURRAN

6313

1072

SPARES

CAREY

7706(returned)

Combat Sq. Leader: CAPT CURRIE Date: 30 Nov 1944

Deputy Sq. Leader: _____

Deputy Gp. Leader: _____

94 "C" Gp; High Sqdn at
T/O, Cruise, & OVER TARGET.

SQDN

- 612 SC JAWOCK
- 613 IN MACRO
- 614 IV GOLFCLUB
- 615 IV BUZZARD

CURRIE

8449

CAMPBELL

LAWRENCE

6506

1891

SQDN

AIKEN

SQDN

GRIMM WF

8753

8779

ASCHENBACK

ROADMAN

GRACRAFT

JORDAN

9993

6992

1983

7551

COMER

8541

LONG

HUDNELL

8637

2393

SPARES

BODDIN

8425(returned)

HEADQUARTERS AAF STATION 128
OFFICE OF THE NAVIGATION OFFICER

Date 30 November 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 0914 hours; Land at 1232 hours.
- b. Squadron formed at 1020 hours, at 8000 feet.
- c. Group formed at 1025 hours, at 8000 feet.
- d. Began climb at 1130 hours; reached altitude at 1040 hours.
- e. Weather encountered over England:

- (1) Clouds 0-2 /10ths; Visability 4-5 miles.
- (2) Wind at altitude 280 degrees, 50 knots.

- f. Means of navigation over England Pilotage, D.R., Gee
- g. Means of checking Metro Winds Gee, Airplot
- h. Joined task force at 1059 hrs. at (City, Splasher, or Co-ords.)
- i. English Coast out at 1050 hrs.; Enemy Coast in at 1125 hrs.
- j. Fighter rendezvous going in 1130 hrs.
- k. Wind used for bombing:

- (1) 280 degrees, 55 knots.
- (2) Determined by Pilotage Air Plot
(Method)

1. Bomb run and method of Target Identification:

- (1) Reached IF at 1312 hrs.
- (2) Mag. heading over target 54 degrees.
- (3) Altitude over target 25000 feet.
- (4) Bombs away at 1324 hrs.
- (5) Method of target identification and weather over target.

Visual Hazy

- m. Gee:
 - (1) Coordinates of furthest fix 50 33 N 09 45 E.
 - (2) Obtained at 1252 hours.

n. Difficulties encountered with special equipment.

Radio Compass Not working
Interphone System Bad
RFF Inoperative

COMMENTS:

/s/ C.M. Smith
C.M. SMITH
Capt, Air Corps
Lead Navigator, Lead Sqd

SIGNATURE

HEADQUARTERS AAF STATION 128
 OFFICE OF THE NAVIGATION OFFICER

Date 30 November 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 0815 hours; Land at 1740 hours.
- b. Squadron formed at 1020 hours, at 7000 feet.
- c. Group formed at 1030 hours, at 7000 feet.
- d. Began climb at 1130 hours; reached altitude at 1240 hours.
- e. Weather encountered over England:

- (1) Clouds 0-2 /10ths; Visability 10 miles.
- (2) Wind at altitude 290 degrees, 50 knots.

- f. Means of navigation over England Gee and Pilotage
- g. Means of checking Metro Winds Gee and Pilotage
- h. Joined task force at 1100 hrs. at 1110 hrs. (City, Splasher, or Co-ords.)
- i. English Coast out at 1100 hrs.; Enemy Coast in at 1124 hrs.
- j. Fighter rendezvous going in 1145 hrs.
- k. Wind used for bombing:

- (1) 290 degrees, 50 knots.
- (2) Determined by Gee and Pilotage
 (Method)

1. Bomb run and method of Target Identification:

- (1) Reached IP at 1314 hrs.
- (2) Mag. heading over target 54 degrees.
- (3) Altitude over target 24400 feet.
- (4) Bombs away at 1326 hrs.
- (5) Method of target identification and weather over target.

Visual

m. Gee:

- (1) Coordinates of furthest fix 50 07 N 0800 E.
- (2) Obtained at 1235 hours.

n. Difficulties encountered with special equipment.

COMMENTS:

/s/ A.C. Wilhelm
 A.C. WILHELM
 1st Lt, Air Corps
 Lead Navigator
 Low Box

 SIGNATURE

HEADQUARTERS AAF STATION 128
 OFFICE OF THE NAVIGATION OFFICER

Date 30 September 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 0915 hours; Land at 1740 hours.
- b. Squadron formed at 1020 hours, at 9000 feet.
- c. Group formed at 1025 hours, at 9000 feet.
- d. Began climb at 1124 hours; reached altitude at 1241 hours.
- e. Weather encountered over England:

- (1) Clouds 0-2 / 10ths; Visibility UNL miles.
- (2) Wind at altitude 280 degrees, 48 knots.

- f. Means of navigation over England See and Pilotage.
- g. Means of checking Metro Winds See and Pilotage.
- h. Joined task force at 1100 hrs. at See and Pilotage (City, Splasher, or Co-ords.)
- i. English Coast out at 1100 hrs.; Enemy Coast in at 1124 hrs.
- j. Fighter rendezvous going in 1140 hrs.
- k. Wind used for bombing:

- (1) 284 degrees, 62 knots.
- (2) Determined by See and Mickey (Method)

1. Bomb run and method of Target Identification:

- (1) Reached IP at 1312 hrs.
- (2) Mag. heading over target 022 degrees.
- (3) Altitude over target 25000 feet.
- (4) Bombs away at 1325 hrs.
- (5) Method of target identification and weather over target.

Visual Very Hazy

m. Gee:

- (1) Coordinates of furthest fix 50 33 N 10 02 E.
- (2) Obtained at 1257 hours.

n. Difficulties encountered with special equipment.

