

By EP/mg NARA, Date 9-21

HEADQUARTERS 306TH BOMBARDMENT GROUP (H)  
Office of the Intelligence Officer  
United States Forces

AFPO 557  
30 November, 1944

SUBJECT: Intelligence Narrative  
Mission: Gera, Germany

TO : Commanding Officer, 306th Bombardment Group (H)

1. Narrative

The 306th Group flew 33 A/C plus 3 PFF A/C as 40th "A". The route was as follows: Felixstowe 1101; Ostend 1125; I.P. 5043N x 1149E, 1320, where squadrons took interval for visual run, found primary obscured and bombed Gera at 1339.

High squadron after right turn searched unsuccessfully for briefed last resort, then picked up town in scope believed to be Ohrdruf, 5050N x 1043E, and bombed PFF at 1409 hours. Returned to briefed course at 5010N x 0745E; 5 miles north of Ostend 1609; Clacton 1645; base 1722.

No report was received from Buckeye Red, or from Division Leader.

P.F.F. equipment on all 3 A/C worked satisfactorily.

2. Fighter Opposition and Fighter Support

There was no E/A opposition on this Group.

Fighter support was excellent throughout. P-51's east of Brussels and continuously thereafter. P-38's in target area. High squadron, north of course reports short gap after its target, Ohrdruf, until rejoining bomber column at 5010N x 0745E.

3. A.A. Gun Fire

Moderate to intense tracking from Zeitz for about 1½ minutes. Damage: Lead, 5 severe, 5 slight; Low, none; High, 7 severe, 3 slight, 1 missing.

4. Bombing

Having no report from Division Commander, and unable to contact Buckeye, 40th "A" Group leader received report from fighters in target area stating primary was clear for visual bombing. Group found primary obscured by effective smoke screen and heavy ground haze. Turned off primary, and 21 A/C of lead and low bombed visual target of opportunity at Gera, 5053N x 1204E, as briefed last resort had been observed to be under 10/10 cloud on way in. Photos show hits in center of Gera, on north and south W/Y and on Heinrich Leo air compressor plant.

3 A/C from low, separated by cloud, made PFF run on T/O at Friedberg A/D results unobserved.

10 A/C of High, separated by interference from another formation on run on primary, dropped PFF at Ohrdruf, results unobserved. 1 of remaining A/C of high dropped on T/O strike photos showing hits at 5108N x 1236E. The other A/C of High squadron returned early, dropping on T/O at 5005N x 0752E.

5. Nickels

A/C 633-M dropped three WG6F and five WG5I and two WG9 on Ohrdruf.

6. Weather

5000 ft visibility becoming 10/10 about 20 miles from

By EB/mg NARA, Date 9-91

target. The target was clear except for 3/10 at 27,000, smoke screen and ground haze. Contrails at 26,000 feet.

7. A/C in Distress

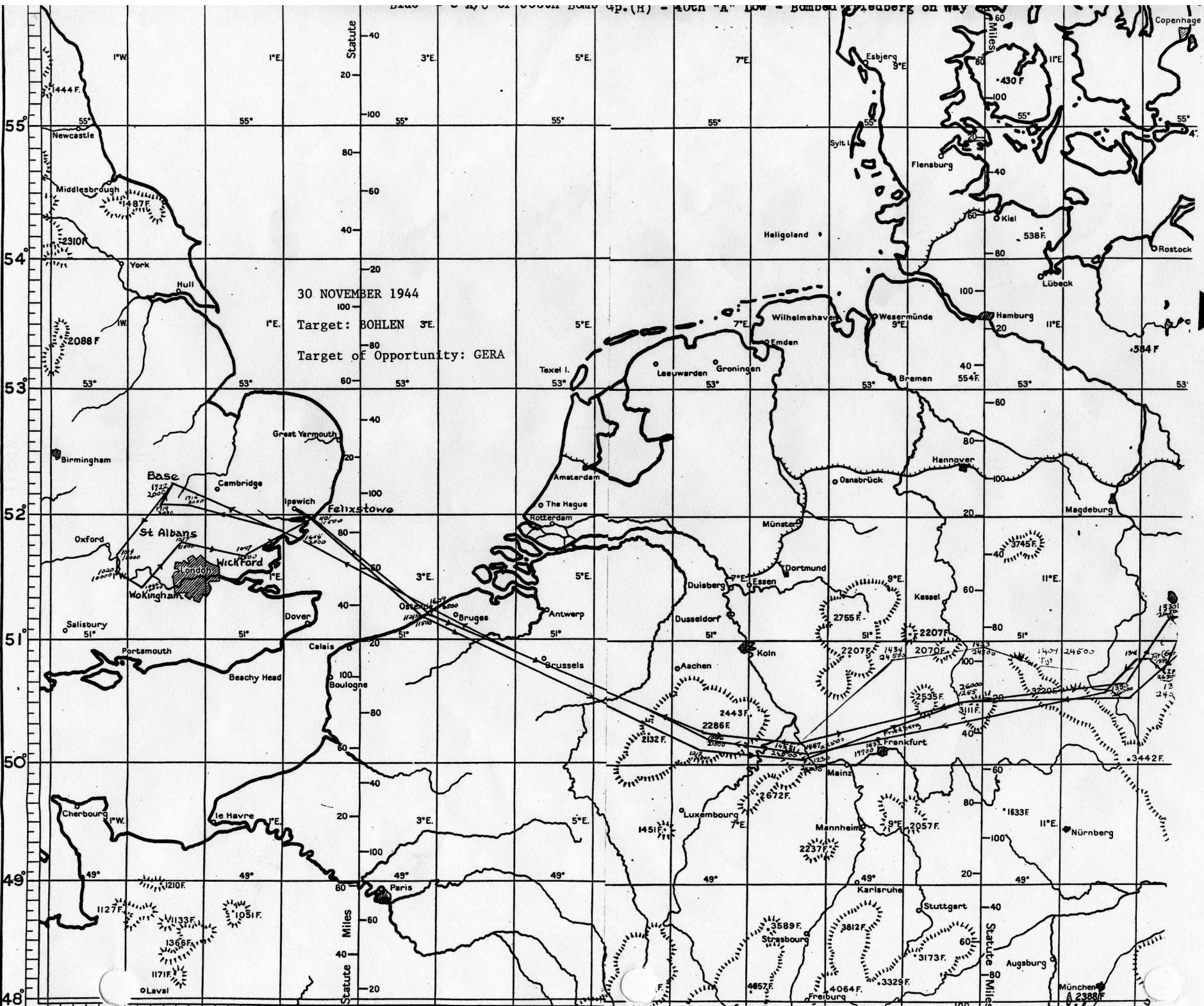
Our A/C 467-Z, pilot Brown, first falling back near Bohlen reportedly with runaway prop, last seen about 1409 hours in Ohrdruf area, still heading west and under control.

