

REPORT OF OPERATIONAL
DAY

MISSION No. **20**

Date: **4 FEB. 44**

TO: **FRANKFURT , GER.**

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

E-C-1

4 February 1944

SUBJECT: Leader's Narrative, 401st Group Formation, Mission No 20,
4 February 1944.

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

1. The 401st Group furnished a lead box, and a lead and high squadron for the high composite box for the mission of 4 February 1944. The high box squadrons took off first; the lead box second. Assembly was individual over X Buncher, but was changed at takeoff to briefed altitude plus 4,000 feet. This caused some difficulty as the weather ship a short time later broadcast "Recommend assembly as briefed". Some ships went to briefed altitude and some to briefed altitude plus 4,000 feet. Upon leaving Point X, the lead box was in formation and the low box was coming up into Wing formation. At Point D, time and altitude was made good and the high box came into formation. The low squadron of the high composite box was not in formation with them. Division assembly was on time, but the Wing which the 94th was to guide right on actually came into "abrest" assembly on the 94th's left. A two wing unit was ahead as briefed. Enroute to the enemy coast, the 94th, having no PFF, crossed over and fell in echelon to the left on the 1st Wing. This put the 94th in a guide right as briefed, tho the 94th was not abrest because it was necessary to bomb in trail. Route and formation in was routine, except south of course, and the high box overran the 94th and joined the 1st Wing, ahead in a "high high".

2. A Triangle H group joined the 94th at this time. At the IP, a long run was made, but the 94th, having no PFF had no choice but to follow the leader. Between the IP and the target a Wing with a PFF came up on the right of the 94th. The 94th's "d" left and back to the right and fell in trail on this wing. The 94th bombed on a time combination of flak and the smoke bombs of the wing ahead. Flak was heavy at the time of 'Bombs Away'.

3. The turn off the target was to the right and the 94th came out abrest and to the right of the wing the 94th bombed on. Three Wings were ahead of this two wing unit enroute out. The course home was North of course and the whole Division got into flak in the Ruhr Valley. Evasive action was used continuously, and one ship was lost in this area. It was seen to straggle and fall back under control. Flak damage was light considering the large concentrations of flak encountered. The coast out was crossed approximately at the same point of crossing the coast in. The high composite box came home with the 1st Wing. Altitude was 22,000 feet until over halfway across the channel to clear a high stratus deck lying North to South. A normal let down was made on Splasher 6 and ships proceeded to the home base in elements and by single ships.

4. Bombing was on PFF on the primary target and results were unobserved.

ALLISON C BROOKS,
Major, Air Corps,
Operations Officer.

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

E- -1

4 February 1944

SUBJECT: Leaders Narrative, 401st-351st Composite Formation, Mission of 4 February 1944.

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

1. Takeoff of the 401st aircraft making up the lead and high squadrons of the Composite High Box was at 0820. An individual Deenethorpe Buncher assembly at 13,000 feet was begun as briefed; shortly after the ships began forming the altitude was changed to 4,000 feet above briefed altitude by the Wing Leader, at which time the high box climbed to 17,000 feet. Departure from Deenethorpe was made approximately one minute ahead of schedule, the lead box being in sight to the right rear. Distance was lost so that formation was closed at Point D with thirteen ships in the high box.

2. While climbing to bombing altitude after departing the English Coast and while flying at altitude the high box had much difficulty in that it was over-running the Wing formation, evidently due to difference in wind velocity. At the same time the 94th Wing Leader was losing distance crossing from right to left of the 1st Combat Wing leader and took an echelon rear position; this was necessary since the 94th Wing had no PFF aircraft.

3. One aircraft aborted during the climb from the English Coast; another aborted later, leaving ten airplanes in the high group over the target.

4. While the 94th Wing Leader was maneuvering to the left of the 1st Combat Wing a strange group came up from the rear and flew in high position with the 94th Wing. Since the Group Leader could not lose the interval between the high and lead box, he then decided to fly with the 1st Combat Bomb Wing in a position above and slightly right of that Wing's high group.

5. On the bomb run no flares or bombs were observed from a PFF aircraft. Therefore since no enemy fighters were present a 360° turn to the right was made in an effort to pick up PFF smoke bombs or flares. Formation was flown with the Triangle 'L' wing but still no bombs were observed to drop. It is believed this wing was south of the target because flares were observed later from a formation to our rear and north of our track.

6. The Division Leader came back north of course and bombs were dropped on the flak at Cologne as a target of opportunity.

7. Over England the group made a let down by squadrons through a

break in the overcast twenty miles east of the field.

8. No aircraft were lost from the high box during the mission; several suffered flak damage during the flight by the Division through the Ruhr Valley.

WILLIAM T SEAWELL,
Major, Air Corps,
High Box Leader.

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

4 February 1944.

SUBJECT: Operational Narrative, Lead Box, Mission No. 20,
4 February, 1944.

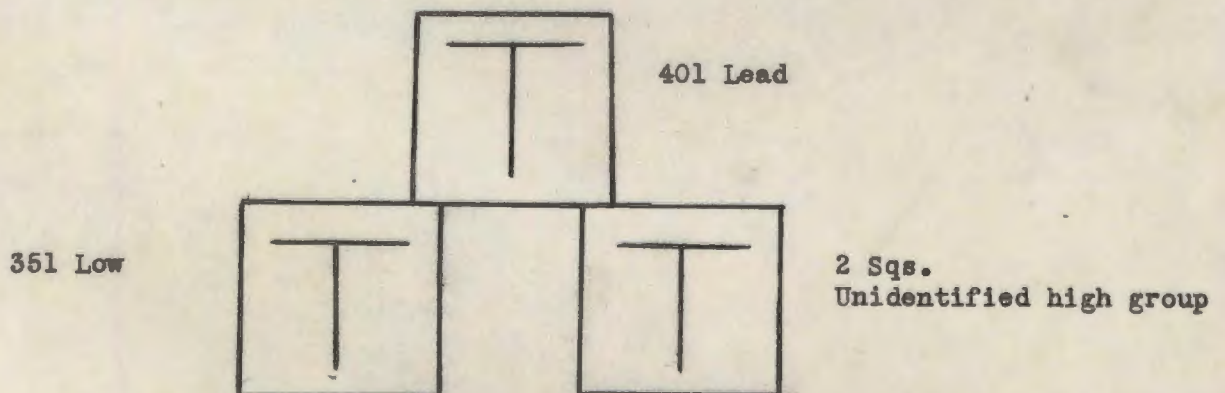
TO : Commanding Officer, 401st Bombardment Group (H)

1. The lead box took off with 20 airplanes for the mission of 4 February 1944. For the assembly, route in, target, and route out, see the leader's narrative.

2. Three ships from the lead box returned early. These three ships, Nos. 034, 226, and 855 were not dispatched. 226 was a spare and ~~was~~ turned back instead of filling in because of mechanical trouble. Abortions were due to:

034 - 100% mechanical
855 - Pilot error

3. a. Formation at take off and cruise. (See attached diagram)
b. Formation over target. (4 ships bombed with other Groups)
(See attached diagram)
c. 401st Lead Box led the 94th Wing.



401st Gp. Operational Narrative, Lead Box, 4 Feb, 44, Cont'd.

4. A/C 42-31036 was lost when hit by flak after passing target. Aircraft was last seen straggling behind formation just southwest of the Ruhr Valley.

5. Bombing was P.F.F. on the Primary. Results were unobserved.

ALLISON C. BROOKS,
Major, Air Corps,
Operations Officer.

LEAD BOX
FORMATION OVER TARGET

Chapman
G-9847

Zitkovic
X-1036

Cammack
K-1369

Rumsey
F-7833

Wysocki
K-1069

Walsh
M-9846

Stein
H-7448

Smith
B-1662

Wells
D-1511

Piper
E-1374

Dawes
J-9820

Sharp
D-1202

Hagan
R-1557

Stimson
C-1315

Jones
H-9932

GROUP FORMATION

Combat Flight Leader:

MAJOR BROOKS

4 FEBRUARY 1944

(Date)

Deputy Flight Leader:

CAPT HINKLE

Group Call Sign:

Fighter Call Sign

Ground Control:

614 SQ

CHAPMAN (BROOKS)

G

9847

CAMMACK (HINKLE)

Call

A/C#

K

1369

ZITKOVIC

Call

A/C#

X

1036 (missing)

STIMSON

Call

A/C#

C

1315

WILSON CL

Call

A/C#

Q

8002

(delay)

WALSH

Call

A/C#

M

9846

615 SQDN

RUMSEY

Call

A/C#

F

7838 (delay)

613 SQDN

PIPER

Call

A/C#

B

1374

STINE

Call

A/C#

D

1488

GARDNER

Call

A/C#

D

0002

SHARP

Call

A/C#

D

1202

SHANKS

Call

A/C#

N

(delay)

0855

(aborted)

DAWES

Call

A/C#

J

9820

JONES

Call

A/C#

H

9982

WEBER

Call

A/C#

O

1034

(aborted)

SMITH SE

Call

A/C#

B

1662

SHEARAN

Call

A/C#

J

1467

SCHARFF

Call

A/C#

L

1593

STELZER

Call

A/C#

G

1226

(aborted)

SHARE

SPARES

Call

A/C#

Call

A/C#

Call

A/C#

D

1511

SPARE

Call

A/C#

Call

A/C#

Formation at Take off

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

AAF Station 128
5 February 1944

SUBJECT: Statistical Summary, 401st Group Formation, Mission of 4 Feb. 44.

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

STATISTICAL SUMMARY OF AIRCRAFT ATTACKING

Number of A/C Taking Off.....20
Number of Spares..... 2
A/C Taking Off Less Unused Spares.....19
Number of A/C Dispatched.....17
Number of Sorties.....17
Number of A/C Attacking.....17
Number of A/C Not Attacking..... 2

NUMBER OF A/C LOST:

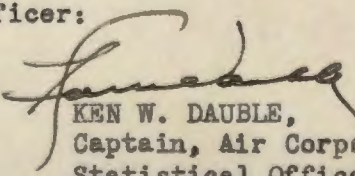
Flak - 1

TABULAR SUMMARY OF DISPOSITION OF BOMBS OVER TARGET

	Aircraft		Bombs				
	Over Target	Bombs ing	Num- ber	Size	Type	Fusing Nose	Tail
Main Bombfall	17	17*	203	500	GP	1/10	1/40-1/100
Other Attacks (Koblenz)		(1)	1	500	GP	1/10	1/40-1/100
Total Bombs on Target			204	500	GP	1/10	1/40-1/100
Other Bomb Expenditures			12	x	x	x	x x
Bombs Returned			24	x	x	x	x x
Total (Loaded on A/C Taking Off)			240	500	GP	1/10	1/40-1/100

* 4 A/C bombed with
other groups.

For the Operations Officer:


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

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

E-C-1

4 February 1944

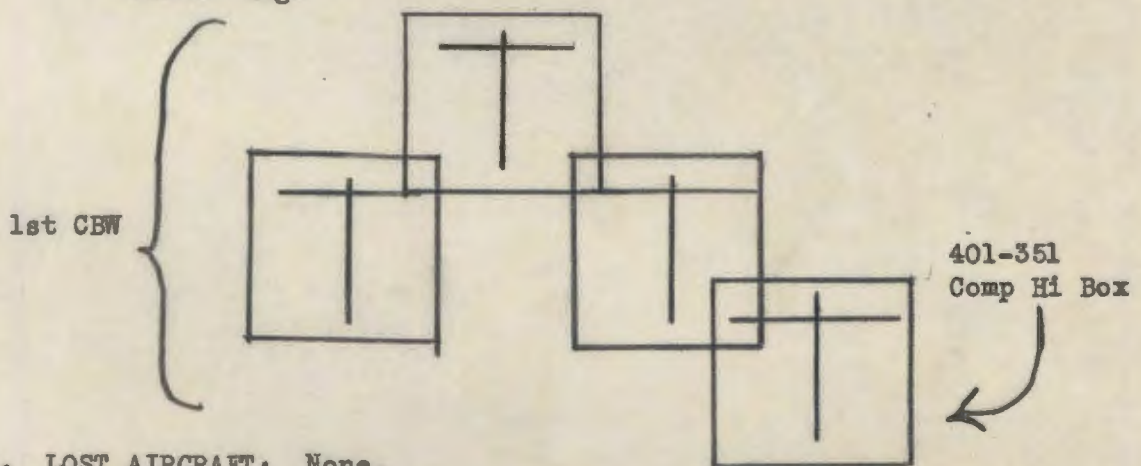
SUBJECT: Operational Narrative, High Composite Box, Mission No 20,
4 February 1944.

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

1. GENERAL NARRATIVE: The 401st Group furnished two squadrons to the 401st-351st high composite box. For takeoff, assembly, route in and out see high composite box leader's narrative. The high box moved ahead of the 94th Wing assembly shortly after Division assembly was made, and flew high and in trail with the 1st Combat Wing.

2. AIRCRAFT NOT ATTACKING: 12 401st ships took off with the high composite box. two ships, 765 and 521 returned early. One of these, 765 was dispatched. Reason for abortives is:

- a. 765 - Apparently mechanical tho not yet determined.
- b. 521 - Mechanical failure due to maintenance personnel failure - not Pilot error.
- c. Formation at takeoff and on cruise (diagram attached).
- d. Formation over the target (diagram attached).
- e. The 401st-351st high composite box flew with the 1st Combat Wing:



3. LOST AIRCRAFT: None.

4. RESULTS: Bombing was PFF on the 1st Combat Wing on a target of opportunity. Results were unobserved.

ALLISON C BROOKS,
Major, Air Corps,
Operations Officer.

COMPOSITE HIGH BOX
FORMATION OVER TARGET

Lewis
X-1485

Christensen
H-7843

Dampsey
Q-1091

Grinham
P-1037

Fax
C-9993

Tanner
H-9979

Sellers
F-9943

Hershey
Q-1487

GROUP FORMATION

Combat Flight Leader: MAJOR SEAWELL 4 Feb 1944
 (Date)
 Deputy Flight Leader: _____
 Group Call Sign: _____ Fighter Call Sign _____
 Ground Control: _____

615 SQDN

HIGH BOX FORMATION AT
 TAKEOFF AND ON CRUISE

LEWIS

Call	A/C#
X	1485

CHRISTENSON

Call	A/C#
H	7843

DEMPSEY

Call	A/C#
O	1091

GRINHAM

Call	A/C#
F	1037

WYSOCKI

Call	A/C#
K	1069

CAMPBELL

Call	A/C#
M	1521 (aborted)

SQDN

Call	A/C#
_____	_____

612 SQDN

FOX

Call	A/C#
C	9993

TANNER

Call	A/C#
H	9979

SELLERS

Call	A/C#
F	9943

KELLY

Call	A/C#
A	9765 (aborted)

HAGAN

Call	A/C#
R	1557

HERSHEY

Call	A/C#
O	7487

Call	A/C#
_____	_____

Call	A/C#
_____	_____

Call	A/C#
_____	_____

Call	A/C#
_____	_____

Call	A/C#
_____	_____

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

AAF Station 128
5 February 1944

SUBJECT: Statistical Summary, 401st-351st Composite Box, Mission 4 Feb. 44.

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

STATISTICAL SUMMARY OF AIRCRAFT ATTACKING

Number of A/C Taking Off.....12
Number of Spares..... 0
A/C Taking Off Less Unused Spares.....12
Number of A/C Dispatched.....11
Number of Sorties.....10
Number of A/C Attacking.....10*
Number of A/C Not Attacking..... 2

NUMBER OF A/C LOST:

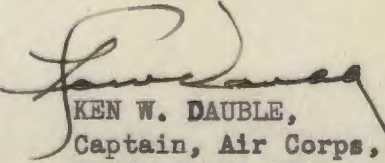
None

TABULAR SUMMARY OF DISPOSITION OF BOMBS OVER TARGET

	Aircraft		Bombs				
	Over Target	Bomb- ing	Num- ber	Size	Type	Fusing	
						Nose	Tail
Main Bombfall	-	-	-	-	-	-	-
Other Attacks	10*	10*	111	500	GP	1/10	1/40 & 1/100
Total Bombs on Target			111	500	GP	1/10	1/40 & 1/100
Other Bomb Expenditures			13	x	x	x	x
Bombs Returned			18	x	x	x	x
Total (Loaded on A/C Taking Off)			142	500	GP	1/10	1/40 & 1/100

* Bombs dropped intermittently
between Frankfurt and Cologne

For the Operations Officer:


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

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

APO 634

SUBJECT: Lead Navigator's Narrative of Mission Flown 4 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 0835 hours.
 - b. Group formed at 0915 hours at 15900 feet.
 - c. Formed CBW at 1013 hours at 20000 feet.
 - d. Began climb at 0954 hours.
 - e. Reached altitude at 1117 hours.
 - f. Weather encountered over England:
 - (1) Clouds 3-5/10ths
 - (2) Visability 8-10 miles.
 - (3) Wind at altitude 265 degrees, 87 knots per hour.
 - g. Means of navigation over England,
Gee, Pilotage, D.R., R, Compass
 - h. Means of checking Metro Winds
Gee, Pilotage
 - i. Joined task force at 1049 hours at 51 42N 02 48E (city, splasher, Coordinates)
 - j. Departed English Coast at 1032 hours.
Arrived at Enemy Coast at 1100 hours

k. Fighter Rendezvous:

- (1) Going in: 1130 hours.
- (2) Coming Back: NONE hours.

l. Wind used for bombing:

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

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

- (1) Reached IP at 1141 hours.
- (2) Mag heading over target 210 degrees.
- (3) Altitude over target 25000 feet.
- (4) Time bombs away 1205 hours.
- (5) Method of target Identification and weather over target:

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

Low on Oxygen

o. Gee:

- (1) Coordinates of furthest fix 51 40 N 05 00 E.
- (2) Time 11 12 hours.

p. Comments:

Bombed flak over Frankfurt

Returned off course following division.