None

COMMENTS:

/s/ Charles B. Minor
 CHARLES B. MINOR
 1st Lt, Air Corps
 Lead Navigator, High Sqd

 SIGNATURE

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF	TRUE HDNG.	MAC. HDNG.	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATION	IAS. MPH. /K	HEIGHT & AIR TEMP.	T.A.S.	RUN		C. S.	TO RUN		E.T.A.
										DIST.	TIME		DIST.	TIME	
1049			115		Over pt. 3, wind 293/30K		150	10000	150	60	30	100			
1049	160	A	165		Alter course to G.P. 1		150	10000	150			170	26	09	1058
1052	156	A	162		" " to get in good wing formation		150	10000	150						
1059	157	A	165		G. P. #1. in div. formation, 1 min. early, on course		150	10000	150	26	10	156			
1059	127	A	130		Alter course to Belgian Coast		150	10000	151			181	73	24	1113
1101	133	A	137		51-518 01-25K		150	10000	151						
1109	128		130		51-394 01-57K Wind 301/41K		150	10300	151	25	08	192	42	13	1122
1115	115	0	115		Alter course to G. P. 2. Cumulus clouds, tops 10000 10/10W		150	10000	151						
1125	115	0	115		G. P. 2, on course, on time		150	10300	151						
1125	114	0	114		Alter course to next leg		150	10300	151			182	146	48	1133
1127	120	-1	119				150	10300	151						
1130			119		start climb 51-04K 03-22K		150	10300	av. 164	30		152	127	39	1139
1136	122	-3	119		1 mi. S. Coast		150	12000							
1140	118	-3	115		Drift by barbet.		150	13000							
1144	123	-3	120		50-46K 04-15K 5 mi. right course		150	14000	av. 156	38	14				
1146	113	-3	110		Drift by barbetier		150	16500							
1154	113	-3	110		50-34K 04-58K Wind 320/20K		150	17000	av. 166	29	09	183			
1200	113	-3	110		in div formation, low clouds @ 10000 6-10/10W		150	18500							
1208			110		Geo setting up		150	20000							
1212			090		On course, 2 min late. G. P. #3		150	20500	av 164	146	47	178			
1212	099	-7	092		Alter course to next leg		150	21500	av 182			188	47	15	1222
1218	199	-7	092				150	22000		11	110	186			
1224			070		Wind 205/40K - Geo		150	22700							
1227			070		5 mi. S. Cp. #4 3 1/2 min late		150	23000	av. 187	49	15	188			
1227			060		Alter course 50-05K 07-43K		150	23000							
1233	76	-16	060		50-02K 07-57K		150	24000							
1237	074	-6	av 068		Wind 40/35K		150	24500	av. 190	38	10	160	53	20	1257
1244			075				150	25000							
1244			075		Level off		150	25000							
1248			063		50-22K 09-27K Wind 070/20		150	25000	192						
1252	062	A	063		Alter course 50-33K 09-15K		150	25000	192	13	04	218	80	20	1312
1257	069	A	072				150	25000	192	17	04				
1306			90		Wind 205/55K		150	25000	192						
1312	094	-2	90		I. P.		150	25000	192	80	19	246			
1312	034	-15	019		Bomb bays open 280/55K		150	25000	192			240	38	11	1323
1315	036	-14	20				150	"	192						
1324			50		BOMB AWAY		150	"	192	38	12	190			
1330			100		Alter course @ 51-10K 02-50K		170	21000							
1334	238	A17	245		2nd turn off target 51-01K 12-50K		150	24000	189			179	45	15	1345
1341	245	-5	240		50-36K 12-02K Alter course		150	23000	186			132	87	39	1419
1345	274	-4	270				150	23000	186						

SIGNED

NAVIGATOR

FLIGHT RECORD

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNC.	MAC. 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	
1350			270				150	23000	186						
1352½	227	A3	240		50-34N 11-22E		150	23000	186			148	61½	1:25	1417½
1400			260				150	24000	188E						
1410			260				150	24000	190						
1414½			260		50-36N 10-03E		150	24000 -35	190						
1418	254	0	254		50-31N 09-50E		150	24000	190	10	03½	172	83	29	1447
1424	253	A2	255		Let down		150	24000	190						
1429			255				150	23000	190						
1433	246	A9	255		50-15N 08-33E	Wind 300/38K	150	23000 -32	187			174			
1440			255				150	23000	187						
1445	277	A5	282		50-06N 07-42E. Alter course to next leg		150	23000	187			152	49	19½	1504
1446½	270	A10	280		50-07N 07-37E		150	23000	187						
1455			300		Alter course to get back on course		150	23000	187			150			
1503	288	A12	300		Wind 345/45K 50-12N 06-25E		150	23000	187 av 176						
1503	295	A11	306	MVC	Alter course to Div. break-up		165	22500	176			167	100	36	1539
1510			306				165	19500							
1515			310				165	18600							
1525			310		50-35N 05-20E		165	16500							
1531			307		Leviagn		165	14900							
1544			302		51-09N 4-05E	10/10ths A.C. top 8000 10/10ths G.S. base 22000	165	11200 -9							
1549	298	A4	302		51-28N 03-44E		162 143	9700 -5	166	16	5	192	16	5	1554
1554	2 98	A	302		Leave Coast Coast 51-23N 03-26E		170	7500							
1554			329				152	7200 0							
1557			329		51-26N 03-22E		150	"	144			162	115	42½	1637½
1606½			329		51-48N 03-03E	A.C. to parallel	150	"		22½	9½	142	67	28	1634½
1614½			320				150	7200				142	91	38½	1644½
1617½	332	-12	320		Wind 275/35K		150	7200	144	22½	11	123			
1624			320		52-17N 02-29E	Alter course to Crosser	150	7200 0							
1627			307				150	7000 0	144			116	57	29½	1653½
1631			307				150	"							
1641			303		English Coast at Winterton		150	7000 0							
1644			272		Going direct to Kings Lynn		160	6500 A							
1657			265				150	4800				118			
1704			253		S. Kings Lynn, turning to field		150	4700 A2				120	32	19	1223
1724			200		Over field, ready to peel off.		150	1000 A10							
1732					Landed										

