

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

MISSION No. **23**

Date: **11 FEB. 44**

TO: **FRANKFURT , GER.**

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

11 February 1944

SUBJECT: Low Box Narrative, 401st Group formation, Mission No 23.

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

1. The 401st Group provided a full low group plus two squadrons to the high composite box.

2. Takeoff for the 401st low box was accomplished without incident. Individual assembly at 9,000 feet over the Deenethorpe Buncher was quickly made and the three groups of the Wing departed Point X on time. By the time the Wing reached the Division assembly line, a good tight wing formation had been formed.

3. The 94th Combat Bomb Wing assumed its proper position in the Division and crossed out approximately four (4) minutes early from Point Z. The first part of the trip in to the IP proceeded as briefed. However, prior to reaching the IP, the Wing Leader slowed up to allow the Wing on his right to proceed in ahead of him, and difficulty was experienced in holding group formation due to over-running.

4. At the IP the VHF code word for PFF bombing was given. The low group had fallen slightly behind the other two groups of the wing at the IP. However, large holes in the cloud coverage allowed the target to be seen. By using a combination of the lead group's PFF flares and visual corrections to course, the group's Lead Bombardier was able to accurately plant his bomb pattern in the center of the target area. The results were observed to be excellent.

5. Flak was encountered at the target area, but was moderate and inaccurate.

6. Fighter support throughout the mission excellent and although enemy fighters were present, very few dive attacks were allowed to develop.

7. The wing formation back from the target was very good. Wing dispersal was made at splasher 7. The low group let down through a hole in the clouds as a group and proceeded to the base for a normal formation landing.

8. All ships returned to base safely.

DONALD G. McCREE,
Captain, Air Corps,
Low Group Leader.

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

E- -1

11 February 1944

SUBJECT: High Box Leader's Narrative, Mission No 23, 401st Group Formation, 11 February 1944.

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

1. The 401st Group furnished the lead and high squadrons for the high composite box for the mission of 11 February 1944. Assembly was individual on X Buncher at 13,000 feet. the 401st ships assembled without any apparent difficulty but the 351st low squadron of the composite box had only two ships as the high box left X Buncher for Wing assembly. The high composite box was one minute late at Point A, cut across the right turn at Point B and pulled into Wing formation between Points 'B' and 'C'. The Wing held assembly altitude until leaving Point C instead of starting to climb on leaving X Buncher. Wing arrived at Point Z four minutes early and the high box was forced to fall back to allow the high box of another wing to pass. On leaving Point Z the 94th Wing was abreast of but on the wrong side of the wing on which it was to guide. The 94th Wing dropped back, crossed over to the left side and pulled abreast of this wing shortly after crossing the enemy coast. The high composite box was in prep wash several times from the right wing from the enemy coast to the IP.

2. PFF was the bombing choice announced at the IP. A right turn was made into the target. The secondary target was bombed. Straight course was held for several minutes after bombing to avoid heavy flak on the right. The 94th Combat Wing was fourth over the target. Flak over the target was moderate but accurate. Haze partially obscured the target but some observations were made and results were good.

3. When out of the flak area a right turn was made. Milk flak was encountered on leaving the enemy coast but all large concentrations were avoided. Proceeded to wing dispersal, letting down from enemy coast to dispersal point. The low squadron of the composite box left the formation at the Wing dispersal. Lead and high squadrons let down through a hole in the overcast, the lead squadron returning to base in formation, the high squadron returning individually.

4. Aircraft over the target -12 (401st A/C -5 of other groups)
 Lead Squadron 7
 High Squadron 5
 Low Squadron 6

5. All aircraft returned to base.

WILLIAM C GARLAND,
Captain, Air Corps,
High Box Leader.

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

B-C-1

11 February 1944

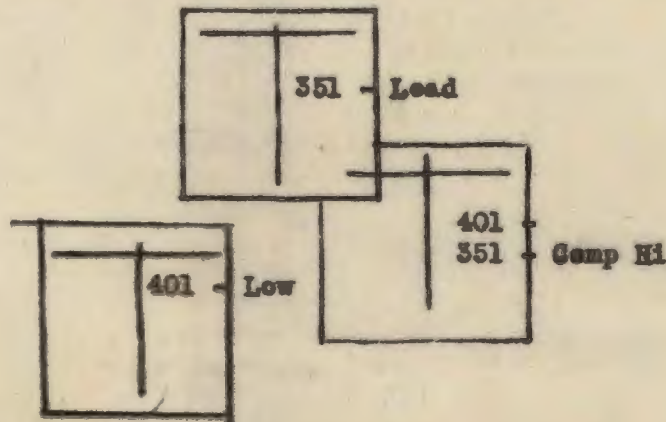
SUBJECT: Operational Narrative (Low Box) Mission No 23
11 February 1944.

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

1. GENERAL NARRATIVE: The 401st Group furnished the low box for the mission of 11 February 1944. Takeoff and assembly were as briefed, though the low box did not get into proper formation in the Wing until the time of Division assembly. The route in and out was as briefed.

2. AIRCRAFT NOT ATTACKING: Twenty two(22) ships in the low box took off, however, one aircraft after being airborne flew with the composite high box. Two (2) aborted from the low box, No 42-31034 due to 100% mechanical failure and 42-31098 due to pilot error in not being able to find the formation. Twenty one aircraft considered airborne in the low box.

- a. Formation at takeoff and on cruise (diagram attached).
- b. Formation over the target (diagram attached).
- c. The 401st box was low in the 94th Wing formation:



3. AIRCRAFT LOST: No enemy aircraft were encountered. Flak was moderate and accurate. No ships were lost and all returned to base.

4. RESULTS: Bombing was PFF on the secondary. Hits were observed in the center of the target area, but no pictures were taken.

ALLISON C BROOKS,
Lt Col, Air Corps,
Operations Officer.

Combat Flight Leader: Capt MC CREE 11 FEB 44
 Deputy Flight Leader: lt SMITH (Date)
 Group Call Sign: _____ Fighter Call Sign: _____
 Ground Control: _____

612 SQDN
Mc CREE

612th SC PATHETIC
 613th IN SILVERWARE
 614th IW CARMICHAHLL
 615th IY FLANCE

033 Low box formation at takeoff and on cruise

TANNER SMITH

943 662

CURRIE

054 (aborted)

WEST BINGHAM

487 993

613 SQDN 615 SQDN

SHOTTS DEMPSEY

072 091

LOCHER JONES BYRD WYSOCKI

507 226 730 069

HESS CHRISTENSEN

557 843

SHANKS SHARP FERDYN CAMPBELL

855 593 619 873

SMITH WR

SPARES

369

GARDNER

WILSON CL

WALSH

518

002

098 (retv
 027)

Ground Control:

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

SQDN

FOX

033

LOW BOX FORMATION OVER THE TARGET

TANNER

SMITH SE

943

662

WEST

487

WILSON CL

BINGHAM

002

993

SQDN

SQDN

SHOTS

DEMPSEY

072

091

LOCHER

JONES

BYRD

WYROCKI

507

226

730

069

HESS

CHRISTENSEN

557

843

SHANKS

SHARP

FERDYN

CAMPBELL

855

593

619

873

SMITH WR

SPARES

369

*Low with
303rd*

HEADQUARTERS
 401ST BOMBARDMENT GROUP (H)
 Office of the Air Statistical Officer

AAF Station 128
 12 February 1944

SUBJECT: Statistical Summary, 401st Group Box, Mission of 11 Feb. 1944.
 TO : Commanding Officer, 401st Bombardment Group, AAF Station 128.

STATISTICAL SUMMARY OF AIRCRAFT ATTACKING

Number of A/C Taking Off.....21
 Number of A/C Spares..... 2
 A/C Taking Off Less Unused Spares.....21
 Number of A/C Dispatched.....19
 Number of Sorties.....19
 Number of A/C Attacking.....18*
 Number of A/C Not Attacking..... 3

NUMBER OF A/C LOST: None

TABULAR SUMMARY OF DISPOSITION OF BOMBS OVER TARGET

	Aircraft		Num- ber	Size	Type	Bombs	
	Over Target	Bomb- ing				Nose	Fusing Tail
Main Bombfall (Secondary)	19*	18*	213	500#	GP	1/10	1/40
Other Attacks	-	-	-	-	-	-	-
Bombs on Target			213	500#	GP	1/10	1/40
Other Bomb Expenditures			15	x	x	x	x
Bombs Returned			24	x	x	x	x
Total (Loaded on A/C T.O.)			252	500#	GP	1/10	1/40

*Note: 3 A/C bombed with 303rd

Note: One A/C scheduled to fly with 401st Group after taking off flew and bombed with composite Box. It is considered as being airborne with composite.

For The Operations Officer:

KEN W. DAUBLE
 Captain, Air Corps
 Air Statistical Officer

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

E-C-4

11 February 1944

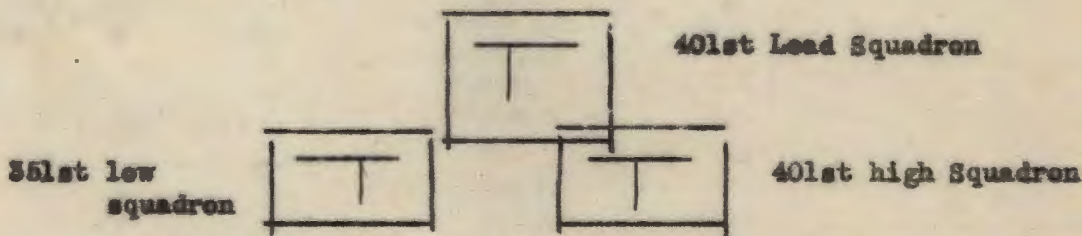
SUBJECT: Operational Narrative (High Composite Box), Mission No 23,
11 February 1944.

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

1. GENERAL NARRATIVE: The 401st Group furnished the lead and high squadrons of the high composite box. Take-off and assembly were as briefed. The 351st low squadron joined the formation as briefed and the route in and out with the Wing formation was as briefed.

2. AIRCRAFT NOT ATTACKING: Fourteen (14) ships took off for the composite high box formation, one aircraft from the low box joining it immediately after take-off. (15 aircraft considered airborne with composite box) Two returned early. Ship no. 42-31077 could not find the formation - pilot error. Ship no. 42-38026 was shot by 50 caliber from another B-17. No pilot error on this ship. An investigation is being made to find the gunner who fired the shots in question.

- A. Formation at take-off and cruise (See attached diagram)
- B. Formation over target (See attached diagram)
- C. 401st furnished lead and high squadrons in 351st-401st high composite box:



3. AIRCRAFT LOST: No ships were lost, and all returned to base. Flak was moderate and accurate and no enemy aircraft were encountered.

4. RESULTS: Bombing was PFF on the secondary and hits were not observed.

ALLISON C. BROOKS,
Lt. Col., Air Corps,
Operations Officer.

Combat Flight Leader: CAPT GARLAND 11 FEB 44
 (Date)
 Deputy Flight Leader: Lt WILSON
 Group Call Sign: _____ Fighter Call Sign: _____
 Ground Control: _____

612th SC PATHET IG
 613th IN SILVERWARE
 614th IW CARMICHAEL
 615th IY FIANCE

614 SQDN

GARLAND

863

KSIENIEWICZ

WILSON SP

847

820

STIMSON

740

DAVES

WEBER

846

881

SQDN

STINE

SQDN

488

SELLERS

857

WELLS

DUNAWAY

077 (aborted)

979

~~SNEAHAN~~

~~487~~

Added to T/O

VOKATY

FITCHETT

930

026 (returned early)

LEW

932

SPARES

Combat Flight Leader: _____ (Date)

Deputy Flight Leader: _____

Group Call Sign: _____ Fighter Call Sign: _____

Ground Control: _____

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

_____ SQDN
CAMMACK

**401ST HIGH BOX SQDNS
 OVER TARGET**

I 863

KSIENIEWICZ

S. P. WILSON

G 847

J 820

STIMSON

A 440

DAWES

WEBER

M 846

F 881

_____ SQDN

_____ SQDN

STINE

SELLERS

D 488

L 837

VOKATY

DUNAWAY

M 930

H 979

HERSHEY

Q 496

LEW

H 932

HEADQUARTERS
 401ST BOMBARDMENT GROUP
 Office of the Air Statistical Officer

AAF Station 128
 12 February 1944

SUBJECT: Statistical Summary, 401st - 351st Composite Box, Mission of 11 February 1944.

TO : Commanding Officer, 401st Bombardment Group, AAF Station 128.

STATISTICAL SUMMARY OF AIRCRAFT ATTACKING

Number of A/C Taking Off.....15
 Number of A/C Spares..... 1
 A/C Taking Off Less Unused Spares.....15
 Number of A/C Dispatched.....14
 Number of Sorties.....12
 Number of A/C Attacking.....13
 Number of A/C Not Attacking..... 2

NUMBER OF A/C LOST: None

TABULAR SUMMARY OF DISPOSITION OF BOMBS OVER TARGET

	Aircraft		Bombs				
	Over Target	Bombing	Number	Size	Type	Fusing	
						Nose	Tail
Main Bombfall (Secondary)	12	12	504	100#	GP	M126	
Other Attacks	1	1	12	500#	GP	1/10	1/40
Bombs on Target			504	100#	GP	M126	
			12	500#	GP	1/10	1/40
Other Bomb Expenditures			-	-	-	-	-
Bombs Returned			54	100#	GP	M126	
Total (Loaded on A/C T.O.)			588	100#	GP	M126	
			12	500#	GP	1/10	1/40

Note; One A/C scheduled to fly with 401st Group after taking off flew and bombed with composite Box. It is considered as being airborne with composite.

