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SECRET
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At 128 by

JACKSON M. PHIPPS,
Captain, Air Corps,
Adjutant.

"MISSION SUMMARY"

MISSION NO. 71
20TH. MAY, 1944

94 TH. COMBAT BOMB WING
401 ST. BOMBARDMENT GROUP (H)

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

MISSION No. **71**

Date: **20 MAY 44**

TO: **VILLACOUBLAY, FRANCE**

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

E-C-1

20 May 1944

SUBJECT: Leader's Narrative, 401st Group, Mission of 20 May 1944.

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

1. The 401st Group furnished fifteen ships, including three spares for the low box of the 94th Combat Wing Formation. Takeoff was as briefed, the assembly was complicated due to weather. The "G" Box and radio compass in the group lead aircraft did not function and it was impossible to pin point position due to ground fog. The formation assembled on the deputy lead, and the group leader joined the formation and took over the lead at point C. At this point, Wing assembly was satisfactorily accomplished by executing a 360° turn. The Wing left point C five minutes late after accomplishing Wing assembly.

2. The route to the target was as briefed, except for time (See Navigator's Log.)

3. Prior to the IP (about 3 minutes away) the lead box was forced down to the same level as the low box due to high cloud cover. The two boxes, lead and low, ended up abreast at the same level after the lead box let down. Since the low box was on the inside of the 90 degree turn at the IP, the low box leader asked the lead box for permission to bomb first. This was granted and the order of bombing was low, lead, and high. The target was picked up and no cloud cover was present. A good run was made, but apparently the #2 man high squadron was wide and caused one ship's bombs to fall outside the group pattern.

4. A sharp turn to avoid flak was made after bombs away. The lead box announced that they would make a 360 degree turn, so the high box actually bombed second.

5. The low and high box rallied after leaving the target but never did pick up the lead box. The high box lead on the route out upon request of the low box leader (whose navigation equipment was out).

6. No flak was encountered except at the target; it was moderate to intense and very accurate. No attacks by E/A occurred.

7. The two box wing (low and high) broke up at the English coast and each proceeded home in individual group formation.

8. No ships were lost.

9. The bombing by the lead was exactly on the assigned MPI. The group pattern is good except for the #2 man, high squadron. The 12 ship formation is very maneuverable, and very easy to fly. When compact, it should produce a very good pattern.

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

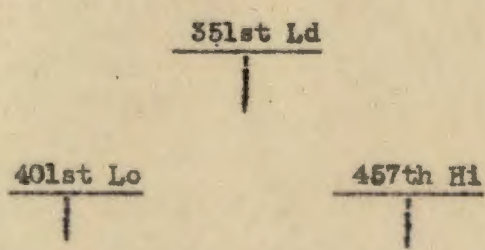
HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
OFFICE OF THE OPERATIONS OFFICER E-C-6

20 May 1944

SUBJECT: Operational Narrative, Mission No 71, 20 May 1944.
(Low Box)

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

1. General Narrative: The 401st group furnished fifteen ships, including three spares, for the low box of the 94th CBW formation. T.O. was as briefed. For assembly, route in, bombing and route out see the box leader's narrative.
2. Aircraft not attacking: Three ships returned early. Two were spares and one was an abortive. The abortive was due to personnel failure. The third spare filled in, and a complete 12 ship box flew on the mission.
3. Lost Aircraft: Enemy action consisted of moderate to intense flak over the target. It was very accurate. No attacks by E/A took place and friendly fighter support was excellent. No ships were lost.
4. Formation:
 - a. T.O. and cruise (see attached diagram)
 - b. Over target (" " ")
 - c. 94th CBW formation.



5. Results: Bombing was visual on the primary. Results are reported to be fair to good.

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

LOW BOX 94 CBW

Combat Flight Leader LT COL BROOKS Date 20 May 44

Deputy Flight Leader LT JOHNSON

Group Call Sign _____ Fighter Call Sign _____

Ground Control _____

SQDN

GOODMAN (BROOKS)

P 391

MARRIOTT

JOHNSON

B 043

R 393

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

401ST GROUP FORMATION AT
TAKEOFF AND ON CRUISE

SQDN

WILSON

A 440

SQDN

KELLY

D 992

PISETTE

G 084

KENNEY

B 151

MASSEY

M 039

WOODS

G 993

BARTLEY

F 395

GRUBAU

R 780

TAYLOR

N 210

SPARES

WINDHAM

P 344

SCHARFF

L 581

PROTZ

H 932

OVER TARGET

Combat Flight Leader _____ Date _____

Deputy Flight Leader _____

Group Call Sign _____ Fighter Call Sign _____

Ground Control _____

401st Bomb Group over Target.

SQDN

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

SEBASTIAN (BROOKS)

T 881

BARRETT

BRIDGEMAN

B 042

B 393

SQDN

SQDN

BARTLEY

KELLY

F 395

B 992

CRITMAN

EMERY

MASSEY

WOODS

B 780

B 161

B 089

B 998

PHOENIX

B 932

FISHER

TAYLOR

B 009

B 210

SPARES

HEADQUARTERS
 401ST BOMBARDMENT GROUP (H)
 APO 557, US ARMY

21 May 1944

SUBJECT: Statistical Summary, 401st Group, Mission of 20 May 1944.

TO : Commanding Officer, 401st Bomb Group, APO 557.

STATISTICAL SUMMARY OF AIRCRAFT ATTACKING

Number of A/C Taking Off.....15
 Number of Spares..... 3
 A/C Taking Off Less Unused Spares.....13
 Number of Sorties (E.E.T.).....12
 A/C Returning Early (Not E.E.T.)..... 1
 Number of A/C Attacking.....12
 Number of A/C Not Attacking..... 1

Number of A/C Lost: None

SUMMARY OF DISPOSITION OF BOMBS OVER TARGET

	Aircraft		Num- ber	Size	Type	Bombs	
	Over Target	Bomb- ing				Fusing Nose	Tail
Main Bombfall	12	12	142	500#	GP	1/10	1/100
Other Attacks	--	--	--	--	--	--	--
Total Bombs On Target			142	500#	GP	1/10	1/100
Other Expenditures			--	--	--	--	--
Bombs Returned			36	500#	GP	1/10	1/100
Total (Loaded on A/C Taking Off)			178	500#	GP	1/10	1/100

For the Group Commander:

KEN W. DAUBLE
 Captain, A F Corps
 Statistical Officer

HEADQUARTERS AAF STATION #128
OFFICE OF THE NAVIGATION OFFICER

20 May

1944

SUBJECT: Lead Navigator's Narrative

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

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

2. Narrative:

a. T/O at 0700 hours; Land at 1209 hours.

b. Group formed at 0850 hours at 17500 feet.

c. Formed CBW at 0850 hours at 17500 feet.

d. Began climb at 0825 hours; reached alt. at 0939 hours.

e. Weather encountered over England:

(1) Clouds 0 / 10th - Visability 0 miles. HAZE

(2) Wind at altitude 257 degrees, 19 Knots.

f. Means of navigation over England. Radio, Pilotage D.R.

g. Means of checking Metro Winds Drift

h. Joined task force at 0908 hrs. at Selsey Hall
(Splasher, City, Coord.)

i. English Coast out at 0908 hrs.; Enemy Coast in at 0939 hrs.

j. Fighter Rendezvous:

(1) Going in 0912 hrs.

(2) Coming back _____ hrs.

k. Wind used for bombing:

(1) 257 degrees, 19 Knots.

(2) Determined by Drift
(Method)

l. Bomb run and Method of Target Identifications:

(1) Reached IP at 1015 hrs.

(2) Mag. heading over target 16 degrees.

(3) Altitude over target 23000 feet.

(4) Bombs away at 1031 hrs.

(5) Method of target identification and weather over target:

Visual 2/10 to 4/10 clouds visibility fair 6mi

m. Gee:

(1) Coordinates of furthest fix _____ N, _____ E.

(2) Obtained at _____ hours.

n. Difficulties encountered with special equipment.

Gee from takeoff. trace broken

COMMENTS:

SIGNATURE

H.D.Wood Capt, AG Lead Navigator

FLIGHT PLAN

PILOT Capt. James Gooming NAVIGATOR Capt. H. D. Wood DATE 20 May 1944

STATIONS	0530	ENGINES	0630	TAXI	0645	T.O.	0700
LEAVE BASE:	0804						
COAST OUT:	0902						
ENEMY COAST:	0933						
I.P.:	1008						
TARGET:	1017						
ENEMY COAST:	1046						
English Coast:	1105						

Zero 0900

SUN		MOON		TWILIGHT	
RISES	SETS	RISES	SETS	A. M.	P. M.

WATCH FAST SLOW RATE SEC'S GAINING PER HOUR LOSING

Last time of take off 0800 hrs. 186 T.H.