SIGNATURE
JAMES F. EGAN
CAPT, A C
LEAD NAVIGATOR

TRACK CHART

TARGET

Date JAN 4, 1944

GREEN

Route followed by

BRIEFED COURSE

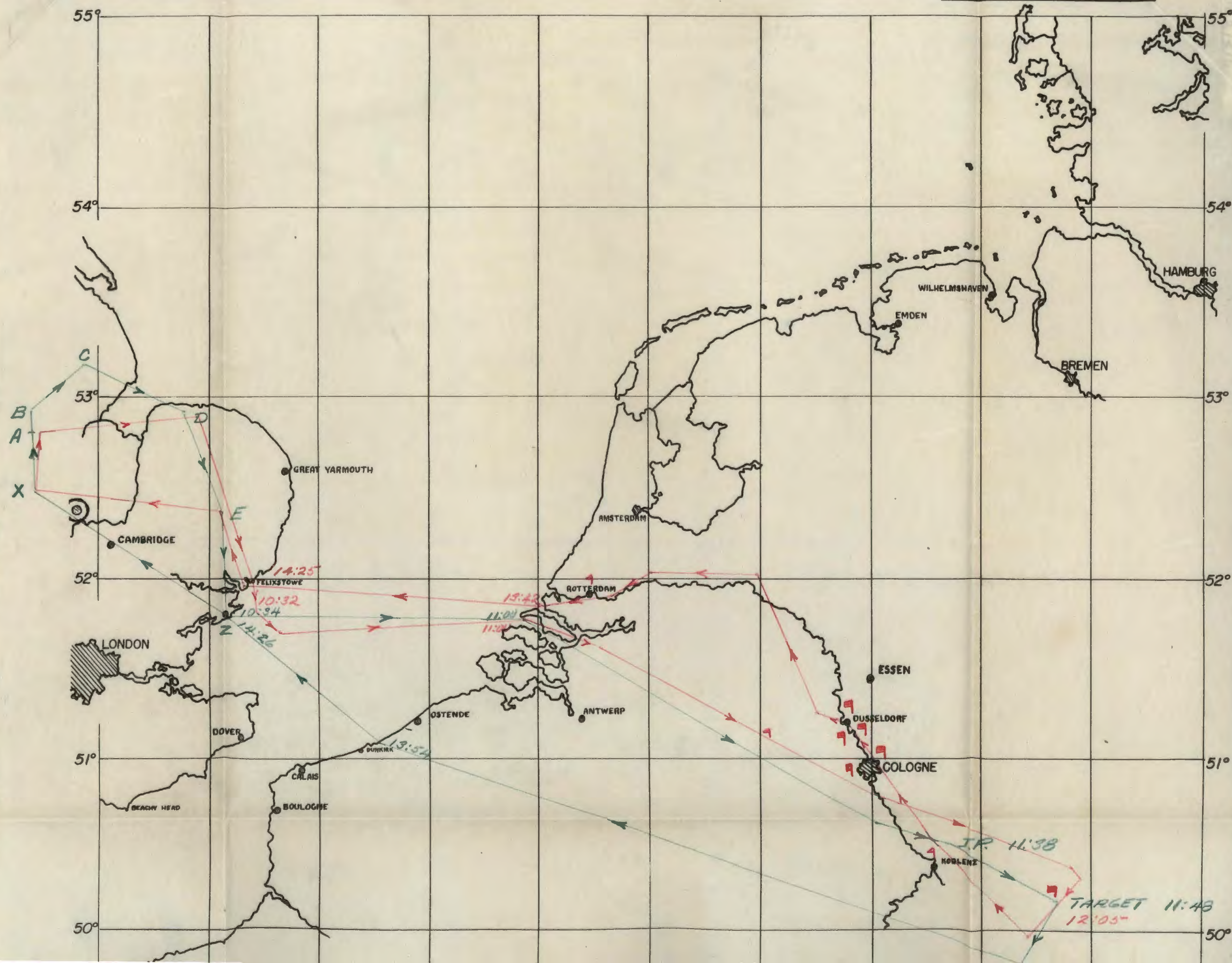
Primary FRANKFURT, GERMANY

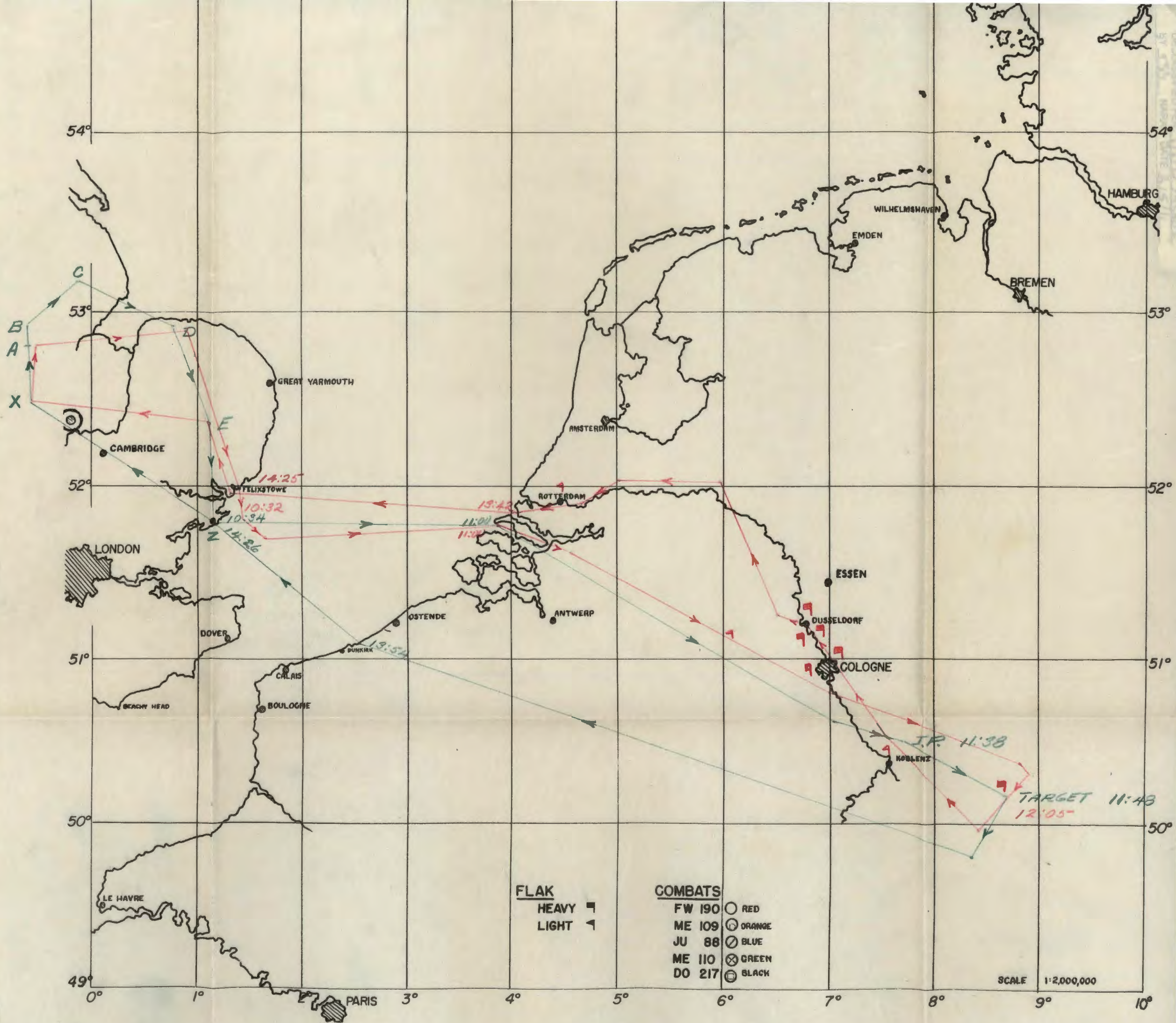
RED

401ST BOMB GP

Secondary

Last Resort





FLIGHT PLAN

PILOT LT. A. H. CHAPMAN NAVIGATOR CAPT J.F. EGAN LT. C.M. SMITH DATE 4 FEBRUARY 1944

STATIONS	0700	ENGINES	0805	TAXI	0815	T.O.	0830
LEAVE BASE:	0937						
COAST OUT:	1034						
ENEMY COAST:	1100						
I.P.:	1138						
TARGET:	1148						
ENEMY COAST:	1354						
Eng Coast	1426					Base	1509

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

WATCH FAST SLOW RATE SEC'S GAINING PER HOUR LOSING

FROM TO	W/V USED	HEIGHT	I.A.S. MPH /K	T.A.S. (K)	COURSE	DRIFT	TRUE HDNC.	VAR	MAG. HDNC.	C/S	DIST.	TIME	E.T.A.	CELESTIAL DATA TIME BODY ALT. AZI.		
Base	326	11000	150	154	357	-7	350	11	001	117	15	7	0937	"A"		
Cottesmore	42		130										0944			
52 44N 00 38W	326	11000	150	155	"	-8	349	11	000	118	10	5	0949	"B"		
Grantham	46	12500														
52 54N 00 39W	322	12500	150	163	044	-15	029	11	040	152	37	14	1003	"C"		
Horncastle "C"	44	16000														
53 13N 00 08W	320	16000	150	168	119	-5	114	10	124	212	35 1/2	10	1013	"D"		
Burnham Mkt	47	18400														
52 56N 00 45E	320	18400	150	175	159	-6	165	10	175	220	36	10 - 2	1024	"E"		
Splasher #6	49	20000														
52 22N 01 08E	320	20000	155	182	178	-11	189	10	199	218	35	10	1034	"Z" English Coast Control Point		
Clacton	50		134													
51 46N 01 10E	315	20000	150	185	091	-11	080	9	089	223	96 1/2	26	1100	IFF off 1048		
51 45N 03 45E	55	25000												Enemy Coast		
" "	310	25000	155	198	110	-5	105	8	113	256	10	03	1103	FRV		
51 42N 04 00E	60		134													
" "	310	"	"	198	120	-3	117	7	124	288	87	18	1121	FRV		
50 58N 06 04E	90															
" "	"	"	"	"	121	-3	118	7	125	288	45	10	1131			
50 35N 07 00E	"	"	"	"	104	-10	094	7	101	278	20	05	1136	FRV		
" "	"	"	"	"	110	-8	102	6	108	284	10	02	1138	IP		
50 27N 07 45E	"	"	"	"												
" "	"	"	155	"	119	-3	116	6	122	288	31	07 1/3	1148	TARGET		
TARGET	"	"														
50 08N 08 40E	313	25000	170	204	210	-26	236	6	242	196	25	08	1156			
49 45N 08 20E	86	21500	147													
" "	322	21500	170	195	290	-14	304	6	310	112	47	25	1222	FRV 1214 P-47's		
50 02N 07 10E	83	20000	147													
" "	320	20000	155	182	292	-11	303	7	310	124	49	24	1245	FRV 1236 P-47's		
50 20N 06 00E	80		134													
" "	320	20000	155	178	289	-10	299	8	307	122	139	01:09	1354	Enemy Coast		
51 05N 02 35E	65		134													
" "	322	20000	170	142	208	-4	312	9	321	138	68	32	1426	IFF on 1404		
Clacton	45	6000	147											English Coast		
51 46N 01 10E	330	6000	155	150	304	-6	310	10	320	110	78	43	1509			
Base	35		134													
" "	320	0	150	150	120	-5	115	10	125	192	78	24		(Late)		
Clacton	45	20000														

TIME	COURSE	W/V USED &/OR D.R. DRIFT	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.
					DIVISION ASSEMBLY LINE	Splasher # 6 Clacton							
					Let down Heading Sp. #6	280° 401st Lead Box							
					"G" Eastern Wyoming - Southern Carolina	Grade A transmission							
					Stud #4 Load Switch 1 - Stud 3 L.S. 1								
					Discharge chaff 5 minutes past IP	Continue 9 minutes							
					Oxygen time 0420								
					Last time of take off 0950								
					Take off 0835 on 270° heading	Circling to left							
					Field visible Visibility 10 miles.	Group formed 0915							
0942				360	Depart Pt. "X" 5 min late,	High Box ahead	159	15000					
0954				360	Point "B" 5 minutes late								
0954				78	A/C to point "D"		150						
1013				78	Point "D" on time	Wing formed OK							
1013				185	A/C to Point "E" 5 miles left of Course		150	18000					
1024				185	On time Point "E" 3 miles left								

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				180	Coast out Felixstowe	CBW's on right		20000 -34					
1035				70									
1043				70	A/C to left	Other DBW coming up from 1000		20500 -35					
1047				89	Gee 51 42N	Climbing to 25000							
1049				89	02 31E	Joined by other wing 5 miles south of course	155	21000 -36		ETA	Enemy Coast	1100	
1054				90			152						
1100				112	Enemy Coast 51 45N 03 45E	Wind 265 @ 87		22000					
1110				113			150	23500					
1112				117	Gee 51 40N 05 00E	1114 "G" out							
1117				127	Flak at 0100			25000 -40					
1120				130	A/C			25000 -40					
1123				130									
1128				140	Flak on left	Cologne 10 miles left of Course							
1135				120									
1137				101			152	24500					
1141				130	IP								
1145				130	Lost High Box to Wing ahead	Picked up other Group (Unknown)							
1157				180	D.R. 50 15N 08 52E								
1200				200									
1201				210									
1205 1/2				210	Bombs away over Intense flak	No PFF	150	25000					
1209				190	Turning to 320								
1212				325	Letting down		160						
1220				320									
1230				320			150	21000					
1245				315	Koblenz 8 mi left								
1250				320	A/C S. of Dusseldorf to get out of flak area								
1250				270									
1255				320	Rhine River to the right								
1318				270	Airfield on right 52 14N 06 04E								
1330				270	Zuider Zee, 15 mi right								
1342				270	Enemy Coast out 51 50N 04 05E	Gee, Pilotage	155	21000					
1344				320	A/C English Coast								
1355				320	2 B-17's letting down, Mag Heading 315°								
1422				315	English Coast in 52 00N 01 25E								
1424				360	A/C to Splasher #6 for let down. Using Gee 280° to 2,000								
1518				320	Base			1500					
1523					Landed								