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

H. W. BOWMAN
Colonel, A. C.
G. O., 401st Bomb Gp. (H)
NAVIGATOR

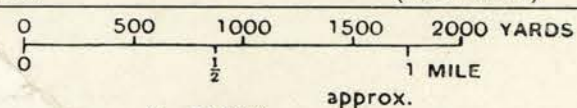
SIGNED

Primary

Target No.
I (a) (iii) 14

BRAUNKOHLE BENZIN A.G., — BOHLEN near LEIPZIG
Etc. (GERMANY)

Illustration No.
I (a) (iii) 14/9



Photographed 10 May 1944

(1 : 32,000)

Issued August 1944



- A. BRAUNKOHLE-BENZIN A.G.
- B. A.G. SACHSISCHE WERKE
- C. BRAUNKOHLE-BENZIN A.G. (New Works)
- D. A.G. SACHSISCHE WERKE

A.I.3c (1)

Illustration No.
I (a) (iii) 14/9

TYPE A

TRACK CHART

DATE Nov. 50-44

TARGETS
 PRIMARY Bohlen, Germany

ROUTE FOLLOWED BY
Blue
Red
Briefed
Kolst R.Q.(H)

SECRET

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

Authorized for
 reproduction
 of _____ copies

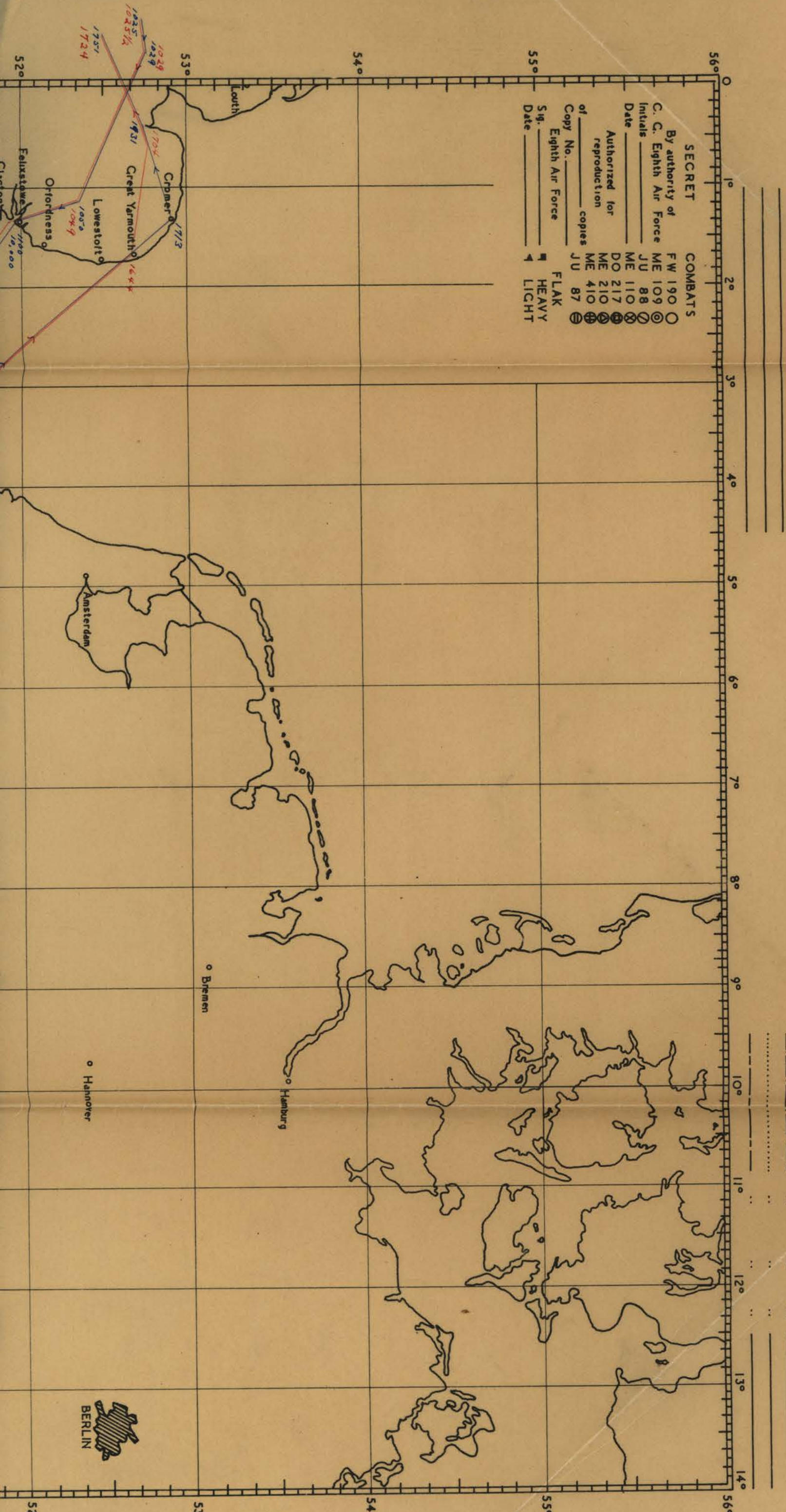
Copy No. _____
 Eighth Air Force
 Sig. _____
 Date _____