Other A/C. One B-17 near Merseberg down in flames; 1320 hours; no chutes seen. One B-17 going down near Leipzig, 1320 hours.

8. A/C Returning Early

A/C 323-M, pilot McCaulie, turned back 5008N x 0755E, 1228 hours due to oxygen failure. Dropped 20 x 250 at 5005N x 0752E.

JOHN A. BAIRNSFATHER,  
Major, AC,  
Group S-2.



DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.

745003

By AP/mg NARA, Date 9-91

Lead - Gera  
 Low - Gera (9) Friedburg (3)  
 High - Ohrdruf (10) Report on A/A: Gunfire  
 High - Bad Lausick (1) 306th Bomb Group (H)  
 High - T/O 50°06'N-07°01'E (1)

DATE OF MISSION. **30 November, 1944**

1. TARGET..... DATE OF MISSION. **30 November, 1944**

2. ROUTE AS FLOWN:-  
**OVER**

3. Weather Conditions (a) At Target... **No cloud, haze.**  
 (b) En Route... **10/10**

4. Were our A/C "Seen" or "Unseen" Targets? (a) At Target... **seen**  
 (b) En Route... **unseen**

Any Condensation Trails?... **Meager, persistent at bombing altitude**

5. Description of Flak at Target, including METHOD OF FIRE CONTROL, if possible.  
**Practically all damage received at Bohlen where flak was moderate to intense, accurate tracking lasting about 1½ minutes.**

6. Flak encountered or observed en route. (In order experienced if possible.)  
**Frankfurt, Leipzig, Poznan, Merseburg, Koblenz, Obs.**

7. Was CHAFF carried? Was it used as briefed, if not how was it used?  
 Observation of crews.  
 ..... **33**.....A/C carried... **66**.....carpet sets.  
**31 A/C dropped 11,492 units of type F-3 chaff.**

8. Position of Group and Combat Wing... **40th "A" Group**

9. Details:-

Group	A/C over E/Terr	Damaged		A/C Lost				Axis of		T.O.T	Height
		Sli	Ser	Flak	E/A	Acc	Unkn	Attack	Withdrawal		
Lead	12	5	5	0	0	0	0	303	190	1339	26,500
Low	12	0	0	0	0	0	0	264	no turn	1432	23,000
High	12	3	7	0	0	0	1	296	no turn	1409	24,500
TOTALS	36	8	12	0	0	0	1				

10. OBSERVATIONS: **S/S at Bohlen, Jena. One crew reported 3 bursts over England a 5143N-0056E.**

By AP/mg NARA, Date 9-91

HEADQUARTERS  
AAF STATION 111  
APO 557

F-A-6



30 November, 1944

SUBJECT: S-4 Combat Mission Report on Mission of 30 November 1944.

TO : Operations Officer, 306th Bombardment Group (H), APO 557.

1. No aircraft returned early from mission of this date.
2. The following is a summary of battle damages received;

Total Damaged	-	20
Severe	- - -	12
Slight	- - -	8
Flak	- - -	20
Missing	- - -	1

3. See attached page for fuel consumption report.

J. M. VENABLE, JR.,  
Major, Air Corps,  
Material Officer.

HEADQUARTERS 306TH BOMBARDMENT GROUP (H)  
Office of the Operations Officer  
APO 557

E-A-8

30 November 1944

SUBJECT: Fuel Consumption Report - Mission of 30 November 1944 - Gera, Germany.  
TO : Commanding Officer, 306th Bombardment Group (H), APO 557.

1. Gallons and Flight Time:

<u>A/C No. &amp; Type</u>	<u>Flight Time</u>	<u>Gallons</u>
	<u>40th "A" Lead</u>	
B17G		
42-97658	8:20	2100
43-38802	8:09	2250
43-38711	8:20	2335
42-38155	8:17	2150
42-97896	8:15	Damaged. Not Serviced.
43-38690	8:13	Damaged. Not Serviced.
42-97181	8:12	Damaged. Not Serviced.
43-37600	8:08	2300
42-97185	8:11	2135
42-31143	8:20	1990
42-102975	8:18	2135
43-38287	8:14	Damaged. Not Serviced.
	<u>40th "A" Low</u>	
43-37611	8:57	2210
43-38683	8:54	2120
42-97133	8:47	2230
44-6563	8:50	2520
42-37840	8:48	2185
43-37715	8:27	2370
42-102578	7:36	2180
42-32099	8:42	2175
44-8203	8:48	2275
43-37575	7:47	2315
42-38148	7:45	2200
44-6466	8:55	2470