SIGNED

NAVIGATOR

TRACK CHART

TARGET

Date JAN 4, 1944

GREEN

Route followed by BRIEFED COURSE

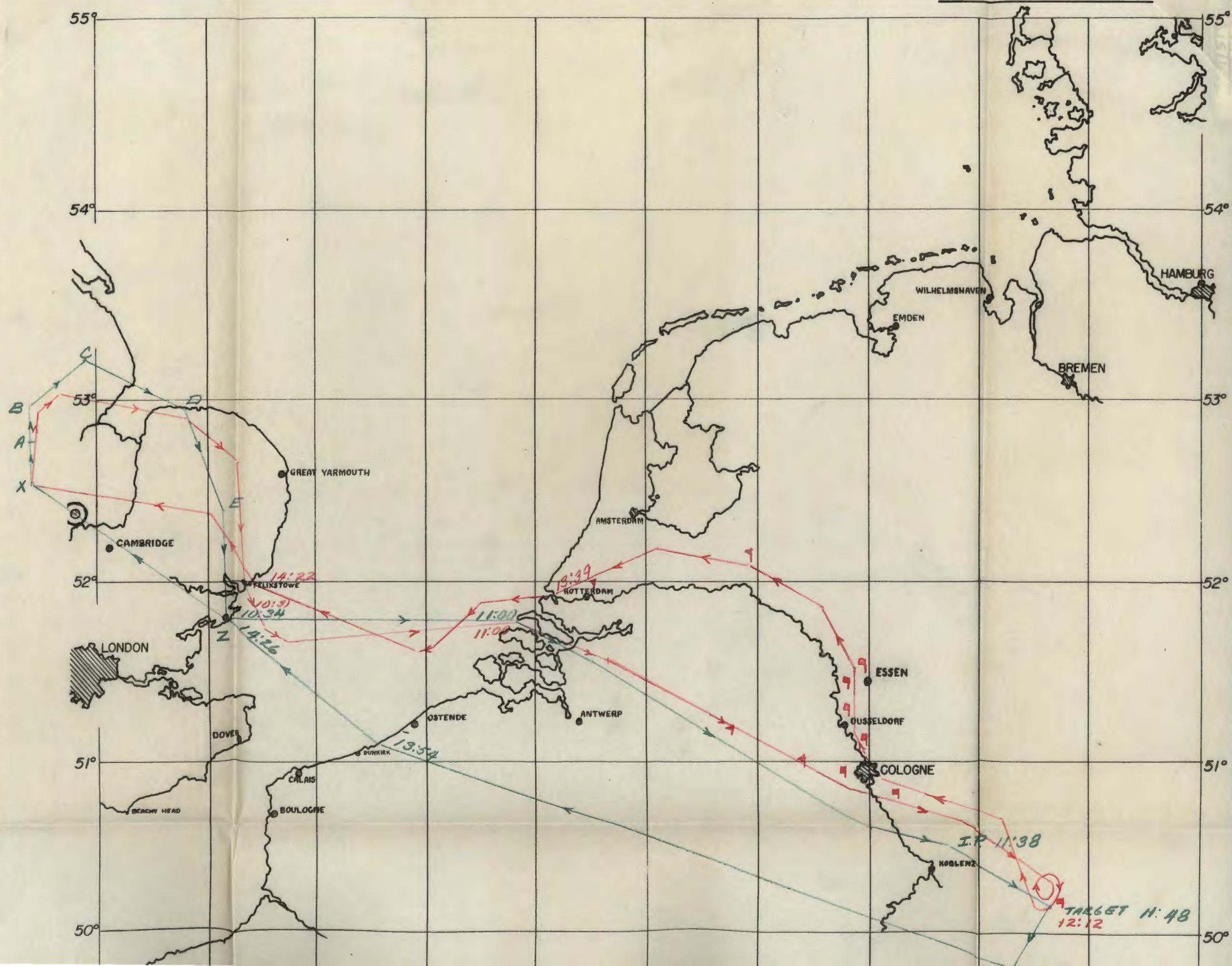
Primary FRANKFURT, GERMANY

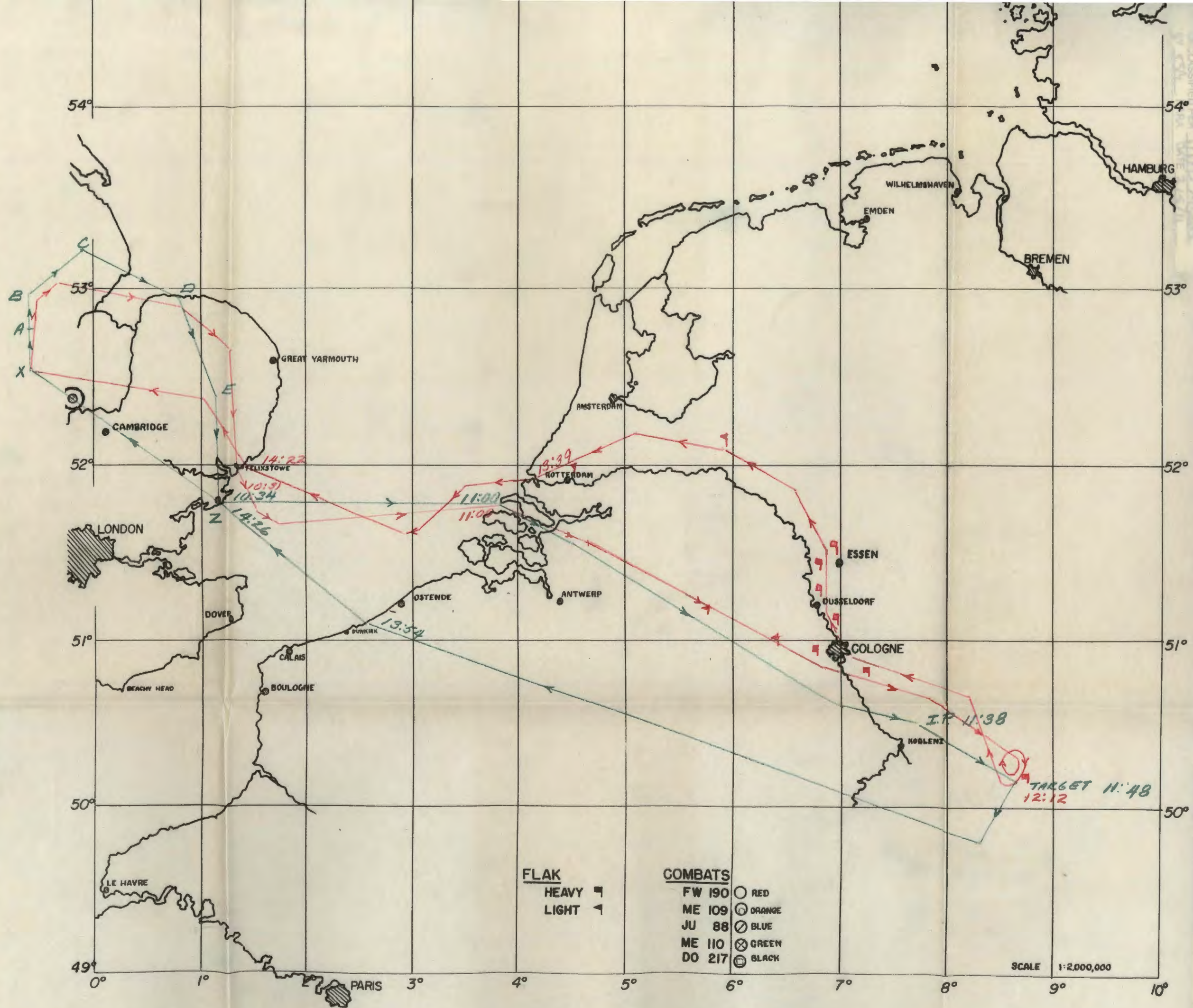
RED

401st - 357th COMP. GP

Secondary _____

Last Resort _____





FLIGHT PLAN

NAVIGATOR 1st LT. RUFUS F. CAUSEY

DATE 4 February 1944

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

WATCH _____ FAST
SLOW RATE _____ SEC'S GAINING PER
HOUR _____ LOSING

[illegible]

TIME	COURSE	W/V USED E/OR D.R. DRIF	TRUE MAG. HDNC HDNC	NAVIGATIONAL OBSERVATION TAKE OFF 0820	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.
0822			290	Turn to 360 to climb								
0824			353	4 miles west of field		140	2500					
0827			345	8 miles North of field	5/10 st Cu	140	4100 -6					
0834			170	52 46N 00 37W		140	8000 -15					
0839			270	Over Base (Clear below)		140	10400 -20					
0845			350			150	13000 -24					
0905			170	Radio Compass OK on Spl 16 and Buncher		146	13600 -26					
0920			120	5 mi SW of base (Wing Formed)		150	16000					
0927			355	Depart "X" 5 left		150	16900					
0945			340	3 mi from Point "A" (2 min late)		150	17000					
0955			356	Point "B" turn to "C" 6 minutes late		150	17300					
0958			25	Ahead of wing "S" to fall in (Clear)		150	18000 -29					
1013			95	On time at Point "C" Missed "B" for time			20000					
1019			190	32 39N 01 11E (Clear Below Cu NE		155	20400					
1024			180	7 left Point "E" on time		150	21000					

SIGNED _____ NAVIGATOR

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

APO 634

SUBJECT: Lead Navigator's Narrative of Mission Flown 4 Feb. 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 0820 hours.
 - b. Group formed at 0920 hours at 16,000 feet.
 - c. Formed CBW at 1015 hours at 20,000 feet.
 - d. Began climb at 0957 hours.
 - e. Reached altitude at 1100 hours.
 - f. Weather encountered over England:
 - (1) Clouds 6 /10ths
 - (2) Visability 15 miles.
 - (3) Wind at altitude 272 degrees. 84 knots per hour
 - g. Means of navigation over England.
Pilotage, Gee, Radio Compass, DR.
 - h. Means of checking Metro Winds
Gee and Pilotage
 - i. Joined task force at 1028 hours at ^{52°05'N}01°20'E (city, splasher, Coordinates)
 - j. Departed English Coast at 1031 hours.
Arrived at Enemy Coast at 1100 hours

k. Fighter Rendezvous:

- (1) Going in: 1120
1132 hours.
- (2) Coming Back: None hours.

l. Wind used for bombing:

- (1) 272 degrees.
- (2) 84 knots per hour.
- (3) How determined: "Gee"- Wind Plot

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

- (1) Reached IP at 1141 hours.
- (2) Mag heading over target 216 degrees.
- (3) Altitude over target 26,700 feet.
- (4) Time bombs away 1245 hours. Cologne(Opportunity)
- (5) Method of target Identification and weather over target:
Flak and Visual Breaks - Rhine River

n. Difficulties encountered with Radio, Compass, and special equipment: None

o. Gee:

- (1) Coordinates of furthest fix 5155 N 0443 E.
- (2) Time 1111 hours.

p. Comments: Wing PFF ship aborted before mission; No flares to bomb target- took target of Opportunity at Cologne as we were on the way back. Because we didn't want to leave the Division, we came back off course.

SIGNATURE
RUFUS F. GAUSEY
1st Lt. A.U.
Lead Navigator(Comp.Box)

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

4 February 1944.

SUBJECT: Group Bombardier's Narrative, 401st Bombardment Group (H)
Mission of 4 February, 1944.

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

1. In the lead group thirteen of our A/C dropped 155x500 Gp. on the primary, ^{with 401st} release was made on smoke bombs of another wing. Two A/C bombed with the 305th Group dropping 24x500Gp. One A/C bombed with the 303rd Group dropping 12x500Gp. One A/C dropped 12x500 Gp. with the 381st Group. One A/C released one bomb late due to faulty release mechanism.

2. The high group (composite) composed of ten of our aircraft dropped 111x500 M-43 Gp. bombs. One A/C returned 2x500 Gp. due to A-2 release being out on two lower stations. One A/C returned 4x500 Gp., bombs failed to salvo. One A/C released one bomb late, lever was not engaged in A-2 release.

3. Bombing was by PFF method.

JULIUS PICKOFF
Captain, Air Corps,
Group Bombardier.

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

4 February 1944.

SUBJECT: Lead Bombardier's Narrative, 401st Group Formation,
Mission of 4 February, 1944.

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

1. The 94th Wing took off on the morning of the 4th on the mission to Frankfurt. The P.F.F. ship scheduled to fly with the 94th CBW aborted before it joined the Wing. The 94th CBW leader decided to go ahead and upon reaching the target would go behind another wing, dropping their bombs on it.

2. When the 401st Group got over enemy territory there was a terrific wind shift and the formation was blown southeast of course and came in to bomb the target from a 210 degree heading. It bombed on the flak which was billowing up through the clouds. Bombs were away at 1205.

3. There was 10/10 undercast so the results could not be observed. It was noticed that several CBW's bombed in the same general area as the 94th Wing. Heavy flak was encountered over the target area.

FRANK M. DEVILLE, Jr.,
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. FRANK M. DEVILLE 666666 DATE 4 February 1944

PILOT MAJOR A.C. BROOKS TAKE OFF 0835

NAVIGATOR CAPT J. F. EGAN LT. C. M. SMITH LANDED 1523

ORGANIZATION Squadron 401st Group AIRPLANE G-9847

OBJECTIVE FRANKFURT GERMANY

AIMING POINT (MPI) _____

INITIAL POINT 50 27N 07 45E

METHOD OF ATTACK _____
Individual Flight Squadron Group Wing

NUMBER OF ATTACKING A/C IN GROUP 18 COMPOSITE GROUP 11

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 M-43 500# GP

NUMBER OF BOMBS LOADED 382 RELEASED 314

FUZING, NOSE 1/10 TAIL 1/10

SYNCHRONIZATION On FFF Fast Slow

INFORMATION AT RELEASE POINT:

Altitude of target	<u>450</u>	Mag. Head. Order	<u>119</u>	Actual	<u>200</u>
True Altitude above target	<u>24100</u>	True Heading	_____	_____	_____
Ind. Altitude	<u>25000</u>	Drift, Est.	<u>14R</u>	Actual	_____
Pressure alt of target	<u>262</u>	True Track	_____	_____	_____
Altimeter setting	<u>29.92</u>	Actual Range	_____	_____	_____
C.E.A.S.	<u>150</u>	B.S. Type	<u>M-9</u>	_____	_____
T.A.S.	_____	Time of Release	<u>1245</u>	_____	_____
G.S., Est.	_____	Intervalometer setting	<u>Min</u>	_____	_____
Wind Direc. m Metro	<u>310</u>	Length of Bombing Run	_____	_____	_____
Wind Veloc., Metro	<u>105</u>	C-1 Pilot	<u>Yes</u>	_____	_____
D.S. <u>127</u> Trail	_____	A-5 Pilot	_____	_____	_____
TAN. D. A. Est.	<u>.73</u>	Manual Pilot	_____	_____	_____

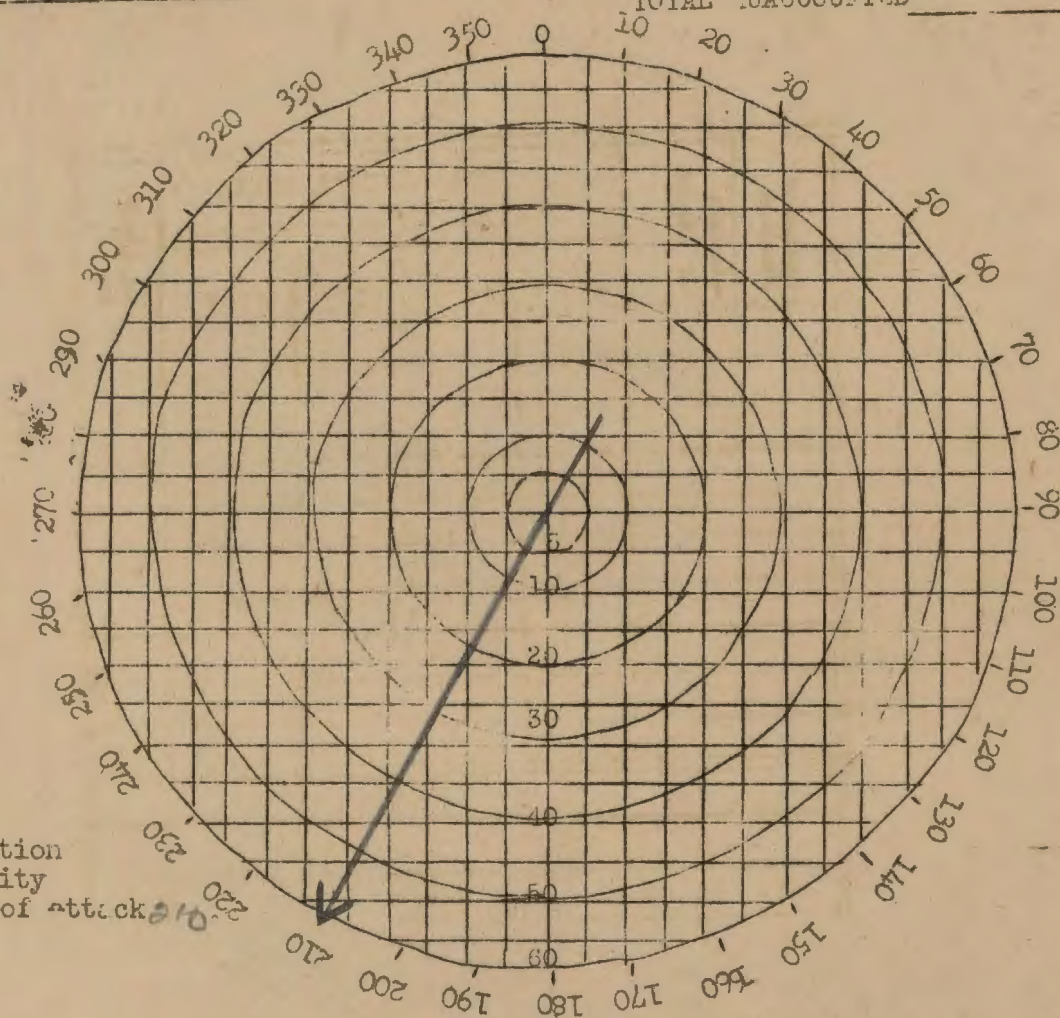
Bombardier dropping on leader, with arrow indicating leader's position.

OMBADIERS INDIVIDUAL PLOT

GROUP 401st
 TARGET Frankfurt, Germany
 METHOD OF BOMBING PF
 ALTITUDE 23,500

TOTAL BOMBS CARRIED See Remarks
 TOTAL BOMBS AT TARGET _____
 TOTAL BOMBS HITTING TARGET _____
 TOTAL ACCOUNTED FOR _____
 TOTAL UNACCOUNTED _____

↑
 N



NOTE

ing Direction

ind Velocity

Direction of attack

(For Combat use form as
 thousand foot concentric
 circles..... For practice
 use form as one hundred
 foot concentric circles)

- 20 A/C of Lead Group loaded with 240 X 500 M-43 GP
 15 A/C dropped 155 X 500 GP on Primary with 401st.
 1 a/c dropped 12 X 500 with the 303rd
 1 a/c released one bomb late due to faulty release mechanism
 2 a/c dropped 24 bombs with the 305th
 1 a/c dropped 12 X 500 with the 381st

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

4 February 1944

SUBJECT: Lead Bombardier's Narrative, 401st - 351st Composite Formation,
Mission of 4 February, 1944.