FROM TO	W/V USED	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRI-FT.	TRUE HDNG.	VAR	MAG. HDNG.	G/S	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI.		
Base "X"	230	12000	150	156	71	f2	73	10	83	167	14	05 f 1	0804			
Peterborough "A"	12		137										0810			
52 35N 00 15W	220	16000	150	160	161	f4	165	10	175	154	43	17 1/2 f 1 1/2	0829			
Bishops Cleeve "B"	14															
51 52N 00 10E	210	18000	150	168	223	-1	224	10	234	152	43	17 f 1	0847			
Salisbury "C"	17															
51 21 N 00 38W	210	18000	150	171	189	f2	191	10	201	156	38	15	0902	Coast Out		
Elsley Hill Z	18															
50 44N 00 48W	240	25000	150	180	163	f6	169	10	179	175	90	31	0933	Enemy Coast	IP47	Bel 1-3
49 18N 00 05W	21															
" "	230	25000	150	190	137	f8	141	7	150	190	83	26	0959			
48 17N 01 20E	24															
" "	"	25000	150	"	90	f3	93	9	101	200	29	9	1008	I.P.		
48 17N 0202E	"															
" "	"	25000	170	"	12	-2	10	9	19	200	30	9	1017	TARGET 1 P-47		
TARGET																
48 17N 02 12 E	235	24000	170	212	304	-6	298	9	307	203	18	5 1/2	1023			
48 5 7N 01 50E	23															
" "	"	24000	150	186	06	-8	01	9	10	200	26	8	1031			
48 22N 01 55E	"															
" "	"	25000	150	"	336	-7	329	9	338	190	47	15	1046	Enemy Coast out		Bel 1-7
50 05N 01 26E	240	15000	178	198	310	-5	305	10	315	190	60	19	1105	Eng Coast		1-8
Beachy Head	19															
BASE	240	5000	166	156	343	-7	336	10	346	160	111	42	1147			

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG	MAG. HDNG	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. MPH /K	HEIGHT & TEMP.	T.A.S.	D.R. C.S.	DIS. TO RUN	TIME	E.T.A.
0700			350		Took off climb to 6000ft.	Gas out							
0714			352		Grantham		150	6000					
0718			142		A/C back to base to pick up formation		150	7000					
0809			IX		Homing on Sp/10 Point C								
0825			230		Radio Fix 51 57N)(0025)		150						
0834			210		Radio Fix								
0847			201		A/C to fall into position	arrived on time	160	17600					
0850			250		Combat wing Formed		180	17500	170				
0855			178				150	17300	171	157	158	14 1/2	0909 1/2
0900			195		6° left drift on course								
0905	187	f6	193	203			150	18400					
0907			195										
0908	176	f6	180		A/C to Point Z								
0908	166	f7	173		English Coast out		150	19600	180	172	93	32	0940
0911	159	f7	166				150	20000					

TIME	COURSE	W/V USED &/OR D.R. DRIF.	TRUE HDNG	MAG HDNG	NAVIGATIONAL OBSERVATION	GENERAL OBSERVATIONS	I.A.S. M.P.H. /K	HEIGHT & A. TEMP.	T.A.S.	D.R. G.S.	DIS. TO RUN	TIME	E.T.A.
0912	155	A	170	170	Clipping rather steeply		148	21200	175				
0916			169		50 243 00 420 D.R. Pos		140	"	115	22	170	0917	0911
0919			170		Test fire guns		148	"	170				
0922			174				150	"					
0925			150		A/C to regain course (2 mile H)		150	21500					
0930			168		O.K. on course			"					
0930			168		49 318 00 12 E D.R. position		150	22000	180	40 14	174 23	9	0939
0931			155		A/C 1-47' high friendly fighters		150	22500	180				
0939			155		Irish Coast 49 18N 00 05W		150	23200					
0939	137	A	140		A/C to new heading		150	23500					
0945	138	A	142				150	23800	180				
0955	138	A	141		St. Malo drift 255 19		150	23800	180		188 21	10	1005
1005			177		A/C to new heading		180	"					
1015			90		I/F turned east of I.P.		170	"	190		195		
1031			06	16	Boats away (Good)								
1032			246		A/C to turn								
1037			10		A/C to get back on course		150	23300					
1038			316		A/C to new course								
1055					Coast out								
1120			306		English coast Brighton			15000					
1132			338		London		150	10000					
1145			346		Inton		160	9000					
1207			30		Base		150	2000					
					LOG CLOSED								

TRACK CHART

TARGET

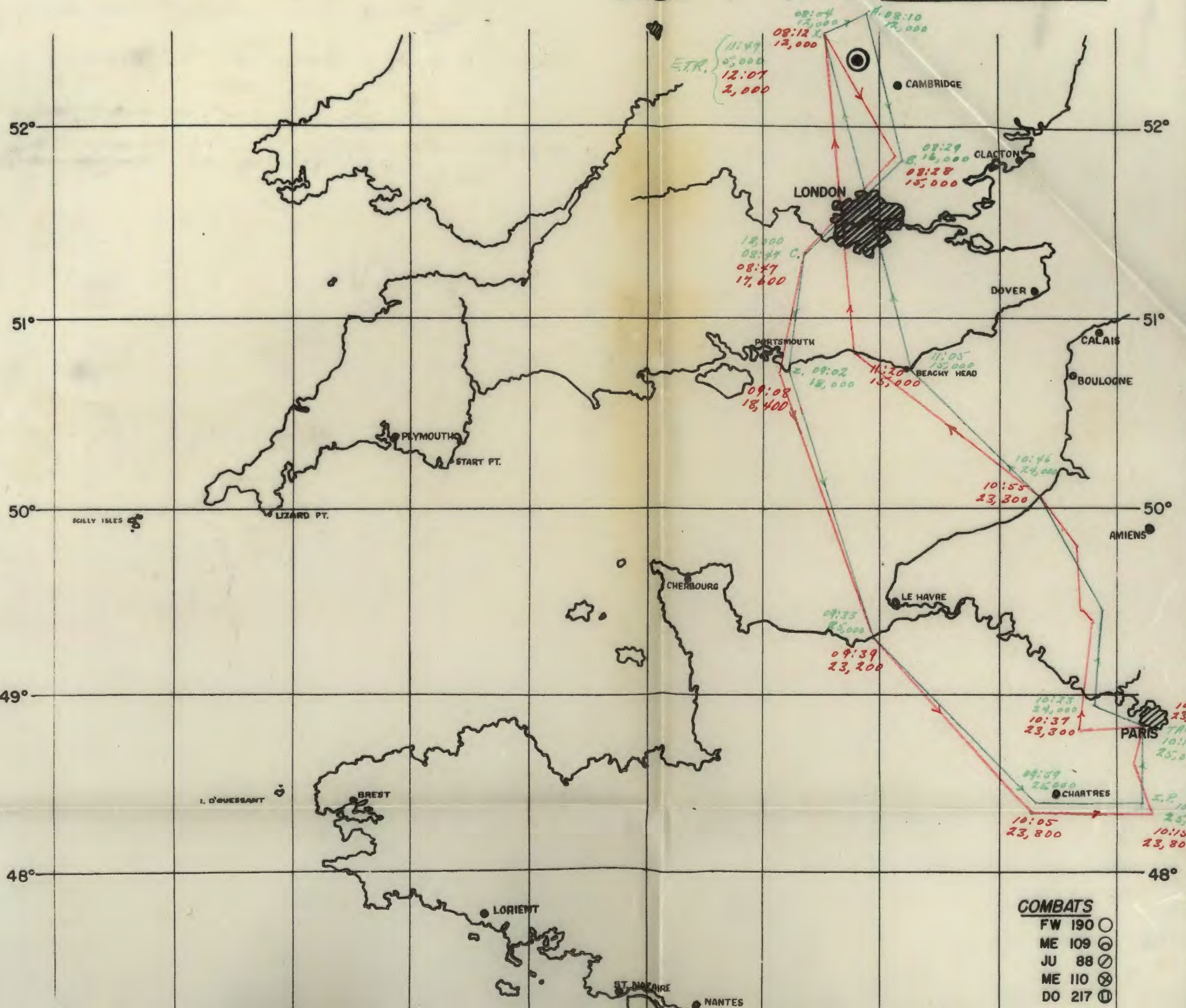
Primary VILLA COUBLAY, FRANCE
 Secondary _____
 Last Resort _____