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 15005  
By *AB/mc* NARA, Date *9-21*

By AP/mg NARA, Date 9-21

A/C No. & Type

Flight Time

Gallons

B17G

40th "A" High

43-38429	8:04	Damaged. Not
43-37633	8:26	Damaged. Not
42-97323	5:30	Not Serviced.
44-8359	8:27	Damaged. Not
42-31444	8:09	Damaged. Not
43-38019	8:25	Damaged. Not
42-97397	8:30	Damaged. Not
43-38467	Missing in Action.	
42-97505	8:15	Damaged. Not
43-37616	8:23	Damaged. Not
43-38674	7:53	2450
43-38153	7:39	Damaged. Not

2. All tanks topped after pre-flight.

*Thomas F. Witt*

THOMAS F. WITT,  
Major, AC,  
Operations Officer.

HEADQUARTERS 306TH BOMBARDMENT GROUP (H)  
Office of the Operations Officer  
APO 557

E-A-8

30 November 1944

SUBJECT: Report of Operations Officer - Mission of 30 November 1944 - Gera, Germany.  
TO : Commanding Officer, 306th Bombardment Group (H), APO 557.

40th "A" Lead.

1. General Narrative:

a. The lead A/C took off at 0909 hours to bomb a target in the Leipzig area. Assembly of the Squadron, Group and Combat Wing was as planned, and the Division join-up affected without difficulty. Control times were made good and the English Coast departed on time at the briefed point.

b. The planned course was followed to the primary target area. No report of weather conditions was received from either the Scouting Force or the Division leader. A visual run was made on the primary target but due to an effective smoke screen and ground haze, no bombs were dropped. The last resort target was cloud covered and leader picked a target of opportunity, Gera, bombing it visually with good results. Cloud cover of about 3/10 at 27000 feet prevailed in the target area.

c. Route to base paralleled that briefed and slightly south at times due to congestion of formations. Lead plane landed at 1729 hours. 40th "A" Group was number 4 in the First Air Division.

d. Friendly fighter escort was very good and no enemy aircraft were observed. Flak over primary target was moderate to intense and accurate.

2. Aircraft Not Attacking:

a. The lead Squadron was made up of 12 A/C, all of which bombed a target of opportunity, Gera, visually with good results.

3. Lost Aircraft:

a. No planes were lost.

40th "A" Low

1. General Narrative:

a. Reference is made to narrative of the lead Squadron with the following additions:

(1) Nine A/C of the low Squadron dropped on Gera on markers of the lead Squadron. Three A/C, including leader became separated temporarily from the formation by high cloud and made a PFF run on Friedberg A/D on way out. Results were unobserved.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 175005  
NARA, Date 9-9-91  
By AB/MG

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005  
By *AP/mg* NARA, Date *9-21*

(2) Lead plane took off at 0918 and landed at 1806.

2. Aircraft Not Attacking:

a. The low Squadron was made up of 12 A/C, 9 of which attacked Gera, visually, and 3 attacked Friedberg on PFF.

3. Lost Aircraft:

a. No planes were lost.

40th "A" High

1. General Narrative:

a. Reference is made to narrative of the lead Squadron with the following additions:

(1) On the run over the primary the Squadron became separated from the Group due to congestion of other formations and picked a target of opportunity, Ohrdruf bombing on PFF with unobserved results.

(2) Lead plane took off at 0916 hours and landed at 1743.

2. Aircraft Not Attacking:

a. The high Squadron was made up of 12 A/C. One plane, due to oxygen trouble, turned back over Germany and bombed a T/O at 5005N 0752E. Another A/C dropped on Bad Lausie, Germany. The remaining ten planes, due to separation from the Group over primary, bombed Ohrdruf on PFF with results unobserved.

3. Lost Aircraft:

a. 43-38467 Reported falling behind near Bohlen with runaway propeller. Last seen in Ohrdruf area still under control heading West.

STATISTICAL SUMMARY

	<u>"A" Lead</u>	<u>"A" Low</u>	<u>"A" High</u>	<u>Total</u>
No. of A/C Dispatched	12	12	12	36
Unused Spares	0	0	0	0
A/C Dispatched Less Unused Spares	12	12	12	36
No. of PFF Planes	1	1	1	3
No. of Sorties	12	12	12	36
No. of A/C Attacking	12	12	12	36
No. of A/C Not Attacking	0	0	0	0
No. of A/C Lost (Flak)	0	0	1	1

*Thomas F. Witt*  
THOMAS F. WITT,  
Major, AC,  
Operations Officer.

By AB/mg NARA, Date 9-91

HEADQUARTERS 306TH BOMBARDMENT GROUP (H)  
Office of the Group Navigator  
APO 557

E-D-7

30 November 1944.

SUBJECT: Navigation Narrative.

TO : Commanding Officer, 306th Bombardment Group (H), APO 557.

1. Group assembly was accomplished on Mt. Farn, departing on time and on course. Route over England was as briefed, departing on time and on course. French Coast was crossed on time and on course. Route to the visual IP was generally south of briefed course because of crowding by preceding Wings. Briefed visual target was obscured. Lead and Low Squadrons made a new IP at 5044N 1218E with Lead bombing visual target at 5051N 1205 at 1340 hours. Lead and Low Squadrons then flew to 5030N 1134E, reentering briefed route, staying about five miles south of briefed course out because of other Wings. Low Squadron made an on course IP at 5051N 0941E, bombing 5021N 0847E on PFF at 1432 hours. Route to the coast was as ordered with High Squadron rejoining the Lead and Low at Ghent.