COMBATS

FW 190 ○
 ME 109 ⊙
 JU 88 ⊗
 ME 110 ⊕
 DO 217 ⊕
 ME 210 ⊕
 ME 410 ⊕
 JU 87 ⊕

FLAK

HEAVY
 LIGHT



STATISTICAL SUMMARY OF OPERATIONS

401st Group

1st BD F. O. 568

Date of 39 NOV 44

	LEAD		HIGH		LOW
		PFF - GH		PFF - GH	
1. No. of A/C Failing to Take Off	0	-	-	-	-
2. No. of A/C Airborne	11	2	12	1	13
3. No. of A/C Airborne Less Spares	10	2	11	1	12
4. No. of A/C Sorties	10	2	11	1	12
5. No. of A/C Attacking	10	2	11	1	12
6. No. of A/C Not Attacking	0	0	0	0	0
(a) Early Returns Included					
7. Name of Primary Target	BOHLEN, GERMANY (VIS)				
(a) No. of A/C Attacking	10	2	10	1	12
(b) No., Size & type of bombs	200 250# M57	36 250# M57	200 250# M57	18 250# M57	210 250# M57
8. Name of Secondary Target	MERSEBURG, GER. (PFF)				
(a) No. of A/C Attacking					
(b) No., Size & type of Bombs					
9. Name of Last Resort Target					
(a) No. of A/C Attacking					
(b) No., Size & type of Bombs					
10. Name of Target of Opportunity	UNKNOWN - NW OF PRIMARY				
(a) No. of A/C Attacking			1		
(b) No., Size, & type of Bombs			20 250# M57		
11. Name of Target Opportunity					
(a) No. of A/C Attacking					
(b) No., Size & type of Bomb					
12. No of A/C Lost - TOTAL (SEE NOTE)	NONE	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	HIGH	LOW
18. Time of Takeoff	0914	0915	0915
19. Time of Attack	1324	1325	1326
20. Average Time of Flight	8.3	8.4	8.1
21. Altitude of Release	24,000	26,000	23,875
22. Visual or PFF	VIS	VIS	VIS
23. Enemy Resistance - AA - Int. Acc.	MOD TO INT ACC	MOD TO INT ACC	MOD TO INT ACC
24. - Fighters	-	-	-
25. - Bomber	-	-	-
26. U.S. A/C Engaged by Enemy A/C	-	-	-
27. Degree of Success	FAIR	UNOBS	FAIR

PFF A/C Borrowed from Groups as follows: NONE

PFF A/C Loaned to Groups as follows:

NONE

NOTES:

2 A/C ABANDONED ON CONTINENT

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Klotzsch DATE 30 Nov 1944
 PILOT Lt. Harcer, Major Silver TAKE OFF 0014
 NAVIGATOR Lt. Cushing AIRPLANE _____
 WING 44 G GROUP 401st SQDN Lead LANDED 1732
 OBJECTIVE Sohlen, 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 On Lead : 11
 BOMBS, TYPES AND SIZES 250# M 57 FUSING: NOSE 1/10 TAIL 1/10
 BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
 NUMBER OF BOMBS LOADED 250 RELEASED 250
 INFORMATION AT RELEASE POINT:
 Altitude of Target 225 Temp Aloft: Metro 40 Actual 40
 True Altitude above target 24000 Mag Head, order 35 Actual 54
 Ind. Altitude 25000 True Heading _____
 Pressure alt of target 225 Drift, Est 72 Actual 102
 Altimeter setting 23.32 True Track _____
 C.I.A.S. 180 I.A.S. 180 Actual Range 13,880
 G.S. Est 240 Actual 200 B.S. Type M-9
 Wind Direc Metro 270 Actual 200 Time of Release 1524
 Wind Veloc. Metro 60 Actual 60 Intervalometer Setting EXPOSE 75ct
 D.S. 127 Trail 69 ATF 61.91 Length of Bombing Run YANK 30 sec
 Tan. D.A. Est .51 Actual .57 C-1 Pilot Yes A-5 _____
 Mean Temp: Metro -15.5 Actual -15.5 Manual Pilot _____
 Type of Release: Lead A/C Salvo Type of Release: Other A/C 75ct

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Stout DATE 29 Nov 1944
 PILOT Lt. Coleman (Capt Stelzer) TAKE OFF 0915
 NAVIGATOR Lt. Wilhelm AIRPLANE 0915
 WING 94th GROUP 401st SQDN Low LANDED 1720
 OBJECTIVE Bonlen, Germany (MPI)

METHOD OF ATTACK Individual Flight Squadron Group wing
 NUMBER A/C IN GROUP 12 COMPOSITE GROUP _____
 DEFLECTION AND RANGE SIGHTING GROUP Lead 1/3 COMPOSITE GROUP _____

NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:
 BOMBS, TYPES AND SIZES 2500 lb M 57 FUSING: NOSE 1 A/C TAIL 11
 BOMBS, TYPES AND SIZES _____ FUSING: NOSE 1/10 TAIL 1/40
 NUMBER OF BOMBS LOADED 240 RELEASED 240

INFORMATION AT RELEASE POINT:

Altitude of Target _____	Temp Aloft: Metro <u>-40</u> Actual _____
True Altitude above target <u>425</u>	Mag Head, order <u>38</u> Actual <u>-35</u>
Ind. Altitude <u>23875</u>	True Heading _____
Pressure alt of target <u>24490</u>	Drift, Est <u>58</u> Actual _____
Altimeter setting <u>-268</u>	True Track <u>227 72</u> Actual <u>108</u>
C.I.A.S. <u>100</u> I.A.S. <u>150</u>	Actual Range <u>68</u>
G.S. Est <u>244</u> Actual <u>236</u>	B.S. Type <u>12-9</u>
Wind Direc Metro <u>270</u> Actual _____	Time of Release <u>1526</u>
Wind Veloc. Metro <u>42</u> Actual <u>280</u>	Intervalometer Setting <u>752t</u>
D.S. <u>127</u> Trail <u>69</u> ATF <u>55</u>	Length of Bombing Run <u>30sec</u>
Tan. D.A. Est <u>.68</u> Actual <u>41.81</u>	C-1 Pilot <u>1st</u> A-5 _____
Mean Temp: Metro <u>-13.5</u> Actual <u>.51</u>	Manual Pilot _____
Type of Release: Lead A/C <u>3/10</u>	Type of Release: Other A/C <u>75ft</u>

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt. Murphy DATE 50 Nov 1944
 PILOT Capt Currie TAKE OFF 0915
 NAVIGATOR Lt. Minor AIRPLANE _____
 WING 94th C GROUP 401st SQDN High LANDED 1740
 OBJECTIVE Bohlen, 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 on Lead: 10
 BOMBS, TYPES AND SIZES 250# H HV FUSING: NOSE 1/10 TAIL 1/10
 BOMBS, TYPES AND SIZES _____ FUSING: NOSE _____ TAIL _____
 NUMBER OF BOMBS LOADED 250 RELEASED 210
 INFORMATION AT RELEASE POINT:
 Altitude of Target 425 Temp Aloft: Metro -40 Actual -40
 True Altitude above target 25800 Mag Head, order 32 Actual 22
 Ind. Altitude 25800 True Heading 26
 Pressure alt of target -266 Drift, Est 732 Actual 91
 Altimeter setting 29.92 True Track 35
 C.I.A.S. 150 I.A.S. 150 Actual Range 12,480
 G.S. Est 242 Actual 230 B.S.Type M-9
 Wind Direc Metro 270 Actual 284 Time of Release 1325
 Wind Veloc. Metro 48 Actual 60 Intervalometer Setting 75ft
 D.S 121.7 Trail 93 ATF 43.50 Length of Bombing Run 20000
 Tan. D.A. Est .50 Actual .48 C-1 Pilot Yes A-5 _____
 Mean Temp: Metro -13.5 Actual -14 Manual Pilot _____
 Type of Release: Lead A/C Salvo Type of Release: Other A/C 75ft

CONFIDENTIAL

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

J-A-3

Reference Field Order 568 .

1 DECEMBER 1944

SUBJECT: Communications Report, Operational Mission No 175 .

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

SECTION ONE - USE OF RADIO NAVIGATIONAL AIDS

1. Radio Beacons used:		2. MF/DF Fixes	<u>2</u>
Splashers	<u>18</u>	3. HF/DF Bearings	<u>0</u>
Fixed Beacons	<u>0</u>	4. VHF/DF Homings	<u>0</u>
Bunchers, England	<u>31</u>	5. Distress Action	<u>0</u>
Bunchers, Continent	<u>5</u>	6. Total A/C using Gee	<u>39</u>

SECTION TWO - USE OF PFF

		H2X	Micro-H
1. Total A/C dispatched		<u>3</u>	<u>0</u>
2. Total A/C over target		<u>3</u>	<u>0</u>
3. Total sets usable for bombing		<u>1</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>11,954</u>

SECTION FOUR - ACTUAL DEFICIENCIES BY EQUIPMENT

1. Interphone	<u>1</u>	6. Gee	<u>0</u>
2. VHF	<u>0</u>	7. H2X, XXXXXX	<u>2</u>
3. Compass	<u>0</u>	8. Carpet	<u>3</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.
 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.
401st BOMBARDMENT GROUP (HV)

ASSIGNED... Belien, Germany.....
 1. TARGET: DATE OF MISSION. 30 Nov. 44
 BOMBED... Belien, Germany.....

2. ROUTE AS FLOWN:

As Briefed.

3.	AT TARGET	ENROUTE
WEATHER - - -	<u>Clear-Vis. air to ground</u> <u>restricted by smoke & ground</u> <u>haze.</u>	<u>5/10 becoming 10/10 into IP</u>
CONTRAILS - -	<u>Mod. non-persistent 26,000</u>	<u>None</u>
SEEN-UNSEEN -	<u>Seen</u>	<u>Seen & Unseen</u>

4. DESCRIPTION OF FLAK AT TARGET:

Moderate to intense of tracking type lasting a pproximately 6 minutes.
Accurate for both height and deflection. Crews reported tracking fire
from ZETZ on into target bursting just behind lead a/c but becoming
more accurate on succeeding a/c.

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

<u>(5020-0650E)</u>	<u>1216</u>	<u>Meager</u>	<u>Observed</u>	
<u>(5010-0702E)</u>	<u>1223</u>	<u>"</u>	<u>"</u>	
<u>N. of Frankfurt</u>	<u>1235</u>	<u>Moderate</u>	<u>"</u>	
<u>Horseburg</u>	<u>1313</u>	<u>Intense</u>	<u>"</u>	<u>2 a/c from other Group go down.</u>
<u>(5010-0731E)</u>	<u>1440</u>	<u>Meager</u>	<u>"</u>	

6. CHAFF; HOW DISCHARGED: As briefed

7. POSITION OF GROUP: 94th "G" - 3rd over.

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>6</u>	<u>5</u>	<u>1</u>				<u>55 M</u>	<u>90 M</u>	<u>1324</u>	<u>25,000</u>
<u>High</u>	<u>12</u>		<u>10</u>					<u>52 M</u>	<u>120M</u>	<u>1325</u>	<u>25,800</u>
<u>Low</u>	<u>12</u>	<u>1</u>	<u>10</u>	<u>1</u>				<u>55 M</u>	<u>110M</u>	<u>1326</u>	<u>24,400</u>
<u>TOTALS</u>	<u>36</u>	<u>7</u>	<u>25</u>	<u>2</u>							

9. COMMENTS - PHENOMENA:-

It. P. R. Myers

OFFICE OF THE INTELLIGENCE OFFICER
STATION 126 - APO 557
U. S. ARMY

D-E-4

30 November 1944.

SUBJECT: Crew Comments and Suggestions.