For The Operations Officer:

KEN W. DAUBLE
 Captain, Air Corps
 Air Statistical Officer

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

APO 634

SUBJECT: Lead Navigator's Narrative Mission flown 23 February 1944

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

1. Flight Plan and log attached.
2. Track Chart attached.
3. Narrative.
 - a. T/O at 0807 $\frac{1}{2}$ hours.
 - b. Group formed at 0855 hours at 9000 feet.
 - c. Formed CW at 0900 hours at 11000 feet.
 - d. Began climb at 0917 hours.
 - e. Reached altitude at 1000 hours.
 - f. Weather encountered over England:
 - (1) Clouds 8-10/10ths
 - (2) Visability 2 miles
 - (3) Wind at altitude 57 degrees, 64 Knots per hour.
 - g. Means of navigation over England.
Gee, Radio, Pilotsage
 - h. Means of checking Metro Winds
"G"
 - i. Joined task force at 1016 hours at SPACE 02 152.
(Splasher, City or Coord)
 - j. Departed English Coast at 1001 hours.
Arrived at Enemy Coast at 1028 hours.

k. Fighter Rendezvous:

- (1) Going in: 1015 hours.
- (2) Coming Back: Continuous from 1015 hours.

l. Wind used for bombing:

- (1) 30 degrees.
- (2) 85 knots per hour.
- (3) How determined:

Metro and Gee

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

- (1) Reached IP at 1014 hours.
- (2) Mag heading over target 120 degrees.
- (3) Altitude over target 24,000 feet.
- (4) Time bombs away 1:28 hours.
- (5) Method of target identification and weather over target:

Visual • Also 377

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

None

o. Gee:

- (1) Coordinates of furthest fix 50 40 N 01 55 E.
- (2) Time 1050 hours.

p. Comments:

WALTER E. HADNER
Captain, Air Corps
Lead Navigator (Low Group)

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

APO 634

SUBJECT: Lead Navigator's Narrative of Mission Flown 11 February 1944

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

1. Flight Plan and log attached.
2. Track Chart attached.
3. Narrative.
 - a. T/O at 0751 hours.
 - b. Group formed at 0850 hours at 15000 feet.
 - c. Formed CBW at 0859 hours at 1500 feet.
 - d. Began climb at 0925 hours.
 - e. Reached altitude at 1020 hours.
 - f. Weather encountered over England:
 - (1) Clouds 9/10ths
 - (2) Visibility 9 miles
 - (3) Wind at altitude 27 degrees, 100 Knots per hour.
 - g. Means of navigation over England.

GEE • PILOTAGE • RADIO COMPAS • DR
 - h. Means of checking Metro Winds

GEE PILOTAGE
 - i. Joined task force at 1018 hours at 51 40N 02 15E.
(Splasher, City or Coord)
 - j. Departed English Coast at 1000 hours.
Arrived at Enemy Coast at 1026 hours.

k. Fighter Rendezvous:

- (1) Going in: 1024 hours. (Continuous Fighter Cover)
- (2) Coming Back: 1224 hours.

l. Wind used for bombing:

- (1) 27 degrees.
- (2) 190 knots per hour.
- (3) How determined:

Gee Fixes

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

- (1) Reached IP at 1215 hours.
- (2) Mag heading over target 138 degrees.
- (3) Altitude over target 25,000 feet.
- (4) Time bombs away 1224 hours.
- (5) Method of target Identification and weather over target:

Pilotage 7/10 Undercast 3c Top 10,000

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

NONE

o. Gee:

- (1) Coordinates of furthest fix 50 39 N 04 06 E.
- (2) Time 1055 hours.

p. Comments:

NONE

ORCIL A. HASKINS
Signal Corps
Lead Navigator (High
Composite Box)

TARGET

TRACK CHART
Date 2-11-44

Green
RED

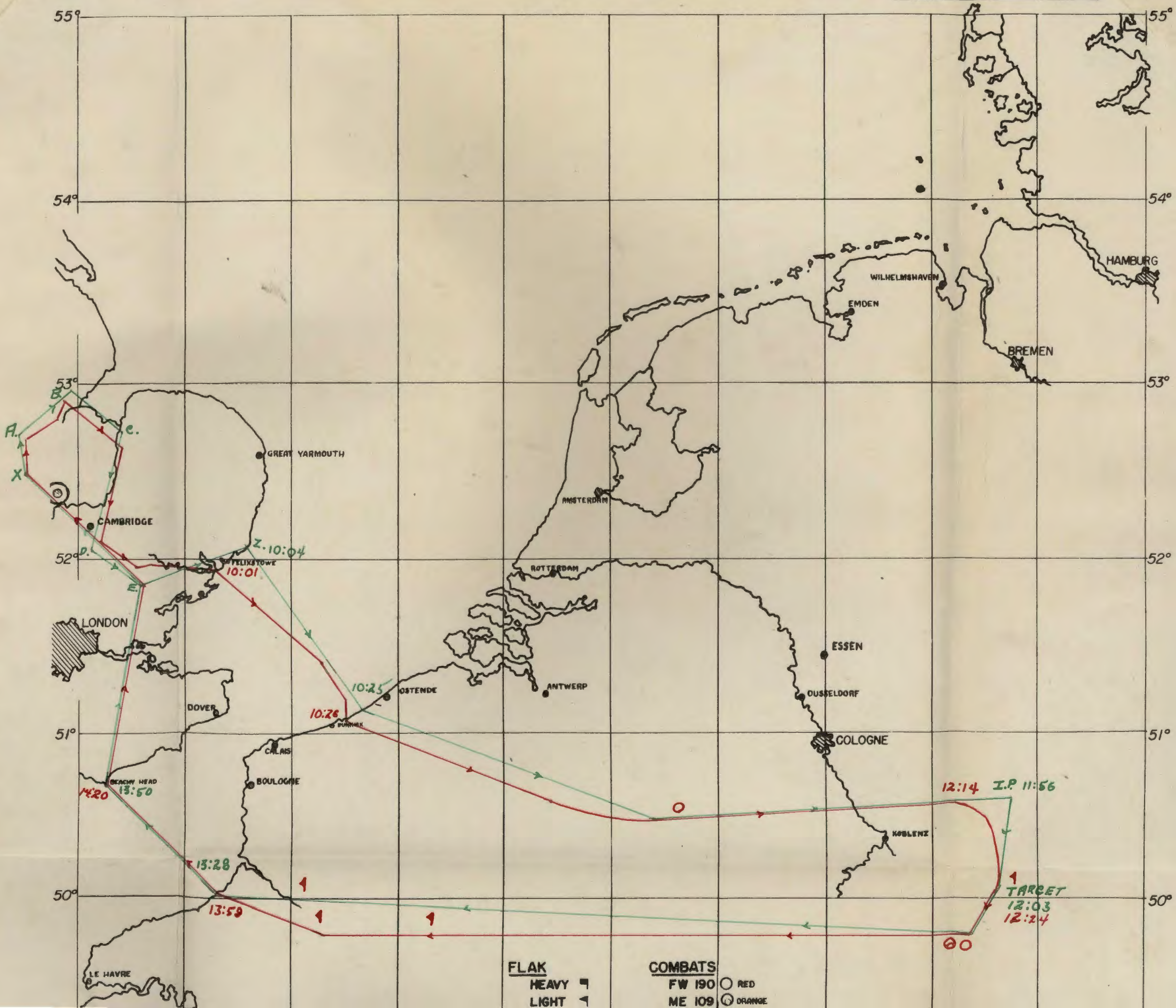
Route followed by Briefed Course

Primary Frankfurt, Germany

Secondary _____

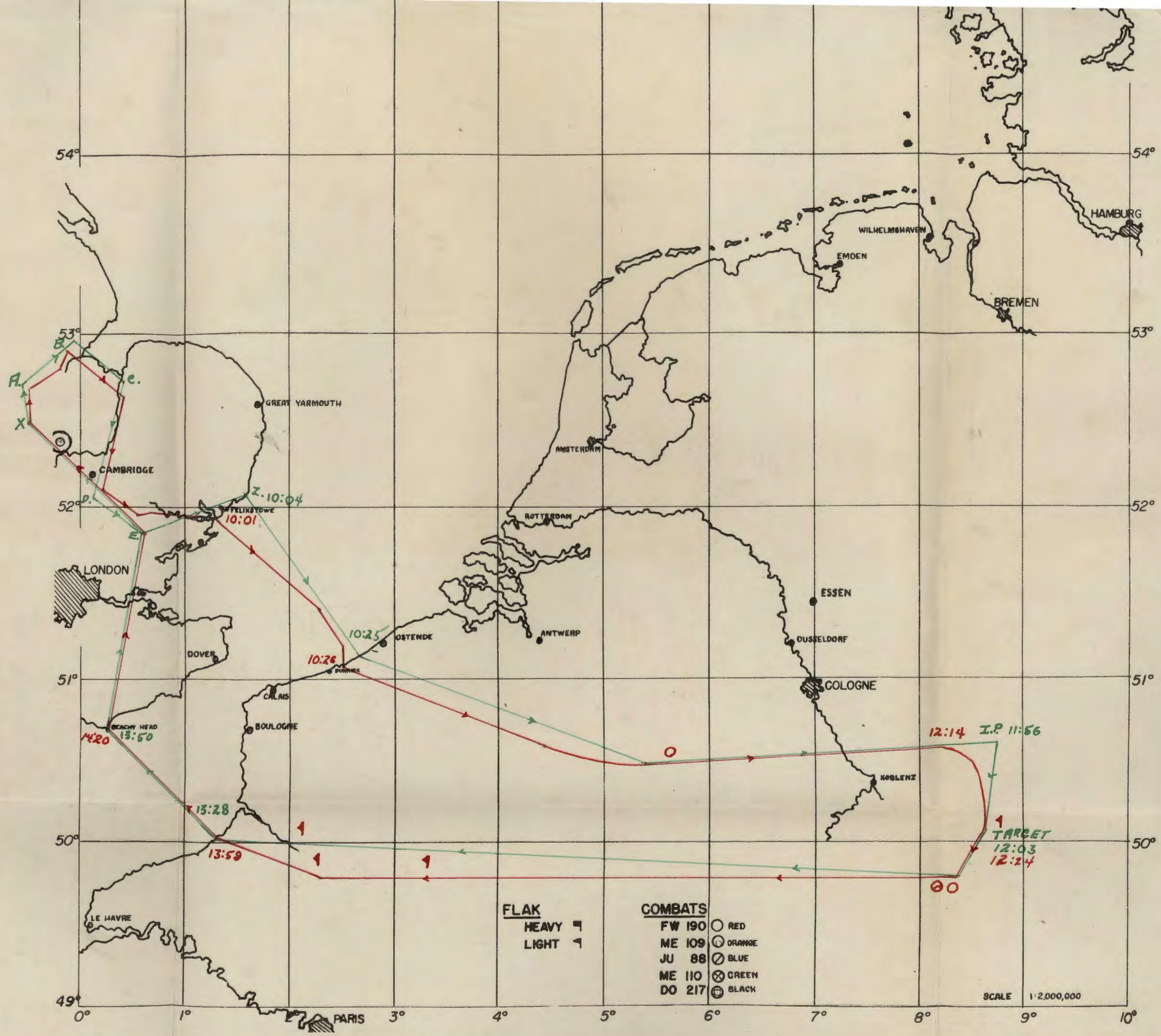
Last Resort _____

"	"	"	<u>401st. Bomb. Gr. (H)</u>
"	"	"	_____
"	"	"	_____
"	"	"	_____
"	"	"	_____



FLAK
HEAVY ▣
LIGHT ◀

COMBATS
FW 190 ○ RED
ME 109 ○ ORANGE



FLAK
 HEAVY ◻
 LIGHT ◁

COMBATS
 FW 190 ○ RED
 ME 109 ◉ ORANGE
 JU 88 ◐ BLUE
 ME 110 ⊗ GREEN
 DO 217 ⊕ BLACK

SCALE 1:2,000,000

TIME	COURSE	W/V USED E/OR D.R. DRIF.	TRUE HDNC	MAG HDNC	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. M.P.H. /K	HEIGHT A. TEMP.	T.A.S.	D.R. C.S.	DIS. TO RUN	TIME	E.T.A.
1032			78	86	Gee (50 56 N 02 58 E)		155	25,300 -38					
1035			70	78			160	25,000 -38					
1037			76	84			160	25,200 -38					
1042			88	96			155	25,500 -38					
1047			70	78		P-47's	160	26,000 -39					
1053	107	27 100	82	90	(50 39 N 04 06 E)		160	26,200 -40					
1055			68	75		B-47's	155	26,000 -40					
1112			64	71	Flak 9 o'clock		160	26,000 -40					
1124			69	76	Liege (15 Miles Left)		155	26,000 -40					
1126			67	74	3 FW 190's								
1138			65	72	P-47's P-38's		150	26,000 -40					
1145			56	63	OR (50 33 N 06 25 E)		160	26,300 -40					
1200			55	62			160	26,000 -40					
1210			58	62	P-51's		160	26,000 -40					
1215			125	131	IP (50 35 N 08 12 E)		160	25,500					
1220			125	131	Flak over Frankfurt Ahead		155	25,300 -38					
1224			130	136	Bombs Away-	Flak Moderate very Accurate	150	25,200			Low Group Bombed at 24,900		
1230			270	276	Pilotage (49 58 N 08 20 E)		155	24,000 -36					
1239			284	291	Bad Kreuznach		155	22,800 -35					
1250			280	287									
1253			280	287	Pilotage (49 55 N 06 55 E)		150	22,000 -35					
1303			280	287			150	22,000 -35					
1326			280	288			155	21,500					
1331			270	276	St. Quentin 10 miles Right		155	21,000					
1350			330	339	Flak Meager) altitude good			19,000					
1355			305	314	Gee (49 53 N 01 32 E)			17,500					
1358			330	339	Enemy Coast (50 00 N 01 15 E)		150	16,250					
1400			335	344	Gee (50 08 N 01 05 E)								
1402			340	349	IFF on		160	15,000					
1420			005	015	Beachy Head		160	11,250					
1426			17	27	Gee (50 58 N 00 23 E)		160	10,000					
1437			13	23	Gee (51 17 N 00 29 E)		160	9,000					
1445			18	28	South Eng		160	7,500					
1454			330	340	Sp #7		160	6,000					
1500			315	325	Gee (52 04 N 00 20 E)		160	2,000					
1519					Base		160	1,500					
1535					Landed								

HEADQUARTERS
AAF STATION 128
APO 634 U.S. ARMY

11 February 1944.

SUBJECT: Group Bombardier's Narrative, Mission No. 23, Frankfurt, Germany.
TO : Commanding Officer, 401st Bombardment Group (H)

1. Twenty-two of our A/C took off for the 401st Low Box Formation loaded with 264 X 500 M43 Gp. bombs. One A/C after being airborne flew with the High Composite Box. Two A/C aborted for various reasons returning their bombs. Three of our A/C due to weather became separated from the 401st Group and joined the 303rd Group. One of the A/C of the three mentioned above jettisoned 3 X 500 M43 Gp. bombs eleven minutes before target, in order to lighten load so as to stay in formation. These three A/C dropped 33 X 500 M43 Gp. bombs on Secondary Target. Fifteen of the A/C in the Low Box dropped 192 X 500 M43 Gp. bombs on Secondary Target. One A/C having had bomb-bay doors so badly damaged by flak that they would not open completely, dropped 12 X 500 M43 Gp. bombs from target to coast by releasing bombs individually with a screw-driver. This was necessitated by the fact that the A/C was low on gasoline and A/C was losing formation.