2. High Squadron assumed trail interval at the IP, and finding visual primary obscured, altered course to 5103N 1255E to bomb Chemnitz. Squadron was then blocked by another Group and altered course at 5054N 1255E, making an IP at 5040N 1212E. PFF bombing was performed at 1409 hours, bombing 5050N 1040E. Squadron then flew to 5059N 10E and to 5052N 0853E, reentering briefed route at 5010N 0745E and rejoining Lead and Low Squadrons at Ghent.

3. Group departed French Coast on course and flew briefed route to base. Lead navigators were 1st Lt. A. A. Kester, 1st Lt. B. D. Wagoner and 2nd Lt. R. L. Irvine.

JAMES S. CHENEY,  
Major, AC.  
Group Navigator.

By AB/mg NARA, Date 9-91

S-4 FUEL CONSUMPTION REPORT FOR MISSION OF 30 NOVEMBER 1944:

F-A-6

<u>A/C NUMBER</u>	<u>BOMB LOAD</u>	<u>GAS LOAD</u>	<u>FLIGHT TIME</u>	<u>TOTAL GALLONS USED</u>	<u>AVER PER HR.</u>
43-37611	18/250/GP	2800	8:57	2210	236 ✓
43-38683	"	"	8:54	2120	238 ✓
42-97133	"	"	8:47	2230 ✓	250 ✓
44-6563	"	"	8:50	2520 ✓	282 ✓
42-37840	"	"	8:48	2185	245 ✓
43-37715	"	"	8:27	2370 ✓	270 ✓
42-102578	"	"	7:36	2180	252 ✓
42-32099	"	"	8:42	2175	250 ✓
42-97659	"	"	8:20	2100	252 ✓
43-38802	"	"	8:09	2250 ✓	276 ✓
43-38711	"	"	8:20	2335 ✓	280 ✓
42-38155	"	"	8:17	2150	261 ✓
44-8203	"	"	8:48	2275 ✓	258 ✓
43-37575	"	"	7:47	2315 ✓	295 ✓
42-38148	"	"	7:45	2200	284 ✓
44-6466	"	"	8:55	2470 ✓	277 ✓
43-38429	"	"	8:04	Damaged - Not Serviced ✓	
43-37633	Nickels	"	8:26	Damaged - Not Serviced ✓	
42-97323	"	"	5:30	Not Serviced ✓	
42-97896	18/250/GP	"	8:15	Damaged - Not Serviced ✓	
43-38690	"	"	8:13	Damaged - Not Serviced ✓	
42-97181	"	"	8:12	Damaged - Not Serviced ✓	
43-37600	"	"	8:08	2300 ✓	282 ✓
42-97185	"	"	8:11	2135	261 ✓
42-31143	"	"	8:20	1990	239 ✓
42-102975	"	"	8:18	2135	256 ✓
43-38287	"	"	8:14	Damaged - Not Serviced ✓	
44-8359	"	"	8:27	Damaged - Not Serviced ✓	
42-31444	"	"	8:09	Damaged - Not Serviced ✓	
43-38019	"	"	8:25	Damaged - Not Serviced ✓	
42-97397	"	"	8:30	Damaged - Not Serviced ✓	
43-38467	"	"	Missing In Action ✓		
42-97505	"	"	8:15	Damaged - Not Serviced ✓	
43-37616	"	"	8:23	Damaged - Not Serviced ✓	
43-38674	"	"	7:53	2450 ✓	312 ✓
43-38153	"	"	7:39	Damaged - Not Serviced ✓	

ave 10 highest 2352 gal for 8:24

By

EP/mg

NARA, Date

9-91

HEADQUARTERS 306TH BOMBARDMENT GROUP (H)  
Office of the Group Bombardier  
APO 557

1 December 1944.

SUBJECT: Bombing Narrative Report.

TO : Commanding Officer, 306th Bombardment Group (H), APO 557.

## 40th "A" Lead

1. The 306th Group furnished 12 A/C to fly lead squadron of the 40th "A" Group. A run was made over the visual primary but because of smoke screen aim point could not be picked up. Flak was accurate and intense on this run. A T/O was then picked up and a normal turn off I.P. was made. No flak or fighters on this bombing run. Run was made on A.F.C.E.

## 2. Difficulties encountered.

- a. Smoke screen prevented bombing of primary as formation had not received condition of target either from scouting force or division leader.

## 3. All A/C bombed.

## 4. Bombing results were good.

## 5. Complete Combat Bombing Flight Record enclosed.

## 6. Bombing accountability by number and type.

- a. Total bombs carried: 236x250M-57 + 4 smoke  
b. Total bombs released on target: 236x250M-57 + 4 smoke

## 7. Type of release.

- a. 6 A/C salvo, 6 A/C train.

## 40th "A" Low

1. The 306th Group furnished 12 A/C to fly low squadron of the 40th "A" Group. Unable to bomb primary due to weather, picked target of opportunity and made run on Gera. No flak or fighters on the bomb run. Run was made on A.F.C.E. Nine A/C in squadron dropped on wing leader over Gera. The other 3 A/C becoming separated by clouds bombed Friedburg airdrome.

## 2. All A/C bombed.

## 3. Bombing results were not seen.

## 4. Complete Combat Bombing Flight Record enclosed.

By

AB/mg

NARA, Date

9-91

## 5. Bombing accountability by number and type.

a. Total bombs carried:

240x250M-57 + 1 smoke

b. Total bombs released on Target:

180x250M-57 on Gera

50x250M-57 + 1 smoke on Friedburg

## 6. Type of release.

a. 11 A/C salvo, 1 A/C train.