DATE MAY 20, 1944

GREEN
RED

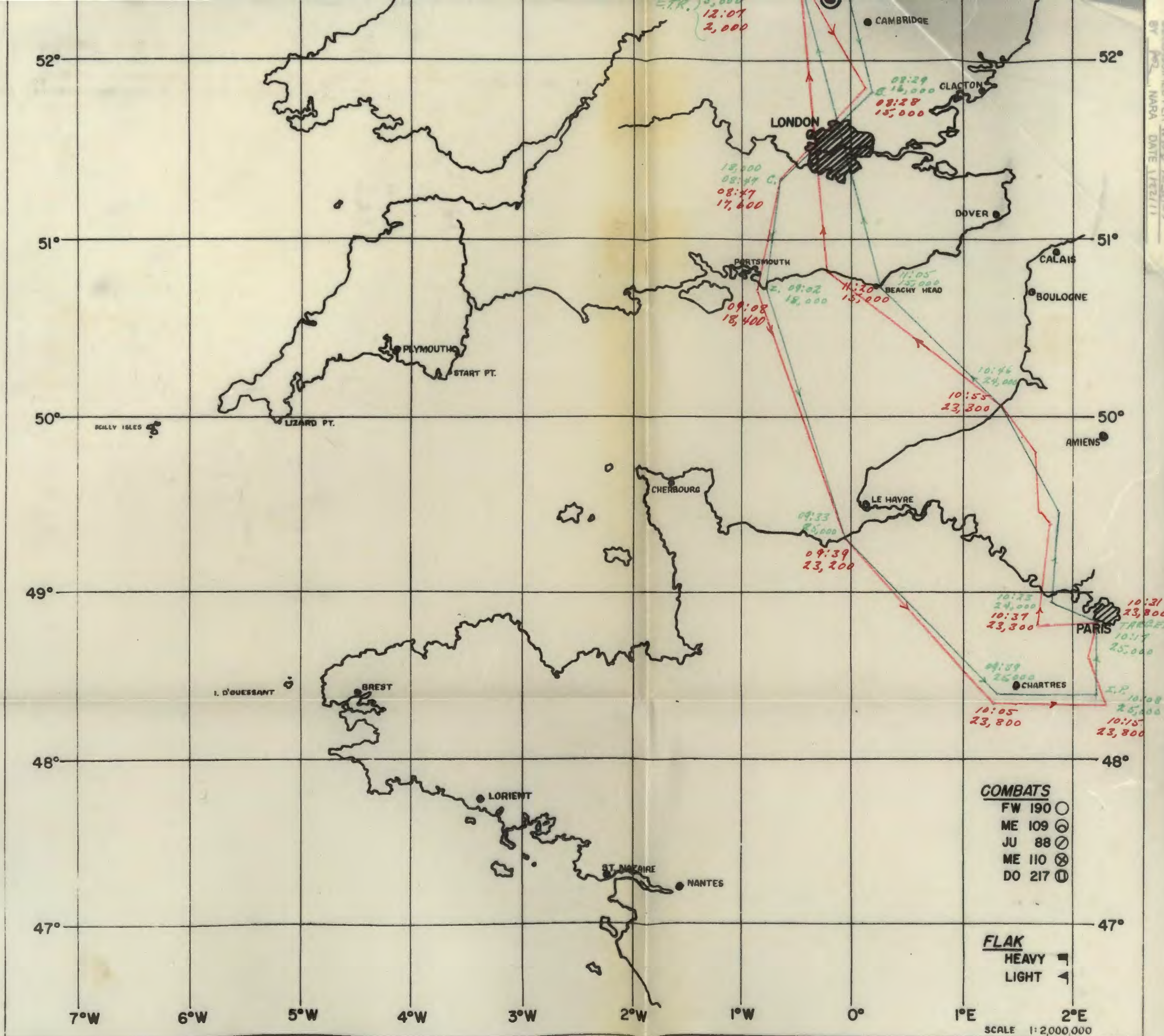
Route followed by
 " " "
 " " "
 " " "
 " " "

BRIEFED COURSE
401ST B.G. (H)



COMBATS

- FW 190 ○
- ME 109 ⊙
- JU 88 ⊗
- ME 110 ⊗
- DO 217 ⊕

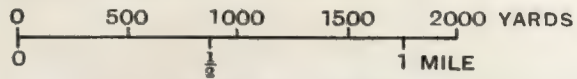


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 BY PER. NARA DATE 1/21/11

Target No.
S. 854

AIRCRAFT WORKS & AIRFIELD — VILLACOUBLAY (FRANCE)

Illustration No.
S. 854/11



Photographed 19 May 1943

(1 : 32,000) approx.

Issued July 1943



A.I.3c(1)

Illustration No.
S. 854/11

HEADQUARTERS
401st Bombardment GP(H)
APO 557, U.S.Army

20 May 1944

SUBJECT: Lead Bombardier's Report, Mission 20 May 1944

TO: Commanding Officer, 401st Bombardment Gp (H), APO 557, U.S.Army

1. Visability was poor as we turned on I.P.
2. Target was picked up late, but run was on briefed heading as per pre set data worked out to give good bombing results.

RAY R WINN
1st Lt. Air Corps
Lead Bombardier

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER Lt R.R Winn DATE 20 May 1944
 PILOT Capt J. Goodman TAKE OFF 0700
 NAVIGATOR Capt H.D. Wood AIRPLANE B-17 G
 ORGANIZATION SQUADRON GROUP 401st LANDED 1207
 OBJECTIVE Villa Coublay (MPI)
 INITIAL POINT 08 17 01 20
 METHOD OF ATTACK X
 Individual Flight Squadron Group Wing
 NUMBER A/C IN GROUP 12 COMPOSITE GROUP
 NUMBER A/C DROPPING BOMBS BY OWN SIGHTING OPERATION:
 DEFLECTION AND RANGE SIGHTING, GROUP COMPOSITE GROUP
 RANGE SIGHTING ONLY, GROUP COMPOSITE GROUP
 BOMBS, TYPES AND SIZES 142 #500 GP
 NUMBER OF BOMBS LOADED #500GP RELEASED
 FUZING, NOSE 1/10 TAIL 1/40
 SYNCHRONIZATION X
 On Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target <u>697</u>	Mag Head, order <u>19</u>	Actual <u>16</u>
True Altitude above target <u>23200</u>	True Heading <u>08</u>	
Ind. Altitude <u>24000</u>	Drift, Est. <u>32R</u>	Actual <u>4R</u>
Pressure alt of target <u>1113</u>	True Track <u>10</u>	
Altimeter setting <u>29.92</u>	Actual Range <u>12420</u>	
C.I.A.S. <u>150</u>	I.A.S. <u>150</u>	B.S. Type <u>W-9</u>
G.S., Est <u>245</u>	Actual <u>245</u>	Time of Release <u>1051</u>
Wind Direc. Metro <u>230</u>	Actual <u>257</u>	Intervalometer Setting <u>Salvo</u>
Wind Veloc. Metro <u>29</u>	Actual <u>19</u>	Length of Bombing Run <u> </u>
D.S. <u>134.4</u> Trail <u>56</u>	ATF <u>40.41</u>	C-1 Pilot <u>Yes</u> A-5
Stan. D.A. Est. <u>.55</u>	Actual <u>.54</u>	Manual Pilot <u> </u>

X

~~Individual Train Salvo Jottiboned~~

POINT OF IMPACT IF SEEN Good

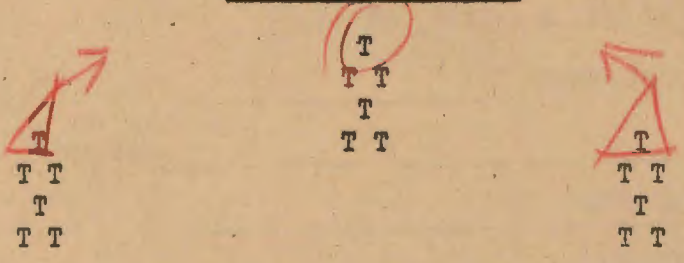
NAVIGATION DATA:

MEAN TEMP. METRO -12 ACTUAL -10

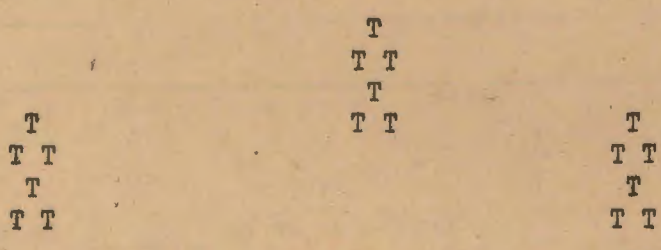
WINDS

ALTITUDE	DIRECTION		VELOCITY		TEMP. C.	
	Metro	Actual	Metro	Actual	Metro	Actual
1000						
5000						
10000						
15000						
17000	230	257	29	19	-36	-32
19000						
20000						
25000						
28000						
30000						