2. Fourteen 401st A/C took off for the Composite High Box carrying 588 X 100 Lb. M47A-1 IBs. Two of these A/C aborted returning bombs to base. The twelve remaining A/C dropped 504 X 100 Lb. M47A-1 IBs on Secondary Target. One A/C from Low Group joined Composite High Box and dropped 12 X 500 M43 Gp. bombs on Secondary Target.

3. Bombs were dropped on PFF flares, however, in case of the Low Group corrections were made by visual bombing.

JULIUS PICKOFF
Captain Air Corps
Group Bombardier.

HEADQUARTERS
AAF STATION 128
APO 634 U. S. ARMY

11 February 1944

SUBJECT: Lead Bombardier's Narrative, 401st Group
Mission No. 23, Frankfurt, Germany

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

1. Cloud coverage to the IP was from 9-10/10ths. The turn was made about 10 miles short of the briefed IP. When the turn was made the lead group's position was too far right, as it was flying on the right of the 401st Low Box. This meant looking into the sun to goggle: actually it was extremely difficult to see the group. Hence, when the wing ahead dropped two smoke bombs at the release point, this point was used as the approximate release line for the low group. Two seconds after passing smoke bombs, the lead Bombardier released bombs. The two second allowance was made because when previous wings dropped at that point bombs were observed to fall short of the city.

2. Bombs were away at 1224 on a Magnetic heading of 136 degrees. Hits were observed in the city.

JULIUS PICKOFF
Capt, A G
Lead Bombardier (Low Group)

W.D.
A.G. Form
12 E. Modified
25-9-43, 8 BC APO 634

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Capt. H. K. Hoff 666666 DATE 11 February 1944
PILOT Capt. H. G. Gies TAKE OFF 0743
NAVIGATOR Capt. H. Haber LANDED 1500
ORGANIZATION _____ Squadron 401 Group AIRPLANE B-24
OBJECTIVE Frankfurt, Germany
AIMING POINT (MPI) 50° 40' N 8° 40' E
INITIAL POINT _____
METHOD OF ATTACK _____
Individual Flight Squadron Group Wing
NUMBER OF ATTACKING A/C IN GROUP 12 COMPOSITE GROUP 15
NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:
DEFLECTION AND RANGE SIGHTING, GROUP 100 with visual suggestion COMPOSITE GROUP _____
RANGE SIGHTING ONLY, GROUP _____ COMPOSITE GROUP _____
BOMBS, TYPES AND SIZES _____
NUMBER OF BOMBS LOADED 228 RELEASED 215
FUZING, NOSE 1/10 TAIL 1/10
SYNCHRONIZATION 3
On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target <u>450</u>	Mag. Head. Order <u>150</u> Actual <u>150</u>
True Altitude above target <u>22,300</u>	True Heading <u>130</u>
Ind. Altitude <u>22,800</u>	Drift, Est. <u>75</u> Actual _____
Pressure alt of target <u>325</u>	True Track _____
Altimeter setting <u>29.92</u>	Actual Range _____
C.E.A.S. <u>130</u>	B.S. Type <u>B-2</u>
T.A.S. <u>237</u>	Time of Release <u>1744</u>
G.S., Est. <u>290</u> Actual _____	Intervalometer setting <u>200</u>
Wind Direc. <u>Metro 20</u> Actual _____	Length of Bombing Run _____
Wind Veloc., Metro <u>65</u> Actual _____	C-1 Pilot _____
D.S. <u>151.5</u> Trail <u>150</u> ATF _____	A-5 Pilot <u>Yes</u>
TAN. D. A. Est. <u>25</u> Actual _____	Manual Pilot _____

TYPE OF RELEASE

Individual Train Salvo Jettisoned Returned

POINT OF IMPACT IF SEEN City - local hits observed

NAVIGATION DATA:

MEAN TEMP. METRO 88 ACTUAL 74

WINDS




ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
5000						
10000						
15000						
17000						
19000						
20000						
25000	30	30	65	35	47	
28000						
30000						

METHODS OF BOMBING

T with visual correction
T T
T
T T T
T T T
T T T

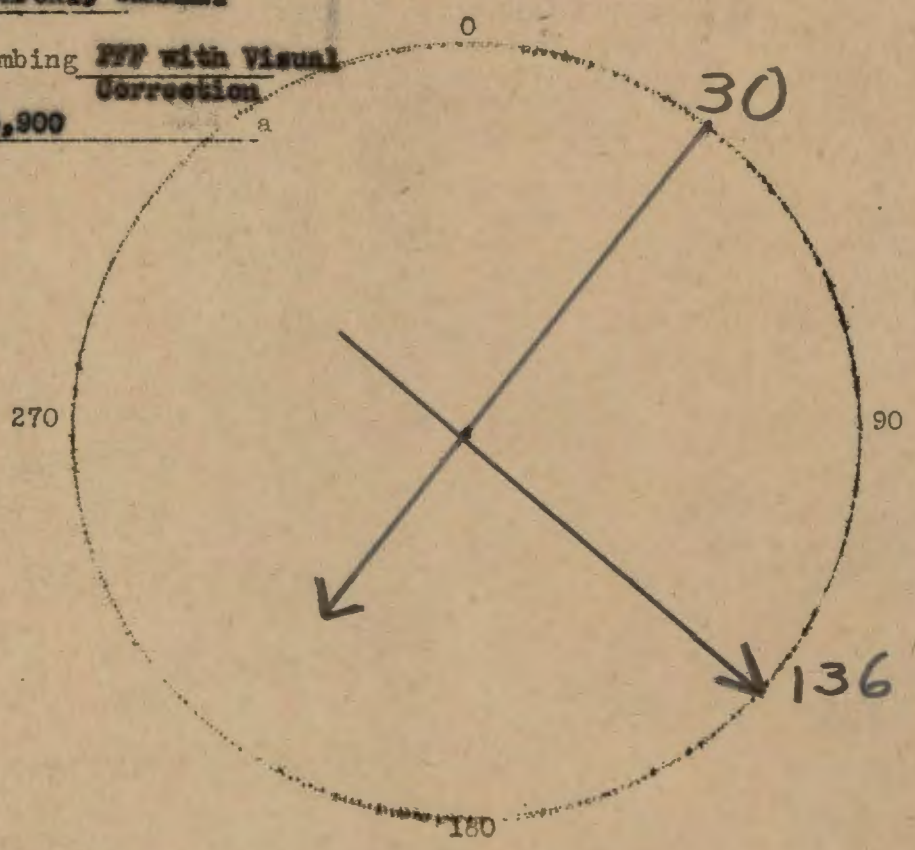
COMPOSITE GR PS

T
T T
T
T T T
T
T T T

- Bombardier making complete sighting operation 
- Bombardier making range operation only 
- Bombardier dropping on leader, with arrow indicating leader's position. 

BOMBARDIER'S DROPPED BOMB PLOT

Target FRANKFURT, GERMANY
Method of Bombing FFF with Visual
Correction
Altitude 24,900



PLOT
Wind Direction 30
Wind Velocity 85
Direction of attack 156

REMARKS-----

15 A/C Salvaged Bombs at the target. ----- 180
1 A/C ----- Returned Bombs to the Base -----
1 A/C Emergency Salvaged 12 Bombs ----- 12
Bombs were unaccounted for++-----
3 a/c dropped bombs with the 303rd bomb group
TOTAL BOMBS ACCOUNTED FOR 228

Types of Bombs used M-43 500 X GP

**HEADQUARTERS
AAF STATION 128
APO 634 U. S. ARMY**

11 February 1944

**SUBJECT: Lead Bombardier's Narrative, 401-351st Composite Group
Mission No 23, Frankfurt Germany**

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

1. Bombing Approach and Run:

At the IP a gradual turn to the right was made. The Group was to bomb on the PFF ship in the lead group (351st). Bombs were toggled on the lead ships parachute flares.

An opening in the clouds over the target made it possible to observe hits in the central parts of the city.

2. Flak was moderate but fairly accurate.

**WILLIAM C. WHITE
2nd Lt. A.C.
Lead Bombardier, (Composite
Group)**

W.D.
 A.G. Form
 12 E. Modified
 25-9-43, 8 BC APO 634

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER 1st White 666666 DATE 11 February 1944
 PILOT Capt Garland TAKE OFF 0751
 NAVIGATOR 1st C.A. Hopkins LANDED 1555
 ORGANIZATION _____ Squadron 401-551 Group AIRPLANE B25
 OBJECTIVE Frankfurt, Germany
 AIMING POINT (MPI) _____
 INITIAL POINT 50° 57' N 08° 48' E
 METHOD OF ATTACK _____
 Individual Flight Squadron Group Wing
 NUMBER OF ATTACKING A/C IN GROUP 12 COMPOSITE GROUP 12
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:
 DEFLECTION AND RANGE SIGHTING, GROUP _____ COMPOSITE GROUP 12
 RANGE SIGHTING ONLY, GROUP _____ COMPOSITE GROUP _____
 BOMBS, TYPES AND SIZES 500 X H - 43 GP and 100 X - 47 ID
 NUMBER OF BOMBS LOADED 12 - 500 # GP 504 - 100 # ID RELEASED Same
 FUZING, NOSE _____ TAIL _____
 SYNCHRONIZATION X _____
 On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target <u>450</u>	Mag. Head. Order <u>130</u> Actual <u>150</u>
True Altitude above target <u>25,700</u>	True Heading <u>130</u>
Ind. Altitude <u>25,500</u>	Drift, Est. <u>7 1/2 R</u> Actual _____
Pressure alt of target <u>4300</u>	True Track _____
Altimeter setting <u>20.92</u>	Actual Range _____
C.E.A.S. <u>150</u>	B.S. Type <u>M-9</u>
T.A.S. <u>227</u>	Time of Release <u>1224</u>
G.S., Est. <u>200</u> Actual _____	Intervalometer setting _____
Wind Direc., Metro <u>50</u> Actual _____	Length of Bombing Run <u>1 1/2</u>
Wind Veloc., Metro <u>65</u> Actual <u>100</u>	C-1 Pilot _____
D.S. Trail <u>121.5</u> ATF _____	A-5 Pilot <u>Yes</u>
TAN. D. A. Est. <u>.65</u> Actual <u>44.76</u>	Manual Pilot _____

TYPE OF RELEASE

Individual City - Good hits observed Jettisoned Returned

POINT OF IMPACT IF SEEN _____

NAVIGATION DATA:

-25

-14

MEAN TEMP.

METRO _____

ACTUAL _____

WINDS

ALTITUDE

DIRECTION

VELOCITY

TEMP. C.

	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Met	Actual	Metro	Actual
1000						
5000						
10000						
15000						
17000						
19000	30	30	65	85	-47	
20000						
25000						
28000						
30000						

METHODS OF BOMBING with visual correction

	T	
	T T	
	T	
T	T T	T
T T		T T
T		T
T T		T T

COMPOSITE GROUPS

	T	
	T T	
	T	
T	T T	T
T T		T T
T		T
T T		T T

Bombardier making complete sighting operation T

Bombardier making range operation only T

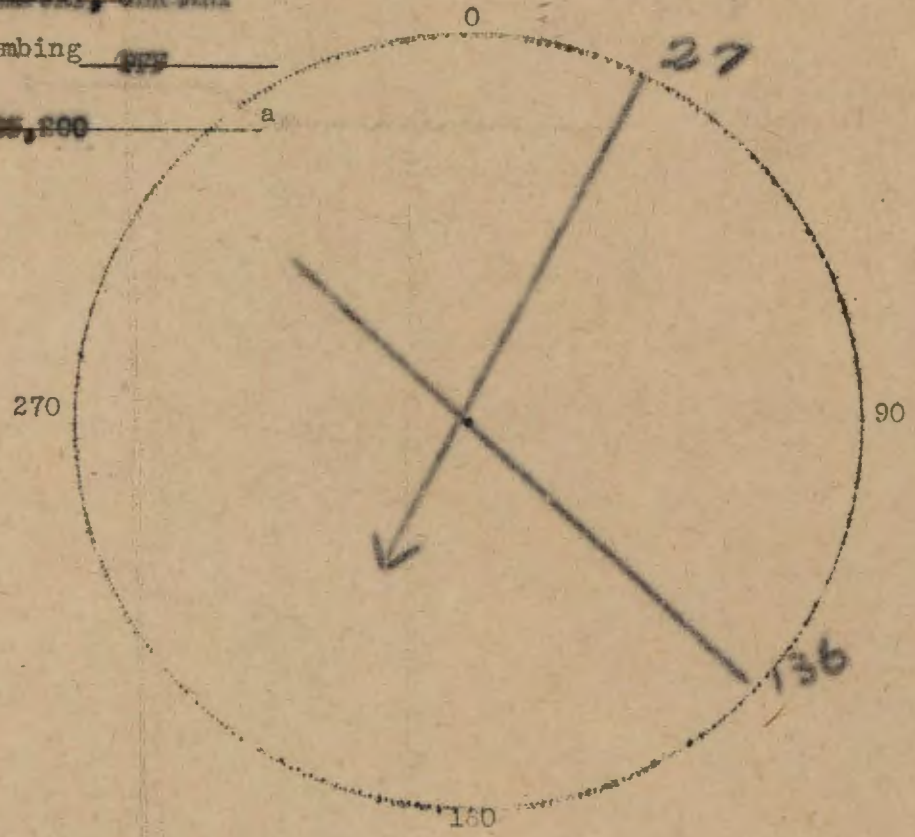
Bombardier dropping on leader, with arrow indicating leader's position. T

BREITENBERG'S ILLUMINANT PLOT

Target BRANEBURG, GERMANY

Method of Bombing IFF

Altitude 25,000



PLOT

Wind Direction _____

Wind Velocity 27

Direction of attack 180

136

REMARKS-----

<u>13</u>	A/C	<u>Salvaged</u>	Bombs at the target. -----	
<u>1</u>	A/C		Returned Bombs to the Base -----	<u>504</u>
	A/C	Emergency Salvaged	Bombs -----	<u>84</u>
			Bombs were unaccounted for** -----	

TOTAL BOMBS ACCOUNTED FOR 588

Types of Bombs used 100 13

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

A.P.O. 634
11 February, 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128, APO 634.