TO : COMMANDING OFFICER, AAF Sta. 126, APO 557, US Army. (Thru Major
B. E. Silver.)

1. Lt. Robert L. Long, Pilot A/C 8637, complimented the excellent timing on the mission and stated that group formation was excellent.
2. Lt. Frank G. Mitchell, CP A/C 2395, reported that formation scattered badly immediately after bombs away.
3. Lt. Julian Roadman, Pilot A/C 6992, reported that BTG in A/C 733 (Lt. Aiken) did not get into the ball until A/C had reached 0740H. He stated that BT guns in this A/C pointed straight down until that point was reached.
4. The crew of Lt. Charles W. Hopley is living in a barracks with no stove, and although they have tried numerous times to get one, none has ever been provided.
5. The crew of Lt. Ray A. Baker, Pilot A/C 8077, report that no transportation ever showed up at dispersal area #31, and they had to walk in to interrogation.
6. The crew of Lt. Glenn H. St. Aubyn, pilot A/C 508, flew a ground spare and reported that it was in excellent condition.
7. The crew of Lt. Jack P. Somer, pilot A/C 8541, would like hot chocolate at interrogation in place of coffee.

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

BRIEFING NOTES

1. THIS IS ANOTHER HIGH PRIORITY TARGET WHICH IS YOUR PRIMARY FOR TODAY'S MISSION. YOU ALL KNOW NOW THAT THE NAZIS CRITICAL SHORTAGE IS NOT IN AIRPLANES BUT IN TRAINED PILOTS AND LACK OF FUEL FOR HIS AIRCRAFT. HIS SUPPLY HAS ~~BEEN~~ ^{BEEN} WINDLED QUITE A GOOD BIT ~~AND~~ ^{AND} THE IDEA IS TO REDUCE IT TO A TRICKLE. A GOOD VISUAL BOMBING RUN WILL DO THE TRICK (L+G)
3. LAST PRU INFO INDICATES THAT YOUR TARGET ### ATTACKED 7 OCT. '44 BY 3RD BD WITH UNOBSERVED RESULTS WAS PHOTOGRAPHED 19 OCT. PRODUCTION WAS CUT TO 75% OF CAPACITY.
2. THE TARGET IS LOCATED ABOUT $1\frac{1}{2}$ MILES S. OF (BOHLEN) AND 11 MILES S. OF THE CENTRE OF (LEIPZIG) ITS LIES JUST SOUTH OF A VERY LARGE COAL OPEN COAL MINE, THE WORKING OF WHICH ARE VERY CONSPICUOUS, AND ON W. THE MAIN RR LINE. IT IS NOT ADJACENT TO ANY BUILT UP AREA.

YOUR SECONDARY AND PFF TARGET IS THE SYNTHETIC OIL PLANT LOCATED AT (MERSEBURG) OF THE IG FARBININDUSTRIES AND YOUR SPECIFIC MPI IS THE CENTRE OF THE TARGET, WHERE THE GAS COMPRESSOR HOUSES ARE STATIONED.

THE SUGGESTED LAST RESORT TARGETS ARE: A STORAGE SHED OF AN ORDNANCE DEPOT AT (RUDOS TADT) AND AN A/D OR LANDING GROUND LOCATED AT (MEININGEN)

6 GPS OF P51'S AND 3 GPS OF P38'S IN AREA.
EPPLE PROCEDURE:

LAST MINUTE INTELLIGENCE:

AREAS TO AVOID (READ SOP) TWXS

IT IS POSSIBLE FOR THE ENEMY TO USE UP TO 800 E/A AGAINST OUR FORCES. THE WEATHER IS REPORTED GOOD FOR ALL GERMAN BASES. THE E/A WILL PROBABLY COME FROM THE NW AREAS, ESPECIALLY IN THE BERLIN/STETTIN AREA. NO CONVOYS ARE EXPECTED EITHER ON THE WAY IN OR WITHDRAWAL FROM THE TARGET.

SPECIAL INSTRUCTIONS:

P/W TO BE FOLLOWED.

CONTACT A SINGLE NATIVE AS ONE OUT OF THREE MALE WORKERS IS A FOREIGN WORKER

HELP FROM CATHOLICS ETC.

EMPTY POCKETS OF ALL IDENTIFYING PAPERS

CHECK HARNESS ETC. AND OTHER SOPS.