## 40th "A" High

1. The 306th Group furnished 12 A/C to fly high squadron of the 40th "A" Group. Leader called PFF run, but made run on primary and failed to drop due to smoke screen. Leader then picked T/O at Ohrdruff and made a PFF run on target. No flak or fighters on bomb run. One A/C dropped bombs on T/O - 51°08'N - 12°30'E. One A/C dropped bombs at 50°06'N - 07°55'E after aborting.

2. All A/C bombed.

3. Bombing results were unobserved.

4. Complete Combat Bombing Flight Record enclosed.

## 5. Bombing accountability by number and type.

a. Total bombs carried:

219x250M-57 + 1 smoke + 10 nickels  
(20 of the 250M-57 had long delayed fuzes)

b. Total bombs dropped on target:

179x250M-57 + 1 smoke + 10 nickels  
on Ohrdruff + the 20x250M-57 with  
long delayed fuzes.

20x250M-57 on T/O at 51°08'N-12°30'E

20x250M-57 on T/O at 50°06'N-07°55'E

## 6. Type of release.

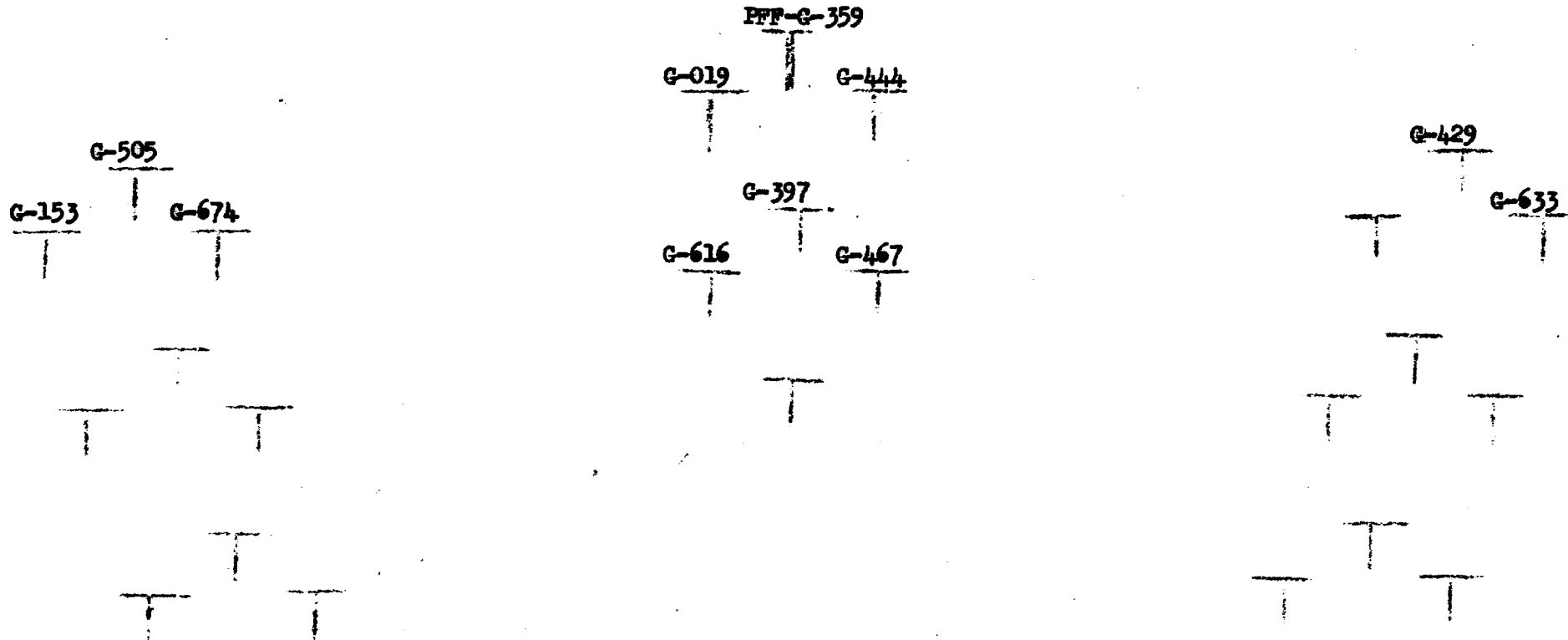
a. 7 A/C salvo, 5 A/C train.

DONALD R. ROSS,  
Captain, AC,  
Group Bombardier

40TH "A" HIGH  
306th Bombardment Group (H)  
Formation Over Target

30 November, 1944.

FORMATION DIAGRAM



A/C No. 323 returned early due to Oxygen System going out , bombed target of opportunity.

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005  
BY *SP/mg* 9/9/91 NARA, Date

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005

By AB/mg NARA, Date 9-21

40TH "A" LOW  
306th Bombardment Group (H)  
Formation at Assembly and Over Target

30 November, 1944.

FORMATION DIAGRAM

FFF-G-203

G-683      G-611

G-133

G-840      G-563

G-575

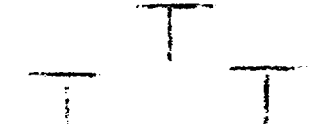
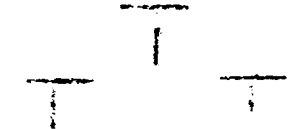
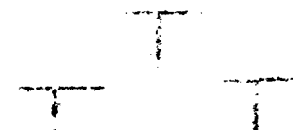
G-466

G-148

G-515

G-578

G-099



DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, 745005

By EPB/mg NARA, Date 9-91

40TH "A" LEAD  
306th Bombardment Group (H)  
Formation at Assembly and Over Target