1. Abortives.

a. Airplane No. 42-31034 returned early for the reason that Pilot was unable to get more than 15 inches manifold pressure on # 1 engine without propeller running away. Subsequent ground check and engine run-up revealed no malfunction. It is believed that supercharger controls were not operated enough to keep warm oil circulating thru the regulator.

b. Airplane No. 42-31098 returned early for the reason that it could not locate formation.

c. Airplane No. 42-38026 failed to complete mission for the reason that it was hit by fire from friendly aircraft near enemy occupied coast. No. 4 engine cut out, and Pilot was unable to feather propeller due to loss of oil. Rudder and Rudder Trim Tab Control Cables were severed, as was all wiring to the aft of Station 6H. The Ball Turret oxygen system was also destroyed.

d. Airplane No. 42-31077 returned early for the reason that it could not locate formation.

2. Battle Damage.

a. 42-31069 - 2" flak hole in left side of fuselage, near station 3; Small flak hole in bottom of right wing, between # 3 and # 4 nacelles; Small flak hole in left side of fuselage, near tail.

b. 42-31091 - Small flak hole through left elevator; Small flak hole in bottom of left horizontal stabilizer.

c. 42-97487 - Hole in bottom of right flap, near station 16, caused by flak.

d. 42-31496 - Hole in left side of Chin Turret, caused by flak.

e. 42-38033 - Small flak cut in top of left wing, near station 37.

SUBJECT: Mission Summary Report (continued)

f. 42-39993 - Flak hole through bottom of left wing, near station 28, causing damage to stiffener.

g. 42-39837 - Flak hole through bottom of left aileron, near station 9; Hole in left side of fuselage, near bulkhead 10, caused by flak; Flak hole through right side of vertical fin, near station 11; Hole in fuselage, behind top of chin turret caused by flak.

h. 42-31488 - 2" flak hole in bottom of left wing, outer panel, near leading edge; 2" flak hole in bottom of left wing, near fuselage; 2" flak hole in bottom of # 4 ring cowl; Large flak hole in left side of fuselage, beneath Navigator's window; Large flak hole in left side of plexiglas nose section.

i. 42-39847 - 2" flak hole through right wing, outer panel, near leading edge; 2" flak hole in left side of fuselage, near station 7.

j. 42-38002 - Small flak hole in Navigator's window on right side of fuselage; 4"X2" flak hole in bottom of left wing, near fuselage.

k. 42-39820 - Three small flak holes near leading edge of left wing, outboard of # 1 engine; 2" flak hole in bottom of fuselage, just forward of Bomb Bay.

l. 42-97440 - Large flak hole in left side of plexiglas nose section; Small flak hole in left side of vertical stabilizer.

m. 42-39932 - Flak hole through leading edge of right wing, near tip.

n. 42-31930 - Small flak holes through right wing tip, slight internal damage.

o. 42-31557 - Two small flak holes in leading edge of right wing.

p. 42-31730 - Large flak hole through left horizontal stabilizer and elevator, stabilizer and elevator change necessary; Small flak hole in top of right wing, behind # 3 nacelle, at trailing edge; Small flak hole in bottom of right wing, behind # 4 nacelle, at trailing edge.

q. 42-39873 - Small flak hole in top of fuselage, near nose section.

r. 42-39881 - 2" flak hole in leading edge of right wing, to right of # 4 engine; Small flak hole in right side of Plexiglas Nose Section.

s. 42-31863 - 2" flak hole through left wing, inner

SUBJECT: Mission Summary Report (continued)

panel, near trailing edge; Small flak hole in left side of upper turret; 2" flak hole in right side of fuselage, near nose; Large flak hole in top of fuselage, near tail.

t. 42-39847 - 2" flak hole through right wing, outer panel, tokio tank punctured; 2" flak hole through left wing, outer panel cutting stringer; Large flak hole through left side of fuselage, near station 7 and out right side and top of horizontal stabilizer, cutting stringer; Large flak hole through vertical stabilizer; 4" flak hole through bottom and out top of fuselage, at tail position; 2" flak hole in bottom of right horizontal stabilizer, rib damaged.

<u>TOTAL NO.</u> <u>OF A/C</u>	<u>MINOR</u> <u>DAMAGE</u>	<u>MAJOR</u> <u>DAMAGE</u>	<u>BY</u> <u>FLAK</u>
20	20	0	20

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

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
STATION 128

A.P.O. 634
11 February, 1944

SUBJECT: Armament Narrative, Mission No. 23, 11 February, 1944
TO : Commanding Officer, 401st Bombardment Group (H),
APO 634, U.S. Army

1. The following Armament malfunctions were reported at the conclusion of the mission of 11 February, 1944.

a. One ship bomb bay doors failed to open due to freezing of retracting mechanism at altitude.

b. One ship's bomb bay door motor burned out.

c. One ship had bombs toggled from left rack, salvaged right rack. Ground check revealed no malfunction.

d. One ship bomb bay doors failed to open in flight, salvaged bombs. Ground check revealed no malfunctions.

e. One ship bombs would not toggle, dropping bombs by emergency release. This was due to maladjustment of linkage from control handle to racks.

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

S E C R E T

FORM 00-AMM-2A

MISSION REPORT - AMMUNITION

AAF STATION NO. 128

DATE 11 FEBRUARY 1944

GROUP 401ST BOMB GROUP

TYPE AIRCRAFT B-17G

I - AIRCRAFT: DEPARTED 36
 RETURNED EARLY 4
 AT TACKLING TARGET 81
 LOSS 0

II - BOMBS: INITIAL LOAD (TOTAL)

SIZE	INCEND	QUANTITY	FUZZING
M-47	INCEND	588	M126
500#	G.P.	264	1/10 - 1/40
M-47		504	
500#	G.P.	218	

EXPENDED (ON TARGET) _____

(JETTISONED) 500# G.P. 15

RETURNED

M-47	INCEND	84
500#	G.P.	24

UNACCOUNTED FOR NONE

III - FLARES: LANDING, BOMBING & PHOTOFLASH CARTRIDGE _____

IV - EXPENDITURES OF SMALL ARMS AMMUNITION (PER GUN POSITION)

POSITION	CAL.	NO. OF GUNS	AMMUNITION EXPENDED	
			CAL. .50	CAL. .50
CHIN TURRET	.50	70		740
LEFT NOSE		24		265
RIGHT NOSE		35		350
UPPER TURRET		70		770
LOWER TURRET		70		870
RADIO GUN		35		460
LEFT WAIST		35		560
RIGHT WAIST		35		500
TAIL GUNS		70		775
TOTALS		444		5310

(OVER)

S E C R E T

S E C R E T

TOTAL A/C REPORTED BY GUN POSITION:

CAL..30 _____ RDS.

CAL..50 _____ RDS.

TOTAL EXPENDED FROM A/C **5310** A/C:

CAL..30 _____ RDS.

CAL..50 _____ RDS.

EXPENDED A/C 1 ST OR MISSIN :

CAL..30 _____ RDS.

CAL..50 _____ RDS.

GROUP TOTALS:

CAL..30 _____ RDS.

CAL..50 _____ RDS.

5310

V - REMARKS:

**AIRCRAFT NO.S 42-92487, 42-31557, 42-37843 CARRIED
SIX (6) T-38 FUZES EACH. TOTAL T-38 FUZES EXPENDED - 18.**

(SIGNED) Wm B. Snow Jr.
STA ORD OFF OR ASS'T

S E C R E T

HEADQUARTERS
1ST BOMBARDMENT GROUP (H)
OFFICE OF THE COMMUNICATIONS OFFICER
STA 128 APO 634

(J-A-4)

11 FEBRUARY 1944

SUBJECT : COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 23.
(REFERENCE FIELD ORDER 282)

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

1. USE OF VHF SET.

CHANNELS "A", "B", "C" AMERICAN & "D" AVAILABLE.
ROUTINE FORMATION MESSAGES ON CHANNEL "A".

2. VHF/DF BEARINGS.

PLANE 440 3 BEARINGS FROM DEENETHORPE VHF/DF STATION.
94TH CBW WEATHER SHIP 1 BEARING FROM DEENETHORPE
VHF/DF STATION.

3. HF/DF BEARINGS.

979, 3 QDM'S FROM POLEBROOK
440, 1 QDM FROM POLEBROOK
518, 2 QDM'S FROM POLEBROOK

4. MF/DF FIXES.

979, 1 FIX FROM SECTION H.

5. DISTRESS ACTION TAKEN.

6. RADIO BEACONS USED.

SPLASHERS		MULTI-GROUP		BUNCHER	
BEACON	USED BY	BEACON	USED BY	BEACON	USED BY
4	1	B	1	4	28
5	5	C	1		
6	14				
7	18				
8	9				
9	7				
16	8				

7. INFORMATION ON MEACONING.

837 REPORTS 90 TO 180 DEGREES OFF.

8. USE OF GEE.

MAXIMUM RANGE OBTAINED:
NORMAL - 0440 E, 5035 N.

COMMUNICATIONS REPORT, OPS MISSION NO 23, 11 FEB 44. (CONTD)

9. BREACHES OF RADIO DISCIPLINE.

NONE.

10. COMMUNICATIONS EQUIPMENT DEFICIENCIES.

<u>PLANE</u>	<u>REPORTED DEFICIENCIES</u>
662	LIAISON RECEIVER WEAK. CHECK ALL INTERPHONES.
033	LIAISON RECEIVER OUT.
069	INTERFERENCE ON LIAISON.
440	ANTENNA TUNING UNIT OUT IN LIAISON. NAVIGATOR'S INTERPHONE OUT.
847	VHF-STEADY HOWL. INTERPHONE-RIGHT WAIST OUT.
488	VHF-BACKGROUND INTERFERENCE.
820	VHF OUT OVER ENEMY TERRITORY. INTERPHONE NO GOOD AT HIGH ALTITUDE.
993	VHF RECEIVER WEAK ON CHANNEL "A". COMMAND ANTENNA BROKEN.
496	BALL TURRET MIKE OUT. COMPASS OUT.
932	PILOT'S MIKE BUTTON BROKEN.
930	INTERPHONE-BALL TURRET POSITION WEAK, HEAD SET CORD BROKEN.
557	INTERPHONE-TOP TURRET, CO-PILOTS NOISY.
843	BALL TURRET MIKE BUTTON BROKEN. COMPASS ROTATED IN AFTERNOON.
881	DISTORTION AT HIGH ALTITUDE IN INTERPHONE. TOP TURRET MIKE PLUG BROKEN.
837	INTERPHONE-BOMBARDIER'S, NAVIGATOR'S, PILOT'S & CO-PILOT'S POSITIONS NO RECEPTION. COMPASS ROTATED IN MORNING.
993	TAIL AND WAIST POSITIONS OUT IN INTERPHONE.

11. ABORTIVES DUE TO COMMUNICATIONS.

NONE

12. OTHER COMMUNICATIONS DIFFICULTIES.

NONE

13. FUNCTIONING OF DEENETHORPE BEACON.

BUNCHER IN OPERATION ENTIRE MISSION. GOOD RESULTS.

14. FUNCTIONING OF DEENETHORPE VHF/DF STATION.

STATION IN OPERATION ENTIRE MISSION. THREE BEARINGS GIVEN 440 AND ONE GIVEN THE 94TH CBW WEATHER SHIP.

COMMUNICATIONS REPORT, OPS MISSION NO 23, 11 FEB 44. (CONTD)

15. REMARKS.

NONE.

HAROLD M. KENNARD JR.
1ST LT. AIR CORPS
COMMUNICATIONS OFFICER

- 2 INCL:
INCL #1 - LEAD SHIP RADIO OPERATOR'S LOG, LOW BOX.
INCL #2 - LEAD SHIP RADIO OPERATOR'S LOG, COMPOSITE BOX.

RADIO OPERATOR'S LOG
 LEAD SHIP, LOW BOX

BRANDT, DUANE G.
 (RADIO OPERATOR'S NAME)

SHIP NO 033
 NO OF QDM'S 0
 NO OF FIXES 0
 NO OF SOS'S 0

2-11-44
 (DATE)

SHIP CALL SIGN LDKM

TIME	TO	FROM	REMARKS
0727			ENGINES STARTED
0730		7MT	-8-V'S-X445-0734A---AR
0737			TAXIED
0800		7MT	-5-V'S-X445-0804A---AR
0813	7MT	VMCO	-X623-X
	7MT	7MT	-R-X639 K
0829			LIAISON RECEIVER OUT.
0830			REPORTED TO PILOT. TRYING TO MAKE CONTACT WITH DEPUTY LEAD TO TAKE OVER. COULD NOT CONTACT THEM YET.
0900			CONTACTED DEPUTY LEAD TO TAKE OVER RADIO WATCH.
0918			DET PLUG IN IFF.
1003			LEFT ENGLISH COAST.
1025			HIT ENEMY COAST.
1224			BOMBS AWAY; FLAK OVER TARGET.
1356			LEFT ENEMY COAST.
1357			IFF ON BY ORDERS FROM NAVIGATOR.
1358			DET PLUG OUT OF IFF.
1536			LANDED; IFF OFF.
1537			EQUIP CHECKED. LIAISON RECEIVER OUT.
1543			ENGINES OUT.
1543			OFF WATCH.