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

1. FROM I.P. TO TARGET: At 11:38 the Composite Box was abreast of the 1st CBW and were northeast of the I.P. The 1st CBW took up a true heading of 130 degrees and the 94th Wing flew a parallel course, attempting to drop behind them to bomb on their P.F.F. flares. The 1st CBW edged to the right toward Frankfurt. Because the Composite Box was overrunning their formation a 360 degree turn was made, intending to fall in behind the 94th Wing Leader who was following the 1st CBW at the time. When the 360 degree turn was completed the formation found that it was behind another wing composed of TRIANGLE "A" and TRIANGLE "L". The lead bombardier was watching for bombs or flares from the wing ahead but saw none drop. About the time the navigator announced that the Composite Box was already directly over Frankfurt, another formation crossed its course behind and dropped bombs and flares. Some of the high and low squadron ships started releasing their bombs but the lead bombardier withheld dropping his as it was plain that they would hit well beyond Frankfurt and it was considered better to find a target of opportunity. Scattered bombing by the remainder of the ships in the high box continued. By the time the Ruhr was reached, the lead ship was about the only one still carrying bombs, so they were dropped as a heavy flak barrage was reached near Cologne. Bombs were dropped at 12:45, and the results were unobserved because of clouds.

ARNOLD C. KUENNING,
Captain, Air Corps,
Lead Bombardier (High Box)

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

COMBAT BOMBING FLIGHT RECORD

BOMBARDIER ARNOLD C. KUENNING, CAPT 666666 DATE 4 February 1944
PILOT MAJOR WM. T. SEAWELL TAKE OFF 0820
NAVIGATOR 1ST LT. RUFUS F. CAUSEY LANDED 1519
ORGANIZATION Squadron 401st Group AIRPLANE X 1485
OBJECTIVE FRANKFURT, GERMANY
AIMING POINT (MPI) _____
INITIAL POINT 50 27N 07 45E
METHOD OF ATTACK Individual Flight Squadron Group Wing
NUMBER OF ATTACKING A/C IN GROUP 18 COMPOSITE GROUP 11
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 500 # M-43 GP
NUMBER OF BOMBS LOADED 382 RELEASED 314
FUZING, NOSE 1/10 TAIL 1/40
SYNCHRONIZATION PTT On Fast Slow
INFORMATION AT RELEASE POINT:
Altitude of target 450 Mag. Head. Order 119 Actual _____
True Altitude above target 23,400 True Hoading 310
Ind. Altitude 24,200 Drift, Est. 12R Actual _____
Pressure alt of target 2262 True Track _____
Altimeter setting 29.92 Actual Range _____
C.E.A.S. 145 B.S. Type M-9
T.A.S. _____ Time of Release 1245
G.S., Est. _____ Actual _____ Intervalometer setting Min
Wind Direc. n Metro 310 Actual _____ Length of Bombing Run _____
Wind Veloc., Metro 105 Actual _____ C-1 Pilot Yes
D.S. 127 Trail _____ ATF _____ A-5 Pilot _____
TAN. D. A. Est. .73 Actual _____ Manual Pilot _____

TYPE OF RELEASE

Individual Train Salvo X Jettisoned Returned

POINT OF IMPACT IF SEEN

Cloud Cover Not Seen

NAVIGATION DATA:

MEAN TEMP.

METRO

ACTUAL

WINDS

ALTITUDE

DIRECTION

VELOCITY

TEMP. C.

Metro

Actual

Metro

Actual

Metro

Actual

1000

5000

10000

15000 ---- 320

17000

19000

20000

25000 ----- 310

28000

30000

70

-21

90

-42

METHODS OF BOMBING

PFF

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COMPOSITE GROUPS

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Bombardier making complete sighting operation

Bombardier making range operation only

Bombardier dropping on leader, with arrow
indicating leader's position.

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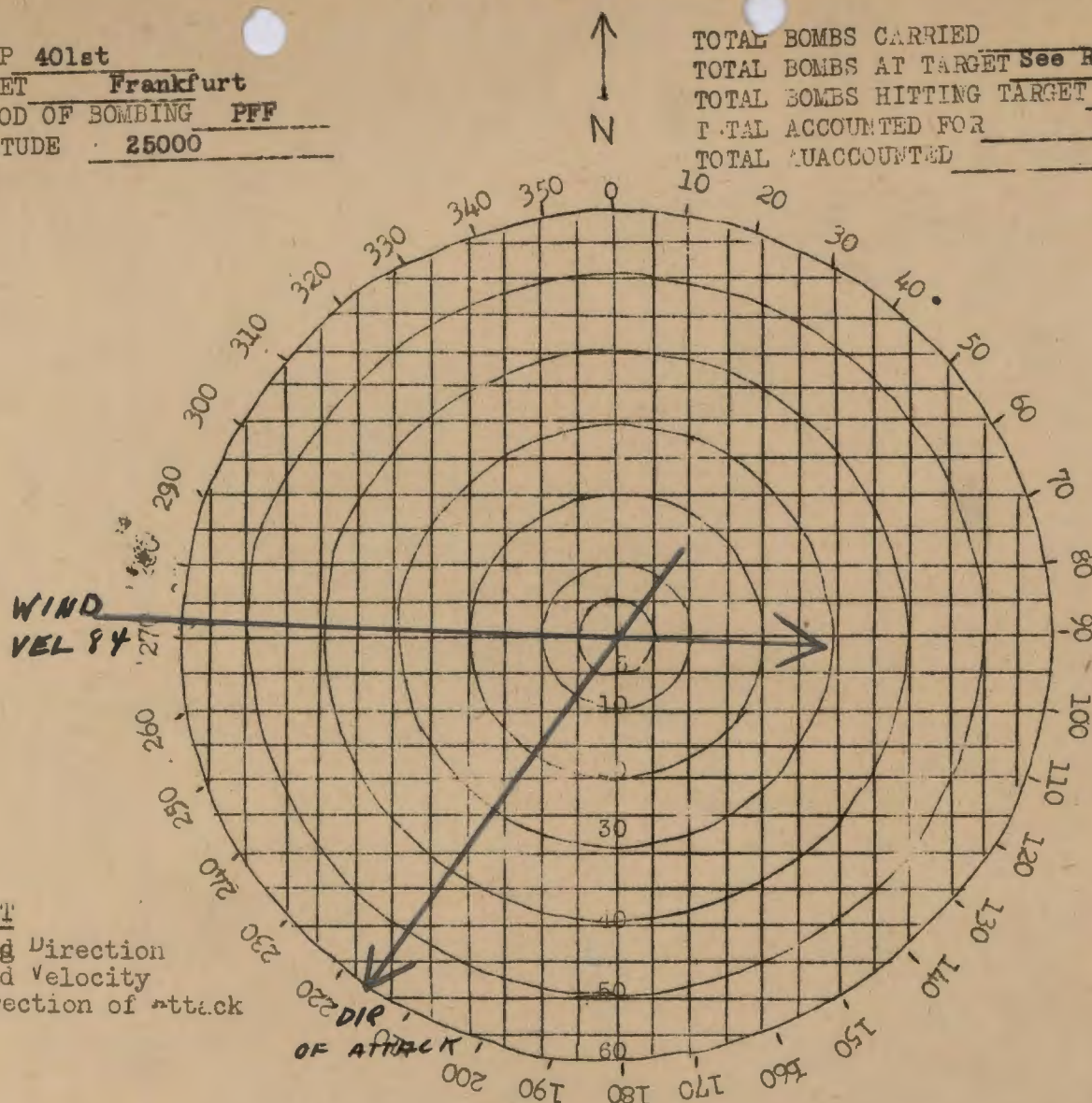
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T

ON EARDIERS INDIVIDUAL PLOT

GROUP 401st
 TARGET Frankfurt
 METHOD OF BOMBING PFF
 ALTITUDE 25000

TOTAL BOMBS CARRIED _____
 TOTAL BOMBS AT TARGET See Remarks
 TOTAL BOMBS HITTING TARGET _____
 TOTAL ACCOUNTED FOR _____
 TOTAL UNACCOUNTED _____



(For Combat use form as thousand foot concentric circles..... For practice use form as one hundred foot concentric circles)

- 12 A/c of the high Group loaded with 142 X 500 M-43 GP
 10 a/c dropped 111 X 500 GP
 1 a/c only loaded with 10 500 X GP
 1 a/c returned 2 bombs, A-2 release out on 2 lower stations
 1 a/c returned 4 X 500 GP
 1 a/c dropped one late, lever not engaged in A-2 release

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

A.P.O. 634
4 February, 1944

SUBJECT: Mission Summary Report.

TO : Group Operations, Station 128, APO 634.

1. Abortives.

a. Airplane No. 42-39765 returned early for the reason that Pilot was unable to get any power from aircraft above 20,000 feet altitude. Subsequent ground check revealed no malfunction.

b. Airplane No. 42-31034 returned early for the reason that # 1 engine failed in flight.

c. Airplane No. 42-30855 failed to complete mission because A.F.C.E. Panel burned out.

d. Airplane No. 42-31226 returned early for the reason that Tail Gunner's heated suit failed to function.

e. Airplane No. 42-31521 failed to complete mission because of leak in Right Waist Gunner's Regulator, causing entire oxygen system to drain.

2. Battle Damage.

a. 42-38002 - Small flak hole in # 3 ring cowl; Small flak hole in leading edge of left wing, between fuselage and # 2 engine.

b. 42-31315 - Two flak holes through right horizontal stabilizer; Cal..30 hole in bottom of fuselage, near station 7; 2" flak hole in bottom of fuselage, right of ball turret; 2" flak hole through left aileron; 3" flak hole through right wing behind # 3 nacelle, stringer broken;

c. 42-31488 - 1" X 4" flak hole in bottom of left wing, near tip.

d. 42-39943 - Flak hole in right side of vertical stabilizer, near station 10; Flak hole in right bombay door 1 ft. from rear; Flak hole in leading edge of chin turret.

SUBJECT: Mission Summary Report. (continued)

e. 42-39487 - Flak hole in bottom of right wing, near station 29; Flak hole in left elevator near station 188, entered bottom, out top; Small flak hole in top of right wing just back of leading edge near station 30; Flak hole in right side of radio room near station 5f; exit left side near station 5e, causing damage to rudder trim tab and tail wheel lock cables; Flak holes on trailing edge of right flap near station 18;

f. 42-39979 - Flak hole in left elevator near station 208, entered bottom, out top; Flak hole in right side of vertical fin near station 5 and 8a; Flak hole in vertical fin near station 6k;

g. 42-39993 - Flak hole in left side of tail gunner's window; Flak hole in top left side of nose section just behind plexiglass; Flak hole just above front escape hatch; Flak hole in bottom of left wing near station 8; Flak hole in left side of fuselage just behind life raft compartment; Flak hole in top of left wing near station 30; Flak hole in top of left wing near station 18; Co-pilot's taxi window shattered by flak; Left side of upper turret hit by flak.

h. 42-31485 - 2" flak hole in top of plexiglas nose section; Large flak hole through right wing, near tip; Flak hole in bottom of left horizontal stabilizer, near center; Small flak hole through rudder; Small flak hole in # 4 cowl flap and accessory cowl; Small flak hole in right side of fuselage, beneath window of radio compartment; Small flak hole in right side of fuselage, forward of waist position.

i. 42-31091 - Small flak hole in top of # 2 ring cowl; Large flak hole in left and right bomb bay doors.

j. 42-37843 - Two small flak holes in leading edge of right wing, near tip; Flak hole in # 2 oil cooler fairing; Flak hole through left wing, inner panel, near trailing edge; 3" flak hole in top of right wing, outer panel; Large flak hole in bottom of fuselage, right of ball turret.

k. 42-31069 - Small flak hole in emergency escape hatch door; Small flak hole in leading edge of right wing, to right of # 4 nacelle.

l. 42-31557 - Flak hole through left elevator; Small flak hole in top of fuselage, left of radio hatch; Flak hole through left wing behind # 2 nacelle; Small flak hole through right wing, near tip; Small flak hole in bottom of fuselage, near escape hatch; Small flak hole in bottom of # 3 nacelle; Small flak hole in bottom of left wing, near tip.

SUBJECT: Mission Summary Report. (continued)

m. 42-31467 - Small flak hole in astrodome; Large flak hole through Rudder; Small flak hole in bottom of fuselage, near nose; Flak hole in bottom of fuselage, near tail; Flak hole through right aileron; Small flak hole in top of fuselage, near radio hatch; Radio window on left side of fuselage broken; Flak hole in top of right wing tip, stringer broken; Small flak hole in top of left wing, near tip; Flak hole in leading edge of right wing, outer panel.

n. 42-31593 - Flak hole in bottom of # 2 ring cowl; Small flak hole in bottom of right wing at trailing edge, near fuselage; Flak hole in top of right aileron; Small flak hole in top of right wing, behind # 4 nacelle.

o. 42-31037 - Small flak hole in bottom of fuselage, near tail; Flak hole through left horizontal stabilizer; Flak hole in bottom of fuselage, near station 5, causing structural damage; Two flak holes in top of left wing, outer panel; Small flak hole in top of right horizontal stabilizer; Flak hole in top of left horizontal stabilizer, near fuselage; Flak hole in leading edge of left wing, outer panel.

<u>TOTAL NO.</u> <u>OF A/C</u>	<u>MAJOR</u> <u>DAMAGE</u>	<u>MINOR</u> <u>DAMAGE</u>	<u>BY</u> <u>FLAK</u>	<u>FLAK &</u> <u>FIGHTER</u>
15	0	15	14	1

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

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
Station 128

A.P.O. 634
4 February, 1944

SUBJECT: Armament Narrative, Mission No. 20, 4 February, 1944

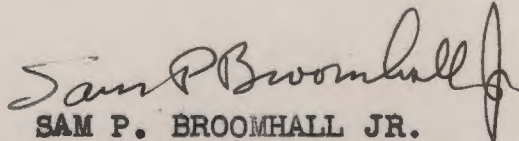
TO : Commanding Officer, 401st Bombardment Group (H),
APO 634, U.S. Army.

1. The following Armament malfunctions were reported at the conclusion of the mission of 4 February, 1944.

One Chin Turret became inoperative due to brushes in amplidynes.

BOMB RACK MALFUNCTIONS

- a. One ship was unable to open Bomb Bay doors electrically due to faulty bomb bay door relay switch.
- b. One ship failed to release one bomb from left inboard rack because of release lever being positioned incorrectly in release.
- c. One ship's Bomb Bay door motor burned out.
- d. One ship failed to release four bombs, believed due to binding of lock salvo bar.


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

SECRET

Form 00-1-1-21

MISSION REPORT - ASSIGNMENT

AAF Station No. 128

DATE OF MISSION 4 FEB. 1944

Group 401ST BOMB GROUP (H)

Type Aircraft B-17G

I - Aircraft: Departed 32

Returned early 5

Attacking target 276

Lost 1

	Size	Quantity	Fusint
II - Bombs: Initial load (total)	500LB M-43	25	TAIL-LONG DELAY
	500LB M-64	357	NOSE-1/10 AND
	500LB M-43	25	TAIL 1/40 & 1/100
Expendeds (on target)	500LB M-64	290	
	500LB M-43	NONE	
(Jettisoned)	500LB M-64	25	(6-LONG DELAY)
	500LB M-43	NONE	
Returned	500LB M-64	12	
Unaccounted for			

III - Flares: Landing, bombing, photoflash, carrier

IV - Expenditures of Small Arms Ammunition (by rds per gun position)

Position	Cal.	No. of Guns	Amm. expended Cal. .20	Amm. expended Cal. .50
Chin Turret	50	50		585
Left Nose	50	16		225
Right Nose	50	23		295
Upper Turret	50	50		710
Lower Turret	50	50		770
Radio Gun	50	23		250
Left Waist	50	27		395
Right Waist	50	27		425
Tail Guns	50	54		725
Totals				

SECRET

(over)

S E C R E T

Total A/C Reported by gun position:

Cal..30 _____ rds.

Cal..50 4,380 rds.

Total expended from abortive A/C:

Cal..30 _____ rds.

Cal..50 _____ rds.

Expended A/C lost or missing:

Cal..30 _____ rds.

Cal..50 7,250 rds.

Gross Totals:

Cal..30 _____ rds.

Cal..50 11,630 rds.

V - Remarks: 103 M-63 IN LOW BOX FUZED 1/10 AND 1/100 SEC.

13 BOMBS, 6 M-64 AND 7 M-43 FUZED WITH LONG DELAY FUSES
OF THE M-124 AND M-125 SERIES. 206 M-64 IN LEAD BOX
FUZED 1/10 AND 1/40 SEC. 18 M-43 FUZED WITH LONG DELAY
FUSES OF THE M-124 AND M-125 SERIES. REFERENCE FOR
LONG DELAY FUSING, TELETYPE F-58-K THIS OFFICE, DATED
4 FEB. 1944.

(Signed)

Wm B. Shoup
Sta. Ord. Off. or AsstS E C R E T

2- (FORM 100)

100-100-100-100
100-100-100-100
100-100-100-100

DATE OF MISSION: 1 FEB 1944

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
OFFICE OF THE COMMUNICATIONS OFFICER
AAF STA 128, APO 634

J-A-2

4 FEBRUARY 1944

SUBJECT: COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 20.
(REFERENCE FIELD ORDER 277)

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.