30 November, 1944.

FORMATION DIAGRAM

PPF-G-658

G-975      G-143

G-287

G-690      G-896

G-802

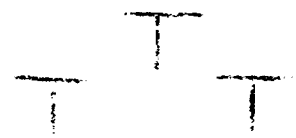
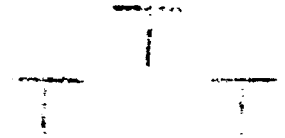
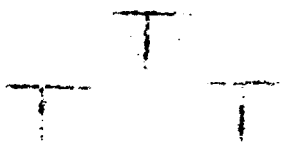
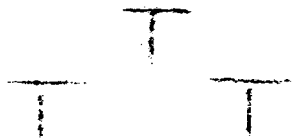
G-155

G-711

G-181

G-600

G-185

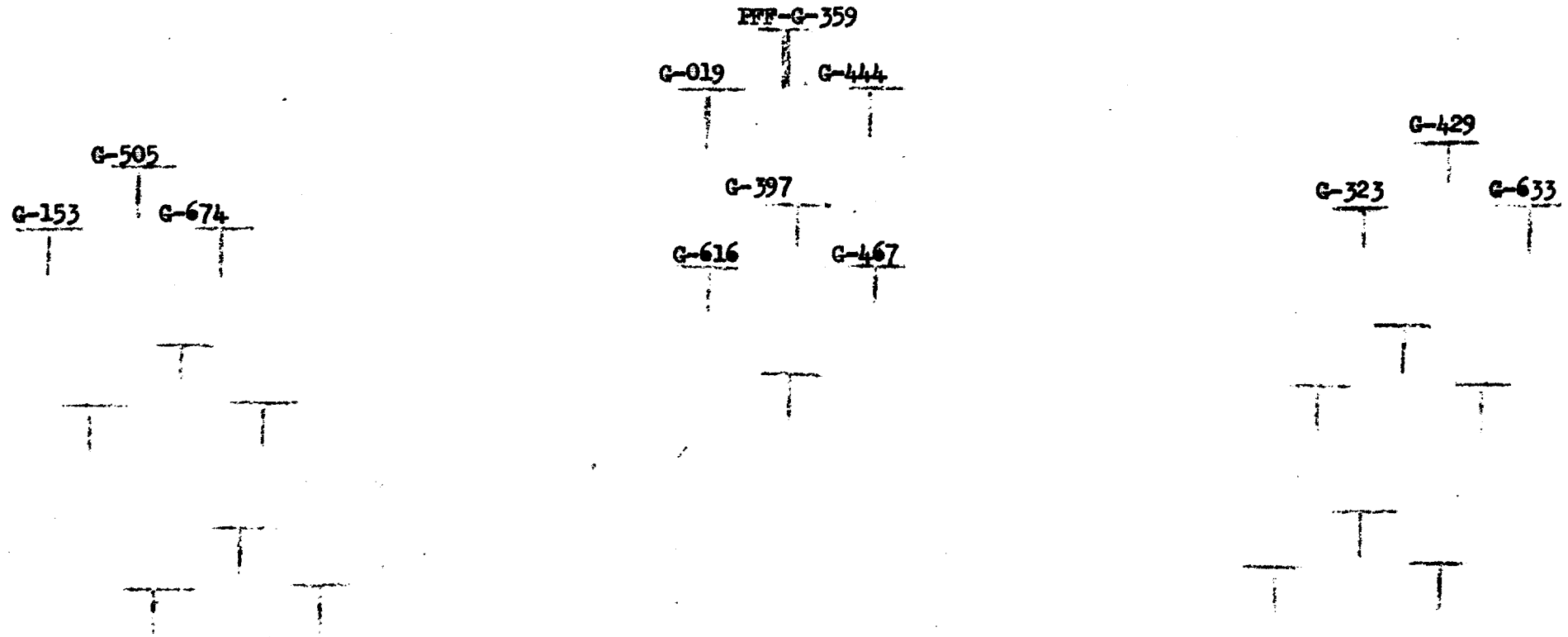


By AP/mg NARA, Date 9-91

40TH "A" HIGH  
306th Bombardment Group (H)  
Formation at Assembly

30 NOVEMBER, 1944.

FORMATION DIAGRAM



By EB/mg NARA, Date 9-91S E C R E THEADQUARTERS 306TH BOMBARDMENT GROUP (H)  
Office of the Communications Officer  
APO 557

J-A-4

1 December 1944.

SUBJECT: Communications Report for the Mission of 30 November 1944.

TO : The Commanding Officer, 306th Bombardment Group (H), APO 557, U.S. Army.

1. Twenty-six Navigators reported using one or more of the Bunchers at Mount Farm, C-11, C-15, C-16 and C-17 for L.O.P.'s and Homing with fair results reported.
2. Splasher site 16 was used for L.O.P.'s and Homing with good results.
3. Thirty-three aircraft were equipped with "Gee" and the Navigators reported fixes to 5029N - 0534E.
4. The V.H.F. was used for control of the formation. The pilot transmitted the progress reports to "Cycle Relay".
5. 367-Q received three QDM's and 423-G received one QDM from the base HF D/F station. No QDM's received from the base VHF D/F station.
6. There were no violations of security or discipline reported or observed.
7. (a). The "A" Group leader (WLTS) transmitted four control point messages and bomb strike message to division W/T station. The high squadron leader (JYXS) sent a bomb strike message to division W/T station. Receipts were obtained for all messages.  
(b). Thirty-three aircraft were equipped with "Carpet" and the radio operators reported that the equipment functioned properly the entire route.  
(c). Thirty-one aircraft dispersed 11,492 units of type F-3 "Chaff" at the briefed time and place on orders of the Group Commander.  
(d). Three aircraft were equipped with H2X and the operators reported the equipment satisfactory for bombing.
8. The following Communications Malfunctions were reported:

367th Squadron - 099 - VHF Dynamotor faulty. Shorts in set caused overload on dynamotor. Repaired and checked O.K.