DUANE G. BRANDT

RADIO OPERATOR'S LOG
 LEAD SHIP, COMPOSITE BOX

<u>GLENN TIMME</u> (RADIO OPERATOR'S NAME)	SHIP NO <u>231863</u>
<u>2-11-44</u> (DATE)	NO OF QDM'S <u>NONE</u>
	NO OF FIXES <u>NONE</u>
	NO OF SOS'S <u>NONE</u>

SHIP CALL SIGN POYX

TIME	TO	FROM	REMARKS
0717			1ST ENGINE STARTED
0725			TAXI FROM DISPERSAL AREA
0750			TAKE OFF (DETONATOR PLUG IN)
0800		7MT	-5-VVV'S-X445-0804A AR
0830		7MT	-2-VVV'S-X445-0834A AR
0900		7MT	-7-VVV'S-X445-0904A AR
0930		7MT	-3-VVV'S-X445-0934A AR
1000		7MT	-1-VVV'S-X445-1004A AR
1004			LEAVING ENGLISH COAST
1023			OVER ENEMY COAST
1025			PL7 ESCORTS REPORTED
1030		7MT	-8-VVV'S-X445-1034A AR
1100		7MT	-4-VVV'S-X445-1104A AR
1130		7MT	-9-VVV'S-X445-1134A AR
1140			ONE B-17 SALVOED BOMBS
1200		7MT	-5-VVV'S-X445-1204A AR
121	SWVC	7MT	-X259-NR 1-F-GR8- JGAY AFAV GJCC MSZL EBIS YZCM IBTW ROI 1200A 3 WING RAF FIGHTERS RENDEZVOUS BOMBER 49 LAT N 58 MIN 04 LONG E. 20 MIN WITHDRAWAL SUPPORT. (RELAYED TO PILOT)
1236	7MT	POYX	-X259K
	POYX	7MT	-R K
	7MT	POYX	-R-NR 1- Y- GR 2 VCNH RWSK 1224A-K
	POYX	7MT	R NR 1 AR
1300	SWVC	7MT	-X259-NR 2-F- GR 5 XIJH TDDY YBGC HGJG QV 1300A WEATHER REPORT CLOUDY HT OF CLOUD BASE 2000 FEET VISIBILITY 3 MILES (RELAYED TO PILOT)
1309	7MT	MXAQ	-X259 K
1312	7MT	MXAH	X259 K
	MXAH	7MT	RK
	7MT	MXAH	-NR 1-Y-GR 2 VOMS RWSK 1225A
	MXAH	7MT	R NR 1 AR
1314	7MT	LBAP	-X259K
	LBAP	7MT	R K
	7MT	LBAP	-R-NR 1-Y-GR 2 VCNH RWSK- 1225A- K
	LBAP	7MT	R NR1 9 -AR
1330	SWVC	7MT	-X259-NR 2-F-GR 5 (MESSAGE REPEATED. CHECKED WITH MESSAGE AT 1300A)
1400	SWVC	7MT	-NR 2- F - MESSAGE REPEATED.
1404			NAVIGATOR CALLED - TURNED IFF ON.
1405			CHECKED IFF. WORKING OK.
1430	SWVC	7MT	X259- NR 2 - MESSAGE REPEATED.
1435			CHECKED IFF
1500		7MT	-7-VVV'S-X445-1504A AR

LEAD RADIO OPERATOR'S LOG (COMPOSITE BOX), CONTD

TIME	TO	FROM	REMARKS
1505			IFF CHECKED OK
1511			GOING IN FOR LANDING - DETONATOR CUT.
1521			LANDED - IFF OFF
1525			DISPERSAL AREA
1526			ENGINES CUT
			EQUIPMENT OFF AND ALL CHECKED OK.
1528			OFF WATCH

GLENN A. TIMME

S-2 STATISTICAL REPORT

Mission of 11 Feb. 1944

Time of Preparation 1950

Target Frankfurt

Telephoned to A-2 2000

- (1) Designation of Group 461st Low Box
- (2) Total No. of A/C airborne, incl. spares 21 (SPARES _____)
- (3) Total No. of A/C Dispatched 19
- (4) No. of A/C Attacking 19
- (5) No. of A/C Dispatched but not Attacking 0 Due to:
 - (a) Mechanical Failure _____
 - (b) Weather _____
 - (c) Enemy Action (lost before target) _____
 - (d) Other _____
- (6) No. of A/C Lost 0 Due to:
 - (a) Anti-aircraft fire _____
 - (b) Enemy fighters _____
 - (c) Flak and fighters _____
 - (d) Accident _____
 - (e) Reasons Unknown _____
- (7) Times of Attack 1225
- (8) Altitudes of Attack 24,900
- (9) Bombs on Each Target (a) 213 (b) Size 500# (c) Type G.P. - S.F.
- (10) Personnel Casualties 0 Type: 500# - G.P. elsewhere
 - (a) Number Killed _____
 - (b) Number Wounded _____
 - (c) Number Missing _____
- (11) A/C Suffering Battle Damage 0 Category:
 - (a) Minor _____
 - (b) Major 0
 - (c) Salvage _____

REMARKS: A/C 369 had bomb bay doors

jam. Bombs were kicked out on way back as

soon as possible. A/C 1226 dropped 3 bombs early in order to maintain position in formation.

Preparing, Officer
James L. Meredith
1st Lt. A. C.

(12) Preliminary Claims - None

(13) Leaflets Dropped - None.

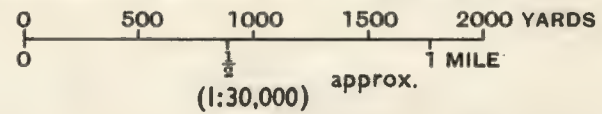
SUPPLEMENTARY INFORMATION:

The lead element of the Low Squadron left the formation with triangles K and G and bombed with those groups.

Target No.
6 (d) (vi) 67

RAILWAY MARSHALLING YARD, Etc. — FRANKFURT a. M. (GERMANY)

Illustration No.
6 (d) (vi) 67/2



Photographed 17 April 1942

Issued April 1943



A.I.3c (1)

A. MARSHALLING YARD. B. RAILWAY WORKSHOPS. C. GOODS STATIONS.

Illustration No.
6 (d) (vi) 67/2

DECLASSIFIED PER AFD 746007
BY 135 NARA DATE 11/19/11

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

11 February 1

SUBJECT: Comments of Crews Participating in FRANKFURT Mission, this date.

TO : Commanding Officer, 401st Bombardment Group (H), APO 634, (Thru Lt. Col. B. K. Voorhees and Lt. Col. A. C. Brooks.)

1. A/C #8033 - Captain Fox said Lead Group did not keep air speed constant.
2. A/C #1369 - Entire crew reported they had to wait for truck 30 minutes at the Mess Hall and at the Armament shop.
3. A/C #0855 - Lt. Shanks said, "Piss-poor formation - too much S'ing."
4. A/C #1593 - Lt. Stephens says chair is needed for navigator. Lt. Sharp said larger and better condoms needed.
5. A/C #1857 - Lt. Hess reported the formation was terrible.
6. A/C #3507 - Lt. Locher said our Squadron got away from Wing and we bombed with triangle K Wing - triangle C was also in the Group we bombed with.
7. A/C #1072 - Lt. Shotts says formation was 170 MPH until 1 hour before the target when it dropped to 120-140 MPH. After stalling out he led the Squadron to another Group. Lt. Briarton said there was no sausage for breakfast. The entire crew says they needed extra ammunition.
8. A/C #1619 - Lt. Ferdyn said Wing leader was making frequent steep turns, kept S'ing back and forth and strung formation out. On reassembling after target, leaders didn't space formations properly - planes were too close together. Entire crew reported French toast, like pancakes, cause extreme gas on stomach causing cramps.
9. A/C #9875 - Lt. Campbell said "Leaders flew too fast" and "bomb loading hooks were left in the bomb bay."
10. A/C #7845 - Lt. Christensen reports "Piss-poor Group formation."
11. A/C #9952 - Lt. Cushman said we went in too fast and had to use emergency power. He added that the equipment room is too crowded to dress in - you have to walk all over everybody else.
12. A/C #1950 - Lt. Vokaty reported the Element leader pulled formation over another Squadron, delaying bombs away.

13. A/C #496 - Entire crew said that so many crews were put up by the 612th Squadron there wasn't enough gloves, shoes, and cords to go around. They added the breakfast was not good - no fruit juices for about a week. Stomach cramps bothered part of the crew.
14. A/C #9837 - Sgt. Lehr reports that the door in the camera well sticks.
15. A/C #9846 - Lt. Dawes said they went in too fast and came out too slow. Indicated Air speed going in was 170 MPH and coming out it was let down to 160 MPH - this was the fault of the Lead box.
16. A/C #9881 - Lt. Weber said, "High Squadron of High box dropped bombs through this element of the formation."
17. A/C #1863 - Captain Garland reports the Lead went in too fast at 165 MPH and came out too slow at 150 MPH.
18. A/C #1518 - Entire crew requests oxygen be moved.
19. A/C #1439 - Lt. Exprie and Lt. Miller said, "Truck driver got lost," "Get them on the ball." Entire crew said, "Breakfast was too greasy," and "English rubbers are no good."
20. A/C #1830 - Captain Gould said Group leader apparently couldn't lead group - great variance in air speed from 170 to 120 MPH - not once in proper Group position in Wing. High Squadron followed as closely as possible, maintaining good Squadron formation, low Squadron proceeded to give up low Group.
21. A/C #9847 - Sgt. Harmon noticed chaff after target area, not during time over target. Lt. Kaufman reports Wing went in over target at too high air speed.
22. A/C #1069 - Lt. Wysocki said our Group lagged well behind till well over enemy territory - finally caught up. Air speed 175 MPH. Low Squadron left us and joined another Group - left High and Low Squadrons alone. Good fighter cover - best yet.
23. A/C #1091 - Sgt. Tosh and Lt. Dolan said IY-5 (#730) ball turret gunner fired at red nose P-47 at about 12 o'clock 5940 - 07273. Sgt. Mitchell said the PFF ship flew too slow. Lt. Dempsey said Wing formation poor. He added that the breakfast was "bad."
24. A/C #9993 - Lt. Bingham said, "I guess everybody is bitching about the way the Wing was lead. Lt. Tomlinson said entirely too much time was spent at target area before run was made. Lt. Lott said, "Pancakes and French toast don't make a very good breakfast before a mission - too heavy." Lt. Waller reports the ships ahead were throwing out chaff all the way home. The entire crew said, "the equipment situation is lousy."
25. A/C #7487 - Lt. McKinnon said, "At Briefing it was said there would be no convoys." Lt. West reports evasive action was very good. Lt. Montgomery said the streamers on bombs from lead ship helped see the bombs fall.

26. A/C #1662 - Lt. Fishbeck says "Gee" good. Lt. Chmura says formation was even worse than normal. Lt. Smith says 120 MPH is too damn slow with bomb load.

27. A/C #467 - The following report was made by Lt. W. C. Sheahan on a "Return Early" form:

"The nose escape hatch on #467 did not have a handle on the inside and the emergency release stuck. The navigator and Lt. Fowler, who was riding with us as an observer from a Pursuit Group, went out the side hatch and Lt. Fowler was taken to the hospital, believed with badly sprained ankle he received when he jumped to the ground from the top of the ship. The bombardier finally kicked the escape hatch in the nose open and in getting out was struck by a prop on its last turn. He was taken to the hospital but was not injured, other than being knocked down.

The ground crew's fire extinguisher was empty.

The fire fighting crew was fast and was on hand extremely quick to put out the fire in our #4 engine, which was the reason we were unable to taxi out for takeoff.

We were then assigned a 615th ship, #835, but when we got there there was no one around - and no armament man. There was no bolt studs in the ball turret guns and the waist guns and the charging arm in the chin turret guns was not connected. We also were then told we could not take off without a bombardier. Another ground spare was available near the ship we originally were to take off in, but we were not told to take it."

/s/ W.B. Fry,
W.B. FRY,
Major, A.C.,
Gp S-3 Officer.

S-2 STATISTICAL REPORT

Mission of 11 Feb. 1944

Time of Preparation 1950

Target Frankfurt

Telephoned to A-2 2000

- (1) Designation of Group 401st Comp. Box.
- (2) Total No. of A/C
airborne, incl. spares 15 (SPARES 1)
- (3) Total No. of A/C
Dispatched 14
- (4) No. of A/C Attacking 13
- (5) No. of A/C Dispatched
but not Attacking 1 Due to:
 - (a) Mechanical Failure _____
 - (b) Weather _____
 - (c) Enemy Action _____
(lost before target)
 - (d) Other 1
- (6) No. of A/C Lost 0 Due to:
 - (a) Anti-aircraft fire _____
 - (b) Enemy fighters _____
 - (c) Flak and fighters _____
 - (d) Accident _____
 - (e) Reasons Unknown _____
- (7) Times of Attack 1224
- (8) Altitudes of Attack 25,500
- (9) Bombs on Each Target (a) 504 (b) Size _____ (c) Type M-47's - S.T.
12 500# G.P. - S.T.
- (10) Personnel Casualties 1 Type:
 - (a) Number Killed _____
 - (b) Number Wounded 1
 - (c) Number Missing _____
- (11) A/C Suffering Battle
Damage 10 Category:
 - (a) Minor 10
 - (b) Major _____
 - (c) Salvage _____

REMARKS: _____

Preparing Officer
James L. Meredith
1st Lt. A. C.

- (12) Preliminary Claims - None
- (13) Leaflets Dropped • None

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

11 February, 1944.

SUBJECT: Enemy Tactics and Opposition.

TO : A-2, 1st Bombardment Division, APO 634, US ARMY.

1. Attacks were made near target area from 1240 to 1320 hours by six to eight FW190. These attacks were not pressed home closer than 600 to 1000 yards. Enemy aircraft dived into undercast.
2. One I/E enemy aircraft was shot down by three P47's at 1325 hours.
3. One FW190 fired rockets from six o'clock at 1000 yards and dove into clouds. Markings were one silver, two light yellow and one black FW190's.
4. No claims.

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

401ST BOMBARDMENT GROUP (H)
APO 634

FLAK REPORT

DATE 11 Feb. 44

TARGET: Frankfurt Time Bombs Away 1225

1. Route followed: 12 miles south of briefed course to Brussels then on as briefed.

2. Visibility 10/10 undercast with occasional breaks. Contrails light - non persistent

3. Position of Group in relation to other Groups: Lead _____
High _____
Low 2

4. Axis of Attack (Lead A/C) 1 - 142° Degrees Magnetic.
2 - 150°

5. Length of Straight and Level Bomb Run: 90 sec

6. Evasive Action Taken: 3 S turns after bombs away

7. Turn after Bombing: None

8. Number of A/C over Target 32
(a) Number of A/C Damaged by A/A Gunfire 20
(b) Number of A/C Lost by A/A Gunfire 0

9. Description of Flak, including type of Fire Control used:

(a) Route out: None

(b) Target: Predicted barrage tower - fair for altitude and deflection, black & white bursts, the white bursts were high. One ground rocket.

(c) Route back: Abbeville and Amiens, tower, poor for alt. & deflection. Black bursts.

10. Comments - Phenomena:

11. No. of A/C Carrying "Window": None
Observed Results:

12. Formation over Target with height of 3 lead A/C (See Reverse Side) A/C having battle damage to be circled; if seriously, insert "S". A/C lost to Flak to be noted.