METHODS OF BOMBING



COMPOSITE GROUPS



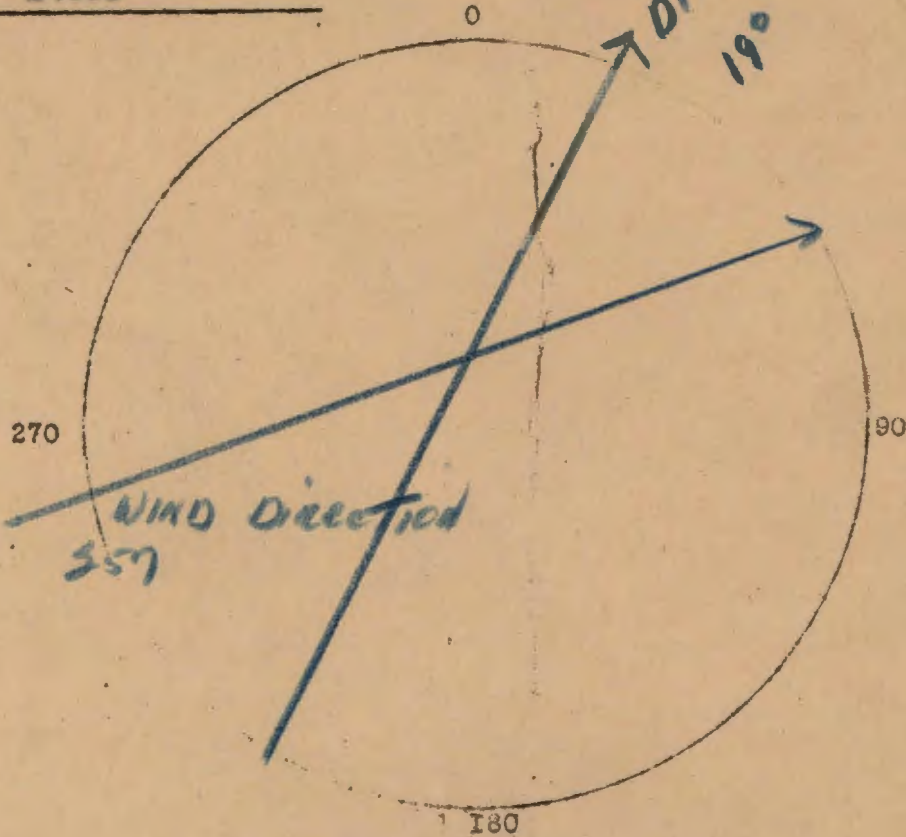
- Bombardier making complete sighting operation
- Bombardier making range operation only
- Bombardier dropping on leader, with arrow indicating leader's position.

BOMBARDIER'S INDIVIDUAL PLOT

Target Villacoublay, France

Method of Bombing Visual

Altitude 24000



PLOT

Wind Direction _____

Wind Velocity _____

Direction of attack _____

REMARKS - - - - -

12 A/C dropped 142 X 500 GP bombs on the Primary target results were observed to be good.

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

F-A-1

A.P.O. 557,
20 May 1944

SUBJECT: Mission Summary Report.

TO : Group Operations, AAF Station 128, APO 557.

1. Abortives.

a. 42-97440 - Returned early for the reason that Pilot was unable to find formation.

2. Battle Damage.

a. 42-107009 - Small flak hole in bottom of left wing, outer panel. Small flak hole in bottom of right wing, outer panel, near trailing edge.

b. 42-107043 - 10" flak hole in bottom of right wing, damaging No. 7 tokio tank. 2" flak hole in right side of vertical fin.

c. 42-107151 - 2" flak hole in bottom of left wing and out top of No. 2 nacelle, severing throttle cable and all instrument wires to No. 2 engine. 3" flak hole in top of fuselage, forward of Pilot's windshield, damaging hot air duct. 2" flak hole in right side of vertical stabilizer.

d. 42-97780 - Small flak hole in bottom of left wing, outer panel. Small flak hole in bottom of left wing, inner panel, near trailing edge.

e. 42-107210 - Small flak hole in bottom of left wing, outer panel. 2" flak hole in top of left aileron. 4" flak hole in right bomb bay door, damaging stiffener.

f. 42-31891 - Flak hole in bottom of right wing, station 2, fuel tank change. Flak hole in No. 4 engine nacelle, severe damage to No. 4 engine, engine change necessary. Flak hole in bottom of right wing, station 8. Flak hole in right bottom side of fuselage, station 3g. Flak hole in right side of fuselage near station 3g. Flak hole in right top side of fuselage, near station 7a.

SUBJECT: Mission Summary Report. (continued)

g. Flak hole in right top side of fuselage, near station 30. Flak hole in leading edge of left wing at station 18, out top. Flak hole in bottom of left wing near station 17.

h. Flak hole through left horizontal stabilizer. Flak hole through left elevator. Flak hole in left wing between No. 1 and No. 2 engines.

i. Flak hole in left side of fuselage forward of horizontal stabilizer. Flak hole in left wing, outer panel.

<u>TOTAL NO. OF A/C</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>	<u>BY FLAK</u>
9	0	9	9

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

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

F-C-1

A.P.O. 557
20 May 1944

SUBJECT: Armament Narrative, Mission of 20 May 1944.

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

1. Negative Armament malfunction report is submitted for the mission of 20 May 1944.

BOMB RACK MALFUNCTIONS

A. A/C No. 42-31891 - Bomb Bay Motor Burned Out.

Two (2) airplanes equipped with the all-electric bomb release participated in today's mission.

SAM P. BROOMHALL, JR.,
1st Lt., Air Corps,
Group Armament Officer.

SECRET

Form OO-Amm-2B

MISSION EXPENDITURES - AMMUNITION

(Div. or Comd) 1ST BOMB DIVISION

Operations No. 359

Date of Operations 20 MAY 41

Group	Bomb Type	FUZES				EXPENDED					AMMUNITION			PYROTECHNICS		
		Nose Fuze	Nose Delay	Tail Fuze	Tail Delay	Initial Load	On Target	Jet- s'nd	Unactd for	Retd	Cal.	Linkage	Linkage Ratio	Amount Expended	Type	Amount Expended
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
401	500-LB. G.P. AN-M64	AN-M103	1/10	AN-M101	1/100	178	142	0	0	36	.50	AP	STR	2330	SKY MARKER	2

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BY 62 NARA DATE 1/23/11

Check one of the following:

Report complete XXXX

Supplement will follow _____

Reason for Supplement _____

Additional Remarks _____

DECLASSIFIED PER ND 74500
BY AS NARA DATE 1/22/11

HEADQUARTERS
 401ST BOMBARDMENT GROUP (H)
 OFFICE OF THE COMMUNICATIONS OFFICER
 AAF STA 123, APO 557

J-A-5

REFERENCE FIELD ORDER 359 20 MAY 1944

SUBJECT: COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 71.
 TO: : COMMANDING OFFICER, 401ST BOMBARDMENT GROUP (H).

SECTION ONE - USE OF RADIO NAVIGATIONAL AIDS

- | | |
|---------------------------------|---------------------|
| 1. VHF/DF BEARINGS TO 401ST A/C | <u>0</u> |
| VHF/DF BEARINGS TO 94TH CBW A/C | <u>0</u> |
| 2. HF/DF BEARINGS | <u>5</u> |
| 3. MF/DF FIXES | <u>0</u> |
| 4. DISTRESS ACTION | <u>0</u> |
| 5. RADIO BEACONS USED | |
| SPLASHERS | <u>19</u> |
| FIXED BEACONS | <u>1</u> |
| BUNCHERS | <u>12</u> |
| 6. TOTAL A/C EQUIPPED WITH GEE | <u>9</u> |
| MAXIMUM FIX OBTAINED | <u>0202E-14818N</u> |

SECTION TWO - REPORTED EQUIPMENT DEFICIENCIES

- | | | | |
|------------|----------|---------------|----------|
| 1. LIAISON | <u>0</u> | 5. INTERPHONE | <u>1</u> |
| 2. COMMAND | <u>0</u> | 6. GEE | <u>0</u> |
| 3. VHF | <u>0</u> | 7. IFF | <u>0</u> |
| 4. COMPASS | <u>0</u> | 8. OTHER | <u>0</u> |

HAROLD M. KENNARD, JR.
 CAPT, AIR CORPS,
 GP COMM O.

S-2 STATISTICAL REPORT

Mission of 20 May, 1944.

Time of Preparation 1500

Target VILLACOUBLAY, FRANCE

Telephoned to A-2 1505

(1) Designation of Group 401st

(2) Total No. of A/C
airborne, incl. spares 15

(3) Total No. of A/C
Dispatched 15

(4) No. of A/C Attacking 12

(5) No. of A/C Dispatched
but not Attacking 3

Due to:

- (a) Mechanical Failure _____
- (b) Weather _____
- (c) Enemy Action
(lost before target) _____
- (d) Other 3

(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 1023

(8) Altitudes of Attack 23,800

(9) Bombs on Each Target. (a) 142 (b) Size 500 (c) Type GP
2 Skymarkers

(10) Personnel Casualties 0

Type:

- (a) Number Killed _____
- (b) Number Wounded _____
- (c) Number Missing _____

(11) A/C Suffering Battle
Damage 11

Category:

- (a) Minor 10
- (b) Major 1
- (c) Salvage _____

(12) Claims None

(13) Leaflets None

REMARKS:

Lt. P. R. Myers.
Preparing Officer

OFFICE OF THE INTELLIGENCE OFFICER
Station 123 - APO 557
U S Army

D-1-3

20 May, 1944.

SUBJECT: Enemy Opposition and Tactical Analysis Report on Mission to
Villaceublay, France, 20 May, 1944.

TO : Commanding General, 1st Bombardment Division, APO 557, U. S.
Army. (Attention: A-2)

1. There was no enemy opposition encountered by this group on
this date.

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

OFFICE OF THE INTELLIGENCE OFFICER
Station 128 - APO 857
U S Army

D-M-3

20 May, 1944.

SUBJECT: Crew Comments and Suggestions on Mission to Villacublay,
France, 20 May 1944.

TO : Commanding Officer, Station 128, APO 857, U. S. Army.
(thru Lt. Col. Brooks and Lt. Col. Voorhees.)