511, 1 HOMING FROM DEENETHORPE
037, 1 HOMING FROM DEENETHORPE

3. HF/DF BEARINGS.

662, 1 QDM FROM POLEBROOK
979, 4 QDM'S FROM POLEBROOK
511, 1 QDM FROM POLEBROOK
593, 1 QDM FROM POLEBROOK
557, 1 QDM FROM POLEBROOK
091, 2 QDM'S FROM POLEBROOK
0002, 3 QDM'S FROM POLEBROOK
8002, 2 QDM'S FROM POLEBROOK

4. MF/DF FIXES.

NONE.

5. DISTRESS ACTION TAKEN.

NONE.

6. RADIO BEACONS USED.

<u>PLANE</u>	<u>SPLASHERS</u>	<u>MULTI-GROUPS</u>	<u>BUNCHERS</u>
662	4,5,6,16	NOT USED	DEENETHORPE
943	NOT USED	NOT USED	DEENETHORPE
511	6,16	NOT USED	DEENETHORPE
993	4,5,6,7,16	C	DEENETHORPE
979	6,16	NOT USED	DEENETHORPE
467	5,6,16	B	DEENETHORPE
374	6	NOT USED	NOT USED

COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 20, 4 FEB 44.

6. RADIO BEACONS USED (CONTD).

<u>PLANE</u>	<u>SPLASHERS</u>	<u>MULTI-GROUPS</u>	<u>BUNCHERS</u>
037	5	NOT USED	DEENETHORPE
557	4,5,6,7,8	B	NOT USED
593	6,7,16	NOT USED	DEENETHORPE
315	6	NOT USED	DEENETHORPE
369	6	NOT USED	DEENETHORPE
847	6	NOT USED	NOT USED
820	6	NOT USED	DEENETHORPE
488	5,6,8,16	NOT USED	DEENETHORPE
846	6	NOT USED	NOT USED
069	6,16	NOT USED	NOT USED
833	5,6	NOT USED	DEENETHORPE
843	6,7,16	NOT USED	DEENETHORPE
0002	5,6,7,8,16	B	DEENETHORPE
485	4,5,6,16	NOT USED	DEENETHORPE
091	5,6,8,16	NOT USED	DEENETHORPE

7. USE OF GEE.

<u>PLANE</u>	<u>NORMAL TRANS</u>	<u>MAXIMUM RANGE OBTAINED</u>	
		<u>XF NO 1</u>	<u>XF NO 2</u>
485	5135N 0443E	NOT USED	NOT USED
847	5030N 0500E	NOT USED	NOT USED
943	5137N 0428E	NOT USED	NOT USED
662	5115N 0500E	NOT USED	NOT USED
932	5127N 0440E	NOT USED	NOT USED
374	5150N 0500E	NOT USED	NOT USED
037	5153N 0420E	NOT USED	NOT USED
369	5154N 0445E	NOT USED	NOT USED
315	5142N 0410E	NOT USED	NOT USED
846	5145N 0354E	NOT USED	NOT USED
820	5132N 0458E	NOT USED	NOT USED
833	5135N 0451E	NOT USED	NOT USED
069	5133N 0445E	NOT USED	NOT USED

8. USE OF SBA & JAY BEAMS.

NOT USED.

9. USE OF MF/DF SECTION.

SECTION "H" AVAILABLE. NOT USED.

10. BREACHES OF RADIO DISCIPLINE.

NONE.

11. COMMUNICATIONS EQUIPMENT DEFICIENCIES.

<u>PLANE</u>	<u>REPORTED DEFICIENCIES</u>
932	INTERPHONE - OUT, SWITCHES BAD.
485	IFF - INTERFERES WITH LIAISON RECEPTION. COMPASS - CHECK DIAL CALIBRATION.

COMMUNICATIONS REPORT, OPERATIONAL MISSION NO 20, 4 FEB 44.

11. COMMUNICATIONS EQUIPMENT DEFICIENCIES (CONTD).

<u>PLANE</u>	<u>REPORTED DEFICIENCIES</u>
993	INTERPHONE - MIKE CORD OUT IN LEFT WAIST POSITION.
8002	INTERPHONE - CHECK NAVIGATORS POSITION, DISTORTED.
	COMPASS - NEEDLE SPIN, NO SW ON ANTENNA.
557	LIAISON, CHECK.
511	COMPASS - CHECK.
069	INTERPHONE - OUT.
	COMPASS - EXCESSIVE CREEP.
1488	INTERPHONE - RADIO JACKBOX SWITCH BROKE.
843	INTERPHONE - OUT.
	COMMAND - TRANSMITTER OUT.
846	LIAISON - RECEPTION BAD.
820	LIAISON - ANTENNA COUPLING LOOSE, CUTS OUT.
	COMPASS - CHECK.
943	VHF - WEAK ON RECEPTION, LIGHT OUT.
979	INTERPHONE - ERRATIC, CHECK ALL MIKE BUTTONS.
	COMMAND - CHECK TRANSMITTER.
037	INTERPHONE - WEAK AT ALTITUDE.
557	INTERPHONE - CHECK CORDS RADIO OPERATORS POSITION.
593	VHF - SQUEAL.
0002	VHF - SQUEAL.
833	VHF - HOWL.

12. ABORTIVES DUE TO COMMUNICATIONS.

NONE.

13. INFORMATION ON MEACONING.

993 REPORTED SPLASHER 7 MEACONED ON TWO FREQ AT 1400.
 557 REPORTED SPLASHERS MEACONED AT 1300.
 593 REPORTED SPLASHER 16 MEACONED RIGHT AFTER 1500.
 1488 REPORTED SPLASHER 6 MEACONED AT 1400-1500.
 0002 REPORTED SPLASHER 8 MEACONED AT 1330-1400.

14. OTHER COMMUNICATIONS DIFFICULTIES.

1467 REPORTED ALL SPLASHERS JAMMED BEFORE 1400.

15. FUNCTIONING OF DEENETHORPE BUNCHER BEACON.

BUNCHER WAS IN OPERATION ENTIRE MISSION. NAVIGATOR OF SHIP 993 REPORTED GOOD RESULTS UP TO 40 MILES.

16. FUNCTIONING OF DEENETHORPE VHF/DF STATION.

STATION WAS IN OPERATION ENTIRE MISSION. HOMINGS WERE OBTAINED BY POLEBROOK AND OUR OWN SHIPS WHO REPORTED GOOD RESULTS.

COMMUNICATIONS REPORT, OPERATIONAL MISSION 20, 4 FEB 44.

17. REMARKS.

DEFICIENCIES BEING INVESTIGATED & CORRECTED.

Harold M. Kennard Jr.

HAROLD M. KENNA RD, JR.
1ST LT, AIR CORPS,
GP COMM O.

2 INCLS:

- INCL #1 - LEAD SHIP RADIO OPERATOR'S LOG OF LEAD BOX.
- INCL #2 - LEAD SHIP RADIO OPERATOR'S LOG OF COMPOSITE BOX.

(LEAD BOX)

T/SGT ROBERT B. PYLE
(RADIO OPERATOR'S NAME)
2-4-44
(DATE)SHIP NO 847
NO OF QDM'S 0
NO OF FIXES 0
NO OF SOS'S 0
WX 2

NOTE: THE ABOVE IS TO BE FILLED AFTER LANDING

DIV COLLECTIVE CALL SIGN SWVC MF/DF SECTION HCBW COLLECTIVE CALL SIGN XNCC SHIP CALL SIGN LPCGTIME 0803 WATCH OPENED. NAME ROBERT B. PYLECOMPASS OK COMMAND OK LIAISON OKINTERPHONE OK VHF OK IFF OK

TIME	TO	FROM	REMARKS
0805			START NO 1 ENGINE
0818			TAXI
0835			TAKE OFF IFF DET PLUG IN
0900		7MT	7MT 3 V'S X445 0904A AR
	7MT	MMKD	X623 K
	MMKD	7MT	R TNT 1 K
	7MT	MMKD	R 949 K
	MMKD	7MT	R C X629 K
0906	7MT	MMKD	R AR
	AA	7MT	TMT K
0909	JGRP	7MT	R X641 1 X91 4 K
	LNLU	7MT	TMT K
	NKMD	7MT	R X641 2 X391 5 K
	7MT	NMKO	X623 K
	AA	7MT	TMT K
	NMKO	7MT	R X639 K
0917	7MT	NMKO	R AR
0930		7MT	7MT 7 V'S X445 0934A AR
1000		7MT	7MT 9 V'S X445 1004A AR
1030		7MT	7MT 1 V'S X445 1034A AR
	AA	7MT	R K
	7MT	LNLU	R NR1 P Y GR4 = 9903 PNDF RZRN WC = 1040A K
	LNLU	7MT	R (INTERFERENCE)
	7MT	LNLU	R K = XR 10A K
1046	LNLU	7MT	R NR1 AR
	7MT	SKKO	X259 K
	SKKO	7MT	R K
	7MT	SKKO	R NR1 P Y GR3 = PNDF R RN WCDK = 1044 K
1055	SKKO	7MT	R NR1 AR
1100		7MT	7MT 5 V'S X445 1104A AR
1130		7MT	7MT 6 V'S X445 1134A AR
1200		7MT	7MT 8 V'S X445 1204A AR
	7MT	SKKO	X259 K
	AA	7MT	TMT K
	7MT	SKKO	X259 9K
	SKKO	7MT	R K
1205	7MT	SKKO	R NR1 PP YY GR2 = LLHI OHWD = 1200A K
	7MT	LPCG	X259 K
	LPCG	7MT	R K
	7MT	LPCG	R NR1 Y GR2 = LLPN OHWD = 1206A K

TIME	TO	FROM	REMARKS
1215	LPCG	7MT	R NR1 AR
	7MT	LNLU	X259 K
	LNLU	7MT	R K
1220	7MT	LNLU	R NR2 P Y GR2 = LLHI OHWN = 1200A K
1230		7MT	7MT 1 V'S X445 1234A AR
	NKMX	7MT	R K
	7MT	NKMX	R NR2 Y GR2 = LLPN OHWD = K
1255	NKMX	7MT	R NR2 AR
1300		7MT	7MT 2 V'S X445 1304
	SWVC	7MT	X259 LOKL
1313	SWVC	7MT	NR1 F GR5 = /QGQY HKPY RABJ NQ = 1200A AR
			DECODED AND GAVE TO PILOT
	SWVC	7MT	X259 K
1336	SWVC	7MT	NR2 F GR5 = LOID QGQY HKPY RABJ NQ = 1330A AR
			DECODED AND GAVE TO PILOT
1400			REPEATED MSG #2
1430			REPEATED MSG #2
1432			IFF ON AND CHECKED OK
	PQRT	7MT	X291 K
	7MT	PQRT	R AR
1500		7MT	7MT 9 V'S X445 1504A AR
1522			LANDED IFF OFF
1527			DISPERSED
1528			CUT ENGINES
1533			EQUIPMENT OFF AND CHECKED
1535			OFF WATCH

T/SGT ROBERT B. PYLE

(COMPOSITE BOX)

CPL CLARENCE R. MINER
(RADIO OPERATOR'S NAME)
4-2-44
(DATE)

SHIP NO 485
NO OF QDM'S 0
NO OF FIXES 0
NO OF SOS'S 0
WX 2

NOTE: THE ABOVE IS TO BE FILLED AFTER LANDING

DIV COLLECTIVE CALL SIGN SWVC MF/DF SECTION H - B1S
CBW COLLECTIVE CALL SIGN XNCC SHIP CALL SIGN NKMX

TIME 0730 WATCH OPENED. NAME CLARENCE R. MINER
COMPASS OK COMMAND OK LIAISON OK
INTERPHONE OK VHF OK IFF OK

TIME	TO	FROM	REMARKS
0755			ENGINES STARTED
0805			TAXIED
0825			TOOK OFF DETONATOR IN IFF
WING		7MT	8 V'S X445 0834A AR
0858	7MT	NKMX	X623 X279 K / R X639 X291 5 K / R AR
0800	MXSP	7MT	R X639 K / R AR
WING		7MT	3 V'S X445 0904A AR
0907	AA	7MT	IMI K
0909	JGRP	7MT	R X641 4 K
0915	AA	7MT	IMI K / R X623 K
	NKMO	7MT	R X639 K / AR
0920			C-PILOT CALLED WENT ON OXYGEN
WING		7MT	7 V'S X445 0934A AR
WING		7MT	9 V'S X445 1004A AR
WING		7MT	1 V'S X445 1034A AR
			LEFT ENGLISH COAST
1055	7MT	SKKO	R NR1 P Y GR3 = PNDE RZRN WCDK = 1045A K
WING		7MT	5 V'S X445 1104A AR
1125	AA	7MT	IMI K
WING		7MT	6 V'S X445 1134A AR
1150			STARTED THROWING CHAFF
1200			CHAFF ALL GONE
WING		7MT	8 V'S X445 1204A AR
1210	7MT	SKKO	X259 K / R K
	7MT	"	R NR1 P Y GR2 = LLHI OHWD = 1206
1215	7MT	LPCG	NR1 Y GR2 = LLPN OHWD = 1206
1225	7MT	NKMX	X259 K / R K
	7MT	"	R NR1 Y GR2 = DFPN LR = 1220A
	NKMX	7MT	R NR1 AR
			PILOT ASK ME TO SEND THE ABOVE MESSAGE
WING		7MT	1 V'S X445 1235A AR
1245			BOMBS AWAY
			PILOT CALLED ASKED ME TO SEND THE FOLLOWING MESSAGE
1253	7MT	NKMX	X259 K / R K
	"	"	R NR2 Y GR2 = LLPN OHWD = 1247A
	NKMX	7MT	R NR2 AR
WING		7MT	2 V'S X445 1304A AR
1302	SWVC	7MT	NR1 F GR5 = LOKL QGQY HKPY RABJ NQ = 1300A AR
1315			DECODED AND GIVEN TO PILOT

TIME	TO	FROM	REMARKS
1330			DIV BROADCAST WX AGAIN
1339			LEFT ENEMY COAST
1355			NAV CALLED IFF TURNED ON
1400	SWVC	7MT	NR2 F GR5 = LOID QGQY HKPY RABJ NQ = 1330A
1406			DECODED AND GIVEN TO PILOT
1425			IFF OK
1430	SWVC	7MT	X259 NR2 F GR5 =
1435			REACHED ENGLISH COAST
1451	7MT	PQPT	X279 K
	PQPT	7MT	R X291 5 K
	7MT	PQPT	R AR
1455	7MT	KJBE	X623 X279 K .
	KJBE	7MT	X564 K
WING		7MT	9 V'S X445 1504A AR
1506	7MT	NKMX	X623 X279 K / R X639 X291 5 K / AR
1507			IFF CHECKED OK
1519			LANDED IFF OFF DETONATOR OUT
1525			DISPERSAL AREA ENGINES CUT
1526			ALL EQPT OFF CHECKED OK
1528			OFF WATCH
			CPL CLARENCE R. MINER

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

4 February 1944.

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

TO : COMMANDING OFFICER, 401st Bombardment Group (H), APO 634. (Thru Major Brooks).

1. A/C 9847 - Lt. Chapman says flak suits are on the base (crated) and asks why crews should fly without this protection.

2. A/C 1593 - Sgt. Strong states the I.F.F. switch has been moved from the radio room to waist and he is unable to check it as he should. He suggests moving it back to the radio room for no one can properly check it in its' present position. He also suggests a knife be put in radio room so they can cut strings on chaff bundles.

3. A/C 1682 - Lt. Smith said too much criss-crossing back of wing in front of us. Lt. Smith added, "Let's stay out of Ruhr Valley!"

4. A/C 9932 - Lt. Jones had trouble getting a truck to take him to ship before take-off. Entire crew wants silk gloves for hands get very cold.

5. A/C 1511 - Lt. Gelula said there were no lights in the armament shop and the crews could not give guns proper attention. He also added the map folder had the wrong maps. Lt. Wells said the formation was very good.

6. A/C 1315 - Sgt. Melia wants walkway around ball turret removed for it hinders him in getting out of the turret.

7. A/C 9820 - Lt. Dawes says there were not enough flak suits for crew.

8. A/C 1202 - Lt. Sharp said the transportation was good today. Sgt. Older suggests Top Turret dome and nose glass be cleaned. Ball turret gunner need shoes with hard sole, such as the new electric shoes, to operate foot pedals.

9. A/C 1069 - Lt. Taylor wants good lead navigator - not one who flies over Ruhr Valley when briefed to go around it. Sgt. Finchell said he only had part of his flak suit.

10. A/C 1488 - Lt. Miller said the Navigation room was locked, as usual, for briefing and the door had to be broken in. Sgt. Risi said his own flying equipment was given to someone else and the equipment he got didn't fit properly. Lt. Stine says only 5 flak suits were issued.