401 LOW BOX
401 GROUP / SIGN

FOU
M-033

TAMER
F-943

SMITH
B-662

WIT
O-487

G. L. WILSON
8002

BIRGAN
993

GLS SIGN
SMITH
K-072

*Flow chart
303-156*

TAMR
MAJCEY
O-091

LANER
O-507

JONES
E-226

BYRD
B-730

WYCKE
K-1069

IBBS
R-557

GERI TAYLOR
843

SHANES
N-855

SHARP
L-593

FURTH
L-719

CAMPBELL
9-873

One element

SMITH
1369
of the low box flow with triangle 2

401 GROUP - 2030 SIGN

MAX BISHOP
E-847

CANNACK
X-863

F. P. SIMON
J-820

STUBB
440

DAVIS
M-846

DEER
F-881

STINE
D-488

SELLERS
L-847

VOGATY
M-930

WINDAY
.979

BERNEY
Q-496

GATHER
E-518

LEW
H-932

1. Target

a. MPI is a metal working factory specializing in propellers and A/C component parts.

b. Plant has been considerably expanded since 1939 and now is estimated to cover 600 acres and to employ about 10,000 people.

c. The manufactures include sheet and strip metal of light metal used in A/C manufacture, stampings, hubs and pitch propellor parts, indercarriage legs, wheels, shock absorber parts and control gear. It also makes certain parts for submarines.

d. It is estimated to produce 30% of Germany's propellers. It is the leading producer of such items and stoppage of its output will have a serious effect on the already hard hit G.A.F.

2. Route in on Map 1:500,000

3. Fighter support

a. Going in

1 Gp P-47's	0320E	to	Range	limit
2 Gp "	0450	"	"	"
2 Gp "	0600	"	"	"
3 Gp P-51's and P-38's	0740	to	Range	limit

b. Coming out

2 Gp P-47's	0700	to	limit	of	range
2 Gp "	0550	"	"	"	"
2 Gp "	0410	"	"	"	"

4. Flak and Flak Map

a. General route in

Moderate flak at the enemy coast and intermittent fire until well inland. If the route as briefed is followed, you will skirt all the intense areas until you hit the target area.

b. Axis of attack will be 187 degrees which will pull you east of the range of most of the guns. You will then come out on a heading of 211 degrees.

This route puts you in range of 95 guns-there are 214 at the target-but the route briefed will keep you out of range of about 50% of them. You will be in the flak area about 6 minutes.

c. Chaff will be dropped by the Wings and Groups ahead of you if intense A/A is encountered.

d. Smoke screens have been reported but locations have not been fixed.

5. Nite Target Chart

a. At this time weather reports that snow can be expected on the ground.

6. Show MPI on photo 1:32,000

- a. PT-if visual
- b. ST-if PFF

7. Last resort Targets

Any A/D, city or industrial area positively identified as being in Germany without disrupting fighter support.

8. Special instructions.

- a. Neutral landings
- b. PW
- c. Crash landings near coast
- d. Friendly A/C
 - P-38's
 - F-47's
 - Typhoons
- e. Passport photos
- f. Empty pockets
- g. No convoys expected
- h. DON'T MENTION TARGET

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

11 February 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 11 FEBRUARY 1944

TAKE-OFF: 0750. 7/10 cumulus and stratocumulus, base 1500', tops 2500'. Nil middle and nil high clouds. Intermittent light rain. Visibility 3600 yards.

ROUTE OUT: 5-7/10 cumulus and stratocumulus, bases 1500', tops 2500-3000' over England. 6-8/10 altocumulus, tops 13-15,000' over the channel and continent. Nil high clouds. Visibility unrestricted above clouds.

TARGET: 1222. 6-8/10 altocumulus, tops 14-16,000'. Nil high cloud. Visibility unrestricted above clouds.

ROUTE BACK: 9-10/10 cumulus over England, base 2000', tops 6-7000'. 4-6/10 altocumulus, tops 10-12,000' over the continent and channel, becoming 4-6/10 altocumulus, base 7000', tops 9000' over England. Nil high cloud. Visibility unrestricted above clouds.

BASE ON RETURN: 1520. 6/10 cumulus, base 1500', tops 7000'. 9/10 plus altocumulus, base 7000', tops 9000'. Nil high cloud. Visibility 5 miles.

REMARKS: Intermittent light non-persistent contrails at 23-26,000'. Moderate non-persistent contrails at 26-28,000'. Temperatures a couple of degrees warmer than briefed. Winds nearly as briefed; at 22,000', 37 deg. at 84 knots over the continent; at 25,200', 38 deg. at 84 knots over France.

Arthur B. Street

ARTHUR B. STREET
Captain, A. C.
Staff Weather Officer

OPERATIONAL ROUTE FORECAST

DATE Feb 11, 1944

PERIOD 0700 to 1530

Hq SOS USAPP 9-43/90M/15227

	A	B	C	D
WEATHER	Cloudy with occasional rain and snow showers	Cloudy with occasional rain and snow showers	Cloudy with occasional rain and snow showers	Feb. 11, 1944 0700 to 1530
CLOUDS	Variable 5-2/10 large cumulus with large breaks. Base 2-3000 ft - - 1000 ft at showers increasing to 6-9/10 with tops at 8-10000 ft at English Coast. - 0-3/10 strato-cumulus associated with cumulus tops.	6-3/10 large cumulus base 2-3000 ft tops 8 to 10000 ft with tops increasing to 15000 ft at coast and further to 15-20000 ft at Target. 0-5/10 stratus associated with cumulus tops. Dense persistent contrails over North Sea and to Target above 20000 ft.	Dense persistent contrails over North Sea and to Target above 20000 ft. Similar to route and except long over bases 5-7/10 stratuscumulus and cumulus base 2-3000 ft tops 5-7000 ft.	
ICING	1000 ft - - heavy clear ice in clouds	1000 ft - - heavy clear ice in clouds	1000 ft - - heavy clear ice in clouds	
VISIBILITY	2-4 miles except 1-2 miles in occasional showers	Unrestricted at flight level except in contrails 2-5 miles at surface	3-5 miles	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	Base to 5 degrees East 030 20 knots	5 degrees East to Target 030 25 knots	030 25 knots	030 25 knots
000 FT	030 35	030 35	030 20	030 20
000 FT	030 45	030 45	030 29	030 29
000 FT	030 55	030 55	030 40	030 40
000 FT	030 60	030 60	030 47	030 47
000 FT	030 70	030 70	030 54	030 54

BASE ALTIMETER SETTING 30.95 TARGET SURFACE TEMP. Plus 1 TARGET MEAN TEMP. Minus 25
 TEMP. AT 7000 FT. Minus 10 TARGET SURFACE (PRESSURE-ALT) Plus 1

DECLASSIFIED PER NND 744007
 BY 55 NARA DATE 11/21/11

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

February 11, 19 44

SUBJECT: Loading List.

TO : Operations Officer, 401st Bomb GP), APO #634.

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

*Plane # 42-31091

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADR
P -	1st Lt.	Dempsey	Ralph	M.	0-800848	615th
CP -	2nd Lt.	Mitchell	Lewis	A.	0-880678	615th
N -	1st Lt.	Sellers	Lloyd	W.	0-738661	615th
B -	1st Lt.	Dolan	William	W.	0-741142	615th
RO -	S/Sgt.	Beller	James	E.	6247280	615th
PT -	T/Sgt.	Zander	Harold	S.	33240304	615th
ST -	S/Sgt.	Sweeps	William	H.	15338388	615th
FG -	S/Sgt.	Knapp	Phil	W.	39540171	615th
LWG -	S/Sgt.	Tosh	William	A.	38431884	615th
RVG -	Sgt.	Courtad	Paul	K.	35424839	615th

*Plane # 42-30873

P *	2nd Lt.	Campbell	Paul	F.	0-745614	615th
CP *	2nd Lt.	De Siano	Ambrose	(NMI)	0-751279	615th
R -	2nd Lt.	Lenke	Beryle	L.	0-890672	615th
B -	2nd Lt.	Malone	Ralph	B.	0-746818	615th
RO -	S/Sgt.	Anderson	Martin	A.	36525889	615th
PT -	S/Sgt.	Hensley	Ora	N.	35440805	615th
ST -	S/Sgt.	Brown	Saul	H.	32478555	615th
FG -	Sgt.	Asbell	William	R.	14182638	615th
LWG -	Sgt.	Smith	Alan	E.	32610440	615th
RVG -	Sgt.	Kendrick Jr.	Joseph	W.	14150904	615th

*Plane # 42-37843

P -	1st Lt.	Christensen	Ellsworth	E.	0-801593	615th
CP -	2nd Lt.	Rustand	Ronald	L.	0-783615	615th
N -	2nd Lt.	Wong	Delbert	E.	0-750326	615th
B -	2nd Lt.	Reynolds	Herbert	A.	0-749931	615th
RO -	S/Sgt.	Mehlman	Raymond	G.	32438897	615th
PT -	S/Sgt.	Breen	Roland	J.	16133764	615th
ST -	S/Sgt.	Lieberman	Irving	I.	13103453	615th
FG -	Sgt.	Batson	Allen	L.	39268048	615th
LWG -	Sgt.	Huston	Arthur	A.	37264453	612th
RVG -	S/Sgt.	Litchfield	Russell	E.	37271053	612th

*Enter complete number of aircraft

** Designate Engineer

DUTY RANK LAST(NAME) FIRST (MI) A.S.N. SQUADRON

*Plane # 42-31690

P	-1st Lt.	Wysocki	Stephen	(NMI)	0-877398	615th
CP	-2nd Lt.	Galfee	Fred	M.	0-890825	615th
N	-2nd Lt.	Taylor	James	(NMI)	0-750228	615th
B	-2nd Lt.	Gurvin	Robert	M.	0-876945	615th
RO	-S/Sgt.	Kenny	Gerald	M.	12157361	615th
TT**	-S/Sgt.	McIntyre	William	(NMI)	33289742	615th
BT	-S/Sgt.	Clare	David	E.	13092688	615th
TG	-Sgt.	Finchell	Sherwyn	(NMI)	14119235	615th
LWG	-S/Sgt.	Koon	Ernest	H.	34441033	615th
RWG	-S/Sgt.	Rothwell	Frank	A.	33330990	615th

*Plane # 42-31730

P	-2nd Lt.	Byrd	G. (io)	C.	0-803551	615th
GP	-Captain	Gould	George	(NMI)	0-900201	615th
N	-2nd Lt.	Patterson	Wayne	D.	0-809988	615th
B	-2nd Lt.	Vickrey	Charles	R.	0-883678	615th
RO	-Sgt.	Exnowski	Joseph	C.	38568748	615th
TT**	-S/Sgt.	Patterson	Delbert	L.	18162265	615th
BT	-Sgt.	Skelton	Floyd	(NMI)	39892414	615th
TG	-Sgt.	Holzman	Michael	(NMI)	32265851	615th
LWG	-Sgt.	Russey	Wayne	T.	11122241	615th
RWG	-Sgt.	Muscarella	Lawrence	S.	32472575	615th

*Plane # 42-31610

P	-2nd Lt.	Ferdyn	Joseph	E.	0-804320	615th
CP	-2nd Lt.	Enstad	Robert	J.	0-887886	615th
N	-2nd Lt.	Manning	Charles	H.	0-753015	615th
B	-2nd Lt.	Black	J. (io)	Dee	0-749667	615th
RO	-S/Sgt.	Stimmel	Bert	W.	35332272	614th
TT**	-T/Sgt.	Ague	Jack	D. 3	8262734	615th
BT	-Sgt.	Johnson	Joe	R.	18162871	615th
TG	-Sgt.	Hertzan	Harold	(NMI)	32438460	615th
LWG	-S/Sgt.	May	William	H.	37409202	615th
RWG	*Sgt.	Bushendorf	Everett	H.	36264715	615th

*Plane # 42-31518

P	-2nd Lt.	Gardner	Edward	T.	0-745881	615th
CP	-2nd Lt.	Shelton	Forace	H.	0-752024	615th
N	-2nd Lt.	Gouger	Carroll	A.	0-808038	615th
B	-2nd Lt.	Cury	Enver	C.	0-870037	615th
RO	-Sgt.	Monnes	Fred	(NMI)	12187401	615th
TT**	-S/Sgt.	Minard	Dale	W.	18125203	615th
BT	-Sgt.	Piazza	Peter	J.	35583120	615th
TG	-Sgt.	Henson	William	W.	34804855	615th
LWG	-Sgt.	Trupia	Salvatore	A.	12133748	615th
RWG	-Sgt.	Durben	Francis J.		17154973	615th

*Enter Complete number of Aircraft
 ** Designate Engineer

43

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

11 February 19 44

SUBJECT: Loading List.

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

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

*Plane # 42-31865

UTY.	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADR
	1st Lt.	GAMBACK	VERNON	K.	0802719	614th
OP-	Captain	GARLAND	WILLIAM	C.	024892	"
	2nd Lt.	HASKINS	CECIL	A.	0685604	"
	2nd Lt.	WHITE	WILLIAM	C.	0679423	"
NO-	T/Sgt.	Time	Glenn	A.	32481704	"
OT-	T/Sgt.	Slate	Chester	A.	14134208	"
BT-	S/Sgt.	Ames	Ensign	S.	6864052	"
PG-	2nd Lt.	HARGER	ROBERT	W.	0805448	"
LVG-	S/Sgt.	Wanke	Charles	P.	12180793	"
RVG-	S/Sgt.	Harlow	Clevy	D.	36426472	"
Oper. #	Capt.	SMITH	W.	A.		

*Plane # 42-39847

	2nd Lt.	KSIENIEWICZ	CHARLES	S.	0677782	614th
OP *	1st Lt.	KAUFMAN	RICHARD	H.	0802121	"
	2nd Lt.	Dastous	JOSEPH	C.	0809480	"
	2nd Lt.	GILMORE	GEORGE	J.	0682107	"
NO -	Sgt.	Wilber	Maurice	V.	12139342	"
OT -	S/Sgt.	Burke	Francis	(MMI)	32335045	"
BT -	Sgt.	Grygiel	Stanley	L.	16079213	"
PG -	Sgt.	McBldowney	Donald	E.	19005899	"
LVG -	Sgt.	Harmon	Terrance	W.	32446490	"
RVG -	Sgt.	McCarthy	John	J.	32554924	"

*Plane # 42-39820

P -	1st Lt.	WILSON	SAMUEL	P.	0667623	614th
OP -	2nd Lt.	GATTIS	ELGIN	V.	0748622	"
N -	2nd Lt.	SUDAKOV	LAWRENCE	H.	0750258	"
B -	2nd Lt.	DALY	JOHN	J. JR.	0739145	"
OT -	T/Sgt.	Kelley	Homer	C.	38273969	"
P -	T/Sgt.	Corley	Jesse	C.	34386015	"
BT -	Sgt.	Murphy	James	J.	33143267	"
PG -	S/Sgt.	Sokol	Leonard	E.	37461553	"
LVG -	Sgt.	Prevencher	Armand	L.	11083958	"
RVG -	S/Sgt.	Wolf	William	C.	37201936	"

*Enter complete number of aircraft
 ** Designate Engineer

DUTY RANK LAST (NAME) FIRST (MI) A.S.N. SQUADRON

*Plane # 42-91140

P	-	1st Lt.	STINSON	BOUDINOT	(NMI)	0799498	614th
CP	-	2nd Lt.	TIMBERLAKE	ROBERT	H.	0687721	"
N	-	2nd Lt.	O'NEAL	JOHN	E.	0671169	"
B	-	2nd Lt.	FRATTMAN	JACK	L.	0749755	"
RO	-	S/Sgt.	Mancuso	Carman	L.	32582642	"
TT**	-	T/Sgt.	Rukuria	Karl	E.	53201988	"
BT	-	S/Sgt.	Holia	Paul	S	32898521	"
TG	-	S/Sgt.	LeSage	Alfred	(NMI)	13063983	"
LWG	-	Sgt.	Schmidt	Richard	G.	56724944	"
RWG	-	S/Sgt.	Farratt	John	L.	13100644	"
Obar.		1st Lt.	SMITH	JESSE	L.		