1. Lt. Fred M. Taylor, pilot, A/C 67210-suggests that second element leader in low squadron fly so that #3 A/C in high squadron can be cleared.

2. Lt. Howard W. Hammond, Co-pilot, A/C 395, stated that A/C 395 took us on long pattern and forced the remaining five ships to circle way over Corby and out of field pattern.

3. The following comments were made regarding transportation:

a. Lt. James A. Gruman, pilot, A/C 7780, had to call for transportation and the truck was one hour late.

b. Crew of A/C 9982 states that after truck (#495) took gunners over to Armament it never showed up again. Gunners carried guns to A/C and waited fifteen minutes after station time before getting another truck.

4. Lt. Benjamin H. Johnson, pilot, A/C 8393, stated that group leaders turn after target very effective. Likes idea of losing altitude during turn. Members of this crew would like more cookies for missions.

5. Lt. Gene C. Geber, bombardier, A/C 7043, stated that crew members pulling guard duty is not good.

6. The crews of Ltjcs. Wandlaw M. Hammond, A/C 7043 and Robert R. Woods, A/C 9983, commented on the improvement in food served.

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

SECRET

Report on A.A. Gunfire.

BOMBARDMENT GROUP (H)

~~401st~~

Assigned WELLACOUBLAY, FRANCE

Date of Mission 20 May /44.

Target:

Bombed WELLACOUBLAY, FRANCE

Route as Flown:-

0939 (4918-0006W) - 0955 (St. Maurice) - 1005 (Illert)

1015 (IP) - 1025 (target) - 1037 (4852-0143E) - 1045 (5008-0128E)

Weather conditions: (a) At target 2/10ths to 4/10ths - Haze - Visibility Fair.

(b) En route 4/10ths to 6/10ths - Fair
Were our A/C "Seen" or "Unseen" targets? (a) At target Seen

(b) En route Seen
Any condensation trails? Yes

Description of Flak at Target, including METHOD OF FIRE CONTROL

Moderate to intense and very accurate. Crews observed bursts that were unusually large and close together.

Flak encountered or observed en route. (In the order experienced)

Observed - 1018 hrs: (4828-0205E) 24,200 Meagre, Good, Poor, Black, Con. Point

Was CHAFF carried? Yes

How discharged? As Briefed

Position of Group

Low Box

Details:-

Group	A/C over enemy territory	A/C Damaged	A/C lost to Flak	Time over Target	Time of Bombs away	Height	Axis of Attack	Bomb Run
<u>401st</u>	<u>12</u>	<u>11</u>	<u>0</u>	<u>1025</u>	<u>1025</u>	<u>25,800</u>	<u>16 M</u>	<u>3 M</u>
<u>Details:</u>								

Comments - Phenomena:-

Plan "A"

Your target for today is an A/C maintenance and repair factory for Junkers 52's, ^{the} 177's and FW 190's.

The A/D is of major operational importance to the GAF. It is the home of a Ju 88 Recon. unit, sometimes three Recon units. There is always some transport activity and an important fighter training pool exists here. There are two landing areas.

Incomplete aerial cover blankets a great deal in the western half of the target. Your ~~map~~ lies in this area. Good bombing of the map will keep them busy for months.

Secondary Target - is an A/D - ~~head~~ ^{Eastern} Bombing will select own MP. But try to synchronize ^{Eastern} with ~~map~~ area - disposal area.

Last Resort - Any A/D in occupied territory, not adjacent to a populated area, that may be bombed without disrupting fighter support.

No bombs will be released if an accurate visual sighting cannot be made. Plan "B"

Your target is the important M/Y's at this terminus of rail activity.

Your MP is a junction at N. end of yard.

The M/Y has a throughput capacity of 2200 wagons in 24 hours. It is of moderate size but extremely active. Main flow of traffic is from South to North. It is 2000 yards long and runs NNE + SSW.

As part of tactical bombing attacks may be made with the object of destroying concentrations of rolling stock. As a strategic attack you will attempt to "knock out" the yard itself by destroying handling facilities of the vital part of the junctions at the north end of the yard.

If PFF and CBW will attack center of city

Secondary and Last Resort Any military objective in Germany or any A/D in occupied territory which is not adjacent to a built up area which can be attacked without disrupting fighter support.

Lt Col Lincoln P.
Lt M. Matucian nav.
Lt S. J. Danilavay

a/c 7780 flying #3 lead sq. lead brx
1401 hr (5430 - 0840E) 22000 ft

TT+ LWG fired on 51 which peeled off
sharply.

No bombs will be dropped on targets in occupied territories if accurate visual sighting cannot be made due to smoke, crowd or haze.

Show 1:250,000 map - show fighter support.
British night target chart.
Photo
Perspective
Flak map.

Special instructions

1. Read TWX
2. P/W to be followed

last minute intelligence

1. Read TWX's on convoys -

Check your parachute harness for proper fit.
Have your GI shoes, identity photos, Dog tags,
" " your escape kit & pens & hidden

Don't mention the target.

S-3

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

AAF Sta # 128

20 May 1944

SUBJECT: Loading List

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

Plane No. 42-31891

P	Goodman, James F.	Capt.	612th
CP	Brooks, Allison C.	Lt Col.	Gp. Hq.
N	Wood, Horace D.	Capt.	613th
B	Winn, Roy R.	1st Lt.	612th
RO	Graham, James J.	T/Sgt	"
TTG	DeWees, Foster E.	T/Sgt	"
BTG	Farmer, John O.	T/Sgt	"
TG	Ramsey, Robert J.	1st Lt.	"
LWG	Henderson, Pete D.	S/Sgt	"
RWG	Markle, Burton O.	S/Sgt	"

Plane No. 42-102393

P	Johnson, Benjamin H. Jr.	1st Lt.	612th
CP	Waller, Jack E.	2nd Lt.	"
N	Nutter, Lloyd A.	2nd Lt.	"
B	Musso, David M.	2nd Lt.	"
RO	Brandt, Melvin A.	T Sgt	"
TTG	Sellitto, John N.	T Sgt	"
BEG	Schaefer, Donald M.	S Sgt	"
TG	Blaugh, Joseph M.	S Sgt	"
LWG	Shannon, James L.	S Sgt	"
RWG	Litchfield, Russell E.	S Sgt	"

Plane No. 42-107039

P	Massey, William E.	2nd Lt.	612th
CP	Ceresa, Dominic (NMI)	2nd Lt.	"
N	Nealon, William T.	2nd Lt.	"
B	Stelljes, Louis D.	2nd Lt.	"
RO	Eames, Harold L.	S Sgt	"
TTG	Faulkner, James P.	S Sgt	"
BEG	Mahler, Robert L.	Sgt	"
TG	White, Paul A.	Sgt	"
LWG	Weiters, Alfred E.	Sgt	"
RWG	Berard, Francis J.	Sgt	"

5-2

Plane No. 42-79993

P	Woods, Robert R.	1st Lt.	612th
CP	McDaniel, Robert P.	2nd Lt.	"
N	Szungyi, John P.	1st Lt.	"
B	Carr, Maurice A.	T Sgt	"
RO	Cherry, Noel C.	T Sgt	"
TTG	Pugh, Alfred E.	T Sgt	"
BTG	Chiccino, Joseph R.	S Sgt	"
TG	Joseph, Meload C.	S Sgt	"
LWG	Civello, Hubert C.	S Sgt	"
RWG	Gulan, Frank F.	S Sgt	"

Plane No. 42-106992

P	Kelly, William J.	1st Lt.	612th
CP	Coyne, Daniel J.	1st Lt.	"
N	Van Dyke, George R.	1st Lt.	"
B	Gibson, Earl C.	T Sgt	"
RO	McCawley, Fred E.	T Sgt	"
TTG	Johnson, Morris W.	T Sgt	"
BTG	Stengel, Percy J.	T Sgt	"
TG	Garity, John B.	S Sgt	"
LWG	Peacock, George P.	S Sgt	"
RWG	Maleh, Irvin L.	S Sgt	"

Plane No. 42-31891

Plane No. 42-103393

Plane No. 42-107039

P	Johnson, Benjamin H. Jr.	1st Lt.	
CP	Walker, Jack E.	2nd Lt.	
N	Wutter, Lloyd A.	2nd Lt.	
B	Musso, David M.	2nd Lt.	
RO	Brandt, Melvin A.	T Sgt	
TTG	Bellitto, John W.	T Sgt	
BTG	Schaefer, Donald M.	S Sgt	
TG	Haughey, Joseph M.	S Sgt	
LWG	Bannon, James I.	S Sgt	
RWG	Atchfield, Russell E.	S Sgt	

P	Massey, William E.	2nd Lt.	
CP	O'Keefe, Dominic (M)	2nd Lt.	
N	Heiler, William T.	2nd Lt.	
B	Stallias, Louis D.	2nd Lt.	
RO	Kane, Harold I.	S Sgt	
TTG	Winkler, James P.	S Sgt	
BTG	Mahler, Robert L.	S Sgt	
TG	White, Paul A.	S Sgt	
LWG	Wetere, Alfred E.	S Sgt	
RWG	Berard, Francis J.	S Sgt	