368th Squadron - 658 - Repaired tail gunners mike. Wire broken. Checked O.K.


711 - Copliots mike button faulty. Wire Broken off. Repaired and checked.

718 - Top turret interphone out. Ground wire broken.

By AB/mg NARA, Date 9-91

S E C R E T

369th Squadron - 181 - Compass audio out. Short in wiring repaired. Checked O.K.

  
DONALD P. ROEBBER,  
Captain, Air Corps,  
Communications Officer.

By EB/mg NARA, Date 9-91

HEADQUARTERS 306TH BOMBARDMENT GROUP (d)  
Office of the Armament Officer  
United States Forces

F-D-7

A P O 557,  
30, November, 1944.

SUBJECT: Armament, Bombing Equipment, C-1 Autopilot and Bombsight Equipment Report for Mission of 30, November, 1944.

TO : Commanding Officer, 306th Bombardment Group (H), APO 557.

1. Armament Equipment malfunctions were limited to A/C 43-37616 and 42-97896, Chin Turrets out in elevation. Replacing Amplidynes.

2. Bombing Equipment malfunctions were as follows:

a. A/C 43-37611, 42-37840, 43-38802, 43-38429 and 42-97896, Experienced partial failures in "Train", necessitating "Salvo" release. Faulty A-4 Release replaced on 429. Other a/c ground checked OK.

b. A/C 42-31444, Retracted doors manually. Solenoids burned out.

c. A/C 43-38674, 43-37616, Retracted doors manually. Replacing Motors.

3. The following is report of C-1 Autopilot and Bombsight.

a. A/C 42-97658 PFF, 368th Squadron; Pilot - Schneider. Visual, AFCE bombing run. C-1 operated OK.

b. A/C 44-8359 PFF, 423rd Squadron; Pilot - Wood. PFF, AFCE bombing run. C-1 operated OK.

c. A/C 44-8203 PFF, 368th Squadron; Pilot - McCulloch. PFF, AFCE bombing run. C-1 operated OK.

d. Fifteen (15) Bombsights were installed for this mission.

WILLIAM R. CAIN,  
Capt., Air Corps,  
Armament Officer.

SQUADRON 369th.

MISSION NO. DIFF. LIST  
SESSION NUMBER 262 DATE Nov. 30, 1944

DOWN CR

A/C Number 43-37600  
Total Flying Time 8:40

- (P) Mattson, H. G. 2nd. Lt.
- (CP) Kruger, R. J. "
- (N) Bryan, J. A. "
- (B) Shaw, L. G. F/O.
- (E) Jenkins, J. M. Sgt.
- (RO) Bamirez, R. "
- (G) Crowton, V. "
- (G) Zymanek, J. T. "
- (G) Koubeck, D. S. "
- (G) \_\_\_\_\_

A/C Number \_\_\_\_\_  
Total Flying Time \_\_\_\_\_

- (P) \_\_\_\_\_
- (CP) \_\_\_\_\_
- (N) \_\_\_\_\_
- (B) \_\_\_\_\_
- (E) \_\_\_\_\_
- (RO) \_\_\_\_\_
- (G) \_\_\_\_\_
- (G) \_\_\_\_\_
- (G) \_\_\_\_\_
- (G) \_\_\_\_\_

A/C Number 896  
Total Flying Time 9:00

- (P) Erne, N. A. 2nd. Lt.
- (CP) Miller, A. N. "
- (N) Hudson, E. M. "
- (B) Good, G. D. "
- (E) Marchese, L. A. Sgt.
- (RO) Gattis, R. R. "
- (G) Barton, S. G. "
- (G) Holdson, G. R. "
- (G) Tiff, R. L. "
- (G) \_\_\_\_\_

A/C Number \_\_\_\_\_  
Total Flying Time \_\_\_\_\_

- (P) \_\_\_\_\_
- (CP) \_\_\_\_\_
- (N) \_\_\_\_\_
- (B) \_\_\_\_\_
- (E) \_\_\_\_\_
- (RO) \_\_\_\_\_
- (G) \_\_\_\_\_
- (G) \_\_\_\_\_
- (G) \_\_\_\_\_
- (G) \_\_\_\_\_

A/C Number 42-97185  
Total Flying Time 8:45

- (P) Brown, R. H. 1st. Lt.
- (CP) Strode, L. L. 2nd. Lt.
- (N) Walden, J. B. "
- (B) Moore, J. R. 1st. Lt.
- (E) Fann, J. J. T./Sgt.
- (RO) Ohm, R. A. Pvt.
- (G) Baasel, J. W. S/Sgt.
- (G) Parks, H. E. "
- (G) Bollard, J. W. "
- (G) \_\_\_\_\_

A/C Number \_\_\_\_\_  
Total Flying Time \_\_\_\_\_

- (P) \_\_\_\_\_
- (CP) \_\_\_\_\_
- (N) \_\_\_\_\_
- (B) \_\_\_\_\_
- (E) \_\_\_\_\_
- (RO) \_\_\_\_\_
- (G) \_\_\_\_\_
- (G) \_\_\_\_\_
- (G) \_\_\_\_\_
- (G) \_\_\_\_\_