*Plane # 42-39848

P	-	1st Lt.	DAMES	WILLIAM	R.	0802751	614th
CP	-	2nd Lt.	FRATT	JOHN	D.	0748784	"
N	-	2nd Lt.	SCHUBERG	JOHN	A.	0750222	"
B	-	2nd Lt.	VAN NOY	RUSSEL	E.	0679404	"
RO	-	Sgt.	Aronson	Arlyn	G.	17155135	"
TT**	-	T/Sgt.	Norell	Olle	A.	36147173	"
BT	-	T/Sgt.	LaFountain	Louis	M.	38183420	"
TG	-	S/Sgt.	Gentry	Ray	A.	34484724	"
LWG	-	S/Sgt.	Toel	Oliver	E.	18160414	"
RWG	-	S/Sgt.	Mooney	William	R.	18169545	"

*Plane # 42-39831

P	-	2nd Lt.	WIBER	ERRA	J.	0804455	614th
CP	-	2nd Lt.	PEACOCK	GEORGE	H.	0637758	"
N	-	2nd Lt.	WIRBEL	CHARLES	H.	0690580	"
B	-	2nd Lt.	OLIVER	WALTER	L.	0746602	"
RO	-	S/Sgt.	KIRKORIAN	Ruben	E.	31173020	"
TT**	-	S/Sgt.	Huber	John	L.	13028157	"
BT	-	Sgt.	Sleeper	Lewis	A.	15834648	"
TG	-	Sgt.	Shallenburg	Clarence	H.	16049924	"
LWG	-	Sgt.	Kinsey	Robert	S.	17129375	"
RWG *		Sgt.	Fanichas	George	T.	11110633	"

*Plane # 42-51438

P	-	2nd Lt.	STINE	ROBERT	G.	0303891	614th
CP	-	2nd Lt.	KEHOE	ROBERT	J.	0752209	"
N	-	2nd Lt.	MILLER	LEE	S.	0309550	"
B	-	2nd Lt.	EMPRIC	WALTER	P.	0562091	"
RO	-	S/Sgt.	Keeney	Frank	E.	32625979	"
TT**	-	S/Sgt.	Trump	Paul	W.	13119981	"
BT	-	Sgt.	Risi	John	N.	13176768	"
TG	-	Sgt.	Frager	Gilbert	(NMI)	32714501	"
LWG	-	Sgt.	Thill	Richard	G.	13148354	"
RWG	-	Sgt.	Phillips	Edward	J.	38393683	"

*Enter Complete number of Aircraft
 ** Designate Engineer

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

~~11 FEBRUARY~~

19

SUBJECT: Loading List.

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

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

*Plane # 42-31569

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -	1st Lt.	SMITH	WALLACE	H.	0861512	614th
CP -	P/O	FAULHABER	DONALD	A.	T-121886	"
N -	2nd Lt.	CHANE	RENPRO	V.	0685629	"
B -	2nd Lt.	LIVELY	JAMES G.	G.	0674828	"
RO -	S/Sgt.	Castronova	Salvatore	L.	32550406	"
PT -	S/Sgt.	Hair	Charles	H.	87211050	"
BT -	S/Sgt.	Mc Keadry	Daniel	G.	18114386	"
PG -	S/Sgt.	Sundberg	David	G.	6878332	"
LJG -	S/Sgt.	Roberts	Marion	S.	14159491	"
RJG -	S/Sgt.	Gatzmeyer	Gerald	R.	16105129	"

*Plane # 42-38002

P *	2nd Lt.	WILSON	CARLETON	L.	0808229	614th
CP *	2nd Lt.	KLEINBERG	JEROME	H.	0576877	"
N -	2nd Lt.	DEAN	JOHN	H.	0809561	"
B -	2nd Lt.	FITZGERALD	ROBERT	G.	0079469	"
RO -	S/Sgt.	Anderson	Carl	D.	34612626	"
PT -	S/Sgt.	Quinn	Robert	S.	35612652	"
BT -	Sgt.	Fussone	William	G.	36539194	"
PG -	Sgt.	Pattit	Gerald	H.	18109213	"
LWC -	Sgt.	McMahon	James	F.	32714726	"
RWC -	Sgt.	Smith	George	H.	15151441	"

*Plane # 42-31000

P -	2nd Lt.	WALSH	ROBERT	F.	0904771	614th
CP -	2nd Lt.	LONG	JOHN	G.	0762901	"
N -	2nd Lt.	MATRIGIAN	MICHAEL	(M)	0690478	"
B -	2nd Lt.	PORTER	JOY	H.	2222 0748058	"
PT -	Sgt.	Zappella	Vincent	(M)	32578002	"
P -	S/Sgt.	Shultz	Clonnie	G.	34472867	"
BT -	S/Sgt.	Howell	James	S.	36393298	" 615TH
PG -	Sgt.	Bryoch	Ludvick	J.	16120345	"
LJG -	Sgt.	Cartelli	Charles	L.	35650968	"
RJG -	Sgt.	Layland	John	H.	37457551	"

*Enter complete number of aircraft

** Designate Engineer

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

11 February

19 44

SUBJECT: Loading List.

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

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

42-2190

*Plane # _____

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRY
P -	2nd Lt.	Velaty	Alfred	B.	0803717	619
CP -	2nd Lt.	Goodrell	William	L. Jr.	0750783	"
N -	2nd Lt.	Slaughter	Shea	(MHI)	0809734	"
B -	2nd Lt.	Strode	Charles	R.	0747060	"
BO -	S/Sgt.	Halpin	Fenold	D.	32428821	"
BT -	S/Sgt.	Darce	Joseph	J.	3385703	"
BT -	Sgt.	Crull	Howard	H.	15339917	"
FG -	Sgt.	Smallin	James	H.	3902600	"
LWG -	Sgt.	Sanders	Roy	G.	37499328	"
LWG -	Sgt.	Center	Warren	(MHI)	15116266	"

42-8026

*Plane # _____

P *	2nd Lt.	Witchette	Lawrence	B.	0785067	"
CP *	2nd Lt.	Campbell	Ernest	H.	0690226	"
N -	2nd Lt.	Weiffert	Lawrence	V.	0810973	"
B -	2nd Lt.	Sanchez	Louis	T.	0688555	"
BO -	S/Sgt.	Bergman	Max	H.	39901905	"
BT -	S/Sgt.	Paraloe	Bartholomew	(MHI)	32431029	"
BT -	Sgt.	Smith	Louis	H.	32814117	"
BT -	Sgt.	Rose	Anthony	T.	36631940	"
FG -	Sgt.	Hannabury	Ralph	A.	11117424	"
LWG -	Sgt.	Petro	John Jr.	(MHI)	32539050	"

*Plane # _____

- P -
- CP -
- N -
- B -
- BO -
- BT -
- FG -
- LWG -
- RWG -

*Enter complete number of aircraft

** Designate Engineer

612 BOMBARDMENT SQUADRON (H)
 OFFICE OF THE OPERATIONS OFFICER
 APO # 631

11 February 19 44

SUBJECT: Loading List.

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

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

*Plane # 42-38033

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.P.	SQUADRON
P	1st Lt.	Fox	Gaston	M.	0-802737	612th
CP	Capt.	McCree	Donald	G.	0-348319	"
N	Capt.	Haberer	Walter	E.	0-409740	"
B	Capt.	Pickoff	Julius			Gr. Hq.
RO	T/Sgt.	Brandt	Duane	G.	39193489	612th
FT	T/Sgt.	Brown	Allen	D.	38294097	"
ST	Sgt.	VanBooven	Donald	W.	37232922	"
FG	2nd Lt.	Stokes	Alexander	C.	0-801578	"
LWG	S/Sgt.	Gallas	Joseph	(NMI)	33394658	"
RWG	S/Sgt.	Sierra	Charles	P.	12155142	"

*Plane # 42-31662

P *	1st Lt.	Smith	Stuart	E.	0-802795	"
CP *	2nd Lt.	Chmura	Stanislaw	R.	0-684687	"
N -	2nd Lt.	Fishbeck	Howard	D.	0-68730	"
B -	2nd Lt.	Majewski	Louis	J.	0-747598	"
RO -	T/Sgt.	McCawley	Fred	E.	38321224	"
FT -	T/Sgt.	Carr	Maurice	A.	16035651	"
ST -	S/Sgt.	Davies	Leonardo	F.	32506396	"
FG -	S/Sgt.	Parker	Harry	C.	39034361	"
LWG -	S/Sgt.	Sciocchitano	Frank	J.	32489249	"
RWG -	S/Sgt.	Hopkins	Calvin	W.	32076946	"

*Plane # 42-31034

P -	2nd Lt.	Currie	Donald	A.	0-805408	"
CP -	2nd Lt.	Johnston	Clayton	A.	0-745105	"
N -	2nd Lt.	Jeffery	Morey	B.	0-685629	"
B -	2nd Lt.	Musso	David	M.	0-682584	"
RO -	T/Sgt.	DiPierro	Gosimo	A.	12172563	"
FT -	T/Sgt.	Flynn	William	B.	16046687	"
ST -	S/Sgt.	Graf	Cecil	L.	19188506	"
FG -	S/Sgt.	Surprise	Walter	L. Jr.	17129684	"
LWG -	S/Sgt.	Severson	Marvel	T.	37426585	"
RWG -	S/Sgt.	Amber	Joe	R.	36703821	"

*Enter complete number of aircraft

** Designate Engineer

DUTY RANK LAST(NAME) FIRST (MI) A.S.N. SQUADRON

*Plane # 42-39993

P	-	2nd Lt.	Bingham	George	E.	0-679033	612th
CP	-	2nd Lt.	Waller	Jack	E.	0-121913	"
N	-	2nd Lt.	Tomlinson	Harvey	G.	0-688132	"2
B	-	2nd Lt.	Lott	Eugene	F.	0-686092	"
RO	-	S/Sgt.	Giorgiani	Alex	(NMI)	33472233	"
TT**	-	S/Sgt.	Dunn	Johnny	K.	35391705	"
BT	-	S/Sgt.	Yeatts	Lawson	K.	34450792	"
TG	-	S/Sgt.	Johns	Carl	W.	37248950	"
LWG	-	Sgt.	Carey	Joe	R.	15333912	"
RWG	-	S/Sgt.	Sellitto	John	N.	32425913	"

*Plane # 42-97487

P	-	2nd Lt.	West	George	E.	0-802628	"
GP	-	2nd Lt.	McKinnon	Douglas	H.	0-752008	"
N	-	2nd Lt.	Nutter	Loyde	A.	0-752502	"
B	-	2nd Lt.	Montgomery	Thomas	B.	0-686111	"
RO	-	T/Sgt.	Andrus	Robert	L.	32583791	"
TT**	-	T/Sgt.	Russell	Francis	L.	12154673	"
BT	-	S/Sgt.	Womble	John	L.	34355686	"
TG	-	S/Sgt.	Lefkin	Michael	(NMI)	32496129	"
LWG	-	Sgt.	Russell	Hugh	D.	15019006	"
RWG	-	S/Sgt.	Morini	Alfred	J.	32492617	"

*Plane # 42-39943

P	-	2nd Lt.	Tanner	John	R.	0-803901	"
CP	-	2nd Lt.	McDaniel	Robert	M.	0-687317	"
N	-	2nd Lt.	Strom	Kenneth	L.	0-690690	"
B	-	2nd Lt.	Szungyi	John	P.	0-749656	"
RO	-	S/Sgt.	Barr	Martin	A.	33238108	"
TT**	-	T/Sgt.	Cable	Harvey	T.	39531286	"
BT	-	S/Sgt.	Norris	John	B.	14093939	"
TG	-	S/Sgt.	Staley	Phillip	C.	39151977	"
LWG	-	S/Sgt.	Daniel	Edward	P.	39251499	"
RWG	*	S/Sgt.	Francis	Raymond	R.	39038724	"

*Plane # 42-39837

P	-	1st Lt.	Sellers	William	D.	0-666363	"
CP	-	2nd Lt.	George	Jack	E.	0-747545	"
N	-	2nd Lt.	Shapiro	Aaron	(NMI)	0-1284591	"
B	-	2nd Lt.	Graham	Fred	E.	0-676214	"
RO	-	T/Sgt.	Lehr	Jesse	H.	04473124	"
TT**	-	T/Sgt.	Parrish	Donald	C.	16109825	"
BT	-	S/Sgt.	Mace	Kenneth	I.	12165700	"
TG	-	S/Sgt.	Rishel	Dale	E.	32580316	"
LWG	-	S/Sgt.	Judd	Loyde	J.	31152069	"
RWG	-	S/Sgt.	Estess	Cecil	C.	34425500	"

*Enter Complete number of Aircraft
 ** Designate Engineer

3

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

11 February 19 44

SUBJECT: Loading List.