11. A/C 1485 - Major Seawell and Lt. Causey criticize lead for going through Ruhr Valley.
12. A/C 9993 - Lt. Wilson says the Lead navigator of Combat Wing should be criticized for leading through Ruhr Valley. Entire crew states inefficient organization in the equipment room for getting equipment, partially due to failure of crews to return equipment from previous missions.
13. A/C 7487 - Lt. Hershey says the formation went too fast. Crew stated there was not enough room in the armament ship of the 612th Squadron.
14. A/C 1557 - Lt. Sellers complained of confusion of ship assignments, he had to change his ship number 5 times causing him to be late in taking off. Crew said lead ship led them over flak that should have been avoided. There was no chaff in the ship.
15. A/C 1037 - Lt Grinham says there was inadequate preparation for the mission - he couldn't get crew together, went out to plane and found ordnance still fusing bombs at taxi time and one half hour after leaving coast only had 7 ships in entire high box.
16. A/C 1091 - Lt. Sellers and rest of crew want two PFF ships in formation so that 360's over the target will not be necessary. Crew complained about armament loading two bombs without A-2 releases on bottom stations; no transportation; and not enough food at interrogation. Lt. Mitchell and Lt. Sellers said, "We were Deputy Group Lead and had no "G" box.
17. A/C 8002 - Lt. Wilson said the armament section was not on hand at plane before take-off. Sgt. Passene says not enough flak suits for full crew. Lt. Gilmore said bomb bay doors did not work and had to salvo bombs.
18. A/C 1374 - All flexible gunners want tracers.
19. A/C 0002 - Sgt. Durben says previous crews neglected guns - chin turret guns were rusty.
20. A/C 1487 - Lt. Sheahan says too much use of VHF on forming - called for clear landing but one of Group ships landed immediately in front and caused him to go around. Lt. Davis reported compass out after Gorenflos and still out to day. Sgt. Tomlinson thinks gunners should be briefed on hardstand of A/C - wasted time looking for it. Lt. Sheahan added, "Flashed Aldis at Polebrook for identification - did not get answer." Sgt. Silverstein dislikes wiring down of chair - gets equipment caught - bad for ditching.

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

SS Form 90

S-2 STATISTICAL REPORT

(LEAD GROUP)

Mission of 4 Feb 44

Time of Preparation 2020

Target Frankfurt

Telephoned to A-2 2030

(1) Designation of Group 401st

(2) Total No. of A/C
airborne, incl. spares 20 (SPARES 0)

(3) Total No. of A/C
Dispatched 17

(4) No. of A/C Attacking 17

(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 1

Due to:

- (a) Anti-aircraft fire _____
(b) Enemy fighters _____
(c) Flak and fighters _____
(d) Accident _____
(e) Reasons Unknown 1

(7) Times of Attack 1205 $\frac{1}{2}$

(8) Altitudes of Attack 25000
203 Primary

(9) Bombs on Each Target (a) 1 Koblenz Size 500 (c) Type G.P.

(10) Personnel Casualties 12 Type:

- (a) Number Killed _____
(b) Number Wounded 2
(c) Number Missing 10

(11) A/C Suffering Battle
Damage 7

Category:

- (a) Minor I
(b) Major _____
(c) Salvage _____

REMARKS: _____

(12) None

(13) None

W. B. Fry
Preparing Officer
MAJOR W. B. FRY
GROUP S-2 OFFICER

SS Form 90

S-2 STATISTICAL REPORT

(Composite)

Mission of 4 Feb 1944

Time of Preparation 2020

Target Frankfurt

Telephoned to A-2 2130

(1) Designation of Group 401

(2) Total No. of A/C
airborne, incl. spares 12 (SPARES 0)

(3) Total No. of A/C
Dispatched 11

(4) No. of A/C Attacking 10

(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 *

(8) Altitudes of Attack *

(9) Bombs on Each Target (a) * (b) Size 500 (c) Type G.P.

(10) Personnel Casualties 0 Type:

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

(11) A/C Suffering Battle
Damage 8

Category:

- (a) Minor 8
(b) Major _____
(c) Salvage _____

REMARKS: * Between Frankfurt and Cologne -
altitudes 23,000 to 27,000 ft. - 111x500 G.P.
dropped. 1 jettisoned. 6 Brought back.

W.B. FRY, Major, A.C.
Preparing, Officer

(12) Preliminary Claims 0

(13) Leaflets Dropped 0

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

4 February 1944.

SUBJECT: Enemy Opposition, Mission of 4 February 1944.

TO : A-2, 1st Bombardment Division, APO 634, U.S. Army.

1. No enemy aircraft were reported attacking our aircraft on the mission to Frankfurt on 4 February 1944.

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

401ST BOMBARDMENT GROUP (H)
APO 634

FLAK REPORT

DATE 4 Feb 44TARGET: Frankfurt Time Bombs Away 1205 - Chapman
1245 - Lewis1. Route followed: See track chart attached2. Visibility 10/10 undercast Contrails light3. Position of Group in relation to other Groups: Lead Chapman
High Lewis
Low4. Axis of Attack (Lead A/C) 210° Chapman Degrees Magnetic.
317° Lewis5. Length of Straight and Level Bomb Run: 2 minutes PFF6. Evasive Action Taken: All kinds7. Turn after Bombing: Right to 320° M - Chapman
180° turn - Lewis8. Number of A/C over Target 27
(a) Number of A/C Damaged by A/A Gunfire 15
(b) Number of A/C Lost by A/A Gunfire 0

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

(a) Route out: Meager, inaccurate flak at landfall - black bursts.(b) Target: Moderate to Intense, fair for altitude, good for deflection.
Much of short bursts attributed to chaff. Ground rockets
seen at target.(c) Route back: 35 minutes of continual flak moderate, black, good for altitude
and deflection on way to coast. All barrage type. Route out
~~xxx~~ right over Rhur Valley.10. Comments - Phenomena: One three-burst cluster of bright red flak noted at
5120 - 0625E. White bursts continue to be reported
high above formation. 1125 hours (5050 - 0608E) reported
green flak.11. No. of A/C Carrying "Window": 27
Observed Results: Enemy AA bursts seen concentrated in chaff.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. Lt. D. J. Sutherland

Lead Box
Altitude - 25,000 '

	<u>Chapman</u> 847	
<u>Zitkovich</u> 036		<u>Carmack</u> 369
<u>Wysocki</u> 1069		<u>Walsh</u> 846
<u>Runsey</u> 833	<u>Wells</u> 511	<u>Piper</u> 374
<u>Stein</u> 488	<u>Smith</u> 662	<u>Sharp</u> 202
<u>Dawes</u> 820		<u>Jones</u> 932
<u>Hagen</u> 557	<u>Stimson</u> 316	
<u>Wilson</u> 8002	- flew over target with G	
<u>Gardner</u> 0002	- flew over target with G	
<u>Scharff</u> 593	- flew over target with G	
<u>Sheahan</u> 467	- flew over target with L	

Composite Box
Altitude - 24200 '

<u>Lewis</u> 485	<u>Dempsey</u> 091
<u>Christensen</u> 843	<u>Grinham</u> 037
<u>Tanner</u> 846 979	<u>Fox</u> 993
<u>Hershey</u> 487	<u>Sellers</u> 587 943

Briefing Notes:

Duisburg City is not only the commercial and financial center of S. G. Germany ^{but} is also ~~considerably important as an industrial center.~~ It is the most important of the railway centers on which the Middle Rhine Valley depends. It further contains a large number of mfg. plants making tools, ~~armoured fighting~~ vehicles, chemicals including poison gas, and the M & I of one group of bombing is done usually is The Alfred Teves plant which mfgs aircraft crankshafts, radiators, piston pins and other ^{engine} parts.

The lead ^{Box} group from this field will have a different M & I from the lead Box if bombing is done usually - and both will be explained when the maps are shown on the balopticon.

After forming up over England landfall will be made at Schouwen, Holland. A group of P 47's will pick you up right after you get into the mainland. A second group of P 47's will ~~do~~ with you from 5008 - 0600 to the limit of their endurance. And a group of 51's will carry you over the target area to where the

Hard Group of 47's will rendezvous. A fourth Group (making 5 in all) of 47's will meet you at 5002-0600 and ~~camp~~ stay with you to the limit of their endurance.

The 1st Division will be the first on the target followed 15 min later by the Third Div. which return will be followed in 15 minutes by the Second Division. The Third Division will bomb only your same Target City while the Second Division will bomb both your Target City and the town of Riosal ~~the~~ SW of your Target.

~~See Army target for city groups to the SW - as you lead group~~
L-R The 40 & 4 C/W is flying ahead of you & carrying Chaff. Your planes will also disperse Chaff over the Target area.

Should you have to bail out over E Germany your best chance ^{to live} would be to head west into France or Belgium avoiding Luxembourg & Alsace where your population are unfriendly to you.

~~Willing to~~
Target Ident. Sparacology City - Autotolu
approx. Western edge - bordered by vines and
autams long marshy areas. ~~Surface~~
just before Autotolu.

Bulopticon?

1:500,000 Map

British Note Target Maps

Photo

Explanation of MPT's

Village Bombing - Lead Group will leave the Center of the City for their MPT while the High Group will have the main plant of the Alfred Jones up as their MPT. In case of DFF Bombing Procedure is used. Both groups will use the center of town for their MPT.

Flak

^{Out and back}
Route chosen is very good for avoiding flak. The target Chap will be used. New flak area just South of the target. Setting South of briefed route in will bring you into strong flak areas. Same on way back.

Last Minute Intelligence

Smoke Screen expected

One S. Bound Convoy expected in vicinity on leaving English Coast.

High Tide - 1029 hr.

Low Tide - 1434 & 1645

In case of capture and interrogation by enemy intelligence officers, be sure to give your name, rank and serial no only. At no time and under no circumstances will mention ever be made that the target or MPT was other than a military objective.

- 4 -

It should be necessary to crash land near
Coast line of England. do not attempt to
land on the beach or within 50 yds of
the shore line. as this area is heavily
mined. If unable to land further inland
ditch your plane outside the 50 yd danger
area and keep outside until reached by
the Coast Guard or Air Sea Rescue.

Pilots make sure each crew member has
his passport photos. Co pilots check each man
individually to make certain all scraps of
paper ~~and~~ any identifying material is removed.
Co pilots pick up escape kits and pursue after
briefing.

Do not mention the target.

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

4 February 1944

WEATHER INTERROGATION SUMMARY FOR MISSION OF 4 FEBRUARY 1944

TAKE-OFF: 0820. 4/10 stratocumulus, base 2000', tops 2500'. Nil middle and nil high clouds. Visibility 5 miles.

ROUTE OUT: 2/10 stratocumulus over England, becoming 4-6/10 over the channel and continent, bases 2-3000', tops 2500' over England increasing to 8000' over the channel and continent. 3-5/10 altocumulus, base 10,000', top 12,000' over England, becoming nil over the channel and 9/10+ ~~MX~~, tops 14-15000' over the continent. Nil high over England, becoming 7-9/10 cirrostratus, tops 20-21000' over the channel and again becoming nil over the continent. Visibility unrestricted above clouds.

TARGET: 1205. 10/10 altocumulus, tops 14-15,000'. Nil high cloud. Visibility unrestricted above clouds.

ROUTE BACK: 4-6/10 stratocumulus over continent, becoming 9-10/10 over the channel and England, base 3-4000' over England, tops 7-8000' throughout. 9/10 altocumulus over Germany, becoming 4-6/10 over Belgium and Holland and nil over the channel and England, tops 14-15,000'. Nil high over the continent, becoming 7-9/10 cirrostratus, tops 20-21,000' over the channel and again becoming nil over England. Visibility unrestricted above clouds.

1510.

BASE ON RETURN: 7/9/10+ stratocumulus, base 4-5000', tops 6-7000'. Nil middle and nil high cloud. Visibility 6 miles.

REMARKS: Very light and non-persistent contrails at 24-26,000'. More dense and persistent contrails from fighters at 29-30,000'. Temperatures as briefed. Winds aloft: Direction nearly as briefed; velocities a little stronger than briefed. Snow observed over the continent through the breaks.

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

OPERATIONAL ROUTE FORECAST

DATE 1 JUL 1964
PERIOD 0800-1600
Hq SOS USAPP 9-43/90M/15227

	A	B	C	D
1 WEATHER	Cloudy to overcast with moderate showers	Cloudy to overcast with moderate showers	Overcast to cloudy long cloudy	
2 CLOUDS	6-9/10 variable large cumulus base 2-3000 ft tops 6000 ft occasionally 8000 ft in showers long 7-10/10 over North Sea with 3-5/10 layer altostratus base 15000 ft tops 17000 ft with isolated tops to 15000 ft. All high long 3-5 ft at Out Coast. Patchy 3-5/10 altostratus base 15000 ft tops 17000 ft... All high cloud..	7-10/10 large cumulus base 2-3000 ft tops 10-12000 ft with isolated tops to 15000 ft. Patchy 3-5/10 layer altostratus base 15000 ft tops 17000 ft. Cumulus thin cirrus at 25000 ft near target. Conditions worsening to nil at bases reversed on return.	6-9/10 variable large cumulus base 2-3000 ft. tops 8-10000 ft decreasing to 4-6/10 over England base 2-3000 ft tops 6000 3-5/10 patchy layer of altostratus base 15000	Light non-persistent contrails 28-30000 ft and dense persistent above 23000 ft.
3 ICING	3000 ft- - Moderate clear and rime ice in cloud.	3000 ft- - moderate clear and rime ice in cloud	3000 ft- - moderate clear and rime ice in cloud.	
4 VISIBILITY	3-5 miles hcn unrestricted above cloud	Unrestricted above cloud	Unrestricted aloft and 6 plus at bases.	
HEIGHT	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY	DIRECTION VELOCITY
SURFACE	Wind to 5 degrees short	5 degrees short to target		
5000 FT	320 25	320 40	Plus 5	
4000 FT	330 35	330 45	Minus 5	
3000 FT	320 40	330 50	Minus 10	
2000 FT	320 45	320 70	Minus 21	
1500 FT	320 50	330 80	Minus 32	
1000 FT	310 55	310 90	Minus 42	
500 FT	510 60	310 100	Minus 52	

BASE ALTIMETER SETTING 32.17 TARGET SURFACE TEMP Plus 5 TARGET MEAN TEMP Minus 10
TEMP. AT 15000 FT. Minus 32 TARGET SURFACE (PRESSURE-ALT) 762

DECLASSIFIED PER AWP 245005
BY 54 NARA DATE 3/5/11

BOMBARDMENT SQUADRON (H)
OFFICE OF THE OPERATIONS OFFICER
APO # 634February 4, 1944¹⁹

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 # 42-31485

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P	1st Lt.	Lewis	Clyde	A.	0-800905	615th
CP	Major	Seawell	William	T.	0-23712	615th
N	1st Lt.	Causey	Rufus	F.	0-674149	615th
B	Captain	Kuening	Arnold	C.	0-725449	615th
RO	Cpl.	Miner	Clarence	R.	12098509	615th
TT	T/Sgt.	Weber	Melvin	C.	37261444	615th
BT	S/Sgt.	Howell	James	E.	35398898	615th
FG	2nd Lt.	Sutton	Emmett	S.	0-684790	615th
LWG	S/Sgt.	Tosh	William	A.	35431664	615th
RWG	S/Sgt.	Severson	Marvel	T.	37426585	612th

*Plane # 42-31091

P	1st Lt.	Dempsey	Ralph	M.	0-800846	615th
CP	2nd Lt.	Mitchell	Lewis	A.	0-680678	615th
N	1st Lt.	Sellers	Lloyd	W.	0-736661	615th
B	1st Lt.	Dolan	William	W.	0-741142	615th
RO	S/Sgt.	Graham	James	J.	16099737	612th
TT	T/Sgt.	Zander	Harold	S.	33240304	615th
BT	Sgt.	Provencher	Armand	L.	11083958	614th
FG	S/Sgt.	Knapp	Phil	N.	39540171	615th
LWG	S/Sgt.	Fatica	Battista	J.	35324899	615th
RWG	S/Sgt.	Merlino	Frank	A.	31208150	615th

*Plane # 42-37833

P	Captain	Rumsey	William	M.	0-728740	615th
CP	2nd Lt.	Kaebercher	Robert	D.	0-681433	615th
N	1st Lt.	Walsh	Michael	R.	0-676185	615th
B	1st Lt.	Arnold	Harold	S.	0-681515	615th
TT	T/Sgt.	Carter	William	W.	39829464	615th
BT	T/Sgt.	Roberts	Donald	B.	32377788	615th
BT	S/Sgt.	Lieberman	Irving	I.	13103453	615th
FG	S/Sgt.	McElligott	Herbert	F.	36426974	615th
LWG	S/Sgt.	Rothwell	Frank	A.	33330990	615th
RWG	Sgt.	Adker	Joseph	F.	6966455	615th

*Enter complete number of aircraft

** Designate Engineer

Plane # 42-31521

P	2nd Lt.	Campbell	Paul	E.	0-745614	615th
CP	2nd Lt.	De Siano	Ambrose	(NMI)	0-751279	615th
N	2nd Lt.	Wilhelm	Andrew	C.	0-809788	615th
B	2nd Lt.	Malbone	Ralph	B.	0-748818	615th
RO	S/Sgt.	Anderson	Martin	A.	36525889	615th
TT	S/Sgt.	Hensley	Ora	N.	35440805	615th
BT	Sgt.	Brown	Saul	H.	32478555	615th
TG	Sgt.	Schmouder	Glen	E.	33236565	615th
LWG	Sgt.	Smith	Alan	M.	32610440	615th
RWG	Sgt.	Kendrick Jr.	Joseph	W.	14150904	615th