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

20 May 1944

SUBJECT: LOADING LIST

TOP OPERATIONS OFFICER, 401st BOMBARDMENT GROUP (H), AAF STATION 128

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

DEUTY	RANK	LAST NAME	FIRST NAME	MI
<u>PLANE NO. 42-107233 043</u>				
P	2nd Lt.	HAMMOND	WARDLAW	M.
CP	2d Lt.	LIVINGSTONE	ALEXANDER	R.
N	2d Lt.	WHITING	MYRICK	J.
B	2d Lt.	GOMER	DENE	G.
RO	T SGT.	MUNCH	BREKIDEN ELMER	C.
TT	SGT.	NOVAK	CLEMENT	W.
BT	S SGT.	O'BRIEN	JOHN	D.
TG	S SGT.	FETZER	ELMER	M.
LWG	S SGT.	BAEHLER	JAMES	E.
RWG	S SGT.	MARTINELLI	ALEXANDER	M.
<i>Returned Spare</i>				
<u>PLANE NO. 42-97344</u>				
P	2d Lt.	WINDHAM	FREDERICK	H.
CP	2d Lt.	FERGUSON	DONALD	P.
N	2d Lt.	FLOTO	CARL	T.
B	2d Lt.	MELITO	ANGELO	J.
RO	SGT.	JOHNSON	DANA	B.
TT	SGT.	RITTMAYER	ROBERT	W.
BT	SGT.	MIHALICH	EDONARD	A.
TG	SGT.	STEPHENS	CELESTINE	S.
LWG	SGT.	GARCIA	JOSE	G.
RWG	SGT.	IRELAN	CLYDE	E.
<i>Returned Spare</i>				
<u>PLANE NO. 42-102581</u>				
P	1st Lt.	SCHARFF	PAUL	F.
CP	2d Lt.	FRIEST	GORDON	S.
N	2d Lt.	SCHWARTZ	BERNARD	(NMI)
B	2d Lt.	HOOVER	ROBERT	R.
RO	SGT.	STRONG	ROBERT	C.
TT	T SGT.	KARL	RICHARD	X.
BT	S SGT.	SEDERIS	JOHN	G.
TG	S SGT.	SMALLIN	JAMES	M.
LWG	S SGT.	TOMLINSON	ROSCOE	P.
RWG	SGT.	PYNIGAR	FREDERICK	G.
<u>PLANE NO. 42-99932</u>				
P	2d Lt.	PROTZ	WILLIAM	G.
CP	2d Lt.	BARNETT	RICHARD	S.
N	2d Lt.	STIEGEL	ALVIN	J.
B	1st Lt.	BENNETT	SAM	B.
RO	S SGT.	WICKS	WAYNE	W.
TT	S SGT.	MORROW	JIM	K.
BT	SGT.	BARTAK	FRANK	S.
TG	SGT.	APPLEBY	JAMES	C.
LWG	SGT.	RIENHARDT	ALBERT	P.
RWG	SGT.	DRAIN	JAMES	A.

FLYING WITH 613th SQUADRON :

N CAPT. WOOD HORACE D.

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

AAF Station # 128
 20 May 1944

SUBJECT: Loading List

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

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

PLANE 42-39440

P	1st Lt.	<i>Albert</i> WILSON, GARLETON L.	614th
CP	2nd Lt.	MELLY, CURTIS C.	"
H	2nd Lt.	CONNERY, JOHN E.	"
B	2nd Lt.	MOCARTY, FRANCIS M.	"
RO	T/Sgt.	Johnson, Oscar M.	"
RT	T/Sgt.	Quinn, Robert E.	"
BT	S/Sgt.	XXXXXXXXXXXX Passano, Wm. W.	"
TG	S/Sgt.	Fettit, Gerald H.	"
LNG	S/Sgt.	Keenan, James P.	"
RNG	S/Sgt.	S mith, George R.	"

PLANE 42- 97665

P	1st Lt.	BARTLEY, IEO S.	614th
CP	2nd Lt.	HARRISON, HOWARD W.	"
H	2nd Lt.	HYAR, WILLIAM F.	"
B	2nd Lt.	CARTER, JAMES V.	"
RO	S/Sgt.	Robert L. Brooks	"
RT	S/Sgt.	Heder, Richard A.	"
BT	S/Sgt.	Hard, Robert C.	"
TG	S/Sgt.	Hartwell, Dennis R.	"
LNG	S/Sgt.	DeGraff, Andrew D.	"
RNG	S/Sgt.	Sherman, Gilbert	"

PLANE 42- 009

P	2nd Lt.	FISHER, ROBERT L.	614th
CP	2nd Lt.	THOMPSON, CHARLES F.	"
H	XXXXXXXX F/O	WHINNERY, WILLIAM M.	"
B	2nd Lt.	FULGIN, WILLIAM P.	"
RO	S/Sgt.	Crites, Emory	"
RT	S/Sgt.	Garlin, Harry C. Jr.	"
BT	S/Sgt.	Hack, Allen W.	"
TG	S/Sgt.	Long, Albert D.	"
LNG	S/Sgt.	Tollefson, Lauren M.	"
RNG	S/Sgt.	Wright, Dale L.	"

PLANE 42-102780

P	1st Lt.	GRIMAN, JAMES A.	614th
CP	EXEC 2nd Lt.	MELTON, LAVAYA T.	"
H	2nd Lt.	GRISSET, JACQUES	"
B	2nd Lt. ANDERSON, RICHARD J.		"
RO	S/Sgt.	Jacobson, Kenneth E.	"
TT	S/Sgt. S	Snyder, Ernest H.	"
BT	Sgt.	Harwell, Wilton W.	"
TO	Sgt.	Ruhmann, Richard R.	"
LOG	Sgt.	Campbell, David C.	"
RWG	Sgt.	Shanks, Herbert E.	"

PLANE 42- 107151

P	2nd Lt.	KENNEY, JOSEPH R.	614th
CP	2nd Lt.	BEANE, ROBERT F.	"
H	2nd Lt.	JAFFE, LEWIS S.	"
B	2nd Lt.	WILSON, JOHN H.	"
RO	Cpl.	Cohen, Roy V.	"
TT	Cpl.	Dixon, William E.	"
BT	S/Sgt.	Hestbright, Richard P.	"
TO	Sgt.	Higbee, Mark	"
LOG	S/Sgt.	Pearlman, Herman	"
RWB	Sgt.	Peschon, Raymond J.	"

PLANE 42-107210

P	2nd Lt.	TAYLOR, FRED H.	614th
CP	2nd Lt.	ROUSKE, WARREN A.	"
H	2nd Lt.	GOYNE, VAUGHN S.	"
CTG	S/Sgt.	Donderville, Clem H.	"
RO	S/Sgt.	Staubing, Ephraim G.	"
TT	S/Sgt.	Sullivan, Harry L.	"
BT	S/Sgt.	Ellsworth, Kenneth E.	"
TO	S/Sgt.	Leiferman, Gerald J.	"
LOG	S/Sgt.	Hodling, Odon W.	"
RWG	S/Sgt.	Cohn, Leroy	"

OPERATIONAL ROUTE FORECAST

DATE 27 20 May 1944
 PERIOD 0600 - 1700 hrs.
 AG P BR HQ SOS 122929

	A Bases to Target	B Target to Bases	C	D
WEATHER	1 Clear with Fog (Sky Discernible) becoming Partly Cloudy with Haze	Partly Cloudy becoming Cloudy with Haze.	PLAN -A-	
CLOUDS	2 Nil low Cloud at takeoff becoming 2-4/10 base 2000ft tops 4000ft at the Target. 10/10 Fog over England becoming Nil over Channel	2-4/10 Stratocumulus base 2000ft tops 4000ft with Cumulus forming enroute and becoming 4-6/10 base 2000ft tops 6000ft at French Coast and 5-7/10 large Cumulus base 2000ft tops 8-9000ft at Bases.		
ICING	3 5000ft Nil	5000ft Light Rime		
VISIBILITY	4 500yds, Locally 100yds or less becoming unrestricted at Operational Level	Unrestricted at Operational Level becoming 3-5 miles at bases on return.		
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	Light and Variable	Temperatures Plus 10		
5000 FT	Light and Variable	00		
7000 FT	3/0 05	-07		
13000 FT	2/0 15	-16		
20000 FT	2/0 20	-26		
25000 FT	2/0 25	-31		
30000 FT	2/0 25	-40		

BASE ALTIMETER SETTING 29.97 TARGET SURFACE TEMP Plus 10 TARGET MEAN TEMP -12.0
 TEMP. AT 5000 FT. -56.0 TARGET SURFACE (PRESSURE-ALT) Plus 11.5
 ADD TARGET HEIGHT