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

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

*Plane # 42-39979

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -	2nd Lt.	Dunaway	John	A.	0-745054	612th
CP -	2nd Lt.	Kane	Henry	(NMI)	0-690106	"
N -	2nd Lt.	Mock	William	J.	0-811775	"
B -	2nd Lt.	Krol	Theodore	J.	0-688595	"
RO -	S/Sgt.	Mastronardi	Francis	J.	34613370	"
PT -	Sgt.	Horst	Harry	C.	33289777	"
BT -	Sgt.	Rusch	Walter	R.	39125747	"
TG -	Sgt.	Benz	Marvin	H.	37231127	"
LVG -	Sgt.	Katsaros	John	(NMI)	11130671	"
RVG -	Sgt.	Stone	James	A.	31129780	"

*Plane # ~~42-31511~~ 42-31077

P *	2nd Lt.	Wells	Kenneth	C.	0-677365	"
CP *	2nd Lt.	Guinn	Euin	N.	0-803975	"
N -	2nd Lt.	Gelula	Warren	(NMI)	0-809579	"
B -	2nd Lt.	Lingehfelter	Leo	I.	0-682580	"
RO -	S/Sgt.	Bartlett	Edward	M.	11122117	"
PT -	Sgt.	Larson	Robert	D.	17025493	"
BT -	Sgt.	Convertino	Rico	S.	12096330	"
TG -	S/Sgt.	Weatherman	James	H.	6923486	"
LVG -	Sgt.	Price	William	(NMI)	33054780	"
RVG -	Sgt.	Chapman	William	E.	12074439	"

*Plane # ~~42-37496~~ 31496

P -	2nd Lt.	Hershey	Harry	J.	0-803198	"
CP -	2nd Lt.	Woods	Robert	R.	0-677390	"
N -	1st Lt.	Buder	Eugene	H.	0-1575801	"
B -	2nd Lt.	Boxer	Martin	W.	0-684132	"
RO -	S/Sgt.	Cherry	Noel	C.	39853397	"
PT -	S/Sgt.	Pugh	Alfred	E.	18050687	"
BT -	Sgt.	Chiccino	Joseph	R.	33501297	"
TG -	Sgt.	Joseph	Meload	C.	11114921	"
LVG -	Sgt.	Civello	Hubert	C.	38195262	"
RVG -	S/Sgt.	Shannon	James	L.	13057862	"

*Enter complete number of aircraft

** Designate Engineer

9-3

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

~~SECRET~~

SUBJECT: Loading List.

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

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

*Plane # 42-31072

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.I.	SQUADRON
P -	1st Lt.	Shotts	Bryan	H.	0667573	613
P -	2nd Lt.	Eckert	Charles	A.	0626397	"
-	1st Lt.	Savage	William	F.	0441712	"
-	1st Lt.	Briarton	Henry	R.	0681518	"
IO -	Pvt.	Strong	Robert	C.	6667253	"
IT -	W/Sgt.	Scafford	Leland	(M.I.)	14064116	"
IT -	S/Sgt.	Rieger	Harvey	V.	17121385	"
IG -	S/Sgt.	Iseninger	John	H.	14081579	"
IG -	S/Sgt.	Sonichsen	Donald	H.	36703732	"
AVG -	S/Sgt.	Jones	William	F. Jr.	38977179	"

*Plane # 42-31557

P *	1st Lt.	Ibos	Charles	F.	0802852	"
CP *	2nd Lt.	Murphy	Walter	J.	0745475	"
N -	2nd Lt.	Friest	Jack	B.	0736652	"
S -	2nd Lt.	Dushman	Allen	(M.I.) Jr.	0738535	"
IO -	W/Sgt.	Charnes	Hugh	V.	35497617	"
IT -	W/Sgt.	Click	Leonard	W. Jr.	18129468	"
GT -	S/Sgt. (M.I.)	Martinez	Richard	V.	17160414	"
IG -	S/Sgt.	Kashner	Charles	D.	15333266	"
LWC -	S/Sgt.	Hindsell	David	H.	32473097	"
RW -	S/Sgt.	Florez	Louis	(M.I.)	19028839	"

*Plane # 42-39732

P -	2nd Lt.	Law	Sandy	(M.I.)	0746381	"
CP -	2nd Lt.	Robert Cushman	Robert Thomas	H.R.	273252060012	"
N -	2nd Lt.	Schlieper	Roger	F.	0689664	613
B -	2nd Lt.	Kelly	John	J.	0732822	"
IT -	S/Sgt.	Johnson	Alvin	A.	36188975	"
IT -	S/Sgt.	Thayer	Bliss	P.	11055078	"
IG -	Sgt.	Franklin	Pat	H.	16088190	"
LIG -	Sgt.	Hibbs	Arlio	H.	36633189	"
AVG -	Sgt.	Robinson	Marshall	D.	35277805	"

*Enter complete number of aircraft
 ** Designate Engineer

DUTY . RANK LAST(NAME) FIRST (MI) A.S.N. SQUADRON

*Plane # 42-3507

P	-	1st. Loehar	James	R. Jr.	0802585	613
CP	-	2nd Lt. Pruitt	Dw	C.	0681771	"
N	-	2nd Lt. Duquette	Fred	D.	0736672	"
B	-	2nd Lt. Brown	John	F.	0673723	"
RO	-	W/Sgt. Lips	Hilton	J.	11071562	"
TT**	-	W/Sgt. Kennedy	George	L.	16008922	"
BT	-	S/Sgt. Dewitt	Frank	G.	19064865	"
TG	-	S/Sgt. Merrill	Clark	G	13098613	"
LWG	-	S/Sgt. Klinek	John W.	C.	3611442	"
RWG	-	S/Sgt. Down	Harold	E.	18176517	"

*Plane # 42-3887

P	-	2nd Lt. Shanks	Loy	M.	0803288	619
CP	-	2nd Lt. Mayne	Alfred	P.	0687314	"
N	-	2nd Lt. Wearish	Edward	W.	0690518	"
B	-	2nd Lt. McKin	Thomas	H.	0682088	"
RO	-	S/Sgt. Santangelo	Mario	H.	32792053	"
TT**	-	S/Sgt. Jarrett	William	H.	35334215	"
BT	-	Sgt. Gibson	Hardney	A.	13117804	"
TG	-	Sgt. Rodgers	Harold	E.	32487815	"
LWG	-	Sgt. Hauck	Glen	L.	35698611	"
RWG	-	Sgt. William Fynigar	Fredrick	G.	31144508	"

*Plane # 42-3126

P	-	1st Lt. Jones	Donald	E.	0755735	"
CP	-	2nd Lt. MARSHALL CHASE	Edward	T.	0745148	"
N	-	1st Lt. Bennett	Cyrus	R.	0749419	"
B	-	1st Lt. Meadville	Harry	W.	0735390	"
RO	-	W/Sgt. Schoenberger	Nicholas	D.	35106951	"
TT**	-	S/Sgt. Earl	Richard	X.	33897179	"
BT	-	S/Sgt. Weaver	Wilmar	F.	33816065	"
TG	-	S/Sgt. DeCinque	Lewis	A.	32269844	"
LWG	-	S/Sgt. Schair	Arthur	(MI)	12088058	"
RWG *	-	S/Sgt. Farland	Arthur	W.	11110359	"

*Plane # 42-3159

P	-	2nd Lt. Sharp	James	G.	0745199	"
CP	-	2nd Lt. Russ	Vincent	J.	0751189	"
N	-	2nd Lt. Stephens	David	H.	0809751	"
B	-	2nd Lt. Russ	Hyles	R.	0686182	"
RO	-	Pvt. Finnie	Charles	B.	14194662	"
TT**	-	W/Sgt. Older	Harold	K.	6565810	"
BT	-	Sgt. Soderis	John	J.	32562499	"
TG	-	S/Sgt. Tomkinson	Alfred	A.	37277363	"
LWG	-	Sgt. Sabine	Edney	T.	91175945	"
RWG	-	Sgt. Erwin	James	A.	12165707	"

*Enter Complete number of Aircraft
 ** Designate Engineer

HEADQUARTERS
STATION NO. 128
APO 634

11 February, 1944

SUBJECT: 8-4 Combat Mission Report on Mission 11 February, 1944
TO : Commanding Officer, 1st Bombardment Division, APO 634.

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

Rough engines due to bad spark plugs (3)
Leaking oxygen system (3)
Heaters Inoperative (2) Engine Oil leaks (2)
Generators burned out (2)
Cylinder Head Temperature Guages Out (2)

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

Frozen Bomb Bay Door Mechanism (1)
Bomb Bay Motors Burnt Out (1)
Electrical Bomb Release Mechanism inoperative due to maladjustment of linkage (1)

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

None reported.

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

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

A.P.O. 634
11 February, 1944

SUBJECT: Mission Summary Report

TO : Group Operations, Station 128, APO 634.

1. Abortives.

a. Airplane No. 42-31034 returned early for the reason that Pilot was unable to get more than 15 inches manifold pressure on # 1 engine without propeller running away. Subsequent ground check and engine run-up revealed no malfunction. It is believed that supercharger controls were not operated enough to keep warm oil circulating thru the regulator.

b. Airplane No. 42-31098 returned early for the reason that it could not locate formation.

c. Airplane No. 42-38026 failed to complete mission for the reason that it was hit by fire from friendly aircraft near enemy occupied coast. No. 4 engine cut out, and Pilot was unable to feather propeller due to loss of oil. Rudder and Rudder Trim Tab Control Cables were severed, as was all wiring to the aft of Station 6H. The Ball Turret oxygen system was also destroyed.

d. Airplane No. 42-31077 returned early for the reason that it could not locate formation.

2. Battle Damage.

a. 42-31069 - 2" flak hole in left side of fuselage, near station 3; Small flak hole in bottom of right wing, between # 3 and # 4 nacelles; Small flak hole in left side of fuselage, near tail.

b. 42-31091 - Small flak hole through left elevator; Small flak hole in bottom of left horizontal stabilizer.

c. 42-97487 - Hole in bottom of right flap, near station 16, caused by flak.

d. 42-31496 - Hole in left side of Chin Turret, caused by flak.

e. 42-38033 - Small flak cut in top of left wing, near station 37.

SUBJECT: Mission Summary Report (continued)

f. 42-39993 - Flak hole through bottom of left wing, near station 28, causing damage to stiffener.

g. 42-39837 - Flak hole through bottom of left aileron, near station 9; Hole in left side of fuselage, near bulkhead 10, caused by flak; Flak hole through right side of vertical fin, near station 11; Hole in fuselage, behind top of chin turret caused by flak.

h. 42-31488 - 2" flak hole in bottom of left wing, outer panel, near leading edge; 2" flak hole in bottom of left wing, near fuselage; 2" flak hole in bottom of # 4 ring cowl; Large flak hole in left side of fuselage, beneath Navigator's window; Large flak hole in left side of plexiglas nose section.

i. 42-39847 - 2" flak hole through right wing, outer panel, near leading edge; 2" flak hole in left side of fuselage, near station 7.

j. 42-38002 - Small flak hole in Navigator's window on right side of fuselage; 4"X2" flak hole in bottom of left wing, near fuselage.

k. 42-39820 - Three small flak holes near leading edge of left wing, outboard of # 1 engine; 2" flak hole in bottom of fuselage, just forward of Bomb Bay.

l. 42-97440 - Large flak hole in left side of plexiglas nose section; Small flak hole in left side of vertical stabilizer.

m. 42-39932 - Flak hole through leading edge of right wing, near tip.

n. 42-31930 - Small flak holes through right wing tip, slight internal damage.

o. 42-31557 - Two small flak holes in leading edge of right wing.

p. 42-31730 - Large flak hole through left horizontal stabilizer and elevator, stabilizer and elevator change necessary; Small flak hole in top of right wing, behind # 3 nacelle, at trailing edge; Small flak hole in bottom of right wing, behind # 4 nacelle, at trailing edge.

q. 42-39873 - Small flak hole in top of fuselage, near nose section.

r. 42-39881 - 2" flak hole in leading edge of right wing, to right of # 4 engine; Small flak hole in right side of Plexiglas Nose Section.

s. 42-31863 - 2" flak hole through left wing, inner

SUBJECT: Mission Summary Report (continued)

panel, near trailing edge; Small flak hole in left side of upper turret; 2" flak hole in right side of fuselage, near nose; Large flak hole in top of fuselage, near tail.

t. 42-39847 - 2" flak hole through right wing, outer panel, tokio tank punctured; 2" flak hole through left wing, outer panel cutting stringer; Large flak hole through left side of fuselage, near station 7 and out right side and top of horizontal stabilizer, cutting stringer; Large flak hole through vertical stabilizer; 4" flak hole through bottom and out top of fuselage, at tail position; 2" flak hole in bottom of right horizontal stabilizer, rib damaged.

<u>TOTAL NO.</u> <u>OF A/C</u>	<u>MINOR</u> <u>DAMAGE</u>	<u>MAJOR</u> <u>DAMAGE</u>	<u>BY</u> <u>FLAK</u>
20	20	0	20

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

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
STATION 128

A.P.O. 634
11 February, 1944

SUBJECT: Armament Narrative, Mission No. 23, 11 February, 1944
TO : Commanding Officer, 401st Bombardment Group (H),
APO 634, U.S. Army

1. The following Armament malfunctions were reported at the conclusion of the mission of 11 February, 1944.

a. One ship bomb bay doors failed to open due to freezing of retracting mechanism at altitude.

b. One ship's bomb bay door motor burned out.

c. One ship had bombs toggled from left rack, salvoed right rack. Ground check revealed no malfunction.

d. One ship bomb bay doors failed to open in flight, salvoed bombs. Ground check revealed no malfunctions.

e. One ship bombs would not toggle, dropping bombs by emergency release. This was due to maladjustment of linkage from control handle to racks.

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

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

ABORTIVE REPORT:

AAF Station 128
11 February 1944

SQUADRON 615th AIRPLANE #42-31077 PILOT 2nd Lt. K. C. Wells
CP 2nd Lt. E. N. Guinn

PILOT'S STATEMENT:

Aborted from mission because the pilot, 2nd Lt. Wells,
could not find the formation.

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

No Engineering malfunction.

R. W. Newman (JLN)
R. W. NEWMAN
2nd Lt., AC
Eng O.

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

11 February 1944

SUBJECT: Battle Damage Report

TO: Group Engineering Officer, 401st Bombardment Group (H),
Station 128, APO 634, 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.
42-39837	1. Flak hole in left aileron near station 9. In bottom out top. 2. Hole in left side of fuselage near bulkhead 10. 3. Flak hole in vertical fin near station 11. In right side out left. 4. Hole in fuselage just behind top of chin turret.
42-97487	1. Hole in bottom of right flap near station 2. 16.
42-51496	1. Flak hole in left side of chin turret.
42-39993	1. Flak hole in left wing near station 28. In top out bottom, tore stiffener.
42-38033	1. Small flak cut in top of left wing near station 37.

Herbert O. Kimmel
HERBERT O. KIMMEL
1st Lt, Air Corps
Engineering Officer