DUTY	RANK	LAST (name)	FIRST	MI	ASN	SQUADRON
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Airplane No. 42-37843 *

P.	1st Lt.	Christensen	Ellsworth	E.	0-801593	815th
CP.	2nd Lt.	Rustand	Ronald	L.	0-753815	815th
N	2nd Lt.	Wong	Delbert	E.	0-750236	815th
B	2nd Lt.	Reynolds	Herbert	A.	0-749931	815th
RO	S/Sgt.	Mehlman	Raymond	G.	32438897	815th
TT*	S/Sgt.	Breen	Roland	J.	18133784	815th
BT	S/Sgt.	Nonemaker	Jack	D.	19175334	815th
TG	Sgt.	Holzmann	Micagel	(NMI)	32265851	815th
LWG	S/Sgt.	Batson	Allen	L.	39288048	815th
RWG	Sgt.	Johnson	Russell	W.	32466408	815th

Airplane No. 42-31037 *

P	1st Lt.	Grinham	Fred	D.	0-729337	815th
CP	2nd Lt.	Brown Jr.	Fred	(NMI)	0-748548	815th
N	2nd Lt.	Whitney	Ray	F.	0-750325	815th
B	2nd Lt.	Wolfe	Ralph	W.	0-676904	815th
RO	S/Sgt.	Lewis	Charles	E.	11103264	815th
TT*	S/Sgt.	Patterson	Delbert	L.	18162265	815th
BT	Sgt.	Hardy	Charles	E.	11097732	815th
TG	Sgt.	Asbell	William	R.	14182638	815th
LWG	Sgt.	Cummings	William	T.	33346986	815th
RWG	S/Sgt.	Bousman	Herbert	M.	12156697	815th

Airplane No. 42-31069

P	1st Lt.	Wysocki	Stephen	(NMI)	0-677398	815th
CP	2nd Lt.	Carter	George	L.	0-750770	815th
N	2nd Lt.	Taylor	James	(NMI)	0-750228	815th
B	2nd Lt.	Gurvin	Robert	M.	0-676945	815th
RO	S/Sgt.	Kenny	Gerald	M.	18157381	815th
TT*	S/Sgt.	McIntyre	William	(NMI)	33289742	815th
BT	S/Sgt.	Clare	David	E.	13092668	815th
TG	S/Sgt.	Smith	William	D.	19122676	815th
RWG -	Sgt.	Finchell	Sherwyn	(NMI)	14119335	815th
LWG	Sgt.	Koon	Ernest	H.	34441033	815th

Airplane No. 42-40002 *

P	2nd Lt.	Gardner	Edward	T.	0-745881	815th
CP	2nd Lt.	Shelton	Horace	H.	0-752024	815th
N	2nd Lt.	Gouger	Carroll	A.	0-808038	815th
B	2nd Lt.	Vickrey	Charles	R.	0-663678	815th
RO	Sgt.	Monnes	Fred	(NMI)	12187401	815th
TT*	Sgt.	✓ Skelton MINARD	Floyd	(NMI)	39692414	815th
BT	Sgt.	Peters	Peter	J.	35583120	815th
TG	Sgt.	Bosowski	Stephen	R.	35561239	815th
LWG	Sgt.	Trupia	Salvatore	A.	12133746	815th
RWG	Sgt.	Durben	Francis	J.	17154973	815th

(*) ENTER COMPLETE AIRPLANE NUMBER

(**) DESIGNATES ENGINEER.

*

5-3

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

4 FEBRUARY

1944

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 # 42-31374

DUTY.	RANK	LAST (NAME)	FIRST	(IC)	A.S.N.	SQUADRON
P -	1st Lt.	PIPER, HARRY	HARRY	L.	0740910	613th
CP -	2nd Lt.	HELLMUTH	GEORGE	J.	0748646	"
N -	2nd Lt.	COVENTRY	JAMES	A.	0678616	"
B -	2nd Lt.	GIBSON	RAYMOND	E.	0676254	"
RO -	T/SGT.	WAGNER	ROBERT	F.	34209104	"
TT -	S/SGT.	BAILEY	JAMES	H.	17016617	"
BT -	PVT.	BRANDT	GORDON	F.	16095987	"
TG -	S/SGT.	DEVITO	MICHAEL	F.	12155471	"
LWG -	S/SGT.	MOORE	ROYCE	W.	18051910	"
RWG -	S/SGT.	KERR	ROBERT	V.	19094519	"

*Plane # 42-31202

P *	2nd Lt.	SHARP	JAMES C.	C.	0745199	"
CP *	2nd Lt.	HUSS	VINCENT	J.	0751139	"
N -	2nd Lt.	STEPHENS	DAVID	H.	0809751	"
B -	2nd Lt.	BUSSE	MYLES	R.	0686182	"
RO -	T/SGT.	LIPA	MILTON	J.	11071562	"
TT -	M/SGT.	OLDER	HAROLD	K.	6565810	"
BT -	SGT.	SEDERIS	JOHN	J.	32562499	"
TG -	S/SGT.	TOMKINSON	ALFRED	A.	37277363	"
LWG -	SGT.	TOBINE	RODNEY	T.	31175945	"
RWG -	SGT.	DRAIN	JAMES	A.	12165707	"

*Plane # 42-30855

P -	2nd Lt.	SHANES	LOY	M.	0803288	"
CP -	2nd Lt.	MAYNE	ALFRED	P.	0687914	"
N -	2nd Lt.	WENRICH	EDWARD	V.	0690518	"
B -	2nd Lt.	EDKIN	THOMAS	H.	0682088	"
RO -	S/SGT.	SANTANGELO	MARIO	N.	32792053	"
TT -	S/SGT.	JARRETT	WILLIAM	R.	35394215	"
BT -	SGT.	GIBSON	HARDNEY	A.	13117804	"
TG -	SGT.	RODGERS	HAROLD	E.	32487815	"
LWG -	SGT.	HAUCK	GLEN	L.	35698611	"
RWG -	SGT.	PETRO	JOHN	Jr.	37544469	"

*Enter complete number of aircraft

** Designate Engineer

DUTY RANK LAST (name) FIRST MI ASN SQUADRON

Airplane No. 42-31467

P.						
CP.	2d Lt.	SHEAHAN	WILLIAM	C.	0746438	613 th
N	2d Lt.	OGDEN	ELLIOTT	B.	0687202	"
B	2d Lt.	DAVIS	ROBERT	O.	0808000	"
RO	2d Lt.	CONWAY	DOUGLAS	M.	0685775	"
TT**	S/Sgt.	SILVERSTEIN	DONALD	W.	12156493	"
BT	S/Sgt.	RICKEY	RICHARD	W.	15054437	"
TG	Sgt.	JUSTICE	HAZARD	(NMI)	15340143	"
LWG	Sgt.	O'MARA	JOHN	W.	15063833	"
RWG	S/Sgt.	FALK	SEYMOUR	(NMI)	17037059	"
	Sgt.	TOMLINSON	ROSCOE	P.	14159387	"

Airplane No. 42-31593

P						
CP	2d Lt.	SCHARFF	PAUL	F.	0803697	"
N	2d Lt.	ECKERT	CHARLES	A.	0626397	"
B	2d Lt.	SCHWARTZ	BERNARD	(NMI)	0689665	"
RO	2d Lt.	HOOVER	ROBERT	E.	0688702	"
TT**	Sgt.	STRONG	ROBERT	C.	6067253	"
BT	S/Sgt.	KARL	RICHARD	X.	33397179	"
TG	Sgt.	BEDELL	CHARLES	H.	32577472	"
LWG	Sgt.	SMALLIN	JAMES	H.	39035600	"
RWG	Sgt.	LEKING	ROGER	T.	35348050	"
	Sgt.	PYNIGAR	FREDERICK	G.	31144508	"

Airplane No. 42-3593

P						
CP	1st Lt.	JONES	DONALD	E.	0733753	"
N	2nd Lt.	O'NEIL	EDWARD	T.	0745163	"
B	1st Lt.	BENNETT	CYRUS	P.	0749419	"
RO	1st Lt.	MARTIN KELLY	MARTIN JOHN	J.H.	0732822	"
TT*	T/Sgt.	SCHOENBERGER	NICHOLAS	D.	35406951	"
BT	S/Sgt.	BOROS	JOSEPH	J.	33285703	"
TG	S/Sgt.	WEAVER	WILMER	F.	33316065	"
LWG	S/Sgt.	DE CINCQUE	LEWIS	A.	32269844	"
RWG	S/Sgt.	SCHAIR	ARTHUR	(NMI)	12088058	"
	S/Sgt.	FERLAND	ARTHUR	W.	11110359	"

Airplane No. 42-31226

P						
CP	1st Lt.	STELZER	ROBERT	L.	0461320	"
N	2nd Lt.	JOHNSON	WENDELL	T.	0687836	"
B	2nd Lt.	HOBBS	HERBERT	L.	0688441	"
RO	2nd Lt.	WARREN	ROBERT	(NMI)	0685898	"
TT**	T/Sgt.	HECKER	DONALD	A.	36522865	"
BT	S/Sgt.	THAYER	BLISS	P.	11055078	"
TG	S/Sgt.	BLACK	JAMES	P.	39300495	"
LWG	S/Sgt.	NICELY	JOHN	H.	13156041	"
RWG	S/Sgt.	RICE	EDWARD	J.	16096299	"
	S/Sgt.	EDWARDS	THOMAS	H.	38211220	"

(**) ENTERED AIRPLANE REGISTER
(**) DESIGNATES ENGINEER.

S-3

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

Feb 4th 19 44

SUBJECT: Loading List.

T

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

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

*PLANE # 42-39993

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A. S. N.	SQUADRON
P	1st Lt.	Fox	Gaston	M.	0-802737	612th
CP	2nd Lt.	Blaise	Gerald	L.	0-748328	"
N	2nd Lt.	Wilson	Darrel	D.	0-750174	"
B	2nd Lt.	Mendelson	Leonard	J.	0-749917	"
RO	T/Sgt.	Brandt	Duane	G.	39193489	"
**TT	T/Sgt.	Brown	Allen	D.	38294097	"
BT	Sgt.	Van Booven	Donald	W.	37232922	"
TG	S/Sgt.	Surprise	Walter	L., Jr.	17129684	"
LWG	S/Sgt.	Gallas	Joseph	(NMI)	33394658	"
RWG	S/Sgt.	Amber	Joe	R.	36703821	"

*PLANE # 42-39837 557

P	2nd Lt.	Hagan	Marion	O., Jr.	0-803190	612th.
CP	2nd Lt.	Dunn	John	B., Jr.	0-690067	"
N	2nd Lt.	Cordell	Wilbur F.		0-811569	"
B	2nd Lt.	Hutson	Waymen	T.	0-406409	"
RO	S/Sgt.	Barr	Martin	A.	33238108	"
**TT	S/Sgt.	Simmons	Harry	G., Jr.	33251053	"
BT	Sgt.	Cox	Wade	M.	15071368	"
TG	Sgt.	Stone	James	A.	31129780	"
LWG	Sgt.	Henson	William	W.	34604655	"
RWG	Sgt.	Huston	Arthur	A.	37264453	"

*PLANE # 42-39943

P	1st Lt.	Sellers	William	D.	0-666363	612th.
CP	2nd Lt.	George	Jack	E.	0-747545	"
N	2nd Lt.	Shapiro	Aaron	(NMI)	0-128459	"
B	2nd Lt.	Rementeria	David	A.	0-744333	"
RO	T/Sgt.	Lehr	Jesse	H.	34473124	"
**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.	Gallahan	Michael	J.	18150617	"

** Enter complete number of aircraft
Designate Engineer

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

*PLANE # 42-39765

P	1st Lt.	Kelly	William	J.	0-802205	612th.
CP	2nd Lt.	Gaynor	Daniel	J.	0-684694	"
N	2nd Lt.	Van Dyke	George	R.	0-683350	"
B	2nd Lt.	Troy	Ephraim	F.	0-673754	"
RO	S/Sgt.	Van Duren	Paul	R.	12165646	"
**TT	T/Sgt.	Johnson	3549 Morris W.		35493817	"
BT	T/Sgt.	Stengel	Percy	J.	36276698	"
TG	S/Sgt.	Garity	John	B.	16155719	"
LWG	S/Sgt.	Peacock	George	P.	6573365	"
RWG	S/Sgt.	Morini	Alfred	J.	32492617	"
GP	2nd Lt.	Ramsey	Robert	J.	0-681191	"

*Plane # 42-31662

P	1st Lt.	Smith	Stuart	E.	0-802795	612th.
CP	2nd Lt.	Chmura	Stanislaw	R.	0-684687	"
N	2nd Lt.	Harding	James	B.	0-750168	614th.
B	2nd Lt.	Majewski	Louis	J.	0-747598	612th.
TR	T/Sgt.	Carr	Maurice	A.	38321224	"
*BT	T/Sgt.	Davies	Leonardo	F.	32506396	"
RO	T/Sgt.	McCawley	Fred	E.	16035651	"
TG	S/Sgt.	Parker	Harry	C.	39034361	"
LWG	S/Sgt.	Seicchitano	Frank	J.	32489249	"
RWG	S/Sgt.	Hopkins	Calvin	W.	32076946	"

*PLANE # 42-39979

P	2nd Lt.	Tanner	John	R.	0-803901	612th.
CP	2nd Lt.	McDaniel	Robert	E.	0-687317	"
N	2nd Lt.	Strom	Kenneth	L.	0-690690	"
B	2nd Lt.	Szungyi	John	P.	0-749656	"
RO	T/Sgt.	DiPierro	Cosimo	A.	12172563	"
**TT	T/Sgt.	Cable	Harvey	T.	39531286	"
BT	S/Sgt.	Graf	Cecil	L.	19188506	"
TG	S/Sgt.	Johns	Carl	W.	37248950	"
LWG	S/Sgt.	Daniel	Edward	P.	39251499	"
RWG	S/Sgt.	Francis	Raymond	R.	39038724	"

*PLANE # 42-97487

P	2nd Lt.	Hershey	Harry	J.	0-803198	612th.
CP	2nd Lt.	Woods	Robert	R.	0-677390	"
N	2nd Lt.	Buder	Eugene	H.	0-1575801	"
B	2nd Lt.	Boxer	Martin	W.	0-684132	"
RO	S/Sgt.	Cherry	Noel	C.	39853397	"
**TT	S/Sgt.	Pugh	Alfred	E.	18050687	"
BT	Sgt.	Chiccino	Joseph	R.	33581297	"
TG	Sgt.	Joseph	Melad	C.	38195262 11114921	"
LWG	Sgt.	Civello	Hubert	C.	38195262	"
RWG	Sgt.	Plate	Robert	B.	36268711	"

* Enter Complete number of Aircraft
** Designate Engineer

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

Feb. 4th. 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 # 42-31511

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRON
P -	2nd Lt.	Wells	Kenneth	C.	0-677365	612th
CP -	2nd Lt.	Guinn	Euin	N.	0-803975	"
N -	2nd Lt.	Gelula	Warren	(NMI)	0-809579	"
B -	2nd Lt.	Lingenfelter	Leo	I.	0-682580	"
RO -	S/sgt.	Bartlett	Edward	M.	11122117	"
PT -	S/Sgt.	Larson	Robert	D.	17035493	"
BT -	Sgt.	Convertino	Rico	S.	12096330	"
IG -	S/Sgt.	Weatherman	James	H.	6923486	"
LWC -	Sgt.	Price	William	(NMI)	33054780	"
RJC -	Sgt.	Chapman	William	E.	12074439	"

*Plane # _____

P -
 CP -
 N -
 B -
 RO -
 PT -
 BT -
 IG -
 LWC -
 RJC -

*Plane # _____

P -
 CP -
 N -
 B -
 RO -
 PT -
 BT -
 IG -
 LWC -
 RJC -

*Enter complete number of aircraft

** Designate Engineer

Plane

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

4 February

44

19

SUBJECT: Loading List.