X

X

MISSION LOADING LIST

RASMUSSEN CREW

SQUADRON 423rd MISF NUMBER 262 DATE 30 February 1944

A/C Number 42-97505  
Total Flying Time 9:10

A/C Number 43-37616  
Total Flying Time 9:10

(P) Lindsay, E. J. 2nd Lt.  
(CP) Mullen, M. L. 2nd Lt.  
(N) Culibert, S. J. F/O  
(B) German, P. E. 2nd Lt.  
(E) Boker, H. G. T/Sgt.  
(RO) Cullen, J. H. T/Sgt.  
(G) Craig, E. D. S/Sgt.  
(G) Schuettpelz, R. H. S/Sgt.  
(G) Bagwell, L. L.  
(G)  
( )

(P) Toner, C. R. 2nd Lt.  
(CP) Hallum, W. D. 1st Lt.  
(N) Bollrup, K. E. 2nd Lt.  
(B) Mounts, R. E. 2nd Lt.  
(E) Hicklin, J. A. T/Sgt.  
(RO) Hill, R. A. T/Sgt.  
(G) McCormick, L. E. S/Sgt.  
(G) McGonigle, W. J. S/Sgt.  
(G) Kieffer, J. C. S/Sgt.  
(G)  
( )

A/C Number 44-8359  
Total Flying Time 9:00

A/C Number 42-31444  
Total Flying Time 8:35

(P) Wood, W. W. 1st Lt.  
(CP) Lavier, E. C. Lt. Col.  
(N) Wagoner, B. D. 1st Lt.  
(B) Baker, H. H. 1st Lt.  
(E) Hovey, E. C. T/Sgt.  
(RO) Garrett, J. L. T/Sgt.  
(G) Neely, J. H. S/Sgt.  
(G) Wolfhope, C. E. S/Sgt.  
(G)  
(G)  
(PW) Orenstein, R. 1st Lt.

(P) Blackshaw, K. D. 2nd Lt.  
(CP) Wilson, J. D. 2nd Lt.  
(N) Gunkel, W. W. 2nd Lt.  
(B) Gorrell, D. H. F/O  
(E) Yorgason, F. W. S/Sgt.  
(R) Tuton, E. H. Sgt.  
(G) Brunner, D. J. Sgt.  
(G) Yeager, C. N. Sgt.  
(G) Nokes, R. E. Sgt.  
(G)  
( )

A/C Number 43-38153  
Total Flying Time 8:30

A/C Number 42-97397  
Total Flying Time 9:20

(P) Rasmussen, V. L. 2nd Lt.  
(CP) Barnett, G. 1st Lt.  
(N) Cheney, R. C. 2nd Lt.  
(B) Outcalt, N. E. 2nd Lt.  
(E) Barnett, E. T/Sgt.  
(RO) Favors, E. L. T/Sgt.  
(G) Cox, R. D. S/Sgt.  
(G) Bell, E. R. S/Sgt.  
(G) Buckley, J. E. S/Sgt.  
(G)  
( )

(P) Kirby, E. G. Capt.  
(CP) Paisley, B. C. 2nd Lt.  
(N) Triggs, V. L. 2nd Lt.  
(B) Finnell, L. F. 2nd Lt.  
(E) Kelso, H. A. S/Sgt.  
(RO) Burkhardt, R. E. Sgt.  
(G) Adams, J. S. Sgt.  
(G) Harper, J. L. Sgt.  
(G) Caunte, S. R. Sgt.  
(G)  
( )

ITEM

A/C Number 43-38674

Total Flying Time 8:30

A/C Number

43-38019

Total Flying Time 9:00

- (P) Roth, H. 2nd Lt.
- (CP) Campbell, C. G. 2nd Lt.
- (N) Dimter, C. R. 2nd Lt.
- (B) Howe, D.O. 2nd Lt.
- (E) Beamon, H. L. T/Sgt.
- (RO) Coleman, R. M. T/Sgt.
- (G) Henson, H. H. S/Sgt.
- (G) Finch, E. L. S/Sgt.
- (G) Tieck, F. E. S/Sgt.
- (G)
- ( )

- (P) Hutchinson, E. E. 2nd Lt.
- (CP) Riedel, W. T. 2nd Lt.
- (N) Shapland, E. P. 2nd Lt.
- (B) Griffin, R. E. 2nd Lt.
- (E) Mondor, D. D. T/Sgt.
- (RO) Johnson, G. W. T/Sgt.
- (G) Hayen, C. V. S/Sgt.
- (G) Baker, L. B. S/Sgt.
- (G) Resser, A. H. S/Sgt.
- (G)
- ( )

A/C Number 467

Total Flying Time 8:00

A/C Number

Total Flying Time

- (P) Brown, H. (RMI) 1st Lt.
- (CP) Phillips, D. W. 2nd Lt.
- (N) Guilfoyle, W. A. 2nd Lt.
- (B) Berry, L. 2nd Lt.
- (E) Thomas, T. T/Sgt.
- (RO) Fatica, C. A. T/Sgt.
- (G) Barker, M. C. S/Sgt.
- (G) Beck, I. E. S/Sgt.
- (G) Miller, R. T., Jr. S/Sgt.
- (G)
- ( )

- (P)
- (CP)
- (N)
- (B)
- (E)
- (RO)
- (G)
- (G)
- (G)
- (G)
- ( )

A/C Number

Total Flying Time

A/C Number

Total Flying Time

- (P)
- (CP)
- (N)
- (B)
- (E)
- (RO)
- (G)
- (G)
- (G)
- (G)
- ( )

- (P)
- (CP)
- (N)
- (B)
- (E)
- (RO)
- (G)
- (G)
- (G)
- (G)
- ( )