LT. H.L. KNOPMAN

5-3

612TH BOMBARDMENT SQUADRON (H)
401ST BOMBARDMENT GROUP (H)
Office of the Operations Officer
APO 557

Mission # 175
30 November 1944

SUBJECT: Loading List

TO : Operations Officer, 401st Bombardment Group (H),
AAF Station 128, APO 557

A/C 42-31691

P	Lawrence, Louis Jr.	1st Lt.	612th
CP	Slepak, Stanley J.	2nd Lt.	612th
N	Hyman, Nathan W.	1st Lt.	612th
B	Surge, Charles R.	1st Lt.	612th
RO	Huskey, Curtis O.	S/Sgt	612th
TT	Graupman, Richard C.	T/Sgt	612th
BT	O'Neal, Hayes E., Jr.	S/Sgt	612th
TG	Azevedo, Philbert B.	S/Sgt	612th
FG	Harold, Lloyd B.	S/Sgt	612th

A/C 42-106992

P	Roadman, Julian (NMI)	1st Lt.	612th
CP	Foy, Phillip W.	2nd Lt.	612th
N	Knues, Robert H.	F/O	612th
B	Whitlock, James P.	2nd Lt.	612th
RO	Elechisak, Alfred (NMI)	S/Sgt	612th
TT	Landers, John A.	S/Sgt	612th
BT	Hall, Eugene H.	S/Sgt	612th
TG	Wood, Donald S.	S/Sgt	612th
FG	Hill, Earle R., Jr.	S/Sgt	612th

A/C 42-39993

P	Aschenback, Allen D.	2nd Lt.	612th
CP	Matthes, Francis R.	2nd Lt.	612th
N	Brazzil, William R.	2nd Lt.	612th
B	Carson, James W.	Sgt	612th
RO	Feigenbaum, George J.	Sgt	612th
TT	Herndon, William R.	Sgt	612th
BT	Oherubini, Peter J.	S/Sgt	612th
TG	Perrlin, Joseph R.	Sgt	612th
FG	Watson, Robert W.	Sgt	612th

A/C 43-38541

P	Comer, Jack P.	2nd Lt.	612th
CP	Althoff, John R.	2nd Lt.	612th
N	Weinstein, Byron	2nd Lt.	612th
B	Smith, Alvis L.	2nd Lt.	612th
RO	Hulse, Harold A.	S/Sgt	612th
TT	Bixby, Joseph Jr.	S/Sgt	612th
BT	Erland, Cletus M.	S/Sgt	612th
TG	Kirkhoff, Leonard M.	S/Sgt	612th
FG	Mainprize, Jack E.	S/Sgt	612th

A/C 42-102393

P	Rudvall, Carl L.	2nd Lt.	612th
CP	Mitchell, Frank G., Jr.	2nd Lt.	612th
N	Martin, Phillip A.	F/O	612th
B	Seavdall, Keith E.	Sgt	612th
RO	Knight Adam	Sgt	612th
TI	Moorman, Loyd F.	T/Sgt	612th
BT	Gyles, Alfred R.	Sgt	612th
EG	Farker, Robert W.	Sgt	612th
FG	Farker, Matt M.	Sgt	612th

A/C 43-38733

P	Aiken, Charles H.	1st Lt.	612th
CP	Hanford, Charles J., Jr.	1st Lt.	612th
N	Osborne, Charles H.	1st Lt.	612th
B	Benton, David (NMI)	1st Lt.	612th
RO	Barrow, John D.	T/Sgt	612th
TI	Hecoford, Gerald F.	T/Sgt	612th
BT	Gaal, Ernest A.	S/Sgt	612th
FG	Milhone, Robert J.	S/Sgt	612th
FG	Potter, Howard J., Jr.	S/Sgt	612th

A/C 44-6506

P	Campbell, Charles J.	2nd Lt.	612th
CP	Goupton, Henry W.	2nd Lt.	612th
N	Gruhn, David B.	2nd Lt.	612th
B	Emory, Robert I.	Sgt	612th
RO	Fec, Gene M., Jr.	Sgt	612th
TI	Kartes, Charles F., Jr.	T/Sgt	612th
BT	Sullivan, Earl Jr.	S/Sgt	612th
IG	Dalton, Charles E.	Sgt	612th
FG	Murray, Howard M.	Sgt	612th

A/C 44-3440

P	Currie, Donald A., Jr.	Captain	612th
CP	Mead, Clarence E.	1st Lt.	612th
N	Kinor, Charles B.	1st Lt.	612th
B	Murphy, Roland W.	1st Lt.	612th
RO	Fraioli, Frank P.	1st Lt.	612th
NO	Suston, William P.	T/Sgt	612th
TI	Lacowicz, John (NMI)	T/Sgt	612th
BT	Smith, Charles E.	S/Sgt	612th
FG	Pahl, Arthur L., Jr.	S/Sgt	612th

~~A/C 43-38425~~

P	Goddin, Frederick H.	2nd Lt.	612th
CP	Devlin, James H.	2nd Lt.	612th
N	Whelan, Andrew	2nd Lt.	612th
B	Miller, Donald A.	2nd Lt.	612th
RO	Kernegay, Lynn E.	Sgt	612th
TI	Richardson, Paschal	Sgt	612th
BT	Robla, Chester C.	Sgt	612th
IG	Kindworth, Louis C.	Sgt	612th
FG	Langham, Theodore E.N.	Sgt	612th

retire

A/C 43-38637

P	Long, Robert L.	F/O	612th
CP	Watterson, Stuart E., Jr.	F/O	612th
N	Folkerts, Arthur	2nd Lt.	612th
B	Watson, Reynold S.	2nd Lt.	612th
RO	York, Dennis A.	S/Sgt	612th
TI	Hovezak, Henry	S/Sgt	612th
BT	Rogers, Charles G.	Pvt.	612th
IG	Iles, Earl L.	S/Sgt	612th
EG	Willick, Edward L.	S/Sgt	612th