DECLASSIFIED PER NND 745005
 BY A92 NARA DATE 1/22/11

OPERATIONAL ROUTE FORECAST

DATE 23 20 Mar 1964
 PERIOD 0600 - 1300 hrs.
 AG P BR HQ SOS 122929

	A Bases to Target	B Target to Bases	C	D
WEATHER	1 Clear with Fog (Sky Dismissible) becoming Partly Cloudy with haze	Partly Cloudy becoming Cloudy with haze.	PLAN -A-	
CLOUDS	2 Nil low Cloud at takeoff becoming 2-4/10 haze 2000ft tops 5000ft at the Target. 10/10 Fog over England becoming Nil over Channel	2-4/10 Stratocumulus base 2000ft tops 4000ft with Cumulus forming enroute and becoming 4-6/10 haze 2000ft tops 6000ft at French Coast and 5-7/10 large Cumulus base 2000ft tops 8-9000ft at Bases.		
ICING	3 5000ft Nil	5000ft Light Rime		
VEHIBILITY	4 500yds, locally 100yds or less becoming unrestricted at Operational Level	Unrestricted at Operational level becoming 2-3 miles at bases on return.		
HEIGHT SURFACE	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
FT	Light and Variable	temperatures Plus 10		
FT	Light and Variable	00		
FT	240 05	-7		
FT	240 15	-16		
FT	240 20	-25		
FT	230 25	-3		
FT	230 25	-43		

ALTIMETER SETTING 29.97 TARGET SURFACE TEMP plus 10 TARGET MEAN TEMP -12.0
 TEMP. AT 3000 FT. -36.0 TARGET SURFACE (PRESSURE-ALT) Plus 11570
 ADD TARGET HEIGHT

DECLASSIFIED PER NND 745003
 BY AP2 NARA DATE 1/22/11

HEATHEN WEATHER OFFICE
AAF STATION 128
APO 557 - U.S. ARMY

20 May 1944

DISSEMINATION SUMMARY FOR OPERATIONAL MISSION OF 20 MAY 1944.

Mission followed Operational Plan "A".

BASE ON TAKE-OFF: 0700. Trace of stratocumulus at 3000'. Visibility 900 yards with fog and haze - sky discernible.

ROUTE OUT: Trace of stratocumulus increasing to 1-2/10 tops 4-5000' over England, becoming nil over Channel, and increasing to 4-6/10 tops 5-6000' from continental coast inland for 50 miles. Visibility unrestricted at operational altitude.

TARGET (PARIS AREA): 1022. Full cloud. Downward visibility 10 miles through light haze.

RETURN ROUTE: Reverse of Route Out except 1-2/10 cumulus over Channel and 3-5/10 cumulus tops 5-6000' over England. Visibility unrestricted at operational altitude.

BASE ON RETURN: 1211. 3/10 cumulus base 2000' tops 6000'. Visibility 3 miles with haze.

REMARKS: No middle or high cloud observed during mission. Contrails moderate to dense and non-persistent above 23000' over Channel and continental coast. Moderate to heavy surface haze layer over England but light over continent. Temperatures slightly warmer than forecast, e.g., 24000' -32, 20000' -24, 15000' -14, 10000' -07, 5000' -01. Winds up to 20000' about as forecast but more southerly above 20000', e.g., 19000' 233 23, 24000' 199 27.

Walter J. Sauder
WALTER J. SAUDER
1st Lt., Air Corps
Weather Officer

C O N F I D E N T I A L

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
OFFICE OF THE EQUIPMENT OFFICER
AAF STATION #128
APO 557

30 MAY 1944

SUBJECT: DITCHING OF AIRCRAFT.

TO : COMMANDING GENERAL, 1ST BOMBARDMENT DIVISION, APO 557, (ATT: A-5).

1. QUESTIONNAIRE REGARDING DITCHING OF MULTI-AIRCRAFT ARE AS FOLLOWS.

1. (A) B-17G.

(B) 42-79837 SC-L

(C) 612TH 401ST 94TH.

(D) AAF #128.

(E) 28 MAY 1944.

(F) 1435 HRS.

(G) 54°40'N. 03°13'E.

2. WEATHER CONDITION AT SCENE OF LANDING.

(A) CALM.

(II) NO.

(B) 8 M.P.H.

(C) FROM 80°.

(D) CLEAR-HAZE-DAYLIGHT.

3. CONDITION OF AIRCRAFT BEFORE LANDING.

(A) NONE.

(B) RIGHT TOKIOS WERE EMPTIED.

(C) RIGHT TOKIO GAS TRANSFERRED INTO MAIN TANKS.

(D) NONE.

(E) NO.

(F) NO.

(G) #2 & #3.

(H) ALL EQUIPMENT.

3. CONT'D.

- (I) CLOSED.
- (J) UP.
- (K) #1 & #4.

4. CONDITION OF CREW BEFORE DITCHING.

- (A) 2ND CARTER, G.F.
- (B) 2ND JOHNSTON, C.T.
- (C) F/O LOCKLEAR, W.O.
- (D) 2ND DEATON, L.G.
- (E) S/SGT HEINLEN, J.
- (F) SGT TRUAX, F.A. BRUISED LEFT FOOT.
- (G) SGT HAFKO, J.
- (H) S/SGT MILLER, C.J. BRUISED KNEE.
- (I) SGT WEPENER, J.L.
- (J) SGT HARDISTER, S.

5. METHOD OF LANDING.

- (A) 2000 FT.
- (B) Y3 TO Y2.
- (C) 90 M.P.H. IND.
- (D) STALLED AT 85 M.P.H.
- (E) CUT AT TOUCHDOWN.
- (F) NO SWELLS, YES PARALLEL.
- (H) NO. (1) NO. (2) NO. (3) NO.
- (I) NO DRIFT.
- (J) NONE.
- (K) FLOWN IN.
- (L) NONE.
- (M) NO.
- (N) TAIL SLIGHTLY DOWN.
- (O) LEVEL.
- (P) NO WIND.

5. CONT'D.

- (Q) NO DRIFT.
- (R) LEVEL.
- (S) NO.
- (T) SLIGHT.
- (U) MODERATE.

6. RADIO DRILL.

- (A) NO.
- (B) YES.
- (C) YES.
- (D) TRAILING.
- (E) NONE.
- (F) WAS USED.
(A) NO BROKE OFF WHEN WE HIT. (B) NO.
- (G) YES. 1330.
- (H) YES. (A) BIS. (B) YES. (C) 1345.
- (I) YES. BIS.

7. BEHAVIOR OF AIRCRAFT ON IMPACT.

- (A) YES.
- (B) ?.
- (C) NONE.
- (D) YES.
- (E) BALL TURRET - BOMB BAYS.
- (F) CHEST HIGH.

8. BEHAVIOR OF AIRCRAFT AFTER LANDING.

- (A) YES.
- (B) SUNK AT ONCE.
- (C) LESS THAN 45 SECONDS.
- (D) BALL TURRET.
- (E) NO.
- (F) YES.
- (G) NOSE FIRST.

9. EFFECT OF IMPACT ON CREW.

- (A) YES. NONE.
- (B) YES. NONE.
- (C) SEAT FACING FRONT. NONE.
- (D) LYING DOWN ASIDE RADIO TABLE. NONE.
- (E) BACK AGAINST BOMBAY BULKHEAD. HEAD WENT THRU BULKHEAD,
NOT SERIOUSLY HURT.
- (F) IN FRONT OF LWG. BRUISED FOOT.
- (G) IN FRONT OF BTG. NONE.
- (H) IN FRONT OF BOMB. BRUISED KNEE.
- (I) IN FRONT OF TG. NONE.
- (J) IN AGAINST BULKHEAD - ASIDE BOMB. NONE.

10. ESCAPE FROM AIRCRAFT.

- (A) RADIO HATCH.
- (B) P. WINDOW. CP. WINDOW. N. HATCH. B. HATCH. RO. HATCH.
FE. HATCH. RWG. HATCH. LWG. HATCH. BTG. HATCH. TG. HATCH.
- (C) 5 - MAN. A-3.
- (D) NO.
- (E) NEG.
- (F) YES.
- (G) NAVIGATOR, DID NOT.
- (H) ONE HALF WOULD NOT HOLD AIR.

11. DINGHY DRILL.

- (A) YES.
- (B) NO.
- (C) NO.
- (D) NO.
- (E) YES.
- (F) NO.

12. RESCUE.

- (A) 3 HRS. 25 MIN.
- (B) NONE.

12. CONT'D.

- (C) NO.
- (D) NO.
- (E) NEG.
- (F) 2 PARACHUTES - FLARES - RADIO.
- (G) YES. (A) BALLOON. (B) NO. (C) WOULD NOT TUNE CORRECTLY.
- (H) NOT ENOUGH WIND.
- (I) FLARES & MIRROR TO P-47'S.
- (J) NO.
- (K) NEG.
- (L) NO.
- (M) NEG.
- (N) NEG.
- (O) 3 HRS. 25 MIN. BY AIR SEA RESCUE SERVICE.
- (P) YES.
- (Q) NO.

13. TRAINING.

- (A) NO. NEG. NEG.
- (B) 285 HRS. DAY.
- (C) NO. NEG.
- (D) 3 HRS.
- (E) NO. (A) TOO COLD DURING TRAINING.
- (F) ORALLY ONLY.
- (G) NEG.
- (H) YES.
- (I) CO-PILOT LT. JOHNSTON, SINCE FEB. 1ST 1944. THIS WAS HIS 22ND MISSION.
- (J) YES.