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

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

42-31455 847
*Plane #

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADRO.
P -	1st Lt.	CHAPMAN	ALVAH	H	O-461727	614th
CP -	Major	BROOKS	ALLISON	C.	O-25258	401st Gp
I -	2nd Lt.	SMITH	CHARLES	M.	O-734580	614th
E -	1st Lt.	DEVILLE	FRANK	M.	O-747581	"
RO -	T/Sgt.	Pyle	Robert	B.	15335829	"
TT -	T/Sgt.	Wilson	George	S.	35407356	"
BT -	S/Sgt.	Spatilson	Bruno	J.	35184854	"
PG -	2nd Lt.	BERGERSON	CLIFFORD	C.	O-748529	"
LWG -	S/Sgt.	Dayton	James	E.	39032317	"
RTG -	S/Sgt.	Gatzmeyer	Gerald	R.	16109129	"

42-31369
*Plane #

P *	1st.	CAMMACK	VERNON	K.	O-802719	614th
CP *	XXXXXXXX CAPT.	XXXXXXXX HINKLE	XXXXXXXX CARL	U. C.	XXXXXXXX 024829	"
N -	2nd Lt.	HASKINS	CECIL	A.	O-685604	"
B -	2nd Lt.	WHITE	WILLIAM	C.	O-679423	"
RO -	T/Sgt.	Timme	Glenn	A.	32481704	"
TT -	T/Sgt.	Slate	Chester	A.	14134208	"
BT -	S/Sgt	Ames	Ensign	S.	6864052	"
TG -	S/Sgt.	Price	John	R.	16151789	"
LWG -	S/Sgt.	Parratt	John	L.	13100644	"
RTG -	S/Sgt.	Harlow	Clevy	D.	36426472	"

42-31315
*Plane #

P -	1st Lt.	STIMSON	BOUDINOT	(NMI)	O-799493	614th
CP -	2nd Lt.	LAULG	EDWIN	W.	O-743693	"
N -	2nd Lt.	O'NEAL	JOHN	E.	O-671169	"
B -	2nd Lt.	PFATFMAN	JACK	L.	O-749735	"
RO -	S/Sgt.	Sherman	Eston	C.	31172258	"
TT -	S/Sgt.	Kukurin	Karl	E.	33301988	"
BT -	S/Sgt.	Melia	Paul	S.	32806521	"
TG -	S/Sgt.	LeSage	Alfred	(NMI)	13068963	"
LWG -	S/Sgt.	Sandford	Franke	W.	4458498	"
RTG -	S/Sgt.	Mancuso	Garmon	L.	32582642	"

Enter complete number of aircraft
** Designate Engineer

DUTY	RANK	LAST (name)	FIRST	MI	ASN	SQUADRON
------	------	-------------	-------	----	-----	----------

Airplane No. 42-39846 *

2nd Lt.	WALSH	ROBERT	P.	0-804771	614th
2nd Lt.	LONG	JOHN	C.	0-753901	"
2nd Lt.	MATRICIAN	MICHAEL	(NMI)	0-690478	"
2nd Lt.	PORTER	GUY	R.	0-748098	"
PO/Sgt.	Zappala	Vincent	(NMI)	32573092	"
1st Lt.	Shults	Glennie	C.	34472857	"
1st Lt.	Collie	Perry	O.	36427682	"
1st Lt.	Brogan	Ludvick	J.	19180645	"
1st Lt.	Gartmull	Charles	L.	35580963	"
1st Lt.	Layland	John	M.	37457551	"

42-38002

Airplane No.	WILSON	*	CARLETON	E.	0-803329	614th
2nd Lt.	KELLEY		CURTIS	C.	0-752211	"
2nd Lt.	CONNERY		JOHN	K.	0-809538	"
2nd Lt.	GILMORE		GEORGE	J.	0-682107	"
PO/Sgt.	Anderson		Carl	D.	35612826	"
PO/Sgt.	Quinn		Robert	E.	35612632	"
1st Lt.	Passeno		William	W.	36539194	"
1st Lt.	Pettit		Gerald	N.	35109913	"
1st Lt.	Mellahan		James	F.	32714726	"
1st Lt.	Smith		George	R.	13131441	"

LWG
RWG 42-31488

2nd Lt.	STINE	ROBERT	O.	0-803891	614th	
2nd Lt.	KEHOE	ROBERT	J.	0-752209	"	
2nd Lt.	MILLER	LEE	S.	0-809680	"	
Airplane No.	Emprio	*	WALTER	P.	0-682091	"
PO/Sgt.	Keeney		Frank	E.	32623979	"
PO/Sgt.	Trump		Paul	W.	13119931	"
1st Lt.	Risi		John	M.	13176768	"
1st Lt.	Prager		Gilbert	(NMI)	32714501	"
1st Lt.	Shutes		Adrian	L.	13124339	"
1st Lt.	Phillips		Edward	J.	38398663	"

BT
TG
LWG
RWG

Airplane No. *

P
CP
N
B
RO
TT**
BT
TG
LWG
RWG

(*) ENTER COMPLETE AIRPLANE NUMBER
(**) DESIGNATES ENGINEER.

*

614

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

4 February 1944

19

SUBJECT: Loading List.

T

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

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

*PLANE 42-39820

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A. S. N.	SQUADRON
1st Lt.	DEWES		WILLIAM		R. JR.	0802781 614th
2nd Lt.	PRATT		JOHN		D.	0748784 "
2nd Lt.	SCHUBERG		JOHN		A.	0750222 "
2nd Lt.	VAN NOY		RUSSELL		H. 0679404	0802781 "
B 2/Sgt.	Aronson		Arlyn		C.	17155135 "
B 2/Sgt.	Norell-		Olle		A.	36147173 "
BT Sgt.	Harmon		Terrance		H.	32446490 "
TG Sgt.	Gentry		Ray		A.	34434724 "
LWG Sgt.	Teel		Oliver		E.	18160114 "
BWG	Mooney		William		R.	18169545 "

*PLANE 42-39036

2nd Lt.	ZITKOVIC		FRANK		J.	0802828 614
2nd Lt.	CLIFTON		BASCOM		D.	0738349 "
2nd Lt.	GOODWIN,		WAYNE		R.	0688430 "
2nd Lt.	WENGER		JOHN		L.	0686706 "
B 2/Sgt.	Dippel		Joseph		H.	35715066 "
B 2/Sgt.	Davidson,		Eurton		S.	3345105 "
BT Sgt.	Howard		Charles		J. Jr.	15063132 "
TG Sgt.	Slotnick		Max			12156732 "
LWG Sgt.	Fritsinger		Raymond		W	33481601 "
BWG	Nichols		James		O.	37239419 "

42-31034

*PLANE #

2nd Lt.	WEBER		EZRA		S.	0804435 614
2nd Lt.	PEACOCK		GEORGE		N.	0687758 "
2nd Lt.	WIRBEL		CHARLES		H.	0690530 "
2nd Lt.	OLIVER		WALTER		L.	0746602 "
B 2/Sgt.	Krekorian,		Reuben		E.	31173020 "
B 2/Sgt.	Huber		John		A.	13028157 "
BT Sgt.	Sleener		Lewis		A. Jr.	15334648 "
BT Sgt.	Schellenburg		Clarence		H.	16049924 "
TG Sgt.	KINSEY Kinsey		Robery		S.	17129375 "
LWG Sgt.	Panichas		Geog e		T.	11110633 "

** Enter complete number of aircraft
Designate Engineer

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

4 February 1944

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 # 42-39820

DUTY	RANK	LAST (NAME)	FIRST	(MI)	A.S.N.	SQUADR
P -	1st Lt.	DAWES	WILLIAM	R. Jr.	0802731	614th
CP -	2nd Lt.	PRATT	JOHN	D.	0748784	"
N -	2nd Lt.	SCHUBERG,	JOHN A.		0750222	"
B -	2nd Lt.	VAN NOY	RUSSELL	N.	0679404	"
RO -	S/Sgt.	Aronson	Arlyn	C.	17155135	"
**TT -	S/Sgt.	XXXX Norell	Alle	A. XXXXXXXX	36147173	"
BT -	XX Sgt.	Harmon	Terrance	W	32446490	"
TG -	S/Sgt.	Gentry	Ray	A/	34434722	"
LWG -	S/Sgt.	Teel	Oliver	E.	18160414	"
RWG -	S/Sgt.	Mooney	William	R.	18169545	"

*Plane # 42-39036

P *	2nd Lt.	ZITKOVIC	FRANK	J.	0802823	
CP *	2nd Lt.	CLIFTON, BASCOM		O.	0738349	614th
N -	2nd Lt.	GOODWIN,	WAYNE	R.	0688430	"
B -	2nd Lt.	WENGER,	JOHN	L.	0686706	"
RO -	S/Sgt.	Dippel	Joseph	H.	35715086	"
**TT -	S/Sgt.	Davidson, Burton		S.	33346105	"
BT -	Sgt.	Howard	Charles J. Jr.		15063132	"
TG -	Sgt.	Slotnick	Max		12156732	"
LWG -	Sgt.	Fritzinger	Raymond W.	33481601		
RWG -	Sgt.	Nichols,	James	O.	37239419	"

*Plane # 42-31034

P -	2nd Lt.	WEBER,	EXRA	S	0804435	614th
CP -	2nd Lt.	PEACOCK	George	N.	0687758	"
N -	2nd Lt.	WIRBEL	CHARLES	H.	0690530	"
B -	2nd Lt.	OLIVER	WALTER	L	0746602	"
PA -	S/Sgt.	Krekorian, KREK	Reuben	E.	31173020	"
**T -	S/Sgt.	Huber	John	A	13028157	"
BT -	Sgt.	Sleeper	Lewis	A.-jr.	15334648	"
TG -	Sgt.	Schellenburg,	Clarence	H.	16049924	"
LWG -	Sgt.	Kinsey	Robert	S.	17129375	"
RWG -	Sgt.	Paichas	George	T.	11110633	"

*Enter complete number of aircraft

** Designate Engineer

Lt. Harding, James O. 0750168

~~XXXXXXXXXX~~

Sgt. Provencher, Armand L.

HEADQUARTERS
STATION NO. 128
APO 634

4 February, 1944

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

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

Engine Failures (2) Runaway Propeller (1)
Rough Engines (3) Free Air Temperature Gauge Out (1)

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

Bomb Bay Door Relay Switches Inoperative (1)
Faulty Bomb Rack Releases (2)
Burned Out Bomb Bay Door Motors (1)
Chin Turret Inoperative (1)

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

Heated Suit Out (2)

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
4 February, 1944

SUBJECT: Mission Summary Report.

TO : Group Operations, Station 128, APO 634.

1. Abortives.

a. Airplane No. 42-39765 returned early for the reason that Pilot was unable to get any power from aircraft above 20,000 feet altitude. Subsequent ground check revealed no malfunction.

b. Airplane No. 42-31034 returned early for the reason that # 1 engine failed in flight.

c. Airplane No. 42-30855 failed to complete mission because A.F.C.E. Panel burned out.

d. Airplane No. 42-31226 returned early for the reason that Tail Gunner's heated suit failed to function.

e. Airplane No. 42-31521 failed to complete mission because of leak in Right Waist Gunner's Regulator, causing entire oxygen system to drain.

2. Battle Damage.

a. 42-38002 - Small flak hole in # 3 ring cowl; Small flak hole in leading edge of left wing, between fuselage and # 2 engine.

b. 42-31315 - Two flak holes through right horizontal stabilizer; Cal..30 hole in bottom of fuselage, near station 7; 2" flak hole in bottom of fuselage, right of ball turret; 2" flak hole through left aileron; 3" flak hole through right wing behind # 3 nacelle, stringer broken;

c. 42-31488 - 1" X 4" flak hole in bottom of left wing, near tip.

d. 42-39943 - Flak hole in right side of vertical stabilizer, near station 10; Flak hole in right bombay door 1 ft. from rear; Flak hole in leading edge of chin turret.

SUBJECT: Mission Summary Report. (continued)

e. 42-39487 - Flak hole in bottom of right wing, near station 29; Flak hole in left elevator near station 188, entered bottom, out top; Small flak hole in top of right wing just back of leading edge near station 30; Flak hole in right side of radio room near station 5f; exit left side near station 5e, causing damage to rudder trim tab and tail wheel lock cables; Flak holes on trailing edge of right flap near station 18;

f. 42-39979 - Flak hole in left elevator near station 208, entered bottom, out top; Flak hole in right side of vertical fin near station 5 and 8a; Flak hole in vertical fin near station 6k;

g. 42-39993 - Flak hole in left side of tail gunner's window; Flak hole in top left side of nose section just behind plexiglass; Flak hole just above front escape hatch; Flak hole in bottom of left wing near station 8; Flak hole in left side of fuselage just behind life raft compartment; Flak hole in top of left wing near station 30; Flak hole in top of left wing near station 18; Co-pilot's taxi window shattered by flak; Left side of upper turret hit by flak.

h. 42-31485 - 2" flak hole in top of plexiglas nose section; Large flak hole through right wing, near tip; Flak hole in bottom of left horizontal stabilizer, near center; Small flak hole through rudder; Small flak hole in # 4 cowl flap and accessory cowl; Small flak hole in right side of fuselage, beneath window of radio compartment; Small flak hole in right side of fuselage, forward of waist position.

i. 42-31091 - Small flak hole in top of # 2 ring cowl; Large flak hole in left and right bomb bay doors.

j. 42-37843 - Two small flak holes in leading edge of right wing, near tip; Flak hole in # 2 oil cooler fairing; Flak hole through left wing, inner panel, near trailing edge; 3" flak hole in top of right wing, outer panel; Large flak hole in bottom of fuselage, right of ball turret.

k. 42-31069 - Small flak hole in emergency escape hatch door; Small flak hole in leading edge of right wing, to right of # 4 nacelle.

l. 42-31557 - Flak hole through left elevator; Small flak hole in top of fuselage, left of radio hatch; Flak hole through left wing behind # 2 nacelle; Small flak hole through right wing, near tip; Small flak hole in bottom of fuselage, near escape hatch; Small flak hole in bottom of # 3 nacelle; Small flak hole in bottom of left wing, near tip.

SUBJECT: Mission Summary Report. (continued)

m. 42-31467 - Small flak hole in astrodome; Large flak hole through Rudder; Small flak hole in bottom of fuselage, near nose; Flak hole in bottom of fuselage, near tail; Flak hole through right aileron; Small flak hole in top of fuselage, near radio hatch; Radio window on left side of fuselage broken; Flak hole in top of right wing tip, stringer broken; Small flak hole in top of left wing, near tip; Flak hole in leading edge of right wing, outer panel.

n. 42-31593 - Flak hole in bottom of # 2 ring cowl; Small flak hole in bottom of right wing at trailing edge, near fuselage; Flak hole in top of right aileron; Small flak hole in top of right wing, behind # 4 nacelle.

o. 42-31037 - Small flak hole in bottom of fuselage, near tail; Flak hole through left horizontal stabilizer; Flak hole in bottom of fuselage, near station 5, causing structural damage; Two flak holes in top of left wing, outer panel; Small flak hole in top of right horizontal stabilizer; Flak hole in top of left horizontal stabilizer, near fuselage; Flak hole in leading edge of left wing, outer panel.

<u>TOTAL NO.</u> <u>OF A/C</u>	<u>MAJOR</u> <u>DAMAGE</u>	<u>MINOR</u> <u>DAMAGE</u>	<u>BY</u> <u>FLAK</u>	<u>FLAK &</u> <u>FIGHTER</u>
15	0	15	14	1

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

HEADQUARTERS
401ST BOMBARDMENT GROUP (H)
Station 128

A.P.O. 634
4 February, 1944

SUBJECT: Armament Narrative, Mission No. 20, 4 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 4 February, 1944.

One Chin Turret became inoperative due to brushes in amplidynes.

BOMB RACK MALFUNCTIONS

a. One ship was unable to open Bomb Bay doors electrically due to faulty bomb bay door relay switch.

b. One ship failed to release one bomb from left inboard rack because of release lever being positioned incorrectly in release.

c. One ship's Bomb Bay door motor burned out.

d. One ship failed to release four bombs, believed due to binding of lock salvo bar.

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)

ABORTIVE REPORT

APO 634, Station 128
4 February 1944

SQUADRON 615th AIRPLANE #42-31521 PILOT 2nd Lt. P. E. Campbell
CP 2nd Lt. A. DeSiano

PILOT'S STATEMENT:

Aborted from mission due to loss of about 175 lbs of oxygen between the Base and the coast of England; No. 1 propeller governor inoperative.

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

Check of the oxygen system after the return of the airplane showed the right waist gunners oxygen regulator to be leaking and draining entire airplane oxygen system.

R. W. Newman Lt.

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

4 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
42-39487	1. Flak hole in bottom of right wing near station 29. 2. Flak hole in left elevator near station 188 (in bottom out top) 3. Vert small flak hole in top of right wing just back of leading edge near station 30. 4. Flak hole in right side of radio room near station 5f. Made exit through left side near station 8e. Rudder trim tab and tail wheel lock cables shot away. 5. Flak holes on trailing edge on right flap near station 18.
42-39943	1. Flak hole in right side of vertical stabilizer near station 10. 2. Flak hole in right bomb bay door left. from rear. 3. Flak hole in leading edge of chin turret.
42-39979	1. Flak hole in left elevator near station 208 (in bottom out top) 2. Flak hole in right side of vertical fin near station 5 and 8a. 3. Flak hole in vertical fin near station 8k.
42-39993	1. Flak hole in left side of tail gunners window. 2. Flak hole in top left side of nose section just behind plexiglass. 3. Flak hole just above front escape hatch. 4. Flak hole in bottom of left wing near station 8. 5. Flak hole in left side of fuselage just behind life raft compartment.

(Battle Damage Report cont'd)

AIRPLANE NO.

BATTLE DAMAGE

42-39993

- 6. Flak hole in top of left wing near station 30.
- 7. Flak hole in top of left wing near station 18.
- 8. Co-pilots taxi window shattered by flak.
- 9. Left side of upper turret hit by flak.

42-31662

Negative damage.

42-31511

Negative damage.

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