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

30 NOVEMBER 1944

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

PLANE NO.	DUTY	RANK	LAST NAME	FIRST NAME	MI
44-6132	P	2nd Lt.	KELSO	ARTHUR	D. JR.
	CP	2nd Lt.	HAGGARD	WILBY	H.
	N	2nd Lt.	TORNE	ALVIN	E.
	B	SGT.	LITTLE	JAMES	O.
	RO	SGT.	MEYERS	NEIL	P.
	TT	SGT.	HARPER	JAMES	T.
	BT	SGT.	MORRISON	KENNETH	D.
	TG	SGT.	BOND	JACK	D.
	WG	SGT.	TOOMBS	GEORGE	(NMI)
42-31072	P	2nd Lt.	CURRAN	EDWARD	E.
	CP	2nd Lt.	REILLY	DONALD	J.
	N	2nd Lt.	BAUTZ	JOHN	J.
	B	2nd Lt.	JONES	BEN	F.
	RO	SGT.	GIESKEN	GEORGE	J.
	TT	SGT.	JOHNSON	ELMO	E.
	BT	SGT.	ZENOR	HAROLD	M.
	TG	SGT.	CLIFTON	JAMES	H.
	WG	SGT.	HARDIN	ROY	(NMI)
43-38862	P	1st Lt.	HOPEY	CHARLES	W.
	CP	2nd Lt.	GOETZ	FRANK	V.
	N	2nd Lt.	Mac DONALD	RICHARD	E.
	B	S/SGT.	JACOBS	JOHN	R.
	RO	-/SGT.	DUNNING	CHARLES	R.
	TT	S/SGT.	HARDIN	WILLIAM	A.
	BT	S/SGT.	MERRIMAN	JAY	S.
	TG	S/SGT.	VAN PELT	HAROLD	S.
	LEG	S/SGT.	ANDERSON	WAYNE	L.
	NEG	SGT.	COUGHLIN	JOSEPH	B.
43-38077 615th	P	1st Lt.	BAKER	KAY	A.
	CP	2nd Lt.	LITTLE	RICHARD	H.
	N	2nd Lt.	KORETSKY	HARRY	A.
	B	2nd Lt.	MOORE	CARLTON	R.
	RO	T/SGT.	YORIO	FRANCIS	P.
	TT	T/SGT.	BACCHUS	GEORGE	E.
	BT	S/SGT.	CLOYD	SHIRLEY	E.
	TG	S/SGT.	SLATER	HAROLD	H.
	WG	S/SGT.	MORRISON	JULIUS	J.
44-6383 (6313)	P	F/O	COX	HERBERT	P.
	CP	F/O	SHAW	MARVIN	W.
	N	F/O	SCHEPER	KENNETH	M.
	B	SGT.	LOCKE	LESLIE	E.
	RO	SGT.	HOWELL	THOMAS	E.
	TT	SGT.	STEWART	LEONARD	C.
	BT	SGT.	TANAZEVICH	ALEXANDER	(NMI)
	TG	SGT.	NORRIS	LAMON	(NMI)
	WG	SGT.	RAYMOND	LLOYD	A.
42-97931	P	1st Lt.	CAMPBELL	ROBERT	B.
	CP	2nd Lt.	HANDLE	RICHARD	W.
	N	1st Lt.	KLOTZ	BERNARD	L.
	B	2nd Lt.	ISHAM	LAWRENCE	W.
	RO	T/SGT.	CHALUPZYNSKI	VINCENT	M.
	TT	T/SGT.	JUSTICE	ANDREW	C.
	BT	S/SGT.	BOSTIAN	AUBREY	L.
	TG	S/SGT.	SMITH	JAMES	A.
	WG	S/SGT.	HARDWAY	JAMES	P.

43-98160

P
CP
N
B
RO
TT
BT
TG
WG

2nd Lt.
2nd Lt.
2nd Lt.
2nd Lt.
SGT.
SGT.
SGT.
SGT.
SGT.

TAUBIG
CAMPER
WALKER
LAWSON
FITZSIMMONS
JOHNSTON
BUCKSBAUM
KATZ
JOHNSON

HERMAN
DONALD
DENSON
EMBERT
JAMES
DONALD
ELMER
ALVIN
WARREN

(NMI)
W.
F.
E.
J.
C.
(NMI)
C.
B.

43-98187

P
CP
N
B
RO
TT
BT
TG
LNG
RWG

1st Lt.
1st Lt.
2nd Lt.
2nd Lt.
T/SGT.
T/SGT.
S/SGT.
S/SGT.
S/SGT.
SGT.

CARSON
MOE
LAWLESS
BUCHER
SHERMAN
Mac GSHEN
LEE
GERALDI
JAMES
YORK

FRANK
MORRIS
HARRIS
WILLIAM
LEO
RAY
WILLIAM
JOSEPH
LLEWLYN
EDWARD

(NMI)
E.
E.
(NMI)
(NMI)
E.
R.
J.
(NMI)
H.

43-37706

P
CP
N
B
RO
TT
BT
TG
WG

2nd Lt.
2nd Lt.
2nd Lt.
SGT.
SGT.
SGT.
SGT.
SGT.
SGT.

CARY
HREW
JOHNSTON
STITT
FLYNN
JONES
SMITH
OTOM
FISHER

KARL
JAMES
WILLIAM
JOHN
LEO
CHARLES
DONALD
HENRY
MELVIN

F.
R.
I.
L.
M.
C.
B.
T.
C.

44-2607

P
CP
N
B
RO
TT
BT
TG
WG

CAPT.
CAPT.
1st Lt.
1st Lt.
T/SGT.
T/SGT.
S/SGT.
S/SGT.
S/SGT.

COFFMAN
STILZER
WILHEM
STOUT
CAMMON
LINDHOLM
MEANEY
KIDMAN
ANDERSON

EDWARD
ROBERT
ALLEN
ELDRICE
CALVIN
ALVIN
ANTHONY
WILLARD
BIDDIE

W.
L.
C.
K.
A.
T.
J.
D.
W.

615th