14. REMARKS OR RECOMMENDATIONS.

- (A) LADDER TO GET OUT OF HATCH WOULD HELP PLENTY.

14. CONT'D.

(B) THIS HAS EVERY EVIDENCE OF PERFECT COOPERATION AND WAS THE "PERFECT DITCHING". PILOT & CO-PILOT SHOULD BE COMMENDED FOR EXCELLENT JOB, AND RADIO OPERATORS WORK WAS 100 PERCENT. WHOLE CREW PRAISED BY PILOT.

(SIGNATURE)

(NAME & RANK OF INTERVIEWER)

(ORGANIZATION)

(DATE)

Eng & Anna

OFFICE OF THE INTELLIGENCE OFFICER
Station 128-APG 557
U.S. Army.

B-C-6

20 May 1944

SUBJECT: Crew Comments and suggestions on Mission to Villacoublay, France, 20 May 1944.

TO : Commanding Officer, Station 128, APG 557, U.S. Army.
(thru Lt. Col., Brooks and Lt. Col. Voorhees.)

1. Lt. Fred M. Taylor, Pilot A/C 7210 suggests that second element leader in low squadron fly so that #8 A/C in high squadron can be cleared.
2. Lt. Howard W. Hammond, Co-pilot, A/C 396, stated that A/C 396 took us on long pattern and forced the remaining five ships to circle way over Corby and out of field pattern.
3. The following comments were made regarding transportation:
 - a. Lt. James A. Gorman, pilot, A/C 7760, had to call for transportation and the truck was one hour late.
 - b. Crew of A/C 9932 states that after truck (#495) took gunners over to Armament it never showed up again. Gunners carried guns to A/C and waited fifteen minutes after station time before getting another truck.
4. Lt. Benjamin B. Johnson, Pilot, A/C 2393, stated that group leaders turn after target very effective. Likes idea of losing altitude during turn. Members of this crew would like more cookies for missions.
5. Lt. Dene C. Geber, bombardier, A/C 7043, stated that crew members pulling guard duty is not good.
6. The crews of Lt's Wardlaw E. Hammond, A/C 7043, and Robert R. Woods, A/C 9993, commented on the improvement in food served.

W.B. FRY,
MAJOR AIR CORPS,
Group S-2 Officer.

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

F-A-1

A.P.O. 557,
20 May 1944

SUBJECT: 9-4 Combat Mission Report on Mission 20 May 1944.

TO : Commanding Officer, 1st Bombardment Division, APO 557.
ATTN: Statistical Control Officer.

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

Heaters Out (2); Oil Temperature Guage Out (1)
Flight Indicator Out (1); Flux Gate Compass Out (1)
Retracting Motor Burned Out (1)
Prop Feathering Motor Burned Out (1)

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

Bomb Bay Motor Burned Out (1)

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

None reported

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

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

F-A-1

A.P.O. 557,
20 May 1944

SUBJECT: Mission Summary Report.

TO : Group Operations, AAF Station 128, APO 557.

1. Abortives.

a. 42-97440 - Returned early for the reason that Pilot was unable to find formation.

2. Battle Damage.

a. 42-107009 - Small flak hole in bottom of left wing, outer panel. Small flak hole in bottom of right wing, outer panel, near trailing edge.

b. 42-107043 - 10" flak hole in bottom of right wing, damaging No. 7 tokio tank. 2" flak hole in right side of vertical fin.

c. 42-107151 - 2" flak hole in bottom of left wing and out top of No. 2 nacelle, severing throttle cable and all instrument wires to No. 2 engine. 3" flak hole in top of fuselage, forward of Pilot's windshield, damaging hot air duct. 2" flak hole in right side of vertical stabilizer.

d. 42-97780 - Small flak hole in bottom of left wing, outer panel. Small flak hole in bottom of left wing, inner panel, near trailing edge.

e. 42-107210 - Small flak hole in bottom of left wing, outer panel. 2" flak hole in top of left aileron. 4" flak hole in right bomb bay door, damaging stiffener.

f. 42-31891 - Flak hole in bottom of right wing, station 2, fuel tank change. Flak hole in No. 4 engine nacelle, severe damage to No. 4 engine, engine change necessary. Flak hole in bottom of right wing, station 8. Flak hole in right bottom side of fuselage, station 3g. Flak hole in right side of fuselage near station 3g. Flak hole in right top side of fuselage, near station 7a.

SUBJECT: Mission Summary Report. (continued)

g. Flak hole in right top side of fuselage, near station 3c. Flak hole in leading edge of left wing at station 18, out top. Flak hole in bottom of left wing near station 17.

h. Flak hole through left horizontal stabilizer. Flak hole through left elevator. Flak hole in left wing between No. 1 and No. 2 engines.

i. Flak hole in left side of fuselage forward of horizontal stabilizer. Flak hole in left wing, outer panel.

<u>TOTAL NO. OF A/C</u>	<u>MAJOR DAMAGE</u>	<u>MINOR DAMAGE</u>	<u>BY FLAK</u>
9	0	9	9

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

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

F-G-1

A.P.O. 557
20 May 1944

SUBJECT: Armament Narrative, Mission of 20 May 1944.

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

1. Negative Armament malfunction report is submitted
for the mission of 20 May 1944.

BOMB RACK MALFUNCTIONS

A. A/C No. 42-31891 - Bomb Bay Motor Burned Out.

Two (2) airplanes equipped with the all-electric
bomb release participated in today's mission.

SAM P. BROOMHALL, JR.,
1st Lt., Air Corps,
Group Armament Officer.

LOW BOX

Combat Flight Leader LT COL BROOKS Date 20 May 1944
 Deputy Flight Leader LT OWENS
 Group Call Sign _____ Fighter Call Sign _____
 Ground Control _____

*12-500 GPH 1100
 Bas + Normal*

SQDN
 GOODMAN (BROOKS)
 SC P 1891 ✓
 612th SC JABWOCK
 613th IN MACRO
 614th IW GOLFCLUB
 615th IY BUZZARD

HAMMOND JOHNSON
 IN B 7045 ✓ SC R 2393 ✓

About
 SQDN
 WILSON
 IN A 7440 ✓
Could not catch formation

SQDN
 KELLY
 SC D 6992 ✓

FISETTE
~~IW G 7084~~
 IN E 009 ✓

KENNEY
 IN B 7151 ✓

MASSEY
 SC M 7039 ✓

WOODS
 SC C 9993 ✓

BARTLEY
 IN P 7395 ✓

GRUMAN
 IW R 7780 ✓

TAYLOR
 IW N 7210 ✓

SPARES

Return

WINDHAM
 IN P 7344 ✓

SCHARFF
 IN L 2581 ✓

PROTZ
 IN H 9932 ✓

Spare lead IW P 2012 ✓
 Grand spares IN E 7009 → 08A ✓
 IN O 3507 ✓

992 - Kelly Heater out, Flight indicator out.

891 - # 3 oil temp gage out, # 4 Eng R.P.M. oscillate
4 fuel pres low (this ship had max gas load and operations was not notified to this status)

Goodman

151 - # 2 carb len
Kenny # 2 generator out

932 - Heater out # 3 prop gov throwing oil
Proty # 3 tach oscillating 100 R.P.M. 2100^{R.P.M.} slip

043 Hammond Motor out in Rt. Wheel:

393 - Johnson okay

993 - Bombardier's Fuel air temp gage out
Woods Left Mag # 2 Eng dropped off 150 R.P.M.
1 & 2 oil pres runs about 83 lbs;

009 - Left feeder drained excessively # 2 oil
Fisette Pres low # 2 cyl head high

395 - O.K. Beasley

210 - # 4 feathering Motor out
Taylor

780 - O.K. Bruman

Pilots failing to Report

Massey — 039

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

20 May 1944

SUBJECT: Battle Damage Report

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

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

AIRPLANE NO.	BATTLE DAMAGE.
42-31891	<ol style="list-style-type: none">1. Flak hole in bottom of right wing station 2, fuel tank change.2. Flak hole in # 4 engine nacelle 4 o'clock, severe damage to # 4 engine. Engine change.3. Flak hole in bottom of right wing station 8.4. Flak hole in right bottom side of fuselage station 3g.5. Flak hole in right side of fuselage center near station 3g.6. Flak hole in right top side of fuselage near station 7a.
42-39993	<ol style="list-style-type: none">1. Flak hole in right top side of fuselage near station 3c.2. Flak hole in leading edge of left wing at station 18, out top.3. Flak hole in bottom of left wing near station 17.
42- 102393	<ol style="list-style-type: none">1. Negative.
42-106992	<ol style="list-style-type: none">1. Flak hole through left horizontal stabilizer.2. Flak hole through left elevator.3. Flak hole in left wing between # 1 & 2 engines.
42-107039	<ol style="list-style-type: none">1. Flak hole in left side of fuselage forward of horizontal stabilizer.2. Flak hole in left wing outer panel, midway.

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